CITY OF NEW WESTMINSTER

BYLAW NO. 7435, 2011

A bylaw to adopt the New Westminster Official Community Plan

WHEREAS Council adopted Bylaw Consolidation and Revision Bylaw No. 7504, 2011 to authorize the Corporate Officer to consolidate one or more bylaws of the City and to revise all or any of the bylaws of the City in accordance with the Bylaw Revision Regulation (B.C. Reg. 367/2003);

AND WHEREAS the Corporate Officer has consolidated and revised Official Community Plan Bylaw No. 6476, 1998 in accordance with the Bylaw Revision Regulation;

AND WHEREAS the Corporate Officer has certified that Official Community Plan Bylaw No. 6476, 1998 has been revised in accordance with Bylaw Consolidation and Revision Bylaw No. 7504, 2011;

AND WHEREAS the Bylaw Revision Regulation requires that a bylaw revised under that Regulation must be adopted by bylaw;

NOW THEREFORE, the Council of the City of New Westminster, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as “Official Community Plan Bylaw No. 7435, 2011”.

2. Council hereby adopts Schedules A and B as the New Westminster Official Community Plan.

3. This bylaw shall come into force on the date of adoption.

READ A FIRST TIME this 12 day of December, 2011.

READ A SECOND TIME this 12 day of December, 2011.

READ A THIRD TIME this 12 day of December, 2011.

ADOPTED this 09 day of January, 2012

LORRIE WILLIAMS, ACTING MAYOR

CORPORATE OFFICER

RICK PAGE, CORPORATE OFFICER
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PART ONE
INTRODUCTION
1.1 Outline of New Westminster’s Official Community Plan

The Official Community Plan is organized into three parts. Part One introduces the concept of an Official Community Plan, defines the rationale for updating the Community Plan for the City of New Westminster (1982), and outlines the public consultation process utilized. Most importantly, the Regional Context Statement is included in this section.

Part Two represents the key elements of the plan. It outlines the issues, goals, policies and priorities for the range of issues affecting the growth and livability of New Westminster over the next ten to twenty years. These issues include Population and Growth Management, Community and Social Issues, Housing, Parks and Open Space, Environment and the Riverfront, Heritage and Neighbourhood Character, Commercial Revitalization and the Economy, Industrial Activity and the Economy, Urban Design and Built Form, Institutional Facilities and Community Services, Transportation, and Sewer, Water and Solid Waste Utilities.

Part Three provides a description of the Development Permit Areas throughout the City and a series of maps which identify their location. This also includes maps which identify the existing land uses and the proposed land use concept for the City.

[The Appendix includes a Glossary of terms that are used throughout this document, a list of supporting documents and acknowledgements.]

1.2 Context of New Westminster

New Westminster was the first incorporated City west of the Great Lakes and the first capital city of the united colony of British Columbia. The City has the proud distinction of being named by Queen Victoria, herself, hence the name “The Royal City.” It is situated in the centre of Metro Vancouver overlooking the Fraser River. Bounded by the municipalities of Burnaby, Coquitlam, Surrey, Delta and Richmond, New Westminster is easily accessible by road, SkyTrain, water and rail. The City has an illustrious history and has grown to become a vital part of the Region. Today, New Westminster faces a complex array of challenges and opportunities which, if successfully managed, will improve the City as a place to live, work and play.

1.3 What is an Official Community Plan?

An Official Community Plan is a general statement of the broad objectives and policies of the local government which detail the form and character of existing and proposed land uses and servicing requirements in the area covered by the plan. The Local Government Act authorizes local governments to adopt an Official Community Plan. Once an Official Community Plan is adopted, all bylaws enacted and public works undertaken must be consistent with the goals, objectives and policies outlined in the plan. An Official Community Plan, however, does not commit or authorize a municipality to proceed with any project specified in the plan.
Adopted by City Council, an Official Community Plan is a reference point from which all future land use decisions are based. As a guiding document, it makes recommendations and sets priorities to:

- inform the City’s present and future residents about likely activities in their area;
- inform the development community, prospective investors and other government agencies of municipal intentions;
- provide a basis for new zoning and other municipal bylaws, specific design guidelines and other instruments of land use control;
- assist the Advisory Planning Commission, the Consultative Design Committee, the Design Review Panel and City Council in their consideration of future development applications;
- manage community growth;
- increase the efficiency of public expenditure and reduce costs by anticipating future expenses and coordinating service delivery; and
- provide a commitment to enriching New Westminster’s unique character as a place to live, work and play.

The Official Community Plan outlines the community’s vision, goals and aspirations for future growth and specifies a method with which to achieve them. The public process for updating the plan was entitled Envision New Westminster for this reason. Its primary goal is to foster the economic, environmental, cultural, physical and social well-being of the community for which it is created. Specifically, an Official Community Plan outlines a general framework for all the key issues that concern a municipality. These include:

- residential, commercial, industrial, recreational and public utility land uses;
- economic development;
- the allocation of public infrastructure (e.g. roads, parks and water services);
- cultural and social values (e.g. child care and multicultural activities);
- environmental sustainability and pollution reduction;
- stewardship of heritage sites;
- efficient energy use; and
- an aesthetically appropriate urban design scheme for each neighbourhood and the City, as a whole.
1.4 Why Create a New Official Community Plan?

New Westminster’s Official Community Plan was last updated in 1982. Since that time, the City has experienced significant change.

An increasing population and shrinking household size have led to a rise in the number and variety of housing units required throughout the City. In response, new housing has been developed in many areas, particularly on the former Penitentiary lands along the Fraser River waterfront, as well as on the Port Royal lands.

A growing population has led to an increase in the number, variety and type of commercial facilities required. The most prominent commercial developments include Westminster Quay, Royal City Centre, Royal Square Mall, Columbia Square Shopping Centre as well as the revitalization of upper Twelfth Street and of the downtown Columbia Street corridor.

Industrial development, on the other hand, has been relatively modest with the expansion of the former Woodward’s Warehouse and Scott Paper accounting for the largest industrial building projects since 1981.

Institutional development has also increased to accommodate the growing population. Primary institutional developments include the expansion of the Royal Columbian Hospital and Herbert Spencer School, as well as the completion of Douglas College and the Justice Institute. A community plan must continue to plan for the needs of these sectors.

Along with physical change has come an evolution of community values. The livability of New Westminster continues to be of prime importance to the City’s residents. The issues of community safety, sustainable development and the environment, urban design and character, and historic preservation are high priorities on the community planning agenda. In addition, public awareness and interest in participating in community development has increased.

Federal and Provincial reallocation of responsibilities and financial cuts to municipal grants has put a strain on the City and its ability to maintain its present high standard of urban life. The creation of an updated Official Community Plan is a necessary step in addressing these widespread changes, as well as maintaining and enhancing New Westminster’s quality of life.

1.5 The Official Community Plan Process

The process to create a new Official Community Plan for New Westminster began in the fall of 1994. At that time, Council directed City staff to update the Community Plan for the City of New Westminster (1982) to reflect the broad-based vision and changing values of a continuously evolving community. To guide the process, the Official Community Plan Steering Committee, comprised of representatives from City departments, was created. The Steering Committee commissioned a series of background reports, directed the public participation process and reviewed the development of the Official Community Plan document. The background reports produced include the following:

- Caring For Children: The City of New Westminster Child Care Strategy
- The Civic Youth Strategy
- New Westminster Housing Strategy
- New Westminster Secondary Suite Report
Community Planning Workshop
The Community Planning Workshop was held in May of 1995. This workshop was an intense working session where participants divided into focus groups and discussed the topics from the Issues Forums in great detail. The outcome of the Community Planning Workshop was the identification of general community goals, and the choices and options necessary to achieve them.

Community Design Charrettes
In 1996, Community Design Charrettes were conducted throughout the City. To address the special design features of each neighbourhood, New Westminster was divided into geographic sectors and charrettes were held in each of these areas. The sectors include the Westside, Eastside, West Central, East Central and Downtown neighbourhoods [see Map NWS: Geographical Sectors for Community Design Charrettes]. The Design Charrettes provided a forum for the identification of neighbourhood visions and, with the assistance of local architects, a method of portraying those ideas visually.

The input gathered from these meetings, together with the background reports, provided a framework for the creation of the Official Community Plan. [B/L No.7643, 2013]
1.6 **GOALS OF NEW WESTMINSTER’S OFFICIAL COMMUNITY PLAN**

The updated *Official Community Plan* expresses ambitious and comprehensive goals designed to achieve the community’s vision for the City. The primary goals of the *Official Community Plan* include the following:

- maintain or enhance New Westminster’s identity and symbolic significance within the Lower Mainland and British Columbia as a whole
- maintain or enhance the unique social and physical character of New Westminster and its neighbourhoods
- encourage a livable, safe and healthy community by providing a wide range of opportunities for housing, employment, commerce, recreation, arts and culture, transportation, nature and heritage preservation, education and health services
- work towards creating a safe and aesthetically pleasing City
- guide and manage growth in a manner which is consistent with the principles of sustainable development and complete communities
- provide for the balanced growth of residential, commercial, industrial and institutional development
- manage community growth to accommodate Metro Vancouver’s population and employment targets to 2041 [B/L No. 7684, 2014]
- provide for anticipated growth in an orderly, economic and efficient manner
- make effective use of public infrastructure and community facilities including transportation facilities, sanitary sewer, water supply and storm water facilities, as well as educational, recreational, cultural and community facilities
- create a positive environment that promotes the orderly growth of employment opportunities in the commercial, industrial, institutional sectors as well as tourism and hospitality sectors
- provide a variety of housing choices that are affordable for a variety of income ranges, and are appropriate for a variety of residents
- balance opportunities for development with the preservation of environmentally sensitive areas, as well as features of historic, cultural, and aesthetic value
- provide high quality and an appropriate amount of community services, facilities and public spaces to meet the cultural and recreational needs of residents
- provide a variety of transportation choices that give priority to walking, cycling, and transit
- work towards designing communities in which residents live within walking distance of parks, schools, recreational facilities and commercial opportunities
- maintain or increase the supply of parks and open spaces distributed throughout the City
- work towards creating a waterfront that is accessible to pedestrians from a variety of points in the City
- maintain or enhance the quality of the environment
- facilitate the safe and efficient movement of people and goods in a cost effective manner
- reduce the need for automobile travel and the general reliance on the automobile
- enhance the City’s livability by working towards mitigating any adverse effects of transportation facilities and services
- maintain or enhance existing levels of municipal service
- maintain financial and government fiscal accountability
1.7 OFFICIAL COMMUNITY PLAN AMENDMENTS AND REVIEW

To ensure that an Official Community Plan continues to reflect community priorities, it may be modified in two ways. At the discretion of City Council, amendments to the plan are permitted. Extensive changes, on the other hand, normally occur during an Official Community Plan review. An Official Community Plan review typically examines every aspect of an Official Community Plan, and makes changes where necessary to maintain the community’s overall vision. This review allows the Plan to be updated to suit changing values, economies, and technologies. As well, it provides the community with an opportunity to provide input to City Council and communicate the kind of future residents of New Westminster would like to see. A comprehensive Official Community Plan review should usually be conducted every five to ten years.

1.8 NEW WESTMINSTER REGIONAL CONTEXT STATEMENT [B/L No.7684, 2014]

Authority

Under the provisions of the Local Government Act (LGA, sections 849 and 850) regional districts are granted authority to adopt a regional growth strategy. In July 2011, following acceptance by all member municipalities, the Metro Vancouver Board adopted a Regional Growth Strategy titled “Metro Vancouver 2040: Shaping our Future”. The Regional Growth Strategy (RGS) takes a region-wide long term perspective of how to accommodate the projected growth of over an additional one million residents and 600,000 additional jobs while at the same time advancing livability, environmental and economic goals.

All member municipalities are required by the Local Government Act (section 866) to submit a Regional Context Statement for acceptance by the Metro Vancouver Board. The purpose of the Regional Context Statement is to show how each municipality’s Official Community Plan contributes to the achievement of region-wide goals. The legislation requires that with the Regional Context Statement identify the relationship between the Official Community Plan and the matters addressed in the Regional Growth Strategy or if applicable how the Official Community Plan is to be made consistent with the Regional Growth Strategy over time.
Regional Goals

These five goals contained in the *Regional Growth Strategy* articulate the region’s collective vision for the future.

Goal 1: Create a Compact Urban Area

Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

Goal 2: Support a Sustainable Economy

The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

Goal 3: Protect the Environment and Respond to Climate Change Impacts

Metro Vancouver’s vital ecosystems continue to provide the essentials of life - clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

Goal 4: Develop Complete Communities

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy strategies.

Goal 5: Support Sustainable Transportation Choices

Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.
Key Partner Actions Identified in the Regional Growth Strategy

- **The Location of Major Office Development:** “The federal government and the province and their agencies direct major office development to Urban Centres and Frequent Transit Development Areas.” RGS Policy 1.2.7. (New Westminster is among the most accessible transit locations in the region and an ideal place for region-serving offices and facilities.)

- **Building Regional Greenways:** Metro Vancouver’s role is to implement a regional parks and greenways plan in collaboration with municipalities, and to identify, secure, and enhance habitat and park lands. RGS 3.1.2

- **Collaboration on Climate Change:** Metro Vancouver’s role is to “work with the federal government and the province and TransLink and municipalities to ... research and promote best practices in adaptation to climate change as it relates to land use planning.” RGS 3.4.2

- **Natural Hazard Protection:** “The Integrated Partnership for Regional Emergency Management, in collaboration with the federal government and the province and other agencies ... identify areas that are vulnerable from climate change and natural hazards...[and]...coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies.” RGS 3.4.6

- **Affordable Housing:** Metro Vancouver’s role is to “advocate to the federal government and the province for incentives to stimulate private rental supply...” and “support the Metro Vancouver Housing Corporation in increasing the number of affordable housing units...” RGS 4.1.4/5

- **Regional Transportation:** “TransLink, in collaboration with municipalities and other agencies as appropriate, support the safe and efficient movement of vehicles for passengers, goods and services through the ... management and maintenance of the Major Road Network ... in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres...” RGS 5.2.4

- “TransLink and the province, as appropriate, evaluate the following elements when contemplating future expansion of private vehicle capacity on major roads, highways and bridges: a) transportation demand management strategies as alternatives to, or as integral with, such capacity expansion; b) impacts on the achievement of the Regional Growth Strategy and the Air Quality Management Plan.” RGS 5.2.7
Introduction

Metro Vancouver and its member municipalities are fortunate to have a regional collaborative governance system. Well-managed growth helps preserve the region’s waterways, green spaces and farm land, builds resiliency against natural hazards and climate change, strengthens the region’s economic advantages, improves the efficiency of infrastructure, and enhances community well-being.

New Westminster’s location on the Fraser River, at the hub of the regional road and transit system, and sharing borders with four municipalities accentuates the value of a regional approach. The City of New Westminster’s Official Community Plan demonstrates support for the Regional Growth Strategy. Key local elements of particular regional significance include:

- Continuing to advance Downtown New Westminster as a Regional City Centre.
- Supporting urban containment policies and focusing growth in locations well served by the region’s Frequent Transit Network.
- Preserving and enhancing the natural and recreational assets of the Fraser and Brunette Rivers.
- Protecting lands for industrial activities in prime goods movement corridors.
- Helping to increase the supply of affordable housing and enhancing housing diversity.
- Coordinating land use and transportation to reduce automobile use and promote transit, walking and cycling.
- Developing healthy and complete communities.

This Regional Context Statement shows how New Westminster’s Official Community Plans address the municipal responsibilities contained in the Regional Growth Strategy. In addition to identifying municipal roles, the Regional Growth Strategy clearly outlines what is expected from Metro Vancouver, TransLink, and the provincial and federal governments to help advance shared objectives. Some of the key partner actions that are vital to the ability for New Westminster to meet its regional commitments are highlighted below.

Provincial legislation requires TransLink to provide a regional transportation system that supports Metro Vancouver’s Regional Growth Strategy. The Regional Transportation Strategy Strategic Framework (2013) contains a long term goal of much reduced automobile use on the Burrard Peninsula, from 60% of all trips in 2011 to 34% by the year 2041. For the rest of the region, the target is from 81% of all trips by automobile in 2011 down to 60% by 2041. If these targets are achieved this may result in an actual reduction on the amount of space devoted to vehicles and continued improvements for transit, walking and cycling. The City of New Westminster supports this vision through its land use and transportation policies and looks forward to the benefits this vision can bring in improving the livability, economic vitality and environmental quality of New Westminster.
OCP Alignment and the Regional Growth Strategy

The City of New Westminster’s Official Community Plan (NWOCP) has been updated a number of times in recent years. Major amendments were enacted in January 2012, in part to ensure alignment with the Regional Growth Strategy (Metro Vancouver 2040: Shaping Our Future) which was adopted by the Metro Vancouver Board in July 2011. In preparing this Regional Context Statement, further amendments were made to the New Westminster Official Community Plan to achieve consistency.

In addition to the New Westminster Official Community Plan, the City has prepared two other Community Plans which are schedules to the overall Official Community Plan. These are the Downtown Community Plan (DCP), enacted in 2010, which was informed by the emerging Regional Growth Strategy and the Queensborough Community Plan (QCP) which was enacted in 2014, after the Regional Growth Strategy had been adopted by the Metro Vancouver Board.

The City launched a comprehensive review of the Official Community Plan in early 2014. The new plan will include a new Regional Context Strategy which clearly outlines how the plan aligns with the Regional Growth Strategy (RGS).

Providing for Appropriate Municipal Flexibility

From time to time, amendments to Official Community Plan Land Use Designations within New Westminster as illustrated in Map RCS1 shall be permitted, in accordance with the Regional Growth Strategy’s provision for municipal flexibility under Sections 6.2.7 and 6.2.8.

How to Read this Regional Context Statement

The Metro Vancouver Regional Growth Strategy has five chapters, one for each goal. The numbering system in this document refers to the goals, strategies and actions identified in the Regional Growth Strategy. Each action that requires a municipal response is followed by a description of how New Westminster’s Official Community Plans support and align with the action.
Goal 1: Create a Compact Urban Area

Strategies to achieve this goal are:

1.1 Contain urban development within the Urban Containment Boundary.

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.

1.3 Protect Rural Areas from urban development.

Strategy 1.1

Contain Urban Development within the Urban Containment Boundary

1.1.3 Urban Containment and Population/ Employment Projections

1.1.3 a) The City of New Westminster is entirely within the Urban Containment Boundary, except for Poplar Island, as shown in Map RCS1.

1.1.3 b) Table 1.8.1 shows municipal population, dwelling unit and employment projections. These projections were provided by Metro Vancouver in the Regional Growth Strategy and are generally consistent with projections contained in New Westminster’s community plans. The City acknowledges its central location in the region, good supply of regional transit facilities and commits to further intensification of housing and jobs.

Adequate residential capacity is available or planned to accommodate this growth with the Downtown estimated to accommodate approximately 36% of growth, Queensborough about 23% while the rest of the municipality is estimated to accommodate about 41%. (QCP Context Section, p.22). The share of the region’s population contained in New Westminster is forecast to increase slightly from 2.8% in 2011 to 3% by 2041.

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*2011 Census

Source: Metro Vancouver 2040: Shaping our Future, July 2011, Appendix A (Table A1).
1.2.6 a) Table 1.8.2 shows the projected growth of Downtown. The strong commitment to a vibrant, prosperous downtown is well illustrated through the projections for the Downtown. The population and dwelling units in the Downtown is expected to more than double by 2031 and absorb over a third of the municipality’s growth. This significantly outperforms the Regional Growth Strategy target of Regional City Centres containing about 16% of the region’s dwelling unit growth by 2041.

Its excellent location at the centre of the rapid transit system helps secure Downtown as an important regional employment location and it is predicted will become increasingly more desirable over the coming decades. Employment is forecast to increase from 7,250 in 2011 to 11,000 in 2031. This will account for 25% of the city’s total employment.

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating population, dwelling and employment projections for the Downtown, which will address how the Downtown will meet the overall trajectory anticipated in the Regional Growth Strategy.

1.2.6 b) i) and ii) Map RCS2 shows the boundaries of Downtown, which is a Regional City Centre. The Downtown Community Plan focuses growth and development consistent with guidelines set out in Table 3 and Map 2 in the Regional Growth Strategy.

As a work towards commitment, the City will investigate how best to identify Uptown’s regional role as it also serves an important city-serving retail, office and service function.
1.2.6 b) iii) **Office development in the Downtown is encouraged** through zoning that reserves capacity for office uses and several supporting actions contained in the *Downtown Community Plan*, including Actions under Section 6, Strategy 6b (p.62):

- Ensure land use and zoning support high density office space, where appropriate (e.g., in close proximity to SkyTrain stations).
- Encourage retention of existing government agencies in Downtown by utilizing regulatory incentives if necessary.
- Encourage senior governments to locate region-serving agencies in the Downtown.
- Promote New Westminster as an office location to the region’s office developers and leasing agents.
- Consider office development opportunities in the sale or development of City-owned land.
- Maximize the office potential on the upper floors of tower podiums on major streets.
- Use incentives such as density bonusing to promote new office development.

1.2.6 b) iv) **Parking requirements:** The *Downtown Community Plan* contains a strategy to “Encourage efficiency and sustainability by managing demand for and supply of parking.” (DCP Section 10f, p.87). The New Westminster *Official Community Plan* (Sections 2.3.4, 2.7.5 and 2.11.1) contain policies which would enable consideration of reductions to parking in commercial and residential areas in close proximity to transit or in exchange for providing incentives and amenities that would reduce the number of vehicle trips to/from a building.

**Frequent Transit Development Areas**

1.2.6 c) The City of New Westminster has no Frequent Transit Development Areas (FTDA), but supports the identification of these areas to signal priority areas for development in proximity to good transit service. The Downtown neighbourhood, as demonstrated in the Downtown Community Plan will remain the focus for growth and is serviced by two SkyTrain Stations, New Westminster and Columbia.

The City acknowledges that there are further urban intensification opportunities at the Sapperton and Braid Stations but planning analysis has not yet been carried out to determine FTDA boundaries, infrastructure requirements and possible implications for Downtown. The City will work toward the identification of Frequent Transit Development Areas at Sapperton Station and Braid Station.

The New Westminster *Official Community Plan* identifies 22nd Avenue Station area as an area where rezonings are considered to permit an increase in density (i.e., townhouse or low rise apartment). It is identified as a Development Permit Area for this reason (DPA #3, Part 3 of the NWOCP). There is also longer term potential to examine the feasibility of an FTDA at this location, again with the context of the growth and development of Downtown Regional City Centre.

The City will also work towards defining the vision for the Uptown area. The New Westminster *Official Community Plan* acknowledges the Uptown area as an appropriate location for further commercial development as it has good access on the Frequent Transit Network. The Official Community Plan review will consider whether Uptown should be defined as a Municipal Town Centre or a Frequent Transit Development Area.
1.2.6 d) i) Map RCS1 identifies the lands that are included in the Regional General Urban area designation.

1.2.6 d) ii) New Westminster’s General Urban Area includes all areas except the Mixed Employment, Conservation and Recreation Areas and Industrial areas, as shown on Map RCS1. The Regional Growth Strategy defines General Urban Areas as areas “intended for residential neighbourhoods and centres and supported by shopping, services, institutions, recreational facilities and parks.” (RGS, p.9).

Through the comprehensive review of the New Westminster *Official Community Plan*, launched in 2014, the City will work towards further refining the definition of Major Trip-Generating Uses.

1.2.6 d) v) Infill development is encouraged, where appropriate, in the General Urban Area given New Westminster’s central location in the region and proximity of transit. An example action item in the *Queensborough Community Plan* is “the City should undertake a city-wide study to explore opportunities for sympathetic infill (e.g. duplexes, laneway houses) which would increase the diversity of unit types in Queensborough.” (QCP 7.5a, p.104).

Through the comprehensive review of the New Westminster *Official Community Plan* launched in 2014, the City will work towards identifying additional opportunities for encouraging infill development.

1.2.6 e) The Downtown area does not contain any other regional land use designations but provides for a mix of residential, commercial, recreation, institutional and park and recreational uses.

1.2.6 d) iii) There are a number of locations that provide neighbourhood commercial/service functions in New Westminster, for example, Uptown, Ewen Avenue, Upper Twelfth Street, McBride and Eighth Avenue and the East Columbia Station.

1.2.6 d) iv) **Definition of Non-Residential Major Trip-Generating Uses.** Any proposals that would require a change in the *Official Community Plan* designation for major non-residential uses, excluding institutional facilities, exceeding 200,000 square feet in gross floor area in locations outside of the Downtown, Uptown or Frequent Transit Development Areas will be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval of the proposal.

Through the comprehensive review of the New Westminster *Official Community Plan* the City will work towards creating policy that ensures that development in the General Urban areas outside the Urban Centres and Frequent Transit Development Areas is generally lower density than development in the General Urban areas within Urban Centres and Frequent Transit Development Areas.

1.2.6 e) **Promoting Sound Planning Practices throughout the City**

1. 2.6 f) i) **Minimize Industrial/Urban Conflicts:** New Westminster supports continued industrial areas and minimizes conflict through clear delineation of land uses as contained in the *Queensborough Community Plan*. The New Westminster Official Community Plan (Section 2.8.2) also includes policy that encourages the provision of buffers between industrial and other uses. This policy is reinforced by design guidelines included in Urban Design (Section 2.9) and Development Permit Areas (Section 3.2.D).
1.2.6 f) ii) Implement transit priority measures where appropriate is supported by policies in the New Westminster Official Community Plan with a policy in Section 2.11 on considering the installation of bus bulges to improve bus priority and a strong commitment to improved transit service throughout the City. The Downtown Community Plan commits to a policy of providing a convenient safe and well-integrated transit network (Strategy 10d) and specifically identifies Sixth Street as a corridor for transit priority improvements.

1.2.6 f) iii) Support for district energy systems and renewable energy generation is articulated in Section 5.6 of the Downtown Community Plan and in the design guidelines which encourage including energy efficient features, use of alternative energy such as geothermal and solar, and maximizing Downtown’s southern orientation to provide good solar access. The Queensborough Community Plan contains city-wide greenhouse gas targets for the year 2020 and contains specific policies on reducing energy expended in transportation, building and waste management. (Section 3, Policy 3.1, 3.2 and 3.3). The New Westminster Official Community Plan, Downtown Community Plan and Queensborough Community Plan each reference the importance of implementing the Community Energy and Emissions Plan (CEEP) (2011). This plan includes eight goals and related strategies for reducing energy and Green House Gas emissions in New Westminster.

The City will work towards further encouraging safe and efficient transit, cycling and walking through the adoption of a Master Transportation Plan (anticipated in 2014).

Strategy 1.3

Protect Rural Areas from urban development

This Strategy does not apply to the City of New Westminster.
Goal 2: Support a Sustainable Economy
Strategies to achieve this goal are:

2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.

2.2 Protect the supply of industrial land.

2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

Strategy 2.1
Promote land development patterns that support a diverse regional economy and employment close to where people live.

Economic Development
2.1.4 a) Economic development is strongly supported through the policies in the New Westminster Official Community Plan (Section 2.7), Downtown Community Plan (Section 6) and in the Queensborough Community Plan (Section 2).

Office Space Development in Downtown
2.1.4 b) New Westminster supports the development of office space in the Downtown through a clear strategy in the Downtown Community Plan: “Strengthen Downtown as a unique and successful regional business centre.” (DCP 6b, p.62). One action for implementing this policy is: “Ensure land use and zoning support high density office space, where appropriate (e.g. in close proximity to SkyTrain stations).” (DCP 6b, p.62).

2.1.4 c) Discourage major commercial and institutional developments outside of Urban Centres or Frequent Transit Development Areas. New Westminster Official Community Plan policies promote the Downtown for major offices (NWOCP Section 2.7.1, DCP Section 6a-d).

Role of Post-Secondary Institutions and Hospitals
2.1.4 d) Douglas College, the Justice Institute and the Royal Columbian Hospital are key regional and city services and all contribute to a vibrant and prosperous Downtown. In the New Westminster Official Community Plan a strong commitment is demonstrated to the maintenance and expansion of institutional facilities and community services (Section 2.10).
Strategy 2.2
Protect the Supply of Industrial Land

Regional Industrial Area Designation

2.2.4 a) Map RCS1 identifies the lands that are included in the Regional Industrial area designation.

2.2.4 b) i) Industrial areas are protected and supported by policies in the New Westminster Official Community Plan (Section 2.8.2) and Queensborough Community Plan (Section 2.3). Actions to help achieve these policies include providing a clear direction regarding permitted land uses to land owners, the real estate community and potential purchasers, and by preventing encroachment from non-compatible uses.

2.2.4 b) ii) Detail regarding what uses are considered appropriate accessory uses in Industrial areas can be found in the New Westminster Zoning Bylaw. For example, accessory child care, and restaurants up to 140 square meters are permitted in Light Industrial Districts (M-1) and Heavy Industrial Districts (M-2).

2.2.4 b) iii) Detail regarding what uses are considered appropriate in industrial areas can be found in the New Westminster Zoning Bylaw, which was revised in 2012 to remove uses from industrial zones that were not considered consistent with industrial areas. Further revisions will be competed as part of the comprehensive review of the New Westminster Zoning Bylaw, which is expected to be completed in 2014.

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards identifying additional locations that should be designated Mixed Employment, but will not detract from the Downtown being the key growth area. Locations that are regionally designated Industrial will not be considered for the Regional Mixed Employment area designation.

2.2.4 b) iv) Encourage better utilization and intensification of industrial areas for industrial activities is accomplished through policies in the Section 2.8 (Industrial Activity and the Economy) New Westminster Official Community Plan. This section specifically addresses the issue of industrial job intensification and estimates that about 50% of the existing industrial land base could be intensified, accommodating an additional 1,750 industrial jobs. Section 2.8.3 states that the City should “Promote the intensification of certain clusters of industrial land in the City. Allowing greater densities in existing industrial areas could generate new employment” (NWOCP 2.8.3, p.87). A policy in the Queensborough Community Plan is “Support the continued operation and intensification of existing industrial businesses and land” (QPC 2.3, p.54).

Mixed Employment Area Designation

2.2.4 c) Map RCS1 identifies the lands that are included in the Regional Mixed Employment area designation.

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards identifying additional locations that should be designated Mixed Employment, but will not detract from the Downtown being the key growth area. Locations that are regionally designated Industrial will not be considered for the Regional Mixed Employment area designation.
Mixed Employment Land Uses

2.2.4 d) i) The City’s Mixed Employment designation includes light industrial, office and other employment related land uses. See Queensborough Community Plan Policy 2.3, page 55.

2.2.4 d) ii) iii) The City’s Mixed Employment designation allows accessory retail uses which are permitted in industrial zoning districts as outlined in the New Westminster Zoning Bylaw. In keeping with the Regional objective of concentrating commercial and other major-trip generating uses in Regional City Centres and Frequent Transit Development Areas no additional large format commercial will be permitted in the area of the city that has the Regional Mixed Employment designation.

2.2.4 d) iv) No land in New Westminster that has a Regional Mixed Employment designation is located within an Urban Centre or FTDA.

2.2.4 d) v) Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating policy to allow density infill/expansion of Mixed Employment areas only where an expansion of transit service has been identified in TransLink’s strategic transportation plans.

2.2.4 d) vi) The only residential use permitted in the City’s Mixed Employment designation is accessory caretaker units.

2.2.4 e) The Queensborough Community Plan encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions through policies and actions such as:

- Reduce building energy use and related greenhouse gas emissions. (QCP 3.2, p.60)
  
  Action:
  - The City should explore opportunities for community energy projects (e.g. closed-loop, ground-source geo-exchange energy systems). (QCP 3.2a, p.64)

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating additional policies which help reduce environmental impacts and promote energy efficiency.

Strategy 2.3
Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

There are no lands with the regional designation of Agricultural and accordingly Regional Growth Strategy policies 2.36 a) and b) i, ii, iii, iv do not apply.

Demonstrate Support for Agricultural and Food Operations

2.3.6. v) vii) There are two community gardens on City owned-lands. The Port Royal Community Garden is located in Port Royal Central Park and the New Westminster Community Garden is located in Simcoe Park. The Downtown Community Plan (Section 5k) and the Queensborough Community Plan (Section 1.3) include policies to facilitate local food growing opportunities and improve access to fresh food.

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating additional policy that facilitates local food growing opportunities.
Goal 3: Protect the Environment and Respond to Climate Change Impacts

Strategies to achieve this goal are:

3.1 Protect Conservation and Recreation lands.
3.2 Protect and enhance natural features and their connectivity.
3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions and improve air quality.
3.4 Encourage land use and transportation infrastructure that improves the ability to withstand climate change impacts and natural hazard risks.

Strategy 3.1
Protect Conservation and Recreation lands

3.1.4 a) Map RCS1 identifies the lands that are included in the Regional Conservation and Recreation area designation.
3.1.4 b) New Westminster Official Community Plan supports the protection of the Conservation and Recreation area through policies in Section 2.4, Section 2.5 and Map E1 “Environmentally Sensitive Lands”. All lands that are regionally designated Conservation and Recreation are also designated as Environmentally Sensitive Lands on Map E1 except for Queens Park and Hume Park, which are shown on Map P1 “Parks and Open Space.”

The Downtown Community Plan recognizes the importance of the waterfront from both a local and regional perspective and includes the following policies:

- Integrate and enhance wildlife habitat along the Fraser River and throughout Downtown. (DCP 5c, p.55). Action:
  - As the access to the waterfront is restored, and parks such as the future Westminster Pier and Muni Evers are developed, design waterfront parks to restore and enhance biodiversity of riparian habitats.

The Queensborough Community Plan includes similar policies in the Parks, Culture and Recreation Section (Section 8.1 and 8.2) and the Environment and Natural Areas Section (Section 4.3).

At present, the regional Conservation and Recreation area on the waterfront includes the Sapperton Landing area. The City will work towards enhancing the riparian area of the Lower Brunette River where it is possible on municipal lands, such as Hume Park. New Westminster and Metro Vancouver have been collaborating on river enhancement measures. The City will work towards expanding the waterfront Conservation and Recreation area where waterfront access can be acquired in a manner that ensures compatibility with adjoining land uses. Working towards expanding the waterfront access has the added benefit of completing additional portions of the Brunette Fraser Greenway.

3.1.4 c) Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating policies that, where appropriate, effectively buffer Conservation and Recreation areas from adjacent activities.
Strategy 3.2
Protect and enhance natural features and their connectivity

Management of Ecologically Important Areas and Natural Features

3.2.4 The New Westminster Official Community Plan, in Section 2.5 provides many policies related to the management of ecologically important and natural features. A map of environmentally sensitive lands is included in the New Westminster Official Community Plan (Map E1) and there is also a map showing Fraser River Estuary Management Program Designations (Map E2).

The Downtown Community Plan contains a policy to “Integrate and enhance wildlife habitat along the Fraser River and throughout Downtown.” (DCP 5c, p. 55).

The Queensborough Community Plan includes the following policies and actions:

- Protect and enhance the ecological function of freshwater wetlands and watercourses. (QCP 4.2, p. 70). Action:
  - The City should continue to advance opportunities for protecting and/or enhancing the ecological value of watercourses and wetlands (e.g. improve riparian vegetation) on public and private land, as such occasions arise.

- Protect and enhance the ecological integrity of the Fraser River foreshore. (QCP 4.3, p. 73).

The Brunette Creek Neighbourhood Plan and the New Westminster Official Community Plan also include language related to protecting the Brunette Creek Corridor. (NWOCP Industrial/Business Park Development Permit Area #5).

Support for Regional Recreation Greenways, Connectivity of Community Trails

3.2.5 The City of New Westminster’s central location in the region on the Fraser River and Brunette River requires close collaboration with Metro Vancouver, TransLink and neighbouring municipalities to ensure connections to greenways and cycling trails, especially those shown on the Map 9 ‘Regional Recreation Greenway Network’ of the Regional Growth Strategy. The city includes two Regional Recreation Greenways: the Brunette-Fraser Greenway and the BC Parkway. The New Westminster Official Community Plan includes policies that recognize the importance of creating a connected greenways system that act as both recreation and wildlife corridors and is consistent with the Regional Green Infrastructure Network.

The New Westminster Official Community Plan identifies these regional trails, including the Queensborough Perimeter Trail as a conceptual “Proposed Major Trail” on Map P1 (Parks and Open Space) and Map P1a (Queensborough Parks and Open Space). It also shows major linkages to the Expo and Millennium SkyTrain lines.

The completion of these regional trail networks would make a significant contribution to the Experience the Fraser Canyon to Coast Trail, which has been endorsed as regionally significant by Metro Vancouver and the City of New Westminster.

Examples of policies relevant to this Strategy include:

- The Downtown Community Plan includes a policy to “Improve cycling infrastructure, ensuring local routes are well connected, harmonized with greenways and integrated with regional routes.” (DCP 10c, p. 82). It also includes the following policy “In cooperation with Metro Vancouver and TransLink, promote development of the Waterfront Greenway, Central Valley Greenway and upgrades to the BC Parkway.” (DCP 10c, p. 82).
• Enhancement of the Brunette River Corridor is provided through the identification of a Development Permit Area (NWOCP Industrial/Business Park DPA #5) as well as policies provided in Brunette Creek Neighbourhood Plan which was adopted as part of the New Westminster Official Community Plan. New Westminster and Metro Vancouver have been collaborating on river enhancement measures as well as the extension of the Brunette-Fraser Greenway.

• The Queensborough Community Plan includes the following policy: “The City should aim to complete the Perimeter Trail, while continuing to support river-based industrial uses. Advance opportunities to develop interim connections around industrial land and provide safe, accessible waterfront lookout points, as such occasions arise. In addition, identify and support opportunities to access the Fraser River along the length of the trail, such as with docks, wharves and/or beach access.” (QCP 8.2d, p.113)

3.2.6 Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards identifying appropriate measures to protect, enhance and restore ecologically important systems, features, corridors, and establish buffers along watercourses and other ecologically important features.

3.2.7 The City is working towards the creation of an Integrated Stormwater Management Plan. The policies included in this document will be considered during the comprehensive review of the New Westminster Official Community Plan and any additional neighbourhood plans created.

Strategy 3.3
Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.

Greenhouse Gas Reduction Targets

3.3.4 a) Numerous policies in the New Westminster Official Community Plan, the Downtown Community Plan and the Queensborough Community Plan address this Strategy. Examples are in the policies and priorities of Section 2.11 of the New Westminster Official Community Plan through measures to reduce automobile use and promote increased use of transit, cycling and walking. Land use policies in all three documents promote compact development well served by transit.

The City of New Westminster has adopted a target of working to reduce community-wide greenhouse gas emissions by 15% from 2007 levels by 2030, in cooperation with senior levels of government. (NWOCP Section 2.5). Emissions from vehicles make up a large proportion of GHG emissions and significant reductions will depend on local and regional transportation decisions.

Complete communities and promoting alternative modes of transportation are both recognized as important to achieving reductions. (NWOCP Sections 2.11.1-4; QCP Sections 3.1, 9.4-9.6; and DCP Sections 10a-10d).
3.3.4 b) An action item in New Westminster Official Community Plan and Queensborough Community Plan is the implementation of the Community Energy and Emissions Plan (CEEP) (2011). This plan includes eight goals and related strategies for reducing energy and GHG emissions in New Westminster. The Downtown Community Plan, which was adopted before the CEEP, discusses how the Downtown will be an important part of the City’s GHG reduction plan. Significant reductions will depend on increasing the energy efficiency of old buildings, promoting energy efficient new buildings and encouraging use of renewable, local energy source in buildings. (NWOCP Section 2.5.4, QCP Section 3.2, DCP Section 5g and 11g).

3.3.4 c) The Downtown is the main focus for population and employment growth as well as the focus for infrastructure and amenity investments. (DCP, Section 3 and 6).

Integrated Storm Management and Water Conservation

3.3.4 d) The Queensborough Community Plan contains a policy recommending the development of an Integrated Stormwater Management Plan (ISMP) which includes Low Impact Design strategies that ensure separation and treatment of unclean water, as well as the directed use of clean water. (QCP Section 10.2a). The Downtown Community Plan integrated storm water management principles into the plan and contained many actions, including design of the waterfront, maximizing use of green roofs, and routing of stormwater runoff. (DCP Section 5d). The City is working towards the implementation of these actions.

Strategy 3.4

Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

3.4.4 The City of New Westminster’s plans embrace the need for increasing resiliency in the face of climate change and natural hazards. The Queensborough Community Plan does not expand the residential footprint compared to former land use plans and allows only a moderate level of population growth – about 20% of the total growth. Many safeguards are incorporated into the Queensborough Community Plan including the application of flood construction level regulation, implementing the recommendations of the Floodplain Management Strategy, as well as policies related to dyke improvements. (QCP Section 5.1).

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating additional policy related to minimizing the impacts of climate change and risk from natural hazards.

3.4.5 The Queensborough Community Plan has included an action (5.4a) to develop a critical infrastructure protection in order to incorporate climate change and natural hazard assessment in the planning and location of municipal utilities and operations. It also has emergency management processes to help minimize impacts to the community from a flood event. (QCP Section 5.4).

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating additional policy related to critical infrastructure protection.
Goal 4: Develop Complete Communities

Strategies to achieve this goal are:

4.1 Provide diverse and affordable housing choices
4.2 Develop healthy and complete communities with access to a range of services and amenities

Strategy 4.1
Provide diverse and affordable housing choices

New Westminster has for many years taken a leadership role in promoting diverse and affordable housing choices at all points on the housing continuum from providing shelter to the homeless to encouraging a range of ownership housing. In addition, New Westminster has also committed to an accommodating population/dwelling growth policy in a municipality that is essentially built up. This demonstrates commitment to the importance of increased housing supply in regional locations that are well served by transit.

4.1.7 The many actions taken to promote affordable housing by the City are backed by strong policies in the New Westminster Official Community Plan (Section 2.3), the Downtown Community Plan (Section 7) and the Queensborough Community Plan (Section 7). The City has addressed all items in Section 4.1.7 of the Regional Growth Strategy by ensuring the need for housing is articulated in municipal plans and policies and has increased the supply and diversity of housing through infill and density increases through implementing policies contained in the Community Plans. With respect to tools to specifically encourage affordable rental units and affordable housing development more generally it has included policies such as those in the Downtown Community Plan:

- Facilitate the provision of housing that meets all affordability levels. (DCP 7b, p.66).

Actions:
- New non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles.
- A replacement policy will be developed and implemented in new developments where rental stock is demolished.
- The Downtown “SkyTrain Precincts” will allow for higher density (more housing units) in close proximity to SkyTrain stations. This improves affordability as it reduces the need for a car.
- Implement a strong incentive-based TOD policy, encouraging high residential densities and a mix of uses near transit stations (e.g., increased density, reduced parking standards). (Action under DCP 10d, p.84).

Relevant policies in the Queensborough Community Plan include:

- Provide a range of residential tenures. (QCP 7.2, p.100).

Action:
- The City should continue to implement the strategies of the City’s Secured Market Rental Housing Strategy (2013) to encourage the development of rental housing.

- Ensure a diversity of unit types are available within the community. (QCP 7.5, p.103) Action:
- The City should undertake a city-wide study to explore the opportunities for sympathetic infill (e.g. duplexes, laneway houses) which would increase the diversity of housing types in Queensborough.

Relevant policies in the New Westminster Official Community Plan include:

- Promote high health and safety standards in the rental housing stock as it ages. (NWOCP 2.3.1, p.50).
o Continue to encourage the upgrading of existing rental stock to current codes (e.g., fire, seismic, handicapped) as well as the replacement of old rental units with new rental housing by considering the adoption of policies encouraging the creation of rental units in multi-family rezoning.

o Regulate the creation of legal secondary suites.

o Encourage existing commercial enterprises to create rental housing units above ground level storefronts.

o Continue to support Police Service initiatives (e.g., Crime Free Multi-Housing Program) and federal, provincial and regional programs designed to address housing issues in New Westminster.

o Continue to monitor the affordability and livability statistics of the City’s rental stock.

• Encourage a balance of rented and owned housing units. (NWOCP 2.3.2, p. 50). Priorities:
  
o Examine the effects of the moratorium on the conversion of rental units to strata titled units.

  o Review the moratorium on strata titled units.

Combined, all of these policies will help the City to achieve the targets set out by Metro Vancouver in Table A.4 (Housing Demand Estimates by Tenure and Household Income).

Preparing and Implementing Housing Action Plans

4.1.8 The City of New Westminster endorsed an Affordable Housing Strategy in 2010 and in 2013 expanded policies and actions through endorsement of a Secured Market Rental Housing Strategy. Both of these documents are referenced in a community plan (QCP 7.1a and 7.2a). These Strategies address the items listed in RGS policy 4.1.8.

The Queensborough Community Plan also identifies the need for the City to undertake a city-wide study that would explore opportunities for sympathetic infill (e.g. duplexes, laneway houses) (QCP 7.5a), which would help the further diversify the housing stock.

Through the comprehensive review of the New Westminster Official Community Plan, launched in 2014, the City will work towards creating further policies to facilitate the development of affordable housing near transit.
Strategy 4.2
Develop healthy and complete communities with access to a range of services and amenities

New Westminster has policies within municipal plans and within Envision 2032 New Westminster’s Sustainability Framework endorsed by Council in 2013 to cultivate healthy and complete communities, including all of the specific matters detailed in the Section 4.2.4 of the Regional Growth Strategy. (For this section, Policy 4.2.4 of the Regional Growth Strategy does not require specific references to municipal policies.)

4.2.4 a) New Westminster supports compact, mixed use, transit, cycling and walking oriented communities.

4.2.4 b) New Westminster has policies to locate community, cultural, institutional facilities in areas with good access to public transit.

4.2.4 c) New Westminster has policies to provide public spaces and other place-making amenities for increased social interaction and community engagement.

4.2.4 d) New Westminster has policies to support active living through the provision of recreation facilities, parks, trails and safe and inviting pedestrian and cycling environments.

4.2.4 e) New Westminster has policies that support urban food production, including gardens plots on private and public property.

4.2.4 f) New Westminster has policies intended to address the noise related health implications of new development.

4.2.4 g) New Westminster supports universally accessible community design.

4.2.4 h) New Westminster has a number of places that function as Local Centres and these are referenced in Section 1.2.6 d) iii) of this Regional Context Statement.

4.2.4 i) New Westminster does not have any Special Employment Areas as identified in the Regional Growth Strategy.
Goal 5: Support Sustainable Transportation Choices

Strategies to achieve this goal are:

5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

Strategy 5.1
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

5.1.6 a) Located in the geographic centre of the region, coordination of land use and transportation is achieved in New Westminster through the advancement of Downtown, a Regional City Centre, as the primary location for job and housing growth, helping maximize the use of transit throughout the municipality, and managing vehicle traffic and road space to ensure access but also prevent traffic from undermining local and regional livability goals. The Downtown Community Plan (Sections 6b and 7b) fully embraces and implements the concept of “transit-oriented development”. Relevant transportation policies are contained in the New Westminster Official Community Plan Section 2.11 (Policies 1-3), in Section 10 (Strategies 10a - 10e) of the Downtown Community Plan and Section 9 of the Queensborough Community Plan (Policies 9.1, 9.5 - 9.6).

The City acknowledges that there are further urban intensification opportunities at Sapperton and Braid SkyTrain Stations but planning analysis has not yet been carried out to determine Frequent Transit Development Area (FTDA) boundaries, infrastructure requirements and possible implications for Downtown. The City will work toward the identification of Frequent Transit Development Areas at Sapperton Station and Braid Station. There is also longer term potential to examine the feasibility of an FTDA at 22nd Avenue Station, again with the context of the growth and development of the Downtown Regional City Centre.

The City will also work towards defining the vision for the Uptown area. The New Westminster Official Community Plan acknowledges the Uptown area as an appropriate location for further commercial development as it has good access on the Frequent Transit Network. The Official Community Plan review will consider whether Uptown should be defined as a Municipal Town Centre or a Frequent Transit Development Area.

The City will work towards increasing the use of transit, multiple-occupancy vehicles, cycling and walking through the adoption of a Master Transportation Plan (anticipated in 2014). The Master Transportation Plan will establish clear targets for future mode-split and identify actions required to achieve the targets.
Encouragement of Transportation Demand Management Strategies

5.1.6 b) New Westminster’s transportation demand strategies include measures to make transit, walking and cycling more attractive, parking management measures, and limits, where appropriate, to the space dedicated to vehicle movement. Relevant policies are found in Section 2.11 (Policies 1-4) of the New Westminster Official Community Plan, Section 10 (Strategies a-e) of the Downtown Community Plan and Section 9.4 of the Queensborough Community Plan.

5.1.6 c) New Westminster’s plans contain numerous policies to manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and walking. Relevant policies are found in Section 9.4 of the Queensborough Plan, Section 2.11 of the New Westminster Official Community Plan, and Section 10 of the Downtown Community Plan.

Strategy 5.2
Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

Regional Connections for Good Movement

5.2.3 a) Map RCS3 shows the routes in New Westminster that provide regional connections for goods and services. Map T5 shows the Proposed Long Range Truck Route System.

The City will work towards revising the regional goods movement connections in the city through the Master Transportation Plan (anticipated in 2014). Implementation of the Master Transportation Plan will be done in collaboration with TransLink.

Optimizing efficient vehicle movement on regional, provincial and federal facilities

5.2.3 b) New Westminster supports efficient vehicle movement on regional, provincial and federal facilities. Making better use of the waterway and rail for goods movement is a good way of increasing goods movement efficiency. New Westminster advocates for reduced noise impact of rail operations thereby facilitating expansion of the use of rail where it will not adversely affect the community. Strategy 10g of the Downtown Community Plan states “Mitigate the negative impacts of the regional goods movement corridor on the livability of Downtown and only accommodate increased capacity if it does not detract from the objectives and function of a Regional City Centre.” The Queensborough Community Plan also contains a policy (2.4a) to “work with the Province, TransLink and Port Metro Vancouver to minimize visual and noise and general mobility impacts on the community from goods transportation routes and related activities”.

Better use of the waterway and rail for goods movement is a good way of increasing goods movement efficiency. New Westminster advocates for reduced noise impact of rail operations thereby facilitating expansion of the use of rail where it will not adversely affect the community. Strategy 10g of the Downtown Community Plan states “Mitigate the negative impacts of the regional goods movement corridor on the livability of Downtown and only accommodate increased capacity if it does not detract from the objectives and function of a Regional City Centre.” The Queensborough Community Plan also contains a policy (2.4a) to “work with the Province, TransLink and Port Metro Vancouver to minimize visual and noise and general mobility impacts on the community from goods transportation routes and related activities”.

The City will work towards revising the regional goods movement connections in the city through the Master Transportation Plan (anticipated in 2014). Implementation of the Master Transportation Plan will be done in collaboration with TransLink.
Support Development of Local and Regional Transportation Systems

5.2.3 c) Regional transportation system management measures are particularly important for New Westminster and supported through policies in the New Westminster Official Community Plan (Section 2.11, policy 5 and 6). In the Queensborough Community Plan, specific design solutions were included to keep heavy trucks away from local streets (Section 9.7). The Downtown Community Plan 10e includes policies that flag the need for a regional approach to transportation system management:

- Work with regional stakeholders to reduce vehicle traffic. (DCP 10e, p.85).
  Actions:
  - Support road pricing and other transportation demand management (TDM) measures.
  - Support transit initiatives across the region.
  - Continue to work with all stakeholders to mitigate the impact of major regional projects on Downtown, including the Pattullo Bridge replacement project.

Protection of Rail Rights-of-way and access to navigable waters

5.2.3 d) New Westminster protects the rail rights-of-way and access to navigable water. An important aspect of ensuring protection is to mitigate against the negative impacts of goods movement as stated in 5.2.3.b) above
Map RCS1: Regional Land Use Designations
Map RCS2: Regional City Centre

[Legend]
- Regional City Centre
- General Urban
- Mixed Employment
- Industrial
- Conservation and Recreation
- Skytrain
- Frequent Transit Network

[B/L No.7684, 2014]
MAP NW1
Centre of Metro Vancouver

West Vancouver
North Vancouver
Vancouver
Burnaby
Skytrain
Coquitlam
Port Moody
Pitt Meadows
Maple Ridge
Delta
Richmond
New Westminster
Vancouver International Airport
Surrey
New Westminster
Richmond
Delta
White Rock
Langley
Pitt Meadows
U.S.A.
MAP NW4
New Westminster
Neighbourhood Planning Areas

1 Queensborough
2 Connaught Heights
3 West End
4 Kelvin
5 Brow of the Hill
6 Glenbrooke North
7 Queen's Park
8 Victory Heights (includes Massey Heights)
9 Sapperton

A North Arm South
B North Arm North
C Uptown
D Downtown
E Glenbrooke South
F Brunette Creek

B/L No. 7396, 2010
MAP NW5
Geographical Sectors for Community Design Charrettes

1. Western Area
2. Eastern Area
3. Central East Area
4. Central West Area
5. Downtown Area
6. Queensborough Area
PART TWO
PLANNING ISSUES, GOALS, POLICIES, AND PRIORITIES
New Westminster is within the Urban Containment Boundary

Metro Vancouver’s Regional Growth Strategy designates an Urban Containment Boundary for the region, which is intended to establish a stable, long-term, regionally defined area for urban development. New Westminster, as the geographic centre of the region and as an established centre with developed infrastructure, is within the Urban Containment Boundary. The New Westminster Official Community Plan meets Metro Vancouver’s expectations for New Westminster’s share of population growth.

Being located within the Urban Containment Boundary, the majority of the city is designated General Urban in the Regional Growth Strategy. Areas with this designation are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. General Urban areas are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation.

Downtown New Westminster is a Regional City Centre

Downtown New Westminster is identified as a Regional City Centre in the Regional Growth Strategy. The Downtown is well served by transit and offers regional-scale employment, services, business and commercial activities. The Downtown also includes major institutional (e.g., Douglas Collage), community (e.g. Anvil Centre) entertainment uses, and park space (e.g., Westminster Pier Park). There is also a variety of high and medium density housing, including affordable housing choices. The Regional City Centre of the Downtown warrants a specialized planning program and to support this Downtown Community Plan was enacted in 2010 (Schedule A).

2.1 POPULATION AND GROWTH MANAGEMENT ISSUES [B/L No.7684, 2014]

The City is Projected to Grow

Since 1996, New Westminster has grown steadily, by about 470 residential units per year. The City’s population, in 1996, was approximately 50,000 residents living in about 27,000 housing units. In 2011, the City’s population was approximately 66,000 living in roughly 30,600 housing units. New Westminster is estimated to grow around 3 percent per year. At this rate, the population could reach 102,000 people in 47,000 housing units by the year 2041. This is consistent with Metro Vancouver’s Regional Growth Strategy projections.

Population Forecasts May Differ

Population forecasts are estimates of the future based on past trends and assumptions regarding future circumstances. For this reason, the estimated number of people forecasted to live in New Westminster by the year 2041 varies, depending on the assumptions used in the forecast. It is prudent to take all forecasts into consideration when planning for growth management.

Adopted in 2011, the Regional Growth Strategy has a vision to 2040. It estimates that New Westminster could reach a population of 92,000 residents by the year 2031 and a population of 102,000 by the year 2041. These projections were considered during the creation of the Queensborough Community Plan (Schedule B), which was adopted after the Regional Growth Strategy.
Developable Land is Limited
Since most of the land in New Westminster is developed, further population growth will be accommodated primarily through redevelopment and intensification of under-utilized land. Throughout the City, there are various parcels of land which are either in a state of transition from one use to another or are situated in difficult to utilize locations (e.g., between arterial routes and the SkyTrain alignment).

New Westminster to Continue as an Important Centre with Small Town Charm
Public comments from the Envision New Westminster and Community Design Charrette processes revealed a recurring community vision - that New Westminster should continue to grow in stature as an important City in British Columbia, and at the same time, retain its small town historic charm for residents. This vision states that New Westminster should continue to be an attractive and lively compact urban centre with a broad mix of residential, commercial and employment opportunities. These land uses should reinforce neighbourhood commercial centres as key community focal points.

There is a Need to Manage Future Population Growth
The City of New Westminster uses its planning tools, including the official Community Plans and zoning, to determine the magnitude and location of new growth. Managing growth in this manner can help to retain the best qualities of the City today and to take advantage of opportunities for community improvements in the future. To manage future population growth, the City could either: pre-zone lands to a higher density; introduce policies that anticipate rezonings under certain conditions; or review rezonings on a case by case basis, on their individual merits or a mix of these approaches, as determined by Council.
Community Considerations When Managing Growth

During the community consultation processes, people made many suggestions regarding how the City could manage future growth. The community emphasized that future growth needs to be well planned out, considerate of the neighbourhood and contribute to the overall livability of the City.

The community feels that residential neighbourhoods should continue to provide a quality residential environment with quaint historic houses, newer compatible houses, as well as low rise and high rise apartments and neighbourhood facilities (such as parks, schools and grocery stores) within walking distance. The majority of future growth should be encouraged away from established single detached residential neighbourhoods to areas better suited to new growth.

The City will continue to accommodate new growth through:

- implementation of the Downtown Community Plan (Schedule A), Queensborough Community Plan (Schedule B), Lower Twelfth Street Area Plan and the Brow of the Hill Action Plan;
- redevelopment along the City’s arterials, with the appropriate design features that ensure livability;
- increasing the customer base for businesses on commercial streets and improving crime prevention (by adding “eyes and ears” on these streets);
- redevelopment around SkyTrain stations, with the appropriate design features that ensure livability and a village-like setting;
- neighbourhoods of the City with older, multi-family housing stock; and
- continuation of allowing secondary suites in houses, provided that the City rules in place for all suites are met.

Reduce Impacts of Heavy Traffic

All neighbourhoods in the City have experienced the impact of high levels of traffic volume, including heavy truck traffic. Given the City’s central location in the region, the physical composition of the street network and high traffic volumes, it may be suitable to implement policies which reduce community impacts while retaining alternatives for through goods movement. This could include encouraging acoustic design improvements beyond basic code requirements.

Coordinate Land Use Planning and Transit Planning

Transit service levels are related to ridership (the number of potential riders), which is related to the location and density of land uses. The City will continue to coordinate with TransLink on service planning and provision of passenger facilities.

New Westminster is currently served by five SkyTrain stations, allowing for relatively easy access to rapid transit from most local neighbourhoods. Further rapid transit (e.g. rapid bus, LRT, SkyTrain) expansion has connected Vancouver and Richmond, and will connect New Westminster/Burnaby with Coquitlam.
Growth Management Options
In accordance with Metro Vancouver’s Region Growth Strategy, future growth will be managed and monitored. The City is estimated to grow from about 66,000 people in 30,600 units in 2011 to a total of about 102,000 people in 47,000 units by the year 2041. It is expected that the location and form of the new growth will be managed by the City, in order to preserve the best qualities of the City and to take advantage of opportunities for community improvements (e.g., economic development, provision of community amenities).

Several growth management options are identified in the Official Community Plan for consideration. Part Three of this Plan outlines the City’s Development Permit Areas, which incorporate the growth management options. The Development Permit Areas outline the City’s and the community’s expectations regarding future growth and development.

Growth is managed using the following priorities:

- higher residential densities will be concentrated near commercial areas to promote ease of access by pedestrians and support for local businesses;
- additional residential development will be needed to assist in the economic revitalization of commercial areas;
- community comments regarding intensification are to be taken into consideration by staff and Council;
- single detached areas with high traffic volumes could be intensified to multi-family densities; and
- the complete communities model will be implemented, which proposes that future growth should be near services, public transit and employment opportunities.

In addition to these growth management options, some areas of the City will require ongoing study and analysis to determine suitable future growth areas. Any study conducted will include a review of neighbourhood changes over time, the identification of potential neighbourhood impacts of new development and a full public consultation process.

Goals
1. New Westminster will continue to meet the needs of its residents and businesses, and maintain its high quality of living, now and in the future.
2. New Westminster will grow in an economically, socially and environmentally sustainable manner.
Policies and Priorities

1. Manage and guide growth to create a compact and complete urban community.
   - Make efficient use of existing land resources by utilizing vacant, transitory or former institutional lands. Promote new investment to better utilize land resources and make more efficient use of existing public investment in infrastructure.
   - Build a pattern of neighbourhood centres throughout the City and focus urban development in these centres (e.g., density and building heights decrease as the distance from the centre increases). Different uses can provide the necessary transition from a higher to a lower density.
   - Encourage the concentration of pedestrian oriented commercial services in neighbourhood centres to generate a strong neighbourhood focal point and identity as well as enhance local business.

2. Promote a hierarchy of neighbourhood centres throughout the City.
   - Promote Downtown as the historic commercial and residential hub of the City as well as a Regional City Centre by encouraging a wide range of commercial, residential, cultural, educational, recreational and institutional uses in the area.
   - Promote Uptown as a modern commercial and residential centre of the City.
   - Promote mixed-use neighbourhood centres in the City that will contain a variety of commercial, residential and recreational opportunities.
   - Link neighbourhood centres with one another and the surrounding community through a complementary scale and class of development as well as through various transportation routes and modes.

3. Develop and utilize public infrastructure including roads, sanitary sewers, water supply, stormwater facilities, as well as educational, recreational, cultural and community facilities efficiently and effectively.
   - Plan for services to match growth to ensure that future growth does not exceed City capacity (i.e., continue to plan growth where an adequate infrastructure network already exists or can be provided in a timely, economic and efficient manner). Given that Metro Vancouver and the Province are projecting population growth to the year 2041, the City should plan the infrastructure for population and housing demand within the same time frame.

4. Manage growth along transportation corridors and ensure the livability of existing commercial and residential areas.
   - Promote growth in the vicinity of the proposed transportation corridors in anticipation of future transit.
2.2 Community and Social Issues

Issues

Quality of Life

New Westminster is Culturally Diverse

Although New Westminster has a relatively small number of visible minorities, its population is comprised of diverse cultures. According to the 1996 census, 26 percent of New Westminster’s residents were born outside of Canada (this is slightly higher than British Columbia, which is 24 percent). The largest group of immigrants originates from India and accounts for about 11 percent of all immigrant residents.

New Westminster can expect to continue to be home to a significant multicultural population. Planning initiatives need to be designed to include and celebrate New Westminster’s diverse cultural composition.

New Westminster Actively Promotes Arts and Culture

New Westminster is committed to the development of the City as a creative and vibrant city, accessible to all forms of art and culture. Recognizing the cultural, economic and community benefits of the arts, the City established an Arts and Cultural Advisory Committee in the mid 1970’s. In 1997, the City adopted an Arts and Culture Policy. The policy includes recommendations in the areas of administration, funding, public art, arts facilities and public awareness. The City supports a number of arts and culture initiatives, including the Massey Theatre, (a 1200 seat theatre in Uptown New Westminster) and efforts to establish the proposed Raymond Burr Performing Arts Centre on Columbia Street in the Downtown.

The Creation of Complete and Diverse Neighbourhoods is a Priority

New Westminster is well known for its established residential neighbourhoods and commercial areas (e.g., Queen’s Park, Columbia Street in Downtown and Columbia Street East in Sapperton). The challenge in the coming decades will be to accommodate population growth while preserving the neighbourhood character and existing streetscapes. As communities are rapidly changing, design and development needs to respond to evolving life-styles and neighbourhood priorities. Encouraging diversity at the neighbourhood level helps to address issues of well-being and choice.

The Promotion of New Westminster as a Healthy Community

Healthy Communities is a concept that helps residents take ownership over the quality of life in their communities. The concept is based on the premise that many health issues can be best resolved through community based initiatives. Healthy Communities uses a broad definition of health based on health determinants such as social, economic and environmental factors. New Westminster completed a Healthy Communities project involving youth in 1995.

Neighbourhood Livability

New Westminster Continues to Address Local Crime

The City continues to implement community policing and is committed to overall reductions in crime and improvements to community livability and feeling of personal safety.
The City is Taking a Proactive Role in Strategic Enforcement for Neighbourhood Livability
In 1996, the City formed the Task Force on Community Problems and Social Issues, a multi-departmental committee mandated to investigate innovative solutions to address some of the complex social issues in the community. Many of the issues deal with neighbourhood livability and public safety.

New Westminster is Enhancing and Updating an Emergency Action Plan to Respond to Potential Disasters
The potential for a disaster to occur in any area of Metro Vancouver, including New Westminster, is real. Such a disaster may take many forms including an earthquake, flood, airplane crash, snow or wind storm, chemical spill or major fire. So that the response to a disaster is timely and appropriate, the City has prepared an Emergency Action Plan. Evaluation of the City’s current emergency programs has already begun and work is underway to put into place the items identified as being of the highest priority.

New Fire Hall Facilities Are Being Planned
The City currently has four fire halls. To provide adequate service for a growing population, a new fire hall will be constructed in Queensborough and a replacement fire hall is proposed at Sixth Avenue and McBride Boulevard to replace the existing one at Eighth Street and Royal Avenue. In addition, the fire hall at Eighth Street and Royal Avenue as well as Cherry Street and Eighth Avenue are planned to be phased out while the fire hall in the West End is scheduled to be renovated.

The City Adheres to Floodplain Management Regulations
Due to New Westminster’s location adjacent to the Fraser River, the City experienced a major flood in 1948 and four high water incidents since that time. The City has developed an evacuation plan for the Queensborough neighbourhood, in the event of a major flood. [B/L No.7643, 2013]

Safety Issues
The City Offers a Wide Variety of Safety Programs
The City operates a number of popular crime prevention programs, seminars, seasonal campaigns and initiatives to combat crime. These include Block Watch, Citizens Crime Watch Patrol, Traffic Watch, Lock Out Auto Theft, Combat Auto Theft, and the Special Outings for Children program. The City’s Community Police Service, which includes Police officers on bicycles and home safety inspections, has been very successful at addressing crime.

The City Offers a Wide Variety of Safety Programs for Buildings
To promote the safety of structures, the City provides building, fire, health, electrical and plumbing inspections. In addition the Police work with local landlords to improve the security of rental buildings as part of its Crime Free Multi-Housing Program.

There is Need to Reduce Nuisance Behaviour and Crime
New Westminster experiences “core city syndrome” whereby, due to its central location within the region, individuals passing through the City are primarily responsible for nuisance behaviour or criminal activity (up to 70 percent of crimes are committed by non-New Westminster residents). Nuisance behaviour includes petty theft, noise violations, graffiti, and drunkenness in public places. The City recognizes the need to develop innovative approaches to combat nuisance behaviour, improve perceptions of public safety and improve neighbourhood livability.

Evaluation of the City’s current emergency programs has already begun and work is underway to put into place the items identified as being of the highest priority.
Social Issues

Increasing Need to Address Social Issues at the Municipal Level

Senior levels of government have historically been responsible for providing social and health programs. Over the past decade, however, the need to address social issues at the local level, collaborate with other agencies and involve the community has been recognized. The Local Government Act was amended in 1994 to allow local governments to undertake social planning initiatives and to include “policies of the local government relating to social needs, social well-being and social development” in Official Community Plans.

New Westminster has Socioeconomic Challenges to Overcome

According to the Provincial Health Officer’s 1995 report, compared to other cities in the region, New Westminster has a variety of challenges to overcome:

- a comparatively low average household income (although not the lowest in the Region);
- a relatively high percentage of the population relying on income assistance;
- a relatively high incidence of lone parent families (17 percent, as compared with a Provincial average of 15 percent); and
- a relatively high percentage of persons with less than a grade nine education.

Socioeconomic issues and trends in New Westminster are continuously monitored by the City.

The Need to Ensure Access to Housing

In New Westminster, about 40 percent of residents own their housing and 60 percent rent. This is one of the lowest percentage of home ownership (and the highest percentage of renters) in the region. The stock of rental housing is predominately multi-family. The higher proportion of low income households in New Westminster may, in part, be due to the large stock of rental housing in the City. There is a need to develop housing policies which meet the diverse needs and incomes of the community, as well as bring the community closer to the regional and provincial averages.

Caring for People With Special Needs

Due to the phasing out of some facilities at Woodlands, the number of New Westminster residents with mental illness has been higher than the regional average. In order to address special needs issues, there is a need to accommodate local residents with special needs in group homes or residential facilities that are developed in a planned, coordinated fashion with adequate support systems.

Continuing Need for Child Care

A Child Care Needs Assessment was prepared in 1993. In 1995, the report Caring For Children: The City of New Westminster Child Care Strategy, based on the findings of the needs assessment, was completed. Parents need licensed child care choices closer to home and the City needs to facilitate alternatives in child care (e.g., supported and group child care initiatives).

Youth Are an Important Part of the City’s Future

Although youth (age 10 to 19 years) represent a comparatively small percentage of New Westminster’s population (8 percent in New Westminster compared to 12 percent in the Region), the actual number of youth has grown by about 20 percent between 1991 and 1996. The City anticipates that between 1996 and 2021, the proportion of the population that is aged 10 to 19 years will remain stable.

All youth face considerable challenges (e.g., unemployment, drug use, teen pregnancy). To provide a place for youth to meet, a youth centre at the New Westminster Secondary School was established in 1994. The Youth Centre is a well attended drop-in facility. Youth participation is also high in the City’s recreation programs.
As a way to involve youth in civic events, the City formed the Youth Advisory Committee, which developed the New Westminster Civic Youth Strategy. The Strategy identified major issues of youth concern. The top three issues were:

- Employment opportunities,
- Recreation programs and facilities,
- Violence, safety and personal well-being.

There is a need to continue involving youth in community decision making processes.

Seniors Constitute a Significant Percentage of New Westminster’s Population

Seniors (aged 65 and over) have made up a significant segment of New Westminster’s population. As of 1996, seniors in New Westminster comprised 15 percent of the City, compared to under 12 percent in the Region. As some seniors have the lowest household incomes in the City and some require many special services, the City may require significant increases to the Provincial and non-profit assistance programs currently in place. In addition, there is a need to plan for a variety of housing types targeted for seniors including market apartments, non-profit apartments, as well as institutional care facilities for varying needs.

Goals

Quality of Life Issues

1. Foster multicultural understanding and promote harmonious intercultural relations.
2. Continue to work towards meeting the cultural needs of the community.
3. Promote New Westminster as a Healthy Community.
4. Encourage diversity at the neighbourhood scale and the provision of complete communities.

Neighbourhood Livability

1. Continue to be proactive in strategic enforcement of nuisance businesses and nuisance behaviour of patrons.
2. Works towards a high standard of neighbourhood livability and public civility.

Safety Issues

1. Promote a safe, secure and livable community for local residents, workers and visitors.
2. Continue to reduce the incidence of crime and nuisance behaviour in the City.
3. Promote healthy, safe and attractive building structures.
4. Plan and prepare to respond effectively to any disaster situation.
5. Encourage residents and business owners to continue to take responsibility for their community and its activities.

Social Issues

1. Continue to involve the community in neighbourhood decision-making processes.
2. Continue to consider the needs of residents with special needs.
3. Respond to the needs of the City’s poorest residents by advocating that poverty issues which affect local residents (e.g., homelessness, chronic unemployment, mental health issues) be addressed by senior levels of government or by relevant agencies.
4. Monitor the needs of an aging population and advocate that their local needs be addressed by senior levels of government or by relevant agencies.
5. Encourage access to licensed child care facilities for all age groups of children in neighbourhoods where need arises.
6. Assist in the coordination of initiatives for the City’s youth.
7. Encourage a range of housing in terms of type, affordability and location.
Policies and Priorities

**Quality of Life Issues**

1. **Improve the vision of arts and culture in the City.**
   - Continue with the implementation of the City’s Arts and Culture Policy, including: the establishment of an Arts and Culture Commission; the establishment of an Arts Foundation; and the development of a program requiring developers to contribute to public art in the City.

2. **Promote New Westminster’s cultural diversity.**
   - Continue to work with the multicultural community to promote harmonious intercultural relations.

3. **Encourage the development of complete communities.**
   - Include a range of housing choices, including row houses, stacked townhouses, four-plexes and duplexes close to existing services and transit.
   - Provide transportation alternatives and improve public transit.
   - Encourage the provision of opportunities for work, recreation and shopping close to home.

4. **Continue to facilitate partnerships with the non-profit sector such as local churches and community organizations.**

**Neighbourhood Livability**

1. **Continue to work proactively with the strategic enforcement of nuisance behaviour and crime.**
   - Continue to explore innovative solutions to address a wide variety of issues in the City, including nuisance behaviour, and crime and drug trafficking around the SkyTrain stations.

2. **Investigate options to minimize negative community impacts of liquor licensed premises.**
   - Continue to use proactive tools such as social contracts with liquor license establishments to promote neighbourhood livability.

3. **Encourage additional liquor licensed establishments in the Downtown that contribute to the 18 hour destination neighbourhood nature of the Downtown.**
   - Work with the Provincial Government Liquor Control Branch to amend the Liquor Control and Licensing Act and encourage additional upscale neighbourhood pubs in the Downtown.

**Safety Issues**

1. **Provide a safe and secure environment.**
   - Continue to provide a wide variety of safe community initiatives, programs and campaigns to combat crime.
   - Continue to target crime prevention activities in high crime areas.
   - Continue to work with the Provincial Government in developing additional tools and powers that address issues of public safety and neighbourhood livability.
2. Continue to implement the Emergency Action Plan.
   - Establish an Emergency Operations Centre.
   - Continue to train the appropriate people, such as members of a neighbourhood emergency response team, to respond to, and recover from, a disaster situation.
   - Adopt bylaws and regulations with regard to the flood construction level of buildings in order to mitigate the impact of a flood.

3. Continue to provide effective city safety measures.
   - Continue to provide sufficient fire protection services to a growing population.
   - Continue to ensure all neighbourhoods are adequately served by fire protection with the new or renovated fire halls being constructed in different neighbourhoods of the City.
   - Continue to apply the Provincial floodplain management regulations and construction levels [see Map C1: Potentially Hazardous Conditions].

4. Continue to provide health and safety measures for buildings.
   - Utilize proactive measures, where necessary, to improve the safety of building structures.

Social Issues

1. Continue to provide a policy framework for social planning initiatives.
   - Continue to collect data on the social condition of the City and monitor changes and trends so as to anticipate, as well as plan to respond to social change.
   - Encourage collaboration between civic departments and other agencies in social planning initiatives.

2. Encourage provisions for special needs within the City.
   - Continue to liaise with private and public agencies to provide for the needs of mentally and physically disabled persons.
   - Continue to support the location of residential care facilities (e.g., transition houses) according to the needs of local residents.

3. Continue to monitor child care needs within the City.
   - Encourage the provision of child care as an essential community based service.
   - Promote child care within the City by facilitating partnerships within the community, and continuing to implement the Child Care Strategy.

4. Continue to support the provisions of youth-oriented community services, programs and facilities.
   - Work towards making services and facilities more accessible to youth.
   - Liaise with the School Board on the possibility of creating a multipurpose facility for youth.
   - Work to facilitate communication between youth and other groups and services in the community.
   - Continue to seek youth input and involvement in decision making, where appropriate.

5. Continue to support interdependent living for seniors and “aging in place” housing choices.
   - Encourage units for seniors that are adequately designed for special needs.
   - Encourage the creation of a seniors housing policy that includes a variety of affordable units that are based on “aging in place” concept.
   - Encourage access for seniors to a variety of recreational and social programs.
6. **Continue to strengthen links with other agencies which are addressing social issues.**
   - Communicate, advocate and collaborate with other agencies to monitor whether senior government social programs are adequately addressing local needs.
   - Assist agencies and individuals to access information about grants or funding from senior levels of government.

7. **Advise other agencies and senior levels of government about local social issues.**
   - Liaise with the Province about the location of health and recovery related land uses such as transition homes.
   - Work with residents to ensure that new land uses which address social issues (e.g., transition homes, health centres) are designed to integrate smoothly into their surrounding neighbourhood.

8. **Work towards preventing and ending the cycle of poverty.**
   - Continue to work with Provincial programs and facilities which address New Westminster’s local needs for social programs to assist local residents facing a variety of economic issues including dependence on social assistance, chronic unemployment and homelessness.
   - Review the findings of any local homelessness studies (i.e., homelessness study by the Affordable Housing Society) and advise the Province of local needs.
   - Continue to work with the Province and the Fraser Health Authority for a comprehensive care model which incorporates housing, substance abuse treatments and job training for New Westminster residents, given that these services are also provided in all other municipalities in British Columbia.

9. **Promote employment opportunities in the community.**
   - Encourage home based businesses and seek to raise awareness of opportunities for entrepreneurial enterprises at home.
   - Encourage land uses which generate entry level employment opportunities for youth and others with little experience.

10. **Foster physical and mental health levels which are comparable or better than other cities in the region.**
    - Continue to work with the Fraser Health Authority in addressing health issues in the City.
    - Continue to work with the Fraser Health Authority’s programs and facilities which seek to improve New Westminster’s health status (e.g., life expectancy, years of life lost to disease) by focusing on local health issues such as mental illness, substance abuse, AIDS/HIV, teenage pregnancy, suicide as well as related health issues such as reasonably priced housing, poverty and education.
    - Continue to support initiatives which reduce the inhalation of second hand smoke by non-smokers and children in public and semipublic buildings (e.g., restaurants).
MAP C1
Potentially Hazardous Conditions

Subject to Flooding
Subject to Slip, Avalanche and/or Erosion
2.3 Housing

Issues

Growing Need to Update the Housing Capacity of the Zoning Bylaw

New Westminster’s population has grown intermittently, but steadily, from about 39,000 people in 1981 to 50,000 people in 1996. By the year 2021, New Westminster’s population is expected to reach about 84,000 people. In order to be prepared, the Zoning Bylaw will need to be adjusted to accommodate about 4,000 more housing units than would be built under current zoning. To do so, the City would need to add the potential for a net increase of about 165 units on average per year (e.g., through rezoning land to a higher density). To achieve this, the City could either: prezone lands to a higher density; introduce policies that anticipate rezonings under certain conditions; or review rezonings on a case by case basis, on their individual merits or a mix of these approaches, as determined by Council.

Trends in the Age Structure Continue

Several trends have shaped the age structure of New Westminster between 1981 and 1996. As shown in chart, the number of people between the ages of 35 and 54 has doubled, as the baby boom generation reaches its middle years.

Although the number of young adults (aged 20 to 24) continues to decline, the number of people aged 25 to 34 is growing and comprises the largest age group in the City. This trend suggests that New Westminster experiences an increasing outflow of young adults seeking education, employment or travel; and an increasing inflow of people at an age when they are more likely to have a spouse and/or children (since 1981, the City has experienced a 60 percent increase in the children under 10 years old).

Seniors (65 years and older) continue to represent a large proportion of the population of the City. New Westminster has one of the highest proportions of seniors in the region. Although the number of seniors has grown slowly (nine percent since 1981), the large number of people aged 25 to 54 heralds more rapid growth in the senior’s population in about 20 years.
Declining Household Sizes Linked to Increase in Apartment Units
Household sizes in New Westminster are relatively smaller than in most other cities in the region. Between 1981 and 1996, average household sizes in New Westminster declined from 2.13 to 2.07 people, as more people chose to live alone, families had fewer children, the number of single parent families increased, and the percentage of seniors grew. It is likely that the decreases in household sizes, and the increase in the proportion of apartment units, are interrelated trends.

New Westminster’s Growing Population is Choosing Apartment Living
In the fifteen year period, between 1981 and 1996, New Westminster’s population grew by 28 percent, resulting in several changes in the City’s housing supply. While the actual number of single detached dwellings increased, their proportion of the total housing supply decreased from 28 percent to 19 percent. Apartment units continue to be the most common form of housing in New Westminster, increasing from 5 percent to 55 percent of the total housing supply, between 1981 and 1996.
Accessible Housing Issues Expected to Play an Increasing Role in Land Use Planning
An estimated 18 percent of New Westminster residents have a mild, moderate or severe disability. As New Westminster’s population ages and life expectancy rates rise, the percentage of the population with disabilities is expected to increase. Further, with the trend towards de-institutionalization of care facilities, the decentralization of medical care facilities and the continuing goal for “aging in place” among the disabled and senior population, housing choices for persons with disabilities will continue to be in demand. There is merit to encouraging developers to include a percentage of units that are purpose built for people with accessibility challenges.

Communities Continue to Favour Ground Oriented Housing
According to Metro Vancouver research, residents of the region prefer housing that provides direct access to a yard or garden area (i.e., not through an interior hallway). Although apartment units are expected to continue to comprise the majority of housing units in New Westminster, a preference for this type of housing (also known as ground-oriented housing) is expected to influence the future housing stock. It is also expected that people will continue to want a variety of housing choices: single detached dwellings as well as more affordable and land-efficient forms of housing such as townhouses, stacked townhouses, row houses, secondary suites and condominiums at the ground level of low rise apartments.

Many New Westminster Residents Rent Their Housing
The City has the highest proportion of rental housing (about 61 percent), and one of the lowest proportions of home ownership in the region. Many of the City’s rental units were created in the 1950’s and 1960’s. As these rental buildings approach 40 and 50 years of age, increased maintenance will be required to ensure that health and safety standards are met.

Consistent With the Region, Affordability Issues Continue to Affect Many Households
A common definition of affordable housing is that it does not cost a household more than 30 percent of its gross income. By this definition, 42 percent of renting households in New Westminster do not have affordable accommodation. Affordability is also an issue for a small proportion of homeowners. Seventeen percent of homeowners also experience difficulty paying the costs associated with ownership (mortgage, utilities and taxes). However, it is important to note that the number of people that are unable to afford their housing (rented and owned) is similar to other cities throughout the region.

Need for Balance Between Rented and Owned Housing
Since 1978, the City has placed a moratorium on the stratification of rental housing units. Council policy states “that a moratorium be placed on the conversion of rental units to strata title units” [see Council Resolution: 1978 November 27]. A consideration to encourage additional homeownership may be addressed through amending this Council policy. There are advantages and disadvantages to lifting the moratorium on the stratification of rental units. An advantage could be Building Code and City regulation upgrades to particular rental buildings. A disadvantage could be the potential displacement of renters. Due to these complex considerations, further study is required.

Mobility in Neighbourhoods is Slowly Rising
Between 1981 and 1991, the number of City residents who had moved within the previous five years increased from 56 percent to 62 percent of New Westminster’s population. However as of 2001, New Westminster residents the past five years. The increase in mobility rates is mostly due to people moving to New Westminster from elsewhere in the province (rather than from other parts of Canada or abroad).
Goals

1. Encourage high health and safety standards in the City’s rental stock as it ages.
2. Promote a balance of rented and owned housing units in the City by encouraging renters to become owners.
3. Encourage the private market to supply a sufficient amount of housing in terms of cost, location, features, size and type.
4. Facilitate the provision of a variety of housing types that continues to respond to the present and future needs of the community.
5. Encourage sufficient market housing to meet the needs and affordability levels of residents earning below the City’s median income.
6. Encourage and enhance initiatives by non-profit housing societies to create cost-effective housing that has the appropriate characteristics and cost to meet the needs of residents earning below the City’s median income.
7. Recognize the unique needs and preferences of its large seniors population and to ensure that New Westminster remains a place that is highly suitable for seniors to live and access services.
8. Facilitate the provision of a variety of ground oriented housing opportunities which meet the present and future needs of residents.
9. Manage growth to maintain or enhance the qualities of the community valued by current residents, as well as to accommodate the needs of new residents.
10. Regulate secondary suites to ensure they are healthy, safe and compatible with their surrounding neighbourhoods.
11. Continue to strive to satisfy the changing requirements of a diverse community including its special needs residents (e.g., physically disabled, homeless, mentally handicapped, mentally ill, visually or hearing impaired).

Policies and Priorities

1. Promote high health and safety standards in the rental housing stock as it ages.
   - Continue to encourage the upgrading of existing rental stock to current codes (e.g., fire, seismic, handicapped) as well as the replacement of old rental units with new rental housing by considering the adoption of policies encouraging the creation of rental units in multi-family rezoning.
   - Regulate the creation of legal secondary suites.
   - Encourage existing commercial enterprises to create rental housing units above ground level storefronts.
   - Continue to support Police Service initiatives (e.g., Crime Free Multi-Housing Program) and federal, provincial and regional programs designed to address housing issues in New Westminster.
   - Continue to monitor the affordability and livability statistics of the City’s rental stock.

2. Encourage a balance of rented and owned housing units.
   - Examine the effects of the moratorium on the conversion of rental units to strata titled units.
   - Review the moratorium on strata titled units.
3. Ensure that the private market is able to supply a sufficient amount of housing in terms of cost, location, features, size and type.
   - Identify the most appropriate settlement patterns for new housing and where possible, encourage new housing growth to locate close to services, transportation options and employment opportunities.
   - Seek to meet Metro Vancouver targets for ground-oriented housing and endeavour to meet New Westminster’s share of Metro Vancouver’s projected housing demand for the year 2041. [B/L No.7684, 2014]
   - Examine the creation of zones for ground-oriented medium density housing forms (e.g., freehold row house or stacked townhouse) to streamline approval of innovative ground-oriented housing (i.e., less variances than using an outdated low-rise apartment zone)
   - Continue to monitor housing market statistics, on an annual basis, to check if new construction is supplying housing units with a suitable range of choices in size, type, flexibility and price range, and advise City Council accordingly.

4. Encourage sufficient market housing to meet the needs, including affordability needs, of residents earning below the City’s median income.
   - Encourage a portion of new market housing that is affordable for households earning at or below the City’s median household income. The proportion of market housing to be encouraged should be updated on an annual basis.
   - Review parking space requirements in the Zoning Bylaw and update as required (e.g., units in multi-family buildings based on unit size, or seniors housing) and consider a policy for reducing parking requirements for residential, commercial or mixed use projects within walking distance of transit (e.g., SkyTrain station) or if other considerations are provided (e.g., employee bus passes transit pass or carpool programs, bike storage or showers).

5. Encourage and enhance initiatives by non-profit housing societies to create affordable housing that has the appropriate characteristics and costs to meet the needs of residents earning below the City’s median income.
   - Examine planning regulations and approvals processes for unnecessary impediments to the creation of cost-effective housing.
   - Explore the use of housing agreements registered on land title to encourage housing societies to create market housing alongside non-market units in order to subsidize the non-market units.
   - Seek funding from senior levels of government and establish an annual target (e.g., up to five percent of all units from all sources) for non-market housing units (e.g., special needs, seniors) in the City.
6. Recognize the unique needs and preferences of the large seniors population so that New Westminster is a place that is highly suitable for seniors to live in and access services.

- Monitor the effect of City policies on the lowest earning income group and review City policies relative to cost-effective housing for the lowest 25 percent of income earning households in New Westminster.

- Continue to work with non-profit groups to identify ways to create non-profit housing on their under-utilized land (e.g., parking lot), and to promote cost-effective housing initiatives. The City should make available the Housing Strategy’s findings and information about housing needs to local groups that own land, for their consideration.

- Consider the potential of any surplus City owned land (such as surplus streets and lanes abutting a proposed project) to consolidate with other lands to facilitate affordable housing.

- Consider the development potential of underutilized institutional land not owned by the City (e.g., parking lots). Sensitivity to neighbouring uses needs to be addressed.

- Encourage cost-effective housing during rezoning applications and on appropriate sites, examine the use of rezoning to higher density to encourage the creation of non-profit housing units.

- Play a facilitating role in encouraging non-profit societies, the development industry, other levels of government and community groups to create a suitable and sufficient supply of non-profit housing.

- Evaluate the creation of a seniors’ housing foundation that accepts financial and land donations.

- Examine regulations that add to the cost or act as a disincentive for the creation of seniors housing.

- Identify locations that are more convenient for seniors to live in and access services. These areas could be considered as a priority for future seniors’ initiatives that support the existing seniors’ access to services, transportation choices and residential environments.

- Continue to work with seniors housing societies to encourage the creation of cost-effective seniors housing.

- Encourage seniors housing societies to create seniors housing that is wheelchair accessible or easily adapted to be wheelchair accessible.

- Consider creating a handbook which explains the needs of seniors in the design and delivery of housing.

- Examine the zoning impediments to the creation of seniors housing such as Abbeyfield Housing, accessory apartments or granny flats.
7. Play a proactive role in managing growth.
   - Encourage applicants to meet with the community, early and often, to discuss any significant proposals that increase the City’s population.
   - Continue to facilitate attractive design of new buildings and grounds that are compatible with the existing character of the City.
   - Manage population growth in a manner that is fiscally responsible and encourage investors to provide community amenities, and if development requires new infrastructure (e.g., parks, roads, sewer/water drainage), consider levying Development Cost Charges to cover these costs.
   - Encourage housing stock that includes sufficient ground-oriented housing opportunities.
   - Plan for infrastructure and seniors to accommodate growth. To help ensure that future growth does not exceed City capacity, the City should continue to plan growth where an adequate infrastructure network already exists or can be provided in a timely, economic and efficient manner.
   - Determine the most appropriate locations for homes in the future based on the location of existing housing, good planning principles and community comments.
   - When considering development applications for land owned by a senior level of government, encourage the proponent to provide about 20 percent of any housing in the form of non-market housing. On the Woodlands site, encourage at least 270 units or approximately 20 percent of any housing to be non-market. [B/L No. 6747, 2002]

8. Regulate the creation of secondary suites to ensure they are healthy, safe and compatible with their surrounding neighbourhoods and pay their fair share of municipal costs.
   - Continue to implement, monitor and revise, as required, the Secondary Suites Program, one aspect of which may include allowing the creation of a secondary suite in exchange for the provision of an amenity to the City. As well, monitor new advances in secondary suites policy that the Province makes to the Local Government Act, the Building Code and other relevant legislation, as well as pertinent court cases and decisions that relate to the City’s ability to implement the secondary suites policy.

9. Strive to achieve a housing stock that continues to suit the unique and changing needs of special needs residents, including those who are physically disabled, homeless, mentally handicapped, mentally ill, visually or hearing impaired.
   - Monitor the size of the population with special needs, keep up to date on innovations in special needs housing and conduct a needs assessment for special needs housing units and programs.
   - Examine planning regulations and approvals processes for unnecessary impediments to the creation of housing that meets special needs.
   - Encourage the creation of special needs housing by maintaining strong ties with outside agencies interested in adding to the City’s special needs housing stock (e.g., grade level access or units accessed by elevator).
   - Examine the regulatory barriers for the creation of accessible housing.
2.4 **Parks and Open Space**

**Issues**

**New Westminster Supports the Protection of the Conservation and Recreation Areas**

One of the fundamental strategies of the Regional Growth Strategy is the protection of Metro Vancouver’s Conservation and Recreation lands which are comprised of major natural and recreation assets in the Region. New Westminster’s Recreation and Conservation Areas include Queen’s Park, Poplar Island, Hume Park, Brunette Creek Corridor, Sapperton Foreshore, and Glenbrooke Ravine. In addition, the Regional Growth Strategy identifies The BC Parkway, Central Valley Greenway and the Brunette Fraser Greenway as potential recreation/wildlife corridors in New Westminster which form an integral part of the future regional park system and region-wide trail network. [B/L No.7684, 2014]

**New Westminster has a Healthy Supply of Park Land**

According to the Parks and Recreation Master Plan Survey, New Westminster residents are generally satisfied with the quality and quantity of parks and open spaces within the City. They are interested, however, in acquiring specific types of parks in particular areas. A waterfront park with public boat launch and fishing pier facilities is highly desirable. Brow of the Hill, West End and Downtown are areas which would benefit from additional park and open space [see Map P1: Parks and Open Space].

**Planning for Parks and Recreation**

The Parks and Recreation Master Plan, adopted in 1998, assesses parks and recreation services, identifies the needs of City residents and outlines policies to maintain and enhance high quality parks and recreation facilities and programs that reflect local desires, preferences and values.

City Parks Are Well Maintained and Provide a Variety of Amenities

New Westminster residents are very satisfied with the maintenance and general cleanliness of City parks. They feel, however, that the upgrading or expansion of certain amenities such as athletic fields and park washrooms will be necessary over the next decade. At the same time, residents would like to see more natural and passive areas in parks and open spaces throughout the City.

**Park Security**

Most residents feel relatively safe and secure in City parks and open spaces. Nonetheless, those who are concerned with personal safety in park areas cite the need to address undesirable behaviour by certain park users and the need to improve lighting in some park areas.

**The Community Supports a Trail and Greenway System**

The community strongly supports the creation of connected greenways and multiuse trails throughout the City, including trails around large City parks.

**Street Trees Are a Valuable City Resource**

New Westminster has significant tree resources, and has a history of street and boulevard tree planting and maintenance. Street trees are very important to the residents of New Westminster and a majority of them people feel satisfied with the level of street tree maintenance. Yet, the community would like to see the City replace trees in poor health and prune trees more regularly. Residents also support the continued planting of new street trees on blocks where there are no trees at present. There is a willingness by residents to share the cost of planting new trees with the City.
Encourage Greater Public Accessibility to the Fraser River Waterfront
The Fraser River foreshore in New Westminster is characterized by industrial and commercial land uses in the western and eastern areas of the municipality, and by residential and retail uses of the central waterfront (i.e., New Westminster Quay area). Although public access to the Fraser River is characteristic of the central waterfront area, virtually all of the waterfront associated with the industrial and commercial east and west ends are not easily accessible to the public.

Access to Brunette Creek is Limited
The Brunette River corridor in New Westminster comprises Hume Park and a steep ravine in the upstream section, and industrial land uses in the central and downstream sections of the watercourse. Although the public is encouraged to use Hume Park, the steep ravine and industrial sections of the corridor make accessibility to the park at those points difficult. A trail system adjacent to Brunette Creek would make the area more accessible to the public.

Goals
1. Provide an appropriate supply and distribution of parks and open spaces to meet the needs of the community.
2. Build a linked system of parks and open spaces to connect neighbourhoods, important destinations and the waterfront.
3. Promote parks, open spaces, trail systems and greenways as an alternative means of non-vehicular movement.
4. Provide a variety of recreational opportunities for the community.
5. Enhance the health and safety of the community.

Policies and Priorities
1. Encourage the provision of an appropriate amount of park and open space to meet the cultural and recreational needs of New Westminster’s residents.
   - Continue to negotiate for additional parks and open space as opportunities become available.
   - Work toward the implementation of a ‘no net loss’ parkland policy.
   - Review City owned land, streets and lanes, which may be surplus to City needs, for its use as public open space or redevelopment to benefit the neighbourhood and integrate the surplus to form open space corridors.
   - Consider the conversion or rehabilitation of ‘leftover’ space from urban development into usable parks and open spaces.
   - Encourage the creation of open spaces in commercial centres with new developments/reevaluation and integrate them to form open space corridors.
   - Encourage the creation of community gardens managed by community organizations on residual land.
   - Continue to place a high priority on public access and the preservation of important view corridors to the Fraser River waterfront including the extension of the Esplanade, as a multiuse trail, to the west and to the east.
   - Continue to plan and develop new park sites on the Glenview/Terry Hughes Land, Port Royal (Queensborough), and Thompson’s Landing (Queensborough).
• Consider designating a portion of the Woodland’s site as park space with priority given to the ravine area and the front vista overlooking the Fraser River and consider protecting significant trees and clusters of trees with an effort to retain the entire site in a park-like setting.

• Consider enhancing green space in the Brow of the Hill, West End and Downtown.

• Continue the beautification of City Streets with the provision of boulevards, street trees, hanging baskets, banners and other landscaping features where appropriate.

2. Seek innovative arrangements to enhance park and open space, park amenities and beautification throughout the City.

• Work closely with other agencies and the private sector to form new partnerships.

• Encourage the provision of park land as part of the redevelopment process throughout the entire City.

• Continue to require dedication of parkland at the time of subdivision, or, where appropriate, to require payment in lieu of parkland dedication.

• Continue to integrate parks and school sites as opportunities arise.

• Consider improving or expanding existing parks in proximity to large developments as an alternative to developer-funded and maintained village greens; in areas where off-site park improvements are not feasible or desirable, continue to encourage private greens with guaranteed public access.

• Initiate a process to formally dedicate public parks.

• Promote utility corridors as usable public space.

3. Ensure parks and open space fit well within the surrounding context and vary in type and features.

• Incorporate existing natural and built features into new park spaces.

• Encourage natural landscapes and include the planting of native trees and vegetation where appropriate.

• Use parks and open spaces as a means to preserve and enhance natural/built features, waterfront access and scenic vistas.

• Continue to encourage a high standard of landscaping on all new developments within the City.

• Consider the creation of a long term park land acquisition fund.

• Examine opportunities to beautify Ministry of Transportation’s lands at key entry points to the City.

• Beautify the entrances to the City (e.g., addition of trees, shrubs, etc.)

• Examine the greening (i.e., ivy overhang on concrete retaining walls) along major streets (e.g., Stewardson Way) as well as items to welcome and direct visitors (e.g., directional signage, banners).
4. **Incorporate existing and planned parks and open spaces into an extensive City-wide greenway system which provides safe non-motorized access to all parts of the City, including the waterfront.**
   - Consider a pedestrian link across Twentieth Street to the waterfront.
   - Continue implementation of the Queensborough Perimeter Trail Master Plan.
   - Continue implementation of the Trail and Greenway Master Plan.
   - Devise a connective theme for greenway furniture, signs, and other features.
   - Consider developing perimeter trails around major parks such as Moody Park and Hume park (e.g., Millenium Trail at Queens Park).
   - Coordinate the creation of parks and open spaces with the development of the New Westminster Bicycle Plan needs change.
   - Be supportive of the activities of community organizations that promote the community greenways concept.

5. **Continue to provide a high level of maintenance and amenities in parks and open spaces.**
   - Maintain existing maintenance service levels and horticultural programs.
   - Continue to modify and add park amenities as community needs change.
   - Continue the program of upgrading or expanding existing park amenities and infrastructure including washrooms, picnic facilities, playgrounds, water play areas, athletic fields, trails, roads, parking areas.
   - Continue to operate and expand dedication programs for park furnishings.

6. **Strive to maintain a safe and friendly environment in parks and open spaces.**
   - Consider expansion of the tree replacement program to upgrade street trees in poor health. Where appropriate, encourage the planting of native coniferous and deciduous tree species known to enhance fish and wildlife habitat.
   - Continue the street beautification program and explore methods of funding the expansion of the program to other areas of the City.
   - Consider the development of a new boulevard street tree program that gives consideration to a financial contribution from residents.
   - Continue to explore the implementation of tree protection measures on private property.
   - Consider preparing a tree inventory of those specimens which are considered to have historical and/or community significance. Until such time as a formal tree protection policy or bylaw is adopted by Council, encourage developers to conserve significant trees and groupings of trees when undertaking land development activities.

   - Work with Police Services and community organizations to respond to undesirable behaviour in parks and open spaces.
   - Review the lighting in various park and open space areas.
   - Consider the expansion of park security programs.
   - Whenever park areas or facilities are being added or modified, Crime Prevention Through Environmental Design Guidelines should be incorporated.
1. Connaught Heights Park
2. Grimston Park
3. Lookout Park
4. Riverside Park
5. Poplar Island
6. Quayside Park
7. Waterfront Esplanade
8. Mercer Stadium Fields & Track
9. Moody Park Arena Grounds
10. Moody Park
11. Simcoe Park
12. Toronto Place Park
13. Hyack Square
14. Begbie Plaza
15. Friendship Gardens/City Hall
16. Tipperary Park
17. Sullivan Park
18. Clinton Place
19. Albert Crescent Park
20. Queen’s Park
21. Terry Hughes Park
22. Sinclair Park
23. Dunwood Place
24. Sangster Place Triangle
25. Mott Crescent Triangle
26. Community Centre Grounds
27. Glenbrooke Ravine Park
28. Jackson Crescent Triangle
29. Westbrunco Tennis Courts
30. Victory Heights Park
31. Sunset Park
32. Sapperton Park
33. Knox Plaza
34. Sapperton Triangle
35. Hume Park
36. Sapperton Landing Park
37. Westminster Pier Park

See Map P1, Queensborough Parks and Open Space Map
Map P1a
Queensborough Parks and Open Space

- Planned
- Existing

- Dedicated Bike Route
- Perimeter Trail
- Stanley Street Greenway
- Greenway Streets
- Mid-Island trail
- Planned Mid-Island Trail connection Area
- Parks/Open Space

Possible connection to the downtown.
2.5 Environment, the Riverfront and Climate Action

Issues

Air Quality

Air Quality is a Global and Municipal Concern
Processes affecting air resources involve both global concerns, such as climate change and high level ozone depletion, and municipal concerns related to localized air pollution (e.g., ground level ozone) and air quality trends.

Automobile Emissions Are a Primary Source of Air Pollution
In the Metro Vancouver, up to 77 percent of emissions are from mobile sources, principally the automobile. This statistic is likely representative of New Westminster, as well.

Air Quality Management Plans have been Developed
The Federal, Provincial, and Regional Governments have developed air quality management plans that are being implemented to manage common air contaminants and greenhouse gas emissions.

Strategically Manage Capacity of Roads
Given the projected growth rates for Metro Vancouver and New Westminster, it is neither likely nor desirable that the road capacity will be increased at a level that matches projected growth.

[BL No. 7684, 2014]

Water Quality

Brunette River is Affected by Urban Runoff
Urban runoff contamination (e.g., metals, nutrients, hydrocarbons) of the Brunette River has been demonstrated through numerous scientific studies. In addition, impacts associated with development activities (e.g., riparian clearing) and operational activities (e.g., site runoff) at commercial and industrial sites have contributed to the deterioration of basic water quality parameters (especially temperature and summer dissolved oxygen levels) in the Brunette River.

Preparation of the Regional Liquid Waste Management Plan
The Metro Vancouver is preparing the Regional Liquid Waste Management Plan over a period of several years. The Plan will address many interrelated issues including storm water management, the Brunette Basin Management Plan and the reduction of combined sewer overflows along the New Westminster waterfront.

Fraser River is Affected by Sewer Outfalls and Past Industrial and Manufacturing Activities
Numerous storm sewer and combined sewer outfalls along the Fraser River introduce significant quantities of effluent into the river. Further, it is possible that historical industrial and manufacturing activities have affected soil and groundwater quality, particularly along the Fraser River foreshore.
Fish, Wildlife and Natural Habitat Resources

Various Fish Bearing Streams Have Been Lost
Several of New Westminster’s fish bearing streams were lost when ravines were infilled to facilitate urban development.

Poor Water Quality May Affect Fish Bearing Streams
New Westminster’s remaining fish bearing watercourses include the Fraser and Brunette Rivers (home to salmonid and non-salmonid species). Localized water quality degradation in the Fraser River as well as activities along or near upstream areas in New Westminster and adjacent municipalities may affect aquatic life. Specific water quality issues include various contaminants from non-point sources (e.g., urban runoff) and point sources (e.g., storm sewer and combined sewer outfalls). Water quality degradation in the Brunette River may limit fish production. Specific water quality issues include various contaminants from non-point sources (e.g., trace metals, nutrients, hydrocarbons).

Loss of Riparian Function May Affect Aquatic Life
Loss of riparian function (including accumulation of large organic debris, addition of organic matter, stabilization of the stream channel, modification of microclimate, and mitigation of water quality degradation) associated with riparian clearing along the Brunette River corridor may limit fish production. Further, destruction and alteration of foreshore habitat on the Fraser River, in particular the loss of many areas and floodplain environments, may limit the capability of these foreshore habitats to support aquatic organisms.

New Westminster has Migration Routes and Remnant Habitat Areas
The Fraser River/Brunette River corridor provides a migration route for terrestrial and aquatic species. The Queen’s Park/Woodlands site/Glenbrooke Ravine Park complex also constitutes a significant area of remnant wildlife habitat.
Goals

1. Provide a livable and sustainable living environment for local residents by protecting, managing or enhancing the natural environment and resources.
2. Promote the greening of public and private property to enhance the City’s appearance and aid in controlling local climate.
3. Protect and manage environmentally sensitive lands, particularly the Fraser River waterfront, as a vital public resource.
4. Improve energy efficiency in existing buildings.
5. Build the most energy efficient new buildings.
6. Encourage renewable, responsible & local energy.
7. Build neighbourhoods where residents can live, work and play in close proximity.
8. Foster walking, cycling, and taking transit as the preferred ways of getting around.
10. Minimize waste generation.
11. Maximize reuse, recycling and material recovery. [B/L No.7477, 2011]

Policies and Priorities

1. Work towards enhancing air quality in New Westminster.
   - Strive to reduce automobile emissions by improving transit frequency, promoting and encouraging employer based trip reduction programs such as ride sharing and variable work hours, and considering a municipal employee vehicle reduction program to set an example for the community.
   - Consider setting an example for the community by investigating the feasibility of using energy efficient, clean burning fuels in the City’s vehicle fleet.
   - Continue to develop and implement the New Westminster Bicycle Plan.

Climate Action

Addressing Energy Consumption and Emissions

There is increasing evidence that global climate change resulting from emissions of carbon dioxide and other greenhouse gases (GHGs) is having a significant impact on the ecology of the planet. In addition, climate change is expected to have serious negative impacts on global economic growth and development. Recognizing the collective effort and important role municipal governments can play in mitigating climate change, the Provincial Government amended Section 877 (Bill 27, 2008) of the Local Government Act, requiring all municipalities to include targets, policies and actions to reduce greenhouse gas emissions in their Official Community Plans.

New Westminster’s small geographic size, central location within the region, compact settlement pattern and high quality transit infrastructure has fostered an urban character that exemplifies responsible growth management. The Official Community Plan includes a policy framework that complements climate action and advances the City’s sustainability objectives. The new 2011 Community Energy and Emissions Plan (CEEP) provides further guidance and clarity on the City’s path towards minimizing its impact on the global environment.

The CEEP is a ‘living plan’ that includes policies and actions that can be implemented over time. It includes a level of flexibility to allow for new technologies and senior government interventions to be explored and applied as the area of climate action evolves in the coming years.

In cooperation with senior levels of government, the City of New Westminster will work to reduce community-wide greenhouse gas emissions by 15% from 2007 levels by 2030.

[B/L No.7477, 2011]
• Continue to facilitate safe pedestrian movement around the City by establishing a system of linear greenways and attractive streetscapes.

• Continue to require that pedestrian movement and infrastructure be addressed in the review and approval of all municipal and private sector development and redevelopment proposals.

• Continue to encourage tree planting by the City and private residents.

• Continue to participate fully in the Metro Vancouver’s Transportation Demand Management Strategy process.

• Review the need for more roads and existing road standards in terms of pavement widths.

• Promote a City structure that emphasizes a compact and complete form in order to reduce the need for driving.

• Give favourable consideration to technology that emphasizes communication over transportation.

• Increase public awareness of the social, financial and environmental costs of driving vehicles and of the alternatives available.

2. **Strive to enhance the quality of water resources in New Westminster. [Repealed B/L No.6742, 2002]**

• Continue to heighten public awareness of the potential for environmental damage and human health hazards related to the discharge of toxic substances into the municipal drainage system. This may be accomplished through, for example, the installation of decorative grates near fish habitats or the use of signage to identify fish, wildlife or natural habitat resources.

• Consider monitoring urban catchment drains, particularly those near industrial and manufacturing activities, in order to minimize the discharge of toxic substances into the municipal drainage system.

• Endeavour to maintain natural water flows along the Brunette River, Glenbrooke Ravine and the Fraser River in order to preserve natural habitat resources.

• Continue to participate fully in the Metro Vancouver’s Liquid Waste Management Plan process.

• Continue to participate in planning activities of the Fraser River Estuary Management Program and the Fraser River Harbour Commission.

• Encourage the retention of trees and other vegetation along the banks of fish-bearing streams.

3. **Maintain or enhance the fish, wildlife and natural habitat resources in the City.**

• Work with public environmental agencies to further study environmentally sensitive lands within the City [see Map E1: Environmentally Sensitive Lands].

• Work towards establishing objectives, policies and procedures on how to conserve and manage environmentally sensitive lands in the City.

• Continue to refer applications to public environmental agencies where environmentally sensitive lands are concerned.

• Consider supplementing the City’s environmental policies with sustainable development guidelines from the Federal, Provincial and Regional agencies.
• Strive to protect the portion of Glenbrooke Ravine on the existing Woodlands site as a park area by considering the designation of a minimum of 15 metres building setback, where practical, above the top-of-ravine-bank to address the issue of environmental conservation and if geotechnical stability is an issue.

• Consider “daylighting” streams, where feasible.

• Promote additional opportunities for recreational fishing along the Fraser River.

• Consider developing a long term strategy to acquire the riparian areas of the Fraser River for habitat conservation and/or recreational use using statutory and voluntary measures.

• Encourage the planting of riparian vegetation to enhance fish and wildlife habitat.

• Continue to discourage new development within a leave-strip area except for such works as being unavoidable or publicly necessary, such as public works, pathways and creek restoration or protection measures.

• Continue to encourage all proposed development at or adjacent to leave-strip areas to be referred to the senior environmental agencies (Department of Fisheries and Oceans and Ministry of Environment, Lands and Parks) for their review and comment.

• Continue to encourage the preservation of the Brunette River corridor by participating fully in the Metro Vancouver Brunette River initiative.

• Deleted [B/L No. 7643, 2013]

• Consider using the Fraser River Estuary Management Program waterfront designations as a guide to the present and future use of waterfront lands [see Map E2: Fraser River Estuary Management Program Designations].

• Coordinate with adjacent municipalities to address cross-boundary environmental issues.

• Work with other jurisdictions (such as the Fraser River Harbour Commission and Fraser River Estuary Management Program) to develop an approval process for float homes.

• Endorse the activities of community organizations to restore and enhance fish and wildlife habitat.

• Increase awareness and public support for individual measures to enhance the natural environment (e.g., building birdhouses, planting trees, native vegetation, gardens, etc.)

4. Encourage energy efficient planning and design.

• Continue to set an example for the community by improving the energy efficiency of municipally owned buildings and facilities.

• Encourage the construction of new buildings and renovations to existing buildings to incorporate water saving devices.

• Consider examining a utilities fee structure based on water metering.
MAP E2
Fraser River Estuary Management Program Designations

Ww  Waterfront Urban Commercial and Residential
Ii  Industry
Rr  Recreation
Cc  Conservation
Ll  Log Storage

N.B. Upper Case letter(s) are major designation of foreshore.
Lower Case letter(s) are minor designations.
City’s challenge will be to retain and enhance its historic assets within a context of urban change. An effective management approach would prioritize and make informed decisions about ways to integrate heritage resources into the changing landscape.

Provide Overall Coordination in the Management of Heritage Resources
New Westminster adopted a Heritage Management Plan in August, 1997. The Plan sets out a number of policies, procedures and programs to guide decision-making for the ongoing management of the City’s historic assets. There is a need to ensure that heritage conservation programs continue to be integrated with day to day community planning.

Increase Public Awareness of Heritage Resources
There is a need to encourage greater public interest and awareness of New Westminster’s heritage resources as a way of preserving links to our past. There is a continuing need to build on the City’s heritage resources by promoting conservation and the adaptive reuse of buildings. The increasing awareness of the use and interpretation of local historic assets should be reinforced.

Involve the Community in the Development of Heritage Policies and Programs
The City’s Community Heritage Commission (CHC) advises Council on a variety of heritage matters, including ways to improve connections to the past, continue conservation efforts and raise awareness about the importance of heritage. With input from the CHC, New Westminster has developed a set of policies and procedures to manage the City's heritage resources. The role of the CHC could be expanded in the future, at Council’s discretion, to undertake special projects and to be a more active avenue for community participation.

2.6 HERITAGE AND NEIGHBOURHOOD CHARACTER

Issues

New Westminster Possesses a Wide Range of Heritage Resources
Established in 1860, New Westminster is one of the oldest cities in western Canada and as a result has an abundant heritage. The City has many outstanding examples of historically significant buildings, sites, artifacts, natural features and it values the heritage of aboriginal people. The City of New Westminster has five museums. It is also host to a number of community events, festivals, parades and traditions.

Residents Are Actively Involved in Heritage Conservation
A number of New Westminster residents recognize the value of heritage and take a keen interest in heritage conservation. The New Westminster Heritage Preservation Society takes an active role in promoting the City’s heritage, as does the Historical Society and various Residents’ Associations. In addition, the New Westminster Heritage Foundation which was formed in 1992, provides grants to homeowners for the restoration of municipally designated buildings.

Maintain Heritage Character in a Context of Change
As New Westminster is centrally located and is an attractive place to live and work, there are significant pressures for change. One of the main features that attract people to New Westminster is the City’s heritage character. In the future, the...
The City’s Historic Assets Can be More Fully Utilized
In 2010, the Downtown Community Plan (Schedule A) was adopted. Chapter 9.0 of the Downtown Community Plan, entitled “Heritage Management”, provides a policy framework, strategies and actions that will guide the management of the Downtown’s Heritage Resources into the future. [B/L No.7396, 2010]

Develop Additional Incentives for Heritage Retention
Although the City has introduced initiatives to encourage the retention of the City’s historic assets, additional zones could be introduced. One Family Dwelling Districts (RS-6) was designed to accommodate the moving of houses on the Heritage Resource Inventory which would otherwise be demolished. It also enables the rebuilding or alteration of existing houses on the Heritage Resource Inventory which contribute to the character of a neighbourhood but which do not comply with current zoning requirements. As a condition of rezoning to RS-6, owners are required to designate their property as a Municipal Heritage Site or register a restrictive covenant on title (as per Section 19 of the Local Government Act). The City has also introduced a zoning initiative to retain existing traditional corner stores located within residential neighbourhoods, if they comply with heritage design guidelines.

The Columbia Street Historic District (C-8) zone provides density incentives for the restoration of historic facades, seismic upgrading or the provision of public open space, in the Downtown Neighbourhood. The C-8 zone is designed to work proactively with other heritage policies such as promoting density transfers for the restoration of historic buildings along the Columbia Street Historic District.

Goals
1. Preserve or enhance historic assets in both residential and commercial areas and utilize them to promote cultural achievements, gain an understanding of the local history, foster civic pride, strengthen the local economy (e.g., renovation trades and film sets) and promote the historic character and stature of New Westminster’s community.
2. Promote the conservation and enhancement of buildings and sites which have historic or cultural significance to the community.
3. Promote community events which celebrate local culture and heritage.
4. Protect the existing scale and character of heritage buildings and sites by ensuring that new development on sites not on the Heritage Register respects adjacent heritage sites. Rehabilitation of sites on the Heritage Register will follow the Standards and Guidelines for the Conservation of Historic Places in Canada. [B/L No.7396, 2010]
5. Support the restoration and enhancement of municipally-owned historic assets.
6. Continue to develop a program for the conservation of New Westminster’s historic assets based on the principle of community involvement.
7. Identify and support opportunities to increase understanding and promote the value of heritage.
8. Develop criteria to identify and list historic assets on the City’s community heritage register.
9. Effectively involve residents in heritage planning issues.
10. Encourage the efforts of the New Westminster Heritage Foundation to provide grants to owners of designated properties for building exterior restoration.
Goals of the New Westminster Heritage Management Plan
Council adopted a Heritage Management Plan for New Westminster in August, 1997. The Plan was developed to:

- manage change in such a way that the unique historic character and essential functions of the community are retained;
- encourage the use or reuse of buildings in order to retain their economic and future aspects;
- emphasize the significance of the heritage resource in the broader context, which includes buildings, views, landscapes and infrastructure; and
- develop the City’s potential as a unique and economic place by fully utilizing its historic, locational and physical attributes.

Implementation of the Plan is ongoing, with approximately half of its recommendations completed or in progress.

Policies and Priorities

1. Continue to build upon the historic assets of the City.

- Continue to use the City’s heritage resources as a catalyst for economic development in the City, in particular, New Westminster’s tourism potential.
- Pursue the development and redevelopment of under-utilized or vacant buildings in the downtown by encouraging owners to undertake individual building rehabilitation or explore the adaptive reuse of buildings.

2. Manage change in a way that integrates heritage character into the planning of structures, areas and events.

- Continue to review applications in order to assure consideration of heritage issues.
- Continue to encourage building and landscape design which reflects the character of the area.
- Review and protect special areas that contribute to New Westminster’s unique character and identity, including consideration of heritage conservation areas, for example, on Columbia Street in the Downtown, and portions of Queen’s Park, Brow of the Hill and Sapperton.
- Encourage the provision of design features (e.g., signage, street lighting) that enhances the unique character and identity of neighbourhoods.

3. Promote awareness of the City’s historic assets.

- Continue to support a wide variety of annual events and activities, including May Day, the Hyack Festival, Heritage Week and the Royal City Builders’ Awards to increase public awareness of the City’s heritage and history.
- Involve the community through avenues such as the Community Heritage Commission.
- Provide City staff support for heritage education, promotion and the review of incentives for restorations.
4. Utilize a variety of tools to retain and enhance heritage resources.

- Continue to work with residents, business people and property owners to identify and encourage the use of appropriate voluntary heritage measures.
- Continue to give consideration to the tools available through the Local Government Act, including Heritage Alteration Permits, Heritage Revitalization Agreements, Heritage Designation, Heritage Conservation Areas and temporary protection measures.
- Continue to use regulations on a proactive basis, such as density bonuses and other incentives for the restoration of buildings of heritage significance.
- Continue to make the building review process for historic buildings more efficient.

5. Provide overall coordination for the management of civic historic assets.

- Continue implementing the framework established by the Heritage Management Plan through the Community Heritage Commission and Council.
- Promote the relocation of valued heritage structures onto alternative sites, if retention is not feasible.

6. Introduce non-monetary incentives to promote heritage

- Provide technical support and advice to property owners interested in revitalizing heritage properties by utilizing the extensive library available in the Planning Department and community resources such as the New Westminster Heritage Preservation Society.
- Assist in the coordination of a community salvage program that would enable residents to obtain building materials and fixtures from sites in the City with demolition approval.
- Deleted [B/L No.7396, 2010]
2.7 COMMERCIAL REVITALIZATION AND THE ECONOMY

Issues

New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate in the Community

The City is committed to promoting employment opportunities by entertaining the intensification of commercial land uses, and the development of industries, in particular tourism, entertainment, hospitality, film and new technologies.

The City Has a Positive Economic Outlook

Over the next decade, it is expected that New Westminster will continue to experience many of the positive benefits accruing to the rest of the British Columbia economy. Provincially, service sector employment is growing, more value-added goods are being produced as a result of new technologies, tourism activity is increasing and new business opportunities are continually being generated as Asia-Pacific markets increase in importance. At the same time, there is a trend towards small businesses creating many new employment opportunities and the decentralization of businesses and employment outside of Downtown Vancouver to other municipalities in the Lower Mainland.

Population Growth Can Have Positive Economic Impacts

Population growth can have a positive impact on New Westminster’s existing businesses. More people will provide businesses with a larger customer base and may generate opportunities for new businesses to be established in the community. To facilitate these potential opportunities, land uses and activity patterns in the City should become more efficient through intensification of non-residential uses.

New Westminster is a Significant Generator of Employment

New Westminster is one of the leading “employment generators” in the Lower Mainland (i.e., there are more jobs in New Westminster than employable adults). In 1996, 28,000 persons worked in New Westminster and 23,000 employable adults lived in the City (with a ratio of 1.21 jobs per employable adult). In 1991, there were 1.17 jobs in New Westminster for each person in the labour force. One of the goals for New Westminster is to continue this positive ratio between employable New Westminster adults and employment in the City.

Office Uses Will Experience Significant Growth

In recent years, office use in the transportation, communication and utilities sectors experienced substantial growth while office use in the finance, insurance and real estate sectors remained relatively static. Projections for the next 25 years indicate that this growth will continue and the office sector will become increasingly specialized. It is estimated that the office sector could generate approximately 5,000 new jobs. It is also estimated that over 1.28 million square feet of office floor space, primarily in the Downtown and Uptown commercial areas, may be required to accommodate this growth. [B/L No.7684, 2014]
Retail and Service Commercial Uses Will Grow Steadily

In recent years, the commercial sector experienced the largest growth in employment and floor space compared to all other sectors of the local economy. Although much of this growth occurred in the office sector, the service commercial sector also experienced significant growth. New Westminster has one of the highest amounts of retail floor space on a per capita basis in the Lower Mainland.

Projections indicate that service and retail commercial will grow as the population increases and that this sector could add about 1,500 new jobs between 1996 and 2021. In total, approximately 25 acres of commercial property may be required to accommodate this anticipated growth.

New Westminster is surrounded by highly competitive commercial areas which compete with existing commercial areas, particularly for higher-order goods such as apparel and other department store type merchandize. Retail services will need to continue servicing primarily the local New Westminster market with neighbourhood-oriented businesses such as food outlets and convenience retail.

Specialty Retail Areas Have Increased in Popularity

Over the last decade, complementary businesses which offer a specialized selection of products have located themselves in clusters along the City’s primary commercial corridors. As a result, they have formed localized niche markets such as the bridal shop focus for Columbia Street, the antique shop focus of upper Twelfth Street and Front Street as well as the fresh food focus of Westminster Quay Public Market.

Downtown and Uptown are the City’s Primary Commercial Centres

Downtown and Uptown form the two primary business centres in the City with 418 and 583 business establishments, respectively (1996). Although Uptown contains a small proportion of industrial and institutional activities, it functions mainly as a commercial centre with retail, professional, administrative, personal and business services. The Downtown also functions as a commercial centre with a continuing industrial component and an active institutional base. Uptown has a strong new telecommunications and banking focus; and the Downtown also has a tourism focus with its historic Columbia and Front Streets and its attractive riverfront setting. [B/L No.7396, 2010]

Tourism as a Potential New Industry

Although tourism has historically played a relatively small role in New Westminster’s local economy, New Westminster has the potential to become an attractive and sought-after tourist destination. With its locational attributes and attractive amenities (e.g., riverfront), the City is well positioned to expand its existing tourism facilities and special events to accommodate a wider variety and number of users and activities. In addition, recent studies indicate that New Westminster does not possess enough guest rooms and meeting space to satisfy current demand. Future projections indicate the potential for about 550 new jobs to be created over the 1996 to 2021 period, requiring approximately 10 acres of land. Most of these jobs would be generated by the creation of a convention/hotel within the City. At the same time, entertainment (e.g. theatre, cinema) and related uses (e.g. restaurants, cafes) would enhance the City and make it more enjoyable for local residents and visitors.

Chart 2.7.1
New Westminster Employment and Population Projections 2011 - 2041

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>66,000</td>
<td>24,500</td>
</tr>
<tr>
<td>2021</td>
<td>80,000</td>
<td>37,000</td>
</tr>
<tr>
<td>2041</td>
<td>102,000</td>
<td>48,000</td>
</tr>
</tbody>
</table>

[B/L No.7684, 2014]
3. Retain and enhance existing employment opportunities.
4. Encourage employment opportunities for youth, including entry level jobs in a variety of employment sectors (e.g., hospitality, service).
5. Promote investment in the community to provide new employment opportunities and diversify the economic base.

**Commercial Revitalization Goals**

1. Encourage and facilitate commercial revitalization efforts in neighbourhood centres as a way of ensuring local commercial services within walking distance.
2. Promote a residential component within commercial areas of the City to provide a direct customer base that is within easy walking distance.
3. Create a pedestrian-friendly environment along the City’s commercial corridors by encouraging a diversity of on-street shopping experiences complemented by street beautification and efforts to create more greenery and/or public open space.
4. Promote the specialization of commercial areas with Uptown as the telecommunications and professional centre of the City, the Downtown as the tourism and entertainment centre of the City, and strong neighbourhood commercial centres in Sapperton, the West End and Queensborough.
5. Promote prime office uses in the Uptown, Downtown and waterfront areas while encouraging secondary office uses to locate in smaller neighbourhood centres.
6. Encourage the redevelopment of Columbia Street East, Twelfth Street and Twentieth Street as vibrant neighbourhood commercial centres that offer a variety of shopping, housing, employment and cultural opportunities to serve area residents.
7. Promote the provision of adequate parking facilities close to local businesses, including as much on-street parking as is practical.
**Tourism Goals**

1. Promote the Downtown and the Waterfront as the tourism, cultural and entertainment centre of the City.
2. Promote recreation, tourism, and arts and cultural opportunities through such means as the development of hotel, trade and convention facilities, and the development or upgrading of arts, entertainment or tourism venues such as the Massey Theatre, Fraser River Discovery Centre, Raymond Burr Performing Arts Centre, and additional movie theatres.
3. Support the Fraser River Discovery Centre as a key component in the development of the Downtown’s tourism potential.
4. Support existing cultural facilities and organizations in the community (e.g., Massey Theatre, the Bernie Legge Theatre, the Raymond Burr Performing Arts Centre and the New Westminster Arts Council) and encourage the development of new cultural facilities (in particular, the Raymond Burr Performing Arts Centre), all of which would contribute to the diversification of New Westminster’s tourism sector.
5. Promote tourism and convention opportunities in the Downtown. [B/L No.7396, 2010]
6. Continue to promote the Parks and Recreation system as a tourist attraction.

**Policies and Priorities**

1. **Promote the specialization of New Westminster’s commercial areas with Uptown as the professional centre of the City, the Downtown as the arts, cultural, tourism, entertainment and office centre of the City, and strong neighbourhood commercial centres in Sapperton, West End and Queensborough.**

   - Promote prime office uses in the Uptown and Downtown while encouraging secondary office uses in neighbourhood centres. [B/L No. 7684, 2014]

   - Promote new office development particularly at the intersections of Sixth Street and Sixth Avenue, and the Waterfront Precinct, Tower Precinct and SkyTrain Precinct in the Downtown. [B/L No.7396, 2010]

   - Facilitate retail and service commercial growth in the City. Since retail and service commercial activities are expected to grow gradually over the next 25 years, promote concentrated nodal patterns within existing neighbourhood centres.

   - Integrate a variety of uses into the Uptown, Downtown and Waterfront. Encourage the integration of office, cultural, residential and recreational developments into the City Centre’s commercial context to create a large-scale mixed use area.
2. Promote a mix of commercial and employment opportunities close to residents.

- Link the Downtown and Uptown Commercial Centres to achieve a strong central core. Encourage the connection of these two centres into a larger, more cohesive commercial entity. This may be accomplished by extending commercial uses along Sixth Street and establishing an identifiable and thematic transportation link.

- Monitor employment targets to ensure economic sustainability. In order to ensure that employment opportunities grow with future residential development, the City will monitor employment targets over time. A commitment to employment targets ensures that employment generation is accommodated in balance with new residential growth. Employment targets will be monitored to ensure that New Westminster continues to have an employment ratio of 1 job to every employable adult, or greater. In 1996, the ratio was 1 employable adult to 1.21 jobs.

- Promote employment opportunities by encouraging the intensification of existing commercial land.

- Promote mixed use developments in commercial areas as a key revitalization strategy. Encourage residential uses in the form of townhouses, infill housing or mixed use developments in the commercial areas. Encourage commercial uses at ground level and residential uses above street level. Residential uses in commercial centres generate a more lively and safe community atmosphere, by bringing residents closer to services, employment and cultural opportunities and transit options. To aid commercial revitalization and promote the creation of complete communities, encourage four storey buildings (commercial on ground level and three storeys of residential above) along some commercial corridors. [B/L No.7643, 2013]

- Encourage small scale neighbourhood commercial development.

- Encourage corner stores in residential neighbourhoods to provide daily needs and act as community focal points.

- Review existing regulations to include new types of home-based businesses and to provide more flexible regulations. At the same time, encourage greater flexibility for home-based businesses in residential buildings located in commercial areas and between commercial and residential areas.
3. Promote vibrant streetscapes in commercial areas.
   - Encourage a variety of active commercial uses which contribute to a vibrant pedestrian street life. Businesses should attract the attention of pedestrians through the use of interesting window displays or active uses along the adjacent right-of-way. Such commercial uses include restaurants, neighbourhood pubs, retail outlets, street vendors, sidewalk cafes, artist workshops, and street entertainers.
   - Encourage the redevelopment of Columbia Street East, Twelfth Street and Twentieth Street as vibrant neighbourhood commercial centres which offer a variety of shopping, housing, employment and cultural opportunities to serve area residents.
   - Facilitate the development of neighbourhood commercial centres by encouraging an appropriate scale in terms of size as well as the goods and services offered to suit the daily needs of the surrounding residents.
   - Continue to apply the Heritage Area Revitalization Program Guidelines for Columbia Street, the Twelfth Street Design Guidelines, and the Columbia Street East Design Guidelines. These guidelines direct the form and character of new developments to express the unique design and history of each area. In addition, they direct the provision of streetscape amenities and attractive landscape design.

4. Develop and promote New Westminster’s tourism potential.
   - Develop a Tourism Strategy which builds on New Westminster’s many attributes such as the Fraser River, the history of the City, the historic legacy of its prominent citizens, festivals and traditions, and arts and cultural facilities.
   - Continue to promote the Downtown as a regional tourist destination with a strong heritage, river and cultural focus, and encourage cultural or tourism facilities or activities to locate in close proximity to existing facilities in the Downtown.
   - Encourage niche retail establishments to locate in the Downtown in order to create synergies with existing niche retail establishments and to support tourist activities in the area.
   - Promote the development of a new hotel and convention facility in the Downtown. [B/L No.7396, 2010]
   - Expand upon existing tourist infrastructure and create synergies between existing and planned developments. Encourage new developments to maintain a water-based theme and may include such attractions as a water park, interpretative, recreational or entertainment boat trips along the Fraser River, or other interpretative centres to complement the Fraser River Discovery Centre.
   - Promote cultural, recreational and community uses in commercial centres. They should be community focal point for local residents and provide a wide selection of cultural, recreational and community uses. These uses may include a community centre, community meeting rooms or public space.
5. Create vibrant and interesting, pedestrian-oriented commercial centres which reflect the character and history of the surrounding neighbourhood, and suit the needs of the community.

- Promote the adaptive reuse of buildings in order to preserve neighbourhood character and heritage buildings. Historic buildings add to the sense of community and sense of local history. The revitalization of historic buildings also play a key catalytic role in the tourism potential of a commercial area.
- Facilitate the separation of pedestrians from vehicular traffic by incorporating street “greening” with street furniture and landscaping on parking lanes in neighbourhood commercial centres (i.e., to physically separate the pedestrian from vehicular traffic).
- Explore various street beautification approaches to traffic calm commercial areas to promote a safe pedestrian environment in commercial centres.
- Link commercial centres into the City-wide pedestrian and cyclist transportation network. This will facilitate the safe and comfortable movement of pedestrians and cyclists through and between commercial centres.

- Encourage pedestrian friendly focal points in neighbourhood commercial centres. These focal points, which may take the form of public open space or a pedestrian streetscape, would be used to enhance the identity for retail and service commercial uses in New Westminster (e.g., pocket parks, sidewalk cafes).
- Provide amenities for pedestrians, cyclists and transit users along commercial corridors (e.g., transit shelters, benches, pedestrian-controlled traffic lights and bike racks to facilitate greater use of transit, walking and cycling).
- Facilitate the creation of small park spaces or plazas in the commercial areas by consolidating new open spaces with residual spaces (e.g., surplus streets or street ends) through the development process.
- Investigate the feasibility of creating a trolley or tram route through the City’s primary commercial centres. As well as promoting the use of an alternative form of transportation, a trolley or tram route would link commercial centres and reinforce the historic character of the City.
- Explore the feasibility of an historically themed, horse drawn carriage for touring heritage neighbourhoods (e.g., Queen’s Park).
- Investigate the use of more flexible parking requirements that may include provisions for parking behind stores or in back lanes, and may rely on sharing parking space among several users (e.g., with different peak parking requirements) or the strategic placement of traffic barriers.
2.8 INDUSTRIAL ACTIVITY AND THE ECONOMY

Issues

The Nature of the Industrial Sector is Changing
As a result of increased global competition and the subsequent rise of flexible production systems, a number of changes are occurring in the industrial market which may have an important effect on the future of industrial land use in New Westminster. The most notable changes include:

- the growth of the “flex” building market (i.e., industrial sites which have an office build-out of greater than 50 percent in addition to a warehouse, research, or storage components with high parking ratios);
- the conversion of obsolete warehouses into highly functional showroom and retail spaces;
- the growing importance of quality of life and amenities in location decisions;
- move towards a wider variety of industrial and “quasi-industrial/commercial” uses for industrial land; and
- the move from a traditional manufacturing economy to a knowledge based economy.

New Westminster’s Industrial Land Base is Being Consolidated
Between 1986 and 1996, the inventory of New Westminster’s industrial floor space has declined by 5.5 percent from 4.58 million square feet in 1985 to 4.34 million square feet in 1996. The Downtown and Uptown areas have lost approximately 50 percent of their inventories of industrial floor area. This inventory has largely been converted to other uses considered “higher” such as residential and commercial land uses. Today, less than 225,000 square feet of industrial floor area exists in these two areas.

Industrial activities within the City are primarily concentrated in the Brunette Creek, Queensborough and West End neighbourhoods. The inventory of industrial land in these areas has held constant over the past ten years except for a small increase in industrial floor area in Brunette Creek.

The number of industrial businesses has also remained fairly constant ranging between 178 and 182 businesses between 1986 and 1996 [see Chart 2.8.1: Number of Industrial Businesses and Industrial Floor Space in New Westminster by Neighbourhood (1996)].

Chart 2.8.1
Number of Industrial Businesses and Industrial Floor Space in New Westminster by Neighbourhood (1996)

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Downtown</th>
<th>Queenborough</th>
<th>Sapperton</th>
<th>Uptown</th>
<th>West End</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Industrial Businesses</td>
<td>39</td>
<td>28</td>
<td>80</td>
<td>12</td>
<td>20</td>
<td>179</td>
</tr>
<tr>
<td>Industrial Floor Space</td>
<td>145,379</td>
<td>1,016,787</td>
<td>2091163</td>
<td>98,606</td>
<td>990,956</td>
<td>4342981</td>
</tr>
</tbody>
</table>
Most Industrial Land Uses in New Westminster Are Heavy Industrial
The City’s industrial profile is dominated by warehousing/storage, paper manufacturing and wood product manufacturing. These uses account for almost 70 percent of the City’s industrial floor area. Although very important, these uses are not the stimulators for present industrial growth in floor space and employment in the region.

Manufacturing is a Local Specialization
When compared to Metro Vancouver, New Westminster has a higher than average concentration of manufacturing activities, making it a local specialization. Between 1991 and 1994, the manufacturing sector experienced a slight decline in its regional position; however, its competitive share in the local economy has remained stable. Industrial floor area data for 1995 indicates that 59 percent of New Westminster’s industrial inventory (or 2,504,257 square feet of industrial floor space) is dedicated to manufacturing activities. Most of this space is located in the West End and Brunette Creek, followed by Queensborough. Warehousing and storage activities are the second largest industrial activity in the City, accounting for 29 percent of industrial inventory (or 1,221,020 square feet of industrial floor space) in 1995.

Industrial Development in New Westminster Faces Locational Constraints
Although New Westminster has the advantage of a central location, good transportation links and an established infrastructure, there are some limitations to industrial development. Costs to develop industrial land are high due to challenging soil conditions, a high water table, servicing availability of sites, the large number of small land parcels, high opportunity costs for conversion to other uses, and the relatively slow market demand for industrial land in the City. Notwithstanding, major reinvestment plans of prominent industrial businesses, (such as Labatt Breweries’ recent $24 million capital investment) continue to have positive spin-offs for the future.

Chart 2.8.2
New Westminster Employment and Population Projections 2011 - 2041

<table>
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</tr>
</tbody>
</table>

[B/L No.7684, 2014]
Access to Industrial Areas is Critical to Maintaining a Competitive Industrial Environment

Access to industrial activities in the West End is good. However, access to the Brunette Creek and Queensborough industrial lands is challenging. With only one major access route to the Brunette Creek industrial area, the viability of a strong industrial base in the area is constrained. This access route, the Braid Street intersection, is particularly difficult due to the railway crossing which, when in use, blocks all access to the Brunette Creek Corridor, including a minor access point at Spruce Street.

Improved access to the Brunette Creek Corridor would enhance the competitiveness of the City’s industrial lands. However, there are concerns that additional road links into New Westminster would attract more vehicles in to the City. [B/L No.7684, 2014]

The City of Coquitlam has been clear in its objectives to secure a road connection into New Westminster as a way to increase access to the Fraser Mills/Pacific Reach area. Achieving the full development potential of these lands is of vital importance to the City of Coquitlam and the region if Coquitlam hopes to meet the employment targets set out in the Regional Growth Strategy. [B/L No.7684, 2014]

It is important that the Province, the City of Coquitlam and the City of New Westminster work together to reach a mutually beneficial road network in and around these industrial lands. Redevelopment within the Brunette Creek Corridor may also provide an opportunity to construct a new roadway with a possible connection onto Columbia Street East in the vicinity of Cumberland Street.

The Queensborough industrial lands, on the other hand, are challenged by excessive traffic congestion on the Queensborough Bridge. To address the problem, the Provincial Government is presently examining the creation of a new bridge called the Tree-Island Bridge which would extend across the North Arm of the Fraser River, freeing the Queensborough Bridge up for more industrial-related traffic. Both of these Provincial Government initiatives would improve access, and therefore, the economic viability of New Westminster industrial lands.
New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate

The City is committed to promoting employment opportunities by retaining viable concentrations of industrial land use within the City. For this reason, the City will entertain the intensification of existing industrial land in order to strengthen industry agglomerations and attract new complementary businesses. New Westminster is committed to an employment ratio of one job to every employable adult, or greater. This commitment will ensure that residential growth is accommodated by employment growth. In 1996, the ratio was one employable adult to 1.21 jobs. [B/L No. 7684, 2014]

Intensification of Industrial Land Offers Opportunities for Employment Generation

The industrial sector in New Westminster occupies approximately 450 acres of land. This land accommodates 4.25 million square feet of industrial floor area at an average density of approximately 0.2 floor space ratio. While there are no new lands which could easily accommodate new industrial expansion in the City, there is an opportunity to intensify existing industrial lands to meet the incremental additions to the City’s industrial floor space over the next 25 years.

Based on the challenges New Westminster’s industrial land faces, approximately 50 percent of the existing lands could realistically be intensified. It is estimated that approximately 1,750 new industrial jobs could be created in New Westminster over the next 25 years if existing land is intensified and new industrial businesses are encouraged to locate there. [B/L No. 7684, 2014]

Industrial Demand in New Westminster May be Sustained Over the Next 25 Years

Future demand for industrial land in New Westminster will be a result of three main indicators. These include:

1. Existing industries wanting to expand;
2. Existing industries presently located outside of industrial zones seeking to relocate; and
3. Greater demand for service industries as a result of continued population growth.

New Westminster’s Industrial Land Base is a Major Contributor to Municipal Tax Revenues

Industrial land contributes to a balanced economic base. Together, heavy and light industrial businesses in the City contributed $3.3 million in municipal tax revenues for the 1997 taxation year, or 11 percent of the overall taxable revenue.
Goals

Employment Generation Goals
1. Create a favourable economic climate which attracts new industries and associated businesses, and promote the City as a competitive industrial centre in the region.
2. Work toward achieving a balanced economy which provides a range of employment opportunities for the community.
3. Retain and enhance existing employment opportunities.
4. Promote investment in the community that provides new employment opportunities and diversifies the economic base.

Industrial Goals
1. Retain industrial jobs and opportunities within the City.
2. Promote New Westminster as a competitive industrial centre in the Region.
3. Promote the specialization of New Westminster’s industrial areas with Brunette Creek as the manufacturing centre of the City, with North Arm North (West of Doman Mills) as the secondary manufacturing centre of the City and North Queensborough as the wood production centre of the City.
4. Encourage agglomeration economies in industrial areas.
5. Support efficient access to industrial sites.
6. Attract labour-intensive and “clean” industrial uses, and high technology uses.

Policies and Priorities
1. Create an industrial strategy for New Westminster.
   - Develop an inventory of industrial sites and identify the relative competitiveness of industrial locations.
   - Direct a marketing, business recruitment and business retention campaign for New Westminster’s industrial areas as part of the City’s Economic Development Strategy.
   - Work with the industrial sector and other organizations to identify and address constraints to industrial development.

2. Continue to support the City’s main industrial clusters.
   - Restrict the encroachment of non-compatible uses (such as housing) on viable industrial sites.
   - Encourage appropriate buffering (e.g., commercial service uses) and setbacks between industrial uses and adjacent land uses.
   - Monitor industrial sector trends and revise industrial policies and priorities where appropriate.

3. Promote New Westminster as a competitive industrial centre with Brunette Creek, North Queensborough and North Arm North (west of Doman Mills) as the manufacturing centres of the City.
   - Promote manufacturing uses and ancillary activities in Brunette Creek, Queensborough and the West End in order to create industrial agglomerations.
   - Promote the intensification of certain clusters of industrial land in the City. Allowing greater densities in existing industrial areas could generate new employment opportunities in the City.
   - Promote industry confidence by creating a stable environment for investment.
   - Facilitate partnerships where mutual benefits occur between the public and private sector.
   - Consider facilitating the creation of a business “incubator” facility.
   - Encourage the concentration of business establishments in industrial clusters.
   - Facilitate the repositioning of any nonviable heavy industrial use to a light industrial or high technology focus.
   - Monitor industrial infrastructure and service requirements to ensure that they remain comparable with those of other municipalities.

4. Promote efficient access to and from all industrial areas in the City.
   - Work jointly with the Provincial Government, adjacent municipalities and associated agencies to secure appropriate access points to industrial land in the City, particularly for Brunette Creek and the Queensborough Industrial Lands.

5. Accommodate changing industrial land uses.
   - Review industry needs and update industrial land regulations to reflect conditions in the industrial market. Review industrial land regulations to make appropriate provisions for newly emerging industries.
   - Promote and facilitate a variety of light industrial and high technology industries to locate in New Westminster.
   - Encourage “flexible” industrial space.
   - Encourage additions to existing industries as a means of retaining and enhancing existing industries and employment opportunities.
   - Encourage office/business park development in appropriate locations.

7. Encourage new development that is of good quality and fits well within the existing context.
   - Promote high standards of architecture and aesthetic appearance.
   - Encourage new developments to provide usable outdoor open space and preserve views and scenic areas.
   - Encourage “clean” industrial uses while discouraging those which have a negative impact on the environment.
   - Encourage industrial designs which respect the natural environment and minimize water, air and noise pollution.

8. Encourage new employment opportunities.
   - Review any new major employment proposals for their potential effect on local industry, and if relocation becomes necessary, then work to facilitate relocation within New Westminster (i.e., retain equal or better jobs).
2.9 URBAN DESIGN

Issues

New Development Should Reflect the Character of the Neighbourhood
Community comments from the Envision New Westminster and design charrette public processes revealed that design quality of new development is of key interest to residents and business people. Residents have said that new development should maintain or enhance the character of the existing neighbourhood and surrounding streetscape with respect to architectural design and exterior materials and colour.

Need to Enhance the Identity of City Entry Points, Local Neighbourhoods and Linkages Between Neighbourhoods
The community expressed a desire to reinforce City and neighbourhood identity through the use of urban design features. These features may include gateways and landscaping at the entrances of neighbourhoods and shopping areas, banners which enliven commercial streets, decorative lighting, street furniture and signage which not only reflects the history and character of the residential or commercial area but provides greater clarity for visitors and customers to key destinations in the City, and colourful awnings which act as rain protection and add colour to shopping areas. At the same time, linkages between neighbourhoods were also an important concern for the community. Using similar design features which are based on, for example, a heritage theme, may be one way of linking City neighbourhoods.

Public Safety is an Important Component of New Westminster’s Neighbourhood Livability
Public safety is critical to neighbourhood livability. Innovative urban design tools can be used to increase the feeling of personal safety in a neighbourhood. Crime prevention principles, known as Crime Prevention Through Environmental Design (CPTED), have been developed to improve safety in new developments. The implementation of these principles into new development and existing buildings can help reduce crime by designing and using an environment in a way that naturally deters offenders. CPTED relies on three strategies: improving natural surveillance, controlling access, and reinforcing territory (e.g., encouraging a sense of ownership of space through physical design).

Residents Express Concern About the Scale of Some Single Detached Houses
Residents have expressed concerns about some new houses, noting that they can be of a scale or character that is incompatible with neighbouring houses. Although local government is unable to regulate the design of new single detached houses, the City may control their size, scale and massing. In response to concerns about large houses, the City has used neighbourhood specific zoning, which endeavours to make new houses more compatible with neighbouring buildings. Neighbourhood specific zoning has been applied in the West End, Connaught Heights, Kelvin and Queensborough neighbourhoods. Residents from other neighbourhoods have asked the City to consider a similar regulatory approach for their neighbourhoods.
Views Make New Westminster’s Neighbourhoods More Livable

In urban areas, where access to parks and open space is more limited than in rural places, views are an important amenity that make city life more enjoyable. New Westminster’s location on the Fraser River, and its unique geography, means that the City has many view points. New Westminster has two major types of views.

Panoramic views of the Fraser River can be seen from public access points such as the waterfront esplanade, points along Royal Avenue (e.g., City Hall, Douglas College), the northern ridge of Fraser Cemetery, and the northern ridge of Grimston Park. The Queensborough Perimeter Trail also provides good views of the river and the rest of the City. This type of view is preserved by zoning.

The second type of view is the vista, or view corridor. Major arterials such as Fourth, Sixth, and Eighth Streets provide view corridors south to the river. In the Sapperton neighbourhood, streets leading south from Richmond Street, Tenth Avenue, and Churchill Street also have views of the river. The West End has vistas on many of its north-south streets as well, although some (especially on Twenty-Third Street) are interrupted by the elevated SkyTrain line.

The Brow of the Hill also has views from its major arterials which provide fine vistas to the Fraser River [see Map UD1: View Points and Corridors].

Objectives

Objectives have been developed for residential, commercial and industrial land uses. Each is discussed below.

General Urban Design Objectives

- Encourage greening of key entrances to the City (e.g., Ministry of Transportation and Infrastructure Lands) with new trees and shrubs that require low maintenance (e.g., drought resistant species).
- Encourage the beautification of entrance routes into the City (e.g., ivy on retaining walls, decorative fences) or other items to welcome visitors (e.g., signage, banners).
- Encourage accessible architectural and environmental design.

Residential Urban Design Objectives

- Provide a variety of housing types that serve the present and future demographic needs of the community.
- Provide housing that promotes social interaction (e.g., street friendly porches).
- Promote a sense of community (e.g., pedestrian or bike linkages with adjacent developments, communal open space).
- Maintain or enhance the existing streetscape.
- Maintain or enhance the area’s livability.

Commercial Urban Design Objectives

- Promote walking, shopping, entertainment and recreation.
- Promote continuity in the community by respecting the character of the area.
- Promote a diversity of activities for all age groups during the day and activities which enhance public safety in the evening.
- Promote personal safety for pedestrians, shoppers and visitors.
- Promote public access to New Westminster’s natural amenities, such as the Fraser River, as well as encourage view corridors (e.g., open vistas at street ends).
- Promote the adaptive reuse of historic buildings.
- Encourage street furnishings that enhance the character of the area (e.g., gazebos, pedestrian lighting, benches, public art).
Industrial Urban Design Objectives

- Promote public access to the Fraser River waterfront, wherever feasible.
- Improve the appearance of parking facilities.
- Enhance the streetscape by encouraging innovative architecture and providing ample landscaping, and street and open space treatments (e.g., decorative paving).
- Reduce the adverse impacts of industry on neighbouring land uses (e.g., create landscape buffers, attractive security fencing).

Downtown Design Objectives

- Refer to Section 16.0 of the Downtown Community Plan (Schedule A) for Downtown Design Objectives. [B/L No.7396, 2010]

Urban Design Guidelines

Guidelines have been developed for residential, commercial and industrial land uses. Each is discussed below.

Residential Guidelines

The City will review and evaluate residential development applications with respect to the following guidelines:

- Enhance the neighbourhood as a street-friendly, family-oriented community.
- Preserve or enhance elements of the natural environment in relation to the development (e.g., trees).
- Relate the shape and massing of the buildings to each other to form an organized streetscape (i.e., new buildings should not stand out).
- Use a unifying architectural approach which complements the existing neighbourhood context.

- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance.
- Endeavour to use traditional building materials, in particular wood (e.g., wood siding, wood window trim, wood shingles).
- Utilize exterior lighting and signage (e.g., street numbers) which is unobtrusive, and consistent with the architecture of the building and the surrounding context.
- Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Maintain or enhance views of the waterfront at street ends.
- Incorporate parking design that enhances the streetscape and is accessed from a lane, where possible.
- Utilize attractive landscape design including street trees.
- Provide visitor parking which is clearly marked and signed.
- Place new services underground.
- Employ energy conservation measures in the design and construction of developments.
- Employ environmentally sensitive means of dealing with landscaping and storm water drainage - encourage the use of permeable surfaces instead of concrete or asphalt for driveways and patios to reduce urban runoff.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.
Commercial Guidelines
The City will review and evaluate commercial development applications with respect to the following guidelines:

- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance when the development is viewed as a whole. Where appropriate, traditional materials should be used.
- Design roofs so that when viewed from above their shape, slope and finish, appear well maintained and attractive and can retain these qualities over time.
- Utilize exterior lighting and signage which is unobtrusive and consistent with the architecture of the building and its surrounding context.
- Incorporate signage and building names that reflect the historic character of the city, its natural setting or the legacy of its prominent citizens.
- Maintain or enhance views of the waterfront at street ends.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design, including street trees and planters.
- Provide street trees, landscaping, ornamental sidewalks, street furniture and decorative street calming elements where appropriate.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.
- Encourage enhanced activity on commercial streets by including, where appropriate, sidewalk cafes, street vendors, and weather protection canopies.

Downtown Guidelines
- Refer to Sections 16.0 of the Downtown Community Plan (Schedule A) for Downtown Design Guidelines. [B/L No.7396, 2010]

Industrial Guidelines
The City will review and evaluate industrial development applications with respect to the following guidelines:

- Vary the shape, massing and exterior finishes of buildings.
- Utilize exterior lighting which is unobtrusive, and signage which is consistent with the architecture of the building and its surrounding context.
- Maintain or enhance views of the waterfront at street ends.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design including street trees and planters to improve the relationship between industry and other land uses.
- Minimize noise emission and vibration effects in the area with appropriate building orientation, siting and design.
- Employ technical approaches to noise mitigation in building construction.
- Place landscaped areas adjacent to major highways to form visual and acoustic barriers.
- Design and locate buildings to serve as visual and acoustical barriers to the rail line where industrial sites abut railway tracks.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.

Queensborough Guidelines
- Refer to Sections 12.0 of the Queensborough Community Plan (Schedule B) for Queensborough design guidelines. [B/L No.7643, 2013]
See Chapter 16.0, Section 0.0 Public View Corridor of the Downtown Community Plan
2.10 Institutional Facilities and Community Services

Issues

The Institutional Sector Will Experience Significant Growth
Over the next 25 years, the institutional sector, specifically health care and education, is expected to grow at the same pace as the local and Regional population. Projections indicate that an additional 175 new classrooms and up to 400 new education staff may be required. On the health care side, it is anticipated that expansions in the hospital sector could add approximately 1,000 new staff over the next ten years. By 2021, a total of 1550 new jobs in the institutional sector may be generated. To accommodate this anticipated growth, approximately 50 acres of land may be required unless existing sites are intensified when they redevelop. Most of this growth will likely take place in and around existing institutional centres.

New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate in the Community
The City is committed to promoting employment opportunities by retaining existing concentrations of institutional land use within the City and encouraging their expansion to meet the needs of the community. The City is committed to having one job to every employable adult, or greater. In 1996, the ratio was 1.21 jobs to each employable adult.

The Institutional Sector is a Local Specialization
When compared to the greater Vancouver region, New Westminster has a higher than average concentration of institutional activities, making it a local specialization. Between 1991 and 1994, the institutional sector experienced a slight decline in its regional position, but its competitive share remained stable. Institutional floor area data for 1996 indicates that 32 percent of New Westminster’s non-residential floor space or 4,343,263 square feet was dedicated to institutional activities. Most of this space was located in the Sapperton (1,632,547 square feet) and Downtown (1,487,067 square feet) neighbourhoods [see Chart 2.10.1: Number of Institutional Businesses and Institutional Floor Space in New Westminster by Neighbourhood].

Chart 2.10.1
Number of Institutional Businesses and Institutional Floor Space in New Westminster by Neighbourhood (1996)

<table>
<thead>
<tr>
<th>Neighbourhoods</th>
<th>Downtown</th>
<th>Queensborough</th>
<th>Sapperton</th>
<th>Uptown</th>
<th>West End</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Institutional Establishments</td>
<td>101</td>
<td>12</td>
<td>36</td>
<td>78</td>
<td>29</td>
<td>256</td>
</tr>
<tr>
<td>Institutional Floor Space</td>
<td>1,487,067</td>
<td>88,159</td>
<td>1,632,547</td>
<td>987,069</td>
<td>164,421</td>
<td>4,359,263</td>
</tr>
</tbody>
</table>
Senior Government Realignment
Both federal and Provincial governments are facing fiscal pressures. As a result, there may be a reduction in staff and a privatization of existing buildings. The sale of the Fisheries building in the Downtown is one example.

Student Enrolment is Increasing and New School Spaces Are Needed
Student enrolment in New Westminster schools is expected to increase over the next decade. In 1994, there were 4,480 students were enrolled in the elementary and secondary school system. This number may rise to 5,972 by 1999 and 7,300 by 2004 (New Westminster School District). Based on projected growth rates, the existing supply of schools would not be sufficient to meet demand, reaching capacity by 2001. To meet these demands, a total of 50 new kindergarten spaces, 1,800 new spaces for grades 1-7 and 225 new spaces for grades 8-12 may be required.

New Schools Planned for New Westminster
The School District currently owns and operates ten schools (nine elementary and one high school) on 56 acres of land. The District also leases two other sites for the Continuing Education Program. To accommodate the anticipated rise in the student population, three future school sites have been acquired. As new schools and other community institutions are planned, the City should continue to consider the addition of community activity space (e.g., proposed school in the West End).

Reorganization of the Elementary and Secondary School Structure
In January 1995, the School District approved a plan to incorporate middle schools in the system. The proposed school system would include one high school, three middle schools (grades 6-8) and ten elementary schools. The School Board expects to situate one middle school in Queensborough, and two on the mainland (one on the west side and the other on the east side). Other proposed changes include the renovation of the New Westminster secondary school to house 1,825 students, and additions to Connaught Heights Elementary School and Lord Kelvin Elementary School to accommodate 50 and 100 more students respectively.

School Site Acquisition Amendment Act, 1995
In June 1995, Bill 43, the School Site Acquisition Act, 1995 was adopted. This Act enables a school district to receive, without compensation to the private owner, five percent of the land in a subdivision for a school site or an equivalent cash amount. To use the Act, the school board must show a need for land, and they must enter into an agreement with the local government. The agreement would identify where the school board may acquire sites, the total amount of land that the school board may require and the terms and conditions of the acquisition. In the past, Council and School Board have mutually worked on acquiring sites.

Chart 2.10.2
New Westminster Employment and Population Projections 2011 - 2041

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>66,000</td>
<td>24,500</td>
</tr>
<tr>
<td>2021</td>
<td>80,000</td>
<td>37,000</td>
</tr>
<tr>
<td>2041</td>
<td>102,000</td>
<td>48,000</td>
</tr>
</tbody>
</table>

B/L No. 7684, 2014
New Westminster’s Post Secondary Schools Serve the Region and Province
Two post-secondary schools, Douglas College and the Justice Institute, are located in New Westminster. Douglas College is a comprehensive community college attracting about 9,000 full- and part-time students in its credit programs. Roughly three quarters of its student body and employees are based at the New Westminster campus. Some 1,100 of its students live in New Westminster. Douglas College offers a contract-training service, providing custom training for industry on a cost recovery basis.

Douglas College attracts about 400 international students each year. In addition to paying the full cost of their education, international students contribute significantly to the local economy, and help to forge international links in an increasingly global economy.

The College’s activities are greatly facilitated by the City’s many public transportation links. The College’s central location in the Lower Mainland makes it an important resource providing regional services.

The Justice Institute, an educational facility which offers programs and courses in the emergency response field, was designed to serve the needs of the Province.

The Need for Additional Acute and Long Term Care Beds Will Rise Over the Next Ten Years
Over the next decade, the ratio of acute care beds to population will increase from one bed for every 102 persons to one bed for every 127 persons in New Westminster. At this time, the Fraser Health Authority anticipates that the existing number of facilities and beds are adequate for the Region’s need. However, expansions in the hospital sector over the next ten years may be required.

Over the next ten years, the ratio of long term care beds to population is expected to rise from one bed for every 25 people over the age of 25 to one bed for every 24 people over the next ten years if no additional facilities are built. Since the Fraser Health Authority is still in the process of determining the need for acute and long term care facilities, the specific numbers of beds required are unavailable at this time.

Schools and School Grounds Are Being Used for Community Programs
In January 1996, the School Board initiated the Community Schools Program. This Program is a joint partnership between the School District, participating schools and community members. Its purpose is to extend community services, programs and events into the community and create a strong focal point for each neighbourhood. Seven schools have received funding from the Ministry of Children and Families Social Equity Program to establish and operate community school services on evenings and weekends.

New Westminster is Well Supplied With Recreational Facilities Which Are Conveniently Located
The City has a relatively high level of recreation facility supply. As population increases, it is anticipated that there may be a shortage of some activity spaces (e.g., ice rinks, gymnasiums) during prime time periods (i.e., evenings and weekends). At the same time, existing recreation and community facilities are located reasonably close to the majority of residents. With the expansion of community school services, recreational programs are being offered even closer to home.
Parks and Recreation Programs Have a High Level of Participation
In 1995, over 700,000 people participated in Parks and Recreation programs. This represents 90 percent of New Westminster residents who visit a park or recreation facility each year.

Improvements/Additions to Community Facilities Will be Needed Over Time
As population characteristics shift and community needs change, facility modifications, upgrades and expansions may be required. According to the Parks and Recreation Master Plan Survey residents prefer to have existing facilities modernized and upgraded rather than construct new facilities.

The Library is the Most Widely Used Cultural Resource in the City
Founded in 1865, the New Westminster Public Library is the oldest library in British Columbia. The library works together with the City to provide a high quality community service. With over 150,000 items in its collection, library usership is notably high in New Westminster. The library is a tax supported service, operating free of charge to the user. The long range plan for the New Westminster Public Library identifies directions for service priorities, facility improvements, technological changes, funding and revenue sources. Access to information from a central source such as the New Westminster Public Library is vital for a high standard of living and the economic well-being of the community.

Goals
1. Facilitate the expansion of institutional facilities, such as in the hospital sector, as generators of future employment.
2. Create a favourable economic climate that attracts new institutional uses and associated businesses.
3. Promote the City as a prominent institutional centre in the region.
4. Provide a supply of institutional facilities and community services throughout New Westminster that meet the needs of the community.
Policies and Priorities

1. Promote the specialization of New Westminster as a regional centre of institutional activities.

- Encourage public health uses and ancillary activities in the areas around the hospitals as well as complementary facilities (i.e., employee housing within close walking distance).
- Encourage post secondary educational uses and ancillary activities near Douglas College and the Justice Institute.
- Encourage public administration uses in and around existing facilities in the Downtown.
- Encourage additional large institutional employers in the Downtown (e.g., Columbia Street) and the Uptown business area (e.g., Sixth Avenue and Sixth Street).
- Promote employment opportunities by encouraging the expansion of institutional activities on existing institutional land. The City is committed to encouraging the expansion of institutional land uses for future employment generation.
- Work with the institutional sector and other organizations to minimize any limitations to institutional investment and job creation.
- Monitor employment targets to ensure economic sustainability. In order to ensure that employment opportunities grow with future residential development, the City will monitor employment targets over time. Employment targets for New Westminster are set at a ratio of one job to every employable adult, or greater.
2. Strive to balance New Westminster’s growing population and changing community needs with an appropriate supply of institutional facilities and community services.
   - Continue to offer a wide range of services to local residents.
   - Continue to have other City departments liaise with the New Westminster Public Library to work together to facilitate the ongoing delivery of high quality library services.
   - Explore the feasibility of improving community library access for Queensborough (e.g., satellite space possibly in or adjacent to the school and/or community centre or computer links with the community centre and/or school).
   - Encourage new housing developments near school sites to accommodate families with children.
   - Encourage social agencies and community care facilities to be relatively small and compatible with their immediate context. They should also follow the applicable Provincial (e.g., Community Care Facilities Act), regional and local requirements and adhere to “good neighbourhood” guidelines.
   - Continue to encourage the use of existing schools and community facilities as multipurpose centres that accommodate additional community/neighbourhood uses and to work cooperatively with the School Board in providing these services throughout the community.
   - Consider encouraging additional community activity space as new schools and other community institutions are planned.
   - Continue to work with the School Board in the acquisition of land for the construction of new school facilities (e.g., Queensborough, Terry Hughes, the West End).

3. Foster institutional sector growth and investment.
   - Encourage Federal, Provincial, and regional governments to locate future institutional offices and facilities in New Westminster.
   - Work with the institutional sector and other organizations to minimize any limitations to institutional investment and job creation.

4. Maintain high quality institutional facilities throughout the City.
   - Encourage the regular upgrading and modernization of local facilities to keep pace with the changing needs and demographics of the City.
   - Entertain rezoning to permit structural/seismic upgrading or modest increases in size of existing public facilities (e.g., churches, schools and daycare) in order to improve accessibility (e.g., ramps, vestibules, washrooms).
2.11 Transportation

Issues

Transportation Demands of the Region Overwhelm the City’s Road Network
New Westminster is located in the geographic centre of the Lower Mainland. This, along with an inadequate network of Provincial highways, results in high volumes of vehicular traffic passing through the City. Traffic counts obtained prior to 1994 indicate that approximately 340,000 vehicles a day pass in and out of the City. In the morning peak hour, 56 percent of traffic has an origin or destination in New Westminster and 44 percent of vehicles are pass-through trips. Projections for the year 2021, if current trends continue, indicate that the demand for travel in and out of the City could be 560,000 vehicles a day. Regionally, an additional 38 bridge lanes of traffic would be needed across the regions’ major water bodies for congestion levels to be held at manageable levels.

Given the high social, environmental and financial costs of building more roadways, such a strategy is no longer considered beneficial. Instead, the region needs to focus its resources on moving more people in an efficient and economical manner. Congestion on the region’s road system is expected to increase in the future, making travel by automobile even more difficult; however, travel by transit is expected to become more attractive.

Excessive Amounts of Non-Local Vehicular Traffic Intrudes Into the Residential Neighbourhoods
As the City’s major road network becomes congested, motorists seek alternative routes. The grid network of roads in New Westminster provides parallel roads that are attractive to motorists looking for less congested roadways.

During the morning peak hour, 30 percent of the City’s major roads operate at or close to capacity.

High Volumes of Trucks Travelling Through the City Are a Concern
The volume of trucks travelling through New Westminster affects maintenance costs of the road network and livability in neighbourhoods. Approximately 87 percent of vehicle kilometres travelled by trucks in the morning peak hours in the City can be attributed to trucks just travelling through the City en-route to other destinations.
Opportunities for Walking, Cycling and Using Transit Should be More Available and More Attractive

The elderly, children and people with disabilities, who together represent 30 percent of the population, are without access to a car and must rely on transit, walking, cycling, taxis or others with access to a car for transportation. Students, professionals and others will choose transit if it is convenient. A recent Translink survey found that 84 percent of transit users believe transit fares to be very affordable and most people are prepared to pay more for better service.

In 1993, 83 percent of all journeys in the region were made by private automobile, nine percent by public transit and the remainder on foot or by bicycle.

New Westminster has the second highest transit ridership in the region, after the City of Vancouver. Of all trips taken in the morning peak hour in New Westminster, 13 percent are by transit. For all trips taken to or from the Downtown, the figure is 24 percent. The presence of SkyTrain is key to this level of transit ridership. Transit is becoming a more frequent choice in the evenings for entertainment trips (e.g., BC Place Stadium, Rogers Arena, Ford Theatre, etc.) by patrons who do not wish to drive and park in Vancouver.

It is estimated that bicycling and walking currently account for a small proportion of all single-mode trips; however, walking is always used for a portion of a trip made by other travel modes. This is particularly true for transit trips where both the start and end of the trip are usually made on foot. Walking and cycling are cleaner and less expensive than motorized transport and can play a large role in a highly urbanized and densely developed environment if facilities are provided.

Noise and Pollution from Motorized Traffic are Health Concerns

Noise and pollution generated by surface-based transportation systems (e.g., road and rail) can be detrimental to the health and well being of people. Approximately 77 percent of the pollutants in the air come from tail-pipe emissions.

In 1996, air quality in Metro Vancouver was measured as “good” 96.4 percent of the time, with “fair” and “poor” readings occurring 3.5 percent and 0.1 percent of the time respectively. These readings are typical of conditions during the past few years yet the amount of pollutants entering the atmosphere is on the increase.

Background noise in urban cities is to be expected; however, high levels over long durations affect health and well being. The Canada Mortgage and Housing Corporation recommends that the maximum outdoor noise level adjacent to residential dwellings be no more than 55 decibels (dBA). When levels exceed this threshold, sound attenuation should be considered so that interior noise levels are acceptable. Noise prediction models indicate that this level is frequently exceeded when estimating noise levels at a distance of 30 meters from the centre line of the major roadways in the City.
The Trend Towards a More Automobile-Dependent Region Must be Reversed

The number of people travelling in each vehicle in the morning rush hour has declined over the last ten years from 1.21 to 1.17. Growth in the population and employment sectors has increased the demand for car travel and rush hour conditions are spreading to encompass more hours of the day.

Car ownership in New Westminster for the year 1991 was 1.3 vehicles per household, less than the regional average of 1.6.

New Westminster currently has a population of about 50,000 people and 29,000 registered vehicles. Region wide, 1.06 million vehicles and 1.82 million people call the Lower Mainland home. Projections for the year 2021 see a doubling in the number of vehicles on the road for a population of around 3 million persons.

In the period 1985 to 1992, the average trip distance to work in the region increased by 12 percent to 14 kilometres, average trip time increased by 20 percent to 24 minutes and the average speed decreased by seven percent to 35 kilometres/hour.

The number of children being driven to school has increased dramatically over the past ten years. In 1985, 29 percent of children were driven to school. Compare this to 45 percent in 1996 and it is clear that the Region is becoming more automobile-dependent. It is important to explore alternative ways to get children to and from school safely (e.g., bus, carpool, group walking routes).

Greater Choice Amongst Transportation Modes Will Help Reduce the Dependence on the Automobile

For many people in the region, the automobile is the only realistic mode of transportation for getting to work, shops and services. Low density residential developments do not generate sufficient numbers of transit users that would justify a good level of transit service. Often, shops and services in low density areas are few and far between making bicycling or walking less attractive options.

New Westminster is fortunate in this regard. The density of development combined with its position in the centre of the region have brought a relatively high level of transit service to New Westminster. This is reflected in the fact that transit usage in New Westminster is the second highest in the region. In the future, the capacity of the transit system will have to be increased as transit will need to play an even larger role in serving the transportation needs of the region and the community. A network of local looped transit routes is desirable for encouraging greater use of transit for travel within the City.

Hilly terrain in areas of the City presents a significant obstacle to walking and cycling; however, much of the City is relatively level and conducive to either mode of transportation. A regional bike route and walking trail located beneath the SkyTrain guideway already links New Westminster to the Cities of Burnaby and Vancouver; however, there is much more that needs to be done to encourage more cycling and walking (e.g., bike racks/lockers in developments, rain protection for pedestrians, etc).
Transit Priority and Transit System Improvements Are Necessary to Make Travel by Transit a Viable Alternative to Travel by Private Automobile

The workhorse of the transit system is the bus fleet. With few exceptions, buses travel on the same roadways and face the same congestion and delays as all vehicular traffic. In order for transit to become a more attractive transportation option, travel by transit must become more advantageous than (or at least comparable to) the automobile. Transit priority measures typically include special bus-only lanes, queue jumpers or transit activated traffic signals.

Goals

1. Provide transportation access to goods, services and recreation throughout the City for all persons regardless of age, physical ability or financial means.
2. Maximize the safety, personal security, comfort, health and well-being of trip-makers within the City.
3. Enhance the livability of the City by striving to provide transportation facilities and services which result in a net benefit to the community and have minimal adverse effects.
4. Minimize the costs of transportation facilities and services borne by City taxpayers through increasing the direct costs to users of transportation facilities and services.
Policies and Priorities

1. Promote and facilitate the use of transit, cycling and walking as viable alternatives to the private automobile.
   - Integrate different modes of transportation whenever possible by combining different travel modes for different portions of a trip. For example, persons may cycle short distances to a SkyTrain station to save time waiting for the local bus; however, without a means of safely storing a bicycle at the SkyTrain station, people would be less likely to consider this option. TransLink has played a leadership role in integrating bicycles and transit. While SkyTrain is yet unable to safely accommodate bicycles, Seabus travellers can take their bicycles on board. Bicycle racks are provided at all SkyTrain stations: bicycle lockers are provided at some. Expansion of the bicycle locker program is being explored by TransLink. A trial bus bike rack program was initiated in 1994 and expansion of the bus bike rack program is contemplated.
   - Participate and encourage others to participate in events which promote alternative transportation use (e.g., Clean Air Day and Bike to Work Week). These types of events stimulate public awareness and interest in reducing reliance on the private automobile.
   - Participate in regional transportation demand management initiatives (e.g., trip reduction services, road pricing/tolls, conversion of automobile fixed costs and adjusting the supply and pricing of parking). These are measures that have been proposed by Metro Vancouver for implementation over the next ten years.
   - Manage the parking supply in commercial centres throughout the City and consider reductions to the required number of parking stalls in exchange for providing incentives and amenities that would reduce the number of vehicle trips to/from a facility. Amenities may include showers, lockers, bicycle storage rooms and incentives may include car pool programs or subsidized transit passes for employees.

2. Increase the attractiveness of areas designated for walking and cycling (e.g., sidewalks and pathways).
   - Enhance personal security through improvements to the design and quality of the street environment. If people do not feel safe and secure when walking or cycling, they will not travel to certain areas of the City, or will choose to drive rather than use other means of travel. The street environment includes everything within the street right-of-way (e.g., roadway, boulevard and sidewalks) as well as the type, placement and design of adjacent buildings. This measure encompasses engineering, planning and urban design issues, all of which the City can influence through zoning, development permits, design guidelines and other municipal bylaws.
   - Continue creating pedestrian-friendly walkways through negotiations during design and development, retrofitting sidewalks with curb cuts at intersections for wheelchair and stroller convenience and requiring new sidewalk construction to include curb cuts.
   - Encourage weather protection for pedestrians in commercial areas and other locations of significant pedestrian activity. The weather affects pedestrian comfort, more than any other factor, and protection from rain, wind and cold will help to encourage walking. Through zoning, development permits and design guidelines, the City has the opportunity to encourage adequate weather protection (e.g., awnings).
• Encourage a clear separation between moving vehicles and pedestrians along major routes using landscape and parking lanes.

• Strive to provide pedestrian access along all roadways, or along a separate corridor which serves the same destinations as the roadway. Sidewalks are provided on most roadways in New Westminster. In cases where there are no sidewalks, pedestrians must walk on the boulevard, in the roadway or find an alternative route. Sidewalks adjacent to all roadway corridors would significantly improve safety, personal security and comfort.

• Continue to implement the New Westminster Bicycle Plan [Map T1: Bicycle Network Concept Plan].

• Continue to implement and maintain a network of bicycle routes and bicycle parking throughout the City. Bicycle routes which provide access throughout the City address the major reason people give for not cycling: fear of traffic. Bicycle parking, especially secure parking, addresses one of the other key reasons: risk of theft. Bicycle routes identified in the Bicycle Plan are focused on the local street network where traffic volumes are light or where traffic calming could reduce the volume of vehicular traffic on a street. Roads carrying significant vehicular volumes are often routes favoured by commuter cyclists because they offer the most direct route to a destination. These roads can be altered to become more bicycle-friendly by providing a wider curb lane that enable cyclists and vehicles to share the lane. On multi-lane roads, the opportunity may exist to re-stripe the lanes so that inner lanes are narrowed and the extra width reallocated to the curb lane.

• Provide connections to bicycle routes in other municipalities.

• Provide pedestrian and traffic controlled signals where needed.

• Promote a passenger ferry service linking Queensborough with the Quay.

• Conduct a greenways/trail system study for mainland New Westminster. This will focus on the Fraser and Brunette Rivers, providing an opportunity for pedestrians and cyclists to have greater access to all parts of the City, including the waterfront.

• Consider implementation of the Queensborough Perimeter Trail Master Plan.

• Facilitate public access to the Fraser River using the ends of public streets, small parks and easements from adjacent developments.

• Consider the creation of a pedestrian bridge over Stewardson Way linking Fourth Avenue and the Waterfront.
3. Work with Transit authorities and other jurisdictions to increase the attractiveness of public transit for users.

- Support and implement transit priority measures.
- Facilitate the implementation of Rapid Bus.
- Continue to encourage the development of Light Rail Transit, especially between New Westminster and Coquitlam. Development of a Light Rail Transit line connecting Downtown New Westminster with the Coquitlam Town Centre is proposed to be completed by 2008. Brunette Avenue is a proposed alignment for this Light Rail Transit connection [see Part 3 and Map T2: Existing SkyTrain Route]. The City will continue to work with associated agencies to study the alignment options, to mitigate potential neighbourhood impacts and to help conduct a public consultation process.

- Consider installing bus bulges along streets in key commercial centres. Bus bulges are widened portions of sidewalk that increase the amount of space available at bus stops for amenities, such as shelters, benches, information tubes and public telephones. In addition, they enable buses to load/unload passengers while stopped in the travel lane. This reduces the delay experienced by buses re-entering the traffic stream from a bus stop located in a parking lane.

- Provide curb space for bus stops and make all bus stops wheelchair accessible by providing level, hard-surfaced landing areas.

- Strive to increase the proportion of bus stops where passenger amenities such as shelters and benches are provided.

- Strive to ensure that transit service is within walking distance in all areas of the City and consider TransLink’s Transit Friendly Subdivision and Development Guidelines when planning roadways in new developments. At the same time, encourage the use of minibuses on roadways not able to accommodate standard size buses.

- Enhance personal security through improvements to the design of the bus stops and transit exchanges. If people do not feel safe and secure when waiting for a bus and walking or cycling to bus stops, they will not travel to certain areas of the City, or will choose to drive rather than use other means of travel.

- Investigate the feasibility of creating a trolley or tram route through the City’s primary commercial centres. As well as promoting the use of an alternative form of transportation, a trolley or tram route would link commercial centres and reinforce the historic character of the City.

- Continue to explore opportunities for greater control over local transit service within the City in negotiations with the Province (e.g., TransLink).

- Review and refine local looped transit routes to link high density residential areas with urban centres such as the Uptown/Downtown and neighbourhood centres. Most of the transit service in New Westminster is provided by regional transit routes that link the City to other parts of the region; however, three transit routes operate wholly within the City. These local services form loops that link residents to local destinations. Providing a high level of local transit service may encourage residents to reduce the number of short trips being made with the private automobile. A frequent and uniquely identified network of looped transit routes, linking high density residential areas with key local destinations, could provide residents with a fast and convenient way to travel to and from the City’s service, shopping and employment centres. [Four potential candidate routes are shown on Map T3: Possible Local Transit Looped Routes and Passenger Ferry.]
4. Provide transportation access to goods, services and recreation throughout the City and Region, for all persons regardless of age, physical ability and financial means.

- Facilitate direct access to, from and within commercial areas (Downtown, Uptown, Sapperton and Westside) and the Fraser River waterfront. People must be able to travel to commercial areas quickly and directly, and once there, must be able to move about efficiently within these areas. Provision of local looped transit service through commercial areas, urban centres and high density residential areas in the City could provide people with excellent access.
- Allocate curb space so as to accommodate and balance the needs of roadway users and adjacent land uses. There are many competing uses for curb space including bus stops, passenger pickup/drop-off, loading, commercial parking and resident parking, as well as using the curb lane for moving traffic. It is important that curb space - the supply of which is finite - be allocated so as to maximize the net benefit to all users and minimize any impacts. Visible on-street parking spaces, with a maximum two-hour turnaround time, contribute to the viability of adjacent commercial space.
- Make bus stops wheelchair accessible by providing level, hard-surfaced landing areas.
- Improve access to the Brunette Creek Corridor industrial area. Access to Brunette Creek Corridor industrial area is affected by an active level rail crossing that is frequently occupied by shunting and moving trains. Ideally, grade-separation of the railway would improve access to the area. Redevelopment within the Brunette Creek industrial area may also provide an opportunity to construct a new roadway with a possible connection onto Columbia Street East in the vicinity of Cumberland Street. [B/L No.7684, 2014]
- Manage the supply of off-street parking in commercial areas so as to meet the demand for short-term parking and loading, without encouraging excessive automobile use. Maintaining the economic viability of a commercial area requires that shoppers who drive, trucks making deliveries, and employees who require their cars for business (such as sales people) can park their vehicles for short periods of time. Through zoning and development permits, the City can manage the supply of parking to ensure that adequate parking is provided to meet short-term requirements without contradicting other objectives to minimize the impacts of motor vehicle traffic.
5. Promote the safe, efficient and economical movement of goods and people throughout the City.

- Consider adding signage to direct visitors and commuters to appropriate routes, major destinations and transportation facilities within the City.
- Strive to provide appropriate lighting at major intersections and streets.
- Review and maintain a hierarchical network of roadways throughout the City. A simplified hierarchy of road classifications is proposed for the City that will designate roads as Major Regional Arterials, City Arterials, City Collectors and Local Roads. Major Regional Arterials will accommodate inter-municipal traffic by providing links to the major bridges and freeways. These roads would receive funding for maintenance and capital works from a higher level of government. City Arterial roads provide links to adjacent municipalities and provide links to the City’s commercial areas. City Collectors provide a balance between mobility and local access functionality [see Map T4: Proposed Long Range Street Classification].
- Continue to plan for future transportation corridors, as required. Although the Province, Metro Vancouver and its member municipalities, are in the midst of negotiations regarding the future of the Provincial highway network, all levels of government are aware of the need for a regional major roads network. Identification of roads considered to be regionally significant was undertaken by the Regional Engineers Advisory Committee of Metro Vancouver [Major Road Network: Findings of Regional Engineers Advisory Committee Subcommittee. Discussion Paper. April 21, 1997]. Funding for capital works and maintenance of regionally significant roads in New Westminster will be provided by another agency once the Province sheds responsibility for the region’s transportation systems. With the exception of Twelfth Street and Columbia Street East, the City’s proposed Major Regional Arterial routes agrees with those identified in the Major Road Network. Twelfth Street and Columbia Street East are proposed for designation as City Arterials.
- Strive to provide clear and consistent signage to direct trip-makers to appropriate routes and to major destinations and transportation facilities in order to reduce confusion, minimize travel times and reduce the number of potentially unsafe situations.
- Retain and enhance access for emergency vehicles. To ensure that emergency services within the community are not negatively impacted by an inadequate road network, access should be maintained or alternatives provided in areas of recurring congestion and where traffic management measures have been implemented. The City’s collector streets play an important role in providing a network of primary emergency response routes that enable emergency services to travel quickly to any destination in the City. Chronic congestion along these routes need not impede emergency service vehicles if sufficient pavement width is available for vehicles to clear a path. In many cases, congestion occurs in one direction only so that travel in the oncoming lanes is possible in an emergency situation. At the same time, traffic signal pre-emption should be considered at signalized intersections along the primary emergency response routes such as Eighth Avenue and Sixth Avenue.
6. Provide appropriate levels of service for inter-regional truck and vehicular traffic through the City on selected roadways.
   - Promote a truck route network in New Westminster which provides reasonably direct access to major commercial and industrial areas, as well as connections to Regional truck routes, while minimizing exposure to land uses which do not require truck access.
   - Consolidate the number of designated truck routes in the City while promoting construction of a regional truck route linking Highway #1 with Highway #91. Trucks travel on the provincial highways as well as on City Arterial roads that have been designated for truck travel. Many of these truck routes pass through residential and institutional areas, bisecting neighbourhoods and generating unacceptable levels of noise, vibration and air pollutants. The City intends to reduce the number of designated truck routes within its borders while encouraging the establishment of a regional truck route linking Highway #1 with Highway #91 [see Map T5: Proposed Long Range Truck Route System].

7. Strive to minimize the adverse effects of transportation facilities and services on residents, businesses, employees, students, visitors and others within the City.
   - Work towards the principle of no new added capacity in the transportation system for vehicles passing through the City. Traffic congestion in the City is a direct result of traffic travelling through New Westminster between other municipalities. In order to minimize congestion, it is desirable to avoid attracting more regional traffic to New Westminster roadways.
   - Review the procedure for conducting Neighbourhood Traffic Studies to become more responsive to the needs of the community. Residents’ Associations and City Departments are working together to develop a procedure that would enable the community to take a leadership role in the development of traffic calming projects in their neighbourhoods.
   - Consider implementing traffic management measures on local streets to minimize the impacts of motor vehicle traffic within the neighbourhood, to improve safety and livability as well as encourage walking and cycling.
   - Regularly review with railway operators any opportunities to consolidate operations and implement measures to increase safety for persons crossing railway tracks at grade and to reduce noise impacts to adjacent land uses.
   - Encourage the use of landscape buffering and noise resistant building designs and materials in commercial and residential areas to minimize the effects of increased volumes of vehicular traffic in the City’s neighbourhoods.
   - Encourage the screening of railway tracks with fences, berms and landscaping treatments.
   - Encourage the screening of off-street parking by attractive landscaping or decorative fencing. Appropriate lighting and signage is also encouraged.
   - Minimize air, land, water, noise and visual pollution as a result of transportation facilities and services by providing and promoting the use of non-polluting modes of transportation.
8. **Strive to minimize the costs of transportation facilities and services borne by City taxpayers.**
   - Consider optimizing the use of existing roadways, before investing in new or expanded roadways. There are often operational bottlenecks which limit the capacity of a roadway, such as the lack of a left turn bay or the presence of on-street parking at an intersection. In order to minimize transportation system costs, any such bottlenecks should first be eliminated, so that the capacity of the existing road network is optimized.
   - Increase the direct costs to users of transportation facilities and services, and reduce the indirect costs to taxpayers.
   - Strive to implement improvements in phases, thereby spreading expenditures over a period of time and providing an opportunity to refine plans as implementation proceeds.
   - Include contingencies in plans to encourage flexibility to respond to changes in future conditions in a manner which does not require major expenditures or reconstruction of facilities.

9. **Contribute to developing and maintaining a regional transportation system.**
   - Support transportation plans and policies adopted by Metro Vancouver and TransLink. [B/L No.7684, 2014]
   - Reductions in automobile travel and increased use of transit can only be achieved if current development patterns change and a more compact metropolitan region is realized. Population in New Westminster is expected to increase to 80,000 by the year 2021. [B/L No.7684, 2014]
   - Intensify land uses around transit hubs. New Westminster is fortunate in that it has access to SkyTrain at three stations. Two stations are located in the Downtown providing access to a high concentration of jobs and resident populations. Future growth in both areas is planned. The Twenty-Second Street SkyTrain station currently serves a low density residential area. Intensification would serve to create a mixed use neighbourhood centre for this area in the future. The Twenty-Second Street SkyTrain Station area is designated a Development Permit Area for redevelopment to a multi-family area. A public consultation process would be required. An additional SkyTrain station between the Twenty-Second Street and New Westminster Station would be beneficial for redevelopment and intensification of land uses along this corridor; however, Translink indicates that an additional station may not be possible given the curve and grade of the guideway in this section.
   - Introduction of a Light Rail Transit Line to the Lougheed Mall and Coquitlam Town Centre from New Westminster’s Downtown, will provide additional transit hub development opportunities. Stations are proposed in the vicinity of the Woodlands property, Royal
Columbian Hospital and near the intersection of Braid Street and Brunette Avenue. A land use study of the Woodlands site is underway. Intensification is planned for the areas adjacent to the other potential Light Rail Transit stations.

- Designate major transportation corridors to accommodate community needs over the next 25 years. A network of Major Regional Arterials and City Arterials has been proposed for the future, taking into account additions to the existing regional road network. Major Regional Arterials in New Westminster would channel traffic passing through the City en-route to other destinations in the region and receive funding for their maintenance and enhancements from the regional level of government. No new major transportation roads are envisioned to be constructed in the City as large tracts of undeveloped lands no longer exist and such a plan would be contrary to the City’s livability objectives.

- Promote completion of the Regional Light Rail Transit System. The alignment for the Light Rail Transit Line from Downtown New Westminster to Coquitlam’s Town Centre is under study by TransLink and Metro Vancouver. Brunette Avenue is a proposed alignment for Light Rail Transit [see Map T2: Existing SkyTrain Route]. The alignment will be subject to a public consultation process. The Light Rail Transit Line is scheduled for completion by 2008.

- When appropriate, consult with neighbouring municipalities and Provincial ministries on transportation issues to avoid duplication or contradictory expenditures and linkages between Richmond City Centre and the Twenty-Second Street SkyTrain Station. For example,
Signed Routes

Hybrid Bicycle Lanes

Paved Shoulders

Multi-use Pathways

See Figure 26, Cycling Network & Key Connections of the Downtown Community Plan
MAP T2
Existing SkyTrain Route

See Figure 27, Transit Network Map of the Downtown Community Plan.

- Existing SkyTrain Stations
- Existing SkyTrain Alignment

B/L No.7435, 2011
MAP T3
Possible Local Transit Looped Routes and Passenger Ferry

See Figure 27, Transit Network Map of the Downtown Community Plan

Queensborough / Twenty-Second Street
Twelfth Street / Quayside
Sixth Street / Downtown
Eighth Street / Sapperton
Passenger Ferry
SkyTrain Alignment & Stations
MAP T4
Proposed Long Range Street Classification

See Figure 23 & 24, Street Classification & Key
Street Improvements of the
Downtown Community Plan

B/L No.7643, 2013
MAP T5
Proposed Long Range Truck Route System (2006+)

TO VANCOUVER

TO RICHMOND

TO PORT MOODY

See Figure 23 & 24, Street Classification & Key Street Improvements of the Downtown Community Plan

B/L No.7396, 2010
2.12 Sewer, Water and Solid Waste Utilities

Issues

A Growing Population Requires Increased Service Requirements
An additional population will require infrastructure in order to meet increased service requirements.

[B/L No.7684, 2014]

Infrastructure Requiring Replacement Due to Age
As New Westminster was incorporated in 1860, a considerable amount of the City’s existing underground infrastructure was constructed around the start of this century. Some of this infrastructure has now reached the limits of its design life and is in need of replacement. Although the construction of major new sewer or water systems is not required, a long-term replacement and rehabilitation strategy is necessary.

Preparation of the Regional Liquid Waste Management Plan
Over the period of several years, Metro Vancouver has prepared a Regional Liquid Waste Management Plan. The Plan addresses many interrelated issues including storm water management, the Brunette Basin Management Plan and the reduction of combined sewer overflows along the New Westminster waterfront. Waste water treatment and disposal is carried out by a Metro Vancouver facility outside of the City of New Westminster.

Implementation of the Regional Drinking Water Treatment Program
Metro Vancouver is currently implementing a Drinking Water Treatment Program, Phase One of which was completed in August 2001, with the construction of five re-chlorination stations. It is anticipated that the Seymour source waters, which serve a portion of New Westminster, will be filtered by 2004 - 2005. The Coquitlam source waters are now subject to ozone primary disinfection and corrosion control and the Capilano source waters are expected to undergo the same in the near future.

Modeling for Water Distribution and Solid Waste Management
A model of the City’s water distribution system has been developed, and is capable of extended period simulations involving water quality and measuring water flow and pressure. This model will be updated as needed to reflect changing conditions in the City and assist decision-making.

The City’s sewer system model is currently in place and being maintained. The model will be updated as the City’s sewer system changes.

Solid Waste Management and Recycling Program
The City has an established solid waste management program and recycling program for the single detached residential sector. However, there is currently only a limited recycling program for commercial and multi-family residential sectors. Solid waste disposal is accomplished through a Metro Vancouver facility outside of the City of New Westminster.
Goals

1. Continue to provide an appropriate level of community services for sewer, water and solid waste currently and as the community grows over time.
2. Promote a cooperative approach among all stakeholders in the provision and enhancement of community services, facilities and utilities with respect to sewer, water and solid waste.
3. Work towards developing an emergency water supply strategy in conjunction with Regional and Provincial officials and raise public awareness to the necessity of self-sufficiency in the immediate hours following a major disaster.

Policies and Priorities

1. Work towards achieving appropriate levels of urban services and infrastructure improvements to accommodate a growing population.
   - Strive to provide for the needs of a growing population in a logical, sequential and phased program of infrastructure improvement and replacement. This program will carefully balance expenditures to system requirements for maintaining current levels of service.
2. Minimize the production of solid waste and expand the opportunity for recycling in the multi-family sector through the creation of the Solid Waste Utility.
   - Continue to be an active participant in the Metro Vancouver Solid Waste Management Plan.
   - Continue to actively promote City-wide programs which encourage residents and businesses to reduce, reuse and recycle solid waste products.
   - Encourage additional opportunities for safe and convenient disposal of household hazardous wastes.
   - Continue to monitor the per capita rate of waste disposal and recycling as the primary means of measuring achievement of waste reduction objectives.
   - Continue to encourage public participation in recycling efforts by implementing a fee structure for solid waste collection, by improving access to recycling opportunities and by supporting public education regarding the benefits of recycling.
   - Continue to set an example in the City's procurement practice by emphasizing reusable products and minimize the procurement of over-packaged products and products which do not contain recycled materials.
   - Continue to be actively involved the Metro Vancouver Liquid Waste Management Plan by working jointly with Metro Vancouver and its member municipalities.
4. Improve the City's sewage collection system.
   - Continue the develop and employ a sewer system model to analyze the City’s sewer system.
   - Utilize the sewer system model to provide alternative solutions to sewer requirements and to provide comments to Metro Vancouver for addressing regional sewage collection issues.
   - Complete the City’s long term strategy to upgrade and replace existing infrastructure with respect to accommodating growth.
   - Continue development and implementation of infrastructure for the abatement of combined sewer overflows.
   - Work towards developing alternative strategies to deal with on-site rainfall runoff/detention.
   - Work towards developing appropriate water supply plans for the City and the region.
2.13 IMPLEMENTATION

In order to achieve the goals, objectives and policies stated in this Plan, the following implementation strategies should be adhered to:

1. Consider innovative changes to zoning when improvements to the livability of the community are demonstrated.
   - Consider zoning amendments which may entail rezoning lands to a higher density, introducing policies that anticipate requests to amend the Zoning Bylaw under certain conditions, reviewing requests to amend the Zoning Bylaw on a case by case basis, or a mix of these approaches as determined by Council.
   - Update zones to promote affordable housing suitable for families and seniors.
   - From time to time, amend the regulations set out in Zoning Bylaw No. 6680, 2001, in any or all zones and areas of the City, or in respect of a specific parcel or parcels of land, or in respect of a whole zone itself, by providing for density bonuses upon conditions to be met by an owner relating to provision of affordable housing, public open space, and to other amenities that provide community benefit in the opinion of Council, including, but not limited to child care facilities, civic lands and buildings (such as recreation facilities, library space, community centre space, parks and open space), public art, and specific types of transportation infrastructure that is not funded through development cost charges or other funding mechanisms. [B/L No. 6476, 2010]

2. Regularly monitor the implementation of the Official Community Plan.
   - Update the progress of Official Community Plan implementation annually to ensure that the Plan’s objectives and policies are being met.

3. Direct new development in an economically responsible fashion.
   - Continue to levy development cost charges on new development in Queensborough where new development requires servicing for roads, sewers, water and parks.
   - Consider applying development cost charges in neighbourhoods, other than Queensborough, if development directly necessitates road, sewer, water or parks expenditures.

4. Review other City bylaws for compatibility with the Official Community Plan.
   - Conduct a review of all City bylaws to determine consistency with the Official Community Plan.

5. Foster mutually beneficial partnerships amongst stakeholders in order to make efficient use of resources and strengthen community ties.
   - Encourage partnerships between the public sector stakeholders (Municipal, Provincial, Federal).
   - Encourage partnerships between private sector stakeholders.
   - Encourage partnership between public and private sector stakeholders.
6. Encourage sharing of community facilities and services or programs with adjacent municipalities.
   - Consider sharing such services as recreation or library services with adjacent municipalities (e.g., Richmond’s Hamilton neighbourhood and Queensborough).
   - Explore the sharing of mutual protection initiatives with adjacent municipalities (e.g., fire, police).

7. Continue to work with the key agencies within the City (e.g., Fraser River Port Authority) on their planning efforts (e.g., port plan).

8. Continue to work with other regulatory agencies on their planning efforts that relate to the City (e.g., Metro Vancouver, Fraser River Estuary Management Program).
PART THREE
LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS
MAP LU1
Existing Land Use Pattern

[Map showing land use patterns with various color-coded zones for different uses such as residential, commercial, institutional, and public utility areas.]

B/L No.6476, 1998
3.1 Existing and Proposed Land Use

The existing land uses in New Westminster are identifiable on Map LU1: Existing Land Use Pattern. The land uses include parks, residential, commercial, industrial and institutional land uses. (Note: In accordance with the Local Government Act, New Westminster does not possess and sand of gravel deposits suitable for future extraction.)

Map LU2: Proposed Land Use Concept illustrates the proposed land use concept. The land use concept illustrates future land uses which the City may encourage over time.

The land uses shown on the Land Use Concept Map [see Map LU2: Proposed Land Use Concept] are as follows:

(CM) Commercial Main Street: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from medium to high. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area’s Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000; B/L No.7643, 2013]

(C-LT) Commercial – Lower Twelfth Street: this area will include commercial uses at the street level and may include commercial, office or residential uses above ground level. Residential densities may range from medium to high. Depending on the provisions of public amenities, a density bonus may be considered (see Lower Twelfth Street Area Plan for further details). [B/L No.6959, 2004]

(CTO) Commercial – Transit Oriented: this area will include non-population dependent office space, health related office uses, light industrial uses, retail or commercial service uses, and live/work residential uses. (See the Brunette Creek Neighbourhood Plan for more details on this land designation). [B/L No.6742, 2002]
(C) Commercial: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from low to high. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area’s Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(MS) Queensborough Main Street: this area will include commercial, office and residential uses. Facing Ewen Avenue and Furness Street, commercial uses are required at grade. Densities may range from low to medium. [B/L No.7643, 2013]

(QC) Queensborough Commercial: this area will include commercial uses at the street level and may include commercial or office above the ground level. Densities may range from low to medium. [B/L No.7643, 2013]

(CE) Commercial Entertainment - this area will include assembly and entertainment uses such as casinos, theatres, places of public assembly and hotels and may also include supporting uses such as retail, personal service establishments, places of worship, recreational uses, neighbourhood pubs or nightclubs. This area may also include limited business and professional offices. [B/L No.7643, 2013]

(H/N) Habitat Natural Area: this area will be a natural conservation area which may also be used for natural exploration and log boom storage.

Deleted [B/L No.7643, 2013]

(RBH) Residential - Brow of the Hill: this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, churches, and may contain small scale local commercial uses such as home based businesses and corner stores. Carriage houses, detached townhouses, small lot houses, townhouses or row houses will be considered for existing vacant sites and sites which contain a structurally unsound or economically unfeasible single detached dwelling. Depending on the provision of public amenities, a density bonus may be provided in order to increase density in this area. Medium density residential land uses, which would not result in the loss of single detached sites will be considered in compliance with the Brow of the Hill Action Plan. (See the Brow of the Hill Action Plan for more details on this land designation.) [B/L No.6534, 1999]

(RLT) Residential - Lower Twelfth Street: this area will contain low and medium density multi-family residential units such as townhouses, stacked townhouses, low rise and high rise buildings. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. This area will also contain community amenities such as churches, child care, or community space. Small scale local commercial uses such as home based businesses or live/work studios may be permitted (see the Lower Twelfth Street Area Plan for further details). [B/L No. 6959, 2004]
(RL) Residential - Low Density: this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, detached townhouses, low density multi-family uses, churches and may contain small scale local commercial uses such as home based businesses and corner stores.

(RLC) Residential - Compact Lot: this area will include low density residential uses including single detached houses, single detached houses on a compact lot, houses with a secondary suite, cluster houses, places of worship, and home occupations. [B/L No.7643, 2013]

(RM) Residential - Medium Density: this area will contain medium density multi-family residential uses such as row houses, stacked townhouses, and low rises. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(RL/RM/RH) Residential - Mixed Density: this area will include a mix of densities including low, medium and high density residential uses. As well, commercial uses may be included in areas with existing commercial uses.

Parks/Community Facilities: this area will be used as a park, open space that is landscaped or has decorative pavers, and may include community facilities such as recreational uses or community centres. This area may accommodate retail stores and restaurants, such as in a “Farmers’ Market” concept, transportation facilities, and similar activities and uses if these enhance the unique character of a site or increase social activity and interest. [B/L No.7330, 2009]

Deleted [B/L No.7643, 2013]
(WR) Waterfront Residential: this area will include float homes. Approval from other agencies (e.g. Port Metro Vancouver) may also be required. [B/L No.7643, 2013]

(BP) Business Park: this area will include business park and related uses, including non-population dependent office uses and/or public transportation facilities. In the Brunette Creek neighbourhood, residential uses will also be considered within this designation. (See the Brunette Creek Neighbourhood Plan for more details on this land designation). [B/L No.6742, 2002]

(CEM) Cemeteries/ Open Space: this area will include cemeteries.

(P) Major Institutional: this area will include major institutional uses such as City Hall, hospitals, libraries, the Justice Institute, community theatres, non-market independent and institutional care housing. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(MRCH) Mixed Residential, Commercial, and Health Care: this area will be used for large site mixed use comprehensive development which must include multi-family residential, commercial, retail and health care offices and facilities, and may include other business and professional offices. [B/L No.7144, 2007]

(S) Schools: this area will include public, private and post-secondary schools.

(CD) Comprehensive Development: this designates an area where further study in anticipated which may affect the mix and type of land use. Uses permitted under existing zoning will continue to be allowed; new uses will require rezoning and a public process. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(QCD) Queensborough Comprehensive Development - This area will include mixed commercial and light industrial employment uses which complement and are compatible with the surrounding existing and designated land uses. This area will also include residential uses which range in densities from low to medium. Depending on the provision of employment generating uses, additional density for residential uses may be considered. In principle, two-thirds of the contiguous areas of the designation will be developed for employment generating uses. The remaining one-third will be developed as residential (the maximum floor space ratio shall not exceed a factor of 0.9). Prior to any rezoning in this area a master plan, including design guidelines, must be created for the area as a whole. This master plan is subject to a public review process and must be in accordance with the principles listed in the Queensborough Comprehensive Development Development Permit Area. [B/L No.7643, 2013]
(CH) Commercial Historic Area: this area will include heritage buildings in a commercial street. It is anticipated that pedestrian scale commercial uses will be at the street level and commercial, office or residential uses above the ground level. Along Columbia Street, this area will include entertainment uses such as theatres, restaurants, bars, and recreational facilities. Depending on the provision of public amenities, a density bonus may be considered. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area’s **Official Community Plan** designation, and uses allowed under the **Zoning Bylaw**. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(UC) Uptown Commercial: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from medium to high. Depending on the provision of public amenities, a density bonus may be considered. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area’s **Official Community Plan** designation, and uses allowed under the **Zoning Bylaw**. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(I) Industrial: this area will include industrial uses including those industrial uses which are dependent on waterfront access. The City will consider issuing temporary industrial land use permits in this area provided that the industrial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area’s **Official Community Plan** designation, and uses allowed under the **Zoning Bylaw**. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(HI) Heavy Industrial: this area will include heavy industrial uses including those industrial uses that are dependent on waterfront access. [B/L No.7643, 2013]

(LI) Light Industrial: this area will include light industrial uses. [B/L No.7643, 2013]
(ME) Mixed Employment: this area will include light industrial, office, high tech and business park uses. The residential uses permitted must be ancillary to the business on these properties (i.e. caretaker units). [B/L No.7643, 2013]

(MU) Mixed Use: this area will include non-population dependent office uses, medical office uses, light industrial land uses, fitness and recreation, and innovative housing types such as work/live or live/work units. (See the Brunette Creek Neighbourhood Plan for more details on this land designation). [B/L No.6742, 2002]

(IBC) Industrial - Brunette Creek: this area will include industrial uses, including those industrial uses which are dependent on waterfront access, and may also include caretaker residential units. (See the Brunette Creek Neighbourhood Plan for more details on this land designation). [B/L No.6742, 2002]

(U) Utilities: this area includes utility uses such as rail and road corridors, electrical substations and water reserves. [B/L No.7643, 2013]

Deleted [B/L No.7643, 2013]

(IN) Intertidal: this area will predominantly remain in a natural state in order to preserve the intertidal area of the Fraser River foreshore. Uses such as lookouts, trails, docks, and marine commercial and working river uses such as wharfs, are permitted as long as the surrounding natural habitat is enhanced. Approval from other agencies (e.g. Port Metro Vancouver) may also be required. [B/L No.7643, 2013]

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MAP LU2a
Brow of the Hill
Proposed Land Use Concept

RM  Residential-Medium Density
RBH Residential-Brow of the Hill
Parks / Community Facilities
S/I  School/Institution
I    Major Institutional
RH  Residential-High Density
UC  Uptown Commercial

B/L No.7451 & 7435, 2011
Map LU2b
Queensborough Proposed Land Use Concept

![Map of Queensborough Proposed Land Use Concept]

- **(RL)** Residential - Low Density
- **(RCL)** Residential - Compact Lot
- **(RM)** Residential - Medium Density
- **(RH)** Residential - High Density
- **(MS)** Queensborough Main Street
- **(QC)** Queensborough Commercial
- **(CE)** Commercial Entertainment
- **(ME)** Mixed Employment
- **(LI)** Light Industrial
- **(HI)** Heavy Industrial
- **(IN)** Intertidal
- **(WR)** Waterfront Residential
- **(P)** Major Institutional
- **(S)** School
- Parks/Community Facilities
- **(H/N)** Habitat/Natural
- **(QCD)** Queensborough Comprehensive Development

B/L No. 7643, 2013
3.2 **SCHEDULE OF DEVELOPMENT PERMIT AREAS**

Seven categories of Development Permit Areas are identified in the *New Westminster Official Community Plan*. They are: Commercial and Mixed Use Development Permit Areas; Residential Development Permit Areas; Comprehensive Development Development Permit Areas; Industrial/Business Park Development Permit Areas; Natural Features Development Permit Areas; and Natural Hazard Development Permit Areas. The seventh area is the Downtown Development Permit Area. The Downtown Area is designated a Development Permit Area due to its unique character as the mixed use, cultural and historic heart of the City. [B/L No.7643, 2013]

Development Permit Areas are identified in this plan to provide guidance to potential investors and outline the City’s expectations regarding future growth and development.

**A. Commercial and Mixed Use***:
1. Upper Twelfth Street
2. Uptown
3. Sapperton (Columbia Street East)
4. Eighth Avenue and McBride Boulevard
5. Twentieth Street
6. Woodlands
7. Village at Historic Sapperton
8. Queensborough Main Street (Queensborough #1)
9. Queensborough Commercial (Queensborough #2)
10. Queensborough Casino (Queensborough #3)

**B. Residential***:
1. Brow of the Hill Multi-Family
2. Terry Hughes
3. Twenty-Second Street SkyTrain Station
4. Fraserview (Former Penitentiary Lands)
5. Upper Stewardson Way
6. Central Twelfth Street
7. Lower Sherbrooke Street
8. Ewen Avenue Multi-Family (Queensborough #1)
9. Compact Lot (Queensborough #2)
10. East Queensborough (Queensborough #3)
11. Port Royal (Queensborough #4)

**C. Comprehensive Development***:
1. Lower Twelfth Street
2. Queensborough Comprehensive Development (Queensborough #1)

**D. Industrial/Business Park***:
1. North Arm North Foreshore
2. Doman (North Arm North #2)
3. Brunette Business Park
4. Brunette Avenue
5. Brunette Creek Corridor
6. Queensborough Heavy Industrial (Queensborough #1)
7. Queensborough Light Industrial and Mixed Employment (Queensborough #2)
8. Queensborough Industrial Park (Queensborough #3)
9. Intertidal (Queensborough #4)

**E. Natural Features***:
1. Poplar Island (North Arm North #1)
2. New Westminster Islands (Sapperton Middle Ground)
3. Glenbrooke Ravine (Glenbrooke South #1)
4. Sapperton Landing (former Fraserview Foreshore)
5. North Arm - Bay Area (Queensborough #1)

**F. Hazard Areas** [B/L No.7643, 2013]
1. Flood Hazard (Queensborough #1)

**G. Downtown** [B/L No.7396, 2010]
1. Downtown

*[Sections amended B/L No.6747, 2002; No.6959, 2004; B/L No.7144; 2007 B/L No.7396, 2010; B/L No.7643, 2013]*
A. Commercial and Mixed Use

Intent
There are ten Development Permit Areas in this section. Each Development Permit Area is a commercial area, allowing for some residential development. Guidelines in these Development Permit Areas will focus on the interrelationships between commercial and residential uses, actions that animate and enliven the streetscape, promote shopping and walking, and contribute to the economic base of each commercial area. [B/L No.7643, 2013]

Common Objectives
The Commercial and Mixed Use Development Permit Areas will all be guided by the following social, economic and environmental objectives:

Social Objectives:
• Promote walking, shopping, entertaining and recreation.
• Promote continuity in the community by respecting the character of the area.
• Promote a diversity of activities for all age groups, during the day and in the evening.
• Promote personal safety for pedestrians, shoppers and visitors.

Economic Objectives:
• Promote the revitalization of the commercial area.
• Promote the economic base of the commercial area.
• Promote the area's commercial and tourism potential.
• Provide opportunities for large, medium and small scale investors.

Environmental Objectives:
• Promote public access to New Westminster's natural amenities, such as the Fraser River.
• Improve access and circulation, and encourage public transportation.
• Promote the adaptive reuse of historic buildings.

Common Guidelines
The Commercial and Mixed Use Development Permit Areas will all be guided by the common guidelines, identified below and specific guidelines as discussed in each Development Permit Area:

• Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance when the development is viewed as a whole. Traditional materials are encouraged.
• Encourage the shape, slope and finish of the roofs to be such that when viewed from above they appear well maintained and attractive and can retain this quality over time.
• Utilize exterior lighting which is unobtrusive and signage which is consistent with the architecture of the building and its surrounding context.
• Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
• If exterior security grills are provided, they should be of a decorative nature.
• Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design guidelines.
• Require parking facilities to contribute to enhancing the streetscape of the area.
• Utilize attractive landscape design, including street trees and planters.
• Provide street trees, landscaping, ornamental sidewalks, street furniture and decorative street calming elements where appropriate.
• Identify areas for holding garbage and recyclable material, and screen them appropriately.
• Encourage enhanced activity on commercial streets through facilitating the creation of sidewalk cafes, street vendors, weather protection canopies, where appropriate.
Commercial and Mixed Use Development Permit Areas

[Sections repealed B/L No.7396, 2010]

#2 Uptown

The Uptown area, identified as Development Permit Area #2 [see Map D1], is designated in order to provide a focus for mixed use development in this area and a framework for its evolution. This Development Permit Area provides objectives and guidelines for the form and character of high, medium and low rise residential and commercial uses, as well as retail.

[Discussion of this area is contained in sections 2.1: Population and Growth Management, 2.3: Housing and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are to:

- Promote the Uptown as the professional centre of New Westminster.
- Provide opportunities for a range of pedestrian-oriented commercial uses.
- Promote residential use on the upper floors.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Architecture, including scale and massing of buildings, shall be in keeping with the context of the area.
- Architecture, including scale and massing of buildings, should be complementary with the historic character of adjacent neighbourhoods, such as Queen’s Park.
- Buildings should be sited to provide a visual and acoustical barrier to the traffic corridor.

#1 Upper Twelfth Street

The Upper Twelfth Street area, identified as Development Permit Area #1 [see Map D1], is designated in order to encourage redevelopment and intensification which reinforces and improves the viability of neighbourhood commercial services. It combines two and three storey residential uses above ground-oriented, neighbourhood commercial uses. This Development Permit Area establishes objectives and guidelines for the form and character of commercial and multi-family development.

[Discussion of this area is also contained in sections 2.1: Population and Growth Management and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are to:

- Promote Twelfth Street as a pedestrian friendly, neighbourhood commercial centre.
- Promote a wide range of pedestrian-oriented commercial uses.
- Encourage residential use on the upper floors.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Encourage all developments, including storefront renovations and additions, to conform to the Twelfth Street Guidelines.
- Employ technical approaches to sound insulation in building construction in this area (e.g., along Twelfth Street and at major intersections).
- Site buildings to provide “eyes on the street” for crime prevention as well as a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
#3 Sapperton (Columbia Street East)
The Sapperton (Columbia Street East) area, identified as Development Permit Area #3 [see Map D1], is designated in order to provide a neighbourhood focus of commercial and multi-family residential uses.

[Discussion of this area is contained in 2.1: Population and Growth Management, 2.3: Housing, 2.7: Commercial Revitalization and the Economy, and 2.9: Urban Design.]

Objectives
The objectives of this designation area are:

- Provide opportunities for a range of pedestrian-oriented commercial uses.
- Encourage residential use on the upper floors.
- Explore using the ends of residential streets abutting Columbia Street as public plazas and/or additional parking (e.g., maintain or enhance public open space, ensure adequate sidewalk, retain or replace on-street parking).
- Mitigate the impacts of the transportation corridor on adjacent uses.

Guidelines
Development permits issued in this area shall be in accordance with the following guidelines:

- Encourage all developments and renovations to conform to the Columbia Street East Design Guidelines.
- Employ technical approaches to sound insulation in building construction and renovation in this area (e.g., along Columbia Street East and at busy intersections).
- Site buildings to provide a visual and acoustical barrier to the traffic corridor.

#4 Eighth Avenue and McBride Boulevard
The Eighth Avenue and McBride Boulevard area, identified as Development Permit Area #4 [see Map D1], is designated in order to provide opportunities for commercial and residential projects adjacent to a major transportation corridor and to mitigate the impact of increased street use on adjacent properties. The area establishes objectives and guidelines for the form and character of commercial and multi-family development.

[Discussion of this area is contained in sections 2.3: Housing, 2.7: Commercial Revitalization and the Economy and 2.11: Transportation.]

Objectives
The objectives of this designation area are:

- Establish this area as a place for commercial land uses and for medium and high density multi-family housing.
- Mitigate the impacts of the McBride Boulevard transportation corridor.
- Employ technical approaches to sound and vibration insulation in building construction and renovation in this area (e.g., along McBride Boulevard and Eighth Avenue).
- Site buildings to provide a visual and acoustical barrier to the traffic corridor.
Objectives

The objectives of this designation are:

- Establish this area as a pedestrian-oriented commercial area.
- Mitigate the impacts of the transportation corridor.

Guidelines

Development permits (including storefront renovations and additions) issued in this area should be in accordance with the following guidelines:

- Utilize exterior lighting and signage which is unobtrusive and consistent with the architecture of the building and its surrounding context.
- Utilize attractive landscape design.
- Employ technical approaches to sound insulation in building construction in this area (e.g., near high traffic streets or intersections).
- Provide street trees, landscaping, ornamental sidewalks and street furniture along Twentieth Street.

#5 Twentieth Street

The Twentieth Street area, identified as Development Permit Area #6 [see Map D1], is designated to provide neighbourhood commercial and residential development and to mitigate the impact of traffic on adjacent properties. This Development Permit Area provides objectives and guidelines for the form and character of commercial and residential development.

[Discussion of this area is contained in Section 2.7: Commercial Revitalization and the Economy and Section 2.11: Transportation.]
Guidelines
Development permits issued in this area shall be in accordance with the following guidelines:

- Provide for a mix of uses (e.g., institutional, commercial, residential and civic) that area organized in such a manner to provide for view corridors of the river, public open space, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster and provides a clear and logical pattern for entry into and exit from the site, subject to appropriate security considerations if institutional uses remain.

- Retain the ravine as open space and consider dedication as part within a 15 meter building setback, where practical.

- Retain green space (i.e., lawn, historic fencing, specimen trees) along Columbia Street. If any changes are required (e.g., transit route), then the fence should be reconstructed and efforts be made to retain all significant trees. If trees need to be removed, they should be replaced with large specimens.

- Provide appropriate vehicular access routes

- Consider incorporating a transit station near Columbia Street East.

- Implement architectural designs which complement the natural setting and existing historic structures and natural features (i.e., significant trees, ravine).

- Consider providing a pedestrian and bicycle circulation system that serve the area and connects to the potential rapid transit station and the surrounding community subject to appropriate security considerations if institutional uses remain.

- Mitigate any potential impacts of the Columbia Street East transportation corridor by incorporating noise attenuation measures in building construction.
• Retain significant specimen trees throughout the area, where practical.
• Integrate existing key buildings such as the Queen’s Park Hospital, William Rudd House and the Nurse’s Lodge into the overall site scheme and site plan.
• Consider adaptively reusing buildings with historic merit (e.g., Centre Block).
• Commemorate historic site of the original May Day ceremonies.
• Retain the cemetery and consider its dedication as a historic park. The integration of consistent uses (e.g., memorial walls) is encouraged.
• Consider allocation of space for future playing fields.
• Provide pedestrian access to Queen’s Park, subject to appropriate security considerations if the institutional uses remain.
• Enhance the neighbourhood as a street oriented and friendly family community.
• Preserve and enhance elements of the natural environment in relation to the development.
• The shape and massing of buildings should relate to each other to form an organized streetscape.
• Provide streetscaping/trees along major streets and boulevards.
• Implement a unifying architectural approach which complements the existing neighbourhood context.
• Encourage lining all private driveways with trees, where practical.
• Vary the shape, massing and exterior finishes of buildings to avoid monotonous appearance.
• The use of traditional building materials, in particular wood, will be encouraged.
• Utilize exterior lighting and signage which are unobtrusive, and consistent with the architecture of the building and the surrounding context.
• Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
• Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design Guidelines.
• Design parking to enhance the streetscape
• Utilize attractive landscape design including street trees where appropriate.
• Utilize attractive landscape design along pedestrian and bike routes.
• Provide visitor parking which is clearly marked and signed.
• Place all services underground.
• Employ energy conservation measures in the design and construction of development.
• Employ environmentally sensitive means of dealing with landscaping and storm water.
• Identify areas for holding of garbage and recyclable material, and screen them appropriately.

[B/L No.6747, 2002]
#7 Village at Historic Sapperton

**Intent**
Lands in this development permit area are designated for the purpose of establishing objectives for the orderly and sequential development of large sites and for providing guidelines for the form and character of commercial, health care services, and multi-family residential development.

**Special Conditions**
This development permit area is justified for large sites that are to be comprehensively developed for mixed commercial, health care offices and health care services, and multi-family residential development, and which require form, design, and character guidelines to ensure internal cohesion in the provision of integrated design, usable and attractive internal public access, open areas, and public amenity; a balanced sequence of site development comprising commercial, health care offices and services, and residential development; and to ensure that siting external bulk and dimensions of buildings and structures and their impact on light and view-blockage and on abutting streetscapes and adjacent developments are reasonably mitigated.

**Guidelines**
Development permits issued in this area shall be in accordance with the following guidelines:

- Development may be subject to conditions relating to the sequence and timing of construction of various elements of a comprehensive development and of various portions of large sites.
- On large development sites, consideration should be given to both public and private access and movement throughout the site, and from abutting public highways onto the site. Movement should include pedestrian and bicycle opportunities.
- Adequately designed and improved green space, plaza areas and other amenities for public use, and private open space should be integrated into large site development.
- View corridors from street ends abutting large sites should be maintained where possible to save both river views and long views.
- Building scale, bulk and height of buildings should be strategically allocated on the site to enhance internal amenity and public access and other spaces for public use; and siting and external design should define an external edge that is of appropriate scale for the specific location and applicable topography.

[B/L No.7144, 2007]
#8 Queensborough Main Street

The areas designated Commercial Main Street (Ewen Avenue), identified as Development Permit Area #8 [see Map D1a], are designated to create a “main street” feel on Ewen Avenue and to provide a neighbourhood focus with a riverfront community character. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of commercial and multi-family residential development.

Properties located within this Development Permit Area that are zoned Light Industrial Districts (M-1) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Light Industrial and Mixed Employment Development Permit Area.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No.7643, 2013]

#9 Queensborough Commercial

The Queensborough Commercial areas, identified as Development Permit Area #9 [see Map D1a], are designated to provide a framework for commercial development without a residential component. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of commercial development.

Properties located within this Development Permit Area that are zoned Light Industrial Districts (M-1) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Light Industrial and Mixed Employment Development Permit Area.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No.7643, 2013]

#10 Queensborough Casino

The Queensborough Destination Casino area, identified as Development Permit Area #10 [see Map D1a], is designated in order to provide an opportunity for a regional destination entertainment use including a hotel. This area is designated in order to establish guidelines for the form and character of the mixed use development.

Development permits issued in this area shall be in accordance with the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No.537205 by Stantec Architecture dated March 9, 2004 and the following design guidelines for Development Permit Area #9: Queensborough Commercial.

[B/L No.7643, 2013]
See Map D1a, Queensborough Commercial and Mixed Use Development Permit Areas

1 Upper Twelfth Street
2 Uptown
3 Sapperton (Columbia Street East)
4 Eighth Avenue and McBride Boulevard
5 Twentieth Street
6 Woodlands
7 Village at Historic Sapperton
Map D1a
Queensborough Commercial and Mixed Use Development Permit Areas

8  Queensborough Main Street (Queensborough #1)
9  Queensborough Commercial (Queensborough #2)
10 Queensborough Casino (Queensborough #3)
B. Residential

Intent
There are eleven Development Permit Areas in this section. Each Development Permit Area is a residential neighbourhood, where other land uses, such as commercial, may be encouraged on a small, neighbourhood friendly scale (e.g., corner stores, home based business). Guidelines in these Development Permit Areas will focus on improving the livability of these neighbourhoods through the provision of good quality multi-family housing of high quality design.

Common Objectives
The Residential Development Permit areas will all be guided by the following social and community objectives:

Social Objectives:
- New development should provide housing that reflects the demographic needs of the community.
- New development should provide housing that promotes social interaction (e.g., street friendly porches).

Community Objectives:
- New housing development should foster a sense of community.
- New housing development should enhance the existing streetscape.
- New housing development should maintain or enhance the area’s livability.

Common Guidelines
The Residential Development Permit Areas will all be guided by the common guidelines, identified below, and the specific guidelines as discussed in each Development Permit Area:

- Enhance the neighbourhood as a street friendly family oriented community.
- Preserve and enhance elements of the natural environment in relation to the development (e.g., trees).
- Relate the shape and massing of the buildings to each other to form a cohesive streetscape (i.e., new buildings should not stand out).
- Work towards implementing a unifying architectural approach which complements the existing neighbourhood context.
- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance.
- Encourage the use of traditional building materials, in particular wood (e.g., wood siding, wood window trim, wood shingles).
- Utilize unobtrusive exterior lighting and discreet signage (e.g., street numbers) which is consistent with the architecture of the building and the surrounding context.
- Incorporate signage and building names that reflect the historic character of the city, its natural setting or the legacy of its prominent citizens.
- Design parking to enhance the streetscape.
- Utilize attractive landscape design including street trees.
- Provide visitor parking which is clearly marked and signed in multi-family areas.
- Place all services underground.
- Employ energy conservation measures in the design and construction of all developments.
- Employ environmentally sensitive means of dealing with landscaping and storm water drainage.
- Identify areas for the holding of garbage and recyclable material, and screen them appropriately.
B. Residential Development Permit Areas

[Sections repealed B/L No.7396, 2010]

**#1 Brow of the Hill Multi-family**

The Brow of the Hill Multi-family area, identified as Development Permit Area #1 [see Map D2], is designated to provide a framework for multi-family residential development excluding single detached homes which are encouraged to be retained. This area establishes objectives and guidelines for the form and character of multi-family residential development while providing an opportunity to create affordable housing.

[Discussion of this area is also contained in 2.3: Housing.]

**Objectives**

The objectives of this designation are to:

- Enhance the sense of community in the area.
- Complement the character of the existing single detached homes by implementing a unifying architectural approach.
- Promote street friendly designs.
- Develop opportunities for affordable housing, for different income levels, and encourage home ownership and different forms of housing tenure.
- Mitigate the impacts of transportation corridors around the Brow of the Hill neighbourhood perimeter.

**Guidelines**

Development permits issued in this area shall be in accordance with the guidelines indicated in the Brow of the Hill Action Plan.

[Sections repealed B/L No.6534, 1999]

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**#2 Terry Hughes**

The Terry Hughes area, identified as Development Permit Area #2 [see Map D2] is designated in order to provide a framework for medium density housing in keeping with the traditional character of the adjacent Queens Park neighbourhood. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development.

[This area is also described in 2.3: Housing.]

**Objectives**

Objectives for this area are indicated in the Glenview and Terry Hughes Lands Design Guidelines.

**Guidelines**

The specific guidelines for this area are outlined in the Glenview and Terry Hughes Lands Design Guidelines.
#3 Twenty-Second Street SkyTrain Station

The Twenty-Second Street SkyTrain Station area, identified as Development Permit Area #3 [see Map D2], is designated in order to provide a framework for its redevelopment to a multi-family area with limited neighbourhood commercial uses. This Development Permit Area provides objectives and guidelines for the form and character of multi-family residential development and limited neighbourhood commercial development.

[Discussion of this area is also contained in 2.3: Housing, 2.9: Urban Design, 2.11: Transportation and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are:

- Establish this area as a pedestrian-oriented multi-family area with limited neighbourhood commercial uses.
- Integrate the land use of this area with the opportunities derived from the presence of a SkyTrain Station.
- Provide linkages to the surrounding community.
- Mitigate the impacts of the Stewardson Way transportation corridor.
- Implement architectural designs which establish a strong neighbourhood context and create a neighbourhood centre (including commercial office, institutional or amenity use).

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Provide for a mix of housing uses and forms that utilize the view corridors to the Fraser River, public open space and public access, and a public pedestrian and vehicular circulation system that relates to the existing street pattern.
- Provide a pedestrian and bicycle circulation system that serves the area and connects to the SkyTrain Station and the surrounding community.
- Implement privacy measures in residential buildings abutting the SkyTrain Guideway.
- Provide, through siting and construction, a visual and acoustical barrier where development abuts the railway line and SkyTrain corridor.
- Employ technical approaches to sound and vibration insulation in building construction in this area (e.g., near high traffic streets, intersections or SkyTrain).
- Provide street trees and landscape on all boulevards and pedestrian/bicycle routes.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements are provided.
#4 Fraserview (former Penitentiary lands)

The Fraserview area, identified as Development Permit Area #4 [see Map D2] and as Development Permit Area #2 in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood, is designated in order to provide a framework for the orderly development of the area formerly occupied by the B.C. Penitentiary. The area is designated in order to protect heritage resources and to establish objectives and guidelines for the form and character of commercial and multi-family developments.

[Discussion of this area is contained in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood.]

Objectives

Objectives for this area are indicated in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood. Development permits shall be required to incorporate these elements.

#5 Upper Stewardson Way

The Upper Stewardson Way area, identified as Development Permit Area #5 [see Map D2], is designated in order to provide opportunities for multi-family residential development north of Stewardson Way and mitigate the impacts of the Stewardson Way transportation corridor. This Development Permit Area provides objectives and guidelines for the form and character of residential development in this area.

[Discussion of this area is also contained in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Establish this area as a place for medium density residential development.
- Mitigate the impacts of the transportation corridor.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Provide for housing forms that are organized in such a manner to provide for view corridors of the river, public open space, public access to the waterfront, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster.
- Provide a pedestrian and bicycle circulation system which links this area to the rest of the community.
- Provide street trees and landscape for all boulevards.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements, are provided.
- Incorporate measures in building construction to reduce the impact of highway and any adjacent industrial noise inside residential units.
#6 Central Twelfth Street

The Lower Twelfth Street area, identified as Development Permit Area #6 [see Map D2], is designated in order to provide for the transition of this area from industrial uses to residential uses. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development. Small-scale neighbourhood commercial uses may be allowed. Home based businesses, particularly at street level, will be encouraged to assist in crime prevention (e.g., “eyes on the street”).

[This area is also described in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Guide this area toward a multi-family residential development area.
- Mitigate the impacts of the transportation corridor.
- Implement architectural designs which complement the neighbourhood context.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Architecture, including scale and massing of buildings, shall be in keeping with the adjacent context or the historic character of New Westminster.
- Provide street trees and street furniture along all streets, and bus shelters along bus routes.
- Provide well landscaped sites with a hierarchy of semipublic to private green spaces (plazas, courtyards and patios).
- Incorporate noise attenuation measures into building construction.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements are provided.
#7 Lower Sherbrooke Street

The Lower Sherbrooke Street area, identified as Development Permit Area #11 [see Map D2], is designated in order to provide a framework for medium density ground oriented housing while mitigating the effects of the adjacent transportation corridor. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development.

[This area is also described in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Explore the creation of a medium density ground oriented residential development area and consider complementary related uses (e.g., neighbourhood commercial and child care).
- Mitigate the impacts of the transportation corridor.
- Implement architectural designs which complement the neighbourhood context.

More detailed objectives for this area are included in the Brunette Creek Neighbourhood Plan, which has been adopted as part of this Official Community Plan.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Require architecture, including scale and massing of buildings, to be in keeping with the adjacent context or the historic character of New Westminster.
- Provide well landscaped sites with a hierarchy of semi-public to private green spaces, plazas, courtyards and patios).
- Site buildings to provide “eyes on the street” for crime prevention as well as a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
- Provide a buffer along Brunette Avenue to mitigate the effects of the traffic corridor. [B/L No.6932, 2004]
- Employ technical approaches to sound insulation in building construction, particularly near Brunette Avenue.
#8 Ewen Avenue Multi-Family

The Ewen Avenue Multi-Family areas, identified as Development Permit Area #8 [see Map D2a], are designated in order to provide housing in close proximity to the neighbourhood centre and help define the axis streets leading to the centre of the neighbourhood. This area will contain medium density, multi-family residential uses and may include community amenities such as child care or community space (e.g. fire hall). Home occupations facing the street are encouraged. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of multi-family residential development.

Properties located within this Development Permit Area that are zoned Ewen Avenue Comprehensive Development Districts (RM-CD-2) that develop commercial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Main Street Development Permit Area.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No.7643, 2013]

#9 Compact Lot

The Compact Lot intensive residential area, identified as Development Permit Area #9 [see Map D2a], is designated in order to provide an opportunity for an innovative ground oriented housing type. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of intensive residential development.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No.7643, 2013]
### #10. East Queensborough

The East Queensborough multi-family areas, identified as Development Permit Area #10 [see Map D2a], are designated in order to create a transition between industrial uses and adjacent residential neighbourhoods. This area will contain medium density, multi-family residential uses. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of multi-family development.

Properties located within this Development Permit Area that are zoned Light Industrial Districts (M-1) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Light Industrial and Mixed Employment Development Permit Area.

**Guidelines**

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.  
[B/L No.7643, 2013]

### #11. Port Royal

The Port Royal area, identified as Development Permit Area #11 [see Map D2a], is designated in order to provide a framework for the development of the Port Royal community. This Development Permit Area establishes objectives and guidelines for the form and character of multi-family and intensive residential development.

This area of Queensborough has been developed in conformance with Development Guidelines titled Port Royal Phase II Development Guidelines dated December 2000. As the Port Royal area reaches development capacity, development permits issued in this area shall continue to be in accordance with these design guidelines. Future revisions to the Queensborough Community Plan will re-evaluate the design guidelines for this area to ensure that it continues to evolve in the way best suited to the community.  
[B/L No.7643, 2013]
Map D2
Residential Development Permit Areas

1. Brow of the Hill Multi-Family
2. Terry Hughes
3. Twenty-Second Street SkyTrain Station
4. Fraserview (Former Penitentiary Lands)
5. Upper Stewardson Way
6. Central/Lower Twelfth Street
7. Lower Sherbrooke Street
Map D2a
Queensborough Residential Development Permit Areas

8 Ewen Avenue Multi-Family (Queensborough #1)
9 Compact Lot (Queensborough #2)
10 East Queensborough (Queensborough #3)
11 Port Royal (Queensborough #4)
C. Comprehensive Development

Intent
There are two Development Permit Area in this section. An area designated as a Comprehensive Development Permit area is intended as a study area with some existing land uses intended to change over time. Development in the Comprehensive Development Permit areas will require analyses aimed at evaluating the interrelationships of land uses.

Due to the different intentions of each Comprehensive Development Permit Area, each area contains its own set of objectives and guidelines.

Comprehensive Development Permit Areas
[Section repealed B/L No.6747, 2002]

#1 Lower Twelfth Street
The Lower Twelfth Street area, identified as Development Permit Area #1 [see Map D3] is designated for a combination of service commercial and residential uses.

The Lower Twelfth Street Development Permit Area is intended to encourage a mix of land uses. The existing industrial and service commercial land uses will be encouraged and will be compatible with proposed residential and commercial land uses also intended for the area.

This Development Permit Area provides objectives and guidelines for the form and character of service commercial and residential development.

Objectives
The objectives of this designation are:

- Create a compact, complete neighbourhood where residents can live, work, shop and play.
- Encourage the provision of a variety of housing units to provide more housing choices.
- Consider new residential uses that are compatible with existing uses (e.g., lofts or live/work studios).
- Ensure architectural designs complement the neighbourhood context.
- Encourage the adaptive reuse of the Gas Works building as a community asset and use the structure as a basis for a viewing area and neighbourhood activities.
- Link the area to the surrounding community with a reduced emphasis on the automobile (greenways, bike routes, transit and facilities).
- Design buildings to maintain or enhance the view corridors of the Fraser River.

Guidelines
Development permits issued in this area shall be in accordance with the following guidelines:

- Ensure that development provides for a mix of residential and commercial uses that are organized in such a manner to provide for view corridors of the river, public open space, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster.
- All streets shall have street trees and landscaping, and shall consider traffic calming measures, sidewalks, pedestrian road crossing, street furniture, public art, pedestrian lighting, and historic theme and materials in street design.
- Form, orientation, and view corridors shall respect surrounding buildings to minimize visual intrusion.
Properties located within this Development Permit Area that are zoned Light Industrial Districts (M-1) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Light Industrial and Mixed Employment Development Permit Area.

Properties located within this Development Permit Area that are zoned Heavy Industrial Districts (M-2) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Heavy Industrial Development Permit Area.

In accordance with the Comprehensive Development land use designation, the redevelopment of this area, which includes a rezoning and public review process, will require the creation of a master plan and design guidelines that will be applied to the area. The following principles must be considered in the creation of the master plan:

1. Locate land uses such that they establish a sensitive transition between industrial and non-industrial land uses.
2. Include residential land uses in locations that will help to complete the eastern residential neighbourhood.
3. Consider including commercial land uses fronting onto Ewen Avenue where they will help to create a compact, local serving commercial node.
4. Reinforce Ewen Avenue as the community “main street.”
5. Protect heritage resources.
6. Protect and enhance riparian areas.
7. Include trail segments shown on the Parks, Trails and Greenway Streets Map (e.g. Stanley Greenway and Mid-Island Trail).
8. Provide an appropriate level of vehicular access in support of community and site-connectivity.

[B/L No.7643, 2013]

### #2 Queensborough Comprehensive Development

The Queensborough Comprehensive Development Area, identified as Development Permit Area #2 [see Map D3a], is designated to provide an opportunity to transition between residential and industrial development by allowing light industrial, commercial and residential development. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of industrial, commercial and multi-family residential development.

[B/L No.6959, 2004]
MAP D3
Comprehensive Development Development Permit Areas

See Map D3a, Queensborough Comprehensive Development Development Permit Areas
Map D3a
Queensborough Comprehensive Development Development Permit Areas

2 Queensborough Comprehensive Development (Queensborough #1)
D. Industrial/Business Park

Intent
There are nine Development Permit Areas in this section. Each Development Permit Area is an industrial area, where other land uses (e.g., commercial, non-population dependent office, entertainment), will be encouraged when it is demonstrated that they contribute to the economic viability of industry in New Westminster. Guideline in these Development Permit Areas will focus on the building and site design of industrial land uses, as well as their compatibility with adjacent land uses and transportation corridors.

Common Objectives
The Industrial Development Permit Areas will be guided by the following objectives:

- Facilitate the development of industrial areas with high standard of building and site design.
- Promote the integration of new industry (e.g., high tech) into existing industrial areas.
- Promote the intensification of existing industrial lands to increase local employment opportunities.
- Improve access and circulation throughout industrial sites, and enhance connections to transportation corridors.
- Where feasible, promote public access to the Fraser River waterfront, parks, greenway and pedestrian networks and alternative transportation (e.g., SkyTrain).
- Improve the appearance of industrial sites (e.g., storage, parking facilities, refuse and recycling areas).
- Enhance the streetscape by encouraging innovative architecture and providing extensive landscaping, and street and open space treatments.
- Minimize the adverse impacts of industry on neighbouring land uses.
- Protect the environment from negative impacts (e.g., site runoff, aquatic contaminants).

Common Guidelines
The Industrial Development Permit Areas will all be guided by the Common Guidelines, identified below and specific guidelines as discussed in each Development Permit Area:

- Vary the shape, massing and exterior finishes of buildings.
- Utilize exterior lighting and signage which is unobtrusive, and consistent with the architecture of the building and its surrounding context.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design including street trees and planters to improve relationship between industry and other land uses.
- Minimize noise emission in the area through the siting of buildings and their orientation.
- Employ technical approaches to noise mitigation in building construction.
- Employ environmentally sensitive ways of dealing with landscaping and storm water drainage.
- Place landscaped areas adjacent to major highways to form visual and acoustic barriers.
- Provide, through the siting and construction of the buildings, visual and acoustical barriers to the rail line, where industry abuts the railway tracks.
- Identify areas for holding garbage and recyclable material, and screen them appropriately.
Industrial / Business Park Development Permit Areas

#1 North Arm North Foreshore

The North Arm North area, identified as Development Permit Area #1 [see Map D4] is designated to provide an opportunity for continued industrial development with a waterfront orientation. This area is designated in order to establish objectives and guidelines for the form and character of industrial development.

[Discussion of this area is also contained in section 2.8: Industrial Activity and the Economy.]

Objectives

The objectives of this designation are:

- Promote the viability of industrial uses.
- Mitigate the impact of industrial land uses adjacent to residential neighbourhoods.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate the effects of industrial emissions and noise on adjacent residential land uses.
- Provide a visual transition between the more intensive industrial use on the west and adjacent residential land use.
- Design exterior appearance of buildings to be compatible with adjacent residential land uses.
- Comply with Fraser River Estuary Management guidelines.

#2 Doman (North Arm North #2)

The Doman (North Arm North #2) area, identified as Development Permit Area #2 [see Map D4] and as Development Permit Area #2 in the Official Community Plan for a Portion of the North Arm North Neighbourhood, is designated to provide an appropriate buffer which will benefit both adjoining industrial and residential lands. This area is designated in order to establish objectives and guidelines for the form and character of industrial development.

[Discussion of this area is contained in the Official Community Plan for a Portion of the North Arm North Neighbourhood.]

Objectives

The objectives of this designation are:

- Provide for viable, ongoing heavy industrial use.
- Recognize the proposed residential development on its eastern boundary by providing a well landscaped buffer zone.
- Consider the feasibility of a marina (e.g., day moorage or small boat launch).
- Continue public access to the riverfront walkway.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Official Community Plan for a portion of the North Arm North Neighbourhood.
#3 Brunette Business Park

The Brunette Business Park area, identified as Development Permit Area #3 [see Map D4], is designated in order to provide a framework for an industrial business park and to mitigate the impact of Millennium SkyTrain Line. This Development Permit Area provides objectives and guidelines for the form and character of industrial and service commercial development in the area.

[Discussion of this area is also contained in the 2.8: Industrial Activity and the Economy and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Promote a variety of employment opportunities including industrial/business park use.
- Provide services for the possible light rail transit alignment.
- Integrate the Millennium SkyTrain alignment and Braid Street Station into the existing commercial area.
- Provide pedestrian and bicycle links to Sapperton.
- Mitigate the impacts of the transportation corridor on adjacent uses.

More detailed objectives for this area are included in the Brunette Creek Neighbourhood Plan, which has been adopted as part of this Official Community Plan.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design the exterior of buildings to be compatible with adjacent residential land uses.
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of industrial activity on other uses, especially residential and commercial.
- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate industrial emissions and noise from adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Design any future transit station(s) to reflect the character of the area.
#4 Brunette Avenue

The Brunette Avenue area, identified as Development Permit Area #4 [see Map D4], is designated in order to provide a framework for an industrial business park, for service commercial uses adjacent to Brunette Avenue, as well as to mitigate the impact of the major transportation corridor, particularly if a light rail transit line is built along Brunette Avenue to Coquitlam. This Development Permit Area provides objectives and guidelines for the form and character of industrial and service commercial development in the area.

[Discussion of this area is also contained in 2.7: Commercial Revitalization and the Economy, 2.8: Industrial Activity and the Economy and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Retain this area for industrial/business park and service commercial uses.
- Retain this area as a transition zone between industrial and residential uses as well as a buffer to the major transportation corridors of Braid Street and Brunette Avenue.
- Retain existing service commercial uses adjacent to Brunette Avenue.
- Integrate the SkyTrain alignment.
- Mitigate the impacts of the transportation corridor.

More detailed objectives for this area are included in the Brunette Creek Neighbourhood Plan, which has been adopted as part of this Official Community Plan.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Vary the shape, massing and exterior finishes of buildings.
- Design the exterior of buildings to be compatible with adjacent land uses.
- Utilize exterior lighting and signage which is unobtrusive, and consistent with the architecture of the building and its surrounding context.
- Provide landscaping and/or other buffers along the boundary of the area to reduce the noise and visual impacts of industrial or service commercial activity on adjacent land uses.
- Employ technical approaches to noise mitigation in building construction.
- Site buildings to provide a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
- Design the layout of industrial operations, truck access and egress, and loading areas to mitigate industrial emissions and noise from adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Identify areas for holding garbage and recyclable material, and screen them appropriately.
#5 Brunette Creek Corridor
The Brunette Creek Corridor area, identified as Development Permit Area #5 [see Map D4] is designated in order to provide opportunities for a mix of land uses including heavy and light industrial uses; environmentally sensitive water-dependent industry; ancillary retail and wholesale uses; and the preservation and enhancement the fish, wildlife and natural habitat resources.

[Discussion of this area is also contained in section 2.5: Environment and the Riverfront, 2.7: Commercial Revitalization and the Economy, and 2.8: Industrial Activity and the Economy.]

Objectives
The objectives of this designation are:

- Promote industrial uses or large scale employment opportunities.
- Preserve and enhance Brunette Creek and the Fraser River Foreshore as a natural habitat zone.
- Provide services for possible light rail transit alignment.
- Improve opportunities for public access and view points to the river.

More detailed objectives for this area are included in the Brunette Creek Neighbourhood Plan, which has been adopted as part of this Official Community Plan.

Guidelines
Development permits issued shall be in accordance with the following guidelines:

- Analyze parking requirements and study transit linkages to reduce parking demand.
- Analyze impact of any increase in traffic on adjacent residential neighbourhood.
- Design any future transit or passenger rail station(s) (e.g., Amtrak) to reflect the character of the area.
- An acoustic study to reduce any noise impacts on adjacent residential neighbourhoods is required.
- Require planting along the edge of the Brunette River.
- Comply with the Province’s floodproofing requirements.
- Maximize natural percolation and minimize the need for storm drainage.
- Require drainage facilities to divert drainage away from the area subject to slope failure.
- Utilize native vegetation in natural habitat preservation efforts.
- Explore opportunities for greater public access to the riverfront and Brunette Creek in an environmentally sensitive manner.
- Discourage industrial discharge into the Brunette River or Fraser River.
#6. Queensborough Heavy Industrial
The Queensborough Heavy Industrial area, identified as Development Permit Area #6 [see Map D4a], is designated to provide an opportunity for continued intensive industrial development which, in some cases, could include a waterfront focus. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of industrial development.

Guidelines
Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.
[B/L No.7643, 2013]

#7. Queensborough Light Industrial and Mixed Employment
The Queensborough Light Industrial and Mixed Employment industrial areas, identified as Development Permit Area #7 [see Map D4a], are designated in order to provide areas of light and “ultralight” industrial and commercial land use as a transition between heavier industrial areas and residential areas. Mixed Employment areas will include light industrial, office and other related employment uses. The only residential development permitted is that which is ancillary to businesses (i.e. caretaker suites) on these properties. Retail is not permitted unless it is ancillary to another permitted use. Light Industrial areas will include light industrial uses. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of industrial and commercial development.

Guidelines
Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.
[B/L No.7643, 2013]
#8. Queensborough Industrial Park

The Queensborough Industrial Park area identified as Development Permit Area #3 [see Map C], is designated in order to provide a framework for an industrial park and to provide an opportunity for continued intensive industrial development. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of industrial and commercial development.

Development Permits issued in the area shall be in accordance with the Queensborough Industrial Park Design Guidelines in Appendix No. 3.

[B/L No.7643, 2013]
#9. Intertidal

The Intertidal area, identified as Development Permit Area #9 [see Map D4a], is designated in order to provide a framework for waterfront development associated with the working river and to provide an opportunity for continued commercial and industrial development. This Development Permit Area encourages best practices for protection of the natural environment, its ecosystems and biological diversity. It also establishes guidelines for the form and character of industrial, commercial and intensive residential (e.g. float home) development in this area.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No.7643, 2013]
MAP D4
Industrial / Business Park Development Permit Areas

1 North Arm North Foreshore
2 Doman (North Arm North #2)
3 Brunette Industrial/ Business Park
4 Brunette Avenue
5 Brunette Creek Corridor

See Map D4a, Queensborough Industrial/Business Park Development Permit Areas
Map D4a
Queensborough Industrial/ Business Park Development Permit Areas

6 Queensborough Heavy Industrial (Queensborough #1)
7 Queensborough Light Industrial and Mixed Employment (Queensborough #2)
8 Queensborough Industrial Park (Queensborough #3)
9 Intertidal (Queensborough #4)
E. Natural Features

Intent
There are five Development Permit Areas in this section. Each Development Permit Area encompasses a sensitive environmental habitat. Guidelines in these Development Permit Areas will identify actions required to promote and sustain the natural environment for future generations.

Common Objectives
The Natural Features Development Permit Areas will all be guided by the following environmental and social objectives:

Environmental Objectives:
• Preserve and enhance the natural environment.

Social Objectives:
• Develop and improve the environment as a legacy for future generations.

Common Guidelines
The Natural Features Development Permit Areas will all be guided by the Common Guidelines, identified below, and the Specific Guidelines as discussed in each Development Permit Area:

• Cooperate with the Fraser River Estuary Management Plan for the purpose of strengthening common objectives.
• Prohibit septic disposal systems.
• Require tree cutting permits for any tree clearing in the area.
• Require preparation of an environmental impact statement before allowing significant construction in the area.
• Where possible, conserve and enhance native vegetation, fish and wildlife habitat.
Natural Features
Development Permit Areas

#1 Poplar Island (North Arm North #1)
The Poplar Island area, identified as Development Permit Area #1 [see Map D5] and as Development Permit Area #1 in the Official Community Plan for a Portion of the North Arm North Neighbourhood, is designated in order to preserve its scenic value when viewed from the rest of the City and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment.

[Discussion of this area is contained in the Official Community Plan for a portion of the North Arm North Neighbourhood.]

Objectives
The objectives of this designation are:

- Preserve and enhance the natural environment.
- Continue to permit log booms.

Guidelines
Development Permits issued shall be in accordance with the guidelines indicated in the Official Community Plan for a portion of the North Arm North Neighbourhood.

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#2 New Westminster Islands (Sapperton Middle Ground)
The New Westminster Islands area, identified as Development Permit Area #2 [see Map D5] is designated in order to preserve its scenic value when viewed from the rest of the City and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment.

[Discussion of this area is contained in 2.4: Parks and Open Space.]

Objectives
The objectives of this designation are:

- Guide this area towards use as a natural conservation area.
- Preserve and enhance the natural environment.
- Continue to permit log booms.

Guidelines
Development permits issued shall be in accordance with the following guidelines:

- Maintain a permanent circle of trees around the circumference of the Islands to protect the fish habitat.
- Where possible, accommodate log booms around the periphery of the Islands.
#3 Glenbrooke Ravine (Glenbrooke South #1)

The Glenbrooke Ravine area, identified as Development Permit Area #3 [see Map D5] and as Development Permit Area #1 in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood, is designated in order to provide an area for natural environment and for the benefit of the public and to prevent slope failure. This area is designated in order to protect the natural environment.

[Discussion of this area is contained in the Official Community Plan for a portion of the Glenbrooke South Neighbourhood.]

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment.
- Continue to accommodate the Greater Vancouver Sewerage and Drainage District sewer right-of-way as well as hiking and nature exploration in this area.

Guidelines

Development permits issued shall be in accordance with the guidelines indicated in the Official Community Plan for a portion of the Glenbrooke South Neighbourhood.

#4 Sapperton Landing (former Fraserview Foreshore)

The Sapperton Landing area (former Fraserview Foreshore), identified as Development Permit Area #6 [see Map D5] is designated in order to provide an opportunity for both transportation, recreational and marine-based uses along the waterfront while protecting the natural environment.

The Sapperton Landing Development Permit Area is intended to allow a mixture of transportation, recreational (park) and marine-based uses while protecting the natural environment. Guidelines for this area deal with the compatibility of a transportation corridor with the natural environment and waterfront uses.

This area is designated in order to establish objectives and guidelines for the form and character of transportation, recreational and marine-based development as well as to protect the natural environment.

[Discussion of this area is contained in section 2.11: Transportation, 2.4: Parks and Open Space and 2.5: Environment and the Riverfront.]

Objectives

The objectives of this designation are:

- Retain this area for a potential rapid transit transportation corridor.
- Continue the linear waterfront walkway through this area.
- Encourage marine uses that are compatible with the transportation nature of the area.
- Protect the natural environment.

Guidelines

- Improve the access and egress of properties in this area to the adjacent transportation corridor.
- Site buildings to maximize view corridors to Fraser River.
- Compliance with Fraser River Estuary Management Plan guidelines.
#5 North Arm - Bay Area

The North Arm - Bay area, identified as Development Permit Area #5 [see Map D5], is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Development permits issued in this area shall be in accordance with the guidelines indicated in the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No.537205 by Stantec Architecture dated March 9, 2004 and the following guideline.

[B/L No.7643, 2013]
MAP D5
Natural Features Development Permit Areas

1. Poplar Island (North Arm North #1)
2. New Westminster Islands (Sapperton Middle Ground)
3. Glenbrooke Ravine (Glenbrooke South #1)
4. Sapperton Landing (former Fraserview Forshore)
5. North Arm - Bay Area
F. Natural Hazard

Intent

Guidelines for this development permit area are intended to minimize the potential for loss of life and property damage in the event of flooding of the Fraser River, while allowing for the continued use of industrial lands to provide employment and the continued renewal and development of an historic New Westminster neighbourhood.

Natural Hazard Development Permit Areas

#1 Flood Hazard

The Flood Hazard Development Permit Area is identified as Development Permit Area #1 [see Map D6]. Queensborough is located at the upstream end of Lulu Island in the floodplain of the Fraser River. Development in this area of the City is protected by perimeter dykes maintained by the City, which are continuous with dykes in the City of Richmond farther downstream.

However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum construction levels, which are based on current knowledge of flood patterns, are 3.53 metres above Geodetic Survey of Canada (GSC) datum for Area A shown on the following map (flood construction level A), generally downstream from Derwent Way on the south side of Queensborough and Wood Street on the north side, and 4.20 metres above GSC datum (flood construction level B) for Area B upstream of Derwent Way and Wood Street.

Placement of imported fill to achieve these construction levels could produce local settlement problems and undesirable diversion of flood water, so a combination of fill and structural support may be required.

Exceptions

Exemptions from the development permit requirements in this area shall be in accordance with the exemptions indicated in the Queensborough Community Plan.

Design Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Community Plan.

[B/L No. 7643, 2013]
Map D6
Queensborough Natural Hazard Development Permit Areas

8  Flood Hazard (Queensborough #1)

B/L No. 7643, 2013
The Downtown, identified as the Downtown Development Permit Area #1 [see Map D6] is the cultural and historic heart of the City. This Development Permit Area is designated to support its Regional Town Centre designation in the Regional Growth Strategy. This Development Permit Area establishes the objectives and guidelines for: [B/L No.7684, 2014]

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

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

Objectives & Guidelines
Development permits issued in this area shall be in accordance with the objectives and guidelines indicated in the Downtown Community Plan. [B/L No.7396, 2010]
PART FOUR
APPENDICES
LIST OF SUPPORTING DOCUMENTS

City of New Westminster, Special Services and Access Committee. Accessibility Policy for the City of New Westminster, 1998. The Accessibility Policy for the City of New Westminster, outlining the need to address accessibility issues throughout the City.

City of New Westminster, Brow of the Hill Action Plan, July 1999
A neighbourhood plan for the Brow of the Hill area, undertaken as implementation of Official Community Plan policies.

City of New Westminster, Brunette Creek Neighbourhood Plan, November 2002
A neighbourhood plan undertaken for the Brunette Creek area, as implementation of Official Community Plan policies, in order to address environmental, transportation and land use issues in the area.


City of New Westminster Parks and Recreation Department, Civic Youth Strategy


City of New Westminster, Guidelines for Safe Urban Design, April 1999 Information to assist the incorporation of Crime Prevention Through Environmental Design principles into proposed or existing development.


City of New Westminster, Planning Department. Official Community Plan Community Charrette Area 1: Connaught Heights, Kelvin, West End, April 1996. Staff report compiling the results from a community design charrette.

City of New Westminster, Planning Department. Official Community Plan Community Charrette Area 2: Victory Heights, Sapperton, Glenbrooke South, Brunette Creek, June 1996. Staff report compiling the results from a community design charrette.
City of New Westminster, Planning Department. Official Community Plan Community Charrette Area 3: Queen’s Park, Uptown, Glenbrooke North, October 1996.
  Staff report compiling the results from a community design charrette.

  Staff report compiling the results from a community design charrette.

City of New Westminster, Planning Department. Queen’s Park Heritage Planning Report, September 1996.
  Staff report compiling the results from a community process in the Queen’s Park neighbourhood.

  Community plan for the Queensborough neighbourhood, outlining the growth patterns for the future.

City of New Westminster Parks and Recreation Department, Queensborough Perimeter Trail Master Plan, July 1998


City of New Westminster Parks and Recreation Department, Youth Services/Space Study, March 2003
  Staff report and technical resources for the New Westminster Housing Strategy.

  Consultant report prepared as background to the 1998 OCP process, identifying the environmental goals, objectives and policies, and discusses strategies for the management of New Westminster’s environmental resources.

  Consultant’s study determining the viability of a hotel and convention facility, and identifies the preferred sites for this facility.

  Consultant’s study determining design guidelines for the commercial area on Twelfth Street.

  Consultant’s study determining design guidelines for the commercial area in Sapperton.

  The study provides background information and a building inventory analysis which is designed to facilitate the conversion of underutilized buildings into new homes in Downtown New Westminster.
A short-term strategic action plan to direct Business Improvement Association activities in 2002 and 2003.

Consultant’s study determining historic design guidelines for the commercial area in the Downtown.

Greater Vancouver Regional District. Livable Region Strategic Plan, October 1995.
Land use and management plan for the Greater Vancouver Region, as prepared by the Greater Vancouver Regional District.

Greater Vancouver Regional District Parks, The Burrard Peninsula/Richmond Sector Recreational Greenway Plan, June 2000
A sub-regional greenway plan developed to refine and implement the Region’s green zone policies contained in the Livable Region Strategic Plan.

Consultant report prepared as background to the 1998 OCP process, evaluating New Westminster’s nonresidential sector, and discussing employment targets based on population growth.

Metro Vancouver 2040 Shaping Our Future - Regional Growth Strategy Bylaw No. 1136
Land use and management plan for the Metro Vancouver Region, as prepared by Metro Vancouver. [B/L No.7684, 2014]

Consultant’s study identifying goals, objectives and policies, and discusses strategies for the management of New Westminster’s parks system and recreational programs.

Provincial statute outlining municipal government powers.

Consultant’s report on design of a comprehensive trail and greenway system for New Westminster, as well as a conceptual framework for the phasing and construction of the trail system as opportunities arise.

Consultant’s study of population forecasts for New Westminster to the year 2021, prepared as background to the 1998 OCP process.

Plan outlining community visions and strategies for the Downtown and in particular Columbia Street, prepared jointly by the Downtown Business Improvement Society and the City.

Result of a common effort by the community, the City, and the consulting firm, the Plan establishes the strategies to encourage cycling in New Westminster and in the Region.
Vancouver Economic Development Commission, 
Vancouver’s Key Private Sector Industries for 
Clustering, July 2002.

A report on the clustering trend where firms 
with related goods and services tend to locate in 
geographical proximity to one another, as well 
as a discussion of cluster industries growing in 
the Lower Mainland.

Ward Consulting Group. Draft of the Report to City 
of New Westminster on Long Range Transportation 

The study outlines a 25 year transportation plan 
for the City reflecting the community’s concerns 
regarding transportation problems and the 
desire for mobility, safety and livability.

Ward Consulting Group. Truck Route Plan, October 
1997.

The study provides recommendations for better 
management of truck traffic throughout the 
City based on evaluation of alternative truck 
strategies.
Glossary of Terms

Absorption rate: the rate at which new housing units are sold (i.e., “absorbed” by the market).

Agglomeration: the clustering of businesses and economic activity, often of a specific type, within a certain limited geographical area.

Build-out: the point at which all the land in a defined geographical area has been developed to its maximum unit capacity (e.g., a street with 50 lots that is zoned single-family residential has reached build-out when a house has been built on every lot; an area zoned for three storey commercial buildings has reached build-out if a three storey building has been built on every lot - if 1 or more lots have smaller buildings then build-out has not been reached).

Business Incubator Facility: a business, institution or other organization in which future entrepreneurs may study, undertake research or work. In such a facility the entrepreneur has access to knowhow and technologies, as well as privileged market information. Incubator organizations foster would-be entrepreneurs mostly through identification of new market opportunities.

Charrette/Design Charrette: a short (typically 1 day) intense public design workshop process that brings together a cross-section of the population to work with architects and planners to quickly establish a design vision for a given area.

Complete communities: communities that contain a wide range of opportunities for day-to-day life, including a balance of jobs and affordable housing, good distribution of public services and effective transportation service.

Covenants: a legal agreement between a property owner and the City that is registered with the Land Title Office and binds future owners of the given property to the terms of the agreement.

Daylighting streams: to reconstruct open watercourses by removing culverts and pipes and returning their flows to surface stream channels.

Effluent: any type of waste water.

Esplanade: linear walkway adjacent to a river or coastal area.

Focus Group: a small group of people, considered to be representative of a larger group (e.g., neighbourhood, City), who are brought together to discuss particular issues.

Geographical Information System database: refers to the computerized geographical information system and database that the City maintains on all City sites. The database contains such information as lot size, zoning, building size and age, and the mapping portion contains utility, street and lot locations.

Good neighbour guidelines: policy considerations developed by the City to ensure that social organizations such as group homes fit well within the neighbourhood context.

Heritage alteration permit: a permit that must be obtained in order to alter the exterior of a heritage-designated building.

Heritage Designation (as opposed to being on the Heritage Resource Inventory): A Heritage Designation Bylaw is an agreement between a property owner and the City that recognizes the heritage value or character of a building, and by which the building is protected from future incompatible alterations. A building that is listed on the Heritage Resource Inventory is simply a building that has been deemed by the City to have some heritage value. No agreement exists between the property owner and the City.

Heritage Management Plan: a set of policies, standards, procedures and tools designed to guide decision-making regarding the ongoing management of the City's heritage resources (approved August 1997).
**Heritage Revitalization Agreement:** an agreement entered into between the City and a property owner which enables the owner of a heritage property to make improvements, restorations or renovations that would not normally be allowed by the Zoning Bylaw. Each Heritage Revitalization Agreement is unique to the property and is registered on the title of the property.

**Intensification:** increasing the efficiency of land use by increasing density (e.g., allowing smaller minimum lot sizes, increasing the maximum allowable floor space ratio or units per acre) to allow more people to live or work within a given area.

**Leave-strip area:** narrow bands of vegetation left along streams or rivers to protect or buffer aquatic habitat.

**Livability:** the combination of characteristics (primarily physical but also political and social) that make a place (usually a City or slightly larger Region) a pleasant environment to live in.

**Mixed use:** a combination of land uses on one site; a common example would be a multi-storey building that contained offices or businesses on the ground floor and residential units on the upper floors.

**Ozone disinfection:** a highly efficient type of drinking water purification process utilizing ozone gas

**Re-chlorination:** drinking water purification process of re-adding chlorine to the water after it has traveled a few miles beyond the point at which it was initially chlorinated.

**Riparian:** pertaining to anything connected to or immediately adjacent to the banks of a river or stream.

**Sustainable development:** development that meets the needs of the present without compromising the needs of future generations.

**Environmental sustainability:** development and growth that uses natural resources at a rate within their capacity for renewal. Environmentally sustainable development also relies less on the use of nonrenewable resources, and does not exceed the capacity of natural systems to absorb pollutants and emissions.

**Economically sustainable community:** community that develops sustainable employment opportunities, such as turning waste materials into resources, improving energy and material efficiency, and increasing community self-reliance, as well as managing economic demand so that there is less social dependence on economic growth.

**Village Green:** a central public green space within a neighbourhood.
ACKNOWLEDGEMENTS

City of New Westminster Council

Present Council
Mayor Helen Sparkes
Councillors: Casey Cook, Jerry Dobrovolny, Betty McIntosh, Charmaine Murray, Bob Osterman, Chuck Puchmayr

Past Council
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Councillors: Kathy Cherris, Casey Cook, Calvin Donnelly, Lynda Fletcher-Gordon, Charmaine Murray, Helen Sparkes

Consultants
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Colliers McCaulay Nicolls
Creekside Architects
Decosse & Pattison Architects
Harris Hudema Consulting Group Ltd.
John Talbot and Associates
KPMG Chartered Accountants
Professional Environmental Recreation Consultants Ltd.
Ron Kaspirsin & Associates
Strategics Development Services Ltd.
UMA Engineering Services Ltd.
Urban Systems Ltd.
Ward Consulting

Institutional and Government Organizations
B.C. Hydro
B.C. Transportation Financing Authority
City of Richmond
Fraser Health Authority
Fraser River Port Authority
Fraser River Estuary Management Program
Fraser River Harbour Commission
Greater Vancouver Regional District
New Westminster School District
Queen's Park Hospital
Royal Columbian Hospital
St. Mary's Hospital
Translink

City Committees
Heritage Advisory Committee
Youth Advisory Committee
Economic Development Committee
Arts and Cultural Committee
Social Issues Committee

Study Groups
Transportation Master Plan Participants
Parks and Recreation Master Plan Participants
Queen’s Park Heritage Planning Process Participants
Child Care Steering Committee
Community Organizations
Affordable Housing Societies
B.C. Non Profit Housing Association
Burnaby/New Westminster Child Care Support Program
Friends of Woodlands
Last Door Recovery Society
Massey Theatre
Mt. Zion Housing Society
New Westminster Chamber of Commerce
New Westminster Child Development Centre
Seniors’ Bureau
Seniors Housing Information Program
Social Planning and Research Council of Canada
St. Barnabas Child Care Centre
The Affordable Housing Society
Urban Development Institute
Western Society for Seniors
Westminster Childrens’ After School Society

Individuals
Joachim Ayala
John Beckett
Ken Cameron
Hugh Carter
James Crosty
Denis Davis
Neil Douglas
Richard Drdul
Michael Goldberg
Deannie Hiles
Hugh Kellas
Glen Leicesteer
Val MacDonald
Gary Macey
Jim McDonald
Graham McGarva
Jim O’Dea
Lino Siracusa
Ken Stenerson
Netty Tam
Doug Walker
Jim Wilson

In addition, there were the many residents that attended the issues forums; design charrettes; the heritage, transportation and childcare workshops; or wrote, e-mailed or faxed their comments on the Official Community Plan process. Many of these are compiled in the Ideas Book which was used as a reference by staff and consultants.

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Fire Department
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Legal
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SCHEDULE A
Downtown Community Plan
SCHEDULE B
Queensborough Community Plan