Corporation of the City of
NEW WESTMINSTER

REPORT
Planning and Development

To:	Mayor Johnstone and Members of Council	**Date**:	August 25, 2025
From:	Serena Trachta, Acting Director Planning and Development	**File**:	13.2535.04 #2706815
		Item #:	2025-241

Subject: **22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision**

RECOMMENDATION

1. *THAT staff proceed with the next steps outlined in the **Work Plan Section** in the report titled "22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision," dated August 25, 2025 from the Acting Director of Planning and Development, which would facilitate advancement of technical work to implement the Vision concurrent with ongoing work to complete Council consideration of the Official Community Plan updates to the area.*

2. *THAT staff proceed with the next steps outlined in the **Communications Section** in the report titled "22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision," dated August 25, 2025 from the Acting Director of Planning and Development, which would focus on providing information to the community, given the work is highly technical and required for the City to service and regulate development in the area, and/or will draw on existing City standards and the robust outputs of the previous, two-year community-based process which informed the Council-endorsed Vision.*

3. *THAT the funds identified in the **Financial Considerations Section** in the report titled "22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision," dated August 25, 2025 from the Acting Director of Planning and Development, be forwarded to the 2026 capital budget process for Council's consideration.*

PURPOSE

The purpose of this report is to seek Council endorsement to advance detailed technical and planning work required to implement the *reGENERATE Vision for the Neighbourhood Around the 22nd Street SkyTrain Station*. This work would proceed in parallel with ongoing Council consideration of the related Official Community Plan updates for the area. Endorsement is sought for the general timing of the work, communications approach, and referral of associated capital funding to the 2026 budget process. Staff aim to complete the work as early as possible.

SUMMARY

In December 2024, Council endorsed the *reGENERATE Vision for the Neighbourhood Around the 22nd Street SkyTrain Station* (the Vision). Shaped through a multi-year community planning process, the Vision outlines a long-term direction for the area as a high-density, transit-oriented, complete community. It includes a series of Council-endorsed Implementation Actions (Attachment 1) to guide the next phase of work.

This report presents a work plan for four key initiatives from the Vision's Implementation Actions, led by the Planning and Development Department, including: Development Permit Area Design Guidelines; Transit Village Development Concept; BC Hydro Lands Development Concept; and Ongoing Advocacy and Collaboration with key partners, agencies, and First Nations.

Led by the Planning and Development Department, these initiatives will be carried out with interdisciplinary support from Engineering, Energy and Climate Action, and Parks and Recreation. Work is anticipated to continue through early 2027, with progress updates to Council at appropriate milestones. Communications will focus on keeping the public informed as work advances, particularly those living and working in the 22nd Street Station Vision area.

Establishing land use designations for the area is currently underway through a separate work plan to update the OCP. The Vision Implementation Actions work may proceed independent, though in support, of establishing land use designations in regulating the future development of the area. Advancing the Implementation Actions concurrently would support completion of the work as early as possible.

Staff are seeking Council endorsement for the general timelines of the four work plan initiatives; the communications approach, focused on information sharing; and referring the request for the capital funds needed to undertake the 2026 portion of the work to the 2026 budget process for Council's consideration.

BACKGROUND

The Vision

Following a two-year community-based process, Council endorsed the Vision on December 16, 2024. It sets the long-term goals, objectives, and desired outcomes for redevelopment of the neighbourhood surrounding the 22nd Street SkyTrain Station. The Vision is consistent with BC's Transit Oriented Development (TOD) Area legislation, introduced in late 2023. It accommodates the minimum allowable heights and densities established by the Province, while reflecting Council priorities, other City objectives, and the aspirations of the community. This alignment ensures that the City meets its legislative obligations while also supporting municipal goals for housing supply, transportation integration, complete communities, and civic amenities and infrastructure to support the area's growth.

Attachment 2 outlines and responds to the feedback on implementation given by Council as part of the December 2024 workshop.

Relationship to Official Community Plan Update Work

Establishing land use designations for the Vision area is currently underway through a separate work plan to update the OCP. In the update, first presented on June 2, 2025, three study areas were proposed within the Vision boundary. The study areas reflect the need to complete the Vision Implementation Actions in order to provide clarity and certainty for both applicants and the City regarding development and financing growth expectations, infrastructure and amenity needs, etc., to ensure the livability and functionality of the area as it redevelops. The outcomes of the Implementation Actions will support staff and Council in evaluating development applications and prioritizing capital investments.

Other Vision Implementation Actions

The successful implementation of the Vision requires coordinated, City-led planning and technical work that establishes a foundation for future development, regulation, and capital investments. Work on many of the Implementation Actions is already underway as they are interrelated with City-wide interdepartmental initiatives, for example; Financing growth strategies in light of Provincial legislation changes (e.g. establishing an Amenity Cost Charges program); Amenities and facilities planning (e.g. Parks and Recreation Comprehensive Plan); and Infrastructure/asset management (e.g. Electrical Utility strategic planning).

WORK PLAN

This report provides a work plan for four initiatives from the Vision's Implementation Actions which would be led by the Planning and Development Department, and carried out in collaboration with interdepartmental staff. The work is proposed to begin in September 2025 and continue into early 2027, subject to staff capacity and other emerging priorities. Each initiative and its anticipated timing is described below.

1. Development Permit Area Design Guidelines

To ensure development of a liveable neighbourhood that is consistent with the Vision, a Council-endorsed action is to create area specific design guidelines for the Development Permit Area (DPA) which covers properties within the Vision boundary. The guidelines will inform the form and character of new buildings and the relationship of those buildings to adjacent public streets and open space, emphasizing livability created through urban design, and supporting outcomes such as social inclusion and climate resilience. The Energy and Climate Action Department would be a key collaborator in this work due to the climate lens of the Vision.

Further, streetscape and public realm design guidelines will be developed for the area in order to establish clear standards for landscaping, sidewalks, lighting, street furniture, public art, and other elements. The guidelines will be aligned with the upcoming City-wide Curbside Management Strategy and will focus on requirements necessary to implement provincial Bill 16 legislation.

Work would begin in September 2025, with Council endorsement of the guidelines targeted for early 2027.

2. Transit Village Development Concept

The area immediately north of the 22nd Street SkyTrain Station is envisioned as a high-density, mixed-use Transit Village which integrates housing, retail, amenities, and vibrant public spaces. A Council-endorsed implementation action is to develop a comprehensive Transit Village Development Concept. The development concept will provide technical guidance and expectations for private development and could be used to inform City policy such as land use designations or Zoning Bylaw changes. The development concept will provide expectations and/or requirements for:

- Parcel consolidation
- Tower siting and massing
- Community amenity and services siting, including park and open space networks
- Pedestrian, cycling, transit, and vehicle circulation
- Emergency and servicing access
- Financing growth portion of infrastructure and amenities
- Mechanisms to ensure Council priorities and other City objectives are met, including the use of new legislated tools.

Completing a Transportation Assessment is a key component of drafting the Transit Village Development Concept due to the area's steep topography and limited options for improving the road network. This assessment will evaluate potential road network configurations and confirm appropriate site access points to support multiple transportation goals, such as bus reliability, designated station pick-up and drop-off areas, effective integration of active transportation modes, waste collection and other servicing. The assessment will also consider options for expanding the bus exchange area to support bus service improvements. This component of the work will be undertaken collaboratively between Planning and Development and Engineering staff.

Work would begin in September 2025, with Council endorsement of the Transit Village Development Concept targeted for early 2027.

3. BC Hydro Lands Development Concept

The BC Hydro transmission corridor and underlying BC Hydro owned lands are a key area requiring further technical analysis and review to identify whether, and how, redevelopment of this corridor could align with the Vision. Staff will continue to liaise with BC Hydro through this work, as was done during the visioning process.

While the BC Hydro lands are currently zoned residential and are within a Provincial TOD Area, the Vision prioritizes preserving and enhancing the corridor as green space and active transportation/recreation corridor with ecological and Coast Salish cultural features. This work will explore both short and long-term possibilities for the corridor through a dual-track planning approach:

- *Short to Medium Term:* Identify opportunities to enhance the corridor as a community amenity through greening, path improvements, and programming, and seek agreements with BC Hydro to allow these interim uses. This exploration would align with the updated Parks and Recreation Comprehensive Plan, in close collaboration with the Parks and Recreation Department.
- *Longer Term:* Create a Development Concept for future residential development of BC Hydro owned lands, should they be disposed of, including guidance on parcel consolidation, density expectations, and building placement, while retaining green space and corridor functions.

Work would begin in late 2025, with Council endorsement of the BC Hydro Lands Development Concept targeted for early 2027.

4. Ongoing Advocacy and Collaboration

Successful implementation of the Vision relies on sustained collaboration with key partners, agencies, and First Nations. Staff will continue to engage and advocate with the following entities to align priorities, leverage expertise and resources, and support shared goals for a complete and connected community.

- *First Nations:* Continued relationship building with First Nations, with a focus on opportunities for cultural recognition, and ecological stewardship.
- *School District 40:* Continued dialogue regarding school capacity planning that aligns with anticipated growth, with a focus on population forecasts, safe travel routes, integration of school(s) within large-scale developments, and shared use of facilities and park amenities.
- *TransLink:* Align land use planning with anticipated station and bus exchange upgrades, service enhancements, and regional transportation objectives. Advocate for investments in the station area.
- *Provincial Ministries:* Coordinate with the Ministry of Transportation and Transit and Ministry of Infrastructure on road network changes, mobility strategies, alignment with Provincial infrastructure plans, and identifying funding for investment that advances Vision implementation.

COMMUNICATIONS

Community consultation and feedback were central to shaping the Vision during the multi-year visioning phase of this project. The community came together to help define a long-term direction for the area as a high-density, transit-oriented, complete community. This extensive engagement ensured that the Vision reflects community values, priorities, and aspirations.

With Council's endorsement of the Vision in December 2024, the community's role in shaping the direction for the area is now complete. The project team is transitioning from visioning to implementation, focusing on the technical planning, design, servicing, and coordination required to translate the Vision's directions into policies, bylaws, and capital plans. This next phase involves detailed, technical, and specialized work that is not suited to public consultation.

While no further public consultation is planned, the City remains committed to keeping the community informed throughout the implementation phase. Project updates, background materials, timelines, and progress summaries will continue to be shared online through the project webpage. The webpage will support transparency and ensure that residents, property owners, developers, and other stakeholders can stay up to date as the implementation work progresses.

DEVELOPMENT APPLICATIONS

Land use designations for the Vision area are currently being established through a separate work plan to update the OCP, aligned with recent Provincial housing legislation and the Housing Accelerator Fund initiatives. Regardless of the timing or outcome of the OCP update work, the Implementation Actions identified in the Vision must be completed before development applications can advance within the Vision area. Until this work is complete, development applications in the Vision area would be considered premature.

An exception applies to properties located within the broader Vision boundary, but outside the study areas identified in the current OCP update process. Applications for these properties may proceed and will be evaluated under the Interim Development Review Framework, the existing OCP, and other applicable City policies.
Staff recommend proceeding with the Implementation Actions work in parallel with the OCP update process. Advancing both streams concurrently will help support the timely completion of planning work and position the area for future redevelopment consistent with the Vision.

FINANCIAL IMPLICATIONS

The estimated cost for consultants and studies of the four work plan initiatives outlined in this report is $345,000, which will be funded through the approved 2025 Capital Budget. Staff anticipate an additional $150,000 in 2026 would be required to complete the initiatives. The Planning and Development Department will forward the funding request to the 2026 Capital Budget process for Council's consideration. Internal staff resources for the work would be funded through the Annual Operating Budgets.

The $345,000 budget does not include the capital or operating resources associated with the interrelated City-wide interdepartmental initiatives already underway (i.e. financing growth strategies, amenities planning, infrastructure/asset management, etc.). The City will continue to explore other funding sources and will advance discussions with Council related to opportunities and/or allocation, as they arise.

INTERDEPARTMENTAL LIAISON

Staff across multiple departments have been engaged on the Vision creation and would continue to be engaged during the implementation phase of work. Specifically, staff capacity from the Engineering Services, Energy and Climate Action, and Parks and Recreation Departments would be dedicated to support the technical work of implementation. The Communication Division of Community Services would support information sharing components of the work plan.

OPTIONS

The following options are presented for Council's consideration:

1. That staff proceed with the next steps outlined in the **Work Plan Section** in the report titled "22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision," dated August 25, 2025 from the Director of Planning and Development, which would facilitate advancement of technical work to implement the Vision concurrent with ongoing work to complete Council consideration of the Official Community Plan updates to the area.

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3. That the funds identified in the **Financial Considerations Section** in the report titled "22nd Street Station Area: Planning and Development Department Work Plan for Implementation of the reGENERATE Vision, " dated August 25, 2025 from the Director of Planning and Development, be forwarded to the 2026 capital budget process for Council's consideration.

4. That Council provide staff with alternative direction.

Staff recommends options 1, 2, and 3.

ATTACHMENTS

Attachment 1: Implementation Actions Chapter in the reGENERATE Vision
Attachment 2: Response to Council Workshop Feedback

APPROVALS

This report was prepared by:
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This report was approved by:
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Attachment 1

Implementation Actions Chapter from the reGENERATE Vision

12.0 IMPLEMENTATION

The 22nd Street Station Area Vision is a long-range, multi-generational plan. Implementation is the process that moves this Vision from strategy to action. This chapter outlines what the City will do to advance the Vision.

12.1 Implementation Road Map

The pace of implementation and change will depend on many factors beyond of the City's control, including market conditions, developer uptake and capacity, and homeowners' interest. Senior government funding will also be necessary to achieve many of the goals. However, there are multiple City-led actions which can further unlock development potential and ensure public amenities and infrastructure are delivered. These are expected to contribute to the function and livability of the area in the short and long-term and attract private-sector investment in the area.

Through the visioning process, four categories of City-led implementation actions surfaced: integration of area-specific planning needs with City-wide strategies, creation of Development Concepts, regulatory and policy improvements or changes, and continued advocacy and collaboration with external agencies, First Nations and senior government who have been integral to the Vision process.

12.2 Integration with City-wide Strategies

12.2.1 Area-based **infrastructure** planning including items such as road cross-sections and public realm improvements, green infrastructure, water and sewer, electricity, and the possibility of district heating, is required. The goals of this work are to ensure future levels of service meet the needs of a growing population and stable, thoughtful long-term asset management. This technical analysis and planning will determine the need, based on the densities laid out in the Vision, as well as guide expectations for infrastructure (works and services) in private development as it occurs.

12.2.2 The Vision identifies high priority **amenities and public benefits**. Next steps include refining the scale of amenities required, the number of projects, and potential locations and timing of delivery, as well as determining the best tool to achieve them. This work will consider items such as a neighbourhood-scaled community centre, library space, plazas and parks, non-market and supportive housing, art, interpretation and way-finding, among others. It may also consider how development policies

could support other community amenities which are to be delivered by market developers or with support of senior government such as a grocery store, schools, rental and affordable housing, and child care facilities.

12.2.3 Further **parks and recreation** planning for the Vision Area will build off the levels of service identified in the updated Parks and Recreation Comprehensive Plan (expected in 2025). This work will refine expectations for future parks and recreation facilities including size, location, anticipated programming, and governance model.

12.2.4 Given the significant increase in density described in the Vision, area-specific land lift considerations must be integrated into updated city-wide **financing growth** strategies. This work will help ensure delivery of the public benefits and infrastructure needs identified in the Vision, and through the implementation work as described above. The tools to be considered for this include the City's Capital Plan and annual budget processes, development contributions through fees and charges, and/or through in-kind contributions provided on-site as part of a redevelopment.

12.3 Development Concepts

During the visioning process, it was identified that more detailed City-led technical analysis and planning is needed to help the City determine and resolve key development considerations for two key areas - the Transit Village and the BC Hydro Corridor. This work will reduce uncertainty and better support future investments and development applications on those sites. Expected outcomes include, but are not limited to, parcel consolidation and tower placement options, location and size of new connections (roads, lanes or walkways), vehicular circulation, public realm design, site servicing and emergency access, and SkyTrain Station pick-up drop-off. Development Concepts will be created for the following two areas:

12.3.1 **Transit Village:** The Transit Village is a focus area for high-densities, mixed-uses, and amenities. Creation of a Development Concept will support strategic phasing and achievement of the Vision.

12.3.2 **BC Hydro Corridor:** The BC Hydro right of way and adjacent parcels currently owned by BC Hydro constitutes a key potential corridor for green and community enhancements. A Development Concept would help ensure that if transmission lines are under-grounded and development occurs, public connectivity and recreational opportunities are strategically maintained and enhanced.

12.4 Updated Regulations and Policies

12.4.1 The Official Community Plan will be amended to apply **land use designations** that reflect the density, uses, and forms of the Vision.

12.4.2 New development permit area(s) and related **design guidelines** are also needed. These will advance priorities for building design identified in the Vision including but not limited to form and character, climate-friendly design and construction and social connectedness.

12.4.3 The potential to **pre-zone** some parts of the Vision Area will be explored. This work will proceed once the expectations of development in the Vision Area are identified and codified, as per other implementation actions, such as the creation of a financing growth framework and integration of building standards into policy and regulation. The goal of this work is to seek opportunities to streamline development processes, if feasible.

12.4.4 Creation of **public realm and streetscape design** guidelines or regulations will provide clear expectations to the development community and for City-led projects, as well as inform the infrastructure and financing growth planning detailed above. This work will support the creation of a walkable, transit-oriented community which aids in shifting transportation modes towards transit and active transportation, a key goal of the Vision and one which supports the densities within it. This work will also ensure streets provide opportunities for social connection and support biodiversity and climate adaptation.

12.4.5 As described in the Vision's strategies, new or revised **regulations, programs, and incentives for climate-friendly buildings** need to be created, implemented, or enforced. This will include but not be limited to requiring meeting top tiers of Step Codes, encouraging proper monitoring and optimization of building systems, encouraging measuring and reducing embodied emissions in construction, and going beyond the BC Building Code requirements for cooling.

12.4.6 As site-by-site redevelopment occurs, implementation of City regulations to **support existing residents** of the Vision Area, especially those related to construction impacts, tenant protection, and temporary traffic, access and circulation will continue.

12.5 Advocacy and Collaboration

12.5.1 Further relationship building with **local First Nations** is needed, particularly at the Council-to-Council level. This work includes clarifying and solidifying the City's and Nations' engagement expectations and confirming the priorities from the Vision. Following that, further collaboration could identify opportunities to advance those priorities in the implementation actions of the Vision described above, through future City-led programs and initiatives, and private or non-for-profit led redevelopment.

12.5.2 As described in the Vision, the City will continue to work with **New Westminster Schools** to support their long-term capacity planning and to jointly advocate to the Province to increase school capacity in the Vision Area.

12.5.3 Collaboration with **TransLink** was an important element of creating a Vision centred around the transit hub. TransLink will continue to be a key participant in implementation actions, specifically the Transit Village Development Concept, other transit improvements, and development integrated with or adjacent to transit facilities.

12.5.4 Provincial transportation infrastructure and provincially controlled roads, like the Queensborough Bridge and its on-off ramps or Marine Drive, shape the Vision Area and have a significant impact to it. Advocacy to the **BC Ministries of Transportation and Transit, and Infrastructure** will continue as the area grows and new circulation patterns emerge.

12.5.5 Continued advocacy to various levels of senior government will support delivery of **affordable housing as well as child care facilities** to meet community need, today and as it grows.

12.5.6 **BC Hydro** and the **City of Burnaby** will continue to be engaged on issues specific to those organizations, as required through the implementation actions described above or for implementation of strategies within the Vision.



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Attachment 2

Response to Council Workshop Feedback

RESPONSE TO COUNCIL WORKSHOP FEEDBACK

At the Council workshop on December 16, 2024, Council endorsed the reGENERATE Vision for the 22nd Street area, and provided a range of comments for consideration during the implementation phase. The table below summarizes the key feedback received, along with preliminary opportunities to address each topic through subsequent planning and policy implementation work.

Feedback Topic	Opportunity to Advance
How does the City ensure that new development supports the Vision's objectives (e.g.: new developments are green buildings forms)?	The Council-endorsed Vision will guide Development Planners in discussions and negotiations with applicants. The implementation phase would involve embedding Vision strategies and objectives into City regulations, policies, plans, and programs. For example, building to passive design standards would be incorporated into design guidelines, and a City-wide policy encouraging mass timber construction would be explored.
How can the City help ensure that future school sites are identified and secured?	The School District would be engaged in the implementation of the Vision in order to inform infrastructure and amenity planning. The proposed 2025 Official Community Plan update incorporates revised population projections and support school site planning by adding "public schools" as a permitted use within the majority of residential and mixed-use land use designations. This change would support the streamlining of school projects by removing the requirement for the School District to make an OCP amendment application.
Is there an opportunity for the Ministry of Transportation and Transit to continue to be involved in advancing a car-light neighbourhood here, including consideration of improvements to pedestrian and cycling connections to Queensborough, and a reimagining of the clover leaf bridge ramp infrastructure?	Additional transportation analysis is proposed to form part of implementation. The results of this could inform future advocacy efforts to the Province. The Vision includes a strategy to continue advocating to the Province to optimize provincial transportation infrastructure for multi-modal movement, which could include future reconfiguration of key infrastructure elements.
Provision of a public washroom near the SkyTrain.	The Vision calls for a public washroom at the station. Further advocacy work with TransLink for station redevelopment or expanded services at the station or

	transit exchange is also listed in the Vision's implementation actions.
There is significant infrastructure and amenities needed in this neighbourhood, including new parks, community centre, and transportation infrastructure. Is there a role for advocacy to senior government for delivering these pieces?	Implementation of the Vision would include exploring infrastructure and amenity needs more deeply and informed by City-wide interdepartmental initiatives which are already underway. This includes amenities planning (e.g. Parks and Recreation Comprehensive Plan update), and infrastructure and asset management planning (e.g. Electrical Utility strategic planning). These initiatives will inform financing growth work (e.g. updating Development Cost Charges and establishing an Amenity Cost Charges program) to ensure development pays for the growth-related portion of the infrastructure and amenities needed to build a livable city. These city-wide initiatives will also inform advocacy to senior levels of government.
Ensure that growth and communities in surrounding areas are considered during infrastructure and amenity planning.	Growth at Southgate and elsewhere in Burnaby, as well as impacts to Queensborough, were considered during the visioning phase and would inform development concepts and planning for infrastructure and amenities. Staff continue to work with the staff in neighbouring cities (Burnaby, Coquitlam, Richmond) through neighbourhood planning or related to major developments.
Consider establishing a greenspace target or strategy to ensure adequate greenspace is provided.	This is being explored and considered as part of the forthcoming Parks and Recreation Comprehensive Plan (anticipated completion in 2025). The standards set through that Plan would be carried into the 22nd Street Station Area work.
Need for careful consideration of construction impact, and strategic timing on civic or infrastructure work.	These considerations will be addressed through project permitting and construction coordination during implementation and build out.
Need for continued advocacy to TransLink to ensure transit capacity keeps up with growth, and innovative solutions are sought. Need to also explore stacking uses above the bus exchange, and potentially removing personal vehicle traffic from Seventh Ave, while keeping space for taxi and pick-up and drop-off.	The City is involved with implementation of *Transport 2050*, has been advocating for adequate service through the creation of a Burrard Peninsula Area Transport Plan. TransLink and City staff collaborated on visioning for the 22nd Street Station area, including through discussions on optimizing the platform utilization and accommodating five-car trains, and planning for future bus exchange expansion. City staff would maintain engagement with TransLink staff throughout the Transit Village Development Concept process.

Consider exploring community ownership models in this area, such as through a community land trust?	Retaining/establishing community ownership or embedding community in governance is in alignment with many of the submissions in the Ideas Challenge and the call from community to ensure that a sense of place and neighbourhood feel is retained. Opportunities may exist to explore community involvement in governance or programming of a future community centre (e.g. by using the Neighbourhood House governance model), in programming of greenspace (e.g. by supporting community stewardship of gardens)
Appreciation for the ideas that came from youth and other community members, such as design ideas for sensory parks	There should be an opportunity to continue to take inspiration from these kinds of ideas challenge submissions in the creation of public realm and streetscape guidelines

Additional Council Comments/Considerations

Council made additional comments about issues to be considered in through design guidelines and future planning work:

- Incorporate age-friendly design principles,
- Consider acoustic performance and soundscape in urban design,
- Explore opportunities to maximize use of rooftops for green spaces,
- Utilize solar exposure on south-facing slope for renewable energy generation, and
- Ensure the retention of public views of the Fraser River.

Broader City-Wide Implications

Council also highlighted the potential to apply Vision principles more broadly to other parts of the city. Notable opportunities discussed include:

- Greening opportunities in utility corridors, and
- Leveraging the Ideas Challenge and youth engagement processes in other neighbourhood planning initiatives.