Our City, Our Homes
Engagement Summary Report



City of New Westminster
APRIL 25 2025

OUR CITY, OUR HOMES

Engagement Snapshot

Introduction

The City is updating its Official Community Plan and Zoning Bylaw to align with several housing initiatives and new Provincial housing legislative changes. The updates aim to enable well-located and diverse housing that meets the needs of the growing community while continuing to advance Council's 2023 – 2026 Strategic Priorities Plan. In particular, the City is working on four key initiatives:

Transit Oriented Development Areas: The Province identified five Transit Oriented Development Areas in New Westminster at 22nd Street, New Westminster, Columbia, Sapperton, and Braid SkyTrain stations. These areas are now required to be designated for greater density.

Townhouses: Today, townhouses are allowed in the city in limited locations and require approval by City Council through a rezoning application. In an effort to see more townhouses built, the City is exploring more locations and reduced development approvals processes.

Infill Housing: This initiative explores allowing up to six units to be built on properties in the city that currently only allow single detached houses, duplexes, secondary suites, and laneway/ carriage houses.

Non-Profit Affordable Housing: The goal of this program is to reduce barriers to non-profit housing providers to build affordable rental housing by streamlining development approvals processes.

How We Engaged

A variety of methods were used to build understanding and awareness of the *Our City, Our Homes* initiatives and provide opportunities for the public to share feedback. From February 22 to March 9 2025, we engaged community members across the City to hear questions and seek feedback about the housing initiatives. Engagement activities included:

1,600 webpage visits

245 survey responses

259 open house attendees

26 online attendees

BEHEARD WEBPAGE

Launched February 22, 2025

Be Heard New West is an online platform where residents can learn about City projects, share feedback and ideas with the City. As of March 9, over 1,600 participants visited the webpage.

ONLINE SURVEY & QUESTIONS PAGE

Be Heard New West, Feb 22 – Mar 9, 2025

245 survey responses, 24 online questions and 9 email enquiries

COMMUNITY OPEN HOUSES

March 1, March 5, and March 8, 2025

Three open houses at three locations: Sapperton Pensioners Community Hall (99 attendees), Century House (98 attendees), Qayqayt School (62 attendees).

ONLINE ZOOM EVENT

March 6, 2025

One Zoom event with 26 attendees



What We Heard

During the engagement events, participants were asked a range of questions, including questions about general hopes and concerns about the future of housing, and more specific questions about each housing initiative. This page summarizes some results from select questions. See the full report for a summary of every question response.

TOP 3 HOPES FOR THE FUTURE OF HOUSING IN NEW WESTMINSTER

More **variety of housing types** *(e.g. apartments, townhomes, duplexes, triplexes, multi-plexes, secondary suites, laneways, etc.)*

More **affordable housing**

More **family-friendly housing** *(e.g. sufficient size for multiple bedrooms, storage, etc.)*

TOP 3 CONCERNS FOR THE FUTURE OF HOUSING IN NEW WESTMINSTER

Not enough **community amenities** to support more people *(e.g. schools, parks, community centres)*

Not enough **infrastructure** to support more people *(e.g. roads, sewers, etc).*

Won't be able to stay in New Westminster because of the **cost of housing**

Participants were asked a range of specific questions about emerging directions for the Our City, Our Homes housing initiatives. Overall, most participants supported the City's initial directions.

TRANSIT ORIENTED DEVELOPMENT AREAS

General support for:

- Allowing **infill housing, townhouses and apartments** in Tiers 2 and 3 of TOD Areas (73% support)
- Allowing **townhouses and apartments** in Tiers 2 and 3 of TOD Area (71% support)
- **Extending the TOD Area boundaries** when certain principles apply (70% support)

Not as much support for:

- **Allowing only apartments** in Tier 2 and 3 of the TOD Areas (54% did not support)

TOWNHOUSES

General support for:

- Allowing **3 storey townhouses** (72% support)
- **Pre-zoning** areas for townhouses (73% support)
- Allowing townhouse units to have **secondary suites** (64% support)
- **Maximizing opportunities for townhouses** in the city, when shown different land use scenarios (61% support for scenario 3)
- Requiring **1 off-street parking space** per townhouse (55% support)

INFILL HOUSING

General support for:

- **Streamlining approvals** and permitting processes for infill housing (70% support)
- Allowing a **sliding scale of building floor area** based on the number of units provided (66% support)

NON-PROFIT AFFORDABLE HOUSING

General support for:

- Allowing **affordable housing rental** projects in the City's Transit Oriented Development Areas (75% support) and in locations proposed for townhouses (63% support)

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Introduction

Governments of all levels across Canada are working to tackle the housing crisis. Here in New Westminster, the City is continuing to advance **Council's 2023 – 2026 Strategic Priorities** to clear the way for all types of new homes needed today and in the future. Together, we are working hard towards more and better housing for all.

There are several bylaws and policy tools the City uses to enable housing development. Currently, the City is making updates to our **Official Community Plan** and **Zoning Bylaw**. These are the primary regulations for what type of housing (e.g. apartment, townhouse, or duplex) is allowed where, and how big or tall it is allowed to be. The coming changes will impact many properties in the city through one of the following initiatives:



Transit-Oriented Development Areas: The Province has identified five transit-oriented development areas in New Westminster at 22nd Street, New Westminster, Columbia, Sapperton, and Braid SkyTrain stations. These areas are now required to be designated for greater density.



Townhouses: Today, townhouses are allowed in the city in limited locations and when approved by City Council through a rezoning application. In an effort to see more townhouses built, we're exploring more locations and reduced development approvals processes.



Infill housing: This initiative explores allowing multiplexes of up to six units to be built on properties in the city that currently allow houses, suites, and laneway houses.



Non-Profit affordable housing: The goal of this program is to reduce barriers to non-profit housing providers to build affordable rental housing by streamlining development approvals processes.

Several of the initiatives above are part of the City's participation in the Canada Mortgage and Housing Corporation's Housing Accelerator Fund. The Province of British Columbia has also made significant changes to housing legislation, impacting how local governments operate when it comes to reviewing development applications. The City is required to meet timelines related to both. Learn more about how senior government is shaping housing in our city by clicking through the links.

Right now, the City is not making changes to housing regulations in Queensborough because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing. The Province has given the City an extension until May 2029 to

complete this research before making any decisions. The City will consult with residents before any changes in Queensborough are finalized.

To support these initiatives, the City is conducted community engagement to share information about the proposed changes and to hear feedback from the community. This includes helping residents understand where the changes come from, how they work, and why they're being made, as well as gathering input on the location, type, and regulations of new housing in New Westminster.

To view the information that was shared at the open houses, including the open house engagement boards, visit here.

What We Did

Communications and Outreach

A variety of methods were used to build understanding and awareness of the four key housing initiatives, and to provide information on the opportunities for the public to share feedback.

The following methods were used:

- Postcards mailed to every address in New Westminster
- Newsletters to various City email databases:
    - Be Heard New West subscribers
    - Citypage newsletter subscribers
- Social media posts (Facebook, Instagram, X)
- Flyers available at engagement pop-ups
- Posters in some City facilities, non-City facilities and community spaces (e.g. libraries, Century House)
- Digital display at all City facilities
- Emails to community groups (e.g. business improvement associations, youth groups) and all resident associations

Be Heard New West Project Page: The Be Heard New West Our City Our Homes project page was published on February 13, 2025, which included background information on the housing projects, information about engagement opportunities, and a questions tool, along with relevant resources and a list of frequently asked questions. An online survey was launched on the Be Heard page on February 22. As of March 9, over 1,600 unique participants visited the webpage.

Individual City Webpages: Each of the housing initiatives had its own City webpage, which included details such as project background, timelines, and information on how to provide feedback during this round of engagement.

- Transit Oriented Development Areas
- Infill Housing
- Townhouses
- Affordable Housing



Figure 1: Postcard Notification



Figure 2: Project Be Heard Page

Engagement Opportunities

The City hosted the following in-person and online engagement opportunities:

Event Type	Description	Total Participation
In-person open houses	The City hosted three drop-in open houses, located at different locations across New Westminster. All events had the same set of information and resources, and questions for input, as well as a kids' booth and light refreshments.	
	• Saturday, March 1 | 1:00-4:00 pm, Sapperton Pensioners Community Hall	99 attendees
	• Wednesday, March 5 | 5:30-8:30 pm, Century House	98 attendees
	• Saturday, March 8 | 1:00-4:00 pm, Qayqayt Elementary School Gym	62 attendees
Virtual Session	City staff presented information and gathered community input at a virtual event designed to emulate the in-person open houses. The event started at 11:30 am with a quick introductory presentation, but attendees were invited to join the Zoom meeting at any time to learn about the four housing initiatives and provide feedback.	
	• Thursday, March 6 | 11:30 am - 1:00 pm, online via Zoom	26 attendees
Online survey	Participants were invited to provide input through an online survey posted on the Be Heard New West project page.	245 responses
Online Q&A tool	On Be Heard, there was a question tool where participants could ask questions of City staff about the project.	24 questions



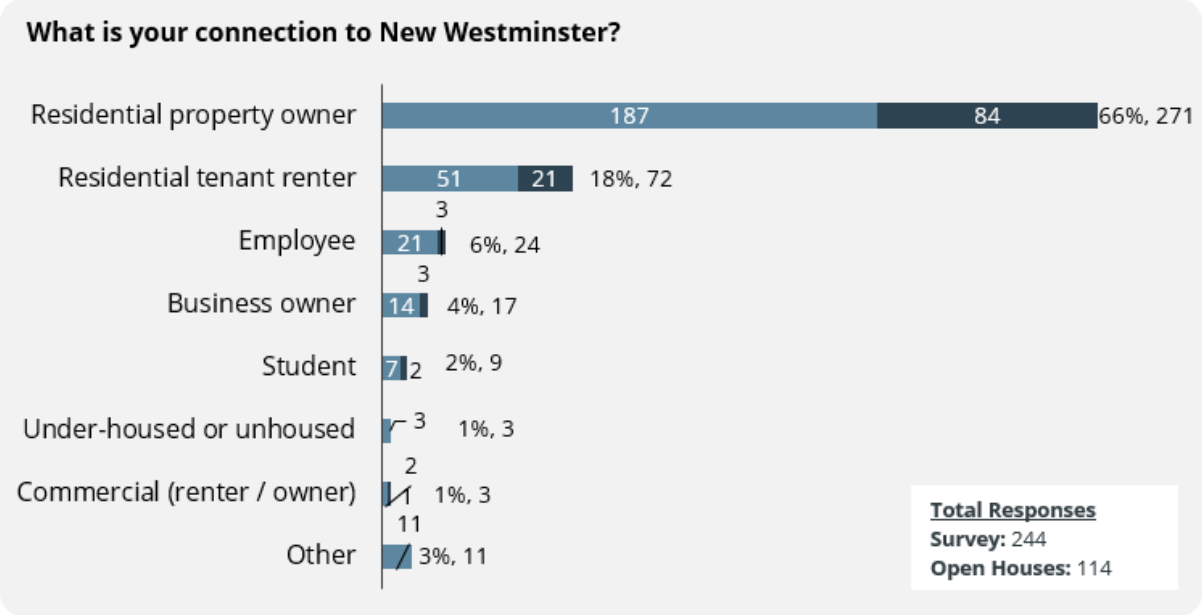
Figure 3: A picture of open house at Century House

Who We Heard From

Connection to New Westminster

RESULTS

Participants on Be Heard New West and at the open houses were asked to share their connection to New Westminster. Compared to Census 2021 population data, residential property owners were overrepresented during engagement (66% of participants compared to 55% of the population in the census), and renters were significantly underrepresented (18% of participants compared to 45% of the population in the census).

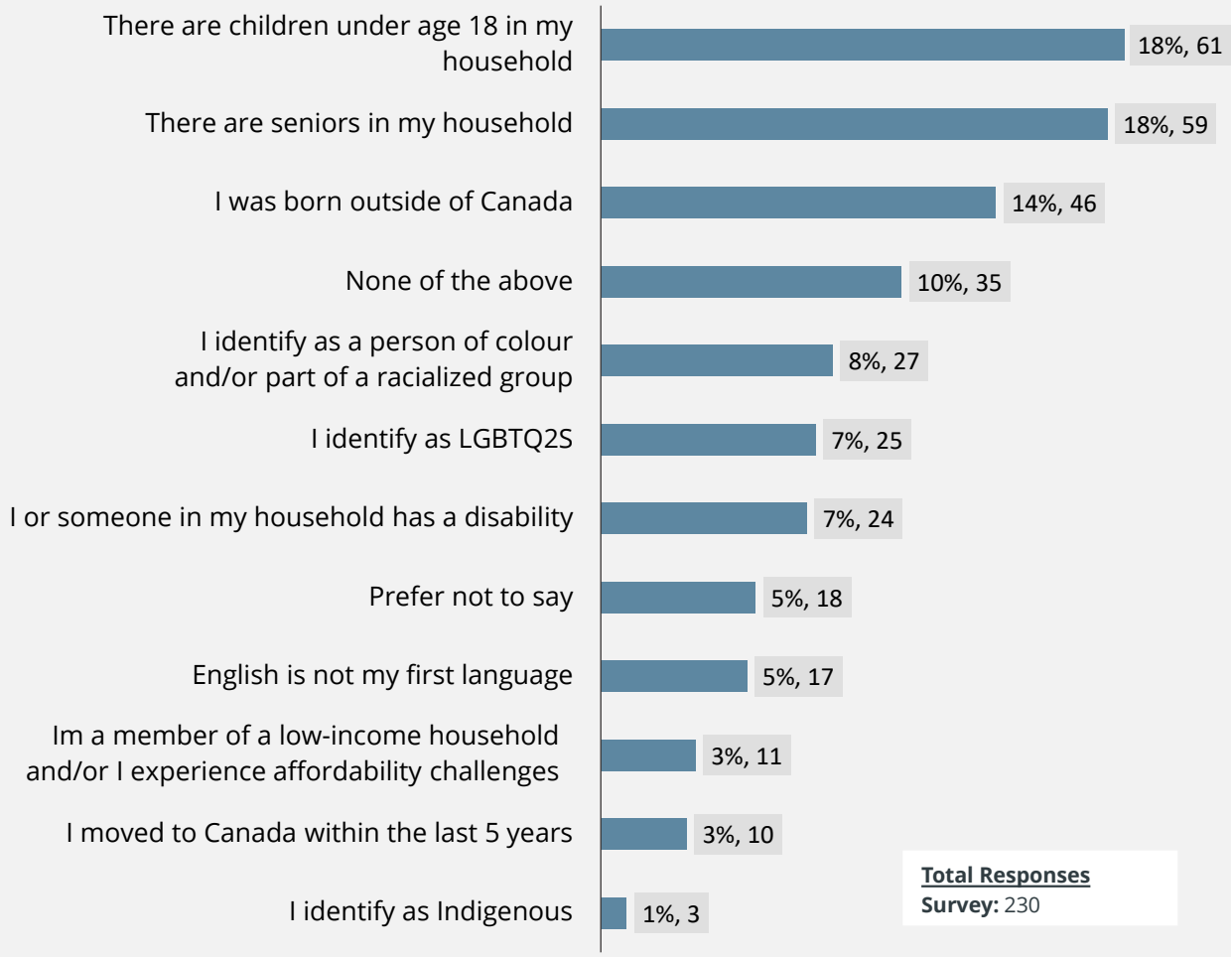


Note: *This question was asked during the open houses and during Be Heard New West sign-up process. The "other" option was only provided on Be Heard and not on the in person display board.*

Additional Demographic Information

At the time of registration, Be Heard users can choose to share additional demographics information about themselves (see list of options in chart below). Some of this information can be compared to Census population data from 2021. Those with children under 18 in their households (18% among Be Heard participants, 23% in the Census) and Indigenous population (1% among Be Heard participants, 3% in the Census) were underrepresented, and visible minorities were significantly underrepresented (8% of Be Heard participants identify as person of colour and/or racialized group, 47% in the Census). Those whose first language is not English is comparable (5% among Be Heard participants, 4% in the Census). This question was not asked at the in-person open houses and the virtual session.

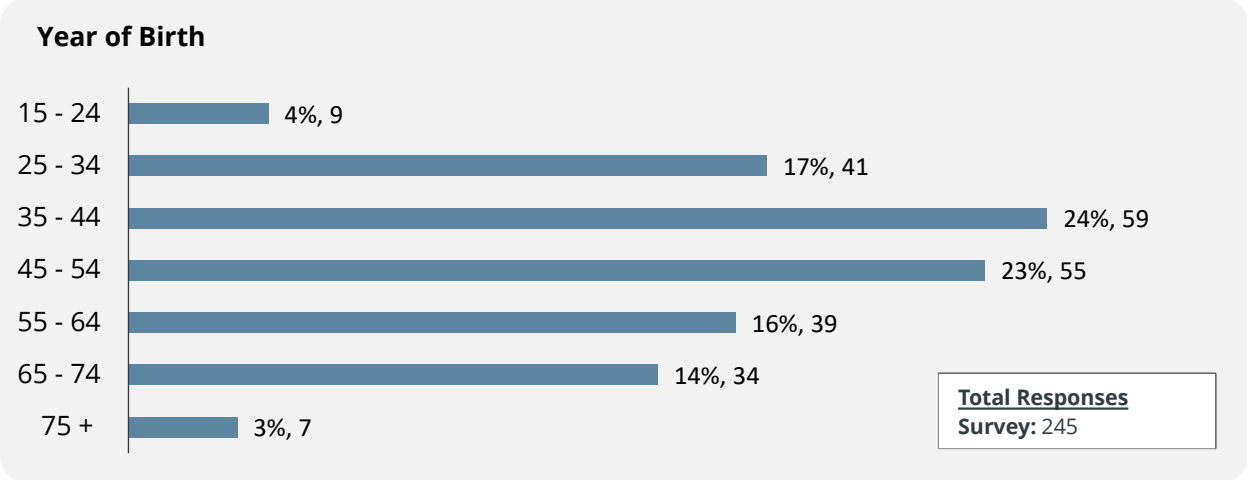
OPTIONAL - More info about you (select any / all that apply):



Note: *This question was asked of Be Heard participants. Participants were able to choose more than one answer.*

Age

At the time of registration, Be Heard users are also asked to share their year of birth. Overall, people aged 15-34 (21% in the survey, 28% in the Census) and 75+ (3% in the survey, 6.5% in the Census) were underrepresented during engagement, and ages 35-54 were slightly overrepresented (47% in the survey, 30% in the Census). The 55-64 age range was equally represented (14% in the survey, 16% in the Census 16%).

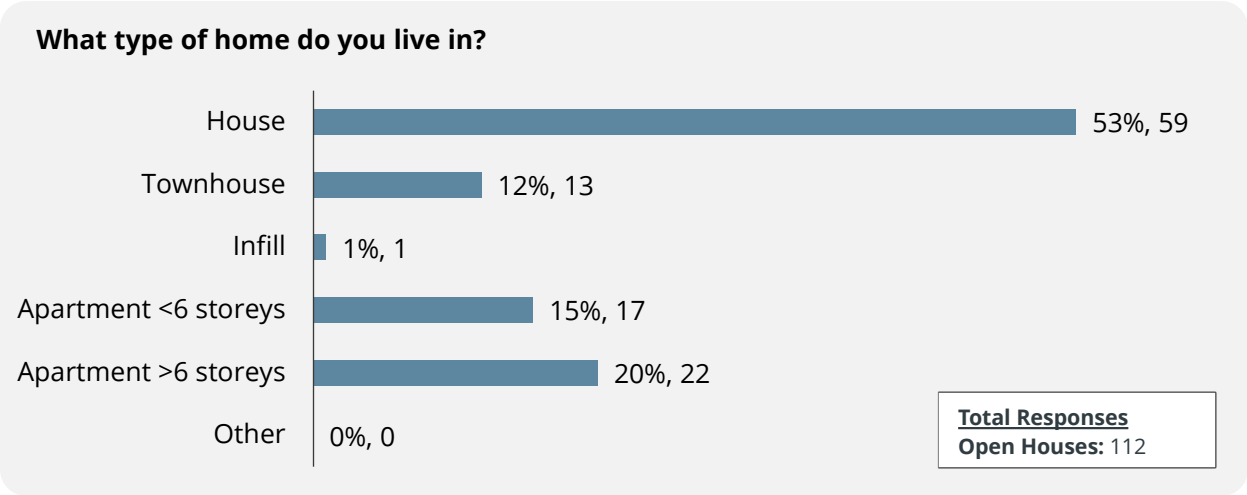


Note: *This question was only asked of Be Heard participants. One participant identified an age below 15, which is not included in the chart above, but is included in the count of total survey responses.*

Current Housing Type

RESULTS

At the in-person open house events, attendees were invited to place a dot on the type of home they currently live in. Over half of open house attendees (53%) answered that they live in a house, over a third of participants (35%) live in apartments and 12% live in townhouses.



Note: *This question was only asked during the open houses.*

Where People Live

Postal Code – Survey Participants

At the time of registration, Be Heard users are also asked to provide their postal code.

Postal Code (First 3 Characters)	Count
V3M (west of Sixth Street, including Queensborough)	119
V3L (east of Sixth Street, including Sapperton)	121
Outside of New Westminster	5

Neighbourhoods – Open House Responses

At the in-person open house events, attendees were invited to place a dot on a map of New Westminster to show which neighbourhood they currently live in.

Neighbourhood	Count
Connaught Heights	3
West End	2
Moody Park	6
Brow of the Hill	18
Glenbrook North	6
Massey Victory Heights	10
Sapperton	23
Victoria Hill Ginger Drive	1
Queen's Park	8
Downtown	8
Quayside	4
Queensborough	2

What We Heard

Participants were asked to share their hopes, concerns and goals related to housing in New Westminster. The results reflect a combination of feedback gathered through the online survey and open houses.

Section 1: Hopes, Concerns and Goals

The Our City, Our Homes initiatives will guide changes over the coming years as the City makes it **easier for all types of new homes to be built**, both today and in the future. This involves **changes to the Official Community Plan and Zoning Bylaw**, focusing on areas around Transit Oriented Development Areas (near SkyTrain Stations), expanding infill housing (e.g. multi-plexes, laneway houses, etc.) and townhouse options, and streamlining processes for non-profit affordable housing developments.

These initiatives will be informed by community input and in alignment with Council's Strategic Priorities Plan, and the new Provincial housing regulations. The initiatives are also informed by five overarching housing goals:



Provide for Homes and Housing Options

Allow for all types of housing needed by the community today and tomorrow, prioritizing homes for those with the greatest need.



Increase Housing Supply

Enable development of 27,523 new housing units in the next 20 years, as outlined in the 2024 Interim Housing Needs Report.



Build More Homes, Faster

Implement a streamlined, online development approvals process to make the process for housing approvals faster and easier.



Growth with Livable and Financial Sustainability

Ensure development pays for the growth-related portion of the infrastructure and amenities needed to build a livable city.



In the Right Place

Locate growth close to daily needs and transit.

What We Heard: Introduction

Please share your thoughts on the proposed Our City, Our Homes initiatives by filling out this survey. **Your input will be used to help shape changes to our Official Community Plan and Zoning Bylaw**.

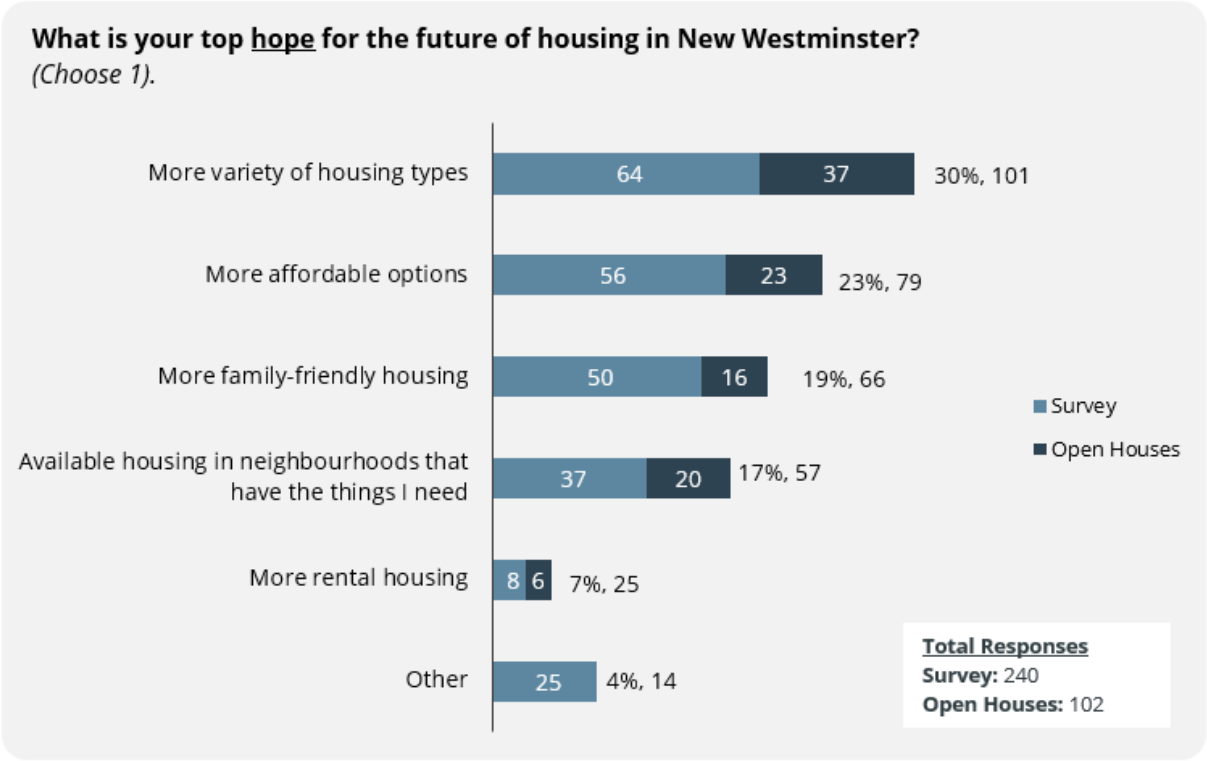
Note: The survey is only related to changes on the mainland of New Westminster. **The City is not currently making changes to housing regulations in Queensborough**, because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing.

Q1: What is your **top hope** for the future of housing in New Westminster? (Choose 1)

*Note: **The chart below combines the results from the three open houses and the online survey.** The "Other (please specify)" option was only asked during the online survey.*

RESULTS

Across engagement activities, the top three hopes for the future of housing were **more variety of housing types** (30% of responses), **more affordable options** (23%) and **more family-friendly housing** (19%). More rental housing was the lowest selected hope for the future (4%).



SURVEY OPEN ENDED FEEDBACK

Those who responded "other" (25 comments) in the survey most frequently provided comments related to the following themes:

- Many participants elaborated on the need for more **community amenities** (e.g. parks, recreation centres) to serve the existing and growing communities.
- Many participants elaborated for a range of **housing types,** including accessible housing, co-op housing, supportive housing, family friendly housing, and housing for unhoused people.
- Many participants commented on preserving existing **neighbourhood heritage** and community character.
- There were a few general concerns about how the **rate of change** will negatively impact existing residents, impacting livability, sense of community, and vibrancy.
- There were a few comments about **infrastructure** (e.g. electricity and roads) that can meet current and future needs.
- There were a few comments about hopes for **climate action** and sustainability in construction and neighbourhood design.
- There were a few comments about **hopes for expedited approvals processes** and neighbourhood specific plans for housing.

QUOTES

"Sustainability (climate mitigation and adaptation—of construction, housing, transportation, neighbourhood, infrastructure, etc.)"– *Survey participant*

"I am concerned about the increased density and parking and access to services, while at the same time, concerned that young people and renters are very much challenged with finding housing." *– Survey participant*

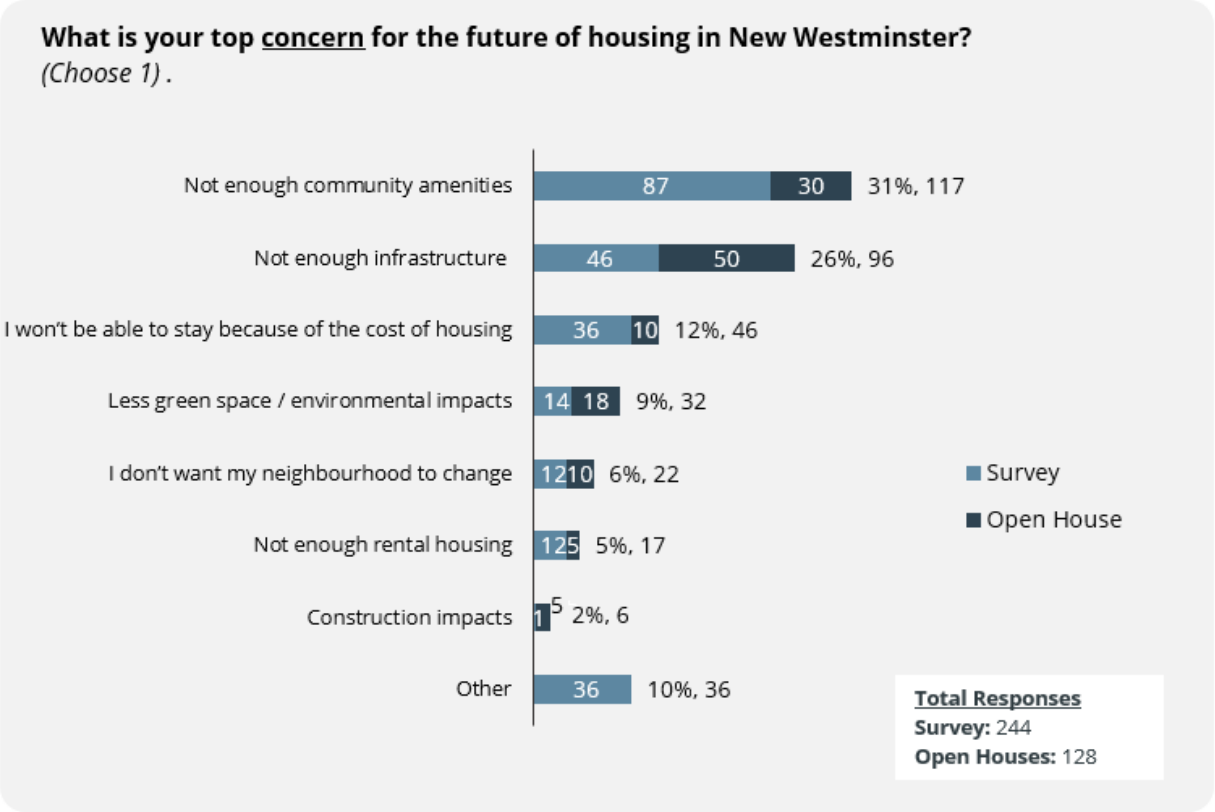
"I have been unhoused and living in my vehicle since 2017. […] I've been in New Westminster since 1993. I raised my son here and this is my home even though I don't have a roof over my head." *– Survey participant*

Q2: What is your **top concern** for the future of housing in New Westminster? (Choose 1)

*Note: **The below chart combines the results from the three open houses and the online survey.** The "Other (please specify)" option was only offered during the online survey.*

RESULTS

Across engagement activities, the top three concerns for the future of housing were: **not enough community amenities** to accommodate more people (31% of responses), **not enough infrastructure** (26% of responses) and **not being able to stay in New Westminster** because of the cost of housing (12% of responses). Participants were least concerned about construction impacts (2%), rental housing (5%), and neighbourhood change (6%).



SURVEY OPEN ENDED FEEDBACK

Those who responded "other" in the survey (36 comments) most frequently provided comments related to the following themes:

- Many participants shared concerns about housing **affordability**, including the prices of new developments and property tax impacts.
- Many participants shared specific concerns about a lack of certain **housing types,** including a need for seniors housing, missing middle housing, and family friendly housing.

- A few participants shared concerns about how new development could **negatively impact existing residents**, making neighbourhoods less livable.
- A few participants shared concerns about the amount and quality of **community amenities** in the city.

QUOTES

"Development costs will be borne primarily by new homeowners/developers, rather than evenly distributed amongst ALL residents/business that benefit from new facilities and improved infrastructure due to current property tax approach." *– Survey participant*

Making sure homeowners in New Westminster can still be able to live in New Westminster, while the City of New West helps with housing initiatives to accommodate future population growth *– Survey participant*

… If the intent of the increased density initiative is to provide more affordable housing options, why are there no regulation to control rent levels on new projects, so that the average worker can find a place to live. If variances are given to allow development in spaces that would otherwise not be allowed, why is the city not getting what it needs in exchange. The wealthy will build to make more money and rent the spaces way over market value, this will not help the housing crisis. *– Survey participant*

Q3: The Our City, Our Homes Official Community Plan update has five overarching housing goals. Guided by the Council's 2023 – 2026 Strategic Priorities Plan and the objectives of the new Provincial housing legislation, the City have developed five principles to guide this Official Community Plan update.

- **Increase Housing Supply:** Enable development of 27,523 new housing units in the next 20 years, as outlined in the 2024 Interim Housing Needs Report.
- In the Right Place: Locate growth close to daily needs and transit.
- **Build More Homes Faster:** Implement a streamlined, online development approvals process to make the process for housing approvals faster and easier.
- **Growth with Livable and Financial Sustainability:** Ensure development pays for the growth-related portion of the infrastructure and amenities needed to build a livable city.

- **Provide for Homes and Housing Options:** Allow for all types of housing needed by the community today and tomorrow, prioritizing homes for those with the greatest need.

Please rank these goals in order of *what you feel is most important* for the City to prioritize.

1 = most important, 5 = least important

Note: ***The below table combines the results from the three open houses and the online survey.*** *The "Other (please specify)" option was only offered during the online survey.*

RESULTS

The following chart combines the results from the open houses and survey, with participants ranking **growth with livable and financial sustainability** as their top priority, with increasing housing supply as a lower value priority.

Goals	Overall rank	Average weighted score *from survey and open house (1 = Most important, 4 = Least important)*
Growth with Livable and Financial Sustainability	1	2.87
In the Right Place	2	2.93
Provide for Homes and Housing Options	3	3.13
Build More Homes Faster	4	3.74
Increase Housing Supply	5	3.77

Survey: *244 responses;* ***Open Houses:*** *206 stickers*

Section 2: Transit Oriented Development Areas (housing near SkyTrain Stations)

What is Transit Oriented Development? This is a city planning approach that focuses on high-density, mixed-use development within walking distance from frequent transit services. It typically includes a mix of residential, commercial (such as grocery stores and retail), and community amenities (such as childcare and community hubs).

In November 2023, the Province introduced new housing legislation that identified Transit Oriented Development Areas across the Lower Mainland. Because of this new Provincial housing legislation, the City of New Westminster now needs to allow eligible projects to meet the minimum density required in the city's the Transit Oriented Development Areas. The Official Community Plan (OCP) will be updated with new Land Use Designations to reflect the legislation already in place and provide clarity to future developments.

Click here to see frequently asked questions about Transit Oriented Development Areas.

How does the legislation apply to New Westminster?

In New Westminster, the land within 800 metres of a SkyTrain station is identified as Transit Oriented Development Areas by the Province. There are five Transit Oriented Development Areas in New Westminster:

- 22nd Street Station
- New Westminster Station
- Columbia Station
- Sapperton Station
- Braid Station

Further information about the location of the properties identified by the Transit Oriented Development legislation can be found on the City's **interactive CityViews** map here.

Click here to see the maps in this section enlarged on the engagement boards.

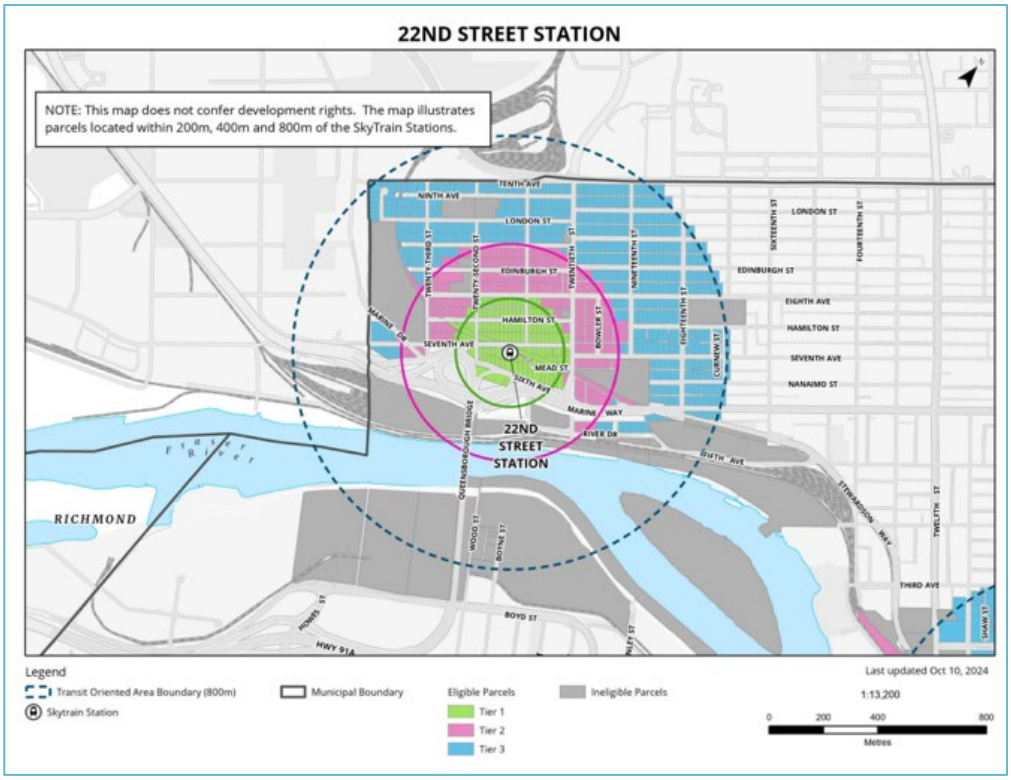


Figure 4. 22nd Street Station Transit Oriented Area Map

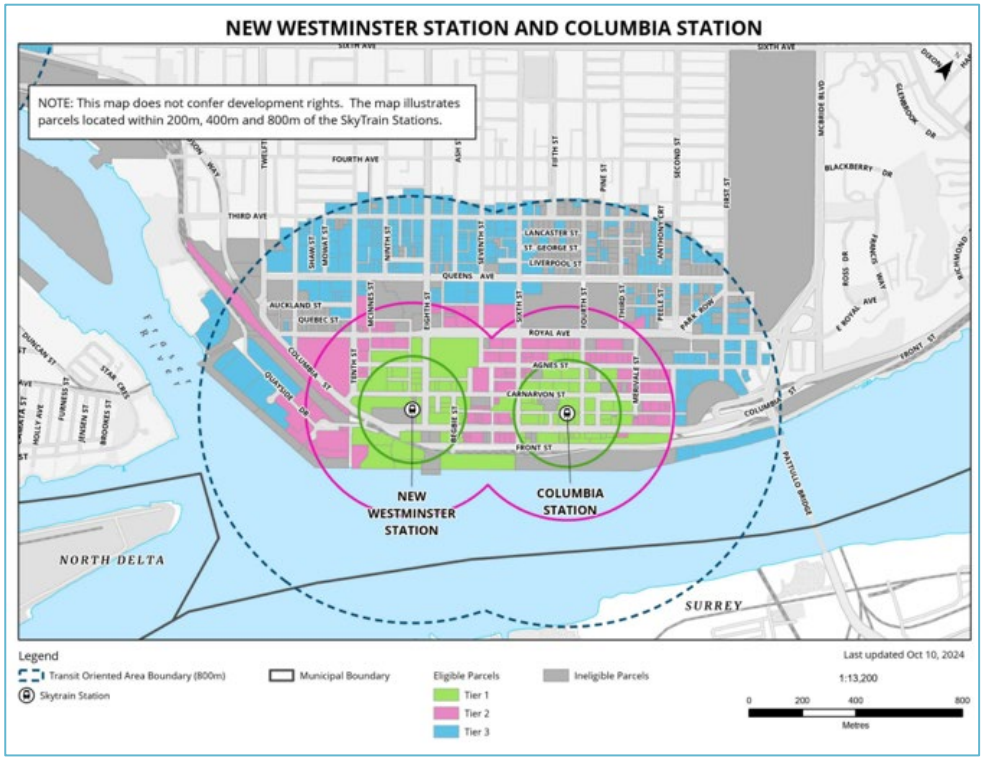


Figure 5. New Westminster Station and Columbia Station Transit Oriented Area Map

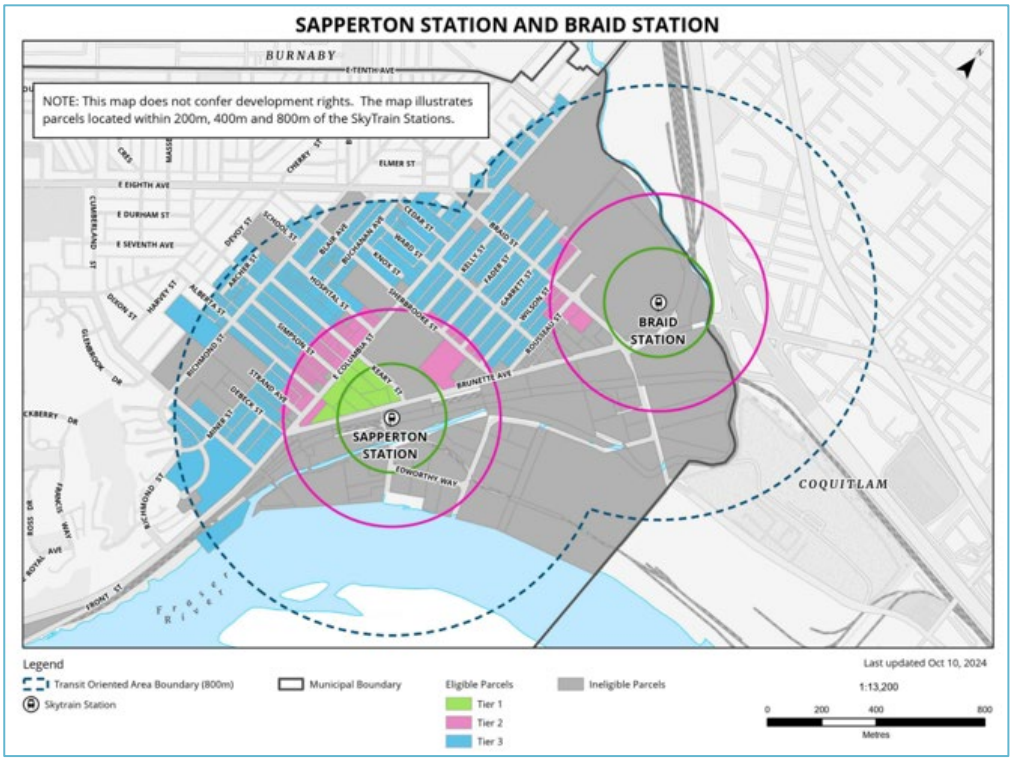


Figure 6. Sapperton Station and Braid Station Transit Oriented Area Map

Minimum Densities

Transit Oriented Development Areas are divided into three tiers, with Tier 1 closest to the SkyTrain station allowing the highest density projects and Tier 3 further away permitting more moderate density projects. These are further explained in the table below.

TOD Area Tier	Distance from Station	Allowable Building Height (Storeys)
1	200 or less	Up to 20
2	200 - 400	Up to 12
3	400 - 800	Up to 8

Parking Requirements

The City cannot require development applicants to include residential vehicle parking spaces in a residential building in a Transit Oriented Development Area. Parking will still be required for accessibility stalls and bicycles. In other types of uses or buildings, like commercial (e.g. a retail store) and institutional (e.g. a school) in the Transit Oriented Development Areas, parking requirements are not impacted.

How is the City implementing the legislation?

The map below shows an updated Land Use Designation that reflects the locations and densities identified within the Provincial Transit Oriented Development Areas.

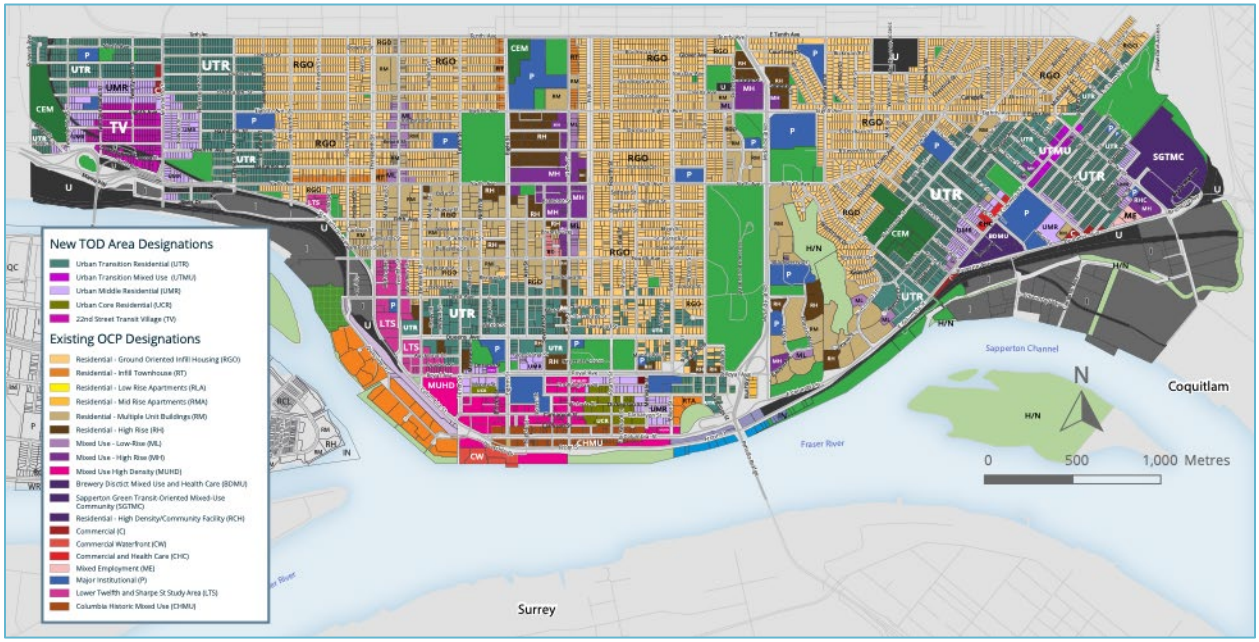


Figure 7. Proposed Land Use Designation Map

We would like your feedback on the following aspects to help ensure Transit Oriented Developments are implemented comprehensively across New Westminster:

- **Allowing housing diversity and choice** within the Transit Oriented Development Areas
- **How to create a transition between** the Transit Oriented Development Areas and the surrounding lower density areas
- **Removing barriers to building non-profit affordable** housing within Transit Oriented Development areas

Housing Choice within Transit Oriented Development Areas and Middle Area

The City of New Westminster is **required to allow higher density around the city's five SkyTrain station**s because of the new Provincial housing legislation.

To help provide a variety of housing choices, the City is exploring allowing infill housing (e.g. multi-plexes, laneway houses, etc.) and townhouses within the Urban Middle Areas (200-400m from SkyTrain stations, Tier 2) and Urban Transition Areas (400-800m from SkyTrain Station, Tier 3).

This is intended to transition from the highest density urban cores to the surrounding neighbourhoods of New Westminster.

Areas of focus	Distance from the SkyTrain Station	Provincial TOD Area Tier
Urban Transition Residential	800m and 400m	Tier 3
Urban Middle Residential	400m and 200m	Tier 2

What could housing choice look like in TOD Transition and Middle Areas?

The City has the option to allow a lower density form of housing within the Transit Oriented Development Areas. While this will help provide a wider range of housing choices, it may prevent higher density forms of development occurring.



Figure 8. Diagram of Land Use Designations and Housing Types

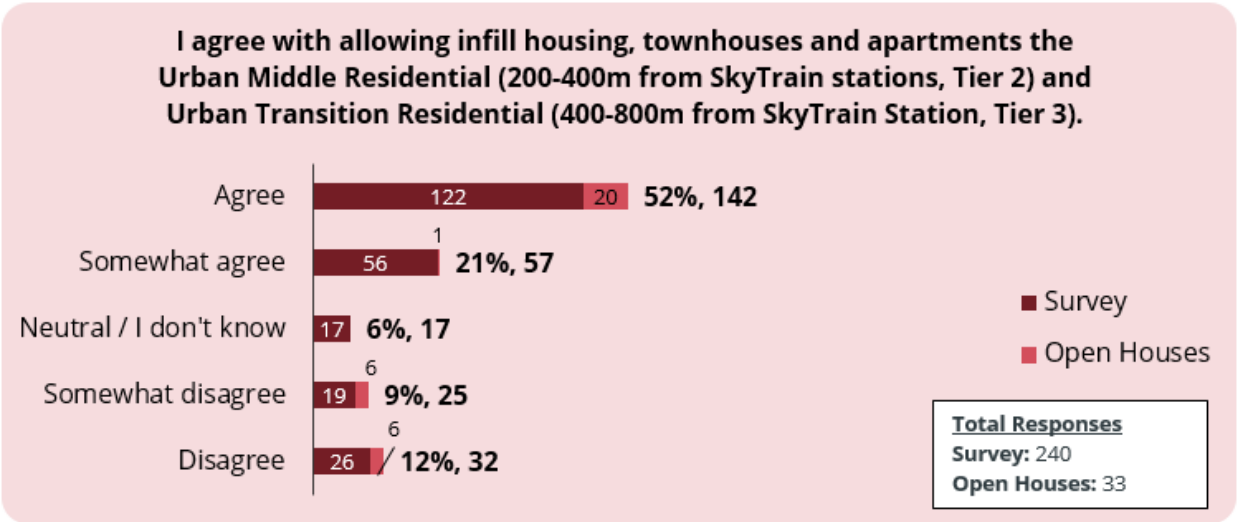
Q4: Considering **what is required** by the Province and **what the City is exploring** in the Transit Oriented Development Areas, please share your **level of agreement with the statements** below:

- I agree with allowing infill housing, townhouses and apartments the Urban Middle Residential (200-400m from SkyTrain stations, Tier 2) and Urban Transition Residential (400-800m from SkyTrain Station, Tier 3)
- I agree with allowing townhouses and apartments in the Urban Middle Residential (200-400m from SkyTrain stations, Tier 2) and Urban Transition Residential (400-800m from SkyTrain Station, Tier 3)
- I agree the city should only permit apartments the Urban Middle Residential (200-400m from SkyTrain stations, Tier 2) and Urban Transition Residential (400-800m from SkyTrain Station, Tier 3)

*Note: **The below charts combine the results from the three open houses and the online survey.** In the survey, the Likert scale range was presented as: Agree, Somewhat Agree, Neutral, Somewhat Disagree, and Disagree. At the open houses, the Likert scale range was: Strongly Agree, Agree, Neutral, Disagree, and Strongly Disagree. Despite this discrepancy, the results have been combined above, for a clearer understanding of combined results.*

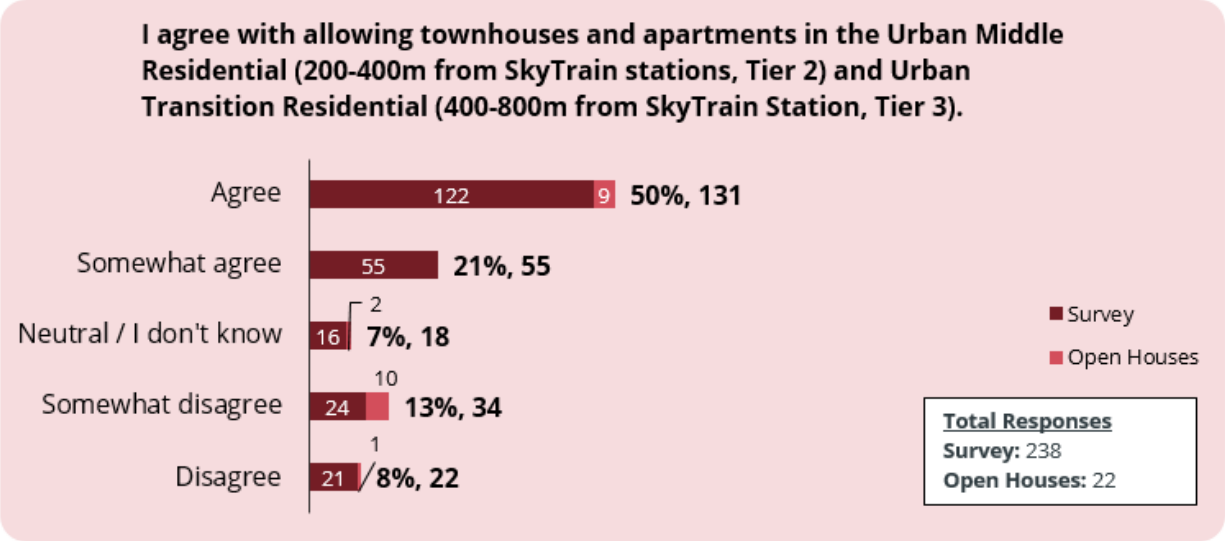
RESULTS

Most participants **(73%) agreed or somewhat agreed** with the direction of allowing infill housing, townhouses and apartments in the Urban Middle (Tier 2) and Urban Transition (Tier 3) areas.

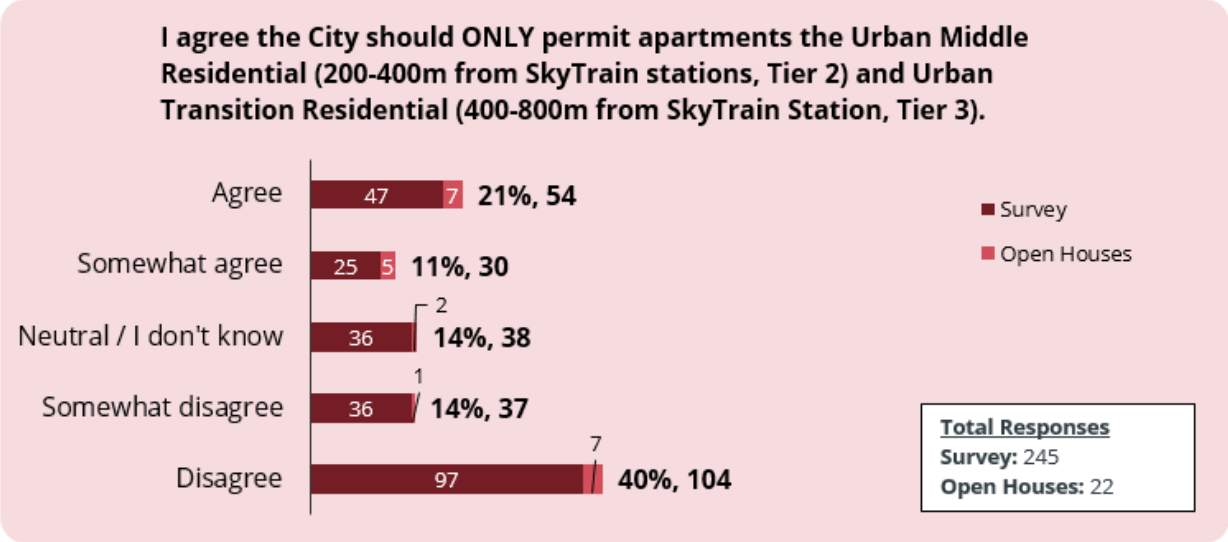


What We Heard: Transit Oriented Development Areas

Most participants **(71%) agreed or somewhat agreed** with the direction of allowing townhouses and apartments in the Urban Middle (Tier 2) and Urban Transition Residential (Tier 3).



A small majority of participants **(54%) disagreed or somewhat disagreed** with allowing only apartments in the Urban Middle (Tier 2) and Urban Transition Residential (Tier 3).



Some participants at the open-houses shared additional general thoughts (4 comments) with staff on housing choices Transit Oriented Development Areas. The following themes emerged:

- Some concern that higher density housing in certain areas (e.g. Sapperton) will put too much strain on **existing amenities and infrastructure.**

- A couple of questions if **infill housing** will be available to Single Detached Residential Districts (RS-1) properties in Tier 3.

Transit Oriented Development Area Edges

The Transit Oriented Development Area edges identified by the Province do not factor in local conditions such as subdivision patterns, roadways or topography. **The City is considering extending the Transit Oriented Development Area boundaries** to include additional properties on the outer edge of the Provincial Transit Oriented Development Areas to help **enable a smooth transition in density** while considering development potential.

The principles the City is planning to use when extending the boundaries are:

- Principle 1 – **Complete the block:** extend the area **eight-storeys** are designated to cover the entire block where there are only a **few parcels not included** in the Transit Oriented Development Area.
- Principle 2 – **Create a transition**: apply the **townhouse designation** to blocks where there are only a **few parcels included** in the Transit Oriented Development Area to create a transition from eight-storey buildings to townhouses within the same block, and to lower densities in the surrounding blocks.
- Principle 3 – **Consider development viability of parcels:** extend the **eight-storey designation** to cover the entire block where there are only a **few parcels included** in the Transit Oriented Development Area, if this would prevent significant development and/or infrastructure issues within the block (e.g. facilitating lane access near major streets, property size/shape challenges, topography).

What We Heard: Transit Oriented Development Areas

The maps below show the properties (in blue) that would be added to the Transit Oriented Development Areas based on these principles. Click here to see the maps in this section enlarged on the engagement boards.

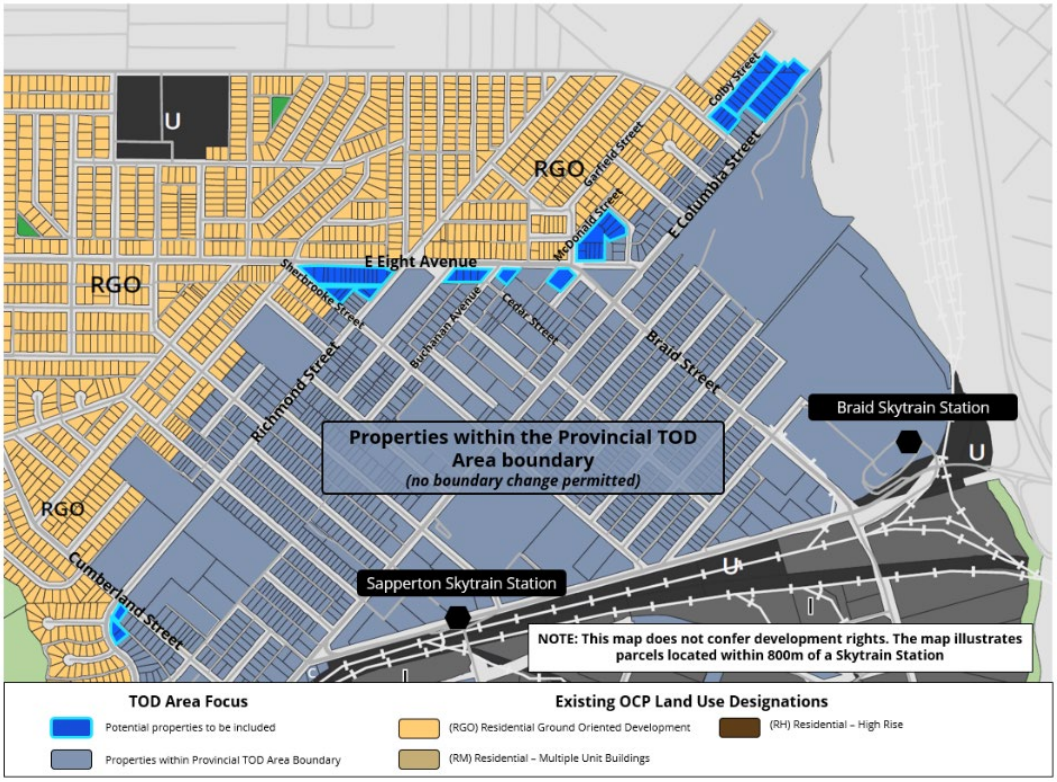


Figure 9. Map of TOD Area Edges (Sapperton Station and Braid Station)

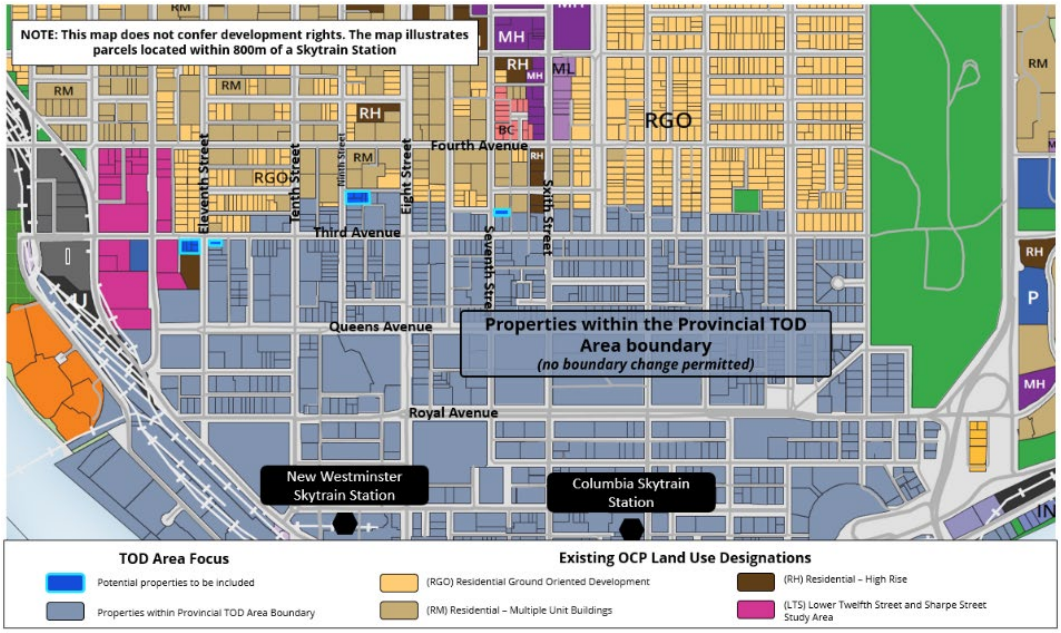


Figure 10. Map of TOD Area Edges (New Westminster Station and Columbia Station)

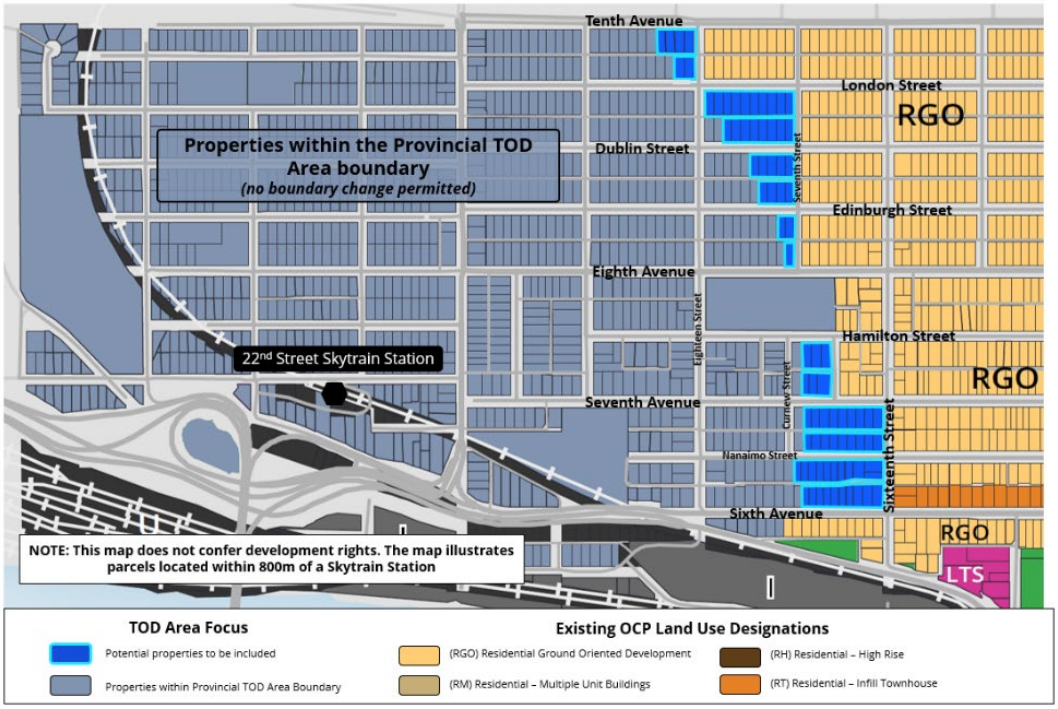


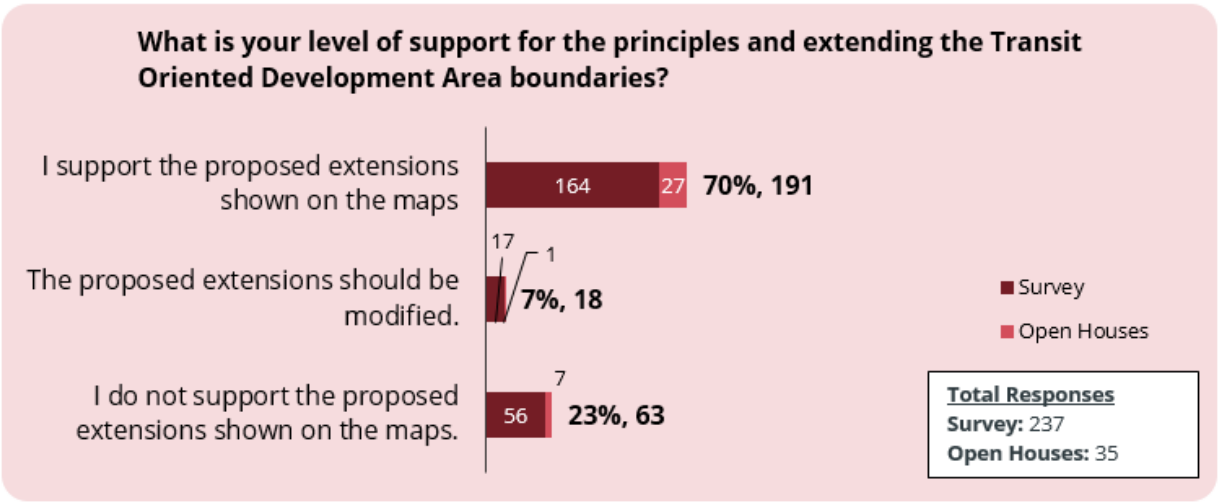
Figure 11. Maps of TOD Area Edges (22nd Street Station)

Q5: What is your **level of support for the principles and extending the Transit Oriented Development Area boundaries**?

Note: ***The following chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(70%) supported** the principle and extension of the Transit Oriented Development Area boundaries.



OPEN ENDED FEEDBACK

Q6: Survey question (OPTIONAL): If you think the proposed extensions should be modified, or you do not support the proposed extensions shown on the maps, please share why.

Open house question: What is your **level of support** for the principles and extending the Transit Oriented Development Area boundaries? **Tell us why!**

From the open-ended responses to the survey and at the open houses (67 total comments), the following themes emerged:

- **Many participants supported extending Transit Oriented Development Areas:**
    - Some participants said that the city, being well-served by SkyTrain, should take advantage of this infrastructure and extend Transit Oriented Development areas beyond the 800-metre range. Such extensions could allow for increased housing density and a more vibrant, mixed-use urban environment, particularly in underdeveloped areas.
    - There were some comments about permitting these types of densities in other areas of the city, including Queensborough, and in places where densification could support vibrant placemaking (e.g. Uptown).
    - Some participants discussed the desire for Transit Oriented Development boundaries to accommodate a variety of housing types, including townhomes, rather than just high-rises, and for more flexibility to better meet the needs of the city.
    - Some participants also support completing blocks to prevent gaps between high-density developments, making the city more cohesive and walkable, while also ensuring that public transport is available to support the growing density.
- **Some participants shared concern about Extending Transit Oriented Development Areas:**
    - Many participants shared a general concern about the denser building forms, due to the potential negative impact on community character, livability, traffic impacts, sense of community, and loss of biodiversity.
    - Some participants suggested that the land use designations should directly follow the provincial legislation (stopping at the 800m line).
    - Some concerns about the adjacencies between 8-storey buildings and single-detached houses, and concern that the Tier 3 boundary extension could lead to a loss of family-oriented townhouses close to amenities.
    - Instead of expanding TOD areas, there was some support for permitting infill and townhouses citywide to encourage density while maintaining neighbourhood character. Some participants suggested that any boundary extensions should permit townhouses instead of 8-storey buildings in Tier 3.

- In addition to specific comments in support or opposing extending the Transit Oriented Development Area boundaries, the following comments also emerged:
    - General comments about the need for **community amenities and commercial spaces**, including the need for hospitals, schools, parks, ground-level commercial, daily amenities, and restaurants.
    - General comments about **transit and traffic** including the need for more buses and pathways to transit stations, support for safe streets, traffic plans / parking assessments, and noise mitigation near the SkyTrain Stations. Suggestions to advocate for more SkyTrain capacity, and for more amenities near SkyTrain Stations (e.g. bike lockers).
    - A couple of comments about **planning and development** processes, including concerns about construction fatigue, suggestions to push back against the Provincial Legislation, and a suggestion to host a visioning process for the Sapperton-Braid TOA.
    - A couple of comments about **climate action**, including the desire to see more information about the City's GHG emissions and 2030 targets.
    - A couple of suggestions to **pre-zone** within the TOA for specific types of housing, including 4-plexes, single-lot 6-storey buildings, and some comments to pre-zone the entire TOA. Consider removing the public hearing requirement in TOAs or for HRA applications. Some suggestions to rezoning non-residential sites to be residential (e.g. commercial and mixed-employment sites).
    - A couple of comments about the need for stronger **tenant protection**, including right to return, compensation, temporary accommodation.
    - A suggestion to prioritize **housing for those in greatest need,** e.g. seniors housing, workers housing, rental housing.

ADDITIONAL COMMENTS

Some participants at the open-houses shared additional general thoughts (39 comments) with staff on Transit Oriented Development Areas. The following themes emerged:

- Concerns that increased development will **strain infrastructure and community amenities** including traffic, parking, curbside management, hospital capacity, school capacity, parkland, and bike land / sidewalk infrastructure.
- Comments about the **planning and development process,** including suggestions for Council to attend engagement events, comments that the Province's "concentric circle" approach to Transit Oriented Development Areas ignores local context, and suggestions for the City to pre-zone the Transit Oriented Development Areas.
- Suggestions to adjust **design guidelines** about open space, landscaping, solar panels, rainwater management, and view corridors.

What We Heard: Transit Oriented Development Areas

- Suggestion to allow **infill housing** in Tier 3 of the Transit Oriented Development Areas, and to permit single egress stair buildings in all tiers.
- Need for more **bus service**, including on East Eighth Avenue.

QUOTES

"More areas should be denser and Queensborough needs to be part of that." – *Survey participant*

"Stop at the 800 metre. It is a firm line that people will get." – *Survey participant*

Section 3: Townhouse Program

About the Townhouse Program: The City is updating the current "Infill Townhouse" Program, which started in 2017. The current program has resulted in very few new townhouses built, due to the lengthy approvals process and new townhouses being allowed in very few areas. The City is working to make it easier for more townhouses to be built in New Westminster. Townhouses provide family-friendly, ground-oriented housing and help increase housing choice in the city.

This program will consider:

- where townhouses are allowed in New West,
- the height and density of townhouses,
- the potential for a secondary suite within townhouse units, and
- changes to the approvals process.

You can learn more about the Townhouse Program here.

The City is looking for ways to make it easier for more townhouses to be built in New Westminster. **Please tell us what you think of the following draft directions:**

Q7: Draft Direction: **Allow 3 storey townhouses**

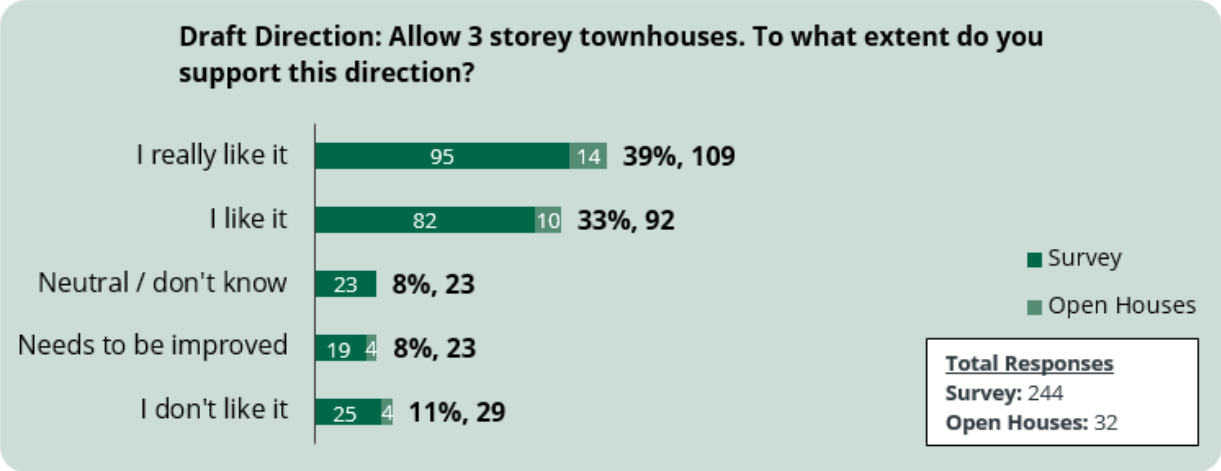
- **What:** The current townhouse program allows up to 2½ storeys.
- **Why:** Additional height can make units larger and therefore more family-friendly, allow for a secondary suite within townhouse units, and make a development more cost effective.

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(72%) agreed or somewhat agreed** with the direction that the City should allow 3 storey townhouses.



Q8: Draft Direction: **Pre-zone areas of the city for townhouses**

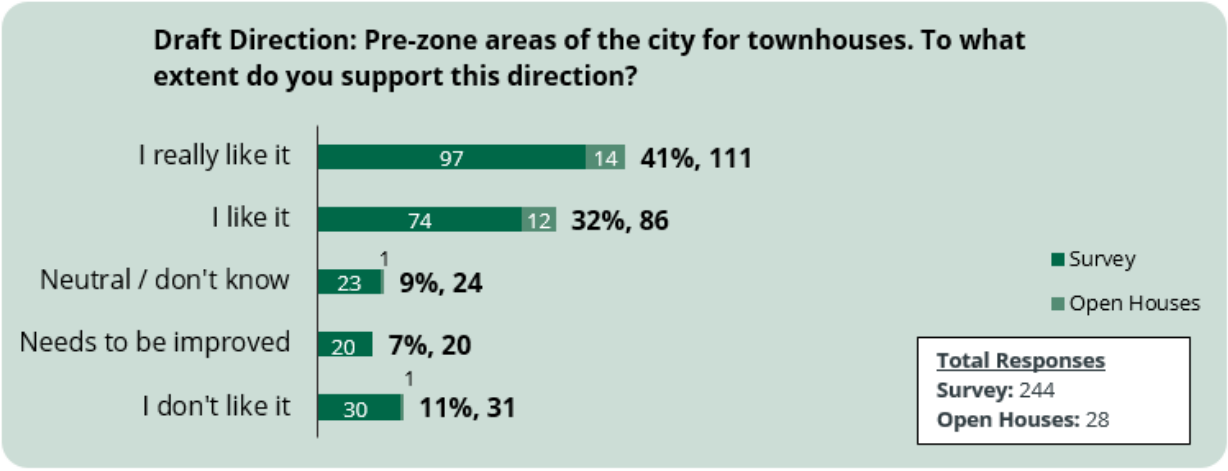
- **What:** Under the current townhouse program, proposals in areas designated for townhouse still have to apply for rezoning.
- **Why:** Not having to apply for rezoning would streamline the processes and make it easier for properties already designated for townhouses to develop. Some conditions (e.g. site size and access) would still have to be met.

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(73%) agreed or somewhat agreed** with the direction that the City should pre-zone areas of the city for townhouses.



Q9: Draft Direction: **Allow townhouse units to have a secondary suite**

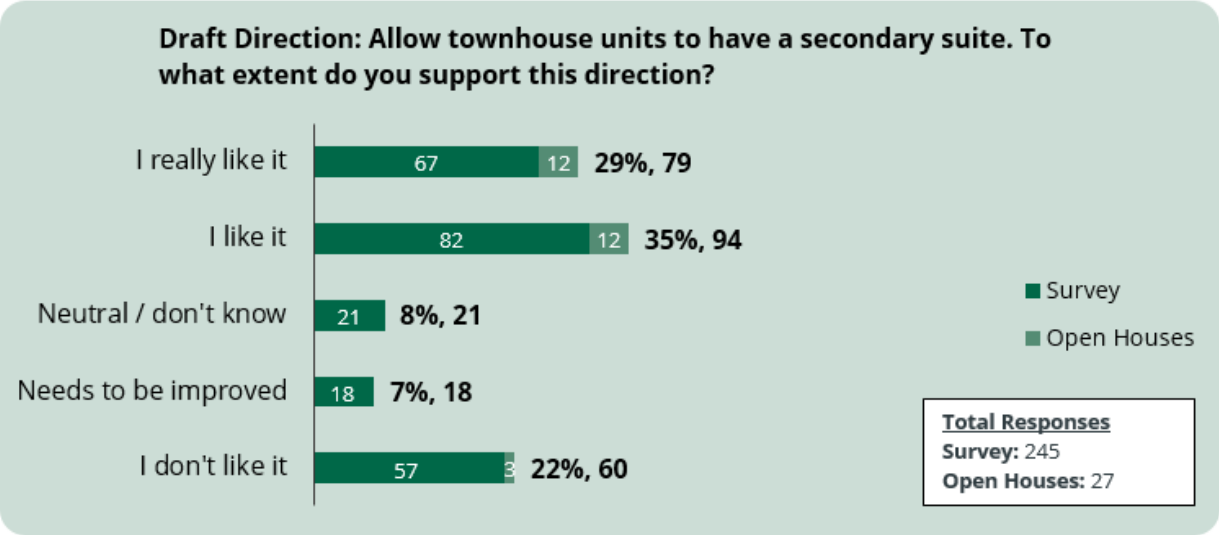
- **What:** Secondary suites have their own front entrance and are owned by the same owner of the main unit. The unit can be the same size or smaller than the main unit.
- **Why:** Secondary suites can provide mortgage helpers, add new rental units, and provide flexibility for owners to host family/guests.

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(64%) agreed or somewhat agreed** with the direction that the City should allow townhouse units to have a secondary suite.



Q10: Draft Direction: **Continue to require 1 off-street parking space per townhouse unit**

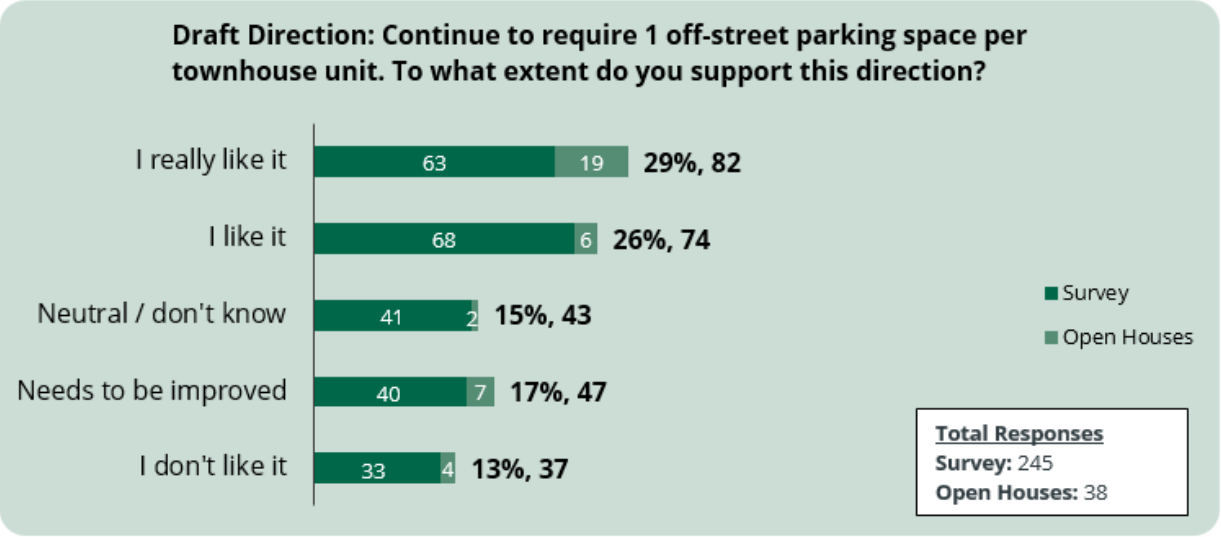
- **What:** The current townhouse program allows 1 parking space per townhouse unit.
- **Why:** This requirement is low compared to the number of average vehicles for townhouse households, but would mean more units are possible, and development costs are lower. While housing is a priority, reducing off-street parking requirements has downsides. It means people will need to find space to park their vehicles on the street, therefore increasing overall demand for curbside space. Curb space is already used for a variety of activities (putting out garbage bins for pickup, bus stops, delivery services, etc.).

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(55%) agreed or somewhat agreed** with the direction that the City should continue to require 1 off-street parking space per townhouse unit.



Townhouse Map Scenarios

The City is determining where the Townhouse land use designation should be applied on the Official Community Plan. These areas where townhouses would be allowed could be pre-zoned, which would allow applicants to skip the rezoning process.

Three different scenarios have been identified. A final scenario will be determined based on further technical analysis by staff, feedback from the community, and direction from Council.

It is important to note that **not all lots are made equally**. While we are exploring allowing townhouses on more lots, some lots may have characteristics that impact projects (such as shallow or irregular lot sizes, steep slopes, trees that are protected by bylaw, protected heritage buildings, the need for safe vehicle access).

Please review the following three scenarios, with maps to show the areas where townhouses would be allowed. After reading, we will ask you to rank the scenarios in order of which scenario you most prefer.

Note*: Lots in the Queens Park Heritage Conservation Area are not being considered for townhouses due to the unique heritage conditions of the neighbourhood.*

SCENARIO 1 expands townhouses to some areas of the city. The lowest density scenario keeps the city more like it is today, but doesn't offer a lot of housing choice. This scenario includes townhouses on blocks that front onto the major road network and currently don't have an

accessible lane. This scenario also includes a blocks on the edge of the new Transit Oriented Development Areas. Townhouses are proposed in these locations to create a transition from the eight-storey buildings allowed by the Province in Transit Oriented Development Areas to lower densities in the surrounding blocks.

This supports:

- safe access
- a gradual transition from higher to lower densities

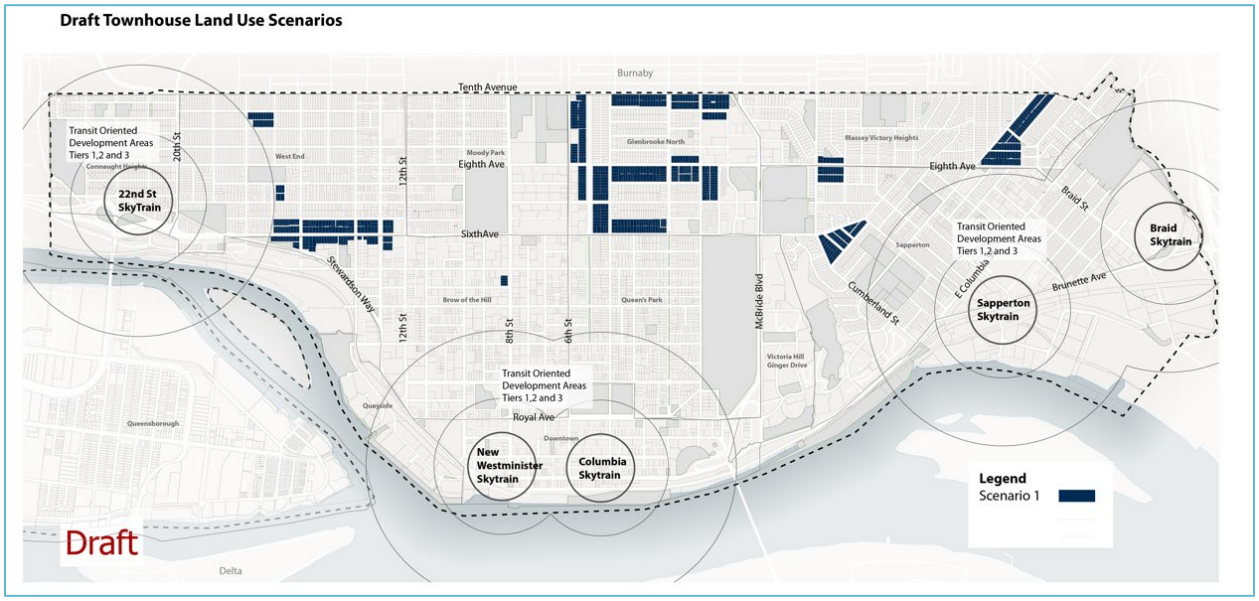


Figure 12. Scenario 1

SCENARIO 2 builds on Scenario 1 and expands townhouses to more areas of the city to provide more opportunities for housing choice. This scenario includes a larger transition area between the edge of Transit Oriented Development Areas and the surrounding lower density neighborhoods. It also includes blocks that would allow more family friendly townhouse units in close proximity to community amenities like parks and schools.

This supports:

- safe access
- a gradual transition from higher to lower densities

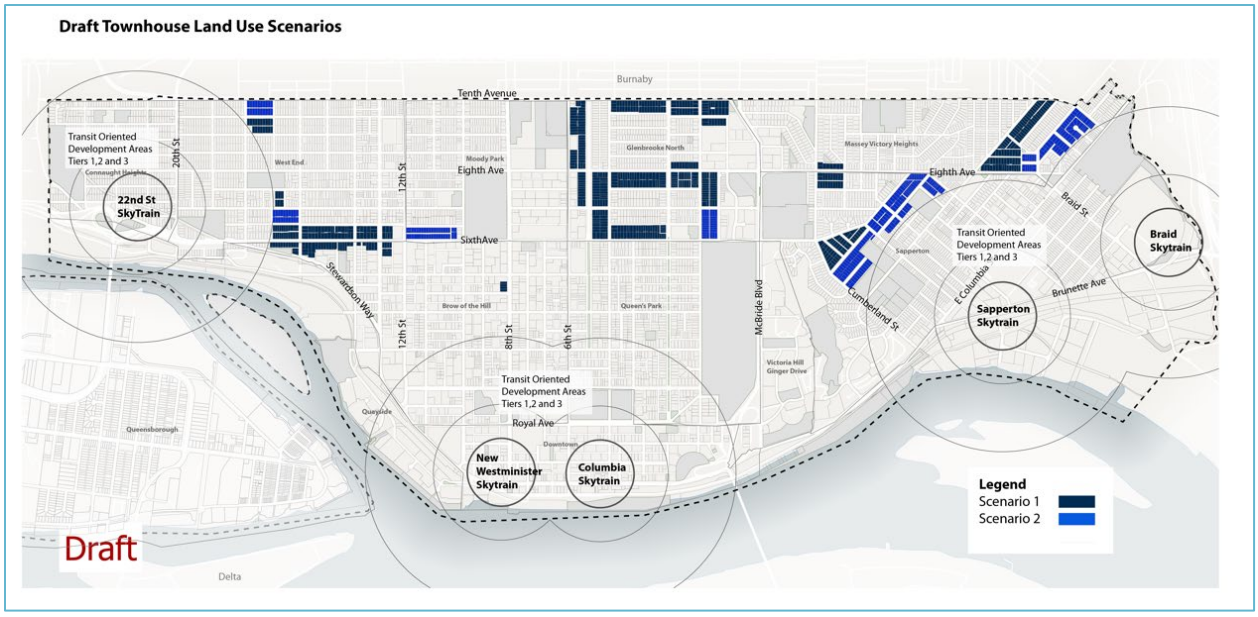


Figure 13. Scenario 2

SCENARIO 3 Includes a larger transition area between the edge of Transit Oriented Development Areas and the surrounding lower density neighborhoods. It also includes more blocks that would allow more family-friendly townhouse units in close proximity to community amenities like parks and schools. It also takes a more uniform approach to allowing townhouses on blocks next to each other.

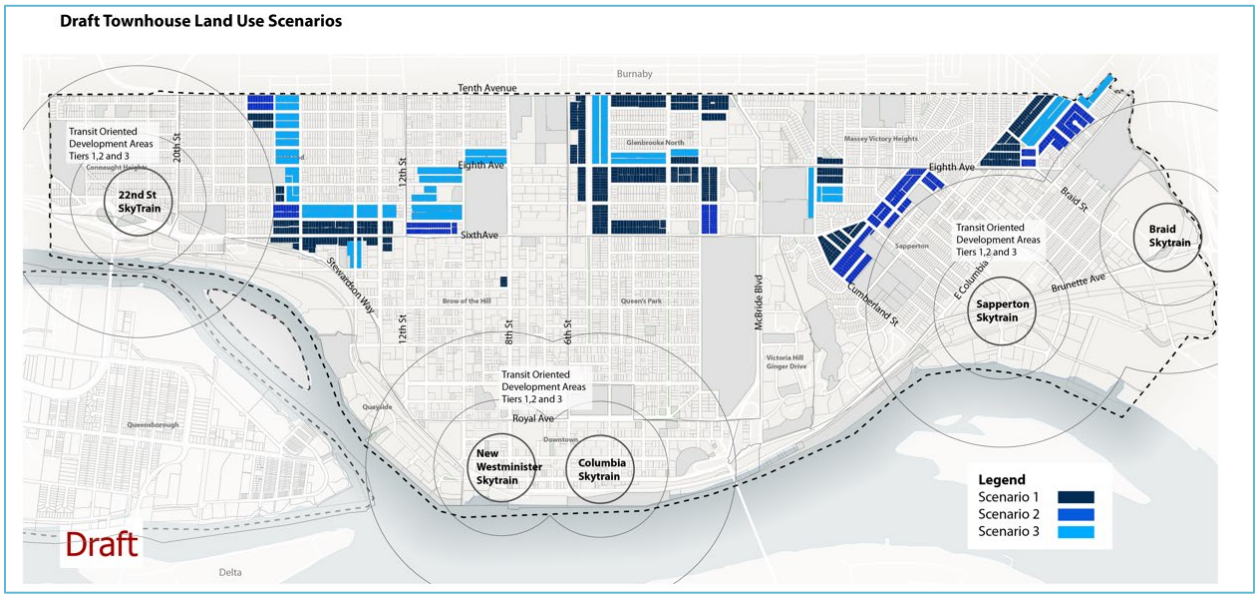


Figure 14. Scenario 3

Click here to see the maps in this section enlarged on the engagement boards.

Q11: Survey question: Please rank the scenarios i**n order of where you would most like to see townhouses allowed** in New Westminster. 1 = your top choice, 3 = your last choice

- Scenario 1: allow new townhouses only in areas that front onto the major road network
- Scenario 2: scenario 1 areas, AND more areas at the edge of transit-oriented areas
- Scenario 3: scenario 1 and 2 areas, AND more areas near amenities

Open house question: What do you think about this scenario? (Likert scale question: I really like it, I like it, Neutral / I don't know, Needs to be improved, I don't like it)

Note: Even though this question was asked differently in the survey and the open houses, ***the below table combines the results from the three open houses and online survey.*** *The results have been combined to provide an overall sense of the preferred scenario across all participants.*

COMBINED RESULTS

The combined results show that **Scenario 3** was marginally the most frequently preferred scenario through the survey and open houses (61%).

Scenario	Preference	Average weighted value **Survey** (1 = top choice, 3 = last choice)	Level of support **open house** (Really like it or like it)
Scenario 3	Most preferred	1.56	61%
Scenario 2	Second preferred	1.72	50%
Scenario 1	Least preferred	2.25	39%

Survey: *234 responses;* ***Open Houses:*** *119 stickers*

Q12: Survey question (OPTIONAL): If you think the proposed scenarios should be modified, or you do not support the areas shown on the maps for townhouses to be allowed, please share why.

Open House Question: What do you think about the scenarios? Tell us why! Have a different idea? Draw it on one of the printed copies of the map!

From the open-ended responses in the survey and at the open houses (133 comments), the following themes emerged:

- Many participants provided specific comments about **townhouse design and form.** Some suggestions included:

  - Flexible permissions (e.g. range of heights, stacked townhouses).
  - Townhouse design guidelines that support unique designs that fit within community context.
  - Livable townhouse design (e.g. larger square footage, adequate room sizes).
- Many participants shared general concerns about the **strain on infrastructure** including sewer, water, electrical grid, traffic congestion, parking demand and bus servicing. Hopes that new development could support infrastructure upgrades and amenity provision.
- Many participants talked about the location of townhouses. Overall, there were mixed views about **where to permit townhouses**:
  - Significant support to permit townhouses across the entire city. Conversely, some concerns about permitting townhouses in single-detached neighbourhoods.
  - Suggestions to permit townhouses on quieter streets, to provide equitable access to residential neighbourhoods. Some concern about permitting townhouses only on major roads. Conversely, some support to permit townhouses only on major roads.
  - Multiple comments suggesting that townhouses should be permitted in Queens Park.
  - Suggestion to prioritize townhouse permissions in places like Brow of the Hill.
  - Encourage townhouses as a transition between single-detached and higher density homes.
  - Some specific suggestions to permit townhouses in more places (e.g. in Sapperton), and other comments to reduce townhouse permissions (e.g. in Glenbrooke North).
- There were many comments sharing concerns about the impacts of denser townhouse forms on existing **community amenities**, including schools, parks, and commercial spaces (e.g. grocery stores).
- There were a few comments sharing concerns about impact to existing **community character,** changing the single-detached character, and concern that new development will be poorly designed.
- There were a few comments about considerations to preserve **green space, trees, and biodiversity**, including suggestions for biodiverse landscaping and more park space. Suggestion to ensure onsite solar access for landscaping and solar panels.
- There were a couple of comments about the desire to protect existing **rental stock** and provide more **dedicated rental housing**. Hope for subsidized affordable housing city-wide, with less concern about the building form.

ADDITIONAL COMMENTS

Some participants at the open-houses shared additional general thoughts (22 comments) with staff on Townhouses. The following themes emerged:

- Many participants comments about **parking**, although there were mixed views:
  - A few suggestions to consider visitor parking, accessible parking, electric charging stations, carshare parking (e.g. MODO).
  - Some suggestions to eliminate off-street parking minimums, other suggestions to provide more off-street parking.
  - A couple of comments about concerns about people still tending to own and rely on private vehicles.
- Many participants shared comments about **townhouse design:**
  - Some support for taller townhouses (2.5 storeys or taller).
  - A couple of suggestions to pre-zone to 4 storeys.
  - A couple of suggestions to consider privacy, overlook and neighbourhood context.
- Some participants talked about **community amenities** and financing growth:
  - Consider capturing "land lift" value towards more community amenity contributions.

QUOTES

"I would be supportive of additional townhouses and townhouses with secondary units if more off-street parking spaces were required (e.g. 1.5 - 2 spots per unit to accommodate households with extra cars and/or visitors)." *– Survey participant*

"[...] The Queen's Park [Heritage Conservation Area] should not exclude townhome development. Why should other neighbourhoods bare the load of additional density but not QP? There is a housing crisis that spans from deeply affordable supportive housing the missing middle. We shouldn't be creating arbitrary barriers to the creation of housing. Especially those that are only designed to preserve questionable colonial heritage and to massage the egos of the comfortably housed." *– Survey participant*

"New West is already so dense. PLEASE build more amenities to catch up with the previous 20 years of residential development first!" *– Survey participant*

Section 4: Infill Housing Program

Infill housing includes a variety of housing forms like: duplexes, triplexes, multiplexes, secondary suites, and laneway or carriage homes. The City is considering opportunities to allow **up to six units on all properties that currently allow up to three** units maximum**.**

This would exceed the new Provincial requirement that municipalities allow up to six units on properties that are within 400 metres of the Frequent Transit Network. Current permissions (i.e. single detached dwellings and duplexes) will still be allowed. **You can learn more about the Infill Housing Program here.**

This map shows areas of New Westminster where infill housing would be allowed (in blue). *Note that some of these areas are also being considered for townhouses to be allowed.*

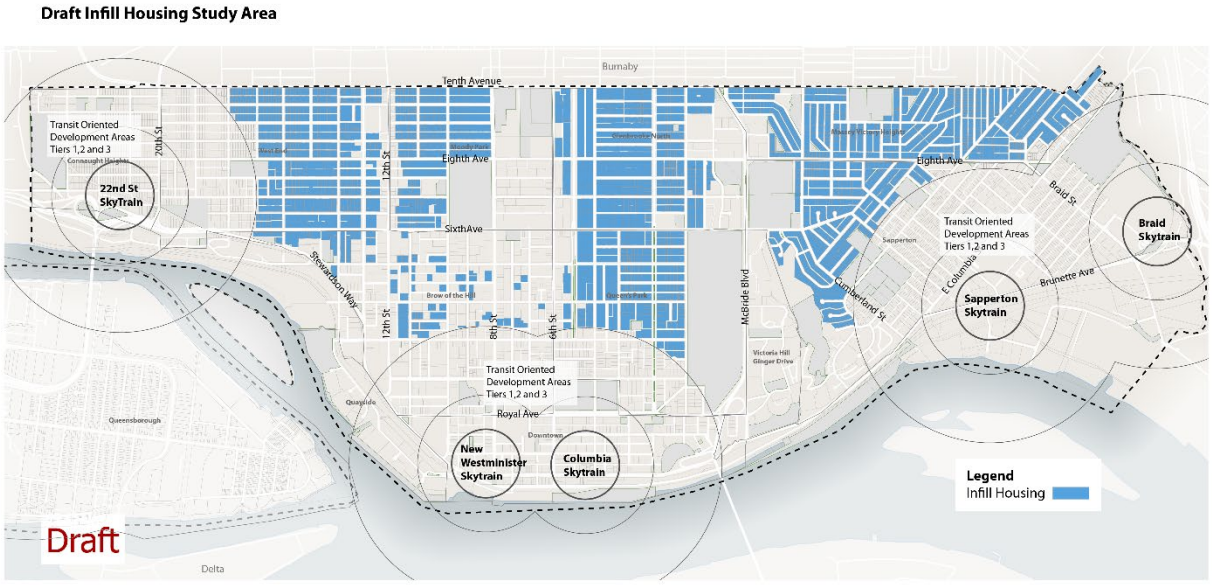


Figure 15. Draft Infill Housing Study Area

Click here to see the maps in this section enlarged on the engagement boards.

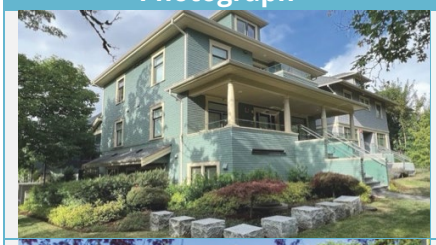
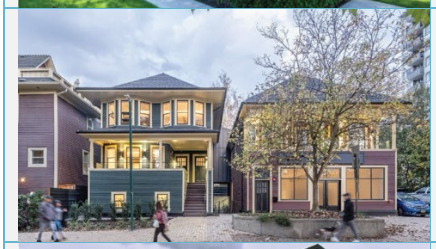
Q13: Survey question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you **most like to see in your neighbourhood**? (select all that apply).

Open House Question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you most like to see in your neighbourhood?

*Note: **The below table includes responses only from the online survey.** Responses were collected using sticky notes at open houses. A list of open house responses can be found after the survey response table.*

RESULTS

Multiple units are inside one building had the top preference (18%), and multiplexes that prioritize onsite parking had the lowest preference (8%).

Photograph	Description	Count	Percentage
	Multiple units are inside one building with room for landscaping	147	18%
	Units are split into multiple, smaller buildings with on-site parking and outdoor space	144	17%
	Existing heritage homes are renovated to add more units	143	17%
	Building height matches surrounding houses, but more of the lot space is used for housing	115	14%
	One lot contains multiple buildings with the same design. Includes on-site parking	117	14%
	One lot contains multiple buildings with different designs	102	12%

	One lot contains a multiplex that prioritizes on-site parking	65	8%

Survey: *227 responses*

Some participants at the open-houses shared thoughts (15 comments) about this question with staff. The following themes emerged:

- Multiple suggestions for **climate resilience** and sustainability, including:
  - Measures to protect the solar access for existing solar panels.
  - Requiring permeable surfaces, tree retention and other measures to improve biodiversity.
- A couple of concerns about the **economic viability** of infill development.

A couple of suggestions to create design guidelines that protect **heritage** homes.

Q14: Survey question: The City is considering **reducing the amount of on-site parking that's currently required for infill** housing developments. On-site parking means driveways, carports and/or garages where vehicles are stored within the housing lot (i.e. not on the public street).

Reducing the required off-street parking per dwelling unit can leave more space on-site for the development of homes and/or greenspace. Reducing parking also aligns with Provincial guidelines, which state: "local governments should minimize parking requirements when updating their zoning bylaws, and in some cases consider removing parking requirements for residential zones altogether."

However, reducing off-street parking requirements has downsides. It means people will need to find space to park their vehicles on the street, therefore increasing overall demand for curbside space. Curb space is already used for a variety of activities, including putting out garbage and recycling bins for pickup, bus stops, loading of passengers, and/or delivery services (e-commerce).

As we develop the Infill Housing Program, there are different priorities and trade-offs we must consider. **The more parking spaces that the City requires per unit, the fewer homes or green space that can be provided on a lot.** Typical lots are generally not large enough to accommodate six units, one parking space per unit, and green space.

If you were to live in an infill house, **what would be your priorities for providing off-street parking**? Please rank in order of **importance for you / your neighbourhood**.

1 = highest priority; 3 = lowest priority

- More space for housing on the lot, with limited parking and greenspace. This could mean larger homes or more homes on the lot.
- More greenspace on the lot, with limited housing space and parking.
- More on-site parking, with limited housing space and greenspace.

Note: ***The below table includes responses only from the online survey.***

RESULTS

The following table shows the results from the online survey. **The most preferred option was to have more space for housing on the lot, with limited parking and greenspace.**

Options	Preference	Average Weighted Score Survey (lower value = higher priority)
More space for housing on the lot, with limited parking and greenspace. This could mean larger homes or more homes on the lot.	Most preferred	2.69
More greenspace on the lot, with limited housing space and parking.	Second preferred	2.74
More on-site parking, with limited housing space and greenspace.	Least preferred	2.91

Survey: *239 responses*

Open house question: As we develop the infill housing program, there are different priorities and trade-offs we must consider. The more parking spaces that the City requires per unit, the fewer homes or green space that can fit on a lot. Typical lots are generally not large enough to accommodate six units and one parking space per unit. Often, parking replaces green space.

What are your priorities when it comes to housing, parking and greenspace?

*Note: **The below table includes responses only from the three open houses.** Participants added a fourth option saying "not a priority" to the option for "Requiring more parking on each lot" during the Open Houses and 5 participants added sticky dots to this option.*

RESULTS

The following table shows the results from the open house. **Allowing more housing on each lot** was the first choice for most participants. Requiring more parking on each lot was the lowest priority for most participants.

	Level of priority Open house			
Options	**First Choice**	**Second Choice**	**Third Choice**	**Not a Priority** (added by participants)
Allowing more housing on each lot	41	6	1	0
Allowing more greenspace on each lot	13	26	4	0
Requiring more parking on each lot	7	5	26	5

Open House: *129 sticker responses*

ADDITIONAL COMMENTS

Some participants at the open-houses shared additional thoughts (36 comments) about this question with staff. The following themes emerged:

- Many participants provide comments about **infill housing design,** including**:**
  - Support for intergenerational living.
  - Specific comments about different infill configurations (e.g. adding two units, building a new unit on a property without a laneway, building a new unit for family members, strata options).
- Many participants emphasized the importance of **green space:**
  - Comments about the value of green space for mental and environmental health.
  - Specific concerns about the loss of parks, biodiversity, permeable surfaces, and solar access for gardening.
- Some participants mentioned **parking**, although there were mixed views:
  - Some concerns about availability of on-street parking.
  - Mixed comments about requiring off-street parking—some suggested eliminating parking minimums while others suggested that off-street parking be required.
- There were some concerns about the impact on **community amenities and infrastructure:**

  - Comments about the strain on existing infrastructure, school capacity, and other amenities.
- There were some comments about **community character:**
  - Some concerns that infill housing will impact existing community character.

Q15: Draft Direction: **Streamlining approvals and permitting processes** help reduce the time and cost of creating new infill housing projects.

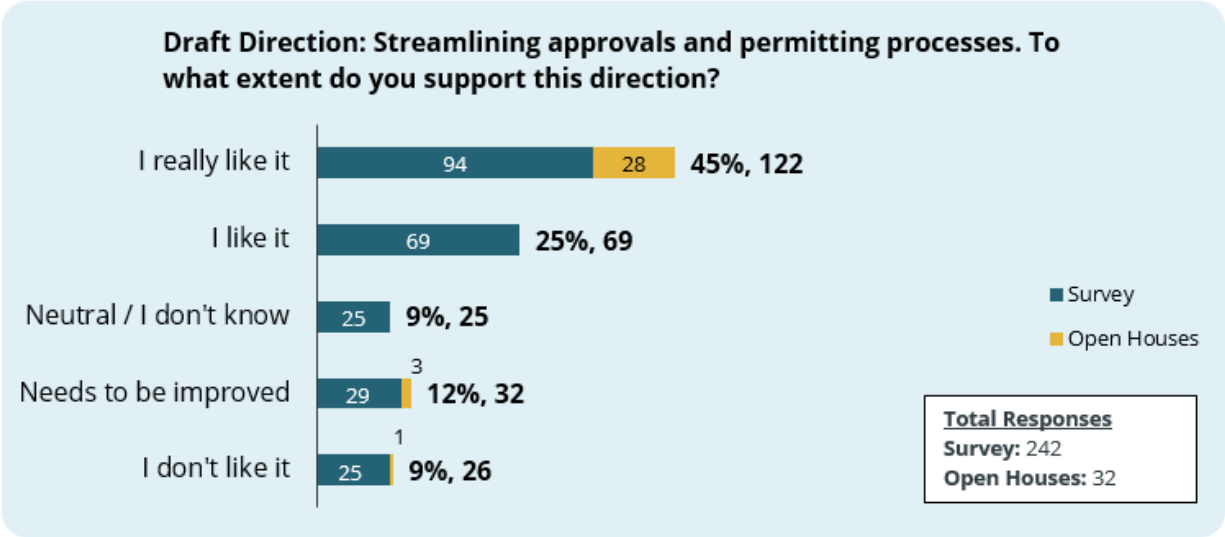
- **What**: The City is considering tools like: pre-zoning (allowing new units without a rezoning application) and streamlined design guidelines.
- **Why**: The permitting and approvals process is long and complex, adding project costs, and resulting in financial risk that can prevent infill housing from being built.

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(70%) supported the direction** ("I really like it" or "I like it") of streamlining approvals and permitting processes for infill housing.



Q16: Draft Direction: **Allow for a sliding scale of building floor area** based on the number of units being provided.

- **What**: The City is considering a sliding scale of floor area based on the number of units that are being provided. This means projects with more units would be allowed to build more square footage.

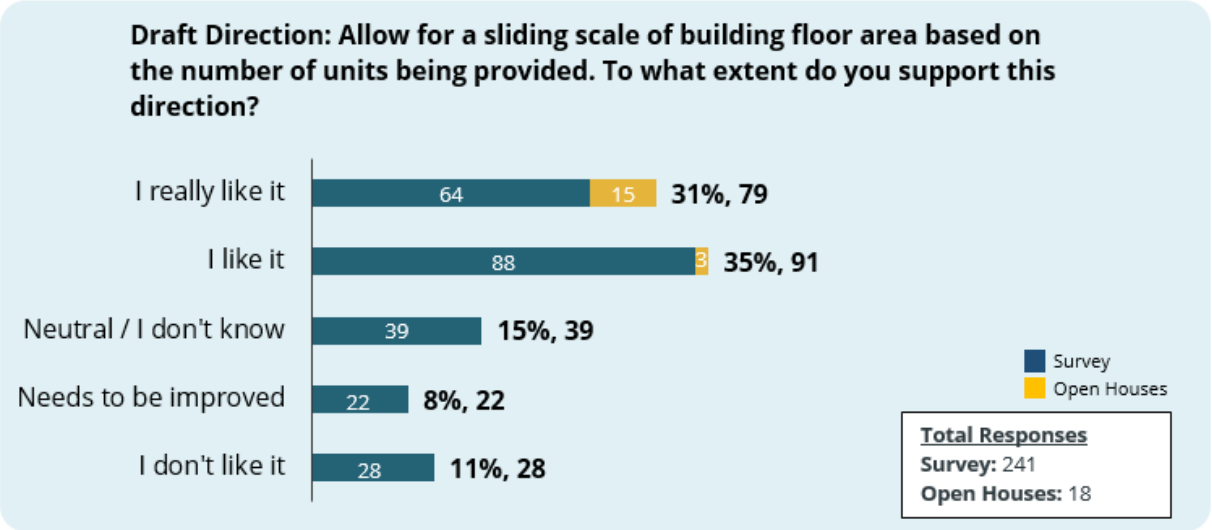
- **Why**: This can incentivize the creation of more housing units and make the housing units that are provided more family friendly (more square footage and bedrooms).

To what extent do you support this direction?

Note: ***The below chart combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(66%) supported the direction** ("I really like it" or "I like it") of allowing for a sliding scale of building floor area based on the number of units provided.



ADDITIONAL COMMENTS

Some participants at the open-houses shared additional general thoughts (39 comments) on Infill Housing. The following themes emerged:

- Many suggestions about **diverse housing forms.**
  - Suggestions for flexible infill design (e.g. larger laneways, higher FSR, flexible building height).
  - Comments to provide a minimum lot size that is livable and family friendly.
  - Support for intergenerational living in infill housing.
- Many comments about **affordability and viability.**
  - Some concern about the viability of infill housing, citing construction costs and the need to think creatively.
- Some comments about the **planning and development process**, citing hopes for a faster approvals process.
- Some comments to find a balance between **community character** while still accommodating growth.
- Some general comments about providing adequate **parking.**

- A couple of suggestions for **climate resilience and energy efficiency,** including concerns that infill housing could negatively impact rainwater management, open space access, natural habitats and biodiversity. Suggestion to require all infill housing to be electric and energy efficient.

QUOTES

"Would like to see flexibility for larger laneway houses so that units can be more similar in size, and can have separate titles, for all varieties of unit configurations. Super happy to see infill housing program, just want to see it roll out faster."– *Open House participant*

"Want to make sure these developments provide adequate parking, at least 1 space per unit. Should contribute to amenities in the City. New West unique because people commute through here to get to other places - more traffic." – *Open House participant*

"Interested in pre-approved designs as a way to make cheaper to build new units on property - many lots same size."– *Open House participant*

Section 5: Affordable Housing Accelerator



Figure 16. New Westminster Housing Spectrum

About the initiative: Most properties in New Westminster must be rezoned to align with the City's Official Community Plan (OCP). For non-profit housing providers trying to deliver affordable rental housing, the rezoning process can be time-consuming and often puts project funding from senior levels of government at risk.

To enable the delivery of affordable rental housing projects owned and operated by non-profit housing providers more easily, the City is taking a two-phase approach through the Affordable Housing Acceleration Initiative:

- **Phase 1 (completed spring 2025):** Updated the Zoning Bylaw to allow eligible affordable rental housing projects to skip rezoning under certain criteria. You can learn more about these amendments, and how the feedback shared by the community and interest groups helped shape the changes here.
- **Phase 2 (current phase):** Exploring how the Official Community Plan can be updated to allow more affordable rental housing in other areas of New Westminster, including in the city's Transit Oriented Development Areas and proposed locations for townhouses.

These changes will reduce application barriers, streamline approval processes, and expand opportunities for affordable rental housing.

Click here to see the maps from this section enlarged on the engagement boards.

Q17: Because of the changes made through Phase 1 of this initiative, non-profit affordable housing projects of up to six storeys are now allowed without the rezoning process in locations already envisioned for residential apartment buildings that are up to six storeys in the Official Community Plan. In addition, with the introduction of Transit Oriented Development Areas by the Province, more areas of the city will allow six storey apartment buildings.

The City is considering allowing non-profit affordable rental housing of up to six storeys to skip rezoning in the in transition and middle areas New Westminster's Transit Oriented Development Areas (see the highlighted areas in the map).

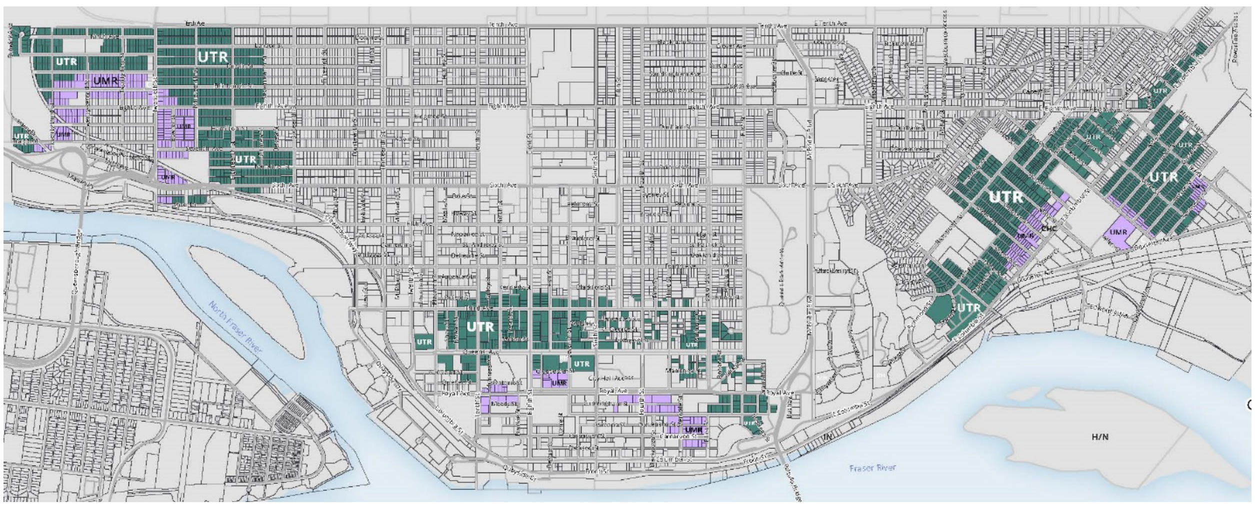


Figure 17. New Westminster Transit Oriented Development Areas Map

This would allow more non-profit affordable housing to be built near transit hubs. The rezoning process may be skipped when these criteria are met:

- The property is owned and operated by a registered non-profit housing provider or housing co-op;
- The project's long-term affordability and designation as rental housing are secured through legal agreement;
- The project is no more than six storeys;
- The units are rental only; and,

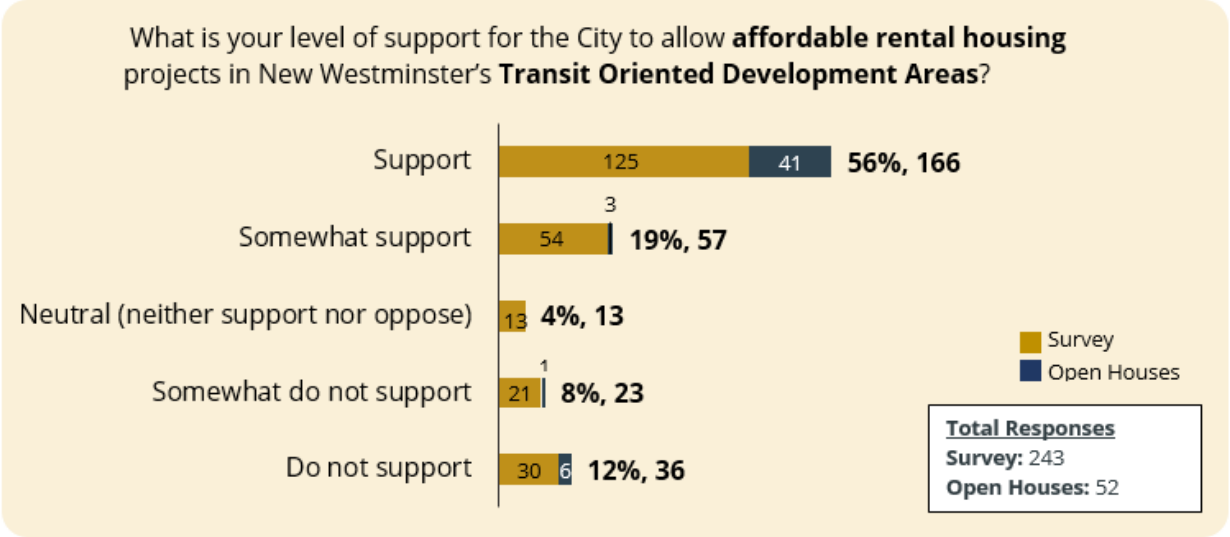
- The property is in the Urban Transitional Residential or Urban Middle Residential areas (see the highlighted areas in the map)

Considering the background and these criteria, what is your **level of support** for the City to allow affordable rental housing projects in New Westminster's Transit Oriented Development Areas?

Note: ***The below table combines the results from the three open houses and the online survey.***

RESULTS

Most participants **(75%) supported the direction** (support or somewhat support) allowing affordable rental housing projects in the City's Transit Oriented Development Areas.



ADDITIONAL COMMENTS

Some participants at the open-houses shared additional thoughts (8 comments) about this question with staff. The following themes emerged:

- Support for **diverse housing types and affordability levels** including:
  - Subsidized housing
  - Affordable housing that is more than six stories
  - Family housing
- Consideration for **livability**, including:
  - The quality of the buildings (e.g. acoustic and sound attenuation in wood frame buildings)
  - The transportation and infrastructure capacity in these areas to support more housing

Q18: The City is considering allowing non-profit affordable rental housing of up to six storeys in locations proposed for townhouses. This will allow a mix of housing types (i.e. single detached houses, townhouses, low-rise buildings, etc.), and tenures (i.e. home ownership, rental) in the area to address a variety of housing needs in the community. A rezoning application would still be required for these affordable rental housing projects.

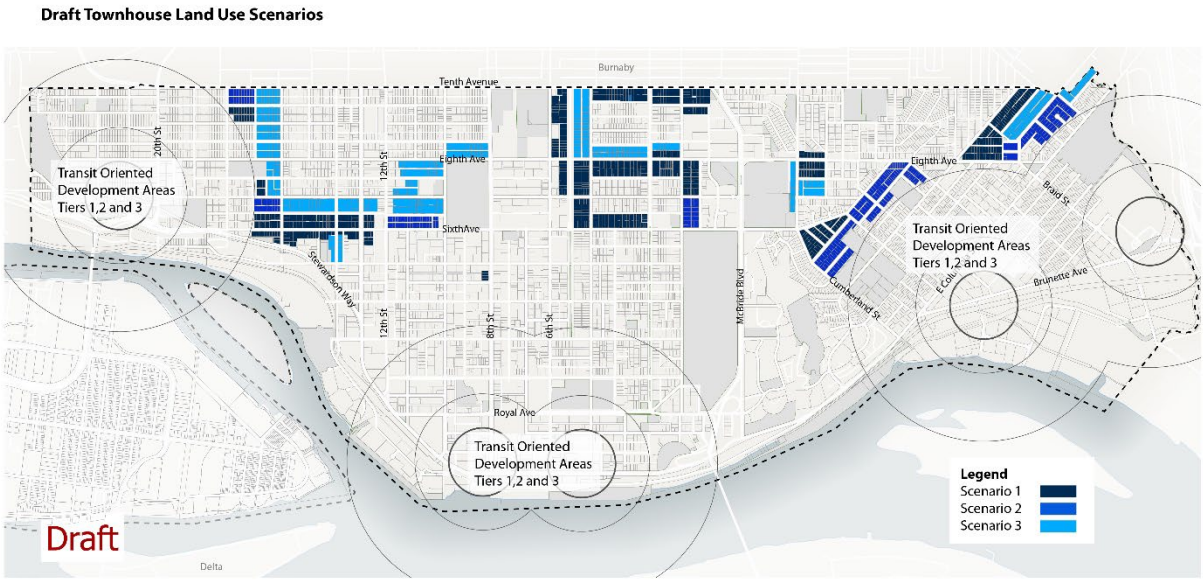


Figure 18. City of New Westminster map of proposed townhouse areas

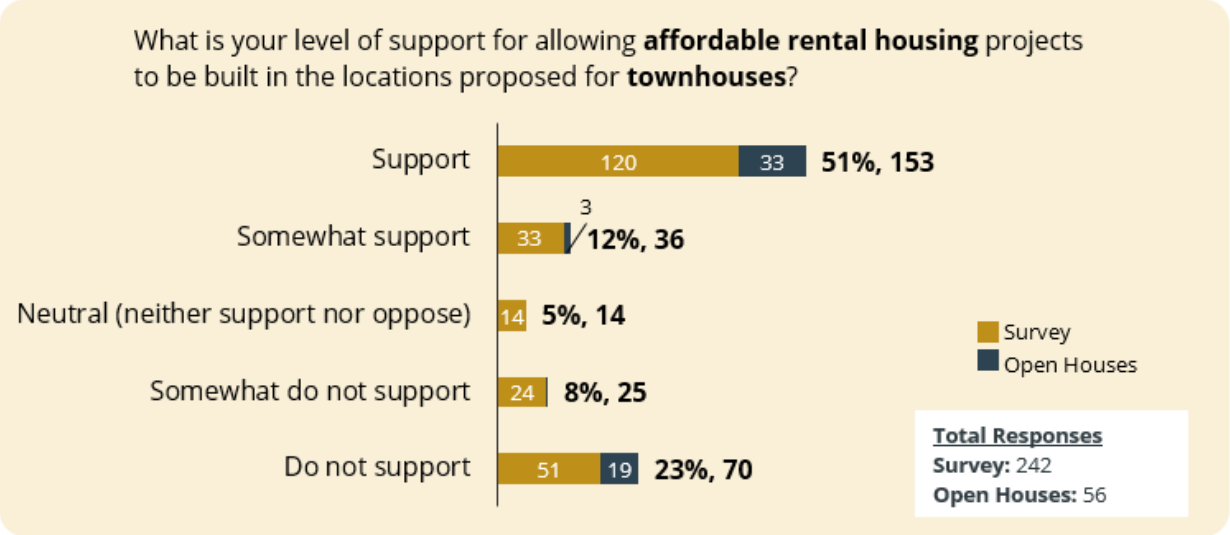
Survey question: What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?

Open house question: What is your level of support for allowing non-profit affordable rental housing projects to be built in locations proposed for townhouses?

*Note: **The below chart combines the results from the three open houses and the online survey.** In the open house, this question was phrased as "What is your **level of support** for allowing non-profit affordable rental housing projects to be built in locations proposed for **townhouses**?", whereas in the online survey, the question read "What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?" Despite this difference, the results have been combined below.*

RESULTS

Most participants **(63%) supported the direction** (support or somewhat support) allowing affordable rental housing projects to be built in locations proposed for townhouses.



Some participants at the open-houses shared additional thoughts (6 comments) about this question with staff. The following themes emerged:

- Support for **pre-zoning** the areas to build affordable housing.
- Support to explore a range of **building forms.**
- Consider co-locating **services and amenities** near affordable housing projects.
- Concern about the existing capacity of **infrastructure** and **amenities.**
- Concern about how townhouses could change existing **neighbourhood character.**

ADDITIONAL COMMENTS

Some participants at the open-houses shared additional general thoughts (8 comments) with staff on Affordable Housing. The following themes emerged:

- Support for **diverse housing types**, including:
    - Housing for younger generations
    - Treatment centres
    - Complex care beds
    - Non-market senior rental housing
    - Municipally owned rental housing
    - Independent assisted living facilities
- Concerns about the **delivery and maintenance** of affordable housing:
    - Push for accountability in delivering promised affordability and understanding the specific needs of target audiences.
    - Some concern that "10% below market" is not truly affordable.
- Consider building and **construction** regulations:
    - Considerations for changes to City policy to allow four-storey buildings for single-stair buildings on an individual lot.

QUOTES

"The city should consider allowing social/non-market housing of any density, not just six stories." *– Open House participant*

"Consider affordable housing near skytrain stations/TOAs because those who live in these housing cannot afford cars." *– Open House participant*

General Questions and Comments

On the *Question tool* on Be Heard New West, and at the virtual session held on Zoom, a range of questions and comments were shared. The most common occurring comments or questions were related to the **planning process** at different scales (e.g. When will rezoning still be required? When will the OCP be finalized? Has the City talked to the Province about these new requirements? How will my feedback at this event be recorded and used?).

Participants also asked questions about managing **impacts on existing infrastructure** (e.g. Is there a plan for mitigating the effects of new density in the TOD Areas? How is the capacity of New West's small geographical area being considered?). There were also specific questions/comments about where/how certain housing types (e.g. townhouses and infill) will be permitted in specific parts of the City.

Publicly answered questions on Be Heard can be found here, along with all verbatim responses received from the survey, open houses and virtual session.

Next Steps

Thank you for sharing your hopes, ideas and priorities for the future of housing in New Westminster! We heard strong support from the community for creating more homes and offering a wider variety of housing options. City staff are now reviewing all of the input received from this community engagement process to help shape changes to the Official Community Plan and Zoning Bylaw. These updates will guide where and how different types of housing — from duplexes to apartment towers — can be built across the city. The updates will also reflect the requirements of new provincial housing legislation and support the City's participation in the Canada Mortgage and Housing Corporation's Housing Accelerator Fund.

A draft of the proposed changes will be presented to Council in summer 2025. Stay tuned for updates and future opportunities to get involved. Updates will be posted on the Be Heard New West project page.