

# Regional Context Statement

## Authority

Under the provisions of the *Local Government Act* (LGA Section 432 and 436), 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” (Metro 2040). Metro 2040 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* (LGA Section 446) 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 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.

## Introduction

Metro Vancouver and its member municipalities are fortunate to have a collaborative regional 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 that flows through the region, at the hub of Metro Vancouver's road and transit system, with a boundary that shares land and water borders with five municipalities – accentuates the value of a regional approach. The City of New Westminster Official Community Plan (OCP) is supplemented by two other community plans which are schedules to the overall OCP. These are the Downtown Community Plan (DCP), adopted in 2010, which was informed by the emerging Regional Growth Strategy and the Queensborough Community

**RCS Map 1.**  
**New Westminster's Location Within the Region**



Plan (QCP) which was adopted in 2014. The City also has a Master Transportation Plan (MTP) that was adopted in 2015.

These plans demonstrate 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 or SkyTrain.
- Preserving and enhancing the natural and recreational assets of the Fraser and Brunette rivers.
- Protecting lands for industrial activities.
- Helping to increase the supply of affordable housing and the diversity of housing types and tenures.
- Coordinating land use and transportation to reduce automobile use and promote walking, cycling and transit.
- Developing healthy communities.

This Regional Context Statement shows how the MTP and the OCP, including the QCP and DCP, 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 New Westminster's ability 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 to significantly decrease automobile use on the Burrard Peninsula, reducing the percentage of vehicle-trips from 60% of all trips in 2011 to 34% by the year 2041. For the rest of the region, the target is to reduce automobile trips from 81% in 2011 to 60% by 2041. The City of New Westminster supports this vision through its land use and transportation policies and looks forward to the resulting improvements in livability, economic vitality and environmental quality of New Westminster.

## **METRO 2040 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.

## OCP Alignment and the Regional Growth Strategy

The OCP was adopted in 2017 and provides a renewed vision for the city to the year 2041 and a regulatory framework to guide future growth. This Regional Context Statement is intended to clearly outline how the OCP aligns with the Metro Vancouver 2040: Shaping Our Future (Metro 2040) which was adopted by the Metro Vancouver Board in July 2011.

### **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 the OCP supports and aligns with the action.

## 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.” Metro 2040 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. Metro 2040 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.” Metro 2040 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.” Metro 2040 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....” Metro 2040 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....” Metro 2040 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.” Metro 2040 5.2.7*

# Goal 1: Create a Compact Urban Area

## STRATEGY 1.1

### CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

#### 1.1.3 Adopt Regional Context Statements which:

a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map.

The City of New Westminster is entirely within the Urban Containment Boundary, except for Poplar Island, as shown in RCS Map 2.

b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.

RCS Figure 1 shows population, dwelling unit and employment projections for New Westminster. These projections are included in Metro 2040 and are generally consistent with forecasts contained in the OCP. The City acknowledges its central location in the region, and good supply of regional transit facilities, and commits to further intensification of housing and jobs within the Urban Containment Boundary.

New Westminster will accommodate 3.25% of growth in Metro Vancouver. Downtown is estimated to accommodate approximately 43% of the population growth, Queensborough about 19% and 39% in the rest of the municipality. Employment growth will be accommodated through using existing industrial, mixed employment and commercial properties more intensively and through the inclusion of commercial, office and retail space in new mixed-use projects.

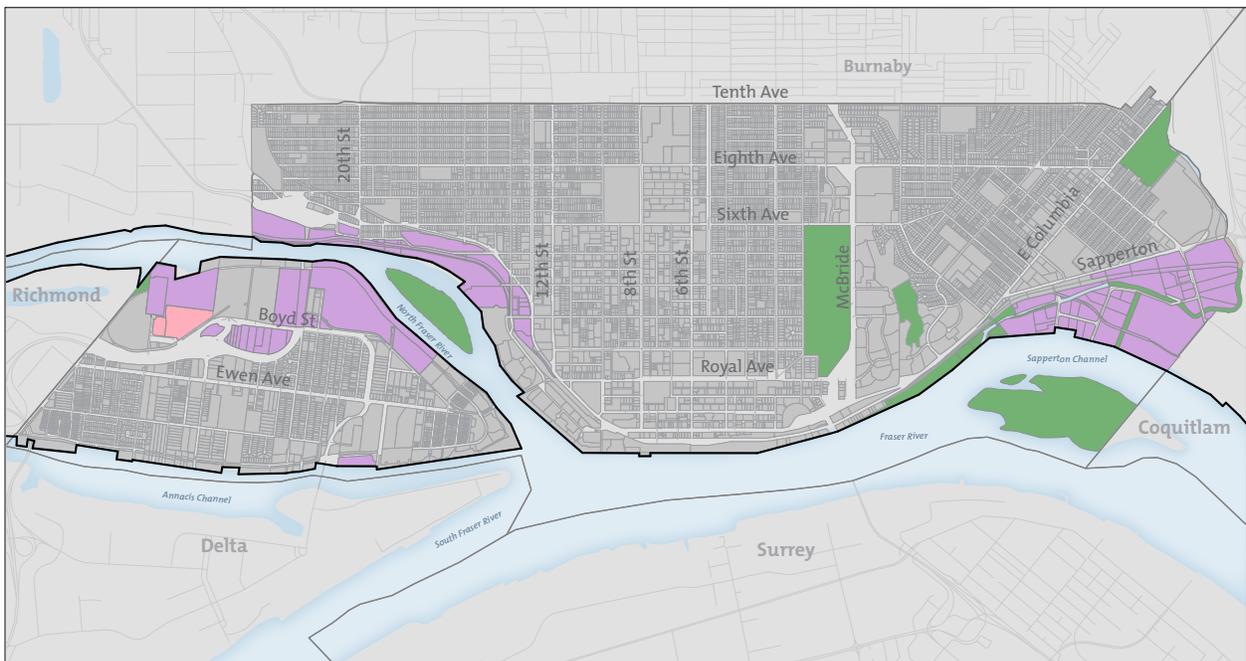
The land use designation maps in each of the three plans provide capacity for projected population, dwelling units and employment numbers.

#### RCS Figure 1. Population, Dwelling Unit and Employment Projections for the City of New Westminster

Source: Metro Vancouver 2040: Shaping our Future, July 2011, Appendix A (Table A1).

Year	2013	2021	2031	2041
Population	67,300	80,000	92,000	102,000
Dwelling Units	30,600	37,100	42,600	47,000
Employment	24,700	37,000	44,000	48,000

**RCS Map 2.  
Regional Land Use  
Designations and Overlays**



**KEY:**

- |   |  |  |
|---|--|--|
|  Metro 2040 Urban Containment Boundary |  Metro 2040 General Urban Designation               |  Metro 2040 Industrial Designation       |
|   |  Metro 2040 Conservation and Recreation Designation |  Metro 2040 Mixed Employment Designation |

## STRATEGY 1.2

### FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

#### 1.2.6 Adopt Regional Context Statements which:

a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas).

The City takes its stewardship of Downtown New Westminster, one of the region's seven Regional City Centres, very seriously. In 2010, the City of New Westminster adopted the DCP as a schedule to the OCP. The DCP presents a blueprint for the future of the Downtown as articulated in the Vision Statement:

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

RCS Figure 2 shows the projected population, dwelling units and employment for the Downtown based on the Downtown Community Plan. The population and dwelling units in the Downtown are expected to almost double by 2031 and absorb over a third of the municipality's growth by 2031. This growth share is significantly greater than the Metro 2040 target for all Regional City Centres to absorb roughly 16% of the region's dwelling unit growth by 2041.

Its excellent location and access to SkyTrain helps secure Downtown as an important regional employment location. Downtown is predicted to become increasingly more desirable over the coming decades. Employment is forecasted to increase from 7,250 in 2011 to 11,000 in 2031.

The City has three Frequent Transit Development Areas (FTDAs) that include the areas around the Sapperton, Braid and 22nd Street SkyTrain stations. The City anticipates the majority of non-Downtown and Queensborough growth to be concentrated in these areas. These areas are intended for high density development with a variety of housing, commercial services, community amenities and employment opportunities.

**RCS Figure 2.  
Population, Dwelling  
Unit and Employment  
Projections for the  
Downtown Regional City  
Centre**

Source: \*Statistics Canada 2011  
Census, Downtown Community Plan  
(2010)

Year	2011*	2021	2031
Population	11,195	15,500	21,500
Dwelling Units	6,185	8,500	12,000
Employment	7,250	8,500	11,000

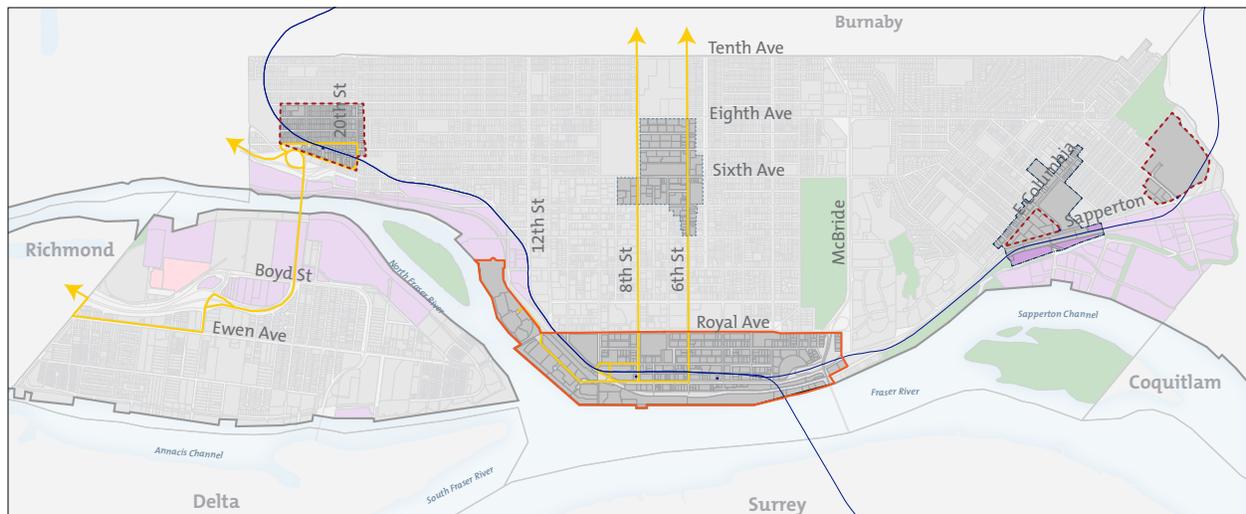
Note: First adopted in 2010 the Downtown Community Plan only includes projections to 2031.

b) include policies for Urban Centres which:

i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);

RCS Map 3 shows the boundaries of Downtown, which is a Regional City Centre, and the boundaries of New Westminister's three FTDA's.

**RCS Map 3.  
Regional City Centre,  
FTDA's, Local Centre and  
Special Employment Area**



**KEY:**

- Downtown Regional City Centre
- Frequent Transit Development Areas
- Uptown Local Centre
- Special Employment Area
- SkyTrain Route
- Frequent Transit Network

ii) focus growth and development in Urban Centres, generally consistent with guidelines set out Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

Growth is focused in Downtown and around the City’s FTDA’s. The OCP and DCP include land use designation maps that are consistent with guidelines set out in Table 3 and Map 2 in Metro 2040. The OCP also includes the following action: “Focus growth in Downtown, a Regional City Centre, in Frequent Transit Development Areas, the Uptown Local Centre and along mixed use transit corridors” (Action 8.6a).

RCS Figure 3 shows population and dwelling unit projections for each of the Frequent Transit Development Areas. The City acknowledges the importance of its SkyTrain stations as appropriate locations for population and employment growth in the region.

The City will work towards creating an Economic Development Plan that describes the amount and types of employment anticipated in New Westminister. Generally, the City will encourage opportunities to locate health related office space near Royal Columbian Hospital, and will encourage development of region-serving office space in proximity to Braid SkyTrain Station and in Downtown. Employment uses will not be actively encouraged around the 22nd Street Station.

Office development is encouraged Downtown, in the Uptown Local Centre, in FTDA’s and in the Special Employment Area. The OCP includes a policy in Section 3 - Economy and Employment to “Encourage office development in new and existing buildings and support more versatile workspaces” (Policy 3.3). This policy includes actions to facilitate the implementation of this policy (Action 3.3a-3.3e), such as reviewing the New Westminister Zoning Bylaw to minimize barriers including creative reuse and redevelopment and creating more versatile workspaces. The OCP also identifies a Special Employment Area around the Royal Columbian Hospital which signifies the City’s desire to encourage additional office space development that supports the hospital (e.g. space for medical offices).

**RCS Figure 3.  
2041 Population and Dwelling Unit Projections for New Westminister’s Frequent Transit Development Areas**

*Source: City of New Westminister*

FTDA	Population	Dwelling Units
22nd Street Station	5,866	3,033
Sapperton Station	1,466	811
Braid Station	5,123	2,712

iii) *continued*

The DCP includes a strategy under Section 6 – Economy to “Strengthen Downtown as a unique and successful regional business centre” (DCP Strategy 6b).

The QCP Section 2 - Economy and Employment includes policy to “Encourage the intensification of existing region-serving commercial and entertainment uses and land” (Policy 2.2) through improved directional signs, promoting tourism and improving transportation connections to the rest of New Westminster.

iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;

Specific parking requirements, including reduced requirements in Downtown are included in New Westminster’s Zoning Bylaw.

The OCP Section 11 – Transportation and Accessibility includes policies to prioritize active transportation and transit over automobile use (Policies 11.1, 11.3-11.5) as well as a policy to “Implement parking management strategies and other transportation demand management measures” (Policy 11.9).

The DCP contains a strategy to “Encourage efficiency and sustainability by managing demand for and supply of parking” (DCP Strategy 10f).

c) include policies for Frequent Transit Development Areas which:

i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); TransLink’s Frequent Transit Network, which may be updated over time; other applicable guidelines and policies of TransLink for the Frequent Transit Network;

RCS Map 3 shows the boundaries of New Westminster’s three FTDA’s.

ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

All three FTDA's were determined in consultation with TransLink and are included on the OCP Land Use Designation Map. Each FTDA surrounds a SkyTrain station and includes or is within the walkshed of TransLink's Frequent Transit Network. Each FTDA will include a mix of medium to high density residential, retail, open space, and public and other community serving facilities in a transit supportive, complete community. The Braid and Sapperton station FTDA's will also have a focus on providing city and region serving office space, including health care related offices and facilities.

iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;

Specific parking requirements are included in New Westminster's Zoning Bylaw. The City will work towards determining whether the Zoning Bylaw should be amended to include reduced parking requirements within FTDA's.

d) include policies for General Urban areas which:

i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

RCS Map 2 identifies the lands that are included in the Regional General Urban Area designation.

ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;

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." (Metro 2040, p.9). New Westminster's General Urban Area includes all areas of the city except Downtown and the Mixed Employment, Conservation and Recreation, and Industrial areas as shown on RCS Map 2.

The OCP land use designations ensure that development in the General Urban Areas is generally lower density than development within the Local Centre, FTDA's and Regional City Centre.

iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (Map 11);

iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;

v) encourage infill development by directing growth to established areas, where possible;

e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;

New Westminster's Local Centre is identified on RCS Map 3. The OCP identifies the core of the Uptown neighbourhood as a Local Centre that will provide important city-serving retail, office and service uses in an area that is increasingly well served by transit. The cross streets of Sixth Street and Sixth Avenue, which both act as "main streets" in Uptown, are identified as Great Streets in the MTP (Section 4.4) and in the OCP (Policy 11.2). Great Streets are intended to be destination streets with vibrant commercial development and community facilities. They require planning and design that goes beyond the standard street use of supporting through traffic. Instead, these streets are intended to cater to walking, cycling and transit.

Non-Residential Major Trip-Generating Uses has been defined as any proposal that would require a change in the OCP designation for major non-residential uses exceeding 200,000 square feet in gross floor area in locations outside of the Regional City Centre or an FTDA. The applications will be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval of the proposal.

Infill development is encouraged in the General Urban Area. The OCP includes land use designations that allow for ground oriented infill development including secondary suites, laneway and carriage houses, duplexes, townhouses and rowhouses. The infill housing will encourage a greater variety of housing options for residents.

Neither the Regional City Centre nor any of the three FTDA overlays contain Industrial, Mixed Employment, or Conservation and Recreation areas.

f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:

i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;

ii) encourage safe and efficient transit, cycling and walking;

iii) implement transit priority measures, where appropriate;

iv) support district energy systems and renewable energy generation, where appropriate.

The OCP minimizes conflicts between industrial and urban uses through the clear delineation of land uses, as shown on the Land Use Designation Map. The OCP also includes a policy in Section 2 - Economy and Employment to “Protect the industrial land base and encourage employment intensive and sustainable industrial uses” (Policy 3.2). OCP Section 11 - Transportation and Accessibility includes a policy to “Minimize the impacts of vehicles and goods movement within and through the city” (Policy 11.7).

In 2011, vehicles made up 64% of daily trips, compared to 36% for transit, walking and cycling combined. By 2041, the target is for transit, walking and cycling to make up 60% of all trips. Safe and efficient transit, cycling and walking is demonstrated by promoting viable and attractive alternatives to the automobile, providing an increased level of transit service, and requesting regional action for reducing the impacts of non-local traffic, especially truck traffic. The OCP, QCP, DCP and MTP all include policies and related actions for promoting the use of transit, cycling and walking throughout New Westminster. The MTP includes maps outlining the city’s long term bicycle network and transit strategy.

MTP Section 4.3 – Attractive and Convenient Transit includes a policy to “Implement transit priority treatments” (Policy 4.3C) and other policies related to improved transit service. The OCP, DCP and QCP include policies to support this direction (OCP Policy 11.5, DCP Strategy 10d, and QCP Policy 9.6).

The OCP strongly supports district energy systems and renewable energy generation through a policy to “Encourage renewable and low-carbon energy systems to service homes, businesses and institutions” (Policy 4.3). A supporting action of this policy is to “Implement actions in the Community Energy and Emissions Plan (CEEP) related to district energy”. The OCP builds on the direction outlined in CEEP, which includes eight goals and related strategies for reducing energy and Green House Gas emissions in New Westminster.

iv) *continued*

Support for district energy systems and renewable energy generation is also articulated in Section 5.6 of the DCP and in the development permit 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 QCP contains city-wide greenhouse gas targets for the year 2020 and contains specific policies for reducing energy expended in transportation, building and waste management (QCP Policy 3.1, 3.2 and 3.3).

**Note: Policy actions for municipalities under [Metro 2040 Strategy 1.3](#) pertaining to regionally designated Rural lands are not applicable as there are no lands with a regional Rural designation in New Westminster.**

# Goal 2: Support a Sustainable Economy

## STRATEGY 2.1

### PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

#### 2.1.4 Adopt Regional

Context Statements which:

a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;

Economic development, including increased office development and intensified use of industrial land, is supported through the policies in OCP Section 3 – Economy and Employment such as:

- “Protect the industrial land base and encourage employment-intensive and sustainable industrial uses” (Policy 3.2).
- “Encourage office development in new and existing buildings and support more versatile workspaces” (Policy 3.3).
- “Collaborate with and support government organizations and institutions as major employers and economic generators” (Policy 3.5).

In addition, the Land Use Designation Map ensures that the employment generating land uses are in the correct locations. This is supported by the following action: “Encourage the creation of office development in strategic locations, including Downtown, the Uptown Local Centre and Frequent Transit Development Areas” (OCP Action 3.3e).

The OCP identifies the area surrounding Royal Columbian Hospital as a Special Employment Area, recognizing the significant contribution of the hospital to local economic activity. The Special Employment Area is intended to help promote office development (and specifically health related business) within a five-minute walk of the hospital.

The OCP Land Use Designation Map also includes a reduced amount of land designated for commercial uses to avoid dilution of existing commercial nodes, thereby strengthening the commercial vitality of the Local Centre and FTDA.

The DCP (Section 6) and in the QCP (Section 2) also contain policies that support appropriate economic development.

b) support the development of office space in Urban Centres, through policies such as zoning that reserves

New Westminster supports the development of office space in the Downtown through a clear strategy in the DCP: “Strengthen Downtown as a unique and successful regional business centre” (Strategy 6b). One action for implementing this strategy is: “Ensure

land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;

land use and zoning support high density office space, where appropriate (e.g. in close proximity to SkyTrain stations).”

c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;

Major commercial and institutional developments will be limited outside of the Regional City Centre, FTDA's and Local Centre by the constrained nature of New Westminster's geography and through the OCP Land Use Designations. DCP strategies promote the Downtown for major offices (DCP Strategies 6a-d). The OCP and DCP land use maps include appropriate land use designations to ensure that major commercial development is focused Downtown, in FTDA's, the Uptown Local Centre, and along mixed use transit corridors (which are identified as Great Streets).

d) show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals are supported through land use and transportation policies.

The Royal Columbian Hospital provides important services to the city, region and province, and with planned expansion there is an opportunity for the area to have an increased role in economic development. To best take advantage of this opportunity, a Special Employment Area has been identified around the hospital. The intent of the Special Employment Area is to promote office development within a five-minute walk of the hospital, including health related uses (e.g. medical offices) and other uses that serve the needs of hospital employees (e.g. 24 hour daycare). Supportive adjacent uses such as multi-unit residential, commercial and retail are encouraged through the Land Use Designation Map.

The OCP also includes policy which recognizes the importance of all the city's major institutions: “Collaborate with and support government organizations and institutions as major employers and economic generators” (Policy 3.5).

The implementation of MTP policies will enhance institutional uses through an improved pedestrian network (MTP 1A.3), bicycle network (Policy 4.2A) and transit service (Section 4.3). As well, the MTP acknowledges that East Columbia Street will continue to serve an important institutional function with Royal Columbian Hospital and related activities. This street will be supported through the MTP policy and related actions for Great Streets which will improve cycling, transit and pedestrian infrastructure (MTP Section 4.4).

## STRATEGY 2.2

### PROTECT THE SUPPLY OF INDUSTRIAL LAND

#### 2.2.4 Adopt Regional Context

Statements which:

a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

RCS Map 2 identifies the lands that are included in the Regional Industrial designation.

b) include policies for Industrial areas which:

i) support and protect industrial uses;

Industrial areas are protected and supported by the OCP policy to “Protect the industrial land base and encourage employment-intensive and sustainable industrial uses” (OCP Policy 3.2). This policy is supported by actions including:

- “Work with commercial real estate firms, developers, Metro Vancouver and Port of Vancouver to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Port of Vancouver policies” (OCP Action 3.2a).
- “Protect industrial-designated sites by providing clear direction to land owners, the real estate community and potential purchasers that conversion to non-industrial uses will not be supported” (OCP Action 3.2b).

The QCP includes similar policy and actions (QCP Policy 2.3).

ii) support appropriate accessory uses, including commercial space and caretaker units;

Details 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).

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format

Detail regarding what uses are considered appropriate in industrial areas can be found in the New Westminster Zoning Bylaw, which was revised in 2012 and 2013 to remove uses from industrial zones that were not considered consistent with industrial areas.

retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

The City will work towards making further revisions as part of the comprehensive review of the New Westminster Zoning Bylaw, which is expected to be completed in 2017.

iv) encourage better utilization and intensification of industrial areas for industrial activities;

The OCP encourages improved utilization and intensification of industrial areas for industrial activities through the policy to “Protect the industrial land base and encourage employment-intensive and sustainable industrial uses” (Policy 3.2).

The QCP includes the policy to “Support the continued operation and intensification of existing industrial businesses and land” (QCP Policy 2.3).

c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

RCS Map 2 identifies the lands that are included in the Regional Mixed Employment designation. Note, the Mixed Employment land use designation in the OCP differs from, but aligns with the Mixed Employment designation in Metro 2040. The key difference is that the OCP designation does not allow large format commercial.

d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

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

The OCP Mixed Employment land use designation applies to areas that are focused on employment generating lands including light industrial, commercial and office uses. Both the OCP and the QCP include policies, and related actions, to support intensification of established industrial areas. The policy in the QCP is supported by the following action: “Protect industrial and mixed employment designated sites by providing clear direction to landowners, the real estate community and potential purchasers that conversion to non-employment generating uses (e.g. residential) will not be supported” (QCP Action 2.3e).

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;

iii) support the regional objective of concentrating commercial and other major trip- generating uses in Urban Centres and Frequent Transit Development Areas;

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;

v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;

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.

In keeping with the Metro 2040 objective of concentrating commercial and other major-trip generating uses in Regional City Centres and FTDA's, no additional large format commercial will be permitted in the area of the city that has the Regional Mixed Employment designation .

No land in New Westminster that has a Regional Mixed Employment designation is located within the Regional City Centre or an FTDA.

Low density infill and expansion will be permitted in areas that have a Regional Mixed Employment designation as permitted by the zoning for the properties. Further expansion to density may be considered if transit service expansion is identified by TransLink.

vi) exclude residential uses, except for an accessory caretaker unit;

As outlined in the land use designation definition, the only residential use permitted in the OCP and QCP Mixed Employment designation are those that are ancillary to the business on these properties (i.e. caretaker units).

e) include policies which help reduce environmental impacts and promote energy efficiency.

The OCP promotes energy conservation and reducing greenhouse gas emissions. The OCP addresses this subject in Section 4 - Energy, Emissions and Climate Change which focuses on energy conservation, reducing greenhouse gas emissions and encouraging low carbon energy systems. For example, the OCP includes a policy to “Achieve continuous improvements in energy conservation, energy efficiency and greenhouse gas reductions for new and existing buildings” (OCP Policy 4.2).

The QCP also includes policies addressing the reduction of building energy use and associated greenhouse gas emissions (QCP Policy 3.2).

The DCP includes strategies to promote energy efficiency in the Environment Section. This section includes the strategy to “Encourage enhanced environmental performance of buildings and private developments” (DCP Strategy 5g).

**Note: Policy actions for municipalities under Metro 2040 Strategy 2.3 pertaining to regionally designated Agricultural lands are not applicable as there are no lands with a regional Agricultural designation in New Westminster.**

**The OCP includes the following policy to support agriculture: “Facilitate opportunities for growing food and participating in food culture” (Policy 1.5). This includes sharing and learning about food through community gardens and farmers’ markets. The DCP (Strategy 5k) and the QCP (Policy 1.3) also include policies to facilitate local food growing opportunities and improve access to fresh food.**

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

## STRATEGY 3.1

### PROTECT CONSERVATION AND RECREATION LANDS

3.1.4 Adopt Regional Context Statements which:

a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:

- i) public service infrastructure, including the supply of high quality drinking water;
- ii) environmental conservation;
- iii) recreation, primarily outdoor;
- iv) education, research and training facilities and uses that serve conservation and/or recreation users;
- v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

RCS Map 2 identifies the lands that are included in the Regional Conservation and Recreation designation.

OCP Section 5 - Environment and Natural Areas supports the protection of the Conservation and Recreation area through policies such as:

- “Protect, enhance and connect natural habitat areas and ecological systems, including the Fraser River, Brunette River, Glenbrooke Ravine and large treed parks” (Policy 5.1).
- “Enhance and celebrate waterway corridors as a place of ecology, leisure and work” (Policy 5.3).

All lands that are regionally designated Conservation and Recreation are designated Habitat / Natural Areas, or Parks, Open Space and Community Facilities in the OCP. These areas are also identified on the Environmentally Sensitive Lands Map included in Section 5 of the OCP.

The OCP also includes an action under Policy 5.1 to develop a Brunette River Development Permit Area that will include expectations and direction for private development adjacent to the river. The DPA is intended to enhance the riparian area of the portion of the river that flows through New Westminister. New Westminister will also continue to collaborate with Metro Vancouver and other stakeholders on river enhancement measures.

The DCP 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 (Strategy 5c). Action: As

vi) limited agriculture use, primarily soil-based;

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 QCP includes similar policies in the Parks, Culture and Recreation Section (QCP Policies 8.1, 8.2) and the Environment and Natural Areas Section (QCP Section 4).

c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

The Brunette River Development Permit Area will include specific guidelines to ensure new development is appropriately setback from the river.

Under Policy 5.2 to “Enhance and celebrate waterway corridors as a place of ecology, leisure and work”, the City commits to continue to apply the Riparian Areas Regulation (RAR) in the evaluation of development proposals adjacent to watercourses, and to provide input to the provincial process of updating RAR regulation.

## STRATEGY 3.2

### PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

#### 3.2.4 Adopt Regional Context

Statements which:

include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

OCP Section 5 - Environment and Natural Areas includes policy to: “Protect, enhance and connect natural habitat areas and ecological systems, including the Fraser River, Brunette River, Glenbrooke Ravine and large treed parks” (OCP Policy 5.1). Policy 5.5 addresses waterway protection and includes actions to manage riparian and waterway features. The OCP includes a map of environmentally sensitive lands (Map 7).

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

The QCP includes the following policies and actions:

- Protect and enhance the ecological function of freshwater wetlands and watercourses (QCP Policy 4.2).
- 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 Policy 4.3).

#### 3.2.5 Adopt Regional Context

Statements which:

in collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

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 Map 9: Regional Recreation Greenway Network in the Regional Growth Strategy. The city includes two regional recreational greenways: the Brunette-Fraser Greenway and the BC Parkway.

OCP Section 5 - Environment and Natural Areas includes a policy that recognizes the importance of creating a connected greenways

### 3.2.5 *continued*

system that act as both recreation and wildlife corridors and is consistent with the Regional Green Infrastructure Network (Policy 5.3). Section 9 – Parks and Recreation includes the policy: “Maintain and develop a network of trails and greenways to ensure a high-quality recreational experience” (Policy 9.1). An action listed under this policy is to “Develop and manage the Brunette Fraser Regional Greenway, Central Valley Greenway, BC Parkway, and Experience the Fraser Canyon to Coast Trail in collaboration with other agencies” (Action 9.1d).

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.

The DCP includes a Strategy to “Improve cycling infrastructure, ensuring local routes are well connected, harmonized with greenways and integrated with regional routes.” (DCP Strategy 10c) 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 Strategy 10c).

The QCP includes the following action: “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 Action 8.2d).

### 3.2.6 Adopt Regional Context Statements which:

- identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting)

The OCP includes policies within Section 5 - Environment and Natural Areas to protect, enhance and restore ecologically important corridors, waterways and other ecologically important features (Policies 5.1 and 5.2). The OCP also includes an action to develop a Brunette River Development Permit Area which provides additional protection for the Brunette River corridor, including buffers.

### 3.2.7 Adopt Regional Context Statements which:

- consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

The City is working towards the creation of an Integrated Stormwater Management Plan (ISMP) that will be adopted in 2017. The implementation of the ISMP will include updating the Development Permit Areas in the OCP, QCP and DCP.

### STRATEGY 3.3

## ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY.

#### 3.3.4 Adopt Regional Context Statements which:

a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure
- community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);

The City's Community Energy and Emissions Plan (CEEP) includes eight goals and related strategies for reducing energy and greenhouse gas emissions in New Westminster. These goals are reflected in the OCP (Section 4), QCP (Section 3) and MTP. The DCP, which was adopted before the CEEP, discusses how the Downtown is an important part of the City's greenhouse gas reduction plan (Strategies 5g and 11g). Both the OCP and QCP include actions for the City to continue to implement the CEEP.

Each of these policy documents recognizes that there are three primary ways of reducing emissions:

1. Reducing transportation energy use and related greenhouse gas emissions.
2. Reducing building energy use and related greenhouse gas emissions.
3. Reducing the loss of embodied energy through waste production and use of energy in waste management.

The City's target is to reduce community-wide greenhouse gas emissions by 15% from 2007 levels by 2030, in cooperation with senior levels of government. Emissions from automobiles make up a large proportion of greenhouse gas emissions and significant reductions will depend on local and regional transportation decisions.

c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;

The Downtown, the city’s Regional City Centre, is the main focus for population and employment growth as well as the focus for infrastructure and amenity investments (DCP Goal 2, Section 6). Population and employment growth is also focused in the three FTDA’s through the OCP Land Use Designation Map.

d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

The OCP includes the following policy: “Integrate stormwater management into the planning and design of buildings, infrastructure and open spaces” (Policy 12.2). This policy includes an action to develop and implement an Integrated Stormwater Management Plan (ISMP) (Action 12.2a). The ISMP is anticipated to be adopted by Council in 2017. The QCP includes a similar action (QCP Action 10.2a).

The DCP includes storm water management principles and contains many actions, including design of the waterfront, maximizing use of green roofs, and routing of stormwater runoff (DCP Strategy 5d).

## 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 Adopt Regional Context Statements which:

include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

The City of New Westminster's Plans embrace the need for increasing resiliency in the face of climate change and natural hazards. OCP Section 6 - Hazard Management addresses the impact climate change will have on the risk of flooding through a policy to "Protect against and minimize the impacts of sea level rise and Fraser River flooding" (OCP Policy 6.3). The QCP also addresses flood hazard in Section 5 of the document. The QCP includes a Flood Hazard Development Permit Area to implement the recommendations of the Floodplain Management Strategy. The OCP includes a policy to "ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts" (OCP Policy 6.4).

The OCP further addresses climate change in Section 4 – Energy, Emissions and Climate Change through related policies, including to "Prepare for and reduce future impacts and risk to the natural environment, property and public health due to climate change" (Policy 4.4).

#### 3.4.5 Adopt Regional Context Statements which:

consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

The OCP includes a policy to: "Use emergency management programs to protect critical City infrastructure from emergency events" (OCP Policy 6.1). The Hazard Management Section also includes policies to address climate change, including: "Promote community awareness and personal preparedness activities that help residents and local businesses prepare for, respond to and recover from hazard events" (OCP Policy 6.2).

The QCP includes a policy and action to develop critical infrastructure protection in order to incorporate climate change and natural hazard assessment in the planning and location of municipal utilities and operations (QCP Action 5.4a). It also includes emergency management processes to help minimize impacts to the community from a flood event (QCP Policy 5.4).

# Goal 4: Develop Complete Communities

## STRATEGY 4.1

### PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

#### 4.1.7 Adopt Regional Context

Statements which:

a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:

i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;

ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;

iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

iv) encourage and facilitate affordable housing development through

New Westminster will continue to take a leadership role in promoting diverse and affordable housing choices at all points on the housing continuum, including emergency shelters, transition housing, non-market housing and a range of market housing options. New Westminster is also committed to accommodating population and dwelling growth through infill and redevelopment opportunities in an already developed municipality. This demonstrates commitment to the importance of increased housing supply in regional locations that are well served by transit.

The many actions taken by the City to promote affordable housing and housing for people at risk of homelessness are backed by strong policies in the OCP (Section 8) the DCP (Section 7) and the QCP (Section 7). These sections also promote rental housing and housing diversity. Combined, all of the policies will help the City to achieve the Housing Demand Estimates set out in Metro 2040 in Table A.4 (Housing Demand Estimates by Tenure and Household Income).

As an example, the OCP includes a policy to “Facilitate access to affordable and non-market housing for low- to moderate- income households” (OCP Policy 8.2). This policy is supported by actions to continue to implement the City’s Affordable Housing Strategy and to partner with other levels of governments and organizations to develop affordable and non-market housing (Actions 8.2b and 8.2c).

The OCP supports rental through a policy to “Foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing” (OCP Policy 8.3). This policy includes actions to continue implementation of the Secured Market Rental Housing Policy, implementation of the Tenant Relocation Policy and enforcement of the Standards of Maintenance Bylaw (OCP Actions 8.3a, 8.3b, 8.3c).

The OCP includes a policy to ensure that housing can accommodate the projected population growth and that the growth happens in a way that is positive for the city’s neighbourhoods (Policy 8.6). An action under this policy is: “Focus growth in Downtown, a Regional

measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.

City Centre, in Frequent Transit Development Areas, the Uptown Local Centre and along mixed use transit corridors” (Action 8.6a).

The Land Use Designation Map works in tandem with this policy. The map also expands opportunities for low- to medium-density ground oriented infill housing such as carriage and laneway houses, duplexes, and small-scale side-by-side infill rowhouse and townhouse projects.

The DCP, which provides policy for the New Westminster Regional City Centre, a transit-oriented community, also includes a policy to “facilitate the provision of housing that meets all affordability levels” (DCP Strategy 7b), where the following actions apply:

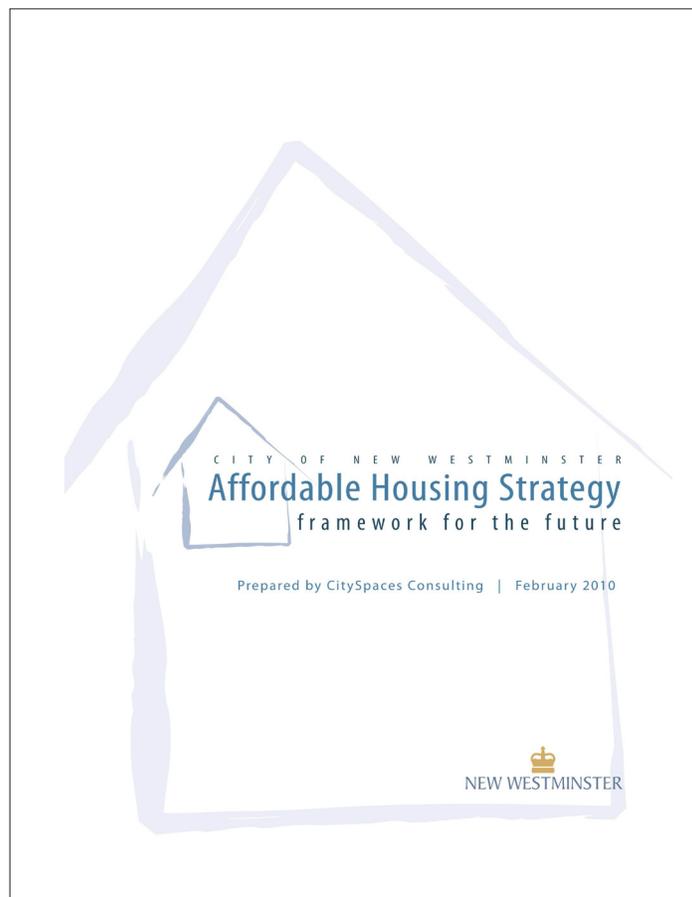
- New non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles.
- A replacement policy will be developed and implemented in new developments 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.

The QCP also includes similar policies and actions in its housing section (Section 7).

#### 4.1.8 Prepare and implement Housing Action Plans which:

- a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;
- b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;
- c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;
- d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;
- e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;
- f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

The City of New Westminster has an Affordable Housing Strategy, a Secured Market Rental Housing Strategy, a Tenant Relocation Policy and a Family Friendly Housing Policy. These documents are referenced in the OCP and the QCP (OCP Policy 8.2; QCP Actions 7.1a, 7.2a) and address the items listed in Metro 2040 policy 4.1.8.



*New Westminster's Affordable Housing Strategy, adopted in 2010*

## STRATEGY 4.2

### DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

The OCP includes community health as one of the seven themes integrated in all policy areas. Land use planning and design can have a positive impact on health and well-being. A well-planned community can influence health by promoting physical activity, improving access to healthier foods, addressing housing needs, reducing pollution, promoting healthier natural environments and fostering good mental health. The OCP focus on health aims 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 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:

- |  |  |
|--|--|
| ■ a) support compact, mixed use, transit, cycling and walking oriented communities;  | New Westminster supports compact, mixed use, transit, cycling and walking oriented communities through policies and the Land Use Designation Map.                              |
| ■ b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit; | New Westminster supports locating community, cultural, institutional facilities in areas with good access to public transit.   |
| ■ c) provide public spaces and other place-making amenities for increased social interaction and community engagement;   | New Westminster has policies to provide public spaces and other place-making amenities for increased social interaction and community engagement.                              |
| ■ d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;   | New Westminster has policies to support active living through the provision of recreation facilities, parks, trails and safe and inviting pedestrian and cycling environments. |

e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;

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

f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

New Westminster has policies intended to reduce noise related health impacts on new development.

g) support universally accessible community design;

New Westminster supports universally accessible community design.

h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;

New Westminster has one Local Centre and is referenced in Section 1.2.6(d)(iii) of this Regional Context Statement. RCS Map 3 identifies the lands that are included in the Local Centre.

i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are regionserving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.

The Special Employment Area around the Royal Columbian Hospital helps to signify the City's intent to encourage office space that supports the hospital (e.g. space for medical offices). RCS Map 3 identifies the lands that are included in the Special Employment Area.

# Goal 5: Support Sustainable Transportation Choices

## STRATEGY 5.1

### COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

5.1.6 Adopt Regional Context Statements which:

a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;

The Master Transportation Plan provides a detailed set of policies and actions to guide the future transportation system (MTP Section 4.1-4.8). By 2041, the target is for transit, walking and cycling to make up 60% of all trips. This target and the MTP policies align with TransLink's Regional Transportation Strategy which sets out targets to reduce driving distances and increase modal-share.

The OCP includes policies and actions that align with the MTP, including:

- "Promote transportation choice and a safe, well-functioning transportation system" (OCP Policy 11.1).
- "Collaborate with TransLink to provide improved transit services and facilities that increase the attractiveness of transit" (OCP Policy 11.5).

The OCP also aligns with the MTP through the Land Use Designation Map. The creation of the Map was guided by the principle to locate the most number of residents within mixed-use, pedestrian-oriented nodes and corridors that are well served by transit.

The City has defined Uptown as a Local Centre appropriate for further residential and mixed-use development. It is anticipated that this area will have high transit use due to the mix of uses provided in a location on the Frequent Transit Network. The City has also identified three FTDA's that are anticipated to have high density mixed use, transit-oriented development.

The DCP fully embraces and implements the concept of "transit-oriented development" (DCP Strategy 6b and 7b). The DCP also includes transportation policies in Section 10 (DCP Strategy 10a– 10e). Downtown, a Regional City Centre, is the primary location for job and housing growth, helping to maximize the use of transit throughout the municipality, and manage automobile traffic and road space to ensure access but also prevent traffic from undermining local and regional livability goals.

a) *continued*

In addition, the MTP includes a goal to: “Support transportation demand management initiatives which promote shifts to sustainable transportation and a reduction in single occupancy vehicle trips” (Goal 6.5). In support of this goal the MTP addresses transportation demand management through policies and actions including: “Continue to incorporate requirements into the planning and development processes that seek to reduce travel demand and dependency on the private vehicle” (MTP Action 8F.1).



*New Westminister’s Master Transportation Plan, adopted in 2015*

b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

The MTP addresses transportation demand management through policies and actions including: “Continue to incorporate requirements into the planning and development processes that seek to reduce travel demand and dependency on the private vehicle” (MTP Action 8F.1). Other actions address the desire to reduce the quantity of trips, encourage travel outside of peak periods and encourage walking, bicycling, carpooling, and transit, and/or by discouraging people from driving alone (MTP Strategy 4.8).

The OCP includes a policy to “Implement parking management strategies and other transportation demand management measures” (OCP Policy 11.8). This policy includes an action to implement the City’s Car Sharing Policy (OCP Action 11.8d). Relevant policies are also found in the DCP and QCP (DCP Strategy 10a-e; QCP Policy 9.4).

c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

The MTP provides policies to manage and enhance municipal infrastructure including measures to manage through traffic, prioritize traffic calming measures, and develop Great Streets with improved infrastructure for cyclists and pedestrians (MPT Section 4.7, Policy 7 and Section 4.1)

The OCP contains numerous policies to manage and enhance municipal infrastructure to support walking, cycling, transit and multiple-occupancy automobiles. For example the OCP includes a policy to “Encourage people to walk more by making the pedestrian environment safe, comfortable and convenient” (OCP Policy 11.3). The OCP also includes a policy to enhance bicycle infrastructure and transit infrastructure (OCP Policies 11.4 and 11.5). Relevant actions are also included to address street improvements for cycling transit and placemaking and to discourage driveways off of main streets (OCP Actions 11.2a, 11.6e).

The QCP and DCP also contain policies to manage and address municipal infrastructure for transit, cycling, walking and multiple occupancy automobiles (QCP Policy 9.4; DCP Section 10).

## STRATEGY 5.2

### COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES.

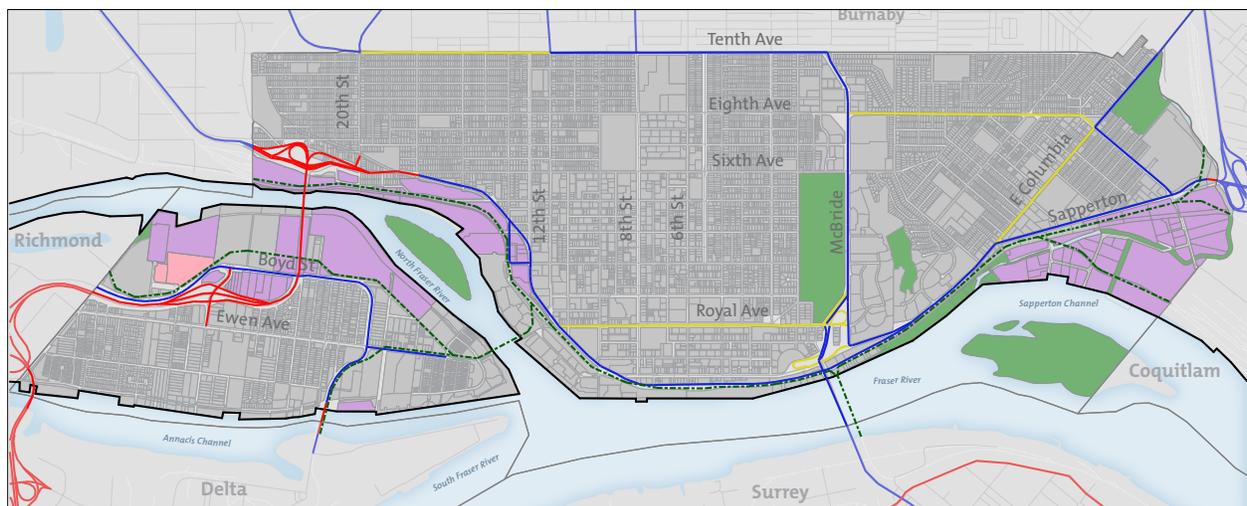
5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;

RCS Map 4 shows the routes in New Westminister that provide regional connections for goods and services. Map 4.12 and 4.13 of the MTP shows the two alternatives for the long-term proposed truck route network. The MTP addresses regional goods movement connections, including the consideration of local businesses served by trucks, and through traffic as a part of the provincial and municipal truck routes (MTP Section 4.6).

The OCP includes a policy to minimize the impacts of goods and services moving through and to the community. This policy includes an action to collaborate with TransLink and the Ministry of Transportation and Infrastructure, and other government agencies (OCP Policy 11.7, Action 11.7a).

**RCS Map 4.  
New Westminister Regional  
Goods Movement**



**KEY:**

- - - Railway Lines
- Provincial Highway
- Truck Route
- Limited Hours Truck Route

b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;

New Westminster supports the efficient movement of automobiles. The MTP includes policies and actions to properly manage goods movement and to manage roads. The OCP includes a policy to “Manage the road network for the safety and reliability of all road users” (OCP Policy 11.6). This policy includes actions to optimize arterial streets (OCP Actions 11.6b).

The DCP states “Ensure local serving goods movement and emergency access is convenient and is maintained as the Downtown grows” (DCP Strategy 10h). The QCP also contains a policy to “Maintain accessibility and connectivity for goods movement” (QCP Policy 9.7). The QCP also contains policy to tailor the streets to accommodate the role of each street, ensuring that streets intended primarily for automobile use are supported (QCP Policy 9.3).

c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

Regional transportation system management measures are particularly important for New Westminster.

The MTP supports the development of local and regional transportation system management strategies through a number of policies addressing near term solutions and a long-term goods movement strategy (MTP Section 4.6, Policy 6A, 6B, 6C). The MTP also includes a policy to “Discourage the use of Pattullo Bridge as the free alternative truck route to the tolled Port Mann Bridge” (Policy 6C).

The OCP includes the following policies:

- “Manage the road network for the safety and reliability of all road users” (OCP Policy 11.6).
- “Minimize the impacts of vehicles and goods movement within and through the city” (OCP Policy 11.7).

In the QCP, specific design solutions were included to keep heavy trucks away from local streets (QCP Policy 9.7). The DCP includes policies that flag the need for a regional approach to transportation system management such as to “Work with regional stakeholders to reduce vehicle traffic” (DCP Strategy 10e). Actions include implementing transportation demand management measures, supporting transit initiatives and working to mitigate the impact of major regional projects on Downtown.

d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

The MTP also supports the protection of rail rights-of-way and access points within its Good Movement Policy to “Support regional initiatives and programs that integrate goods movement management and activities in Metro Vancouver” (MTP Section 4.6). This policy includes actions to work with agencies and organizations to strengthen rail transportation.

The OCP addresses the need to work with rail lines to ensure that they are properly managed in relation to the surrounding community through actions such as implementation of whistle cessation measures and through the creation of a noise attenuation program (OCP Action 11.7d). Rail line rights-of-way are protected through the Land Use Designation Map which designated them as “Utilities and Transportation Infrastructure.”