City of
New Westminster

Report to Council

To:	New Westminster City Council in Workshop	**Meeting Date:**	October 27, 2025
From:	Jackie Teed, Director, Planning & Development Lisa Leblanc, Director, Engineering & Deputy Chief Administrative Officer	**Report No.:**	2025-303

Re: **Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives**

STAFF RECOMMENDATION

Townhouse Program

1. *THAT the Official Community Plan amendment bylaw being drafted to implement the Housing Accelerator Fund initiatives **designate the properties "Residential – Townhouse" based on the map** in Attachment 2 of the report titled "Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives" dated October 27, 2025.*

2. *THAT the Official Community Plan amendment bylaw being drafted to implement the Housing Accelerator Fund include the **Townhouse Development Permit Area Guidelines** in Attachment 3 of the report titled "Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives" dated October 27, 2025*

3. *THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment 4 of the report titled "Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives" dated October 27, 2025.*

4. *THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment 5 of the report titled "Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives" dated October 27, 2025.*

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

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

   OR

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

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

   OR

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

   OR

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

Affordable Housing Accelerator Initiative

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

PURPOSE

To seek Council direction on implementation the Townhouse Program and a next phase of the Affordable Housing Accelerator Initiative, Housing Accelerator Fund initiatives.

SUMMARY

In February 2024, the City was awarded an $11.4 million grant from the Housing Accelerator Fund program established by the Canada Mortgage and Housing Corporation (CMHC). This report outlines the Official Community Plan (OCP) work undertaken to implement two of the grant funded programs: the Townhouse Program, and the Affordable Housing Accelerator.

Townhouse Program

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

Affordable Housing Accelerator Initiative

The Affordable Housing Accelerator Initiative aims to reduce regulatory barriers, streamline approval processes, and unlock more opportunities in the city for affordable housing projects that are entirely owned and operated by registered non-profit rental housing providers or housing co-ops. The proposed OCP update would implement a next phase of the Initiative, which proposes allowing non-profit affordable rental housing of up to six storeys to be built on properties designated to permit a townhouse. This would be conditional on the property being owned and operated by the registered provider, and on the project's long term affordability and rental tenure being secured through a legal agreement.

BACKGROUND

Provincial Housing Legislation

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

Housing Accelerator Fund

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

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

TOWNHOUSE PROGRAM

Townhouse Program Summary

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

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

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

The City is also developing an Infill Housing Program, which is distinct from the Townhouse Program. The Infill Program is focused on facilitating redevelopment of individual properties for up to six dwelling units, whereas the goal of the Townhouse Program is to facilitate the consolidation and redevelopment of more than one single detached dwelling property for townhouses. See Attachment 1 for a comparison between the two housing forms.

See Attachment 1 for additional Background Information and Discussion.

Approach to Implementation of Townhouse Program

Official Community Plan Land Use Designation Map

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

Priority locations for townhouses were identified as blocks: in close proximity to community amenities (such as school and parks); at the edges of Transit Oriented Development Areas to provide a transition from higher to lower density housing; and on busy roads without a functional and continuous lane, to improve site access conditions. Site access conditions would be improved by requiring new townhouse projects to dedicate land to facilitate completion of a back lane. Since the townhouse program requires the consolidation of multiple properties, it is considered more feasible to deliver a lane. Pedestrian and road safety would also be improved by reducing the number of individual driveways onto fronting streets.

Scenarios outlining potential townhouse locations were presented to the community in Spring 2025. Feedback during the consultation indicated general support to maximize opportunities for townhouses across the city, with 61% of participants supporting the scenario showing the largest expansion of townhouses. Details on the community consultation process including outcomes, can be found in the consultation summary (Attachment 7).

Staff recommend designating approximately 900 properties across the city "Residential – Townhouse" in the OCP. The proposed properties are illustrated in Attachment 2. This map was finalized based on community feedback and detailed block analysis, which considered whether there were conditions that would result in a block being better suited for the Infill Housing Program. Further information on the land use designation mapping process is provided in Attachment 1.

Staff recommend:

1. THAT the Official Community Plan amendment bylaw being drafted to implement the Housing Accelerator Fund initiatives **designate the properties "Residential – Townhouse" based on the map** in Attachment 2 of the report titled "Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives" dated October 27, 2025.

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

Revised Development Permit Guidelines

Townhouse applications on land designated “Residential – Townhouse” require a Development Permit. The OCP update would include revisions of the guidelines included in the Townhouse Development Permit Area to ensure clear guidance is given for applications under the updated townhouse program. Updates would ensure alignment with City-wide policies and strategies. The draft development permit guidelines are included in Attachment 3.

Staff recommend:

2. THAT the Official Community Plan amendment bylaw being drafted to implement the Housing Accelerator Fund include the **Townhouse Development Permit Area Guidelines** in Attachment 3 of the report titled “Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives” dated October 27, 2025

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

Revised Zoning District

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

The general townhouse zoning district recommendations are summarized in Table 2. Additional information is included in Attachment 4.

Table 2: Revised Townhouse Zoning District Recommendations

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

Open Site Space	N/A	Minimum 15% of total site area. Minimum of 15 sq. m. size with 2.1m minimum dimension.

Feedback during community consultation indicated support to streamline development approval processes, with 73% of participants supporting pre-zoning areas in the city for townhouses. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment 7).

Staff recommend:

3. THAT the staff prepare a zoning amendment bylaw that reflects the **general townhouse zoning district recommendations** in Attachment 4 of the report titled “Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives” dated October 27, 2025.

Approving this recommendation would meet Housing Accelerator Fund commitments and would endorse Zoning Bylaw updates, based on a review of the current infill townhouse zoning district, such as to allow larger primary units, higher site coverage, and implement a minimum open space requirement.

Revised Approval Process: Pre-Zoning

As envisioned in the scope of the Housing Accelerator Fund initiative, the Townhouse Program has explored revising the approval process by pre-zoning sites envisioned for townhouses. Removing the need for a rezoning application could streamline the development approval process and enable more homes to be built faster. Townhouse projects would still be required to meet the regulations of the updated zoning district, such as site access, parking and minimum lot size, and would continue to require a Development Permit and Building Permit.

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

It is recommend that those sites with a sufficient existing lane be pre-zoned at this time (concurrent with the OCP Amendment Bylaw). Of the properties identified for townhouses in the proposed update to the OCP, approximately 570 properties would be pre-zoned. Attachment 5 provides detailed block level maps including a list of these pre-zoned properties. When a block identified for pre-zoning includes only one or two TOD Area properties that are likely not viable for TOD Area density development on their own, it is recommended the TOD Area properties also be pre-zoned to facilitate the properties being included in a property consolidation.

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

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

Staff recommend:

4. THAT the staff prepare a Zoning Amendment Bylaw to **pre-zone to allow townhouses** on the properties included in Attachment 5 of the report titled “Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives” dated October 27, 2025.

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

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

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

Direction Required

As envisioned in the scope of the Housing Accelerator Fund initiative, the Townhouse Program has explored allowing secondary suites in townhouse units. A policy decision is needed from Council regarding **permitting secondary suites in townhouse units, and related parking requirements**. Options are presented below for both items, for consideration together. See Attachment 1 for additional considerations for the options presented.

Secondary Suites

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

Feedback during the consultation indicated that 64% of participants support secondary suites in townhouses due to the rental income and flexible living opportunities. Details on the community consultation process including outcomes, can be found in the consultation summary (Attachment 7).

Two options are presented for consideration:

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

   OR

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

*Council is being asked to decide on whether secondary suites should be allowed in townhouse units, **while taking into consideration the discussion below regarding parking**, as there are meaningful implications in this regard, as explained in more detail in Attachment 1.*

Parking for Secondary Suites

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

Architectural and financial modelling indicates that requiring parking for secondary suites would reduce the feasibility of including secondary suites in a project, especially given the need to deliver other site functions such as open space, trees, housing units, storage of waste carts, multi-modal circulation and other functional space. However, by not requiring parking, or providing parking with a minimum requirement of 0.5 spaces per unit which is consistent with current regulations for secondary suites elsewhere in the Zoning Bylaw, it is likely parking would overspill onto public streets and that there would be impacts on finite curbside space, including impacts to City operations and other priority street uses. Additional pricing mechanisms and/or parking regulations would likely be required to manage ever-increasing demands on curbside space. Staff

analysis indicates that there is significant demand for on-street parking throughout the city, with increasing pressure to reallocate space on-street for uses other than for the storage of personal vehicles. In addition, data shows that car ownership rates have remained consistent, in spite of reductions in on-site parking availability, and an overall reduction in on-street parking spaces. There is more competition than ever for limited space curbside, and this competition is expected to increase as the City densifies, unless there is a significant downward shift in car ownership.

Feedback was sought about parking for townhouse projects during community consultation held in Spring 2025. While there was no direct question about parking for secondary suites, responses regarding the townhouse program revealed that some participants were concerned about not requiring parking for the secondary suite, as tenants residing in secondary suites are expected to own a vehicle. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment 7).

Three options are presented for consideration:

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

   OR

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

   OR

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

Council is being asked to decide on what the parking requirements will be for secondary suites, should they be allowed; there are meaningful implications in this regard, as explained in more detail in Attachment 1. In short, staff analysis indicates that there is significant demand for on-street parking throughout the city, with increasing pressure to reallocate space on-street for uses other than for the storage of personal vehicles. In addition, data shows that car ownership rates have remained consistent, in spite of reductions in on-site parking availability, and an overall reduction in on-street parking spaces. There is more competition than ever for limited space curbside and this competition is expected to increase as the city densifies. At the same time, architectural and financial modelling indicates that requiring parking for secondary suites would reduce the feasibility of including secondary suites in a project.

Next Steps

Following the adoption of the Townhouse Program staff would create materials (revise web content, guides and other related supporting material) to assist applicants in navigating the approval process. A monitoring program would also be launched to ensure any recommended refinements to the program are identified. Staff anticipate some refinement would also be need to the program once other relevant City policies and regulations are endorsed by Council. For example, Engineering is in the process of developing the City's first Solid Waste Master Plan. One of the recommendations from the Plan is to complete a detailed study to identify design and site area requirements for on-site solid waste, recycling and composting. The recommendations of this detailed study would be incorporated into the Zoning District and Development Permit Area guidelines to ensure new townhouse program comply with the new standards.

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

AFFORDABLE HOUSING ACCELERATOR

Affordable Housing Program Summary

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

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

Phase 2 of the initiative is exploring:

- Allowing non-profit affordable rental housing of up to six storeys to be built on sites designated in the Official Community Plan for "Residential – Townhouse", when requirements are met. This element of Phase 2 is a focus of this report.
- Pre-zoning properties designated "Residential – Mid Rise" and "Residential – Limited Mid Rise" (the new residential land use designations aligned with Tiers 2 and 3 or the Transit Oriented Development Areas) to allow non-profit affordable rental housing of up to six storeys to forego rezoning if they meet the criteria and zoning regulations established through Phase 1 of the initiative. This element of Phase 2 is outline in another report on this agenda titled: "Our City, Our Homes: Implementation of Provincial Housing Legislation".

See Attachment 6 for additional background on this initiative.

Approach to Implementation of the Affordable Housing Accelerator Program

Official Community Plan Update

Through the Housing Accelerator Fund, the City agreed to explore amending the OCP to allow affordable rental housing projects to achieve higher density than market projects in order to increase the viability of affordable housing projects. To achieve this, it is proposed that, through the OCP update, non-profit affordable rental housing projects of up to six storeys be included as a permitted use in the "Residential – Townhouse" land use designation. The proposed "Residential – Townhouse" land use designation is included in Attachment 1.

Eligibility would require the property to be owned and operated by a non-profit housing provider or housing co-op, and the project's long-term affordability and rental tenure to be secured through a legal agreement. A rezoning application would still be required. Projects would still be subject to other City approvals, including a Development Permit, Works and Services Agreement, and Building Permit. This is similar to the approach the City has taken to incentivizing Heritage Revitalization Agreements through the 2017 OCP.

This proposal aligns with feedback from community and interest groups heard during the first phase of this initiative, which included a desire for the program scope to be expanded to additional areas, including in close proximity to transit, community centres, and services. Feedback during community consultation held in Spring 2025 indicated general support for this proposal, with some concerns about changes to neighbourhood character. Details on the community consultation process, including outcomes, can be found in the consultation summary (Attachment 7).

Staff recommend:

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

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

ENGINEERING IMPLICATIONS

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

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

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

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

CONSULTATION SUMMARY

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

Community

Spring Consultation

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

The feedback received generally supported the proposed direction on the housing initiatives. Participants expressed that their top three hopes for the future of housing in the City were: more housing types, more affordable housing, and more family-friendly housing. Participants also voiced concerns on there not being enough infrastructure (e.g. roads, parking, sewers) and community amenities (e.g. schools, parks, community centres) to support more current and future residents. More information regarding what was heard at community consultation is available in Attachment 7**.**

Fall Information Campaign

Since the Our City, Our Homes program launch, staff have conducted community consultation, completed technical analysis, and developed recommendations for Council’s considerations. An information campaign was launched to share outcomes of this work, increase community awareness of the proposed housing changes.

The information campaign was held from August 28 to September 14. During this period, four pop-up events were held throughout the city, with approximately 200 community members engaging with staff. Information was posted on the Be Head project page and City website. Generally, inquirers indicated they were aware of proposed changes, with most questions being in regards to the Transit Oriented Development Areas and Infill Housing Program. More information regarding the information campaign is available in Attachment 8.

First Nations

Staff contacted all First Nations who have expressed interest in being consulted, as identified through the First Nations Consultative Areas Database established by the Province. Since that time, City staff met with staff representatives from Musqueam and Kwikwetlem First Nation, and received general comments from Squamish Nation and Ts'uubaa-asatx Nation. The list of Nations consulted, summary of key feedback received, and correspondence is in Attachment 9.

Interagency

Throughout the work discussed above, staff met with Metro Vancouver, TransLink, Vancouver Fraser Port Authority, and New Westminster School District to present and discuss potential implications of the proposed draft land use changes, including impacts of forecasted population growth on regional infrastructure. A summary of key feedback received and correspondence is in Attachment 9.

Committee Consultation

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

NEXT STEPS

Bylaw Adoption Process

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

1. Council Consideration of first and second readings of Official Community Plan Amendment and zoning amendment bylaws (December 2025).

2. Notification of Public Hearing. In this case, because of the number of properties affected, post cards are not required to be mailed to owners and occupants. However, due to the scale of the updates to the Official Community Plan and related Zoning Bylaw amendments, staff are recommend advertising the public hearing by sending a postcard as ad mail to community members. This follows the approach taken for advertising the Our City Our Homes public consultation period. However, this approach could be disrupted by the mail strike.

3. Public Hearing and Council consideration of Third Reading of the bylaws. In accordance with the *Local Government Act*, a Public Hearing will be held for the amendment to the Official Community Plan. As they are interconnected, the Public Hearing will also be held for the Zoning Bylaw amendment (January 2026);

4. Referral of the bylaws to Ministry of Transportation and Transit (January 2026); and
5. Council consideration of adoption of the Official Community Plan Amendment and Zoning Amendment Bylaws (February 2026).

The above timeline allows the City to be on track to meet the extended Housing Accelerator Fund deadline to complete the Townhouse Program and the second phase of the Affordable Housing Accelerator by February 24, 2026.

FINANCIAL CONSIDERATIONS

The work is legislated and non-discretionary; a new Housing Division and other interdepartmental resources are required to meet the ongoing legislated requirements and to align with Council's Strategic Priority Plan – Homes and Housing Options. Through the 2024 and 2025 budget processes, Council approved eleven new permanent staff positions, four temporary to permanent position conversions, and one new temporary position. Most of the staff have been hired and staff are actively working to fill the remaining positions. The team has been diligently carrying out the tasks necessary to implement both the housing legislation and the Housing Accelerator Fund initiatives.

In February 2024, the City was selected as a recipient of an $11.4M grant from the Housing Accelerator Fund. These funds have been used for all costs related to the action plan initiatives. Staff continue to explore other funding sources as they arise.

INTERDEPARTMENTAL LIAISON

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

ATTACHMENTS

Townhouse Program

Attachment 1 – Townhouse Program Background and Discussion
Attachment 2 – Draft Townhouse Land Use Designation Map
Attachment 3 – Draft Townhouse Development Permit Area Guidelines
Attachment 4 – General Townhouse Zoning District Recommendations
Attachment 5 – Maps of Proposed Pre-Zoned Townhouse Properties

Affordable Housing Accelerator

Attachment 6 – Affordable Housing Accelerator Background and Discussion

Community Consultation

Attachment 7 – Summary of Our City, Our Homes Engagement
Attachment 8 – Summary of Our City, Our Homes Fall Information Campaign
Attachment 9 – Summary of Agency and First Nation Consultation
Attachment 10 – Ts'uubaa-asatx Nation OCP Referral Response

REPORT APPROVAL

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New Westminster

Attachment 1

Townhouse Program Background and Discussion

TOWNHOUSE PROGRAM BACKGROUND AND DISCUSSION

Program Background

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

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

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

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

Comparison between Townhouse and Infill Housing Forms

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

Figure 1: Comparison of Townhouse & Infill Housing Forms

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

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

Process for Identifying Locations for Townhouse in the Official Community Plan

Step 1: Identifying the Study Area

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

Step 2: Applying Broad Principles

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

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

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

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

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

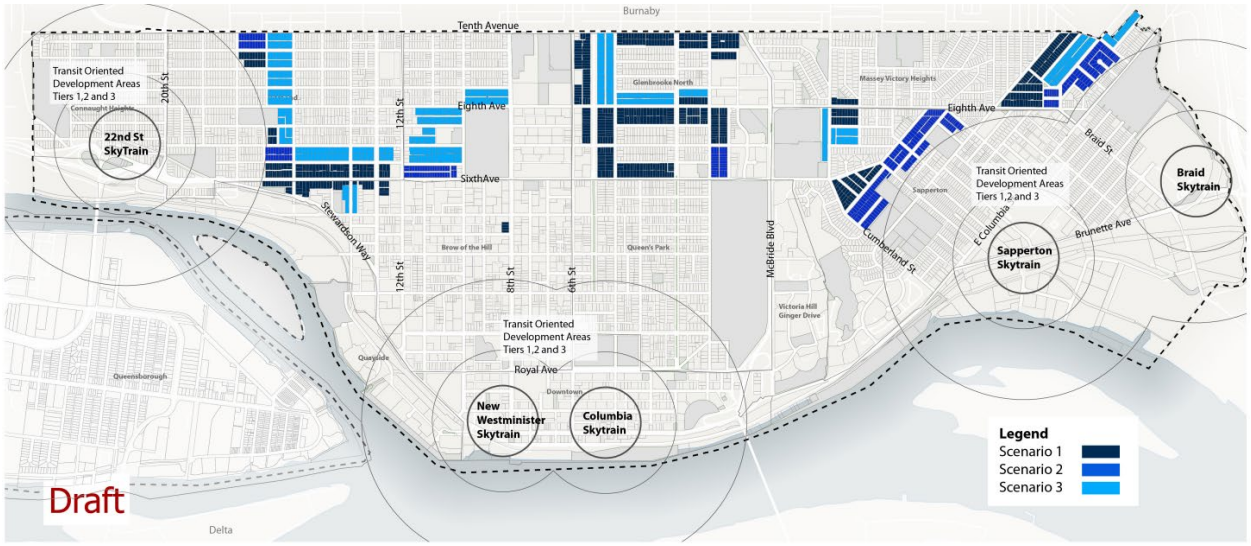
(2017), where community members wanted to see more family friendly housing types near family oriented amenities.

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

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

Three townhouse map scenarios were developed for community consultation in Spring 2025, taking into consideration the above principles, which showed a low, medium and higher extent of properties proposed to be designated for townhouse use (see Figure 2). Generally, the community supported the higher extent for townhouse use across the city. Community feedback was incorporated into the revised townhouse mapping. Additional information about the approach to community consultation and feedback received is included in Attachment 7.

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



Step 3: Conducting Detailed Site Review

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

Based on these conditions, City staff recommend designating approximately 900 properties across the city for townhouse use. The map of proposed designated properties is included in Attachment 2.

Townhouse Program Options: Secondary Suites and Parking Requirements

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

Secondary Suites

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

> Secondary Suites Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.
>
> **OR**
>
> Secondary Suites Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not include secondary suites** as a Permitted Accessory Use in the updated Townhouse Zoning District.

Considerations

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

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

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

Parking for Secondary Suites

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

> Secondary Suite Parking Option 1: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a parking rate of 0.5 parking spaces per secondary suite** in the updated Townhouse Zoning District.
>
> **OR**
>
> Secondary Suite Parking Option 2: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **include a reduced parking rate of 0.25 parking spaces per secondary suite** in the updated Townhouse Zoning District.
>
> **OR**
>
> Secondary Suite Parking Option 3: THAT the Zoning Bylaw amendment being prepared to implement the Townhouse Program **not require parking for secondary suites** in the updated Townhouse Zoning District.

Considerations

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

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

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

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

Figure 3: Rational for Secondary Suite Parking Options

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

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

Summary of Consultation Findings

Community Consultation

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

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

Participants indicated general support for:

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

Industry Consultation

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

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

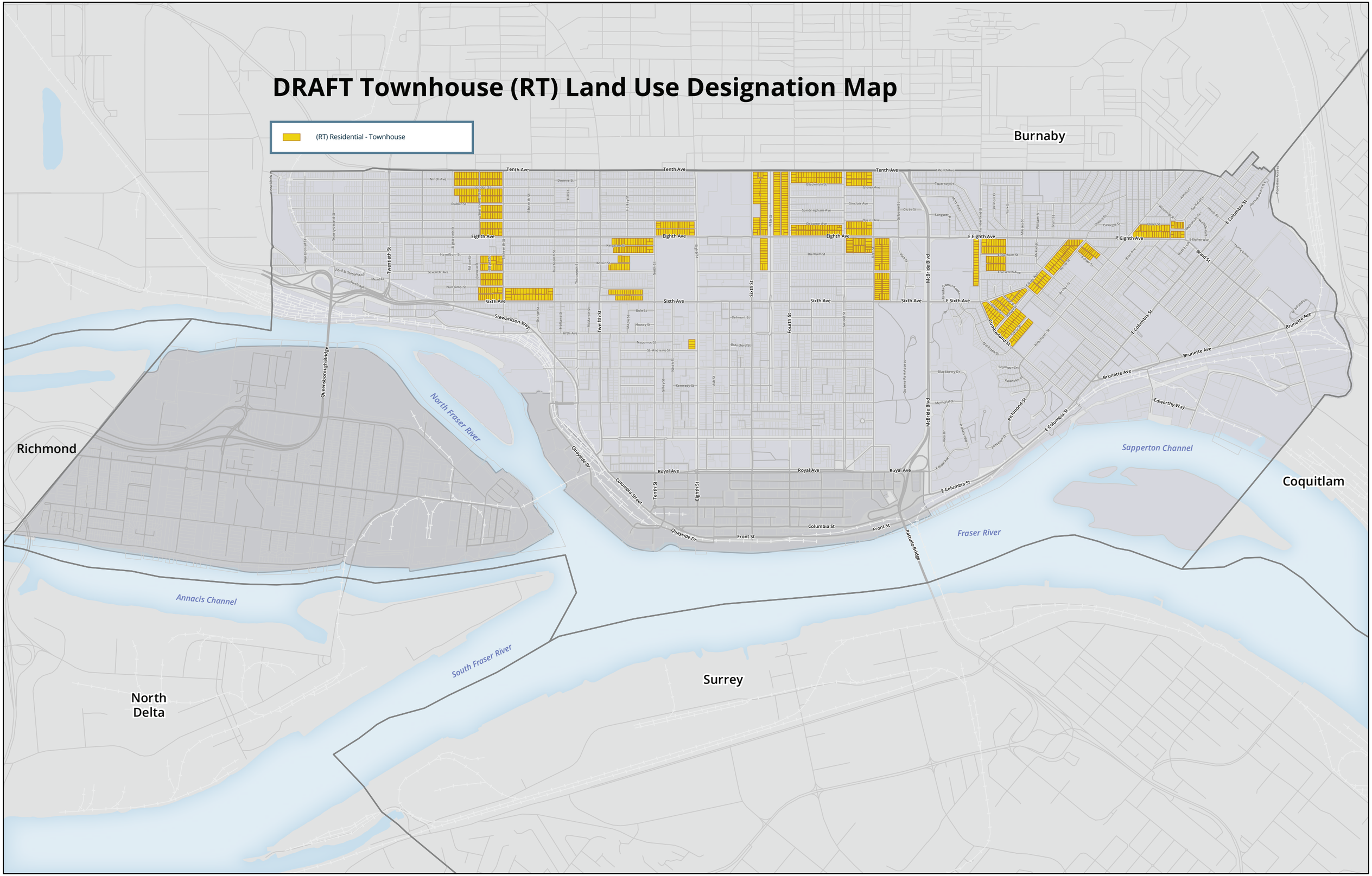
- High costs of development impact the ability to build housing. While external factors, such as higher interest rates and increased labour and material costs are a concern, participants also raised the issue involving increased City costs, such as Development Cost Charges (DCC) and minimum parking rates.

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

Attachment *2*

Draft Townhouse Land Use Designation Map

DRAFT Townhouse (RT) Land Use Designation Map



Attachment *3*

Draft Townhouse Development Permit Guidelines

1.3 TOWNHOUSES

1.3 TOWNHOUSES
INTRODUCTION

INTRODUCTION

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

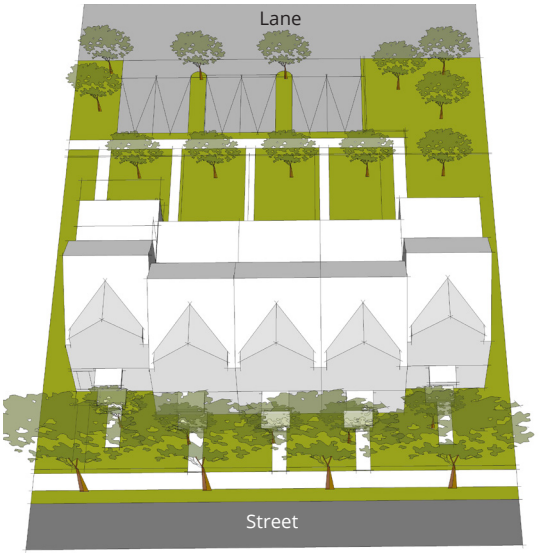
The intent of the design guidelines (as outlined in the Justification section of this schedule) is to:

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

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

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

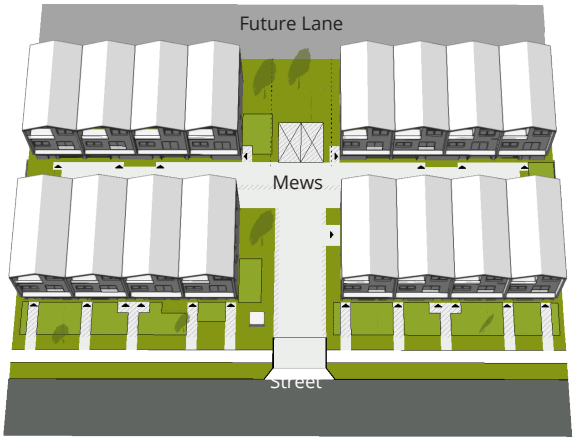
Some developments may be a mixture of 'street-oriented', 'courtyard-oriented' and 'mews'. Side-by-side, back-to-front, and back-to-back townhouses are permitted.



Street-oriented development.



Courtyard-oriented development.



Mews development.

1.3 TOWNHOUSES
INTRODUCTION

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

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



Townhouse streetscape precedent.

GUIDING PRINCIPLES

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

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

ARCHITECTURE AND SITE DESIGN

1.3.1 BUILDING SIZE, MASSING AND ROOF FORMS

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3.2 BUILDING SITING, SEPARATION AND SETBACKS

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.3 STREETSCAPE EXPRESSION AND BUILDING ENTRANCES

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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





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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.4 ARCHITECTURAL EXPRESSION AND MATERIAL FINISH

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



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



Example of front entry sequence.

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.5 BUILDING PERFORMANCE

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



Example of courtyard entrance elements.



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

ENERGY CONSERVATION

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

COMMUNITY ENERGY AND EMISSIONS PLAN 2050

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

LIVABILITY

1.3.6 PRIVACY

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

Townhouse developments must incorporate:

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

1.3.7 OPEN SPACE

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

LANDSCAPE DESIGN

1.3.8 TREES AND TREE CANOPY

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

Townhouse developments must incorporate:

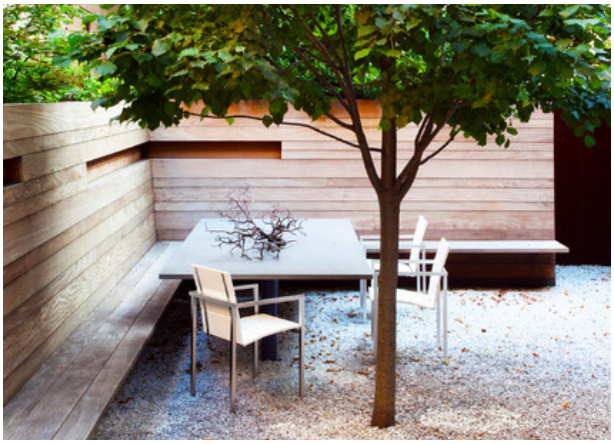
- Site planning, including building location and outdoor spaces, that protects mature and healthy existing trees, and creates optimal space and conditions for the addition of new trees.
- New tree plantings that prioritize diverse, climate adaptive and drought tolerant species to provide shading and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

Townhouse developments are encouraged to consider:

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

URBAN FOREST MANAGEMENT STRATEGY

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





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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.9 OVERALL LANDSCAPE DESIGN

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

INTEGRATED STORMWATER MANAGEMENT PLAN

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

BIODIVERSITY STRATEGY

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

1.3 TOWNHOUSE
DEVELOPMENT PERMIT GUIDELINES

1.3.10 SOFT LANDSCAPING

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

Townhouse developments must incorporate:

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







Examples of pervious paving materials.



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

1.3.11 HARD LANDSCAPING

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.12 SCREENS, FENCES AND RETAINING WALLS

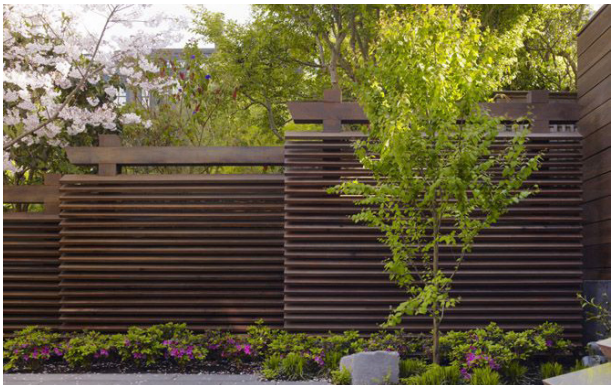
Intent: Townhouse developments thoughtfully transition to the public realm and adjacent properties and incorporate landscape elements to mitigate views of service and parking areas.

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



Example of fence/screen combined with planting.

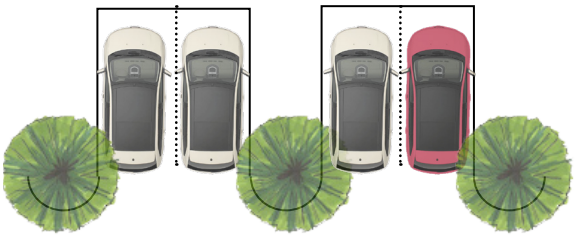


Example of a carport design.

CIRCULATION, ACCESS, PARKING AND SITE SERVICING

1.3.13 CIRCULATION, ACCESS AND PARKING

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



Example of shared parking areas and tree planting.

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3.14 SOLID WASTE, RECYCLING AND UTILITY SERVICING

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

Townhouse developments must incorporate:

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

SOLID WASTE FACILITY GUIDELINES FOR DEVELOPMENT PERMIT APPLICATIONS (RESIDENTIAL)

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

New Westminster

Attachment 4

General Townhouse Zoning District Recommendations

GENERAL TOWNHOUSE ZONING DISTRICT RECOMMENDATIONS

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

Permitted Principal Uses

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

Minimum Site Area & Frontage

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

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

Density

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

Recommended: 1.2 FSR

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

Height

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

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

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

Vehicle Parking

Current: Minimum 1.0 parking space per principal dwelling unit

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

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

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

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

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

Vehicle Access Requirements

Current: N/A

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

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

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

Site Coverage

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

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

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

Open Site Space

Current: N/A

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

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

Proposed Zoning Districts

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

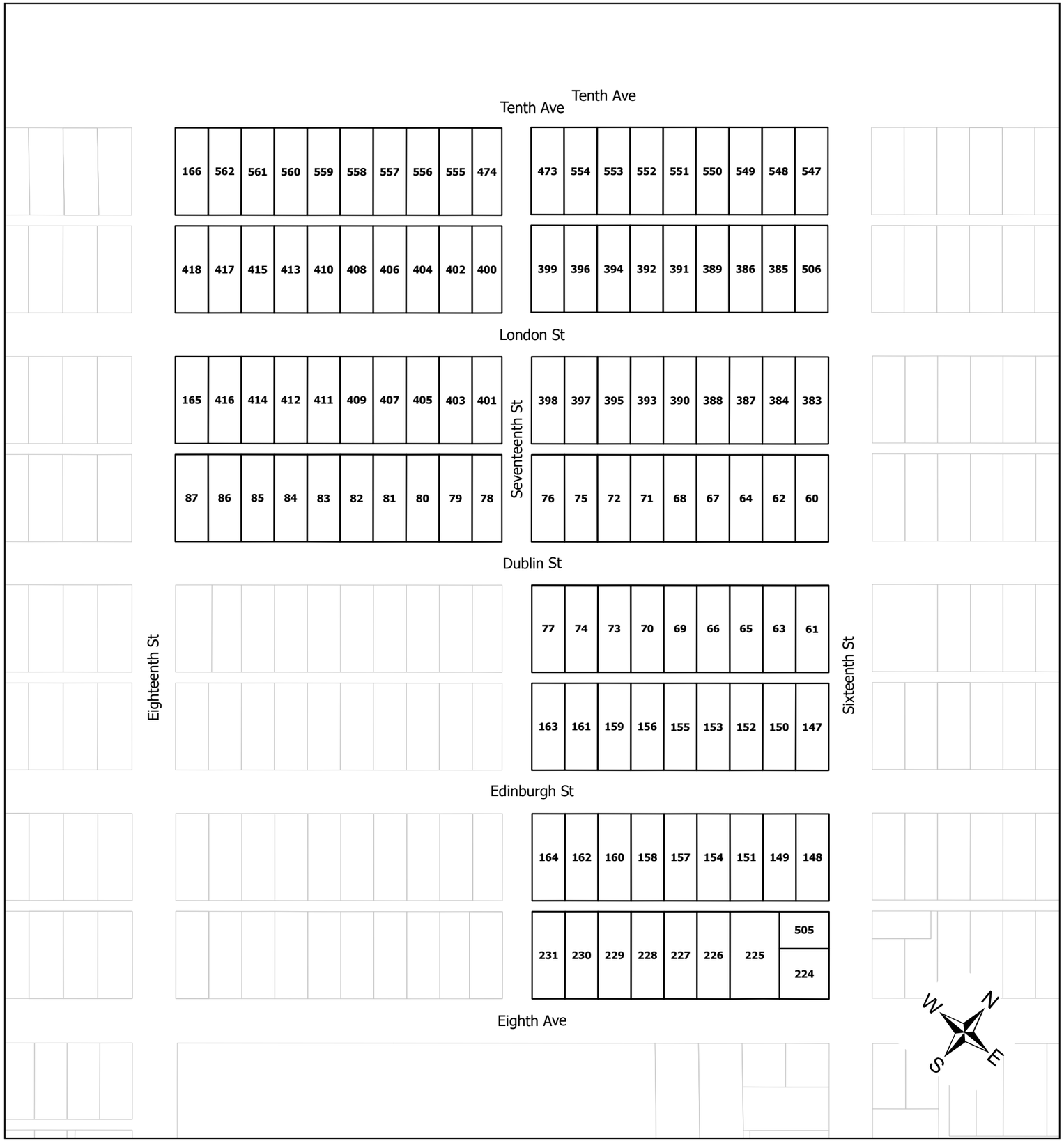
Two distinct zoning districts would be created under the townhouse program, in order to align with the existing zoning entitlements:

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

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

Attachment *5*

Maps of Proposed Pre-Zoned Townhouse Properties



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

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

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

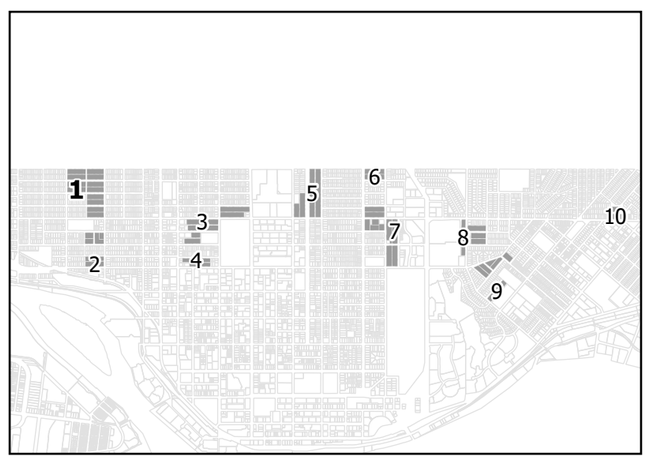
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413	1725 LONDON ST
414	1726 LONDON ST
415	1729 LONDON ST
416	1730 LONDON ST
417	1733 LONDON ST
418	1737 LONDON ST
473	933 SEVENTEENTH ST
474	934 SEVENTEENTH ST
505	804 SIXTEENTH ST
506	926 SIXTEENTH ST
547	1602 TENTH AVE
548	1606 TENTH AVE
549	1608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

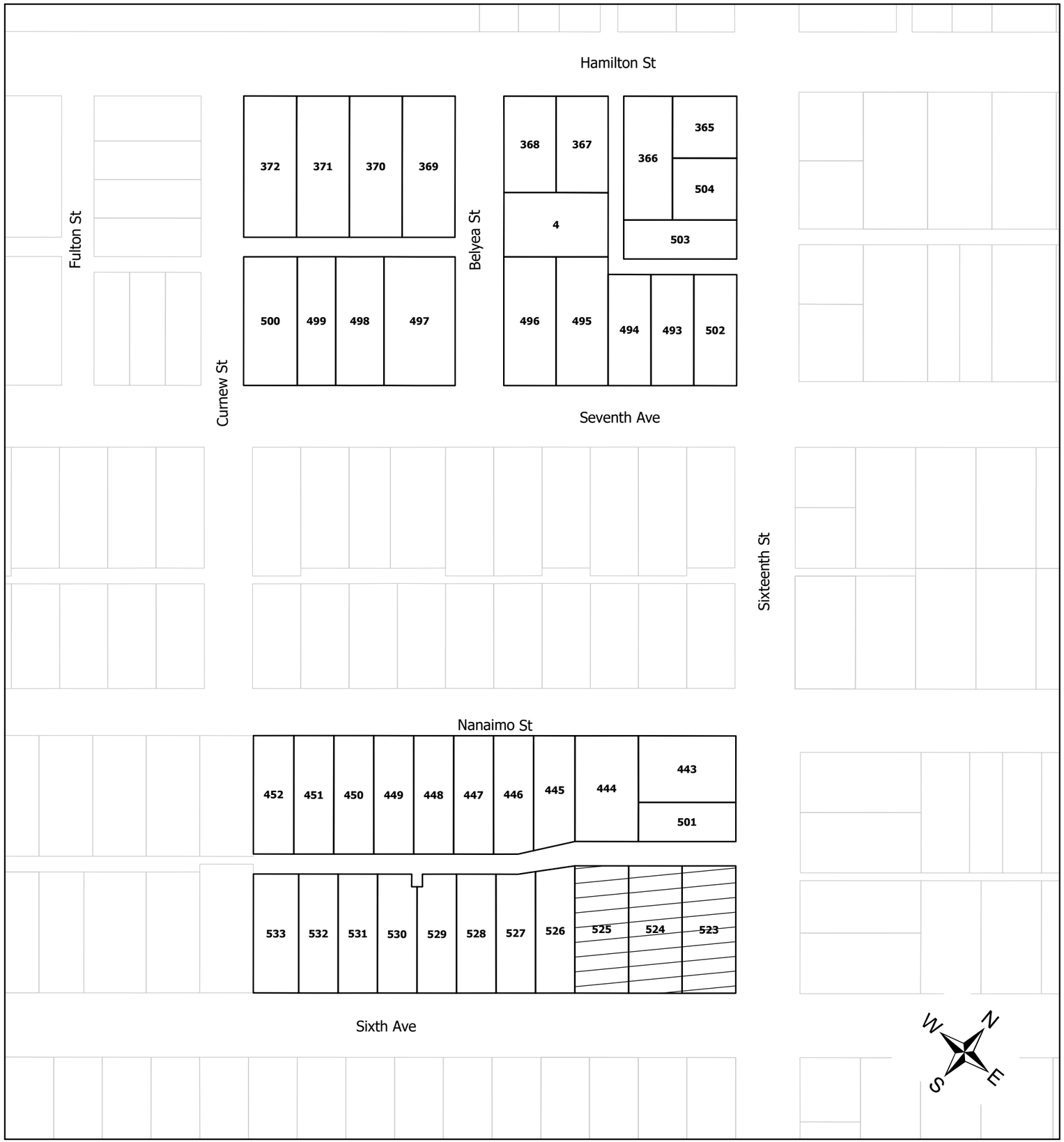
Number of Properties: 112

Prezoned Townhouse

RT-A

RT-B





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

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

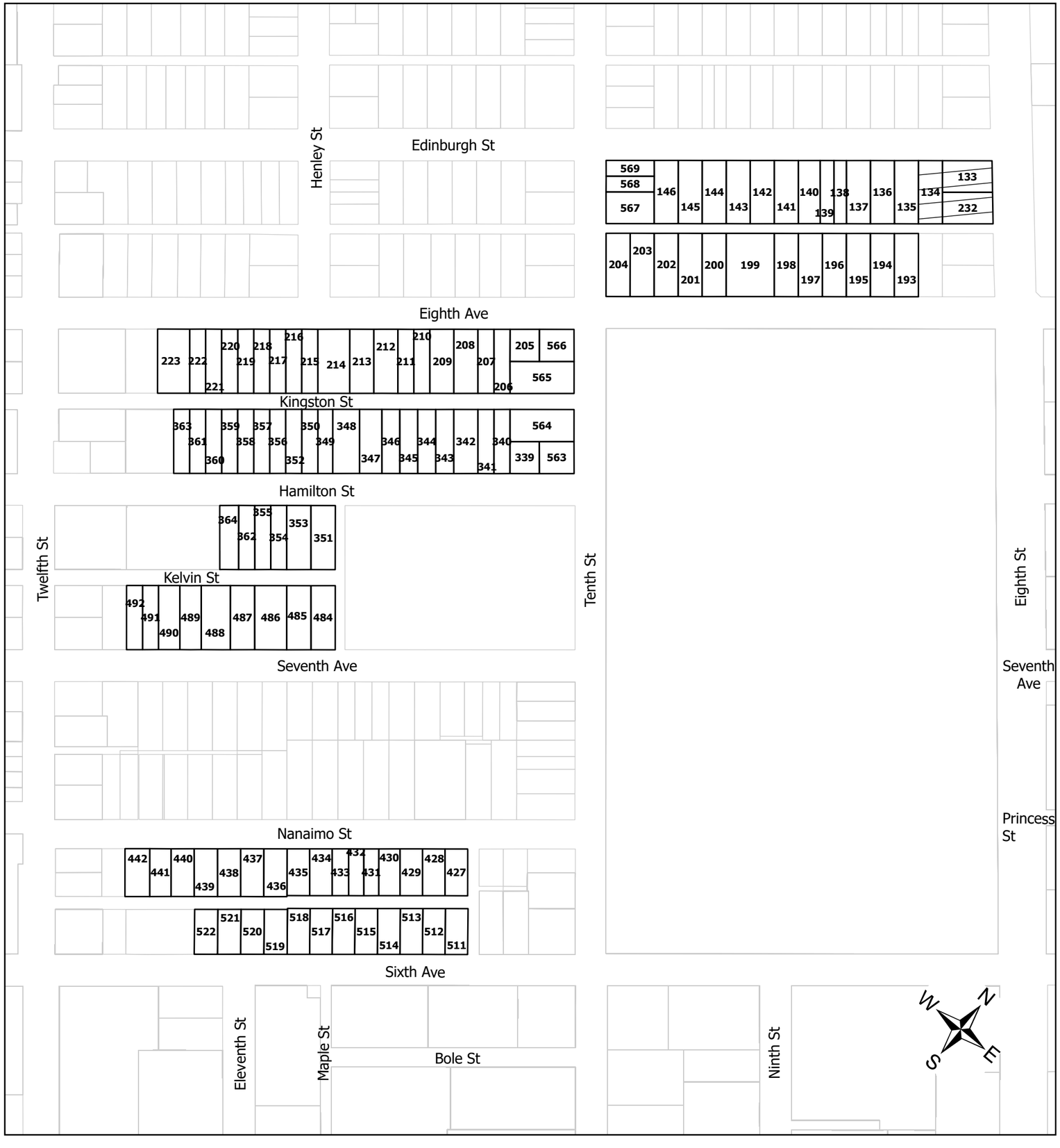
Number of Properties: 42

Prezoned Townhouse

RT-A

RT-B





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

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

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

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

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

Number of Properties: 116

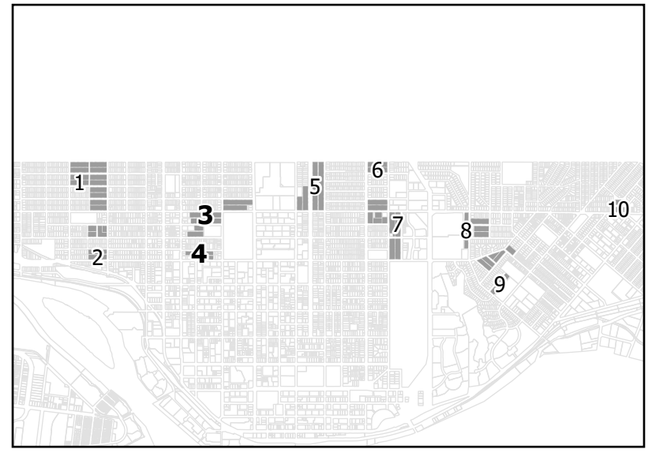
Area 3: 88

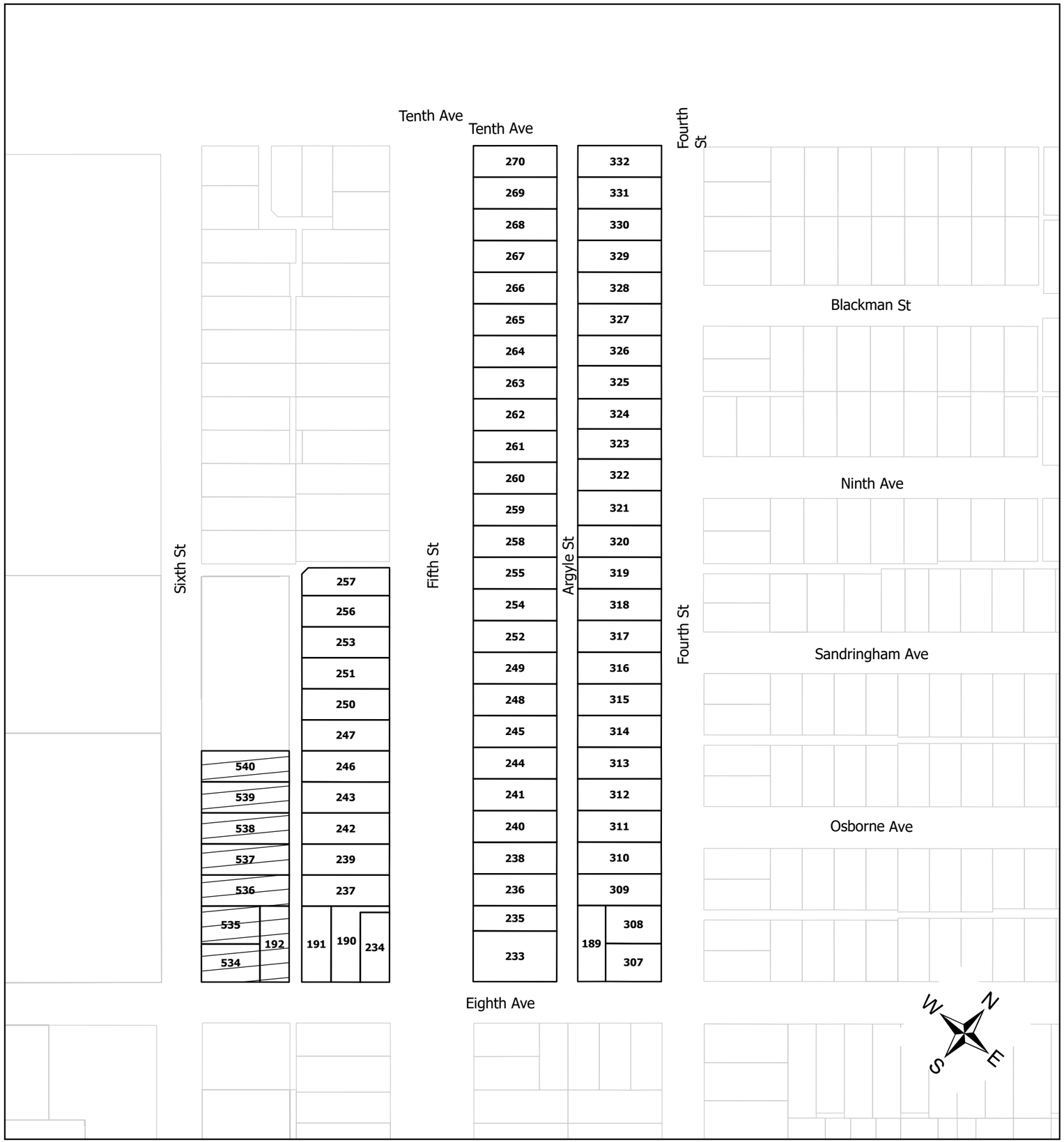
Area 4: 28

Prezoned Townhouse

RT-A

RT-B





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

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

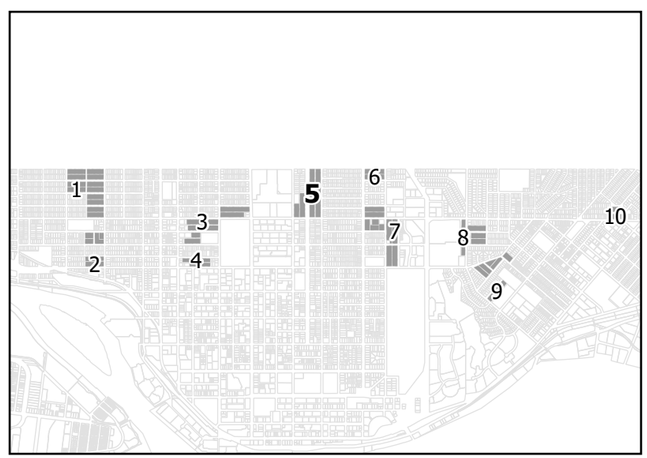
ID	ADDRESS
315	826 FOURTH ST
316	828 FOURTH ST
317	830 FOURTH ST
318	832 FOURTH ST
319	834 FOURTH ST
320	1-838 FOURTH ST
321	842 FOURTH ST
322	902 FOURTH ST
323	904 FOURTH ST
324	906 FOURTH ST
325	912 FOURTH ST
326	914 FOURTH ST
327	918 FOURTH ST
328	920 FOURTH ST
329	924 FOURTH ST
330	926 FOURTH ST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

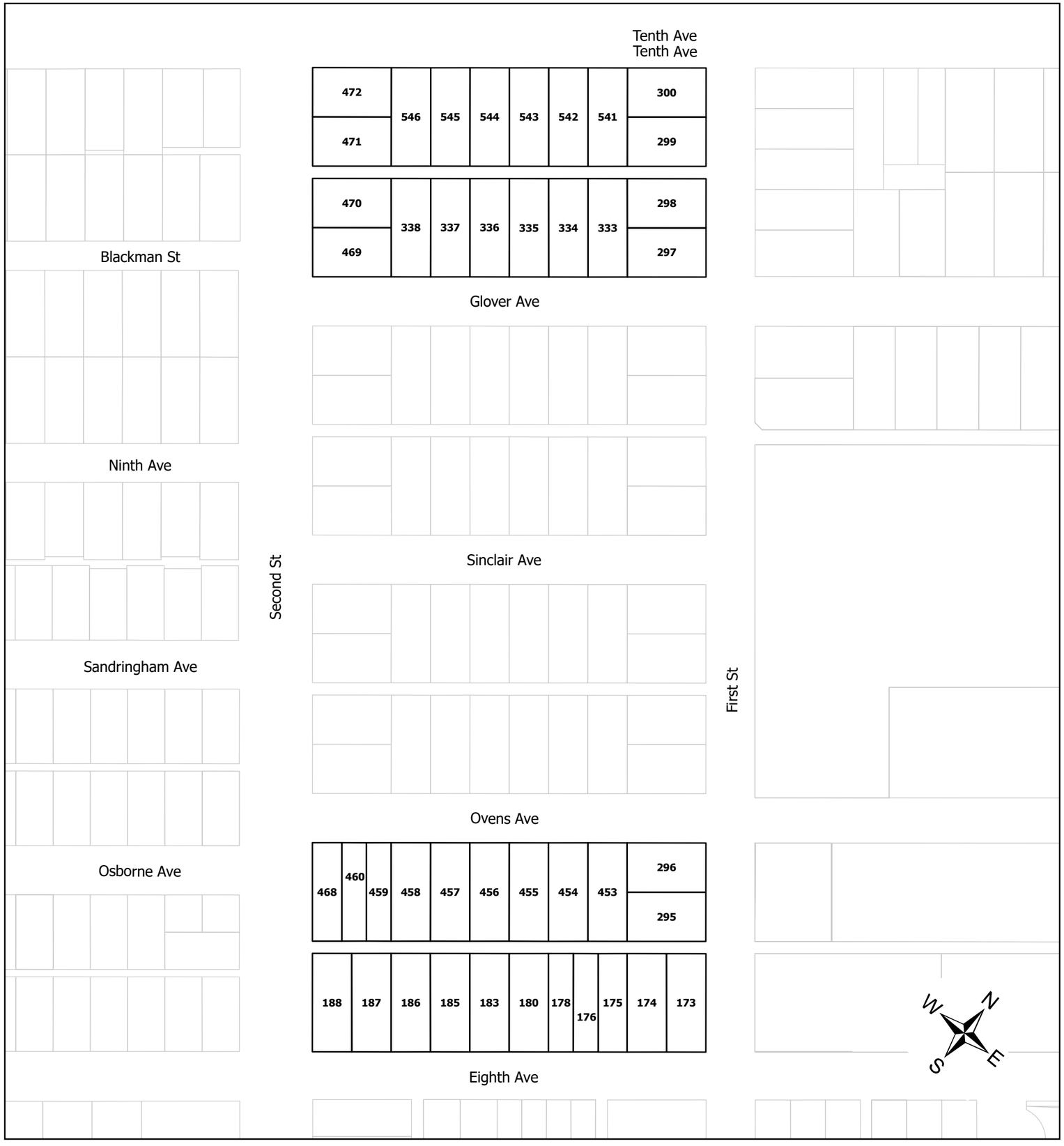
Number of Properties: 75

Prezoned Townhouse

RT-A

RT-B





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

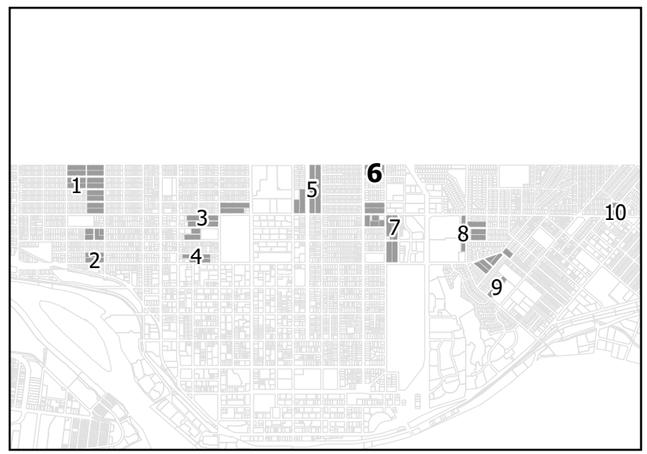
ID	ADDRESS
337	119 GLOVER AVE
338	121 GLOVER AVE
453	108 OVENS AVE
454	110 OVENS AVE
455	1-114 OVENS AVE
456	116 OVENS AVE
457	120 OVENS AVE
458	124 OVENS AVE
459	128 OVENS AVE
460	132 OVENS AVE
468	815 SECOND ST
469	917 SECOND ST
470	923 SECOND ST
471	927 SECOND ST
472	931 SECOND ST
541	108 TENTH AVE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

Number of Properties: 42

Prezoned Townhouse

RT-A

RT-B







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

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

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

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

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

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

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

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

Prezoned Townhouse

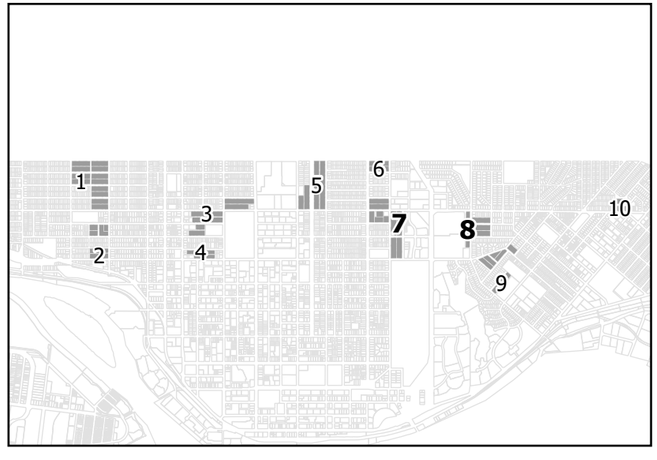
RT-A

RT-B

Number of Properties: 126

Area 7: 82

Area 8: 44







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

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

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

Number of Properties: 57

Area 9 : 41

Area 10: 16

Prezoned Townhouse

RT-A

RT-B



Attachment *6*

Affordable Housing Accelerator
Background

AFFORDABLE HOUSING ACCELERATOR BACKGROUND

Background

Summary of Need for Affordable Rental Housing

2024 Interim Housing Needs Report

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

Housing Target Order

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

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

Citywide Crises Response Bylaw Amendments

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

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

Summary of Phase 1 of the Affordable Housing Acceleration Initiative

The Affordable Housing Acceleration Initiative is designed to enable affordable housing projects that are owned and operated by non-profit housing providers and housing co-ops, which are dependent on senior government funding. This initiative is distinct from

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

Phase 1: Zoning Bylaw Amendments

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

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

Eligibility Criteria

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

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

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

Zoning Regulations

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

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

Consultation Highlights

Phase 1 Engagement

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

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

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

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

Phase 2 Engagement

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

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

Additional details of the approach to community consultation and the feedback received is included in Attachment 7.

Attachment 7

Summary of Our City, Our Homes Engagement

Our City, Our Homes
Engagement Summary Report



City of New Westminster
APRIL 25 2025

OUR CITY, OUR HOMES

Engagement Snapshot

Introduction

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

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

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

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

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

How We Engaged

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

1,600 webpage visits

245 survey responses

259 open house attendees

26 online attendees

BEHEARD WEBPAGE

Launched February 22, 2025

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

ONLINE SURVEY & QUESTIONS PAGE

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

245 survey responses, 24 online questions and 9 email enquiries

COMMUNITY OPEN HOUSES

March 1, March 5, and March 8, 2025

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

ONLINE ZOOM EVENT

March 6, 2025

One Zoom event with 26 attendees



What We Heard

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

TOP 3 HOPES FOR THE FUTURE OF HOUSING IN NEW WESTMINSTER

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

More **affordable housing**

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

TOP 3 CONCERNS FOR THE FUTURE OF HOUSING IN NEW WESTMINSTER

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

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

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

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

TRANSIT ORIENTED DEVELOPMENT AREAS

General support for:

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

Not as much support for:

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

TOWNHOUSES

General support for:

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

INFILL HOUSING

General support for:

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

NON-PROFIT AFFORDABLE HOUSING

General support for:

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

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Introduction

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

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



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



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



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



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

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

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

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

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

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

What We Did

Communications and Outreach

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

The following methods were used:

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

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

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

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



Figure 1: Postcard Notification



Figure 2: Project Be Heard Page

Engagement Opportunities

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

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



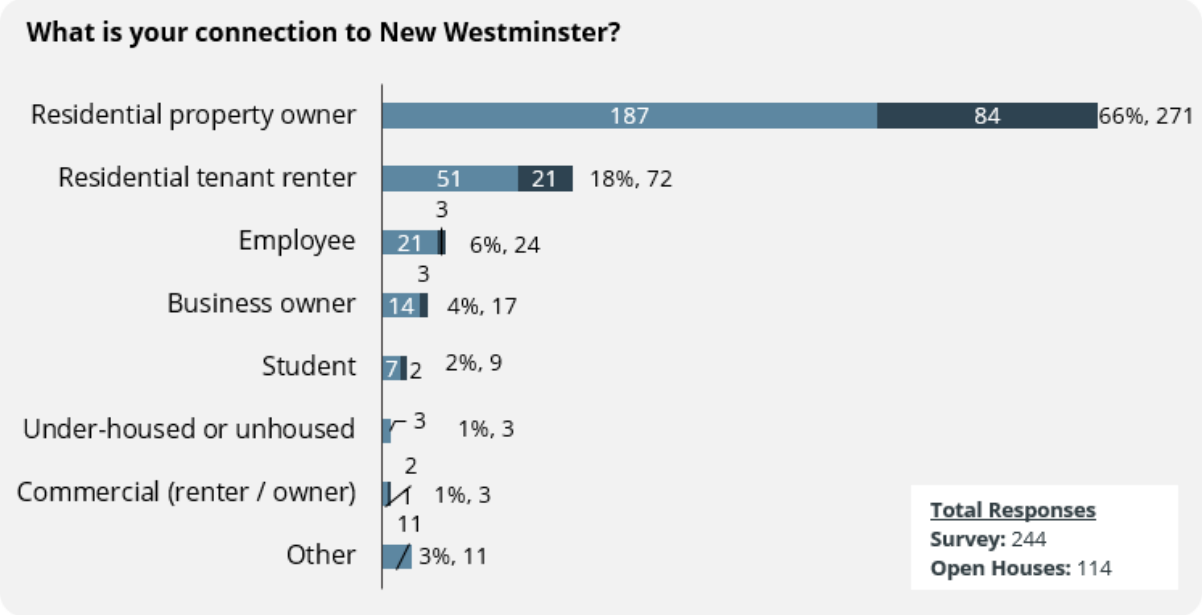
Figure 3: A picture of open house at Century House

Who We Heard From

Connection to New Westminster

RESULTS

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

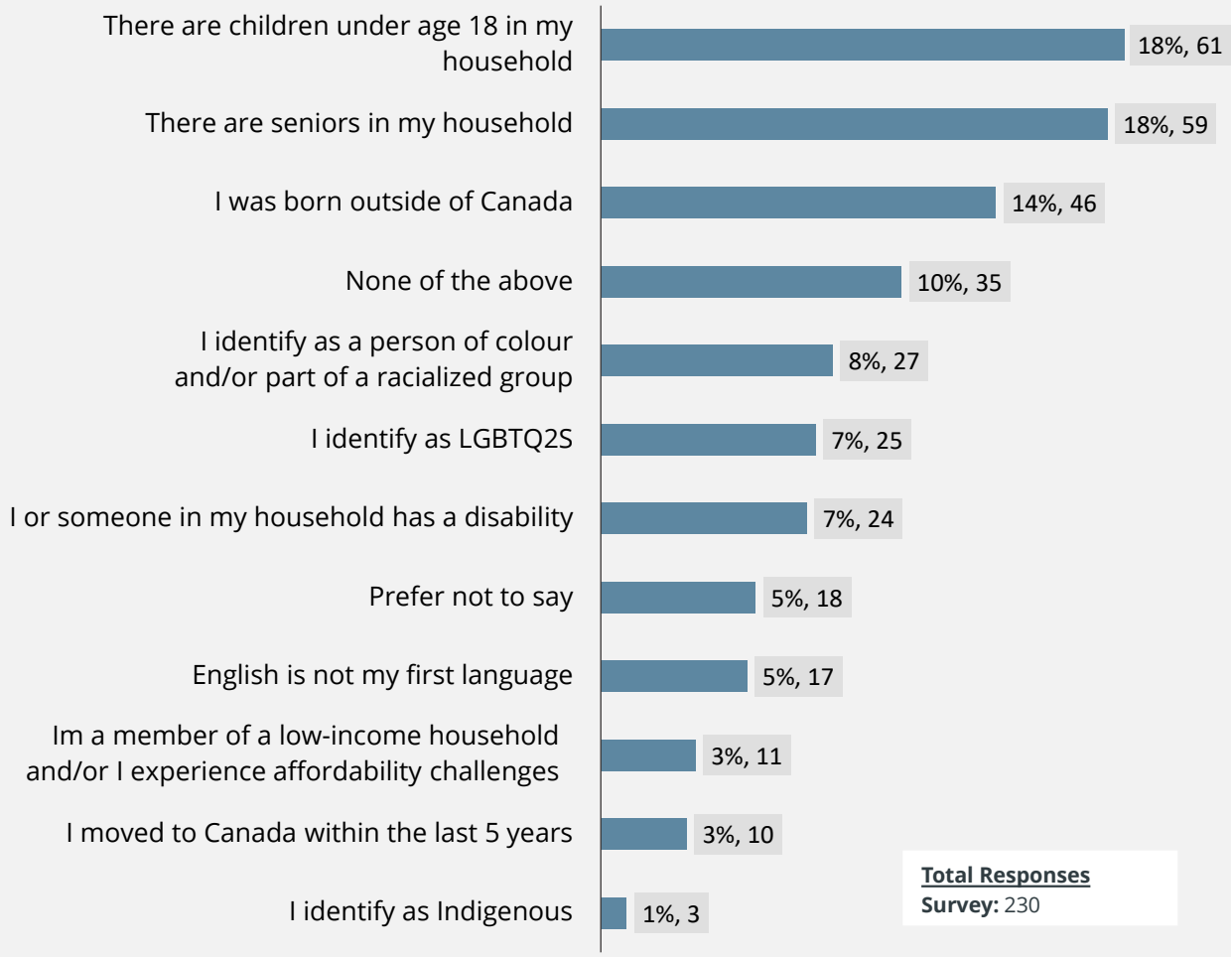


Note: *This question was asked during the open houses and during Be Heard New West sign-up process. The "other" option was only provided on Be Heard and not on the in person display board.*

Additional Demographic Information

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

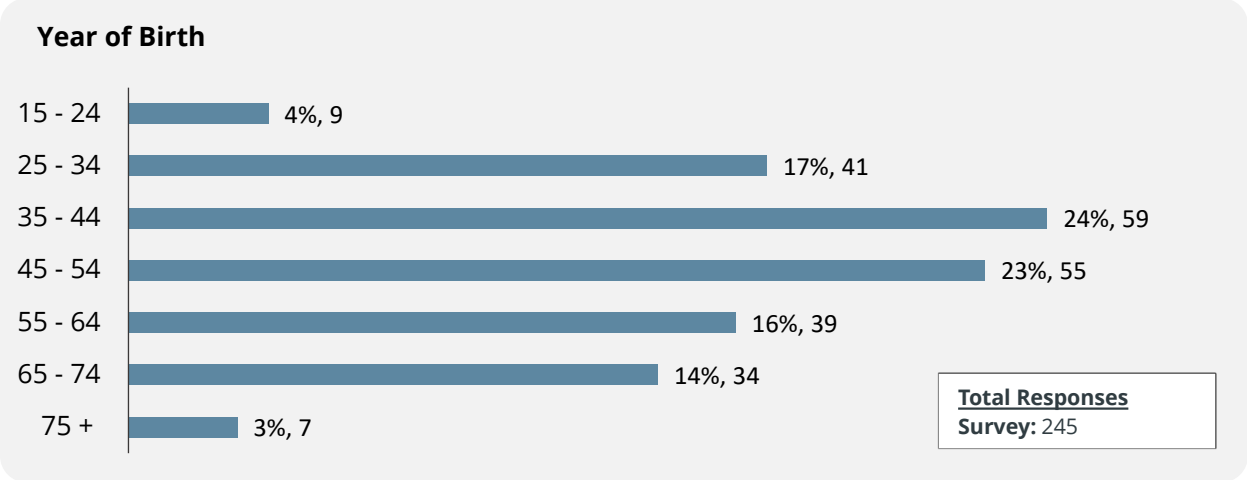
OPTIONAL - More info about you (select any / all that apply):



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

Age

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

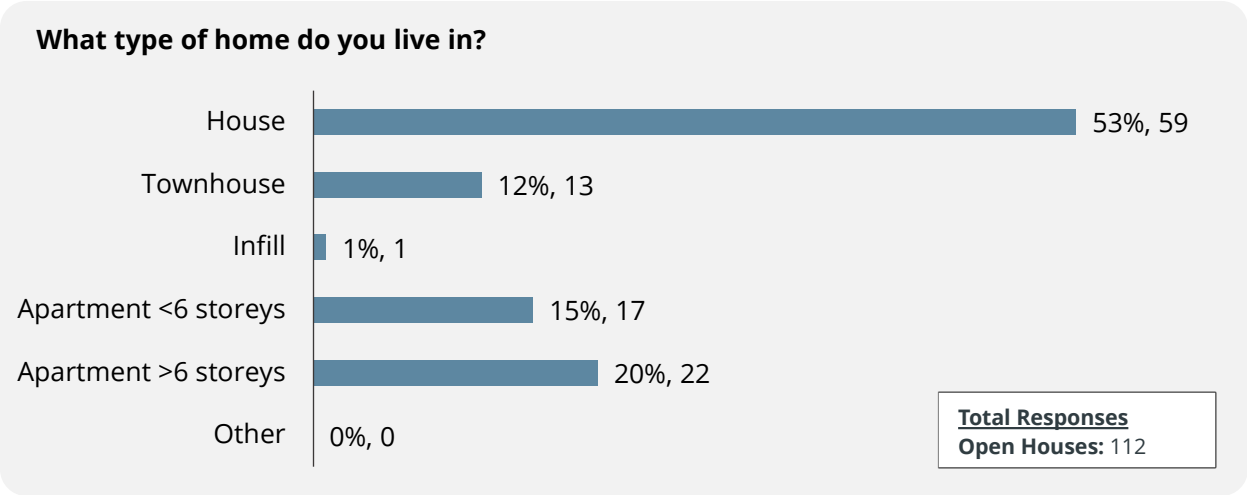


Note: *This question was only asked of Be Heard participants. One participant identified an age below 15, which is not included in the chart above, but is included in the count of total survey responses.*

Current Housing Type

RESULTS

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



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

Where People Live

Postal Code – Survey Participants

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

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

Neighbourhoods – Open House Responses

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

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

What We Heard

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

Section 1: Hopes, Concerns and Goals

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

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



Provide for Homes and Housing Options

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



Increase Housing Supply

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



Build More Homes, Faster

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



Growth with Livable and Financial Sustainability

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



In the Right Place

Locate growth close to daily needs and transit.

What We Heard: Introduction

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

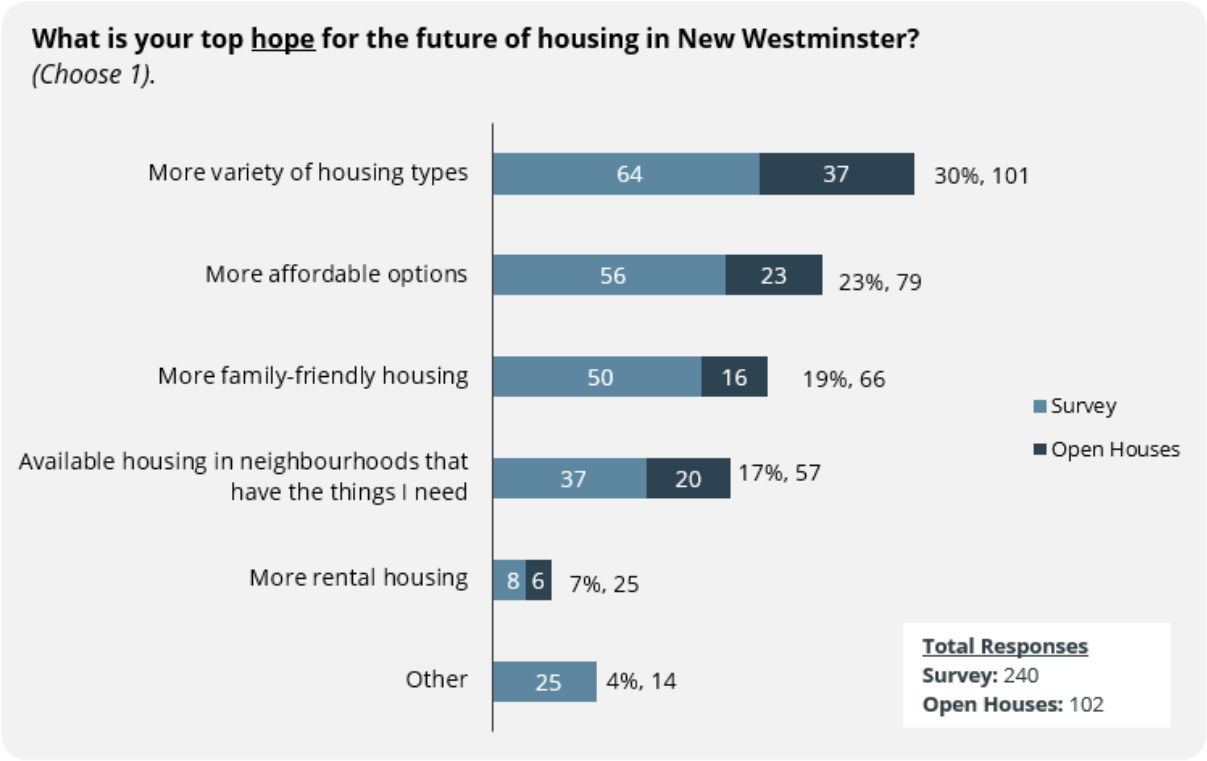
Note: The survey is only related to changes on the mainland of New Westminster. **The City is not currently making changes to housing regulations in Queensborough**, because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing.

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

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

RESULTS

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



SURVEY OPEN ENDED FEEDBACK

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

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

QUOTES

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

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

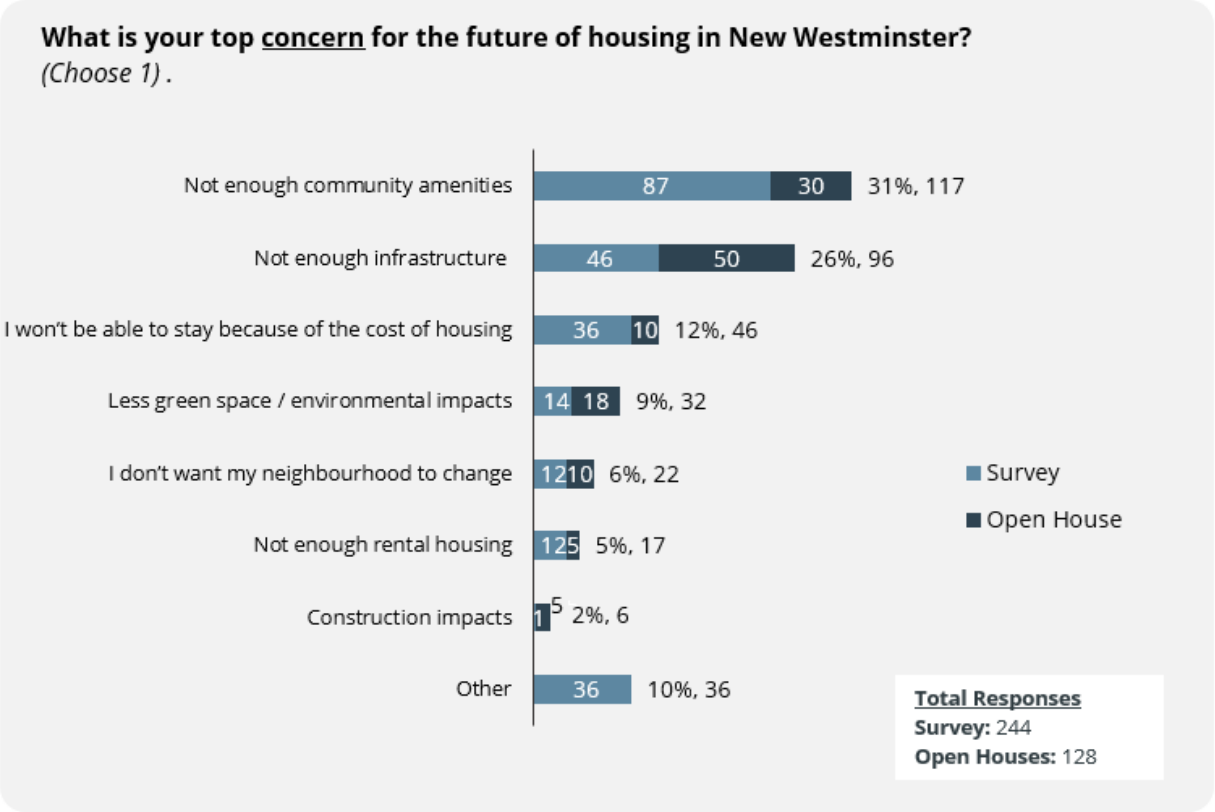
"I have been unhoused and living in my vehicle since 2017. […] I've been in New Westminster since 1993. I raised my son here and this is my home even though I don't have a roof over my head." *– Survey participant*

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

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

RESULTS

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



SURVEY OPEN ENDED FEEDBACK

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

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

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

QUOTES

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

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

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

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

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

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

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

1 = most important, 5 = least important

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

RESULTS

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

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

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

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

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

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

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

How does the legislation apply to New Westminster?

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

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

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

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

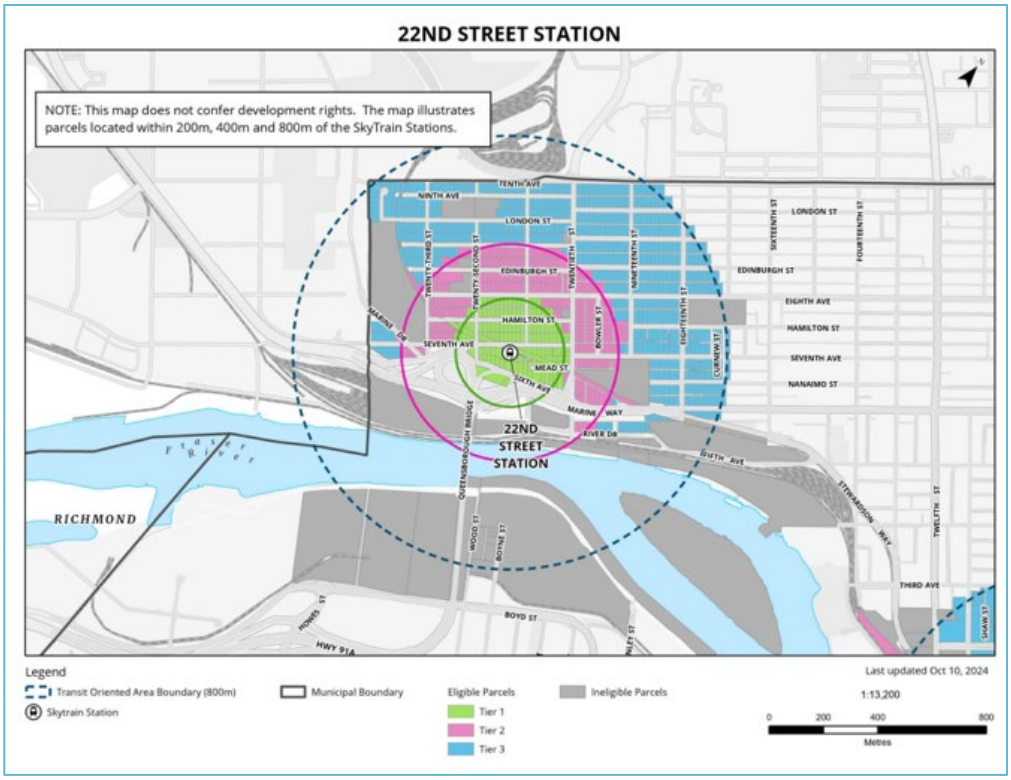


Figure 4. 22nd Street Station Transit Oriented Area Map

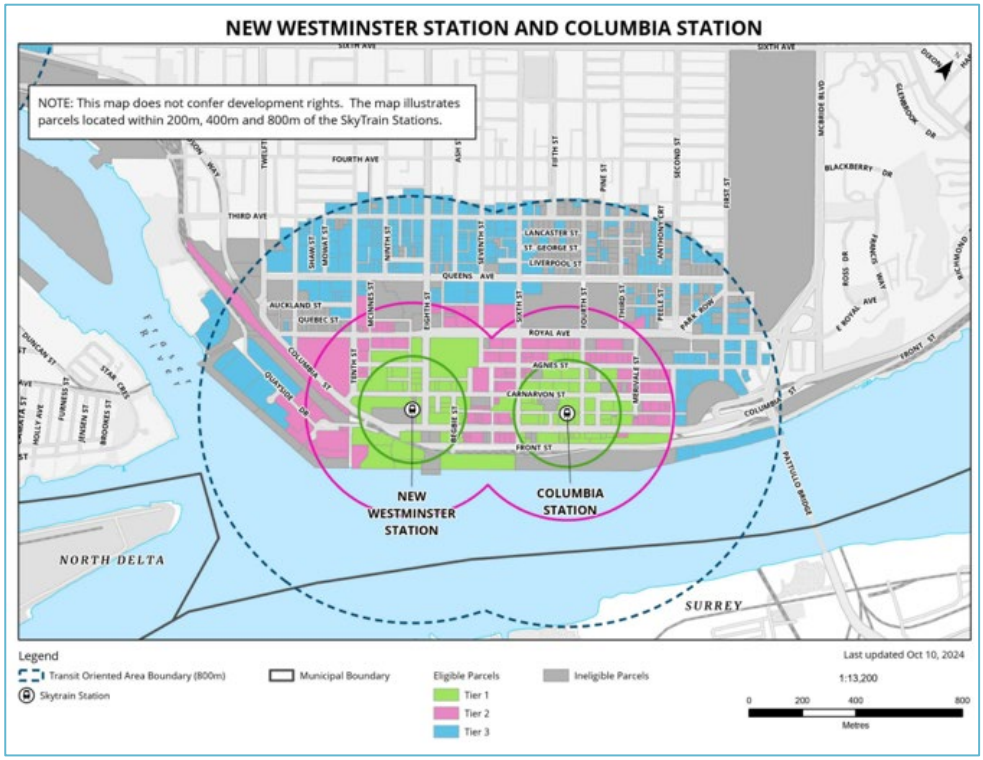


Figure 5. New Westminster Station and Columbia Station Transit Oriented Area Map

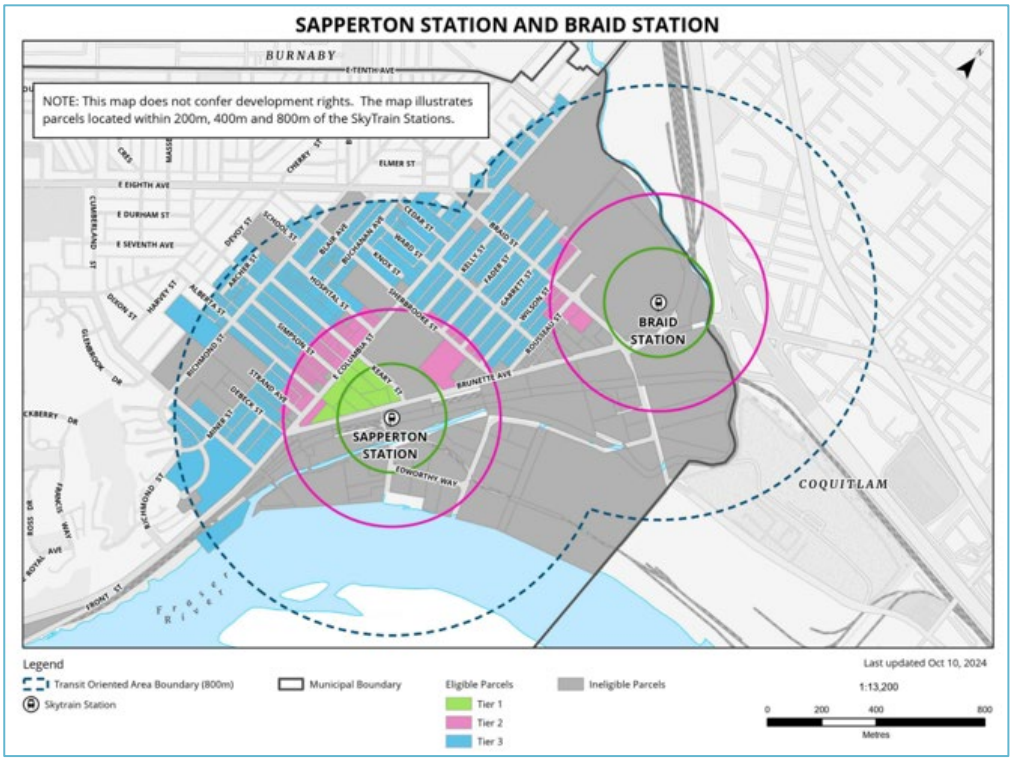


Figure 6. Sapperton Station and Braid Station Transit Oriented Area Map

Minimum Densities

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

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

Parking Requirements

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

How is the City implementing the legislation?

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

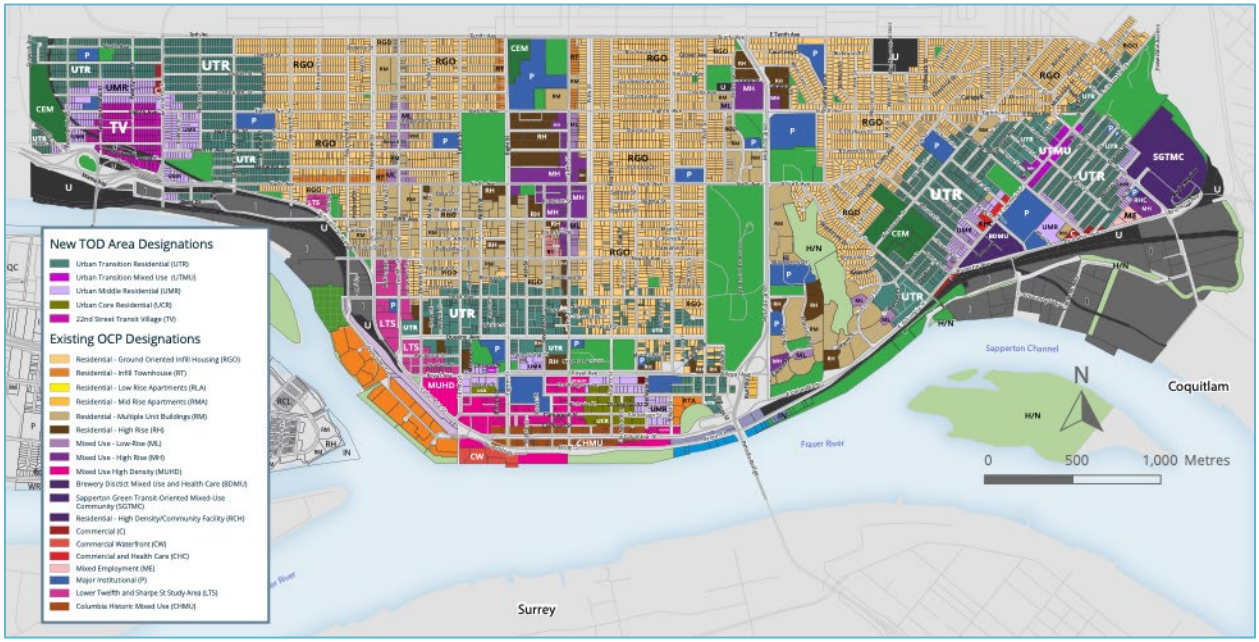


Figure 7. Proposed Land Use Designation Map

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

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

Housing Choice within Transit Oriented Development Areas and Middle Area

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

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

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

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

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

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



Figure 8. Diagram of Land Use Designations and Housing Types

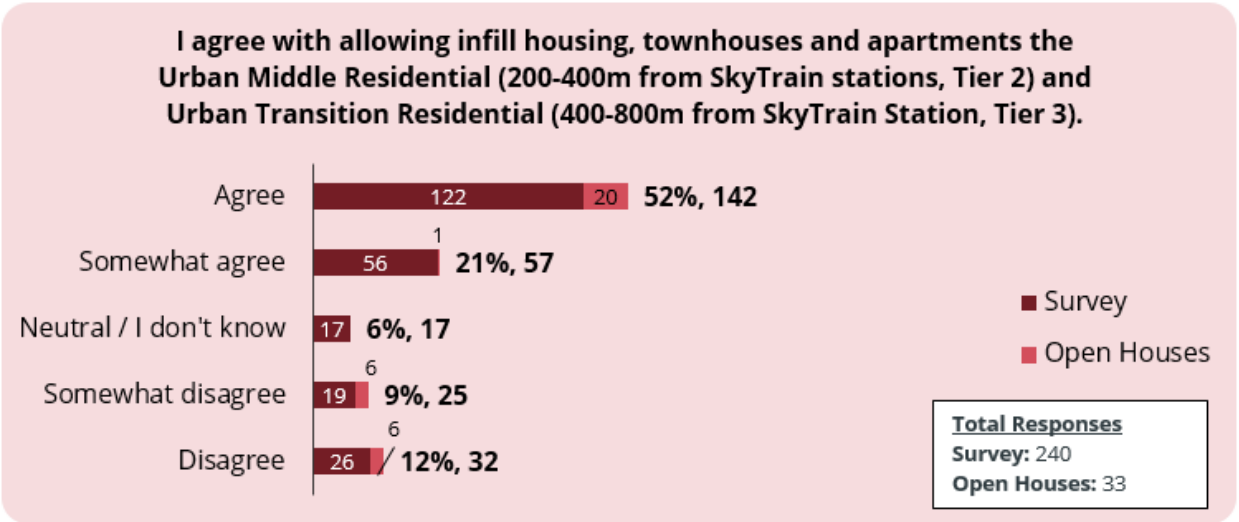
Q4: Considering **what is required** by the Province and **what the City is exploring** in the Transit Oriented Development Areas, please share your **level of agreement with the statements** below:

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

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

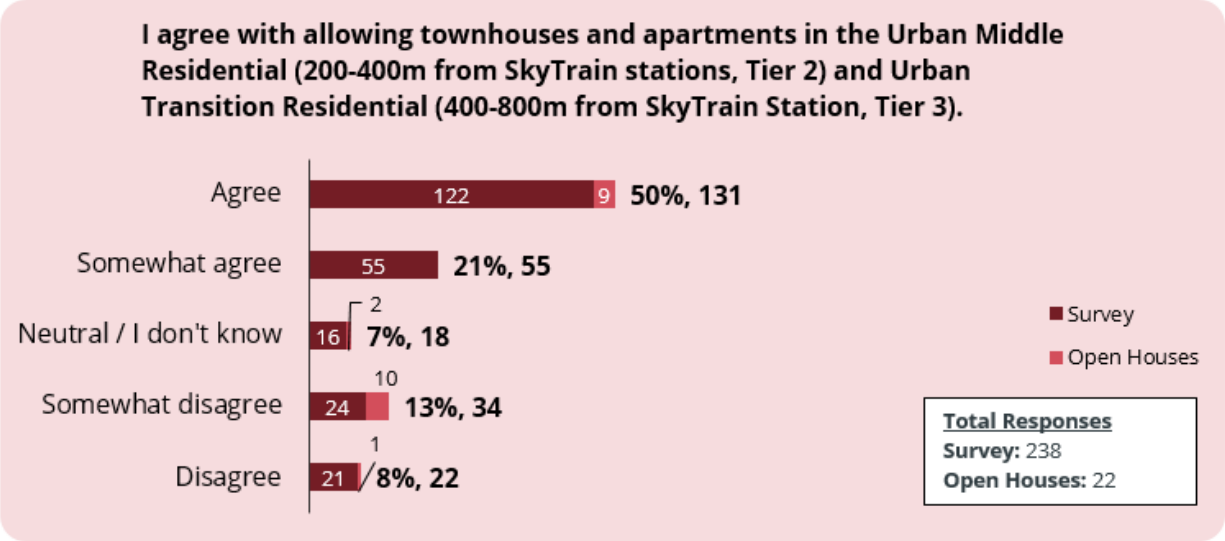
RESULTS

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

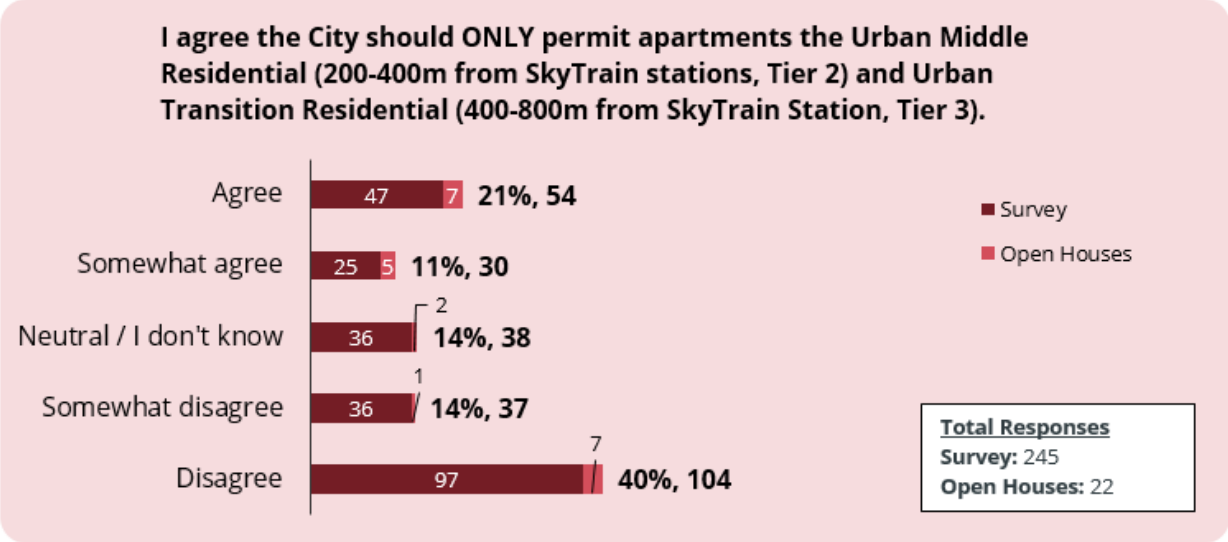


What We Heard: Transit Oriented Development Areas

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



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



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

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

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

Transit Oriented Development Area Edges

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

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

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

What We Heard: Transit Oriented Development Areas

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

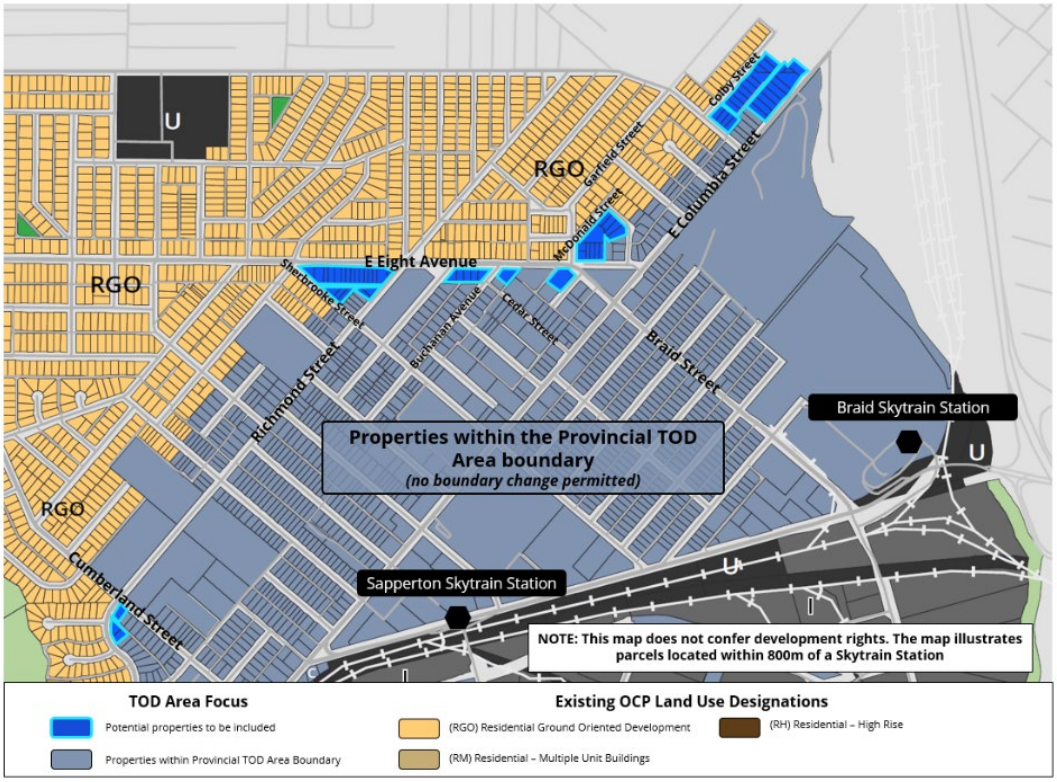


Figure 9. Map of TOD Area Edges (Sapperton Station and Braid Station)

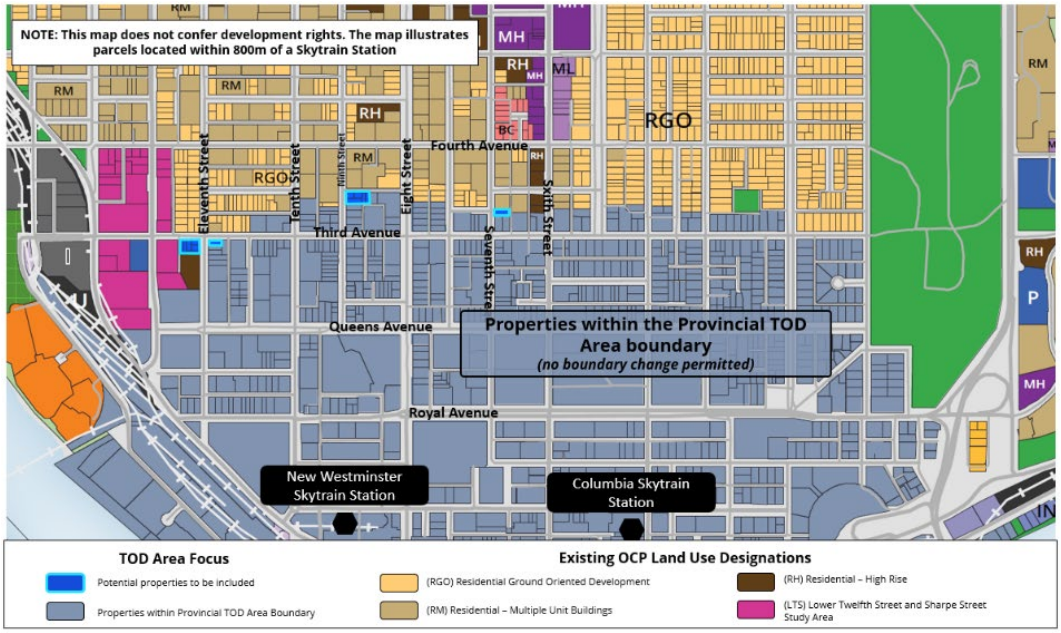


Figure 10. Map of TOD Area Edges (New Westminster Station and Columbia Station)

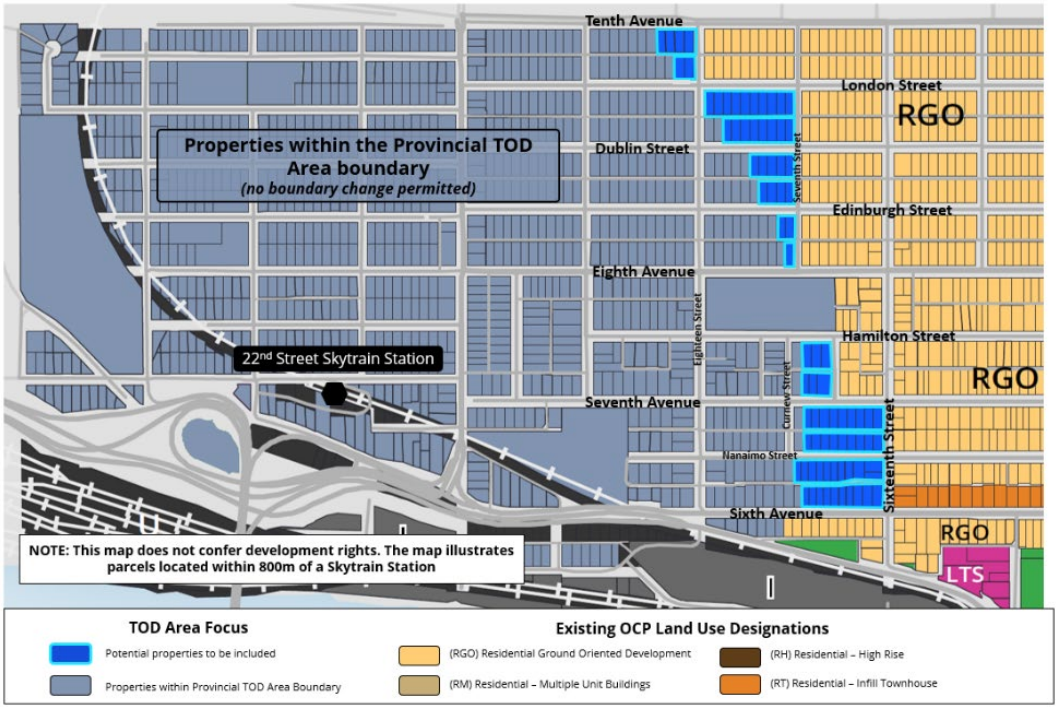


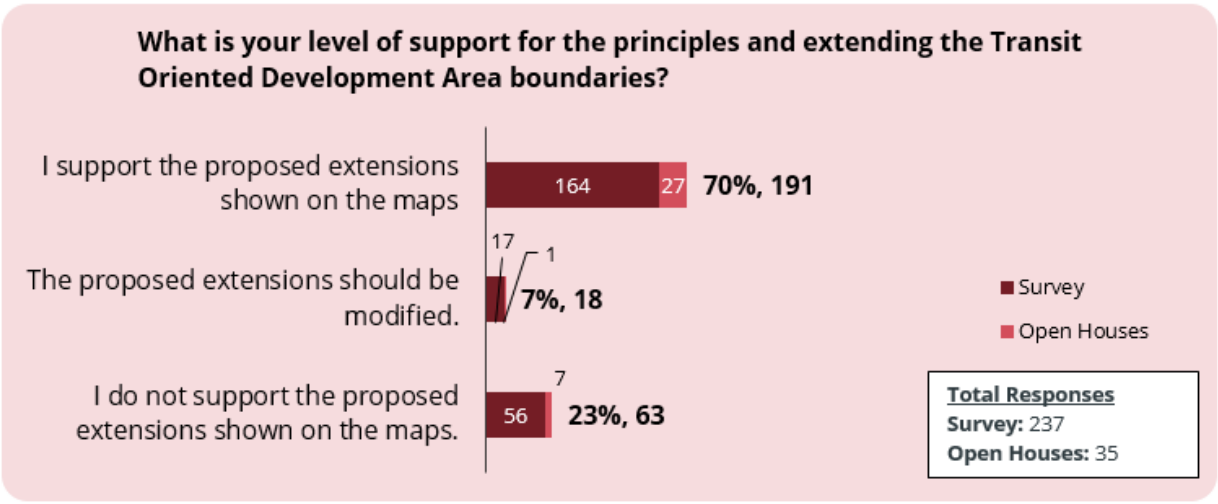
Figure 11. Maps of TOD Area Edges (22nd Street Station)

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

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

RESULTS

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



OPEN ENDED FEEDBACK

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

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

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

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

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

ADDITIONAL COMMENTS

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

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

What We Heard: Transit Oriented Development Areas

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

QUOTES

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

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

Section 3: Townhouse Program

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

This program will consider:

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

You can learn more about the Townhouse Program here.

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

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

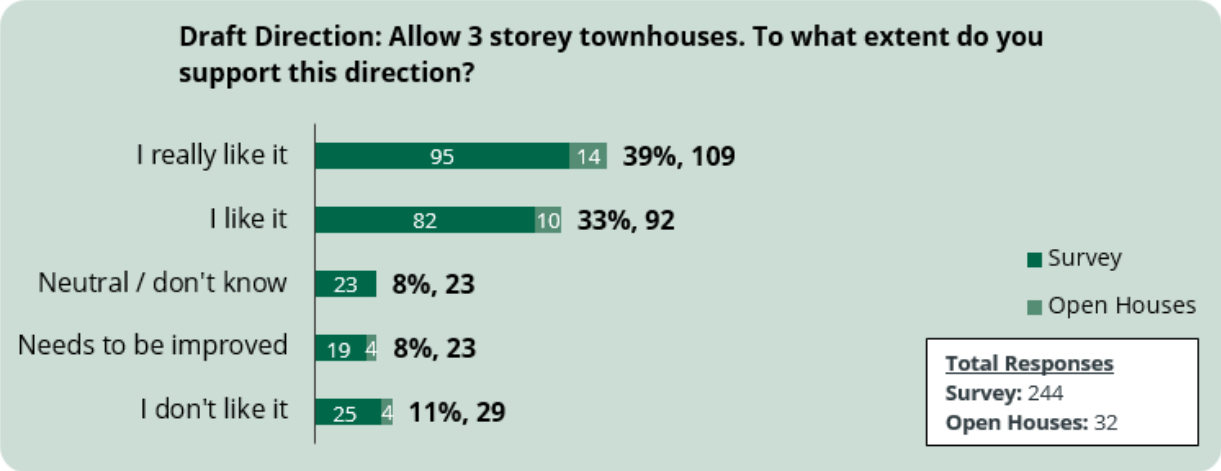
- **What:** The current townhouse program allows up to 2½ storeys.
- **Why:** Additional height can make units larger and therefore more family-friendly, allow for a secondary suite within townhouse units, and make a development more cost effective.

To what extent do you support this direction?

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

RESULTS

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



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

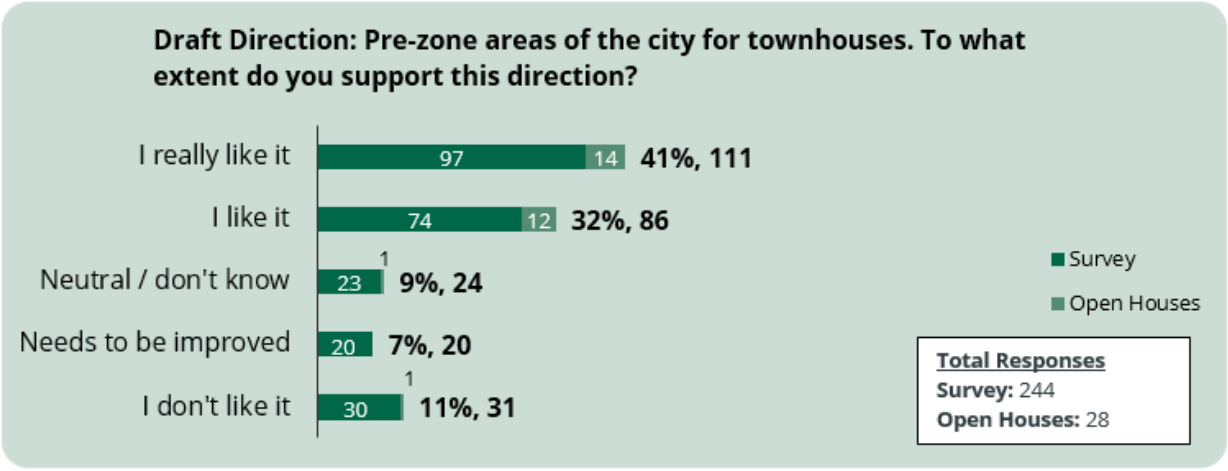
- **What:** Under the current townhouse program, proposals in areas designated for townhouse still have to apply for rezoning.
- **Why:** Not having to apply for rezoning would streamline the processes and make it easier for properties already designated for townhouses to develop. Some conditions (e.g.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

To what extent do you support this direction?

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

RESULTS

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



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

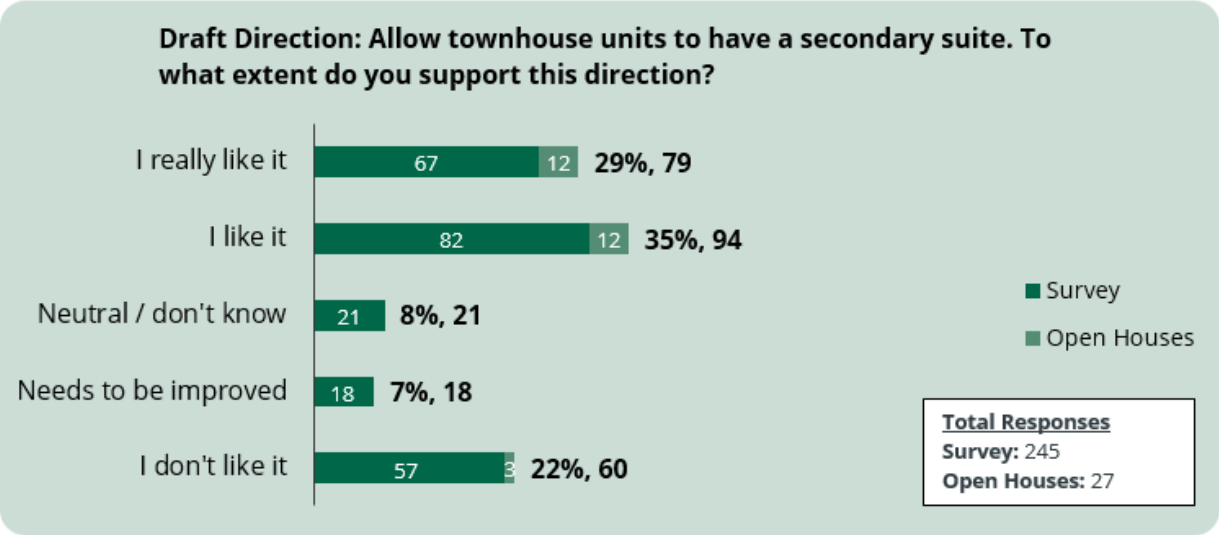
- **What:** Secondary suites have their own front entrance and are owned by the same owner of the main unit. The unit can be the same size or smaller than the main unit.
- **Why:** Secondary suites can provide mortgage helpers, add new rental units, and provide flexibility for owners to host family/guests.

To what extent do you support this direction?

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

RESULTS

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



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

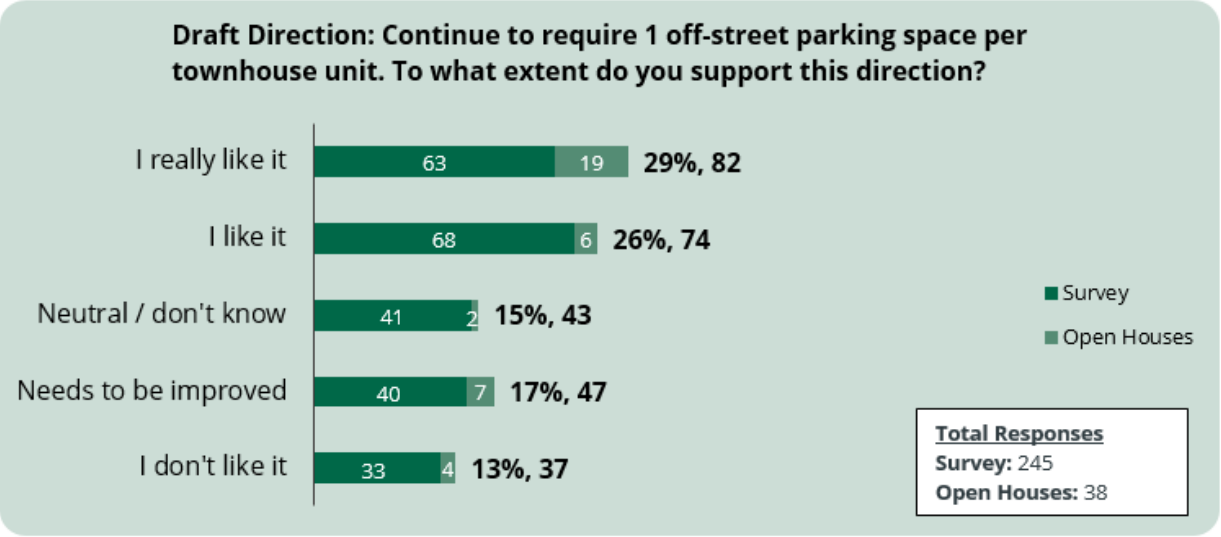
- **What:** The current townhouse program allows 1 parking space per townhouse unit.
- **Why:** This requirement is low compared to the number of average vehicles for townhouse households, but would mean more units are possible, and development costs are lower. While housing is a priority, reducing off-street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

To what extent do you support this direction?

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

RESULTS

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



Townhouse Map Scenarios

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

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

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

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

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

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

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

This supports:

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

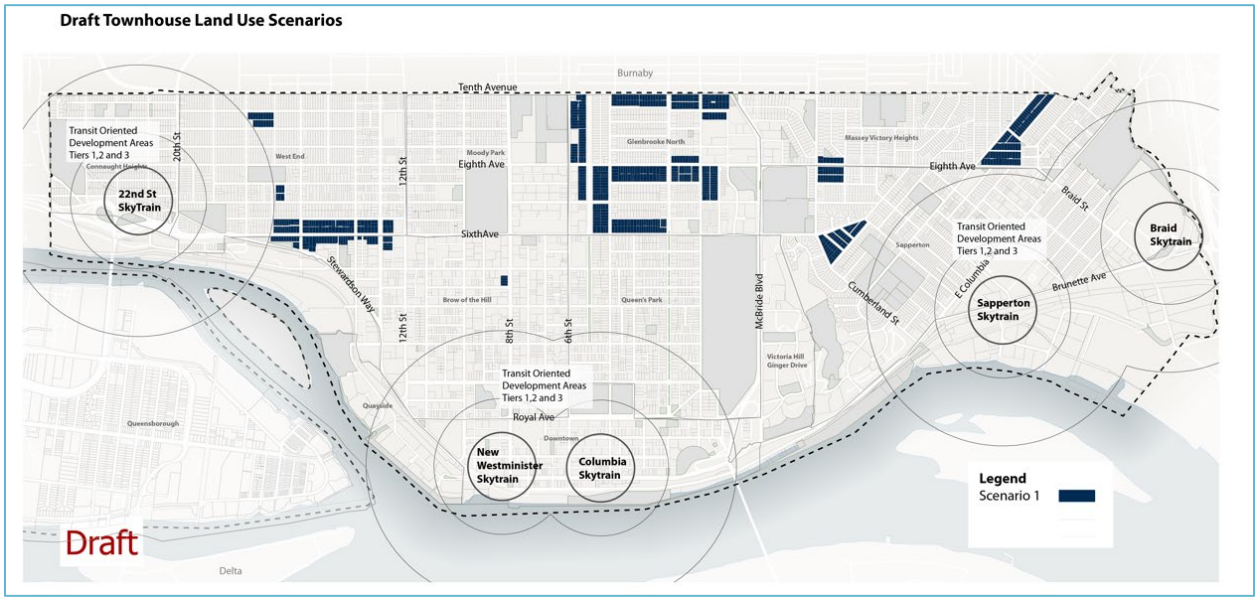


Figure 12. Scenario 1

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

This supports:

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

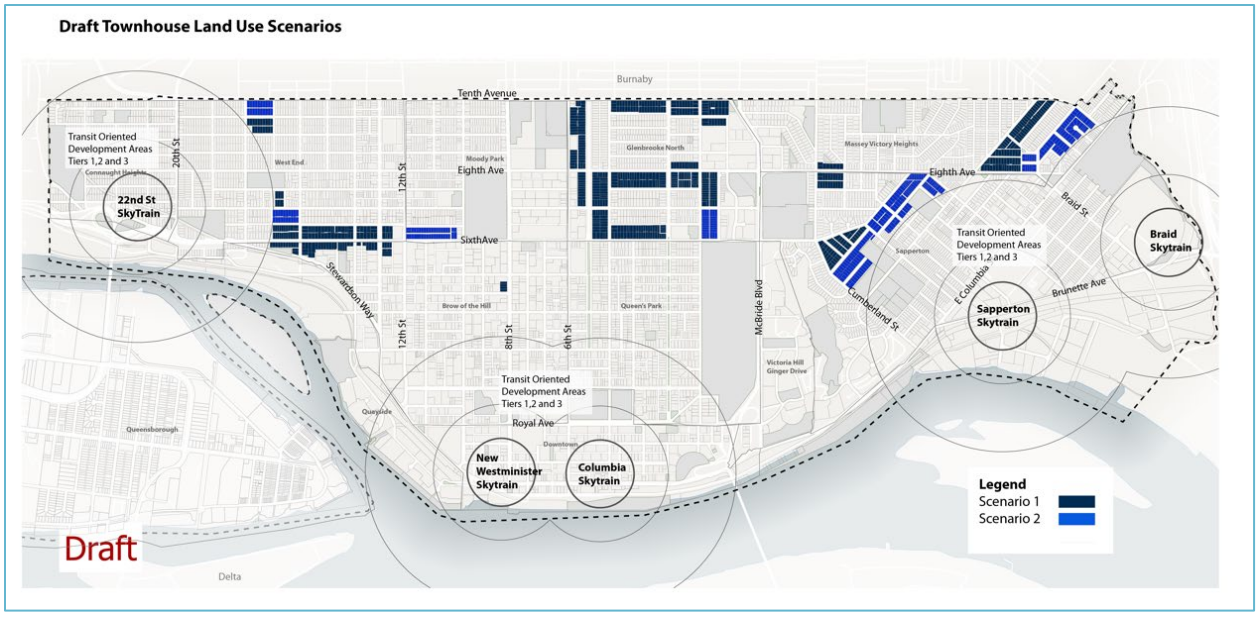


Figure 13. Scenario 2

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

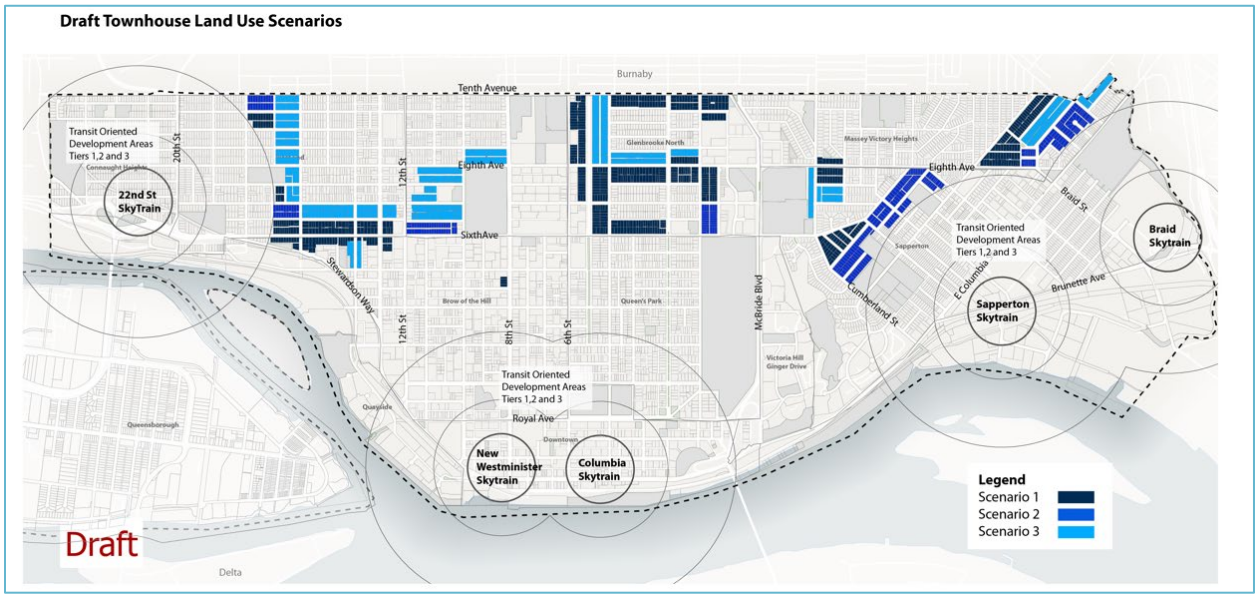


Figure 14. Scenario 3

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

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

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

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

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

COMBINED RESULTS

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

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

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

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

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

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

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

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

ADDITIONAL COMMENTS

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

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

QUOTES

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

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

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

Section 4: Infill Housing Program

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

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

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

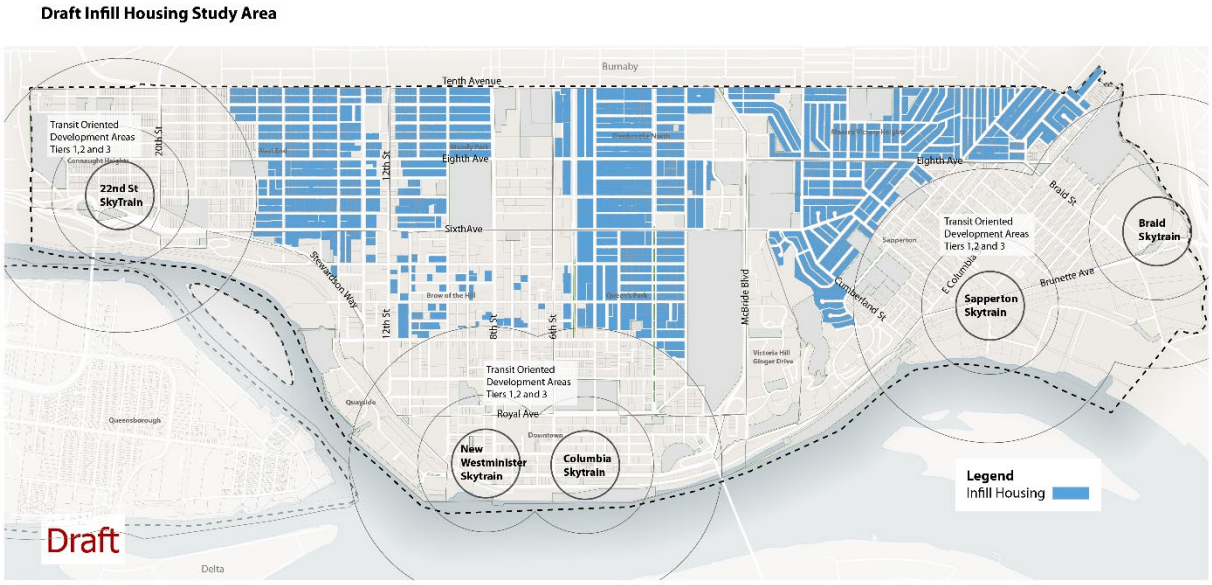


Figure 15. Draft Infill Housing Study Area

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

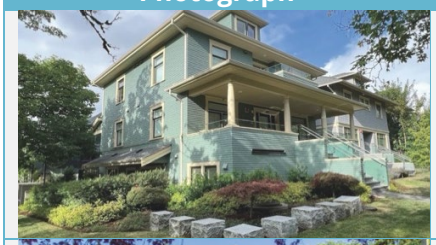
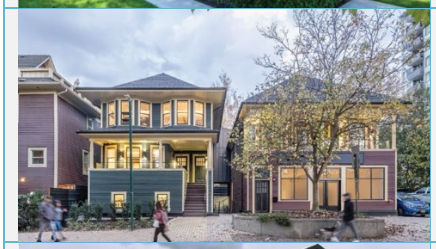
Q13: Survey question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you **most like to see in your neighbourhood**? (select all that apply).

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

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

RESULTS

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

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

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

Survey: *227 responses*

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

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

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

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

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

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

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

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

1 = highest priority; 3 = lowest priority

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

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

RESULTS

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

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

Survey: *239 responses*

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

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

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

RESULTS

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

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

Open House: *129 sticker responses*

ADDITIONAL COMMENTS

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

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

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

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

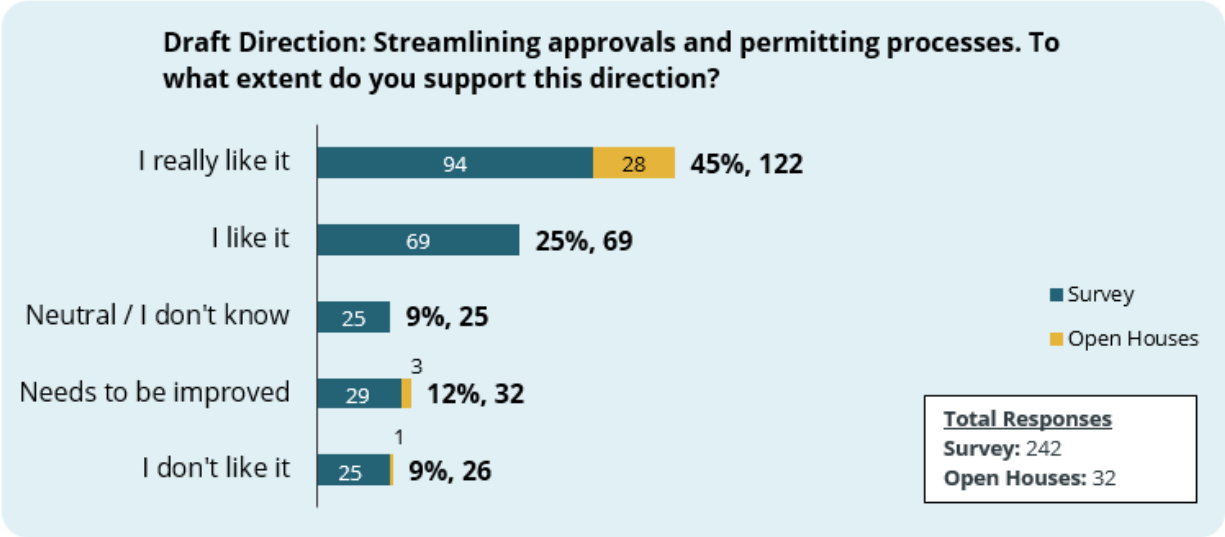
- **What**: The City is considering tools like: pre-zoning (allowing new units without a rezoning application) and streamlined design guidelines.
- **Why**: The permitting and approvals process is long and complex, adding project costs, and resulting in financial risk that can prevent infill housing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

To what extent do you support this direction?

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

RESULTS

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



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

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

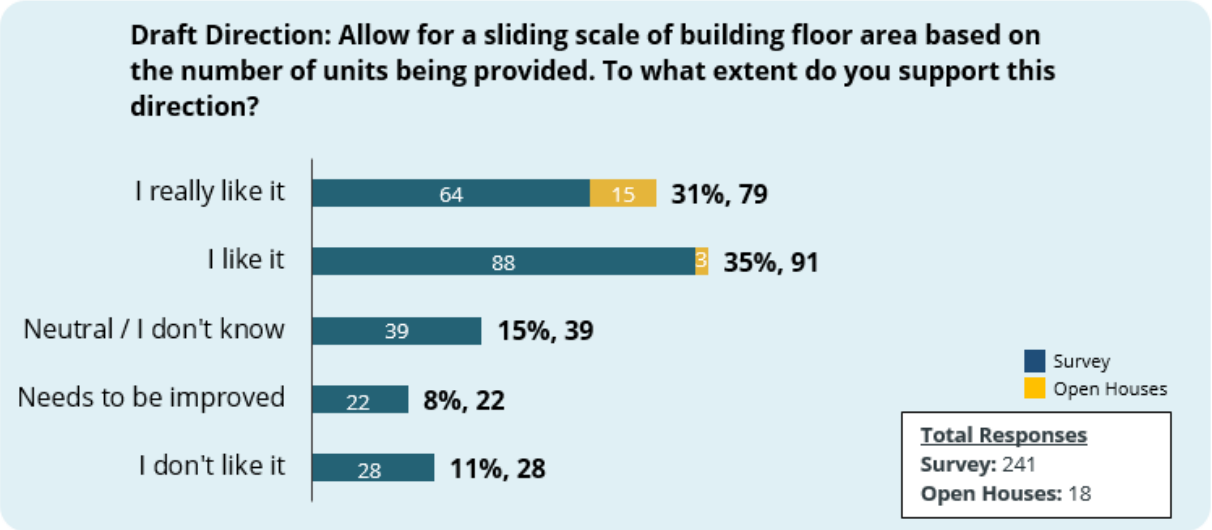
- **Why**: This can incentivize the creation of more housing units and make the housing units that are provided more family friendly (more square footage and bedrooms).

To what extent do you support this direction?

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

RESULTS

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



ADDITIONAL COMMENTS

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

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

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

QUOTES

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

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

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

Section 5: Affordable Housing Accelerator



Figure 16. New Westminster Housing Spectrum

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

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

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

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

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

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

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

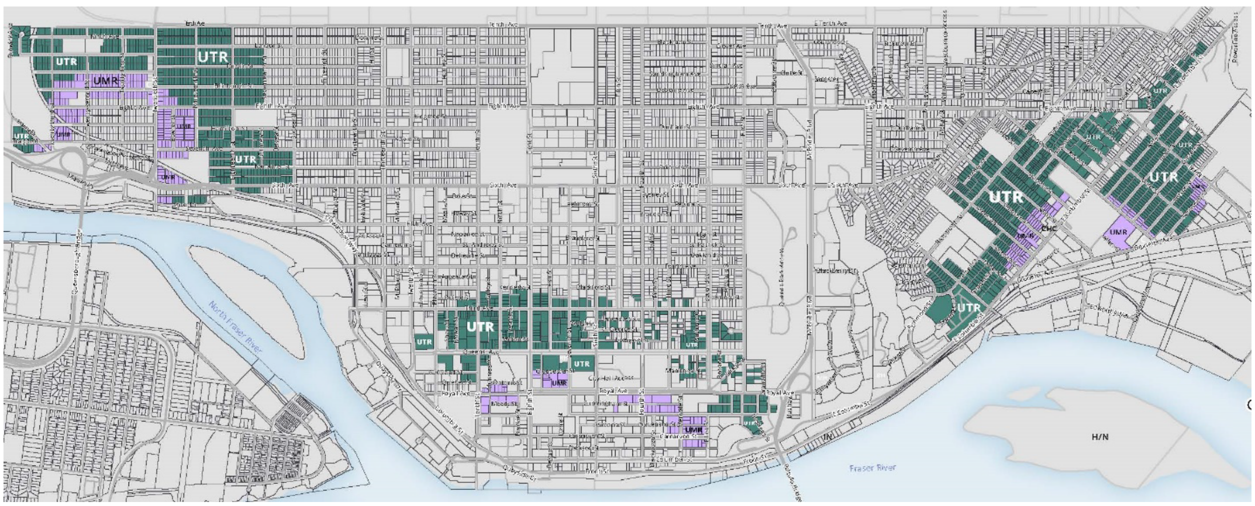


Figure 17. New Westminster Transit Oriented Development Areas Map

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

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

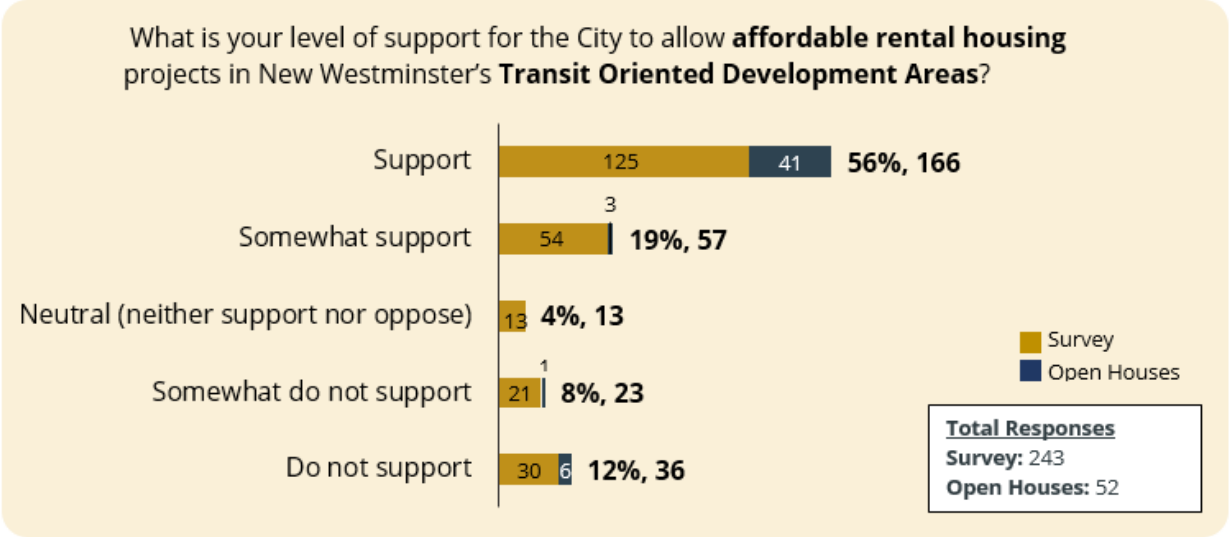
- The property is in the Urban Transitional Residential or Urban Middle Residential areas (see the highlighted areas in the map)

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

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

RESULTS

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



ADDITIONAL COMMENTS

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

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

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

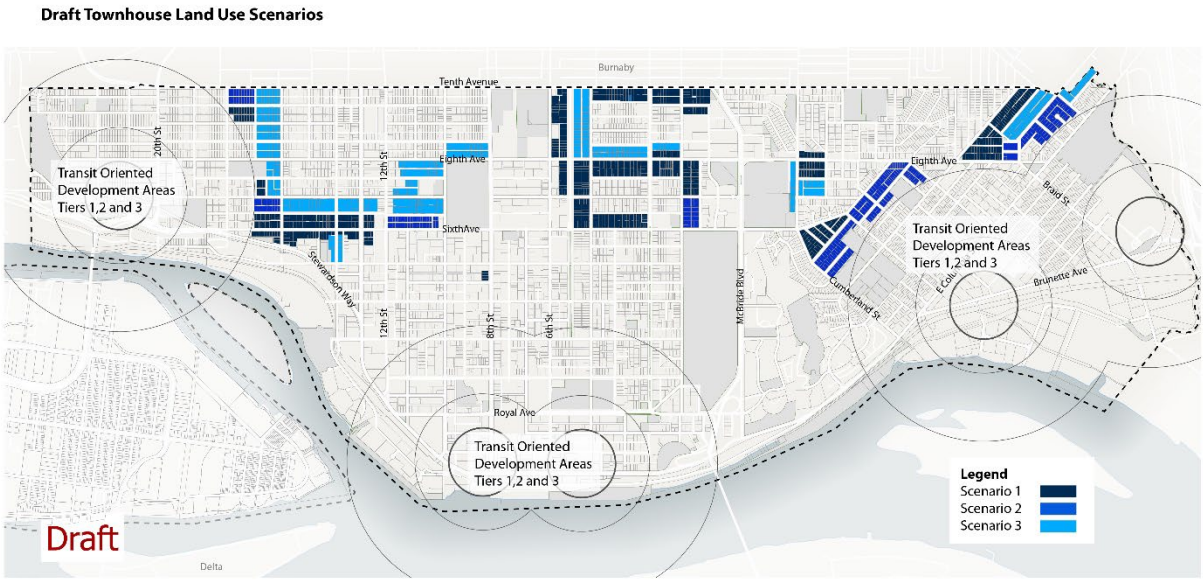


Figure 18. City of New Westminster map of proposed townhouse areas

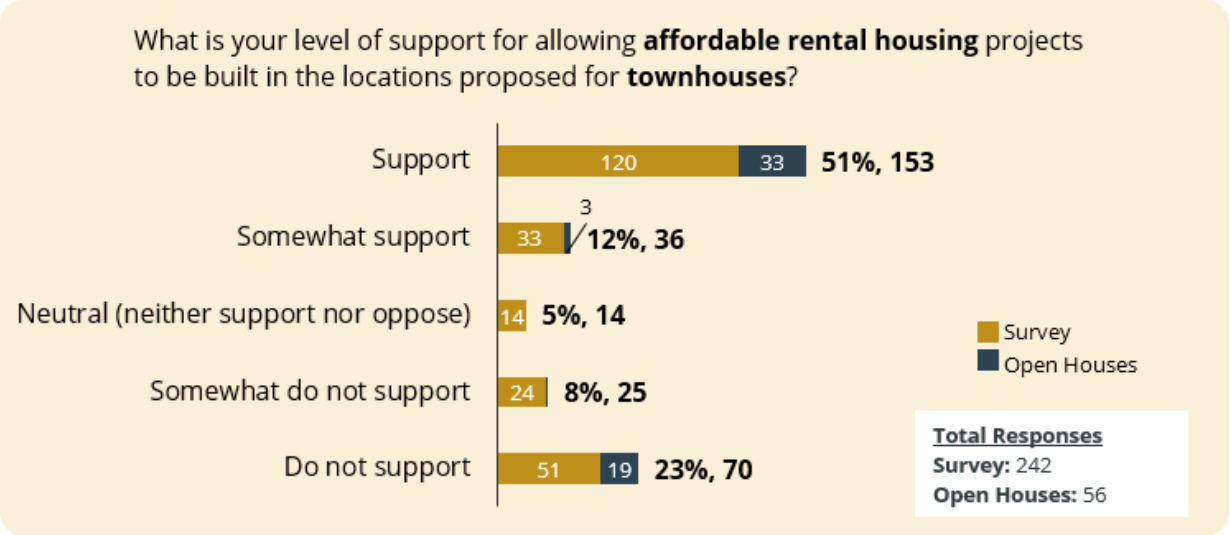
Survey question: What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?

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

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

RESULTS

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



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

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

ADDITIONAL COMMENTS

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

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

QUOTES

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

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

General Questions and Comments

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

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

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

Next Steps

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

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

Attachment 8

Summary of Our City, Our Homes Fall Information Campaign

SUMMARY OF OUR CITY, OUR HOMES FALL INFORMATION CAMPAIGN

The housing initiatives and new Provincial housing legislative changes have been collectively branded as “Our City, Our Homes”.

Since the launch of each of the initiatives, staff have conducted community consultation, completed technical analysis, and developed recommendations for Council’s considerations. From August 28 to September 14, 2025, an information campaign was held to highlight how staff have recommend to advance the initiatives, and to increase community awareness of the proposed housing changes.

Staff spoke with community members across the city about the proposed housing initiative at four pop up events. Approximately 200 people engaged with staff at these events.

- New Westminster Farmer’s Market – September 4
- New Westminster Public Library – September 6
- Sapperton Plaza – September 9
- təməsewtxʷ Aquatic and Community Centre – September 14

The Our City, Our Homes project page on Be Heard New West, the City’s engagement platform, was updated to include information about the proposed staff recommendations for each housing initiatives. The opportunity to email staff for more information was highlighted. As of October 9, a total of 496 visitors have viewed the webpage.

A variety of methods were used to advertise the information campaign including through the City website (e.g. homepage ‘What’s Happening’ feature story, the events calendar, initiative webpages), displays at City facilities, notices in the Citypage newsletter, and ads on social media.

Community members that engaged staff at the pop up events had the most questions about the Transit Oriented Development Areas and Infill Housing Program. Community members expressed a desire to see community amenities and infrastructure to keep pace with growth. Concerns were also raised about the impact of growth on traffic in the city.

Attachment *9*

Summary of Agency and First Nation Consultation

SUMMARY OF AGENCY AND FIRST NATION CONSULTATION

The City undertook early and ongoing consultation relating to the Official Community Plan (OCP) update with a number of government agencies. Agencies received a letter in January 2025 informing them of the various projects underway, and city staff met with agency staff who expressed interest in learning more about the work. A summary of the feedback received from each agency is identified below.

Summary of Feedback Received

Metro Vancouver Regional District

- Metro Vancouver expressed a desire to standardize land use designations across municipalities, but recognizes that due to the constraints of the focused 2025 OCP update this is not be possible at this time.
- Metro Vancouver was pleased to know that the City is working to strengthen tenant protections by updating the Tenant Relocation Policy.
- Staff shared a draft of the Regional Context Statement with Metro Vancouver for their review. Metro Vancouver was generally supportive of the draft. City staff have made minor edits based on Metro Vancouver's feedback.

TransLink

- City staff had a meeting regarding regional planning with TransLink and Metro Vancouver staff, which resulted in TransLink the Frequent Transit Development Areas overlay in the Regional Growth Strategy. Staff received no other feedback from Translink on the rest of the Official Community Plan update work.

New Westminster School District

- The School District supports the City's approach of allowing schools in most residential and some mixed-use land use designations across the city as this helps streamline the approval of new school sites.
- The School District will reflect the growth mandated by the Province in the upcoming update to their Long Range Facilities Plan.
- The School District continues to explore new opportunities for delivering schools in the urban context of New Westminster, including through integration in a residential or mix-used development project.
- The School District continues to welcome the City to join them in advocacy efforts to the Province.

Vancouver Fraser Port Authority

- The Port Authority continues to encourage noise mitigation in new residential buildings.

- The Port Authority is pleased to see that industrial designated land continues to be separated from residential areas by roadways.

Fraser Health, Healthy Built Environment Program

- This group works on long-range physical planning with municipalities within their health authority. They were encouraged by the updates related to climate action, recognizing its importance in community health and longevity.
- They were encouraged by the current active transportation work that the City is undertaking or planning (not proposed to change in this update), and by the principles of transit oriented development now reflected in the City's land uses.
- Further focus on community well-being and social connectedness was encouraged, especially related to future design guidelines or other similar policies for Transit Oriented Development Areas.

Kwikwetlem First Nation

- The Nation has asked to be kept up to date on changes to the OCP for information purposes at this time as they have limited staff capacity to undertake detailed analysis.
- The Nation has requested that when the City updates design guidelines that consideration is made for indigenous principles and design elements.
- The Nation is concerned with protecting their traditional territory, especially through an environmental lens, by being stewards to the land. It was highlighted that the Fraser River is home to the last wild population of White Sturgeon, whose numbers are in a state of decline. As such, disturbance (such as through development applications) at the edge of the Fraser River should be carefully considered and ideally referred to the Nation for comment.
- The Nation wants cultural heritage within the territory protected and artifacts identified as belonging to the Nation returned to them. The Nation does not see previous ground disturbance as a sufficient reason not to do archaeology and noted that New Westminster has high archeological potential due to its proximity to water and trade routes.

Musqueam Nation

- Consultation on the OCP with Musqueam Nation built from existing and ongoing conversations that were already underway regarding the 22nd Street Station Vision. Musqueam recognized the need for the City to proceed with work that reflects Provincial Government requirements, though requested that conversations continue with the City on the approach to consultation with Nations generally, including processes, capacity funding and other items.
- Musqueam remains particularly interested in 22nd Street Station Area implementation work.

Squamish Nation

- In response to the City's online referral through Squamish Connect, Squamish Nation identified preliminary comments that speak to their community's priorities which the City will work to address in future areas of work. These comments include considerations such as protection of the natural environment, improved economic opportunities for Squamish members, better housing options for members living off-reserve, enhanced access to healthcare, and greater representation of Squamish culture in the public realm.

Ts'uubaa-asatx Nation

- In response to the City's referral letter, Ts'uubaa-asatx Nation provided a letter acknowledging that New Westminster is outside of their core title area. As a result, the Nation communicated that they would defer to the comments of any other Nations whose title and governing authority were directly affected, though they retain the right to revise their assessment in the future. City staff will continue to consult with Ts'uubaa-asatx Nation for future work. Ts'uubaa-asatx Nation's response letter is included in Attachment 10.

Consultation Referral List

First Nations

- Cowichan Tribes
- Halalt First Nation
- Katzie First Nation
- Kwantlen First Nation
- Kwikwetlem First Nation
- Lyackson First Nation
- Ts'uubaa-asatx First Nation
- Musqueam First Nation
- Penelakut Tribe
- Qayqayt First Nation
- Seabird Island Band
- Semiahmoo First Nation
- Shxw'ōwhámél First Nation
- Skawahlook First Nation
- Soowahlie First Nation
- Squamish First Nation
- Sto:lo Nation
- Sto:lo Tribal Council
- Stz'uminus First Nation
- Tsawwassen First Nation
- Tsleil-Waututh Nation

External Agencies

- Board of Education of New Westminster Schools
- Fraser Health Authority
- Greater Vancouver Sewerage and Drainage District
- Greater Vancouver Water District
- Metro Vancouver Regional District
- Ministry of Infrastructure
- Ministry of Transportation and Transit
- TransLink
- Vancouver Fraser Port Authority

Attachment *10*

Ts’uubaa-asatx Nation OCP Referral Response

Ts'uubaa-asatx Nation
313B Deer Lake Road
Lake Cowichan, British Columbia
V0R 2G0
Phone: 250-749-3301
Fax: 250-749-4286

26-Feb-2025 13:31 PST

City of New Westminster
Attn: Samuel Austin

Project Name: Official Community Plan Update 2025
Date Received: 21-Feb-2025
Ts'uubaa-asatx Nations Consultation Spectrum Assessment: Level 3

‘Au Si’em:

The project area appears to fall within the Hul’q’umi’num Statement of Intent as submitted to the BC Treaty Commission process, but outside Ts'uubaa-asatx Nation's core title area. Ts'uubaa-asatx Nation would recognize this area as being in close proximity to other Hul’q’umi’num or Nuu-chah-nulth First Nation Tumuhw (lands). As such, I would categorize this as a Level 3 rights area for Ts'uubaa-asatx Nation. Level 3 identifies that Ts'uubaa-asatx Nation had harvesting, trade and Nation to Nation relations, but not necessarily sole title and governing authorities, which would be Ts'uubaa-asatx Nation’s highest S.35 interests and would require high end of the Haida spectrum consultation.

However, Level 3, is still considered to be a very high consultation matter as it represents our inter-community cultural activities and shared title and harvesting areas with our Hul’q’umi’num or Nuu-chah-nulth relatives. Despite this we would generally defer to the First Nation(s) whose traditional territory fronts this area. Should Ts'uubaa-asatx Nation identify greater interests in the future we retain the right to revise this assessment. However, at this time, we defer to any Nation(s) whose title and governing authorities are directly affected.

‘Uy’ Skweyul,

Monty Horton

Hul’q’umi’num language terms:
‘Au Si’em: a term denoting high respect.
‘Uy’ Skweyul: good day.