

REPORT

Development Services

To: Mayor Côté and Members of Council **Date:** 5/9/2016

From: Beverly Grieve **File:** 13.2510.10
Director of Development Services

Item #: 162/2016

Subject: Queensborough Special Study Area: Proposed Widening of Blackley Street

RECOMMENDATION

THAT Council direct staff to require an equal road dedication from both the north and the south sides of Blackley Street to achieve the widening of the road allowance to acceptable City standards as outlined in this report.

EXECUTIVE SUMMARY

Blackley Street, located in the Queensborough Special Study Area, needs to be widened to meet City minimum urban road standards. Dedication from adjacent developments is required to bring Blackley Street to this urban standard, as the existing road allowance is only ten metres (33 feet). Although the minimum width for a local road allowance is typically 20 metres (66 feet), staff has proposed a 19 metre (62 foot) road allowance for Blackley Street which will still accommodate the necessary elements, but will reduce the required dedication. The 19 metre road allowance is necessary to accommodate City objectives including providing:

- a safe, comfortable pedestrian realm that includes sidewalks on both sides of the street;
- landscaped boulevard separating the sidewalks from the parking bays;
- parking bays on both sides of the street; and
- vehicle travel lanes that accommodate cyclists and two-way traffic.

The standard City process, which is considered a best practice, is to require that both sides of the street dedicate half of the required width at the time of rezoning or subdivision. Based on concerns raised by the community, staff also explored an option to take two thirds of the required dedication from the north side of the street and one third from the south side. Since Platform Properties is the owner of three of the five properties north of Blackley Street, this would put the higher burden of dedication on their lands. The impact would also be more significant for two of the properties not owned by Platform (335 Blackley St and 326 Mercer St). It would particularly impact 326 Mercer Street as it would lose 30% of the land area through dedication. Originally, it was expected that Platform would obtain and consolidate that property; however, it remains under individual ownership.

Staff sent a letter to all of the land owners on Blackley Street advising them that the two thirds north and one third south dedication option was being explored and asked for feedback. A total of seven written responses were received. Three quarters of the owners (representing six of eleven properties) opposed any scenario that requires any dedication from the south side of the street (including the two thirds/one third option) and preferred that the full dedication be taken from the north side of the street. Two owners (representing five of eleven properties, Platform and 326 Mercer Street) preferred that an equal dedication from both sides of the street.

Land owners in the area also expressed their desire for the required road width to be reduced to 16 meters. The alternative options proposed do not meet the City standards due to the reductions required for the boulevard width, sidewalk width, and/or provision of on-street parking.

Based on the inequitable impact to 326 Mercer Street, staff proposes an equal dedication from both sides of the street. To achieve the desired road width of 19 metres, this will require a dedication of 4.5 meters from properties on both sides of the street at the time of rezoning or subdivision.

PURPOSE

Blackley Street, located in the Queensborough Special Study Area, needs to be widened to meet minimum urban road standards. The proposed rezoning of properties owned by Platform Properties (Platform) in the area has resulted in discussion about how this widening should be implemented. The purpose of this report is to provide Council with information regarding the community's concerns and to seek Council endorsement for the approach staff recommends for achieving the widening of Blackley Street.

BACKGROUND

Current Applications in the Queensborough Special Study Area

The Special Study Area (Study Area) is defined as the area bound by Ewen Avenue, Stanley Street, Duncan Street and Furness Street. The area was identified as a study area in 2012 as part of the Queensborough Community Plan (QCP) review process. There are two applications related to the Special Study Area currently under review by the City and are subject of a report elsewhere on this agenda:

1. Official Community Plan Amendment

The City and Platform jointly made an Official Community Plan (OCP) amendment application for the portion of the Study Area. The OCP amendment application requires the creation of a Master Plan. The Master Plan will be an overall development concept for the whole Study Area that indicates the general location of future roads and blocks, conceptual building types, general location and types of public open space including sidewalks and greenways, and urban design guidelines. The Master Plan has been prepared by Platform in consultation with City staff. If endorsed by Council, the City will use parts of the Master Plan to amend the Queensborough Community Plan Land Use Designation Map and design guidelines, which will then guide future development in the Study Area. This application applies to all of the properties within the Study Area, regardless of ownership.

2. Rezoning Application

Platform has made an application to rezone the properties which they own or have an option to purchase, the latter including the City lands in the Study Area. This application does not apply to any other properties in the Study Area, and the City is not a joint applicant.

Prior Requirements to Widen Blackley Street

Regardless of the current Master Plan process, OCP amendment, or rezoning application, Blackley Street requires widening to meet the minimum urban standards set by the City. Dedication is required to bring Blackley Street to these minimum standards, as the existing road allowance is only ten metres (33 feet) and the minimum width for a local road allowance is typically 20 metres (66 feet). This widening and dedication would have been required under the old Queensborough Community Plan (1995) had an applicant applied to rezone an adjacent property under the former Residential – Medium Density designation of that plan; however none did. The rezoning application submitted by Platform under the new Queensborough Community Plan (2014) was the first rezoning application to be received for properties on Blackley Street and it has triggered the discussion about how to implement the dedication.

DISCUSSION

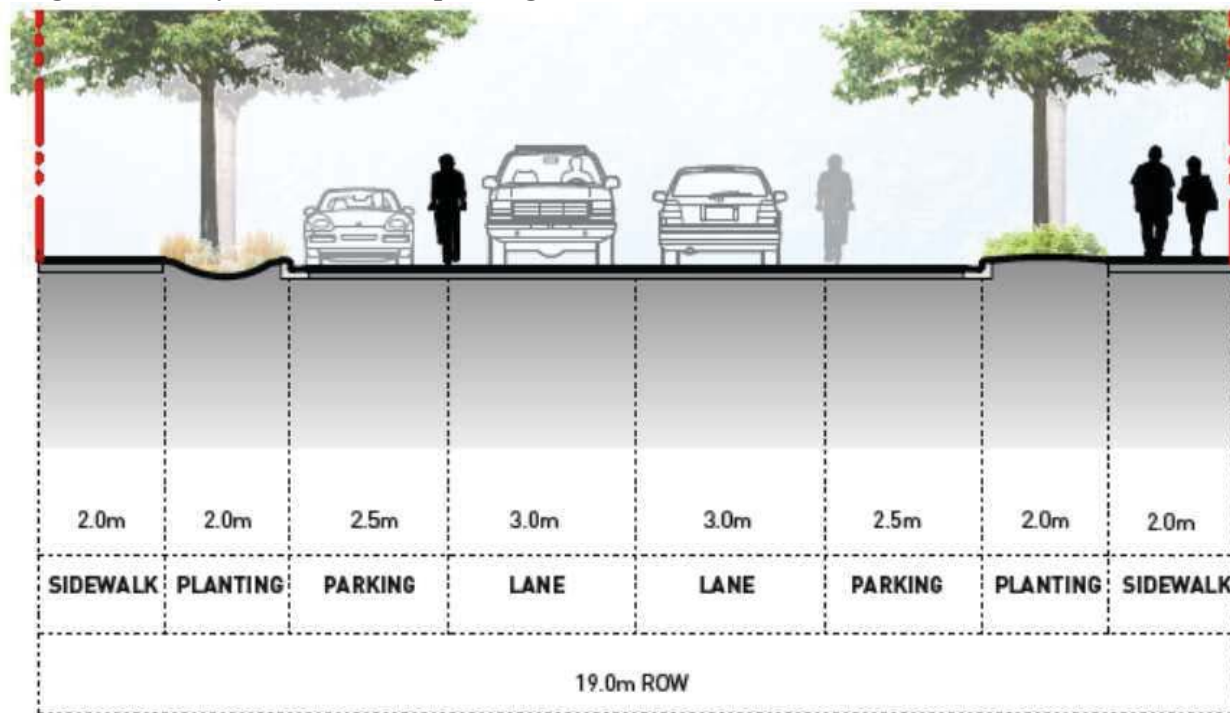
Road Design to Meet City Standards

Although the minimum width for a local road allowance is typically 20 metres (66 feet), staff has proposed a 19 metre (62 foot) road allowance for Blackley Street which will still accommodate the necessary elements, but will reduce the required dedication. This has been achieved by reducing vehicle lanes while maintaining safety standards. The 19 metre road allowance is necessary to accommodate City objectives including:

- Providing a safe, comfortable pedestrian realm that includes two meter sidewalks on both sides of the street. The minimum City standard width for sidewalks in a multi-family area is 1.8 metres (6 feet) with two metres (6.6 feet) preferred (e.g. reductions are only appropriate to consider in single family areas not expected to have high traffic). With the proposed land use density, anticipated pedestrian traffic and adjacent commercial at Mercer Street, the two metre sidewalk width is warranted. The sidewalks will be separated from parking lanes by a boulevard with street trees which make the sidewalk feel safer and more comfortable to use.
- The boulevard is required to be two meters to ensure an adequate soil volume that will create a healthy growing environment and does not conflict with underground utilities and paved surfaces. A healthy growing environment also results in larger street trees and maximized canopy cover. This is in support of the urban Forest Management Strategy.
- Parking bays are required on both sides of the street in consideration of the proposed multi-family residential land use, the low level of transit service, the function of Blackley Street and in keeping with City standards. Though visitors parking will be provided on-site people also expect there to be an on-street alternative, especially on days when visitors parking is in high demand in the multi-family development. On-street parking on both sides of the street is also appropriate on a street that intersects a commercial high street.
- Vehicle travel lanes that accommodate cyclists and two-way traffic would be included. The width of the drive aisles have been reduced from 3.5 metres (11.5 feet) to three metres (10 foot). This will accommodate two-way vehicle traffic while allowing overall width to be reduced from 20 metres to 19 metres.

The design for the 19 metre road allowance has been incorporated into the Master Plan as shown in Image 1.

Blackley Street is a major local road comparable to nearby Furness Street in the Port Royal Development which has a 20 metre road right-of-way, two way travel lanes, parking on both sides, boulevards, sidewalks and adjacent row housing.

Image 1: Blackley Street Streetscape Design

Long Term Implementation of Ultimate Design

This ultimate 19 metre design will not be achieved in the short term. Property owners along Blackley Street will only be required to provide a dedication for road widening (along with other servicing requirements) at the time of rezoning or subdivision. However, there is no obligation for any of the property owners to redevelop. They may continue to use their properties under their existing zoning for light industrial uses or in many cases for a legally non-conforming single detached dwelling.

Prior to Platform commencing with the development of this area (i.e. prior to a Development Permit or Building Permit) they will have to develop a functional interim road design that is acceptable to the City. The interim standard will account for the fact that additional dedication will still be needed on both sides of the street from other future developments. The interim road configuration may be in place for some time, as is always the case when an area starts to redevelop, but will be functional until the ultimate standard is completed with other developments over the long-term.

Implementation of Road Widening

The standard City process is to require that both sides of the street dedicate half of the required width at the time of rezoning or subdivision. In this context, a 4.5 meter dedication would be required on both sides of Blackley Street. This is considered best practice and is an approach used in most municipalities because all properties are deemed to be beneficiaries of

the widened road or lane. In this impartial approach, every fronting property contributes equally to the required infrastructure. However, there is a bigger impact on the development potential of smaller properties.

An image created early in the Study Area discussion process (i.e. prior to an application being submitted by Platform) showed the full dedication on the north side of Blackley Street. This image was created for illustrative purposes only, for the purpose of facilitating a conversation about possible land uses, and was not intended to suggest the appropriate approach to achieving the road widening or dedication requirements.

DISCUSSION

Proposed Dedication

Based on concerns raised by the community, staff explored an option to take two thirds of the required dedication from the north side of the street and one third from the south side. This would mean a six metre (20 foot) dedication would be required from the north side and a three metre (10 foot) dedication from the south side. Since Platform is the owner of three of the five properties north of Blackley Street, this would put the burden of dedication on their lands. The impact would also be more significant for two of the properties not owned by Platform (335 Blackley St and 326 Mercer St). It would particularly impact 326 Mercer Street as it would lose 30% of the land area through dedication. Originally, it was expected that Platform would obtain and consolidate that property; however, it remains under individual ownership. Based on the inequitable impact to 326 Mercer Street staff proposes an equal dedication from both sides of the street.

Property Owner Feedback on Dedication

Staff sent a letter to all of the land owners on Blackley Street advising them that the two thirds north and one third south dedication option was being explored and asked for feedback. A total of seven written responses were received. These written responses were submitted by all of the owners, and from one former owner (who sold two properties on Blackley recently and has been involved in the study area process). All of the letters received express their opposition to the road dedication. In addition, an owner presented this issue to the Queensborough Residents' Association and received their unanimous support for requiring the full dedication to be taken from the north side of the street. All of the correspondence received is included in **Attachment 1**.

Dedication: Two Thirds North and One Third South

This option would require all but one property to dedicated 6% of their property. The remaining property, 326 Mercer Street, would have to dedicate 30% of their property. The owners from the south would have to dedicate a range between 6% and 16%.

This was the proposal that was outlined in the letter sent to the owners. Three quarters of the owners (representing six of eleven properties) opposed any scenario that requires any dedication from the south side of the street including this option.

Dedication: All from North

The same three quarters of owners prefer that the full dedication be taken from the north side of the street. This option would generally have an impact on the properties to the north which would have to dedicate 9% of their property. The option would have a significant impact to 326 Mercer Street, which would be required to dedicate 45% of their property.

Dedication: Half North and Half South

Two owners (representing five of eleven properties, Platform and 326 Mercer Street) feel that an equal dedication from both sides of the street is the most equitable approach. This would require a dedication of 4.5% from the larger properties and 22% from 326 Mercer Street. The properties on the south side of the street would have to dedicate between 5% and 24%.

Image 2 and 3: Summary of Preferred Dedication

Address	Full Dedication from North	Two Thirds North/ One Third South	Half North/ Half South
326 Mercer St	X	X	✓
313, 317, 327 Blackley St (Platform)	X	X	✓
335 Blackley St	✓	X	X
322 Mercer St	✓	X	X
310 Blackley St	✓	X	X
316 Blackley St (Platform)	X	X	✓
322 Blackley St	✓	X	X
324 Blackley St	✓	X	X
319 Stanley St	✓	X	X

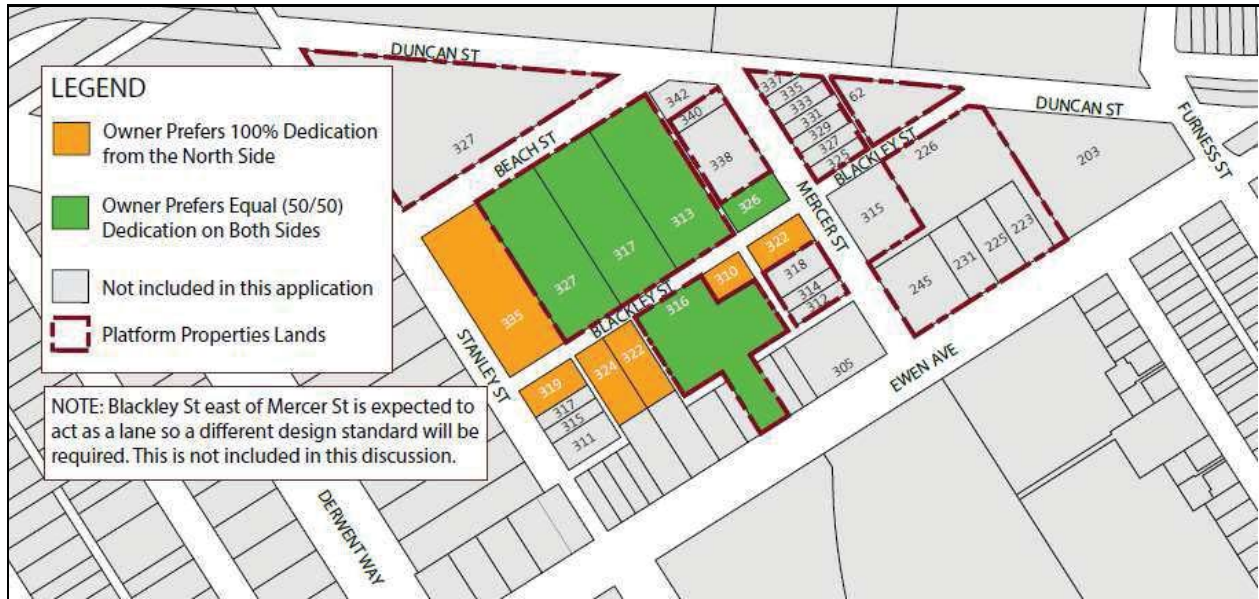


Image 4: Summary of Impact to Properties

Address	Existing Area (m ²)	Impact (% of property)		
		Full Dedication	2/3 Dedication	1/2 Dedication
North Side of Blackley St		Full Dedication	2/3 Dedication	1/2 Dedication
326 Mercer St	748	45% (335 m ²)	30% (224 m ²)	22% (168 m ²)
313, 317, 327 Blackley St (Platform)	12,141	9% (1,089 m ²)	6% (726 m ²)	4.5% (544 m ²)
335 Blackley St	4,047	9% (363 m ²)	6% (241 m ²)	4.5% (181 m ²)
South Side of Blackley St		No Dedication	1/3 Dedication	1/2 Dedication
322 Mercer St	703	0% (0 m ²)	16% (112 m ²)	24% (168 m ²)
310 Blackley St	513	0% (0 m ²)	16% (82 m ²)	24% (122 m ²)
316 Blackley St (Platform)	4,587	0% (0 m ²)	3% (60 m ²)	5% (213 m ²)
322 Blackley St	1,012	0% (0 m ²)	6% (60 m ²)	9% (91 m ²)
324 Blackley St	1,012	0% (0 m ²)	6% (60 m ²)	9% (91 m ²)
319 Stanley St	703	0% (0 m ²)	16% (112 m ²)	24% (168 m ²)

Property Owner Feedback on Road Width

Platform has also proposed that the road width be reduced to 16 metres. They have discussed this option with other owners and seem to have their support. Staff has reviewed the alternative options proposed by Platform but neither option meets the City standards due to the reductions required for the boulevard width, sidewalk width, and/or provision of on-street parking. The City requires a 19 metre standard in order to allow for an appropriate standard, sufficient on-street parking, sufficient sidewalk width, and boulevard areas to support tree growth, as per the Urban Forest Management Strategy.

RECOMMENDATION

The biggest impact of road dedication will be on the small properties on Blackley Street (326 Mercer Street, 322 Mercer Street, 310 Blackley Street, and 319 Stanley Street).

The options to required one third south and two thirds north dedication, or a full dedication on the north, would have a greater impact on the owner of 326 Mercer Street. An equitable, impartial approach would be to require equal dedication from both sides of the street. This option would require each of the four small properties to dedicate between 22 and 24% of their land at the time of rezoning or subdivision.

NEXT STEPS

Staff will move forward with the OCP Amendment and Zoning Bylaw amendments for the Special Study Area proposed by Platform. Platform will be required to enter into a Development Agreement prior to adoption of the zoning amendment. The dedications required for Blackley Street will be included in this Development Agreement. Additional dedication from other property owners will not be required until they choose to move forward with a rezoning application or subdivision application, although street and servicing improvements may be required at the time of any Building Permit, even without rezoning or subdivision.

INTERDEPARTMENTAL LIAISON

The Engineering and Development Services departments are working closely together on the Master Plan/OCP amendment process, and the rezoning application review. The information in this report is provided by both departments.

OPTIONS

The following options are presented for Council's consideration:

1. That Council direct staff to require an equal road dedication from both the north and the south sides of Blackley Street to achieve the widening of the road allowance to acceptable City standards as outlined in this report.
2. That Council direct staff to require two-thirds road dedication from the north side of Blackley Street, and one-third road dedication from the south side of Blackley Street to achieve the widening of the road allowance to acceptable City standards as outlined in this report.

3. That Council provide staff with alternative direction.

Staff recommends Option 1.

ATTACHMENTS

Attachment 1: Correspondence Received

This report has been prepared by:
Lynn Roxburgh, Planner
Rupinder Basi, Senior Planner,
Eugene Wat, Manager of Infrastructure Planning

This report was reviewed by:
Jackie Teed, Manager of Planning

Approved for Presentation to Council



Beverly Grieve
Director of Development Services



For
Lisa Spitale
Chief Administrative Officer

Attachment 1
Correspondence Received

Ron Basran
143 Spruce St
New Westminster, British Columbia
V3M 5L5, Canada

April 22, 2016

City of New Westminster
511 Royal Avenue
New Westminster BC, V3L 1H9

Attention: Planning Department c/o Rupinder Basi

Re: Response to Blackley Street Widening Letter

I am the owner of 326 Mercer Street, at the northwest corner of Blackley Street and Mercer Street in Queensborough. I am writing in response to your letter asking for comments on widening Blackley Street by 6 metres on the north side and 3 metres on the south side when it gets redeveloped.

I don't believe it is fair that I am being asked to give up more of my land than the owners on the south side of the road. Why should I be treated differently, and why will I lose more of my land to road widening than the owners on the south side of Blackley Street.

Why can't the road be built like other roads in the area? Port Royal has narrow roads and they work just fine. I think it is possible to do a 14 or 15 metre wide road instead of the 19 metres the City wants. A smaller road will reduce the impacts on all the landowners.

I want to be treated fairly, and the City's proposal is unfair. Please reconsider how wide this road needs to be, and also make any widening equal among all the owners along Blackley Street.

Regards,



Ron Basran

Blackley Street Widening Response

April 22, 2016

Introduction

The following is a response to the City of New Westminster's request for input into the widening of Blackley Street between Stanley Street and Mercer Street.

Context

Blackley Street is currently a 10m wide road allowance that is constructed with two vehicle travel lanes, and narrow ditches on each side of the street. There is no pedestrian or cyclist infrastructure.

A number of properties front along Blackley Street, and Platform's interests are in the properties shaded yellow. At both the west and east ends, there are lots with depths of approximately 19 metres.



City's Proposed Widening

The City has established a requirement for a 19-metre-wide right-of-way. The City's letter suggests that this be achieved by widening the road by 3 metres on its south side, and 6 metres on the north side to achieve the additional 9 metres required to attain a 19 metre right-of-way.

Platform's Response

Platform maintains that the offset widening is inequitable. The City's initial direction, reflected in the master plan submission was to share the widening equally. Owners on each side of the road would contribute 4.5 metres at the time of development. We still believe that is the most equitable solution.

The proposal to allocate 6 metres of widening on the north side, and 3 metres on the south side, shifts the burden to the landowners to the north, affecting several private properties in addition to those controlled by Platform.

Proposed Solution

On March 16, 2016, Platform presented two different conceptual cross sections to demonstrate that the City's pedestrian, cyclist, and vehicle needs could be met within a 16-metre-wide right-of-way (Attached). This would require slight alterations to the the City's typical street section, but are consistent with standards included in the Queensborough Community Plan (page 234).

We still maintain that is the most equitable approach, and best solution to preserve the development potential for all owners fronting Blackley Street.

Closure

If all of the interested parties stepped back and viewed this issue with an eye towards finding a fair and reasonable solution for all affected, we believe the proposal we have outlined above would be the right solution.

We thank you for the opportunity to comment and look forward to a fair and expedient conclusion to this matter.

Contact:

Cameron Chalmers, Planning and Development
Platform Properties
(604) 849-2138
cameron@platformproperties.ca

March 16, 2016

Introduction

The following is an analysis of the Blackley Street cross-section, prepared with the intent of exploring options to minimize additional road dedications. It examines the Blackley Street context, the cross-section proposed in the *Eastern Queensborough Neighbourhood Node Master Plan*, and the *Queensborough Community Plan*. It concludes with a proposed solution that will minimize impacts on all properties fronting Blackley Street in a manner that is equitable to all owners, while meeting transportation requirements and City objectives.

Context

Blackley Street is currently a 10m wide road allowance that is constructed with two vehicle travel lanes, and narrow ditches on each side of the street. There is no pedestrian or cyclist infrastructure.

A number of properties front along Blackley Street. At both the west and east ends, there are lots with depths of approximately 19 metres. There are several larger lots on the north side of Blackley as shown on the following diagram.

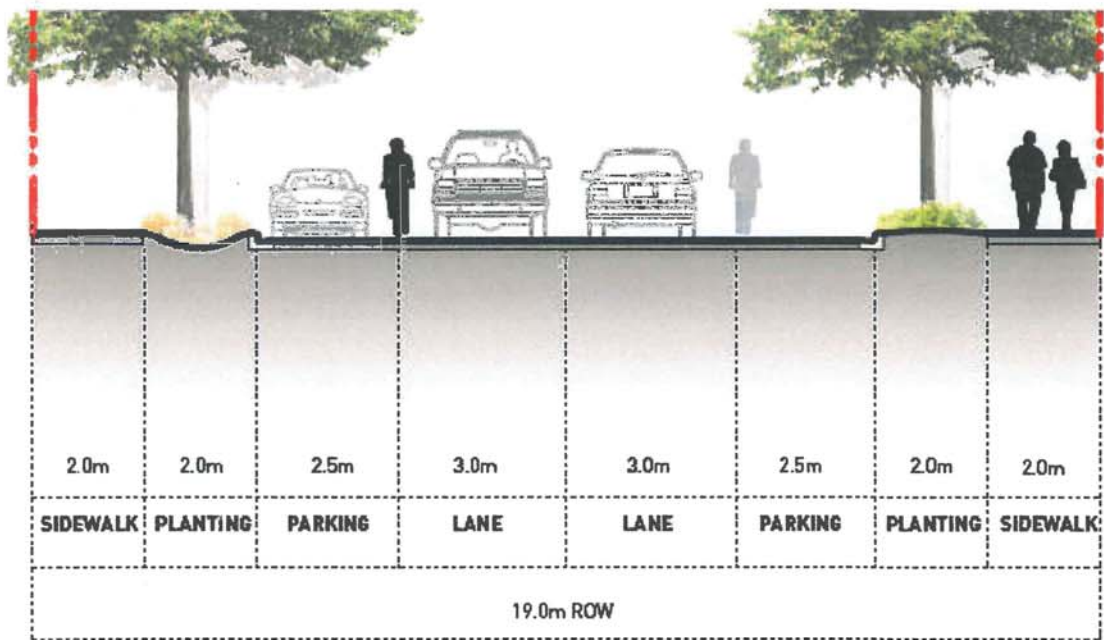


As demonstrated above, Blackley Street is a relatively short street that will exclusively service the adjacent properties and proposed development.

Master Plan Submission

Through the master plan process, a number of options have been considered for Blackley Street. The most recent plan proposes a 19 metre right-of-way. It includes the following attributes:

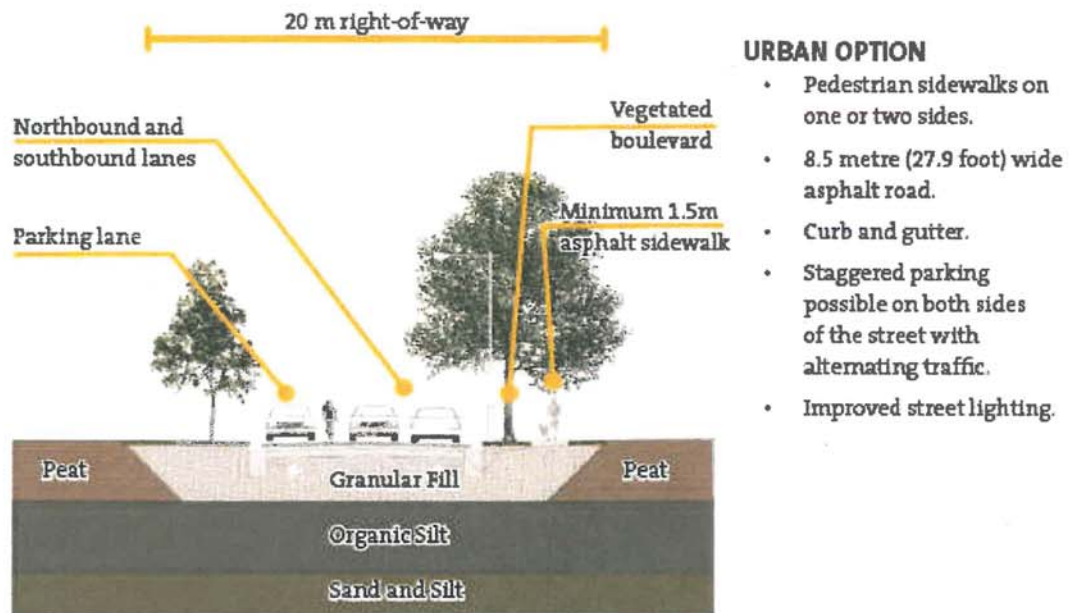
- 2.0 metre sidewalks on both sides of the street
- 2.0 metre planting strips on both sides of the street
- 2.5 metre parking lanes on both sides of the street
- Integrated cycling
- 3.0 metre travel lanes
- 11 metres of asphalt road



The above cross-section represents the recommendations of the City, and amounts to a 19 metre right-of-way to accommodate the requirements, based on the City's servicing standards. This will require 9 metres of dedication, resulting in significant impacts on the adjacent properties.

Queensborough Community Plan

The 2014 *Queensborough Community Plan* (“QCP”) examined several different road options than those that are currently in the City’s servicing standards. The intent of the examination was to explore alternative standards as shown below. The attributes of the proposed cross-section are described in the diagram below (QCP, Page 234).



Though the cross-section above assumes a 20 metre road right-of-way, there appears to be options to explore alternatives in an urban context.

Proposed Solution

The master plan contemplates the urbanization of the Eastern Queensborough Neighbourhood Node. Accordingly, the Urban Option appears to be the most suitable of the cross-sections proposed in the QCP. The attributes of the QCP contemplate an 8.5 metre paved surface, and minimum 1.5 metre-wide sidewalks on one or both sides. Parking is encouraged, with the option of staggered parking and alternating traffic. These options represent a departure from the City standards that have been incorporated in the master plan submission.

The proposed solution is to combine the attributes described in the QCP cross-section with the cross-section proposed in the master plan in a 16 metre-wide road right-of-way.

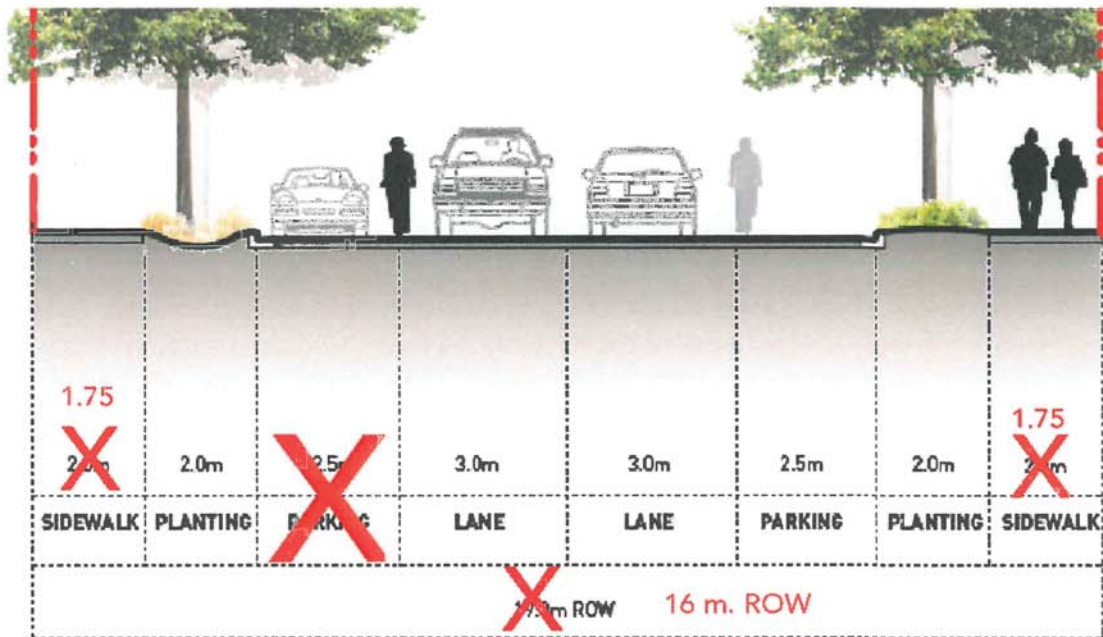
The following two possible solutions illustrate how a 16 metre right-of-way can achieve a reasonable transportation solution for pedestrians, cyclists and vehicles.

Option 1

This proposal, based on the QCP options, would include the following attributes:

- 1.75 metre sidewalks on both sides of the street
- 2.0 metre planting strips on both sides of the street
- 2.5 metre parking lane on one side of the street (north side)
- Integrated cycling
- 3.0 metre travel lanes
- 8.5 metres of asphalt road

These attributes would result in the elimination of 2.5 metre parking lane on the south side of the street and a 0.25 metre reduction in each sidewalk width. The result would be a requirement for a 16 metre road right-of-way.

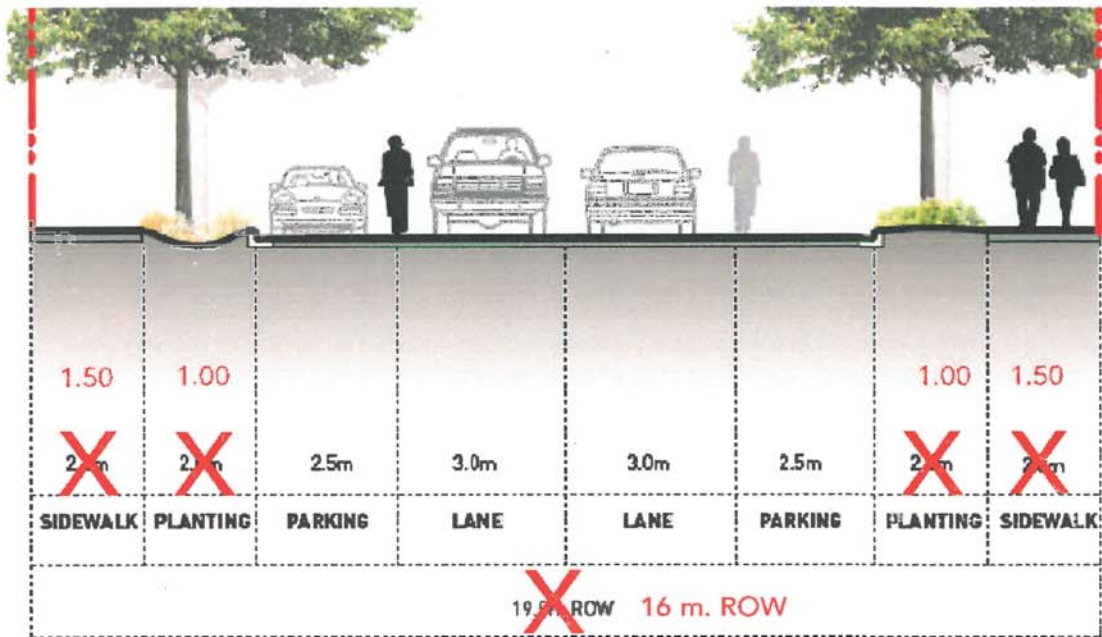


Option 2

The second option retains all of the important attributes, though redistributes the allocations in a different manner than the first option. The following attributes are proposed:

- 1.5 metre sidewalks on both sides of the street
- 1.0 metre planting strips on both sides of the street
- 2.5 metre parking lanes on both sides of the street
- Integrated cycling
- 3.0 metre travel lanes
- 11 metres of asphalt road

As compared to the master plan submission, this option reduces each sidewalk from 2 metres to the 1.5 metres contemplated in the QCP cross section. It also reduces the planting strips on each side of the street to 1 metre, which is still an ample landscape buffer given the context of the street. The proposed changes are shown on the following illustration.



Closure

The above cross-sections demonstrate two proposed options for achieving the attributes desired in the QCP cross section and/or the master plan cross-section within a 16 metre right-of-way. This reduction in right-of-way from the current 19 metre master plan cross-section would result in an equitable dedication requirement of 3 metres on each side of Blackley Street, while providing an appropriate scale of street for pedestrians, cyclists, and vehicles.

There are other variations to the above proposal, such as sidewalk on one side, or other means, however the above demonstrates a feasible and equitable solution to narrow the width of the Blackley Street road right-of-way.

We look forward to resolving this matter with the City as expediently as possible.

April 22, 2016

City of New Westminster

Attention: Mr. Rupinder Basi

Dear Rupinder,

RE: Queensborough Special Study Area – Request for Opinion on Blackley Street Widening

Please find enclosed letters from the Private Owners fronting Blackley Street including the following addresses

322 Mercer Street

310 Blackley Street

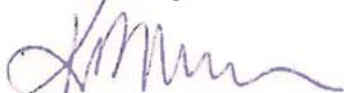
322 Blackley Street

319 Stanley Street

335 Blackley Street

I believe 324 Blackley Street will drop off their letter directly.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Kal Bains', with a stylized, cursive script.

Kal Bains

Cc Beverly Grieve

April 12, 2016

City of New Westminster
511 Royal Avenue
New Westminster, BC

Attention Mr. Rupinder Basi

Dear Mr. Basi,

RE: Special Study Area - Blackley Street

My name is ^{Removed to protect privacy} I am the new owner of 310 Blackley Street. I bought this house from ^{Removed to protect privacy}. It was listed with a realtor and had been on the market for a few months before I purchased it. I bought it to live in because it was affordable to do so. I do not intend to sell for a very long time (if ever).

I have been brought up to date on the history of the street widening. I am aware the city and developer showed on many occasions and for a very long time that the area for the widening of the street would come from the north side of the street. I read the list of times and the length of time this was shown and then I understand without any warning and without telling the people who have lived and owned property in the area for many years the city and developer changed things to take land from the south side of the street.

Although it has been a long time since I lived in China, I must say that I was very surprised to learn that things like this could happen in this country. Deals out of the public eye are common in China. It does not seem right that it should also be here.

I do not support taking land from my side of the street. I only have 5518 square feet and every foot is precious. I do not understand how we should have to give our land up to help the developer as he will have multiple residences to charge the cost of the land to. As I understand it we have all together less than 10% of his land area but were asked to give up as much as 50% of that required, changing that to 33% is not much better. It does not make sense and it is not fair.

I want to add one more thing here. Before I purchased this property my realtor went to City Hall and spoke to someone and asked if there were anything they should know. She was never told about this issue concerning the street widening.

Thank-you for listening to my opinion.

Removed to protect privacy

April 5, 2016

City of New Westminster

Attention: Mr. Rupinder Basi

Dear Mr. Basi

Subject: Widening of Blackley Street, Queensborough

My name is ^{Removed to protect privacy} I am the owner of 322 Blackley Street. I completely oppose any attempts to revise the plan I have seen (copy attached) to take road dedication from the south side of Blackley Street. I don't think even one foot should come from our side of the street, we have already paid for the street in more ways than one.

The City and Developer showed the widening of the street coming from the north for over 15 months and we know, but for Kal's reading of the Master Plan draft in September, we would all have been left in the dark about the true intentions. That no one from City Hall would feel the need to explain this change of plans to us is shameful. Someone should be held accountable but I am sure this is unlikely.

I don't know what other holdings this developer has in the City but I do know that we on the street have had to put up with substandard living conditions, potted roads and open ditches all the while paying our taxes with little benefit. As we understand it he has had a virtual free ride while only paying taxes on the school district property. Have City Councilors taken a drive down Mercer and Blackley for the full experience? It might be helpful to understand the level of frustration we feel and to top things a tremendous sense of betrayal.

We were very happy to see movement (finally) on planning this area. To have no sewer and open ditches in 2016 this close to Vancouver is truly shameful. And this developer seems to either have an agenda or no money to expand his interest in the area. While we have never been approached I know that my friend and neighbour

Jan called on Kyle Shury and he gave him attitude, basically telling him while he might want Jan's lots on Blackley and Stanley, he didn't need them. I guess he wants them for nothing.

Due to some personal issues I have now listed my property for sale. I do not expect that I will get an offer from the Developer the City has chosen because I am not interested in giving it away. If the City wants to buy it and then subsidize its sale to the developer the true asking price is \$850,000.

I understand from Kal that the City has a right to control 42 feet of building area on the land that the Developer owns on Duncan and on the area he has under contract from the City on Mercer. While I am not up on by-law stuff it makes sense that the City should trade that area for the extra 4.5 meters required from Blackley. We all think this was the reason the original plan was shown to us, that is before greed or a desire to flim-flam the local residents took over. The widening of the street should not come on our backs. There are multiple residences going on the property he is buying from the City, they will benefit most from the widened street, why should we give up even a foot much less the one third split you are suggesting? I hope to sell my property to a trucker or a contractor who will keep the property in M1 which will likely ensure that Blackley may go decades before becoming a completed street.

I give my full support to Kal and her efforts to help us and speak on our behalf. I know it has been time consuming for her. Should you have any question on that authorization I may be called at Removed to protect privacy

Thank-you

Removed to protect privacy

Copy to Beverly Grieve

April 10, 2016

City of New Westminster
511 Royal Avenue
New Westminster, BC
V3L 1H9

Attention: Rupinder Bassi

Dear Rupinder

RE: Blackley Street Widening

My name is ^{Removed to protect privacy} I am the owner of 311 and 315 Stanley Street and was (until recently) the owner of 310 Blackley Street and 324 Blackley Street in the Special Study Area.

Since I was born on this street and have been involved as an owner and participant in the Special Study area I feel I have a right to voice an opinion. I also feel I have a certain moral duty given my history with these properties to assist my buyers (now my new neighbours).

Due to some personal/professional events in my life, I decided it was time to sell these properties. I had them listed for sale for some months before the new owners purchased them.

I attended almost all, if not all public and private owners meetings put on by the City and Platform and saw on multiple times boards and written presentations which indicated that Blackley Street was being widened on the north side on predominately Platform Properties land. There are a lot of reasons this should remain, not least of which is the damage this would do to the city's reputation – presenting one thing then changing it to another with no warning or advice.

The Private Owners on the south side of the street do not have the area to be able to lose it to a street dedication and proportionately do not benefit from the use of the street like those on the north side of the street – the City should remember that Platform will have a large area on the south side as well once the Pending sale closes so will be able to net out the area lost on the north.

The one third two third split will not work – this attempt to resolve the mess the City and Developer jointly share responsibility for is not logical. The whole street has to be built at one time including the sidewalks.

The private owners think the City should not expose people, particularly children to possible harm as they are forced to walk in the car lane because no sidewalk will exist for long stretches of land owned by the Private owners if this newly minted plan is accepted. There are only two private owners on the North side. Negotiate with them. Platform had over 15 months to get used to the idea that they were giving up their land without compensation – they stood beside or prepared the documents that had the drawing showing where the expanded land was coming from, it was expected and clearly acceptable to them or they would have said something right at the beginning.

I hope this letter helps clarify my thoughts.

Thank-you


Removed to protect privacy

April 21, 2016

City of New Westminster
511 Royal Avenue
New Westminster, BC
V3L 1H9

Attention: Mr. Rupinder Basi
Ms. Beverly Grieve

Dear Rupinder

RE: Opinion Letter – Blackley Street Expansion

The owners of the properties fronting on Blackley Street have been asked to submit their thoughts on the manner by which the land required to expand the street will be attained.

Does it really matter? Increasingly, it has become clear that logic, common sense, a commitment to standing by representations made and relied upon by the owners have not been given the respect that we deserve. We can only hope there is sincerity in this request for our opinion.

Background

- For over 15 months, in at least 39 exhibits including presentation boards at public hearings shown to the public, the Mayor and Council and various committees the Developer and the City represented the land to widen the street would come from the north side (without any ambiguity)
- The true intentions were not made clear until the the InterCad report surfaced in the Master Draft document on July 28 in a presentation to the New Westminster Design Panel. The private owners became aware of this document in late September 2015 by chance.
- At no time did the City or Developer make any attempt to inform the owners of the south side of the street of this change.

Economic Factors

- we are confident that on a cost basis there would be significant savings to be realized from building the road in one effort as opposed to multiple trips over years stretching forward with uncertainty. There would not only be the increased cost of multiple mobilizations but the increased expense for labour and materials going forward and a finished product which will likely not appear seamless.
- A significant marketing tool will be lost to the developer and the project will contend with a black eye as attempts to showcase this new development will be thwarted by a substandard and a hodge-podge street. This may affect the price and speed by which the development will sell. This will then affect the tax revenue and the spin off economic benefits to be realized by residents living in this community.

Community Sentiment

- not only have the owners of the properties affected on the south side of the street spoken in opposition of changing the plan to the 50/50 or 2/3 1/3 split but after presenting our issue to the Queensborough Ratepayers Association on April 12th there was unanimous support for our position that the original plan showing the expansion coming from the north side should be respected.

The QRA represents the Queensborough community at large. We understand a letter has been forwarded/will be forthcoming expressing this support.

Potential Liability

- It is hard to imagine that consideration has not been given to the fact that for an indefinite period of time long stretches of the street will have no sidewalks (street lighting?). It cannot be desirable to require pedestrians to walk in the street as no sidewalk will be built under the current scheme (with the two third/one third split) until rezoning occurs on the private lands. In good conscience, how can the city support this?

Solution - Negotiate

- The Developer purchased the school district property and has a Pending Sale agreement on the City lands which have a building restriction on 42' as expressed in Bylaw 6088, 2001.

This equates to approximately 30,000 square feet of restricted area. Of this area the land required for dedication on Duncan Street for the relocated canal does not appear to be subject to compensation and the remaining 4 meters is consistent with that required to be relinquished as dedication in the area as was done on the Elegant Development Stanley Green site. Please review passage (attached) from the Community Charter.

On a "quid pro quo" basis there is more than enough land to trade for removing this building restriction.

As to the two private owners remaining on the north, the owner of 326 Mercer is similarly affected by Bylaw 6088, 2001 while 335 Blackley is not. From a cost/benefit perspective both private owners should be simply offered a compensatory trade of land from the land to be deemed surplus on Beach Street or the Developer may chose to offer the land from the Pending Sale agreement. While on the surface this may appear to be a substantive "ask", considering the square footage involved this is not significant in the overall scheme of things.

We do not speak for the owner of 326 Mercer Street but can as representative for the owner of 335 Blackley Street. We would be prepared to sit down and negotiate an end to the gridlock surrounding this street's expansion along these terms.

Latest Development

On Wednesday April 20, 2016 after the substantial drafting of this letter a telephone call was received from Cameron Chalmers. Among other points discussed, one involved a suggestion that was made to City Staff by Platform respecting the potential to limit the expansion to 16 meters (which I understand is more standard particularly for residential areas in Metro Vancouver).

I was asked if the owners would support this change. It was explained to me that this width is not unusual and was in fact shown as an option in the Community Plan.

As I understood him this would result in the 6 meters required to widen the street coming exclusively from the north while still providing the street with sidewalks (albeit narrower) traffic lanes and planting. This width we understand is more "common" and indeed a drive down 8th Avenue as well as other significant streets in the City have "normal" width sidewalks (appearing to be closer to a meter wide) which have functioned well for many years.

I was able to connect with the majority of the owners on the south side given the time frame to complete this letter and we were all supportive of this in principal. We agree with him that the length of this street does not require a "grand boulevard" treatment. It is a logical resolution to the problem.

Given the timing of this discussion we will explore this further, consider its impact on the private lands to the north and provide a more formal opinion letter.

Conclusion

We want a resolution to this festering matter and one is possible. It is our hope that recognition of the substantial beneficiary of the street widening, the safety and aesthetic aspects of it's completion in one effort and the common sense approach to dealing with the private owners will ultimately meet a suitable resolution. It is going to take the will of City staff to achieve this. Staff were able to resolve right of way issues with two residences on Ewen Avenue through discussion, we would like to think resolution on our issues is possible as well.

Removed to protect privacy

322 Mercer Street
Removed to protect privacy

335 Blackley Street
Removed to protect privacy

319 Stanley Street

Community Charter reference

We understand that in accordance with the Community Charter the area for the ditch/channel may be appropriated ***without compensation*** by the municipality in any event if the channel/ditch is considered to be part of a stream. The channel/ditch has been described as "yellow coded". Taken from "A General Guide to Construction Over or Near Watercourses" the description attributed to this is as follows:

Yellow-coded

Provide valuable food and nutrients to downstream fisheries watercourses, but do not support salmon or regionally significant fish; however, they are considered fish habitat and may provide habitat for course fish species

The Community Charter states under section 34 (1) b and e states

34 (1) A council may appropriate the land constituting the channel or bed of a stream that passes through the municipality, without compensation to the owner, for the purpose of constructing one or more of the following:

(b) works to maintain the proper flow of water in a stream, ditch, drain or sewer in the municipality;

(e) works to make a watercourse part of the municipal drainage system, whether the watercourse is on municipal land, private land or a highway;

We believe this fits the description of the existing and to be relocated channel.

Jacqueline Killawee

Subject: FW: Blackley street widening

From: Bev Grieve
Sent: Tuesday, May 03, 2016 2:39 PM
To: Lynn Roxburgh
Subject: FW: Blackley street widening

From: remove to protect privacy
Sent: Monday, May 02, 2016 10:34 PM
To: Bev Grieve
Subject: Blackley street widening

Dear Ms. Beverly Grieve:

Hope this email finds you well.

My name is ^{Removed to protect privacy} and my family is the new resident of 324 Blackley street.

Last month we had the opportunity to meet with Kal, and she brought up to date on the issues facing us on Blackley Street. She thought it is important that we tell you something about ourselves and also to state our opinions of the widening of the Blackley street.

My father and I moved to Canada 10 years ago, he is a roofing labor and I am working as a junior engineer. During the past ten years my family worked extremely hard to be able to purchase this property and we are planning to live here for a while.

Regarding to the issues of widening Blackley street, we are concerned with the situation, and based on our current understanding, we support Kal's opinion, which I believe she recently delivered a set of documents to elaborate her opinions and other nearby residences.

Best regards,

Removed to protect privacy

Removed to protect privacy

April 2016

To: Mayor J. Cote and Members of Council
City of New Westminster

Rupinder Basi, Senior Planner

Lynn Roxburgh, Planner

And

Kal Bains, 322 Mercer Street,
also acting as representative for the owners of
310 Blackley Street
322 Blackley Street
324 Blackley Street
319 Stanley Street

**RE: Proposal Widening of Blackley Street
Project - Platform Properties**

On Tuesday 12 April 2016, the Queensborough Residents Association, received a presentation by Ms. Kal Bains owner of 322 Mercer Street regarding her concerns about the proposed widening of Blackley Street. Ms. Bains relayed she has in the past had meetings regarding the widening with City Engineering, a City Counsellor, City Planners associated with this project in addition presenting at the Advisory Planning Commission - APC. Ms. Bains provided to the QRA a letter (attached) addressed to the City on 2 November 2015 regarding concerns by owners on Blackley regarding the widening.

Ms Bains reports that the city in redeveloping Blackley Street, has indicated they will take 3.0 to 4.5 metres from her south side street frontage on Blackley Street.

The current plan for Blackley Street as understood is to widen it to 19 metres to accommodate, sidewalks, parking, and two way traffic.

Ms Bains has asked the City to consider taking all land necessary for widening Blackley from the North side of Blackley and not to remove property from the land owners on the South side of Blackley.

Our membership voted an unanimous approval to submit a letter of support for Ms Bains and her concerns.

Sincerely,

Laurie David Moore
President Queensborough Residents Association

Email: qbpresidents@yahoo.ca

Attch: Ms. Bains letter 2 November 2015 (5 pgs)

November 2, 2015

City of New Westminster
511 Royal Avenue,
New Westminster, BC
V3L 1H9

Attention:

Delivered by hand

Dear

RE: Queensborough Special Study Area
Widening of Blackley Street

Since June 2014 City staff together with Platform Properties have made representations in at least 13 submissions, meeting presentations and on illustrated boards (see Appendix 1), that show that the nine meters (29.6 feet) required to widen Blackley Street would be taken from the properties on the north side of the street. The most prominent drawing is captioned "Official Community Plan Land Use Designations" and this drawing was shown cumulatively at least 39 times.

The drawing and message are abundantly clear. The legend indicates grey for Modified Street/Lane. The land for the widened street is encompassed by a hashed red line for the Platform Properties Lands and a solid line for the private owners to the left and right of them. There is no indication that the street widening encroaches on any property to the south of the street. There is no ambiguity.



For the first time in late September of 2015, the owners became aware, and then, only by chance, that there was a proposal to take property from the south as well as the north sides of the street. This came after fifteen months of repeated representations to the contrary. We discovered this in a line buried in an Appendix prepared by InterCAD (a consultant for the Developer) on page 125 of a 134 page document. We were stunned to discover this and equally surprised to have not been told by City staff. To add insult to injury we have been told that the City does not agree with verbiage that speaks to “acquisition” of the required land in the InterCAD report. We have been informed that the City intends to take this land as a condition of rezoning and without compensation to the owners.

Further research revealed that this concept was first introduced in a document sent solely to the New Westminster Design Panel on July 28, 2015 and to the best of our knowledge and belief was never addressed to the Mayor, Council or Private Owners. We feel we, and indeed all parties have been misled and kept in the dark.

As these illustrations depicting the land required to widen Blackley coming from the north side was included in all manner of documents from invitations and presentations to public and private owners, to the Mayor and Council, the Advisory Planning Commission and the New Westminster Design Panel we do not accept that the Developer, the Planning Department *and* the Engineering Department are just now realizing this was an error. Does this mean that the Director of Engineering (or his designate in his absence) as well as the Director of Development Services who actively participate in Members of Council in Committee of the Whole Meetings do not read or question the content of the presentations? The drawings are featured prominently, in colour and are typically within the first few pages of multipage documents.

If we accept that this was an oversight/error repeated 39 times, what confidence should the public have that there are not other errors within these documents produced and presented as a collaborative effort between City staff and the Developer?

519 feet (76.5%) of the north frontage is owned or controlled by the Developer, Platform Properties: there is only one property privately owned with 142 feet (23.5%) of frontage on the north side. Contrast this with the south frontage where there are five privately held properties with 506 feet (76.5%) of the frontage with only one property owned or controlled by Platform Properties having 155 feet (23.5%) of the frontage (all numbers rounded).

Shown below is the impact on the private owners.

Street Address	Frontage X 4.6 meter/14.8' Street Allowance	Square Footage	Percentage of Property Required to be Relinquished
322 Mercer Street	122' X 14.8'	1805.6 sq ft	24% of property
310 Blackley Street	62' X 14.8'	917.6 sq ft	24% of property
322 Blackley Street	66' X 14.8'	976.8 sq ft	9% of property

324 Blackley Street	66' X 14.8'	976.8 sq ft	9% of property
322 Mercer Street	122' X 14.8'	1805.6 sq ft	24% of property

Remaining with the original plan the net difference to the Developer would be less than 3%. To arrive at this one considers the 363' net frontage on Blackley Street controlled by the Developer (north frontage 519' less south frontage 155') multiplied by the same 14.8' and the result is a net loss of less than 3% (5372 sq ft as a percentage of 187,955 sq ft land fronting Blackley Street). If one were to take this as a percentage of the 11.2 acres they currently own or control that amount is reduced to only 1%. The impact of this number would be further reduced if the land owned or controlled is increased by the gifting or acquisition of additional lanes or streets considered surplus and to be abandoned.

Is this fair or equitable?

The 3% does not tell the whole story. The lands controlled by Platform Properties have depth, they represent acreage. Three of the five private owners' properties are only 62' deep. Removing 15' would result in a net depth of only 47' which would effectively make them undevelopable under the proposed rezoning option once set back considerations are made and barely usable in their current M1 zoning. Add to this a recent additional burden that has come to light. The engineering department has advised that there will be a further incentive to force the private owners to abandon any aspiration to participate in the development. The private owners have come to understand in addition to forfeiting their land, there is also an expectation that the cost to develop the streetscape to the center line will be borne by the owners as a further condition of rezoning. This concept is only now being introduced to the clearly naïve and unsophisticated private owners under the guise of "best practices" and was contained in a letter sent October 28, 2015.

We do not believe this Mayor or Council would be supportive of this heavy handed approach. Clearly the use of the street will be significantly weighted to the majority owners and the residents of the 11.2 acres under the control of the Developer, not the private owners on the south side of Blackley Street who cumulatively own less than an acre on this street, particularly given the proposed set back requirements and their limited ability to develop efficiently.

The Planning Department had already reached the conclusion that three of the five privately owned properties could not be developed under the proposed rezoning without consolidation. This information was not shared with the owners until a meeting held on October 2nd with one of the owners. It should be noted that two of these three properties are surrounded by lands controlled by the developer, we think the communication and process requires a sober second look.

We strongly object to this proposal. This is unjust given our years of tolerating the substandard conditions in the area while being loyal taxpayers. The burden is clearly disproportionate.

We ask that the City and Developer respect and honour the position they have consistently presented to all parties and acquire the necessary 9 meters from the property on the north side of Blackley Street. We are of the opinion that to do otherwise, particularly at this late stage in the process, would be an act of bad faith.

Given the potential abandonment of the Beach Street right of way, there appears to be an opportunity to mitigate the impact on all property owners – both the Developer and Private owner alike, by compensating them for the surrender of the entire 9 meters from this right of way. This solution would facilitate the completion of the expanded Blackley on an expedited basis with minimal impact. There are other economies and efficiencies to be realized with the added potential of having this significant street installed in one effort to the benefit of all the residents of the community early in the process as opposed to multiple mobilizations over a period which could conceivably stretch over the next two decades

As a side note, subsequent to the substantial drafting of this letter a not so veiled threat was presented through a letter addressed to the owners dated October 28th from the Planning Department. While initially told that there would be no impediments to developing under the current M1 zoning in perpetuity (which in of by itself does not require setbacks or the forfeiture of land) sensing a desire by the owners to explore this option words were introduced which have a chilling effect.

*"The City will require property owners on each side of the street to provide equal road dedication along their property frontage. This would be required at the time of a rezoning, subdivision, **or in some instances, a building permit application** to achieve the required road right of way width for widening."*

The specific properties on Blackley Street are not named but the threat and intent is clear. And for the first time the illustration which has been featured so prominently for the previous 15 months has two notations – ***Image 3 – Proposed Land Use Designations and a Note – The road dedications shown in grey on the above noted image have not been confirmed by the City and are subject to change.*** This is a feeble attempt at rewriting history and surely more than a small embarrassment to the reputation of the City.

We the owners of the private properties on the south side of Blackley Street ask for confirmation of the City staff's intent to direct Platform Properties to have their consultants rework their drawings to reflect the intent shown consistently since inception, that is to take the 9 meters required to expand the road from the north side of the street.

Yours truly,

Kal Bains
Owner 322 Mercer Street

Jan Pisoruk
Owner 310 Blackley Street

Peter Heiss
Owner 322 Blackley Street

Jan Pisoruk
Owner 324 Blackley Street

Mickey Bains
Owner 319 Stanley Street