

reGENERATE:
A LONG-RANGE VISION
for the Neighbourhood Around 22nd Street SkyTrain Station

DECEMBER 2024

NEW WESTMINSTER

LAND ACKNOWLEDGMENT

We recognise and respect that New Westminster lies within the unceded and unsurrendered land of the Halkomelem (hənqəmin̓əm, Halq'eméylem, Hul'q'umi'num') speaking peoples. We acknowledge that colonialism has made invisible their histories and connections to the land. As a City, we are learning and building relationships with the people whose lands we are on.

MESSAGE FROM MAYOR AND COUNCIL

The reGENERATE Vision for the area around the 22nd Street SkyTrain Station is a unique opportunity for New Westminster to continue to provide needed housing, and to iterate and improve on what we have always done well as a City. It is a moment to advance livable and complete transit-oriented development, in a way that maintains and enhances a sense of place for past, current, and future residents.

Through the reGENERATE ideas challenge, we harvested best practices and fresh ideas for planning during a climate emergency. The Vision incorporates many of these ideas about designing neighbourhoods for lower carbon lifestyles that reduce emissions from the transportation and buildings sectors. The Vision also calls for landscapes, public spaces, and buildings to be resilient to more extreme weather. Critically, supporting the social connectedness of neighbours and providing necessary social infrastructure will help us ensure we successfully address challenges together as a community.

The visioning process for the area around 22nd Street SkyTrain Station included reaching out to local First Nations earlier and more often than we have in past planning processes. Council looks forward to continuing conversations with Nations, deepening our relationships, and looking for ways to advance First Nation priorities together towards reconciliation in this and other neighbourhoods across the city.

New Westminster Council's Strategic Priorities Plan calls for creating a vibrant, compassionate, resilient city where everyone can thrive. The Vision for 22nd Street SkyTrain Station area is a bold step towards realizing that call.



ACKNOWLEDGEMENTS

The City of New Westminster thanks everyone who helped create the 22nd Street Station Area Vision. The impetus for the Vision emerged from Council's leadership. The City extends its gratitude for the ongoing conversations, relationship building, and knowledge exchange with local First Nations.

We express deep appreciation to the community members and organizations who shared local knowledge and helped create a community-oriented vision.

The international reGENERATE Ideas Challenge was central to the planning process. Thank you to every participant for proposing thoughtful, bold, and creative ideas for the future of this neighbourhood.

The consulting team was led by MODUS Planning, Design & Engagement, with additional expertise from Mott MacDonald (Transportation Planners), Cory Douglas (Coast Salish Cultural Advisor), Introba (Climate Action Advisors), PWL (Landscape Architecture and Urban Design), Scot Hein (Urban Designer), and Deltares (Water Management).

Congratulations to the winners of the reGENERATE Ideas Challenge!

TOP COMPREHENSIVE IDEA (TIED)

- "The Same Station in an Urban City," by JIM Architecture
- "22nd Street Courtyard Community," by Peter Williams and Jamie Eden

TOP LOCAL COMMUNITY IDEA

- "A Vision for the Future," by the Monkey Rebels

TOP YOUTH IDEA

- "Destination - Connaught Heights," by Christian Zollner

HONORABLE MENTIONS

- "Sensory Park," by Carter Canton
- "We are the Memory We Inhabit," by Fiorella Pinillos, Natalia Botero, and Johanna Pabon

COMMUNITY'S CHOICE AWARD

- "We are the Memory We Inhabit," by Fiorella Pinillos, Natalia Botero, and Johanna Pabon



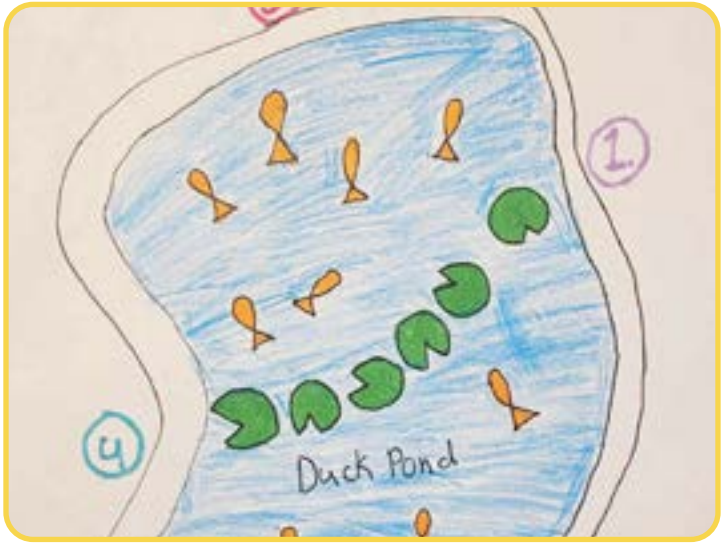
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"We are the Memory We Inhabit," by Fiorella Pinillos, Natalia Botero, and Johanna Pabon

VISION AT A GLANCE

The long-range Vision for the 22nd Street area includes a series of big moves and strategies to guide change and development for generations to come.

BIG MOVES



Transit Village



Housing Capacity and Choice



Streets for People



Coast Salish Cultural Contributions



Green Networks



Social Connections



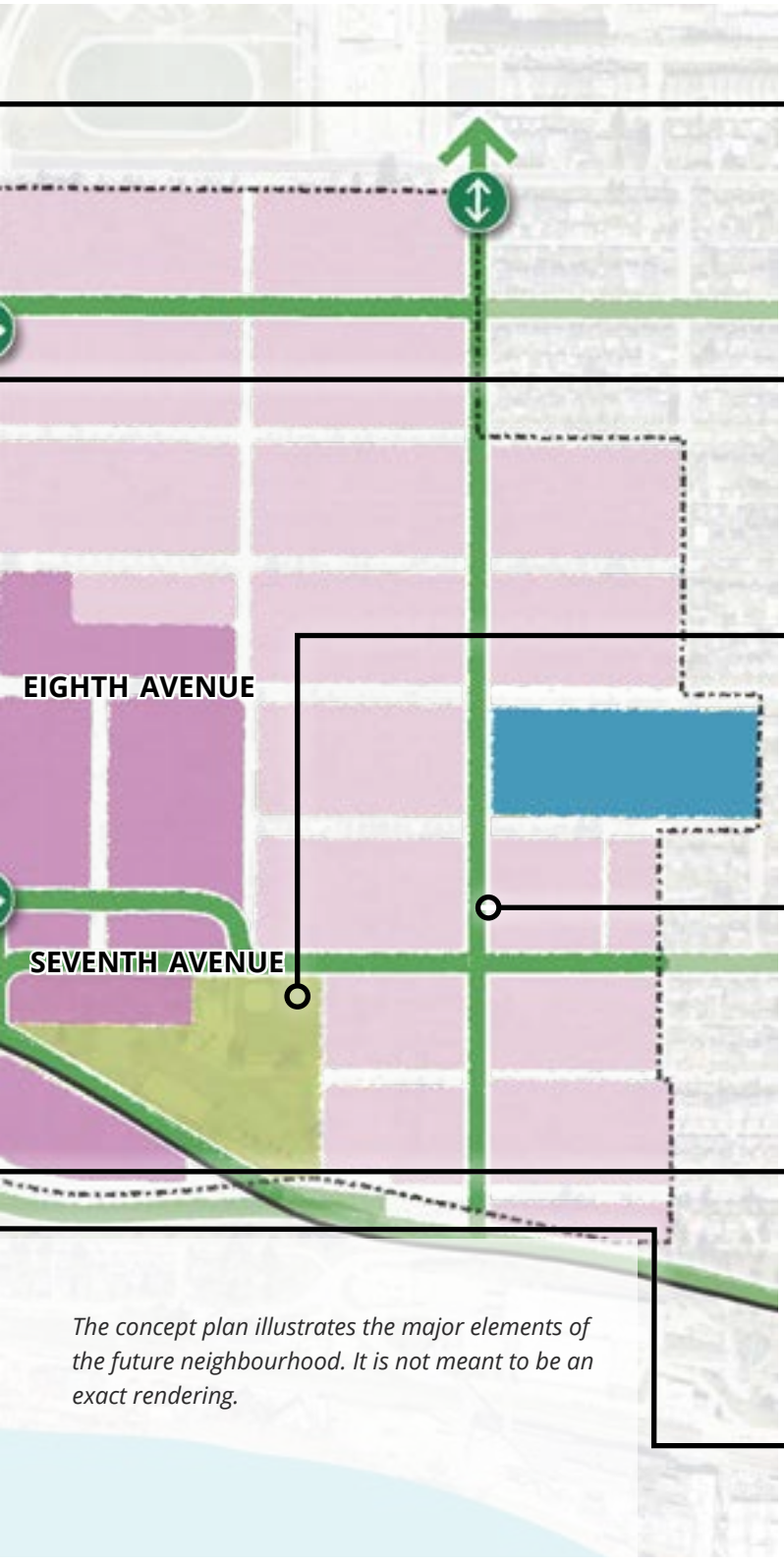
Climate-Friendly Buildings



Fiscally Responsible Approach



FEATURE STRATEGIES



The concept plan illustrates the major elements of the future neighbourhood. It is not meant to be an exact rendering.



Neighbourhood Spine: Twenty-First Street is a new high street, transitioning along its length from a bustling commercial street to a quieter park street.



Increased Housing Supply: High rise, mid rise and low to mid rise communities create housing options with a range of tenures and affordability levels.



New and Expanded Parks: A variety of park spaces will be available to the growing community including new parks and expansion of existing parks.



Green Connections: A network of streets, with green treatments like enhanced boulevards with trees, rain gardens or other green infrastructure that connect people to nature and enhance resilience.



Commercial Core: A mix of commercial, residential and service uses in the neighbourhood centre enables residents to meet daily needs.



Social Infrastructure: A neighbourhood scaled community centre, child care facilities and sufficient school capacity support wellbeing.

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PART 1
TOWARDS A VISION

1.0 INTRODUCTION

1.1 The 22nd Street Station Vision

This long-range Vision will guide growth and change in the area surrounding the 22nd Street Skytrain Station for generations to come. It describes a bold vision for the future supported by eight big moves. This Vision guides land use and development decisions and identifies opportunities for civic projects towards realizing the future of the neighbourhood.

For thousands of years, Halkomelem speaking peoples have stewarded the lands now called New Westminster, holding intimate, ancestral, and contemporary connections to the area. Colonial settlement started in the early nineteenth century, and eventually subdivided the area into what today are known as the Connaught Heights and West End neighbourhoods. In the 1980s, the SkyTrain arrived to the residential neighbourhood, but since that time, the neighbourhood has not changed significantly.

Today, intersecting challenges define community planning, including the climate emergency and housing crisis, which are impacting daily lives and wellbeing of residents across the region, negatively impacting equity-denied communities the most. Awareness of the need to better acknowledge and reconcile colonial past and present is also growing, including better recognizing the harms that have been done and the on-going connections and rights to unceded and unsurrendered lands.

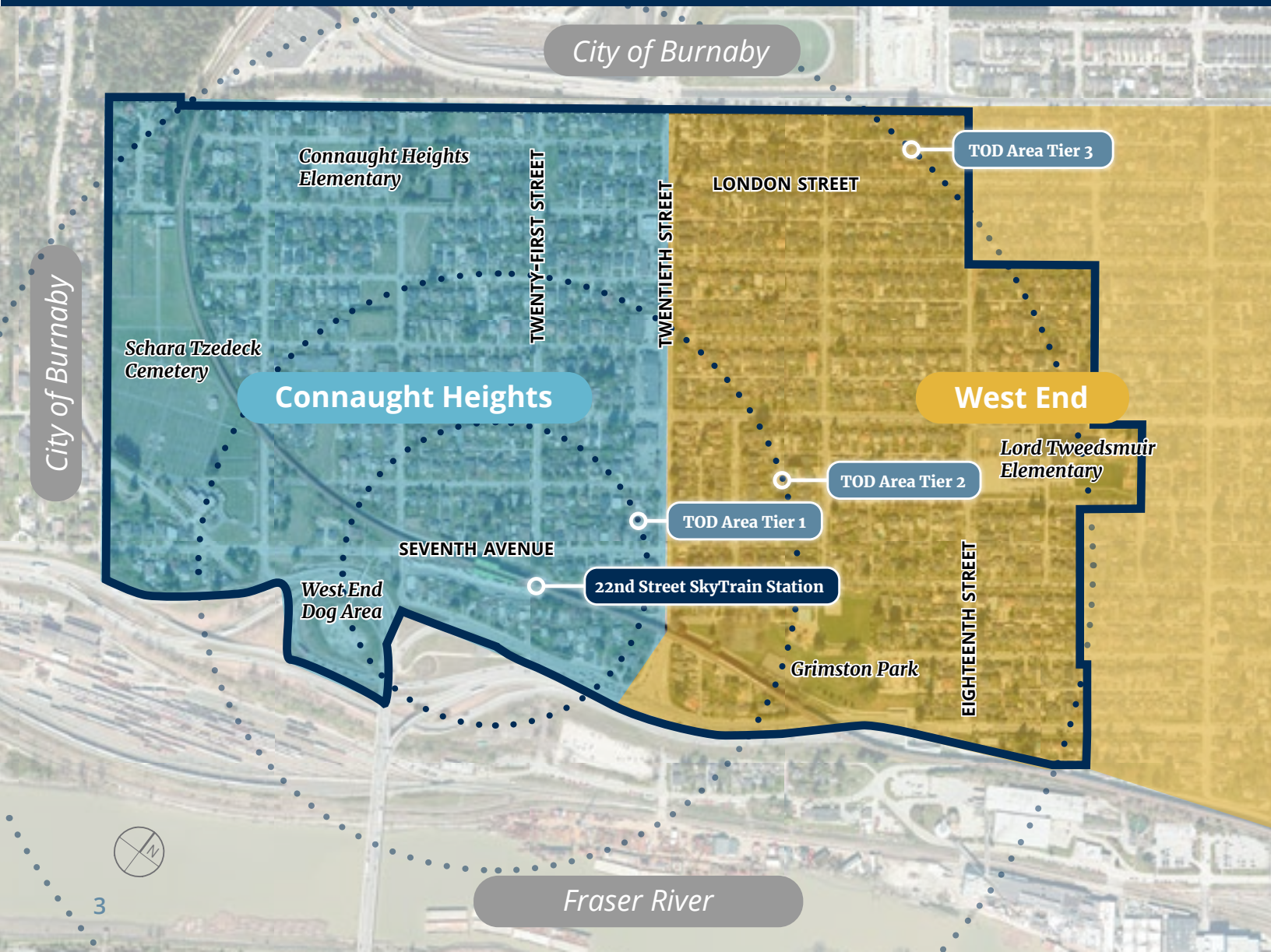
This Vision is framed by the following priorities and key drivers:

- The Vision is driven by New Westminster's **climate emergency declaration** in 2019 and the "Seven Bold Steps" framework for climate action. This climate focus led to the hosting of an ideas challenge, soliciting innovative ideas about climate-friendly neighbourhoods.
- It is framed by Council's **Strategic Priorities Plan,** which outlines focus areas, foundations, and lenses like reconciliation, and equity and inclusion. The Vision for the city, articulated in that plan, is "to create a vibrant, compassionate, resilient city where everyone can thrive". The 22nd Street Station Area Vision is a step towards realizing this goal.
- The Vision builds on Council's declaration of a **Year of Truth and commitment to truth and reconciliation.** The project team included a Coast Salish Cultural Advisor. The Vision has begun to identify priorities articulated by local First Nations, including the need for greater relationship building during implementation.
- It integrates new **provincial housing legislation** and the related minimum density framework for lands within 800 metres of SkyTrain stations, which enables significant growth.

1.2 22nd Street Vision Area

The Vision Area includes two existing neighbourhoods: Connaught Heights and a portion of the West End. The area extends to Tenth Avenue at the north (which creates a boundary with the City of Burnaby). The western boundary is also the municipal boundary with Burnaby and the eastern boundary is approximately Seventeenth Street. Twentieth Street, which runs through the neighbourhood, provides a major access route to Marine Way and the Queensborough Bridge. This Vision Area boundary was a direct result of the Province of British Columbia's amendment to the *Local Government Act*, which established a minimum density within 800 metres of SkyTrain stations. The Vision boundary accommodates the three tiers of the Transit Oriented Development (TOD) Area created through that legislation, as seen below.

Vision Area





View of the Fraser River and Poplar Island from Grimston Park. Source: New Westminster Archives.



Map of New Westminster District and Lot 172, 1876.



20th Street (1910s). Source: New Westminster Archives.



Twentieth & Sixth Avenue (1965). Source: New Westminster Archives



SkyTrain development (1984). Source: New Westminster Archives

Neighbourhood Memory and History

LANDS OF THE HALKOMELEM SPEAKING PEOPLES: For thousands of years, Halkomelem speaking peoples have been stewards of these lands. Much more work is needed to understand, acknowledge, and reflect pre-colonial history and contemporary connections to the lands.

EARLY 19TH CENTURY: Arrival of new settler communities which formed the boundaries of the City of New Westminster.

1879: The Government of Canada created Reserve 145 in 1879, on the edge of the neighbourhood, and displaced First Nations people to these lands.

1888: The West End became part of the City of New Westminster.

1909: The BC Electric Railway Line and the electrical power line rights of way currently owned by BC Hydro, were established as early as 1909. These lines still influence the physical shape of the community today.

1930s: Colonial residential development began, but the area remained generally rural in character. Lord Tweedsmuir Elementary School opened in 1936 (named Westside Elementary School at the time).

1943: The City purchased Reserve 145 lands in the West End from the Government of Canada, further displacing First Nations people and erasing the Coast Salish context of the lands. The City subdivided the lands, and sold the lots to private owners.

1964-65: Connaught Heights became part of New Westminster. Connaught Heights Elementary School opened.

1980s: The area was influenced by major infrastructure projects, including the Annacis Highway interchange, Expo SkyTrain corridor, and the 22nd Street SkyTrain Station.

2017: OUR CITY 2041, New Westminster's Official Community Plan was adopted to guide the long-term vision for the City. As part of this plan, 22nd Street Skytrain Station was identified as a Study Area with potential to accommodate transit-oriented development, requiring more detailed planning.

Physical Characteristics

SLOPES: The land slopes down from north to south, towards the river. The elevation gradually increases by approximately 50 metres from Stewardson Way to the top of Connaught Heights.

VIEWS, SOUTHERN EXPOSURE: The slope affords southern views of the Fraser River, neighbouring municipalities, and southern exposure.

SMALL LOTS: Current lots in Connaught Heights are predominantly 50 ft (15.2 m) wide and 120 ft (36.6 m) deep. Lots in the West End have a greater diversity of depths and widths, mostly slightly deeper than Connaught Heights (e.g. 132 ft, or 40.2 m deep). There are many houses with secondary suites throughout the neighbourhoods, and some laneway and carriage homes.

TRANSIT AND ACTIVE TRANSPORTATION CONNECTIONS: The SkyTrain station and bus exchange connect this neighbourhood to the region. Cycling routes through the area include the BC Parkway, Crosstown Greenway, and London/Dublin Greenway. Many streets in Connaught Heights are below current City standards for pedestrian facilities, and do not include sidewalks on both sides of the road.

MAJOR THOROUGHFARES: Stewardson Way and Marine Way, busy intersections and highway interchanges, and congestion along Twentieth Street impact the neighbourhood.

UNIQUE SUBDIVISION PATTERN: Connaught Heights was subdivided differently than the West End, with undersized streets and only one residential block with a lane. Many streets are misaligned across Twentieth Street.

MODERATE TREE CANOPY & LIMITED BIODIVERSITY: Tree canopy coverage was measured in 2014 to be about 22%, and the neighbourhood has a very low biodiversity ranking.



Steep slopes



Thoroughfare



Absence of sidewalks



Southward view



Single-detached dwellings

Analysis of land use, transportation, demographic context, and trends informed the reGENERATE Ideas Challenge and vision. See Appendix 1 for more information.

2.0 VISIONING PROCESS & FRAMING

2.1 Visioning Process

To reach a bold Vision, we wove together ideas and input from City Council, local First Nations, community members, participants from the reGENERATE Ideas Challenge, technical analysis, and legislative direction from the Province of BC. Information from all these streams interact, which led to shared learning and insights, and the emergence of new ideas throughout the process.







FALL 2023

Community Perspectives & Ideas

Community consultation, conversations with external agencies and inter-departmental staff.

WINTER 2023 / 2024

Ideas to Inspire: *reGENERATE Ideas Challenge*

International ideas challenge to gather new ideas for the neighbourhood.

DECEMBER 2023

Provincial Housing Mandates

Medium to high densities are prescribed around rapid transit, in a much larger area than previously being explored.

SPRING 2024

Design Workshop

Design workshop to integrate all inputs to date. Community invited to view and comment on emerging directions.

SPRING / SUMMER 2024

Big Moves

Additional analysis, First Nation and external agency consultation towards Big Moves and strategy development.

FALL / WINTER 2024

Refine the Vision

City Council and community review Big Moves and strategy highlights, and refined Vision endorsed by Council.

First Nations Engagement

Conversations with First Nations were initiated at the beginning of this project and continued throughout. These conversations and relationship building will continue through implementation.





2.2 Framing the Vision

The 22nd Street Station Vision was framed by several key processes and inputs, including the ideas challenge, Council's Strategic Priorities Plan, and the City's Seven Bold Steps for Climate Action.

reGENERATE Ideas Challenge

To identify new ideas about planning for a climate-friendly community, the City hosted the reGENERATE Ideas Challenge from November 2023 to January 2024. Participants were asked to submit an idea for a climate-friendly neighbourhood where everyone can thrive. Eighty-two submissions from over ten countries were received, including many submissions from youth and local community members. The following themes emerged from the ideas challenge submissions, and directly informed the Vision.

reGENERATE Submissions - Top Themes

1. **Establish a Transit Core**
   Redevelop the station and its immediate surroundings into a mixed-use hub that serves the daily needs of residents.
2. **Create Diverse Housing**
   Support a range of housing typologies, from high rise to low rise, courtyard housing, townhouses, and multiplexes, with single and mixed-uses.
3. **Make Transportation Sustainable**
   Support sustainable transportation modes by expanding bike and pedestrian infrastructure, developing complete streets, or closing some roads to cars.
4. **Support Natural Systems**
   Create and expand green spaces that support ecological restoration and contribute to resilience to climate change through landscape design.
5. **Celebrate Culture and Honour History of Place**
   Celebrate Coast Salish history on the lands, advance reconciliation, and advance memory as a design practice.
6. **Create Social and Caring Places**
   Provide spaces for public gathering and support community-building programs that provide opportunities for neighbours to connect with and support each other.
7. **Build Low-Carbon Buildings and Support Renewable Energy**
   Build buildings with features like green walls, rooftop solar, or low embodied carbon materials like wood. Promote local renewable energy generation, such as through wind, solar, closed loop hydro or capturing kinetic energy along pathways.

reGENERATE Themes

Below are some highlights from reGENERATE submissions depicting elements of the themes.



4. Support Natural Systems: *Rewilding and street greening concepts by Joyce Carrera, Sarah Letourneau, and Hanna Grimminck*



1. Establish Transit Core: *Mixed-use urban village centre concept by Huda Suwi*



5. Celebrate Culture and History of Place: *Public walkway that mimics canoes on a river, by Fiorella Pinillos, Natalia Botero, and Johanna Pabon.*



2. Create Diverse Housing: *Compact forms with access to daylight, concept by JIM Architecture (James Huemoeller)*



6. Create Social and Caring Places: *Pocket parks as small gathering places, by Rebel Monkey Society*



3. Make Transportation Sustainable: *Complete streets concept by Christian Zollner*



7. Build Renewable and Low-Emission Buildings: *Climate-resilient buildings concept, by Jasmeen Kaur Sidhu, Sheree Emmanuel, Hana Ambury and Stephanie Grondin*

Throughout the document, this symbol denotes images that came from reGENERATE Ideas Challenge participants.

Community Input

Through a robust community engagement process—including in-person and online events and surveys—residents and organizations shared experiences, values and ideas about the future of the area which helped shaped the Vision.

Equity-denied groups were specifically engaged, by communicating and meeting with groups that represent and serve youth, newcomers, people experiencing poverty, and urban Indigenous people. We heard the following top themes from community members.

What We Heard - Priorities from Community

1. **Public and Active Transportation**
   Improved transit, bike, and pedestrian infrastructure and connections.
2. **Commercial Uses, Services and Amenities**
   Services and stores for meeting daily needs, including a grocery store, health services, and other commercial uses.
3. **Social and Caring Spaces**
   Inclusive spaces for community to gather, including dedicated space for urban Indigenous people, and facilities like public washrooms.
4. **Landscape and Water**
   More parks, green spaces and trees.
5. **Private Vehicle Transportation**
   Improved access and managed congestion, including on Twentieth Street.
6. **Housing**
   Increased housing supply, including high-rise towers near the SkyTrain station and affordable housing options.









See the Appendix for a detailed Engagement Summary Report

First Nations Input

A Coast Salish Cultural Advisor helped guide the visioning process and discussions with local First Nations. The City contacted six First Nations that had indicated interest in building a stronger relationship with the City and engaging on projects. Of the six, Musqueam, Kwantlen, Tsleil-Waututh, and Squamish Nations expressed interest in engaging on the project.

Early conversations with First Nations yielded important insights. First Nations had a strong presence on these lands and the Fraser River was critical for fishing and navigation. Colonization displaced and disenfranchised these communities and erased their visibility from the lands.

What We Heard - Early Conversations with First Nations

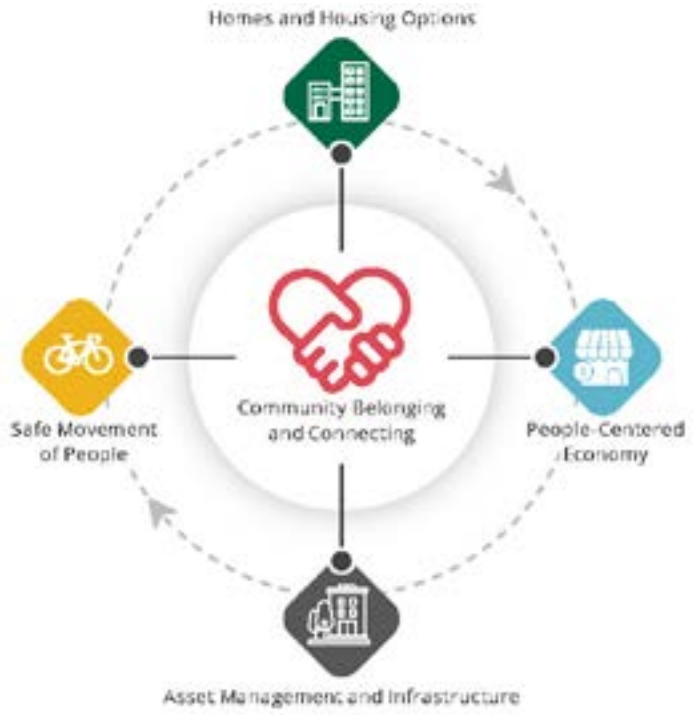
1. **Ecological Restoration**
   Seek opportunities for ecological restoration even as density increases.
2. **Ceremony and Culture**
   Find indoor and outdoor spaces for ceremony and cultural use.
3. **Affordable Housing for Indigenous People**
   Create affordable housing opportunities for Indigenous people, including Indigenous owned and operated housing.
4. **Economic Development**
   Support economic reconciliation with and economic development of First Nations, by removing barriers to economic participation.
5. **Cultural Visibility**
   Enhance the visibility of Coast Salish history on this land, including being sensitive to the power of place names.
6. **Culturally Sensitive Approach**
   During development, take a culturally sensitive approach to ground disturbance and archaeology.

Conversations with First Nations were more limited than initially hoped, and the above points do not constitute an exhaustive list of priorities. This early feedback informed the Vision and strategies, and are reflected in the “Coast Salish Contribution Opportunities” chapter. Opportunities to further identify and advance First Nations priorities exist throughout all steps of planning and development, and at multiple scales, and will continue to be explored when implementing the Vision. The above does not represent a consensus from the Nations nor specific agreed-to direction. Rather, it represents highlights gleaned by the City from various conversations and research.

Direction from Council

COUNCIL'S STRATEGIC PRIORITIES PLAN

Council's 2023-2026 Strategic Priorities Plan frames the Vision. The plan focuses on community belonging and connecting; homes and housing options; people-centred economy; safe movement of people; and asset management and infrastructure. It includes foundations and lenses such as reconciliation; diversity and inclusion; and climate action. These focuses, foundations, and lenses are all reflected in the 22nd Street Station Vision.



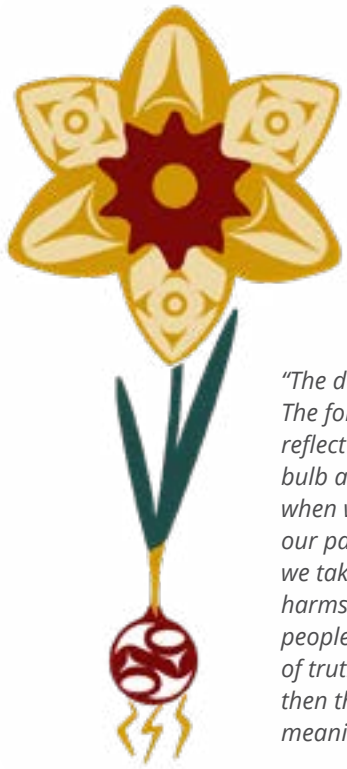
Focus Areas from Council's Strategic Priorities Plan

CLIMATE EMERGENCY DECLARATION AND SEVEN BOLD STEPS

The Seven Bold Steps for Climate Action (2019) followed the City's declaration of a climate emergency. These steps guide New Westminster to move towards a zero carbon and resilient future by 2050 by achieving carbon neutrality in city operations, reducing car dependency, promoting energy-efficient buildings, encouraging zero-emission vehicles and renewable energy, expanding urban green spaces and designing pedestrian-oriented public areas. These steps help frame the Vision.

YEAR OF TRUTH AND COMMITMENT TO RECONCILIATION

In 2018, City Council initiated a process to: improve relationships with local First Nations; better understand and respect their interests to these lands; and to seek ways to work together towards reconciling our past relationships. New Westminster City Council proclaimed March 2023 to March 2024 as A Year of Truth, as a step towards understanding and acknowledging the City's complicity with and role in colonization.



"The daffodil is a symbol of truth. The formline designs and colours reflect on one another and the bulb acts as a mirror. It is only when we reflect upon ourselves, our past and present, and when we take inventory of our role in the harms inflicted upon Indigenous peoples, that the healing buds of truth can blossom. It is only then that reconciliation can meaningfully take root."

- Year of Truth drawing. Artist: Christina Coolidge. (yearoftruth.ca)

2.3 Provincial Housing Mandate

In December 2023, the Province of British Columbia made amendments to the *Local Government Act* to establish a minimum transit-supportive density framework adjacent to transit stations, including three density tiers within 200, 400 and 800 metres of SkyTrain stations. The new legislation also removed residential parking minimums for these areas. 22nd Street SkyTrain Station was subsequently designated as a Transit Oriented Development (TOD) Area, to help achieve the goals of creating more housing while shifting transportation choices towards sustainable modes such as public transit, and creating a more complete community. This housing mandate impacted the Vision boundary, which was expanded from the original smaller area set in the City's Official Community Plan to a larger Vision Area (shown as Vision Boundary below), to accommodate the three tiers of the TOD Area.

Transit Oriented Development (TOD) Areas



2.4 From Vision to Neighbourhood

The 22nd Street Station Area Vision outlines a long-range future for the neighbourhood, imagining what full build-out of the provincially-prescribed Transit Oriented Development (TOD) Area density might look like. Full build-out, if it does occur over the coming decades, could result in more than 30,000 residents in the neighbourhood. This represents a significant increase in density and change to neighbourhood character. In light of this, the 22nd Street Station Area Vision is conceived as a multi-generational framework that may take many years, partners, and projects to reach. It will be a guide for future land use planning, development and planning/funding the services, infrastructure and amenities needed to serve the growing area.

Citywide Policy, Plans & Strategies informing the 22nd Street Station Vision

Official Community Plan Our City 2041

The Official Community Plan (OCP) provides direction to make the City one of the most livable communities in Metro Vancouver for years to come. It identifies 22nd Street Station as a Study Area, calling for a plan to transform the area into a transit-oriented community. The OCP aligns with the Metro Vancouver Regional Growth Strategy, both of which identify the area as a Frequent Transit Development Area.

Housing Plans

- Housing Needs Report (2021, and 2024 interim update)
- Provincial Housing Target Order (2024)

These plans inform the types and amount of housing needed for the city and opportunities to close gaps through neighbourhood redevelopment.

Transportation Plans

- Master Transportation Plan (2022)
- All Ages and Abilities Active Transportation Network Plan (2022)

The Master Transportation Plan provides overarching guidance and priorities for transportation planning. The Active Transportation Network Plan identifies a future pedestrian and cycling network for implementation, including in the 22nd Street Station Vision Area.

Parks and Environment Plans

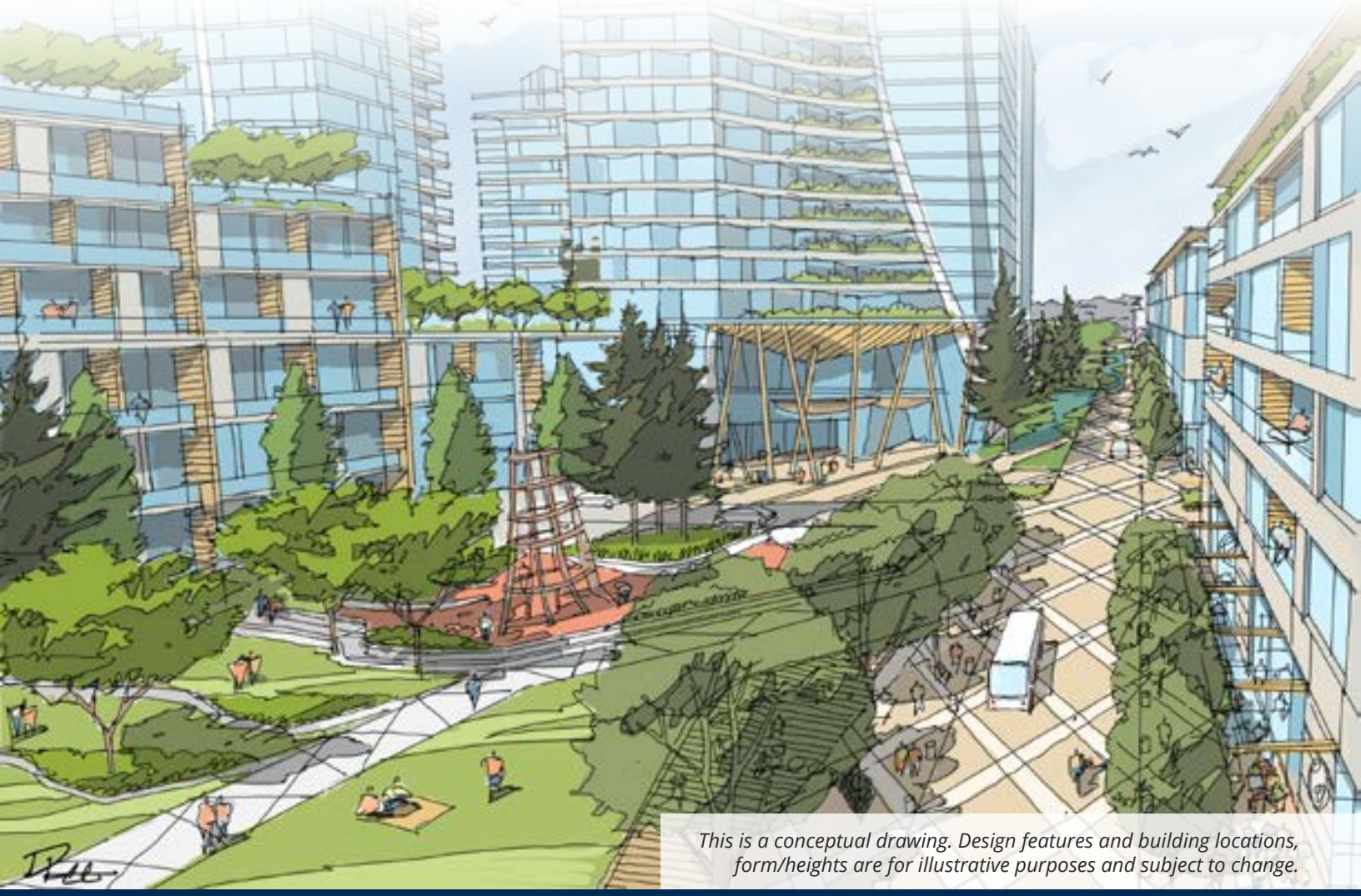
- Parks and Recreation Comprehensive Plan Update (anticipated in 2025)
- Biodiversity and Natural Areas Strategy (2022)
- Integrated Stormwater Management Plan (2017)
- Urban Forest Management Strategy (2015)

The Parks and Recreation Comprehensive Plan will inform a park acquisition strategy and other recreation and parks-related decisions for the 22nd Street Station Vision Area. The other plans identify opportunities relevant to the neighbourhood.

Climate Action Plans

- Community Energy and Emissions Plan (2022)
- Seven Bold Steps on Climate Action (2019)
- eMobility Strategy (2022)

These plans identify priorities and direction for climate action and energy emission reduction in the neighbourhood.



This is a conceptual drawing. Design features and building locations, form/heights are for illustrative purposes and subject to change.

PART 2

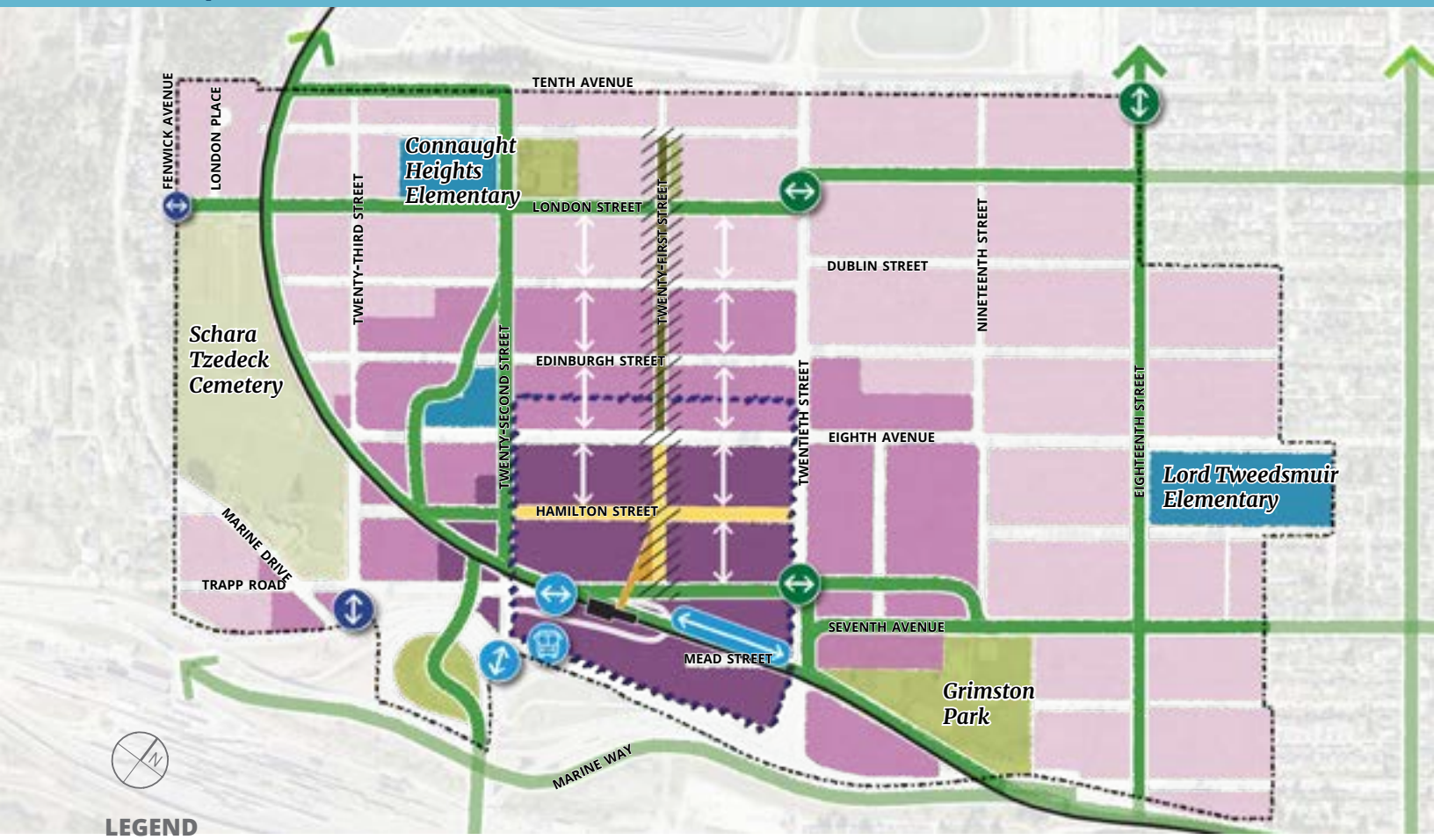
VISION, BIG MOVES & STRATEGIES

Themes from the process have been shaped into chapters that each convey a Big Move that will guide the future of the neighbourhood. Big Moves include: Goals, which describe the intent; and Strategies, which create the pathway for reaching the Goal.

3.0 LONG-RANGE VISION

The 22nd Street Station Vision Area is an active, transit-oriented community, with highest density near the 22nd Street SkyTrain Station, where people's daily needs can be met. The pedestrian-oriented Transit Village is the neighbourhood heart, with Twenty-First Street and adjacent streets offering groceries, restaurants, shops and services. The entire neighbourhood provides low-carbon and resilient buildings, an abundance of housing, including for vulnerable residents, and incorporates ecologically-rich landscapes. A safe, accessible street network prioritizes walking, cycling, and reliable public transit. The neighbourhood celebrates Coast Salish culture. Social connections are supported by providing a range of accessible public places. This Vision has been realized by balancing growth and long-term financial resilience.

Concept Plan



LEGEND

- 22ND ST SKYTRAIN STATION
- SKYTRAIN
- TRANSIT VILLAGE
- GREEN CONNECTIONS
- PEDESTRIAN & BIKE CONNECTION IMPROVEMENTS
- EXPANDED BUS EXCHANGE
- NEIGHBOURHOOD SPINE
- PARK STREET
- SHARED STREETS
- PEDESTRIAN & BIKE BRIDGE / CENTRAL PLAZA
- MIDBLOCK CONNECTIONS
- VEHICLE CONNECTIONS
- BUS CONNECTIONS
- HIGH RISE COMMUNITY
- MID RISE COMMUNITY
- LOW TO MID RISE COMMUNITY
- INSTITUTIONAL / COMMUNITY*
- PARK / OPEN SPACE*
- CEMETERY*
- VISION BOUNDARY

**EXISTING*

The concept plan illustrates the major elements of the future neighbourhood. It is not meant to be an exact rendering.

3.1 Big Moves

The eight Big Moves listed below, together with the strategies for achieving them outlined in subsequent chapters, will collectively bring the vision to fruition.



TRANSIT VILLAGE: A high-density mixed-use core, centred around a regional transit hub, featuring a central plaza and high street and where daily needs can be met.



HOUSING CAPACITY AND CHOICE: A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for everyone to call home.



STREETS FOR PEOPLE: A well-connected place with a range of safe, sustainable, and enjoyable mobility options that reduce vehicular dependence and lower transportation-related emissions in any weather.



COAST SALISH CULTURAL CONTRIBUTIONS: A community that celebrates the Coast Salish history and context of the lands, and where opportunities for cultural revitalization and reconciliation are provided.



GREEN NETWORKS: A diverse system of ecologically-rich, resilient public green spaces and corridors, supported by green private and semi-private spaces.



SOCIAL CONNECTIONS: A vibrant and inclusive community with a range of social spaces where diverse people can gather, connect, and support each other.



CLIMATE-FRIENDLY BUILDINGS: Low-carbon, low-emissions buildings, powered by clean and renewable energy, and designed to provide safety and comfort through extreme weather, support reduced energy consumption, and minimize waste.



FISCALLY RESPONSIBLE APPROACH: A livable, sustainable neighbourhood that supports long-term municipal financial resilience.

4.0 TRANSIT VILLAGE

4.1 Goal

A high-density mixed-use core, centred around a regional transit hub, featuring a central plaza and high street, and where daily needs can be met.

Bustling with activity and public life, the Transit Village is a new neighbourhood heart, and includes a retail high street, various commercial uses and services, and amenities integrated with high density housing, mainly in tower form. The tallest buildings are closest to the SkyTrain Station and building heights "step-down" away from the station. The Transit Village has a pedestrian-focused core, connected by car-light streets and bikeways, and featuring user-friendly public transit. It includes community amenities and major public realm improvements, like a plaza, and other outdoor spaces for urban life. This move to a more complete, less vehicle-dependent community supports climate goals by reducing transportation-related emissions.

WHAT WE HEARD:

- Strong desire to meet daily needs within the neighbourhood (e.g. grocery store, community spaces, and other services)
- Desire for a range of housing forms, including low to mid rise buildings
- Support for increased density and mixed-use buildings near the SkyTrain

reGENERATE IDEAS: Create a mixed-use hub near SkyTrain that serves daily needs of residents

STRATEGIC PRIORITIES: Climate action and environment; homes and housing options; people-centred economy

CLIMATE ACTION: Car-light community; people-centred public realm

Transit Village Concept

This is a conceptual drawing. Design features and building locations, form/heights are for illustrative purposes and subject to change. Drawing by PWL.



CENTRAL PLAZA

A Central Plaza serves as a generous extension of pedestrian space with direct access to the SkyTrain via a grade-separate pedestrian/bike bridge. Activated by street fronts and public realm programming, this contributes to the new neighbourhood heart.



COMMERCIAL CORE

Commercial and community spaces activate Twenty-First Street and the Central Plaza, Hamilton Street, and Eighth Avenue, creating a pedestrian-oriented commercial core, and allowing residents to meet many daily needs.



NEIGHBOURHOOD SPINE

Twenty-First Street is a new neighbourhood spine transitioning from a bustling, commercial street (near the Station), northwards to a quieter, residential, *park street* (Eighth Avenue to London Streets).

4.2 Strategies

4.2.1 **Transit-Centred Village:** Enable tower development between Eighth Avenue and Sixth Avenue/Stewardson Way, and Twentieth Street to Twenty-Second Street.

4.2.2 **Commercial Core:** Within the Transit Village, create a commercial core where daily needs can be met. Specifically:

a. Transform Twenty-First Street into a new pedestrian-oriented high street with active retail frontages that enhance the public realm, and provide opportunities for retail along portions of Hamilton Street, Eighth Avenue, and Seventh Avenue at the station;


Find more information for this Strategy on page 23

b. Ensure that a grocery store anchors a cluster of retail and services within the Transit Village;

c. Allow for local-servicing commercial services and office space on second stories of retail streets; and

d. Allow for additional community serving commercial uses elsewhere in the Transit Village.

4.2.3 **Enhanced Public Realm:** Provide a network of high-quality public spaces in the Transit Village, including:

a. Develop a significant central plaza adjacent to Twenty-First Street, with potential for a direct pedestrian and bike connection to the SkyTrain Station via a grade-separated pedestrian and bike bridge; and

b. Transform Twenty-First Street into a neighbourhood spine, with a pedestrian-oriented stretch from Seventh Avenue to Eighth Avenue, and a greened *park street* (see glossary) from Eighth Avenue to London Street.

All italicized terms are defined in the Glossary, see 13.0 on page 68.


Find more information for this Strategy on page 23

4.2.4 **Social Infrastructure:** Accommodate services and amenities critical for residents' wellbeing. Within the Transit Village specifically, ensure the following:

a. Accommodate non-profit child care centres, and design commercial spaces to include or be adaptable to child care uses, including provision of contiguous outdoor play spaces for infant-toddler care;

b. Work with New Westminster Schools to explore providing at least one new urban school, potentially integrated within a development, to meet the school space needs of the growing neighbourhood; and

c. Locate a publicly-accessible neighbourhood scaled community centre within the Transit Village, to provide space for community to gather, celebrate culture, and support neighbourhood climate action.

Find more information for this Strategy on page 22

Find more information for this Strategy on page 56

4.2.5 **Strategic Consolidation:** To achieve the Transit Village vision, consolidation of adjacent parcels or full blocks may be required to optimize full development potential including right of way dedication and/or delivery of new streets and lanes.

4.2.6 **Development Concept:** Create a development concept for the Transit Village as part of the Vision implementation phase. Pre-plan property consolidation and building location, particularly for towers, which maintain solar access, appropriate building separations, facilitate optimal potential for each block while delivering the key amenities envisioned and infrastructure needed for the area's growth.



Idea sketch from community engagement, showing a community village with public spaces, art, parks, lighting, a library and community centre.

STRATEGY HIGHLIGHT

Urban School

INTENT

Collaborate with New Westminster Schools to advocate for provincial funding for new and expanded schools in the neighbourhood.

OPPORTUNITY

New Westminster Schools identifies and plans for school needs through its Long Range Facilities Plans. The City collaborates with New Westminster Schools and jointly advocates for provincial funding for new and expanded schools.

Design opportunities for New Westminster Schools to make creative use of tight sites include:

- Explore more vertical designs, locating parking, pick-up, and drop-off underground;
- Providing outdoor play opportunities on rooftops and podiums; and
- Designing for multi-purpose and flexible use of space, such as surface parking used as a basketball court after hours.

The City can facilitate efficient use of sites and improved delivery of community services by:

- Facilitating opportunities for New Westminster Schools to work with developers toward integration of schools within large-scale projects, such as within a tower podium; and
- Exploring co-location of community facilities and child care, and joint use of space by public and school communities.



šxʷwəq̓ʷəθət Crosstown Elementary, Vancouver



Sugar Wharf School, Toronto (under construction)

Linked with Strategy 4.2.4b; 9.2.5c

STRATEGY HIGHLIGHT

Twenty-First Street: A New Neighbourhood Spine

INTENT

Transform Twenty-First Street into a neighbourhood spine, supporting the retail node, establishing a strong sense of place, connecting to SkyTrain station and bus loop, and providing animated urban and green public spaces for the growing community to enjoy.

OPPORTUNITY

On the southern portion of Twenty-First Street from Seventh Avenue to Eighth Avenue, create a *shared street* that gives pedestrians the right of way and treats cars as guests.

Adjacent to the *shared street*, create a central plaza for the Transit Village, framed by active commercial frontages. Design the plaza to be active, safe, welcoming, and green, with play space included. Connect the plaza with the SkyTrain station via a pedestrian and bike bridge, providing a flat, direct, and mode-separated connection.

At Eighth Avenue, transition to a green amenity *park street* northwards to London Street, designed to collect and retain stormwater from adjacent development sites. Mature street trees, urban wetland and understorey vegetation create a significant urban habitat corridor. Limited vehicular access maximizes area allocated for green space.



Plaza in Commercial Core, New York City

Linked with Strategies 4.2.2; 4.2.3b; 7.2.1a



reGENERATE Idea Highlight: *Submission by A Anghel, S Lenghel and A Pop-Arad proposing a pedestrian-only high street.*



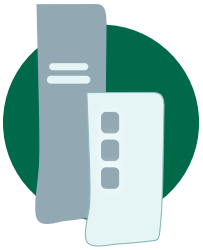
Grade-separated pedestrian connection from SkyTrain, Brentwood Plaza, Burnaby



Innovative stormwater management, St. George Rainway, Vancouver, under construction



Neighbourhood Spine conceptual drawing by Derek Lee, PWL



5.0 HOUSING CAPACITY AND CHOICE

5.1 Goal

A neighbourhood of abundant housing with a mix of tenures and affordability levels, and somewhere for everyone to call home.

The growth in this neighbourhood provides a substantial amount of new and diverse housing, reflecting the need in New Westminster and welcoming new people into the community. Condominiums and apartments of various sizes are the primary housing type in both mid rise and high rise towers, with opportunity for ground-oriented living at the base of towers and within the outer parts of the Vision Area. Everyone can find a place to live here: many of the new units are secured for renters and housing is targeted to a range of affordability levels (from those looking to buy a new place, to providing homes for those who do not currently have one). Growth focused around transit facilities with local commercial uses, employment opportunities and community amenities supports climate goals of enabling car-light living in energy efficient, low carbon buildings.

WHAT WE HEARD:

- Desire for a range of housing forms, including low to mid rise buildings
- Support for increased density near the SkyTrain station
- Need for affordable rental housing, and housing for families, students, and Indigenous peoples
- Considerations and questions about integrating the Provincial housing legislation for Transit Oriented Areas

reGENERATE IDEAS: Support a range of housing types, from high rise, to mixed-use low rise, courtyard orientations, townhouses, and multiplexes

STRATEGIC PRIORITIES: Homes and housing options

CLIMATE ACTION: Car-light community and carbon-free homes and buildings

5.2 Strategies

5.2.1 **High Density:** Accommodate significantly increased residential density, with highest density focused by the SkyTrain station, and densities "stepping down" away from the station to mid rise and low to mid rise. This density framework is aligned with the Provincial Transit Oriented Development (TOD) Area legislation, with slight changes to allow for consistent densities within most blocks.

Find more information for this Strategy on page 28

5.2.2 **Servicing Growth:** The additional density that the TOD Area framework signals will be leveraged to deliver the infrastructure needed to service growth, and the amenities outlined in this vision (see the chapter on a Fiscally Responsible Approach for more information). Development seeking to exceed TOD densities will be required to provide significant contributions toward infrastructure and amenities.

5.2.3 **Housing Form Diversity:** Allow for a range of housing forms, including lower density ground-oriented forms in the outer parts of the TOD Area.

Find more information for this Strategy on page 28

5.2.4 **Design Transition:** Manage adjacencies of different housing forms through design guidelines.

5.2.5 **Substantial Rental Housing:** Ensure delivery of purpose-built market and affordable rental housing in alignment with housing needs of the community throughout the Vision Area.

5.2.6 **Indigenous-led Housing:** Facilitate and support Indigenous-led development, design and ownership/ operation of housing.

5.2.7 **Affordable Housing:** Encourage affordable housing by:

- **a.** Continuing to prioritize and streamline review of affordable housing development applications;
- **b.** Removing barriers to and support non-market, below-market, supportive housing, and emergency shelter space; and
- **c.** Facilitating and supporting partnerships and funding from senior levels of government.

5.2.8 **Family Friendly Housing:** Ensure new development includes sufficient options for families, including an adequate number of bedrooms, appropriate dwelling sizes, and family friendly design features and amenities.

5.2.9 **Existing Rental Protection:** Protect existing multi-unit rental housing, and support retrofitting for energy efficiency, safety and comfort.

5.2.10 **Meeting Housing Need:** Implement City-wide housing policies, and exceed minimum standards where viable to ensure the housing provided is the housing needed. Continuously update policies to ensure the City is always taking bold action to achieve housing goals and meet community needs.

Find more information for this Strategy on page 30



Idea sketch from community engagement, showing low-to-mid-rise community with a corner store.



Idea highlight: *High density mixed-use concept by Huda Suwi*



Indigenous led housing



Idea highlight: *High density housing concept by Andrew Scott and Vivian Chow*



Idea highlight: *Mid-rise housing concept by "22nd Street Urban Village" team*



Idea highlight: *Family friendly housing by By Fiorella Pinillos, Johanna Pabon Villanueva, and Natalia Botero Duque*

STRATEGY HIGHLIGHT

Residential Communities: Building Forms

Enable a full continuum of well-designed housing, in the following sub-areas:



Conceptual sketch of development potential within the High-Rise Community.

High Rise Community: A mixed-use, high-density village of 20 stories or a floor space ratio (FSR) of 5.0 (or higher only where development provides significant contributions toward infrastructure and amenities needed to support the new residents resulting from growth), located closest to the SkyTrain station, with density stepping down towards Twentieth Street and Eighth Avenue.

- Encourage human-scaled podiums with ground-oriented housing and/or commercial options at grade and ensure development contributes to a lively pedestrian-oriented environment; and
- Ensure development is designed to protect access to light. Where possible, preserve views from public spaces to the Fraser River, Poplar Island, and Mount Baker through tower separation and strategic design.



Conceptual sketch of possible scale and form of development within the Mid-Rise Community.

Mid Rise Community: An area of mid rise development up to twelve stories or 4.0 FSR, with the potential for mixed-use along Eighth Avenue.

- Allow for community-serving commercial/ institutional nodes (e.g. corner stores, childcare centres or community spaces) throughout the area; and
- Ensure design of ground-oriented housing at grade, supporting opportunities for front doors and eyes on the street.

Linked with Strategies 5.2.1; 5.2.3; 9.2.7

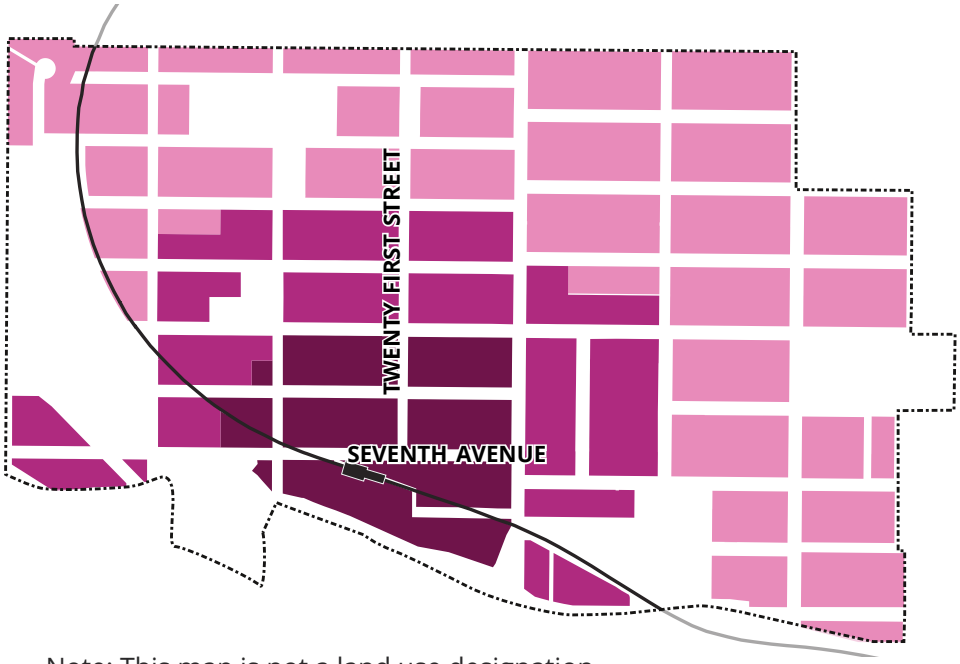
Low to Mid Rise Community: An area with a diversity of housing forms, up to mid rise density of eight stories or 3.0 FSR.

- Enable incremental growth such as by allowing for lower density forms (e.g. townhouses); and
- Enable courtyard housing forms through design guidelines and zoning regulations.



Conceptual sketch of a sample block, showing a diversity of low to mid rise development.

Residential Communities Map



Note: This map is not a land use designation map. Some sites may not be able to develop to the density described.

STRATEGY HIGHLIGHT

Housing Need

New Westminster has an Interim Housing Needs Report (2024), which provides an updated snapshot of unmet and projected housing needs city-wide. The City will update this report periodically in alignment with provincial legislation. To ensure new housing meets community needs, City policy on rental protection, new rental housing, affordable housing, family friendly housing, and other targeted housing policy will continue to be informed directly by the Housing Needs Report. Below are some housing needs that must be addressed in the Vision Area:

Rental Housing: In 2021, almost half of New Westminster households rented their homes rather than owned them (45%). New development must reflect this need for rental housing options, especially purpose-built rental housing.

Affordability: The Housing Needs Report identified that even occupied one-bedroom rental units – the most affordable units in the city – are out of reach for a median income renter household, and significant affordability gaps exist for a range of households. In 2021, 32% of renter households were living below the affordability standard, spending more than 30% of their income on housing. New development needs to contribute to housing affordability to meet the needs of low and moderate income households.

Households in Greatest Need: In 2021, single income households comprised over half of households in *core housing need* in New Westminster. Specifically, seniors (65+) households had the highest incidence of *core housing need* (37%), followed by female lone-parent households (33%) and non-permanent resident households (28%). Single or roommate households also had the highest rate of affordability challenges (42%). Currently, non-market housing only represents five percent of the housing stock in the city. New development needs to increase this supply and provide secure, affordable housing options for these and other groups.

Family Friendly Housing: New Westminster's urban centres continue to attract families and the number of children per apartment has been increasing in recent Census periods. As significant change comes to the 22nd Street Station area, new development must include 2 and 3+ bedroom options that are designed for family livability.



Linked with Strategy 5.2.9

STRATEGY HIGHLIGHT

Courtyard Housing

INTENT

Enable sociable housing with access to green space through courtyards.

OPPORTUNITY

Private yards are less achievable at transit-supportive densities, and efforts to provide private outdoor space can result in small, shaded, unusable spaces.

Shared courtyards, when designed well, can support a range of activities, neighbourly connections, as well as have ecological functions. The removal of residential parking minimums within TOD Areas may create opportunities for courtyards on terra firma, enabling healthier tree canopy growth and more creative green stormwater management approaches.

There is opportunity to enable courtyard building forms in this neighbourhood, especially within the Low to Mid Rise Community.



Idea Highlight: *Image from reGENERATE submission (by Peter Williams) proposing courtyard housing near the SkyTrain Station.*



Courtyard Housing



Co-housing (by Schemata Workshop)

Linked with Strategy 5.2.3



6.0 STREETS FOR PEOPLE

6.1 Goal

A well-connected place with a range of safe, sustainable, and enjoyable mobility options that reduce vehicular dependence and lower transportation-related emissions.

In this car-light neighbourhood, streets are prioritized for people. Active transportation is prioritized with safe, comfortable, and connected cycling and pedestrian facilities. Transit is reliable, fast, and convenient. Pedestrian realm improvements range from added buffering along busy arterials to traffic calming along quiet local streets. Where needed, new streets and/or lanes are added to enhance permeability and connectivity, and ensure emergency and service vehicle access. Residents have access to car-share and personal vehicles when needed, though many are enabled to live comfortably car-free.

WHAT WE HEARD:

- Need to improve pedestrian and active transportation infrastructure (crossings, connections to other neighbourhoods, lighting, etc.)
- Desire for improved station experience for transit riders (e.g. amenities, stores)
- Concern about congestion on Twentieth Street and access through neighbourhood

reGENERATE IDEAS: Support sustainable transportation modes by expanding bike and pedestrian infrastructure, developing complete streets, or closing select roads to cars

STRATEGIC PRIORITIES: Safe Movement of People

CLIMATE ACTION: Car-light community; Pollution-free vehicles



Mobility Concept

LEGEND

- 22ND ST SKYTRAIN STATION
- SKYTRAIN
- TRANSIT VILLAGE
- MULTI-USE PATHS
- BIKE NETWORK
- PEDESTRIAN & BIKE CONNECTION IMPROVEMENTS
- EXPANDED BUS EXCHANGE
- NEIGHBOURHOOD SPINE
- PARK STREET
- SHARED STREETS
- PEDESTRIAN & BIKE BRIDGE / CENTRAL PLAZA
- MIDBLOCK CONNECTIONS
- VEHICLE CONNECTIONS
- BUS CONNECTIONS
- HIGH RISE COMMUNITY
- MID RISE COMMUNITY
- LOW TO MID RISE COMMUNITY
- INSTITUTIONAL / COMMUNITY
- PARK / OPEN SPACE
- CEMETERY
- BC HYDRO RIGHT OF WAY
- VISION BOUNDARY

6.2 Strategies

6.2.1 **Active Transportation Network & Connections:** Align with the Active Transportation Network Plan to work towards a connected, comfortable and safe active transportation network, including:

- **a.** A Core Network of "all ages and abilities" (AAA) biking facilities running east-west on both London Street and Seventh Avenue;
- **b.** A supporting network of biking facilities north-south along Twenty-Second Street and Eighteenth Street;
- **c.** Improved pedestrian and cycling amenities and connection to Burnaby across Tenth Avenue, at Eighteenth Street;
- **d.** Quality, visibility, and safety improvements to pedestrian and bicycle connections across Twentieth Street at both Seventh Avenue and at London Street; and
- **e.** Additional places to rest on public boulevards or adjacent to private sites and formalized shortcuts through either public or private property to make walking and rolling on steep routes easier and more comfortable.

Find more information for this Strategy on page 38

6.2.2 **Permeability and Connectivity:** Connect mid-block streets, laneways and pathways to increase permeability and enhance mobility options for getting in and out of the neighbourhood, including:

- **a.** Require additional north-south street or lane connections in the Transit Village, running parallel to Twenty-First Street. These new connections should provide pedestrian, vehicular, and service/ emergency access and reduce vehicle conflicts with pedestrians and cyclists;

Find more information for this Strategy on page 38

- **b.** New and improved connections west to Burnaby, such as connecting London Street westward to Marine Drive at the base of London Place, to improve access into and out of the neighbourhood;
- **c.** Improve the pedestrian and cyclist connection from Connaught Heights to Marine Way, such as at Twenty-Third Street; and

d. Prioritize pedestrian safety, comfort and enjoyment through application of traffic calming measures while avoiding unwarranted impediments to overall street network function.

6.2.3 **Shared Street:** Create a *shared street* in the centre of the Transit Village at Twenty First Street and Hamilton.

Find more information for this Strategy on page 23

6.2.4 **Transit Level of Service:** Continue to advocate for increased transit service to and from the growing 22nd Street Station Vision Area, including more frequent service and a Bus Rapid Transit connection to Marine Drive Station.

6.2.5 **Station and Bus Exchange Improvements:** Collaborate with and advocate to TransLink for improvements to the station and bus exchange, including:

a. A secure bike room and additional bike lockers;

b. A public washroom;

c. A direct pedestrian and cyclist connection from the station to the central plaza; and

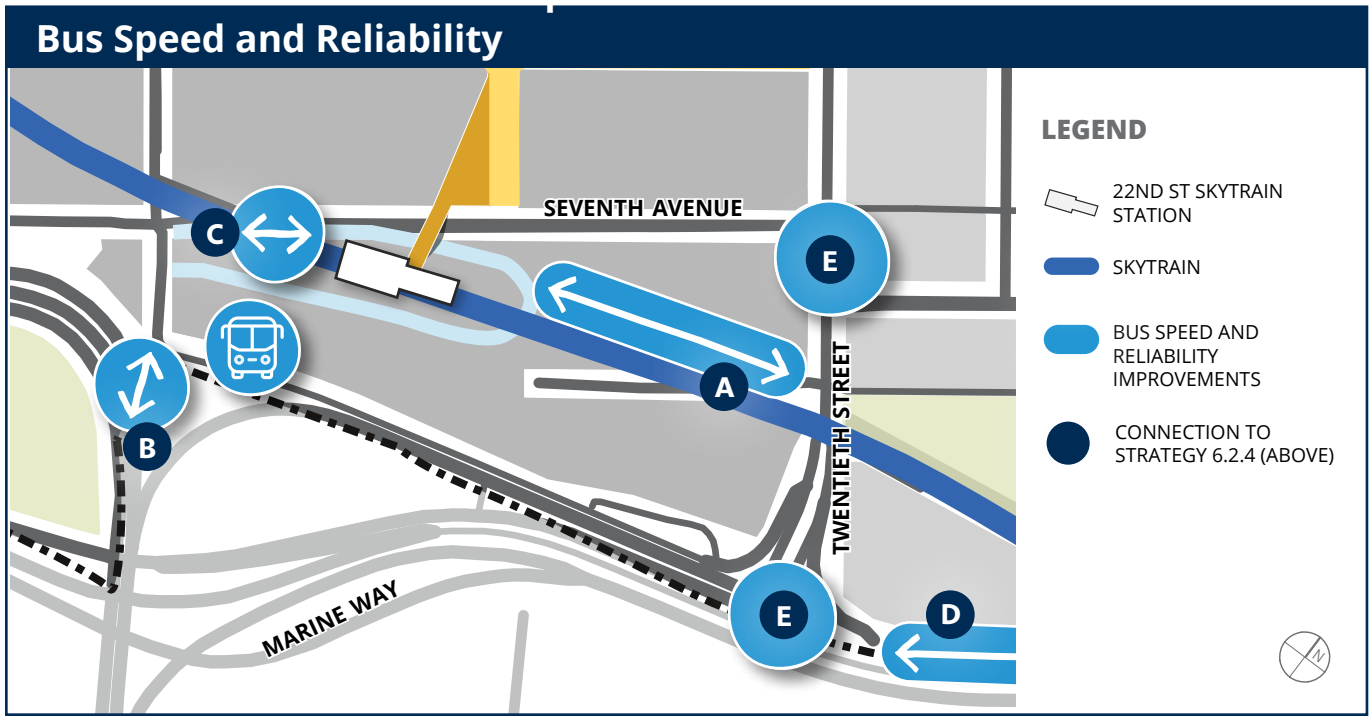
d. Future bus exchange expansion to accommodate more buses.

6.2.6 **Transit Pick-up and Drop-off:** Urban design - including building setbacks and landscape/plaza designs - of station-adjacent parcels should incorporate public realm dedications and design to accommodate spaces for safe and easy-to-use pick-up and drop-off zones located near transit.

6.2.7 **Transportation Equity:** Continue to implement and advocate to TransLink for accessibility improvements addressing the transportation needs of equity-denied groups such as Indigenous people and low-income community members, especially in improvements to active transportation and transit options.

6.2.8 **Bus Speed and Reliability:** Collaborate with TransLink and the Ministry of Transportation and Transit, and Infrastructure to improve bus speed and reliability to and from the 22nd Street SkyTrain station and bus exchange through exploring:

- **a.** Creating a direct connection from the bus exchange to Twentieth Street, along the SkyTrain right of way (as conceptually shown below);
- **b.** Creating a direct northbound connection from Queensborough Bridge to the bus exchange (as conceptually shown below);
- **c.** Supporting future implementation of Bus Rapid Transit from Marine Drive Station to 22nd Street Station, for example by creating a direct connection from Marine Way or Marine Drive to the bus exchange (pending confirmation of future Bus Rapid Transit routing);
- **d.** Creating a new westbound right turn lane for buses on Sixth Avenue turning north at Twentieth Street, to function as a queue jump lane; and
- **e.** Implementing bus priority measures at the intersections on Twentieth Street, at Seventh Avenue and Sixth Avenue.



6.2.9 **Shared Mobility:** Encourage the provision of on-demand access to shared vehicles, bike, and scooter by accommodating space for these shared mobility options.

6.2.10 **Electric Vehicles:** Support electric vehicles (EVs) by:

- **a.** Continuing to require energized Level 2 outlets or higher for residential and non-residential buildings' off-street parking spaces, as set out in the Zoning Bylaw;
- **b.** Encouraging installation of EV chargers in EV Ready buildings; and
- **c.** Providing publicly accessible EV charging throughout the neighbourhood, including fast charging opportunities.

6.2.11 **Right-sizing Streets for People and Transit:** Where necessary due to undersized rights of ways, pursue widening, and quality enhancements - through expanded setbacks and/or right of way dedication to enhance pedestrian and cycling movements and allow for bus priority. Locations include:

- **a.** Along the length of Twentieth Street, for pedestrian improvements and street trees;
- **b.** Sixth Avenue, east of Twentieth Street, to create a queue jumping lane for buses; and
- **c.** On *Green Street*s and *Park Street* where needed to achieve enhanced boulevards and green treatments (see Green Networks chapter for further details).

6.2.12 **Regional and Provincial Road Network:**

- **a.** Continue to treat Twentieth Street as a major thoroughfare for local and regional traffic, prioritizing bus flow and creating safe and regular crossings for pedestrians and cyclists to better knit together the Connaught Heights and West End neighbourhoods; and
- **b.** Advocate for improvements to provincial transportation infrastructure such as the Queensborough Bridge and provincially-controlled roads, such that transportation flow, especially sustainable transportation modes, is maintained as growth occurs.

STRATEGY HIGHLIGHT

More North-South and Mid-Block Connections

INTENT

Improve permeability and connectedness of the neighbourhood through mid-block connections (including lanes, roads, and pedestrian pathways).

OPPORTUNITY

Future north-south and mid-block connections will be needed throughout the neighbourhood, especially for pedestrians. Key connections are identified adjacent to Twenty-First Street, as it becomes a pedestrian-oriented neighbourhood spine with active commercial frontages. These connections may be streets or lanes, to be explored further through a Transit Village Development Concept.

Additional north-south and/or mid-block connections will be needed throughout the neighbourhood, especially for pedestrians.



Vehicular North-South Connections



Mid-Block Pedestrian Connections



Mid-Block Pedestrian Connections

Linked with Strategy 6.2.1e, 6.2.2a



Protected bike lane



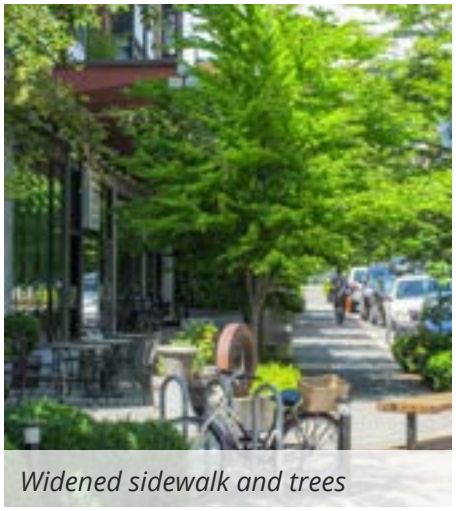
Shared Street



Pedestrian-oriented area



Cycling amenities



Widened sidewalk and trees



7.0 GREEN NETWORKS

7.1 Goal

A diverse system of ecologically-rich, resilient public green spaces and corridors, supported by private- and semi-private green spaces.

This green network enhances climate action through rainwater management, reduction of urban heat island effect, and improvements to air quality in the neighbourhood. Accessible green spaces support outdoor activity, social interaction and mental health benefits for community members. Restorative landscapes prioritize nature-based solutions, and help the neighbourhood thrive amidst changing environmental conditions. *Green infrastructure* connects to nearby wildlife corridors and environmental features such as the Byrne Creek Ravine and the Fraser River.

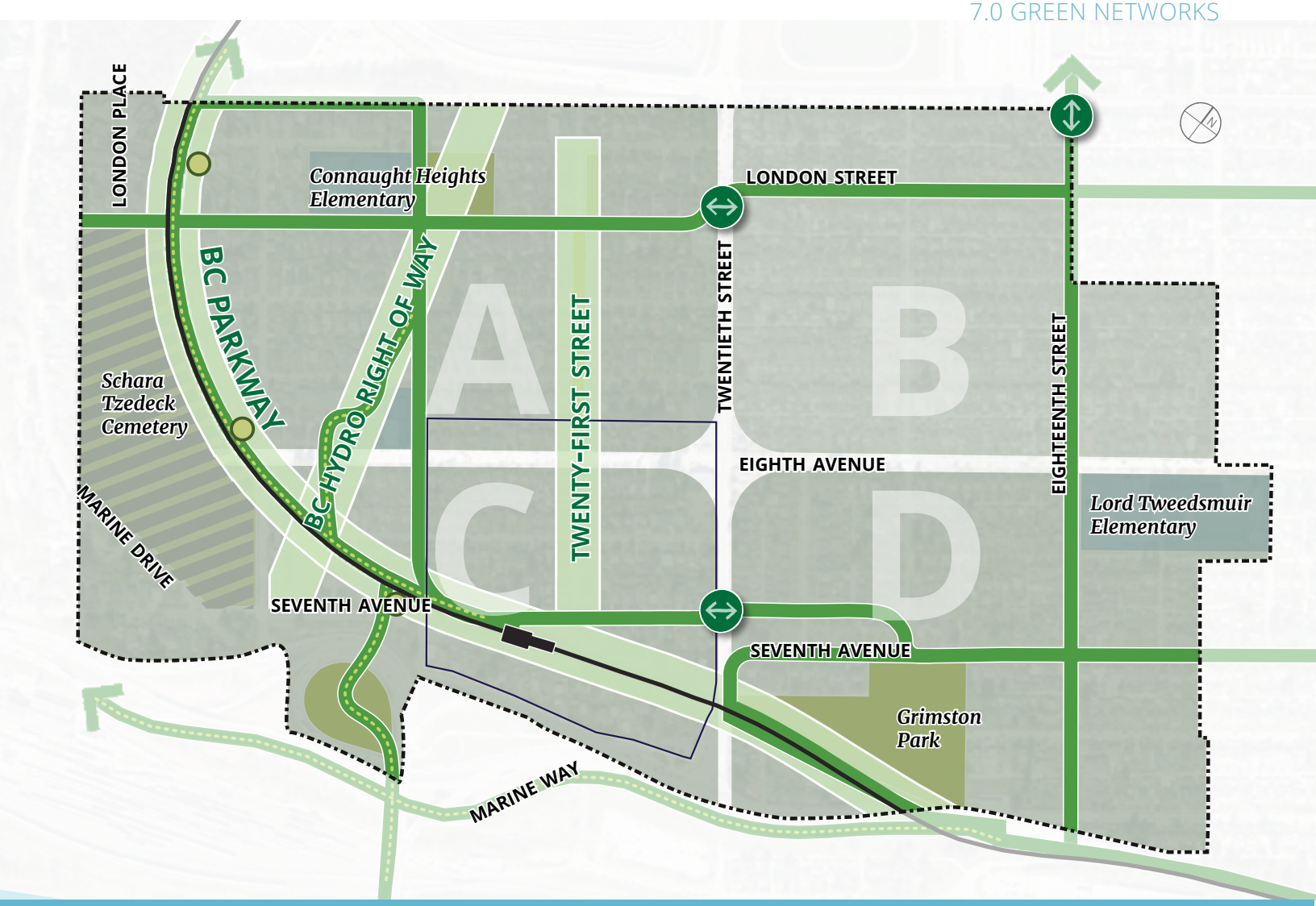
WHAT WE HEARD:

- A desire to protect, restore, and expand natural areas and biodiversity
- Support for increasing the amount of green infrastructure and the quality and network of parks, green spaces, trees, and food assets
- Appreciation for the views of the Fraser River

reGENERATE IDEAS: Expanded parks and green space with ecological functions, as a strategy for climate adaptation and neighbourhood resilience

STRATEGIC PRIORITIES: Community Belonging and Connecting; Climate Action and Environment; and, Asset Management and Infrastructure

CLIMATE ACTION: Robust Urban Forest, People-Centred Public Realm



Green Networks and Spaces Concept



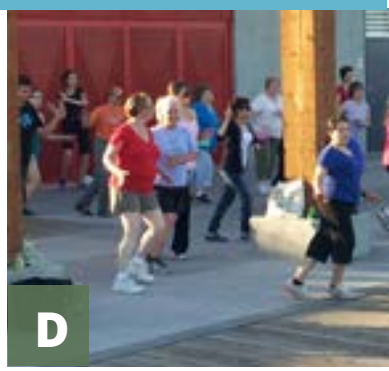
Opportunities for open space corridors, passive recreation



Opportunity for a new neighbourhood- serving park



Opportunity for an urban park space (playgrounds, plazas)



Opportunity to expand community park, locate more active recreation facilities

LEGEND

- 22ND ST SKYTRAIN STATION
- GREEN CORRIDORS AND SPINES
- PARK QUADRANTS
- TRANSIT VILLAGE
- BC PARKWAY PARKLETS
- MULTI-USE PATHS
- GREEN CONNECTIONS
- PEDESTRIAN & BIKE CONNECTION IMPROVEMENTS
- VISION BOUNDARY

7.2 Strategies

7.2.1 **Green Spines and Corridors:** Establish a network of green spines and corridors connecting to community nodes and throughout the neighbourhood. The spines and corridors include:

a. A Neighbourhood Spine on Twenty-First Street, with active programming to serve as a central pedestrian open space and connection to the Transit Village.

Find more information for this Strategy on page 23

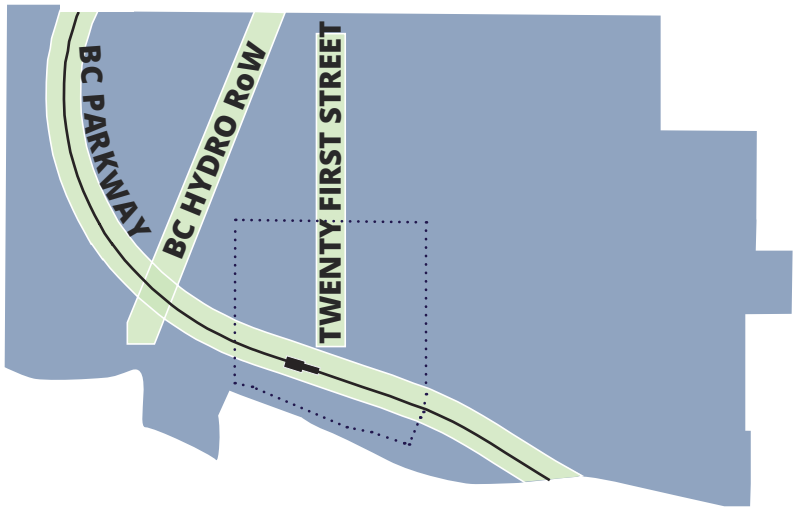
b. Enhanced ecological elements and public realm improvements along the BC parkway corridor, by encouraging TransLink to enhance existing spaces and develop new ones; and

Find more information for this Strategy on page 47

c. A green corridor along the BC Hydro right of way, which provides public connectivity and passive recreation (achieved either through license agreements or through development).

Find more information for this Strategy on page 48

Green Spines and Corridors



7.2.2 **Variety of Parks:** Acquire land for parks and open spaces throughout the neighbourhood to ensure an accessible, diverse network of park spaces for the growing community in alignment with the updated Parks and Recreation Comprehensive Plan (anticipated in 2025). Existing assets and distinct opportunities exist within four pedestrian quadrants of the neighbourhood (defined by the busy roads of Eighth Avenue and Twentieth Street), including:

a. In Quadrant "A", enhancing the BC Parkway and the BC Hydro corridor to enhance open space corridors with passive recreation and small active recreation opportunities, such as community garden plots or bike skills parks.

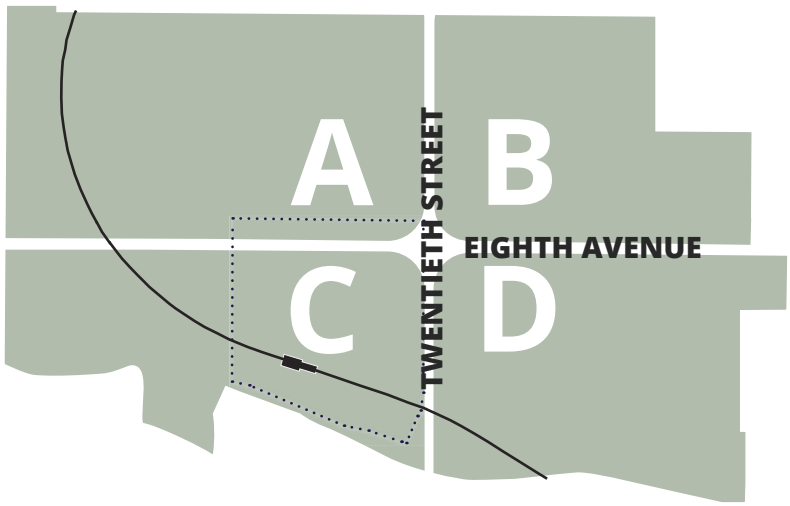
b. In Quadrant "B", providing a new neighbourhood park in the West End;

c. In Quadrant "C", providing urban park space, including playspaces and plazas within the Transit Village; and

d. In Quadrant "D", expanding Grimston Park and enhancing it as the flagship community park for the area, with more active recreation facilities.

Find more information for this Strategy on pages 47- 48

Variety of Parks



7.2.3 **Parks on City-owned Land and Public Access to Landscapes on Slab:** Prioritize acquisition of unencumbered open space in the form of City-owned land. Where appropriate within more dense urban areas, secure public access for recreational facilities and/or open spaces located on top of parkades or podiums ("on slab").

7.2.4 **Green Streets and Lanes:** Further connect the green corridors and park network with *Green Street*s and lanes. *Green Street*s are designed to collect and retain stormwater runoff from adjacent development sites and include mature street trees, understorey vegetation, rain gardens or other *green infrastructure.* Lanes can enhance biodiversity and manage stormwater, through infiltration trenches, dry wells, pocket gardens, and other planted areas.

Find more information for these Strategies on page 46

7.2.5 **Green Private Lots:** As density increases in the neighbourhood, require permeable surfaces, green spaces, and tree canopy on private sites through redevelopment. This could include:

Find more information for these Strategies on page 46

a. Stormwater design features, such as rain gardens and other *green infrastructure* to protect water quality, provide wildlife habitat, slow water, and support overall watershed health;

b. Enhanced biodiversity measures like green roofs, planting native shrubs or community gardens, water features, habitat covers, grass alternatives, bird-friendly windows, and avoiding the use of chemicals during construction, in building material, and in use for maintenance;

c. Identifying, retaining, and protecting high-value trees (e.g. mature, native and climate-adapted species, and broad canopied shade trees) and designing proposals around retention wherever possible;

d. Planting additional trees, or where retention is not possible, replacing trees, in consolidated planting areas that support the growth of significant trees, through minimum open site space and quality soil volume requirements; and

e. Providing publicly accessible green spaces within new private development.

7.2.6 **Pre-colonial Landscapes:** Consider pre-colonial landscapes and ecology, particularly in planting, and encourage private development and any civic projects to take a culturally-sensitive approach to ground disturbance and archaeology.

7.2.7 **Food Infrastructure and Assets:** Support a range of equitably distributed community gardening plots and edible landscaping areas, in public and private areas, where community members can participate in food production.



Idea sketch from community engagement event, showing solar-oriented residences along the BC Hydro corridor.

STRATEGY HIGHLIGHT

Green Infrastructure

INTENT

Enhance climate resilience, return rainwater to more naturalized watershed pathways, reduce risk of sewer overflows and flooding, and support biodiversity across public and private sites through integrated storm water management approaches.

OPPORTUNITY

There are opportunities to collect and retain stormwater through *green infrastructure* both on private lots and on public lands:

- On private sites, maintain permeability by creating absorbent landscapes, providing *green infrastructure*, developing green roofs, implementing rainwater harvesting, and planting trees on private sites, seeking unique opportunities on larger sites.
- On park sites, consider larger rain gardens, bioswales, or *sponge parks* approaches — a landscape design concept seeking to reduce flash flooding and nourish park vegetation.
- Within City rights of way, including along the Twenty-First Park Street, provide green infrastructure. Build upon the City's rain garden pilot effort, where the City is installing 24 rain gardens along Sixteenth Street, Eighteenth Street, and Twentieth Street.
- Seek opportunities for integrated stormwater management approaches that manage water across private and public sites.



Green Street (Alberta Street, City of Vancouver)

Linked with Strategy 7.2.4; 7.2.5



Idea Highlight: *Rain garden and green buffer proposal by Thea Johannus and Ploy Piyawassopon*



"Sponge Park" in Montreal



Rain Garden in Hume Park

STRATEGY HIGHLIGHT

BC Parkway

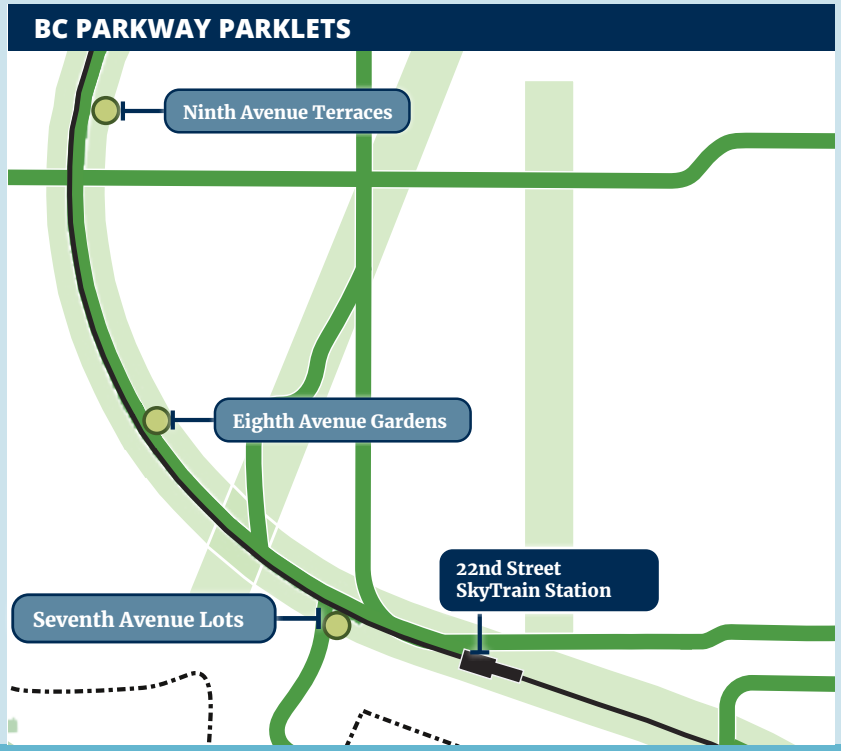
INTENT

Enhance the BC Parkway corridor through landscape and public space improvements, creating desirable open spaces for a range of activities, and creating a biodiversity corridor that connects with the green network.

OPPORTUNITY

Encourage TransLink to enhance the BC Parkway corridor and area - including the Seventh Avenue lots, Eighth Avenue garden and Ninth Avenue terraces - with a range of uses and features, including:

- A linear dense native shrub community with pollinator friendly plants and native planting;
- Playful and colourful places through public art;
- Public seating; and
- Active open spaces such as fitness equipment and play equipment.



Linked with Strategy 7.2.1a; 7.2.2a



Idea Highlight: *Green corridor concept parallel to the SkyTrain guideway, by Jasmeen Kaur Sidhu, Sheree Emmanual, Hana Ambury and Stephanie Grondin.*



Play equipment



Public seating



Pollinator Garden



Public Art (Beltline, Atlanta)

BC Hydro Right of Way

INTENT

Maintain a green corridor generally along the current BC Hydro right of way as a key feature of the Vision Area, and explore opportunities to enhance its community and ecological benefits.

OPPORTUNITY

The BC Hydro right of way has historically functioned as an informal pedestrian and ecological corridor through Connaught Heights. Residential development is currently allowed on these properties, and will continue to be allowed as the area redevelops, consistent with the densities outlined in the vision. Development of the properties would need to consider how to address the existing overhead electrical lines, and would be at the discretion of the Province, which owns BC Hydro.

Find opportunities to maintain and enhance a green corridor along the general alignment of the BC Hydro right of way, both while it remains as an electrical right of way, and/or if it is developed for residential use in the future. While the corridor continues to serve as an electrical right of way, work with the Province to establish agreements to permit temporary open space and mobility enhancements, such as a community garden, low level habitat and Indigenous cultural plantings, pathways, and outdoor seating.

If the Province makes some or all of the properties available for residential development, those projects will be expected to continue to allow for public connectivity and passive recreation. This public corridor would be further enhanced, such as with art and Indigenous cultural elements, urban forest pockets, habitat and water elements, permanent pathways and seating, and food production and play areas. Portions of streets linking the corridor could also be enhanced.

Create a development concept for this public corridor, as part of the vision implementation phase. Pre-plan property consolidation and building location, particularly for towers, for the BC Hydro properties and surrounding blocks to maintain solar access for the corridor, maintain appropriate building separations, and facilitate optimal infill potential for each block.

Explorations of future corridor conditions under each scenario are included on the next page. The corridor would evolve over time, not necessarily as illustrated, and would depend on the agreement of the Province and/or advancement of development.



Idea Highlight: *Re-purposed park spaces on the BC Hydro Corridor, proposed by A Anghel, S Lenghel AND A Poparad.*



Idea Highlight: *Pedestrian path along the BC Hydro Corridor by Fiorella Pinillos, Natalia Botero, and Johanna Pabon.*



Idea Highlight: *"Truth and Reconciliation Park" concept on the BC Hydro corridor, by New Westminster Climate Action Team*



EXISTING ELECTRICAL RIGHT OF WAY WITH OPEN SPACE ENHANCEMENTS

This concept illustrates what the corridor could look like in the future if it continues as an undeveloped electrical right of way, with temporary open space and mobility enhancements added through agreement with the Province. This could include more formal pathways for walking, biking and rolling, a community garden, low level habitat and Indigenous cultural plantings, and outdoor seating.



REDEVELOPMENT OF RIGHT OF WAY WITH REMAINDER CORRIDORS

This concept illustrates what the corridor could look like if some or all of the properties are developed. In this scenario, some BC Hydro properties may combine to create development sites that retain a public access route; some may consolidate with adjacent properties to create higher density and larger public open space opportunities; and others initially may remain undeveloped with temporary open space and mobility enhancements. Portions of streets linking the corridor could also be enhanced.

Linked with Strategy 7.2.1c; 7.2.2a

8.0 COAST SALISH CULTURAL CONTRIBUTIONS

8.1 Goal

A community that celebrates the Coast Salish context of the lands, and where opportunities for cultural revitalization and reconciliation are provided.

In this neighbourhood, *Coast Salish Cultural Contribution* opportunities for self-determination and economic prosperity are advanced. There are spaces that centre First Nations culture and values and tie together community, climate, and reconciliation. Place names support cultural visibility and history, and as SkyTrain users leave the station they experience art by local First Nation artists. Walking through the neighbourhood, the landscape and ecological restoration uses local native and medicinal species. Opportunities to support Indigenous-led development are realized, particularly affordable housing projects for urban Indigenous community members.

WHAT WE HEARD:

- Need for community spaces for urban Indigenous people
- Need for housing for Indigenous people
- Interest in planting culturally significant species
- Interest in designing a community centre based on Indigenous architecture
- Interest in working with local First Nations to rename the places to something that is more meaningful to local Indigenous communities and Nations
- Desire to represent both the Indigenous history and the more recent history of immigration

reGENERATE IDEAS: Celebrate the Coast Salish context of the lands, advance reconciliation, and incorporate memory as a design concept

STRATEGIC PRIORITIES: Reconciliation; Community Belonging and Connecting; Diversity, equity, inclusion; and anti-racism

CLIMATE ACTION: People-Centred Public Realm

8.2 Strategies

8.2.1 **Values and Worldview Alignment:** Consider aligning guidelines and regulations with First Nation values, holistic worldview, and priorities, at multiple scales, such as through:

- **a.** Exploring ecological restoration in creation of green networks; and
- **b.** Incorporating native and medicinal species in landscape design.

8.2.2 **Self-determination and Economic Prosperity:** Explore opportunities to advance self-determination and economic prosperity, such as through:

- **a.** Facilitating Indigenous-led, -owned, and -operated housing;
- **b.** Encouraging economic participation in development; and
- **c.** Encouraging low barrier economic development opportunities.

8.2.3 **Cultural Preservation and Revitalization:** Support opportunities for cultural preservation and revitalization, such as by:

- **a.** Creating public and private spaces for culture and ceremony;
- **b.** Providing educational and interpretive information;
- **c.** Choosing place names to reflect Indigenous history and culture, including exploring renaming;
- **d.** Providing public realm improvements which reflect First Nations culture and history; and
- **e.** Educating on culturally-sensitive approaches to ground disturbance and archaeology in development.

8.2.4 **Towards Partnership:** Continue working with and building relationships with First Nations during implementation of the vision, such during policy and regulation creation, during development, and as other opportunities arise.



Idea Highlight: *"House of Memory" - a cultural centre that showcases Indigenous History and memory of place. By Fiorella Pinillos, Johanna Pabon Villanueva, and Natalia Botero Duque.*



Wayfinding in hən̓q̓əmin̓əm̓, UBC



Idea Highlight: Cedar-tree lamp post concept by Joyce Carrera, Sarah Letourneau, and Hanna Grimminck.



9.0 SOCIAL CONNECTIONS

9.1 Goal

A vibrant and inclusive community with a range of social spaces where diverse people can gather, connect, and support each other.

The neighbourhood provides public spaces and culturally appropriate spaces and services that support mental and physical health, and allow people to connect, learn from each other, develop nurturing relationships, and build a common sense of place. Buildings and public spaces are designed to encourage social interaction. Community members feel a sense of belonging and are supported by services that meet their distinct needs. The history of the land is made visible, including the pre-colonial Coast Salish history. Diverse cultures are celebrated through programming, services, public art and other important community spaces.

WHAT WE HEARD:

- Desire to prioritize livability
- Interest in "neighbourhood-scale" spaces to meet daily needs, including grocery stores, restaurants, cafes, and healthcare services
- Need for spaces for community to gather, including a neighbourhood hub and outdoor spaces
- Appreciation for the existing sense of community and neighbourliness

reGENERATE IDEAS: Create and expand spaces for public gathering, including indoor and outdoor gathering spaces where neighbours can connect, support each other's wellbeing, and advance climate action

STRATEGIC PRIORITIES: Community Belonging and Connecting; Diversity, Equity, Inclusion, and Anti-racism

CLIMATE ACTION: People-Centred Public Realm

9.2 Strategies

9.2.1 **Neighbourhood Scaled Community Centre:** Develop a publicly-accessibly community gathering space, with programming informed by community members, including multipurpose space, satellite library services, and climate resilience programming, functioning as a refuge during extreme weather. Integrate *Coast Salish cultural contribution* strategies into the planning, design and programming of this space.

Find more information for this Strategy on page 56

9.2.2 **Cultural Visibility:** Support cultural sharing between Indigenous, newcomer, and other communities. This includes:

- **a.** Following the guidance of local First Nations on integration of Indigenous history, culture and storytelling into the public realm and community spaces; and
- **b.** Working with newcomer and diverse communities to reflect diverse cultures and experiences in public spaces.

9.2.3 **Facilities and Events, and Spaces for Ceremony:** Celebrate a diversity of cultures through facilities, events and programing, and invite First Nations to identify needs and potential locations of spaces for ceremonial use. This includes private/protected spaces (spaces for ceremony that requires privacy) and public spaces (spaces to be visible to the broader community).

9.2.4 **Child Care:** Ensure child care needs are met in the neighbourhood. Specifically:

- **a.** Prioritize non-profit-operated child care spaces and meet additional need through privately operated childcares;
- **b.** Design commercial spaces to include or be adaptable to child care uses, including provision of contiguous outdoor play spaces for infant-toddler care;
- **c.** Encourage neighbourhood-scale child care facilities outside the Transit Village; and

d. Continue to collaborate with New Westminster Schools to support delivery of child care spaces at school sites.

9.2.5 **Schools:** Help meet the increased school capacity needs of the growing Vision Area, including providing an urban school within the Transit Village and a new middle school within the Vision Area, by continuing to support New Westminster Schools to explore options for:

a. Acquisition of additional sites;

b. Expansion of existing school sites;

c. Integration of an urban school in large-scale mixed-use development within the Transit Village; and/or



Find more information for this Strategy on page 22

d. Redevelopment on existing school sites.

9.2.6 **Satellite Fire Hall:** Provide a satellite-sized fire hall within the Vision Area, to ensure emergency services have access all residents.

9.2.7 **Sociability in Multi-Unit Housing:** Encourage the design of multi-unit housing to support social connection, by including indoor and outdoor features such as:

a. Outdoor gathering spaces and courtyards that are semi-enclosed and allow for flexible programing;

b. Accessible rooftop spaces with social programming;



Find more information for this Strategy on page 61

c. Wide hallways and corridors with social nooks throughout buildings that allow neighbours to bump into each other, pause and interact;

d. Sociable entryways and lobbies that allow residents to linger in the space and connect; and

e. Functional amenity rooms and thoughtfully designed common areas.

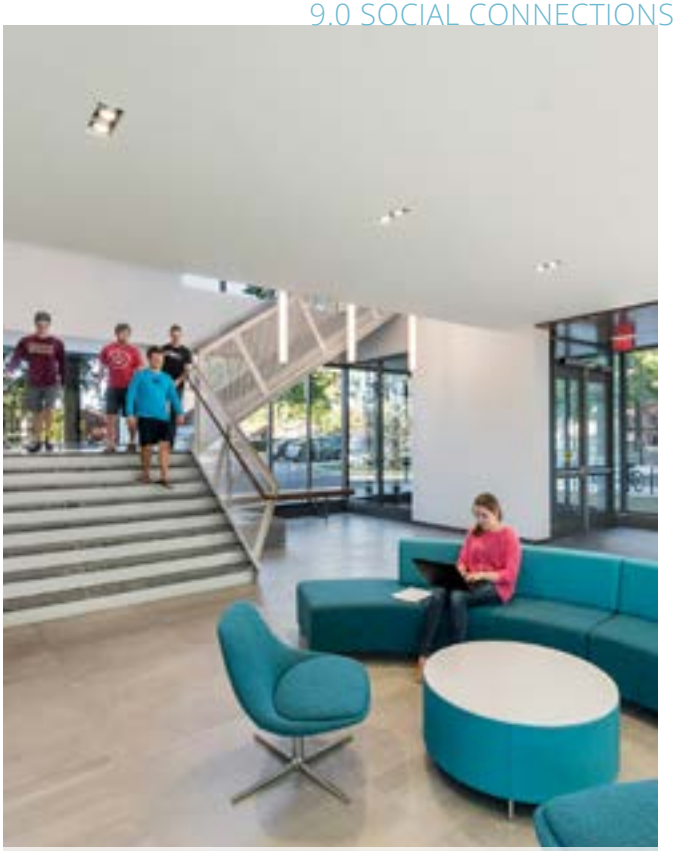
9.2.8 **Outdoor Spaces for Social Connection:** Design public space to support social connectivity, and require the provision of privately-owned public spaces that support this too, at scales ranging from well-placed benches, to dog play and relief areas, to playgrounds and parklets.



Find more information for this Strategy on page 57



Wide hallways and corridors



Sociable Lobbies



Sketch from community engagement event



Community programming



Outdoor spaces for social connection

STRATEGY HIGHLIGHT

Neighbourhood Scaled Community Centre

INTENT

A neighbourhood scaled community centre is intended to provide multi-purpose community space that supports connectedness, community resilience, cultural vibrancy, and wellbeing.

OPPORTUNITY

Depending on the development process, funding, design, and partnership opportunities, a facility could have the following features and functions:

- Include multi-purpose space to support cultural gatherings, community-specific programming (e.g. youth and seniors programming), and neighbourhood connectedness;
- Feature climate resilience programming and support neighbourhood-led climate action;
- Showcase green building design;
- Support residents year-round, and act as a gathering place in emergency situations and extreme weather events (i.e. a cooling, warming and air quality refuge);
- Provide space and funding for ceremony and Indigenous-led programming;
- Include licensed child care;
- Include satellite library services; and
- Consider following the Neighbourhood House model of community-involvement in governance.

Linked with Strategy 9.2.1



Idea Highlight: *Community Research, Innovation, and Betterment micro neighbourhood centres (or "CRIBs") concept by students from Douglas College Practical Energy and Advanced Knowledge Buildings Certificate Program*



Every One Every Day neighbourhood participation project out of a Halifax storefront, in partnership with the Mi'kmaw Native Friendship Centre



Sketch of community centre integrated within the Transit Village.

STRATEGY HIGHLIGHT

Outdoor Spaces for Connection

INTENT

Support social connection in public outdoor life through a range of publicly-accessible outdoor spaces.

OPPORTUNITY

There is opportunity to encourage outdoor spaces for connection through a range of spaces, including parklets, corner plazas, publicly-accessible courtyards, and well-designed setback areas. These spaces, ranging from public spaces to privately-owned publicly accessible spaces, should connect to green corridors, create pedestrian routes and provide enjoyable places to rest and spend time.

Design can include play features, interactive public artwork, features that engage all the senses, and passive areas. Critically, these spaces must be designed to be inclusive and welcoming, and safe and comfortable through extreme weather, such as by including misting stations and shade features.

Twenty-First Street and the Transit Village will be a key focus for these improvements within the public realm, but they must be developed throughout the neighbourhood.

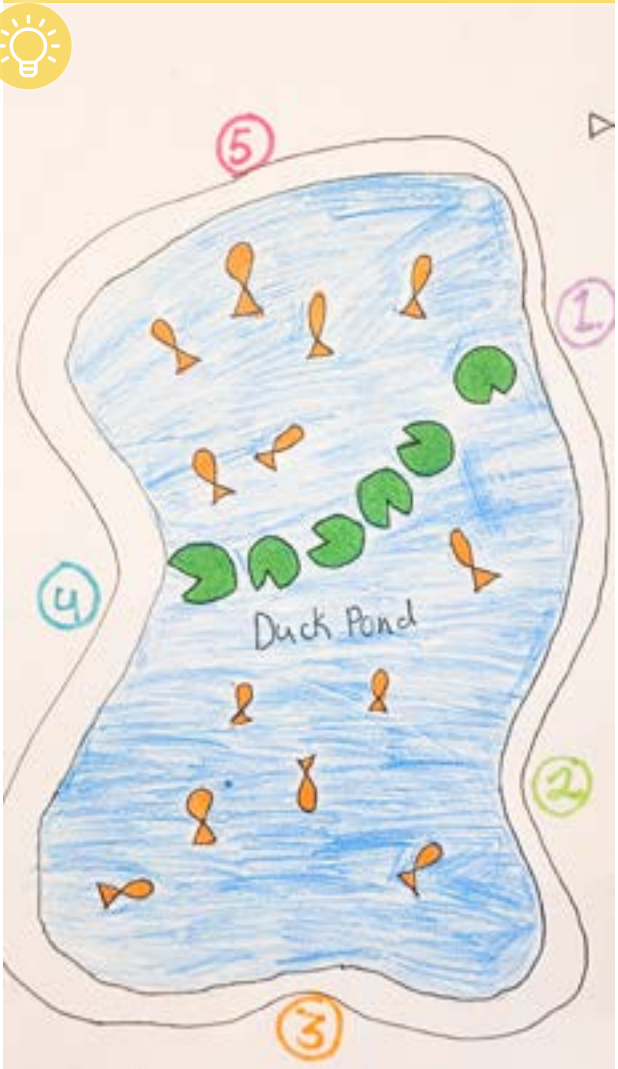


Outdoor seating

Linked with Strategy 9.2.8



Idea Highlight: *Outdoor spaces that celebrate a diversity of cultures. Concept by Alexandra Anghel.*



Idea Highlight: *Sensory Park concept by Carter Misle-Canton, proposing a Sensory Park that engages all 5 senses, including a duck pond, lily pad stepping stones, and Joke Benches: "when you sit on the bench, it tells you a joke".*



10.0 CLIMATE-FRIENDLY BUILDINGS

10.1 Goal

Low-carbon, low-emissions buildings, powered by clean and renewable energy, and designed to provide safety and comfort through extreme weather, support reduced energy consumption, and minimize waste.

The buildings in this neighbourhood are designed to be energy efficient and to use low-carbon systems, materials and processes. Buildings are also resilient to impacts such as heat, flooding, wildfire smoke, and storms. People feel comfortable in their homes and in the places they visit, with energy efficient heating and cooling systems and design choices. There are opportunities to reduce and re-use materials, goods and waste. Clean and renewable energy powers the neighbourhood, and community members are empowered to conserve and reduce their impact.

WHAT WE HEARD:

- Interest in using upcycled building materials, providing home retrofit rebates, and reducing the amount of demolition
- Desire for energy conservation and renewable energy including district heating, promoting home energy storage, wind energy generation, and EV charging for homes

reGENERATE IDEAS: Promote green buildings, green roofs, and local renewable energy generation, such as through wind, solar, or even capturing kinetic energy along pathways

STRATEGIC PRIORITIES: Climate action and environment

CLIMATE ACTION: Carbon-Free Homes and Buildings; Carbon-Free Energy

10.2 Strategies

10.2.1 **Low Carbon and Efficient Buildings:** Ensure new construction is high performing, specifically:

- **a.** Encourage passive design for reduced heating and cooling demands and reduced heat island effect;
- **b.** Require all new buildings meet top tiers of the Energy Step Code and Zero Carbon Step Code; and
- **c.** Encourage strata councils and building owners to ensure building systems are properly monitored and optimized to improve energy efficiency and reduce operational cost.

10.2.2 **Resilient and Safe Buildings:** Encourage building designs to be resilient to climate risks and hazards such as extreme weather and wildfire smoke, with safe and comfortable living environments, such as by going beyond existing BC Building Code cooling requirements.

10.2.3 **Reduced Embodied Emissions:** Enable reduced embodied emissions in new construction, such as mass timber construction instead of concrete. Encourage measurement of embodied emissions though whole building life-cycle assessments in all new developments.

10.2.4 **Retrofitted Buildings:** In areas of the neighbourhood where some older building stock may be preserved, encourage energy-efficient and low carbon retrofits.

10.2.5 **On-site Water Reuse:**

- **a.** Encourage building designs that use rainwater and grey water for irrigation; and
- **b.** Encourage water conservation through promoting technologies such as timers and leak detectors, and installation of “low flow” sinks and toilets.

10.2.6 **Building-Scale Energy Generation:**

- **a.** Encourage renewable energy generation at the building or multi-building scale, including geothermal, sewage heat recovery and solar; and

Find more information for these Strategies on page 61

b. Support battery storage for renewable energy to reduce pressure on New Westminster's electrical grid.

10.2.7 **District Heating:** Explore a neighbourhood-scale district heating system, if further investigation with Metro Vancouver supports feasibility and climate action value.

10.2.8 **Energy Monitoring:** Promote using smart technologies to better manage energy usage (e.g. smart thermostats, building automation systems, load management systems, etc.), and encourage energy benchmarking and disclosure.

10.2.9 **Construction Waste Reduction:** Reduce construction waste through:

a. Maintaining, preserving or reusing culturally significant and environmentally valuable buildings, elements, and materials;

b. Where reuse is not feasible, minimizing avoidable construction waste through building relocation construction waste diversion, deconstruction and salvaging; and

c. Encouraging design for deconstruction through pre-fabricated and modular building designs.

10.2.10 **Personal and Business Waste Reduction:** Support re-use and repair of materials, and waste reduction through:

a. Supporting community initiatives and spaces, such as tool libraries, little free libraries, re-use it and zero-waste centres or programming; and

b. Requiring well-designed on-site recycling and organics facilities in multi-unit residential, industrial, commercial, and institutional buildings.

10.2.11 **Sustainability Education:** Embed sustainability and climate action education and awareness into the design of public buildings and spaces (e.g. through wayfinding, transparent energy usage) and support sustainable behaviour through design, for example by providing waste management systems that encourage re-use.

STRATEGY HIGHLIGHT

Green, Renewable, and Social Roofs

INTENT

As density and site coverage increase, the intent is to encourage multi-functional and efficient use of rooftops: for stormwater management, cooling, piloting renewables, and supporting social connections.

OPPORTUNITY

Submissions in the *reGENERATE* ideas challenge explored green and solar rooftop options. In practice, different rooftop features can reinforce each other, providing access to the rooftop for social space can help ensure green roof components are well maintained. Solar features can provide shade and can also be better maintained with good access.

Linked with Strategies 9.2.7; 10.2.5; 10.2.6



Green and Social Roofs



Idea Highlight: *Futuristic Vision of the Station, with Green Roofs. By Erick Villagomez*



Rooftop garden at Athlete's Village Co-Op (Vancouver)



Solar Roofs

11.0 FISCALLY RESPONSIBLE APPROACH

11.1 Goal

A community that supports both livability and long-term municipal financial resilience as it grows.

The 22nd Street Station Vision is ambitious in responding to the climate and affordable housing emergencies, the aspirations of reconciliation, equity and inclusion, and significant growth under the Transit-Oriented Development Area requirements. The amenities and infrastructure needed to support these ambitions and ensure livability include water, sewer, electrical, mobility networks (walking, rolling, driving), parks and open space, and a firefighting facility, as well as features recommended in the vision, such as the *neighbourhood scaled community centre, transit plaza,* and pedestrian bridge to the SkyTrain station. New development is a key funding source for the portion of these amenities and infrastructure that is needed to support the new population and businesses brought through growth of the area. Development contributions offset the cost of growth and limit the impact on property taxes and other City funding sources. The large increase in density between existing zoning and the growth envisioned for the area provides an opportunity to collect significant funds (and/or in-kind amenities) from each of the developments. These funds will be applied to financing the infrastructure and amenities required to meet the needs of the growing community.

STRATEGIC PRIORITIES: Asset management and infrastructure

11.2 Strategies

11.2.1 **Livable Community Delivery:** A part of the vision implementation phase, infrastructure planning will be essential. Additionally, as part of the City's financing growth strategies, detailed expectations on the types of public benefits and infrastructure to be delivered in the area must be identified, based on needs assessment and the public input received through the visioning process.

11.2.2 **Financially Sustainable Community Delivery:** Integrate land lift considerations for the Vision Area into city-wide financing growth programs as part of the vision implementation phase. This integration should address the overall implementation and delivery of the public benefits and infrastructure through the City's capital plan and annual budget processes. It should ensure new development provides the funds and/or key in-kind amenities needed to support the new population and employment brought through growth.

11.2.3 **Development Concepts Placement:** Create and implement parcel consolidation and conceptual tower massing and placement plans, as part of the vision implementation phase, that facilitate realization of key private land uses such as a grocery store, and City amenities such as a *neighbourhood scale community centre* or open space along the BC Hydro right of way, should it redevelop.

11.2.4 **Bus and SkyTrain Improvements:** Partner with senior government to realize improvements to the bus and SkyTrain networks, as recommended in the vision, such as the pedestrian and cycling/rolling connection from the 22nd Street SkyTrain Station to the Transit Village's Central Plaza, and the direct bus connection from the bus exchange to Twentieth Street.



Asset management in New Westminster

12.0 IMPLEMENTATION

The 22nd Street Station Area Vision is a long-range, multi-generational plan. Implementation is the process that moves this Vision from strategy to action. This chapter outlines what the City will do to advance the Vision.

12.1 Implementation Road Map

The pace of implementation and change will depend on many factors beyond of the City's control, including market conditions, developer uptake and capacity, and homeowners' interest. Senior government funding will also be necessary to achieve many of the goals. However, there are multiple City-led actions which can further unlock development potential and ensure public amenities and infrastructure are delivered. These are expected to contribute to the function and livability of the area in the short and long-term and attract private-sector investment in the area.

Through the visioning process, four categories of City-led implementation actions surfaced: integration of area-specific planning needs with City-wide strategies, creation of Development Concepts, regulatory and policy improvements or changes, and continued advocacy and collaboration with external agencies, First Nations and senior government who have been integral to the Vision process.

12.2 Integration with City-wide Strategies

12.2.1 Area-based **infrastructure** planning including items such as road cross-sections and public realm improvements, green infrastructure, water and sewer, electricity, and the possibility of district heating, is required. The goals of this work are to ensure future levels of service meet the needs of a growing population and stable, thoughtful long-term asset management. This technical analysis and planning will determine the need, based on the densities laid out in the Vision, as well as guide expectations for infrastructure (works and services) in private development as it occurs.

12.2.2 The Vision identifies high priority **amenities and public benefits**. Next steps include refining the scale of amenities required, the number of projects, and potential locations and timing of delivery, as well as determining the best tool to achieve them. This work will consider items such as a neighbourhood-scaled community centre, library space, plazas and parks, non-market and supportive housing, art, interpretation and way-finding, among others. It may also consider how development policies

could support other community amenities which are to be delivered by market developers or with support of senior government such as a grocery store, schools, rental and affordable housing, and child care facilities.

12.2.3 Further **parks and recreation** planning for the Vision Area will build off the levels of service identified in the updated Parks and Recreation Comprehensive Plan (expected in 2025). This work will refine expectations for future parks and recreation facilities including size, location, anticipated programming, and governance model.

12.2.4 Given the significant increase in density described in the Vision, area-specific land lift considerations must be integrated into updated city-wide **financing growth** strategies. This work will help ensure delivery of the public benefits and infrastructure needs identified in the Vision, and through the implementation work as described above. The tools to be considered for this include the City's Capital Plan and annual budget processes, development contributions through fees and charges, and/or through in-kind contributions provided on-site as part of a redevelopment.

12.3 Development Concepts

During the visioning process, it was identified that more detailed City-led technical analysis and planning is needed to help the City determine and resolve key development considerations for two key areas - the Transit Village and the BC Hydro Corridor. This work will reduce uncertainty and better support future investments and development applications on those sites. Expected outcomes include, but are not limited to, parcel consolidation and tower placement options, location and size of new connections (roads, lanes or walkways), vehicular circulation, public realm design, site servicing and emergency access, and SkyTrain Station pick-up drop-off. Development Concepts will be created for the following two areas:

12.3.1 **Transit Village:** The Transit Village is a focus area for high-densities, mixed-uses, and amenities. Creation of a Development Concept will support strategic phasing and achievement of the Vision.

12.3.2 **BC Hydro Corridor:** The BC Hydro right of way and adjacent parcels currently owned by BC Hydro constitutes a key potential corridor for green and community enhancements. A Development Concept would help ensure that if transmission lines are under-grounded and development occurs, public connectivity and recreational opportunities are strategically maintained and enhanced.

12.4 Updated Regulations and Policies

12.4.1 The Official Community Plan will be amended to apply **land use designations** that reflect the density, uses, and forms of the Vision.

12.4.2 New development permit area(s) and related **design guidelines** are also needed. These will advance priorities for building design identified in the Vision including but not limited to form and character, climate-friendly design and construction and social connectedness.

12.4.3 The potential to **pre-zone** some parts of the Vision Area will be explored. This work will proceed once the expectations of development in the Vision Area are identified and codified, as per other implementation actions, such as the creation of a financing growth framework and integration of building standards into policy and regulation. The goal of this work is to seek opportunities to streamline development processes, if feasible.

12.4.4 Creation of **public realm and streetscape design** guidelines or regulations will provide clear expectations to the development community and for City-led projects, as well as inform the infrastructure and financing growth planning detailed above. This work will support the creation of a walkable, transit-oriented community which aids in shifting transportation modes towards transit and active transportation, a key goal of the Vision and one which supports the densities within it. This work will also ensure streets provide opportunities for social connection and support biodiversity and climate adaptation.

12.4.5 As described in the Vision's strategies, new or revised **regulations, programs, and incentives for climate-friendly buildings** need to be created, implemented, or enforced. This will include but not be limited to requiring meeting top tiers of Step Codes, encouraging proper monitoring and optimization of building systems, encouraging measuring and reducing embodied emissions in construction, and going beyond the BC Building Code requirements for cooling.

12.4.6 As site-by-site redevelopment occurs, implementation of City regulations to **support existing residents** of the Vision Area, especially those related to construction impacts, tenant protection, and temporary traffic, access and circulation will continue.

12.5 Advocacy and Collaboration

12.5.1 Further relationship building with **local First Nations** is needed, particularly at the Council-to-Council level. This work includes clarifying and solidifying the City's and Nations' engagement expectations and confirming the priorities from the Vision. Following that, further collaboration could identify opportunities to advance those priorities in the implementation actions of the Vision described above, through future City-led programs and initiatives, and private or non-for-profit led redevelopment.

12.5.2 As described in the Vision, the City will continue to work with **New Westminster Schools** to support their long-term capacity planning and to jointly advocate to the Province to increase school capacity in the Vision Area.

12.5.3 Collaboration with **TransLink** was an important element of creating a Vision centred around the transit hub. TransLink will continue to be a key participant in implementation actions, specifically the Transit Village Development Concept, other transit improvements, and development integrated with or adjacent to transit facilities.

12.5.4 Provincial transportation infrastructure and provincially controlled roads, like the Queensborough Bridge and its on-off ramps or Marine Drive, shape the Vision Area and have a significant impact to it. Advocacy to the **BC Ministries of Transportation and Transit, and Infrastructure** will continue as the area grows and new circulation patterns emerge.

12.5.5 Continued advocacy to various levels of senior government will support delivery of **affordable housing as well as child care facilities** to meet community need, today and as it grows.

12.5.6 **BC Hydro** and the **City of Burnaby** will continue to be engaged on issues specific to those organizations, as required through the implementation actions described above or for implementation of strategies within the Vision.



13.0 GLOSSARY

All Ages and Abilities (AAA) network: An interconnecting system of bicycle facilities which are comfortable and attractive for a broad array of users, including children and seniors.

Core Housing Need: Core housing need is a two-stage indicator. It helps to identify households living in dwellings considered unsuitable, inadequate or unaffordable. It also considers if income levels are such that they could not afford alternative suitable and adequate housing in their community.

Coast Salish Cultural Contributions: Opportunities for First Nations participation and partnership to align the vision with Indigenous values and priorities, explore opportunities to advance self-determination and economic prosperity, and support cultural preservation and revitalization.

Green Infrastructure: The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Green Street: Streets with green treatments like enhanced boulevards with additional trees, rain gardens or other green infrastructure.

Park Street: A car-light, green amenity street with minimal space devoted to vehicular circulation, with park-like green amenities, showcasing how green infrastructure can improve stormwater management, habitat, landscape aesthetics and resident wellbeing.

Shared Street: A street designed for slow travel speeds, where pedestrians have the right of way, curbs are removed, and cars are treated as guests.

Sponge Park: A landscape design concept seeking to reduce flash flooding and nourish park vegetation.

Transit Oriented Development (TOD) Areas: Geographic areas within a Provincially-prescribed distance from a transit station. In the case of SkyTrain, Provincial regulations define that Transit Oriented Development Areas are within 800 metres of the station.

APPENDICES

APPENDIX 1 REGENERATE IDEAS CHALLENGE TECHNICAL BACKGROUNDER

APPENDIX 2 FALL 2023 ENGAGEMENT SUMMARY REPORT

APPENDIX 1

REGENERATE IDEAS CHALLENGE TECHNICAL BACKGROUNDER

reGENERATE

An Ideas Challenge for a climate-friendly neighbourhood

TECHNICAL BACKGROUNDER

Bold Vision for the neighbourhood around 22nd Street SkyTrain Station

DECEMBER 2023

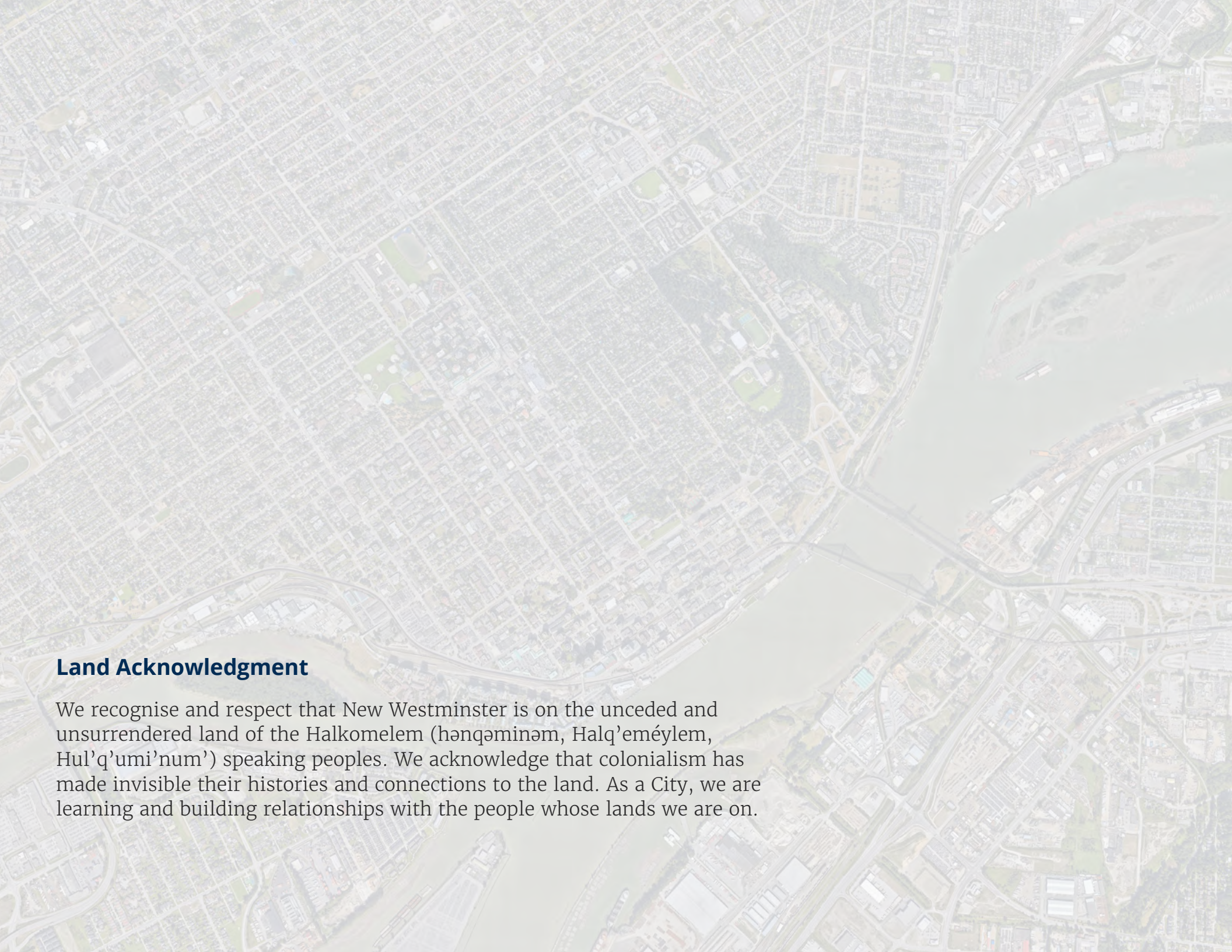
NEW WESTMINSTER











Land Acknowledgment

We recognise and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem (hənqəmiṉəm, Halq'eméylem, Hul'q'umi'num') speaking peoples. We acknowledge that colonialism has made invisible their histories and connections to the land. As a City, we are learning and building relationships with the people whose lands we are on.

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Community Connections & Belonging	20
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Introduction

ABOUT NEW WESTMINSTER

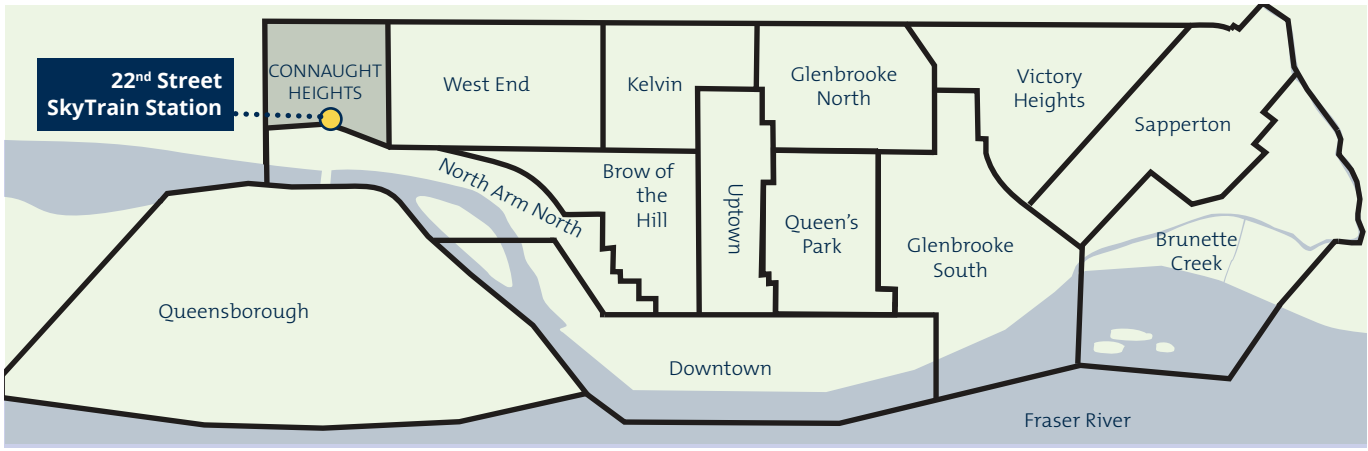
New Westminster is within the traditional territory of the Halkomelem (hənqəmin̓əm, Halq'eméylem, Hul'q'umi'num') speaking peoples. Since the beginnings of time, the Halkomelem speaking peoples have been stewards of these lands, and hold an intimate and ancestral connection to the environment. In the 1800s, colonizers started to occupy the unceded and un-surrendered lands, eventually forcibly removing all Coast Salish communities from the land now known as New Westminster.

Today, New Westminster is a quickly growing municipality in the Lower Mainland where almost half (47%) of residents identify as a visible minority. As the community continues to grow, City staff and Council must consider how to plan for that growth.

The City of New Westminster is located in the heart of Metro Vancouver, bordered by Burnaby, Coquitlam, Surrey and Richmond. The City has many neighbourhoods. 22nd Street SkyTrain Station is located in the Connaught Heights neighbourhood.



Source: Metro Vancouver



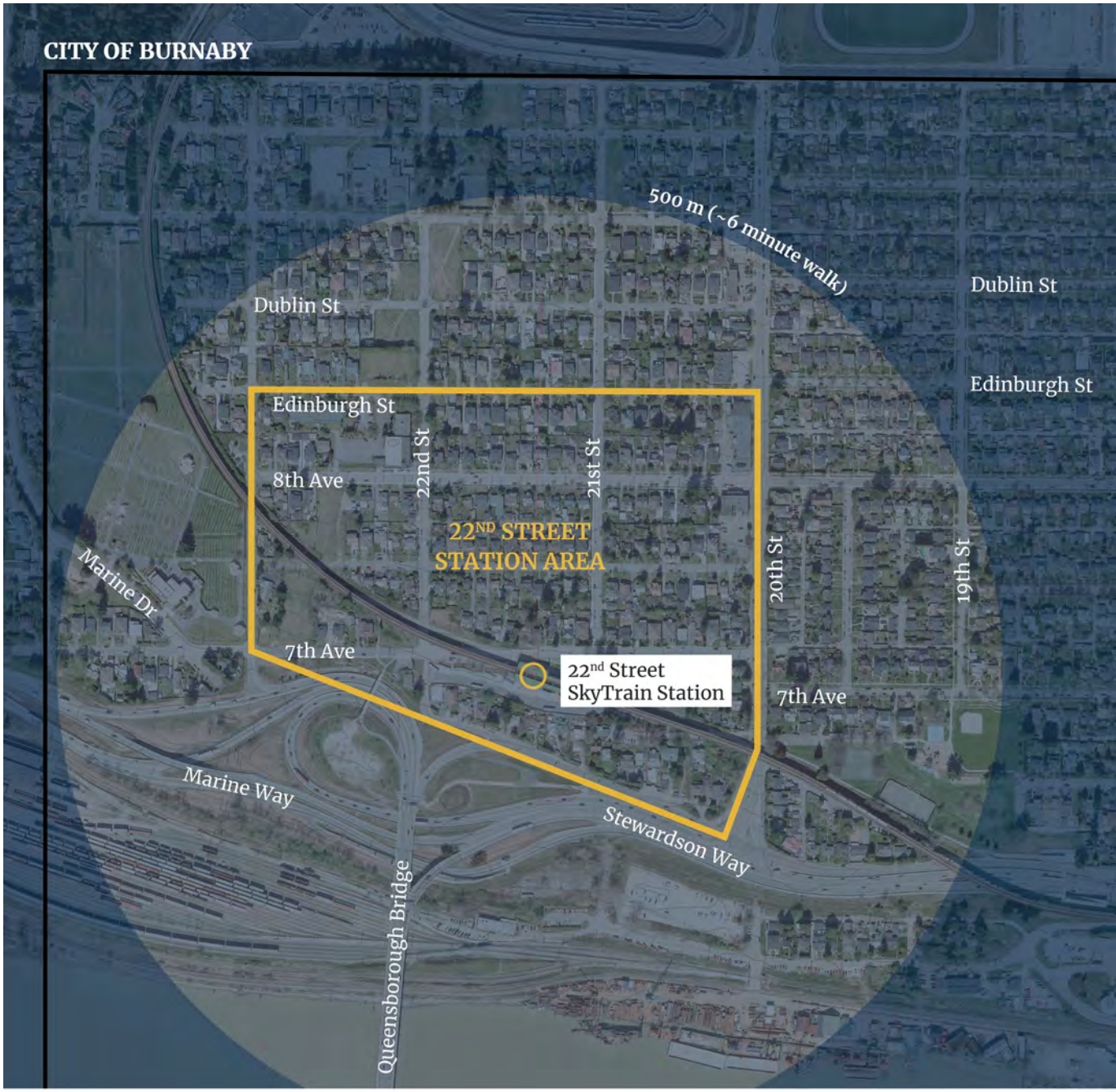
Source: City of New Westminster, 2006 Census Profile

ABOUT THE NEIGHBOURHOOD

22nd Street SkyTrain Station is located in the Connaught Heights neighbourhood, and adjacent to the West End neighbourhood.

Metro Vancouver's Regional Growth Strategy and the City of New Westminster's Official Community Plan identify 22nd Street Station Area (the Station Area) as a Frequent Transit Development Area (FTDA). FTDAs are priority locations for regional growth where higher density, trip-generating development is supposed to be focused. This 33 acre area is bounded by Edinburgh Street, 20th Street, and Stewardson Way. Previous planning efforts have focused on this Station Area.

However, as we develop a bold vision, we are revisiting the Station Area boundaries, and are open to exploring with the community ideas for changes outside of this area.



COMMUNITY PROFILE

The following statistics highlight some community characteristics, including the language diversity, income levels, housing types, and commuting patterns in Connaught Heights and New Westminster.

Connaught Heights

Punjabi, Tagalog & Mandarin
languages most often spoken at home other than English

$96k
median income of households

84%
of dwellings are single detached or semi-detached houses or duplexes.

7.3%
live in multi-generational households

26.5%
of commuters take transit to work

City of New Westminster

Punjabi, Tagalog & Mandarin
languages most often spoken at home other than English

$82k
median income of households

25%
of dwellings are single detached or semi-detached houses or duplexes.

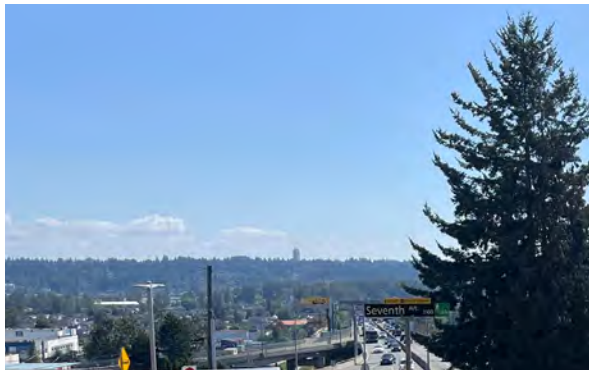
2.5%
live in multi-generational households

22.5%
of commuters take transit to work

Data Source: Statistics Canada, 2021 Census Profile.

NEIGHBOURHOOD CHARACTERISTICS

The following physical characteristics of the neighbourhood's streets, topography, lots, and infrastructure impact planning and development.



Views
Southern views of the Fraser River and neighbouring municipalities.



Street Alignment and Congestion
Some streets are misaligned across 20th Street, streets and other rights-of-way meet at different angles. Strong dominance of Stewardson Way, busy intersections, and congestion along 20th Street.



Multiple Jurisdictions
In addition to being on unceded Coast Salish territory, multiple jurisdictions have a presence in the neighbourhood, including the Ministry of Transportation and Infrastructure, TransLink, and BC Hydro. The area is also bordered by the City of Burnaby.



Single-Detached Lots
Current lots are smaller than typical multi-unit lots and predominantly occupied by single-detached houses. The City has very limited ownership of land in the area.



Aging Buildings and Train Station
SkyTrain station opened in 1985. The majority of homes in the station area were built before the 1960s. Some homes in the area may have heritage value.



Steep Slopes
Significant elevation changes to the south leading to development and design challenges and opportunities.

Challenge Framework

The reGENERATE Ideas Challenge is framed by one goal (what we hope to achieve), three foundational values (what we care about) and five themes (how we can reach our goals).

Challenge Framework Summary

Challenge Goal

A climate-friendly neighbourhood where everyone can thrive

Foundational Values

Climate Action

Truth & Reconciliation

Equity, Diversity & Inclusion

Themes



Land Use & Housing



Mobility, Access & Infrastructure



Landscape & Water



Buildings, Energy & Waste



Community Connections & Belonging

FOUNDATIONAL VALUES

Climate Action

In 2019, the City of New Westminster declared a climate emergency and committed to reducing greenhouse gas emissions by 100% by 2050. Climate action will require addressing the causes and impacts of climate change. Climate action can be broken down into "mitigation" and "adaptation".

Mitigation refers to addressing the cause (e.g. reducing energy and waste, transitioning to a low-carbon community, etc.), and adaptation refers to addressing the impacts (e.g. disaster preparedness, restoration of natural areas, preparing for extreme weather, protecting against sea level rise, etc.). Many climate action methods help with both mitigation and adaptation. Building community resilience is also a key strategy for climate action.

The City of New Westminster hopes that the vision for the neighbourhood around 22nd Street SkyTrain Station will push the envelope on how we design climate-friendly neighbourhoods.

Truth and Reconciliation

New Westminster is within the traditional territory of the Halkomelem (hənqəmінəm, Halq'eméylem, Hul'q'umi'num') speaking peoples. Since the beginnings of time, the Halkomelem speaking peoples have been stewards of these lands, and hold an intimate and ancestral connection to the environment.

The City of New Westminster acknowledges that, for over 150 years, colonization has harmfully exploited Indigenous peoples and the lands—and the extractive practices of colonization continues to contribute to the climate crisis. Indigenous peoples have deep knowledge and understanding of how to live on these lands in a good way. We cannot effectively respond to the climate emergency without building reciprocal and respectful relationships with Indigenous communities, honouring and learning from Indigenous ways of knowing and climate leadership, celebrating Coast Salish culture, and making reparations for past harms.

The City of New Westminster hopes to build stronger respectful relationships with the local First Nation communities throughout this process, exploring what reconciliation and climate action could look like in this neighbourhood.

Equity, Diversity, Inclusion

Historically and today, many communities face inequitable access (based on race, age, gender, sexual orientation, immigration status, religion or disability, etc.) to important things like suitable housing, good health, adequate income, and the ability to move around easily.

The City of New Westminster is a dynamic community, rich in diversity. This diversity is a strength, and the City is committed to leveraging unique insights from diverse perspectives to foster an equitable, inclusive, and welcoming community.

The City of New Westminster hopes that the future 22nd Street Station area will reflect the city's diversity and acknowledge and respond to the needs of everyone, providing a better community for all.



Artist: Christina Coolidge
yearoftruth.ca

Bringing it all together

Indigenous and equity-denied communities are often disproportionately impacted by climate change, experiencing property damage, cost impacts, and/or health challenges from extreme weather events. Many of these communities are not just experiencing the impacts of climate change, but are also actively addressing climate challenges.

Climate-friendly communities must be accessible to a diverse range of community members - these need to be places where everyone can thrive. Taking action on climate needs to include being proactive on equity and inclusion, giving careful consideration to how different approaches or ideas would be experienced by equity-denied community members.

There is no "one way" out of the climate crisis. We need all of the perspectives and solutions that we have to tackle this complex challenge. An effective transition to a climate-friendly community requires embracing the full range of human ingenuity and innovation, which includes traditional and new ideas from different communities and cultures.

THEMES

As we plan for the future of 22nd Street Station Area and beyond, we are considering the following key themes. These are the 'levers' that the City can use to reach the project goal.



Land Use & Housing

For example, growth near transit, diverse and affordable housing.



Mobility, Access & Infrastructure

For example, sustainable transportation and infrastructure improvements.



Landscape & Water

For example, nature-based solutions, connected open space, sustainable food-systems.



Buildings, Energy & Waste

For example, zero emission buildings, energy efficiency and conservation, embodied energy, local renewable energy, construction waste reduction, and circular economy opportunities.



Community Connections & Belonging

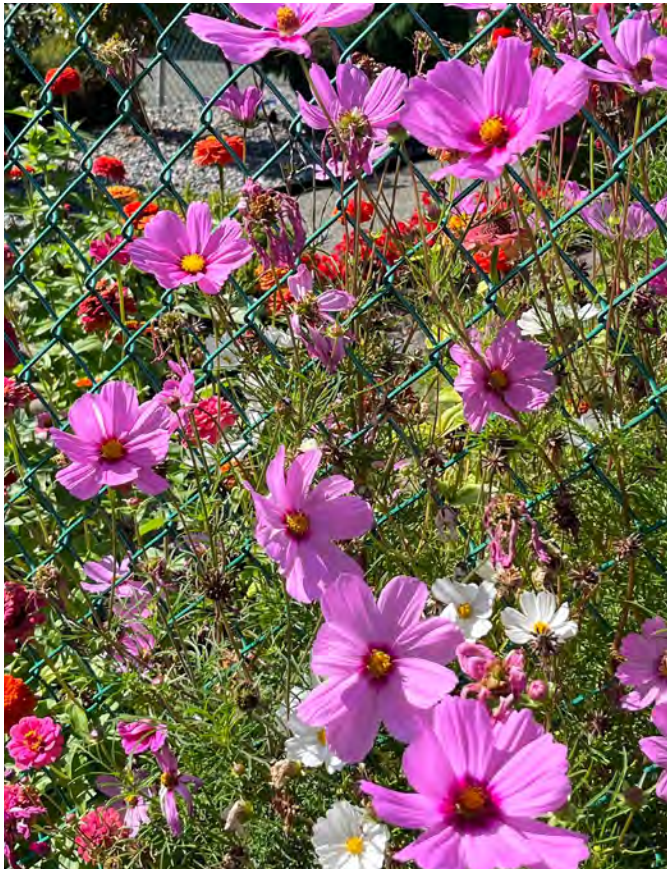
For example, community well-being, sense of place and safety, celebrating culture, Coast Salish cultural revitalization.








BC PARKWAY
Burnaby
22nd Street Stn
via Crosstown
Greenway
H.D. 2013-05691




30


8TH AVE. 2000
TRAFFIC
CONTROLLED
COMMUNITY



Land Use & Housing

CURRENT CONDITIONS

The following characteristics define the current land use and housing need in the area.

- **Land Use |** The existing land use is primarily single-detached dwellings with suites.
- **Commercial |** There are some commercial units operating along 20th Street. These include small retail, small food service, pharmacy, laundry service and a recording studio. There are also some industrial lands between the highway and the river, south of the SkyTrain Station.
- **Building Stock |** The existing building stock is primarily single-detached and duplex homes, constructed before the 1960s. There is one low-rise apartment.
- **Housing Need |** The 2021 Housing Needs Report noted that nearly one-third of renters spent over 30% of their income on housing, and many renters lived in places that were not suitable, adequate or affordable. Wait lists for affordable housing continue to be long, with 562 waiting and 95 people seeking supportive housing in the city as of 2020. A March 2023 point-in-time homeless count found there were 57 people experiencing unsheltered homelessness and 146 people experiencing sheltered homelessness. These counts are often under-representations of the scale of people experiencing homelessness and housing precarity.



1 *Single-detached house*



1 *Single-detached house*



1 *Single-detached house*

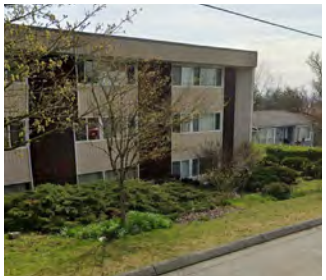


1 *Single-detached house*



CURRENT ZONING | LEGEND

- Single Detached
- Multi-family Residential
- Commercial
- Parks and Open Spaces
- Institutional
- Industrial
- SkyTrain
- Roads



2 *Multi-unit building*



3 *Commercial building*



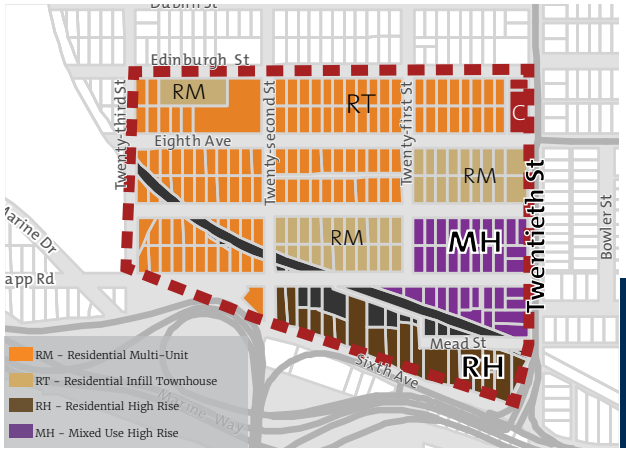
3 *Commercial building*

PLAN AND POLICY HIGHLIGHTS

The Metro 2050 Regional Growth Strategy (2023) is the region's collective vision for managing growth. It supports complete, connected, and resilient communities and designates the 22nd Station Area as a Frequent Transit Development Area.

The **Official Community Plan (OCP) (2017)** designates the 22nd Street Station Area as a 'Comprehensive Development' area. The purpose of this designation is to transition the Frequent Transit Development Area surrounding the SkyTrain Station from low density residential uses to a mixed use node. This could include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. The highest density uses are envisioned to be located closest to the SkyTrain station, transitioning to lower density uses away from the station.

The OCP includes proposed land use designations for the station area. These potential designations may shift depending on the outcome of the creation of a bold vision for the neighbourhood around the SkyTrain:



Proposed land uses for 22nd Street Station Area.
Although the City's OCP includes the above proposed land use designation for the area, the City is open to exploring alternative land use options during the reGENERATE Ideas Challenge and Bold Vision process. The City is also open to expanding the boundaries of the study area.

New Westminster's **Zoning Bylaw** regulates the land uses, density, building heights and parking requirements specify off-street vehicle parking regulations as well as off-street bicycle parking. Most of the neighbourhood is zoned as NR-2 (neighbourhood single detached residential districts). Other zoning in the neighbourhood include Public and Institutional (P-1) (i.e. a local church and school) and Local Commercial Districts (C-1) uses along 20th Street.

New Westminster's **Community Energy and Emission Plan (2022)** sets a roadmap to approach net zero by 2050, through actions related to transportation, buildings, energy, waste and circular economy, and natural systems.

New Westminster's Housing Needs Report (2021) identifies gaps in housing supply. It highlights a need for 3,328 more homes, and 2,083 affordable rentals, by 2031. The demand is greatest for one-bedroom (971 units) and two-bedroom units (564 units). Most demand will be from very low-income households. Affordable rental and supportive/transitional housing have proven to be the most challenging categories to meet demand.

The Province of BC recently passed **Bill 47**, legislation requiring local governments to identify Transit Development Areas with minimum allowable height of 20 storeys and minimum allowable density of 5.0 FSR within 200 metre of a Rapid Transit Station. Full details are forthcoming from the Province in early December.

Further Reading

- Metro 2050 (Regional Growth Strategy) (2023)
- Our City 2041: New Westminster's Official Community Plan (2017)
- Zoning Bylaw 6680 (2001)
- Community Energy and Emission Plan (2022)
- Housing Needs Report 2021-2031 (2021)
- Affordable Housing Strategy (2010)
- New Westminster Retail Strategy (2023)
- Bill 47 - 2023: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023)

WHAT WE'VE HEARD PREVIOUSLY

Through previous focused engagement (during the OCP process and the development of other City-wide plans), we have heard the following key takeaways about land use and housing in the area.

- Growth is to be focused around the 22nd Street SkyTrain Station.
- New development should include new commercial space and a range of housing options.
- High rises (if any) should be located close to the SkyTrain station and surrounded by other lower density forms of housing.
- There has been some excitement for the potential new development to create a neighbourhood heart.
- Overall there is a need to ensure livability for residents (e.g. good urban design, protect views, mitigate noise, etc.).
- There is considerable interest among owners of homes directly surrounding SkyTrain to sell their property.

Mobility, Access & Infrastructure

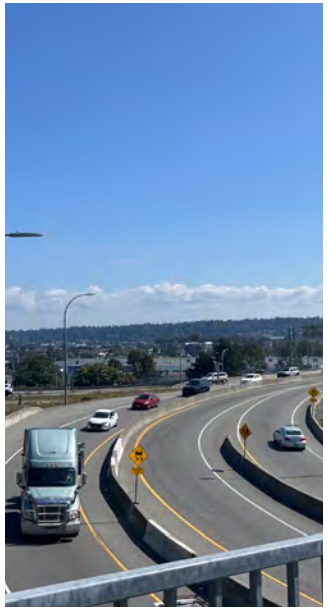
CURRENT CONDITIONS

The following characteristics define the current mobility network of the area.

- **Mode Share |** According to the 2021 Census of Population, 66.7% of residents in Connaught Heights commuted by car, truck or van to work. About one-third (31.9%) used active modes, including public transit (26.5%), walking (5.4%). Zero respondents identified cycling to work (0%).
- **Elevation |** Steep topography is limited to specific areas in the neighbourhood - between 23rd and BC Parkway, south of 7th Ave to Marine Way. The steep topography contributes to a less comfortable environment for pedestrians and cyclists.
- **Bus & SkyTrain |** The SkyTrain Station is central to the area. From this station, travelers can access downtown New Westminster, Downtown Vancouver, Metrotown in Burnaby, and Surrey City Centre in less than 15 minutes. The integrated bus exchange also provides connections to other areas in the region not served by SkyTrain.
- **Crosstown Greenway/Seventh Avenue |** Seventh Avenue is a designated core network cycling route in the City's Active Transportation Network Plan, connecting to the BC Parkway and other core cycling routes in the City.
- **BC Parkway |** The BC Parkway provides a cycling and pedestrian connection from Vancouver, through Burnaby, to downtown New Westminster and across the river to Surrey.
- **Sidewalks |** This neighbourhood is missing sidewalks on most of its streets with only 8th Ave having sidewalks on both sides between 20th and 23rd Streets.



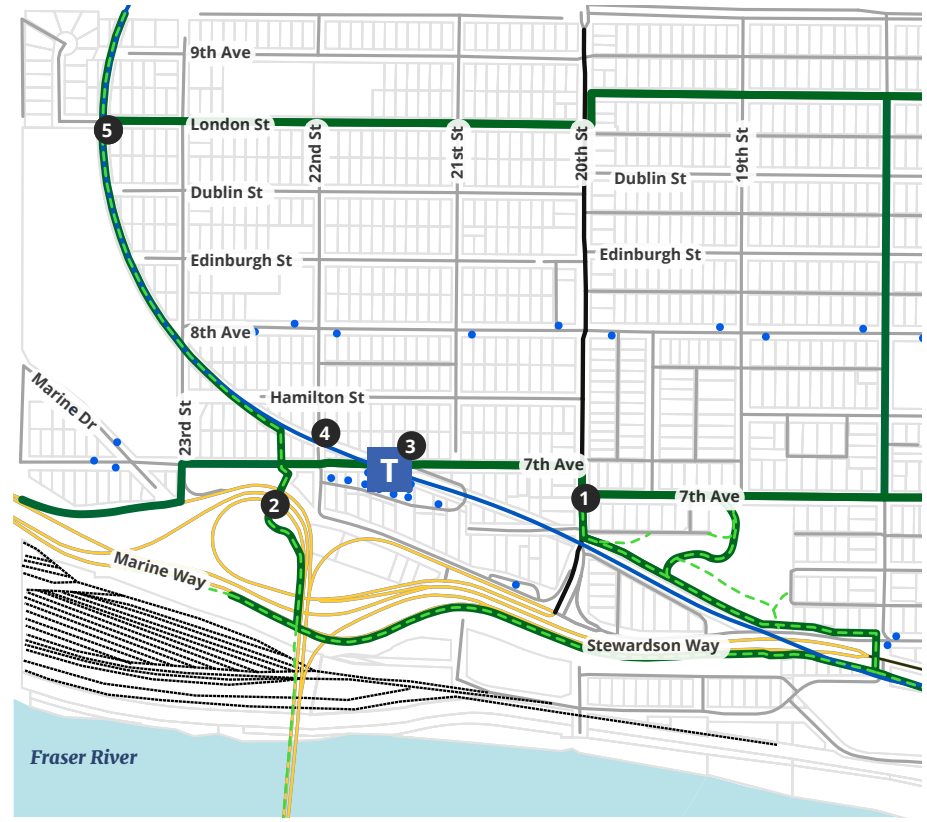
1 *Traffic along 20th Street*



2 *Stewardson Way*



3 *SkyTrain Station Entrance*



MOBILITY MAP | LEGEND

- Local Roads
- Collector Roads
- Major Road Network
- Railway
- Bus Stops
- SkyTrain
- Off-Street Pathways
- Bikeways



4 *SkyTrain and BC Parkway*



5 *BC Parkway*

- **Road Category |** All roads in the neighbourhood are designated as local roads, except for 20th Street which is a collector road. Marine Way and Stewardson Way are designated truck routes.
- **Safety Concerns |** There are significant road safety concerns along 20th Street. There are also safety challenges along the two major bike routes, especially at intersections.
- **Traffic |** During peak weekday hours, significant traffic queues form on the southbound section of 20th Street as vehicles access the congested Queensborough Bridge.
- **Access |** There are limited access routes into and out of the neighbourhood, with traffic calming measures in place to prevent traffic from detouring through the neighbourhood to get to the bridge. The street grid crossing 20th Street is misaligned.

PLAN AND POLICY HIGHLIGHTS

TransLink's **Transport 2050** regional strategy shapes the future of transportation in Metro Vancouver. Transport 2050 was developed concurrently with Metro Vancouver's regional growth strategy, and integrates growth projections that reflect 22nd St Station Area becoming a Frequent Transit Development Area.

The City's declaration of a climate emergency and its corresponding **Seven Bold Steps** include the following targets, which are closely related to mobility:

- **Pollution Free Vehicles |** By 2030, 50% of kilometres driven by New Westminster registered vehicle owners will be by zero emissions vehicles.
- **Car Light Community |** Accelerate the Master Transportation Plan targets for mode split: 60% of all trips within the City will be by sustainable modes of transportation (walk, transit, bike) by 2030.
- **Quality People-Centred Public Realm |** A minimum of 10% of today's street space that currently only serves motor vehicles, excluding transit, will be reallocated for sustainable transportation or public gathering by 2030. The natural environment will be integrated with the public realm.

The Master Transportation Plan (2015) provides long-term guidance regarding transportation priorities and investments. MTP principles aim to create a more sustainable transportation network through more walkable, and bikeable transit-oriented communities.

The **Active Transportation Network Plan (ATNP) (2022)** establishes a core cycling network throughout the City for people of all ages and abilities (AAA) to be implemented within a five-year time frame. The ATNP identifies 7th Avenue and London Street as part of the core network, and 22nd St as part of the supporting network.

The **Connaught Heights Traffic Calming Plan (2018)** has the objective to improve the safety and quality of life in the Connaught Heights neighbourhood. In the short to medium term, the plan addresses important concerns related to access, circulation, safety, and livability within Connaught Heights.

Further Reading

- TransLink Transport 2050 (2022)
- New Westminster Master Transportation Plan (2015)
- City of New Westminster All Ages and Abilities
- Active Transportation Network Plan (2022)
- City of New Westminster Connaught Heights Traffic Calming Plan (2018)

WHAT WE'VE HEARD PREVIOUSLY

Through previous focused engagement (during the OCP process and the development of other City-wide plans), we have heard the following key takeaways about mobility.

- Traffic is a big challenge, and is a significant concern when it comes to accommodating significant growth. Concerns include access to the neighbourhood and traffic congestion.
- Parking is also a significant concern for accommodating significant growth.
- Residents have expressed interest in improved sidewalks and cycling infrastructure to navigate busy local streets more safely.
- Residents have expressed a desire to improve safety around the SkyTrain station.

Landscape & Water

CURRENT CONDITIONS

The following characteristics define the current landscape and water systems in the area.

- **Neighbourhood Parks |** The Connaught Heights Park has a well-used playground. Connaught Village Green includes two undeveloped City-owned parcels. Grimston Park is a larger community-serving park with multiple amenities. The West Side Off-Leash Dog Area is also in the area.
- **Natural Open Spaces |** The BC Hydro right of way functions as open space, and includes informal pedestrian routes and a community-organized pollinator garden. The Schara Tzedek Cemetery also provides open space.
- **Natural Features |** The area is bordered by significant natural features, including the Fraser River and Byrne Creek Ravine Park. The high-traffic roads provide challenges to accessing natural features.
- **Trees |** The tree canopy coverage in Connaught Heights is approximately 22% (Urban Forest Management Strategy, 2015).
- **Biodiversity Ranking |** According to the City's Biodiversity and Natural Areas Strategy, the area has Biodiversity ranking of Very Low/ Urban Matrix.
- **Groundwater |** Due to steep topography, the groundwater is assumed to be very deep (over 5m below the surface).
- **Stormwater Retention |** Current land use has very limited retention areas outside of rainfall falling directly onto pervious areas. Most stormwater will runoff into the storm sewer.
- **Impervious Surfaces |** The neighbourhood has many older and smaller houses, resulting in more pervious surface area (which is positive from a stormwater infiltration perspective). The impervious area of the catchment is between 25-50%.
- **Drainage System |** The area has separated sewage and stormwater sewer systems.



1 *Community pollinator garden*



2 *Connaught Heights Park*



3 *West End Dog Area*



4 *BC Parkway*



PARKS & OPEN SPACES MAP | LEGEND

Roads
Off-Street Pathways
Bikeways
SkyTrain
Trees
Parks and Open Space
3m Contours



5 *Schara Tzedeck Cemetery*



6 *Green space within the BC Hydro Right of Way*



7 *Grimston Park*

PLAN AND POLICY HIGHLIGHTS

Some of the City's **Seven Bold Steps**, adopted in response to the City's declaration of a climate emergency, are closely related to landscape and water, including:

- **Robust Urban Forest |** New Westminster's Urban Forest Canopy cover will be increased to 27% by 2030 to support the removal of 4,050 tonnes of carbon pollution every year and increase our forest's carbon storage capacity by 50%.
- **People-Centred Public Realm |** A minimum of 10% of today's street space that currently only serves motor vehicles, excluding transit, will be reallocated for sustainable transportation or public gathering by 2030. The natural environment will be integrated with the public realm.

In the City's **Official Community Plan (OCP) (2017),** the ninth goal states that "New Westminster provides excellent programs, events and recreation opportunities for all within a high-quality, comprehensive network of parks, open spaces and facilities". There are five policies that support this goal:

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

The **Parks and Recreation Comprehensive Plan (2008)** identifies needs for acquiring parkland in the Connaught Heights neighbourhood. This includes expanding Connaught Heights Park and developing the BC Hydro Corridor. The City is now initiating a major update to this plan, and will be exploring park needs and opportunities.

The New Westminster **Integrated Stormwater Management Plan (2017)** helps the City manage rainwater, prevent sewer overflows and flooding, and enhance watersheds through a suite of green infrastructure approaches. The Plan stipulates a minimum storage capacity to capture the first 25 mm of rainfall per day.

The **Biodiversity Strategy and Natural Areas (2022)** analyzes the state of natural areas and biodiversity in the city and provides recommended actions and guidelines that will help the City prioritize protection, enhancement, and restoration of natural habitat areas and the species that live there.

Further Reading

- Parks and Recreation Comprehensive Plan (2008)
- People Parks and Pups Strategy (2022)
- Urban Forest Management Strategy (2015)
- Integrated Stormwater Management Plan (2017)
- Biodiversity and Natural Areas Strategy (2022)

WHAT WE'VE HEARD PREVIOUSLY

Through previous focused engagement (during the OCP process and the development of other City-wide plans), we have heard the following key takeaways about landscape & water:

- There is interest in the 22nd Street Station Area neighbourhood in enhancing biodiversity and improving green spaces. For example, residents have organized to create a pollinator garden.

CURRENT CONDITIONS

In New Westminster:

- Emissions from buildings operations accounted for 53% of total energy use and 43% of total greenhouse gas emissions (2016). As such, reducing energy use and emissions from buildings is key to achieving both local climate change goals and to reducing the city's contribution to global climate change.
- 49% of homes in New Westminster already use electric heating. Emissions from buildings that use natural gas heating account for 95% of the total emissions from buildings.
- The City has its own electric utility, resulting in a unique opportunity to take bold action to reduce building sector emissions.

In the 22nd Street Station Area:

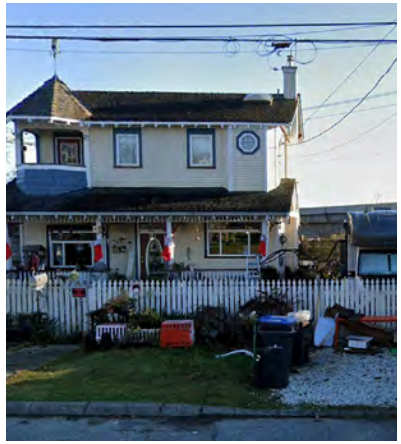
- Nearly 70% of the buildings in the area were built prior to the 1970s, and therefore, if not updated, have lower energy efficiency than those that would be built today though represent embodied carbon. These types of buildings often use natural gas for heating and domestic hot water, although some may have electric baseboard heaters or may have installed heat pumps in recent years.
- The steep, south-facing hill enables passive solar gains in the winter, as well as increase opportunities for solar photovoltaic (PV) arrays, and reduces the risk of flooding as water sheds from the area. However, it also means that shading and low-carbon cooling strategies will be critical in warmer months.



Connaught Heights Pentecostal Assembly



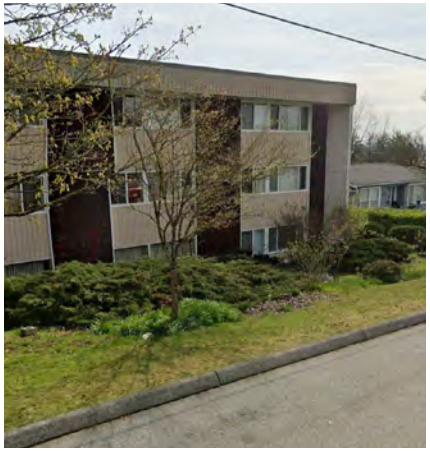
Single-detached home (smaller)



Single-detached home (larger)



Single-detached home (newer)



Multi-unit dwelling



Retail building

PLAN AND POLICY HIGHLIGHTS

Several of the City's **Seven Bold Steps** are closely related to buildings and energy, including:

- **Carbon Free Homes and Buildings |** Community carbon emissions for all homes and buildings will be reduced significantly. By 2030, all new and replacement heating and hot water systems will be zero emissions.
- **Carbon Free Energy |** The City of New Westminster will invest in a smart electrical grid in order to accommodate the required rapid conversion to building and vehicle electrification.

The **Official Community Plan (OCP) (2017)** has a goal to be an "energy-efficient and low-carbon community that takes action to reduce greenhouse gas emissions and is resilient to the impacts of climate change". Relevant policies toward buildings and energy include:

- Policy 4.2: Achieve continuous improvements in energy conservation, energy efficiency and greenhouse gas reductions for new and existing buildings.
- Policy 4.3: Encourage renewable and low-carbon energy systems to service homes, businesses and institutions.
- Policy 4.4: Prepare for and reduce future impacts and risk to the natural environment, property and public health due to climate change.

The **Community Energy And Emissions Plan** (CEEP) 2050 identifies the actions necessary to reach the targets set by the 2019 Climate Emergency Declaration, which include being net-zero emissions by 2050. It has additional targets:

- That all new buildings meet the highest tier of the BC Energy Step Code and use low-carbon energy systems by 2030.
- Per capita energy demand is reduced by 30% from 2016 levels and 2% of electricity is generated from local and renewable sources of energy by 2030.

The CEEP highlights the importance of including both resilience and adaptation as part of climate action planning. For example, actions that benefit both climate mitigation and adaptation could include retrofitting buildings to improve energy efficiency, which provides more insulation against extreme cold or heat events, or adding local renewable energy production and battery storage, which increases the community's resilience to power outages.

Further Reading

- Our City 2041: New Westminster's Official Community Plan (2017)
- City of New Westminster Community Energy and Emissions Plan 2050 (2022)

WHAT WE'VE HEARD PREVIOUSLY

Through previous focused engagement processes such as for the Community Energy and Emissions Plan (CEEP 2050), through uptake of local energy efficiency programs, and from local community activism groups (e.g. Babies for Climate Action) we have heard the following key takeaways about buildings and energy:

- Interest in the City being more proactive on addressing climate pressures.
- Significant support for the City taking bold action at the community level on climate issues.
- Support for Energy Save New West retrofit and new build programs.

Community Connections & Belonging

CURRENT CONDITIONS

The neighbourhood includes the following amenities and services today:

- Connaught Heights Pentecostal Assembly
- Connaught Heights Pentecostal Villa (non-market and co-op housing)
- West End Medicine Centre Pharmacy and Clinic
- A child care centre at the church, and child care in commercial units on 20th Street
- Aunt Leah's Place service and housing provider to youth ageing out of foster care
- Connection to the Rotary Crosstown Greenway and BC Parkway
- Connaught Heights Elementary School, school-aged child care programming, and adjacent park
- Schara Tzedeck Cemetery
- Westside Dog Off Leash Area
- Connection to the BC Parkway

Heritage resources in the neighbourhood include the great views and open spaces. Some homes may also have heritage value. Nearby, there are other community spaces, including the Gurdwara Sahib Sukh Sagar and Community Centre in Queensborough, and the Rosemary Brown Arena in Burnaby.

The 2021 Census identifies the following demographics of Connaught Heights: the largest Visible Minority group in Connaught Heights is South Asian, followed by Chinese, Filipino, Black, and Latin American. The three most common languages spoken at home beyond English are Punjabi (135 people), Tagalog (65), and Mandarin (55). Almost three percent of the neighbourhood population spoke neither English nor French. The median total income of households is $96,000, as compared to $82,000 in the rest of the City.



1 *Connaught Heights Elementary*



2 *Connaught Heights Pentecostal Assembly*



3 *Child Care Centre*



COMMUNITY & COMMERCIAL SPACES MAP | LEGEND

- Roads
- Bikeways
- SkyTrain
- Parks and Open Spaces
- Community Facilities
- Commercial Spaces



4 *West End Medicine Centre*



5 *Aunt Leah's Place*



6 *Lord Tweedsmuir Elementary School*

POLICY AND PLANNING CONTEXT

The **Council Strategic Priorities Plan 2023-2026 (2023)** serves as a guiding document identifying areas of focus that will be addressed during the current City Council's term. One of the five areas identified includes:

- **Community Belonging and Connecting |** New Westminster is a community where everyone belongs and has the opportunity to connect and contribute.

The **Age-Friendly Community Strategy (2017)** is focused on ensuring that individuals, communities, organizations, and governments can address the challenges associated with an aging population, particularly dementia. It sets a vision that people in the city who live with dementia and their caregivers are safe, supported, connected, and valued.

The **Child and Youth Friendly Community Strategy (2016)** outlines a vision of a community "in which all children and youth are able to reach their full potential." It works closely with the **Child Care Strategy (2016)** which charts a path to provide quality, accessible and affordable childcare.

The **Food Security Action Plan (2018)** aims to address equitable access to adequate, culturally appropriate, and nutritious food, to improve community awareness and address the stigma of food insecurity, and to facilitate collaboration between food security organizations. A Food Security Action Plan Update is currently in process.

Immigration is a significant drive of population growth in New Westminster. **The Immigrant and Refugee Survey Report and Action Plan (2014)** proposes several suggested actions in support of inclusive workplaces, welcoming spaces, and receptive communities.

The **Sanctuary City Policy (2021)** ensures that all New Westminster residents and visitors have access to City facilities, programs and services, regardless of immigration status.

The **Community Poverty Reduction Strategy (2016)** provides a vision to enhance the quality of life of families, while providing a supportive environment and opportunities to help families move out of poverty.

Further Reading

- Community Poverty Reduction Strategy (2016)
- Council Strategic Priorities Plan 2023-2026 (2023)
- Parks And Recreation Comprehensive Plan (2008, update underway)
- Age-Friendly Community Strategy And Dementia-Friendly Community Action Plan (2017)
- Child And Youth-Friendly Community Strategy and Child Care Strategy (2016)
- Food Security Action Plan (2018)
- Immigrant And Refugee Survey Report And Action Plan (2014)
- Connaught Heights Historical Neighbourhood Context Statements (2008)
- New Westminster Sancuatry City Policy (2021)
- New Westminster Retail Strategy (2023)

WHAT WE'VE HEARD PREVIOUSLY

In previous engagement about this project, we heard the following key takeaways from residents of Connaught Heights:

- There are few amenities (e.g. retail, parks, community spaces, etc.) in the neighbourhood. Some residents view development as an opportunity to acquire new or improved community amenities.
- There is a desire for people to have a place to meet – whether that be the local girl guides, a book club, or other community group that needs space (including space to advertise events, host bake sales, meetings, etc).
- Residents have asked for more diversity in park space. For example, where can young kids play when school kids are using Connaught Heights Park? Where can you kick a soccer ball around?
- Some residents are concerned about the impact of a growing population on school capacity.

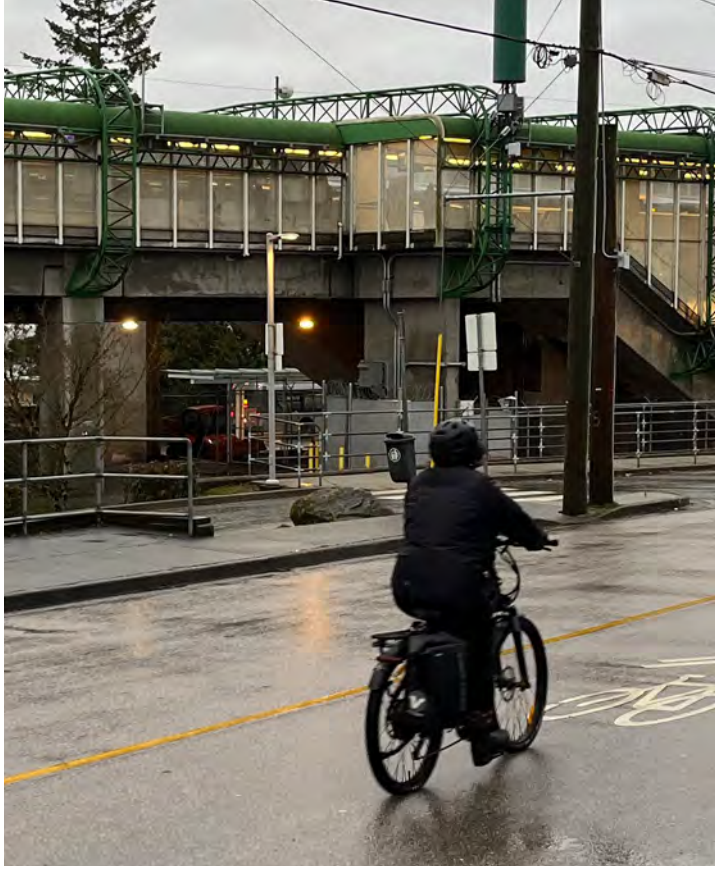

22nd Street Station




TAKE A BOOK ♥ LEAVE
FAIRY LIBRA
THE WAR OF TWO WORLDS


Hot Knits
Cool Kits
COME IN TODAY






IWONA PIEROGIES
iGLOW

Questions to Consider



LAND USE & HOUSING

How might we....

... build more homes for people in New Westminster?

...support lower emissions through changes to the built form?

...provide a diversity of housing options that people can afford and meet various needs?

... creatively address the new Provincial legislation (Bill 47) requirements for Transit Oriented Development Areas?



MOBILITY

How might we...

...make transportation safe for all (e.g. children, seniors, newcomers)?

...leverage density and development to increase the percent of commuters taking transit, biking or walking to work?

...reduce or eliminate transportation emissions in the area?

...address issues of vehicular access and parking (including for emergency response, service, shared vehicles)?

...enable development while protecting bus access, bus speed and reliability?



LANDSCAPE & WATER

How might we...

...design the public realm to enhance climate resilience, provide a sense of place?

...make walking and biking a pleasant experience?

...improve outdoor air quality?

...leverage the BC Hydro corridor to provide improved greenspace and rainwater management?

...create a water system that connects to local conditions and traditions?

...redesign the water system to ensure appropriate retention and high water quality run-off?



BUILDINGS, ENERGY & WASTE

How might we...

...achieve a net-zero energy neighbourhood (e.g. district energy, solar photovoltaic arrays)?

...explore the design and construction of buildings with low embodied carbon (e.g. mass timber)?

...adapt existing buildings and heritage homes for retention and re-use?

...support zero waste through neighbourhood form and building components?

...design buildings that are safe, comfortable, and adaptable to a changing climate?



COMMUNITY CONNECTIONS & BELONGING

How might we...

...enhance a sense of place in this neighbourhood while overcoming the challenges of the site?

...meet residents' (current and future) basic needs (e.g. food security, housing, etc)?

...create a community heart?

..supporting aging in place and thriving for an aging population?

...support social connectedness (e.g., between neighbours, among peers, across generations, cultures, etc.)?

NEW WESTMINSTER

APPENDIX 2

FALL 2023 ENGAGEMENT SUMMARY REPORT

BOLD VISION

for the neighbourhood around 22nd Street SkyTrain Station

IDEAS GATHERING ENGAGEMENT SUMMARY

DECEMBER 2023



NEW WESTMINSTER

Prepared for the City of New Westminster by:

MODUS Planning, Design & Engagement



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EXECUTIVE SUMMARY

The area around the 22nd Street SkyTrain Station is identified in the City's Official Community Plan (OCP) for higher-density development, given its good access to transit and amenities. With input from the community, and in collaboration with local First Nations, the City is now developing a vision for the future of this neighbourhood. This vision will help set the land use framework to enable growth and change in alignment with community aspirations and City priorities.

To support the City's commitment to climate action, the vision will focus on identifying how to create a climate-friendly future. This vision will show how the area can transform into a place that helps respond to the cause and impacts of climate change. The City is exploring with local First Nations how the vision for this neighbourhood can advance truth and reconciliation.

During this first phase of community engagement, focused on gathering ideas, the guiding question we asked was: "How might the area around 22nd Street SkyTrain Station become a **climate-friendly neighbourhood** where everyone can thrive?"

This report summarizes all of the engagement activities for this round of engagement. Ideas submitted through the reGENERATE Ideas Challenge are not summarized here.

WHAT WE DID

From September to November 2023, we engaged community members to hear ideas and input about their hopes for the future of the neighbourhood. This involved the following activities:



Online Survey & Ideas Board

Be Heard New West, Sept 25 - Oct 22

219 survey respondents, 37 ideas with 55 comments & 166 upvotes



Idea Jams

October 11 (in-person), October 18 (online)

Interactive, facilitated sessions, 85 attendees



Community Open House

November 18

Community open house at Connaught Heights Elementary School with 50 attendees.



Community Pop-Ups

Sept 25 - Oct 24

344 comments and 187 attendees at 7 pop ups throughout the community



Focus Groups, Meetings & Workshops

Sept 25 - Oct 22

Eight meetings with over 60 people from various groups, including youth and non-profit organizations.

WHO WE HEARD FROM

We had over 700 interactions with people encompassing both event attendees and online engagement responses. We heard from many people with a connection to the neighbourhood, including residents, commuters, business owners, and youth. During online engagement, 57% of respondents were homeowners and 4% owned a business in New Westminster. During the focus groups and meetings, we heard from over 50 participants, including from the Community Action Network, Residents Associations, Welcoming & Inclusive New West (WINS) Local Immigration Partnership, Aunt Leah's Youth Advisory Committee, Douglas College, and middle school youth. In a separate process, we are also engaging with local First Nations, including Kwantlen, Musqueam, Squamish, Qayqayt, Kwikwetlem, and Tsleil-Waututh. We are also engaging with external agencies like the Ministry of Transportation and Infrastructure, TransLink, BC Hydro and the City of Burnaby.

WHAT WE HEARD DURING FOCUS GROUPS

We engaged with people and organizations that represent and serve youth, local immigrants, people experiencing poverty, and urban Indigenous populations. From these groups, we heard a need to provide **more commercial uses, services and amenities**, and **affordable housing** in the neighbourhood. We also heard a need to address **truth and reconciliation** by providing community spaces for urban Indigenous people. We heard about the need to **address climate change** by providing more resilient landscapes and outdoor areas, and increasing pedestrian safety in the neighbourhood.

WHAT WE HEARD OVERALL

The cross-cutting top themes that we heard throughout all engagement activities include the following:



Public and Active Transportation | Desire for improved active transportation infrastructure and connections (i.e. building on the strengths of the existing SkyTrain, bus exchange, and walking/rolling connections)



Commercial Uses, Services and Amenities | Interest in building commercial and community spaces that will allow people to meet their daily needs without travelling far (i.e. places to shop, access services, and gather with community).



Landscape & Water |Providing more parks, greenspaces, and planting more trees in the neighbourhood



Private Vehicle Transportation | A need to manage the existing vehicle transportation issues, including congestion along 20th Street



Density and High-rise Towers | Providing a significant increase in housing by allowing for an increase in density and high-rise towers near the SkyTrain Station.

SCOPE OF ENGAGEMENT

ABOUT THE PROJECT

The area around the 22nd Street SkyTrain Station is identified in the City's Official Community Plan (OCP) for higher-density development, given its good access to transit and amenities. With input from the community, and in collaboration with local First Nations, the City is now developing a vision for the future of this neighbourhood. This vision will help set the land use framework to enable growth and change in alignment with community aspirations and City priorities.

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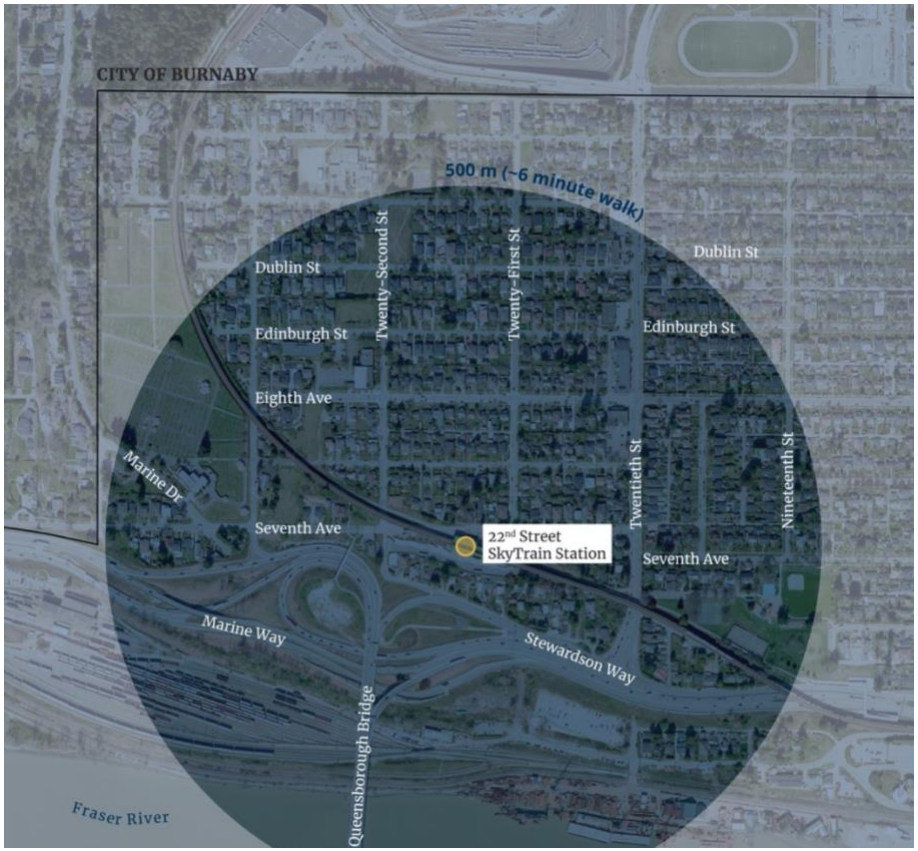


Figure 1: 22nd Street Station with a 500 m walking radius

PROJECT PROCESS

The visioning process for the future of the 22nd Street Station area is divided into the following phases:

1. **Getting Started** (spring 2023)
   Develop strategies for engagement and the ideas challenge, reach out to and build relationships with local First Nations.
2. **Community Engagement** (September to November 2023) (fall 2023)
   Engagement with the public and interested/impacted parties.
3. **reGENERATE Ideas Challenge** (November 2023 to January 2024) | **WE ARE HERE!**
   Launch and manage the reGENERATE Ideas Challenge.
4. **Ideas Evaluation & Iteration** (winter 2024)
   Evaluate the reGENERATE submissions, develop a concept plan through a 3-day design charrette.
5. **Develop & Refine Vision** (spring – winter 2024)
   Develop the Bold Vision document, check-in with community.
6. **Implementation** (2025 onwards)
   Implement the plan.

Collaboration with First Nations is happening through every phase of work.

ENGAGEMENT STREAMS

As we develop a bold vision for the future of the neighbourhood, the City has an engagement process with three streams:

1. **Public Engagement |** broad and targeted engagement with community members, and people with a connection to New Westminster or the neighbourhood.
2. **Engagement with Interested & Impacted Parties |** interviews and meetings with organizations who have a high interest or may be impacted by the bold vision, including BC Hydro, TransLink, Ministry of Transportation and Infrastructure, the School District, and the City of Burnaby.
3. **First Nations Engagement |** invitations to collaborate with six local First Nations (Musqueam, Kwantlen, Squamish, Tsleil-Waututh, Kwikwetlem, and Qayqayt Nations), and relationship building and engagement with those who expressed an interest in collaboration.

This report outlines What We Did and What We Heard from the Public Engagement stream.

PURPOSE OF PUBLIC ENGAGEMENT

The primary purpose of the ideas generation phase of the engagement process was to gather ideas and input about community hopes and aspirations for the future of the neighbourhood around 22nd Street Station, reaching a broad and diverse range of community members. Engagement also supported raising public awareness about issues related to climate action, reconciliation and inclusive neighbourhood change, and building capacity among community members to participate in ideas generation and informed dialogue about the future of the neighbourhood.

WHAT WE DID

From September to November 2023, we engaged with the New Westminster community through in-person and online events, an online survey and ideas board, in-person pop-ups and focused meetings with specific interested or impacted parties.

In-Person Idea Jam

Event Details

- Date: October 11, 2023
- Location: Anvil Centre

The Idea Jam was an in-person gathering with a celebratory tone. Hosted at the Anvil Centre in Downtown New Westminster, the two-hour event included opening remarks from Mayor Patrick Johnstone, an introduction to the project from City planning staff, and short speeches from members of the project team (Coast Salish cultural advisor Cory Douglas, and landscape architect Derek Lee). After the presentations, facilitators hosted table discussions. Participants were invited to discuss what they love about the area today, set priorities for the future, and brainstorm ideas to realize those priorities.

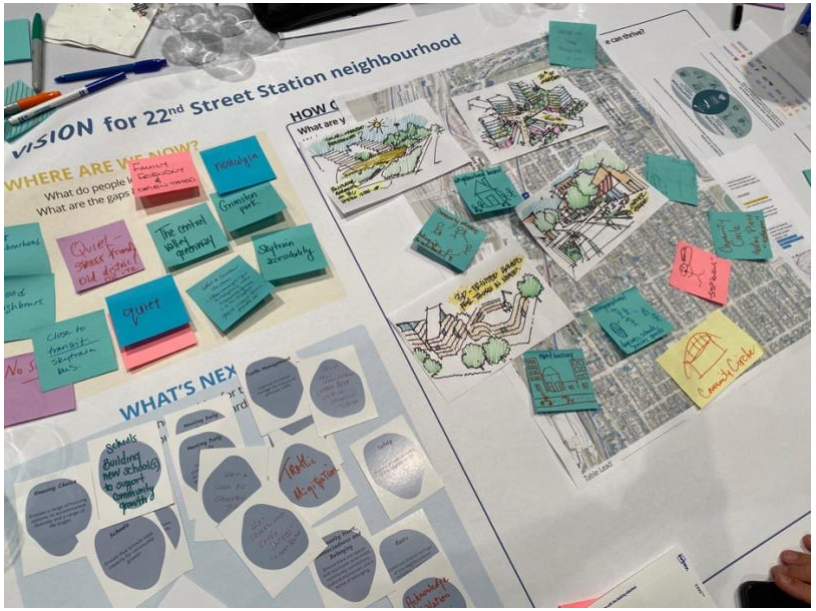


Figure 2: Participant Responses at the In-Person Idea Jam at Anvil Centre on October 11, 2023

Online Idea Jam

Event Details

- Date: October 18, 2023
- Location: Online (Zoom)

The online Idea Jam had a similar purpose and format to the in-person event. It included a presentation from the project team and a discussion with participants on what they love about the area today, priorities for the future, and ideas for how to realize those priorities.

In-Person Pop-Ups

Event Details

- Dates: September 27 – October 24, 2023
- Locations: 22nd Street SkyTrain Station, Connaught Heights Elementary School, New Westminster Farmers Market, Chamber of Commerce Coffee Talks Event, Grimston Park, Century House, and New Westminster Public Library

City staff hosted seven in-person pop-ups throughout New Westminster, where passersby and residents were engaged in conversation to learn more about the project and provide input for the future. This engagement strategy was used to intercept and connect with a broader a diversity of community members who may not have been able to come to scheduled meetings.

Online Ideas Board

Activity Details

- Date(s): September 25 – October 22
- Online (Be Heard New West)

The online ideas board served as a virtual platform for sharing and exploring community ideas. Participants were encouraged to contribute their own thoughts, browse through the ideas shared by others, and 'upvote' or comment on other people's ideas.



Figure 3: In-person pop-up at 22nd Street SkyTrain Station

Survey

Activity Details

- Date(s): September 22 – October 22 2023
- Online (Be Heard New West)

City staff hosted an online survey on the Be Heard New West platform, where participants were asked 10 close-ended questions about the community today and priorities for the future. The survey took approximately 15 minutes to complete. Those who completed the survey were entered into a draw to win one of three $50 gift cards to a local business.



Figure 4 Chamber of Commerce Coffee Talks Pop-up

Community Open House

Activity Details

- Date(s): November 18 2023
- Connaught Heights Elementary School

An open house was hosted at the Connaught Heights Elementary School gymnasium, as another opportunity to talk with neighbours about the project. At the event, information boards were displayed and there were community mapping activities.

Focus Groups, Meetings and Workshops

Eight Focused meetings with various groups connected to the neighbourhood and/or are equity-denied groups were held from September to November. The intent of these meetings was to reach lesser-heard voices and interested parties, and understand hopes, concerns, and ideas for the future of the neighbourhood. Conversations were hosted with the following groups: Community Action Network; Aunt Leah's Youth Advisory Committee; Welcoming & Inclusive New Westminster (WINS) Local Immigration Partnership; a green building class at Douglas College; and the Connaught Heights/West End Residents Association. A workshop was also held at Fraser River Middle School, with students from that school as well as from the Monkey Rebels group at École Glenbrook Middle School. Meetings were also held with representatives from the North Fraser Métis Association and the Spirit of the Children society.

Through different engagement streams, the City will also continue to engage with local First Nations and external interested and impacted parties (e.g. BC Hydro, TransLink, Ministry of Transportation and Infrastructure, the School District, City of Burnaby, the development community, etc).

COMMUNICATIONS & OUTREACH

The project team invited New Westminster community members to participate through multiple communications and outreach channels, including:

1. A postcard, delivered by mail to Connaught Heights and West End residents and dropped in-person to businesses along 20th Street;
2. A dedicated webpage for engagement: beheardnewwest.ca/22ndSt
3. Social media posts and updates
4. Press releases
5. Advertising including: Ads on City billboards; bus shelter ads throughout the city; monitors and posters and City facilities; CityPage online; and advertisements in local newspapers.



Figure 5. Postcard sent to residents in the nearby neighbourhoods

WHAT WE HEARD

SUMMARY OF EMERGING THEMES

Results from public engagement are summarized in this section of the report. Written and verbal contributions were analyzed and summarized based on key themes from comments.

This section summarizes input and feedback from all the engagement activities to date.

Overall, the following cross-cutting themes emerged from all activities:

Community Today | When participants were asked about the community today (i.e. what do you love? What gaps and challenges exist?), the following themes emerged:

1. **Public and Active Transportation |** Robust bus and SkyTrain network as well as the cycling and walking paths
2. **Community Wellbeing & Connection |** Strong sense of community and neighbourliness
3. **Landscape & Water |** Appreciation for the views, parks, and access to some greenspace
4. **Location and Connections |** Appreciation for connections to other parts of the City and Region
5. **Private Vehicle Transportation |** Challenges with current vehicle traffic (congestion, and access into and out of the neighbourhood)

Ideas for the Future | When participants were asked about their big, bold ideas for a climate-friendly neighbourhood where everyone can thrive, the top themes included:

1. **Public and Active Transportation |** Suggestions to improve pedestrian and active transportation infrastructure, including improved crosswalks and safe/easy connections to other neighbourhoods
2. **Commercial Uses, Services and Amenities |** Need for more spaces in the neighbourhood to help meet daily needs without travelling far and build community connections.
3. **Landscape** |Providing more greenspaces, trees, and other outdoor spaces
4. **Private Vehicle Transportation** | Providing solutions to the current traffic challenges (especially along 20th Street)
5. **Housing** | Increasing housing affordability and the diversity of housing typologies

IDEA JAMS

During the online and in-person Idea Jams, participants were led through a facilitated discussion that asked three main questions: (1) Where are we now (What do people love about the community today)?; (2) What are our priorities for the future?; (3) How do we get there (What are your big bold ideas for a climate-friendly neighbourhood where everyone can thrive?) The following pages provide a summary of the key themes and ideas we heard, based on the notes taken during the facilitated discussions.

Approximately 85 community members attended the in-person Idea Jam. The online Idea Jam had two participants. The following pages share what we heard from both events.

Where are we now?

Participants were asked to describe what they love about the community today. Some participants also described the gaps and challenges. The following themes emerged. The themes are listed in order of highest occurrence to lowest occurrence.

What do people love today?

1. The range of **public and active transportation** options, including the SkyTrain and buses, and the cycling and pedestrian friendly networks.
2. The **landscape**, including the views, parks, and open spaces (i.e. West End Dog Park, Grimston Park, and views of the Fraser River.
3. The sense of **community well-being and connection**, including a sense of peacefulness, family-oriented nature, diversity, and uniqueness.
4. The **location**, including its access to other municipalities and the rest of New Westminster.
5. The access for **private vehicle transportation**, including access to highways and the region.
6. Access to some **amenities and services**, like the neighbourhood tennis courts and parks, and the ease to access other services that are downtown.

What are the gaps & challenges?

1. **Traffic** is a significant challenge – including congestion on 20th Street and the traffic to queue onto Queensborough Bridge. The traffic creates significant noise, and some mentioned a lack of parking.
2. There is a lack of local **services and amenities**, including neighbourhood-serving shops, public spaces, grocery stores, daycares and restaurants.
3. There is a need to improve **pedestrian infrastructure** and connections, and there is a lack of sidewalks on some streets.
4. **Safety** is a concern – including concern about crime around the SkyTrain Station.
5. The neighbourhood feels ‘cut off’ from the rest of the city.
6. The current **housing** stock is older and some buildings are in need of maintenance and repair.

Other comments included the noise levels in the neighbourhood, frustrations with the delayed planning process, opportunity to incorporate more technology, and the potential to incorporate different worldviews into the design.

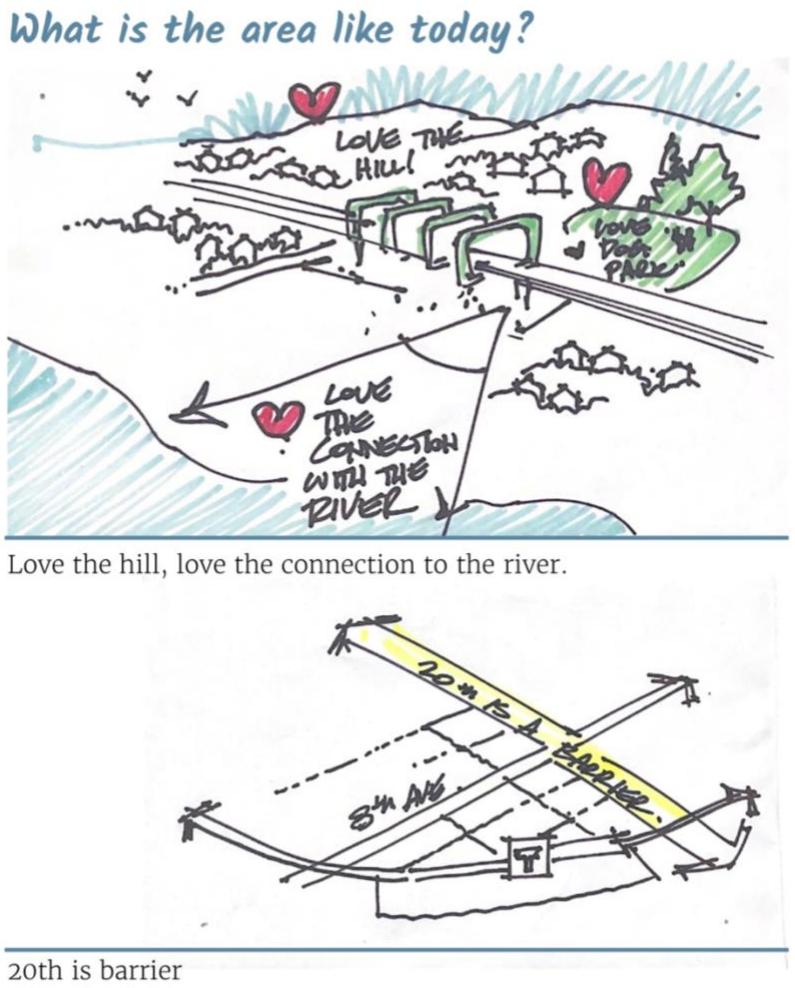


Figure 6. An illustrator floated around to different tables during the in-person Idea Jam. These sketches show some of what they heard during the event.

What are the priorities for the future?

During the Idea Jam, participants were given 18 "priority cards". These cards were based on what the City has heard from previous engagement with the neighbourhood, as well as strategies to address climate change. Participants were asked to choose their top three priorities from a list of 18 priorities. The following graph shows the total count of the cards that the participants chose. During this activity, the top five priorities were:

1. **Meeting Daily Needs:** Create space for commercial uses such as grocery stores, and provide amenities like child care
2. **Traffic Management:** Improve circulation, manage the impacts of vehicular traffic
3. **Housing Choice:** Provide a range of housing options, to accommodate diversity and a range of life stages
4. **Safety:** Improve pedestrian safety in the neighbourhood
5. **Affordable Housing:** Advance affordable housing options

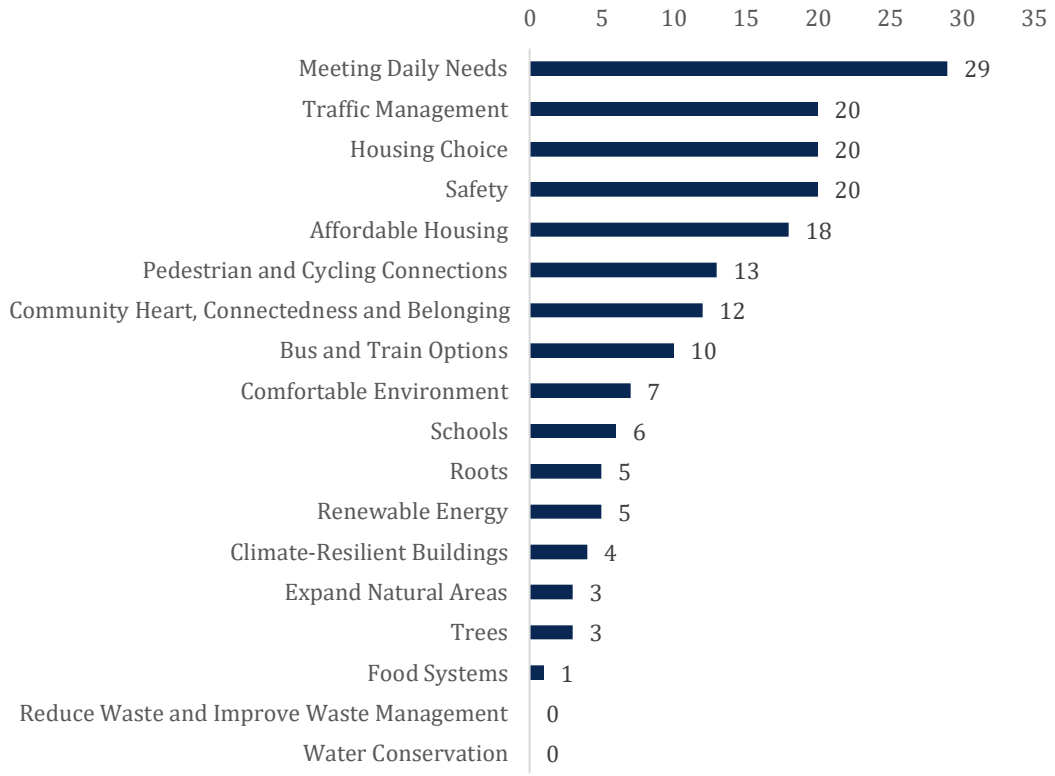
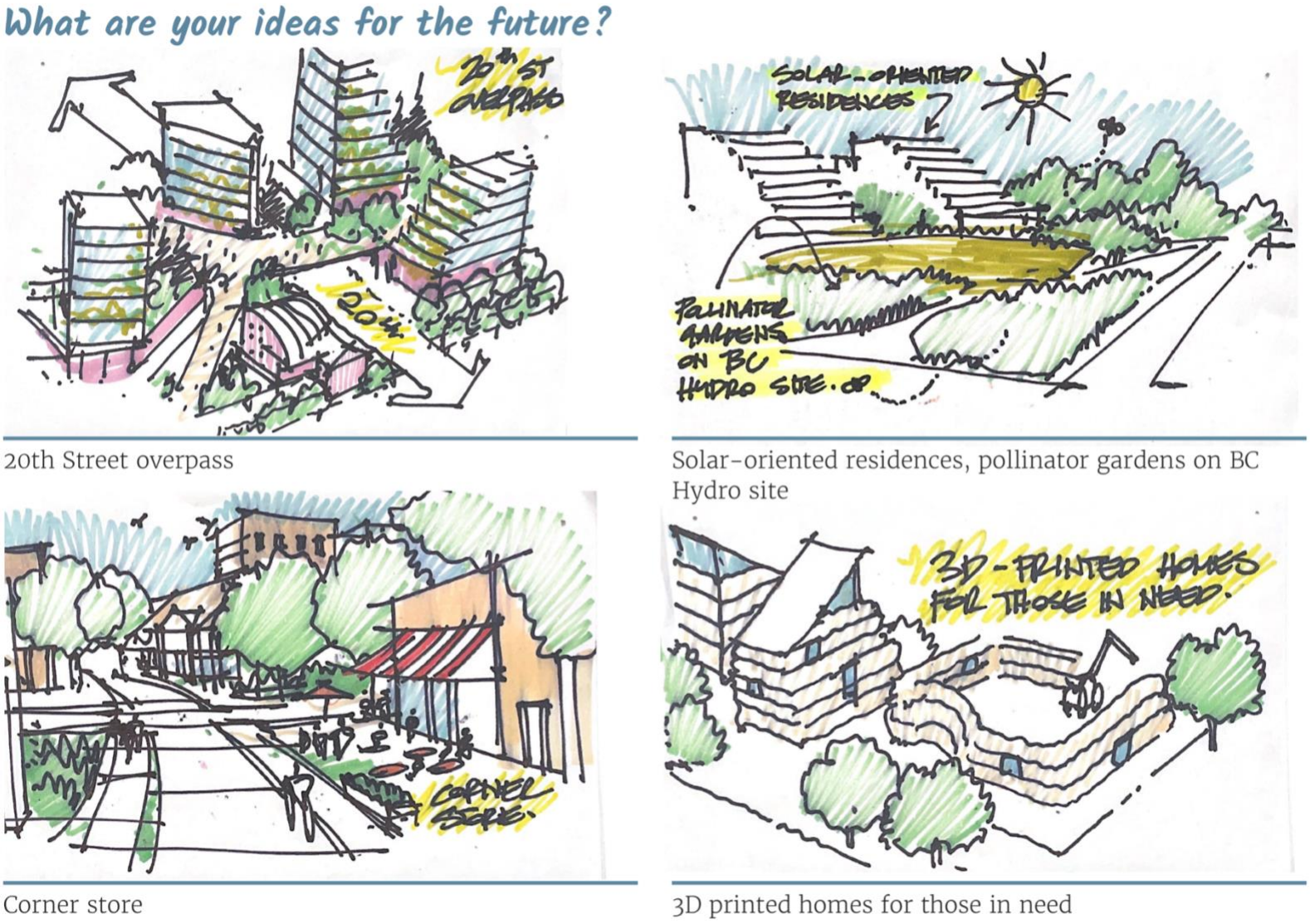


Figure 7. Total counts of top priority cards that participants chose during the activity.

How could we get there?

Participants were asked to describe their big, bold ideas for a climate-friendly neighbourhood where everyone can thrive. The following themes emerged:

1. **Commercial spaces, services, and amenities |** Ideas included intergenerational spaces, daycare, schools, spaces for seniors, neighbourhood house, places for recreation, a healing centre, walk-in clinics, and a tool share space. Ideas for commercial spaces included corner stores, grocery stores, and other local-serving retail.
2. **Public and active transportation |** Improving the network, design, and infrastructure, including improving the pedestrian safety and connections (e.g. pedestrian lighting), improving the design near the Station (e.g. consider a transit plaza); improving transit service (bus route access, bus priority lanes); and improving cycling infrastructure (e.g. e-bike sharing, improved cycling connections, protected bike lanes). Specific ideas included improving the use of the BC Hydro right-of-way for active transportation, building a funicular or public access to the Fraser River, providing a SkyTrain connection to Queensborough, building a car-free neighbourhood, and improving connections to Burnaby.
3. **Private vehicle transportation** | Improving networks and access, including: implementing traffic management strategies (reducing speed limits, banning right turns or red, more roundabouts), changing parking and curb-side management (e.g. improving pick-up/drop-off options at SkyTrain, setting parking maximums, park-and-rides, car-free developments); improving access to car sharing; and reducing the traffic noise.
4. **Landscape |** Improving green spaces and natural areas, planting more trees, enhancing food assets (i.e. fruit trees, urban agriculture). Specific suggestions included improving the West End Dog Park, creating a separated walkway to Queensborough, and utilizing the BC Hydro right-of-way for urban agriculture.
5. **Dense housing forms**| Including high-rises near the SkyTrain, townhouses throughout the neighbourhood, and providing missing-middle housing. Some comments included the need to go beyond the Station Area boundaries, increasing density in the broader neighbourhood.
6. **Affordable housing** | Including rental housing and housing for families, students, and Indigenous people.
7. **Energy |** Renewable energy and energy conservation including district heating, promoting home energy storage, wind energy generation, and EV charging for homes.
8. **Community well-being and connection |** Prioritizing livability, supporting neighbourhood initiatives, and creating community spaces for gathering.
9. **Safety**| Address safety concerns, reduce crime and ensure there are “eyes on the street.”



20th Street overpass

Solar-oriented residences, pollinator gardens on BC Hydro site

Corner store

3D printed homes for those in need

Figure 8. Illustrations of ideas that were shared by participants during the Idea Jam.



More access to amenities along the water



Community heart, connectedness & belonging

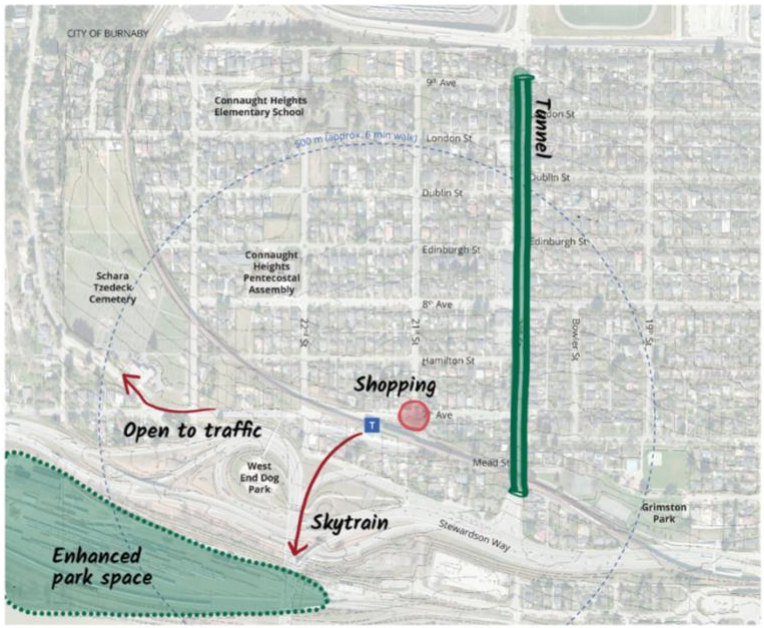


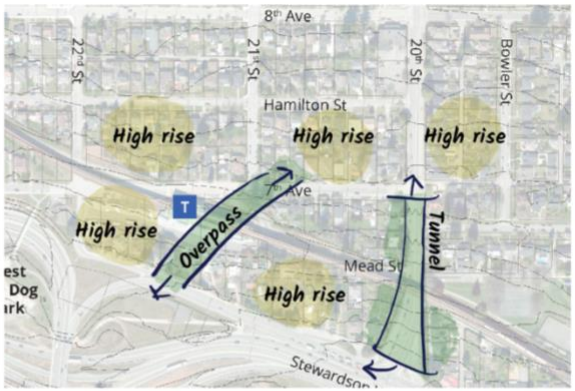
Library, art, lighting, shared spaces, connection with water and parks, community centre.



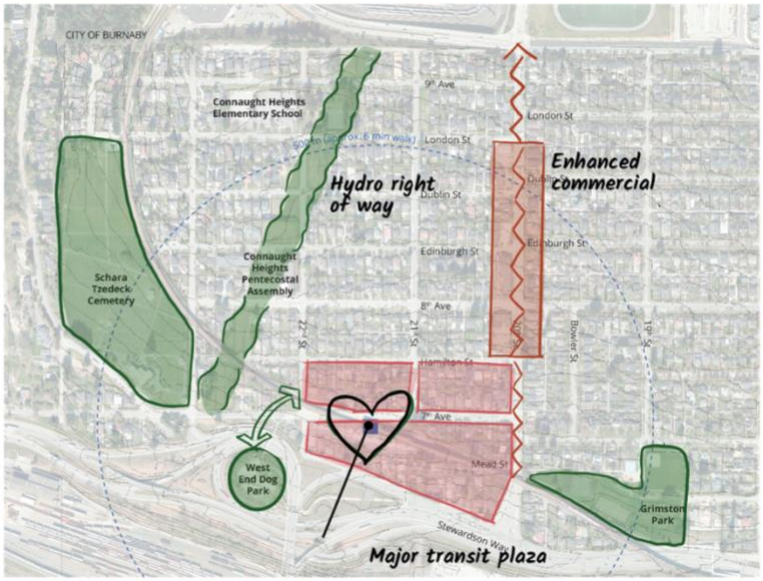
More activities along the river, more connections along the river, natural areas become active transportation corridors

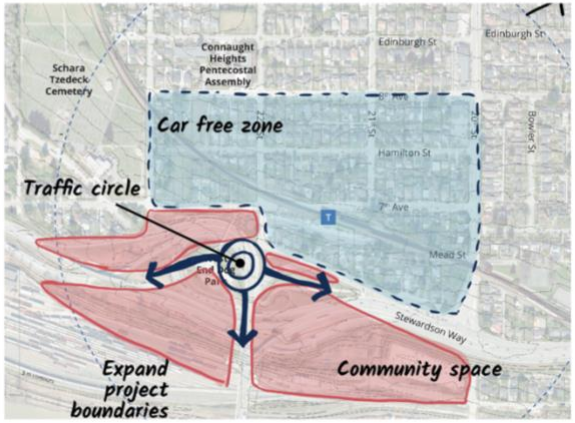
Figure 9. Figure 8. Illustrations of ideas that were developed during the Idea Jam.











During the in-person Idea Jam, five of the nine tables visualized their ideas on maps. These are digitized versions of the drawings.

IDEA JAM EVALUATION

The information provided was clear (96% agree or somewhat agree)

The exercises and discussions felt useful (94% agree or somewhat agree)

I felt listened to (98% agree or somewhat agree)

I learned something new (90% agree or somewhat agree)

(n = 52)

OPEN HOUSE

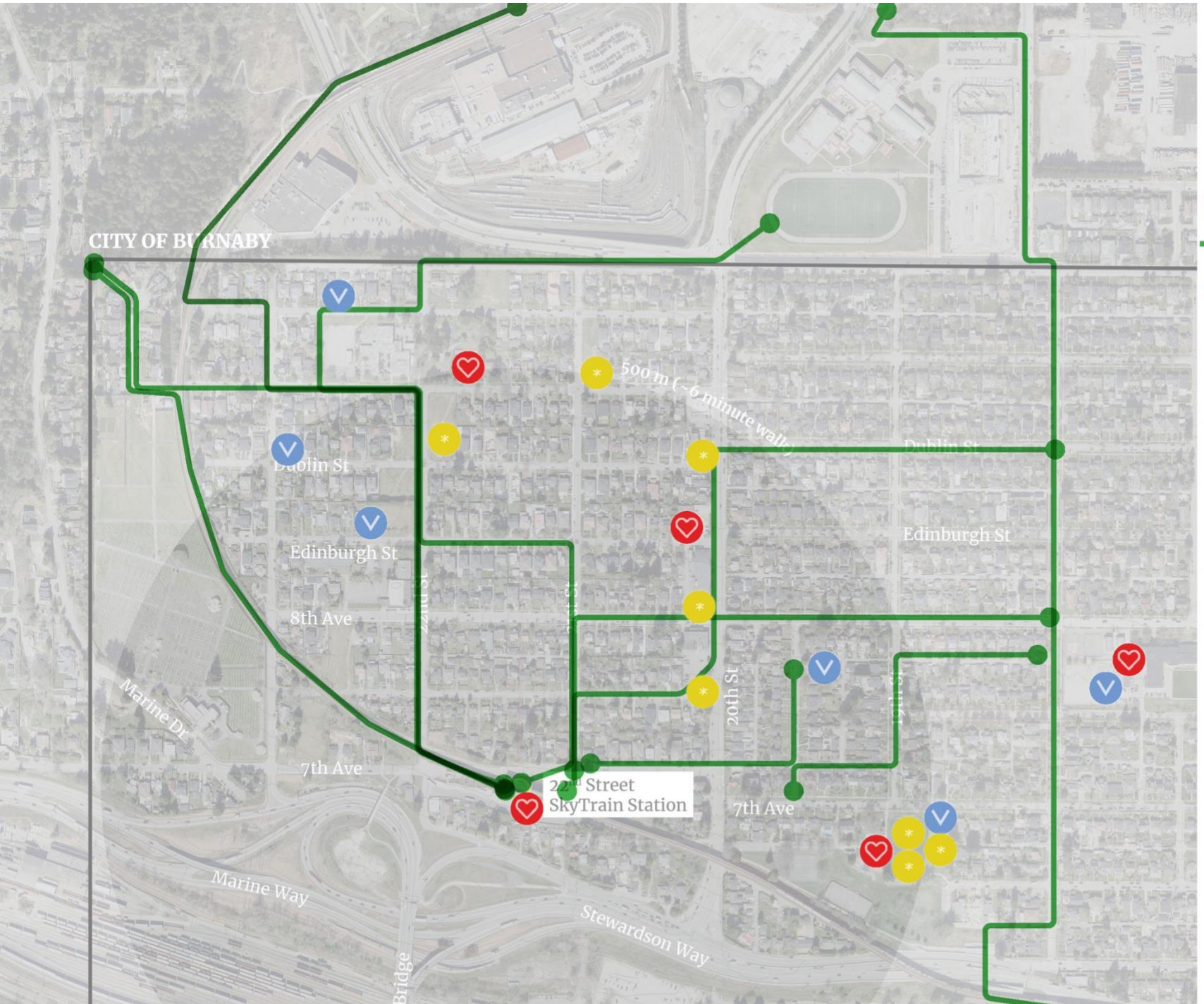
At the Connaught Heights Elementary Gym, we hosted an open house on November 18 2023. Informational boards shared context about the project and the online survey results. Two maps were on tabletops in the centre of the room, and participants were asked to share thoughts about the community today and in the future. Approximately 50 community members attended the open house.

Many participants had questions about the project process, especially in relation to potential impacts of the recently changed Provincial legislation about transit oriented development areas and densities. There were other questions about the project process, planning and development as well. The following summary shares what we heard during the event.

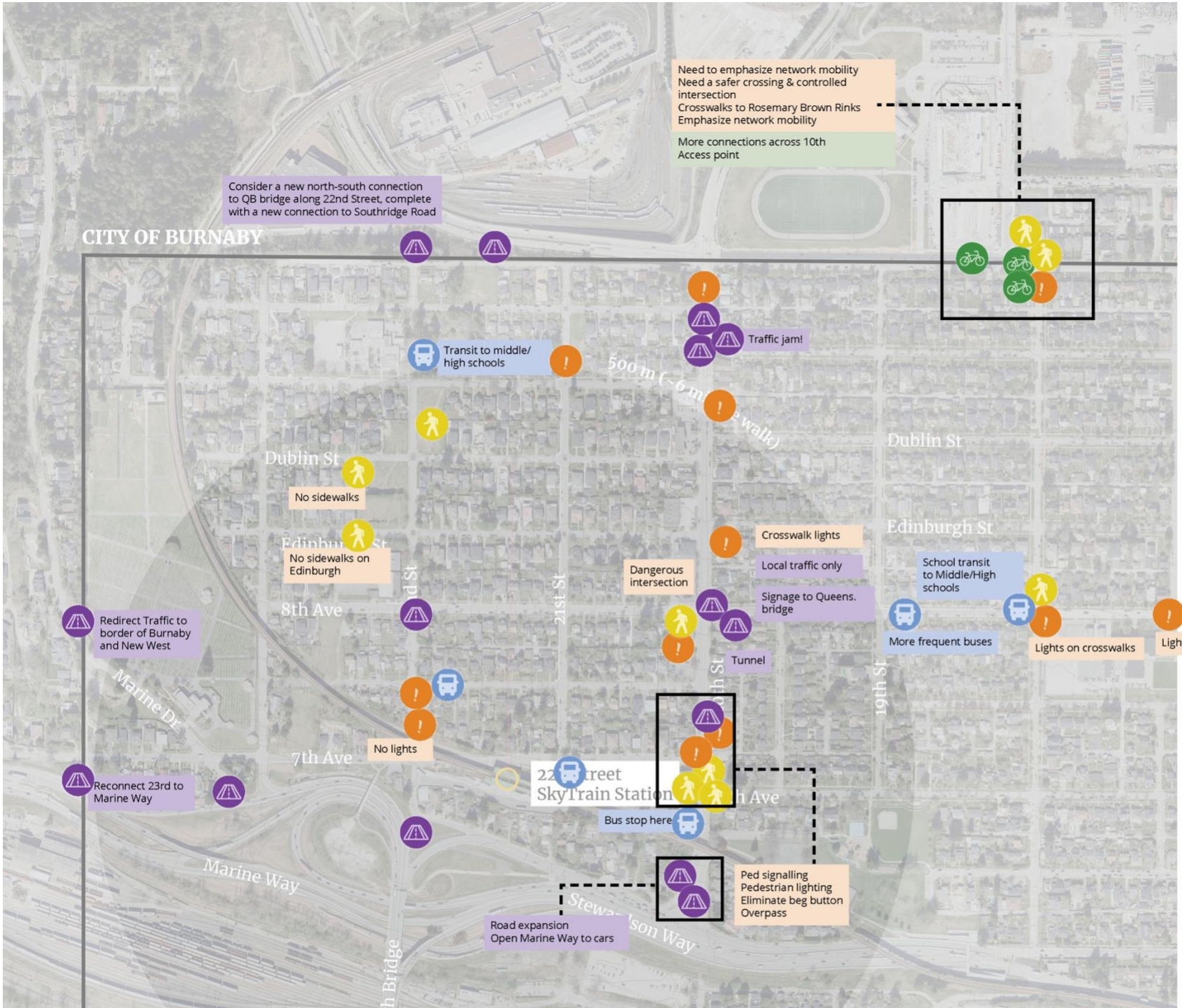
What are your big bold ideas for a climate-friendly neighbourhood where everyone can thrive?

Participants were asked to describe what their big, bold ideas for a climate-friendly neighbourhood where everyone can thrive. Some participants also described the gaps and challenges. The following themes emerged.

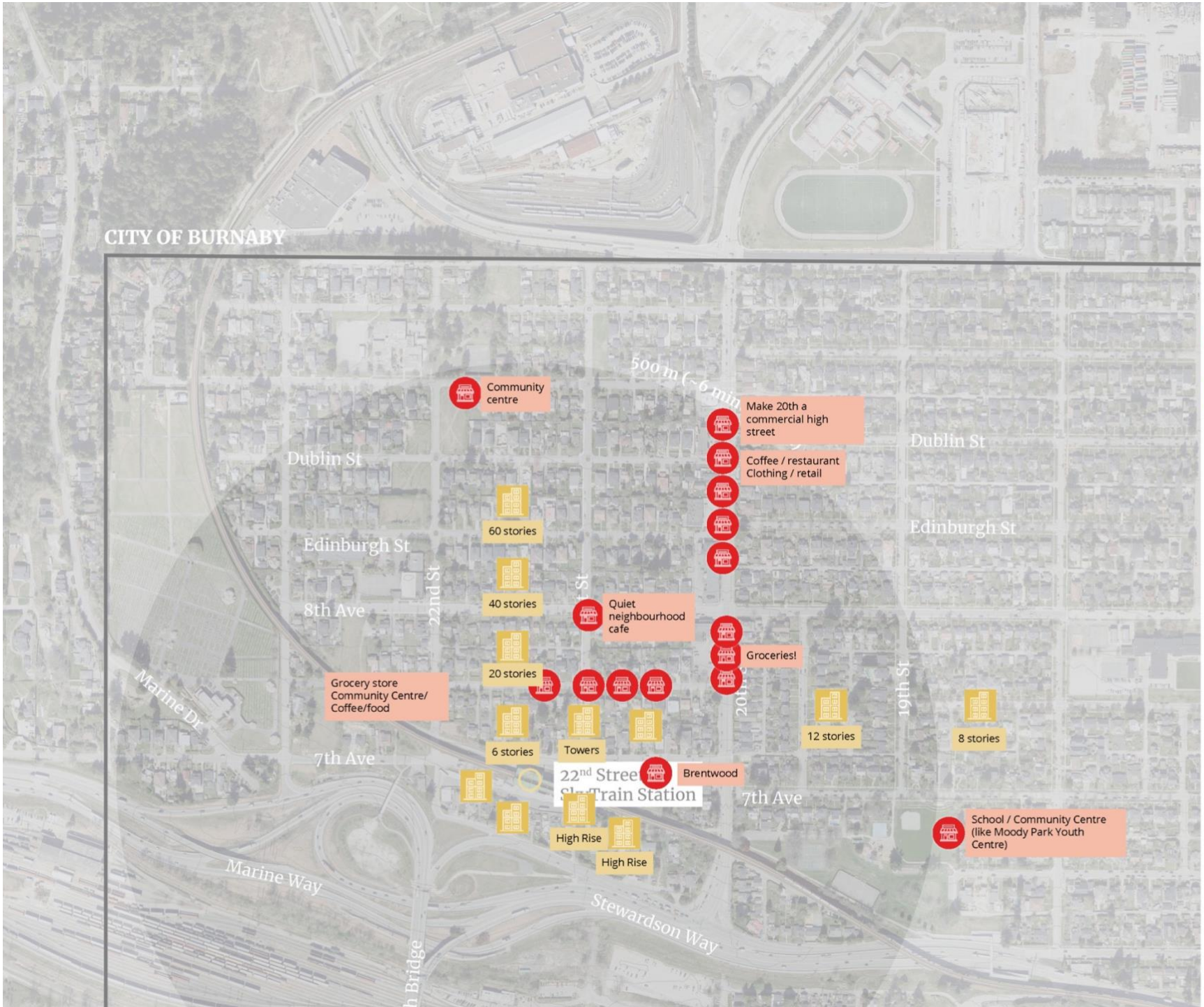
1. Addressing **public and active transportation,** including building more infrastructure for cyclists and pedestrians (while one comment suggested more bike lanes are not needed), creating a low-traffic neighbourhood, and coordinating with the local school to ensure active transportation improvements make it safer to get to school.
2. Providing more **commercial uses, services, and amenities,** including shops, accessible washrooms, and a community centre. Suggested location for these services included 20th Street and near the SkyTrain.
3. Addressing **private vehicle transportation**, including expanding car share programs, widening roads, planning or advocating for bridge changes, developing a toll on 20th Street or closing it down, and improving access through the neighbourhood.
4. Providing more **housing**, which garnered a range of comments. Some respondents mentioned the need for medium densities, and others suggested a need for many high-rises. Suggestions for more row houses on transit routes and encouraging larger, family-oriented housing.
5. Improving the **climate resiliency** of the neighbourhood, including native plant species, pollinator-friendly plants, green infrastructure. Other related ideas included using upcycled building materials, providing home retrofit rebates, and reducing the number of existing buildings that are torn down.
6. Providing **landscape** improvements, including community gardens and a community orchard. There was also a suggestion to consider planting more species that are important to First Nations.



Open House participants were asked to identify (with stickers) the above elements in the neighbourhood today. This is a digitized transcription of what participants shared.



Open House participants were asked to identify (with stickers) the above elements for the future of the neighbourhood. This is a digitized transcription of what participants shared.



IDEAS FOR THE FUTURE

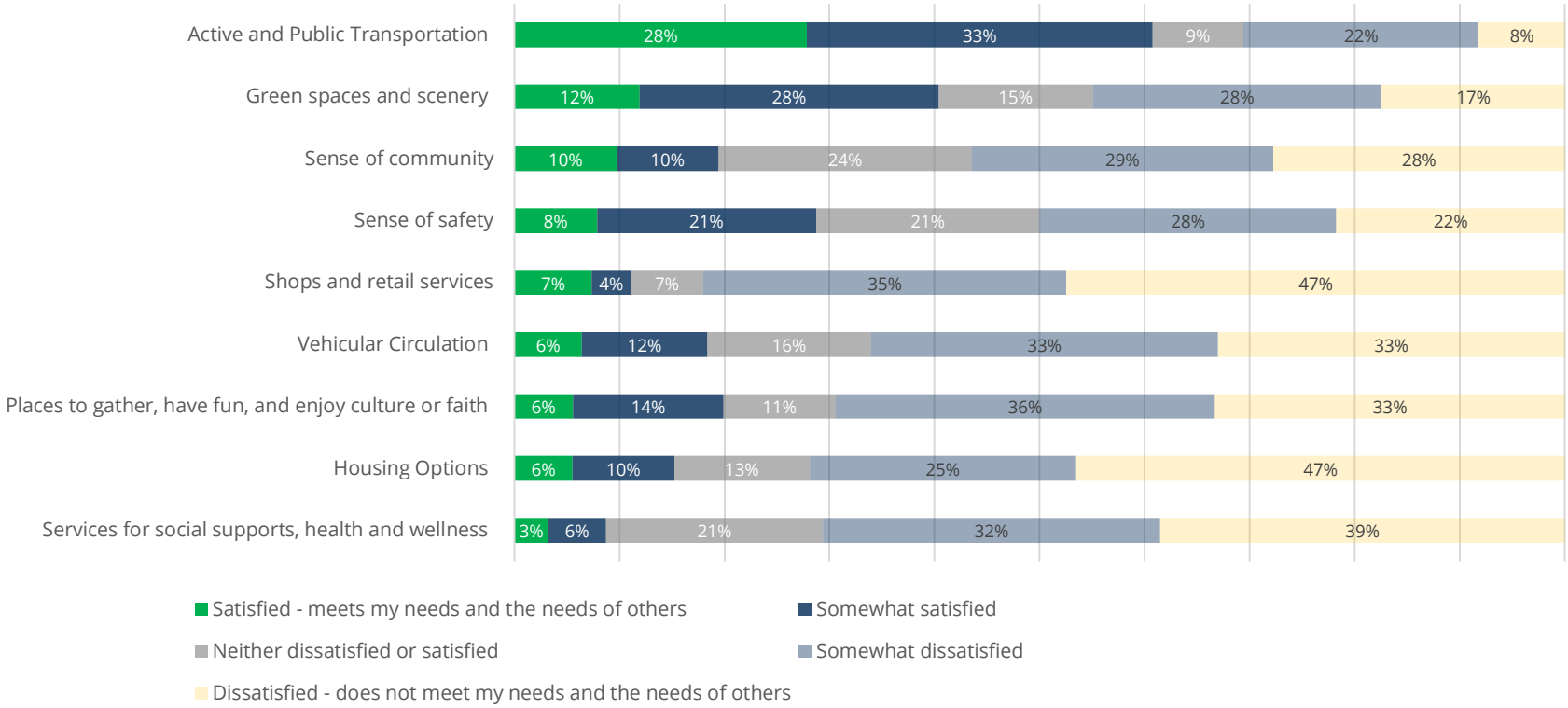
- Where do we need to improve the pedestrian infrastructure?
- Where should we improve pedestrian safety?
- Where do we need to expand transit amenities?
- Where do we need to improve cycling infrastructure?
- Where should we have more commercial and community spaces?
- Where should we have higher density housing?
- Where should we improve the street network?

Open House participants were asked to identify (with stickers) the above elements for the future of the neighbourhood. This is a digitized transcription of what participants shared.

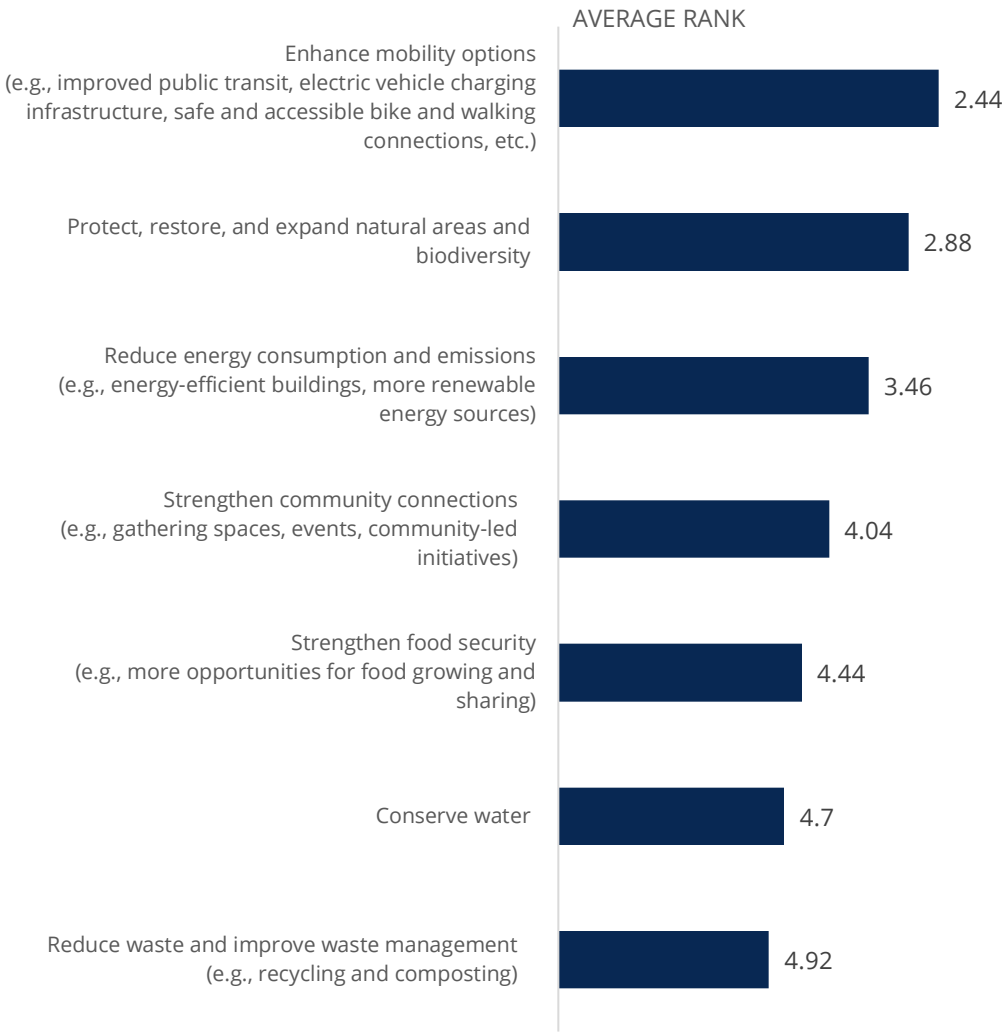
ONLINE SURVEY

From September 25 to October 22 2023, an online survey was hosted on the Be Heard New West platform. Participants were asked 10 close-ended questions. Open-ended ideas were captured through an online ideas board activity on the Be Heard page. The survey took approximately 15 minutes to complete. Those who completed the survey were entered into a draw to win one of three $50 gift cards to a local business. There were 219 responses. The results are described below in a series of charts.

1. We want to know what you like about the neighbourhood today, and where there are challenges. **Please rate how satisfied you are with the following features of the neighbourhood around 22nd Street Station today.** (185 responses)

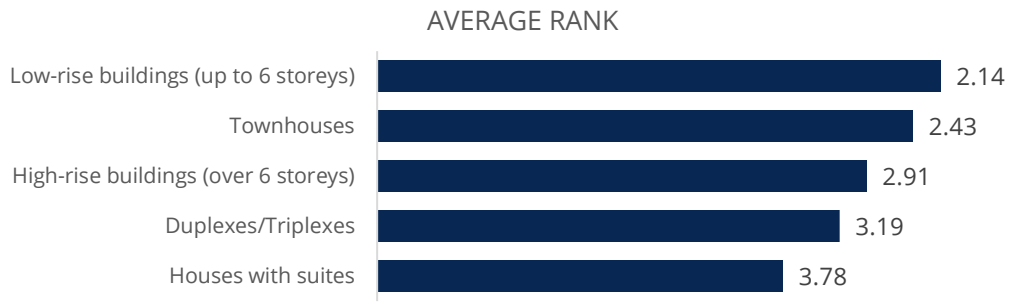


2. We hope the neighbourhood around 22nd Street Station becomes a climate-friendly place where everyone can thrive. **Where should we focus when working to achieve this goal?** (please rank your top choices). Please note that 1 = top ranked choice and 5 = low



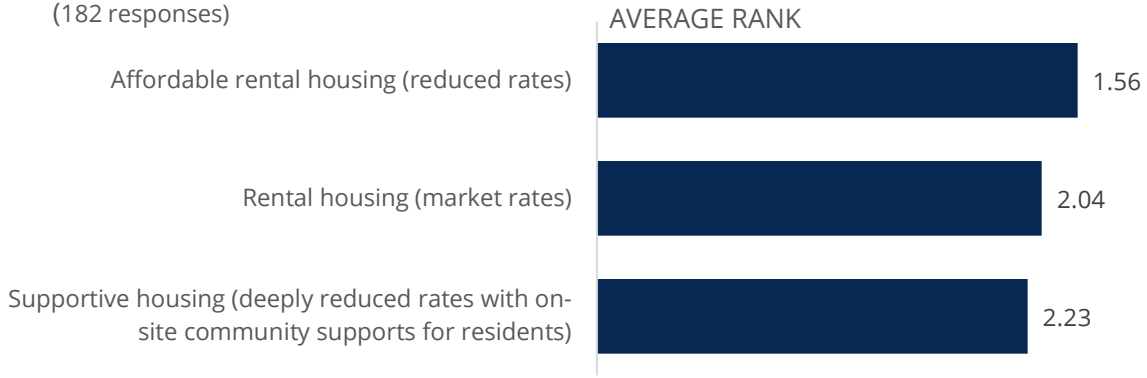
3. Which of the following **housing forms** would you like to see in the neighbourhood? (please rank your top choices) *Note: 1 = top ranked choice*

(183 responses)



4. Which of the following types of **rental housing** would you like to see in the neighbourhood? (please rank your top choices) *Note: 1 = top ranked choice*

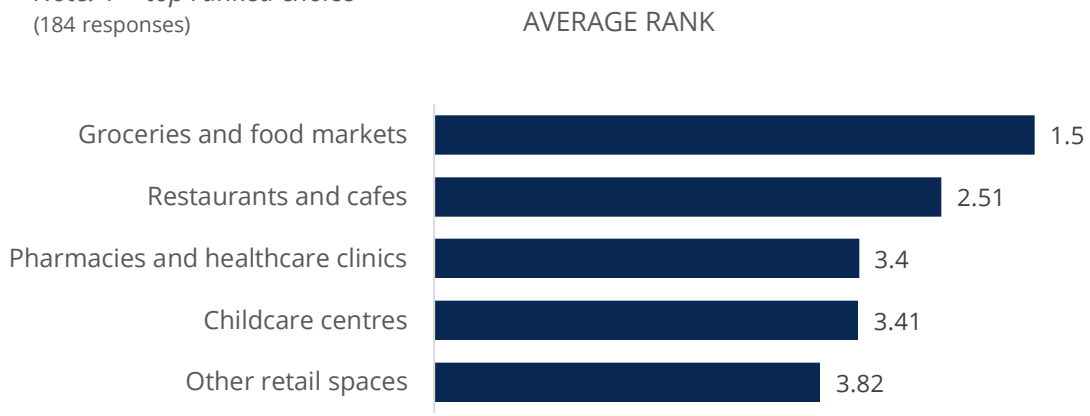
(182 responses)



5. What types of **commercial spaces** would you like to see in the neighbourhood? (please rank your top choices)

Note: 1 = top ranked choice

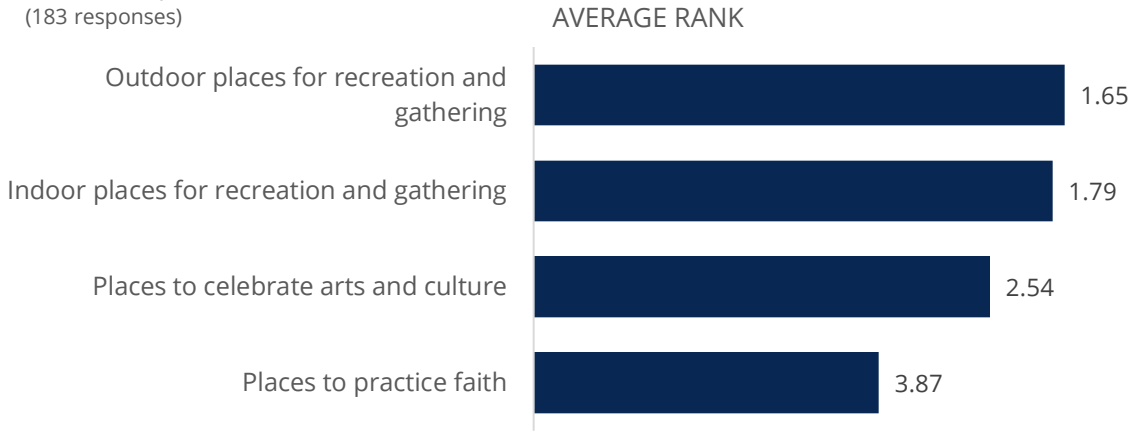
(184 responses)



6. What types of **community spaces** would you like to see in the neighbourhood? (please rank your top choices)

Note: 1 = top ranked choice

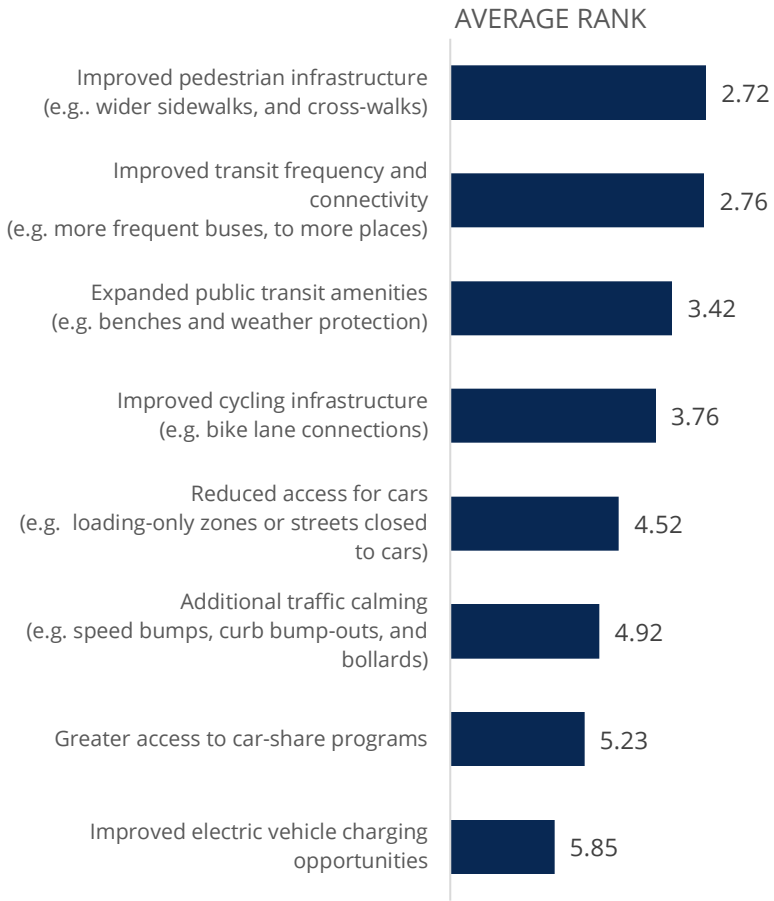
(183 responses)



7. Which of the following **changes to mobility options** would you like to see in the neighbourhood? (please rank your top choices)

Note: 1 = top ranked choice

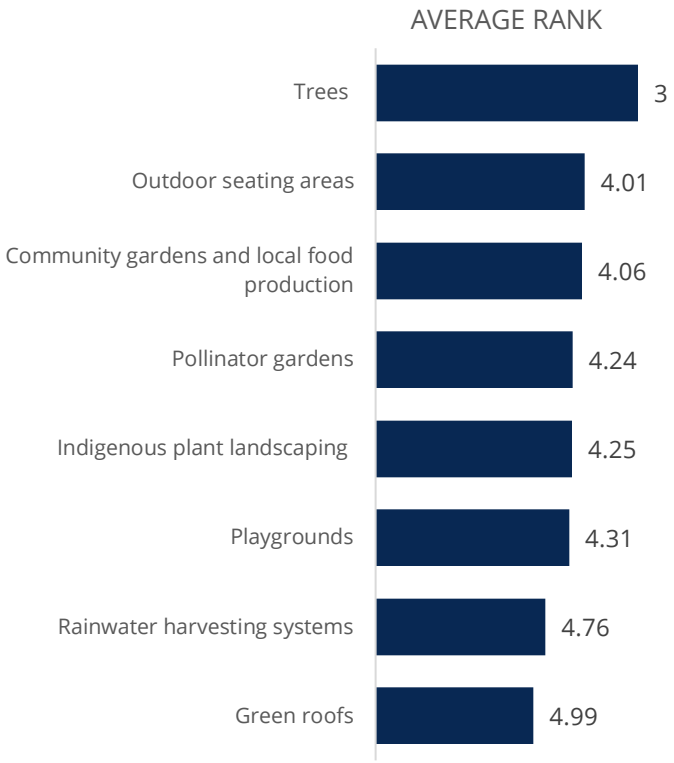
(182 responses)



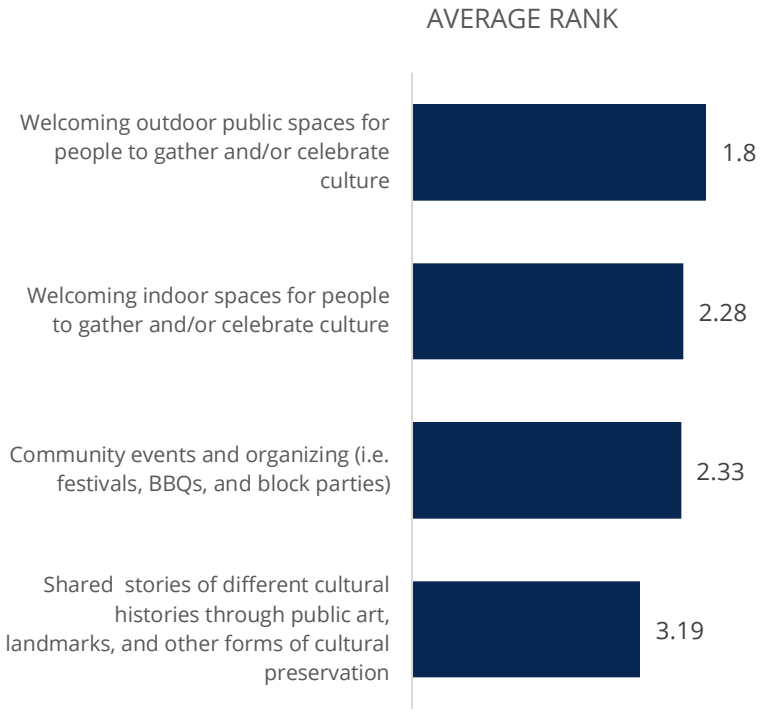
8. What types of **landscape design choices** would you like to see in the neighbourhood? (please rank your top choices)

Note: 1 = top ranked choice

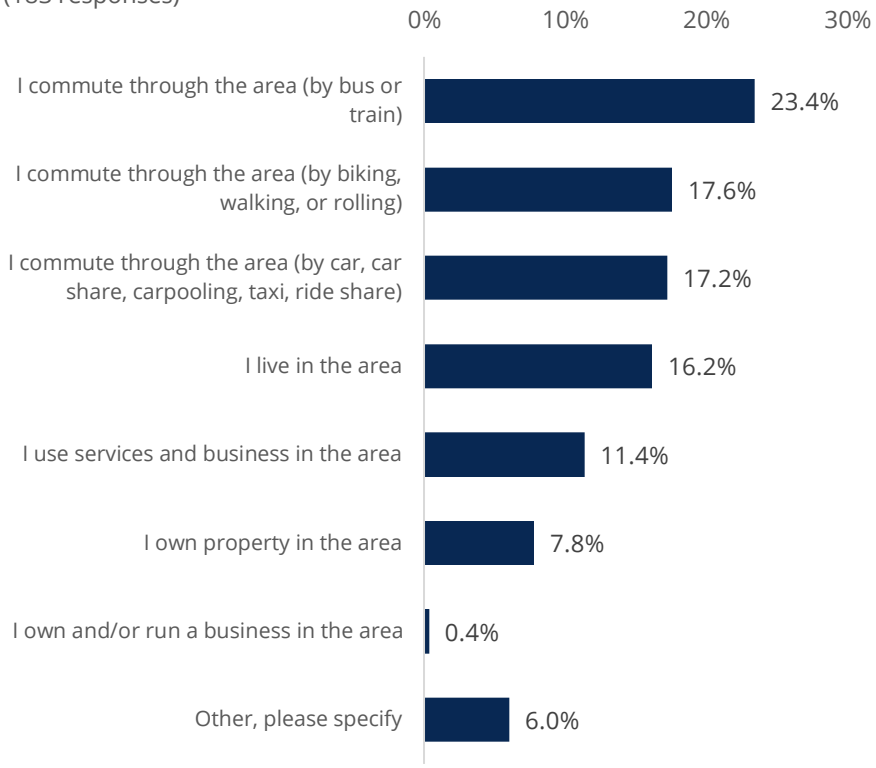
(185 responses)



9. How might the sense of **community belonging** in the neighbourhood be enhanced? Please rank the following options. *Note: 1 = top ranked choice*
(178 responses)



10. What is your interest or **connection to the neighbourhood** around 22nd Street Station?
(check all that apply)
(183 responses)



Those who responded with "Other" included former residents, people who live nearby, people interested in living in the area, people who pursue recreational activities in the area and people who have friends and/or family in the area.

ONLINE IDEAS BOARD & IN-PERSON POP-UPS

During the in-person pop-ups and on the online Ideas Board (hosted on Be Heard New West – see all ideas online), the same question was asked. On the online ideas board, participants could also "upvote" other people's ideas. The following themes emerged from both activity types.

How might the area around 22nd Street Station become a climate-friendly neighbourhood where everyone can thrive?

The following themes emerged, ordered by frequency of mention.

Public and Active Transportation

1. Reducing commute times;
2. Improving **pedestrian and cycling connections** (ideas included a protected pedestrian/cycling bridge connecting to Grimston Park over 20th Street, and making 20th Street more pedestrian friendly)
3. Improving **transit service** (ideas included more bus routes and night buses)
4. Improving the **experience around the station**, including weather protected areas, public bathrooms, pick-up/drop-off locations, open spaces and small shops.
5. Improved **cycling infrastructure,** including secure bicycle parking, e-bike charging, bike path lighting, more protected lanes on 20th Street, 7th Avenue and other locations)
6. Improved **pedestrian infrastructure** including overpasses, crosswalks, and walkways that connect across 20th, to the Fraser River and to Burnaby, and improved sidewalks and lighting throughout the neighbourhood.
7. **Other transportation ideas** like a gondola to Queensborough, adding more SkyTrain Stations (i.e. between 22nd[d] Street and New West station), or developing a dedicated road for Buses on Marine Way.

Commercial Uses, Services and Amenities

1. **Neighbourhood-serving shops and amenities** like public washrooms, places to eat, convenience stores, cafes, banks, neighborhood serving commercial spaces, and grocery stores/supermarkets. We also heard a preference for smaller-scale, neighbourhood-serving amenities instead of large big-box stores.
2. **Community and recreation facilities** such places to swim, exercise, and play sports, and community centres and libraries.
3. **Spaces for different ages**, including childcare/daycare for various ages, play spaces, and facilities to support seniors and children.
4. **Schools**, including adding or expanding middle schools and high schools. Some respondents expressed that more schools in the area can decrease commute times for parents and students.
5. **Mixed use amenities** such as a community centre with housing and/or offices attached, mixed-use development

with commercial uses at-grade. Reference to Mount Pleasant Community Centre as an example.

6. **Other ideas** included health care facilities (i.e. urgent care and primary care), economic development incentives to encourage new buildings along 20th Street.

Landscape and Water

1. **Appreciation for existing landscape and relationship to water**, including the views from the neighbourhood, and the proximity of Grimston Park to the SkyTrain
2. **Create more greenspaces, gardens and natural spaces** to connect with others in the neighbourhood, including improvements to the West End dog park, more places for flowers, cultural spaces, playgrounds, fields, shaded areas
3. **Address food security**, such as small and large community gardens, edible landscapes.
4. Build **green infrastructure**, including daylighting natural stream beds, restoring green spaces and boulevards with native plants, provide drought tolerant grassy areas, design buildings that are friendly to wildlife and birds. Reference to "sponge city design".

Housing

1. Increase **housing diversity**, including row housing, co-housing, co-op housing, tiny house communities, low-rises duplexes, basement suites and traditional apartment buildings
2. Ensure **housing affordability**, including lower rents, income assistance, providing a mix of market rental and subsidized housing, affordable home-ownership, and affordable low-rise housing.

Safety

1. Concerns about **crime** and safety and a need for more security, especially around the SkyTrain Station. Some reference to feelings of being unsafe due to substance use and litter in the area.
2. **Surveillance.** Ideas for a community policing centre near the station, using architectural and/or environmental design to reduce crime.
3. **Increased pedestrian/cyclist safety |** Improve walking conditions, provide bike storage.
4. Need more **lighting**, including bike paths, and by the station.

Dense Housing Forms

1. General support for increased density, especially near the station and south of 8th Avenue. Other ideas for high-density locations included along SkyTrain and around Marine Drive and 23rd Street. Comments about flexibility in densification, to allow for a range of housing types. Some concern about increased density.

Private Vehicle Transportation

2. **Traffic is a challenge** — especially along 20th Street and traffic from local schools and from Burnaby

3. **Allocate more space to cars** by widening the Queensborough Bridge, creating a new bridge at Boundary Road and creating a park and ride at the station.
4. **Reduce space for cars** by re-directing vehicle traffic, improving traffic calming measures, creating one-way streets

Equity

1. **Plan for seniors**, including providing parking spaces and accessible vehicle access for seniors (as not everyone can live a car-free lifestyle). Provide more and better sidewalks with benches so seniors can rest.
2. **Housing for diverse communities**, specifically for the most vulnerable including 2SLGBTQIA2+, seniors, people with disabilities, youth and diverse ethnic communities. Increased diversity in the neighbourhood — New Westminster is know to be a safe and welcoming place for diversity and this is an opportunity to create housing focused on welcoming diversity

Community Well-being and Connection

1. Build better social connectedness in the neighbourhood (and build upon the "small-town feel" of the area); create places for people to gather (including a transit plaza with retail spaces to create a destination in the neighbourhood)
2. There were also suggestions to regulate smoking in public, to help promote community health.

Land Use & Block Design

1. Ideas about the land use and block configuration included suggestions to design the neighbourhood with the **Barcelona superblock model,** creating a **15 minute neighbourhood,** and creating an **industrial precinct** for high-density transit-oriented development. Also consider pre-zoning in the neighbourhood.

Energy

2. There were ideas about creating more energy efficient buildings and homes, including Step Code 5, LEED certification, and EV chargers in homes

Truth and Reconciliation

We heard suggestions to create a vision that centres Indigenous culture and values and ties together community, climate, and reconciliation.

1. **Build a community centre based on Indigenous architecture**, like a long house, including human-scale pathways and roads tying together the community
2. **Landscapes with culturally significant plants and trees** like Western Red Cedar and gardens with First Nations Art
3. **Work together with local Nations to create space for Indigenous people** to return to and live in First Nations Housing as part of the community
4. **Work with local nations to rename the area** to something that is more meaningful to local Indigenous communities and nations.
5. **Decolonize this part of the city** by bringing together Indigenous history and an exciting, resilient and forward-thinking community.

1. **Create a destination** instead of a place that people just move through

Climate Change

3. **Ensure water resiliency** including river, streams, storm and sea-level rise resiliency
4. **Consider the need for Tsunami evacuation** from Queensborough and other sea-level rise concerns
5. **New schools that address climate resiliency**, including educating students on climate resiliency

Process

1. **Concerns that the process is taking too long and is overcomplicating the redevelopment** of the neighbourhood
2. **Suggestions to prioritize higher density as soon as possible** in areas within a 200m radius of the SkyTrain station, and then update the Bold Vision as new themes emerge from the planning process
3. Ensure that facilities and amenities are in place before new development happens, as it can be costly to implement aftewards

Partnerships and Collaboration

1. **Suggestions to learn from other nearby municipalities** about their Skytrain station area redevelopment process, like Port Moody and Ioco Station

ONLINE QUESTIONS & ANSWERS

The City received and responded to questions on the project engagement website (see all questions and responses online).

FOCUS GROUPS, MEETINGS AND WORKSHOPS

Community focus groups and meetings included introductory remarks about the project status, engagement period & activities, and guided discussion. The meetings and focus groups had different formats based on the audience.

The following section summarizes what we heard from these groups:

Groups Meetings

1. Welcoming & Inclusive New Westminster (WINS) Local Immigration Partnership
2. Community Action Network (CAN)
3. West End/Connaught Heights Residents Association

Youth and Student Workshops

4. Aunt Leah's Youth Advisory Council
5. Fraser River Middle School Student Leadership and Monkey Rebels
6. Douglas College Workshop

Meetings with Individuals

7. North Fraser Métis Association
8. Spirit of the Children Society

GROUP MEETINGS

Welcoming & Inclusive New Westminster (WINS) Local Immigration Partnership

City staff attended a WINS meeting (September 8), presented about the project and facilitated a conversation with the group of service providers, with 13 attendees.

What do you love about the neighbourhood around 22nd Street Station today?

1. **Community Connections & Well-being |** The community feels connected, it is a quiet neighbourhood and it feels that everyone knows each other. People who get off at 22nd Street Station are friendly – people always say hello.
2. **Commercial Uses, Services, and Amenities |** Appreciation for the existing commercial and community spaces, including the small and intimate schools, and the small businesses.

What are the gaps and challenges?

1. **Commercial Uses, Services, and Amenities |** There are a lack of commercial and community spaces, including a lack of childcare spaces and grocery stores.
2. **Private Vehicle Transportation |**

   Challenges with traffic on 20th Street, especially going onto and coming off of the bridge.

   Due to the dependence on vehicles, some spaces are physically inaccessible for some families due to being car-dependent (i.e. Strong Starts program).

   The neighbourhood can be inaccessible to those without a car, as it is hilly and there are no groceries or community facilities in the area.

   Not enough parking in the neighbourhood because the streets have been made too narrow.

3. **Housing |** There is a lack of housing choice, as a result, newcomers don't tend to move to this neighbourhood.
4. **Landscape |** The current landscape includes many grassy areas which are not adapted for the climate and are not drought resistant.

What are the ideas for the future?

1. **Commercial Uses, Services, and Amenities |** Provide more commercial services, and amenities including washrooms, water fountains, childcare, community spaces, library, youth centre, and heating/cooling facilities. Plan for an increase in school capacity in the neighbourhood.
2. **Climate Change |** Plan for climate change by providing heating and cooling facilities, including outdoor space and patios in new rental buildings.
3. **Landscape |** Provide natural and open spaces, including:

   Planting drought-tolerant green spaces, gardens, and boulevard fruit trees to support food security.

Ensure greenspaces are easy to maintain

Look to cities like Coquitlam who are doing a good job of integrating sidewalks and grassy boulevards

4. **Equity |** Create inclusive spaces for newcomers, including parks and greenspaces for people to come together. For signage, use visuals to convey messaging for newcomers.
5. **Active Transportation |** Expand the active transportation in the area. This includes building on the strength of 7th Avenue – dedicate more space to active transportation. It also includes making the neighbourhood more walkable, and providing scooter and bike share options (consider that school-aged children could use a bike share system to get to school).
6. **Housing |** Expand housing diversity, beyond single-detached homes.
7. **Private Vehicle Transportation |** Ensure that there is still parking for residents and seniors, and ensure that some people will still need to drive.
8. **Energy Systems |** Ensure there are free and public EV charging stations, and provide renewable energy systems (i.e. solar)

Community Action Network (CAN)

City staff attended two CAN meetings presented and facilitated a conversation with the group of leaders with lived and living experience.

What are the gaps and challenges today?

1. **Safety |** The SkyTrain station feels isolated and unsafe. There have been sanitary challenges in the elevator. There are also challenges with taxi wait times at the station.
2. **Commercial Uses, Services and Amenities |** There are no public washrooms.

What are your ideas for the future of the neighbourhood?

1. **Housing |** Integrate affordable housing into the area. Recommendations include: consider using zoning to require rental tenure, increase density, locate social housing near transit, consider co-op housing.
2. **Safety |** Improve a sense of safety by adding more lighting, adding cameras and surveillance by the station.
3. **Commercial Uses, Services and Amenities |** Need for public washrooms and water stations.
4. **Landscape |** Create friendly greenspaces and places to play, and increase the amount of greenspace in the area.
5. **Public and Active Transportation |** Make the Station Area more colourful and vibrant.

Connaught Heights/West End Residents Association

City staff and a project team representative were invited to a September 27 joint meeting of the Connaught Heights and West End Residents Association, to present about the project and facilitate an early conversation with local residents.

What are the gaps and challenges?

1. **Private Vehicle Transportation |** Frustrations that the traffic issues are not being addressed – traffic congestion (especially along 20th Street) has gotten worse in previous years. There is noise and dust from the highway. The issue of transportation must be solved first.
2. **Planning Process |** Lack of certainty in zoning and land use makes it challenging to sell homes. Concerns about the length and delays of the planning process. Suggestions that the Residents Association could have more decision-making influence.
3. **Safety |** Concerns about safety, including needles, mess in the neighbourhood, challenges faced by people who are unhoused, and break-ins.

What are your ideas for the future of the neighbourhood?

1. **Private Vehicle Transportation |** Develop a wall to block the noise and dust from the highway, introduce resident parking passes, and encourage electric vehicle use.
2. **Commercial Uses, Services and Amenities |** Provide more commercial and community spaces, including a post office, community space, and school.
3. **Safety |** Provide more lighting
4. **Housing |** Provide co-housing and row housing.

YOUTH AND STUDENT WORKSHOPS

Aunt Leah's Youth Advisory Committee Focus Group

City staff and a project team representative visited Aunt Leah's on October 17, and hosted a discussion with seven members of the Aunt Leah's Youth Advisory Committee (some joined virtually).

What do you love about the neighbourhood around 22nd Street Station today?

1. **Commercial Uses, Services and Amenities |** Appreciate Aunt Leah's and other resources in the area, 7-11, the schools, the Strong Start program, and small local business.
2. **Location and Connections |** Appreciate the location to the SkyTrain, Queensborough is easy to get to. People move to the neighbourhood to be closer to Aunt Leah's.
3. **Landscape |** Appreciation for Grimston Park and the forest trail between 22nd Street and Edmonds.

4. **Community Well-being and Connections |** Enjoy the neighbourhood character, sense of community, environment and calmness of the neighbourhood

What are the gaps and challenges?

1. **Commercial Uses, Services and Amenities |** Not enough community spaces
2. **Housing |** Affordability and housing availability is a challenge
3. **Public and Active Transportation |** The walk to Aunt Leah's from the Station is around 10 minutes, and it is challenging with the traffic on 20th Street and the topography.

What would you like your ideal neighbourhood to look like?

1. **Public and Active Transportation |** Increased transit accessibility and walkability to stores and places of interest; more pedestrian safety especially at crosswalks; more benches to sit and gather; improved bus frequency. Idea to create a moving walkway up the hill.
2. **Commercial Uses, Services and Amenities |** Needs more grocery/convenience stores and restaurants/cafes, need for more community centres, bathrooms, schools and daycares, especially if the neighbourhood is going to grow.
3. **Housing |** Need for more affordable mixed-use housing, including for low-income and youth ageing out of care. There is opportunity to build housing above Aunt Leah's and a need for more affordable housing next to SkyTrain.
4. **Landscape |** More playgrounds, greenspaces and trees.
5. **Community Well-Being and Connections |** Make the neighbourhood family friendly.

Youth Workshop

Held at Fraser River Middle School (FRMS) on November 1, 2023 after school, this workshop had 17 students – some were from FRMS, and others were part of the Monkey Rebels group at Ecole Glenbrook Middle School. The project team introduced the project, and then asked the youth to draw what the ideal neighbourhood would look like in the future.

What would you like your ideal neighbourhood to look like?

1. **Landscape and Water |** Participants shared ideas about the landscape, water, and public spaces, including: parks, recreation, places to play, playgrounds, waterparks, trees, gardens, public work-out spaces, spaces for scooters and skateboards, public garbage/compost bins, public art, and other outdoor spaces for youth to spend time. There were comments about renovating the existing spaces, like the off-leash dog area. Students had ideas about watering the trees and greenspaces with greywater, and to ensure the sewage system is well-maintained.
2. **Public and Active Transportation |** Participants had many ideas about how to improve the public transportation system, including ideas about alternative bus systems (i.e. hydrogen instead of electric); ensuring transit frequency; building a train over the river to Queensborough; using a magnetic train system; expanding the bike lane network and corresponding

signage/lighting; adding more sidewalks; ensuring accessible infrastructure (i.e. ramps and benches); adding bus schedules to bus stops; and reducing the reliance on cars.

3. **Commercial Uses, Services, and Amenities |** Participants shared ideas to ensure that everyday essentials are available within walking distance. Ideas for new spaces include medical clinics, pharmacies, food options (i.e. donut shops, food trucks), laundromat, activity centre, small/local businesses. The need for water-fountains, affordable internet and mobility services, and affordable retail was also mentioned. There were suggestions to create an intergenerational community space with a cafeteria, outdoor community garden, and dedicated spaces for youth and seniors.
4. **Health, Safety, Noise |** We heard about ideas for more lights, signage to increase safety, smoking regulations, sanitization stations. Generally, there were comments about decreasing the noise levels and minimizing crime rates in the area.
5. **Equity |** We heard comments related to equity, diversity, and inclusion, including: ensuring food security, removing barriers for youth, providing skills-building programs for youth and intergenerational/multi-cultural programming.
6. Ideas specifically about **climate change** included a need for cooling centres and water fountains, reducing CO2 emissions, and providing heat pumps in houses.

Douglas College Workshop

Staff met with a professor from Douglas College's Practical Energy and Advanced Knowledge (PEAK) Buildings program, and on November 7, 2023, staff presented at a virtual lunchtime class of students enrolled in the program.

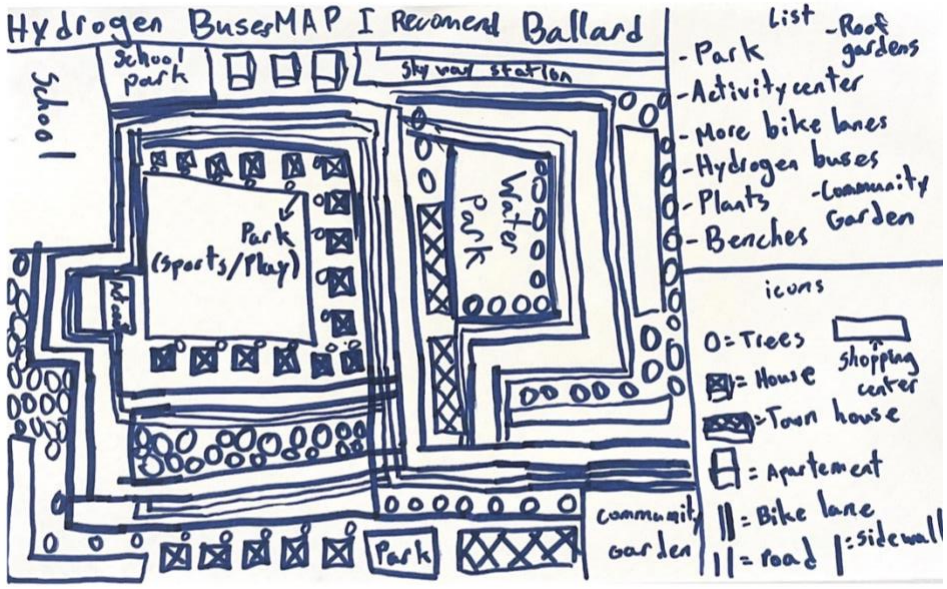
What ideas do you have for the future of the neighbourhood?

1. **Public and Active Transportation |** Increase walkability to local shops, enhance e-mobility, improve bike paths, narrow roads, widen sidewalks, and consider accessibility in the steep locations.
2. **Energy |** Collaborate with electrical department to ensure electrical needs are met.
3. **Climate Change** | Plan to adapt to climate change, including rain gardens, vegetation, and outdoor spaces.
4. Consider criticism of 15-minute cities when planning for **commercial uses, services and amenities.**
5. Consider a new form factor calculation for **housing**, where if a building meets step code 5, a new form factor would be required.
6. Explore accommodating more car share to decrease **private vehicle transportation** and curb the need for more underground parking.









Drawings from the Youth Workshop at Fraser River Middle School

MEETINGS WITH INDIVIDUALS

North Fraser Métis Association

On September 29, 2023, staff met with one representative from the North Fraser Métis Association, to share about the project, encourage members to engage, and hear about priorities. The representative shared extensively about perspectives on the New Westminster context, the work of the organization, and opportunities for community service and improvements. Priorities for within the 22nd Street station area included:

1. Developing a gathering place for urban Indigenous people and multi-cultural community, ideally Métis-owned and operated; and
2. Creating more affordable housing, specifically for First Nations and Métis community members.

Spirit of the Children Society

City staff met with two staff from the Spirit of the Children Society (SOTC) on November 20, 2023. Staff shared information about the project, expressed an interest in further engaging with urban indigenous community members, and listened to SOTC perspectives on the challenges facing community members they serve. Key points included the importance of providing housing that is truly affordable to people with low incomes, through measures like gearing rents to incomes and providing supports for first months rent and security deposits.

ADDITIONAL SUBMISSIONS

The City received and responded to additional submissions from residents, including emails and written submissions. These other submissions related to the following themes:

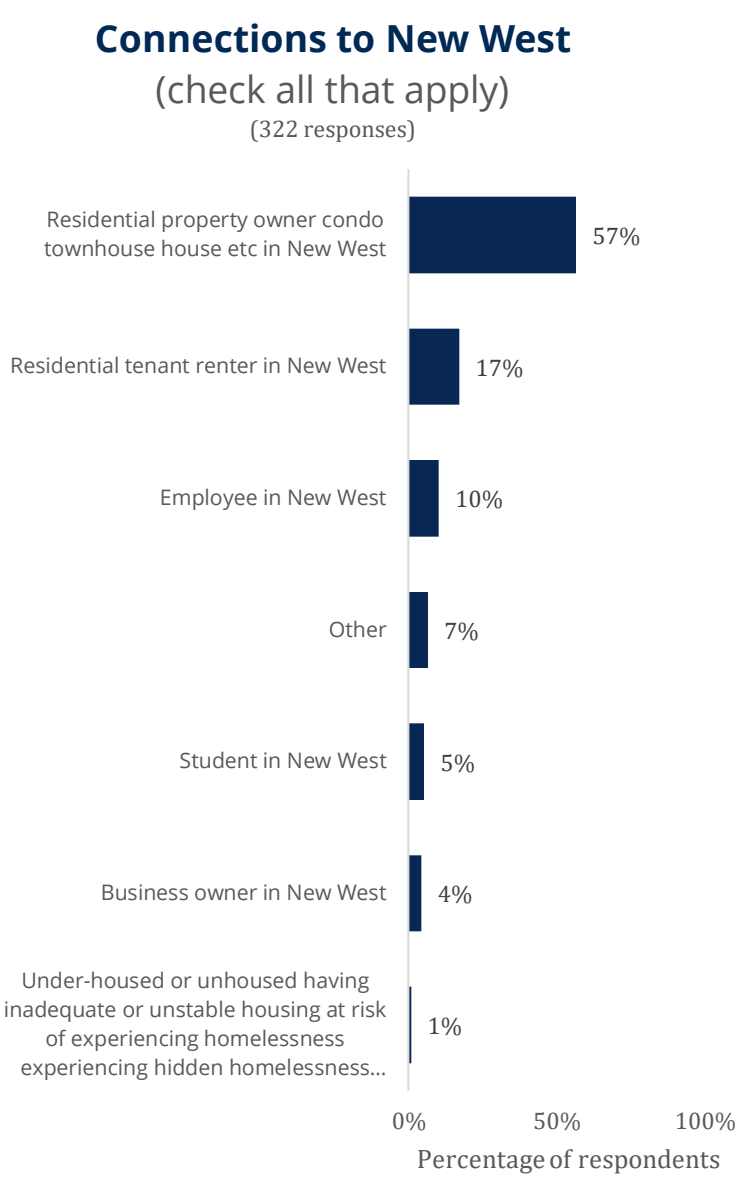
1. **Housing |** Adding more housing near the station will provide many benefits, including a mode-shift to transit, creating a more vibrant and safe community, and meeting housing need.
2. **Process |** Need to encourage municipalities to address local barriers to construction, including updating zoning bylaws and streamlining approval processes.
3. **Private Vehicle Transportation |** Access to the neighbourhood is a considerable challenge, with particular issues at 8th Avenue and 20th Street.
4. **Public & Active Transportation |** Appreciation for the bicycle storage, central location, and battery fast-charge station for buses at the SkyTrain station.
5. **Safety |** Concerns about safety, including break-ins, damaged properties, theft, and the challenges that unhoused people face.
6. **Commercial Uses, Services and Amenities |** Appreciation for the existing school, church, and businesses. Need for amenities like grocery stores, green spaces, and community spaces. Other ideas included an outdoor pavilion, an art and culture centre, and a hotel and accommodations.
7. **Density |** Some comments about maintaining lower density for families and seniors and people with disabilities.

WHO WE HEARD FROM ONLINE

On the City of New Westminster's Project page, 228 engaged participants contributed to at least one feedback tool. We heard from 219 survey respondents.

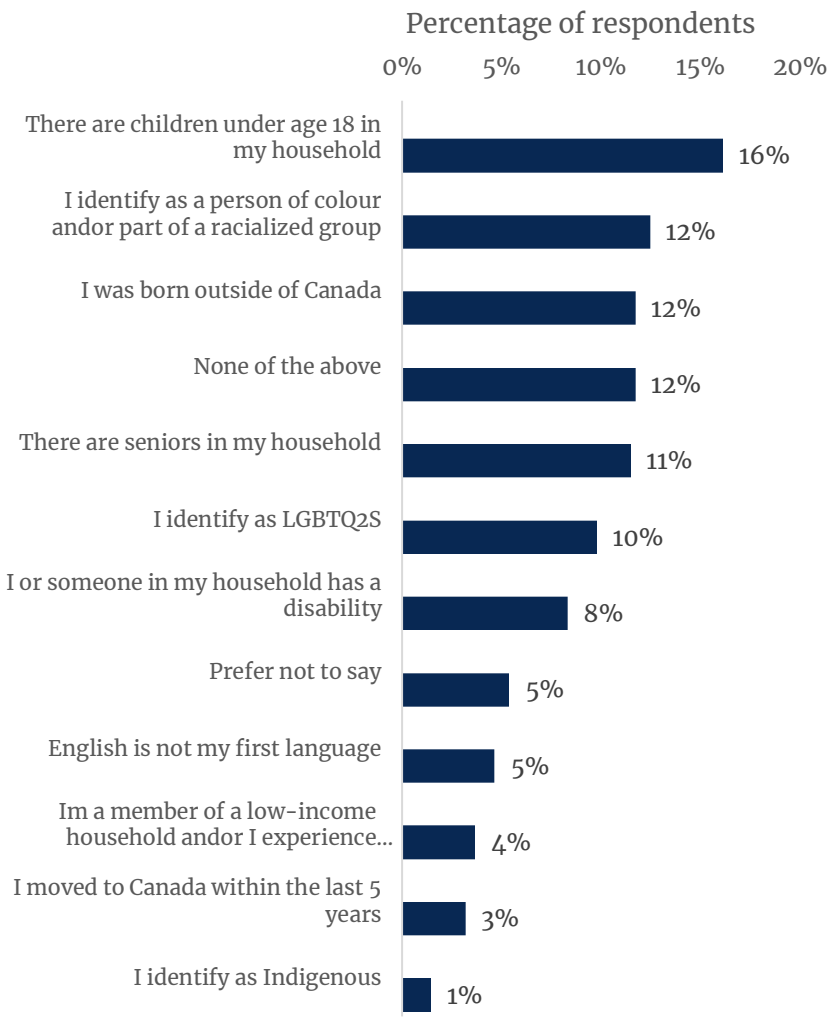
Be Heard Online Engagement Demographics

Registrants of Be Heard New West were asked a series of demographic questions. This section summarizes who we heard from through the online Be Heard platform. This includes people who responded to the survey or shared an idea on the online ideas board.

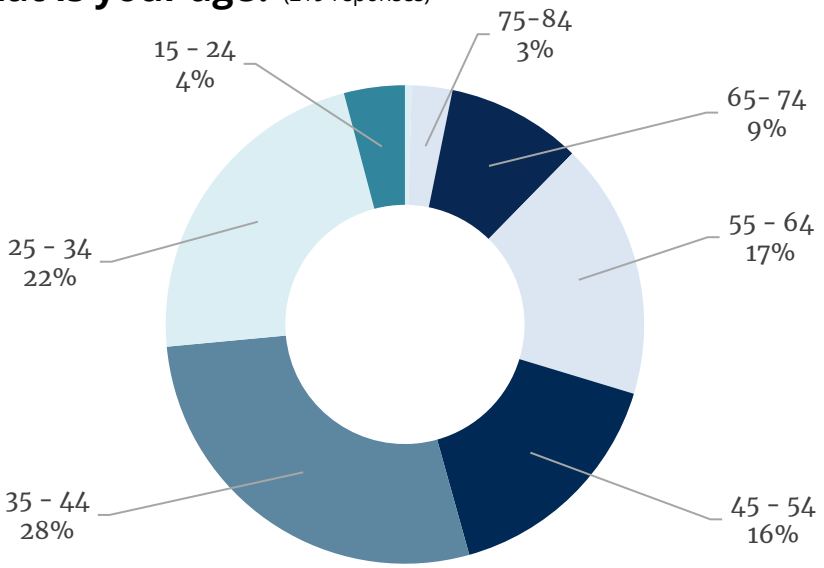


More info about you

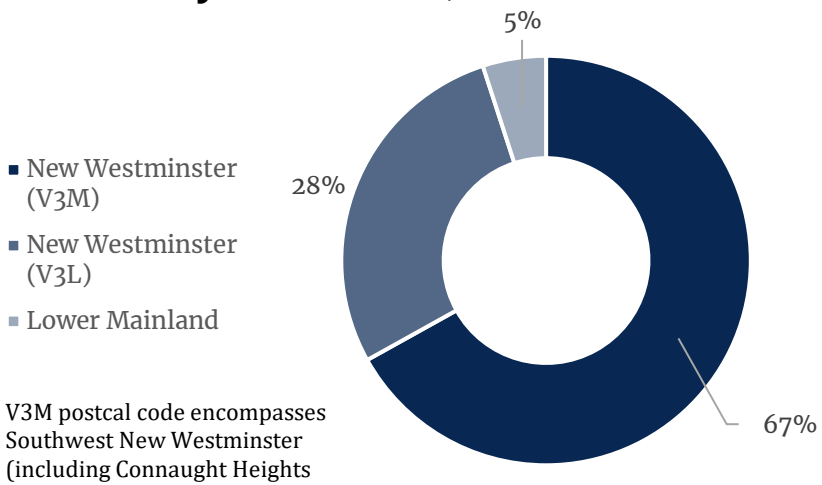
(select any/all that apply):



What is your age? (219 reponses)



Where do you live? (260 reponses)



V3M postcal code encompasses Southwest New Westminster (including Connaught Heights and West End)

NEXT STEPS

This past fall, the City of New Westminster engaged with the community through a series of online and in-person events to hear about the community's aspirations for the 22nd Street Skytrain Station Area. This report presents the results and findings from these activities, and will directly inform the development of a bold vision for the 22nd Street Skytrain Station Area. Additional inputs that will inform the vision include ideas and direction from local First Nations, City Council and committees, submissions from the **reGENERATE Ideas Challenge**, as well as the technical expertise of interdepartmental staff and consultants.

Next steps include evaluating the submissions from the reGENERATE Ideas Challenge, and weaving together the various streams of input at a multi-day design workshop in early spring of 2024. A draft vision will then be created and brought back to the community for review later in 2024.