City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	March 9, 2026
From:	Jackie Teed, Director, Planning & Development	**Report No.:**	2026-98
Re:	**Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning**		

Staff Recommendation

1. *THAT an Official Community Plan Bylaw amendment bylaw be drafted to implement the Transit Oriented Development Area extensions by designating properties "Residential – Mid Rise" and "Residential – Limited Mid Rise" based on Attachment 2 of the report titled "Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning" dated March 9, 2026.*
2. *THAT an Official Community Plan amendment bylaw be drafted to amend the Frequent Transit Development Areas as show in Attachment 6 of the report titled "Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning" dated March 9, 2026.*
3. *THAT an Official Community Plan Bylaw amendment be drafted to integrate the new Regional Context Statement as shown in Attachment 4 of the report titled "Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning" dated March 9, 2026.*
4. *THAT an Official Community Plan Bylaw amendment be drafted to implement the climate and Queensborough Community Plan updates described in the report titled "Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning" dated March 9, 2026.*

Purpose

To confirm direction on the implementation of Regional Planning and Transit Oriented Development Area extensions within the Official Community Plan.

Summary

The City is updating the Official Community Plan in response to changes made to the *Local Government Act* by the Provincial government about how municipalities plan for and approve new development. In 2025, an initial "light touch" amendment was advanced to meet legislative requirements in alignment with the deadline set by the Province. This report proposes additional amendments that build on that work to better reflect New Westminster's local context and ensure ongoing legislative compliance. The proposed amendments are presented in three sections: A. Transit Oriented Development Area Extensions; B. Regional Planning; and C. Other Official Community Plan Changes.

A. Transit Oriented Development Areas Extensions: Transit Oriented Development Areas introduced by the Province in 2023 enable density within 800 metres of the City's five SkyTrain stations. Council recently adopted amendments to the Official Community Plan to align with the legislation. The Provincial application of the Transit Oriented Development Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff recommend extending the "Residential – Limited Mid Rise" land use designation to properties on the outer edges of the Provincial Transit Oriented Development Areas to enable a smoother transition in density and improve development potential for Transit Oriented Development Areas properties.

B. Regional Planning: As a member municipality of the Metro Vancouver regional district, the City must include a Regional Context Statement in the Official Community Plan, which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy, Metro 2050. The proposed Official Community Plan update would replace the current Regional Context Statement, drafted for the previous Regional Growth Strategy. The updated Regional Context Statement would reflect Council endorsed policy that demonstrates consistency with the Regional Growth Strategy. The Official Community Plan update would also align growth projections with the region, revise the City's Frequent Transit Development Area boundaries to align with the extended Transit Oriented Development Areas, and apply that same overlay to Uptown.

C. Other Official Community Plan Changes: The *Local Government Act* and Regional Growth Strategy (Metro 2050) require that the City's Official Community Plan include targets for the reduction of greenhouse gas emissions and the policies and actions to achieve those targets. The City will meet these requirements through integrating the goals of the Community Energy and Emissions Plan 2050. In addition, minor administrative changes are proposed to the Queensborough Community Plan to maintain consistency with changes Council recently adopted to the Official Community Plan and Downtown Community Plan.

Background

In November 2023, the Provincial government introduced wide ranging legislative changes that govern how municipalities plan for and approve new development. The Official Community Plan is being updated to align with the new Provincial housing legislation and implement the other City housing initiatives. On February 23, 2026, Council adopted an Official Community Plan amendment bylaw that integrated the City's Interim Housing Needs Report and Transit Oriented Development Areas into the Plan. (View the related December 15, 2025 Council Report here).

In February 2022, a new Regional Growth Strategy, Metro 2050, was adopted by Metro Vancouver. The City is required to prepare a new Regional Context Statement to show consistency with this new regional plan.

Analysis

Section A. Transit Oriented Development Areas Extensions

Transit Oriented Development Areas introduced by the Province in 2023 enable density within 800 metres of the City's five SkyTrain stations. Council recently adopted amendments to the Official Community Plan to align with the legislation. New land use designations were incorporated into the Official Community Plan, reflecting the minimum density framework of the three tiers of the Provincial Transit Oriented Development framework, including a new "Residential – Limited Mid Rise" designation, permitting up to 8 storey development in Tier 3, the outermost tier.

The application of Provincial Transit Oriented Development 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 Transit Oriented Development Areas to enable a smoother transition in density and improve development potential for Transit Oriented Development Area sites. Additional detail on the principles used to extend the Transit Oriented Development Area edges, including the properties identified, is included in Attachment 1. A map showing the 104 properties proposed to be designated is included in Attachment 2.

Section B. Regional Planning

Regional Context Statement

As a member municipality of the Metro Vancouver regional district, the City must include a Regional Context Statement in the Official Community Plan, which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy, Metro 2050.

A new Regional Context Statement has been prepared, demonstrating consistency between the Official Community Plan and the Regional Growth Strategy, and showing how the City's policies advance regional goals and targets. The context on the process and requirements for Regional Planning is outlined in Attachment 3, and draft Regional Context Statement is provided in Attachment 4.

The proposed Official Community Plan update would replace the current Regional Context Statement, drafted for the previous Regional Growth Strategy.

Regional Growth Projections

The City's Official Community Plan and Regional Context Statement must identify how the member municipality's projected growth will be accommodated. The integration of the Provincial Transit Oriented Development Areas into the Official Community Plan enables enough capacity to meet the projected growth. Further context about the projections is provided in Attachment 3. The "Growth Management" section and Housing chapter of the Official Community Plan would also be updated to reflect these projections. The draft of the updated chapters is included as Attachment 5.

Frequent Transit Development Areas

Frequent Transit Development Area overlays identify areas envisioned for higher density residential and commercial development within urban areas of the region. The City identified three FTDAs in the 2017 Official Community Plan around each of the SkyTrain stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). In response to the new Transit Oriented Areas established by the Province, and the related changes to the Official Community Plan, it is proposed that the City's Frequent Transit Development Area boundaries be amended to align with extended Transit Oriented Development Areas. In addition, the Official Community Plan update would also introduce a new Frequent Transit Development Area for the Uptown neighbourhood, to replace the Local Centre overlay that was discontinued in the new Regional Growth Strategy.

These changes would ensure consistency across policy levels, support ongoing planning for the Transit Oriented Development Areas and increase eligibility of these areas for future infrastructure funding opportunities. Further context and analysis of the Frequent Transit Development Areas is provided in Attachment 3. The proposed Frequent Transit Development Area amendments are provided in Attachment 6.

Section C. Other Official Community Plan Changes

Energy, Emissions and Climate Change Chapter

The *Local Government Act* requires that Official Community Plans include targets for the reduction of greenhouse gas emissions, and the policies and actions to achieve those targets. Additionally, 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, and requires that municipalities show how their policies will contribute to meeting the regional targets.

In October 2022, Council endorsed the Community Energy and Emissions Plan 2050, which establishes a target for reducing emissions by 2030 and becoming a net-zero greenhouse gas emissions community by 2050. These targets align with the regional targets. 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 the Climate Energy and Emissions Plan. The draft updated Energy, Emissions and Climate Change chapter of the Official Community Plan is included in Attachment 7.

Queensborough Community Plan Updates

Minor changes are proposed to the Queensborough Community Plan which would harmonize land use designations (designation names and map colours) with the changes made to the Official Community Plan, to provide clarity and consistency. This includes removing caretaker suites from industrial and commercial designations to ensure these sites continue to provide much needed employment uses that serve the City. These updates are provided in Attachment 8.

Consultation Summary

Community, Interagency and First Nations Consultation

Sections 475 and 476 of the *Local Government Act (LGA)* provide specific requirements for consultation that must occur prior to the consideration of an 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 for early and ongoing consultation with First Nations, organizations and authorities (the report may be found here).

Through this process, staff has shared a draft Regional Context Statement to Metro Vancouver for review. Metro Vancouver staff was generally supportive of the draft. Staff has also provided draft content to TransLink for review of the Frequent Transit Development Areas. TransLink identified that all proposed boundaries align with the expectations of a Frequent Transit Development Area. A summary of this agency consultation is provided in Attachment 9, and the letter of support received from TransLink is provided in Attachment 10.

Following first reading, the proposed Official Community Plan amendment bylaw would be referred to the agencies and First Nations that Council identified as potentially impacted by these OCP updates. This referral would share the opportunity to give feedback through the public hearing.

Advisory Planning Commission (APC)

Staff presented draft program materials to APC at the February 17, 2026 meeting. Comments included preferences for new multi-family housing to be equipped with energy efficient heating systems, exploring opportunities for new greenspaces as part of redevelopment, and for increased public transit options and active transit routes within the Transit Oriented Development Areas.

Typically, an OCP amendment bylaw or Zoning Bylaw amendment not consistent with the OCP would also be presented to the APC for formal consideration. At this meeting, which would be open to the public, APC would make a recommendation to Council about whether or not to support the proposed bylaw amendments. In this context, staff instead recommend referring the final bylaws to Commission members to provide opportunity for members to give feedback to Council through the public hearing process.

Community Consultation

A variety of methods were used to build awareness of the Official Community Plan update and housing initiatives. Collectively, this work was branded as “Our City, Our Homes”. Community engagement was undertaken in Spring 2025, and an information campaign was undertaken in Fall 2025 to share the outcomes of this work. The Transit Oriented Development Area extensions to the Official Community Plan within this report were consulted on as part of the “Our City, Our Homes” program. Properties identified for the higher density land use designation (functionally extending the Transit Oriented Development Areas) were presented during community consultation in Spring 2025. Of the participants, 70% supported the proposed extensions. A summary of this consultation is provided in Attachment 11.

Financial Implications

There are no financial implications related to this work beyond staff time.

Next Steps

Should Council direct staff to advance the updates proposed in this report, staff would bring forward one or more Official Community Plan (OCP) amendment Bylaws for Council consideration.

The steps to amend the Official Community Plan are:

1. Council Consideration of first and second readings of OCP amendment bylaws.
2. Notification of Public Hearing. LGA regulations do not require postcards to be mailed to owners and occupants, because of the number of properties affected.
3. Public Hearing and Council consideration of Third Reading of the bylaws. In accordance with the LGA, a Public Hearing must be held for the amendment to the OCP.
4. Referral of the OCP amendment to Metro Vancouver; and
5. Council consideration of adoption of the OCP amendment bylaws.

Interdepartmental Liaison

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

Attachments

Attachment 1 –	Proposed Transit Oriented Development Area Extension Analysis
Attachment 2 –	Proposed Transit Oriented Development Area Extensions
Attachment 3 –	Regional Planning and Frequent Transit Development Area Background

Attachment 4 –	Draft Regional Context Statement
Attachment 5 –	Draft Growth Management and Housing OCP Chapters
Attachment 6 –	Proposed Frequent Transit Development Area Amendments
Attachment 7 –	Energy, Emissions and Climate Change Chapter
Attachment 8 –	Queensborough Land Use Designations and Map
Attachment 9 –	Summary of Agency Consultation
Attachment 10 –	TransLink Comments on Frequent Transit Development Areas
Attachment 11 –	Summary of Our City, Our Home Engagement

Report Approval

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New Westminster

Attachment 1

Proposed Transit Oriented Development Area Extension Analysis

Transit Oriented Development Area Extensions Analysis

The application of the Transit Oriented Development Areas to properties did not consider local conditions such as lot patterns, roadways, existing buildings or topography. A new land use designation “Residential – Limited Mid Rise” has been introduced to properties and supported by Council that permits up to eight storey development, in alignment with Tier 3 of the Transit Oriented Development Areas.

Staff have explored extending the new “Residential – Limited Mid Rise” land use designation to properties on the outer edges of the Provincial Transit Oriented Development Areas to enable a smoother transition in density and improve development potential for Transit Oriented Development 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 Transit Oriented Development Areas to enable consolidation and the comprehensive redevelopment of a block (e.g. avoiding individual properties being ‘left behind’ by adjoining developments).
- Maintain the current Transit Oriented Development Area edge when only a small number of properties in the block are included, and the overall block would be better suited for the 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.
- 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 Transit Oriented Development Areas, 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

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 1: Proposed Transit Oriented Development Area Extensions in Sapperton Neighbourhoods

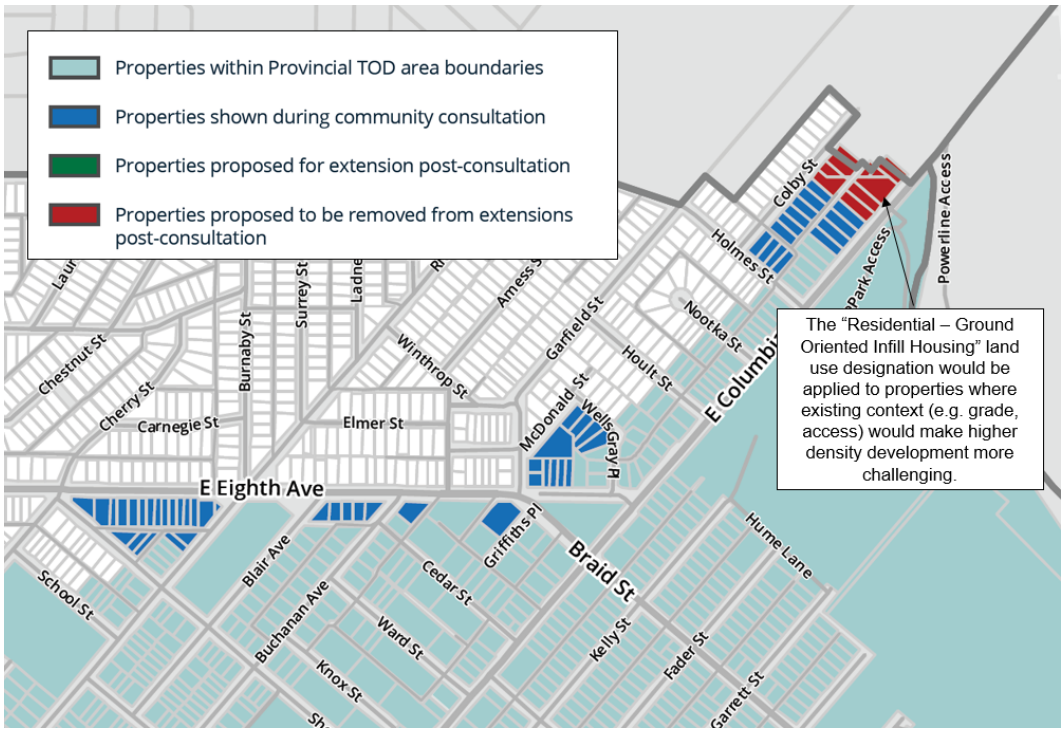


Figure 2: Proposed Transit Oriented Development Area Extensions in Sapperton and Victory Heights Neighbourhoods

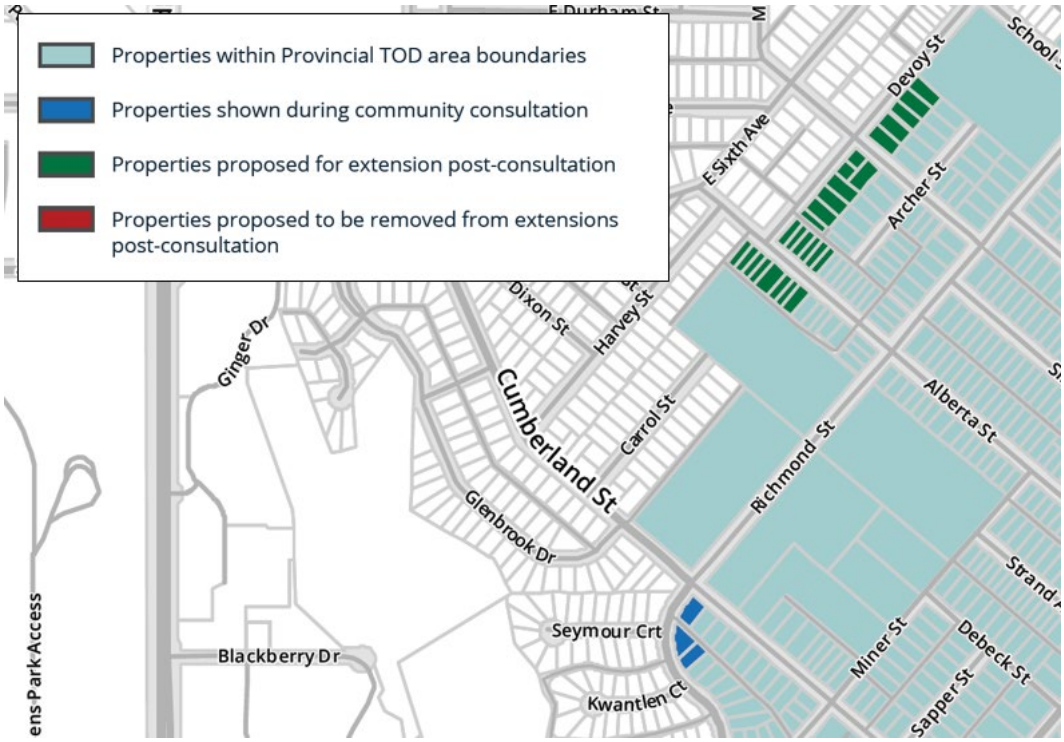
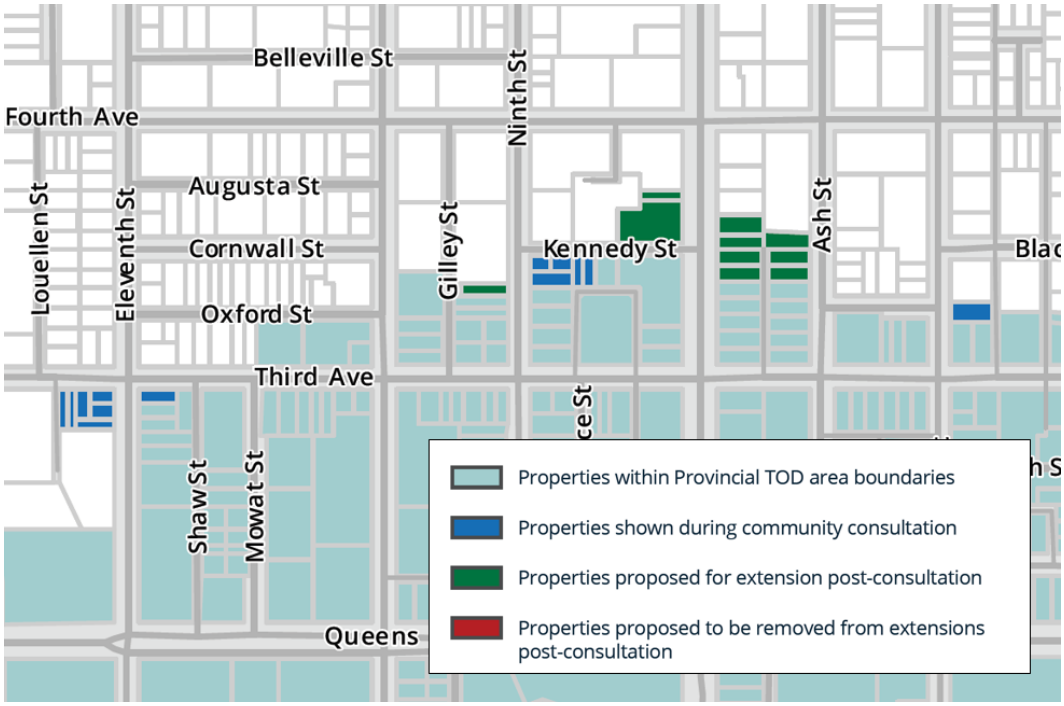


Figure 3: Proposed Transit Oriented Development Area Extensions in Brow of the Hill and Uptown Neighbourhoods



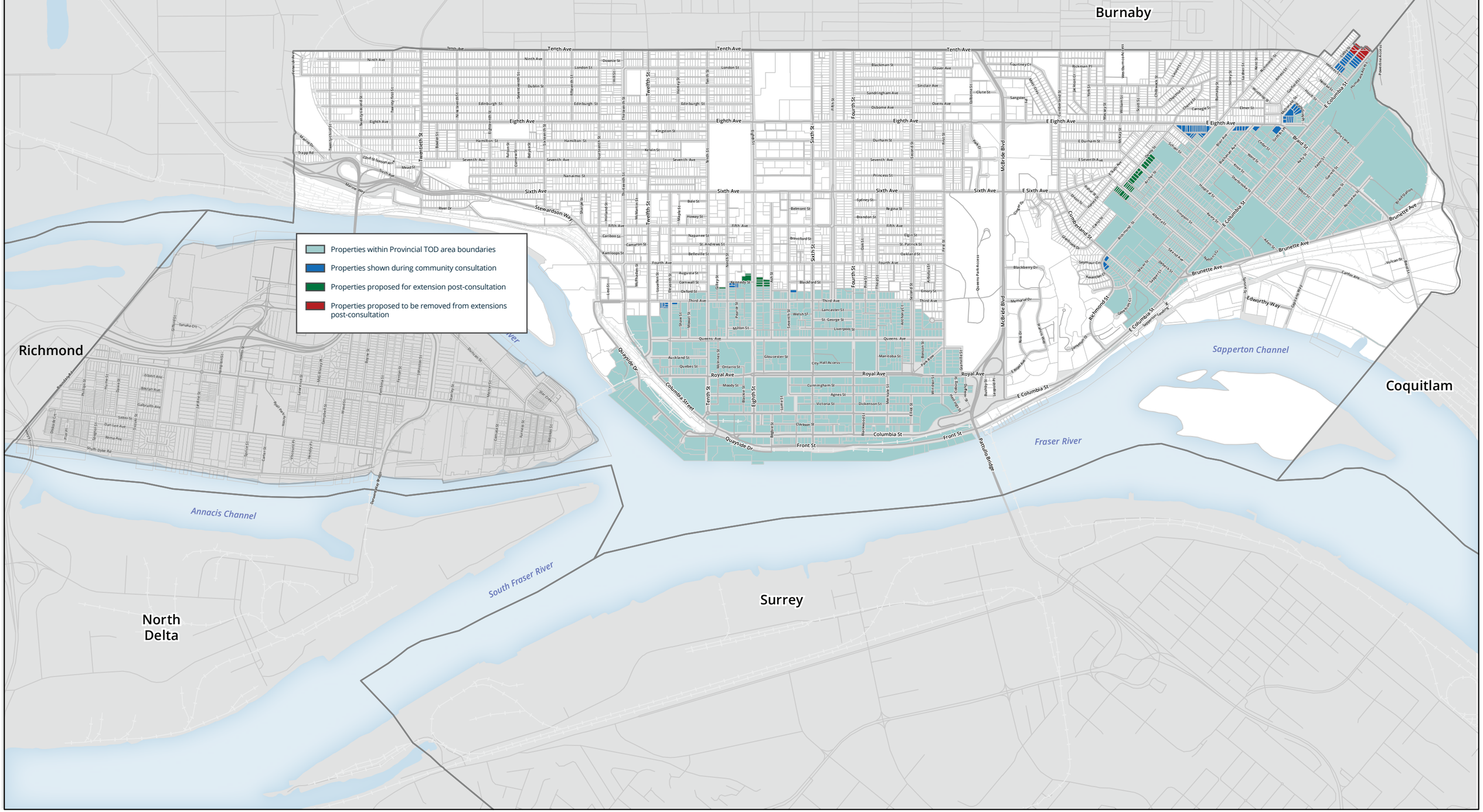
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Attachment 2

Proposed Transit Oriented Development Area Extensions

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Transit Oriented Development (TOD) Areas Edge Properties



New Westminster

Attachment 3

Regional Planning and Frequent Transit Development Areas Background

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. 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 in February 2023, and provides a vision for how growth will be managed in the region for the next 30 years.

The *Local Government Act* requires municipalities' Official Community Plans 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 Official Community Plan achieve or support the regional goals established in the Regional Growth Strategy. The Context Statement is to be included as a chapter of the City's Official Community Plan.

The City's existing Regional Context Statement reflects the previous Regional Growth Strategy (Metro 2040). The proposed Official Community Plan update would replace the current Regional Context Statement with the new draft Regional Context Statement included in Attachment 4, which responds to the current Regional Growth Strategy.

Once the Official Community Plan amendment Bylaw has been given three readings by Council, it is must be submitted to the regional board of Metro Vancouver for acceptance. Acceptance must be granted before the City may adopt the Bylaw.

Regional Growth Projections

The Official Community Plans of member municipalities are required accommodate the municipalities share of projected regional growth, as identified in the Regional Growth Strategy. Table 1 outlines the Medium Growth scenario projections identified by Metro Vancouver for the City of New Westminster.

Table 1: Metro Vancouver Growth Projections for the City of New Westminster (June 2024)

	2021	2030	2040	2050
Medium Growth Population Projections	82,940	106,580	127,390	142,790
Medium Growth Dwelling Unit Projections	37,910	49,360	59,300	66,750
Medium Growth Employment Projections	34,660	44,610	52,690	58,520

The land use designation map has enough capacity to accommodate the growth projections identified for the City. The proposed Official Community Plan amendment

would also update to the ‘Growth Management’ section and Housing Chapter to reflect these projections (see Attachment 5 for draft material).

Frequent Transit Development Areas

A Frequent Transit Development Area is an overlay identified by a member municipality in the Regional Growth Strategy, and replicated in the municipalities Official Community Plan. The Area overlay is used to identify areas envisioned 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 Frequent Transit Development Areas in the 2017 Official Community Plan: one around each of the Skytrains stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). Two changes to Frequent Transit Development Areas in New Westminster are proposed: 1) expanding existing Frequent Transit Development Areas to match the Transit Oriented Development Area boundaries, which provides policy consistency; and 2) creating a new Frequent Transit Development Area Uptown.

TransLink and Metro Vancouver have indicated preliminary support for the above Frequent Transit Development Area changes.

<u>Expanding Frequent Transit Development Area Boundaries</u>

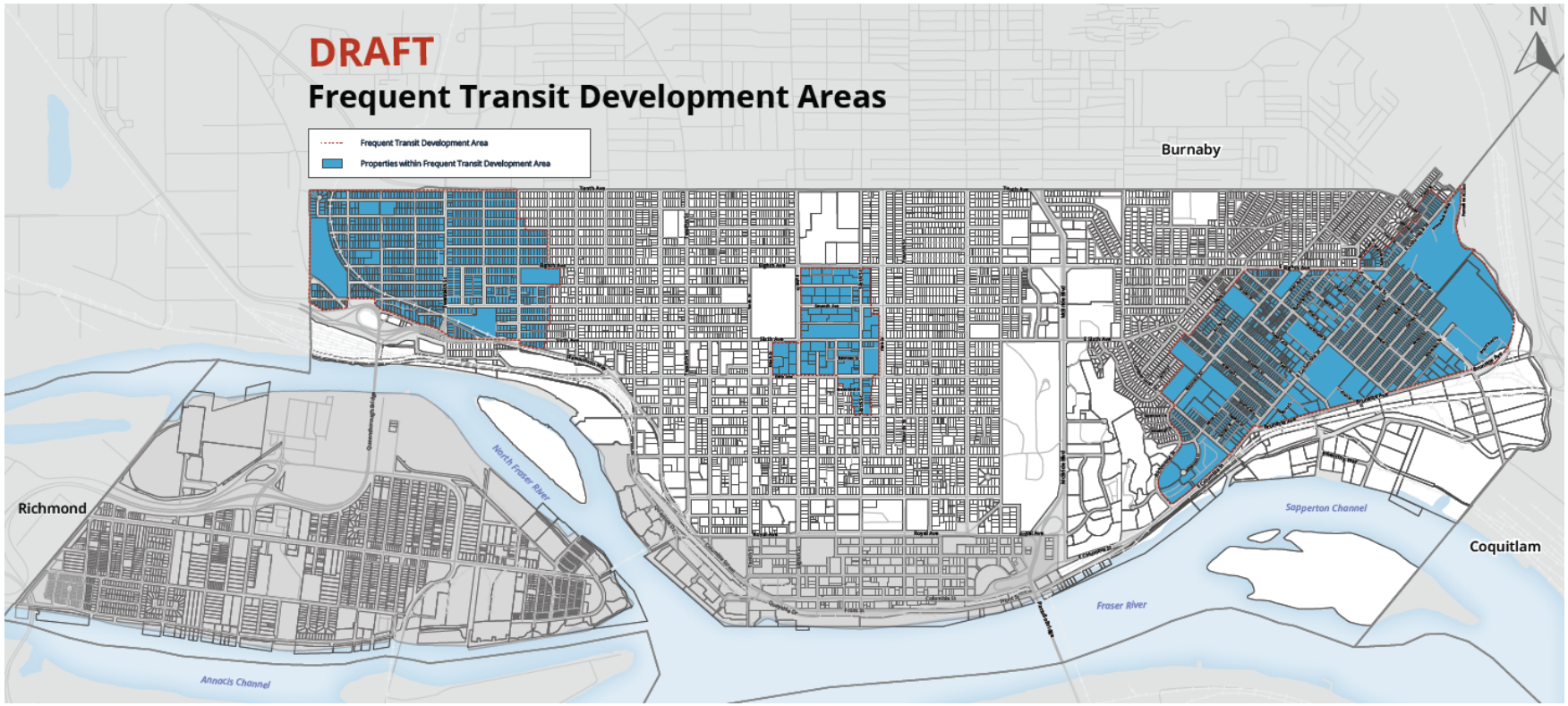
It is proposed that the City’s existing Frequent Transit Development Areas be expanded to match the new Provincial Transit Oriented Development Areas in the Official Community Plan (illustrated in Figure 1 below). The expansion of existing Frequent Transit Development Areas is also intended to accomplish consistency across provincial, regional, and municipal policies. Additionally, the Frequent Transit Development Area designation facilitates eligibility for future infrastructure funding opportunities from TransLink and other similar funding authorities.

<u>Uptown Frequent Transit Development Area</u>

A new Uptown Frequent Transit Development Area is proposed to replace the existing Local Centre overlay. The Local Centre was 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 Frequent Transit Development Area would have the same boundaries as the previous Local Centre.

Creating the new Frequent Transit Development Area would acknowledge the role this area plays within both the city and the region, and meets all the expectations for a Frequent Transit Development Area given its mix of housing, employment, and access to the frequent transit network. The Uptown Frequent Transit Development Area is illustrated in Figure 1.

Figure 1. Maps of New and Expanded Frequent Transit Development Areas



New Westminster

Attachment 4

Draft Regional Context Statement

Regional Context Statement

Authority

Under the provisions of the Local Government Act (LGA Section 432 and 436), regional districts are granted authority to adopt a Regional Growth Strategy. In February 2023, following acceptance by all member municipalities, the Metro Vancouver Board adopted a Regional Growth Strategy titled "Metro 2050". Metro 2050 takes a region-wide long term perspective of how to accommodate the projected growth of over an additional one million residents and 500,000 additional jobs while at the same time advancing livability, environmental and economic goals.

All member municipalities are required by the Local Government Act (LGA Section 446) to submit a Regional Context Statement for acceptance by the Metro Vancouver Board. The purpose of the Regional Context Statement is to show how each municipality's Official Community Plan contributes to the achievement of region wide goals. The legislation requires that the Regional Context Statement identify the relationship between the Official Community Plan and the matters addressed in the Regional Growth Strategy or if applicable how the Official Community Plan is to be made consistent with the Regional Growth Strategy over time.

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



Introduction

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

New Westminster's location – on the Fraser River that flows through the region, at the hub of Metro Vancouver's road and transit system, with a boundary that shares land and water borders with five municipalities – accentuates the value of a regional approach. The City of New Westminster Official Community Plan (OCP) is supplemented by two other community plans which are schedules to the overall OCP. These are the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP).

The Regional Growth Strategy is supported by and aligned with TransLinks Regional Transportation Strategy, Transport 2050. The City's Master Transportation Plan (MTP) has been closely considered in the development of the Official Community Plan and demonstrates support for the Regional Growth Strategy.

Key local elements of particular regional significance include:

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

This Regional Context Statement shows how the OCP, including the QCP and DCP, address the municipal responsibilities contained in the Regional Growth Strategy. In addition to identifying municipal roles, the Regional Growth Strategy clearly outlines what is expected from Metro Vancouver, TransLink, and the provincial and federal governments to help advance shared objectives. The City continues to be committed to working with our various community and government partners.

METRO 2050 GOALS

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

Goal 1: Create a Compact Urban Area

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, while supporting an efficient transportation network and the efficient use of land.

Goal 2: Support a Sustainable Economy

The objective of this goal is to protect and optimize the land base and transportation systems required to ensure the viability of business sectors. This means supporting regional employment and economic growth, including the established and new emerging sectors and businesses. This is best achieved through the long-term protection of Industrial, Employment, and Agricultural lands, and ensuring that supports are in place to allow commerce to flourish in Urban Centres throughout the region, and heavy and light industrial activities on Industrial lands, connected by a diverse and reliable transportation system.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies in this goal also help Metro Vancouver and its Member Jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the impacts of climate change and natural hazards.

Goal 4: Provide Diverse and Affordable Housing Options

For residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

Goal 5: Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple occupancy vehicles, which reduces greenhouse gas emissions and household expenditures on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities, and providing important goods movement networks.

METRO 2050 REGIONAL CONTEXT STATEMENT

DRAFT January 2026 Version

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your Member Jurisdiction's contribution to reaching the regional federation's Regional Growth Strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; Member Jurisdiction local context is expected.

Metro 2050 Regional Targets

Goal 1 Create a Compact Urban Area Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	The City of New Westminster is entirely within the Urban Containment Boundary, except for Poplar Island as shown in OCP Map 4 (Regional Land Use Designations and Overlay Map). As a result, 100% of residential growth in New Westminster will occur within the Urban Containment Boundary. Figure 1 of the Official Community Plan (OCP) shows the 2024 Metro Vancouver Medium Growth Projections for population, dwelling unit and employment. The land use designation maps in the Official Community Plan, and the Downtown and Queensborough Community Plans (schedules to the OCP) provide capacity for projected population, dwelling units and employment numbers.	The City has identified the medium growth population, dwelling unit and employment projections within the Official Community Plan as outlined in the June 2024 projections update from Metro Vancouver. The OCP land use designation maps and statements have sufficient capacity to meet the projected population, dwelling unit and employment numbers. The City is currently preparing further geographic breakdowns of the population, dwelling unit and employment projections for the City's Urban Centre and three Frequent Transit Development Areas. The investigation would inform future updates to the Official Community Plan and Downtown Community Plan.
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving**	New Westminster is projected to accommodate 3.39% of regional population growth, 3.88% of regional dwelling units, and 2.80% of regional employment growth under the Metro Vancouver Medium Growth Scenario (June 2024 Update). The City acknowledges its central location in the region,	The Long Range Vision for the Neighbourhood Around the 22nd Street SkyTrain Station imagines a high density mixed-use core at the transit hub, in the form

the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	and good supply of regional transit facilities, and commits to further intensification of housing and jobs within the Urban Containment Boundary. The City has an Urban Centre, being Downtown, and three Frequent Transit Development Areas (FTDAs), being: • Sapperton and Braid; • 22nd Street; and • Uptown. Significant population, dwelling unit, and employment growth will be accommodated in these locations. Figure 2 (Share of Projected Housing Growth (2024-2049)) provides a breakdown of the anticipated housing growth for each of the City's planning areas. Further analysis undertaken by the City has identified that Downtown (covered by the Downtown Community Plan) is estimated to accommodate approximately 34% of the population growth. Queensborough (covered by the Queensborough Community Plan) is estimated to accommodate approximately 10% of the population growth. The rest of the municipality (covered by the Official Community Plan) is estimated to accommodate 55% of the population growth. As an Urban Centre, the Downtown accommodates a larger share of the city's growth. The Downtown will accommodate approximately 34% of the City's dwelling unit growth. A large portion of population, dwelling unit and employment growth will be accommodated within the Frequent Transit Development Areas, which aligns with the location of high density residential and mixed use land use designations in the OCP. A limited portion of the City's population, dwelling unit and employment growth is anticipated outside of the Urban Centre and Frequent Transit Areas. This will include growth within the City's Major Transit Growth Corridors. The City maintains an industrial land base which is outside of the Urban Centre and FTDAs. Employment growth is anticipated to occur in these locations through intensification of existing sites, in alignment with the regional objectives.	of a Transit Village, with services and amenities that enable residents to meet their daily needs close to home. At build-out, the area could accommodate approximately 30,000 new residents. The 22nd Street Station Frequent Transit Development Area and the land use designations (OCP Map 17) align with the Vision. The City will work towards the creation of a new Downtown Community Plan that will establish a renewed vision for the City's Urban Centre. The new community plan would remain consistent with the regional targets for residential and employment growth in Urban Centres. The City will work towards preparing further geographic breakdowns of the population, dwelling unit and employment projections for the City's Urban Centre and Frequent Transit Development Areas, utilizing the most recent projections from Metro Vancouver. The investigation would inform future updates to the Official Community Plan and Downtown Community Plan. Employment growth will be accommodated through existing industrial, mixed employment and commercial properties more intensively and through the inclusion of commercial, office and retail space in mixed-use projects. The Land Use Designation Map in the OCP (Map 18) accommodates much of this growth in the Urban Centre and Frequent Transit Development Permit Areas.

1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Each of the City's five SkyTrain stations are encompassed by an Urban Centre or Frequent Transit Development Area (FTDA). The City is also well served by two Frequent Transit Network routes. The area with high density land use designations along these routes is also captured in a Frequent Transit Development Permit Area. The majority of population, housing and employment growth will be concentrated in these areas. The Land Use Designation Maps for the Official Community Plan (Map 18) and Downtown Community Plan (Schedule F) include land use designation maps that are consistent with guidelines set out in Table 2 and Map 2 in Metro 2050, ensuring that growth is consistent with Metro 2050. These land use maps focus growth in the Urban Centre and the Frequent Transit Development Areas. OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensures growth contributes positively to the neighbourhood context. The policy, combined with the land use designation map, ensures that most new residences outside of Downtown and Queensborough will be located within Frequent Transit Development Areas that will be mixed use, pedestrian oriented nodes well served by transit. OCP Policies 3.2, 3.3 and 3.6 encourage employment growth to occur through more intensive use of existing industrial and commercial properties as well as through the inclusion of commercial, office and retail space in new mixed use projects. All of the residential and employment growth in New Westminster will occur within the Urban Containment Boundary. The Downtown Community Plan Strategies 7a and 7b direct the City to facilitate further population growth in the Urban Centre. A significant portion of the City's employment forecast is anticipated to occur within the Downtown Urban Centre through new commercial, office, retail and institutional development. Downtown Community Plan policy actions 6b and 6c also direct the City's to ensure the Downtown Urban Centre becomes a unique and successful regional business centre that attracts new office and employment uses in the centre.	The City will work towards further investigating the location and distribution of future dwelling unit, population and employment growth projections that utilize the latest Metro Vancouver projections. The investigation would inform updates to the Official Community Plan and Downtown Community Plan (DCP).

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. OCP Action 5.3c directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. The Environmental Strategy and Action Plan includes Strategy 13.3 "Increase the area of natural habitat." The City will continue to pursue this Strategy in an effort to align with the regional target for protected natural lands. OCP Action 5.3b directs the City's to Implement the Urban Forest Management Strategy. This Strategy sets a target of 27% tree canopy cover by 2035. OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy. This Strategy identifies 10% of the City's land base be protected for natural areas.	As stated in the Urban Forest Management Strategy, the City can retain and plant more trees while still supporting development and building high quality neighbourhoods. An aspirational canopy cover goal of 40%, which was the preferred target, may eventually be achievable in New Westminster by protecting and creating space for large canopy trees as the City develops; however, within the current 20 year time frame this plan will target an increase in tree canopy to the North American average of 27% by 2035.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	The City's OCP includes a greenhouse gas emissions reduction target that matches the Metro 2050 target (see Figure 2 of the OCP). Implementation of the Official Community Plan includes pursuing complete communities with transit-supportive densities and land use mixes, and enabling transit-oriented development in the Downtown Urban Centre and in Frequent Transit Development Areas through the Land Use Designation Map (Map 18 of the OCP, Schedule F of the Downtown Community Plan). The OCP promotes energy conservation and reducing greenhouse gas emissions. OCP Goal 4: New Westminster is an energy-efficient and low-carbon community that takes action to reduce greenhouse gas emissions and is resilient to the impacts of climate change. This is supported by OCP Policies 4.1, 4.2 and 4.3, which state the City's intentions related to energy conservation, reducing greenhouse gas emissions and encouraging low carbon energy systems.	The City's Community Energy and Emissions Plan includes a greenhouse gas emissions reduction target that matches the Metro 2050 target. This Plan provides a roadmap to approaching net zero greenhouse gas emissions by 2050. The City's climate goals will also be achieved through the ongoing implementation of the City's Master Transportation Plan, which prioritizes sustainable transportation through completing a network of active transportation infrastructure, supporting transit use by improving customer facilities and information, and exploring transit priority measures, and supporting transportation demand

		management initiatives which promote shifts to sustainable transportation and a reduction in single occupancy vehicle trips.
Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	OCP Policy 8.2 states the City's intention to facilitate access to affordable and non-market housing for low- to moderate-income households. OCP Actions are included that state the City should enable affordable housing through: implementation of the Inclusionary Housing Policy (8.2a); partnering 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 (8.2c); and partnering with Metro Vancouver to Implement the Metro Vancouver Housing 10-Year Plan (8.2d). DCP Strategy 7b states the City's intention to facilitate the provision of housing that meets all affordability levels in the City's Urban Centre. Action 7b states that new non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. The Vision created for the 22nd Street Station FTDA includes the Goal 5.1: A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for everyone to call home. The Vision also includes strategy 5.2.7 which identifies tools for encouraging affordable housing within the FTDA. The same approach will be taken to the future planning for the City's other FTDAs. OCP Action 8.2c directs the City to 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. The combination of these policies and actions will contribute toward the regional target of having at least 15% of newly completed housing units built	

	within Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors be affordable rental housing units.	

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

New Westminster's Official Community Plan (OCP) contributes to the goal of creating a compact urban area by enabling all the city's growth to occur within the Urban Containment Boundary, and by focusing growth in the city's Urban Centre and Frequent Transit Development Areas. The Downtown Community Plan (DCP), a schedule to the OCP, details how growth will be focused in the Urban Centre and avoid sprawl. The policies within the Community and Individual Well-Being chapter of the Official Community Plan support the City's intention to develop complete communities and work towards the achievement of creating a compact urban area. There are no rural lands to protect from urban development in New Westminster.

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*Please see response in Targets section.*	*Please see response in Targets section.*
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in** Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*Please see response in Targets section.*	*Please see response in Targets section.*
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will	*Please see response in Targets section.*	*Please see response in Targets section.*

contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** *c)* ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***		

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
Policy 1.1.9	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP Map 4 (Regional Land Use Designations and Overlays)
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please provide response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	OCP Action 12.1d directs the City to liaise with Metro Vancouver Liquid Waste Services and Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the	OCP Action 8.5a and Queensborough Community Plan (QCP) Action 7.4c direct the City to create a Noise Attenuation Program in order to mitigate noise in residential units. QCP Action 2.4a directs the City to work with the Province,

		vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	TransLink and the Vancouver Fraser Port Authority to minimize visual, noise and general mobility impacts on the community from goods transportation routes and related activities. Downtown Community Plan (DCP) Strategy 5b directs the City to reduce and mitigate noise impacts from Downtown's goods movement corridor. The City's OCP, QCP and DCP development permit guidelines include noise related guidelines with the intent of encouraging new buildings to utilize noise abatement techniques to minimize impacts from adjacent activities. Industrial development permit area guidelines include direction to reduce the impact of noise on pedestrians and neighbours.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	**Adopt Regional Context Statements that:**		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please provide response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	See OCP Map 5 (Urban Centre and Frequent Transit Development Areas)
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban	*Please provide response in Targets section*

		Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	OCP Action 3.3e directs the City to continue to encourage office development in strategic locations, including the Downtown Urban Centre and the Frequent Transit Development Areas.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	OCP Policy 11.8 states the City's intention to implement parking management strategies and other transportation demand management measures. OCP Action 11.8a directs the City to develop parking strategies for Skytrain stations, Frequent Transit Development Areas and for Frequent Transit corridors. OCP Action 11.6a directs the City to design the Frequent Transit Development Areas and connecting corridors to prioritize road space for transit, while providing a safe, comfortable walking and cycling environment. DCP Strategy 10f encourages efficiency and sustainability by managing demand for and supply of parking. The City's Zoning Bylaw has been updated to reflect that residential parking requirements do not apply within Transit Oriented Areas.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	OPC Policy 1.1 states the City's intention to facilitate a more equitable and livable city in which all residents can meet their basic needs. OCP Action 1.1a directs the City to develop and implement a Social Equity Policy. OCP Policy 1.4 states the City's intention to encourage social connectedness, neighbourliness and community building. OCP Action 6.2a directs the City to continue to develop emergency response strategies, in collaboration with public safety agencies and community organizations, that address the needs of vulnerable residents. These, and other Community and Individual Well-Being policies, are supported by a range of related City policies such as the Tenant Protection Policy and initiatives such as the New Westminster Rent Bank.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	OCP Policy 1.9 states the City's intention to facilitate the development of an adequate number of high-quality, accessible and affordable child care spaces that meet the needs of residents and workers. Action 1.9b directs the City to continue to implement the City's Child Care Strategy, which includes policy action to establish targets for child care spaces in sub-areas of the city, larger developments and master planned communities. DCP Strategy 8a states the City's intention to support Downtown Urban Centre as a family friendly neighbourhood, with sufficient services and amenities to

			meet the needs of households with children and youth. This includes supporting actions related to the provision of child care.
	vii)	consider the implementation of green infrastructure	OCP Action 5.1e states the City's intention to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. OCP Action 5.3a directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity. OCP Policy 12.2 states the City's intention to integrate stormwater management into the planning and design of buildings, infrastructure and open spaces. OCP Action 12.2a states the City's intention to Implement the Integrated Stormwater Management Plan (ISMP) which includes low-impact design strategies to ensure the reduction in volume of stormwater runoff, improvement of water quality, and enhancement of natural areas and receiving water bodies.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	OCP Policy 1.10 states the City's intention to develop civic facilities, infrastructure, programs and services that are accessible to and inclusive of an aging population. The City will work towards an implementation approach that prioritizes investment in Frequent Transit Development Area. Section 14 of the DCP, Community Infrastructure, identifies a range of strategies to ensure infrastructure and amenities are capable of handling the anticipated future growth in the Urban Centre. This will be guided by the section goal: Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.
	ix)	support the provision of community services and spaces for non-profit organizations	OCP Policy 2.3 states the City's intention to enhance the city's cultural facilities and creative community spaces. The City offers support to local arts, heritage and cultural non-profit organizations to create and present events and services that contribute to the artistic and cultural fabric of the city. Section 12 of the DCP includes the goal: Downtown is a vibrant arts and cultural hub of the City. This is supported by actions such as: encourage the creation of affordable and appropriate meeting space for small arts and culture groups; and create a flexible, affordable performance space that will support independent artists with little financial risk.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	The City's Urban Centre and Frequent Transit Development Areas do not overlap with the regionally designated Employment lands in the City of New Westminster.
	xi)	take appropriate steps to avoid or mitigate the negative health	OCP Policy 11.7 states the City's intention to minimize the impacts of vehicles and goods movement within and

		impacts of busy roadways on new or redeveloped residential areas	through the city. OCP Actions, including 11.7b, aim to work with partners to minimize the impact of goods moment on adjacent land uses. OCP Action 8.5a and QCP Action 7.4c direct the City to create a Noise Attenuation Program in order to mitigate noise in residential units. QCP Action 2.4a states the City's intention to work with the Province, TransLink and Port of Vancouver to minimize visual, noise and general mobility impacts on the community from goods transportation routes and related activities. DCP Strategy 5b directs the City to reduce and mitigate noise impacts from Downtown's goods movement corridor. The City's OCP, QCP and DCP development permit guidelines include noise related guidelines with the intent of encouraging new buildings to utilize noise abatement techniques to minimize impacts from adjacent activities. This is also supported by policies in the City's Master Transportation Plan.
	c)	Include policies for General Urban lands that:	See below.
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Please see Map 4 (Regional Land Use Designations and Overlays)
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	There are no new non-residential Major Trip-Generating Uses planned outside of the Urban Centre or Frequent Transit Development Areas. Any applications would be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval of the proposal.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	The OCP Land Use Designation Map (Map 18) allows ground oriented housing (e.g. laneway houses, multiplexes) in all single detached and duplex areas covered by the OCP. Higher density forms (e.g. townhouses and low-rise apartments) are envisioned in areas within walking distance of the existing and anticipated Frequent Transit Network. The DCP Land Use Designation Map (Schedule F) anticipates higher density uses in the Urban Centre. The City will work towards updating the QCP Land Use Designation Map to allow infill once research is completed to determine whether the area's infrastructure can support additional density.
	iv)	encourage neighbourhood-serving commercial uses	Neighbourhood-serving commercial uses, such as corner stores are encouraged and complementary uses within all residential land use designations, as shown on the Land Use Designation Maps (OCP Map 18 and QCP Map 11).

	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-Residential Major Trip-Generating Uses have been defined as any proposal that would require a change in the OCP designation for major non-residential uses exceeding 200,000 square feet in gross floor area in locations outside of the Urban Centre or a Frequent Transit Development Area.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	New opportunities for new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors will be considered as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives. These Plans would be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	OCP Policy 11.5 states the City's intention to collaborate with TransLink to provide improved transit services and facilities that increase the attractiveness of transit. OCP Action 11.5e directs the City to work with neighbouring municipalities, external agencies and senior levels of government to achieve region-wide transit improvements to reduce vehicle use across the region. The City has similar OCP Actions related to using partnerships to achieve regional greenways and inter-municipal connectivity (11.3d) and to ensure seamless cycling connections across municipal boundaries (11.4f).

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	OCP Policies 11.3, 11.4, 11.5 and 11.6 state the City's intention to support enhanced transit, walking, cycling and rolling in New Westminster. OCP Action 11.6a directs the City to design the Frequent Transit Development Areas and connecting corridors to prioritize road space for transit, while providing a safe comfortable walking and cycling environment. Similar policies are included in the DCP (Section 10) and QCP (Section 9). The greenway, bike and transportation network outlined in the City's Master Transportation Plan are reflected in the Land Use Designation Maps in the OCP (Map 18), QCP (Map 11) and DCP (Schedule F).

	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	OCP (Map 18) and DCP (Schedule F) Land Use Designation Maps locate land use designations that allow community, institutional, medical/health, education and local serving retail uses in Urban Centres or areas with good access to transit.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Recognizing that with limited land available, innovative approaches are needed to create new parks and open spaces throughout existing developed areas, OCP Policy 9.4 states the City's intention to find innovative opportunities to create parks and open spaces. In addition, OCP Action 10.2c directs the City to create a placemaking strategy which will identify innovations in public space animation, enhancement and management. OCP Action 11.2a directs the City to explore opportunities through development projects along designated Great Streets to implement walking, cycling, transit and place-making elements in accordance with the Great Street policies contained in the Master Transportation Plan.
	d)	respond to health and climate change-related risks by providing equitable access to:	See below.
	i)	recreation facilities	The Active Transportation Network Plan, which serves as an extension to the Master Transportation Plan, identifies a core network connecting commercial areas, civic facilities, schools, parks, and interregional routes. The Active Network Transportation Plan has guiding principles to have a network that is comfortable for people of all ages and abilities, all year round; that places all residents within a short walking, rolling, or cycling distance; and is connected to all neighbourhoods and major destinations. OCP Action 4.1b directs the City to 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.. OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts of and risk to the natural environment, property and public health due to climate change. Through OCP Action 4.4b the City recognizes the role access to recreation facilities plays in the City's response to extreme weather events by directing the City to 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. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines.

	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	OCP Policy 9.1 states the City's intention to maintain and develop a network of trails and greenways to ensure a high-quality recreational experience. OCP Policy 9.2 states the City's intention to Provide well-designed parks and open spaces that accommodate and respond to the needs and demands of the diverse and growing community. OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. Natural features along greenways and in public spaces can help connect nature within the city and improve overall ecological health, while providing access to high quality green spaces.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	OCP Policies 11.3, 11.4, 11.5 and 11.6 state the City's intention to support enhanced transit, walking, cycling and rolling for all ages and abilities. Policy 11.4 recognizes that the network must include facilities that support cycling, such as well-located bike racks, places to rest along routes, drinking fountains and secure end-of-trip bike parking and supporting facilities at destinations. OCP Action 11.6a directs the City to design the Frequent Transit Development Areas and connecting corridors to prioritize road space for transit, while providing a safe comfortable walking and cycling environment. Similar policies are included in the DCP (see Section 10) and QCP (see Section 9). OCP Action 10.2b directs the City to develop a Street Tree Master Plan that is compatible with the tree canopy cover target as outlined in the city-wide Urban Forest Management Strategy.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	OCP Policy 1.6 states the City's intention to facilitate opportunities for growing food and participating in food culture. OCP Action 1.6a directs the City to support the development of a comprehensive food strategy in collaboration with community stakeholders. OCP Action 1.6b directs the City to continue to develop community gardens in public spaces. Community gardens in private spaces are encouraged through the City's development permit guidelines. Similar policies and actions are included in the DCP and QCP.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	The City established a Memorandum of Understanding with Fraser Health to ensure that a comprehensive health lens was imbedded in every section of the OCP. OCP Policy 1.3 states the City's intention to foster a community that proactively addresses health issues and facilitates healthy built environments. The Policies of the OCP (11.7), QCP (2.4) and DCP (5b) focus on working with various partners to minimize the impact of goods movement on adjacent land uses. Actions identified include the creation of a Noise Attenuation Program for new residential units (OCP Action 8.5a), and incorporated FCM's guidelines, found in Guidelines for New Development in Proximity to Railway Operations (OCP Action 6.4a).

			The City will work towards identifying additional approaches to mitigate significant negative social and health impacts during the development of community plans.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	OCP Policy 10.1 states the City's intention to facilitate a more equitable and livable city in which all residents can meet their basic needs. OCP Policy 10.4 states the City's intention to encourage social connectedness, neighbourliness and community building. The City's development permit guidelines give specific direction to development applicants with the intent of promoting social connections and universal accessibility.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	The City is committed to identifying opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres and FTDAs. The creation of the Vision for the 22nd Street Station FTDA was framed by the City's commitments to truth and reconciliation such as applying lessons from the City's A Year of Truth. As a result, the Vision includes Goal 8.1: A community that celebrates the Coast Salish context of the lands, and where opportunities for cultural revitalization and reconciliation are provided. The same approach will be taken to the future planning for the City's other FTDAs and Urban Centre.

Strategy 1.4: Protect Rural lands from urban development

	Section	Policy	Applicable OCP Policies
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	There are no regionally designated agricultural or rural lands in the City of New Westminster. There are no Agricultural Land Reserve lands in the City of New Westminster.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	
	e)	support the protection, enhancement, restoration, and	OCP Policy 5.1 states the City's intention to protect, enhance and connect natural habitat areas and ecological

		expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	systems, including the Fraser River, Brunette River, Glenbrook Ravine and large treed parks. The Fraser River, Brunette River and Glenbrook Ravine are identified as sensitive ecosystems on Map 8 of the OCP. OCP Action 5.3c states the City's intention to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. Similar policies and actions are included in the QCP and DCP.

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

New Westminster's Official Community Plan (OCP) contributes to the goal of supporting a sustainable economy by promoting land development patterns that support a diverse economy, and enabling employment opportunities close to where people live. The Downtown Community Plan (DCP), a schedule to the OCP, provides further detail to this goal by locating a concentration of mixed residential and employment uses in the Urban Centre. All policies within the Economy and Employment chapter of the Official Community Plan support the City's intention to promote land development patterns that support a diverse economy and to work towards locating employment opportunities close to residential uses. The supply of industrial lands in New Westminster will be maintained and protected by this Official Community Plan, and there are no agricultural lands to protect within New Westminster.

The City's work to support a sustainable economy is further supported by the City's Economic Development Plan, which establishes an overarching strategy for guiding the activity of the City's Economic Development Office that is synchronous with other City plans and initiatives. City actions are also guided by the Retail Strategy, which identifies how to best support the sustainability of New Westminster's retail sector.

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

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	OCP Goal 3 states: New Westminster has a diverse and adaptive economy and is a desirable place to work, live, shop and invest. This is supported by a range of policies that state the City's intention to support its diverse economic base including for industrial (3.2), office (3.3), retail and services (3.4) and institutional uses (3.5). The Downtown Community Plan (DCP), which covers the City's Urban Centre, has similar policies in place. The land use designations on the OCP Land Use Designation Map (Map 18) include land use

			designations designed to deliver medium and high density mixed-use buildings, with retail, office, and institutional, in strategic areas of the city that align with the FTDAs (22nd Street, Uptown and Sapperton and Braid). Some additional density is permitted on other current and future Frequent Transit Network routes. The DCP Land Use Designation Map (Schedule F) anticipates higher density mixed use buildings, in alignment with the regional-serving and city-serving employment and commercial services. The building form is further controlled by the OCP and DCP development permit guidelines.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	OCP Policy 3.1 states the City's intention to foster knowledge-based and creative industries that cultivate innovation, promote entrepreneurship and generate employment. OCP Action 3.3c directs the City to review the Zoning Bylaw to minimize barriers to achieving office development and versatile workspace in new and existing units. OCP Action 3.3e directs the City to encourage office development in strategic locations, including the Downton Urban Centre and Frequent Transit Development Areas. OCP Policy 3.4 states the City's intent to promote a diverse range of retail and services for all residents and employees. There are similar policies in the DCP and QCP.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	The land use designations on OCP Land Use Designation Map (Map 18) include land use designations designed to deliver medium and high density mixed-use buildings, with retail, office, institutional, in strategic areas of the city that align with the FTDAs (22nd Street, Uptown and Sapperton and Braid). Some additional density is permitted on other current and future Frequent Transit Network routes. The limited additional commercial and service space is focused on current and future Frequent Transit Network routes. The OCP Map 18 reduced the amount of land designated for commercial uses compared to the previous OCP. The DCP Land Use Designation Map (Schedule F) anticipates higher density mixed use buildings, in alignment with regional and city-serving employment and commercial services.

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land

Policy	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		

	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	The Land Use Designation Maps in the OCP (Map 18), DCP (Schedule F) and QCP (Map 11) identify Industrial and Employment designations that align with Metro 2050 Map 7.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	There are no Trade-Oriented lands identified within the City of New Westminster.
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	The land use designations for Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) clearly define industrial land purpose as to allow industrial uses including heavy and light industrial uses and those industrial uses that are dependent on riverfront access. OCP Action 3.2a and QCP Action 2.3c direct the City to protect industrial designated sites by providing clear direction to land owners, the real estate community and potential purchasers that conversion to non-industrial uses will not be supported.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	The land use designations for Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) define complementary uses that are permitted. The City will work towards allowing limited-scale ancillary commercial spaces. Residential uses ancillary to the business on these properties (i.e. caretaker units) are identified as a complementary use.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	The land use designations for Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) clearly define industrial lands. Uses that are not supportive of industrial activities, including medium and large format retail uses, residential uses, and standalone office uses, are not permitted.
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or	OCP Policy 3.2 and QCP Policy 2.3 states the City's intent to protect the industrial land base and encourage employment-intensive and sustainable industrial uses. OCP Action 3.2a directs the City to work with commercial real estate firms, developers, Metro Vancouver and Vancouver Fraser Port

		regulatory barriers related to development form and density	Authority to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Vancouver Fraser Port Authority policies. QCP Action 2.3a directs the City to include Queensborough industrial businesses in outreach activities undertaken by the City's Economic Development Office to learn more about challenges and opportunities facing them, as well as to gather input on how the City can assist in their success. These policies are supported by the Zoning Bylaw, which has limited regulations in place for development form and density.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	OCP Policy 11.8 states the City's intent to implement parking management strategies and other transportation demand management measures.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	OCP Policy 3.2 and QCP Policy 2.3 state the City's intent to protect the industrial land base and encourage employment intensive and sustainable industrial uses. OCP Action 3.2a directs the City to work with commercial real estate firms, developers, Metro Vancouver and Vancouver Fraser Port Authority to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Vancouver Fraser Port Authority policies. QCP Action 2.3a directs the City to include Queensborough industrial businesses in outreach activities undertaken by the City's Economic Development Office to learn more about challenges and opportunities facing them, as well as to gather input on how the City can assist in their success.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	OCP Policy 3.2 and QCP Policy 2.3 states the City's intent to protect the industrial land base and encourage employment intensive and sustainable industrial uses. OCP Action 3.2c directs the City to explore ways to improve transportation access to each of the city's industrial areas. OCP Policy 12.1 states the City's intent to plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	New Westminster is located at the crossroads of major regional transportation networks, including provincial highways, TransLink's Major Road Network, railways and water shipping routes. The Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) locate industrial lands along goods movement routes. This includes locating industrial lands along rail lines and along the waterfront, and

			allowing for goods movement by rail and by short sea shipping. OCP Action 3.2c directs the City to explore ways to improve transportation access to each of the city's industrial areas. OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan. QCP Action 9.7a directs the City to encourage increased use of rail and marine transportation routes over trucks and truck routes for goods movement. There are no identified Trade-Oriented lands in the City of New Westminster.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Development Permit Areas in the OCP (6.4) and QCP (C1 and C2) include guidelines that require applicants to consider appropriate measures such as buffers and screening, lighting, and tree planting to minimize impacts on neighbours. Additional guidelines are in place with the intent that building energy performance be optimized by employing passive strategies and where possible by using energy from renewable sources.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	There are no identified Trade-Oriented lands in the City of New Westminster.
	d)	include policies for Employment lands that:	See below.
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) designate land as Mixed Employment in strategic locations. The purpose of this designation is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. OCP Policy 3.2 and QCP Policy 2.3 state the City's intent to protect the industrial land base and encourage employment-intensive and sustainable industrial uses. OCP Action 3.1b also directs the City to create a master plan for Lower Twelfth Street that encourages a creative and non traditional mix of uses, including residential, commercial, and ultra light industrial.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Large and medium retail is not permitted in the City's Mixed Employment Land Use in the OCP (Map 18) and QCP (Map 11). Instead the City designates strategic locations as medium or high density mixed use to enable retail in close proximity to housing and frequent transit. The QCP Land Use Designation Map (Map 11) includes the one site designated for large format retail in New Westminster.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major	The Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) designate land Mixed Employment in strategic locations. The purpose of this designation

		Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. Density will range based on the context of the subject site. Instead, the Land Use Designation Maps in the OCP (Map 18) and DCP (Schedule F) provide opportunities for commercial and employment land uses in medium and high density mixed use forms within the FTDAs and Urban Centre. The limited additional commercial and employment land permitted by the OCP Land Use Designation Map (Map 18) outside of an FTDA is focused on current and future Frequent Transit Network routes.
	iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	The Land Use Designation Map in the OCP (Map 18) does not designate land as Mixed Employment outside of an FTDA. In addition, the Land Use Designation Map in the OCP (Map 18) provides opportunity for commercial and employment land uses in medium and high density mixed use forms within the FTDAs. The limited additional commercial and employment land permitted by the OCP Land Use Designation Map (Map 18) outside of an FTDA is focused on current and future Frequent Transit Network routes. The Land Use Designation Map in the DCP (Schedule F) envisions the highest density development in the City, as the Downtown, the City's Urban Centre, is anticipated to have city-serving employment and commercial services.
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	The Land Use Designation Maps in the OCP (Map 18) and QCP (Map 11) designate land Mixed Employment in strategic locations. The purpose of this designation is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. Residential and retail uses are only permitted when ancillary to the business on these properties (e.g. caretaker units, small scale retail).
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	OCP Policy 4.2 states the City's intent to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. OCP Action 4.2b directs the City to 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. The Community Energy and Emissions Plan includes specific actions related to retrofitting existing and requiring new commercial and industrial buildings to be built to high energy efficiency standards that helps reduce emissions.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	OCP Policy 4.4 demonstrates the City's intent to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Adaptation Strategy for New Westminster that includes recommended implementation actions and timelines.
Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
Policy 2.3.12	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	OCP Policy 1.6 states the City's intent to facilitate opportunities for growing food and participating in food culture. OCP Action 1.6a directs the City to support the development of a comprehensive food strategy. OCP Action 1.6d directs the City to work with Metro Vancouver to implement the Metro Vancouver Food System Strategy. OCP Action 1.6b develops community gardens in public spaces. Community gardens in private spaces are encouraged through the City's development permit guidelines. Similar policies and actions are included in the DCP and QCP.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below.
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.

	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
Policy 2.3.13	**Section**	**Policy**	**Supplementary Information**
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster. However, OCP Policy 1.6 states the City's intent to facilitate opportunities for growing food and participating in food culture.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

New Westminster's Official Community Plan (OCP) contributes to the goals of protecting the environment, addressing climate change and responding to natural hazards by directing the City to implement the Biodiversity and Natural Areas Strategy, the Environmental Strategy and Action Plan, the Integrated Stormwater Management Plan, and the Urban Forest Management Strategy. These plans all include guidance on how the City will work towards protecting, enhancing, restoring and connecting ecosystems, and confirm the City's commitment to protecting and enhancing conservation and recreation lands. The OCP also directs the implementation of the Community Energy and Emissions Plan and the eMobility Strategy. These plans reflect the City's commitment to playing a part in regional, national and international efforts related to both energy conservation and the reduction of greenhouse gas emissions. Both the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP) include directions for how the City will work towards advancing land use patterns that improve resilience to climate change impacts and natural hazards, and well as reducing green house gas emissions and energy consumption to achieve a net zero region by 2050. All policies within the Environment and Natural Areas chapter, the Energy, Emissions and Climate Change chapter and the Hazard Management chapter of the Official Community Plan support the City's intention to protect the environment, address climate change and respond to natural hazards.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	*Please see response in Targets section.*	*Please see response in Targets section.*
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	*Please see response in Targets section.*	*Please see response in Targets section.*

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The OCP Land Use Designation Map (Map 18) designates lands as Habitat/Natural Areas in alignment with the lands identified on Metro 2050 Map 2.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. The Strategy includes an action to explore partnerships with First Nations, non-profit organizations, and Federal and Provincial governments to acquire, enhance, protect and manage natural areas.
	i)	drinking water supply areas	There are no drinking water supply areas within the City of New Westminster.
	ii)	environmental conservation areas	OCP Actions 5.1a and 5.3c directs the City to protect conservation areas such as Glenbrook Ravine and implement the Environmental Strategy and Action Plan to further guide the protection of conservation areas. Regionally designated environmental conservation areas are also protected by the Habitat/Natural Area Land Use Designation and the Parks, Open Space and Community Facilities Land Use Designation. Both of these land use designation ensure that the conservation lands are preserved as natural areas. Please see OCP Land Use Designation Map (Map 18).
	iii)	wildlife management areas and ecological reserves	OCP Policies 5.1 and 5.4 state the City's intention to ensure that wildlife management areas and ecological areas such as the Fraser River, the Brunette River, Glenbrook Ravine and the city's various parks are protected and enhanced.
	iv)	forests	OCP Policies 5.1 and 5.4 state the City's intention to protect ecological systems, and are further supported by OCP Action 5.3b which directs the City to implement the Urban Forest Management Strategy to protect forests within the city.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	OCP Action 5.2c directs the City to apply the Riparian Area Protection Regulation in the evaluation of development applications adjacent to watercourses. Additionally, the Habitat/Natural Area Land Use Designation preserves intertidal areas of the Fraser River foreshore in a predominantly natural state. See OCP Land Use Designation Map (Map 18).

	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	OCP Actions 5.2a, 5.2b, 5.2c and 5.2d direct the City to support the implementation of the Riparian Areas Protection Regulation. Similar Actions are included in the Downtown Community Plan (DCP) and Queensborough Community Plan (QCP).
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	All ecosystems which are on lands with a Conservation and Recreation regional designation within the city are protected with either the Habitat / Natural Area Land Use Designation or the Parks, Open Space and Community Facilities Land Use Designation. See OCP Land Use Designation Map (Map 18).
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	The purpose of the OCP Habitat / Natural Area Land Use Designation is to preserve intertidal areas of the Fraser River foreshore in a predominantly natural state. The principal use permitted is natural habitat areas. Complementary uses may include trails, parks, open space, and log boom storage where they do not conflict with the principal use. The purpose of the OCP Parks, Open Space and Community Facilities Land Use Designation is to provide places of public assembly and recreation. Principal uses include parks, open space, natural areas, community activities, cultural uses, and community facilities such as libraries or community centres, and City facilities. Complementary uses may include 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. See OCP Land Use Designation Map (Map 18).
	c)	Include policies that:	See below.
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	All lands that are adjacent to regionally designated Conservation and Recreation lands have development permit requirements that require that sites are sensitively developed to consider neighboring sites. Additionally, OCP Action 9.2f directs the City to implement the Queen's Park Master Plan which includes considerations for buffering of adjacent land uses.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	The City of New Westminster or Metro Vancouver own the lands with a Conservation and Recreation regional land use designation. Each site is operating as a consolidated site. OCP Action 9.2d directs the City to consolidate City parks into one parcel per park, including those parks with a Conservation and Recreation regional land use designation.

	Section	Policy Text	Applicable OCP Policies
Policy 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please provide response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below.
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	OCP Policies 5.1, 5.2 and 5.4 state the City's intention to protect, enhance and restore natural habitat areas and ecosystems. OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. The Strategy includes policies that support the protection, enhancement and restoration of natural areas. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. OCP Action 5.3c directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. Development Permit Areas in the OCP (7.1) and QCP (QD1) protect natural areas with development permit requirements.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	OCP Policies 5.1, 5.2, 5.3, 9.1 and 9.5 state the City's intention to create connections across natural habitats and green spaces. OCP Action 5.1c directs the City to develop a Green Infrastructure Network for the City that is consistent with the regional network proposed by Metro Vancouver. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on regional green infrastructure such as the Brunette Fraser Regional Greenway. OCP Action 5.3a directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including

			those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	OCP Action 5.3a directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity. OCP Action 5.3b directs the City to implement the Urban Forest Management Strategy, which includes guidance to improve connectivity between natural areas and parks.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Development permit guidelines in the OCP, QCP and DCP require setbacks and sensitive edges to neighbouring properties. OCP Development Permit Area 7.1 was developed to provide direction on the interface between the Brunette River and adjacent development. OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. OCP Action 5.3c directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city.
	c)	Include policies that:	See below.
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	OCP Action 5.3c directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. OCP Action 5.2a directs the City to explore expanding the Brunette River Development Permit Area to further protect the entire segment of the river within New Westminster. OCP Actions 5.2b, 5.2c, 5.2d and 5.2e direct the City to protect waterways through the Riparian Areas Protection Regulation. OCP Action 5.3b directs the City to implement the Urban Forest Management Strategy, which includes an action to improve development permit guidelines.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	OCP Action 5.3b directs the City to implement the Urban Forest Management Strategy, which includes protections and enhancement such as canopy cover targets, urban forest management strategies, and suggested actions to improve development permit regulations. DCP Strategy 5f states the City's intention to enhance the ecological function of the streetscape, parks and other public spaces.

	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	OCP Action 5.1b directs the City to develop an Invasive Species Action Plan to control and prevent the introduction of new invasive plants and animals.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	OCP Actions 5.1c and 5.3c direct the City to develop a Green Infrastructure Network per the Biodiversity and Natural Areas Strategy that is consistent with the regional network proposed by Metro Vancouver. OCP Action 5.3c also directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, which include enhancing green infrastructure along Regional Greenway Networks and other greenway links. Additionally, OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on the Brunette Fraser Regional Greenway to create places for recreation and education about the natural environment. DCP Strategy 5j states the City's intention to incrementally develop "Green Amenity Streets."
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	OCP Action 12.2a directs the City to implement the Integrated Stormwater Management Plan (ISMP) which includes low-impact design strategies to ensure the reduction in volume of stormwater runoff, improvement of water quality, and enhancement of natural areas and receiving water bodies. OCP Action 5.3c directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. Maximizing the conservation and protection of drinking water is Goal #9 of the Environmental Strategy and Action Plan.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please provide response in Targets section*

	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: • existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. OCP Policy 4.3 states the City's intention to pursue energy conservation and demand management, and encourage local renewable energy systems. OCP Actions 4.2d and 4.3a direct the City to implement the actions and policies of the Community Energy and Emissions Plan to reduce energy use and related GHG emissions in buildings. The Community Energy and Emissions Plan also includes actions related to reducing transportation energy use and related greenhouse gas emissions, including through the provision of zero emission vehicle charging infrastructure. OCP Action 4.1c directs the City to continue to implement the eMobility Strategy, which outlines actions the City can take to support the community's transition to electric modes of transportation. OCP Policies 11.3, 11.4, 11.5 state the City's intention to improve transit service, cycling infrastructure and pedestrian environments which reduce reliance on vehicle and consequently reduce energy consumption and greenhouse gas emissions while improving air quality. OCP Actions 4.1b directs the City to 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
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	OCP Goal 12 states New Westminster has reliable and innovative servicing that efficiently and effectively meets the needs of the community and reduces impacts on the environment. Policy 12.1 states the City's intent to plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment. OCP Action 12.a directs the City to update and implement asset management, operation and maintenance action plans. This update will include a focus on investments in the Urban Centre and FTDAs. OCP Action 11.6a directs the City to prioritize transportation infrastructure and amenities in Frequent Transit Development Areas.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	Policy	Applicable OCP Policies
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate

		with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	change. OCP Action 4.4a directs a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. OCP Action 4.4c directs the City to regularly update hazard, risk, and vulnerability assessments. OCP Goal 6 states New Westminster protects against land use related hazards and manages associated risks. OCP Policy 6.3 states the City's intent to protect against and minimize the impacts of sea level rise and Fraser River flooding. OCP Policy 6.4 states the City's intent to ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts. OCP Action 6.4b directs the City to regularly update hazard maps. The QCP recognizes that the entire neighbourhood is a flood hazard area. QCP Policies 5.1, 5.2, 5.3 and 5.4 all state the City's intention to protect against and manage incidents of flooding. A Flood Hazard Development Permit Area (QE1) includes specific guidelines for building in the floodplain. Development in this area is protected by perimeter dykes. However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum flood construction levels are set in the Development Permit Area.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	The QCP recognizes that the entire neighbourhood is a flood hazard area. QCP Policies 5.1, 5.2, 5.3 and 5.4 all state the City's intention to protect against and manage incidents of flooding. A Flood Hazard Development Permit Area (QE1) includes specific guidelines for building in the floodplain. Development in this area is protected by perimeter dykes. However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum flood construction levels are set in the Development Permit Area. The Land Use Designation Maps of the OCP (Map 18) and DCP (Schedule F) accommodate the majority of the City's anticipated growth, rather than being accommodated through the QCP Land Use Map (Map 11).
Policy 3.4.6	**Section**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a

		new municipal utilities, assets, operations, and community services.	Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. OCP Action 4.4c directs the City to regularly update hazard, risk, and vulnerability assessments. OCP Goal 6 states New Westminster protects against land use related hazards and manages associated risks. OCP Policy 6.1 directs the City to use emergency management programs to protect critical City infrastructure from hazard events. OCP Action 6.1a and QCP Action 5.4a direct the City to prepare emergency and recovery plans including a Critical Infrastructure Protection Plan. OCP Action 6.4b directs the City to regularly update hazard maps.
Policy 3.4.7	**Section**	**Policy**	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. OCP Action 4.4c directs the City to regularly update hazard, risk, and vulnerability assessments. OCP Goal 6 states: New Westminster protects against land use related hazards and manages associated risks. OCP Action 6.1a and QCP Action 5.4a direct the City to prepare emergency and recovery plans including a Critical Infrastructure Protection Plan. OCP Action 6.4b directs the City to regularly update hazard maps. The findings of these studies will be considered in the development of new land use plans, including how growth is accommodated in the City through the Land Use Designation Maps.
Policy 3.4.8	**Section**	**Policy**	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	OCP Policy 6.4 states the City's intention to ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts. OCP Action 6.3c directs the City to continue implementing and managing Flood Hazard Development Permit Area and associated guidelines to protect against identified natural hazard risks. The QCP recognizes that the entire neighbourhood is a flood hazard area. QCP Policies 5.1, 5.2, 5.3 and 5.4 all state the City's intention to protect against and manage incidents of flooding. A Flood Hazard Development Permit Area (QE1) includes specific guidelines for building in the floodplain. Development in this area is protected by perimeter dykes. However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the

			potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum flood construction levels are set in the Development Permit Area.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

New Westminster's Official Community Plan (OCP) contributes to the goal of providing diverse and affordable housing choices by enabling an expansion to the supply of housing, increasing the diversity of housing choices available, protecting tenants and rental housing supply, and meeting the needs of lower income households and populations experiencing or at risk of homelessness. Both the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP) include policies that demonstrate the City's intention to provide diverse and affordable housing choices. The policies within the Housing chapter of the Official Community Plan support the City's intention to expand housing supply and housing choices, to ensure protection of all residential tenures and to meet the housing needs of people across the income spectrum.

The housing goals of the OCP are supported by a range of housing policies including the Affordable Housing Strategy, Tenant Protection Policy, Secured Market Rental Housing Policy, and Family Friendly Housing Policy. The City also leverages other tools, such as the Business Regulations and Licensing (Rental Units) Bylaw, and programs, such as the New Westminster Rent Bank, to help protect tenants.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section.*	*Please see response in Targets section.*

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context. OCP Action 8.6c directs the City to 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. As part of the 2025 Official Community Plan update, a residential development capacity analysis was completed. This analysis took into account the area available for residential development based on the Land Use Designation Map, recent development trends, and assumptions regarding the future development of sites. This analysis confirmed that the Land Use Designation Map includes enough capacity to provide the total housing units required to address the finding of the City's 2024 Interim Housing Needs Report.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	OCP Policies 8.1, 8.2, 8.3 and 8.4 each support the creation of new housing that is diverse in tenure, affordability, size and type. Each is supported by OCP Actions that direct the City to develop and implement additional housing policies to address these needs (e.g. Secured Market Rental Housing Policy, Family Friendly Housing Policy, Affordable Housing Strategy). OCP Action 8.6c directs the City to 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. Similar polices and actions are included in the DCP and QCP.
	c)	identify policies and actions that contribute to the following outcomes	See below.
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	OCP Policy 8.1 states the City's intention to create and maintain housing that offers options for people who are experiencing or at risk of homelessness. OCP Action 8.1h directs the City to 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. OCP Policy 8.2 states the City's intent to facilitate access to affordable, below- and non-market housing for low- to moderate-income households. OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. These policies focus on the areas of highest need, as identified in the City's Housing Needs Report.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	OCP Policy 8.4 states the City's intention to create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs. The Actions identified to support this policy direct the City to continue to implement the Adaptable Housing Policy (OCP Action 8.4a), Family Friendly Housing Policy (8.4b) and ground oriented infill housing (8.4c) which will increase housing supply and housing choice in the city. Each of these policy

			documents also apply to the area covered by the DCP and QCP.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. OCP Policy 8.4 states the City's intention to create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs. The Land Use Designation Maps in the OCP (Map 18), QCP (Map 11) and DCP (Schedule F), confirm that residential buildings (or residential portions of buildings) can include rental housing, co-op housing, and various levels of supportive housing (e.g. complex care, supportive care, or assisted living) when in compliance with the form in the land use designation and when in keeping with City policies.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	OCP Action 8.4c directs the City to explore opportunities to increase the variety and stock of ground oriented infill housing such as duplexes, triplexes, and multiplexes. The Land Use Designation Map in the OCP (Map 18) allows a mix of ground oriented infill housing forms including duplexes, triplexes, quadraplexes, cluster houses, infill townhouses, infill rowhouses and other equivalent ground oriented housing forms in all single detached and duplex areas covered by this Plan. The City will work towards updating the QCP Land Use Designation Map (Map 11) to allow ground oriented infill housing once research is completed on whether the area's infrastructure can support more housing.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	The Land Use Designation Map in the OCP (Map 18) was created to align with the City's Master Transportation Plan. The Land Use Designation Map locates the highest number of new housing units within the FTDAs surrounding the SkyTrain stations outside of Downtown. The next highest number of new housing units is located along pedestrian-oriented transit corridors such as Sixth Street, Twelfth Street and East Columbia Street. Growth will be accommodated in the Uptown FTDA.
	vi)	increased social connectedness in multi-unit housing	OCP Policy 8.5 states the City's intention to design housing to be livable and to foster social cohesion and connectivity. OCP Policy 1.4 states the intention to encourage social connectedness, neighbourliness and community building. OCP Action 1.4a directs the City to fund community grant programs that facilitate social connectedness, neighbourliness and community building. Action 8.5b directs the City to collaborate with the Hey Neighbour Collective to develop and implement tools that encourage more socially connected, inclusive, and resilient communities for all.

	vii)	integrated housing within neighbourhood contexts and high quality urban design	OCP Policy 10.1 states the City's intention to require a high standard of urban design to facilitate attractive and well-integrated development throughout the city. The Development Permit Area guidelines of the OCP, DCP and QCP all have all been drafted with the intent of integrated housing within neighbourhood contexts and high quality urban design.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. Action 4.2b directs the City to 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. OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Adaptation Strategy for New Westminster that includes recommended implementation actions and timelines. OCP Policy 6.4 states the City's intention to ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts.
Policy 4.1.9	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please see New Westminster's Housing Needs Report. OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context. OCP Action 8.6c directs the City to 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. After the Housing Needs Report is updated in 2028 the OCP will be updated to reflect the updated findings.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please see New Westminster's Housing Needs Report. In addition to using the Province's standardized methodology to identify the number of housing units needed, the City conducted further analysis to understand housing needs specific to New Westminster to provide a breakdown of need by housing type. This breakdown allows for progress tracking and advocacy to senior government for funding for supportive, below- and non-market housing projects.
	c)	identify housing priorities, based on the assessment of local housing market conditions,	Please see New Westminster's Housing Needs Report. In addition to using the Province's standardized methodology to identify the number of housing units needed, the Report outlines the key areas of housing

		household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	need. Bringing together community engagement themes, housing demand indicators, and projected housing needs, eleven priority sub-populations have been identified. These findings demonstrate that housing need and demand exist along New Westminster's Housing Spectrum, with a particular need for additional shelter beds, supportive/transitional housing units, and affordable rental units.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please see New Westminster's Housing Needs Report. OCP Actions direct the City to implement housing policies that include detailed implementation measures. This include policies such as the Affordable Housing Policy (OCP Action 8.2b), Adaptable Housing Policy (8.4a), Family Friendly Housing Policy (8.4b) and ground oriented infill housing (8.4c) which will increase housing supply and housing choice in the city. Each of these policy documents also applies to the areas covered by the DCP and QCP. OCP Action 8.6c directs the City to 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.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please provide response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose-built market rental housing displaced by redevelopment. OCP Action 8.3a directs the City to complete a 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.

	c)	identify the use of regulatory tools that protect and preserve rental housing	OCP Action 8.3a directs the City to complete the 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. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	d)	identify policies and actions that contribute to the following outcomes:	See below.
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	OCP Policy 8.2 states the City's intention to facilitate access to affordable, below and non market housing for low to moderate income households. OCP Actions are included that state the City should enable affordable housing through an updated Inclusionary Housing Policy (8.2a) and through partnerships with senior governments, charitable foundations, faith groups and non-profit organizations (8.2c). OCP Action 8.1h directs the City to 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. This Plan acknowledges the need for an equitable distribution of projects across the City, and that all neighbourhoods play a role in supporting hosing needs. It is an objective for all new projects to be located with access to services, community amenities and transit. DCP Strategy 7b states the City's intention to facilitate the provision of housing that meets all affordability levels in the City's Urban Centre. Action 7b states that new non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. The Vision created for the 22nd Street Station FTDA includes Goal 5.1: A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for everyone to call home. The Vision also includes strategy 5.2.7 which identifies tools for encouraging affordable housing within the FTDA. The

			same approach will be taken to the future planning for the City's other FTDAs. In addition, 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. Given the affordable housing crisis, supportive housing may be developed in any of the City's land use definitions.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	OCP Action 8.3a directs the City to complete the 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. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	iii)	protection and renewal of existing non-market rental housing	OCP Action 8.3a directs the City to complete the 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. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose-built market rental housing displaced by redevelopment. OCP Action 8.3a directs the City to complete the 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.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. Action 4.2b directs the City to 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. The Community Energy and Emissions Plan includes several actions related to reducing energy and emissions, and prioritized the unique retrofit needs of existing multiunit residential buildings, especially rental buildings.
Policy 4.2.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. OCP Action 8.3c directs the City to facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose built market rental housing displaced by redevelopment. OCP Action 8.3c directs the City to facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	OCP Action 8.2d directs the City to 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.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
P	**Section**	**Policy**	**Applicable OCP Policies**

	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	OCP Action 8.2c directs the City to 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. OCP Action 8.2b directs the City to implement the Affordable Housing Strategy. This Strategy provides a framework for the City to work towards being an inclusive city where all residents live in safe, appropriate and affordable housing and where there are housing choices for people of all ages and abilities. OCP Action 8.1h directs the City to 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. This plan recommends actions and timing priorities for the provision of shelter beds and supportive housing. This plan aims to help address the three concurrent and inter-related crises of homelessness, mental health and substance use. The Plan focuses on securing funding from BC Housing to construct permanent, purpose-designed supportive housing that would be equitably distributed in neighbourhoods throughout the city.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	OCP Action 8.1h directs the City to 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. OCP Action 8.1g directs the City to 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. These two plans aim to help address the three concurrent and inter-related crises of homelessness, mental health and substance use. The Five-Year Prevention, Support and Transition Services Plan identifies shorter term recommendations for the Provincial Government that are aimed at addressing the immediate needs of people experiencing the three crises with the goal of stabilizing their lives. These shorter-term actions work in concert with the Ten-Year Supportive Housing and Wrap-Around Services Plan, which identifies longer-term and sustainable actions. These longer-term actions focus on securing funding from BC Housing to construct permanent, purpose-designed supportive housing that would be equitably distributed in neighbourhoods throughout the city.

	Section	Policy	Supplementary Information
Policy 4.3.8	**Prepare and implement housing strategies or action plans that**		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	OCP Action 8.2c directs the City to 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. OCP Action 8.2d directs the City to 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.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	OCP Policy 1.2 states the City's intention to create a community that is welcoming, inclusive and accepting of people with different backgrounds, cultures and lifestyles. As such, community acceptance is generally supported through initiatives that raise awareness and understanding. OCP Action 8.1a directs the City to develop a communications strategy to clearly outline the benefits of affordable housing development.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	OCP Policy 8.1 states the City's intention to facilitate the creation and maintenance of housing that offers options for people who are experiencing or at risk of homelessness. OCP Actions identify a rage of strategies to implement this policy including the Homelessness Action Strategy (OCP Action 8.1c), Community Poverty Reduction Strategy (8.1d), the Ten-Year Supportive Housing and Wrap-Around Services Plan (8.1h), and the Five-Year Prevention, Support and Transition Services Plan (8.1g). OCP Actions also direct the City to work with partners to address homelessness, including Metro Vancouver (8.1e) and the New Westminster Homelessness Coalition Society (8.1f).

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

New Westminster's Official Community Plan (OCP) contributes to the goal of supporting sustainable transportation choices by coordinating land use and transportation to encourage and support transit, multiple-occupancy vehicles, cycling, walking and the safe and efficient movement of passengers, goods and services. Both the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP), schedules to the OCP, include directions that demonstrate the City's intention to improve transportation for all road users and to improve the strength of the Urban Centre and Frequent Transit Development Areas with appropriate land use patterns. The policies within the Transportation chapter of the Official Community Plan support the City's intention to encourage sustainable transportation choices like transit, multi-occupancy vehicles, cycling and walking, and support efficient vehicle movement for the safe delivery of passengers, goods and services.

The City's transportation goals are further supported by the City's Master Transportation Plan, as well as the Active Transportation Network Plan.

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

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	OCP Policies 11.1, 11.3, 11.4 and 11.5 state the City's intention to encourage land use and transportation strategies that will result in a greater share of trips made by transit, cycling, walking and rolling. Many of these policies point to the Master Transportation Plan, which further articulates how mode share change will be achieved. Strategies 10a, 10b, 10c and 10d of the Downtown Community Plan (DCP) state the City's intention to increase the mode share of transit, cycling and walking specifically in the Downtown Urban Centre.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	OCP Policy 11.8 states the City's intention to implement transportation demand management measures such as parking policy and car sharing measures. OCP Actions 11.5f and 11.4e direct the City to work with TransLink to implement transit priority measures and end-of-trip facilities at key locations. DCP Strategies 10c, 10d and 10f state the City's intention to manage parking supply with transportation demand measures, improve the convenience of transit and provide end-of-trip facilities for active transportation.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	OCP Policy 11.1 states the City's intention to achieve the goals of the Master Transportation Plan and support improved transit, cycling, walking and rolling. Similar policies are included in the DCP and Queensborough Community Plan (QCP).
	d)	support the transition to zero-emission vehicles	OCP Action 4.1a directs the City to 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. Furthermore, OCP Action 4.1b directs the City to 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. Within the Transportation section are actions to explore partnering with TransLink, Metro Vancouver, or other agencies as appropriate, to establish zero emissions vehicle zones in which access is limited to persons using active transportation modes and zero emissions vehicles only. As well, the Transportation Section includes guidance to accelerate EV and eMicromobility adoption by implementing the eMobility Strategy which is dedicated to the transition to zero emissions vehicles. Specifically, this strategy includes actions to support the achievement of TransLink's regional Transport 2050 goal of transitioning to zero emission vehicles, including by increasing availability and access to electric bikes, scooters, and other forms of electric micromobility, accelerating the electrification of light duty passenger vehicles and supporting the transition of medium- and heavy-duty vehicles to low emissions in the short term and zero emissions over the long term. The strategy also calls for improved access to EV charging in public spaces, homes and workplaces, supporting the affordability of electric vehicles and proactively managing electricity grid impacts of EV charging.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	OCP Action 9.1e directs the City to implement the Trail and Greenway Master Plan, while OCP Policy 11.4 states the City's intention to support the development of a complete bicycle network which would incorporate regional routes as identified in Map 11. Additionally, OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on the Brunette Fraser Regional Greenway to create places for recreation and education about the natural environment.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	OCP Action 4.1b directs the City to 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. Goal 11 of the OCP specifies that New Westminster's transportation system will be accessible to people of all ages and abilities, and this goal is reiterated throughout the Master Transportation Plan to be implemented by OCP Policy 11.1.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
	Section	**Policy**	**Applicable OCP Policies**
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	OCP Policy 11.6 directs the City to manage the road network for the safety and reliability of all road users, including goods and service vehicles. Please see Map 14 (Street Network Classification) for details on how the movement of goods and service vehicles will be facilitated to and from the Downtown Urban Centre, the Frequent Transit Development Areas, the Major Transit Growth Corridor and Industrial and Employment lands. The DCP provides further detail on the safe movement of goods through the Urban Centre in Figure 23.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Safe and efficient goods movement is supported by OCP Action 11.7b, which directs the City to work with various partners to minimize the impact of goods movement on adjacent land uses and to provide safe and efficient goods movement connections. This policy is further supported by OCP Action 11.7a which directs the City to implement the goods movement policies and actions of the Master Transportation Plan. The DCP provides further detail on the safe movement of goods through the Urban Centre in Figure 23.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which will include transit priority treatments and managing access for goods movement networks.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which includes policies to improve rail travel, truck routes, and water travel for goods movement. The DCP provides further detail on the safe movement of goods through the Urban Centre in Figure 23.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	OCP Action 11.7b directs the City to work with various partners to minimize the impact of goods movement on adjacent land uses. This Action is complimented by OCP Action 11.7d, which directs the City to achieve whistle cessation of rail movement through the city, and OCP Action 11.7a which implements the goods movement policies and actions identified in the Master Transportation Plan which are sensitive to mitigating the

			negative impacts of goods movement. OCP Action 8.5a also directs the City to 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.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which includes policies to improve rail travel, truck routes, and water travel for goods movement. OCP Action 4.1c directs the City to continue to implement the eMobility Strategy, which outlines actions the City can take to support the community's transition to electric modes of transportation. The Strategy includes actions to improve access to EV Charging in public spaces and to incorporate eMicromobility into City planning and outreach. Additionally, the eMobility Strategy includes actions to explore creating low- or zero-emission zones in New Westminster which are designated with the intention that, by some point in the future, only people walking, rolling, biking or driving EVs and other zero-emission vehicles may access the area. These zones provide additional incentive for EV ownership, while also reducing congestion and improving air quality. OCP Action 4.1b directs the City to 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. This includes online deliveries, by supporting fleet transitions to zero emissions, off-peak deliveries, small urban consolidation centres, and cargo bike deliveries.

New Westminster

Attachment 5

Draft Growth Management and Housing OCP Chapters

New Westminster Context

Growth Management: The Next 25 Years

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.

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.

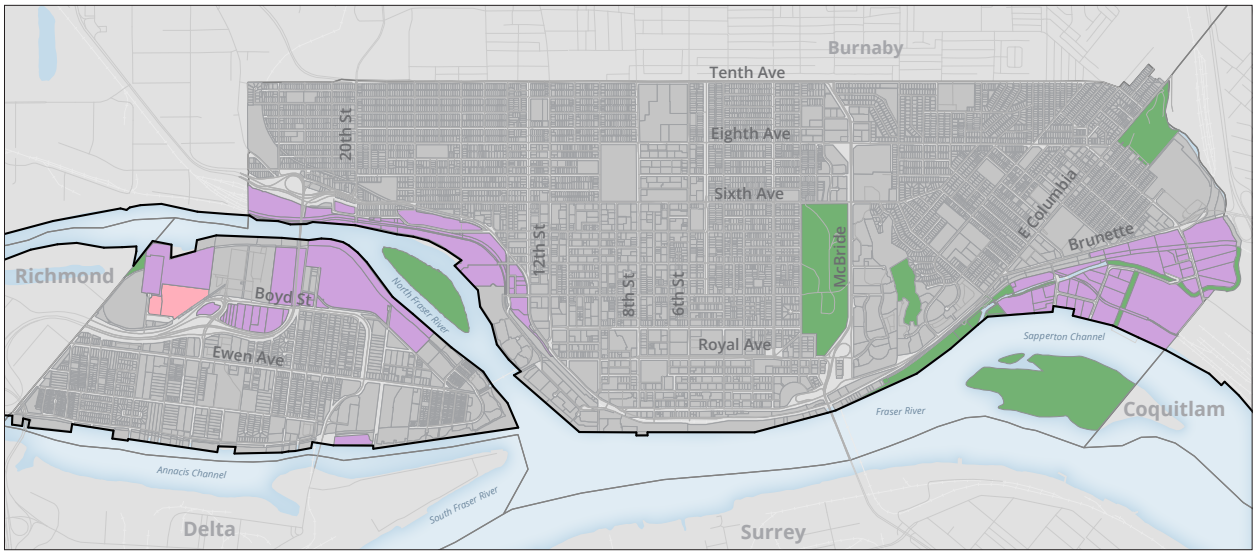
The Metro 2050 population projections recognize that people are moving to and staying in Metro Vancouver because it is an attractive place to live, work, play and learn. Metro 2050 policies and the regional land use designations within the strategy direct growth to the right places, such as in mixed use areas well-serviced by transit, and protect important agricultural, conservation, recreation, and industrial lands from urban residential development. Map 4 shows the 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 5 shows the boundaries of New Westminster's Urban Centre and three Frequent Transit Development Areas.

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.

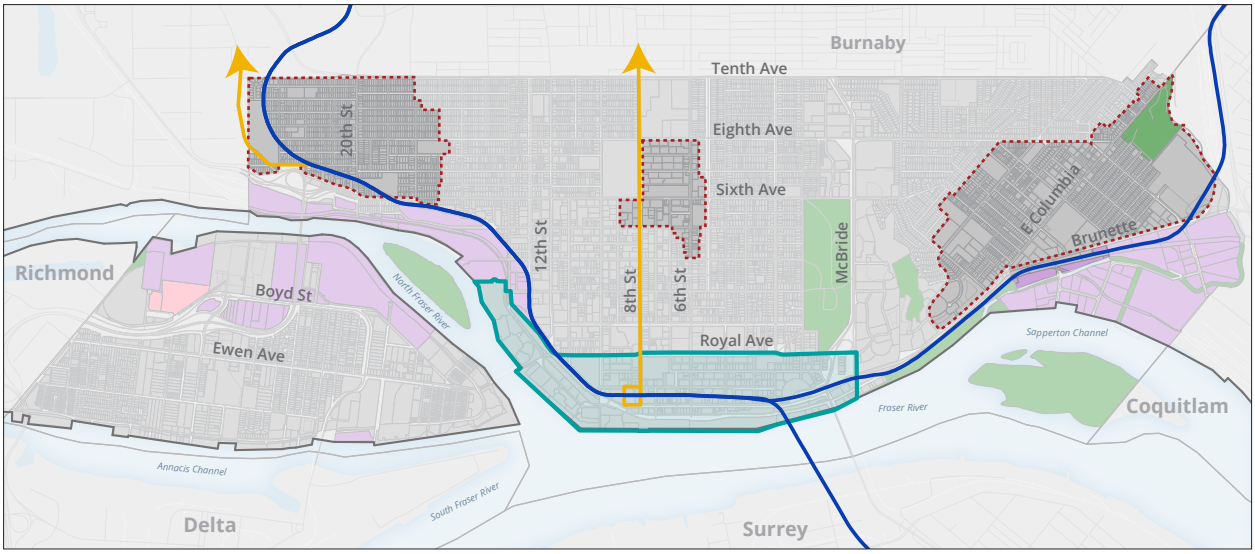
Map 4. Regional Land Use Designations



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

Map 5.Regional City Centre and Frequent Transit Development Areas



KEY:

- Regional City Centre
- Frequent Transit Development Areas
- SkyTrain Route
- Major Transit Network

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 and 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 1 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	89,940	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 1.
New Westminster's Medium Growth Scenario
Source: Metro Vancouver Regional Planning's Growth Proejections, June 2024

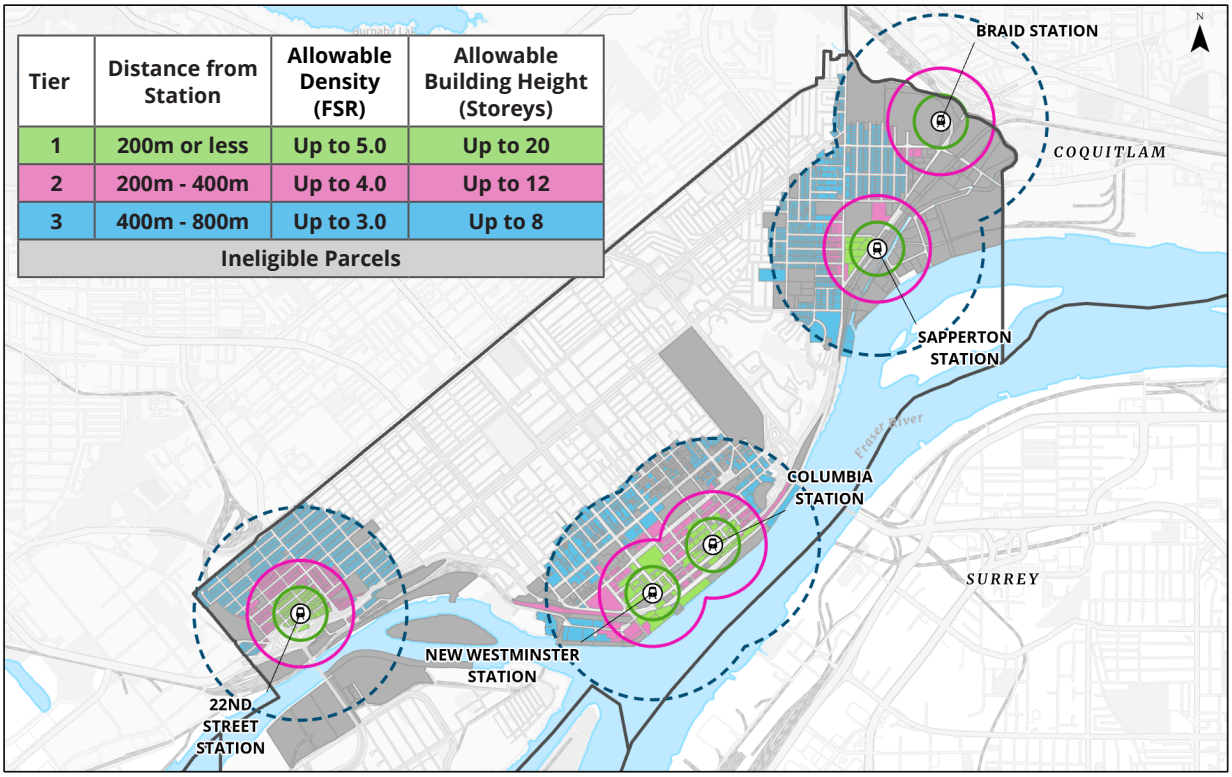
TRANSIT ORIENTED DEVELOPMENT AREAS

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 Skytrain 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.

Map 6. Transit Oriented Area Development Tiers in New Westminster

Source: City of New Westminster



Note: This Map does not confer development rights. The map illustrates parcels located 200m, 400m, and 800m from SkyTrain Stations.

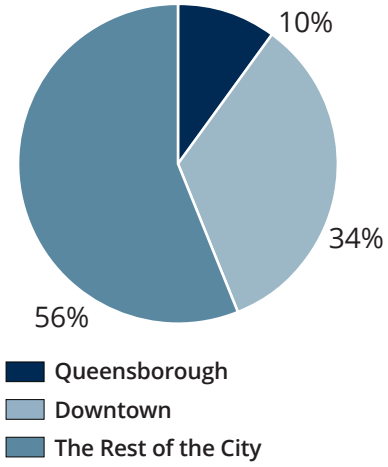


Figure 2.
Share of Projected Housing Growth (2024-2049)
Source: Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast – 2024 to 2049

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

ACCOMODATING 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.

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: Sapperton and Braid, and 22nd Street 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.

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.

Figure 3.
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 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 4.
Anticipated Additional Office Floor 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 5.
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.

	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**

Housing Need: The Next 20 Years

THE CITY OF NEW WESTMINSTER HOUSING NEEDS REPORT: 2024 - 2044

A standardized Provincial 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.

Figure 6.
New Westminster's Projected Housing Need for 5 and 20 Years
Source: New Westminster Interim Housing Needs Report, 2024

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 Accomodates 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**

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 2028, and ever five years thereafter.

The Housing Needs Report identifies housing needs 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

DRAFT January 2026 Version



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 13). 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.

Figure 13
Breakdown of housing units needed by housing type between 2024 and 2029
Source: New Westminster Interim Housing Needs Report, 2024

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**

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 also 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.



Rhoda Kaellis Residence includes 11 units of supportive apartments and 13 non-market, independent apartments.

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.



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 to three years), with supports as needed. It aims to transition individuals into permanent housing.

Supportive Housing is a type of housing that provides on-site supports and services to residents who cannot live independently. This type of housing can also be located in private rental.

Figure 14
Emergency Shelter, and Transitional and Supportive Housing Need
Source: New Westminster Interim Housing Needs Report, 2024

PERMANENT SUPPORTIVE HOUSING

Permanent supportive housing includes embedded services as well as wrap-around 24/7 supports that aim to support residents to maintain their tenancies and foster positive health and well-being. 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 well-being, 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.

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.

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.

THE NEED FOR BELOW- AND NON-MARKET HOUSING

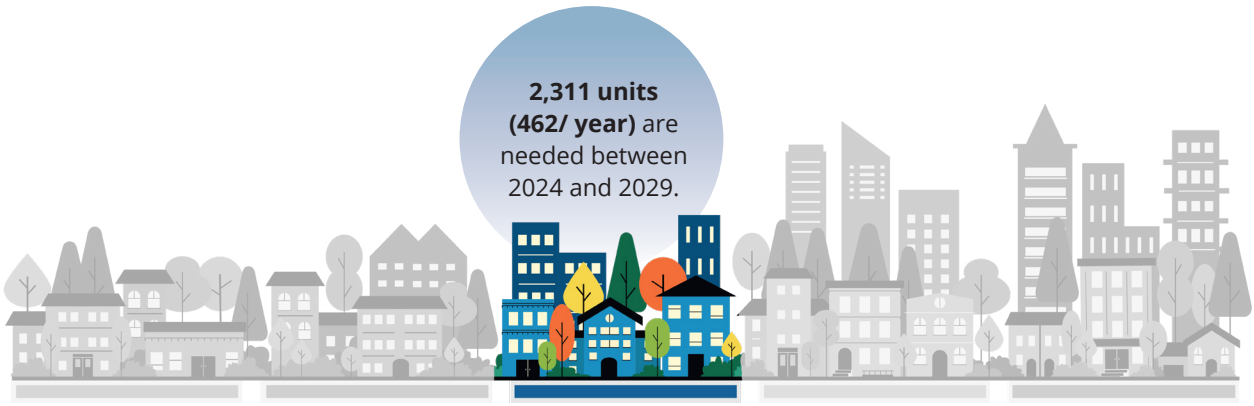
Below- and non-market housing serve as essential housing options for very low income (below $35,000 per year) households, low- and moderate-income households, and especially for those relying on income or disability assistance.

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 2024, only 7% of New Westminster's housing stock was non- or below-market rate housing – far lower than what is needed.



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.

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 the ability to pay, and eligibility criteria determine who is accommodated. Most non-profit and co-operative housing is a form of non-market housing.

Figure 15
Below and Non-Market Housing Need
Source: New Westminster 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.

8.1b 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.

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.

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.

Using incentives under the Secured Market Rental Housing Policy, 1,723 new secured market rental housing units have been built (as of February 2024).

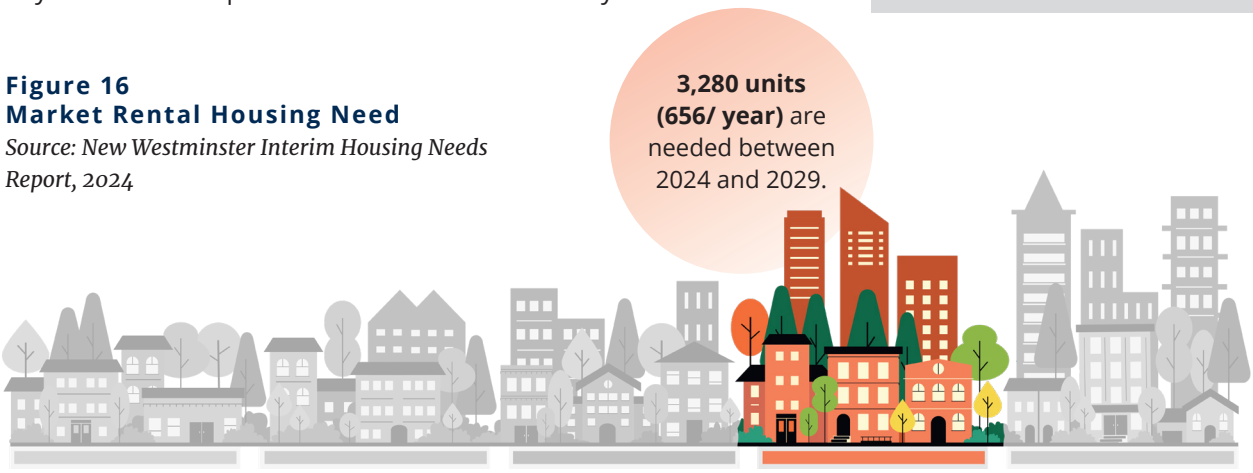
SINGLE PERSON HOUSEHOLDS

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 were single person households.

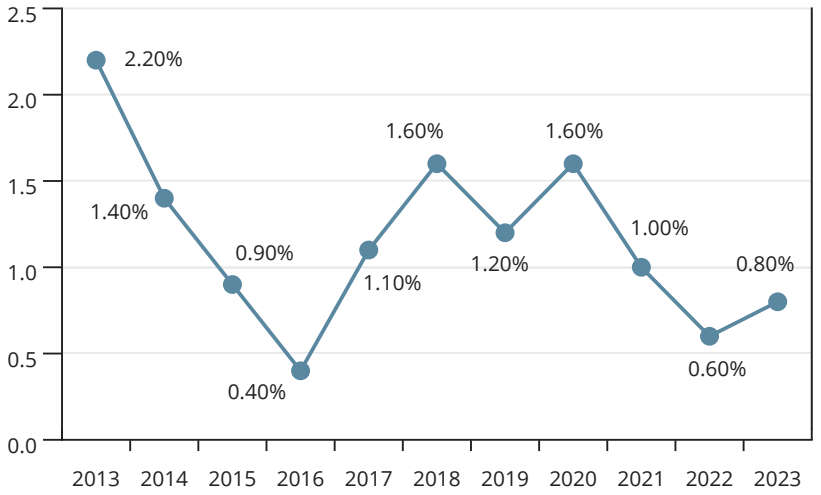
Source: New Westminster Housing Needs Report, 2024

Figure 16
Market Rental Housing Need
Source: New Westminster Interim Housing Needs Report, 2024



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.

Figure 17
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.

- 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). 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 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.

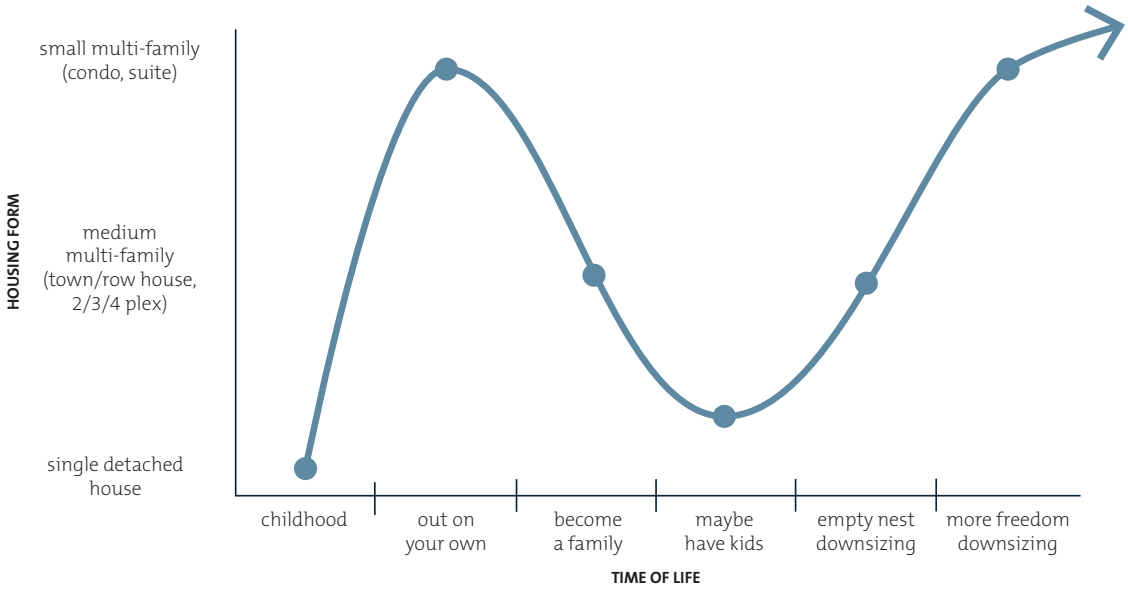
8.3e Encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.

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 18
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.

Figure 19
Existing Housing Stock by Structure Type in 2021
Source: Statistics Canada, 2021

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%
City Wide	**36,090**	**100%**

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.

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.

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.

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.

FREQUENT TRANSIT DEVELOPMENT AREAS (FTDAS)

FTDA is a term identified in Metro 2050 – Metro Vancouver's Regional Growth 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.

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.

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 sanitation, 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.



Walking towards the 22nd Street SkyTrain Station.



Market Ownership Housing refers to housing that is privately owned by an individual (or a company) who generally does not received direct subsidies to purchase or maintain it. Prices for this type of housing are set by the private market.

Figure 20
Market Ownership Housing Need
Source: New Westminster Interim Housing Needs Report, 2024

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.

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.

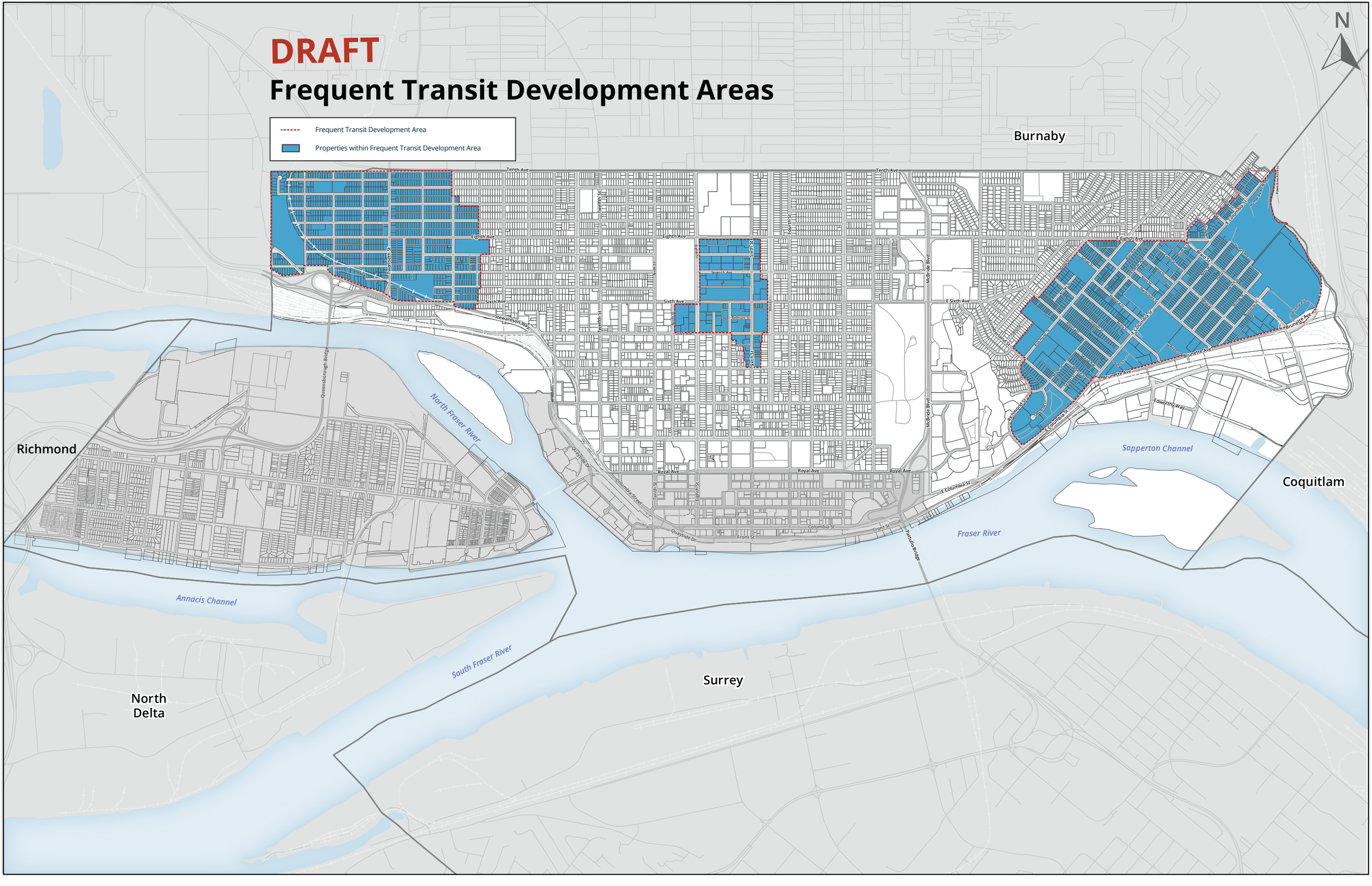
New Westminster

Attachment 6

Proposed Frequent Transit Development Area Amendments

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Frequent Transit Development Areas



New Westminster

Attachment 7

Energy, Emissions and Climate Change Chapter

4.0 Energy, Emissions and Climate Change

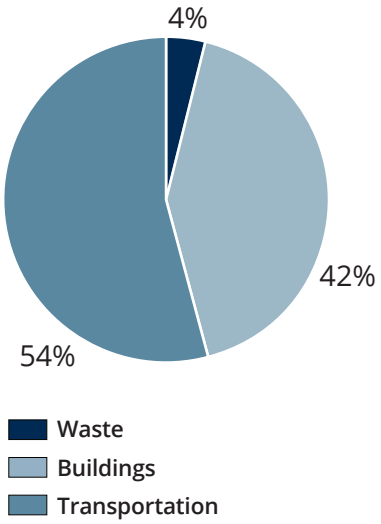


Figure 9.
Where Are We Now: Community-wide GHG Inventory
Source: Province of BC Current Community Energy and Emissions Inventory data, February 2025

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 10.
Projected Change in GHG Emissions and Electrical Consumption Through Implementation of CEEP 2050
Source: For 2021 – BC Community Energy and Emissions Inventory; For 2030 and 2050 – Community Energy and Emissions Plan 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

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 the impacts and risks to the natural environment, property, and public health due to climate change.

This Plan... is 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.

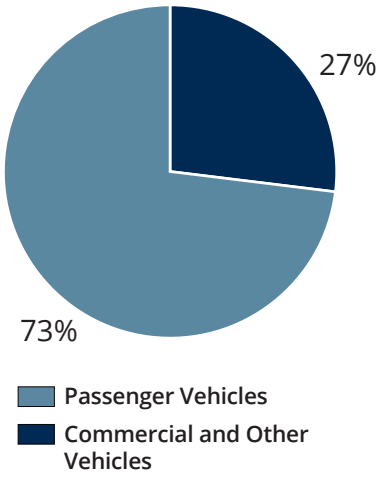


Figure 11.
City-wide Vehicle GHG Emissions
Source: Province of BC Current Community Energy and Emissions Inventory data, 2022

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.

Vibrant neighbourhoods include places to live and work, and make it easy to get around without a vehicle.



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.





Electric vehicle and charging stations at City Hall.

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.

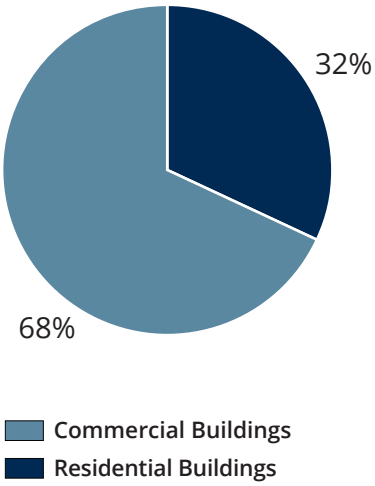


Figure 12.
City-wide Building GHG Emissions
Source: Province of BC Current Community Energy and Emissions Inventory data, 2022

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.

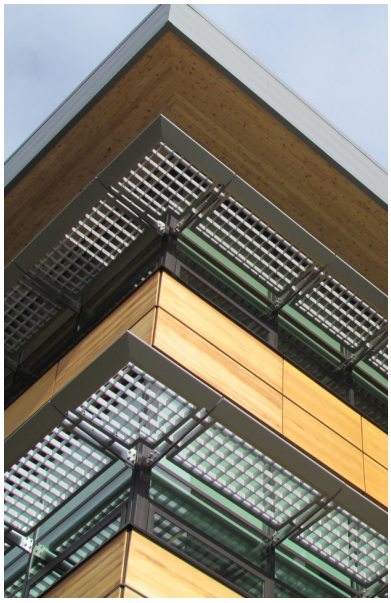
The City can influence energy use and GHG emissions in the built environment by establishing policy direction, zoning requirements, and development permit guidelines for new buildings with respect to energy efficiency, and it can inspect buildings for compliance. The City also supports programs that 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.

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.

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.



Exterior solar shading designed to shade during the summer and allow light in during the winter.

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.

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.



District energy system in City of Vancouver's Olympic Village neighbourhood.

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.

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.

New Westminster

Attachment 8

Queensborough Land Use Designations and Map

11.0 Land Use Designations

INTRODUCTION

Land Use Designations defined in this section are depicted on Map 11: Land Use Designation Map which which illustrates the City's long term land use concept. This concept outlines future land uses that the City intends to support or consider over time, in alignment with the goals and policies of the Queensborough Community Plan. 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 site-by-site 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, that cross land use designation boundaries will be considered if the proposed land uses on each portion of the lot align with their respective land use designations. This consideration will apply provided there is an appropriate transition between uses, and that the overall principles of the Queensborough Community Plan are supported.

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. When specified as ancillary, these uses may only happen when secondary to the Principal Forms and Uses. 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 site 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.

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 Map 11: 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 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 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 site 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, side-by-side 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 site 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, side-by-side 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



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

Principal Forms and Uses: Low rise residential buildings of up to six storeys, stacked townhouses, and side-by-side townhouses. In Queensborough, this area will also include single detached dwellings on a compact lot.

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 with 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.

(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, and side-by-side 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: High density residential.

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 assets of heritage merit. A Heritage Revitalization Agreement may also be used to formalize an existing land use such as a place of worship.

(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.

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

(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 with 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.

(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

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, rail tracks, SkyTrain).

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. Vancouver Fraser Port Authority) 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.

(P) MAJOR INSTITUTIONAL

Purpose: To allow 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.



(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.



(QCD) QUEENSBOROUGH COMPREHENSIVE DEVELOPMENT

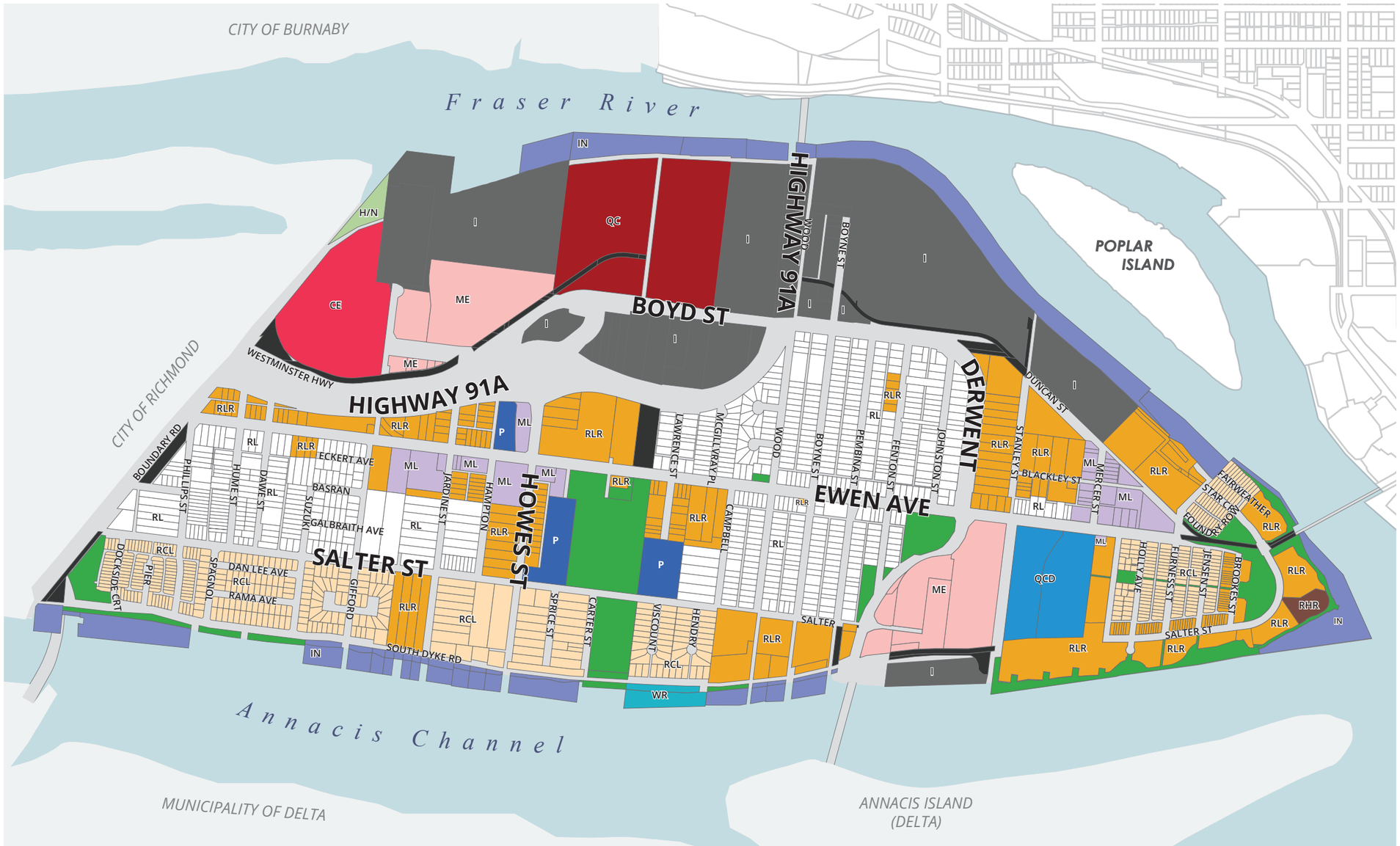


Purpose: This area will include mixed commercial and light industrial employment uses which complement and are compatible with the surrounding existing and designated land uses. This area will also include residential uses which range in densities from low to medium.

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 Permit Area.

DRAFT January 2026 Version

MAP 11
Land Use Designation Map



KEY:

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

New Westminster

Attachment 9

Summary of Agency Consultation

Summary of Agency Consultation

The City undertook early and ongoing consultation relating to the Official Community Plan (OCP) update with a number of government agencies and First Nations. First Nations and agencies received a letter in January 2025 informing them of the various projects underway, and city staff met with First Nation staff and agency staff who expressed interest in learning more about the work. The feedback received was presented at the October 27, 2025 Council Workshop in Attachment 9 (which can be found here) and was focused on the implementation of Provincial housing legislation and Housing Accelerator Funds.

A summary of the feedback received that directly relates to the subject of this report has been provided below.

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 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. The letter of support received from TransLink is included in Attachment 10.

New Westminster

Attachment 10

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

New Westminster

Attachment 11

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



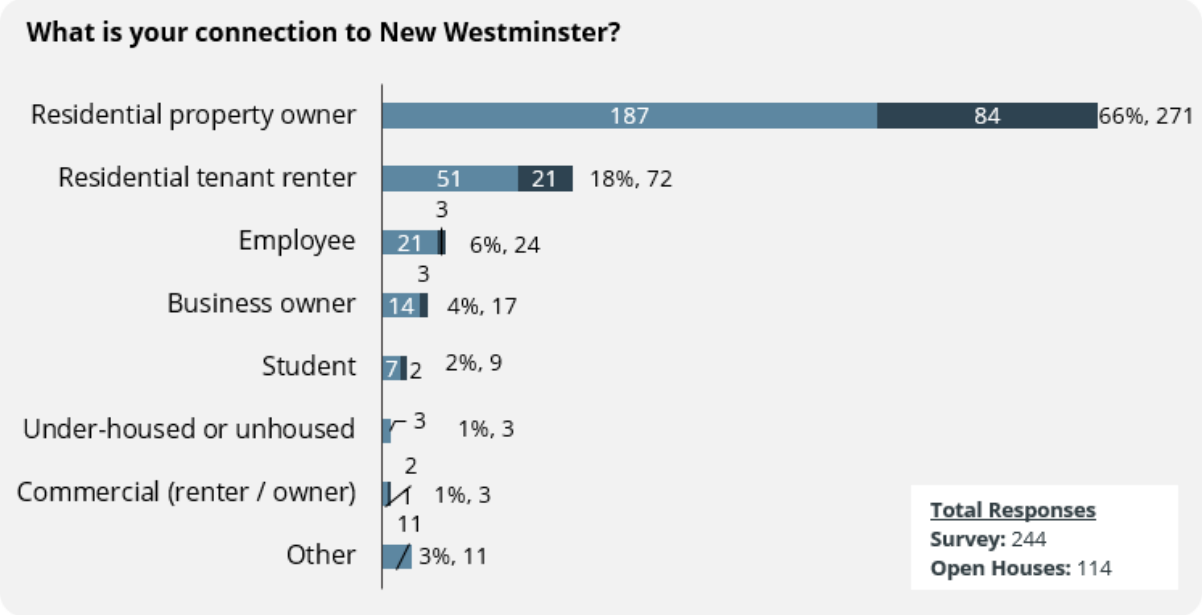
Figure 3: A picture of open house at Century House

Who We Heard From

Connection to New Westminster

RESULTS

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

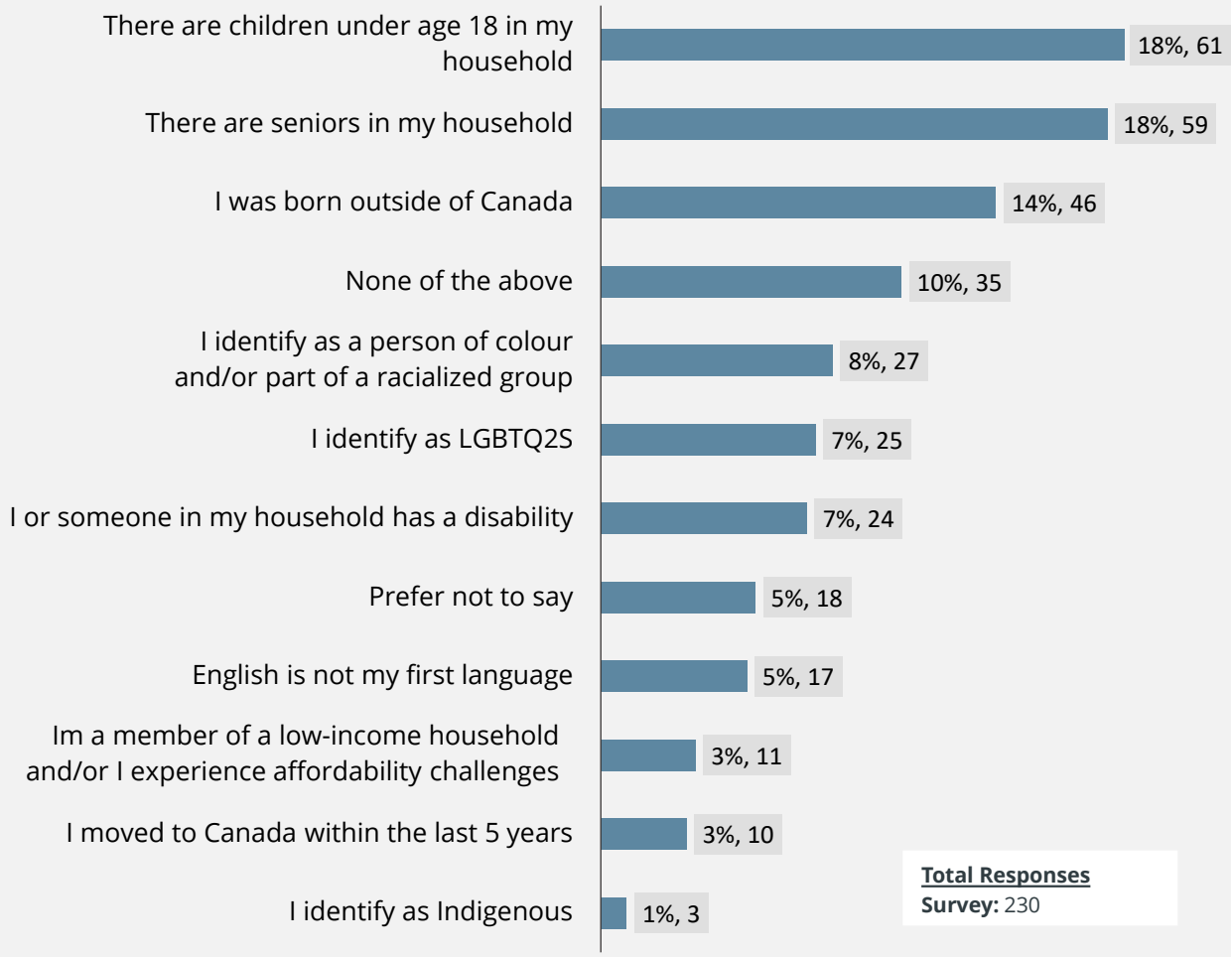


Note: *This question was asked during the open houses and during Be Heard New West sign-up process. The "other" option was only provided on Be Heard and not on the in person display board.*

Additional Demographic Information

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

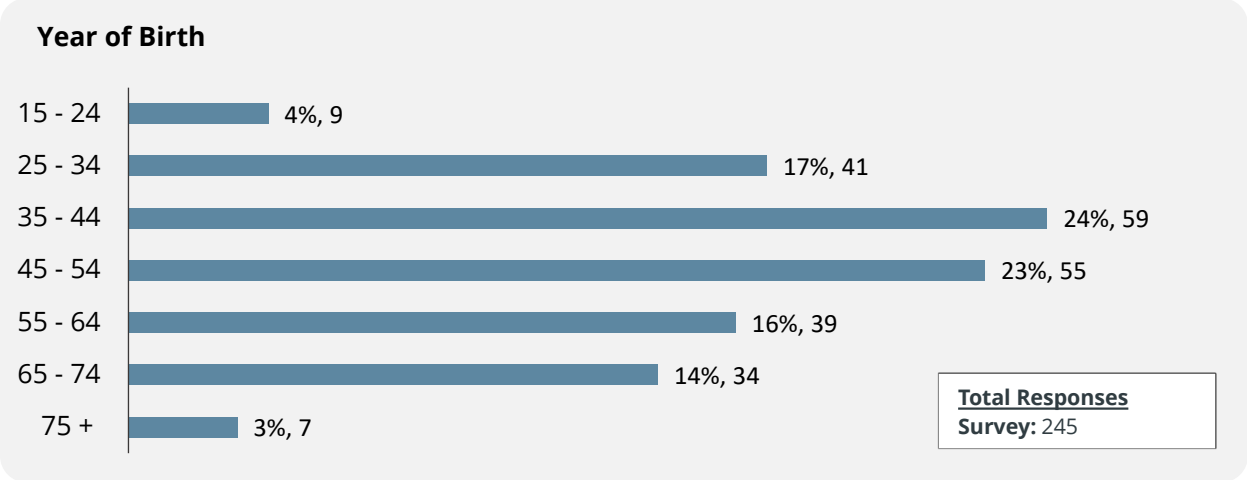
OPTIONAL - More info about you (select any / all that apply):



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

Age

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

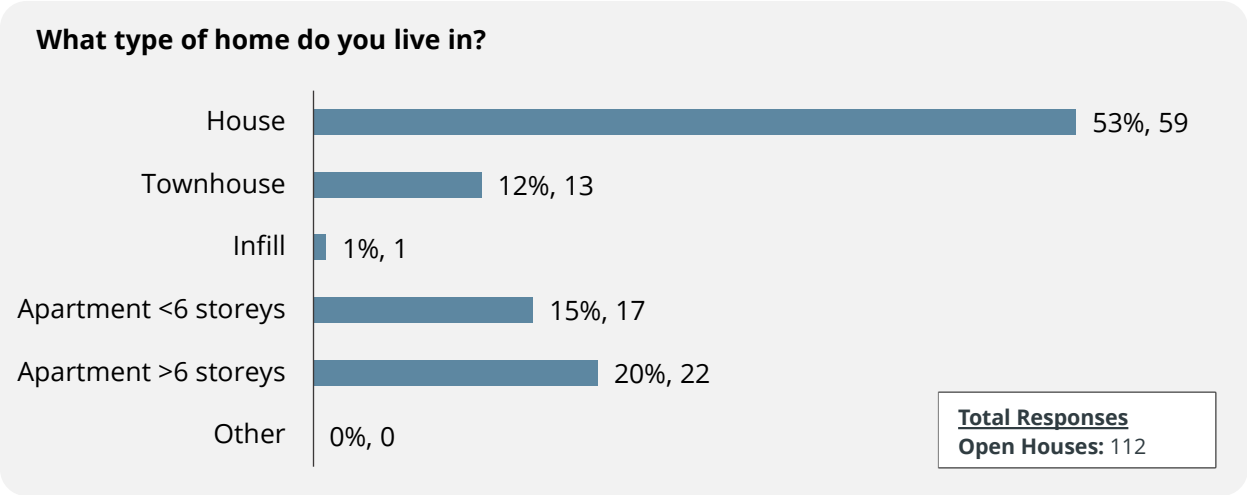


Note: *This question was only asked of Be Heard participants. One participant identified an age below 15, which is not included in the chart above, but is included in the count of total survey responses.*

Current Housing Type

RESULTS

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



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

Where People Live

Postal Code – Survey Participants

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

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

Neighbourhoods – Open House Responses

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

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

What We Heard

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

Section 1: Hopes, Concerns and Goals

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

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



Provide for Homes and Housing Options

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



Increase Housing Supply

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



Build More Homes, Faster

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



Growth with Livable and Financial Sustainability

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



In the Right Place

Locate growth close to daily needs and transit.

What We Heard: Introduction

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

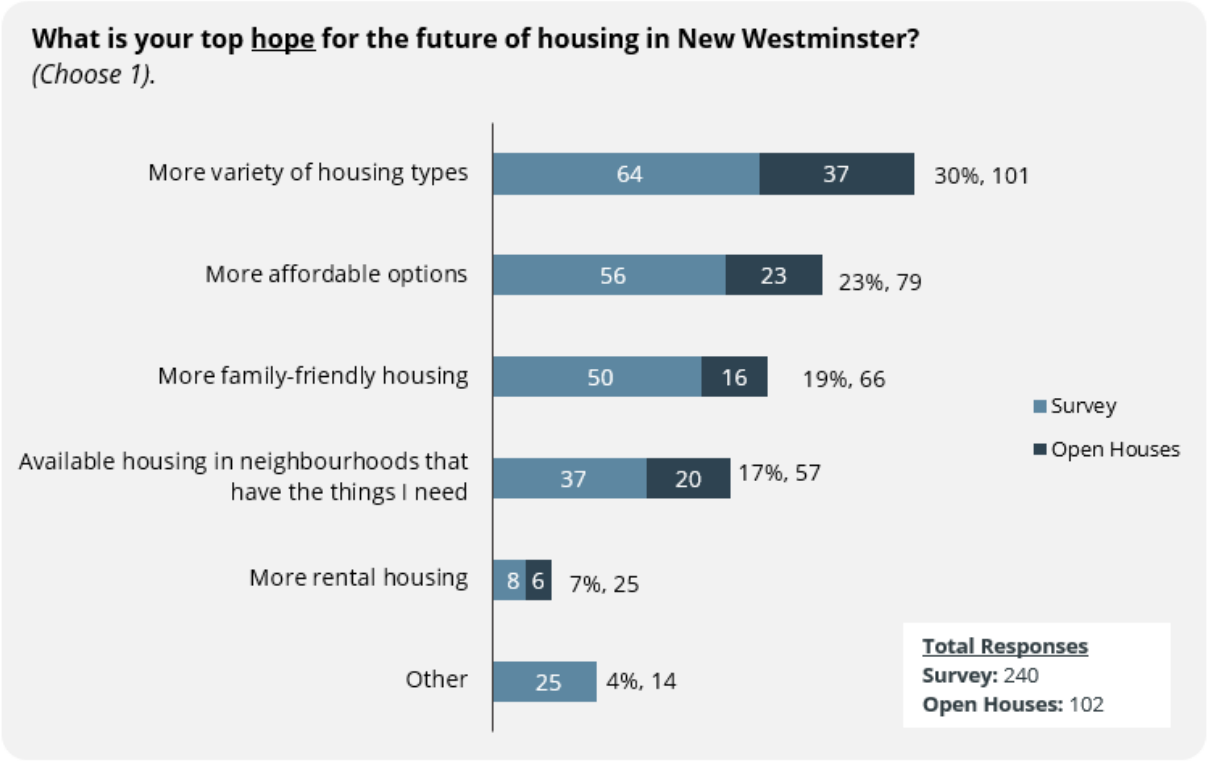
Note: The survey is only related to changes on the mainland of New Westminster. **The City is not currently making changes to housing regulations in Queensborough**, because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing.

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

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

RESULTS

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



SURVEY OPEN ENDED FEEDBACK

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

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

QUOTES

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

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

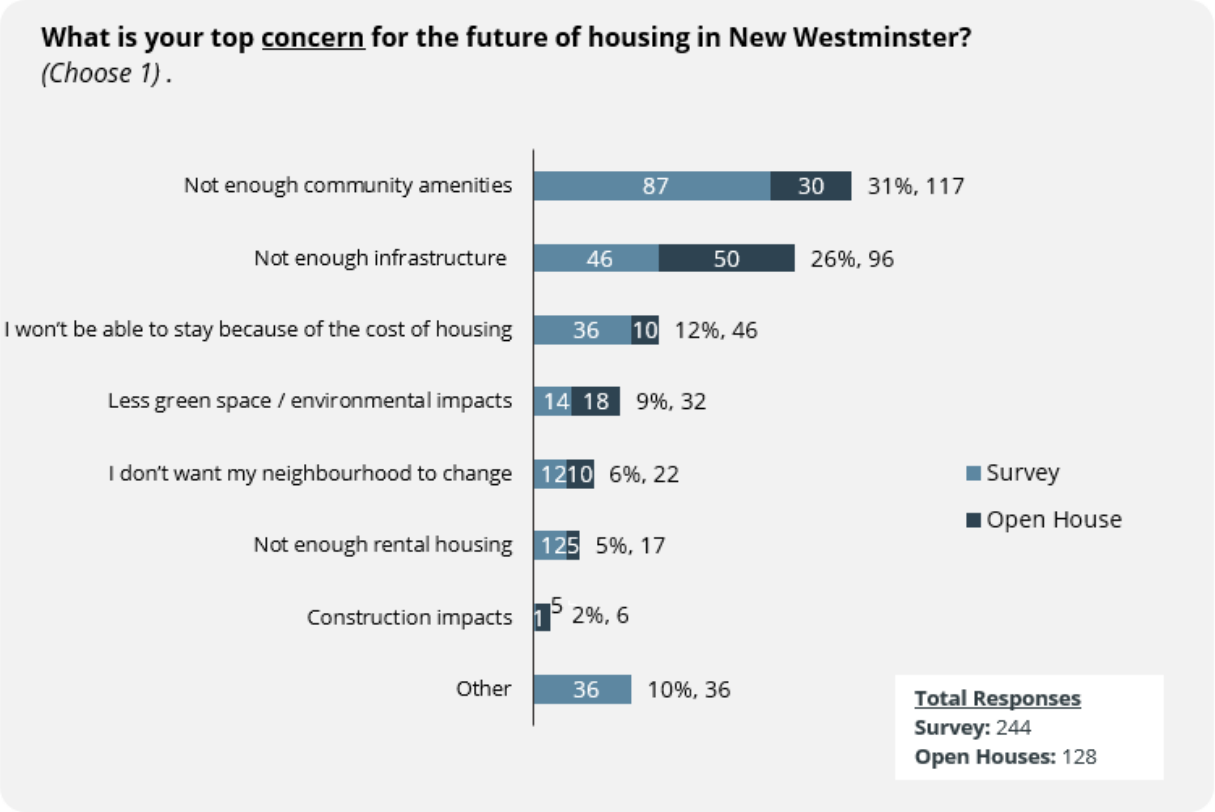
"I have been unhoused and living in my vehicle since 2017. […] I've been in New Westminster since 1993. I raised my son here and this is my home even though I don't have a roof over my head." *– Survey participant*

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

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

RESULTS

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



SURVEY OPEN ENDED FEEDBACK

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

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

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

QUOTES

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

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

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

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

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

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

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

1 = most important, 5 = least important

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

RESULTS

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

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

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

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

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

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

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

How does the legislation apply to New Westminster?

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

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

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

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

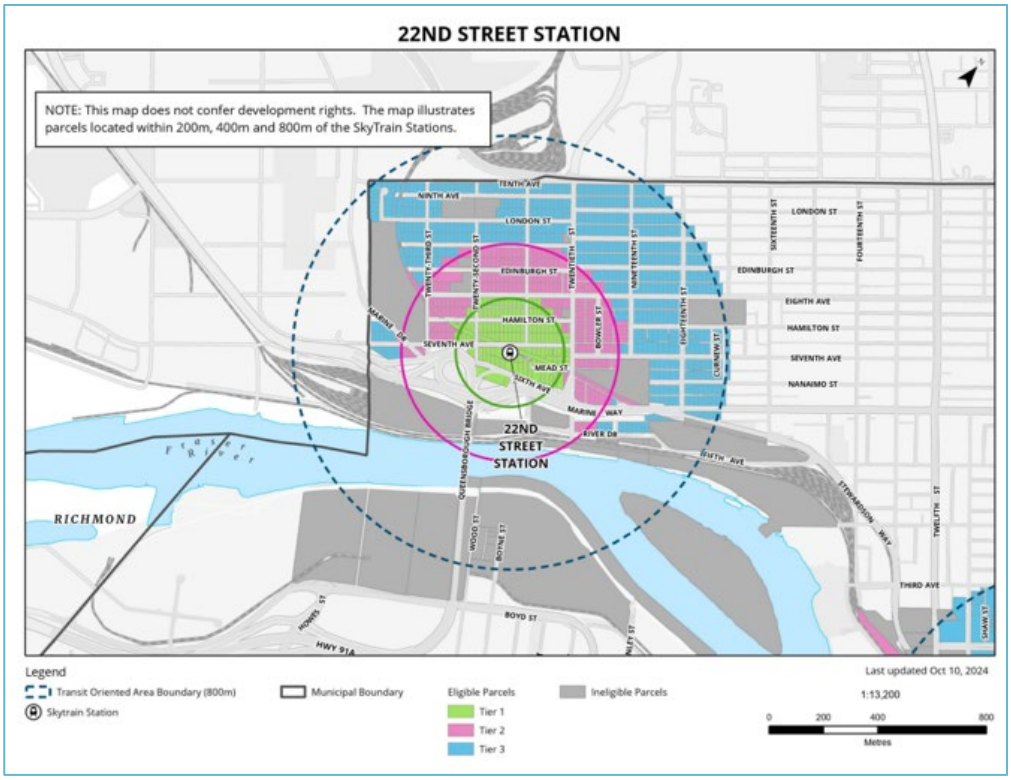


Figure 4. 22nd Street Station Transit Oriented Area Map

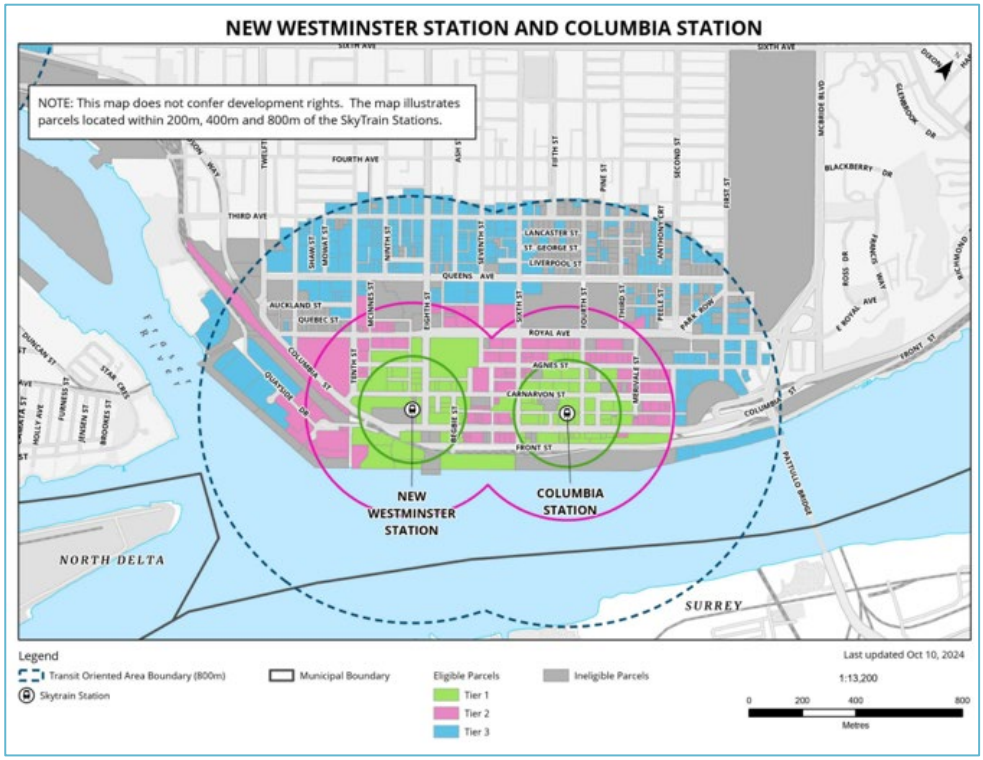


Figure 5. New Westminster Station and Columbia Station Transit Oriented Area Map

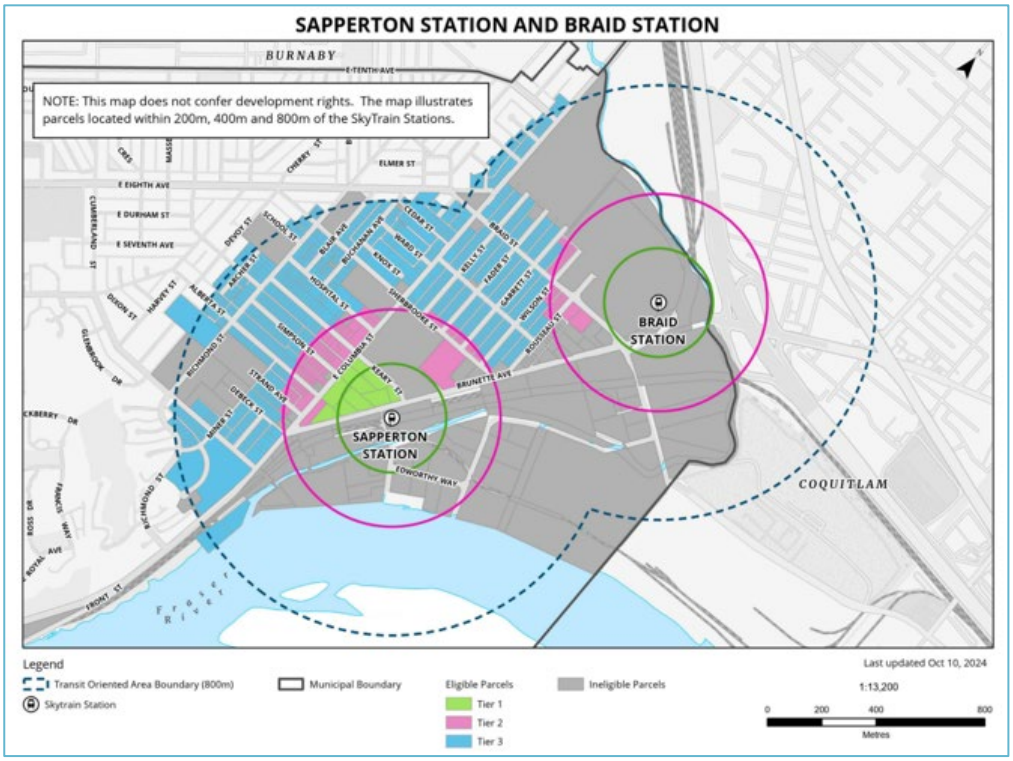


Figure 6. Sapperton Station and Braid Station Transit Oriented Area Map

Minimum Densities

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

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

Parking Requirements

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

How is the City implementing the legislation?

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

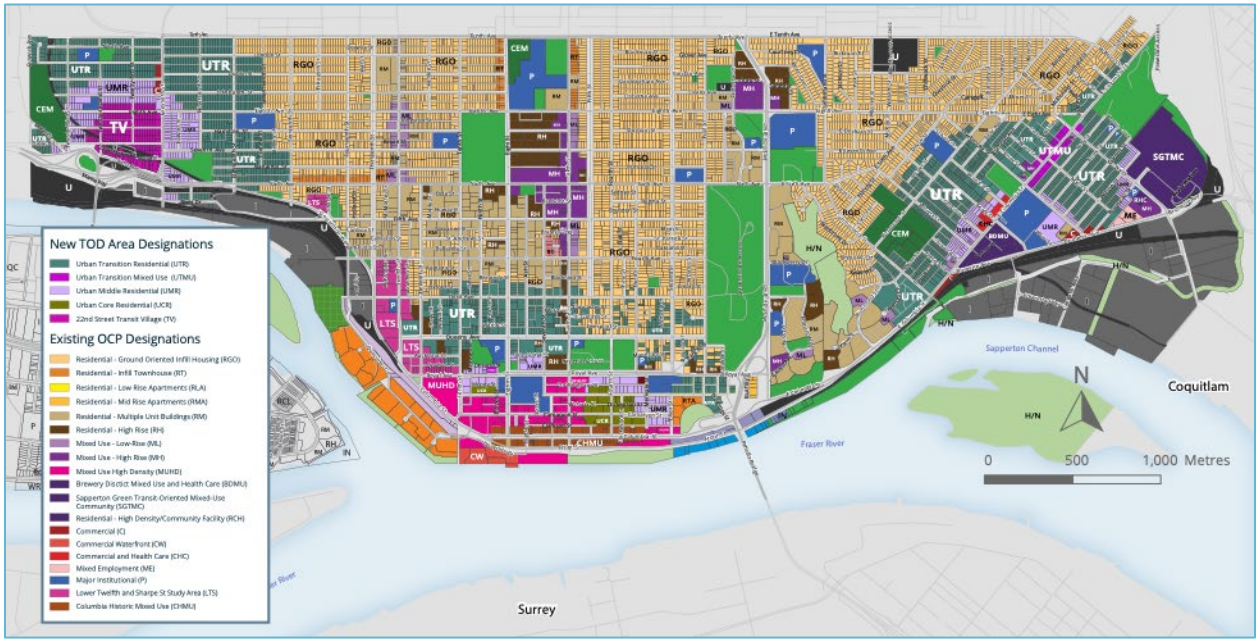


Figure 7. Proposed Land Use Designation Map

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

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

Housing Choice within Transit Oriented Development Areas and Middle Area

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

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

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

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

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

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



Figure 8. Diagram of Land Use Designations and Housing Types

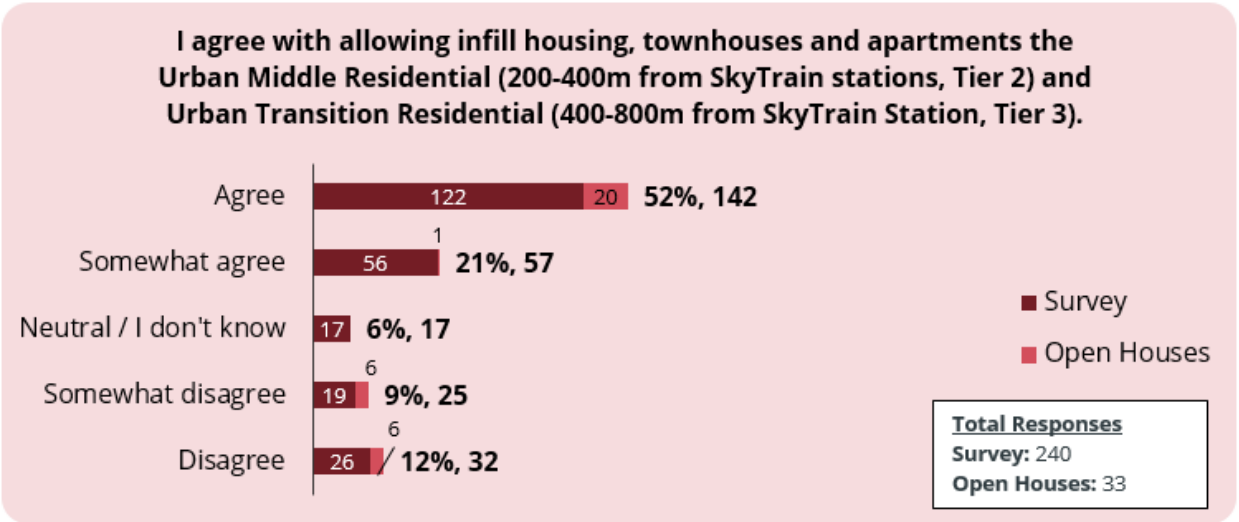
Q4: Considering **what is required** by the Province and **what the City is exploring** in the Transit Oriented Development Areas, please share your **level of agreement with the statements** below:

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

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

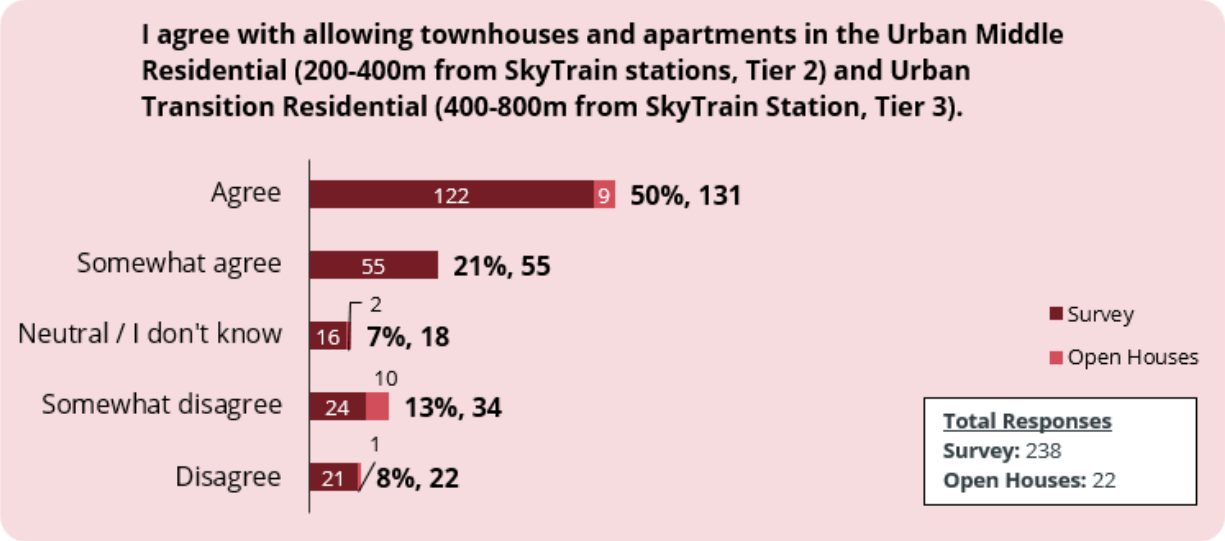
RESULTS

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

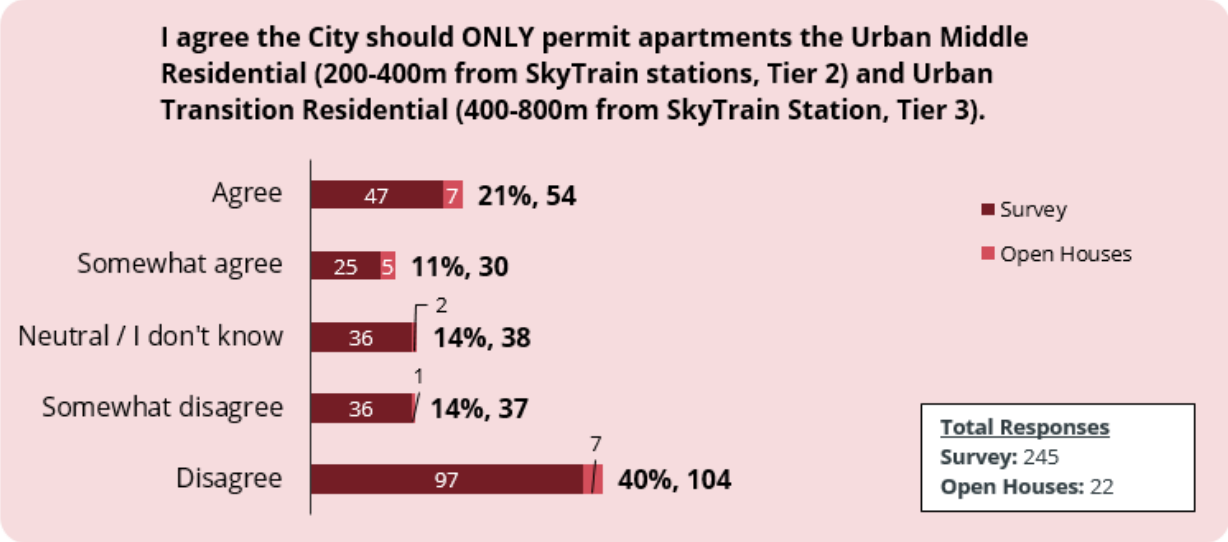


What We Heard: Transit Oriented Development Areas

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



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



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

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

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

Transit Oriented Development Area Edges

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

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

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

What We Heard: Transit Oriented Development Areas

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

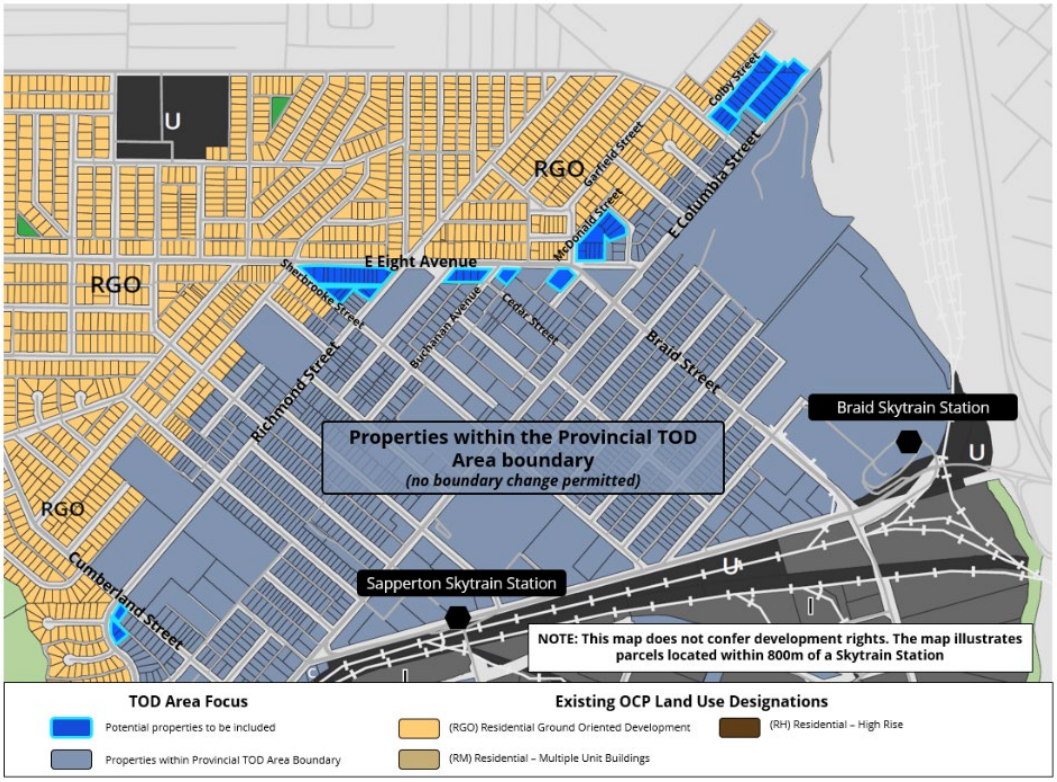


Figure 9. Map of TOD Area Edges (Sapperton Station and Braid Station)

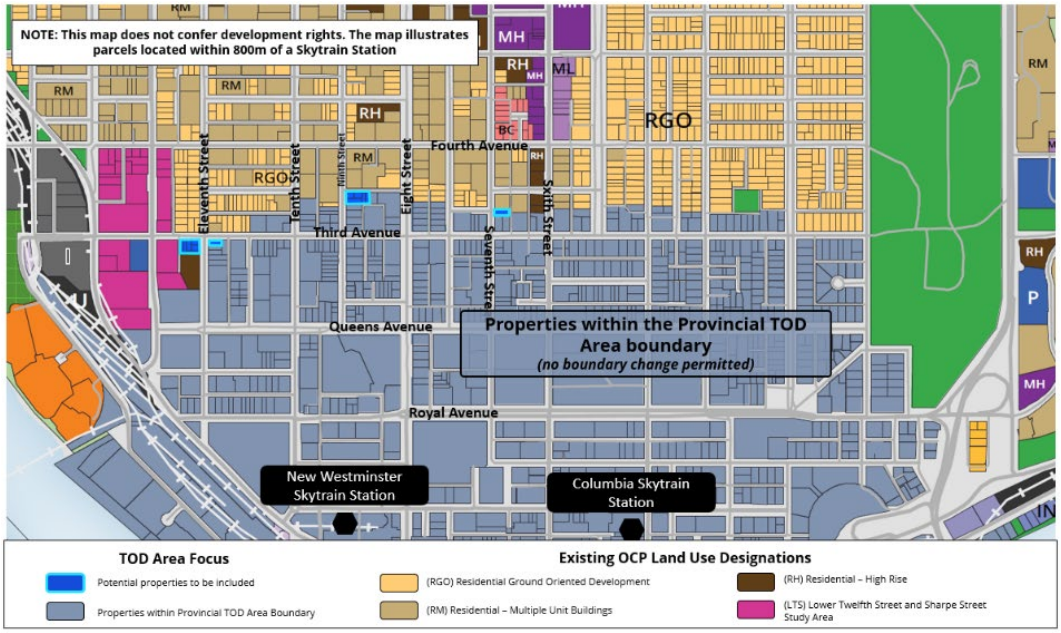


Figure 10. Map of TOD Area Edges (New Westminster Station and Columbia Station)

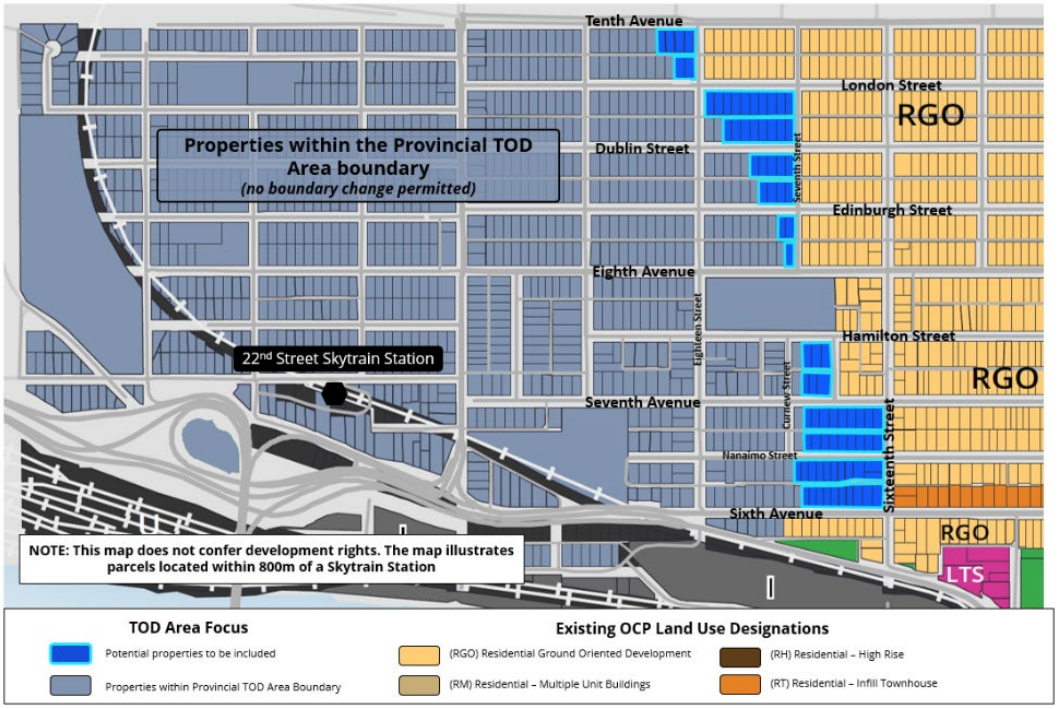


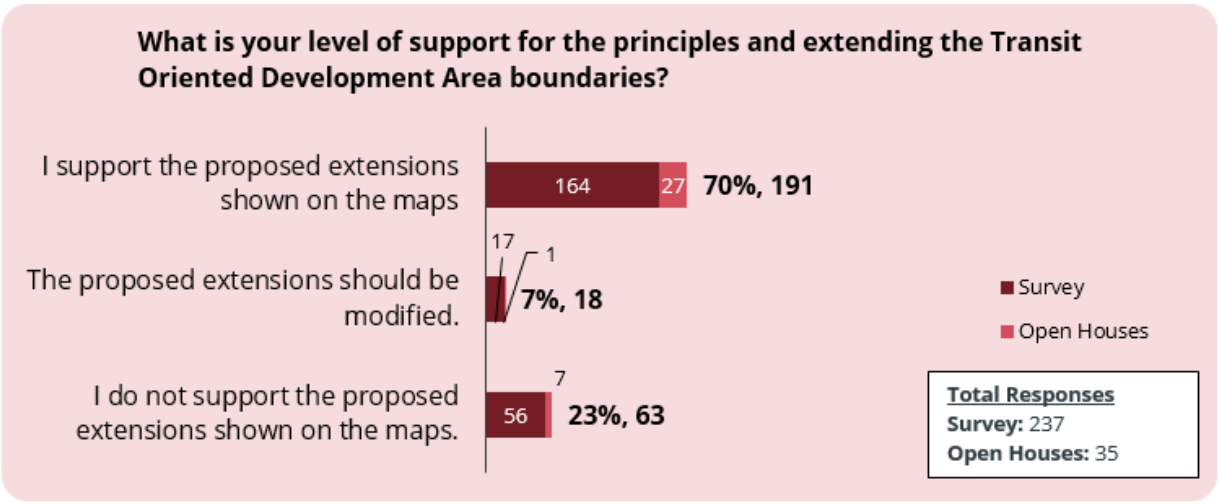
Figure 11. Maps of TOD Area Edges (22nd Street Station)

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

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

RESULTS

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



OPEN ENDED FEEDBACK

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

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

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

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

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

ADDITIONAL COMMENTS

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

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

What We Heard: Transit Oriented Development Areas

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

QUOTES

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

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

Section 3: Townhouse Program

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

This program will consider:

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

You can learn more about the Townhouse Program here.

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

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

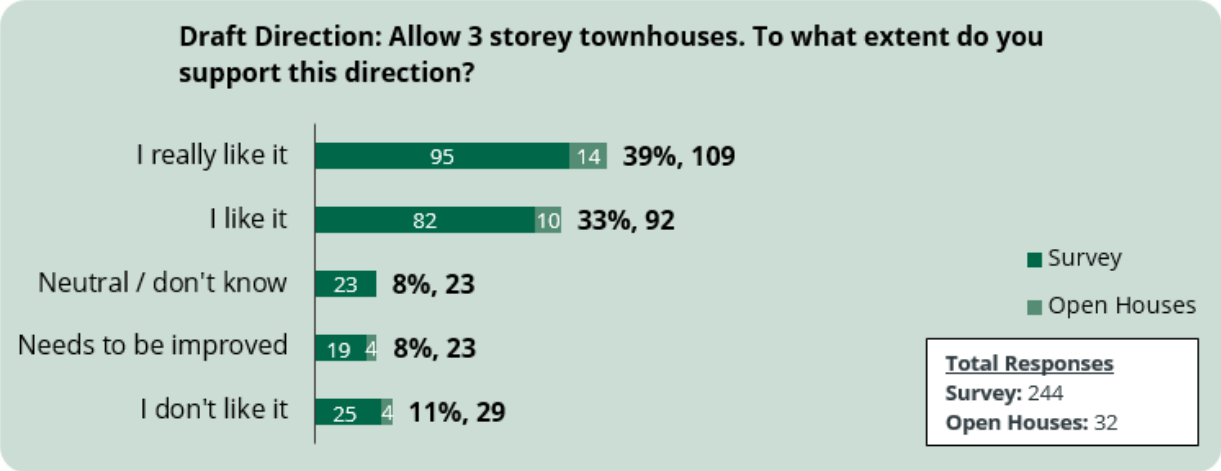
- **What:** The current townhouse program allows up to 2½ storeys.
- **Why:** Additional height can make units larger and therefore more family-friendly, allow for a secondary suite within townhouse units, and make a development more cost effective.

To what extent do you support this direction?

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

RESULTS

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



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

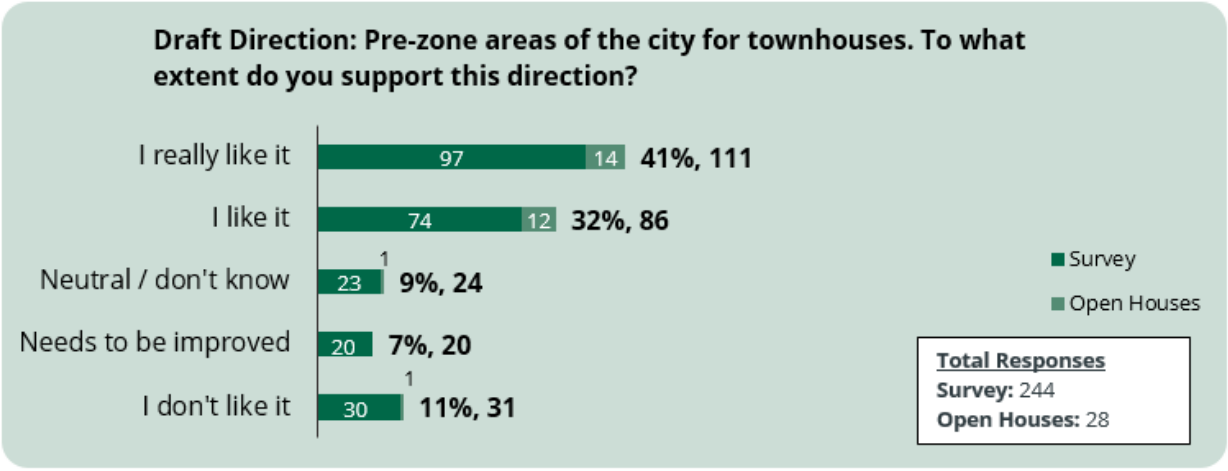
- **What:** Under the current townhouse program, proposals in areas designated for townhouse still have to apply for rezoning.
- **Why:** Not having to apply for rezoning would streamline the processes and make it easier for properties already designated for townhouses to develop. Some conditions (e.g.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

To what extent do you support this direction?

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

RESULTS

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



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

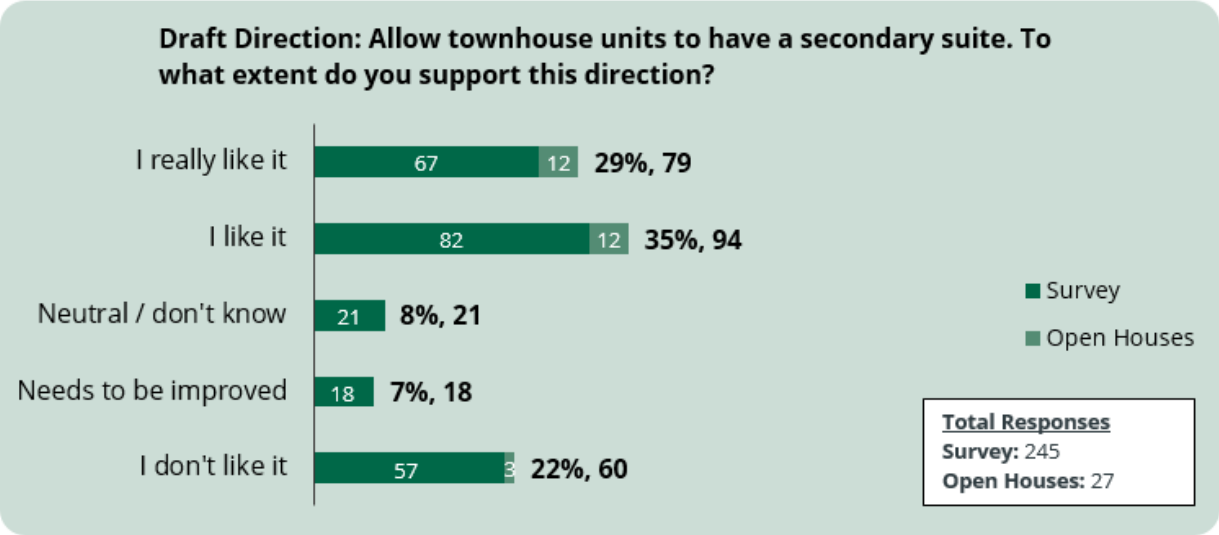
- **What:** Secondary suites have their own front entrance and are owned by the same owner of the main unit. The unit can be the same size or smaller than the main unit.
- **Why:** Secondary suites can provide mortgage helpers, add new rental units, and provide flexibility for owners to host family/guests.

To what extent do you support this direction?

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

RESULTS

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



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

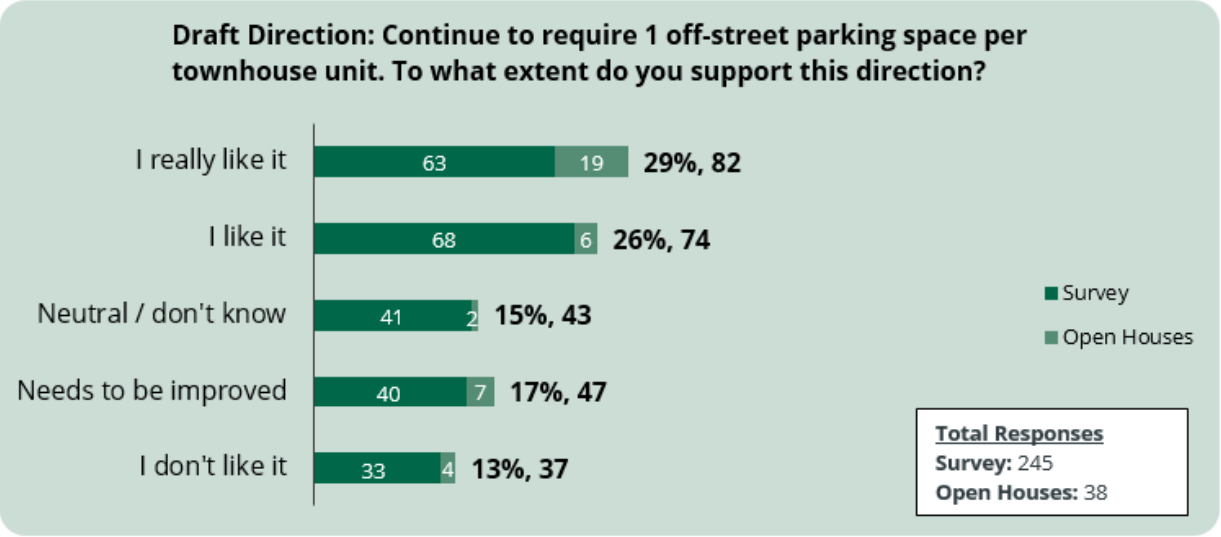
- **What:** The current townhouse program allows 1 parking space per townhouse unit.
- **Why:** This requirement is low compared to the number of average vehicles for townhouse households, but would mean more units are possible, and development costs are lower. While housing is a priority, reducing off-street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

To what extent do you support this direction?

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

RESULTS

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



Townhouse Map Scenarios

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

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

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

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

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

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

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

This supports:

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

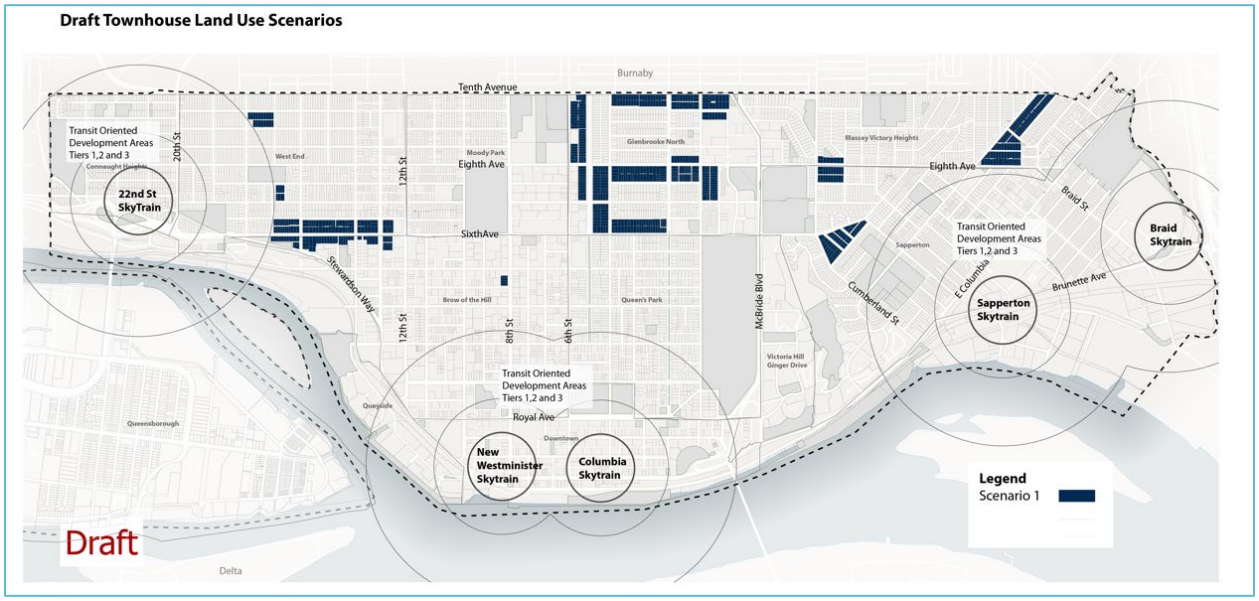


Figure 12. Scenario 1

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

This supports:

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

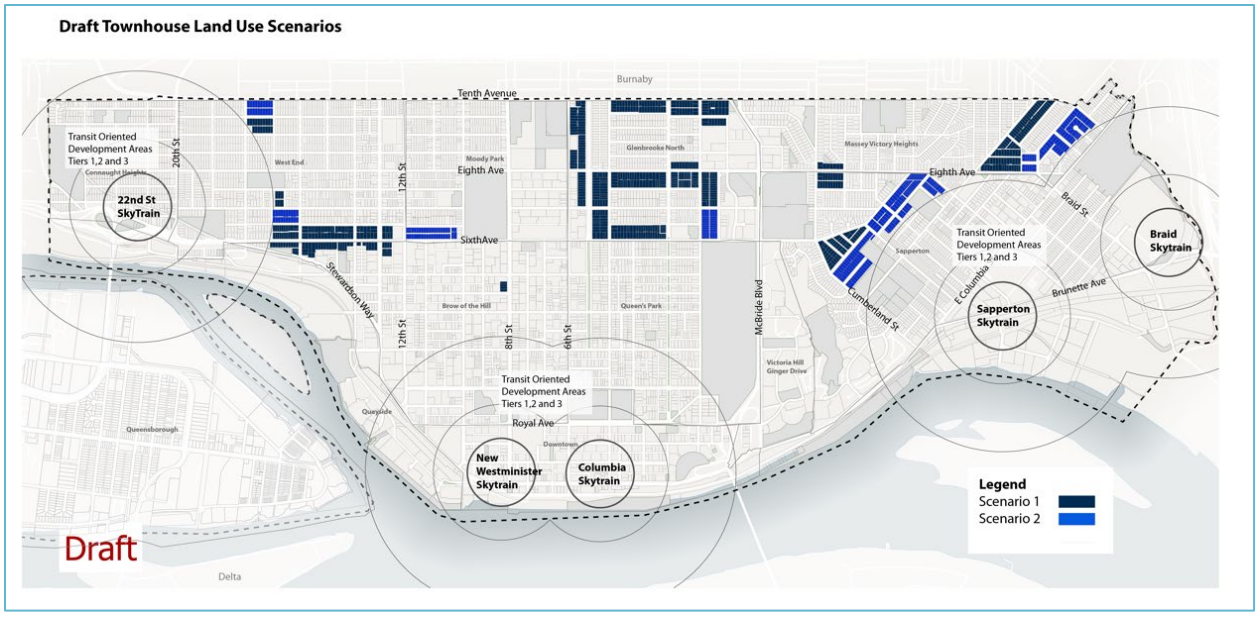


Figure 13. Scenario 2

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

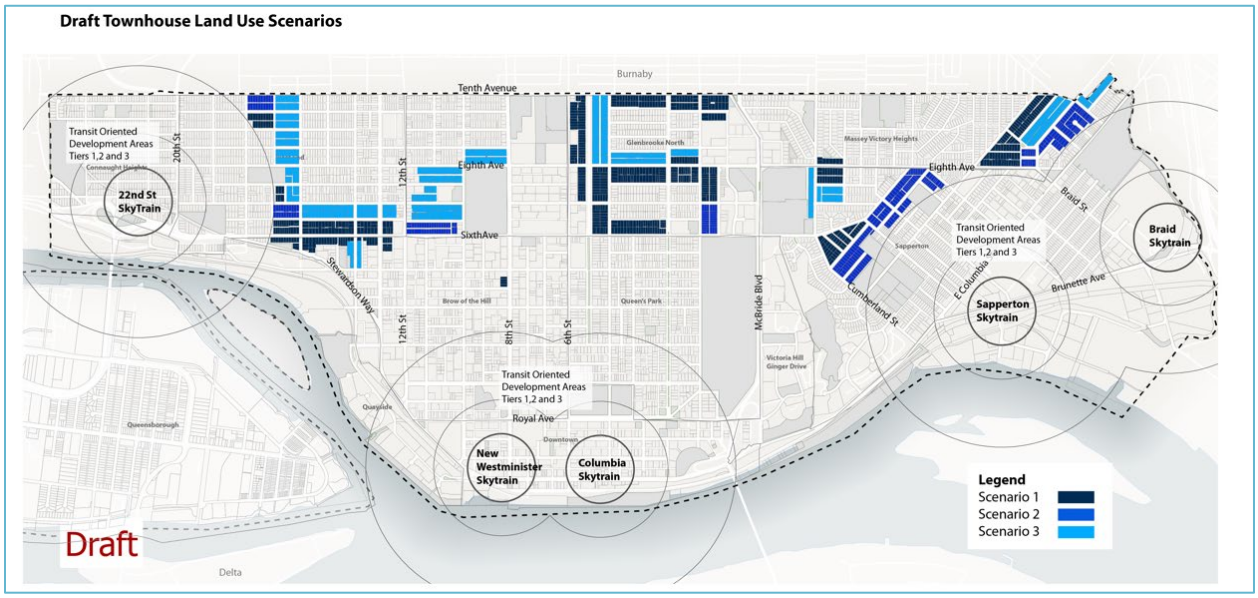


Figure 14. Scenario 3

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

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

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

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

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

COMBINED RESULTS

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

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

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

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

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

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

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

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

ADDITIONAL COMMENTS

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

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

QUOTES

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

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

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

Section 4: Infill Housing Program

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

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

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

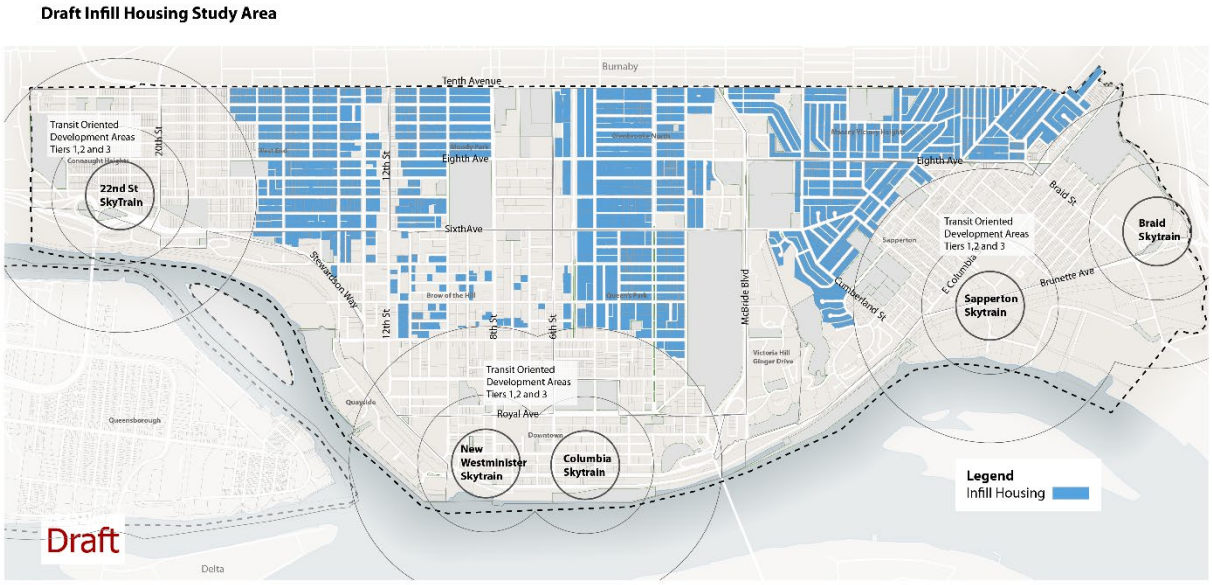


Figure 15. Draft Infill Housing Study Area

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

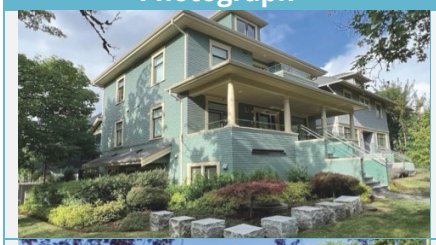
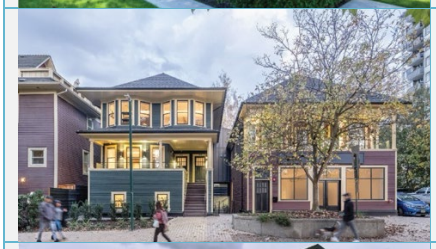
Q13: Survey question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you **most like to see in your neighbourhood**? (select all that apply).

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

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

RESULTS

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

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

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

Survey: *227 responses*

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

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

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

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

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

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

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

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

1 = highest priority; 3 = lowest priority

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

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

RESULTS

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

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

Survey: *239 responses*

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

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

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

RESULTS

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

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

Open House: *129 sticker responses*

ADDITIONAL COMMENTS

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

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

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

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

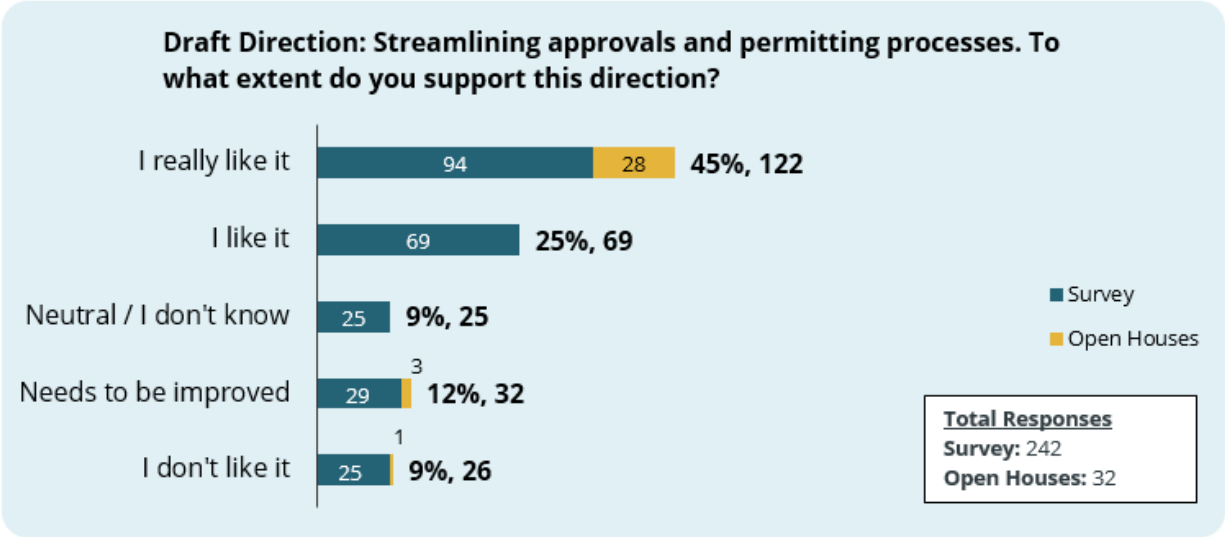
- **What**: The City is considering tools like: pre-zoning (allowing new units without a rezoning application) and streamlined design guidelines.
- **Why**: The permitting and approvals process is long and complex, adding project costs, and resulting in financial risk that can prevent infill housing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

To what extent do you support this direction?

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

RESULTS

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



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

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

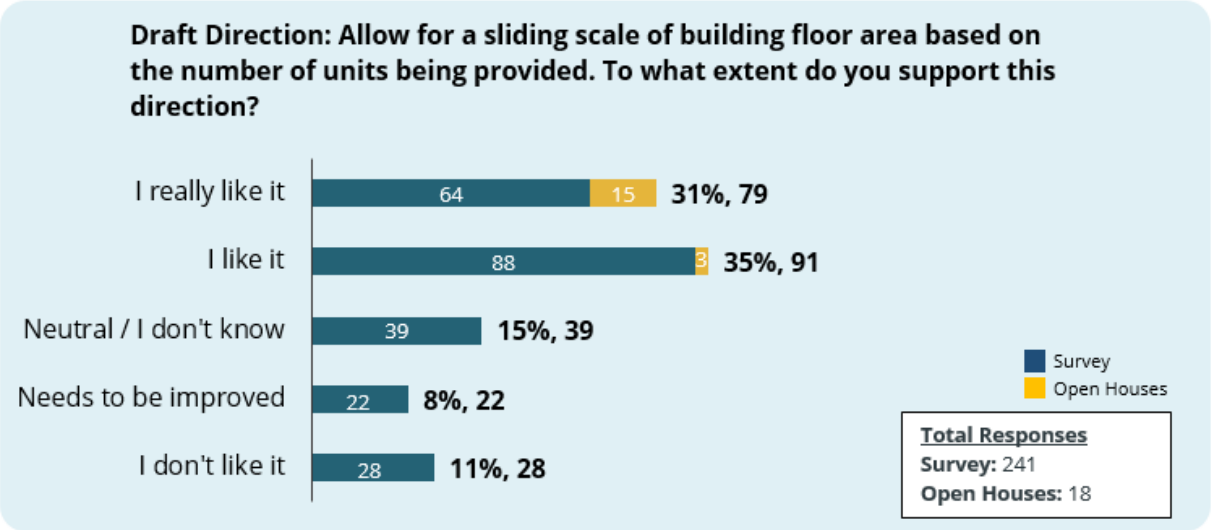
- **Why**: This can incentivize the creation of more housing units and make the housing units that are provided more family friendly (more square footage and bedrooms).

To what extent do you support this direction?

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

RESULTS

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



ADDITIONAL COMMENTS

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

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

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

QUOTES

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

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

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

Section 5: Affordable Housing Accelerator



Figure 16. New Westminster Housing Spectrum

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

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

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

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

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

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

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

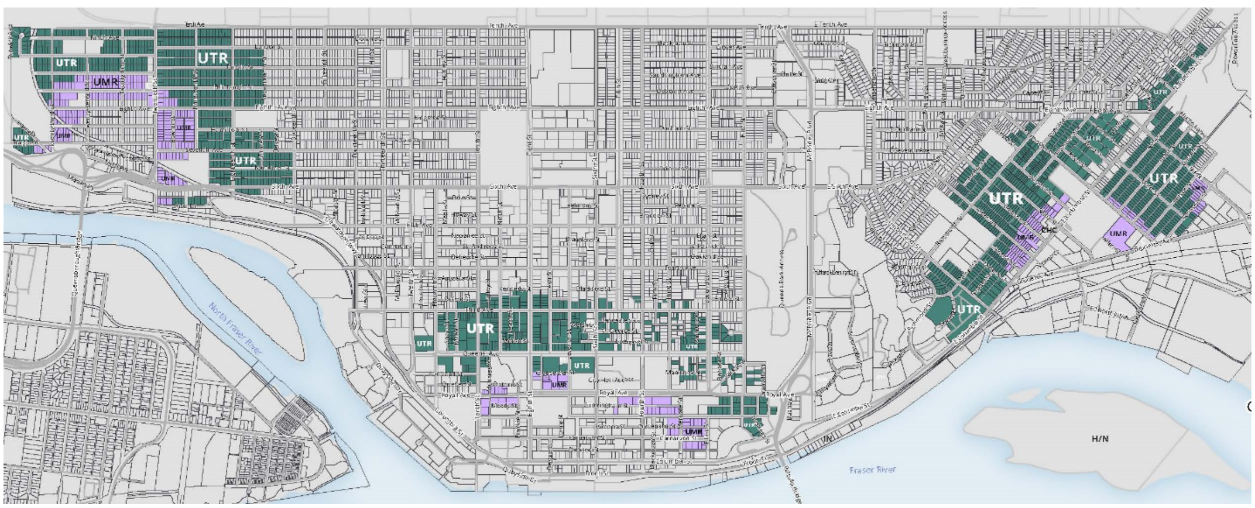


Figure 17. New Westminster Transit Oriented Development Areas Map

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

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

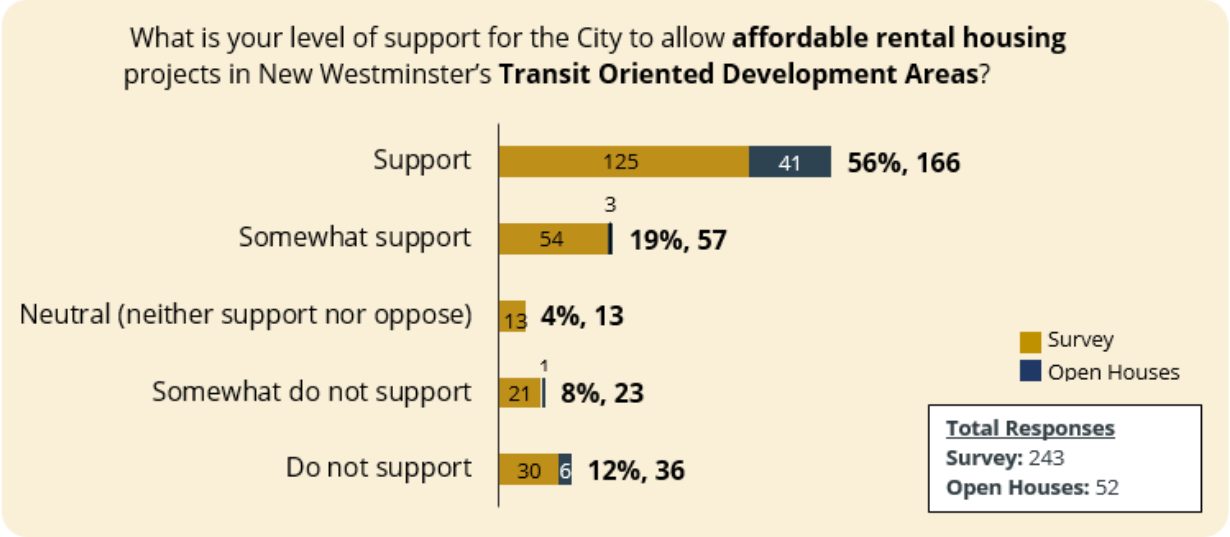
- The property is in the Urban Transitional Residential or Urban Middle Residential areas (see the highlighted areas in the map)

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

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

RESULTS

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



ADDITIONAL COMMENTS

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

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

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

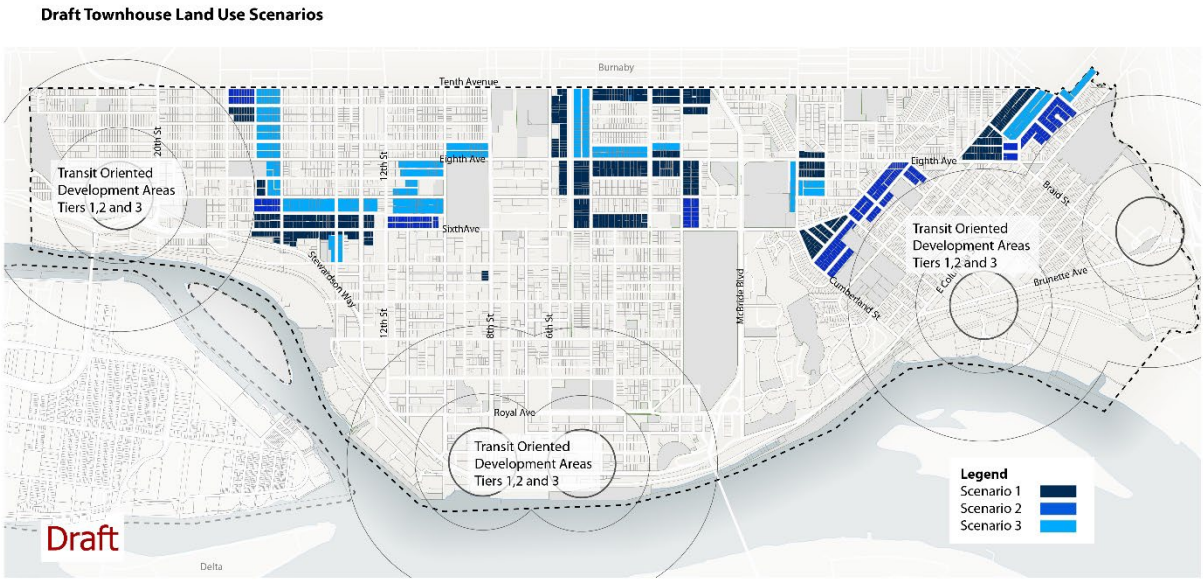


Figure 18. City of New Westminster map of proposed townhouse areas

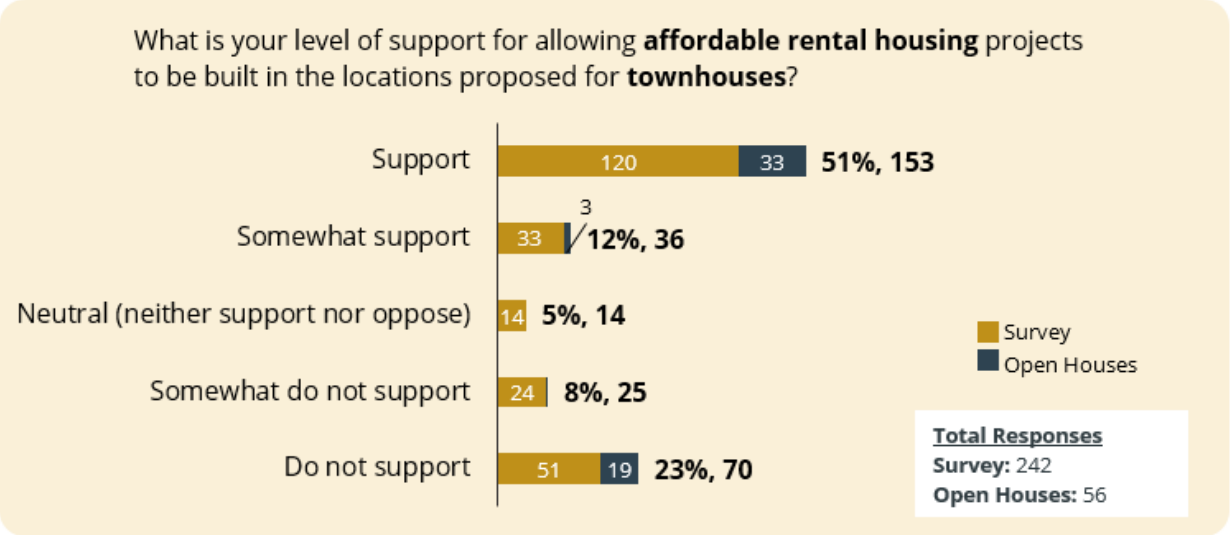
Survey question: What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?

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

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

RESULTS

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



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

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

ADDITIONAL COMMENTS

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

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

QUOTES

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

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

General Questions and Comments

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

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

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

Next Steps

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

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