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.:**	2025-302

Re: **Our City, Our Homes: Implementation of Provincial Housing Legislation**

STAFF RECOMMENDATIONS

Transit Oriented Development Areas

1. *THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:*
    i. *Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;*
    ii. *Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;*
    iii. *Clarifying residential use expectations for "Commercial Waterfront" and "Commercial and Health Care" designations; and*
    iv. *Removing ancillary residential (e.g. caretaker units) from the "Commercial", "Mixed Employment" and "Industrial" land use designations.*

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

Affordable Housing Accelerator

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

Other Official Community Plan Changes

4. *THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation incorporate the **draft land use designations** in Attachment 3 of the report titled "Our City, Our Homes: Implementation of Provincial Housing Legislation" dated October 27, 2025, except as otherwise directed.*

5. *THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation reflect the **draft land use designation maps** in Attachment 4 of the report titled "Our City, Our Homes: Implementation of Provincial Housing Legislation" dated October 27, 2025, except as otherwise directed.*

Purpose

To seek Council direction on implementation of Provincial housing legislation and the implementation of a next phase of the Affordable Housing Accelerator, a Housing Accelerator Fund initiative.

SUMMARY

In November 2023, the Provincial Government introduced wide ranging legislative changes that govern how municipalities plan for and approve new development. In February 2024, the City was awarded an $11.4 million grant from the Housing Accelerator Fund program established by the Canada Mortgage and Housing Corporation (CMHC). This report outlines the Official Community Plan (OCP) work undertaken to implement the provincial housing legislation in advance of the December 31, 2025 deadline. A next phase of the Affordable Housing Accelerator, a Housing accelerator Fund initiative, is combined with this work, as the programs are interrelated.

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

Transit Oriented Development Areas

Transit Oriented Development (TOD) Areas are a Provincial initiative that require municipalities to permit a certain level of residential height and density within 800 metres of a SkyTrain station. The OCP is being updated to align with this legislation by introducing new land use designations that permit the same heights enabled by the Province. Where possible within the legislation, the proposed OCP update would be nuanced to the New Westminster for example, by allowing lower density infill development to occur in the TOD Areas. This would increase housing choice, but decreasing potential for some property consolidations for higher density eight or twelve storey developments.

Affordable Housing Accelerator

The Affordable Housing Accelerator Initiative aims to reduce regulatory barriers, streamline approval processes, and unlock more opportunities in the city for affordable housing projects that are entirely owned and operated by registered non-profit rental housing providers or housing co-ops. The next phase of the Initiative proposes pre-zoning properties in the TOD Areas to permit these projects, under the same conditions as the first phase of the program. This would allow projects in areas already envisioned for higher density to forego rezoning if they met updated eligibility and zoning regulations.

Other Official Community Plan Changes

Under the new Provincial Housing Legislation, municipalities are required to update their OCP by December 31, 2025. The update would align the OCP with the TOD Area legislation, and incorporate the findings of the 2024-2044 Interim Housing Needs Report.

Other minor changes are proposed to the land use designations (e.g. updating designation names and map colours). The land use designations have also been harmonized across the Official Community Plan and Downtown Community Plan for clarity and consistency. The proposed revised land use designations are included in Attachment 3 and the draft land use designation maps are included in Attachment 4.

BACKGROUND

Provincial Housing Legislation

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

Housing Accelerator Fund

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

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

TRANSIT ORIENTED DEVELOPMENT AREAS

Transit Oriented Development Area Legislation Summary

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

Additional background about TOD Areas is outlined in Attachment 1.

Approach to Implementation of Transit Oriented Development Area Legislation

Land Use Designation Alignment with TOD Areas

Accommodating Height Enabled by the TOD Area Legislation

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

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

Table 1: Land Use Designation Alignment with TOD Areas

Land Use Designation Name	TOD Area Alignment	New Land Use Designations
Residential - Low Rise (RLR)	Low rise sites outside of TOD Areas 6 storeys	No
Mixed Use - Low Rise (ML)		
Residential - Limited Mid Rise (RLM)	Tier 3 (401 to 800m from station) 8 storeys	Yes
Mixed Use - Limited Mid Rise (MLM)		
Residential - Mid Rise (RMR)	Tier 2 (201 to 400m from station) 12 storeys	Yes
Mixed Use - Mid Rise (MM)		
Residential - High Rise (RHR)	Tier 1 (up to 200m from station) 20 storeys	No
Mixed Use - High Rise (MH)		

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

The draft land use designations are included in Attachment 3.

Updated Land Use Designation Map

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

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

The draft consolidated land use designation map is included in Attachment 4.

Alignment with TOD Area Entitlements Created by the Zoning Bylaw

TOD Area legislation applies to all properties in the area that are zoned to permit "any residential use". There are cases where the 2017 Official Community Plan does not anticipate residential use but the base zoning district includes residential entitlements, which causes a misalignment between the OCP and the TOD Area legislation. To address this, updates are proposed that would add residential as a permitted use to two land use designations: "Commercial Waterfront" and "Commercial and Health Care".

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

Additional details on these changes are included in Attachment 1.

Staff recommend:

1. THAT the **overall approach to implementing the provincial Transit Oriented Development (TOD) Area legislation** in the Official Community Plan (OCP) be endorsed, which includes:
    i. Enabling buildings of up to eight, twelve and twenty storeys, except for properties that are not within, or are exempt from, TOD Area requirements;
    ii. Maintaining a higher land use designation and mixed use entitlements if included in the existing OCP;
    iii. Clarifying residential use expectations for "Commercial Waterfront" and "Commercial and Health Care" designations; and
    iv. Removing ancillary residential (e.g. caretaker units) from the "Commercial", "Mixed Employment" and "Industrial" land use designations.

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

Transit Oriented Development Area at the 22nd Street SkyTrain Station

Land use designation changes are not proposed for the 22nd St Station area in this OCP amendment bylaw as planning for the area is being advanced through a separate, Council endorsed process (which can be viewed here). The work advancing towards the

implementation “reGENERATE”, the long-range Vision for the neighbourhood, aligns with the heights and densities outlined in the TOD Area legislation and supports the area’s transition into a higher density, transit oriented, mixed use neighbourhood. Deferring land use designation amendments until the implementation work is complete would ensure appropriate tools are in place to guide future development and deliver needed amenities. Additional context is included in Attachment 1.

Direction Required

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

The 2017 OCP does not allow infill housing in land use designations where higher density uses that require property consolidation are anticipated. Townhouses (which typically require property consolidation) are the lowest density land use permitted in low to high rise residential land use designations. However, given the extent of Tiers 2 and 3 of the TOD Areas, staff have explored whether infill housing should be included as a permitted use in the “Residential – Limited Mid Rise” and “Residential – Mid Rise” land use designations. This would allow owners of properties with this land use designation to apply for a rezoning to build infill housing. These properties are not anticipated to be pre-zoned through the Infill Housing Program outlined below, so that infill housing is not incentivised over the higher density uses envisioned.

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

Option 1 – Include Infill Housing as a Permitted Use (Recommended)

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

If supported by Council, ground oriented infill housing would be included in the “Residential – Limited Mid Rise” and “Residential – Mid Rise” land use designations. This Option is reflected in the draft land use designation (Attachment 3) and draft land use map (Attachment 4).

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

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

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

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

Staff recommend Option 1:

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

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

Next Steps

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

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

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

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 outline in another report on this agenda titled: “Our City, Our Homes: Implementation of Townhouse and Affordable Housing Accelerator Housing Accelerator Fund Initiatives”.
- 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 a focus of this report.

See Attachment 2 for additional background on this initiative.

Approach to Implementation of the Affordable Housing Accelerator Program

Zoning Bylaw Amendment

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

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

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

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

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

This proposal was supported by the community feedback during community engagement (Attachment 7).

Staff recommend:

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

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

OTHER OFFICIAL COMMUNITY PLAN CHANGES

Housing Needs Report Integration

In November 2023, the Province amended the *Local Government Act* requiring municipalities to complete an Interim Housing Needs Report, and to reflect the outcomes of the report within their Official Community Plan by December 31, 2025. Updates are proposed to the Growth Management and Housing chapters of the OCP to reflect the findings of the Housing Needs Report (Attachment 6). Once the OCP is

updated to incorporate Transit Oriented Development Areas, the Plan will include more than enough capacity to meet the 20-year housing need identified in the Interim Housing Needs Report. Additional information is included in Attachment 5.

Updated Land Use Designations and Land Use Designation Map

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

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

The proposed land use designations are included in Attachment 3. Draft land use designation maps for the OCP and Downtown Community Plan is included in Attachment 4.

Staff recommend:

4. THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation incorporate the **draft land use designations** in Attachment 3 of the report titled “Our City, Our Homes: Implementation of Provincial Housing Legislation” dated October 27, 2025, except as otherwise directed.

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

5. THAT the Official Community Plan amendment bylaw being drafted to implement the housing legislation reflect the **draft land use designation maps** in Attachment 4 of the report titled “Our City, Our Homes: Implementation of Provincial Housing Legislation” dated October 27, 2025, except as otherwise directed.

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

Public Schools

To assist in locating, expanding, and acquiring school sites, and for expediting the construction of future schools, 'public schools' is proposed to be added as a permitted use within the majority of residential land use designations. Public schools would be permitted in the mixed-use land use designations, other than those concentrated on the City's great streets (e.g. Columbia, East Columbia Streets). This change demonstrates the City's support for increased school capacity and streamlines school projects by removing the requirement for the School District to make an OCP amendment application. A full list of the land use designations that would include public schools is included in Attachment 5.

ENGINEERING IMPLICATIONS

The housing needs report represents 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 Provincial Legislation and 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 (LGA)* 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 by the housing legislation and through the Housing Accelerator Fund, it is recommended that the bylaws not be presented to Advisory Planning Commission for consideration. However, the bylaw would be referred to the Commission members after First Reading to provide opportunity for members to give feedback at the public hearing.

NEXT STEPS

Bylaw Adoption Process

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

1. Council Consideration of first and second readings of Official Community Plan Amendment and zoning amendment bylaws (December 2025).
2. Notification of Public Hearing. In this case, because of the number of properties affected, postcards 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 for Council to consider first and second reading by the mandated deadline set by the Province to update the Official Community Plan by December 31, 2025. It also aligns with the extended Housing Accelerator Fund deadline to complete the second phase of the Affordable Housing Accelerator program by February 24, 2026.

Further Provincial Legislation Updates

In addition to the work outlined in this report, the *Local Government Act (LGA)* requires the following updates to the Official Community Plan (OCP), which will be undertaken ad a future scope of work.

- *Regional Context Statement* – As a member municipality of the Metro Vancouver region, the City must include a Regional Context Statement in the OCP, which demonstrates how the city is working to achieve regional goals established in the Regional Growth Strategy (Metro 2050). The proposed OCP Amendment bylaw would integrate Council-endorsed policy into the OCP to demonstrate compliance with the Regional Growth Strategy.
- *Frequent Transit Development Area (FTDA)* – Staff propose amending the City's FTDA boundaries in the OCP and Regional Growth Strategy to better reflect the new Regional Growth Strategy and new Provincial Housing Legislation. FTDA

overlays enable higher density residential and commercial development in urban areas of the region. These changes would ensure consistency across policy levels, support ongoing planning for new TOD Areas and increase eligibility of these areas for future infrastructure funding opportunities.

- *Climate Action Strategies and Targets* – The *LGA* and Regional Growth Strategy (Metro 2050) require that the City's OCP include targets for the reduction of greenhouse gas emissions and the policies and actions that the local government will take to achieve those targets. The City will meet these requirements through integrating the goals of the Community Energy and Emissions Plan 2050.

Housing and Land Use Planning Work Program

Staff have taken a "light touch" approach, whereby baseline requirements are being advanced to meet the tight timelines mandated by the Province. Once deadlines have been met, staff will undertake a second phase of work incorporating further analysis and refinement of the initial work completed. A work program for Housing and Land Use Planning for 2025/2026, was endorsed by to Council on September 28, 2025 (which can be viewed here).

Development Approval Process

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

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

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

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

FINANCIAL CONSIDERATIONS

The work is legislated and non-discretionary; a new Housing Division and other interdepartmental resources are required to meet the ongoing legislated requirements and to align with Council's Strategic Priority Plan – Homes and Housing Options. 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.

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

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

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

Transit Oriented Development Areas

Attachment 1 – Transit Oriented Development Area Background and Discussion

Affordable Housing Accelerator

Attachment 2 – Affordable Housing Accelerator Background and Discussion

Other Official Community Plan Changes

Attachment 3 – Draft OCP and Downtown Land Use Designations
Attachment 4 – Draft OCP and Downtown Land Use Designations Maps
Attachment 5 – Other Official Community Plan Changes Background and Discussion
Attachment 6 – Draft Growth Management and Housing OCP Chapters

Community Consultation

Attachment 7 – Summary of Our City, Our Homes Engagement
Attachment 8 – Summary of Our City, Our Homes 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

Transit Oriented Development Area
Background and Discussion

TRANSIT ORIENTED DEVELOPMENT AREA BACKGROUND AND DISCUSSION

Transit Oriented Development Area Legislation Context

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

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

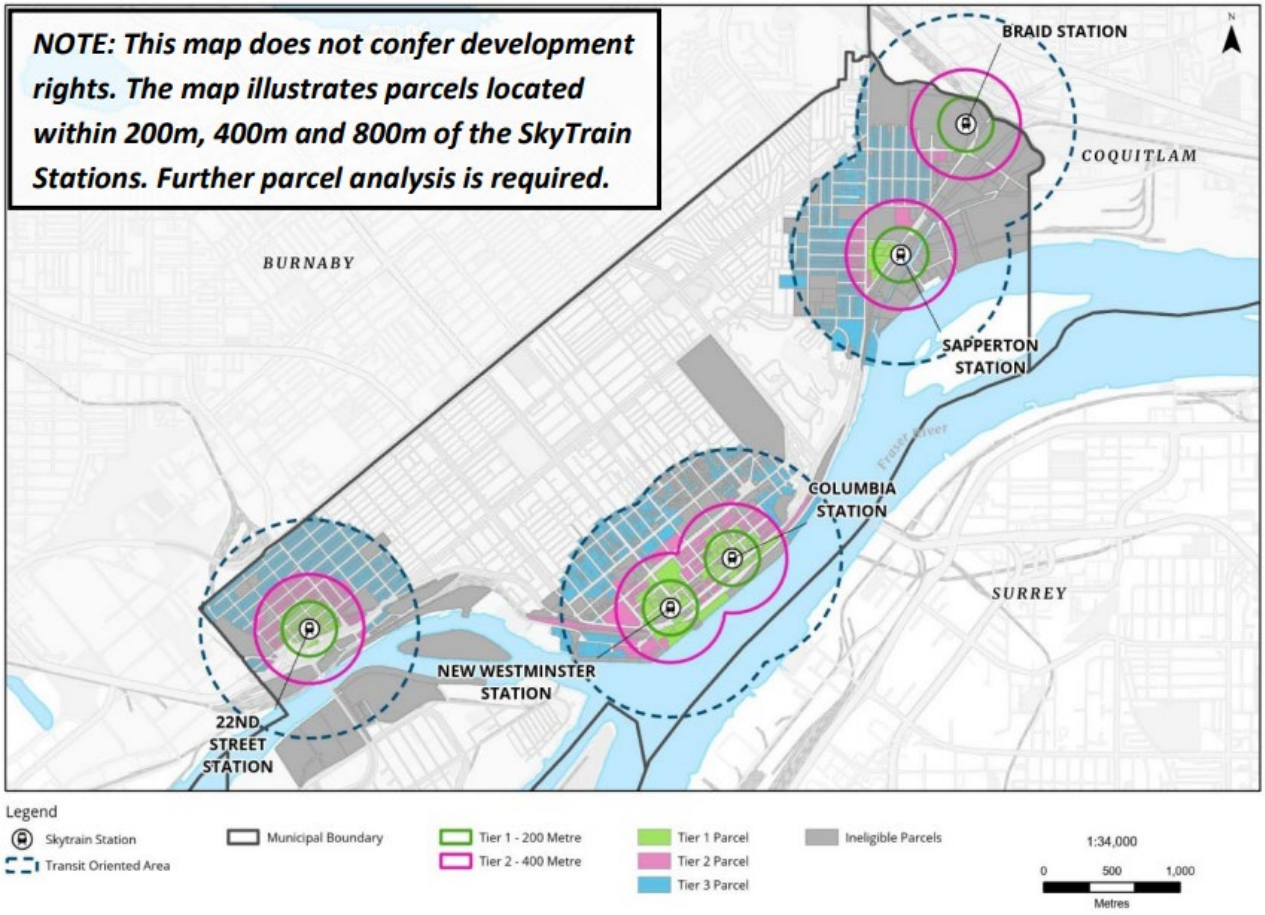
The TOD Area legislation applies to all properties in the Area zoned for "any residential use". Properties with commercial or institutional zoning, with no residential entitlements (e.g. the zoning does not permit mixed use), do not qualify for the height and density enabled by the Province. Industrial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

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

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

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

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



Heritage within Transit Oriented Development Areas

Heritage Designated Properties and Heritage Revitalization Agreements

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

Queen's Park Heritage Conservation Area

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

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

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

Aligning TOD Area Legislation and OCP Land Use Designations

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

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

Commercial and Health Care

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

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

Commercial Waterfront

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

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

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

Caretaker Suites

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

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

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

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

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

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

Land Use Designation Map Revisions Made Since Community Consultation

Queens Park Properties

The TOD Areas extend into the southern portion of the Queens Park Heritage Conservation Area. During community consultation, the new land use designation created for Tier 3 of the TOD Area was not shown for the protected properties. This

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

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

As Shown During Community Consultation



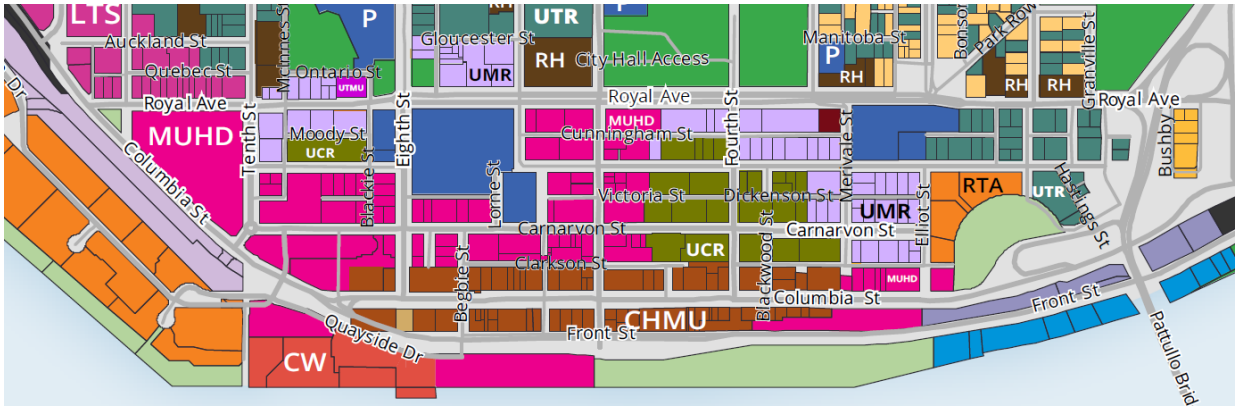
Proposed Land Use Designation Map



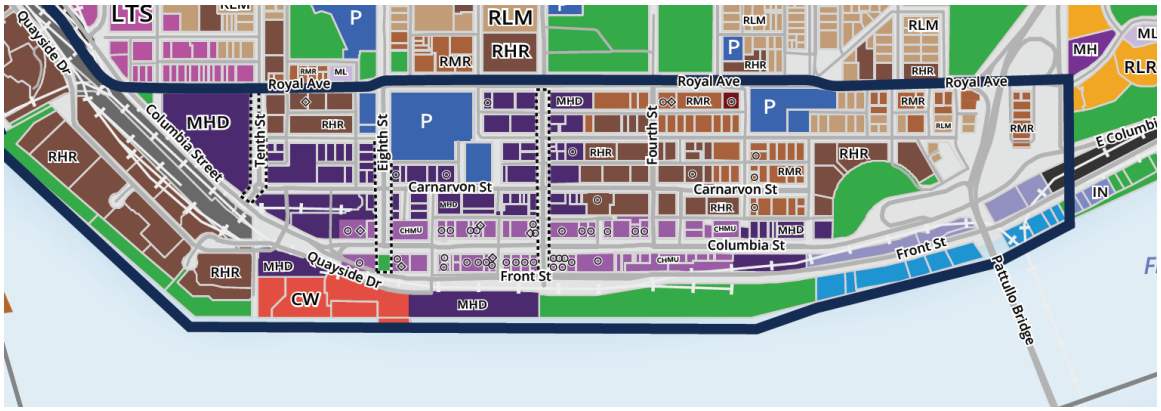
Downtown

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

As Shown During Community Consultation



Proposed Land Use Designation Map



Properties with No Residential Zoning Entitlements

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

Transit Oriented Development Area at the 22nd Street SkyTrain Station

Land use designation changes are not proposed for the 22nd St Station area in this OCP Amendment bylaw because land use planning for the area is being advanced through a separate, Council-endorsed process and timeline. This separate process is advancing implementation work for “reGENERATE”, the long-range Vision for the neighbourhood around the 22nd Street SkyTrain Station. reGENERATE aligns with the heights and densities outlined in the Province’s TOD Area legislation and supports the area’s transition into a higher density, transit oriented, mixed use neighbourhood.

As endorsed by Council on August 25, 2025, through the reGENERATE Vision Implementation Work Plan (which can be viewed here), staff are integrating Vision objectives into City strategies and plans related to infrastructure servicing, street and active transportation networks, parks and public space, amenities, and housing. This work also includes the development of supporting policies and regulations, as well as ongoing collaboration with key external partners, including First Nations, the School District, and senior governments.

Deferring land use designation amendments until the reGENERATE implementation work is complete would ensure appropriate tools are in place to guide future development and deliver needed amenities. This approach provides greater clarity and certainty for both the City and applicants, and supports the coordinated, sustainable, and livable redevelopment of the neighbourhood.

A future OCP Amendment bylaw would be brought forward for Council consideration in early 2027 to adopt new land use designations that align with the completed Vision implementation work findings and supporting framework.

Attachment *2*

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 *3*

Draft Land Use Designations

Land Use Designations and Map

INTRODUCTION

Land Use Designations defined in this section are depicted on Map 17: Land Use Designation Map which illustrates the City's long term land use concept. This concept outlines future land uses that the City intends to support or consider over time, in alignment with the goals and policies of the Official Community Plan. The map and designations are intended to reflect the goals and policies of the Official Community Plan and should be read together. Combining the information in this section with the policies throughout the Plan provides a balanced reflection of where, when and how development should proceed throughout the city.

IMPLEMENTATION

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

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

INTERPRETATION

The Land Use Designation Map generally follows parcel boundaries. However, where there is a discrepancy, OCP boundaries should be considered approximate. Though not shown on the map, the land use designation on each site extends to the centre line of any abutting roads and lanes. Development of lots, including through Heritage Revitalization Agreements and other similar tools, that cross land use designation boundaries will be considered if the proposed land uses on each portion of the lot align with their respective land use designations. This consideration will apply provided there is an appropriate transition between uses and supports the overall principles of the Official Community Plan.

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

OUTLINE

Each land use designation includes most of the following elements:

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

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

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

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

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

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

DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS

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

1. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,
    d. community services, or
    e. the natural environment.
2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.
3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

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

Land Use Designations

The definitions of the land use designations shown on Map 17: Land Use Designation Map are outlined below.

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

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

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

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

(RD) RESIDENTIAL – DETACHED AND SEMI-DETACHED HOUSING



Purpose: To allow low density ground oriented residential uses including gentle infill which increases housing choice and retains existing neighbourhood character.

Principal Forms and Uses: Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit (e.g. laneway houses, carriage houses).

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

Maximum Density: Low density residential.

Heritage Assets: Through a Heritage Revitalization Agreement, or similar tool, a property may be eligible for incentives such as a smaller minimum lot size, an increase in density, or reduced parking requirements, which would make it viable to conserve assets with heritage merit. A Heritage Revitalization Agreement may also be used to permit the housing forms listed in Residential – Ground Oriented Infill Housing designation or to formalize an existing, larger scale land use such as a low rise or a place of worship.

(RGO) RESIDENTIAL – GROUND ORIENTED INFILL HOUSING



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

Principal Forms and Uses: Single detached dwellings (houses), detached accessory dwelling units (laneway or carriage houses), multiplexes (e.g. duplex or quadraplex), cluster houses, rowhouses, side-by-side townhouses and other equivalent ground oriented housing forms. Principal units may also include a secondary suite.

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

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

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

(RT) RESIDENTIAL – TOWNHOUSE



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

Principal Forms and Uses: Side-by-side townhouses and rowhouses. Principal units may also include a secondary suite.

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

Maximum Density: Low density residential.

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

(RLR) RESIDENTIAL – LOW RISE



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

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

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

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

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

(RLM) RESIDENTIAL – LIMITED MID RISE



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

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

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

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

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

(RMR) RESIDENTIAL - MID RISE



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

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

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

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

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

(RHR) RESIDENTIAL – HIGH RISE



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

Principal Forms and Uses: High rise, mid rise and low rise residential buildings, stacked townhouses and side-by-side townhouses.

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

Maximum Density: High density residential.

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

(ML) MIXED USE – LOW RISE



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

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

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

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

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

(MLM) MIXED USE - LIMITED MID RISE



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

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

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

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

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

(MM) MIXED USE - MID RISE



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

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

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

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

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

(MH) MIXED USE – HIGH RISE



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

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

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

Maximum Density: High density mixed use.

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

(BDMU) BREWERY DISTRICT MIXED USE AND HEALTH CARE



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

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

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

Maximum Density: High density mixed use.

(SGTMC) SAPPERTON GREEN TRANSIT ORIENTED MIXED-USE COMMUNITY

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

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

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

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

(RHC) RESIDENTIAL HIGH DENSITY / COMMUNITY FACILITY

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

Maximum Density: High density mixed use.

(C) COMMERCIAL



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

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

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

Maximum Density: Low density commercial.

(CHC) COMMERCIAL AND HEALTH CARE

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

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

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

Maximum Density: Medium density mixed use.

(ME) MIXED EMPLOYMENT



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

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

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

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

(P) MAJOR INSTITUTIONAL



Purpose: To allow large scale institutional uses.

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

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

(I) INDUSTRIAL

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

Principal Forms and Uses: Industrial.

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



(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE

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

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

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



(IN) INTERTIDAL

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

Principal Forms and Uses: Natural habitat areas.

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



(H/N) HABITAT / NATURAL AREA



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

Principal Forms and Uses: Natural habitat areas.

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

PARKS, OPEN SPACE AND COMMUNITY FACILITIES

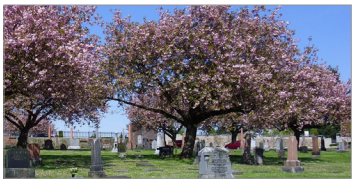


Purpose: To provide places of public assembly and recreation. In most cases, these sites are publicly owned.

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

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

(CEM) CEMETERY



Purpose: To identify and retain areas used for cemeteries.

Principal Forms and Uses: Cemeteries and memorial gardens.

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

(BC) BENT COURT STUDY AREA

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



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

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

(LTS) LOWER TWELFTH STREET AND SHARPE STREET STUDY AREA



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

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

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

(CD) COMPREHENSIVE DEVELOPMENT

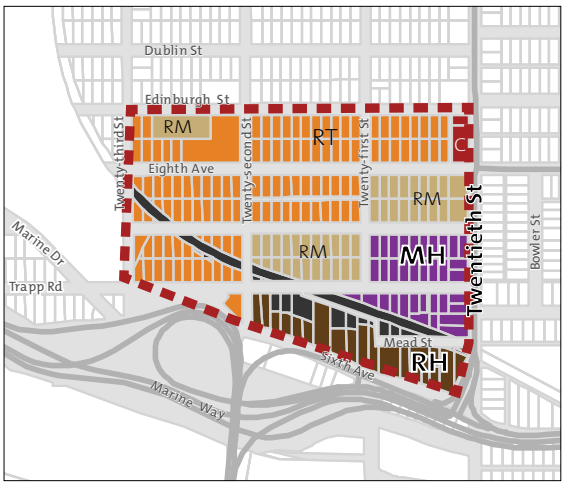
Purpose: To transition to the Frequent Transit Development Area (FTDA) surrounding the 22nd Street SkyTrain Station from low density residential uses to a mixed use node, which will include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. A commercial main street is envisioned for Seventh Avenue. It is also envisioned that the highest density uses are located closest to the station and that there is a transition to lower density uses away from the station. The anticipated land use designations are indicated on Map 16: Proposed Land Use Designations for the 22nd Street Station FTDA.

Prior to consideration of rezoning applications in this area a Master Plan will be created for the area. This Master Plan is subject to a public consultation process and must consider the findings of the work outlined below.

The Master Plan process will include:

- Conducting a detailed transportation study that would explore current and future conditions and make recommendations for all modes of transportation with the purpose of improving access to and circulation throughout the neighbourhood.
- Defining the desired land assembly patterns for redevelopment.
- Identifying the appropriate community amenities in the area and surrounding neighbourhoods.
- Determining the appropriate financing growth program to help fund community amenities.
- Drafting design guidelines for the private and public realm to ensure a high standard of architecture and urban design.
- Working with TransLink to develop a Facility Integration Plan.

Map 16.
Proposed Land Use Designations for the 22nd Street Station FTDA



LAND USE DESIGNATIONS

15.0 Land Use Designations

(LAND USE MAP, SEE SCHEDULE F)

INTRODUCTION

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

IMPLEMENTATION

Implementation of the Plan's vision is intended to take place over time through applications for development such as rezoning of land, and through Development Permits and Special Development Permits. Zoning regulations specify permitted land uses and densities on a site-by-site basis and are intended to be consistent with the provisions outlined in this section. Section 16.0 Development Permit Area identifies a set of guidelines specific to Downtown that new development must comply with. New development must be authorized by a Development Permit or Special Development Permit which confirms the development meets the intent of the guidelines.

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

INTERPRETATION

The Land Use Map generally follows parcel boundaries. However, where there is a discrepancy, designation boundaries should be considered approximate. Though not shown on the map, the land use designation on each site extends to the centre line of any abutting roads and lanes. Development of lots, including through Heritage Revitalization Agreements and other similar tools, that cross land use designation boundaries will be considered if the proposed land uses on each portion of the lot align with their respective land use designations. This consideration will apply provided there is an appropriate transition between uses, and supports the overall principles of the Downtown Community Plan.

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

OUTLINE

Each land use designation includes most of the following elements:

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

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

Complementary Uses: other uses that may happen in areas with the designation. Unless otherwise specified, these uses may happen on the same site as primary uses, on the same site as other complementary uses, or as the only use on the site. When specified as ancillary, these uses may only happen when secondary to the Principal Forms and Uses. Other than public schools, or unless otherwise specified, complementary uses must comply with the maximum density listed in the relevant land use designation. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites. Additional detail may be included as guidelines in Section 16.0 Development Permit Areas.

Maximum Density: a general density category to set expectations. Additional detail may be included as guidelines in Section 16.0 Development Permit Areas. Specific height and density entitlements are established by the Zoning Bylaw.

Heritage Assets: retention of heritage assets is a priority for the City. This section helps communicate the expectations for heritage assets that exist in areas with this designation. The appropriate incentives are unique to each site and situation. The City's heritage policies and the Standards for the Conservation of Historic Places in Canada (as amended from time to time) will be considered. Additional detail may be included as guidelines in Section 16.0 Development Permit Areas.

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

DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS

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For the purposes of Section 485 of the *Local Government Act*, an applicant for an amendment to the Zoning Bylaw, a development permit or a temporary use permit may be required to provide development approval information in accordance with Development Application Procedures Bylaw No. 5658, 1987 (as amended) if any of the following apply:

1. The development may result in impacts on:
    a. transportation patterns and traffic flow,
    b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees,
    c. public facilities including schools and parks,
    d. community services, or
    e. the natural environment.
2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.
3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

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

LAND USE DESIGNATIONS

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

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

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

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

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

(RLM) RESIDENTIAL – LIMITED MID RISE



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

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

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

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

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

(RMR) RESIDENTIAL - MID RISE



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

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

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

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

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

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(RHR) RESIDENTIAL – HIGH RISE



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

Principal Forms and Uses: High rise, mid rise and low rise residential buildings, stacked townhouses, and side-by-side townhouses.

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

Maximum Density: High density residential.

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

(MCH) MIXED USE COLUMBIA HISTORIC



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

Principal Forms and Uses: Mixed-use (commercial and/or residential) along Columbia Street. Street level uses are limited to retail, office, service, restaurant, entertainment, arts and culture, and recreation. Commercial and residential on upper levels.

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

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

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

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(MHD) MIXED USE - HIGH DENSITY



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

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

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

Maximum Density: High density residential.

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

(CW) COMMERCIAL WATERFRONT



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

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

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

IRVING HOUSE CULTURAL COMMERCIAL



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

Principal Forms and Uses: Community facilities.

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

15

PARKS, OPEN SPACE AND COMMUNITY FACILITIES



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

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

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

MUNI EVERS RESIDENTIAL / PARK

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

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

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

(P) MAJOR INSTITUTIONAL



Purpose: To allow large scale institutional uses such as schools and hospitals.

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

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

(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE



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

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

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

PATTULLO BRIDGE REALIGNMENT STUDY

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

DOWNTOWN COMPREHENSIVE DEVELOPMENT

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

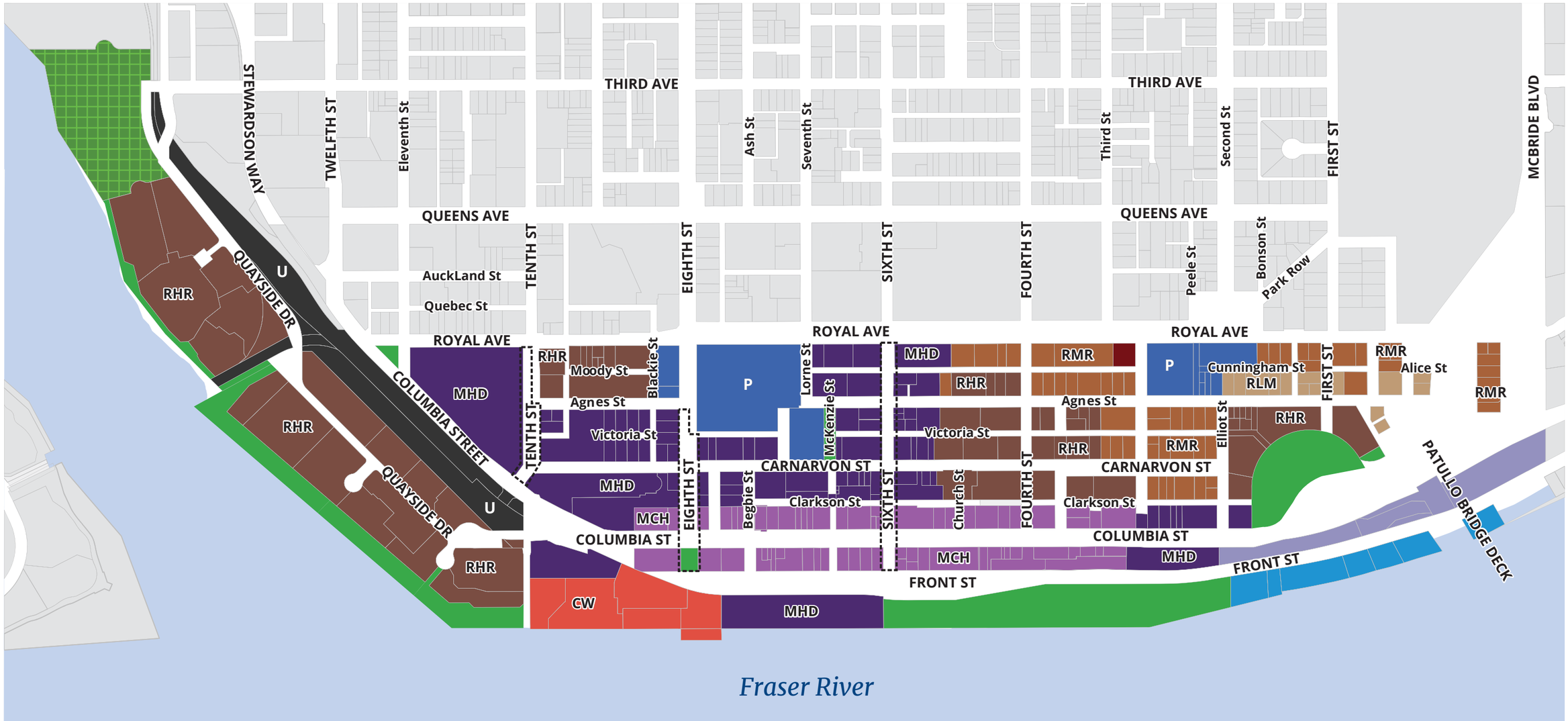
Attachment *4*

Draft Land Use Designation Maps

DRAFT* Downtown Land Use Map (Schedule F)

September 25, 2025

** This map represents updates under consideration by New Westminster City Council and is for reference purposes only.*



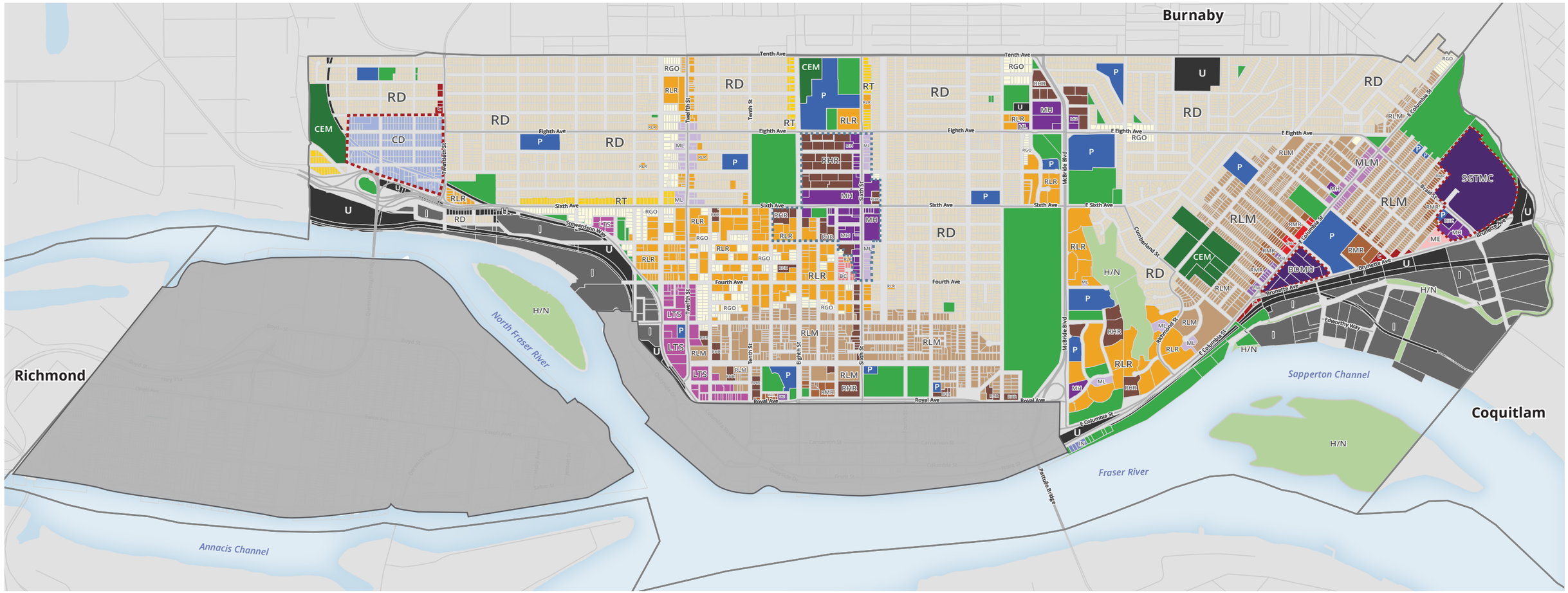
- (RLM) Residential - Limited Mid Rise
- (RMR) Residential - Mid Rise
- (RHR) Residential - High Rise
- (MCH) Mixed Use - Columbia Historic
- (MHD) Mixed Use - High Density
- (CW) Commercial Waterfront
- Irving House Cultural Commercial
- Parks, Open Space and Community Facilities
- Muni Evers Residential / Park
- (P) Major Institutional
- (U) Utilities and Transportation Infrastructure
- Patullo Bridge Realignment Study
- Downtown Comprehensive Development
- Commercial at Street Level

Not to Scale

DRAFT* New Transit Oriented Development Area Land Use Designations

September 25, 2025

** This map represents updates under consideration by New Westminster City Council and is for reference purposes only.*



Legend:

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

New Westminster

Attachment 5

Summary of Other Official Community Plan Updates

SUMMARY OF OTHER OFFICIAL COMMUNITY PLAN UPDATES

Housing Needs Report Integration

In November 2023, the Province amended the *Local Government Act* requiring municipalities to complete an Interim Housing Needs Report, and to reflect the outcomes of the report within their Zoning Bylaw and Official Community Plan by December 31, 2025. The intention of this change is to speed up housing approvals by reducing the number of applications for rezoning and OCP amendments. On December 9, 2024, Council endorsed the 2024-2044 Interim Housing Needs Report. Using new methodology established by the Province, the Report identifies that New Westminster will need 8,137 new housing units by 2029 and 27,523 new housing units by 2044.

Once the OCP is amended to incorporate Transit Oriented Development Areas, the Plan will include more than enough capacity to meet the 20-year housing need of the Interim Housing Needs Report. The Growth Management section of the OCP is proposed to be updated to reflect the growth forecast by the Housing Needs Report. No changes are required to the Zoning Bylaw, as the zoning in the city already allows for the total number of new housing units needed to meet the 20 year housing needs.

In addition to the total number of new units needed, the Interim Housing Needs Report identifies needs based on other factors such as tenure and affordability. Many of the findings are already reflected in the Housing Chapter of the OCP, given the ongoing commitment of the City to delivering housing choice, affordable housing, rental housing and housing supply. However, the housing chapter would be updated to more closely reflect these findings.

The Province's changes to the *Local Government Act* also require that municipalities review and update their Housing Needs Reports on a more regular frequency of every five years. The next regular Housing Needs Report must be completed by December 31, 2028 and every five years thereafter.

The draft updated Growth Management and Housing chapters of the OCP are included in Attachment 6.

Public Schools

The City maintains a strong working relationship with the New Westminster School District, and continues to support school facility planning. To assist expediting City approvals of future schools, staff propose introducing 'public schools' as a permitted use within a number of its residential and mixed use land use designations in the OCP, including the Queensborough and Downtown Community Plans. This would streamline the approval process for a new school by removing the requirement for the School District to make an OCP amendment application as part of the approval process. A rezoning would still be required.

The land use designations that would allow public school are:

- (RGO) Residential – Ground Oriented

- (RT) Residential – Townhouse
- (RLR) Residential – Low Rise
- (RLM) Residential – Limited Mid Rise
- (RMR) Residential – Mid Rise
- (RHR) Residential – High Rise
- (ML) Mixed Use – Low Rise
- (MH) Mixed Use – High Rise
- (LTS) Lower Twelfth Street

New Westminster

Attachment *6*

Draft Growth Management and Housing OCP Chapters

New Westminster Context

Growth Management: The Next 25 Years

REGIONAL PRIORITIES

Metro 2040 is a shared commitment by Metro Vancouver and member municipalities to work together to achieve five fundamental goals:

Goal 1: Create a Compact Urban Area

Goal 2: Support a Sustainable Economy

Goal 3: Protect the Environment and Respond to Climate Change Impacts

Goal 4: Develop Complete Communities

Goal 5: Support Sustainable Transportation Choices

The Regional Context Statement (page 162) outlines how this Plan aligns with the Metro 2040 goals and strategies. The Regional Context Statement is reviewed and approved by Metro Vancouver. The City cannot adopt an Official Community Plan without this approval.

GROWTH IN THE CONTEXT OF THE METRO VANCOUVER REGION

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, is a land use plan aimed at advancing the region's livability and sustainability while managing anticipated growth. Metro 2040 sets out goals and strategies to guide the future growth of the region and provides the land use planning framework for transportation, economic development, housing, utilities (water, liquid waste and solid waste), environment and climate change.

The Metro 2040 population projections recognize that people are moving to and staying in Metro Vancouver because it is an attractive place to live, work, play and learn. Metro 2040 policies and the regional land use designations within the strategy direct growth to the right places, such as in mixed use areas well-serviced by transit, and protect important agricultural, conservation, recreation, and industrial lands from urban residential development.

Metro 2040 also includes a hierarchy of Urban Centres that are intended to be priority locations for a mix of higher density housing, employment, services and amenities. Downtown is designated as a Regional City Centre, the highest level in the hierarchy, intended to serve Metro Vancouver's subregions with regional-scale employment, services, business and commercial activity.

Metro 2040 also recognizes Frequent Transit Development Areas (FTDAs). FTDAs are intended to be additional priority locations for concentrated growth along the Frequent Transit Network, where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. New Westminster's FTDAs are focused around the city's SkyTrain stations. Metro 2040 also recognizes the importance of Local Centres, such as Uptown, which provide local-serving commercial activities, a mix of housing types, and good access to local-serving transit.

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

The Metro 2040 population projections estimate the magnitude of growth, based on past trends and assumptions for the future, as well as the distribution of this growth among municipalities. The share of regional growth that is projected to locate in New Westminster by 2041 is outlined in Metro 2040. The City has also developed forecasts to more fully characterize the growth anticipated in New Westminster.

The City's 2013 demographic forecast projects that an additional 23,860 new local jobs will be created between 2013 and 2041. The City's updated 2025 demographic forecast (Figure 1) anticipates that by 2049, New Westminster's population could grow to 146,622 residents in the high growth scenario. This indicates the city will need to accommodate approximately 55,823 new residents and approximately 27,033 new homes added between 2025 and 2049. A balanced and sustainable plan is needed to manage this projected growth locally and regionally.

In 2025, as part of the Official Community Plan review, the City completed a residential development capacity analysis. This analysis took into account land available for residential development based on the Land Use Designation Map, recent development trends, and assumptions regarding the likelihood of future development of sites. This analysis confirmed that the Land Use Designation Map includes enough capacity for the anticipated 146,622 New Westminster residents by 20549.

WHAT DO POPULATION PROJECTIONS & FORECASTS MEAN?

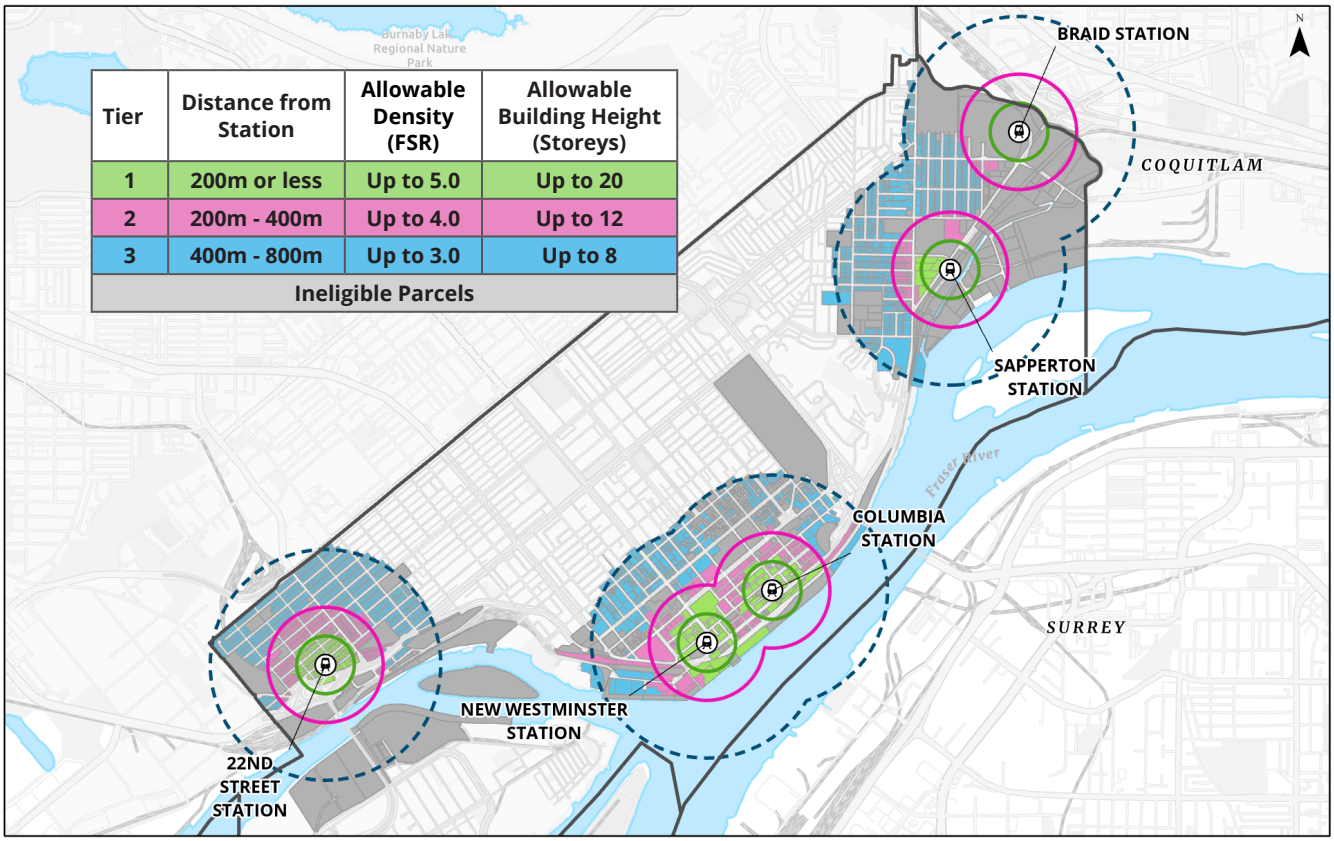
Population forecasts and projections are tools that assist in the management of community growth. They help to determine how many people are expected to live in the community by a certain date. Determining this helps identify the community's needs for housing, services and amenities through the lifespan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

High Growth Scenario	2029	2034	2039	2044	2049
Population	104,210	116,136	127,456	137,232	146,622
Housing Units	47,535	53,273	58,735	63,241	67,568

Figure 1.
New Westminster's High Growth Scenario
Source:Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast (2024 – 2049), 2025.

TRANSIT ORIENTED DEVELOPMENT AREAS

Five Transit Oriented Development Areas were identified by the Province for New Westminster. In New Westminster, Transit Oriented Development Areas are defined by the Province as residentially zoned land within 800 metres of a SkyTrain station. These areas are intended to enable high-density, mixed-use development within walking distance from frequent transit services. These areas will incorporate a variety of land uses, including residential, commercial (such as grocery stores and retail) and community amenities (such as childcare and parks). Due to this Provincial housing legislation, the City of New Westminster land use designations need to enable eligible projects that meet the minimum height and density allowed by the Province.



Map 6. Transit Oriented Area Development Tiers in New Westminster
Source: City of New Westminster

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

ACCOMODATING PROJECTED HOUSING

A share of the residential development in the city will be absorbed in Downtown and Queensborough. The Community Plans for these two areas allow sufficient development capacity to accommodate the housing demand forecasted for these neighbourhoods. This Plan focuses on allocating the remaining anticipated growth outside of these two neighbourhoods.

The City's 2025 forecast indicated a population increase of close to 24,097 to 30,474 housing units for the areas outside of Downtown and Queensborough, which will generate a demand of close to 11,886 to 14,982 new housing units. The Land Use Designation Map in the Plan enables this new housing to be accommodated, and located in the right places, by identifying where different housing forms will be permitted.

A significant portion of growth is anticipated to occur within the City's Frequent Transit Development Areas: Sapperton, Braid, and 22nd Street stations. These areas will include a mix of medium- to high-density residential, as well as office and retail uses, open space, and community-serving facilities. The areas will be seamlessly connected to the SkyTrain stations, bike routes and greenways.

The next highest number of new housing units will be located in Uptown. This area will include a mix of medium- to high-density residential, office and local serving retail uses, open space, and community-serving facilities that are connected to the pedestrian-oriented transit corridors of Sixth and Eighth streets. Growth in this area is intended to encourage public transit use and support local businesses.

Outside of these areas, this Plan focuses on increasing housing choice by allowing ground oriented housing forms, such as multiplexes, rowhouses and townhouses, in areas that were previously predominantly single detached dwellings and duplexes.

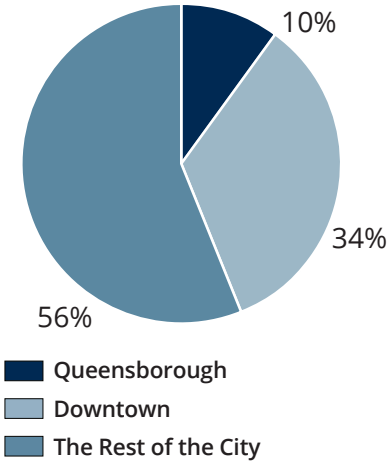


Figure 2.
Share of Projected Housing Growth (2024-2049)
Source: Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast (2024-2049), 2025

PAST HOUSING GROWTH

New Westminster has experienced steady population growth, increasing from 43,585 people in 1991 to 78,916 in 2021 – the equivalent of 1,178 new people per year. In the same timeframe, 16,542 new housing units were built in the city. This reflects many large new developments during this period, including the Quayside neighbourhood and Victoria Hill. Apartments continue to be the main form of dwelling units in New Westminster's housing stock, as was the case in 1991. The proportion of ground oriented housing and townhouse units has increased slowly, though these forms are still a much smaller proportion of the total housing stock.

Source: Statistics Canada

EMPLOYMENT GROWTH

There will be a need for additional retail, office, industrial and institutional floor space city-wide. This will correspond with an estimated growth in employment of over 21,000 new jobs by 2041.

Retail and Service Commercial Floor Space – The City's 2013 forecast anticipates that New Westminster could support over 65,000 square metres (approximately 700,000 square feet) of neighbourhood-serving retail and service space by 2041. However, to better support existing commercial nodes and avoid market dilution, this Plan has a reduced amount of land designated for retail and service commercial. This will help to ensure that existing commercial nodes within the city, including Great Streets such as East Columbia Street, are vibrant and successful. This additional floor space is projected to translate into an additional 4,200 jobs.

Office Floor Space – The City's 2013 forecast anticipates that New Westminster could add close to 200,000 square metres (over 2.0 million square feet) of office floor space by 2041. Some of this floor space will be accommodated in the upper floors of mixed-use buildings located in Downtown, Uptown, and Connaught Heights, and along transit- oriented corridors such as Twelfth Street. The majority of this new space, however, will be accommodated in major developments such as Sapperton Green.

The City will also encourage additional office space within a five-minute walk of Royal Columbian Hospital. For this reason, the area has been identified as a Special Employment Area, recognizing the regionally significant role of the hospital to the city.

The forecasted growth in office floor space across New Westminster will have a significant impact on employment in the city: over 11,300 new office- based jobs are projected by 2041.

Industrial Floor Space – The city could see an additional 200,000 square metres (over 2.0 million square feet) of industrial floor space by 2041. The increase in industrial floor space will be achieved by protecting and better utilizing existing industrial land, since no new industrial land is being added. This new floor space is projected to result in almost 3,000 new industrial-based jobs by 2041.

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

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

Figure 3.
Anticipated Additional Neighbourhood-Serving Retail and Service Space by Area (2011-2041)
Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041

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

Figure 4.
Anticipated Additional Office Floor Space by Area (2011-2041)
Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041

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

Figure 5.
Summary of Anticipated Additional Floor Space and Employment Growth (2011-2041)
Source: Coriolis Consulting Corp, City of New Westminster Urban Development Forecast – 2013 to 2041

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

Housing Need: The Next 20 Years

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

A standardized Provincial methodology was used to determine the City's 5- and 20-year housing needs. It is made up of six components that are added together, as shown in the table below. Using this method, the Interim Housing Needs Report identifies that New Westminster will need 8,137 new housing units by 2029 and 27,523 new housing units by 2044. This Plan's Land Use Designation Map provides for the 20-year total number of housing units required to meet anticipated housing need.

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

Components of the Standardized Methodology	5-Year Housing Need (2024 - 2029)	20-Year Housing Need (2024-2044)
A: Supply of Units to Reduce Extreme Core Housing Need Accomodates households paying more than 50% of income on housing.	642	2,569
B: Supply of Units to Reduce Homelessness Permanent housing for those experiencing homelessness.	171	341
C: Supply of Units to Address Suppressed Household Formation Accommodates those unable to form an independent household due to market conditions, since 2006.	429	1,718
D: Supply of Units to Meet Household Growth Accommodates an increasing population.	6,251	20,321
E: Supply of Units Needed to Meet at least a 3% Vacancy Rate Housing units needed to create sufficient rental unit vacancy to support a healthy, well-functioning rental housing market.	85	341
F: Supply of Units Needed to Meet Local Demand Accommodates additional housing demand, beyond minimum units needed to adequately house current and anticipated residents.	558	2,233
Total Units Needed	**8,137**	**27,523**

The Housing Needs Report identifies housing needs specific context in New Westminster, including:

1.Shelters for individuals experiencing homelessness – From the 2023 Point-in-Time Homeless Count, 203 people in New Westminster were counted as sheltered or unsheltered – an increase of 80 people since 2020. Additional shelter beds are needed.

2.Supportive housing – Supportive housing is deeply affordable and provides on-site supports and services to residents who cannot live independently, such as daily meals, life and employment skills building, and referrals to other services in the community. Key interest group interviews highlighted a pressing need for more supportive and transitional housing for vulnerable populations, particularly for those who are homeless or at-risk of homelessness.

3.Below and non-market rental housing – Below- and non-market housing serve as essential housing options for very low-income (below $35,000 per year) households, low- and moderate-income households, and especially for those relying on income or disability assistance. The need for these housing types continues to grow.

4.Housing for single persons – Single person households in New Westminster face significant housing challenges due to their limited purchasing power with a single income.

5.Seniors' housing – Seniors are the fastest growing segment of New Westminster's population, and are the second largest group on BC Housing's waitlist for non-market housing in New Westminster.

6.Indigenous housing – Reconciliation is a key priority as the City learns and builds relationships with the people on whose lands New Westminster is situated. Indigenous households have the highest incidence of low-income status. Indigenous people also disproportionately experience core housing need and homelessness.

7.Black, Indigenous, and People of Colour (BIPOC) households – Data specific to BIPOC households is often buried within broader Census categories, limiting the ability to identify other culturally- specific housing needs. The lack of detailed data makes it difficult to quantify and estimate the needs of these households accurately. Consultation with community members suggested concerns about discrimination and stigmatization of racialized and immigrant populations, alongside housing adequacy and security issues.

WHY DID THE CITY CREATE A HOUSING NEEDS REPORT?

Since 2019, the Provincial Government has required municipalities and regional districts across British Columbia to complete Housing Needs Reports. The Reports identify projected housing need for the next 5 and 20 years, calculated using a standard method established by the Province.

Housing Needs Reports also identify existing and projected gaps in housing supply using data about local demographics, the economy, housing stock, and future growth, and by listening to the perspectives of residents, businesses, and housing-related interest groups. Housing Needs Reports ensure local policies, plans, and development decisions are based on recent evidence.

New Westminster's 2024-2044 Housing Needs Report was endorsed by City Council on December 9, 2024. A new Housing Needs Report will be prepared in 2028, and ever five years thereafter.

8.Housing for persons with disabilities – Persons with disabilities, whether physical or otherwise, face significant barriers in the housing market due to low-incomes and/or the need for wheelchair-accessible units. Addressing these needs requires a targeted approach to increase the availability of accessible housing units and allow persons with disabilities to have equitable access to housing that meets their specific requirements.

9.Market rental housing – Despite City policies encouraging growth in the supply of market rental housing, vacancy rates in New Westminster remain at an unhealthy low of 0.8%.

10.Family friendly housing – Households with children face significant challenges in finding available, affordable, and suitable housing across the Housing Spectrum. The rental market has few large units suitable for big families, with a vacancy rate of just 0.8% for units with three or more bedrooms. Low-income families, particularly single parent households earning one income, struggle to find affordable and suitable housing.

11.Housing in close proximity to transportation infrastructure – There is a need for affordable and accessible housing options near transportation infrastructure that supports walking, bicycling, public transit, and other alternative forms of transportation.

8.0 Housing



A low rise apartment building.

Living in stable, affordable and appropriate housing is one of the most important aspects of one's life, affecting many other factors such as work, physical and mental health, social connections, financial well-being and overall quality of life. High housing costs, along with other circumstances, prevent many residents in the city and region from obtaining and maintaining housing that meets their needs.

To meet local housing needs, the City must enable housing options that are diverse in terms of cost, location, number of bedrooms, tenure and type in each neighbourhood. Addressing housing need is guided, in part, by the City's Housing Needs Report, which is used to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence.

The City's 2024 Interim Housing Needs Report identifies the housing needed across the housing spectrum. The Report identifies that the city needs 8,137 new housing units by 2029, and 27,523 new housing units by 2044. The City has conducted further analysis to understand this need by type of housing (Figure 13). This breakdown allows for progress tracking as well as advocacy to senior levels of government, which is needed to fund shelter beds, and supportive, below-, and non-market housing types.

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

Housing Type	5 Year Housing Need (2024- 2029)	Annual Housing Need
Shelter beds / units	58	12 / year
Supportive / transitional housing units	352	70 / year
Affordable rental units (below- and non-market)	2,311	462 / year
Market rental units	3,280	656 / year
Market ownership units	1,647	330 / year
Subtotal	7,613	1,523 / year
Units required to foster a healthy market (no tenure)	558	112 / year
Total 5-Year Units Needed	**8,137**	**1,628 / year**

Housing in the Official Community Plan

Goal 8: New Westminster's neighbourhoods are great places to live and have diverse housing choices that meet the needs of the community.

- Policy 8.1: Facilitate the creation and maintenance of housing that offers options for people who are experiencing or at risk of homelessness.
- Policy 8.2: Facilitate access to affordable, below- and non-market housing for low- to moderate-income households.
- Policy 8.3: Foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing.
- Policy 8.4: Create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs.
- Policy 8.5: Design housing to be livable and to foster social cohesion and connectivity.
- Policy 8.6: Provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context.

This Plan... reflects the findings of the City's 2024 Interim Housing Needs Report, which uses an evidenced-based approach to understanding local needs across the housing spectrum. This Plan also reflects the many different housing policies and strategies, such as the Affordable Housing Strategy, Family Friendly Housing Policy, Inclusionary Housing Policy, and Secured Market Rental Housing Policy.

Through the Land Use Designation Map, this Plan allocates the highest number of new housing units within the Frequent Transit Development Areas, which include the areas surrounding 22nd Street, Sapperton and Braid stations. These areas are envisioned to include a mix of housing, retail and commercial services, and community amenities. Outside of these growth areas, townhouses are planned along pedestrian oriented transit corridors such as Eighth and Sixth Avenues and as a transition between Frequent Transit Development Areas and lower density housing forms. Single detached dwelling and duplex properties have the opportunity to increase housing choice by adding infill housing forms such as laneway or carriage houses. This housing allocation is consistent with the strategies included in Metro Vancouver's Regional Growth Strategy. The Land Use Designation Map accommodates a population forecast of 142,790 residents in New Westminster by 2050. The Land Use Designation Map can also accommodate 27,523 new housing units by 2044 to meet the 20-year total housing need identified in the 2024 Interim Housing Needs Report.

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

In 2024, New Westminster had 506 units of supportive housing, 104 emergency shelter beds, and 35 extreme weather mats.



Rhoda Kaellis Residence includes 11 supportive ahousing units and 13 non-market, independent housing units.

Addressing and preventing homelessness have both individual and community level impacts. Access to emergency shelter and supportive housing improves mental and physical health and overall well-being for people experiencing homelessness, and reduces incidences of emergency department visits and hospitalization, resulting in improved public health and cost savings for government. Based on the 2023 Point-in-Time Homeless Count, 203 people in New Westminster were counted as unhoused – an increase of 80 people since 2020, or a 65% increase. The 2024 Interim Housing Needs Report identifies that the Point-in-Time count findings are likely an undercount for understanding the true extent of homelessness, as they do not capture people who are couch surfing, living outdoors, or temporarily residing with family and friends. Estimates from the 2021 Integrated Data Project, which combines data from BC's Ministry of Housing, the Ministry of Social Development and Poverty Reduction, Citizen's Services, and BC Housing, suggest that the actual number is at least 341 individuals in New Westminster.

The City is actively involved in efforts to prevent and reduce homelessness. The City funds and participates in the New Westminster Homelessness Coalition Society. The goal of this Society is for all New Westminster residents to have access to safe and affordable housing and supports and for no one to be homeless. The city is fortunate to have a strong network of organizations that provide supports and housing to people who are experiencing or at risk of homelessness. The City continues to partner with other levels of government, charitable foundations, faith-based groups and non-profit organizations to address homelessness and develop income, supports, and a spectrum of housing options. These include increasing the availability of emergency shelter beds, as well as permanent supportive housing, and non-market housing options.



Emergency shelters are temporary but immediate places to stay for persons who are experiencing or at-risk of homelessness.

Transitional Housing is a type of housing for residents to stay temporarily (between 30 days to three years), with supports as needed. It aims to transition individuals into permanent housing.

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

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

PERMANENT SUPPORTIVE HOUSING

Permanent supportive housing includes embedded services as well as wrap-around 24/7 supports that aim to support residents to maintain their tenancies and foster positive health and well-being. Permanent supportive housing units serve a variety of groups, including people who are unhoused, people requiring mental health or substance use supports, people transitioning out of the criminal justice system, and people with disabilities. Best practice components supportive housing include:

- **Permanence and Affordability –** housing is secure and rents are affordable, which provides stability and allows residents to rebuild connections, improve their health and well-being, and work towards self-identified goals.
- **Purpose Designed –** designing buildings for their intended use and with their intended occupants in mind can maximize benefits for residents, foster community within the building, reduce external impacts on the community, and facilitate cohesion with neighbours and the broader community.
- **Embedded Services and Wrap-around Supports –** services and resources that are included as part of the housing – such as meal programs, peer support programs and 24/7 on-site support staff – and individualized wrap-around supports help residents to maintain their housing and work towards self-identified goals.
- **Community Building Initiatives –** opportunities for socializing and community building through design and/or programming reduces isolation and fosters community both within and outside the housing.

Actions

The City should...

8.1a Develop a communications strategy to clearly outline the benefits of affordable housing development.

The City should continue to...

8.1b Update the Homelessness Needs Assessment.

8.1c Implement the Homelessness Action Strategy, in partnership with the New Westminster Homelessness Coalition Society.

8.1d Develop and implement the Community Poverty Reduction Strategy and Food Security Action Plan.

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

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

8.1g Implement the Five-Year Prevention, Support and Transition Services Plan, which is aimed at addressing the immediate needs of people experiencing the three concurrent and inter-related crises of homelessness, mental health and substance use with the goal of stabilizing their lives.

8.1h Implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units.

Policy 8.2: Facilitate access to affordable, below- and non-market housing for low- to moderate-income households.

When there is a lack of affordable housing, families and individuals may end up spending most of their income on housing costs with little left over for other expenses such as food, clothing and transportation. To reduce housing costs, households may end up living in overcrowded housing or housing in very poor condition. A lack of affordable housing supply can contribute to poor health and quality of life.

In a region as expensive as Metro Vancouver, market housing options are often not affordable to low- and moderate-income households. Non-market housing and rent subsidies are needed to help these households meet their housing needs. Many vulnerable populations, including newcomers, persons with disabilities, single parents and seniors, benefit from these units. A healthy housing system should offer a variety of housing choice along the housing spectrum to suit the diverse needs of the community, from emergency shelters all the way to home ownership.

The Affordable Housing Strategy, the Affordable Housing Reserve Fund, and Inclusionary Housing Policy have been established to support the development of affordable housing projects. Changes have also been made to streamline the approval process for affordable housing projects. This included removing the requirement for qualifying projects to be rezoned.

The City actively advocates for and supports affordable housing projects but continues to remain reliant on partnerships and secured funding from Provincial and Federal agencies to realize new units. The City encourages the development and implementation of additional measures from senior governments that would assist in the creation, retention and maintenance of affordable housing.

THE NEED FOR BELOW- AND NON-MARKET HOUSING

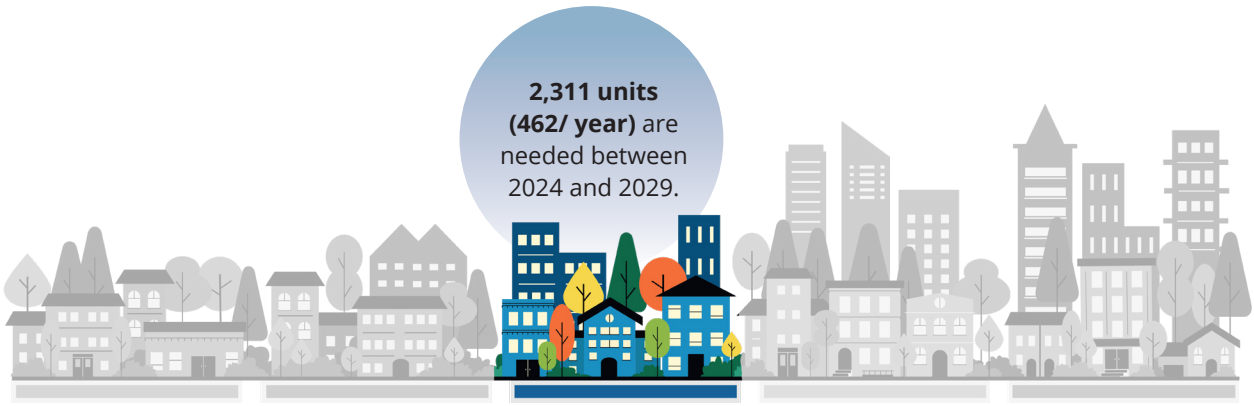
Below- and non-market housing serve as essential housing options for very low income (below $35,000 per year) households, low- and moderate-income households, and especially for those relying on income or disability assistance.

In 2021, roughly a third of renter households (28.9%) spent more than 30% of their income on shelter, exceeding the affordability standard for shelter costs.

Further, data from BC Housing and Metro Vancouver shows that the number of households in New Westminster waiting for social housing increased from 564 to 952 households from 2018 to 2024.

Source: New Westminster Housing Needs Report, 2024

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



Below-Market Housing is a type of housing with rents 10% below the currently reported Canadian Mortgage and Housing Corporation (CMHC) rental market median rent, all years, for New Westminster.

Non-Market Housing is a type of affordable housing that is subsidized by government, where rent or mortgage payments are not determined by the market but the ability to pay, and eligibility criteria determine who is accommodated. Most non-profit and co-operative housing is a form of non-market housing.

Figure 15
Below and Non-Market Housing Need
Source: New Westminster Interim Housing Needs Report, 2024

Actions

The City should continue to...

8.2a Implement the Inclusionary Housing Policy to ensure new strata residential developments seeking additional density contribute to the affordable rental housing supply.

8.1b Implement the Affordable Housing Strategy.

8.2c Partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in or near Frequent Transit Development Areas.

8.2d Partner with Metro Vancouver to implement the Metro Vancouver Housing 10-Year Plan, and to seek opportunities to partner with Metro Vancouver Housing and others to expand affordable rental housing in the city.

Policy 8.3: Foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing.

Rental housing accommodates diverse residents, including families, newcomers, post-secondary students, couples, single person households and seniors. Rental housing can take many forms, including below-market housing, cooperative housing, purpose built market rental housing, secondary suites and individual apartments rented by owners. As of 2024, the city has 3,153 secondary suites, 4,632 renter occupied condominiums and 9,956 purpose built market rental housing units.

High housing prices across the region mean that home ownership is not a viable option for many households, making rental housing particularly important. The city has a high proportion of rental households compared with the region and a long history of rental housing, notably in Brow of the Hill, Sapperton and Uptown.

Although there is a diversity of rental housing forms in the city and region, renter households still face challenges, such as persistently low vacancy rates, poor housing conditions in some rental buildings, and loss of rental units to redevelopment. The City has a number of policies in place to help deal with these challenges, including: the Standards of Maintenance Bylaw, to enforce maintenance of rental housing by building owners; the Secured Market Rental Housing Policy, to protect and enhance existing rental housing and to incentivise the construction of new secured market rental units; and tenant assistance policies, to ensure that tenants evicted due to demolition receive assistance from building owners above and beyond what is required in the Residential Tenancy Act.

Using incentives under the 2013 Secured Market Rental Housing Policy, 1,723 new secured market rental housing units have been built (as of February 2024).

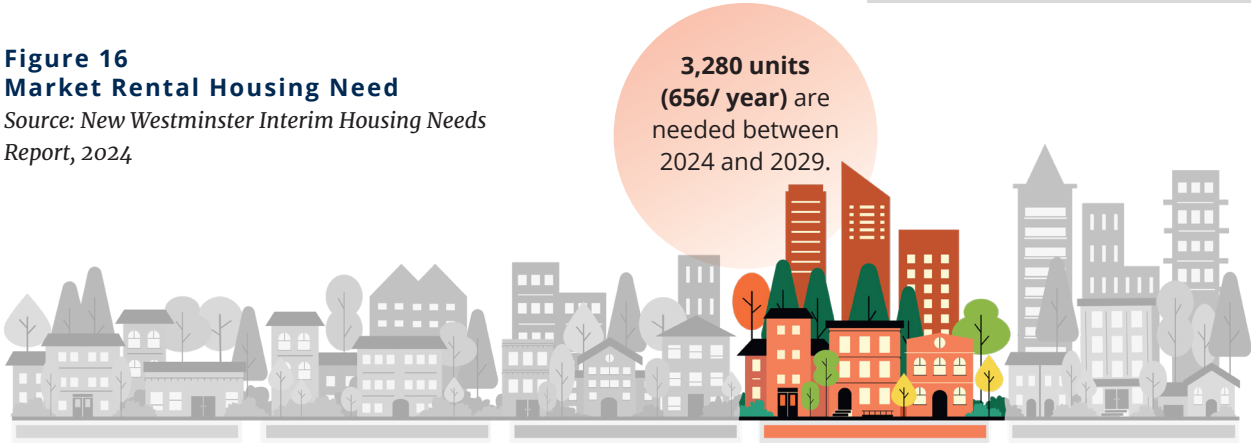
SINGLE PERSON HOUSEHOLDS

Single person households in New Westminster face significant housing challenges. Their incomes are typically half those of larger households, yet they face similar rental costs.

Single person households make up the largest group with housing affordability challenges. More than 41% of all households paying more than 30% of their income on shelter costs were single person households.

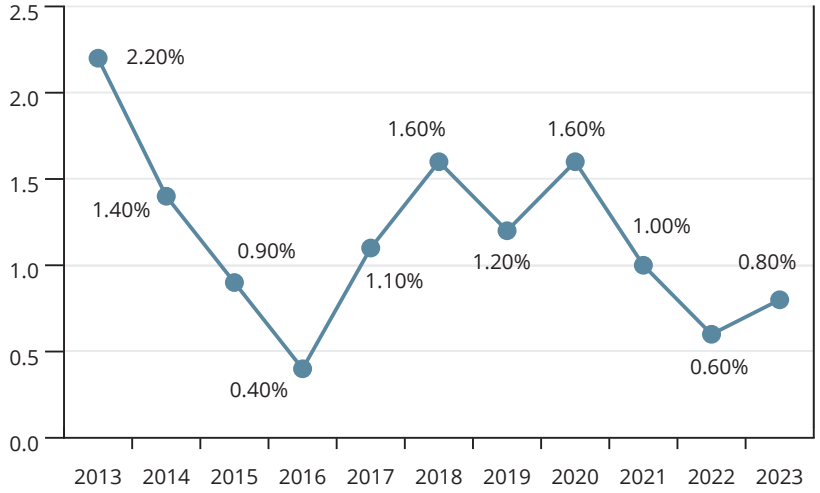
Source: New Westminster Housing Needs Report, 2024

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



Market Rental Housing - also referred to as purpose built or secured market rental housing - is multi-unit housing constructed for the purpose of long-term rental tenure and is not subsidized into co-op, strata condominium, or fractional ownership arrangements.

Figure 17
New Westminster Rental Vacancy Rate (2013 - 2023)
Source: CMHC Rental Market Survey, 2013-2023



Between 2013 and 2023, median rents rose by $683 (81%), with the largest increases in 2019 and 2023.

- New Westminster Housing Needs Report, 2024

Despite City policies encouraging growth in the supply of market rental housing, New Westminster's rental vacancy rate has been below the healthy rate every year since 2011. A healthy vacancy rate is considered to be at least 3.0%; however, the city's rental vacancy rate was only 0.8% in 2023 (Metro Vancouver's vacancy rate was 0.9% in 2023). This indicates that the city has experienced a long-term shortage of rental housing units. Low availability leads to higher demand, which can result in higher rental rates. It is crucial for the City to support the development of rental housing and protect the existing rental stock to improve the overall supply of rental units.

Actions

The City should...

8.3a Complete the Rental Replacement Policy to ensure that redevelopment of older purpose built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster.

8.3b Update the Tenant Relocation Policy (2018), which assists tenants of purpose built market rental housing displaced by redevelopment.

The City should continue to...

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

8.3d Seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard.

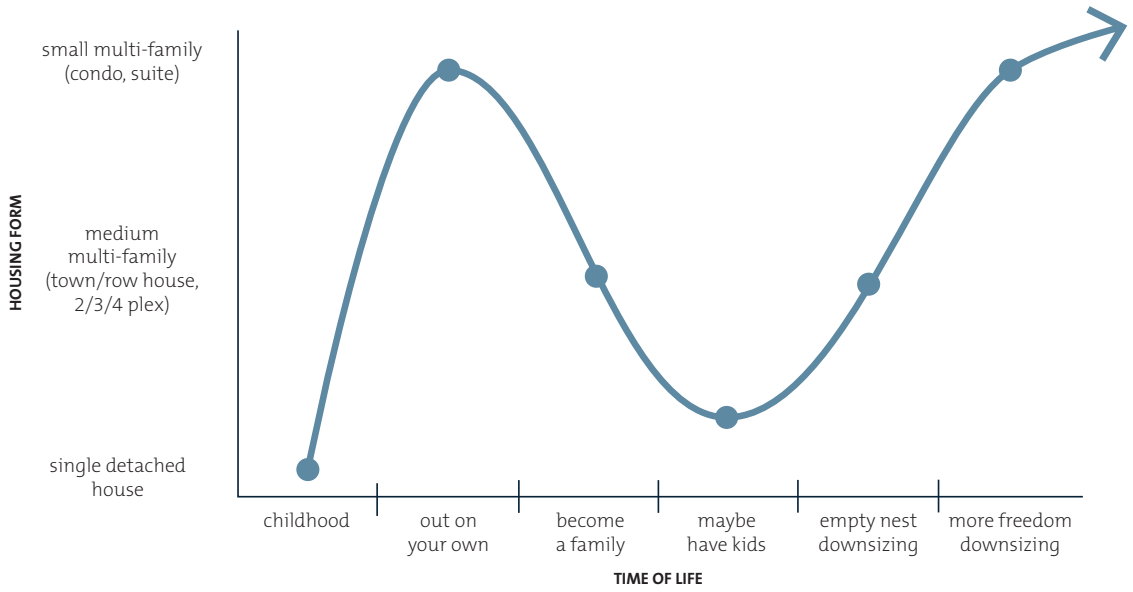
8.3e Encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.

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

In 2021, single detached dwellings and apartments made up more than 94% of the city's housing stock, resulting in limited housing options appropriate for people of all abilities, ages and household types. Allowing a wider variety of ground oriented housing types in each neighbourhood provides more options for households in New Westminster in addition to single detached dwellings and apartments. A ground oriented dwelling unit has a separate exterior entrance directly accessible from a street or open space. Examples of ground oriented units include single detached dwellings, carriage and laneway houses, duplexes, triplexes, rowhouses, and side-by-side townhouses.

Increasing the city's housing options in all neighbourhoods will allow households to meet their changing needs, enable empty nesters and seniors to downsize and remain in familiar surroundings, facilitate newcomers locating in the city, and help support young families and professionals who are getting started in the housing market. This Plan's Land Use Designation Map creates opportunities for all of these housing forms throughout the city.

Figure 18
Housing form changes as we age and our life circumstances evolve



With increasing housing prices and a lack of housing options, more and more families with children are considering either moving further out into the Fraser Valley or living in apartment units. Three bedroom units are attractive to families with children but multiple unit housing with three or more bedrooms is in short supply.

In response, the City adopted the Family Friendly Housing Policy, which requires minimum percentages of two and three bedroom units in new multiple unit buildings.

Persons with disabilities, whether physical or otherwise, face significant barriers in the housing market due to low-incomes and/ or the need for housing specifically designed for accessibility. Addressing these needs requires a targeted approach to increase the availability of such units. Adaptable housing is built for those with limited mobility due to age, disability or illness, enabling individuals to function in their homes with relative independence even as their needs change over time. In 2011, the City adopted an Adaptable Housing Policy, which requires 40% or more of all new single story, multiple unit buildings to be adaptable, exceeding the requirements of the British Columbia Building Code (BCBC).

The City's Housing Needs Report identified that as the fastest growing segment of New Westminster's population, seniors contribute to the growing need for additional assisted living, long term care and other supportive housing options, as well as supports to allow for aging-in-place in their current housing.

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

Dwelling Type	Units	Percent
Single Detached Dwellings (including suites)	8,660	24%
Semi-detached (Duplexes)	215	<1%
Townhouses	2,060	6%
Apartment (less than 5 storeys)	12,565	35%
Apartment (5 or more storeys)	12,525	35%
Other	65	<1%
City Wide	**36,090**	**100%**

Actions

The City should continue to...

8.4a Implement and monitor the Adaptable Housing Policy.

8.4b Implement and monitor the Family Friendly Housing Policy.

8.4c Explore opportunities to increase the variety and stock of ground oriented infill housing such as duplexes, triplexes, rowhouses, and multiplexes.

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

Strong social relationships and connections can be a source of enjoyment, belonging, happiness and a foundation for community resilience in the face of crises – the entire neighbourhood is home. People who feel connected are more likely to develop a sense of belonging, participate in and take care of their community, live healthier lives, and trust each other. It is increasingly recognized that social connectedness and belonging are one of the strongest resources we have to chart a more sustainable, resilient path forward.

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

Social connectivity has become an increasingly important theme in city planning, with housing recognized as being critical for creating opportunities for positive neighborly interactions. For example, the design and location of common spaces in multi-unit housing – including common amenity spaces, circulation spaces, and outdoor areas – can provide opportunities for connections with neighbours, for children to play together, and for people of different abilities, ages, cultures, and identities to interact. The design of multi-unit residential buildings is guided by Development Permit Areas and related guidelines, with the latter facilitating design that fosters social connectivity. These guidelines are also used to improve the livability of units by considering the impact of noise from adjacent major roads or non-residential uses.

Surrounding social infrastructure such as parks, community gardens, and public gathering spaces also play a role in social cohesion and connectivity, and can be designed in a way that fosters liveability. These spaces are places to relax, socialize or interact with fellow community members. Small design details can have a big impact. For example, having benches that face each other can allow for people to more easily start a conversation with a person sitting on another bench.

Actions

The City should...

8.5a Create a city-wide Noise Attenuation Program that includes development permit guidelines for mitigating noise in residential units to help new development meet CMHC noise reduction targets.

The City should continue to...

8.5b Collaborate with Hey Neighbour Collective to develop and implement tools that encourage more socially connected, inclusive, and resilient communities for all.

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

FREQUENT TRANSIT DEVELOPMENT AREAS (FTDAS)

FTDA is a term identified in Metro 2040 – Metro Vancouver's Regional Growth Strategy. These areas are located along frequent transit networks and are characterized by higher density forms of residential, commercial and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit oriented communities where transit, cycling, walking, and rolling are the preferred modes of transportation.

New Westminster is an attractive, centrally located place to live, learn, play and work, which means that more people will continue to move to the city. One of the most important roles of an official community plan is to ensure that this new growth goes in the right places.

This Plan ensures that most new residences outside of Downtown and Queensborough will be located within Frequent Transit Development Areas which will be mixed use, pedestrian oriented nodes well served by transit. The next highest number of housing units will be located along transit oriented corridors, such as Twelfth Street, Sixth Avenue and Eighth Avenue. The Plan also enables additional ground oriented units such as townhouses and multiplexes to be located in residential neighbourhoods across the city. This allocation of growth maximizes the opportunity for residents to easily access services by foot, bike or public transit.

As New Westminster grows, the infrastructure, services and amenities needed to maintain community livability must also grow. This Plan provides the framework for the City to plan for expanding community needs, such as water and sanitation, parks and open space, fire and police services, and arts and culture amenities. This Plan is also used by New Westminster School District, which is independently responsible for schools planning and development.



Walking towards the 22nd Street SkyTrain Station.



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

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

Actions

The City should continue to...

8.6a Use the City's development approvals authority to ensure development locates in the right place in the city.

8.6b Partner with the New Westminster School District in advocating for future schools identified in the New Westminster Schools' Long Range Facilities Plan.

8.6c Use the Housing Needs Report findings to strengthen understanding of current and future housing needs and ensure local policies, plans, and development decisions are based on recent evidence.

8.6d Use the Official Community Plan to guide planning of municipal infrastructure, services and amenities, and a sustainable financing growth strategy.

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



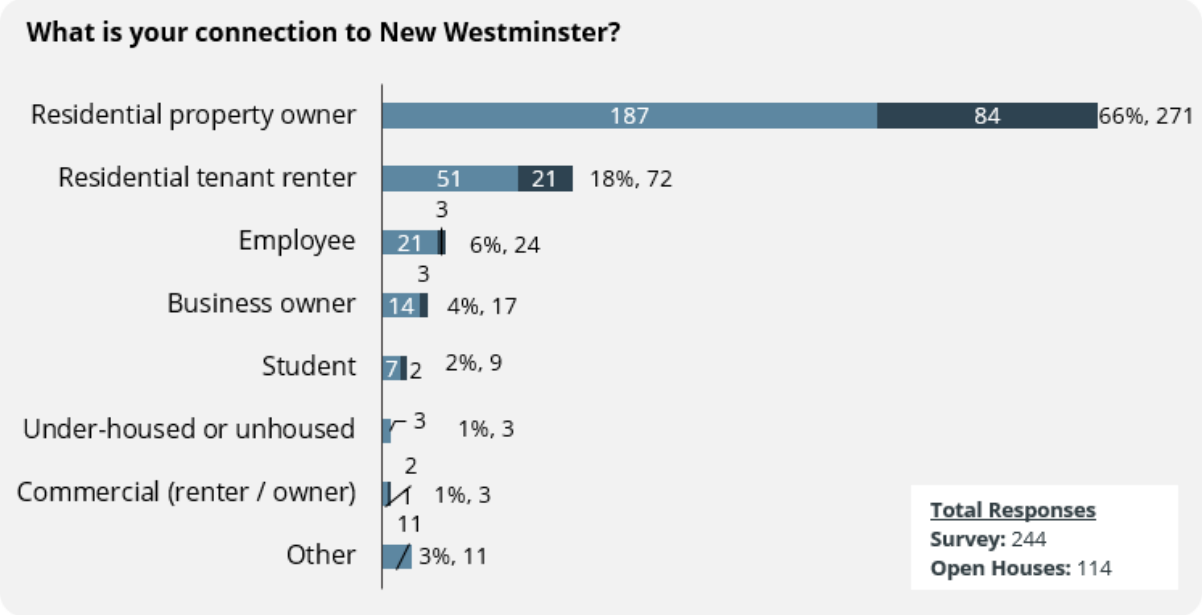
Figure 3: A picture of open house at Century House

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).

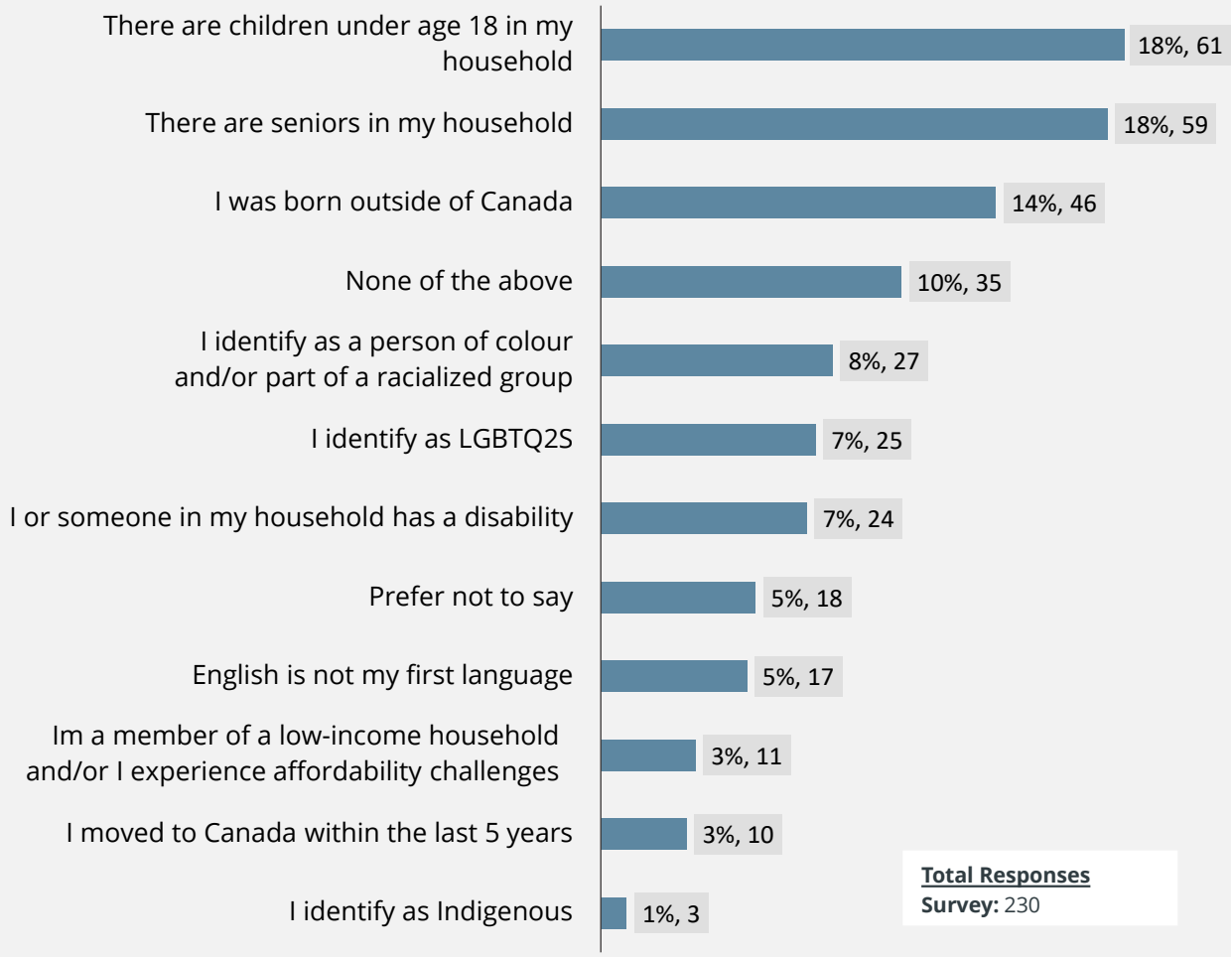


Note: *This question was asked during the open houses and during Be Heard New West sign-up process. The "other" option was only provided on Be Heard and not on the in person display board.*

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.

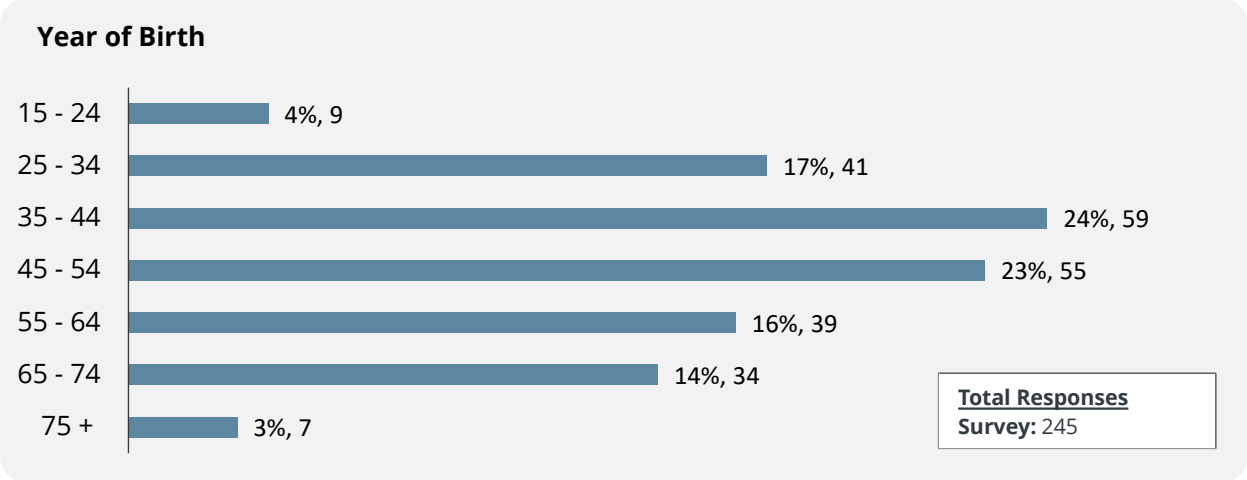
OPTIONAL - More info about you (select any / all that apply):



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%).

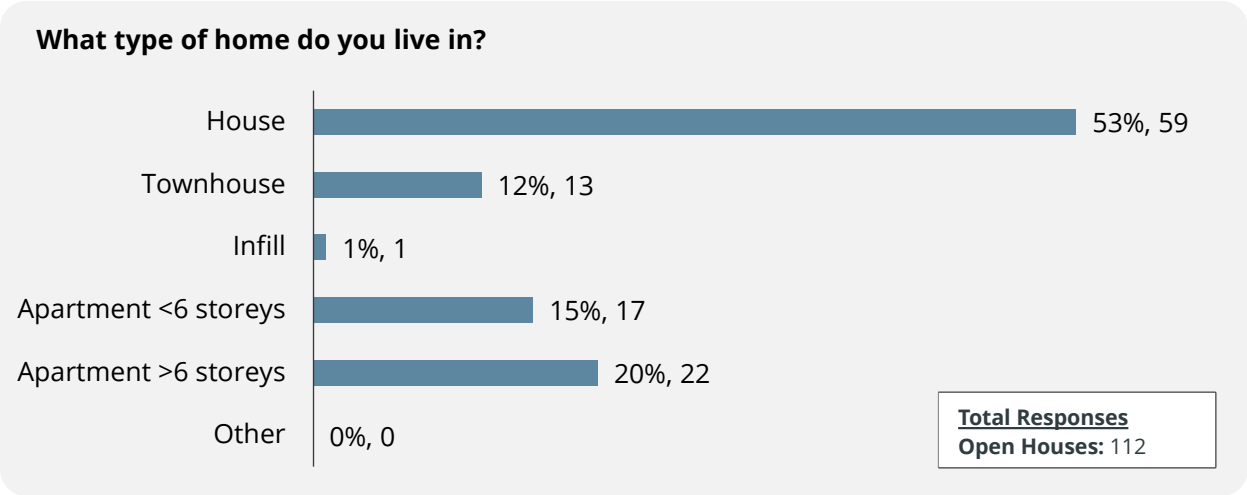


Note: *This question was only asked of Be Heard participants. One participant identified an age below 15, which is not included in the chart above, but is included in the count of total survey responses.*

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**.

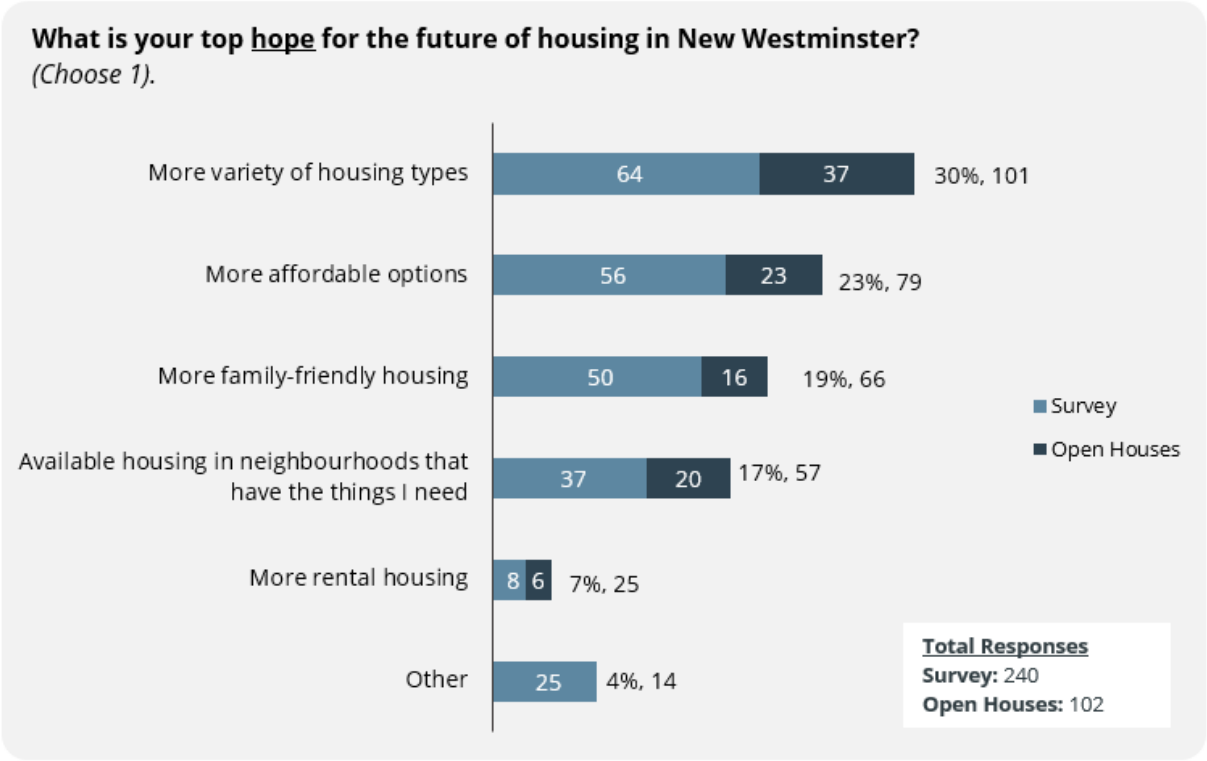
Note: The survey is only related to changes on the mainland of New Westminster. **The City is not currently making changes to housing regulations in Queensborough**, because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing.

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*

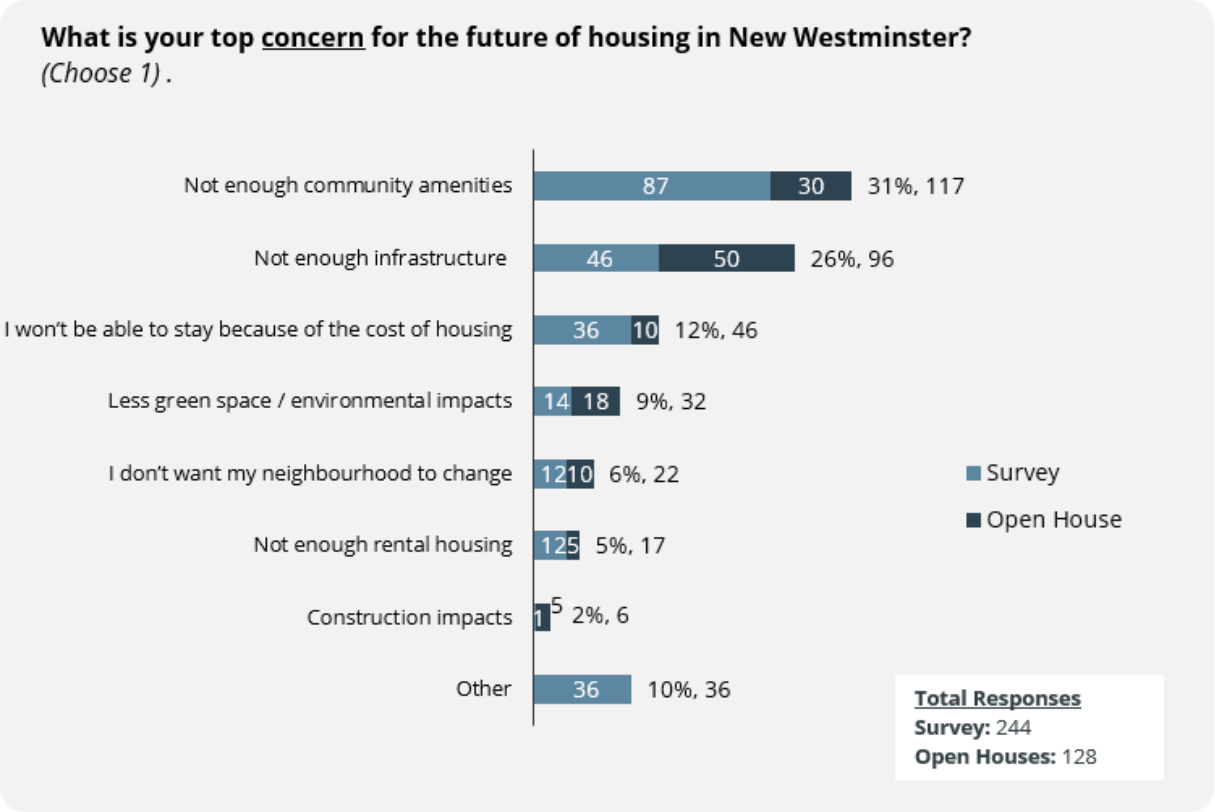
"I have been unhoused and living in my vehicle since 2017. […] I've been in New Westminster since 1993. I raised my son here and this is my home even though I don't have a roof over my head." *– Survey participant*

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.

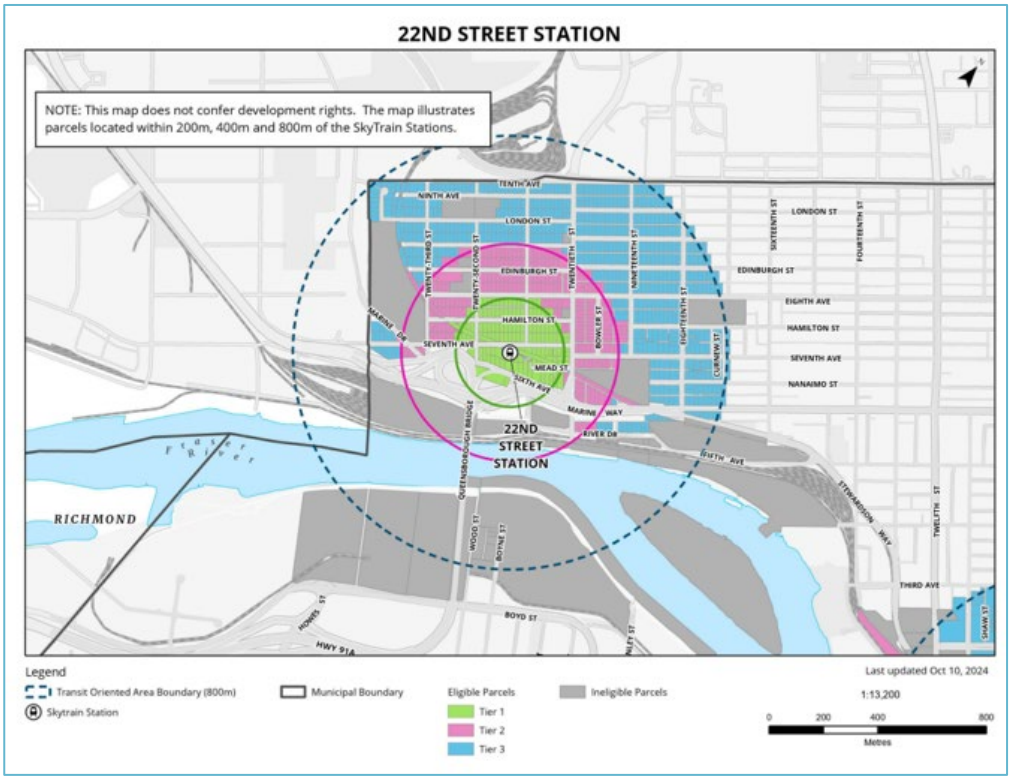


Figure 4. 22nd Street Station Transit Oriented Area Map

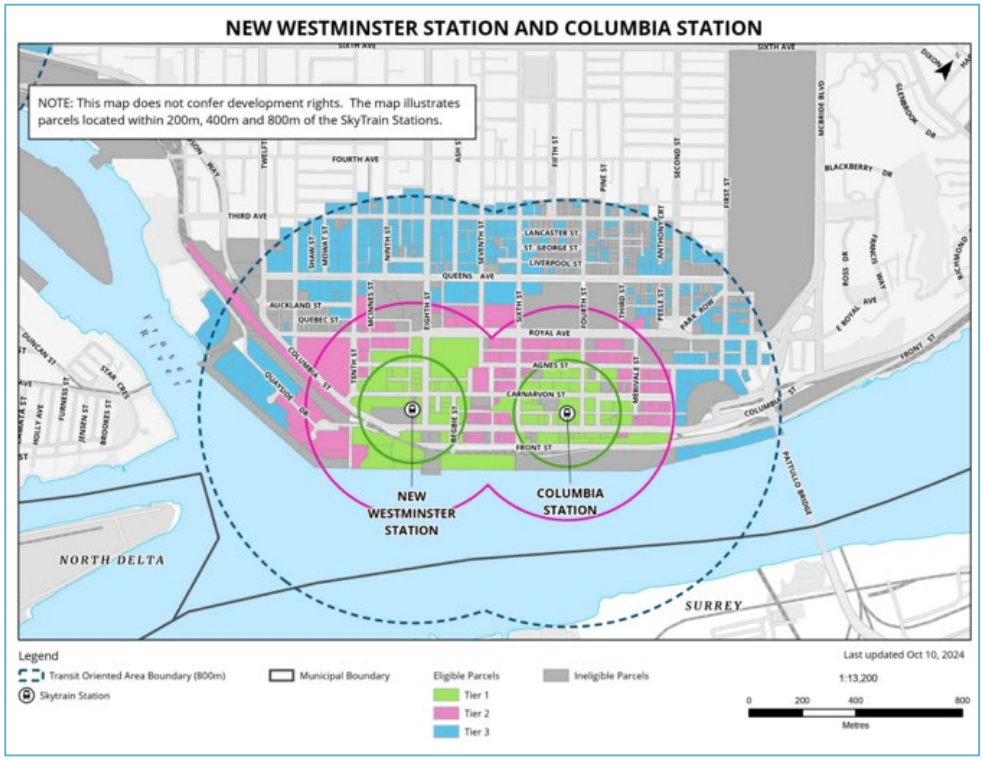


Figure 5. New Westminster Station and Columbia Station Transit Oriented Area Map

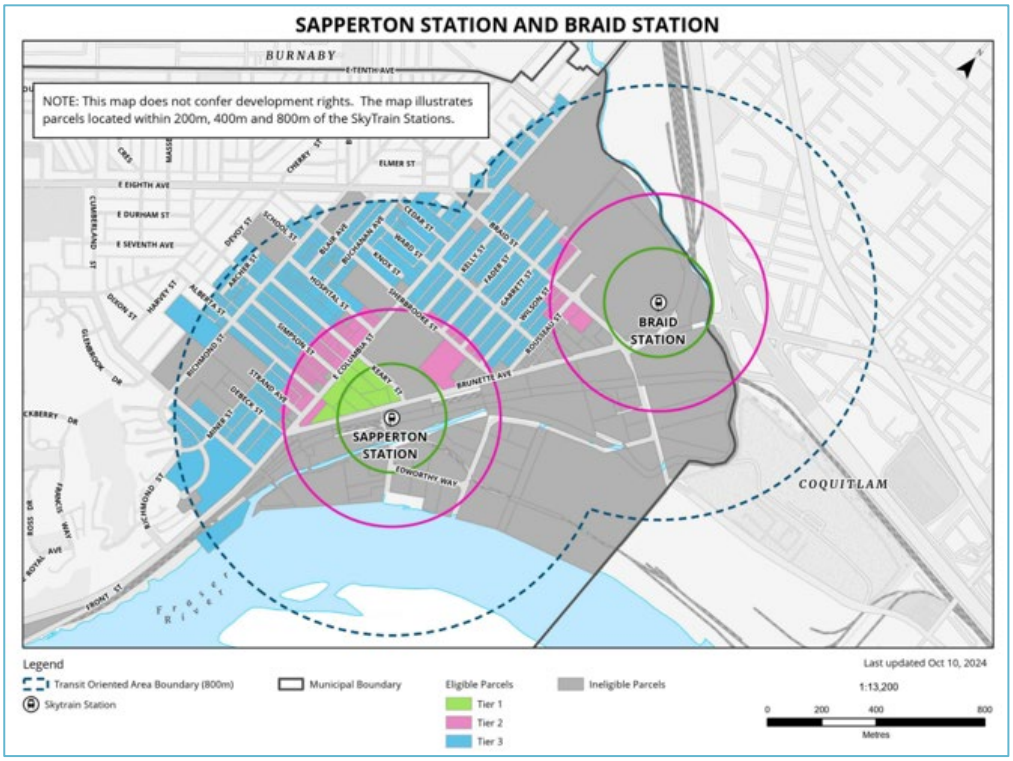


Figure 6. Sapperton Station and Braid Station Transit Oriented Area Map

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.

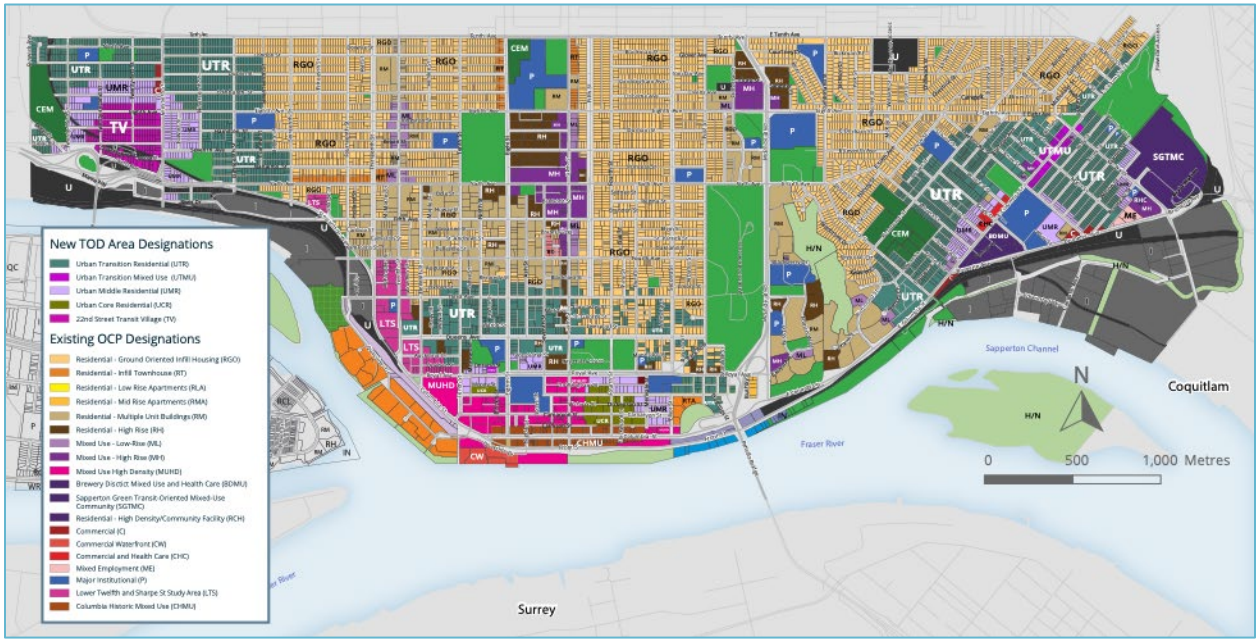


Figure 7. Proposed Land Use Designation Map

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

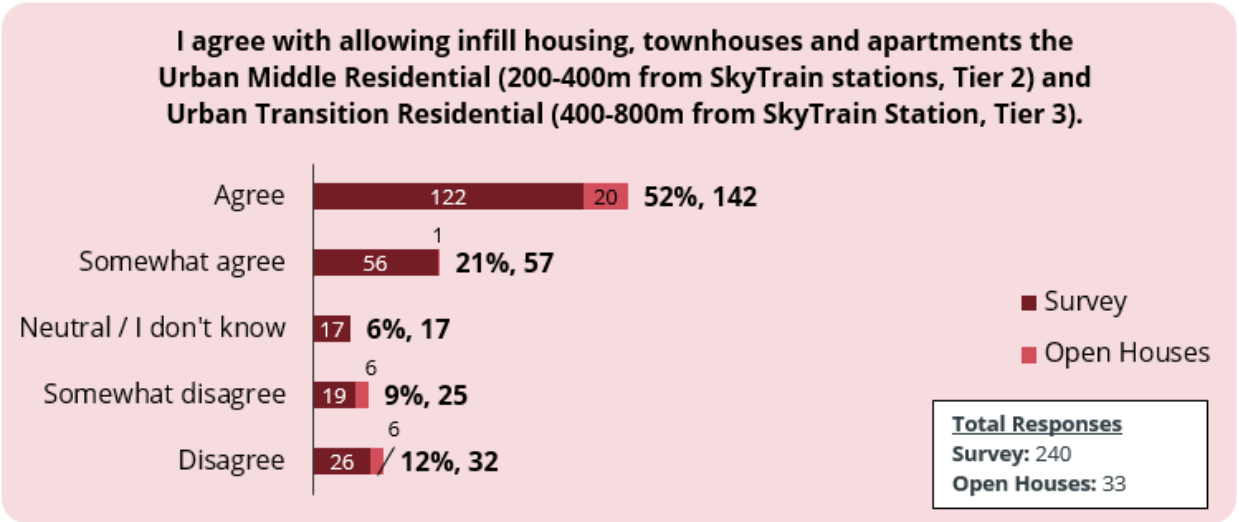
Q4: Considering **what is required** by the Province and **what the City is exploring** in the Transit Oriented Development Areas, please share your **level of agreement with the statements** below:

- 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.*

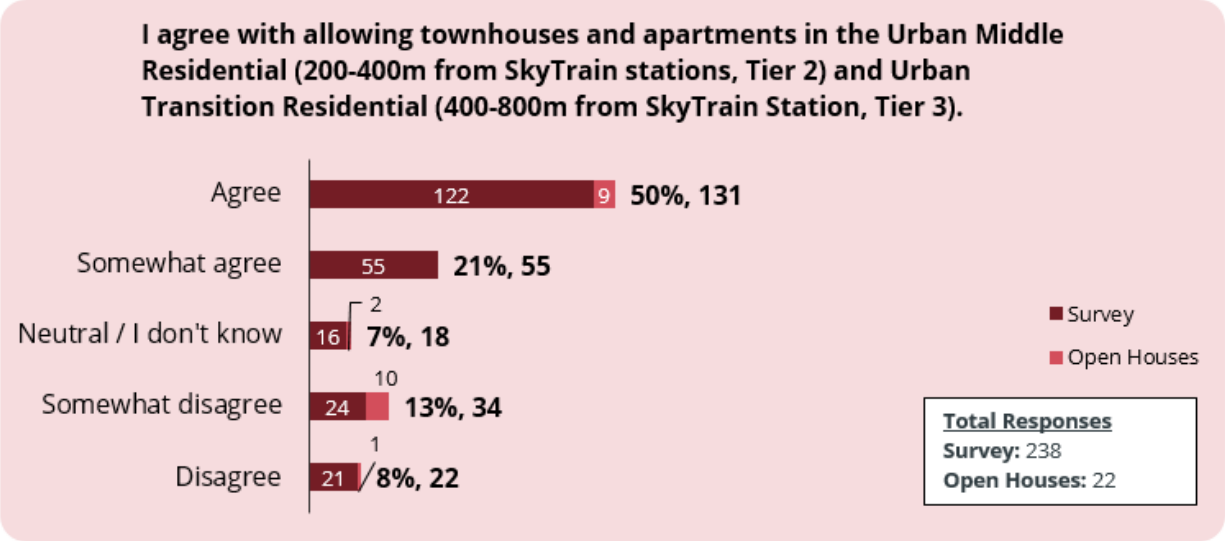
RESULTS

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.

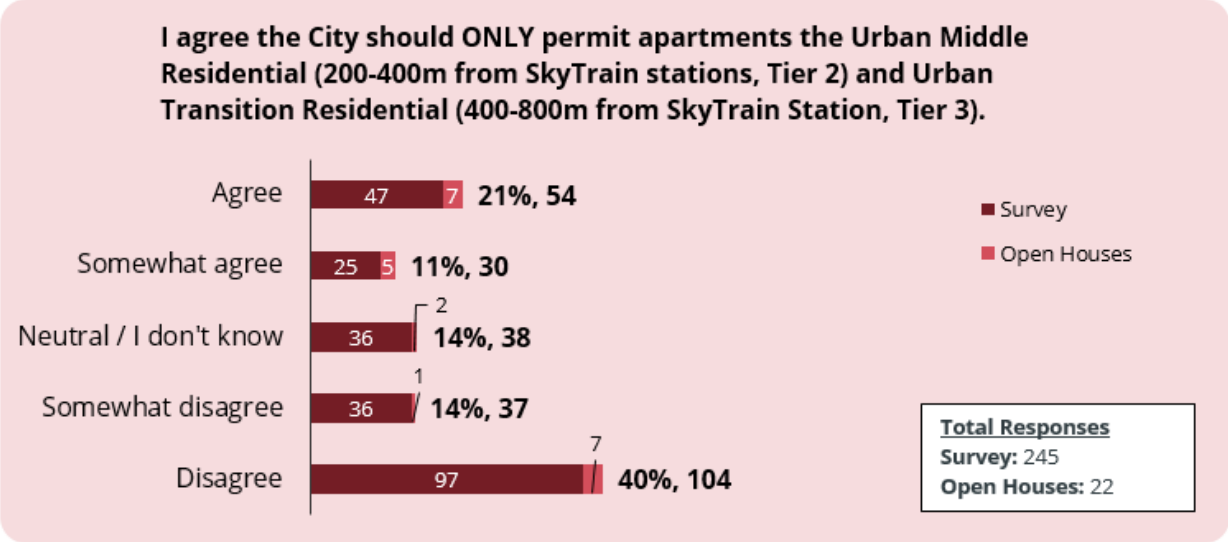


What We Heard: Transit Oriented Development Areas

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.

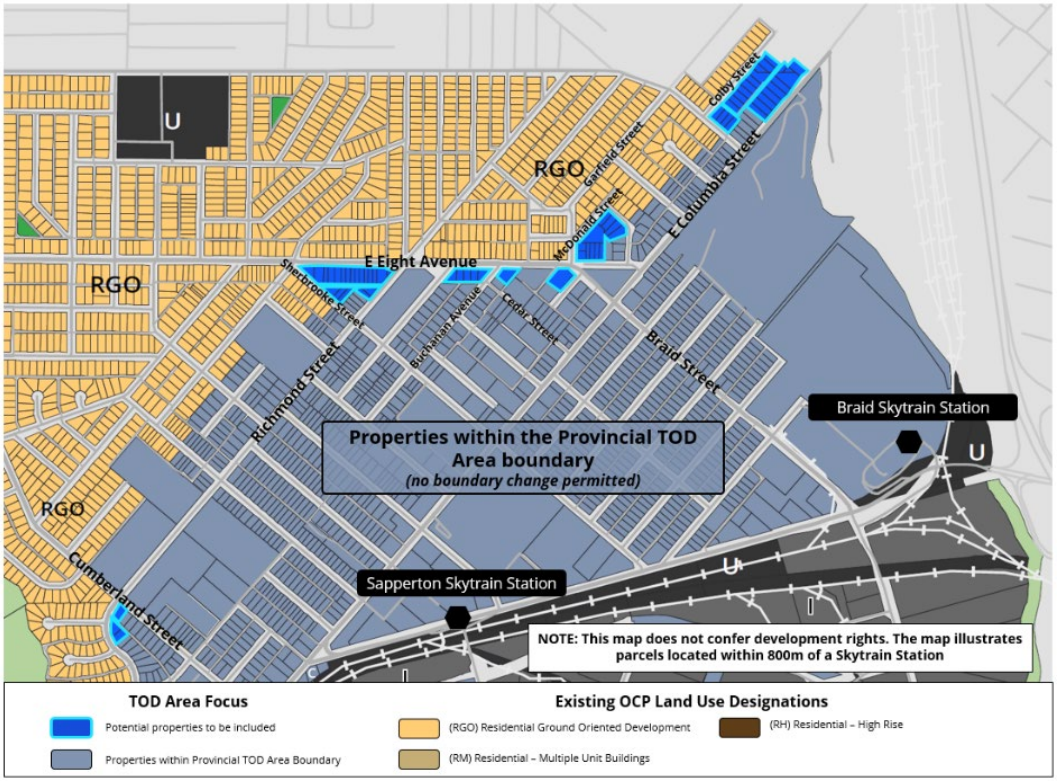


Figure 9. Map of TOD Area Edges (Sapperton Station and Braid Station)

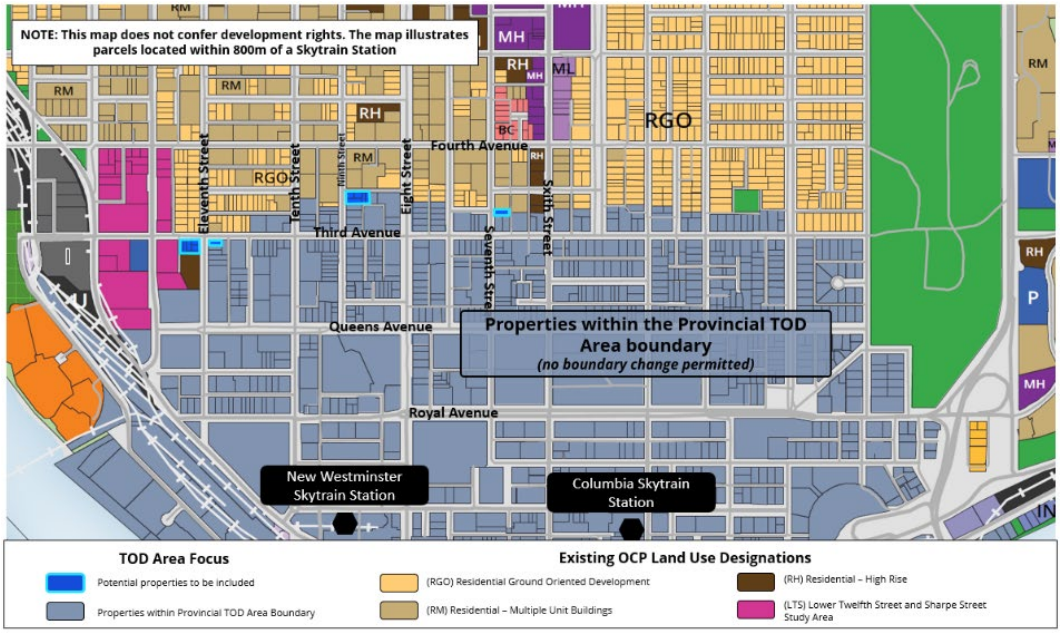


Figure 10. Map of TOD Area Edges (New Westminster Station and Columbia Station)

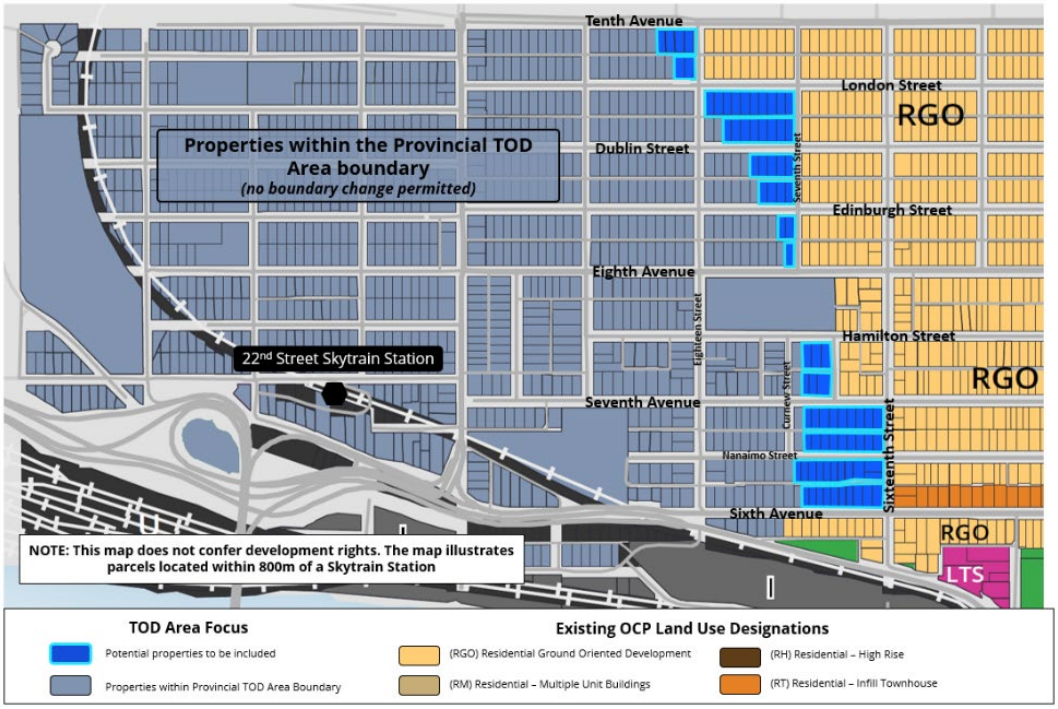


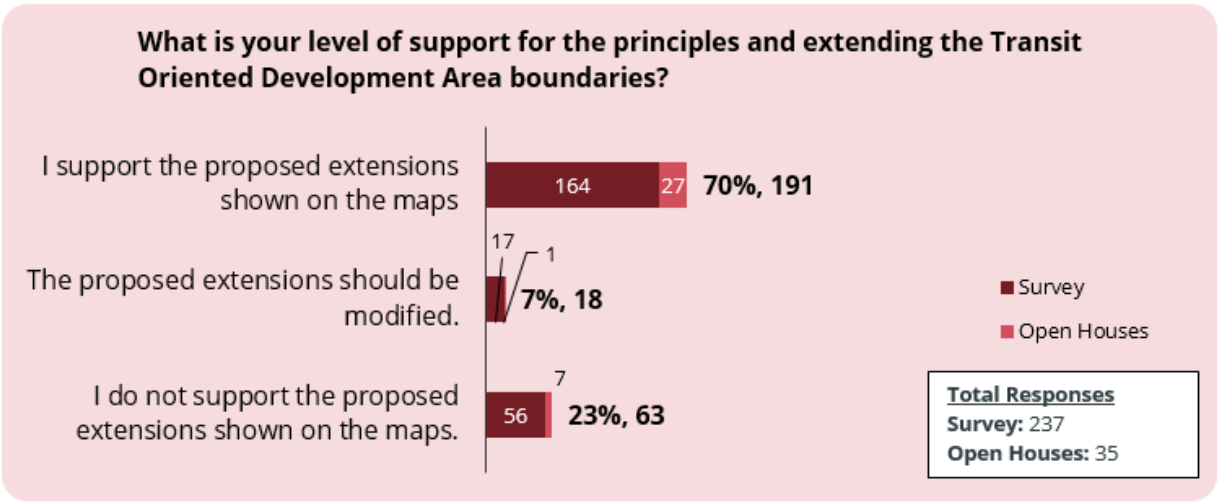
Figure 11. Maps of TOD Area Edges (22nd Street Station)

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**

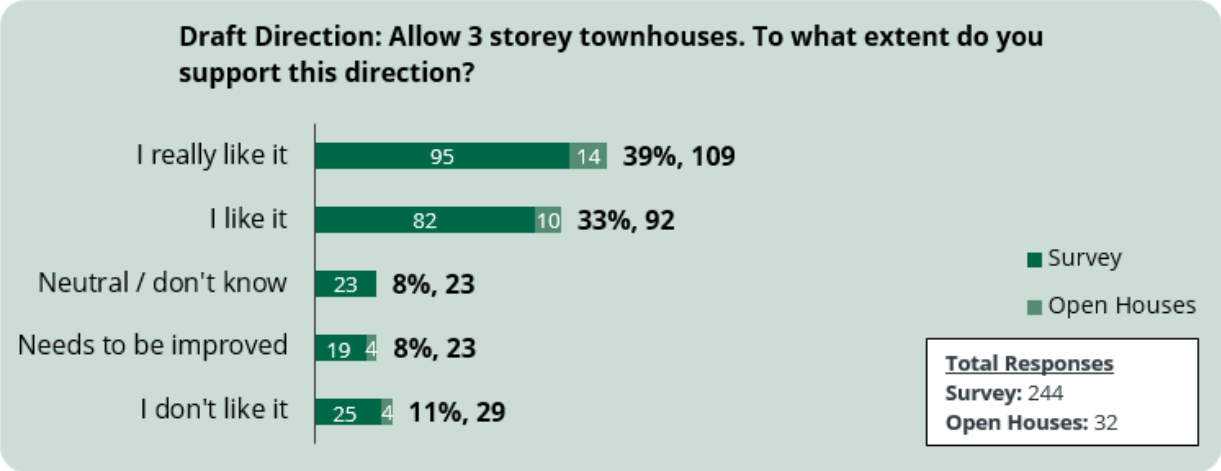
- **What:** The current townhouse program allows up to 2½ storeys.
- **Why:** Additional height can make units larger and therefore more family-friendly, allow for a secondary suite within townhouse units, and make a development more cost effective.

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**

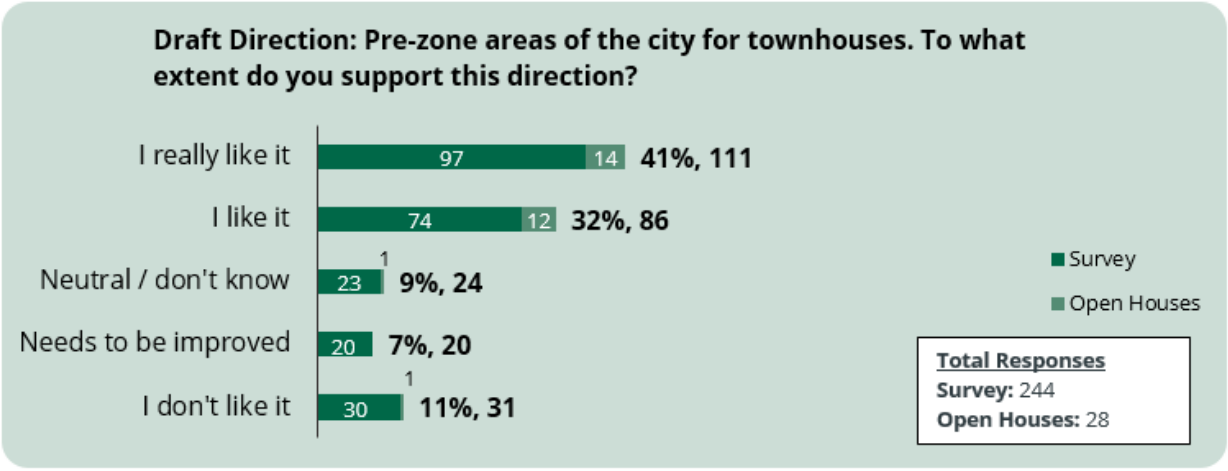
- **What:** Under the current townhouse program, proposals in areas designated for townhouse still have to apply for rezoning.
- **Why:** Not having to apply for rezoning would streamline the processes and make it easier for properties already designated for townhouses to develop. Some conditions (e.g.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

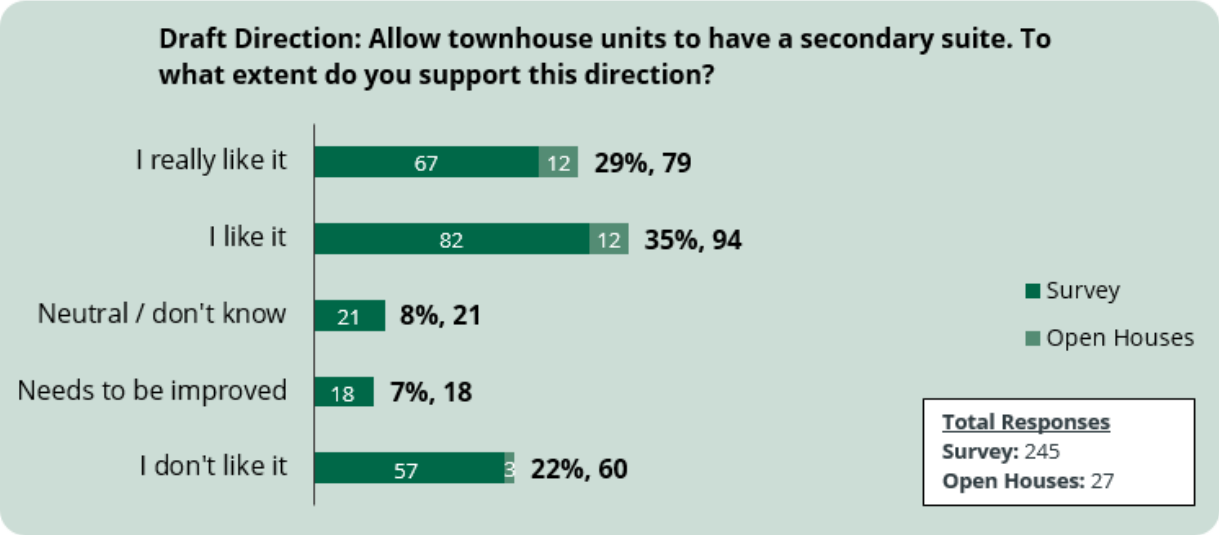
- **What:** Secondary suites have their own front entrance and are owned by the same owner of the main unit. The unit can be the same size or smaller than the main unit.
- **Why:** Secondary suites can provide mortgage helpers, add new rental units, and provide flexibility for owners to host family/guests.

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**

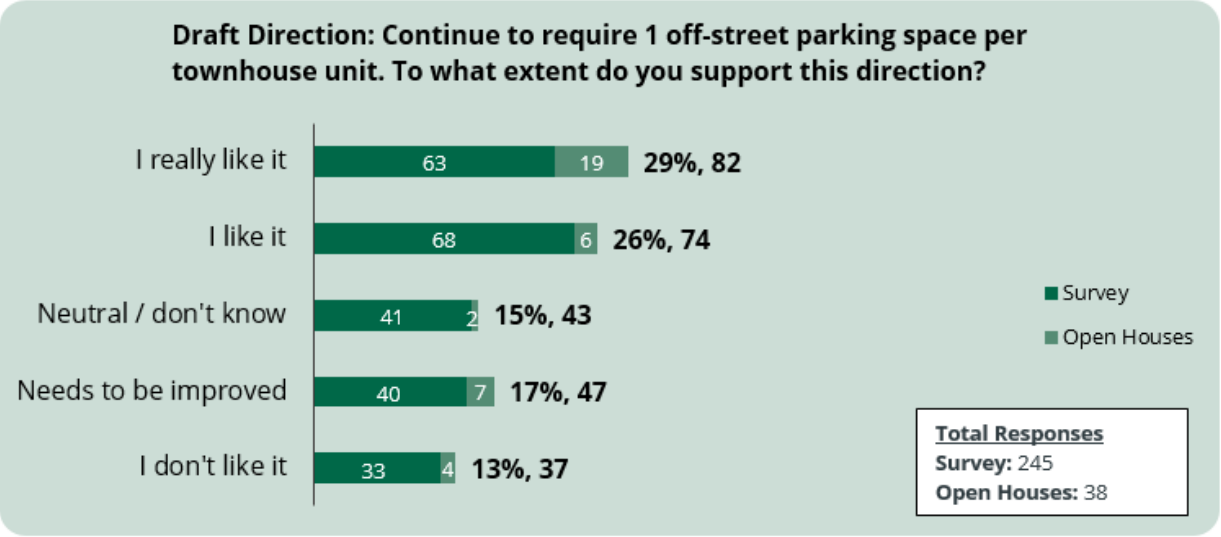
- **What:** The current townhouse program allows 1 parking space per townhouse unit.
- **Why:** This requirement is low compared to the number of average vehicles for townhouse households, but would mean more units are possible, and development costs are lower. While housing is a priority, reducing off-street 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

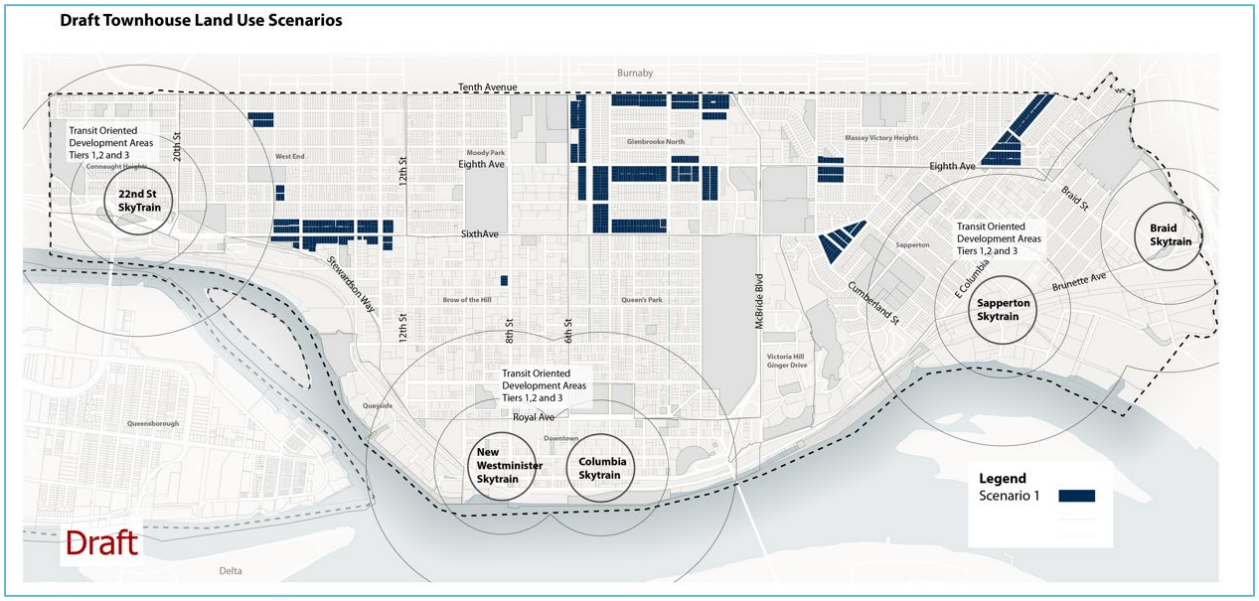


Figure 12. Scenario 1

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

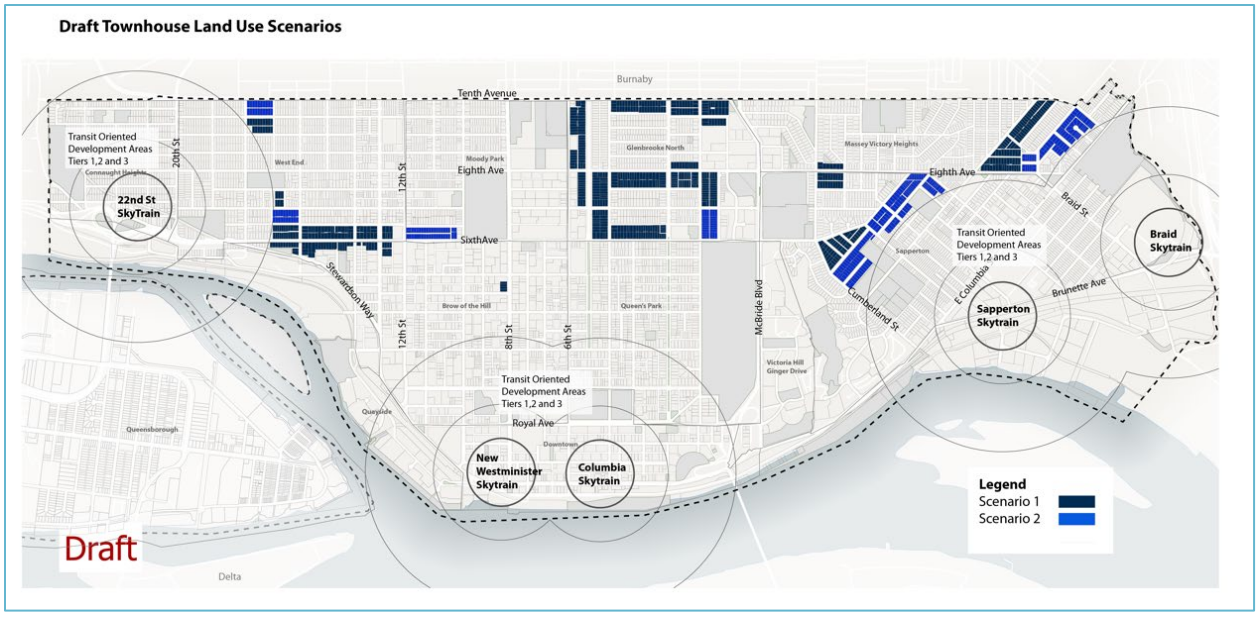


Figure 13. Scenario 2

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.

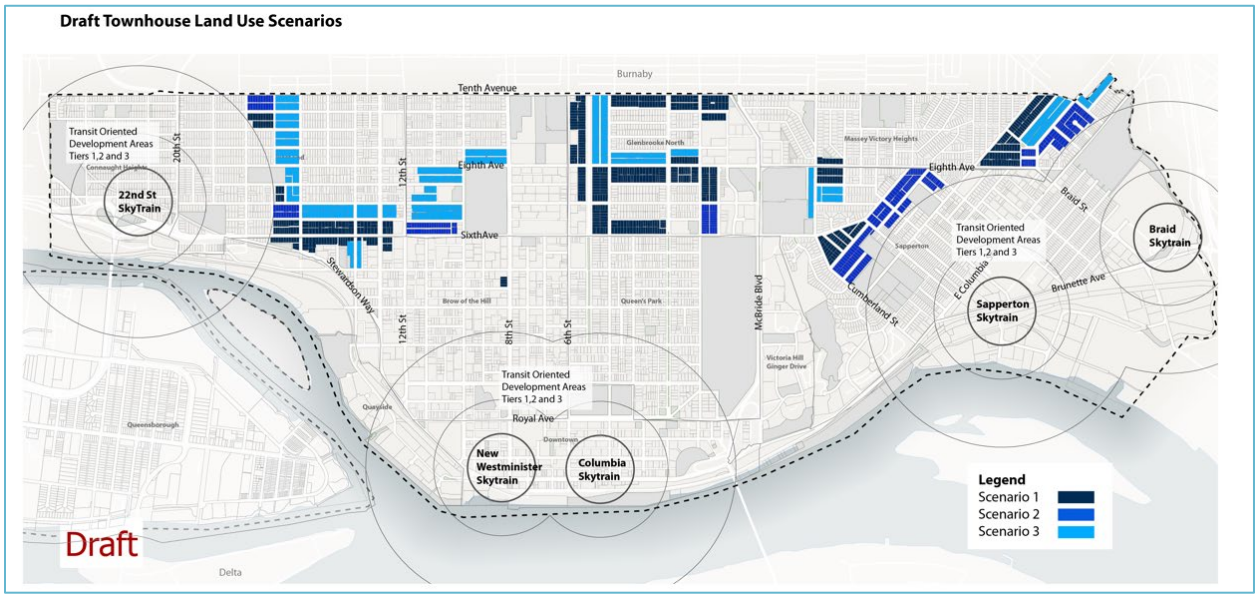


Figure 14. Scenario 3

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.*

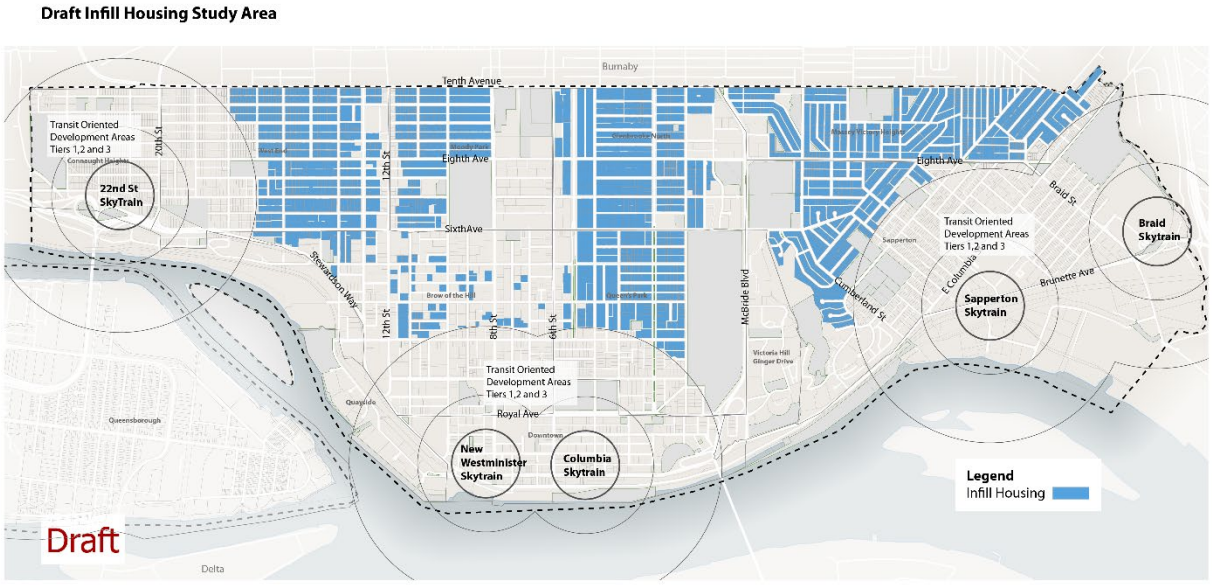


Figure 15. Draft Infill Housing Study Area

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

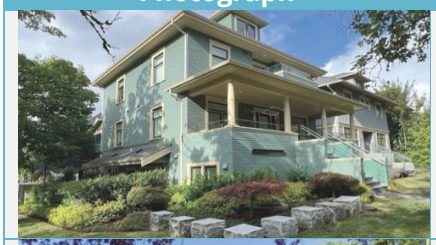
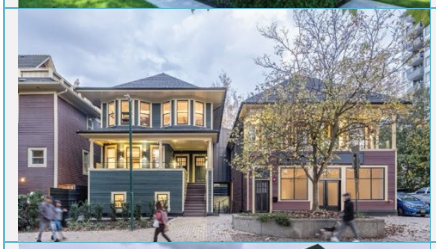
Q13: Survey question: Below are images for multi-unit housing and some of their key characteristics. What kinds of infill housing would you **most like to see in your neighbourhood**? (select all that apply).

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.

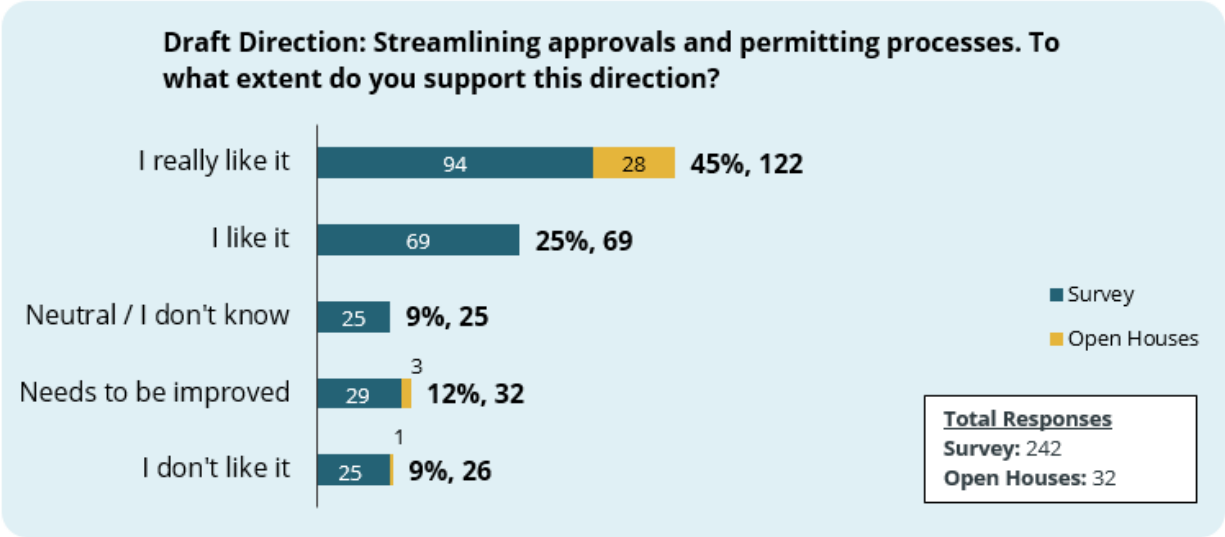
- **What**: The City is considering tools like: pre-zoning (allowing new units without a rezoning application) and streamlined design guidelines.
- **Why**: The permitting and approvals process is long and complex, adding project costs, and resulting in financial risk that can prevent infill housing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

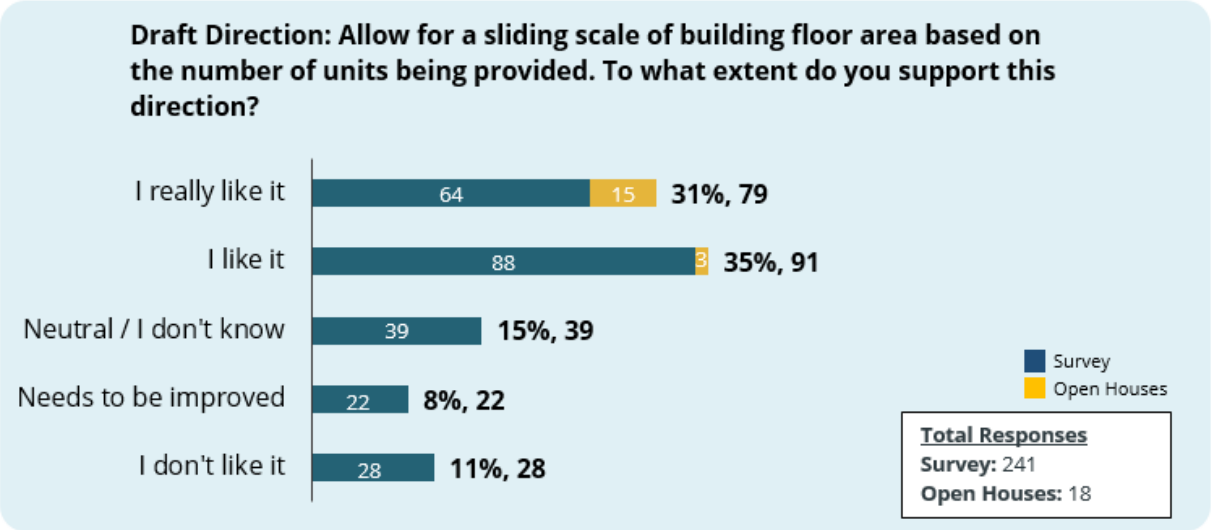
- **Why**: This can incentivize the creation of more housing units and make the housing units that are provided more family friendly (more square footage and bedrooms).

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).

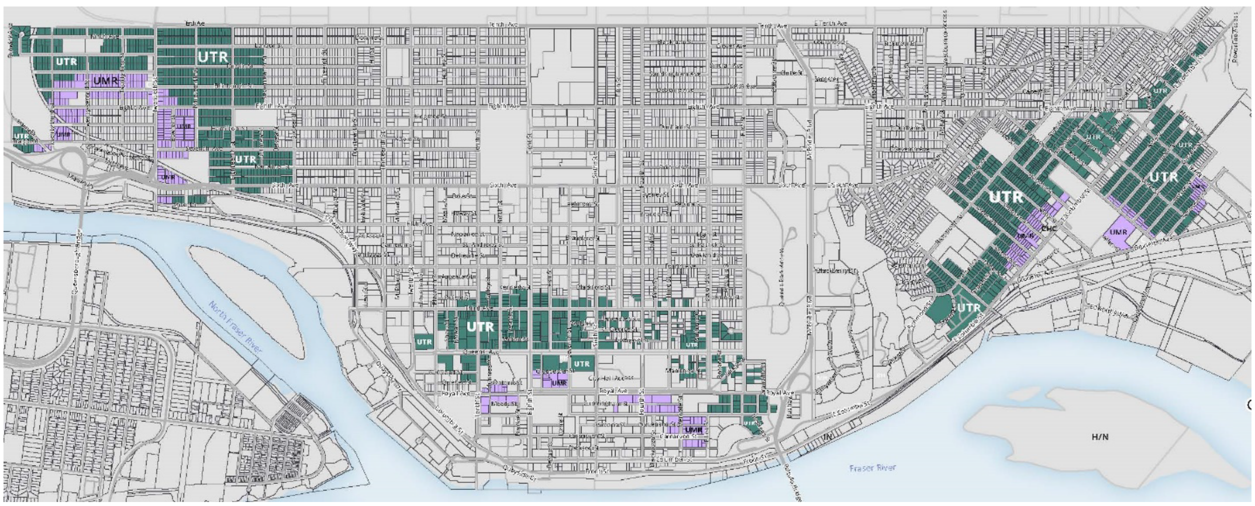


Figure 17. New Westminster Transit Oriented Development Areas Map

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,

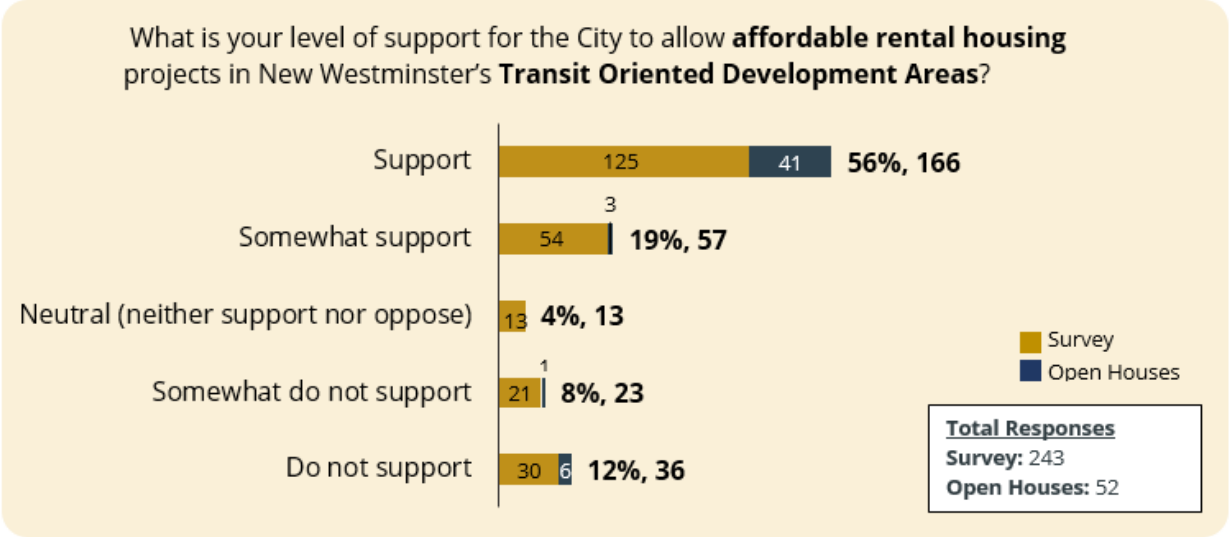
- The property is in the Urban Transitional Residential or Urban Middle Residential areas (see the highlighted areas in the map)

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.

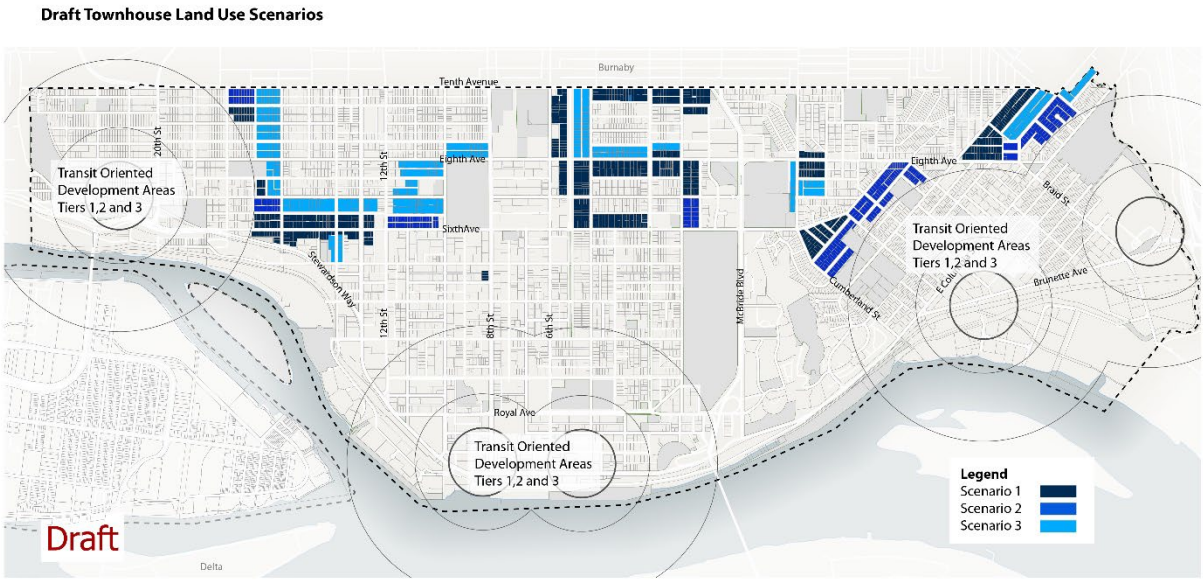


Figure 18. City of New Westminster map of proposed townhouse areas

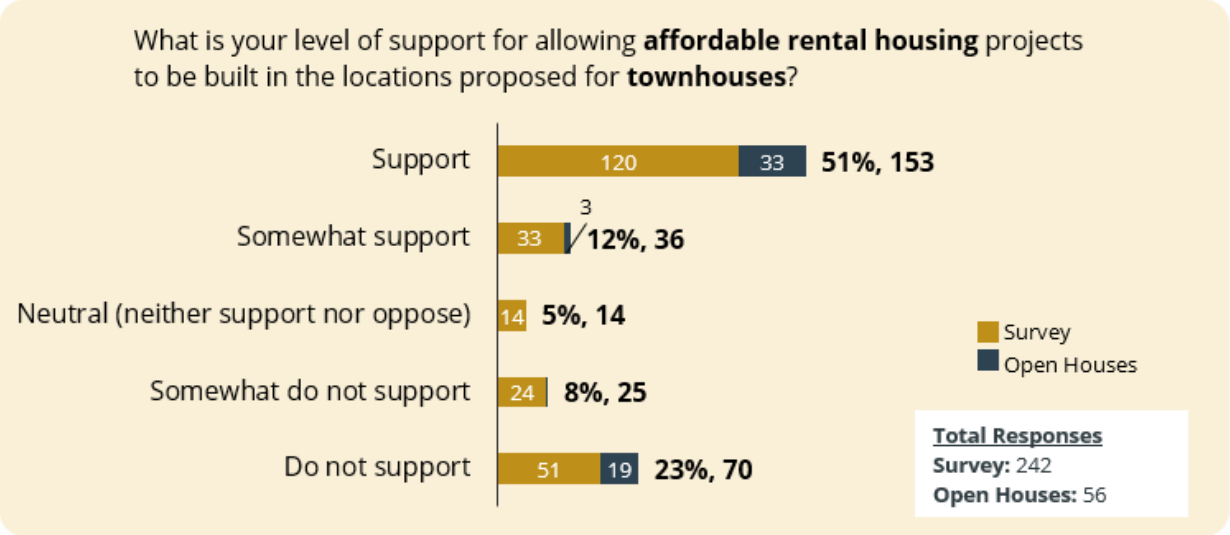
Survey question: What is your level of support for allowing affordable rental housing projects to be built in the locations proposed for townhouses?

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

Fall Information Campaign Summary

FALL INFORMATION CAMPAIGN SUMMARY

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.