








# OUR CITY 2041

## New Westminster

## Official Community Plan

**Our Community.**
**Our Vision.**
**Our Plan.**

Adopted on October 2, 2017

**ADOPTED BY BYLAW No. 7925, 2017**

| | |
|---|---|
| First Reading | *June 26, 2017* |
| Second Reading | *August 28, 2017* |
| Third Reading | *September 18, 2017* |
| Adoption | *October 2, 2017* |

**CONSOLIDATED SCHEDULE 1: OFFICIAL COMMUNITY PLAN (BYLAW NO. 7925, 2017) (APRIL 2023)**

This is a consolidation of the bylaws listed below. The amendment bylaws have been combined with the original bylaw for convenience only. This consolidation is not a legal document. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaws on this subject.

| **Bylaw Number** | ***Effective Date*** | |
|---|---|---|
| No. 8151, 2019 | *January 27, 2020* | *(DPA General Exemptions and Minor Updates)* |
| No. 8261, 2021 | *September 27, 2021* | *(831 Sixth Street)* |
| No. 8285, 2021 | *February 28, 2022* | *(City Wide Crisis Response)* |

The bylaw numbers identified in this consolidation refer to the bylaws that amended the principal Bylaw No. 7925, 2017. The number of any amending bylaw that has been repealed is not referred to in this consolidation.

Original bylaws may be obtained from the Legislative Services Department.

# Message from Mayor and Council



The Official Community Plan (OCP) is our long-term vision for the future of the City of New Westminster.

## We Love Our City!

New Westminster is home to a community that that values its historical and geographical assets, cares about its neighbours, and embraces change and innovation. This Plan reflects those values and strives to plan for resilient growth, and healthy, happy communities.

The three-year OUR CITY 2041 process to develop this Plan included dozens of events, workshops, and community conversations, with hundreds of participants that came out to share their love for New Westminster. New Westminster City Council would like to thank each participant and everyone who contributed to the development of this Plan. Your passion and effort is reflected in the following pages, and we will work hard to ensure our shared vision is realized in the coming years.

# Acknowledgements

The City would like to recognize the contributions made to the Official Community Plan process by community members, the OUR CITY Advisory Group, Mayor and Council, City staff, and participating agencies. Their contributions ensured that this Plan captures the community aspirations for the city.

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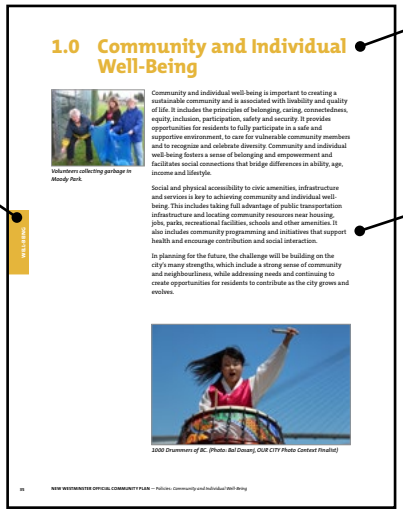
# Plan Organization

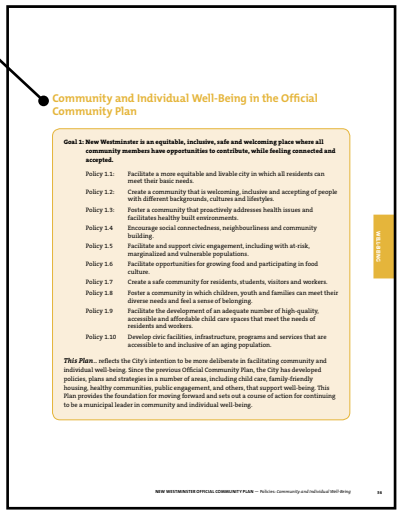
This Plan is organized into eight sections. Each section is described briefly below.

1. **Introduction and Planning Process (pages 1-12):** This section generally describes the role of this Plan within overall City policy, how this Plan was produced, and how it will be implemented.
2. **New Westminster Context (pages 13-26):** This section outlines a baseline understanding of existing conditions and future projections. This establishes a starting point to build on toward achieving the Vision.
3. **The Community Vision (pages 27-34):** This section describes the aspirational vision of New Westminster in 2041. This vision is what the policies, land use designations and development permit guidelines of this Plan are meant to realize. This section also summarizes the themes and goals of this Plan.
4. **Policies (pages 35-144):** This section embodies this Plan's policy framework for achieving the community vision. This framework includes twelve policy area chapters with specific policies and related City actions. Each policy area chapter includes a range of information related to that policy area, as illustrated on the facing page.
5. **Land Designations and Map (pages 145-160):** This section includes the map which shows the types and locations of land uses that will be encouraged over the next 25 years.
6. **Regional Context Statement (pages 162-200):** This section outlines how this Plan contributes to the achievement of region-wide goals outlined in the Metro Vancouver Regional Growth Strategy.
7. **Queen's Park Heritage Conservation Area (Schedule A):** This section describes the heritage protection provisions of the Queen's Park Heritage Conservation Area and its related design guidelines for both existing buildings and new construction. The goal of a Heritage Conservation Area is to minimize the loss of historic assets while ensuring development is appropriate to the existing heritage character of the neighbourhood.
8. **OCP Development Permit Areas (Schedule B):** This section includes all of the Development Permit Areas and the related guidelines. The guidelines shape the form and character of new development, protect development from hazardous conditions, and encourage best practices for promoting water and energy conservation and reducing greenhouse gas emissions. The guidelines ensure that all new development helps to implement the land use policies in this Plan.

Additional related policies are included in the Appendices **(pages 204-210)**, as well as Schedule C: Downtown Community Plan, and Schedule D: Queensborough Community Plan.

# Information in the Policy Area Chapters







### Chapter Tab
Each policy area chapter has a uniquely coloured tab to help navigate between chapters.

### Policy Area
States which of the twelve policy areas this section covers.

### Policy Area Description
Outlines the purpose of this policy area and why it is important within the context of this Plan.

### Goal and Policies
States the goal and lists all the policies for this policy area, and generally summarizes how this Plan achieves this goal.

### Maps, Tables and Charts
Illustrates key data or the location of community elements related to the policy area.

### Sidebar
Provides additional information about topics related to the policy area.

### Policy
States which of the policies this subsection covers.

### Policy Statement
Elaborates on and describes the intent of the policy.

### Actions
Lists actions that the City needs to undertake or continue to do in order to achieve this policy.

# Introduction and Planning Process

New Westminster is the oldest incorporated municipality in British Columbia and has always been an urban centre at the heart of Metro Vancouver. The city is located on the north bank of the Fraser River, on the Burrard Peninsula, neighbouring Coquitlam, Burnaby, Surrey and Delta. The Queensborough portion of the city is located on the eastern tip of Lulu Island, neighbouring Richmond. The city's 15.3 square-kilometre (5.9 square-mile) compact historic grid is made up of 15 planning areas (Map 3), each with its own character.

## Purpose of this Plan

The Official Community Plan (this Plan) provides direction to realize New Westminster's opportunities and manage assets and issues to ensure that the city remains one of the most livable communities in Metro Vancouver. It describes the kind of community that the municipality wishes to evolve into and acknowledges the importance of shaping growth in a way that is responsive to the city's distinct circumstances.

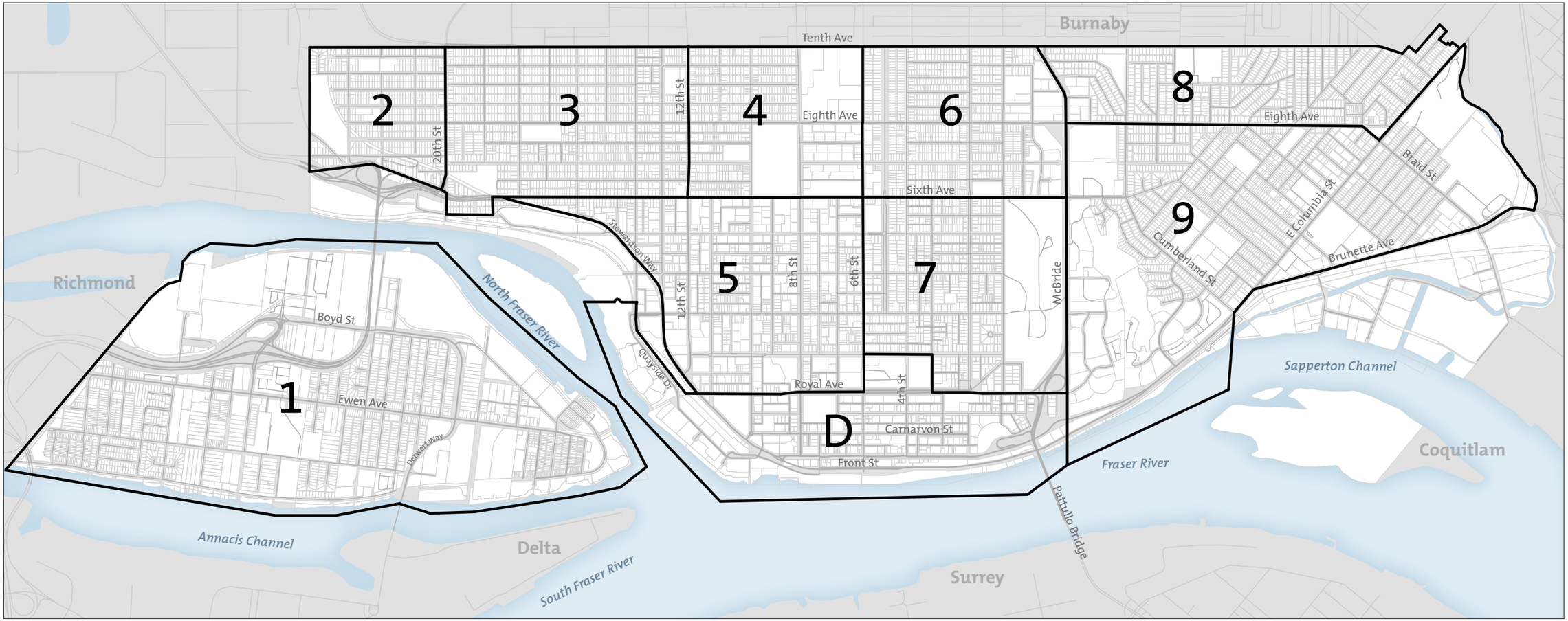
[BYLAW NO. 8151, 2019]

This Plan provides a vision, goals and policies for New Westminster to the year 2041. Together, these elements connect the community's "big picture" aspiration with the tools needed to achieve it, including specific actions, development permit guidelines and land use designations. This Plan is implemented by the City in various ways, including through policy initiatives, public programs, civic projects and bylaws. Implementation also occurs privately through avenues such as development and citizen action groups.




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

# Map 2
# New Westminster's Residential Neighbourhoods




[BYLAW NO. 8151, 2019]

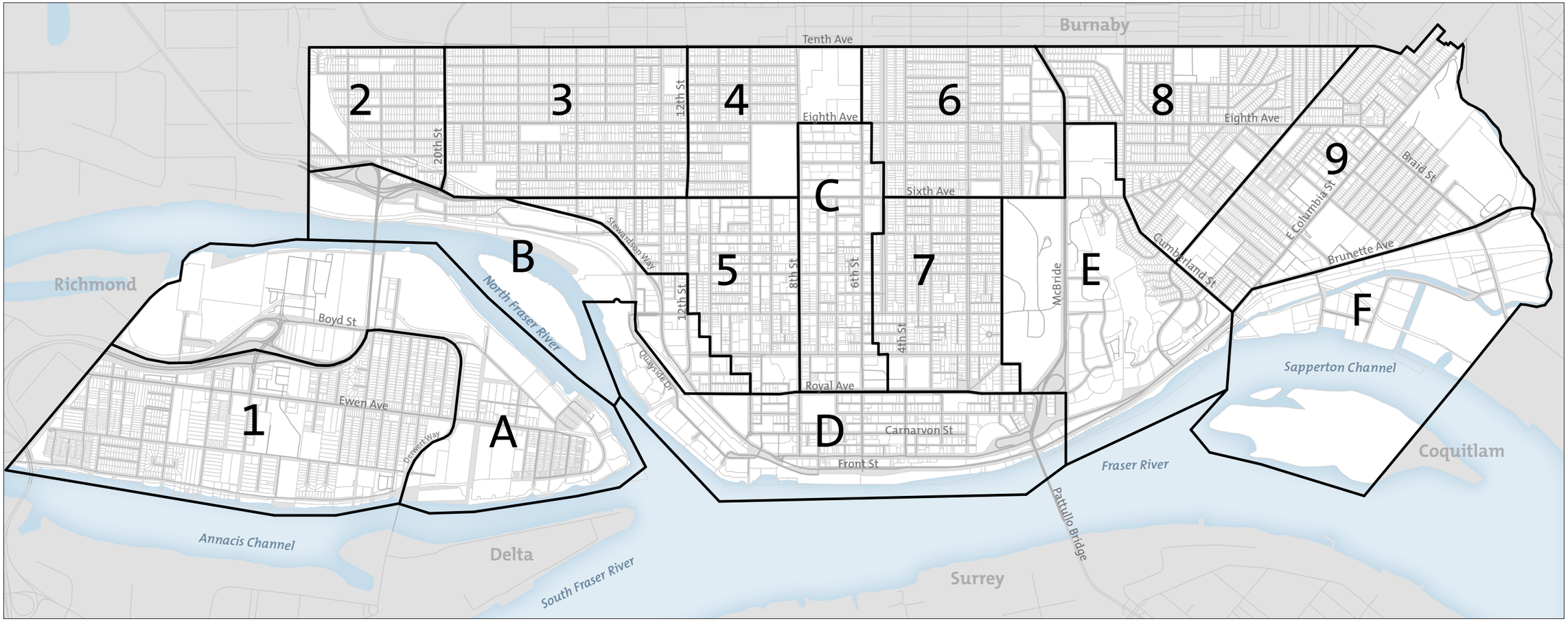
**KEY:**

1. Queensborough
2. Connaught Heights
3. West End
4. Moody Park
5. Brow of the Hill
6. Glenbrooke North
7. Queen's Park
8. Massey Victory Heights
9. McBride Sapperton

D. Downtown (including Quayside)

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# Map 3
# Statistical Planning Boundaries




Map Boundaries Revised September 2017
[BYLAW NO. 8151, 2019]

**KEY:**

1. Queensborough
2. Connaught Heights
3. West End
4. Kelvin
5. Brow of the Hill
6. Glenbrooke North
7. Queen's Park
8. Victory Heights (includes Massey Heights)
9. Sapperton

A. North Arm South
B. North Arm North
C. Uptown
D. Downtown
E. Glenbrooke South
F. Brunette Creek

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# Creating the Plan

A number of different inputs were considered when creating this updated Official Community Plan:

**The Public –** Community members played an important role in the shaping of this Plan (see the Community Participation section on page 10). Public consultation focused on the areas where the most input was needed—such as housing.

**Stakeholders –** Updates were sent to stakeholders, such as TransLink and the New Westminster School District, throughout the review process. Stakeholders were also invited to provide feedback.

**Technical Expertise and Studies –** The review process identified areas where additional technical expertise were required. As an example, consultants were retained to create an ecological inventory for New Westminster. This study informed the policies included in the Environment and Natural Areas section of this Plan.

**City Policies –** Existing policies were taken into account. These policies remained priorities even while the Official Community Plan was being reviewed. For example, the Master Transportation Plan significantly infomed the Transportation and Accessibility section of this Plan.

**Council Direction –** City staff reported to Council throughout the drafting process. These were important opportunities for Council to provide feedback and direction to shape this Plan.

**Metro Vancouver 2040: Shaping Our Future (Metro 2040) –** Metro Vancouver's land use plan is aimed at advancing the region's livability and sustainability while managing anticipated growth. This Official Community Plan aligns with and helps to achieve the strategies in Metro 2040, as discussed in the Regional Context Statement on page 162. For example, the City shows how it will work towards accommodating the projected population, dwelling and employment projections included in Metro 2040.




*Examining presentation boards at the Your Future Neighbourhood event.*

# Relationship with Other City Policies

This Plan guides the overall future of New Westminster and provides a broad framework for managing future growth and change. It functions together with other municipal policies and plans.

In some cases, further detail on implementation of the various policy areas will be found in other plans, strategies, policies and bylaws. The Affordable Housing Strategy, Master Transportation Plan, Community Energy and Emissions Plan and Envision 2032 (the Integrated Community Sustainability Plan) are some examples. These documents are compatible and work collaboratively with this Plan to help implement the City's vision.

Community plans align with the overarching Official Community Plan but include greater detail. They are generally undertaken for specific neighbourhoods where a more detailed approach is appropriate due to the complex characteristics of those neighbourhoods. For example, Queensborough warrants a community plan because it is geographically separated from the rest of the city and is located in the floodplain, which creates unique challenges. Downtown also warrants a community plan because it is identified as a Regional City Centre within the Regional Growth Strategy and serves as a high-density, historic heart within New Westminster that provides services to the entire city.



*The view down Sherbrooke Street.*

# Relationship with Other Agencies

## NEW WESTMINSTER SCHOOL DISTRICT

The City and School District work together to offer community programs at schools outside of school hours and to coordinate the use of city park space for children at the schools. The School District is also notified of development projects because such projects affect school capacity and the number of schools needed.

## FRASER HEALTH AUTHORITY

The Fraser Health Authority serves Fraser North, Fraser South and Fraser East—from Boston Bar in the Fraser Canyon to Burnaby and Delta. The City and Fraser Health established a formal partnership for the development of this Plan to ensure that it includes policies and actions that promote and facilitate positive health for the community.

Since January 2015, the City has been working collaboratively with Royal Columbian Hospital and other key stakeholders on the development of an economic health care cluster called IDEA Centre. IDEA Centre builds upon the strengths of the hospital by promoting an integrated collection of health and technology businesses, organizations and entrepreneurs that support economic growth and opportunity.

## METRO VANCOUVER

New Westminster is a member of the Metro Vancouver regional government. This partnership of 21 municipalities, one Treaty First Nation and one electoral area collaboratively plans for and manages many aspects of the region. One of Metro Vancouver's tools is the Regional Growth Strategy titled "Metro Vancouver 2040: Shaping our Future" (Metro 2040). Metro 2040 is a shared commitment to growing in a way that is better for the region as a whole, undertaken through goals, strategies and actions that ensure economic, social and environmentally sustainable growth.

As a policy document, the Official Community Plan is one way in which the City implements the intent of Metro 2040. The City's Regional Context Statement (page 162) outlines the connection between the two plans and demonstrates how this Plan is directly in line with Metro 2040.

## TRANSLINK

TransLink manages transit services in the city and the region. It regularly monitors the transit network to see how people use transit services. Based on its findings, TransLink makes adjustments to improve the efficiency and usefulness of the network. A number of objectives, including ridership levels, help guide decision-making.

Transit improvements tend to occur in areas that have a large number of people working or living within easy walking distance from transit, such as along a well-developed corridor. This approach encourages municipalities to locate people (via employment and housing) in areas where frequent transit is desired, which has influenced this Plan. The City will use this Plan and the Master Transportation Plan to help advocate for TransLink to make transit improvements within New Westminster.

TransLink, in partnership with municipalities, also plans the region's Major Road Network (MRN). TransLink provides funding for the operation, maintenance and rehabilitation of the MRN, but ownership and operational responsibility for the MRN remains with the respective municipalities. TransLink also shares the cost of road and bike improvement projects with municipal partners and other stakeholders.

## NEIGHBOURING MUNICIPALITIES

The City maintains relationships with surrounding municipalities—Richmond, Coquitlam, Burnaby, Surrey and Delta. These relationships are important because the City and its neighbours share information about large-scale regional projects, such as the expansion of Lougheed Mall. It is also important to collaborate regarding major transportation changes that affect the movement of people and goods through New Westminster and the region, such as a regionally integrated bike and pedestrian network, or major road network upgrades, like the Pattullo Bridge replacement and Brunette Avenue Interchange projects.

## PROVINCE OF BC AND GOVERNMENT OF CANADA

The City works collaboratively with many provincial and federal ministries where the municipal jurisdiction interfaces with that of other levels of government. In some cases, the provincial or federal government provides a review or approval process, while in others they own and operate an asset. These relationships extend to major infrastructure, such as the Brunette Interchange and the Queensborough Bridge, and to environmental issues, such as the protection of riparian areas.

As another example, the City works with Port of Vancouver, a federal agency that is one of the key land owners in New Westminster and has planning jurisdiction along the Fraser River and its foreshore. Any project affecting the foreshore must go through Port of Vancouver's approval process and must comply with Port of Vancouver's Land Use Plan. As a federal entity, Port of Vancouver is not required to follow New Westminster's protocols, but a cooperative relationship is maintained.

# Community Participation

The City undertook extensive consultation to ensure that this Plan reflects the ideas and input of the people who live, work and learn in New Westminster. This update process was called OUR CITY 2041.

## CONSULTATION EVENTS

**Advisory Group –** An advisory group of community members was set up at the beginning of the consultation process. This group worked closely with the City, providing guidance on the content and structure of the consultation events and on the development of this Plan.

**Travelling Community Open Houses –** Six travelling open houses were held in the summer of 2014 at venues across the city. These open houses launched the OUR CITY process and had participants identify issues and opportunities for the updated Plan.

**Pop-Up Planning –** A booth was set up at community events throughout the summers of 2014 and 2015. These booths built awareness of the OUR CITY process and asked people to imagine what New Westminster could look like in 25 years.

**Neighbourhood Visioning Process –** The Neighbourhood Visioning Process was held in February 2015 and included a design workshop and public open house. The purpose was to look at the appropriate distribution of housing forms throughout the city. Attendees used poker chips to show where they thought housing forms of various density should be located.

**Community Conversation on Housing Workshops –** Events ran over the winter of 2015/2016 and included five workshops, six open houses, an online survey and presentations to community groups and organizations. The purpose was to examine which housing forms there should be more of and where they should go.

**Newsletters –** Four newsletters were released, providing updates on the Plan's development and notification of upcoming community engagement opportunities.

**Our Future City Workshops –** This consultation was held in September and October 2016 and included six workshops, an online survey and presentations to City committees. The purpose was to review the draft Land Use Designation Map with attendees. Feedback was also gathered on the draft vision, goals and policies.

**Your Plan for OUR CITY Open Houses –** This last round of consultation, held in February 2017, included two open houses and an online survey. The purpose was to present the first draft of the Official Community Plan to the community and get their feedback.



*OUR CITY Pop-Up Planning Booth.*



*Neighbourhood Visioning Process.*



*Community Conversation on Housing Workshop.*



*Our Future City Workshop.*

# Plan Structure and Implementation

This Plan designates land for specific uses and establishes related goals and policies. It also provides a regulatory framework that guides how the City evaluates and approves future development and outlines how the community can expect the city to grow.

The vision of New Westminster outlined in this Plan will be achieved through the implementation of its policies via actions, guidelines and the Land Use Designation Map. Council cannot approve a rezoning application that is not consistent with this Plan.

- **Actions** highlight areas where more detailed work by the City is needed to assist with the implementation of a policy.
- **Development permit guidelines** ensure that new development incorporates specific features that help to achieve this Plan's policies.
- **The Land Use Designation Map** illustrates the location of future land uses and is informed by the Plan's policies. The map and land use designations guide the future development or redevelopment of property in New Westminster.
- **Other Tools** outside of this Plan, including Heritage Revitalization Agreements further assist with implementation.

## ASSET MANAGEMENT AND COMMUNITY GROWTH

As existing infrastructure reaches the end of its service life, it needs to be renewed or replaced. As New Westminster grows, increased infrastructure capacity, services and amenities are needed to support the additional population and employment. The City conducts asset management planning for roads, water, sewer and electrical utilities, and civic facilities. Planning for capital projects involves consideration of capital, operations and maintenance, and disposal costs, which are collectively the life-cycle cost. The City continues to develop comprehensive asset management programs to optimize the cost and life of infrastructure.

The City uses a number of sources to pay for the capital costs and ongoing operating costs related to serving the community:

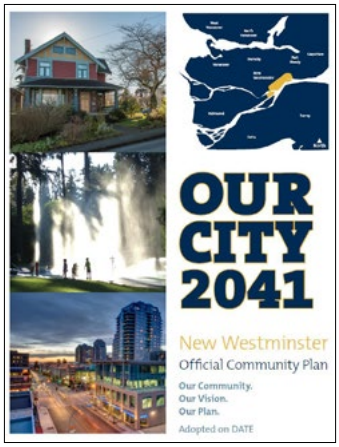
- The City receives contributions from development projects through mechanisms such as development cost charges, works and services agreements, and parkland dedication.
- Municipal projects, such as decorative lighting, parks development and greenway street improvements, may be funded from developer contributions, government grants, reserve funds and general revenues.
- Ongoing operating costs are covered by user fees, general revenues and the increase to the tax base resulting from development.

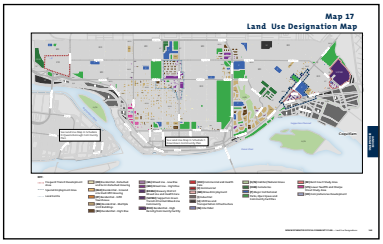
### MEASURING PROGRESS

The City will review the Plan's implementation every two to five years to track the performance of its policies and actions.

Performance indicators provide a way to evaluate current realities against past trends and future directions in order to aid decision-making. The City will develope performance measures that will be used to evaluate each of the policies. Once developed, these measures will help monitor the implementation of this Plan, providing a way of measuring and evaluating whether the City is successfully realizing the policies or whether adjustments to the implementation strategies are needed.

## The Official Community Plan for the City of New Westminster



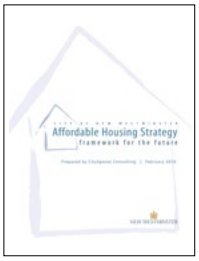




Land Use Designations, pages 145-158.
Land Use Designation Map, page 160.




City Actions, pages 35-144.

## Other Plans, Policies, Strategies and Bylaws










OCP Development Permit Area Guidelines, Schedule B.

implementation tools

# New Westminster Context

## The Last 25 Years

**WHY DATA FROM DIFFERENT YEARS?**

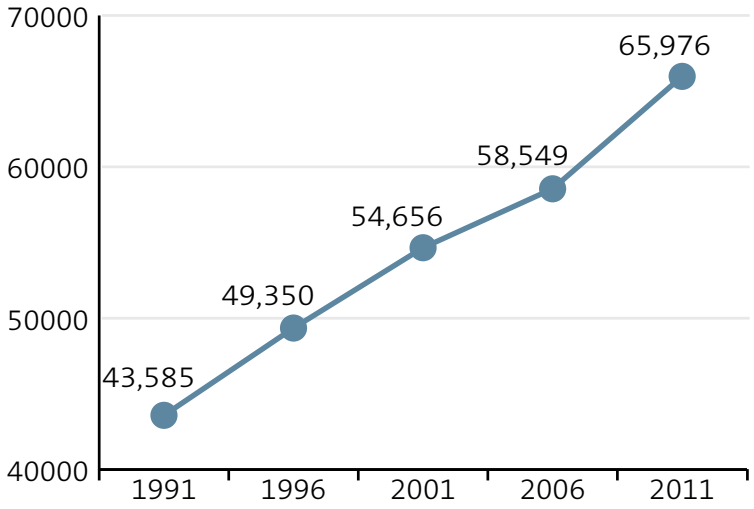
A range of different data sources were used in the creation of this Plan. To be as consistent as possible, most of the data used was from the 2011 Census and National Household Survey, as the full results of the 2016 Census were not yet available. However, other data sources, that collect information on different timeframes, were also used when they added value. The source and year of the data is included for clarity.

New Westminster's characteristics have shifted over the past 25 years in numerous ways. There has been substantial growth around the city, such as in Downtown, Uptown and, more recently, Sapperton. New Westminster's strengths can partly be attributed to its history, centrality in the region, five SkyTrain stations, the importance of the Fraser River, and the contributions made by institutions located here, like post-secondary schools and the hospital.

### POPULATION

New Westminster has experienced steady population growth, increasing from 43,585 people in 1991 to 65,976 people in 2011. This addition of 22,391 people is equivalent to adding 1,120 people per year. This period of strong growth followed a period of slow growth during the 20 years prior to 1991.

**Figure 1.**
**New Westminster Population Growth**
*Source: Statistics Canada, 1991, 1996, 2001, 2006, and 2011 Census*



## HOUSING CHANGES IN THE CITY

New Westminster's strong population growth has driven the building of new housing units. Figure 2 displays the number of new units built, in five year increments, from 1991 to 2015 (inclusive). Over this 25 year period, 10,724 new housing units were built in the city, the equivalent of 429 new housing units per year. This reflects many large new developments during this period, including Port Royal in Queensborough, the Quayside neighbourhood and Plaza 88 in Downtown, and Victoria Hill in Glenbrooke South.

Between 1991 and 2011, 1,091,192 square metres (11,745,497 square feet) of residential floor space was added to the city's housing stock, by far the largest addition in any of the land use categories.

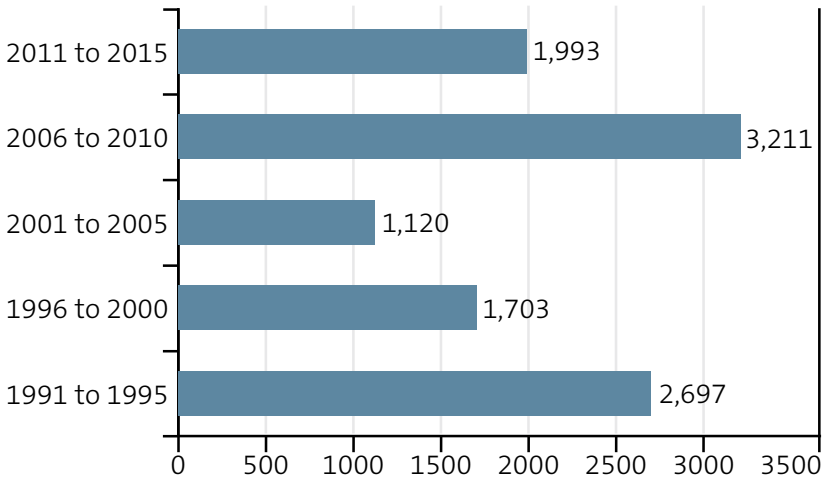



**Figure 2.**
**Number of New Housing Units Built in New Westminster (1991–2015)**
*Source: CMHC, Starts and Completions Survey*

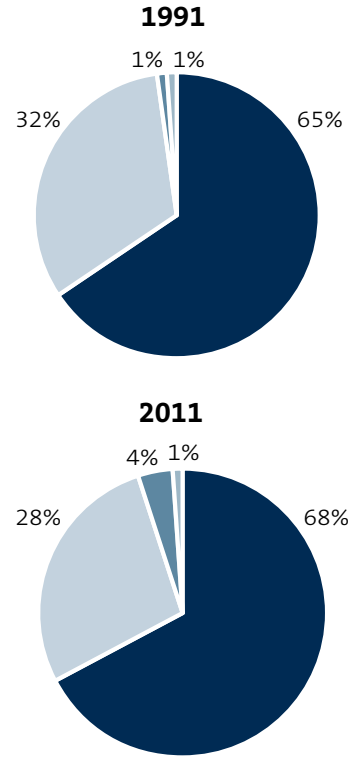



**Figure 3.**
**Housing Stock by Dwelling Type in New Westminster (1991 and 2011)**
***Source: Statistics Canada, 1991 Census and 2011 Census***

Note: The amounts have been rounded.

New Westminster's housing stock can roughly be divided into four types: apartment units (low rise, mid-rise and high rise), townhouse units (including rowhouses), single detached dwellings and secondary suites (houses with and without suites, as well as the suites themselves) and other dwelling units (duplexes and float homes).

Apartment units continue to be the main form of dwelling units in New Westminster's housing stock, as was the case 25 years ago. Figure 3 shows the relative proportions of different dwelling unit types within New Westminster's housing stock in 1991 and 2011. The proportion of apartment units has increased slightly, from 65% in 1991 to 68% in 2011.

The proportion of townhouse units has increased also, from 1% in 1991 to 4% in 2011, though still a much smaller proportion of the total housing stock than single detached dwellings and suites (28%) and apartments.

These numbers reflect the housing stock across the whole city. However, the housing stock of individual neighbourhoods varies considerably. For example, in 2011, Queensborough had more townhouse units than other neighbourhoods, and Brow of the Hill, Downtown and Uptown had significantly more apartment units.

New Westminster has a strong supply of rental buildings containing 8,068 units (as of October 2015), the third-largest supply in the region after Vancouver and Burnaby. Secondary suites and individual apartment units rented by owners are also an important part of the city's rental supply. New Westminster's strong rental supply contributes to a relatively high share of renters (44% of households) compared with Metro Vancouver (35%).

New Westminster has housing for different tenure styles, including (as of 2015) 415 co-op units, 1,069 social housing units and 369 supportive housing units.

## OTHER LAND USE IN THE CITY

With a limited land base for development, New Westminster has seen gains in some forms of development and losses in others. Overall, as a developed city, most land use shifts are marked by economic sector changes rather than new stock. Figure 4 shows the changes in floor space between 1991 and 2011 allocated to residential, commercial, industrial and institutional uses in the city.

**Commercial –** This land use category includes building spaces used for retail (e.g. a grocery store) and office purposes. Between 1991 and 2011, 72,405 square metres (779,361 square feet) of commercial floor space was added to the city's commercial stock. During this period, significant new commercial spaces were developed, including the retail complex at Queensborough Landing in Queensborough, the Shops at New West SkyTrain Station in Downtown, the redevelopment of Woodward's into Royal City Centre in Uptown, and the creation of the Brewery District in Sapperton.

**Industrial –** This land use category includes building spaces used for light industrial (e.g. a warehouse) and heavy industrial (e.g. a factory) purposes. Between 1991 and 2011, 62,351 square metres (671,141 square feet) of industrial floor space was lost from the city's industrial stock. This is generally reflective of the shift in North America away from a manufacturing-oriented economy. The reduction in floor space includes the loss of the Labatt Brewery in Sapperton during this period. Since 2011, more development has occurred and the lost industrial floor space has largely been replaced.

**Figure 4. Building Floor Space by Type of Use in New Westminster (1991 and 2011)**

*Source: City of New Westminster, 1977-2012 Statistical Supplement*

| Year | Residential | Commercial | Industrial | Institutional | Total |
|---|---|---|---|---|---|
| 1991 | 2,719,432 sq. m. (29,271,724 sq. ft. ) | 421,007 sq. m. (4,531,686 sq. ft.) | 422,732 sq. m. (4,550,245 sq. ft.) | 372,346 sq. m. (4,007,894 sq. ft.) | 3,935,517 sq. m. (42,361,549 sq. ft.) |
| 2011 | 3,810,625 sq. m. ( 41,017,221 sq. f.t) | 493,412 sq. m. (5,311,046 sq. ft.) | 360,380 sq. m. (4,124,005 sq. ft.) | 383,133 sq. m. (4,124,005 sq. ft.) | 5,047,550 sq. m. (54,331,373 sq. ft.) |
| Gain/Loss 1991-2011 | 1,091,192 sq. m. (11,745,497 sq. ft.) | 72,405 sq. m. (779,360 sq. ft.) | -62,351 sq. m. (-671,144 sq. ft.) | 10,787 sq. m. (116,111 sq. f.t) | 1,112,033 sq. m. (11,969,824 sq. ft.) |
| % Change | 40% | 17% | -15% | 3% | 28% |

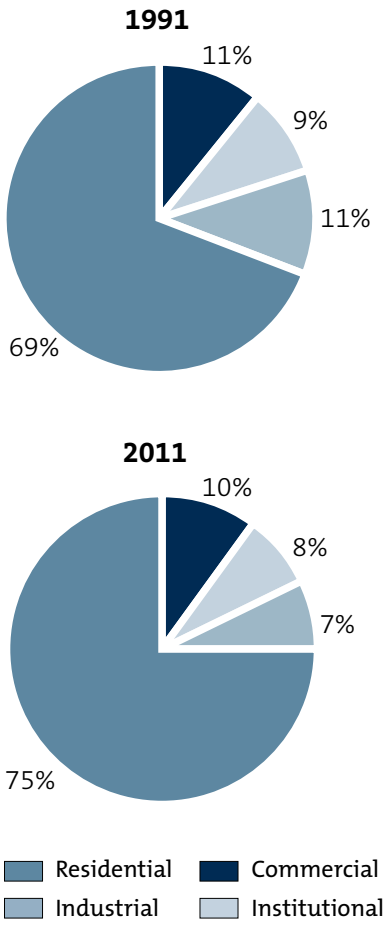



**Figure 5.**
**Type of Developed Floor Space in New Westminster**
*Source: City of New Westminster, 1977-2012 Statistical Supplement*

**Institutional –** This land use category represents building spaces used for government purposes such as schools, recreation centres and hospitals. Between 1991 and 2011, 10,787 square metres (116,110 square feet) of institutional floor space was added to the city's institutional stock. Although Saint Mary's Hospital was demolished during this period, three new middle schools, one elementary school and the Justice Institute of BC were added.

Figure 5 displays the relative amounts of floor space for the different uses in New Westminster in 1991 and 2011. The majority of the floor space in 1991 was residential (69%), followed by smaller shares in commercial (11%), industrial (11%) and institutional (9%). In comparison, the total building floor space in 2011 continued to be dominated by residential floor space, which grew (to 75%), while commercial (10%), institutional (8%) and industrial (7%) made up smaller proportions of the total building floor space.

# Demographic Profile: New Westminster in 2011



## AGE

In 2011, 33% of New Westminster residents were middle adults (30-49 years old), a crucial age for career establishment and career growth as well as for starting families. Older adults (50-64 years old) made up the second largest share of residents at 22%, most of whom were still working, though some may have been preparing for retirement and downsizing from their homes.

New Westminster has a somewhat similar age structure to Metro Vancouver, but has a lower percentage of children and youth (0-17 years old) (16%) than Metro Vancouver (19%). This difference has raised concerns about having enough family-friendly housing in New Westminster and has identified the need for other family-friendly amenities such as child care. Most New Westminster residents are in the primary workforce ages of 18-64 years old (71%) compared with Metro Vancouver residents (67%), which is positive for building the local economy. Figure 6 displays Metro Vancouver's and New Westminster's age profiles.

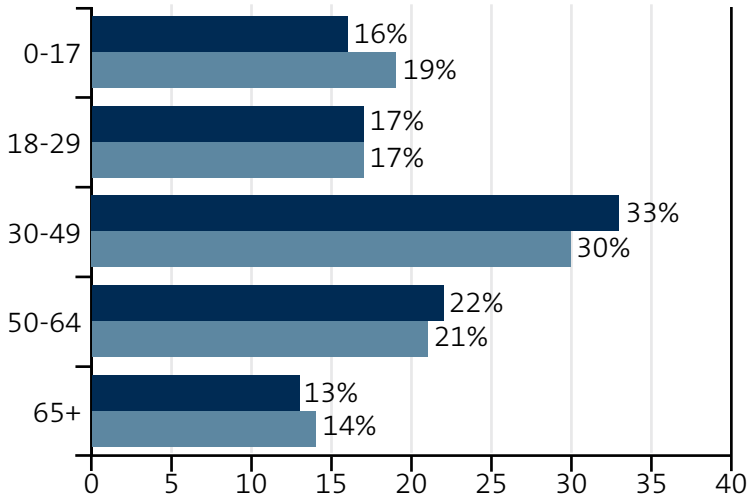



**Figure 6.**
**Age Profile**
***Source: Statistics Canada, 2011 Census***

Note: The amounts have been rounded.

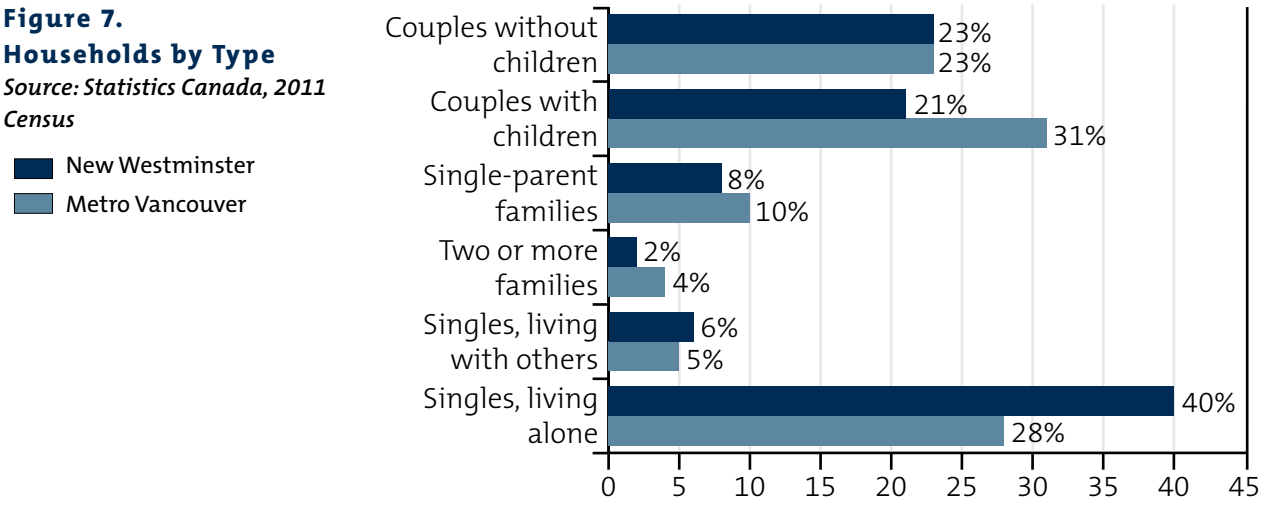
## HOUSEHOLD CHARACTERISTICS

In 2011, the most common household type, at 40%, was "singles, living alone." New Westminster's large stock of apartment units in urban settings is probably a factor in the large number of single households in New Westminster. Couples without children, who comprise 23% of New Westminster households, were the second-largest household type.

New Westminster has a different profile of household type compared with Metro Vancouver. Couples with children formed a much smaller percentage of New Westminster households (21%) than Metro Vancouver households (31%). This may be due to a lack of ground oriented, family-sized housing in New Westminster relative to the larger region.

Figure 7 displays the household types in Metro Vancouver and New Westminster.

**Figure 7.**
**Households by Type**
***Source: Statistics Canada, 2011 Census***



## INCOME

New Westminster has a broad range of households in different income ranges, including some with incomes of $100,000 or more (21% of all households) and some with incomes of $20,000 or less (17% of all households). There are also many households in between—62% of households occupy the range of middle-income levels.

New Westminster has a much lower proportion of households with incomes of $100,000 or more (21%) compared with Metro Vancouver (28%). New Westminster has a higher proportion of households in the under $20,000 range (17%) and $20,000 to $40,000 range (19%) compared with Metro Vancouver (15% in under $20,000 and 17% in $20,000 to $40,000). This may be partially due to New Westminster's high percentage of single households, which typically have lower incomes than other household types and lower number of two-earner households such as couples with children. Figure 8 displays the income ranges (before tax) of New Westminster households in 2010.

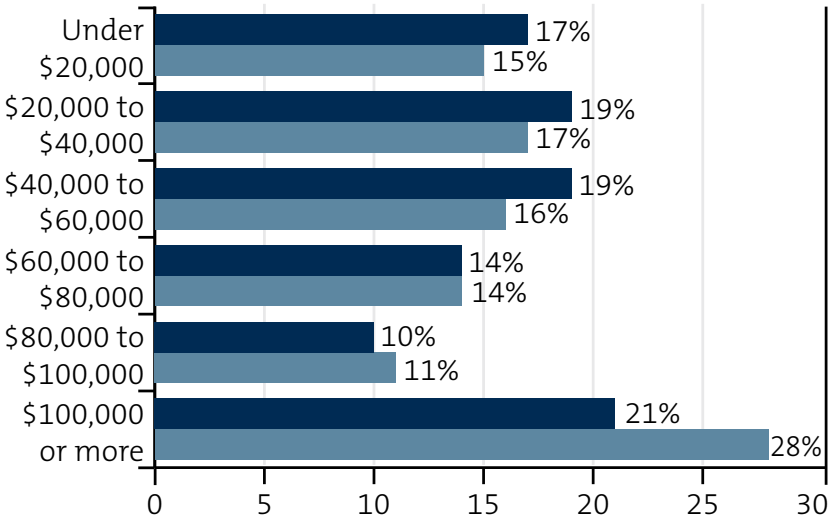



**Figure 8.**
**Households by Before-Tax Income Distribution**
***Source: Statistics Canada, 2011 National Household Survey***

Note: The amounts have been rounded.

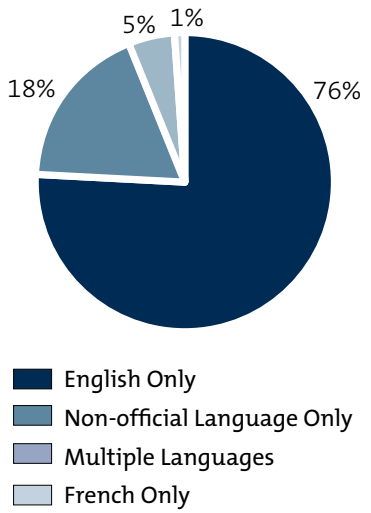


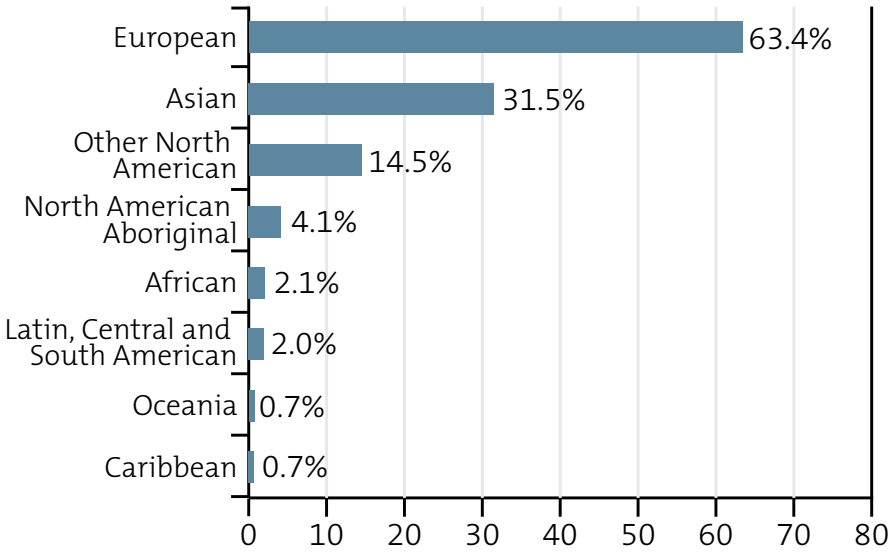

**Figure 9.**
**Languages Most Commonly Spoken at Home**
***Source: Statistics Canada, 2011 Census***

## CULTURAL DIVERSITY

Immigration is a significant driver of population growth. Between 2001 and 2006, increases to the immigrant population comprised 79.1% of total population growth in New Westminster, and between 2006 and 2011, increases to the immigrant population contributed 61.3% of total population growth.

New Westminster is diverse. In 2011, 3.4% of New Westminster's population was of Aboriginal identity. Also in 2011, 33.4% of the population was composed of immigrants, with 21.0% of immigrants having fewer than five years of Canadian residency. Between 2006 and 2011, the top five originating countries for immigrants to New Westminster were the Philippines (25.0%), China and Hong Kong (12.4%), India (6.3%), Romania (5.2%) and the United States (4.5%). In both 2010 and 2012, about 5.0% of government-assisted refugees entering British Columbia settled in New Westminster.

**Figure 10.**
**Ethnic Origins of Residents**
***Source: Statistics Canada, 2011 Census***



# Growth Management: The Next 25 Years

## GROWTH IN THE CONTEXT OF THE METRO VANCOUVER REGION

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, is a land use plan aimed at advancing the region's livability and sustainability while managing anticipated growth. Metro 2040 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 2040 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 2040 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.

Metro 2040 also includes a hierarchy of Urban Centres that 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, the highest level in the hierarchy, intended to serve Metro Vancouver's subregions with regional-scale employment, services, business and commercial activity.

Metro 2040 also recognizes Frequent Transit Development Areas (FTDAs). FTDAs are intended to be 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. New Westminster's FTDAs are focused around the city's SkyTrain stations. Metro 2040 also recognizes the importance of Local Centres, such as Uptown, which provide local-serving commercial activities, a mix of housing types, and good access to local-serving transit.

Additionally, Metro 2040 recognizes Special Employment Areas around hospitals, including Royal Columbian Hospital, or post-secondary institutions. These areas play a special role in the economic development of the city.

### REGIONAL PRIORITIES

Metro 2040 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 and Respond to Climate Change Impacts

Goal 4: Develop Complete Communities

Goal 5: Support Sustainable Transportation Choices

The Regional Context Statement (page 162) outlines how this Plan aligns with the Metro 2040 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.

**WHAT DO POPULATION PROJECTIONS & FORECASTS MEAN?**

Population forecasts and projections are tools that assist in the management of community growth. They help to determine how many people are expected to live in the community by a certain date. Determining this helps identify the community's needs for housing, services and amenities through the lifespan of an official community plan. Population forecasts and projections are not targets do not set a cap for community population growth.

The Metro 2040 population 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. The share of regional growth that is projected to locate in New Westminster by 2041 is outlined in Metro 2040. The City has also developed forecasts to more fully characterize the growth anticipated in New Westminster.

Metro 2040 anticipates New Westminster will grow to a population of 102,000 people be 2041, which is 3.4% of the total population growth projected for the Metro Vancouver region. The City's own demographic forecast (Figure 11) anticipates that New Westminster could grow to 103, 871 people by 2041. This means that approximately 36,000 new residents and approximately 16,500 new homes will be added between 2013 and 2041, and local employment will increases by approximately 21,000 jobs. A balanced and sustainable plan is need to manage this projected growth locally and regionally.

As part of the Official Community Plan review, 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 homes for 103,871 New Westminster residents by 2041.

**Figure 11. New Westminster's Anticipated City-Wide Growth**

*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

| Year | 2013 | 2021 | 2031 | 2041 |
|---|---|---|---|---|
| Total Population | 68,280 | 79,061 | 92,098 | 103,871 |
| Total Housing Units | 31,611 | 36,602 | 42,638 | 48,088 |
| Total Jobs | 24,845 | Not Available | Not Available | 46,030 |

Note: Jobs discussed in this section reflect any employment position, not just full-time positions.

## ACCOMMODATING PROJECTED HOUSING

A significant share of residential development in the city will be absorbed in Downtown and Queensborough. The 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 to 14,000 people for the areas outside of Downtown and Queensborough which will generate a demand of close to 6,600 new housing units. The Land Use Designation Map ensures that this new housing can be accommodated and will be located in the right places, by identifying where different housing forms will be permitted.

The highest number of new housing units outside of Downtown and Queensborough will be located within the Frequent Transit Development Areas that surround each of the remaining SkyTrain stations. These areas will include a mix of medium- to high- density residential, office and retail uses, open space, and community-serving facilities that are seamlessly connected to the SkyTrain stations, bike routes, trains and greenways.

The next highest number of new housing unit will be located along pedestrian-oriented transit corridors such as Sixth Street, Twelfth Street and East Columbia Street. Growth in these locations is intended to encourage better transit and support local businesses. Some growth will be accommodated Uptown, the core of which has been identified as a Local Centre. This area is intended to continue to provide a mix of housing types, commercial activities and good access to transit.

This Plan locates some additional units in areas that currently have single detached dwellings – in housing forms that maintain neighbourhood character. In these areas, the priority is to increase housing choice rather than to accommodate growth.

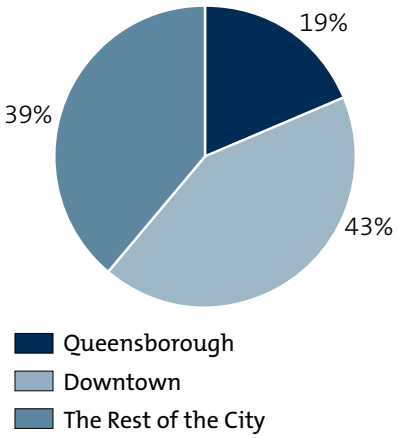



**Figure 12. Share of Population Growth (2011-2041)**

***Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.***

## EMPLOYMENT GROWTH

There will be 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 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 reduces the 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 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 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 and the Brewery District.

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.

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 jobs by 2041.

**Institutional Floor Space –** The majority of the increase in institutional floor space is anticipated to occur through the intensification of existing institutions such as Royal Columbian Hospital, the Justice Institute of BC and Douglas College. These institutions are major employers in the city and combined they are projected to add over 2,600 new jobs by 2041.

| Area | Additional Neighbourhood-Serving Retail and Service Space (2013 to 2041) | |
|---|---|---|
| The Rest of the City | 25,560 sq.m. | (275,131 sq. ft.) |
| Downtown | 28,133 sq.m. | (302, 818 sq. ft.) |
| Queensborough | 12,425 sq.m. | (133,738 sq. ft.) |
| **City Wide** | **66,118 sq.m.** | **(711, 688 sq. ft.)** |

**Figure 13.**
**Anticipated Additional Neighbourhood-Serving Retail and Service Space by Area (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

| Area | Additional Office Space (2013 to 2041) | |
|---|---|---|
| The Rest of the City | 120,203 sq. m. | (1,293,858 sq. ft.) |
| Downtown | 47,913 sq. m. | (515,729 sq. ft.) |
| Queensborough | 21,263 sq. m. | (228,874 sq. ft.) |
| **City Wide** | **189,379 sq. m.** | **(2,038,461 sq. ft.)** |

**Figure 14.**
**Anticipated Additional Office Floor Space by Area (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

| | Additional Floor Space (2013 to 2041) | | Employment Growth (Jobs) |
|---|---|---|---|
| Retail/Service | 135,000 sq. m. | (1,500,000 sq. ft.) | 4,230 |
| Office | 190,000 sq. m. | (2,000,000 sq. ft.) | 11,325 |
| Industrial | 200,000 sq. m. | (2,200,000 sq. ft.) | 2,945 |
| Institutional | Not Available | | 2,685 |
| **Total** | **525,000 sq. m.** | **(5,800,000 sq. ft.)** | **21,185** |

**Figure 15.**
**Summary of Anticipated Additional Floor Space and Employment Growth (2011-2041)**
*Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041.*

Note: The Urban Development Forecast did not include a forecast for Institutional Floor Space.

# The Community Vision

## Vision Statement

This vision describes the community's aspirations for the future of the city. It provides a clear direction for the plan.

*New Westminster is a healthy, inclusive and thriving community where people feel connected with each other. This sustainable city showcases a spectacular natural environment, public spaces and unique neighbourhoods that are well-integrated and accessible. Superior urban design integrates its distinctive character, heritage assets and cultural identity. Growth and development provide a variety of services and employment opportunities that contribute to a high quality of life for all.*

## Our City, Our Values

This is the story of New Westminster, who we are as a community. As this Official Community Plan is implemented over the next 25 years, these are the characteristics to which we want to stay true.

**Grounded in the Past and Forward Thinking**

New Westminster's distinct identity has been formed through a narrative that tells the story of over 10,000 years of life along the Fraser River. This narrative defines who we are today and guides us in choosing what our city will become.

Our city's heritage is an endowment from its citizens and includes buildings, streetscapes, traditions, memories and values. New Westminster's rich history can be read on the ground through a stunning and diverse array of architecture, green spaces, street patterns, a working riverfront, and the historic Downtown.

We have a strong connection to our past from the ancestral roots of our First Nations communities to the evolution of Front Street and the city's many historical neighbourhoods. However, we are also an

open minded, creative and forward thinking city — we embrace new neighbours and our evolving cultural mosaic.

We understand the changing landscapes of society, the economy, and our environment and actively plan for our place in the future. We are innovative and find ways to integrate beloved heritage buildings into sustainable and livable developments. We are adaptable to the changes that technology may bring to the design of our buildings, transportation and communication networks. We are conscientious of climate change: our citizens are committed to shrinking their carbon footprints while the City takes action to encourage energy efficient buildings, provide desirable, low-carbon transportation options, and reduce waste.

**A Riverfront City - On a Hill - In the Centre of the Region**

Our connection to the river has always been significant. It has long been a place of activity and industry. First Nations have long found subsistence from the River and its surrounding resources, and are stewards of it to this day. Historical industry brought vitality and prosperity to our city but created barriers to the waterfront. We are now working to connect to and along the river — making it not only a community amenity but a regional amenity — that will eventually be part of a completed trail system connecting the region from the municipality of Hope to the Pacific Ocean.

Our hilly topography is another asset — spectacular views abound, and daily walks to our local coffee shop or pub provide us with fitness that rivals that of Olympians. However, these hills also limit the appeal of walking or cycling for some, which is why we are working towards an accessible pedestrian and bike network and seeking cost-effective transit options for short, but taxing trips.

Located at the centre of Metro Vancouver, we are fortunate to be able to reach any corner of the region in less than an hour. However, this centrality also results in high-volume regional traffic that our historical street network was not designed to accommodate. We actively build relationships with our neighbouring municipalities and other levels of government help to mitigate problems and enhance and integrate regional connections for pedestrians, bikes, goods movement and vehicles.

**Socially Minded**

New Westminster citizens, community groups, and the City are socially minded. We support our neighbours and work together to create a caring and inclusive community.

As a socially minded community, we recognize the importance of a healthy and comfortable home. We work across sectors and professions to increase housing choices in our community. We strive to ensure there is housing available along the entire continuum, from emergency and transition housing to affordable and market rental. More choices allow families to meet their changing needs, enable empty nesters and seniors to downsize and stay in their neighbourhood, provide accessible and integrated homes for new immigrants and refugees, and retain and attract youth and young professionals that are just entering the housing market.

We are aware that the way we grow impacts the physical and mental health of our community. Safer and more attractive cycling and walking improves physical health. Well designed housing and public spaces encourage inclusion and social interaction, and result in improved mental health. We understand that it will be increasingly important to plan our community with physical and mental health in mind as our population ages.

**Socially Connected**

New Westminster is a big little city. Despite being in an urban environment, at the centre of a bustling region, we still have a small town feel. People know each other – whether it's because they grew up here and went to New Westminster Secondary School, or because they are part of a local organization, or simply because they frequently bump into each other around town.

We have active community members, organizations and businesses working hard to bring people together. Events like the Royal City Farmers Market, activities like New Westminster's Pecha Kucha, and publications like Tenth to the Fraser all enhance the social connectivity of New Westminster. The River Market and public community facilities such as the Youth Centre, Century House, and Library bring together residents from across the city.

Many social groups and networks contribute to the health of our residents - people with strong support networks tend to have better physical and mental health. These group and networks make us more resilient to stressful life circumstances and enable us to better help and care for each other in the event of an emergency. We are supported through these social connections in our day to day lives, whether it means someone is there to pet sit while you are away, or shovel your walk when you are not able.

We recognize the challenges with moving to a new community, particularly for those who may face cultural and language barriers. The City wants everyone in New Westminster to have a voice – including those we tend to hear less from – like renters or young people. All residents desire to be more socially connected, whether that means getting to know their neighbours better or getting to know the wider community better.

**Physically Connected**

We are lucky to have main streets in most neighbourhoods that act as community hearts, connecting people to shops and services. We support the businesses on these streets for the thriving and active places they create, and the range of job opportunities they provide.

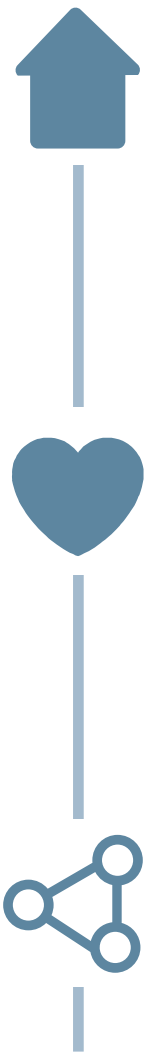
We will work together to design our new housing and public spaces in a manner that brings people together. Welcoming common spaces in new buildings provide the chance to bump into a neighbour. Shared outdoor areas provide places for kids to play and parents to meet. Community garden plots and dog parks create opportunities to spend time with people share an interest, all while harvesting dinner or playing fetch with a four-legged friend. Simple design choices, like adding benches that face each other, could result in new friendships.

**Our City, Our Future**

Our story embodies the city we are and the city we want to be. This story is reflected in the themes that follow and the policies and guidelines in our Official Community Plan.

# Plan Themes

The consultation process identified six themes that supplement the Vision Statement. These big themes are woven into the policy areas. This section provides an overview of their significance.



## *Housing Choice*

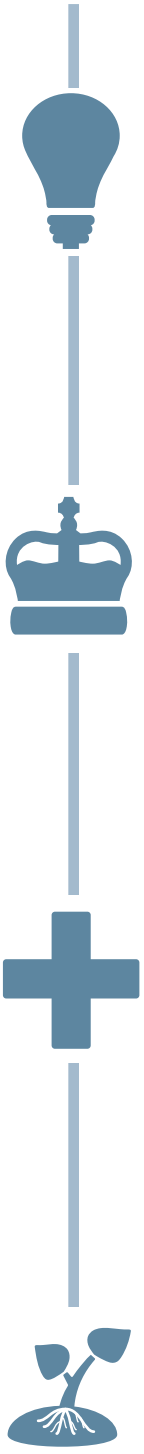
Encouraging more ground oriented housing forms, increasing the variety of tenures and unit sizes, and making affordable housing available for the needs of different ages, incomes, family types and abilities will help create diverse, intergenerational neighbourhoods.

## *Neighbourhood Hearts*

Ensuring each neighbourhood in New Westminster has a heart—a central place where people gather to shop, play, access services and meet their neighbours. Neighbourhood hearts can be community facilities, Great Streets or places like the River Market.

## *Strengthened Connections*

Creating more social and physical connections for a healthy community by fostering growth that supports all modes of transportation, creating new connections to the riverfront, addressing physical barriers that keep people from meeting and connecting, and working with neighbouring municipalities to improve regional connections.



## *Supporting Innovation*

Pursuing new concepts or ideas to effect positive change and create value for residents, businesses and institutions. Our goal is to ensure innovative activity that benefits the local economy while creating an environment that engages our entire community in positive change.

## *Heritage*

Celebrating and enhancing the character that makes New Westminster unique to ensure our heritage continues to be felt across the city. Present in both traditions and in physical spaces, the city continually adds new layers of heritage all of which contribute to New Westminster's cultural identity.

## *Community Health*

Directing land use and urban design for improved health and well-being. A well-planned community can influence health by promoting physical activity, improving access to healthier foods, addressing housing needs, reducing pollution, promoting healthier natural environments and fostering good mental health.

## *Resilience*

Becoming a resilient community by ensuring all policy areas contribute to a more socially, economically and environmentally sustainable city. Forward thinking initiatives growing out of City policy will help prepare the city to adapt to the impacts of climate change.

## Goals for Achieving the Community Vision

This Plan has twelve goals that will implement the vision statement. The goals are broad statements describing the results that this Plan seeks to achieve. Each is further supported with accompanying policies and actions (pages 35-144) as well as land use designations (pages 145-160) and supporting policies, guidelines and development permit areas found in the schedules that will help the City meet these goals.

The goals have been shaped by input from community members and stakeholders, research and analysis on specific issues, and enduring historical and cultural attributes of New Westminster. The goals are:



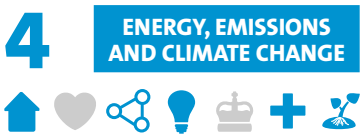

New Westminster is an equitable, inclusive, safe and welcoming place where all community members have opportunities to contribute, while feeling connected and accepted.




New Westminster encourages opportunities to generate and encounter the diverse creative, spiritual, intellectual and material features of the city and its development.




New Westminster has a diverse and adaptive economy and is a desirable place to work, live, shop and invest.




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.




New Westminster values natural habitat areas that support biodiversity and healthy communities.




New Westminster protects against land use related hazards and manages associated risks.




New Westminster has a strong sense of historic identity, and it values, promotes and protects its heritage assets.




New Westminster's neighbourhoods are great places to live and have diverse housing choices that meet the needs of the community.




New Westminster provides excellent programs, events and recreation opportunities for all within a high-quality, comprehensive network of parks, open spaces and facilities.




New Westminster is a liveable city, with an attractive, dynamic urban character demonstrating innovation and leadership in the design of the built environment.




New Westminster's transportation system is accessible to people of all ages and abilities, supporting a compact, sustainable and prosperous community.




New Westminster has reliable and innovative servicing that efficiently and effectively meets the needs of the community and reduces impacts on the environment.

# 1.0 Community and Individual Well-Being



*Volunteers collecting garbage in Moody Park.*

Community and individual well-being is important to creating a sustainable community and is associated with livability and quality of life. It includes the principles of belonging, caring, connectedness, equity, inclusion, participation, safety and security. It provides opportunities for residents to fully participate in a safe and supportive environment, to care for vulnerable community members and to recognize and celebrate diversity. Community and individual well-being fosters a sense of belonging and empowerment and facilitates social connections that bridge differences in ability, age, income and lifestyle.

Social and physical accessibility to civic amenities, infrastructure and services is key to achieving community and individual well-being. This includes taking full advantage of public transportation infrastructure and locating community resources near housing, jobs, parks, recreational facilities, schools and other amenities. It also includes community programming and initiatives that support health and encourage contribution and social interaction.

In planning for the future, the challenge will be building on the city's many strengths, which include a strong sense of community and neighbourliness, while addressing needs and continuing to create opportunities for residents to contribute as the city grows and evolves.



*1000 Drummers of BC. (Photo: Bal Dosanj, OUR CITY Photo Context Finalist)*

# Community and Individual Well-Being in the Official Community Plan

**Goal 1: New Westminster is an equitable, inclusive, safe and welcoming place where all community members have opportunities to contribute, while feeling connected and accepted.**

| | |
|---|---|
| Policy 1.1: | Facilitate a more equitable and livable city in which all residents can meet their basic needs. |
| Policy 1.2: | Create a community that is welcoming, inclusive and accepting of people with different backgrounds, cultures and lifestyles. |
| Policy 1.3: | Foster a community that proactively addresses health issues and facilitates healthy built environments. |
| Policy 1.4 | Encourage social connectedness, neighbourliness and community building. |
| Policy 1.5 | Facilitate and support civic engagement, including with at-risk, marginalized and vulnerable populations. |
| Policy 1.6 | Facilitate opportunities for growing food and participating in food culture. |
| Policy 1.7 | Create a safe community for residents, students, visitors and workers. |
| Policy 1.8 | Foster a community in which children, youth and families can meet their diverse needs and feel a sense of belonging. |
| Policy 1.9 | Facilitate the development of an adequate number of high-quality, accessible and affordable child care spaces that meet the needs of residents and workers. |
| Policy 1.10 | Develop civic facilities, infrastructure, programs and services that are accessible to and inclusive of an aging population. |

***This Plan***... reflects the City's intention to be more deliberate in facilitating community and individual well-being. Since the previous Official Community Plan, the City has developed policies, plans and strategies in a number of areas, including child care, family-friendly housing, healthy communities, public engagement, and others, that support well-being. This Plan provides the foundation for moving forward and sets out a course of action for continuing to be a municipal leader in community and individual well-being.

# Policy 1.1: Facilitate a more equitable and livable city in which all residents can meet their basic needs.

**FOOD SECURITY CONTINUUM**

A Food Security Continuum combines food based approaches with non-food based policies and actions to help facilitate a more food secure community. A food security continuum consists of three stages that can occur simultaneously.

1. **Short term approaches:** including food banks and soup kitchens, to meet immediate needs.
2. **Capacity building approaches:** including community gardens, food hubs, food box programs, and community kitchens to improve people's ability to grow and prepare their own food.
3. **System redesign approaches:** including community land use-related food policies, transportation and mobility planning that connects people to food sources, education and employment, and economic development that creates meaningful local employment and living wages.

Poverty and food insecurity are linked to many different negative socio-economic outcomes from poor health to unemployment. Poverty impacts not only those directly affected but also the whole of society through increased demands on emergency housing and medical services. The City is working to create a more caring and compassionate community in which the basic needs of residents are met, including the need for food, health and shelter.

The City is also is working with community partners to address food security issues, to coordinate the supply and distribution of food products, and to develop a program to make use of excess perishable food from commercial businesses and community gardens. The City recognizes the need to develop an overall plan that addresses food insecurity and integrates a range of approaches for immediate, short term and long term food security goals.

The Community and Social Services Asset Map identifies low- and no-cost programs and services available in the community such as meal programs, resource centres and shelters. The City continues to work cooperatively with business and residents' association to ensure new land uses that address community, health, settlement and social issues, are located, designed and programmed to integrate well into the community.



*Port Royal Community Garden.*

Complementary to the efforts by the City is the work of community, faith, settlement and social services organizations, which offer a range of programs and services to meet the needs of at-risk, marginalized and vulnerable populations. Suitable spaces for these organizations are needed as the population grows and diversifies. Finding locations will be an ongoing challenge given the limited supply of institutionally-zoned lands.

The City has become more involved in the area of poverty reduction and food insecurity through such initiatives as the Community Poverty Reduction Strategy. The City regularly creates a Poverty Profile, which is used to determine trends, inform interventions and assist in evaluation efforts. This information is used to help advocate to senior levels of government to plan for, fund and address community, health, settlement and social issues.

*In 2011, there were 10,980 people living in poverty in New Westminster, comprising 16.9% of the population, including 1,780 children and youth (0-17) and 1,350 seniors (65 and over).*

*In 2011, 13.5% of New Westminster's population was food insecure.*



## Actions

**The City should...**

**1.1a** Develop and implement a Social Equity Policy.

**The City should continue to...**

**1.1b** Work with the senior levels of government and community partners to implement the Community Poverty Reduction Strategy.

**1.1c** Regularly update the Poverty Profile.

**1.1d** Regularly update the Community and Social Services Asset Map.

# Policy 1.2: Create a community that is welcoming, inclusive and accepting of people with different backgrounds, cultures and lifestyles.

*Between 2006 and 2011, 61.3% of the population growth in New Westminster was due to immigration. In 2011, 34.8% of the population reported visible minority status and 3.2% of the population reported Aboriginal identity.*




*Chinese Friendship Garden.*

The City is working towards being one of the most welcoming and inclusive communities in British Columbia. Over the past few decades, the face of New Westminster has changed: more people report visible minority status and more people speak a multitude of languages. Between 2006 and 2011, 61.3% of population growth in the city was due to immigration. In 2011, 34.8% of the population reported visible minority status and 3.4% of the population reported Aboriginal identity.

The City has undertaken a number of initiatives in support of a welcoming and inclusive community, including establishing policies and programs related to diversity and multiculturalism. As well, senior levels of government fund and implement settlement and integration services in the city. These initiatives and others enable newcomers to settle and integrate into the community and to make a more immediate contribution to society.

The City was the first municipality in Canada to formally acknowledge and apologize to the Chinese community for past practices resulting in discrimination and exclusion.

Other populations, including the lesbian, gay, bisexual, transgender and queer (LGBTQ) community, seniors, and persons with disabilities, are seeking greater recognition and are celebrating their significant contributions to New Westminster. The City supports initiatives that raise community awareness, understanding, acceptance and celebration of diversity.

## Actions

**The City should...**

**1.2a** Work with the New Westminster School District and other community partners to realize a Welcome and Integration Centre.

**The City should continue to...**

**1.2b** Support the Welcoming and Inclusive New Westminster Local Immigration Partnership Council, or other appropriate body.

# Policy 1.3: Foster a community that proactively addresses health issues and facilitates healthy built environments.

Health is integral to quality of life for communities and individuals. Healthy people tend to be more content, involved and productive. They are also less reliant on the health care system, which has associated cost savings. Health threats include obesity, diabetes and heart disease. In addressing these chronic conditions, plus others, there has been a shift in focus from treatment to prevention and health promotion that empowers communities and individuals to engage in healthy behaviors.

In 2011, the New Westminster Healthier Community Partnership Committee was established, which included representation from the City, Fraser Health, New Westminster School District and the broader community. The committee works to positively impact the health of community members through community-based initiatives. Since its inception, the committee has developed a range of initiatives to encourage healthy behaviours and facilitate healthy built environments.

Urban design can positively influence physical activity and nutrition, decrease obesity, lessen air pollution and reduce injuries and deaths. The City promotes active living and healthy communities through the design of parks, encouraging active transportation and the provision of recreation facilities and services.

Decisions made today about land use and transportation will impact the health of current community members and future generations, particularly vulnerable populations such as children, people with disabilities and seniors.

**SUPPORTING HEALTH AND WELL-BEING IN THE CITY**

Community characteristics that can have a positive impact on health and well-being include:

- high levels of neighbourhood walkability
- easy access to public transit
- safe pedestrian and cycling facilities
- availability of affordable and healthy foods
- conveniently located spaces for social interaction and inclusion
- noise and pollution abatement measures
- access to public facilities and infrastructure
- availability of affordable, safe and secure housing



## Actions

**The City should continue to...**

**1.3a** Coordinate and support the New Westminster Healthier Community Partnership Committee and develop a Healthier Community Partnership Action Plan.

*Health Promotion is the process of enabling people to increase control over, and to improve, their health. It moves beyond a focus on individual behavior towards a wide range of social and environmental interventions.*

*– World Health Organization*

# Policy 1.4: Encourage social connectedness, neighbourliness and community building.

**SOCIAL CAPITAL**

Social connections and participation contribute to what is called "social capital." High social capital is associated with better health, enhanced economic development, improved school performance, lower crime rates and more responsive decision-making.

**VOLUNTEERISM**

Volunteerism benefits both the community-at-large and the individual volunteer by strengthening trust, solidarity and reciprocity among community members and by purposefully creating opportunities for participation. The City supports volunteerism, including roles for newcomers and youth, and continues to recognize volunteers for their contributions.

Social connectedness refers to the relationships that people have with each other and the benefits that these relationships can bring to both the community and the individual. It includes relationships between family members, friends, colleagues and neighbours as well as connections made through paid and volunteer work or participation in community life.

Belonging to social groups and networks is just as important a factor in health as diet and exercise. People with strong support networks tend to have better physical and mental health and are more resilient to stressful life circumstances. The City understands the importance of social connectedness and is exploring opportunities to facilitate it through changes to the built environment, community festivals and programming, and digital inclusion.

Many residents in the city feel disconnected from their neighbours and the broader community. One of the main challenges in facilitating social connectedness is a high rate of relocation. Between 2006 and 2011, over half of the population moved, with almost two-thirds relocating from somewhere outside of the city. It takes time to settle and integrate in a new place, particularly for those who have immigrated and may be facing cultural and language barriers.

Social isolation can be associated with living in buildings where it is difficult to get to know one's neighbours. The City encourages larger mixed-use and residential projects to provide amenity rooms and common spaces such as courtyards to facilitate social connectedness. Civic facilities and parks also need to be designed to be welcoming, inclusive and safe places that facilitate social connectedness and intergenerational interaction.

The City will continue to be a community-building leader by organizing opportunities and providing space for social connectedness. For example, the Neighbourhood Small Grant Program funds activities that empower and connect residents.

## Actions

**The City should continue to...**

**1.4a** Fund community grant programs that facilitate social connectedness, neighbourliness and community building.

# Policy 1.5: Facilitate and support civic engagement, including with at-risk, marginalized and vulnerable populations.

Public engagement includes all the ways in which the City interacts and communicates with residents. It is a transparent and collaborative way of sharing information and shaping decisions, policies and plans. The City is committed to providing high-quality public engagement and to investing in new ways to meaningfully engage with community members in order to shape the city's future together, in a proactive and positive way.

The City wants to hear from residents who are informed about the issues, and residents want to be active participants in shaping their communities and to know that engagement provides a genuine opportunity to affect decisions. Public engagement can provide a powerful tool that complements expert advice and the mandates of Council. The outcome is mutual learning between government and residents, resulting in high-quality decisions that are owned by the communities they affect.

The City's Public Engagement Strategy, Seniors Engagement Toolkit and Child and Youth Engagement Toolkit are aimed at increasing engagement. They identify actions to help the City engage with the community in general as well as with under-represented groups such as at-risk, marginalized and vulnerable populations. Engaging these groups means holding engagement sessions at locations and times that are accessible, and involving service providers they trust. The City also recognizes that other stakeholders, including First Nations, may require different methods to ensure meaningful and respectful engagement regarding City policies and projects.

**USING TECHNOLOGY TO INCREASE ENGAGEMENT**

As part of the Intelligent City Initiative, a Digital Inclusion Working Group has been established to help create a digitally inclusive city. To this end, the working group has developed a listing and map of sites offering computer access or training and is working with social service organizations to provide training to clients to help ensure that they can be engaged in community life and part of the digital economy.



## Actions

**The City should...**

**1.5a** Work with First Nations communities to learn about best approaches to engagement.

**The City should continue to...**

**1.5b** Implement the Public Engagement Strategy.

**1.5c** Utilize and update the Seniors Engagement Toolkit and the Child and Youth Engagement Toolkit.

**1.5d** Implement the Intelligent City Initiative in a way that promotes and facilitates digital inclusion.

*A 2014 study found that relatively few people in New Westminster had ever participated in a community project, neighbourhood meeting or Council meeting. Almost three-quarters of parents and half of youth felt that they were not involved in their city.*

# Policy 1.6: Facilitate opportunities for growing food and participating in food culture.

**STREET FOOD VENDING**

The Street Food Vending Policy is intended to encourage a variety of street food businesses in order to facilitate vibrant and lively streets, provide more local food choices in the community and promote social connectedness through the sharing of food. The policy permits food trucks, trailers and carts while continuing to support established restaurants.

**LIVE 5-2-1-0**

Live 5-2-1-0 is a campaign to raise awareness about nutrition and physical activity, in which children are encouraged to eat five or more fruits and vegetables per day, limit screen time to no more than two hours per day, be active for at least one hour per day and drink zero sugary drinks.



*Saint Mary's Park Community Garden.*

Opportunities to interact over food and gardening facilitate social connectedness between neighbours. Sharing and learning through food can also increase the understanding of the diverse cultures that are represented in the city. Although land available for agriculture is very limited in New Westminster, urban agriculture can be encouraged in yards and in community spaces such as boulevards, parks and community gardens. Farmers' markets and community gardens and kitchens allow community members to participate in food culture and access healthy and locally sourced foods.

Incorporating food production into ever-expanding urban areas makes cities more livable and enhances the natural systems that keep people healthy. Ensuring that community members have the opportunity to participate in urban agriculture contributes to an engaged and self-reliant community, increases physical activity and facilitates greater availability of healthy foods.

The City will continue to collaborate with local, regional and provincial partners in implementing policies that promote healthy, secure and sustainable food systems.

## Actions

**The City should...**

**1.6a** Support the development of a comprehensive food strategy in collaboration with community stakeholders.

**The City should continue to...**

**1.6b** Develop community gardens in public spaces.

**1.6c** Implement Live 5-2-1-0, which encourages the consumption of fruits and vegetables and promotes more active lifestyles.

**1.6d** Work with appropriate stakeholders to implement the 2016 Metro Vancouver Regional Food System Action Plan.

# Policy 1.7: Create a safe community for residents, students, visitors and workers.

Community and individual well-being is enhanced when there is a greater sense of safety and security in a neighbourhood. The City has made significant progress in addressing crime and reducing the fear of crime—and will continue to do so. City policies, programs and enforcement are also addressing issues such as homelessness and poverty, which can contribute to criminal and nuisance activities.

*Crime decreased from 2003 to 2012. The overall crime rate dropped by 44% and violent crime, specifically, dropped by 27%.*

The City has introduced community policing and crime prevention programs, including the Community Policing Committee, which enhances communication between the police and community members, Block Watch, the Crime Free Multi Housing Program and the School Liaison Officer Program. The Police Department prepares and distributes crime prevention information, including tip sheets related to personal safety and robbery prevention.



*Getting to know the New Westminster Police Department.*

The City uses Crime Prevention Through Environmental Design (CPTED) principles when evaluating development projects and public realm design. CPTED is a proactive design philosophy based on the belief that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime as well as an improved quality of life. CPTED uses natural forms of surveillance, lighting and access control to influence people's behaviour as they interact with their surroundings.

Continuing to reduce crime rates will help community members feel secure and encourage them to be more active and involved in their neighbourhood—particularly children, people with disabilities, seniors and women.



## Actions

**The City should continue to...**

**1.7a** Support community policing and crime prevention programs as a proactive step in reducing crime and improving communication and coordination between the police and the community.

# Policy 1.8: Foster a community in which children, youth and families can meet their diverse needs and feel a sense of belonging.



*A young dog walker. (Photo: Queen's Park)*

*Neighbourhoods have limited success in attracting families if they lack family-friendly housing (three or more bedrooms), park space with playgrounds or amenities such as child care.*

There were over 10,000 children and youth in New Westminster in 2011—about 15% of the population. Although many young couples start their family in New Westminster, they often leave the city as their children grow older or as they have more children. Families face a number of challenges, including finding affordable, family-friendly housing with three or more bedrooms and outdoor space. Other challenges include connecting with other families, locating convenient programming, and securing affordable child care.

The City is working towards a child-, youth- and family-friendly community where children and youth are valued, where they can make a meaningful contribution, where they feel safe and secure, and where they can reach their full potential. To this end, the City endorsed the New Westminster Children's Charter to support families so that all children can be healthy and safe, and can participate fully in community life. The City also developed the Family-Friendly Housing Policy, which encourages the development of two- and three-bedroom units in multiple unit developments, and the Child and Youth Friendly Community Strategy, which informs the development of neighbourhoods to meet the needs of children, youth and families. The implementation of the strategy is one of the City's top policy priorities.

## Actions

**The City should continue to...**

**1.8a** Ensure that the New Westminster Children's Charter informs the development of civic policies, practices, programs and services.

**1.8b** Implement and monitor outcomes of the Family-Friendly Housing Policy.

**1.8c** Implement the Child and Youth Friendly Community Strategy.

# Policy 1.9: Facilitate the development of an adequate number of high-quality, accessible and affordable child care spaces that meet the needs of residents and workers.

The availability and cost of child care is an important social and economic issue. Lack of accessible, affordable child care in the city has a significant impact on children, families and employers. The cost of all types of child care and the limited number of spaces offering flexible arrangements pose ongoing challenges for parents.

Although the number of child care spaces in the city has increased, with over 600 new spaces added between 2008 and 2016, infant/toddler and school-age care spaces remain in high demand. It is challenging to find appropriate new sites that meet the outdoor open space requirements for child care facilities. This means finding creative approaches, such as alternating play times and rooftop play space.

The Child Care Strategy provides long-term direction that reflects the City's desire to continue to be a municipal leader in the area of child care. It shows a commitment to facilitating high-quality, accessible and affordable child care which is necessary for creating a complete and healthy community and a prosperous economy.

The City is working in conjunction with the New Westminster Public Partners Child Development Committee to develop five Child Development Hubs across the city. Each is anchored by child care services and will provide families with seamless access to information, services and supports.



*Tiny Tots Playtime. (Photo: Queensborough Community Centre)*



## Actions

**The City should...**

**1.9a** Consider incorporating child care facilities in civic projects, and encourage private development projects to include child care.

**The City should continue to...**

**1.9b** Implement the Child Care Strategy.

**1.9c** Develop five Child Development Hubs with New Westminster Public Partners Child Development Committee.

**1.9d** Coordinate with senior levels of government to plan and fund a comprehensive child care system.

# Policy 1.10: Develop civic facilities, infrastructure, programs and services that are accessible to and inclusive of an aging population.



*Seniors playing cards.*



*Spending time in Hyack Square.*

The City intends to remain a welcoming, inclusive and supportive place for New Westminster's growing population of seniors. Similar to other municipalities in Metro Vancouver, the City faces the challenge of planning for an aging population. More specifically, this demographic shift will affect the pattern of housing needs and preferences, alter the demand for services, change transportation requirements and challenge existing neighbourhood design and community planning processes.

The City is working towards being an age- and ability-friendly community, which encourages active aging and inclusion by optimizing opportunities for health, participation and security to enhance quality of life. It is expected that the city's population of seniors will more than double, resulting in more people having health and activity limitations. This accentuates the need to be more responsive to people with disabilities. In practical terms, the City will need to adapt its facilities and services to be accessible to and inclusive of people with varying needs and capacities.

The City is encouraging the development of specialized housing and care facilities to meet a range of needs, including independent, assisted and supportive living, in suitable locations and with appropriate amenities. In the Land Use Designation Map, care facilities are considered residential uses and are not required to be located in institutionally zoned lands, thereby enabling this type of development in more locations in the city.

Senior levels of government and community partners are important allies in planning for and addressing the needs of older adults, seniors and persons with disabilities.

**Figure 16.**
**Seniors Population Growth**
*Source: For 2011 Data – Statistics Canada, 2011 Census. For 2041 data – BC Stats, Population Projections.*

| | 2011 (% of population) | 2036 (% of population) |
|---|---|---|
| Age 50+ | 35% | 47% |
| Age 65+ | 13% | 24% |

## AGE-INCLUSIVE POLICIES AND ACTION PLANS

The City has developed policies and actions related to age- and ability-friendly communities, accessibility and barrier-free design:

- The Wheelability Assessment Project is enhancing mobility and active transportation options for people who are reliant on mobility aids.
- The Adaptable Housing Policy, which mandates that 40% of single-storey units in multiple unit housing developments be adaptable, is facilitating independent living and the ability to age in place.
- The Seniors Engagement Toolkit is facilitating more effective engagement, ensuring that seniors' viewpoints are addressed in municipal planning and development processes and that community solutions are responsive to their diverse and changing needs.
- The Century House (Seniors Centre) Inclusion Project is contributing to a more diverse and representative membership.
- The Dementia-Friendly Community Action Plan, the first such plan in British Columbia, is creating a caring, safe and supportive community for people with dementia and their caregivers and family members.



## Actions

**The City should...**

**1.10a** Work with the University of British Columbia School of Community and Regional Planning to develop an Age-Friendly City Strategy.

**1.10b** Review the Adaptable Housing Policy.

**The City should continue to...**

**1.10c** Engage older adults, seniors and persons with disabilities to review and update the Seniors Engagement Toolkit.

**1.10d** Implement the Dementia-Friendly Community Action Plan.

# 2.0 Culture

*"Cultural capital" is the quality and quantity of artistic and heritage features in a city, supported by programs and initiatives to foster new creations and creative expression.*

Culture, arts and heritage all contribute to New Westminster's distinct identity and reinforce a sense of place. Cultural features of the city include physical objects, such as buildings, landmarks and locations that provide the physical evidence of the existence and development of a culture, and intangible features that represent local traditions, collective identity, experiences and the formation of the community. Public art adds creativity, joy and placemaking opportunities to the public realm.

Culture is integral to a vibrant urban community because it encourages interactions between people and a mutual understanding of each other that creates a strong sense of belonging. New Westminster has a long tradition of cultural engagement and a thriving cultural community with an array of artists, diverse performers, producers, art appreciators and audiences. Cultural activities, programs and artistic creations are offered throughout the city, making use of public and private facilities, cultural spaces and outdoor locations.



**ANVIL CENTRE**

Anvil Centre is a state-of-the-art facility that provides a place for performance and visual arts, explorations of history and heritage, community gathering and interaction, and play. Anvil Centre has filled a regional gap by creating theatre that allows performances, conferences and celebratory events. Anvil Centre is the home to New Westminster Museum and Archives, the New Westminster New Media Gallery and the Canadian Lacrosse Hall of Fame. Anvil Centre also features multi-use cultural studios and a community art space dedicated to showing work by local artists.



*Blue Trees by Konstantin Dimopoulos (2015) is a Vancouver Biennale initiative that brings environmental consciousness and social action together through community participation.*

# Culture in the Official Community Plan

**Goal 2: New Westminster encourages opportunities to generate and encounter the diverse creative, spiritual, intellectual and material features of the city and its development.**

Policy 2.1: Foster a deeper understanding of the city's continuum of cultural heritage.

Policy 2.2: Support and promote arts and cultural activities that celebrate and contribute to the city's distinct identity.

Policy 2.3: Enhance the city's cultural facilities and creative community spaces.

Policy 2.4: Incorporate public art into the public realm to reinforce a sense of place.

***This Plan...***takes a holistic approach to culture as a combination of the arts, traditions, histories, diverse backgrounds and ideas that manifest in New Westminster. It builds on the expansion of the City's arts, cultural and heritage facilities and programs developed since the previous plan.









*Anvil Centre arts programing. (Photos: Anvil Centre)*

# Policy 2.1: Foster a deeper understanding of the city's continuum of cultural heritage.

**MUSEUM AND ARCHIVES**

The New Westminster Museum and Archives maintains a collection of over 70,000 artefacts, images, oral histories and videos that directly relate to the city's history, celebrate its traditions and recognize its diversity. The Museum and Archives has been growing and maintaining a diverse collection of oral histories related to the lives of people living in the city.

The City collaborates with community partners to ensure the ongoing development of authentic and meaningful heritage programs and exhibitions that are reflective of the New Westminster experience, both past and present.

Cultural heritage contributes to a community's cohesion, bringing together a diversity of people, cultures, and languages, helping community members understand themselves and each other.

Cultural heritage is the endowment that each generation receives, reworks and passes on. It comprises intangible features such storytelling, dance, traditional ecological knowledge and the production of traditional crafts. Cultural heritage is also the legacy of physical artefacts and artworks, buildings, historic places, landscapes and monuments worthy of preservation for the future. City-owned monuments such as such as cenotaphs, statues, fountains and commemorative plaques provide lasting memories in public places and can enable community gathering in remembrance of a shared history.

Cultural heritage is a component of what makes New Westminster unique. The history, ideas and memories of residents are reflected, embraced and celebrated through arts and heritage programs, activities and exhibitions. Through such sharing and celebration, the City encourages community dialogue and intercultural respect. There are a multitude of different stories to share, events to record and new perspectives to help community members gain insight into a shared culture.

The City's arts and heritage venues, events and programs offer opportunities for holistic engagement in the diverse cultural heritage through dialogue, self-expression, learning opportunities, participatory experiences and entertainment.

## Actions



*School program at the museum.*

**The City should...**

**2.1a** Develop a Heritage Interpretation Plan that has policies on public realm improvements, including mosaics, murals, plaques, and interpretive signage.

# Policy 2.2: Support and promote arts and cultural activities that celebrate and contribute to the city's distinct identity.

**ARTIST IN RESIDENCE**

The Anvil Centre hosts the City's Artist in Residence Program. This residency accommodates artists and artist collectives working in sculpture, print, fibre, drawing, painting, writing and literary arts, music, dance and performance as they undertake research or develop and produce new or ongoing bodies of work. In exchange, artists facilitate an outreach program for the local community.

**POET LAUREATE**

The City's Poet Laureate acts as a literary ambassador for New Westminster, advocating for literacy and the literary arts and helping to raise the status of poetry, language and the arts. The Poet Laureate is able to make the position their own, developing meaningful engagement opportunities that enrich the lives of residents and visitors.

Cultural engagement through heritage and the arts adds energy, variety, intercultural sharing, movement and colour to the cityscape. Cultural initiatives contribute to quality of life and well-being, and they should also contribute to the city's distinct identity and provide context to the spaces they occupy. The arts are an avenue for self-expression, which encourages interaction, coexistence, cooperation and acceptance. By providing opportunities for engagement in cultural and artistic activities, the City provides a healthy and positive environment that creates a sense of place and improves quality of life for all community members.

The City is committed to the development of a creative and vibrant urban area. The City hosts a wide range of cultural activities, celebrations, events and festivals that engage and are enjoyed by community members and visitors, making arts and culture accessible to people of all ages, ethnicities, backgrounds and diverse needs. Intercultural exchanges via arts programs, activities and exhibitions can engage residents with each other in their own neighbourhoods as well as in neighbouring communities. These activities and events reflect the diverse histories and backgrounds of New Westminster community members and also provide employment and other economic opportunities, potentially encouraging people from outside the city to invest in local business endeavours.

Local community groups contribute to the cultural fabric of the city by creating and presenting work, sharing their traditions, networking and developing partnerships. 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. The city's multicultural population supports a wide range of cultural events celebrating food, dance and language from around the world.



## Actions

**The City should...**

**2.2a** Develop and implement an Arts Strategy.

# Policy 2.3: Enhance the city's cultural facilities and creative community spaces.

**NEW WESTMINSTER NEW MEDIA GALLERY**

New Media Gallery is the civic art gallery. It contributes to community pride and awareness by offering inspiring and provocative new media art from around the world. Diverse exhibitions vitalize, inspire and delight the community with new insights into our technological world. New Media Art educates by encouraging critical thought and innovation linked to technology and big ideas. High caliber exhibitions encourage an influx of new visitors and are an economic driver. By offering diverse artists and exhibitions, and through educational programs linking arts and technology the City cultivates dialogue, learning, tolerance and a lifelong love of the Arts.

There are numerous cultural institutions, facilities and gathering places in the city that provide access for cultural dialogue, production, appreciation and awareness. Community spaces and other facilities are essential in supporting accessible, inclusive and welcoming culture initiatives. Culture can also be expressed in spontaneous and informal public realm environments, such as outdoor public facilities, parks and open spaces, performance venues and streets.

The City has many excellent venues for hosting arts and heritage exhibitions, programs, and art performances, and for inviting visitors to connect, experience, explore, and discover. Other unique and locally based art galleries, shops, cafes, theatres and entertainment areas are located across the city and provide opportunities for people to access the arts and spend their leisure money locally.

Land use planning can support cultural development by protecting institutional buildings used for civic programming and developing creative districts, maker-spaces and flexible studio and performance spaces. The development of flexible live-work units, studios and creative workspaces in a variety of neighbourhoods for artists and artisans recognizes the cultural, economic and community benefits of the arts. A mix of existing and new arts, culture and heritage facilities are needed to meet a range of community needs and program uses.



*ADA by Karina Smigla-Bobinski (2012) was featured during the POPart exhibit at the New Media Gallery.*

# Policy 2.4: Incorporate public art into the public realm to reinforce a sense of place.

Public art contributes to community identity and pride and promotes cultural, social and economic growth. It can create a sense of place by evoking some aspect of the locale, such as by celebrating a community's heritage and diverse culture. Public art celebrates shared history by using forms and materials that connect to the past uses and people of an area. It also encourages people to interact with creative elements, inspiring contemplation, discussion, critical evaluation and appreciation of art as part of daily life.

The City supports opportunities to acquire public art and develop a collection within City-owned public spaces. The inclusion of art in privately owned outdoor spaces is also encouraged. Public art can help to foster dialogue and make neighbourhoods lively and successful. Creating a dynamic visual expression in the public realm, in formal and informal settings, will increase foot traffic on the street, animate neighbourhoods and draw attention to New Westminster as a vital municipality that promotes arts, culture and tourism.



*rorschach/sentinel by Jacqueline Metz & Nancy Chew (2016) is based on a profile of a large merchant ship that was vital to the Allied war effort. Such ships docked at the New Westminster port and contributed to the labour history and economic development of the city.*



## Actions

**The City should...**

**2.4a** Update the Public Art Policy.

# 3.0 Economy and Employment



*Employment continues to be a priority in this Plan.*



*Office space in Downtown New Westminster.*

New Westminster has a robust economy that is based on strong, long-standing institutions, stable industrial and commercial sectors, and burgeoning technology and cultural sectors. High-density residential growth in Downtown and around the five SkyTrain stations will continue to act as investment anchors supporting employment in the institutional, office and retail sectors. The City will continue to support different economic sectors, in the ways that best work for each, whether that be by improving access to industrial areas or by building partnerships with major employers, such as Royal Columbian Hospital.

A strong economy results in job growth, increasing the opportunity for people to both live and work in the city. It also means prosperous commercial areas with shops and services that provide for people's daily needs. The success of these areas attracts additional businesses, including new employers that know employees will be attracted to the vibrancy of the area. A strong economy also means that the City has a strong tax base, which helps to fund services and infrastructure.

The City is growing a broadband economy that builds on our Intelligent City initiative and promotes knowledge-based industries and innovation. As New Westminster diversifies its economy, employment growth is projected to stem from leveraged investment opportunities between institutions and technology.

The City will continue to support and promote economic development opportunities and will rely on its Economic Development Plan to provide a framework for the specific actions and targets to support, grow and attract businesses and employment to New Westminster.

# Economy and Employment in the Official Community Plan

**Goal 3: New Westminster has a diverse and adaptive economy and is a desirable place to work, live, shop and invest.**

| | |
|---|---|
| Policy 3.1 | Foster knowledge-based and creative industries that cultivate innovation, promote entrepreneurship and generate employment. |
| Policy 3.2 | Protect the industrial land base and encourage employment-intensive and sustainable industrial uses. |
| Policy 3.3 | Encourage office development in new and existing buildings and support more versatile workspaces. |
| Policy 3.4 | Promote a diverse range of retail and services for all residents and employees. |
| Policy 3.5 | Collaborate with and support government organizations and institutions as major employers and economic generators. |
| Policy 3.6 | Support the growth and well-being of new and existing businesses. |
| Policy 3.7 | Foster a strong tourism sector with a focus on The Riverfront, cultural amenities and historic assets. |

***This Plan...*** focuses on the growing importance of creative and knowledge-based sectors to regional and global economies by leveraging the redevelopment and expansion of Royal Columbian Hospital to grow health, research and technology-related employment opportunities locally. A new Special Employment Area has been created around the hospital to express the City's intent to promote and offer incentives for office development within a five-minute walk of the hospital.

In addition to Downtown, the City's Regional City Centre, the areas around the Braid, Sapperton, and 22nd Street SkyTrain stations are expected to act as investment anchors supporting employment in the institutional, office and retail sectors. For this reason, these areas have been identified on the Land Use Designation Map as Frequent Transit Development Areas. Uptown is also expected to play a significant role in providing local services and has therefore been identified as a Local Centre. The combination of the policies and the Land Use Designation Map in this Plan continue to support the city's other commercial streets, which are intended to provide a variety of shops and services that meet the daily needs of residents, employees and businesses.

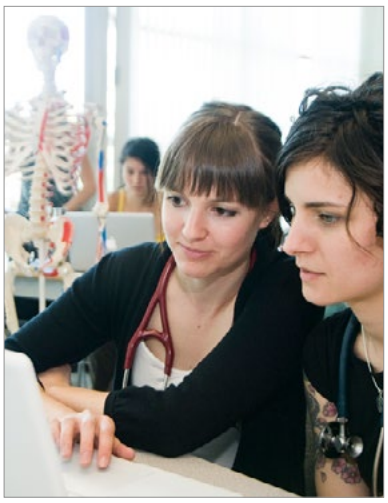
This Plan also remains mindful of the need to protect the city's industrial land base. All lands designed as Industrial in Metro Vancouver's Regional Growth Strategy have been designated Industrial in this Plan's Land Use Designation Map.

# Policy 3.1: Foster knowledge-based and creative industries that cultivate innovation, promote entrepreneurship and generate employment.

**FILM INDUSTRY**

The film industry is an important existing sector of the city's economy. The city is popular with the film industry and issues, on average, 60 film permits each year, for over 93 days of filming. This generates revenue for the City as well as economic spin-offs for local businesses through the purchase of goods or services and the rental of property for location filming.

*Health and social services make up 25% of all jobs in New Westminster but only 11% of all jobs in the region.*



*Medical students.*

A knowledge-based economy focuses primarily on the creation, distribution and use of knowledge and information. Creative industries are a subsection of the knowledge economy, bringing together arts, culture, business and technology to generate jobs, wealth and cultural engagement. Together, knowledge-based and creative industries drive competitiveness and growth through innovation, technology, diversity, social capital and collaboration.

New Westminster's economic base is transitioning to a knowledge-based one. The City will leverage its competitive advantages in the broadband economy to capture additional business and investment from such fast-growing segments of the regional economy. The city's advantages include centrality in the region, access to rapid transit, interesting urban environments, and proximity to post-secondary institutions.

The City's District Energy and Intelligent City initiatives support the diversification of the economic base and provide the necessary infrastructure to help leverage new private and public sector opportunities. Such infrastructure includes an open-access fibre network and other projects promoting innovation that will make New Westminster a more attractive location for technology, research and development, and knowledge-based start-ups.

The health sector is, and will continue to be, the most important of New Westminster's knowledge-based sectors. The city already has a high proportion of employment in the health sector, which is anchored by Fraser Health and includes Royal Columbian Hospital—one of the busiest hospitals in British Columbia—and Queen's Park Care Centre.

The redevelopment and expansion of Royal Columbian Hospital will make the local health sector even stronger and has the potential to grow related health sector industries in the areas of research and health services delivery. IDEA Centre is an initiative that provides a road map for leveraging this redevelopment, creating a high-quality health care environment and promoting economic development through the support of medical research and development, business and personal services, offices, and advanced education facilities. The implementation plan to guide this initiative is included in the City's IDEA Centre Roadmap.




**Map 4.**
**Special Employment Area**

## Actions

**The City should...**

**3.1a** Create an Economic Development Plan that will attract, retain and grow knowledge-based and creative industries.

**3.1b** Create a master plan for Lower Twelfth Street that encourages a creative and non-traditional mix of land uses, including residential, commercial, and ultra-light industrial.

**The City should continue to...**

**3.1c** Collaborate with stakeholders, including post-secondary institutions, Fraser Health, and local developers, to implement the IDEA Centre Roadmap.

**3.1d** Advance the Intelligent City initiative.

**3.1e** Promote the City as a film industry location of choice.

### SPECIAL EMPLOYMENT AREA

The Regional Growth Strategy recognizes Special Employment Areas around hospitals or post-secondary institutions, which play a special role in the economic development of cities. These are characterized by high levels of employment related activity.

This Plan designates the area surrounding Royal Columbian Hospital as a Special Employment Area, recognizing the significant role the hospital plays in contributing to local economic activity. The Special Employment Area will align the work of IDEA Centre with this Plan and seek to promote and offer incentives for office development within a five-minute walk of the hospital. Supportive adjacent uses, such as multi-unit residential, commercial and retail uses, are included in the Land Use Designation Map.

# Policy 3.2: Protect the industrial land base and encourage employment-intensive and sustainable industrial uses.



*Queensborough Industrial business.*

The city has strong historical ties to traditional industry, particularly in the forestry, marine and manufacturing sectors. Over the past decade, employment rates in these sectors have decreased across the region. Lands that were once used for manufacturing and other traditional heavy industries are now being used by the wholesale, transportation and warehousing sectors. These uses also play an important role in providing employment opportunities and are significant contributors to the municipal tax base.

Across the region, the closing of industrial businesses, the encroachment of non-compatible uses in close proximity to industrial areas and the conversion of industrial lands to other uses has prompted action through the Regional Growth Strategy to protect the existing industrial land base and support the continued operation of industrial uses. Demand in the region is expected to absorb the available supply of industrial land by 2030. Riverfront industrial land, in particular, is scarce in Metro Vancouver. While water-dependent industry is not currently growing, over the long term there may be a need for riverfront industrial land if water-oriented transportation increases in response to road congestion.

In light of these factors, the City will work with land owners, commercial real estate firms and developers to ensure the industrial lands are protected and used to an optimal level. The City's priority will be to attract new employment-intensive and sustainable light industrial uses. Environment-friendly light industrial uses will provide benefits locally, regionally and globally.

New Westminster's industrial sector is concentrated in three areas—Queensborough, North Arm North, and the Braid industrial area. All three industrial areas would benefit from transportation access and infrastructure improvements. To support these areas, the City will evaluate access with the purpose of improving the efficiency of goods movement in balance with the needs of the surrounding community.

## Actions

**The City should...**

**3.2a** Work with commercial real estate firms, developers, Metro Vancouver and Port of Vancouver to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Port of Vancouver policies.

**3.2b** 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.

**3.2c** Explore ways to improve transportation access to each of the city's industrial areas.





*Early morning look on the Fraser River (Photo: Isobel Curtis, OUR CITY Photo Contest Finalist)*

# Policy 3.3: Encourage office development in new and existing buildings and support more versatile workspaces.

**TYPES OF SHARED OFFICE SPACES**

**Co-location spaces –** office space that is shared among a number of separate organizations.

**Co-working spaces –** workspaces shared among freelancers and independent workers. Co-working spaces provide a sense of community to people who are often working alone.

**Community hubs –** shared spaces that provide direct services to the surrounding community in which they are located.

**Incubators –** spaces that provide programmatic, strategic, administrative and/or financial support to small projects and organizations.

Competition exists among regional municipalities for office development due to associated employment creation, job density, and commercial tax revenues. New Westminster offers affordable office space and a more transit-friendly and convenient location than many of its neighbours. Though workspace vacancy rates have been a challenge in both New Westminster (14.7% in late 2016) and the region overall (9.3% in late 2016),* large employers have increasingly been relocating their offices to New Westminster.

The city has a diverse offering of office space that ranges from heritage buildings to Class A, LEED Gold. The unique characteristics of heritage buildings act as a draw for businesses seeking more eclectic spaces and encourage the adaptive reuse of buildings in order to preserve neighbourhood character. Class A offices provide state-of-the-art functionality and modern design and typically include amenities.

The advancement of telecommuting, shared workspace, and the open office concept (which reduces the office space needs per worker) could result in an overall reduction in the demand for office space in the region. Shared workspaces have already been created in the city and are providing opportunities for emerging entrepreneurs. There is a trend towards developing flexible office spaces that offer a variety of options for tenure and layout. The City supports the creation of diverse and flexible types of office space in strategic locations with access to frequent transit and amenities. The City remains open to innovative solutions that encourage entrepreneurship and enable residents to establish successful local businesses.

*Colliers International. Metro Vancouver. Office. Statistics. Q3 2016.

**Figure 17. Forecasted Office Space for New Westminster**

***Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041, with modifications by the City of New Westminster.***

| | Existing Office Space 2013 | Additional Office Space (projected) 2013-2041 | Total Office Space (Projected) 2041 |
|---|---|---|---|
| Queensborough | 0 sq. m. | 21,263 sq. m. (228,874 sq. ft.) | 21,263 sq. m. (228,874 sq. ft.) |
| Downtown | 103,991 sq. m. (1,119,346 sq. ft.) | 47,913 sq. m. (515,729 sq. ft.) | 151,903 sq. m. (1,635,075 sq. ft.) |
| Rest of the City | 101,254 sq. m. (1,089,887 sq. ft.) | 120,203 sq. m. (1,293,858 sq. ft.) | 221,457 sq. m. (2,383,745 sq. ft.) |
| **New Westminster** | **205,244 sq. m. (2,209,233 sq. ft.)** | **189,379 sq. m. (2,038,461 sq. ft.)** | **394,624 sq. m. (4,247,694 sq. ft.)** |

The City requires both local- and regional-oriented office space and anticipates attracting up to 186,000 square metres (2.0 million square feet) of new office space by 2041. Much of this will go to future phases of the Brewery District, the planned Sapperton Green project, Uptown and Downtown.

## Actions

**The City should...**

**3.3a** Create programs to encourage creative reuse of heritage buildings and creative redevelopment of underutilized sites.

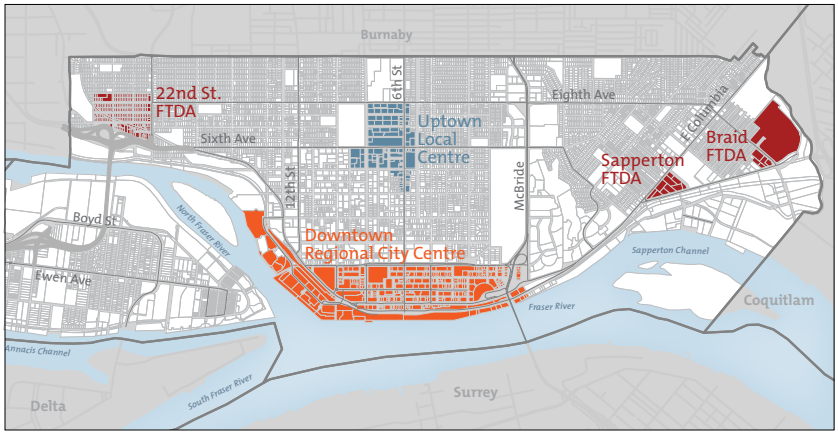
**3.3b** Encourage development of shared and affordable workspaces that foster opportunities for collaboration and provide access to business resources.

**3.3c** Review the Zoning Bylaw to minimize barriers to achieving office development and more versatile workspace in new and existing buildings.

**3.3d** Explore initiatives to encourage office development within the Special Employment Area.

**The City should continue to...**

**3.3e** Encourage office development in strategic locations, including Downtown, the Uptown Local Centre and Frequent Transit Development Areas.




**Map 5.**
**Regional City Centre and Frequent Transit Development Areas**

### REGIONAL CITY CENTRE & FREQUENT TRANSIT DEVELOPMENT AREAS

Metro 2040, the Regional Growth Strategy, designates Downtown as a Regional City Centre. As such, Downtown is intended to accommodate high density transit-oriented office space clustered around its two SkyTrain stations. By 2041, this office growth could amount to an additional 47,913 sq.m. (515,729 sq.ft.).

The SkyTrain Stations outside of Downtown (Sapperton, Braid and 22nd Street stations) have been identified as Frequent Transit Development Areas (FTDAs). The majority of non-Downtown growth is expected to be concentrated in these areas, which are intended for high density development that includes a variety of housing, commercial services, community amenities and employment opportunities.

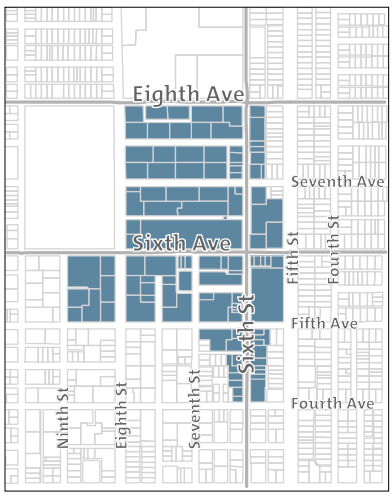
# Policy 3.4: Promote a diverse range of retail and services for all residents and employees.



**UPTOWN LOCAL CENTRE**

Metro 2040 identifies Local Centres, which are areas that provide a mix of housing types, commercial activities and good access to transit. They are smaller in scale than a Regional City Centre (such as Downtown New Westminster or Metrotown) or a Municipal Town Centre (such as Edmonds or Oakridge). The commercial uses in a Local Centre serve the local area rather than the region.

This Plan identifies a core area of Uptown as a Local Centre. This area will continue to be an important mixed-use node in the city. Transit service to the area is expected to increase over time.




**Map 6.**
**Uptown Local Centre**

New Westminster is a complete community with well-located commercial areas that serve nearby residents, students, and employees, as well as the wider region. Ewen Avenue, Twelfth Street, Columbia Street, Sixth Street, Sixth Avenue and East Columbia Street provide a neighbourhood focus for services, such as restaurants, shops and offices. These commercial areas are not only the location of retail and services but also act as the heart of a neighbourhood.

The City has identified each of these main commercial corridors as a "Great Street." These streets should be vibrant and animated with active uses like cafes and shops located on the ground level of buildings. Less active uses, such as offices, should be located on upper levels of buildings. This Plan puts in place Development Permit Areas and associated guidelines with the intent of creating attractive and pedestrian-scale buildings, making each commercial area an inviting place to shop and spend time.

Between 2006 and 2016, the stock of retail and shopping amenities increased in New Westminster. However, there remains a lack of diversity in the market. To better support existing commercial nodes and corridors, this Plan reduces the amount of retail space required from the previous Plan. Based on projected population growth, it is anticipated that the city could support an additional 66,118 square metres (711,688 square feet) of neighbourhood-serving retail and service space by 2041. Instead of accommodating additional retail space in new areas of the city, the focus will be on better utilizing space in existing commercial areas. This will help ensure that these commercial areas are prosperous. New development in proximity to the City's commercial areas will also bring new customers that will enable businesses to thrive.

The only locations where significant new commercial floor space is anticipated is in the immediate vicinity of 22nd Street and Braid SkyTrain stations.

## Actions

**The City should...**

**3.4a** Create a master plan for the 22nd Street SkyTrain Station area that incorporates local-serving retail and services.

**3.4b** Review the Zoning Bylaw requirement for at-grade commercial to ensure commercial space is focused on the primary frontage.

# Policy 3.5: Collaborate with and support government organizations and institutions as major employers and economic generators.

New Westminster is fortunate to have many government organizations and institutions located in the city, such as Royal Columbia Hospital, Queen's Park Care Centre, Douglas College, TransLink, the Law Courts and the Justice Institute of British Columbia. These major employers continue to provide stability to the city's economy. As an example, in 2016 Royal Columbian Hospital alone contributed over $66 million to the New Westminster economy and was the city's largest employer, providing approximately 3,500 jobs.

The City actively supports these major institutions by promoting opportunities to expand their operations within New Westminster, exploring partnership opportunities and identifying other strategies to leverage economic opportunities. Royal Columbian Hospital represents a unique opportunity to leverage public sector growth while encouraging further private sector growth. The result will provide increased public and private services and new jobs, including a doubling of the staff at Royal Columbian Hospital. The City's collaboration with major institutions, like Royal Columbian Hospital, not only helps meet their needs but also the needs of community members in the city and region.

New Westminster Secondary School, Douglas College, the Justice Institute of British Columbia and the city's other post-secondary schools are also significant contributors to the economy and facilitate the development of a knowledgeable workforce. Such a workforce creates economic value through the acquisition, processing and use of information.






*The Royal Columbian Hospital (above) and Justice Institute of BC (below) are two of New Westminster's major institutions.*



## Actions

**The City should...**

**3.5a** Create an Economic Development Plan that highlights ways to collaborate with and support government organizations and institutions.

**The City should continue to...**

**3.5b** Collaborate with stakeholders, including postsecondary institutions, Fraser Health Authority and local developers, to implement the IDEA Centre Roadmap.

# Policy 3.6: Support the growth and well-being of new and existing businesses.




*Retail on East Columbia Street.*

*In 2011, New Westminster's workforce was 39,360 people (residents over 15 years). Of those, 7,205 people both lived and worked in New Westminster.*

*In 2016, there were 3,879 active business licenses and 609 home-based business licenses.*

Local businesses play an important role in the community, delivering retail and services to residents and employees and providing local jobs. Job growth is critical to a healthy economy.

The pace of growth in the number of jobs has not kept up with increases in the size of the city's workforce, leading to more residents working outside of the city. For residents to be able to work, live and play in New Westminster, a sufficient number and diversity of local job opportunities must be available. Working collaboratively with the business community and other stakeholders allows the City to better address challenges and identify opportunities for building a supportive environment for businesses of all sizes.

Through the creation of a new Economic Development Plan, employment patterns in the city will be monitored and analyzed to gauge success in key local job creation and employment objectives. The Economic Development Plan will also explore ways to continue to foster a business-friendly climate that supports entrepreneurship and makes it easy to invest so that more businesses are likely to locate and grow here. The Plan will also build on the city's advantages, such as its central location and the heritage buildings that provide authenticity and a strong sense of place. This authenticity is a significant factor for New Westminster's appeal to employers, artists and young entrepreneurs as a place to pursue business opportunities.

## Actions

**The City should...**

**3.6a** Create an Economic Development Plan that highlights ways to support local businesses, attract and retain new businesses, and address workforce challenges.

# Policy 3.7: Foster a strong tourism sector with a focus on The Riverfront, cultural amenities and historic assets.

Tourism is a significant economic driver in the region. The City attracts visitors by leveraging its strong and growing base of local attractions, including a historic downtown, the riverfront, art galleries, performing arts venues and annual festivals. These venues and events add vitality and activity to the city and provide spin-off opportunities for local businesses since patrons are likely to also visit other shops and services—such as by having dinner before a theatre performance.

Downtown and the city's waterfront—The Riverfront— are the city's premier tourism assets and form the historic, cultural and entertainment centre of the city. Investments, both public and private, made along The Riverfront, such as Westminster Pier Park, Fraser River Discovery Centre and River Market, celebrate the relationship between the city and the river. The City will further develop robust tourism infrastructure through the implementation of the Waterfront Vision, which will include extending the boardwalk and greenway along the river, and connecting to other neighbourhoods in the city.

Ongoing growth in New Westminster's cultural sector will continue to improve tourism in the city. Investment in the arts has a fourfold multiplier effect with spending in the local economy. Significant cultural amenities, such as Massey Theatre, New Media Gallery, Bernie Legge Theatre, Irving House, New Westminster Museum and Archives, and numerous private venues, all contribute to the vitality and robustness of New Westminster's economy. Tourism can also showcase the city's rich history, including its heritage resources.

The increasing role of Anvil Centre as a conference and convention venue, and as the city's arts and culture hub, is another amenity making New Westminster a destination in Metro Vancouver.



*River Market is a key destination on The Riverfront.*



*Irving House, one of the oldest community heritage sites in BC.*



## Actions

**The City should...**

**3.7a** Create an Economic Development Plan that highlights ways to support the tourism sector.

**The City should continue to...**

**3.7b** Promote and market the city's waterfront—The Riverfront— as a city-wide amenity and tourism destination.

**3.7c** Support Tourism New West and other tourism-related organizations.

# 4.0 Energy, Emissions and Climate Change

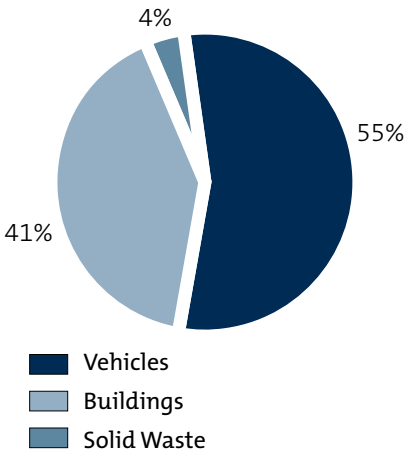



**Figure 18.**
**Where Are We Now: City-wide GHG Inventory**
*Source: Community Energy and Emissions Plan, 2011*

Note: Based on 286,000 Tonnes $CO_2e$, 2007 Baseline

Improving energy efficiency and taking action on climate change is vital for creating a sustainable city where community members, organizations and businesses thrive. The amount of energy used and emissions produced indicate how efficient, livable, innovative and sustainable the city is today and what changes need to be made for the future. In New Westminster, the building and transportation sectors are the largest consumers of energy and have therefore been prioritized as areas where energy use and greenhouse gas (GHG) emissions can be reduced.

These emissions contribute to global climate change by altering temperatures and precipitation patterns, raising sea levels, and negatively impacting ecosystems and food production. Being smart about how energy is used and taking action to reduce GHG emissions can lead to increased human physical activity, improved air quality and improved health of community members.

In the Community Energy and Emissions Plan, the City sets specific targets and objectives for energy efficiency and GHG reduction to mitigate climate change. The City's target for 2030 is to reduce community-wide greenhouse gas emissions by 15%.

**Figure 19.**
**Projected Change in GHG Emissions and Electrical Consumption Through Implementation of the CEEP**
*Source: Community Energy and Emissions Plan, 2011*

| New Westminster | 2007 | 2030 |
|---|---|---|
| Population | 61,700 | 82,000 (est.) |
| GHG Emission ($tCO_2e$) | 286,000 | 243,000 (-15%) |
| Per capita (tCOe) | 4.8 | 2.9 |
| Electrical Consumption (GJ) | 1,592,331 | 1,618,039 (+2%) |
| Per Capita (GJ) | 26 | 19 |

# Energy, Emissions and Climate Change in the Official Community Plan

**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.**

Policy 4.1: Reduce transportation energy use and related greenhouse gas emissions.

Policy 4.2: Achieve continuous improvements in energy conservation, energy efficiency and greenhouse gas reductions for new and existing buildings.

Policy 4.3: Encourage renewable and low-carbon energy systems to service homes, businesses and institutions.

Policy 4.4: Prepare for and reduce future impacts and risk to the natural environment, property and public health due to climate change.

***This Plan...*** is consistent with policy direction from the Community Energy and Emissions Plan 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 reducing vehicle trips and building more efficient buildings. 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 during building renovation and higher performance standards 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 the 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 risks associated with climate change and proposes measures to help the City adapt to the effects that climate change will have on community members and the built environment.

# Policy 4.1: Reduce transportation energy use and related greenhouse gas emissions.

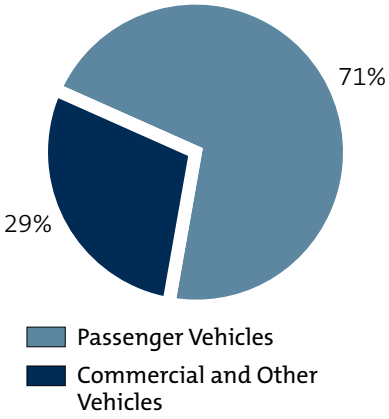



**Figure 20. City-wide Vehicle GHG Emissions**
*Source: Community Energy and Emissions Plan, 2011*

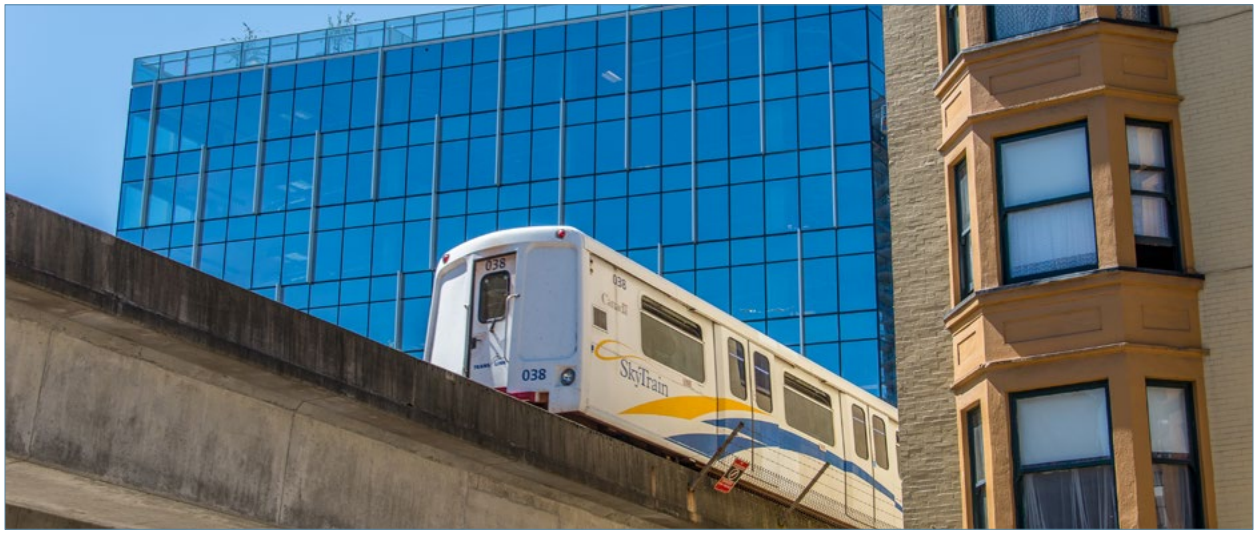
Note: Based on 286,000 Tonnes $CO_2e$, 2007 Baseline

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 51% of all emissions), and both plans recognize that there are three primary ways of reducing such emissions:

1. Create vital neighbourhoods where residents can live close to where they work and shop.
2. Develop programs and infrastructure that support walking, cycling and taking transit as the preferred ways of getting around.
3. Support the use of efficient and low-carbon mobility options.

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 mix 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 or take transit to a destination.

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



Though vehicles will remain an important mobility option in New Westminster, providing 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. Such options include clean energy vehicles such as electric cars and electric bicycles, which the City can support by investing in public charging stations and by supporting similar initiatives on private property. 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, 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.

# Policy 4.2: Achieve continuous improvements in energy conservation, energy efficiency and greenhouse gas reductions for new and existing buildings.

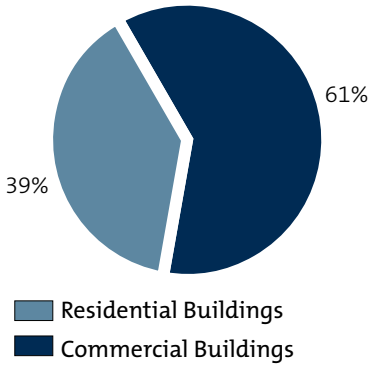



**Figure 21.**
**City-wide Building GHG Emissions**
*Source: Community Energy and Emissions Plan, 2011*

Note: Based on 286,000 Tonnes $CO_2e$, 2007 Baseline

Buildings are a significant source of GHG emissions in the city (at 41% of all emissions), and they represent a major part of the city's annual electricity and natural gas consumption. Buildings are also 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 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 supports programs that help advance the technical skills and knowledge of local homebuilders and architects in designing and constructing high-performance, ultra-low-energy homes and communicating the benefits to homebuyers. As well, the City endeavours to lead by example and is considering setting a higher energy performance standard—above the 2016 LEED® Gold requirement, such as Passive House certification—for new City-owned buildings.

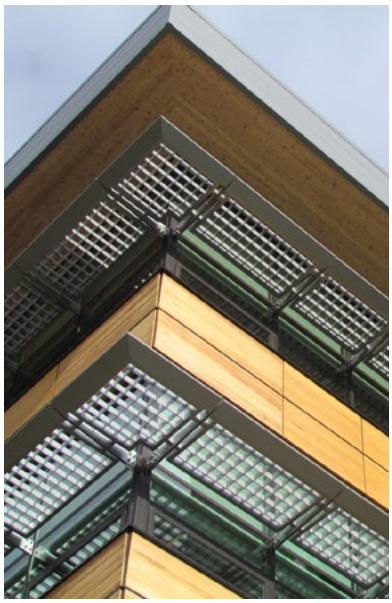
In 2013, the City launched Energy Save New West, a community energy-efficiency and GHG-reduction initiative for new and existing homes and businesses, designed to make it easier for local residents, rental apartment owners and strata properties to access rebates and

### WHAT IS AN ENERGY STEP CODE?

The BC Step Code is an enhanced energy standard used to achieve building performance beyond the current BC Building Code. It establishes progressive performance targets (steps) that support market transformation from current energy efficiency requirements in the BC Building Code, up to Passive House and net zero energy ready buildings. In April 2017, the Province of British Columbia adopted the Step Code into the Building Code, allowing local governments to encourage, or require, the construction of more energy efficient buildings within their communities, in a consistent and predictable way. Energy Save New West will help smooth the transition to meeting the energy performance requirements of the new BC Step Code.

incentives from BC Hydro and FortisBC. 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 the 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 the street or neighbours. 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** Create new development permit guidelines and zoning regulations that encourage ultra-low-energy buildings, such as adopting Zero Net Energy and Passive House certification.

**4.2b** Develop a policy for an energy benchmarking requirement for larger residential and commercial buildings, based upon Energy Star Portfolio Manager® used for the City's corporate facilities.

**4.2c** Develop an implementation strategy for the BC Step Code as it relates to land use designations permitting Part 3 and Part 9 buildings.

**The City should continue to...**

**4.2d** Implement the actions and policies of the Community Energy and Emissions Plan to reduce energy use and related GHG emissions in buildings.

# Policy 4.3: Encourage renewable and low-carbon energy systems to service homes, businesses and institutions.



**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 reduce GHG emissions across the entire network of buildings, thus dropping emissions faster and potentially with lower cost than if each building had to do it on its own.



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

The City continues to explore opportunities to generate clean, renewable thermal 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. These methods can lead to significant reductions in community GHG emissions when compared with more traditional forms of energy production.

The Community Energy and Emissions Plan encourages new developments to take advantage of opportunities to use on-site renewable energy sources where feasible. Though the energy efficiency policies prioritize improvements in the building envelope as the most important step, 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 in 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 photovoltaic (PV) arrays in buildings.

The City supports district energy as a long-range commitment to sustainable 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. A renewable district heating system that will serve Royal Columbian Hospital, as well as larger residential and commercial buildings near Sapperton and Braid SkyTrain stations and along East Columbia Street, is in the initial stages of implementation.

## Actions

**The City should continue to...**

**4.3a** Implement the actions of the Community Energy and Emissions Plan related to renewable energy generation and district energy.

# Policy 4.4: Prepare for and reduce future impacts and risk to the natural environment, property and public health due to climate change.

The impacts from climate change are becoming increasingly evident: sea levels are rising incrementally and weather patterns are changing, resulting in long periods of warmer, dryer or wetter conditions than normal. The City must prepare for these impacts using a range of adaptation measures to become more resilient.

Unpredictable and extreme weather events, such as heat waves and rain-, wind- and snowstorms negatively affect public health. Vulnerable people, including seniors and those who are homeless, can be more affected by these events than others. Socially connected neighborhoods are able to help each other during these situations.

Public infrastructure can help to mitigate some of the impacts of climate change. New green spaces should be incorporated into or enhanced as part of City projects to increase the capacity for stormwater storage. Increasing the tree canopy will filter air and provide shade, protecting people during climate warming.

Across the Metro Vancouver region, climate change is anticipated to impact a number of other factors that influence growth and livability, including water supply and demand, sewage and drainage, ecosystems and agriculture, air quality and human health, buildings and energy systems and transportation, recreation, and tourism. A Climate Adaptation Strategy for New Westminster would address this array of issues at the local-level and support adaptation region-wide. The Strategy would require integration across several sectors and service providers.



## Actions

**The City should...**

**4.4a** Develop a Climate Adaptation Strategy for New Westminster that includes recommended implementation actions and timelines.

**The City should continue to...**

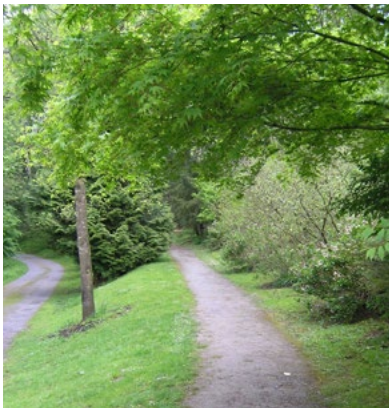
**4.4b** Revise and implement the City's extreme weather plans.

# 5.0 Environment and Natural Areas

**BLUE DOT CAMPAIGN**

In 2015, the City of New Westminster passed a municipal declaration supporting the Blue Dot Campaign, a declaration that recognizes the City's role in respecting, protecting, fulfilling and promoting the community's right to:

- breathe clean air, drink clean water, and consume safe food,
- access nature and know about pollutants and contaminants released into the local environment, and
- participate in decision-making that will affect the environment.



*Glenbrook Ravine.*

New Westminster developed on the banks of the Fraser River. Much of the city's early prosperity was due to its position on this waterway and the surrounding forests that supplied the local timber mills. Over time, industrial activity, development and population growth significantly altered the natural landscape. Today, forests and natural areas that once characterized this region are generally fragmented and altered, but even in this state they remain of enormous value to the city. In addition to aesthetic and recreational values, nature provides a wide range of important functions, cleaning the air and water and providing habitat for wildlife and respite for the community.

In recognition that New Westminster is largely urban, key sensitive ecosystems in the city and the biodiversity within have been identified, and need to be protected and restored. Opportunities to increase the amount of green space within the city's urban areas must also be pursued.

Expanding green spaces and natural habitats in the built environment increases human access to and interaction with nature. This improves opportunities for positive health outcomes associated with exposure to nature. Access to parks and natural spaces is associated with improved mental health, concentration, and cognitive function as well as reduced stress, chronic disease, anxiety and depression.* The City aims to preserve and connect open space and environmentally sensitive areas and to maximize opportunities for community members to access and engage with the natural environment. The City also supports the right to an environment that enhances the health and well-being of individuals, communities and future generations.

*Healthy Built Environment Alliance (2014). Healthy Built Environment Linkages – A Toolkit for Design, Planning, and Health. Provincial Health Services Authority, British Columbia Canada.

# Environment & Natural Areas in the Official Community Plan

**Goal 5: New Westminster values natural habitat areas that support biodiversity and healthy communities.**

| | |
|---|---|
| Policy 5.1: | Protect, enhance and connect natural habitat areas and ecological systems, including the Fraser River, Brunette River, Glenbrook Ravine and large treed parks. |
| Policy 5.2: | Enhance and celebrate waterway corridors as a place of ecology, leisure and work. |
| Policy 5.3: | Ensure natural features are integrated throughout the urban environment. |
| Policy 5.4: | Facilitate community environmental stewardship initiatives that protect and restore ecological health. |

***This Plan...***strongly promotes the greening of urban areas and reflects the City's ambitious tree protection and tree canopy coverage objectives.

This Plan also acknowledges the potential impacts of developed lands adjacent to watercourses and encourages restoration and enhancement of ecological functions in riparian areas as part of future development. This Plan recognizes the need for a new Development Permit Area (DPA) that will protect and enhance the Brunette River, which serves as a critical ecological linkage to the Fraser River. Many of the highest-value riparian systems found within Metro Vancouver, including the Burnaby Lake and Still Creek watersheds reach the Fraser River via the Brunette. As a first step, this Plan has created a new DPA that applies to Sapperton Green.



*Brunette River.*

# Policy 5.1: Protect, enhance and connect natural habitat areas and ecological systems, including the Fraser River, Brunette River, Glenbrook Ravine and large treed parks.



The city's natural areas are of enormous value as they provide a number of benefits for both people and wildlife.

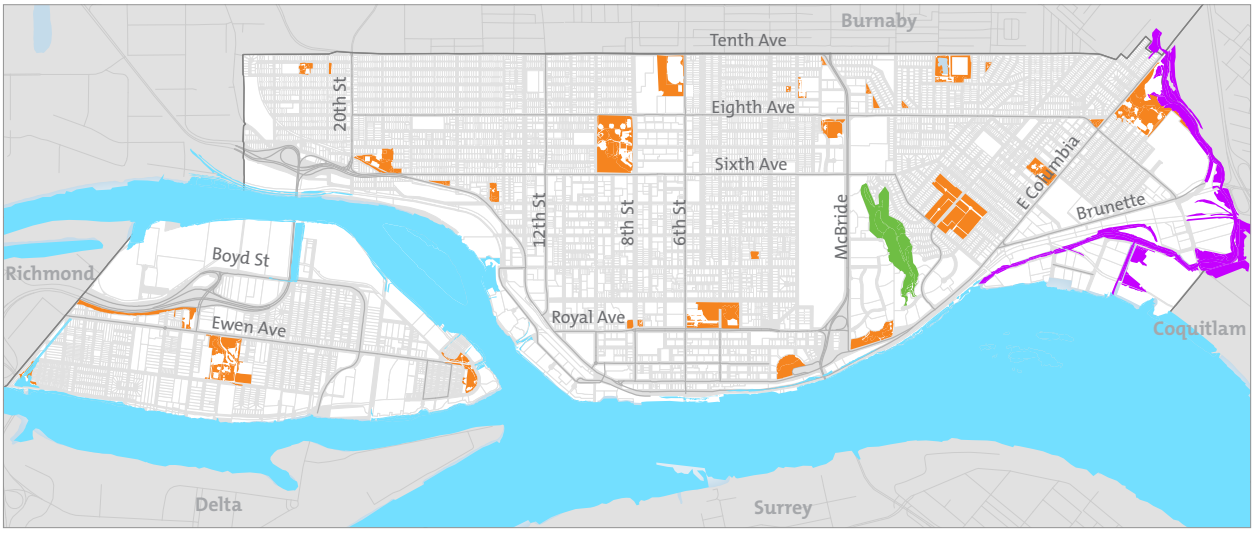
Natural habitat areas are especially important in supporting ecosystem biodiversity. A greater range of plants, animals and insects make these areas less vulnerable to changes in the environment. Urban plants support nearby agricultural lands and backyard food gardens by providing food and shelter to pollinator species. Weeds and invasive species need to be managed so they do not out-compete native species. In urban areas, it is important to manage impacts on natural lands that can degrade habitat value.

There are four distinct natural areas in New Westminster. These natural areas are large in size and are considered the most important in terms of their ecological significance. Each unit has unique attributes that contribute to overall biodiversity and ecological function in New Westminster and, in some cases, the region.

**The Fraser River –** Including its foreshore and islands, the Fraser River is one of the region's most significant natural ecosystems. The river and its delta are considered globally important for fish, wildlife and migratory birds. The river is also a linear corridor, which provides ecological connectivity through the regional landscape.

**Map 7.**
**Ecologically Sensitive Areas of New Westminster**

*Source: New Westminster Ecological Inventory, 2014*




[BYLAW NO. 8151, 2019]

**The Brunette River –** The Brunette flows from Burnaby Lake into the Fraser River, providing regional connectivity. Its corridor supports a diverse fish and wildlife community, many of which are species of conservation concern.

**Glenbrook Ravine –** The ravine is a forested natural area that runs through the heart of the city. A wetland exists at the northern end of the park and a stormwater-fed watercourse flows through its centre. Wildlife present in the ravine, including smaller species with shorter range requirements, are typically well adapted to urban areas.

**Large Treed Parks –** The City has several large, landscaped parks that it maintains to provide a range of amenities for different user groups. These parks have significant amounts of mature tree cover. Understory vegetation is predominantly a mix of maintained grass and landscaped garden areas.

Parks, greenways, forests, waterway corridors and the river foreshore all form parts of Metro Vancouver's Green Infrastructure Network. This network links together natural ecosystems and neighbourhood greenways, weaving nature into neighbourhoods. The Green Infrastructure Network supports local natural areas, connecting them to neighbouring municipalities and the regional system. The City endeavours to connect open and green spaces that contribute to wildlife habitat and stormwater management goals.



*Natural areas are valuable to the city.*



## Actions

**The City should...**

**5.1a** Develop strategies to enhance wildlife habitat and the ecological integrity of the city's large treed parks and the Glenbooke Ravine.

**5.1b** Develop an Invasive Species Action Plan to control and prevent the introduction of new invasive plants and animals.

**5.1c** Develop a Green Infrastructure Network for the City that is consistent with the regional network proposed by Metro Vancouver.

**The City should continue to...**

**5.1d** Implement actions as identified in the Queen's Park Master Plan.

# Policy 5.2: Enhance and celebrate waterway corridors as a place of ecology, leisure and work.



*Brunette River North Bridge.*

New Westminster is home to waterway corridors that provide significant ecological, recreational, economic and heritage value. These waterways range in size and impact from the mighty Fraser River to the small watercourses (ditches) of Queensborough. Waterways and their vegetated banks—riparian areas—contribute food and nutrients to fish and provide habitat for birds, mammals, amphibians and invertebrates.

Urban watercourses continue to be impacted by historic and ongoing industrial, commercial and residential development. Land activities can be sources of pollutants that run off into adjacent watercourses and cause damage to natural ecosystems. The City, Province of BC, and Port of Vancouver each play a role in protecting watercourses and riparian areas and preventing further degradation of these environments. The City works with the Province to ensure that potentially contaminated areas are identified and remediated prior to redevelopment. The Province's Riparian Areas Regulation (RAR) is used to evaluate development proposals adjacent to watercourses and provide setbacks and strategies to minimize watercourse impacts. Port of Vancouver reviews projects proposed along the foreshore of the Fraser River to ensure mutually beneficial results for industry, recreation and the natural environment. The Brunette River Development Permit Area, including its guidelines, applies to portion of the Sapperton Green site that is within 50 metres of the Brunette River. The Development Permit Area encourages retention, restoration and enhancement of riparian habitat and urban forests.

Regional greenway routes such as Experience the Fraser and the Brunette Fraser Regional Greenway provide significant regional recreation amenities. The Brunette Fraser Regional Greenway, for example, connects New Westminster to Burnaby Mountain with a 16-kilometre greenway, providing a safe and convenient route for recreational users and commuters and featuring habitat improvements, riverbank restoration and ecological enhancements.

## Actions

**The City should...**

**5.2a** Expand the Brunette River Development Permit Area to help protect and enhance the entire segment of the river within New Westminster.

**The City should continue to...**

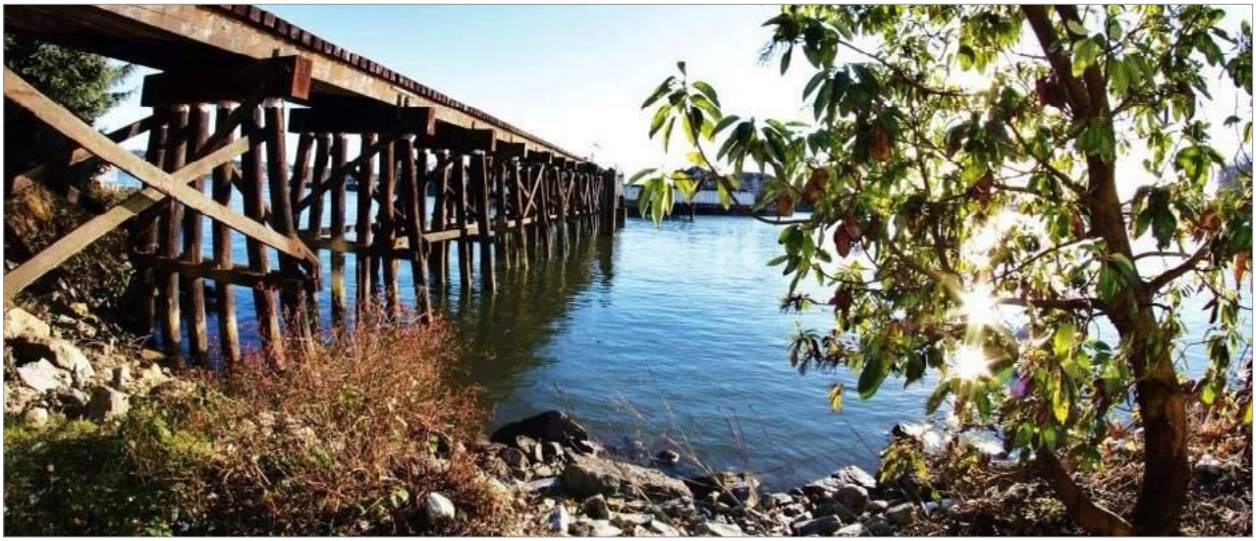
**5.2b** Protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Port of Vancouver and other significant waterway stakeholders, as appropriate.

**5.2c** Apply the Riparian Areas Regulation (RAR) in the evaluation of development proposals adjacent to watercourses.

**5.2d** Provide input to the provincial process of updating the RAR regulation.

**5.2e** Implement the Erosion and Sediment Control Bylaw to protect drainage systems and waterways from the accumulation of sediment released from construction, landscaping works or development projects.

**5.2f** Support and collaborate with Metro Vancouver on the Brunette Fraser Regional Greenway to create places for recreation and education about the natural environment.



*View of the Fraser River foreshore and train bridge connecting downtown to Queensborough. (Photo: Karen Spafford, OUR CITY Photo Contest Finalist)*

# Policy 5.3: Ensure natural features are integrated throughout the urban environment.



**TREE CANOPY COVER**

Tree canopy cover is the land covered by tree crowns as viewed from the air. This measurement reflects the urban forest's ability to contribute to the following benefits:

- health and well-being – by filtering the air, reducing stress, improving focus and encouraging physical activity
- environmental health – by providing habitat, increasing biodiversity and filtering stormwater
- energy savings – by providing shade and cooling and improving evapotranspiration

**VALUING NATURAL CAPITAL**

The emerging concept of natural capital accounting and valuation demonstrates economic benefits of products and services that the ecosystem provides. For example, the health benefits clean air reduces health care needs and resulting costs. Implementing a natural capital management approach can build support for preserving natural areas and ecosystem assets.

Community members desire high-quality green spaces throughout the city, including tree-lined streets, greenways, parks and open spaces. Integrating green spaces into the urban environment provides greater opportunities to access natural features. Conservation and restoration efforts in urban areas of the city support ecosystem functions such as stormwater infiltration, greenhouse gas reduction, and habitat for birds and pollinators.

Natural features along greenways, rooftops, or in backyards can help connect nature within the city, improve overall ecological health in the long term and contribute to a regional network of green infrastructure that complements more traditional infrastructure (i.e. roads, sewers) and can often reduce the cost of capital infrastructure investment and reduce long term maintenance.

Mature trees are the most visible natural feature in the city. The urban forest is made up of trees in street boulevards, private yards, and public parks and open spaces. The City actively manages all trees on public lands and regulates trees on private lands. The Urban Forest Management Strategy provides a roadmap for growing and maintaining a healthy, resilient urban forest for future generations.

Boulevards and private yards can contribute to ecological health as well. Landscaping in private yards and gardens covers a large amount of land, particularly in lower-density neighbourhoods. High-quality landscape features can include native and drought-tolerant vegetation, elements such as rocks or mulch, and food gardens. Well-designed landscaping in the semi-public areas of denser neighbourhoods—along walkways, in courtyards, on patios—is also important.

## Actions

**The City should...**

**5.3a** Develop a green infrastructure network strategy that supports local and regional biodiversity and connectivity.

**The City should continue to...**

**5.3b** Implement the Urban Forest Management Strategy.

**5.3c** Develop an Environmental Strategy to further guide the management and protection of ecological integrity, biodiversity and natural assets in the city.

# Policy 5.4: Facilitate community environmental stewardship initiatives that protect and restore ecological health.

Environmental stewardship can be defined as shared commitment and caring for the natural world. It is key in helping to preserve or improve natural environmental features and to achieve sustainable outcomes for a community. The potential benefit can be great, through an individual's action or a group effort.

Promoting environmental stewardship can take many forms, such as by encouraging active participation in environment-related initiatives, raising awareness or fostering appreciation of the natural environment, and providing hands-on experience in restoring green spaces. Being situated by the Fraser and Brunette rivers offers a unique setting for community members and other regional stakeholders to engage in stewardship activities.

The City can play a role in encouraging or helping to facilitate stewardship opportunities. These efforts can also benefit community members by creating a sense of place and offering social interaction opportunities to help knit community members and groups together. The City works with community partners to share information and enables community members to participate in decisions that affect their local environment.



*Volunteer planting the new Rain Gardens in Lower Hume Park along the Brunette River.*



## Actions

**The City should continue to...**

**5.4a** Partner with local organizations and community members to promote restoration efforts of natural areas and other green spaces.

# 6.0 Hazard Management



*New Westminster Fire and Rescue Services is one of the longest serving fire departments in the Province.*

The City's Emergency Management function promotes a safe, well-prepared community that has the capacity to respond to hazards and disasters. Adequate planning, mitigation, preparedness and response will ensure that recovery from an emergency is achieved as quickly as possible.

Planning and mitigation done in advance of a hazard event helps the City to best respond to emergency situations and reduces the impacts. Identifying the types of emergencies that are likely to impact the community is an important component of planning for these potential events and reducing their effects.

Preparedness builds capacity for response and helps people feel confident that they know what steps to take during an emergency. It includes community education, staff training, simulation exercises, equipment purchase, and coordination with other agencies and levels of government.

The City's Major Emergency Plan identifies a response framework and includes a strategy for evacuation. If there is a sufficient threat, the City will issue an evacuation alert so that community members can begin preparing, in an orderly way, to leave the area.

Effective post-event recovery requires impacts to be assessed and community needs to be addressed. It re-establishes services and critical infrastructure and, later, rebuilds homes and neighbourhoods. Recovery from disaster situations is a complex and long-term endeavour that can be facilitated through planning, mitigation and preparedness.

Many natural hazards in the Metro Vancouver region are potentially exacerbated by global climate change; the challenge is to plan for them. To do this, the City must continue to develop and update emergency programs and ensure best responses for maintaining vital City services during and after hazard events.

# Hazard Management in the Official Community Plan

**Goal 6: New Westminster protects against land use related hazards and manages associated risks.**

| | |
|---|---|
| Policy 6.1: | Use emergency management programs to protect critical City infrastructure from hazard events. |
| Policy 6.2: | Promote community awareness and personal preparedness activities that help residents and local businesses prepare for, respond to and recover from hazard events. |
| Policy 6.3: | Protect against and minimize the impacts of sea level rise and Fraser River flooding. |
| Policy 6.4: | Ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts. |

***This Plan...*** brings together land use planning with the four pillars of emergency management: planning and mitigation, preparedness, response, and recovery. While the previous plan identified some hazard areas within the city, this Plan goes further by identifying specific hazard management policies along with actions that support their implementation. This Plan also recognizes the need for a new Flood Hazard Development Permit Area that clearly outlines the expectations for new development in the floodplain.






*The City's Mobile Command Unit.*

# Policy 6.1: Use emergency management programs to protect critical City infrastructure from hazard events.




*One priority will be to ensure that key buildings, including City Hall, are operating after an emergency.*

The City is responsible for ensuring that critical services, including utilities, infrastructure and key buildings, operate after an emergency. Business continuity is a system of preparedness that prioritizes the restoration of services, such as water pipes and roads, and the re-establishment of the governing functions of the City as fast as possible following a hazard event.

Business continuity recognizes that climate change and natural hazard risk assessments must be incorporated into the design and location of municipal utilities, assets and operations. Also, it requires that City staff be trained in emergency response and recovery roles and have access to tools such as maps of critical infrastructure. Digital monitoring and the collection of real-time data can also be used to enhance emergency response procedures.

After a hazard event, City staff will facilitate recovery by inspecting damaged buildings to allow for re-entry and by working with property owners to issue building permits for repair work. Regularly updating the Business Continuity Plan and other emergency plans will help the City to prepare for and respond to changing threats to the community.



## Actions

**The City should...**

**6.1a** Prepare new emergency and recovery plans, including a Critical Infrastructure Protection Plan.

**The City should continue to...**

**6.1b** Regularly update the Business Continuity Plan.

# Policy 6.2: Promote community awareness and personal preparedness activities that help residents and local businesses prepare for, respond to and recover from hazard events.

Resilient communities are capable of bouncing back from adverse situations and have community members who can withstand and recover from disasters. Such communities actively influence and prepare for economic, social and environmental change. Community resilience can be developed through programs that enhance social interconnectedness, encourage food security, and support local businesses.

Communities with high levels of neighbourliness and strong social networks have better access to information and can call upon a wide range of resources. Disastrous events can be a traumatic experience with unexpected mental health impacts, but established networks of friends, family, and neighbours can provide significant sources of help and emotional support before, during and after an emergency. Disasters and other emergency events can also disproportionately affect vulnerable populations, including people of lower socio-economic status, new immigrants, people with physical and mental challenges, children and the elderly. City-wide emergency mitigation, response and recovery strategies need to be developed that address the needs of vulnerable groups.

Community resilience can be integrated into urban design by, for example, establishing flexible-use gathering spaces such as meeting rooms and child care areas that can be repurposed during emergency events, or incorporating shelter from the weather, with trees, awnings and transit shelters, for pedestrians and vulnerable people to help mitigate the effects of extreme weather events.

**EXTREME WEATHER RESPONSE PLANS**

The City has Extreme Weather Response Plans for both heat and cold situations. The plans aim to educate community members about the dangers of extreme weather and how to prepare for extreme weather events. They identify a communications plan to inform the public in advance of extreme weather events and to mobilize response agencies and community organizations. The plans specifically target at-risk and vulnerable populations, including those who are elderly, homeless, in poor health or socially isolated, and the plans are regularly updated to reflect changing community needs.



## Actions

**The City should continue to...**

**6.2a** Develop emergency response strategies, in collaboration with public safety agencies and community organisations, that address the needs of vulnerable residents.

# Policy 6.3: Protect against and minimize the impacts of sea level rise and Fraser River flooding.

**FLOOD CONSTRUCTION LEVELS**

Flood construction levels are used in regulation applied to new development, requiring that habitable space and storage of goods damageable by flood water be constructed above a specified elevation. The purpose is to increase life safety and minimize property damage in the event that a dyke is overtopped or breached. The elevation is often achieved by adding fill material to the property, by designing crawl spaces under houses, or by ensuring that only parking structures and commercial units are located below the given elevation.

The low-lying areas of New Westminster are located within the natural floodplain boundary of the Fraser River (see Attachment 1: Flood Hazard Area Map). The Fraser River basin drains more than one quarter of the province. The river experiences an annual spring increase in water levels—a freshet,—as a result of melting snow in the mountains, and the rise is monitored by river gauges in Hope, Mission and at New Westminster Quay. During a freshet event, it is possible that the river may flood the low-lying areas of the city not protected by dykes.

Climate change contributes to changes in flooding patterns in a region and can cause more frequent or severe flood events. In New Westminster, sea level rise is a factor in flood management since the depth of inundation and the risk of overtopping dykes increases as the sea level rises. In 2013, provincial guidelines recommended that cities plan for a sea level rise of 0.5 metres (1.6 feet) by 2050 and up to 1.0 metres (3.3 feet) by 2100.

The City's has a role to play in flood hazard management. The primary way flood risk can be minimized is with dykes, which can protect a low-lying area from being flooded by holding back the river's high water level. Knowledge of river rise levels and the status of dykes is an integral part of flood preparedness planning, and the City is responsible for operating, inspecting and repairing the dyke system.

Risks to life, safety and property damage can also be minimized with building design. In the floodplain, new buildings cannot have living or storage space below a certain height—the flood construction level. This helps keep people and their belongings safe even if there is a flood.

## Actions

**The City should...**

**6.3a** Work with the Province, neighbouring municipalities and other agencies on regional flood preparedness and protection initiatives, and on developing the Regional Flood Management Strategy.

**6.3b** Implement the recommendations of the Floodplain Management Strategy Feasibility Plan.

**6.3c** Develop and implement a new Flood Hazard Development Permit Area that clearly outlines the expectations for new development in the floodplain.

# Policy 6.4: Ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts.

The Province has established minimum construction standards for safety, health, fire and structural protection of buildings. The BC Building Code establishes these standards for buildings under construction and the BC Fire Code establishes standards for occupied buildings. The combination of these regulations minimizes the risks from a number of hazards, including fire and earthquake.

New Westminster's location on a prominent slope provides scenic views of the Fraser River but also brings slope stability risks. Unstable slopes can be caused by a variety of factors, including earthworks altering the shape of a natural slope, improper discharge of rain runoff, saturation by heavy rains, or groundwater pressure. Development projects on or near slopes are required to be assessed by a professional engineer to determine if the site is safe for development and ensure that the project is designed to reduce potential impacts to public safety.

Railways are an important part of the history of New Westminster and rail use for the transportation of freight and commodities to and through New Westminster continues to increase. As residential development pressures continue, there is a greater chance of conflict between residences and rail. The Federation of Canadian Municipalities (FCM) has developed Guidelines for New Development in Proximity to Railway Operations, which addresses noise, vibration and safety issues. New development in rail-impacted areas must show how the project incorporates many of the recommendations for site design, architectural design, building material, and noise barriers.



*Townhouses designed to minimize the impact of a flood.*



## Actions

**The City should continue to...**

**6.4a** Require that development near the railway identify how it has incorporated FCM's guidelines, found in *Guidelines for New Development in Proximity to Railway Operations*.

**6.4b** Regularly update hazard maps.

**6.4c** Refine preparedness and response plans for train derailments.

# 7.0 Heritage

*The City of New Westminster acknowledges its First Nations history. A large area along the Fraser River, including many parts of modern day New Westminster, was the ancestral territory of several nations.*

Archaeological records suggest that First Nations people first lived in this area at least 10,000 years ago. Europeans began arriving in the 1770s, and more followed, drawn by the abundance of furs and gold. In 1859, Colonel Moody of the Royal Engineers formally established the area as the first capital of British Columbia, calling it "Queensborough" in honour of Queen Victoria. At the behest of Queen Victoria, the city was renamed "New Westminster" and was soon dubbed "The Royal City"—a nickname that remains in use today.

This history of settlement in the area known as New Westminster helps to create its sense of heritage. Places with heritage significance can be tangible elements, such as physical places, materials and street patterns, or intangible elements, such as traditions, stories and views that are linked to a particular place. Together, these tangible and intangible elements make each community unique and reflect the forces that shaped it. These elements provide a narrative of how the community developed over time and also help to build and cultivate social connections between individuals, the community and its collective and evolving heritage.

The heritage value of a place is based on its aesthetic, historic, scientific, cultural, social or spiritual significance. Each place is unique and will have its own distinct set of materials, forms, spatial configurations, uses, meanings, stories and/or traditions that contribute to its heritage value. Character-defining elements should be retained in order for the heritage value to remain.



*One of many heritage assets in Queens's Park.*



*A heritage asset in Victoria Hill that has been restored and creatively reused.*

Heritage conservation is the practice of retaining and protecting the heritage values of a place through the management of change for the benefit of future generations. It is a continuous activity that has its foundation in legislation and in community participation and support. Community members have a strong sense of pride in and commitment to the conservation of historic places in New Westminster and generally support and encourage heritage conservation efforts. They understand that heritage makes the city unique.

Tools that can be used in the conservation of heritage places are available to municipalities through the *Local Government Act*. For example, a Heritage Revitalization Agreement enables the City to provide incentives to a property owner in exchange for exterior restoration and long term legal protection. Some other tools delay the destruction of the heritage place to provide time for the City and owner to discuss options for retention. It is the City's practice to work with property owners to achieve heritage conservation together.

**NEW WESTMINSTER HERITAGE MANAGEMENT PLAN**

In 1993 the City adopted its Heritage Management Plan to provide a set of policies, standards, procedures and tools to guide decisions regarding the ongoing management of heritage resources. All identified actions have been implemented with input from the community.



## Heritage in the Official Community Plan

**Goal 7: New Westminster has a strong sense of historic identity, and it values, promotes and protects its heritage assets.**

Policy 7.1: Retain and protect physical heritage assets city-wide.

Policy 7.2: Manage heritage assets and the city's historic narrative within a context of change.

Policy 7.3: Identify and recognize physical heritage assets as a key component of the city's distinct character.

***This Plan...***recognizes the relationships between heritage and culture, tourism, economic development, recreation, and housing choice. The land use designations and Development Permit Areas in this Plan include a greater level of detail in order to identify opportunities and clarify the expectations when working with heritage resources. The Heritage Conservation Area, included as a schedule to this Plan, protects existing buildings and controls design for new construction, allowing for change in the neighbourhood to occur while ensuring the change is respectful of existing heritage character.

# Policy 7.1: Retain and protect physical heritage assets city-wide.

**HERITAGE REVITALIZATION AGREEMENT (HRA)**

An HRA provides long-term legal protection of a site in exchange for agreed-upon site specific variations to the Zoning Bylaw. The terms of an HRA strive to balance private with public interests, heritage conservation with livability and housing choice.



*Architectural detail and historic colour scheme of the Wadsworth House, built in 1912.*




*Plaque given to designated heritage buildings.*

Heritage conservation principles should be considered at every scale in land management, from individual sites to streetscapes and neighbourhoods. However, there are challenges to protecting and enhancing built and natural heritage assets. The conservation of a place's heritage value is best done by appropriately protecting and maintaining the entire building and its character-defining elements. Rather than be replaced, deteriorated elements should be repaired using recognized conservation methods. A building's gradual deterioration over time can make retention and rehabilitation difficult and costly and result in a building being demolished.

The City uses available legislative tools to encourage and, in some cases, require the retention, rehabilitation, reuse or restoration of heritage assets that the community has identified as having heritage value and to respond to the financial and practical difficulties related to this work.

The City also supports local organizations that facilitate heritage retention and has an annual grant program with a category for projects or events by non-profit organizations that promote heritage in the city. The New Westminster Heritage Foundation, for example, typically receives an annual grant that allows it to provide matching funding for restoration work on houses that are formally protected with a Heritage Designation Bylaw. Education is another method by which heritage conservation can be encouraged; workshops and presentations on heritage conservation can be given to the community, and interpretive signage programs can provide information at heritage sites.

As the city continues to grow and develop, it is likely that historic artefacts will be unearthed during excavations for new buildings. Items dating from before 1846 are covered under the Archaeology Act, but post-1846 items are not protected. The City seeks to have chance finds documented and possibly donated to the Museum and Archives.

## Actions

**The City should...**

**7.1a** Develop a Heritage Strategy that helps identify, retain and protect physical heritage assets, and that outlines an appropriate heritage conservation approach.

**7.1b** Review and update the Heritage Revitalization Agreement Policy, the Heritage Management Plan and the Columbia Street Heritage Area Revitalization Program (HARP) Guidelines in light of the Heritage Strategy.

**The City should continue to...**

**7.1c** Promote Heritage Revitalization Agreements as a means for property owners to achieve incentives for heritage conservation work.

**7.1d** Work with the Homeowner Protection Office to encourage it to recognize the unique situation of historic buildings.

**7.1e** Consult with the Province on identified heritage sites within the city that are owned by the Province under the Notation of Interest policy.

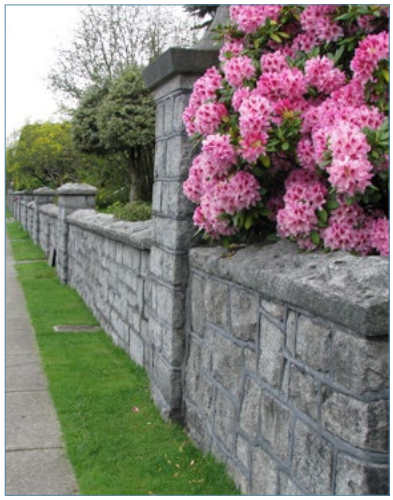
**7.1f** Implement the Pre-1900 Heritage Building Policy.

**7.1g** Refine the Post-1846 Chance Find Policy.

**7.1h** Develop a post-disaster policy that outlines how to deal with important heritage resources after a disaster.



*The Burr Block, a red brick Victorian Romanesque Revival building built in 1892.*



*Melrose Wall, refinished in 2010.*

# Policy 7.2: Manage heritage assets and the city's historic narrative within a context of change.

Heritage conservation is about maintaining historic places within the context of change. The built environment continually changes and grows in response to new influences and needs. It is important that historic aspects are identified and protected, but also that new development contributes positively to the ongoing narrative of the city. Therefore, conservation is both a comprehensive and continuous activity.

Neighbourhoods should continue to develop with distinct character and a sense of place, while also acknowledging their past. In order to achieve this, new development should be carefully managed to create buildings, sites, and streetscapes that are interesting, diverse, and respectful of heritage assets and pre-existing character. New buildings should not overwhelm the existing historic fabric. Rather, new development should be sensitive to surrounding heritage while also creating buildings that will become the new century's historic places. Both new and old buildings can contribute to the liveability of a neighbourhood, as well as to the story of our evolving city.

Ideally, historic buildings are properly maintained over time so they retain structural integrity, and positively contribute to their surroundings and to the economy. All buildings need to earn their keep, for example by housing people or businesses. Often, older buildings need to be upgraded in order to accomplish this. Buildings also need to meet contemporary environmental and seismic standards. Sometimes, a building outlives its original purpose and needs to be converted to other uses by renovating interior spaces or adding new space. The City encourages updating and creative reuse of heritage buildings, and strives to ensure that work on these buildings be respectful of their original historic materials and design. New Westminster has many examples of where this has been accomplished and the City can provide information on the different ways to achieve success in this kind of project. There is an expectation by the City that all heritage projects will follow the direction provided in the Standards and Guidelines for the Conservation of Historic Places in Canada.*



*Facade retention in the Trapp-Holbrook HRA Project.*

**COMMUNITY HERITAGE COMMISSION (CHC)**

The CHC is a residents' advisory group established by Council to advise on heritage matters, including public education, heritage registration or designation, heritage policy, and development projects with a heritage component.

*Parks Canada (2010). Standards and Guidelines for the Conservation of Historic Places in Canada. [Min. of Environment, Government of Canada; Ottawa, ON, Canada]. The primary purpose of this document is to offer heritage conservation projects guidance for decision-making when planning for, intervening in and using a historic place.

## Actions

**The City should...**

**7.2a** Develop a Heritage Strategy that is based on a thematic framework and recognizes the need for heritage to be a living, continuous part of the city's historic narrative.

# Policy 7.3: Identify and recognize physical heritage assets as a key component of the city's distinct character.

**HERITAGE REGISTER**

The Heritage Register is a list of significant heritage properties identified by the community and Council. It is a living document and continue to be added. The Heritage Register gives notice to prospective property buyers that a property is important to the community and it enables staff to monitor proposed changes to those properties through licensing and the development review process. It is not permanent protection.



*New Westminster Heritage Preservation Society's Annual Heritage Homes Tour and Tea.*

New Westminster draws its identity from its long history and resulting heritage character, represented by unique neighbourhoods, individual landscapes and buildings, and traditional activities. These heritage resources are reminders of the area's shared history and cultural development, often visually telling the city's historic narrative.

New Westminster is particularly well known for its collection of Victorian and Edwardian homes, but there are also examples from a wide variety of other equally impressive design periods such as Queen Anne and mid-century modern. Downtown is iconic for its historic ambience, with its late nineteenth- and early twentieth-century stone-clad buildings. Columbia Street contains a large and cohesive collection of commercial historic buildings that carry forward an important legacy of European settlement and the city's ties to the Crown. The city also has a small collection of industrial buildings that convey a sense of the city's vital industrial history.

The city's built heritage needs to be conserved and shared with current and future members of the community, but identifying what counts as a heritage resource and how it is best conserved can be challenging. For example, heritage resources are not simply evaluated for their architectural or aesthetic values, but rather can be assessed for their cultural, educational, spiritual or educational significance.

Heritage conservation work can be celebrated publicly through recognition, inclusion on the annual Heritage Homes Tour and Tea, or with interpretive signage and plaques. Many of the heritage resources in the city are listed in the neighbourhood context statements, or on the Heritage Register, a form of acknowledgement that these places are important to the community.

## Actions

**The City should...**

**7.3c** Develop a Heritage Strategy that identifies and recognizes the city's heritage assets, and that outlines an appropriate conservation approach.

**The City should continue to...**

**7.3a** Regularly update neighbourhood historic context statements.

**7.3b** Regularly update the Heritage Register.

# 8.0 Housing



*A low rise apartment building.*

Living in suitable housing is one of the most important aspects of one's life, affecting many other things: travel, work, health, personal relationships and financial well-being. Due to many different factors, including high housing costs, many residents of the city and region find it difficult to obtain housing that meets their needs.

The city's limited diversity in housing options means that many people must look for homes outside New Westminster. To meet housing needs, the city must be able to offer housing options that are diverse in terms of cost, location, number of bedrooms, tenure and type in each neighbourhood. Meeting housing needs also requires allowing compact and ground oriented forms, such as duplexes, carriage and laneway houses, rowhouses and townhouses. It also includes providing options to help address homelessness, including those at risk of being homeless.





*Houses built on New Westminster's slopes.*

# 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 homeless or at risk of homelessness.
- Policy 8.2: Facilitate access to affordable 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 many different housing policies that have been completed since the previous Official Community Plan, such as the Affordable Housing Strategy, Family-Friendly Housing Policy, and Secured Market Rental Housing Policy.

Housing prices are much higher now than at the time of the previous plan, which makes it more difficult for people to afford single detached dwellings. This plan recognizes the need to provide a full continuum of housing, the need to support an increase in the rental housing stock, and the increased demand for other ground oriented housing options such as carriage and laneway houses, rowhouses and townhouses. This Plan also addresses the role of housing design in social connectivity and cohesiveness.

Through the Land Use Designation Map, this Plan locates the highest number of new housing units within the Frequent Transit Development Areas surrounding each of 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. Some growth will be accommodated Uptown, the core of which has been identified as a Local Centre. Some additional units in single detached dwelling areas take housing forms that maintain neighbourhood character. This allocation for housing is consistent with the strategies included in Metro Vancouver's Regional Growth Strategy. The Land Use Designation Map accommodates the population forecast of 103,871 residents in New Westminster by 2041, which is consistent with the Regional Growth Strategy.

# Policy 8.1: Facilitate the creation and maintenance of housing that offers options for people who are homeless or at risk of homelessness.

*In 2016 New Westminster had 367 beds/units of supportive housing, 52 emergency shelter beds and 36 extreme weather mats.*



*Rhoda Kaellis Residence.*

Keeping a once-homeless person housed, or preventing homelessness in the first place, facilitates improved mental and physical health for that individual and also reduces incidences of emergency department visits, hospitalization, and incarceration, resulting in cost savings for government and society as a whole. Between 2008 and 2014, the number of unsheltered homeless persons counted in New Westminster decreased by 53%. This helps demonstrate that the City has made strides in reducing homelessness, yet it remains a challenge in New Westminster and everywhere else in the region.

The City is actively involved in efforts to prevent and reduce homelessness. The City continues to partner with other levels of government, charitable foundations, faith groups and non-profit organizations to address homelessness and develop income, supports, and a continuum of housing options. 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 none to be homeless. The city is fortunate to have a strong network of organizations that provide supports and housing to people who are homeless and at risk of homelessness.

## Actions

**The City should...**

**8.1a** Develop a new Homelessness Needs Assessment and Action Strategy, in partnership with the New Westminster Homelessness Coalition Society.

**The City should continue to...**

**8.1b** Implement the Community Poverty Reduction Strategy.

**8.1c** Participate in Metro Vancouver homelessness and housing policy initiatives and be represented on associated committees.

**8.1d** Participate in and support the efforts of the New Westminster Homelessness Coalition Society.

# Policy 8.2: Facilitate access to affordable 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, families and individuals may end up living in overcrowded housing or housing in very poor condition. A lack of affordable housing, therefore, can contribute to stress and poor health for community members.

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, and seniors, benefit from these units. A robust housing system should offer a variety of housing choices along a housing continuum to suit the needs of the diverse community, from emergency shelters all the way to home ownership.

The Affordable Housing Strategy and the Affordable Housing Reserve Fund have been established to support the development of affordable housing projects and the retention of existing affordable 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.

## Actions

**The City should...**

**8.2a** Identify and realize additional opportunities to raise funds for the Affordable Housing Reserve Fund.

**The City should continue to...**

**8.2b** Implement the Affordable Housing Strategy.

**8.2c** Partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing.

### PART OF A REGIONAL STRATEGY

Metro Vancouver has a Regional Affordable Housing Strategy (2016) that addresses the high cost of housing in the region with a focus on the rental housing supply. This strategy is used to guide Metro Vancouver actions on housing affordability and also provides recommended actions for municipalities, other levels of government and stakeholders such as TransLink.

### TARGET GROUPS FOR AFFORDABLE HOUSING

While housing affordability is important for all New Westminster residents, six population groups have been identified as priority groups who are particularly affected by housing issues in the city.

- hidden homeless (people staying with family or friends)
- lower-income renters
- seniors and persons with disabilities
- aboriginal households
- immigrants and refugees
- 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.

*New Westminster has had a rental housing vacancy rate of below 3.0% for 22 out of the past 26 years, including a rental vacancy rate of 0.9% in October 2015. Housing experts (including CMHC) consider a rental housing vacancy rate of below 3% to be 'unhealthily low.'*

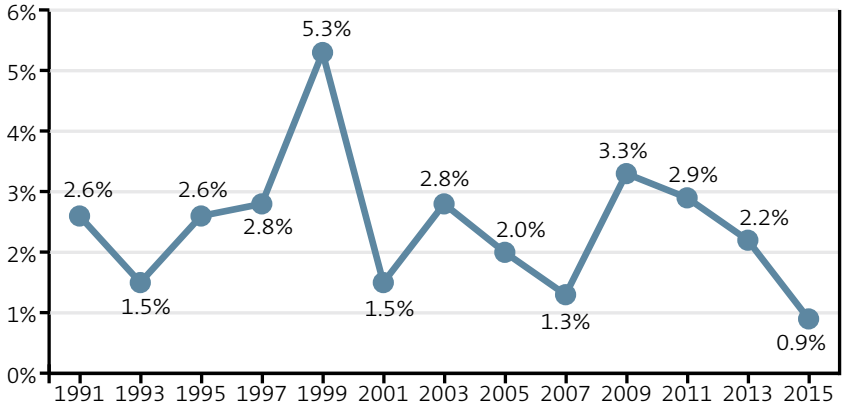
*– CMHC, 2011*

Rental housing accommodates a diverse group of community residents, including families, new immigrants, post-secondary students and seniors. Rental housing can take many forms, including non-market housing, cooperative housing, purpose-built market rental housing, secondary suites and individual apartments rented by owners. 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 the threat of redevelopment and loss of rental units. The City has a series of policies in place to help deal with these challenges, including: the Standards of Maintenance Bylaw, to enforce high-quality 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 the Tenant Relocation Policy, to ensure that tenants evicted due to demolition receive compensation and notice from building owners above and beyond what is required in the Residential Tenancy Act.



**Figure 22.**
**Rental Vacancy Rates**
*Source: Canada Mortgage and Housing Corporation, Housing Market Information Portal*



## Actions

**The City should continue to...**

**8.3a** Facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy.

**8.3b** Implement the Tenant Relocation Policy, which assists tenants of purpose-built market rental housing displaced by redevelopment.

**8.3c** Enforce the Standards of Maintenance Bylaw.

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

### RENTAL HOUSING SUPPLY

The city has an estimated 2,832 secondary suites (2014), 2,515 renter-occupied condominiums (2014) and 8,068 purpose-built market rental housing units (2015).

Using incentives under the Secured Market Rental Housing Policy, 1,265 secured market rental housing units are under construction (as of June 2016).

Between 2010 and 2016, the city lost 55 rental units (from two buildings) to demolition.





*Rental housing in New Westminster.*

# Policy 8.4: Create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs.

*In 2011, townhouses composed 4.1% of New Westminster's housing stock compared with 9.0% of Metro Vancouver's housing stock.*

*– Statistics Canada, 2011 Census*

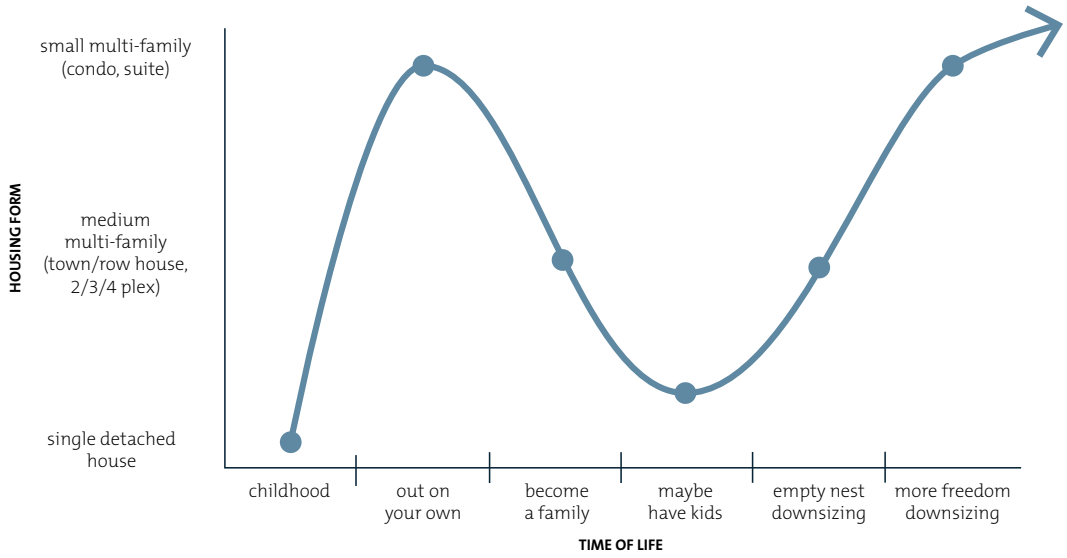
*Dwelling units with three or more bedrooms composed 26.8% of New Westminster's housing stock compared with 50.4% of Metro Vancouver's housing stock.*

*– Statistics Canada, 2011 National Household Survey*

In 2016 single detached dwellings and apartments made up more than 95% of the city's housing stock, resulting in limited housing options appropriate for people of all abilities, ages and family types. Increasing the city's housing options in all neighbourhoods will allow families to meet their changing needs, enable empty nesters and seniors to downsize and remain in familiar surroundings, facilitate settlement and integration by new immigrants and refugees, and retain youth and young professionals who are getting started in the housing market. This will contribute to intergenerational neighbourhoods.

Creating housing options means allowing a wider variety of ground oriented housing types in each neighbourhood. A ground oriented dwelling unit has a separate exterior entrance directly accessible from a street or open space. Examples of ground oriented units include carriage and laneway houses, rowhouses, townhouses, duplexes, triplexes and single detached dwellings. This Plan's Land Use Designation Map creates opportunities for all of these housing forms, in strategic locations throughout the city's single detached dwelling neighborhoods.

**Figure 23. Housing form changes as we age and our life circumstances evolve.**



With increasing housing prices and a lack of housing options, more and more families with children are considering either moving further out into the Fraser Valley or living in apartment units. Three-bedroom units are attractive to families with children but multiple unit housing with three or more bedrooms is in short supply. In response, the City adopted the Family-Friendly Housing Policy, which requires minimum percentages of two- and three-bedroom units in new multiple unit buildings.

As baby boomers age and the number of seniors rapidly grows, more adaptable housing units are needed in order to allow seniors to downsize and remain in the community. 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. 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.



*Allowing laneway or carriage houses behind single detached dwellings creates more housing options while maintaining the neighbourhood character.*



| Dwelling Type | Units | Percent |
|---|---|---|
| Single Detached Dwellings (including suites) | 8,450 | 28% |
| Duplexes | 115 | <1% |
| Townhouses and Rowhouses | 1,260 | 4% |
| Apartment (less than 5 storeys) | 11,365 | 37% |
| Apartment (5 or more storeys) | 9,315 | 31% |
| Other | 75 | <1% |
| **Total Housing Units** | **30,580** | **100%** |

**Figure 24.**
**Housing Stock in 2011**
*Source: Statistics Canada, 2011 Census*

## 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 and triplexes.

# Policy 8.5: Design housing to be livable and to foster social cohesion and connectivity.

**SOCIAL CONNECTIVITY**

In a survey of 320 New Westminster parents in 2014, only 41% felt connected with their neighbours—they knew their names, picked up their mail when they were away, their kids play together.



*Dancing in Hyack Square.*

Relationships and social connections can be a source of enjoyment, happiness and support, helping people to feel part of a society where their needs are considered as well as the needs of others. A socially cohesive community is one where people are more likely to know their neighbours and fellow community members. The entire neighbourhood is home.

Social connectivity and engagement has become an increasingly important theme in city planning, with greater consideration given to the design of housing. For example, well-designed and shared open spaces in multiple unit residential buildings provide opportunities for residents to be neighbourly, for children to play together, and for people of different abilities, ages and cultures to interact. Activities such as these combine to help build a community with an identifiable character and sense of pride. The design of multiple unit residential buildings is guided by Development Permit Areas and related guidelines, with the latter facilitating design that fosters social connectivity.

Public spaces such as plazas or community gardens can also be designed in a way that fosters social connectivity and livability. These spaces are places to relax, socialize or interact with neighbours. 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. The activities that take place in these public spaces can also help connect people; common activities like a free Zumba classes in the park can bring people with a similar interest together.

## 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.

# Policy 8.6: Provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context.

New Westminster is an attractive 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 and contributes positively to the neighbourhood.

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 surrounding SkyTrain stations. The next highest number of housing units will be located along pedestrian-oriented transit corridors, such as East Columbia Street and mixed-use nodes such as Uptown, which has been identified as a Local Centre. The Plan also locates some additional ground oriented units in single detached dwelling areas. This allocation of growth maximizes the opportunity for residents to easily access services by foot, bike or public transit. Other amenities, like child care, parks and public spaces, also need to be accessible. To maintain a livable city, the number of these amenities must grow as new residents, employees and students move into the city.

The City must continue to review population projections to ensure that plans are in place to expand community amenities and infrastructure in step with population growth to continue to meet demand. These projections and expectations about where growth will be focused are important for the New Westminster School District, which uses information provided by the City in its planning for schools.

*By 2041, the Metro Vancouver Regional Growth Strategy projects that New Westminster will have 47,000 dwelling units, an increase of approximately 16,400 units over 2011.*



*Walking towards the 22nd Street SkyTrain Station.*



## Actions

**The City should continue to...**

**8.6a** Work with neighbourhoods and developers to address neighbourhood concerns and ensure that new developments are designed with respect to the neighbourhood context.

**8.6b** Work with the New Westminster School District in planning for future schools to ensure individual school capacity is aligned with projected population.

# 9.0 Parks and Recreation



*Having fun playing in the Queen's Park spray park. (Photo: Brenda Fairfax, OUR CITY Photo Contest Finalist)*

The City's park system includes a wide array of park spaces, natural areas and opportunities for active and passive recreation, and the City strives to provide a diverse range of programming to meet the needs of all community members. Access to community parks, community facilities and recreational facilities is important for fostering healthy lifestyles, encouraging social interaction and enhancing livability.

Livable communities are also connected by a variety of pedestrian-oriented linkages, including trails, multi-use paths, greenways and bicycle networks accessible to all community members. These corridors connect various community hubs, such as parks, facilities and the riverfront, as well as provide wildlife habitat and green infrastructure in the urban environment. Ideally, public spaces will be available to all community members within a five-minute walk.

As the population grows, the City will be challenged to ensure there are appropriate parks, open spaces and community and recreational facilities to meet the growing needs of residents. To maintain quality of life in the city, this requires establishing new parks and open spaces in proportion to population growth—if not higher. The City must be strategic and innovative in capitalizing on opportunities to increase the park inventory, replace or retrofit aging facilities, and provide amenities and programming for a diverse and growing population.

The City maintains relationships with New Westminster School District, TransLink, developers and business associations to create and capitalize on opportunities to use vacant land, even if only temporarily, for park and recreational programming.

As New Westminster undergoes more intensive residential development, providing recreational amenities, offering arts and cultural activities, and ensuring high-quality connections between parks and open space systems will become increasingly important in shaping the community's overall well-being.

# Parks and Recreation in the Official Community Plan

**Goal 9: New Westminster provides excellent programs, events and recreation opportunities for all within a high-quality, comprehensive network of parks, open spaces and facilities.**

| | |
|---|---|
| Policy 9.1: | Maintain and develop a network of trails and greenways to ensure a high-quality recreational experience. |
| Policy 9.2: | Provide well-designed parks and open spaces that accommodate and respond to the needs and demands of the diverse and growing community. |
| Policy 9.3 | Ensure versatile recreation facilities and programming that are responsive to the changing needs of the community. |
| Policy 9.4 | Find innovative opportunities to create parks and open spaces. |
| Policy 9.5 | Create connections to and along The Riverfront while also enhancing the diversity of experiences and activities. |

***This Plan...*** acknowledges that land is limited and in high demand, which poses a significant challenge for the City in acquiring new lands for large parks and recreation facilities. Consequently, this Plan encourages innovative strategies for creating new parks and open spaces, including smaller and more-compact parks, and non-traditional public spaces. Since the previous plan, the Master Transportation Plan has been developed, which enhances the greenway system through provision of trails, green streets, parks and parklets.



*Kids playing in Queen's Park (Photo: Bob Kennedy, OUR CITY Photo Contest Finalist)*

# Policy 9.1: Maintain and develop a network of trails and greenways to ensure a high-quality recreational experience.



*New Westminster community members out walking.*

Residents value public spaces that link local and regional destinations and connect pedestrian activities and amenities. As the population grows and more intensive residential development occurs, providing high-quality connections between parks, amenities and open public spaces becomes even more important.

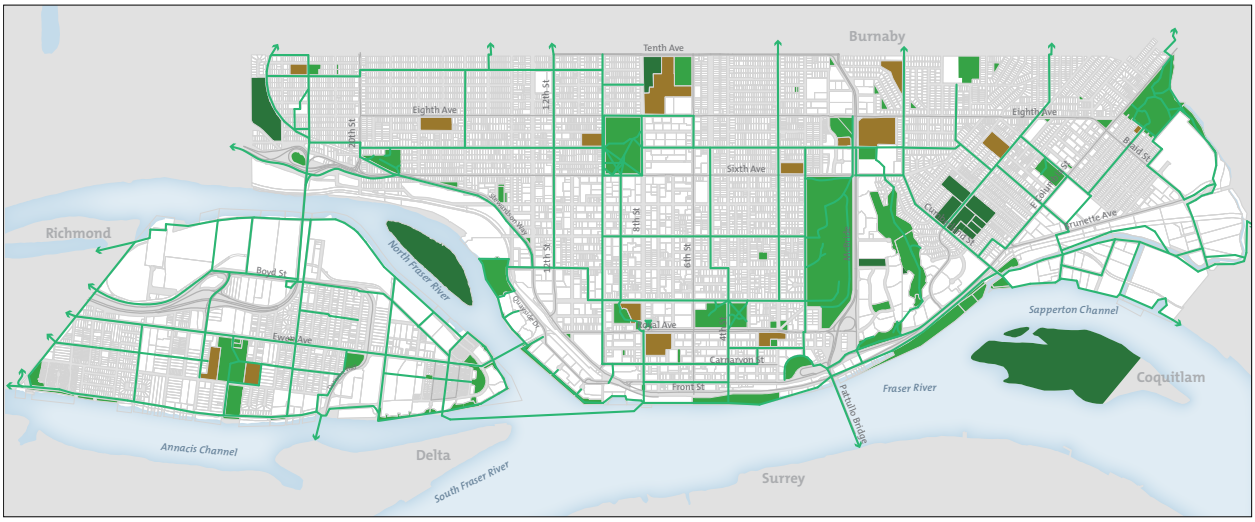
An integral part of the city's transportation network, trails and greenways also play an important role in providing recreational space for the community. These networks can increase the reach of parks, extending the park experience into dense urban areas, and have potential to become places themselves. These networks also extend beyond the city's borders, creating regional connections such as the blueways that are part of the Experience the Fraser Canyon to Coast Trail.



### Map 8. Parks, Trails and Greenways Map

**KEY:**

Greenways and Trails | Parks/Open Space | Other Open Space | Schools




[BYLAW NO. 8151, 2019]

A well-designed, interconnected trail and greenway network encourages walking and cycling by making these activities more safe and enjoyable. Trails are excellent places to walk and talk with friends, walk the dog, connect with and reflect on the natural surroundings, and run or ride for exercise. New Westminster's greenways and trails encourage cycling as a recreational activity that is comfortable and safe for all ages and abilities. Ideally, all residents will live within one kilometre of the city-wide greenway system.

## Actions

**The City should...**

**9.1a** Develop a comprehensive wayfinding program to strengthen existing trails and greenways.

**9.1b** Explore opportunities to create blueways to connect trail and greenway networks between the mainland and Queensborough.

**The City should continue to...**

**9.1c** Prioritize greenway and trail connections to regional networks and to major park sites, community facilities and public transit hubs across the city.

**9.1d** Develop and manage the Brunette Fraser Regional Greenway, Central Valley Greenway, BC Parkway, and Experience the Fraser Canyon to Coast Trail in collaboration with other agencies.

**9.1e** Implement the Trail and Greenway Master Plan to strengthen access to and connections between parks, community facilities, commercial areas and other key destinations.

### DEFINING TRAILS AND GREENWAYS

**A Trail** – is a walking and cycling path, separated from traffic, with paving, mulch or gravel footing, usually running through a park and near natural features such as forests and rivers.

**A Greenway –** is a walking and cycling route with significant natural enhancements of trees and planted boulevards, intended to promote active recreation as well as ecological connectivity. These tend to be wider than trails, allowing easy multi-modal access without conflict for people walking or using bikes, scooters or wheelchairs.

**A Blueway –** also known as a water trail or a water path, includes launch points and points of interest for kayakers, canoeists, and paddle boarders.

# Policy 9.2: Provide well-designed parks and open spaces that reflect the needs and demands of the diverse and growing community.

**PARK TYPES**

**City Parks –** are a place of city-wide celebration and activity. Festivals, holiday celebrations and cultural events occur here alongside day-to-day informal use. City parks are large in size and feature a wide variety of amenities and experiences.

**Community Parks –** are large parks that primarily serve the needs of a neighbourhood area. These parks contain valued amenities and many focus on organized sports.

**Neighbourhood Parks –** are small parks focused on providing play and outdoor recreation opportunities within an accessible distance of neighbourhood residents. They typically have playgrounds, community gardens, nature play areas, and other informal recreation areas.

**Parklets –** are typically an extended platform over a parking space in retail and commercial areas, and can include benches, tables, chairs, landscaping and bike parking. Each is unique in design and offers interesting spaces for people to sit and relax.

The City has a wide array of park space, including community parks, neighbourhood parks, natural areas, green open spaces and plazas. For a compact city, New Westminster is fortunate to have so many varied and beautiful outdoor spaces.

Access to parks and open spaces provides community members with a number of social and health benefits. Parks provide opportunities for community members of all ages and abilities to engage with their community. Cities that provide safe and attractive places to exercise, walk, and cycle have healthier residents. Parks and open spaces encourage social interaction, enhance livability and have a restorative effect on mental health. Specifically, children who are physically active are healthier, happier, have increased self-confidence, a greater ability to focus and are better at making friends.

The City seeks to challenge the notion that parks and open spaces must be discrete, bounded spaces by incorporating them into the public realm through the creation of Great Streets, small-scale amenities and public spaces.

In 2017 New Westminster had approximately 177 hectares (437 acres) of parkland. The Parks and Recreation Comprehensive Plan recommends that the City acquire land for neighbourhood parks within a five-minute walk of all homes. While virtually all residents live within a five-minute walk to a park, there are exceptions in small areas of the West End and Uptown and not all parks feature the same extent of features and amenities.

The Parks and Recreation Comprehensive Plan also recommends maintaining a ratio of 2.22 hectares (5.49 acres) of parkland per 1,000 people. In 2011 there were 2.40 hectares (6.18 acres) per 1,000 people. Population projections suggest that new parkland will be needed to prevent a deficiency of park space. Initiatives to acquire new park space should prioritize neighbourhoods that do not meet the recommended ratio, and neighbourhoods where growth is anticipated. Where future park land acquisition is not feasible, well designed connections to and between parks via greenways, trails and bike routes will be developed.

As the city densifies, it will also be increasingly important to protect and maintain existing parks and open spaces to adequately serve

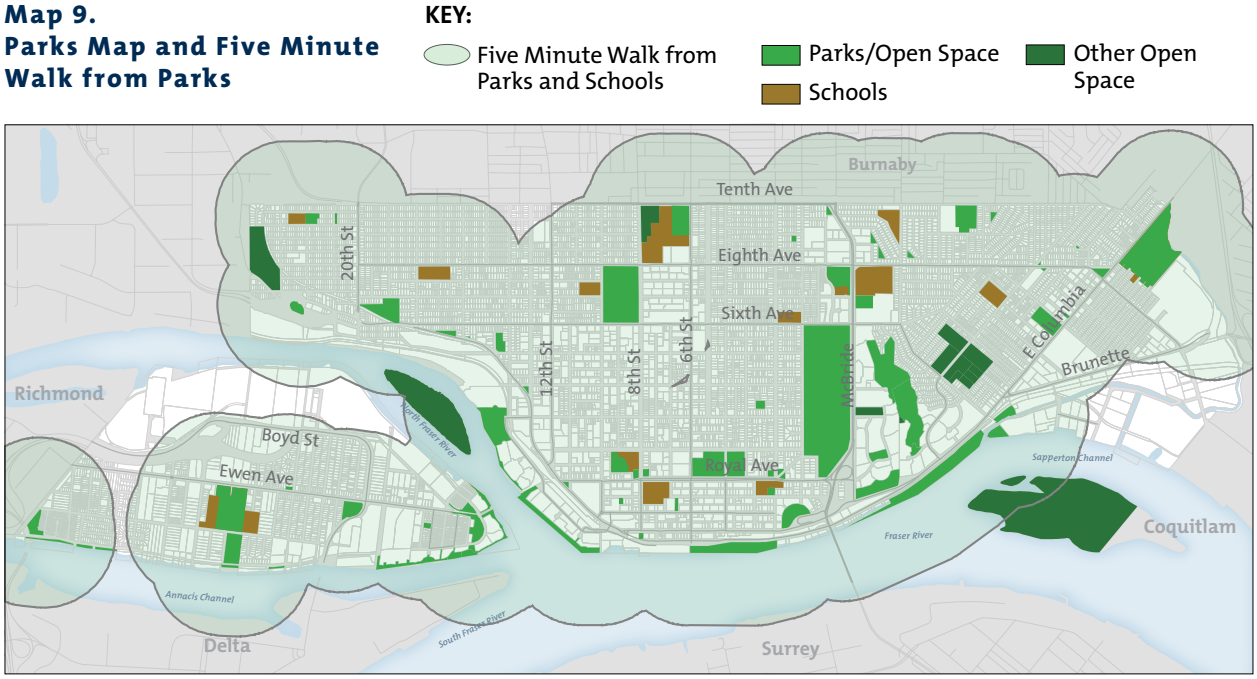
the residents of and visitors to the city. Moreover, the very concept of green space sufficiency is becoming increasingly complex. For example, larger tracks of land will be required for future sports fields and given the land constraints in the city, partnerships with other land owners will be increasingly important.

Public use of urban green space is not only growing with populations, but is also diversifying into a greater variety of recreational needs. New Westminster must balance the need for passive recreation and healthy natural areas with the social demand for well-designed and programmed city parks.



*Gardens in Queen's Park. Photo: Melinda Conte, OUR CITY Photo Contest Finalist)*

**Map 9.**
**Parks Map and Five Minute Walk from Parks**




[BYLAW NO. 8151, 2019]

| Year | 2011 | 2041 |
|---|---|---|
| Total Population | 65,976 | 103,871 |
| Total Park Space (ha) | 158.59 | *158.59* |
| Hectares Per 1,000 People | 2.40 | *1.53* |

**Figure 25.**
**Park to Population Ratio**
***Source: City of New Westminster and Statistics Canada, 2011 Census.***

Note: The Park to Population Ratio for 2041 assumes no new park space, demonstrating the need for more.

## Actions



*Rollerblading at the Boro All Wheel Park (Photo: Ryall Park).*



*Belmont Parklet.*

**The City should...**

**9.2a** Develop a Land Acquisition Strategy to help guide planning and decision-making related to increasing the city's inventory of parks and open spaces, particularly in areas lacking park space.

**9.2b** Explore opportunities through development projects to engage in public-private partnerships, and partnerships with other agencies, for support of parks and open spaces.

**9.2c** Work with other levels of government to explore using public utility corridors for parks and recreational purposes.

**The City should continue to...**

**9.2d** Implement and update the Parks and Recreation Comprehensive Plan to ensure that there is a sufficient amount of well located parks and amenities throughout the city.

**9.2e** Implement the Queen's Park Master Plan.

**9.2f** Identify opportunities for pilot projects, in addition to longer-term improvements, that can be implemented quickly and inexpensively.

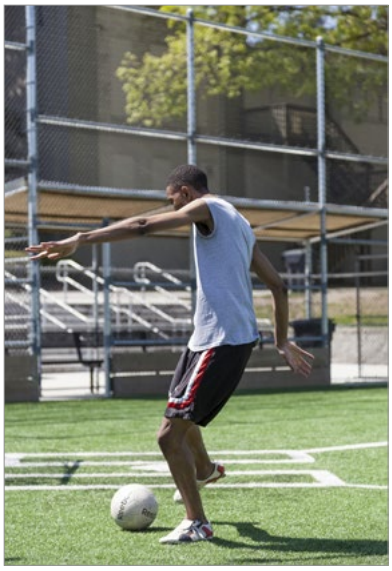
# Policy 9.3: Ensure versatile recreation facilities and programming that are responsive to the changing needs of the community.

The city's parks contain community centres, gymnasiums, pools, arenas, sports fields and playgrounds. The City strives to provide exemplary customer service and a wide variety of aquatic, fitness and community-related programs. New Westminster's population is aging and an increasing number of residents do not speak English at home, which requires that programming be continually adapted to meet the needs of all users.

As facilities age and approach the end of their useful lives, the City must address their replacement or redevelopment. When replacing facilities, it is important that new designs be flexible in use to accommodate the diversity of user needs and that they provide a wide array of programming suited to all demographics. The redevelopment of Canada Games Pool and Centennial Community Centre are a key priority in 2016. The new facilities are envisioned as a community heart, providing programming, cultural celebrations, community meeting spaces, and more. By including companion uses, such as cafes and other amenities, the new centre can become a hub for community building and interaction.

Some recreation facilities are not easily accessible by public transit, particularly from the West End, Connaught Heights and Sapperton neighbourhoods. Future developments around 22nd Street and Braid Street SkyTrain stations present opportunities to place new amenities within walking distance to transit.



*Queens Park East Field.*



## Actions

**The City should...**

**9.3a** Work with developers to secure community recreation facilities through the development of new master-planned communities in the Sapperton neighbourhood.

**The City should continue to...**

**9.3b** Implement the Parks and Recreation Comprehensive Plan.

**9.3c** Prioritize the redevelopment of Canada Games Pool and Centennial Community Centre.

# Policy 9.4: Find innovative opportunities to create parks and open spaces.

**DOG RELIEF STATION**

Similar to a parklet, a dog relief station is a small open space for dogs that is located in an urban centre. The City has installed a one-year trial station at the southeast corner of Begbie and Columbia streets. The relief station is located within a portion of an existing garden bed and features fences, a bag dispenser and artificial turf specifically designed for dogs to do their business. Unlike larger off-leash dog areas, the dog relief station is not an off-leash area for exercise or socialization. The trial will allow staff to consider feedback from Downtown residents and businesses, how often the dog relief station is being used, and its impact on the amount of dog waste left on sidewalks.

With limited land available, innovative approaches are needed to create new parks and open spaces throughout existing developed areas. Such approaches include using underutilized spaces such as road ends not needed for access. This is how Hyack Square and Sapperton Plaza were created. Road ends in other locations could also be transformed into new parks, community gardens or other open space. Oversized road rights-of-way, like the central boulevard on Queen's Avenue, could also provide an opportunity for creative open space.

Community members have also indicated that they would like more small-scale, local-serving public amenities, such as movable benches and tables, engaging public art, urban agriculture, coffee kiosks, parklets and dog parks sprinkled throughout the public realm.

Parklets transform on-street parking stalls and sidewalk bulges into comfortable places for people to sit, socialize and enjoy the city. They support local businesses by providing unique public spaces that attract customers and promote socialization. The City has implemented successful parklets on East Columbia Street and Belmont Street.

Privately owned public spaces are an important part of New Westminster's open space network and public realm. The success of such spaces lies not just within the design of the spaces themselves, but in how they work with surrounding public spaces, including streets and other open spaces, to contribute to the overall network. Privately owned public spaces such as plazas developed in larger development projects can also contribute to parks and open spaces in a community by filling in gaps where necessary, creating new focal points, protecting important views and enlivening the public realm.

## Actions

**The City should...**

**9.4a** Encourage the inclusion of a designated dog relief station in new multi-unit residential developments.

**9.4b** Work with developers to provide privately owned public spaces (POPS) in new development projects, including those identified in the Downtown Building and Public Realm Guidelines.

**9.4c** Expand the Parklet Program to include one parklet per year in each of the city's neighbourhoods.

# Policy 9.5: Create connections to and along The Riverfront while also enhancing the diversity of experiences and activities.

The City has made great progress in redefining and reinforcing the waterfront —The Riverfront— as a valuable asset and has started to reconnect residents, visitors and employees with the Fraser and Brunette rivers. The Waterfront Vision will seamlessly connect the riverfront through a system of parks and greenways running east-west along the length of the city, connecting to major regional trail and greenway networks. North-south connections will also be improved.

A challenge to developing a riverfront greenway is the conflict between providing safe access to riverfront greenways without conflicting with river-based industrial uses that support New Westminster's economy. When opportunities arise, the City will explore interim connections around industrial land and the potential for safe access through these lands to lookout points on the river.

The Waterfront Vision will animate the city's riverfront all year long by encouraging visitors to cross the rail tracks to connect with the Fraser and Brunette rivers. Along with enhanced access and facilities, The Riverfront's recreation and tourism potential will be bolstered by public spaces, activities and the diverse mix of natural elements and industrial character. Providing opportunities to directly and safely interact with the rivers is also important. Docks, wharves, beaches and other features that allow people direct access to the rivers will be included along the length of riverfront greenways. The scale and impact of Westminster Pier Park, which opened in 2012, has made this park a keystone element of The Riverfront.

Riverfront revitalization will ultimately deliver more parkland, improve public access and create a network of high-quality public open spaces that will attract tourism and investment.

**QUEENSBOROUGH PERIMETER TRAIL**

The Queensborough Perimeter Trail is one of the city's most popular and valued outdoor recreation resources. The trail not only is a facility for walking, running and cycling, but also connects residents to the riverfront. Interpretive panels have been introduced to tell the stories of the evolution of the city, its people, industry, and geographic and ecological characteristics. Once completed, the trail will be approximately 7.5 kilometres (4.7 miles) long.



*Vollyball at Westminster Pier Park.*



## Actions

**The City should continue to...**

**9.5a** Implement The Waterfront Vision and the Downtown Building and Public Realm Design Guidelines.

# 10.0 Public Realm and Urban Design



*The public realm should be accessible to people of all ages.*

The public realm is the collection of publicly owned spaces in the city. This is usually thought of as parks and civic buildings, but it also includes streets, sidewalks, greenways, boulevards and plazas. Urban design is the aesthetic treatment of spaces to create functional and inviting places for people to use and enjoy. Creative urban design solutions involve the arrangement and design of built elements at scales ranging from an individual site or building to neighbourhood and networks spanning the entire city.

Good urban design of the public realm fosters great civic spaces and areas that are welcoming and well used by residents, students, visitors and workers. Successful implementation of public realm and urban design standards will continue to help the city become a truly livable place, where community members can live, study, play and work.

The guiding principles of both public realm and urban design are:

1. **Identity –** Create public spaces as places with authentic character and identity.
2. **Diversity –** Provide a mix of public spaces to support varied uses. Maintain the diversity and uniqueness of neighbourhoods and meet the needs of current and future populations.
3. **Community –** Ensure public spaces engage the local community and contribute to community health and well-being.
4. **Sustainability –** Consider best management practices for all development. Design a public realm that increases environmental, material, financial and social sustainability.
5. **Interfaces –** Provide a mix of building types that accommodate diverse uses and whose forms relate to surrounding streets, riverfronts and public spaces, attracting residents and visitors.
6. **Accessibility –** Incorporate universal accessibility design into the public realm to allow barrier-free access.
7. **Connectivity –** Ensure permeability with safe links within neighbourhoods and to surrounding areas for all modes of transport.

# Public Realm and Urban Design in the Official Community Plan

**Goal 10: New Westminster is a livable city, with an attractive, dynamic urban character demonstrating innovation and leadership in the design of the built environment.**

Policy 10.1: Require a high standard of urban design to facilitate attractive and well-integrated development throughout the city.

Policy 10.2: Design complete streets that promote livability, animate the public realm and encourage people of all ages to mingle and socialize.

***This Plan...*** identifies physical design standards necessary to achieve high-quality urban development and public realm. Development Permit Areas and guidelines have been included for different building types, including residential, commercial, mixed use and industrial buildings, that take into consideration the character of neighbourhoods throughout the city.





*Sidewalk and boulevards are important public spaces.*

# Policy 10.1: Require a high standard of urban design to facilitate attractive and well-integrated development throughout the city.

**URBAN HEAT ISLAND**

Urban heat islands are areas of elevated temperature typically lacking in vegetation and surrounded by concrete buildings, asphalt roads and parking areas. These areas can increase health risks associated with pollution, poor air quality and heat stress. Exposure to environmental hazards may have a disproportionate effect on vulnerable populations, especially the elderly. Awnings and canopies along building street fronts provide shade as well as weather protection from rain and snow. Public water fountains in parks and on public streets can provide some relief from the heat. Trees and green boulevards provide a cooling effect and clean air, improving urban community members' health and comfort levels.

Good urban design stimulates lively communities that attract people and investment. High-quality design can also improve quality of life for community members. As the city continues to grow and change, new development must be sensitive to and reflective of the identity and heritage of the community. Development projects must show creativity in design expression while ensuring quality and compatibility with the neighbourhood, including compatibility in scale, form, massing, height and the relationship between new development and existing buildings.

This Plan includes Development Permit Areas with guidelines to address how buildings combine with streets and public spaces to create unique, attractive places that fit within their surroundings and wider context. Key concerns include community safety, accessibility, views, shadows, sustainability, quality of life and heritage. Development proposals are evaluated to ensure that the intent of the guidelines is met and that new buildings contribute to placemaking. Development permit guidelines are tailored to reflect the characteristics that make the city's neighbourhoods unique.




*Privately owned, publicly accessible open spaces can create new focal points in neighbourhoods. (Source: HAPA Collaborative).*

New development in higher-density areas such as Uptown and Downtown are encouraged to incorporate publicly accessible open spaces. While the space is privately owned, it is intended to feel inviting, like a public space. To be successful, these publicly accessible spaces must be laid out, programmed and designed in tandem with the built form, with building massing and location arranged on the site to provide the best-possible open space environment.

High-quality urban design can lead to improved public health and sense of community.  People living in pedestrian-oriented neighbourhoods are more likely to know their neighbours, trust others, and be socially engaged. Local retail, coffee shops, restaurants and corner stores can contribute to distinct streets, neighbourhoods and districts.









*Active ground level facades.*
*(Left image source: Perkins+Will . Right image source: Weinstein A+U Arch)*

# Policy 10.2: Design complete streets that promote livability, animate the public realm and encourage people of all ages to mingle and socialize.

**GREEN INFRASTRUCTURE**

Introducing nature back into the urban environment is a growing aspiration. The City is working to progressively manage heat island impacts and stormwater runoff, capture more carbon, and create sustainable urban environments that reach beyond the pursuit of LEED-rated buildings. Greenways, boulevards, urban streams and wetlands, and the urban forest are just some of the natural features that make up New Westminster's system of green infrastructure. These features are also part of the public realm and contribute to high-quality urban design.

Streets are often the most vital yet underutilized public spaces in cities. Historically, streets in New Westminster have tended to be designed for traffic. However, they City recognizes they play a much larger role in the public life of the city and should be designed for all users. Streets can promote livability when they are designed for all ages, abilities, and modes of travel. Some streets must be reconfigured to recognize the needs of all users and meet new needs.

Pedestrian-focused design features such as seating, lighting, trees and wide sidewalks animate the public realm and encourage people to walk, bike and socialize. Street trees and planted boulevards are important features that provide shade and cooling, connect open spaces and habitats, and enhance ecological functions.

Animating public space refers to the deliberate, usually temporary, employment of festivals, events, programmed activities, or pop-up leisure space to transform, enliven, and/or alter public spaces to improve urban life. Examples of animating public space include, but are not limited to, interactive art installations, movable street furniture, pop-up markets, food trucks, book trading posts, public yoga classes, and musical performances. In this sense, the animation of public space recognizes, legitimizes, and values various perspectives on what it means to live in New Westminster or a particular neighbourhood. How public spaces are animated, therefore, enables rich understandings of people's values and attachments to their communities.




*Store windows and the parklet help animate East Columbia Street.*

Great Street amenities, including wider sidewalks, curb bulges, seating and plantings, are used to enhance the public realm and open spaces along busy corridors. These amenities contribute to a healthy community by fostering active transportation, encouraging social interaction and enhancing livability. Land use plays an important role in animating a streetscape, as do active street frontages such as shops and cafes where the visible activity within the building adds to a sense of street activity. Parklets are encouraged on the city's Great Streets since they also add life and vitality to the city.

Well-designed streets function as economic assets as much as transportation assets. Streets with pedestrian amenities generate higher revenues for businesses because they encourage people to stop, look, shop and linger.

Local streets are an important part of the public realm and should also be designed to enhance neighbourhoods. This includes providing wide sidewalks, boulevards that separate people from traffic, and trees that provide shade.



*Lamp post and hanging baskets can enhance the public realm.*



## Actions

**The City should...**

**10.2a** Implement an urban design plan for designated Great Streets and complete streets.

**10.2b** 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.

**10.2c** Develop a placemaking strategy that identifies innovations in public space animation, enhancement and management.

**10.2d** Develop a Land Acquisition Strategy to help guide planning and decision-making related to increasing the city's inventory of parks and public open space, particularly in neighbourhoods lacking public spaces.

**10.2e** Create neighbourhood-specific public realm guidelines that include public art, elements that support climate change adaptation, and highlight the culture and diversity of the neighborhood.

# 11.0 Transportation and Accessibility



*Pedestrian and bike crossing on Royal Avenue.*

[BYLAW NO. 8151, 2019]

New Westminster is ideally situated in the heart of Metro Vancouver, making several key destinations accessible, including downtown Vancouver, the Vancouver International Airport or the US border. Five SkyTrain stations along two main transit lines provide convenient access for those who live or work in the city. Centred at the crossroads of a regional transportation system, New Westminster also plays a vital role for businesses that require a central distribution point by road, rail or water. While this central location has multiple benefits, the livability, economic vitality and environmental health of the city can be negatively affected when the volume of local and regional trips and the choice of travel mode are not properly balanced.

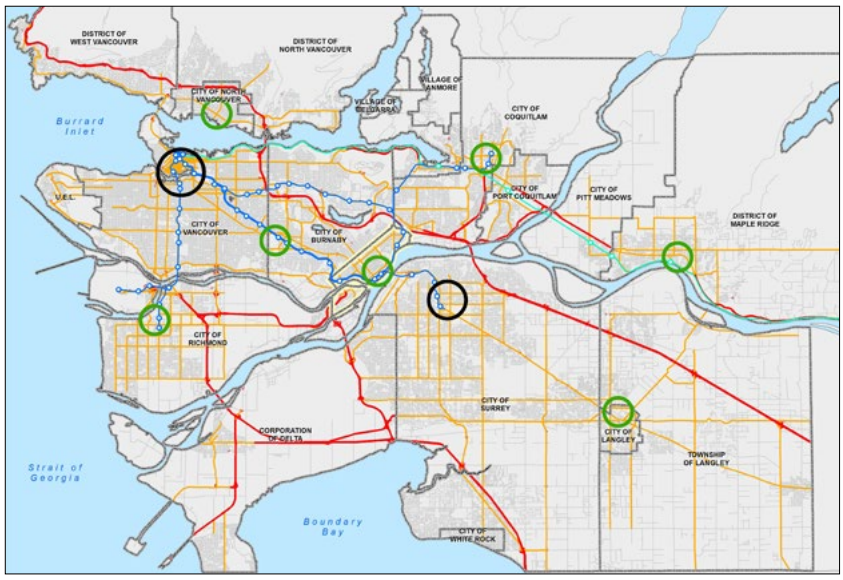
Looking out to the year 2041, the region will have added over one million people and New Westminster will remain its centre. The city will also have significant growth in population and employment. This situation calls for a transformative and innovative approach to transportation management, where the growth in trips is met through a significant shift toward more transit use, walking and cycling.



**Map 10.**
**Regional Transportation Context**

**KEY:**

- Metropolitan Core
- Regional City Centre
- Highway
- Arterial
- Other Road
- SkyTrain
- West Coast Express



# Transportation and Accessibility in the Official Community Plan

**Goal 11: New Westminster's transportation system is accessible to people of all ages and abilities, supporting a compact, sustainable and prosperous community.**

| | |
|---|---|
| Policy 11.1: | Promote transportation choice and a safe, well-functioning transportation system. |
| Policy 11.2 | Support the development of Great Streets as destinations unto themselves and as corridors that connect key destinations. |
| Policy 11.3 | Encourage people to walk more by making the pedestrian environment safe, comfortable and convenient. |
| Policy 11.4 | Develop a complete bicycle network, providing convenient routes that are safe and comfortable for people of all ages and abilities. |
| Policy 11.5 | Collaborate with TransLink to provide improved transit services and facilities that increase the attractiveness of transit. |
| Policy 11.6 | Manage the road network for the safety and reliability of all road users. |
| Policy 11.7 | Minimize the impacts of vehicles and goods movement within and through the city. |
| Policy 11.8 | Implement parking management strategies and other transportation demand management measures. |

***This Plan...*** aligns with the Master Transportation Plan to provide a framework for delivering a sustainable and integrated transportation system. Both plans prioritize the creation of a walkable, transit-oriented city that enhances safety and livability while also recognizing the importance of facilitating vehicle and goods movement.

The Land Use Designation Map in this Plan allocates growth around SkyTrain stations and along current and future Frequent Transit Network corridors. These areas are expected to have a mix of commercial uses and housing. This development pattern will foster the coordination of land use and transportation planning and support a sustainable transportation network.

# Policy 11.1: Promote transportation choice and a safe, well-functioning transportation system.

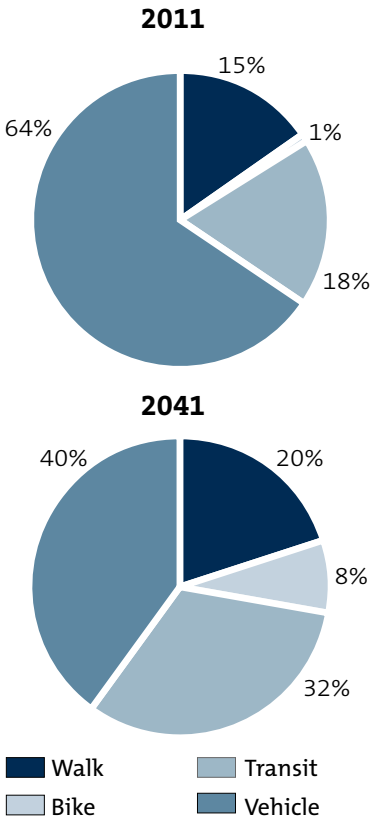



**Figure 26.**
**2041 Transportation Targets for Daily Trips**
***Source: Master Transportation Plan (2015)***

Note: Daily trips are on a 24-hour basis and refer to trips originating in New Westminster.

[BYLAW NO. 8151, 2019]

The City's Master Transportation Plan provides a detailed set of policies and actions to guide the future transportation system. The Master Transportation Plan focuses on the importance of providing safe, efficient local access but also recognizes the important role New Westminster plays in the regional transportation system. The Master Transportation Plan prioritizes transportation infrastructure and services for the most vulnerable road users – pedestrians and cyclists, and improving their connections to transit and key destinations within the City.

In 2011 vehicles trips made up 64% of daily trips, compared to 36% for transit, walking and cycling combined. By 2041, the target is for transit, walking and cycling to make up 60% of trips. The result of this shift to sustainable modes will be that the number of vehicle trips generated locally will stay about the same even with the forecasted population and employment growth.

TransLink's Regional Transportation Strategy (2013) sets a target of 50% of all trips in the region to be by transit, walking, and cycling by the year 2045. The achievement of the regional target will be very important to New Westminster's future. Without a significant mode shift throughout the region, the full benefits of mode shift achieved within New Westminster will not be realized.

As the City continues to grow and change, livability, safety and environmental quality will be achieved through no net increase in the capacity of the road network. This means that the projected growth in trips will be accommodated with the expanded use of transit, walking and cycling, both locally and regionally. Those that still choose to or need to drive will be encouraged to carpool or the use car share programs.

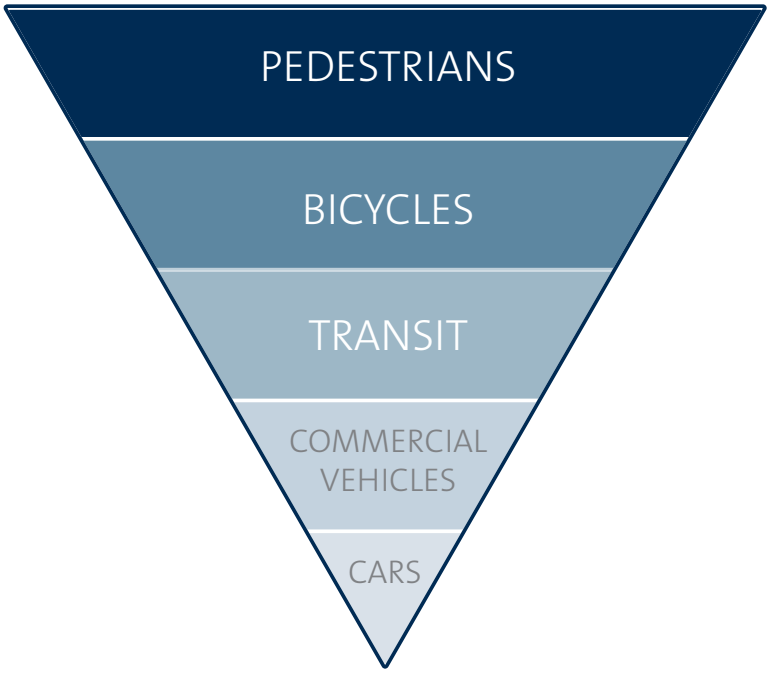



**Figure 27.**
**The Transportation Hierarchy**
*This hierarchy will guide decision-making by promoting the shift in transportation patterns and choices over time.*



## Actions

**The City should continue to...**

**11.1a** Work with the private sector to identify partnership opportunities to finance new facilities that assist in achieving a greater shift toward walking, cycling, and transit use.

**11.1b** Implement the policies and actions identified in the Master Transportation Plan and current best practice to achieve no net increases to vehicle capacity.

**11.1c** Explore opportunities through development projects to include services and amenities that prioritize walking, cycling and transit, and help achieving the mode-share targets and vehicle kilometres travelled for 2041, as outlined in the Master Transportation Plan.

# Policy 11.2: Support the development of "Great Streets" as destinations unto themselves and as corridors that connect key destinations.

**GREAT STREETS**

The Master Transportation Plan identified six great streets:

- Columbia Street
- East Columbia Street
- Ewen Avenue
- Sixth Avenue
- Sixth Street
- Twelfth Street




*East Columbia Street is one of the city's Great Streets.*

Great Streets help create great neighbourhoods and, similar to a "complete streets" approach, this concept acknowledges that streets also serve as important public spaces. The role of Great Streets goes beyond moving people from one part of the city to another—they are destinations unto themselves. These destinations require the creation of versatile corridors where residents and visitors can play, shop, celebrate, socialize and exercise.

The Great Streets identified in the Master Transportation Plan are the "main streets" for their neighbourhoods and are focal points of the city, concentrating retail, services and amenities that support the surrounding neighbourhoods. Many Great Streets are also on the Frequent Transit Network, which provides an opportunity to integrate transit into the urban fabric. The addition of improved bus infrastructure, and transit-priority measures where appropriate, can help to enhance transit efficiency.

Appropriate architecture, urban design and land use planning will strengthen the function of Great Streets. Improving the physical comfort of the street can be achieved through means such as widening sidewalks or adding boulevards that separate people from traffic. Public spaces can be made more inviting by locating them in the bustle of street activity and providing places to rest, landscaping, street trees, improved lighting, bicycle parking, weather protection, public art and wayfinding. This investment in the public realm helps encourage private businesses to seek locations on these vibrant, prosperous streets.

## Actions

**The City should continue to...**

**11.2a** 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.

**11.2b** Implement the Great Streets policies and actions identified in the Master Transportation Plan and current best practice.

# Policy 11.3: Encourage people to walk more by making the pedestrian environment safe, comfortable and convenient.

Walking is the most convenient, space friendly and lowest cost form of mobility. Every trip, especially by transit, involves walking at least part of the way. A culture of walking also helps promote prosperous local businesses, social connectedness, and inclusive communities.

The Master Transportation Plan contains many polcies and actions to help improve the pedestrian environment. New Westminster's street fabric of small blocks, sidewalks (usually) on both sides of the street, nearby schools, shops and services, combined with excellent transit, has led to a relatively high percentage of people walking, compared with other municipalities. However, there are opportunities to make the pedestrian experience safer, more convenient and more enjoyable.

The City can upgrade crossings and complete gaps in the pedestrian network, improving connections to transit, between neighbourhoods, to and along the riverfront, and to neighbouring municipalities.



*Walking routes need to be accessible for people with walkers and scooters.*



## Actions

**The City should continue to...**

**11.3a** Implement the walking policies and actions of the Master Transportation Plan, including improved pedestrian and cycling links to Queensborough.

**11.3b** Explore opportunities through development projects to achieve new sidewalks and enhancements to existing sidewalks in areas with high pedestrian volumes and in areas where improved connections are needed to key destinations.

**11.3c** Work with schools and other stakeholders to facilitate the Safe Routes to Schools and other programs that increase walking, transit and cycling trips to school.

**11.3d** Partner with stakeholders, including TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, and other municipalities, to advance regional greenways and inter-municipal connectivity.

# Policy 11.4: Develop a complete bicycle network, providing convenient routes that are safe and comfortable for people of all ages and abilities.



*Bike rack on Columbia Street.*

Cycling is the second priority, after walking, in the transportation hierarchy, recognizing the importance of this healthy, environmentally friendly, space-efficient, low-cost mode of transportation. Conditions are favorable for a significant increase in the number of cycling trips in the coming years, both within New Westminster and for commutes to nearby urban centres. The Pattullo Bridge replacement, for example, is a great opportunity to create a strong connection between New Westminster and Surrey City Centre. There is also an opportunity to increase cycling trips by making it easy to combine cycling with transit through the provision of secure, affordable bicycle storage at key transportation nodes such as SkyTrain stations.

The Master Transportation Plan contains policies and actions to provide a network of safe and convenient bicycle routes, for both commuting cyclists and recreational cyclists of all ages and abilities. Completion of New Westminster's Long-Term Bicycle Network will place all residents within a short distance—four to five blocks—of a bicycle route, providing access to all key destinations throughout the city. The on-street bicycle network is integrated with the off-street bicycle network and greenways wherever possible. The network incorporates bicycle connections to adjacent municipalities and includes significant regional routes such as the BC Parkway, Brunette Fraser Regional Greenway and Central Valley Greenway.

Topography in the city can be a discouraging factor when considering cycling. The City will continue to work with its committees and cycling advocacy groups to identify and implement routes that minimize the impact of hills, offering optional "switchbacks" to help manage the grades by spreading it over a longer distance.

Measures are needed to reduce conflict between vehicles and bikes, including speed reductions, separated bike lanes and traffic calming measures that discourage bike routes from becoming through-traffic routes for vehicles. Further, 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.

## Actions

**The City should...**

**11.4a** Develop a Downtown Bike Network Plan, that connects seamlessly to the wider network.

**11.4b** Explore opportunities through development projects to facilitate bicycle improvements, including re-allocating road space from general traffic and vehicle parking to provide bicycle facilities where appropriate.

**The City should continue to...**

**11.4c** Implement the policies and actions identified in the Master Transportation Plan to develop a complete bicycle network, provide safe and comfortable bicycle facilities, and make cycling convenient.

**11.4d** Implement urban design policies for intersections on designated bicycle routes to optimize walking, transit and cycling in ways that also enhance the public realm.

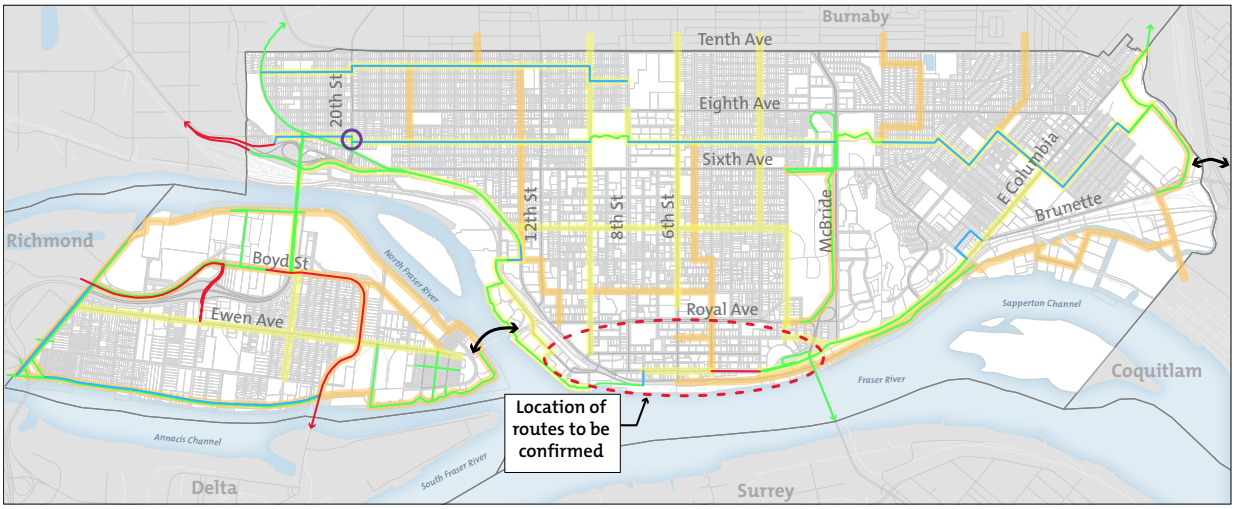
**11.4e** Work with external agencies and stakeholders, such as TransLink, to provide bicycle parking and end-of-trip facilities at key locations including improved bicycle storage at SkyTrain stations.

**11.4f** Work with adjacent municipalities and other partners to ensure seamless cycling connections across municipal boundaries.

**Map 11.**
**Long Term Bike Network**

**KEY:**

- Bicycle Lane
- Local Street Bikeway
- Multi-Use Pathway
- Primary Bike Route
- Secondary Bike Route
- Cycling/Pedestrian Crossing




[BYLAW NO. 8151, 2019]

# Policy 11.5: Collaborate with TransLink to provide improved transit services and facilities that increase the attractiveness of transit.

Population and employment growth in New Westminster and surrounding municipalities will continue to place pressure on the transit system. The future livability of New Westminster relies on the increased use of transit by community members and commuters traveling through New Westminster.

The Master Transportation Plan contains policies and actions to make transit a convenient and attractive transportation option. Transit use can be encouraged by improving customer experience and facilities, including improvements in safety access and comfort at SkyTrain stations, interchanges, and bus stops. As well, frequent, low-cost connections, such as between Uptown and Downtown, could increase the attractiveness of using transit for short trips.

The Master Transportation Plan also contains policies and actions to prioritize transit within the road network. Transit-priority measures should be implemented to ensure service reliability. Additional bus shelters should be provided throughout the network, with a focus on locations in the Frequent Transit Network. The plan also provides suggestions to TransLink on which corridors are likely to require improved transit services as the city grows.





*The Master Transportation Plan identifies Twelfth Street as a proposed Frequent Transit Network route.*

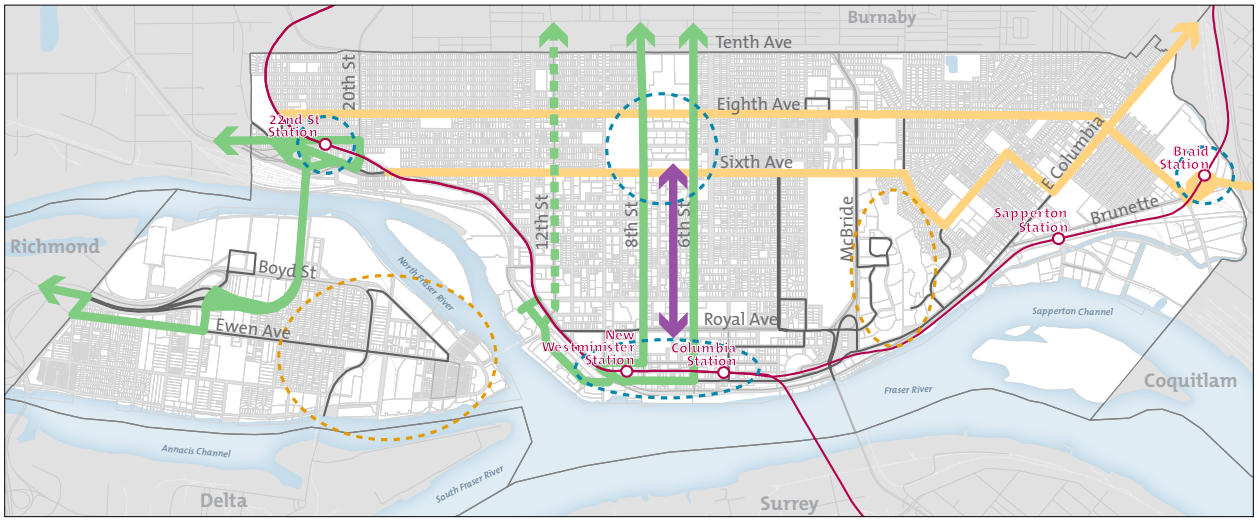


*SkyTrain passing through Downtown (Photo: Andy Guertin, OUR CITY Photo Context Finalist).*

**KEY:**

- SkyTrain
- Existing Frequent Transit Network (FTN)
- Proposed Frequent Transit Network (FTN)
- Enhanced Transit Corridor
- Downtown Circular Concept
- Local Bus Route
- Transit Hub
- Peak Period Transit Service

**Map 12.**
**Transit Strategy**




[BYLAW NO. 8151, 2019]

## Actions

**The City should continue to...**

**11.5a** Implement the transit policies and actions identified in the Master Transportation Plan.

**11.5b** Work with TransLink to review transit reliability, identify where delays occur, and identify measures to improve service reliability and frequency in the future.

**11.5c** Work with TransLink to implement the Frequent Transit Network routes identified in the Master Transportation Plan, and improve bus services along existing transit corridors.

**11.5d** Explore opportunities through development projects to secure the necessary rights-of-way for bus shelters, bus bulges and other transit priority measures, and implement transit priority measures as needed along the Frequent Transit Network.

**11.5e** Work with neighbouring municipalities, external agencies and senior levels of government to achieve region-wide transit improvements to reduce vehicle use across the region.

**11.5f** Work with TransLink to implement transit priority measures across the network to improve service reliability.

# Policy 11.6: Manage the road network for the safety and reliability of all road users.



*Queensborough Bridge on-ramps at night. (Photo: Steve Vanden-Eykel, OUR CITY Photo Contest Runner Up)*

About 65% of daily trips are made by motor vehicle (2011). The Master Transportation Plan has a target of significantly reducing this proportion to 40% of all trips by 2041. Given the mode share targets set out in the Master Transportation Plan, it is intended that the expected population and employment growth will be absorbed through increased uptake in walking, cycling and transit trips and that the total number of daily trips by motor vehicle will stay close to the same.

With no net increase in road capacity planned, methods of reducing congestion and providing network efficiencies will be identified to move regional traffic through the City. Regional traffic will continue to be directed to major corridors. Maintaining the principle of no net increase, in conjunction with neighbourhood traffic calming that discourages shortcutting along local streets while maintaining access for residents, will improve safety and livability for the local residents.

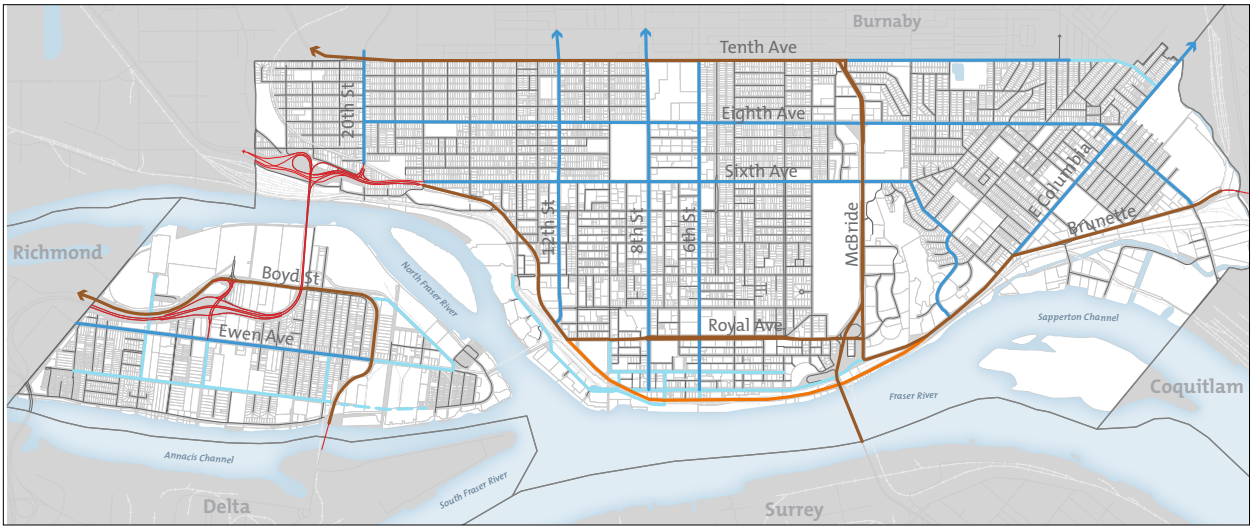
Existing road space will need to be re-allocated to provide transit priority and support walking and cycling. This need underscores the importance of managing regional vehicle movements through New Westminster.



### Map 13. Street Network Classification

**KEY:**

- Provincial Highway
- Major Road Network
- Arterial
- City Collector
- Neighbourhood Collector
- Local Road
- Laneway / Narrow Street




[BYLAW NO. 8151, 2019]

## Actions

**The City should...**

**11.6a** Design the Frequent Transit Development Areas and connecting corridors to prioritize road space for transit, while providing a safe, comfortable walking and cycling environment.

**11.6b** Identify opportunities to reduce congestion and improve efficiencies within the road network.

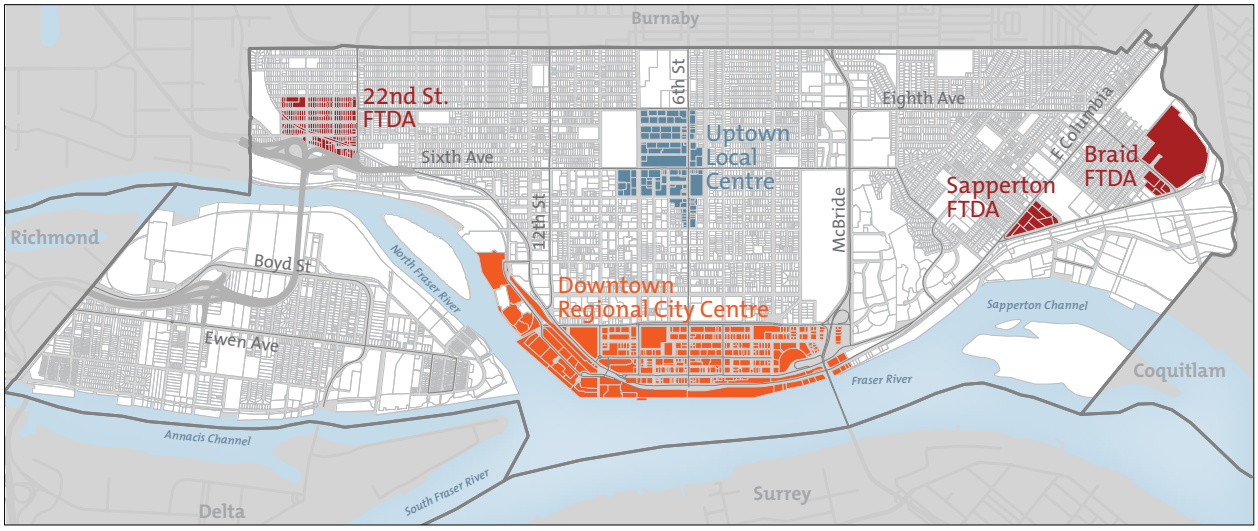
**The City should continue to...**

**11.6c** Optimize the arterial street network for reliability and safety to discourage shortcutting through adjacent neighbourhoods through implementation of the Master Transportation Plan. When appropriate develop and implement local traffic calming plans.

**11.6d** Explore opportunities through development projects to re-purpose road space as appropriate to improve the transit, pedestrian and cycling experience, and to increase mode share opportunities.

**11.6e** Restrict and reduce the amount of driveways on bikeways, greenways, arterial streets and collector streets, through the development process or capital infrastructure improvements.

**Map 14.**
**Regional City Centre and Frequent Transit Development Areas**



# Policy 11.7: Minimize the impacts of vehicles and goods movement within and through the city.



*A train passing over the rail bridge into Queensborough (Photo: Lynn Quesnel, OUR CITY Photo Contest Finalist)*



*Trains and tug boats are two ways that goods move through the city.*

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 efficient movement of goods and services is essential for the success of the local and regional economy and particularly important for the City's industrial and commercial businesses.

Truck and train traffic have lead to negative impacts, including noise and air pollution, safety concerns, congestion and delays. Mitigating the negative impacts of moving vehicles and goods is critical to ensuring community livability and the long-term health and wellness of community members. A balance must be struck between sufficient access to a reliable transportation system that facilitates the movement of goods, as well as the movement of residents, employees and emergency services.

The number of heavy trucks and trains travelling through the city has grown dramatically, particularly since the introduction of tolled bridges. This has significantly affected the livability of the city, particularly in areas close to major rail lines and truck routes. The Master Transportation Plan's goods movement strategy aims to provide sufficient access for trucks serving local businesses while efficiently moving through-traffic that does not have a destination in the city. The City will continue to explore ways to discourage trucks from traveling through the city, including limiting heavy trucks to certain times of the evening and requesting that TransLink remove some truck routes from the truck route network. Through the Pattullo Bridge Replacement Project, there is an opportunity to work with TransLink to remove some of the existing truck routes from the network.

By continuing to engage in dialogue with rail companies and implementing appropriate measures to achieve whistle cessation, the City will improve the livability and social well-being of the community. The City will also create a noise attenuation program to better mitigate train noise, including noise from shunting and idling, and the ambient noise associated with truck routes within and around New Westminster.

## Actions

**The City should continue to...**

**11.7a** Implement the goods movement policies and actions identified in the Master Transportation Plan.

**11.7b** Work with businesses, the goods movement industry, regional partners and the development community to minimize the impact of goods movement on adjacent land uses and to provide safe and efficient goods movement connections.

**11.7c** Work with the City of Coquitlam and the Ministry of Transportation and Infrastructure to reconstruct the Brunette interchange.

**11.7d** Work with rail companies to achieve whistle cessation and develop a noise attenuation program to protect land uses located near goods movement corridors.

**11.7e** Work with Ministry of Transportation and Infrastructure, TransLink, senior governments, Port of Vancouver, BC Trucking Association and other regional partners to achieve the goals of the Master Transportation Plan and the Regional Goods Movement Strategy.

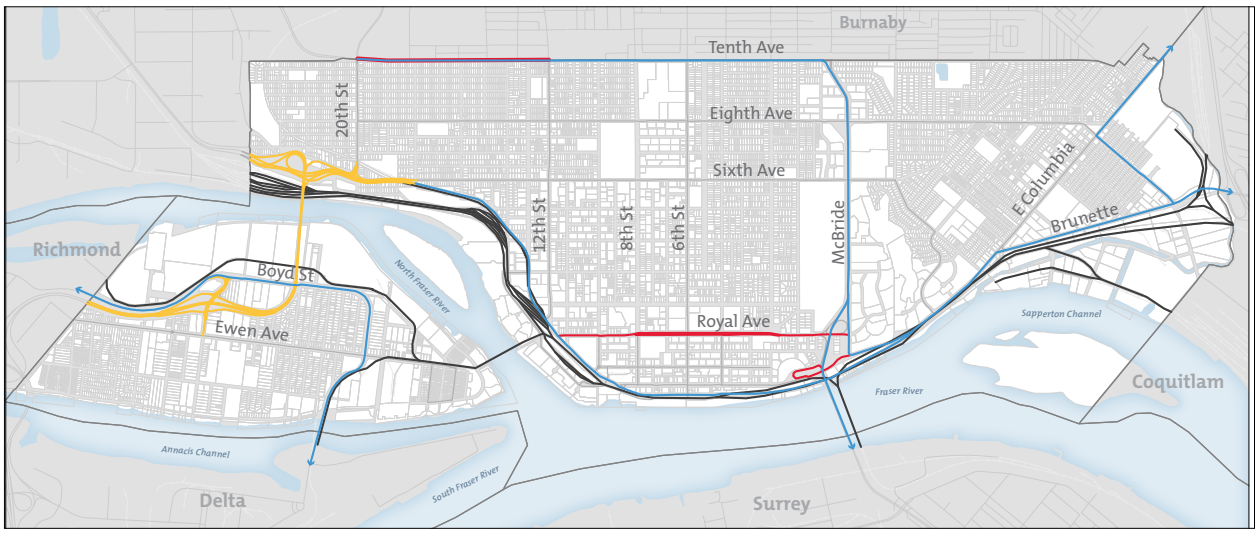
**11.7f** Work with the Port of Vancouver and other partners to promote water-based transport with the goal of minimizing truck trips through the city.



**KEY:**

- Provincial Truck Route
- Municipal Truck Route
- Municipal Truck Route (Limited Hours)
- Railway

**Map 15. Proposed Truck Route Network (Near Term)**




[BYLAW NO. 8151, 2019]

# Policy 11.8: Implement parking management strategies and other transportation demand management measures.



*On street parking space may be repurposed to support other transit, cycling or walking.*

Parking supply and pricing, regional road pricing and tolling, and system management all support the goals of reducing vehicle use and increasing the use of transit, walking and cycling.

Through new development, the City encourages demand management measures within the project to reduce reliance on private vehicles, and reduce pressure on the road network.

Car share programs are a valuable demand management tool that reduces vehicle ownership, thereby reducing reliance upon the private vehicles. When integrated with new development projects, car-share provision located in easily accessible locations reduces parking requirements.

In 2013, the City developed a Downtown Parking Strategy to guide the long-term planning and management of parking in the Downtown area. Many of these strategies could also be applied around SkyTrain stations, Frequent Transit Development Areas, and on the Frequent Transit Network where there is a potential to reduce the supply of parking and also make better use of existing parking supply both on-street and off-street.

It may be necessary to repurpose on-street parking spaces to enable improved transit capacity and reliability, provide car-share vehicle spaces, or improve facilities for walking and cycling.

For drivers and passengers requiring enhanced accessibility, the City must prioritize parking in close proximity to building entrances, particularly at commercial locations, medical facilities, and workplaces.

## Actions

**The City should...**

**11.8a** Develop parking strategies for SkyTrain areas, Frequent Transit Development Areas and for Frequent Transit Network corridors to help guide parking requirements for development in these areas.

**11.8b** Implement a robust city-wide parking policy that manages the supply and demand for on-street parking and supports the economic vitality of businesses in commercial areas while mitigating impacts to adjacent residential areas.

**The City should continue to...**

**11.8c** Implement the demand management measures.

**11.8d** Implement car sharing measures that support the goals of the City's Car Sharing Policy and Master Transportation Plan, including preferential parking places for car share users on-street and in new development projects.

**11.8e** Prioritize parking for mobility challenged drivers and passengers at building entrances.

**11.8f** Work with regional stakeholders on region-wide approaches to road pricing/bridge tolling, and other demand management initiatives.




*Evo is one of the car share programs available in New Westminster.*

# 12.0 Utilities and Services Infrastructure

**SEE-CLICK-FIX**

See-Click-Fix is a web and mobile application that helps residents communicate with the City when issues arise. See-Click-Fix users can report non-emergency issues (potholes, graffiti, parking violations) directly to the City. Users can take a picture of an issue, pinpoint the location through GPS, and provide relevant details. A report is then forwarded to the appropriate City department for action—including providing updates to users on the status of the issue.

Provision, maintenance and upgrades of public utilities and infrastructure are critical to a livable city. Their management is necessary for a healthy and safe community and has a significant impact on the sustainable use of resources and the natural environment. Municipal services in New Westminster include water distribution, stormwater drainage, sanitary sewers, solid waste and recycling collection, electricity, and roads and sidewalks. As the city continues to grow, the demand for service will increase.

New Westminster is an older municipality, and the City is challenged to provide services with aging infrastructure that needs to be replaced or rehabilitated. City utilities (water, sewers, and electrical) and utilities provided by external agencies (gas and telecom) must share limited space under the streets, lanes and other rights-of-way. Coordination is required to locate utilities in a manner that does not create interruptions in service or an increase in costs. Opportunities to coordinate the rehabilitation of existing infrastructure with new development are sought wherever feasible. Since this Plan directs growth, it will inform the capacity, location and design of infrastructure replacement and expansion projects.

*The City of New Westminster's Electrical Utility runs the oldest continuously operating electrical utility in British Columbia. Initially referred to as the Light Department, it began generating electricity for streetlights in 1891.*



# Utilities and Services Infrastructure in the Official Community Plan

**Goal 12: 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: Plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment.

Policy 12.2: Integrate stormwater management into the planning and design of buildings, infrastructure and open spaces.

Policy 12.3: Decrease the amount of waste generated and divert the maximum amount of material possible from the waste stream.

Policy 12.4 Provide the infrastructure that enables a digital economy.

***This Plan...*** acknowledges the importance of utilities in supporting the health and well-being of the community and the natural environment. It also demonstrates the City's commitment to developing and implementing strategies to prepare for the effects of climate change.

This Plan also aligns with the Regional Liquid Waste Management Plan's directions towards managing stormwater by recognizing the targets established by New Westminster's Citywide Integrated Stormwater Management Plan, adopted in 2017. The Development Permit Areas included in this Plan make specific reference to the Integrated Stormwater Management Plan, which includes a Best Management Toolkit, since new development in will play a critical role in achieving the City's stormwater management targets.

# Policy 12.1: Plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment.

**POTABLE WATER CONSUMPTION**

As more potable water is consumed, more resources are needed to protect, treat, and deliver it to homes and businesses, and then once it goes down the drain to carry it to waste water treatment facilities. This process is energy intensive and costly. On average, New Westminster homes use approximately 230 litres of water per person per day. Lawn and garden watering accounts for the largest portion of residential water use in the summer, when water demand can be up to 60% higher. Community members can reduce demand for water with initiatives such as low-flow fixtures and rain barrels.



*Rain captured in barrels can be used to water plants.*

Since much of New Westminster's underground infrastructure was built in the early twentieth century, a long-term replacement and rehabilitation strategy is essential. The growing number of residents, workers, students and visitors also increases demand on existing systems. The City has asset management programs in place for maintaining, replacing and expanding services and utilities as part of capital projects.

The City works with Metro Vancouver to supply community members with safe drinking water from regional-serving reservoirs. Adequate infrastructure is required to supply enough drinking water to accommodate the city's growth. Water conservation strategies, including ones that encourage a change in customer behaviour, are also necessary to reduce discretionary water consumption. Water conservation strategies can range from turning off the tap to reusing rainwater for non-potable water uses.

The City works to reduce surface water contaminants from entering drainage systems. Storm sewer systems capture and convey natural runoff through a network of ditches and pipes that discharge into the Fraser and Brunette rivers. Sanitary sewers collect and convey waste water from individual properties to the regional trunk sewers and waste water treatment plants operated by Metro Vancouver. Combined sewer systems collect both the waste water and stormwater into a single pipe that transports the discharge flow to treatment. Combined sewers are being separated to protect the natural receiving environment from untreated wastewater overflow. The wastewater and stormwater sewer system are continually being upgraded to provide efficient and environmentally sustainable service.

The City maintains streets, sidewalks, bikeways, greenways and street signs. This work includes filling potholes, patching and repairing sidewalks, adding curb letdowns, and sweeping the street. The focus is on improving accessibility and managing streets and roads efficiently to ensure the integrity of the transportation system.

The Electrical Utility distributes electricity to 28,000 residential customers and 3,000 business customers, while striving to provide a consistent, dependable level of electrical service that meets the expectations of the community. It is an innovative and sustainable leader in energy management. The City is working towards relocating overhead electrical lines underground as opportunities, such as development projects, arise.

Additional services, including telephone, cable and natural gas, are provided by external agencies, but have infrastructure in the city. Most of these systems are located underground, or will be relocated underground as opportunities arise. The City actively coordinates with providers to ensure that a wide range of services are available to residences and businesses.

**SEWER SEPARATION**

Combined sewer systems collect both wastewater and stormwater into a single pipe and are typical of the form of sewer installed in New Westminster's early days. During large storms, the greater volume of rainwater can cause the system to exceed capacity, allowing untreated waste water to overflow into the Fraser River. As a commitment under the Regional Liquid Waste Management Plan, the City has been separating rain runoff from sanitary flows through the installation of new storm sewers throughout the City. Sewer separation is also often a requirement of new development.



## Actions

**The City should continue to...**

**12.1a** Update and implement asset management, operation and maintenance action plans.

**12.1b** Update the Development Cost Charges Program to ensure that it reflects the costs of necessary future projects.

**12.1c** Implement sewer separation through redevelopment and capital projects, and help support this work by seeking funding from senior governments.

# Policy 12.2: Integrate stormwater management into the planning and design of buildings, infrastructure and open spaces.



*Rainwater management feature at Queensborough Community Centre.*

Reducing stormwater runoff and volume, as well as improving stormwater quality, are regional objectives established by the Metro Vancouver's Integrated Liquid Waste Resource Management Plan. There is opportunity for innovation in new and existing buildings and new best management practices that will reduce pressure on existing infrastructure and enhance natural areas.

Stormwater management refers to techniques used to decrease negative impacts on water quality, enhance ground water absorption and minimize runoff. The traditional technique is to collect rainfall runoff directly into storm sewers to quickly remove the water from buildings and streets. As cities develop and buildings and roads cover more of the ground surface, less water infiltrates the ground to recharge groundwater systems. The volume of stormwater runoff can be reduced by decreasing impervious surfaces while maximizing the use of green space, landscaping, green roofs, rain gardens, rain barrels and permeable paving. These better stormwater management practices can improve water quality and the health of the environment, protecting the Fraser and Brunette rivers and other natural areas and reducing demand on the in-ground infrastructure of sewer pipes.

Metro Vancouver and its member municipalities have committed to developing new Integrated Stormwater Management Plans (ISMPs) to improve the quality of runoff and reduce its quantity. New Westminster's ISMP sets targets for all land uses, from large development to single detached dwellings and public spaces, including roadways. As New Westminster redevelops, the aim is to return as much rainwater as possible into natural watershed pathways through soil infiltration and evapo-transpiration.

## Actions

**The City should continue to...**

**12.2a** 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.

# Policy 12.3: Decrease the amount of waste generated and divert the maximum amount of material possible from the waste stream.

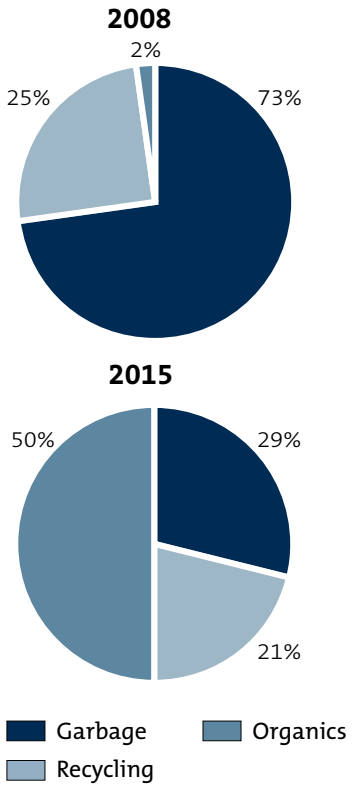



**Figure 28.**
**Single Detached Dwelling Household Diversion Rates**
*Source: City of New Westminster*

As a member municipality of Metro Vancouver, New Westminster's waste is managed in accordance with the regional Integrated Solid Waste Resource Management Plan (ISWRMP). The ISWRMP sets a target of diverting 80% of materials from the waste stream by 2020. In 2015, the solid waste diversion rate for the region was about 63%. Keeping waste out of landfills and waste-to-energy facilities requires strategies and initiatives that minimize the amount of waste generated and maximize the diversion of waste through recycling and reuse. This can help preserve the natural environment, which can be impacted by resource extraction, landfill gas emissions and waste-to-energy operations.

The City has been a leader in providing organics collection services to multiple unit buildings and will continue to encourage all residents to reduce the amount of household waste produced. Residents can recycle items that are not collected by dropping them off at the City's Recycling Depot. Proper disposal of solid waste is important to safeguard public health from diseases that may be spread by improperly disposed waste.

A significant waste diversion measure is to retain and adapt existing buildings rather than demolish them. When buildings are demolished the demolition-related materials must be recycled. The City has a Demolition Waste and Recyclable Materials Management Bylaw that seeks to achieve a 70% (or more) diversion rate of demolition materials.



## Actions

**The City should continue to...**

**12.3a** Collaborate with Metro Vancouver and other municipalities to achieve actions as set out in the Integrated Solid Waste and Resources Management Plan.

**12.3b** Implement the Demolition Waste and Recyclable Materials Management Bylaw and ensure compliance to the set diversion rate increases.

**12.3c** Implement requirements for new multiple unit and commercial developments to include appropriately sized rooms for recycling, organics and garbage disposal bins.

# Policy 12.4: Provide the infrastructure that enables a digital economy.

**WHAT IS BRIDGENET?**

BridgeNet is an open-access dark-fibre network owned by the City. Access to the infrastructure will be provided to any internet service provider or telecommunication company at fair and reasonable prices, on transparent and non-discriminatory terms. This creates an open market and a platform for internet service providers and telecommunication companies to add value and deliver affordable service to their customers. In turn, this helps businesses to stay ahead of the competition and be leaders in their industries.

Broadband is the next essential utility, as vital to economic growth as clean water and good roads. Broadband is defined in different ways in different places, but all agree that it is an "always on" service. The power of broadband creates a digital overlay to the physical world that is revolutionizing how people work, play, learn, entertain, govern and relate to each other.

Today, most people have access to an internet-linked smartphone, tablet or computer, and personal business in increasingly being conducted online. Businesses and organizations are streamlining their operations online, and in some situations traditional brick-and-mortar customer service locations are eliminated in favour of online services. These, and many other advances in technology, are driving the digital economy.

Broadband infrastructure can be leveraged to maximize positive economic and social impacts, widening the possibilities for job creation, inclusion and livability. Broadband internet speeds enable users to take advantage of technologies such as video conferencing, voice calls over computers, and streaming high-quality audio and video. Fibre-optic broadband, commonly referred to as "fibre," is broadband internet delivered over fibre-optic lines, using light to transmit data signals at faster speeds than traditional wires or cables.

Broadband infrastructure is the foundation of economic competitiveness. As one of the fastest growing technologies in history, the availability, speed and reliability of broadband is essential to economic growth and, specifically, the ability to attract private sector investment. Access to increased broadband and fibre capacity can provide opportunities for local businesses, health services and educational institutions to expand their technology and digital media offerings. The City, as part of its overarching Intelligent City Strategic Plan, will complete the build-out of a City-owned open-access dark-fibre broadband network, called BridgeNet.

## Actions

**The City should continue to...**

**12.4a** Implement the Intelligent City Strategic Plan and BridgeNet.

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# Land Use Designations and Map

## INTRODUCTION

[BYLAW NO. 8151, 2019]

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

## IMPLEMENTATION

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

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

## INTERPRETATION

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

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

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

## OUTLINE

Each land use designation includes most of the following elements.

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

[BYLAW NO. 8151, 2019]

**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.

[BYLAW NO. 8151, 2019]

**Complementary Uses:** other uses that may happen in areas with the designation. These uses may happen on the same site as primary uses or other complementary uses, or they may occur as the primary use on the site. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites.

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

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

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

## DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS

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

1. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,
    d. community services, or
    e. the natural environment.
2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.
3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

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

# Land Use Designations

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

**Note:** Residential buildings (or residential portions of buildings) can include 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.

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

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

[BYLAW NO. 8285,2021]
**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.

## (RD) RESIDENTIAL – DETACHED AND SEMI-DETACHED HOUSING



**Purpose:** To allow low density ground oriented residential uses including gentle infill which increases housing choice and retains existing neighbourhood character.

**Principal Forms and Uses:** Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit (e.g. laneway house, carriage house).

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

**Maximum Density:** Low density residential.

**Heritage Assets:** Through a Heritage Revitalization Agreement, or similar tool, a property may be eligible for incentives such as a smaller minimum lot size, an increase in density, or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to permit the housing forms listed in Residential – Ground oriented Infill Housing designation or to formalize an existing, larger scale land use such as a low rise or a place of worship.

## (RGO) RESIDENTIAL – GROUND ORIENTED INFILL HOUSING



**Purpose:** To allow a mix of ground oriented infill housing forms which are complementary to the existing neighbourhood character. Generally forms with a higher number of units are expected to be located on larger properties. Units can be attached, detached or a combination of the two.

[BYLAW NO. 8151, 2019]
**Principal Forms and Uses:** Single detached dwellings, single detached dwellings on a compact lot, duplexes, triplexes, quadraplexes, cluster houses, infill townhouses, infill rowhouses and other equivalent ground oriented housing forms. Lots with single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit.

[BYLAW NO. 8151, 2019]
**Complementary Uses:** Home based businesses, small scale local commercial uses (e.g. corner stores), small scale institutional uses (e.g. child care, care facilities, places of worship), utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density:** Low density multiple unit residential.

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

## (RT) RESIDENTIAL – INFILL TOWNHOUSE



**Purpose:** To allow small scale, side-by-side infill townhouses and infill rowhouses which are compatible within areas of single detached housing and other lower density ground oriented housing.

**Principal Forms and Uses:** Infill townhouses and infill rowhouses.

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

**Maximum Density:** Low density multiple unit residential.

**Heritage Assets:** Development under this designation should be sympathetic to and respective of any heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit.

## (RM) RESIDENTIAL – MULTIPLE UNIT BUILDINGS





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

**Principal Forms and Uses:** Townhouses, rowhouses, stacked townhouses and low rises. Only in circumstances where the Development Permit Area guidelines can be met, a compelling case can be made, and appropriate amenities are provided will a five or six storey low rise building be considered.

[BYLAW NO. 8151, 2019]

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

**Maximum Density:** Medium density multiple unit residential.

**Heritage Assets:** Development of multiple unit buildings should be sympathetic to and respective of heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit.

## (RH) RESIDENTIAL – HIGH RISE



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

**Principal Forms and Uses:** Townhouses, rowhouses, stacked townhouses, low rises, mid rises, high rises.

[BYLAW NO. 8151, 2019]

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

**Maximum Density:** High density multiple unit residential.

**Heritage Assets:** Development under this designation should be sympathetic to and respective of heritage assets, even if the asset is on an adjacent site. Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset on the site is appropriately incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or a reduced parking requirement, which would make it viable to conserve an assets of heritage merit.

## (ML) MIXED USE – LOW RISE



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

**Principal Forms and Uses:** Low rise buildings which include commercial uses (e.g. retail, office) and which may also include residential uses. Active commercial uses (e.g. retail) are required on principal street frontages. Only in circumstances where the Development Permit Area guidelines can be met, a compelling case can be made, and appropriate amenities are provided will a five or six storey building be considered.

[BYLAW NO. 8151, 2019]

**Complementary Uses:** Home based businesses, institutional uses (e.g. child care, care facilities, places of worship), utilities, transportation corridors, parks, open space, and community facilities.

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

**Heritage Assets:** Development under this designation should be sympathetic to and respective of any heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset 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.

## (MH) MIXED USE – HIGH RISE



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

**Principal Forms and Uses:** Low rise, mid-rise and high rise buildings which include commercial uses (e.g. retail, office) and which may also include residential uses. Active commercial uses (e.g. retail) are required on principal street frontages, except for large sites at Eighth Avenue and McBride Boulevard where a more creative approach to locating commercial retail uses may be appropriate.

[BYLAW NO. 8151, 2019]

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

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

**Heritage Assets:** Development of mixed-use buildings should be sympathetic to and respective of heritage assets on adjacent sites. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset on the site is appropriately incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or a reduced parking requirement, which would make it viable to conserve property of heritage merit.

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



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

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

**Complementary Uses:** Home based businesses, institutional uses such as care facilities, utilities, transportation corridors, parks, open space, and community facilities.

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

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

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

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

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

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



## (RHC) RESIDENTIAL HIGH DENSITY/COMMUNITY FACILITY

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

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

## (CHC) COMMERCIAL AND HEALTH CARE

**Purpose:** To provide healthcare and healthcare related uses which primarily support the Royal Columbian Hospital

**Principal Forms and Uses:** Healthcare related office, healthcare related research or commercial retail uses. No residential uses are permitted.

**Complementary Uses:** Healthcare related ultra-light manufacturing uses, utilities, transportation corridors, parks, open space, and community facilities.

**Maximum Density:** Medium and high density commercial.

## (C) COMMERCIAL

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




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

**Complementary Uses:** Utilities, transportation corridors, parks, open space, and community facilities. Residential uses which are ancillary to a business on these properties (e.g. caretaker units).

**Maximum Density:** Low density commercial.

## (ME) MIXED EMPLOYMENT

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



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

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

**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 should be preserved for large scale or land intensive uses and as such, subdivision is discouraged.

**Principal Forms and Uses:** Industrial.

**Complementary Uses:** Residential uses ancillary to the business on these properties (i.e. caretaker units), utilities, transportation corridors, parks, open space, and community facilities.

**Heritage Assets:** Creative reuse of heritage assets is encouraged.

## (U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE



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

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

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



## (IN) INTERTIDAL



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

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

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

## (H/N) HABITAT / NATURAL AREA

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

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

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



## (CEM) CEMETERY

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

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

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



## (P) MAJOR INSTITUTIONAL

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

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

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



## PARKS, OPEN SPACE AND COMMUNITY FACILITIES

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

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

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



## (BC) BENT COURT STUDY AREA



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

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

[BYLAW NO. 8151, 2019]
To facilitate consolidation options which preserve heritage assets and which provide opportunity to achieve development entitlements, an Advance Consolidation Plan will be created.

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




**Purpose:** To provide an area that includes non-traditional mixes of uses including ultra-light industrial, residential, retail and service commercial within individual buildings and projects.

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

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

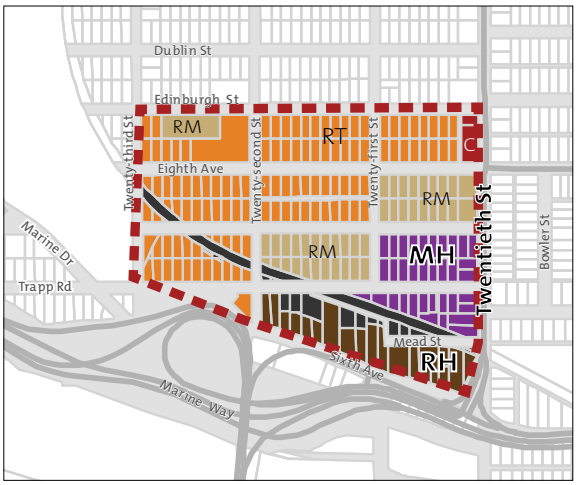
## (CD) COMPREHENSIVE DEVELOPMENT

**Purpose:** To transition to the Frequent Transit Development Area (FTDA) surrounding the 22nd Street SkyTrain Station from low density residential uses to a mixed use node, which will include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. A commercial main street is envisioned for Seventh Avenue. It is also envisioned that the highest density uses are located closest to the station and that there is a transition to lower density uses away from the station. The anticipated land use designations are indicated on Map 16: Proposed Land Use Designations for the 22nd Street Station FTDA.

Prior to consideration of rezoning applications in this area a Master Plan will be created for the area. This Master Plan is subject to a public consultation process and must consider the findings of the work outlined below.

The Master Plan process will include:

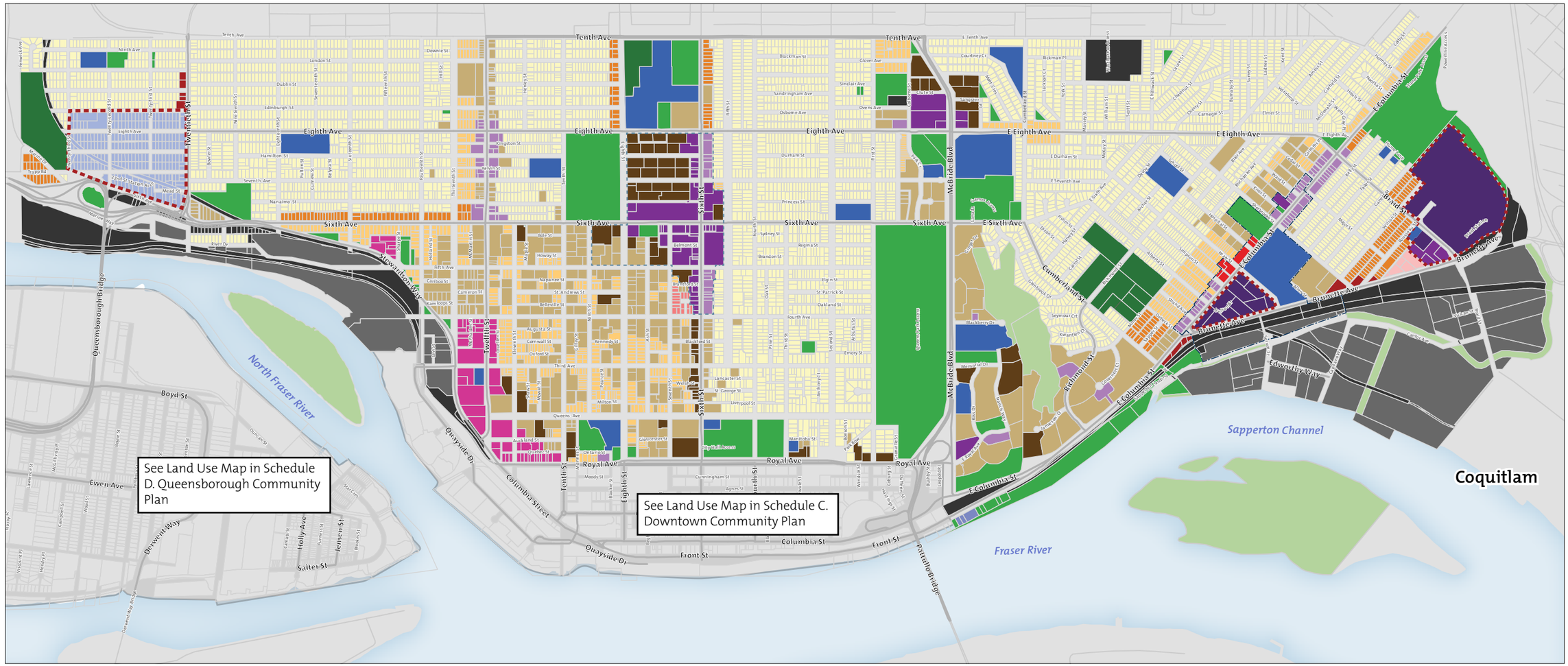
- Conducting a detailed transportation study that would explore current and future conditions and make recommendations for all modes of transportation with the purpose of improving access to and circulation throughout the neighbourhood.
- Defining the desired land assembly patterns for redevelopment.
- Identifying the appropriate community amenities in the area and surrounding neighbourhoods.
- Determining the appropriate financing growth program to help fund community amenities.
- Drafting design guidelines for the private and public realm to ensure a high standard of architecture and urban design.
- Working with TransLink to develop a Facility Integration Plan.




**Map 16. Proposed Land Use Designations for the 22nd Street Station FTDA**

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# Map 17
# Land Use Designation Map




[BYLAW NO. 8151, 2019; 8145, 2019; 8261, 2021]

**KEY:**

- Frequent Transit Development Area
- Special Employment Area
- Local Centre
- **(RD)** Residential - Detached and Semi-Detached Housing
- **(RGO)** Residential - Ground oriented Infill Housing
- **(RT)** Residential - Infill Townhouse
- **(RM)** Residential - Multiple Unit Buildings
- **(RH)** Residential - High Rise
- **(ML)** Mixed Use - Low Rise
- **(MH)** Mixed Use - High Rise
- **(BDMU)** Brewery District Mixed Use and Health Care
- **(SGTMC)** Sapperton Green Transit-Oriented Mixed-Use Community
- **(RHC)** Residential - High Density/Community Facility
- **(CHC)** Commercial and Health Care
- **(C)** Commercial
- **(ME)** Mixed Employment
- **(I)** Industrial
- **(U)** Utilities and Transportation Infrastructure
- **(IN)** Intertidal
- **(H/N)** Habitat/Natural Areas
- **(CEM)** Cemeteries
- **(P)** Major Institutional
- Parks, Open Space and Community Facilities
- **(BC)** Bent Court Study Area
- **(LTS)** Lower Twelfth and Sharpe Street Study Area
- **(CD)** Comprehensive Development

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# Regional Context Statement

## Authority

Under the provisions of the *Local Government Act* (LGA Section 432 and 436), regional districts are granted authority to adopt a Regional Growth Strategy. In July 2011, following acceptance by all member municipalities, the Metro Vancouver Board adopted a Regional Growth Strategy titled "Metro Vancouver 2040: Shaping our Future" (Metro 2040). Metro 2040 takes a region-wide long term perspective of how to accommodate the projected growth of over an additional one million residents and 600,000 additional jobs while at the same time advancing livability, environmental and economic goals.

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

## Introduction

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

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




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

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

These plans demonstrate support for the Regional Growth Strategy. Key local elements of particular regional significance include:

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

This Regional Context Statement shows how the MTP and the OCP, including the QCP and DCP, address the municipal responsibilities contained in the Regional Growth Strategy. In addition to identifying municipal roles, the Regional Growth Strategy clearly outlines what is expected from Metro Vancouver, TransLink, and the provincial and federal governments to help advance shared objectives. Some of the key partner actions that are vital to New Westminster's ability to meet its regional commitments are highlighted below.

Provincial legislation requires TransLink to provide a regional transportation system that supports Metro Vancouver's Regional Growth Strategy. The Regional Transportation Strategy Strategic Framework (2013) contains a long term goal to significantly decrease automobile use on the Burrard Peninsula, reducing the percentage of vehicle-trips from 60% of all trips in 2011 to 34% by the year 2041. For the rest of the region, the target is to reduce automobile trips from 81% in 2011 to 60% by 2041. The City of New Westminster supports this vision through its land use and transportation policies and looks forward to the resulting improvements in livability, economic vitality and environmental quality of New Westminster.

## METRO 2040 GOALS

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

### Goal 1: Create a Compact Urban Area

Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

### Goal 2: Support a Sustainable Economy

The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

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

Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

### Goal 4: Develop Complete Communities

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy strategies.

### Goal 5: Support Sustainable Transportation Choices

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

# OCP Alignment and the Regional Growth Strategy

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

## PROVIDING FOR APPROPRIATE MUNICIPAL FLEXIBILITY

From time to time, amendments to Official Community Plan Land Use Designations within New Westminster as illustrated in Map RCS1 shall be permitted, in accordance with the Regional Growth Strategy's provision for municipal flexibility under Sections 6.2.7 and 6.2.8.

## HOW TO READ THIS REGIONAL CONTEXT STATEMENT

The Metro Vancouver Regional Growth Strategy has five chapters, one for each goal. The numbering system in this document refers to the goals, strategies and actions identified in the Regional Growth Strategy. Each action that requires a municipal response is followed by a description of how the OCP supports and aligns with the action.

## KEY PARTNER ACTIONS IDENTIFIED IN THE REGIONAL GROWTH STRATEGY

***The Location of Major Office Development:*** *"The federal government and the province and their agencies direct major office development to Urban Centres and Frequent Transit Development Areas." Metro 2040 Policy 1.2.7. (New Westminster is among the most accessible transit locations in the region and an ideal place for region-serving offices and facilities.)*

***Building Regional Greenways:*** *Metro Vancouver's role is to implement a regional parks and greenways plan in collaboration with municipalities, and to identify, secure, and enhance habitat and park lands. Metro 2040 3.1.2*

***Collaboration on Climate Change:*** *Metro Vancouver's role is to "work with the federal government and the province and TransLink and municipalities to ... research and promote best practices in adaptation to climate change as it relates to land use planning." Metro 2040 3.4.2*

***Natural Hazard Protection:*** *"The Integrated Partnership for Regional Emergency Management, in collaboration with the federal government and the province and other agencies ... identify areas that are vulnerable from climate change and natural hazards...[and]...coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies." Metro 2040 3.4.6*

***Affordable Housing:*** *Metro Vancouver's role is to "advocate to the federal government and the province for incentives to stimulate private rental supply..." and "support the Metro Vancouver Housing Corporation in increasing the number of affordable housing units...." Metro 2040 4.1.4/5*

***Regional Transportation:*** *"TransLink, in collaboration with municipalities and other agencies as appropriate, support the safe and efficient movement of vehicles for passengers, goods and services through the ... management and maintenance of the Major Road Network ... in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres...." Metro 2040 5.2.4*

*"TransLink and the province, as appropriate, evaluate the following elements when contemplating future expansion of private vehicle capacity on major roads, highways and bridges: a) transportation demand management strategies as alternatives to, or as integral with, such capacity expansion; b) impacts on the achievement of the Regional Growth Strategy and the Air Quality Management Plan." Metro 2040 5.2.7*

# Goal 1: Create a Compact Urban Area

## STRATEGY 1.1
## CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

1.1.3 Adopt Regional Context Statements which:

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

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

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

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

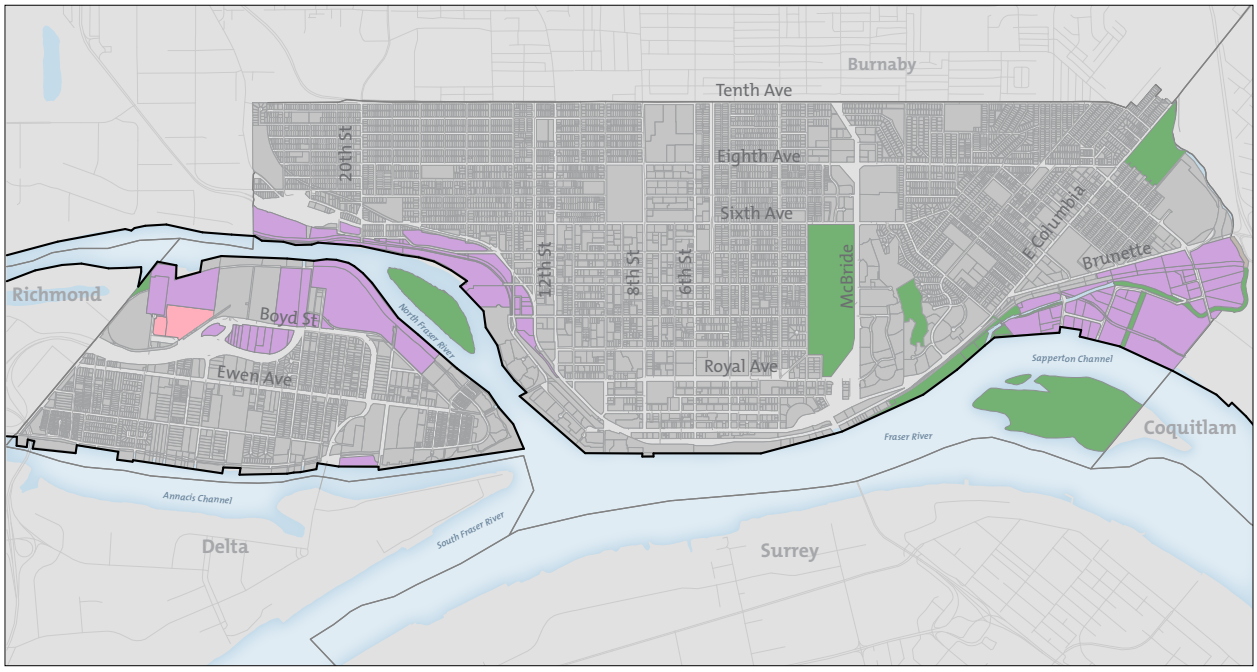
New Westminster will accommodate 3.25% of growth in Metro Vancouver. Downtown is estimated to accommodate approximately 43% of the population growth, Queensborough about 19% and 39% in the rest of the municipality. Employment growth will be accommodated through using existing industrial, mixed employment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

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

**RCS Figure 1. Population, Dwelling Unit and Employment Projections for the City of New Westminster**
*Source: Metro Vancouver 2040: Shaping our Future, July 2011, Appendix A (Table A1).*

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

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




[BYLAW NO. 8151, 2019]

**KEY:**

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

## STRATEGY 1.2
## FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

1.2.6 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

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

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

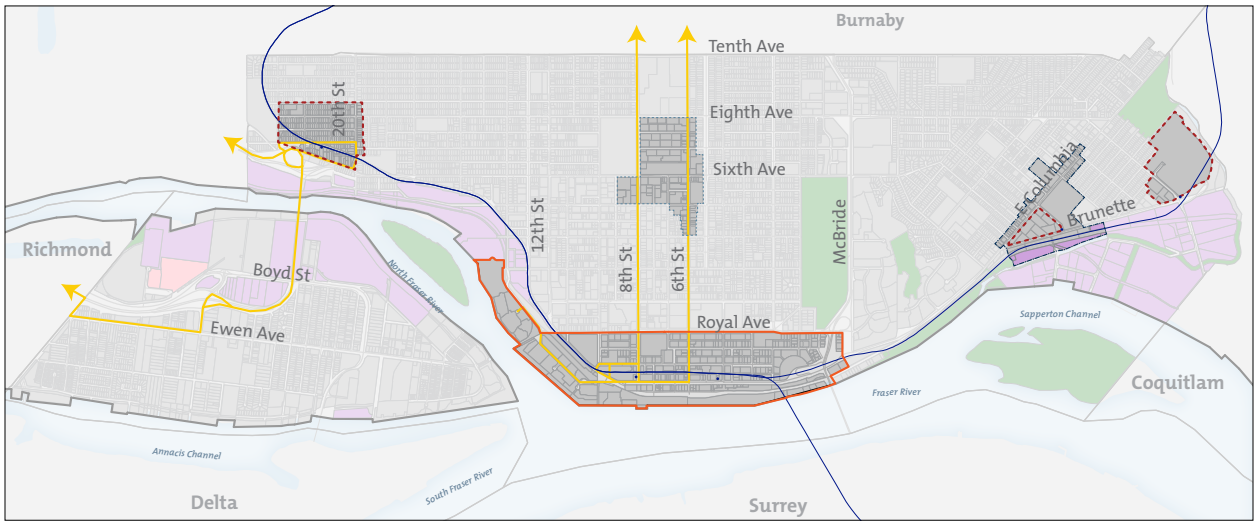
Note: First adopted in 2010 the Downtown Community Plan only includes projections to 2031.

b) include policies for Urban Centres which:

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

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

**RCS Map 3. Regional City Centre, FTDAs, Local Centre and Special Employment Area**




**KEY:**

[BYLAW NO. 8151, 2019]

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

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

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

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

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

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

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

**RCS Figure 3. 2041 Population and Dwelling Unit Projections for New Westminster's Frequent Transit Development Areas**
*Source: City of New Westminster*

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

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| iii) *continued* | The DCP includes a strategy under Section 6 – Economy to "Strengthen Downtown as a unique and successful regional business centre" (DCP Strategy 6b).<br><br>The QCP Section 2 - Economy and Employment includes policy to "Encourage the intensification of existing region-serving commercial and entertainment uses and land" (Policy 2.2) through improved directional signs, promoting tourism and improving transportation connections to the rest of New Westminster. |
| iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate; | Specific parking requirements, including reduced requirements in Downtown are included in New Westminster's Zoning Bylaw.<br><br>The OCP Section 11 – Transportation and Accessibility includes policies to prioritize active transportation and transit over automobile use (Policies 11.1, 11.3-11.5) as well as a policy to "Implement parking management strategies and other transportation demand management measures" (Policy 11.9).<br><br>The DCP contains a strategy to "Encourage efficiency and sustainability by managing demand for and supply of parking" (DCP Strategy 10f). |
| c) include policies for Frequent Transit Development Areas which: | |
| i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); TransLink's Frequent Transit Network, which may be updated over time; other applicable guidelines and policies of TransLink for the Frequent Transit Network; | RCS Map 3 shows the boundaries of New Westminster's three FTDAs. |

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| ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); | All three FTDAs were determined in consultation with TransLink and are included on the OCP Land Use Designation Map. Each FTDA surrounds a SkyTrain station and includes or is within the walkshed of TransLink's Frequent Transit Network. Each FTDA will include a mix of medium to high density residential, retail, open space, and public and other community serving facilities in a transit supportive, complete community. The Braid and Sapperton station FTDAs will also have a focus on providing city and region serving office space, including health care related offices and facilities. |
| iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate; | Specific parking requirements are included in New Westminster's Zoning Bylaw. The City will work towards determining whether the Zoning Bylaw should be amended to include reduced parking requirements within FTDAs. |
| d) include policies for General Urban areas which: | |
| i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2); | RCS Map 2 identifies the lands that are included in the Regional General Urban Area designation. |
| ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas; | The Regional Growth Strategy defines General Urban Areas as areas "intended for residential neighbourhoods and centres and supported by shopping, services, institutions, recreational facilities and parks." (Metro 2040, p.9). New Westminster's General Urban Area includes all areas of the city except Downtown and the Mixed Employment, Conservation and Recreation, and Industrial areas as shown on RCS Map 2.<br><br>The OCP land use designations ensure that development in the General Urban Areas is generally lower density than development within the Local Centre, FTDAs and Regional City Centre. |

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| iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (Map 11); | New Westminster's Local Centre is identified on RCS Map 3. The OCP identifies the core of the Uptown neighbourhood as a Local Centre that will provide important city-serving retail, office and service uses in an area that is increasingly well served by transit. The cross streets of Sixth Street and Sixth Avenue, which both act as "main streets" in Uptown, are identified as Great Streets in the MTP (Section 4.4) and in the OCP (Policy 11.2). Great Streets are intended to be destination streets with vibrant commercial development and community facilities. They require planning and design that goes beyond the standard street use of supporting through traffic. Instead, these streets are intended to cater to walking, cycling and transit. |
| iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas; | Non-Residential Major Trip-Generating Uses has been defined as any proposal that would require a change in the OCP designation for major non-residential uses exceeding 200,000 square feet in gross floor area in locations outside of the Regional City Centre or an FTDA. The applications will be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval of the proposal. |
| v) encourage infill development by directing growth to established areas, where possible; | Infill development is encouraged in the General Urban Area. The OCP includes land use designations that allow for ground oriented infill development including secondary suites, laneway and carriage houses, duplexes, townhouses and rowhouses. The infill housing will encourage a greater variety of housing options for residents. |
| e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area; | Neither the Regional City Centre nor any of the three FTDA overlays contain Industrial, Mixed Employment, or Conservation and Recreation areas. |

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

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| i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities; | The OCP minimizes conflicts between industrial and urban uses through the clear delineation of land uses, as shown on the Land Use Designation Map. The OCP also includes a policy in Section 2 - Economy and Employment to "Protect the industrial land base and encourage employment intensive and sustainable industrial uses" (Policy 3.2). OCP Section 11 - Transportation and Accessibility includes a policy to "Minimize the impacts of vehicles and goods movement within and through the city" (Policy 11.7). |
| ii) encourage safe and efficient transit, cycling and walking; | In 2011, vehicles made up 64% of daily trips, compared to 36% for transit, walking and cycling combined. By 2041, the target is for transit, walking and cycling to make up 60% of all trips. Safe and efficient transit, cycling and walking is demonstrated by promoting viable and attractive alternatives to the automobile, providing an increased level of transit service, and requesting regional action for reducing the impacts of non-local traffic, especially truck traffic. The OCP, QCP, DCP and MTP all include policies and related actions for promoting the use of transit, cycling and walking throughout New Westminster. The MTP includes maps outlining the city's long term bicycle network and transit strategy. |
| iii) implement transit priority measures, where appropriate; | MTP Section 4.3 – Attractive and Convenient Transit includes a policy to "Implement transit priority treatments" (Policy 4.3C) and other policies related to improved transit service. The OCP, DCP and QCP include policies to support this direction (OCP Policy 11.5, DCP Strategy 10d, and QCP Policy 9.6). |
| iv) support district energy systems and renewable energy generation, where appropriate. | The OCP strongly supports district energy systems and renewable energy generation through a policy to "Encourage renewable and low-carbon energy systems to service homes, businesses and institutions" (Policy 4.3). A supporting action of this policy is to "Implement actions in the Community Energy and Emissions Plan (CEEP) related to district energy". The OCP builds on the direction outlined in CEEP, which includes eight goals and related strategies for reducing energy and Green House Gas emissions in New Westminster. |

iv) *continued*

Support for district energy systems and renewable energy generation is also articulated in Section 5.6 of the DCP and in the development permit guidelines which encourage including energy efficient features, use of alternative energy such as geothermal and solar, and maximizing Downtown's southern orientation to provide good solar access. The QCP contains city-wide greenhouse gas targets for the year 2020 and contains specific policies for reducing energy expended in transportation, building and waste management (QCP Policy 3.1, 3.2 and 3.3).



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

# Goal 2: Support a Sustainable Economy

## STRATEGY 2.1

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

2.1.4 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

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

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

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| land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives; | land use and zoning support high density office space, where appropriate (e.g. in close proximity to SkyTrain stations)." |
| c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas; | Major commercial and institutional developments will be limited outside of the Regional City Centre, FTDAs and Local Centre by the constrained nature of New Westminster's geography and through the OCP Land Use Designations. DCP strategies promote the Downtown for major offices (DCP Strategies 6a-d). The OCP and DCP land use maps include appropriate land use designations to ensure that major commercial development is focused Downtown, in FTDAs, the Uptown Local Centre, and along mixed use transit corridors (which are identified as Great Streets). |
| d) show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals are supported through land use and transportation policies. | The Royal Columbian Hospital provides important services to the city, region and province, and with planned expansion there is an opportunity for the area to have an increased role in economic development. To best take advantage of this opportunity, a Special Employment Area has been identified around the hospital. The intent of the Special Employment Area is to promote office development within a five-minute walk of the hospital, including health related uses (e.g. medical offices) and other uses that serve the needs of hospital employees (e.g. 24 hour daycare). Supportive adjacent uses such as multi-unit residential, commercial and retail are encouraged through the Land Use Designation Map.<br><br>The OCP also includes policy which recognizes the importance of all the city's major institutions: "Collaborate with and support government organizations and institutions as major employers and economic generators" (Policy 3.5).<br><br>The implementation of MTP policies will enhance institutional uses through an improved pedestrian network (MTP 1A.3), bicycle network (Policy 4.2A) and transit service (Section 4.3). As well, the MTP acknowledges that East Columbia Street will continue to serve an important institutional function with Royal Columbian Hospital and related activities. This street will be supported through the MTP policy and related actions for Great Streets which will improve cycling, transit and pedestrian infrastructure (MTP Section 4.4). |

## STRATEGY 2.2
## PROTECT THE SUPPLY OF INDUSTRIAL LAND

2.2.4 Adopt Regional Context Statements which:

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

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

b) include policies for Industrial areas which:

i) support and protect industrial uses;

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

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

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

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

Details regarding what uses are considered appropriate accessory uses in industrial areas can be found in the New Westminster Zoning Bylaw. For example, accessory child care, and restaurants up to 140 square meters are permitted in Light Industrial Districts (M-1) and Heavy Industrial Districts (M-2).

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

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

| | |
|---|---|
| retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities; | The City will work towards making further revisions as part of the comprehensive review of the New Westminster Zoning Bylaw, which is expected to be completed in 2017. |
| iv) encourage better utilization and intensification of industrial areas for industrial activities; | The OCP encourages improved utilization and intensification of industrial areas for industrial activities through the policy to "Protect the industrial land base and encourage employment-intensive and sustainable industrial uses" (Policy 3.2).<br><br>The QCP includes the policy to "Support the continued operation and intensification of existing industrial businesses and land" (QCP Policy 2.3). |
| c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2); | RCS Map 2 identifies the lands that are included in the Regional Mixed Employment designation. Note, the Mixed Employment land use designation in the OCP differs from, but aligns with the Mixed Employment designation in Metro 2040. The key difference is that the OCP designation does not allow large format commerical. |
| d) include policies for Mixed Employment areas which: | |
| i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate; | The City's Mixed Employment designation includes light industrial, office and other employment related land uses. See Queensborough Community Plan Policy 2.3.<br><br>The OCP Mixed Employment land use designation applies to areas that are focused on employment generating lands including light industrial, commercial and office uses. Both the OCP and the QCP include policies, and related actions, to support intensification of established industrial areas. The policy in the QCP is supported by the following action: "Protect industrial and mixed employment designated sites by providing clear direction to landowners, the real estate community and potential purchasers that conversion to non-employment generating uses (e.g. residential) will not be supported" (QCP Action 2.3e). |

| | |
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| ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy; | The City's Mixed Employment designation allows accessory retail uses which are permitted in industrial zoning districts as outlined in the New Westminster Zoning Bylaw . In keeping with the Regional objective of concentrating commercial and other major-trip generating uses in Regional City Centres and Frequent Transit Development Areas no additional large format commercial will be permitted in the area of the city that has the Regional Mixed Employment designation. |
| iii) support the regional objective of concentrating commercial and other major trip- generating uses in Urban Centres and Frequent Transit Development Areas; | In keeping with the Metro 2040 objective of concentrating commercial and other major-trip generating uses in Regional City Centres and FTDAs, no additional large format commercial will be permitted in the area of the city that has the Regional Mixed Employment designation . |
| iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas; | No land in New Westminster that has a Regional Mixed Employment designation is located within the Regional City Centre or an FTDA. |
| v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities; | Low density infill and expansion will be permitted in areas that have a Regional Mixed Employment designation as permitted by the zoning for the properties. Further expansion to density may be considered if transit service expansion is identified by TransLink. |

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

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

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

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

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

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

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

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

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

## STRATEGY 3.1
## PROTECT CONSERVATION AND RECREATION LANDS

3.1.4 Adopt Regional Context Statements which:

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

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

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

i) public service infrastructure, including the supply of high quality drinking water;

ii) environmental conservation;

iii) recreation, primarily outdoor;

iv) education, research and training facilities and uses that serve conservation and/or recreation users;

v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

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

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

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

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

The DCP recognizes the importance of the waterfront from both a local and regional perspective and includes the following policies:

- Integrate and enhance wildlife habitat along the Fraser River and throughout Downtown (Strategy 5c). Action: As

vi) limited agriculture use, primarily soil-based;

the access to the waterfront is restored, and parks such as the future Westminster Pier and Muni Evers are developed, design waterfront parks to restore and enhance biodiversity of riparian habitats.

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

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

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

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

## STRATEGY 3.2
## PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

3.2.4 Adopt Regional Context Statements which:

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

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

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

The QCP includes the following policies and actions:

- Protect and enhance the ecological function of freshwater wetlands and watercourses (QCP Policy 4.2).
- Action: The City should continue to advance opportunities for protecting and/or enhancing the ecological value of watercourses and wetlands (e.g. improve riparian vegetation) on public and private land, as such occasions arise.
- Protect and enhance the ecological integrity of the Fraser River foreshore (QCP Policy 4.3).

3.2.5 Adopt Regional Context Statements which:

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

The City of New Westminster's central location in the region on the Fraser River and Brunette River requires close collaboration with Metro Vancouver, TransLink and neighbouring municipalities to ensure connections to greenways and cycling trails, especially those shown on Map 9: Regional Recreation Greenway Network in the Regional Growth Strategy. The city includes two regional recreational greenways: the Brunette-Fraser Greenway and the BC Parkway.

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

3.2.5 *continued*

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

The completion of these regional trail networks would make a significant contribution to the Experience the Fraser Canyon to Coast Trail, which has been endorsed as regionally significant by Metro Vancouver and the City of New Westminster.

The DCP includes a Strategy to "Improve cycling infrastructure, ensuring local routes are well connected, harmonized with greenways and integrated with regional routes." (DCP Strategy 10c) It also includes the following policy: "In cooperation with Metro Vancouver and TransLink, promote development of the Waterfront Greenway, Central Valley Greenway and upgrades to the BC Parkway" (DCP Strategy 10c).

The QCP includes the following action: "The City should aim to complete the Perimeter Trail, while continuing to support river-based industrial uses. Advance opportunities to develop interim connections around industrial land and provide safe, accessible waterfront lookout points, as such occasions arise. In addition, identify and support opportunities to access the Fraser River along the length of the trail, such as with docks, wharves and/or beach access" (QCP Action 8.2d).

3.2.6 Adopt Regional Context Statements which:

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

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

3.2.7 Adopt Regional Context Statements which:

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

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

## STRATEGY 3.3

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

3.3.4 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

| | |
|---|---|
| c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network; | The Downtown, the city's Regional City Centre, is the main focus for population and employment growth as well as the focus for infrastructure and amenity investments (DCP Goal 2, Section 6). Population and employment growth is also focused in the three FTDAs through the OCP Land Use Designation Map. |
| d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives. | The OCP includes the following policy: "Integrate stormwater management into the planning and design of buildings, infrastructure and open spaces" (Policy 12.2). This policy includes an action to develop and implement an Integrated Stormwater Management Plan (ISMP) (Action 12.2a). The ISMP is anticipated to be adopted by Council in 2017. The QCP includes a similar action (QCP Action 10.2a).<br><br>The DCP includes storm water management principles and contains many actions, including design of the waterfront, maximizing use of green roofs, and routing of stormwater runoff (DCP Strategy 5d). |

## STRATEGY 3.4

## ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS.

3.4.4 Adopt Regional Context Statements which:

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

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

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

3.4.5 Adopt Regional Context Statements which:

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

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

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

# Goal 4: Develop Complete Communities

## STRATEGY 4.1
## PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

4.1.7 Adopt Regional Context Statements which:

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

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

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

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

iv) encourage and facilitate affordable housing development through

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

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

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

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

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

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

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

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

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

- New non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles.
- A replacement policy will be developed and implemented in new developments where rental stock is demolished.
- The Downtown "SkyTrain Precincts" will allow for higher density (more housing units) in close proximity to SkyTrain stations. This improves affordability as it reduces the need for a car.

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

4.1.8 Prepare and implement Housing Action Plans which:

a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;

b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;

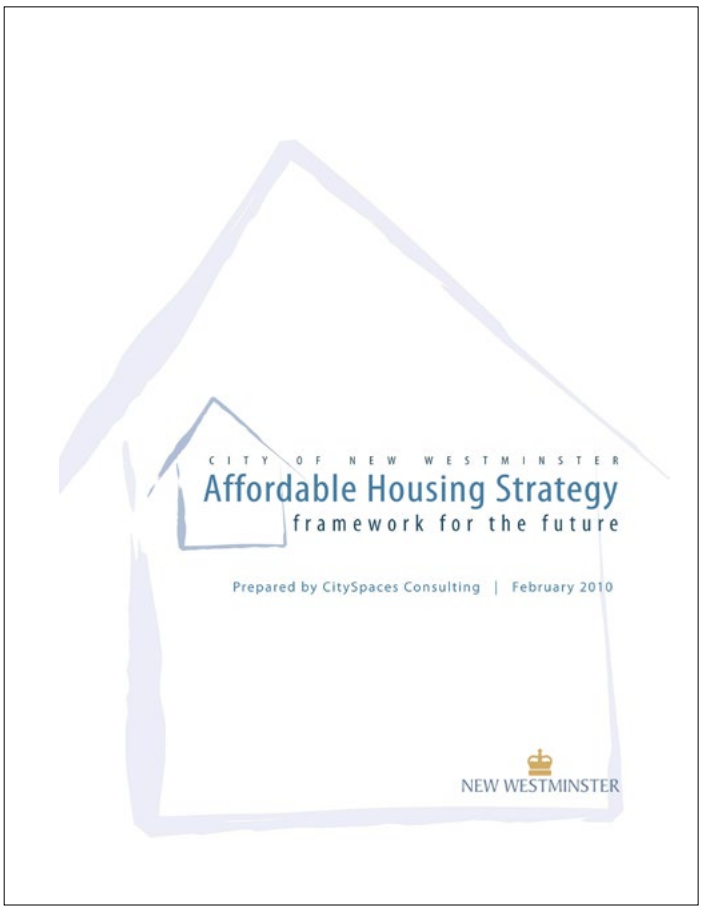
c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;

d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;

e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;

f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

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




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

## STRATEGY 4.2

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

The OCP includes community health as one of the seven themes integrated in all policy areas. Land use planning and design can have a positive impact on health and well-being. A well-planned community can influence health by promoting physical activity, improving access to healthier foods, addressing housing needs, reducing pollution, promoting healthier natural environments and fostering good mental health. The OCP focus on health aims to cultivate healthy and complete communities, including all of the specific matters detailed in the Section 4.2.4 of the Regional Growth Strategy.

For this section, Policy 4.2.4 of the Regional Growth Strategy does not require specific references to municipal policies.

| 4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which: | |
|---|---|
| a) support compact, mixed use, transit, cycling and walking oriented communities; | New Westminster supports compact, mixed use, transit, cycling and walking oriented communities through policies and the Land Use Designation Map. |
| b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit; | New Westminster supports locating community, cultural, institutional facilities in areas with good access to public transit. |
| c) provide public spaces and other place-making amenities for increased social interaction and community engagement; | New Westminster has policies to provide public spaces and other place-making amenities for increased social interaction and community engagement. |
| d)support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; | New Westminster has policies to support active living through the provision of recreation facilities, parks, trails and safe and inviting pedestrian and cycling environments. |

| | |
|---|---|
| e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services; | New Westminster has policies that support urban food production, including gardens plots on private and public property. |
| f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities; | New Westminster has policies intended to reduce noise related health impacts on new development. |
| g) support universally accessible community design; | New Westminster supports universally accessible community design. |
| h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas; | New Westminster has one Local Centre and is referenced in Section 1.2.6(d)(iii) of this Regional Context Statement. RCS Map 3 identifies the lands that are included in the Local Centre. |

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

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

# Goal 5: Support Sustainable Transportation Choices

## STRATEGY 5.1

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

5.1.6 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

a) *continued*

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




***New Westminster's Master Transportation Plan, adopted in 2015***

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

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

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

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

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

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

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

## STRATEGY 5.2

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

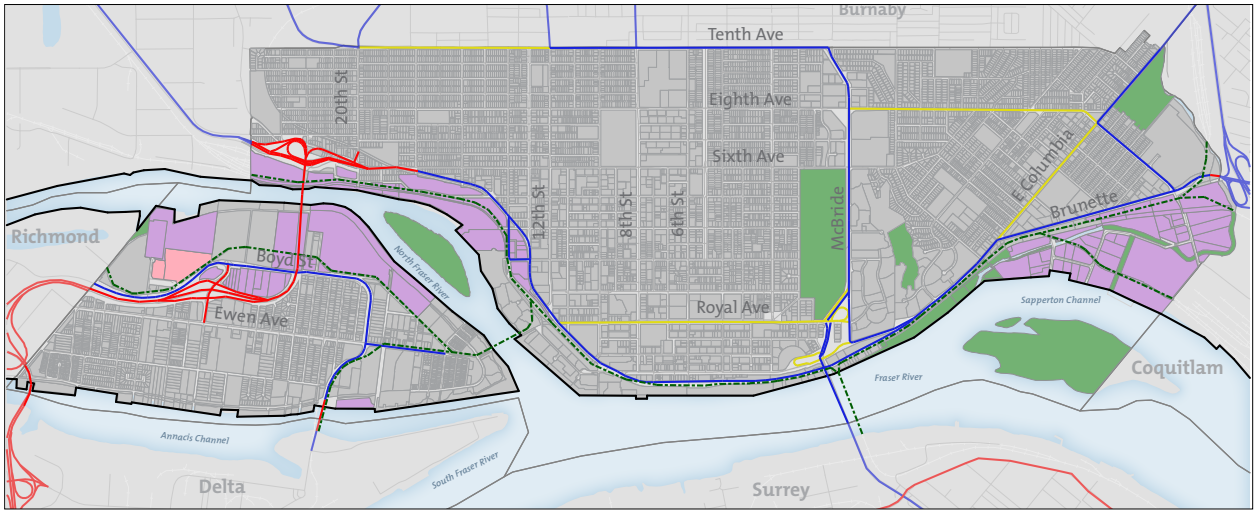
5.2.3 Adopt Regional Context Statements which:

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

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

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

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




[BYLAW NO. 8151, 2019]

**KEY:**

Railway Lines

Provincial Highway

Truck Route

Limited Hours Truck Route

REGIONAL CONTEXT STATEMENT

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

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

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

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

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

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

The OCP includes the following policies:

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

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

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

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

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

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# Appendices

## LIST OF APPENDICES

A. Flood Hazard Area Map
B. Parks, Trails and Greenways Map
C. Land Use Designation Map

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# Appendix A. Flood Hazard Area Map



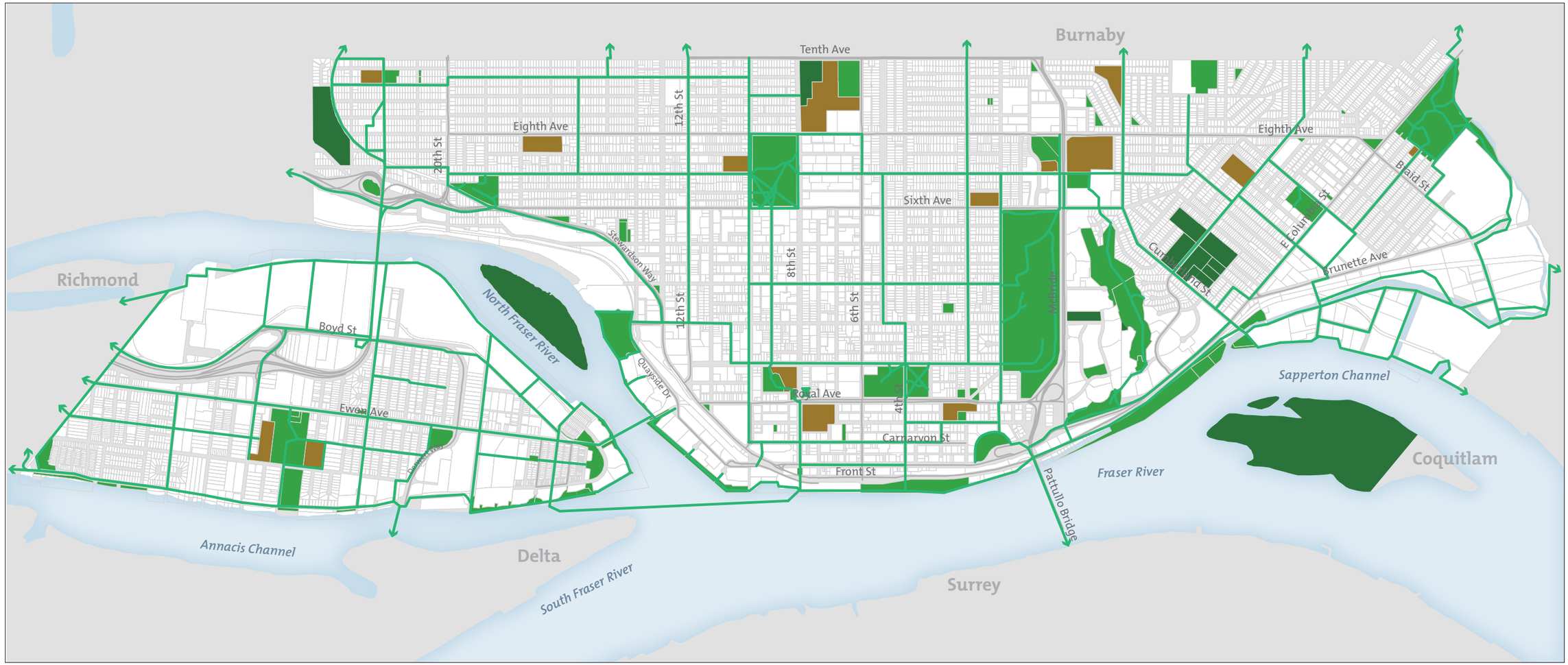

[BYLAW NO. 8151, 2019]

**KEY:**

▪▪▪▪▪ Areas Subject to Flooding

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# Appendix B. Parks, Trails and Greenways Map




**KEY:**

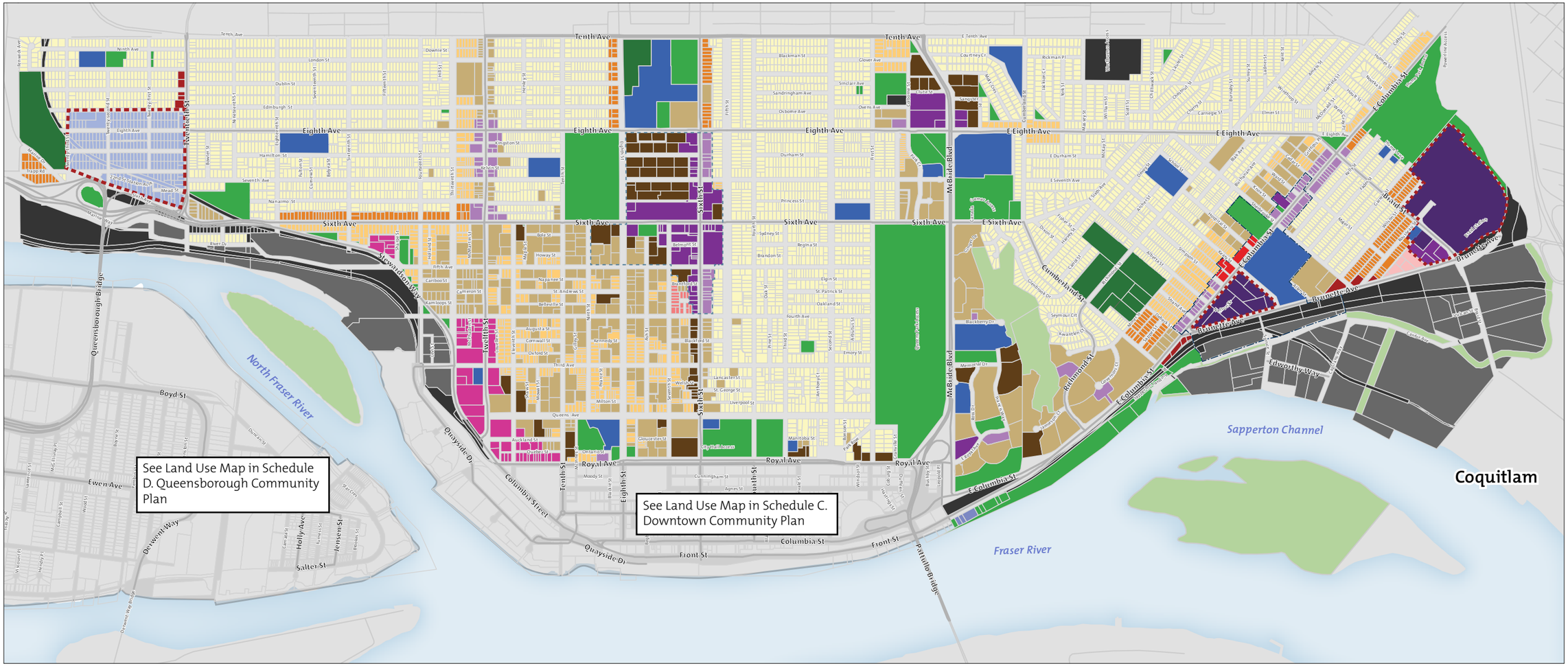
- Greenways and Trails
- Parks/Open Space
- Other Open Space
- Schools

[BYLAW NO. 8151, 2019]

APPENDIX

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# Appendix C. Land Use Designation Map




[BYLAW NO. 8151, 2019; 8145, 2019; 8261, 2021]

**KEY:**

- Frequent Transit Development Area
- Special Employment Area
- Local Centre
- **(RD)** Residential - Detached and Semi-Detached Housing
- **(RGO)** Residential - Ground oriented Infill Housing
- **(RT)** Residential - Infill Townhouse
- **(RM)** Residential - Multiple Unit Buildings
- **(RH)** Residential - High Rise
- **(ML)** Mixed Use - Low Rise
- **(MH)** Mixed Use - High Rise
- **(BDMU)** Brewery District Mixed Use and Health Care
- **(SGTMC)** Sapperton Green Transit-Oriented Mixed-Use Community
- **(RHC)** Residential - High Density/Community Facility
- **(CHC)** Commercial and Health Care
- **(C)** Commercial
- **(ME)** Mixed Employment
- **(I)** Industrial
- **(U)** Utilities and Transportation Infrastructure
- **(IN)** Intertidal
- **(H/N)** Habitat/Natural Areas
- **(CEM)** Cemeteries
- **(P)** Major Institutional
- Parks, Open Space and Community Facilities
- **(BC)** Bent Court Study Area
- **(LTS)** Lower Twelfth and Sharpe Street Study Area
- **(CD)** Comprehensive Development

APPENDIX

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# Schedules

## LIST OF SCHEDULES

A. Queen's Park Heritage Conservation Area
B. Official Community Plan Development Permit Areas
C. Downtown Community Plan
D. Queensborough Community Plan

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# A. Queens Park Heritage Conservation Area

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# B. Official Community Plan Development Permit Areas

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# C. Downtown Community Plan

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# D. Queensborough Community Plan

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NEW WESTMINSTER

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# OFFICIAL COMMUNITY PLAN

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