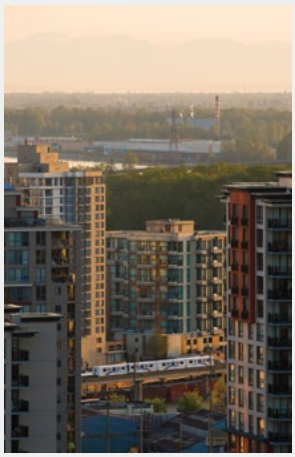
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DOWNTOWN COMMUNITY PLAN

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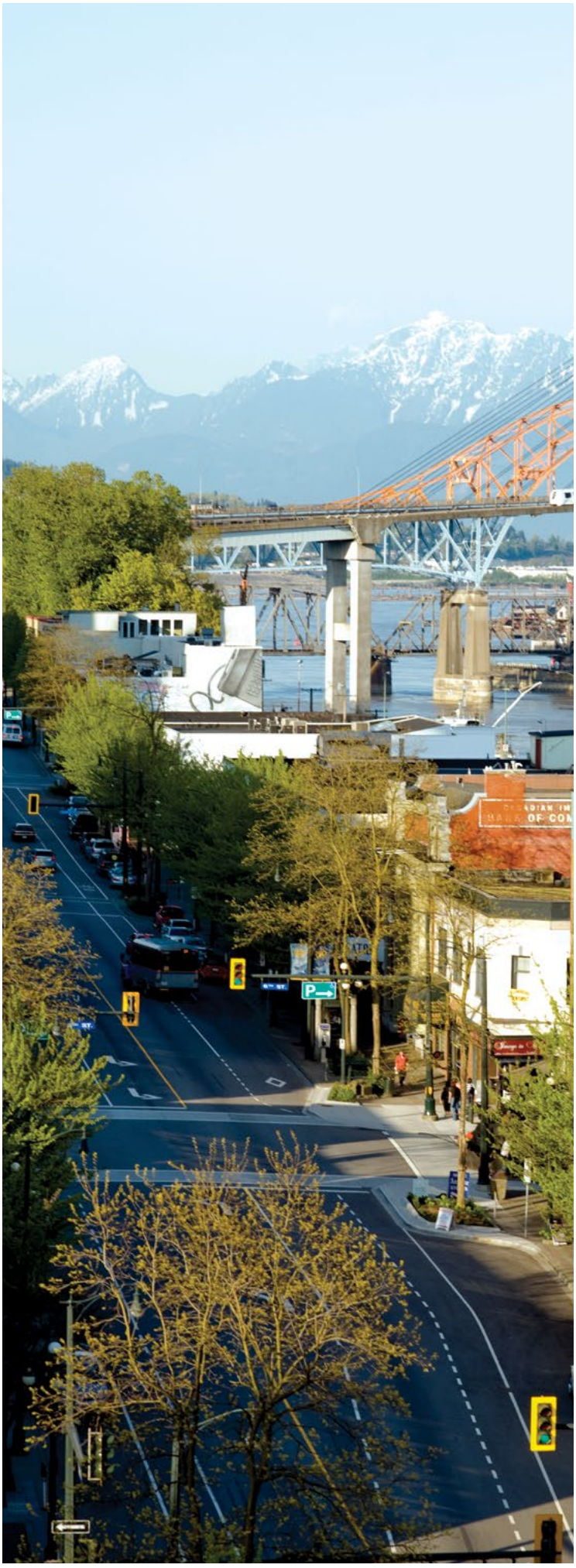
AMENDMENTS TO DOWNTOWN COMMUNITY PLAN – SCHEDULE C OF THE OFFICIAL COMMUNITY PLAN (BYLAW NO. 7925, 2017) (APRIL 2023)

This is a consolidation of the bylaws listed below. The amendment bylaws have been combined with the original bylaw for convenience only. This consolidation is not a legal document. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaws on this subject.

Bylaw Number	***Effective Date***	
8039, 2019	*October 1, 2018*	*(Electric Vehicle Infrastructure)*
8151, 2019	*January 27, 2020*	*(DPA General Exemptions and Minor Updates)*
8283, 2021	*February 28, 2022*	*(60 and 68 Sixth Street)*
8285, 2021	*February 28, 2022*	*(City Wide Crisis Response)*
8089, 2022	*September 26, 2022*	*(514 Carnarvon Street)*

The bylaw numbers identified in this consolidation refer to the bylaws that amended the principal Bylaw No. 7925, 2017. The number of any amending bylaw that has been repealed is not referred to in this consolidation.

Original bylaws may be obtained from the Legislative Services Department.





Downtown New Westminster

Our Community.
Our Vision.
Our Plan.

Created in 2010

Acknowledgements

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Message from Mayor and Council



Downtown New Westminster is a unique neighbourhood where commerce, housing, recreation and tourism all come together to create an exciting place to work, live and play.

This Downtown Community Plan is ambitious!

It creates a blueprint for sustainable, high density growth that respects our important heritage assets, provides for new amenities such as parks, open space, and cultural and recreational services, improves public access to the Fraser River and promotes transit oriented employment.

Over 1,000 people helped shape this plan. For all of your hard work and volunteer efforts when attending community workshops and responding to questionnaires, New Westminster City Council would like to thank each of you.

Our collective efforts during the formation of this important Community Plan will ensure that Downtown New Westminster continues to be a model of sustainable, high density growth along the majestic Fraser River.

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1.0 The Vision for the Downtown



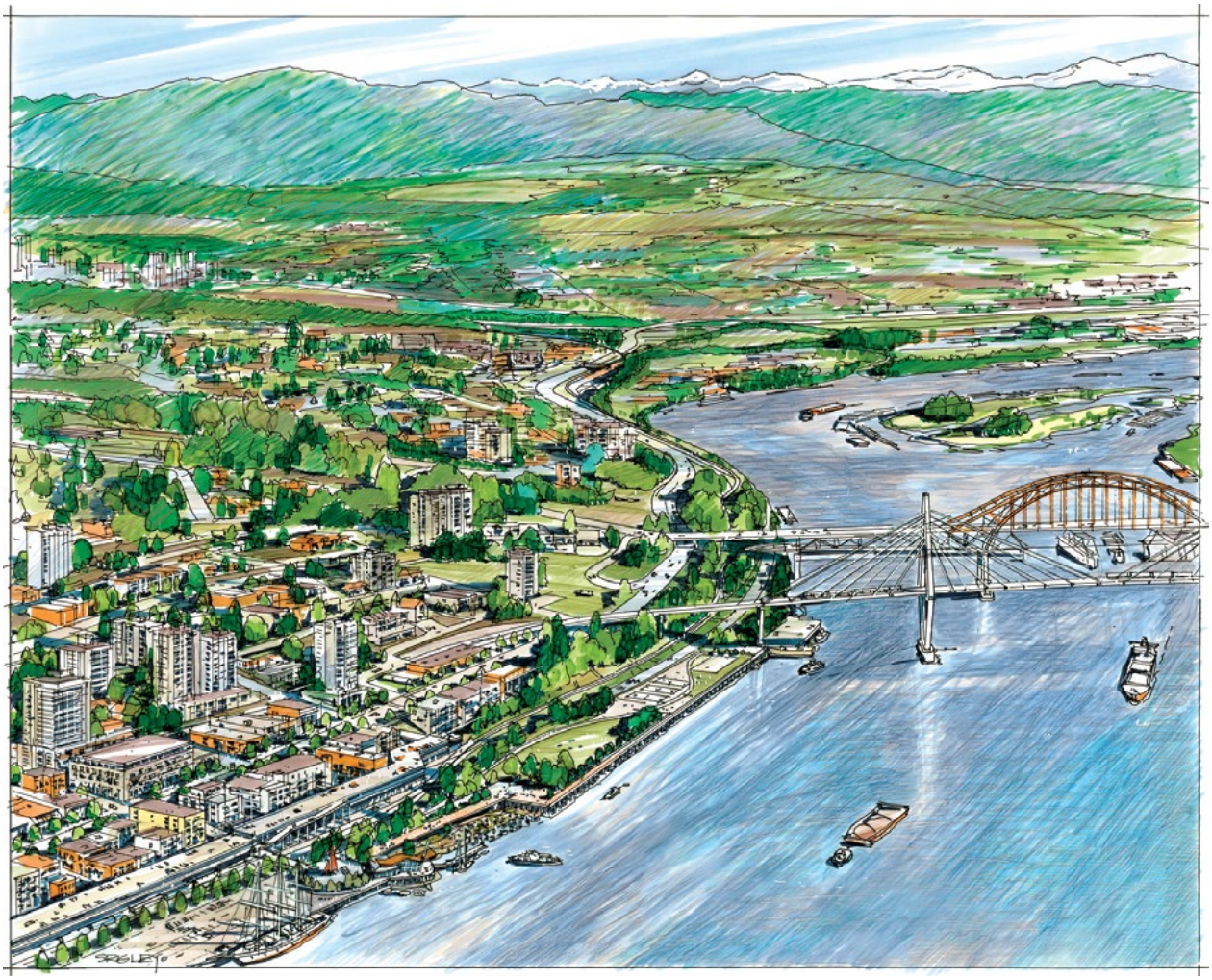
Downtown New Westminster is a changing, dynamic neighbourhood. At one time, the waterfront and its activities were industrial, few people lived in the Downtown, commerce was mainly focused on Columbia Street and the tallest building was the Westminster Trust building, standing at 30.5 m (100 ft).

Over the last 25 years, the Downtown has become a highly desirable residential neighbourhood in New Westminster, where industrial lands have been converted to medium and high density housing and an Esplanade walkway along the edge of the Fraser River.

The introduction of the two SkyTrain stations has been marked by dramatic growth in high density development adjacent to both stations. The closure of old licensed establishments has also changed the landscape of the Downtown. Whereas over the last 40 years the Downtown was a predominately adult-oriented area frequented by people who did not live in New Westminster, today many shops and services cater to families and children living in or near the neighbourhood.

Over the years, land use changes have resulted in a significant shift in the social, economic and environmental landscape of the Downtown. This transformation helped shape the Plan's vision, which emerged during the consultation process and sees the Downtown as a showcase of sustainability.

1.1 The Vision Statement



1

The Downtown is a unique neighbourhood within the City. It functions as the economic, cultural, historic and residential hub of New Westminster. Its natural amenities along the riverfront and historic streetscapes enhance its tourism, entertainment and retail appeal. Its high density residential and commercial buildings in close proximity to transit provide a showcase for the attributes of sustainable and responsible growth in the Metro Vancouver region.

The consultation process identified five themes that act as a supplement to the Vision Statement. Together, these themes contribute to the overall vision.

THEME 1: DOWNTOWN'S ECONOMIC GROWTH IS FUELLED BY MAXIMIZING STRATEGIC OPPORTUNITIES

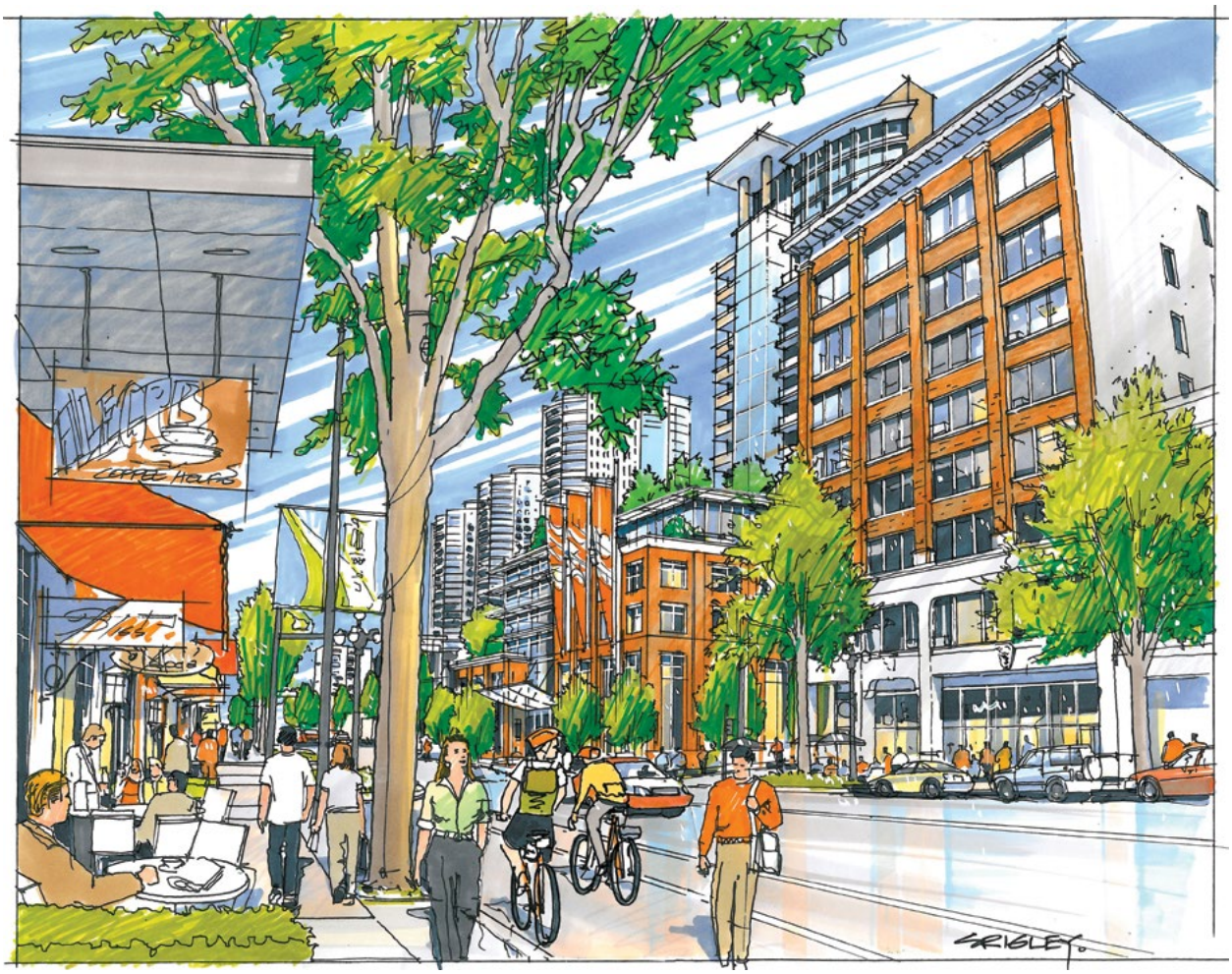
Employers who are looking to locate their businesses typically consider the needs of employees, such as proximity to high quality transit and amenities. As the region continues to grow, traffic congestion and commute times will increase. The use of road pricing tools such as tolls will increase the cost of commuting by private automobile. Areas around good transit services, such as SkyTrain stations, will become increasingly more desirable to businesses and employees and the development of land in these areas will become more strategic.

Employers and employees will be attracted to Downtown for its sense of place, cultural amenities and regional centrality. The Downtown is fortunate to have shops and restaurants for employee lunch time activities and a picturesque Esplanade along the waterfront for jogging and walking. The Downtown has two SkyTrain stations with underutilized development sites around them. Building on assets such as affordability and proximity to major institutions such as the Law Courts and Douglas College, office builders and employers will want to develop in Downtown New Westminster.



THEME 2: SERVICES AND AMENITIES TO COMPLEMENT GROWTH

Residential growth in the Downtown has been unparalleled elsewhere in the City. A complete community has accessible park land, open space and recreational facilities that serve the needs of existing and future residents. The development of two significant waterfront sites to park land will allow for active and passive recreational uses in and around the Fraser River. Development of the Muni Evers Park and the park at the Westminster Pier site will allow for important riparian habitat restoration, active marine uses, recreational space, and a communal backyard for residents living in townhouses and apartments. Waterfront parks will also contribute to the revitalization efforts for Columbia Street as views to the water will attract both residential and office uses.



The Downtown is also the cultural and entertainment centre of the City. Services and cultural amenities have been built and are being planned for the Downtown. The revitalized Hyack Square is a new venue for outdoor concerts. The new multi-use civic facility on Columbia Street will include a theatre for the performing arts, gallery space, community space and banquet space. These projects, when combined with facilities such as the Fraser River Discovery Centre, will support and enhance the Downtown's tourism infrastructure.

THEME 3: A DOWNTOWN THAT IS FAMILY FRIENDLY

The Downtown is becoming more family friendly with increased choice in housing, services and amenities that support families living in the Downtown. The demographics of the Downtown are changing from predominantly single person and empty nester households to young couples and households with children. The new elementary school and park at the former Saint Mary's Hospital site will set a new path. Programming improvements at Albert Crescent Park will transform this area of the Downtown to a more family-oriented neighbourhood.



Public spaces will be designed to promote intergenerational use recognizing that child friendly places are inclusive, welcoming and safe for other age groups as well.

Housing initiatives to support Downtown's vulnerable populations and policies that support more ground-oriented housing will help address the social needs of New Westminster residents by providing a balance of housing choices for varied income levels in the Downtown.

THEME 4: BALANCE HISTORIC VALUES AND NEW INVESTMENT OPPORTUNITIES

While the Downtown is the City's premier growth concentration area, this neighborhood is also historically significant. A balance will be achieved where important historic buildings co-exist and complement new high density development. Detailed work has taken place that identifies key historic assets and acceptable development requirements for sites adjacent to these assets in the Downtown.

Sympathetic redevelopment and the adaptive reuse of heritage buildings enhance the Downtown's investment appeal. Downtown's many heritage assets such as Irving House and historic churches provide an important sense of place, authenticity and reinforce New Westminster's prominence in the history of British Columbia.



THEME 5: SEAMLESS CONNECTIVITY TO THE WATERFRONT

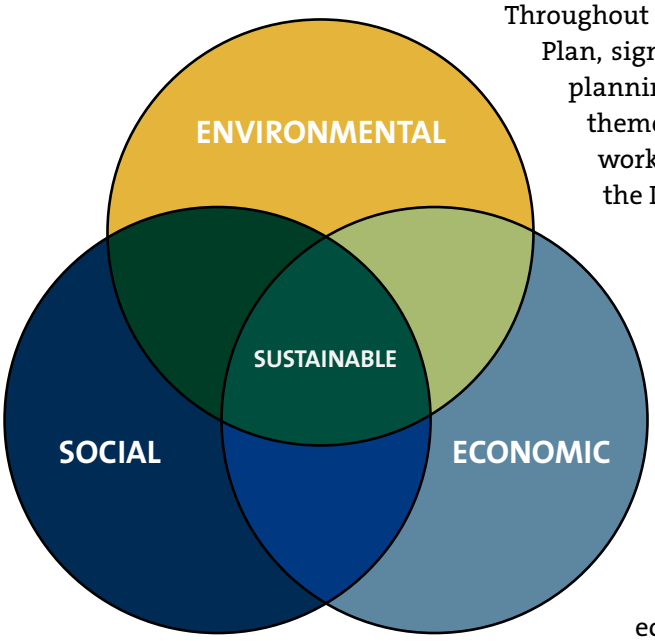
The Downtown suffers from severance issues between the Columbia Street commercial corridor and the waterfront. The proposed location of the North Fraser Perimeter Road (NFPR) is through the Downtown, and mitigation that respects the character of the area over the truck route and rail corridor will be imperative. The Plan envisions that, over the long-term, NFPR and the rail lines should be encapsulated between Third Avenue to the west and Elliot Street to the east, along Front Street next to Quayside Drive to the south, and Columbia Street and Stewardson Way to the north. This will ensure seamless connections between Columbia Street, sections of Stewardson Way, and the Fraser River.

Pedestrians, cyclists, strollers and vehicles will easily traverse the rail corridor and the truck route via expanded overpasses designed in park like settings. These overpass areas will also provide new opportunities for real estate development and linear parks. New towers will be built above the goods movement corridor, linked by a linear park network connecting important routes such as the BC Parkway, Central Valley Greenway, Waterfront Greenway and a proposed pedestrian bridge to Queensborough.



Source: River Market at Westminster Quay

1.2 Goals for the Downtown Community Plan



Throughout the planning process of the Downtown Community Plan, significant effort has been made to integrate land use planning with other key considerations - the integrating theme being sustainability. This new sustainability framework has resulted in significant changes to this version of the Downtown Community Plan from previous versions.

A sustainable community is one that is able to meet the needs of today's generation without compromising the ability of future generations to meet theirs. It seeks a better quality of life for all its residents while maintaining nature's ability to function over time.

A community plan anchored on principles of sustainability involves advancing the goals and objectives of three interrelated areas of action: social, economic, and environmental. The diagram shows how these areas of influence interact with one another. Sustainability is achieved where the circles overlap. The single greatest challenge in achieving sustainability is balancing the goals of these three areas, which oftentimes compete with one another.

While former Downtown plans have focused primarily on the social and economic goals of the community, this Plan comprehensively addresses all three areas of sustainability through the inclusion of key environmental goals. Financial viability is another key consideration in moving towards sustainability. While this Plan will act as the blueprint towards achieving the sustainability vision, it recognizes the need for financial resources, public and private, to support the vision. Leveraging funds from senior levels of government and maximizing the use of the City's Financing Growth tools (e.g., density bonusing, development cost charges, and voluntary amenity contributions from new development) will be an important consideration in moving forward and helping meet the City's financial sustainability goals.

To achieve the Plan's Vision, ten Key Goals were identified during the planning process. These Goals are the target for the future and provide the platform for the detailed policies of the Plan and implementation actions. They have been shaped by input from community members and stakeholders, research into neighbourhood factors and opportunities, enduring historical and cultural attributes, and specific issues such as economic and market conditions.

In Chapters 5 to 14, each of these goals is further supported with accompanying strategies and actions that will be employed to help the City meet these goals. The Key Goals are:

1 **Downtown has a strong connection to the natural environment and demonstrates leadership in responsible growth and environmental stewardship.**

2 **Downtown has a strong retail and commercial base, supporting its role as a complete neighbourhood, and an economic hub within the City and the region.**

3 **Downtown is a great place to live.**

4 **Downtown is a welcoming and inclusive neighbourhood that supports the diverse needs of its residents, employees and visitors, and provides equitable access to community, education, health, safety, and social services.**

5 **Downtown is a celebration of New Westminster's rich history that is built upon and respects its heritage assets.**

6 **The Downtown fabric supports safe, convenient, enjoyable and sustainable transportation choices, ensuring that transportation facilities are properly integrated into the community.**

7 **Downtown has a comprehensive system of parks, open spaces and facilities that provide recreational opportunities and other aesthetic and environmental benefits.**

8 **Downtown is a vibrant arts and cultural hub of the City.**

9 **Downtown is a walkable, well-connected neighbourhood that is safe and pleasant for the pedestrian with a public realm that sets the stage for a vibrant and engaging community life.**

10 **Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.**

2.0 Introduction and Planning Process



The New Westminster Official Community Plan (OCP) is a municipal bylaw adopted by City Council. An OCP is a statement of objectives and policies to guide decisions on planning and land use management. It is a policy bylaw that guides growth and development of a community.

The Downtown Community Plan is a schedule to the OCP. This Plan is a regulatory tool that gives clear direction for land use, the form and character of development in the Downtown, policies to guide future decisions, and guidelines for engineering, transportation and servicing over time.

The Downtown Community Plan builds on existing plans (e.g., 2008 Parks and Recreation Comprehensive Plan, 2008 Arts Strategy), studies (e.g., Density Bonus Zoning Study, Parking Study, 2009 Downtown Transportation Study) and knowledge. It also builds on former neighbourhood plans created for Downtown and will replace these plans.

The Plan was developed with ongoing community and stakeholder engagement, other concurrent studies, and background reports. The Plan is intended to guide the community towards achieving the vision for Downtown New Westminster.

2.1 Purpose



The purpose of this Plan is to provide a policy framework for the Downtown Community Plan area, with a vision to the year 2031. The Plan describes the current state of the Downtown, provides growth projections based on development trends, identifies challenges and opportunities, and outlines public policy for implementation.

The new Downtown Community Plan outlines clear, practical regulatory tools for City Council and staff to manage future growth and streamline approval processes to encourage investment. The Downtown Community Plan increases awareness and support for the new vision of the Downtown for investors and Downtown stakeholders. In working to improve the Downtown, the City wants to ensure that efforts are well-targeted and constructive, based on a common understanding of the Downtown's strategic opportunities.

The Downtown Community Plan outlines specific strategies and actions that will guide the development of an environmentally, economically and socially sustainable Downtown.

The Plan provides a strategic policy framework for the Downtown by incorporating key policies from recently completed plans such as the Livable City Strategy, Tourism Strategy, Homelessness Plan, Affordable Housing Strategy, Parks and Recreation Comprehensive Plan as well as policy directions relating to social inclusion, liquor licensing and public sector investment priorities.

The Downtown Community Plan contains a land use map showing the future land use designations intended by City Council. These land use designations guide future development, redevelopment, or potential rezoning of property within the Plan. The land use policies in the Plan are implemented through zoning regulations, development permit guidelines, heritage revitalization agreements and design guidelines.

2.2 Community Consultation

This Plan is the product of a two year relationship with Downtown community members and stakeholders structured around issue identification, vision and goal setting, alternatives analyses, and synthesis.

Broad public input was obtained through a series of workshops where Downtown residents, business owners, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, engaged in discussion on issues and provided recommendations. Because of the participation of over 1,000 people during the two year planning process, the Downtown Community Plan comprehensively responds to the needs and desires of a range of Downtown residents, employees, businesses and investors.

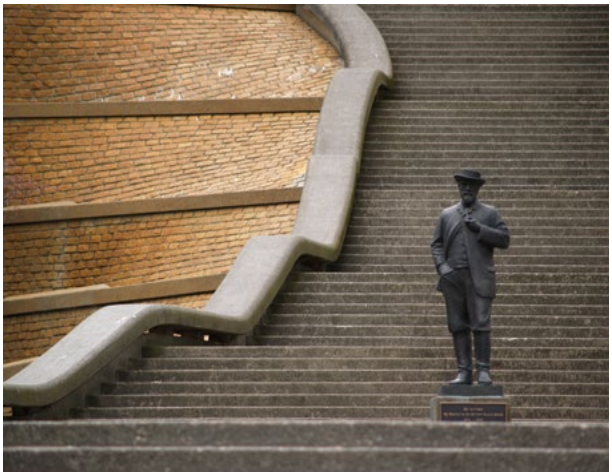
The Plan has benefited from the input provided by the Downtown Task Group, a stakeholder based advisory group that provided useful and varied perspectives regarding key policy issues affecting the Downtown Community Plan.

Different consultation methods were used during the two year planning process, recognizing the need for multiple methods of community engagement. The process included several community open houses with information boards and staff available to answer questions. Several workshops were held where presentations combined with facilitator-led discussions engaged the public on more complex issues. A *HotShots!* photo contest targeted at engaging youth was also held where participants submitted photographs of the Downtown.

Design workshops allowed the community to engage in the creation of design schemes on topic areas such as park design, streetscape improvements, encapsulation solutions and people-oriented public spaces.

A statistically valid telephone survey was conducted at the outset of the Plan review. Over 600 participants living and/or working in the Downtown or in the rest of the City were asked their opinions on community amenities, homelessness solutions, housing choices and crime prevention.

To help build on the existing volunteer expertise in the community, most of the City of New Westminster Council committees and commissions participated in the development of this Plan.





2.3 Downtown Issues for Resolution

City staff were charged with resolving many key issues during the Downtown Community Plan process. Residents and business people showed concern for issues affecting the economic, social and environmental well-being of the Downtown. Due to the tremendous growth in residential development in the Downtown, concerns regarding the amount and scale of high density housing, lack of employment generating development, the need for public amenities, the need for guidance regarding heritage management, concerns over loss of views to the Fraser River, factors affecting neighbourhood livability, and greater community input in the development review process were key issues that arose during the public consultation process.

Key issues which reflected conflicting community values required exploration through the planning process so that the new Downtown Community Plan could show a shared understanding:

- Severance issues between the Downtown and the waterfront due to regional truck traffic, railway corridors and high volumes of through-traffic.
- Reconciling the need for public parking to support the health of the retail sector, without promoting an automobile dependent community.
- The planning of the North Fraser Perimeter Road (NFPR) through the City's premier growth concentration area - the Downtown – and a Regional City Centre.
- Continuing Downtown's role in accommodating the majority of future City growth, while also maintaining its quintessential small town charm.
- Balancing the interests of heritage conservation within the Downtown's designation as a high density neighbourhood.

The Downtown Community Plan, through its different policies, strategies and actions provides guidance towards the resolution of these important community issues.



2.4 Plan Organization

The Community Plan is organized into Six Parts and Sixteen Chapters, as outlined in Table 1.

Part One deals with the vision and context of the Downtown. Due to the highly urbanized nature of the Downtown, it is recognized that a fine grain approach to development is necessary. To best address this, Part Two outlines and discusses Character Precincts, a concept being introduced in this Downtown Community Plan.

Parts Three, Four and Five contain chapters which are topic specific. Part Three contains six chapters which are recognized as fulfilling core sustainability policies. Indeed, as the Downtown continues to move towards its vision as a showcase for sustainability, the implementation of these strategies and actions are critical. Part Four contains chapters that deal with the need for future community amenities. Part Five chapters emphasize the considerations and regulations in the physical environment. Finally, Part Six chapters deal with land use designations and the important development guidelines that steer future growth.

Each of the topic specific chapters contain an approach section at the beginning that highlights the importance of the subject matter of that chapter, challenges and opportunities, and its relationship to the Plan. Many chapters are divided into sections that deal with specific subtopics. Each chapter also contains key goals, strategies (policies), and actions:

- **Goals** express broad intent.

- **Strategies/Policies** reflect specific direction, practice, guidance, or directives. In some instances, policies may need to be developed further. Where appropriate, items that can be mapped or measured are also articulated; these standards may be fixed or be performance-based (such as noise level).

TABLE 1. ORGANIZATION OF THE DOWNTOWN COMMUNITY PLAN.

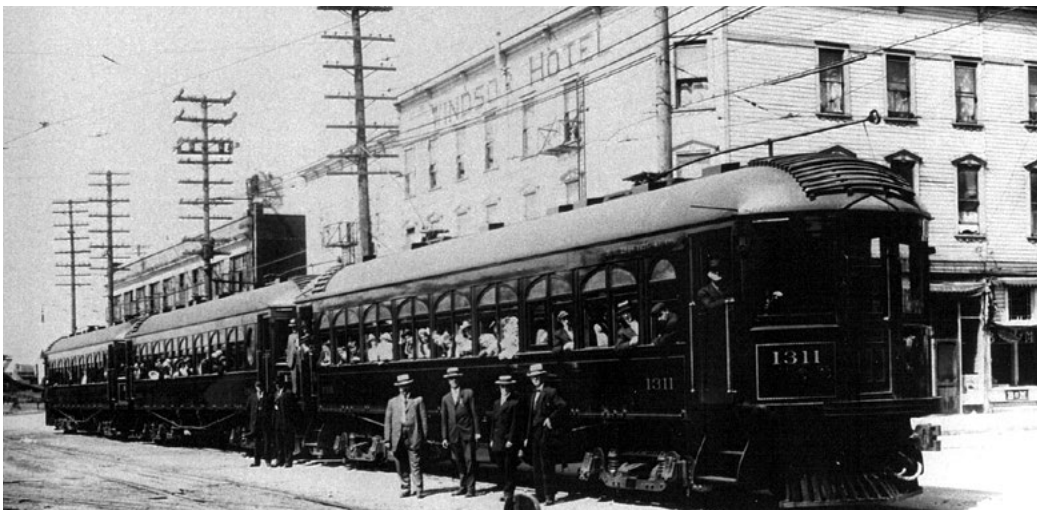
Part	Chapter	Contents
I. Vision and Context	1. Vision and Goals	Vision Statements; Goals
	2. Planning Process	Purpose and scope of the Plan; public participation; core planning issues
	3. Downtown Context	Historical overview; Population growth; demographic characteristics; growth patterns and drivers
II.Neighbourhood Description	4. Character Precincts	Description of 5 unique precincts: Waterfront, Albert Crescent, Tower, Historic and SkyTrain; identification of historical importance; highlighting character defining elements; policy considerations for development
III. Core Sustainability Areas	5. Environment	Environmental sustainability objectives; best practices for the Plan
	6. Economy	Patterns and trends in different sectors; economic development and strategy
	7. Housing	Residential development; affordable housing; housing choices
	8. Community Well-Being	Demographic and cultural composition of the Downtown and emerging trends; social issues
	9. Heritage Management	Description of resources in the Downtown area; conservation principles
	10. Transportation	Downtown's street system; bicycles and pedestrians; transit; parking; goods movement; waterfront connectivity
IV. Community Amenities	11. Parks and Recreation	Overall concept for open space system including new public parks and plazas
	12. Arts and Culture	Arts and cultural resources and methods to support and enhance the presence and success of arts and culture in the Downtown; tourism infrastructure
V. Physical Environment	13. Public Realm	Street grid and views; main street configurations; streetscape design; urban design
	14. Community Infrastructure	Servicing and utilities
VI. Development Guidelines	15. Land Use Designations	Land use map; type of development permitted
	16. Design Guidelines	Regulatory guidelines for special development permits

2.5 Other Agencies

While the Plan applies to all of Downtown, other agencies own property in the area, and the Port Metro Vancouver does have a degree of planning jurisdiction along part of the waterfront.

Prominent ownerships include: Railway right of ways; Province of British Columbia (Courthouse, bridge-head lands); and TransLink – SkyTrain line lands.

3.0 The Downtown Context



Windsor Hotel, 1914, Source: NWPL 2323

3.1 Background

A major First Nations settlement in New Westminster was the Kwantlen village of Skaiametl, believed to be on the site of the present Glenbrooke development (the former BC Penitentiary), which is close to present day Downtown. An outcropping of land near the present location of two bridges (the Fraser River Bridge and the Pattullo Bridge) defined the limit of the delta and the gateway to the upper reaches of the river. The bluffs allowed a surveillance of the delta which could be helpful in times of conflict. Both Skaiametl and Kikat, the Kwantlen village across the river in Surrey, were built behind this outcropping. During the construction of the Fraser River Bridge in 1902, this outcropping was reduced in size.

150 YEARS IN THE MAKING OF A CITY

The area that became the City of New Westminster was established by Colonel Moody and the Royal Engineers in 1859 and incorporated in 1860. Named by Queen Victoria of England, New Westminster became the capital of British Columbia in 1866. The new municipality included the area below Royal Avenue between approximately Twelfth Street and McBride Boulevard, near the boundaries of present day Downtown.

In its earlier years, the eastern portion of New Westminster developed into a residential district while the western portion along Front Street east of Fourth Street saw a concentration of businesses and housing occupied by persons of Chinese origin. This grew to become New Westminster's first 'Chinatown.' The first Chinese arrived in New Westminster during the Fraser River gold rush of the late 1850s and early 1860s. With the construction of the Canadian Pacific Railway from 1880-1886 through the Fraser Canyon, several thousand Chinese entered British Columbia to work on the railways. From 1887 to 1892, the Downtown saw the construction of many multi-storey brick buildings along Columbia Street. At this time, early commercial enterprises of New Westminster included the lumber and fishing industry. It became a distribution centre for the surrounding agricultural community, opening a Farmer's Market in 1892.



Great Fire c. 1898, Source: NWMA IHP0163

A severe Depression hit the area in the 1890s and the Great Fire of 1898 broke out soon after. This fire destroyed most of Downtown, including Chinatown. Only two pre-1898 buildings on Columbia Street are still standing: the Burr Block and the Guichon Block. Most of Columbia Street was rebuilt by 1899, leading to an economic boom that was triggered by the new Fraser River Bridge and the BC Electric Railway.

Chinese settlement also occurred during the 1880s and 1890s with land purchased in the area west of Eighth Street. After the Great Fire, this area emerged as Downtown's second 'Chinatown' as businesses and residents moved to the new area. This area contained a considerable number of stores, restaurants, laundries, offices, processing plants, non-profit societies, a hospital, religious buildings and housing. The population was predominantly male, and after the 1920s Chinatown declined in size and population as industry encroached on the area, transit service declined, and Vancouver became a more attractive, competitive location.

During this time period, Downtown experienced other important milestones:

Landmark buildings - the 1912 construction of the City's first skyscraper, the 8-storey Westminster Trust Block.
National rail connection - Linkage with the third transcontinental route (the Canadian Northern), and the subsequent demolition of Front Street buildings to accommodate expanding railway tracks.
International Trade - Designation as a world port in 1926.

Industry flourished during World War II, and the Downtown became an established centre for commerce. By the 1950s Columbia Street became known as the "Miracle Mile," the economic powerhouse of the City. Also during this time the eastern portion of Downtown was redeveloped with apartment buildings, many of which still exist.

CHANGING TIMES

Between the 1950s and 1970s, Downtown's commercial success faced a number of threats:

Rise of Uptown - the opening of Woodward's Department store led to the growth of Uptown as a second, competing commercial centre.

Loss of civic institutions - City Hall and the Library moved from Downtown to Uptown.

Regional competition - the preferred suburban shopping experience led to the loss of Eaton's Department store from Columbia Street, and Pacific Coast Terminals closed its New Westminster location expanding instead in Port Moody and Surrey.

Between the 1970s and 1990s, a series of government-led investments were made in an effort to reshape and revitalize the Downtown, giving it a new function in the region. These included:

The Quay - conversion of industrial sites along the river into a new residential and commercial precinct.

SkyTrain - rapid transit connecting Vancouver to New Westminster Station in 1985, then expanding to Surrey in 1990.

New Westminster Courthouse - opening in 1979, it is one of only two BC Supreme Court locations in Metro Vancouver.

Douglas College - serving as the main community college for Burnaby and New Westminster, it opened in 1982.

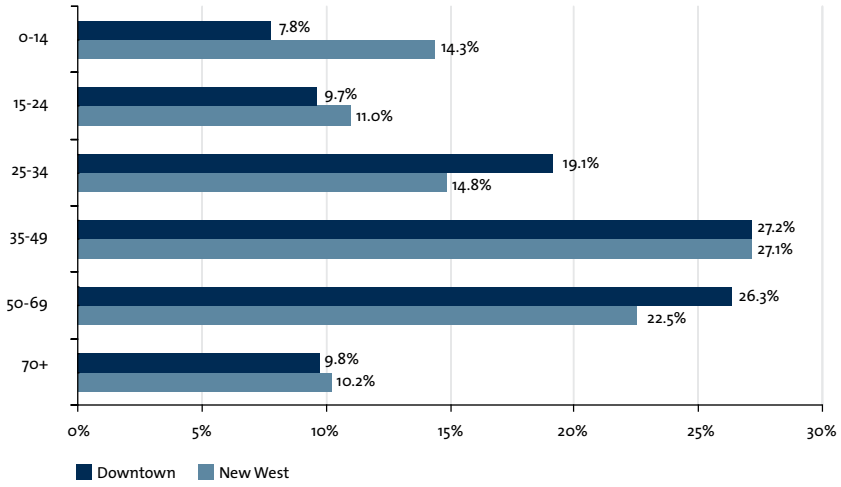


Columbia Street c. 1950, Source: NWMA IHP0902-27

3.2 Demographic Profile

Downtown New Westminster has a current population of approximately 9,265. The largest demographic group living Downtown is adults aged 35-49, which is the largest demographic group for the City as well.

FIGURE 1. POPULATION BY AGE GROUP



Source: Statistics Canada, 2006 Census

Compared to New Westminster as a whole, Downtown has a:

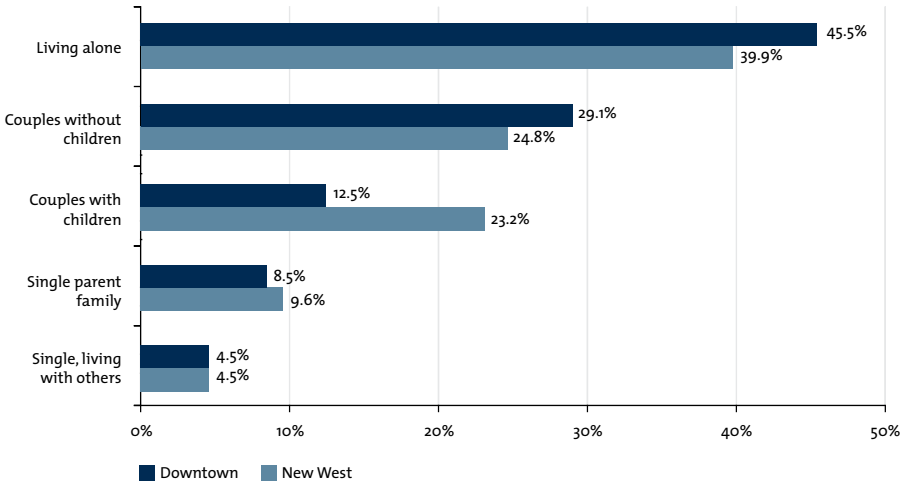
- smaller share of children under the age of 15
- higher share of young adults aged 25-34
- higher share of adults aged 50-69
- similar share of youth (15-24), seniors over 70, and mid-range adults (35-49)

The age profile of the Downtown compared to the City changed little from 2001 to 2006.

HOUSEHOLD CHARACTERISTICS

The average household size in the Downtown is smaller than both the City and the region. The average household size is 1.8 persons in the Downtown, 2.1 in the City and 2.6 in the region. Almost half of Downtown households consist of persons living alone. This is the most common household type for both Downtown and the City. Of all Downtown households with children, 40% of these are single-parent households. Figure 2 shows a breakdown of household types for Downtown.

FIGURE 2. POPULATION BY HOUSEHOLD TYPE

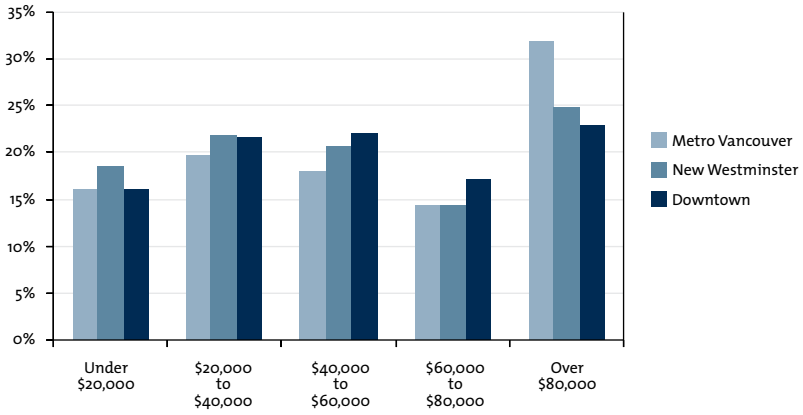


Source: Statistics Canada, 2006 Census

INCOME

Households in New Westminster have a lower median income ($48,800) than in Metro Vancouver ($55,200). However, the median household income in Downtown ($51,500) is somewhat higher than the City as a whole.

FIGURE 3. HOUSEHOLD INCOME BY SELECTED INCOME GROUPS

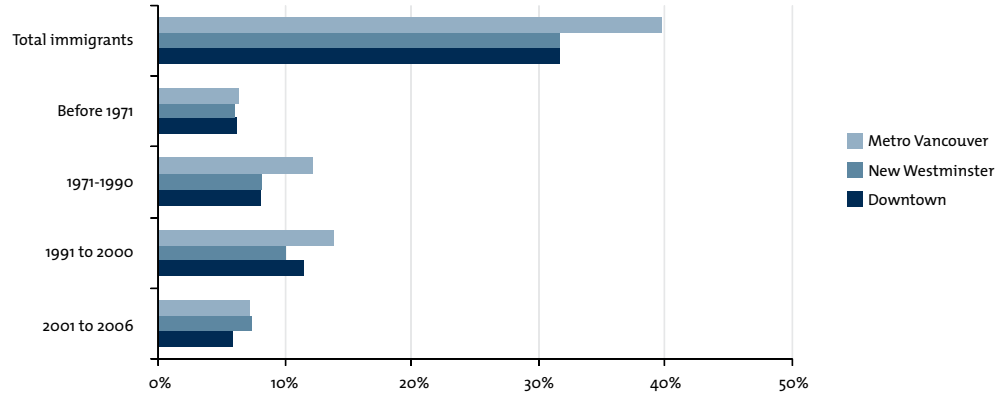


Source: Statistics Canada, 2006 Census

CULTURAL DIVERSITY

Like the rest of New Westminster, Downtown has a large immigrant population (32%). The greatest number of Downtown's immigrants came to Canada between 1991 and 2000. Figure 4, shows a comparison for Downtown, the City, and the region.

FIGURE 4. IMMIGRANT POPULATION AND PERIOD OF IMMIGRATION

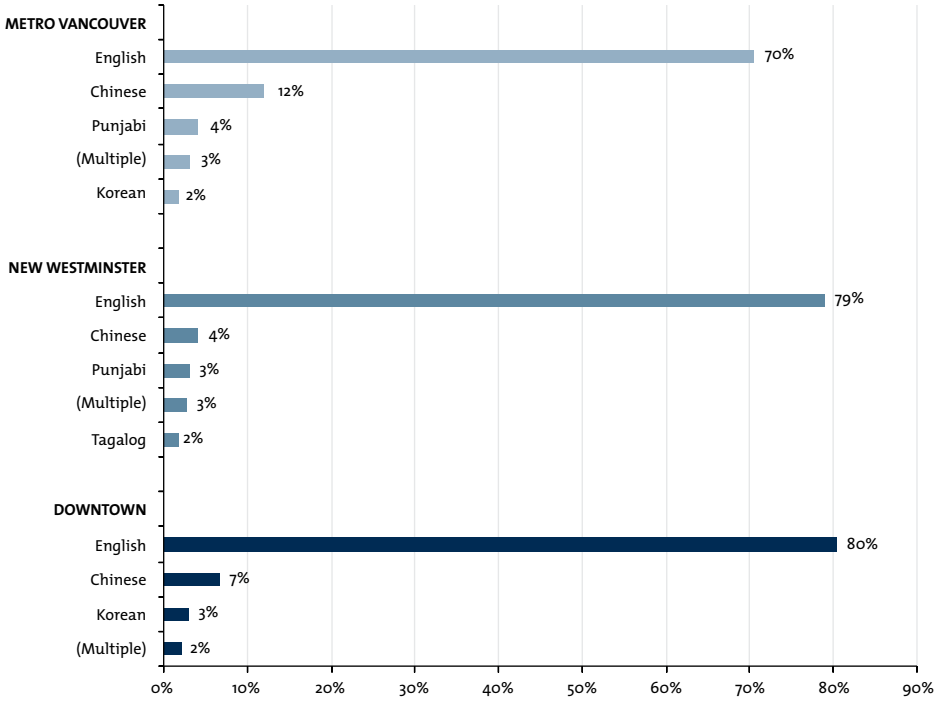


Source: Statistics Canada, 2006 Census

Home language is an important indicator of a community's cultural diversity. It reveals which language a person speaks the most within their household on a day-to-day basis. In some cases, a person may speak two languages to an equal extent: these persons are counted in the Census as "multiple."

The majority of Downtown residents (80%) speak English, 7% speak Chinese, and 3% speak Korean. This differs somewhat from the City as a whole, as shown in Figure 5.

FIGURE 5. MOST COMMON LANGUAGE SPOKEN AT HOME



Source: Statistics Canada, 2006 Census

3.3 Downtown's Transformation: The Last 25 Years



3

RECENT YEARS

In recent years, Downtown New Westminster has seen tremendous new residential growth. This trend will continue as the City's most densely populated neighbourhood sees continued investment and redevelopment of its older underutilized building stock. Currently, about 15% of the City's population lives Downtown. Although development is taking place in other parts of the City, the rate of growth has been much more dramatic Downtown — with growth occurring at 2.5 times the pace of the rest of the City.

TABLE 2. TOTAL DOWNTOWN AND CITY POPULATION

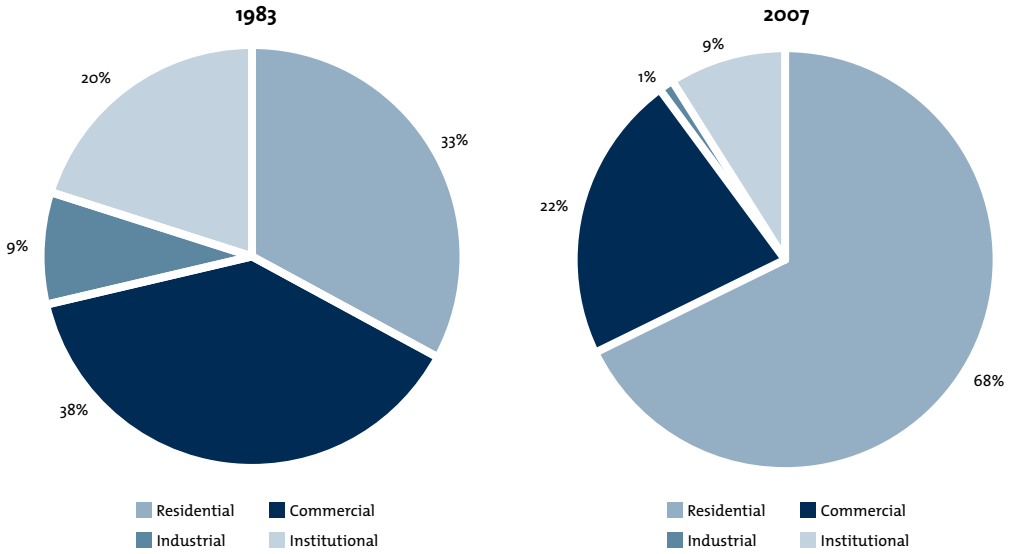
	2006		2001	
	City	Downtown	City	Downtown
Total Population	58,550	8,645	54,655	7,270
% of City		14.8%		13.3%
Growth Rate 2001–2006	7.1%	18.9%		

Source: Statistics Canada, 2006 and 2001 Census

DRAMATIC SHIFT

Over the past 25 years, major shifts in land use have been instrumental in shaping the type of growth that has occurred Downtown. Once evenly matched between commercial and residential uses, now residential land uses form the bulk of Downtown's built floorspace. Nearly 75% of all floorspace Downtown is residential. Figure 6 shows two different snapshots of the land use composition of Downtown.

FIGURE 6. TYPE OF DEVELOPED FLOORSPACE (SHARE OF TOTAL) DOWNTOWN



Source: City of New Westminster

Between 1983 and 2007, the share of residential floorspace more than doubled. During that same period, the share of all other land uses declined significantly. Some of the changes that took place had a significant impact on the neighbourhood, such as the closure of the Saint Mary's Hospital in 2003. Other large scale land use changes include the transformation of large tracts of industrial dockland that were converted into the Quayside residential development during the late 1980s to early 1990s.

The Downtown has transformed from a predominantly commercial/industrial district to a residential, mixed-use neighbourhood. The amount of redevelopment has also had significant influence on the shape and form of the Downtown: the amount of built floorspace has almost doubled over the last 25 years. Table 3 shows the change in floorspace composition from 1983 to 2007, highlighting a significant loss of industrial floorspace and significant increase in residential floorspace over the years.

TABLE 3. AMOUNT AND TYPE OF FLOORSPACE IN DOWNTOWN OVER THE PAST 25 YEARS

Year	Residential	Commercial	Industrial	Institutional	Total
1983	157,000	184,130	40,970	95,600	477,700
2007	588,520	190,910	7,900	80,170	867,500
Gain/Loss 1983-2007	431,520	6,780	(33,070)	(15,430)	389,800
% Change	275%	4%	-81%	-16%	82%

(m^2)

Source: City of New Westminster

Like other neighbourhoods, growth in the Downtown has been cyclical, influenced by the availability of certain sites for development and economic factors. Figure 7 shows how residential growth has unfolded over time. The steep curve between 1987 and 1992 is due to the major redevelopment of the waterfront lands along Quayside Drive.

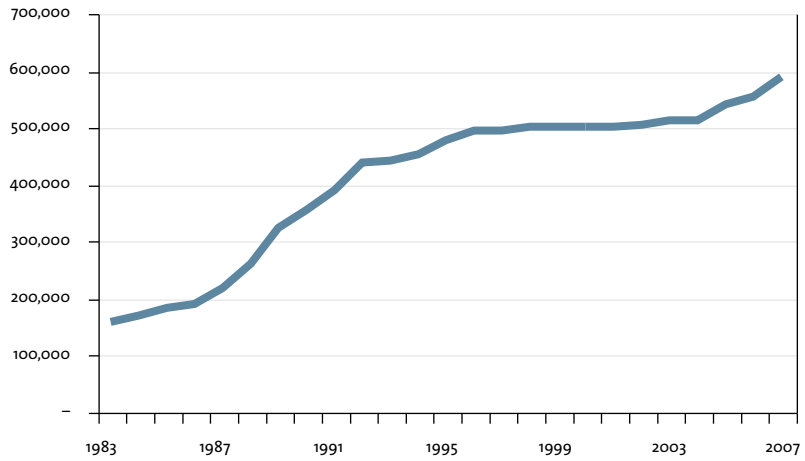


FIGURE 7. RESIDENTIAL GROWTH IN THE DOWNTOWN (m^2)

Source: City of New Westminster

WHAT IS DRIVING GROWTH? DOWNTOWN AND THE REGION

One major driving force behind the growth and transformation of Downtown was the 1976 GVRD (now Metro Vancouver) Livable Region Strategic Plan. The Plan designated Downtown New Westminster as a Regional City Centre, with the expectation it would accommodate a large share of the region's employment and residential growth. This designation led to SkyTrain's arrival in New Westminster in 1986, its expansion to Surrey in 1990, and further extension through Sapperton with the 2002 Millennium Line, all connecting through Burnaby and Vancouver.

3

Part of Downtown's role as a Regional City Centre has been fulfilled. Recognizing that there is additional capacity, more development Downtown is expected. There is capacity for more residential and office growth. In order to complete the Town Centre vision, more emphasis is placed on office development. Metro Vancouver reaffirmed this original "transit-oriented" concept for Downtown in its 1996 Livable Region Strategic Plan, and in its draft 2009 Draft Regional Growth Strategy.

GROWTH PRESSURES, OPPORTUNITIES AND UNCERTAINTIES

Like other areas in the region, Downtown's population growth is influenced by several factors: natural increase, immigration, and migration from other parts of BC and Canada. It's desirable central location and constrained land base has created a degree of natural pressure for population growth. It is the City's responsibility to manage this growth in a way that fits its overall vision for Downtown and the rest of the City.

Downtown has benefited in a number of ways from its designation as a Regional City Centre:

- Senior government investment in SkyTrain
- Intensified transit investment from TransLink, with more frequent bus service connecting Downtown
- Attraction for more jobs
- The 1970s relocation of Douglas College from McBride Boulevard and Eighth Avenue to Downtown

The Metro Vancouver Regional Growth Strategy and Downtown's Regional City Centre status offer the potential for unique growth opportunities for Downtown New Westminster: the ability to leverage further government investment in the form of Ministry and Crown Corporation head offices, new institutions, and the expansion of existing institutions such as the Law Courts and Douglas College.

DOWNTOWN GROWTH IN THE CONTEXT OF CITY-WIDE GROWTH

In 2008, the City had a population of approximately 61,800. It is anticipated that the City's population could increase by 42% between 2008 and 2031, with the addition of 26,000 new residents. This equates to an average of 1,100 additional residents per year and a City population of 88,000 by 2031. In addition to this growth, the age profile of the City will change with the aging of the baby boomer generation. By 2031, there will be fewer people under 50 and more people over 50 than there are today.

Of the total population growth expected for the City, 22% will be in Queensborough, 36% in the Downtown and 42% throughout the rest of the City. By 2031, Downtown will accommodate almost one quarter of the City's entire population.

FIGURE 8. FORECAST TOTAL POPULATION

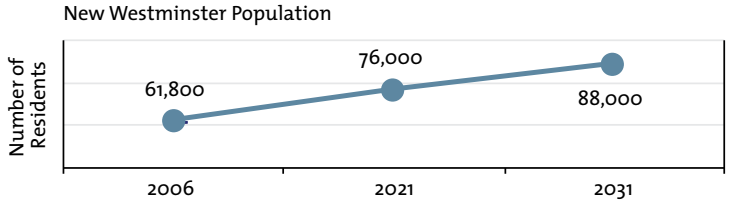
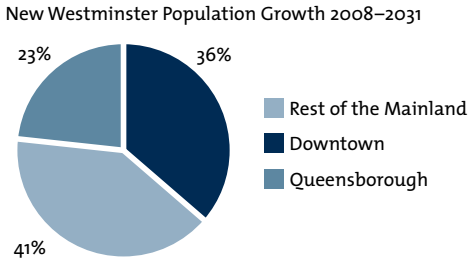
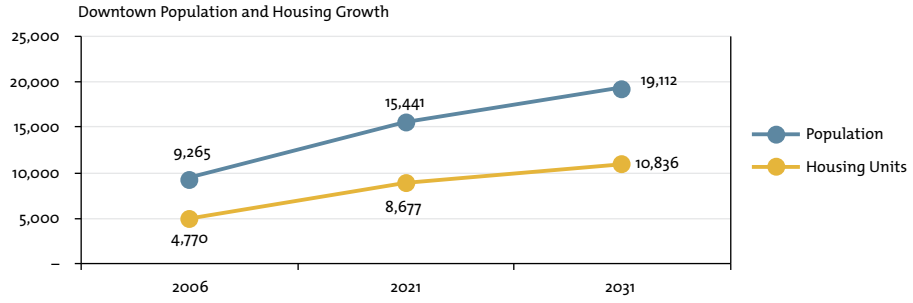


FIGURE 9. SHARE OF POPULATION GROWTH



Source: City of New Westminster and Coriolis Consulting Corp.

FIGURE 10. FORECAST GROWTH IN POPULATION AND HOUSING UNITS



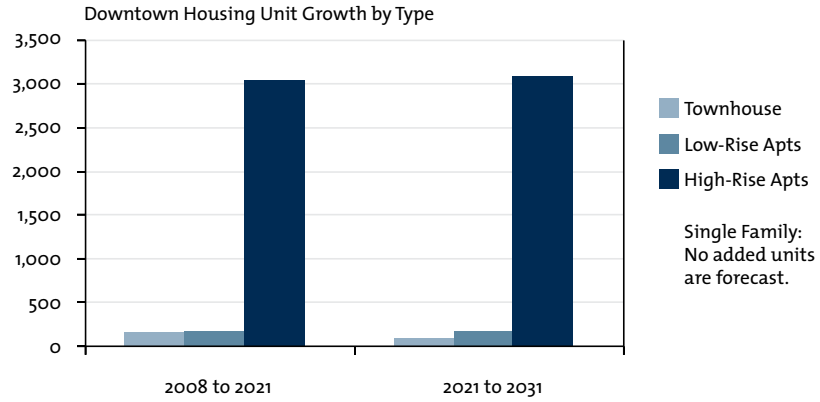
Source: City of New Westminster and Coriolis Consulting Corp

HOUSING TYPE GROWTH

Downtown is a highly urbanized, built-out neighbourhood. In order to accommodate expected growth, Downtown must grow vertically. This means that the majority (90%) of new housing units will be in high-rise apartment form. There will be a smaller share of stand-alone low-rise apartments and townhouses, as well as townhouses located at the base of high-rise towers.

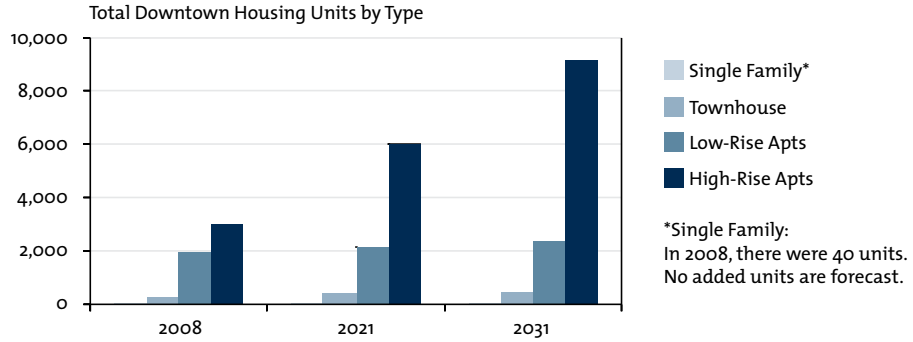
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FIGURE 11. NET HOUSING UNIT GROWTH BY TYPE



Source: City of New Westminster and Coriolis Consulting Corp.

FIGURE 12. TOTAL HOUSING UNIT DISTRIBUTION BY TYPE.

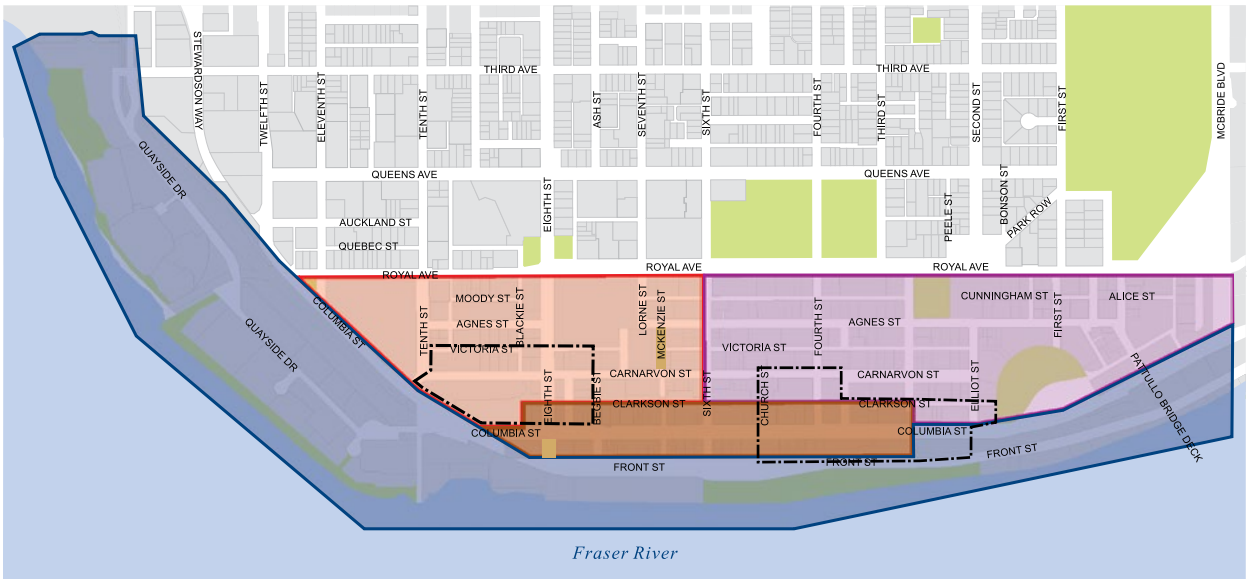


Source: City of New Westminster and Coriolis Consulting Corp.

4.0 Character Precincts



The Downtown is a dense, highly urbanized neighbourhood. In order to effectively manage growth, a fine grain approach is necessary. Five character precincts have been established in the Downtown Community Plan that highlight each area's unique history and character defining elements.



Plazas & Squares
Parks & Open Space
Waterfront Precinct
Albert Crescent Precinct
Tower Precinct
Historic Precinct
SkyTrain Precinct

4.1 Waterfront Precinct



4

CONTEXT

The intent of the Waterfront Precinct is to promote residential, commercial and park uses along the waterfront, continue to improve linkages, public access and views of the Fraser River, and enhance the waterfront's tourism potential by ensuring that public spaces are animated, welcoming and vibrant.

This precinct is bounded by the Fraser River to the south, the Front Street and Quayside Drive corridor to the north, the Pattullo Bridge to the east and Third Avenue to the west.

This precinct is home to high density residential development at its western end, the Public Market at the Quay, an office building, and the City's largest hotel. It includes a small tract of industrial land at its eastern end, and more designated parks and open space than any other precinct in the Downtown. This precinct also contains the rail corridor and Front Street, and forms part of the network of the proposed North Fraser Perimeter Road (NFPR).





Waterfront, 1897, Source: NWPL 3139



City Market, 1906, Source: NWPL 1009

4

BACKGROUND

The waterfront lands, as they are currently known, were once a part of the bed of the Fraser River. Originally, the shoreline of the river lay at the northern edge of what is now Front Street. This began to change with the arrival of the railway and settlement of the City.

By 1885, the City had constructed Front Street through filling and wooden planking to a width of 15.25 metres (50 feet) to the west of Church Street and 10 metres (33 feet) to the east of that street. By this time, there were a number of wharves on the south side of the street, including the landing for the ferry to Surrey, established in 1884.

In 1886, the construction of the railway line along Front Street to the south of the established road resulted in a widening of the street to 23 metres (75 feet) with the new area being filled and used for the railway line, although remaining in the ownership of the City. The water lots on the south side of the railway line also remained in the ownership of the City.

In 1892, the City opened the Public Market on the newly created waterfront lands. Private investment followed in the form of manufacturing plants and warehouses. By 1898, four canneries were in operation as well as a feed and milling plant and a creamery. This same year, a fire on the Brackman & Ker wharf spread rapidly, destroying a large portion of the Downtown west of Fourth Street.

During the first decade of the twentieth century, consolidation in the cannery business resulted in closures of the existing canneries with their structures being converted to other manufacturing or warehouse use. With the opening of the Panama Canal in 1914, the City lobbied the federal government to establish the New Westminster Harbour Commission. Part of the plan along the waterfront was the widening of Front Street from the foot of Church Street west to Eighth Street in order to allow more room for railway tracks. The widening of the street resulted in the displacement or demolition of several businesses. The Public Market, however, remained in its original location until destroyed by fire in 1925.

The waterfront continued in industrial use until the 1970s. In the 1950's the New Westminster Harbour Commission rebuilt and extended part of the docks over the Fraser River and leased the docks to Overseas Transport, a major dock and shipping enterprise. Overseas Transport constructed a large warehouse and railway spurs on the property that is now the site of the new waterfront park. They stayed in operation on the site until 1972 when Pacific Coast Terminals took over their interests.

In 1978, the City adopted a Community Plan for Downtown New Westminster. The City included much of the waterfront properties into the Plan with the goal of revitalizing Downtown New Westminster. These properties were rezoned from Heavy Industrial Districts (M-2) to Central Business Districts (C-4). The C-4 zone permitted high density residential and commercial uses with a maximum height of 21 metres (70 feet).

The change in zoning initiated a dramatic transformation of the New Westminster waterfront. The Provincial Government's development corporation, the First Capital City Development Company (FCCDC), purchased large tracts of land and commenced construction in 1980. Many of the industrial buildings were demolished during this time.

4

In its place, over 2,200 units of medium and high density residential development, a 126 room hotel, office tower, Public Market, Esplanade and the Fraser River Discovery Centre were all constructed after 1985. A high density residential development of approximately 1,000 units, owned by Larco Development Corporation, remains as the last high density development site along the waterfront.

VISION

Downtown's waterfront parks are located in this precinct – Muni Evers Park and the recently purchased Westminster Pier site that will become park land in coming years. These parks will act as "bookends" along the City's Esplanade walkway. Muni Evers Park is a 1.5 hectare (3.7 acre) site. Programming of the park will include: retention of its natural setting, especially at the river's edge; creating a peaceful, tranquil park with access to the river for activities such as kayaking; passive uses such as benches, picnic areas and trails; and an extension of this park to the Esplanade.



Coal Harbour, Vancouver, BC

The Westminster Pier site is 4 hectares (10 acres), of which 3.2 hectares (8 acres) is on land. Programming of this park will include: a waterfront walkway; creating opportunities to experience the tidal activity; community gathering spaces such as a waterfront restaurant or café; allowing for water-based activities; and recreational services such as tennis courts.



Encapsulation Freeway Park, Seattle, WA

These parks will also be connected to the City's comprehensive pedestrian and bike corridor, forming part of the City's Waterfront Greenway with links to the BC Parkway, Central Valley Greenway and a proposed pedestrian bridge linking the Downtown waterfront to Queensborough. This bridge would provide a scenic pedestrian and cycling route across the river, improving access and extending the riverfront experience.

Connectivity and seamless north/south connections between Columbia Street, Front Street and the riverfront must be ensured by requiring that the proposed NFPR complies with the Downtown's economic, environmental, land use and transportation goals and objectives. This goods movement corridor



Laurel St. overpass, Vancouver, BC

must be designed to seamlessly connect Columbia Street with the Fraser River by encapsulating the truck and rail corridor.

Future development on the south side of Columbia Street and Front Street should be designed to allow for encapsulation. Key intersections will be elevated to ensure seamless access over the truck route and rail lines. Pedestrians, cyclists, strollers and vehicles will easily traverse the rail corridor and the truck route via expanded overpasses designed in park-like settings.

Protecting views of the Fraser River through the strategic placement of towers along the waterfront will be required of new development. High and medium density development in this precinct will continue to be developed in a marine character. Towers in this precinct will be designed to maximize views to the river and not infringe upon surrounding public views. 4

The area around the City's Esplanade, the Public Market and the Fraser River Discovery Centre is the City's main tourism area. Future planning along the waterfront must ensure that the public realm remains a highly animated, lively, and fun people place for all age groups. The use of colour, interesting landscaping and an overall marine theme will continue to be encouraged.



4.2 Albert Crescent Precinct



Plazas & Squares

Parks & Open Space

CONTEXT

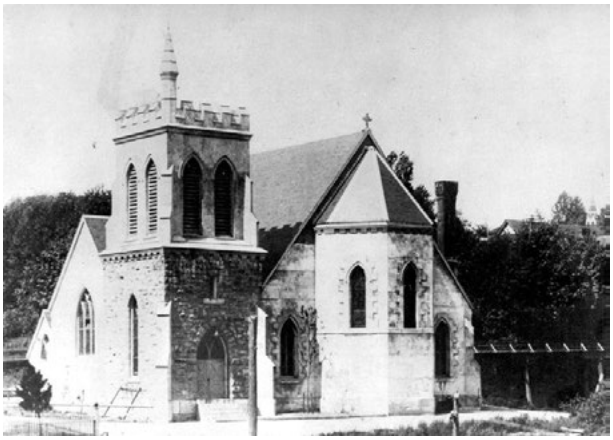
The intent of the Albert Crescent Precinct is to encourage the development of more ground-oriented housing and housing suitable for families, preserve the existing market rental housing stock, and respect, enhance and celebrate its recognized heritage resources, including Irving House and the four historic churches.

The boundaries of the Albert Crescent Precinct are Clarkson and Columbia Streets to the south, Royal Avenue to the north, and from McBride Boulevard to the east to Sixth Street to the west.

This precinct is home to Albert Crescent Park, a green space offering magnificent views of the Fraser River; Irving House, the oldest surviving home in the City; and Downtown's entire stock of purpose-built rental housing. It will also include a new elementary school, with capacity for 300 children, and a neighbourhood park, both of which are co-located on the former Saint Mary's Hospital site.



Albert Crescent Park c.1890, Source: NWMA IHP 0312



Holy Trinity Church, 1899, Source: NWPL 22

4

BACKGROUND

Since the mid-1860s, the area within the Albert Crescent Precinct has served as a residential neighbourhood and has accommodated some of the most prestigious homes in the City. Irving House, located at the corner of Merivale Street and Royal Avenue, was built in 1865 by 'King of the River' Captain William Irving and his wife Elizabeth Jane Irving. It was designed by architect James Syme using the Gothic Revival Style. Today, Irving House is the oldest historic house museum in British Columbia and serves as part of the City's Museum and Archives operation.

A key focal point for this neighbourhood was the garden ringed by Albert Crescent Park, named after Queen Victoria's husband, and planned with river terraces named after Prince Albert and Prince Arthur. The streets around Albert Crescent were named after people of distinction, including members of the reigning Royal Family, in contrast to the western section of the Downtown, where the streets were named after people of "less distinction." The naming of open spaces, parks and streets in this manner was indicative of the original "upper class" character of the neighbourhood.

Rapid residential development continued throughout the 1870s, 1880s and 1890s. Saint Mary's Hospital, at the corner of Merivale and Agnes Streets, was built in 1886. Saint Mary's Hospital was designed by Mother Joseph for the Sisters of Providence as a charitable hospital. Unlike other hospitals at the time, Saint Mary's took in everyone, regardless of age, income, race or disease status.

By the turn of the century, this upper class single family dwelling district was served by three schools, including the Duke of Connaught High School, and several churches, including Holy Trinity Anglican Church, St. Andrews Presbyterian Church and St. Peter's Roman Catholic Church.

With few available development opportunities, residential development shifted north of Royal Avenue. The neighbourhood experienced a prolonged period of stagnation until the 1950s and 1960s, when many of the older homes were replaced with market rental apartment buildings. In 1956, Saint Mary's Hospital received Provincial Government approval to demolish the old building and construct a new 150 bed hospital.

Sporadic residential development occurred from the 1970s onward, mainly in the form of high rise towers. In 2005, Saint Mary's Hospital was decommissioned and demolished. In 2009, the hospital site was purchased by the City and the School District to accommodate a new elementary school and neighbourhood park.







4

VISION

The Albert Crescent Precinct will remain predominantly residential, with some mixed-use land uses at its western edge close to Sixth Street. Development within this precinct will maintain a human scale, enhancing the pedestrian experience and respecting recognized heritage resources.

The defining characteristics of the Albert Crescent Precinct include: a variety of housing types and tenure arrangements; significant heritage resources, including Irving House and several historic churches; good views to the Fraser River; a new elementary school and park, which will act as a community hub and focal point for residents; pedestrian oriented streetscapes; good east/west access to other parts of the Downtown; and proximity to SkyTrain.

This Precinct will continue to provide easy access to a range of amenities and services. It will be served by two neighbourhood parks, which incorporate active play spaces, and will be connected to Queens Park and the new waterfront park at Westminster Pier through enhanced pedestrian connections.

The Albert Crescent Precinct provides a range of housing types and tenure arrangements that appeal to a variety of households. It contains all of Downtown's purpose-built market rental housing, which represents approximately 12% of the City's total purpose-built rental housing stock. Rental housing serves an important role in the community, providing access to a form of affordable housing to households with varied income levels. It also allows for flexibility in the housing market for workers who need to live closer to their employment. Retention of rental housing in this area will continue to be a City priority. Development applications will be evaluated based on the ability to retain, create and/or replace rental housing.

Given the location of the new elementary school, the Albert Crescent Precinct is well suited for additional ground-oriented housing suitable for families, households with pets, seniors and those who desire access to a garden or small urban yard.









There will be a mix of medium to high density development, ensuring all new development includes at-grade, ground-oriented units such as townhouses and garden apartments. Landscaped garden areas at the street face will be strongly encouraged.

The Albert Crescent Precinct will be designed for the pedestrian and cyclist, with limited access for through-traffic. Its parks and open spaces will be designed and programmed to encourage positive uses, both day and night. The historic churches, civic plazas, greenways, parks and new school will serve as important nodes, facilitating social contact, interaction and neighbourliness. The Agnes Street corridor will be designed as a pedestrian friendly east-west connection across the precinct. Ground-oriented housing with entrances and windows fronting the street, which enhance safety through "eyes on the street," will promote interaction with neighbours and passers-by.

Well articulated ground-oriented housing will be encouraged with the use of details in doors, lighting, fencing and landscaping that provide visual interest to the street, and materials sympathetic to the historic character of parts of the precinct.

High rise towers around Albert Crescent Park enhance its formal park setting. The Park will be programmed in the future to promote active family use and maximize the views of the Fraser River.

Sixth Street is an important north/south connector linking Downtown with Uptown. Sixth Street will continue to be designed as a main pedestrian route and high density residential and commercial corridor.

4.3 Tower Precinct



CONTEXT

The Tower precinct is intended to accommodate a significant share of Downtown's residential and commercial growth. Where other precincts focus on Downtown's heritage assets, waterfront setting, and family-oriented needs, this precinct will continue to develop as a high-density employment and housing area. Building on its current employment base and on the presence of SkyTrain, this precinct is well positioned to capture region-serving office employers seeking to locate in New Westminster.

The boundaries of the Tower Precinct are Royal Avenue to the north, Columbia and Clarkson Streets to the south, Sixth Street to the east and Stewardson Way to the west.

The Tower Precinct is home to two major region-serving institutions spread over 2.8 hectares - Douglas College and the Courthouse – drawing people from around the region to study, work and do business. It includes a diverse mix of land uses including institutional, residential, retail and office, and is home to one of Downtown's two SkyTrain stations.



Douglas College



Provincial Law Courts



"Wait for me Daddy", Eighth Street,1940, Source: NWMA IHP1956

BACKGROUND

Starting in the late 1800s, the Tower Precinct area served as a place of commerce and as the institutional heart of the City. Located in the centre of the precinct, the 1891 Courthouse building still stands, now housing lawyers offices serving the newer Courthouse building across the street. The brick and stone walls of the historic Courthouse survived the Great Fire of 1898, allowing the building to be reconstructed in its present form in 1899. The current Courthouse opened across the street in 1979 and is the site of high-profile criminal trials which have captured regional, national and international attention. To the west at Carnarvon and Begbie Streets, the 1908 Russell Hotel also speaks to the area's historic function as an administrative centre, drawing out-of-town government officials and traders.

4

Between 1891 and 1904, the City's first electric light station was located on the seven-acre Columbia Square site. In the post-war years, this site became home to ironworks, machine shops, car repair shops and auto dealers. In the late 1980s, the site redeveloped into what is now Downtown's largest marketplace, anchored by a supermarket, liquor store, bank, residences and offices.

As Downtown's land values have increased, more urban, higher value land uses have come to this precinct. Perhaps the most dramatic example of this is the Plaza 88 site, between Carnarvon, Columbia, Eighth and Tenth Streets. This site and the blocks just north of it were home to a vibrant Chinatown starting from 1888 and diminishing after World War I until it dispersed by the early 1930s. At its peak in 1903, it was home to a Chinese community of 900 residents. Mixed in among its homes and businesses was a vice district, with a maze of alleys and shacks containing gambling rooms, opium dens and brothels.[1]

One hundred years later, this site is now home to the tall towers and retail complex that make up Plaza 88, surrounding the New Westminster SkyTrain station. When complete, this project could be home to 1,500 people. Its 16,722 m^2 (180,000 ft^2) of retail space will serve residents from all over the City, as well as shoppers commuting via SkyTrain.

Within this precinct, Douglas College and the Courthouse serve a regional function and are major employment anchors for the City. The new Department of National Defense recruiting centre on Royal Avenue also serves as an institutional presence.

Key north/south streets in this precinct include Sixth Street, Eighth Street and Tenth Street. They will continue to be designed as main pedestrian routes with a high quality public realm.

1 Jim Wolf, Royal City: A Photographic History of New Westminster, 1858-1960 (Vancouver: Heritage House, 2005) 99.



4

VISION

With the New Westminster SkyTrain station at its core, the Tower Precinct is becoming highly urbanized as residential towers with townhouses and rowhouses at the base replace vacant and underutilized sites. Some of these sites remain, and further growth and change will come as this precinct moves into its role as a high-density neighbourhood and employment centre.

Where sites are large enough, under-developed non-heritage properties will redevelop as high rise towers to a maximum prescribed height, as outlined in the Zoning Bylaw. Tower development will be balanced with pedestrian-oriented streetscapes and a high quality public realm creating a livable environment that is a safe and attractive place for walking. Office and apartment spaces currently co-exist in this area, and will continue to do so as growth occurs through further investment and higher intensity redevelopment.

Residential development will take the form of high rise towers. As with recent projects, residential towers will have ground-oriented units at their base in the form of townhouses and/or garden apartments. Office development could arise in either single-purpose office towers, or occupy the lower floors of mixed-use office/residential towers. A large amount of retail is planned for the Plaza 88 development surrounding the New Westminster SkyTrain Station. Beyond this, in most cases retail, art galleries and restaurants will occupy the grade level of towers.

With its existing and developing educational and commercial anchors, this precinct will continue to be a regional destination. Institutional development could take the form of expansion of existing institutions or the arrival of new institutions into Downtown.

4.4 Historic Precinct



Plazas & Squares

Parks & Open Space

4

CONTEXT

The intent of the Historic Precinct is to provide protection, incentives and opportunities to respect, enhance and celebrate the recognized heritage resources within it.

The boundaries of the Historic Precinct are Front Street to the south, Clarkson Street to the north, Merivale Street to the east, and just past Blackie Street to the west.

The Historic Precinct is identified as Downtown's main commercial corridor – a role it has played since the 1860s. This precinct includes 35 properties that the City has identified as having significant heritage merit and which have been placed on the Heritage Register. This precinct has more heritage assets than any other precinct in the Downtown.

BACKGROUND

The Historic Precinct contains the City's largest collection of commercial heritage buildings and is valued for its enduring role in the colonial history and development of New Westminster.

As the commercial core of British Columbia's original capital city, Columbia Street conveys a sense of time and place of the City's history, from the earliest days in 1860 when Colonel Moody and the Royal Engineers laid out the new city, to the Great Fire of 1898 and the economic heyday of the 1940s.

Columbia Street is a tidy collection of commercial historic buildings that carries forward an important and valued legacy, beginning with the proclamation of New Westminster as a city in 1860, making it the oldest city west of the Great Lakes.

September 10, 1898, represents a significant milestone when a massive fire spread through the Downtown, destroying the impressive Victorian-style buildings. Only two buildings survived that fire and still stand on Columbia Street today (415 and 401 Columbia Street, known as the Burr Block and the Guichon Block respectively). Showing the tenacity of early residents, the Downtown was substantially rebuilt within one year.

Another highlight of Columbia Street's legacy is its reputation during the 1940s as "the Miracle Mile." Downtown was active, stores were making record profits and Columbia Street had the highest sales per square foot in the entire province.[2] Locating a business along this stretch of Columbia Street almost guaranteed success.

In the 1950s, the arrival of the Woodward's department store in Uptown, combined with the development of suburban shopping centres and a shift in shopping patterns, initiated the beginning of the decline of Columbia Street, a part of Columbia Street's legacy that continues today. However, despite Columbia Street's booms and busts it has maintained its retail character of small-scale, individually-owned stores.

Other important elements of this precinct are the stories of people and events that have occurred over time. These include stories about the creation of the City's own electrical company, Chinatown, photographers such as Francis Claudet and Charles Stride, the Farmer's Market that drew farmers from across the region, and parades along City streets.

Recognizing the need to provide incentives to assist with the costs associated with conserving heritage buildings, in 2000 the City created the Density Transfer Program, which identifies eligible properties in the Historic Precinct. Eligible recipient sites purchase unused density from eligible properties on the City's Heritage Register. The recipient site incorporates the extra density into their development; the donor site utilizes the income to conserve the building and enters into a Heritage Revitalization Agreement with the City.



401 Columbia Street, Guichon Block


415 Columbia Street, Burr Block

VISION

Defining features of the Historic Precinct include a combination of physical and intangible elements such as buildings, views, public spaces, streets, streetscapes, materials and memories.

The Historic Precinct includes important public spaces such as its wide and formal main street (Columbia Street), a newly rebuilt public square (Hyack Square) where cultural celebrations are held, and is adjacent to key components of the regional transportation network (railway tracks, roads and the Fraser River). Maintaining public views to the Fraser River, as well as views to the west and east along Columbia Street, will be encouraged within this precinct.

2 Jim Wolf. "Royal City: A Photographic History of New Westminster, 1858-1960," Surrey BC, Heritage House Publishing Company Ltd, 2005, p. 173.

The Historic Precinct has a valuable collection of late-nineteenth and early twentieth century masonry buildings that together create a "saw-tooth" profile along Columbia Street. These historic buildings range in height from one to eight storeys, with the majority between two to four storeys. The buildings are typified by such architectural features as cubic massing, high site coverage, elaborate street front facades, punched window openings and projecting roofline sheet metal cornices. Common building materials include masonry elements such as sandstone, granite, and local brick. Some buildings also face Front Street and Clarkson Street.

Properties within the Historic Precinct that are on the Heritage Register have detailed regulations with regard to development. New development will be allowed on non-registered sites, and will respect neighbouring heritage resources in terms of height, massing, form and character. New developments in the Historic Precinct will have a height limit, as prescribed in the Zoning Bylaw, unless the development includes a density transfer with a heritage building or heritage retention of all or part of the building. In these instances, greater heights will be considered. All exterior modifications to heritage buildings along Columbia Street will comply with design standards included in the HARP Guidelines.



Columbia Street, 1910, Source: NWMA IHP1578

Since its earliest days, Columbia Street has been known as the retail corridor of New Westminster. This precinct will retain its mixed-use land use (commercial and residential) and important retail function along Columbia Street.

The role of the arts is seen as an integral component to the revitalization of Columbia Street. Art galleries, public art and theatres are all encouraged in this precinct. The City's new multi-use civic facility, which will include performing art space, cultural components and convention centre space, will revitalize the Downtown by accommodating uses which generate high pedestrian traffic and promote strategic synergies with SkyTrain.

Columbia Street will continue to be the main pedestrian corridor in the Downtown where retail and entertainment uses, in particular between Fourth Street and Eighth Street, will be promoted. Well designed storefronts provide interest and vibrancy to the pedestrian corridor. The use of colours in banners, landscaping, signage and buildings is encouraged, allowing for animation and "whimsy" along the street. Sidewalk cafes and public art are highly encouraged, as well as thoughtful consideration for well programmed public spaces.

4.5 SkyTrain Precincts



Plazas & Squares

Parks & Open Space

CONTEXT

There are two SkyTrain Precincts: one surrounding the New Westminster Station and the other surrounding the Columbia Street Station. The SkyTrain Precincts are intended to accommodate high density mixed-use development, recognizing SkyTrain's significant role in reducing the need for a private automobile and helping advance several of Downtown's sustainability objectives.

BACKGROUND

Downtown New Westminster has two SkyTrain stations: the New Westminster Station at Eighth and Columbia Streets, and the Columbia Street Station at Fourth and Columbia Streets. These stations represent significant infrastructure investments and tremendous opportunities to link the Downtown to other centres throughout the region. The SkyTrain Precincts are important nodes for place-oriented, higher intensity developments and cultural activities which add to the vibrancy of the Downtown.

The SkyTrain Precincts are presented as overlays to the Downtown Community Plan Land Use Map. The land use designations underlying the SkyTrain Precincts remain the governing land use. The SkyTrain Precincts overlay allows greater flexibility in accommodating additional density where appropriate. The overlay generally extends about 200 m (655 ft) from the New Westminster SkyTrain Station and the Columbia Street SkyTrain Station, representing a five minute walk from each station.

VISION

The SkyTrain Precincts recognize that land use around the SkyTrain stations should provide a mix of high density land uses, including residential, commercial and civic uses, to encourage a sustainable and vibrant Downtown during the day and evening. Open spaces and public realm spaces located in the SkyTrain Precincts must be designed with an emphasis on memorable streets, sidewalks and plazas to foster walking and cycling to transit, shopping, services and residences. Attention to safety and security in the design of buildings and surrounding spaces will create an inviting environment for visitors and enhanced livability for residents.

Encouraging animated, urban, mixed-use developments around transit stations responds to the need to address environmental issues related to fossil fuel consumption and greenhouse gases. Well designed buildings, open spaces and streets integrate the need to create livable urban environments with the call for greater use of transportation alternatives such as walking, cycling and transit use. Developments located in the SkyTrain Precincts will be considered for reductions in required parking, if supported by a traffic and parking study.

NEW WESTMINSTER STATION SKYTRAIN PRECINCT

The New Westminster Station, located within the new Plaza 88 development at Eighth Street and Columbia Street, represents the station with the highest number of passengers destined for New Westminster during the morning peak period. It is, in conjunction with Plaza 88, considered a major western gateway to Downtown. The station is located in a dense mixed-use development that will support transit ridership and increase pedestrian activity in the surrounding area.

Employment floorspace incentive: Increased maximum allowable heights and density will be considered in the New Westminster Station SkyTrain Precinct, if provision is made for employment generating floorspace (e.g., office space) within the development.

COLUMBIA STATION SKYTRAIN PRECINCT

The Columbia Station, at Columbia Street and Fourth Street, is located at the eastern gateway to Downtown. The Columbia Station SkyTrain Precinct includes part of the Historic Precinct, including the Burr and Guichon Blocks, both important buildings that survived the Great Fire of 1898. This SkyTrain Precinct also includes a mix of medium and high density residential buildings and small office buildings.



Employment floorspace incentive: Increased maximum allowable density will be considered in the Columbia Station SkyTrain Precinct, if provision is made for employment generating floorspace (e.g., office space) within the development.

In both of the SkyTrain Precincts, increased development entitlements will be conditional based on consideration given to employment generating floorspace, protection of view corridors, provision of suitable light and air penetration at the street level, high quality pedestrian streetscape and attention to the interface with existing development. It is expected that all new development will provide excellence in urban design for all public realm spaces, streetscapes and in the design of pedestrian and cycling connections. For the portion of the precinct that overlays the Historic Precinct, the height policies of the Historic Precinct will apply. Public safety and security will be paramount in the design of new buildings and the public realm spaces.

It is expected that all new development will provide excellence in urban design for all public realm spaces, the streetscape and in the design of pedestrian and cycling connections.

5.0 Environment

CONTEXT

Municipalities play an important role in the health and well-being of the environment. Efforts made in land use, transportation, community infrastructure, buildings, park space, and community and economic development programs can all affect ecological performance.

The City of New Westminster is committed to protecting, enhancing and managing the natural environment in order to provide a sustainable community. Downtown's urban character, riverfront location, and regional centrality present unique environmental conditions. Areas of particular importance include:

- Air Quality
- Habitat & Biodiversity
- Water Conservation
- Waste/Materials/Recycling
- Stewardship and Urban Food Supply
- Noise
- Fraser River Water Quality
- Green House Gas Reduction/Energy Efficiency
- Green Amenities

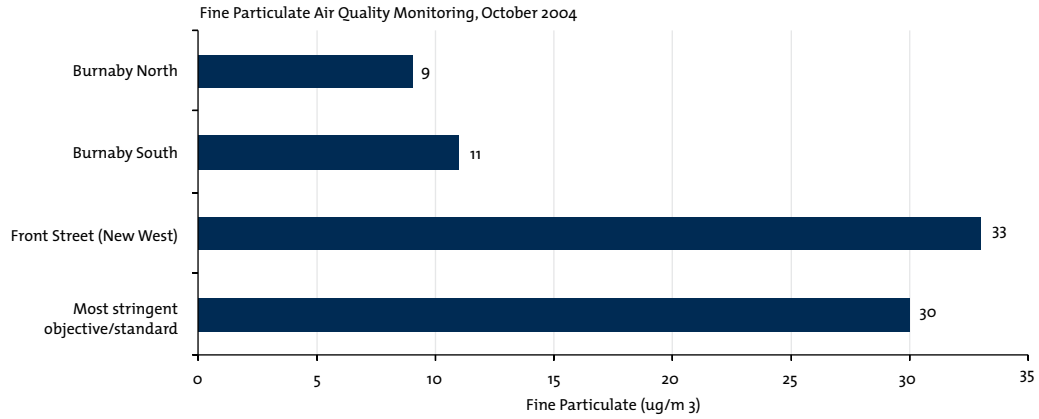
5.1 Air Quality



Surrounded by major regional truck and rail routes, Downtown suffers from compromised air quality. In October 2004, Metro Vancouver conducted a preliminary air monitoring study along Front Street to investigate the impacts of vehicular traffic on air quality in the area. The results of the study identified the following:

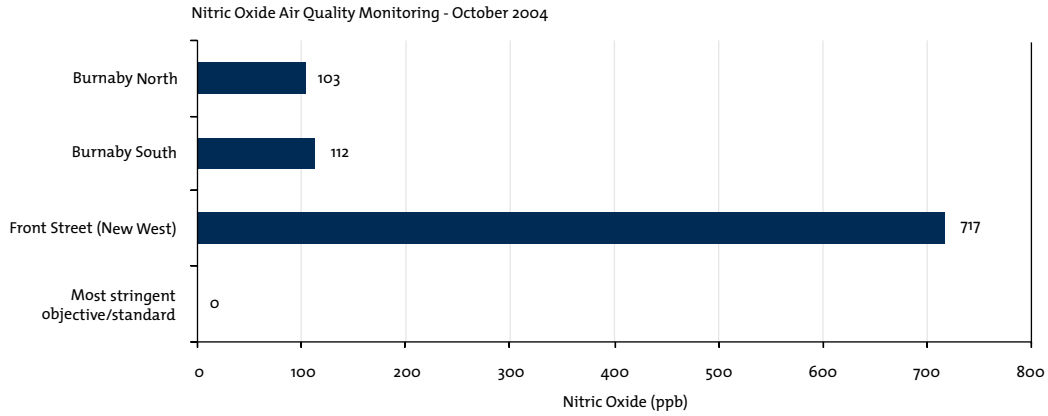
- Exhaust emissions and fine particulates are substantially higher during the week.
- Unacceptable particulate levels periodically exceeded the Canada-wide standard that Metro Vancouver uses for guidance (Figure 13).
- Some exhaust emissions such as nitric oxide, nitrogen dioxide and fine particulates are substantially greater than those seen in other parts of the region (Figure 14).

FIGURE 13. FINE PARTICULATE RESULTS FOR FRONT STREET AND COMPARABLE BENCHMARKS



Source: Metro Vancouver

FIGURE 14. NITRIC OXIDE RESULTS FOR FRONT STREET AND COMPARABLE BENCH-MARKS



Source: Metro Vancouver



Front Street

CHALLENGES

- Royal Avenue, McBride Boulevard, Front Street, and part of Columbia Street all carry significant truck through-traffic in regional goods movement.
- Trucks must start, stop and idle at street and rail crossings on Front Street, and must ascend and descend steep hills along Royal Avenue.
- Downtown provides the only rail access to South Vancouver, South Burnaby, Richmond, and Annacis Island. Shunting operations also take place in the Quayside area railyard.
- The parkade over Front Street and the neighbouring buildings trap pollutants from vehicular traffic and inhibit their dispersion.

OPPORTUNITIES

Although Downtown will continue to accommodate a regional goods movement corridor, land use and transportation initiatives can play a role in mitigating local pollution impacts. The City is working with TransLink and other related agencies on alignment options for the new Pattullo Bridge. Realigned bridge approaches could improve air quality on Royal Avenue, Columbia Street and Front Street by improved routing for vehicles and trucks.

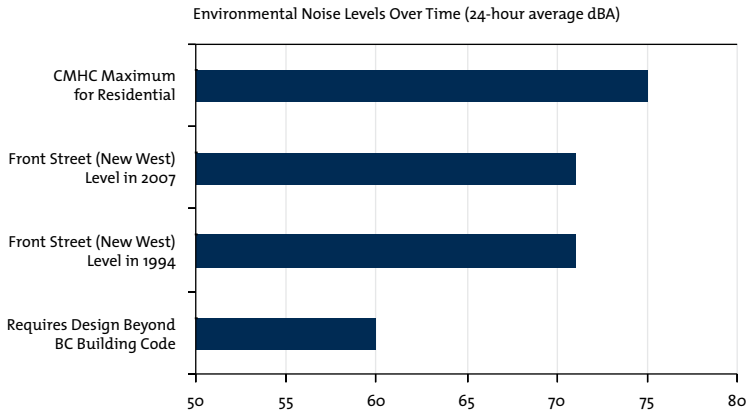
TransLink is currently evaluating the role and function of the North Fraser Perimeter Road (NFPR). There is potential for encapsulating the NFPR and rail lines along Front Street, which could reduce start/stop/idle emissions by removing at-grade crossings, and could allow for containment and treatment of emissions from truck and rail traffic.

Planning and transportation initiatives that support walking, cycling, and transit will help increase the proportion of daily trips people make Downtown using these sustainable modes of travel, versus relying on the private automobile. Further, strategies which encourage more employment, business services, retail and civic/cultural facilities Downtown can lead to trip-reduction in the daily trips made by people living and working Downtown.

5.2 Noise

Rail and truck noise in the Downtown impacts health and livability. As Downtown's population grows, mitigating noise impacts will be an important focus. Areas adjacent to Front Street will be prioritized as significant residential growth is anticipated in this area. Figure 15 shows historic (1994) and recent (2007) noise data for a sample site at Front and Begbie Streets. Both dates show a reading of 71 dBA. Noise levels exceeding 60 dBA require specialized building design and materials outside of Building Code specifications. CMHC recommends that residential development not be sited in areas with environmental noise levels above 75 dBA.

FIGURE 15. ENVIRONMENTAL NOISE LEVELS FOR FRONT STREET



Source: BKL Consultants Ltd.

CHALLENGES

- Downtown's truck and rail corridor plays a significant regional role in goods movement and will continue operation through the Downtown.
- In particular, rail traffic has 24-hour operations.

OPPORTUNITIES

The City is pursuing noise mitigation of rail operations throughout the City, and in March 2009, partnered with CN Rail, CP Rail, BNSF Railway, and Southern Railway of BC to undertake a train Whistle Cessation Study. The study will assess the feasibility of ending the use of whistles between the hours of 10pm and 7am at seven different crossings in the City, three of which are located Downtown. This work will involve safety assessment of the sites to determine whether road improvements can be made to allow for whistle cessation at these crossings.

With respect to new residential development close to Front Street and the rail corridor, the City can continue to apply design guidelines to set and implement high standards for noise mitigation.

5.3 Habitat & Biodiversity

Until the early 1980s, Downtown's riverfront was used for industrial purposes. Since then, the residential Quayside neighbourhood has developed to the west, with the Esplanade connecting people from all over the City to the Fraser River. Habitat in this area consists of a public park and several private residential lagoons. The heart of Downtown's riverfront remains as paved parking (the Larco site) and vacant brownfield (the Westminster Pier site). Few natural areas exist elsewhere in the Downtown.

The Fraser River Estuary Management Program (FREMP) classifies and maps the shoreline of the lower Fraser River according to low (green), moderate (yellow), or high (red) habitat productivity. As Figure 16 shows, the majority of Downtown's river edge is of low productivity, except for the three small areas in Quayside mentioned above.

5

FIGURE 16. PRODUCTIVITY OF DOWNTOWN FRASER RIVER HABITAT AREAS, 2004



Source: Fraser River Estuary Management Program (FREMP) Atlas.

CHALLENGES

- Habitat restoration in built-out areas such as Downtown can be costly, especially for contaminated brownfield sites.
- Apart from major new riverfront parks, the City has limited resources for parkland acquisition to create habitat within other parts of Downtown.

OPPORTUNITIES

- The future development of two waterfront parks will include vegetation for wildlife refuge, and shoreline treatment will contribute to improved habitat productivity, restoring the natural function of the river.
- Design guidelines encouraging rooftop gardens and landscaping of new projects will increase habitat throughout the City. This new type of habitat would be established throughout the Downtown as development takes place over time.

5.4 Fraser River Water Quality

New Westminster sits along an 8 kilometre stretch of the Fraser River, 3 kilometres of which is within the Downtown. Between 2004 and 2006, the lower Fraser River received a rating of "Good" on the Water Quality Index.[3] However, recent research indicates that salmon returns are low.[4] With Downtown's expected population growth, impacts on Fraser River water quality will become increasingly more important.

Stormwater management is an important part of protecting river health. Due to Downtown's topography, stormwater output is the Fraser River. Stormwater runoff is generated when precipitation from rain and snowmelt events flows over land or impervious surfaces (paved streets, parking lots, and building rooftops) and does not percolate into the ground. As the runoff flows over the land into the Fraser River, it accumulates debris, chemicals, sediment or other pollutants that could adversely affect water quality.



CHALLENGES

Limiting stormwater will require improvements such as increasing permeable surfaces, which can be challenging in built-out environments like the Downtown.

OPPORTUNITIES

Incorporating more landscaped areas in public streets and rights-of-way, and maximizing the use of landscaping in ground-level and rooftop design of buildings are important strategies that can help minimize stormwater runoff.

Almost all of the City's Downtown storm/sewer network is now separated, with dedicated systems for sanitary waste and storm flow. All stormwater impacting City streets is now kept out of the existing combined sewer system. This means during peak flows there is no risk of this stormwater mixing with liquid waste and discharging into the Fraser River through any of the five combined sewer outfalls located Downtown. Street stormwater drainage represents about 30% of the land area of Downtown.

Buildings built prior to 1980 were designed to only have one sewer connection. As a result, they remain connected to the combined sewer network, and continue to contribute to liquid waste discharge into the Fraser River during peak flows. However, buildings built after 1980 have separate connections and do not have this impact. Table 4 shows that 72% of Downtown's housing units are captured by the City's newer separated sewer system.

TABLE 4. DOWNTOWN HOUSING UNITS BY COMBINED VS. SEPARATED SEWER TYPES.

Period of Construction	Share of Total Housing Units	Sewer Type
Pre-1980	28%	Combined
1980 to 2009	72%	Storm and Sanitary Separated

Source: City of New Westminster Engineering and Building Permit Data

As Downtown continues to develop, new housing units will be captured by the separated system, further reducing combined system discharge.

3 Fraser Basin Council. 2009 State of the Fraser Basin Report: Sustainability Snapshot 4, 74.
4 Fraser Basin Council. 2009 State of the Fraser Basin Report: Sustainability Snapshot 4, 51-53.

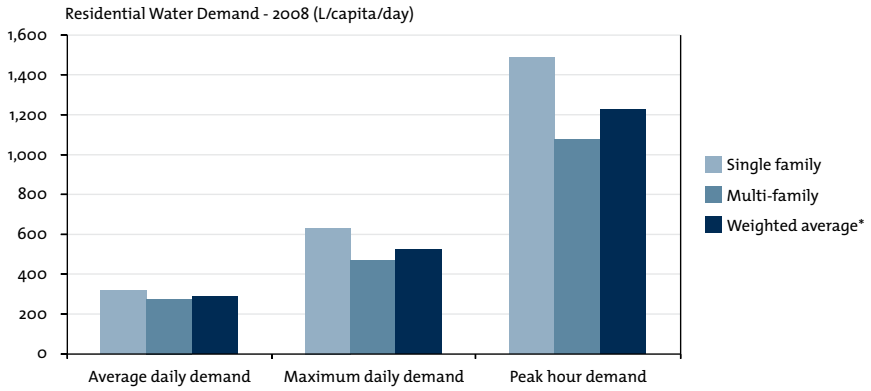
5.5 Water Conservation

Metro Vancouver delivers water to the City of New Westminster through an extensive network of reservoirs, pumping stations and mains. All of this water is treated to meet strict drinking water standards so it is safe for consumption by the time it reaches the end user. As more water is consumed, more energy and infrastructure is needed to collect, treat and deliver it to the City's homes and businesses. Once it goes down the drain, additional infrastructure is required to carry it to wastewater treatment facilities. This entire process is energy intensive and costly.

Once water enters the City's system, an average of 13% is lost to system leakage, a result of aging infrastructure. Approximately 75-80% of the City's delivered water is metered at the consumer end; single family residences are the only consumers that are not metered.

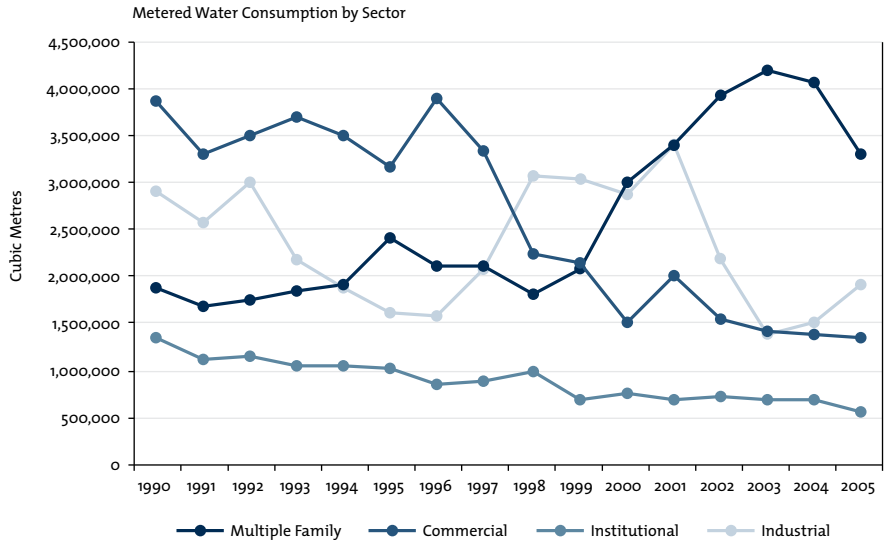
The average New Westminster resident uses approximately 290 litres of water per day around the home (Figure 17). Most of this is not consumed for drinking, but is used for toilets, showering, clothes washing, laundry, lawn watering and washing cars. Some of this water is not used at all, but is lost through leaky appliances and plumbing fixtures.

FIGURE 17. DOWNTOWN NEW WESTMINSTER RESIDENTIAL WATER DEMAND, 2008



Source: EarthTech, Downtown Neighbourhood Plan, September 2008

FIGURE 18. CITY-WIDE WATER CONSUMPTION BY SECTOR



Source: Water: GVWD and Municipal Water Demand by Sector, December 2008

Multi-family residential demand is greater than demand in any other consumer sector. As Figure 18 demonstrates, this is a more recent trend and is a result of several influences:

- Increase in population and associated multi-family units
- Decline in water-dependent commercial users (Labatt Breweries)
- Decline in large scale institutional users (Saint Mary's Hospital)

CHALLENGES

Water loss through leakage will take time to address, as the City's aging infrastructure is gradually upgraded.

OPPORTUNITIES

As multi-family demand is the highest demand sector, it offers the greatest opportunity for targeted conservation initiatives. Downtown's high projected growth in this housing type positions it to be a model neighbourhood for water conservation. Recent improvements to the BC Building Code mandate lower consumption interior fixtures. Enhanced design guidelines which encourage drought-tolerant landscaping will further promote water conservation in the Downtown.

5.6 Green House Gas Reduction & Energy Efficiency

New Westminster is committed to greenhouse gas (GHG) reduction. As part of this commitment, it is participating in the Federation of Canadian Municipalities' "Partners for Climate Protection Program" and has adopted a Green Action Plan that provides a set of GHG reduction initiatives that can be implemented at the local level.

The Energy and GHG Emissions Inventory (2009) for New Westminster, released by the Province, indicates that of the City's total emissions, 53% comes from transportation, 45% comes from buildings, and 2% comes from solid waste.[5] Downtown will be an important part of the City's GHG reduction plan. Promoting transit-oriented development, sustainable modes of transport, and improved building efficiencies will be critical in addressing Downtown's contribution to emissions.

5

CHALLENGES

- Most of Downtown is already built- out and retrofitting existing buildings to improve their energy efficiency is costly.
- Metro Vancouver's milder climate reduces the financial incentive towards building or upgrading for energy efficiency, compared to other regions with more extreme climates and high heating/cooling costs.

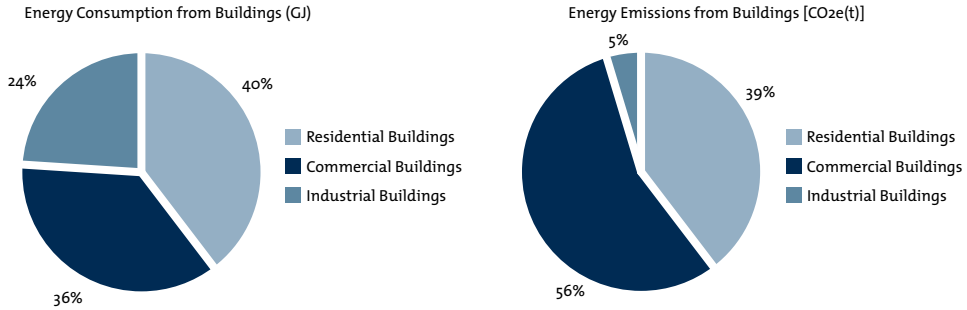
OPPORTUNITIES

With respect to buildings in the City, residential buildings consume the most energy and are responsible for 39% of building source emissions (see Figure 19 and 20). The high residential growth expected for Downtown means targeting reductions in this sector will be key for reducing consumption and emissions.

With rising energy costs and recent innovations in building materials and heating systems, there is a regional trend towards higher efficiency buildings. Design guidelines for new Downtown developments encourage:

- energy efficient features.
- use of alternative energy such as geothermal and solar power.
- maximizing Downtown's southern orientation as an important asset for renewable energy, providing good solar access.

FIGURES 19 & 20. NEW WESTMINSTER ENERGY AND EMISSIONS INVENTORY, 2007



Source: Energy and Emissions Monitoring and Reporting System, Hyla Environmental Services, 2007

5 Community Energy & Greenhouse Gas Emissions Inventory for New Westminster: 2007. Hyla Environmental Services Ltd, March 2009.

5.7 Waste/Materials/Recycling

With respect to material waste, one of the most significant waste reduction measures is to retain and adapt existing buildings rather than demolish them. Conservation initiatives related to Downtown's heritage buildings encourage their adaptive reuse. These buildings have significant embodied energy and their retention minimizes construction and demolition waste, as well as energy inputs into new building materials. Downtown has many examples of the conservation, restoration, and reuse of heritage structures.

In relation to household waste, the City plays an active role in public education on recycling, as more products and materials are captured by new recycling programs. As of 2006, it is estimated that New Westminster residents recycle about 30% of all of the solid waste they produce.

CHALLENGES

In apartment units with limited storage, there is a lack of space to store and sort recyclables, particularly those which are not collected on-site but are typically saved up and taken monthly to the City's depot. In addition, households without cars have difficulty transporting some of these items (e.g., paints, solvents) to a central City depot.

OPPORTUNITIES

- Use of the City's heritage tools, such as Heritage Revitalization Agreements with density transfers, can lessen financial barriers for the adaptive reuse of heritage buildings.
- Downtown design guidelines include strengthened provision for recycling facilities in multi-family developments, both in individual kitchen spaces and in communal recycling spaces. This will facilitate improved separation of recyclables. The design guidelines also include provisions for improved use of long-lasting, durable cladding materials to minimize material waste over the life cycle of buildings.



5.8 Green Amenities

The Downtown is a highly built-out, urban neighbourhood that currently lacks green amenities. With future development, more emphasis will be placed on "softening" Downtown's concrete areas with greener corridors and amenities.

CHALLENGES

In a built-out landscape, it can be more challenging and costly to integrate green elements into private and public spaces than it would be in an undeveloped area.



Greening the street, Seattle, WA

Green Amenity Streets

City streets and sidewalks incorporate moderate traffic access, habitat, storm-water management, pocket parks, and street trees to make Downtown more livable and improve its environment. This type of street is particularly relevant to Downtown, where parkland acquisition is costly and difficult.

OPPORTUNITIES

Downtown is shaped by a dense street grid that uses a third of its land base. Incorporating green features into City streets, in the form of street trees and landscaping within the street right-of-ways, can help soften the streetscape. The Public Realm Plan identifies key sites where new pedestrian connections and greenways will be established.

Green amenities can also be incorporated into new developments. Apartment buildings can be designed to include rooftop gardens with outdoor amenity space and/or food-producing gardens. Similarly, green amenities can be included in commercial developments as usable open space for employees. Design guidelines can be applied to both residential and commercial development to encourage these spaces and features.

5.9 Stewardship and Urban Food Supply

One of the most important environmental initiatives is connecting people to the environment, fostering stewardship and environmental responsibility. An individual's contribution towards environmental responsibility may include recycling, composting, taking transit, conserving energy, or properly disposing of household batteries or other hazardous waste. The City's new Community Environmental Grants program supports projects and organizations committed to advancing community involvement in this way. Green Amenity Streets, community gardens, and interpretive education around Fraser River habitat will be key activities for Downtown's role in promoting increased environmental awareness and action.

5

CHALLENGES

- Creating access to gardens is more difficult in a dense neighbourhood where residents have little private open space.

OPPORTUNITIES

- Downtown's underdeveloped park land and its future planned parks offer the potential to create community food-producing gardens.
- Design guidelines encourage more communal outdoor space in new developments, including the potential for communal gardens.
- Currently, there is strong community interest in food security, community markets and gardens.

Note: Given that the environment influences Downtown's social and economic well-being, the Downtown Community Plan integrates environmental considerations throughout other policy chapters. However, some strategies are easier to understand as a distinct group. These are presented separately in this chapter.





Key Goal: Downtown has a strong connection to the natural environment and demonstrates leadership in responsible growth and environmental stewardship.

Strategies	Actions
5a Support improved air quality for residents, employees and visitors.	• Support and encourage regional airshed management initiatives to improve air quality. • Minimize impact of car and truck emissions by supporting and encouraging sustainable transportation modes, as outlined in the Transportation Chapter. • Mitigate the impact of Downtown's goods movement corridor, as outlined in the Transportation Chapter. • Consider appropriate development setbacks from major transportation corridors. • Use trees and other types of vegetation to filter and provide a barrier to high pollutant areas to help mitigate the impacts of transportation on local air quality.
5b Reduce and mitigate noise impacts from Downtown's goods movement corridor.	• Implement recommendations from the pending Rail Whistle Cessation Study to reduce Downtown rail noise. • Use specific design guidelines for the development of new buildings to require that building design buffers and protects occupants from excessive environmental noise.
5c Integrate and enhance wildlife habitat along the Fraser River and throughout Downtown.	• As the access to the waterfront is restored, and parks such as the future Westminster Pier and Muni Evers are developed, design waterfront parks to restore and enhance biodiversity of riparian habitats. • Integrate work on the City's Esplanade foundations and any flood management works with intertidal riparian habitat enhancement and restoration objectives. • Use design guidelines to ensure that landscaping design maximizes opportunities for habitat creation. • Design attractive landscaping features using native plants and bird habitat elements, extending the Fraser River environment into Downtown, creating a unique sense of place.
5d Integrate stormwater management into the planning and design of the waterfront and access points from the Downtown.	• Work with Metro Vancouver, the provincial government, rail companies, and TransLink to: • Consider routing stormwater runoff via access plinths and then directly over flood control dikes, reducing flood hazard in low-lying areas below the Downtown slopes and providing an opportunity to improve runoff water quality.

5e Integrate stormwater management and water conservation into the design of new buildings.	• Use design guidelines to:
	  • Maximize use of green roofs and permeable surfaces to minimize stormwater runoff.
	  • Support xeriscaping and other low impact forms of landscaping (i.e., alternative water use options, low consumption irrigation systems)

5f Enhance the ecological function of the streetscape, parks and other public spaces.	• Guided by the Public Realm Master Plan, incorporate habitat and stormwater management into street renewal, for example:
	  • Greening street network bulges and medians to increase comfort and interest and provide habitat;
	  • Increasing street tree coverage and diversity of tree and shrub species to provide shading and bird habitat;
	  • Incorporating stormwater retention and bio-filtration features into landscape design;
	  • Including park signage about features and benefits where substantial new features have been added.
	• Design substantial landscape elements to provide habitat, incorporating diverse, multi-storey planting design.
	• In City landscaping, prioritize plants and grasses which are native, use less water, require less maintenance, and enhance biodiversity by providing nesting habitat, protection from predators, and/or food.

Strategies	Actions
5g Encourage enhanced environmental performance of buildings and private developments.	• Encourage green building design (e.g., LEED, BuiltGreen BC, or equivalent) in residential, commercial, and institutional new development, building additions, and renovations. • Facilitate solar orientation and energy efficiency of buildings, as outlined in the design guidelines (Ensure Zoning Bylaw and other regulations permit passive solar design and ventilation). • Promote the use of native plants and plant communities to create visually appealing, wildlife-friendly, low maintenance landscapes on both public and private lands.
5h Ensure the Downtown supports and encourages sustainable transportation modes.	As outlined in the Transportation Chapter: • Improve the safety, security, and accessibility of transit stops and stations to encourage transit use. • Enhance commuter routes and active transportation. • Enhance streets for pedestrians, cyclists, and transit users.
5i Support waste management leadership.	• Encourage coordination of private garbage pick-up to reduce noise and greenhouse gas emissions through more efficient service provision. • Use specific design guidelines for the development of new buildings Downtown to encourage 3-stream separation areas and collection facilities in residential units, building common areas, and in food establishments.
5j Incrementally develop "Green Amenity Streets."	• Beginning with a local pilot project to test the concept, redevelop a residential street as a "Green Amenity Street," leveraging City-owned land to support enhanced stormwater management, habitat, pedestrian improvements, and park amenities, in addition to safe local vehicular access. • Consider a range of funding options for greening streets, including development cost charges, grants, and parking in-lieu funds.

5k Facilitate local food growing opportunities and improve access to fresh food.	• Work with community partners to promote a healthy food system:
	  • Provide access to places to buy, grow, and consume local foods.
	  • Meet the needs of the high density residential community in the Downtown, by providing access to garden spaces.
	• Pilot test Community Gardens in the Downtown. Prioritize sites that are safe and accessible to residents, have adequate sun exposure, and good growing conditions.

5l Promote environmental stewardship by connecting people with nature.	• Expand active programming for Downtown parks to encourage use by nearby residents. Programming could include community gardens and other small-scale activities that can be accommodated on sloping sites. • Design Westminster Pier and Muni Evers Park sites to include significant habitat enhancement with interpretive signage describing the ecological significance of riparian habitat. • Use design guidelines to ensure that building and site design maximize opportunities for communal green amenity space including food producing gardens.

6.0 Economy



Columbia Street 1944, Source: NWPL 3438

Downtown New Westminster was once a thriving economic centre within the region, boasting successful retail, commercial and industrial sectors. Fishing docks, rail lines and the Fraser River Bridge connected Downtown to other parts of the region, supporting salmon canneries, lumber mills, food processing, distribution of agricultural products, and retail along the "Miracle Mile." In the 1950s, however, the area met economic decline exposing it to disinvestment and neglect. More recently, the neighbourhood has benefited from a development boom, transitioning it from a struggling area to a neighbourhood of renewal, interest, reinvestment and optimism.

Recent research indicates that each new resident to a City creates demand for 8 m^2 (0.75 ft^2) of office space and 1.9 m^2 (20 ft^2) of retail space to serve their typical daily needs, for example, grocery shopping, banking, personal services, and insurance. Thus, for every 1,000 new residents, 2,600 m^2 (28,000 ft^2) of commercial space is needed. In keeping with the concept that Downtown should be a walkable, complete community, this means that as residential growth occurs, commercial growth needs to keep pace. If insufficient commercial space is available, residents will need to travel to other parts of the City or elsewhere to access regular daily shops and services.

Likewise, in considering Downtown's potential as a Regional City Centre, residential growth should be balanced with the growth of employment-generating space to ensure sufficient capacity to accommodate jobs in the Downtown. This is essential in the making of a complete, sustainable community.

6.1 Retail, Restaurants and Entertainment



814 Columbia Street

Retail uses in the Downtown are concentrated primarily within four locations: along the Columbia Street corridor, the Quay, Columbia Square, and Sixth Street. Combined, Downtown has a total of 61,780 m² (665,000 ft²) of occupied retail, restaurant, and entertainment space. Downtown offers several regional and visitor-serving retail/entertainment destinations (e.g., bridal shops, antiques, comedy club) but a limited amount of local-serving retail and services. The influx of new residents provides significant opportunities to introduce additional neighbourhood-serving goods and services (e.g., banks, drycleaners, cafés, specialty food stores).

Downtown's population growth will create increased demand for new neighbourhood-serving shops and services. On average, this will amount to demand for 835 m² (9,000 ft²) of new retail space per year. By 2031, growth in neighbourhood retail-serving space could total 19,325 m² (208,000 ft²).

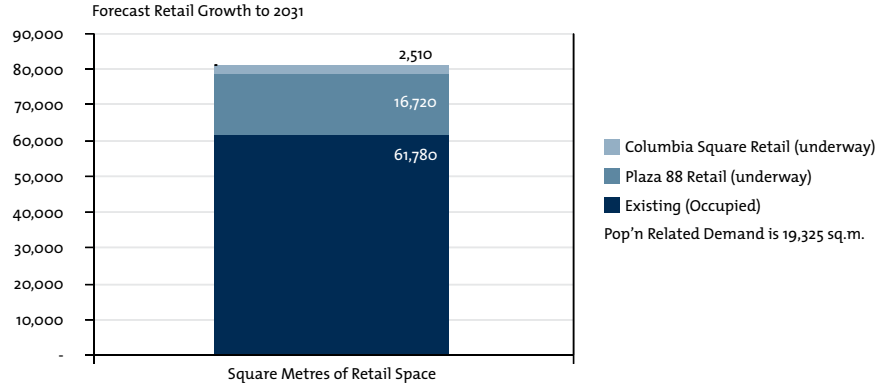
In addition to neighbourhood-serving retail, Downtown plays a role in fulfilling retail needs at a broader City-wide and regional level. Over time, this has taken different forms - from its earlier days when people came from the Fraser Valley to shop the Miracle Mile, to the opening of SkyTrain and the destination-oriented Westminster Quay public market in 1986, to current niche retail such as the bridal shops along Columbia Street. Retail will continue to be an important sector for Downtown.

RETAIL SPACE UNDER DEVELOPMENT

Plaza 88, located around the New Westminster SkyTrain station, is a partially constructed mixed-use development that will help meet the retail demand for Downtown. The development will contain as much as 16,720 m² (180,000 ft²) of transit-oriented retail, including a 3,485 m² (37,500 ft²) grocery store, a 1,625 m² (17,500 ft²) drugstore and a 1,080 m² (11,600 ft²) liquor store. The remainder will be retail, but has not yet been allocated for a specific retail use.

Figure 21 shows Downtown's current retail floorspace and the two major retail projects currently underway, which amount to an additional 19,230 m² (207,000 ft²).

FIGURE 21. EXISTING AND IN-STREAM RETAIL SPACE



Source: City of New Westminster and Coriolis Consulting Corp

CHALLENGES AND OPPORTUNITIES

Many of the major regional and sub-regional retail chains (e.g., Canadian Tire, Future Shop, Winners, London Drugs, Costco) require large sites so they can accommodate most of their floorspace on a single level. Downtown's fine grained grid system, small parcel sizes and inventory of heritage buildings means there are few sites that can accommodate large format retail development.

However, Downtown's heritage character and riverfront location make it a unique destination for boutique shopping, entertainment and dining. It offers an attractive alternative to shopping in a suburban mall or automobile-oriented commercial strip. Attributes such as pedestrian scale, historic character and charm, and niche specialization are becoming more valued thereby giving Downtown a competitive advantage in this regard.

Several City and private initiatives currently underway will enhance this unique sense of place needed to stimulate regional commercial growth:

- a revitalized River Market at the Quay will serve as a retail anchor.
- the proposed multi-use civic facility will generate spin-off demand for food and beverage space for people attending conferences and arts performances.
- The new park at the Westminster Pier site will draw people to the riverfront, creating opportunities for shopping and eating.
- Hyack Square is now a place for positive community interaction and outdoor performances.

6.2 Growth in Office Space



Downtown's office market currently consists of approximately 48,900 m^2 (526,500 ft^2) of occupied space. One building in the Downtown is considered Class A office space. In order to attract new office employers to the Downtown, the Downtown Community Plan prioritizes the need to promote and construct new Class A office space.

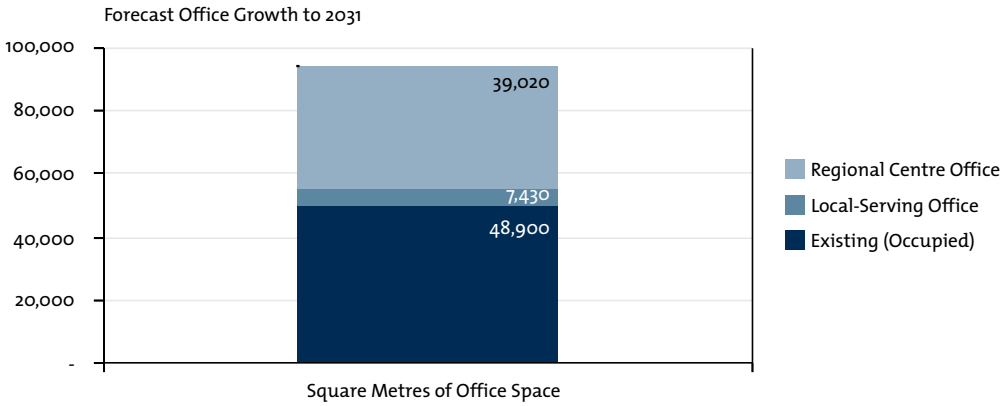
Downtown's residential population growth will create increased demand for new neighbourhood-serving office space. On average, this will amount to demand for approximately 325 m^2 (3,500 ft^2) of new office space per year. By 2031, growth in neighbourhood office space could total 7,430 m^2 (80,000 ft^2).

As a designated Regional City Centre, Downtown is intended to accommodate high density transit-oriented office jobs clustered around SkyTrain stations. Between 2008 and 2031, the City is expected to attract about 3,250 m^2 (35,000 ft^2) of regional office space on an annual basis. Approximately half of this is expected to end up in the Downtown. By 2031, this Downtown office growth could amount to an additional 39,020 m^2 (420,000 ft^2).

Downtown is already home to several major public and private sector employers (e.g., Douglas College, BC Land Titles Office) which serve a regional or provincial function. Attracting further investment for this type of office growth will be an important function and role of the Downtown.

Figure 22 shows both neighbourhood-serving office growth and regional office growth in relation to Downtown's existing office floorspace.

FIGURE 22. FORECAST GROWTH IN OFFICE SPACE TO 2031



Source: City of New Westminster and Coriolis Consulting Corp

CHALLENGES AND OPPORTUNITIES

Attracting investment in new office space is a challenge faced by municipalities throughout the region, making it a highly competitive type of development. Specific challenges for Downtown New Westminster include:

- Small parcel sizes require consolidation for large high rise developments.
- Employers seeking to locate near SkyTrain can choose among locations in Surrey, Burnaby, and East Vancouver in addition to Downtown New Westminster.
- Downtown has longstanding image and safety challenges which must be overcome if it is to successfully compete with other Regional City Centres.
- Public realm improvements, particularly enhanced waterfront connections and park space, are required to boost Downtown's appeal.

For typical regional office employers, Downtown offers several ingredients sought after for office development — excellent views, lower land costs, and a supply of vacant or underdeveloped sites. Downtown is strategically located in the centre of the region, has SkyTrain connections to Surrey, Vancouver and Burnaby, and is close to the junction of the proposed Evergreen Line that connects to the Tri-Cities. It has the advantage of being on the north side of the Fraser River, so there are no bridge connections to Vancouver.

Downtown's rich collection of heritage buildings gives it a niche-market character, similar to Vancouver's Gastown and Yaletown. With civic investment in the Downtown, and with further new residential and commercial development, increased property values will help support the continued restoration of Downtown's heritage buildings.



Inn at the Quay, 900 Quayside Drive

HOTELS AND VISITORS

New Westminster has not been a major player in the regional tourism market, although this is true of most Metro Vancouver municipalities outside of Vancouver. Vancouver's near monopoly on major convention facilities, high end hotels, major tourist attractions (e.g., Stanley Park, Aquarium, Science World, Space Centre, Gastown) and major arts/cultural facilities means that other municipalities play specialized roles in the tourism market.

With its riverfront setting, unique historic character, pedestrian scale, regional centrality, and high quality transit service, Downtown New Westminster is well positioned to accommodate regional tourist attractions. It has become well-known for its collection of bridal gown boutiques, galleries, heritage buildings and funky antique stores, drawing visitors from around the Lower Mainland.

Downtown's three hotels include the modern Inn at the Quay, and the historic and carefully restored Met and Arundel hotels, for a total of 172 units. In addition to its accommodation, the Inn at the Quay has a meeting/conference capacity of 200.

Product development, marketing, and other activities that promote tourism, focusing on Downtown's arts, heritage, culture and Fraser River location will be important in advancing the Downtown's economic development objectives.

Key Goal: Downtown has a strong retail and commercial base, supporting its role as a complete neighbourhood, and an economic hub within the City and the region.

Strategies	Actions
6a Provide for a mix of retail shops and services that fulfill the full range of Downtown residents' day-to-day needs.	• Ensure that designated land use and zoning align with current and anticipated retail market demand in terms of permitted uses, design, and density. • Promote vibrant streetscapes in commercial areas. • Support sidewalk patios and other forms of on-street commercial activity consistent with other economic development goals. • Identify viable locations for retail at-grade. Focus retail at these locations to create a critical mass of contiguous street-level shopping. • Identify gaps in essential shops/services and in the desired retail mix, recruiting stores where necessary to provide for residents' needs.
6b Strengthen Downtown as a unique and successful regional business centre.	• Ensure land use and zoning support high density office space, where appropriate (e.g., in close proximity to SkyTrain stations). • Encourage retention of existing government agencies in the Downtown by utilizing regulatory incentives if necessary. • Encourage senior governments to locate region-serving agencies in the Downtown. • Promote New Westminster as an office location to the region's office developers and leasing agents. • Improve investment opportunities by providing amenities such as parks and child care in the Downtown. • Consider office development opportunities in the sale or development of City-owned land. • Maximize the office potential on the upper floors of tower podiums on major streets. • Use incentives such as density bonusing to promote new office development.
6c Attract regional niche-market offices to Downtown's existing heritage buildings.	• Market Downtown's heritage commercial buildings to attract niche employers from the design, creative, and sustainability-related sectors who specifically want to locate in heritage character properties. • Develop a comprehensive parking strategy for Downtown, to provide spaces to replace the existing Front Street Parkade. • Use Building Code equivalencies wherever possible to ease the financial burden of upgrading protected heritage buildings.
6d Foster the Downtown as a tourist destination.	• Promote tourism activities that build upon the waterfront and entertainment uses around the Quay. • Promote a unique Downtown experience based on the history of the area and the importance of the working Fraser River. • Promote the development of tourism support services (e.g., tours, accommodation). • Create a vibrant and active Downtown experience as the basis of attracting tourism activities. • Implement an effective Downtown branding and directional signage program. • Create a flexible performance space to attract and bring touring professional organizations to the Downtown.

7.0 Housing

TABLE 5. DOWNTOWN HOUSING CHARACTERISTICS

	2008	2021	2031
Downtown Population	9,565	15,441	21,409
Share of City's Population	15%	19%	22%
Type			
Number of dwelling units Downtown	5,220	8,677	12,187
Apartment	4,495	8,402	11,912
Townhouse	235	235	235
Single family	40	40	40
Downtown housing stock as share of City's stock	19%	23%	26%
Tenure			
Downtown Residential units rented	41%		
Downtown Residential units owned	59%		

CONTEXT

"You can't rely on bringing people downtown; you have to put them there." – Jane Jacobs

Downtown is currently home to approximately 9,565 people. As a designated Regional City Centre that is centrally located within the region, and well serviced by high quality transit, it is expected to accommodate a large share of the region's employment and residential growth. As a result, Downtown's population is expected to grow to over 21,000 people by 2031. In order to accommodate this growth, an additional 7,400 units will need to be built over the coming few decades, nearly all of which will be in apartment form. By 2031:

- 22% of the City's residents will be living in the Downtown.
- 26% of the City's housing stock will be in the Downtown.
- 98% of Downtown's housing stock will be in apartment form.

Access to safe, adequate and affordable housing is fundamental to the physical, economic and social well-being of individuals, families and communities. Sustainable communities include a range of housing choices and adequate supply to meet the housing needs of their community and to provide affordable and appropriate housing for employees and employers. As a growth area that supports a diverse mix of land uses (residential, commercial, industrial, institutional) and recreational opportunities, providing housing choice enables residents the option to live, work, shop, and play in close proximity.

CHALLENGES AND OPPORTUNITIES

The Downtown has undergone extraordinary change throughout its 150 years, however, not all of it was welcomed. The impact from the loss of major economic pillars, starting in the 1950s, has presented a number of challenges for Downtown, particularly as a residential neighbourhood. Existing residents have indicated a lack of sufficient amenities and services (e.g., retail stores, attractions, schools) and recreational opportunities (e.g., community centres, parks) to support their lifestyle.

Downtown is a growth concentration area with a limited land base and few vacant sites to accommodate further growth. A significant portion of the existing housing stock, and all of the expected new stock in the Downtown will be in apartment form. If planned and designed appropriately, this higher density type of development can be attractive and highly livable.

Like elsewhere in the City, Downtown residents face affordability challenges. Approximately 12% of the City's purpose-built rental housing stock is located in the Downtown, and is aging and in danger of not being replaced. There is limited choice in housing type, with few ground-oriented housing units suitable for families, seniors, and those with mobility challenges.

However, the expected growth presents tremendous opportunities for improving Downtown's livability. Increased growth:



Supports housing choice and affordability
Providing a range of housing types allows for choice to meet the changing housing needs of residents over time and an increased supply reduces escalating housing costs.

Protects the environment
Compact urban form is important for containing urban growth and preventing sprawl into ecologically sensitive areas, habitat and other lands not suitable for human residence. Accommodating the same number of housing units on less land also helps accommodate growth without encroaching on parks and open areas.

Helps expand transportation choices
Transportation choices give people the freedom to walk and take a bus, SkyTrain or bicycle for part or all of their daily travel needs. High quality transit service is efficient and cost effective for the consumer, but is expensive to build and service. Density creates choice by providing the rider-ship needed to make transit a viable and competitive transportation option.

Reduces municipal costs (taxes)
Dense development can improve community fiscal health by reducing infrastructure duplication and making efficient use of present capacity, before investing in costly infrastructure expansion.

Efficient use of services
Services are a key part of what makes a neighbourhood livable. This could include child care, cultural programming and recreational services. However, a certain level of demand for these services is required if they are to become financially viable and sustainable.

Supports local businesses
Local businesses help meet the daily needs within communities - banks, grocery stores, hair salons, restaurants, dentists, drycleaners, etc. Density is critical for attracting and supporting these local businesses and keeping the streets and sidewalks active and vibrant.

Helps improve safety
Criminals tend to favor desolate rather than busy places. A compact urban environment has the potential to increase social interaction and consequently deter crime. More "eyes on the street," during the day and night, helps to keep the streets safe.

In addition to the broader community benefits of a compact urban form, there are a number of other more specific assets in the Downtown that will make it a great place to live.

SkyTrain - Downtown is home to two SkyTrain stations, providing mobility, connections to other parts of the region, and improved affordability by reducing the need for a car.

Multi-Use Civic Facility - Downtown will be home to the new civic facility, which will meet an outstanding need for neighbourhood level services and activities.

School - the School District has announced that the former Saint Mary's Hospital site will be the future location of a new elementary school.

Waterfront Parks - Muni Evers Park will be programmed in the coming years for active and passive recreational use and in 2009 the City purchased the 3.2 hectare Westminster Pier site along the waterfront and will be converting it into park space.



Ground-oriented housing, City of North Vancouver

New development allows for an opportunity to achieve the City's housing objectives around increasing choice: more ground-oriented units that will be attractive to households with children, and universal design that will be suitable for those with mobility limitations and allow seniors to age in place. The City will also support density bonusing in the Downtown, helping the City acquire amenities to support a growing population, ensuring a high quality of life.

Key Goal: Downtown is a great place to live.

Strategies	Actions
7a Provide a range of housing choices by tenure and type to meet the diverse needs of current and future residents.	• Provide for housing well-suited for singles, couples, empty nesters, seniors and families. • Ensure land use designations provide for the development of ground-oriented units (townhouse, courtyard apartments) suited to the needs of seniors, households with children, pets or those with mobility limitations, giving special consideration to the "Albert Crescent Precinct." • Establish guidelines for unit size distribution in new developments (number of 1BR, 2BR, 3BR). • New multi-family apartment units will be encouraged to be developed in accordance with universal design principles. This provides housing choice for those with mobility limitations and allows seniors to age-in-place. • Maintain the moratorium on conversions from rental to condominium tenure.
7b Facilitate the provision of housing that meets all affordability levels.	• New non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. • A replacement policy will be developed and implemented in new developments where rental stock is demolished. • The "SkyTrain Precincts" will allow for higher density (more housing units) in close proximity to SkyTrain stations. This improves affordability as it reduces the need for a car.
7c Ensure residential growth is matched with sufficient services and amenities to support an increased population.	• Make extensive use of the City's Financing Growth tools to support growth: Density Bonusing, Development Cost Charges, Voluntary Amenity Contributions, School Site Acquisition Charges, Parkland Dedication.
7d Ensure housing is attractive, safe, and "livable."	• All new and redevelopment projects shall apply Crime Prevention Through Environmental Design (CPTED) strategies to enhance personal and property safety and security. • Continue to support the participation of property managers in the Crime Free Multi-Housing Program. • Use design guidelines to ensure adequate light and air into housing units. • Ensure all developments have minimum outdoor space requirements. • Require design solutions that result in ground-oriented units at the base of apartments that are suitable for households with children and pets. • New and redeveloped buildings will be built so that no habitable space is below the appropriate Flood Construction Level as determined by a certified engineering professional.

7

8.0 Community Well-Being



"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody." — *Jane Jacobs*

CONTEXT

In order to be a sustainable community, the Downtown must foster inclusiveness, social equity and community well-being. There needs to be opportunities for citizens to participate in their community in a safe and supportive environment, in a way that cares for vulnerable community members and celebrates diversity. An inclusive community fosters a sense of belonging and empowerment; it facilitates social connections that bridge differences in ability, age, income and lifestyle. Social and physical accessibility to civic resources and services are key. This includes taking full advantage of public transportation infrastructure and co-locating community services with housing, jobs, parks and recreational facilities, schools and other amenities.

Important characteristics of Downtown's current population:

- 32% of Downtown's population is comprised of immigrants.
- Over 900 children 0 to 12 years of age live in the Downtown.
- Of all Downtown households with children, 40% of these are single parent households (compared to 30% for the City as a whole).
- There is a greater share of young adults (19%) than in the rest of the City (15%).
- Majority of City's homeless population finds shelter and services in the Downtown.

Downtown New Westminster supports a variety of social service agencies and non-profit organizations that address community needs related to child care and early childhood development, education, health, housing and poverty reduction.

As thousands of new residents make Downtown their home, demand will increase for expanded community and social services, including arts facilities, health services, child care spaces, recreation programs and schools.

ROLE OF THE CITY

The social challenges facing the Downtown are complex and require the expertise and resources of a diverse range of agencies and service providers. The City can function as a catalyst by providing leadership and facilitating and enhancing partnerships, including with other levels of government, businesses, community groups, faith-based organizations, residents associations and social service agencies.

OPPORTUNITIES AND CHALLENGES

Not unlike many urban city centres, Downtown New Westminster is confronted with a number of social issues including criminal activity, homelessness, and a population experiencing issues related to mental illness, poverty and substance abuse. Concern about public safety, particularly around the two SkyTrain stations, continues to be a challenge. Other areas of concern include:

- Possible displacement of existing residents and social service agencies due to higher housing costs and lease rates, a result of new development and growth.
- Lack of community amenities and services.
- Few public plazas and spaces that facilitate community building and social interaction.
- Steep grades that make it difficult for seniors and persons with mobility challenges to get around.



In order to tackle these social issues, particularly those related to criminal activity and homelessness, recent efforts have been made to address them in a more coordinated and integrated approach. For example, the development of 84 new supportive housing units in and near the Downtown will address the need for affordable, stable housing and the need for supports to assist people in dealing with mental illness and substance abuse issues. Several other initiatives contributing to improved community well-being in the Downtown include:

- Development of new services to address the settlement and integration needs of new immigrants and refugees.
- Development of a multi-use civic facility that will integrate a variety of uses promoting social development, interaction and community celebration.
- Acquisition and development of a 3.2 hectare waterfront park.
- Establishment of up to 80 new child care spaces, including 24 infant care spaces.
- Establishment of a new elementary school on the former Saint Mary's Hospital site, which may include community-use spaces.

Key Goal: Downtown is a welcoming and inclusive neighbourhood that supports the diverse needs of its residents, employees and visitors, and provides equitable access to community, education, health, safety, and social services.

Strategies	Actions

8a Support Downtown as a family friendly neighbourhood, with sufficient services and amenities to meet the needs of households with children and youth.	• Encourage the development of ground-oriented housing units, and establish guidelines for unit size distribution in new developments (number of 1BR, 2BR, 3BR).
	• Ensure that the Downtown park system offers a variety of equipment and spaces suitable for families, and that neighbourhood parks with play equipment are easily accessible by walking.
	• Facilitate the development and provision of child care in the Downtown, through:
	  • including child care space in new developments, public and private, where appropriate.
	  • cooperating with School District #40 to encourage the provision of school age care and other types of child care in new school facilities.
	• Continue to work through the Early Childhood Development (ECD) Public Partners' Committee[6] to develop an ECD hub, anchored by child care, to serve Downtown.

8b Encourage a continuum of educational opportunities.	• Recognize the importance of life-long learning to the health and well-being of residents by:
	  • supporting the School District and its delivery of K-12 curriculum, together with extra-curricular activities and community-based programs (e.g., adult education, ESL).
	  • working collaboratively with the School District regarding the location, size and type of new school facilities.
	  • establishing the Downtown as a regional focus for post-secondary facilities and programs (e.g., Douglas College, West Coast College of Massage Therapy, Boucher Institute of Naturopathic Medicine).
	  • encouraging private schools and alternative education programs.

8c Create an age and ability friendly community.	• Encourage accessible, barrier-free housing design that can be easily adapted in accordance with needs and abilities, while enabling residents to age in place. • Ensure that all transportation systems, civic facilities, parks and public spaces (e.g., sidewalks, plazas) are accessible and barrier-free.

8d Create an inclusive community in which people of all cultures and lifestyles feel welcome.	• Recognize, value and celebrate diversity as a source of enrichment and strength by:
	  • Supporting cultural activities, festivals, and events.
	  • Ensuring civic facilities, parks and public spaces are welcoming, inclusive and safe places.
	• Work closely with community and multicultural agencies to support the settlement and integration of new immigrants into the community.

6 The ECD Public Partners' Committee includes the City of New Westminster, Fraser Health, the Ministry of Children and Family Development, School District #40 and the United Way of the Lower Mainland.

Strategies	Actions
8e Support the work of community and social service agencies in their efforts to create an equitable, inclusive, livable, safe and welcoming Downtown.	• Plan for and encourage the development of suitable spaces for community and social services as the population grows and evolves. • Consider co-locating community and social services in civic and public sector facilities and offering low or subsidized lease rates. • Liaise with government bodies, not-for-profit and private service providers, and community agencies to identify and address community, health and social issues and to maximize the efficiency and effectiveness of the social service delivery system. • Work cooperatively with business and resident associations to ensure that new land uses which address community and social issues are located, designed and programmed to integrate within the community.
8f Ensure that residents, visitors, and employees have a strong sense of personal and property safety in the Downtown.	• Continue to support community policing and crime prevention programs as a proactive step in reducing crime and improving communication and coordination between police and community. • Incorporate Crime Prevention through Environmental Design (CPTED) strategies into public and private spaces to ensure that the built and natural environments are welcoming and safe. • Address concerns related to fear of crime, whether real or perceived, through community education programs and marketing initiatives. • Actively enforce City bylaws relating to maintenance standards since well-maintained spaces establish a sense that people about and will defend a space. • Aggressively deal with businesses and persons implicated with illegal activities or public nuisances, through policing and bylaw enforcement.
8g Address the needs and issues related to homelessness, including business and resident concerns related to street homelessness and its associated impacts.	• Develop a continuum of housing, including emergency shelter beds as entry points or gateways, and longer-term supportive housing, to permanently transition people out-of-homelessness. • Decentralize housing, services and supports targeting the homeless throughout the City. • Work closely with the New Westminster Homelessness Coalition, as well as community, housing and social service agencies, to address the root causes of homelessness and to permanently transition people out-of-homelessness. • Facilitate the provision of adequate emergency shelter and supportive housing, the operation of homeless patrols to deal with nuisance and problematic activities, and proactive policing initiatives to deter and reduce criminal activity.

9.0 Heritage Management



Westminster Trust Building, 713 Columbia Street



Court House, 668 Carnarvon Street

New Westminster, also known as the "Royal City," is the oldest incorporated city in British Columbia. There is a strong sense of pride and commitment to the conservation of heritage resources which makes New Westminster a distinctive community. The City of New Westminster is one of the most diligent communities in the province with regard to heritage conservation. The community and Council value the City's heritage resources and have consistently supported numerous measures for the protection and conservation of those resources.

A HISTORIC DOWNTOWN

Downtown New Westminster's heritage resources include commercial and institutional buildings, low rise apartment buildings, single family homes, churches, road layouts and views.

Downtown has a rich inventory of heritage buildings that represent key defining features for New Westminster residents. The scale and authenticity of heritage buildings, along Columbia Street in particular, is important. The heritage building stock is primarily Edwardian in character, with examples of Art Deco, Streamline Moderne and early International styles as well.



Emmanuel Pentecostal Church, 321 Carnarvon Street

The heritage of Downtown is not limited to Columbia Street. New Westminster retains its continuity with the past through pockets of historically significant buildings, streets and views. There are three churches in the Downtown that pre-date 1900. The oldest is the Emmanuel Pentecostal Church, built 1891, followed by Holy Trinity Cathedral and St Paul's Reformed Episcopal Church, both re-built in 1899. These churches provide an important part of New Westminster's story, as they all date back to the early days of the City. The first Holy Trinity Cathedral building opened in May 1860 and was the first Anglican church in the province to be built by public subscription and donations.

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The Downtown also has important legal and educational buildings, which are all located within a few city blocks between Royal Avenue and Carnarvon Street, and Sixth and Eighth Streets. This area has historically contained institutional uses. The Old Courthouse was built in 1899 on the foundations of the original 1891 building (which had been destroyed in the 1898 fire). The Courthouse is associated with Chief Justice Sir Matthew Begbie, a colourful judge who was active in the mid-19th Century and toured the province with a heavy hand, becoming widely known as "The Hanging Judge." Nearby are the old Land Registry Office, built in 1911 and the Fisheries Building, built in 1906.

The eastern part of the Downtown has a long residential history. Before 1900, the prominent citizens of the new City had their homes in the Albert Crescent neighbourhood, including the Irving family, Mayors Curtis, Hoy, Johnston and Keary, and architect Samuel Maclure, among others.

Of equal importance to the Downtown's historic past is the street pattern that was planned and laid out by Colonel Moody and the Royal Engineers in 1859. The use of a grid pattern was how capital cities expressed their power. In New Westminster's case, the roads had to be cut into the steep topography, therefore emphasizing and reinforcing the sense of order and stability that a grid pattern created.

The steep topography that made construction of a street grid pattern so challenging, also offered residents spectacular views of the River. As the City has grown, some of these views have been lost. Now, the best views are down the main streets and are particularly valued by New Westminster residents.

HERITAGE MANAGEMENT

Heritage resources are the tangible elements of the past that help make each community unique. Historic buildings, sites and landscapes reflect the forces that shape a community and help people understand the area's development. Heritage conservation involves the management of elements of the past for the benefit of future generations. It is a continuous activity that relies on community participation and support.

In 1993 the City adopted the New Westminster Heritage Management Plan, which set out to:

- Provide the City with a set of policies, standards, procedures, and tools to guide decision-making regarding the ongoing management of the City's heritage resources; and,
- Involve the community in a manner that would help raise awareness of the value of heritage resources and contribute to a strong base of local support for the Heritage Management Plan.

There are a number of tools available to municipalities to help protect heritage resources. Part 27 of the *Local Government Act* includes provisions for legal protection bylaws, impact assessments and temporary protection orders that form the City's heritage management approach.

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HERITAGE CONSERVATION PRINCIPLES

The City's heritage conservation principles are as follows:

- The conservation of the heritage value of a place is best done by protecting and maintaining the entire building and its character-defining elements appropriately.
- Deteriorated elements should be repaired using recognized conservation methods rather than replaced.
- Any repairs to a historic place should be physically and visually compatible with the historic place, and identifiable as new upon close inspection.
- The building should not be moved from its original location, nor should it be added to unsympathetically.
- Any alterations to an historic place should be physically and visually compatible with, subordinate to and distinguishable from the historic place.
- At no time should a false sense of historical development be created.
- Where possible work should be documented and reversible, meaning the essential form and integrity of a historic place will not be impaired if any new work is removed in the future.

HERITAGE TOOLS

One of the most flexible and complex heritage conservation tools is the Heritage Revitalization Agreement (HRA). It is a powerful bylaw that is negotiated between a property owner and the City, balancing private and public interests, heritage conservation and development, and livability and densification. The implementation of the HRA must have clear guidelines regarding where and when it is an appropriate tool for use, how it should be used, and how it relates to other City policies. The City of New Westminster has used HRAs as an effective tool in the Downtown for large scale commercial, residential and mixed-use developments.

Other forms of long-term protection of a heritage site include Heritage Designation Bylaws, Heritage Conservation Areas, and Conservation Covenants. In the Downtown, 19 buildings are formally protected by either a Heritage Designation or a Heritage Revitalization Agreement Bylaw. Of these, eight are on Columbia Street.

The most likely candidates for long-term protection are the properties that are currently listed on the Heritage Register. Consideration will also be given to non-Register buildings that were built before 1900 that have particular city-wide importance.

HERITAGE REGISTER

The City has a Heritage Register, which is an official list of heritage properties that the community has identified as being significant. The Register gives notice to prospective buyers that a property is important on a community level and it enables staff to monitor proposed changes to those properties through the development review process and licensing. In addition, properties listed on the Heritage Register are eligible for special provisions under the BC Building Code (i.e., modified building standards). The City has been working on a comprehensive update of the City's Heritage Register, with new properties recently added.

All properties on the Heritage Register have a Statement of Significance (SOS) describing the heritage value of each property. The SOS identifies the heritage character-defining elements that need to remain if the heritage value of the property is to be protected. At present, the Heritage Register includes 51 properties in the Downtown, 31 of which are located on Columbia Street. Two of these buildings survived the Great Fire of 1898.



FAÇADE RETENTION

Façade retention is the removal and renewal of a building's insides - its walls, columns, floors – while retaining its original front or outer walls. Façade retention of key commercial buildings in the Downtown has inspired community debate in the past. To this end, it is important to have a clear set of guidelines that balance the public and private benefits of this type of initiative.

Heritage conservation best practice recommends that significant heritage buildings and structures be retained in their entirety, on their original site, with enough original context. In some cases, the façade of a building may be the only element that is practical and reasonable to retain. Under these circumstances, the portion of the building that will be demolished should be fully documented prior to and during the demolition process as part of the conservation plan guiding the process.

URBAN ARCHAEOLOGY

The history of New Westminster includes important cultural groups that have left their mark upon the City with few, if any, remaining visible physical elements. However, it is likely that artifacts exist below ground level and may be brought to light during the excavation process of new development. The most likely types of artifacts will be of First Nations, Chinese, and pre-1898 Fire origin.

As a condition of rezoning, a developer will be expected to hire an accredited archaeologist to be present on site during the excavation process in order to recover and record artifacts. Artifacts will be given to the City of New Westminster Museum and Archives once they have been recorded.

CHALLENGES AND OPPORTUNITIES

While heritage resources have been identified by the community as a key defining feature for the Downtown, there is debate regarding the long-term viability of these assets.

Physical challenges – many buildings have deteriorated physically, require seismic upgrading, and some sit on unstable soils. This makes rehabilitation and/or reuse difficult and expensive.

Development pressures – long-term heritage protection limits the type and scale of development permitted on a site. For some property owners, this is seen as overly restrictive.

Image of Columbia Street – By virtue of the number of heritage building along its corridor, the image of Columbia Street has become synonymous with the perception of heritage conservation. Columbia Street has some vacant older buildings, unsympathetic additions and crumbling facades. Some believe the disinvestment along the corridor is due to the extraordinary costs of maintaining and upgrading historic buildings.

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Fortunately, Downtown has benefited from the recent development cycle that peaked in 2008, bringing in much needed investment into the neighbourhood. Downtown's central waterfront location with its variety of transportation choices makes it an attractive location for continued growth and investment. Columbia Street has all of the necessary ingredients to become a source of economic vitality and pride with its pedestrian-friendly scale and collection of historic buildings that create a distinct and marketable ambience.

Use of incentives – Recognizing the financial difficulties with maintaining and upgrading heritage resources, the City will utilize incentives to promote heritage conservation. Zoning provisions can be amended or waived (such as density allocation or parking requirements) in exchange for heritage improvements.



Density Transfer Program - In 2000, the City adopted the Density Transfer Program which identifies eligible properties in the Historic Precinct. Eligible recipient sites purchase unused density from eligible donor sites on the City's Heritage Register. The recipient site incorporates the extra density into their development, the donor site uses the income to conserve the building and enters into a Heritage Revitalization Agreement with the City.

Key Goal: Downtown is a celebration of New Westminster's rich history that is built upon and respects its heritage assets.

Strategies	Actions

9a Celebrate and protect Downtown's unique historic sense of place.	• Utilize specific Design Guidelines for the development of new buildings within the heritage conservation area to ensure that development is sympathetic to heritage properties, historic streetscapes, scale, and view corridors.
	• Designate Columbia Street as a people-oriented "special street," and build on its legacy as the once "Miracle Mile."
	• Through Zoning Bylaw regulations and use of Design Guidelines, protect the existing scale of Columbia Street between Sixth Street and Eighth Street, ensuring all new development is sympathetic:
	  • Maintain the existing height of Heritage Register buildings; and
	  • Require that new development on non-Register sites have setbacks that respect neighbouring heritage buildings.
	• Place welcoming signage at major entry points to the historic precinct.
	• Promote pedestrian use on key streets such as Columbia Street, Lorne Street, Begbie Street and Carnarvon Street.
	• Create a heritage cluster of older single family houses in the "Albert Crescent Precinct" of the Downtown.

9b Protect and enhance Downtown's built heritage assets.	• Include all significant heritage buildings and sites on the Heritage Register. • Encourage investment into the rehabilitation of heritage buildings by clearly identifying buildings that qualify for financial incentives, regulatory relaxations, and use of the City's Density Transfer program. • Redevelopment of properties currently listed on the Heritage Register will only be considered if demonstrated that structural integrity of the building is no longer feasible. In these cases, the City will consider the retention of the building's façade, if practical. • All construction and rehabilitation of heritage buildings in the heritage conservation area will follow the Standards and Guidelines for the Conservation of Historic Places in Canada. • Develop façade retention guidelines and incorporate them into the planning of the Historic Precinct. • Development adjacent to buildings on the Heritage Register will be sympathetic to the scale and character of the neighbouring heritage asset.
9c Promote heritage retention by providing incentives.	• Use Building Code equivalencies wherever possible to ease the financial burden of upgrading a heritage building. • Fast-track all heritage projects in the Downtown. • Use heritage incentives to their fullest potential for projects in the heritage conservation area and throughout the Downtown. • Through the use of HRAs, allow for the waiving of regulations that cause financial hardship to a heritage project.
9d Promote Downtown's important place in Canadian history.	• Create appropriate facility space for the City's Museum and Archives that allows for the display of the City's treasures. • Expand the directional signage program to promote the individual stories in the Downtown. • Continue to celebrate Irving House as one of the oldest residences in the Lower Mainland.
9e Recognize that sites in the Downtown may contain important cultural artifacts below the ground level, and that they need to be protected and celebrated.	• Develop clear guidelines for the recording and recovery of urban archaeological artifacts. • Require any recovered artifacts be given to the New Westminster Museum and Archives. • Ensure that an accredited archaeologist is present on site during the excavation process. • When a significant site is discovered, seek ways to place interpretive signage and/or public art on site in order to tell the story of the site and the artifacts found there.

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10.0 Transportation

Downtown New Westminster is anchored by a traditional grid street system, has a strong east-west active transportation connection via the Central Valley Greenway and BC Parkway, has two SkyTrain stations, and features a favourable mode split. Downtown's central location within the region and its broad range of transportation choices provide unique challenges and opportunities for sustainable community development.

The presence and proximity of Downtown's SkyTrain stations, historic assets, and undeveloped stretch of urban waterfront represent Downtown's greatest opportunity for unique and sustainable development. Steep topography, the proximity of the Pattullo Bridge, the North Fraser Perimeter Road (NFPR) and active rail lines between Columbia Street and the waterfront present the greatest challenges in developing a cohesive, accessible transportation network for the Downtown.

TABLE 6. CURRENT MODE SPLIT, WORK TRIPS, AND ALL TRIPS

	Downtown NW		New Westminster		Metro Vancouver	
	Work	All	Work	All	Work	All
Transit	36.2%	25.8%	26.8	11.6%	16.5%	9.1%
Walk	5.0%	n/a	6.1%	15.0%	6.3%	10.9%
Bicycle	0.6%	n/a	0.8%	1.1%	1.7%	1.6%
Active (Walk, Bicycle)	5.6%	21.3%	6.9%	16.1%	8.0%	12.5%
Sustainable (Transit, Walk, Bicycle)	41.8%	47.1%	33.7%	27.7%	24.5%	21.6%
Private Vehicle	57.1%	52.9%	65.2%	71.8%	74.4%	77.3%
NOTES: May not add up to 100% due to rounding and the exclusion of 'other' and unstated modes; Census does not distinguish between walking and cycling						

Sources: For work trips, 2006 Census Tract Profiles and Community Profiles for the City of New Westminster, and Vancouver CMA; From all trips, 2004 Greater Vancouver Trip Diary Survey

A sustainable transportation system is a vital component of a sustainable community. A sustainable transportation system is one that:

- Allows basic mobility and access needs of individuals and communities to be met safely and in a manner consistent with human and environmental health, and with equity within and between generations.
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Limits emissions, minimizes consumption of resources, and minimizes the use of land and the production of noise.
- Prioritizes the movement of people over vehicles.

Within this framework, it is envisioned that by 2031, 60% of all trips in Downtown will use sustainable transport modes. Addressing transportation issues will be one of the keys to the success of New Westminster's Downtown.

Key Goal: The Downtown fabric supports safe, convenient, enjoyable and sustainable transportation choices, ensuring that transportation facilities are properly integrated into the community.

10.1 Street Network

Within a community, the street network forms a key part of the public realm in providing the environment for transport. Downtown New Westminster is fortunate to have a fine grained street system tailored for pedestrians, however, there are several challenges.

CHALLENGES

- Gaps in the greenway and local street grid between the waterfront and the rest of Downtown (i.e., rail corridor forms a barrier).
- North-south roads and sidewalks have steep grades and are generally hostile for cyclists and pedestrians.
- The SkyTrain system forms a barrier in sections of the local street network.
- Competing demands for road space (e.g. transit zones, bike facilities, parking, loading, pocket parks, landscaping and utilities).
- Lack of pedestrian facilities (sidewalk and lighting) along major routes and narrow streets.
- Role and function of Front Street within the local and regional context.

10

OPPORTUNITIES

With population, employment and related travel increasing in the Downtown, redefining and classifying the street network is a necessary part of implementation to mitigate gaps in the system and address competing demands for road space. The street classification system prioritizes walking, cycling, transit, as well addresses local and regional goods movement and personal vehicles (see Table 7).

Strategies	Actions
10a Enhance and maintain a well defined street network that balances the needs of all transport users – pedestrians, cyclists, transit, and drivers.	• Protect connections to the waterfront for pedestrians and cyclists at Third Avenue, Hyack Square, McKenzie, Sixth, Fourth and Elliot Streets. • Provide appropriate connections between the Downtown's street system and regional road network to reduce the presence of external traffic infiltrating Downtown's local streets. • Retain and improve upon Downtown's excellent street connectivity by enhancing the fine grained street grid system, with small blocks and frequent intersections, particularly for active transportation users. • Redefine the Downtown street network in accordance with the Street Classification table. • Use a hierarchy of streets that signifies desired functions and character and supports travel mode choices. • Pilot a Green Amenity Street project on a local street. • Extend Quayside Drive and Sixth Street to provide access to the waterfront.

TABLE 7. STREET CLASSIFICATIONS FOR DOWNTOWN NEW WESTMINSTER

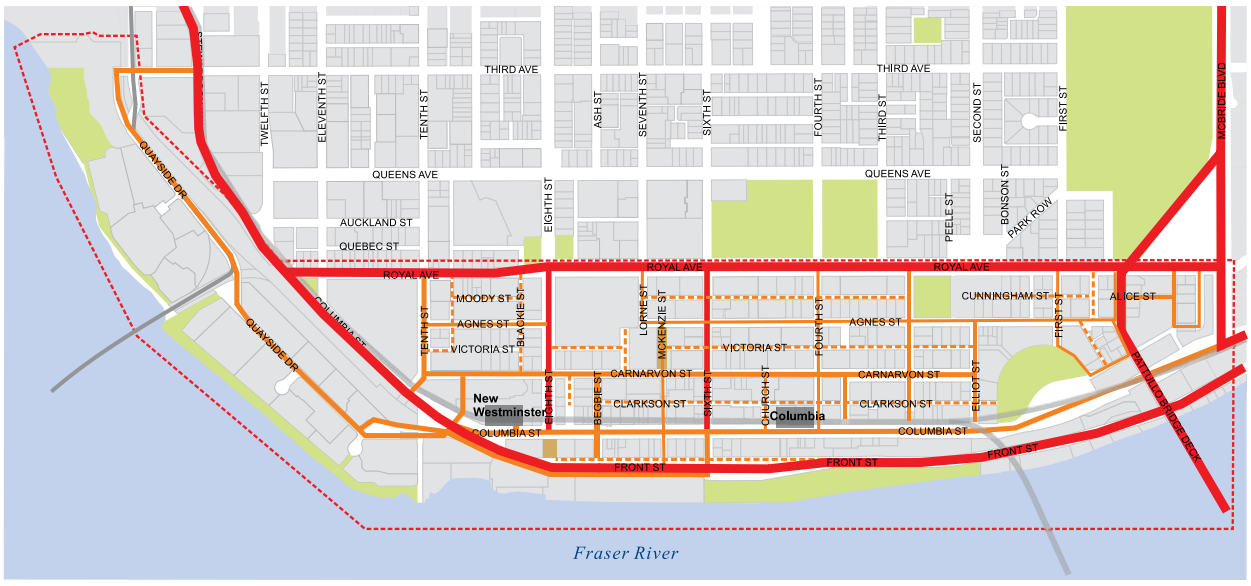
Street Classification	Transportation Priority	Pedestrian Facilities	Cycling Facilities*	Transit	Vehicle Traffic Characteristics		
					Daily Volumes	Vehicle Access	Parking (Vehicle)
Laneway	land access by vehicle	no special facilities	no special facilities	n/a	< 500	veh. land access	restricted
Local Narrow St.	land access by all modes	pedestrian space allocated	no special facilities	n/a	< 500	veh. land access	restricted or one side
Local St - Residential	land access by all modes	Sidewalks both sides	no special facilities / sharrows *	shuttles	< 1,000	veh. access control	permit
Local St - Com. Inst./or Mixed	land access by all modes; local service	Sidewalks both sides	sharrows / bike lanes*	shuttles	< 3,000	veh. access control	metered
Collector - Residential	person mobility / land access equal	Sidewalks & Blvd	bike lanes	regular	< 6,000	veh. access control	metered
Collector - Com. Inst./or Mixed	person mobility / land access equal	Wide urban sidewalk	bike lanes; bike parking	regular	< 6,000	veh. access control	metered
City Arterial	person mobility / local service	Wide urban sidewalk	bike lanes or separate path; bike parking	frequent	< 8,000	veh. access restricted	metered or restricted
Major Roads Network	person mobility / regional and local service	Sidewalk & Blvd (or grade separated)	bike lanes or separate path	regular; articulated	< 8,000	veh. access restricted	restricted

on designated routes

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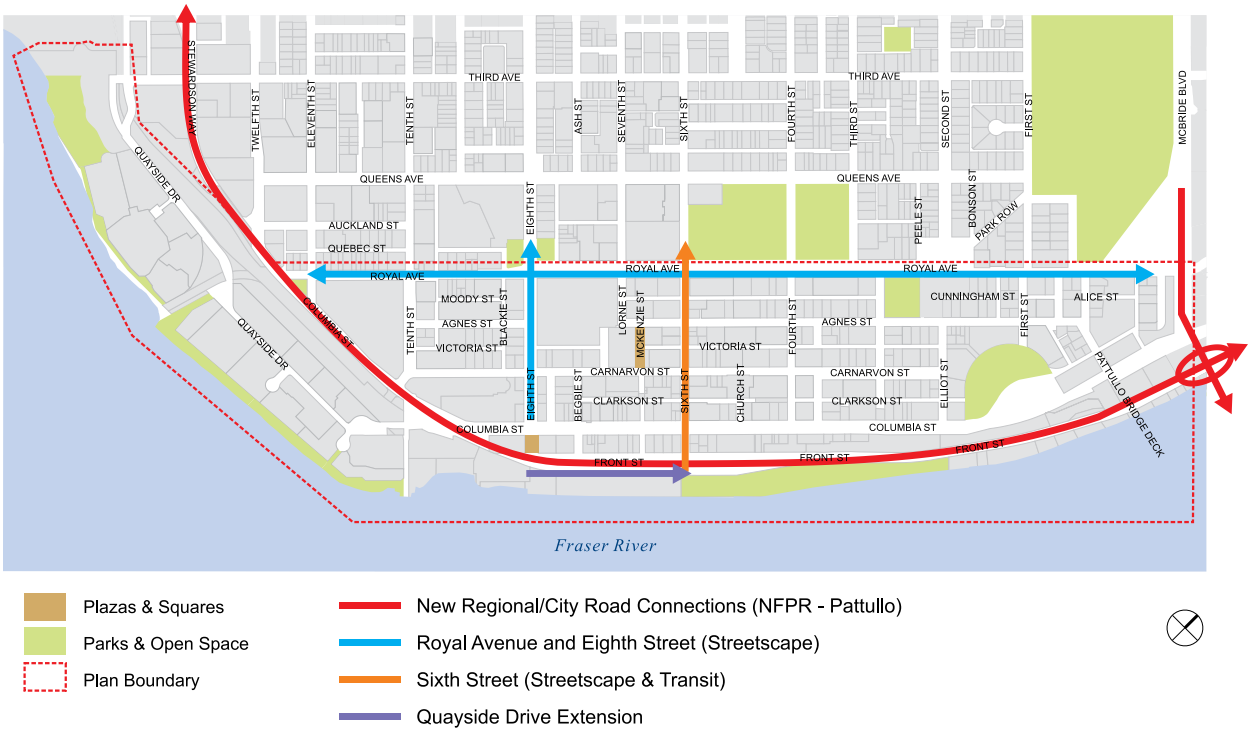
To serve transit and local trips, streets have been designated in a hierarchy to reflect various levels of access and mobility. This level of classification ensures that facilities for pedestrians, cyclists, transit and vehicle/service use will be addressed appropriately, and on-street parking managed accordingly.

FIGURE 23. STREET CLASSIFICATIONS



The street network is intended to improve the pedestrian, cycling and transit environment to offset the reliance on private automobiles and reduce demand for increased road capacity.

FIGURE 24. KEY STREET IMPROVEMENTS (2031)



Plazas & Squares
Parks & Open Space
Plan Boundary

New Regional/City Road Connections (NFPR - Pattullo)
Royal Avenue and Eighth Street (Streetscape)
Sixth Street (Streetscape & Transit)
Quayside Drive Extension

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10.2 Walking



A neighbourhood's walkability is a critical measure of the quality of its public realm, and of its health and vitality. All residents, visitors, and employees are pedestrians at some point in their day. Enhancing the pedestrian environment must be at the core of all transportation planning for Downtown New Westminster. Currently, there are a number of gaps in Downtown's pedestrian system.

CHALLENGES

- Inadequate connections to the waterfront and Quayside, particularly for individuals with mobility challenges.
- Poor air quality, excessive noise and insufficient light (natural and man-made) from a hostile environment along Front Street.
- Steep north-south grades make walking challenging for children, parents with strollers, seniors and those with mobility challenges.
- Many sidewalks are uneven, angled and generally in poor condition.
- A lack of designated pedestrian treatment along side streets (e.g., Cunningham Street, Dickenson Street, Victoria Street).
- Inadequate lighting, signage and a lack of wayfinding.
- High volume and goods movement routes, particularly at locations along Royal Avenue and Front Street.

OPPORTUNITIES

Downtown New Westminster is transitioning into a highly walkable neighbourhood. The urban street grid system with small blocks offers frequent intersections and easy connections to any destination. Columbia Street's generous sidewalks, planting, street furniture and 'high street' retail environment make for excellent walking conditions. Other positive features include:

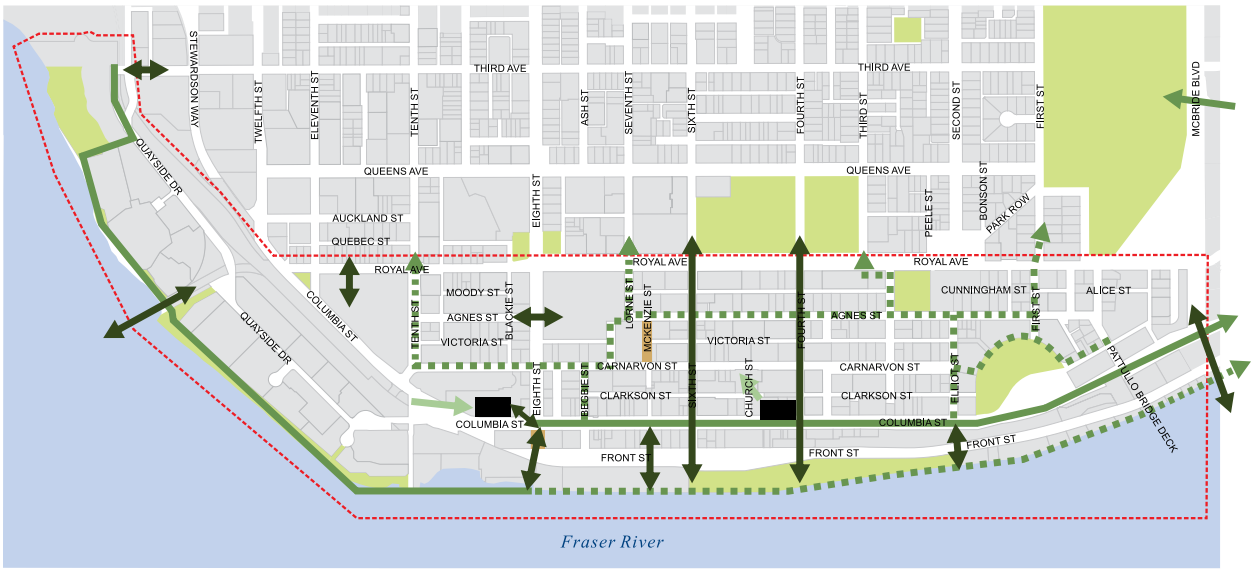
- Mixed-use, high density development that supports having jobs, services and amenities within a comfortable walking distance.
- Potential for encapsulation of the regional goods movement route along Front Street, which would significantly improve pedestrian safety and access to the waterfront.

Strategies	Actions

10b Support a culture of walking that allows people to move in comfort, safety, and dignity.	• Improve pedestrian infrastructure, focusing on major routes, intersections and narrow streets:
	  • Targeted interventions on sidewalks and crosswalks connecting major destinations.
	  • Strategic public realm improvements (street trees, neckdowns, street furniture, street lighting), especially along greenways and pedestrian connections to SkyTrain stations and schools.
	  • Ensure safe, scenic and simple routes connecting other areas of the City with Downtown.
	  • Ensure improvements are designed to accommodate the needs of individuals with cognitive and physical disabilities.
	• Continue to encourage compact, mixed-use development that aligns with the principles around Transit Oriented Development.
	• Retain and improve upon Downtown's excellent street connectivity by maintaining the fine-grained street grid system, with small blocks and frequent intersections.
	• Review practices, regulations and designs to ensure that a high priority is placed on pedestrian accessibility and that the potential for conflicts is minimized.

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FIGURE 25. PEDESTRIAN CONNECTORS AND ENHANCED ROUTES



10.3 Cycling



Encouraging cycling as a healthy and convenient transportation choice is an integral part of the City's community and transport system. Making Downtown a more cyclist-friendly neighbourhood will involve a variety of interventions, including strategic improvements to the cycling route network and the provision of high quality end-of-trip facilities.

CHALLENGES

While Downtown's dramatic slopes provide scenic vistas, they can be difficult for cyclists to navigate. Other barriers for cyclists include:

- Higher volume roadways and lack of dedicated space for cycling.
- Use of bike lanes for other activities (e.g., servicing, unloading).
- Lack of connections to the waterfront and gaps in waterfront trails.
- Lack of bicycle parking and end-of-trip facilities (e.g., lockers, showers, change rooms).

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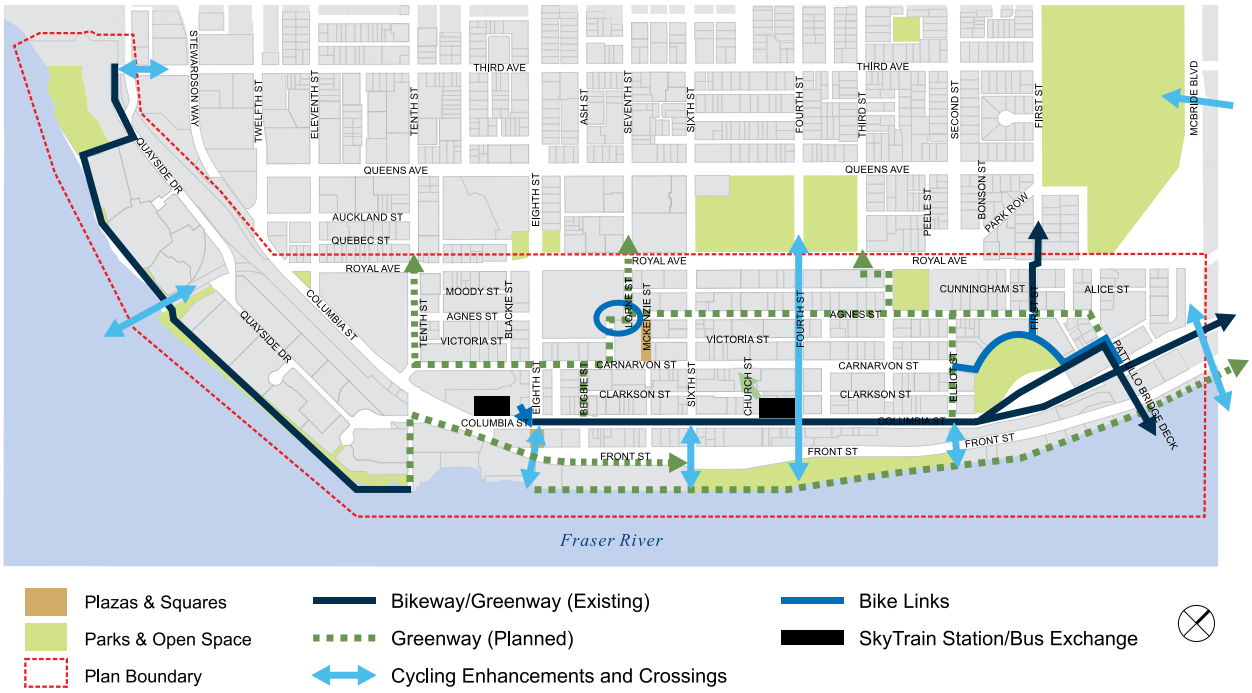
OPPORTUNITIES

Downtown New Westminster is the junction between two important regional cycling routes, the BC Parkway and the Central Valley Greenway (CVG), which together form over 50 km of multi-use trail. In addition, its proximity to the Fraser River and planned regional greenway ("Experience the Fraser") further enhances the importance of cycling in the Downtown. Expected improvements to these significant infrastructure investments will serve to make cycling a more attractive option for moving around Downtown, throughout the City and the region. Bicycle parking and end-of-trip facilities now required for new developments further supports the Downtown as a cyclist-friendly community.

Strategies	Actions
10c Provide a cohesive, attractive, convenient, and safe inter-modal cycling environment that links Downtown and surrounding areas.	• Improve cycling infrastructure, ensuring local routes are well connected, harmonized with greenways and integrated with regional routes. • Ensure safe, scenic and "stepped" routes that connect the City to Downtown's two SkyTrain stations and the waterfront, with a focus on linking strategic high density and growth areas (e.g., Quayside, Victoria Hill and Queensborough). • Where feasible, provide separate cycling facilities in areas with high pedestrian volumes (e.g., Quayside Esplanade) and/or roads with higher traffic volumes. • In cooperation with Metro Vancouver and TransLink, promote development of the Waterfront Greenway, Central Valley Greenway and upgrades to the BC Parkway. • Link cycling to transit, local services and amenities by providing secure bicycle parking at key locations (e.g., near SkyTrain stations, civic facilities, schools, along Columbia Street and the waterfront). • Assess feasibility of installing a "bicycle lift" system on Fourth Street from Columbia Street to Royal Avenue. • Work with TransLink to improve wayfinding and signage for cyclists using the Patullo Bridge. • Offer cyclists rest points or pull-outs at scenic locations.

"Stepped" refers to dog-legging the route along local streets across the steep terrain between Columbia Street and Royal Avenue.

FIGURE 26. CYCLING NETWORK AND KEY CONNECTORS



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10.4 Transit

A convenient and well-integrated transit network enables transit to become a viable and preferred travel choice for medium to long distance trips in the City.

Transit Oriented Development (TOD) is compact, mixed-use development near new or existing public transportation infrastructure that serves housing, transportation and neighbourhood goals. Its pedestrian-oriented design encourages residents and workers to drive their cars less and ride mass transit more.

OPPORTUNITIES

There is a high share of transit use in New Westminster, especially in the Downtown with a mode share split comprising 36% transit use for work trips (26% transit use for all trips). The two Downtown SkyTrain stations, New Westminster and Columbia, and existing bus routes, play a key role in the transportation network. Columbia Station is a major transfer point between the Expo and Millennium lines (travelling to Burnaby/Vancouver and Surrey respectively), while New Westminster is the focal point for buses and access to surrounding higher density developments and the City's waterfront.

The Downtown's transit infrastructure also supports reduced parking standards for Transit Oriented Developments (TOD), further promoting increased transit use and reduced housing costs.

CHALLENGES

Transit-related challenges for the Downtown include:

- A traditional reliance on the private automobile for travel purposes.
- The fixed nature of SkyTrain infrastructure, which cannot be easily modified and forms a barrier in the street network.
- Poor integration of the Columbia SkyTrain station into the Downtown fabric.

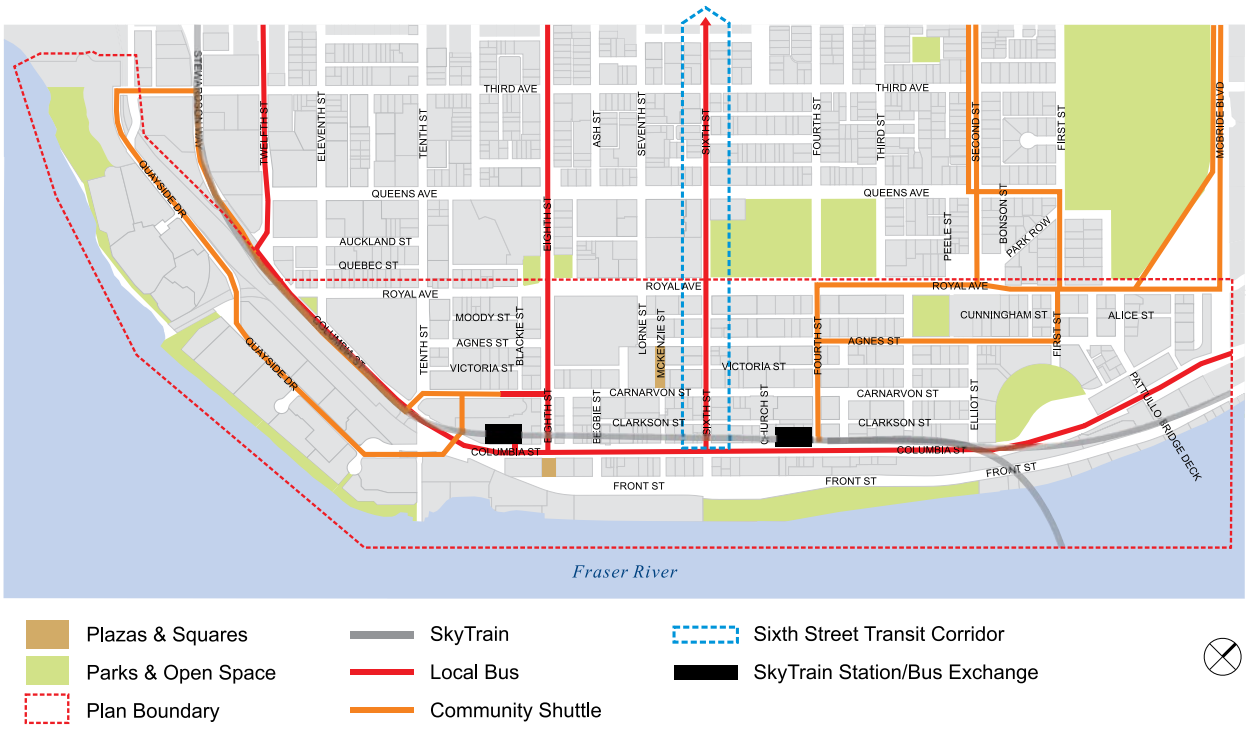
- Steep topography and limitations with transit equipment mean not all transit stops are fully accessible.
- While the transit service is considered frequent, it is not always reliable due to congested conditions on the road network.

Strategies	Actions

10d Promote a convenient, safe and well-integrated transit network, making transit an attractive mobility option for Downtown residents, employees and visitors.	• Implement a strong incentive-based TOD policy, encouraging high residential densities and a mix of uses near transit stations (e.g., increased density, reduced parking standards).
	• Work with developers and employers to support transit use:
	  • Provide education and information pertaining to sustainable commute measures (e.g., Transportation Demand Management (TDM)).
	  • Encourage developers and property owners to unbundle parking from the purchase or rental price of a dwelling or office space.
	  • Provide end-of-trip facilities for employees.
	• Ensure the preservation of direct routes to SkyTrain stations.
	• Where topography permits, upgrade all transit stops to be fully accessible and provide shelter either through adjacent land use (e.g., awnings) or installation of transit shelters.
	• Work with local employers and institutions to encourage use of TransLink Faresaver Passes and Employer Passes.
	• Partner with TransLink, senior levels of government and private sector to improve transit network:
	  • Plan and prioritize improvements to Sixth Street, similar to Vancouver's Main Street Transit and Pedestrian Priority Corridor Plan.
	  • Prioritize improvements to both New Westminster and Columbia SkyTrain stations.
	  • Explore potential for transit priority measures to facilitate improved transit service.
	  • Explore feasibility of Uptown/Downtown shuttle service.

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FIGURE 27. TRANSIT NETWORK



10.5 Driving and Managing Demand

Located in the centre of Metro Vancouver and in close proximity to both the Pattullo and Queensborough bridges, Downtown New Westminster is subjected to considerable traffic pressures. Increased vehicle traffic, resulting from growth in the Downtown as well as growth in regional flows of both passengers and goods, is a major concern for Downtown residents, workers, and visitors. Increased vehicle traffic poses health and safety risks, and conflicts with the City's sustainability objectives. The need to balance regional demand without compromising Downtown's livability and role as an urban Regional City Centre will be Downtown's greatest transportation challenge.

CHALLENGES

Key traffic issues include:

Heavy through traffic - model data from 2003 indicated that 82% of the 8,436 cars entering Downtown New Westminster during the a.m. peak period continued on as through traffic. High traffic, congestion hot spots in New Westminster are Royal Avenue, Columbia Street and Stewardson Way, and Front Street.

Traditional reliance on private vehicles for travel – 57% of journey-to-work trips and 53% of all trips Downtown are via private automobile.

Safety – increased traffic competes and conflicts with other modes of travel, such as walking and cycling which presents a safety risk for all modes.

Barriers to the waterfront – there are limited access points for automobiles to gain entry to the waterfront.

Strategies	Actions

10e Manage and safely accommodate vehicular traffic related to population and employment growth Downtown, without encouraging additional through traffic.	• Ensure road network connections between regional facilities (NFPR, Pattullo Bridge) and Downtown's street system provide safe, direct, convenient and comfortable pedestrian and cyclist facilities.
	• Implement traffic calming measures to indicate transition from arterial to a city-centre environment.
	• Improve safety and efficiency of major roads by:
	  • Using traffic signal progression.
	  • Restricting access to local streets and driveways to properties.
	• Emphasize education, communication and the development of incentives to promote sustainable modes of travel and to discourage the use of private vehicles.
	• Use Zoning Bylaw incentives to promote car-sharing, parking payment-in-lieu for improved sustainable transport infrastructure.
	• Work with regional stakeholders to reduce vehicle traffic:
	  • Support road pricing and other transportation demand management (TDM) measures.
	  • Support transit initiatives across the region.
	  • Continue to work with all stakeholders to mitigate the impact of major regional projects on Downtown, including the North Fraser Perimeter Road and replacement of the Pattullo Bridge.

10.6 Parking

Parking influences development Downtown, from efficient circulation to urban design, transit ridership, and economic development. Expansion of parking in general raises concerns about maintaining dependence on automobiles and diminishing people's motivation to use sustainable transport for local trips and commutes.

Vision and goals for parking construction and location sometimes compete when these issues merge. For example, above-grade parking structures are less costly to build, but the resulting bulky and sometimes unattractive buildings can impede views and negatively affect the pedestrian environment. The higher cost of underground parking can avoid these impacts but also deter prospective Downtown tenants and visitors who might be accustomed to suburban rates or even free parking.

The availability of, and requirements for parking are consistently a topic of debate in relation to the review of development projects, community planning and other policy initiatives. Parking is a particularly important issue at this time as it relates to two initiatives in Downtown New Westminster:

Sustainability Initiatives - the manner in which the supply of parking is regulated has a direct effect on the choices individuals make in terms of their mode of transportation, with the use of vehicles by single occupants being the least sustainable method.

Front Street Parkade – planning is underway with regard to the parkade and better linking of the waterfront with Columbia Street. A survey of the Front Street Parkade indicates that current parking demand is currently below the level of supply. It is recognized that the parkade is aging and would eventually need to be replaced.

CHALLENGES

As residential, commercial, and civic activity intensifies, the resulting traffic generation will coincide with greater need for parking. Carpooling and transit improvements, as well as enhancements to promote walking and cycling, could help to reduce the increased parking demand, but new parking will be required to continue Downtown's growth and evolution as a city centre. The Downtown Community Plan seeks to balance the diversity of these issues. Additionally, rather than simply accommodating additional parking, more efficient use of available spaces is essential.



Front Street Parkade

Several challenges in managing parking in the Downtown include:

- An expectation of drivers to be able to find off-site parking a short distance from their destination, even in a dense, highly urbanized environment.
- Physical and financial constraints of developing below-grade parking in most of Downtown due to floodplain and soil conditions.
- Lack of sufficient on-street parking to accommodate future parking needs.
- Residents desire to maintain car ownership and parking spaces even if they are using sustainable transportation modes for the majority of their trips.

OPPORTUNITIES

The City has an important role in its ability to influence modes of transportation and better support more sustainable alternatives to the private automobile. This can be done through:

- land use planning that supports a mix of uses within walking distance.
- use of regulatory measures for parking supply intervention.
- use of Provincial legislation enabling cities to accept payment-in-lieu of parking for the purpose of funding improved pedestrian and cycling infrastructure.
- support and education promoting sustainable transportation (Transportation Demand Management measures).

Strategies	Actions
10f Encourage efficiency and sustainability by managing demand for and supply of parking.	**On-Street** • Price on-street parking for cost recovery, varying by length of stay, location, level of demand and other factors. • Prioritize use of road space for sustainable modes and local service. **Off-Street** • Limit the supply of long-stay parking. • Work with developers to add additional public parking in their developments in exchange for density increases. **General** • Lobby Provincial government to amend legislation in regard to parking regulations (e.g., "unbundled" parking requirements for new developments). • Install signage providing location of on and off-street parking, of space available in off-street parking facilities and directions to off-street parking facilities.

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"Unbundling" - rent or sell parking spaces separately, rather than automatically including them with building space.

A piece of infrastructure also affecting the Downtown is the Front Street Parkade. It is recognized that public parking is needed in the Downtown to help promote businesses, especially along Columbia Street where historic buildings do not have typical onsite parking for their customers.

Downtown's Front Street Parkade is approximately 487 m (1,600 ft) long and was built over Front Street in two phases. The 1959 phase consists of two levels suspended over Front Street between Begbie and Sixth Streets. The 1965 phase consists of three levels suspended over Front Street between Sixth and Fourth Streets. The entire parkade includes approximately 800 parking stalls.

At this time, the City is looking at options for the replacement of the parkade. This is the subject of further study that will be undertaken by the City in consultation with TransLink who are currently reviewing this in conjunction with planning work for the North Fraser Perimeter Road.

10.7 Goods Movement, Rail and Emergency Services

The regional movement of goods is one of the most significant issues for the future of Downtown. Downtown is home to two truck routes of regional importance: Royal Avenue, part of the region's Major Road Network (MRN) forming Downtown's northern boundary, and the route formed by Stewardson Way, Front Street, and East Columbia Street, which is known as the North Fraser Perimeter Road (NFPR), currently under review by TransLink. Downtown is also a crossroads for regional rail transportation and has three rail lines running parallel and adjacent to the NFPR. Issues regarding rail operations and heavy flows of through traffic (e.g., noise, diesel fumes/particulate matter, waterfront access), passenger and commercial, have a significant impact on the quality of life for Downtown residents, merchants, employees, and visitors.

Currently, New Westminster's waterfront is cut off from Columbia Street and the rest of Downtown by a major regional truck route and three rail lines. Federal, Provincial and regional initiatives currently underway will lead to an increase in goods movement activities through this corridor (i.e., both road and rail) in the future. Mitigating the negative impacts of this goods movement corridor is the single most important transportation issue facing Downtown. The City will only consider support for the NFPR if:

- It is demonstrated that the corridor supports the City's economic, social and environmental goals.
- The NFPR does not compromise the livability of the Downtown.
- The NFPR is designed in a manner that seamlessly connects the Downtown with the waterfront.

Further mitigation measures for rail include review of current operations, possibility of consolidation of tracks, crossings above the rail corridor to reduce the need for trains to stop and/or whistle, and ultimately encapsulation of the rail corridor. In addition, it will also be important that new development in the Downtown recognize these issues and adopt building standards to help address rail operation impacts.

Ensuring the vitality of Downtown New Westminster as a Regional City Centre also means providing access for locally-oriented goods movement such as pick-ups, deliveries, and loading services. In addition, routes and access needs for emergency service vehicles must be provided.

CHALLENGES

While the City recognizes the importance of goods movement, mitigating the negative impacts of the regional goods movement corridor on Downtown's livability is imperative. In moving forward with this, there are several major challenges:

Regional growth designation – Downtown New Westminster is a designated Regional City Centre. This means it is supposed to accommodate a large share of the region's future higher density commercial and residential growth with a high level of transit access and interconnection. There are health (noise, air quality), safety, and overall livability concerns having an open, unenclosed major goods movement corridor running through a designated high density growth area.

Downtown and its waterfront – the waterfront is one of the City's greatest, most valued assets. It has historical and aesthetic importance and serves as a defining feature, setting Downtown apart from other areas in the City. The location of the goods movement corridor acts as a barrier, disconnecting the waterfront from the rest of the Downtown neighbourhood.

However a balance must be struck to ensure that there is sufficient access and mobility on the local network to service local serving goods movement activities and emergency service needs while mitigating the impacts associated with the regional route and rail corridor.

OPPORTUNITIES

Currently, the Federal Government, as part of the Asia Pacific Gateway initiatives, has committed significant project funding for portions of the NFPR. In addition, the TransLink Board has decided to replace the Pattullo Bridge with a new tolled facility. Together the NFPR and the Pattullo Bridge projects present an opportunity for the City to partner with the stakeholders to mitigate current issues and address local as well as regional objectives.

Strategies	Actions

10g Mitigate the negative impacts of the regional goods movement corridor on the livability of Downtown, and only accommodate increased capacity if it does not detract from the objectives and function of a Regional City Centre.	• Provide appropriate road network and grade separated urban connections between regional NFPR, Pattullo Bridge, the railways and Downtown's street system to improve efficiencies and safety.
	• Mitigate the acoustic and air quality impacts of the NFPR through intensive planting, fencing, encapsulation and decking.
	• Improve the safety and efficiency of railway corridors through:
	  • Urban design and landscape considerations.
	  • Improved pedestrian facilities, enhanced lighting, signalization, and signage at railway crossings.
	  • Working with railway operators to provide acoustic mitigation and enhanced rights-of-way.

10h Ensure local serving goods movement and emergency access is convenient and is maintained as the Downtown grows.	• Ensure that the future NFPR includes a service road on Front Street between Columbia and Fourth Streets for local deliveries, and access for emergency services. • Retain laneways as viable facilities for urban services (i.e. deliveries, recycling). • Provide for truck access to local Downtown businesses via Eighth, Front, Royal, Stewardson, East Columbia and McBride.

11.0 Parks and Recreation



TABLE 8. DOWNTOWN PARK SPACE INVENTORY

Downtown Parks and Open Spaces	
Downtown Waterfront Park (to be constructed)	3.20 ha (8 acres)
Waterfront Esplanade	3.08 ha (7.6 acres)
Albert Crescent Park	1.82 ha (4.5 acres)
Quayside Park	0.37 ha (0.9 acres)
Begbie Plaza	0.21 ha (0.5 acres)
Hyack Square	0.15 ha (0.37 acres)
Stewardson @ Royal Rose Garden	0.08 ha (0.2 acres)
McInnes Street Triangle	0.03 ha (0.07 acres)
Muni Evers Park	Approximately 1.50 ha (3.7 acres)
Total	10.44 ha (25.84 acres)

CONTEXT

The City of New Westminster is characterized by a strong sense of heritage and an appreciation of parks and open space. Throughout the 1970s and 1980s, as parks systems across the province underwent major growth, New Westminster was known as a leader in playground design, urban horticulture and landscape architecture within City planning.

As the Downtown's residential population grows over the next 30 years, providing recreational services and ensuring quality connections between parks and open space systems becomes increasingly important.

PARKS AND OPEN SPACE



Park and open space created on a plinth as Freeway Park, Seattle, WA

Adequate green space is important for maintaining and improving livability levels in a community, especially in high density neighbourhoods where access to private outdoor space is limited. Green space helps reduce greenhouse gases, capture air pollution, act as a water filtration system and moderate the heat-island effect caused by paved areas. Research shows that natural spaces have restorative effects that improve mental health and can benefit children's development.

New Westminster's park system includes over 140 hectares (345 acres) of park land, trails and greenways. Downtown has a total of approximately 7.25 hectares (18 acres) of existing park land and open space. Given the type and scale of growth that is expected in the Downtown, this will be insufficient to meet the needs of this growing neighbourhood. This increased population density will require strategic planning for acquiring future park space and innovative design of park space in order to maximize its use. The 2009 purchase of Westminster Pier will create an additional 3.2 hectares (8 acres) of City-serving park space within the Downtown, adding considerably to the availability of outdoor recreational opportunities in the neighbourhood. Creating good access to this park will be key since steep slopes, rail lines and limited vehicular and pedestrian crossings currently make it difficult to access the Downtown waterfront.

LEISURE AND RECREATION FACILITIES



New Westminster has a total of 47 sports fields and outdoor athletic facilities including baseball diamonds, lacrosse boxes, tennis courts and multi-use sports courts. None of these are located in the Downtown so residents currently rely on facilities provided elsewhere in the City to meet these recreational needs. The City also has a variety of indoor recreational facilities including an aquatic centre, two community centres, a community gymnasium, two arenas, a stadium and a senior's centre.

Today, many of the City's facilities built 20 to 40 years ago are nearing the end of their lifecycle and are in need of significant upgrading or replacement.

There is currently no indoor recreational facility Downtown, although planning for a multi-use civic facility in the Downtown is currently underway. This facility, set to be under construction in 2011, will be designed to include space for arts and culture as well as multi-purpose fitness rooms for activities such as yoga, dance and fitness classes.

CHALLENGES AND OPPORTUNITIES

Downtown has a significant lack of green space which is of concern for a growth concentration area that is expected to absorb the majority of the City's growth in coming decades. The type of development that is slated to take place will be apartment and townhouse developments, accommodating, as trends indicate, young urban singles, couples, families, and empty nesters. These residents will need to rely on access to parks and open space to meet their outdoor recreational needs.

The 2008 Parks and Recreation Comprehensive Plan found that Downtown was notably deficient in all parks classifications, in terms of total land area and spatial distribution of park space. A number of additional challenges include:

Topography – steep grades make it particularly difficult for children, parents with strollers, seniors and those with mobility challenges to get around their own neighbourhood and access park space.

Inadequate linkages – trails that link to transit and off leash dog areas are especially important in the Downtown area. Further development of trails, walking and cycling routes would help alleviate current park deficiencies and provide much needed connectivity between Downtown and the rest of the City. Enhancing the connections between the Downtown and the waterfront will help bridge this dense neighbourhood with its waterfront and provide easier access to open space.

Land availability – Downtown is highly urbanized, with a limited land base and few sites available for dedication as park land.

Service model delivery – New Westminster is relatively small and compact, and in the past has been able to deliver recreation services on a City-wide, or "centralized" basis. With increasing population growth, and higher concentrations of people at the edges of the City's boundaries (Downtown included), the challenging topography, and cost and/or time constraints of transportation choices for families and those with limited incomes, there will be a need for a shift in the service delivery model, with some services being decentralized.

Underutilized park space – Downtown's 1.82 hectare Albert Crescent Park has spectacular river views and is well-located in the Albert Crescent Precinct, but is seldom occupied. Existing residents have identified this park as an untapped park resource that could be better programmed to meet the community's needs.

Over the next 5 years, Downtown will see several significant parks and recreation investments, making it one of the City's most vibrant, livable neighbourhoods with first rate amenities. A new waterfront park and state-of-the-art civic facility will provide a legacy for the Downtown. In addition to these unrivaled amenities, Downtown is also looking forward to:

- Park improvements for Muni Evers Park, formerly known as Poplar Landing.
- A new school at the former Saint Mary's Hospital site, providing field space and a playground that will be available during non-school hours, in addition to a neighbourhood park.

In a built-out neighbourhood such as Downtown, where it is not feasible for the City to acquire large tracts of land for park, creative solutions for adding land to the parks inventory are required. This includes improving streetscapes and boulevards, creating accessible green roofs, and capitalizing on redevelopment opportunities to secure more outdoor space.



Muni Evers Park, yet to be designed and developed

Key Goal: Downtown has a comprehensive system of parks, open spaces and facilities that provide recreational opportunities and other aesthetic and environmental benefits.

Strategies	Actions
11a Build on the Downtown's premier amenity - its waterfront.	• Create a long-term (25-years plus) park plan that is concentrated on the Fraser River waterfront between Sixth Street and Elliot Street. • Acquire strategic waterfront parcels for park land and trails as they become available. • Promote water activities on the waterfront by constructing amenities such as marinas and piers, and natural places along the foreshore for boating and kayaking. • Create places where people can interact with the river.
11b Ensure Downtown has sufficient parks and open space to meet the needs of residents, employees and visitors.	• As sites become available, suitable properties should be acquired by the City for park space. • Encourage new multi-family developments to incorporate shared garden plots, roof-top gardens and other types of private green space that can be accessed for outdoor enjoyment and gardening experiences.
11c Ensure that Downtown's leisure and recreational assets are safe, socially inclusive and support the various needs of a diverse community, focusing on current servicing gaps.	• Encourage and support community gardens, including properties held by not-for-profit organizations and possible railway corridor right-of-way lands. • Plan and construct a multi-use civic facility in the Downtown that will be welcoming and accessible to all, by location and physical design. • Target younger adults (20-34 years of age) in the Downtown area as parks and facilities are developed. • Develop parks Downtown that encourage use by all age groups by accommodating a range of activities. • Ensure all parks and recreation facilities incorporate Crime Prevention Through Environmental Design (CPTED) strategies, including adequate lighting, access, visibility, and maintenance.
11d Maximize use of existing parks and recreational assets and opportunities.	• Create a plan for Albert Crescent Park, expanding play opportunities for children. • Make better use of school sites in their ability to provide local recreational programming.
11e Ensure that the system of parks and open spaces is highly accessible and well-connected.	• Mitigate obstacles to the new waterfront park through highly visible and accessible pedestrian and bicycle crossings over Front Street and the rail lines. • Maintain permeability throughout Downtown, and ensure good pedestrian, barrier-free access to all City parks, plazas and outdoor spaces.
11f Explore creative/ innovative ways of creating green space.	• Maximize green space opportunities on all future structures by constructing to bridge between Columbia Street and the waterfront. • Maximize use of Downtown streets through the planting of trees and planted/ community garden curb bulges.

11g Promote Downtown's parks and recreation assets as a showpiece of environmental sustainability.	• Promote improved air quality and reduce stormwater runoff by preserving and expanding existing green spaces and promoting green roofs and roof-top gardens in new developments.
	• Support biodiversity by careful planning of habitat, riparian areas, green spaces and corridors:
	  • Enhance natural habitat for wildlife, especially along the City's waterfront park area.
	  • Green the Downtown where possible by implementing a "green streets program" throughout all City sidewalks.
	• In order to minimize environmental impacts (e.g., energy consumption, water use and runoff, greenhouse gas emissions, waste production), recreation facilities will be designed to exemplify progressive green building performance.

12.0 Arts and Culture

"Could we ever know each other in the slightest without the arts?"

– Gabrielle Roy (1909-1983)



Public art on the streets of Seattle, WA



Irving House, 302 Royal Avenue, Source: Cynthia Bronaugh

CONTEXT

Arts and culture are integral to a vibrant and sustainable urban community, by promoting:

Healthy communities – arts and culture are the soul of a community adding energy, variety, movement and colour.

Identity and pride – the arts provide a sense of beautification, attractiveness and pride for the community, adding personality and depth to the public realm. They bring a sense of safety to a community as positive art participation diminishes negative social behaviour such as tagging and graffiti.

Community understanding – arts and culture contribute to a community's cohesion, bringing together a diversity of people, cultures, and languages. They are an avenue for self expression, recognizing diversity, practicing tolerance and developing caring relationships.

Economic opportunities – arts and culture initiatives provide employment opportunities for residents and can draw people from great distances leading to spin-off investments for local businesses in the surrounding area.

The arts help us express ourselves and understand others. Arts and cultural capital is an empowering force that encourages interaction, coexistence, cooperation and acceptance.

New Westminster has had a long tradition in arts and culture with numerous community arts organizations that have been operating in the City for decades. Arts and culture in New Westminster includes recreational and professional endeavours. According to the most recent census, New Westminster has 11.3 artists per 1,000 persons in the labour force.

Arts and culture activities, programs and artist's creations are offered throughout the City, making use of both public and private facilities. One of the City's and Downtown's largest facilities is Douglas College, a community college that offers an extensive selection of educational programs including a Theatre Arts program, Music program, services and facilities including a full gymnasium, an art gallery and a 350-seat Performing Arts Theatre. Downtown is also home to the New Westminster Museum and Archives – one of the oldest community heritage sites in the province.

"One can endlessly cite statistics to prove employment, economic impact and tourist magnetism. What the arts – given a chance – bring to a city is something in addition to all these material rewards. They give a great city an image of its soul."

– Tom Hendry, Playwright, Arts Policy Advisor and Officer of the Order of Canada

CHALLENGES AND OPPORTUNITIES

Arts and culture is evolving as an area of municipal government service delivery for the City, and the Downtown has long been established as the City's cultural hub. It supports a diverse selection of arts and culture events and festivals such as Hyack Festival, the Santa Claus Parade, Show and Shine, New Westminster Multicultural Festival and Fraserfest. However, there are number of challenges that face the success of the arts and culture sector, such as:

- general lack of funding for arts and culture programs
- lack of community identity and pride in civic arts
- entertainment dollars leaving the City because of competition from neighbouring municipalities (e.g., Burnaby's Shadbolt Centre and Metrotown theatres, Coquitlam's Red Robinson Theatre)

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It is expected that further commercial and residential growth in the Downtown will help stimulate arts and culture investments. It is envisioned that Downtown will have a key celebration and festival focus, by building on the potential of the new multi-use civic facility, the outdoor performance space at Hyack Square, the waterfront parks and other Downtown gathering places. Downtown is an attractive location for arts and cultural facilities and events, drawing on a number of assets:

Good access – Downtown's two SkyTrain stations and Eighth Street transit hub can attract people from the City and the region.

Availability of space - the heritage character area offers a unique atmosphere for arts activities and the area's underutilized ground floor retail space provides opportunities for arts and culture related activities.



Hyack Square

Affordability - lower rents in character buildings can help meet some of the affordability challenges faced by arts and culture operators.

Historical collection - The City's Museum and Archives, located next to Irving House on Royal Avenue, has a collection that is touted as second only to the Royal BC Museum in Victoria!



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Fraser River Discovery Centre, Source: FRDC

Renewed investment – renovations on the Fraser River Discovery Centre and River Market at the Quay, one of the City's most popular destinations, contributes to a renewed sense of energy and offers synergistic opportunities with the cultural creative sector.

New civic facilities – the newly renovated Hyack Square features public art, an outdoor stage, tiered seating and a children's play feature that makes space family friendly and attractive to the young adult population moving into the Downtown core.

The City's new state-of-the-art multi-use civic facility will be constructed on Columbia Street; it is planned to provide a 300 - 400 seat non-proscenium theatre, arts studios, gallery space, multi-purpose space, banquet space, and museum and archives space.

Key Goal: Downtown is a vibrant arts and cultural hub of the City.

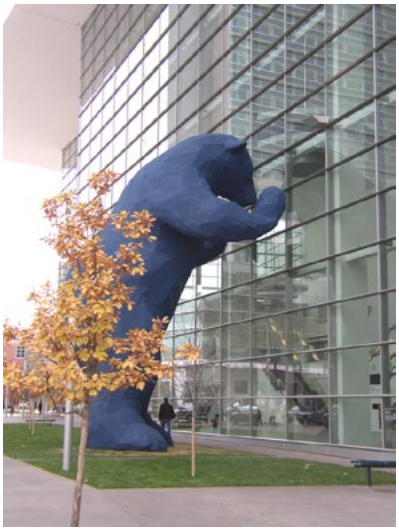
Strategies	Actions
12a Facilitate access to arts and culture opportunities for all affordability levels, age groups, and mobility levels.	• Foster a sufficient amount and diversity of appropriate facility space, programming, and services for youth, seniors, children and families, and people from different cultural backgrounds to meet present and future needs. • Ensure the new multi-use civic centre is designed to meet the needs of Downtown's diverse and changing population, through physical design, programming, and service provision (e.g., youth, children, seniors). • Encourage the creation of affordable and appropriate meeting space for small arts and culture groups. • Promote and support free arts events accessible for the entire community. • Create a flexible, affordable performance space that will support independent artists with little financial risk. • All civic arts and culture facilities will be universally accessible and inclusive and welcoming.
12b Identify the Downtown as the preferred location for City-serving arts and cultural facilities to maximize public access and spin-off benefits for nearby businesses.	• Construct a state-of-the-art facility to support performing and visual arts, gathering and interaction, and play. • Fill the regional gap by creating a well-equipped medium sized non-proscenium theatre with flexible seating that allows performances, conferences and celebratory events combined with appropriate food service supply. • Include flexible studio spaces (dance, art, drama, pottery, music) to create an animated centre that supports growth and development of local arts organizations. • Create appropriate facility space for the City's Museum and Archives that allows for permanent and temporary display of the City's treasures.
12c Continue to have Downtown distinguished as an artistic community.	• Provide space for artists to connect and build synergistic relationships. • Provide opportunities for art businesses, galleries and art entrepreneurs. • Encourage collaboration/partnerships between relevant stakeholders. • Develop programs to increase the awareness of the benefit of the arts for businesses and other key stakeholder groups. • Encourage street artists as a way of bringing a sense of vibrancy and creativity to the Downtown. • Provide opportunities for live/work studios and displays for artists.
12d Incorporate art into public spaces and private developments in the Downtown.	• Develop and implement a Public Art Policy, supporting guidelines and a funding strategy that leads to New West becoming a place noted for art locally, regionally and nationally. • Include public art, where appropriate, inside and outside civic facilities, as well as in parks, on streets and as part of neighbourhood beautification projects. • Support public art that is whimsical and fun. • Encourage developers to contribute to public art with new development.
12e Create a vibrant, active pedestrian experience along the commercial corridors of Downtown.	• Encourage unique and locally-based retail shops, restaurants, bistros, lounges, art galleries, and neighbourhood-oriented entertainment to locate on Columbia Street, the Quay, and other retail corridors. This will create street-level energy, drawing residents in to spend their leisure and entertainment dollars within the City. • Designate Columbia Street as a "special area" and use Design Guidelines to distinguish it from the rest of the Downtown with greater focus on public art and the use of colour.

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13.0 Public Realm

CONTEXT

Public spaces such as streets, parks, sidewalks and plazas make up a large part of our urban experience – this is called the public realm. The public realm is an open stage where the community can come together to celebrate within their neighbourhood through activities such as street festivals, sidewalk fares, and ceremonies, or gather through informal meetings and get-togethers in parks and plazas.



Public art, Denver, CO

A vibrant and lively public life is key to a successful Downtown. There is a renewed recognition of the important role of a high quality public realm in contributing towards a healthy, engaged community. Careful consideration should be given to the design of the public realm, ensuring it supports an urban fabric that is:

- Connected and walkable
- Pleasant and attractive
- Safe and comfortable
- Engaging and interactive

Due to its historical influences, Downtown New Westminster is fortunate to have an urban framework that integrates a diverse mix of land uses, has a fine grained street system tailored to the pedestrian, and includes a rich inventory of unique heritage buildings.

CHALLENGES

While New Westminster's central geographic location offers a competitive advantage for the City in terms of trade, transportation and proximity to the region's metropolitan core, the Downtown has endured significant negative impacts as a result. The side effects of several major infrastructure investments pose the greatest challenge for Downtown's public realm:

Pattullo Bridge – these bridge connections interrupt pedestrian access, and the uncertainty surrounding the potential relocation of the bridgehead presents other challenges.

North Fraser Perimeter Road (NFPR) – this goods movement corridor, which is part of the region's Major Road Network system, dissects the Downtown cutting the waterfront off from the rest of the City.

Rail lines – the three rail lines accessed by Canadian Pacific Railway, Canadian National Railway and Southern Railway, run parallel to the NFPR through the Downtown.

The combined result of the NFPR and the rail lines is a severing of the Downtown, interrupting pedestrian connections and access to the waterfront. Excessive noise, emissions and traffic and train speed present health and safety concerns, especially for children, seniors and those with mobility limitations.

Other challenges for Downtown's public realm include:

- steep north-south grades that make walking and cycling difficult.
- gradual closure of streets, eroding the original fine grained grid system.
- insufficient or inadequate pedestrian pathways.
- lack of street trees and plants.
- lack of park and open space for informal and formal gatherings.
- safety concerns around the street presence of homelessness and drug activity, particularly along Columbia Street and the SkyTrain stations.
- inadequate street lighting.
- Front Street Parkade visually acting as a barrier to the waterfront.

OPPORTUNITIES

Downtown has unique, special places unmatched in character and prestige elsewhere in the City:

- Columbia Street with its rich history and heritage character
- Riverfront Esplanade
- The River Market at the Quay

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Through the use of design guidelines that promote human-scale developments, the City can ensure newer buildings are well-integrated and enhance the public realm through thoughtful consideration of safety, comfort, views, light and air penetration.



Public art, Quebec City, QC



Newport Village, Port Moody, BC



"Green" streetscape, Seattle, WA

Making use of the City's Financing Growth initiatives, future growth means additional opportunities to help secure public realm investments, including:

- sidewalk upgrades and improved pedestrian connections.
- streetscape enhancements - street greening and street lights.
- Central Valley Greenway improvements and Waterfront Greenway connections.
- a waterfront park at the Westminster Pier site.
- plinth or other mitigating measures to address NFPR and rail line issues. 13

Growth means more people living Downtown, therefore more "eyes on the street," street activity, energy and vibrancy. The result will be a safer, more active street life in the Downtown.

Key Goal: Downtown is a walkable, well-connected neighbourhood that is safe and pleasant for the pedestrian with a public realm that sets the stage for a vibrant and engaging community life.

Strategies	Actions
13a Support a connected and accessible Downtown.	• Implement the recommendations for pedestrian connections and improvements identified in the Transportation Chapter. • Foster the development of streets, plazas, parks and public spaces that are accessible and welcoming to all through physical design, location, use of benches and resting areas. Consider protection from wind and noise and exposure to sunlight and views. • Require all sidewalks and access/entry points to new buildings to be universally accessible. • Develop a "Wayfinding Strategy" identifying significant locations, landmarks, and focal points within the Downtown. • Maintain Downtown's fine grained grid system by avoiding further street closures, unless it is demonstrated as necessary. This contributes to greater permeability and access throughout the Downtown. • Leverage new development and infrastructure projects to secure strong pedestrian pathways and connections adjacent to, or part of, subject projects. • Support the continued implementation of the 2000 Trail and Greenway Master Plan in the Downtown. • Ensure there are sufficient barrier-free pedestrian and bicycle connections to the waterfront, with special attention to the waterfront park. These should include well-designed, well-lit crossings over Front Street and the rail lines.

Strategies	Actions
13b Ensure a safe and comfortable experience for enjoying Downtown's public spaces.	• Apply the principles of Crime Prevention Through Environmental Design (CPTED) for all new development and public spaces. • Maximize the use the Subdivision and Development Control Bylaw and the Streetlight Improvement Strategy to ensure high quality streetscape enhancements and improved pedestrian safety (e.g., street trees, traffic calming, street lights). • Ensure Downtown sidewalks and new buildings are universally accessible. • Through the use of Design Guidelines, require new developments to provide high quality, safe, pedestrian-oriented streetscapes (e.g., appropriate scale, landscaping, air and light penetration at street level). • Require that street redevelopment and maintenance activities give specific attention to increasing pedestrian interest, comfort and safety, with sufficient lighting, public art, paving treatment and outdoor furniture. • Ensure that the Downtown is, and appears well-maintained through street-litter control programs and the implementation of regulations and enforcement regarding unsightly premises, graffiti removal and maintenance standards. • Examine ways to enhance pedestrian facilities and lighting along Royal Avenue. • Maintain active drug enforcement programs in relation to street level drug activities. • Implement Homelessness Action Plan to reduce visible homelessness and to provide proper services for individuals in need.
13c Provide for a vibrant and pleasurable public life.	• Continue to accommodate a range of land uses (residential, retail, office, and institutional), that are compatible with each other, to generate positive street-level activity throughout the day. • Use design guidelines to achieve active, people-oriented street fronts. • Encourage businesses to contribute to an active street life through outdoor cafes, displays, seating, interesting signage and weather protection for pedestrians such as awnings. • Patios and seating areas on sidewalks are encouraged on Downtown streets. • Incorporate colourful banners, public art and street furniture into the public realm. Priority areas include Columbia Street, Lorne Street, Begbie Street and Carnarvon Street. • Provide for a wide range of activities, accessible to individuals of all ages and abilities, in the programming of the waterfront park. • Protect street-end view corridors and key public views through building design and siting requirements in the Zoning Bylaw and design guidelines.
13d Support a connection between people and the environment.	• Use design guidelines to support biodiversity through encouraging developments to use a variety of native plant materials and species that are a food source for birds. • Require developments to use landscaping to soften street appearance, create interest and unique spaces, and screen unsightly uses. • Improve drainage and reduce street-level heat impacts through maximizing use of the Subdivision and Development Control Bylaw to require the installation of street trees. • Preserve and enhance view corridors. • Support pedestrian and bicycle connections to the river.

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14.0 Community Infrastructure

CONTEXT

In New Westminster, basic City services include roads and streets (discussed in the Transportation Chapter), water distribution, stormwater drainage, sanitary sewers, solid waste collection, flood protection and electricity. Other utility services such as natural gas and telephone are provided by private companies. As the Downtown neighbourhood continues to grow, the demand on the City's services and utilities will increase. The existing systems are capable of handling the anticipated future growth, however upgrades will be needed. The City is currently developing an *Asset Management Plan* in order to systematically address the challenges related to all of New Westminster's aging infrastructure. To help offset the costs of these upgrades, the City collects development cost charges (DCCs) from development.

WATER, SEWER AND STORM SYSTEMS

The objective of the City is to service the existing customers and future growth in a cost-effective, socially responsible and environmentally sound manner. The City is currently implementing several regionally mandated initiatives including the sewer separation program and recently completed the construction of a Combined Sewer Overflow (CSO) tank. Water consumption reduction, source reduction of storm run off and sewer separation are regional objectives the City is pursuing through existing and new developments. Opportunities to coordinate the rehabilitation of existing infrastructure with new development will be sought whenever feasible.



Combined Sewer Outflow tank located at Muni Evers Park

SOLID WASTE AND RECYCLING SERVICES

Solid waste management becomes increasingly more important as the City grows as there are large economic and environmental costs associated with handling waste. Downtown is almost exclusively comprised of multi-family residential and commercial sectors. The City has supported recycling by offering contracted recycling services to multi-family residents. Garbage and recycling pick-up for businesses is independently arranged with private waste hauling companies.

In order to reduce the amount of solid waste produced and transported, a number of waste reduction initiatives are promoted. New Westminster participates in Metro Vancouver's regional Zero Waste Challenge which aims to minimize waste generation and maximize reuse and recycling. The City offers subsidized composting programs, including apartment sized worm composting bins which are available to those living in homes with limited outdoor space. As development continues throughout Downtown, greater emphasis will be put on building design to create compost and recycling areas that are safe and easy to use and maintain.

ENGINEERING STRUCTURES

New Westminster's Downtown has many transportation system-related engineering structures (e.g., bridges, retaining walls, parking structures). These structures form an integral part of the City's broader infrastructure and are critical to the functioning of the overall transportation system. They face many of the same issues other infrastructure components face:

- The cost of maintenance and repairs required by the age of these structures is high and rapidly escalating.
- Their critical role in the transportation network makes maintenance, repairs or upgrading work difficult and expensive.
- Upgrades and expansion of the City's engineering structures often means demolition and reconstruction to meet today's standards.

The potential construction/reconstruction of major infrastructure projects in the Downtown that are not under City jurisdiction presents opportunities to rehabilitate or reconstruct related City structures and other utilities. Examples include:

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- Pattullo Bridge reconstruction (TransLink).
- Potential reconstruction of the New Westminster Rail Bridge (Federal).
- The North Fraser Perimeter Road (TransLink).



Dyke management in Queensborough

FLOODPLAIN

Situated on the banks of the Fraser River, parts of the Downtown are located within the River's natural floodplain boundaries (see Schedule E). Over the recent years floodplain management has changed as the Provincial Government transferred the responsibility for establishing regulations for development to local municipalities.

The Fraser River experiences an annual increase in water levels called a Freshet. The Freshet is a result of the snow which has accumulated in the mountains melting and contributing runoff to the River's natural flow. The level of rise is predicted through closely monitoring the amount of snow accumulation in the mountains and spring weather patterns. The river rise is predicted by a computer model released by the Ministry of Environment and confirmed by river gauges located along the Fraser River including Hope, Mission and the New Westminster Quay.

The Downtown does not currently have a system of provincially registered dykes and relies on an emergency plan which identifies mitigation works and procedures to follow in the event the river levels are expected to result in flooding. The City is in the process of developing a Floodplain Management Strategy. Identification of a proposed dyke alignment was recently completed and work has commenced on a feasibility study to produce preliminary designs for each of the dyke segments.

The *Floodplain Management Strategy* will provide guidance for the dyking implications to development projects; however, the City faces a challenge in establishing design standards, which balance government guidelines, architectural design, historic retention, and economics. The City is also in the process of developing floodplain building and development standards which will consider the floodplain requirements while referencing the issues related to accessibility, parking and transportation, physical constraints and environmental impacts.

Many City amenities have been constructed within the floodplain including the waterfront Esplanade. The Esplanade is composed of two sections: a wooden boardwalk directly over the Fraser River and a brick walking path on the shoreline. Under the freshet emergency plan, the wooden portion has the potential to be submerged and would be closed for public access. The brick pathway has been identified in the Floodplain Management Strategy to be raised and included as a component to the proposed dyke alignment. This will allow continued enjoyment of the riverfront while offering an increased level of protection to Downtown residents and businesses.

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ELECTRICAL UTILITY

New Westminster Electric Utility is a municipally owned electric distribution utility whose purpose is to provide reliable electrical power and related services to residents and businesses in New Westminster. In partnership with the community, the utility strives to enhance quality of life, support sustainable development and protect the environment. The Electric Utility achieves its mission through the utilization of a governance structure and business model that is intended to make the enterprise appropriately businesslike, industry-aware and accountable to the citizens of New Westminster.

CHALLENGES

The steep topography of the Downtown provides challenges for effective and efficient servicing. The City's aging infrastructure also means that some utilities are in need of replacement. There are many overhead utility lines (electrical, telephone and cable-television) that run throughout the Downtown, which will be relocated underground as redevelopment occurs (as outlined in the Subdivision & Development Control Bylaw and the City Electrical Bylaw).

Another continuing challenge is the coordination of City utilities (water, sewer, storm sewers and electrical) with those of external agencies (gas and telecom). There is limited space under streets, lanes and other rights of ways which requires coordination in locating utility lines in a manner which doesn't create interruptions in service or an increase in costs.

Key Goal: Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.

Strategies	Actions
14a Co-ordinate service & utility upgrades to support development.	• Coordinate service and utility upgrades to coincide with and support public and private development construction. • All existing and future infrastructure related work must be done in concordance with the *New Westminster Asset Management Plan*.
14b Minimize impact of City infrastructure on surrounding neighbourhood.	• Develop, construct and operate City services to minimize impacts on local livability and to complement the urban character of the Downtown.
14c Implement the *Floodplain Management Strategy.*	• Encourage a policy of continuous dyke improvements following the recommendations from the *Floodplain Management Strategy*. • Explore alternative measures to flood proofing of redevelopment projects.
14d Explore creative/innovative ways of advancing environmentally sustainable servicing.	• Explore demand-side management opportunities to reduce the pressure on City infrastructure, utilities and natural resources. • Incorporate the concept of sustainability into the development and implementation of capital projects whenever possible. • Minimize water consumption. • Reduce peak wet weather flows through onsite stormwater management solutions. • Require at source sewer separation with redevelopment.

15.0 Land Use Designations

(Land use map, see Schedule F)

[BYLAW NO. 8285, 2021]

Note: In addition to the uses identified in the individual Land Use Designations, uses that address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster, may be permitted in all land use designations.

Land Uses	Storeys*	Details
Columbia Historic Mixed-Use 	• Non-heritage sites over 1,214 m^2 (13,067 ft^2) up to 12 storeys	• mixed-use (commercial and/or residential) along Columbia Street • retail, office, service, restaurant, entertainment, arts and culture, recreation at street level • identified heritage sites will be protected. • all development on non-heritage sites must respect adjacent heritage • façade retention will be encouraged over full demolition of a heritage building
Commercial Waterfront	See Zoning Bylaw	• commercial only: retail, service, office, restaurant, entertainment, hotel, arts and culture
Mixed-Use High Density 	See Zoning Bylaw 660 Front Street Up to 30 storeys (Bylaw No.6951, 2005)	• mixed-use (commercial and/or residential) throughout Downtown, outside of Columbia Historic Mixed-Use • retail, office, service or residential • any combination of the above (can be one use or multiple uses) [BYLAW NO. 8283, 2021] • despite what is shown in Schedule F (Land Use Map), the requirement for at grade commercial does not apply to the properties with civic addresses of land 60 and 68 Sixth Street if all housing on that land is supportive housing
Irving House Cultural Commercial	See Zoning Bylaw	• small retail, restaurant, service that will be synergistic with Irving House
Parks and Open Space	n/a	• parks and open space • limited commercial, food service, retail
Muni Evers Residential/Park	See Zoning Bylaw	• residential • townhouses, stacked townhouses, row houses, low rise apartments, mid rise apartments, towers • park and/or open space

Land Uses	Storeys*	Details
Residential – Tower Apartment 	See Zoning Bylaw	• targeted for residential • intended for residential towers • also may include mid-rise apartments, low rise apartments, townhouses, stacked townhouses, row houses • community amenities such as churches, child care, libraries or community space • small-scale, corner store type retail, restaurant, and service uses permitted
Residential – Mid Rise Apartment 	See Zoning Bylaw	• targeted for residential • intended for mid-rise apartments • also may include low rise apartments, townhouses, stacked townhouses, row houses • community amenities such as churches, child care, libraries or community space • small-scale, corner store type retail, restaurant, and service uses permitted
Residential – Low Rise Apartment 	See Zoning Bylaw	• targeted for residential • intended for low rise apartments • also may include townhouses, stacked townhouses, row houses • community amenities such as churches, child care, libraries or community space • small-scale, corner store type retail, restaurant, and service uses permitted
School/Institution	n/a	• public, private and post-secondary schools • public institutional uses, such as libraries, law courts and civic facilities • park
Comprehensive Development	n/a	• further study is anticipated which may affect the mix and type of land use • uses permitted under the existing zoning will continue to be allowed
Transportation infrastructure	n/a	• major rail, road, and other transportation infrastructure
Pattullo Bridge Realignment Study	n/a	• further study is required regarding the Pattullo Bridge realignment study • uses permitted under the existing zoning will continue to be allowed

***Note:** Properties on the Heritage Register, and sites adjacent, are subject to further guidelines that may limit allowable heights.

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16.0 Development Permit Area

DOWNTOWN DEVELOPMENT PERMIT AREA

Development Permit Areas are identified in this Plan to provide guidance to potential investors and outline the City's expectations regarding future growth and development. By conforming the the guidelines, new development helps to achieve the goals included in this Plan and to implement the Downtown Vision.

The Downtown, identified as the Downtown Development Permit Area on Map 1, is the cultural and historic heart of the city. This Development Permit Area is designated to support its Regional City Centre designation in *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy. This Development Permit Area establishes the objectives and guidelines for:

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

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

[BYLAW NO. 8151, 2019]

GENERAL EXEMPTIONS

A Development Permit and a Special Development Permit will not be required for:

- Construction of single detached dwellings and non-residential structures accessory to singledetached dwellings, and consequential site alterations.
- In relation to an existing building or structure, any of the following maintenance work, provided the work not involve a change in the exterior design or material composition of the building or structure: repainting or recladding of a building, roof repair including replacement of shingles, restoration or replacement of windows, doors, stairs or exterior trim elements, and replacement of awnings.
- Maintenance of landscaping that does not involve a change in design.
- Exterior building or structure painting.
- Construction of accessory buildings or structures with a floor area equal to or less than 10 square metres (108 square feet).
- Construction, building alterations or site alterations associated with approved temporary use permits.
- Internal alterations made to buildings and structures.
- Signs.
- Subdivision of land.

OBJECTIVES

The City of New Westminster will ensure that new development supports a vibrant, pleasant, and people oriented downtown. The guidelines for Downtown are based upon the following objectives for development:

- Reflect the context of New Westminster and unique characteristics such as history, views and topography.
- If building in the Columbia Street Historic District, form, height and character will be evaluated based on adjacencies to heritage assets. If building outside the historic district but next to a heritage asset, factors such as sympathetic design and materials must be considered.
- Support the protection and revitalization of heritage buildings and the neighbourhood's heritage character.
- Provide safe and pleasant streets and public spaces where pedestrians feel comfortable and welcome.
- Create a positive, people oriented connection between new buildings and the street, between public and private spaces.
- Promote excellence in architectural design and creativity in the architectural form, massing and character of new development.
- Protect important public views, and ensure light and air penetration to the street. 16
- Promote a vibrant and diverse local economy through the encouragement of attractive and functional commercial areas.
- Guide the development of new buildings which conserve energy, materials and water.
- Encourage new habitat and a greened built environment which supports ecological cycles and reconnects people with nature.
- Minimize negative impacts on air quality and the water quality of the Fraser River.
- Maximize opportunities for rooftop features which generate energy, minimize runoff and create multi-purpose green spaces.
- Promote sustainable modes of transport (e.g., walking, cycling, transit).

GUIDELINES

1. BUILDING FORM AND MASSING

The massing and form of buildings should showcase high level design and creativity, respecting the pedestrian scale and heritage assets of the Downtown.

a. Vary the shape, massing, and exterior finishes of buildings in order to avoid a repetitive appearance when the development is viewed as a whole. Extra attention should be paid to doorways and corners.

b. Create focal points and prominence in building design at the corners of street intersections. Gateway elements are encouraged at visually prominent intersections.

c. Design the building with continuity throughout. Design elements or key proportions from the tower may extend through the podium and be reflected at street level.

d. Provide a consistent and cohesive colour palette utilizing colours appropriate to a New Westminster context. Consider the heritage colour palette in the older buildings of New Westminster.

e. Quality, natural materials that are historic to New Westminster are encouraged.

f. Contribute to the unique character of the city through clear architectural references. While it is important not to mimic heritage buildings, the use of traditional materials, proportions and details that help reinforce New Westminster as a historic place are encouraged.

16 g. Buildings located adjacent to heritage assets must ensure the form, massing and design of the building is sympathetic to the heritage building.

h. The spacing of towers and units should be staggered so that private views are directed past neighbouring high-rise developments.

i. Locate the portion of commercial buildings below 12 metres (40 feet) in height close to the edge of the sidewalk. Special attention should be given to the first 3 or 4 storeys to reinforce the pedestrian scale.

j. Provide a minimum 4.5 metre (15 foot) setback from the edge of the top of a podium fronting a pedestrian oriented street. This does not apply to lanes or narrow streets intended primarily for access, utilities and servicing.

k. Reinforce the scale and character of heritage buildings through ensuring the top edge of the heritage façade forms the edge of the podium of the building. The setback from the edge of a street front heritage façade should be at least 4.5 metres (15 feet).

l. When designing point towers:
   - Integrate the design of the podium with the tower.
   - Shape buildings above the 7th storey as tall and slender towers that respect views, and provide for light and air penetration to the street.

m. Reinforce the conclusion of the building design through special consideration of the form, massing and detail of the top several floors and roof of the building. Provide organized rooftops that are attractive when seen from above as well as the street. Rooftop mechanical and service equipment should be screened in a way that incorporates it as an integral part of the building's architectural design.

n. Provide some variety and unique characteristics of each building where there are multiple buildings in one development to reinforce individual building identity.

o. Creativity in the design of the building and landscaping is encouraged to promote interest and whimsy in the Downtown.

p. Interior sidewalls, created as a result of construction/redevelopment phasing, should be designed to complement the overall appearance of development, and should not appear temporary or unfinished.

2. COLUMBIA STREET HERITAGE DISTRICT

These guidelines are based on the conservation and enhancement of heritage buildings along Columbia Street. The intent is to provide appropriately rehabilitated heritage buildings, while providing guidelines for new development that adds to the ambience of the Columbia Street Heritage District. 16

a. Original materials should be left in place and new materials should be sympathetic and compatible.

b. New development will respect the scale and historic street pattern.

c. The saw-tooth profile of the historic streetscape must be maintained.

d. New construction will be compatible with adjacent heritage assets and complement the overall Columbia Street Historic District.

e. New buildings should provide an appropriate transition between differing scales and heights of neighbouring buildings.

f. New construction will respect and enhance the horizontal alignments on neighbouring heritage buildings.

g. The first storey will maintain a similar articulation to the heritage buildings on either side and upper storeys should respect or continue the decorative details and articulation of neighbouring heritage buildings.

h. Storefronts should respect the existing pattern of building widths along the street.

i. A new building that is wider than 20 metres (66 feet) should maintain the rhythm of the streetfront building pattern, such as using strong vertical design elements at the centre and sides of the new building.

j. Display windows should reflect the repetitive and vertical pattern of display windows in adjacent heritage buildings.

k. Upper storey windows should reflect the fenestration pattern of neighbouring heritage buildings and may be of punched design.

l. Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.

m. Signs and awnings on heritage buildings will follow the HARP design guidelines for size, colour and material.

n. New awnings should have a traditional profile, with sloped awnings being preferred. Material should be of high quality canvas or glass.

o. Where structurally possible, awnings should align horizontally with neighbouring canopies.

3. SOLAR ORIENTATION AND ENERGY EFFICIENCY OF BUILDINGS

The intent is to maximize energy conservation opportunities through application of passive design principles. These principles lead to buildings designed to require less energy input to cool in hotter months and heat in colder months. Further, the intent is also to limit the energy consumed by buildings by encouraging use of alternative energy sources and the use of high quality durable materials with a long lifespan.

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a. Orient and mass buildings to maximize opportunities for passive solar heating and cooling, solar hot water and photovoltaics, and natural lighting and ventilation. Where possible, situate the long axis of major building elements in the east-west direction.

b. Site and orient buildings to take advantage of prevailing winds for cross ventilation. Buildings should have units with exterior ventilation (operable windows) on two sides to encourage passive cooling through cross ventilation.

c. Building massing that promotes units with potential for exterior ventilation on two sides is strongly encouraged.

d. Incorporate the use of roofing materials and colours with a high "albedo" (e.g., materials that reflect heat energy from the sun) to reduce the absorption of heat into the building and reduce the "heat island effect."

e. Use exterior shading devices to manage heat gain from solar exposure. These may be adjustable, such as fixed awnings or retractable canopies, or fixed, such as projecting roofs, deep balconies, light shelves, fixed fins and similar features into building design to shade during the summer but provide solar access in winter.

f. Limit the amount of glazing, especially on west and southwest exposures, where mid-afternoon summer sun is difficult to shade effectively. Maximize glazing on building facings with limited sunlight exposure. For mid- and low-rise facades, a maximum of 50% glazing is permitted. Above 3 storeys, glazing of less than 60% is encouraged.

g. Encourage glazing technologies that allow daylight penetration into buildings and minimize heat conduction.

h. Produce 10% of the building's annual energy demand from on-site renewable sources (solar, geo-exchange [earth energy]). "Solar ready" design is encouraged to extend energy production later.

i. Select exterior materials with low embodied energy and long lifespan to minimize energy used in building construction.

4. COMMERCIAL STREET FRONT

The orientation and design of commercial buildings should add to the street vitality and safety by promoting active, street level uses and informal surveillance of the area.

a. Locate uses to reinforce a vibrant, safe pedestrian experience. Encourage retail and service activity on the first floor immediately adjacent to the sidewalk on important commercial streets.

b. Ensure a direct relationship between commercial activities and the pedestrian. Where commercial activities front the street level there should be:
   - Clear or tinted (not reflective or opaque) windows on the street
   - Prominent doorways
   - Architectural building detail at the pedestrian eye level
   - Visual interest including lighting, awnings, landscaping containers, and/or creative use of colour
   - Varied store fronts (large storefronts without fenestration detailing are strongly discouraged)

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c. Signage should not create visual clutter.

d. Outdoor seating, cafes, tables or outdoor displays are encouraged to promote street activity, where possible.

e. Provide a separate, safe, covered entrance for residents where residential and commercial uses are in the same building. The residential entrance should be located on the less prominent street if possible and not interrupt a continuous commercial street front.

f. Large blank walls that front streets, including retaining walls, are strongly discouraged. If unavoidable, they should be mitigated by:
   - Using different textures, materials and colours on the wall to articulate the surface and make it more visually appealing.
   - Murals or other forms of public art.
   - Installing a trellis or living, green wall.
   - Providing a raised or terraced planter bed with adequate area to plant landscaping that can grow to screen the wall.
   - Incorporating the wall into a patio or sidewalk café area.

5. RESIDENTIAL STREET FRONT

Residential buildings should be oriented and designed to balance a sense of community and neighbourliness while still allowing privacy of individual units.

a. Emphasize residential scale and street orientation through changes in architecture and articulation of building form.

b. For medium density developments, reduce the building's bulk and volumetric impact on the street by setting back upper portions of the building.

c. Provide a comfortable separation between residences and the street to allow for landscaped front yards, porches or patios. A set back of at least 3 metres (10 feet) from the property line should be included.

d. Ensure a relationship between residential activities and the sidewalk through building and site design. There should be:
   - Expression of individual units reflected in the overall form of the building as well as at street level;
   - A visual and physical connection between residences (townhouse or apartment) and the street with ground level units having individual front doors that are directly accessible and visible from the street;
   - large windows facing the street and useable outdoor space;
   - Oversight of the street from the building; and
   - Design of walking areas, patios, retaining walls, lighting and fences that are detailed, decorative and reflective of the individual precinct.

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e. Where patios are located along the street front, they should be elevated slightly to provide a degree of privacy while still allowing street surveillance.

f. If the building has a main pedestrian entrance, it should be clearly evident, directly connected to the street and integrated within the design of the building. There should be direct sight-line into the elevator lobby from the street.

g. If the building has a main pedestrian entrance, provide a gateway transition feature for walkways which are intended for use by residents, thereby delineating the private property. Locate the feature near the sidewalk and integrate it with the design of the development.

h. Large blank walls fronting streets, including retaining walls, are strongly discouraged. If unavoidable, they should be mitigated by:
   - Using different textures, materials and colours on the wall to articulate the surface and make it more visually appealing.
   - Using murals or other forms of public art.
   - Installing a trellis or living, green wall.
   - Providing a raised or terraced planter bed with adequate area to plant landscaping that can grow to screen the wall.
   - Incorporating the wall into a patio or sidewalk café area.

6. THE PUBLIC RIVERFRONT

The public riverfront will promote active and recreational uses along the Fraser River and encourage high quality open space and development that improves public access and views of the river.

a. Apply guidelines regarding pedestrian comfort and circulation (Section 8) and public open spaces (Section 9) to important pedestrian and public riverfront places.

b. Commercial buildings located adjacent to the Esplanade are encouraged to have outdoor seating areas that open onto the walkway and contribute to the activity of the space.

c. Buildings are to reflect the marine character of the Fraser River.

d. Suitable space for entertainment and tourism uses that contribute to the vitality and activity along the riverfront are strongly encouraged.

7. PEDESTRIAN COMFORT AND CIRCULATION

These guidelines aim to create a high quality, comfortable and pleasant experience for pedestrians in the Downtown.

a. Provide for the comfort and interest of pedestrians on the sidewalk and in public spaces through lighting, signage, seating and continuous weather protection such as canopies and awnings.

b. Provide high quality and pleasant public streetscapes with sidewalk details such as interesting tree grates, paving inlays, stamps, or colour, and are consistent with existing sidewalk patterns.

c. Provide easy access that is suitable for all ages and abilities from the street to building entrances and for important walkways within the development. Provide smooth, non-skid walking surfaces and gentle grades. There may be changes in the grade of walkways from individual units to the public street.

d. Provide shielded, down lighting to ensure the safety and comfort of pedestrians on the public sidewalk. Provide for security and ambient lighting but minimize light pollution. Energy efficient lighting such as LED or solar powered lighting should be used where ever possible.

e. Ensure safe circulation by distinguishing areas for walking and cycling from parking and traffic.

f. Provide street trees in public right-of-ways along streets to soften the urban environment and reduce the scale of the street to a more human level.

g. Ensure lanes and narrow streets are pleasantly designed and safe by indicating an edge between the public street and private land. Consider interesting paving details that delineate pedestrian circulation and drainage patterns. Provide opportunities for visual oversight and lighting from buildings onto narrow streets or lanes.

h. Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) such as lighting, visibility or natural surveillance, control of trespass, prevention of blind spots or hiding places, clear access, and safe parking garages. Seek professional evaluation for large or complicated proposals.

i. Within CPTED guidelines, minimize exterior lighting energy demand by minimizing lighting and using high-efficiency luminaires and bulbs such as LEDs.

8. OUTDOOR SPACES

Open spaces should be thoughtfully designed to maximize daylight and provide functional space that is comfortable for a variety of ages and users.

a. Accessible, outdoor public spaces are encouraged in all developments, including commercial and institutional buildings.

b. Provide high quality, interesting, and durable outdoor spaces. Coordinate the design of all elements including lighting, paving, outdoor furniture, and garbage receptacles. The design of the gathering area should be integrated with the site and building.

c. Incorporate public art in all open spaces where ever possible.

d. Provide for pedestrian permeability with multiple opportunities to access and move through public open space.

e. Locate outdoor spaces to capture the sun and create an inviting gathering space. Suitable overhangs, canopies and trees for shade and rain protection should be incorporated.

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f. Spaces should be designed to be programmable for inter-generational activities and uses. They could include:
   - a playground suitable for a variety of ages and that is visible from residential units
   - benches and/or tables
   - landscaping
   - a patio to encourage social interaction

g. Lower flat roofs should be structurally and architecturally designed to accommodate forms of rooftop landscaping and outdoor activity.

9. PUBLIC VIEW CORRIDORS

Care should be taken to avoid disrupting views to Downtown's primary element, the Fraser River, as well as to Mt. Baker.

a. When a development occurs along a significant street (Fourth Street, Sixth Street and Eighth Street), the applicant will provide an view impact analysis evaluating how the proposal affects views to the Fraser River and Mt. Baker.

10. LIGHT AND AIR PENETRATION

Ensuring adequate light and air circulation of new development and minimizing its negative impact on existing buildings is important in the urban context of Downtown.

a. Provide for light and air penetration through a minimum separation between towers of 27 metres (89 feet). For the purposes of the guidelines a tower is deemed as a building 7 storeys or higher.

b. Shape towers so that views are maximized around and between them.

c. Provide a shade/shadowing study and view analysis for all buildings.

11. NOISE

Due to the proximity to rail, SkyTrain and the truck route in the Downtown, new development needs to consider noise abatement techniques to enhance the livability of residential units.

a. An array of design and construction techniques should be used to buffer residential units from noise, including:
   - orienting outdoor areas and bedrooms away from noise sources
   - using alternate ventilation (to provide an alternative to opening windows)
   - using concrete construction
   - using glass block walls or acoustically rated glazing
   - using sound absorptive materials and sound barriers on balconies

b. Provide a report prepared by qualified persons trained in acoustics and current techniques of noise measurements demonstrating that the noise levels in residential units meet CMHC levels.

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12. PLANTS AND LANDSCAPE

Abundant landscaping should be used to maximize the 'green-ness' of Downtown and soften the urban landscape.

a. Make substantial use of landscaping and contribute to a green Downtown. Use landscaping in all areas including walkways, patios, public spaces or other hard surfaces, and include setbacks from the property line.

b. Provide landscaped ("green") roofs on all concrete podiums to manage runoff, add visual appeal, improve energy efficiency and reduce heat island effects, and provide amenity value.

c. Landscaping integrated into the building roofline, patio and podium edges, and along the building facade at grade is encouraged to soften building edges, provide a degree of privacy, and reduce summertime solar gain. Landscaping should provide only a partial screen to enable surveillance of the street, transparency of commercial frontages, and to provide for safety.

d. Retain good quality existing landscaping where possible. Ensure any retained mature trees will be safe when construction is complete.

e. Provide good quality plants and support long-term maintenance through using professional standards. Specify these or higher standards on the landscape plan:
   - Plant material in the specified container size must meet the BC Landscape Standard of the BC Nursery Trades Association
   - All trees shall be staked in accordance with the BC Landscape Standards.

f. Mulch planting beds to a minimum depth of 50 mm to reduce evaporative losses and increase absorption of soils.

g. Choose plants that are species native to the area and:
   - Provide complex multi-storey habitat through a combination of groundcover, shrubs and trees, and the use of species that provide nesting habitat, protection from predators, and food for songbirds;
   - Are hardy, drought-tolerant, perennial species, reducing the need for maintenance, pesticide use, and irrigation.

h. Design and place landscaping to facilitate year round moderation of the internal building climate. Appropriate deciduous trees on the south and west side of buildings will shade in summer and allow sunlight through in winter.

i. Communal gardens and private balcony or roof gardens are encouraged, to provide residents with space to garden and grow food. Edible decorative landscaping is also encouraged.

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j. Consider rainwater collection and storage in cisterns to use for landscape irrigation.

k. Design landscapes, including planters and decorative landscape areas, to incorporate low-impact storm water features that retain and/or infiltrate run-off in order to treat it to storm water quality objectives set out in the applicable storm water management plan, or as required to meet Water Quality Objectives for the receiving water body.

13. PARKING

The location and design of parking structures should avoid negative impacts on the pedestrian environment and to adjacent properties.

a. Development should support vibrant, safe streets by ensuring people oriented uses in buildings front prominent sidewalks where substantial pedestrian use is expected. Parking structures and parking lots will be designed to be unobtrusive to the pedestrian environment.

b. Above ground open air parking lots will be strongly discouraged.

c. Parking structures are strongly encouraged to be located below ground. Where below ground structures are not possible, above ground parking structures should be located behind active, street level uses.

d. Above ground parking structures that dominate the pedestrian environment are not permitted. Attention and detail should be given to the design of the structure, including:
   - Decorative grating applied to any face of the structure fronting a street
   - Creative use of colour
   - Colourful landscaping

e. Soften the views and reduce the visual scale of parking from the sidewalk and street with landscaping. Ensure that landscaping supports public safety through allowing visual surveillance of parking areas.

f. Provide access to parking and utilities from a lane or narrow street and ensure a continuous pedestrian interface and neighbourhood quality on the primary street. Where lane access is available, access to parking areas or structures from a street will generally not be permitted. 16

g. Integrate the access to parking with the design of the building. Minimize the number of sidewalk crossings and impacts upon pedestrians.

h. Provide secure and separate parking for residential and commercial activities where both share a parking structure.

i. Ensure underground parking for commercial uses is readily accessible, well signed and easily used by customers.

j. Support transportation options such as carpools, cooperative car use, parking for people with disabilities through providing appropriately sized and conveniently located parking spaces.

k. Plant trees and shrubs throughout any surface parking areas to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred.

l. Design parking and other paved areas to minimize negative impacts on surface runoff volume and quality. Use an appropriate selection of strategies such as the following:
    - Install oil/water separators for high traffic areas.
    - Direct runoff to landscaped filter strips, bio-swales, and bio-filtration strips.

[BYLAW NO. 8039, 2018]

m. Infrastructure for electric vehicles for residential parking areas are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.

n. Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.

14. RECYCLING, GARBAGE AND COMPOST RECEPTACLES

The location of recycling, garbage and compost receptacles should be given thoughtful design to encourage the reduction of solid waste and promote sustainability within individual developments.

16 a. Encourage the installation or provision of space for a 3-stream (compost, recyclable, waste) collection facility in all residential units and food service establishments, and/or in common areas in buildings to ensure that centralized organics collection facilities are in-place once organics collection is mandatory in the coming years.

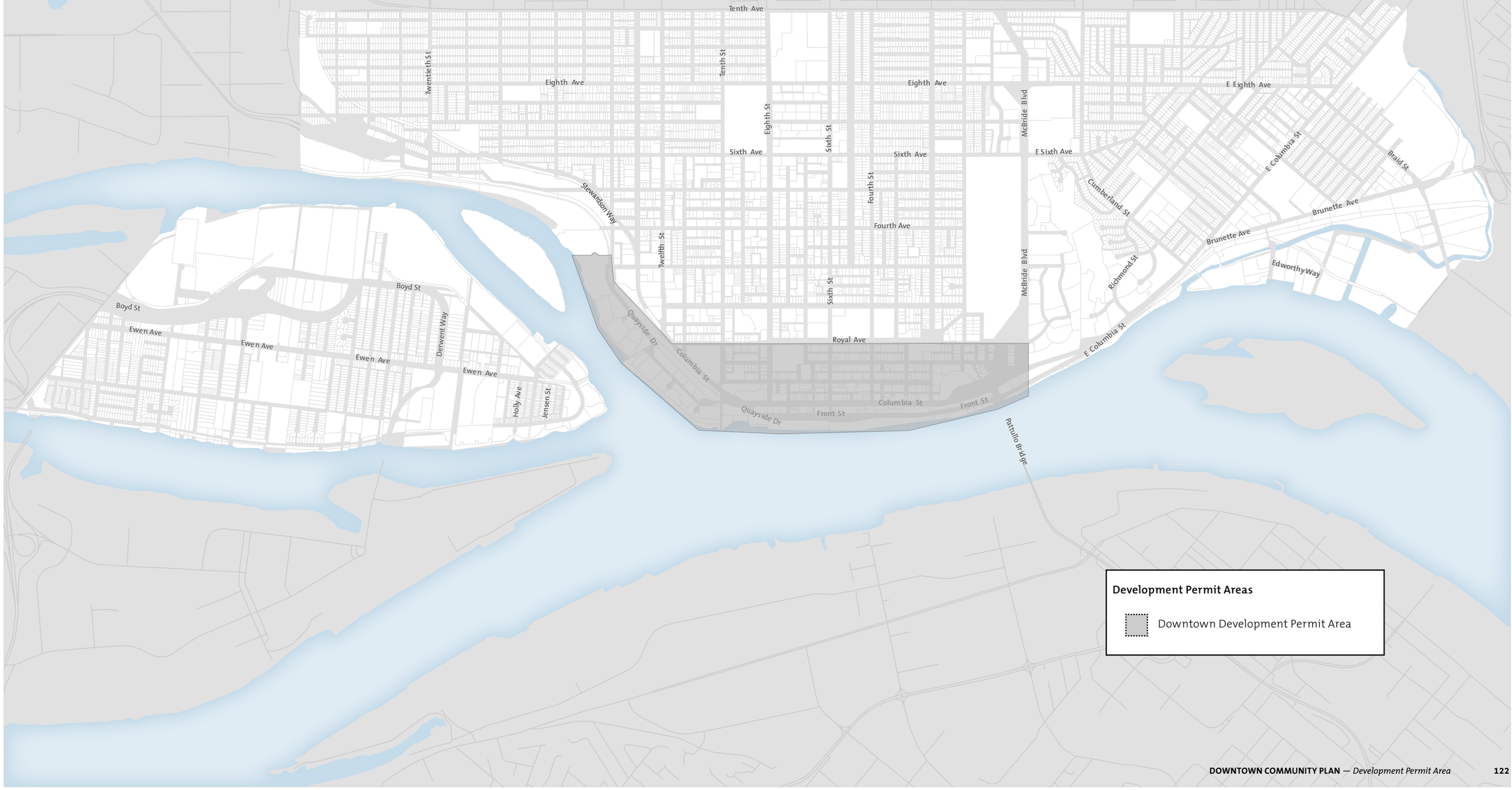
b. Ensure the 3-stream collection facility is located in a secure, well designed, screened area that is safely accessible by both residents and service trucks.

c. Encourage the incorporation of 3-stream separation into kitchen areas to make recycling convenient.

d. Reduce the impact of odor from compost bins through careful location and an enclosed design complementary to the design of the building.

e. Access to waste should be located off of lanes or secondary streets.

MAP 1 DOWNTOWN DEVELOPMENT PERMIT AREA



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17.0 Measuring Progress

As part of Downtown Community Plan implementation, Plan monitoring will be done at regular intervals (e.g., bi-annual or every 5 years) to track and measure performance. The basis for monitoring will be the selection of key performance measures related to strategic goals in the Plan. This will be the first time New Westminster has integrated monitoring into one of its land use plans.

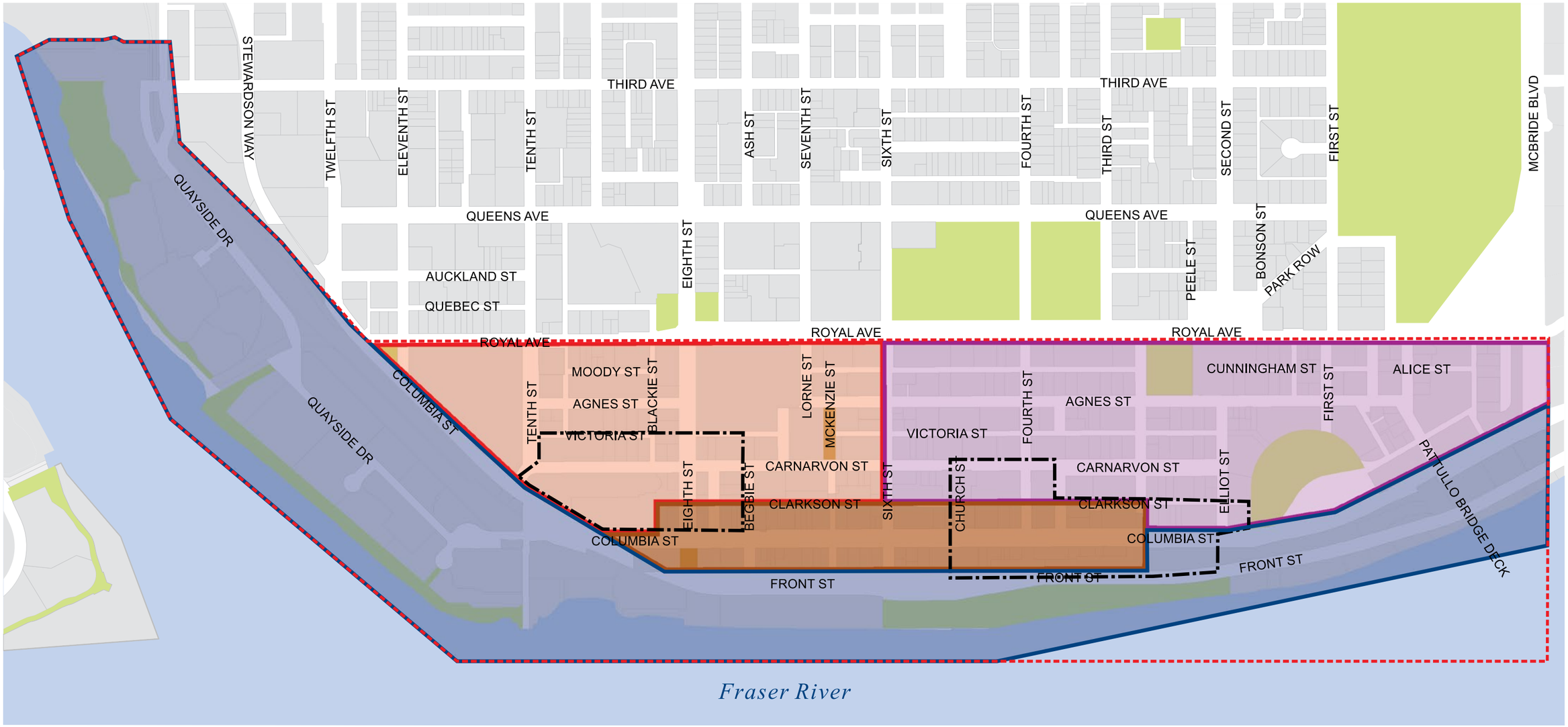
Performance measures are pieces of information that generate a picture of what is happening in a local system. They provide insight into the overall direction of a community: whether it is improving, declining, staying the same, or is a mix of all three. Indicators provide a measuring system about past trends, current realities, and future direction in order to aid decision-making.

Performance Measures for the Downtown Community Plan
Table 9 shows a set of measures related to the 10 policy areas of the Plan.

TABLE 9. PERFORMANCE MEASURES FOR THE DOWNTOWN COMMUNITY PLAN

Downtown Community Plan Policy Area	Performance Measures
Environment	• Percentage of new developments with landscaped roofs • Net new street trees planted • Inventory of community garden space • Air quality at Front Street mobile test sites (Metro Vancouver) • Energy & Emissions Inventory (Province) • Percentage of new buildings achieving LEED Silver or above or equivalent
Economy	• Commercial, industrial, and institutional vacancy rates • Amount of new office floorspace • Amount of new retail floorspace • Percentage of City's office growth occurring in the Downtown • Total number of growth in jobs
Housing	• Number of new housing units by type (e.g., townhouse, apartment) and bedroom count • Number of purpose-built rental units (net additional) • Number and percentage of renter households who paid 30% or more of their household income on rent
Community Well-Being	• Number of licensed child care spaces per 100 children aged 0-12 • Number of Criminal Code offences • Number of sheltered and unsheltered homeless • Percentage of intersections with curb ramps at all four corners
Heritage Management	• Value of building permits for building upgrades and building redevelopment/retention on identified heritage sites
Transportation	• Pedestrian traffic counts on key routes or points of connectivity • Percentage of trips made by transit • Number of cyclists • Number pedestrians along Columbia Street • Number of wheelchair accessible transit stops (where grade permits)
Parks and Recreation	• Amount of developed/usable park space per 1,000 residents
Arts and Culture	• Number of free and accessible public event days • Amount of rentable space for community arts events
Public Realm and Community Infrastructure	• Length of greenways completed • Length of frontage of new public and private pedestrian-oriented street improvements

SCHEDULE A
Land Use Precincts



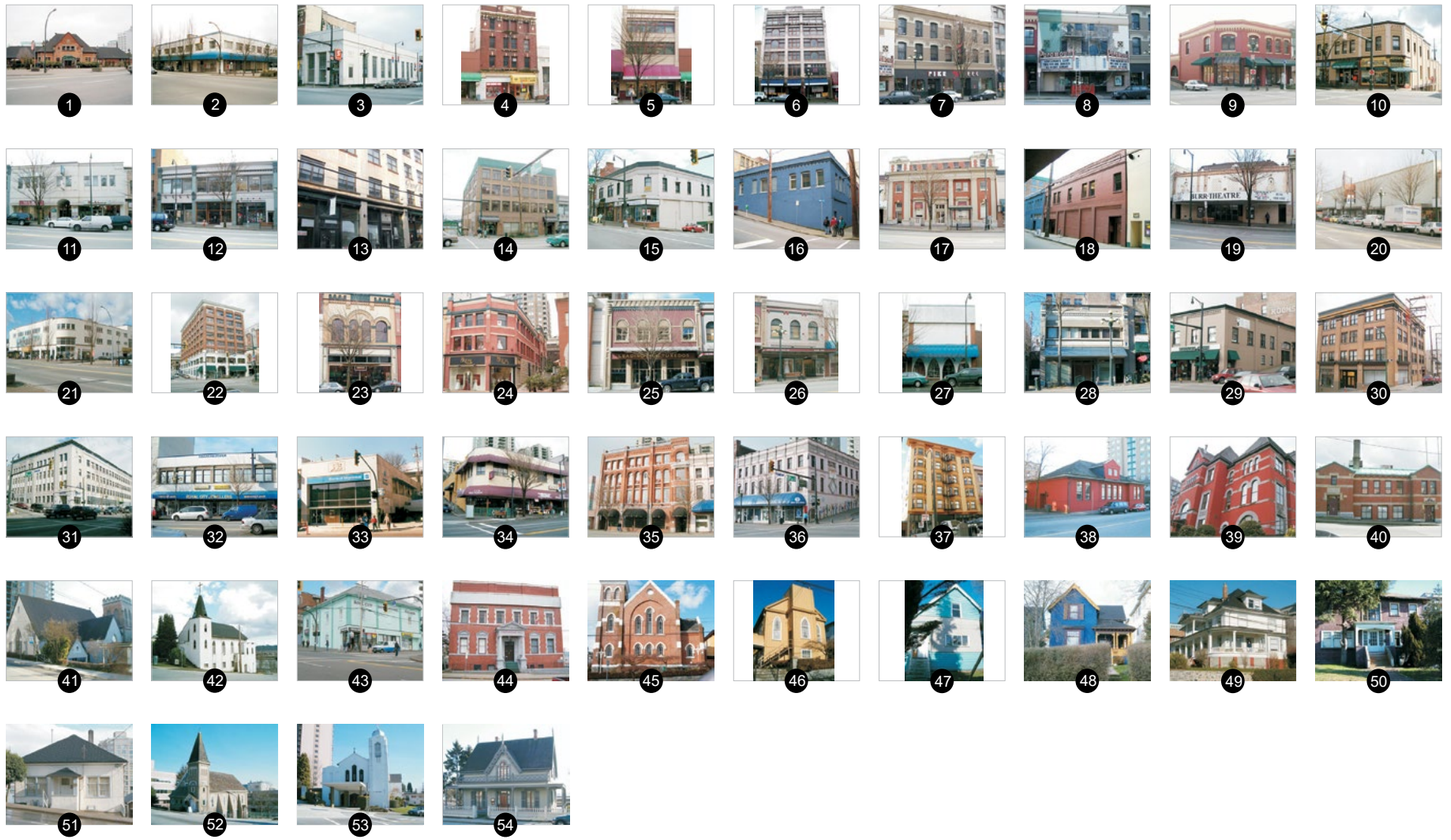
- Plazas & Squares
- Parks & Open Space
- Plan Boundary
- Waterfront Precinct
- Albert Crescent Precinct
- Tower Precinct
- Historic Precinct
- SkyTrain Precinct

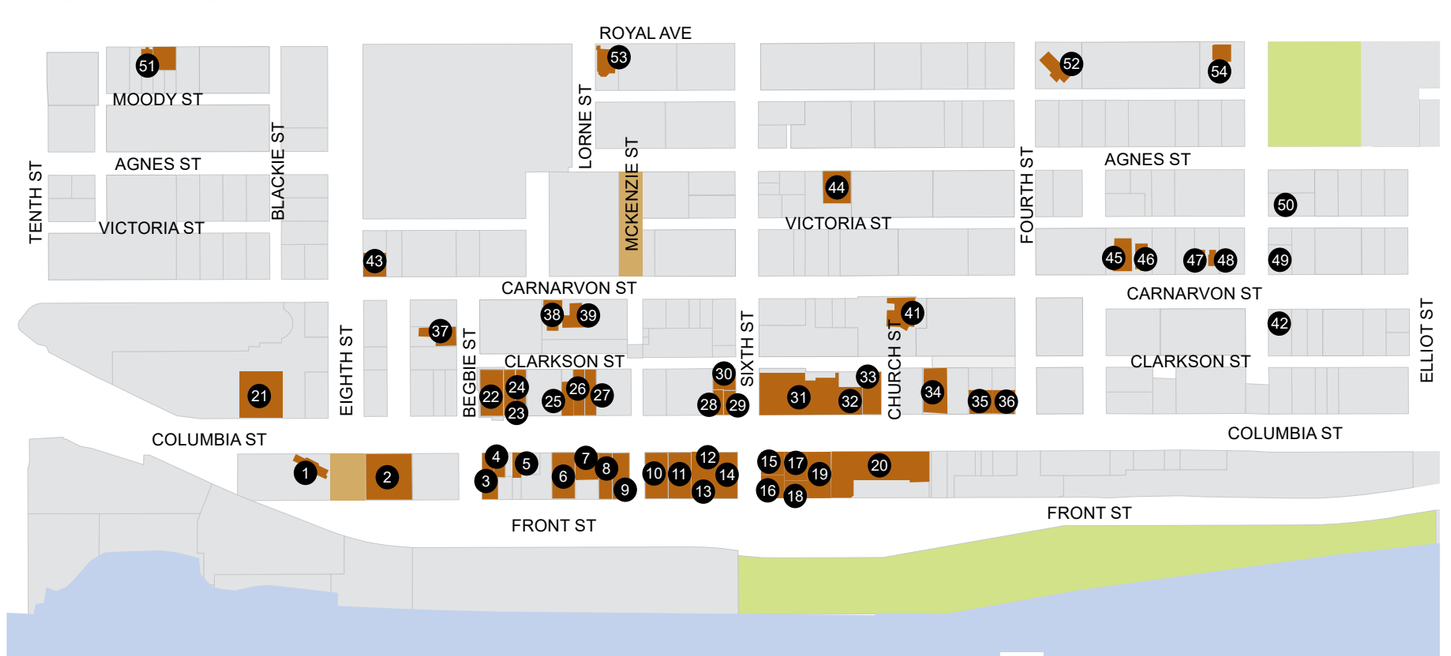
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[BYLAW NO. 8151, 2019]

SCHEDULE B
Heritage Register Buildings





1. The Station, 814 Columbia Street
2. B.C. Electric Railway Building, 774 Columbia Street
3. Bank of Nova Scotia, 728 Columbia Street
4. Occidental Hotel Block, 716 Columbia Street
5. Bryson Block, 710 Columbia Street
6. Trapp Block (Army & Navy), 668 Columbia Street
7. The Windjammer Hotel, 660 Columbia Street
8. Edison Block - Paramount Theatre, 652 Columbia Street
9. Dupont Block, 642 Columbia Street
10. Lewis Block (Crescent Block), 630 Columbia Street
11. Hambley Block, 624 Columbia Street
12. Cunningham Block, 612 Columbia Street
13. Chess Block, 611 Front Street
14. Dominion Trust Block, 600 Columbia Street

15. Ellis Block, Columbia Street, 548 Columbia Street
16. Ellis Block, Front Street, 553 Front Street
17. Bank of Commerce, 544 Columbia Street
18. Malins Block, 535 Front Street
19. Burr Theatre - Columbia Cinemas, 530 Columbia Street
20. Army & Navy Department Store, 502 Columbia Street
21. Mc and Mc Block, 811 Columbia Street
22. Westminster Trust Block Westminster Club, 713 Columbia Street
23. Adams Block, 705 Columbia Street
24. Hart Block, 701 Columbia Street
25. James Armstrong Block, 671 Columbia Street
26. Benjamin Young Block, 665 Columbia Street
27. Curtis Block, 659 Columbia Street
28. Coulthard-Sutherland Block, 607 Columbia Street

29. Ellard Block, 601 Columbia Street
30. Cliff Block, 28 Sixth Street
31. New Westminster Police Department, 555 Columbia Street
32. Clifford Block (Hall-Lavery Block) 513 Columbia Street
33. Bank of Montreal, 511 Columbia Street
34. Evans B. Dean Block, 445 Columbia Street
35. Columbia Stn Inn (Burr Block) Met Hotel, 415 Columbia Street
36. Gutchon Block, 401 Columbia Street
37. Arundal Mansions, 48 Begbie Street
38. Begbie Court - Land Registry Office, 608 Carnarvon Street
39. Begbie Court - NW Court House, 668 Carnarvon Street
40. Fisheries Building, 636 Carnarvon Street
41. Holy Trinity Catherderal, 514 Carnarvon Street
42. Nidarose Lutheran Church, 47 Merivale Street

43. Oddfellows' Block, 55 Eighth Street
44. Masonic Hall, 508 Agnes Street
45. Emmanuel Pentecostal Church, 321 Carnarvon Street
46. St. Andrew's Hall, 317 Carnarvon Street
47. Maria Keary Cottage, 307 Carnarvon Street
48. Keary House, 305 Carnarvon Street
49. Bilodeau House, 219 Carnarvon Street
50. Catherine Armstrong House, 63 Merivale Street
51. Alex Ferguson House, 832 Royal Avenue
52. Saint Peter's Church, 330 Royal Avenue
53. Saint Paul's Reformed Episcopal Church, 628 Royal Avenue
54. Irving House, 302 Royal Avenue

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SCHEDULE C
Parks & Open Space

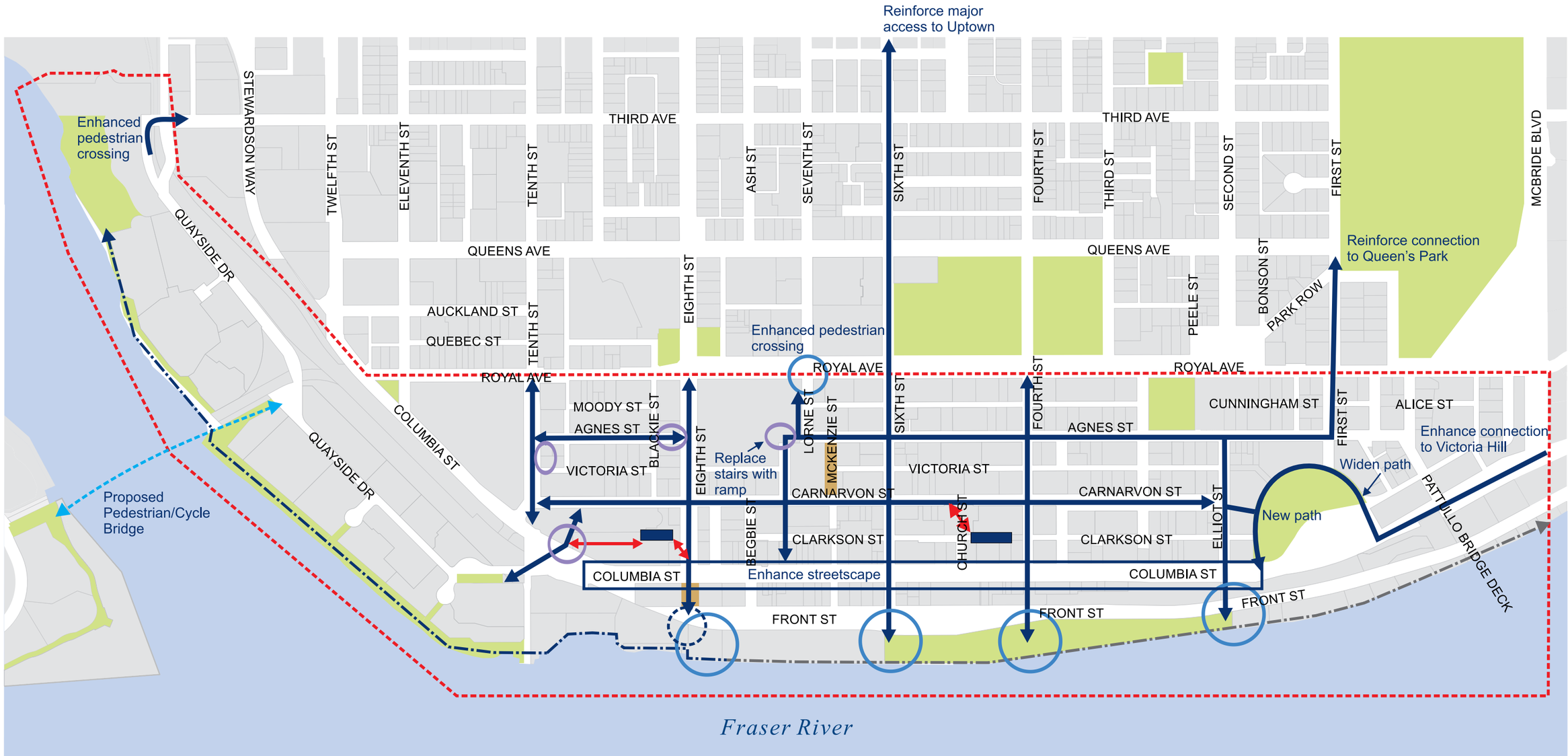


- Plazas & Squares
- Plan Boundary
- Waterfront Esplanade
- Future Waterfront Esplanade
- Community Park
- Neighbourhood Park
- City Park
- * Planning in Progress

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SCHEDULE D
Public Realm



- Plazas & Squares
- Parks & Open Space
- Plan Boundary
- Enhanced Pedestrian Streets
- Pedestrian Activity Node
- Enhanced access to SkyTrain
- Improved waterfront connection
- Widen sidewalks
- Proposed pedestrian cycle/bridge
- Esplanade
- Future Esplanade

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SCHEDULE E
Floodplain Boundary



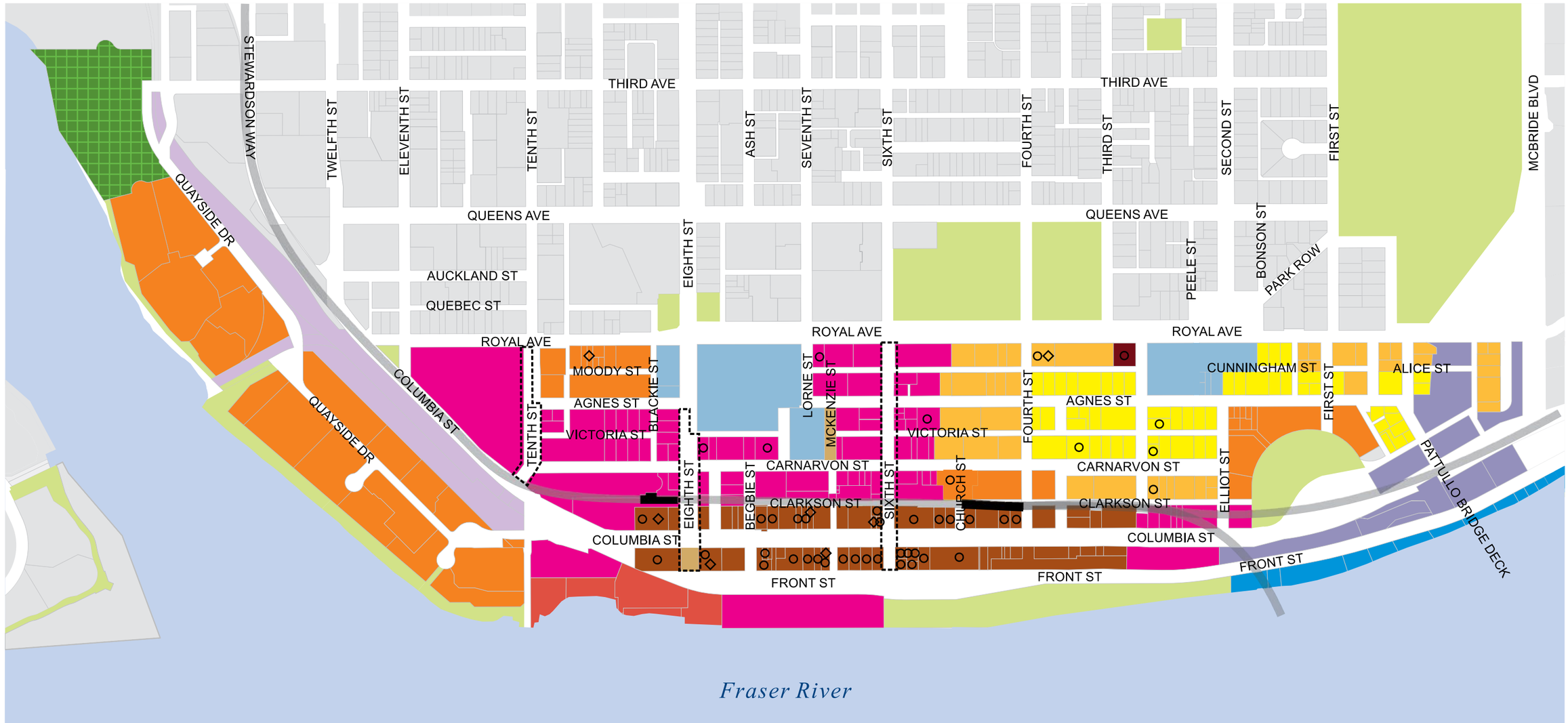
Plazas & Squares
Parks & Open Space
Plan Boundary
Floodplain Area

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Schedule F

Land Use Map



- Plazas & Squares
- Parks & Open Space
- Columbia Historic Mixed-Use
- Commercial Waterfront
- Comprehensive Development
- Irving House Cultural Commercial
- Mixed-Use High Density
- Muni Evers Residential / Park
- Pattullo Bridge Realignment Study
- Residential - Low Rise Apartment
- Residential - Mid Rise Apartment
- Residential - Tower Apartment
- School / Institution
- Commercial at Street Level
- Transportation Infrastructure
- Heritage - Register
- Heritage - Designated & HRA
- SkyTrain Stations
- SkyTrain Lines

[Bylaw No. 8089, 2022]

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5 trees preserved for the future

7 kg waterborne waste not created

8,782 liter wastewater flow saved

116 kg solid waste not generated

229 kg net greenhouse gases prevented

3,868,452 BTUs energy not consumed

Carbon offsets and additional savings by the paper being manufactured with windpower

116 kg ghg emissions not generated

60 cubic meter natural gas unused

equivalent to not driving **409km** in an avg. car

equivalent to planting 17 **trees**

Recycled
Supporting responsible use of forest resources
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MOHAWK

All environmental savings provided by the paper manufacturer's environmental savings calculator. (http://www.mohawkpaper.com)

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