



To: Planning Committee **Date:** May 21, 2002
From: Terry Crowe **File:** 0155-00
Manager, Policy Planning
Re: **CITY OF NEW WESTMINSTER OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW 6730, 2002, FOR 800/900 BOYD STREET, NEW WESTMINSTER, BC**

Staff Recommendation

That Richmond City Council advise New Westminister City Council that:

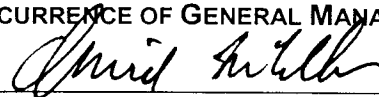
1. The proposed major commercial development at 800/900 Boyd Street may conflict with the GVRD's LRSP policy directions by encouraging major commercial development outside of a designated Regional Town Centre.
2. Prior to the consideration of the proposed New Westminister OCP amendment for 800/900 Boyd Street, the applicant be requested to expand the scope of the traffic management study for the proposed development, in consultation with Richmond staff, to include:
 - a) the identification of the potential traffic impacts on the Hamilton community from the proposed development, particularly on Westminister Highway, and
 - b) the development and implementation of any mitigation measures at the developer's expense to address such traffic impacts.
3. New Westminister staff be directed to report back to the City of Richmond on the outcome of the above traffic impact assessment and development of mitigation strategies, prior to the final reading of the proposed OCP amendment for New Westminister.


Terry Crowe
Manager, Policy Planning

Att. 4

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

The purpose of this report is to inform Richmond Council of a proposed amendment to the City of New Westminster's Official Community Plan and staff concerns about the proposed large regional destination commercial centre.

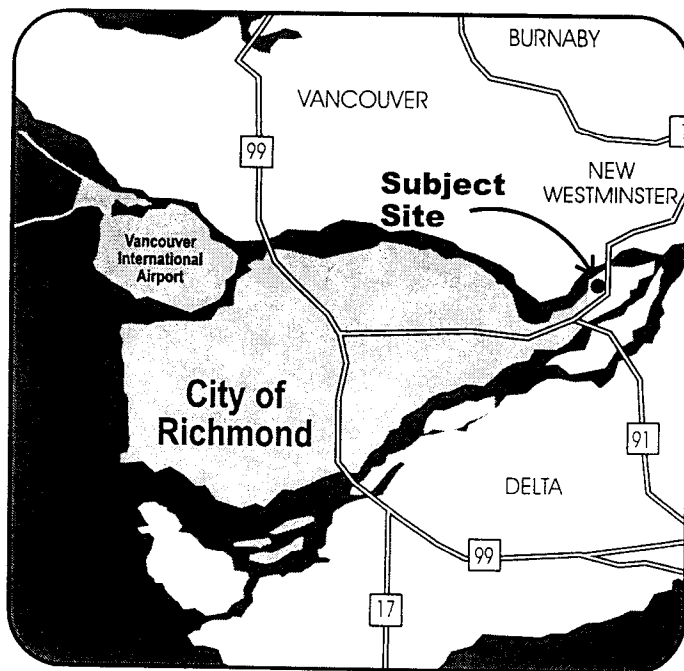
Findings Of Fact

The City of New Westminster is considering an application to rezone a 36 acre site at 800/900 Boyd Street in the Queensborough area from Heavy Industrial (M-2) to Large Format Retail (C-10). This rezoning application requires an amendment to the City of New Westminster Official Community Plan. At a meeting on May 6, 2002, New Westminster City Council directed staff to include the City of Richmond in the consultation process for proposed Official Community Plan Amendment Bylaw 6730, 2002. The relevant New Westminster staff reports and bylaws are presented as **Attachment 1**.

Townline Ventures 30 Ltd. is planning to build a 400,000 sq. ft. retail development and 2,100 parking spaces. The project would be built in two or possibly three phases with the first phase focussing on the anchor tenant in a store of approximately 135,000 sq. ft. (e.g. Wal Mart, Costco, or Home Depot –a major regional retail destination centre).

New Westminster staff advise that there would be significant intersection improvements at the Ministry of Transportation controlled intersection of Howes Street and Highway 91 and also at the City of New Westminster's controlled intersection of Boyd Street and Westminister Highway. These improvements would be undertaken at the developer's expense.

Location Map



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Analysis

City staff have reviewed this proposal, and present the following comments:

Liveable Regional Strategic Plan (LRSP)

The LRSP designates “Downtown New Westminster” as a Regional Town Centre. The proposed commercial development in Queensborough may conflict with the LRSP policy direction by proposing a major commercial centre outside a designated Regional Town Centre. As a result, this development may encourage other similar developments to take place in Queensborough and aggravate traffic patterns within and between the Queensborough and Hamilton communities.

Transportation

- This proposed development (with an anchor store of possibly Wal Mart, Costco, or Home Depot) would be a major regional destination point and therefore a significant draw for inter-municipal traffic.
- The Consultant’s report estimates the draw of traffic to and from the west to be only 5% of the total trips generated by this site. This estimate is considered low by Richmond City staff given that the potential traffic from Highway 91 west (via Arthur Laing, Oak, or Knight Street Bridges) and Delta (Ladner) is likely significant, as there is no major equivalent anchor store (e.g. such as Wal Mart) in any of the three municipalities to the west.
- Richmond City Staff are concerned that Westminster Highway would be used as an attractive alternative to Highway 91 by traffic generated by this site. The consultant’s report does not effectively address this concern and its related adverse impacts particularly on the Hamilton residential neighbourhood.
- The developer’s response to the Hamilton Community Association (**Attachment 2**) states that *“there will be minor increases in the traffic flows and resultant congestion in the Hamilton area”* and *“that there is capacity on Westminster Highway to accommodate this additional traffic”*. Richmond City staff do not agree with the consultant’s assessment that the traffic through this area will be “minor”. Furthermore, there are no suggestions for mitigating measures to address the traffic impacts.
- New Westminster City Council should therefore be requested to require the applicant to identify the appropriate traffic management measures in consultation with Richmond staff, to discourage the use of Westminster Highway by the proposed development generated traffic. The costs of such measures should be introduced before opening day and borne by the developer as part of the requirements for the development.

Hamilton Community Association

The Hamilton Community Association has expressed concerns to the City of New Westminster on the proposed rezoning applications (**Attachment 3**). They believe that *“these changes will not be sufficient deterrent to people who will choose to use Westminster Highway through Hamilton as a shortcut to gain access to Highway 91 or 91A. Further, we are of the opinion that the current state of Westminster Highway cannot sustain increased traffic flow without further jeopardizing the safety of our residents.”*

Staff Recommendations

Richmond City Staff recommend that Richmond City Council advise New Westminster City Council that:

1. The proposed major commercial development at 800/900 Boyd Street may conflict with the GVRD's LRSP policy directions by encouraging major commercial development outside of a designated Regional Town Centre.
2. Prior to the consideration of the proposed New Westminster OCP amendment for 800/900 Boyd Street, the applicant be requested to expand the scope of the traffic management study for the proposed development in consultation with Richmond staff, to include:
 - a) the identification of the potential traffic impacts on the Hamilton community from the proposed development, particularly on Westminster Highway; and
 - b) the development and implementation of any mitigation measures at the developer's expense to address such traffic impacts.
3. New Westminster staff be directed to report back to the City of Richmond on the outcome of the above traffic impact assessment and development of mitigation strategies prior to the final reading of the proposed OCP amendment for New Westminster.

To inform New Westminster City Council of these concerns by their Public Hearing deadline, Richmond City Staff wrote the Council on May 21, 2002 (see **Attachment 4**).

The General Manager, Urban Development Division, City of Richmond will co-ordinate correspondence with the City of New Westminster staff.

Financial Impact

Not applicable.

Conclusion

The City of New Westminster has forwarded for comment a proposal to amend their OCP. The proposed development raises regional and local concerns. Recommendations are made for referral to the City of New Westminster.


Kari Huhtala
Senior Planner

KEH:cas



To: Manager, Policy Planning for response. ATTACHMENT 1

PC: GM-UD for information
CORPORATION OF THE CITY OF NEW WESTMINSTER

511 ROYAL AVENUE, NEW WESTMINSTER, B.C. V3L 1H9

www.city.new-westminster.bc.ca

PHOTOCOPIED & DISTRIBUTED
DATE: 05/10/02

File: 6418
2525-00

May 8, 2002

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Dear Mayor and Council:

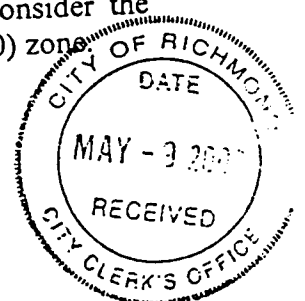
Re: Proposed Official Community Plan Amendment Bylaw 6730, 2002 for 805/865/909 & 931 Boyd Street, New Westminister, B.C.

The purpose of this letter is to provide information on proposed Official Community Plan Amendment Bylaw 6730, 2002 for 805/865/909 & 931 Boyd Street (Queensborough area). Under the Local Government Act, prior to adoption of an Official Community Plan, a local government is required to provide one or more opportunities deemed appropriate for consultation with persons, organizations and authorities that the local government considers will be affected by the plan. In addition, Council is required to consider whether to consult with a number of specific groups, including the Council of any municipality that is adjacent to the area covered by the plan.

At a meeting on May 6, 2002, New Westminister City Council directed staff to include the City of Richmond in the consultation process for proposed Official Community Plan Amendment Bylaw 6730, 2002. Accordingly, copies of the relevant staff reports and bylaws are enclosed for your review and comment.

Summary of the Proposed Official Community Plan Amendment

The site is currently zoned Heavy Industrial Districts (M-2) and designated as Business Park (BP) in the Official Community Plan. The City of New Westminister has received a rezoning application for the subject properties to develop a large format commercial development with 400,000 square feet of retail floor space on the 36 acre site. The City of New Westminister is considering a proposal to amend the designation in the Official Community Plan to Business Park/Commercial (BP/C). If this amendment is approved, Council would then consider Zoning Amendment Bylaw 6729, 2002 which would establish the Large Format Commercial Districts (C-10) zoning schedule. If that is approved, Council could then consider the rezoning of the subject properties to the Large Format Commercial Districts (C-10) zone.



Legislative & Information Services Department

5/8/02 10:50 AM

- 2 -

New Westminster Council gave first and second reading to the bylaws at its May 6, 2002 regular meeting and the public hearing on the bylaws is scheduled for **Monday, May 27, 2002 at 7 p.m.** The City respectfully requests that you forward any formal Council position on the proposed OCP amendment bylaw to the undersigned. Should you wish your comments to be available to Council prior to the Public Hearing then they would need to be received in our office prior to 12 noon on Tuesday May 21, 2002.

If you have any questions concerning the proposed bylaw or the consultation process, please feel free to contact Jim Hurst, Senior Planning Analyst at (604) 527-4588.

Yours truly,

Robyn Anderson

FOR Susan Brown,
Director of Legislative and Information Services

Encl. (1)

Mary Pynenburg, Director of Planning
Jim Hurst, Senior Planning Analyst

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RGA 5/8/02 10:46 AM

REPORT

PLANNING DEPARTMENT

To: Mayor H. Sparkes and Members of Council in Committee of the Whole Date: 2002 April 30

From: Mary Pynenburg, Director of Planning File: 6418
2525-00

Subject: Proposed Amendment to the Official Community Plan for 805 Boyd Street - Consideration of Consultation Options

RECOMMENDATION

THAT the consultation process as recommended in this report be approved.

THAT Official Community Plan Designation Amendment Bylaw No. 6730, 2002 be forwarded to Council for consideration of first reading.

THAT the following resolutions be forwarded to Council for adoption:

- (i) THAT Council concurs that (in accordance with Section 822(3)(a)(i) of the Local Government Act) Official Community Plan Designation Amendment Bylaw No. 6730, 2002, is consistent with the City's current Capital Expenditure Program (as contained in the "Five Year Financial Plan Bylaw No. 6728, 2002"); and*
- (ii) THAT Council concurs that (in accordance with Section 822(3)(a)(ii) of the Local Government Act) Official Community Plan Designation Amendment Bylaw No. 6730, 2002, is consistent with the Regional Solid Waste Management Plan and the Regional Liquid Waste Management Plan (both of which were adopted by the Greater Vancouver Regional District after liaison with the City);*

THAT Official Community Plan Designation Amendment Bylaw No. 6730 be forwarded to the following for comment:

- (i) the School Board of School District No. 40 (New Westminster);*
- (ii) the Board of the Greater Vancouver Regional District (GVRD)*

-
- (iii) *the Greater Vancouver Sewerage and Drainage District Board (GVS&DD)*
 - (iv) *the Mayor and Council of the City of Richmond*
 - (v) *the Mayor and Council of the City of Burnaby*
 - (vi) *the Mayor and Council of the City of Delta*
 - (vii) *the Ministry of Transportation (MOT)*
 - (viii) *the Fraser River Estuary Management Program (FREMP)*
-

PURPOSE

The purpose of this report is to provide Council with options for consultation on the proposed amendment to the *Official Community Plan*. Council consideration of consultation options is required under Section 879 of the Local Government Act, and to bring forward the amendment bylaw.

BACKGROUND

At its March 13, 2002 regular meeting Council received the Planning Department and the Advisory Planning Commission's report on the rezoning of 805 Boyd Street. After considering the reports Council directed staff to bring forward the required amendment to the Official Community Plan for its consideration.

ANALYSIS

Section 879 of the Local Government Act outlines conditions which must be met prior to the adoption of an official community plan. The Act requires local governments to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by the plan. Under the Local Government Act the local government must:

- a) consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing; and,

- b) specifically consider whether consultation is required with:
 - i) the board of the regional district in which the areas covered by the plan is located, in the case of a municipal official community plan;
 - ii) the board of any regional district that is adjacent to the area covered by the plan;
 - iii) the council of any municipality that is adjacent to the area covered by the plan;
 - iv) First Nations;
 - v) School District boards, greater boards and improvement district boards; and,
 - vi) the Provincial and Federal governments and their agencies.

Consideration of Consultation

Council is required to consider who will be affected by the plan, and whether consultation with them should be early and ongoing. Based on a review of the plan and its effects, staff recommend that the Queensborough Residents Association be consulted. Consultation has already commenced, and staff recommend that it be ongoing.

The Local Government Act also requires that Council specifically consider whether consultation is required with the groups discussed below. Staff have provided recommendations for Council's consideration for each of the identified groups:

- a) the board of the regional district in which the areas covered by the plan is located, in the case of a municipal official community plan;

The Queensborough neighbourhood is located in the Greater Vancouver Regional District (GVRD). It is recommended that the proposed amendment be circulated to the Greater Vancouver Regional District Board of Directors for comment.

- b) in the case of a municipal official community plan, the board of any regional district that is adjacent to the area covered by the plan;

As all boundaries of the Queensborough neighbourhood and all neighbouring municipalities are contained within the GVRD, it is not recommended that the draft *Plan* be circulated to regional district boards outside of the GVRD.

- c) the council of any municipality that is adjacent to the area covered by the plan;

The Queensborough neighbourhood shares a municipal boundary with the City of Richmond and is in close proximity to Burnaby. The site is adjacent to Boyd Street which is a key connection to and from the industries on Annacis Island in Delta. The proposed amendment should be circulated to the Mayor and Council's of the Cities of Richmond, Burnaby and Delta for comment.

- d) First Nations;

Staff have not identified any vacant Crown Land in the area. As a result, consultation with First Nations groups with claims in this area is not recommended.

- e) School District boards, greater boards and improvement district boards;

Under Section 881 of the Local Government Act, a local government is required to consult with affected school district boards prior to the adoption or amendment of an official community plan. Consultation with the School District board is therefore recommended. The Greater Vancouver Sewer and Drainage District Board oversees the operation of regional utilities in the study area. For this reason, consultation with this regional board is advisable. Staff are unaware of any other greater boards or improvement district boards with an interest in the study area.

- f) the Provincial and Federal governments and their agencies;

The site is adjacent to Highway 91A and will therefore require the involvement of the provincial Ministry of Transportation. It is recommended that consultation with the Ministry of Transportation be ongoing. The site is adjacent to the Fraser River. A referral to the Fraser River Estuary Management (FREMP) group of agencies is anticipated.

FINANCIAL IMPACT

The consultation recommended in this report requires staff time (depending on schedules it may require some overtime) and nominal expenses.

OPTIONS

Council has several options:

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1. Consider and approve the consultation options proposed in this report:

2. Consider and approve alternative consultation options; or,
3. Take no action at this time.

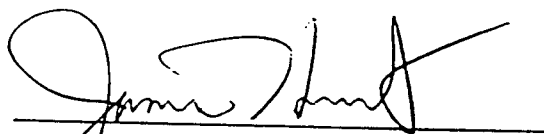
While Options One or Two would comply with Section 879 of the Local Government Act, Option One is recommended.

INTERDEPARTMENTAL LIAISON

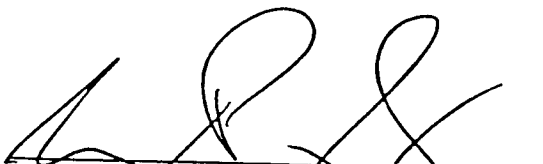
This project which has caused this OCP amendment to be processed has been reviewed as the design progressed by the Development Committee which includes representatives from Planning, Engineering, Parks and Recreation as well as Fire Departments. The plan and proposed uses as well as design guidelines have been reviewed by the Consultative Design Committee which includes a representative of the Police Services (i.e. CPTED). Property matters have been reviewed by the City Solicitor.

CONCLUSION

The applicant has worked to respond to a variety of issues raised to date and staff are comfortable in recommending that this OCP amendment move forward for further consultation and public hearing. Staff and the applicant will continue to meet to deal with design issues and resolve other issues that may arise.




Jim Hurst, Senior Planning Analyst



Mary Pynenburg,
Director of Planning

Approved for Presentation
to Council



Ken Winslade
City Administrator

JH:kb

Att.

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 6730, 2002

A Bylaw to Amend Official Community Plan Designation Bylaw
No. 6476, 1998

WHEREAS the Corporation of the City of New Westminster has adopted Official Community Plan Designation Bylaw No. 6476, 1998;

AND WHEREAS the City Council wishes to amend the said bylaw to incorporate the specific circumstances and the designated areas where an owner of property must provide development approval information;

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

1. This Bylaw may be cited for all purposes as "Official Community Plan Designation Amendment Bylaw No. 6730, 2002".
2. Section 3.1 EXISTING AND PROPOSED LAND USES is hereby amended by deleting the designation BP on map LU2 and inserting the designation BP/C.

GIVEN FIRST READING by an affirmative vote of a majority of all members of Council this day of 2002.

EXAMINED IN CONJUNCTION WITH

- (i) That Council concurs that (in accordance with Section 822(3)(a)(i) of the Local Government Act) Official Community Plan Designation Amendment Bylaw No. 6730, 2002, is consistent with the City's current Capital Expenditure Program (as contained in the "Five Year Financial Plan Bylaw No. 6728, 2002"); and
- (ii) That Council concurs that (in accordance with Section 822(3)(a)(ii) of the Local Government Act) Official Community Plan Designation Amendment Bylaw No. 6730, 2002, is consistent with the Regional Solid Waste Management Plan and the Regional Liquid Waste Management Plan (both of which were adopted by the Greater Vancouver Regional District after liaison with the City);

to ensure consistency between them this day of 2002.

REFERRED TO:

- (i) the School Board of School District No. 40 (New Westminster);
- (ii) the Board of the Greater Vancouver Regional District (GVRD)
- (iii) the Greater Vancouver Sewerage and Drainage District Board (GVS&DD)
- (iv) the Mayor and Council of the City of Richmond
- (v) the Mayor and Council of the City of Burnaby
- (vi) the Mayor and Council of the City of Delta
- (vii) the Ministry of Transportation (MOT)
- (viii) the Fraser River Estuary Management Program (FREMP)

For comment this day of 2002.

GIVEN SECOND READING by an affirmative vote of a majority of all members of Council this day of 2002.

PUBLIC HEARING held this day of 2002.

GIVEN THIRD READING by an affirmative vote of a majority of all members of Council this day of 2002.

ADOPTED by an affirmative vote of a majority of all members of Council this day of 2002.

MAYOR

CITY CLERK

MEMORANDUM

Engineering Department

PLANNING DEPT.
RECEIVED
Date: APR 03 2002
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Original 6418
Copies 2
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To: Jim Hurst
Senior Planning Analyst

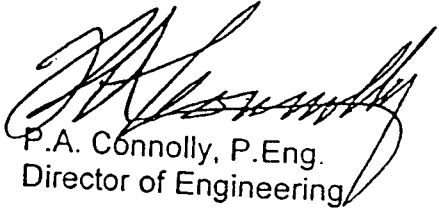
Date: 2002 April 03

From: P.A. Connolly, P.Eng.
Director of Engineering

File: 6418

Subject: PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY
PLAN

I have reviewed the proposed revised amendments to the Official Community Plan and have found that its goal and recommendations are consistent with the *Regional Solid Waste Management Plan* and the *Regional Liquid Waste Management Plan*.



P.A. Connolly, P.Eng.
Director of Engineering

cc: M. Pynenburg, Director of Planning

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MEMORANDUM

Finance Department

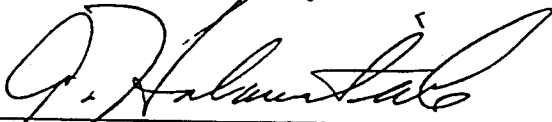
To: Mary Pynenburg, Director of Planning **Date:** May 6, 2002

From: Gary Holowatiuk, Director of Finance **File:**

Subject: OFFICIAL COMMUNITY PLAN AMENDMENT

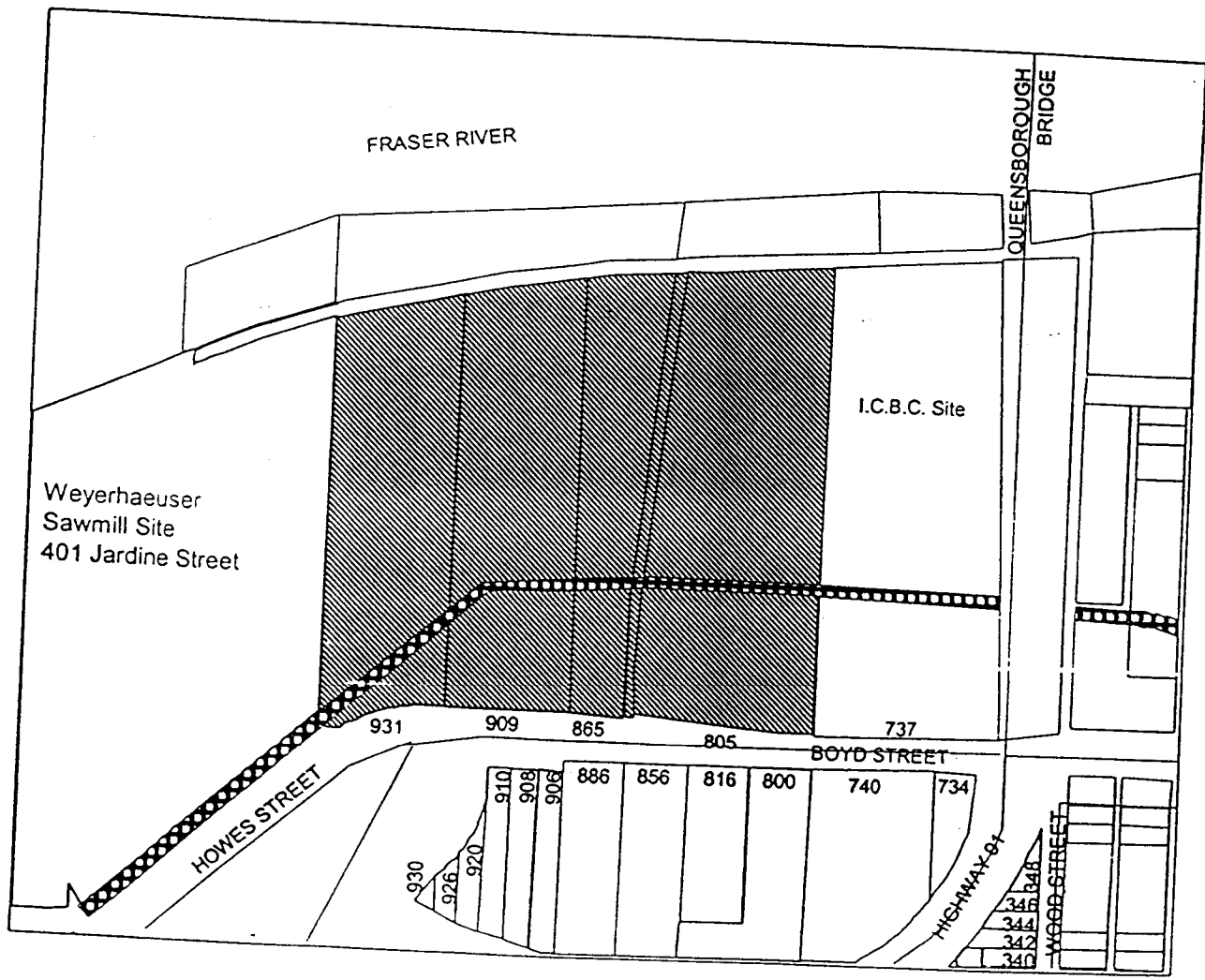
In connection with the requirements of Section 882(3)(a)(i) of the Local Government Act, please be advised that the proposed commercial/business park designation in the Queensborough neighbourhood is consistent with the current capital expenditure program contained in the City's Five-Year Financial Plan, 2002 -2006 as adopted in Bylaw No. 6728, 2002.

Respectfully submitted by:



Gary Holowatiuk, CA
Director of Finance

Application to rezone property identified on this sketch
at 805 Boyd Street
from (M-2) Heavy Industrial Districts
to (C-10) Large Format Retail Districts



Railway

REPORT

PLANNING DEPARTMENT

To: Mayor H. Sparkes and Members of Council in Committee of the Whole Date: 2002 May 1

From: Mary Pynenburg, Director of Planning File: 2680-20-69
6418

Subject: Large Format Commercial Districts Zoning Schedule (C-10)

RECOMMENDATION

THAT Zoning Amendment Bylaw No. 6729, 2002 to establish the Large Format Commercial Districts (C-10) schedule be given first and second reading.

PURPOSE

The purpose of this report is to present the Large Format Commercial Districts (C-10) zoning schedule for Council's consideration. The report will also discuss the amendments made to the zone since Council reviewed the zone at its March 11, 2002 meeting.

PROPOSAL

The zone proposed in this report is the same as the zone considered by Council on March 11, 2002 with the following revisions:

1. Business and Professional offices would be allowed in all buildings rather than only in office buildings. Office buildings remain an allowed use.
2. Lumber sales in retail stores with commercial floor areas greater than 40,000 square feet have been added.
3. The required front yard has been amended from 25 feet (7.62 metres) to 50% of the height of the building.
4. Height regulations which governed buildings with a site coverage of 25,000 square feet or less, now apply to buildings with a site coverage of 20,000 square feet or less.

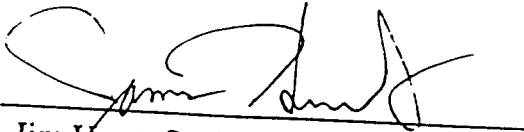
2002 May 01

DISCUSSION

The draft Large Format Commercial Districts Zoning Schedule (C-10), presented for Council's consideration has been clarified by stating that both business and professional offices are allowed in office buildings or independently. This will allow independent dentists or doctors, or other office services which may want to serve the local Queensborough population to locate in the proposed development.

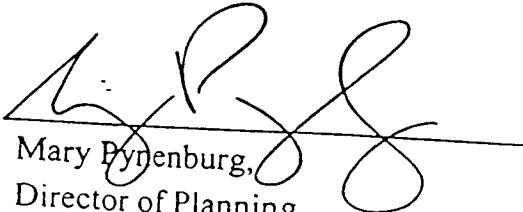
The bylaw was also amended to allow lumber sales. The lumber sales are allowed only in conjunction with a store with a floor area greater than 40,000 square feet.

The other two revisions are to the height and setback regulations. The height regulations are designed to require a full roof form on the smaller buildings. Originally the cut off point to require these roofs was 25,000 square feet. As the buildings get larger, the volume of the roof becomes greater, to a point where the size of the roof becomes out of scale with the building. After further study it is considered that the cut off point should be lowered to 20,000 square feet. The front yard requirement has been amended from a 25 foot requirement to 50% of the height of the building. In most commercial developments the storefronts are at the front property line. By changing the front yard requirement to a percentage of the height it will allow small buildings to be 10 - 12 feet from the front property line while retaining the 25 foot setback for buildings of maximum height.

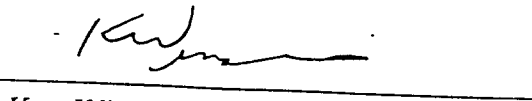


Jim Hurst, Senior Planning Analyst

Approved for Presentation
to Council



Mary Dymenburg,
Director of Planning



Ken Winslade
City Administrator

JH:kb.
Att.

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 6729, 2002

A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local Government Act authorizes a municipality to zone areas of a municipality and to make regulations pursuant to zoning;

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

1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 6729, 2002".
- 2 Section 500, of Zoning Bylaw No. 6680, 2001 is hereby amended by adding after **540 Columbia Street Historic Comprehensive Development Districts (C-8)** the following:

550. LARGE FORMAT COMMERCIAL DISTRICTS (C-10)

550.1 The purpose of this district is to allow Large Format Retail Development and associated office and business park uses.

Permitted Uses

- 550.2 *Animal grooming shops*
- 550.3 *Animal hospitals*
- 550.4 *Automobile repair in a retail store with a commercial area greater than 40,000 square feet (3,716.0 square metres)*
- 550.5 *Banks*
- 550.6 *Beverage container return depots, in accordance with Section 170.14 of this Bylaw*
- 550.7 *Business and professional offices*
- 550.8 *Cafes and restaurants*
- 550.9 *Child care*
- 550.10 *Factory Outlets*

- 550.11 *Garden Centres*
- 550.12 *Health service and fitness centres*
- 550.13 *Laboratories*
- 550.14 *Lumber sales in a retail store with a commercial area greater than 40,000 square feet (3,716.0 square metres)*
- 550.15 *Museums*
- 550.16 *Neighbourhood pubs*
- 550.17 *Office buildings*
- 550.18 *Personal service establishments*
- 550.19 *Public assembly and entertainment uses excluding amusement arcades and casinos*
- 550.20 *Public transportation depots*
- 550.21 *Public utilities*
- 550.22 *Printing, publishing and bookbinding, blue printing and photostatting, lithographing, engraving, stereotyping, and other reproduction services*
- 550.23 *Residential units to a maximum of one per building for the accommodation of a caretaker, manager or security personnel.*
- 550.24 *Retail stores, excluding the sale of used goods*
- 550.25 *Retail sale of new automobile parts and accessories*
- 550.26 *Studios for artists, filming, or audio recording*
- 550.27 *Veterinary clinics*
- 550.28 *Video stores*
- 550.29 *Wholesaling*
- 550.30 *Accessory buildings and uses*

Front Yard

550.31 A front yard shall be provided of not less than fifty percent (50%) of the height of the building in depth.

Rear Yard

550.32 A rear yard shall be provided of not less than 25 feet (7.62 meters) in depth

Side Yard

550.33 A side yard shall be provided of not less than 25 feet (7.62 meters) in depth

Height

550.34 The height of a building shall not exceed:

- a) Where the site coverage of a building is less than or equal to 20,000 square feet (1,858.0 square meters) and:
 - (1) the building is greater than two storeys, then the height of a building shall not exceed 50 feet (15.24 metres) to a maximum of four storeys;
 - (2) the building is two stories or less. then the height of a flat roof building shall not exceed 10 feet (3.05 metres);
 - (3) the building is two stories or less then the height to mid point of a sloped roof shall not exceed 40 feet (12.20 metres).
- b) Where the site coverage of the building is greater than 20,000 square feet (1,858.0 square meters), the height of a building may not exceed 40 feet (12.20 meters) nor two stories.

Density

550.35 Despite Section 120.71, for the purposes of this Schedule, floor space ratio means, the numerical factor determined by measuring the horizontal cross sectional area of all buildings measured to the outside of the outer walls of the building at each floor level, excepting any area used for a community amenity, child day care, transportation depot or community police office and dividing this by the site area.

550.36 The maximum floor space ratio shall not exceed a factor of 1.0

REPORT

PLANNING DEPARTMENT

To: Mayor H. Sparkes and Members of Council in Committee of the Whole Date: 2002 May 1

From: Mary Pynenburg, Director of Planning File: 6418

Subject: Zoning Amendment Bylaw for the Large Format Commercial Proposal at 805 Boyd Street

RECOMMENDATION

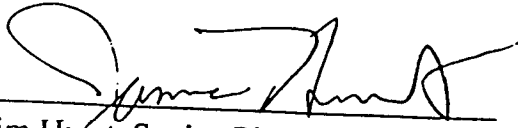
THAT Zoning Amendment Bylaw 6731, 2002 be referred to Council for first and second reading.

DISCUSSION

At its March 11, 2002 regular meeting Council received the Advisory Planning Commission and the Planning Department reports on the proposed rezoning of 805 Boyd Street from Heavy Industrial Districts (M-2) to Large Format Commercial Districts (C-10). Council directed staff to bring forward the necessary Zoning Amendment Bylaw for Council's consideration. Zoning Amendment Bylaw 6371, 2002 has been prepared to allow consideration of the proposed rezoning. This bylaw has been brought forward for first and second reading to allow the necessary referrals to be done while staff and the applicant continue to work on transportation and access issues, prior to third reading.

In the intervening period since March 11, Council has heard a delegation from Southern Railways. Both Planning and Engineering staff have met with Townline and their traffic consultants and the City Solicitor to review and work on resolution of access, safety and property issues. While there are details to be resolved prior to public hearing and others to be dealt with prior to adoption, staff are comfortable in recommending that Council can give consideration to first and second reading at this time.

2002 May 01

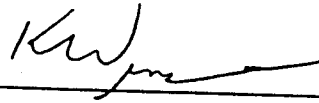


Jim Hurst, Senior Planning Analyst

Approved for Presentation
to Council



Mary Pynenburg,
Director of Planning



Ken Winslade
City Administrator

:jh

Att.

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 6731, 2002

A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local Government Act authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning.

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

1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 6731, 2002."
2. Those certain parcels of land situate within the City of New Westminster, British Columbia and more particularly described as:

Parcel Identifier: 005-259-584 and 003-117-260
Lot 119, Plan 62638, District Lot 757, New Westminster Group 1
Land District, Except Plan SRW 74467, and Lot: 99 DL: 757
PL: 54544
(municipally known as 805 Boyd Street)

Parcel Identifier: 008-602-581
Parcel B(RP1109), Block 35, Plan 2620, District Lot 757, New
Westminster Group 1 Land District, Except Plan 4596 & B/L23696
& SRW74380 & SRW74467
(municipally known as 865 Boyd Street)

Parcel Identifier: 008-602-468
Parcel A, Block 34, Plan 2620, District Lot 757/758, New
Westminster Group 1 Land District Except Plan B/L23696 & SRW
74380 & 74467
(municipally known as 909 Boyd Street)

Parcel Identifier: 008-602-506
Parcel B, Block 34, Plan 2620, District Lot 757 & 758, New
Westminster Group 1 Land District, Except Plan B/L23696 & SRW
74380 & 74467
(municipally known as 931 Boyd Street)

Parcel Identifier: 012-989-592, Block 13 except: firstly: Part subdivided by Plan 21376, secondly: Part subdivided by Plan 22377, DL 757, Grp. 1, Plan 2620
(municipally known as former roadway)

and which is presently zoned Heavy Industrial Districts (M-2) is hereby rezoned to Large Format Retail Districts (C-10) and the plan annexed as Schedule "A" to Zoning Bylaw No. 6680, 2001 is hereby amended to reflect this rezoning.

GIVEN TWO READINGS this day of 2002.

PUBLIC HEARING held this day of 2002.

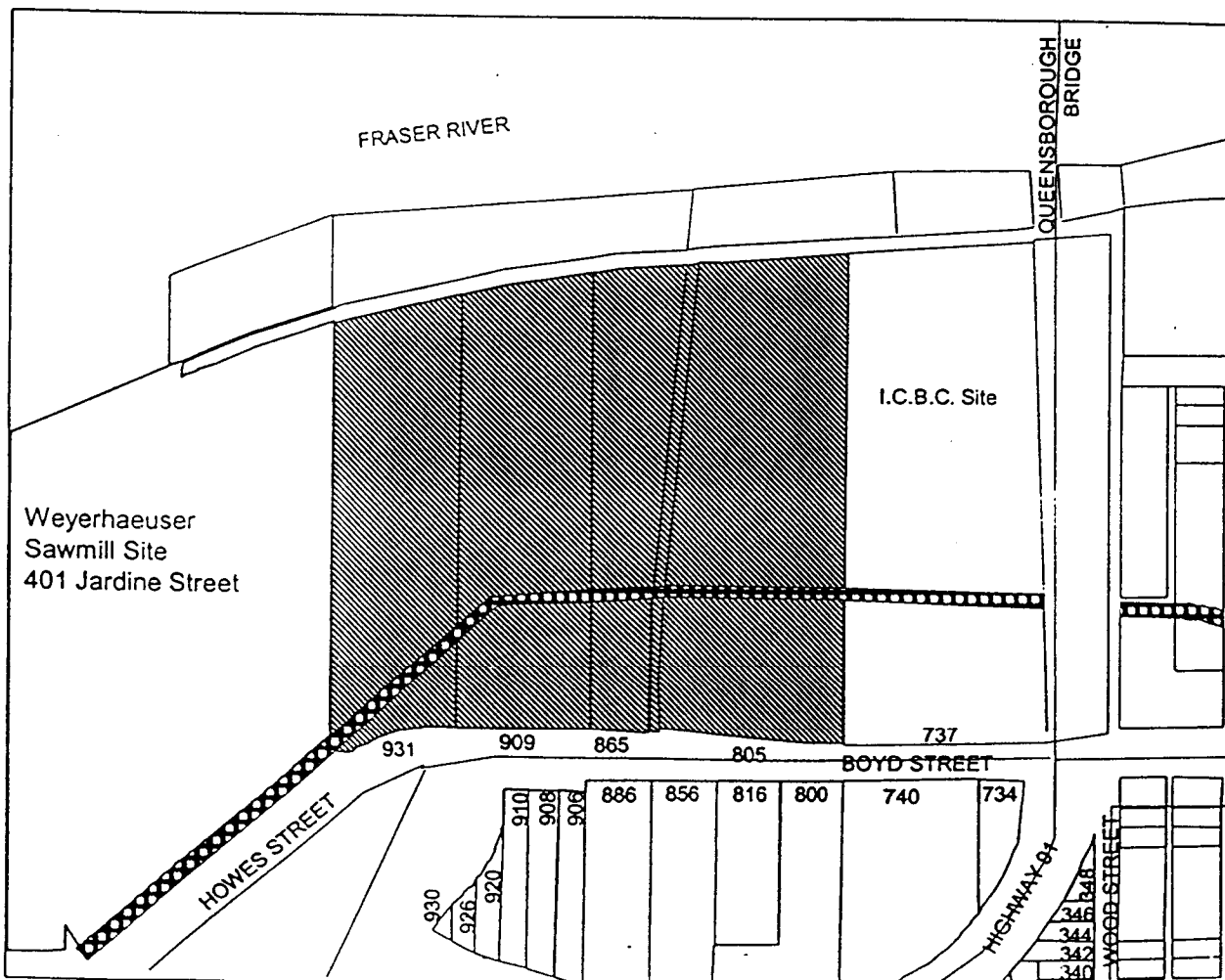
GIVEN THIRD READING this day of 2002.


ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this day of , 2002.

MAYOR

CITY CLERK

Application to rezone property identified on this sketch
 at 805 Boyd Street
 from (M-2) Heavy Industrial Districts
 to (C-10) Large Format Retail Districts



 Railway

REPORT

ADVISORY PLANNING COMMISSION

To: Mayor H. Sparkes and Members of Council in Committee of the Whole Date: March 6, 2002
From: Advisory Planning Commission File: 6418
Subject: REZONING PROPOSAL FOR 805 BOYD STREET (Adesa Auto Auction Lands), NEW WESTMINSTER, B.C.

RECOMMENDATION

The Advisory Planning Commission recommends to Council:

MOVED/SECONDED AND CARRIED

THAT the application to rezone the property at 805 Boyd Street (Adesa Auto Auction Lands) from (M-2) Heavy Industrial Districts to (C-10) Large Format Retail Districts to develop a large format retail centre be approved.

BACKGROUND

On February 26, 2002, the Advisory Planning Commission considered the rezoning application for a large format retail development at 805 Boyd Street.

Jim Hurst reviewed the project and site. The application is the current 36 acre Adesa Auto Auction Site. The Official Community Plan designates this site as a business park. The site is surrounded by the ICBC site to the west; sawmills on two sides, a commercial strata on Boyd Street and riverfront to the north. A railway line goes through the property and it has a low frequent use of three to four times weekly.

The application is to rezone the property at 805 Boyd Street from Heavy Industrial (M-2) to Large Format Retail (C-10). A draft of newly created (C-10) zoning was circulated and reviewed which included uses considered to be acceptable in that area (allowed for residential use only – resident manager/caretaker; allowed some use that may allow for buildings, in future, to be adapted (i.e., studio for artists, recording; height in different categories (required to see full roof – no flat roof); 1.0 is maximum floor space ratio.

The project is proposed 400,000 sq. ft. This type of development will be built in phases and the exact users are not known at this time; therefore the project team have developed Design

Guidelines similar approach to the Terry Hughes Project at Eighth and McBride. The Design Guidelines echo the Queensborough Official Community Plan. The Guidelines will be registered with the City and both the Guidelines and land use will be presented to Council for their consideration, at this time. Then, each building will require a development permit, as the project progresses.

Notice of the rezoning application was sent to 35 surrounding properties. Correspondence was received from one business at #1 – 816 Boyd Street supporting the large format retail development with concern of a large automotive shop going in as there are presently four automotive shops, but would encourage a major grocery store or Costco, as well as related uses such as pharmacy, doctor, dentist, post office, insurance agent, restaurants, etc.

The team included: Applicant, Townline Ventures as represented by Rick Ilich and Kyle Shury; Nora Stevenson; Randy Knill, Randy Knill Architect Ltd., Traffic Engineering Consultant, Mark Merlo from Ward Consulting Group and the Retail Consultant, Richard Wozny from Royal LePage Advisors.

Mr. Ilich advised that Queensborough was selected for this large format retail development because of the great regional access – Hwys 91 and 91A, and to serve the community in retail and to feed off of existing traffic flows.

The proposed retail development will be anchored by one large format retail store which is presently not known. For example, Costco, Home Depot or Wal-Mart are possible anchor tenants.

The issue of creating a major development in an area that was identified being under served to bring new amenity to the area.

- Worked with the City's Official Community Plan and obtained most of the objectives; (i.e., reinforce heritage riverfront character, serving residents). Understand that a high standard of development is expected.
- They are enhancing the residents' sensitivity to get to outside site; (i.e., bike/pedestrian access).
- Thirty-three foot wide central spine.
- Have created amenity to riverfront and will improve the riverfront and access so people would want to come to riverfront not only to shop.
- Riverfront and pedestrian/bike access renderings show pedestrian friendly environment and paths are separated to enjoy both.
- Small pier at waterfront, could enjoy with plaza and heavy landscaping; (public pier similar to Sapperton pier);
- Ten meter wide dedicated bike/pedestrian strip integrated with landscape; achieving 30% green on project (typically 20%). Overall theme of project promotes riverfront (investigated other waterfront projects).

- 200 foot hydro easement and railway line through property.
- Lots of parking – rely on cars, however have provided well landscaped pedestrian walkways throughout site including more pedestrian orientated – park-like environment.

The draft C-10 zoning presents a variety of uses – largely focused on retail; (i.e., furnishings, clothing, electronics, restaurant, crafts). Have tried to be responsive to comments of the residents.

Randy Knill, Architect, advised that it is an exciting project – site centrally located. There is enthusiasm from the public; and positive comments received from community meetings and design groups.

Nora Stevenson -Interaction with community:

- Consulted with community;
- Met with Queensborough Residents' Association, business leaders and had Open Houses; (168 groups came in and 200 attended Open House and 60 comment sheets returned mostly in favour of proposed development);
- Will review how improvement will affect the community;
- Plan on having another Open House to review concerns prior to public hearing.

Queensborough does not have a lot of retail services, at present. A traffic study was conducted to address concerns of traffic and presented to MOTH and the City, but this has not been finalized. It is anticipated the project will pay for upgrade to interchange and traffic light and full improvement access to the shopping centre.

Rick Ilich summarized:

- This is a great opportunity and benefit to the community; many benefits to City including DCC's of \$1.5 million; 600 jobs being created; taxes \$1.5 million/year.
- Staying within the objectives of the Official Community Plan.
- Great catalyst for positive future development in Queensborough.

Questions/concerns from members of the Commission (*response in italics*):

1. What was the response of the presentation to the Queensborough Community Association?
The first response was positive; the Main concern was traffic especially the north end of the Queensborough bridge. Met with all owners in the area and a meeting is scheduled with the strata building on Boyd Street March 13th to discuss the type of businesses to consider. Sometimes it is not a detriment in have the same type of service in the same area.
2. Has there been a study of the percentage of where customers are coming from? *Customers are largely already there. Study shows it will attract from Burnaby, Coquitlam, Surrey, Richmond. Substantial retail dollars are leaving the community, but this project expects to attract them back.*

3. How many people are there to draw from?
The trade area depends on types of stores. The property has tremendous access to the area surrounding. If the stores were unique, and are not presently in surrounding area; (e.g., Costco), it would have trading area 200,000 plus. This site is unique because of the highway system. The project success will come from "capturing" traffic.
 4. What % of overall retail space will the anchor tenant use? It is estimated at 1/3 – over 130,000 sq. ft.
 5. What is distance between Buildings A and I? – approximately 200 meters bisected by pedestrian walkway.
 6. When doing project, do you approach retail for next stage? *The typical approach is to let market place know you are out there and the site will get the necessary attention at that stage.*
 7. Would Home Depot/Costco have a following? *Home Depot and Costco could go alone and Wal-Mart, the strongest could go independently (Langley and Bridgeport Rd would be similar).*
 8. It is hoped that few tenants from New Westminster would move into this retail space. For example, would Zellers/Canadian Tire have an interest in moving in? *It's a case of supply and demand. At present, demand overwhelms supply in this area. Zellers is not building any new stores. Believe Zellers could remain Uptown and their current sales remain viable.*
 9. J.Hurst – Central "Walkway" – need to clarify dedication. Who owns? Who maintains?
 10. What is the span to build out? – 3 to 4 years.
 11. Which is the most favourable spot to commence? *Main anchor building "A" is likely to be first – riverfront/walkway/bikeway, intersection to Highway, Phase 1, Phase 2, Phase 3, Phase 4 (in Development Guidelines).*
 12. Where are we in terms of traffic planning? *J.Hurst advised that the review has been accepted but there are two intersections – Ministry owns one and the City owns the other so the two levels of government have to work together. This would have to be referred to the Ministry of Highway following first rezoning.*
- Kyle Shury distributed and reviewed the traffic plan for Highway 91 and Howes Street Intersection and the Boyd Street and Westminster Highway Intersection.
13. If Wal-Mart is the anchor store, would it have an impact on the Zellers store?
As the City is trying to develop Columbia Street, the Uptown area and the Quay, do you think this development will impact other businesses? There is always an impact. There is one department store in New Westminster – two out of three New Westminster residents do their current shopping outside the City and what this would do is reverse outflow and it could easily capture sales from other areas from South Burnaby and traffic coming/going from North Delta – two out of three sales would be captured.
 14. Will the anticipated Middlegate Redevelopment have any impact? *Would not affect as it is neighbourhood size; (i.e., grocery, liquor).*

Comments from the public:

1. Richard Pymn, 247 Dawe Street

- Serves on the Traffic Advisory Board and the Queensborough Residents' Association; speaking as a ten year resident of Queensborough (with four year old daughter)
- Does shopping in Richmond as the commute is quicker than travelling to Uptown (Losing residents shopping to Richmond).
- Traffic issue – takes 40 minutes to get three blocks in rush hour. Emergency vehicles go to Richmond rather than the Royal Columbian Hospital in New Westminster due to the traffic buildup.
- Feels isolated getting in and out of Queensborough.
- Look forward to the future when dollars will remain in New Westminster. Queensborough residents go to Delta and Richmond to shop.
- Concern with traffic.

2. Charles Smith, Weyerhaeuser Company Ltd., 925 W. Georgia, Vancouver

- Has talked to Nora Stevenson and team. Thanks the proponents and staff.
- Focussed on design – not rezoning.
- Behind Building "A",- road fire access would like that area fenced off and gated (sawdust pile behind could burn if ignited)
- Traffic – Jardine Street access - two shift changes with 250 to 300 people in and out. Presently having a 25 minute wait exiting. Employees now exiting east on Boyd Street and west on the highway. This will create more traffic. Hoping that traffic engineer will review and something can be done.
- Log storage leases. Asks that the waterfront design be careful to ensure people do not go on log booms (children's safety).
- Rail access important – should be protected through out.
- Zoning – a four-storey office as well as residential would be a bit of concern if next to them – emission and noise from their own property 24 hours.
- Suggest big walls along property line – keeps public away.
- This use could be quite compatible. No great concerns only minor design issues.

Note: Traffic Engineer is reviewing Jardine Street traffic concern as well as including fencing and landscape buffer along their property line.

3. Gavin Palmer, 603 Salter Street

- President of the Queensborough Residents Association.
- Project will complete the perfect triangle of Thompson's Landing and Phase II, Port Royal.
- Infill will be positive enhancement.
- Concern with traffic
- Compliment Townline for addressing concerns.
- Residents are in favour of the project. There is lots of excitement.

At this time, the Chair requested a five minute break, and noted for the public that the Advisory Planning Commission acts in an advisory capacity to City Council.

Comments from Commission members:

Audrey Suttorp

- In Real Estate market.
- Likes design and feels there is a demand for the space but located elsewhere in the City.
- This site has pedestrian features but vehicle oriented will generate more traffic. City has to look at bigger picture. Not right use in this area – will cause more traffic.
- More convenient to go to Wal-Mart at Lougheed.
- Cannot support the application.

David Worthington

- Good use of land; - the project has the support of the Queensborough residents.
- Development has shown and addressed concern of traffic problem. Traffic problems are a fact of life in Lower Mainland. Won't solve problem by turning this down; this is only concern of residents. Developer appears to be doing a good job with traffic concerns.
- Revitalize downtown, the Quay and Columbia Street, but don't stifle this area. Will be good for New Westminster.
- Supports the application.

Vladimir Knizhnik

- As an Architect, notes design issues are not fully presented and may be wishful thinking, but supports the development.

Tony Glavin

- The design in vision for the project is very good - in isolation, it looks tremendous.
- Good design keeping with Maritime theme and a lot of aspects.
- Traffic is a huge concern to community and will have negative impact.
- Project is massive at 400,000 sq. ft.
- Residents are supportive.
- Queensborough needs retail development but not at this scale. Have to consider the rest of City – the three main business districts that will be affected by this project.
- Does not support the application.

Norah Andrew

- Losing retail out of New Westminster.
- Traffic is going past and through New Westminster, and if possible should use traffic to support business in the City – it would be in the best interest to capture this.
- Traffic Study has identified issues. Still have major traffic problem and feel someday New Westminster will be a huge paved road.
- Anything that could improve access to water is a plus.

- Developer and consultants have been very conscientious for preparing this and have been responsive.
- Do not think the proposed retail will impact that much in terms of what we have.
- Supports the application.

Gerda Suess

- Congratulates Mr. Ilich on behalf of New Westminster and Queensborough residents to create this particular centre and wished them the very best.
- Supports the application.

Mac Tyler

- Congratulations to Mr. Ilich and team – excellent presentation.
- Addressed all concerns; (e.g., traffic).
- Concern of impact of rest of New Westminster, but Queensborough residents require something and deserve it.
- Smaller scale would probably be acceptable to all here.
- Supports application and wishes them luck.

EXISTING POLICY/PRACTICE

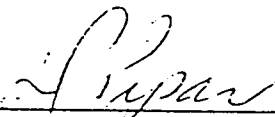
The Advisory Planning Commission reviews and considers applications for rezoning and makes recommendations in a report to City Council for its consideration.

INTERDEPARTMENTAL LIAISON

There is ongoing liaison with the Building/Engineering and Parks Departments.

OPTIONS

The options are to rezone the property or to retain the current zoning of the site.



Doreen Pysar
Project Committee Clerk



CORPORATION OF THE CITY OF NEW WESTMINSTER

511 Royal Avenue, New Westminster, B.C. V3L 1H9
Planning Department (604) 527-4532

www.city.new-westminster.bc.ca
Fax No. (604) 527-4511

2002 February 12

File: 6418

Dear Property Owner:

Re: 805 Boyd Street (Adesa Auto Auction Lands), Westminster, B.C.

An application has been received to rezone the above noted property (shown hatched in black on the sketch plan attached) from (M-2) Heavy Industrial Districts to (C-10) Large Format Retail Districts.

The applicant proposes to develop a large format retail centre with 370,000 sq. ft of floor space on the 36 acre site.

It is the policy of the Advisory Planning Commission to notify property owners in the immediate area of a site proposed for rezoning. Your opinions on this matter would be appreciated. You may submit your views in writing or if you require further information, you are invited to attend the **Advisory Planning Commission Meeting on Tuesday, February 26, 2002 at 7:30 p.m. in Committee Room No. 2 at City Hall.**

For your information, a brochure outlining the Commission's role and meeting procedures is enclosed.

Yours truly,

Doreen Pysar
Project Committee Clerk

/dp
Encl;

Andre's Mechanical Repairs Ltd.
#1 - 816 Boyd St.
New Westminster, B.C.
V3M 6N1
(604) 525-1433

February 19, 2002

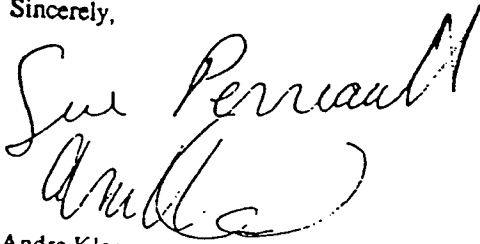
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RECEIVED	
Date	FEB 27 2002
ROUTE	
Original	L433
Copies	2
Action Copy	DP
Info. Copy	JH

Corporation of the City of New Westminster
511 Royal Ave.
New Westminster, B.C.
V3L 1H9
Re: 805 Boyd Street (Adesa Auction Lands), New Westminster, B.C.

Attn: Advisory Planning Commission;

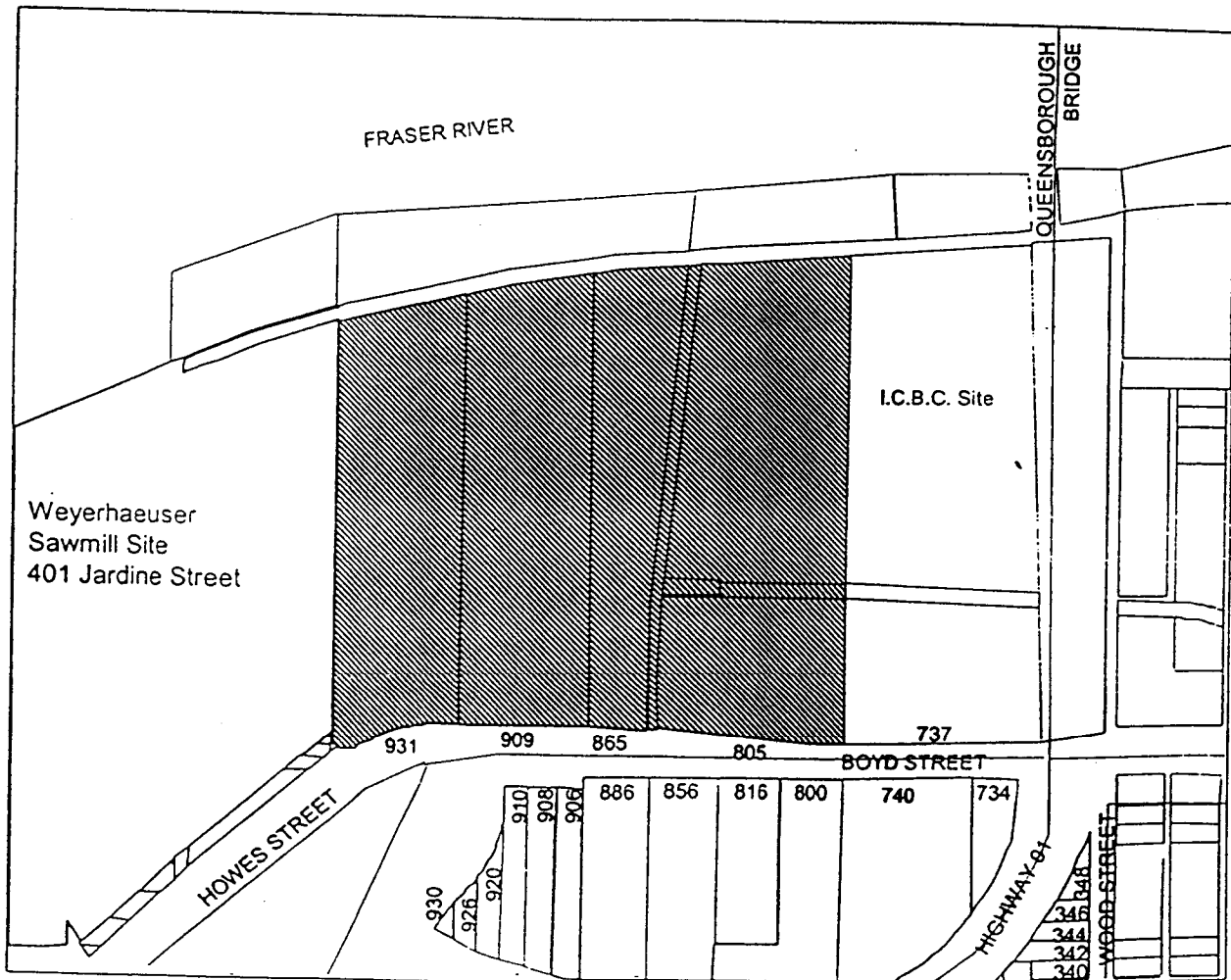
Regarding the meeting to be held on tuesday, February 26, 2002 at 7:30 p.m. We will be unable to attend the meeting, but would like our concerns heard. We are happy with the idea of a big box retail store, however, we are concerned of a large automotive shop going in. In our strata complex there are four automotive shops. So the idea of yet another automotive shop in this area is of concern. Personally we would like to see a major grocery store or Costcos go in. Also the area is lacking in a pharmacy, doctor & dentist offices, post office, insurance agent & restaurants, to name a few. Thank you for giving us the opportunity to be heard.

Sincerely,



Andre Klasen
Susan Perreault

Application to rezone property identified on this sketch
at 805 Boyd Street
from (M-2) Heavy Industrial Districts
to (C-10) Large Format Retail Districts



REPORT

To: Mayor H. Sparkes and Members of Council in Committee of the Whole Date: 2002 March 6

From: Mary Pynenburg, Director of Planning File: 6418

Subject: Large Format Commercial Proposal at 805 Boyd Street

RECOMMENDATION

THAT the Committee recommends to Council that the Planning Department be directed to bring forward:

- 1. The necessary Official Community Plan Amendment Bylaw to designate the subject site for Commercial and Business Park uses, and*
 - 2. The necessary Zoning Amendment Bylaw to rezone the subject site to Large Format Commercial (C-10), for Council's consideration.*
-

PURPOSE

An application has been received to rezone the site of Adesa Auto Auctions at 805 Boyd Street from Heavy Industrial Districts (M-2) to Large Format Commercial Districts (C-10). The purpose of this report is to advise council on this application.

BACKGROUND

Architect Randy Knill –Randy Knill Architects Ltd.

Applicant: Townline Ventures 30 Ltd.
210 -8971 Beckwith Road
Richmond, B.C.

Existing OCP Designation: Business Park
Development Permit Area # 5

Proposed OCP Designation: Commercial Business Park
Development Permit Area # 5

Existing Zoning: Heavy Industrial Districts (M-2)

Proposed Zoning: Large Format Commercial Districts (C-10)

Site Characteristics: Site Area – 36 Acres

PROPOSAL

Townline Ventures 30 Ltd has applied to the City to amend the Official Community Plan (OCP) and rezone the 36 acre site addressed as 805 Boyd Street. The proposal would see the site designated for Commercial and Business Park uses in the OCP. The rezoning would be to Large Format Commercial Districts (C-10).

The applicants propose to construct a commercial development with approximately 400,000 square feet of floor space and 2,100 parking spaces. The project would be built in two or possibly three phases with the first phase focussing on the anchor tenant in a store of approximately 135,000 square feet. There would be significant intersection improvements at the Ministry of Highways controlled intersection of Howes Street and Highway 91 and also at the City controlled intersection of Boyd Street and Westminster Highway. These improvements would be at the developer's expense.

The City currently owns a 33 foot wide property that runs 1,250 feet from Boyd Street to the Dyke and river through the subject site. This is the road allowance of Lidster Street. The street was closed a number of years ago and title raised to the property in the City's name. The applicant proposes to exchange the City's 33 foot wide lot for an identically sized lot approximately 50 feet to the west. On the new City owned land the applicant would develop a 33 foot wide greenway as part of the Queensborough Perimeter Trail. The greenway would connect Boyd Street with the perimeter walkway adjacent to the North Arm of the Fraser River. The developer would construct and maintain the Greenway to City standards. As part of the proposal the perimeter trail on top of the dyke would be improved and a Lookout Pier would be constructed to allow views along the river.

At this time the applicant does not have tenants committed to locate in this development. Thus none of the buildings have been designed. A site plan has been proposed which has enough certainty to allow the City to feel that all issues can be addressed within the proposed framework, while at the same time leaving the developer enough freedom to recruit the full range of tenants. A set of Architectural and Landscape design guidelines has been proposed which would control the form and character of the buildings and site development as individual buildings came forward for Development Permits. These guidelines would be registered on the title of the property.

DISCUSSION

The City's Official Community Plan designates the site at 805 Boyd Street, as Business Park. The adjacent I.C.B.C. site and the smaller sites across Boyd Street have the same designation. When the Plan considered these sites it did so first of all by considering the physical context of the area. The Adessa Auto Auction Site is 36 acres, while the I.C.B.C. site is 15.3 acres. On the south side of Boyd Street there are 15 properties that comprise 16 acres. All of the land is flat and is at an elevation just below the Flood Construction Level of the Fraser River floodplain

To the north of these properties is the dyke and the North Arm of the Fraser River. There is heavy industry across the river. To the east is the Queensborough Bridge, and beyond the bridge is the 48 acre Interfor Sawmill. To the south is Highway 91, with the Queensborough residential community across the highway. To the west is the 44 acre Weyerhaeuser Sawmill site.

The area is bisected in a north-south direction by the easement for the B.C. Hydro lines. No buildings may be constructed under this 200 foot wide easement; however automobiles may be parked under the hydro lines. The area is bisected in an east-west direction by a Southern Rail spur line. The spur line services all of the industrial properties along the North Arm. Highway 91 and the Queensborough Bridge are significant barriers around this area isolating it from the rest of the Queensborough Community.

The area is well served by road with convenient access to Annacis Island, Richmond, Delta, New Westminster, South Burnaby, and South Vancouver. The area is well served by Skytrain, with the 22nd Street Skytrain station within 2 kilometres. Bus service exists at this time and will increase as development occurs.

The area possesses a tremendous recreational amenity in terms of the access to the dyke for walking along the North Arm of the Fraser River.

The area is well served by City services with the new Queensborough Fire Station, Queensborough Community Centre, Queen Elizabeth Elementary School and Queensborough Middle Schools visible across the highway.

With these opportunities and constraints identified options were reviewed which would be compatible with the surrounding industrial uses, take advantage of the areas' central location in the region and the transportation and recreational amenities present in the area. Any residential development was considered inappropriate because of the sawmills, highway, and other heavy industry around the site. Heavy industry would be appropriate given the context, but most heavy industrial uses are not choosing new inner city locations. These industries are locating in industrial parks such as Annacis Island. Also,

both existing sawmills are doing well and intensifying their operations on their existing sites, but it is unlikely that either mill would consider expanding its site in the foreseeable future.

The plan considered that a use more intensive than the parking of new and damaged automobiles and trucks would be appropriate. The area was large enough to serve as a generator of significant tax revenue for the City and employment for its residents. In the Queensborough Plan the only consideration of commercial is to service the local market and therefore the plan only designates commercial sites within the existing residential community. A regional destination commercial centre was not considered at the time as Large Format retail centres were only locating where land was inexpensive in suburban locations. Therefore the designation was set at Business Park in order to signal the type and density of development considered appropriate for the site. Any business park use would see 3 and 4 story buildings with a site coverage of 40 – 50 percent. This would allow a Floor Space Ratio of 1.5 – 2.0.

The Plan also identified the Lidster Street road allowance as an opportunity to take the Queensborough Trail and Bikeway from Boyd Street to the dyke, and the plan shows a requirement for this link to be provided.

The same attributes that made this area suitable for a business park use, make it an attractive site for a regional destination commercial centre. The main reason is the central location. The other reasons are the existing flow of traffic by the site on a daily basis, the large parcel size and concentrated ownership, visibility of the site from the Queensborough Bridge, and access to transit and major highways.

In order to address the issue of the designation of the area, it would be the intent of the recommendations of this report to add a Commercial designation to the existing Business Park designation. The two uses would be fully compatible on adjacent sites or on the same site. In order to reinforce this aspect of the Plan, the Large Format Commercial Districts (C-10) Zoning schedule would allow a Commercial Use and Business and Professional Use. The Planning Department considers that Large Format Commercial developments will intensify over time, and this intensification will take the office building form as existing business will seek to limit other commercial opportunities.

The issues raised by the Queensborough Community and the City at large are during the consideration of this application are – the traffic, the size of the proposal, and its impact on local businesses.

This area of New Westminster has significant traffic issues today. The intersection of Howes and Highway 91 is significantly beyond its design capacity today. The proposal in front of the City in this application would fund improvements to this intersection that would improve the flow at the intersection after the commercial development was

completed. The intersection of Boyd Street and Westminster highway would be signalized widened and improved. All of the costs to do these improvements would be paid for by the developer and completed as part of phase one of the development.

The City's Official Community Plan has a goal of developing a complete community where a citizen can satisfy their daily needs within their home community. The Plan also stresses the need to reduce automobile dependency. Thus, with these goals in mind and the daily issue of traffic clogging the streets of New Westminster it seems at first glance that the proposal would not satisfy the intent of the Plan enough to be able to be integrated into its existing framework. However, this proves not to be the case when the project is broken down into its various components.

The highway system composed of the Alex Fraser Bridge and Highway 91 carries a high volume of traffic. This highway system was to have a new link across the North Arm of the Fraser River at Tree Island. Until the system is completed with the new bridge, the Queensborough Bridge will continue to carry a high volume of traffic past the subject site. The new bridge is not expected in the foreseeable future. The volume of traffic using Highway 91 and the Queensborough Bridge is not expected to decrease in the future.

The applicant has supplied a market assessment and impact study conducted by Royal LePage. That report identifies the site as unique in that it is a large parcel of land, held by one owner, adjacent to major highway interchanges, with high visibility from the Queensborough Bridge and an existing high volume traffic flow.

The report goes on to examine the current spending habits of the residents of the City of New Westminster. New Westminster residents spend an average \$57 million dollars a year in Department stores. Currently, department stores located in the City have revenues estimated at \$19.4 million dollars. This leaves an outflow of \$37.6 million dollars a year heading for shopping malls in Burnaby, Coquitlam and Surrey. Similar outflows of shopping dollars are likely for hardware, lumber, furniture and nursery products. Thus many existing residents get in their cars and drive moderate distances to access regional shopping opportunities.

In the original Liveable Region Strategic Plan, New Westminster was designated as a Regional Town Center. Other centers which received regional town center status were more greenfield type of sites where large developments could occur more easily than they could in a Downtown redevelopment type of scenario such as New Westminster's downtown. Thus centres such as Metrotown developed and competed with New Westminster for our citizens shopping dollars. In effect the Large Format commercial proposal being considered by Council at this time is recognizing that something has been missed in the regional organization of shopping opportunities and seeks to rebalance the flow of dollars, cars, and citizens from New Westminster to these other town centres.

2002 March 06

-6-

Thus this proposal would contribute to the City being a more complete community, although it would do so in a way in which the OCP had not anticipated.

The City of Burnaby is currently considering an amendment to their Official Community Plan which would allow a Large Format Commercial development at the corner of Marine Way and Byrne Road. That proposal would draw from the same market area as the New Westminster proposal. That development would likely reinforce the pattern of shopping dollars leaving the City for regional destination centres. It would also draw traffic through the City to access the Burnaby site.

The proposed development is large, however all the buildings are not going to be constructed as one project. Thus the development will be constructed in phases as the market demands. A highly successful project could be constructed over a five year period; however a more realistic review would indicate a longer time span. With the road improvements and greenway to be developed as part of Phase 1, the city will get full benefit from these improvements long before the initial build out is reached .

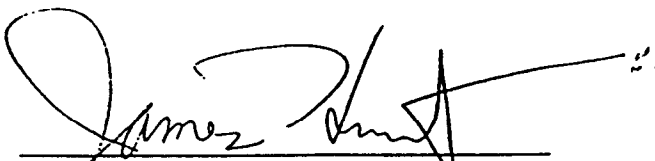
The design guidelines proposed have been reviewed and approved by the City's Consultative Design Committee. These guidelines reinforce the Maritime Riverfront Village theme identified in the OCP, as well as the principles of Crime Prevention Through Environmental Design (CPTED).

INTERDEPARTMENTAL LIAISON

The proposal has been reviewed by an interdepartmental team from the Planning, Engineering, Building and Parks and Recreation Departments. All comments have been incorporated into the proposal.

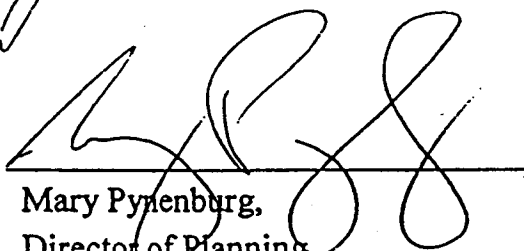
CONCLUSION

The commercial proposal being considered by Council in this application would contribute to a shift of the present regional commercial balance back toward the City of New Westminster by providing local opportunities for shopping dollars to remain within the City and by taking advantage of what has traditionally been a problem for the City, the large flow of traffic across the Queensborough Bridge. Traffic flows in the area will be improved with the upgrading proposed for the intersections of Howes Street and Highway 91 and at Boyd Street and Westminster Highway. The Queensborough Community will gain important shopping and recreational amenities with little impact on the existing residential community.

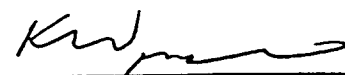


Jim Hurst, Senior Planning Analyst

Approved for Presentation
to Council



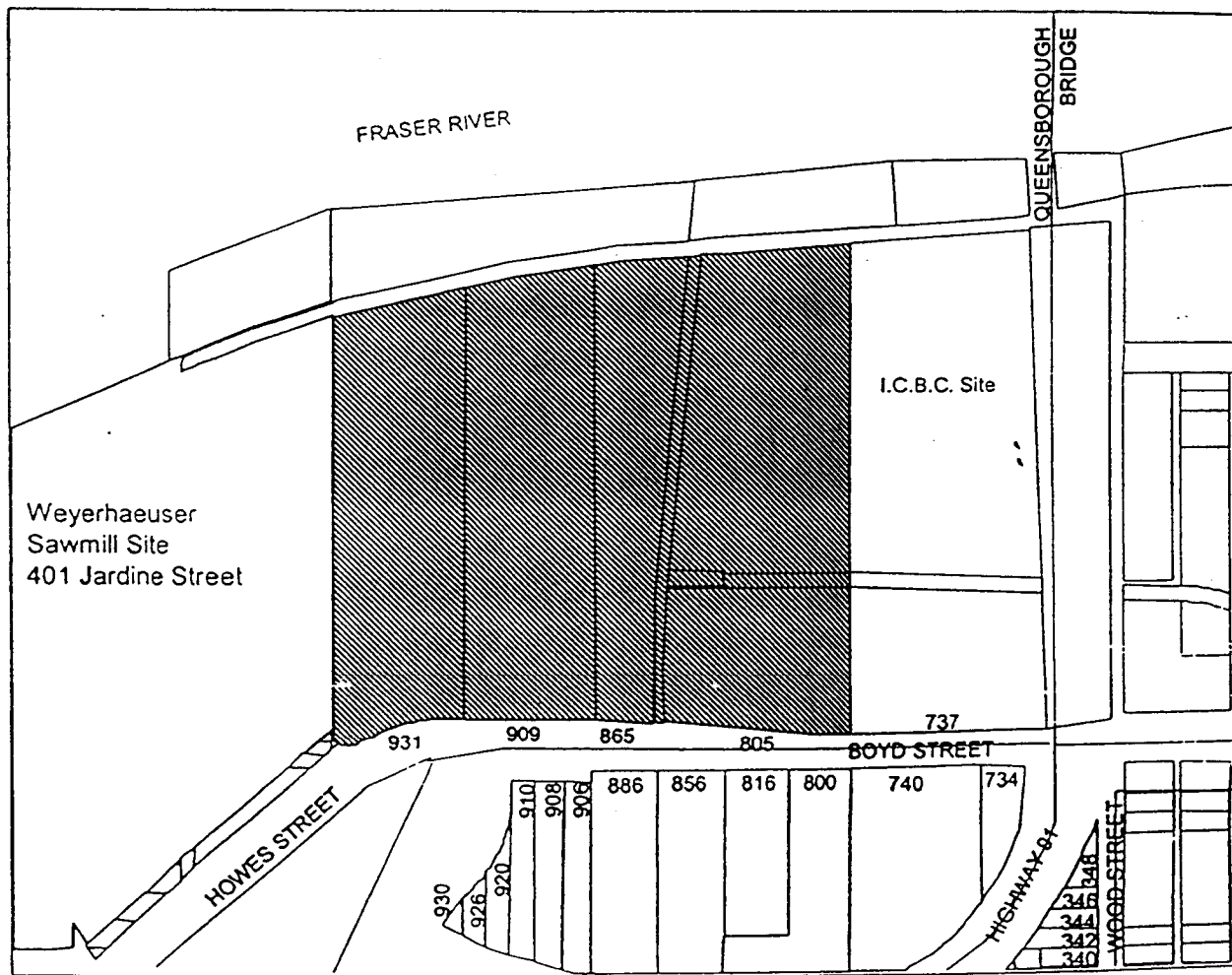
Mary Pynenburg,
Director of Planning



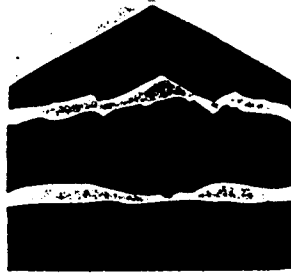
Ken Winslade
City Administrator

:jh

Application to rezone property identified on this sketch
at 805 Boyd Street
from (M-2) Heavy Industrial Districts
to (C-10) Large Format Retail Districts



TOWNLINE



February 12, 2002

Corporation of the City of New Westminster
511 Royal Avenue
New Westminster, B.C. V3L 1H9

Attention: Jim Hurst

Dear Jim:

Re. **Rezoning Application for 800 Block Boyd Street
Queensborough Landing**

Please find attached a completed rezoning application for the above-referenced development. The following summarizes the development concept, the rationale behind this development along with the benefits and 'fit' within the community of Queensborough.

Townline Ventures 30 Ltd. is planning to build a 400,000 square foot retail development, Queensborough Landing, in the 800 Block of Boyd Street in the Queensborough area of New Westminster, B.C. This 35+ acre site, currently occupied by Adesa Auto Auction, has been selected for this retail centre due to its central location in the Lower Mainland and its proximity to the main regional Highway 91, 91A and 99 transportation system and its associated traffic volumes.

Queensborough Landing is proposed to have an anchor tenant of up to 130,000 square feet. Possible anchor tenants could include retailers such as Costco, Wal-Mart or Home Depot. The balance of the site will be comprised of a mix of other tenants that could include electronics, home furnishings, fashion and apparel, crafts, office supplies, and bed, bath and linens retailers, along with fast food and sit-down restaurants.

In order for the development to proceed, the site has to be rezoned from the current M-2 Heavy Industrial District to a new retail commercial zone. Although this site is designated for Business Park development in the Queensborough Official Community Plan, the concept for the development of Queensborough Landing is compatible with the neighbouring land uses and in keeping with the Community Plan Objectives of:

...."a sensitive and high standard of development, retain the historical and environmental character, and maximize economic opportunities for Queensborough." *Queensborough Official Community Plan, p. 14*

THE TOWNLINE GROUP OF COMPANIES

210-8971 Beckwith Road • Richmond B.C. • 604-276-8823 • Fax: 604-276-9981

TOWNLINE MANAGEMENT

TOWNLINE CONSTRUCTION

*Townline
Home Inc.*

322

TOWNLINE



This development fulfills these objectives by:

- creating a safe and inviting pedestrian walkway/trail system linking Queensborough to a new public waterfront amenity. This trail system will be developed for foot traffic and cyclists and will be punctuated with several village scale buildings, natural landscape, and public plazas;
- following the City's guidelines for the Queensborough Perimeter Trail system by enhancing the riverfront with a walkway and a public gathering place highlighted by a look out pier;
- using a Riverfront Village design theme for the buildings on the site to reflect the historical character of Queensborough;
- reducing the amount of existing impervious area on the Site by introducing large areas of landscaping;
- treating the storm runoff in an environmentally sensitive manner through the use of bioswales and other storm water treatment methods;
- providing employment and shopping opportunities within the local community not currently available and further, reducing commuting distances by keeping employment and shopping dollars in the community; and
- acting as a catalyst for future development in the Queensborough community.

Queensborough Landing will be constructed in a phased program ensuring that all traffic improvements and public amenities will be constructed in the first phase. Construction of the first phase is anticipated to commence at the start of 2003 when the site is vacated by Adesa with the opening of the centre projected for the fall of 2003.

The development of Queensborough Landing will provide much needed services, reverse the outflow of retail spending dollars leaving New Westminster and be an asset to the community of Queensborough. We look forward to presenting the merits of this rezoning to the Advisory Planning Commission at their meeting on February 26th, 2002 and subsequently to City Council.

We trust this is the information that you require to proceed with the review of this application. If you require any further information or have any questions, please contact the undersigned.

Yours truly,

Townline Ventures 30 Ltd.

Kyle Shury

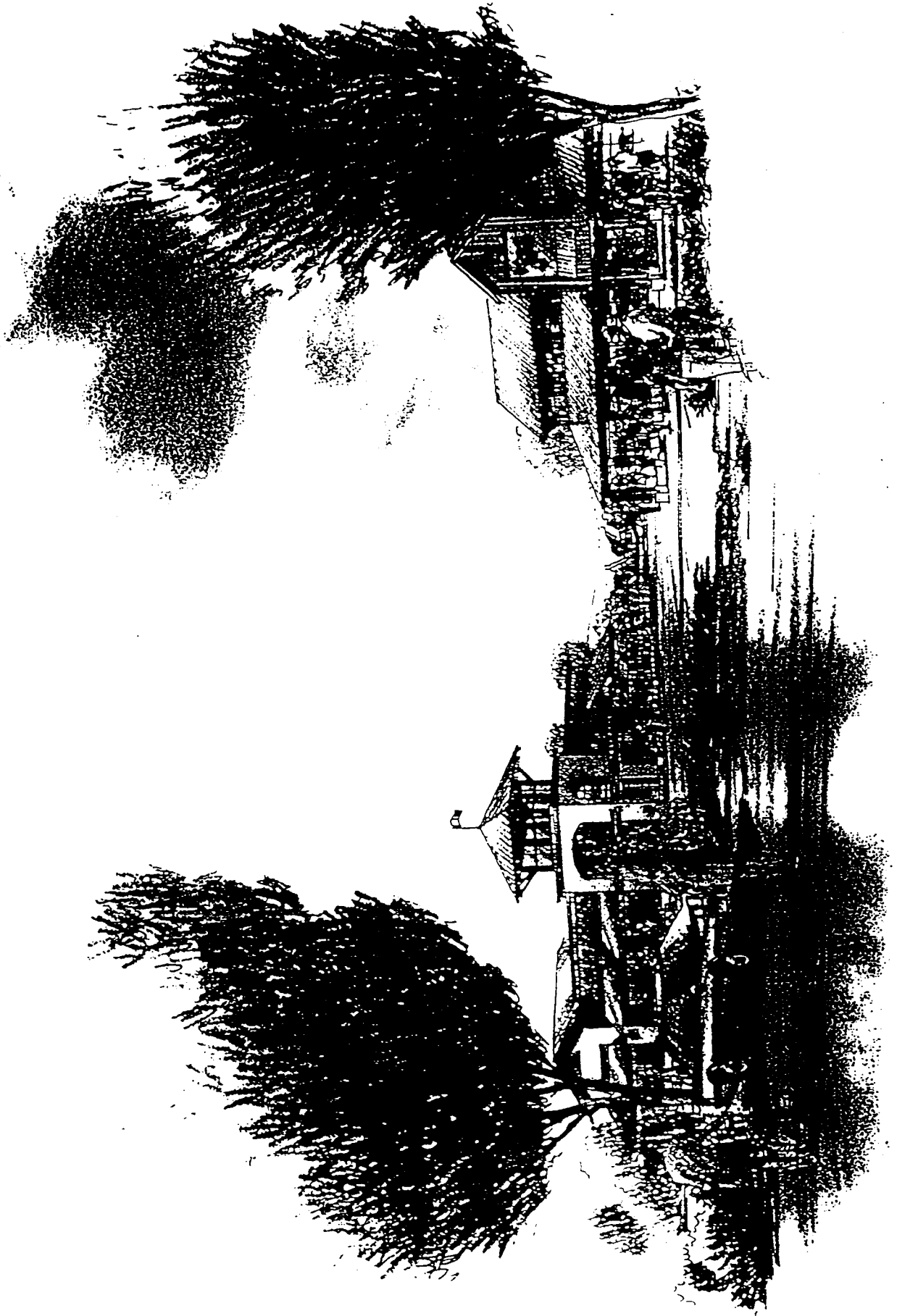
THE TOWNLINE GROUP OF COMPANIES

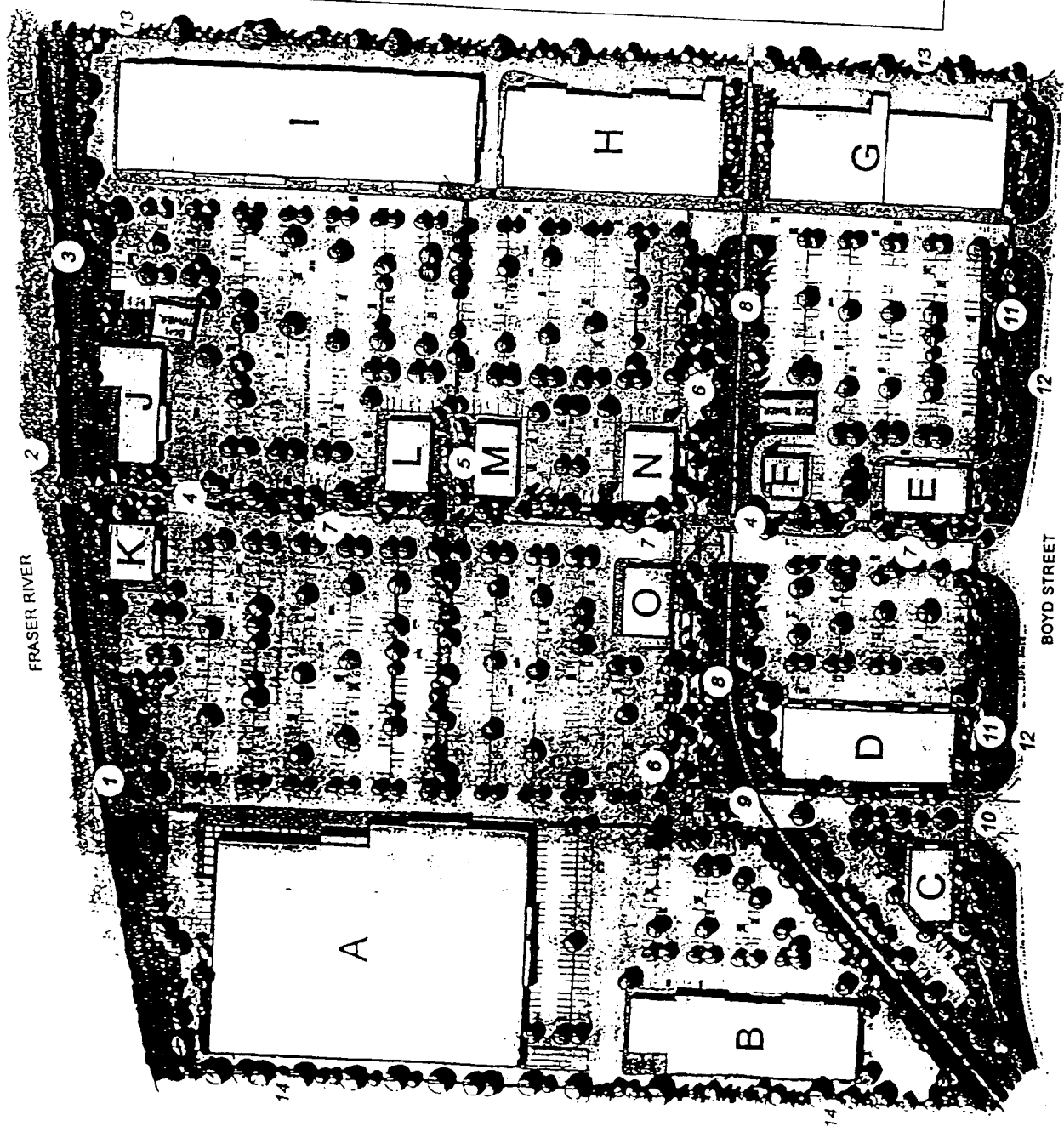
210-8971 Beckwith Road • Richmond B.C. • 604-276-8823 • Fax: 604-276-9981

TOWNLINE MANAGEMENT

TOWNLINE CONSTRUCTION

*Townline
Home Inc.*
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KEY

- 1. RIVERFRONT AMENITY AREA
- 2. LOOKOUT PIER
- 3. RIVERFRONT
- 4. WALKWAY/BIKEWAY
- 5. MAIN STREET
- 6. WALKWAY/BIKEWAY
- 7. MAIN STREET PLAZA
- 8. RAIL WALKWAY
- 9. MAIN STREET
- 10. RAIL RIGHT-OF-WAY
- 11. MAIN ENTRANCE WALKWAY
- 12. MAIN ENTRANCE
- 13. BOYD STREET WALKWAY AND BOULEVARD
- 14. BOYD STREET BIKEWAY
- 15. EAST PROPERTY LINE
- 16. LANDSCAPE BUFFER STRIP
- 17. WEST PROPERTY LINE
- 18. LANDSCAPE BUFFER STRIP

Site and Landscaping Plan

QUEENSBOROUGH LANDING

REPORT

To: Mayor Sparkes and Members of Council Date: 2002 March 6
in Committee of the Whole

From: Mary Pynenburg, File: 2680-20-69
Director of Planning 6418

Subject: Large Format Commercial Districts Zoning Schedule (C-10)

RECOMMENDATION

THAT the Planning Department be directed to bring forward the necessary Zoning Amendment Bylaw to establish the Large Format Commercial Districts (C-10) schedule, for Council's consideration.

PURPOSE

The purpose of this report is to introduce and discuss the proposed new Large Format Commercial Districts (C-10) zoning schedule.

DISCUSSION

Large Format or Big Box retail developments are common across North America. These centers try to combine ease of access with a wide array of goods and services and supply an abundance of parking. These centers are much like downtown areas and traditional suburban shopping malls in that they focus on an anchor tenant. These anchor tenants are usually department stores. In a downtown area these department stores would be multi storied due to the high land values. In a suburban location these anchor tenants would be located on two or three levels with a larger footprint. In the Large Format scenario, these anchor tenants are located on one level with a very large footprint. The minimum footprint for these type of stores would be 100,000 square feet, with footprints as large as 150,000 square feet being proposed for stores such as Walmart, Home Depot and Costco.

The next level of building in this type of commercial center is in the 50,000 to 80,000 square foot range and can be multi tenant – such as Danier, Shoe Warehouse or Sport Mart or have one user such as Staples or Future Shop. The smaller buildings will usually be in the 10,000 – 30,000 square foot size and be multi tenant with more service oriented activities such as pubs, restaurants, fitness clubs and video stores.

The Large Format Commercial Districts (C-10) zoning schedule was developed to provide a framework for Council to consider the proposed land use change at 805 Boyd Street in Queensborough. It is not considered that the City would use this zone in any other location, at this time, and thus the uses have been tailored for that project near the Queensborough Community. The zone has also been crafted to fit the existing language of the Zoning Bylaw so that redefinition of terms or the defining of new uses is not required. While it may be unexpected that the zone allows an Animal Grooming Shop, an Animal Hospital and a Veterinary Clinic, however the Zoning Bylaw defines these uses individually. For example, if one thinks of a PetCetera store, they sell pet supplies – that is a retail use, there is pet grooming – that is an Animal Grooming Shop, and there could be a Veterinarian on site to do health check ups or spaying or neutering in an Animal Hospital. Likewise at the Great Canadian Superstore – there is the retail use for selling food etc – but there are a number of personal service uses such as a dry cleaners, barber, and bank. Some very large stores such as Ikea also provide child care.

The zoning schedule being proposed focuses on retail uses and their associated service commercial uses. Also allowed in the zone are uses which could intensify the use of the site over time such as business and professional offices and public assembly and entertainment uses. The zone also identifies uses which might be interim uses for a large building should a business fail or decide to move to another location. The uses identified are Factory Outlets, Garden Centers, Museums, Studios for artists, filming, or audio recording.

The zone allows one residential unit per building for the accommodation of a caretaker, manager or security personnel. This provision was inserted to encourage on site security due to the surrounding uses. The sawmills and the I.C.B.C. towing yard are active industrial uses with on site security, however there is no overlook of the subject site from these sites. Therefore in order to promote site security, the residential uses would be allowed on a limited basis.

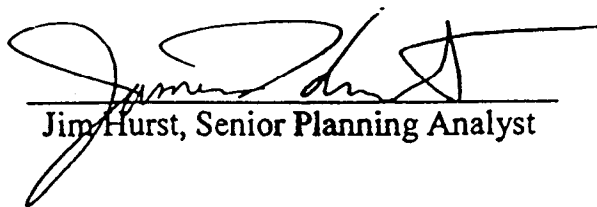
The zoning schedule requires a minimum setback of 25 feet to all property lines. The height limit for an office building would be 50 feet and 4 storeys. Buildings with a footprint of 25,000 square feet are allowed a height of 40 feet to the midpoint of a sloped roof and are discouraged from having a flat roof. Buildings with a footprint greater than 25,000 square feet are allowed a height of 40 feet to the roof deck. The maximum Floor Space Ratio is 1.0.

No new standard is being proposed for off-street parking. The requirement will be the same as these types of uses in the rest of the City, namely 3 spaces per 1,000 square feet of floor area. Developments of this type customarily provide twice the level of parking required in municipal bylaws.

City of New Westminster

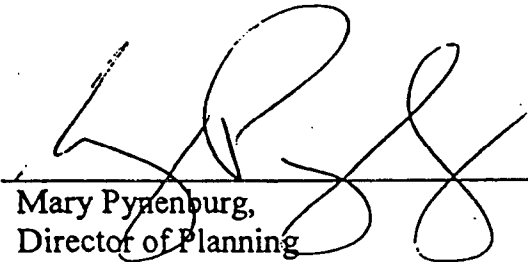
2002 March 06

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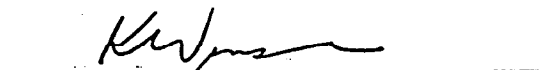


Jim Hurst, Senior Planning Analyst

Approved for Presentation
to Council



Mary Pynenburg,
Director of Planning



Ken Winslade,
City Administrator

:jh

Att.

550. LARGE FORMAT COMMERCIAL DISTRICTS (C-10)

550.1 The purpose of this district is to allow Large Format Retail Development and associated office and business park uses.

Permitted Uses

- 550.2 Animal grooming shops
- 550.3 Animal hospitals
- 550.4 Automobile repair in a retail store that has a commercial area greater than 40,000 square feet
- 550.5 Banks
- 550.6 Beverage container return depots, in accordance with Section 170.14 of this Bylaw
- 550.7 Cafes and restaurants
- 550.8 Child care
- 550.9 Factory Outlets
- 550.10 Garden Centres
- 550.11 Health service and fitness centres
- 550.12 Laboratories
- 550.13 Museums
- 550.14 Neighbourhood pubs
- 550.15 Office buildings containing business and professional offices
- 550.16 Personal service establishments
- 550.17 Public assembly and entertainment uses excluding amusement arcades and casinos
- 550.18 Public transportation depots
- 550.19 Public utilities

- 550.20 Printing, publishing and bookbinding, blue printing and photostating, lithographing, engraving, stereotyping, and other reproduction services
- 550.21 Residential units to a maximum of one per building for the accommodation of a caretaker, manager or security personnel.
- 550.22 Retail stores, excluding the sale of used goods
- 550.23 Retail sale of new automobile parts and accessories
- 550.24 Studios for artists, filming, or audio recording
- 550.25 Veterinary clinics
- 550.26 Video stores
- 550.27 Wholesaling
- 550.28 Accessory buildings and uses

Front Yard

- 550.29 A front yard shall be provided of not less than 25 feet (7.62 meters) in depth.

Rear Yard

- 550.30 A rear yard shall be provided of not less than 25 feet (7.62 meters) in depth

Side Yard

- 550.31 A side yard shall be provided of not less than 25 feet (7.62 meters) in depth

Height

- 550.32 The height of a building shall not exceed:
- a) Where the site coverage of a building is less than or equal to 25,000 square feet (3716.1 square meters) and
 - i) the building is higher than two storeys, then the height of a building shall not exceed 50 feet to a maximum of four storeys.

- ii) the building is two stories or less, then the height of a flat roof building shall not exceed 10 feet
 - iii) the building is two stories or less then the height to mid point of a sloped roof shall not exceed 40 feet
- b) Where the site coverage of the building is greater than 25,000 square feet (3716.1 square meters), the height of a building may not exceed 40 feet (12.19 meters) nor two stories

Density

550.33 Despite Section 120.71, for the purposes of this Schedule:

- a) Floor space ratio shall mean the numerical factor determined by measuring the horizontal cross sectional area of all buildings measured to the outside of the outer walls of the building at each floor level, excepting any area used for a community amenity, child day care, transportation depot or community police office and dividing this by the site area .
- b) The maximum floor space ratio shall not exceed a factor of 1.0

Off-Street Parking

550.34 Off-Street parking shall be provided in accordance with the provisions of Section 150 of this Bylaw

Off-Street Loading

550.35 Off-Street loading shall be provided in accordance with the provisions of Section 150 of this Bylaw

DEVELOPING SOLUTIONS INC

ATTACHMENT 2

May 9, 2002

Hamilton Community Centre
Hamilton Community Association
5140 Smith Drive
Richmond, B.C. V6V 2W5

Attention: Dick Chan

Dear Dick:

This letter is in response to your letter to the City of New Westminster Mayor and Council of April 8, 2002, regarding the development of Queensborough Landing and the potential impacts that the additional traffic could have on the Hamilton area.

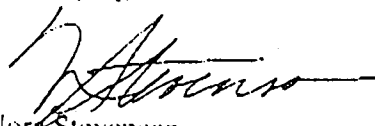
Due to your concerns we commissioned our traffic engineer Ward Consulting Group to review the impact of the additional Queensborough Landing traffic on the intersection at Gilley Road and Westminster Highway. Their letter report is attached for your information.

We understand that the community feels that there are safety risks to pedestrians at the current level of traffic at this intersection. The Ward Consulting Group report indicates that there will be minor increases in the traffic flows and resultant congestion in the Hamilton area. We do not believe that the slight additional traffic generated by Queensborough Landing will add to the safety risk at this intersection. We also understand that there is capacity on Westminster Highway to accommodate this additional traffic.

We understand your safety concerns however our analysis indicates the traffic system in place in your neighbourhood is designed to safely accommodate existing and projected traffic and pedestrian movements.

If you require any further clarification on our analysis or have any questions, please call.

Yours truly,
Developing Solutions Inc.



Nora Stevenson

332

4965 College Highroad Telephone: 604.222.7200
Vancouver BC V6L 1G7 Facsimile: 604.222.0722
dcvsol@telus.net

cc Brenda Fleming Hamilton Community Association
 New Westminster Mayor and Council
 New Westminster Planning Department
 New Westminster Engineering Department
 City of Richmond Mayor and Council
 City of Richmond Engineering Department
 Kyle Shury Townline

Hamilton.doc

333

Developing Solutions Inc Page 2



**ward
consulting
group**

- Traffic Impact
- Parking
- Transportation Planning
- Corridor Studies
- Traffic Operations
- Transit
- Trucking
- Network Modelling
- Bicycles/Pedestrians

May 8, 2002

Townline Ventures 30 Ltd.
210 - 8971 Beckwith Road
Richmond, BC V6X 1V4

Attn: **Kyle Shury, B.Comm.**
Acquisitions and Development Manager

Dear Kyle,

Re: Queensborough Landing Effect on Hamilton Area

We have received a copy of a letter from the Hamilton Community Association. We have examined the traffic patterns along Westminster Highway through the Hamilton area and offer the following comments.

- (a) Westminster Highway is designated a Major Arterial Road by the City of Richmond. It is also designated as part of the Major Road Network by the City of Richmond and Translink and is designated to carry large amounts of regional traffic. Since this road is part of the Major Road Network the capacity of the road cannot be reduced if the road is to remain part of the Major Road Network.
- (b) Traffic volumes on Westminster Highway through the Hamilton area in the p.m. peak hour are approximately 880 vehicles per hour two way north of Gilley Road and 990 vehicles per hour two way south of Gilley Road.
- (c) Based on 2001 p.m. peak hour traffic volumes, the traffic volume on Westminster Highway just west of River Road is 730 vehicles per hour, while just east of River Road the volume increases to 950 vehicles per hour.
- (d) The proposed development is predicted to add 32 trips per weekday peak hour to Westminster Highway west of Boundary Road. This represents an increase in traffic of about 3% between River Road and Boundary Road and 4% west of River Road.
- (e) The intersection of Gilley Road/Westminster Highway was analyzed using traffic counts obtained on April 25, 2002 and assuming the intersection is a stop controlled intersection without a pedestrian signal, which would be the case if no pedestrians are present. The highest delay movements are the westbound Gilley Road movements, which face a stop sign. These westbound movements will operate with an average delay of 38.5 seconds per vehicle in the p.m. peak hour, ignoring gaps created by the pedestrian signal. By

334

T.J. Ward Consulting Group Inc.
810 - 1111 Melville Street, Vancouver, B.C. V6E 3V6

Tel: (604) 688-8826
Fax: (604) 688-9562

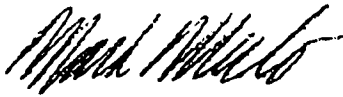
2003 the delay for the westbound traffic will be an average of 40.1 seconds per vehicle. The increase in the delay is due to the increased traffic due to background traffic growth. The addition of the predicted development traffic on Westminster Highway increases the average delay to 44.0 seconds per vehicle. It can be seen that the addition of the proposed development traffic does not have a significant effect on the operation of the intersection. It should be noted that when the pedestrian phase is activated, this gives an added opportunity for Gilley Road traffic to proceed which is not taken into account in this analysis. As a result, the delays for Gilley Road traffic will be less than shown.

- (f) When the pedestrian phase at the Gilley Road/Westminster Highway signal is activated the Westminster Highway traffic faces a red signal. This means that even with the additional site traffic on Westminster Highway there will not be any significant additional conflicts between Westminster Highway traffic and pedestrians, unless of course a vehicle disobeys the traffic signal.
- (g) The main conflict with pedestrians occurs between pedestrians crossing Westminster Highway and vehicles making the westbound left turn from Gilley Road to Westminster Highway or the northbound right turn from Westminster Highway to Gilley Road. When pedestrians activate the signal, Westminster Highway traffic is stopped and pedestrians can cross. At the same time, vehicles wanting to make the westbound left turn from Gilley Road will want to turn since Westminster Highway traffic is stopped. There is signage at this intersection indicating that when pedestrians are in the crosswalk the westbound left turn movement, as well as the eastbound right turn movement, are prohibited. This restriction is not what a driver normally encounters at a pedestrian signal, since drivers are required to yield to pedestrians in any case. Adding a northbound "No Right Turn on Red" sign for northbound Westminster Highway traffic would eliminate the conflict with the northbound right turn movement and pedestrians. This right turn can easily be made on the green signal. It should be noted that the pedestrian volumes will be at their highest just before school begins and just after school ends, which is the same time that the northbound right turn and westbound left turn volumes will be high with parents picking up and dropping off their children at the school
- (h) Converting this pedestrian signal to a full signal would reduce the delay for traffic from the side street; however, a signal is not warranted at this location based on the current or proposed traffic volumes.
- (i) Some of the traffic along Westminster Highway is using this road as an access route to the Queensborough Bridge as an alternative to Highway 91A. This is due to overall network congestion, and major road changes would be required in order to rectify this, including a new bridge over the Fraser River.
- (j) We have had discussions with City of Richmond staff and they have indicated that they have just completed a number of improvements on Westminster Highway including pedestrian crosswalks, concrete barriers on the west side of Westminster Highway to

separate vehicles from pedestrians and improved bus pads. These improvements were implemented after completion of reports to council.

I trust this information will be helpful to the residents of the Hamilton area.

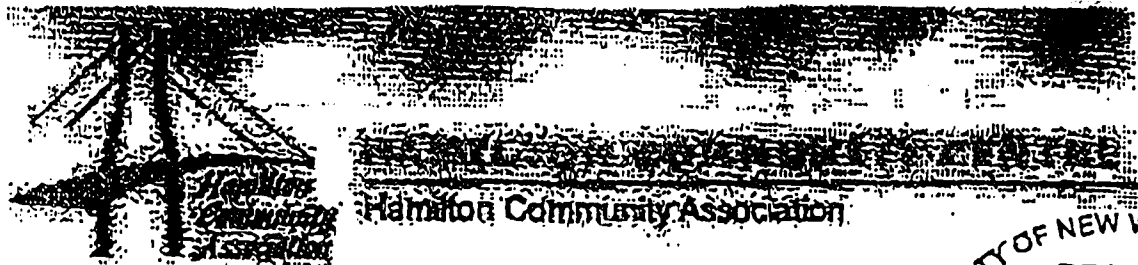
Yours truly,
T.J. WARD CONSULTING GROUP INC.



Mark Merlo, M.A.Sc., P.Eng.
Traffic/Transportation Engineer

cc. Nora Stevenson, Developing Solutions

ATTACHMENT 3



5140 Smith Drive, Richmond, B.C. V6V 2W5
Tel. +1 604.718.8055 Fax +1 604.718.8053

CITY OF NEW WESTMINSTER
RECEIVED
APR 23 2002

April 8, 2002

*e. Mayor + Councillors
Director of Planning
Re upcoming Bylaws
Reports*

Honourable Helen Sparkes and Council
City of New Westminster
511 Royal Avenue
New Westminster, B.C.
V3L 1H9

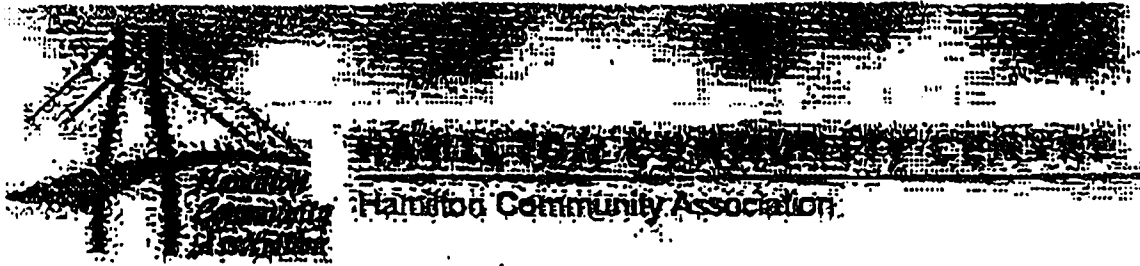
Dear Sirs/Mesdames:

Re: Queensborough Landing Proposed Development

I am writing on behalf of the Hamilton Community Association regarding the proposed development of Queensborough Landing on Boyd Street in New Westminster. We are the neighbouring community of Hamilton, located along the western boundary of Queensborough and the proposed development site.

We are writing at this early stage of the developmental process to secure our involvement in any public hearings and to express our concerns about this project. Ms. Nora Stevenson, a representative of the developer Townline Ventures, has attended meetings of the Hamilton Community Association Board of Directors to explain the proposed development and to present results of their initial traffic summary dated February 2002. We are pleased with the efforts that Townline has made to date to keep our community informed of their progress on this project.

While we recognize that this development could be of benefit to our community, we also believe that there is increased safety risk due to the projected increased traffic through our neighbourhood. Our community stands primarily on the west side of Westminister Highway and the location of our elementary school on the east side of the highway means that the majority of our children must cross this busy road to get to school. We believe the projected increase in traffic will create a significantly higher safety risk for our children, residents who bike and walk along this route, and anyone accessing Westminister Highway from the community of Hamilton.



5140 Smith Drive, Richmond, B.C. V6V 2W5
Tel. +1 604.718.8055 Fax +1 604.718.8063

We have considered the proposed improvements to the intersections providing access to the development (Highway 91A/Howes/Boyd Street and Westminster Highway/Boyd Street). Although we view these improvements to be beneficial to traffic flow at those specific locations, we believe these changes will not be a sufficient deterrent to people who will choose to use Westminster Highway through Hamilton as a shortcut to gain access to Highway 91 or 91A. Further, we are of the opinion that the current state of Westminster Highway cannot sustain increased traffic flow without further jeopardizing the safety of our residents.

We believe that the City of New Westminster, the City of Richmond, and the developer have a responsibility for the impact that this proposed development will have on our community. We are hopeful that the various stakeholders will take our concerns into serious consideration, and will take steps to ensure the traffic flow and congestion within our community is minimized.

Yours truly,



Dick Chan

President, Hamilton Community Association

c.c. Richmond Mayor and City Council
Nora Stevenson, Developing Solutions Inc.



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
 www.city.richmond.bc.ca

May 19, 2002
 File: 4040-00

Urban Development Division
 Fax: (604) 276-4222

Mayor & Council
 City of New Westminster
 City Hall
 511 Royal Avenue
 New Westminster, BC V3L 1H9
 Fax No. 604-527-4594

**Re: City of New Westminster Official Community Plan Amendment Bylaw 6730, 2002,
 for 800/900 Boyd Street New Westminster, B.C.**

To meet your Public Hearing deadline of May 21, 2000, this letter is to advise you of Richmond staff concerns regarding the proposed large regional destination commercial centre.

Richmond City staff have reviewed this proposal, and present the following comments:

Liveable Regional Strategic Plan (LRSP)

The LRSP designates "Downtown New Westminster" as a regional town centre. The proposed commercial development in Queensborough may conflict with the LRSP policy direction by proposing a major commercial centre outside a designated regional town centre. As a result, this development may encourage other similar developments to take place in Queensborough, and aggravate traffic patterns within and between the Queensborough and Hamilton communities.

Transportation

- This proposed development (with anchor store of Wal Mart, Costco, or Home Depot) would be a major regional destination point and therefore a significant draw for inter-municipal traffic.
- The Consultant's report estimates the draw of traffic to and from the west to be only 5% of the total trips generated by this site. This estimate is considered low by staff given that the potential traffic from Highway 91 west (via Arthur Laing, Oak, or Knight Street Bridges) and Delta (Ladner) is likely significant as there is no major anchor store such as Wal Mart in any of the three municipalities to the west.
- Richmond City Staff are concerned that Westminster Highway would be used as an attractive alternative to Highway 91 by traffic generated by this site. The consultant's report does not effectively address this concern and its related adverse impacts particularly on the Hamilton residential neighbourhood.

- The developer's response to the Hamilton Community Association states that *"there will be minor increases in the traffic flows and resultant congestion in the Hamilton area" and "that there is capacity on Westminster Highway to accommodate this additional traffic"*. Richmond City Staff do not agree with the consultant's assessment that the traffic through this area will be "minor". Furthermore, there are no suggestions for mitigating measures to address the traffic impacts.
- New Westminster City Council should therefore be requested to require the applicant to identify the appropriate traffic management measures, in consultation with Richmond staff, to discourage the use of Westminster Highway by the development generated traffic. The costs of such measures should be introduced before opening day and borne by the developer as part of the requirements for the development.

The Hamilton Community Association has expressed concerns to the City of New Westminster on the proposed rezoning applications. They believe *"these changes will not be sufficient deterrent to people who will choose to use Westminster Highway through Hamilton as a shortcut to gain access to Highway 91 or 91A. Further, we are of the opinion that the current state of Westminster Highway cannot sustain increased traffic flow without further jeopardizing the safety of our residents."*

Please note that Richmond City Staff will be recommending that the Richmond City Council advise New Westminster Council that:

1. This development proposal may conflict with the GVRD's LRSP policy directions by encouraging major commercial development outside of a designated regional town centre.
2. Prior to the consideration of the proposed New Westminster OCP amendment for 800/900 Boyd Street, the applicant be requested to expand the scope of the traffic management study for the proposed development, in consultation with Richmond staff, to include:
 - (a) the identification of the potential traffic impacts on the Hamilton community from the proposed development, particularly on Westminster Highway; and
 - (b) the development and implementation of any mitigation measures at the developer's expense to address such traffic impacts.
3. New Westminster staff be directed to report back to the City of Richmond on the outcome of the above traffic impact assessment and development of mitigation strategies, prior to the final reading of the proposed OCP amendment for New Westminster.

Please direct your correspondence to me.

Given the short response deadline for comment by the City of Richmond on this proposal, the staff report noting the above comments will be presented for Richmond Council's consideration later this month, and their comments will be forwarded to the New Westminster City Council.

Should you have any questions or comments, please call me at 604-276-4083.

Yours truly,



David McLellan
General Manager, Urban Development

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