Corporation of the City of
NEW WESTMINSTER

# REPORT
## *Planning and Development & Engineering Services*

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| **To**: | Mayor Johnstone and Members of Council in Workshop | **Date**: | June 2, 2025 |
| **From**: | Jackie Teed, Director, Planning and Development<br>Lisa Leblanc, Director, Engineering Services | **File**: | 13.2525.20<br>#2669168 |
| | | **Item #**: | 2025-154 |

**Subject**: **Our City, Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives**

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## OVERVIEW

This report is structured around five sections (A. – E.).

The five sections are:

A. Transit Oriented Development Areas;

B. Townhouse Program;

C. Infill Housing Program;

D. Affordable Housing Accelerator; and

E. Other Official Community Plan Changes.

For each section, the report includes context, approach to implementation, and staff recommendations. As an introduction, the five sections are summarized below and colour coded throughout report for ease of reference. Direction provided by Council would be used to draft the required Official Community Plan and Zoning Bylaw amendments.

Following these sections are: Engineering Implications; Consultation Summary; Next Steps; Financial Considerations; Interdepartmental Liaison; and Options.

At the Council Workshop, staff will present a general overview for each section, followed by the staff recommendation for Council questions and consideration.

### A. Transit Oriented Development (TOD) Areas

- This section outlines how the Official Community Plan (OCP) would be updated to align with the TOD Areas, including through the creation of new land use designations. The outer edge of the TOD Areas are proposed to be extended to some additional properties to improve the transition between housing densities.
- Staff is seeking direction on whether infill housing should be permitted in the new land use designations created for Tiers 2 and 3 of the TOD Areas.

### B. Townhouse Program

- This section outlines work on the Housing Accelerator Fund (HAF) initiative, which would designate approximately 900 properties for townhouses in the OCP. It is also proposed that that approximately 570 of these properties be pre-zoned for townhouses to streamline the approval process. Refinements are also proposed to the development permit guidelines and zoning regulations with the objective of making improvements that would enable more townhouse units in the city.
- Staff is seeking direction on whether secondary suites should be permitted in townhouses and if so what the parking requirement should be for suites.

### C. Infill Housing Program

- This section outlines the first steps being taken to implement the Infill Housing Program, a HAF initiative. The land use designation map in the OCP would be updated to designate more areas of the city to allow infill housing of up to six units. The proposed approach aligns with the intent of the Small Scale Multi-Unit Housing legislation.

### D. Affordable Housing Acceleration Initiative

- This section outlines the work to implement the second phase of the HAF initiative that aims to streamline the approval process for affordable housing projects of up to six storeys that are owned by registered non-profit rental housing providers and housing co-ops.
- The OCP to would be updated to allow projects on townhouse designated sites. A rezoning would still be required.
- The Zoning Bylaw would be updated to pre-zone residential properties in Tiers 2 and 3 of the TOA to allow projects without a rezoning.

**E. Other Official Community Plan Changes**

- This section outlines the other legislated changes that are required to be made to the OCP at this time.
- A new Regional Context Statement must be created. Staff propose this include expanding the Frequent Transit Development Areas to align with TOD Areas.
- The Growth Management, Housing, and Climate Action chapters of the OCP must be updated to align with current City policy.
- Other minor changes are proposed to the land use designations and land use designation map, including aligning the format across the OCP, and the Queensborough and Downtown Community Plans.

## RECOMMENDATIONS

### A. Transit Oriented Development Areas

A.i) THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:

1. Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;
2. Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;
3. Clarifying residential use expectations for "Commercial Waterfront" and "Commercial and Health Care" designations; and
4. Removing ancillary residential (e.g. caretaker units) from the "Commercial", "Mixed Employment" and "Industrial" land use designations.

A.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **apply three study area land use designations** (22A, 22B, 22C) to the 22nd Street Station Area.

A.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives apply a new "Residential – Limited Mid Rise" designation to additional properties **at the edge of TOD Areas for better transition** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

A.iv) Option 1: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives

**include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan.

**OR**

Option 2: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **not include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan, except for those areas which overlap the Queen's Park Heritage Conservation Area which are to be designated "Residential – Limited Mid Rise Heritage", and permit ground oriented infill housing.

## B. Townhouse Program

B.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate the properties "Residential – Townhouse" based on the map** in Attachment B2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund include the **Townhouse Development Permit Guidelines** in Attachment B3 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.iii) THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment B4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.iv) THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment B5 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.v) THAT staff to continue work to **explore further areas in the city to pre-zone for townhouses** through further analysis, such as the creation of a related Advanced Street Plan.

B.vi) Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**OR**

Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

B.vii) Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a parking rate of 0.5 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a reduced parking rate of 0.25 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not require parking for secondary suites** in the updated Townhouse Zoning District.

## C. Infill Housing Program

C.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate properties "Residential – Ground Oriented Housing"** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

## D. Affordable Housing Accelerator

D.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include affordable housing owned by registered non-profit** rental housing providers and housing co-ops, **as a permitted use in the "Residential – Townhouse"** land use designation, when the project meets requirements.

D.ii) THAT staff prepare a zoning amendment bylaw to **pre-zone properties** designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" to **allow affordable housing projects owned by registered non-profit** rental housing providers and housing co-ops when the project meets requirements, including a new locked-in-lot condition.

### E. Other Official Community Plan Changes

E.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **draft land use designations** in Attachment E1 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

E.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives reflect the **draft land use designation map** in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

E.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **Frequent Transit Development Areas** in Attachment E4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

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## PURPOSE

To seek Council direction on implementation of Provincial housing legislation and Housing Accelerator Fund initiatives.

## SUMMARY

In November 2023, the Provincial Government introduced wide ranging legislative changes that govern how municipalities plan for and approve new development. In February 2024, the City was awarded an $11.4 million grant from the Housing Accelerator Fund program established by the Canada Mortgage and Housing Corporation (CMHC). This report outlines the Official Community Plan (OCP) work undertaken to implement these requirements and commitments, which are interrelated. As such, they have to be combined into one OCP Amendment Bylaw, which the legislation requires to be completed by December 31, 2025. To allow time for the required Metro Vancouver referral process, the public hearing and third reading are targeted to take place before the summer Council break, so that adoption can take place before grant and legislation deadlines.

Given the tight timelines mandated by the Province, staff have taken a "light touch" approach, whereby baseline requirements are being advanced to meet the deadlines. Once deadlines have been met, staff will undertake a second phase of work to incorporate further analysis and refinement of the initial work completed.

**Summary of Five Report Sections with Annotated Recommendations**

This summary lists the five sections (A. – E.) around which the recommendations in this report are structured, and includes: a short summary of the purpose of each section, staff recommendations, and a staff annotation for each recommendation highlighting the key implications.

The five sections are:

A. Transit Oriented Development Areas;

B. Townhouse Program;

C. Infill Housing Program;

D. Affordable Housing Accelerator; and

E. Other Official Community Plan Changes.

Following these sections are: Engineering Implications; Consultation Summary; Next Steps; Financial Considerations; Interdepartmental Liaison; and Options.

At the Council Workshop, staff will present a general overview for each section, followed by the staff recommendation for Council questions and consideration.

## A. Transit Oriented Development Areas

Transit Oriented Development (TOD) Areas are a Provincial initiative that require municipalities to permit a certain level of residential height and density within 800 metres of a SkyTrain station. The OCP is being updated to align with this legislation by introducing new land use designations that permit the same heights enabled by the Province. Where possible within the legislation, the proposed OCP update would be nuanced to the New Westminster context by adjusting the outer edges of the TOD Areas to better align with city block patterns.

A.i) THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:

1. Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;
2. Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;
3. Clarifying residential use expectations for “Commercial Waterfront” and “Commercial and Health Care” designations; and
4. Removing ancillary residential (e.g. caretaker units) from the “Commercial”, “Mixed Employment” and “Industrial” land use designations.

*Approving this recommendation would mean that the general approach to implementing the TOD Area legislation is endorsed.*

A.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **apply three study area land use designations** (22A, 22B, 22C) to the 22nd Street Station Area.

*Approving this recommendation would provide additional time to complete the technical and financing growth strategy work, and work with external partners, needed to advance the 22nd Street Vision to where the City may begin to accept development applications.*

A.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives apply a new "Residential – Limited Mid Rise" designation to additional properties **at the edge of TOD Areas for better transition** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

*Approving this recommendation would extend the new "Residential – Limited Mid Rise" land use designation beyond what the Province has defined as the outer edge of the TOD Area to create a better transition at the edges of these areas.*

A.iv) A policy decision is needed from Council regarding **whether the TOD Areas should permit infill housing**, and two options are presented for consideration:

Option 1: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan.

*Approving this recommendation would allow lower density infill development to occur in the TOD Areas, increasing housing choice, but decreasing potential for some property consolidations for higher density eight or twelve storey developments.*

**OR**

Option 2: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **not include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan, except for those areas which overlap the Queen's Park Heritage Conservation Area which are to be

designated “Residential – Limited Mid Rise Heritage” and permit ground oriented infill housing.

*Approving this recommendation would not allow lower density infill development to occur in the TOD Areas, decreasing housing choice, but increasing potential for property consolidations for higher density eight or twelve storey developments.*

## B. Townhouse Program

The Townhouse Accelerator Program is updating the City’s existing townhouse program to enable more homes and housing options in the city, with a focus on family friendly, ground oriented townhouses. To increase the number of new townhouse projects, this program has explored expanding the townhouse land use designation in the OCP to more areas of the city, pre-zoning lands for townhouses, and making regulatory and policy improvements such as allowing larger townhouse units. Based on analysis and community engagement, approximately 900 properties are recommended to be designated in the OCP. Of these, approximately 570 are being considered for pre-zoning, meaning that a rezoning application would not be required to build townhouses on these lots.

B.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate the properties “Residential – Townhouse” based on the map** in Attachment B2 of the report titled “Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives” dated June 2, 2025.

*Approving this recommendation would meet Housing Accelerator Fund commitments, as well as provide more opportunities for ground oriented housing choice across the city.*

B.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund include the **Townhouse Development Permit Guidelines** in Attachment B3 of the report titled “Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives” dated June 2, 2025.

*Approving this recommendation would update related design guidelines in the OCP to provide better clarity and alignment with City-wide policies and strategies.*

B.iii) THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment B4 of the report titled “Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives” dated June 2, 2025.

*Approving this recommendation would meet Housing Accelerator Fund commitments and would endorse Zoning Bylaw updates, based on a review of*

*the current infill townhouse zoning district, such as to allow larger primary units, higher site coverage, and implement a minimum open space requirement.*

B.iv) THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment B5 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

*Approving this recommendation would meet Housing Accelerator Fund commitments by pre-zoning properties for townhouse development.*

B.v) THAT staff to continue work to **explore further areas in the city to pre-zone for townhouses** through further analysis, such as the creation of a related Advanced Street Plan.

*Approving this recommendation would mean staff would conduct further technical analysis to determine if any further city blocks should be permitted for townhouse development, toward improving such issues as access, alternative transportation routes, and servicing.*

B.vi) A policy decision is needed from Council regarding **permitting secondary suites in townhouse units, and related parking requirements**. Options are presented for both items, for consideration together. As there are varied key implications of these recommendations based on the different combinations of options, staff annotation is not provided here, but will be discussed in the Council Workshop:

Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**OR**

Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**ALSO TAKING INTO CONSIDERATION**

B.vii) Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a parking rate of 0.5 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a reduced parking**

**rate of 0.25 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not require parking for secondary suites** in the updated Townhouse Zoning District.

*Council is being asked to decide on what the parking requirements will be for secondary suites, should they be allowed; there are meaningful implications in this regard, as explained in more detail in Attachment B1. In short, staff analysis indicates that there is significant demand for on-street parking throughout the City, with increasing pressure to reallocate space on-street for uses other than for the storage of personal vehicles. In addition, data shows that car ownership rates have remained consistent, in spite of reductions in on-site parking availability, and an overall reduction in on-street parking spaces. There is more competition than ever for limited space curbside and this competition is expected to increase as the City densifies. At the same time, architectural and financial modelling indicates that requiring parking for secondary suites would reduce the feasibility of including secondary suites in a project.*

## C. Infill Housing Program

The Infill Housing Program is exploring pre-zoning single detached dwelling and duplex properties (outside of TOD Areas) to permit up to six residential units. This work will be completed by June 2026. This initiative aligns with the intent of and exceeds the requirements of the provincial Small Scale Multi-Unit Housing Legislation. This City initiative will explore going beyond what is mandating by the Province by considering allowing six units throughout most of the city, rather than only on sites in proximity to frequent transit, and by including sites already zoned to allow three units. The proposed OCP update outlined in this report would include two components of the City's Infill Housing Program: revision of the definition of "Residential – Ground Oriented Infill Housing" land use designation, and application of this land use designation to properties which are currently designated "Residential – Detached and Semi-Detached Housing". The creation of development permit guidelines and zoning regulations would be included in the next phase of the Program that will be completed by June 2026.

C.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate properties "Residential – Ground Oriented Housing"** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

*Approving this recommendation would be the first step toward exceeding provincial Small Sites Multi Unit Housing legislation requirements by updating the land use designation and applying it in advance to properties currently*

*designated for a similar housing type; and the first step towards meeting Housing Accelerator Fund commitments.*

## D. Affordable Housing Accelerator

The Affordable Housing Accelerator Initiative aims to reduce regulatory barriers, streamline approval processes, and unlock more opportunities in the city for affordable housing projects that are entirely owned and operated by registered non-profit rental housing providers or housing co-ops. The proposed OCP update would implement Phase 2 of the Initiative, which proposes allowing non-profit affordable rental housing of up to six storeys to be built on properties designated to permit a townhouse. This would be conditional on the property being owned and operated by the registered provider, and on the project's long term affordability and rental tenure being secured through a legal agreement. Phase 2 of the initiative has also explored pre-zoning properties in the TOD Areas to permit these projects, under the same conditions. This would allow projects in areas already envisioned for higher density to forego rezoning if they met updated eligibility and zoning regulations.

D.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include affordable housing owned by registered non-profit** rental housing providers and housing co-ops, **as a permitted use in the "Residential – Townhouse"** land use designation, when the project meets requirements.

*Approving this recommendation would meet Housing Accelerator Fund commitments and permit projects **owned by registered non-profit** rental housing providers and housing co-ops to **rezone without an Official Community Plan amendment**, to construct up to six storeys on lands designated for townhouse use, where key eligibility requirements are met.*

D.ii) THAT staff prepare a zoning amendment bylaw to **pre-zone properties** designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" to **allow affordable housing projects owned by registered non-profit** rental housing providers and housing co-ops when the project meets requirements, including a new locked-in-lot condition.

*Approving this recommendation would meet Housing Accelerator Fund commitments, by pre-zoning identified properties to **permit six storey projects as-of-right where owned by registered non-profit** rental housing providers and housing co-ops, and where key eligibility requirements are met.*

## E. Other Official Community Plan Changes

Under the new Provincial Housing Legislation, municipalities are required to update their OCP by December 31, 2025. The update would align the OCP with the TOD Area and Small Scale Multi-Unit Housing legislation, and incorporate the findings of the 2024-2044 Interim Housing Needs Report. Legislation also requires the OCP to be updated to incorporate: greenhouse gas reduction targets and climate action policies from the

latest Community Energy and Emissions Plan; and a new Regional Context Statement in response to the adoption of the new Regional Growth Strategy (Metro 2050). The new Regional Context Statement would include revised Frequent Transit Development Areas to align with the expanded TOD Areas.

Other minor changes are proposed to the land use designations (e.g. updating designation names and map colours). The land use designations have also been harmonized across the Official Community Plan, Downtown Community Plan, and Queensborough Community Plan for clarity and consistency. The proposed revised land use designations are included in Attachment E1 and the draft consolidated land use designation map is included in Attachment E2.

E.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **draft land use designations** in Attachment E1 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

*Approving this recommendation would mean that all of the updates proposed in this report to the Official Community Plan draft **land use designations** across the city would be endorsed for inclusion in the OCP amendment bylaw, except as otherwise directed through recommendations in the previous sections.*

E.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives reflect the **draft land use designation map** in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

*Approving this recommendation would mean that all of the updates proposed in this report to the Official Community Plan draft **land use designation map** across the city would be endorsed for inclusion in the OCP amendment bylaw, except as otherwise directed through recommendations in the previous sections.*

E.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **Frequent Transit Development Areas** in Attachment E4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

*Approving this recommendation would mean that the expansion of the City's Frequent Transit Development Areas to match the TOD Areas would be endorsed for inclusion in the OCP. This would also endorse the Uptown Local Centre being replaced with the Uptown Frequent Transit Development Area.*

# *Background*

## BACKGROUND

### Provincial Housing Legislation

In November 2023, the Provincial Government introduced wide ranging changes to the housing legislation that governs how municipalities plan for and approve new development, to deliver on the priorities of the Province's Homes for People Action Plan. While these mandated changes are significant, they generally align with Council's Strategic Priorities Plan. On January 29, 2024, staff presented a report that provided an overview and outlined the implications of the new Provincial legislation (which can be viewed here). On May 27, 2024, staff presented a report (which can be viewed here) that outlined the City's approach to implementing Transit Oriented Development (TOD) Areas and Small Scale Multi Unit Housing legislation. This report reviews the work done to update the City's Official Community Plan (OCP), including Downtown and Queensborough Community Plans, in response to the legislated changes.

### Housing Accelerator Fund

With increasing pressure on supply across the housing spectrum, CMHC launched the Housing Accelerator (HAF) program, a $4 billion program that provides funding to local governments to fast track the development of more housing units. To qualify for funding, local governments were required to develop an action plan of initiatives that facilitate an increase in the housing supply beyond what would be achieved without action. The initiatives should make changes to regulations, policy or approval processes in order to remove barriers to growth, speed up approvals, and drive long-term transformational change.

In February 2024, the City was awarded an $11.4 million grant from the HAF program. In receiving the grant, New Westminster has committed to implementing the Housing Accelerator Fund Action Plan that includes seven initiatives. The three initiatives covered in this report are: Townhouse Accelerator, Infill Housing Accelerator, and Affordable Housing Accelerator.

### Report Approach

The housing projects underway are interrelated. Given the grant deadlines, legislation deadline, and external referral requirements, the programs have to be combined into one OCP Amendment Bylaw. To allow time for the external referral process, the public hearing and third reading are targeted to take place before the summer Council break, so that adoption can take place before grant deadlines.

In order to hold a public hearing and consideration of third reading on this timeline, staff will finalize the OCP Amendment Bylaw immediately following this Council workshop. To finalize the bylaw, staff are seeking direction from Council on key outstanding details that are presented in this report.

Through this OCP amendment, staff continue to take a "light touch" approach. The work plan endorsed by Council supported an approach whereby baseline requirements are

advanced to meet the tight timelines mandated by the Province. Once this amendment is complete and the deadline met, staff would undertake a future phase of work incorporating additional changes to the OCP and Zoning Bylaw. As an example, this would include updating Development Permit Area guidelines to better align with the new heights envisioned by TOD Areas. As other policies and programs advance (e.g. Financing Growth Strategy and 22nd St Station Area implementation), it is anticipated that future alignment of the OCP may be required. Staff would bring a Housing and Land Use Planning work program to Council that would outline the timeline of the further OCP amendments. This work program would also identify other housing policies to be updated to ensure successful implementation of the Provincial housing legislation. The interdepartmental staff team would also continue to support the advancement of updates to other City policy and regulations. For example, this includes the Engineering Department updating the Subdivision and Development Control Bylaw.

# Section A

## *Transit Oriented Development Areas*

## SECTION A. TRANSIT ORIENTED DEVELOPMENT AREAS

### Transit Oriented Development Area Legislation Summary

The City has planned for and enabled transit oriented development for many years around its SkyTrain stations. However, the introduction of the Provincial housing legislation has enabled a more dispersed population and housing supply than previously planned. The Transit Oriented Development (TOD) Area legislation requires the City to permit additional residential density for properties within 800 metres of the five SkyTrain stations. TOD Areas are divided into three tiers. Tier 1 is closest to the SkyTrain station and allows the highest density projects. Tier 3 is furthest away, permitting more moderate density projects. These areas have been designed as TOD Areas since June 2024. The proposed Official Community Plan (OCP) update would reflect the density enabled by the legislation. As required, the provincial Policy Manual has been considered and used in preparing the proposed OCP update.

Additional background about TOD Areas is outlined in Attachment A1.

### Approach to Implementation of Transit Oriented Development Area Legislation

Land Use Designation Alignment with TOD Areas

*Accommodating Height Enabled by the TOD Area Legislation*

The land use designations in the OCP define future land use by explaining the types and densities of land uses that are encouraged over time. The existing OCP land use designations are designed to enable two standard heights for residential and mixed-use buildings: a low rise of up to six storeys, and a high rise over six storeys. The TOD Area legislation enables buildings of up to eight, twelve and twenty storeys. To align the OCP with the TOD Area legislation the following changes are proposed:

- Creating new land use designations that allow a mid-rise of twelve and eight storeys to align with the heights enabled in Tiers 2 and 3, respectively, of TOD Areas.
- Updating the existing high rise designations to ensure alignment. However, no height has been added to these designations. Council would continue to review the suitability of height (including above 20 storeys) through rezoning applications.
- Updating the existing low rise land use designations that would continue to be used in areas outside of TOD Areas. The height permitted for the low rise land use designations continues to be six storeys.

**Table 1: Land Use Designation Alignment with TOD Areas**

| Land Use Designation Name | TOD Area Alignment | New Land Use Designations |
|---|---|---|
| Residential - Low Rise (RLR) | Low rise sites outside of TOD Areas 6 storeys | No |
| Mixed Use - Low Rise (ML) | | |

| | | |
|---|---|---|
| Residential - Limited Mid Rise (RLM)<br>Mixed Use - Limited Mid Rise (MLM) | Tier 3 (401 to 800m from station)<br>8 storeys | Yes |
| Residential - Mid Rise (RMR)<br>Mixed Use - Mid Rise (MM) | Tier 2 (201 to 400m from station)<br>12 storeys | Yes |
| Residential - High Rise (RHR)<br>Mixed Use - High Rise (MH) | Tier 1 (up to 200m from station)<br>20 storeys | No |

The new land use designations follow the same format and approach as the 2017 OCP, with the exception of the maximum height being more explicitly stated. The heights included match those enabled by the TOD Area legislation (as shown in Table 1). In the 2017 OCP, the low rise land use designations state that a five or six storey building will only be considered in circumstances where a compelling case can be made, and appropriate amenities are provided. A similar approach is proposed through the OCP update. Low and mid-rise projects must align with City policy and significantly advance a City priority or objective. The additional benefit achieved through advancing City priorities should be commensurate with the number of additional storeys.

The draft land use designations are included in Attachment E1.

*Updated Land Use Designation Map*

The land use designation map, which illustrates future land uses for properties across the city, has been updated to align with the TOD Area legislation. The following considerations guided the update to the map:

- Ensure compliance with housing legislation for properties included in a TOD Area. This includes the application of new land use designations, outlined above, to the properties identified by the provincial methodology.
- Maintain a higher land use designation when already envisioned in the 2017 OCP, ensuring no loss of entitlement.
- No change to whether a property is designated residential or mixed use (i.e. commercial land use would still be required at grade in the same locations).
- No change to properties that are within a TOD Area but are exempt from the TOD Area legislation because no residential land uses are permitted. For example, no change to sites with land use designations such as “Industrial”, “Intertidal” or “Cemetery”.

The draft consolidated land use designation map is included in Attachment E2.

*Alignment with TOD Area Entitlements Created by the Zoning Bylaw*

TOD Area legislation applies to all properties in the area that are zoned to permit “any residential use”. There are cases where the 2017 Official Community Plan does not anticipate residential use but the base zoning district includes residential entitlements, which causes a misalignment between the OCP and the TOD Area legislation. To

address this, updates are proposed that would add residential as a permitted use to two land use designations: “Commercial Waterfront” and “Commercial and Health Care”.

It was identified, when the legislation was first introduced, that the City has commercial, institutional and industrial zones that fall within TOD Areas that only allow residential for the accommodation of a caretaker, manager or security personnel. These properties are not intended to redevelop with a residential component but to provide much needed commercial, institutional and industrial uses to serve the city. A Zoning Amendment Bylaw was adopted on June 24, 2024 to remove caretaker suites as a permitted use from the relevant zoning districts. To reflect these changes made to the Zoning Bylaw, ancillary residential (e.g. caretaker units) would be removed from the “Commercial”, “Mixed Employment” and “Industrial” land use designations in the OCP where residential land use is not envisioned.

Additional details on these changes are included in Attachment A1.

Staff recommend:

A.i) THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:

1. Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;
2. Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;
3. Clarifying residential use expectations for “Commercial Waterfront” and “Commercial and Health Care” designations; and
4. Removing ancillary residential (e.g. caretaker units) from the “Commercial”, “Mixed Employment” and “Industrial” land use designations.

<u>Transit Oriented Development Area at the 22nd Street SkyTrain Station</u>

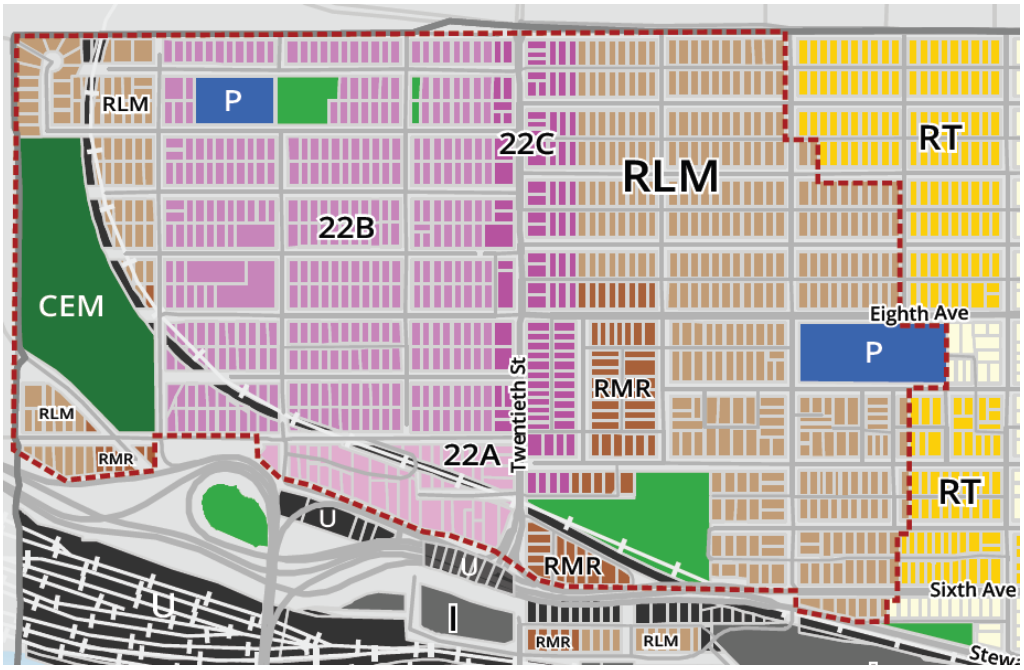
Staff has been advancing implementation work on “reGENERATE”, the Vision for the neighbourhood around the 22nd Street SkyTrain Station, which reflects the TOD Area heights and densities. Implementation work includes integrating City strategies/plans for infrastructure servicing, street networks, parks and recreation, and amenities planning; preparing necessary regulations and policies to implement these; and ongoing advocacy and collaboration such as with First Nations, the School District, and senior government.

Further work is required prior to consideration of land use designations for the area. Therefore, staff are proposing three study areas which are summarized below (Figure 1), with further detail included in Attachment A1. The proposed study area land use designations are included in Attachment E1.

- *22A. Station Area* – relates to a block of properties south of the station. The reGenerate Vision anticipates a mix of high density development integrated with the existing and future transportation infrastructure. Facilitating private development in this area requires inter-jurisdictional collaboration with both TransLink and the Province (Ministry of Transportation and Transit, and Ministry of Infrastructure).
- *22B. Transit Village* – relates to the properties to the north of Seventh Avenue between Study Area C and Twenty-Third Street. The Transit Village is identified within the reGenerate Vision as a high density mixed use core, centered around the regional transit hub, featuring a central plaza and high street, and where daily needs can be met. Implementation actions related to the Transit Village were identified and endorsed by Council in December, 2024.
- *22C. Twentieth Street* – related to properties adjacent to Twentieth Street on both the east and west sides, from Marine Way at the south to Tenth Avenue at the north. The Visioning process highlighted that improvements to Twentieth Street are important to the community, for access to and around the area, and in order to tie the west side of the city together.

With work still ongoing to implement the Vision for the 22nd Street Station Area, staff has considered this area to be "under active review" and has generally considered any redevelopment applications in a study area to be premature.

**Figure 1: Proposed 22nd Street Station Vision Study Areas (in pink) and Development Permit Area (red dashed line)**




Staff recommend:

A.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **apply three study area land use designations** (22A, 22B, 22C) to the 22nd Street Station Area.

Edge Properties

The application of Provincial TOD Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff have explored applying the new "Residential – Limited Mid Rise" land use designation to additional properties on the outer edges of the TOD Areas to enable a smoother transition in density and improve development potential for TOD Area sites. Additional detail on the principles used to extend the TOD Area edges is included in Attachment A1.

Properties identified for the higher density land use designation were presented during community consultation in Spring 2025. 70% of participants supported the proposed extensions. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment F1).

Maps identifying the properties to which the "Residential – Limited Mid Rise" land use designations would be extended are included in Attachment A1. Attachment A1 also outlines the differences between the land use designation map presented during community consultation and the updated land use designation map included in Attachment E2. Further refinements were made to reflect additional detailed analysis conducted following the consultation period.

Staff recommend:

A.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives apply a new "Residential – Limited Mid Rise" designation to additional properties **at the edge of TOD Areas for better transition** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

**Direction Required**

Staff are seeking Council direction as to whether the two new residential TOD Area designations ("Residential – Limited Mid Rise" and "Residential – Mid Rise") associated with Tiers 2 and 3 of the TOD Areas should allow infill housing. The Provincial housing legislation requires the City to permit higher density forms of residential development. However, the City has a choice if other lower density forms of housing should also be permitted within these areas.

The 2017 OCP does not allow infill housing in land use designations where higher density uses that require property consolidation are anticipated. Townhouses (which typically require property consolidation) are the lowest density land use permitted in low

to high rise residential land use designations. However, given the extent of Tiers 2 and 3 of the TOD Areas, staff have explored whether infill housing should be included as a permitted use in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations. This would allow owners of properties with this land use designation to apply for a rezoning to build infill housing. These properties are not anticipated to be pre-zoned through the Infill Housing Program outlined below, so that infill housing is not incentivised over the higher density uses envisioned.

No change is recommended for the residential land used designations that apply to properties in Tier 1 of the TOD Areas. Staff recommend these properties continue to be protected for higher density uses. No change is proposed to the existing low to high rise land use designations outside of the TOD Areas (i.e. infill continues to not be permitted).

Two options are presented for consideration:

A.iv) Option 1: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan.

**OR**

Option 2: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **not include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan, except for those areas which overlap the Queen's Park Heritage Conservation Area which are to be designated "Residential – Limited Mid Rise Heritage", and permit ground oriented infill housing.

*Option 1 – Include Infill Housing as a Permitted Use*

Allowing infill housing as a permitted use in the residential land use designations created for Tiers 2 and 3 would prioritize increasing housing choice. The development of infill units may reduce the ability for sites to be consolidated for higher density development, however, given the extent of the land use designation, the consequence is reduced. Infill forms are heavily supported by the community, where 73% of consultation participants agreed or somewhat agreed with including them as permitted uses in TOD Areas.

If supported by Council, ground oriented infill housing would be included in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations. This Option is reflected in the draft land use designation (Attachment E1) and draft land use map (Attachment E2).

*Option 2 – Do Not Include Infill Housing as a Permitted Use*

Not allowing infill housing as a permitted use in the residential land use designations created for Tiers 2 and 3 would prioritize increasing housing supply. This would be consistent with the approach taken in the 2017 OCP and would protect land for higher density development. Townhouses would be the lowest density land use permitted. This would ensure that investment is not made into building single lot infill housing projects that would reduce the ability for land to be consolidated for higher density land use.

If this direction is preferred, a unique approach is recommended for the portion of the Queens Park Heritage Conservation Area included in a TOD Area. The heritage protection of the conservation area continues to apply in this neighbourhood. This means that the opportunity to build the eight storey mid-rise buildings envisioned by the Province is limited. Given this context, staff recommend that infill housing be included as a permitted use in this area.

If supported by Council, ground oriented infill housing would not be included in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations. A new land use designation, specific to Queens Park would be created, allowing infill housing forms to be built in this area.

**Next Steps**

As a next step following this OCP update, new development permit guidelines would be created to guide applications at the heights and densities enabled by the new land use designations. Eight and twelve storey building forms are not anticipated in the current Development Permit Areas.

The OCP update would expand Development Permit Area (DPA) boundaries to include properties within the TOD Areas. This ensures that development applications in the TOD Areas would still require a Development Permit. As an interim measure, projects would be guided by existing development permit guidelines for low and high rises.

After the proposed OCP update is adopted, a rezoning would continue to be required for projects proposing the new height and density enabled by the Province. Development applications within the 22nd St Station study areas would continue to be considered premature until the implementation actions identified in the area's Vision are completed.

# Section B

# *Townhouse Program*

## SECTION B. TOWNHOUSE PROGRAM

### Townhouse Program Summary

In May 2024, Council endorsed a work plan to update the existing Townhouse Program to enable more homes and housing options in the city, with a focus on family friendly, ground oriented townhouse forms (the report can be viewed here). This Program is a Housing Accelerator Fund action plan initiative.

There has been limited uptake of the current Infill Townhouse Program since adoption in 2017. Consultation findings indicated that the rezoning process and allowable density are barriers for some applicants, despite interest in redevelopment. To increase the number of new townhouse projects, the program has explored:

- Expanding the areas envisioned for townhouses in the Official Community Plan (OCP) by designating to more areas of the city "Residential – Townhouse".
- Not requiring rezoning applications (pre-zone properties) to make it easier to construct new townhouse units.
- Allowing larger townhouse units and for units to have secondary suites.
- Making regulatory and policy improvements based on lessons learned from past projects.

The City is also developing an Infill Housing Program, which is distinct from the Townhouse Program. The Infill Program is focused on facilitating redevelopment of individual properties for up to six dwelling units, whereas the goal of the Townhouse Program is to facilitate the consolidation and redevelopment of more than one single detached dwelling property for townhouses. See Attachment B1 for a comparison between the two housing forms.

See Attachment B1 for additional Background Information and Discussion.

### Approach to Implementation of Townhouse Program

Official Community Plan Land Use Designation Map

Many properties designated for townhouses in the 2017 OCP are within Transit Oriented Development (TOD) Areas and are now envisioned for higher densities. Recognizing that townhouses are still an important form for diversifying the city's housing choice, staff different explored areas that should be envisioned for townhouses in the Official Community Plan (OCP).

Priority locations for townhouses were identified as blocks: in close proximity to community amenities (such as school and parks); at the edges of Transit Oriented Development Areas to provide a transition from higher to lower density housing; and on busy roads without a functional and continuous lane, to improve site access conditions. Site access conditions would be improved by requiring new townhouse projects to

dedicate land to facilitate completion of a back lane. Since the townhouse program requires the consolidation of multiple properties, it is considered more feasible to deliver a lane. Pedestrian and road safety would also be improved by reducing the number of individual driveways onto fronting streets.

Scenarios outlining potential townhouse locations were presented to the community in Spring 2025. Feedback during the consultation indicated general support to maximize opportunities for townhouses across the city, with 61% of participants supporting the scenario showing the largest expansion of townhouses. Details on the community consultation process including outcomes, can be found in the consultation summary (Attachment F1).

Staff recommend designating approximately 900 properties across the city "Residential – Townhouse" in the OCP. The proposed properties are illustrated in Attachment B2. This map was finalized based on community feedback and detailed block analysis, which considered whether there were conditions that would result in a block being better suited for the Infill Housing Program. Further information on the land use designation mapping process is provided in Attachment B1.

The "Residential – Townhouse" land use designation definition would be refined to reflect overall program updates. The draft land use designation is included in Attachment E1.

Staff recommend:

B.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate the properties "Residential – Townhouse" based on the map** in Attachment B2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

Revised Development Permit Guidelines

Townhouse applications on land designated "Residential – Townhouse" require a Development Permit. The OCP update would include revisions of the guidelines included in the Townhouse Development Permit Area to ensure clear guidance is given for applications under the updated townhouse program. Updates would ensure alignment with City-wide policies and strategies. The draft development permit guidelines are included in Attachment B3.

Staff recommend:

B.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund include the **Townhouse Development Permit Guidelines** in Attachment B3 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

Revised Zoning District

The Townhouse Program included exploring revisions to the townhouse zoning district with the objective of making improvements that would enable an increase in the number of new townhouse units in the city. The work considered lessons learned from past projects, best practices in other local municipalities, and analysis of the local context. This specifically included exploring allowing larger townhouse units, and making regulatory and policy improvements.

The general townhouse zoning district recommendations are summarized in Table 2. Additional information is included in Attachment B4.

**Table 2: Revised Townhouse Zoning District Recommendations**

| Zoning Regulation | Current | Recommended |
|---|---|---|
| Minimum Site Area | N/A | 836.1 $m^2$ (9,000 sq. ft.) |
| Minimum Frontage | N/A | 20 m |
| Density | 0.9 - 1.0 FSR | 1.2 FSR |
| Height | 2.5 storeys (10.67m / 35 ft.) | 3 storeys (12.0m / 39.37 ft.) |
| Parking Space per Principal Dwelling Unit | Minimum 1.0 | Minimum 1.0 |
| Vehicle Access Requirements | N/A | Access provided via a 6m wide lane or, where less than 6m, a dedication of land is provided to provide a 6m lane. |
| Site Coverage | 40% Building Coverage | 65% Impervious Coverage (including 50% Building Coverage), 35% Site Permeability |
| Open Site Space | N/A | Minimum 15% of total site area. Minimum of 15 sq. m. size with 2.1m minimum dimension. |

Feedback during community consultation indicated support to streamline development approval processes, with 73% of participants supporting pre-zoning areas in the city for townhouses. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment F1).

Staff recommend:

B.iii) THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment B4 of the report titled “Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives” dated June 2, 2025.

Revised Approval Process: Pre-Zoning

As envisioned in the scope of the Housing Accelerator Fund initiative, the Townhouse Program has explored revising the approval process by pre-zoning sites envisioned for townhouses. Removing the need for a rezoning application could streamline the

development approval process and enable more homes to be built faster. Townhouse projects would still be required to meet the regulations of the updated zoning district, such as site access, parking and minimum lot size, and would continue to require a Development Permit and Building Permit.

Staff explored pre-zoning all properties proposed to be designed "Residential – Townhouse" through the OCP update. Through this analysis staff identified that a different approach is needed depending on whether or not the block already has sufficient lane access. Sufficient lane access means the lane is functional, a minimum 4.5 meter width, and is continuous (i.e. the entire block has a lane of the minimum width). When a lane does not exist, additional tools need to be utilized to ensure a new lane is delivered by new townhouse projects.

It is recommend that those sites with a sufficient existing lane be pre-zoned at this time (concurrent with the OCP Amendment Bylaw). Of the properties identified for townhouses in the proposed update to the OCP, approximately 570 properties would be pre-zoned. Attachment B5 provides detailed block level maps including a list of these pre-zoned properties. When a block identified for pre-zoning includes only one or two TOD Area properties that are likely not viable for TOD Area density development on their own, it is recommended the TOD Area properties also be pre-zoned to facilitate the properties being included in a property consolidation.

The revised zoning district that would apply to pre-zoned properties would be structured to maintain existing zoning entitlements. This means that owners can stay in their homes, can still renovate or rebuild their home, or sell their property. Someone could also seek to purchase and consolidate multiple properties and build a townhouse project. Even though these sites have a sufficient existing lane, new projects would be required to provide a dedication to increase lane width to 6 metres incrementally over time, which would improve the functionally of the lane and meet current lane standards.

As a next phase of work, staff recommend that further analysis be undertaken to explore the correct tools to utilize in order to deliver future lanes. This could include creating advanced street plans (i.e. illustrating the design and location of new lanes), updating the Subdivision and Development Control Bylaw to leverage new opportunities created by the housing legislation, and creating additional zoning regulations unique to this context. The objective of this additional phase of work would be to enable pre-zoning of the remainder of the sites, while still meeting City objectives of improved site access conditions.

Staff recommend:

B.iv) THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment B5 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

**AND**

B.v) THAT staff to continue work to **explore further areas in the city to pre-zone for townhouses** through further analysis, such as the creation of a related Advanced Street Plan.

**Direction Required**

As envisioned in the scope of the Housing Accelerator Fund initiative, the Townhouse Program has explored allowing secondary suites in townhouse units. A policy decision is needed from Council regarding **permitting secondary suites in townhouse units, and related parking requirements**. Options are presented below for both items, for consideration together. See Attachment B1 for additional considerations for the options presented.

Secondary Suites

Staff are seeking Council direction on whether secondary suites should be a permitted accessory use in the updated townhouse zoning district. Secondary suites can provide flexible options for households to support intergenerational living, act as 'mortgage helpers' for homeowners, contribute towards the secondary rental market, improve development feasibility and selling potential of properties, and reduce the likelihood of illegal suites. However, if secondary suite occupants own a vehicle (which is more likely on sites not located in close proximity to transit), this may result in parking overspill and additional competition for limited curbside space. This may impact the ability to deliver other higher priority curbside uses, such as designated accessible parking, sustainable transport uses, greening, and designated delivery and loading space.

Feedback during the consultation indicated that 64% of participants support secondary suites in townhouses due to the rental income and flexible living opportunities. Details on the community consultation process including outcomes, can be found in the consultation summary (Attachment F1).

Two options are presented for consideration:

B.vi) Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**OR**

Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

Parking for Secondary Suites

If Council supports allowing secondary suites as a permitted accessory use in townhouse zones, staff seek further direction on the required parking rate for suites.

Architectural and financial modelling indicates that requiring parking for secondary suites would reduce the feasibility of including secondary suites in a project, especially

given the need to deliver other site functions such as open space, trees, housing units, storage of waste carts, multi-modal circulation and other functional space. However, by not requiring parking, or providing parking with a minimum requirement of 0.5 spaces per unit which is consistent with current regulations for secondary suites elsewhere in the Zoning Bylaw, it is likely parking would overspill onto public streets and that there would be impacts on finite curbside space, including impacts to City operations and other priority street uses. Additional pricing mechanisms and/or parking regulations would likely be required to manage ever-increasing demands on curbside space. Staff analysis indicates that there is significant demand for on-street parking throughout the city, with increasing pressure to reallocate space on-street for uses other than for the storage of personal vehicles. In addition, data shows that car ownership rates have remained consistent, in spite of reductions in on-site parking availability, and an overall reduction in on-street parking spaces. There is more competition than ever for limited space curbside, and this competition is expected to increase as the City densifies, unless there is a significant downward shift in car ownership.

Feedback was sought about parking for townhouse projects during community consultation held in Spring 2025. While there was no direct question about parking for secondary suites, responses regarding the townhouse program revealed that some participants were concerned about not requiring parking for the secondary suite, as tenants residing in secondary suites are expected to own a vehicle. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment F1).

Three options are presented for consideration:

*B.viii)* *Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program* ***include a parking rate of 0.5 parking spaces*** ***per secondary suite*** *in the updated Townhouse Zoning District.*

***OR***

*Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program* ***include a reduced parking rate of 0.25 parking spaces*** ***per secondary suite*** *in the updated Townhouse Zoning District.*

***OR***

*Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program* ***not require parking*** ***for secondary suites*** *in the updated Townhouse Zoning District.*

**Next Steps**

Following the adoption of the Townhouse Program staff would create materials (revise web content, guides and other related supporting material) to assist applicants in navigating the approval process. A monitoring program would also be launched to ensure any recommended refinements to the program are identified. Staff anticipate some refinement would also be need to the program once other relevant City policies

and regulations are endorsed by Council. For example, Engineering is in the process of developing the City's first Solid Waste Master Plan. One of the recommendations from the Plan is to complete a detailed study to identify design and site area requirements for on-site solid waste, recycling and composting. The recommendations of this detailed study would be incorporated into the Zoning District and Development Permit Area guidelines to ensure new townhouse program comply with the new standards.

Staff anticipate that as the Infill Housing Program advances, some other areas of the City may be identified as being suitable for townhouses on a consolidated lot, rather than for a single property infill project. These opportunities may be identified by the community through the future consultation events, or by staff further analyse how to facilitate the infill housing program while also achieving other City objectives such as those related to infrastructure needs, site access or solid waste collection.

# Section C

## *Infill Housing Program*

## SECTION C. INFILL HOUSING PROGRAM

### Program Summary

Infill Housing Program

In May 2024 Council endorsed a work plan for the Infill Housing Program to explore pre-zoning (i.e. no rezoning required) to permit up to six residential units on single detached dwelling and duplex zoned properties. This program is focused on properties outside of Transit Oriented Development (TOD) Areas, which are envisioned for higher density land uses (as outlined above). This Housing Accelerator Fund action plan initiative is designed to advance outcomes of Council's Strategic Priorities Plan. This program is required to be completed by June 2026 to meet grant deadlines. More information about the City's Infill Program work plan is included in Attachment C1.

Small Scale Multi-Unit Housing Legislation

The Infill Housing Program would also align with the Province's Small Scale Multi-Unit Housing legislation, which requires identified properties to be pre-zoned to allow between three to six units, depending on lot size and proximity to transit. Local governments were required to amend their Zoning Bylaws to implement this legislation by June 30, 2024. The City's approach to implementation was to:

- Not change the zoning for properties that allow both a laneway house and secondary suite, as these properties were outside of the scope of the small scale multi-unit housing legislation. These properties are within the scope of the Infill Housing Program.
- Rezone the roughly 160 duplex properties to allow secondary suites, bringing the zoning for these properties into compliance with the legislation. These properties are included in the scope of the Infill Housing Program.
- Properties in Queensborough are covered by an extension, approved by the Province, with a new compliance date of May 4, 2029. No changes are proposed to the Queensborough Community Plan to facilitate ground oriented infill housing at this time. The City will advance the work necessary to comply with the legislation for this neighbourhood following the completion of the scope of the current Infill Housing Program.

More information about the small scale multi-unit housing legislation is included in Attachment C2.

### Approach to Implementation of Infill Housing Program

Through the OCP update, the first steps would be taken towards implementing the Infill Housing Program by updating the "Residential – Ground Oriented Infill Housing" land use designation and updating the land use designation map to apply the revised designation to more properties.

The “Residential – Ground Oriented Housing” land use designation has been updated to clarify the range of infill forms permitted, including: single detached dwellings (houses), detached accessory dwelling units (laneway or carriage houses), multiplexes (e.g. duplex or quadraplex), cluster houses, rowhouses, side-by-side townhouses, and other equivalent ground oriented housing forms. Principal units may also include a secondary suite. The revision also makes it clear that a maximum of six units are permitted on these sites. This is inclusive of secondary suites and detached accessory dwelling units (e.g. laneway or carriage house). Additional units could only be considered through a Heritage Revitalization Agreement.

Not all properties will be able to meet the maximums outlined in the designation due to limitations created by context and site constraints (e.g. lot depth, grading). Appropriateness would be reviewed at the time of development application submission.

The “Residential – Ground Oriented Housing” land use designation would apply to properties that were previously designated “Residential – Detached and Semi-Detached” that are outside of the TOD Areas and have not been identified for the “Residential – Townhouse” designation. The “Residential – Detached and Semi-Detached” designation is being removed from the OCP as it does not align with the Small Scale Multi-Unit legislation, as it only allows up to three units. The proposed extension of the land use designation is reflected in the draft land use designation map included in Attachment E2.

Staff recommend:

C.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate properties “Residential – Ground Oriented Housing”** as shown in Attachment E2 of the report titled “Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives” dated June 2, 2025.

**Next Steps**

The remainder of the work plan for the Infill Housing Program continues to be advanced. This will include creating new development permit guidelines that would be added to the Ground Oriented Housing Development Permit Area, and creating new zoning regulations. The guidelines and regulations would set out expectations that developments are complementary to surrounding housing forms, livable, well designed, and have high quality open space. Additional consultation will be held in the fall to provide the opportunity for the community to help inform the final program.

While this work is underway, applications for infill housing can still be made when aligned with the Interim Duplex, Triplex and Quadraplex Policy (endorsed by Council in 2020), and the Interim Development Review Framework (first endorsed by Council in January 2024). A rezoning and Development Permit will still be required for these pilot project applications.

# Section D

## *Affordable Housing Accelerator*

## SECTION D. AFFORDABLE HOUSING ACCELERATOR

### Affordable Housing Program Summary

On June 3, 2024, Council endorsed a two-phase work plan for the Affordable Housing Acceleration Initiative. Supported by the Housing Accelerator Fund, this initiative aims to enable the delivery of affordable rental housing projects that are entirely owned and operated by registered non-profit housing providers or housing co-ops.

Phase 1 of this initiative amended the Zoning Bylaw to allow projects to forego rezoning if they meet a set criteria and zoning regulations. This phase was completed in February 2025.

Phase 2 of the initiative is exploring:

- Allowing non-profit affordable rental housing of up to six storeys to be built on sites designated in the Official Community Plan for "Residential – Townhouse", when requirements are met.
- Pre-zoning properties designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" (the new residential land use designations aligned with Tiers 2 and 3 or the Transit Oriented Development Areas) to allow non-profit affordable rental housing of up to six storeys to forego rezoning if they meet the criteria and zoning regulations established through Phase 1 of the initiative.

Updates to the City's Development Variance Permit process to streamline approvals of affordable housing applications are also being explored and would be brought forward for Council consideration in a separate report.

See Attachment D1 for additional background on this initiative.

### Approach to Implementation of the Affordable Housing Accelerator Program

Official Community Plan Update

Through the Housing Accelerator Fund, the City agreed to explore amending the OCP to allow affordable rental housing projects to achieve higher density than market projects in order to increase the viability of affordable housing projects. To achieve this, it is proposed that, through the OCP update, non-profit affordable rental housing projects of up to six storeys be included as a permitted use in the "Residential – Townhouse" land use designation. The proposed "Residential – Townhouse" land use designation is included in Attachment E1.

Eligibility would require the property to be owned and operated by a non-profit housing provider or housing co-op, and the project's long-term affordability and rental tenure to be secured through a legal agreement. A rezoning application would still be required. Projects would still be subject to other City approvals, including a Development Permit, Works and Services Agreement, and Building Permit. This is similar to the approach the

City has taken to incentivizing Heritage Revitalization Agreements through the 2017 OCP.

This proposal aligns with feedback from community and interest groups heard during the first phase of this initiative, which included a desire for the program scope to be expanded to additional areas, including in close proximity to transit, community centres, and services. Feedback during community consultation held in Spring 2025 indicated general support for this proposal, with some concerns about changes to neighbourhood character. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment F1).

Staff recommend:

D.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include affordable housing owned by registered non-profit** rental housing providers and housing co-ops, **as a permitted use in the "Residential – Townhouse"** land use designation, when the project meets requirements.

Zoning Bylaw Amendment

Phase 1 of this initiative amended the Zoning Bylaw to allow non-profit affordable rental housing projects to forego rezoning in locations already envisioned for residential apartment buildings of up to six storeys in the OCP. As the City updates the OCP to align with the new Transit Oriented Development Area legislation, more areas of the city would be envisioned for six-storey apartment buildings.

Staff propose that the eligibility for this program be expanded to properties that are proposed to be designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" in the OCP update. These designations are proposed for the residential properties in Tiers 2 and 3 of the Transit Oriented Development (TOD) Areas. Expanding the initiative into these areas will also unlock more opportunities for affordable rental housing projects in the city.

The same set of criteria and zoning regulations established for Phase 1 would apply. If the criteria are met, a rezoning application would not be required. Projects would still be subject to other standard City approvals, including a Development Permit, Works and Services Agreement, and Building Permit.

Phase 1 of the initiative allowed non-profit affordable rental housing projects to forego rezoning on properties designated "Residential – Multiple Unit Buildings" in the 2017 OCP. Properties with this land use designation that are in a TOD Area, will have their land use designation changed to the new land use designations created to align with the TOD Areas. The proposal to make sites designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" would ensure that these site maintain their eligibility for the program.

Given the increased potential for affordable housing that would be created by pre-zoning in areas with these two land use designations, additional site analysis was conducted. Based on this work, staff recommend adding a further condition to the pre-zoning eligibility. Staff propose that a new affordable housing project would not qualify for a project if it would result in the creation of a locked-in lot, meaning that the remaining properties on the block would not be large enough to redevelop. This approach is taken in other areas of the Zoning Bylaw to prevent projects from orphaning adjacent lots and impacting their development feasibility. Staff believe it is appropriate to also explicitly apply this provision in the context of this initiative.

This proposal was supported by the community feedback during community engagement (Attachment F1).

Staff recommend:

D.ii) THAT staff prepare a zoning amendment bylaw to **pre-zone properties** designated “Residential – Mid Rise” and “Residential – Limited Mid Rise” to **allow affordable housing projects owned by registered non-profit** rental housing providers and housing co-ops when the project meets requirements, including a new locked-in-lot condition.

# Section E

## *Other Official Community Plan Changes*

## SECTION E. OTHER OFFICIAL COMMUNITY PLAN CHANGES

Updated Land Use Designations and Land Use Designation Map

While the focus of this Official Community Plan (OCP) update is integrating the requirements of the Transit Oriented Development (TOD) Area legislation and the Housing Accelerator Fund action plan initiatives, other minor changes are proposed to the land use designations, which are also reflected on the draft land use designation map. These changes include:

- The land use designations have been harmonized across the OCP, Downtown Community Plan, and Queensborough Community Plan for clarity and consistency.
- Adding clarity to "complementary uses" listed in a number of designations. Complementary uses are other uses that may happen in areas with the designation, such as places or worship, child care, utilities, transportation corridors, and community facilities.
- Updating the naming convention and map colours of existing land use designations. Since the OCP land use designations are referenced in the Zoning Bylaw, a Zoning Bylaw Amendment would be prepared to update the names in the Zoning Bylaw to maintain the accurate connections between the OCP and Zoning Bylaw.

The proposed land use designations are included in Attachment E1. A consolidated draft land use designation map for the OCP, Downtown Community Plan, and Queensborough Community Plan is included in Attachment E2.

Staff recommend:

E.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **draft land use designations** in Attachment E1 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

**AND**

E.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives reflect the **draft land use designation map** in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

Public Schools

To assist in locating, expanding, and acquiring school sites, and for expediting the construction of future schools, 'public schools' is proposed to be added as a permitted use within the majority of residential land use designations. Public schools would permitted in the mixed-use land use designations, other than those concentrated on the

City's great streets (e.g. Columbia, East Columbia Streets). This change demonstrates the City's support for increased school capacity and streamlines school projects by removing the requirement for the School District to make an OCP amendment application. A full list of the land use designations that would include public schools is included in Attachment E3.

Summary of Other Legislated Updates

As required by the *Local Government Act (LGA)*, the following updates are included in the scope of the proposed Official Community Plan (OCP) update, in addition to the housing legislation and Housing Accelerator Fund initiatives described above. A summary of the updates is below with details in Attachment E3.

- *Regional Context Statement* – As a member municipality of the Metro Vancouver region, the City must include a Regional Context Statement in the OCP, which demonstrates how the city is working to achieve regional goals established in the Regional Growth Strategy (Metro 2050). The proposed OCP Amendment bylaw would integrate Council-endorsed policy into the OCP to demonstrate compliance with the Regional Growth Strategy.
- *Frequent Transit Development Area (FTDA)* – Staff propose amending the City's FTDA boundaries in the OCP and Regional Growth Strategy to better reflect the new Regional Growth Strategy and new Provincial Housing Legislation. FTDA overlays enable higher density residential and commercial development in urban areas of the region. These changes would ensure consistency across policy levels, support ongoing planning for new TOD Areas and increase eligibility of these areas for future infrastructure funding opportunities.
- *Housing Needs Report Integration* – The *LGA* requires the City to enable the capacity to meet the 20-year housing need identified in the 2024 – 2044 Interim Housing Needs Report. Staff analysis confirms this is met either through existing policy or in the proposed amendments.
- *Climate Action Strategies and Targets* – The *LGA* and Regional Growth Strategy (Metro 2050) require that the City's OCP include targets for the reduction of greenhouse gas emissions and the policies and actions that the local government will take to achieve those targets. The City will meet these requirements through integrating the goals of the Community Energy and Emissions Plan 2050.

Staff recommend:

E.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **Frequent Transit Development Areas** in Attachment E4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

*Engineering Implications*

*Consultation Summary*

*Next Steps*

*Financial Considerations*

*Interdepartmental Liaison*

*Options*

## ENGINEERING IMPLICATIONS

The housing target orders represent more housing than what the City has planned for in the current OCP. In addition, the Transit Oriented Development Area and Small Scale Multi Unit Housing legislation essentially mandates growth to occur everywhere in the City at any point in time. The biggest challenge with this mandate from an infrastructure and servicing standpoint will be managing the impacts associated with this dispersed growth. Without the ability to prioritize investment in targeted areas, it is anticipated that City resources, including financial and staff resources, will be overextended and challenged to adequately support this new growth pattern.

Engineering implications of this provincially required, higher density growth occurring throughout the City include:

- Land use “spillover” impacts onto streets and lanes stemming from sites that will inevitably not be able to accommodate all site functions, including parking and space required to efficiently support solid waste service.
- Curbside management challenges resulting from increased on-street private vehicle parking demand that will compete with the increased need to prioritize finite curb space to better support sustainable transportation modes, including bus prioritization and implementation of the Active Transportation Network Plan, and solid waste cart staging for pick-up.
- Increased storm water and drainage volumes in City infrastructure as a result of increased impervious surfaces on more densely developed sites, and resulting potential for increased flooding in roadways during rainfall events.
- Increased water infrastructure to meet fire flow requirements to adequately support fire incidents on sites with greater numbers of dwelling units.
- Increased need to address engineering service operational efficiencies, including fleet, specialist technical and operations staff, and labour, and
- Uncertainty regarding waste management requirements and services provided for new (i.e. infill housing) and expanded (i.e. townhouse) housing types, including consideration of alternative collection vehicles to enable efficient waste collection in increasingly dense neighbourhoods.

Primarily as a result of the need to meet Housing Accelerator Fund deadlines, the Housing Program work done to date does not include a fulsome assessment of infrastructure asset needs and operational conditions, and the financial implications associated. Additional time and resources, including consultant and staff resources, will be required to complete this work in the coming months and years. Engineering staff will be providing Council further information on impacts and options for managing the implications prior to end of year.

## CONSULTATION SUMMARY

Sections 475 and 476 of the *Local Government Act* provide specific requirements for consultation that must occur prior to the consideration of an Official Community Plan (OCP) amendment. The LGA requires local government to provide one or more opportunities it considers appropriate for consultation with the organizations and authorities it considers may be affected by the proposed amendment. These requirements are in addition to a public hearing. On November 4, 2024, Council endorsed the approach to early and ongoing consultation for this OCP update.

### Community

A variety of methods were used to build understanding and awareness of the OCP update and housing initiatives. Collectively, this work was branded as “Our City, Our Homes”. A project Be Heard page was launched to provide information, answer community member questions, and host feedback forums. The community engagement period was February 22 to March 9, 2025. During this period, a total of 245 survey responses, 24 community discussion forum responses, and 9 email enquiries were received. Three open houses with 259 participants and an online virtual event with 26 attendees were also held.

The feedback received generally supported the proposed direction on the housing initiatives. Participants expressed that their top three hopes for the future of housing in the City were: more housing types, more affordable housing, and more family-friendly housing. Participants also voiced concerns on there not being enough infrastructure (e.g. roads, parking, sewers) and community amenities (e.g. schools, parks, community centres) to support more current and future residents. More information regarding what was heard at community consultation is available in Attachment F1**.**

### First Nations

Staff contacted all First Nations who have expressed interest in being consulted, as identified through the First Nations Consultative Areas Database established by the Province. Since that time, City staff met with staff representatives from Musqueam and Kwikwetlem First Nation, and received general comments from Squamish Nation and Ts'uubaa-asatx Nation. The list of Nations consulted, summary of key feedback received, and correspondence is in Attachment F2.

### Interagency

Throughout the work discussed above, staff met with Metro Vancouver, TransLink, Vancouver Fraser Port Authority, and New Westminster School District to present and discuss potential implications of the proposed draft land use changes, including impacts of forecasted population growth on regional infrastructure. A summary of key feedback received and correspondence is in Attachment F2.

### Committee Consultation

The Advisory Planning Commission (APC) reviews and advises Council on rezoning applications, amendments to the OCP, proposed community and neighbourhood plans, and in respect to proposed or revised City policies and procedures relating to planning and development. Typically, an OCP amendment, or Zoning Bylaw not consistent with the OCP, would be presented to the APC for consideration. In this case, to meet the deadlines established by the housing legislation and through the Housing Accelerator Fund, it is recommended that the bylaws not be presented to Advisory Planning Commission for consideration. However, the bylaw would be referred to the Commission members after First Reading to provide opportunity for members to give feedback at the public hearing.

## NEXT STEPS

### Bylaw Adoption Process

The next steps towards updating the Official Community Plan and adopting related Zoning Bylaw amendments are:

1. Council Consideration of first and second readings of Official Community Plan Amendment and zoning amendment bylaws (June 23, 2025).
2. Notification of Public Hearing. In this case, because of the number of properties affected, post cards are not required to be mailed to owners and occupants. However, due to the scale of the updates to the Official Community Plan and related Zoning Bylaw amendments, staff are recommend advertising the public hearing by sending a postcard as ad mail to community members. This follows the approach taken for advertising the Our City Our Homes public consultation period. However, this approach could be disrupted by a mail strike.
3. Public Hearing and Council consideration of Third Reading of the bylaws. In accordance with the *Local Government Act*, a Public Hearing will be held for the amendment to the Official Community Plan. As they are interconnected, the Public Hearing will also be held for the Zoning Bylaw amendment (July 7, 2005);
4. Referral of the bylaws to Metro Vancouver and Ministry of Transportation and Transit (Summer 2025); and
5. Council consideration of adoption of the Official Community Plan Amendment and Zoning Amendment Bylaws (Fall 2025).

The above timeline allows the City to be on track to meet the mandated deadline set by the Province to update the Official Community Plan by December 31, 2025. It also aligns with the Housing Accelerator Fund deadline to complete the second phase of the Affordable Housing Accelerator program by the end of the year. If the referral process is efficient with Metro Vancouver and the Ministry of Transportation and Transit, the City will be reasonably on track to meet the Housing Accelerator Fund deadline to complete the Townhouse Accelerator program by September 15, 2025.

### Housing and Land Use Planning Work Program Next Steps

Staff have taken a "light touch" approach, whereby baseline requirements are being advanced to meet the tight timelines mandated by the Province. Once deadlines have been met, staff will undertake a second phase of work incorporating further analysis and refinement of the initial work completed. A work program for Housing and Land Use Planning for 2025/2026, would be presented to Council for consideration.

### Development Approval Process

When the new legislation was introduced, it was realized that it would be disruptive to development applications. To set a clear path for projects already instream, or applying before the full scope of legislated changes are implemented by the City, staff created an Interim Development Review Framework, which was first endorsed by Council in January 2024.

In addition to the OCP Update, other initiatives will be presented to Council this fall, including an interim Amenity Cost Charge (ACC) program, updated Development Cost Charge (DCC) program, and updated Inclusionary Housing Policy. To reflect these changes, and the updated OCP, staff will be bringing forward an updated Interim Development Review Framework to Council for endorsement. The aim of this framework is to present clear direction to applicants in regards to how their applications will be processed/considered within the updated OCP and these initiatives.

Staff anticipate that the Framework would remain in place until the comprehensive Financing Growth Program and other policy initiatives are complete by spring 2027. Other policy initiatives that would advance during this time would including new or revised housing policy, as well as Engineering Services initiatives such as further updates to the Subdivision and Development Control Bylaw to implement new authorities created by the housing legislation.

In tandem to this work, staff are also continuing to undertake overall improvements to the Development Approval Process to further streamline applications. This work will support the delivery of housing, improve customer service, leverage technology tools/software (e-permitting) and provide greater clarity to applicants, City staff, the public and Council when it comes to the processing of development and building applications.

## FINANCIAL CONSIDERATIONS

The work is legislated and non-discretionary; a new Housing Division and other interdepartmental resources are required to meet the ongoing legislated requirements and to align with Council's Strategic Priority Plan – Homes and Housing Options. Throughout the 2024 and 2025 Operating Budgets, $2.30M have been approved by Council for eleven new permanent staff positions, four temporary to permanent position conversions, and one new temporary position. Most of the staff have been hired and staff are actively working to fill the remaining positions. The team has been diligently

carrying out the tasks necessary to implement both the housing legislation and the Housing Accelerator Fund initiatives.

The Province announced $51M million in support funding, of which New Westminster received $0.53M in January 2024. These funds have been allocated to costs associated with projects related to legislation implementation being led by Planning and Development, and by Engineering Services.

In February 2024, the City was selected as a recipient of a grant from the Housing Accelerator Fund in the order of $11,428,628.00. These funds have been used for all costs related to the action plan initiatives (e.g. infill housing, affordable housing accelerator).

The legislation is expected to have significant and on-going financial implications that staff are still working to understand, as it has significant impact on the City's ability to finance the additional infrastructure and services needed by a growing community.

Staff continues to explore other funding sources as they arise. Staff expects to advance discussions with Council related to allocation of any funding received as part of the 2026 budget process.

## INTERDEPARTMENTAL LIAISON

The Planning and Development Department works in close collaboration with several departments in implementing the legislation including Engineering, Transportation, Electrical, Building, Fire, Climate Action, and Parks and Recreation.

## OPTIONS

### A. Transit Oriented Development Areas

The following options are available for Council's consideration related to Section A:

A.i) THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:

1. Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;
2. Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;
3. Clarifying residential use expectations for "Commercial Waterfront" and "Commercial and Health Care" designations; and

4. Removing ancillary residential (e.g. caretaker units) from the "Commercial", "Mixed Employment" and "Industrial" land use designations.

A.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **apply three study area land use designations** (22A, 22B, 22C) to the 22nd Street Station Area.

A.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives apply a new "Residential – Limited Mid Rise" designation to additional properties **at the edge of TOD Areas for better transition** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

A.iv) Option 1: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan.

**OR**

Option 2: THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **not include ground oriented infill housing** as a "Principal Form and Use" in the "Residential – Limited Mid Rise" and "Residential – Mid Rise" land use designations in the Official Community Plan, except for those areas which overlap the Queen's Park Heritage Conservation Area which are to be designated "Residential – Limited Mid Rise Heritage", and permit ground oriented infill housing.

A.v) THAT Council provide staff with alternative direction.

Staff recommends Options A.i, A.ii, A.iii, and A.iv Option 1 OR Option 2.

## B. Townhouses

The following options are available for Council's consideration related to Section B:

B.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate the properties "Residential – Townhouse" based on the map** in Attachment B2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund include the **Townhouse Development Permit Guidelines** in Attachment B3 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.iii) THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment B4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.iv) THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment B5 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

B.v) THAT staff to continue work to **explore further areas in the city to pre-zone for townhouses** through further analysis, such as the creation of a related Advanced Street Plan.

B.vi) Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**OR**

Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

B.vii) Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a parking rate of 0.5 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a reduced parking rate of 0.25 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not require parking for secondary suites** in the updated Townhouse Zoning District.

B.viii) That Council provide staff with alternative direction.

Staff recommends Options B.i, B.ii, B.iii, B.iv, Bv, B.vi Option 1 OR Option 2, and B.vii Option 1 OR Option 2, OR Option 3.

## C. Infill Housing

The following options are available for Council's consideration related to Section C:

C.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **designate properties "Residential – Ground Oriented Housing"** as shown in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

C.ii) That Council provide staff with alternative direction.

Staff recommends Option C.i.

## D. Affordable Housing Accelerator

The following options are available for Council's consideration related to Section D:

D.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives **include affordable housing owned by registered non-profit** rental housing providers and housing co-ops, **as a permitted use in the "Residential – Townhouse"** land use designation, when the project meets requirements.

D.ii) THAT staff prepare a zoning amendment bylaw to **pre-zone properties** designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" to **allow affordable housing projects owned by registered non-profit** rental housing providers and housing co-ops when the project meets requirements, including a new locked-in-lot condition.

D.iii) That Council provide staff with alternative direction.

Staff recommends Options D.i and D.ii.

## E. Other Official Community Plan Changes

The following options are available for Council's consideration related to Section E:

E.i) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **draft land use designations** in Attachment E1 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

E.ii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives reflect the **draft land use designation map** in Attachment E2 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025, except as otherwise directed.

E.iii) THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation and Housing Accelerator Fund initiatives incorporate the **Frequent Transit Development Areas** in Attachment E4 of the report titled "Our City Our Homes: Implementation of Provincial Housing Legislation and Housing Accelerator Fund Initiatives" dated June 2, 2025.

E.iv) That Council provide staff with alternative direction.

Staff recommends Options E.i, E.ii, and E.iii.

## ATTACHMENTS

A. Transit Oriented Development Areas

Attachment A1: Transit Oriented Development Area Background and Discussion

B. Townhouses

Attachment B1: Townhouse Program Background and Discussion
Attachment B2: Draft Townhouse Land Use Designation Map
Attachment B3: Draft Townhouse Development Permit Area Guidelines
Attachment B4: General Townhouse Zoning District Recommendations
Attachment B5: Maps of Proposed Pre-Zoned Townhouse Properties

C. Infill Housing

Attachment C1: Infill Housing Program Work Plan Summary
Attachment C2: Small Scale Multi-Unit Housing Legislation and Implementation Summary

D. Affordable Housing Accelerator

Attachment D1: Affordable Housing Accelerator Background and Discussion

E. Other Official Community Plan Changes

Attachment E1: Draft Land Use Designations
Attachment E2: Draft Consolidated Land Use Designation Map
Attachment E3: Other Official Community Plan Changes Background and Discussion
Attachment E4: Proposed Frequent Transit Development Areas
Attachment E5: TransLink Comments on Frequent Transit Development Areas
Attachment E6: Draft Growth Management and Housing OCP Chapters
Attachment E7: Draft Energy, Emissions and Climate Change OCP Chapter

Community Consultation

Attachment F1: Summary of Our City, Our Homes Engagement
Attachment F2: Summary of Agency and First Nation Consultation
Attachment F3: Ts'uubaa-asatx Nation OCP Referral Response

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Corporation of the City of
NEW WESTMINSTER

# Attachment A1

## *Transit Oriented Development Area Background and Discussion*

## TRANSIT ORIENTED DEVELOPMENT AREA BACKGROUND AND DISCUSSION

### Transit Oriented Development Area Legislation Context

As part of the Provincial Government's Homes for People Action Plan, the Province introduced wide ranging changes to Planning legislation, especially related to housing. Many of the changes were implemented through a series of amendments to the *Local Government Act* (LGA).

The legislation required local governments to designate Transit Oriented Development (TOD) Areas near transit hubs with the stated goal of encouraging more transit oriented housing. There are five TOD Areas in New Westminster, defined as land within 800 metres of a SkyTrain station. TOD Areas are divided into three tiers. Tier 1 is closest to the SkyTrain station and allows the highest density projects. Tier 3 is furthest away, permitting more moderate density projects. These are further explained in the figures 1 and 2 below.

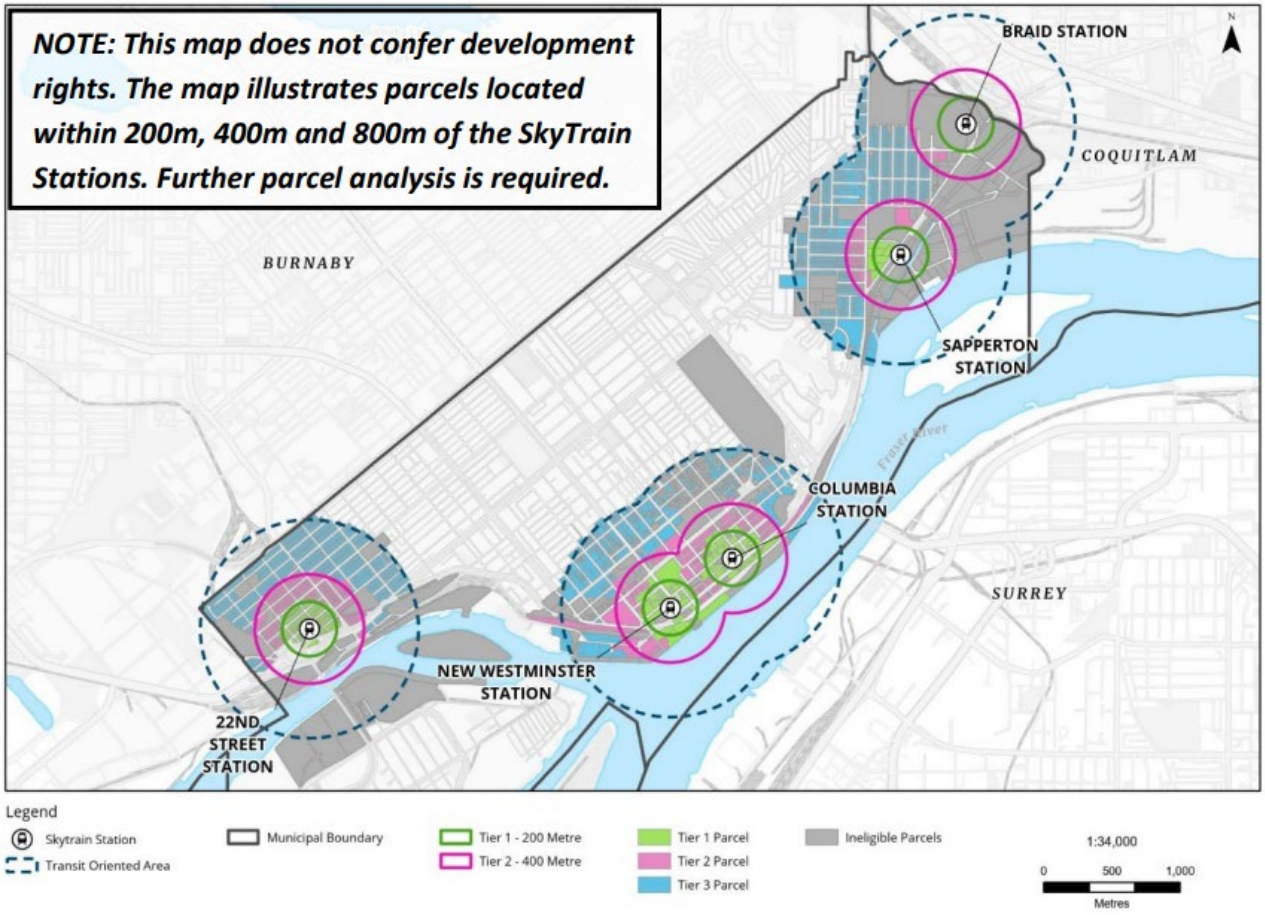
The TOD Area legislation applies to all properties in the Area zoned for "any residential use". Properties with commercial or institutional zoning, with no residential entitlements (e.g. the zoning does not permit mixed use), do not qualify for the height and density enabled by the Province. Industrial and agriculturally zoned lands are exempt.

On May 24, 2024 staff presented report to Council that outlined the City's approach to implementing TOD Areas, which can be found here. These areas have been designed as TOD Areas since June 2024.

**Figure 1: TOD Areas Minimum Allowable Density Framework (MD Framework)**

| | Distance from Rapid Transit | Minimum Allowable Density (FSR) | Minimum Allowable Height (Storeys) |
|---|---|---|---|
| Tier 1 | 200m or less | Up to 5.0 | Up to 20 |
| Tier 2 | 201m to 400m | Up to 4.0 | Up to 12 |
| Tier 3 | 401m to 800m | Up to 3.0 | Up to 8 |

**Figure 2: Transit Oriented Development Areas within the City of New Westminster**




Heritage within Transit Oriented Development Areas

*Heritage Designated Properties and Heritage Revitalization Agreements*

Many properties across the city have a heritage designation or a heritage revitalization agreement. The new Transit Oriented Development Area designations have been applied to these properties. However, the existing heritage protection would supersede the height and density entitlements created by the Transit Oriented Development Areas. Any applications to achieve the densities envisioned under these land use designations would need to demonstrate how the heritage asset would be retained, and how the proposal would be compatible with the site's historic values. In many circumstances this will limit the ability for substantial redevelopment on the property.

*Queen's Park Heritage Conservation Area*

The Heritage Conservation Area for the Queen's Park neighbourhood categorizes houses as either protected or non-protected. This is a lower level of protection than heritage designation or heritage revitalization agreements (discussed above).

The Provincial Transit Oriented Development Areas extend into the southern portion of the Queens Park Heritage Conservation Area (HCA). The new Transit Oriented

Development designations have been applied, including to properties within the Queen's Park Conservation Area. Applications to achieve the densities envisioned under these land use designations would need to maintain the existing house, and demonstrate how the proposal is sympathetic to the Heritage Conservation Area's surrounding character. This will likely limit the ability to redevelop protected properties.

## Aligning TOD Area Legislation and OCP Land Use Designations

TOD Area legislation applies to all properties in the area that are zoned to permit "any residential use". There are cases where the 2017 OCP land use designations do not anticipate residential use but the applicable zoning district(s) currently include residential entitlements. In such cases, the properties are eligible for the TOD Area residential height and density, despite this being out of alignment with the intent of the OCP.

Three changes are proposed to the OCP land use designations to align with this element of the TOD Area legislation: Commercial and Health Care; Commercial Waterfront; and, Caretaker Suites.

### Commercial and Health Care

Across from the hospital are seven properties that are designated "Commercial and Health Care" in the Official Community Plan. The purpose of this land use designation is to provide healthcare and healthcare related uses which primarily support the Royal Columbian Hospital (RCH). This land use designation was put in place to support the delivery of healthcare space in close proximity to the hospital, a need identified by RCH. City analysis completed in 2016, forecast an increase of 5,000 new jobs in Sapperton by 2045, including 2,500 additional jobs at the RCH. The land use designation builds on the employment analysis undertaken to plan for and attract employment uses that will benefit from the proximity to the RCH.

The land use would be revised to allow a portion of the building to be affordable rental housing, which could be designed to support the RCH workforce. The residential component be required to be on a property is owned long term leased by government, be operated by a registered non-profit housing provider, and that the affordability level and rental tenure be secured through a Housing Agreement. Given the ongoing need for commercial space, the ground floor would continue to be required to be commercial, and the amount of residential floor space would be limited to 3.0 FSR. To meet the full 4.0 FSR enabled by the TOA legislation, commercial (retail or office) floors space must be included in the building.

### Commercial Waterfront

There are four properties along the waterfront are designated "Commercial Waterfront" in the Official Community Plan. This land use designation only allows commercial uses, including retail, service, office, restaurant, entertainment, hotel, arts and culture. Located along the waterfront in the area surrounding the River Market and Fraser River

Discovery Centre, the properties include a range of uses that support City's vision for the riverfront.

The "Commercial Waterfront" land use designation would be revised to allow residential as an ancillary use.

Caretaker Suites

TOD legislation is written to apply to all properties in a TOD Area zoned for "any residential use." The Province has stated that:

- Parcels which are zoned agricultural or industrial and allow residential use as secondary or ancillary are exempt from the minimum density requirements (e.g. parcels zoned agricultural or industrial are exempt even when ancillary residential is permitted).
- Parcels which are zoned commercial or institutional and allow residential use as secondary or ancillary are not exempt from the minimum density requirements.

This meant that commercial or institutionally zoned properties that permit caretaker suites could be subject to the height and density enabled by the Province.

It was identified, when the legislation was first introduced, that the City has commercial, institutional and industrial zones that fall within TOD Areas that only allow residential for the accommodation of a caretaker, manager or security personnel. The City had two commercial zones that fell within the TOD Areas and that only allowed residential for the accommodation of a caretaker, manager or security personnel. There were also a number of Institutional zones that allows a care taker suites, including those used for sites with cemeteries, parks or schools. These properties are not intended to redevelop with a residential component but to provide much needed commercial, institutional and industrial properties to serve the City.

A Zoning Amendment Bylaw was adopted in June 24, 2024. With the adoption of this bylaw, these sites are no longer eligible for the height and density enabled by the Province. This change did not apply to mixed use sites that allow residential along with other uses.

To reflect these changes to the Zoning Bylaw, ancillary residential (e.g. caretaker units) would be removed from the "Commercial", "Mixed Employment" and "Industrial" land use designations as these are not mixed use areas were residential land use is envisioned.

Transit Oriented Development Area Edge Properties

The application of the TOD Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff have explored extending the new "Residential – Limited Mid Rise" land use designation to properties on the outer edges of the Provincial TOD Areas to enable a smoother transition in density and improve development potential for TOD Area properties.

The principles used to identify which additional properties would be designated "Residential – Limited Mid Rise" are:

- Extend the "Residential – Limited Mid Rise" land use designation to the remaining properties on the block when the majority of the block was already included in a TOD Area to enable consolidation and the comprehensive redevelopment of a block (e.g. avoiding individual properties being 'left behind' by adjoining developments).
- Maintain the current TOD Area edge when only a small number of properties in the block are included, and the overall block would be better suited for the Infill or Townhouse program (e.g. due to lot depth, grade). Townhouse is a proposed permitted land use in the "Residential – Limited Mid Rise" which means the entire block could be included in a future townhouse project. If Ground Oriented Infill is also included as a permitted use, each property could develop individually with this new form.
- Extend the "Residential – Limited Mid Rise" land use designation when there is a clear geographical break, such as a major or collector road, to create a clear transition in density.
- Extend "Residential – Limited Mid Rise" land use designation to additional properties when there are only a few properties included in the TOD Area, if this would improve the development viability (e.g. facilitating lane access near major streets). However, the higher density designations have not been extended in areas with existing constraints (e.g. lot depth, grade).

**Land Use Designation Map Revisions Made Since Community Consultation**

Transit Oriented Development Area Edge Properties

The application of the Provincial TOD Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff explored extending the new "Residential – Limited Mid Rise" land use designation to properties on the outer edges of the Provincial TOD Areas to enable a smoother transition in density and improve development potential for TOD Area properties.

The proposed edge properties are outlined in the Figures below. The figures identify which properties were presented to during community consultation in Spring 2025 (outlined in Blue), and which additional properties were identified to be added (outline in Green) or removed (outlined in Red) after further analysis following the consultation.

**Figure 3: Proposed TOD Area Extensions in Sapperton Neighbourhoods**

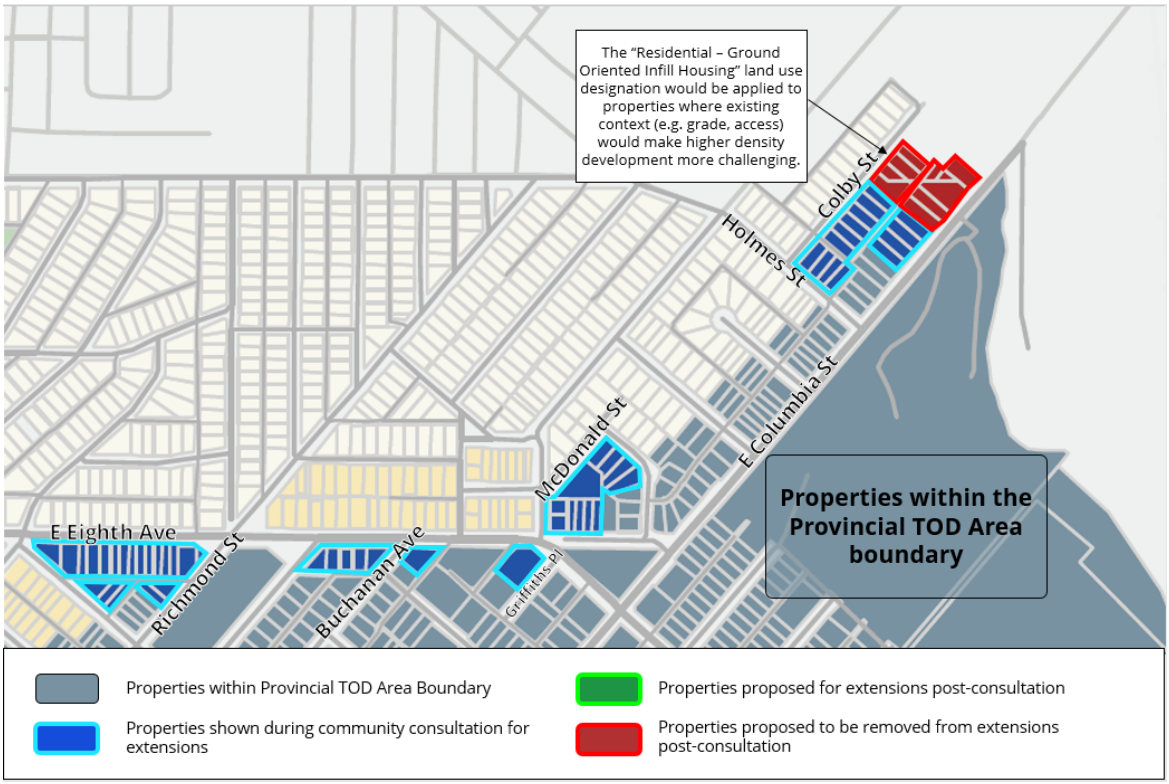



**Figure 4: Proposed TOD Area Extensions in Sapperton and Victory Heights Neighbourhoods**

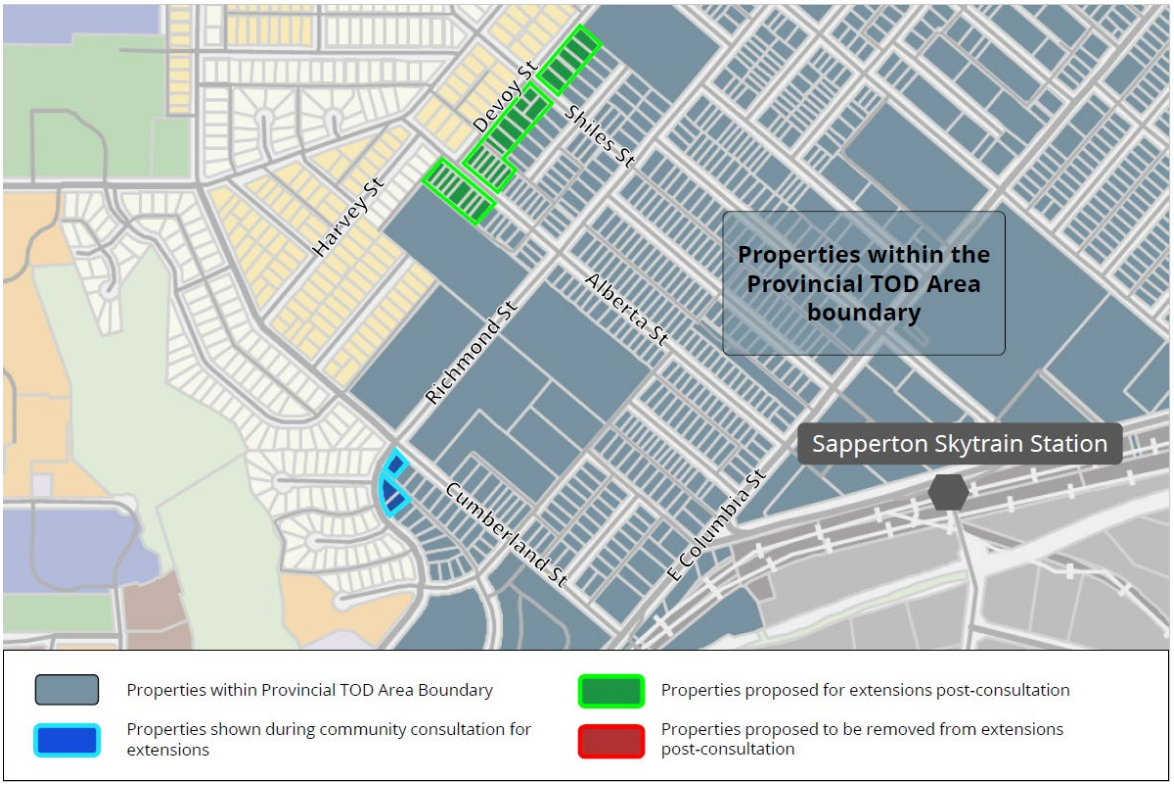


**Figure 5: Proposed TOD Area Extensions in Brow of the Hill and Uptown Neighbourhoods**

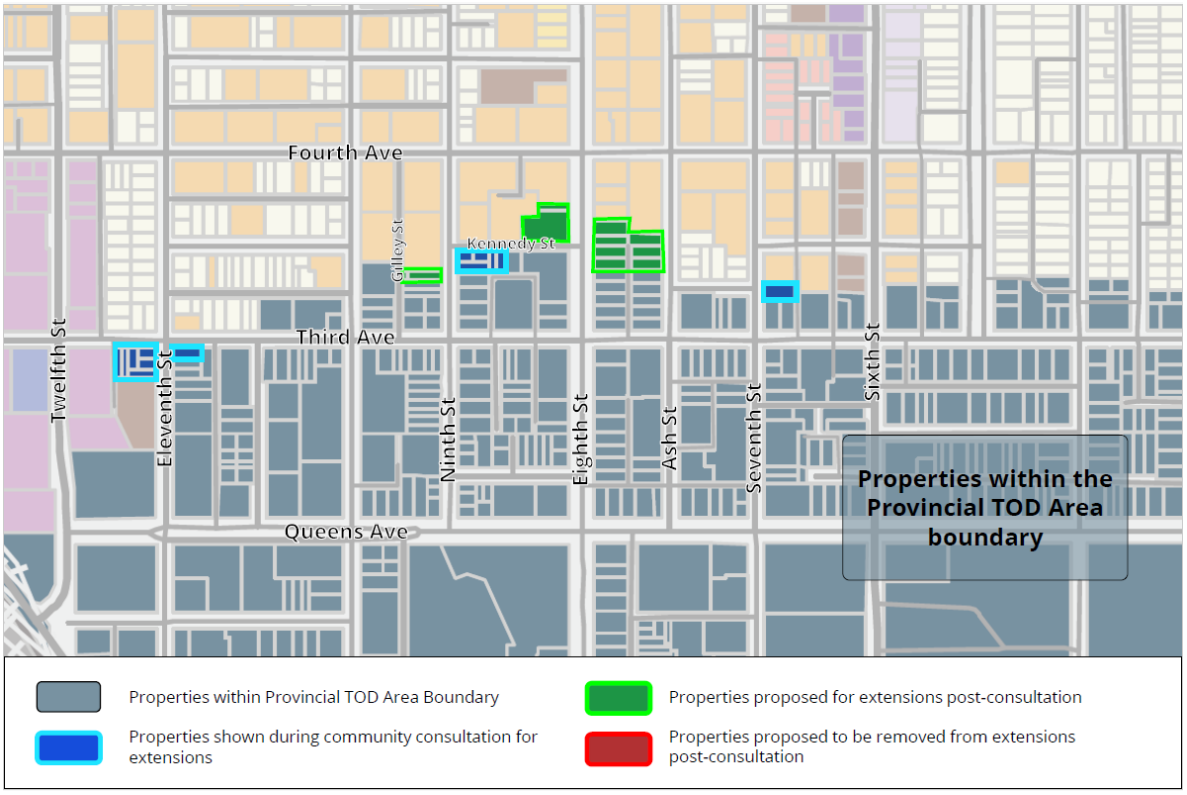
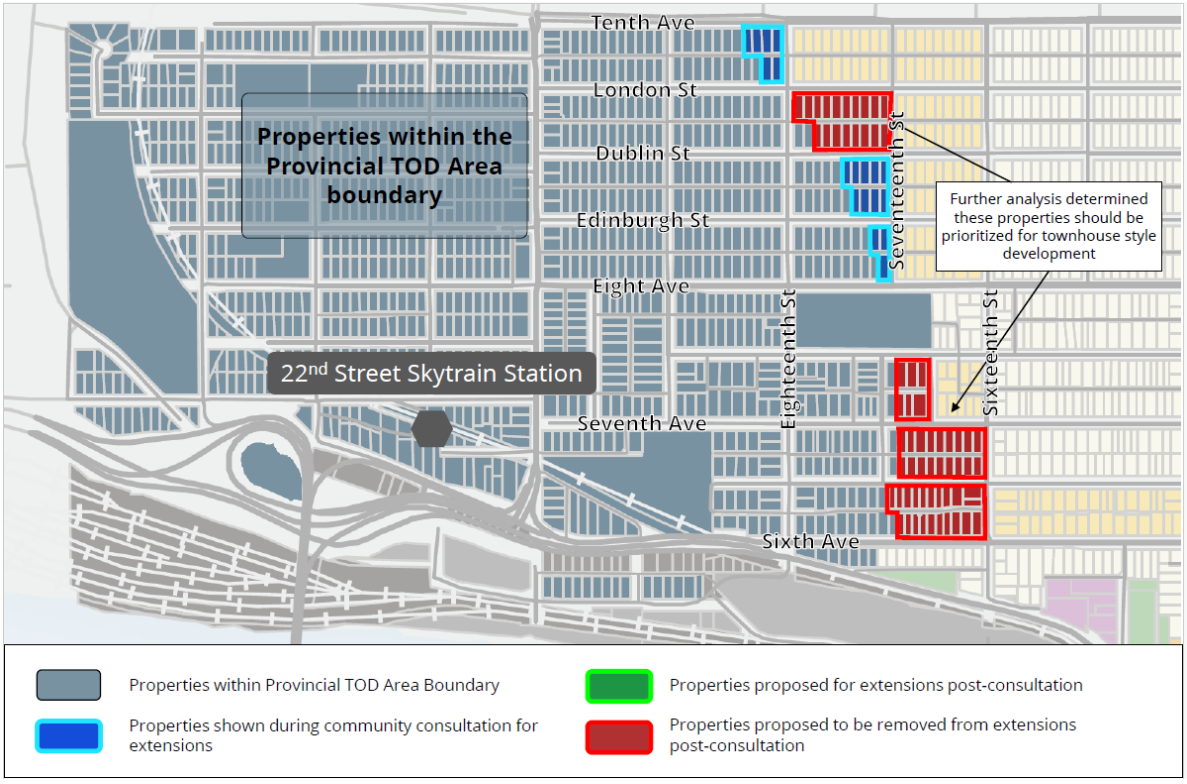



**Figure 6: Proposed TOD Area Extensions in the Connaught Heights and West End Neighbourhoods**



Queens Park Properties

The TOD Areas extend into the southern portion of the Queens Park Heritage Conservation Area. During community consultation, the new land use designation created for Tier 3 of the TOD Area was not shown for the protected properties. This original map is a helpful representation of the limited opportunity created by the TOD Areas. However, for the purpose of the OCP land use designation map, these properties would be designated “Residential – Limited Mid Rise.” This shows the accurate alignment with the TOD Area legislation, but does not supersede the underlying protection created by the conservation area. Applications to achieve the densities envisioned under these land use designations would need to maintain the existing house, and demonstrate how the proposal is sympathetic to the Heritage Conservation Area. This will limit the ability to redevelop protected properties.

This is the same approach taken for other properties with heritage protection in the city.

**As Shown During Community Consultation**



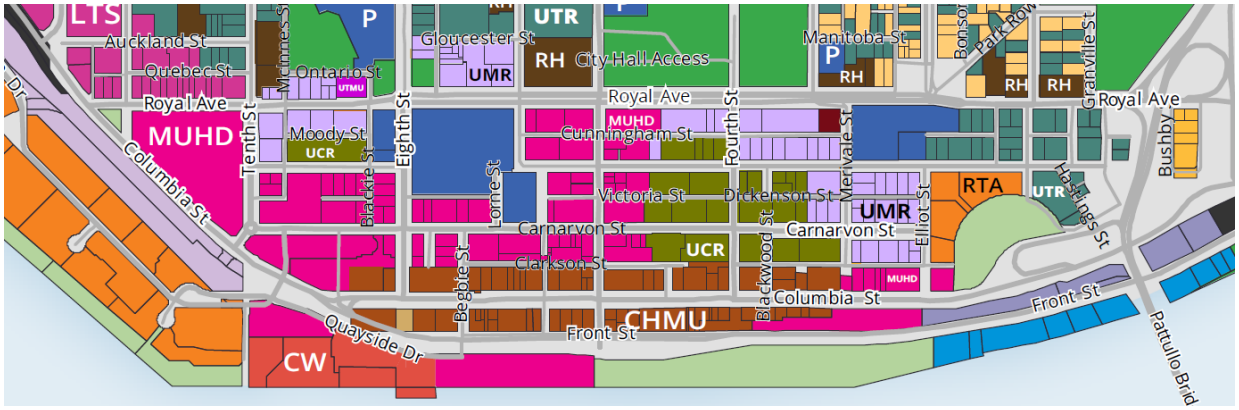

**Proposed Land Use Designation Map**



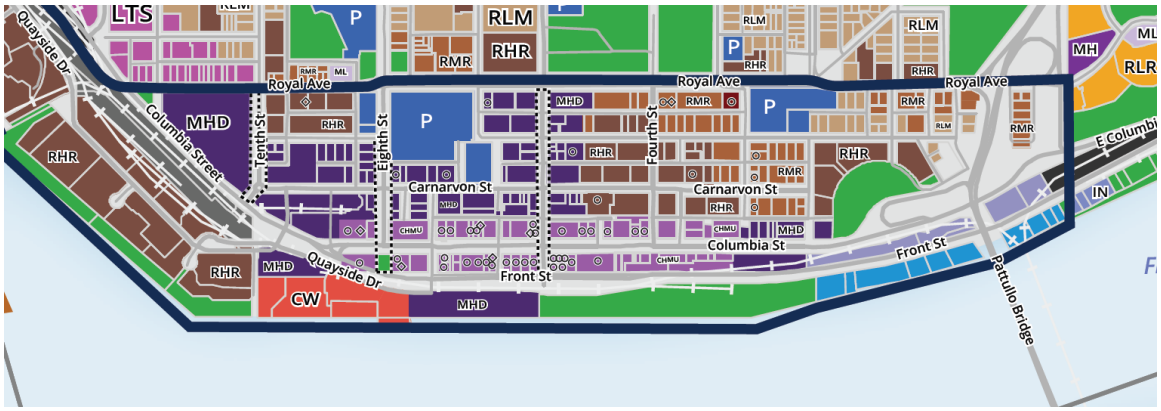

Downtown

Since the community consultation more work was done to bring the Downtown Community Plan land use designations into alignment with the rest of the city. Matching the format used in the OCP and Queensborough Community Plan would improve consistency across the three plans, and increase clarity for community members and development applicants. Revisions were also made to ensure that properties maintain the higher land use designation when already envisioned in the current Downtown Community Plan, ensuring no loss of entitlement.

**As Shown During Community Consultation**




**Proposed Land Use Designation Map**




Properties with No Residential Zoning Entitlements

There are many properties within the TOD Areas that have a no residential entitlements in zoning but a land use designation that allows residential. These properties are not immediately eligible for the height and density enabled by the Province through the TOD Area legislation, so for community consultation these properties were shown with their current land use designation. However, as residential is already envisioned for these properties in the OCP, they could rezone to a residential use and would become eligible for TOD Area density. To reflect this, the land use designations for these properties have been designated to match the new TOD Area entitlements.

### 22nd Street Study Areas

In December 2024, Council endorsed the 22nd Street Bold Vision including a number of City-led implementation actions, which can be found here. The report outlined that additional analysis in certain areas of the 22nd Street Vision is required before development applications can be considered.

Staff has been advancing implementation work on “reGENERATE”, the Vision for the neighbourhood around the 22nd Street SkyTrain Station, which reflects the TOD Area heights and densities. Implementation work includes integrating City strategies/plans for

infrastructure servicing, street networks, parks and recreation, and amenities planning; preparing necessary regulations and policies to implement these; and ongoing advocacy and collaboration such as with First Nations, the School District, and senior government.

*22A. Station Area*

Study Area 22A area relates to a block of properties south of the station. The reGenerate Vision anticipates a mix of high density development integrated with the existing and future transportation infrastructure.

Facilitating private development in this area is complex and requires inter-jurisdictional collaboration. Planning for the future will be dependent on both TransLink and the Province (Ministry of Transportation and Transit, and Ministry of Infrastructure) who currently own land and may undertake future infrastructure upgrades. Should private development occur, it may be a collaboration with or require integration with other government agencies. Further, the physical characteristics of this area are challenging; the area has highly restricted vehicle and servicing access as well as steep grades that hinder development feasibility. This study area is anticipated to take the longest to complete, due to high levels of technical analysis needed and based on senior government timelines.

*22B. Transit Village*

Study Area 22B area relates to the Transit Village, identified as the properties to the north of Seventh Avenue between Study Area C (below) and Twenty-Third Street. The Transit Village is identified within the reGenerate Vision as a high density mixed use core, centered around the regional transit hub, featuring a central plaza and high street, and where daily needs can be met. Implementation actions related to the Transit Village were identified and endorsed by Council in December, 2024.

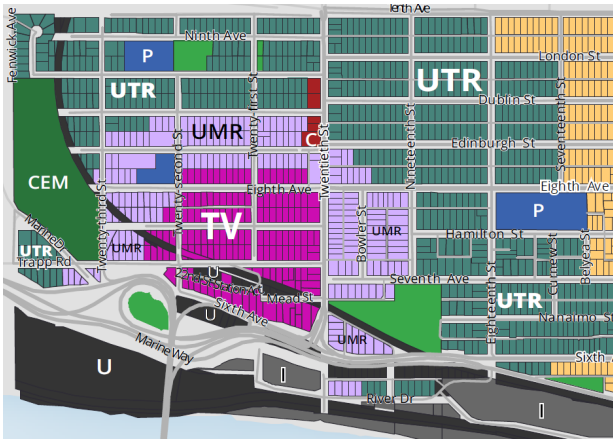
This is the area in which the majority of community amenities are proposed to be located. As this area would be changing from primarily single detached dwellings, consolidation is required to achieve those higher densities. Consolidation patterns must take into account further transportation analysis (e.g. new or altered roads, lanes, and walkways) as well as identify potential opportunities for securing amenities. The result of further transportation and amenity studies would be a Development Concept (including consolidation and street network plans), as called for in the Vision. Additionally, ongoing financing growth work will determine the appropriate tools for securing such improvements. Timing on completion of this work will be provided to Council in an upcoming work plan report.

*22C. Twentieth Street*

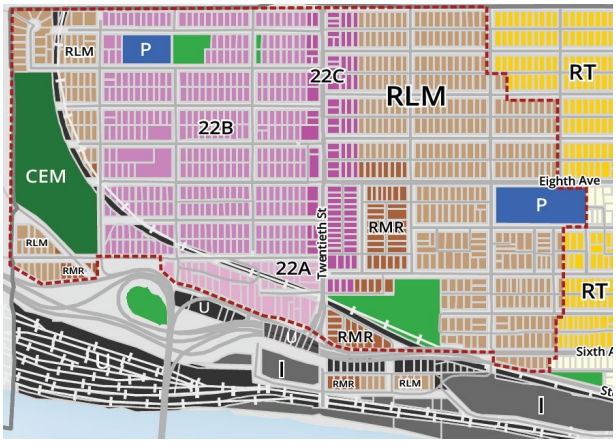
Study Area 22C area includes properties adjacent to Twentieth Street on both the east and west sides, from Marine Way at the south to Tenth Avenue at the north.

The Visioning process highlighted that improvements to Twentieth Street are important to the community, for access to and around the area, and in order to tie the west side of the city together. Further transportation analysis of Twentieth Street is required to support new green infrastructure, bus and active transportation infrastructure, and other improvements, particularly at intersections, as per the Vision's goals. Additionally, ongoing financing growth work will determine the appropriate tools for securing such improvements. Timing on completion of this work will be provided to Council in an upcoming work plan report.

**As Shown During Community Consultation**




**Proposed Land Use Designation Map**



Corporation of the City of
NEW WESTMINSTER

# Attachment B1

## *Townhouse Program Background and Discussion*

## TOWNHOUSE PROGRAM BACKGROUND AND DISCUSSION

### Program Background

In 2017, Council adopted Phase One of the Infill Housing Program. The original program focused on enabling laneway and carriage houses, and infill townhouses. A monitoring program was launched to track the success of implementation.

In 2022, the City reviewed Phase One of the Infill Housing Program to understand the successes and challenges of the program due to the limited uptake, despite redevelopment interest. It was discovered that the rezoning process and allowable density of the Program had represented barriers for applicants.

In 2023, Council adopted the 2023 –2026 Strategic Priorities Plan, which identified Homes and Housing Options as an area of focus, with the intended outcome to allow for diverse housing options in all neighbourhoods in New Westminster. In response to new Council priorities, the City launched Phase Two of the Infill Housing Program, divided into two programs: the Infill Housing Program, and the Townhouse Program. These City-led initiatives are funded by the Canada Housing and Mortgage Corporation through the Housing Accelerator Fund (HAF). Staff presented a work plan that outlined the City's approach to the Townhouse Program, which can be found here.

The Townhouse Program was submitted as a HAF initiative before the provincial housing legislation was introduced. The program presented to HAF proposed to change the zoning of the properties already designated "Residential – Infill Townhouse" in the Official Community Plan (OCP). However, many of these properties are now within a Transit Oriented Development Area. To meet the intent of the HAF initiative, staff have explored additional locations for townhouses through the OCP update process, recognizing this is still an important form for diversifying the city's housing choice, enabling ground oriented, family friendly units.

### Comparison between Townhouse and Infill Housing Forms

The goal of the Townhouse Program is to facilitate the consolidation and redevelopment of more than one single detached dwelling property. This differs from the Infill Housing Program which focuses on facilitating redevelopment of individual lots. Other typical differences are outlined in Figure 1 below.

**Figure 1: Comparison of Townhouse & Infill Housing Forms**

| | **Townhouse** | **Infill Housing** |
|---|---|---|
| Development scale | Typically development on larger or multiple consolidated parcels. | Typically single lot development. |
| Density | Higher density uses and forms permitted than infill. | Lower density uses and forms permitted. |
| Unit Size | Family friendly unit sizes | Range of unit sizes |

| | Townhouse | Infill Housing |
|---|---|---|
| Building Layout | Attached side-by-side or back-to-back housing forms, up to three storeys in height, with ground-level access. | Variety of housing forms of up to 6 units (such as duplex, triplex, quadraplex, multiplex). May include accessory dwelling units, and secondary suites. |
| Financing Growth | More opportunities to deliver public benefits such as off-site and public realm improvements and new or improved City lanes. | Some opportunities to deliver public benefits, including off-site improvements, on single lot developments. |
| Applicants | Small- to medium-scale developers. | Homeowners and small-scale developers. |

**Process for Identifying Locations for Townhouse in the Official Community Plan**

Step 1: Identifying the Study Area

The first stage of investigation was to identify the study area by identifying the properties envisioned Townhouses or Ground Oriented Infill, outside of the Transit Oriented Development (TOD) Areas. Properties in Queensborough were not included in the scope of the program, as the Queensborough townhouse program (designed for the floodplain context) continues to be successful. Properties in the Queen's Park Heritage Conservation Area were removed from the study area due to existing heritage protection, which limits the ability to consolidate properties. Protected properties could explore a townhouse project through a Heritage Revitalization Agreement that further protects the existing heritage assets.

Step 2: Applying Broad Principles

With the study area understood, the City applied three principles to identify which blocks would be most suitable for townhouses:

1. *Transition at the edges of the Transit Oriented Development (TOD) Area:* Consider townhouses for blocks adjacent to Tier 3 of Transit Oriented Development Areas.

   Rationale: Townhouses provide a transition between the eight storey mid-rises now permitted in Tier 3, and the lower density housing envisioned in surrounding blocks.

2. *Proximity to community amenities:* Consider townhouses on blocks fronting or adjacent to community amenities such as parks, schools, community centres or other amenities.

   Rationale: Blocks in close proximity to amenities are considered to be desirable, walkable and bikable locations which would be suitable for family friendly housing forms. This builds on feedback from the first phase of the Townhouse Program

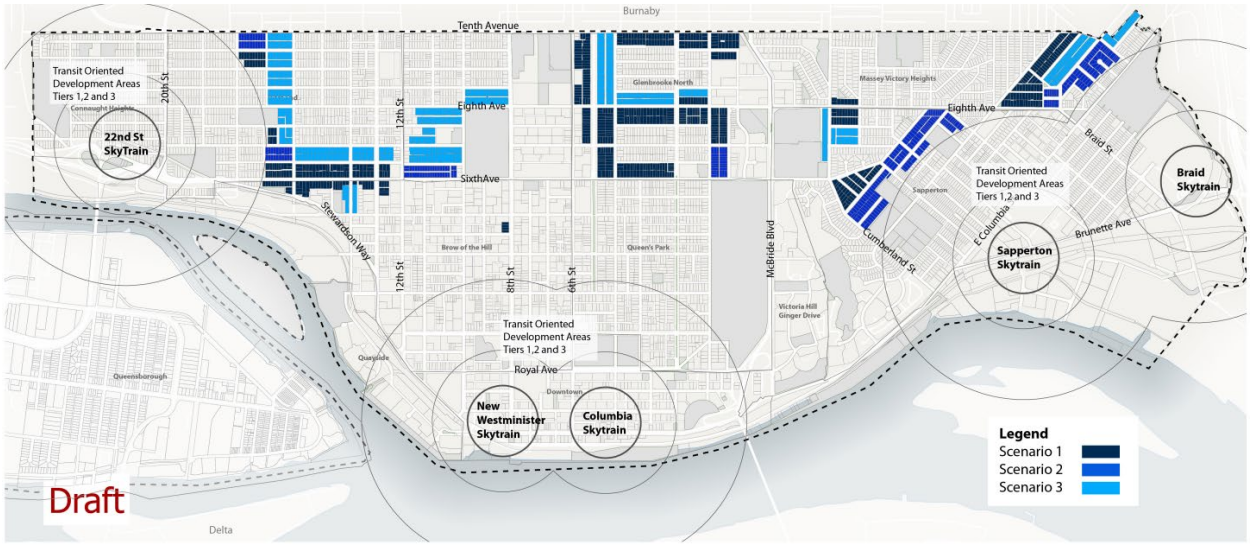
(2017), where community members wanted to see more family friendly housing types near family oriented amenities.

3. *Access improvements:* Consider townhouses for lots on busy roads without a functional and continuous lane in order to improve site access conditions.

   Rationale: Allowing driveways onto major roads can cause highway safety concerns. Townhouses can resolve this by requiring a lane dedication and alternative access off a less busy road. Townhouses are typically larger projects over multiple lots which have a better ability to provide lanes. Properties on the other side of the future lane would also be required to dedicate area to ensure a new future lane is possible.

Three townhouse map scenarios were developed for community consultation in Spring 2025, taking into consideration the above principles, which showed a low, medium and higher extent of properties proposed to be designated for townhouse use (see Figure 2). Generally, the community supported the higher extent for townhouse use across the city. Community feedback was incorporated into the revised townhouse mapping. Additional information about the approach to community consultation and feedback received is included in Attachment F1.

**Figure 2: Townhouse Land Use Designation Scenarios Presented for Community Consultation**




Step 3: Conducting Detailed Site Review

Staff conducted further block-by-block analysis and investigated site conditions such as slope, lot depth, access and existing land uses to determine whether the proposed blocks would be able to accommodate lot consolidation and other townhouse requirements. Based on this assessment, some blocks were removed as the site conditions were evaluated to be more appropriate for the Infill Housing Program (which anticipates the development of single properties, rather than consolidation).

Based on these conditions, City staff recommend designating approximately 900 properties across the city for townhouse use. The map of designated properties is included in Attachment B2.

### Townhouse Program Options: Secondary Suites and Parking Requirements

A policy decision is needed from Council regarding **permitting secondary suites in townhouse units, and related parking requirements**. Options are presented for both items, for consideration together.

Secondary Suites

Staff are seeking Council direction on whether secondary suites should be included as a Permitted Accessory Use in the Townhouse Zoning District, and two options for consideration:

B.vi) Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

**OR**

Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

*Considerations*

- Secondary suites provide flexible options for households to support intergenerational living, such as elderly relatives who need some support or adult children who cannot afford to live independently: The cost of residential care homes and renting or owning a home can be unaffordable for many households. A suite in a relatives' home can provide family members their own living space and some independence.
- Secondary suites act as a 'mortgage helper' for homeowners, if they choose to rent the suite. Homeowners can obtain additional monthly income by renting the secondary suite, which can help purchasers qualify for and contribute to the cost of mortgages, therefore supporting households in obtaining and maintaining housing.
- Secondary suites contribute to the secondary rental market: Secondary suites can help provide more ground oriented rental housing options for renters.
- Secondary suites may improve the development feasibility and selling potential of properties: Townhouses with secondary suites can help make developments more financially viable which may increase the uptake.
- Permitting secondary suites may reduce the likelihood of illegal suites: The City continues to address issues relating to illegal secondary suites in single detached and duplex properties that were built prior to suites being made legal in these forms. Based on the City's experience, not permitting secondary suites can lead to illegal suites being created that do not comply with bylaw or BC Building Code standards.

Permitting secondary suites outright helps ensure compliance with design guidelines, zoning, and the BC Building Code, making units safe and reducing the need for staff to address issues after construction.

- Through community engagement, the majority (64%) of respondents supported allowing secondary suites in townhouses.
- If secondary suite occupants own a vehicle (which is more likely on properties not located in close proximity to transit), this may result in parking overspill and a reduction in available curbside space. This impacts the ability to deliver other higher priority curbside uses, such as designated accessible parking, reallocation of street space to provide access for other uses such as active transportation, greening and activation, and designated space for delivery and loading.

Parking for Secondary Suites

If Council supports allowing secondary suites as a permitted accessory use in the Townhouse Zoning District, staff seek further direction on what the required parking rate should be for secondary suites and present three options for consideration:

B.vii) Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a parking rate of 0.5 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a reduced parking rate of 0.25 parking spaces per secondary suite** in the updated Townhouse Zoning District.

**OR**

Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not require parking for secondary suites** in the updated Townhouse Zoning District.

*Considerations*

Development projects are required to balance the use of available on-site space in order to make developments feasible and deliver livable housing units while also meeting other requirements including the provision of open space, permeable surfaces, trees and landscaping, multi-modal circulation, vehicle and bicycle parking, waste storage and collection, and other site functions. Requiring an increase in any one of these elements can tip the balance and impact the achievement of other site objectives. Architectural and financial modelling conducted by the City's consultant team indicated that requiring parking for secondary suites would reduce the feasibility of including secondary suites in a project.

Not requiring parking for secondary suites could result in additional pressures on finite curbside space. Staff recommend pursuing a city-wide Curbside Management Strategy in order to appropriately plan and ensure the curbside is used for highest priority uses, such as sustainable transport, access for people, greening, activation, delivery and loading.

Through community engagement, some participants raised concerns around accommodating secondary suite residents who may own vehicles, which could increase demand for on-street parking. Other participants did not consider off-street parking necessary as secondary suite residents may rely on other transportation modes, such as car sharing through companies like EVO and/or public transit.

Staff are seeking Council direction on whether parking should be required for secondary suites in townhouse projects, and present three options for consideration with the rationale summarized in Figure 3.

**Figure 3: Rational for Secondary Suite Parking Options**

| Options | Rationale |
|---|---|
| 1. Require a minimum 0.5 parking spaces per Secondary Suite in townhouses. | • It is likely secondary suite occupants will own a vehicle, particularly for sites not located in close proximity to transit.<br>• Currently, for single detached houses with secondary suites and laneway houses, as well as duplexes, the City requires an average of 0.5 spaces per secondary suite, so this rate would be consistent with what is currently required for other low density forms.<br>• To achieve climate action goals and maintain quality of services, such as solid waste and recycling storage and pick-up, more space will need to be set-aside for designated accessible parking, sustainable transportation uses, on-demand services, as well as delivery and loading. |
| 2. Require a minimum 0.25 parking spaces per Secondary Suite in townhouses. | • Balances provision of some parking for secondary suites with retaining opportunities to deliver other site functions.<br>• Negative impacts of development feasibility would be limited.<br>• Variances to off-street parking requirements could be considered through delegated Development Variance Permits where considered to be minor in nature. |
| 3. Do not require parking for secondary suites in townhouses. | • Architectural modelling and financial testing indicates that due to limited on-site space, in addition to other zoning requirements (including provision of open space, permeable area, principal dwelling unit and visitor parking, circulation and access, setbacks, density and height), provision of secondary |

| | |
|---|---|
| | suite parking may result in the inclusion of suites not being feasible.<br>• May improve development feasibility and the ability to deliver secondary suites.<br>• May optimize the ability to deliver other site functions.<br>• May reduce the proportion of impervious surfacing on-site to reduce pressure on stormwater, where parking is provided as attached garages or underground.<br>• Industry engagement suggested the development industry is supportive of not requiring parking for secondary suites. They would prefer flexibility to let the market decide whether to deliver parking.<br>• Secondary suites providing either rental opportunities or accommodation for live-in relatives are likely to have a reduced need for a vehicle compared to the principal units.<br>• May encourage occupants to use other sustainable forms of transportation, as opposed to private vehicle ownership.<br>• A Curbside Management Strategy could be implemented to mitigate negative impacts on finite curb space.<br>• Not requiring on-site parking for secondary suites will lead to overspill onto the curbside.<br>  ○ Parking overspill will further reduce finite curbside space available for higher priority uses, such as designated accessible parking, sustainable transport, access for people, greening, activation, delivery and loading.<br>  ○ Average on-street parking occupancy rates adjacent to townhouse uses in all existing townhouse areas of the city are between 85-90%. Street parking occupancy rates higher than 85% means there will be significant difficulty finding available curb space to load passengers or goods, or to park a vehicle.<br>  ○ As the City grows in population, densifies, and transportation options evolve, there will be increased demand for curbside space, including for designated uses such as accessible parking, loading and servicing, and sustainable transportation. |

## Summary of Consultation Findings

Community Consultation

The City launched engagement for the Townhouse Program in Fall 2024 through the BeHeard New West online platform. Staff sought to gather community feedback on their perceptions of townhouses. The community indicated support for townhouses throughout the city, along with interest for more diverse missing middle housing forms that accommodate families and aging in place. Community members also indicated concerns about infrastructure capacity, such as roads, schools, sewer and water, to support increased density.

In Spring 2025, the City carried out additional community engagement through the Our City, Our Homes initiative, a City-led effort to engage the community in conversations about housing in New Westminster. The goal of Townhouse Program engagement was to seek feedback on the proposed locations, housing forms and regulations for townhouses.

Participants indicated general support for:

- Allowing 3 storey townhouses (72% support)
- Pre-zoning areas in the city for townhouses (73% support)
- Allowing townhouse units to have secondary suites (64% support)
- Continuing to require 1 off-street parking space per townhouse (55% support)
- Maximizing opportunities for townhouses across the city, when shown different map scenarios (61% support for the scenario showing the largest expansion of townhouses)

Industry Consultation

Development feedback was gathered by conducting surveys and interviews with 10 local builders and developers in January 2025. There were several themes raised by participants:

- There is a significant market for growth of family-sized housing options in New Westminster.
- New Westminster has favourable conditions, including access to transit and jobs, to support townhouse development.
- Options for secondary suites (rental housing) in new units can help to meet the needs of potential buyers, especially where it provides the flexibility to allow family members to use the space or as a ‘mortgage helper’ for owners.
- Challenges with current City processes were identified, including added time and increased costs associated with a rezoning application.

- High costs of development impact the ability to build housing. While external factors, such as higher interest rates and increased labour and material costs are a concern, participants also raised the issue involving increased City costs, such as Development Cost Charges (DCC) and minimum parking rates.

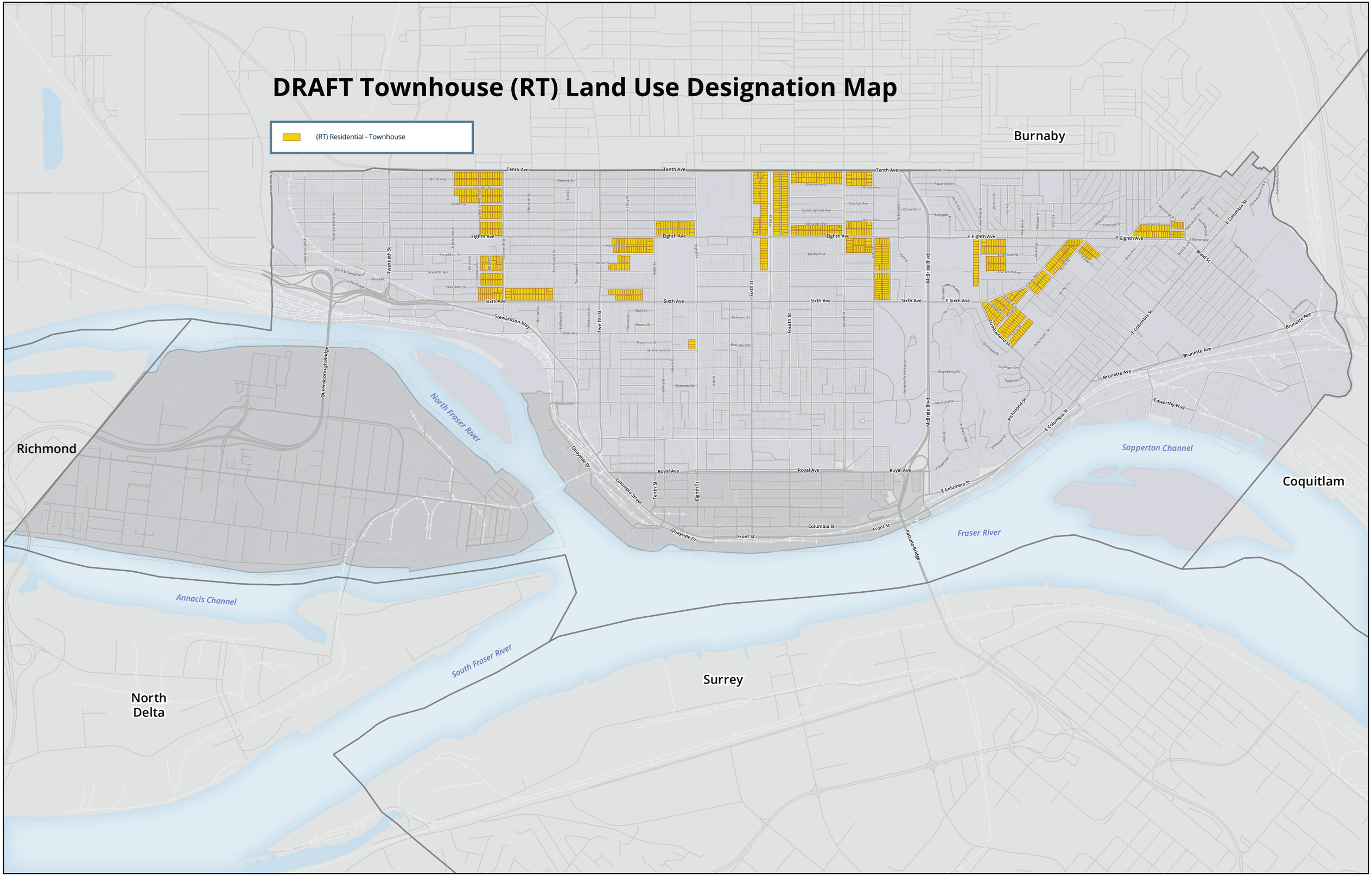
The Urban Development Institute (UDI) was consulted to provide feedback on the proposed program in April 2025. Participants commented that flexibility, in respect to density and parking rates, helps with development feasibility. For example, participants preferred they be given the flexibility to determine the appropriate parking rate for a project based on the context (e.g. access to transit and amenities). Participants indicated that without parking requirements they would likely still provide a parking stall for the principal units. They would be less likely to provide parking for a secondary suite. There was support for secondary suites as it increases financial accessibility for buyers.

Corporation of the City of
NEW WESTMINSTER

# Attachment B2

# *Draft Townhouse Land Use Designation Map*

# DRAFT Townhouse (RT) Land Use Designation Map



Corporation of the City of
NEW WESTMINSTER

# Attachment B3

# *Draft Townhouse Development Permit Guidelines*

# 1.3 TOWNHOUSES

# 1.3 TOWNHOUSES
## INTRODUCTION

### INTRODUCTION

The townhouse multi-unit residential area, identified as Development Permit Area 1.3 [See Map 1.3] of New Westminster's Official Community Plan, establishes guidelines to encourage functional townhouse projects that support housing choices and sustainable development goals. Townhouses are an opportunity to increase housing choice by allowing for ground oriented, attached, family friendly housing forms in residential neighbourhoods.

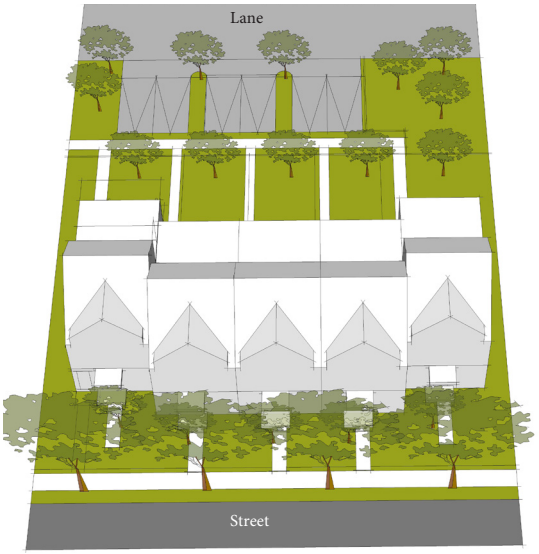
The intent of the design guidelines (as outlined in the Justification section of this schedule) is to:

- Establish objectives for the form and character of multi-unit residential development;
- Protect the natural environment, its ecosystems and biological diversity; and
- Promote energy conservation, water conservation and greenhouse gas reduction.

Townhouse tenure may be ownership (strata titled), non-ownership (rental tenure) or co-operative (co-op tenure). For the purpose of this Development Permit Area:

- A 'street-oriented development' is one in which all or a portion of the units face the street.
- A 'courtyard-oriented development' is one where units face an internal courtyard, with end units oriented to front the street.
- A 'mews development' is one where townhouses are arranged on either side of an internal driveway that provides multi-modal access.

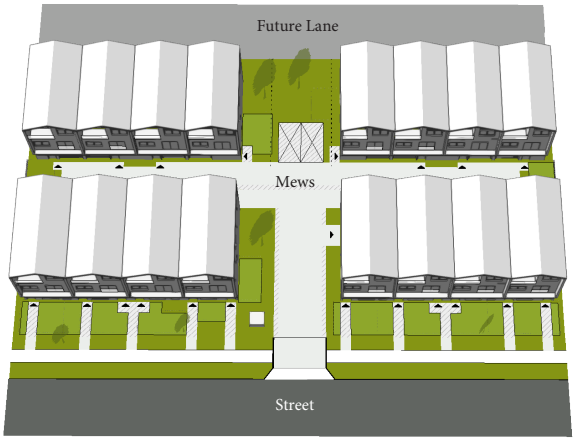
Some developments may be a mixture of 'street-oriented', 'courtyard-oriented' and 'mews'. Side-by-side, back-to-front, and back-to-back townhouses are permitted.




*Street–oriented development.*




*Courtyard–oriented development.*




*Mews development.*

# 1.3 TOWNHOUSES
## INTRODUCTION



Applications to develop properties located within this Development Permit Area for laneway or carriage houses, in accordance with existing zoning, must instead comply with the guidelines included in Development Permit Area 1.1 Laneway and Carriage Houses.

Applications to develop properties located within this Development Permit Area for multi-unit residential non-profit housing development must instead comply with guidelines included in the Development Permit Area 1.4 Multiple Unit Residential.



*Townhouse streetscape precedent.*

### GUIDING PRINCIPLES

The development of ground oriented townhouse forms will result in changes to neighbourhoods and streetscapes. The following Guiding Principles are intended to help guide these changes in a way that enhances and maintains the quality of neighbourhoods:

- Create active, vibrant, and human-scale streetscapes that are conducive to walking, cycling and rolling while contributing to well-connected neighbourhoods.
- Provide livable spaces with optimum daylight and ventilation, access to ground level open space, and functional, efficient interiors.
- Design buildings to minimize overlook onto adjacent properties to provide privacy.
- Encourage buildings with low environmental impact, such as reduced water use and low operational and embodied carbon.
- Design outdoor spaces as valued year-round assets that maximize ecological benefits, such as rainwater management and biodiversity.
- Ensure outdoor spaces provide areas for both private use and enjoyment and opportunities for social connections between neighbours of all ages, which are engaging, active and well-used.
- Prioritize retention of high value, mature trees and the growth of the urban tree canopy through the planting and establishment of new trees.
- Enable functional site design that supports appropriate multi-modal access, solid waste and recycling servicing and electrical and telecommunications servicing.

# 1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

## ARCHITECTURE AND SITE DESIGN

### 1.3.1 BUILDING SIZE, MASSING AND ROOF FORMS

Intent: The size and massing of townhouse developments contributes to human-scaled, walkable and welcoming streetscapes and are well integrated into the existing neighbourhood.

Townhouse developments must incorporate:

- Massing that responds to the existing and planned context of the neighbourhood, and provides appropriate transitions in scale to buildings, parks, and open space.
- A high-quality design and building form that is complementary but has a distinct expression from adjacent developments.
- Building separation to avoid long, monotonous facades, support active streetscapes, and increase space for trees and landscaping.
- Simple building forms with a primary roof shape.
- Roof forms that are designed to reinforce the identity of individual units.
- Designs which are compatible with existing grade at property lines to avoid artificially raised or lowered grades.

Townhouse developments are encouraged to consider:

- Building heights and massing that step with the site topography or otherwise respond to sloped site conditions.
- Strategies to minimize the perceived massing of buildings, such as stepped back floors or integration of the upper floor into a sloped roof form.
- Dormers where they are clearly secondary to the primary form and the combined dormer width does not exceed 50% of the width of the unit.
- Secondary roof forms that are complimentary to the development.

### 1.3.2 BUILDING SITING, SEPARATION AND SETBACKS

Intent: Townhouse developments provide adequate building setbacks and separation to achieve livability and functional site needs, such as access for emergency responders, on-site multi-modal circulation, privacy between neighbours, interface with surrounding streets and public realm, access to daylight and space for social interaction.

Townhouse developments must incorporate:

- Greater front or rear yard setbacks where required to site buildings beyond the critical root zone of mature, high value trees.
- Building siting that optimizes usable at-grade open space and can accommodate amenities such as porches, patios, common amenity space, trees, gardens, rear surface parking and solid waste storage.
- Buildings that are sited and articulated to frame the edges of streets, parks and open space.
- Building siting that provides opportunities for high-quality landscaping and active streetscapes.
- Where a courtyard or mews is present, a minimum courtyard width of 6.01 metres (20 feet) measured between the main building façades.
- Where a courtyard development is sited perpendicular to the primary street, end units oriented to face the street.

Townhouse developments are encouraged to consider:

- Where a unit faces a side setback, providing a larger setback to ensure privacy of units, and to allow for adequate open space and entry experience, including a walking path to the unit, planted buffer between yards, and weather protected entry porch.

# 1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

### 1.3.3 STREETSCAPE EXPRESSION AND BUILDING ENTRANCES

Intent: Townhouse developments create a positive interface with the adjacent streetscape and contribute towards welcoming, walkable and pedestrian-scale streetscapes and lanes.

Townhouse developments must incorporate:

- Buildings that are sited and oriented to provide active frontages and overlook public streets, parks, walkways, and open spaces, while balancing privacy considerations.
- Appropriate transitions between public, semi-private and private spaces, using design strategies such as plantings, low fencing, and modest grade changes.
- Delineated private spaces that employ architectural and landscape cues, such as subtle grade changes, materials, decorative railings, and landscaping features, to define private front yards, porches, or patios while maintaining visual connection to the public realm.
- Building and landscape design that responds to and integrates with the off-site design (sidewalk, boulevard, curb location, etc.).
- Locating mechanical equipment, vents, service areas and service kiosks (e.g. gas metres, etc.) away from building windows and in areas that are not between public sidewalk and building fronts.
- Entrances that are clearly visible with intuitive wayfinding and easy identification through architectural and landscape elements.
- For all primary building entrances:
  - A clearly visible, well-lit and weather protected front door, directly accessible from the sidewalk via a walkway.
  - Well-designed entry features such as stoops, shared landings, and porches.
- Secondary building entrances oriented to be clearly visible and identifiable from a courtyard, secondary street frontage, mews, or rear lane (as applicable).

Townhouse developments are encouraged to consider:

- Areas of soft landscaping along the lane and other strategies to support a pedestrian-oriented laneway experience.
- Wayfinding elements such as maps and signs, so that units are relatively easy for service providers and visitors to find.
- Opportunities for resting places (benches) adjacent to sidewalks, especially in areas with significant slope and proximate to transit stops.





*Townhouse streetscape precedent. (Left photo: Stewart Howard Architects. Right photo: Ramsay Worden Architects)*

# 1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

### 1.3.4 ARCHITECTURAL EXPRESSION AND MATERIAL FINISH

**Intent:** Townhouse developments achieve a high quality of design, architectural expression, livability and material finish. Neighbourhoods are activated and made vibrant by a range of architectural styles, from contemporary to traditional expressions.

Townhouse developments must incorporate:

- An architectural design approach that balances the desire for cohesive design with design diversity to ensure a varied streetscape.
- Design elements and materials that express all street facing elevations, including well-defined front entrances, with an equal quality of expression on front and flanking streets.
- Materiality that emphasizes the building's vertical elements, rather than its horizontality, to reduce perception of mass and support a varied streetscape.
- Durable, long lasting and high-quality materials that are well suited to the region's current and future climate.
- A glazing strategy that seeks to optimize building performance and balance increased light access during the winter and reduced heat gain in the summer.
- Where adjacent to a protected heritage property:
  - New buildings designed to respect the urban grain, scale, proportions, and materials of the historic context.
  - Integrating and reinterpreting existing heritage character into the new buildings through high-quality, contemporary design cues.

Townhouse developments are encouraged to consider:

- High quality accent materials at the ground floor level, around unit entries, and on the primary building facades. These may include masonry, lapped siding and/or other textured cladding materials.
- Avoiding synthetic materials intended to mimic natural materials, which are not recommended. Cultured stone products are strongly discouraged.



*Example of simple, proportional details and material use at entry.*




*Example of front entry sequence.*

# 1.3 TOWNHOUSES
## DEVELOPMENT PERMIT GUIDELINES

### 1.3.5 BUILDING PERFORMANCE

Intent: Townhouse developments support the City in achieving its sustainability goals now and into the future by prioritizing high energy efficiency, reducing operational and embodied carbon, optimizing air quality, and incorporating passive and active cooling strategies.

Townhouse developments must incorporate:

- Passive solar design integrated into the architecture, such as exterior shading on the west and south elevations.
- Layouts and fenestration to improve natural ventilation, such as providing windows on multiple sides of the unit and ensuring windows are operable.
- Strategically selecting and locating trees to increase building energy efficiency and improve air quality, such as planting deciduous trees on the south and west elevations is encouraged to mitigate solar gain in summer and allow solar warming in winter.
- Use of high performance, durable, and low-embodied carbon materials, such as sustainably sourced wood, recycled materials, and locally sourced products, whenever possible.
- Minimizing or avoiding use of concrete, plastic, or vinyl building components, understanding that vinyl siding and asphalt are not permitted.

Townhouse developments are encouraged to consider:

- Including active cooling such as heat pumps, provided they are placed in areas that provide the least possible disturbance to surrounding properties, and passive cooling strategies.



*Example of courtyard entrance elements.*



*Example of courtyard development. (Photo: Ramsay Worden Architects)*

**ENERGY CONSERVATION**

The City of New Westminster is committed to energy conservation in building design with a number of policies, plans and programs aimed at energy and greenhouse gas emissions reduction. ENERGY SAVE NEW WEST is a community energy program designed to improve energy efficiency and reduce greenhouse gas emissions from residential homes and businesses in New Westminster.

**COMMUNITY ENERGY AND EMISSIONS PLAN 2050**

The City endorsed an updated Community Energy and Emissions Plan in 2022, which provides a roadmap to approaching net zero greenhouse gas emissions by 2050, to reduce impact on climate change. One of the five key action areas is Buildings, which includes actions requiring new buildings to be built to high energy efficiency standards that helps reduce emissions.

# 1.3 TOWNHOUSES
## DEVELOPMENT PERMIT GUIDELINES

### LIVABILITY

#### 1.3.6 PRIVACY

Intent: Townhouse developments minimize the impact of overlook on neighbouring properties and within the site.

Townhouse developments must incorporate:

- Offset windows, screening or other strategies to mitigate overlook between properties, as well as within the development.
- A balanced approach in courtyards to provide both privacy between facing units with visibility and opportunities for social interaction such as children's play areas, outdoor seating and dining areas.
- Where balconies or upper-level or rooftop decks are provided, screening, setbacks, or strategic orientation, to mitigate potential privacy and overlook issues with neighbouring properties and between adjacent units.

#### 1.3.7 OPEN SPACE

Intent: Townhouse developments provide quality private and shared outdoor amenity spaces that contribute to livability, sustainability and social connectedness.

Townhouse developments must incorporate:

- Private outdoor amenity spaces that:
  - Where appropriate, incorporate elements to increase privacy and usability of the space,
  - Are oriented to the street to encourage neighbourhood sociability, unless the outdoor space is located on a street where traffic noise would detract from the enjoyment of the open space (such as on the major road network).
- Private outdoor amenity spaces sized to be a minimum of 14.8 sq. m. (160 sq. ft.), with a minimum dimension of 1.83 m. (6 ft.) per unit and are contiguous. Where it is more appropriate to the site, a reduction to size requirements could be considered, provided one or multiple shared, well-programmed, and sufficiently sized shared outdoor space(s) are provided.
- A combination of soft and hard landscaping.
- Open space that appropriately anticipates and accommodates areas for pet relief, to ensure relief is not concentrated on City boulevards.
- Open space provided either at-grade, on raised terraces, on upper level balconies, and/or on rooftops. Enclosed upper level decks and balconies are not permitted.

Townhouse developments are encouraged to consider:

- Balancing direct access to sunlight with opportunities for shade.
- Universally-accessible shared outdoor amenity spaces that provide spaces to socialize, play, garden and take part in recreational activities.
- Creating publicly accessible open spaces at street corners, such as community nodes.
- Communal public spaces with co-located facilities, e.g. mailbox or primary entrance nearby to increase chances of repeated encounters with neighbours.



*Example of simple, contemporary building forms with front gardens and gates. (Ramsay Worden Architects).*

# 1.3 TOWNHOUSES
## DEVELOPMENT PERMIT GUIDELINES

### LANDSCAPE DESIGN

#### 1.3.8 TREES AND TREE CANOPY

Intent: Townhouse developments support the City's biodiversity, rainwater management, climate resilience and adaptation objectives. Sites should be designed to prioritize, accommodate and support the long-term preservation of existing high-value trees and the growth and establishment of new tree canopy.

Townhouse developments must incorporate:

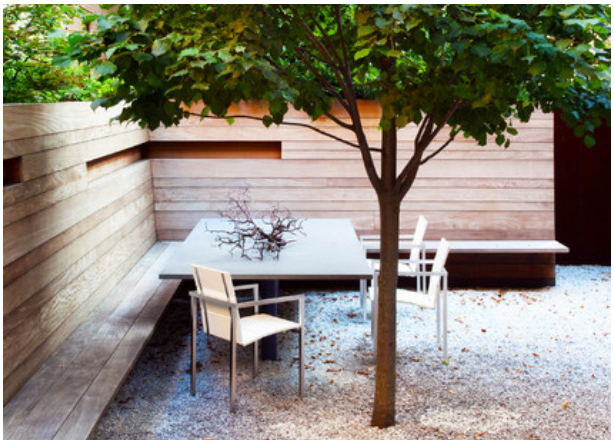
- Site planning, including building location and outdoor spaces, that protects mature and healthy existing trees, and creates optimal space and conditions for the addition of new trees.
- New tree plantings that prioritize diverse, climate adaptive and drought tolerant species to provide shading and cooling and contribute to a reduction in the urban heat island effect.
- "Right tree, right place" approach to tree plantings that ensure larger-growing trees are located in sufficiently large spaces, and smaller trees in small private yards and planters.
- A minimum of 15 $m^3$ of continuous soil for all new tree plantings; 10 $m^3$ per tree if sharing soil.

Townhouse developments are encouraged to consider:

- Combining soft landscaped areas to increase overall soil volume for trees beyond the minimum requirements.
- Using structural soils or soil cells to increase soil volume availability where tree planting is occurring adjacent to hard landscaping features.
- Prioritize the planting of trees in groups or groves where soil, water and nutrients can be shared.
- Balance species selection to provide large canopy, shade trees for relief in warm months, and evergreen trees that can provide rainwater management benefits throughout the year. Larger-canopied trees, and those reaching a greater mature height, are preferable to smaller, ornamental trees.

**URBAN FOREST MANAGEMENT STRATEGY**

In recognition of the urban forest as a valued public resource at risk of decline, the City developed a city-wide Urban Forest Strategy that aims to protect and enhance the urban forest system. This Strategy identifies 40 actions to increase tree canopy cover from 18% to a target of 27% by 2035. To achieve this, new development proposals must consider the Urban Forest Management Strategy and comply with the Tree Protection and Regulation Bylaw.





*Examples of compact outdoor spaces with trees, planting and pervious surfaces.*

# 1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

### 1.3.9 OVERALL LANDSCAPE DESIGN

Intent: Landscape design supports the City's Integrated Stormwater Management objectives through contributing to biodiversity and climate resiliency, while enhancing livability.

Townhouse developments must incorporate:

- Designs that maximize site permeability, with an emphasis on landscaping while accommodating other functional and programmatic site needs.
- A grading strategy that seeks to slow, sink, spread, and reduce rainwater runoff. Rainwater collected on hard, impervious surfaces will not be directed to neighbouring properties and must be accommodated on-site.

Townhouse developments are encouraged to consider:

- Incorporate rain gardens and swales in landscaping design as a priority to achieving integrated stormwater management targets.
- Incorporate habitat features such as bird nesting boxes, bat boxes, mason bee homes, and water sources into the open space design.
- Include green roofs with sedums and native grasses to provide insect and bird habitat, cisterns, coniferous trees and shrubs and other rainwater management techniques integrated into the architecture.

**INTEGRATED STORMWATER MANAGEMENT PLAN**

The City's Integrated Stormwater Management Plan (ISMP) outlines & guides the planning of stormwater management initiatives for the City. The long term initiative of the Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff entering the Fraser and Brunette rivers. The ISMP includes a set of runoff reduction and water quality targets. The ISMP also includes a Best Management Practice Toolkit that provides guidelines for a range of common tools that infiltrate, treat or detain stormwater. New development will be required to use one or more of these tools in order to meet the ISMP targets.

**BIODIVERSITY STRATEGY**

The City of New Westminster Biodiversity and Natural Areas Strategy outlines best practices for planting plans that prioritize biodiversity, climate-adapt, low maintenance and pollinator species.

# 1.3 TOWNHOUSE
# DEVELOPMENT PERMIT GUIDELINES

### 1.3.10 SOFT LANDSCAPING

Intent: Soft landscaping supports the City's biodiversity and contributes to the overall aesthetic character and livability of townhouse developments. Use of high-quality plants and materials is expected.

Townhouse developments must incorporate:

- A diversity of plant species that contribute to local biodiversity, including pollinator and native plant species. Invasive species and artificial turf are not permitted.
- Evergreen plantings to intercept rainwater in all seasons.
- Plants that are drought-resistant and low maintenance.
- Non-invasive plant species that are: suitable for the local climate and resilient to climate change; durable; low maintenance; and, drought-tolerant.
- Plantings and deciduous trees that optimize light/sun exposure in winter months and shade in summer months in both exterior and interior spaces.

### 1.3.11 HARD LANDSCAPING

Intent: Hard landscaping supports the City's Integrated Stormwater Management goals and contributes to the overall aesthetic character of townhouse developments. Use of durable and high-quality materials and finishes is expected.

Townhouse developments must incorporate:

- Pervious surfaces on surface parking areas and driveways, such as unit pavers installed over a bed of sand and gravel, dust-free stone/gravel and grass pavers. Asphalt is not permitted for mews or other on-site drive aisles or parking areas.
- High quality hardscape materials such as pavers, brick, and concrete along pathways and in shared outdoor amenity spaces.

Townhouse developments are encouraged to consider:

- Pervious surfacing for patios and pathways.
- Minimizing required maintenance and ensuring longevity of landscape finishes.



*Examples of pervious paving materials.*



*Example of simple, contemporary building forms with front gardens and gates.*

# 1.3 TOWNHOUSES
## DEVELOPMENT PERMIT GUIDELINES

### 1.3.12 SCREENS, FENCES AND RETAINING WALLS

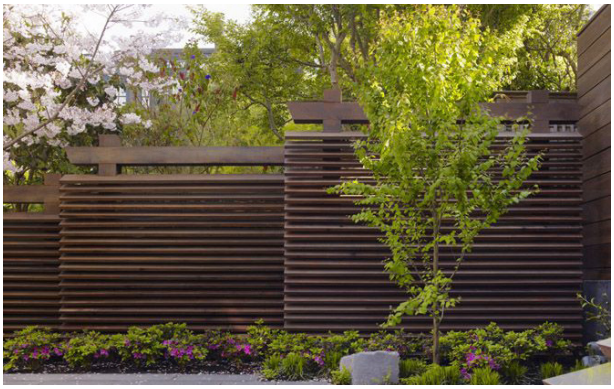
Intent: Townhouse developments thoughtfully transition to the public realm and adjacent properties and incorporate landscape elements to mitigate views of service and parking areas.

Townhouse developments must incorporate:

- Fence materials that are high-quality, durable and provide visual interest and are appropriate for the residential character of the use such as 'soft' materials like wood. Chain link is not permitted.
- Fencing design that balances privacy needs while contributing positively to the streetscape.
- Grading that reduces the use of retaining walls along property lines.
- Where retaining walls facing public rights-of-way are unavoidable, they must be stepped to reduce their overall height with planted terraces between levels to soften their appearance and scale. Retaining walls should not exceed heights of 0.61 m. (2 ft.) to avoid the required use of guardrails

Townhouse developments are encouraged to consider:

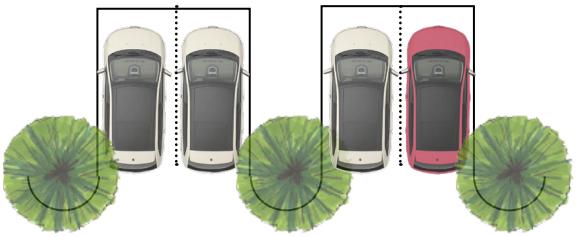
- Low embodied carbon materials such as locally sourced wood.
- Planting strips along the public side of a screen, fence or retaining wall where it faces a street or lane.



*Example of fence/screen combined with planting.*



*Examples of a carport design.*



*Examples of shared parking areas and tree planting.*

## CIRCULATION, ACCESS, PARKING AND SITE SERVICING

### 1.3.13 CIRCULATION, ACCESS AND PARKING

Intent: Townhouse developments prioritize walking and cycling circulation and access above vehicle circulation, in support of the City's Transportation Hierarchy. Vehicle parking and access prioritizes safety of non-motorized traffic, is thoughtfully designed to mitigate public realm impacts, and is integrated into the development and wider neighbourhood. Where possible, vehicle parking areas allow for flexibility of use.

# 1.3 TOWNHOUSES
## DEVELOPMENT PERMIT GUIDELINES



Townhouse developments must incorporate:

- A circulation plan that ensures all pedestrian and cyclist circulation is accommodated on-site.
- Walking pathways sized to a minimum of 1.2 m. (4 ft.) in width. Walking pathways sized to a minimum width of 1.5 m. (5 ft.) is preferred for higher volume areas (such as central courtyards).
- Walking and cycling circulation paths that are clearly separated from vehicle circulation routes. Cues such as subtle grade and/or material changes, landscape buffers, and/or decorative railings may be considered.
- Bicycle parking that is secure and weather protected.
- Parking pads for visitor parking:
  - On large sites, visitor parking should be distributed for ease of accessibility throughout the development.
- Surface materials, landscaping and lighting to support safe and comfortable pedestrian movements. Site lighting should prevent light-spill onto adjacent properties.

Townhouse developments are encouraged to consider:

- Residential parking in the form of surface level parking pads and/or carports.
  - When dedicated residential parking is provided in an attached garage, it is to be wholly contained within the fabric of the building envelope
  - Underground parking may be considered in unique circumstances if it results in increased open space and does not involve significant loss of existing trees or regrading of the site.
- Providing access to bicycle parking via ramps or side ramps incorporated into stairways where needed to navigate grade.
- Providing shared facilities that support bicycle maintenance, such as a bicycle repair area.
- Providing a universally accessible pathway (or pathways) that can support use of mobility aids and strollers, as well as connects primary or secondary entrances to streets or lanes on flat sites.
- Minimizing driveway lengths and the interface between vehicle and pedestrian movements.
- Including designs that support multi-purpose use (e.g. play and recreation), where parking pads are provided.
- Planting trees between groups of parking spaces and/or between garage doors.

### 1.3.14 SOLID WASTE, RECYCLING AND UTILITY SERVICING

Intent: Townhouse developments comfortably and conveniently accommodate functional site servicing needs in balance with other site uses.

Townhouse developments must incorporate:

- Adequate space for waste collection, including garbage, recycling and organics containers, for all units on the property, either as individual bins per unit or centralized waste containers.
- Appropriately sized waste staging areas and clear access routes to enable safe and efficient solid waste collection. Routes should be free of free of physical impediments such as parked vehicles, and have vertical clearance to avoid building overhangs and trees.
- Waste storage areas located inside of a building or screened from public view, using materials consistent with the overall design. Refer to the New Westminster Solid Waste Facility Guidelines for Development Applications for further information, including Development Application Plan drawing requirements.
- Utility infrastructure, such as electrical transformers or rainwater detention tanks, located and screened in a way that mitigates negative public realm impacts and other site functions.
- Electrical transformers located on private property. Siting of electrical transformers on City property is not permitted.

**SOLID WASTE FACILITY GUIDELINES FOR DEVELOPMENT PERMIT APPLICATIONS (RESIDENTIAL)**

The City's Solid Waste Facility Guidelines for Development Permit Applications were created to assist development applications with understanding the solid waste service requirements for new multiple residential developments and residential uses within mixed use developments.

Corporation of the City of
NEW WESTMINSTER

# Attachment B4

## *General Townhouse Zoning District Recommendations*

## GENERAL TOWNHOUSE ZONING DISTRICT RECOMMENDATIONS

Updates to the Townhouse Program involved reviewing and updating the existing Infill Townhouse Zoning District to meet the objectives of allowing larger townhouse units and making regulatory and policy improvements. The proposed amendments would help improve the feasibility and uptake of townhouse projects while also meeting other City policies and regulations.

### Permitted Principal Uses

Permitted uses would allow townhouses, and would maintain existing single detached zoning entitlements. This means an owner would be able to renovate or rebuild a single detached dwelling. Someone could also purchase and consolidate multiple properties and build a townhouse project.

### Minimum Site Area & Frontage

| | Minimum Site Area | Minimum Frontage |
|---|---|---|
| *Recommended:* | 836.1 $m^2$ (9,000 sq. ft.) | 20 m |

Staff recommend introducing a minimum site area requirement of 836.1 square metres (9,000 sq. ft.) and minimum lot frontage of 20 metres. In most scenarios, consolidation of two standard sized single detached lots would be required to meet minimum area requirements. The change seeks to realize the benefits of consolidation (e.g. more functional site layouts, open space provision, continuous off-site improvements), while avoiding the high land assembly premiums of larger consolidations that can challenge feasibility.

### Density

*Current:* 0.9 to 1.0 FSR (of which 0.15 FSR must be located in a basement)

*Recommended:* 1.2 FSR

Staff recommend increasing the maximum permitted townhouse density to 1.2 FSR (an increase of between 0.2 to 0.3 FSR) to improve the viability of development and allow more livable space for family friendly unit configurations, while accommodating other site functions. Further, there would no longer be a requirement for a portion of FSR to be contained within the basement level. This change allows for greater flexibility in how density can be allocated, as requested through industry consultation.

### Height

*Current:* 2.5 storeys (10.67m. / 35 ft.)

*Recommended:* 3 storeys (12.0 m. / 39.4 ft.)

Staff recommend increasing the allowable height to 3 storeys (an increase of 1.33 m / 4.4 ft.) to improve the viability of development and allow more livable space for family friendly unit configurations, while accommodating other site functions. The increase in height would allow developments to achieve a full 3 storeys as opposed to 2.5 storeys with rooms in upper floor under height areas. It may also open up opportunities for secondary suites, attached garages or carports, which in turn could provide more site area for other functions such as circulation, open space, trees, garbage storage and collection, depending on site constraints.

Vehicle Parking

*Current:* Minimum 1.0 parking space per principal dwelling unit

*Recommended:* Minimum 1.0 parking space per principal dwelling unit (no change)

There are a number of priorities for on-site space including the provision of parking but also the delivery of housing units and accessory uses (such as home based businesses and other accessory uses), open space, tree retention and planting, landscaping, circulation and access, garbage storage and collection, and electrical infrastructure.

Based on vehicle ownership rates in the city, townhouses have an average of 1.52 vehicles owned per dwelling unit. Architectural modelling identified that it would be difficult to achieve this parking rate due to economic viability and compliance with other Zoning Bylaw requirements. During community engagement, residents were asked if they supported maintaining the current minimum of 1.0 spaces per dwelling unit. The majority of residents indicated they supported maintaining the current rate.

Balancing the parking rate with the viability of projects, the number of housing units achieved and other opportunities such as open space, staff recommend maintaining the current parking rate of 1.0 per principal dwelling unit. This would ensure a household would be able to park a vehicle on site within close proximity of their dwelling. Any additional vehicles owned by a household would likely not be accommodated on site.

This proposed minimum parking rate recognizes the Council endorsed Seven Bold Steps for Climate Action, Bold Step #2 - Car Light Community, which would also require significant sustainable transportation infrastructure investment and education to facilitate reduced vehicle ownership rates per household.

Vehicle Access Requirements

*Current:* N/A

*Recommended:* Access provided via a 6.0 metre (19.7 ft.) wide lane, or where less than 6.0 metre (19.7 ft.), a dedication of land or Statutory Right-of-Way is provided to contribute toward a 6.0 metre (19.7 ft.) lane.

At this time, staff recommend introducing a vehicle access requirement to only permit townhouses where the lots already have vehicular access via a 6.0 metre (19.7 ft.) wide

lane (considered a standard width lane), or in the case of lots with vehicular access from a functional and continuous lane that is less than 6.0 metre (19.7 ft.) wide, a dedication of land or Statutory Right-of-Way is provided to the City to facilitate a future standard-sized lane. This change would potentially improve safety, as consolidation could reduce the number of existing driveways on major City roads. The new requirement would also help build out the City's lane system and improve access and site servicing such as solid waste collection.

Site Coverage

*Recommended:* Maximum 65% impervious site coverage (of which a maximum 50% may be covered by buildings and structures), and minimum 35% site pervious area

Staff recommend introducing a maximum 65% impervious coverage requirement, which would include impervious driveways and walkways. Of this, up to 50% of the site area would be permitted to be covered by buildings and structures such as decks and carports. This change would reduce storm water runoff during rainfall events and diversion to City infrastructure, while also promoting increased groundwater infiltration, consistent with the City's design criteria within the *Subdivision and Development Control Bylaw.*

Staff also recommend introducing a 35% pervious site coverage requirement, including the provision of lawn and live landscaping and other permeable materials such as rocks and wood chips, to support water infiltration and minimize the amount of water that runs off surfaces.

Open Site Space

*Current:* N/A

*Recommended:* Minimum 15% of total site area, with a minimum size of 15 square metres (161.46 sq. ft.) size and 2.1 metre (6.9 ft.) minimum dimension

Staff recommend introducing an open site space requirement of 15% of the total site area which must be landscaped and not occupied or obstructed by any building or portion of building, driveway or parking area, in order to appropriately accommodate on-site tree planting, landscaping, recreation and other uses. The open site space must be at least 15 square metres (161.46 sq. ft.) in size with a minimum dimension of 2.1 metres (6.9 ft.), which is sufficient to support the growth and maturity of new trees and/or retention of existing trees. This regulation is intended to support the City's urban tree canopy, biodiversity, and social connectedness goals.

Proposed Zoning Districts

The revised zoning district that would apply to pre-zoned properties would be structured to maintain existing zoning entitlements. This means that owners can stay in their homes, can still renovate or rebuild their home, or sell their property.

Two distinct zoning districts would be created under the townhouse program, in order to align with the existing zoning entitlements:

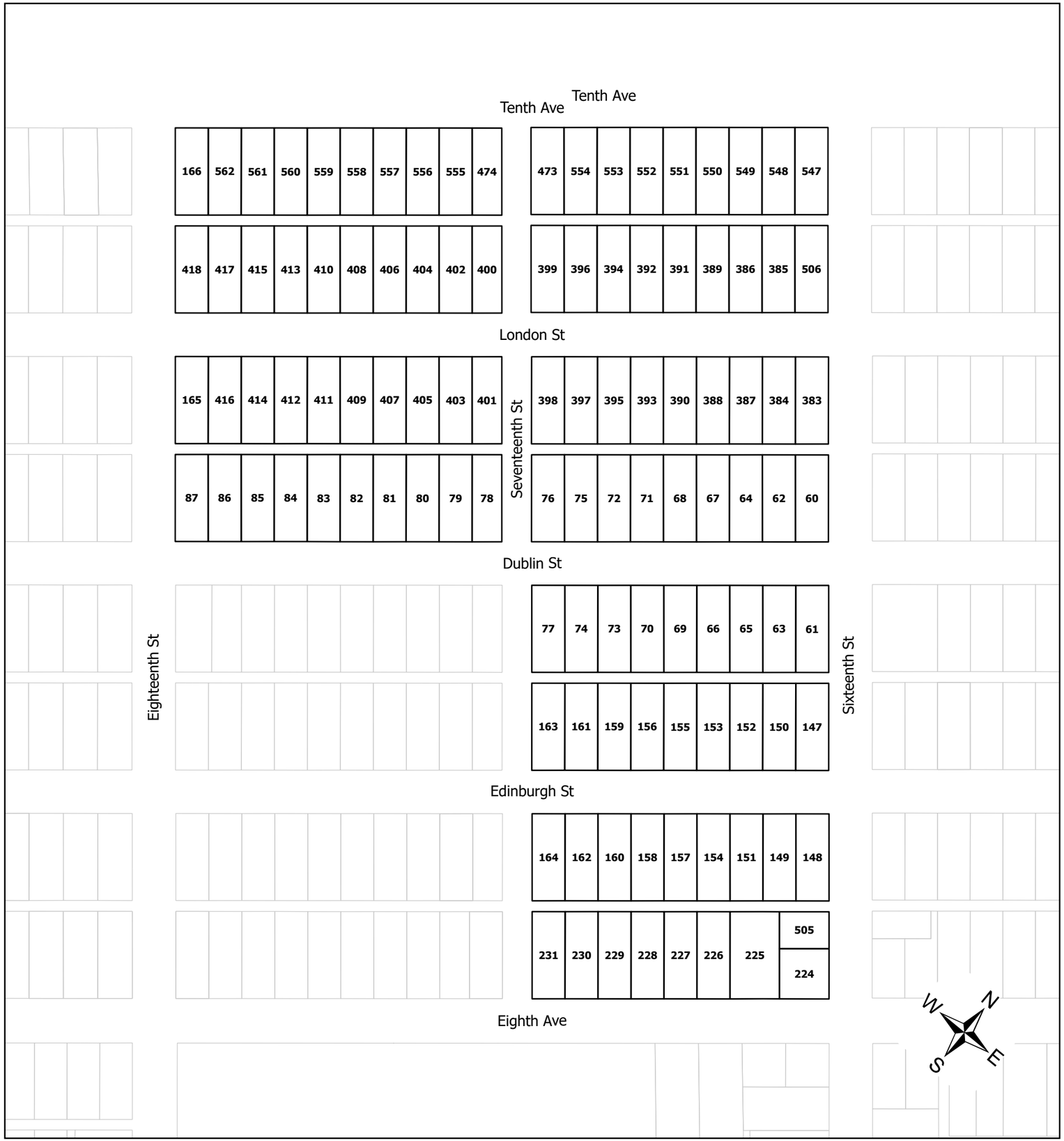
- Townhouse Residential District RT-A would include properties currently zoned NR-1, NR-5, RS-1 and RS-5 and would allow townhouses in addition to single detached dwellings, secondary suites and laneway or carriage houses.
- Townhouse Residential District RT-B would include properties currently zoned NR-2 and RS-2 and would allow townhouses in addition to single detached dwellings and secondary suites.

All other requirements would be the same in both zoning districts and would reflect the regulations outlined above.

Corporation of the City of
NEW WESTMINSTER

# Attachment B5

## *Maps of Proposed Pre-Zoned Townhouse Properties*




| ID | ADDRESS |
|---|---|
| 60 | 1601 DUBLIN ST |
| 61 | 1604 DUBLIN ST |
| 62 | 1605 DUBLIN ST |
| 63 | 1606 DUBLIN ST |
| 64 | 1609 DUBLIN ST |
| 65 | 1610 DUBLIN ST |
| 66 | 1614 DUBLIN ST |
| 67 | 1615 DUBLIN ST |
| 68 | 1617 DUBLIN ST |
| 69 | 1618 DUBLIN ST |
| 70 | 1620 DUBLIN ST |
| 71 | 1621 DUBLIN ST |
| 72 | 1627 DUBLIN ST |
| 73 | 1628 DUBLIN ST |
| 74 | 1630 DUBLIN ST |
| 75 | 1631 DUBLIN ST |
| 76 | 1635 DUBLIN ST |
| 77 | 1636 DUBLIN ST |
| 78 | 1701 DUBLIN ST |
| 79 | 1703 DUBLIN ST |
| 80 | 1707 DUBLIN ST |
| 81 | 1711 DUBLIN ST |
| 82 | 1717 DUBLIN ST |
| 83 | 1719 DUBLIN ST |
| 84 | 1723 DUBLIN ST |
| 85 | 1727 DUBLIN ST |
| 86 | 1731 DUBLIN ST |
| 87 | 1735 DUBLIN ST |

| ID | ADDRESS |
|---|---|
| 147 | 1601 EDINBURGH ST |
| 148 | 1602 EDINBURGH ST |
| 149 | 1604 EDINBURGH ST |
| 150 | 1605 EDINBURGH ST |
| 151 | 1610 EDINBURGH ST |
| 152 | 1611 EDINBURGH ST |
| 153 | 1615 EDINBURGH ST |
| 154 | 1616 EDINBURGH ST |
| 155 | 1617 EDINBURGH ST |
| 156 | 1619 EDINBURGH ST |
| 157 | 1620 EDINBURGH ST |
| 158 | 1622 EDINBURGH ST |
| 159 | 1623 EDINBURGH ST |
| 160 | 1626 EDINBURGH ST |
| 161 | 1627 EDINBURGH ST |
| 162 | 1628 EDINBURGH ST |
| 163 | 1635 EDINBURGH ST |
| 164 | 1636 EDINBURGH ST |
| 165 | 913 EIGHTEENTH ST |
| 166 | 929 EIGHTEENTH ST |
| 224 | 1601 EIGHTH AVE |
| 225 | 1609 EIGHTH AVE |
| 226 | 1615 EIGHTH AVE |
| 227 | 1617 EIGHTH AVE |
| 228 | 1623 EIGHTH AVE |
| 229 | 1627 EIGHTH AVE |
| 230 | 1629 EIGHTH AVE |
| 231 | 1635 EIGHTH AVE |

| ID | ADDRESS |
|---|---|
| 383 | 1602 LONDON ST |
| 384 | 1604 LONDON ST |
| 385 | 1605 LONDON ST |
| 386 | 1609 LONDON ST |
| 387 | 1610 LONDON ST |
| 388 | 1614 LONDON ST |
| 389 | 1615 LONDON ST |
| 390 | 1616 LONDON ST |
| 391 | 1619 LONDON ST |
| 392 | 1621 LONDON ST |
| 393 | 1622 LONDON ST |
| 394 | 1625 LONDON ST |
| 395 | 1628 LONDON ST |
| 396 | 1629 LONDON ST |
| 397 | 1630 LONDON ST |
| 398 | 1632 LONDON ST |
| 399 | 1633 LONDON ST |
| 400 | 1701 LONDON ST |
| 401 | 1702 LONDON ST |
| 402 | 1703 LONDON ST |
| 403 | 1706 LONDON ST |
| 404 | 1709 LONDON ST |
| 405 | 1710 LONDON ST |
| 406 | 1711 LONDON ST |
| 407 | 1714 LONDON ST |
| 408 | 1715 LONDON ST |
| 409 | 1716 LONDON ST |
| 410 | 1719 LONDON ST |

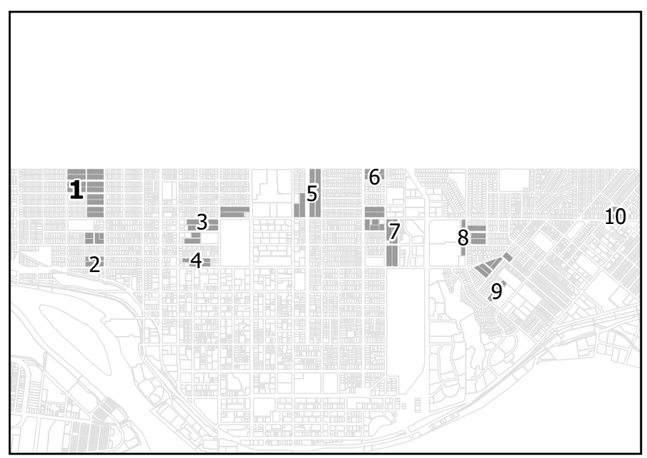
| ID | ADDRESS |
|---|---|
| 411 | 1720 LONDON ST |
| 412 | 1722 LONDON ST |
| 413 | 1725 LONDON ST |
| 414 | 1726 LONDON ST |
| 415 | 1729 LONDON ST |
| 416 | 1730 LONDON ST |
| 417 | 1733 LONDON ST |
| 418 | 1737 LONDON ST |
| 473 | 933 SEVENTEENTH ST |
| 474 | 934 SEVENTEENTH ST |
| 505 | 804 SIXTEENTH ST |
| 506 | 926 SIXTEENTH ST |
| 547 | 1602 TENTH AVE |
| 548 | 1606 TENTH AVE |
| 549 | 1608 TENTH AVE |
| 550 | 1612 TENTH AVE |
| 551 | 1614 TENTH AVE |
| 552 | 1618 TENTH AVE |
| 553 | 1620 TENTH AVE |
| 554 | 1624 TENTH AVE |
| 555 | 1706 TENTH AVE |
| 556 | 1708 TENTH AVE |
| 557 | 1710 TENTH AVE |
| 558 | 1714 TENTH AVE |
| 559 | 1716 TENTH AVE |
| 560 | 1720 TENTH AVE |
| 561 | 1722 TENTH AVE |
| 562 | 1-1726 TENTH AVE |

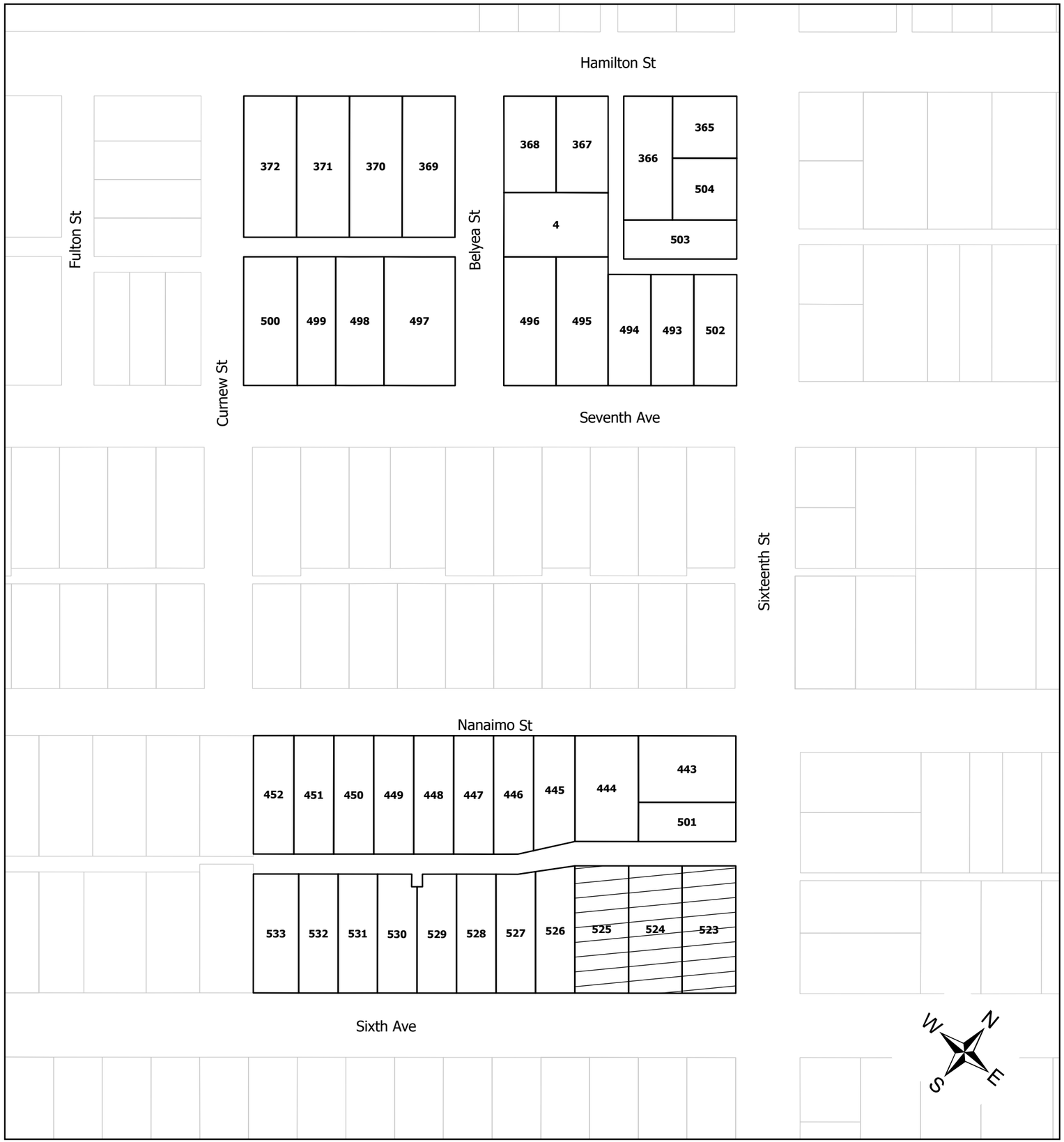
**Number of Properties: 112**

Prezoned Townhouse

RT-A

RT-B






| ID | ADDRESS |
|---|---|
| 4 | 707 BELYEA ST |
| 365 | 1602 HAMILTON ST |
| 366 | 1604 HAMILTON ST |
| 367 | 1606 HAMILTON ST |
| 368 | 1608 HAMILTON ST |
| 369 | 1612 HAMILTON ST |
| 370 | 1616 HAMILTON ST |
| 371 | 1620 HAMILTON ST |
| 372 | 1624 HAMILTON ST |
| 443 | 1602 NANAIMO ST |
| 444 | 1608 NANAIMO ST |
| 445 | 1612 NANAIMO ST |
| 446 | 1616 NANAIMO ST |
| 447 | 1620 NANAIMO ST |
| 448 | 1624 NANAIMO ST |
| 449 | 1628 NANAIMO ST |
| 450 | 1632 NANAIMO ST |
| 451 | 1636 NANAIMO ST |
| 452 | 1640 NANAIMO ST |
| 493 | 1603 SEVENTH AVE |
| 494 | 1607 SEVENTH AVE |

| ID | ADDRESS |
|---|---|
| 495 | 1611 SEVENTH AVE |
| 496 | 1613 SEVENTH AVE |
| 497 | 1617 SEVENTH AVE |
| 498 | 1621 SEVENTH AVE |
| 499 | 1623 SEVENTH AVE |
| 500 | 1631 SEVENTH AVE |
| 501 | 618 SIXTEENTH ST |
| 502 | 700 SIXTEENTH ST |
| 503 | 704 SIXTEENTH ST |
| 504 | 712 SIXTEENTH ST |
| 523 | 1601 SIXTH AVE |
| 524 | 1605 SIXTH AVE |
| 525 | 1609 SIXTH AVE |
| 526 | 1613 SIXTH AVE |
| 527 | 1617 SIXTH AVE |
| 528 | 1621 SIXTH AVE |
| 529 | 1625 SIXTH AVE |
| 530 | 1629 SIXTH AVE |
| 531 | 1633 SIXTH AVE |
| 532 | 1637 SIXTH AVE |
| 533 | 1641 SIXTH AVE |

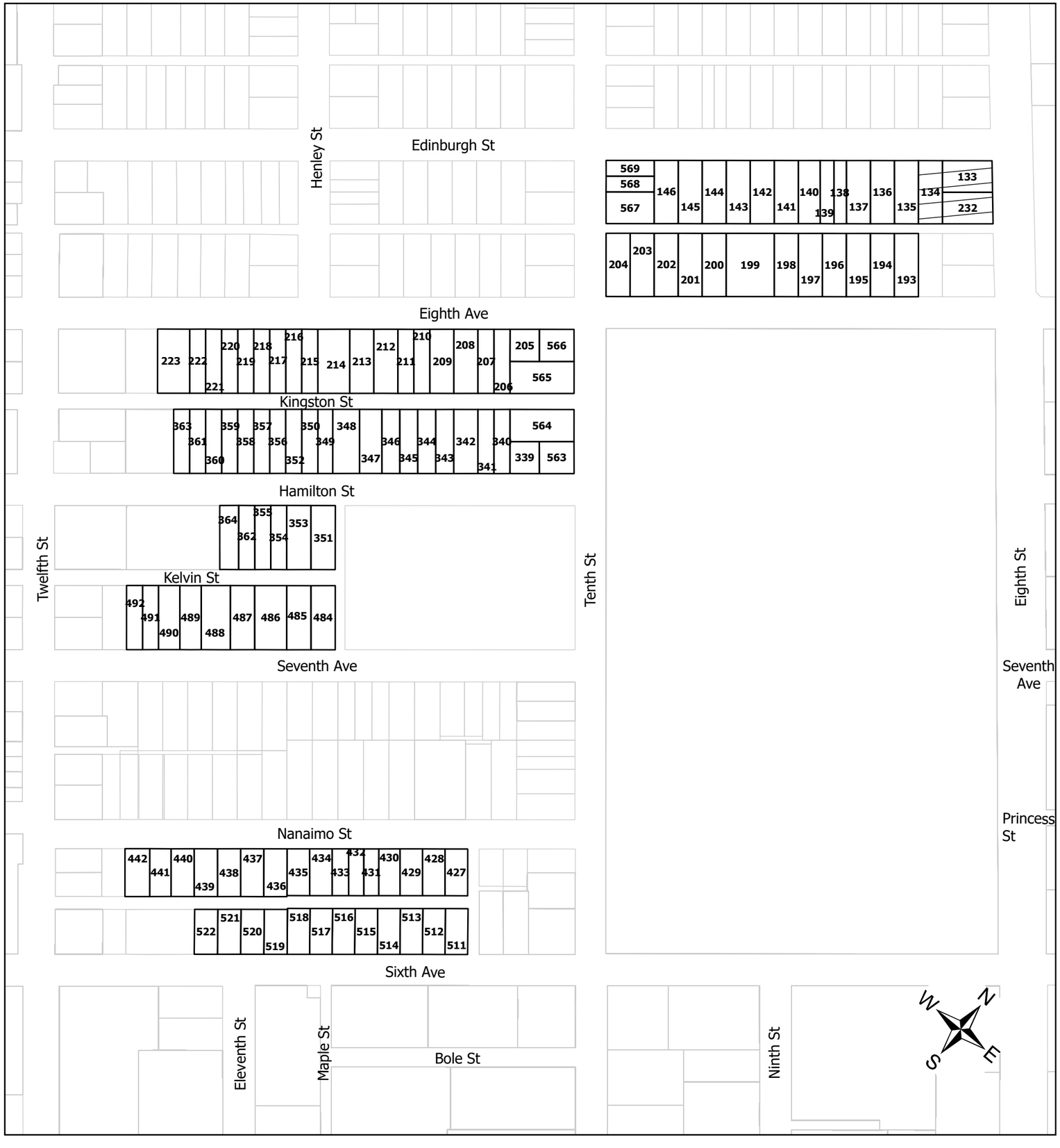
**Number of Properties: 42**

Prezoned Townhouse

RT-A

RT-B






| ID | ADDRESS |
|---|---|
| 133 | 802 EDINBURGH ST |
| 134 | 808 EDINBURGH ST |
| 135 | 812 EDINBURGH ST |
| 136 | 814 EDINBURGH ST |
| 137 | 816 EDINBURGH ST |
| 138 | 818 EDINBURGH ST |
| 139 | 820 EDINBURGH ST |
| 140 | 822 EDINBURGH ST |
| 141 | 824 EDINBURGH ST |
| 142 | 902 EDINBURGH ST |
| 143 | 908 EDINBURGH ST |
| 144 | 910 EDINBURGH ST |
| 145 | 912 EDINBURGH ST |
| 146 | 916 EDINBURGH ST |
| 193 | 813 EIGHTH AVE |
| 194 | 815 EIGHTH AVE |
| 195 | 817 EIGHTH AVE |
| 196 | 819 EIGHTH AVE |
| 197 | 823 EIGHTH AVE |
| 198 | 829 EIGHTH AVE |
| 199 | 905 EIGHTH AVE |
| 200 | 911 EIGHTH AVE |
| 201 | 913 EIGHTH AVE |
| 202 | 919 EIGHTH AVE |

| ID | ADDRESS |
|---|---|
| 203 | 923 EIGHTH AVE |
| 204 | 927 EIGHTH AVE |
| 205 | 1006 EIGHTH AVE |
| 206 | 1010 EIGHTH AVE |
| 207 | 1012 EIGHTH AVE |
| 208 | 1014 EIGHTH AVE |
| 209 | 1018 EIGHTH AVE |
| 210 | 1020 EIGHTH AVE |
| 211 | 1022 EIGHTH AVE |
| 212 | 1024 EIGHTH AVE |
| 213 | 1026 EIGHTH AVE |
| 214 | 1028 EIGHTH AVE |
| 215 | 1100 EIGHTH AVE |
| 216 | 1102 EIGHTH AVE |
| 217 | 1104 EIGHTH AVE |
| 218 | 1106 EIGHTH AVE |
| 219 | 1108 EIGHTH AVE |
| 220 | 1110 EIGHTH AVE |
| 221 | 1112 EIGHTH AVE |
| 222 | 1114 EIGHTH AVE |
| 223 | 1118 EIGHTH AVE |
| 232 | 810 EIGHTH ST |
| 339 | 1003 HAMILTON ST |
| 340 | 1007 HAMILTON ST |

| ID | ADDRESS |
|---|---|
| 341 | 1009 HAMILTON ST |
| 342 | 1011 HAMILTON ST |
| 343 | 1013 HAMILTON ST |
| 344 | 1015 HAMILTON ST |
| 345 | 1017 HAMILTON ST |
| 346 | 1019 HAMILTON ST |
| 347 | 1021 HAMILTON ST |
| 348 | 1025 HAMILTON ST |
| 349 | 1027 HAMILTON ST |
| 350 | 1029 HAMILTON ST |
| 351 | 1030 HAMILTON ST |
| 352 | 1031 HAMILTON ST |
| 353 | 1034 HAMILTON ST |
| 354 | 1038 HAMILTON ST |
| 355 | 1040 HAMILTON ST |
| 356 | 1097 HAMILTON ST |
| 357 | 1099 HAMILTON ST |
| 358 | 1101 HAMILTON ST |
| 359 | 1103 HAMILTON ST |
| 360 | 1105 HAMILTON ST |
| 361 | 1107 HAMILTON ST |
| 362 | 1108 HAMILTON ST |
| 363 | 1109 HAMILTON ST |
| 364 | 1110 HAMILTON ST |

| ID | ADDRESS |
|---|---|
| 427 | 1016 NANAIMO ST |
| 428 | 1018 NANAIMO ST |
| 429 | 1022 NANAIMO ST |
| 430 | 1026 NANAIMO ST |
| 431 | 1028 NANAIMO ST |
| 432 | 1030 NANAIMO ST |
| 433 | 1032 NANAIMO ST |
| 434 | 1034 NANAIMO ST |
| 435 | 1036 NANAIMO ST |
| 436 | 1102 NANAIMO ST |
| 437 | 1104 NANAIMO ST |
| 438 | 1106 NANAIMO ST |
| 439 | 1108 NANAIMO ST |
| 440 | 1110 NANAIMO ST |
| 441 | 1112 NANAIMO ST |
| 442 | 1114 NANAIMO ST |
| 484 | 1061 SEVENTH AVE |
| 485 | 1063 SEVENTH AVE |
| 486 | 1067 SEVENTH AVE |
| 487 | 1101 SEVENTH AVE |
| 488 | 1103 SEVENTH AVE |
| 489 | 1105 SEVENTH AVE |
| 490 | 1107 SEVENTH AVE |
| 491 | 1109 SEVENTH AVE |

| ID | ADDRESS |
|---|---|
| 492 | 1111 SEVENTH AVE |
| 511 | 1013 SIXTH AVE |
| 512 | 1017 SIXTH AVE |
| 513 | 1019 SIXTH AVE |
| 514 | 1021 SIXTH AVE |
| 515 | 1025 SIXTH AVE |
| 516 | 1027 SIXTH AVE |
| 517 | 1-1031 SIXTH AVE |
| 518 | 1033 SIXTH AVE |
| 519 | 1035 SIXTH AVE |
| 520 | 1037 SIXTH AVE |
| 521 | 1101 SIXTH AVE |
| 522 | 1103 SIXTH AVE |
| 563 | 726 TENTH ST |
| 564 | 730 TENTH ST |
| 565 | 734 TENTH ST |
| 566 | 736 TENTH ST |
| 567 | 813 TENTH ST |
| 568 | 815 TENTH ST |
| 569 | 817 TENTH ST |

**Number of Properties: 116**

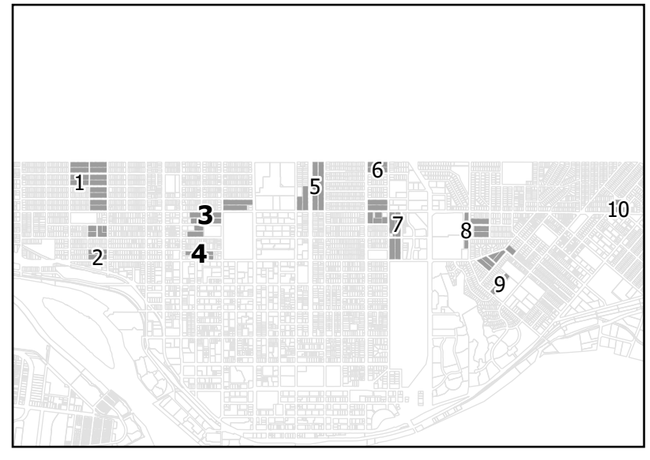
Area 3: 88

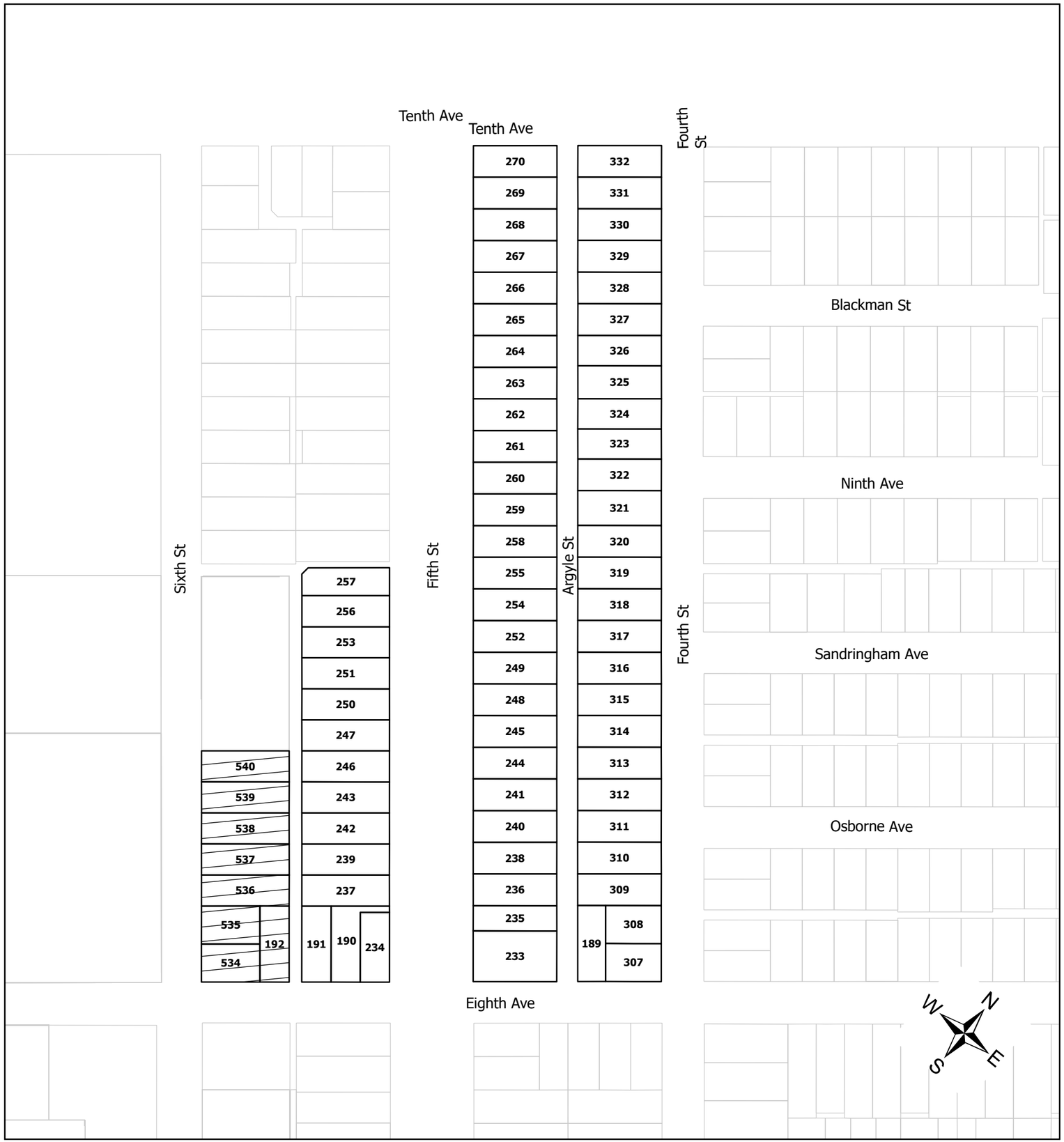
Area 4: 28

## Prezoned Townhouse

RT-A

RT-B






| ID | ADDRESS |
|---|---|
| 189 | 407 EIGHTH AVE |
| 190 | 505 EIGHTH AVE |
| 191 | 509 EIGHTH AVE |
| 192 | 513 EIGHTH AVE |
| 233 | 801 FIFTH ST |
| 234 | 802 FIFTH ST |
| 235 | 805 FIFTH ST |
| 236 | 807 FIFTH ST |
| 237 | 808 FIFTH ST |
| 238 | 811 FIFTH ST |
| 239 | 812 FIFTH ST |
| 240 | 813 FIFTH ST |
| 241 | 815 FIFTH ST |
| 242 | 816 FIFTH ST |
| 243 | 818 FIFTH ST |
| 244 | 819 FIFTH ST |
| 245 | 821 FIFTH ST |
| 246 | 822 FIFTH ST |
| 247 | 824 FIFTH ST |
| 248 | 825 FIFTH ST |
| 249 | 829 FIFTH ST |
| 250 | 830 FIFTH ST |
| 251 | 836 FIFTH ST |
| 252 | 837 FIFTH ST |
| 253 | 840 FIFTH ST |

| ID | ADDRESS |
|---|---|
| 254 | 841 FIFTH ST |
| 255 | 843 FIFTH ST |
| 256 | 846 FIFTH ST |
| 257 | 1-848 FIFTH ST |
| 258 | 901 FIFTH ST |
| 259 | 905 FIFTH ST |
| 260 | 907 FIFTH ST |
| 261 | 915 FIFTH ST |
| 262 | 917 FIFTH ST |
| 263 | 919 FIFTH ST |
| 264 | 921 FIFTH ST |
| 265 | 923 FIFTH ST |
| 266 | 925 FIFTH ST |
| 267 | 931 FIFTH ST |
| 268 | 933 FIFTH ST |
| 269 | 937 FIFTH ST |
| 270 | 939 FIFTH ST |
| 307 | 802 FOURTH ST |
| 308 | 806 FOURTH ST |
| 309 | 812 FOURTH ST |
| 310 | 1-816 FOURTH ST |
| 311 | 818 FOURTH ST |
| 312 | 820 FOURTH ST |
| 313 | 822 FOURTH ST |
| 314 | 824 FOURTH ST |

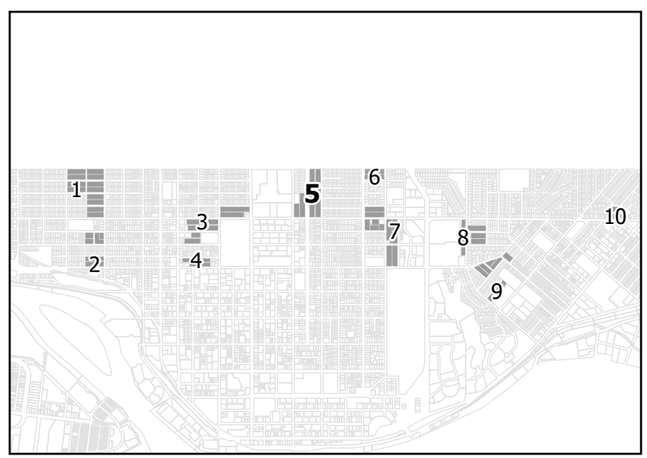
| ID | ADDRESS |
|---|---|
| 315 | 826 FOURTH ST |
| 316 | 828 FOURTH ST |
| 317 | 830 FOURTH ST |
| 318 | 832 FOURTH ST |
| 319 | 834 FOURTH ST |
| 320 | 1-838 FOURTH ST |
| 321 | 842 FOURTH ST |
| 322 | 902 FOURTH ST |
| 323 | 904 FOURTH ST |
| 324 | 906 FOURTH ST |
| 325 | 912 FOURTH ST |
| 326 | 914 FOURTH ST |
| 327 | 918 FOURTH ST |
| 328 | 920 FOURTH ST |
| 329 | 924 FOURTH ST |
| 330 | 926 FOURTH ST |
| 331 | 930 FOURTH ST |
| 332 | 938 FOURTH ST |
| 534 | 801 SIXTH ST |
| 535 | 807 SIXTH ST |
| 536 | 809 SIXTH ST |
| 537 | 813 SIXTH ST |
| 538 | 815 SIXTH ST |
| 539 | 817 SIXTH ST |
| 540 | 821 SIXTH ST |

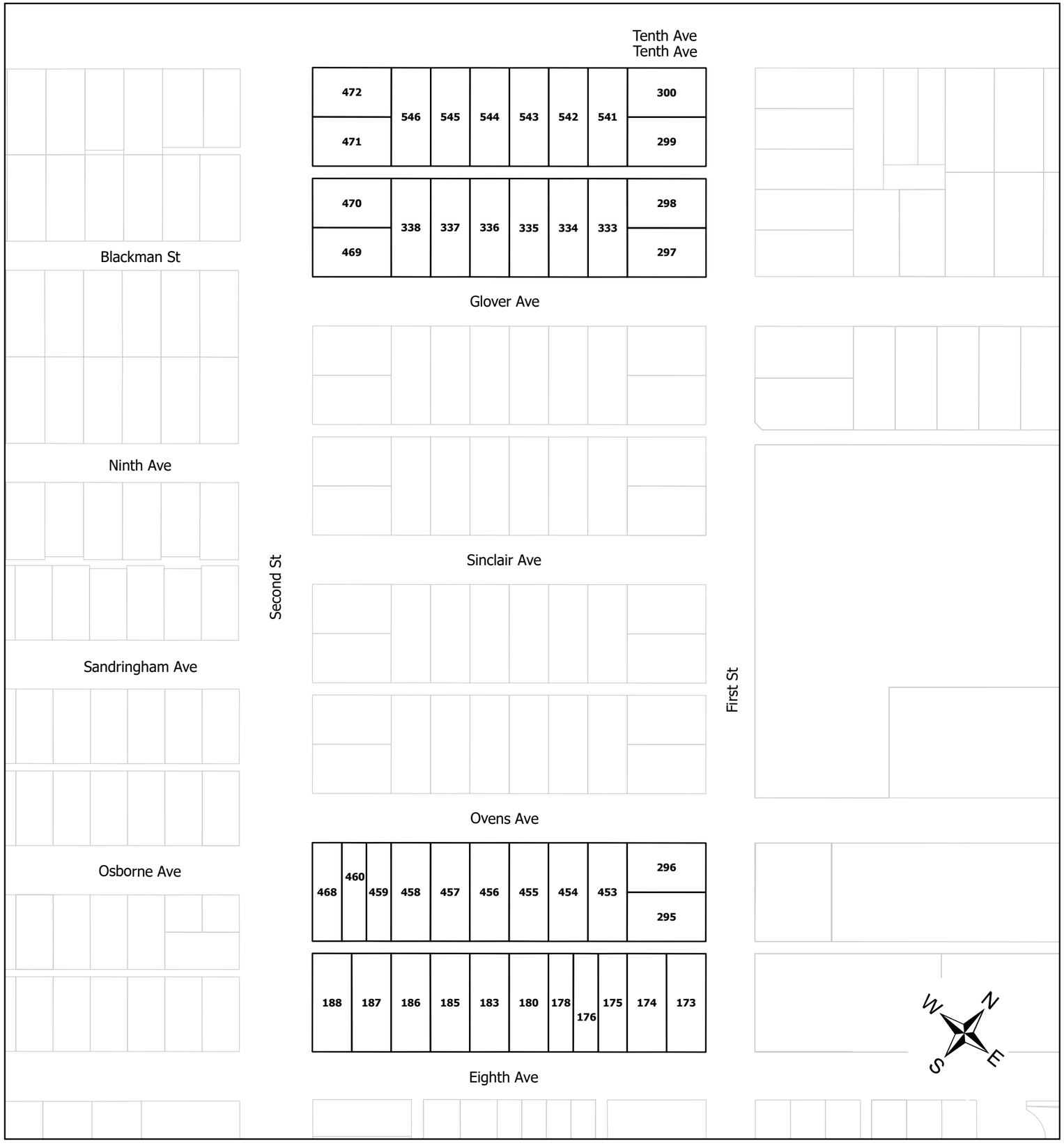
**Number of Properties: 75**

## Prezoned Townhouse

RT-A

RT-B






| ID | ADDRESS |
|---|---|
| 173 | 103 EIGHTH AVE |
| 174 | 105 EIGHTH AVE |
| 175 | 107 EIGHTH AVE |
| 176 | 109 EIGHTH AVE |
| 178 | 111 EIGHTH AVE |
| 180 | 113 EIGHTH AVE |
| 183 | 117 EIGHTH AVE |
| 185 | 121 EIGHTH AVE |
| 186 | 125 EIGHTH AVE |
| 187 | 129 EIGHTH AVE |
| 188 | 131 EIGHTH AVE |
| 295 | 810 FIRST ST |
| 296 | 814 FIRST ST |
| 297 | 922 FIRST ST |
| 298 | 924 FIRST ST |
| 299 | 926 FIRST ST |
| 300 | 930 FIRST ST |
| 333 | 107 GLOVER AVE |
| 334 | 109 GLOVER AVE |
| 335 | 113 GLOVER AVE |
| 336 | 115 GLOVER AVE |

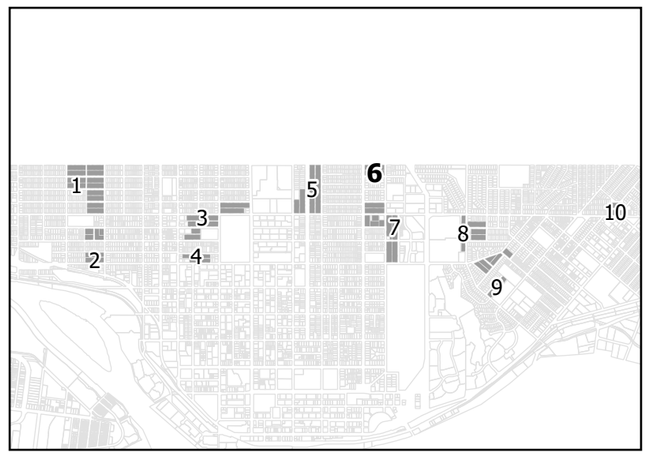
| ID | ADDRESS |
|---|---|
| 337 | 119 GLOVER AVE |
| 338 | 121 GLOVER AVE |
| 453 | 108 OVENS AVE |
| 454 | 110 OVENS AVE |
| 455 | 1-114 OVENS AVE |
| 456 | 116 OVENS AVE |
| 457 | 120 OVENS AVE |
| 458 | 124 OVENS AVE |
| 459 | 128 OVENS AVE |
| 460 | 132 OVENS AVE |
| 468 | 815 SECOND ST |
| 469 | 917 SECOND ST |
| 470 | 923 SECOND ST |
| 471 | 927 SECOND ST |
| 472 | 931 SECOND ST |
| 541 | 108 TENTH AVE |
| 542 | 112 TENTH AVE |
| 543 | 116 TENTH AVE |
| 544 | 120 TENTH AVE |
| 545 | 124 TENTH AVE |
| 546 | 126 TENTH AVE |

**Number of Properties: 42**

Prezoned Townhouse

RT-A

RT-B









| ID | ADDRESS |
|---|---|
| 36 | 622 CUMBERLAND ST |
| 37 | 626 CUMBERLAND ST |
| 38 | 630 CUMBERLAND ST |
| 39 | 632 CUMBERLAND ST |
| 40 | 636 CUMBERLAND ST |
| 41 | 640 CUMBERLAND ST |
| 42 | 700 CUMBERLAND ST |
| 43 | 702 CUMBERLAND ST |
| 44 | 704 CUMBERLAND ST |
| 45 | 706 CUMBERLAND ST |
| 46 | 708 CUMBERLAND ST |
| 47 | 710 CUMBERLAND ST |
| 48 | 712 CUMBERLAND ST |
| 49 | 716 CUMBERLAND ST |
| 50 | 717 CUMBERLAND ST |
| 51 | 720 CUMBERLAND ST |
| 52 | 722 CUMBERLAND ST |
| 53 | 726 CUMBERLAND ST |
| 54 | 730 CUMBERLAND ST |
| 98 | 105 E DURHAM ST |
| 99 | 108 E DURHAM ST |
| 100 | 109 E DURHAM ST |

| ID | ADDRESS |
|---|---|
| 101 | 111 E DURHAM ST |
| 102 | 112 E DURHAM ST |
| 103 | 114 E DURHAM ST |
| 104 | 115 E DURHAM ST |
| 105 | 116 E DURHAM ST |
| 106 | 117 E DURHAM ST |
| 107 | 120 E DURHAM ST |
| 108 | 121 E DURHAM ST |
| 109 | 122 E DURHAM ST |
| 110 | 123 E DURHAM ST |
| 111 | 126 E DURHAM ST |
| 112 | 127 E DURHAM ST |
| 113 | 128 E DURHAM ST |
| 114 | 129 E DURHAM ST |
| 121 | 115 E SEVENTH AVE |
| 122 | 119 E SEVENTH AVE |
| 123 | 121 E SEVENTH AVE |
| 124 | 1-123 E SEVENTH AVE |
| 125 | 125 E SEVENTH AVE |
| 126 | 127 E SEVENTH AVE |
| 127 | 129 E SEVENTH AVE |
| 128 | 131 E SEVENTH AVE |

| ID | ADDRESS |
|---|---|
| 17 | 610 COLBORNE ST |
| 18 | 612 COLBORNE ST |
| 19 | 616 COLBORNE ST |
| 20 | 618 COLBORNE ST |
| 21 | 620 COLBORNE ST |
| 22 | 622 COLBORNE ST |
| 23 | 624 COLBORNE ST |
| 24 | 708 COLBORNE ST |
| 25 | 714 COLBORNE ST |
| 26 | 1-718 COLBORNE ST |
| 27 | 720 COLBORNE ST |
| 28 | 722 COLBORNE ST |
| 29 | 724 COLBORNE ST |
| 30 | 728 COLBORNE ST |

| ID | ADDRESS |
|---|---|
| 31 | 730 COLBORNE ST |
| 32 | 732 COLBORNE ST |
| 33 | 740 COLBORNE ST |
| 88 | 101 DURHAM ST |
| 89 | 103 DURHAM ST |
| 90 | 105 DURHAM ST |
| 91 | 107 DURHAM ST |
| 92 | 1-111 DURHAM ST |
| 93 | 115 DURHAM ST |
| 94 | 117 DURHAM ST |
| 95 | 119 DURHAM ST |
| 96 | 121 DURHAM ST |
| 97 | 125 DURHAM ST |
| 167 | EIGHTH AVE |

| ID | ADDRESS |
|---|---|
| 168 | 36 EIGHTH AVE |
| 169 | 1-40 EIGHTH AVE |
| 170 | 44 EIGHTH AVE |
| 171 | 48 EIGHTH AVE |
| 172 | 52 EIGHTH AVE |
| 177 | 1-110 EIGHTH AVE |
| 179 | 112 EIGHTH AVE |
| 181 | 114 EIGHTH AVE |
| 182 | 116 EIGHTH AVE |
| 184 | 118 EIGHTH AVE |
| 271 | 601 FIRST ST |
| 272 | 603 FIRST ST |
| 273 | 605 FIRST ST |
| 274 | 607 FIRST ST |

| ID | ADDRESS |
|---|---|
| 275 | 611 FIRST ST |
| 276 | 613 FIRST ST |
| 277 | 617 FIRST ST |
| 278 | 621 FIRST ST |
| 279 | 627 FIRST ST |
| 280 | 629 FIRST ST |
| 281 | 633 FIRST ST |
| 282 | 705 FIRST ST |
| 283 | 707 FIRST ST |
| 284 | 1-709 FIRST ST |
| 285 | 711 FIRST ST |
| 286 | 713 FIRST ST |
| 287 | 715 FIRST ST |
| 288 | 717 FIRST ST |

| ID | ADDRESS |
|---|---|
| 289 | 719 FIRST ST |
| 290 | 720 FIRST ST |
| 291 | 721 FIRST ST |
| 292 | 722 FIRST ST |
| 293 | 723 FIRST ST |
| 294 | 724 FIRST ST |
| 461 | 723 SECOND ST |
| 462 | 725 SECOND ST |
| 463 | 727 SECOND ST |
| 464 | 729 SECOND ST |
| 465 | 731 SECOND ST |
| 466 | 733 SECOND ST |
| 467 | 737 SECOND ST |
| 475 | 41 SEVENTH AVE |

| ID | ADDRESS |
|---|---|
| 476 | 42 SEVENTH AVE |
| 477 | 43 SEVENTH AVE |
| 478 | 44 SEVENTH AVE |
| 479 | 46 SEVENTH AVE |
| 480 | 47 SEVENTH AVE |
| 481 | 53 SEVENTH AVE |
| 482 | 54 SEVENTH AVE |
| 483 | 56 SEVENTH AVE |
| 507 | 39 SIXTH AVE |
| 508 | 43 SIXTH AVE |
| 509 | 47 SIXTH AVE |
| 510 | 53 SIXTH AVE |

## Prezoned Townhouse

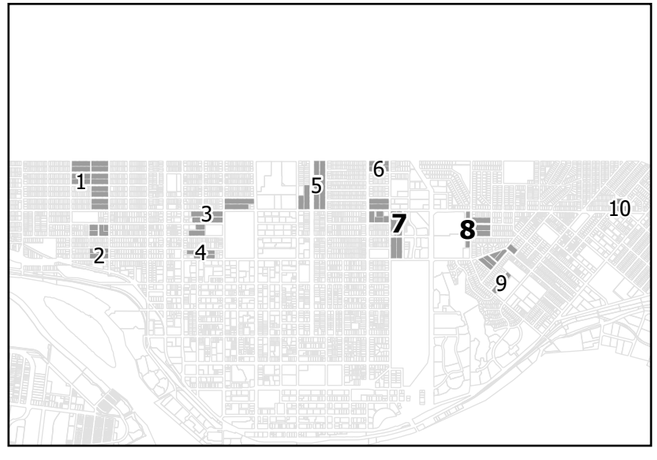
RT-A

RT-B

**Number of Properties: 126**

Area 7: 82

Area 8: 44









| ID | ADDRESS |
|---|---|
| 5 | 438 BRAID ST |
| 115 | 459 E EIGHTH AVE |
| 116 | 463 E EIGHTH AVE |
| 117 | 465 E EIGHTH AVE |
| 118 | 467 E EIGHTH AVE |
| 119 | 469 E EIGHTH AVE |
| 120 | 473 E EIGHTH AVE |
| 419 | 502 MCDONALD ST |
| 420 | 503 MCDONALD ST |
| 421 | 505 MCDONALD ST |
| 422 | 507 MCDONALD ST |
| 423 | 509 MCDONALD ST |
| 424 | 511 MCDONALD ST |
| 425 | 513 MCDONALD ST |
| 426 | 515 MCDONALD ST |
| 570 | 805 WINTHROP ST |

| ID | ADDRESS |
|---|---|
| 1 | 441 ALBERTA ST |
| 2 | 445 ALBERTA ST |
| 3 | 447 ALBERTA ST |
| 6 | 106 CARROLL ST |
| 7 | 110 CARROLL ST |
| 8 | 114 CARROLL ST |
| 9 | 118 CARROLL ST |
| 10 | 122 CARROLL ST |
| 11 | 126 CARROLL ST |
| 12 | 130 CARROLL ST |
| 13 | 132 CARROLL ST |
| 14 | 136 CARROLL ST |
| 15 | 138 CARROLL ST |
| 16 | 142 CARROLL ST |
| 34 | 419 CUMBERLAND ST |
| 35 | 421 CUMBERLAND ST |
| 56 | 465 DIXON ST |
| 57 | 467 DIXON ST |
| 58 | 469 DIXON ST |
| 59 | 471 DIXON ST |
| 60 | 473 DIXON ST |

| ID | ADDRESS |
|---|---|
| 139 | 116 E SIXTH AVE |
| 140 | 140 E SIXTH AVE |
| 141 | 150 E SIXTH AVE |
| 142 | 210 E SIXTH AVE |
| 312 | 461 FISHER ST |
| 313 | 465 FISHER ST |
| 314 | 466 FISHER ST |
| 315 | 468 FISHER ST |
| 316 | 470 FISHER ST |
| 317 | 474 FISHER ST |
| 384 | 131 HARVEY ST |
| 385 | 133 HARVEY ST |
| 386 | 135 HARVEY ST |
| 387 | 139 HARVEY ST |
| 388 | 143 HARVEY ST |
| 389 | 145 HARVEY ST |
| 390 | 147 HARVEY ST |
| 391 | 149 HARVEY ST |
| 392 | 151 HARVEY ST |
| 393 | 153 HARVEY ST |

**Number of Properties: 57**

Area 9 : 41

Area 10: 16

Prezoned Townhouse

RT-A

RT-B



Corporation of the City of
NEW WESTMINSTER

# Attachment C1

## *Infill Housing Program Work Plan Summary*

## INFILL HOUSING PROGRAM WORK PLAN SUMMARY

In May 2024, Council endorsed a work plan for the Infill Housing Accelerator Program, which is exploring pre-zoning (i.e. no rezoning required) to permit up to six residential units in single detached dwelling and duplex zones (outside of Transit Oriented Development Areas). A consultant has now been retained to advance this work with an interdepartmental staff team.

The key tasks of the work plan include:

1. Background Research: This step has included an assessment of the current context, review of past feedback, and research into approaches taken in other municipalities. The consultant retained has gathered information on promising practices in other municipalities, and by researchers. The phase has also included consideration of the new direction mandated by the Province, which will influence the approach taken to allowing infill housing.
2. Program Development: To help draft development permit guidelines and zoning regulations, this step has included:
    - *Architectural Analysis:* This included mapping exercises identifying the most common parcel typologies within the study area, and creating site layouts to explore design requirements including building massing, site access, and waste functions.
    - *Pro-forma Analysis:* This included financial testing of these architectural models on the identified parcel typologies and advised that most projects are only marginally viable in the current market.
    - *Industry Consultation:* The first round of consultation took place in Spring 2025, and included a survey and interviews with small to medium sized builders and developers potentially interested in developing infill housing. Industry expressed interest in maximum flexibility in regulations, clear communication of expectations for certainty in project planning, reduced fees and charges, and expedited timelines. Further industry consultation will be held as the program advances.
    - *Community Consultation:* Community consultation was launched with an online forum in Fall 2024. Further consultation took place in Spring 2025. The approach taken and results from this consultation are included in Attachment F1. Participants indicated general support for streamlining approvals and permitting processes for infill housing and for prioritizing new housing. Overall, those that participated in the engagement activities shared they want to see more variety of housing types. Many participants expressed interest in developing infill housing on their own properties.
3. OCP Amendment: The OCP would be update in two phases:
    - *Update the Residential Ground Oriented Infill Housing Land Use Designation and Land Use Designation Map:* The new Provincial

legislation requires local governments to update OCPs to align with new legislation, including small scale multi-unit housing, by December 31, 2025. Staff would consolidate all of the required amendments to the OCP into one process. The OCP amendment will include elements related to this initiative.

- *Create New Development Permit Guidelines for Infill Housing:* This would include the creation of form and character and other guidelines. These guidelines must consider the provincial policy manual, but there is opportunity for community, industry and external agency input.

4. Zoning Bylaw Amendment: A new zoning district (or districts) would be created that would allow for the construction of up to six units on single detached dwelling and duplex zoned properties outside of Transit Oriented Development Areas. The new zoning regulations would consider the guidance provided by the Province. Properties would be rezoned, providing an as of right opportunity to build infill housing.
5. Implementation: Once the Zoning Bylaw amendment is adopted, applications to develop infill housing could be submitted in alignment with the new zoning. Staff would create materials (revising web content, guides and other related supporting material) to assist applicants navigating the approval process.

This program is required to be completed by June 2026 to meet grant deadlines.

Corporation of the City of
NEW WESTMINSTER

# Attachment *C2*

# *Small Scale Multi-Unit Housing Legislation and Implementation Summary*

## SMALL SCALE MULTI-UNIT HOUSING LEGISLATION AND IMPLEMENTATION SUMMARY

### Legislation Summary

The provincial housing legislation enables the delivery of small scale multi-unit housing (SSMUH) by requiring the update of Zoning Bylaws for lots zoned for single detached dwelling or duplex use to allow:

- Three units on lots smaller than 280 square metres (3,014 sq. ft.);
- Four units on lots larger than 280 square metres (3,014 sq. ft.); and
- Six units on lots larger than 280 square metres (3,014 sq. ft.) and within a prescribed distance to transit stops with frequent service. Off-street vehicle parking minimum requirements must be removed for these lots.

The legislation is written to require local governments to allow SSMUH on "restricted zone" properties, which are those otherwise zoned to allow:

- detached single family dwellings,
- detached single family dwellings with one additional housing unit (either a secondary suite or an accessory dwelling unit),
- duplexes, or
- duplexes with secondary suites or two accessory dwelling units.

The SSMUH legislation does not apply to any properties located within a Transit Oriented Development Area, where greater residential density has been enabled by the Province.

Following the new legislation, the Province issued a policy manual & site standards for SSMUH as an implementation resource. When adopting a zoning amendment bylaw to permit the use and density required by the SSMUH legislation, a local government must consider any applicable guidelines in the manual. The manual also identifies recommended best practices and identifies common zoning bylaw provisions that are not aligned with SSMUH objectives. The guidelines strongly encourage creating a favourable regulatory environment (e.g. by allowing sufficient height and density, and low parking requirements).

### Implementation Summary

Mainland

Most residential neighbourhood properties in New Westminster permit a single detached dwelling unit (house) and two additional housing units – an accessory dwelling unit (laneway or carriage house) and a secondary suite. As such, the zoning is not considered "restricted" under the new Provincial legislation and the City is not required to make wide-spread zoning changes at this time. These properties are included in the scope of the Infill Housing Program.

Queensborough

Generally, properties in Queensborough that are zoned for a house are not permitted the number or types of units outlined by the Province in its new legislation. This is because further study is needed to understand the impact of that change on the area's infrastructure system(s) like water and sewer, which has been specifically constructed based on the previously planned density and in consideration of the area's geotechnical conditions. As such, the City applied to the Province for an extension and was granted an extension with a new compliance date of May 4, 2029 The City will advance the work necessary to be in compliance with the legislation for this neighbourhood.

Existing Duplexes

There were roughly 160 duplex properties in New Westminster whose zoning was required to be changed to be in compliance with the Small Scale Multi-unit Housing legislation. Under previous City regulations, these duplex properties were considered "restricted zone" properties and were not permitted to include secondary suites.

In July 2024, Council adopted Bylaw No. 8453, 2024 which rezones "restricted zone" properties to a new (RD-1) zoning district, which permits duplex properties to add rental secondary suites and provides updated parking requirements for those additional units. The new regulations permit three parking spaces per site. Laneway or carriage houses continue not to be permitted. These properties are included in the scope of the Infill Housing Program.

Note that duplex properties within a transit oriented area are not included, as higher-density development is expected on those sites.

Corporation of the City of
NEW WESTMINSTER

# Attachment D1

## *Affordable Housing Accelerator Background*

## AFFORDABLE HOUSING ACCELERATOR BACKGROUND

### Background

Summary of Need for Affordable Rental Housing

*2024 Interim Housing Needs Report*

In December 2024, Council endorsed the City's 2024 Interim Housing Needs Report. The Housing Needs Report estimates that New Westminster will need 8,137 new units for 2024-2029, with 2,311 of the units needing to be affordable rental housing.

*Housing Target Order*

In August 2024, the Province issued a Housing Target Order for New Westminster. The order requires the City to approve occupancy permits for 4,432 net new units from August 1, 2024 to July 31, 2029. Accompanying guidelines specify that this should include 1,189 below market rental units.

In Spring 2025, Council received the Housing Target Order Six Month Interim Progress Report. This report outlined that during the initial six months after the City received the order, 702 net new housing units were completed. While this exceeds the City's Year One target of 656 units, no new units were below market rental units. The City actively advocates for and supports affordable housing projects, but continues to rely on partnerships and secured funding from Provincial and Federal agencies. Without increased funding from senior governments, it is expected that the gap between the demand and supply of affordable housing units will continue to grow.

Citywide Crises Response Bylaw Amendments

In December 2021, Council approved amendments to the Official Community Plan (OCP) and Zoning Bylaw to allow the City to respond quickly to crises, including affordable housing and homelessness. These amendments allow projects to forego rezoning and OCP amendments if they are owned by the City or other government; are funded by government; are operated by a non-profit organization or public agency; and, address needs identified through a Provincial emergency declaration or crisis publicly recognized by multiple Metro Vancouver municipalities.

Building on this work, the Affordable Housing Acceleration Initiative further enables the delivery of affordable housing by removing barriers, streamlining approval processes, and unlocking more opportunities to build on properties owned and operated by registered non-profit housing providers or housing co-ops.

### Summary of Phase 1 of the Affordable Housing Acceleration Initiative

The Affordable Housing Acceleration Initiative is designed to enable affordable housing projects that are owned and operated by non-profit housing providers and housing co-ops, which are dependent on senior government funding. This initiative is distinct from the City's Inclusionary Housing Policy, which requires private developers to provide a

percentage of affordable housing units in market-rate housing developments. The Inclusionary Housing Policy is best positioned to deliver units of low to moderate subsidies. This initiative is intended to facilitate, in part, deeper subsidy units that need to be delivered through funding from senior governments. Based on the current senior government funding programs, it is anticipated that these projects would include a mix of affordability levels to support ongoing financial viability of projects.

Phase 1: Zoning Bylaw Amendments

Most properties in New Westminster require a rezoning to allow the land use and density envisioned in the OCP. The rezoning process has historically been an important tool for the City to negotiate development contributions for infrastructure and amenities needed to support new population resulting from development. For non-profit housing providers, which rely on senior government funding to realize their projects, the time required to proceed through a rezoning can put necessary project grant funding at risk. Of the seven applications from non-profit housing providers received by the City in the past 10 years, all of them have required streamlining in order to meet funding timelines. Under the current approval process, this streamlined approach requires additional staff resources which can mean resources are diverted from other development applications.

Phase 1 of the initiative amended the Zoning Bylaw to allow affordable rental housing projects without a rezoning if they meet the eligibility criteria and zoning regulations. Eligible projects would be subject to other standard City approvals, including a Development Permit, Works and Services Agreement, and Building Permit. Council adopted amendments to the Zoning Bylaw in February 2025.

*Eligibility Criteria*

Affordable rental housing projects may be eligible to forego rezoning if they meet all of the following requirements:

- The project is no more than six storeys;
- The property is owned and operated by a registered non-profit housing provider or registered non-profit housing co-operatives, or government agency;
- The units will be rental only;
- The project's long term affordability and rental only tenure are secured via a legal agreement; and,
- The property is designated "Residential – Multiple-Unit Buildings" in the City's 2017 OCP.

The 2025 OCP update proposes updating the titles of land use designations. This includes changing "Residential – Multiple Unit Buildings" to "Residential – Low Rise". The Zoning Bylaw would be amended to reflect this name change to ensure ongoing alignment between the OCP and Zoning Bylaw.

*Zoning Regulations*

In addition to the eligibility criteria, projects must also comply the following zoning regulations:

- *Definition:* Projects would need to meet the Zoning Bylaw definition of Non-Profit Housing Development.
- *Accessory Uses:* Projects would be permitted to have accessory child care, home based businesses, and place of worship. Home based businesses and child care are already permitted for equivalent market projects. A small scale place of worship has also been included to enable the redevelopment of existing places of worship seeking to provide affordable housing on their property, while retaining a small congregation space.
- *Site Access Requirements:* Projects are only permitted as-of-right when there is vehicular street access from a lane or local road. A rezoning application is required where access can only be taken from an arterial, major road or collector, to allow appropriate analysis of that condition.
- *Building Regulations:* Projects would need to meet site coverage, density, building height, and setbacks regulations suitable for buildings of up to six storeys.
- *Parking and Off-Street Loading Requirements:* Projects would need to meet the vehicle parking, accessible vehicle parking space, bicycle parking and loading space requirements for Non-Profit Housing Development.

**Consultation Highlights**

Phase 1 Engagement

On January 20, 2025, staff presented the What We Heard report to Council on Phase 1 of the initiative. This report presented feedback received through community and interest group consultation, which directly informed the adopted Zoning Bylaw amendments. Key themes heard include the following:

- *Support:* General support for the initiative from participants. The approach would make it easier to deliver affordable rental housing.
- *Infrastructure and Amenities:* Need for infrastructure and amenities to keep up with housing development.
- *Broader Geographic Area:* Expand to include areas in close proximity to transit, schools, community centers, childcare, and services and amenities.
- *Broader Applicability:* Expand eligibility beyond non-profit providers. Housing providers encouraged consideration of greater heights and densities to increase opportunities.
- *Parking Requirements:* Balance the need for parking (particularly for family households) with economic viability of affordable rental housing projects.

Preference for reducing, but not complete elimination of minimum parking requirements, as demand still exists.

- *Complimentary/ Accessory Uses:* Child care, community spaces, commercial use, medical services, and public spaces welcomed alongside affordable rental housing, as they can provide benefits to and meet existing needs of the community. Additional funding is required to deliver these uses.
- *Education and Awareness:* Desire for the City to discuss, raise awareness of, and share more learnings from affordable housing projects in New Westminster.

Phase 2 Engagement

The proposed approach to Phase 2 of the initiative was included in the Our City, Our Homes engagement process in March 2025. Feedback regarding the second phase of the Affordable Housing Acceleration Initiative included:

- *Balance of Support and Concerns:*
    - General community support on allowing affordable rental housing of up to six storeys to be built on properties designated to permit townhouse; however, some community members also expressed concerns about how this might change the existing character of neighbourhoods.
    - General community support on expanding pre-zoning for affordable rental housing into Tiers 2 and 3 of the Transit Oriented Development Areas.
- *Infrastructure and Amenities:* Concerns that the capacity of existing infrastructure, amenities, and services may not be able to support more housing.
- *Diversity in Affordable Housing:* Support for seeing and exploring diverse affordable housing types, forms and affordability levels (e.g. subsidized housing, family housing, independent assisted living, non-market senior rental housing, etc.).

Additional details of the approach to community consultation and the feedback received is included in Attachment F1.

Corporation of the City of
NEW WESTMINSTER

# Attachment E1

## *Draft Land Use Designations*

# Official Community Plan – Mainland

## Land Use Designations and Map

**INTRODUCTION**

Land Use Designations defined in this section are depicted on Map 16: Land Use Designation Map which illustrates the proposed land use concept. The land use concept communicates future land uses which the City may encourage or consider over time. The map and designations are intended to reflect the goals and policies of the Official Community Plan and should be read together. Combining the information in this section with the policies throughout the Plan provides a balanced reflection of where, when and how development should proceed throughout the city.

**IMPLEMENTATION**

Implementation of the Plan's vision is intended to take place over time through applications for development such as rezoning of land and through Development Permits. Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be consistent with the provisions outlined in this section. Development Permit Areas identify locations in which new development must comply with a set of guidelines specific to that area. New development must be authorized by a Development Permit which confirms the development meets the intent of the guidelines.

This Plan works in conjunction with Community Plans that have been created for various parts of the City. The Land Use Designation Map in the Plan does not include land use designations for areas covered by a Community Plan. Each Community Plan has its own map and Development Permit Areas.

**INTERPRETATION**

The Land Use Designation Map generally follows parcel boundaries. However, where there is a discrepancy, OCP boundaries should be considered approximate. Though not shown on the map, the land use designation on each site extends to the centre line of any abutting roads and lanes. Development of lots, including through Heritage Revitalization Agreements and other similar tools, which cross land use designation boundaries will be considered if the proposed land uses of the different portions of the lot meet their respective land use designation, provide appropriate transition between the uses and meet the principles of the Official Community Plan in general.

Each land use designation definition outlines what may be possible on sites with that designation. However not all sites/properties will be able to meet the maximums outlined in the designation due to limitations created by context (e.g. adjacent uses) and site constraints (e.g. lot depth, grading). Appropriateness will be reviewed at the time of development application submission.

**OUTLINE**
Each land use designation includes most of the following elements.

**Purpose:** an explanation of the vision and objectives of this designation.

**Principal Forms and Uses:** the primary uses or category of uses, and/or the building forms expected in areas with the designation. While these uses and forms are expected on a majority of the properties within this designation complementary uses may occasionally occur.

**Complementary Uses:** other uses that may happen in areas with the designation. Unless otherwise specified, these uses may happen on the same site as primary uses, on the same site as other complementary uses, or as the only use on the site. Other than public schools, or unless otherwise specified, complementary uses must comply with the maximum density listed in the relevant land use designation. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites. Additional detail may be included as guidelines in the Development Permit Areas.

**Maximum Density:** a general density category to set expectations. Additional detail may be included as guidelines in the Development Permit Areas. Specific height and density entitlements are established by the Zoning Bylaw.

**Heritage Assets:** retention of heritage assets is a priority for the City. This section helps communicate the expectations for heritage assets that exist in areas with this designation. The appropriate incentives are unique to each property and situation. The City's heritage policies and the Standards for the Conservation of Historic Places in Canada (as amended from time to time) will be considered. Additional detail may be included as guidelines in the Development Permit Areas.

**Non-Profit Housing**: enabling new affordable housing is a priority for the City. This section helps communicate the opportunity for affordable housing that exist in areas with this designation. Additional detail may be included as guidelines in the Development Permit Areas.

**Precedent Image:** an example of what the permitted form or primary use could look like.

**DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS**
For the purposes of Section 487 of the *Local Government Act*, an applicant for an amendment to the Zoning Bylaw, a development permit or a temporary use permit may be required to provide development approval information in accordance with Development Application Procedures Bylaw No. 5658, 1987 (as amended) if any of the following apply.

1. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,

    d. community services, or
    e. the natural environment.
2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.
3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

The objective of the above provisions is to ensure that applicable studies and relevant information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

## Land Use Designations

The definitions of the land use designations shown on the Land Use Designation Map are outlined below.

**Note:** Residential buildings (or residential portions of buildings) can include different tenures (e.g. rental housing, strata, co-op housing), various levels of affordable housing (e.g. supportive housing, below- and non-market housing), and various forms of care facilities (e.g. assisted living) when in compliance with the form and maximum density in the land use designation and when in keeping with City policies.

**Note:** The scale of institutional uses must be in keeping with scale of the principal form and uses permitted by the land use designation.

**Note:** There are no agricultural lands or sand or gravel deposits suitable for future extraction in New Westminster.

**Note:** In addition to the uses identified in the individual Land Use Designations, uses that address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster, may be permitted in all land use designations.

**(RGO) RESIDENTIAL – GROUND ORIENTED INFILL HOUSING**

**Purpose:** To provide a mix of ground oriented infill housing forms which have a separate exterior entrance directly from a street or open space. Units can be attached, detached or a combination of the two.

**Principal Forms and Uses:** Single detached dwellings (houses), detached accessory dwelling units (laneway or carriage houses), multiplexes (e.g. duplex or quadraplex), cluster

houses, rowhouses, townhouses, and other equivalent ground oriented housing forms. Principal units may also include a secondary suite.

**Maximum Density:** Low density residential of up to six units (including both principal units, secondary suites, and detached accessory dwelling units).

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), small scale child care, small scale places of worship, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Heritage Assets:** Through a Heritage Revitalization Agreement, or similar tool, a property may be eligible for incentives such as a smaller minimum lot size, an increase in density, an increase in the number of permitted units, or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a low rise or a place of worship.

**(RT) RESIDENTIAL – TOWNHOUSES**

**Purpose**: To provide townhouse developments which are compatible with areas of other lower density housing.

**Principal Forms and Uses**: Townhouses. Units may also include a secondary suite.

**Maximum Density:** Low density residential.

**Complementary Uses**: Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Heritage Assets**: A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as stacked townhouses, an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also allow an existing, smaller scale land use such as forms listed in the Residential – Ground Oriented Infill Housing designation. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a low rise or a place of worship.

**Non-Profit Housing**: A non-profit housing development, where the long term affordability and rental tenure is secured through a Housing Agreement or similar tool, may be eligible for the principal forms and uses, and maximum density listed in Residential – Low Rise designation.

**(RLR) RESIDENTIAL – LOW RISE**

**Purpose:** To provide small to moderate sized multiple unit residential buildings.

**Principal Forms and Uses**: Low rise residential buildings of up to six storeys, townhouses, and stacked townhouses.

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Maximum Density:** Medium density residential. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets**: A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RLH) RESIDENTIAL – LIMITED MID RISE HERITAGE**

**Purpose:** To provide a mix of ground oriented infill, small to medium sized multi-unit residential buildings that integrate with protected heritage buildings.

**Principal Forms and Uses**: Mid rise residential buildings of up to eight storeys, low rise residential buildings, stacked townhouses, townhouses, and ground oriented infill housing.

**Complementary Uses**: Small scale local commercial uses (e.g. corner stores), child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Maximum Density**: Medium density residential. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** As this is a Heritage Conservation Area, development must be development must be sympathetic to and respectful of heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when

a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in building height or density which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RLM) RESIDENTIAL – LIMITED MID RISE**

**Purpose:** To provide a mix of small to medium sized multiple unit residential buildings that create a transition between higher density transit oriented neighbourhoods and lower density neighborhoods.

**Principal Forms and Uses**: Mid rise residential buildings of up to eight storeys, low rise residential buildings, stacked townhouses, townhouses, and ground oriented infill housing.

**Complementary Uses**: Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Maximum Density**: Medium density residential. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in building height or density which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RMR) RESIDENTIAL – MID RISE**

**Purpose:** To provide small to medium sized multiple unit residential buildings in transit oriented neighbourhoods.

**Principal Forms and Uses**: Mid rise residential buildings of up to twelve storeys, low rise residential building, stacked townhouses, townhouses, and ground oriented infill housing.

**Complementary Uses**: Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Maximum Density**: Medium density residential. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in building height or density, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RHR) RESIDENTIAL – HIGH RISE**

**Purpose:** To provide a mix of small to large sized multiple unit residential buildings.

**Principal Forms and Uses:** High rise, mid rise and low rise residential buildings, stacked townhouses, townhouses.

**Maximum Density**: High density residential.

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses and places of worship as an ancillary use.

**Heritage Assets:** Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset on the site is appropriately incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or a reduced parking requirement, which would make it viable to conserve an assets of heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(ML) MIXED USE – LOW RISE**

**Purpose:** To provide small to moderate sized commercial or commercial and residential mixed use buildings which create active and engaging principal streets.

**Principal Forms and Uses:** Low rise buildings of up to six storeys, which include commercial uses (e.g. retail, office) and which may also include residential uses on upper levels or along side streets/laneways. Active retail uses are encouraged at-grade on principal street frontages.

**Complementary Uses:** Child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density:** Medium density mixed use. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset on the site is appropriately incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or a reduced parking requirement, which would make it viable to conserve an asset of heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(MLM) MIXED USE – LIMITED MID RISE**

**Purpose:** To provide small to medium commercial or commercial and residential mixed use buildings that support transit oriented neighborhoods.

**Principal Forms and Uses**: Mid or low rise buildings of up to eight storeys, that include commercial uses (e.g. retail, office) and which may also include residential uses on upper levels or along side streets/laneways. Active retail uses are encouraged at-grade on principal street frontages.

**Complementary Uses**: Child care, utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density**: Medium density mixed use. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(MM) MIXED USE – MID RISE**

**Purpose:** To provide small to medium commercial or commercial and residential mixed use buildings that support transit oriented neighborhoods.

**Principal Forms and Uses**: Mid or low rise buildings of up to twelve storeys that include commercial uses (e.g. retail, office) and which may also include residential uses on upper levels or along side streets/laneways. Active retail uses are encouraged at-grade on principal street frontages.

**Complementary Uses**: Child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density**: Medium density mixed use. Four storey buildings are generally permitted, and applications seeking more than four storeys will be expected to align with or exceed City policy and significantly advance a City priority or objective. The additional benefit provided should be commensurate to the number of additional storeys.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(MH) MIXED USE – HIGH RISE**

**Purpose:** To provide low, mid, and high rise commercial or commercial and residential mixed use buildings which create active and engaging principal streets.

**Principal Forms and Uses:** Low to high rise buildings which include commercial uses (e.g. retail, office) and which may also include residential uses on upper levels or along side streets/laneways. Active retail uses are encouraged at-grade on principal street frontages.

**Complementary Uses:** Child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Heritage Assets:** A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset on the site is appropriately incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or a reduced parking requirement, which would make it viable to conserve property of heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(BDMU) BREWERY DISTRICT MIXED USE AND HEALTH CARE**

**Purpose:** To provide large mixed use sites which must include multiple unit residential, retail and health care offices and facilities and may include other business and professional office uses.

**Principal Forms and Uses:** Multiple-unit residential or commercial uses which must include health care offices and facilities which support an active principal street and which are synergetic with surrounding employment hubs.

**Complementary Uses:** Child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density:** High density mixed use.

**(SGTMC) SAPPERTON GREEN TRANSIT-ORIENTED MIXED-USE COMMUNITY**

**Purpose:** To provide a mix of medium to high density residential, office, retail, open space, and public and other community serving facilities in a transit supportive, complete community.

The area will support office uses (750,000 sq. ft. floor space minimum), residential uses (3,400,000 sq. ft. floor space maximum equating to approximately 3,700 dwelling units and 7,500 residents) and community supportive retail commercial uses (approximately 150,000 sq. ft. floor space).

Public and/or private community serving facilities will be provided as appropriate. Floor space for non-profit community serving facilities will be excluded from the maximum floor space allowable. A minimum 15 % of the site will be publicly accessible open space, including plazas, squares, parks, playgrounds and other open areas that are accessible to the public. Emphasis will be placed on active transportation linkages. Building heights will range from three storeys to a maximum of 35 storeys.

Development of the site will require a comprehensive Master Plan including guidelines to be created for the entire site prior to any rezoning of the site. The Master Plan is subject to a public review process.

**(RHC) RESIDENTIAL HIGH DENSITY/COMMUNITY FACILITY**

**Purpose:** This area will contain high density multiple unit residential uses including row houses, stacked townhouses, low rises and high rises. This area will also contain community amenities such as child care, libraries, artist studios, art galleries or community space.

**Maximum Density:** High density mixed use.

**(CHC) COMMERCIAL AND HEALTH CARE**

**Purpose:** To provide healthcare and healthcare related uses, and housing which primarily supports the Royal Columbia Hospital workforce.

**Principal Forms and Uses:** High, mid or low rise buildings of that include commercial uses (e.g. retail, office), including healthcare related office, healthcare related research or commercial retail uses. Retail uses are required at-grade on principal street frontages; only ancillary service or office at grade in these locations, with the exception of child care. When a property is owned or long term leased by government, operated by a registered non-profit housing provider, and the affordability level and rental tenure is secured through a Housing Agreement or similar tool, the upper levels may include affordable housing up to a maximum of 3.0 floor space ratio.

**Complementary Uses:** Healthcare related ultra-light manufacturing uses, healthcare related institutional uses, child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density**: Medium density multiple unit mixed use.

**(C) COMMERCIAL**

**Purpose:** To allow retail, service and office commercial uses which are primarily auto-oriented in nature and not appropriate on pedestrian oriented commercial streets. Such uses could include drive-through restaurants, retail sale of large products (e.g. larger home appliances or yard equipment) and automobile service, sales and repair.

**Principal Forms and Uses:** Retail, service and office commercial uses.

**Complementary Uses:** Utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density:** Low density commercial.

**(ME) MIXED EMPLOYMENT**

**Purpose:** To allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation.

**Principal Forms and Uses:** Light industrial, service and office commercial uses.

**Complementary Uses:** Utilities, transportation corridors, parks, open space, and community facilities. Retail uses ancillary to the business on these properties (e.g. small scale retail).

**Maximum Density:** Density will range based on the context of the subject site.

**(I) INDUSTRIAL**

**Purpose:** To allow industrial uses including heavy and light industrial uses and those industrial uses that are dependent on riverfront access. Large sites with this designation are intended to be preserved for large scale or land intensive uses and as such, subdivision is discouraged. Creative reuse of heritage assets is encouraged.

**Principal Forms and Uses**: Industrial.

**Complementary Uses**: Utilities, transportation corridors, parks, open space, and community facilities.

**(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE**

**Purpose:** To allow utilities (e.g. pump stations, electrical substations) or major transportation corridors (e.g. rail tracks, SkyTrain) which are expected to remain in the long term.

**Principal Forms and Uses:** Utilities and other non-major transportation infrastructure (e.g. trails, greenways, bike paths, roads).

**Complementary Uses:** Parks and open spaces where they do not conflict with the principal use.

**(IN) INTERTIDAL**

**Purpose:** To preserve intertidal areas of the Fraser River foreshore in a predominantly natural state. Approval from other agencies (e.g. Port of Vancouver) may also be required prior to development being approved.

**Principal Forms and Uses:** Natural habitat areas.

**Complementary Uses:** Uses such as lookouts, trails, docks, and marine commercial and working river uses such as wharfs, are permitted as long as the surrounding natural habitat is enhanced.

**(H/N) HABITAT / NATURAL AREA**

**Purpose**: To preserve intertidal areas of the Fraser River foreshore in a predominantly natural state. Approval from other agencies (e.g. Vancouver Fraser Port Authority) may also be required prior to development being approved.

**Principal Forms and Uses**: Natural habitat areas.

**Complementary Uses:** Trails, parks, open space, and log boom storage where they do not conflict with the principal use.

**(CEM) CEMETERY**

**Purpose:** To identify and retain areas used for the cemeteries.

**Principal Forms and Uses:** Cemeteries and memorial gardens.

**Complementary Uses:** Funeral services, crematoriums, places of worship, parks and open spaces.

**(P) MAJOR INSTITUTIONAL**

**Purpose:** This designation applies to areas used for large scale institutional uses.

**Principal Forms and Uses:** Institutional uses, including schools, hospitals, and places of worship.

**Complementary Uses:** Child care, utilities, transportation corridors, parks, open space, and community facilities. Some ancillary commercial and residential uses may be permitted.

**PARKS, OPEN SPACE AND COMMUNITY FACILITIES**

**Purpose:** To provide places of public assembly and recreation. In most cases, these sites are publicly owned.

**Principal Forms and Uses:** Parks, open space, natural areas, community activities, cultural uses, and community facilities such as libraries or community centres, and City facilities such as fire halls and City Hall.

**Complementary Uses:** This area may accommodate retail and restaurant uses, and other similar activities and uses if these enhance the unique character of a site or increase social activity and interest.

**(BC) BENT COURT STUDY AREA**

**Purpose:** To provide a mixed use and mixed density area which preserves existing heritage assets and streetscape character while recognizing existing development entitlements.

Through a Heritage Revitalization Agreement, a City established density transfer program or similar tool, a mix of commercial and residential uses are expected in this area. Through this process, a development may be eligible for incentives such as reduced parking requirements, increased flexibility of other parking requirements (e.g. size, location), reduction in or waiving of required commercial space and consideration of purchase of City owned land and rights-of way to facilitate consolidation of provision of parking which would make it viable to conserve assets with heritage merit.

To facilitate consolidation options which preserve heritage assets and which provide opportunity to achieve development entitlements, an Advance Consolidation Plan will be created.

**(LTS) LOWER TWELFTH STREET AND SHARPE STREET STUDY AREA**

**Purpose:** To provide an area that includes non-traditional mixes of uses including ultra-light industrial, residential, institutional uses (e.g. child care, health or care facilities), public schools, retail and service commercial within individual buildings and projects.

A Master Plan, including guidelines, will be prepared to guide the transition of the Lower Twelfth Street and Sharpe Street Study Area from commercial service and industrial uses to this creative mixed use area, with spaces for users such as artists, crafts people, artisans, and other creators. The Master Plan will determine the appropriate uses, location of uses, building forms and general expected densities. Further, this Master Plan will explore incorporation and adaptive reuse of existing heritage buildings and the provision of affordable 'maker spaces'. This Master Plan is subject to a public consultation process.

Catalyst projects may be considered in advance of the Master Plan if the project meets the objectives of the area and will set a high standard for the Lower Twelfth Street and Sharpe Street Study Area. Other catalyst projects that strongly support other City priorities would also be considered.

**(22A) STUDY AREA A – STATION AREA**

**Purpose:** To provide an area which integrates large sized multiple unit residential buildings and transit serving mixed use commercial and residential developments, while also

providing for existing and future expansion of local and regional transportation infrastructure, and facilitating safe, sustainable transportation operations and access.

Prior to consideration of development applications in this area, a master plan must be completed that will include confirmation of:

- Future expanded regional transit infrastructure (e.g. bus exchange, bus priority lanes),
- Circulation routes and access points for buses,
- Future expansion of or connection to provincial transportation infrastructure (e.g. Queensborough bridge),
- Active transportation network connections to and within the area,
- Legal frontages for any future development sites,
- Circulation and access points related to any future development sites, and
- Additional road or lane dedications, as required, to facilitate the above.

**(22B) STUDY AREA B - TRANSIT VILLAGE**

**Purpose:** To provide an area which reflects "reGenerate" the long range vision for the neighbourhood around 22nd Street Skytrain station, including small to large sized multiple unit residential buildings, with some local serving commercial uses (e.g. retail, office, service) or residential and commercial mixed use developments closest to the transit exchange and SkyTrain station. A public school is also anticipated to be located in this area. Prior to consideration of development applications in the area further planning will be completed towards implementation of the long range vision. This will include determining changes to the road network, consolidation patterns for the purposes of future development applications, and strategies for locating and securing park and open space, as well as civic and other community serving facilities and uses.

**(22C) STUDY AREA C – TWENTIETH STREET**

**Purpose:** To provide an area which reflects "reGenerate" the long range vision for the neighbourhood around 22nd Street Skytrain station, including an area of small to medium sized multiple unit residential buildings whose construction and density supports living adjacent to a major arterial road, and where redevelopment would align with pedestrian, transit and other roadway improvements, especially at intersections. Prior to consideration of development applications in the area further planning will be completed towards implementation of the long range vision. This will include preparing design guidelines and cross sections to guide the expected improvements and resulting development pattern in this area.

# Downtown Community Plan

## 15.0 Land Use Designations

*(Land use map, see Schedule F)*

## INTRODUCTION

Land Use Designations defined in this section are depicted on Schedule F: Land Use Map, which illustrates the proposed land use concept. The land use concept communicates future land uses that the City may encourage or consider over time. The map and designations are intended to reflect the goals and policies of the Downtown Community Plan and should be read together. Combining the information in this section with the policies throughout the Plan provides a balanced reflection of where, when and how development should proceed throughout Downtown.

## IMPLEMENTATION

Implementation of the Plan's vision is intended to take place over time through applications for development such as rezoning of land and through Development Permits and Special Development Permits. Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be consistent with the provisions outlined in this section. The Development Permit Area identifies a set of guidelines specific to Downtown that new development must comply with. New development must be authorized by a Development Permit or Special Development Permit which confirms the development meets the intent of the guidelines.

This Plan works in conjunction with the Official Community Plan. The Land Use Designation Map in the Official Community Plan does not include land use designations for areas covered by the Downtown Community Plan. The Downtown Community Plan has its own map and Development Permit Area.

## INTERPRETATION

The Land Use Map generally follows parcel boundaries. However, where there is a discrepancy, designation boundaries should be considered approximate. Though not shown on the map, the land use designation on each site extends to the centre line of any abutting roads and lanes. Development of lots, including through Heritage Revitalization Agreements and other similar tools, which cross land use designation boundaries will be considered if the proposed land uses of the different portions of the lot meet their respective land use designation, provide appropriate transition between the uses and meet the principles of the Downtown Community Plan in general.

Each land use designation definition outlines what may be possible on sites with that designation. However not all sites/properties will be able to meet the maximums outlined in the designation due to limitations created by context (e.g. adjacent uses) and site constraints (e.g. lot depth, grading). Appropriateness will be reviewed at the time of development application submission.

## OUTLINE

Each land use designation includes most of the following elements.

**Purpose:** an explanation of the vision and objectives of this designation.

**Principal Forms and Uses:** the primary uses or category of uses, and/or the building forms expected in areas with the designation. While these uses and forms are expected on a majority of the properties within this designation complementary uses may occasionally occur.

**Complementary Uses:** other uses that may happen in areas with the designation. Unless otherwise specified, these uses may happen on the same site as primary uses, on the same site as other complementary uses, or as the only use on the site. Other than public schools, or unless otherwise specified, complementary uses must comply with the maximum density listed in the relevant land use designation. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites. Additional detail may be included as guidelines in the Development Permit Areas.

**Maximum Density:** a general density category to set expectations. Additional detail may be included as guidelines in the Development Permit Areas. Specific height and density entitlements are established by the Zoning Bylaw.

**Heritage Assets:** retention of heritage assets is a priority for the City. This section helps communicate the expectations for heritage assets that exist in areas with this designation. The appropriate incentives are unique to each property and situation. The City's heritage policies and the Standards for the Conservation of Historic Places in Canada (as amended from time to time) will be considered. Additional detail may be included as guidelines in the Development Permit Areas.

**Precedent Image:** an example of what the permitted form or primary use could look like.

**DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS**

For the purposes of Section 487 of the Local Government Act, an applicant for an amendment to the Zoning Bylaw, a development permit or a temporary use permit may be required to provide development approval information in accordance with Development Application Procedures Bylaw No. 5658, 1987 (as amended) if any of the following apply.

1. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,
    d. community services, or
    e. the natural environment.
2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.

3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

The objective of the above provisions is to ensure that applicable studies and relevant information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

## Land Use Designations

The definitions of the land use designations shown on the Land Use Map are outlined below.

**Note:** Note: Residential buildings (or residential portions of buildings) can include different tenures (e.g. rental housing, strata, co-op housing), various levels of affordable housing (e.g. supportive housing, below- and non-market housing), and various forms of care facilities (e.g. assisted living) when in compliance with the form and maximum density in the land use designation and when in keeping with City policies.

**Note:** The scale of institutional uses must be in keeping with the scale of the principal form and uses permitted by the land use designation.

**Note:** There are no agricultural lands or sand or gravel deposits suitable for future extraction in Downtown.

**Note:** In addition to the uses identified in the individual Land Use Designations, uses that address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster, may be permitted in all land use designations.

**(RLM) RESIDENTIAL – LIMITED MID RISE**

*[Same as Official Community Plan – Mainland text above]*

**(RMR) RESIDENTIAL – MID RISE**

*[Same as Official Community Plan – Mainland text above]*

**(RHR) RESIDENTIAL – HIGH RISE**

*[Same as Official Community Plan – Mainland text above]*

**(CHMU) MIXED USE - COLUMBIA HISTORIC DISTRICT**

**Purpose:** To provide low- mid- and high-rise commercial or commercial and residential mixed use buildings that create active and engaging principal streets, and are sympathetic to and respectful of heritage assets the of the Columbia Street historic district.

**Principal Forms and Uses**: Mixed-use (commercial and/or residential) along Columbia Street. Street level uses are limited to retail, office, service, restaurant, entertainment, arts and culture, and recreation. Office and service uses may be located on the second storey.

**Maximum Density**: Non-heritage sites over 1,214 m2 (13,067 ft2) up to 20 storeys.

**Complementary Uses**: Child care, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Heritage Assets:** Identified heritage sites will be protected. Development must be sympathetic to and respectful of heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Façade retention will be encouraged over full demolition of a heritage building. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as increased building height or density, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(MUHD) MIXED USE – HIGH DENSITY**

**Purpose:** To provide small to large commercial, residential, or commercial and residential mixed use buildings to support a transit oriented neighbourhood.

**Principal Forms and Uses**: Low to high rise buildings which include commercial uses (e.g. retail, office, service) or residential uses (can be one use or multiple uses). Active retail uses are required on street frontages identified as “Commercial Street at Street Level” on Schedule F (Land Use Map). Despite what is shown in Schedule F (Land Use Map), the requirement for at grade commercial does not apply to the properties with civic addresses of 602 Agnes Street and 60 Sixth Street if all housing on that land is supportive housing.

**Maximum Density**: High density residential.

**Complementary Uses**: Child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Heritage Assets:** Development should be sympathetic to and respectful of heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool,

may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as increased building height or density, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(CW) COMMERCIAL WATERFRONT**

**Purpose:** To provide commercial uses that activate the riverfront. Approval from other agencies (e.g. Vancouver Fraser Port Authority) may also be required prior to development being approved.

**Principal Forms and Uses**: Commercial only: retail, service, office, restaurant, entertainment, hotel, arts and culture. Active retail uses are encouraged at-grade on esplanade frontages.

**Complementary Uses**: Child care, utilities, transportation corridors, parks, open space, and community facilities.

**IRVING HOUSE CULTURAL COMMERCIAL**

**Purpose:** To provide places of public assembly and community facilities.

**Principal Forms and Uses**: Community facilities.

**Complementary Uses:** Small retail, restaurant, service that will be synergistic with Irving House.

**PARKS, OPEN SPACE AND COMMUNITY FACILITIES**

**Purpose:** To provide places of public assembly and recreation. In most cases, these sites are publicly owned.

**Principal Forms and Uses**: Parks, open space, natural areas, community activities, cultural uses, and community facilities such as libraries or community centres, and City facilities such as fire halls and City Hall.

**Complementary Uses:** This area may accommodate retail and restaurant uses, and other similar activities and uses if these enhance the unique character of a site or increase social activity and interest.

**MUNI EVERS RESIDENTIAL/PARK**

**Purpose:** To provide places of public assembly and recreation, and a mix of small to large sized multiple unit multiple unit residential buildings.

**Principal Forms and Uses**: High rise, mid rise and low rise residential buildings, stacked townhouses, townhouses, park and/or open space, and community facilities.

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), child care, public schools, utilities, and transportation corridors. Home based businesses as an ancillary use.

**(P) MAJOR INSTITUTIONAL**

**Purpose:** This designation applies to areas used for large scale institutional uses such as schools and hospitals.

**Principal Forms and Uses**: Institutional uses.

**Complementary Uses:** Some ancillary commercial and residential uses may be permitted.

**(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE**

**Purpose:** To allow utilities (e.g. pump stations, electrical substations) or major transportation corridors (e.g. rail tracks, SkyTrain) which are expected to remain in the long term.

**Principal Forms and Uses**: Utilities and other non-major transportation infrastructure (e.g. trails, greenways, bike paths, roads).

**Complementary Uses:** Parks and open spaces where they do not conflict with the principal use.

**PATTULLO BRIDGE REALIGNMENT STUDY**

**Purpose:** Further study is required regarding the Pattullo Bridge realignment study. Uses permitted under the existing zoning will continue to be allowed.

**DOWNTOWN COMPREHENSIVE DEVELOPMENT**

**Purpose:** Further study is anticipated which may affect the mix and type of land use. Uses permitted under the existing zoning will continue to be allowed.

# Queensborough Community Plan

# 11.0 Land Use Designations

**INTRODUCTION**

Land Use Designations defined in this section are depicted on Map 11: Land Use Designation Map which illustrates the proposed land use concept. The land use concept communicates future land uses which the City may encourage or consider over time. The map and designations are intended to reflect the goals and policies of the Queensborough Community Plan and should be read together. Combining the information in this section with the policies throughout the Plan provides a balanced reflection of where, when and how development should proceed throughout Queensborough.

**IMPLEMENTATION**

Implementation of the Plan's vision is intended to take place over time through applications for development such as rezoning of land and through Development Permits. Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be consistent with the provisions outlined in this section. Development Permit Areas identify locations in which new development must comply with a set of guidelines specific to that area. New development must be authorized by a Development Permit which confirms the development meets the intent of the guidelines.

This Plan works in conjunction with the Official Community Plan. The Land Use Designation Map in the Official Community Plan does not include land use designations for areas covered by the Queensborough Community Plan. The Queensborough Community Plan has its own map and Development Permit Areas.

**INTERPRETATION**

The Land Use Designation Map generally follows parcel boundaries. However, where there is a discrepancy, designation boundaries should be considered approximate. Though not shown on the map, the land use designation on each site extends to the centre line of any abutting roads and lanes.

Development of lots, including through Heritage Revitalization Agreements and other similar tools, which cross land use designation boundaries will be considered if the proposed land uses of the different portions of the lot meet their respective land use designation, provide appropriate transition between the uses and meet the principles of the Official Community Plan in general.

Each land use designation definition outlines what may be possible on sites with that designation. However not all sites/properties will be able to meet the maximums outlined in the designation due to limitations created by context (e.g. adjacent uses) and site

constraints (e.g. lot depth, grading). Appropriateness will be reviewed at the time of development application submission.

**OUTLINE**
Each land use designation includes most of the following elements.

**Purpose:** an explanation of the vision and objectives of this designation.

**Principal Forms and Uses:** the primary uses or category of uses, and/or the building forms expected in areas with the designation. While these uses and forms are expected on a majority of the properties within this designation complementary uses may occasionally occur.

**Complementary Uses:** other uses that may happen in areas with the designation. Unless otherwise specified, these uses may happen on the same site as primary uses, on the same site as other complementary uses, or as the only use on the site. Other than public schools, or unless otherwise specified, complementary uses must comply with the maximum density listed in the relevant land use designation. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites. Additional detail may be included as guidelines in the Development Permit Areas.

**Maximum Density:** a general density category to set expectations. Additional detail may be included as guidelines in the Development Permit Areas. Specific height and density entitlements are established by the Zoning Bylaw.

**Heritage Assets:** retention of heritage assets is a priority for the City. This section helps communicate the expectations for heritage assets that exist in areas with this designation. The appropriate incentives are unique to each property and situation. The City's heritage policies and the Standards for the Conservation of Historic Places in Canada (as amended from time to time) will be considered.

**Precedent Image:** an example of what the permitted form or primary use could look like.

**DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS**
For the purposes of Section 487 of the *Local Government Act*, an applicant for an amendment to the Zoning Bylaw, a development permit or a temporary use permit may be required to provide development approval information in accordance with Development Application Procedures Bylaw No. 5658, 1987 (as amended) if any of the following apply.

4. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,
    d. community services, or
    e. the natural environment.

5. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.
6. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

The objective of the above provisions is to ensure that applicable studies and relevant information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

## Land Use Designations

The definitions of the land use designations shown on the Land Use Designation Map are outlined below.

**Note:** Note: Residential buildings (or residential portions of buildings) can include different tenures (e.g. rental housing, strata, co-op housing), various levels of affordable housing (e.g. supportive housing, below- and non-market housing), and various forms of care facilities (e.g. assisted living) when in compliance with the form and maximum density in the land use designation and when in keeping with City policies.

**Note:** The scale of institutional uses must be in keeping with scale of the principal form and uses permitted by the land use designation.

**Note:** There are no agricultural lands or sand or gravel deposits suitable for future extraction in Queensborough.

**Note:** In addition to the uses identified in the individual Land Use Designations, uses that address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster, may be permitted in all land use designations.

**(RL) RESIDENTIAL – LOW DENSITY**

**Purpose:** To allow low density residential uses.

**Principal Forms and Uses**: Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite.

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), small scale places of worship, small scale child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density:** Low density residential.

**Heritage Assets:** Through a Heritage Revitalization Agreement, or similar tool, a property may be eligible for incentives such as a smaller minimum lot size, an increase in density, or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to permit ground oriented housing forms such as detached accessory dwelling units (e.g. laneway house, carriage house), duplexes, triplexes, quadraplexes, cluster houses, townhouses or rowhouses. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RCL) RESIDENTIAL – COMPACT LOT**

**Purpose:** To allow single detached houses on a compact lot, which are complementary to the existing neighbourhood character.

**Principal Forms and Uses:** Single detached dwellings, single detached dwellings on a compact lot, and cluster houses. Lots with single detached dwellings may also include a secondary suite.

**Complementary Uses:** Small scale local commercial uses (e.g. corner stores), small scale child care, public schools, utilities, transportation corridors, parks, open space, and community facilities. Home based businesses as an ancillary use.

**Maximum Density:** Low density residential.

**Heritage Assets:** Through a Heritage Revitalization Agreement, or similar tool, a property may be eligible for incentives such as a smaller minimum lot size, an increase in density, or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to permit ground oriented housing forms such as detached accessory dwelling units (e.g. laneway house, carriage house), duplexes, triplexes, quadraplexes, cluster houses, townhouses and infill rowhouses. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

**(RLR) RESIDENTIAL – LOW RISE**

*[Same as Official Community Plan – Mainland text above]*

**(RH) RESIDENTIAL – HIGH RISE**

*[Same as Official Community Plan – Mainland text above]*

**(WR) WATERFRONT RESIDENTIAL**

**Purpose:** To allow float homes while also enhancing the natural habitat of the Fraser River foreshore. Approval from other agencies (e.g. Vancouver Fraser Port Authority) may also be required prior to development being approved.

**Principal Forms and Uses:** Float homes.

**Complementary Uses:** Uses such as lookouts, trails and docks are permitted as long as the surrounding natural habitat is enhanced.

**(ML) MIXED USE – LOW RISE**

*[Same as Official Community Plan – Mainland text above]*

**(QC) QUEENSBOROUGH COMMERCIAL**

**Purpose:** To allow retail, service and office commercial uses.

**Principal Forms and Uses:** Retail, service and office commercial uses.

**Complementary Uses:** Child care, public schools, utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density:** Low to medium density commercial.

**(CE) COMMERCIAL ENTERTAINMENT**

**Purpose:** To allow assembly and entertainment uses such as casinos, theatres, places of public assembly and hotels, and may also include supporting uses.

**Principal Forms and Uses:** Assembly and entertainment uses (e.g. casinos, theatres), and hotels.

**Complementary Uses:** Commercial uses in support of the principle use (e.g. retail, personal service establishments, neighbourhood pubs or nightclubs, limited business and professional offices), child care, utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density:** High density commercial.

**(ME) MIXED EMPLOYMENT**

*[Same as Official Community Plan – Mainland text above]*

**(I) INDUSTRIAL**

*[Same as Official Community Plan – Mainland text above]*

**(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE**

*[Same as Official Community Plan – Mainland text above]*

**(IN) INTERTIDAL**

*[Same as Official Community Plan – Mainland text above]*

**(P) MAJOR INSTITUTIONAL**

*[Same as Official Community Plan – Mainland text above]*

**(H/N) HABITAT / NATURAL AREA**

*[Same as Official Community Plan – Mainland text above]*

**PARKS, OPEN SPACE AND COMMUNITY FACILITIES**

*[Same as Official Community Plan – Mainland text above]*

**(QCD) QUEENSBOROUGH COMPREHENSIVE DEVELOPMENT**

**Purpose:** This area will include mixed commercial and light industrial employment uses which complement and are compatible with the surrounding existing and designated land uses. This area will also include residential uses which range in densities from low to medium.

Depending on the provision of employment generating uses, additional density for residential uses may be considered. In principle, two-thirds of the contiguous areas of the designation will be developed for employment generating uses. The remaining one-third will be developed as residential (the maximum floor space ratio shall not exceed a factor of 0.9). Prior to any rezoning in this area a master plan, including design guidelines, must be

created for the area as a whole. This master plan is subject to a public review process and must be in accordance with the principles listed in the Queensborough Comprehensive Development Development Permit Area.

Corporation of the City of
NEW WESTMINSTER

# Attachment E2

## *Draft Land Use Designations*

# DRAFT Consolidated Map of City of New Westminster Land Use Designations

*May 8, 2025*
*This document is for reference only.*




## Mainland Land Use Designations

- **(RGO)** Residential - Ground Oriented Infill Housing
- **(RT)** Residential - Townhouse
- **(RLR)** Residential - Low Rise
- **(RLM)** Residential - Limited Mid Rise
- **(RMR)** Residential - Mid Rise
- **(RHR)** Residential - High Rise
- **(ML)** Mixed Use - Low Rise
- **(MLM)** Mixed Use - Limited Mid Rise
- **(MM)** Mixed Use - Mid Rise
- **(MH)** Mixed Use - High Rise
- **(BDMU)** Brewery District Mixed Use and Health Care
- **(SGTMC)** Sapperton Green Transit-Oriented Mixed-Use Community
- **(RHC)** Residential - High Density/Community Facility
- **(CHC)** Commercial and Health Care
- **(C)** Commercial
- **(ME)** Mixed Employment
- **(I)** Industrial
- **(U)** Utilities and Transportation Infrastructure
- **(IN)** Intertidal
- **(H/N)** Habitat/Natural Areas
- **(CEM)** Cemeteries
- **(P)** Major Institutional
- Parks, Open Space and Community Facilities
- **(BC)** Bent Court Study Area
- **(LTS)** Lower Twelfth and Sharpe Street Study Area
- **(22A, 22B, 22C)** 22nd Street Study Areas
- Frequent Transit Development Area
- Special Employment Area

## Queensborough Land Use Designations

- **Queensborough Community Plan Area**
- **(RL)** Residential - Low Density
- **(RCL)** Residential - Compact Lot
- **(RLR)** Residential - Low Rise
- **(RHR)** Residential - High Rise
- **(ML)** Mixed Use - Low Rise
- **(QC)** Queensborough Commercial
- **(CE)** Commercial Entertainment
- **(ME)** Mixed Employment
- **(I)** Industrial
- **(IN)** Intertidal
- **(WR)** Waterfront Residential
- **(P)** Major Institutional
- Parks, Open Space and Community Facilities
- **(H/N)** Habitat/Natural Areas
- **(U)** Utilities and Transportation Infrastructure
- **(QCD)** Queensborough Comprehensive Development

## Downtown Land Use Designations

- **Downtown Community Plan Area**
- **(RMR)** Residential - Mid Rise
- **(RMH)** Residential - High Rise
- **(CHMU)** Columbia Historic Mixed Use
- **(MHD)** Mixed Use High Density
- Commercial Waterfront
- Downtown Comprehensive Development
- Irving House Cultural Commercial
- Muni Evers Residential / Park
- **(P)** Major Institutional
- Pattullo Bridge Realignment Study
- Parks & Open Space
- **(I)** Industrial
- Commercial at Street Level

Corporation of the City of
NEW WESTMINSTER

# Attachment E3

## *Summary of Other Official Community Plan Updates*

## SUMMARY OF OTHER OFFICIAL COMMUNITY PLAN UPDATES

The *Local Government Act* identifies a series of requirements that municipalities must include when preparing an Official Community Plan (OCP), which are outlined in the following sections.

### Regional Context Statement

The City of New Westminster is a member municipality of the regional district of Metro Vancouver. The *Local Government Act* establishes authority for regional district governments to prepare a Regional Growth Strategy (RGS). The Strategy outlines a long term collective "big picture" aspiration intended to promote human settlement that is socially, economically, and environmentally healthy. The Strategy is also intended to outline use of public facilities, services, land, and resources, especially those which are shared or cross municipal boundaries. Metro Vancouver's most recent Strategy, titled Metro 2050, was adopted on February 24, 2023, and provides a vision for how growth will be managed in the region for the next 25 years.

The *Local Government Act* requires municipalities' Official Community Plans (OCPs) to be aligned with the Regional Growth Strategy. To demonstrate that alignment, municipalities prepare a Regional Context Statement. The Context Statement outlines how the policies and goals in the OCP link to, achieve, or support the regional goals established in the Regional Growth Strategy. The legislation requires that the Regional Context Statement identify the relationship between the OCP and the matters addressed in the Regional Growth Strategy or if applicable how the OCP is to be made consistent with the Regional Growth Strategy over time. The Context Statement is to be included as a chapter of the City's OCP.

Given the new Growth Strategy, the City must prepare a new Context Statement. Staff have drafted an updated Context Statement that would be added to the OCP through the proposed OCP update. In many cases, the policies in the 2017 OCP continue to support regional planning and therefore are referenced in the new Context Statement. In some cases, reference to policy endorsed by Council since 2017 has been added to the OCP and the Context Statement in order to demonstrate alignment. City staff have had early and ongoing consultation with Metro Vancouver staff in preparing the draft Context Statement. In Spring 2025, a working draft was reviewed by Metro Vancouver, and Metro Vancouver has indicated general support at this time.

Once the OCP Amendment Bylaw has been given three readings by the Council of a municipality, it is must be submitted to the regional board of Metro Vancouver for acceptance. Acceptance of the Context Statement must be granted before an Official Community Plan can be adopted. Metro Vancouver requires a 120 day referral period to approve the Context Statement.

## Frequent Transit Development Areas

A Frequent Transit Development Area (FTDA) is an overlay identified by a member municipality in the Regional Growth Strategy. The Area overlay is used to identify priority locations for accommodating higher density forms of residential, commercial and mixed use development. Land uses, densities, and urban design for these areas is expected to promote transit oriented communities where transit, cycling and walking are the preferred modes of transportation.

The City identified three FTDAs in the 2017 OCP: one around each of the Skytrains stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). In light of the new Regional Growth Strategy and the new Provincial Housing Legislation establishing Transit Oriented Development Areas, staff are proposing two primary changes to FTDAs in New Westminster: 1) expanding existing FTDAs to match the Transit Oriented Development Area boundaries, which provides policy consistency; and 2) creating a new FTDA Uptown.

Both TransLink and Metro Vancouver have indicated preliminary support for the above FTDA changes and are expected to formalize their support during the referral process for the Regional Context Statement. TransLink's support and comments on the proposed FTDA changes are Attachment E2.

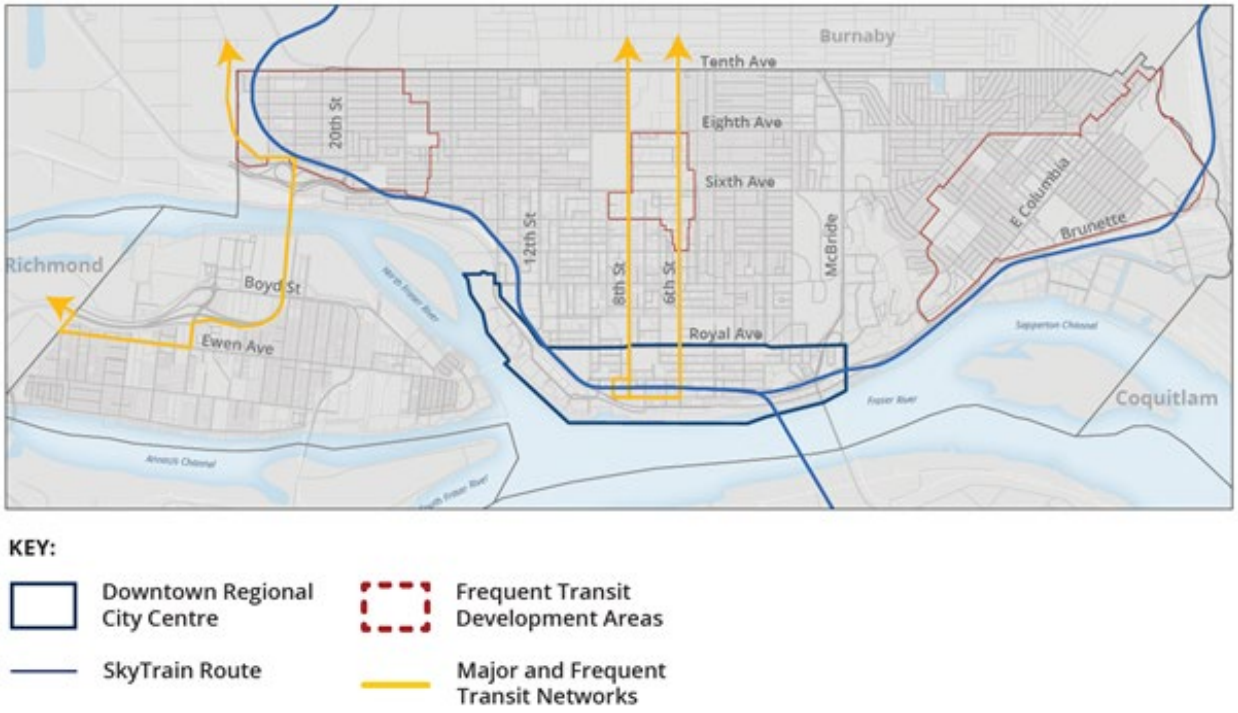
### Expanding FTDA Boundaries

It is proposed that the City's existing FTDAs be expanded to match the new Provincial Transit Oriented Development Areas in this OCP update and new Regional Context Statement (illustrated in Figure 1 below). The expansion of existing FTDAs is intended to accomplish consistency across provincial, regional, and municipal policies. This alignment would also help ensure Transit Oriented Development Areas are supported by the Regional Growth Strategy policies. Additionally, the FTDA designation facilitates eligibility for future infrastructure funding opportunities from TransLink and other similar funding authorities.

### Uptown FTDA

The new Uptown FTDA is proposed to replace the existing Local Centre overlay. The Local Centre is an overlay type that existed in the previous Regional Growth Strategy (Metro 2040) but was not included in the new Growth Strategy (Metro 2050). The new Uptown FTDA would have the same boundaries as the previous Local Centre. Creating the new FTDA would acknowledge the role this neighbourhood plays within both the city and the region, and meets all the expectations for an FTDA given its mix of housing, employment, and access to the frequent transit network. The Uptown FTDA is illustrated in Figure 1.

**Figure 1: Maps of New and Expanded Frequent Transit Development Areas**




## Housing Needs Report Integration

In November 2023, the Province amended the *Local Government Act* requiring municipalities to complete an Interim Housing Needs Report, and to reflect the outcomes of the report within their Zoning Bylaw and Official Community Plan by December 31, 2025. The intention of this change is to speed up housing approvals by reducing the number of applications for rezoning and OCP amendments. On December 9, 2024, Council endorsed the 2024-2044 Interim Housing Needs Report. Using new methodology established by the Province, the Report identifies that New Westminster will need 8,137 new housing units by 2029 and 27,523 new housing units by 2044.

Once the OCP is amended to incorporate Transit Oriented Development Areas and the Infill Housing Program, the Plan will include more than enough capacity to meet the 20-year housing need of the Interim Housing Needs Report. The Growth Management section of the OCP is proposed to be updated to reflect the growth forecast by the Housing Needs Report (as well as the growth projected by the Regional Growth Strategy). No changes are required to the Zoning Bylaw, as the zoning in the city already allows for the total number of new housing units needed to meet the 20 year housing needs.

In addition to the total number of new units needed, the Interim Housing Needs Report identifies needs based on other factors such as tenure and affordability. Many of the findings are already reflected in the Housing Chapter of the OCP, given the ongoing commitment of the City to delivering housing choice, affordable housing, rental housing

and housing supply. However, the housing chapter would be updated to more closely reflect these findings.

The Province's changes to the *Local Government Act* also require that municipalities review and update their Housing Needs Reports on a more regular frequency of every five years. The next regular Housing Needs Report must be completed by December 31, 2028 and every five years thereafter.

The draft updated Growth Management and Housing chapters of the OCP are included in Attachment E3.

### Climate Action Strategies and Targets

The impacts of rapid human caused climate change is recognized across multiple levels of government, and as such there are overlapping requirements to address and mitigate the threat. The *Local Government Act* requires that municipalities' Official Community Plans include targets for the reduction of greenhouse gas emissions, and the policies and actions that the local government will take to achieve those targets. Additionally, the Regional Growth Strategy (Metro 2050) includes policies and targets to prepare for the impacts of climate change and reduce regional greenhouse gas emissions with the aim to achieve a carbon neutral region by 2050.

In October 2022, Council endorsed the Community Energy and Emissions Plan (CEEP) 2050, which establishes the City's goal of becoming a net-zero greenhouse gas emissions community by 2050. This Plan and includes relevant actions and associated targets to achieve this goal. The 2022 Plan built from the previous 2011 Plan, recognizing that, since 2011, the climate crisis has become more urgent and requires more ambitious emission reductions. As part of this Official Community Plan update, the Energy, Emissions and Climate Change chapter would be updated to reflect the targets and actions in CEEP.

As well, other City plans and policies call for action to mitigate climate change effects, such as the Urban Forest Management Strategy and the Integrated Stormwater Management Plan. Minor updates would be made to actions in the OCP to confirm the City would continue to implement these plans and policies.

The draft updated Energy, Emissions and Climate Change chapter of the OCP is included in Attachment E4.

### Public Schools

The City maintains a strong working relationship with the New Westminster School District, and continues to support school facility planning. To assist expediting City approvals of future schools, staff propose introducing 'public schools' as a permitted use within a number of its residential and mixed use land use designations in the OCP, including the Queensborough and Downtown Community Plans. This would streamline the approval process for a new school by removing the requirement for the School

District to make an OCP amendment application as part of the approval process. A rezoning would still be required.

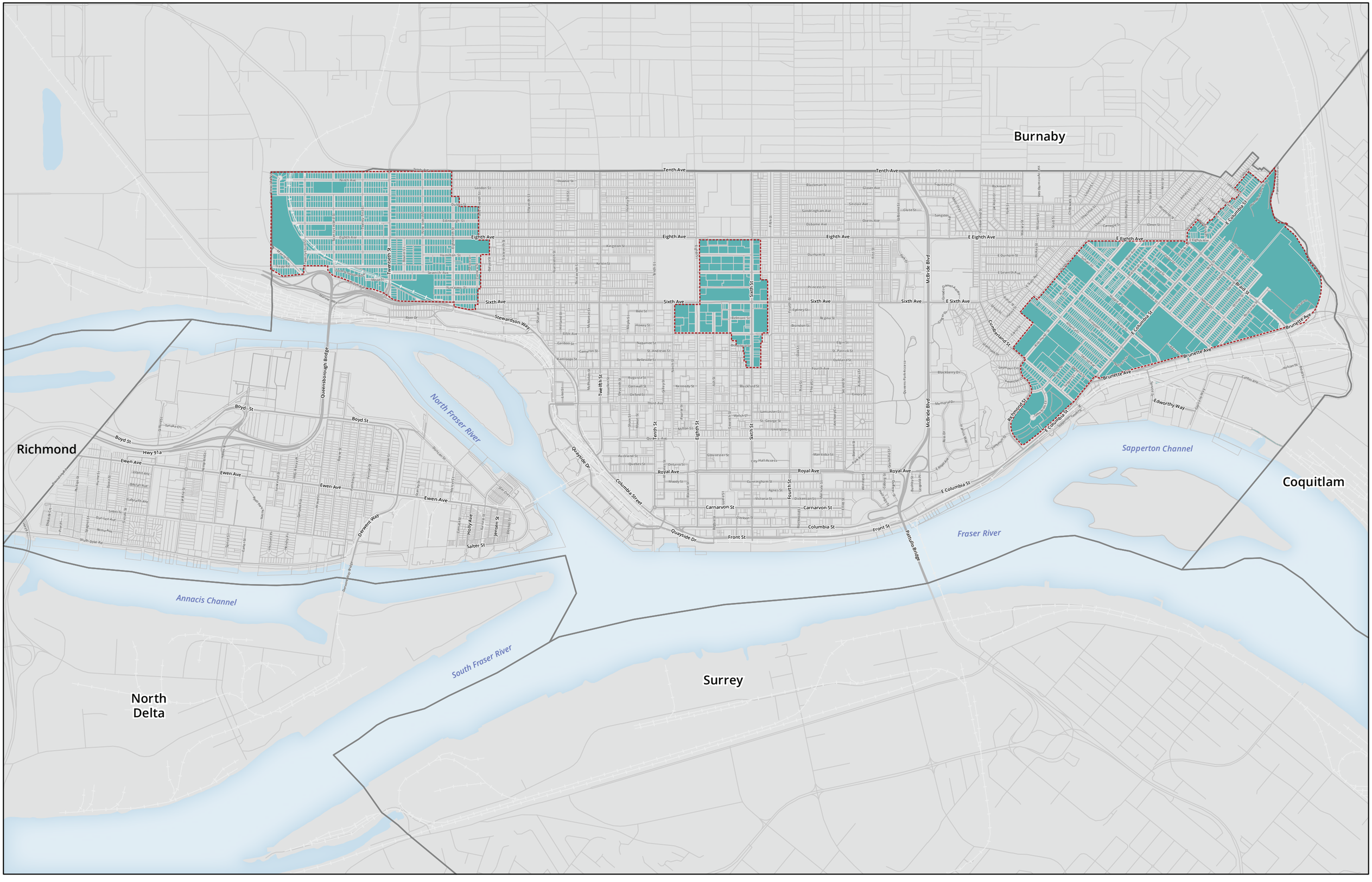
The land use designations that would allow public school are:

- (RGO) Residential – Ground Oriented
- (RT) Residential – Townhouse
- (RLR) Residential – Low Rise
- (RLM) Residential – Limited Mid Rise
- (RMR) Residential – Mid Rise
- (RHR) Residential – High Rise
- (ML) Mixed Use – Low Rise
- (MH) Mixed Use – High Rise
- (LTS) Lower Twelfth Street
- (22B) 22nd Street Study Area B – Transit Village

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NEW WESTMINSTER

# Attachment E4

## *Proposed Frequent Transit Development Areas*


Burnaby
Richmond
North Delta
Surrey
Coquitlam
North Fraser River
Annacis Channel
South Fraser River
Fraser River
Sapperton Channel
Tenth Ave
Eighth Ave
Sixth Ave
E Eighth Ave
E Sixth Ave
Twelfth St
Sixth St
Eighth St
Fourth St
McBride Blvd
Queensborough Bridge
Pattullo Bridge
Boyd St
Hwy 91a
Ewen Ave
Derwent Way
Stewardson Way
Quayside Dr
Columbia Street
Royal Ave
Carnarvon St
Columbia St
Front St
E Columbia St
Brunette Ave
Edworthy Way
Cumberland St
Braid St
Richmond St
Salter St
Holly Ave
Jensen St

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# Attachment E5

## *TransLink Comments on Frequent Transit Development Areas*

**TransLink**
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

April 4, 2025

Jackie Teed
Director, Planning and Development
City of New Westminster
511 Royal Avenue
New Westminster, BC
V3L 1H9

Dear Jackie Teed,

**Re: Official Community Plan Amendments in 2025: Frequent Transit Development Areas**

Thank you for your correspondence dated March 6, 2025 and for the opportunity to provide feedback on the proposed Official Community Plan Amendment for Frequent Transit Development Areas (FTDAs).

We appreciate the outreach and provide our comments based on:

- TransLink's legislated mandate to review key OCP amendments for regional transportation implications, and to support Metro Vancouver's Metro 2050 Regional Growth Strategy.
- Policy direction in Transport 2050, the Regional Transportation Strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- TransLink's Transit-Oriented Communities Design Guidelines, a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the project materials included with your referral, we have the following feedback:

**PROPOSED UPTOWN FTDA**

**Transportation and Land Use Alignment**

- Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on the region's higher levels of growth being located in Urban Centres, FTDAs, and along the Major Transit Growth Corridors (MTGCs).

- The MTGCs identified in Metro 2050 are based (with some exceptions) on the Major Transit Network (MTN) identified in Transport 2050. MTGCs are intended to provide locations for FTDAs designation, and we note that a portion of the proposed Uptown FTDA does overlap with the MTGC , and begins no more than 1 km from the MTGC centerline.
- The Access for Everyone plan (Transport 2050: 10-Year Priorities) identifies 11 new RapidBus lines with new transit priority measures to better serve existing riders and grow ridership in advance of fully traffic-separated Bus Rapid Transit (BRT). While exact routes and implementation timelines are to be determined in the future based on regional priorities and funding, the RapidBus route proposed to connect New Westminster and Brentwood Stations is expected to operate through the proposed Uptown FTDA.
- The proposed Uptown FTDA includes Sixth and Eighth Streets, both of which are designated in this area as part of the Frequent Transit Network (FTN). The FTN is comprised of a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.
- The currently in-progress Burrard Peninsula Area Transport Plan (BP ATP) includes New Westminster within its scope and once finalized will identify and prioritize recommended actions related to bus service, cycling, walking, and goods movement for the transportation network within the Burrard Peninsula. In the draft BP ATP, the Uptown Area is proposed as an area to have a potential new FTN corridor to provide an east-west connection.
- TransLink notes that the proposed population and employment density for the Uptown FTDA aligns with the expectations in Metro 2050 for an FTDA, and that the Uptown FTDA is generally consistent with regional transportation plans.

**Cycling and Walking**

- With the proposed Uptown FTDA overlapping with the FTN, high-quality active transportation facilities are an important consideration for this area. Current facilities include protected bicycle lanes on Seventh Avenue and shared roadways on Fifth Street, classified respectively as 'Comfortable for Most' and 'Comfortable for Some' per the Benchmarking the State of Cycling in Metro Vancouver 2019 report by TransLink and HUB Cycling.
- As part of TransLink's cost share funding through our Local Government Funding Program, an FTDA designation for the area would increase regional significance for the Walking Infrastructure to Transit (WITT) Allocated and Competitive funding under this program. This would mean that any applications for WITT Competitive funding located in this FTDA would score higher as compared to areas outside of FTDAs.

**PROPOSED EXPANDED 22ND STREET FTDA & BRAID/SAPPERTON FTDA**

- TransLink's Transit Oriented Communities Design Guidelines (TODCDGs) note that most people will walk roughly 10-12 minutes (800 m) to access limited-stop rapid transit (p. 12). The TOCDGs further encourage a diverse mix of land uses within 800 m of rapid transit to help support both a higher walk and transit mode share for trips as well as reduced vehicle kilometres travelled (VKT) per capita (p. 84).
- The expansion of these existing FTDAs to align with the 800m Transit Oriented Development Area boundaries at those stations aligns with regional transportation policy and guidelines.
- Similar to the WITT funding program note for the Uptown FTDA, the expansion of the boundaries for the 22nd Street and Braid/Sapperton FTDAs could provide more opportunities for the City of New Westminster to apply for WITT funding in those areas.
- Per Section 21(1) and 21(2) of the South Coast British Columbia Transportation Authority Act, TransLink approval is required for any road alterations that would reduce the capacity of any part of the MRN to move people or would prohibit the movement of trucks on any road other than Provincial highways. Please get in touch with us regarding any such alterations.

**Continued Collaboration**
We appreciate the opportunity to provide comments on the proposed OCP amendment and look forward to continued coordination with the City of New Westminster. Please feel free to contact me at JuYoung.Kim@translink.ca should you have any questions or wish to discuss further.

Regards,



JuYoung Kim
Planner, Transit-Oriented Community Planning
TransLink

Corporation of the City of
NEW WESTMINSTER

# Attachment E6

## *Draft Growth Management and Housing OCP Chapters*

# New Westminster Context

## Growth Management: The Next 25 Years

### GROWTH IN THE CONTEXT OF THE METRO VANCOUVER REGION

Metro Vancouver 2050, the regional growth strategy, is a land use plan aimed at advancing the region's livability and sustainability while managing anticipated growth. Metro 2050 sets out goals and strategies to guide the future growth of the region and provides the land use planning framework for transportation, economic development, housing, utilities (water, liquid waste and solid waste), environment and climate change.

The Metro 2050 population projections recognize that people are moving to and staying in Metro Vancouver because it is an attractive place to live, work, play and learn. Metro 2050 policies and the regional land use designations within the strategy direct growth to the right places, such as in mixed use areas well-serviced by transit, and protect important agricultural, conservation, recreation, and industrial lands from urban residential development. Map X shows the boundaries of regional land use designations for New Westminster.

Metro 2050 includes regional overlays that are key to achieving the five goals of the Regional Growth Strategy. This includes Urban Centre and Frequent Transit Development Area (FDTA) overlays, which enable higher density residential and commercial development in urban areas of the region. Map X shows the boundaries of New Westminster's Urban Centre and three Frequent Transit Development Area.

Urban Centres are intended to be priority locations for a mix of higher density housing, employment, services and amenities. Downtown is designated as a Regional City Centre, one type of Urban Centre. A Regional City Centre is intended to serve a Metro Vancouver sub-region with regional-scale employment, services, business and commercial activity.

Frequent Transit Development Areas are additional priority locations for concentrated growth along the Frequent Transit Network, where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Two of New Westminster's FTDAs are focused around the city's SkyTrain stations: one around 22nd Street Station, and a second combined area around Sapperton and Braid stations. Uptown is also identified as a FTDA as this area provides local-serving commercial activities, a mix of housing types, and good access to frequent transit.

**REGIONAL PRIORITIES**

Metro 2050 is a shared commitment by Metro Vancouver and member municipalities to work together to achieve five fundamental goals:

**Goal 1:** Create a Compact Urban Area

**Goal 2:** Support a Sustainable Economy

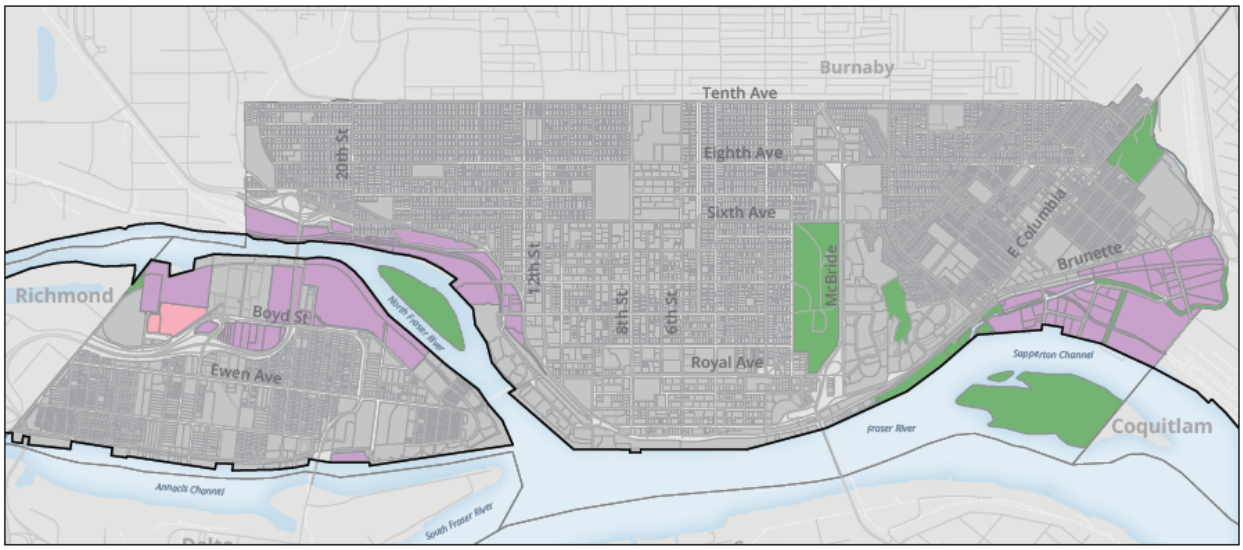
**Goal 3:** Protect the Environment, Address Climate Change, and Respond to Natural Hazards

**Goal 4:** Provide Diverse and Affordable Housing Choices

**Goal 5:** Support Sustainable Transportation Choices

The Regional Context Statement outlines how this Plan aligns with the Metro 2050 goals and strategies. The Regional Context Statement is reviewed and approved by Metro Vancouver. The City cannot adopt an Official Community Plan without this approval.

**Figure X.**
**Map X. Regional Land Use Designation and Overlays**

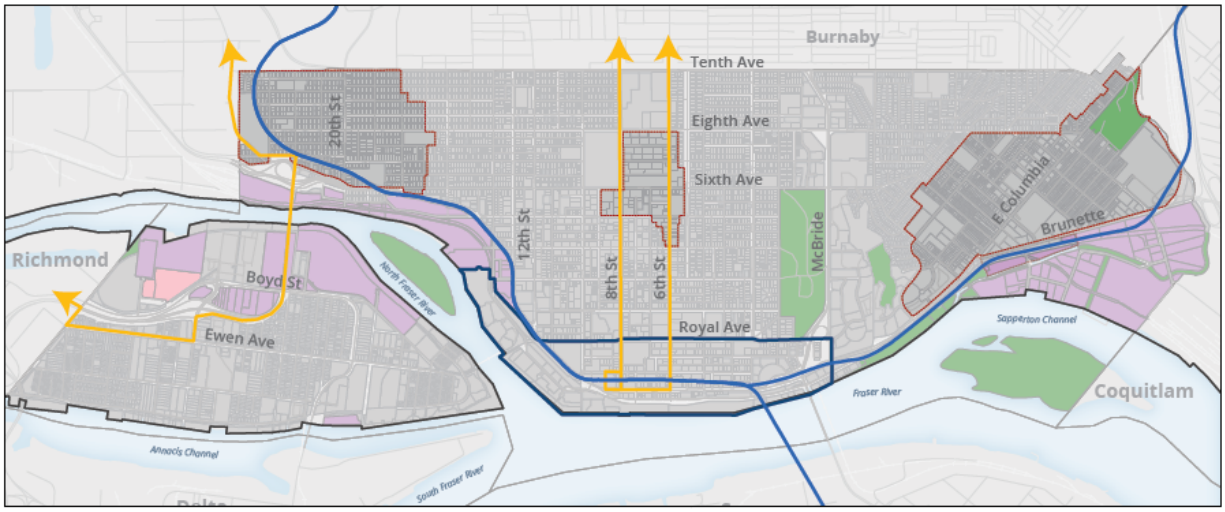



[BYLAW NO._____]

**KEY:**

- Metro 2050 Urban Containment Boundary
- Metro 2050 General Urban Designation
- Metro 2050 Industrial Designation
- Metro 2050 Conservation and Recreation Designation
- Metro 2050 Mixed Employment Designation

**Figure X.**
**Map X. Urban Centre and Frequent Trans Development Permit Areas**




[BYLAW NO. _____]

**KEY:**

- Downtown Regional City Centre
- Frequent Transit Development Areas
- SkyTrain Route
- Major and Frequent Transit Networks

**WHAT ARE GROWTH PROJECTION SCENARIOS?**

Population projections assist in the management of community growth. They help to determine how many people are expected to live in the community in the future based on past data trends and other factors. Determining this helps identify the community's needs for housing, services and amenities through the lifespan of an official community plan. Population projections are not targets and do not set a cap for community population growth.

Metro Vancouver completed a 2024 update of regional growth projections. This update is presented under three scenarios:

MEDIUM GROWTH – represents a base or reference scenario of projections

HIGH GROWTH & LOW GROWTH – are developed by modifying assumptions related to immigration and fertility rates

Dwelling unit and employment projections are also informed by the three scenarios of population projections with the same assumptions.

Metro Vancouver's growth projections estimate the magnitude of growth, based on past trends and assumptions for the future, as well as the distribution of this growth among municipalities. Metro Vancouver's updated regional growth projections include forecasts (from 2021 to 2050) for population, dwelling units, and employment, presented under three growth scenarios (low, medium and high growth).

Figure X outlines the medium growth scenario for New Westminster. Under the Medium Growth scenario, Metro Vancouver anticipates New Westminster will grow to a population of 142,790 by 2050. This indicates the city will need to accommodate approximately 59,850 new residents and 28,840 new homes between 2021 and 2050. Also during this period, it is projected that an additional 23,860 new local jobs will be created. A balanced and sustainable plan is needed to manage this projected growth locally and regionally.

In 2025, as part of the Official Community Plan review, the City completed a residential development capacity analysis. This analysis took into account land available for residential development based on the Land Use Designation Map, recent development trends, and assumptions regarding the likelihood of future development of sites. This analysis confirmed that the Land Use Designation Map includes enough capacity for the anticipated 142,790 New Westminster residents by 2050.

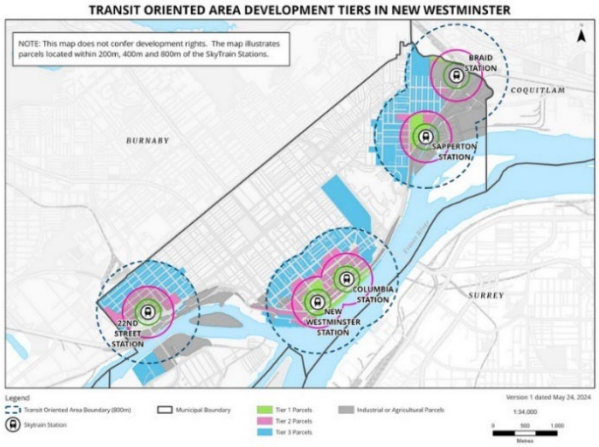
| **MEDIUM GROWTH SCENARIO** | **2021** | **2030** | **2040** | **2050** |
|---|---|---|---|---|
| **Population** | 82,940 | 106,580 | 127,390 | 142,790 |
| **Dwelling Units** | 37,910 | 49,360 | 59,300 | 66,750 |
| **Employment** | 34,660 | 44,610 | 52,690 | 58,520 |

Figure X. New Westminster's Medium Growth Scenario
*Source: Metro Vancouver Regional Planning's Growth Projections (2024).*

## Transit Oriented Development Areas

Five Transit Oriented Development Areas were identified by the Province for New Westminster. In New Westminster, Transit Oriented Development Areas are defined by the Province as residentially zoned land within 800 metres of a SkyTrain station. These areas are intended to enable high-density, mixed-use development within walking distance from frequent transit services. These areas will incorporate a variety of land uses, including residential, commercial (such as grocery stores and retail) and community amenities (such as childcare and parks). Due to this Provincial housing legislation, the City of New Westminster land use designations need to enable eligible projects that meet the minimum height and density allowed by the Province.

The City's Frequent Transit Development Areas around 22nd Street, Sapperton and Braid stations, align with the Transit Oriented Development Areas. The Downtown Community Plan, which covers the City's Regional City Centre, covers the core area of the Transit Oriented Development Areas surrounding the Columbia and New Westminster stations.




| 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 |
| Ineligible Parcels | | |

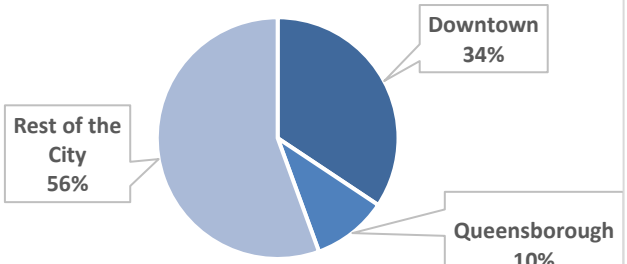
Note: This Map does not confer development rights. The map illustrates parces located 200m, 400m and 800m from the SkyTrain Stations.

## ACCOMMODATING PROJECTED HOUSING

A share of the residential development in the city will be absorbed in Downtown and Queensborough. The Community Plans for these two areas allow sufficient development capacity to accommodate the housing demand forecasted for these neighbourhoods. This Plan focuses on allocating the remaining anticipated growth outside of these two neighbourhoods.

**Figure X. Share of Projected Housing Growth (2024 - 2049)**

**Source:** Coriolis Consulting Corp., *City of New Westminster Population and Housing Forecast – 2024 to 2049*




The City's forecasts indicated a population increase of close of 24,097 to 30,474 housing units for the areas outside of Downtown and Queensborough which will generate a demand of close to 11,886 to 14,982 new housing units. The Land Use Designation Map in the Plan enables that this new housing to be accommodated, and located in the right places by identifying where different housing forms will be permitted.

A significant portion of growth is anticipated to occur within two of the City's Frequent Transit Development Areas: 22nd Street, Sapperton and Braid stations. These areas will include a mix of medium- to high- density residential, as well as office and retail uses, open space, and community serving facilities. The areas will be seamlessly connected to the SkyTrain stations, bike routes and greenways.

The next highest number of new housing units will be located in Uptown, which has also been identified as a Frequent Transit Development Area. This area will include a mix of medium- to high- density residential, office and local serving retail uses, open space, and community-serving facilities that are connected to the pedestrian-oriented transit corridors of Sixth and Eighth streets. Growth in this area is intended to encourage public transit use and support local businesses.

Outside of these areas, this Plan focuses on increasing housing choice by allowing ground oriented housing forms, such as multiplexes, rowhouses and townhouses, in areas that were previously predominantly single detached dwellings and duplexes.

### PAST HOUSING GROWTH

New Westminster has experienced steady population growth, increasing from 43,585 people in 1991 to 78,916 in 2021 – the equivalent of 1,178 new people per year. In the same timeframe, 16,542 new housing units were built in the city. This reflects many large new developments during this period, including the Quayside neighbourhood and Victoria Hill. Apartments continue to be the main form of dwelling units in New Westminster's housing stock, as was the case in 1991. The proportion of ground oriented housing and townhouse units has increased slowly, though these forms are still a much smaller proportion of the total housing stock.

*Source: Statistics Canada*

## EMPLOYMENT GROWTH

There will be a need for additional retail, office, industrial and institutional floor space city-wide. This will correspond with an estimated growth in employment of over 21,000 new jobs by 2041.

**Retail and Service Commercial Floor Space –** The City's 2013 forecast anticipates that New Westminster could support over 65,000 square metres (approximately 700,000 square feet) of neighbourhood-serving retail and service space by 2041. However, to better support existing commercial nodes and avoid market dilution, this Plan has a reduced amount of land designated for retail and service commercial. This will help to ensure that existing commercial nodes within the city, including Great Streets such as East Columbia Street, are vibrant and successful. This additional floor space is projected to translate into an additional 4,200 jobs.

**Office Floor Space –** The City's 2013 forecast anticipates that New Westminster could add close to 200,000 square metres (over 2.0 million square feet) of office floor space by 2041. Some of this floor space will be accommodated in the upper floors of mixed-use buildings located in Downtown, Uptown, and Connaught Heights, and along transit-oriented corridors such as Twelfth Street. The majority of this new space, however, will be accommodated in major developments such as Sapperton Green.

The City will also encourage additional office space within a five-minute walk of Royal Columbian Hospital. For this reason, the area has been identified as a Special Employment Area, recognizing the regionally significant role of the hospital to the city.

The forecasted growth in office floor space across New Westminster will have a significant impact on employment in the city: over 11,300 new office-based jobs are projected by 2041.

**Industrial Floor Space –** The city could see an additional 200,000 square metres (over 2,000,000 square feet) of industrial floor space by 2041. The increase in industrial floor space will be achieved by protecting and better utilizing existing industrial land since no new industrial land is being added. This new floor space is projected to result in almost 3,000 new industrial-based jobs by 2041.

**Institutional Floor Space –** The majority of the increase in institutional floor space is anticipated to occur through the intensification of existing institutions such as Royal Columbian Hospital, the Justice Institute of BC and Douglas College. These institutions are major employers in the city and combined they are projected to add over 2,600 new jobs by 2041.

| Area | Additional Neighbourhood-Serving Retail and Service Space (2013 to 2041) | |
|---|---|---|
| The Rest of the City | 25,560 sq.m. | (275,131 sq. ft.) |
| Downtown | 28,133 sq.m. | (302, 818 sq. ft.) |
| Queensborough | 12,425 sq.m. | (133,738 sq. ft.) |
| **City Wide** | **66,118 sq.m.** | **(711, 688 sq. ft.)** |

**Figure 13.**
**Anticipated Additional Neighbourhood-Serving Retail and Service Space by Area (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

| Area | Additional Office Space (2013 to 2041) | |
|---|---|---|
| The Rest of the City | 120,203 sq. m. | (1,293,858 sq. ft.) |
| Downtown | 47,913 sq. m. | (515,729 sq. ft.) |
| Queensborough | 21,263 sq. m. | (228,874 sq. ft.) |
| **City Wide** | **189,379 sq. m.** | **(2,038,461 sq. ft.)** |

**Figure 14.**
**Anticipated Additional Office Floor Space by Area (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

| | Additional Floor Space (2013 to 2041) | | Employment Growth (Jobs) |
|---|---|---|---|
| Retail/Service | 135,000 sq. m. | (1,500,000 sq. ft.) | 4,230 |
| Office | 190,000 sq. m. | (2,000,000 sq. ft.) | 11,325 |
| Industrial | 200,000 sq. m. | (2,200,000 sq. ft.) | 2,945 |
| Institutional | Not Available | | 2,685 |
| **Total** | **525,000 sq. m.** | **(5,800,000 sq. ft.)** | **21,185** |

**Figure 15.**
**Summary of Anticipated Additional Floor Space and Employment Growth (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

Note: The Urban Development Forecast did not include a forecast for Institutional Floor Space.

# Housing Need: The Next 20 Years

## THE CITY OF NEW WESTMINSTER HOUSING NEEDS REPORT: 2024 – 2044

A standardized methodology was used to determine the City's 5- and 20-year housing needs. It is made up of six components that are added together, as shown in the table below. Using this method, the Interim Housing Needs Report identifies that New Westminster will need 8,137 new housing units by 2029 and 27,523 new housing units by 2044. This Plan's Land Use Designation Map provides for the 20-year total number of housing units required to meet anticipated housing need.

| **Components of the Standardized Methodology** | **5-Year Housing Need (2024-2029)** | **20-Year Housing Need (2024-2044)** |
|---|---|---|
| ***A: Supply of Units to Reduce Extreme Core Housing Need*** (Households paying more than 50% of income on housing.) | 642 | 2,569 |
| ***B: Supply of Units to Reduce Homelessness*** (Permanent housing for those experiencing homelessness.) | 171 | 341 |
| ***C: Supply of Units to Address Suppressed Household Formation*** (Accommodates those unable to form an independent household due to market conditions, since 2006.) | 429 | 1,718 |
| ***D: Supply of Units to Meet Household Growth*** (Accommodates an increasing population.) | 6,251 | 20,321 |
| ***E: Supply of Units Needed to Meet at least a 3% Vacancy Rate*** (Housing units needed to create sufficient rental unit vacancy to support a healthy, well-functioning rental housing market.) | 85 | 341 |
| ***F: Supply of Units Needed to Meet Local Demand*** (Accommodates additional housing demand, beyond minimum units needed to adequately house current and anticipated residents.) | 558 | 2,233 |
| **Total units needed** | **8,137** | **27,523** |

Figure X. New Westminster's Projected Housing Need for 5 and 20 Years *Source: New Westminster Interim Housing Needs Report (2024).*

**Why did the City create a Housing Needs Report?**

Since 2019, the Provincial Government has required municipalities and regional districts across British Columbia to complete Housing Needs Reports. The Reports identify projected housing need for the next 5 and 20 years, calculated using a standard method established by the Province.

Housing Needs Reports also identify existing and projected gaps in housing supply using data about local demographics, the economy, housing stock, and future growth, and by listening to the perspectives of residents, businesses, and housing-related interest groups. Housing Needs Reports ensure local policies, plans, and development decisions are based on recent evidence.

New Westminster's 2024-2044 Housing Needs Report was endorsed by City Council on December 9, 2024. A new Housing Needs Report will be prepared in 2029, and ever five years thereafter.

The Housing Needs Report took into consideration the specific context in New Westminster, including:

1. **Shelters for individuals experiencing homelessness** – From the 2023 Point-in-Time Homeless Count, 203 people in New Westminster were counted as sheltered or unsheltered – an increase of 80 people since 2020. Additional shelter beds are needed.

2. **Supportive housing** – Supportive housing is deeply affordable and provides on-site supports and services, such as daily meals, life and employment skills building, and referrals to other services in the community, to residents who cannot live independently. Key interest group interviews highlighted a pressing need for more supportive and transitional housing for vulnerable populations, particularly for those who are homeless or at-risk of homelessness.

3. **Below and non-market rental housing** – Below and non-market housing serve as essential housing options for very low income (below $35,000 per year) households, low and moderate income households, and especially for those relying on income or disability assistance. The need for these housing types continues to grow.

4. **Housing for single persons** – Single person households in New Westminster face significant housing challenges due to their limited purchasing power with a single income.

5. **Seniors' housing** – Seniors are the fastest growing segment of New Westminster's population, and are the second largest group on BC Housing's waitlist for non-market housing in New Westminster.

6. **Indigenous housing** – Reconciliation is a key priority as the City learns and builds relationships with the people on whose lands New Westminster is situated. Indigenous households have the highest incidence of low-income status. Indigenous people also disproportionately experience core housing need and homelessness

7. **Black, Indigenous, and People of Colour (BIPOC) households** – Data specific to BIPOC households is often buried within broader Census categories, limiting the ability to identify other culturally-specific housing needs. The lack of detailed data makes it difficult to quantify and estimate the needs of these households accurately. Consultation with community members suggested concerns about discrimination and stigmatization of racialized and immigrant populations, alongside housing adequacy and security issues.

8. **Housing for persons with disabilities** – Persons with disabilities, whether physical or otherwise, face significant barriers in the housing market due to low-incomes and/ or the need for wheelchair-accessible units. Addressing these needs requires a targeted approach to increase the availability of accessible housing units and allow persons with disabilities to have equitable access to housing that meets their specific requirements.

9. **Market rental housing** – Despite City policies encouraging growth in the supply of market rental housing, vacancy rates in New Westminster remain at an unhealthy low of 0.8%.
10. **Family-friendly housing** – Households with children face significant challenges in finding available, affordable, and suitable housing across the Housing Spectrum. The rental market has few large units suitable for big families, with a vacancy rate of just 0.8% for units with three or more bedrooms. Low-income families, particularly single parent households earning one income, struggle to find affordable and suitable housing.
11. **Housing in close proximity to transportation infrastructure** – There is a need for affordable and accessible housing options near transportation infrastructure that supports walking, bicycling, public transit, and other alternative forms of transportation.

# 8.0 Housing



*A low rise apartment building.*

Living in stable, affordable and appropriate housing is one of the most important aspects of one's life, affecting many other factors such as work, physical and mental health, social connections, financial well-being and overall quality of life. High housing costs, along with other circumstances, prevent many residents in the city and region from obtaining and maintaining housing that meets their needs.

To meet local housing needs, the City must enable housing options that are diverse in terms of cost, location, number of bedrooms, tenure and type in each neighbourhood. Addressing housing need is guided, in part, by the City's Housing Needs Report, which is used to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence.

The City's 2024 Interim Housing Needs Report identifies the housing needed across the housing spectrum. The Report identifies that the city needs 8,137 new housing units by 2029, and 27,523 new housing units by 2044. The City has conducted further analysis to understand this need by type of housing (Figure X). This breakdown allows for progress tracking as well as advocacy to senior levels of government, which is needed to fund shelter beds, and supportive, below-, and non-market housing types.

| **Housing Type** | **5-Year Housing Need (2024-2029)** | **Annual Housing Need** |
|---|---|---|
| Shelter beds/ units | 58 | 12/ year |
| Supportive/ transitional housing units | 352 | 70/ year |
| Affordable rental units (below- and non-market) | 2,311 | 462/ year |
| Market rental units | 3,280 | 656/ year |
| Market ownership units | 1,647 | 330/ year |
| Subtotal | 7,613 | 1,523/ year |
| Units required to foster a healthy market (no tenure) | 558 | 112/year |
| **Total 5-year Units Needed** | **8,137** | **1,628/ year** |

**Figure X. Breakdown of housing units needed by housing type between 2024 and 2029.**

# Housing in the Official Community Plan

**Goal 8: New Westminster's neighbourhoods are great places to live and have diverse housing choices that meet the needs of the community.**

> **Policy 8.1:** Facilitate the creation and maintenance of housing that offers options for people who are experiencing or at risk of homelessness.
>
> **Policy 8.2:** Facilitate access to affordable, below- and non-market housing for low- to moderate-income households.
>
> **Policy 8.3:** Foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing.
>
> **Policy 8.4:** Create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs.
>
> **Policy 8.5:** Design housing to be livable and to foster social cohesion and connectivity.
>
> **Policy 8.6:** Provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context.

***This Plan...*** reflects the findings of the City's 2024 Interim Housing Needs Report, which uses an evidenced-based approach to understanding local needs across the housing spectrum. This Plan also reflects the many different housing policies and strategies, such as the Affordable Housing Strategy, Family Friendly Housing Policy, Inclusionary Housing Policy, and Secured Market Rental Housing Policy.

Through the Land Use Designation Map, this Plan allocates the highest number of new housing units within the Frequent Transit Development Areas, which include the areas surrounding 22nd Street, Sapperton and Braid stations, and Uptown. These areas are envisioned to include a mix of housing, retail and commercial services, and community amenities. Outside of these growth areas, townhouses are planned along pedestrian oriented transit corridors such as Eighth and Sixth Avenues and as a transition between Frequent Transit Development Areas and lower density housing forms. Single detached dwelling and duplex properties have the opportunity to increase housing choice by adding infill housing forms such as laneway or carriage houses, triplexes, quadplexes and other forms of multiplexes. This housing allocation is consistent with the strategies included in Metro Vancouver's Regional Growth Strategy (Metro 2050). The Land Use Designation Map accommodates a population forecast of 142,790 residents in New Westminster by 2050, which is consistent with the Regional Growth Strategy. The Land Use Designation Map can also accommodate 27,523 new housing units by 2044 to meet the 20 year total housing need identified in the 2024 Interim Housing Needs Report.

## Policy 8.1: Facilitate the creation and maintenance of housing that offers options for people who are experiencing or at risk of homelessness.

*In 2024, New Westminster had 506 units of supportive housing, 104 emergency shelter beds, and 35 extreme weather mats.*

Addressing and preventing homelessness have both individual and community-level impacts. Access to emergency shelter and supportive housing improves mental and physical health and overall well-being for people experiencing homelessness, and reduces incidences of emergency department visits and hospitalization, resulting in improved public health and cost savings for government. Based on the 2023 Point-in-Time Homeless Count, 203 people in New Westminster were counted as unhoused – an increase of 80 people since 2020, or a 65% increase. The 2024 Interim Housing Needs Report identifies that the Point-in-Time count findings are likely an undercount for understanding the true extent of homelessness, as they do not capture people who are couch surfing, living outdoors, or temporarily residing with family and friends. Estimates from the 2021 Integrated Data Project, which combines data from BC's Ministry of Housing, Ministry of Social Development and Poverty Reduction, Citizen's Services, and BC Housing; suggests that the actual number is at least 341 individuals in New Westminster.

The City is actively involved in efforts to prevent and reduce homelessness. The City funds and participates in the New Westminster Homelessness Coalition Society. The goal of this Society is for all New Westminster residents to have access to safe and affordable housing and supports and for no one to be homeless. The city is fortunate to have a strong network of organizations that provide supports and housing to people who are experiencing or at risk of homelessness. The City continues to partner with other levels of government, charitable foundations, faith-based groups and non-profit organizations to address homelessness and develop income, supports, and a spectrum of housing options. These include increasing the availability of emergency shelter beds, as well as permanent supportive housing, or non-market housing options.

[FULL GRAPHIC TO BE INSERTED WITH TEXT IN TABLE BELOW]

| **HOUSING TYPE** | **Emergency Shelters** are temporary but immediate places to stay for persons who are experiencing or at-risk of homelessness. | **Transitional Housing** is a type of housing for residents to stay temporarily (between 30 days and three years), with supports as needed. It aims to transition individuals into permanent housing.<br><br>**Supportive Housing** is a type of housing that provides on-site supports and services to residents that cannot live independently. This type of housing can also be located in private rental units with support services brought in as needed. |
|---|---|---|
| **5-Year Housing Need (2024-2029)** | **58** | **352** |
| **Annual Housing Need** | **12 / year** | **70 / year** |

**Figure X. Emergency Shelter, and Transitional and Supportive Housing Need**
*Source: Interim Housing Needs Report (2024)*

**Permanent Supportive Housing**

Permanent supportive housing includes embedded services as well as wraparound 24/7 supports that aim to support residents to maintain their tenancies and foster positive health and wellbeing. Permanent supportive housing units serve a variety of groups, including people who are unhoused, people requiring mental health or substance use supports, people transitioning out of the criminal justice system, and people with disabilities. Best practice components supportive housing include:

- **Permanence and Affordability** – housing is secure and rents are affordable, which provides stability and allows residents to rebuild connections, improve their health and wellbeing, and work towards self-identified goals.
- **Purpose-Designed** – designing buildings for their intended use and with their intended occupants in mind can maximize benefits for residents, foster community within the building, reduce external impacts on the community, and facilitate cohesion with neighbours and the broader community.
- **Embedded Services and Wrap-around Supports** – services and resources that are included as part of the housing – such as meal programs, peer support programs and 24/7 on-site support staff – and individualized wrap-around supports help residents to maintain their housing and work towards self-identified goals.
- **Community-Building Initiatives** – opportunities for socializing and community-building through design and/or programming reduces isolation and fosters community both within and outside the housing.

## Actions

**The City should…**

**8.1a** Develop a Communications strategy to clearly outline the benefits of affordable housing development.

**The City should continue to…**

**8.1b** Update the Homelessness Needs Assessment.

**8.1c** Implement the Homelessness Action Strategy, in partnership with the New Westminster Homelessness Coalition Society.

**8.1d** Develop and implement the Community Poverty Reduction Strategy and Food Security Action Plan.

**8.1e** Participate in Metro Vancouver homelessness and housing policy initiatives and be represented on associated committees.

**8.1f** Participate in and support the efforts of the New Westminster Homelessness Coalition Society.

**8.1g** Implement the Five-Year Prevention, Support and Transition Services Plan, which is aimed at addressing the immediate needs of people experiencing the three concurrent and inter-related crises of homelessness, mental health and substance use with the goal of stabilizing their lives.

**8.1h** Implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units.

## Policy 8.2: Facilitate access to affordable, below- and non-market housing for low- to moderate-income households.

*In 2024, only 7% of New Westminster's housing stock was non- or below-market rate housing – far lower than what is needed.*

When there is a lack of affordable housing, families and individuals may end up spending most of their income on housing costs with little left over for other expenses such as food, clothing and transportation. To reduce housing costs, households may end up living in overcrowded housing or housing in very poor condition. A lack of affordable housing supply can contribute to poor health and quality of life.

**The Need for Below- and Non-Market Housing**

Below and non-market housing serve as essential housing options for very low income (below $35,000 per year) households, low and moderate income households, and especially for those relying on income or disability assistance.

In 2021, roughly a third of renter households (28.9%) spent more than 30% of their income on shelter, exceeding the affordability standard for shelter costs.

Further, data from BC Housing and Metro Vancouver shows that the number of households in New Westminster waiting for social housing increased from 564 to 952 households from 2018 to 2024.

***Source: New Westminster Housing Needs Report (2024)***

In a region as expensive as Metro Vancouver, market housing options are often not affordable to low- and moderate-income households. Non-market housing and rent subsidies are needed to help these households meet their housing needs. Many vulnerable populations, including newcomers, persons with disabilities, single parents and seniors, benefit from these units. A healthy housing system should offer a variety of housing choice along the housing spectrum to suit the diverse needs of the community, from emergency shelters all the way to home ownership.

The Affordable Housing Strategy, the Affordable Housing Reserve Fund, and Inclusionary Housing Policy have been established to support the development of affordable housing projects. Changes have also been made to streamline the approval process for affordable housing projects. This included removing the requirement for qualifying projects to be rezoned.

The City actively advocates for and supports affordable housing projects but continues to remain reliant on partnerships and secured funding from Provincial and Federal agencies to realize new units. The City encourages the development and implementation of additional measures from senior governments that would assist in the creation, retention and maintenance of affordable housing.

[FULL GRAPHIC TO BE INSERTED WITH TEXT IN TABLE BELOW]

| | |
|---|---|
| **HOUSING TYPE** | **Below-Market Housing** is a type of housing with rents 10% below the currently reported Canadian Mortgage and Housing Corporation (CMHC) rental market median rent, all years, for New Westminster.<br><br>**Non-Market Housing** is a type of affordable housing that is subsidized by government, where rent or mortgage payments are not determined by the market but by the ability to pay, and eligibility criteria determine who is accommodated. Most non-profit and cooperative housing is a form of non-market housing. |
| **5-Year Housing Need (2024-2029)** | **2,311** |
| **Annual Housing Need** | **462 / year** |

**Figure X. Below and Non-Market Housing Need**
*Source: Interim Housing Needs Report (2024)*

## Actions

**The City should continue to…**

**8.2a** Implement the Inclusionary Housing Policy to ensure new strata residential developments seeking additional density contribute to the affordable rental housing supply.

**8.2b** Implement the Affordable Housing Strategy.

**8.2c** Partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in or near Frequent Transit Development Areas.

**8.2d** Partner with Metro Vancouver to Implement the Metro Vancouver Housing 10-Year Plan, and to seek opportunities to partner with Metro Vancouver Housing and others to expand affordable rental housing in the city.

## Policy 8.3: Foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing.

*Using incentives under the Secured Market Rental Housing Policy, 1,723 new secured market rental housing units have been built (as of February 2024).*

Rental housing accommodates diverse residents, including families, newcomers, post-secondary students, couples, single person households and seniors. Rental housing can take many forms, including below-market housing, cooperative housing, purpose-built market rental housing, secondary suites and individual apartments rented by owners. As of 2024, the city has 3,153 secondary suites, 4,632 renter-occupied condominiums and 9,956 purpose-built market rental housing units.

### Single Person Households

Single person households in New Westminster face significant housing challenges. Their incomes are typically half those of larger households, yet they face similar rental costs.

Single person households make up the largest group with housing affordability challenges. More than 41% of all households paying more than 30% of their income on shelter costs where single person households.

***Source: City of New Westminster Housing Needs Report (2024).***

High housing prices across the region mean that home ownership is not a viable option for many households, making rental housing particularly important. The city has a high proportion of rental households compared with the region and a long history of rental housing, notably in Brow of the Hill, Sapperton and Uptown.

Although there is a diversity of rental housing forms in the city and region, renter households still face challenges, such as persistently low vacancy rates, poor housing conditions in some rental buildings, and loss of rental units to redevelopment. The City has a number of policies in place to help deal with these challenges, including: the Standards of Maintenance Bylaw, to enforce maintenance of rental housing by building owners; the Secured Market Rental Housing Policy, to protect and enhance existing rental housing and to incentivise the construction of new secured market rental units; and tenant assistance policies, to ensure that tenants evicted due to demolition receive assistance from building owners above and beyond what is required in the Residential Tenancy Act.

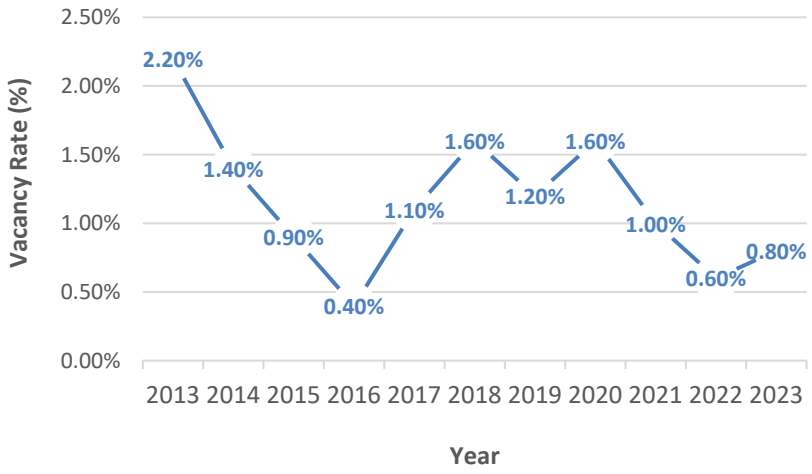
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| | |
|---|---|
| **HOUSING TYPE** | **Market Rental Housing**, also referred to as Purpose-built or Secured Market rental housing, is multi-unit housing constructed for the purpose of long-term rental tenure and is not subsidized into co-op, strata condominium, or fractional ownership arrangements. |
| **5-Year Housing Need (2024-2029)** | **3,280** |
| **Annual Housing Need** | **656 / year** |

**Figure X. Market Rental Housing Need**
*Source: Interim Housing Needs Report (2024)*

**FIGURE X. NEW WESTMINSTER RENTAL VACANCY RATE 2013 - 2023**

*(Source: CMHC Rental Market Survey, 2013-2023 )*




*Between 2013 and 2023, median rents rose by $683 (81%), with the largest increases in 2019 and 2023. (Source: New Westminster Housing Needs Report, 2024)*

Despite City policies encouraging growth in the supply of market rental housing, New Westminster's rental vacancy rate has been below the healthy rate every year since 2011. A healthy vacancy rate is considered to be at least 3.0%, however, the city's rental vacancy rate was only 0.8% in 2023 (Metro Vancouver's vacancy rate was 0.9% in 2023) [Figure X]. This indicates that the city has experienced a long-term shortage of rental housing units. Low availability leads to higher demand, which can result in higher rental rates. It is crucial for the City to support the development of rental housing and protect the existing rental stock to improve the overall supply of rental units.

## Actions

**The City should...**

**8.3a** Complete the Draft Rental Replacement Policy to ensure that redevelopment of older purpose-built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster.

**8.3b** Update the Tenant Relocation Policy (2018), which assists tenants of purpose-built market rental housing displaced by redevelopment.

**The City should continue to...**

**8.3c** Facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy.

**8.3d** Seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard.

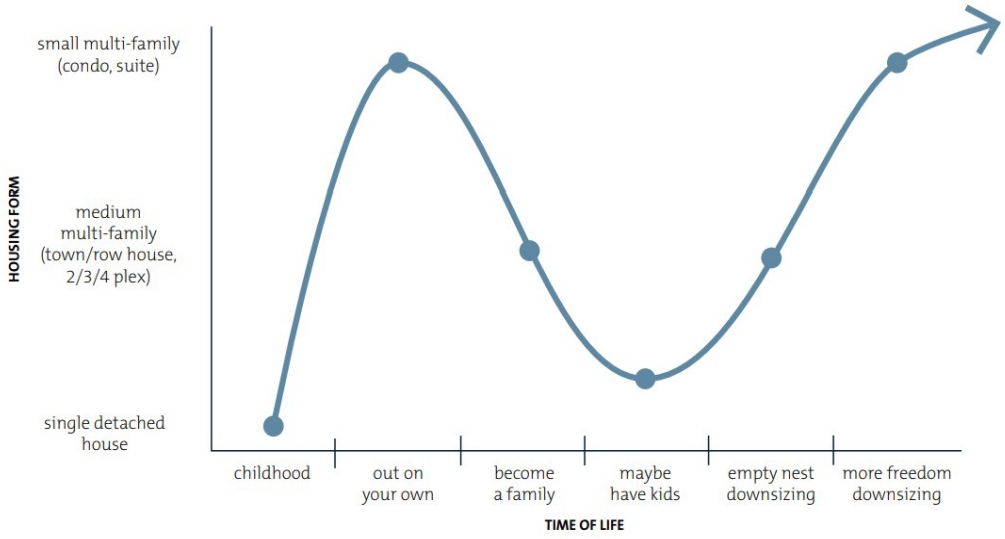
**8.3e** Encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.

## Policy 8.4: Create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs.

In 2021 single detached dwellings and apartments made up more than 94% of the city's housing stock, resulting in limited housing options appropriate for people of all abilities, ages and household types. Allowing a wider variety of ground oriented housing types in each neighbourhood provides more options for households in New Westminster in addition to single detached dwellings and apartments. A ground oriented dwelling unit has a separate exterior entrance directly accessible from a street or open space. Examples of ground oriented units include single detached dwellings, carriage and laneway houses, duplexes, triplexes, rowhouses, and side-by-side townhouses.

Increasing the city's housing options in all neighbourhoods will allow households to meet their changing needs, enable empty nesters and seniors to downsize and remain in familiar surroundings, facilitate newcomers locating in the city, and help support young families and professionals who are getting started in the housing market. This Plan's Land Use Designation Map creates opportunities for all of these housing forms throughout the city.

**Figure 23.**
**Housing form changes as we age and our life circumstances evolve.**




With increasing housing prices and a lack of housing options, more and more families with children are considering either moving further out into the Fraser Valley or living in apartment units. Three-bedroom units are attractive to families with children but multiple unit housing with three or more bedrooms is in short supply. In response, the City adopted the Family-Friendly Housing Policy, which requires minimum percentages of two- and three-bedroom units in new multiple unit buildings.

Persons with disabilities, whether physical or otherwise, face significant barriers in the housing market due to low-incomes and/ or the need for housing specifically designed for accessibility. Addressing these needs requires a targeted approach to increase the availability of such units. Adaptable housing is built for those with limited mobility due to age, disability or illness, enabling individuals to function in their homes with relative independence even as their needs change over time. In 2011, the City adopted an Adaptable Housing Policy, which requires 40% or more of all new single-story, multiple unit buildings to be adaptable, exceeding the requirements of the British Columbia Building Code (BCBC).

The City's Housing Needs Report identified that as the fastest growing segment of New Westminster's population, seniors contribute to the growing need for additional assisted living, long-term care and other supportive housing options, as well as supports to allow for aging-in-place in their current housing.

| **Dwelling Type** | **Units** | **Percent** |
|---|---|---|
| Single Detached Dwellings (including suites) | 8,660 | 24% |
| Semi-detached (Duplexes) | 215 | <1% |
| Townhouses | 2,060 | 6% |
| Apartment (less than 5 storeys) | 12,565 | 35% |
| Apartment (5 or more storeys) | 12,525 | 35% |
| Other | 65 | <1% |
| **Total Housing Units** | **36,090** | **100%** |

**Figure X. Existing Housing Stock by Structure Type in 2021.**
*Source: Statistics Canada, 2021.*

## Actions

**The City should continue to…**

**8.4a** Implement and monitor the Adaptable Housing Policy.

**8.4b** Implement and monitor the Family-Friendly Housing Policy.

**8.4c** Explore opportunities to increase the variety and stock of ground-oriented infill housing such as duplexes, triplexes, rowhouses, and multiplexes.

## Policy 8.5: Design housing to be livable and to foster social cohesion and connectivity.

*In a survey of 320 New Westminster parents in 2014, 41% felt connected with their neighbours—they knew their names, picked up their mail when they were away, their kids play together.*

Strong social relationships and connections can be a source of enjoyment, belonging, happiness and a foundation for community resilience in the face of crises: the entire neighbourhood is home. People who feel connected are more likely to develop a sense of belonging, participate in and take care of their community, live healthier lives, and trust each other. It is increasingly recognized that social connectedness and belonging are one of the strongest resources we have to chart a more sustainable, resilient path forward.

Social connectivity has become an increasingly important theme in city planning, with housing recognized as being critical for creating opportunities for positive neighborly interactions. For example, the design and location of common spaces in multi-unit housing – including common amenity spaces, circulation spaces, and outdoor areas – can provide opportunities for connections with neighbours, for children to play together, and for people of different abilities, ages, cultures, and identities to interact. The design of multi-unit residential buildings is guided by Development Permit Areas and related guidelines, with the latter facilitating design that fosters social connectivity. These guidelines are also used to improve the livability of units by considering the impact of noise from adjacent major roads or non-residential uses.

Surrounding social infrastructure such as parks, community gardens, and public gathering spaces, also play a role in social cohesion and connectivity, and can be designed in a way that fosters liveability. These spaces are places to relax, socialize or interact with fellow community members. Small design details can have a big impact. For example, having benches that face each other can allow for people to more easily start a conversation with a person sitting on another bench.

## Actions

**The City should…**

**8.5a** Create a city-wide Noise Attenuation Program that includes development permit guidelines for mitigating noise in residential units to help new development meet CMHC noise reduction targets.

**The City should continue to…**

**8.5b** Collaborate with Hey Neighbour Collective to develop and implement tools that encourage more socially connected, inclusive, and resilient communities for all.

## Policy 8.6: Provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context.

New Westminster is an attractive, centrally-located, place to live, learn, play and work, which means that more people will continue to move to the city. One of the most important roles of an official community plan is to ensure that this new growth goes in the right places.

This Plan ensures that most new residences outside of Downtown and Queensborough will be located within Frequent Transit Development Areas which will be mixed-use, pedestrian-oriented nodes well served by transit. The next highest number of housing units will be located along transit-oriented corridors, such as Twelfth Street, Sixth Avenue and Eighth Avenue. The Plan also enables additional ground oriented units such as townhouses and multiplexes to be located in residential neighbourhoods across the city. This allocation of growth maximizes the opportunity for residents to easily access services by foot, bike or public transit.

**Frequent Transit Development Areas (FTDA)**

FTDA is a term identified in Metro 2050 – Metro Vancouver's Regional Groth Strategy. These areas are located along frequent transit networks and are characterized by higher density forms of residential, commercial and mixed-uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, walking, and rolling are the preferred modes of transportation.

As New Westminster grows, the infrastructure, services and amenities needed to maintain community livability must also grow. This Plan provides the framework for the City to plan for expanding community needs, such as water and sanitary, parks and open space, fire and police services, and arts and culture amenities. This Plan is also used by New Westminster School District, which is independently responsible for schools planning and development.

| HOUSING TYPE | **Market Ownership Housing** refers to housing that is privately owned by an individual (or a company) who generally does not receive direct subsidies to purchase or maintain it. Prices for this type of housing are set by the private market. |
|---|---|
| **5-Year Housing Need (2024-2029)** | **1,647** |
| **Annual Housing Need** | **330 / year** |

*By 2050, the Metro Vancouver Regional Growth Strategy projects that New Westminster will have 66,750 dwelling units, an increase of approximately 28,840 new units over 2021.*

**Figure X. Market Ownership Housing Need**
*Source: Interim Housing Needs Report (2024)*

## Actions

**The City should continue to…**

**8.6a** Use the City's development approvals authority to ensure development locates in the right place in the city.

**8.6b** Partner with the New Westminster School District in advocating for future schools identified in the New Westminster Schools' Long Range Facilities Plan.

**8.6c** Use the Housing Needs Report findings to strengthen understanding of current and future housing needs and ensure local policies, plans, and development decisions are based on recent evidence.

**8.6d** Use the Official Community Plan to guide planning of municipal infrastructure, services and amenities, and a sustainable financing growth strategy.

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# Attachment *E7*

# *Draft Energy, Emissions and Climate Change OCP Chapter*

# 4.0 Energy, Emissions & Climate Change

**Figure 1**. Where Are We Now: Community-wide GHG Inventory

[PIE CHART TO BE ADDED]

In 2022 in New Westminster:

- Transportation accounted for 54% of community-wide GHG emissions
- Buildings accounted for 42% of community-wide GHG emissions
- Waste accounted for 4% of community-wide GHG emissions

*Source:* Province of BC Current Community Energy and Emissions Inventory data (February 2025)

New Westminster is committed to taking bold action on climate change. Improving energy efficiency and taking action on climate change is vital for creating a sustainable city where community members, organizations and businesses thrive. In 2019 the City declared a climate emergency and identified Seven Bold Steps for Climate Action, which established a framework for ensuring that the climate impacts of all City decisions are considered and weighed, and efforts are strategically focused. In 2022, a new Community Energy and Emissions Plan (CEEP) 2050 was endorsed, helping to chart the course for reaching net-zero emissions by 2050, and achieving significant gains by 2030 (45% below 2010 levels).

Community members have been feeling the impacts of hotter and drier summers, and more precipitation in fall, winter, and spring. To adjust to these new realities, climate adaptation is critical in addition to mitigation-focused action on reducing emissions. Climate adaptation actions such as re-introducing wetlands and rain gardens to help control flooding, planting trees to lower air temperature, and adding cooling to homes to improve human health have co-benefits such as cleaner air, enhanced biodiversity, and improved health and wellbeing. Strategically coordinating climate adaptation and mitigation helps ensure that climate actions do not unintentionally create new problems.

**Figure 2**. Projected Change in GHG Emissions and Electrical Consumption through Implementation of CEEP 2050

| New Westminster | 2021 | 2030 | 2050 |
|---|---|---|---|
| Population Growth | 82,940 | 106,580 | 142,790 |
| GHG Emission (tCO2e) | 277,383 | 150,738 (-30% below 2010 levels) | 7,249 (-97%) |
| Per capita (tCOe) | 3.5 | 1.6 | 0.06 |
| Electrical Consumption (GJ) | 1,606,791 | 1,892,267 | 2,298,252 |
| Per Capita (GJ) | 20.4 | 20.2 | 19.6 |
| Total Energy Consumption | 6,361,980 | 5,931,246 | 4,482,993 |
| Per Capita (GJ) Total Energy Consumption | 80.62 | 63.43 | 38.28 |

*Source:* 2021 data from *https://www2.gov.bc.ca/gov/content/environment/climate-change/data/ceei/current-data;* 2030 and 2050 data from CEEP 2050

# Energy, Emissions and Climate change in the Official Community Plan

**Goal # 4: New Westminster is an energy-efficient and net-zero emissions community that takes equitable and bold climate action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.**

**Policy 4.1:** Support a shift to sustainable transportation modes, helping to reduce transportation greenhouse gas emissions.

**Policy 4.2:** Encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards.

**Policy 4.3:** Pursue energy conservation and demand management, and encourage local renewable energy systems.

**Policy 4.4:** Prepare for and reduce future impacts and risk to the natural environment, property, and public health due to climate change.

This Plan… is consistent with policy direction from the Community Energy and Emissions Plan 2050 and recognizes the importance of energy efficiency and GHG reduction. It also reflects new initiatives that have been launched in the community since the previous Official Community Plan.

Achieving the targets set out in the Community Energy and Emissions Plan requires shifting to sustainable transportation modes, retrofitting existing buildings, and constructing more efficient new buildings. Drawing down emissions to zero will depend on proactive participation by all community members. The placement of land uses and density on the Land Use Designation Map helps to encourage walking and biking by locating a higher number of residents near frequent transit. Locating new housing, jobs, and amenities in close proximity to transit also supports the provision of more frequent service.

This Plan supports energy upgrades and electrification during building renovation, and higher performance standards, such as the BC Energy Step Code and Zero Carbon Step Code, for new building construction. Towards this, development permit guidelines included in this Plan encourage the construction of buildings that reduce energy use. Residents are also encouraged to take initiative to make changes to their homes, transportation modes and waste management practices above and beyond what is laid out in this Plan.

As well, this Plan acknowledges the impacts and risks associated with climate change and supports measures to help the City adapt to the effects that climate change will have on community members and the built environment.

## Policy 4.1: Support a shift to sustainable transportation modes, helping to reduce transportation greenhouse gas emissions.

**Figure 3**. City-wide Vehicle GHG Emissions

[PIE CHART TO BE ADDED]

In 2024:

- The share of vehicle GHG emissions from passenger vehicles in New Westminster was 73%
- The share of vehicle GHG emissions from commercial and other vehicles in New Westminster was 27%

*Source:* Province of BC Current Community Energy and Emissions Inventory data (2022)

The City's Master Transportation Plan and Community Energy and Emissions Plan endeavor to improve transportation choices for local residents while reducing transportation related greenhouse gas emissions. Transportation is a major source of GHG emissions in the city (accounting for 54% of all emissions), and both plans recognize that there are three primary ways to reduce such emissions:

1. Create transit oriented neighbourhoods where residents can live close to where they work and shop.
2. Develop programs and infrastructure that support walking, cycling, rolling, and taking transit as the preferred ways of getting around.
3. Support the use of efficient and low-carbon mobility options, including electric mobility (eMobility).

Neighbourhood design has a major impact on facilitating a wider range of transportation choices. Active transportation increases when communities include a mix of housing sizes, types and densities, diverse services, and a range of employment opportunities. New Westminster is fortunate to already have vibrant neighbourhoods with commercial services within walking distance of most homes. This Plan builds on this strength by encouraging a further mixing of land uses in each neighborhood. This Plan also supports the Master Transportation Plan and Community Energy and Emissions Plan by including policies that seek to manage transportation demand and make it easier and more attractive to walk, cycle, roll, or take transit to a destination.

Encouraging a wider range of efficient and low-carbon travel options decreases vehicle use, reduces transportation-related GHG emissions, improves air quality, and is beneficial to residents and businesses. This includes eMobility options such as electric vehicles and electric bicycles, which the City can support by investing in public charging stations and by supporting similar initiatives on private property. In 2024, the City launched an e-bike share service, enabling e-bikes to be rented across the city. Car-sharing options are also encouraged, to provide local residents with quick, on-demand access to a car or truck without the cost of owning a vehicle.

*Actions*

The City should continue to…

4.1a Work with the Province, Metro Vancouver, and regional and local partners to fund programs such as Plug In BC that advance infrastructure to support clean energy vehicles.

4.1b Implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related GHG emissions.

4.1c Implement the eMobility Strategy, which outlines actions the City can take to support the community's transition to electric modes of transportation.

## Policy 4.2: Encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards.

**Figure 4**. City-wide Building GHG Emissions

[PIE CHART TO BE ADDED]

- In 2022 in New Westminster, 32% of GHG emissions from buildings were from residential buildings.
- In 2022 in New Westminster, 68% of GHG emissions from buildings were from commercial buildings.

*Source: Source:* Province of BC Current Community Energy and Emissions Inventory data (2022)

Buildings are a significant source of GHG emissions in the city (42%), and they represent a major part of the City's annual electricity and natural gas consumption. Buildings are where community members spend most of their time – at home, at work, or accessing community services – making indoor comfort and air quality very important. The Community Energy and Emissions Plan sets objectives to increase the energy efficiency of existing buildings and promote the most energy efficient and low carbon new buildings.

The City can influence energy use and GHG emissions in the built environment by establishing policy direction, zoning requirements, and development permit guidelines for new buildings with respect to energy efficiency, and it can inspect buildings for compliance. The City also supports programs that help advance the technical skills and knowledge of local homebuilders and architects in designing and constructing energy efficient and low-carbon homes and communicating the benefits to homebuyers. As well, the City endeavours to lead by example, such as with the təməsewtxʷ Aquatic and Community Centre which was the first aquatic centre in Canada to achieve the Canada Green Building Council's Zero Carbon Building-Design Standard.

In 2013, the City launched Energy Save New West, a community energy-efficiency and GHG reduction program for new and existing homes and businesses. Energy Save New West provides concierge services that make it easier for local residents and businesses to retrofit their house or building, and access rebates and incentives through Better Homes BC. The program provides free technical advice and guidance when considering an energy upgrade. It also provides support to local homebuilders and architects through a variety of learning events, technical advisory services, and peer engagement in advanced building practices.

Designing and constructing a new building provides an ideal opportunity to achieve a higher standard of energy efficiency, and to reduce GHG emissions during construction and the lifetime of a building. Buildings with advanced energy performance also deliver co-benefits such as reduced operating costs, higher levels of occupant comfort, and improved acoustic dampening from outside noise. Buildings with better thermal comfort and indoor ventilation have beneficial impacts on the health and productivity of those who live and work within them.

**What are the BC Energy Step Code and Zero Carbon Step Code?**

The BC Energy Step Code and Zero Carbon Step Code are two independent but related building code standards that aim to improve energy efficiency and reduce carbon emissions in new buildings in BC. Local governments, such as the City of New Westminster, may choose to adopt one or both Step Codes. The Step Codes establish progressively increasing performance targets (steps) that support market transformation from current energy efficiency and GHG emission requirements in the BC Building Code, to zero-carbon and net-zero energy ready buildings. New Westminster's Building

Bylaw establishes the City's Step Code requirements, and includes a timeline for reaching top tiers of the Step Codes by 2027.

*Actions*

**The City should...**

4.2a Support development of the upcoming provincial Existing Buildings Renewal Strategy and once released by the Province, develop a New Westminster-specific implementation strategy.

**The City should continue to...**

4.2b Implement the actions and policies of the Community Energy and Emissions Plan 2050 to reduce energy use and related GHG emissions in new and existing buildings.

4.2c Implement the adopted timeline to reach the highest tiers of the BC Energy and Zero Carbon Step Codes by 2027.

4.2d Improve the energy efficiency of City-owned buildings, through implementing the Corporate Energy and Emissions Reduction Strategy, and adhering to the Green Buildings and Energy Efficient Equipment Policies.

## Policy 4.3: Pursue energy conservation and demand management, and encourage local renewable energy systems.

Energy conservation is a key strategy in managing the transition to a low-carbon future. As the City, community and industry continue to move towards broad electrification, reducing overall energy consumption and improving demand management will be critical to maintaining grid resilience and minimizing energy supply constraints. Energy conservation measures – such as high-efficiency building design, demand-response technologies, and smarter energy use – can reduce household costs while minimizing the need for new infrastructure.

**What is a District Energy System?**

District energy systems connect multiple buildings to a single heating or cooling network. They deliver clean, renewable sources of building heating or cooling across an entire neighbourhood at prices competitive with conventional energy sources. These low-carbon systems simultaneously reduce GHG emissions across the entire network of connected buildings, thus dropping emissions faster and potentially with less cost than if each building had to do it on its own.

The City continues to explore opportunities to generate clean, renewable energy, including ground-source geo-exchange systems, waste heat recovery (including sewage), bio-energy from clean, urban-sourced wood waste, solar thermal heating, and photovoltaic arrays, to lead the reduction in local GHG emissions.

The Community Energy and Emissions Plan encourages new developments to take advantage of opportunities to use on-site renewable energy sources where feasible. While the Step Codes prioritize improvements in the building envelope as a key strategy to reduce energy use, which includes design choices to increase energy conservation. Building-scale renewables also play a key role in the transition towards ultra-low energy buildings in the city.

The City's own Electrical Utility has a direct interest in conserving energy and supporting local energy-efficiency programs. The Electrical Utility is working toward programs that manage peak demands of the electrical grid and increase availability of renewable and low-carbon energy services to local customers. The utility also supports the installation of solar photovoltaic arrays in buildings.

The City supports district energy as a long-term commitment to sustainable energy infrastructure. Identifying viable opportunities for neighbourhood renewable energy systems in the city is one of the implementation priorities from the Community Energy and Emissions Plan.

*Actions*

The City should continue to...

4.3a Implement the actions of the Community Energy and Emissions Plan related to energy conservation and demand management, and local renewable energy systems.

## Policy 4.4: Prepare for and reduce the impacts and risks to the natural environment, property, and public health due to climate change.

The impacts from climate change are being felt globally as well as in New Westminster. These impacts will continue to worsen as sea levels continue to rise and weather patterns change, resulting in longer droughts, more extreme heat events, varied precipitation patterns, and more wildfires. The City must become more resilient using a range of adaptation measures.

Unpredictable and extreme weather events negatively affect public health and disproportionately affect vulnerable groups, such as seniors and those who are unhoused. For example, low-income households may not have access or the ability to pay for home cooling, putting them at risk of serious health complications during extreme heat events.

Increasing the integration of the natural environment within the public realm (for example, in parks and on boulevards) can help mitigate some of the impacts of climate change. Curbside features such as rain gardens filter and stormwater, infiltrate it into the soil to support plants and trees, and can also mitigate the urban heat island effect, cooling the air and improving air quality, and fostering biodiversity.

Across the Metro Vancouver region, climate change is anticipated to impact a number of other factors that influence population growth and livability, including water supply and demand, sewage and drainage, ecosystems and agriculture, air quality and human health, buildings and energy systems, transportation, recreation, and tourism. A Climate Change Adaptation and Resilience Plan will provide detailed guidance for integrating adaptation measures and improving community resiliency.

*Actions*

The City should...

4.4a Develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines.

4.4b Ensure neighbourhoods are well served by civic and community facilities that could function as emergency gathering centres or places of refuge during or after extreme weather events.

The City should continue to...

4.4c Regularly update hazard, risk, and vulnerability assessments.

4.4f Implement the actions of the Community Energy and Emissions Plan related to preserving and enhancing natural areas and the urban tree canopy, and increasing the use of green infrastructure.

4.4h Include provisions in Development Permit Area guidelines for integrating the natural environment in new development, such as sustainable landscaping features (native planting), tree retention and stormwater management (rain gardens, bioswales).

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# Attachment F1

## *Summary of Our City, Our Homes Engagement*

# 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.<br>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 |



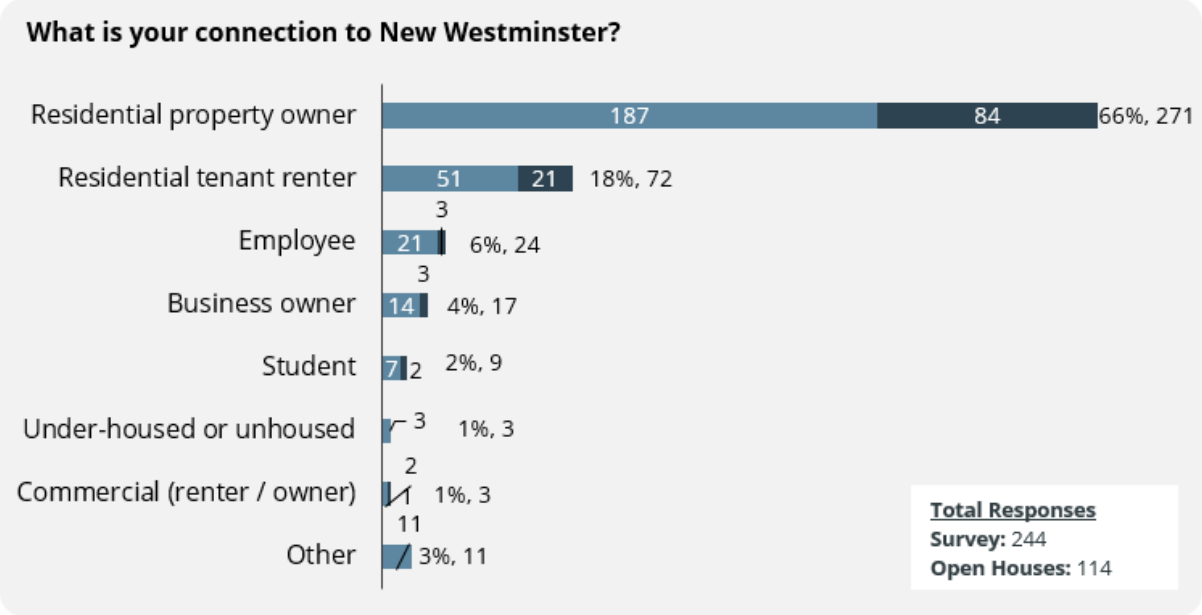

*Figure 3: A picture of open house at Century House*

# 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).

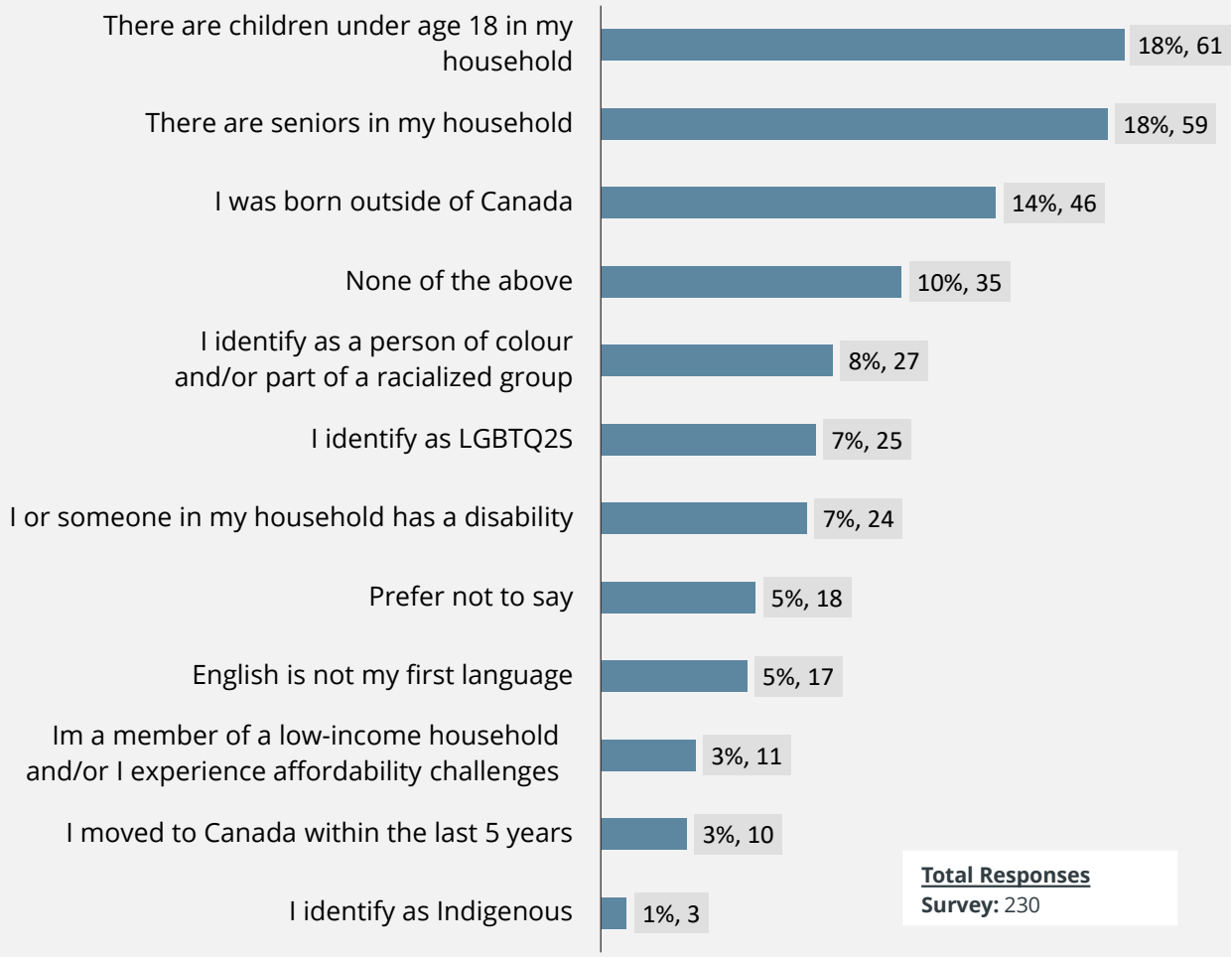



***Note:*** *This question was asked during the open houses and during Be Heard New West sign-up process. The "other" option was only provided on Be Heard and not on the in person display board.*

## 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.

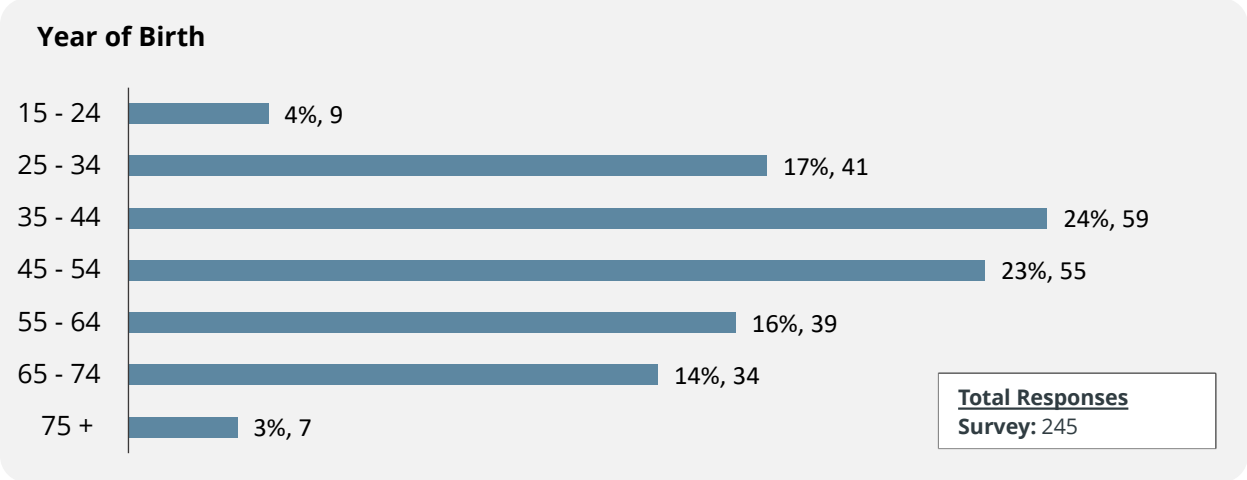
**OPTIONAL - More info about you (select any / all that apply)**:




***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%).

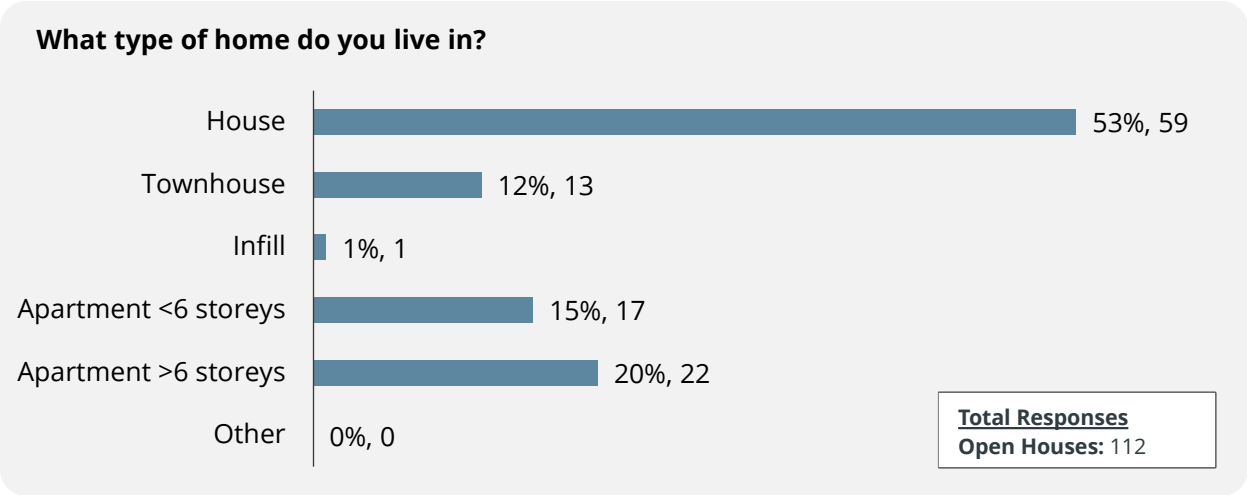



***Note:*** *This question was only asked of Be Heard participants. One participant identified an age below 15, which is not included in the chart above, but is included in the count of total survey responses.*

## 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**.

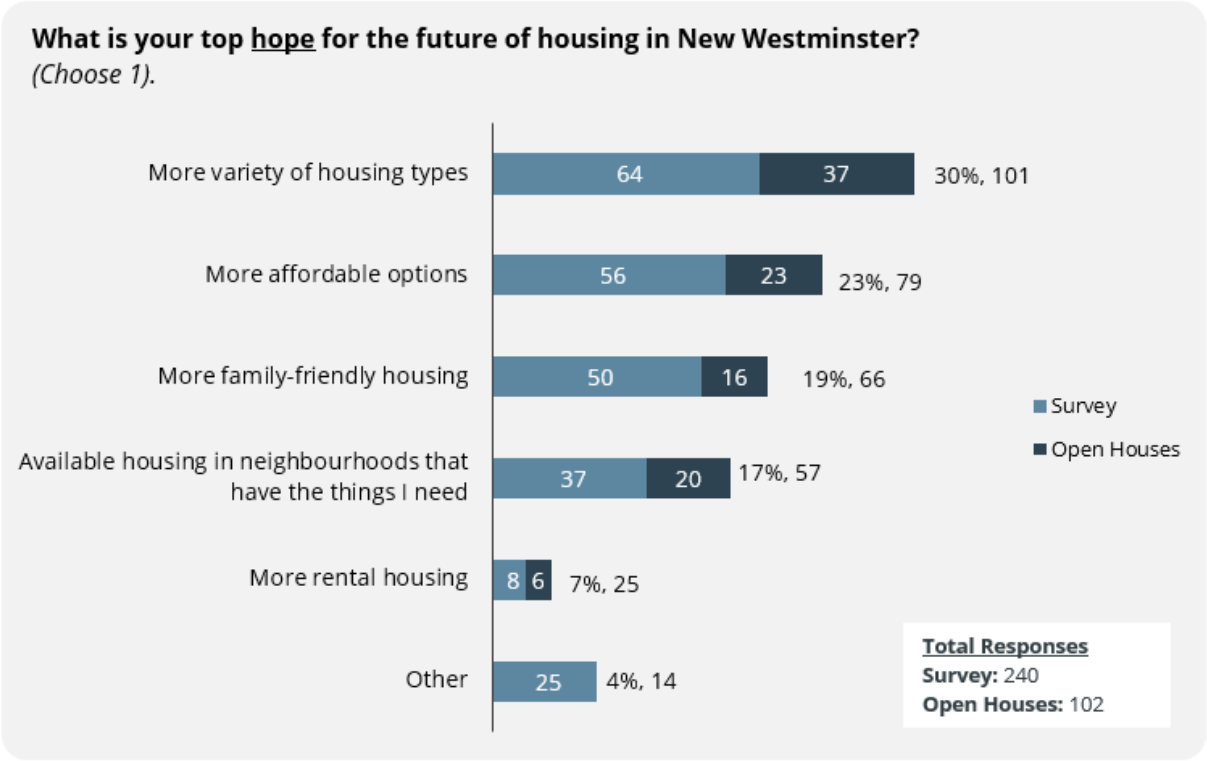
**Note**: The survey is only related to changes on the mainland of New Westminster. **The City is not currently making changes to housing regulations in Queensborough**, because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing.

### 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*

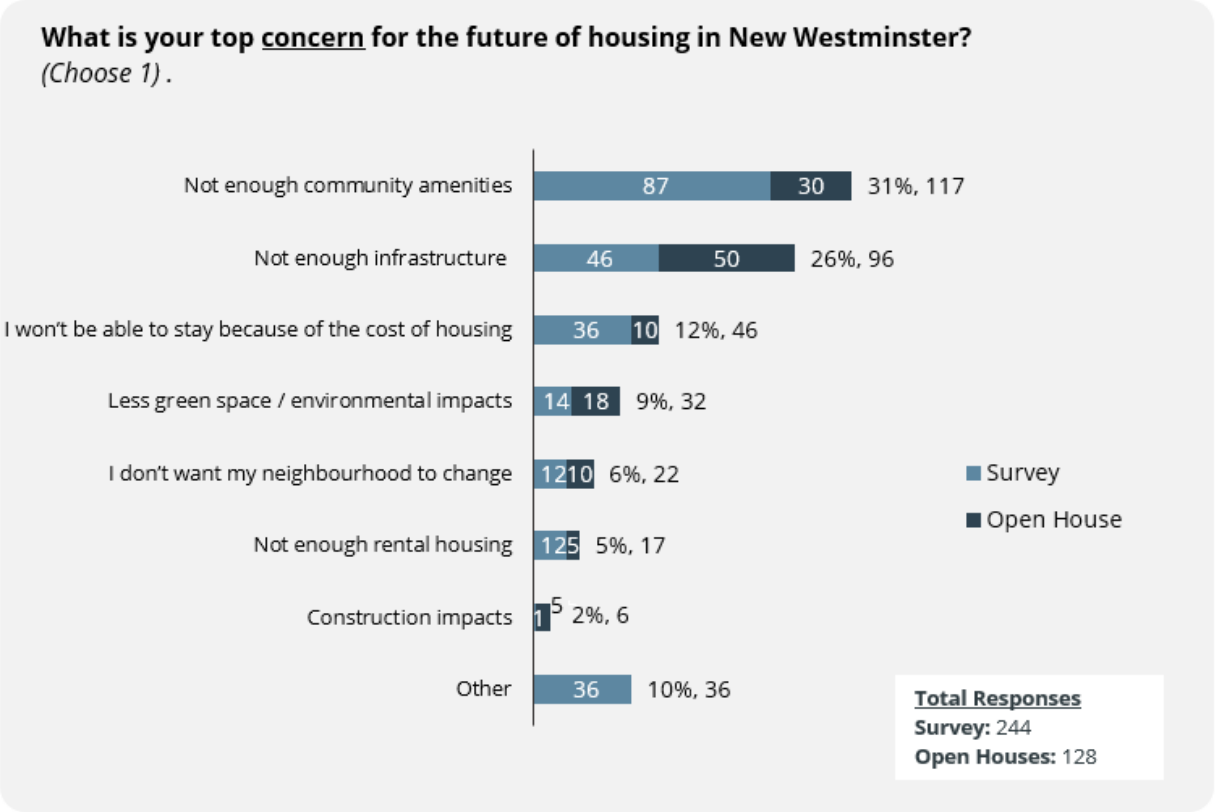
***"I have been unhoused and living in my vehicle since 2017. […] I've been in New Westminster since 1993. I raised my son here and this is my home even though I don't have a roof over my head."*** *– Survey participant*

## 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.

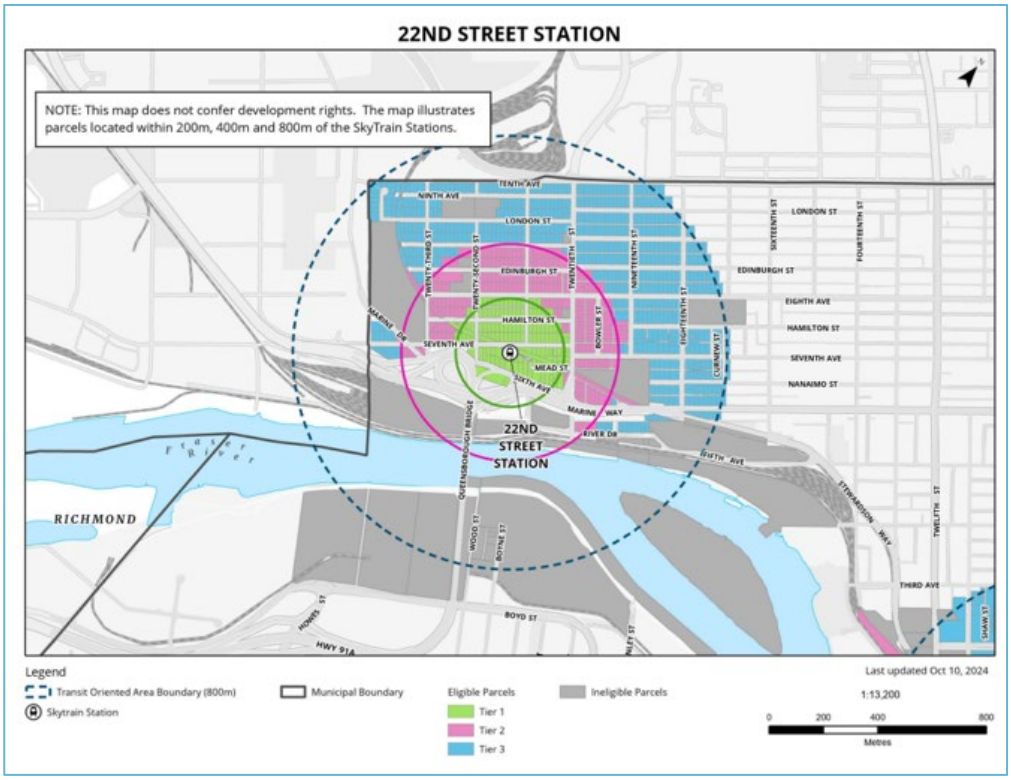



*Figure 4. 22nd Street Station Transit Oriented Area Map*

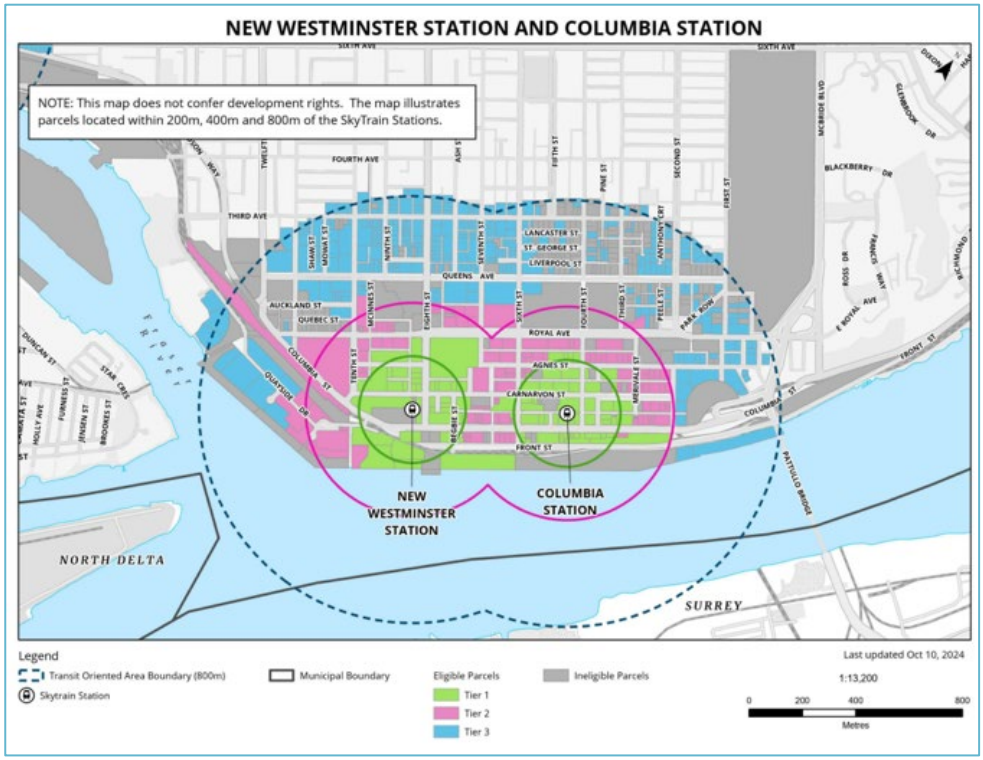



*Figure 5. New Westminster Station and Columbia Station Transit Oriented Area Map*

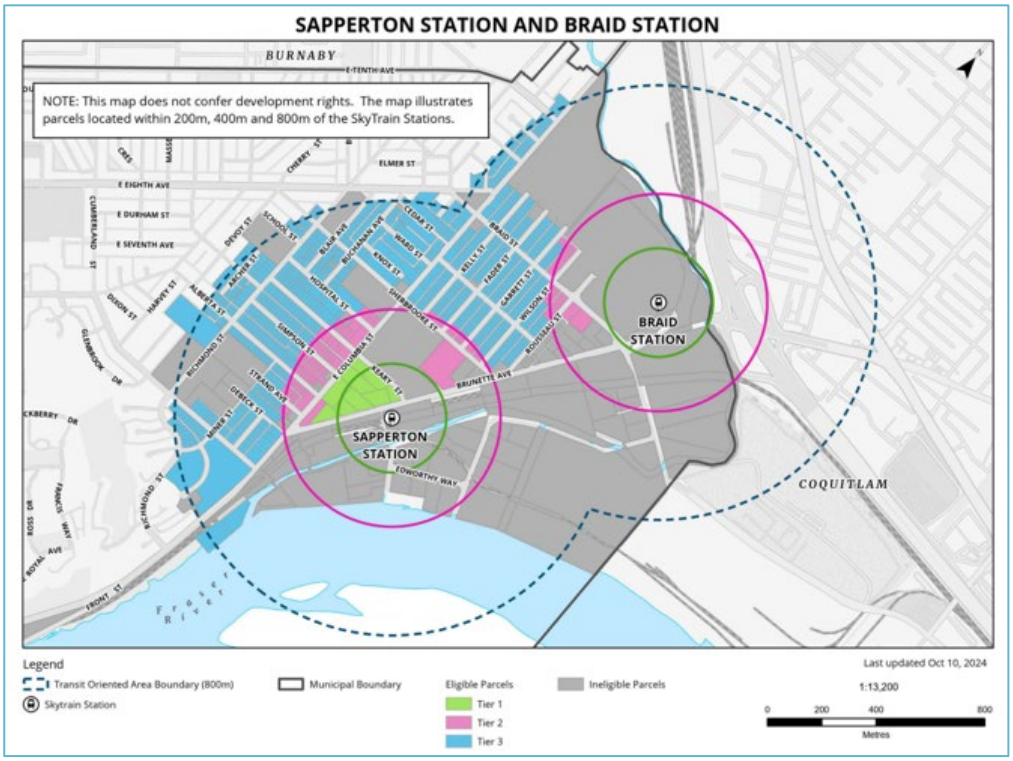



*Figure 6. Sapperton Station and Braid Station Transit Oriented Area Map*

**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.

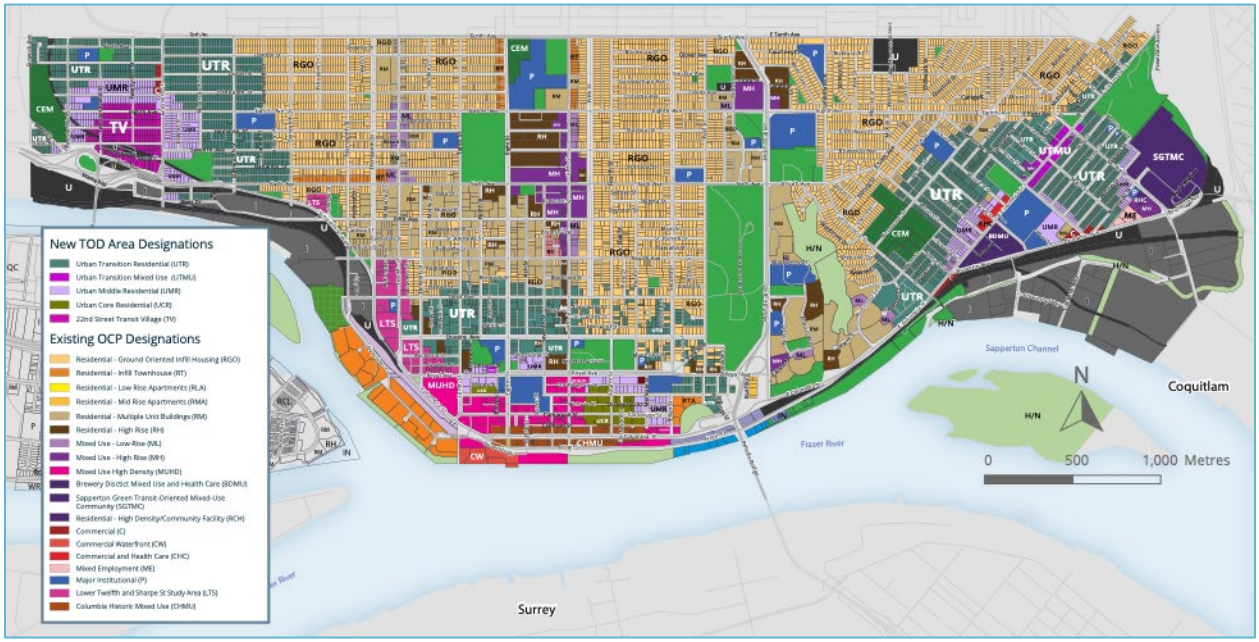



*Figure 7. Proposed Land Use Designation Map*

**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*

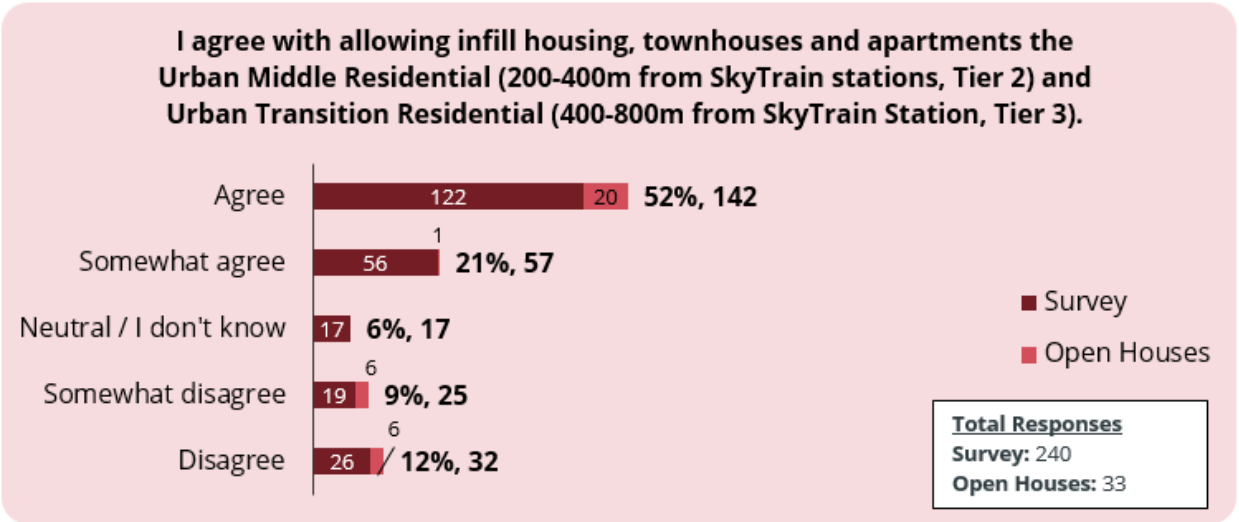
Q4: Considering **what is required** by the Province and **what the City is exploring** in the Transit Oriented Development Areas, please share your **level of agreement with the statements** below:

- 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.*

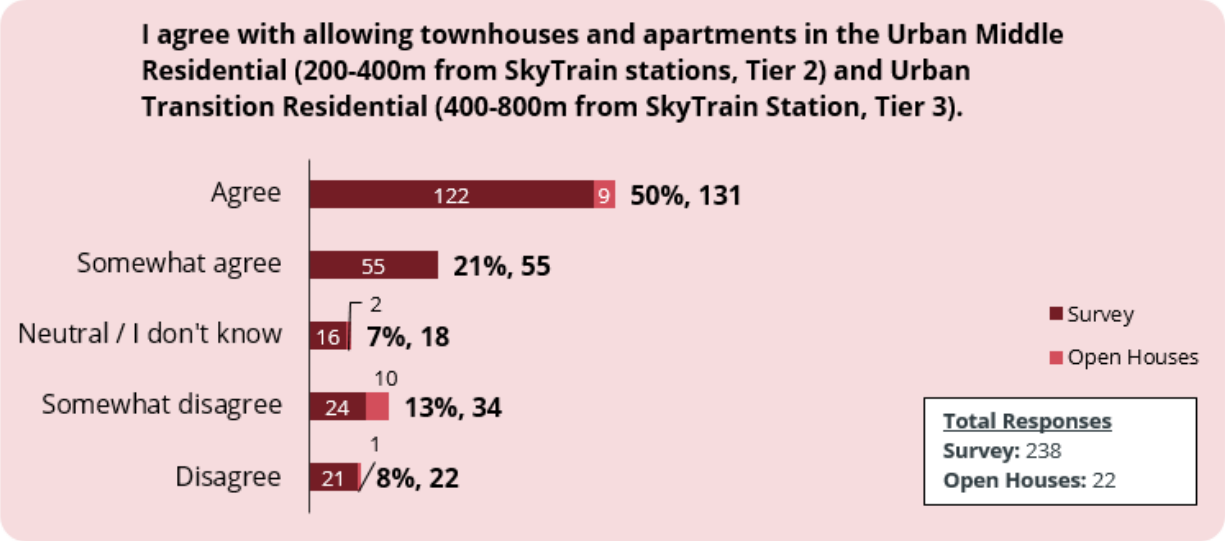
## RESULTS

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.

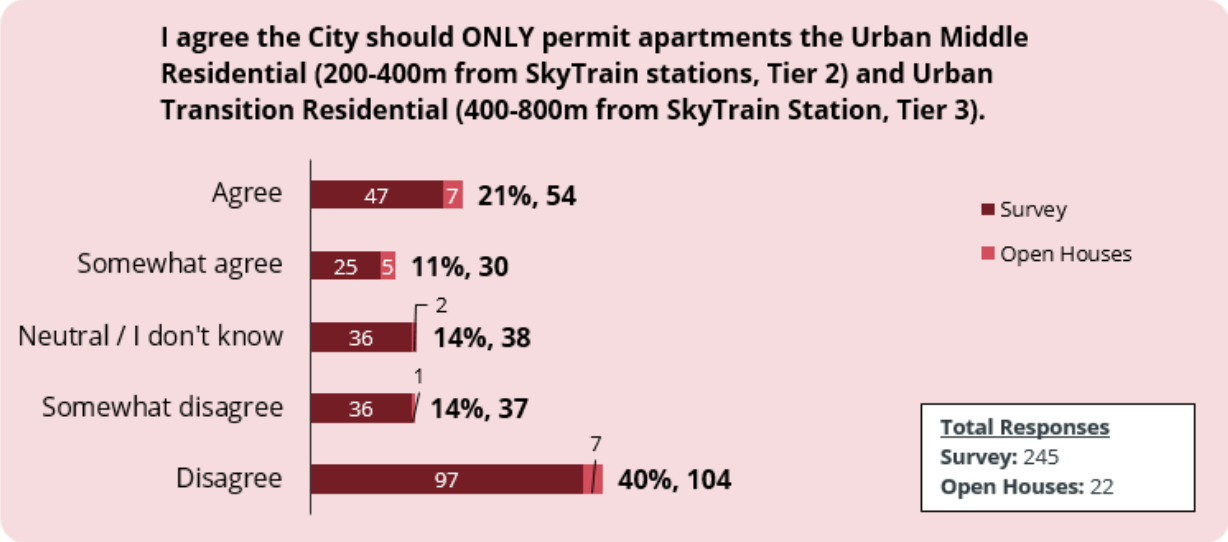


## What We Heard: Transit Oriented Development Areas

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.

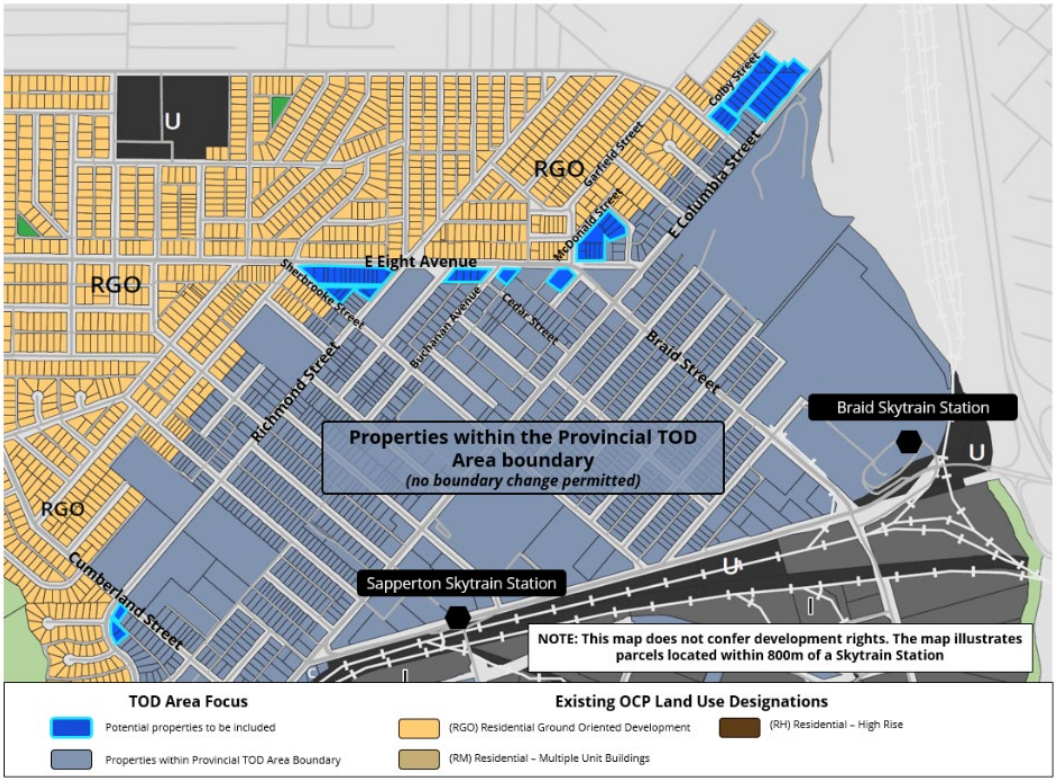



*Figure 9. Map of TOD Area Edges (Sapperton Station and Braid Station)*

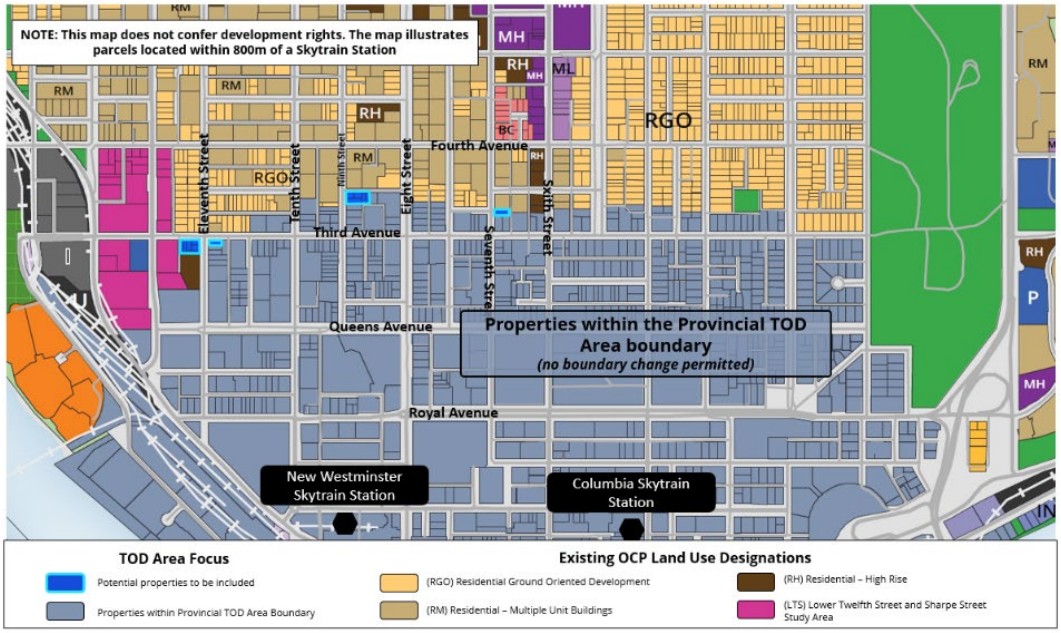



*Figure 10. Map of TOD Area Edges (New Westminster Station and Columbia Station)*

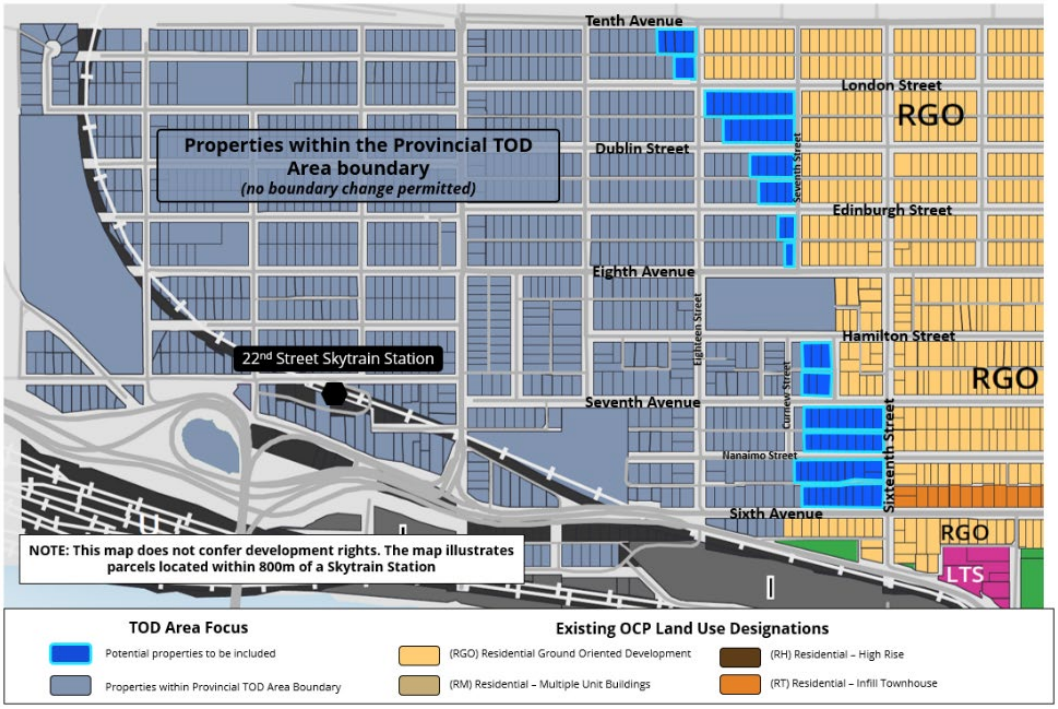


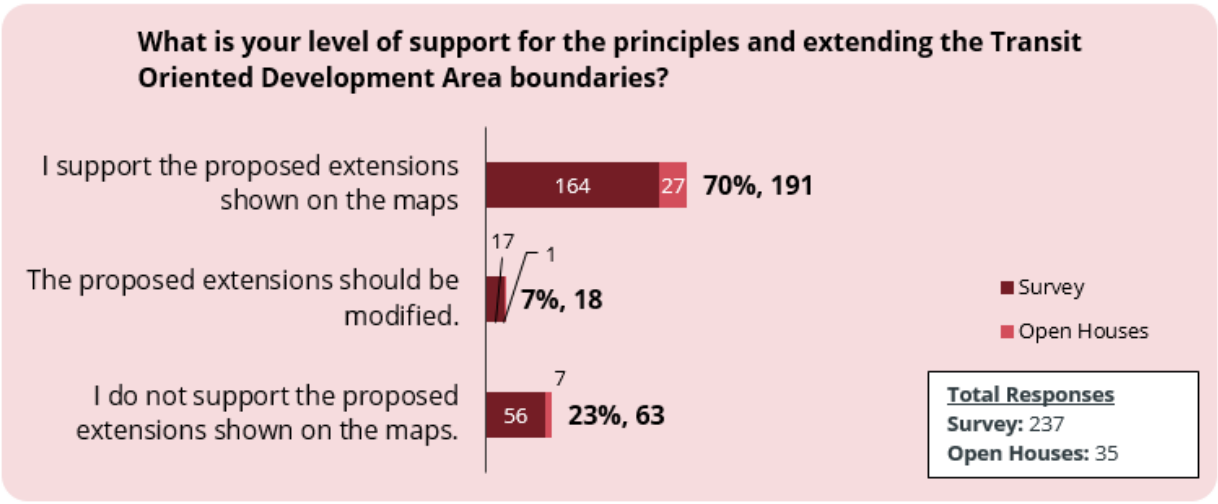

*Figure 11. Maps of TOD Area Edges (22nd Street Station)*

## 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**

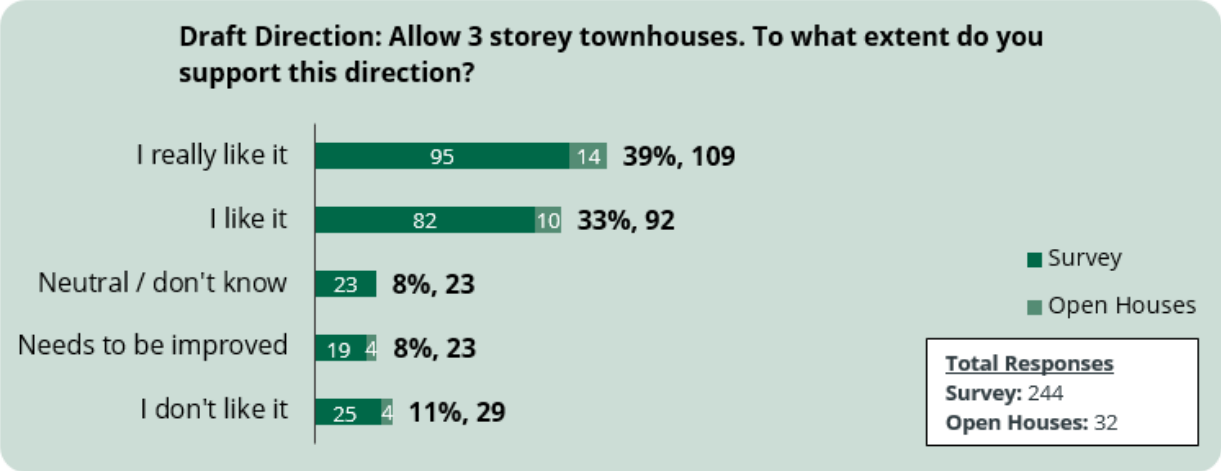
- **What:** The current townhouse program allows up to 2½ storeys.
- **Why:** Additional height can make units larger and therefore more family-friendly, allow for a secondary suite within townhouse units, and make a development more cost effective.

### 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**

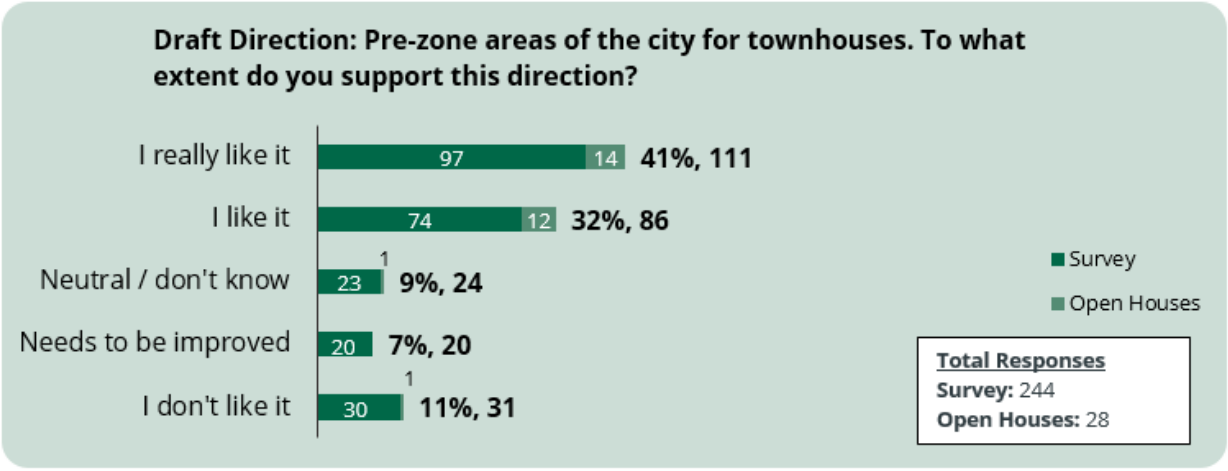
- **What:** Under the current townhouse program, proposals in areas designated for townhouse still have to apply for rezoning.
- **Why:** Not having to apply for rezoning would streamline the processes and make it easier for properties already designated for townhouses to develop. Some conditions (e.g.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

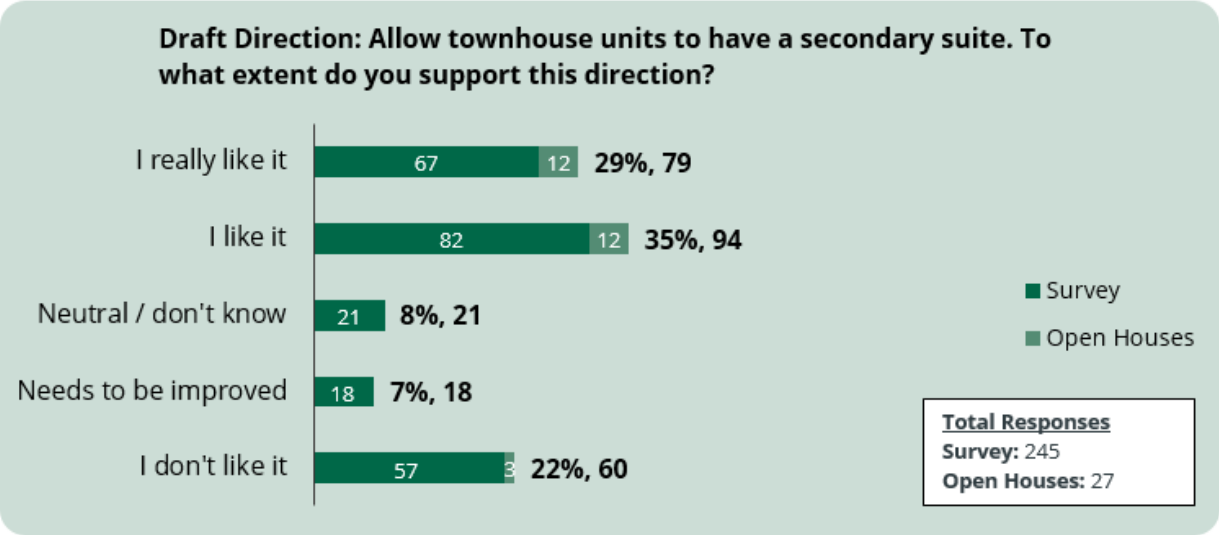
- **What:** Secondary suites have their own front entrance and are owned by the same owner of the main unit. The unit can be the same size or smaller than the main unit.
- **Why:** Secondary suites can provide mortgage helpers, add new rental units, and provide flexibility for owners to host family/guests.

**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**

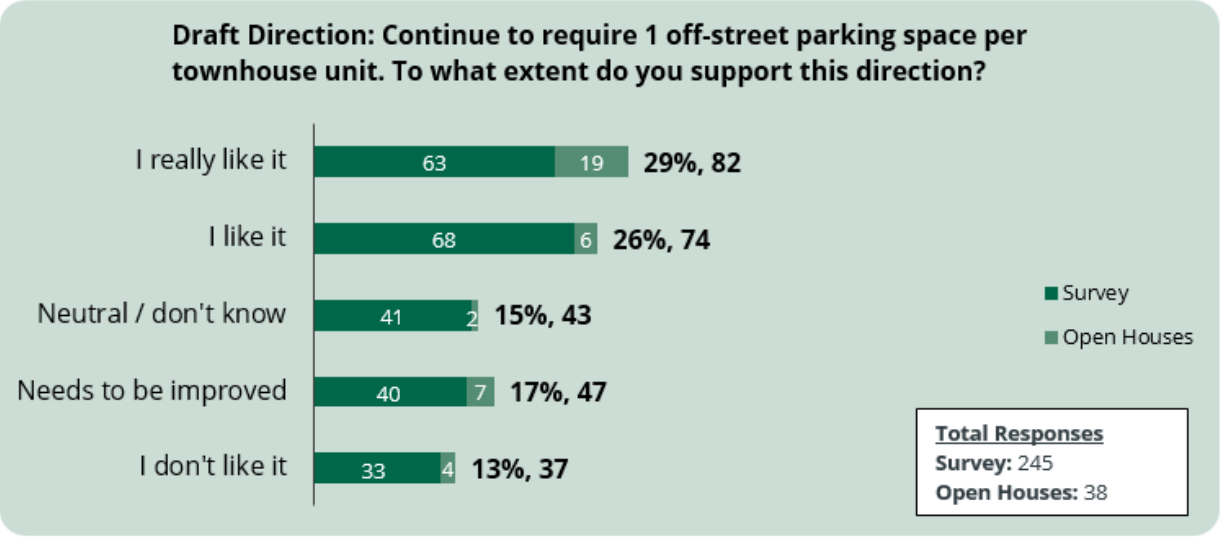
- **What:** The current townhouse program allows 1 parking space per townhouse unit.
- **Why:** This requirement is low compared to the number of average vehicles for townhouse households, but would mean more units are possible, and development costs are lower. While housing is a priority, reducing off-street 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

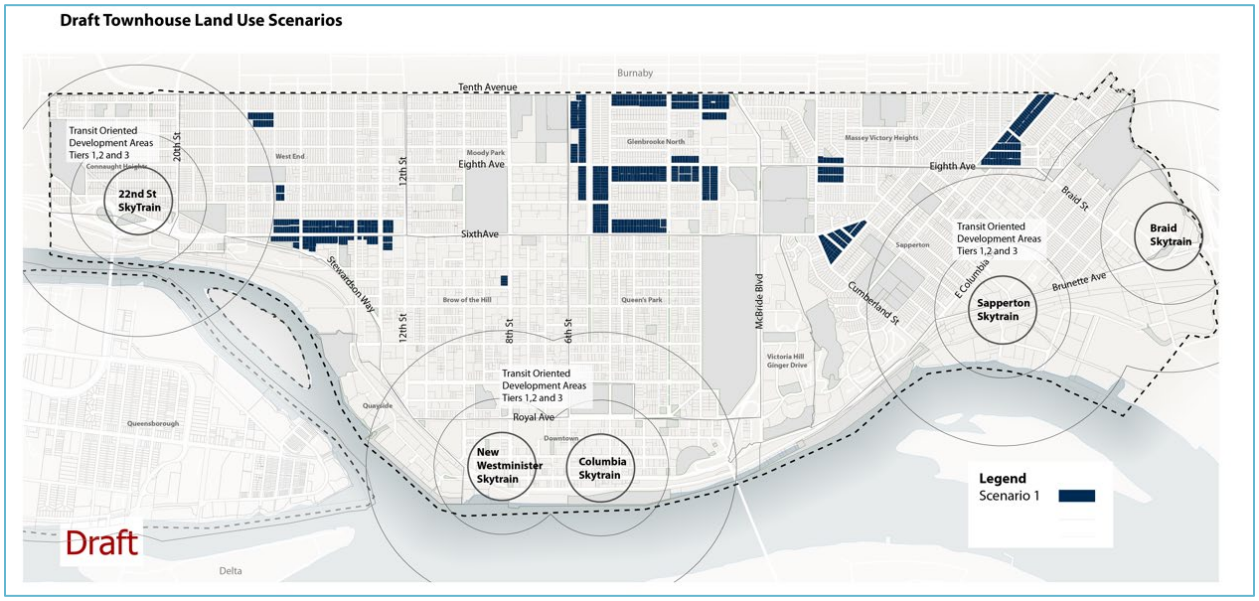



*Figure 12. Scenario 1*

**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

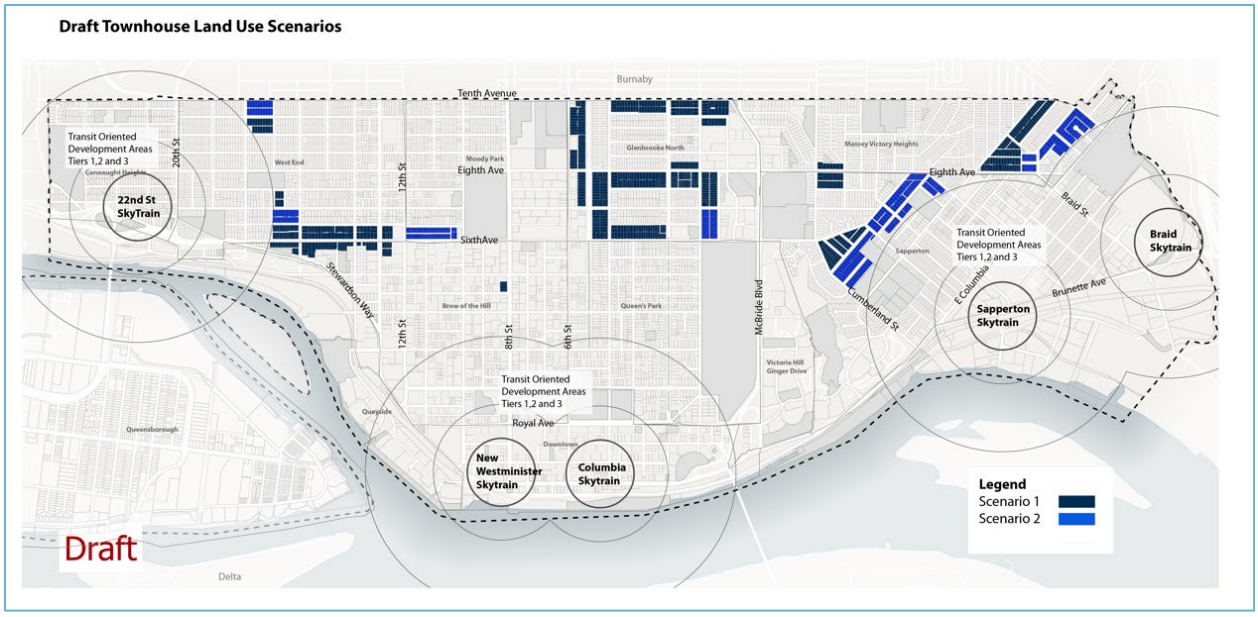



*Figure 13. Scenario 2*

**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.

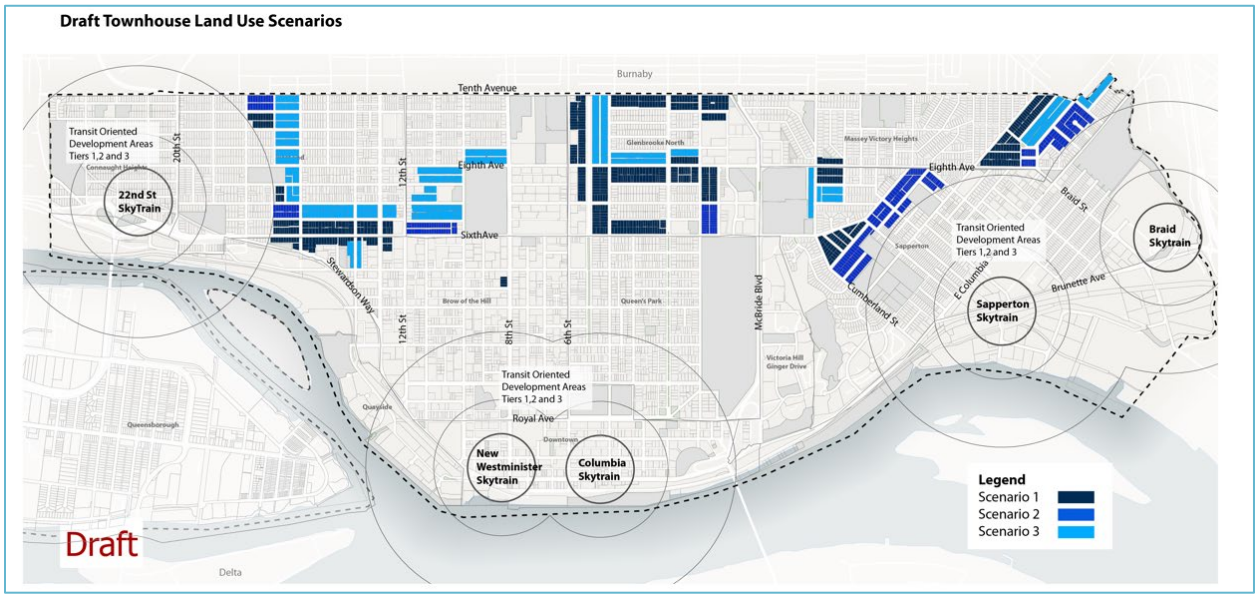



*Figure 14. Scenario 3*

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.*

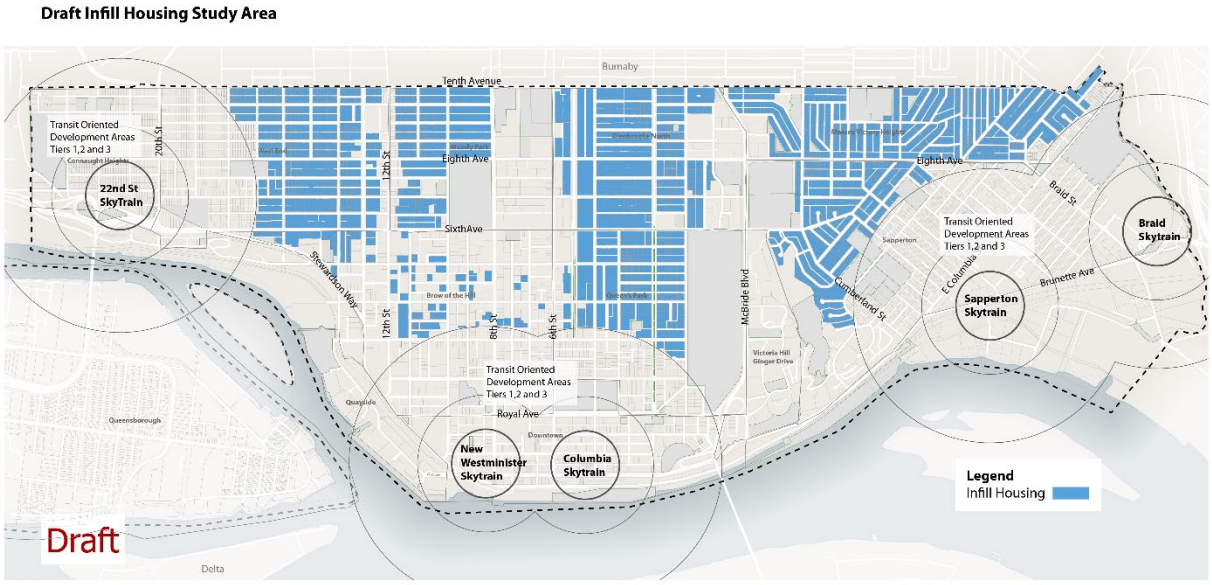



*Figure 15. Draft Infill Housing Study Area*

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

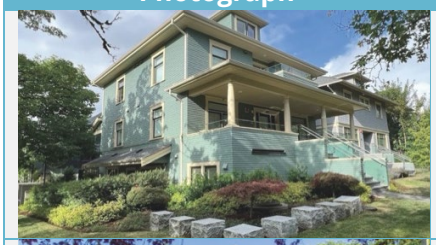
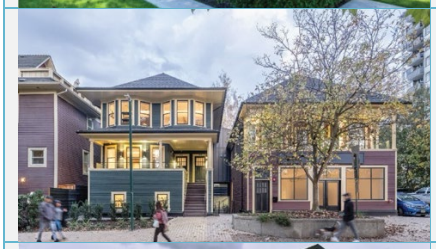
Q13: Survey question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you **most like to see in your neighbourhood**? (select all that apply).

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<br>Survey<br>(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<br>Open house | | | |
|---|---|---|---|---|
| **Options** | **First Choice** | **Second Choice** | **Third Choice** | **Not a Priority**<br>(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.

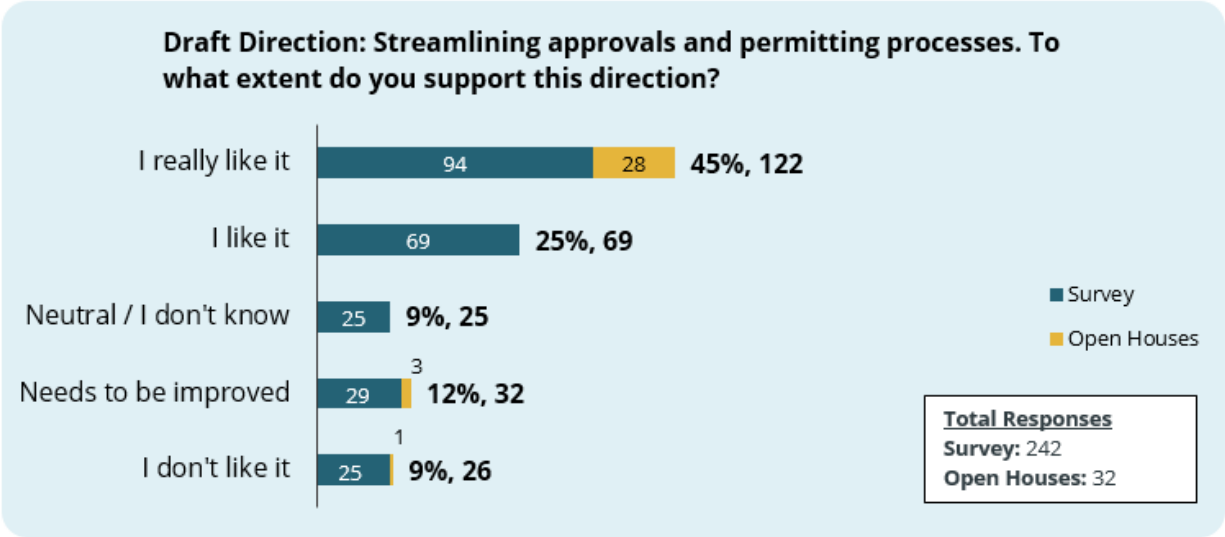
- **What**: The City is considering tools like: pre-zoning (allowing new units without a rezoning application) and streamlined design guidelines.
- **Why**: The permitting and approvals process is long and complex, adding project costs, and resulting in financial risk that can prevent infill housing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

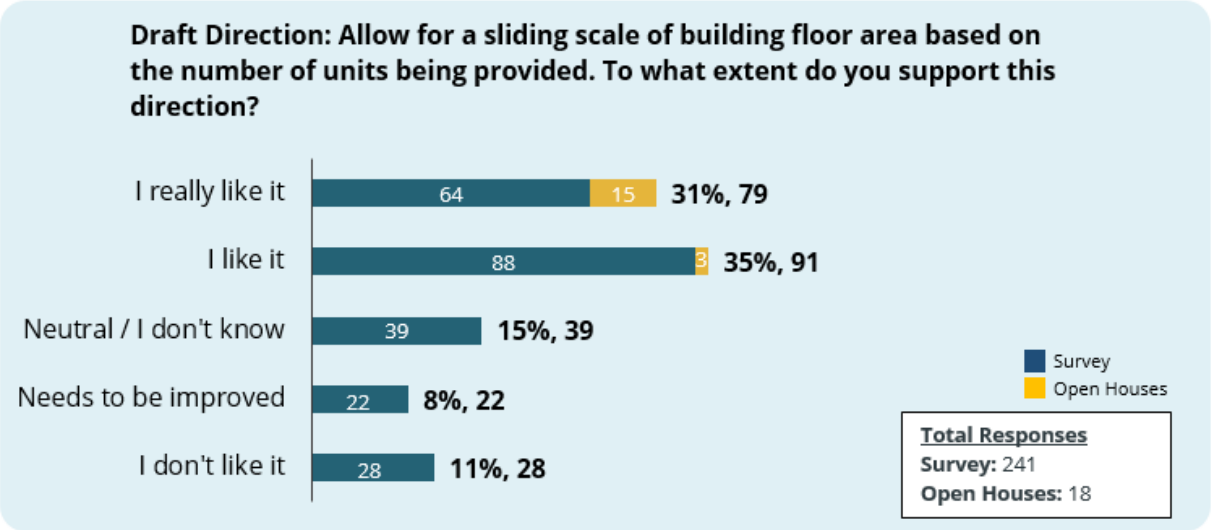
- **Why**: This can incentivize the creation of more housing units and make the housing units that are provided more family friendly (more square footage and bedrooms).

### 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).

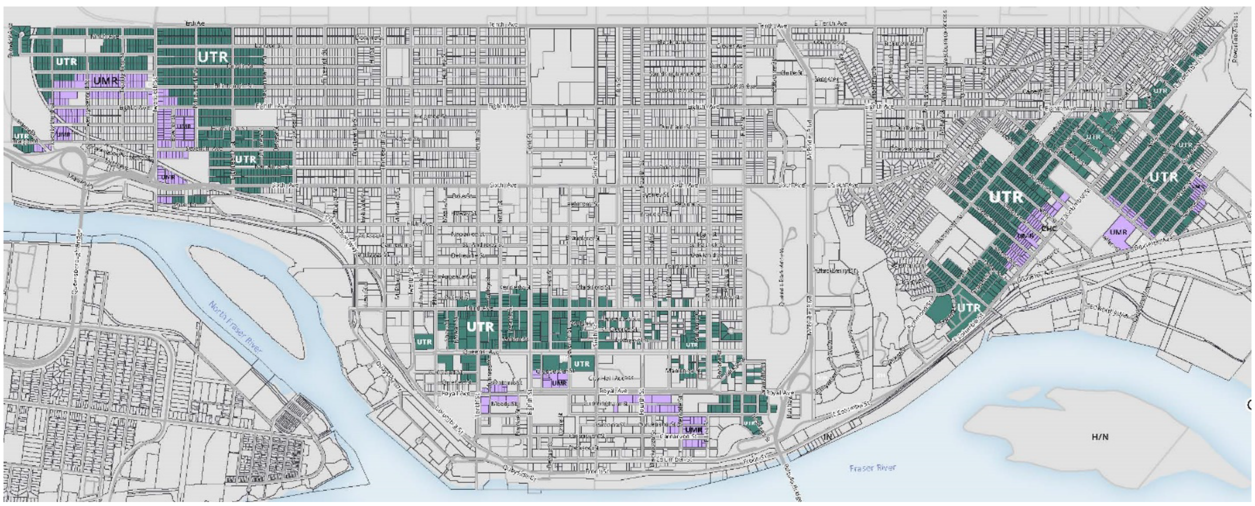



*Figure 17. New Westminster Transit Oriented Development Areas Map*

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,

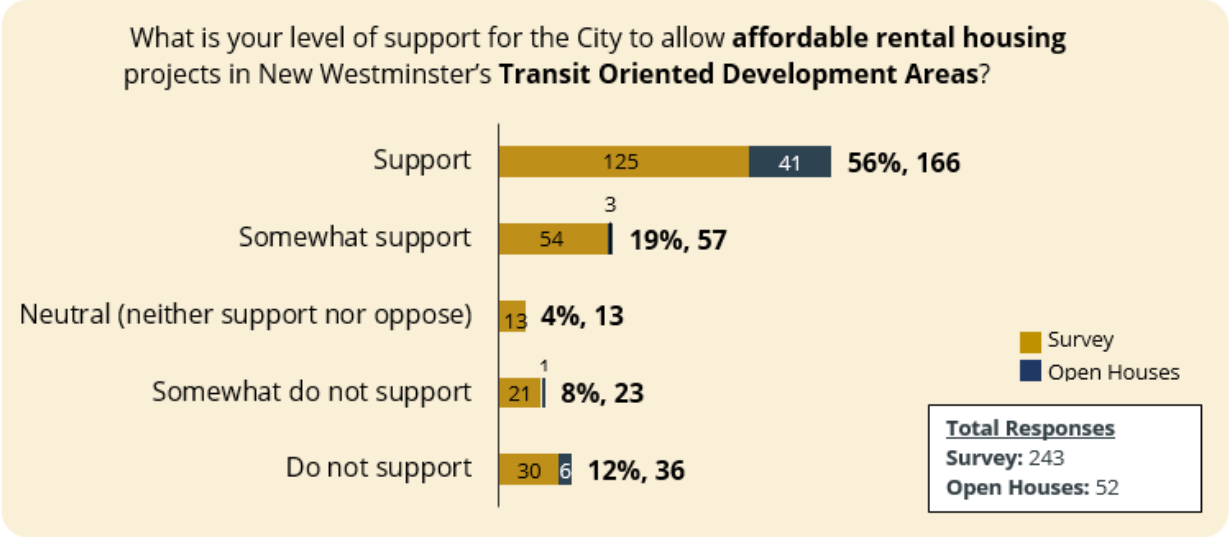
- The property is in the Urban Transitional Residential or Urban Middle Residential areas (see the highlighted areas in the map)

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.

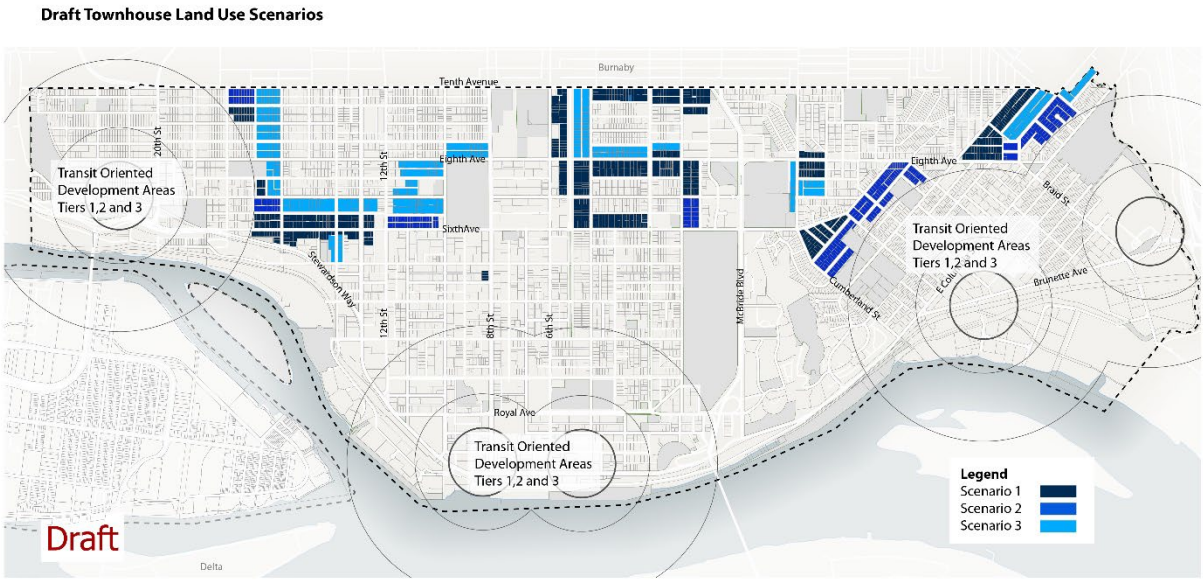



*Figure 18. City of New Westminster map of proposed townhouse areas*

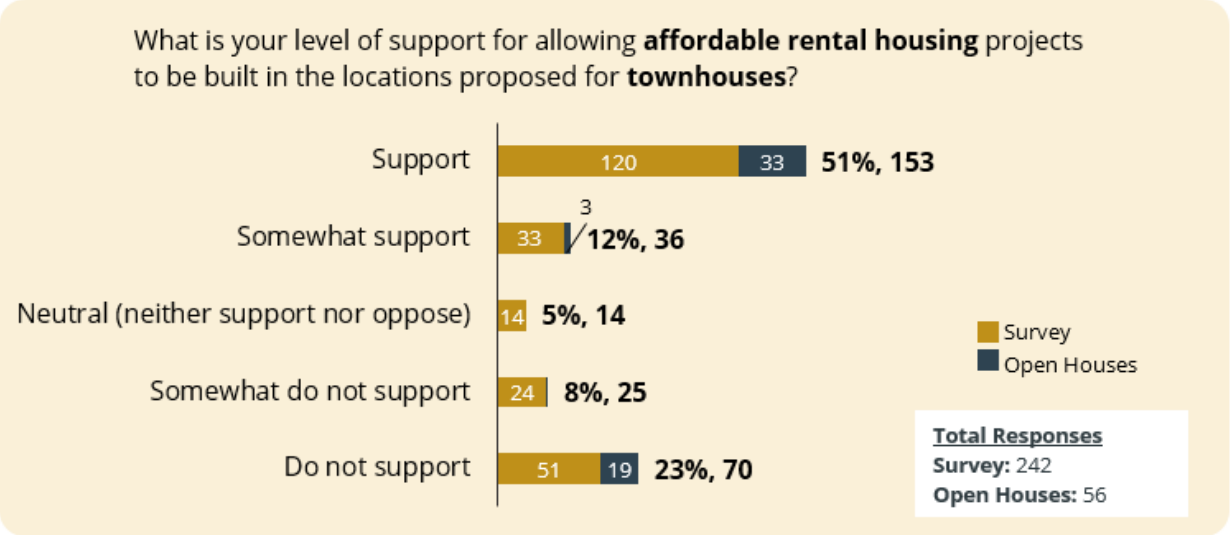
Survey question: What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?

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.

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# Attachment F2

## *Summary of Agency and First Nation Consultation*

## SUMMARY OF AGENCY AND FIRST NATION CONSULTATION

The City undertook early and ongoing consultation relating to the Official Community Plan (OCP) update with a number of government agencies. Agencies received a letter in January 2025 informing them of the various projects underway, and city staff met with agency staff who expressed interest in learning more about the work. A summary of the feedback received from each agency is identified below.

### Summary of Feedback Received

Metro Vancouver Regional District

- Metro Vancouver expressed a desire to standardize land use designations across municipalities, but recognizes that due to the constraints of the focused 2025 OCP update this is not be possible at this time.
- Metro Vancouver was pleased to know that the City is working to strengthen tenant protections by updating the Tenant Relocation Policy.
- Staff shared a draft of the Regional Context Statement with Metro Vancouver for their review. Metro Vancouver was generally supportive of the draft. City staff have made minor edits based on Metro Vancouver's feedback.

TransLink

- City staff had a meeting regarding regional planning with TransLink and Metro Vancouver staff, which resulted in TransLink providing a letter of support for proposed changes to the Frequent Transit Development Areas overlay in the Regional Growth Strategy. See Attachment E1 for more details about the Frequent Transit Development Area overlays. The letter of support received from TransLink is included in Attachment E2. Staff received no other feedback from Translink on the rest of the Official Community Plan update work.

New Westminster School District

- The School District supports the City's approach of allowing schools in most residential and some mixed-use land use designations across the city as this helps streamline the approval of new school sites.
- The School District will reflect the growth mandated by the Province in the upcoming update to their Long Range Facilities Plan.
- The School District continues to explore new opportunities for delivering schools in the urban context of New Westminster, including through integration in a residential or mix-used development project.
- The School District continues to welcome the City to join them in advocacy efforts to the Province.

Vancouver Fraser Port Authority

- The Port Authority continues to encourage noise mitigation in new residential buildings.
- The Port Authority is pleased to see that industrial designated land continues to be separated from residential areas by roadways.

Fraser Health, Healthy Built Environment Program

- This group works on long-range physical planning with municipalities within their health authority. They were encouraged by the updates related to climate action, recognizing its importance in community health and longevity.
- They were encouraged by the current active transportation work that the City is undertaking or planning (not proposed to change in this update), and by the principles of transit oriented development now reflected in the City's land uses.
- Further focus on community well-being and social connectedness was encouraged, especially related to future design guidelines or other similar policies for Transit Oriented Development Areas.

Kwikwetlem First Nation

- The Nation has asked to be kept up to date on changes to the OCP for information purposes at this time as they have limited staff capacity to undertake detailed analysis.
- The Nation has requested that when the City updates design guidelines that consideration is made for indigenous principles and design elements.
- The Nation is concerned with protecting their traditional territory, especially through an environmental lens, by being stewards to the land. It was highlighted that the Fraser River is home to the last wild population of White Sturgeon, whose numbers are in a state of decline. As such, disturbance (such as through development applications) at the edge of the Fraser River should be carefully considered and ideally referred to the Nation for comment.
- The Nation wants cultural heritage within the territory protected and artifacts identified as belonging to the Nation returned to them. The Nation does not see previous ground disturbance as a sufficient reason not to do archaeology and noted that New Westminster has high archeological potential due to its proximity to water and trade routes.

Musqueam Nation

- Consultation on the OCP with Musqueam Nation built from existing and ongoing conversations that were already underway regarding the 22nd Street Station Vision. Musqueam recognized the need for the City to proceed with work that reflects Provincial Government requirements, though requested that conversations continue with the City on the approach to consultation with Nations generally, including processes, capacity funding and other items.

- Musqueam remains particularly interested in 22nd Street Station Area implementation work.

Squamish Nation

- In response to the City's online referral through Squamish Connect, Squamish Nation identified preliminary comments that speak to their community's priorities which the City will work to address in future areas of work. These comments include considerations such as protection of the natural environment, improved economic opportunities for Squamish members, better housing options for members living off-reserve, enhanced access to healthcare, and greater representation of Squamish culture in the public realm.

Ts'uubaa-asatx Nation

- In response to the City's referral letter, Ts'uubaa-asatx Nation provided a letter acknowledging that New Westminster is outside of their core title area. As a result, the Nation communicated that they would defer to the comments of any other Nations whose title and governing authority were directly affected, though they retain the right to revise their assessment in the future. City staff will continue to consult with Ts'uubaa-asatx Nation for future work. Ts'uubaa-asatx Nation's response letter is included in Attachment F3.

**Consultation Referral List**

First Nations

- Cowichan Tribes
- Halalt First Nation
- Katzie First Nation
- Kwantlen First Nation
- Kwikwetlem First Nation
- Lyackson First Nation
- Ts'uubaa-asatx First Nation
- Musqueam First Nation
- Penelakut Tribe
- Qayqayt First Nation
- Seabird Island Band
- Semiahmoo First Nation
- Shxw'ōwhámél First Nation
- Skawahlook First Nation
- Soowahlie First Nation
- Squamish First Nation
- Sto:lo Nation
- Sto:lo Tribal Council
- Stz'uminus First Nation
- Tsawwassen First Nation
- Tsleil-Waututh Nation

External Agencies

- Board of Education of New Westminster Schools
- Fraser Health Authority
- Greater Vancouver Sewerage and Drainage District
- Greater Vancouver Water District
- Metro Vancouver Regional District
- Ministry of Infrastructure
- Ministry of Transportation and Transit
- TransLink
- Vancouver Fraser Port Authority

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# Attachment F3

## *Ts'uubaa-asatx Nation OCP Referral Response*

Ts'uubaa-asatx Nation
313B Deer Lake Road
Lake Cowichan, British Columbia
V0R 2G0
Phone: 250-749-3301
Fax: 250-749-4286

26-Feb-2025 13:31 PST

City of New Westminster
Attn: Samuel Austin

Project Name: Official Community Plan Update 2025
Date Received: 21-Feb-2025
Ts'uubaa-asatx Nations Consultation Spectrum Assessment: Level 3

‘Au Si’em:

The project area appears to fall within the Hul’q’umi’num Statement of Intent as submitted to the BC Treaty Commission process, but outside Ts'uubaa-asatx Nation's core title area. Ts'uubaa-asatx Nation would recognize this area as being in close proximity to other Hul’q’umi’num or Nuu-chah-nulth First Nation Tumuhw (lands). As such, I would categorize this as a Level 3 rights area for Ts'uubaa-asatx Nation. Level 3 identifies that Ts'uubaa-asatx Nation had harvesting, trade and Nation to Nation relations, but not necessarily sole title and governing authorities, which would be Ts'uubaa-asatx Nation’s highest S.35 interests and would require high end of the Haida spectrum consultation.

However, Level 3, is still considered to be a very high consultation matter as it represents our inter-community cultural activities and shared title and harvesting areas with our Hul’q’umi’num or Nuu-chah-nulth relatives. Despite this we would generally defer to the First Nation(s) whose traditional territory fronts this area. Should Ts'uubaa-asatx Nation identify greater interests in the future we retain the right to revise this assessment. However, at this time, we defer to any Nation(s) whose title and governing authorities are directly affected.

‘Uy’ Skweyul,

Monty Horton

Hul’q’umi’num language terms:
‘Au Si’em: a term denoting high respect.
‘Uy’ Skweyul: good day.