

Following provincial changes to development and land use legislation in late 2023, the framework for the City’s evaluation of development applications may not be clear to property owners, developers and the general public. It is recognized that preparing new regulations and bylaws to implement the legislation will take time, and an interim framework is needed for the evaluation of applications so new development can continue. Such an interim policy will also help to reduce speculation that may result from the legislation as such speculation could potentially further exasperate the housing crisis.

The following policies outline the key aspects of the Interim Development Review Framework, which will be applied to all development applications in New Westminster as of the date that the relevant legislation received royal ascent or as otherwise noted in this framework, and until such time as fully realized regulations and policies are put into place. This document is for information only and the Interim Development Review Framework endorsed by Council is [linked here](#).

1. Public Hearings and Notification

- 1.1** Public Hearings will not be held for rezoning bylaws that are consistent with the Official Community Plan.
- 1.2** Notification of Public Hearing not held or prohibited will be distributed prior to Council consideration of the comprehensive report.
- 1.3** Public consultation on rezoning applications will continue to apply, (e.g. use of Be Heard as appropriate).
- 1.4** Public Hearings will be scheduled for rezoning bylaws where required by the Local Government Act (e.g. OCP Amendments, Heritage Designation Bylaws, etc).

2. Transit Oriented Areas (TOAs)

- 2.1** The City’s Development Review policy for development applications within TOAs will apply as follows:

Station	Effective Date
Columbia Station	November 30, 2023
New Westminster Station	November 30, 2023
Braid Station	June 30, 2024
Sapperton Station	June 30, 2024
22 nd Street Station	June 30, 2024

2.2 Density and Heights within TOAs

There are four streams of development applications within Transit Oriented Areas:

- a) *Applications developed under existing zoning*
These applications proceed directly to Development Permit/Building Permit as they do currently.
- b) *Applications which require rezoning and are consistent with the property's Official Community Plan designation*
These applications proceed under the current policy context with two possible sub-streams:
 - i) Stratified developments which trigger amenity charges and inclusionary housing requirements; or,
 - ii) 100% rental projects for which amenity charges and inclusionary housing requirements do not apply.
- c) *Applications which require rezoning and are not consistent with the property's Official Community Plan designation, but are permitted by the TOA legislation*
These applications proceed under the following conditions:
 - i) The area is not currently under active review (e.g. land use or infrastructure review); and,
 - ii) Project proposes to rezone to rental only zoning with a registered housing agreement; and,
 - iii) Other community benefits are proposed, possibly including affordable units.
- d) *Applications which are inconsistent with both the OCP and TOA*
Per current practice, the City will continue to consider amendments to the Official Community Plan on a case-by-case basis, when a compelling argument can be made and appropriate benefits aligned with Council policy and priorities can be provided.

2.3 Parking within TOAs

- a) Residential minimum parking space requirements are not in effect within TOAs as of the effective date, but remain encouraged.

- i) Parking rates in New Westminster were recently evaluated and substantially reduced. These rates were the result of an in-depth study, are reflective of current vehicle ownership levels in the city and, are considered to reflect market demand. As such, developers are strongly encouraged to consider the current parking rates which have already been lowered in areas proximate to transit.
- b) Developments that wish to reduce parking below current bylaw standards will still be required to supply Transportation Demand Management measures in-line with current practice and expectations from Transportation Planning, including the possibility of cash-in-lieu.
- c) All other parking regulations, standards and policies continue to apply including, but not limited to: size and configuration of stalls, loading, non-residential parking, accessible stalls, and residential parking requirements outside of TOAs. Other requirements which are based on a ratio of parking provided (i.e. accessible stalls) will continue to be determined based on the current by-law, even if less overall parking is provided.

3. Transition to fixed rates

- 3.1** The City will be moving away from negotiating Voluntary Amenity Charges (VACs) on a case by case basis and be moving primarily towards fixed rates which will likely be a combination of DCCs, ACCs and Density Bonus. Projects using fixed rates will not require a pro forma review.
- 3.2** Development applications must proceed under one of two categories, as determined by where they are at in the development review process as of January 29, 2024:
 - a) Existing applications, for which negotiations are already underway and progressing for a VAC or in-kind amenity, must continue under the negotiated approach.
 - b) Existing applications, which are not proposing an in-kind amenity or which have not yet initiated substantial VAC negotiations, as well as new applications for OCP compliant residential developments, will be subject to fixed rate charges, as yet to be determined.
- 3.3** Developers of new projects may propose in-kind amenities but will need to await the fixed rates to run the appropriate financial analysis on the value of the amenity.

- 3.4 OCP Amendments, as well as larger and/or unique projects, will still require an in depth evaluation which may require a pro forma review to evaluate amenities and benefits proposed.
- 3.5 At this time, a fixed rate amenity charge for infill townhousing will continue to apply to such projects, to allow these family-oriented developments to continue to advance.

4. Design Guidelines

- 4.1 All design guidelines and expectations remain in place, including, but not limited to, key areas such as: tower separation and floorplates, architectural expression, massing, functional consolidation, and urban design. Such guidelines are not superseded by the legislation.

5. Tenant Relocation, Rental Replacement and Other City Policy Expectations

- 5.1 All other City policies, including the Tenant Relocation and Rental Replacement polices, continue to apply to all rezoning applications, including those within TOAs.

6. Infill/SSMUH

- 6.1 No SSMUH applications may be submitted until the new regulations are in place to permit multiplexes under the City's Zoning Bylaw.
- 6.2 Other infill applications, such as infill townhouse continue to be regulated under existing bylaws and policies.
- 6.3 All single lot infill applications and laneway house DPs are encouraged to wait until new regulations for multiplex have been created.
- 6.4 Those considering a future SSMUH project should note the following requirements are being considered for these applications:
 - a) A minimum of 50% of units be secured rental,
 - b) For 6-unit SSMHs – one unit to have a measure of affordability.