



OUR CITY 2041 - Draft Official Community Plan

The City has now released the draft Official Community Plan (OCP). The OCP is the City's long-term vision to the year 2041. It includes the Future Land Use Map (titled "Land Use Designation Map" in the document), which shows the types and locations of land uses that will be encouraged over the next 25 years.

[Click here to see the draft Official Community Plan](#) that you helped create. It may be useful to keep this document open in another tab or window during the survey.

This survey is part of the final round of consultation for the OCP review. Revisions to this document will be made and then the final draft will be presented to Council in the spring, at which point a public hearing date would be set.

This information is collected by the City of New Westminster to be included in public documents that will be posted on the City's Website. Should you have any questions about the collection of this personal information please contact the City of New Westminster, Development Services, Planning Division at 604-527-4532 or by email at ourcity@newwestcity.ca

Draft Future Land Use Map

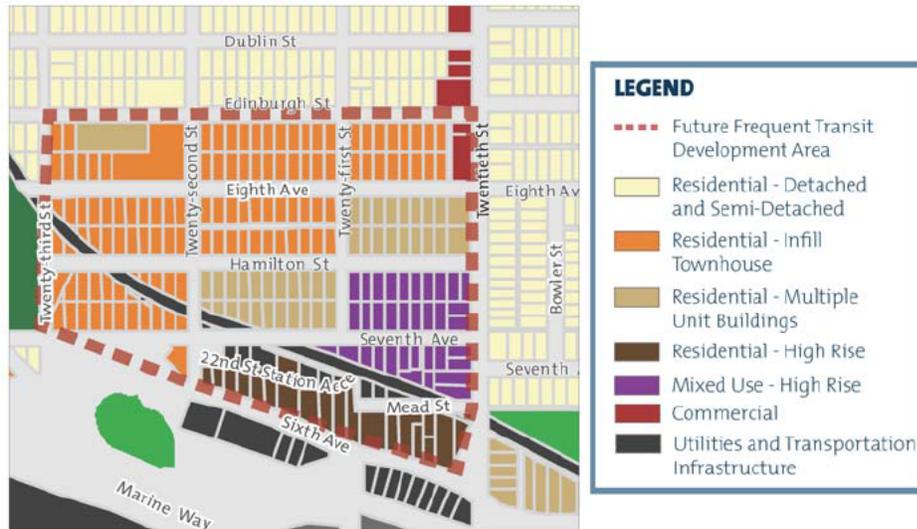
The draft Future Land Use Map (titled "Land Use Designation Map" in the OCP) shows the types and locations of land uses that will be encouraged over the next 25 years. The OCP also includes land use designation definitions that provide further detail regarding what land uses and building forms are permitted.

[Click here to view the Draft Future Land Use Map.](#)

Do you have any comments on the draft Future Land Use Map?

22nd Street SkyTrain Station Area

The area around the 22nd Street SkyTrain Station that is outlined in red on the map below has been identified as a Frequent Transit Development Area. The proposed land use designations would cluster high rises and commercial space around the SkyTrain station. Low rise apartment buildings would be located next to the high rises to act as a transition to townhouses (and rowhouses) in the remainder of the area. Community amenity spaces still needs to be determined and is not shown on the map below.



Do you support the proposed land use designations for the area around 22nd Street Skytrain Station?

- Yes, it looks good to me.
- Almost, I would like to see a few small changes.
- No, I would like to see major changes.
- I do not have an opinion.

Please explain:

Vision, Goals & Policies

The Vision, Goals and Policies are an important part of the OCP that set direction and guide decision making. (The OCP includes more than just a map!). The Vision Statement and links to each of the policy area chapters in the OCP are provided below.

The Vision statement is:

New Westminster is a healthy, inclusive and thriving community where people feel connected with each other. This sustainable city showcases a spectacular natural environment, public spaces and unique neighbourhoods that are well-connected and accessible. Superior urban design integrates its distinctive character, heritage assets and cultural identity. Growth and development provide a variety of services and employment opportunities that contribute to a high quality of life for all.

Click on the links below to view each chapter of the OCP, including goals and policies, that is interesting to you. Each link opens the full draft OCP, which is a large file. Share feedback on any component of any of the chapters below.

- [Community & Individual Well-Being](#), page 31
- [Culture](#), page 45
- [Economy & Employment](#), page 51
- [Energy, Emissions & Climate Change](#), page 65
- [Environment & Natural Areas](#), page 73
- [Hazard Management](#), page 81
- [Heritage](#), page 87
- [Housing](#), page 95
- [Parks & Recreation](#), page 105
- [Public Realm & Urban Design](#), page 115
- [Transportation & Accessibility](#), page 121
- [Utilities & Service Infrastructure](#), page 137

Do you support the Vision, Goals and Policies?

- Yes, just a final polish is needed.
- Almost, I would like to see a few small changes.
- No, I would like to see major changes.

Please explain:

Draft Official Community Plan

The full Draft OCP includes: the vision, goals, policies, actions, land use designations and Land Use Designation Map.

Now thinking of the whole document, do you support the draft OCP? 

- Yes, just a final polish is needed.
- Almost, but I would like to see a few small changes.
- No, I would like to see major changes.

Please explain:

Housing Objectives

Accommodate Expected Growth

The City's demographic forecasts anticipates that New Westminster could grow to close to 104,000 people by 2041. That's approximately 34,000 new residents, needing approximately 16,500 new homes. The Future Land Use Map locates most of these new units in mixed use, pedestrian oriented nodes and corridors that are well served by transit.

Does the draft OCP meet the objective of accommodating growth?

	Needs more!	Almost, but needs a bit more	Yes, it achieves this!	Needs less!	Don't know	No opinion
Accommodate expected growth.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please explain:

Increase Housing Choice

Currently single detached dwellings and apartment/condo buildings make up more than 95% of the city's housing stock. Increasing housing choice in New Westminster would be achieved by encouraging more ground oriented housing forms, such as laneway houses, duplexes, triplexes, townhouses and rowhouses. These forms of housing will contribute to meeting the needs of people with different ages, incomes, family types and abilities.

Does the draft OCP meet the objective of providing housing choice?

	Needs more!	Almost, but needs a bit more	Yes, it achieves this!	Needs less!	Don't know	No opinion
Increase housing choice	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please explain:

Have you participated in the OUR CITY 2041 process?

Since the OCP update process began in 2014, numerous workshops, open houses, events and online surveys have been conducted. The feedback received has helped determine and refine each component of the OCP, including the Future Land Use Map.

How have you provided feedback on the OCP and draft Future Land Use Map during the consultation process? Select all that apply:

- Attended the Love OUR CITY workshop (People used poker chips to show us where different housing forms should be located.) - February 2015
- Attended the Community Conversation on Housing Workshop (Round table discussions about three different land use scenarios.) - November 2015/January 2016
- Completed the Community Conversation of Housing online survey (Evaluation of three land use scenarios and a pin drop exercise to create a new land use map.) - December 2015/February 2016
- Attended the Your Future Neighbourhood Workshop (Round table discussions on first draft of the map.) - November 2016
- Completed the draft Future Land Use Map online survey (Evaluation of the first draft of the land use map.) - September/October 2016
- Directly to staff (e.g. in person, by email)
- This is my first time providing feedback!
- Other

Please describe:

Tell us a bit about yourself

Knowing who took the survey will help tell the story of this survey in the report to Council. It also helps us understand whose voices are missing from the conversation.

What is your neighbourhood? 

- McBride Sapperton
- Massey Victory Heights
- Brow of the Hill
- Moody Park
- Queens Park
- Glenbrooke North
- West End
- Connaught Heights
- Downtown
- Queensborough
- Outside New Westminster

What is your age?

- 19 and below
- 20-34
- 35-49
- 50-64
- 65+

Do you rent or own your home?

- Rent
- Own
- Neither

What is your interest in New Westminster (e.g. business owner, resident, desire to move here)?

If you would like to be added to our email list to receive updates on the OUR CITY 2041 process, please provide your email address:

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Powered by [SimpleSurvey](#)

Draft OCP - Final Consultation

Do you have any comments on the draft Future Land Use Map?

Number of respondents : 125

-fds

-Overall I like it. There should be more infill around 6th Street and below Queens Ave in Queens Park but I understand the political realities around those locations. I worry that 12th Street will not have enough Commercial.

-No

-It would have been nice had there been more potential for townhouse and rowhouse developments throughout the city instead of just in little clusters scattered here and there, the overwhelming majority along noisy arterial routes. It is also disappointing that every elementary school in this map is surrounded by a sea of single-family housing -- higher density around schools means more children have the opportunity to walk to school.

-I don't think we went far enough with the infill.

-We should be protecting single family neighbourhoods.

How can you increase the density without a plan to increase park space, and other amenities.

-Generally, agree with what's proposed although I have concerns with parking in all these areas. The West End of Vancouver is struggling with the on street parking and if New West densifies there will be no parking. There could be more density along the key transit routes - 6th Ave, 8th Ave, all around Moody Park.

-I think the plan was a too lengthy and full of generalization and more like a new west advertising handout.

But it the last 5 pages had the information you are looking to review. Overall the looks good however the usage of the downtown core seems to be missing details. We have space to accommodate more high rises but traffic control remains a problem. Maybe the one ways need to be revisited. In addition, the creation of expensive unused retail office space in the building is not addressed.

-the land use map fails to provide green space along brunette river from NE corner Hume Park all the way to Fraser River. Its all RR tracks, and industrialization right to Brunette River waters edge.

How come?

-Very disappointed to see no clarification and accommodation for higher FSR on lots that can build coach houses.

-Traffic flow needs to be addressed. Redirecting through traffic would be a start.

-I think the city has got it right based where New West is right now and where we need to move to acknowledge what the future has in store for our city and the lower mainland.

-It is a clear statement of the future vision for the City. I am disappointed that we have not put more effort into looking at the Transportation routes and tried to envision alternatives (like a 10th Ave only truck route) that would greatly enhance the quality of life in New Westminster for the majority of the residents. As a City, we have many aspirational goals related to "transportation" unfortunately they all seem related to reducing the movement of cars....but completely misses the need to manage trucks. Trucks for local delivery, trucks for the gateway, and trucks for construction. A glaring lack of foresight.

-I am very happy to see the city moving towards denser housing options than detached SFH, especially around transit heavy areas like 22nd St. Station. I think the City was unfair and short-sighted in its giving into 5th St. owners by rescinding the planned townhouse designation. I believe the neighborhood demographics are 40%~ renters, yet the OCP outreach had a very small renter response rate. The loudest are not necessarily the majority!

-The plan is comprehensive and I am pleased to see my residential area will not change, although I have concerns with laneway housing. Parking in lanes is an issue now, and with lane way housing it will get worse. People who

will reside in these places will have guests with cars.

-Looks good.

-The main thing that strikes me about the map at this point is how little townhouse/rowhouse designation there is except in Connaught Heights. The "missing middle" isn't missing entirely, but I think there should be more of it. Glad to see more of that designation in Connaught and fewer towers, which still strike me as being out of place even though I know the SkyTrain station needs density. The other thing that strikes me is not new--the serious lack of density in Moody Park. I have heard people wishing that Twelfth Street could be our own Commercial Drive, but without sufficient surrounding density, no commercial area will ever thrive. And that's a shame. I love that lower Twelfth is still a study area. I hope that becomes something very forward-looking, maybe including artist studios and ateliers.

-Very ambitious plan but how realistic is it? Outside pressure from developers and land speculators to develop even greater density in New Westminster could influence future city councils.

-Very happy with the scope of planning.

-I hope laneway housing doesn't have restrictions based on square footage for newer homes...3 small children and looking to laneway as an option for them to still live in the city when older

-It looks great! I support all of the upzoning areas. My only comment is that I would have liked to see more single-family house areas rezoned to at least townhome-level zoning.

-In regards to the LTSA- how many years will this area be "studied"? Define 'maker spaces'

When will a 'master plan' be decided before you accept rezoning applications?

-I went to all the OCP meetings and no one wanted high rises at 22nd Street Station. Some low rises may be OK but not high rises. Queen's Park residents didn't want to sacrifice anything. They claim 600 homes and 30 gone in a decade. That is 5% of housing stock replaced. Other streets in NW are upwards of 50% of old housing stock gone. Other areas are also protected. Why don't we look at keeping more of NW?

-yes. these zoning changes are outright or still have to apply for zoning change?

-no

-how are you planning on dealing with the traffic issue in Connaught if you are thinking of doing a rezoning and introducing highrises/condos?? it is impossible to get out and in now, so what is the plan!

No amenities around here to support all the new people, Connaught school almost closed down several times, will also increase crime and issues in the area

-We live on 8th ave and would like to see townhouse or fsr 1 near to 12th st.

-I live at ^{Persona}Mott Cres and have concerns about the designation for the north side of 8th Ave E between Cumberland and Sangster as "Residential Ground Orientated Infill". Currently the residents of that block of 8th, along with the residents on the eastside of Sangster and the residents of the west side of Mott share a hidden jewel in the triangle of park land bounded by the alley ways. Those alley ways are quiet lanes with little traffic, making the triangle a peaceful safe place for people to enjoy.

I realize having read the OCP documents that that section of 8th Ave was previously designated Residential Townhouse and normally the change to "Residential Ground Orientated Infill" would be something I favor. However since that designation has changed to include townhouses I am not so sure.

Since any townhouse development would require lane access for parking a townhouse development would mean

a radical change in the traffic in the laneways surrounding the triangle. In the worst case assuming all of the 5 of the houses in the block that back onto the were replaced with quadraplexes we could expect to see the traffic in the lane quadruple at a minimum.

Quadraplexes also implies rental stock. I think renter's tend to be less attached to the neighborhoods they live in (probably because they are more transient than homeowners. With less of an attachment comes less care for neighbors, as well as a concern about their concern for users of the triangle.

We already see issues where tenants of the one landlord on the alley continually park their vehicles on the triangle with little concern to the affect they have on the grass.

Although I have only addresses the portion of 8th Ave west of Cumberland I would expect residents surrounding the triangle behind 8th Ave east of Cumberland have similar concerns.

-I'm curious why all properties that were designated "residential - infill townhouse" in Brow of the Hill are now designated "Residential -Ground Oriented Infill Housing." And am wondering that if the city's intention is for smaller TH developments of 4-8 units rather than entire block redevelopment, then perhaps allow all infill townhouse designated areas the flexibility to be ground oriented infill housing as well.

Also, did 5th Street get removed from townhouse designation because they were the loudest in opposition and repeatedly and knowingly shared misinformation? This seems to set a bad precedent.

-I think the laneway option is not really an option if you can only have one or the other...where are people to store their kids bikes, scooters, skateboards and xmas decoration without a garage!

-I do not want the block of First and Colborne Street between 7th Ave and 8th Ave to be designated Infill Townhouse. Leave it as Residential - Detached and Semi Detached.

-I live in Glenbrooke North. I don't like the new Townhouse designation for First and Colborne Street. I much prefer the flexibility under the Residential - Ground Oriented Infill designation. Provides more flexibility. After speaking with residents on these streets, many of them were concerned they would not be allowed to build laneway/carriage homes under the Townhouse designation. Some residents wanted to build laneway homes to meet the needs of their family. I do not want the Townhouse designation on these streets.

-Yes. It is unfair to have part of Keary Street only partially rezoned for multi unit dwellings. That allows the property values of those rezoned to increase dramatically while lowering the property values of those not rezoned to drop in value since the street is no longer a quiet and proper residential street. Either allow all the owners the option to rezone or none of the owners to rezone.

-I had almost completed this and some how I lost my comments. if these appear as a duplicate it is only because I disza;[d not think the previous on was sent. If it was disregard this one.

I believe that the overall density is too ambitious for a city with square area and lack of ability to increase green spaces for parks. These two facts alone will decrease the overall livability and well being of our citizens.

-The city should not give in to the demands of the residents of 5th street who oppose the new land use designation to increase density with infill housing.

-I like the plan of higher density which allows more housing options.

-Laneway similar to Vancouver model with enclosed garage

-It reflects both the realities of increased density of population and the values of current resident landowners. Given the anticipated and approved massive development in neighbourhoods such as Sapperton, it is important to retain existing single-detached homes at this time and the plan does so. When the OCP is reviewed in a decade or so, more infill housing may be appropriate or in fact we may discover that the liveability of this city has been impacted

too much.

(Re: the neighbourhood planning area map and key -no.9 on the key is missing and the titles are skewed - Sapperton should be 9 not 8 for example)

Also, thank you to all the city planners and staff that were involved in this entire process -thanks for your hard work, your accessibility and willingness to listen, learn and discuss -I certainly appreciated the invitation to participate. -I oppose the RT- infill townhouse designation proposed for Colborne and First Streets. This neighbourhood's density increased dramatically with the development of the old federal lands. The detached town homes on Colborne Street created a buffer for the single family homeowners on the opposite side of the street - a design change welcomed by existing homeowners. You now propose to increase the density yet again on Colborne Street where I have a relatively new home as do two other families. Many of the other homes on Colborne, First, and Seventh Street have had substantial renovations. This is an unjust proposal by City staff to change the land use. PLEASE KEEP IT RD.

On another note, why is the 600 block of Colborne not RT? Is it because a building permit was recently issued?

Why is there no RT in the Massey Heights area where there are many old houses being demolished?

Why is there very little RT on 10th Avenue?

-I am in favour of it - it makes use of quick access to skytrain and bus loop for those who choose to live in the higher density buildings

-I still think we could be aiming for more density in Glenbrook N, QP and Moody, West End.

-Not a one size fits all plan for laneway housing...each house is unique in new west so each situation needs to be carefully explored

-You have laid out plan for the typw of housing you will encourage, but you have not cahnged zoning to reflect this. The type of house built is still very subjective.

-I am a home owner in the Brow of the Hill neighbourhood. The following are my concerns:

- There should be more townhome designation

- 1.0 FSR should be the min for townhome designation for RT & RGO land designations

- Developers have told me that below this threshold will not warrant enough value for my land for me to sell for redevelopment

- I would like to see pre-zoning take place RT & RGO land designations

-I think it's all great. In the culture section, I would consider adding artist-run centres, and arts spaces (with studios, etc.) and involvement of Douglas College, for instance, in supporting and advancing West Minsters cultural and community vibrancy and interconnectivity. I know they host screenings of films for the Latin American Film Festival, so there could be opportunities similar to SFU's broad based community engagement of many, diverse groups out of the Goldcorp Centre.

-The proposed FSF (.75) is too low for the RT (townhouse / rowhouse) land designation. Small scale projects with an FSR that low will create small townhomes (1200-1300 sq feet), built by only lower cost developers. Families

require larger homes of 1400-1800 sq feet, which means a minimum 1.0 FSR is required. Restricting height to 2.5 storeys when single family homes can be 3 storeys creates a lack of uniform height in a mix of homes on a street, and can lead to blocked views for the townhomes. Parking needs to lead directly into the townhome or rowhome, in a city that rains so much no one wants to buy townhomes that have parking pads versus garages. Townhomes also require greater than 1 parking spot per unit, perhaps 1.5 to 1.75. Greater than 150 lot frontage should be used for townhouse / rowhouse projects as better quality developers could participate in creating collections of home in the city that would be of higher quality, better design, and have leave a positive lasting impression of neighborhoods in transition that have been thoughtfully considered and built to high standards.

-I support the Draft OCP but I have the following recommendations.

Maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT), not the 0.75 to 0.85 FSR proposed. It's too low.

Pre-rezone Townhouse and Ground Oriented Housing.

Allow internal roads in a Townhouse and Ground oriented housing development sites so parking can be close to each unit. Townhouse owners want parking close to their unit vs. walking in the rain from the lane.

1.5 to 1.75 parking stalls per unit, not 1 spot per unit like the current draft says. Families often have more than one car per household.

Permit development sites with frontages greater than 150 feet. Limiting development sites to frontages no greater 150 feet will not work for our block.

Allow building heights 3 storeys, 2.5 storeys is too low. There is already 3 storey houses in so what's the difference?

-I think that council has really let the city planners and the people who attended all of these open houses down.

There are barely any changes!

-I find it rather difficult to determine from the map exactly what kinds of housing will be allowed in my specific neighbourhood.

-the draft plan if put in practice is a great way for the city to improve housing stock. laneway is a great option for low in-fill. Now what would matter is how the city put this plan into practice when approving new houses. How subjective will the application process will be? Will each re-zoning still go in front of the council? What determines a lot is suitable for duplex, single compact house or a laneway.

-I'd like to see:

- Pre-zoning of Townhouse (RT) and Ground Oriented Housing (RGO).
- Building heights of 3 storeys.
- The maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT).
- Internal roads in Townhouse and Ground oriented housing development sites.
- Parking stalls per unit boosted from 1 stall per unit to 1.5 or 1.75 stalls per unit.
- Development sites with frontages greater than 150 feet.

-It looks good for my house

-I would like to see gasworks restored or at least structurally sound to build a nice community garden in and around it.

-More multi family is still needed if we want to keep our young people and attract other families leaving Vancouver

-Looks great.

-Looks like a bit of nimbyism prevails -QP

Densification? Oh no ...let other parts of the city density but let's let the few vocal Queens Park nationalists dictate the terms for " their" neighbourhood!

-no comment

-Although it is appropriate to keep lower income rental in the BOTH, however many of buildings were not well built. They are having work done currently but this is not a long term solution. In 25 years they will be slum housing. There needs to be a gradual change in classification so that it will be attractive for developers to rebuild

-Please retain the new zoning/land use for my property (Eighth Ave, New Westminster). I support higher density all over the Lower Mainland as housing gets more unaffordable for Millennials.

-No I do not have any comments.

-Would like to see even more green space overall.

Have concerns about traffic, traffic movement with density getting increased, and also parking.

-More housing options in Glenbrook North and Queens Park (i.e., less single family).

Area between Colborne, 1st street, 7th ave, and 8th ave should be ground oriented infill, not townhouse/rowhouse.

-Looks great but there should be more density spread around the city instead of just at specific places.

-Like the focus on increased density and liveability. Especially the default rezoning to allow laneway/carriage houses. Also the TBD special zoning areas.

-I wish it went further to facilitate more availability of "missing middle" housing

-I am a homeowner in the West End

I believe more townhouses are better.

I would like 1.0 FSR minimum for townhouse for RT & RGO land designation.

I understand we would need this rating to get the right value to sell for redesign.

I also want pre-zoning established for RT & RGO designation.

-I own my home in the West End.

More townhouses are needed.

I want 1.0 FSR at least for townhouse for RT & RGO land designation.

I need this rating to get the value to sell my home for development.

I want pre-zoning in place for the RT & RGO designation.

-The areas and maps are well considered, but I would change the infill guidelines for a few land use designations. Most cities around New West are selling townhouses and rowhomes that are 3-4 bedrooms (1400-1800 square feet), have 1-2 garages attached, and are 3 storey's. The townhouse/rowhouse designation (RT) and the Ground Oriented Infill Housing (RGO) are proposed for .75 FSR, which is not high enough to make development projects worthwhile. A minimum of 1.0 FSR is required to attract better quality builders and to actually make developments worth doing. Also, pre-zoning the RT and RGO designations would take pressure off the planning department at the city, and helps home owners and developers because they have a clear understanding of what is allowed on there land. Families do not want parking pads. They have to walk through the rain to bring items into there home (strollers, groceries, shopping bags), and parking pads induce crime (see the recent rash of break-ins in Feb17 in uptown) as criminals targets cars. People want garages attached to there homes. Car ports are not ideal either, as

they are promote visual clutter around the neighbourhood. 2.5 storey's are not practical either, as single family homes can be 3 storey's, so neighbourhood blocks will not be uniform, and smaller size townhouses will be constructed (a 1200 square foot townhouse is not a big step up from a 1000 square foot condo). Please reconsider the infill guidelines for (RT) and (RGO) designations or people will choose to buy in Surrey, Burnaby, and Coquitlam where proper sized functional large townhouses are being built for the families who need them. Do not listen to the vocal minority of people who say these homes will ruin their neighbourhoods. The next generation of people purchasing homes in New West (the under 40 demographic) simply wants to be able to raise families in the great city of New West in homes that work for them. We do not expect to own single family homes with white picket fences. But those people living behind the white picket fences should not shrink the size of the next generation of townhouses and rowhomes built around the city over the next 25 years simply because they think it will destroy the fabric of the neighbourhood. The worst destruction to any city neighbourhood is losing young families and people downsizing to other municipalities for larger, more functional homes.

-After you pack all these people into our area how do you think the traffic will allow people will commute???

-Please meet with the developers needs so we can have a showcase full town home project ,on the 100 block East 8 th ave.relax the 150 foot mandate ,increase parking to meet the needs of these families and this will stop vehicle spill over on the streets.please work with ratios for floor space .

-As the density is going up no matter what go big or do nothing .

-I would like the zoning / usage for the stretch of 8th Street between queens and 4th avenue remain Single family where it currently is. Also or ash street in the same stretch,

And 9th street. The mixed high and low density and character of the brow of the hills older homes should be retained.

-I would like the stretch of 8th street, ash street and 9th street between queens avenue and 4th avenue to retain so glee family dwelling zoning / usage and retain the character of the older homes in the brow of the hill/uptown area.

The same for 5th street where the plan is to increase density, I would like the character and single family zoning Retained where it exists.

Overall I feel dissatisfied that their is planning alignment between the city and school district. Also developers do not seem to be giving to communities in terms of contributing to services.

I would like to see square footage in projects transferred to cultural and other non profits as requirements for approval. I have the impression there is a lot of non resident developers not contributing to the infrastructure required to not just keep pace with this rapid development but also to recover from the impact of new projects (roads that get torn up etc). Other than their projects the surrounding neighbourhoods often seem worse for their presence when they're completed.

I am not in support of the super high density and very tall towers by the River. be moderate in decisions by the River. That decision can't be undone and it is not just visually obstructive it creates more pressure on the river itself.

-What about traffic and parking for potential townhouses on 8th st. Parking is already tough for single detached homes located on London, Dublin, and Edinburgh streets which intersect with 8th street.

-Traffic and parking in and around potential townhouse rezoning areas of 8th street

-I am disappointed to see how little mixed use is permitted. For a city who wants to promote walking and cycling as the means of transport, it doesn't make sense to segregate residential and commercial uses by more than a ten minute walk.

-First of all, I acknowledge that you are doing a great job, both in the way the draft is edited and in its spirit. The map on page 10 (neighbourhoods) is a perfect start and must stay there because it gives the reader a perspective in terms of how the City groups the blocks and areas.

-The tree protection and tree cover protection/increase plans conflict with higher density. It is easy for apartment and condo dwellers to love trees but they don't have to be burdened with the cost of them. WE went through tree protection hell with the city during our house project. To ask citizens to post a \$10K bond per specimen tree is outrageous. To tell them they need two trees to replace one is also outrageous. To expect citizens to plant big trees in subdivided (say 60 to 30ft) lots is ridiculous. Where do those trees go? This plan needs to be softened as it is much too onerous on the average citizen. Another idea that elected officials love to jump on to but don't think about the ramifications to their voting public. Or at least the one that now single family houses in New West.

-We want the City to pre-rezone RT and RGO Ground Oriented Housing

We want a maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT), not the 0.75 to 0.85 FSR that is proposed in the Land Use Map.

We want internal roads in Townhouse and Ground oriented housing development sites so parking can be close to each unit for ease of access and for safety reasons.

Families often have more than one car per household so it makes sense to increase the parking stalls per unit from 1 spot per unit as outlined in the current draft.

Permit development sites with frontages greater than 150 feet.

Allow building heights to go to 3 storeys, There already 3 storey houses in our area so there is no reason to build only 2.5 storeys in the neighbourhood.

-allow RT on 8th ave block same as 6th ave

pre-rezone RT and RGO housing

1 1/2 parking stalls per unit of RT and RGOs

Extend maximum base density to 1.0 to RT and RGOs

Allow internal roads in RTs and RGOs

Allow building heights of 3 stories

Allow maximum frontages of more than 150 feet in some cases

-I am concerned about the infill guidelines for townhouses and rowhomes. Both the RT and RGO land use designations offer between .75 and .85 floor space ratio (FSR). Many other cities offer 1.0 FSR or higher. I would suggest the city follow other municipalities and offer 1.0 FSR or higher for base density. The reason for this is the city has 95% of its housing in single family homes or condos. The "missing middle" is a large sized townhouse (around 1500 square feet and higher) with an attached garage that is 3 storey's. Parking pads are also not functional as no one enjoys walking into there house in the rain, and they can attract an element of crime as 5-10

cars parked side by side in a residential area off a main street is an easy target for criminals. The combination of a lower FSR (.75) and a 2.5 storey home promotes 2-3 bedroom townhomes or rowhomes under 1400 square feet. These are not functional homes for the large demographic the city is hoping to attract (younger families, middle aged families, or downsizers looking to keep space for visiting family members). If the city goes ahead with the RT and RGO as is, most of the families looking for a good sized functional townhouse or rowhome will move to Burnaby, Surrey, and Coquitlam where larger more functional homes can be found. Pre-zoning the RT and RGO designations would also take pressure off the city, and allow homeowners to know exactly what they can do with there lots.

-Increased density was to stay below 8th avenue west of 20th street and now looking at the plan Edinburgh street will be involved in the density increase.

-It looks good with the exception of the current location of Patullo Bridge. It should be moved east to connect with Brunette and Braid.

There also are no bike routes identified. Consideration should be given to one way streets where parking often only provides for one lane.

-The City should limit Heavy Trucks to the arterial road for access to the Pattullo Bridge , Queensborough Bridge and for accessing the freeway and Port Mann Bridge. At no time should Heavy Trucks be allowed to use the City collector streets.

The City should allow and encourage High Density Development near the Sky Train Stations and on Major Roads near Sky Train Stations such as 20th St. , Columbia St.. Both sides of 20th St. from 6th Av to 10th Av and all along Columbia St. should be densified to include Mid Rise residential and commercial.

-The planning group did listen to the participants of the September consultations and had added a proposed appropriate change for high rises to be added to the uptown area which was to be put before council in November. Unfortunately the council did not feel that the opinions and concerns of the participants and the changes from the planning group were valid enough to change the draft.

As there will not be any new development now in this area the existing buildings will continue to deteriorate to the point that they will be unsafe to live in and when this occurs people will wonder why and how this was allowed to happen . The participants of the consultations will be there to inform the public of councils decision.

-Do we really need the higher density?

Let things evolve with out pushing them.

-I have concern about the RT and RGO land use designations, particularly the infill guidelines for townhomes and rowhomes. The city of New West has 95% of its home in single family detached, or condos. The remaining 5% is townhomes. But of those 5% a great number of townhomes have strata's that are "adult only". Searching MLS for these floor plans show townhomes that are perfectly designed for families. They have 3-4 bedrooms, 2-3 bathrooms, a rec room and are between 1500-2200 square feet. The present infill guidelines would not allow for these larger townhomes. I understand the city took feedback from citizens on the type of homes they would allow in there neighbourhoods, but the city needs to be progressive in understanding the vast majority of people locked out

of the single family market wants larger townhomes with attached garages that are 1500-2200 square feet. Other cities are building these homes, so if New West does not allow for them, people will move out of the city. Here are some things to consider which would allow for larger homes: 1) 3 storey townhouses, not 2.5 storey's; 2) 1.0 FSR or greater (.75 to .85 is way too low), 3) Roads should be allowed in townhouse developments, 4) Pre-zoning (then owner's really know what they can do with there land, the city planning isn't slammed with zoning requests), 5) Parking pads should not be preferred - it should be attached garages (that is what people really want), 6) Larger than 150 lot frontage should be considered. There is a way to preserve the great character in many of New West's great neighbourhoods. But the land that has been designated for RT and RGO has been well considered by the city planning department. The only change that needs to be made is to make the infill guidelines less restrictive so the proper type of homes can be built. A 1200 square foot 2-3 bedroom townhome with a parking pad, is not a huge step up from a 2-3 bedroom condo. In fact, many people would choose the condo because it has covered parking. The city really needs to make its next generation of townhomes stand out for being well constructed also. And at present, the RT and RGO infill guidelines are so restrictive they will only attract lower cost developers who may not have the architectural expertise in house to design tasteful and functional homes. As construction costs rise (see the price of gyp-rock), profit margins are extremely tight on these townhome projects. We don't know to see the generation of homes in New West turned into the leaky condo mess of the 1990's. With only low cost developers making sense to work on the homes within the present guidelines, the city is risking an entire generation of homes being built fast, cheap, and not well considered. Do not take that risk! Change the infill guidelines for RT and RGO now before it is too late.

-- allow townhouse building heights of 3 stories rather than 2.5 - makes better use of space and more appealing to families

- 1.5 parking spots is better than just one per family

- internal roads for townhouses and ground oriented homes would allow for parking closer to one's home

- please pre-zone RT and RGO

- sites should allow for frontages 150 ft plus

- maximum permitted base density of 1.0 FSR or BIGGER for RT and RGO!!! For families!!!!

-Regarding the proposed RGO (Residential - Ground Oriented Infill Housing) Zoning on East 8th between

Cumberland and York.

Personal Information

so we share the lane that will give access to

this block of proposed infill.

That lane is already at capacity for parking, with excess parking spilling out onto York and sometimes down to East Durham.

With three dwellings per lot there will be a large increase in lane traffic and an increased need for parking. I know that this infill is along a high transit corridor, which in theory make car owning unnecessary. But I think almost everyone will also have a car (for example until recently one family on that block had 4 teen and young adult kids living at home and so had 6 cars to park).

I hope you either:

- Widen the lane by 3 metres to allow more parking (by taking 3 metres from each lot on East 8th as part of the redevelopment).
- Require the re-developer to have adequate parking for each dwelling.
- Require an underground parking lot to serve the entire block of housing.
- Don't approve the rezoning.

-No

-not at the moment

-Hi I live on 8th Ave. I think we should have more town homes on 8th.

I think a FSR of at least 1.0 should be on areas that are slated for RGO and RT. Streets that are busier and close to transit bus lines should have higher density like in Vancouver.

I'd like to have the RGO and RT area pre-zoned.

-I would like to see a garage a part of the structures as parking is a major issue in our area.

-I would like to see 8th ave and 1st street be changed from RT-Residential Infill townhouse to RGO Residential Ground Oriented Infill Housing.

-I like how definitive zones are being created to foster a very liveable city.

-I'd like to see some assurance that industrial zones will remain primarily industrial so that businesses remain up and running in the city.

-You do seem to be encroaching into our neighbourhood of lower Sapperton. Between Sapperton Green, the Brewery District, East Columbia developments, and Royal Columbian hospital there is lots happening around here. The rest of the neighbourhood should be given a breather for a decade or so.

-- I have been a homeowner in New West in the West End for 12 years. The reality is that the population of the GVRD will continue to grow.

- We've talked about the possibility of a laneway house on our property (132 x 44) and it just wouldn't be worth it for us. I really question how many people would opt for laneway homes.

- We would be willing to give up our property for more density, but it would have to be worth it for us, and it would have to be worth it to developers. I don't think some of the details in the draft OCP go far enough to be an incentive for me to sell or alter my property for higher density. If we did sell our property we'd likely want to continue to live in New West.

- We think about the future generations of younger people who will want to be homeowners. What middle-income earner with a family can afford a single family dwelling these days?

- I think there should be more density designated along busier streets, and/or 1 or 2 blocks off of busier streets, such as along 8th Avenue and 10th Avenue, and higher density than currently indicated along streets like 12th Avenue.

- I'd like to see more RT designation. I don't think that RGO designation is enough to make a difference.

- Over the past 6 months we've talked to a number of agents & developers who do land assemblies and I understand that it would be better if pre-zoning happened for land designated as RGO and RT. In addition, we've been told that the FSR is currently too low for the RGO and townhouse designations.

-Kind of hard to see the map with it's very small print. Making the map bigger by increasing the fonts do not give a full picture in what the cities trying to do. Putting Towers on 8 and 20 area is for the birds. Traffic is gong show now and adding towers on that corner is asking for trouble. There's grid lock now at certain times of the day. Parking is crazy now when people park on the streets and walk to the skytrain. With the towers and people with 2-3 cars per

house hold plus skytrain parking. it's will be worse.

-Comment 1: Clicking on the above link takes us to the Draft Official Community Plan where we have to scroll through 165 pages to find the Map X Land Use Designation Map on page 166. Why not use a consistent title and make the map easier to find?

-The proposal for laneway should be expanded to combined laneway and garage.

-I am generally happy with the expansion of the amount of lane way housing as the impact on our city will be softer and more sustainable

However I have serious concerns regarding parking considering the amount of people coming to our area

-I am opposed to RT Residential infill townhouse designation for 8th street from 8th ave to 10th ave. There is extreme traffic and pedestrian congestion on 8th st and on adjacent side streets Edinburgh, Dublin as well as the laneways, parents dropping off or picking up high school students. Eight street turns into Canada way at 10th ave it can take 5 minutes to commute between 8th ave and 10 th ave along 8 th street , in the later evening this same route takes under 1 minute. This RT designation brings unwanted traffic congestion and extreme pressure on the parking in our neighbourhood. I understand there is no parking on 8th street so our already limited parking will be negatively impacted not even considering the laneway carriage house secondary suites that will bring more traffic and parking. There have been many accidents entering 8th street and it's a matter of time before a pedestrian or highschool student is struck. I am happy to see additional laneway carriage house and secondary suite designation in our area.

-It's good

-Good

-Where will all the traffic go? What about the perimeter traffic plan. Will that add even more traffic on Twentieth, We really can't afford more chaos

-Why is there a tower being built next directly across the street from a house. I thought we weren't going to do that as to not be like Burnaby.

-Will the OCP's perimeter traffic plan call for more traffic being pushed onto twentieth street? Traffic is already a big issue in Connaught.

What will be done for all the people being displaced? Where is the cities compassion?

-Looks good

- Looks good
- More density along 112 and 128 corridors
- As the direct neighbor is already slated to be ground oriented, please rezone 337 and 339 Keary St as ground oriented housing designation.
- Too much RD zoning, need to allow for more townhouse and rowhome zoning in the Connaught heights residential areas where it is mostly RD.
- yes. The designation of First Street in Glenbrook North as Townhouses near 8th Avenue is not what the community that lives in this area wants. I understand that developers may have a different idea. City hall planners have deceived residents with the density designation. How? But sneakily including Townhouses into the RGO land use designation. Don't do this. It only benefits developers not the long term residents in any area of New West affected by the change in land use density wording.
- I believe the area near first street and 8th avenue (Glenbrooke North) that was designated light yellow (single detached) that was changed to dark orange (residential infill townhomes) should be changed to RGO (residential ground oriented infill). The reason for this is that people should have options rather than needing to consolidate with their neighbours. If you look at City of Surrey as an example, they have low rise designations for many of the old tear down looking ranchers on 137A near 105. There has been only a few low rise apartments even though that OCP has been in effect since early 2000's. With RGO, at least homeowners have options and yet, it still leaves options for developers to accumulate and do higher density projects which I agree are needed but should not be mandated as it often leads to absolutely no change at all. Some change is better than zero change.

Do you support the Vision, Goals and Policies?

Number of respondents : 164

Choice	Total	%
Yes, just a final polish is needed.	86	52.44
Almost, I would like to see a few small changes.	48	29.27
No, I would like to see major changes.	24	14.63

Please explain:

-I support the Environment & Natural Areas chapter. We need to recognize the value of urban gardens to insects, birds, racoons and skunks. Yards that are manicured into 'easy care' uniform strata-approved landscapes may not provide the habitat that is required to keep our urban nature thriving. An urban forest is very useful, but many birds require berries, aphid-eating lady bugs need hollow stems to lay eggs. Racoons and Skunks need places to hide and forage (do you know they eat mice?). Let's not forget the importance of these neighbours.

-I would like the citys attitude to neglected animals and the animal shelter to change.

We can afford blue tres while the animal shelter goes begging for basics. There has been a trend to change attitudes toward animals. People have embraced it (rescue animals, vegetarianism) but tge city just does not

-The words are fine, but execution will be an issue. We should have the additional park space before increasing

density. Why do we need to increase the population as high as projected. There is no requirement to increase density.

-replace high quality of life, a very ambiguous term, with a highly liveable area.

-I think it's always great to have a vision which has some stretch and some ideal goals to meet. However how do we make comments on housing, climate, etc and not simply implement a plan around traffic and bridges. We have a deteriorating Pattullo bridge which is essentially putting lives at risk and costing millions in simply sustaining it and yet we are planning to control other areas. We don't have land to accommodate recreation and we have high taxes for the size of our community but we have high expenses (on who knows what) and yet we talk about well-being and employment. We have unused space downtown and on-going traffic but we focus on other things... let's work on one and then move on.

-I think we are a little heavy on the buzz-words.

-It's apparent that "walking" is a major policy goal,

Is there a reason why the new OCP does not include provisions for local gathering places such as deli, bakery, or type of store in the neighbourhoods ?

-The Transportation policies are myopic and parochial. New Westminster is the center of the region both geographically and in terms of transportation. Nowhere in the document is the Asia Pacific Gateway reflected. The use of Figure X to make decisions on transportation will only lead to more short sighted transportation decisions. It is time for the City to show leadership to the region.

A commitment to develop aspiration goals related to cargo and port related movements in conjunction with the Port of Vancouver, the Greater Vancouver Gateway Council and Translink will go a long way to creating a much improved quality of life in New Westminster. Particularly if this aspirational goal is to move toward something like "convert 50% of current gateway related road movements to water movements.

-1) With the increase of office space, the city should be working with building owners and commercial realtors to encourage occupancy in New Westminster. Show them our expansion capabilities.

2) Farmers markets need to expand and give competition for better pricing. Local gardeners should be encouraged to sell their produce.

3) Build a High school. Stop promising and build the school.

4) With the collapse of the Arenex, take the opportunity to build a state of the art fitness facility in its place.

-I

-More heritage - looking at the full city, not just parts of it.

-I don't support the transportation plan. I think it places too much emphasis on bicycling. I prefer enhanced pedestrian routes and no change to vehicle access.

-What is with the open car ports for townhouse designation?

-Please see my comment in the opening section

-I love New West and how the mayor and council is committed to moving forward with development in a way that protects New West's unique charm. I see traffic continuing to be a major problem, especially from people driving over the Queensborough and Pattullo Bridges, and the commuters who take "short cuts" through our neighbourhood streets. Think we need to put forth more of an effort for traffic calming - such as exists in Vancouver north of 1st Ave between Commercial and Nanaimo Streets.

-Laneway with a garage allowed!

-Too many high rises and too many multi-family housing without attached green spaces. Our parks and community centres are overloaded already...where is the infrastructure to deal with the increase in population and how will the

city deal with the increase in traffic...where are the schools?...the area around the 22nd Street station is a nightmare already

-High rises squeezed into single family neighbourhoods will only destroy the family oriented feel of these areas. the uptown used to be a thriving family neighbourhood until the early 60s when the then city planners, councillors and developers turned it into mix of low and high rise apartments it is today.... it is anything but family of neighbourhood friendly. Seniors and families want to know their neighbours not packed into towers. Go with townhouse and row houses family friendly.. It may not meet the city's target but it will make for happier, more connected citizens. remeber to include green spaces too; the city needs more.

-You keep talking about livability and protecting neighbourhoods but you keep doing the opposite. You have ruined Sapperton and specifically Keary Street with decades of poor decisions and pushed thousands of cars off of main roads and into residential streets. You have done a horrible job and cannot be trusted to do the right and fair decisions to protect our street from noise and traffic

-Our city has very limited space to grow and up is not the answer. High rises do not connect people; they tend to isolate them within their apartments. In the early 60s the city planners, councillors and developers of the day built apartments in the uptown area of the city. they tore down single family homes and replaced them with 3 storey low rise and high rise buildings. When you walk through this area there is no connection to anything but rather it is just street after street, block after block of concrete with no appeal or sense of neighbourhood.

The city needs green spaces, ice rinks, swimming pools, community centres with fitness areas and programmes to accommodate the population it has now. (Have you ever tried to register for a space in the limited programmes the city offers now? It is like winning the lottery if you get a spot.) the schools can not accommodate the influx of students if the population increases as the GVRD wants it to. Will we put them in portables and for how long? Considering how long it took to build the 3 recent schools, or should I say 2 since the secondary still has not broke ground, those students may be stuck in portables throughout their entire schooling.

"Densification" will have a heavy toll and irreversible impact on the city's natural environment and its heritage assets throughout our many unique neighbourhoods.

-I would like the city to make it easier for entertainment options that include service alcohol to be easier to set up. For example, setting up of new breweries and tasting rooms, arcades and concession at pier park.

-I'd like to see the scope of laneway housing options expanded...they seem very restrictive

-change some policies around the laneway house for existing garage that can accommodate easily without having to tear down perfectly good garages to meet the new guide lines.

-It's a detailed document that contains a lot of information which makes reference to policies that are not explained, but the overall vision and goals sound like quality of life for the residents of this city is a priority. That is good!

Sometimes the stated actions are not clear to me -for example I still wonder how specifically the city will develop recreational facilities for the large increase in population that is anticipated. I also still have some concerns about the protection of existing rental units for low-income residents even with the policies the city has in place.

-More exploration on laneway housing...current proposal is very limited

-The Vision statement needs to put the heritage assets more front and centre.

-Transportation work with Translink is lacking. The city needs to provide better priority measures to buses to avoid the constant congestion during rush hour.

-Policy surrounding design guidelines for infill / townhome designation needs to be addressed.

- internal roads should be allowed

-1.5 parking stalls should be required / unit

- developments should be allowed to be 3 storeys
- development frontage should be allowed to be greater than 150 feet.
- Yes, I am interested to see how the plan is implemented.

-Changes to the Draft Infill Housing Design Guidelines are...

Maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT), not the 0.75 to 0.85 FSR proposed. It's too low.

Pre-rezone Townhouse and Ground Oriented Housing.

Allow internal roads in a Townhouse and Ground oriented housing development sites so parking can be close to each unit. Townhouse owners want parking close to their unit vs. walking in the rain from the lane.

1.5 to 1.75 parking stalls per unit, not 1 spot per unit like the current draft says. Families often have more than one car per household.

Permit development sites with frontages greater than 150 feet. Limiting development sites to frontages no greater than 150 feet will not work for our block.

Allow building heights 3 storeys, 2.5 storeys is too low. There is already 3 storey houses in so what's the difference?

-I am interested to learn more about how the City is going to manage growth without forcing its inhabitants to breathe increased amounts of truck exhaust. Also, New Westminster's heritage makes it truly unique and I would like to know more about how this will be protected, particularly with respect to housing. Also, specifics are needed about where laneway and carriage housing options will be permitted. RE transportation: pedestrians need ways to deal with New West's hills! If you want people to stop driving everywhere, intersections must be safer and shuttles between neighbourhoods are needed.

-The shift in the last couple of years to align with policies has been good. Still need to do better. Less cars, more people.

-With such large percentages of immigrants making up the city's growth each year, and NW school district just becoming a sanctuary city- the larger percentage of low income families is growing. The city continues to come to its tax base to fund programs for this diversity while cutting funding or not even funding programs for our mentally ill street people/ homeless/ drug addicted people. We dump them on the street after closing out government funded institutions and programs, only to turn around and welcome in new immigrants and house, feed, provide medical, dental, housing, food vouchers that some of our very own long time residents can't get. What is wrong with this picture??? To even oppose or question the city's governance on these topics is met with resistance and calls of injustice, lack of compassion etc. Not so. The balance is tipping and NOT sustainable for this small city without consequences. Traffic is crazy in the city as well.

-New West is a growing community that has really changed over the years its important to keep moving forward

-It would be nice to have 1.0 FSR and a free zoning for more growth.

-The vision statement is too long, but I have no suggestions. I can live with it. The follow up statements look good to me.

-Regarding Transportation and Accessibility 11.0: I would like to see stronger commitment of New West to have faster public transit to Richmond. Currently, there are huge bottlenecks in trying to commute to Richmond and the public transportation is overloaded as there is only bus which connects to Richmond. I would like push for a skytrain from 22nd St station to Richmond, or express shuttles.

Also the claim of 30mins central location of New West is a bit misleading. If the emphasis is to get people to take public transportation, then one should look at how long it takes someone to take the public transit and travel from

New West to various parts of New West. An average 15km ride will show up to be longer than 60 minutes where skytrain does not go. The conversation should start using the time it takes for someone to ride in bus to get to another city instead of by car to really appreciate Transportation bottlenecks. In order, to reduce the travel by car, the city should increase the availability of jobs so that people won't have to go to Vancouver, Richmond, Surrey for work. Otherwise, creating bike lanes and pedestrian path will only make problem worse for commuting. Policy 11.3 and 11.4 are not needed as city already has a dense pedestrian pathway and bike routes. Prefer to widen existing roads and not to build any bike routes along any arterial routes. If the city constricts the arterial routes with bike paths, it will make the same mistake that Gregor Robertson did with Burrard bridge bi-directional bike route. The skytrain runs along the periphery of New West instead of through the heart. This is such a poor design because it should have been located more centrally. Recommend investigating a skytrain that runs more centrally along one of the major arterial route.

Truck routes along Stewardson Way heading to Surrey and Richmond choke the road networks especially the entrance to get on Queensborough bridge where three entrances fill on to a single lane (ridiculous!) namely 20th st, 6th Ave, Stewardson Way. Would like to see dedicated route for goods transportation for the efficiency and lowering of pollution.

Policy 4.3 doesn't go far enough. The city electric utilities need to invest in back-to-grid credits and net-metering system to encourage homes to install photovoltaic arrays. The lack of such programs is quite post-modern where other communities are already ahead of New West as BC Hydro provides net-metering service with back-to-grid credit on the bill. City should also consider Smart Meters which give customers feedback on power usage on a day-by-day basis. This technology is quite well adopted in the rest of the Lower Mainland and the initial push-back against Smart Meter has practically died off.

-I would like the City to pre-zone townhouses.

-Seems to be too much densification over all, visions, policies and goals sound nicely nicely, but not totally achievable and at what cost to the air, entire environmental picture. Is this a way to increase tax base at cost of losing our city as a livable, breathable, friendly family city with a small town feeling; to a dense, cloistered gridlocked one with pollution and environmental issues.

-More housing variety, for example in Queens Park and Glenbrook North (i.e., less single dwelling), Greater emphasis on the environment. Greater emphasis on walking, cycling, and transit. Less emphasis on "traditional" architectural design (i.e., not all buildings have to look the same, even in Queens Park).

-I think the growth and development "vision" needs refining as most people do not see the higher quality of life with towers and townhouses in there area. Consulting is one thing actually listening is another and so far the City has done a wonderful job on the former and a horrible job on the latter.

-I think internal roads make the best sense and should be approved in redevelopment.

And 1.5 to 1.75 parking stalls should be made to accomodate more cars. Only one parking stall isn't enough.

3 storey townhouses makes more sense for more room for growth.

-- Internal roads are more convenient for redevelopment townhouses and should be approved.

- Parking stalls should be at least 1.5.

- One parking stall is not enough for family use.

- Townhouses should be 3 levels.

-I was told at one of your meetings that you want people to get out of their cars and walk or use a bicycle. There are many of us older people in this city that were born and raised here, late 70's early 80's. Since there are no grocery stores here in the west end, this is a ridiculous idea that we are going to use a bike, or walk over to 6th St. to buy groceries. Who comes up with these ideas?

-Step up rezoning so the projects can get started to increase density,so far lots of talk ,but we are playing hard ball.These projects must be economically viable ,with the price of land in the city increase the communication with the builders.

-As I will not be able to live here when the changes are made so do what ever you want.

-Performing arts should receive a greater profile (as does public art) in this document under 2.0.

I believe that glossing over the challenges being experienced at the anvil centre and not citing the current needs in the performing arts industry (amongst them the need for suitable rehearsal space, and building space for set props and costumes). These things are challenges that planning solutions might help alleviate such as density transfers of square footage. also looking for security and support in prioritizing local artists and arts organizations in programs such as residencies. (Not that we expect to live in silos and we do not). Looking for city to extend partnerships with local organizations to increase their capacity and build on their track record.

-I would like to see laneway homes on top of garages to provide affordable housing options

-I feel that there is a major discontinuity between the Vision statement and the policies. The Vision champions sustainability, but the policies entrench the same things that encouraged the reliance on individual cars and introduced sprawl. A particular example is the twentieth century planning principle of segregating uses to avoid conflicts rather than regulating them to moderate disruption. Segregation worked when you were trying to improve the health of the population and protect them from the impact of heavy industry with no pollution or safety regulations. It's a different world today and we should take advantage of the changes.

-Being concerned with the traffic issues (mainly ~ as I trust you with the plans for the green spaces due to the excellence of our current parks, etc.), I am wondering HOW you will 'allow no net increase in vehicle capacity'.

-1. I wish New Westminster was more a city with increased townhouse developments compared to high rise. Today's experience on townhouse design in BC gives us an opportunity to maintain individual well-being high in terms of population density. It might bring in fewer "bright individuals" instead of lots of "another newcomer", a situation that could might bring more wealth over the long term.

2. Culture has a much greater offer thanks to the Anvil Center, the Fraser River Discovery Centre, the public park on the Quayside and its market place.

3. In terms of energy, emissions and climate change, I believe that there is more to do to keep partnering with Burnaby's technology clusters, specially with BCIT where students wish they could network more to somehow lead the economic and industrial development of the region. But that is more the responsibility of the school board.

4. New Westminster is a tract for the transport of some hazardous shipments. The fire department responds to multiple domestic incidents. the question is if the fire department is ready to respond to a fire in rail tank, or handle its danger of explosion, or polluting spill. I guess that needs to be coordinated with the rail companies.

5. The city has made a considerable investment on public parks recently. I would improve the Pier Park by adding a roof to the frame of the barn in front of the washrooms. I don't think that the wood frame alone performs a service,

and it is too big to stand here just as an organized group of timber. I would add the roof and maybe one vertical wall to exhibit posters, pictures (paintings, photos, text, etc...)

6. As a city with more than 2 bridges over the Fraser, New Westminster could lead the way helping the whole province to connect two sides of a river. Can the City of New Westminster facilitate workshops on the engineering of bridges?

-I would like to see an emphasis on heritage, culture, and parks & recreation, and the development of tourism in New Westminster. Heritage plays a major role in tourism world wide.

-I very much support a Queens Park designated heritage area.

There needs to be a stronger emphasis placed on dedicated bike lanes.

Acquisition of lands for urban squares for events, outdoor cafes and celebration areas.

-Just what I mentioned , keep the heavy trucks to the arterial routes and concentrate the density around the sky train stations.

-I can appreciate the homeless who are mentally ill or addicted. We need to support them.

But for those who are not mentally ill or addicted can we not find some "work" for them to perform if they are living in city provided shelters.

Like the old "winter works program" Could they not assist city workers in picking up the garbage people leave in alleys and elsewhere?

-Please reduce the importance of sections 11.1 and 11.4 in the plan. We do not need to copy Vancouver and create even more traffic gridlock in Vancouver for the few vocal people who like to cycle.

The City should get more serious about section 1.9 and spend money on child care spaces vs. bike lanes

-I think the design guidelines for townhouses should allow up to three levels. A frontage of 150 feet is too small\short and units should require more parking spaces.

-tax payers and city hall should in no way be subsidizing any housing whatsoever.

-High quality urban design is important in all aspects of development. Choose classic, strong design that stands the test of time for the main focus, and add trendy or quirky aspects in small, transient items. For example, the Queensborough Firehall should never have been build to look like a ferry. A classic, strong brick/steel building would have been much better. Do something oddly bold on some lamppost flags instead!

-Housing and Urban Design should emphasize community and identity. You should add the words "and maintain" to "create" . Some of us have already "created" well functioning communities and the city should respect that.

-- I have some concerns around design guidelines for townhomes. Although we don't have kids ourselves, many of our friends and neighbours do. And many couples with 1 or 2 kids or more have 2 cars. I'd suggest parking should be more dense than one spot per household. As well, for safety, storage, and other purposes, If I lived in a townhome complex I'd rather have either underground parking or a garage. I'm not keen on the idea of a carport.

- Also, a frontage of only 150 feet is not very much. That is so limiting. Why not make it much larger than that? Again, there has to be incentive for people to sell their property for these changes, as well as for developers to develop.

-I see nothing showing about Emergency Support Service. Where are the additional Community Centers for Group lodging, Where are the people from Connaught Heights and the new towers suppose to go if there's a major incident, . Moody Park Century House is too small for all these people etc

-Policy 11.3 needs to be beefed up to include the need to make the "pedestrian environment" not only safe, comfortable and convenient, but also reflect the need for shorter waits at intersections and to end the default "no-

walk" sign for pedestrians at many intersections, when no such default red light exists for mopstro vehicles at said intersections.

-There needs to be more vision regarding design and function regarding laneway / carriage homes , to restrict parking as to integration in to this plan is very short sighted and we need to embrace more integration to accommodate more parking to get not only moving traffic off the main roads but also stationary vehicles. We will should be adjusting the requirements for enclosed parking under living space (ie 2 enclosed parking spaces (24 x 22) 530 Sq ft living space not huge but very livable also 265 square for deck space Oove a carport area and also getting 3 vehicles off the main roads

We need to consider the possibility of not having all residences not having lane way or carriage houses so to make the laneways a fully pedestrian thorough fair is short sighted and loosing rear parking will not be sustainable in the future

There absolutely needs to be thought on this issue and a more consideration needs to be brought forward

Please consider functional design and parking with the new OCP cars are a fact of life at this stage of our evolution and are not going away anytime soon

THE MORE PEOPLE THE MORE CARS

Also I am very opposed to townhouses on 8th St

between 10th Ave and 8th Ave designated RT due to NO parking on 8th St so all stationary vehicles will be diverted to the alley ways in the rear of the properties

I STRONGLY OPPOSE THIS DESIGNATION

With the High School and excessive pedestrian traffic this will not be sustainable

-I would like to hear feed back from other major stake holders, including but not limited to the School District, and Translink, for example, because we need those organizations to buy into the city's vision to make it successful. You've given the residents a chance to offer feedback, have you given other interested parties the same opportunity?

-This deadline of March 5 th is too rushed. We were away and only attended the ocp meeting at the public library and were away this weekend . I'm doing this survey at 9 Sunday night. NO VISION here I feel rushed , frustrated and pressured to contribute and review this very detailed OCP. My family is Longterm residents of new west and the past and the future greatly effect us. We have a very unique city and we residences are passionate about our town as is evidence with multigenerational families living here. These changes effect us all deeply so please be considerate and keep our town unique with heritage sensitivities green space and traffic relief.... thank you for your consideration and time

-the traffic will get worse if you don't address the traffic issues or have goals to solve them in your plan.

Pushing vehicles to the perimeter and using twentieh to do so (guessign thats the plan) may further segregate Connaught Heights.

-I am not in favour of housing changes that add row houses or townhouses into current neighbourhoods. The current neighbourhoods will lose their community feel. The push to add townhouses to existing neighbourhoods comes at a cost. That cost is borne by the people currently living there. I do not want to see more density in neighbourhoods. The parkway g situations are already troublesome. Schools are grossly overcrowded. It's easy to make changes on a map but the people who live in these communities and neighbourhoods who bought houses here don't necessarily want townhouses erected in their neighborhoods.

-Lots of great information. I have not had a chance to read through everything.

-more transition housing (townhouses and rowhomes) in teh 22nd Street station area north of the boundary

currently proposed in the draft map.

-Heritage preservation is all talk no action in many New West neighbourhoods. Designate and protect and stop the invasion of flat roof houses in heritage or character neighbourhood, which is just about everywhere in New West. Transportation is a swing and a miss. Too much energy and money is being spent to address the very commuters who use bicycles to get around. Fact, the GVRD area residents are part of a car culture. Transit is never going to keep up or catch up to the urban sprawl or to encourage outlying residents to use transit. Why on earth has this province and the mayors agreed to build a four lane replacement Patullo Bridge? Nice work, yesterdays bridge for today and tomorrow. Yippee! More traffic caos in New West for the next several generations. Housing density can and should increase on the west side of New West in areas already heavily populated with small older apartment blocks. Density should not increase in detached single family residence beyond secondary suites. There is an opportunity to get this right for the long time and newer New West residents. Set aside developer interests and respect what the tax payers have to say on this.

Now thinking of the whole document, do you support the draft OCP?

Number of respondents : 162

Choice	Total	%
Yes, just a final polish is needed.	69	42.59
Almost, but I would like to see a few small changes.	64	39.51
No, I would like to see major changes.	27	16.67

Please explain:

-fds

-City is on the right track and it is time to put this plan to bed.

-I noted the small changes on other comments sections.

-Please see comments mentioned before

-The FSR needs to increased to allow for infill homes such as coach houses

-More housing options close to transit

-Traffic flow needs to be addressed

-Please see notes on transportation...this is the area of focus that is missing to improve the daily quality of life for New Westminster residents

-As mentioned previously, I think the city could have and should have pushed for more density over the vast swaths of SFH. It doesn't make sense anymore to keep these areas (especially the ones close to transit and commercial hubs) so exclusive! Infill housing may do the trick eventually, but until the home-owning boomers with the "got mine" attitude die off I don't see much infill going up.

-Per previous comments.

-Laneway must be a go for all residence rather than a bonus for people keeping older homes

-No high rises at 22nd Street Station. Discussions with Burnaby and Province on 10th Avenue increase of traffic due to development of old Safeway lot off of 15th in Burnaby and 50+ stories at Kingsway and Edmonds. Another look at Queensborough Bridge system and 20th Street. Tax breaks for big employers. You need employers to make all of this work.

-I would like to see more densification. We live along 8th near 12th st and want our immediate family to move

closer. They can't because there is limited housing. Increase density to townhouse all along 8th.

-Laneway option needs more options and not so strict!

-As stated before, I do not want the block of First and Colborne Streets between 7th and 8 Avenue to be designated Infill Townhouse. Leave as Residential - Detached and Semi Detached

-No Townhouse designation for First Street and Colborne Street in Glenbrooke North.

-It only makes noise and traffic worse than ever and you have shown you have no good plan to protect livable streets from noise and traffic

-Everything I have previously stated. I would rather see row houses and town houses for families. Just say NO to apartments regardless of them being low or high rise. Families need yards and parks for children to play in not balconies. It makes for healthier, happier and more active individuals. Also I disagree with putting row houses or

townhouses on busy streets like 8th ave....nothing family friendly about busy traffic outside your front door. Do this type of housing of 3 to 5 units here or there but do not concentrate them in groups of larger numbers. It overpowers the streetscape of single family homes in a neighbourhood.

-I don't like the option of having just a garage or a laneway house. I think garage space is needed in laneway housing for all the storage that goes along with an average family. Most garages are used for storage rather than cars

-Grandfather garages that exist that can be converted to laneway housing...about 100 or so in the city

-I notice that the land use designation definitions have changed a bit and I'm concerned that the RM and MM definitions no longer clearly state that the intention is to have 4 storey low rise buildings or less in these areas. All that is stated is that under specific circumstances 5-6 storeys will be considered. As a developer has already moved forward in asking for a 6 storey building on East Columbia, I wonder if this may become more the norm than the exception. I believe 6 storey buildings on the slopes on the northwest side of East Columbia or even on E. Columbia itself do not blend in well with the single-storey detached home neighbourhood above them. While it is useful to specify what is needed for 5-6 storeys to be approved, it is as important to have clear language that specifies 4 storeys or less in the land use designations of RM and MM as in the first draft. It is also unclear how the Heritage Revitalization Agreement could allow dense development on a lot designated RD.

-PLEASE KEEP COLBORNE AND FIRST STREETS RD AS PREVIOUSLY REQUESTED

-I think the City has done a wonderful job on this. I applaud the desire to create sustainable neighbourhoods and communities, with an emphasis on liveability, walkability, etc.

-More missing middle is needed. More generous provisions for dense forms of infill are needed.

-allowing both laneway and garage to coexist

-FORMAT to make the information more accessible. The Land Use Maps need to be larger scale so that the information is easier to pull out. In addition, format the plan so it is easier to access the major sections of the report. In addition, a summary at the beginning of the plan would make it more user friendly.

-It could have been more ambitious with density.

-- internal roads should be allowed

-1.5 parking stalls should be required / unit

- developments should be allowed to be 3 storeys

- development frontage should be allowed to be greater than 150 feet.

There should be more townhome designation

- 1.0 FSR should be the min for the RT & RGO designation
- Developers have told me that below this threshold will not allow for redevelopment
- I would like to see pre-zoning take place RT & RGO
- Greater density is required for the (RT) designation, and the building height needs to be 3 storey's not 2.5. A larger FSR of 1.0 minimum and 3 storey homes would allow for developers to build the types of homes (1400-1800 sq feet) that are selling well in other municipalities. Allowing garages and parking directly attached to the homes is a must in a city that rains so much. Pre-zoning the (RT) designation would allow the city to deal with other pressing zoning applications such as the (RGO) designation, where the city might have to consider a variety of building types on one lot, and might want to consider what is happening in the neighborhood before approving new zoning. This would also help citizens clarify the difference between the (RT) and (RGO) designations, as the difference is not clear. Allowing larger than 150 sq foot frontage on (RT) zoned sites would allow for greater density, larger homes, and better developers to help build the next new waves of homes in the city.
- Changes to the Draft Infill Housing Design Guidelines are...
 - Maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT), not the 0.75 to 0.85 FSR proposed. It's too low.
 - Pre-rezone Townhouse and Ground Oriented Housing.
 - Allow internal roads in a Townhouse and Ground oriented housing development sites so parking can be close to each unit. Townhouse owners want parking close to their unit vs. walking in the rain from the lane.
 - 1.5 to 1.75 parking stalls per unit, not 1 spot per unit like the current draft says. Families often have more than one car per household.
 - Permit development sites with frontages greater than 150 feet. Limiting development sites to frontages no greater 150 feet will not work for our block.
 - Allow building heights 3 storeys, 2.5 storeys is too low. There is already 3 storey houses in so what's the difference?
- The city needs to provide for more density. I live in the west end, and the revised land use map is almost less dense than the one existing! I understand that people who have lived in the community a long time do not want to see changes, but housing for people is more important than parking!
- I have explained on previous pages which areas need more detail and exploration.
- Yes. I think it could have gone a lot further in allowing density across the city.
- Unfortunately the city of NW has neglected the rebuilding of affordable subsidized housing for so many years and then expect the private sector to build rental units with rents under market value with few incentives...also our public athletic spaces are woeful(aging Canada games pool/ collapsed Arenex)hey but dogs in this city are provided multiple new spaces with segregated areas based on size,prime locations etc. Priorities? We have 2 malls that are virtual white elephants... an empty Anvil Center ... but taxes on homeowners going up up up . Our street maintenance is abhorrent, old aging sewage piping running parallel in some parts of the city with out water pipes...but hey- we got some new blue trees on the front of the City Hall manicured lawns .
- Yes completely support the OCP
- It would be good to have more growth and building townhouses for bigger families.
- As explained in the first question.
- Vision and Goals are good, but policy needs improvement along with action. Specifically, the City wants to increase pedestrian and bike pathways while the commuters need better road-connections as their jobs are mostly outside New West. New West is largely a residential city. Traffic and goods route needs to be raised on the priority

level.

Land Use designations are good!

-Some final polishes would be to allow internal roads in townhouses and a good parking area close to the townhouses.

-Please see previous comments.

-More flexibility and fewer restrictions with laneway houses (i.e., basic FSR of 0.16 (like Vancouver) instead of proposed 0.10, independent of house FSR).

-Remember to include in the planning childcare centres and spaces.

-Too much emphasis on growth and not enough on what residents want.

-- internal roads should be allowed.

- 1.5 stalls per unit,

- 3 storeys for townhouses would be better

-Development frontage should be increased to greater than 150 feet.

-Internal roads to be allowed.

1.5 stalls per unit.

3 levels in townhouses.

The development frontage needs to be greater than the 150 feet.

-The (RT) and (RGO) land use designations need to be changed. If we want to encourage young families and downsizers to stay in the city, the following changes to the infill design guidelines need to be considered: 1) 1.0 FSR minimum - .75-.85 is not large enough to allow for larger townhouses to be built (families want 1400-1800 sq feet, not 1200 sq ft), 2) Pre-zoning helps everyone, the city has less pressure to respond to zoning requests, homeowners and developers know exactly what they can do with their land, 3) Attached garages are extremely high on anyone list of needs when it comes to a new home, parking pads are impractical in a city that rains so much and can attract crime to the area, 4) 1.0 parking space per townhouse is not practical 1.5-1.75 would be preferred, 5) 3 storey homes are a must, 2.5 storey's promote smaller homes and lead to less uniform neighbourhood heights, 6) Greater than 150 lot frontage on townhouse projects would allow for better quality developments.

-Progress will always happen.....but at what cost to the sanity, safety and civility of our neighborhoods. Oh and higher taxes clearly will be on the rise.....not all areas of our city reflect the increases we will "have" to bear !

-Additional traffic, pollution, when is an area over-populated?? You are just spoiling the character of our lovely city. Is this for additional tax money. or is this someone's fantasy?

-I have been to many meetings on the OCP, it is now time to expedite zoning to allow showcase projects for start .Lets start turning the soil for townhomes living in our city.

-- alignment between levels of government / bodies with regards to public school development keeping pace with intended planned growth in development that encourages families. You are planning for development but school planning is very much short range and does not appear to be keeping pace with this plan. We know how difficult it is for schools to be built in any district and especially here where land is finite. The lack of alignment is Apparent and I do not support this plan until the alignment is there.

- specifically - retain single family home usage / zoning in brow of the hill

- Performing arts should receive greater profile in the document and be more grounded in the needs and

opportunities for growth

- also why is the plan for the city to take over ownership of the Massey not mentioned ?

-Please rezone 337 and 339 Keary St as ground oriented housing designation. There is no reason why this block shouldn't be included since the direct neighbor is already slated to be ground oriented.

-Laneway homes with garages should be allowed. I feel that an extra percentage should be given for the homes. At least 60% for the lot should go to the space. 50% for the home and 10-15% for the additional coach space

-Please see the previous comments

-My concern with details on traffic issues with the explosion in population makes me require from you a plan for traffic.

-Please rezone 337 and 339 Keary St as ground oriented housing designation. The blocks close to the hospital will definitely need more density than single family homes.

-please refer to the original comments at beginning

-The RT and RGO townhouse and rowhome designations need to allow for 1) a higher FSR of 1.0 or greater, 2) Pre-zoning for the RT and RGO designations, 3) No parking pads, attached garages are preferred by 99% of people buying a townhouse or rowhome, 4) There should be at least 1.5 to 1.75 parking spaces per townhouses, 5) Lot frontage should be greater than 150 square feet, 6) Building height should be 3 storey, not 2.5 storey. I am not sure how the city came up with the present guidelines for townhouses and rowhomes, but the specifications are not functional for most families. The city should be listening to the types of homes people want to live, rather than what the present generation of single family homeowners say they want there city block to look like. Otherwise, all the good young families living in the city now will leave for bigger more functional homes. The "missing middle" should not be missing the function and size most people want, otherwise why introduce new land use?

-Keep density below 8th avenue west of 20th street!!!!

-Per previous comments. Overall it is very good.

-But with the changes I mentioned.

-The infill guidelines for RT and RGO need to be less restrictive. The city needs to get the townhouse, rowhome land use designation right the first time. Why? Because families are buying larger townhouses with attached garages that are 3 storey's all over the lower mainland, and the city of New West has none of this type of product to offer. Many current New West townhouses are "age restricted" even though they are perfect size for families (between 1500-2200 square feet). What would I change in the infill guidelines? 1) .75-.85 FSR is too low, it should be 1.0 FSR minimum, 2) RT and RGO should be rezoned, 3) Parking should be an attached garage (1.5-1.75 parking spaces per unit), 4) 3 storey height not 2.5 storey (homes are 3 storey, why should townhomes be different?), 5) Roads should be allowed - parking pads are not practical at all, 6) 150 lot frontage is too restrictive, perhaps 300 to 450 would attract better developers.

-Please see my notes re future land use map

-As I have said I would like to see less high rises in the area. It's also hard to agree with the changes without an actual plan for transit, traffic and the local schools.

-We should have more townhouses on major streets

Townhouse frontage should be more than 150 feet

They should require 1.5 parking spaces

The FSR of townhomes should be at least 1.0

-Parking garage in the structures

- Some minor tweaking of the Land Use Designation Map (which I mentioned earlier) before I give my full support.
- see previous comments. There is little to no talk of lane way housing and any descriptions sound too restrictive to have any impact on encouraging additional supply.
- It was interesting to read and I am pleased so much research and thought has gone into the OCP.
- See previous web page comments.
- No enough thought given in Traffic infrastructure for 20 Avenue and Queensboro bridge access
- Policy 8.4 downplays the role of laneway and carriage housing in enabling densification without having to tear down houses, unlike the other forms.
- Make it easier to create more housing options by allowing garage and laneway combined.
- Please see previous responses
- Overall, I think the city has done a great job putting this together. It feels a bit utopian but we might as well aim high. I would like to see the city follow this up with strong design guidelines and development masterplan guidelines so we can expect high quality architecture that is pedestrian friendly, and creates pedestrian scale street fronts with consistent detailing from building face right down to public recycling bins. I would also like the city to encourage developers to save any historically significant or architecturally interesting character buildings within high density areas around skytrains and incorporate them into their designs as community spaces or alternative multi unit residential spaces instead of tearing them down (as has been done successfully near 8th St and 4th Ave.). This might also extend to the preservation of mature trees within the designs of these areas. The OCP has begun to address this (p.116) but stronger, enforceable guidelines may be necessary.
- I am greatly concerned with the statement regarding laneway/carriage housing(a "laneway frontage guidelines" ii mid-block ... develop lanes as active pedestrian oriented public space.... WHAT ARE YOU SAYING?? The already taxed parking situation will be limited ,, people will drive cars in this city we do and will need parking spaces this is a travesty and it is embedded in here and many residences may not even read this or miss this statement when trying to digest this extensive plan. I am pleased the plan considers exterior light pollution tree and green scape . However I am not an architect or draftsman and I find the info on laneway/carriage housing looks complicated and restrictive. I would like to have laneway but am hoping the restrictions are not so complicated and restricted that I cannot partake in this opportunity. I am very cautious about the RGO it leaves WAY to many variables. If someone has a monopoly of homes on a street they can force there own agenda
- There is poor leadership with the plans for Connaught Heights leaving residents stressed and fearful of their future. Use compassion when forcing people out.
- Townhouses should not be allowed on the colborne to First Street area. It is too big of a change. It will change the feel
Of this vibrant neighbourhood. Also not allowing g laneway housing in this area while allowing it in most of Glenbrook North is unfair. Treating taxpayers like this should not be allowed. This community is being treated unjustly. Not only are we who live here being told that we could have townhouses built in our neighbourhood but then not being allowed to built laneway housing is unfair. What benefit will these laneway houses provide us? Besides construction issues and parking issues. What positives are provided to this community. I can see the benefit for the city of new Westminster but nothing for this neighbourhood. The whole proposal seems counterintuitive. Bringing in more density with townhouses but not allowing laneway housing.
- More laneway housing
- this draft plan is setting the scene for the next 25 years, it needs to be more progressive with it's options for housing. need more townhouse and rowhome options. the current draft still allows for too many single detached

homes.

-land use density is not what residents want in many neighbourhoods. Heritage protection is all talk no protection in this document. Transportation still see New West as a bottle neck while people who need to get where they want to go funnel through our city on old infrastructure destined to be replaced by a bridge designed to handle yesterdays traffic volume. A swing and a miss on the bridge issue. it is not a regional bridge, if it was we could keep big trucks and semi tractor trailers off the bridge. The bridge is part of the provincial highway system.

-Some of the multi storey areas are placed in areas that will be cause for much debate. Eg the bottom of Strand, this allotted space is to close to residential, and on a slope. Homes to the west of this space will be severely impacted by anything above 3 stories. Please be careful of the impact on the value of these homes, as most are owned by young families, and people who cannot afford to lose equity.

-I believe the area near first street and 8th avenue (Glenbrooke North) that was designated light yellow (single detached) that was changed to dark orange (residential infill townhomes) should be changed to RGO (residential ground oriented infill). The reason for this is that people should have options rather than needing to consolidate with their neighbours. If you look at City of Surrey as an example, they have low rise designations for many of the old tear down looking ranchers on 137A near 105. There has been only a few low rise apartments even though that OCP has been in effect since early 2000's. With RGO, at least homeowners have options and yet, it still leaves options for developers to accumulate and do higher density projects which I agree are needed but should not be mandated as it often leads to absolutely no change at all. Some change is better than zero change.

Does the draft OCP meet the objective of accommodating growth?

Number of respondents : 154

Accommodate expected growth.

Number of respondents : 154

Choice	Total	%
Needs more!	47	30.52
Almost, but needs a bit more	33	21.43
Yes, it achieves this!	44	28.57
Needs less!	19	12.34
Don't know	7	4.55
No opinion	4	2.60

Please explain:

-fds

-Skytrain locations alone should be enough to tackle growth. These areas are growing rapidly.

-I'm surprised that it achieves this as it doesn't look like we got a lot of change in the majority of New West. Kudos for a job well done.

-The question is loaded as I don't think we should add the density.

-There are many higher density designations which should meet the need.

-There is too much to do complete in order to have a legal suite. The requirement far exceed other cities and seems

too much. Safety is always important however some of the other requirements need to be revisited. It's almost unaccommodating and too difficult to meet the requirements while meeting the housing requirements.

-More density. More choices. Less walling off of single family home areas

-Add more housing along these corridors

-How do you make it affordable?

-If we leave big areas of the city zoned as SFH we are just going to keep cramming more and more people into small spaces. By 2041 I would like to see many more townhouses and low/mid-rises throughout the city, rather than towers every block from the Fraser to Moody Park.

That being said, yes we need to accommodate people into mixed use, pedestrian-friendly and transit-oriented neighbourhoods. I also think we should be pushing for most of the city to be this kind of neighbourhood!

-I have concerns that we will start to destroy our neighborhoods by squeezing more housing, which means more cars, more noise and increases the demands for schools and other facilities.

-All is fine and dandy to add another 104K people to the city but what is being done to the infrastructure to support all these new residents? I sight the recent winter storms where we couldn't handle clearing the streets not to mention what is going on under ground with the sewers. Mostly I think about the water shortages in the summer ... where is the extra H2O coming from for all these new residents? Just say'n

-Allow more laneway houses. Convert houses deck into rooms and subdivision of bigger houses into duplex house. Encourages renovation of houses with municipal financial support.

-More single-family house neighbourhood areas should be rezoned, if possible. The goal is not only accommodating new residents but providing enough choice, including choice in price, to accommodate new residents of varying income levels and lifestyles. I think more upzoning than that detailed in the plan is necessary to achieve this goal.

-2011-2016 - growth of 5,000 people or approx. 1,000 a year. From 2016 to 2041 is 25 years. Keeping same 1,000 people that is 25,000. Could we do an extra 9,000 in that time? Unlikely. Finances of NW and Province will change, could be less work available, houses could be more unaffordable, many Boomers will be dead so could be net loss, not enough old age homes for those remaining. An earthquake could stop a lot of people moving in. Infrastructure not keeping up with growth will stop increased population.

-Can't be sure exactly how many people will be living in New Westminster by that time- may be more or fewer people.

-Not sure. But I know it's hard enough to drive around this city at certain times of day. Can't imagine how we can accommodate that amount of growth.

-Too ambitious...there comes a time when you need to say I am sorry but we can no longer maintain as was stated in the introduction to the OCP,

-You have no intelligent plan for all the traffic. You have already ruined our street and all this will only make it 10 times worse.

-Way too many people for a city of its area to accommodate and building up is not the answer.

-Takeaway restrictive measures like Vancouver did on the Cambie street

-to many hoops to jump through for lane way housing options

-Densification of high rises around sky train stations is an approach that seems popular and the plan reflects this approach. Another way would be to develop lower density throughout the city and improve transit services. It appears New Westminster has already gone down the path of high rises which will accommodate most of the city's

new residents.

-Could still have more density in certain areas.

-More townhouses, rowhouses, duplexes, purpose built rentals. Less SFH specific neighbourhoods. More relaxation of FSR guidelines for infill laneway houses and multifamily dwellings.

-guidelines for laneway

-This question is inappropriate to ask of residents! How are we supposed to know? I make my living as a consultant dealing with demographics all the time and I don't feel qualified to answer this question!!!

-More of the city should be opened up to develop row houses or multiplexes. Too much SFH as a percentage of residential land use.

-There is not enough density for a long term plan

-Families need larger homes than condos can provide. The city needs to provide more medium to large sized (1400-1800 sq feet) townhouse or rowhouses to encourage more families to stay in the city. These homes need to be functional (garages attached, 3 full storey's, well constructed by reputable builders, with ample parking), otherwise people will simple buy these types of homes in other nearby cities where they already being constructed. To encourage young families to move to New West, and to keep downsizers from moving away, the right kind of townhouses and rowhouses need to be constructed. Preserving the visual appeal of the neighborhood is important, but if the current guidelines for townhouses and rowhouses passes as is, the city will be left with a generation of small, low quality homes that don't meet the functional needs of most families. People will simple buy better quality, larger homes in nearby cities.

-Maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT), not the 0.75 to 0.85 FSR proposed.

-I have suggested over and over again the corridor along 8th avenue between 112 and 20th street be zoned for residential townhouses (yes, zoned. the city should pre-rezone the areas they are changing). The families are going to need to be around the school.

-It is hard to tell from the draft OCP exactly how this will be achieved. New West is small and already suffocated by traffic at many times of the day. If the trasportation issues are not solved, adding more residents will make things much worse.

-SFH are not affordable for anyone anymore. Too much SFH in the city still.

-Condo ant farms are not the answer for healthy family living . Some of the larger lots in the city exist in Queens Park...higher use zoning would be desirable...but the QP elites probable think this would trash up " their" neighbourhood- do that in someone else's back yard eh?

-Important to except and embrace change and growth

-It would be better to have more townhouses and front parking for accommodating growing families.

-The plan allows for more housing and density but does not provide a clue on how transportation and accessibility will be tackled. The jobs will continue to stay outside of New West posing commute issues if the road network gets choked with bike paths. Not enough detail about how Translink will help in solving public transportation issues between inter-cities. Within the city there is decent bus service. Why do we have skytrains running along only on the periphery of the city? Cant city look into underground skytrain that is more central yet out-of-sight?

-At least 1.5 parking stalls per family unit because most families have more than 1 vehicle.

-Needs major rewrite and more vision.

-Expect more from carriage and laneway housing, which will also drive increased transit use in lower-density areas.

-Accommodating growth at the expense of its citizens is a terrible trade-off. The OCP Plan would destroy

Connaught Heights other than the people that want to "cash out" and leave the neighbourhood. I think other areas of New West feel the same.

-I think it still need more to accommodate affordable housing options

-The density needs to be more for a long term plan now..rather than later.

-In the long term future the density may very possibly not be enough, and we need more.

-The (RT) and (RGO) designations need to be changed to attract young families and downsizers to the city.

Neighbouring cities are providing larger townhouses (3-4 bedrooms, 1400-1800sq feet, with attached garages, that are 3 full storey's). This is the type of home severely lacking all over the lower mainland. The current infill guidelines for RT and RGO do not go far enough to allowing for this type of home to be built. It's one thing to accommodate expected growth with condo's, but the city has to ensure it attracts the right kind of people to the city by allowing the type of townhouses that families truly need. Listening the vocal minority (the generation over 50 currently in single family homes in the city) dismiss larger townhouses as intruding on the character and fabric of the neighbourhood is the wrong approach for the city to take. The city must change its course now to allow for larger townhouses, or good families will simply move away.

-see previous comments

-Everyone is NOT ENTITLED to live where they want to...

-Do the math ,it looks like you have 2 members per home ,2times 165000homes. It seems that the bulk of these will not be family structures ,but high rise and condos.

-The area around 22nd street should be expanded even more to accommodate even more people n the future.

-Alignment with schools for development to keep pace.

Developers need to challenged to be responsible and progressive in their commitment to the community and neighbourhoods beyond their projects (improve roads and services, contribute to infrastructure and social and arts and cultural needs).

-City needs to allow higher FSR to min .6 or .7 so people can have larger homes with suites to accommodate renters

-Will new Westminster become a bottle neck for all traffic passing through.

-More infill

-Traffic, traffic, traffic solutions!

-More opportunities for medium density housing. townhouses, rowhouses, coach houses, garden cottages. for example, sensitively done in-fill in neighbourhoods such as Queen's Park & Glenbrooke North.

-Accommodating growth should also mean investigating the demographic of people that will want to buy the new townhouses and rowhomes the city is proposing. If I was in the market for townhome I would not buy one. The RT and RGO townhouse and rowhome designations need to allow for 1) a higher FSR of 1.0 or greater, 2) Pre-zoning for the RT and RGO designations, 3) No parking pads, attached garages are preferred by 99% of people buying a townhouse or rowhome, 4) There should be at least 1.5 to 1.75 parking spaces per townhouses, 5) Lot frontage should be greater than 150 square feet, 6) Building height should be 3 storey, not 2.5 storey. I am not sure how the city came up with the present guidelines for townhouses and rowhomes, but the specifications are not functional for most families.

-Good balance.

-But with the changes I mentioned.

-The question on growth is what type of person is the city looking to attract? With the current infill guidelines on RT and RGO being so restrictive, that large 1500-2200 square foot townhouse is not a possibility in the city. Many younger families will move into Burnaby, Coquitlam and Surrey where they can find a functional townhouse. Also, downsizers at many of the 2041 meetings said they would love to stay in New West but there is no townhouse products to buy. The present infill guidelines will promote nonfunctional smaller townhouses, which will not work for younger families or downsizers looking to retain some similar space and functionality to a detached home. Whose left the buy these smaller townhouses with parking pads? The city will lose a large swell of downsizers and young families, and only the people locked out of other markets (lower income, late comers to the market, young couples who will eventually leave the city) will be left to buy in New West.

-Housing must meet the needs of families

-We should have more density on major streets \ transit routes. Similar to what they are doing in Vancouver.

-In a predominantly single family home city, the restrictions on laneway homes is purely unacceptable. You are encouraging to dissolution of older homes and the surrounding communities. More protection is needed for character homes throughout the city that do not fall under the guidelines of a heritage home. New Westminster is known for its character and charm. Recent housing design that's being approved by the city to be built does not in any way conform to our city and our values. Keep Vancouver in Vancouver.

-Yes, keep the infill and higher density housing near the main corridors and great streets.

-We are not urban planners so how can we know? We just want development to respect community wishes.

-I think more density should be allowed along the busier corridors than what is indicated in the draft OCP. For example, why is there so little RT? The map indicates it along one side of 6th Avenue, why not the other side? 8th Avenue and 10th Avenue are busy streets as well. Why is there no RT designated along those streets? I live near 12th Street and 8th Avenue and I'm surprised that there is only a designation of RGO to the West of 12th Street. I think it should, at a minimum, be designated RT. If you want to encourage density, it has to be to the benefit of a home owner to sell their place for growth/density. I don't think the proposed 0.75 or 0.85 FSR that has been proposed for RGO or RT housing is enough. For it to be worthwhile for both homeowners & developers, I believe a minimum of 1.0 FSR or greater would be better.

-Does the proposal take into consideration that transit is, at best, inadequate. Will Translink meet meet the demands as development happens. How is the city going to address the Queensborough Bridge and Patullo bridge traffic since the province is unwilling to toll all bridges

-With growing families we need to allow garage and laneway combined to provide relief for the ever growing property taxes here in the city.

-The amount of livable space is addressed however the size of the space and the amount of parking spaces is not addressed at all

MORE WORK REQUIRED FOR FUNCTION AND DESIGN

-We don't want that much growth please stand up to Vancouver authority on our behalf.

-Looks good

-Laneway housing

-more townhouse and rowhomes. Allow the current single detached dwelling designation to be changed to townhomes and rowhomes.

-The only way to accommodate this population increase is to go up and build high-rises.

Build these in the areas bounded by 6th Ave, 6th St, the Fraser and 12th St. in areas already densely populated with low rise apartments.

Does the draft OCP meet the objective of providing housing choice?

Number of respondents : 153

Increase housing choice

Number of respondents : 153

Choice	Total	%
Needs more!	45	29.41
Almost, but needs a bit more	39	25.49
Yes, it achieves this!	41	26.80
Needs less!	14	9.15
Don't know	8	5.23
No opinion	6	3.92

Please explain:

-fsd

-The infill planned is more timid and limited than I would have liked. Specifically, I don't see why Queens Park below Queens Ave shouldn't be ground orientated infill of some kind. The same goes with at least the once side of 5th Street. There is an unfairness in how neighbourhoods are treated that pushes density to where it is politically palatable vs. the ideal location. Arguments around character and heritage preservation can be addressed via stringent implementation guidelines.

-Again this is a loaded question. I don't agree that we need to increase our population.

-it would be good to have more rowhouses and street oriented developments rather than highrises.

-We need to be aware of density and the price effects on homes close to those town homes and low rises. These neighborhoods do end with negative perceptions and drives people away.

-I see no reason why rowhouses and townhouses should be banned from large areas that are to be kept as only sfh

-More choice would be better and provide families with alternative options

-cost and traffic remain a major concern

-If we have more high rises we will start to look like metrotoon and brentwood.

-There needs to be focus on affordable housing for families in this community.

-Encourages renovation or building new houses with financial support.

-The draft OCP achieves the goal of providing this variety in choice, but to an extent and in numbers that still look too limited.

-Same as above.

-You need more that will spur growth. Increase density, allow the closed car port, and allow interior roads. Simple solution

-i do not support laneway houses.

-I agree but only if you scrape the idea of medium and high rise apartments in any of the existing single family neighbourhoods. Families and this city needs green spaces. Remember small groupings of quality designs. Please not just "Art's and Craft " style. Art Deco has some very cool architectural features as well as Tudor Revival. they should reflect the style of the streetscape they will become part of.

-The city needs to be more aggressive with the deployment of infill housing, lane way housing and supporting the missing middle. Even though it may may council and the mayor unpopular to some, they must stand up to NIMBY's that are preventing people from accessing affordable housing (rental or otherwise)

-Too many hoops to jump through before breaking ground!

-This is a plan that will introduce more variety of development in a number of areas of the city that did not have these options before. This could bring about quite a lot of change in existing neighbourhoods and the next challenge will be to ensure development enhances the visual landscape and livability of the community.

-More affordable ownership options that are realistic for families in nice areas of the city. We don't need 'density ghettos' and SFH enclaves for the fortunate homeowner class.

-I am supportive of densifying and keeping the city livable.

The question posed could only be answered by a New West planner! Did you actually test these questions before finalizing?

-I'm encouraged compared to other municipalities. However more diversity is still needed.

-More density in RGO & RT designation 1.0 FSR Min

-Families need larger homes than condos can provide. The city needs to provide more medium to large sized (1400-1800 sq feet) townhouse or rowhouses to encourage more families to stay in the city. These homes need to be functional (garages attached, 3 full storey's, well constructed by reputable builders, with ample parking), otherwise people will simple buy these types of homes in other nearby cities where they already being constructed. To encourage young families to move to New West, and to keep downsizers from moving away, the right kind of townhouses and rowhouses need to be constructed. Preserving the visual appeal of the neighborhood is important, but if the current guidelines for townhouses and rowhouses passes as is, the city will be left with a generation of small, low quality homes that don't meet the functional needs of most families. People will simple buy better quality, larger homes in nearby cities.

-As above, laneway houses are not going to provide a whole lot of additional housing, and the city has not been aggressive enough changing the planning for some single family home areas (e.g., west end) to RGO and RT.

-I'm not entirely sure. also, while I support higher density in areas close to skytrain stations, and while I know more ground oriented housing is needed, I don't think residents should be forced to accept the notion that our neighbourhoods ALL have to change whether we like it or not.

-I'd like to see:

- Pre-zoning of Townhouse (RT) and Ground Oriented Housing (RGO).
- Building heights of 3 storeys.
- The maximum permitted base density of 1.0 FSR or greater for Ground Oriented Infill Housing (RGO) and Residential Townhouse (RT).
- Internal roads in Townhouse and Ground oriented housing development sites.
- Parking stalls per unit boosted from 1 stall per unit to 1.5 or 1.75 stalls per unit.
- Development sites with frontages greater than 150 feet.

- This plan has enough density zoned in. But how much of it will be acted on?
- Giving plenty of options is important for family growth
- It would be better to have a parking stall that is wide enough by 1.5 to 1.75 parking per unit because some families have more than 1 car.
- Need more condos which are intended to be more affordable than ground oriented housing.
- It would be better for at least more than 150 feet of front parking and 3 storeys.
- Why do we need row houses, town houses, lane way houses, carriage houses in such a dense form?? Way too much of all of these proposals, we are already crowded.
- Needs more variety and flexibility - i.e., more townhouse/rowhouse, ground-oriented infill, mid-rise, cluster houses, and less single family. Higher density (and height) along main roads.
- Laneway/carriage housing, and townhouses and rowhouses, will all be popular housing choices. Ground-oriented, conducive to neighbour interactions, human scale, pleasant to live near or walk by.
- No to Towers and the aggressive Townhouse expansion. It will continue the destruction of our heritage homes and the soul of New West.
- We need higher density in RGO & RT - at least 1.0 FSR Minimum.
- No, - it needs more density in RGO & RT - to at least 1.0 FSR - Minimum !
- The (RT) and (RGO) designations need to be changed to attract young families and downsizers to the city. Neighbouring cities are providing larger townhouses (3-4 bedrooms, 1400-1800sq feet, with attached garages, that are 3 full storey's). This is the type of home severely lacking all over the lower mainland. The current infill guidelines for RT and RGO do not go far enough to allowing for this type of home to be built. It's one thing to accommodate expected growth with condo's, but the city has to ensure it attracts the right kind of people to the city by allowing the type of townhouses that families truly need. Listening the vocal minority (the generation over 50 currently in single family homes in the city) dismiss larger townhouses as intruding on the character and fabric of the neighbourhood is the wrong approach for the city to take. The city must change its course now to allow for larger townhouses, or good families will simply move away.
- I think I have made myself quite clear in each section.
- Densification is just a word without consultation with developers to make this increase be economically viable.
- Agin my concern is that the increased density is kept pace by matching infrastructure improvement. Developers benefit and the city's assets continue to age.

It's a shame but unless this can be properly planned for and delivered we should not be increasing development.

And schools.

More plans for public school development keeping pace with this dvelopment. While that may not be a city controlled item, if this plan is not in alignment wigh the body responsible then I cannot support it. Otherwise it contributes to an educational crisis.

-As mentioned before laneway homes Above detached garages, with an extra percentage allowed bases on square feet

-More infill opprtunities

-Traffic, traffic, traffic solutions!

-More population will pore in than the forecast, considering how unlivable for locals in Vancouver Now

-please see initial comments

-Increasing housing choice means creating functional 3-4 bedroom townhouses that are 1500 square feet and over. The current RT and RGO would not allow this. The RT and RGO townhouse and rowhome designations need to allow for 1) a higher FSR of 1.0 or greater, 2) Pre-zoning for the RT and RGO designations, 3) No parking pads, attached garages are preferred by 99% of people buying a townhouse or rowhome, 4) There should be at least 1.5 to 1.75 parking spaces per townhouses, 5) Lot frontage should be greater than 150 square feet, 6) Building height should be 3 storey, not 2.5 storey. Larger more functional townhomes/rowhomes with attached garages that are 3 storeys are what the city needs. The city needs to get this right. All over the lower mainland, cities are starting to build townhomes. If New West does not get this right, people will move away to other municipalities who allow the infill guidelines to promote larger more functional homes.

-Prefer more medium rise to high rise

-There has to be more Townhouse areas designated, as Townhomes are becoming the new single family home.

-Housing choice means offering people a substantial difference between a single family home and condo. The present infill guidelines promote townhouses and rowhomes that are not substantially different from the 2-3 bedroom condo's offered all over the city. Assembling 3 lots (18,000) at .75 FSR gives 13,500 of buildable space for 10 townhomes that 1350 sq feet each with parking pads. This is a small 2.5 storey townhome with 2-3 bedroom, and no rec room. This is not substantially different from an 1100 square foot 3 bedroom condo. Housing choice means promoting medium to large sized townhouses (1500-2200 square feet) that have attached garages that are 3 storey's. This is the missing middle - not smaller less functional townhomes that are being considered. I understand the city received feedback from residents on the type of townhouses they would allow in their neighbourhoods, but it is time the city took charge and delivered larger townhouses that actually fit peoples needs.

-Housing must meet the needs of families

-We need more 2/3 bedroom townhomes built with a minimum of 1.0

-laneway housing is far too restrictive and will have little to no impact on encouraging additional housing within communities. Combination laneway homes must be allowed.

-Ensure that homeowners with large lots cannot build a laneway home in neighbourhoods that are zoned single detached dwelling.

-As mentioned earlier, I don't see a lot of RT designated in the map of New West. It seems logical there would be more of a need for RT in the city in order have a balance between single family homes and apartment buildings.

-ripping down homes and putting up monster homes are not the answer

-Insufficient emphasis on laneway and carriage houses as a way to densify without demolition

-Again it does not make clear how the city will address congestion since there are other govt bodies whose decisions will impact NWC profoundly.

-Again more consideration for parking intergrated with living space

-More ground oriented for seniors and the disabled

-See my previous comments. If you allow laneway housing in some parts of The city then it should be allowed in all parts. Property values will be adversely affected otherwise.

-City should allow laneway housing and garage

-I would like to see some options other than condo/strata living. Allowing use of single house lots to have more density, like 2-3 container homes that are separate occupants but with common use areas like large patio area/laundry use, landscaping etc.

-Laneway housing

-more townhouse and rowhomes. Allow the current single detached dwelling designation to be changed to

townhomes and rowhomes.

-The tiny house movement is not adequately addressed, Footprint ratios need to be adjusted to allow for spaces 250 Square feet with no additional ground space or parking required.

-I believe the area near first street and 8th avenue (Glenbrooke North) that was designated light yellow (single detached) that was changed to dark orange (residential infill townhomes) should be changed to RGO (residential ground oriented infill). The reason for this is that people should have options rather than needing to consolidate with their neighbours. If you look at City of Surrey as an example, they have low rise designations for many of the old tear down looking ranchers on 137A near 105. There has been only a few low rise apartments even though that OCP has been in effect since early 2000's. With RGO, at least homeowners have options and yet, it still leaves options for developers to accumulate and do higher density projects which I agree are needed but should not be mandated as it often leads to absolutely no change at all. Some change is better than zero change. I think many of the single family homes will remain that way because of the fact that CONSOLIDATION is difficult

How have you provided feedback on the OCP and draft Future Land Use Map during the consultation process? Select all that apply:

Number of respondents : 159

Choice	Total	%
Attended the Love OUR CITY workshop (People used poker chips to show us where different housing forms should be located.) - February 2015	50	31.45
Attended the Community Conversation on Housing Workshop (Round table discussions about three different land use scenarios.) - November 2015/January 2016	73	45.91
Completed the Community Conversation of Housing online survey (Evaluation of three land use scenarios and a pin drop exercise to create a new land use map.) - December 2015/ February 2016	79	49.69
Attended the Your Future Neighbourhood Workshop (Round table discussions on first draft of the map.) - November 2016	77	48.43
Completed the draft Future Land Use Map online survey (Evaluation of the first draft of the land use map.) - September/October 2016	76	47.80
Directly to staff (e.g. in person, by email)	60	37.74
This is my first time providing feedback!	29	18.24
Other	3	1.89

Please describe:

-Direct email contact with Mayor, Council and Transportation pointing out how they have ruined our street and have no intelligent plan to preserve livability on Keary Street

-Attended that Open Houses in Feb 2017.

-Council delegation

What is your neighbourhood?

Number of respondents : 156

Choice	Total	%
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McBride Sapperton	27	17.31
Massey Victory Heights	10	6.41
Brow of the Hill	14	8.97
Moody Park	16	10.26
Queens Park	7	4.49
Glenbrooke North	19	12.18
West End	26	16.67
Connaught Heights	24	15.38
Downtown	8	5.13
Queensborough	1	0.64
Outside New Westminster	4	2.56

What is your age?

Number of respondents : 152

Choice	Total	%
19 and below	0	0.00
20-34	19	12.50
35-49	65	42.76
50-64	49	32.24
65+	19	12.50

Do you rent or own your home?

Number of respondents : 153

Choice	Total	%
Rent	17	11.11
Own	132	86.27
Neither	4	2.61

What is your interest in New Westminster (e.g. business owner, resident, desire to move here)?

Number of respondents : 130

-Purchased an apartment in Sapperton (will be complete in 2019, but may move to the area in an interim capacity prior to that)

-Resident who wants to see more people be able to afford to move to New Westminster and to stay in New Westminster as they grow older.

-resident, who might have to move out of town because my current home needs many repairs. I don't want to go to a condo because I love to garden. If these start being built soon, I may get to stay.

- lived her since 1983
- Nice single family neighborhood. I feel I will need to move if I want a neighborhood like we have now.
- Live here and would like to eventually move into a row house or something with less upkeep but still non strata.
- Would like to see new west more traffic friendly, more desirable than Burnaby, safer and efficient with more social/entertainment areas (restaurants etc)
- Resident
- Business
- Lived here all my life
- A long time resident interested in seeing a future where my grandchildren currently living in our City can live here in the future.
- Resident
- Resident
- Resident since 1956
- Resident
- resident
- Resident
- resident
- Resident
- Go to church there, live close-by.
- Resident.
- Perfect location
- family, nice community
- long time resident
- Resident
- resident
- born and raised
- Resident
- resident
- I was raised in New West'r and have lived here the better part of my life but i do not want this city to end up like the west end of Vancouver...concrete high rises and traffic congestion.
- Long time resident who has had their livability destroyed
- long time resident who values the uniqueness of our city - a city with the feel of a small friendly town and I love the character of the older homes.
- Resident
- resident
- resident
- A resident
- I am a long term resident and intend to retire here. I am hopeful that my boys, young men, will be able to live here.
- resident, great location.
- Business owner; would like to buy a home here; current renter
- Resident and business owner
- resident

- I am a resident that would like to help young families establish themselves in our great city.
- resident
- Resident
- Work. Live. Play. Plan to buy and stay if I can.
- Resident
- I am a new resident. I came from Alberta to study at SFU and was in graduate residence, but then moved here, because it's the best city!
- I own single family home in New Westminster. I am concerned about the guidelines for Townhouses / Rowhomes.
- I work in New West and want to move here.
- Resident with the desire to be able to remain in New Westminster to raise my family.
- Resident
- Resident
- Resident
- resident
- Business owner
- Love it
- Live here and work here.
- resident
- Residence
- Business owner
- Resident & business owner
- resident; as a resident it would be much practical to build at least 3 storeys or higher if possible. This type of housing resident is badly needed because of financial affordability.
- Resident
- Proud resident
- Resident
- resident
- Resident, work in New West
- Resident, and desire to have my family live here as well with me (in a suite or lanway hosue) or in their own housing.
- resident
- former business owner, resident
- Resident
- resident
- I see potential for growth in this city! It has just enough character and modern that please me
- Resident
- Resident.
- I want to attract the right kind of demographic to the city (good young families, downsizers) by providing for larger townhouses.
- long time resident.....30 yearssame home
- Married Resident with 2 teen boys
- Born and raised and still live here.

- Lived and worked in the city since 1958,Married ,6 children property owner.
- Born & raised. Have always lived here. Growing too fast!
- We love being where we are.But we will not be able to live here when the development starts.
- resident - mother - resident artist - employee - business owner - arts patron
- Business owner, immigrant and fan #newwest
- landlord
- Owner in the west end. Starting a family and plan to live in new west for the next 20+ years
- Resident home owner and small business owner
- Resident ~ Thank you for your concern and great efforts to make New West remain a lovely place to live!
- resident
- resident
- resident
- Resident who is really concerned the RT and RGO designations do not allow for larger more functional homes to be built.
- Resident
- resident for 27 years in the same neighborhood and house
- Lived here almost 40 years off and on since 1960 and love the small town feeling and history as well as its central location in Lower Mainland
- Resident
- resident
- Resident
- When I was working it split the drive to work for my wife and I. Also easy acces to Vancouver or the Valley.
- resident
- Owner - asking the city to change the RT and RGO land use designations to be less restrictive. Please listen!
- Resident
- Resident looking for amenities for small children
- resident
- Resident
- business and resident
- Resident
- Resident
- Resident
- Resident, Business Owner
- Born,raised, and will die in New Westminster
- resident
- Resident
- resident
- Resident
- resident
- Resident
- Resident for 35 years
- resident

-To see the OCP (current or changed) in effect as soon as possible, since you are lagging behind some 20 years anyways.

-Resident

-Business owner resident employee

-Business owner

-Love living here, unless I get kicked out

-Resident

-Live and own a condo in NW. Would love to be able to work and live here. Few decent jobs.

-Resident and employee

-resident

-long term resident.

-owner

End of the report 3/7/2017 7:25:49 PM Eastern Standard Time