City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	May 11, 2026
From:	Jackie Teed, Director, Planning & Development	**Report No.:**	2026-171
Re:	**Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning**		

Staff Recommendation

1. *THAT Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw No. 8574, 2026 be introduced and given first reading.*

2. *THAT Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw No. 8574, 2026 be considered in conjunction with the City's Capital Expenditure Program as contained in the Five Year Financial Plan, and the Region's Integrated Solid Waste and Resource Management Plan, Integrated Liquid Waste and Resource Management Plan, and Drinking Water Management Plan, which are deemed to be consisted with said program and plan in accordance with Section 477(3)(a) of the Local Government Act.*

3. *THAT Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw No. 8574, 2026 be given second reading, and be forwarded to Public Hearing.*

Purpose

To request that Council give first and second readings to a bylaw that would implement the Transit Oriented Development Area Extensions and Regional Planning requirements.

Summary

The City is updating the Official Community Plan in response to changes made to the *Local Government Act* by the Provincial government about how municipalities plan for and approve new development. In 2025, an initial "light touch" amendment was advanced to meet legislative requirements in alignment with the deadline set by the Province. This report builds on that initial "light touch" approach, bringing forward for

Council's consideration of an Official Community Plan amendment bylaw that advances additional updates that better adapt the provincial framework to the New Westminster's local context and ensure ongoing legislative compliance.

Amendments are presented in three Sections:

A. Transit Oriented Development Area Extensions: While Council recently adopted amendments to align the Official Community Plan (OCP) with the Provincial Transit Oriented Development (TOD) Area legislation, the Provincial boundaries do not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. The "Residential – Limited Mid Rise" land use designation is proposed to enable a smoother transition and improve development potential at the immediate outside edges of the provincially identified TOD Area. It would apply to approximately 100 properties on the outer edges of the TOD Area boundaries.

B. Regional Planning: 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. A new Regional Context Statement has been prepared that reflects Council endorsed policy, and demonstrates consistency with Metro 2050. The proposed OCP amendment would also demonstrate alignment with regional growth projections, revise the City's Frequent Transit Development Area boundaries to align with the extended TOD Areas, and apply that same overlay to Uptown.

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

Staff recommends Council give first and second reading to the amendment bylaw, consider the bylaw in conjunction with financial and waste management plans, and forward the bylaw to a public hearing.

Background

On March 9, 2026, Council endorsed moving forward with updates to the Official Community Plan in response to further planning work relating to the Provincial Transit Oriented Development Areas, implementation of our Regional Planning requirements, and other Official Community Plan changes as legislated by the *Local Government Act*. The March 9, 2026 report can be viewed here.

Section A. Transit Oriented Development Area Extensions

Transit Oriented Development Areas introduced by the Province in 2023 enable density within 800 metres of the City's five SkyTrain stations. On February 26, 2026, Council adopted amendments to the Official Community Plan to align with the legislation, which can be viewed here. New land use designations were incorporated into the Official Community Plan, reflecting the minimum density framework of the three tiers of the Provincial Transit Oriented Development framework, including a new "Residential – Limited Mid Rise" designation, permitting ground oriented infill housing, townhouses, low-rise and mid-rise residential development of up to 8 storey development in Tier 3, the outermost tier.

The application of Provincial Transit Oriented Development Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. On March 9, 2026, Council directed staff to prepare an Official Community Plan amendment bylaw that would introduce the "Residential – Limited Mid Rise" designation to approximately 100 properties on the edges of the provincially identified Transit Oriented Development Area boundaries. The designations would help enable a smoother transition in density to the adjoining neighbourhoods, and help improve development potential within the Transit Oriented Development Areas. The principles used to identify these properties can be viewed here in Attachment 1 of the March 9, 2026 Council Report.

Schedule 5 of Attachment 2 identifies the approximately 100 properties that would be "Residential – Limited Mid Rise" on the land use designation map of the Official Community Plan. Once adopted, an OCP amendment would not be required for property owners within the identified sites to build ground oriented infill houses, townhouses, low-rise and mid-rise apartments, encouraging consolidation for new development and better transitioning the Transit Oriented Development areas to surrounding neighbourhoods.

Section B. Regional Planning

Regional Context Statement

As a member municipality of the Metro Vancouver regional district, the City must include a Regional Context Statement in the Official Community Plan, which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy, Metro 2050. A new Regional Context Statement has been prepared, demonstrating consistency between the Official Community Plan and the Regional Growth Strategy, and showing how the City's endorsed policies advance regional goals and targets. The Regional Context Statement provided in Schedule 7 of Attachment 2 has been updated from the version included in the March 9, 2026 Council report, to address minor changes and feedback from Metro Vancouver.

Regional Growth Projections

The City's Official Community Plan and Regional Context Statement must identify how the member municipality's projected growth will be accommodated. In 2025, the City updated its population and dwelling projections, giving consideration to regional projections as well as provincial and federal data and trends, and the new legislative framework for housing and development. The Growth Management section of the Official Community Plan has been updated to demonstrate alignment with Metro Vancouver's regional population and dwelling projections, as well as incorporate regional jobs projections (see Schedule 2 of Attachment 2).

Frequent Transit Development Areas

Frequent Transit Development Area overlays identify areas envisioned for higher density residential and commercial development within urban areas of the region. The City identified three Frequent Transit Development Areas in the 2017 Official Community Plan around each of the SkyTrain stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). In response to the new Transit Oriented Development Areas established by the Province, and the related changes to the Official Community Plan, it is proposed that the City's Frequent Transit Development Area boundaries be updated to align with extended Transit Oriented Development Areas.

A Frequent Transit Development Area has been proposed for the 22nd Street Station Area in anticipation of future implementation work of the endorsed 22nd Street Bold Vision. In addition, the Official Community Plan update would also introduce a new Frequent Transit Development Area for the Uptown neighbourhood, to replace the Local Centre overlay that was discontinued in the new Regional Growth Strategy.

The proposed Frequent Transit Development Areas are provided in Schedule 6 of Attachment 2.

Section C. Other Changes

Energy, Emissions and Climate Change Chapter

The Local Government Act requires that Official Community Plan include targets for the reduction of greenhouse gas emissions, and the policies and actions to achieve those targets. Additionally, Metro 2050 includes policies and targets to prepare for the impacts of climate change and reduce regional greenhouse gas emissions with the aim to achieve a carbon neutral region by 2050, and requires that municipalities show how their policies will contribute to meeting the regional targets.

In October 2022, Council endorsed the Community Energy and Emissions Plan 2050, which establishes a target for reducing emissions by 2030 and becoming a net-zero greenhouse gas emissions community by 2050. These targets align with the regional targets. As part of this Official Community Plan update, the Energy, Emissions and

Climate Change chapter would be updated to reflect the targets and actions in the Climate Energy and Emissions Plan. The updated chapter is provided in Schedule 4 of Attachment 2.

Queensborough Community Plan Updates

Minor changes are proposed to the Queensborough Community Plan which would harmonize land use designations (designation names and map colours) with the changes made to the Official Community Plan, to provide clarity and consistency. This includes removing caretaker suites from industrial and commercial designations to ensure these sites continue to provide much needed employment uses that serve the City. The updates are provided in Schedules 8 and 9 of Attachment 2.

Consultation Summary

Interagency and First Nations Consultation

Sections 475 and 476 of the *Local Government Act (LGA)* provide specific requirements for consultation and consideration of consultation that must occur prior to an Official Community Plan amendment. On November 4, 2024, Council endorsed the approach for early and ongoing consultation with First Nations, organizations and authorities (the report can be viewed here).

As described in the March 9, 2026 report to Council, supportive feedback was received from Metro Vancouver and TransLink. After receiving direction to proceed with the amendments at the March 9, 2026 Council meeting, additional letters were sent to all identified First Nations, organizations and authorities. Staff met with representatives from the School District, the Vancouver Fraser Port Authority, Fraser Health, and Metro Vancouver's liquid waste team, as well as Kwikwetlem First Nation and Musqueam Indian Band. Feedback was also received from Squamish Nation. A summary of this consultation and feedback is provided in Attachment 5, and the letter of support received from TransLink is provided in Attachment 6. A letter of support received from Fraser Health is provided in Attachment 7.

Should Council give first and second readings to the bylaw, staff would send a letter to First Nations, organizations and agencies highlighting the opportunity to provide final feedback to Council in advance of or through the public hearing.

Advisory Planning Commission (APC)

As described in the March 9, 2026 report, staff presented draft program materials to APC at the February 17, 2026 meeting and received feedback from the commission (meeting minutes can be viewed here). Comments included preferences for new multi-family housing to be equipped with energy efficient heating systems, exploring opportunities for new greenspaces as part of redevelopment, and for increased public transit options and active transit routes within the Transit Oriented Development Areas.

Should Council give first and second reading to the bylaw, staff would send a letter to Commission members inviting them to provide feedback to Council through the public hearing process.

Community Consultation

A variety of methods were used to build awareness of the Official Community Plan update and housing initiatives. Collectively, this work was branded as “Our City, Our Homes”. Community engagement was undertaken in Spring 2025, and an information campaign was undertaken in Fall 2025 to share the outcomes of this work. The Transit Oriented Development Area extensions to the Official Community Plan within this report were consulted on as part of the “Our City, Our Homes” program. Properties identified for the higher density land use designation (functionally extending the Transit Oriented Development Areas) were presented during community consultation in Spring 2025. Of the participants, 70% supported the proposed extensions. A summary of this consultation can be viewed in Attachment 7 of the October 27, 2025 Council Report, which can be viewed here.

Following the direction received at the March 9, 2026 Council meeting, letters were sent to property owners within the proposed Transit Oriented Development Area extensions providing the opportunity to further discuss how this could impact their property. Staff responded to questions from property owners, some of whom expressed support for additional development options, and some of whom expressed concern about expansion of higher density forms.

Following first and second readings of the bylaw, staff would send another letter to property owners within the extension areas advising of the public hearing, where further feedback can be provided to Council.

Financial Implications

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

Next Steps

Should Council give first and second readings to the Official Community Plan amendment bylaw, next steps include:

1. Council consideration of first and second reading of the Official Community Plan amendment bylaw. [We are here].

2. Notification of Public Hearing (mid May 2026).

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. (May 25, 2026).

4. Referral of the bylaw to the board of the Metro Vancouver Regional District (late May 2026).

5. Council consideration of adoption of the Official Community Plan Amendment Bylaw.

Interdepartmental Liaison

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

In accordance with Section 477(3)(a) of the *LGA*, an OCP Amendment Bylaw must be considered in conjunction with and be deemed to be consistent with:

- the City's Capital Expenditure Program as contained in the Five Year Financial Plan, and
- the Region's Integrated Solid Waste and Resource Management Plan, Integrated Liquid Waste and Resource Management Plan, and Drinking Water Management Plan.

Official Community Plan Amendment Bylaw (Transit Oriented Development Area Extensions and Regional Planning) No. 8574, 2026 has been reviewed by the Directors Engineering and Finance, and deemed to be consistent (see Attachment 1).

Attachments

Attachment 1 –	Summary of Recent OCP Amendments for Transit Oriented Development Areas
Attachment 2 –	OCP Amendment Bylaw (Transit Oriented Development Extensions and Regional Planning) No. 8574, 2026
Attachment 3 –	OCP Amendment Bylaw Memos
Attachment 4 –	Summary of OCP Amendment Bylaw Changes
Attachment 5 –	Summary of First Nations and Agency Consultation
Attachment 6 –	TransLink comments on Frequent Transit Development Areas
Attachment 7 –	Fraser Health comments on TOD Extensions and Regional Planning
Attachment 8 –	Local Government Act Requirements for Early and Ongoing Consultation

Report Approval

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DOC #: 2876723

New Westminster

Attachment 1

Summary of Recent OCP Amendments for Transit Oriented Development Areas

Summary of Recent OCP Amendments for Transit Oriented Development Areas

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.

Transit Oriented Development Areas

Transit Oriented Development Area Legislation requires 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. Table 1 below outlines the minimum densities enabled in each tier.

The TOD Area legislation applies to all properties within the 800m 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.

Table 1: Minimum Density Framework within the TOD Areas

	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

OCP Amendment Bylaw No. 8522, 2025

On February 26, 2026 Council adopted OCP Amendment Bylaw No. 8522, 2025 (which can be viewed here) to align the City's land use designations with the densities and heights identified within the legislation, and are shown in Table 2 below.

In preparing the new land use designations, Council directed staff to include ground oriented infill housing as a principle use for the Residential – Limited Mid Rise and Residential Mid-Rise designations, which allows for owners of designated properties to rezone to build infill housing.

This approach helps enable housing choice within the outer tiers of the TOD areas, and helps enable development for sites that may not be able to consolidate for low-rise and mid-rise residential development.

Table 2: Land Use Designation Alignment with TOD Areas

Land Use Designation Name	TOD Area Alignment	Introduced as part of Bylaw Amendment No. 8522, 2025
Residential – Low Rise (RLR) Mixed use – Low Rise (ML)	Low rise sites outside of TOD Areas 6 storeys	No
Residential – Limited Mid Rise Mixed Use – Limited Mid Rise	Tier 3 (401 to 800m from station) 8 storeys	Yes
Residential – Mid Rise Mixed Use – Mid Rise	Tier 2 (201 to 400m from station) 12 storeys	Yes
Residential – High Rise Mixed Use – High Rise	Tier 1 (up to 200m from station) 20 storeys	No

Attachment 2

Official Community Plan Amendment Bylaw (Transit Oriented Development Extensions and Regional Planning) No. 8574, 2026

CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8574, 2026

A Bylaw to amend the Official Community Plan Bylaw No. 7925, 2017

WHEREAS:

A. The Council has adopted Official Community Plan Bylaw No. 7925, 2017 and wishes to amend the Official Community Plan that was adopted by that bylaw;

B. The Council has considered the consultation matters set out in s. 475 of the *Local Government Act* including whether any consultation on this bylaw that the Council considers to be required should be early or ongoing;

C. The Council has specifically considered whether consultation on this bylaw is required with the board of the Greater Vancouver Regional District; First Nations; the Councils of adjacent municipalities; the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District; the Provincial and Federal governments and their agencies; and any other persons, organizations, and authorities it considers will be affected;

D. The Council has consulted on this bylaw with the Board of Trustees of School District No. 40 and has sought input as to the matters set out in section 476(2) of the *Local Government Act* in respect of the bylaw;

E. The Council has, between first and second readings of this bylaw, considered the bylaw in conjunction with:

   i. the City's Capital Expenditure Program (as contained in the Five-Year Financial Plan (2026 – 2030), Bylaw No. 8571, 2026); and

   ii. Metro Vancouver's Integrated Solid Waste and Resource Management Plan, Integrated Liquid Waste and Resource Management Plan, and the Drinking Water Management Plan;

F. The Council has held a Public Hearing on this bylaw to amend the Official Community Plan;

NOW THEREFORE the Council of the Corporation of the City of New Westminster, in open meeting assembled, enacts as follows:

Citation

G. This Bylaw may be cited for all purposes as "Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Transit Oriented Development Area Extensions and Regional Planning) No. 8574, 2026"

Amendments to the Official Community Plan

H. Official Community Plan Bylaw No. 7925, 2017 is amended by:

1. Replacing the “Metro Vancouver 2040: Shaping Our Future (Metro 2040)” header and paragraph of the “Creating the Plan” section with the following:

   Metro Vancouver Regional Growth Strategy – Metro Vancouver’s land use plan is aimed at advancing the region’s livability and sustainability while managing anticipated growth. The 2017 Official Community Plan was created to support the vision of the previous Regional Growth Strategy. In 2026, the Official Community Plan was updated to ensure it is advancing the goals of the most recent Regional Growth Strategy, Metro 2050.

2. Replacing all instances of “Metro 2040” with “Metro 2050”.

3. Replacing the “Relationships with Other Agencies” section with Schedule 1, attached to and forming part of this bylaw.

4. Replacing “New Westminster is an energy-efficient and low-carbon community that takes action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.” with “New Westminster is an energy-efficient and net-zero emissions community that takes equitable and bold climate action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.” in the “Goals for Achieving the Community Vision” section.

5. Replacing Action 1.6d with the following:

   Work with appropriate stakeholders to implement the Metro Vancouver Regional Food System Strategy.

6. Replacing “Uptown is also expected to play a significant role in providing local services and has therefore been identified as a Local Centre.” with “Uptown is also expected to play a significant role in providing local services and has also been identified as a Frequent Transit Development Area.”

7. Replacing “The Regional Growth Strategy recognizes Special Employment Areas around hospitals or post-secondary institutions, which play a special role in the economic development of cities.” with “The City recognizes that the areas around hospitals and post-secondary institutions play a special role in the economic development of cities.” in the “Special Employment Area” section.

8. Replacing the “Regional City Centre & Frequent Transit Development Areas” section with the following:

REGIONAL CITY CENTRE & FREQUENT TRANSIT DEVELOPMENT AREAS

Metro 2050, the Regional Growth Strategy, designates Downtown as a Regional City Centre. As such, Downtown is intended to accommodate high density transit-oriented office space clustered around its two SkyTrain stations. By 2041, this office growth could amount to an additional 47,913 square metres (515,729 sq. ft.).

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

9. Replacing Action 3.3e with the following:

   Encourage office development in strategic locations, including the Downtown Urban Centre and the Frequent Transit Development Areas.

10. Replacing “Map 6. Regional City Centre and Frequent Transit Development Areas” and “Map 16. Regional City Centre and Frequent Transit Development Areas” with Schedule 3, attached to and forming part of this bylaw.

11. Deleting the “Uptown Local Centre” section from the “Policy 3.4” section.

12. Deleting Map 7 “Uptown Local Centre” from the “Policy 3.4” section.

13. Deleting Action 3.4a, renumbering 3.4b to 3.4a and adding the following to the end of the Actions section:

    The City should continue to…

    3.4b Implement reGENERATE, the Vision for the neighbourhood around the 22nd Street SkyTrain Station, including incorporating local-serving retail and services.

14. Replacing the “4.0 Energy, Emissions and Climate Change” section with Schedule 4, attached to and forming part of this bylaw.

15. Adding the following action to the end of the “Actions” section of Policy 5.1:

5.1e Implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems.

16. Deleting “The City should…” and Action 5.3a, renumbering 5.3b to 5.3a and 5.3c to 5.3b and adding the following to the end of the Actions section:

    5.3c Implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity.

17. Replacing Action 5.3b with the following:

    Implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city.

18. Replacing the “This Plan” section of the “Housing in the Official Community Plan” section with the following:

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

    Through the Land Use Designation Map, this Plan allocates the highest number of new housing units within the Frequent Transit Development Areas, which include the areas surrounding 22nd Street, Sapperton and Braid stations, and Uptown. These areas are envisioned to include a mix of housing, retail and commercial services, and community amenities. Outside of these growth areas, townhouses are planned along pedestrian oriented transit corridors such as Eighth and Sixth avenues. Single detached dwelling and duplex properties have the opportunity to increase housing choice by adding infill housing forms such as laneway or carriage houses, triplexes, quadraplexes and other forms of multiplexes. This housing allocation is consistent with the strategies included in Metro Vancouver’s Regional Growth Strategy (Metro 2050). The Land Use Designation Map accommodates the population forecast of 146,622 residents in New Westminster by 2049 identified by the City’s updated 2025 demographic forecast. 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.

19. Replacing Action 8.4c with the following:

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

20. Adding the following action to the end of the “The City should…” section of Policy 9.2:

    9.2d Consolidate City parks into one parcel per park, including those parks with a Conservation and Recreation regional land use designation.

21. Replacing “Translink’s Regional Transportation Strategy (2013) sets a target of 50% of all trips in the region to be by transit, walking and cycling by the year 2045.” with “Translink’s Regional Transportation Strategy sets a target of 50% of all trips in the region to be by transit, walking and cycling by the year 2050.” in the “Policy 11.1” section.

22. Replacing all instances of “Ministry of Transportation and Infrastructure” with “Ministry of Transportation and Transit”.

23. Adding a new action to the end of the “Actions” section of Policy 12.1 which states the following:

    12.1d Liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.

24. Replacing all instances of “Development Application Procedures Bylaw No. 5658, 1987” with “Development Approval Procedures Bylaw No. 5658, 1987”.

25. Changing the land use designation of the lands in bold on the map attached to and forming part of this bylaw as Schedule 5 to “(RLM) Residential – Limited Mid Rise”, and updating “Map 16. Land Use Designation Map” and “Appendix C Land Use Designation Map” accordingly.

26. Altering the Frequent Transit Development Area overlay indicated in Map 16 and Appendix C with the red hatched area overlay on the map attached to and forming part of this bylaw as Schedule 6.

27. Replacing the “Regional Context Statement” section with Schedule 7, attached to and forming part of this bylaw.

28. Replacing the “Growth Management: The Next 25 Years” section with Schedule 2, attached to and forming part of this bylaw.

Amendments to the Downtown Community Plan

29. Replacing “Metro Vancouver 2040: Shaping our Future” with “Metro 2050” in the “Downtown Development Permit Area” section of Schedule C.

30. Replacing all instances of “Residenial” with “Residential”.

Amendments to the Queensborough Community Plan

31. Replacing “Metro Vancouver’s Regional Growth Strategy (2011)” with “Metro Vancouver’s Regional Growth Strategy” in the “Relationship with Metro Vancouver” section of Schedule D.

32. Replacing “The only residential or retail development permitted will be that which is ancillary to businesses on these properties.” with “The only retail development permitted will be that which is ancillary to businesses on these properties.” in the “Mixed Employment Lands” section of Policy 2.3 in Schedule D.

33. Replacing “Ministry of Transportation and Highways” with “Ministry of Transportation and Transit” in Policy 9.2b of Schedule D.

34. Replacing “connectively” with “connectivity” in the “Priority Improvements Identified by Residents” section of Schedule D.

35. Replacing the “11.0 Land Use Designations” section in Schedule D with Schedule 8, attached to and forming part of this bylaw.

36. Replacing “Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw.” with “Infrastructure for electric vehicle parking spaces are required to meet electric vehicle charging provisions in the Zoning Bylaw.” from sections “QMS.31”, “EMF.36”, “CL.17”, “EQ.29” and “QEN.35” of Schedule D.

37. Deleting “Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.” from sections “QMS.31”, “QC.25”, “EMF.36”, “CL.17”, “EQ.29”, and “QEN.35” of Schedule D.

38. Deleting “I.33 Infrastructure for electrical vehicles for light industrial, commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle

supply equipment may be required." from the "Parking & Access" section of Schedule D.

39. Deleting ", and in limited cases accessory residential uses" from the "C. Industrial and Mixed Employment Development Permit Areas" section of Schedule D.

40. Deleting "The only residential development permitted is that which is ancillary to businesses (i.e. caretaker suites) on these properties." from the "#1 Queensborough Industrial and Mixed Employment" section of Schedule D.

41. Replacing "Schedule C Land Use Designation Map" in Schedule D with Schedule 9, attached to and forming part of this bylaw.

Consequential Amendments

I. Official Community Plan Bylaw No. 7925, 2017 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the table of contents, format and numbering.

J. This amendment shall come into effect upon adoption.

GIVEN FIRST READING THIS _____ day of _____ 2026.

GIVEN SECOND READING THIS _____ day of _____ 2026.

PUBLIC HEARING HELD THIS _____ day of _____ 2026.

GIVEN THIRD READING THIS _____ day of _____ 2026.

ADOPTED THIS _____ day of_____ 2026.

_____
Mayor Patrick Johnstone

_____
Sarah Goddard, Interim Corporate Officer

Schedule 1
to Bylaw No. 8574, 2026

"Relationship with Other Agencies"

Relationship with Other Agencies

NEW WESTMINSTER SCHOOL DISTRICT

The City recognizes schools as important to meeting the needs of New Westminster's families and students. New Westminster Schools (School District 40) is the entity responsible for planning, constructing, and operating public schools in New Westminster. The City provides support to the School District through joint advocacy to the Province, which approves and funds school capital projects, and through providing information to the School District about expectations for community growth, such as through large-scale development applications, housing policy changes, and anticipated population trends, as these are likely to affect school capacity and therefore number of schools needed in the city.

This Plan enables future school opportunities by allowing public schools in most areas in the city through the Land Use Designation Map. New Westminster is a fully urbanized city and as it continues to grow, more urban school forms such as multi-storey schools with a smaller footprint, or schools co-located within new developments will likely be necessary. The City works collaboratively with the School District on the configuration of schools, ensuring that all land uses needed to support community livability can be accommodated in an increasingly constrained land area.

Additionally, the City and School District work together to offer community programs at schools outside of school hours and to permit the use of City park space for children at the schools.

FRASER HEALTH AUTHORITY

The Fraser Health Authority is responsible for delivering a range of health services to New Westminster, including hospital, community based, and public health services with a focus on improving health and well-being. The City and Fraser Health established a formal partnership for the development of this Plan to ensure that it includes policies and actions that promote and facilitate positive health for the community.

The City has been working collaboratively with the Royal Columbian Hospital and other key stakeholders on the hospital expansion and on enabling heath care related uses in the surrounding area. The identification of a Special Employment Area in this Official Community Plan will build upon the strengths of the hospital by promoting an integrated collection of health and technology businesses, organizations and entrepreneurs that support economic growth and opportunity.

METRO VANCOUVER

New Westminster is a member of the Metro Vancouver regional government. This partnership of 21 municipalities, one Treaty First Nation, and one electoral area oversees regional planning as well as provides services such as water, wastewater and solid waste management, air quality control, and regional parks. One of Metro Vancouver's tools is the Regional Growth Strategy. Titled "Metro 2050," it is a shared commitment to growing in a way that is better for the region as a whole, undertaken through goals, strategies and actions that ensure economic, social and environmentally sustainable growth.

As a policy document, the Official Community Plan is one way in which the City implements the intent of the Metro 2050. The City's Regional Context Statement outlines the connection between the two plans and demonstrates how this Plan is directly in line with Metro 2050.

TRANSLINK

TransLink plans, manages and operates the regional transportation system, including public transit, major roads, and bridges. It regularly monitors the transit network to see how people use transit services. Based on its findings, TransLink makes adjustments to improve the efficiency and usefulness of the network. A number of objectives, including ridership levels, help guide decision making.

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

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

NEIGHBOURING MUNICIPALITIES

The City maintains relationships with surrounding municipalities—Richmond, Coquitlam, Burnaby, Surrey and Delta. The City and its neighbours share information on large-scale regional projects, and collaborate regarding major transportation changes that affect the movement of people and goods through New Westminster and the region, such as the construction of staɬəẇasəm Bridge and Brunette Avenue Interchange projects.

PROVINCE OF BRITISH COLUMBIA

The City is granted authority to provide services for and regulate activities in the city through provincial legislation, such as the *Local Government Act* and *Community Charter*. The City has an obligation to comply with legislation and requirements that are set by the Province. The City also works collaboratively with the Province, advocating for the services, infrastructure, and funding they are mandated to provide municipalities, such as housing for vulnerable tenants, as with supportive housing; major infrastructure, as with the Brunette Interchange and the Queensborough Bridge; and environmental protection, as in the Riparian Areas Protection Regulation.

GOVERNMENT OF CANADA AND FEDERAL AGENCIES

The City interacts with the Federal Government through entities such as crown corporations and federal agencies that have supportive and overlapping jurisdictional relationships. Examples are the Vancouver Fraser Port Authority, a federal agency which owns land in New Westminster and has planning jurisdiction along the Fraser River and its foreshore; and the Canadian Mortgage and Housing Corporation, which provides funding for affordable housing and other related infrastructure.

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Schedule 2
to Bylaw No. 8574, 2026

"Growth Management: The Next 25 Years"

New Westminster Context

Growth Management: The Next 25 Years

REGIONAL PRIORITIES

Metro 2050 is a shared commitment by Metro Vancouver and member municipalities to work together to achieve five fundamental goals:

Goal 1: Create a Compact Urban Area

Goal 2: Support a Sustainable Economy

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

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 5: Support Sustainable Transportation Choices

The Regional Context Statement forms part of the Official Community Plan and outlines how this plan aligns with the Metro 2050 goals and strategies. The Regional Context Statement is reviewed and accepted by Metro Vancouver. The City cannot adopt an Official Community Plan without this approval.

GROWTH IN THE CONTEXT OF THE METRO VANCOUVER REGION

Metro Vancouver 2050, the regional growth strategy, is a land use plan aimed at advancing the region's livability and sustainability while managing anticipated growth. Metro 2050 sets out goals and strategies to guide the future growth of the region and provides the land use planning framework for transportation, economic development, housing, utilities (water, liquid waste and solid waste), environment and climate change.

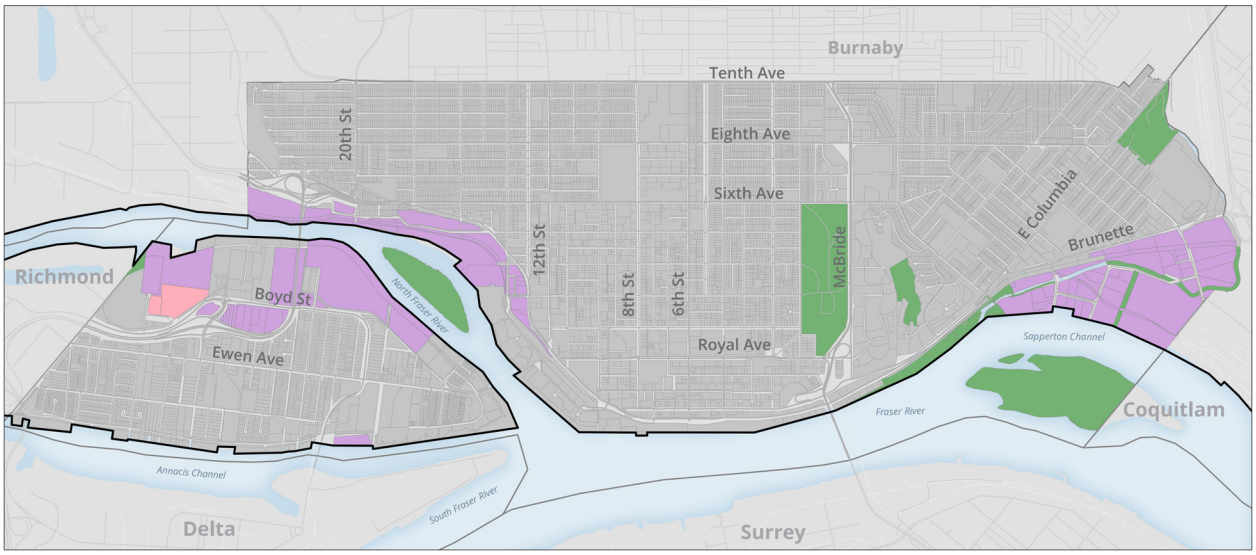
The Metro 2050 population projections recognize that people are moving to and staying in Metro Vancouver because it is an attractive place to live, work, play and learn. Metro 2050 policies and the regional land use designations within the strategy direct growth to the right places, such as in mixed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

Metro 2050 includes regional overlays that are key to achieving the five goals of the Regional Growth Strategy. This includes Urban Centre and Frequent Transit Development Area (FDTA) overlays, which enable higher density residential and commercial development in urban areas of the region. Map 5 shows the boundaries of New Westminster's Urban Centre and three Frequent Transit Development Areas.

Urban Centres are intended to be priority locations for a mix of higher density housing, employment, services and amenities. Downtown is designated as a Regional City Centre, one type of Urban Centre. A Regional City Centre is intended to serve a Metro Vancouver sub-region with regional-scale employment, services, business and commercial activity.

Frequent Transit Development Areas are additional priority locations for concentrated growth along the Frequent Transit Network, where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Two of New Westminster's FTDAs are focused around the city's SkyTrain stations: one around 22nd Street Station, and a second combined area around Sapperton and Braid stations. Uptown is also identified as a FTDA as this area provides local-serving commercial activities, a mix of housing types, and good access to frequent transit.

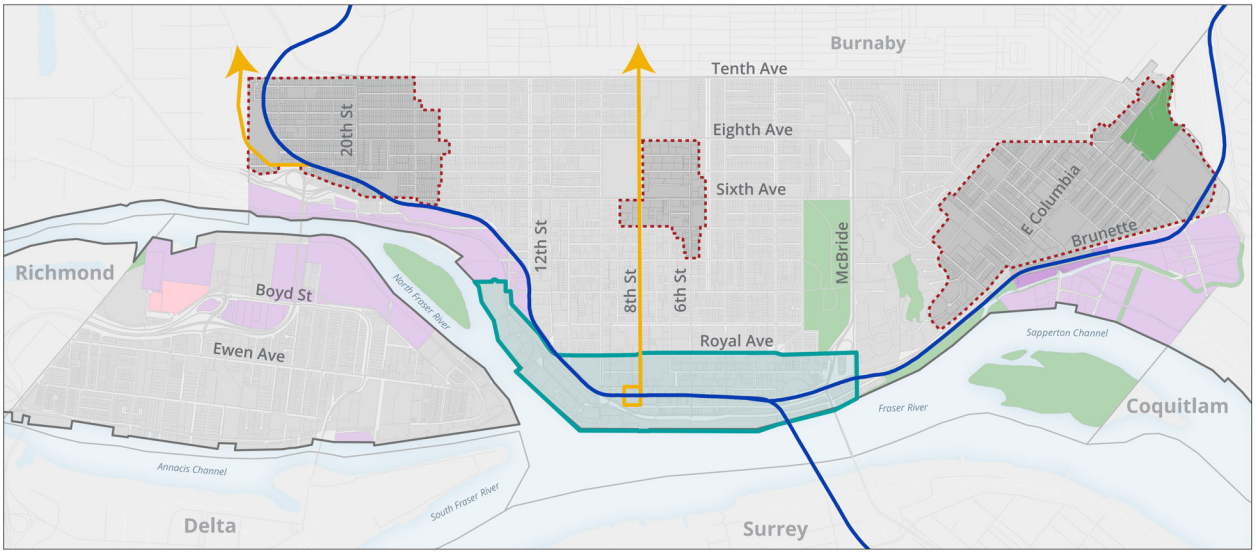
Map 4. Regional Land Use Designations



KEY:

- Metro 2050 Urban Containment Boundary
- Metro 2050 General Urban Designation
- Metro 2050 Industrial Designation
- Metro 2050 Conservation and Recreation Designation
- Metro 2050 Mixed Employment Designation

Map 5.Regional City Centre and Frequent Transit Development Areas



KEY:

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

WHAT 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.

Metro Vancouver's growth projections estimate the magnitude of growth in population, dwelling units, and employment, based on past trends and assumptions for the future, as well as the distribution of this growth among municipalities. The City considers Metro Vancouver's projections when developing 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. Metro Vancouver's 2025 forecasts projected an additional 22,876 new local jobs in New Westminster between 2024 and 2051. 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, which aligns closely with Metro Vancouver's 2025 forecasts (high growth scenario). A balanced and sustainable plan is needed to manage this projected growth locally and regionally.

In 2025, as part of an Official Community Plan update, 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 2049.

Figure 1.
New Westminster's High Growth Scenario

Source: Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast (2024 – 2049), 2025.

High Growth Scenario	2024	2029	2034	2039	2044	2049
Population	90,799	104,210	116,136	127,456	137,232	146,622
Housing Units	40,535	47,585	53,273	58,735	63,241	67,568

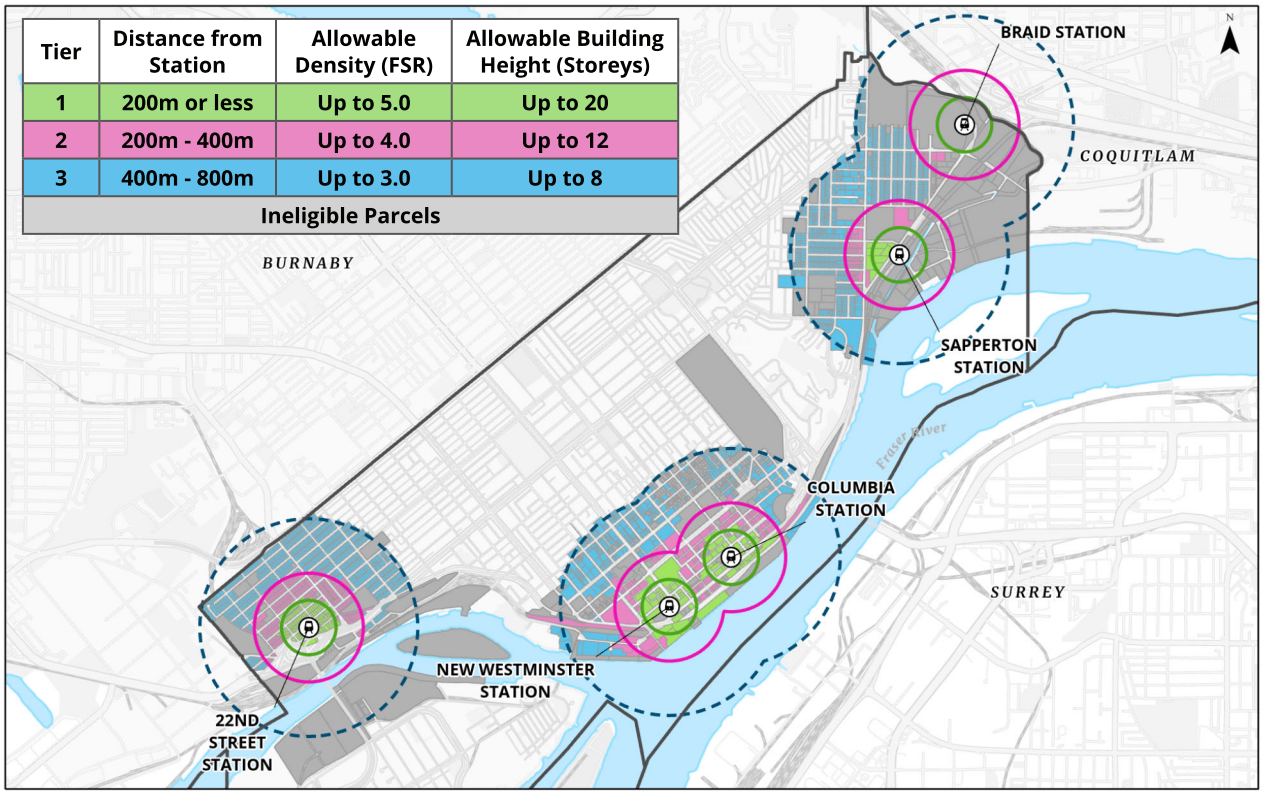
TRANSIT ORIENTED DEVELOPMENT AREAS

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

The City's Frequent Transit Development Areas around 22nd Street, Sapperton and Braid Skytrain stations align with the Transit Oriented Development Areas. The Downtown Community Plan, which covers the City's Regional City Centre, covers the core area of the Transit Oriented Development Areas surrounding the Columbia and New Westminster stations.

Map 6. Transit Oriented Area Development Tiers in New Westminster

Source: City of New Westminster, May 2024



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

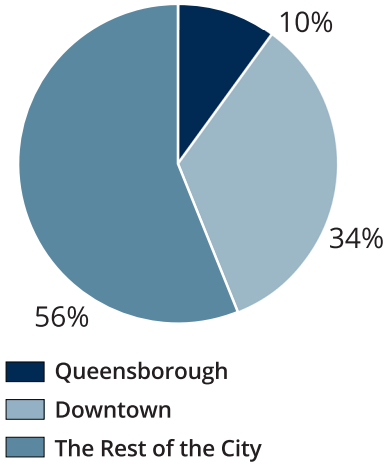


Figure 2.
Share of Projected Housing Growth (2024-2049)
Source: Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast (2024-2049) – 2025

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

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 60,900 people for the areas outside of Downtown and Queensborough by 2049, which will generate a demand of close to 22,700 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 two of the City's Frequent Transit Development Areas: Sapperton and Braid, and 22nd Street stations. These areas will include a mix of medium- to high-density residential, as well as office and retail uses, open space, and community-serving facilities. The areas will be seamlessly connected to the SkyTrain stations, bike routes and greenways.

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

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

EMPLOYMENT GROWTH

There will be a need for additional retail, office, industrial and institutional floor space city-wide. This will correspond with an estimated growth in employment of over 19,000 new jobs by 2051.

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's 2013 forecast anticipates 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 the City's 2013 forecast anticipates that combined, they will add over 2,600 new jobs by 2041.

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

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

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

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

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

	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**

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**

WHY DID THE CITY CREATE A HOUSING NEEDS REPORT?

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

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

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

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

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

2.Supportive housing – Supportive housing is deeply affordable and provides on-site supports and services 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.

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.

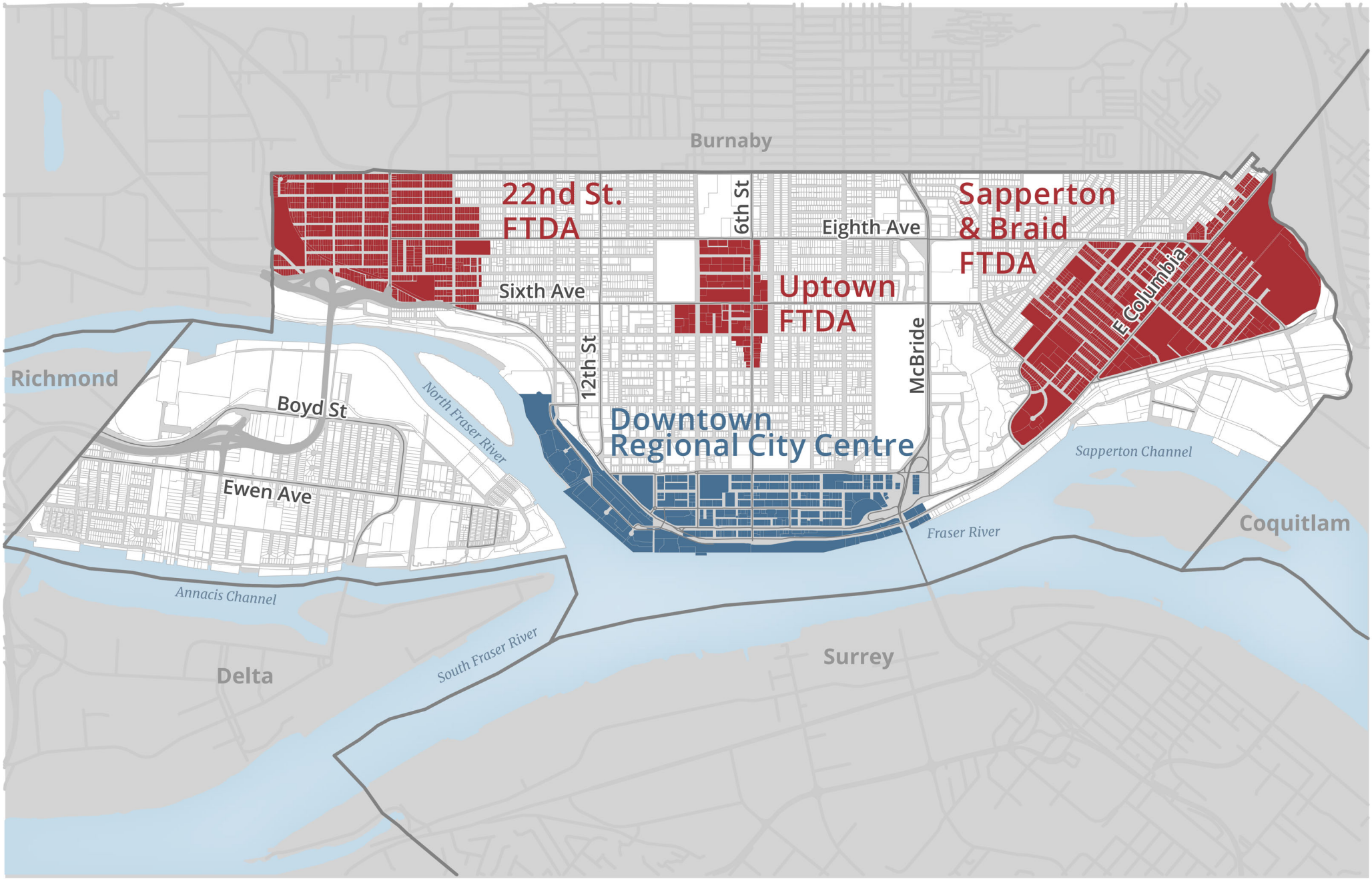
9.Market rental housing – Despite City policies encouraging growth in the supply of market rental housing, vacancy rates in New Westminster remain at an unhealthy low of 0.8%.

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.

Schedule 3
to Bylaw No. 8574, 2026

“Regional City Centre and Frequent Transit Development Areas Map”


Burnaby
22nd St.
FTDA
6th St
Eighth Ave
Sapperton
& Braid
FTDA
Sixth Ave
Uptown
FTDA
E Columbia
12th St
McBride
Richmond
Boyd St
North Fraser River
Downtown
Regional City Centre
Sapperton Channel
Ewen Ave
Fraser River
Coquitlam
Annacis Channel
South Fraser River
Delta
Surrey

Schedule 4
to Bylaw No. 8574, 2026

“4.0 Energy, Emissions and Climate Change”

4.0 Energy, Emissions and Climate Change

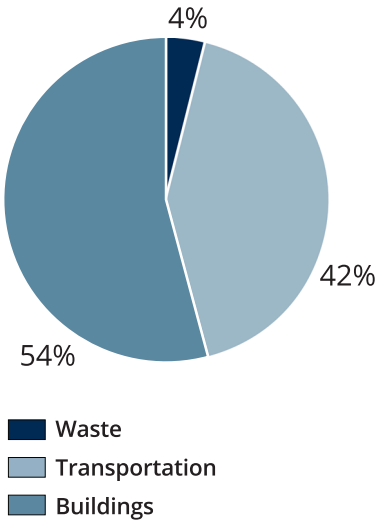


Figure 9.
Where Are We Now: Community-wide GHG Inventory
Source: Province of BC Community Energy and Emissions Inventory data, retrieved February 2025

New Westminster is committed to taking bold action on climate change. Improving energy efficiency and taking action on climate change is vital for creating a sustainable city where community members, organizations and businesses thrive. In 2019 the City declared a climate emergency and identified Seven Bold Steps for Climate Action, which established a framework for ensuring that the climate impacts of all City decisions are considered and weighed, and efforts are strategically focused. In 2022, a new Community Energy and Emissions Plan (CEEP) 2050 was endorsed, helping to chart the course for reaching net-zero greenhouse gas emissions (GHG) by 2050, and achieving significant gains by 2030 (45% below 2010 levels).

Community members have been feeling the impacts of hotter and drier summers, and more precipitation in fall, winter, and spring. To adjust to these new realities, climate adaptation is critical in addition to mitigation-focused action on reducing emissions. Climate adaptation actions such as re-introducing wetlands and rain gardens to help control flooding, planting trees to lower air temperature, and adding cooling to homes to improve human health have co-benefits such as cleaner air, enhanced biodiversity, and improved health and wellbeing. Strategically coordinating climate adaptation and mitigation helps ensure that climate actions do not unintentionally create new problems.

Figure 10.
Projected Change in GHG Emissions and Electrical Consumption Through Implementation of CEEP 2050
Source: For 2022 – BC Community Energy and Emissions Inventory; For 2030 and 2050 – Modeling used to create the Community Energy and Emissions Plan 2050 (2022)

New Westminster	2022	2030 (projected)	2050 (projected)
Population	85,319	103,776	142,735
GHG Emission (tCO2e)	288,662	132,335.5 (modelled, 45% below 2010 levels)	7,218.3 (modelled, 97% below 2010 levels)
Per capita GHG Emissions (tCOe)	3.4	1.3	0.05
Electrical Consumption (GJ)	1,793,076	1,957,368	2,498,131
Per Capita Electrical Consumption (GJ)	21.0	18.9	17.5
Energy Consumption (GJ)	6,697,434	5,931,246	4,482,993
Per Capita Energy Consumption (GJ)	78.5	57.2	31.4

Energy, Emissions and Climate Change in the Official Community Plan

Goal 4: New Westminster is an energy-efficient and net-zero emissions community that takes equitable and bold climate action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.

Policy 4.1:	Support a shift to sustainable transportation modes, helping to reduce transportation greenhouse gas emissions.
Policy 4.2:	Encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards.
Policy 4.3:	Pursue energy conservation and demand management, and encourage local renewable energy systems.
Policy 4.4:	Prepare for and reduce the impacts and risks to the natural environment, property, and public health due to climate change.

This Plan... is consistent with policy direction from the Community Energy and Emissions Plan 2050 and recognizes the importance of energy efficiency and GHG reduction. It also reflects new initiatives that have been launched in the community since the previous Official Community Plan.

Achieving the targets set out in the Community Energy and Emissions Plan requires shifting to sustainable transportation modes, retrofitting existing buildings, and constructing more efficient new buildings. Drawing down emissions to zero will depend on proactive participation by all community members. The placement of land uses and density on the Land Use Designation Map helps to encourage walking and biking by locating a higher number of residents near frequent transit. Locating new housing, jobs, and amenities in close proximity to transit also supports the provision of more frequent service.

This Plan supports energy upgrades and electrification during building renovation, and higher performance standards, such as the BC Energy Step Code and Zero Carbon Step Code, for new building construction. Towards this, development permit guidelines included in this Plan encourage the construction of buildings that reduce GHG emissions and energy use. Residents are also encouraged to take initiative to make changes to their homes, transportation modes and waste management practices above and beyond what is laid out in this Plan.

As well, this Plan acknowledges the impacts and risks associated with climate change and supports measures to help the City adapt to the effects that climate change will have on community members and the built environment.

Policy 4.1: Support a shift to sustainable transportation modes, helping to reduce transportation greenhouse gas emissions.

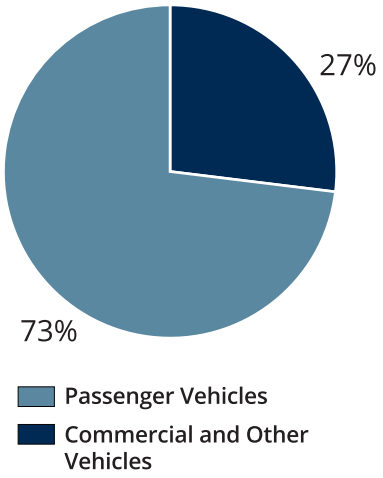


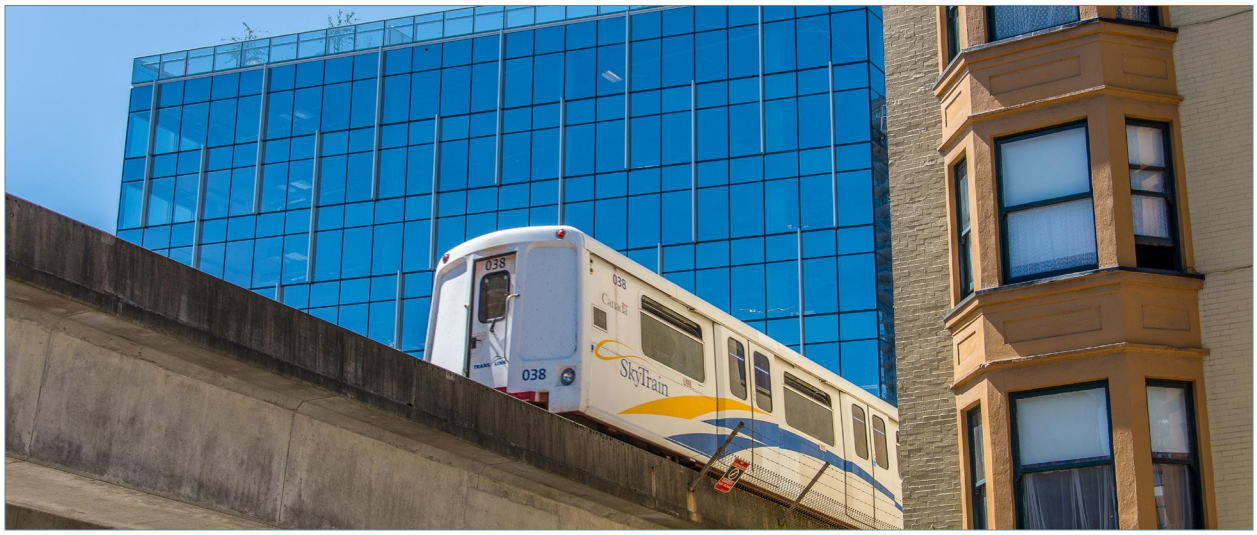
Figure 11.
City-wide Vehicle GHG Emissions
Source: Province of BC Community Energy and Emissions Inventory data, 2022

The City's Master Transportation Plan and Community Energy and Emissions Plan endeavor to improve transportation choices for local residents while reducing transportation related greenhouse gas emissions (GHG). Transportation is a major source of GHG emissions in the city (accounting for 42% of all emissions), and both plans recognize that there are three primary ways to reduce such emissions:

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

Neighbourhood design has a major impact on facilitating a wider range of transportation choices. Active transportation increases when communities include a mix of housing sizes, types and densities, diverse services, and a range of employment opportunities. New Westminster is fortunate to already have vibrant neighbourhoods with commercial services within walking distance of most homes. This Plan builds on this strength by encouraging a further mixing of land uses in each neighborhood. This Plan also supports the Master Transportation Plan and Community Energy and Emissions Plan by including policies that seek to manage transportation demand and make it easier and more attractive to walk, cycle, roll, or take transit to a destination.

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



Encouraging a wider range of efficient and low-carbon travel options decreases vehicle use, reduces transportation-related GHG emissions, improves air quality, and is beneficial to residents and businesses. This includes eMobility options such as electric vehicles and electric bicycles, which the City can support by investing in public charging stations and by supporting similar initiatives on private property. In 2024, the City launched an e-bike share service pilot program, enabling e-bikes to be rented across the city. Car-sharing options are also encouraged, to provide local residents with quick, on-demand access to a car or truck without the cost of owning a vehicle.





Electric vehicle and charging stations at City Hall.

Actions

The City should continue to...

4.1a Work with the Province, Metro Vancouver, and regional and local partners to fund programs such as Plug In BC that advance infrastructure to support clean energy vehicles.

4.1b Implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related GHG emissions.

4.1c Implement the eMobility Strategy, which outlines actions the City can take to support the community's transition to electric modes of transportation.

Policy 4.2: Encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards.

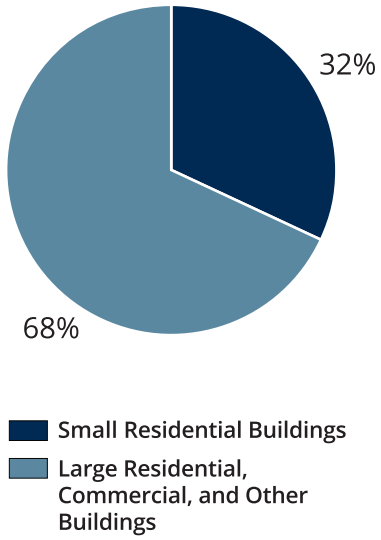


Figure 12. City-wide Building GHG Emissions
Source: Province of BC Current Community Energy and Emissions Inventory data, 2022

Buildings are a significant source of GHG emissions in the city (54%), and they represent a major part of the City's annual electricity and natural gas consumption. Buildings are where community members spend most of their time – at home, at work, or accessing community services – making indoor comfort and air quality very important. The Community Energy and Emissions Plan sets objectives to increase the energy efficiency and low-carbon electrification of new and existing buildings.

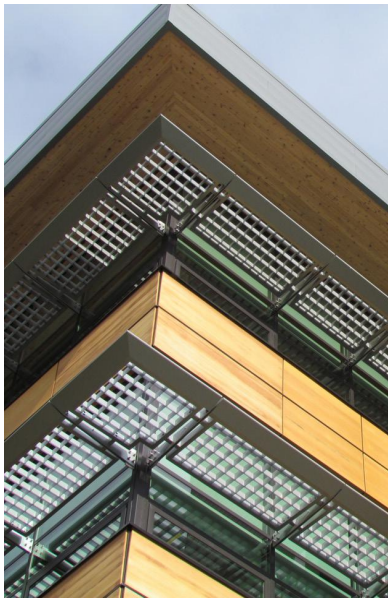
The City can influence energy use and GHG emissions in the built environment by establishing policy direction, zoning requirements, and development permit guidelines for new buildings with respect to energy efficiency, and it can inspect buildings for compliance. The City also supports programs that help advance the technical skills and knowledge of local homebuilders and architects in designing and constructing energy efficient and low-carbon homes and communicating the benefits to homebuyers. As well, the City endeavours to lead by example, such as with the təməsewtxʷ Aquatic and Community Centre which was the first aquatic centre in Canada to achieve the Canada Green Building Council's Zero Carbon Building-Design Standard.

WHAT ARE THE BC ENERGY STEP CODE AND ZERO CARBON STEP CODE?

The BC Energy Step Code and Zero Carbon Step Code are two independent but related building code standards that aim to improve energy efficiency and reduce carbon emissions in new buildings in BC. Local governments, such as the City of New Westminster, may choose to adopt one or both Step Codes. The Step Codes establish progressively increasing performance targets (steps) that support market transformation from current energy efficiency and GHG emission requirements in the BC Building Code, to zero-carbon and net-zero energy ready buildings. New Westminster's Building Bylaw establishes the City's Step Code requirements, and includes a timeline for reaching top tiers of the Step Codes by 2027.

In 2013, the City launched Energy Save New West, a community energy-efficiency and GHG reduction program for new and existing homes and businesses. Energy Save New West provides concierge services that make it easier for local residents and businesses to retrofit their house or building, and access rebates and incentives. The program provides free technical advice and guidance when considering an energy upgrade. It also provides support to local homebuilders and architects through a variety of learning events, technical advisory services, and peer engagement in advanced building practices.

Designing and constructing a new building provides an ideal opportunity to achieve a higher standard of energy efficiency, and to reduce GHG emissions during construction and the lifetime of a building. Buildings with advanced energy performance also deliver co-benefits such as reduced operating costs, higher levels of occupant comfort, and improved acoustic dampening from outside noise. Buildings with better thermal comfort and indoor ventilation have beneficial impacts on the health and productivity of those who live and work within them.



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

Actions

The City should...

4.2a Support development of the upcoming provincial Existing Buildings Renewal Strategy and once released by the Province, develop a New Westminster-specific implementation strategy.

The City should continue to...

4.2b Implement the actions and policies of the Community Energy and Emissions Plan 2050 to reduce energy use and related GHG emissions in new and existing buildings.

4.2c Implement the adopted timeline to reach the highest tiers of the BC Energy and Zero Carbon Step Codes by 2027.

Policy 4.3: Pursue energy conservation and demand management, and encourage local renewable energy.

WHAT IS A DISTRICT ENERGY SYSTEM?

District energy systems connect multiple buildings to a single heating or cooling network. They deliver clean, renewable sources of building heating or cooling across an entire neighbourhood at prices competitive with conventional energy sources. These low-carbon systems simultaneously reduce GHG emissions across the entire network of connected buildings, thus dropping emissions faster and potentially with less cost than if each building had to do it on its own.



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

Energy conservation is a key strategy in managing the transition to a low-carbon future. As the City, community and industry continue to move towards broad electrification, reducing overall energy consumption and improving demand management will be critical to maintaining grid resilience and minimizing energy supply constraints. Energy conservation measures – such as high-efficiency building design, demand-response technologies, and smarter energy use – can reduce household costs while minimizing the need for new infrastructure.

The City continues to explore opportunities to generate clean, renewable energy, including ground-source geo-exchange systems, waste heat recovery (including sewage), bio-energy from clean, urban-sourced wood waste, solar thermal heating, and photovoltaic arrays, to lead the reduction in local GHG emissions.

The Community Energy and Emissions Plan encourages new developments to take advantage of opportunities to use on-site renewable energy sources where feasible. While the Step Codes prioritize improvements in the building envelope as a key strategy to reduce energy use, which includes design choices to increase energy conservation, building-scale renewables also play a key role in the transition towards ultra-low energy buildings in the city.

The City's own Electrical Utility has a direct interest in conserving energy and supporting local energy-efficiency programs. The Electrical Utility is working toward programs that manage peak demands of the electrical grid and increase availability of renewable and low-carbon energy services to local customers. The utility also supports the installation of solar photovoltaic arrays in buildings.

The City supports district energy as a long-term commitment to sustainable energy infrastructure. Identifying viable opportunities for neighbourhood renewable energy systems in the city is one of the implementation priorities from the Community Energy and Emissions Plan.

Actions

The City should continue to...

4.3a Implement the actions of the Community Energy and Emissions Plan related to energy conservation and demand management, and local renewable energy systems.

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

The impacts from climate change are being felt globally as well as in New Westminster. These impacts will continue to worsen as sea levels continue to rise and weather patterns change, resulting in longer droughts, more extreme heat events, varied precipitation patterns, and more wildfires. The City must become more resilient using a range of adaptation measures.

Unpredictable and extreme weather events negatively affect public health and disproportionately affect vulnerable groups, such as seniors and those who are unhoused. For example, low-income households may not have access or the ability to pay for home cooling, putting them at risk of serious health complications during extreme heat events.

Increasing the integration of the natural environment within the public realm (for example, in parks and on boulevards) can help mitigate some of the impacts of climate change. Curbside features such as rain gardens filter stormwater, infiltrate it into the soil to support plants and trees, and can also mitigate the urban heat island effect, cooling the air and improving air quality, and fostering biodiversity.

Across the Metro Vancouver region, climate change is anticipated to impact a number of other factors that influence population growth and livability, including water supply and demand, sewage and drainage, ecosystems and agriculture, air quality and human health, buildings and energy systems, transportation, recreation, and tourism. A Climate Change Adaptation and Resilience Plan will provide detailed guidance for integrating adaptation measures and improving community resiliency.



Urban tree planting supports climate adaptation by cooling neighbourhoods, managing rainwater, and improving air quality.

Actions

The City should...

4.4a Develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended actions and implementation timelines.

4.4b Ensure neighbourhoods are well served by civic and community facilities that could function as emergency gathering centres or places of refuge during or after extreme weather events.

The City should continue to...

4.4c Regularly update hazard, risk, and vulnerability assessments.

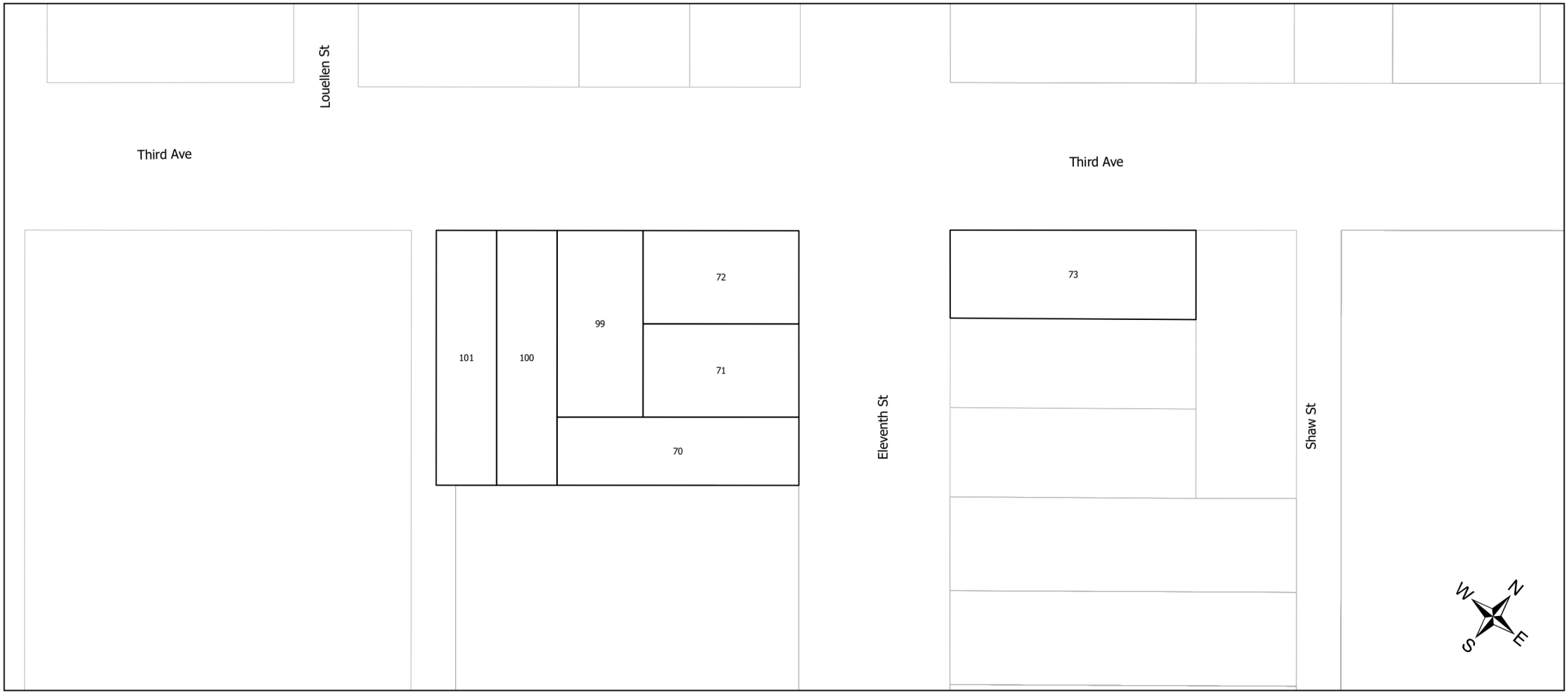
4.4d Implement the actions of the Community Energy and Emissions Plan related to preserving and enhancing natural areas and the urban tree canopy, and increasing the use of green infrastructure.

4.4e Include provisions in Development Permit Area guidelines for integrating the natural environment in new development, such as sustainable landscaping features (native planting), tree retention and stormwater management (rain gardens, bioswales).

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Schedule 5
to Bylaw No. 8574, 2026

"(RLM) Residential – Limited Mid Rise Land Use Designation Map"

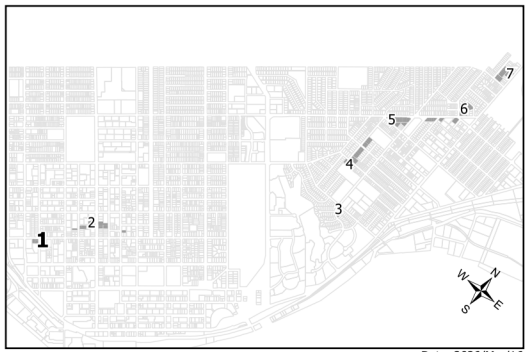


Number of Properties: 7

Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
70	232 ELEVENTH ST
71	234 ELEVENTH ST
72	236 ELEVENTH ST
73	237 ELEVENTH ST
99	1106 THIRD AVE
100	1108 THIRD AVE
101	1110 THIRD AVE



Date: 2026/Mar/16



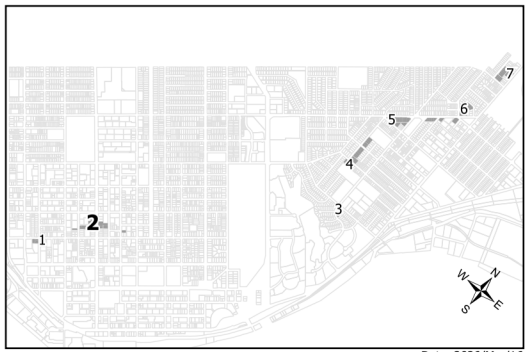
Number of Properties: 17

Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
15	318 ASH ST
16	320 ASH ST
17	322 ASH ST
64	317 EIGHTH ST
65	319 EIGHTH ST
66	320 EIGHTH ST
67	321 EIGHTH ST
68	323 EIGHTH ST
69	336 EIGHTH ST

ID	ADDRESS
74	325 GILLEY ST
79	818 KENNEDY ST
80	820 KENNEDY ST
81	822 KENNEDY ST
83	313 NINTH ST
84	314 NINTH ST
85	317 NINTH ST
91	311 SEVENTH ST



Date: 2026/Mar/16

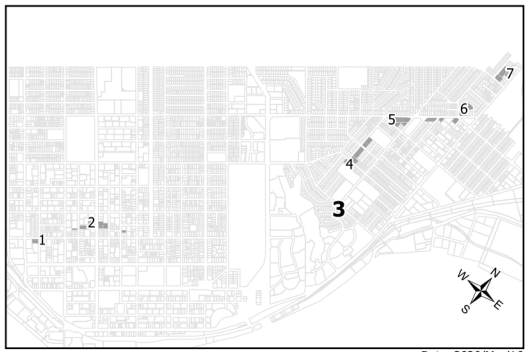


Number of Properties: 3

Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
26	398 CUMBERLAND ST
86	96 RICHMOND ST
87	98 RICHMOND ST



Date: 2026/Mar/16



Land Use Designation

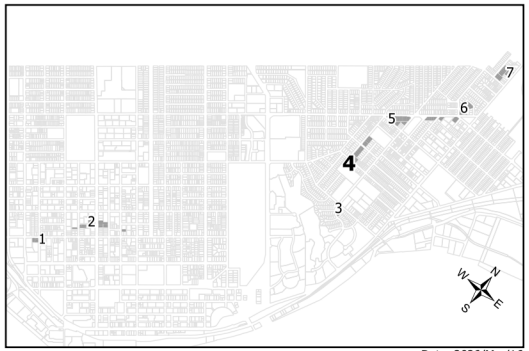
(RLM) Residential - Limited Mid Rise

Number of Properties: 26

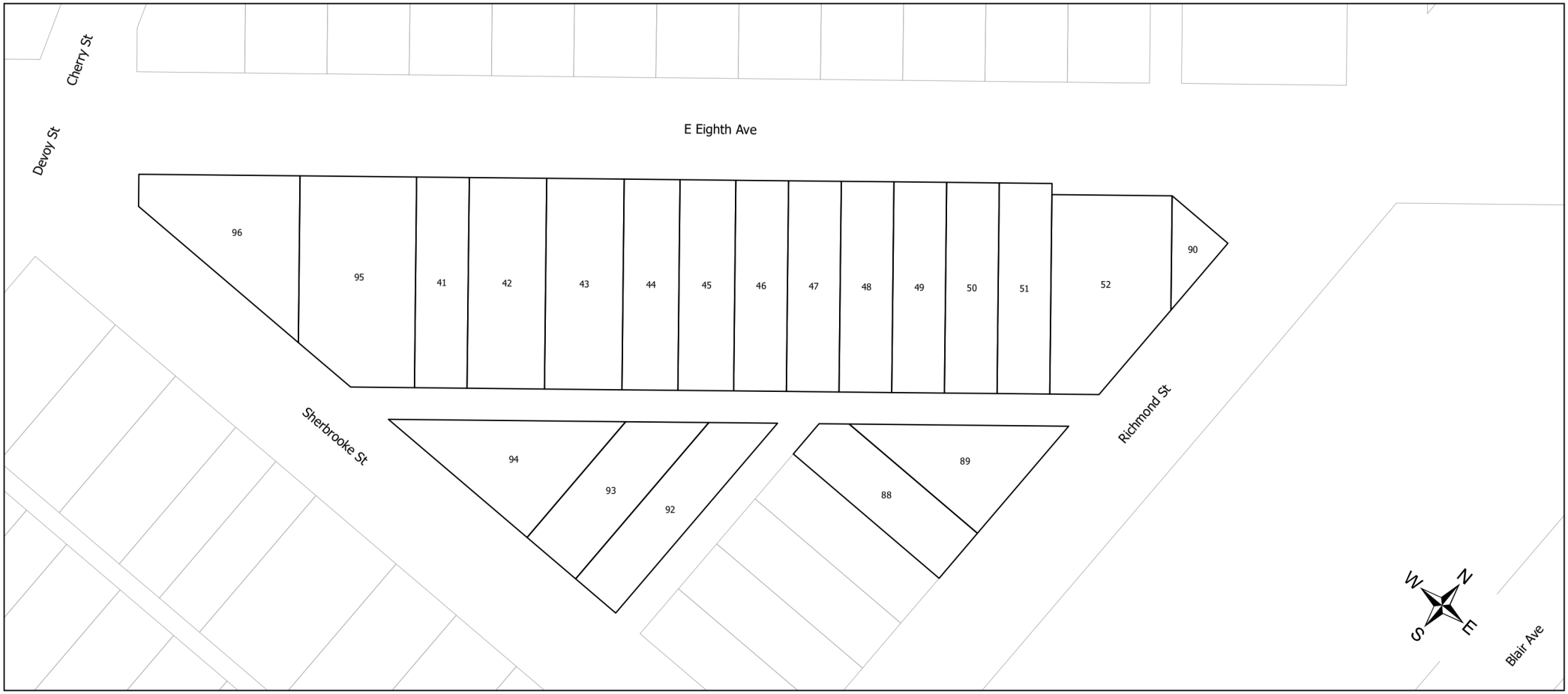
ID	ADDRESS
1	423 ALBERTA ST
2	424 ALBERTA ST
3	425 ALBERTA ST
4	426 ALBERTA ST
5	427 ALBERTA ST
6	428 ALBERTA ST
7	429 ALBERTA ST
8	430 ALBERTA ST
9	431 ALBERTA ST

ID	ADDRESS
10	432 ALBERTA ST
11	433 ALBERTA ST
12	434 ALBERTA ST
13	436 ALBERTA ST
14	438 ALBERTA ST
27	218 DEVOY ST
28	220 DEVOY ST
29	222 DEVOY ST
30	226 DEVOY ST

ID	ADDRESS
31	228 DEVOY ST
32	230 DEVOY ST
33	308 DEVOY ST
34	312 DEVOY ST
35	316 DEVOY ST
36	320 DEVOY ST
97	427 SHILES ST
98	428 SHILES ST



Date: 2026/Mar/16



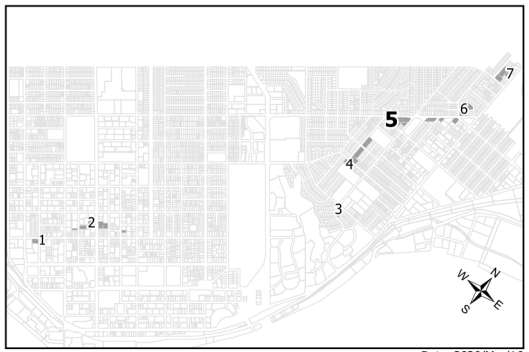
Number of Properties: 20

Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
41	334 E EIGHTH AVE
42	338 E EIGHTH AVE
43	340 E EIGHTH AVE
44	342 E EIGHTH AVE
45	344 E EIGHTH AVE
46	346 E EIGHTH AVE
47	348 E EIGHTH AVE
48	350 E EIGHTH AVE
49	352 E EIGHTH AVE
50	354 E EIGHTH AVE

ID	ADDRESS
51	356 E EIGHTH AVE
52	358 E EIGHTH AVE
88	411 RICHMOND ST
89	413 RICHMOND ST
90	415 RICHMOND ST
92	409 SHERBROOKE ST
93	411 SHERBROOKE ST
94	415 SHERBROOKE ST
95	417 SHERBROOKE ST
96	429 SHERBROOKE ST



Date: 2026/Mar/16



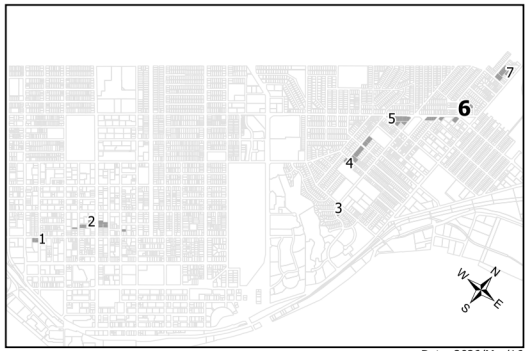
Number of Properties: 18

Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
18	435 BRAID ST
19	454 BUCHANAN AVE
53	424 E EIGHTH AVE
54	426 E EIGHTH AVE
55	428 E EIGHTH AVE
56	430 E EIGHTH AVE
57	432 E EIGHTH AVE
58	472 E EIGHTH AVE
59	477 E EIGHTH AVE

ID	ADDRESS
60	481 E EIGHTH AVE
61	483 E EIGHTH AVE
62	485 E EIGHTH AVE
63	487 E EIGHTH AVE
82	520 MCDONALD ST
102	320 WELLS GRAY PL
103	322 WELLS GRAY PL
104	326 WELLS GRAY PL
105	330 WELLS GRAY PL



Date: 2026/Mar/16



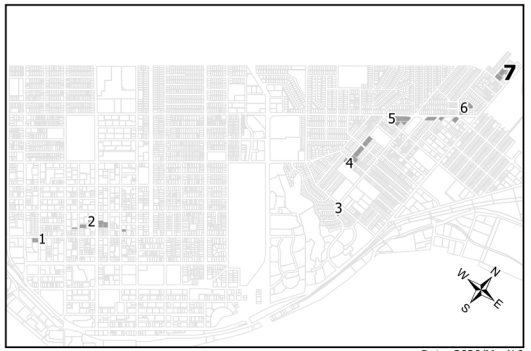
Land Use Designation

(RLM) Residential - Limited Mid Rise

ID	ADDRESS
20	566 COLBY ST
21	570 COLBY ST
22	572 COLBY ST
23	574 COLBY ST
24	576 COLBY ST
25	578 COLBY ST
37	635 E COLUMBIA ST

ID	ADDRESS
38	639 E COLUMBIA ST
39	641 E COLUMBIA ST
40	645 E COLUMBIA ST
75	1-309 HOLMES ST
76	311 HOLMES ST
77	315 HOLMES ST
78	317 HOLMES ST

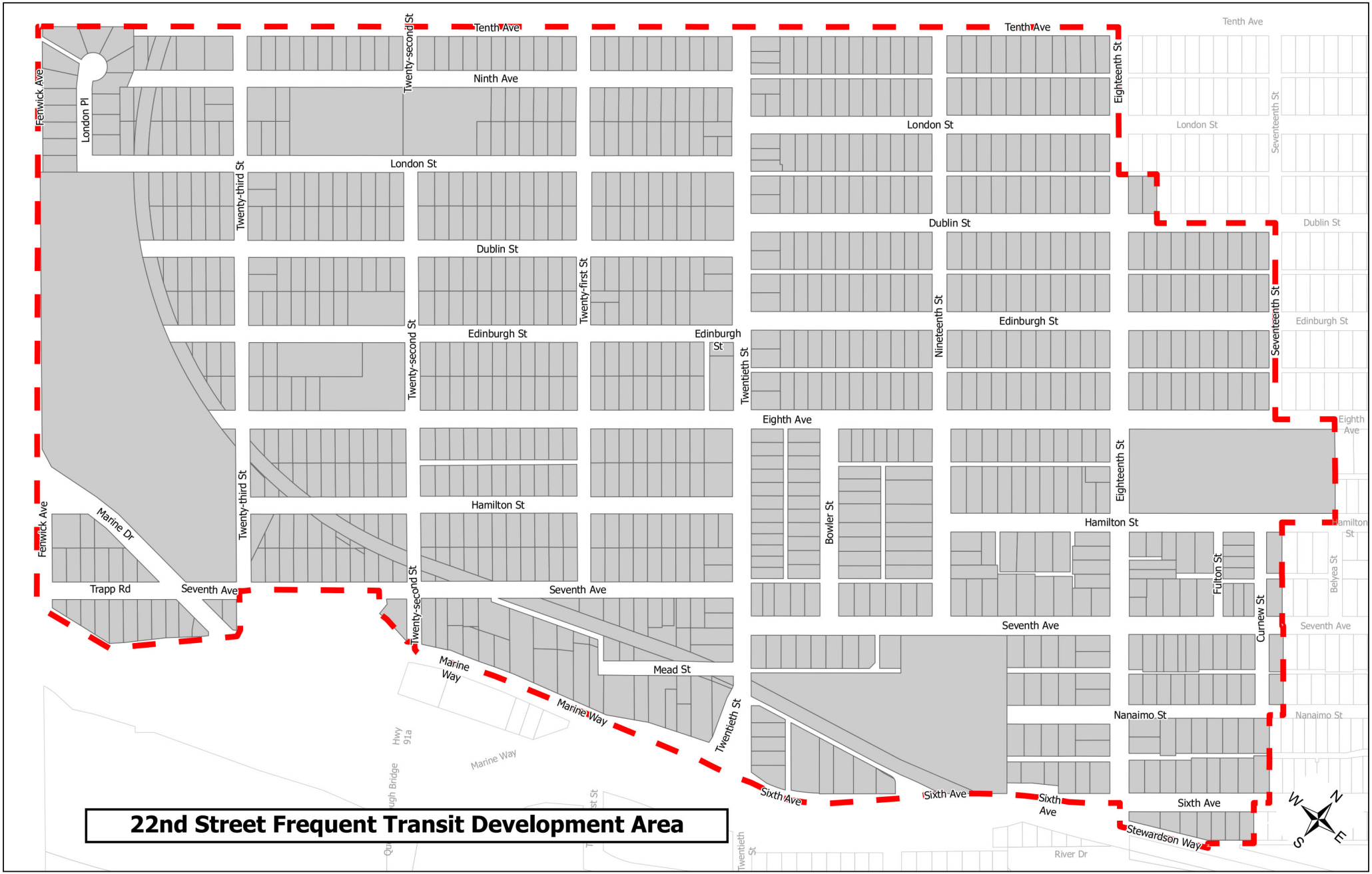
Number of Properties: 14



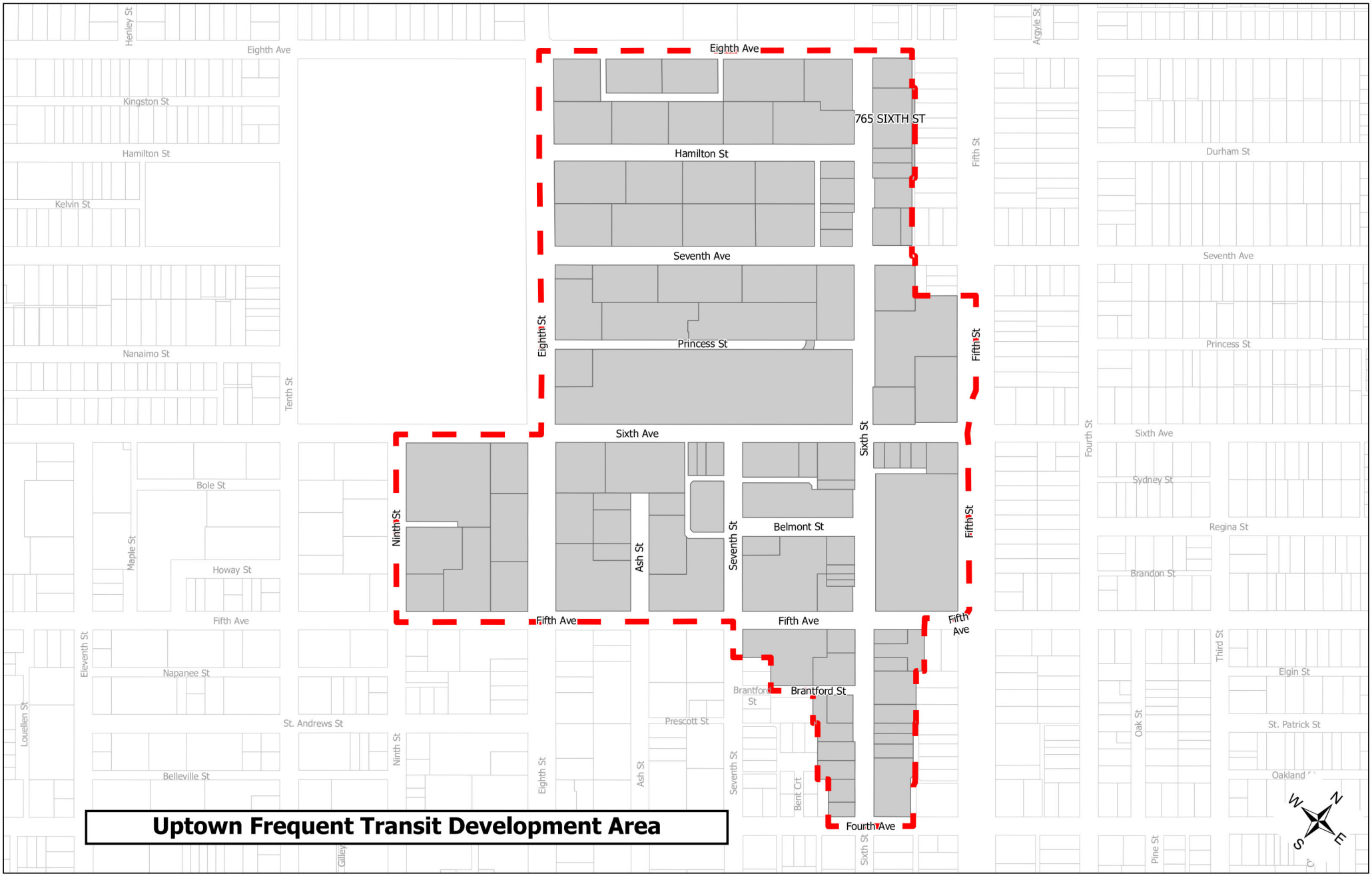
Date: 2026/Mar/16

Schedule 6
to Bylaw No. 8574, 2026

“Frequent Transit Development Areas”

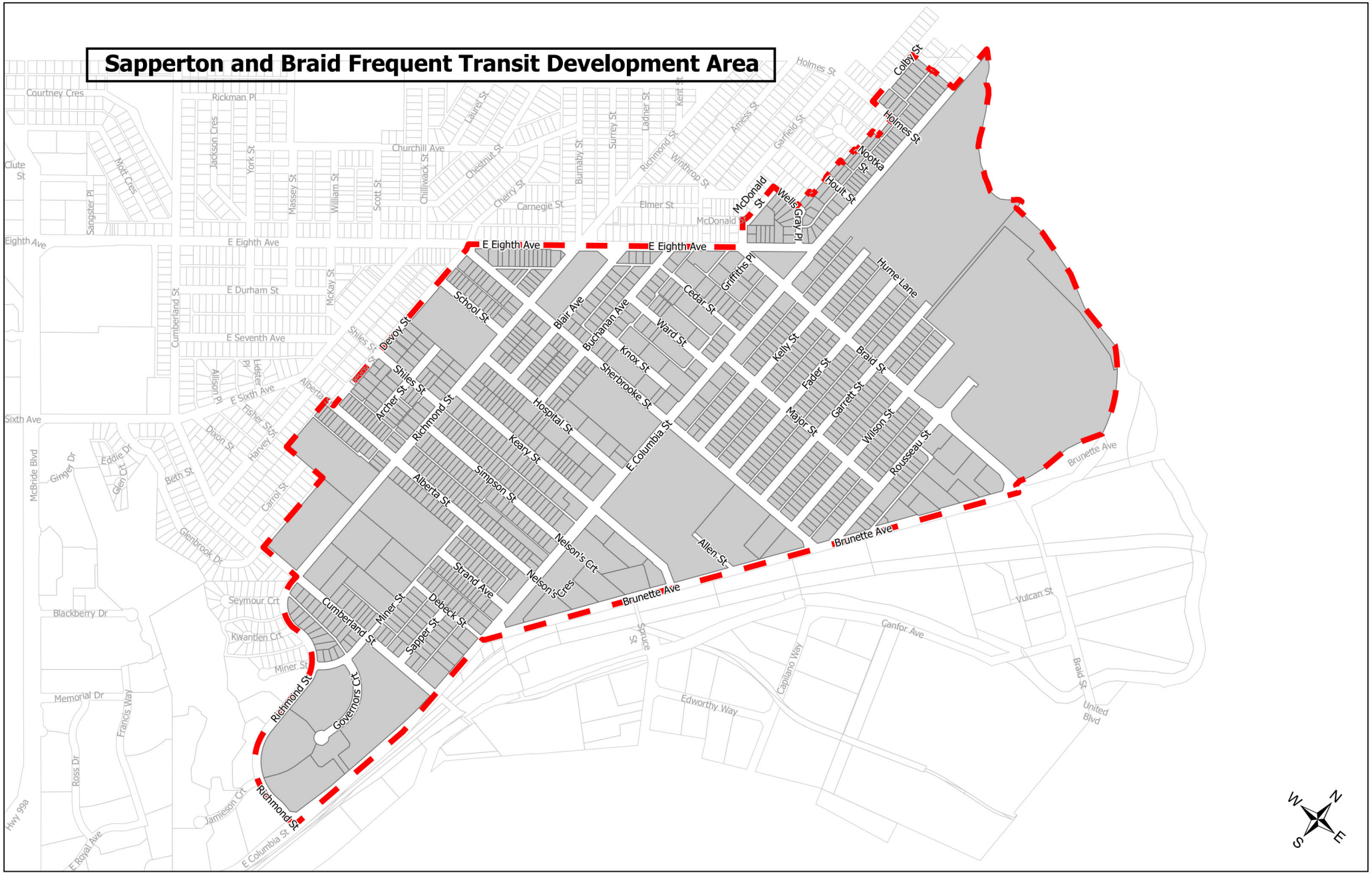


22nd Street Frequent Transit Development Area



Uptown Frequent Transit Development Area

Sapperton and Braid Frequent Transit Development Area



Schedule 7
to Bylaw No. 8574, 2026

“Regional Context Statement”

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

The following section outlines the Official Community Plan policies (and additional policies) that demonstrate New Westminster's contribution to reaching the regional federation's Regional Growth Strategy targets. Supplementary information is provided on how these policies, along with other applicable plans and strategies, will work together to contribute to meeting these regional targets.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	The City of New Westminster is entirely within the Urban Containment Boundary, except for Poplar Island as shown in Map 4 (Regional Land Use Designations). As a result, 100% of residential growth in New Westminster will occur within the Urban Containment Boundary. Figure 1 of the Official Community Plan (OCP) shows the City's demographic projections for 2024 – 2049. These generally align with Metro Vancouver's 2025 high growth scenario projections for population and dwelling units. Text in the Growth Management section of the OCP cites Metro Vancouver's 2025 high growth projection for employment growth. The land use designation maps in the Official Community Plan, and the Downtown and Queensborough Community Plans (schedules to the OCP) provide capacity for projected population, dwelling units and employment numbers.	
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	New Westminster is projected to accommodate 3.27% of regional population growth, 3.69% of regional dwelling units, and 2.72% of regional employment growth under the Metro Vancouver Medium Growth Scenario (2025 Update). The City acknowledges its central location in the region, and good supply of regional transit facilities, and commits to further intensification of housing and jobs within the Urban Containment Boundary. The City has an Urban Centre, being Downtown, and three Frequent Transit Development Areas (FTDAs), being: • Sapperton and Braid; • 22nd Street; and • Uptown.	The Long Range Vision for the Neighbourhood Around the 22nd Street SkyTrain Station imagines a high density mixed-use core at the transit hub, in the form of a Transit Village, with services and amenities that enable residents to meet their daily needs close to home. At build-out, the area could accommodate approximately 30,000 new residents. The 22nd Street Station FTDA aligns with the Vision.

Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%	Significant population, dwelling unit, and employment growth will be accommodated in these locations. As an Urban Centre, the Downtown accommodates a larger share of the city's growth. The City has identified that Downtown (covered by the Downtown Community Plan (DCP)) is estimated to accommodate approximately 33% of the population growth. Queensborough (covered by the Queensborough Community Plan (QCP)) is estimated to accommodate approximately 13% of the population growth. The rest of the municipality (covered by the Official Community Plan) is estimated to accommodate 54% of the population growth. Figure 2 (Share of Projected Housing Growth (2024-2049)) provides a breakdown of the anticipated housing growth for each of the City's planning areas. The Downtown will accommodate approximately 34% of the City's dwelling unit growth. A large portion of population, dwelling unit and employment growth will be accommodated within the FTDAs, which aligns with the location of high density residential and mixed use land use designations in the OCP. A limited portion of the City's population, dwelling unit and employment growth is anticipated outside of the Urban Centre and Frequent Transit Areas. This will include growth within the City's Major Transit Growth Corridors. The City maintains an industrial land base which is outside of the Urban Centre and FTDAs. Employment growth is anticipated to occur in these locations through intensification of existing sites, in alignment with the regional objectives.	The City will work towards the creation of a new Downtown Community Plan (DCP) that will establish a renewed vision for the City's Urban Centre. The new community plan would remain consistent with the regional targets for residential and employment growth in Urban Centres. The City will work towards preparing further geographic breakdowns of the population, dwelling unit and employment projections for the City's Urban Centre and FTDAs. The investigation would inform future updates to the OCP and DCP. Employment growth will be accommodated through existing industrial, mixed employment and commercial properties more intensively and through the inclusion of commercial, office and retail space in mixed-use projects. The Land Use Designation Map in the OCP (Map 19) accommodates much of this growth in the Urban Centre and Frequent Transit Development Permit Areas.
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that	All of the residential and employment growth in New Westminster will occur within the Urban Containment Boundary. Each of the City's five SkyTrain stations are encompassed by an Urban Centre or FTDA. The City is also well served by two Frequent Transit Network routes. The area with high density land use designations along these routes is also captured in a Frequent Transit Development Permit Area. The majority of population, housing and employment growth will be concentrated in these areas. The Land Use Designation Maps for the OCP (Map 19) and DCP (Schedule F) include land use designation maps that are consistent with	The City will work towards further investigating the location and distribution of projected future dwelling unit, population and employment growth. The investigation would inform updates to the OCP and DCP.

growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	guidelines set out in Table 2 and Map 2 in Metro 2050, ensuring that growth is consistent with Metro 2050. These land use maps focus growth in the Urban Centre and the FTDAs. OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensures growth contributes positively to the neighbourhood context. The policy, combined with the land use designation map, ensures that most new residences outside of Downtown and Queensborough will be located within FTDAs that will be mixed use, pedestrian oriented nodes well served by transit. OCP Policies 3.2, 3.3 and 3.6 encourage employment growth to occur through more intensive use of existing industrial and commercial properties as well as through the inclusion of commercial, office and retail space in new mixed use projects. The DCP Strategies 7a and 7b direct the City to facilitate further population growth in the Urban Centre. A significant portion of the City's employment forecast is anticipated to occur within the Downtown Urban Centre through new commercial, office, retail and institutional development. DCP policy actions 6b and 6c also direct the City's to ensure the Downtown Urban Centre becomes a unique and successful regional business centre that attracts new office and employment uses in the centre.	

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

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment	OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. OCP Action 5.3b directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. The Environmental Strategy and Action Plan includes Strategy 13.3 "Increase the area of natural habitat." The City will continue to pursue this Strategy in an effort to align with the regional target for protected natural lands. OCP Action 5.3a directs the City's to Implement the Urban Forest Management Strategy. This Strategy sets a target of 27% tree canopy cover by 2035.	As stated in the Urban Forest Management Strategy, the City can retain and plant more trees while still supporting development and building high quality neighbourhoods. The Strategy will target an increase in tree canopy to the North American average of 27% by 2035 by protecting and creating space for large canopy trees as the City develops. Given the dense and land constrained context

Boundary from 32% to 40% by the **year 2050.**	OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy. This Strategy identifies 10% of the City's land base be protected for natural areas.	of New Westminster, this will still be a significant contribution towards the region's larger goal for the year 2050.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	The City's OCP includes greenhouse gas emissions reduction targets that strives to meet the Metro 2050 targets (see Figure 10 in the "Energy, Emissions and Climate Change" chapter of the OCP). Implementation of the OCP includes pursuing complete communities with transit-supportive densities and land use mixes, and enabling transit-oriented development in the Downtown Urban Centre and in FTDAs through the Land Use Designation Map (Map 19 of the OCP, Schedule F of the DCP). The OCP promotes energy conservation and reducing greenhouse gas emissions. OCP Goal 4 is that New Westminster is an energy-efficient and net-zero emissions community that takes equitable and bold climate action to reduce greenhouse gas emissions and is resilient to the impacts of climate change. This is supported by OCP Policies 4.1, 4.2 and 4.3, which state the City's intentions related to energy conservation, reducing greenhouse gas emissions and encouraging low carbon energy systems.	The City's Community Energy and Emissions Plan includes a greenhouse gas emissions reduction target that strives to match the Metro 2050 target. This Plan provides a roadmap to approaching net zero greenhouse gas emissions by 2050. The City's climate goals will also be achieved through the ongoing implementation of the City's Master Transportation Plan, which prioritizes sustainable transportation through completing a network of active transportation infrastructure, supporting transit use by improving customer facilities and information, and exploring transit priority measures, and supporting transportation demand management initiatives which promote shifts to sustainable transportation and a reduction in single occupancy vehicle trips.
Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable**	OCP Policy 8.2 states the City's intention to facilitate access to affordable and non-market housing for low- to moderate-income households. OCP Actions are included that state the City should enable affordable housing through: implementation of the Inclusionary Housing Policy (8.2a); partnering with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in or near FTDAs (8.2c); and partnering with Metro Vancouver	OCP Action 3.4b directs the City to implement reGENERATE, the Vision for the neighbourhood around the 22nd Street SkyTrain Station. The Vision created for the 22nd Street Station FTDA includes the Goal 5.1: A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for

rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	to implement the Metro Vancouver Housing 10-Year Plan (8.2d). DCP Strategy 7b states the City's intention to facilitate the provision of housing that meets all affordability levels in the City's Urban Centre. Action 7b states that new non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. OCP Action 8.2c directs the City to partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in or near FTDAs. The combination of these policies and actions will contribute toward the regional target of having at least 15% of newly completed housing units built within Urban Centres, FTDAs and Major Transit Growth Corridors be affordable rental housing units.	everyone to call home. The Vision also includes strategy 5.2.7 which identifies tools for encouraging affordable housing within the FTDA. The same approach will be taken to the future planning for the City's other FTDAs.

Metro 2050 Goal 1: Create a Compact Urban Area

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

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*Please see response in Targets section.*	*Please see response in Targets section.*
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please see response in Targets section.*	*Please see response in Targets section.*

Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%		
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***d) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***e) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** f) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	*Please see response in Targets section.*	*Please see response in Targets section.*

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 4)	The Regional Land Use Designation Map (Map 4) identifies the Urban Containment Boundary, in alignment with Map 3 of the Regional Growth Strategy.
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please see response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver	OCP Action 12.1d directs the City to liaise with Metro Vancouver Liquid Waste Services and Water Services to

		Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	OCP Action 8.5a and Queensborough Community Plan (QCP) Action 7.4c direct the City to create a Noise Attenuation Program in order to mitigate noise in residential units. QCP Action 2.4a directs the City to work with the Province, TransLink and the Vancouver Fraser Port Authority to minimize visual, noise and general mobility impacts on the community from goods transportation routes and related activities. DCP Strategy 5b directs the City to reduce and mitigate noise impacts from Downtown's goods movement corridor. The City's OCP, QCP and DCP development permit guidelines include noise related guidelines with the intent of encouraging new buildings to utilize noise abatement techniques to minimize impacts from adjacent activities. Industrial development permit area guidelines include direction to reduce the impact of noise on pedestrians and neighbours.
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.23	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please see response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban	The Regional Centre and Frequent Transit Development Areas Map (Map 5) identifies the City's Regional City Centre and Frequent Transit Development Areas, in alignment with Map 4 of the Regional Growth Strategy.

		Centres and Frequent Transit Development Areas) and Map 4	
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	*Please see response in Targets section*
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	OCP Action 3.3e directs the City to continue to encourage office development in strategic locations, including the Downtown Urban Centre and the FTDAs.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	OCP Policy 11.8 states the City's intention to implement parking management strategies and other transportation demand management measures. OCP Action 11.8a directs the City to develop parking strategies for SkyTrain stations, Frequent Transit Development Areas and for Frequent Transit corridors. OCP Action 11.6a directs the City to design the FTDAs and connecting corridors to prioritize road space for transit, while providing a safe, comfortable walking and cycling environment. DCP Strategy 10f encourages efficiency and sustainability by managing demand for and supply of parking. The City's Zoning Bylaw has been updated to reflect that residential parking requirements do not apply within Transit Oriented Areas.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	OPC Policy 1.1 states the City's intention to facilitate a more equitable and livable city in which all residents can meet their basic needs. OCP Action 1.1a directs the City to develop and implement a Social Equity Policy. OCP Policy 1.4 states the City's intention to encourage social connectedness, neighbourliness and community building. OCP Action 6.2a directs the City to continue to develop emergency response strategies, in collaboration with public safety agencies and community organizations, that address the needs of vulnerable residents. These, and other Community and Individual Well-Being policies, are supported by a range of related City policies such as the Tenant Relocation Policy and initiatives such as the New Westminster Rent Bank, and Connect and Prepare.

	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	OCP Policy 1.9 states the City's intention to facilitate the development of an adequate number of high-quality, accessible and affordable child care spaces that meet the needs of residents and workers. Action 1.9b directs the City to continue to implement the City's Child Care Strategy, which includes policy action to establish targets for child care spaces in sub-areas of the city, larger developments and master planned communities. DCP Strategy 8a states the City's intention to support Downtown Urban Centre as a family friendly neighbourhood, with sufficient services and amenities to meet the needs of households with children and youth. This includes supporting actions related to the provision of child care.
	vii)	consider the implementation of green infrastructure	OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. OCP Action 5.3c directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity. OCP Policy 12.2 states the City's intention to integrate stormwater management into the planning and design of buildings, infrastructure and open spaces. OCP Action 12.2a states the City's intention to Implement the Integrated Stormwater Management Plan (ISMP) which includes low-impact design strategies to ensure the reduction in volume of stormwater runoff, improvement of water quality, and enhancement of natural areas and receiving water bodies.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	OCP Policy 1.10 states the City's intention to develop civic facilities, infrastructure, programs and services that are accessible to and inclusive of an aging population. The City will work towards an implementation approach that prioritizes investment in FTDAs. Section 14 of the DCP, Community Infrastructure, identifies a range of strategies to ensure infrastructure and amenities are capable of handling the anticipated future growth in the Urban Centre. This will be guided by the section goal: Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.
	ix)	support the provision of community services and spaces for non-profit organizations	OCP Goal 1 states New Westminster is an equitable, inclusive, safe and welcoming place where all community members have opportunities to contribute, while feeling connected and accepted. This goal is advanced through various initiatives involving collaboration with and support for community and social service agencies and non-profit organizations, such as New Westminster's Crisis Response Pilot Project. OCP Policy 2.3 states the City's intention to enhance the city's cultural facilities and creative community spaces. The

			City offers support to local arts, heritage and cultural non-profit organizations to create and present events and services that contribute to the artistic and cultural fabric of the city. Section 12 of the DCP includes the goal: Downtown is a vibrant arts and cultural hub of the City. This is supported by actions such as: encourage the creation of affordable and appropriate meeting space for small arts and culture groups; and create a flexible, affordable performance space that will support independent artists with little financial risk.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	The City's Urban Centre and FTDAs do not overlap with the regionally designated Employment lands in the City of New Westminster.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	OCP Policy 11.7 states the City's intention to minimize the impacts of vehicles and goods movement within and through the city. OCP Actions, including 11.7b, aim to work with partners to minimize the impact of goods moment on adjacent land uses. OCP Action 8.5a and QCP Action 7.4c direct the City to create a Noise Attenuation Program in order to mitigate noise in residential units. QCP Action 2.4a states the City's intention to work with the Province, TransLink and Port of Vancouver to minimize visual, noise and general mobility impacts on the community from goods transportation routes and related activities. DCP Strategy 5b directs the City to reduce and mitigate noise impacts from Downtown's goods movement corridor. The City's OCP, QCP and DCP development permit guidelines include noise related guidelines with the intent of encouraging new buildings to utilize noise abatement techniques to minimize impacts from adjacent activities. This is also supported by policies in the City's Master Transportation Plan.
	c)	Include policies for General Urban lands that:	See below.
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	The Regional Land Use Designation Map (Map 4) identifies General Urban lands and their boundaries, in alignment with Map 2 of the Regional Growth Strategy.
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban	There are no new non-residential Major Trip-Generating Uses planned outside of the Urban Centre or FTDAs. Any applications would be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval of the proposal.

		Centres and Frequent Transit Development Areas	
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	The OCP Land Use Designation Map (Map 19) allows ground oriented housing (e.g. laneway houses, multiplexes) in all single detached and duplex areas covered by the OCP. Higher density forms (e.g. townhouses and low-rise apartments) are envisioned in areas within walking distance of the existing and anticipated Frequent Transit Network. The DCP Land Use Designation Map (Schedule F) anticipates higher density uses in the Urban Centre. The City will explore updating the QCP Land Use Designation Map to allow infill once research is completed to determine whether the area's infrastructure can support additional density.
	iv)	encourage neighbourhood-serving commercial uses	Neighbourhood-serving commercial uses, such as corner stores are encouraged and permitted as complementary uses within all residential land use designations, as shown on the Land Use Designation Maps (Map 19 and QCP Map 11).
	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-Residential Major Trip-Generating Uses have been defined as any proposal that would require a change in the OCP designation for major non-residential uses exceeding 200,000 square feet in gross floor area in locations outside of the Urban Centre or a FTDA.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	New opportunities for new FTDAs in appropriate locations within Major Transit Growth Corridors will be considered as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives. These Plans would be referred to Metro Vancouver and TransLink for comment prior to the City of New Westminster considering approval.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	OCP Policy 11.5 states the City's intention to collaborate with TransLink to provide improved transit services and facilities that increase the attractiveness of transit. OCP Action 11.5e directs the City to work with neighbouring municipalities, external agencies and senior levels of government to achieve region-wide transit improvements to reduce vehicle use across the region. The City has similar OCP Actions related to using partnerships to achieve regional greenways and inter-municipal connectivity (11.3d) and to ensure seamless cycling connections across municipal boundaries (11.4f).

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	OCP Policies 11.3, 11.4, 11.5 and 11.6 state the City's intention to support enhanced transit, walking, cycling and rolling in New Westminster. OCP Action 11.6a directs the City to design the FTDAs and connecting corridors to prioritize road space for transit, while providing a safe comfortable walking and cycling environment. Similar policies are included in the DCP (Section 10) and QCP (Section 9). The greenway, bike and transportation network outlined in the City's Master Transportation Plan are reflected in the Land Use Designation Maps in the OCP (Map 19), QCP (Map 11) and DCP (Schedule F).
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	OCP (Map 19) and DCP (Schedule F) Land Use Designation Maps locate land use designations that allow community, institutional, medical/health, education and local serving retail uses in Urban Centres or areas with good access to transit.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Recognizing that with limited land available, innovative approaches are needed to create new parks and open spaces throughout existing developed areas, OCP Policy 9.4 states the City's intention to find innovative opportunities to create parks and open spaces. In addition, OCP Action 10.2c directs the City to create a placemaking strategy which will identify innovations in public space animation, enhancement and management. OCP Action 11.2a directs the City to explore opportunities through development projects along designated Great Streets to implement walking, cycling, transit and place-making elements in accordance with the Great Street policies contained in the Master Transportation Plan.
	d)	respond to health and climate change-related risks by providing equitable access to:	See below.
	i)	recreation facilities	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts of and risk to the natural environment, property and public health due to climate change. Through OCP Action 4.4b the City recognizes the role access to recreation facilities plays in the City's response to extreme weather events by directing the City to ensure

			neighbourhoods are well served by civic and community facilities that could function as emergency gathering centres or places of refuge during or after extreme weather events. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. OCP Policy 9.3 states the City's intention to ensure versatile recreation facilities and programming that are responsive to the changing needs of the community. OCP Action 4.1b directs the City to implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related greenhouse gas emissions. The Active Transportation Network Plan, which serves as an extension to the Master Transportation Plan, identifies a core network connecting commercial areas, civic facilities, schools, parks, and interregional routes. The Active Transportation Network Plan has guiding principles to have a network that is comfortable for people of all ages and abilities, all year round; that places all residents within a short walking, rolling, or cycling distance; and is connected to all neighbourhoods and major destinations.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	OCP Policy 9.1 states the City's intention to maintain and develop a network of trails and greenways to ensure a high-quality recreational experience. OCP Policy 9.2 states the City's intention to provide well-designed parks and open spaces that accommodate and respond to the needs and demands of the diverse and growing community. OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. Natural features along greenways and in public spaces can help connect nature within the city and improve overall ecological health, while providing access to high quality green spaces.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	OCP Policies 11.3, 11.4, 11.5 and 11.6 state the City's intention to support enhanced transit, walking, cycling and rolling for all ages and abilities. Policy 11.4 recognizes that the network must include facilities that support cycling, such as well-located bike racks, places to rest along routes, drinking fountains and secure end-of-trip bike parking and supporting facilities at destinations. OCP Action 11.6a directs the City to design the FTDAs and connecting corridors to prioritize road space for transit, while providing a safe comfortable walking and cycling environment. Similar policies are included in the DCP (see Section 10) and QCP (see Section 9). OCP Action 10.2b directs the City to develop a Street Tree Master Plan that is compatible with the tree

			canopy cover target as outlined in the city-wide Urban Forest Management Strategy.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	OCP Policy 1.6 states the City's intention to facilitate opportunities for growing food and participating in food culture. OCP Action 1.6a directs the City to support the development of a comprehensive food strategy in collaboration with community stakeholders. OCP Action 1.6b directs the City to continue to develop community gardens in public spaces. Community gardens in private spaces are encouraged through the City's development permit guidelines. Similar policies and actions are included in the DCP and QCP.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	The City established a Memorandum of Understanding with Fraser Health to ensure that a comprehensive health lens was imbedded in every section of the OCP. OCP Policy 1.3 states the City's intention to foster a community that proactively addresses health issues and facilitates healthy built environments. The Policies of the OCP (11.7), QCP (2.4) and DCP (5b) focus on working with various partners to minimize the impact of goods movement on adjacent land uses. Actions identified include the creation of a Noise Attenuation Program for new residential units (OCP Action 8.5a), and incorporate the FCM's guidelines, found in Guidelines for New Development in Proximity to Railway Operations (OCP Action 6.4a). The City will work towards identifying additional approaches to mitigate significant negative social and health impacts during the development of community plans.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	OCP Policy 1.1 states the City's intention to facilitate a more equitable and livable city in which all residents can meet their basic needs. OCP Policy 1.4 states the City's intention to encourage social connectedness, neighbourliness and community building. The City's development permit guidelines give specific direction to development applicants with the intent of promoting social connections and universal accessibility.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	The City is committed to identifying opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres and FTDAs. OCP Action 3.4b directs the City to implement reGENERATE, the Vision for the neighbourhood around the 22nd Street SkyTrain Station. The creation of the Vision for the 22nd Street Station FTDA was framed by the City's commitments to truth and reconciliation such as applying lessons from the City's A Year of Truth. As a result, the Vision includes Goal 8.1: A community that celebrates the Coast Salish context of

			the lands, and where opportunities for cultural revitalization and reconciliation are provided. The same approach will be taken to the future planning for the City's other FTDAs and the Urban Centre.
Strategy 1.4: Protect Rural lands from urban development			
Policy 1.4.3	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	There are no regionally designated agricultural or rural lands in the City of New Westminster. There are no Agricultural Land Reserve lands in the City of New Westminster.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	OCP Policy 5.1 states the City's intention to protect, enhance and connect natural habitat areas and ecological systems, including the Fraser River, Brunette River, Glenbrook Ravine and large treed parks. The Fraser River, Brunette River and Glenbrook Ravine are identified as sensitive ecosystems on Map 9 of the OCP. OCP Action 5.3b states the City's intention to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. Similar policies and actions are included in the QCP and DCP.

Metro 2050 Goal 2: Support a Sustainable Economy

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

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

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

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	OCP Goal 3 states: New Westminster has a diverse and adaptive economy and is a desirable place to work, live, shop and invest. This is supported by a range of policies that state the City's intention to support its diverse economic base including for industrial (3.2), office (3.3), retail and services (3.4) and institutional uses (3.5). The DCP, which covers the City's Urban Centre, has similar policies in place. The land use designations on the OCP Land Use Designation Map (Map 19) include land use designations designed to deliver medium and high density mixed-use buildings, with retail, office, and institutional, in strategic areas of the city that align with the FTDAs (22nd Street, Uptown and Sapperton and Braid). Some additional density is permitted on other current and future Frequent Transit Network routes. The DCP Land Use Designation Map (Schedule F) anticipates higher density mixed use buildings, in alignment with the regional-serving and city-serving employment and commercial services. The building form is further controlled by the OCP and DCP development permit guidelines.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage	OCP Policy 3.1 states the City's intention to foster knowledge-based and creative industries that cultivate innovation, promote entrepreneurship and generate employment. OCP Action 3.3c directs the City to review the Zoning Bylaw to minimize barriers to achieving office development and versatile workspace in new and existing units. OCP Action 3.3e

		office development, variable development cost charges, and/or other incentives	directs the City to encourage office development in strategic locations, including the Downton Urban Centre and the FTDAs. OCP Policy 3.4 states the City's intent to promote a diverse range of retail and services for all residents and employees. There are similar policies in the DCP and QCP.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	The land use designations on OCP Land Use Designation Map (Map 19) include land use designations designed to deliver medium and high density mixed-use buildings, with retail, office, institutional, in strategic areas of the city that align with the FTDAs (22nd Street, Uptown and Sapperton and Braid). Some additional density is permitted on other current and future Frequent Transit Network routes. The limited additional commercial and service space is focused on current and future Frequent Transit Network routes. Map 19 reduced the amount of land designated for commercial uses compared to the previous OCP. The DCP Land Use Designation Map (Schedule F) anticipates higher density mixed use buildings, in alignment with regional and city-serving employment and commercial services.
Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land			
Policy 2.2.9	**Section**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	The Regional Land Use Designation Map (Map 4) identifies the Industrial and Employment, in alignment with Map 7 of the Regional Growth Strategy. The Land Use Designation Maps in the OCP (Map 19), DCP (Schedule F) and QCP (Map 11) identify Industrial and Employment designations that align with Metro 2050 Map 7.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	There are no Trade-Oriented lands identified within the City of New Westminster.

	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	The land use designations for Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) clearly define industrial land purpose as to allow industrial uses including heavy and light industrial uses and those industrial uses that are dependent on riverfront access. OCP Action 3.2a and QCP Action 2.3e direct the City to protect industrial designated sites by providing clear direction to land owners, the real estate community and potential purchasers that conversion to non-industrial uses will not be supported.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	The land use designations for Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) define complementary uses that are permitted. The City will work towards allowing limited-scale ancillary commercial spaces.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	The land use designations for Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) clearly define industrial lands. Uses that are not supportive of industrial activities, including medium and large format retail uses, residential uses, and standalone office uses, are not permitted.
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	OCP Policy 3.2 and QCP Policy 2.3 states the City's intent to protect the industrial land base and encourage employment-intensive and sustainable industrial uses. OCP Action 3.2a directs the City to work with commercial real estate firms, developers, Metro Vancouver and Vancouver Fraser Port Authority to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Vancouver Fraser Port Authority policies. QCP Action 2.3a directs the City to include Queensborough industrial businesses in outreach activities undertaken by the City's Economic Development Office to learn more about challenges and opportunities facing them, as well as to gather input on how the City can assist in their success. These policies are supported by the Zoning Bylaw, which has limited regulations in place for development form and density.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	OCP Policy 11.8 states the City's intent to implement parking management strategies and other transportation demand management measures.

	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	OCP Policy 3.2 and QCP Policy 2.3 state the City's intent to protect the industrial land base and encourage employment intensive and sustainable industrial uses. OCP Action 3.2a directs the City to work with commercial real estate firms, developers, Metro Vancouver and Vancouver Fraser Port Authority to encourage efficient use of industrial lands, in compliance with the Metro Vancouver Regional Growth Strategy and Vancouver Fraser Port Authority policies. QCP Action 2.3a directs the City to include Queensborough industrial businesses in outreach activities undertaken by the City's Economic Development Office to learn more about challenges and opportunities facing them, as well as to gather input on how the City can assist in their success.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	OCP Policy 3.2 and QCP Policy 2.3 states the City's intent to protect the industrial land base and encourage employment intensive and sustainable industrial uses. OCP Action 3.2c directs the City to explore ways to improve transportation access to each of the city's industrial areas. OCP Policy 12.1 states the City's intent to plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	New Westminster is located at the crossroads of major regional transportation networks, including provincial highways, TransLink's Major Road Network, railways and water shipping routes. The Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) locate industrial lands along goods movement routes. This includes locating industrial lands along rail lines and along the waterfront, and allowing for goods movement by rail and by short sea shipping. OCP Action 3.2c directs the City to explore ways to improve transportation access to each of the city's industrial areas. OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan. QCP Action 9.7a directs the City to encourage increased use of rail and marine transportation routes over trucks and truck routes for goods movement. There are no identified Trade-Oriented lands in the City of New Westminster.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and	Development Permit Areas in the OCP (6.4) and QCP (C1 and C2) include guidelines that require applicants to consider appropriate measures such as buffers and screening, lighting, and tree planting to minimize impacts on neighbours. Additional guidelines are in place with the intent that building energy

		sensitive land uses, and to improve resilience to the impacts of climate change	performance be optimized by employing passive strategies and where possible by using energy from renewable sources. The City will work towards updating industrial design guidelines to follow best practices for improving air quality and reducing the impact of air emissions.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	There are no identified Trade-Oriented lands in the City of New Westminster.
	d)	include policies for Employment lands that:	See below.
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) designate land as Mixed Employment in strategic locations. The purpose of this designation is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. OCP Policy 3.2 and QCP Policy 2.3 state the City's intent to protect the industrial land base and encourage employment-intensive and sustainable industrial uses. OCP Action 3.1b also directs the City to create a master plan for Lower Twelfth Street that encourages a creative and non traditional mix of uses, including residential, commercial, and ultra light industrial.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Large and medium retail is not permitted in the City's Mixed Employment Land Use in the OCP (Map 19) and QCP (Map 11). Instead the City designates strategic locations as medium or high density mixed use to enable retail in close proximity to housing and frequent transit. The QCP Land Use Designation Map (Map 11) includes the one site designated for large format retail in New Westminster.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	The Land Use Designation Maps in the OCP (Map 19) and QCP (Map 11) designate land Mixed Employment in strategic locations. The purpose of this designation is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. Density will range based on the context of the subject site. Instead, the Land Use Designation Maps in the OCP (Map 19) and DCP (Schedule F) provide opportunities for commercial and employment land uses in medium and high density mixed use forms within the FTDAs and Urban Centre. The limited additional commercial and employment land permitted by the OCP Land Use Designation Map (Map 19) outside of an FTDA is focused on current and future Frequent Transit Network routes.

	iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	There are no regionally-designated Employment lands in FTDAs or the Urban Centre in New Westminster. However, the Land Use Designation Map in the OCP (Map 19) provides opportunity for commercial and employment land uses in medium and high density mixed use forms within the FTDAs. The limited additional commercial and employment land permitted by the OCP Land Use Designation Map (Map 19) outside of an FTDA is focused on current and future Frequent Transit Network routes. The Land Use Designation Map in the DCP (Schedule F) envisions the highest density development in the City, as the Downtown, the City's Urban Centre, is anticipated to have city-serving employment and commercial services.
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Regionally designated Employment lands in New Westminster generally have the municipal Mixed Employment land use designation applied. No residential land use is permitted. The purpose of this designation is to allow a variety of commercial, light industrial and service commercial uses with a focus on employment generation. Retail uses are only permitted when ancillary to the business on these properties (e.g. small scale retail).
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	OCP Policy 4.2 states the City's intent to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. OCP Action 4.2b directs the City to implement the actions and policies of the Community Energy and Emissions Plan 2050 to reduce energy use and related greenhouse gas emissions in new and existing buildings. The Community Energy and Emissions Plan includes specific actions related to retrofitting existing and requiring new commercial and industrial buildings to be built to high energy efficiency standards that helps reduce emissions.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	OCP Policy 4.4 demonstrates the City's intent to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines.

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	**Policy**	**Applicable OCP Policies**
Policy 2.3.12	**Adopt Regional Context Statements that:**		
	a)	specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	OCP Policy 1.6 states the City's intent to facilitate opportunities for growing food and participating in food culture. OCP Action 1.6a directs the City to support the development of a comprehensive food strategy. OCP Action 1.6d directs the City to work with appropriate stakeholders to implement the Metro Vancouver Regional Food System Strategy. OCP Action 1.6b develops community gardens in public spaces. Community gardens in private spaces are encouraged through the City's development permit guidelines. Similar policies and actions are included in the DCP and QCP.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below.
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collabo- ration with other governments and agencies	There are no regionally designated agricultural lands and no Agricultural Land Reserve areas within the City of New Westminster.

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

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

New Westminster's Official Community Plan (OCP) contributes to the goals of protecting the environment, addressing climate change and responding to natural hazards by directing the City to implement the Biodiversity and Natural Areas Strategy, the Environmental Strategy and Action Plan, the Integrated Stormwater Management Plan, and the Urban Forest Management Strategy. These plans all include guidance on how the City will work towards protecting, enhancing, restoring and connecting ecosystems, and confirm the City's commitment to protecting and enhancing conservation and recreation lands. The OCP also directs the implementation of the Community Energy and Emissions Plan and the eMobility Strategy. These plans reflect the City's commitment to playing a part in regional, national and international efforts related to both energy conservation and the reduction of greenhouse gas emissions.

Both the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP) include directions for how the City will work towards advancing land use patterns that improve resilience to climate change impacts and natural hazards, and well as reducing green house gas emissions and energy consumption to achieve a net zero region by 2050.

All policies within the Environment and Natural Areas chapter, the Energy, Emissions and Climate Change chapter and the Hazard Management chapter of the OCP support the City's intention to protect the environment, address climate change and respond to natural hazards.

Goal 3 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	*Please see response in Targets section.*	*Please see response in Targets section.*
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	*Please see response in Targets section.*	*Please see response in Targets section.*

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
Policy 3.1.9	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The Regional Land Use Designation Map (Map 4) identifies Conservation and Recreation lands, in alignment with Map 2 of the Regional Growth Strategy. The OCP Land Use Designation Map (Map 19) designates lands as Habitat/Natural Areas in alignment with the lands identified on Metro 2050 Map 2.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. The Strategy includes an action to explore partnerships with First Nations, non-profit organizations, and Federal and Provincial governments to acquire, enhance, protect and manage natural areas.
	i)	drinking water supply areas	There are no drinking water supply areas within the City of New Westminster.
	ii)	environmental conservation areas	OCP Actions 5.1a and 5.3b directs the City to protect conservation areas such as Glenbrook Ravine and implement the Environmental Strategy and Action

			Plan to further guide the protection of conservation areas. Regionally designated environmental conservation areas are also protected by the Habitat/Natural Area Land Use Designation and the Parks, Open Space and Community Facilities Land Use Designation. Both of these land use designations ensure that the conservation lands are preserved as natural areas. Please see OCP Land Use Designation Map (Map 19).
	iii)	wildlife management areas and ecological reserves	OCP Policies 5.1 and 5.4 state the City's intention to ensure that wildlife management areas and ecological areas such as the Fraser River, the Brunette River, Glenbrook Ravine and the city's various parks are protected and enhanced.
	iv)	forests	OCP Policies 5.1 and 5.4 state the City's intention to protect ecological systems, and are further supported by OCP Action 5.3a which directs the City to implement the Urban Forest Management Strategy to protect forests within the city.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	OCP Action 5.2c directs the City to apply the Riparian Area Protection Regulation in the evaluation of development applications adjacent to watercourses. Additionally, the Habitat / Natural Area Land Use Designation preserves intertidal areas of the Fraser River foreshore in a predominantly natural state. See OCP Land Use Designation Map (Map 19).
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	OCP Actions 5.2a, 5.2b, 5.2c and 5.2d direct the City to support the implementation of the Riparian Areas Protection Regulation. Similar Actions are included in the DCP and QCP.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	All ecosystems which are on lands with a Conservation and Recreation regional designation within the city are protected with either the Habitat / Natural Area Land Use Designation or the Parks, Open Space and Community Facilities Land Use Designation. See OCP Land Use Designation Map (Map 19).
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities;	The purpose of the OCP Habitat / Natural Area Land Use Designation is to preserve intertidal areas of the Fraser River foreshore in a predominantly natural state. The principal use permitted is natural habitat areas. Complementary uses may include trails, parks, open space, and log boom storage where they do not conflict with the principal use. The purpose of the OCP Parks, Open Space and Community Facilities Land Use Designation is to provide places of public assembly and recreation. Principal uses include parks, open space, natural areas, community activities, cultural uses, and community facilities such as libraries or community

		• limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	centres, and City facilities. Complementary uses may include retail and restaurant uses, and other similar activities and uses if these enhance the unique character of a site or increase social activity and interest. See OCP Land Use Designation Map (Map 19).
	c)	Include policies that:	See below.
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	All lands that are adjacent to regionally designated Conservation and Recreation lands have development permit requirements that require that sites are sensitively developed to consider neighboring sites. Additionally, OCP Action 9.2f directs the City to implement the Queen's Park Master Plan which includes considerations for buffering of adjacent land uses.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	The City of New Westminster or Metro Vancouver own the lands with a Conservation and Recreation regional land use designation. Each site is operating as a consolidated site. OCP Action 9.2d directs the City to consolidate City parks into one parcel per park, including those parks with a Conservation and Recreation regional land use designation.
Policy 3.2.7	**Section**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please see response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below.
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	OCP Policies 5.1, 5.2 and 5.4 state the City's intention to protect, enhance and restore natural habitat areas and ecosystems. OCP Action 5.1e directs the City to implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems. The Strategy includes policies that support the protection, enhancement and restoration of natural areas. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. OCP Action 5.3b directs the City to implement the Environmental Strategy and Action Plan to manage and protect the

			ecological integrity, biodiversity and natural assets in the city. Development Permit Areas in the OCP (7.1) and QCP (QD1) protect natural areas with development permit requirements.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	OCP Policies 5.1, 5.2, 5.3, 9.1 and 9.5 state the City's intention to create connections across natural habitats and green spaces. OCP Action 5.1c directs the City to develop a Green Infrastructure Network for the City that is consistent with the regional network proposed by Metro Vancouver. OCP Action 5.2b directs the City to protect and enhance the ecological function of waterways and associated riparian and foreshore areas on public and private lands, working with Metro Vancouver, Vancouver Fraser Port Authority and other significant waterway stakeholders, as appropriate. OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on regional green infrastructure such as the Brunette Fraser Regional Greenway. OCP Action 5.3c directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	OCP Action 5.3c directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity. OCP Action 5.3a directs the City to implement the Urban Forest Management Strategy, which includes guidance to improve connectivity between natural areas and parks.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Development permit guidelines in the OCP, QCP and DCP require setbacks and sensitive edges to neighbouring properties. OCP Development Permit Area 7.1 was developed to provide direction on the interface between the Brunette River and adjacent development. OCP Policy 5.3 states the City's intention to ensure natural features are integrated throughout the urban environment. OCP Action 5.3b directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city.
	c)	Include policies that:	See below.

	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	OCP Action 5.3b directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. OCP Action 5.2a directs the City to explore expanding the Brunette River Development Permit Area to further protect the entire segment of the river within New Westminster. OCP Actions 5.2b, 5.2c, 5.2d and 5.2e direct the City to protect waterways through the Riparian Areas Protection Regulation. OCP Action 5.3a directs the City to implement the Urban Forest Management Strategy, which includes an action to improve development permit guidelines.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	OCP Action 5.3a directs the City to implement the Urban Forest Management Strategy, which includes protections and enhancement such as canopy cover targets, urban forest management strategies, and suggested actions to improve development permit regulations. DCP Strategy 5f states the City's intention to enhance the ecological function of the streetscape, parks and other public spaces.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	OCP Action 5.1b directs the City to develop an Invasive Species Action Plan to control and prevent the introduction of new invasive plants and animals.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	OCP Actions 5.1c and 5.3c direct the City to develop a Green Infrastructure Network per the Biodiversity and Natural Areas Strategy that is consistent with the regional network proposed by Metro Vancouver. OCP Action 5.3c also directs the City to implement the actions of the Biodiversity and Natural Areas Strategy, which include enhancing green infrastructure along Regional Greenway Networks and other greenway links. Additionally, OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on the Brunette Fraser Regional Greenway to create places for recreation and education about the natural environment. DCP Strategy 5j states the City's intention to incrementally develop "Green Amenity Streets."
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	OCP Action 12.2a directs the City to implement the Integrated Stormwater Management Plan (ISMP) which includes low-impact design strategies to ensure the reduction in volume of stormwater runoff, improvement of water quality, and enhancement of natural areas and receiving water bodies. OCP Action

			5.3b directs the City to implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city. Maximizing the conservation and protection of drinking water is Goal #9 of the Environmental Strategy and Action Plan.

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

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please see response in Targets section*
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: • existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. OCP Policy 4.3 states the City's intention to pursue energy conservation and demand management, and encourage local renewable energy systems. OCP Actions 4.2b and 4.3a direct the City to implement the actions and policies of the Community Energy and Emissions Plan to reduce energy use and related greenhouse gas emissions in buildings. The Community Energy and Emissions Plan also includes actions related to reducing transportation energy use and related greenhouse gas emissions, including through the provision of zero emission vehicle charging infrastructure. OCP Action 4.1c directs the City to continue to implement the eMobility Strategy, which outlines actions the City can take to support the community's transition to electric modes of transportation. Development Permit Area Guidelines in the OCP includes measures such as buffering and screening to improve air quality from land uses. OCP Policies 11.3, 11.4, 11.5 state the City's intention to improve transit service, cycling infrastructure and pedestrian environments which reduce reliance on vehicle and consequently reduce energy consumption and greenhouse gas emissions while improving air quality. OCP Actions 4.1b directs the City to implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented

			neighbourhoods as key strategies to improve quality of life while reducing transportation related greenhouse gas emissions.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	OCP Goal 12 states New Westminster has reliable and innovative servicing that efficiently and effectively meets the needs of the community and reduces impacts on the environment. Policy 12.1 states the City's intent to plan, construct and operate City services in a manner that best serves the community while protecting public health and the environment. OCP Action 12.1a directs the City to update and implement asset management, operation and maintenance action plans. This update will include a focus on investments in the Urban Centre and FTDAs. OCP Action 11.6a directs the City to prioritize transportation infrastructure and amenities in FTDAs.
Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
Policy 3.4.5	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. This Plan will identify the climate related risks to the city and actions to improve resiliency. Through OCP Action 4.4b the City recognizes the role access to recreation facilities plays in the City's response to extreme weather events by directing the City to ensure neighbourhoods are well served by civic and community facilities that could function as emergency gathering centres or places of refuge during or after extreme weather events. OCP Action 4.4c directs the City to regularly update hazard, risk, and vulnerability assessments. OCP Goal 6 states New Westminster protects against land use related hazards and manages associated risks. OCP Policy 6.3 states the City's intent to protect against and minimize the impacts of sea level rise and Fraser River flooding. OCP Policy 6.4 states the City's intent to ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts. OCP Action 6.4b directs the City to regularly update hazard maps. The QCP recognizes that the entire neighbourhood is a flood hazard area. QCP Policies 5.1, 5.2, 5.3 and 5.4 all state the City's intention to protect against and manage incidents of flooding. A Flood Hazard Development

			Permit Area (QE1) includes specific guidelines for building in the floodplain. Development in this area is protected by perimeter dykes. However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum flood construction levels are set in the Development Permit Area.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	The QCP recognizes that the entire neighbourhood is a flood hazard area. QCP Policies 5.1, 5.2, 5.3 and 5.4 all state the City's intention to protect against and manage incidents of flooding. A Flood Hazard Development Permit Area (QE1) includes specific guidelines for building in the floodplain. Development in this area is protected by perimeter dykes. However, new buildings and structures in Queensborough should be constructed at an elevation that is sufficient to minimize the potential for loss of life and property damage in the event of dyke failure, or an extreme flood event that tops the perimeter dykes. The minimum flood construction levels are set in the Development Permit Area. The Land Use Designation Maps of the OCP (Map 19) and DCP (Schedule F) accommodate the majority of the City's anticipated growth, rather than being accommodated through the QCP Land Use Map (Map 11).
Policy 3.4.6	**Section**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Change Adaptation and Resilience Plan for New Westminster that includes recommended implementation actions and timelines. OCP Action 4.4c directs the City to regularly update hazard, risk, and vulnerability assessments. OCP Goal 6 states New Westminster protects against land use related hazards and manages associated risks. OCP Policy 6.1 directs the City to use emergency management programs to protect critical City infrastructure from hazard events. OCP Action 6.1a and QCP Action 5.4a direct the City to prepare emergency and recovery plans including a Critical Infrastructure Protection Plan. OCP Action 6.4b directs the City to regularly update hazard maps.

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

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

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

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

Goal 4 Targets

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

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

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context. OCP Action 8.6c directs the City to use the Housing Needs Report findings to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence. As part of the 2025 Official Community Plan update, a residential development capacity analysis was completed. This analysis took into account the area available for residential development based on the Land Use Designation Map, recent development trends, and assumptions regarding the future development of

			sites. This analysis confirmed that the Land Use Designation Map includes enough capacity to provide the total housing units required to address the finding of the City's 2024 Interim Housing Needs Report.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	OCP Policies 8.1, 8.2, 8.3 and 8.4 each support the creation of new housing that is diverse in tenure, affordability, size and type. Each is supported by OCP Actions that direct the City to develop and implement additional housing policies to address these needs (e.g. Secured Market Rental Housing Policy, Family Friendly Housing Policy, Affordable Housing Strategy). OCP Action 8.6c directs the City to use the Housing Needs Report findings to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence. Similar polices and actions are included in the DCP and QCP.
	c)	identify policies and actions that contribute to the following outcomes	See below.
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	OCP Policy 8.1 states the City's intention to create and maintain housing that offers options for people who are experiencing or at risk of homelessness. OCP Action 8.1h directs the City to implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units. OCP Policy 8.2 states the City's intent to facilitate access to affordable, below- and non-market housing for low- to moderate-income households. OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. These policies focus on the areas of highest need, as identified in the City's Housing Needs Report.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	OCP Policy 8.4 states the City's intention to create neighbourhoods with housing options for people of all ages, abilities and household types to meet their changing needs. The Actions identified to support this policy direct the City to continue to implement the Adaptable Housing Policy (OCP Action 8.4a), Family Friendly Housing Policy (8.4b) and ground oriented infill housing (8.4c) which will increase housing choice in the city. Each of these policy documents also apply to the area covered by the DCP and QCP.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. OCP Policy 8.4 states the City's intention to create neighbourhoods with housing options for people

			of all ages, abilities and household types to meet their changing needs. The Land Use Designation Maps in the OCP (Map 19), QCP (Map 11) and DCP (Schedule F), confirm that residential buildings (or residential portions of buildings) can include rental housing, co-op housing, and various levels of supportive housing (e.g. complex care, supportive care, or assisted living) when in compliance with the form in the land use designation and when in keeping with City policies.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	OCP Action 8.4c directs the City to implement opportunities to increase the variety and stock of ground oriented infill housing such as duplexes, triplexes, and multiplexes. The Land Use Designation Map in the OCP (Map 19) allows a mix of ground oriented infill housing forms including duplexes, triplexes, quadraplexes, cluster houses, infill townhouses, infill rowhouses and other equivalent ground oriented housing forms in all single detached and duplex areas covered by this Plan. The City will work towards updating the QCP Land Use Designation Map (Map 11) to allow ground oriented infill housing once research is completed on whether the area's infrastructure can support more housing.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	The Land Use Designation Map in the OCP (Map 19) was created to align with the City's Master Transportation Plan. The Land Use Designation Map locates the highest number of new housing units within the FTDAs surrounding the SkyTrain stations outside of Downtown. The next highest number of new housing units is located along pedestrian-oriented transit corridors such as Sixth Street, Twelfth Street and East Columbia Street. Growth will be accommodated in the Uptown FTDA.
	vi)	increased social connectedness in multi-unit housing	OCP Policy 8.5 states the City's intention to design housing to be livable and to foster social cohesion and connectivity. OCP Policy 1.4 states the intention to encourage social connectedness, neighbourliness and community building. OCP Action 1.4a directs the City to fund community grant programs that facilitate social connectedness, neighbourliness and community building. Action 8.5b directs the City to collaborate with the Hey Neighbour Collective to develop and implement tools that encourage more socially connected, inclusive, and resilient communities for all.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	OCP Policy 10.1 states the City's intention to require a high standard of urban design to facilitate attractive and well-integrated development throughout the city. The Development Permit Area guidelines of the OCP, DCP and QCP all have all been drafted with the intent of

			integrated housing within neighbourhood contexts and high quality urban design.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. Action 4.2b directs the City to implement the actions and policies of the Community Energy and Emissions Plan 2050 to reduce energy use and related greenhouse gas emissions in new and existing buildings. OCP Policy 4.4 states the City's intention to prepare for and reduce the impacts and risk to the natural environment, property and public health due to climate change. OCP Action 4.4a directs the City to develop a Climate Adaptation Strategy for New Westminster that includes recommended implementation actions and timelines. OCP Policy 6.4 states the City's intention to ensure that buildings are designed, built, maintained and retrofitted in ways that minimize the risk of hazard impacts.
Policy 4.1.9	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please see New Westminster's Housing Needs Report. OCP Policy 8.6 states the City's intention to provide housing to meet the needs of the projected population in ways that ensure growth contributes positively to the neighbourhood context. OCP Action 8.6c directs the City to use the Housing Needs Report findings to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence. After the Housing Needs Report is updated in 2028 the OCP will be updated to reflect the updated findings.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please see New Westminster's Housing Needs Report. In addition to using the Province's standardized methodology to identify the number of housing units needed, the City conducted further analysis to understand housing needs specific to New Westminster to provide a breakdown of need by housing type. This breakdown allows for progress tracking and advocacy to senior government for funding for supportive, below- and non-market housing projects.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements	Please see New Westminster's Housing Needs Report. In addition to using the Province's standardized methodology to identify the number of housing units needed, the Report outlines the key areas of housing need. Bringing together community engagement themes, housing demand indicators, and projected housing needs, eleven priority sub-populations have been identified. These findings demonstrate that

		about special needs housing and the housing needs of equity-seeking groups	housing need and demand exist along New Westminster's Housing Spectrum, with a particular need for additional shelter beds, supportive/ transitional housing units, and affordable rental units.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please see New Westminster's Housing Needs Report. OCP Actions direct the City to implement housing policies that include detailed implementation measures. This include policies such as the Affordable Housing Policy (OCP Action 8.2b), Adaptable Housing Policy (8.4a), Family Friendly Housing Policy (8.4b) and ground oriented infill housing (8.4c) which will increase housing choice in the city. OCP Action 8.6c directs the City to use the Housing Needs Report findings to strengthen understanding of current and future housing needs, and ensure local policies, plans, and development decisions are based on recent evidence.
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose-built market rental housing displaced by redevelopment. OCP Action 8.3a directs the City to complete a Rental Replacement Policy to ensure that redevelopment of older purpose-built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster.
	c)	identify the use of regulatory tools that protect and preserve rental housing	OCP Action 8.3a directs the City to complete the Rental Replacement Policy to ensure that redevelopment of older purpose-built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing

			Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	d)	identify policies and actions that contribute to the following outcomes:	See below.
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	OCP Policy 8.2 states the City's intention to facilitate access to affordable, below and non market housing for low to moderate income households. OCP Actions are included that state the City should enable affordable housing through an updated Inclusionary Housing Policy (8.2a) and through partnerships with senior governments, charitable foundations, faith groups and non-profit organizations (8.2c). OCP Action 8.1h directs the City to implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units. This Plan acknowledges the need for an equitable distribution of projects across the City, and that all neighbourhoods play a role in supporting housing needs. It is an objective for all new projects to be located with access to services, community amenities and transit. DCP Strategy 7b states the City's intention to facilitate the provision of housing that meets all affordability levels in the City's Urban Centre. Action 7b states that new non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. OCP Action 3.4b directs the City to implement reGENERATE, the Vision for the neighbourhood around the 22nd Street SkyTrain Station. The Vision created for the 22nd Street Station FTDA includes Goal 5.1: A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for everyone to call home. The Vision also includes strategy 5.2.7 which identifies tools for encouraging affordable housing within the FTDA. The same approach will be taken to the future planning for the City's other FTDAs. In addition, uses that address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the

			Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster, may be permitted in all land use designations. Given the affordable housing crisis, supportive housing may be developed in any of the City's land use definitions.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	OCP Action 8.3a directs the City to complete the Rental Replacement Policy to ensure that redevelopment of older purpose-built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	iii)	protection and renewal of existing non-market rental housing	OCP Action 8.3a directs the City to complete the Rental Replacement Policy to ensure that redevelopment of older purpose-built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster. OCP Action 8.3c directs the City to protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy, which includes action to retain the existing rental housing stock. OCP Action 8.3d directs the City to seek necessary resources to support the enforcement of the Standards of Maintenance Bylaw to ensure buildings are maintained to a livable standard. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose-built market rental housing displaced by redevelopment. OCP Action 8.3a directs the City to complete the Rental Replacement Policy to ensure that redevelopment of older purpose built market rental buildings does not lead to the untimely loss of affordable rental housing, and to add to the supply of affordable rental in New Westminster.

	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	OCP Policy 4.2 states the City's intention to encourage retrofitting existing buildings and require new buildings be built to high energy efficiency and low carbon standards. Action 4.2b directs the City to implement the actions and policies of the Community Energy and Emissions Plan 2050 to reduce energy use and related greenhouse gas emissions in new and existing buildings. The Community Energy and Emissions Plan includes several actions related to reducing energy and emissions, and prioritized the unique retrofit needs of existing multi unit residential buildings, especially rental buildings.
Policy 4.2.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	OCP Policy 8.3 states the City's intention to foster a rental housing stock in which tenants have adequate opportunities to live in healthy, safe and secure housing. OCP Action 8.3c directs the City to facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy. OCP Action 8.3e directs the City to encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	OCP Action 8.3b directs the City to update the Tenant Relocation Policy (2018), which assists tenants of purpose built market rental housing displaced by redevelopment. OCP Action 8.3c directs the City to facilitate new rental housing construction and protect existing rental housing through the continued implementation of the Secured Market Rental Housing Policy.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	OCP Action 8.2d directs the City to partner with Metro Vancouver to Implement the Metro Vancouver Housing 10-Year Plan, and to seek opportunities to partner with Metro Vancouver Housing and others to expand affordable rental housing in the city.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of	OCP Action 8.2c directs the City to partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in

		permanent, affordable, and supportive housing units	or near FTDAs. OCP Action 8.2b directs the City to implement the Affordable Housing Strategy. This Strategy provides a framework for the City to work towards being an inclusive city where all residents live in safe, appropriate and affordable housing and where there are housing choices for people of all ages and abilities. OCP Action 8.1h directs the City to implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units. This plan recommends actions and timing priorities for the provision of shelter beds and supportive housing. This plan aims to help address the three concurrent and inter-related crises of homelessness, mental health and substance use. The Plan focuses on securing funding from BC Housing to construct permanent, purpose-designed supportive housing that would be equitably distributed in neighbourhoods throughout the city.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	OCP Action 8.1h directs the City to implement the Ten-Year Supportive Housing and Wrap-Around Services Plan, which recommends actions and timing priorities for the provision of shelter beds and supportive housing units. OCP Action 8.1g directs the City to implement the Five-Year Prevention, Support and Transition Services Plan, which is aimed at addressing the immediate needs of people experiencing the three concurrent and inter-related crises of homelessness, mental health and substance use with the goal of stabilizing their lives. These two plans aim to help address the three concurrent and inter-related crises of homelessness, mental health and substance use. The Five-Year Prevention, Support and Transition Services Plan identifies shorter term recommendations for the Provincial Government that are aimed at addressing the immediate needs of people experiencing the three crises with the goal of stabilizing their lives. These shorter-term actions work in concert with the Ten-Year Supportive Housing and Wrap-Around Services Plan, which identifies longer-term and sustainable actions. These longer-term actions focus on securing funding from BC Housing to construct permanent, purpose-designed supportive housing that would be equitably distributed in neighbourhoods throughout the city.
Policy 4.3.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	OCP Action 8.2c directs the City to partner with senior governments, charitable foundations, faith groups and non-profit organizations in the development of affordable and non-market housing, to help meet the objective for most of these new units to be located in or near FTDAs. OCP Action 8.2d directs the City to

			partner with Metro Vancouver to implement the Metro Vancouver Housing 10-Year Plan, and to seek opportunities to partner with Metro Vancouver Housing and others to expand affordable rental housing in the city.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	OCP Policy 1.2 states the City's intention to create a community that is welcoming, inclusive and accepting of people with different backgrounds, cultures and lifestyles. As such, community acceptance is generally supported through initiatives that raise awareness and understanding. OCP Action 8.1a directs the City to develop a communications strategy to clearly outline the benefits of affordable housing development.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	OCP Policy 8.1 states the City's intention to facilitate the creation and maintenance of housing that offers options for people who are experiencing or at risk of homelessness. OCP Actions identify a range of strategies to implement this policy including the Homelessness Action Strategy (OCP Action 8.1c), Community Poverty Reduction Strategy (8.1d), the Ten-Year Supportive Housing and Wrap-Around Services Plan (8.1h), and the Five-Year Prevention, Support and Transition Services Plan (8.1g). OCP Actions also direct the City to work with partners to address homelessness, including Metro Vancouver (8.1e) and the New Westminster Homelessness Coalition Society (8.1f).

Metro 2050 Goal 5: Support Sustainable Transportation Choices

New Westminster's Official Community Plan (OCP) contributes to the goal of supporting sustainable transportation choices by coordinating land use and transportation to encourage and support transit, multiple-occupancy vehicles, cycling, walking and the safe and efficient movement of passengers, goods and services.

Both the Downtown Community Plan (DCP) and the Queensborough Community Plan (QCP), schedules to the OCP, include directions that demonstrate the City's intention to improve transportation for all road users and to improve the strength of the Urban Centre and Frequent Transit Development Areas (FTDAs) with appropriate land use patterns.

The policies within the Transportation chapter of the Official Community Plan support the City's intention to encourage sustainable transportation choices like transit, multi-occupancy vehicles, cycling and walking, and support efficient vehicle movement for the safe delivery of passengers, goods and services.

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

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
	Section	**Policy**	**Applicable OCP Policies**
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	OCP Policies 11.1, 11.3, 11.4 and 11.5 state the City's intention to encourage land use and transportation strategies that will result in a greater share of trips made by transit, cycling, walking and rolling. Many of these policies point to the Master Transportation Plan, which further articulates how mode share change will be achieved. Strategies 10a, 10b, 10c and 10d of the DCP state the City's intention to increase the mode share of transit, cycling and walking specifically in the Downtown Urban Centre.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	OCP Policy 11.8 states the City's intention to implement transportation demand management measures such as parking policy and car sharing measures. OCP Actions 11.5f and 11.4e direct the City to work with TransLink to implement transit priority measures and end-of-trip facilities at key locations. DCP Strategies 10c, 10d and 10f state the City's intention to manage parking supply with transportation demand measures, improve the convenience of transit and provide end-of-trip facilities for active transportation.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	OCP Policy 11.1 states the City's intention to achieve the goals of the Master Transportation Plan and support improved transit, cycling, walking and rolling. Similar policies are included in the DCP and QCP.
	d)	support the transition to zero-emission vehicles	OCP Action 4.1a directs the City to work with the Province, Metro Vancouver, and regional and local partners to fund programs such as Plug In BC that advance infrastructure to support clean energy vehicles. Furthermore, OCP Action 4.1b directs the City to implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related greenhouse gas emissions. Within the Transportation section are actions to explore partnering with TransLink, Metro Vancouver, or other agencies as appropriate, to establish zero emissions vehicle zones in which access is limited to persons using active transportation modes and zero emissions vehicles only. As well, the Transportation Section includes guidance to accelerate EV and eMicromobility adoption by implementing the eMobility Strategy which is dedicated

			to the transition to zero emissions vehicles. Specifically, this strategy includes actions to support the achievement of TransLink's regional Transport 2050 goal of transitioning to zero emission vehicles, including by increasing availability and access to electric bikes, scooters, and other forms of electric micromobility, accelerating the electrification of light duty passenger vehicles and supporting the transition of medium- and heavy-duty vehicles to low emissions in the short term and zero emissions over the long term. The strategy also calls for improved access to EV charging in public spaces, homes and workplaces, supporting the affordability of electric vehicles and proactively managing electricity grid impacts of EV charging.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	OCP Action 9.1e directs the City to implement the Trail and Greenway Master Plan, while OCP Policy 11.4 states the City's intention to support the development of a complete bicycle network which would incorporate regional routes as identified in Map 13 of the OCP. Additionally, OCP Action 5.2f directs the City to support and collaborate with Metro Vancouver on the Brunette Fraser Regional Greenway to create places for recreation and education about the natural environment.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	OCP Action 4.1b directs the City to implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related greenhouse gas emissions. Goal 11 of the OCP specifies that New Westminster's transportation system will be accessible to people of all ages and abilities, and this goal is reiterated throughout the Master Transportation Plan to be implemented by OCP Policy 11.1.
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
Policy 5.2.6	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	OCP Policy 11.6 directs the City to manage the road network for the safety and reliability of all road users, including goods and service vehicles. Please see Map 15 (Street Network Classification) for details on how the movement of goods and service vehicles will be facilitated to and from the Downtown Urban Centre, the FTDAs, the Major Transit Growth Corridor and Industrial and Employment lands. The DCP provides further detail

			on the safe movement of goods through the Urban Centre in Figure 23.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Safe and efficient goods movement is supported by OCP Action 11.7b, which directs the City to work with various partners to minimize the impact of goods movement on adjacent land uses and to provide safe and efficient goods movement connections. This policy is further supported by OCP Action 11.7a which directs the City to implement the goods movement policies and actions of the Master Transportation Plan. The DCP provides further detail on the safe movement of goods through the Urban Centre in Figure 23.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which will include transit priority treatments and managing access for goods movement networks.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which includes policies to improve rail travel, truck routes, and water travel for goods movement. The DCP provides further detail on the safe movement of goods through the Urban Centre in Figure 23.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	OCP Action 11.7b directs the City to work with various partners to minimize the impact of goods movement on adjacent land uses. This Action is complimented by OCP Action 11.7d, which directs the City to achieve whistle cessation of rail movement through the city, and OCP Action 11.7a which implements the goods movement policies and actions identified in the Master Transportation Plan which are sensitive to mitigating the negative impacts of goods movement. OCP Action 8.5a also directs the City to create a city-wide Noise Attenuation Program that includes development permit guidelines for mitigating noise in residential units to help new development meet CMHC noise reduction targets.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and	OCP Action 11.7a directs the City to implement the goods movement policies and actions identified in the Master Transportation Plan, which includes policies to improve rail travel, truck routes, and water travel for goods movement. OCP Action 4.1c directs the City to continue to implement the eMobility Strategy, which

		e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	outlines actions the City can take to support the community's transition to electric modes of transportation. The Strategy includes actions to improve access to EV Charging in public spaces and to incorporate eMicromobility into City planning and outreach. Additionally, the eMobility Strategy includes actions to explore creating low- or zero-emission zones in New Westminster which are designated with the intention that, by some point in the future, only people walking, rolling, biking or driving EVs and other zero-emission vehicles may access the area. These zones provide additional incentive for EV ownership, while also reducing congestion and improving air quality. OCP Action 4.1b directs the City to implement the actions and policies of the Master Transportation Plan and Community Energy and Emissions Plan related to active transportation and transit oriented neighbourhoods as key strategies to improve quality of life while reducing transportation related greenhouse gas emissions. This includes online deliveries, by supporting fleet transitions to zero emissions, off-peak deliveries, small urban consolidation centres, and cargo bike deliveries.

Schedule 8
to Bylaw No. 8574, 2026

“Queensborough Community Plan Land Use Designations”

11.0 Land Use Designations

INTRODUCTION

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

IMPLEMENTATION

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

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

INTERPRETATION

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

Development of lots, including through Heritage Revitalization Agreements and other similar tools, that cross land use designation boundaries will be considered if the proposed land uses on each portion of the lot align with their respective land use designations. This consideration will apply provided there is an appropriate transition between uses, and that the overall principles of the Queensborough Community Plan are supported.

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

OUTLINE

Each land use designation includes most of the following elements:

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

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

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

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

Heritage Assets: retention of heritage assets is a priority for the City. This section helps communicate the expectations for heritage assets that exist in areas with this designation. The appropriate incentives are unique to each site and situation. The City's heritage policies and the Standards for the Conservation of Historic Places in Canada (as amended from time to time) will be considered. 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 Approval Procedures Bylaw No. 5658, 1987 (as amended) if any of the following apply.

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

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

Land Use Designations

The definitions of the land use designations shown on Map 11: Land Use Designation Map are outlined below:

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

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

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

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

(RL) RESIDENTIAL – LOW DENSITY



Purpose: To allow low density residential uses.

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

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

Maximum Density: Low density residential.

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

(RCL) RESIDENTIAL – COMPACT LOT



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

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

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

Maximum Density: Low density residential.

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

(RLR) RESIDENTIAL – LOW RISE



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

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

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

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

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

(RHR) RESIDENTIAL – HIGH RISE



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

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

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

Maximum Density: High density residential.

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

(WR) WATERFRONT RESIDENTIAL



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

Principal Forms and Uses: Float homes.

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

(ML) MIXED USE – LOW RISE



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

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

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

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

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

(QC) QUEENSBOROUGH COMMERCIAL

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

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

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

Maximum Density: Low to medium density commercial.



(CE) COMMERCIAL ENTERTAINMENT

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

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

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

Maximum Density: High density commercial.



(ME) MIXED EMPLOYMENT

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

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

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

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



(I) INDUSTRIAL



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

Principal Forms and Uses: Industrial.

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

(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE



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

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

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

(IN) INTERTIDAL



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

Principal Forms and Uses: Natural habitat areas.

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

(P) MAJOR INSTITUTIONAL

Purpose: To allow large scale institutional uses.

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

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



PARKS, OPEN SPACE AND COMMUNITY FACILITIES

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

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

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



(H/N) HABITAT / NATURAL AREA

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

Principal Forms and Uses: Natural habitat areas.

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



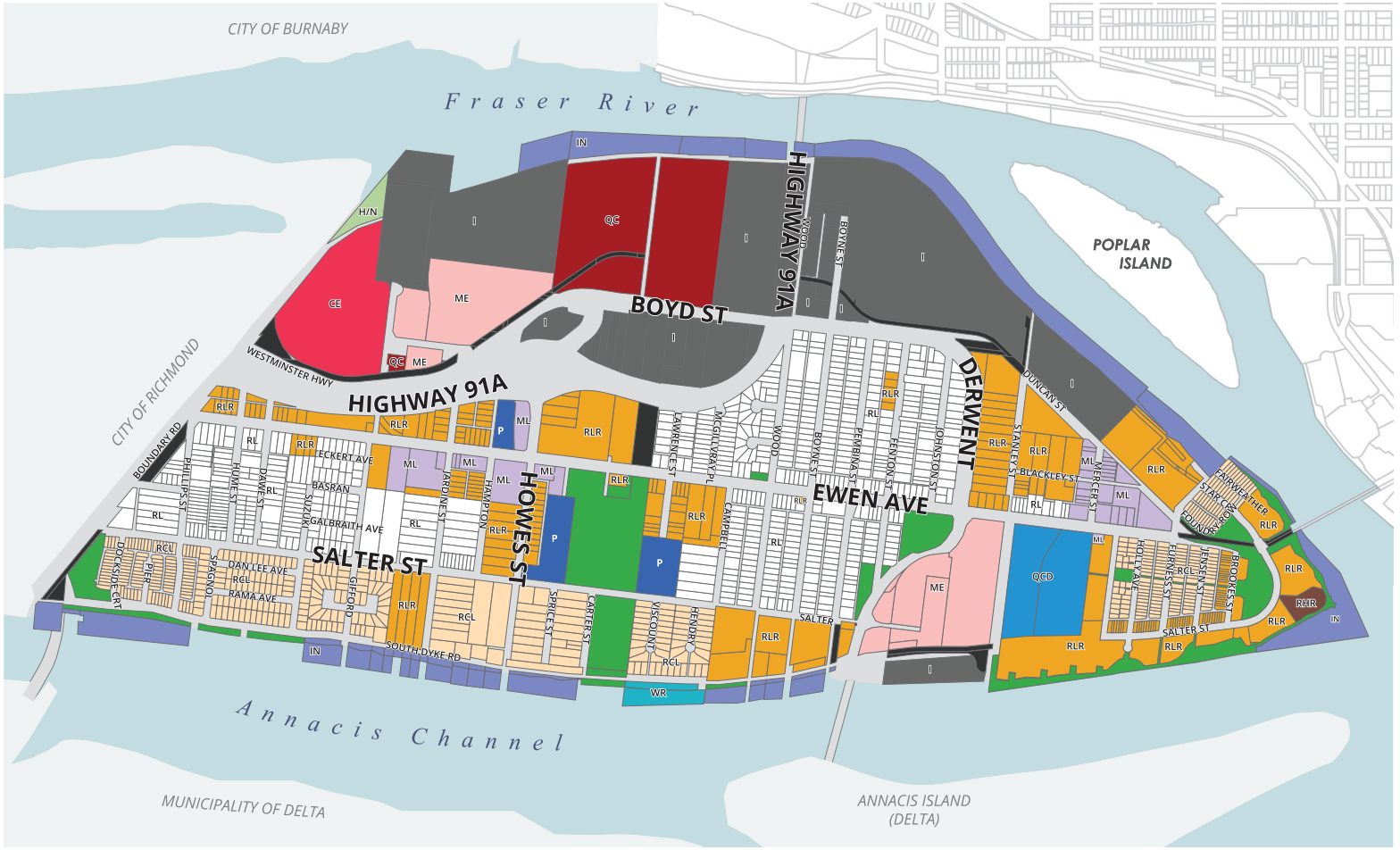
(QCD) QUEENSBOROUGH COMPREHENSIVE DEVELOPMENT



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

Depending on the provision of employment generating uses, additional density for residential uses may be considered. In principle, two-thirds of the contiguous areas of the designation will be developed for employment generating uses. The remaining one-third will be developed as residential (the maximum floor space ratio shall not exceed a factor of 0.9). Prior to any rezoning in this area a Master Plan, including design guidelines, must be created for the area as a whole. This Master Plan is subject to a public review process and must be in accordance with the principles listed in the Queensborough Comprehensive Development Permit Area.

MAP 11
Land Use Designation Map



KEY:

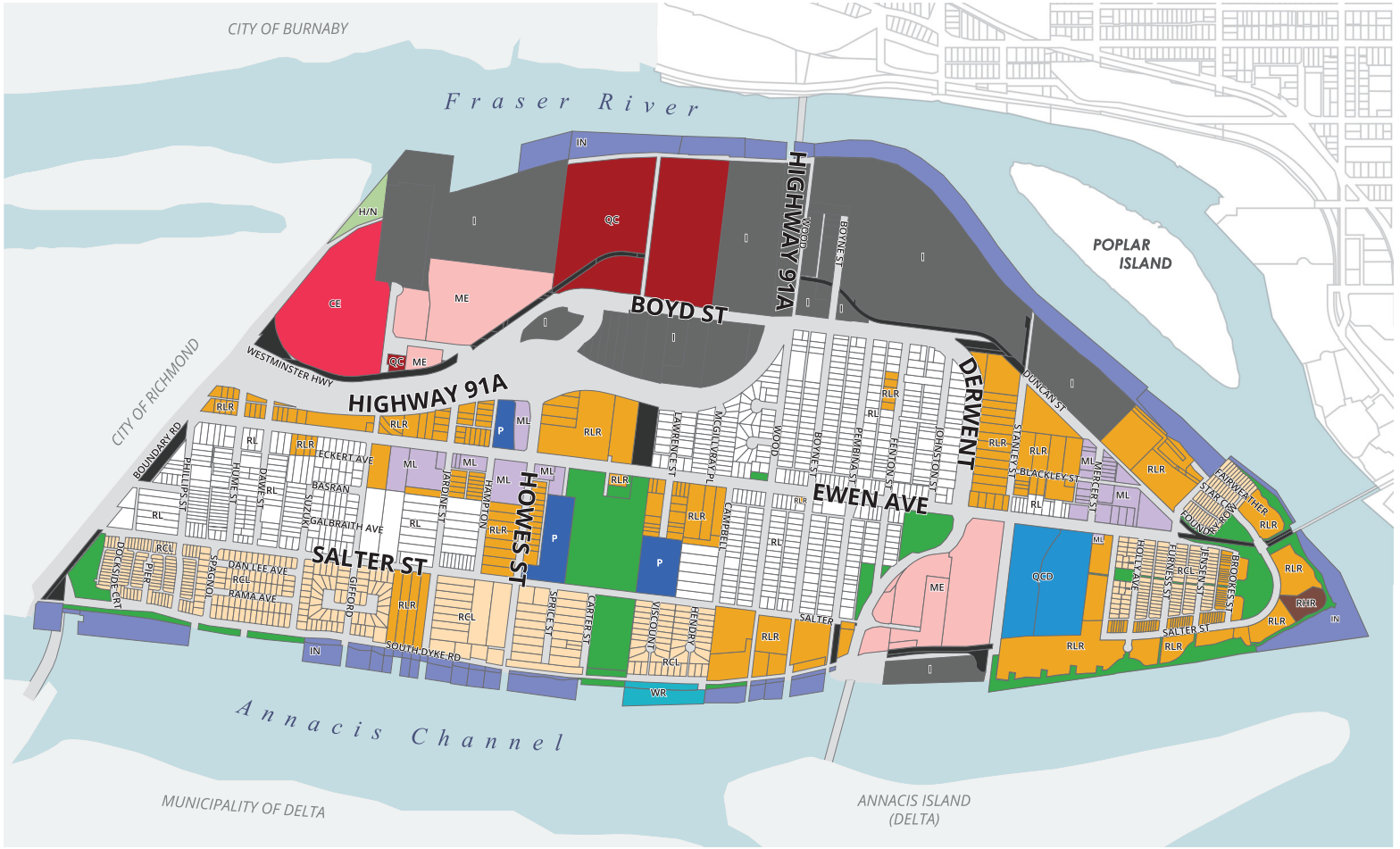
- (RL) Residential – Low Density
- (RCL) Residential – Compact Lot
- (RLR) Residential – Low Rise
- (RHR) Residential – High Rise
- (WR) Waterfront Residential
- (ML) Mixed Use – Low Rise
- (QC) Queensborough Commercial
- (CE) Commercial Entertainment
- (ME) Mixed Employment
- (I) Industrial
- (U) Utilities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

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Schedule 9
to Bylaw No. 8574, 2026

“QCP Schedule C: Land Use Designation Map”

Schedule C
Land Use Designation Map



KEY:

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

Attachment 3

OCP Amendment
Bylaw Memos

Memorandum

To: Sarah Goddard, Acting Corporate Officer **Date:** April 24, 2026

From: Lisa Leblanc, Director, Engineering Services

Re: **Official Community Plan Amendment Bylaw No. 8574, 2026**

Please be advised that I have examined the proposed Official Community Plan Amendment Bylaw No. 8574, 2026 in conjunction with Metro Vancouver's Integrated Solid Waste and Resource Management Plan, Integrated Liquid Waste and Resource Management Plan, and Drinking Water Management Plan (all of which were adopted by the Greater Vancouver Regional District after liaison with the City).

In my examination, I have found there to be no inconsistency between the proposed OCP Amendment Bylaw No. 8574, 2026 and the aforementioned Waste and Drinking Water Management Plans. Accordingly, I am satisfied that the proposed OCP Bylaw may proceed to Council for consideration.

_____

Lisa Leblanc
Director, Engineering Services

New Westminster

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New Westminster BC
V3L 1H9

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newwestcity.ca

Memorandum

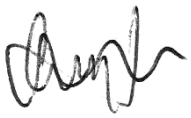
To: Sarah Goddard, Acting Corporate Officer **Date:** April 8, 2026

From: Gary So, Acting CFO/Director of Finance & IT

Re: **Official Community Plan Amendment Bylaw No. 8574, 2026**

Please be advised that I have examined the proposed Official Community Plan Amendment Bylaw No. 8574, 2026 in conjunction with the City's current Capital Expenditure Program as contained in the "Five-Year Financial Plan (2026-2030) Bylaw No. 8571, 2026".

In my examination, I have found there to be no inconsistency between the proposed OCP Amendment Bylaw No. 8574, 2026 and the aforementioned Financial Plan. Accordingly, I am satisfied that the proposed OCP Bylaw may proceed to Council for consideration.



_____

Gary So
Acting CFO/Director of Finance & IT

New Westminster

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Attachment 4

Summary of OCP
Amendment Bylaw Changes

Summary of Changes Made By Official Community Plan Amendment Bylaw No. 8574, 2026

Bylaw Reference Number	Existing Official Community Plan	Future Official Community Plan	Rational for Change
Summary of Changes to the Official Community Plan			
1	Delete Text: ***Metro Vancouver 2040: Shaping Our Future (Metro 2040)*** *– Metro Vancouver's land use plan is aimed at advancing the region's livability and sustainability while managing anticipated growth. This Official Community Plan aligns with and helps to achieve the strategies in Metro 2040, as discussed in the Regional Context Statement on page 162. For examples, the City shows how it will work towards accommodating the projected population, dwelling and employment projections included in Metro 2040.*	Add Text: ***Metro Vancouver Regional Growth Strategy*** *– Metro Vancouver's land use plan is aimed at advancing the region's livability and sustainability while managing anticipated growth. The 2017 Official Community Plan was created to support the vision of the previous Regional Growth Strategy. In 2026, the Official Community Plan was updated to ensure it is advancing the goals of the most recent Regional Growth Strategy, Metro 2050.*	Regional Growth Strategy Alignment
2	Delete all instances of "Metro 2040"	Replace with "Metro 2050"	Regional Growth Strategy Alignment
3	Delete the "Relationships with Other Agencies" section of the OCP.	Add a new "Relationships with Other Agencies" section which reflects the evolving relationships the City has to other agencies (see Schedule 1 of the Bylaw).	Administrative Update
4	Delete Text: *New Westminster is an energy-efficient and low-carbon community that takes action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.*	Add Text: *New Westminster is an energy-efficient and net-zero emissions community that takes equitable and bold climate action to reduce greenhouse gas emissions and is resilient to the impacts of climate change.*	Climate Policies and Targets
5	Delete Text:	Add Text:	Regional Growth

	Work with appropriate stakeholders to implement the 2016 Metro Vancouver Regional Food System Action Plan.	*Work with appropriate stakeholders to implement the Metro Vancouver Regional Food System Strategy.*	Strategy Alignment
6	Delete Text: *Uptown is also expected to play a significant role in providing local services and has therefore been identified as a Local Centre.*	Add Text: *Uptown is also expected to play a significant role in providing local services and has also been identified as a Frequent Transit Development Area.*	Regional Growth Strategy Alignment
7	Delete Text: *The Regional Growth Strategy recognizes Special Employment Areas around hospitals or post-secondary institutions, which play a special role in the economic development of cities.*	Add Text: *The City recognizes that the areas around hospitals and post-secondary institutions play a special role in the economic development of cities.*	Regional Growth Strategy Alignment
8	-	Add Text: ***REGIONAL CITY CENTRE & FREQUENT TRANSIT DEVELOPMENT AREAS*** *Metro 2050, the Regional Growth Strategy, designates Downtown as a Regional City Centre. As such, Downtown is intended to accommodate high density transit-oriented office space clustered around its two SkyTrain stations. By 2041, this office growth could amount to an additional 47,913 square metres (515,729 sq. ft.).* *The SkyTrain Stations outside of Downtown (Sapperton, Braid and 22nd Street stations) have been identified as Frequent Transit Development Areas (FTDAs). The majority of non-Downtown growth is expected to be concentrated in these areas, which are intended for high density development that includes a variety of housing, commercial services, community amenities and employment opportunities. Uptown is also expected to play a significant role as a mixed-use node*	Regional Growth Strategy Alignment

		in the city and has also been identified as an FTDA	
9	Delete Text: *Encourage office development in strategic locations, including Downtown, the Uptown Local Centre and Frequent Transit Development Areas.*	Add Text: *Encourage office development in strategic locations, including the Downtown Urban Centre and the Frequent Transit Development Areas.*	Regional Growth Strategy Alignment
10	Delete Map 5 and Map 16.	Add a new "Regional City Centre and Frequent Transit Development Areas" map which reflects the City's new Frequent Transit Development Areas (see Schedule 3 of the Bylaw).	Regional Growth Strategy Alignment
11	Delete Text: ***Uptown Local Centre*** *Metro 2050 identifies Local Centres, which areas that provide a mix of housing types, commercial activities and good access to transit. They are smaller in scale than a Regional City Centre (such as Downtown New Westminster or Metrotown) or a Municipal Town Centre (such as Edmonds or Oakridge). The commercial uses in a Local Centre service the local area rather than the region.* *This Plan identifies a core area of Uptown as a Local Centre. This area will continue to be an important mixed-use node in the city. Transit service to the area is expected to increase over time.*	-	Regional Growth Strategy Alignment
12	Delete Map 7 [Uptown Local Centre]	-	Regional Growth Strategy Alignment
13	Delete Text: ***The City should…***	Add and Renumber Text: ***The City should…*** *3.4a Review the Zoning Bylaw requirement for at-grade commercial to ensure*	Administrative Update

	3.4a Create a masterplan for the 22nd Street SkyTrain Station area that incorporates local-serving retail and services. *3.4b Review the Zoning Bylaw requirement for at-grade commercial to ensure commercial space is focused on the primary frontage.*	*commercial space is focused on the primary frontage.* ***The City should continue to…*** *3.4b Implement reGENERATE, the Vision for the neighbourhood around the 22nd Street SkyTrain Station, including incorporating local-serving retail and services.*	
14	Delete the "4.0 Energy, Emissions and Climate Change" section of the OCP.	Add a new "4.0 Energy, Emissions and Climate Change" section which integrates the City's targets for greenhouse gas emissions and policies and actions to achieve those targets in alignment with the *Local Government Act* (see Schedule 4 of the Bylaw).	Climate Policies and Targets
15	-	Add Text: *5.1e Implement the Biodiversity and Natural Areas Strategy to ensure continued protection, enhancement and restoration of natural ecosystems.*	Regional Growth Strategy Alignment
16	Delete Text: ***The City should…*** *5.3a Develop a green infrastructure network strategy that supports local and regional biodiversity and connectivity.* ***The City should continue to….*** *5.3b Implement the Urban Forest Management Strategy.* *5.3c Develop an Environmental Strategy to further guide the management and protection of ecological integrity, biodiversity and natural assets in the city.*	Add and Renumber Text: **The City should continue to…** *5.3a Implement the Urban Forest Management Strategy.* *5.3b Develop an Environmental Strategy to further guide the management and protection of ecological integrity, biodiversity and natural assets in the city.* *5.3c Implement the actions of the Biodiversity and Natural Areas Strategy, including those related to developing a green infrastructure network that supports local and regional biodiversity and connectivity.*	Regional Growth Strategy Alignment

17	Delete Text: *5.3b Develop an Environmental Strategy to further guide the management and protection of ecological integrity, biodiversity and natural assets in the city.*	Add Text: *5.3b Implement the Environmental Strategy and Action Plan to manage and protect the ecological integrity, biodiversity and natural assets in the city.*	Regional Growth Strategy Alignment
18	Delete Text: ***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*	Add Text: ***This Plan…****reflects the findings of the City's 2024 Interim Housing Needs Report, which uses an evidenced based approach to understanding local needs across the housing spectrum. This Plan also reflects the many different housing policies and strategies, such as the Affordable Housing Strategy, Family Friendly Housing Policy, Inclusionary Housing Policy, and Secured Market Rental Housing Policy.* *Through the Land Use Designation Map, this Plan allocates the highest number of new housing units within the Frequent Transit Development Areas, which include the areas surrounding 22nd Street, Sapperton and Braid stations, and Uptown. These areas are envisioned to include a mix of housing, retail and commercial services, and community amenities. Outside of these growth areas, townhouses are planned along pedestrian oriented transit corridors such as Eighth and Sixth avenues. Single detached dwelling and duplex properties have the opportunity to increase housing choice by adding infill housing forms such as laneway or carriage houses, triplexes, quadraplexes and other forms of multiplexes. This housing allocation is consistent with the strategies included in Metro Vancouver's Regional Growth Strategy (Metro 2050). The Land Use Designation Map accommodates the population forecast of 146,622 residents in*	Regional Growth Strategy Alignment

	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.	*New Westminster by 2049 identified by the City's updated 2025 demographic forecast. 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.*	
19	Delete Text: *8.4c Explore opportunities to increase the variety and stock of ground oriented infill housing such as duplexes, triplexes, rowhouses, and multiplexes.*	Add Text: *8.4c Implement opportunities to increase the variety and stock of ground oriented infill housing such as duplexes, triplexes, rowhouses, and multiplexes.*	Regional Growth Strategy Alignment
20	-	Add Text: *9.2d Consolidate City parks into one parcel per park, including those parks with a Conservation and Recreation regional land use designation.*	Regional Growth Strategy Alignment
21	Delete Text: *Translink's Regional Transportation Strategy (2013) sets a target of 50% of all trips in the region to be by transit, walking and cycling by the year 2045.*	Add Text: *Translink's Regional Transportation Strategy sets a target of 50% of all trips in the region to be by transit, walking and cycling by the year 2050.*	Regional Growth Strategy Alignment
22	Delete all instances of "Ministry of Transportation and Infrastructure"	Replace with "Ministry of Transportation and Transit"	Administrative Update
23	-	Add Text: *12.1d Liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.*	Regional Growth Strategy Alignment
24	Delete all instances of "Development Application Procedures Bylaw No. 5658, 1987"	Replace with "Development Approval Procedures Bylaw No. 5658, 1987"	Administrative Update

25	Delete Map 16 and Appendix C.	Add a new "Land Use Designation Map" and "Appendix C" which reflect the new Residential – Limited Mid Rise (RLM) land use designation of the properties indicated in Schedule 5 of the bylaw.	Transitioning Transit Oriented Development Areas
26	Delete Map 16 and Appendix C.	Add a new "Land Use Designation Map" and "Appendix C" which reflect the new Frequent Transit Development Areas (see Schedule 6 of the Bylaw).	Regional Growth Strategy Alignment
27	Delete the "Regional Context Statement" section of the OCP.	Add a new "Regional Context Statement" section which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy (see Schedule 7 of the Bylaw).	Regional Growth Strategy Alignment
28	Delete the "Growth Management: The Next 25 Years" section of the OCP.	Add a new "Growth Management: The Next 25 Years" section which reflects the City's alignment with regional projections for population, dwelling units and employment (see Schedule 2 of the Bylaw).	Regional Growth Strategy Alignment
Summary of Changes to the Downtown Community Plan			
29	Delete Text: *Metro Vancouver 2040: Shaping our Future*	Add Text: *Metro 2050*	Regional Growth Strategy Alignment
30	Delete all instances of "Residenial"	Replace with "Residential"	Administrative Update
Summary of Changes to the Queensborough Community Plan			
31	Delete Text: *Metro Vancouver's Regional Growth Strategy (2011)*	Add Text: *Metro Vancouver's Regional Growth Strategy*	Regional Growth Strategy Alignment
32	Delete Text: *The only residential or retail development permitted will be that which is ancillary to businesses on these properties.*	-	Transitioning Transit Oriented Development Areas

33	Delete all instances of “Ministry of Transportation and Highways”	Replace with “Ministry of Transportation and Transit”	Administrative Update
34	Delete Text: *… a dedicated off-street and on-street network that allows for seamless connectively for pedestrians and cyclists.*	Add Text: *… a dedicated off-street and on-street network that allows for seamless connectivity for pedestrians and cyclists.*	Administrative Update
35	Delete the “11.0 Land Use Designations” and “Map 11. Land Use Designation Map” sections.	Add a new “11.0 Land Use Designations” and “Map 11. Land Use Designation Map” section that includes updated land use designations and an updated land use designation map (see Schedule 8 of the Bylaw).	Administrative Update
36	Delete Text: *Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw.*	-	Climate Policies and Targets
37	Delete Text: *Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10.*	-	Climate Policies and Targets
38	Delete Text: *I.33 Infrastructure for electrical vehicles for light industrial, commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2*	-	Climate Policies and Targets

	outlet, electric vehicle supply equipment may be required.		
39	Delete Text: *Guidelines in these Development Permit Areas focus on the building and site design of office and industrial land uses, and in limited cases accessory residential uses.*	-	Transitioning Transit Oriented Development Areas
40	Delete Text: *The only residential development permitted is that which is ancillary to businesses (i.e. caretaker suites) on these properties.*	-	Transitioning Transit Oriented Development Areas
41	Delete "Schedule C Land Use Designation Map." section.	Add a new "Schedule C Land Use Designation Map" section that includes the updated land use designations and an updated land use designation map (see Schedule 9 of the Bylaw).	Administrative Update

New Westminster

Attachment 5

Summary of First Nations and Agency Consultation

Summary of Feedback Received Spring 2026

After receiving direction on the approach for the Bylaw amendment at the March 9, 2026 Council meeting (which can be viewed here), a letter was sent to all First Nations, organizations and authorities for comment. A summary of the feedback received has been provided below.

Metro Vancouver and TransLink

In addition to the letters sent, staff communicated via email with Metro Vancouver and TransLink staff, to provide updates on the final revisions to the OCP amendment bylaw. Metro Vancouver and TransLink staff continued to express support for the direction being taken by the City.

Musqueam Indian Band

City staff had a meeting with Musqueam Indian Band staff. Feedback received included:

- Musqueam staff noted the concept of enabling more high density and affordable housing was aligned with the Nation's approach to residential development.
- Musqueam remains particularly interested in 22nd Street Station Area implementation work and the related Official Community Plan amendment that will be considered in the future.

Kwikwetlem First Nation

City staff had a meeting with Kwikwetlem First Nation staff. Feedback received included:

- The Nation is concerned with protecting their traditional territory, especially through an environmental and climate change lens. Nation staff highlighted that new development near waterways such as the Brunette and Fraser River should be sensitive of its impacts. Staff was supportive of removing the parcels near the Brunette River on East Columbia Street from the Transit Oriented Development area extension (in alignment with the March proposal to Council).
- Archaeology continues to be a major priority for the Nation, and staff noted there is a high potential for cultural items for any development near the Fraser River.
- The Nation requested that when the City updates design guidelines that consideration is made for indigenous principles and design elements.

Squamish First Nation

Squamish First Nation responded to the City's online referral with written preliminary comments through Squamish Connect. Squamish staff shared their community's priorities for the City to work towards addressing in future areas of work. Priorities included:

- protection of the natural environment for wildlife habitat corridors,
- responding to climate change,

- integration of green rainwater infrastructure,
- 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.

New Westminster School District

Staff met with staff from the School District to share information about the scope of the OCP updates for Transit Oriented Development area extensions as well as infill acceleration. School District staff were interested in exploring the possible timing of development that could stem from these land use designation changes, and requested that in the future the school catchments be shown on materials for consultation with the District.

Fraser Health

Staff met with the Healthy Built Environment team and Facilities and Strategic Planning team. Highlights from the conversation include:

- Fraser Health staff were supportive of the updates related to climate action, recognizing its importance in community health and longevity.
- Further ongoing collaboration was encouraged by Fraser Health to ensure community well-being and social connectedness remains an important part of building design within New Westminster.

A letter of support was received from Fraser Health, and is included as Attachment 7.

Vancouver Fraser Port Authority

Staff met with staff from the Vancouver Fraser Port Authority. Port staff expressed appreciation for the continued protection of industrial lands and buffering of industrial uses.

Greater Vancouver Sewerage and Drainage District

Staff met with staff from Metro Vancouver's liquid waste management division to share information on infrastructure impacts from development that may result from the Transit Oriented Development area extensions and infill accelerator program, as well as the previously adopted OCP updates implementing the Transit Oriented Development areas. Regional staff were satisfied with the information the City's Engineering staff were able to provide.

Attachment 6

TransLink Comments on
Frequent Transit Development Areas

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

April 4, 2025

Jackie Teed
Director, Planning and Development
City of New Westminster
511 Royal Avenue
New Westminster, BC
V3L 1H9

Dear Jackie Teed,

Re: Official Community Plan Amendments in 2025: Frequent Transit Development Areas

Thank you for your correspondence dated March 6, 2025 and for the opportunity to provide feedback on the proposed Official Community Plan Amendment for Frequent Transit Development Areas (FTDAs).

We appreciate the outreach and provide our comments based on:

- TransLink's legislated mandate to review key OCP amendments for regional transportation implications, and to support Metro Vancouver's Metro 2050 Regional Growth Strategy.
- Policy direction in Transport 2050, the Regional Transportation Strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- TransLink's Transit-Oriented Communities Design Guidelines, a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the project materials included with your referral, we have the following feedback:

PROPOSED UPTOWN FTDA

Transportation and Land Use Alignment

- Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on the region's higher levels of growth being located in Urban Centres, FTDAs, and along the Major Transit Growth Corridors (MTGCs).

- The MTGCs identified in Metro 2050 are based (with some exceptions) on the Major Transit Network (MTN) identified in Transport 2050. MTGCs are intended to provide locations for FTDAs designation, and we note that a portion of the proposed Uptown FTDA does overlap with the MTGC , and begins no more than 1 km from the MTGC centerline.
- The Access for Everyone plan (Transport 2050: 10-Year Priorities) identifies 11 new RapidBus lines with new transit priority measures to better serve existing riders and grow ridership in advance of fully traffic-separated Bus Rapid Transit (BRT). While exact routes and implementation timelines are to be determined in the future based on regional priorities and funding, the RapidBus route proposed to connect New Westminster and Brentwood Stations is expected to operate through the proposed Uptown FTDA.
- The proposed Uptown FTDA includes Sixth and Eighth Streets, both of which are designated in this area as part of the Frequent Transit Network (FTN). The FTN is comprised of a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.
- The currently in-progress Burrard Peninsula Area Transport Plan (BP ATP) includes New Westminster within its scope and once finalized will identify and prioritize recommended actions related to bus service, cycling, walking, and goods movement for the transportation network within the Burrard Peninsula. In the draft BP ATP, the Uptown Area is proposed as an area to have a potential new FTN corridor to provide an east-west connection.
- TransLink notes that the proposed population and employment density for the Uptown FTDA aligns with the expectations in Metro 2050 for an FTDA, and that the Uptown FTDA is generally consistent with regional transportation plans.

Cycling and Walking

- With the proposed Uptown FTDA overlapping with the FTN, high-quality active transportation facilities are an important consideration for this area. Current facilities include protected bicycle lanes on Seventh Avenue and shared roadways on Fifth Street, classified respectively as 'Comfortable for Most' and 'Comfortable for Some' per the Benchmarking the State of Cycling in Metro Vancouver 2019 report by TransLink and HUB Cycling.
- As part of TransLink's cost share funding through our Local Government Funding Program, an FTDA designation for the area would increase regional significance for the Walking Infrastructure to Transit (WITT) Allocated and Competitive funding under this program. This would mean that any applications for WITT Competitive funding located in this FTDA would score higher as compared to areas outside of FTDAs.

PROPOSED EXPANDED 22ND STREET FTDA & BRAID/SAPPERTON FTDA

- TransLink's Transit Oriented Communities Design Guidelines (TODCDGs) note that most people will walk roughly 10-12 minutes (800 m) to access limited-stop rapid transit (p. 12). The TOCDGs further encourage a diverse mix of land uses within 800 m of rapid transit to help support both a higher walk and transit mode share for trips as well as reduced vehicle kilometres travelled (VKT) per capita (p. 84).
- The expansion of these existing FTDAs to align with the 800m Transit Oriented Development Area boundaries at those stations aligns with regional transportation policy and guidelines.
- Similar to the WITT funding program note for the Uptown FTDA, the expansion of the boundaries for the 22nd Street and Braid/Sapperton FTDAs could provide more opportunities for the City of New Westminster to apply for WITT funding in those areas.
- Per Section 21(1) and 21(2) of the South Coast British Columbia Transportation Authority Act, TransLink approval is required for any road alterations that would reduce the capacity of any part of the MRN to move people or would prohibit the movement of trucks on any road other than Provincial highways. Please get in touch with us regarding any such alterations.

Continued Collaboration
We appreciate the opportunity to provide comments on the proposed OCP amendment and look forward to continued coordination with the City of New Westminster. Please feel free to contact me at JuYoung.Kim@translink.ca should you have any questions or wish to discuss further.

Regards,



JuYoung Kim
Planner, Transit-Oriented Community Planning
TransLink

Attachment 7

Fraser Health comments on
TOD Extensions and Regional Planning

fraserhealth
Better health. Best in health care.

Population and Public Health
400-13450 102nd Ave
Surrey, B.C. V3T 0H1
604-930-5404

SENT VIA EMAIL

March 30th, 2026

Rupinder Basi
Planning and Development
City of New Westminster
511 Royal Avenue
New Westminster, BC V3L 1H9

RE: Fraser Health Engagement – OCP Amendments

Dear Rupinder:

We had the pleasure of speaking with Samuel Austin, Senior Land Use Planner, and Sara Jellicoe, Senior Housing Planner, to discuss the City of New Westminster Infill Housing Program and Transit-Oriented Development (TOD) Area extension plans. We appreciate the opportunity to outline the areas where Fraser Health's Healthy Built Environment (HBE) and Strategic Planning and Land Development (SPLD) teams would welcome further discussion.

From a population health lens, expanding the supply of affordable housing is a critical step towards improving long-term health outcomes across the region. In New Westminster, this is particularly important given that 53% of residents reported increasing difficulty meeting their financial needs (BC Speak data, 2023). Our HBE team would be pleased to discuss the impacts of housing, neighbourhood design, transportation improvements, and the natural environment on community health, well-being, and social connectedness. We are also able to offer insights related to land use considerations for climate change mitigation and injury prevention.

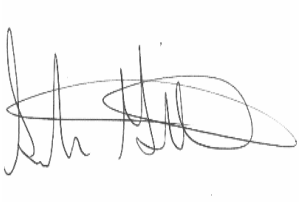
As the City works towards reaching its housing targets, we strongly encourage partnership with our SPLD team to support the coordinated planning of healthcare facilities—including primary care, mental health services and other expanding programs—in alignment with population growth. We also recognize the opportunity provided by the Transit-Oriented Development (TOD) area expansions to explore co-locating healthcare services to facilitate access to the community's healthcare needs. Additionally, we welcome ongoing dialogue on how lands in proximity to Royal Columbian Hospital (RCH) can support complementary health services and clinics, maximizing the hospital's impact and utility to the communities it serves.

Fraser Health values continued collaboration with the city to better align growth planning and health service planning, including opportunities for data sharing and ongoing coordination as development patterns emerge. We would welcome future opportunities to support planning efforts with your team, including on the upcoming 22nd Street Community Plan, climate-friendly building design, and projects related to the Vision Zero program. For questions about Fraser

Health Facilities Development, please contact Joseph Crivici (Joseph.Crivici@fraserhealth.ca). For questions about Healthy Built Environments, please contact Sandra Gill (Sandra.Gill@fraserhealth.ca).

Sincerely,

Joseph Crivici
Director, Facilities Strategic Planning & Land Development
Facilities Planning
Fraser Health



Sandra Gill, MPH, CPHI(C)
Regional Manager, Healthy Environments and Sustainability
Population and Public Health
Fraser Health

Attachment 8

Local Government Act Requirements for Early and Ongoing Consultation

Local Government Act Requirements for Early and Ongoing Consultation

There are two relevant sections in the *Local Government Act* (*LGA*) that direct the City's approach to the consideration of early and ongoing consultation at the time of an amendment to the Official Community Plan.

Consultation During Development Of Official Community Plan

Section 475 of the *LGA* states:

475. (1) During the development of an official community plan, or the repeal or amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.

(2) For the purposes of subsection (1), the local government must

(a) consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing, and

(b) specifically consider whether consultation is required with the following:

(i) the board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;

(ii) the board of any regional district that is adjacent to the area covered by the plan;

(iii) the council of any municipality that is adjacent to the area covered by the plan;

(iv) first nations;

(v) boards of education, greater boards and improvement district boards;

(vi) the Provincial and federal governments and their agencies.

(3) Consultation under this section is in addition to the public hearing required under section 477 (3) (c).

(4) If the development of an official community plan, or the repeal or amendment of an official community plan, might affect agricultural land, the proposing local government must consult with the Agricultural Land Commission.

For each Official Community Plan amendment staff assess which persons, organizations and authorities may be affected by the scope of the proposed amendment, and makes a recommendation to Council seeking direction to consult with the identified organizations. This assessment considers factors such as whether the changes facilitate additional growth, have cross-boundary implications, and whether that growth has an impact on regional infrastructure.

Once directed by Council, a letter is typically sent to the identified agencies, advising of the project, and providing an opportunity to meet with staff. When appropriate, agency staff are also invited to attend City consultation events, though one on one meetings are often preferred as they allow for a focus on the relevant impacts. Once the draft material or updates have been prepared, staff share the material and request feedback. Agencies and authorities are notified at project milestones, such as when bylaws advance to Council for consideration and when public hearings are scheduled.

When feedback is provided staff to staff, it is summarized as feedback in a Council report. When formal feedback is provided as a letter, the letter is included in the Council report instead of a summary.

<u>Consultation on Planning For School Facilities</u>

Section 476 of the *LGA* states:

476. (1) If a local government has adopted, or proposes to adopt or amend, an official community plan for an area that includes the whole or any part of one or more school districts, the local government must consult with the boards of education for those school district
    (a) at the time of preparing or amending the official community plan, and
    (b) in any event, at least once in each calendar year.
(2) For consultation under subsection (1), the local government must seek the input of the boards of education on the following:
    (a) the actual and anticipated needs for school facilities and support services in the school districts;
    (b) the size, number and location of the sites anticipated to be required for the school facilities referred to in paragraph (a);
    (c) the type of school anticipated to be required on the sites referred to in paragraph (b);
    (d) when the school facilities and support services referred to in paragraph (a) are anticipated to be required;
    (e) how the existing and proposed school facilities relate to existing or proposed community facilities in the area.

Regarding section 476(1)(a), similar to the approach taken with other agencies, once directed by Council, a letter is sent to the School District, advising of the project, and providing an opportunity to meet with staff. Once the draft material have been prepared, staff share the material and request feedback. A summary of staff feedback is included in a Council report, and when received, a formal response letter is also included in the Council report.

In addition to requiring consultation on amendments to the Official Community Plan, the *LGA* requires that the City consult the School District at least annually. The School District is also required by Section 142 of the *School Act* to consult with the City and

consider the implication of community plans during the creation of a capital plan. Their capital plan sets out the School District's plans for the renovation or development of proposed school sites and facilities. Section 574 of the *Local Government Act* similarly requires the School District to consult with the City before submitting their capital plan, and make reasonable efforts to reach agreement on a projection of the number of chargeable development units and school aged children, for school site acquisition planning purposes.

Given these requirements, the City and School District have taken an approach of regular and ongoing discussions. This approach has been more responsive to often iterative updates made to plans in both organizations. For example, in response to the new growth enabled by provincial housing legislation, the School District has launched the process to update their Long Range Facilities Plan, which in turn will inform the School District's Capital Plan.

The School District's updated long range plan will include recommendations for the school infrastructure needed to create the capacity to support students as the City grows. This will replace the previous Long Range Facilities Plan, adopted in October 2023, which identified the need to:

- acquire a site for an elementary school site in the Fraser River Zone;
- further expand the Queen Elizabeth Elementary School;
- construct a middle school in the Fraser River Zone; and
- acquire additional sites to expand Queensborough Middle School.

The recent changes made the Official Community Plan, and proposed changes to the Queensborough Community Plan, would mean that once land is acquired for the new schools, no Official Community Plan amendment would be required, as schools have been added as a permitted use to most land use designations.

Once the new long range plan is complete, the School District may decide to give feedback to the City that could be used to inform a future update to the Official Community Plan. City staff is open to this feedback both during and outside of a legislatively required consultation process. At anytime the City could choose to initiate an Official Community Plan amendment process in response to School District feedback.