City of
New Westminster

Agenda

Regular Council

Monday, February 23, 2026
6:00 p.m.
Council Chamber, Second Floor & Zoom
New Westminster City Hall, 511 Royal Avenue

We recognize and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem 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.

Pages

1. CALL TO ORDER & LAND ACKNOWLEDGEMENT

2. AGENDA ADDITIONS & DELETIONS

   Recommendation

   THAT the Agenda for the February 23, 2026 Regular Council meeting be approved.

3. DELEGATIONS & PRESENTATIONS

   3.1 Delegations

   3.2 BC Housing Tiny Homes Village

   a. **Presentation** 10

   Presented by Naomi Brunemeyer, Director Regional Development, Lower Mainland and Aliya Tejani, Senior Manager Regional Development, BC Housing

   b. **Report** 18

   To information on BC Housing's development of a 30-unit tiny homes village at 502 Twentieth Street.

   Recommendation

   THAT the report titled "BC Housing Tiny Homes Village" dated February 23, 2026 from the Chief Administrative Officer, be received for information.

4. CONSENT AGENDA

   Recommendation

   THAT Items No. 4.1 through 4.8 be adopted by general consent.

4.1 Minutes - Public Hearing 32

Recommendation

THAT the Minutes of the Public Hearing held on January 23, 2026 be adopted.

4.2 Minutes - Regular Council 161

Recommendation

THAT the Minutes of the Regular Council meeting held on February 9, 2026 be adopted.

4.3 2025 Filming Activity 177

This report provides Council with the annual overview of filming activity and accomplishments for 2025.

Recommendation

THAT the report titled "2025 Filming Activity" dated February 23, 2026 from the Director, Community Services, be received for information.

4.4 Community Grant Program Update 2025-2026 180

This report provides a status update on the Community Grant Program, including a look back on grants awarded in 2025 and their associated community impact, as well as a summary of grants awarded for 2026. Additionally, it provides an update on the status of the phased adjustments to the Community Grants Program.

Recommendation

THAT the report titled "Community Grant Program Update 2025-2026" dated February 23, 2026, from the Director, Community Services, be received for information.

4.5 Development Cost Charges Reserve Funds Expenditure Bylaw No. 8572, 2026 193

To obtain Council's approval of Development Cost Charges Reserve Funds Expenditure Bylaw No. 8572, 2026 authorizing expenditures from the City's DCC Reserves.

Recommendation

THAT Development Cost Charges (DCC) Reserve Funds Expenditure Bylaw No. 8572, 2026 (Attachment 1) to authorize a total expenditure of $10.466M from the DCC Reserves for fiscal year 2025 be introduced and given first, second, and third readings.

4.6 Vulnerable Buildings Assessment Pathway One – City-Funded Cooling Assessments for Rental Buildings 201

To seek endorsement to launch a City-funded cooling assessment pilot program within the Rental Apartment Retrofit Accelerator (RARA) program for up to ten eligible rental buildings over a one year pilot as part of pathway one of the Vulnerable Buildings Assessment (VBA) project.

Recommendation

1. *THAT the cooling assessment pilot program as part of Pathway One of the Vulnerable Buildings Assessment project as outlined in the report titled "Vulnerable Buildings Assessment Pathway One – City-Funded Cooling Assessments for Rental Buildings" dated February 23, 2026 from the Director, Energy and Climate Action, be endorsed.*

2. *THAT staff be directed to enter into an agreement with the Rental Apartment Retrofit Accelerator program administrators to offer the cooling assessment pilot program within the Rental Apartment Retrofit Accelerator program.*

3. *THAT staff report back with outcomes of the cooling assessment pilot program.*

4.7 Proclamation - International Purple Day for Epilepsy Awareness, March 26, 2026 219

4.8 Proclamation - Amyloidosis Awareness Month, March 2026 220

5. CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA

6. MOTIONS FOR DISCUSSION AND DECISION

6.1 Memorandum of Understanding with Century House Association

Submitted by Councillor Campbell

WHEREAS Century House Association (CHA) has been a valued community partner since 1958 in assuring that Century House provides inclusive, welcoming, and relevant activities and social connection for older adults in New Westminster; and

WHEREAS early in 2020 the City and CHA completed its first Memorandum of Understanding as a basis for sustaining and enhancing this proven relationship between two trusted partners for the delivery of those services; and

WHEREAS there have been changes at the CHA and across the community since the initial MOU was completed prior to the COVID pandemic, including expansion of recreation services in the City, the launching of the City's Friendly Seniors Strategy and the recent adoption by the CHA of a new Strategic Plan; and

WHEREAS the CHA recently sent a letter to Mayor and Council suggesting the timeliness of a review and potential update of the MOU;

THEREFORE BE IT RESOLVED THAT staff engage with leadership of the Century House Association to explore updating the current Memorandum of Understanding between the City and CHA with the intent to strengthen collaboration in delivering services to an increasing diverse older adult population in the City.

6.2 Advancing a Vision Zero Approach to Road Safety

Submitted by Mayor Johnstone

WHEREAS injuries and deaths on BC roads have untold impacts on thousands of BC lives every year, strain local government first responder resources, and result in more than $500 Million in direct health care costs in British Columbia every year; and

WHEREAS the Province's BC Road Safety Strategy has referenced a Vision Zero approach to road safety starting with the belief that no loss of life on our roads is acceptable and implementing a collaborative Safe System Approach to road safety relying proactive data collection and sharing as the globally recognized path to achieving Vision Zero;

THEREFORE BE IT RESOLVED THAT the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on UBCM to request the Province to advance its commitment to Vision Zero and further support local government partners through:

1. *expansion of the Vision Zero Road Safety Grant program by providing additional funding to introduce a third funding stream with a cap higher than the current $20,000 limit to fund more ambitious local government and First Nation community road safety initiatives; and*
2. *undertaking a comprehensive review of data collected by provincial ministries and agencies in relation to motor vehicle injury and death incidents, and develop strategies for proactive data sharing between those agencies and local governments to inform local road safety improvements.*

6.3 Triple Net Lease Reform 223

Submitted by Councillor Henderson

WHEREAS triple net leases shift the responsibility for property taxes, insurance, and maintenance costs from property owners onto commercial tenants, creating financial instability and unpredictability for small and local businesses; and

WHEREAS municipalities rely on vibrant local businesses to support complete communities, economic resilience, and main street vitality, yet lack the legislative authority to regulate commercial leasing practices;

BE IT RESOLVED that the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on the Province of BC to review and reform commercial leasing legislation, including the use of triple net leases, to improve transparency, fairness, and protections for commercial tenants, particularly small and locally-owned businesses.

6.4 Enhanced Mental Health Supports Following Infant Loss 226

Submitted by Councillor Nakagawa

WHEREAS infant loss, including miscarriage, stillbirth, and the death of an infant can result in profound and long-lasting mental health impacts for parents and caregivers; and

WHEREAS access to timely, specialized, and trauma-informed mental health supports following infant loss varies across the province, leaving many families without adequate care during an acute period of grief;

BE IT RESOLVED that the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on the Province of BC to ensure ongoing provincial funding for research related to pregnancy loss and bereavement care, to provide standardized education and training for health care providers on how to deliver trauma-informed, evidence-based care, and to fund bereavement support programs for families who experience pregnancy loss, infant loss, embryo loss, or failed fertility and IVF treatments.

7. NOTICE OF MOTION

7.1 Queensborough School Bus Program

Submitted by Councillor Fontaine and Councillor Minhas

WHEREAS over 230 Queensborough based students and their families rely on the Queensborough bus service to enable students to attend New Westminster Secondary School in a safe, secure and timely manner, without which journeys take three times as long and students are often passed over by overcrowded buses causing them to arrive late or not at all; and

WHEREAS a pilot service launched in January 2024 at cost to parents is slated to end on June 30, 2026 despite a campaign promise made on October 8, 2024 that if the NDP government were re-elected, this service would be made 'permanent and free'; and

WHEREAS New Westminster is the second most dense city in Canada, with only one high school, and the acceptance of this density should have already unlocked new funding from senior orders of government;

THEREFORE BE IT RESOLVED THAT the Mayor be requested to write to our three government and opposition MLAs asking they advocate to secure the necessary provincial funding to ensure the Queensborough school bus program becomes 'free and permanent' as previously promised; and

BE IT FURTHER RESOLVED the Mayor write to the Minister of Education and Child Care requesting that additional funding be granted to School District 40 for the Queensborough school bus service to continue and be made permanent (beyond June 30, 2026) and without cost to local families until such time as a new high school is built in the Queensborough community.

8. BYLAWS FOR ADOPTION

Recommendation

THAT the following bylaws be adopted:

8.1 Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025 228

To remove retail sale of cannabis as a permitted use from the property located at 416 East Columbia Street.

Opposition at 1st/2nd/3rd Readings – Cllrs. Fontaine and Minhas.

a. **February 9, 2026 Staff Report** 230

b. **Extract of February 9, 2026 Regular Council Minutes** 236

8.2 **Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Provincial Housing Legislation Integration) No. 8522, 2025** 238

To enable Transit Oriented Development Areas to support higher residential and mixed-use development near SkyTrain stations, integrate the City's Interim Housing Needs Report into the OCP, and make minor administrative changes.

Opposition at 1st/2nd Readings – None.

Opposition at 3rd Reading – Cllr. Fontaine.

8.3 **Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Non-Profit Housing Development, Phase 2) No. 8528, 2025** 314

To allow non-profit affordable housing of up to six storeys in Transit Oriented Development Areas.

Opposition at 1st/2nd Readings – None.

Opposition at 3rd Reading – None.

8.4 **Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Land Use Designation Alignments) No. 8530, 2025** 316

To make minor administrative changes.

Opposition at 1st/2nd Readings – None.

Opposition at 3rd Reading – None.

8.5 **Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Townhouse Accelerator Initiative) No. 8547, 2025** 319

To enable townhouses to be developed on approximately 900 properties, and to allow non-profit affordable housing projects of up to six storeys to be considered on townhouse designated sites.

Opposition at 1st/2nd Readings – None.

Opposition at 3rd Reading – Cllrs. Fontaine and Minhas.

8.6 **Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Townhouse Zoning Update) No. 8524, 2025** 344

To pre-zone approximately 570 properties to speed up the approval of townhouses, and to update regulations for townhouse developments, including changes to the minimum site area, building height, and density, and allowing secondary suites.

Opposition at 1st/2nd Readings – None.

Opposition at 3rd Reading – Cllrs. Fontaine and Minhas.

8.7 Five-Year Financial Plan (2026-2030) Bylaw No. 8571, 2026

To approve the City's consolidated Financial Plan for 2026 through 2030.

Opposition at 1st/2nd/3rd Readings – Cllrs. Fontaine and Minhas.

9. NEW BUSINESS

10. PUBLIC ANNOUNCEMENTS

11. ADJOURNMENT

Recommendation

THAT the meeting adjourn.

Personal information is collected and archived by the City of New Westminster under Section 26(g)(ii) of the *Freedom of Information and Protection of Privacy Act* and for the purpose of the City's ongoing commitment to open and transparent government. If you have any questions about the collection of personal information, please contact Legislative Services, 511 Royal Avenue, New Westminster, V3L 1H9, 604-527-4523.

HEARTH Update: Tiny Home Village

Naomi Brunemeyer BC Housing, Director Regional Development, Lower Mainland

February 23, 2026

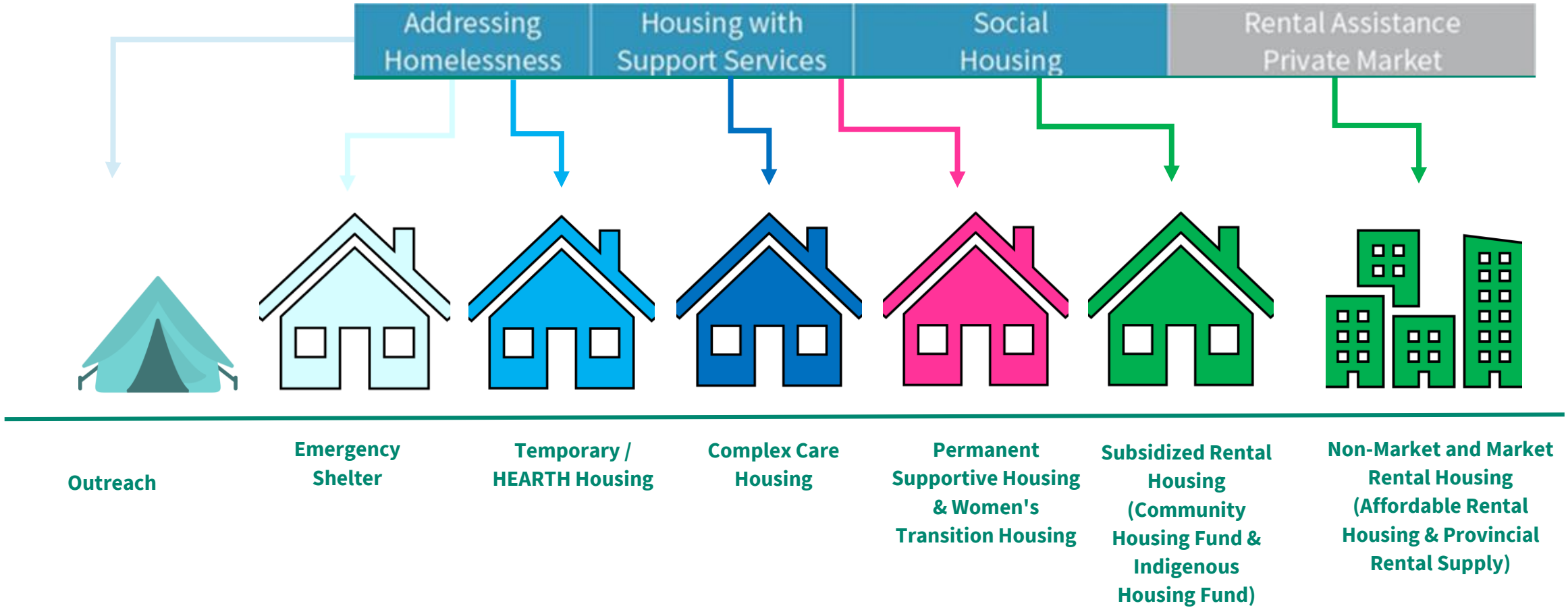


City of New Westminster

Land Acknowledgement

We acknowledge, with gratitude, that the area we are discussing today is situated on the traditional territory of the the Coast Salish peoples, specifically recognized as belonging to the Qayqayt First Nation, as well as the territories of other Halkomelem-speaking peoples of the Kwikwetlem, Musqueam, Katzie, Stó:lō, Tsawwassen, and Kwantlen First Nations.




Addressing Homelessness
Housing with Support Services
Social Housing
Rental Assistance Private Market
Outreach
Emergency Shelter
Temporary / HEARTH Housing
Complex Care Housing
Permanent Supportive Housing & Women's Transition Housing
Subsidized Rental Housing (Community Housing Fund & Indigenous Housing Fund)
Non-Market and Market Rental Housing (Affordable Rental Housing & Provincial Rental Supply)

What is HEARTH?

Homelessness and Encampment Action Response Temporary Housing



Planning

Identifying local sites for new temporary or permanent assets

Taking Action

Delivering housing and shelter options aligned with local needs

Ensuring Stability

Aligning with other permanent housing and shelter investments

Progress to Date – Provincial Context

HEARTH

Community	HEARTH Spaces Open*
Abbotsford	111
Campbell River	40
Chilliwack	92
Duncan	34
Kamloops	44
Kelowna	179
Nanaimo	159
Prince George	146
Vancouver	90
Victoria	162
Total	**1,057**

HEART

- 17 encampment response plans in progress or complete since 2024
- Long-standing encampments – Kelowna, Prince George
- Rapid response to higher-risk encampments - Abbotsford

Proposed HEARTH Sites: Tiny Home Village

- **Proposed Site:** 502 Twentieth
- **Community Engagement and Land Use to be determined**
  - Bundled announcement
- **Lease Terms:**
  - PRHC leases site
  - Shared costs between CNW and BCH
  - Offer to Lease
  - Three years with option to renew to six years



Proposed HEARTH Sites: Tiny Home Village

- **Operator:**
  - TBC
- **HEARTH Services:**
  - 24/7 staffing
  - Health care referrals, wellness checks
  - Connection and referral to community services and support groups
- **Timeline:**
  - Lease commencement February 2026
  - Modules delivered to site beginning of March 2026
  - In site preparation, modular renovations, service connections etc
  - Operational by year end 2026
  - Up to six years
- **HEARTH Operating Model**
  - Self contained units
  - Sanitation trailers (washroom and showers) as separate modules
  - Amenity as separate modules
  - Staff space as separate modules
  - 30 tiny homes



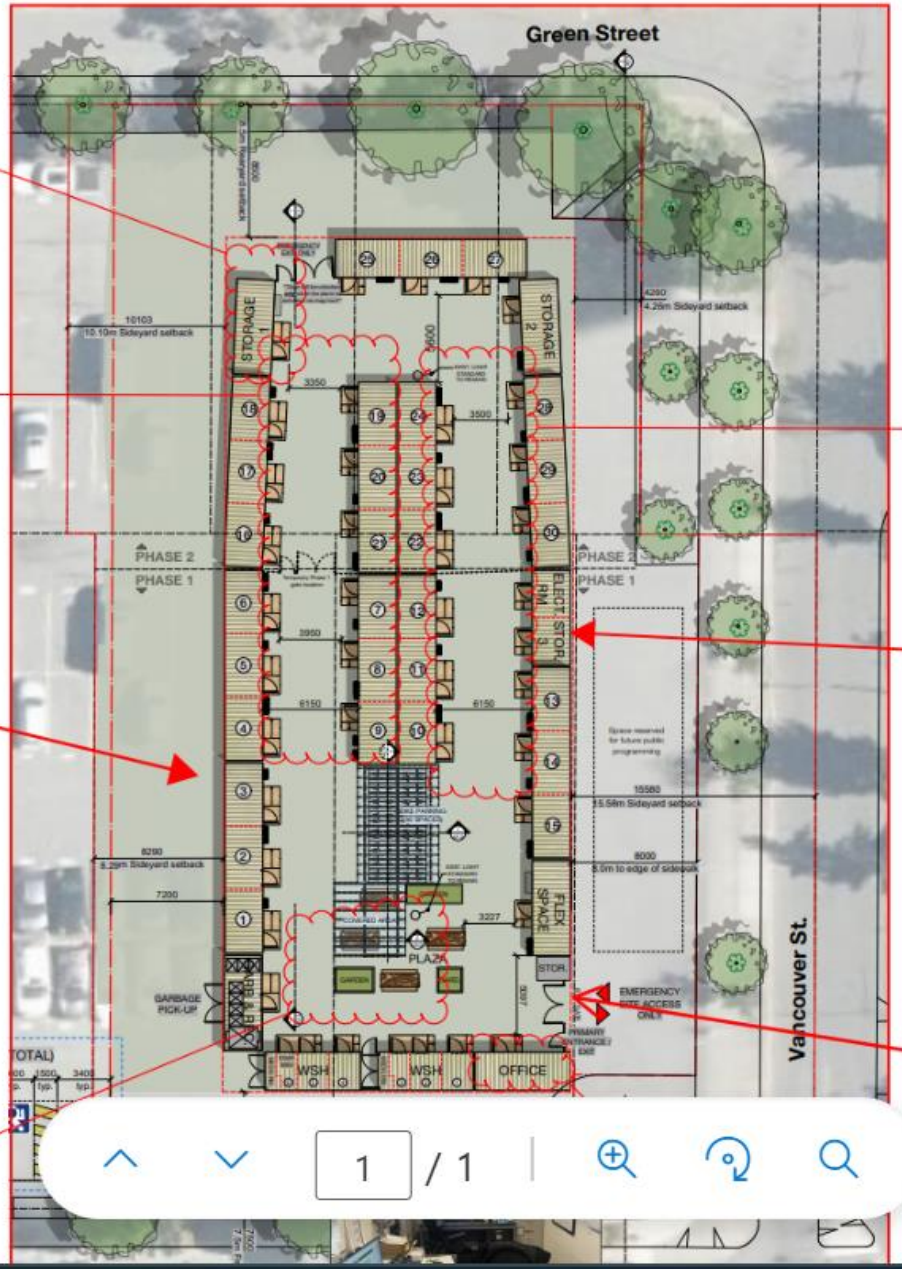






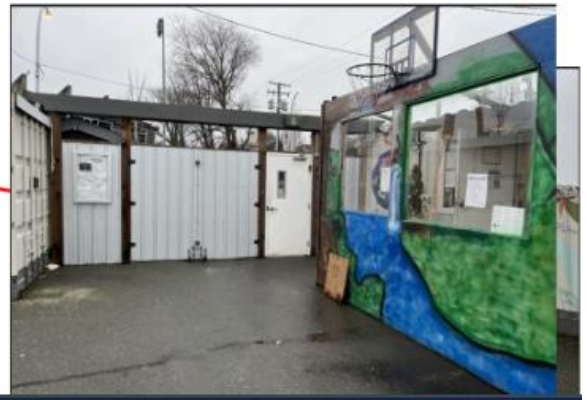





Green Street
STORAGE 1
STORAGE 2
PHASE 2
PHASE 1
ELECT STOR. RM.
FLEX SPACE
PLAZA
GARBAGE PICK-UP
WSH
WSH
OFFICE
Vancouver St.
EMERGENCY SITE ACCESS ONLY
1 / 1







City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 23, 2026
From:	Donnie Rosa, Chief Administrative Officer	**Report No.:**	2026-81
Re:	**BC Housing Tiny Homes Village**		

Staff Recommendation

THAT the report titled "BC Housing Tiny Homes Village" dated February 23, 2026 from the Chief Administrative Officer, be received for information.

Purpose

To information on BC Housing's development of a 30-unit tiny homes village at 502 Twentieth Street.

Summary

New Westminster is now part of a provincial government program called "HEART & HEARTH" which supports projects that address homelessness. Funded through this Provincial program, BC Housing is working with the City to develop a tiny homes village at 502 Twentieth Street. The village would provide transitional housing for 30 people for up to six years while permanent, purpose-designed supportive housing sites are developed in New Westminster. The village would be operated by an experienced, non-profit housing provider, be secured and staffed 24/7, and offer wrap-around supports to residents.

BC Housing has notified neighbouring residents and businesses, and will hold community information sessions about the village this spring. The aim is for the village to be tenanted before winter 2026-27. BC Housing would address possible externalities through a Letter of Commitment and the establishment of a Neighbourhood Inclusion Table, and the housing provider would be subject to an Operations Management Plan.

Consistent with other municipalities in Metro Vancouver and the province, New Westminster is facing increasing homelessness. There is an immediate need for additional shelter and transitional housing capacity, with wrap-around supports. A tiny homes village would help bridge this important and identified gap in the housing continuum, and prepare people for success when transitioning to supportive housing.

The tiny homes village is aligned with City strategic and housing policies, which prioritize the placement of locally unhoused people as well as acknowledge the need for an equitable distribution of project sites across the city. The tiny homes village qualifies for some cost offsets from the City's Affordable Housing Reserve Fund (up to $500,000 over the project's lifetime) per the policies guiding use of that fund.

Background

Housing Need in New Westminster

All municipalities are facing increasing homelessness, and New Westminster is no exception. The March 2025 Greater Vancouver Point-in-Time Homeless Count found 74 unsheltered and 143 sheltered homeless people in New Westminster. Combined, there were 217 unsheltered and sheltered homeless persons enumerated as part of the 2025 count. This represents an increase of 14 persons or 7% from the 2023 count, which was a slightly lower rate of increase than for Metro Vancouver (9%). Of note, the increase in New Westminster was all unsheltered homeless persons due, in part, to a lack of shelter and transitional housing capacity in New Westminster.

Evidence has shown that prevention, support and transition services are essential to: reducing the number of people falling into homelessness; decreasing the time that people are homeless; and supporting people while homeless— including preparing them to transition out of homelessness into permanent supportive housing. Given the increase in the unsheltered homeless population in New Westminster, there is an immediate need for additional shelter and transitional housing capacity while other more permanent shelter and supportive housing sites are developed. A tiny homes village would help bridge this important and identified gap in the housing continuum in New Westminster.

Alignment with City Policy

The project is aligned with the following plans, all of which have been endorsed by Council:

- The City's *Interim Housing Needs Report (2024-44)*, which was endorsed by Council at the December 9, 2024 Regular Meeting, that identifies a need for 58 net new shelter spaces and 142 supportive housing units in New Westminster by 2029;
- The *Crises Response Five-Year Prevention, Support and Transition Services Plan*, which was endorsed by Council at the February 10, 2025 Regular Meeting, which includes ten short-term actions intended to address the immediate needs of people experiencing homelessness, mental health and substance use issues with the goal of stabilizing their lives; and
- The *Crises Response Ten-Year Supportive Housing and Wrap-Around Services Plan*, which was also endorsed by Council at the February 10, 2025 Regular Meeting, includes eight long-term actions focused on securing funding from senior levels of government to construct permanent, purpose-designed supportive housing that is equitably distributed in neighbourhoods throughout the city.

Provincial Funding

The Province continues to support the implementation of homeless counts and strategically deliver shelter, transitional, and supportive housing as well as community-based interventions as part of the *Belonging in BC* plan to rapidly respond to homelessness and housing instability across British Columbia.

“HEART and HEARTH” is a two-pronged program that forms part of the Province’s *Belonging in BC* plan. HEART is a Homeless Encampment Action Response Team that provides resources to coordinate outreach services across providers. HEARTH (Homeless Encampment Response through Temporary Housing) facilitates both development and operation of emergency housing and shelter options within a community. The program was first launched in fall 2023, with a small number of municipalities.

Through extensive advocacy efforts by staff, the City is now also part of the Provincial HEART & HEARTH program (see the recent news release in Attachment 1). The tiny homes village is a HEARTH funded project. This branch of the funding program is also supporting renovations and extended hours at the current 50-bed shelter at 502 Columbia Street, which is operated by the Purpose Society.

Tiny Homes Village Model

A tiny homes village is a collection of compact, individual, modular housing units clustered together with shared amenity spaces. The village serves as transitional housing for people who have experienced homelessness, supporting them on their path toward stable and permanent housing. To that end, the villages include wrap-around services and health supports for residents. This approach helps to break the cycle of homelessness by providing a unique housing option that allows individuals to experience stability, facilitate greater independence, receive needed healthcare, and (re)gain essential life skills. Tiny homes villages have also been found to provide greater cultural safety for Indigenous community members, as compared to higher density or more institutional-style buildings. Duncan, Kelowna, and Victoria offer notable provincial examples of the success of tiny homes villages.

Analysis

Project Description

The village will include 30 housing units, with shared indoor and outdoor communal spaces (e.g. living room), storage, washrooms, waste collection, and an administration office for on-site staff. BC Housing is relocating modular (container) units from a village in Victoria that was decommissioned in fall 2025, called “Caledonia Place”. Images of that village are included as Attachment 2, as an example of the units and what a village configuration could look like. Village configurations can be in different shapes, depending on the site. They can be open (clusters) or closed (circles) though they are always fenced and screened. The New Westminster village layout will be designed over the summer, and will include additional modular amenity buildings to those used in Victoria.

Access into the village is controlled by 24/7 staff who also coordinate on-site programing such as meals, health services, skills building, tenant support, and transportation. Upon move in, all residents are expected to sign a program agreement that outlines standards for respectful behavior. Residents live in the village full-time and may reside there for a period of months to years. Services are brought on-site to better meet the needs of residents, similar to other forms of supportive housing. Space for staff and service provider parking, as well as for loading, delivery and waste collection would be provided on-site. City bylaws, such as for noise or unsightly premises, would apply and could be enforced, as with any private property.

The village is proposed to be in place for up to six years while other more permanent, purpose-designed 24/7 shelter and supportive housing sites are developed in New Westminster, at which point residents would be transitioned to those more permanent homes.

Location

BC Housing is working to lease 502 Twentieth Street from a private landholder for use as a tiny homes village for up to six years. The site is located on River Drive at the end of a row of residences, just before the rail yard and Queensborough Bridge. The site is adjacent to the BC Parkway, though at a lower grade. There are pedestrian connections at both the eastern and western ends of the site to the BC Parkway and overpasses on Stewardson Way/Marine Drive. The 22nd Street SkyTrain station and bus hub is approximately a 15-minute walk from the site.

City Land Use Regulations

The tiny homes village is directly aligned with the Crises Response Pilot Project's *Ten-year Supportive Housing and Wrap-Around Services Plan*. This Plan recommends actions and timing priorities to achieve the City's housing targets for shelter beds and supportive housing units. This plan prioritizes the placement of the city's locally unhoused population and acknowledges the need for an equitable distribution of projects across the city, and that all neighbourhoods play a role in supporting housing needs.

The Crisis Response Bylaws No. 8285, 2021 and No. 8286, 2021, allow emergency, shelter, or affordable housing and similar uses in all Official Community Plan (OCP) land use designations and zoning districts (respectively) in the city, provided the site is owned or leased by government. As such, regardless of location, a tiny homes village established by BC Housing is compliant with the City's land use policies. A Development Permit will not be required given the government use, and that minimal site regrading, paving, landscaping, or building foundations are expected. Arborist review and tree protection is expected. A Works and Service Agreement would be required with BC Housing prior to construction, where the servicing levels would be commensurate with the temporary and emergency-response nature of the project.

The property (502 Twentieth Street) is designated "Industrial" in the Official Community Plan and zoned M-1 (Light Industrial District) in the Zoning Bylaw. Once the tiny homes village is decommissioned, the property is expected to be returned to original condition and become re-available for industrial uses. A private owner or operator proposing a

non-industrial use would require regulatory approvals such as an OCP amendment or rezoning.

BC Housing Operations and Accountability

Similar to other sites province-wide, the village would be established by BC Housing, who would select an experienced, non-profit housing provider through a competitive process (request for proposals/RFP). Resident selection for the tiny homes would be based on BC Housing criteria and programming. Staff are working with BC Housing for priority to be given to people currently experiencing homelessness in New Westminster. BC Housing will provide a Letter of Commitment, an Operations Management Plan, and a Neighbourhood Inclusion Table for the project. This is similar to the approach for the recent HEARTH shelter project at 502 Columbia Street as well as other HEARTH projects province-wide. This approach addresses design and operational considerations; provides a mechanism for responding to potential externalities; and offers an opportunity for community interests to be engaged.

Notice and Information Meetings

BC Housing has notified the residences and businesses that neighbour the project through an addressed letter. The notice was delivered to 25 residential addresses and three large businesses (Southern Rail, Fraser River Pile & Dredge, and Kruger Products). The letter includes:

- contact information for any questions and concerns, or arising issues as the project gets underway;
- a link to the project website on BC Housing's "Let's Talk" platform which is updated with information as the project progresses; and
- an invitation to information meetings for neighbours, scheduled for the first week of March 2026.

BC Housing is also planning a second information meeting later in March 2026, for a broader audience. That meeting would be advertised per BC Housing's standard communication methods, through the Connaught Heights and West End Residents' Associations.

Financial Implications

In alignment with the *Affordable Housing Reserve Fund Policy and Funding Allocation Guidelines*, up to **$**500,000 is available within the City's 2026-2030 capital plan for this project over its lifetime, in order to support off-site upgrades and lease costs. This contribution forms part of the City's participation in the Provincial HEART & HEARTH funding program. As design work is still underway, the exact cost is not known, but is expected to fall within that estimated budget. Alternative funding sources and grant programs are being actively identified and explored by Inter-governmental Relations. Identified alternate opportunities will be provided to Council for consideration.

Next Steps

Spring 2026

1. A series of targeted information sessions held by BC Housing for immediate neighbours and businesses, notice and invitations delivered to 25 residential addresses and three business addresses.
2. BC Housing engages a contractor who begins to prepare the site (clearing vegetation, service connections, etc.).
3. Container units are shipped by truck to the site for temporary storage while the village design is being finalized.
4. A community information session on the tiny homes village is held by BC Housing for a more general audience.

Summer 2026

5. BC Housing staff work in collaboration with the City to finalize the village design, including on-site and off-site servicing and infrastructure needs.
6. Containers are updated and retrofitted on-site, and additional modular amenity buildings are procured and shipped to site.
7. BC Housing runs a procurement process including public Request for Proposals (RFP) to secure an experienced, non-profit housing provider for the tiny homes village. BC Housing then evaluates the proposals, and awards the contract.

Fall 2026

8. The tiny homes village set-up is finalized.
9. A tenant selection process occurs through BC Housing's Coordinated Access Program, with priority given to New Westminster's locally unhoused population.
10. Goal of commissioning the Village and opening it to residents by winter 2026-27.

Interdepartmental Liaison

An interdisciplinary staff team has been assembled to participate in discussions around this project, including staff from the Engineering and Public Works, Planning and Development, Energy and Climate Action, and Community Services Departments, as well as Office of the CAO, Fire, and Police.

Attachments

Attachment 1 – HEART & HEARTH Provincial News Release, February 9, 2026
Attachment 2 – Example Tiny Homes Villages Images

Report Approval

Authored By
Britney Dack, Implementation Supervisor, Crises Response Pilot Project

Agreed By
Jackie Teed, Director of Planning & Development, and Crises Response Pilot Project Sponsor
Lisa Leblanc, Director of Engineering & Public Works, Deputy Chief Administrative Officer, and Crises Response Pilot Project Sponsor

Approved By
Donnie Rosa, Chief Administrative Officer

Attachment 1

HEART &

HEARTH

Provincial

News

Release,

February 9,

2026

NEWS RELEASE

For Immediate Release
2026HMA0012-000133
Feb. 9, 2026

Ministry of Housing and Municipal Affairs

Opening new housing options for people experiencing homelessness

Seven B.C. communities collaborating with Province for safer, stronger responses to encampments

VICTORIA –

Summary

- *Cranbrook, New Westminster, Powell River, Smithers and Squamish are signing on to become Phase 2 HEART and HEARTH partners to help end homelessness*
- *Campbell River and Cheam First Nation are expanding capacity to support more people to move indoors from encampments to safe shelter spaces*

_____

New housing options for people at risk of or experiencing homelessness will soon be available as the Province partners with seven additional communities through B.C.'s encampment response initiatives.

"Communities are stronger and safer for everyone when we bring people indoors to safe housing, so they have better opportunities to connect to the supports and services they need to bring stability to their lives," said Christine Boyle, Minister of Housing and Municipal Affairs. "The Province is encouraged by the increasing number of local governments that are stepping up to collaborate to support vulnerable residents in their communities and end homelessness. The only path forward is to work together and I applaud these community leaders for acting on their vision."

Addressing urgent issues by taking action with B.C.'s encampment response

The Province, through BC Housing, is working with local governments and community partners through homeless and encampment response teams (HEART) helping people sheltering outdoors to move indoors. HEART works to quickly assess the needs of people in encampments and to provide rapid access to the support services they need to exit homelessness. In addition, the homeless and encampment response temporary housing solutions (HEARTH) program provides emergency housing and sheltering options and immediate co-ordinated supports.

Seven B.C. communities advance local encampment response

A number of B.C. communities are expanding their shelter and supportive housing capacity and joining the growing number of HEART and HEARTH partners with the Province.

- The City of Campbell River is building on its HEARTH partnership and will add eight new

temporary supportive housing units at the Homewood site for a total of 48 spaces.
- Cheam First Nation has built on its HEARTH partnership by expanding an existing supportive housing building from eight to 20 beds.
- The City of Cranbrook is joining the Province as a new HEART and HEARTH community. BC Housing and the city will explore opportunities for a HEARTH site.
- The City of New Westminster is joining the Province as a new HEART and HEARTH community. Its 50-bed shelter is being renovated and has expanded operations to 24/7. BC Housing and the city continue to explore additional partnership opportunities under the HEARTH program.
- The City of Powell River has joined the Province as a HEART and HEARTH community. A new 40-bed temporary shelter, opening in March 2026, will double the city's available shelter capacity.
- The Town of Smithers is joining the Province as a new HEART and HEARTH community. BC Housing and Smithers will explore opportunities for a HEARTH site.
- The District of Squamish is joining the Province as a new HEART and HEARTH community. Squamish is working on a downtown temporary housing site near drop-in services offered at Under One Roof.

HEART and HEARTH partnerships throughout B.C.

These agreements put into action the Province's commitment to expand the HEART and HEARTH programs as part of the 2025 Co-operation and Responsible Government Accord (CARGA) with the B.C. Green Party caucus.

- There are now 15 local governments partnering with the Province to put in place HEART and/or HEARTH.
- Phase 1 communities include Abbotsford, Campbell River, Chilliwack and Cheam First Nation (HEARTH only), Duncan (HEARTH only), Kamloops, Kelowna, Nanaimo, Prince George, Victoria and Vancouver.
- Phase 2 communities with new partnerships include Cranbrook, New Westminster, Powell River, Smithers and Squamish.

This work is part of the Province's Belonging in B.C. plan to help prevent homelessness and bring more people indoors quickly. Since 2017, the Province has more than 95,000 homes delivered or underway in communities throughout B.C. This includes almost 1,050 spaces of temporary housing and shelter in these communities with more underway.

Quotes:

Kermit Dahl, mayor of Campbell River –

"By providing safe housing options with supports for people experiencing homelessness, the Homewood temporary housing initiative demonstrates what can be achieved through partnerships and strategic investment. The additional eight new units mean that 48 Campbell River residents now have access to shelter, meals and supports. Every new unit is significant, has a meaningful impact and is a testament to the city and BC Housing's work to address homelessness and foster a healthier, safer community."

Wayne Price, mayor of Cranbrook –

“The City of Cranbrook is grateful that Minister Boyle recognizes the homelessness challenges facing regional service communities like ours. Being considered for this opportunity reflects that understanding and offers renewed hope for those experiencing homelessness and for the overall well-being of our community.”

Patrick Johnstone, mayor of New Westminster –

“The City of New Westminster is grateful for the funding support provided through the Province’s HEART and HEARTH program, which will support the renovation of the city’s 50-bed shelter and its transition to 24/7 operations, helping ensure people have access to safe, dignified spaces and essential supports when they need them. The city looks forward to continuing to work with BC Housing to explore future partnership opportunities through the HEART and HEARTH program.”

Ron Woznow, mayor of Powell River –

“The City of Powell River is pleased to have played our part in offering the land on which the new temporary shelter will be located. We are thankful for the opportunity to collaborate with BC Housing and for BC Housing's investment in our community to create a safe and dignified space for our vulnerable residents.”

Gladys Atrill, mayor of Smithers –

“We are grateful to the Ministry of Housing and Municipal Affairs and BC Housing for investing in Smithers through the HEART and HEARTH program. Our community has long advocated for support that reflects the realities of our small northern town, and it’s encouraging to see that commitment recognized. We are hopeful this ongoing partnership will help bring relief and stability to the vulnerable in our community. That, in turn, will drive toward a healthier community overall.”

Armand Hurford, mayor, District of Squamish –

“We are most grateful to be included in the HEART and HEARTH program to meet the urgent need of Squamish residents experiencing homelessness. Housing is a fundamental right, and this program offers a chance for our unhoused residents to experience a sense of dignity, safety and belonging as an important step to stabilize their lives. Our sincere thanks to the Province of BC for its partnership and support.”

Learn More:

- To read the Belonging in B.C. plan, visit: https://news.gov.bc.ca/files/BelongingStrategy.pdf
- For information about the Homeless Encampment Action Response Teams (HEART) and the Homeless Encampment Action Response Temporary Housing (HEARTH) programs, visit: https://www.bchousing.org/housing-assistance/homelessness-services/HEART-HEARTH
- To learn about the steps the Province is taking to address the housing crisis and deliver affordable homes for people in B.C., visit: https://strongerbc.gov.bc.ca/housing/
- To see a map showing the location of all announced provincially funded housing projects in B.C., visit: https://www.bchousing.org/homes-for-BC

- Learn more about household supports for you, and for those who build and provide homes here: https://www2.gov.bc.ca/gov/content/housing-tenancy/more-homes-for-people

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Connect with the Province of B.C. at: news.gov.bc.ca/connect

Attachment 2

Example Tiny

Homes Village

Images



Exterior of containers, forming the walls of the village
(Source: Adrian Lam, Times Colonist)



Interior of village showing outdoor space and front doors
(Source: Curtis Blandy, VictoriaBuzz)



Interior of village, showing personalized patios and entrances
(Source: Adrian Lam, Times Colonist)



Interior of a tiny home/modular living unit, when new
(Source: Aryze)

City of
New Westminster

Minutes

Public Hearing

Monday, January 26, 2026
6:00 p.m.

Council Chamber, Second Floor
New Westminster City Hall, 511 Royal Avenue

Present: Mayor Patrick Johnstone
Councillor Ruby Campbell
Councillor Daniel Fontaine
Councillor Tasha Henderson
Councillor Jaimie McEvoy
Councillor Paul Minhas
Councillor Nadine Nakagawa

Corporate Officer – Hanieh Berg

1. CALL TO ORDER & LAND ACKNOWLEDGEMENT

Mayor Johnstone called the Public Hearing to order at 6:10 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. He acknowledged that colonialism has made invisible their histories and connections to the land. He recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

2. OPENING STATEMENT

The Chair set the procedural rules of conduct for the Public Hearings in accordance with Section 465 of the *Local Government Act.*

In accordance with Section 100 of the *Community Charter*, Cllr. Henderson and Cllr. Minhas declared to be in a potential conflict of interest as they may each have pecuniary interests in Item 3.1 and left the meeting (6:14 p.m.).

3. BYLAWS FOR CONSIDERATION

3.1 Our City, Our Homes: Integration of Provincial Housing Legislation

a. Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Provincial Housing Legislation Integration) No. 8522, 2025

b. Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Non-Profit Housing Development, Phase 2) No. 8528, 2025

c. Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Land Use Designation Alignments) No. 8530, 2025

d. Correspondence

a. As of 1 pm, January 16, 2026

b. As of 12 pm, January 21, 2026

c. As of 12 pm, January 23, 2026

e. Order of Business

a. Presentation from Staff

With the aid of a PowerPoint presentation, Lynn Roxburgh, Manager, Housing and Land Use Planning, provided an overview of the implementation of provincial housing legislation, and noted that the proposed updates would align the City's Official Community Plan (OCP) with the height and density enabled in Transit Oriented Development (TOD) areas, and remove barriers to building new affordable housing through OCP and zoning changes.

b. Acknowledgement of On Table Written Submissions Received By the Corporate Officer

The Corporate Officer acknowledged the following pieces of on table correspondence.

i. Rainiy – January 23, 2026 (Schedule 1)

ii. J. Nicol – January 23, 2026 (Schedule 2)

iii. Assaf Yakuel – January 24, 2026 (Schedule 6 & Schedule 7)

iv. Sasha Sabinin – January 24, 2026 (Schedule 11)

v. Sheila Lechner – January 24, 2026 (Schedule 12)

vi. Michael Hall – January 24, 2026 (Schedule 14)

vii. Mark Lechner – January 24, 2026 (Schedule 15)

viii. Ed & Dina Zacharuk – January 25, 2026 (Schedule 17)

ix. Tyee Bridge – January 25, 2026 (Schedule 18)

x. Wendy Stephen – January 25, 2026 (Schedule 20)

xi. Pam Byers – January 25, 2026 (Schedule 28)

xii. Phillip Arsenault – January 25, 2026 (Schedule 29)

xiii. P. Ghandi – January 26, 2026 (Schedule 31)

xiv. Inbar Yekuel – January 26, 2026 (Schedule 32 & Schedule 33)

xv. Tracy Ayotte – January 26, 2026 (Schedule 34)

xvi. Agnes Black – January 26, 2026 (Schedule 35)

xvii. Devin Hentschel – January 26, 2026 (Schedule 36)

xviii. Theresa Rawle, Director, Planning & Development, Vancouver Fraser Port Authority – January 26, 2026 (Schedule 38)

xix. D. Webb – January 26, 2026 (Schedule 41)

xx. Diane Jansen & Mike Budzik – January 26, 2026 (Schedule 42)

xxi. Kristen Andrews – January 26, 2026 (Schedule 43)

xxii. Karen Crosby – January 26, 2026 (Schedule 46)

xxiii. Tony Black – January 26, 2026 (Schedule 47)

xxiv. Walter Opmeer – January 26, 2026 (Schedule 50)

c. Submissions from the Floor

Emiliano Carrasco, New Westminster, spoke in favour of the proposed bylaws, expressing the importance of residential and mixed-use areas, including non-profit housing, in proximity to transit. E. Carrasco was of the opinion that the proposed bylaws will encourage growth throughout the city by supporting accessibility, safety, and ease of movement for everyone. E. Carrasco further remarked that recent upgrades to city streets, including improvements to bike lanes and natural areas, enhance the overall urban landscape.

Rohan Singh, New Westminster, spoke in favour of the proposed bylaws, noting that the amendments would add housing choice and encourage inclusive residence in the city. R. Singh requested that the City embed a “housing first” approach in policies and guidelines, and was of the opinion that publicly reported service standards and key performance indicators would provide clarity to non-profit housing providers and developers on how proposed projects move through the development process. R. Singh encouraged the City to proactively seek partners in building soft-profit housing, and in an effort to address parking and traffic concerns, recommended the City refine its parking requirements and curbside management to protect accessible parking, loading zones, pedestrian access, and cycling infrastructure.

Michael Hall, New Westminster, spoke in favour of the proposed bylaws, noting that they provide housing choice as well as increased housing near transit.

Larry Church, New Westminster, spoke in opposition to the proposed bylaws, and was of the opinion that densification is negatively contributing to the region's affordability, housing crisis, and healthcare system. L. Church queried why, despite exceeding its first year Housing Target Order, the City must allow more density. L. Church was of the opinion that the Province is removed from the needs of the community and therefore, the implementation of mandated housing target orders for New Westminster further worsens the housing crisis.

Hyeonjin Kim, New Westminster, spoke in favour of the proposed bylaws, expressing that the amendments would remove barriers and increase housing choice, which supports affordability, mobility, and sustainability. Further, H. Kim was of the opinion that the provisions of the proposed bylaws should be expanded across the city to advance the goal of a more inclusive city.

Neil Salmond, New Westminster, remarked that more housing and more choice in housing is necessary and therefore spoke in favour of the proposed bylaws as they facilitate these needs.

David Brett, New Westminster, spoke in opposition to the proposed bylaws, and cited concern with the Province's mandated approach to addressing the housing crisis and was of the opinion that it would not reduce the cost of housing. D. Brett cited concern about the potential for the proposed bylaws to negatively affect the City's heritage preservation efforts, noting that they may eliminate incentives. D. Brett then suggested that the Heritage Conservation Area be utilized to protect the identity and character of the city.

Dave Welsby remarked that, while he does not have any concerns regarding the proposed bylaws, it would be appreciated if speakers could speak slowly and clearly.

Berril Perks, New Westminster, spoke in favour of the proposed bylaws, citing that they are family- and older adult-friendly and was of the opinion that the proposed changes can be accommodated within the City's heritage design guidelines. B. Perks then expressed that this is an opportunity for the City to lead and guide the provincially mandated process for transit-oriented densification by streamlining and making predictable the development process for property owners and developers. Also, B. Perks encouraged the development of family-sized units.

Jane Beguin, New Westminster, Brow of the Hill, expressed concern regarding how density will be transitioned toward surrounding areas at the edges of TOD areas, noting that gentle gradient is needed. J. Beguin then commented on the capacity of current public amenities, noting that with increased density, the need for additional amenities further increases.

Ian Isbister, New Westminster, cited concern regarding the proposed reduction of parking requirements for developments, noting that parking

throughout the city is limited as-is and requested that parking requirements be maintained or increased.

Ed Zacharuk, New Westminster, cited concern with planning and process matters related to the proposed amendments, noting that they do not clearly demonstrate how infrastructure, public safety, and community services will keep pace with the level of growth; in particular, it was noted that the proposed amendments do not provide adequate detail on how fire protection, schools, parks, and utilities will remain resilient as density increases. E. Zacharuk commented on the broad application of TOD areas, noting that they do not account for local conditions such as the city's varied topography, constrained road network, limited property for essential services, and established pattern for subdivision; a tailored approach would ensure smooth transition from TOD areas to existing buildings and land uses. Further, E. Zacharuk remarked that the proposed amendments would introduce density beyond what is mandated by the Province, and queried how future six-storey developments would affect existing homes fitted with solar panels. E. Zacharuk then referenced past resident survey results, and was of the opinion that the proposed amendments do not align with community priorities.

Roberto Aguilla, New Westminster, Sapperton, expressed support for affordable new housing and expressed concern about the rate of growth in Sapperton. In particular, R. Aguilla cited concern with traffic and noise from train whistles, querying how the City will address existing issues throughout the city prior to forthcoming growth.

Krista MacArthur, New Westminster, spoke in favour of the proposed bylaws, noting that additional density is welcome. K. MacArthur then commented on the cost of living, and expressed support for actions that support housing equality and in particular, low-income housing.

Alex Biedka, New Westminster, Glenbrooke North, was of the opinion that more development and density is necessary, but noted that a one-size-fits-all approach does not accommodate the needs of all residents. A. Biedka referenced statistics on anticipated growth and queried how the City would address the need for amenities as current ones are at capacity. A. Biedka concluded by remarking that while densification is needed, this need should be balanced with the need for amenities.

Jordan Smith, New Westminster, Moody Park, cited concern regarding (i) affordability of living in the city, (ii) increased traffic, (iii) limited parking availability, and (iv) pedestrian safety.

The Chair acknowledged the conclusion of the first round of public speakers. Speakers then addressed Council for the second time with new information.

L. Church, New Westminster, commented on the challenges of finding affordable housing in the Lower Mainland, noting that many young adults are unable to stay in the communities they grew up in. L. Church was of the view that land value has increased as a result of densification, which can lead to speculation and increased housing costs.

Tracy, New Westminster, West End, was of the opinion that densification can be positive with adequate infrastructure and in particular, infrastructure for police and fire, with focus given to TOD areas. It was further noted that it would be valuable to examine how vacant properties could be repurposed.

d. Closure of the Hearing

The Chair announced that the Public Hearing for Bylaws No. 8522, 8528, and 8530 was closed.

Cllrs. Henderson and Minhas returned to the meeting (7:22 p.m.).

The meeting recessed at 7:23 p.m.

The meeting reconvened at 7:30 p.m. with all members of Council present.

In accordance with Section 100 of the *Community Charter*, Cllr. Campbell declared to be in a potential conflict of interest as she may have pecuniary interest in Item 3.2 and left the meeting (7:32 p.m.).

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

a. Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Townhouse Accelerator Initiative) No. 8547, 2025

b. Zoning Amendment Bylaw No. 6680, 2001, Amendment Bylaw (Townhouse Zoning Update) No. 8524, 2025

c. Correspondence

a. As of 1 pm, January 16, 2026

b. As of 12 pm, January 21, 2026

c. As of 12 pm, January 23, 2026

d. Order of Business

a. Presentation from Staff

With the aid of a PowerPoint presentation, L. Roxburgh provided an overview of the proposed implementation of the townhouse and affordable housing accelerator initiatives. It was noted that OCP Amendment Bylaw No. 8547 would (i) designate 900 properties as "Residential – Townhouse," (ii) update the Townhouse Development Permit Area guidelines to provide increased clarity and alignment with city-wide policies and strategies, and (iii) allow non-profit affordable housing projects of up to six storeys. L. Roxburgh further advised that Zoning Amendment Bylaw No. 8524 would create two Townhouse District zones (RT-A and RT-B), which would allow larger units and secondary suites in townhouse units, and pre-zone 570 sites as RT-A or RT-B.

b. Acknowledgement of On Table Written Submissions Received By the Corporate Officer

The Corporate Officer acknowledged the following pieces of on table correspondence.

i. Rainiy – January 23, 2026 (Schedule 1)
ii. David Thomson – January 23, 2026 (Schedule 3)
iii. Hal Hamilton & Kim Greaves – January 23, 2026 (Schedule 4)
iv. Brad Melenychuk & Ursula Lutsch – January 23, 2026 (Schedule 5)
v. Assaf Yakuel – January 24, 2026 (Schedule 8 & Schedule 9)
vi. Neil Salmond – January 24, 2026 (Schedule 10)
vii. Sasha Sabinin – January 24, 2026 (Schedule 11)
viii. Sheila Lechner – January 24, 2026 (Schedule 13)
ix. Michael Hall – January 24, 2026 (Schedule 14)
x. Mark Lechner – January 26, 2026 (Schedule 16)
xi. Tyee Bridge – January 25, 2026 (Schedule 18)
xii. Anita Carraro – January 25, 2026 (Schedule 19)
xiii. Wendy Stephen – January 25, 2026 (Schedule 20)
xiv. Anne Tang – January 25, 2026 (Schedule 21)
xv. Monica Tang – January 25, 2026 (Schedule 22)
xvi. Brian & Lori Fee – January 25, 2026 (Schedule 23)
xvii. Nirmal Grewal & Pratima Tripathy – January 25, 2026 (Schedule 24)
xviii. Lynda Klein – January 25, 2026 (Schedule 25)
xix. Baljit Ghai – January 25, 2026 (Schedule 26)

xx. Barb MacKay – January 25, 2026 (Schedule 27)
xxi. Phillip Arsenault – January 25, 2026 (Schedule 29)
xxii. Iris Morrow – January 26, 2026 (Schedule 30)
xxiii. P. Ghandi – January 26, 2026 (Schedule 31)
xxiv. Tracy Ayotte – January 26, 2026 (Schedule 34)
xxv. Agnes Black – January 26, 2026 (Schedule 35)
xxvi. Devin Hentschel – January 26, 2026 (Schedule 36)
xxvii. Gayle Azyan – January 26, 2026 (Schedule 37)
xxviii. Theresa Rawle, Director, Planning & Development, Vancouver Fraser Port Authority – January 26, 2026 (Schedule 38)
xxix. Hugh Brown – January 26, 2026 (Schedule 39)
xxx. Laura Jones – January 26, 2026 (Schedule 40)
xxxi. D. Webb – January 26, 2026 (Schedule 41)
xxxii. Diane Jansen & Mike Budzik – January 26, 2026 (Schedule 42)
xxxiii. Kristen Andrews – January 26, 2026 (Schedule 43)
xxxiv. Joe Wang – January 26, 2026 (Schedule 44 & Schedule 55)
xxxv. Sam Johnson – January 26, 2026 (Schedule 45)
xxxvi. Karen Crosby – January 26, 2026 (Schedule 46)
xxxvii. Ian Isbister – January 26, 2026 (Schedule 48 & Schedule 49)
xxxviii. Tamara Nielsen – January 25, 2026 (Schedule 51)
xxxix. Karin Roberts – January 26, 2026 (Schedule 52)
xl. Alex Pichler – January 26, 2026 (Schedule 53)
xli. Elliot Rossiter – January 26, 2026 (Schedule 54)

c. Submissions from the Floor

Larry Church, New Westminster, spoke in opposition to the proposed bylaws, citing concern regarding the Province's mandated approach to addressing the housing crisis and potential land speculation as it relates to housing affordability. L. Church then commented on the Urban Forest Management Strategy and was of the opinion that increased density negatively affects the City's efforts to increase the city's tree canopy cover as trees are removed to facilitate development.

Iris Morrow, New Westminster, referenced a petition submitted (attached to and forming part of these Minutes as Schedule 30) and spoke in opposition to the proposed bylaws. I. Morrow remarked that while there is a need for affordable housing, the proposed bylaws, if approved, may result in the loss of the city's heritage character. I. Morrow commented on

Council's authority on land use, noting that applications for townhouse development should be considered on a case-by-case basis. I. Morrow then cited concern with (i) the public hearing notification process, (ii) assessed property values based on permitted land uses and how it would affect property taxes, and (iii) the effects of shading due to density. I. Morrow concluded by remarking that given that New Westminster is the second densest city in Canada and has exceeded its first year mandated Housing Order Target, the City should advocate against provincial requirements.

Gaganjot Grewal Madaan, New Westminster, joined the meeting by electronic means and commented on the development of duplex housing, noting that it offers a practical option that fits in well within existing single-family neighbourhoods, offers an additional housing option, and increases the housing stock.

Joanne Folka, New Westminster, Glenbrooke North, joined the meeting by electronic means and spoke in opposition to the proposed bylaws, citing that it could lead to land speculation and therefore increase the cost of housing. J. Folka commented on the loss of the City's tree canopy cover as a result of development and expressed concern regarding increased density as it relates to school capacity. J. Folka concluded by expressing disappointment in the City's absence on the coalition of Metro Vancouver municipalities calling on the Government of BC to roll back mandated housing legislation.

Karen Crosby, New Westminster, spoke in favour of the proposed bylaws, and was of the opinion that the amendments add housing choice, encourage inclusive housing throughout the city, and support the walkability of the city. It was further noted that pre-zoning properties to allow townhouses streamlines the development process by eliminating the need for a rezoning application. K. Crosby then spoke to the various health and environmental benefits of walking, noting that walkable neighbourhoods may also attract businesses. K. Crosby concluded by stating that denser housing requires more services and encouraged the City to advocate to the provincial government for infrastructure such as schools and hospitals.

Jennifer Thompson, New Westminster, spoke in favour of the proposed bylaws, citing support for townhouses and non-profit affordable housing. J. Thompson commented that the need to adapt to the City's growing population is essential and expressed interest in learning more about the City's Financing Growth Strategy, Development Cost Charges and Amenity Cost Charges.

Patrick Muise, New Westminster, queried various transportation infrastructure projects throughout the city and recommended the installation of overpasses to remove regional through-traffic from local roads.

Susie Poulsen, New Westminster, joined the meeting by electronic means and cited concern about the impact to property owners of pre-zoning properties to allow townhouses. S. Poulsen commented that while the proposed bylaws respond to mandated provincial requirements, land use designations do not guarantee the development of housing; it was noted that despite various approval processes, prospective development properties are often unsightly and vacant, which contributes to the decline of neighbourhoods. S. Poulsen remarked that welcoming new residents should occur without displacing others.

Neil Salmond, New Westminster, spoke in favour of the proposed bylaws, citing support for streamlining the development process for up to six storeys affordable housing and townhouse projects. N. Salmond sympathized with concerns from previous speakers in relation to the need for public amenities like parks, suggesting that streets be converted into car-free linear green spaces. N. Salmond also encouraged the implementation of innovative technologies to address concerns about electrical load capacity of new developments. N. Salmond concluded by thanking the City for introducing changes that will offer more housing choice.

Charles Condon, New Westminster, West End, spoke in opposition to the proposed bylaws, expressing concern regarding fewer opportunities for residents to provide input on new development projects and densification without new public amenities. C. Condon urged Council to reject the proposed bylaws in order to maintain opportunities for public input on new developments.

Samantha Ward, New Westminster, spoke in opposition to the bylaws, noting that Bill 44 permits small-scale, multi-unit housing on single-family lots and therefore there is no need to designate and pre-zone properties to allow townhouses. S. Ward commented that lot sizes vary and while lot consolidation is an option, it adds a layer of technical and financial complexity to potential redevelopment. S. Ward remarked that it would be preferable to have the City simplify permitting requirements and increase flexibility to better support secondary suites and carriage houses; this approach would also lend itself to preserving the heritage of homes and the character of neighbourhoods. S. Ward then commented on utility infrastructure constraints, noting that in the absence of a bylaw requiring a developer to pay to upgrade lot services, the cost will be borne by tax payers. S. Ward concluded by querying how the approximately 570 properties were identified for pre-zoning.

Chad Lindstrom, New Westminster, West End, spoke in favour of the proposed bylaws, however, queried the rationale for identifying the proposed properties for pre-zoning. C. Lindstrom was of the opinion that it appears inconsistent in that lots within existing denser areas have been identified for pre-zoning, while lots in areas that have capacity for additional density have not.

Derrick Thornhill, New Westminster, spoke in favour of development and suggested the City examine introducing stratification as a means to keep people in the community and encourage generational living.

Elmer Rudolph, New Westminster, cited concern about the public hearing notification process and was of the opinion that it was insufficient. E. Rudolph remarked that information cards would benefit from improved design and clarity and was of the opinion that in-person public information sessions would better inform residents of proposed changes.

Brian Elder, New Westminster, spoke on behalf of his sister Helen Koberstein, echoing concerns of previous speakers about pre-zoning properties as it relates to property assessments and its correlated effect on property taxes. B. Elder also cited concern that new, high-density development may affect ingress and egress along Fifth Street.

Nancy Whiteside, New Westminster, expressed concern regarding the pre-zoning of properties as Residential – Townhouse (RT). It was noted that the RT land use designation requires a 9,000 square feet minimum site area and therefore limits opportunities for infill development; this negatively affects property owners' ability to redevelop their lots as a land assembly would be required. N. Whiteside expressed support for increased density in the city, and was of the opinion that the proposed amendments do not align with the spirit of Bill 44, which is to permit a variety of small-scale housing options. N. Whiteside encouraged the inclusion of secondary suites in an effort to allow residents to age in place and wished to review the map identifying the 570 properties proposed to be pre-zoned for townhouses.

Eric Van Fleet, New Westminster, spoke in favour of the proposed bylaws, and was of the opinion that pre-zoning helps to sustainably and quickly implement necessary density and access to amenities and transit.

Ian Radnidge, New Westminster, expressed concern regarding the pre-zoning of properties to allow non-profit affordable housing projects of up to six storeys throughout the city, noting that development of such scale will be challenging to transition into the form and character of existing single-family neighbourhoods. I. Radnidge then cited concern regarding the public notification process, and was of the opinion that the City should have gone beyond the statutory requirements to ensure residents were aware of the proposed changes, including notifying Residents' Associations.

Chuck Puchmayr, New Westminster, spoke in favour of the proposed bylaws, however expressed concern regarding lots that may be left behind as a result of land assemblies to facilitate townhouse development.

Ann Henderson, New Westminster, Glenbrooke North, queried affordability in the context of the cost of living in the Lower Mainland. A. Henderson spoke to the challenges endured by previous generations to become a home owner and was of the opinion that while the proposed changes may expand opportunities for individuals to enter the housing market, it is at a cost to existing residents.

Russet Killough, New Westminster, Glenbrooke North, stated that while densification is needed, the rate of change is concerning. R. Killough further cited concern regarding (i) the lack of infrastructure, (ii) traffic congestion throughout the city, (iii) pedestrian safety, and (iv) limited on-street parking.

Deane Gurney, New Westminster, expressed concern regarding the proposed bylaws, noting the importance of ensuring the changes do not result in unintended consequences as they could negatively affect the City's goals for growth.

Rohan Singh, New Westminster, spoke in favour of the proposed bylaws, noting that the amendments would add housing choice and encourage inclusive residence in the city. R. Singh expressed support for non-profit affordable housing projects of up to six storeys and urged Council to vote in favour of the proposed bylaw amendments.

Adrian Mikkelson, New Westminster, urged Council to slow down the implementation of the proposed amendments, and was of the opinion that better planning and consideration is necessary to mitigate impacts to residents.

Peter Jorgenson, New Westminster, Glenbrooke North, spoke in favour of the proposed bylaws, expressing the importance of affordability in housing options for all and in particular the desire for ground-oriented housing with greenspace for families. It was noted that while densification will be gradual, the need for public amenities and infrastructure is immediate. P. Jorgenson encouraged residents to subscribe to Be Heard New West to be informed of City projects.

D. Brett, New Westminster, cited concern regarding the public consultation process for the proposed changes to the Official Community Plan, citing a preference for a grassroots process to meet the needs and reflect the wishes of the community. D. Brett was of the opinion that townhouses are not affordable and that it is more environmentally friendly to add density to existing homes rather than through redevelopment.

The Chair acknowledged the conclusion of the first round of public speakers. Speakers then addressed Council for the second time with new information.

Iris Morrow, New Westminster, referenced a petition submitted to Council in opposition to the proposed bylaws (attached to and forming part of these Minutes as Schedule 30) and cited concern regarding shadowing impacts on residents' ability to grow food, garden, and enjoy outdoor space. I. Morrow concluded by remarking that given that New Westminster is the second densest city in Canada and has exceeded its first year mandated Housing Order Target, the City should advocate against provincial requirements.

Nancy Whiteside, New Westminster, was of the opinion that the proposed changes to the City's land use regulations to align with provincial housing legislation has been ongoing for a considerable amount of time and was of the opinion that the City has provided many opportunities for community engagement over the years. N. Whiteside spoke in favour of stratifying laneway houses and increasing square footage allowances for small-scale development options.

Larry Church, New Westminster, referenced a townhouse development project in the city, noting that current new developments are contributing to pressures on the City's utility infrastructure. L. Church also cited concern regarding a reduction in parking requirements for new developments, querying how the City will address the need for on-street parking.

Dave Wellsby, New Westminster, queried the map identifying the 570 properties proposed to be pre-zoned for townhouses.

d. Closure of the Hearing

The Chair announced that the Public Hearing for Bylaws No. 8547 and 8524 was closed.

Cllr. Campbell returned to the meeting (9:58 p.m.).

4. ADJOURNMENT

MOVED and SECONDED
THAT the meeting adjourn (9:59 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Public Hearing of Council of the City of New Westminster held on January 26, 2026.

Patrick Johnstone
MAYOR

Hanieh Berg
CORPORATE OFFICER

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:01 AM
To: 'Rainiy'
Subject: RE: [EXTERNAL] Strong Opposition to Bylaws 8522, 8524, 8528 & 8547 - S.22(1) Richmond St Resident

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development Department.

Thank you again for taking the time to share your views with New Westminster City Council.

Hanieh Berg
Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

From: Rainiy S.22(1) Personal Information
Sent: January 23, 2026 7:19 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Strong Opposition to Bylaws 8522, 8524, 8528 & 8547 - S.22(1) Richmond St Resident

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Mayor and Council,

I am a resident and homeowner at S.22(1) Richmond St. I am writing to formally express my strong opposition to the proposed OCP and Zoning updates (Bylaws 8522, 8524, 8528, 8547, 8530) for the following reasons:

Infrastructure Failure and Water Leaks: Sapperton has experienced multiple severe underground water leakages recently, proving our utilities are at a breaking point. Adding density without upgrading the grid is irresponsible.

Power Grid Concerns: I am deeply concerned about the local power grid's capacity to handle increased electrical loads from hundreds of new units, especially during peak seasons.

Overcrowded Schools and Hospitals: Our local schools (e.g., Richard McBride Elementary) are already at capacity. Furthermore, the Royal Columbian Hospital ER and surrounding medical resources are under immense pressure. This policy fails to address how these essential services will scale.

Traffic and Parking: Richmond St is already congested. The proposed reduction in parking requirements for new developments will lead to gridlock and safety issues for emergency vehicles.

Loss of River Views: My property's view of the Fraser River is a key part of my quality of life. The 6-storey allowance on sloped lots will permanently obstruct these views.

I request that Council reject these bylaws in their current form until a comprehensive infrastructure and resource assessment is completed for the Sapperton area.

Please include this letter in the official record for the Public Hearing on January 26, 2026.

Sincerely,
Rainiy
s.22(1) Richmond St, New Westminster

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:02 AM
To: 'J Nicol'
Subject: RE: [EXTERNAL] Written comments about non-profit affordable housing.

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development Department.

Thank you again for taking the time to share your views with New Westminster City Council.

Hanieh Berg
Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

From: J Nicol S.22(1) Personal Information
Sent: January 23, 2026 9:28 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Written comments about non-profit affordable housing.

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Hello,

I have been a resident of New Westminster for 40 years now. There have been a lot changes in the city. The apartment building I live in has changed hands in the last year. I pay very reasonable rent (at this time). The tenants are waiting for an unreasonable rent increase to occur. We encourage the city to continue working on putting through a strong Tenant Assistance Policy so Tenants feel like they have a voice. But also so they are not unfairly evicted into the street. In regards to Bylaw No. 8522, the city needs to be supported in the zoning of of more non-profit affordable housing. After a building developer constructs for-profit housing, they should be required to construct non-profit affordable housing. If I am ever evicted, I will have to look for 1-2 roommates or possibly work 7 days a week just to pay rent. In another eleven years, I should be retiring. Will I ever retire because of the cost of living? I encourage the city to keep seeing the residents of New Westminster.

Thank you,

J. Nicol

Mayor and Councillors

From: Mayor and Councillors
Sent: Friday, January 23, 2026 4:48 PM
To: 'Dave Thomson'
Subject: RE: [EXTERNAL] Townhouse Development & Transit Oriented Development Areas

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Dave Thomson S.22(1) Personal Information
Sent: Friday, January 23, 2026 4:43 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Cc: Eugen Klein <eklein@kleingroup.com>
Subject: [EXTERNAL] Townhouse Development & Transit Oriented Development Areas

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Our Strata (LMS 1078) is located at the NW corner of Cumberland and Columbia. The property is 7 acres in size and within 15 minutes of both Royal Columbia Hospital and the Sapperton sky train station.The complex consists of 18 buildings with a total of 85 townhome units. The residential density is by my estimation probably close to the lowest in New Westminster with +/- 170 people living in these units which were built in 1993, 1994. Our updated depreciation report forecasts extensive maintenance expenses and assessments in the next 4-6 years that many of the owners will have a very difficult time meeting. The complex has Poly B plumbing that may have to be remediated and the recent electrical capacity report required by the Province shows that we do not have the supply to meet any further demand from level 2 EV charging or heat pumps. In short our complex is well past its "Best Before" date.

A majority of owners have voted in favour of selling the complex and it is currently listed through the Klein Group. There was an offer to purchase from Peak Developments that was acceptable to a majority of owners but did not meet the Provincial threshold of 80%. Stantec did a feasibility study of the complex in January 2019. I would urge you to take a look at this study in light of the revised zoning since it was done and also that it is

within the Transit Oriented Area.which wasn't applicable at the time. Development of this property would assist both the city in meeting its Provincial mandate to create 4,432 housing units and RCH in providing worksite accessible housing for its ever increasing staffing requirements.

Thank you for your consideration of this input. I would suggest that contacting Egene Klein at the Klein group would provide you with additional details.

Respectfully,
David Thomson

cc: E Klein

Schedule 4 to the Minutes of the Public Hearing held on January 26, 2026

Mayor and Councillors

From: Mayor and Councillors
Sent: Friday, January 23, 2026 4:47 PM
To: S.22(1) Personal Information
Subject: RE: letter of opposition to pre-zoning bylaw
Attachments: Letter to Mayor and Council.docx

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: S.22(1) Personal Information
Sent: Friday, January 23, 2026 2:55 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Cc: Kim Greaves S.22(1) Personal Information; Hamilton Haldon S.22(1) Personal Information
Subject: [EXTERNAL] letter of opposition to pre-zoning bylaw

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor and Councillors,

Please accept our letter of opposition to the proposed by-law amendments hearing slated for January 26,2026, that relate to pre-zoning RS-1 properties in the Glenbrook North area of New Westminster.

Unfortunately, we will not be able to speak at the hearing but we do hope to be present on January 26th.

Regards,
Hal Hamilton and Kim Greaves
S.22(1) Pe First St

To Mayor and Council

Re: Public hearing on January 26, 2026 – Statement of OPPOSITION to the Townhouse Program – Upcoming Official Community Plan and Zoning Bylaw Amendments

affecting Glenbrook North RS1 properties.

We are the owners of [redacted] First Street. We have owned this property since October of 1990 and have been New Westminster residents since the late 1970's.

We are writing to express our **OPPOSITION** to the proposed Official Community Plan (OCP)and Zoning Bylaw amendments to designate and pre-zone our property for

Townhouses. Our opposition to these amendments is based on the following perspectives:

Rezoning bylaw proposal is incomplete

We have tried to find a detailed description with complete wording of the new bylaw proposal. In researching myriad documents surrounding the proposed

zoning changes we were alarmed to read that framers of the new bylaw have taken "…a '*light touch' approach whereby baseline requirements are being advanced to meet the deadlines".*

In other words, the work has been rushed and is incomplete and can only be viewed as an attempt to avoid conflict with provincial mandates by not meeting a target deadline.

This bylaw is unnecessary as **Provincial Bill 44** already allows for development and increased density of RS1 properties.

Further, the framers of this bylaw state, "*Once deadlines have been met, staff will undertake a second phase of work to incorporate further analysis and refinement of the work completed."*

The 'work' is not completed. A *'work on the fly approach'* has been adopted without homeowners and residents knowing what to expect, and this is unacceptable.

This language in the background documents is vague and gives taxpayers no concrete idea of what will happen next. This places far too much power in the hands of staff to complete work not encompassed by the current proposed bylaw.

We strongly urge Mayor and Council to reject the bylaw proposal in its entirety.

The timeline/notice to residents was too short for residents to respond to these proposed bylaw changes in a meaningful capacity

We learned of this hearing in late December and received mail about the hearing in the third week of January.

This cannot possibly be considered adequate notice of proposed bylaw amendments that seek to change the zoning of many Glenbrook North property owners.

Heritage value of Existing Home at 601 First Street

We live at [redacted] First Street. Our home is a craftsman home that was built in 1912, and it retains many original elements. The exterior of our home has been substantially refurbished,

winning the Heritage Shield award in 2005 for best exterior restoration.

Our home and several other within the proposed townhouse pre-zoning area in Glenbrook North have significant heritage value.

Do the Mayor and Council not value our efforts, and the efforts of our surrounding neighbours, who have sought to save, restore and maintain the heritage value of our homes?

Designating and pre-zoning our properties for townhouses by adopting this proposed bylaw suggests they do not. This tears at the fabric of this special area of our New Westminster community.

Multi-generational Families in Glenbrook North homes

Many residents and homeowners in this area already have children and grandchildren living with them. Instead of rezoning for townhouses, why not increase density in this neighbourhood by simplifying the permit and building processes for building basement suites and laneway and carriage houses in the Glenbrook North neighbourhood.

Lack of protection of RS1 zoned property owners against taxation based on best potential use of property

The city of New Westminster has previously passed a bylaw that protected renters from renovictions.

Question:

Where is the protection from over-taxation for the property owners in Glenbrook North?

We have seen property taxes rise in other jurisdictions when rezoning has occurred and where density has been increased.

Question:

Will the city of New Westminster include a bylaw for Glenbrook North homeowners to protect them from increased property taxes for properties affected by any proposed bylaw changes?

This protection is essential for Glenbrook North property owners. Taxations based on best use, or potential best use of the property, will create a tax burden that would force many homeowners to sell.

We deserve to be protected against higher property taxes.

The protection we speak of is as necessary to us as renoviction protection is necessary for renters. To ignore this is to allow a zoning density increase

to ‘financially over-burden and bully’ current homeowners off their properties through unaffordable and unfair tax burdens.

Therefore a ‘taxpayers bylaw’ that prevents a tax increase as a consequence of re-zoning is just as essential as a by-law that protects renters from renovictions.

Traffic congestion, and lack of surface and street parking

There is one elementary school, and one middle school in the proposed pre-zoning area of Glenbrook North. Currently the elementary school is overcrowded, with three portable units on its property to accommodate the student population overflow.

We haven’t read anything within the city plan to increase available school space to accommodate a rising student population moving into the catchment area, nor anything that indicates there is a plan to deal with the associated traffic flow problems. There is already a significant traffic-related risk to the young children who attend Ecole Herbert Spencer Elementary.

Traffic is becoming unmanageable within the Glenbrook North area. Many commuters use First Street as a corridor to speed from 8th Avenue to 6th Avenue to avoid a short section of commuter traffic on McBride boulevard. Any increased density in this area of Glenbrook North will create further traffic chaos and gridlock, as motorists compete to find space to park to pick up, and to drop off their children.

Additionally, the bylaw amendments seek to remove the minimum number of vehicle parking spaces. Where are the extra vehicles associated with increased density meant to go?

As much as we want a vehicle free society, the simple reality suggests this is a fantasy. First Street is narrow and only allows for vehicles to travel in one direction where vehicles are parked on both sides of the street.

The side streets surrounding Ecole Herbert Spencer Elementary and Ecole Glenbrook Middle School are chaotic every morning and afternoon as traffic jams up First Street. There is a lack of drop-off parking for parents bringing their children to school, while competing with rush hour traffic

moving through our community. This leads to frustration and anger with drivers who express their frustration by honking, reckless driving - such as U-turns mid block, speeding when they can, and running the stop sign at First Street and 6th Avenue. Adding density through rezoning will only compound the problem.

TOD zones negative population growth

The OCP identifies TOD zones as existing in a radius of 800 meters around each SkyTrain station, of which there are 5 in New Westminster.

These TOD zones are areas designated for higher density and will provide thousand of new living units.

Glenbrook North is a significant distance outside any of these TOD zones. We remain perplexed as to why the proposal to rezone our property has been recycled for a second time since we have lived in our home.

There are other areas nearby where rezoning would make much more sense, given their wider streets, and fully functional traffic lights.

The ‘light touch’ approach taken so far has left far too many questions unanswered.

Lastly

Mayor and Council, we received your notice of this proposed rezoning via a letter found in our mailbox a few days before the scheduled public hearing. This short amount of time has left us scrambling to understand the proposed bylaw and advance a well-informed response to the proposal of pre-zoning our property. We don’t know what is going to happen to our property other than to understand that our property is to be rezoned without our consent.

We strongly urge you, Mayor and Council, to make the right decision and say no to this by-law.

Mayor and Councillors

From: Mayor and Councillors
Sent: Friday, January 23, 2026 4:47 PM
To: 'B&U mmmm'
Subject: RE: Townhouse Program

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | E kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca

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-----Original Message-----
From: B&U mmmm S.22(1) Personal Information
Sent: Friday, January 23, 2026 1:27 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Townhouse Program

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: New West Mayor & Councillors
Subject: Townhouse Program

We are owners of properties in both Queens Park and Moody Park areas that will be affected and we both OPPOSE this proposal.
Our city does not have the infrastructure or facilities (schools, parking, recreation etc.) required for this densification. Our roads are so jammed packed it takes me 20 mins to get out of New West, we do not need townhouses jamming more people in making it even worse.
Our city is known for being a beautiful heritage area with houses, trees and green space and you are destroying it with your insane densification ideas. Townhouses are large ugly eyesores with large footprints and do not carry the theme of our city and why I have enjoyed living here.
Also, will the townhouses and low income housing be required to meet all of our city's heritage requirements?
We are disgusted and very unhappy with the direction you are taking our city!!

Brad Melenychuk and Ursula Lutsch

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 9:12 AM
To: 'Assaf Yekuel'
Subject: RE: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8522, 2025 - Transit Oriented Development Areas and Housing Needs Report Integration

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Assaf Yekuel S.22(1) Personal Information
Sent: Saturday, January 24, 2026 2:22 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8522, 2025 - Transit Oriented Development Areas and Housing Needs Report Integration

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,Dear Mayor and Council

I write as an urban planning professional in strong support of Amendment Bylaw No. 8522, which would enable Transit Oriented Development Areas and integrate the Housing Needs Report into the Official Community Plan. This amendment represents sound planning practice supported by decades of international evidence and aligned with provincial legislative requirements.

BC's Bill 47 (Housing Statutes [Transit-Oriented Areas] Amendment Act, 2023) mandates minimum densities near rapid transit stations: up to 20 storeys within 200 metres, 12 storeys at 201-400 metres, and 8 storeys at 401-800 metres [chbabc.org, 2023]. This legislation reflects the established planning principle that

transit investments should be leveraged through compatible land use. Amendment Bylaw No. 8522 aligns New Westminster's OCP with these provincial requirements while adapting implementation to local context.

From an environmental perspective, Transit-Oriented Development inherently reduces pollution by decreasing dependence on private vehicles and promoting public transportation, walking, and cycling [Sustainability Directory, 2025].

The removal of parking minimums in TOD areas follows established best practice **now implemented in over 3,700 cities in 22 countries** [Parking Reform Network, 2024]. **Denver's 2025 analysis found that removing parking minimums would boost housing construction by 12.5%** [University of Denver, 2025].

Research highlights the important role that access to employment plays in labor market outcomes. A study by the National Bureau of Economic Research found that workers in lower-paying occupations who recently lost their jobs were able to return to employment more quickly when they lived in areas with stronger job access. In addition, development patterns focused around transit can meaningfully reduce the cost of daily travel. According to the Illinois Housing Development Agency, households with convenient access to both bus and rail services spent about $3,000 less each year on transportation than households in areas lacking transit connections [Pace University, 2023].

The integration of the Interim Housing Needs Report ensures that planning decisions are grounded in demographic evidence. **The report identifies a need for 27,523 new housing units by 2044** [City of New Westminster, Interim Housing Needs Report 2024-2044]. Concentrating this growth near transit stations—where it can be accommodated with appropriate urban form and where residents will have alternatives to car dependency—represents responsible growth management.

This bylaw amendment implements approaches that have succeeded in the world's most livable cities. I recommend its adoption as sound planning practice aligned with provincial policy, supported by international evidence, and responsive to New Westminster's housing needs.

I urge you to vote in favour of this bylaw amendment.

Respectfully submitted,

Assaf Yakuel

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:12 AM
To: 'Assaf Yekuel'
Subject: RE: [EXTERNAL] Re: Zoning Amendment Bylaw No. 8528, 2025 - Non-Profit Affordable Housing of Up to Six Storeys in Transit Oriented Development Areas

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Assaf Yekuel S.22(1) Personal Information
Sent: Saturday, January 24, 2026 2:39 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Zoning Amendment Bylaw No. 8528, 2025 - Non-Profit Affordable Housing of Up to Six Storeys in Transit Oriented Development Areas

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,Dear Mayor and Council

I write as an urban planning professional in strong support of Zoning Amendment Bylaw No. 8528, which would allow non-profit affordable housing projects of up to six storeys in Transit Oriented Development Areas to proceed without rezoning. This amendment implements internationally proven approaches to affordable housing delivery.

The six-storey form enabled by this bylaw represents an efficient building type for affordable housing delivery. Wood-frame construction is permitted up to six storeys under the BC Building Code, allowing cost-effective construction without the expense of concrete and steel. This 'sweet spot' of density delivers significant unit counts while keeping construction costs manageable - a critical consideration for non-profit providers operating on limited budgets.

From a planning perspective, locating affordable housing in Transit Oriented Development Areas optimizes public investment. Residents of affordable housing often have lower car ownership rates and higher transit usage. By enabling affordable housing near SkyTrain stations, the City ensures that the residents who will benefit most from transit access are located where they can use it.

International models demonstrate the effectiveness of non-profit housing at scale. **Social housing makes up 29 percent of the total housing stock in the Netherlands, through 284 non-profit housing associations with no direct government subsidy, using revolving funds from rental income** [The Planning Report, 2023]. **Singapore houses about 80% of its population in public housing** [Statista, 2023].

The fiscal case for this bylaw is compelling. Every rezoning process that delays an affordable housing project risks the loss of senior government funding tied to project timelines. Streamlined approvals ensure that funding secured for our community actually translates into housing built.

I recommend adoption of this bylaw amendment as aligned with international best practice, responsive to non-profit housing delivery needs, and consistent with sound fiscal management of the development approval process.

I urge you to vote in favour of this bylaw amendment.

Respectfully submitted,

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 9:15 AM
To: 'Assaf Yekuel'
Subject: RE: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8547, 2025 - Townhouse Development and Non-Profit Affordable Housing on Townhouse Sites

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Assaf Yekuel S.22(1) Personal Information
Sent: Saturday, January 24, 2026 2:56 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8547, 2025 - Townhouse Development and Non-Profit Affordable Housing on Townhouse Sites

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,Dear Mayor and Council

I write as an urban planning professional in strong support of Amendment Bylaw No. 8547, which would designate approximately 900 properties for townhouse development and allow non-profit affordable housing of up to six storeys on townhouse-designated sites. This amendment addresses the well-documented 'missing middle' gap in our housing supply.

Townhouses represent an efficient use of urban land while providing housing forms suitable for families. At **12-18 units per acre compared to 4-6 units per acre for single-family detached homes**, townhouses distribute land costs across multiple units, making them inherently more affordable without subsidies. **The Netherlands houses 42% of its population in row houses—more than any other country** [Statistics Netherlands, 2025], demonstrating that this form can serve as a nation's dominant housing type.

BC's Bill 44 (Housing Statutes [Residential Development] Amendment Act, 2023) requires municipalities to permit 3-4 units on most residential lots and 6 units near frequent transit [Canadian Home Builders' Association, British Columbia, 2023]. This bylaw amendment complements provincial requirements by enabling townhouse development in areas where it is most appropriate - adjacent to Transit Oriented Development Areas and near community amenities like parks, schools, and community centres.

The selection criteria for townhouse designation reflect sound planning principles. Properties adjacent to TOD Tier 3 areas provide appropriate transition between eight-storey mid-rises and lower density housing. Properties near community amenities are desirable, walkable locations suitable for family-oriented housing. Properties on busy roads without lane access benefit from the improved site access that townhouse developments can provide.

The provision allowing non-profit affordable housing on townhouse-designated sites implements what planning researchers call 'gentle density' while creating opportunities for affordable housing providers. Faith communities and other non-profits often own land in residential areas but face barriers to developing the housing their missions call them to provide. This bylaw enables these mission-driven organizations to build six-storey affordable housing without rezoning.

From an infrastructure perspective, townhouses in the designated locations leverage existing investments. Properties near transit, schools, parks, and other amenities are places where community infrastructure exists to support additional households. Directing growth to these locations is more efficient than extending infrastructure to serve greenfield development.

I recommend adoption of this bylaw amendment as consistent with provincial housing policy, responsive to family housing needs, and aligned with sound principles of land use planning and infrastructure efficiency.

I urge you to vote in favour of this bylaw amendment.

Respectfully submitted,

Assaf Yakuel

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:15 AM
To: 'Assaf Yekuel'
Subject: RE: [EXTERNAL] Re: Zoning Bylaw No. 6680, 2001, Amendment Bylaw No. 8524, 2025 - Pre-Zoning for Townhouses and Updated Townhouse Regulations

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Assaf Yekuel S.22(1) Personal Information
Sent: Saturday, January 24, 2026 4:14 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Zoning Bylaw No. 6680, 2001, Amendment Bylaw No. 8524, 2025 - Pre-Zoning for Townhouses and Updated Townhouse Regulations

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,Dear Mayor and Council

I write as an urban planning professional in strong support of Zoning Amendment Bylaw No. 8524, which would pre-zone approximately 570 properties for townhouse development and update townhouse regulations. This amendment implements as-of-right development approaches that have proven effective in jurisdictions worldwide.

Pre-zoning removes a significant barrier to housing production. Research consistently shows that discretionary approval processes add time and cost to housing development. **Los Angeles data demonstrates that discretionary projects took a median 747 days for approval compared to under 500 days for by-right projects—a gap of more than 8 months** [Journal of the American Planning Association, 2023]. By pre-zoning properties for townhouses, this bylaw reduces uncertainty, shortens timelines, and lowers costs for housing delivery.

Auckland's 2016 reform enabled a construction boom that expanded housing stock faster than pre-reform, improving affordability metrics despite ongoing population pressures [morehousing.substack.com, 2023]. These precedents demonstrate that removing barriers to townhouse development produces measurable results.

The 570 properties selected for pre-zoning were identified through analysis of transition areas, amenity proximity, and access conditions. This is not blanket upzoning but targeted enabling of townhouse development where it is most appropriate and where infrastructure exists to support additional households.

I recommend adoption of this bylaw amendment as aligned with evidence-based approaches to housing production, responsive to provincial policy direction, and appropriate to New Westminster's context and housing needs.

I urge you to vote in favour of this bylaw amendment.

Respectfully submitted,

Assaf Yakuel

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:15 AM
To: 'Neil Salmond'
Subject: RE: [EXTERNAL] Strongly in favour of the TOA and Townhouse updates

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Neil Salmond S.22(1) Personal Information
Sent: Saturday, January 24, 2026 2:54 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Strongly in favour of the TOA and Townhouse updates

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Dear Mayor and Council,

I am strongly in favour of the proposed OCP and Zoning updates.

We are in a housing crisis and more homes in our wonderful city, and near our rapid frequent robo-transit is exactly what we need. To adapt the '95 tourism commission slogan, the world needs more New Westminster.

When my kids were little we looked for quality three-bedroom apartments in mid-rise buildings, and found little. I now understand this to have been due to a combination of (a) the lack of land zoned for that density, and (b) building codes that de facto blocked the Light, Air and Social Stair single-lot midrise typology.

The province has corrected the building code issue, and now it's up to New Westminster to follow with the rest. These Land Use changes are an excellent step in that direction.

Thank you for your work and I look forward with excitement to the future of New Westminster!

Neil

PS

I specifically welcome the wording around allowing up to six storeys for non-profit affordable housing, and the same opportunity for other tenures if the development "aligns with or exceeds City policy and significantly advances a City priority or objective".

If I have a concern, it's that any remaining ambiguity in what will be approved and permitted is de facto a policy in favour of big developers, who have the balance sheets to weather that uncertainty. So a big developer can purchase a Land Assembly and apply for a six storey five-over-one breadloaf, and can afford to wait while council and staff decide whether or not the development "advances a city priority".

For reasons of Light, Air and the Social Stair, among others, I would love to see our midrise buildings be developed lot by lot, therefore by smaller developers. Uncertainty in permitting and zoning removes smaller developers from the market. Perhaps we could have something like a clear points-system checklist of the policies that will curry favour.

I'd suggest for consideration items such as:

* Deconstruction not demolition
* Limited uplift covenants, for persistently below market sale values. We need more tenures between officially Affordable and pure Market.
* More than 50% units being 3-bedrooms.
* All electric, no gas connection
* Passivhaus, or at least low energy demand
* Modo EV charging (and battery storage integration with smart appliances to keep peak load down)
* Brownwater systems
* Xeriscaping, green roofs and pollinator support

Thank you for your work and I look forward with excitement to the future of New Westminster!

Neil





Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:10 AM
To: 'Sasha Sabinin'
Subject: RE: [EXTERNAL] Written Comment for Jan 26 2026 Public Hearing

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Sasha Sabinin S.22(1) Personal Information
Sent: Saturday, January 24, 2026 12:45 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Written Comment for Jan 26 2026 Public Hearing

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Hello,
I would like to strongly support the proposed community plan bylaws and zoning bylaws that will be discussed. These changes and developments will greatly help with keeping New West a growing city, where people of all different backgrounds and needs can live and thrive within. Focusing on density around transit is the most logical decision to make at this point, and expanding and making it easier to develop is in everybody's interests. It allows for more walkable cities, a healthier population, better opportunities for first time renters, etc etc. If traffic and cars are your top concern, more people living closer to transit is the best way to reduce that. Seeing proposals and plans like these two give me a lot of hope that it can help a huge portion of the population, like myself, who struggle with the ever unaffordable rentals and property prices.
Thanks,
Sasha

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:04 AM
To: 'sheila lechner'
Subject: RE: Transit Oriented Development Areas Proposal

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development Department.

Thank you again for taking the time to share your views with New Westminster City Council.

Hanieh Berg
Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

From: sheila lechner S.22(1) Personal Information
Sent: January 24, 2026 12:17 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Transit Oriented Development Areas Proposal

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council of New West,

I've read the December 15 Our City Our Homes Implementation report relating to the Transit Development Areas around skytrain stations. I agree that New West can expand liveability around transit areas, however this proposal is designed to further exacerbate land speculation in New West. These changes allow for large-scale corporate accrual of property and price manipulation. Corporate property ownership leads to evictions, homelessness and housing unaffordability. It is disappointing that New West Mayor and Council are promoting changes that will make living in New West more difficult.

This proposal promotes large-scale, disruptive, multi-year development projects that will decimate existing neighborhoods and communities. Corporate development projects contribute nothing to the local community while requiring vast public resources (boulevards, road access/diversions) with zero accountability. Also, what is a non-profit? Can property owners be excluded from pre-zoning? Can these development proposals be reversed? Two Council meetings and an index card/mailer doesn't seem like a sufficient, legally-supported method to subvert the Zoning Approval process for hundreds of properties.

Also legal concerns, such as: Can governments make broad land-use decisions on unceded, non-treaty land where title is unclear? Are 2 Council meetings and an index card/mailer a legitimate notification, able to subvert the Zoning Approval process for hundreds of properties? Given the February 24, 2026 deadline for approval of these measures, the entire process appears rushed, corporate-motivated and legally specious.

I appreciate your service to the community and have nothing but respect for the work you do.

I'll be attending the meeting Monday, hoping for more information. I encourage Mayor and City Council to vote against both proposals at the January 26 meeting. They need more community education and involvement. These proposals are not being promoted by residents, but corporations.

Regards,

Sheila Lechner
1xx Seventh Avenue
S.22(1) Personal Information

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:02 AM
To: 'sheila lechner'
Subject: RE: Townhouse Development/Accelerator Program

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development Department.

Thank you again for taking the time to share your views with New Westminster City Council.

Hanieh Berg
Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

From: sheila lechner S.22(1) Personal Information
Sent: January 24, 2026 11:43 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Townhouse Development/Accelerator Program

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council of New West,

I've read the December 15 Our City Our Homes Implementation report and I strongly disagree that removing the existing Zoning Approval Process (aka 'pre-zoning') will lead to affordable housing or a decrease in homelessness in New West. The Accelerator Program is exclusively designed to benefit corporate property developers and will further increase land speculation. The "streamlining" proposed removes public/neighborhood/community involvement while encouraging corporate predatory behavior. Property owners of "pre-zoning" areas aren't even being specifically notified (general mailer only, unspecific).

This proposal will facilitate large, anonymous corporate land acquisition and deteriorate neighborhoods and social cohesion within the community. That properties aren't being individually notified of their re-zoning could lead to legal challenges and community backlash.

There is a lot that is unclear in this proposal such as: what is a non-profit? How long does the property remain non-profit (in perpetuity?)? Can property owners be exempted from the proposed pre-zoning? Can

pre-zoning decisions be reversed? Why isn't there any recourse for individual property owners facing corporate development projects on their block and the year-long disruptions and community resources they require? Again, I only see corporate benefits to this proposal.

Also legal concerns, such as: Can City Council remove the entire Zoning Approval Process (aka 'pre-zoning') in favor of corporate property developers over communities? Can governments make broad land-use decisions on unceded, non-treaty land where land title is unclear?

I appreciate your service to the community and have nothing but respect for the work you do.

However, I have strong concerns about the Accelerator Program and "pre-zoning" city blocks without any community input/notification. The historical Zoning Approval Process has worked for the community to this point. I'll be attending the meeting Monday, hoping for more information.

Regards,

Sheila Lechner
1xx Seventh Avenue
S.22(1) Personal Information

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:03 AM
To: 'Michael Hall'
Subject: RE: OCP updates provide more choice to residents

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development Department.

Thank you again for taking the time to share your views with New Westminster City Council.

Hanieh Berg
Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

From: Michael Hall S.22(1) Personal Information
Sent: January 24, 2026 12:12 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>; External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] OCP updates provide more choice to residents

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I am writing to voice my strong support for these OCP updates — both those that are mandated by the province, and those that were initiated and/or shaped by New Westminster.

I think the updates are great because they provide people with choice. Right now, significant swaths of the city are zoned for only detached housing. Even if a small fraction are converted to multiplex upon redevelopment, this is locking tremendous portions of the city into the most expensive form of housing possible. Some people want this, and can afford it! That's great! Those people are still within their right to stay in their property and not sell it, or even purchase a property and build a detached home. That power is not going away, and no one's detached home is being condemned for anything. But allowing more options for housing in (some of) the city like townhouses and 6-storey buildings is an important step forward. Now people will have the power to live in more affordable housing — even if it isn't "Affordable Housing", it will be more affordable than the detached homes land is currently restricted to.

Similarly, providing more housing near public transit provides people with more choice in how they get around. New West is already quite transit dependent — just the other day I saw 18 people waiting for the 106 bus Uptown (I counted). But if you live far from a good bus route or SkyTrain Station, you still may have no choice but to drive. If there is more housing, and more types of housing near rapid transit, that gives people the real, viable option to use a different form of transportation. We will never reduce traffic in our city by encouraging people to live anywhere but near good transit. People will always still have the option to drive, but if housing near good transit is not prioritized, then they are not being given any other options.

One thing that should be improved upon: there are still lots of restrictions on non-profit housing
The allowance for non-profit housing construction should be expanded city-wide. It's great to see the removal of regulatory hurdles to build 6-storey non-profit housing in some parts of the city. But this allowance should be expanded even more. Why are there parts of the city that we are still effectively saying we don't want non-profit housing? It may not be banned there, but prioritizing it *in only some places* is, in my opinion, an admission that it shouldn't be allowed everywhere. Similarly, when staff presented on this many months ago, their slide deck still gave me the impression that the city is approaching this kind of housing with ways to say "no" to it. There were many, many restrictions still (e.g., setbacks, heights, location, Floor Area Ratios). In my opinion, non-profit housing is what everyone truly wants, even if they don't know it. It's housing that even if not subsidized, is being built *for people* and not profit. My view is: why are there any restrictions at all on housing of this type?

Thank you,

Michael Hall

Schedule 15 to the Minutes of the Public Hearing held on January 26, 2026

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:16 AM
To: 'Mark Lechner'
Subject: RE: Transit Oriented Development Areas Proposal

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Mark Lechner S.22(1) Personal Information
Sent: Saturday, January 24, 2026 8:33 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Transit Oriented Development Areas Proposal

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Dear Mayor and City Council of New Westminster,

After recently reading Our City Our Homes Implementation report I am rather worried about how this proposal will simply aid land speculation in New West. While this seems like it is meant to supplement housing density near transit (mostly skytrain stops), these are massive developments that completely change the nature of the community and landscape. The housing provided is rarely affordable and they do nothing to alleviate the affordability and housing crisis in this city. The disruption to roadways is already happening and while it might seem minor, residents of the city bear the burden of inconvenience while developers reap financial rewards from afar and do not stay in the city.

The notification and consultation process provided by the city for residents seems designed to avoid any real input or full sharing of information. For example, what defines non-profit? Why do we need pre-zoning? Is our zoning process broken or is it simply too cumbersome for banks and real estate developers to realize quick new financial gains. Hundreds of properties are impacted and with a February 24, 2026 deadline for

approval with no ability to raise concerns after that date, this really feels like the city is rushing ahead at best and doing something on the sly at worst.

Please consider a more respectful and informative process for changes that will transform our community with no looking back after it happens.

Thanks,

Mark

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:17 AM
To: 'Mark Lechner'
Subject: RE: Townhouse Development/Accelerator Program

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Mark Lechner S.22(1) Personal Information
Sent: Sunday, January 25, 2026 9:12 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Townhouse Development/Accelerator Program

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council of New Westminster,

I've read the Our City Our Homes Implementation report (Dec. 15). However, I have strong concerns about the Accelerator Program and "pre-zoning" city blocks with barely any community input/notification.

I disagree that circumventing the existing Zoning Approval Process (aka 'pre-zoning') will lead to affordable housing or a decrease in homelessness in New West. The Accelerator Program is exclusively designed to benefit corporate property developers. This is not streamlining for residents, but rather for the developers and real estate industry. Property owners of "pre-zoning" areas aren't even being specifically notified (general mailer only, unspecific). HAF is pretty unique and seems designed to directly provide monetary incentive to get the city to act quickly on behalf of the real estate developers and lender/speculation market. One might ask why such accelerator programs have not been created to increase daycare or tree canopy coverage, among other things, in New Westminster. Probably because these do not enrich a select group of people and their long-term benefits do not keep making someone money.

The process for proposing such a dramatic increase in pre-zoned townhouses (nearly 1000!) leaves very little room and time for the residents and community of New West to provide input. I shocked that residents on specific blocks mapped out for this pre-zoning were not notified. And there is much that is unclear in this proposal such as: what is a non-profit? This sounds good, but it is so vague as to mean nothing to anyone. Can property owners be exempted from the proposed pre-zoning? Can pre-zoning decisions be reversed? Where is the plan for all the new laneways or traffic control? What determines the number and location of the non-profit, affordable housing units? (actually shouldn't we propose that they are all affordable?) Why can't Council consider any more input after the January 26 hearing?

I am not against townhomes, but these are major changes to the Official Community Plan and are being done in such a way that seems to be extremely rushed and motivated mostly for the money.

Regards,

Mark Lechner, resident

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:26 AM
To: 'Ed Zacharuk'
Subject: RE: [EXTERNAL] Comments and Concerns Regarding the Proposed 2026 Updates to the New Westminster Official Community Plan

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Ed Zacharuk S.22(1) Personal Information
Sent: Sunday, January 25, 2026 10:37 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Comments and Concerns Regarding the Proposed 2026 Updates to the New Westminster Official Community Plan

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

We are writing to share our concerns regarding the proposed 2026 amendments to the New Westminster Official Community Plan (OCP) and the related zoning changes scheduled for Public Hearing on Monday, January 26, 2026. Our intention is not to oppose growth or new housing, but to highlight several planning and process issues that merit further consideration before these amendments are adopted.

First, the current proposal does not clearly demonstrate how infrastructure, public safety, and community services will keep pace with the level of growth anticipated. The City's own 2026 Budget identifies managing growth as a priority, yet the OCP amendments do not provide enough detail on how essential services such as fire protection, schools, parks, and utilities will remain resilient as density increases. Throughout the last few

years we have often heard that "the decision was made by a prior Council with no opportunity to revise". Therefore, these important essential services require some consideration prior to approving these zoning changes.

Second, the broad application of the provincial Transit-Oriented Development boundaries appears to apply a "one-size-fits-all" model that does not fully account for local conditions. New Westminster has varied topography, constrained road networks, limited property for essential services, and established subdivision patterns that may require more tailored approaches to ensure smooth transitions in scale and land use. Additionally, it appears that the City of New Westminster has gone above and beyond the density requirements laid down by the provincial government. Why ? We are already one of the most densely populated cities in BC. The City of Burnaby has taken action to try to reduce the zoning that was applied by the province given they have seen what it allows with new builds. Six storey units will restrict sunlight to neighboring properties impacting mental health and impact solar power solutions which may already be in place. We should learn from this.

Third, the City's public engagement results from late 2025 show that 62 percent of residents prioritized high-quality services and infrastructure above other budget considerations. The proposed amendments may be inconsistent with these expressed community values, and we encourage Council to ensure the OCP aligns with the priorities residents have already identified.

We also view the OCP as a long-term social contract between the City and its citizens. Making significant, precedent-setting amendments during a period of rapid legislative change and economic uncertainty risks weakening confidence in this process. A more deliberate and transparent approach would help maintain public trust.

In addition, we respectfully note that Council has a "fiduciary duty" to act in the public interest by ensuring decisions are well-supported, financially responsible, and consistent with long-term community objectives. Proceeding with major land-use changes without a fully developed understanding of infrastructure capacity, affordability outcomes, and service impacts may challenge this obligation to residents. Hopefully the City will commit to ensuring market value property taxes are collected from Non-profit Affordable Housing such that the tax base is not faced with an annuity continuously funding these units proportionate share of property taxes into the future. In our opinion as part of this process ensuring the annuities of costs for every decision should be part of the budgeting process.

Finally, although we support housing growth, it is not clear whether the proposed increases in density will result in direct meaningful improvements in affordability but consider the secondary impact which is often missed. If new supply is market-driven, commitments to non-market or below-market units may not be required as people move closer to these transit areas and areas where people are moving from may experience price reductions as more supply becomes available. Per unit cost estimates for townhouses may not be any more affordable than areas in other parts of New Westminster unless low cost inventory is created thus creating concerns over quality of builds. This must not be rushed.

We appreciate the opportunity to participate in this process. As noted on the City's website, we will attempt to attend the Public Hearing but given current traffic issues that may not be possible.

Thank you for your consideration of these comments. Please confirm receipt.

Sincerely,

Ed and Dina Zacharuk

s.22(1) Pers Edinburgh Street

New Westminster, BC V3M 2X3

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:25 AM
To: 'Tyee Bridge'
Subject: RE: [EXTERNAL] Land Use Updates

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Tyee Bridge S.22(1) Personal Information
Sent: Sunday, January 25, 2026 9:24 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Land Use Updates

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honourable Mayor Johnsone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Metro Vancouver residents need places to live that are not car-dependent. I know from experience that it is difficult to find housing that will suit families, and we need the policies locally that will enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues!

Tyee Bridge

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:25 AM
To: 'Anita Carraro'
Subject: RE: OPPOSED to the Construction of Townhouses on 16 hundred block and London St New Westminster

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

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From: Anita Carraro S.22(1) Personal Information
Sent: Sunday, January 25, 2026 5:16 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] OPPOSED to the Construction of Townhouses on 16 hundred block and London St New Westminster

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Anita, and I am a homeowner in the 16th and London neighborhood, where the City Council is proposing the construction of townhouses. I am writing to formally oppose the proposed townhouse development in this area, specifically along the 1600 block from 10th Avenue down to 8th Avenue, and in particular on my street, London Street.

I have lived in this neighborhood my entire life. I grew up on Dublin Street and am now raising my own family on London Street. One of the main reasons I chose to stay in this community is its quiet, family-oriented nature. These blocks are home to many wonderful families, and we are fortunate to live in a peaceful

residential area. While I understand the need for housing and growth, this location is not suitable for higher-density development for several important reasons.

This area is several blocks away from the SkyTrain and even farther from grocery stores, the city centre, and other essential amenities, making it heavily car-dependent. Parking is already a significant issue, and adding townhouses would introduce more vehicles, further reducing parking availability and creating safety concerns for cyclists.

Additionally, the nearby elementary school is already over capacity. Increased density would worsen congestion in school zones and place further strain on an already overwhelmed school system. Traffic congestion throughout New Westminster is already a challenge, often taking over 25 minutes to travel across the city. Adding more vehicles will only increase congestion, accidents, and shortcutting through residential streets, putting pedestrians and bikers at greater risk.

It is also unclear why development is being concentrated specifically on the 1600 block of this area. This proposal offers no clear benefit to the existing community and instead increases congestion, strains schools and infrastructure, raises noise levels, worsens parking challenges, and negatively impacts our green landscape. This neighborhood was not designed to support high-density living.

I respectfully ask that the City Council reconsider this proposal and explore alternatives that better align with the scale, infrastructure, and long-term needs of our neighborhood. I would also appreciate transparency regarding how resident feedback is being considered in this decision-making process.

Thank you for your time.

Sincerely,
Anita

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 9:25 AM
To: 'wm s'
Subject: RE: Density/Affordable Housing Request for input

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

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From: wm s S.22(1) Personal Information
Sent: Sunday, January 25, 2026 5:10 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Density/Affordable Housing Request for input

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As I understand it, you and your predecessors have made New Westminster the second densest city in Canada. Now you are proposing changing by-laws to allow even more density, particularly for so called "affordable" housing. It is clear you are doing so at the behest of your political masters, the provincial NDP. I am completely opposed to the proposed changes.

The problem is there has been no or little upgrading of infrastructure to support the change in density so making it even more dense would further strain the current limited resources. While I applaud the work being done to upgrade the sewer and water systems -- even though the traffic interruption has been horrendous and there appears to be no coordination of the work to reduce those interruptions --, virtually everything else you have done during this term in office has been to the detriment of New Westminster residents. Your traffic "calming" measures (ie all those ridiculous pylons everywhere has made it impossible to turn right while someone else is going straight through or go around someone turning left) have been a colossal failure. Traffic just builds up. And what happens if an emergency vehicle is trying to get through? It doesn't. Which might be the cause of

someone not getting the medical help they need in a timely way or a fire getting out of control. Did anyone in the planning department consider that when the decision was made to narrow lanes of traffic all over our city? And as for the idiocy of what you've done to the 6th and 6th area, words simply fail me.

Further density would require BETTER traffic flow, not worsening it as you have. Having some bike lanes is fine, but not as many as you've put in. This is a city of hills and it rains here a lot. So, much as you might wish it, getting everyone on to a bike is not going to happen. In any event, given our geographical location, many commuters must go through New Westminster. Why make that more difficult?

Further density would also require more schools, more hospital capacity, more parks (particularly if everyone is living in a highrise), more swimming pools, ice rinks, community centers etc etc. Just where would any of those go if all land is developed for more housing? The city would also need more police, doctors, dentists, accountants, etc. What plans do you have to attract those people? Perhaps as much thought has been given to that as you gave to who was going to maintain the silly rain gardens you have installed all over the west end of the city ie "we have no budget or plan for that". By the way, the rain gardens near my house on Nanaimo St didn't seem to work at all but instead had large pools of water in them during our last heavy rain storm. Maybe a regularly cleared drain system would have been a better use of the money you've spent installing those rain gardens, which have had the added detriment of eliminating parking spots.

In short, I am am opposed to all of the bylaws you are proposing that will be the subject of the Public Hearing on Jan 26. I don't think for a moment you will listen to any of the negative feedback. But you ignore it at your peril. There is an election this year.

Wendy Stephen
[redacted] Nanaimo Street

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 9:24 AM
To: 'Anne Marie Tang'
Subject: RE: [EXTERNAL] Opposed Townhouse Accelerator Program

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

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From: Anne Marie Tang S.22(1) Personal Information
Sent: Sunday, January 25, 2026 3:08 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Opposed Townhouse Accelerator Program

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I am writing to provide comments for the Public Hearing on the Townhouse Accelerator Program, scheduled for January 26, 2026. The City's proposal would apply the "Residential — Townhouse" designation to approximately 900 properties and pre-zone around 570 of them in order to streamline townhouse development across the city. This is intended to increase ground-oriented, family-friendly housing options.

While I support thoughtfully increasing housing choice, I am concerned that moving forward with broader townhouse zoning at this time fails to adequately consider the **current capacity crisis in our schools**.

New Westminster schools are already operating beyond facility capacity, with many buildings exceeding provincial area standards and limited space for additional students. District projections indicate a shortfall of over 2,200 student spaces by 2037 if only previously approved expansions proceed. Eleven of 12 school sites

are undersized compared to provincial standards, and enrollment continues to grow, particularly in younger age groups.

Although the Province has committed to adding a new 605-seat elementary school and other expansions, this does not fully resolve overcrowding across all levels.

My main concerns are:

1. **School Overcrowding:** Increasing residential density without corresponding school capacity planning risks forcing families to send children outside their neighbourhood catchments or drive longer distances to access schooling. Many families choose New Westminster so their children can **walk to local schools**, supporting community cohesion and environmental goals.
2. **Infrastructure Strain:** Townhouse developments could add more families with school-aged children to a system already stretched beyond limits, resulting in increased reliance on portables and temporary solutions rather than long-term capacity.
3. **Environmental Impact:** Without sufficient local school capacity, families like mine may have no choice but to drive our children to school each day, which counters local goals around walkability and reduced transportation emissions.

Before expanding zoning to allow more townhomes, I urge Council to:

- Ensure **alignment with the School District's capacity planning and facility growth strategy**;
- Confirm funding and timelines for additional school spaces that can reasonably absorb future student demand;
- Work with the province and school district to synchronize housing and education infrastructure planning.

Thank you for considering the impacts on school infrastructure and neighbourhood livability as part of the decision on the Townhouse Accelerator Program.

Anne Tang
Sent from my iPhone

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:24 AM
To: 'Monica Tang'
Subject: RE: [EXTERNAL] Townhouse accelerator program concern

Good morning,

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Thank you again for taking the time to share your views with New Westminster City Council.

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T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Monica Tang S.22(1) Personal Information
Sent: Sunday, January 25, 2026 3:02 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Townhouse accelerator program concern

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Dear Mayor and Council,

I am writing to share my concerns regarding the proposed Townhouse Accelerator Program currently before Council. As outlined on the City's website, this program would apply a new "Residential – Townhouse" designation to approximately 900 properties and pre-zone around 570 of them to streamline townhouse development across neighbourhoods in New Westminster.

While I appreciate the intent to increase housing choice and ground-oriented options, I am concerned that our small city's existing infrastructure—particularly schools—is

already at capacity. Many families, including mine, chose to live here because our neighbourhoods allow children to walk to their local schools and participate in their community. Increasing housing density without ensuring sufficient school capacity risks pushing students out of their neighbourhood catchments, forcing parents to drive longer distances and undermining the environmental and social benefits of walkable communities.

Given that New Westminster's schools are currently crowded, adding more families without clear plans for additional school space may exacerbate this challenge rather than solve it. I urge Council to carefully consider impacts on school infrastructure and neighbourhood livability before approving further expansion of townhouse zoning.

Thank you for your time and consideration.

Sincerely,

Monica Tang

Sent from my iPhone

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:24 AM
To: 'Brian Fee'
Subject: RE: [EXTERNAL] Density Increases for the West End.

Good morning,

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-----Original Message-----
From: Brian Fee S.22(1) Personal Information
Sent: Sunday, January 25, 2026 2:38 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Density Increases for the West End.

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Johnstone and Councillors,

Here we go again. In general terms, you and your council are again planning to bring unwanted changes to the west end. The changes are drastic in nature and have already been reviled in adjacent cities like Burnaby. I am not referring to townhouses or duplexes as such, if kept to a reasonable height and size they could be seen as an intelligent use of space. However, as stated in reference to the parking issues on London St., residents have no faith in this council. We don't trust our own council that many of us voted for to limit the size and height of anything.

Politically you haven't taken care to show all of New Westminster sharing the density increases or any of the pain that comes with it.
You praise Massey Heights as a neighbourhood that seldom complains and Queens Park as an area protected due to heritage designations. Walk through these areas and there are very few changes going on - except maybe a $10M expenditure on fancy streetlights or more houses reaching protected heritage status. Zoning, if all neighbourhoods were treated equally, could be more conservative and thus describe housing that is less obtrusive and more palatable. The west end is being singled out and we are carrying more of the density quota the provincial government is asking for. You

and council rationalize this inequity due to our proximity to the Skytrain. However, New Westminster is surrounded by 5 Skytrain Stations and many of these areas are more conducive to increases in density. Many of these areas contain unsightly warehouses and business buildings covering large swaths of land. Malls and shopping centres are in decline and thus could be open to sale and development. Displaced retail could then be put back into the lower floors.
If you need ideas, look at the development in Vancouver at 4th Avenue and Vine Street. The Safeway and its parking lot will soon disappear and a large rental suite tower will take its place with Safeway occupying the first floor. Now go take a look at the McBride Safeway acreage.

Other drastic changes are the 6 story structures that are proposed for our area. Even if you or some of your council members are not homeowners, I think you could predict the blowback from citizens that saw one of these structures being built next door.

I'm sure you are aware that most lower mainland mayors are pushing back on these kinds of radical density increases. Other mayors are aware that homeowners value their privacy, parking, family legacy, quiet side streets, sunlight, gardens... All could be negatively affected by a large structure or structures being built close by. This is what my wife and I get for our $10,000/year tax bill?

I think most mayors realize radical changes to neighborhoods are political poison for civic politicians. Because we love the West End, I think you can see how the next election, civic and provincial, could be fought exclusively around density and zoning changes. What else could be this close to home?

We hope the upcoming meetings help council to understand what we are fighting for. It isn't rain gardens or cement picnic tables. Big picture, we are fighting for a neighbourhood that isn't destroyed for generations by one misguided city council that never ran on these radical changes.

The way your letter described the changes coming to our area read like a warning to the average homeowner to get out quick before our property becomes devalued. On the other hand, if addressing more profit minded folks, it read like an opportunity to assemble land and sell to a developer. Those are the 2 prevailing sentiments we hear from West Enders. Both impressions could easily be characterized as mean spirited and disruptive to our community. Once again, just like the London Street parking issue, a good reason to organize against your party's council.

Sincerely,
Brian and Lori Fee

Sent from my iPhone

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:23 AM
To: 'Pratima Tripathy'
Subject: RE: Re. Townhouse program in our home

Good morning,

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From: Pratima Tripathy S.22(1) Personal Information
Sent: Sunday, January 25, 2026 2:11 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>; External-Post Master - Pln <plnpost@newwestcity.ca>
Subject: [EXTERNAL] Re. Townhouse program in our home

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Hello,

We have few curiosities re. this plan as we have recently received a mail from the city stating that our property has been identified as a site that is proposed to be both designated and pre zoned for townhouses. New West is our home and we love to live here with our family. It's already one of the densest cities, we have hard time finding spots in our own community centre, to find the spot cross boundary of school in our own city,our kid's classes are over crowded, the traffic is horrible, accidents are happening everyday due to congestion, to get to our work, we need a huge travel time and gas. Since, these development doesn't require parking spots, parking on the street at our place is done and we don't even have space to put our waste bins on our pick up days.
Do you have any planned infrastructure such as schools, parks, firehalls etc ? This increased density proposal will make our home an unattractive place to be. Did you receive the feedbacks from the residents before taking this decision because we are the home owners here and we don't want to move out just because of this decision. Also, does it mean we'll pay higher taxes even if we don't build just because of our property's future

potential ? Suppose, our neighbor decides to sell around us, then we will be the one with big townhouse beside us because we get held out and we are forced to follow the trend though we love our home as it is. How fair is it ? Again, New west is too dense of a city already for all these. Could you please kindly clear our confusion or if any misunderstanding !

Thank you so much for listening,

Best regards,
Nirmal Gyawali
Pratima Tripathy


Eighth ave., New Westminster
V3L1X8

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:22 AM
To: 'Lynda Klein'
Subject: RE: Letter Opposing Zoning Change

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

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From: Lynda Klein S.22(1) Personal Information
Sent: Sunday, January 25, 2026 12:24 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Letter Opposing Zoning Change

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Lynda Klein
S.22(1) Pe Colborne Street
New Westminster,BC

Jan 19.2026
Serena Trachta
Acting Director, Planning and Development
Legislative Services
511 Royal Avenue

New Westminster, BC
V3L 1H9
Subject: Opposition to Proposed Rezoning
Re: Townhouse Program
Upcoming official community plan and zoning by law amendments affecting property
Dear Members of the Planning and Development
Department
I am writing to formally express my strong opposition to the proposed rezoning of my property which has been noted as a site that is proposed to be both designated and prezone for townhouses.
As a resident and property owner, I believe this change will negatively impact our area because:

- **Traffic and Parking:** The increased density will create further congestion and volume of current traffic conditions and exacerbate any potential traffic problems.
- **Neighborhood Character:** The proposal for rezoning is incompatible with the existing single-family nature of our community. I have lived in New Westminster since the 1990s and the character and sense of community is by far the strength of New Westminster. The heritage and history would be affected and the green space. New Westminster has always had the small town feeling in a big city.
- **Infrastructure Stress:** The local infrastructure, including schools and utilities, is not equipped to handle this added capacity. Schools are already over the capacity.

I urge the Planning Board to vote against this application to protect the integrity, safety, and quality of life in our neighborhood.
Sincerely,
Lynda Klein
[redacted] Colborne Street
New Westminster, BC

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:22 AM
To: 'baljit ghai'
Subject: RE: For town house on west end good project

Good morning,

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From: baljit ghai S.22(1) Personal Information
Sent: Sunday, January 25, 2026 11:52 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] For town house on west end good project

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Respected mayor and councillors,
I am from west end . I am living here more than 20 years . We received latter for townhouse in this area I think it's very good program .i know lots people wants to live in Newwest and city always welcome here for that we definitely need more houses . I wana add some thing in this designated area in this area add some commercial place to allow some
Property to use commercial land like corner coffee house or some thing we can use as a Buiness some corner for restaurants or coffee houses it will be more helpful for community . I am requesting please allow some hoses to use commercial because when we allow more people in city we need more Buiness here . I think you everyone think about this plan . Even city doing very good job thanks for development in this area thank you

Get Outlook for iOS

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:21 AM
To: 'Barb MacKay'
Subject: RE: [EXTERNAL] Townhouse Accelerator Program

Good morning,

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From: Barb MacKay S.22(1) Personal Information
Sent: Sunday, January 25, 2026 11:38 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Townhouse Accelerator Program

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Dear Mayor and Councillors,

I am writing to express my concerns regarding the proposed zoning changes that would further allow townhouses throughout New Westminster.

My understanding is that New Westminster is already meeting, and in some cases exceeding, its housing density targets. At the same time, it remains unclear how many duplexes, fourplexes, and sixplexes will be constructed under the recently introduced provincial regulations. These changes are still unfolding, and their impact on our neighbourhoods has not yet been realized. After looking at some of the construction that is happening in Burnaby, I, personally, am not enthusiastic about seeing the same type of buildings pop up in my neighbourhood.

Many residents are already experiencing the effects of increased density: decreased livability, crowded schools, strained community amenities, heavier traffic, and a noticeable rise in rat-running through residential streets. These impacts affect daily life and the character of established neighbourhoods.

Given this uncertainty, I urge Council to proceed more cautiously. Allowing additional forms of density before fully understanding the consequences of changes already in place feels premature. Once zoning decisions are made, they are difficult—if not impossible—to undo.

I ask that Council consider slowing the pace of further changes, closely monitoring the effects of current regulations, and ensuring that infrastructure, schools, transportation, and amenities can truly support additional growth before moving ahead. There does seem to be no plan for additional schools, parking, or community amenities that would be so important with an increased population.

Thank you for taking the time to consider the concerns of residents who care deeply about the long-term livability of New Westminster.

Sincerely,
Barb MacKay

Schedule 28 to the Minutes of the Public Hearing held on January 26, 2026

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 9:21 AM
To: 'Pam Byers'
Subject: RE: TOD areas

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Pam Byers S.22(1) Personal Information
Sent: Sunday, January 25, 2026 11:28 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] TOD areas

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I am writing to express my dismay at the proposed development for Columbia Square.

Tall towers do not make a neighbourhood regardless of community space in between - people who live in towers seldom become friends or even community - I know, I live in a tower not nearly as tall as those proposed.

The number and height of towers is overwhelming for the neighbourhood - already we have pedestrians wandering across Carnarvon and 10th Streets at no particular crossing - with additional residents this will be unworkable.

New Westminster already has an extremely high density - does it need to be that much higher?

I would ask that the Mayor and Councillors consider scaling back the proposed development.

Thank you
Pamela Byers

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:30 AM
To: S.22(1) Personal Information
Cc: External-Post Master - Pln
Subject: FW: [EXTERNAL] Our City, Our Homes

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Phillip Arsenault S.22(1) Personal Information
Sent: Sunday, January 25, 2026 5:15 PM
To: External-Post Master - Pln <plnpost@newwestcity.ca>
Subject: [EXTERNAL] Our City, Our Homes

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Hello,

My name is Phillip Arsenault and I'm emailing in to share my thoughts on the Our City, Our Homes community plan. I'm unable to make it to the meeting on Monday, but wanted to say that I'm interested and care about how the city staff and elected officials take action regarding these issues.

I'm a worker at the local food bank providing healthy and nutritious food to people in need in our community. I see the impacts of housing affordability on our clients on a daily basis and it's one of the main reasons they seek our help. I'm also impacted by the expensive rents in our city because I work for a non-profit and am a low wage earner, myself.

Any steps the city can take to alleviate the negative effects of the housing affordability crisis would go a long way to improving the quality of life for myself and others impacted by the stress that it causes.

Building coo-ops and adopting renter protections like the city of Burnaby has would go a long way to improve the issues I've outlined. I'm also concerned about the disappearing affordable rental stock when older buildings are torn down. I'm fortunate and grateful to live close to a Skytrain station and will be impacted by the Provincial mandate to build around transit hubs.

Thank you for considering my concerns,
Phillip Arsenault

Schedule 30 to the Minutes of the Public Hearing held on January 26, 2026

Mayor and Councillors

From: Mayor and Councillors
Sent: January 26, 2026 9:27 AM
To: 'iris morrow'
Subject: RE: Rezoning for Townhomes-petition of opposition

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: iris morrow S.22(1) Personal Information
Sent: Monday, January 26, 2026 8:41 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Rezoning for Townhomes-petition of opposition

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Hello,

Please find attached petition that I plan to present at the council meeting this evening.

Regards,

Iris Morrow

To Mayor Johnstone and City of New Westminster Council Members

Jan 26 2026

Hello, my name is Iris Morrow

I am coming before you as a 25yr resident of New West, 19 years of which I have been a proud owner of a 1930 home that I have lovingly restored, one broken stain glass window, by one vintage light fixture at a time.

I am here today to ask council to **slow down and reconsider the proposed pre-approved rezoning for townhouses**.

After living in other cities within Metro Vancouver, I chose to make New West my home as it had the same community feel of the gulf island that I grew up on. We love living in this city as it still has the sense of community that so many cities surrounding us have lost due to the wrong kind of over densification. I felt safe having my children walk to school, as I knew they would be walking past the many homes on each street where we know the people who live there. This was not the case in other cities I lived in before. I have grave concerns that we will be losing this community, the beautiful heritage character and adding to our already stretched thin city infrastructure and over capacity schools (don't get me started on the five-block schedule at NWSS due to the school being at 131% of capacity).

If this proposed preapproved rezoning for townhouses is passed. We will become just another city full of cookie cutter boxes. While I understand the need for affordable housing, this is not the way to do it. Let's make legal suites or laneway house permits easier and more affordable to obtain.

And if affordable housing is stated as one the reasons for this rezoning, why is the affordable rental housing permitting process not changing? Who is this really benefiting besides increasing the tax base or developers? Speaking of developers, it boggles my mind why would you want to shift all the power directly to them? We all know that they have too much power in our community as it is. Why give away what little power you still have left here at city hall?

Each re-zoning should be considered on a case-by-case basis, with advance notice to not only the direct neighbours, but also the rest of the city as we are all part of one community and we will all be negatively affected by it.

I was very disappointed with the lack of notice that I received regarding this rezoning meeting (less than 2 weeks) It feels like this is being pushed through under the radar and without being given the time to fully think through the impacts. I question was there notification to all of New West or just the affected properties? as many people I have spoken to have no idea this rezoning was happening. Are we not all one community that has the right to the same information?

As the notice was short, I was only able to speak to my direct neighbours, every single one that was home on my block signed a petition that this rezoning is not what we want. While it only represents one block, through my conversations with people in other areas of new west, I believe it is a fair representation of the concerns of the general population of this fine city.

Some of my other concerns are that even if my neighbours don't sell to developers, the property will still be valued as if it were to be used for townhouses, therefore the taxes would increase even further. How will I be able to afford to stay in my home? The taxes have more than doubled since we moved here, and more and more of our neighbours are being forced out of their homes and community due to over taxation already.

I am also concerned by the affect on sunlight- I work in down town New West, where the sun doesn't shine on some entire streets because of the over densification. If this was in my backyard, how would it affect my outdoor space or garden, even a small 3 story townhouse next door to me, it would affect my outdoor space drastically.

I'm not against creating affordable housing, but this is not the right way to go about it. There is value in more than just the land, there is value in the quirky history filled streets of old homes with squeaky wood floors and cracked coved ceilings, there is value in knowing your neighbours' names, there is value in community. I feel strongly enough that this is such an important topic in our little town surrounded by cities, and that is why I came to my first council meeting.

Thank you for your time, and hearing my concerns, I hope that you will slow this process down and take the time to hear what your residents want and need from their greater community. This rezoning is something we do NOT want.

While I understand this rezoning is in reaction to the push from the provincial level, as we are already the 2nd densest city in Canada, and we have already surpassed our past housing targets, it's time to push back against these unrealistic provincial targets. Mayor Johnston and council, we voted for you to represent our interests at the provincial table and now it's time for you to do that, just as other cities are doing with their opposition of over densification. We are counting on you to represent us.

Thank you, I would like to present this petition signed by every single property that was home for me to speak to this weekend in my block.

Iris Morrow

S.22(1) Sixth Ave

New Westminster, BC V3L 1T3

S.22(1) Personal Information

S.22(1) Personal Information

To The City of New Westminster Mayor and Council

As Owner/Resident of an affected property of the OCP Bylaw No 7925 Amendment Bylaw (Townhouse Accelerator Initiative) No 8547, 2025 and Zoning Bylaw No. 6680, 2001 Amendment Bylaw (Townhouse Zoning Update) No. 8524, 20025 I am AGAINST these changes.

Name	Address	Owner/Renter/Family Member of Owner	Phone Number	Email Address
Hal Hamilton	S.22(1) Persona 1ST ST. New West	S.22(1) Personal Information	S.22(1) Personal Information	
Jessica Hamilton	1st St New West			
Sylvester Hamilton	1st St New West			
Kim Greaves	1st St New Westminster			
Russ Hamilton	1ST St New West			
Ann Lee	1st St. New West			
Coralyn Schell	6th Avenue, New W			
merlin schell	6th Ave, New West			
monica schell	6th Ave, New West			
Colton Schell	" "			
HELEN SCOTT	1ST STREET,			
DON BOWMAN	1ST ST.			
Kelly + Spencer England	S.22(1) Persona First			
Lori-Ann + Dale England	S.22(1) Personal First			
[illegible] Calhoun	S.22(1) Personal Info 1ST ST.			
MIKE MACDONALD	S.22(1) Personal 1st Street			
IAN SCHMITZ	S.22(1) Personal 1st street			
out of town	S.22(1) Person 7th			
Allan Flemens	S.22(1) Personal Seventh Ave			
Lisa Pedrini	Seventh Ave			
[illegible] Jones	Seventh Ave			
Dan Solven	Seventh Ave			
Allison Solven	S.22(1) Personal Seventh Ave			
Daniela Molina	S.22(1) Personal Info Colborne St			

To The City of New Westminster Mayor and Council

As Owner/Resident of an affected property of the OCP Bylaw No 7925 Amendment Bylaw (Townhouse Accelerator Initiative) No 8547, 2025 and Zoning Bylaw No. 6680, 2001 Amendment Bylaw (Townhouse Zoning Update) No. 8524, 20025 I am AGAINST these changes.

Name	Address	Owner/Renter/Family Member of Owner	Phone Number	Email Address
Lauren Boggio	[redacted] Colborne Street	S.22(1) Personal Information	S.22(1) Personal Information	
Samantha Ward	[redacted] First St			
Lynda Klein	Colborne St.			
Tony Klein	Colborne St			
Tyson Whyte	[redacted] sixth Avenue			
Anjali Vyas	Sixth Avenue			
Dr. Russel Killough	Sixth Ave			
B. Gail Kennedy	[redacted] colborne st			
Luces Sinclair	[redacted] Colborne St			
	[redacted] Colborne St			
	[redacted] 7th Ave			
	[redacted] 7th Ave			
	[redacted] 1st St			
Liz Freeman	[redacted] Princess St			
Brad Atchison	[redacted] Princess St			
Maelison Love	[redacted] Seventh avenue.			
via text Sharon Hackin	[redacted] 1st Street			
Virginia Ayers	[redacted] Sixth Ave			
Iris Morrow	"			
Kevin Morrow	"			
Ella Morrow	"			
Esther Morrow	"			

To The City of New Westminster Mayor and Council

As Owner/Resident of an affected property of the OCP Bylaw No 7925 Amendment Bylaw (Townhouse Accelerator Initiative) No 8547, 2025 and Zoning Bylaw No. 6680, 2001 Amendment Bylaw (Townhouse Zoning Update) No. 8524, 20025 I am AGAINST these changes.

Name	Address	Owner/Renter/Family Member of Owner	Phone Number	Email Address
Wendy Morgan	S.22(1) Personal Inform Colborne St	S.22(1) Personal Information	S.22(1) Personal Information	S.22(1) Personal Information

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 11:21 AM
To: 'P Gandhi'
Subject: RE: [EXTERNAL] Public Hearing Submission – OCP & Zoning Amendments (Transit-Oriented/Townhouse Development)

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
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From: P Gandhi S.22(1) Personal Information
Sent: Monday, January 26, 2026 11:18 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Public Hearing Submission – OCP & Zoning Amendments (Transit-Oriented/Townhouse Development)

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Dear Mayor Johnston and Members of Council,

I am writing as a resident living within 800 metres of a SkyTrain station to provide comments on the proposed Official Community Plan and Zoning Bylaw amendments related to Transit-Oriented and Townhouse Development.

I recognize the need for increased housing supply and understand the legislative and funding pressures driving these changes. I am not opposed to density in principle, and I appreciate the City's efforts to take a measured approach at this stage.

My concerns relate primarily to uncertainty and neighbourhood integration. In my immediate area, apartments and a designated heritage home already create a clear transition between higher-density areas near transit and lower-scale residential uses. I ask that Council ensure these existing forms are respected through strong height

transitions, setbacks, and design guidelines as TOD policies are implemented.

As my area is not a clear redevelopment site (it consists of detached homes, and a low-rise residential area with heritage presence), I am also seeking clarity around land assembly expectations in mixed-form areas. Clear communication from the City about whether these areas are intended for redevelopment would help reduce speculation and anxiety for existing homeowners.

Finally, as non-profit housing is accelerated, I encourage Council to ensure strong building management standards, tenant supports, and neighbourhood integration measures are in place so that livability and community stability are maintained for all residents.

Thank you for considering these comments as you move this work forward.

Sincerely,
P G
New Westminster

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 11:50 AM
To: 'Inbar Yekuel'
Subject: RE: [EXTERNAL] Re: Zoning Amendment Bylaw No. 8528, 2025

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Inbar Yekuel S.22(1) Personal Information
Sent: Monday, January 26, 2026 11:46 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Zoning Amendment Bylaw No. 8528, 2025

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Non-Profit Affordable Housing of Up to Six Storeys in Transit Oriented Development Areas

Dear Mayor and Council,

I write in strong support of Zoning Amendment Bylaw No. 8528, which would allow non-profit affordable housing projects of up to six storeys in Transit Oriented Development Areas without requiring rezoning.

New Westminster's **37.5% immigrant population** [Statistics Canada, 2021 Census] includes many families who arrived with professional credentials, life savings, and dreams - only to find that Metro Vancouver's housing costs consume most of their income while they work to rebuild their careers. For these residents, and for the many low and moderate-income households born here, non-profit affordable housing represents the difference between stability and precarity, between putting down roots and perpetual displacement.

Locating affordable housing near SkyTrain stations is not merely convenient - it is transformative. When a working family can live affordably near transit, both parents can access employment without the crushing cost

of car ownership. Children can get to school and activities independently. Seniors can reach medical appointments at Royal Columbian Hospital without relying on others for transportation. The entire household gains access to the full life of the city.

The streamlined approval process this bylaw enables is crucial. In Canada, non-profit housing providers rely heavily on time-limited funding programs from federal and provincial governments, which come with strict eligibility windows and delivery deadlines. This means projects often have to move quickly to align with program timelines or risk losing crucial capital and operating support. By allowing six-storey non-profit projects to proceed without rezoning in TOD areas, this bylaw removes a barrier that has cost our community affordable homes.

Every month that an affordable housing project is delayed by unnecessary process is a month that families remain in overcrowded conditions, that seniors choose between medication and rent, that workers endure punishing commutes because they cannot afford to live near their jobs. This bylaw amendment will help non-profit providers deliver homes faster—homes that will serve our community for generations.

I urge you to vote in favour of this bylaw amendment.

Respectfully submitted,

Inbar Yekuel

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 11:52 AM
To: 'Inbar Yekuel'
Subject: RE: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8522, 2025

Good morning,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Inbar Yekuel S.22(1) Personal Information
Sent: Monday, January 26, 2026 11:48 AM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Official Community Plan Bylaw No. 7925, 2017 Amendment Bylaw No. 8522, 2025

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Transit Oriented Development Areas and Housing Needs Report Integration

Dear Mayor and Council,

I write in strong support of Amendment Bylaw No. 8522, which would enable Transit Oriented Development Areas near SkyTrain stations and integrate the City's Interim Housing Needs Report into the Official Community Plan.

Transit Oriented Development creates the kind of city where success does not depend on car ownership. When housing is built near SkyTrain stations, residents can reach Royal Columbian Hospital, Douglas College, employment centres across Metro Vancouver, and essential services without the **$10,000+ annual cost of vehicle ownership** [Statistics Canada, 2021 Census].

This accessibility is also critical for newcomer families working to establish themselves, for young people entering the workforce, and for seniors who may no longer drive. Dense, walkable neighbourhoods near transit allow seniors to age in place with dignity and independence, rather than being isolated or forced into institutional care. For many residents, proximity to transit is not a lifestyle preference - it is an economic necessity that determines access to employment, healthcare, education, and community services.

In addition, research demonstrates that people who live in walkable, transit-rich neighbourhoods enjoy better health outcomes, stronger social connections, and greater economic mobility.

The integration of the Housing Needs Report ensures that our planning is grounded in evidence about who needs housing and where. **New Westminster must accommodate 27,523 new housing units by 2044** [City of New Westminster, Interim Housing Needs Report 2024-2044]. Building this housing near transit stations - where infrastructure already exists and where residents can access the city without cars - is not only efficient planning but also creates opportunity for those who need it most.

This bylaw amendment reflects the understanding that a good city is one that gives everyone - regardless of income, age, or ability - access to the full life of the community. Transit Oriented Development is not about density for its own sake; it is about creating a city where proximity replaces the need for a car, where community is built through daily encounters, and where opportunity is genuinely accessible to all.

I urge you to vote in favour of this bylaw amendment.

Mayor and Councillors

From: Tracy Ayotte S.22(1) Personal Information
Sent: Monday, January 26, 2026 11:59 AM
To: Mayor and Councillors
Subject: [EXTERNAL] Infill housing in new Westminster

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I have a few questions that were not able to be addressed at the information session I attended at
təməsewtxʷ Aquatic center.
I have been watching these 6 unit infill "houses" being built in north Burnaby. I'm sure you have seen them too. They are building 6 large units 4 stories high. They cover the entire property. Front setbacks are gone. The 4-car garage is built up to the property line.
Questions

1. Parking - 4 spaces, 6 units. If each family has 2 cars, where are they all going to park? On the street? 6x2=12-4(garage)=8 more cars parking on street. According to what I could find, these complexes would be allowed 1 street spot per unit. Still less than 8. There is no room in the lane behind the garage. This will impact the other residents, their neighbors. Imagine if two or more of these 6-unit builds are on the same block.
2. Property assessments. Will having these complexes have no effect on property values of close neighbors? According to your "Our city, our homes" video states that "infill design guidelines and zoning rules will make sure they fit well in neighborhoods." 4 stories will block the light to neighboring homes front and back, side by side. They do not "fit well in the neighborhoods "
3. Tree canopy. New Westminster used to want to increase the tree canopy in the city. There are no room for trees on the builds. For every protected tree cut down for a build, 2 were to be planted to replace them. Has that been thrown out? Was it actually ever monitored that it was done and the trees survived.
4. Utilities/ sewer/water

Years ago, there was a fuss about illegal suites putting a strain on the sewer and water system, having too many people living on a single-family zoned property. Has this issue been resolved?

5. Strata or not strata? Will these complexes be owned solely and rented at market rates. Or is each unit owned separately creating a Strata.
6. FSR

I haven't been able to find the updates FSR for infill housing.
Height restrictions?

I know the city is reacting to the mandate from provincial. But can't we put restrictions on the size of the 6 units.

Last question. What would be your reactions and thoughts if these were built next to your home.

Looking forward to some feedback

Tracy
Ayotte

Get Outlook for iOS

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 12:15 PM
To: 'Agnes Black'
Subject: RE: [EXTERNAL] Time sensitive: input on tonight's (Jan 26) public hearing meeting

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)
T 604.515.3828 | **E** kblandino@newwestcity.ca

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From: Agnes Black S.22(1) Personal Information
Sent: Monday, January 26, 2026 11:22 AM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Time sensitive: input on tonight's (Jan 26) public hearing meeting

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Honourable Mayor Johnstone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

I have been a Queens Park resident for over 20 years, and I believe the heritage character of our neighbourhood can be preserved, while also allowing for townhome developments. New West and all other metro Vancouver residents need places to live that are not car dependent. It can be difficult to find housing that will suit families, especially for young families just starting out, and we need local policies that will enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents! Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues!

Agnes T Black, RN MPH

Adjunct Professor, School of Nursing, UBC
Research Associate, Centre for Advancing Health Outcomes
BC Representative, Canadian Association of Nurses for the Environment



Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 12:29 PM
To: 'Devin Hentschel'
Subject: RE: [EXTERNAL] Time sensitive: Input on tonight's public hearing meeting

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Devin Hentschel S.22(1) Personal Information
Sent: Monday, January 26, 2026 12:22 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Time sensitive: Input on tonight's public hearing meeting

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Honourable Mayor Johnstone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Metro Vancouver residents need places to live that are not car dependent. I know from experience that it is difficult to find housing that will suit families, and we need local policies that will enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues.
Devin Hentschel

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 1:58 PM
To: 'gayle azyan'
Subject: RE: [EXTERNAL] townhouse development info card #2

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: gayle azyan S.22(1) Personal Information
Sent: Monday, January 26, 2026 1:35 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] townhouse development info card #2

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, I just received this card around last week and have been looking at the different areas. I live in the Queens Park area and I'm an avid walker all over New West. I'm very disappointed that council is thinking that it's ok to demolish beautiful homes, (some large and some small) so that we can cram in townhouses. I live close to the 1st Street from 6th to 8th Ave homes - it would be terrible to knock these homes down! When did owning a home become such a bad thing?? Knocking down perfectly good homes and putting up townhouses will not make them more affordable. Drive around New West - lots of people who have garages and off street parking still park on the street. There's no way to enforce that people won't park on the street. Gayle

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 1:59 PM
To: 'carly.moberg@portvancouver.com'
Subject: FW: Response Letter: City of New Westminster Official Community Plan Amendments
Attachments: 2026-01-26 VFPA Response Letter - City of New Westminster OCP Referral.pdf

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Moberg, Carly <Carly.Moberg@portvancouver.com> **On Behalf Of** Rawle, Theresa
Sent: Monday, January 26, 2026 1:37 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Cc: Rendek, Karen <Karen.Rendek@portvancouver.com>; Horsford, Naomi <Naomi.Horsford@portvancouver.com>; Dulay, Rhona <Rhona.Dulay@portvancouver.com>; Serena Trachta <strachta@newwestcity.ca>; Rupinder Basi <rbasi@newwestcity.ca>; Lynn Roxburgh <lroxburgh@newwestcity.ca>; Samuel Austin <saustin@newwestcity.ca>; Jodee Ng <jng@newwestcity.ca>
Subject: [EXTERNAL] Response Letter: City of New Westminster Official Community Plan Amendments

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you for the opportunity to provide comment on the City of New Westminster's Official Community Plan (OCP) amendments. Please see attached letter for your consideration.

Please reach out if further information is required.

Kind regards,

Theresa Rawle, MBA (she/her)
Director, Planning and Development

PORT of vancouver | Vancouver Fraser Port Authority Canada

Vancouver Fraser Port Authority

100 The Pointe, 999 Canada Place
Vancouver, B.C. Canada V6C 3T4

C: 604 679 3911 portvancouver.com

The Vancouver Fraser Port Authority's Vancouver offices sit on the traditional territory of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations.

2025 BC's Top Employers

From: Nicolas Huige <nhuige@newwestcity.ca>
Sent: January 5, 2026 12:20 PM
To: Land Use Plan <landuseplan@portvancouver.com>
Cc: Samuel Austin <saustin@newwestcity.ca>; Serena Trachta <strachta@newwestcity.ca>
Subject: [External] - Project Update - Official Community Plan Amendments: Integrating Provincial Housing Legislation, Townhouse Program and Affordable Housing Initiative

You don't often get email from nhuige@newwestcity.ca. Learn why this is important

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Hello,

The purpose of the attached letter is to provide an update regarding the City of New Westminster's ongoing process in updating its Official Community Plan (OCP) to comply with changes by the Province related to the *Local Government Act* and to implement other housing initiatives.

Public Hearings for each OCP Amendment Bylaw will be held at **6pm on Monday, January 26, 2026** in Council Chamber, Second Floor, at New Westminster City Hall, located at 511 Royal Avenue. Should Vancouver Fraser Port Authority be interested in providing feedback on the proposed bylaws to Council for their consideration, details to participate can be found in the attached letter.

Please see the attached letter for more information.

Respectfully,

Nic Huige (he/him) | Planning Analyst
T 778.312.1516 | **E** nhuige@newwestcity.ca

City of New Westminster | Planning and Development
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca | **f** /newwestminster | @new_westminster

We recognise and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem 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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PORT of vancouver | Vancouver Fraser Port Authority

January 26, 2026

Mayor and Councillors
City of New Westminster
511 Royal Avenue
New Westminster, BC V3L 1H9

Delivered by email: mayorandcouncillors@newwestcity.ca

Dear Mayor and Councillors:

Re: City of New Westminster Official Community Plan Amendments

Thank you for providing the Vancouver Fraser Port Authority (the port authority) with the opportunity to comment on the City of New Westminster's Official Community Plan (OCP) amendments.

Port authority staff have reviewed the proposed amendments and support the City's goals (including OCP Policy 3.2) which aim to "protect the industrial land base" by retaining industrial areas, better utilizing existing industrial lands, and removing ancillary residential (e.g., caretaker units) from the Commercial, Mixed Employment and Industrial designations.

Thank you for the opportunity to provide comments on the City of New Westminster's OCP amendments. We look forward to working with the City of New Westminster on planning initiatives of shared interest, and to ongoing consultation as the City of New Westminster continues to refine updates to the OCP. If you have any additional questions, please reach out and we will be pleased to discuss them further.

Sincerely,

Theresa Rawle

Theresa Rawle
Director, Planning & Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority
Rhona Dulay, Land Use Planner, Land Use Planning, Vancouver Fraser Port Authority
Serena Trachta, Acting Director, Planning and Development, City of New Westminster
Rupinder Basi, Deputy Director of Planning, City of New Westminster
Lynn Roxburgh, Manager of Housing and Land Use Planning, City of New Westminster
Samuel Austin, Senior Land Use Planner, City of New Westminster
Jodee Ng, Senior Housing Planner, City of New Westminster

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 2:00 PM
To: 'Hugh Brown'
Subject: RE: [EXTERNAL] Support for proposed updates to zoning bylaws

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Hugh Brown S.22(1) Personal Information
Sent: Monday, January 26, 2026 12:40 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Support for proposed updates to zoning bylaws

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council:

My name is Hugh Brown. I have lived and raised a family in New Westminster for almost 20 years. I am writing to let you know I want to see the proposed modifications to zoning bylaws and the OCPs (https://www.beheardnewwest.ca/en-CA/projects/ourcityourhomes) to allow more townhouses, non-profit housing, transit-oriented development areas, and infill housing.

I'm fortunate enough to have a car -- but I do not want that to be a requirement for living in New West. It's important to me that the city makes it easier for those without cars to live and thrive here; the updates to the OCP to support Transit-Oriented Development will help with that.

Increased density through townhouses and infill housing is not only possible, but it can also help new residents. More non-profit housing options will make the city more affordable.

As a city, we don't need to choose between affordability and low-carbon housing. The policies that have been proposed will give us be a more affordable community, and one that remains livable and safe for all people. Please vote to accept these policies.

Sincerely,

Hugh Brown
s.22(1) Pe[redacted]-18 Jack Mahony Place
New Westminster, BC
V3L 5V8

--
https://saintaardvarkthecarpeted.com
Because the plural of Anecdote is Myth.

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 3:15 PM
To: 'Laura Jones'
Subject: RE: [EXTERNAL] Time Sensitive: Input on tonight's public hearing meeting

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Laura Jones S.22(1) Personal Information
Sent: Monday, January 26, 2026 3:02 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Time Sensitive: Input on tonight's public hearing meeting

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Honourable Mayor Johnstone and Council,

As a member of New West Climate Action Hub, I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Metro Vancouver residents need places to live that are not car dependent. I know from experience that it is difficult to find housing that will suit families, and we need local policies that will enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues!

Sincerely,
Laura Jones

Mayor and Councillors

From: S.22(1) Personal Information
Sent: Monday, January 26, 2026 2:08 PM
To: Mayor and Councillors
Subject: [EXTERNAL]

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In regards to the
Official Community plan and zoning updates.
My self and I believe the citizens of New Westminster want you to do nothing!
It certainly won't be worse than all the other changes you have perpetrated on the citizens!
Most importantly, doing nothing will save us money, which you have so readily expropriated from us!
I suggest to all go on vacation!
The people of New West are sick and tired of what you have done thus far.
Sincerely D. Webb
Resident of New Westminster for over 50 years!

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If you don't hear or see the file, download the Quick Time player http://www.apple.com/quicktime/download

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Pour en savoir plus sur la messagerie photo ou vidéo de Koodo Mobile, allez à koodomobile.com.

Si vous ne voyez ni n'entendez le fichier, veuillez télécharger QuickTime.

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 3:26 PM
To: S.22(1) Personal Information
Subject: RE: [EXTERNAL] Official Community Plan and Zoning Updates -comments for Public Hearing

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

City of New Westminster | Legislative Services
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From: S.22(1) Personal Information
Sent: Monday, January 26, 2026 3:24 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Official Community Plan and Zoning Updates -comments for Public Hearing
Importance: High

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Mayor and Councillors,

Thank you for providing an opportunity to comment about the official community plan and zoning updates to implement housing initiatives. We sincerely hope that you will seriously consider what you hear from residents of New Westminster as you amend the OCP. We understand that the majority of Council are in agreement with the Provincial housing legislation and there is evidence that increasing density has been a priority (for example, Sapperton Green development) for this Council for some time. Our ongoing primary concerns are:

1. There seems to be no proportional matching of density and infrastructure/amenity development. We are constantly paying the price for this way of city planning. Some examples include: overcrowding of École Qayqayt school, which now has eight portables taking up the only playing space available on the school grounds. təməsewtxʷ Aquatic and Community Centre is so well used that parking is difficult to find any night of the week. Although the provincial government wants more housing, our understanding is there is

no financial support plan for infrastructure development and we have seen that building schools, for example, takes years, long after residents need them. When Sapperton Green was approved for 5,000-6,000 new residences, there were few amenities built in; no school, no overpass for pedestrian safety through a major traffic corridor, and expected overflow into Hume Park due to limited green space. And we know that highrises house families much more than in the past. We continue to be concerned that developers are not contributing adequately to amenities when they do build.

2. Quality of life -At what point is quality of life and liveability negatively impacted by density? We are interested in knowing what Council thinks about this. New Westminster is smaller than most other municipalities at 15.62 square kilometres and yet the **second densest city in Canada** (2021 Census). At what point is New Westminster maxed to the limit? Does New Westminster keep building forever, because people will always be attracted to our mild climate and desire to live here? The provincial legislation affects every city in B.C. and other places have more land; surely, Council has some ability to negotiate with their own NDP party for a more measured build rate given the lack of usable land?

We believe that quality of life and health can exist with accessible (for all ages) green spaces, parks, recreation centres, art galleries, libraries, theatres, shops and schools with adequate outdoor/indoor spaces for everyone. One thing that we experienced during Covid and heat waves was how important accessible shaded parks were for liveability. We live near Royal Columbian Hospital and have seen substantial development in the last decade with more to come. We water and tend city trees on our street while seeing them die on East Columbia. We see the benefit of mixed types of housing as folks from the highrises walk their dogs on the streets with houses and gardens. We are grateful that the existing older apartments are still here, providing more affordable rents, including one co-op building. The neighbourhood will change, hopefully with quality of life in the minds of our city officials and planners.

In conclusion, we appreciate your time in reading our email and considering our questions and concerns. You play such an important role in creating a liveable city for all kinds of people, and we hope that you will advocate on our behalf to avoid New Westminster becoming the densest city in Canada with not enough amenities and parks for its citizens.

Sincerely,
Diane Jansen and Mike Budzik

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 4:40 PM
To: 'Kristen Andrews'
Subject: RE: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

Good afternoon,

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Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Kristen Andrews S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:17 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>; Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

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Honourable Mayor Johnstone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Metro Vancouver residents need places to live that are not car dependent. I know that it is difficult to find affordable housing, a variety of housing types, and housing that will suit families. I see the challenges through my daughters who are in their twenties. We need local policies that will enable us to build better to suit a diverse population.

I currently live in a single family home that is proposed for townhouse designation. I'm not looking for an immediate change at my property, but I support the proposed updates because I know it's good for the community and the changes will happen over time.

From a climate perspective I'm a big fan of density and walkable communities. I know that density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues!

Kristen Andrews (she/her)

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 4:40 PM
To: 'Joe Wang'
Subject: RE: [EXTERNAL] Public hearing on JAN 26: Transit-Aligned Townhouse Corridor Consideration – Canada Way / Tenth Avenue

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Joe Wang S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:22 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Public hearing on JAN 26: Transit-Aligned Townhouse Corridor Consideration – Canada Way / Tenth Avenue

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Department,

My name is **Joe Wang**, and I am a homeowner in New Westminster. I am writing to express my support for the City's townhouse implementation program under *Our City, Our Homes* and to respectfully propose consideration of the **Canada Way / Tenth Avenue corridor** as a future townhouse designation area, based on transit alignment, frequent transit connectivity, and the current pattern of townhouse designation along Tenth Avenue.

Based on my review of **Bylaw No. 8547, 2025**, I note that the City has focused townhouse designation primarily on portions of Tenth Avenue near the intersections of **First to Fifth Streets** and **Sixteenth to Eighteenth Streets**. While I support this approach, I

respectfully observe that the **middle segment of Tenth Avenue between Tenth Street and Eighth Street** — including the Canada Way / Tenth Avenue corridor — is not currently included, despite sharing many of the same planning characteristics and redevelopment potential.

Canada Way and Tenth Avenue are both served by TransLink's **Frequent Transit Network (FTN)**, with bus service operating at least every 15 minutes in both directions for much of the day, providing reliable east-west connectivity across New Westminster and into neighbouring communities. The FTN framework reflects regional planning priorities to concentrate higher-density housing near frequent transit service, extending transit-oriented growth beyond SkyTrain stations to include high-frequency bus corridors.

From a land-use perspective, this corridor presents a strong planning rationale for townhouse development due to its flat topography, arterial function, and role as a transition zone between higher-traffic corridors and interior residential neighbourhoods. Directing townhouse forms to arterial frequent-transit corridors would improve alignment with regional transit investment, strengthen the deliverable portion of the City's housing supply strategy, and reduce redevelopment pressure on more sensitive interior residential blocks.

I respectfully encourage staff to consider the area from Tenth st to Eight st on Tenth Avenue corridor as part of future townhouse framework refinements or site-specific policy evaluations. I would welcome the opportunity to provide additional observations or meet with staff for further discussion at an appropriate time.

Thank you for your time and consideration.

Sincerely,

Joe Wang
S.22(1) Personal Information

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 4:41 PM
To: 'Samuel Johnson'
Subject: RE: [EXTERNAL] Support for Townhouse Accelerator Initiative

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

City of New Westminster | Legislative Services
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-----Original Message-----
From: Samuel Johnson S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:40 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Cc: Sweeney Main S.22(1) Personal Information
Subject: [EXTERNAL] Support for Townhouse Accelerator Initiative

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the mayor and council,

Our family lives in one of the affected properties of the townhouse accelerator (between Sapperton and Massey Victory Heights, corner of E 8th and Braid) and we are in full support of this initiative.

Let us be clear, we love our home and our neighbourhood. However, the option of forming a development agreement with our neighbours has always been of interest to us, and this makes that process easier. If that doesn’t eventuate then we are happy to stay where we are and make it our own, and we are appreciative of the fact that the pre-zoning does not affect the current use of the property.

We want to make sure others understand how this can affect their outlook. We encourage homeowners in affected properties to research how groups of neighbouring owner-developers stand to benefit from density uplift compared to other situations, such as signing an option agreement with commercial developers. If the council is familiar with how these scenarios compare, then feel free to enlighten the audience. It is our understanding that the business case can change substantially.

We look forward to watching tonight’s hearing via zoom, and appreciate the work you're doing to accelerate housing in the city.

Very best regards,
Sam Johnson, Sweeney Main, and family


East 8th Ave, New Westminster

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 4:43 PM
To: 'Karen Crosby'
Subject: RE: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Karen Crosby S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:40 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

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Honourable Mayor Johnstone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Our city's residents need places to live that are not car dependent. I know from experience that it is difficult to find housing that will suit families, and we need local policies that will enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning. Our future will be brighter as our city becomes even more walkable than it already is.

Thank you for your thoughtful consideration of these issues!

Karen Crosby (she/her)

New West Climate Action Hub President & RegenerateBC Co-President

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 4:51 PM
To: 'Tony Black'
Subject: RE: Transit Oriented Development Areas Townhouse Development

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Tony Black S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:44 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Transit Oriented Development Areas Townhouse Development

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Mayor and Councillors,

I was born and raised in New Westminster. I believe that your update to the OCP implementing the pre-approved changes to Zoning in the TOD areas is akin to putting the proverbial cart before the horse. It is quite easy to change Zoning for increase in housing development after the required infrastructure and amenities for the area have been improved for that amount of increase in population. Ours schools are at maximum capacity now, with portables taking place of playgrounds in most, if not all our elementary schools. Our Transit system needs to be fixed before increasing the population dramatically. Our transit system only works well if you are withing walking distance of a Skytrain station and don't want to travel in the evening or night. The bus system in New Westminster alone is inadequate to get across town reliably. Our road system in New Westminster cannot handle the proposed increase in vehicle traffic and will spill onto residential streets making it unsafe for children living in that area. Unfortunately, many of the people living in the proposed townhouse developments will not be able work in New Westminster and will have to travel to get to work. Until the transit system is revamped or repaired that will mean many more cars on our roads. This is just two of the many systems that should be improved before implementing a change to our community plan and zoning bylaws.

Tony Black.
S.22(1) Perso Edinburgh Street

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 5:23 PM
To: 'Ian Isbister'
Subject: RE: [EXTERNAL] Proposed Townhouse Development

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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-----Original Message-----
From: Ian Isbister S.22(1) Personal Information
Sent: Monday, January 26, 2026 4:55 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Proposed Townhouse Development

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- Parking is a frustrating issue throughout New Westminster. Any new developments should have a minimum requirement off 1 off street parking stall per bedroom.

- Some of the proposed areas are not suitable. It doesn't make sense to encourage the destruction of fully functional (and in many cases, beautiful) houses. An example is 1000 block Hamilton. Think of landfill costs, waste, heritage destruction.

Ian Isbister

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 5:23 PM
To: 'Ian Isbister'
Subject: RE: [EXTERNAL] Re: Proposed Non-profit affordable housing

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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-----Original Message-----
From: Ian Isbister S.22(1) Personal Information
Sent: Monday, January 26, 2026 5:01 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Proposed Non-profit affordable housing

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> Parking is an issue throughout New Westminster. Any new developments should have a minimum parking requirement of at least 1 stall per unit.
>
> Ian Isbister
>

Karon Blandino

From: Mayor and Councillors
Sent: Monday, January 26, 2026 5:24 PM
To: 'Walter Opmeer'
Subject: RE: [EXTERNAL] Monday January 26 Public Hearing

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Walter Opmeer S.22(1) Personal Information
Sent: Monday, January 26, 2026 5:04 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Monday January 26 Public Hearing

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings Mayor Johnstone and Honourable members:

Thank you for your efforts to activate, connect and nurture "community" in our communities. I have been a neighbor in a neighborhood of NW since Fall of 2020.

I am against Transit Oriented Development (TOD) for two reasons. One: It does not guarantee "community" in our communities. It only guarantees an increase in density, not neighbors. If density is the necessity, there is a cost. The second reason is the real cost down the road. Given the current traffic burden on our bus routes now, you will have to significantly increase bus traffic and decrease car traffic. the eventual result is tolls or other incentives to not drive there. It is a necessity in other major cities in the world. Seen without bias, it will happent on TOD routes as a minimum. If housing density is a required goal there will be a cost.

I live near Cumberland and Eighth Ave, a block from several of the proposed changes. I am watching the near completion of a large In-fill property on Eighth. Likely six suites, with at best 4 parking spaces, three saved trees, and maybe some square metres of lawn to come.There is no guarantee that anyone living ther now will be

taking transit. There is no street parking on the busy bus route rontage, or along the side of the property. At only two cars per family that is 12 cars to park, somewere. Density has a cost.

To summarize: In our current, always hectic, financially stressed and more argumentative than ever before culture, we dont only need parks and events across town. We need neighboods with backyards where we can invite and learn to make neighbours. We may not be moving towards "15 minute" cities, or "insentives" to reduce traffic as in the centre of London England. But I cannot see traffic density getting any better without further regulations or personal vehical costs down the road.

Thank you for your hard wok on our behalf.

Sincerely,

Walter E Opmeer
New Westminster

ps. I will be happy to entertain any followup, and regret not being able to come in person tonight


Virus-free.www.avast.com

Mayor and Councillors

From: Mayor and Councillors
To: Hanieh Berg
Subject: RE: [EXTERNAL] Letter for Public Hearing January 26, 2026 - regarding OCP and Zoning Bylaw changes to allow more Townhouse

From: Tamara Hunter S.22(1) Personal Information
Sent: Sunday, January 25, 2026 5:50 PM
To: Patrick Johnstone <pjohnstone@newwestcity.ca>; Ruby Campbell <rcampbell@newwestcity.ca>; Daniel Fontaine <dfontaine@newwestcity.ca>; Tasha Henderson <thenderson@newwestcity.ca>; Jaimie McEvoy <jmcevoy@newwestcity.ca>; Paul Minhas <pminhas@newwestcity.ca>; Nadine Nakagawa <nnakagawa@newwestcity.ca>
Subject: [EXTERNAL] Letter for Public Hearing January 26, 2026 - regarding OCP and Zoning Bylaw changes to allow more Townhouse

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I write as a resident and home owner in New Westminster, regarding the proposed changes to the OCP and Zoning Bylaw which would allow townhouses to be built on some lots within the New Westminster Queen's Park Heritage Conservation Area.

As a homeowner in New Westminster, and a former owner of a heritage home in Queen's Park, I am opposed to the proposed changes.

Homeowners within the Heritage Conservation Area pay a premium price when purchasing a home in the area because of the heritage look and feel of the neighbourhood. Such homeowners are limited and controlled by the City regarding the changes they may make to their homes. When my former home on Regina Street was undergoing a kitchen renovation, we were forced to incur additional costs and hassle in order for our proposed renovation to be approved - we accepted this as the natural consequence of living in a heritage neighbourhood.

I am aware of other homeowners in the neighbourhood being required to jump through numerous bureaucratic hoops, and to incur significant additional costs, when rebuilding a home on a lot within the Heritage Conservation Area.

For City Council to now decide that townhouses may be built on these lots is outrageously unfair. Not only will this lower the value of other properties in the neighbourhood, it will result in the builders of these townhouses not being held to the same heritage standard that long time property owners have been required to meet. I saw nothing in the proposed zoning bylaw change that would require the townhouses to meet the heritage conservation standards and requirements.

I ask the Mayor and Councillors to vote against the proposed zoning bylaw change.

Sincerely,

Tamara Nielsen
s.22(1) Personal Information
s.22(1)
114 Park Row
New Westminster, BC
V3L 2J6

Mayor and Councillors

From: Legislative Services
Sent: Monday, January 26, 2026 6:23 PM
To: 'Karin Roberts'
Subject: RE: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

Good afternoon,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Karin Roberts S22(1) Personal Information **On Behalf Of** Karin Roberts
Sent: Monday, January 26, 2026 6:14 PM
To: External-Legislative Services <CorporateOfficer@newwestcity.ca>
Subject: [EXTERNAL] Time sensitive: input on tonight's public hearing meeting

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honourable Mayor Johnstone and Council,

I am writing to express my support of the proposed updates to the zoning bylaws and the OCP to allow more Transit Oriented Development Areas, townhouses, infill and non-profit housing.

Metro Vancouver residents need places to live that are not car dependent. As a longterm resident of New Westminster, I have witnessed over and over again that It is difficult to find housing that will suit families. We need local policies that enable us to build better to suit a diverse urban population.

Density, done well, can work in favour of residents. Affordability, options and low-carbon living can all coexist with the foundations of good planning.

Thank you for your thoughtful consideration of these issues!

Karin Roberts

Mayor and Councillor

From: Mayor and Councillors
Sent: Monday, January 26, 2026 6:53 PM
To: 'Alex Pichler'
Subject: RE: [EXTERNAL] Zoning Updates - In Favour

Good evening,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Alex Pichler S22(1) Personal Information
Sent: Monday, January 26, 2026 6:51 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Zoning Updates - In Favour

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I am writing to share that I am strongly in favour of the proposed OCP and Zoning updates. I live at S.22(1) Pe Carnarvon, and would like to see more housing options for families and young adults. When I heard that the province was changing their land use policy, I was encouraged about the potential for new builds in New West. I hope to see these land use changes in our city in the near future.

Best,

Alex Pichler

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 10:00 PM
To: 'Elliot Rossiter'
Subject: RE: [EXTERNAL] Speaking at Public Hearing

Good evening,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Elliot Rossiter S22(1) Personal Information
Sent: Monday, January 26, 2026 9:58 PM
To: Legislative Services <legislativeservices@newwestcity.ca>
Subject: Re: [EXTERNAL] Speaking at Public Hearing

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Thanks, here's the feedback:

I'm writing in support of the proposed Townhouse and Affordable Housing Accelerator Initiatives.

As someone who recently looked fruitlessly for a year for an affordable townhouse within walking distance of uptown and downtown New West, I'd ask council to support the townhouse initiative to help increase zoned capacity for townhouses within central New Westminster. In general, the supply of family-friendly housing that is not unattainable single-family homes is woefully inadequate in the city.

The Affordable Housing Accelerator Initiative also deserves support (and is perhaps the most important part of the proposed set of OCP changes in my mind). I've had many conversations with individuals unable to obtain affordable and adequate housing, and the predominant emotions that I've observed are despair and isolation. By contrast, the Moytel Lalem development on Sixth Street in Uptown New West is a breath of fresh air in the way that it facilitates hope and connection amongst those who live there. I'm fortunate to know and love multiple people who live in that building and even more fortunate to be inspired by the ways that they pour themselves out for our community in ways that make it a more welcoming and just place.

We need many more of these types of development: while funding from senior levels of government is crucial for building this type of non-market housing, the city can do its part by helping to provide greater permitting certainty for these developments (that helps make pro formas more viable and rents ultimately lower for occupants).

Hope this is in time!

Best,
Elliot

On Mon, Jan 26, 2026 at 9:38 PM Legislative Services <legislativeservices@newwestcity.ca> wrote:

> If you do wish to write in, please do it promptly as we cannot accept the correspondence once the public hearing concludes.
>
> Thank you for your interest in participating.
>
> Regards,
>
> **Karon Blandino** (she/her) | Manager, Information, Privacy, & Records
>
> **T** 604.515.3828 | **E** kblandino@newwestcity.ca
>
> **From:** Elliot Rossiter S22(1) Personal Information
> **Sent:** Monday, January 26, 2026 9:36 PM
> **To:** Legislative Services <legislativeservices@newwestcity.ca>
> **Subject:** Re: [EXTERNAL] Speaking at Public Hearing
>
> **CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.**
>
> ---
>
> Okay, thanks for letting me know!

On Mon, Jan 26, 2026 at 9:35 PM Legislative Services <legislativeservices@newwestcity.ca> wrote:

Hello Elliot,

Unfortunately, speaking at the public hearing virtually required advanced registration.

While the public hearing is still ongoing, you can still submit correspondence regarding the Townhouse and Affordable Housing Accelerator Fund initiatives and it will be brought to Council's attention.

Best regards,

Karon Blandino (she/her) | Manager, Information, Privacy, & Records

T 604.515.3828 | **E** kblandino@newwestcity.ca

From: Elliot Rossiter S22(1) Personal Information
Sent: Monday, January 26, 2026 9:30 PM
To: Legislative Services <legislativeservices@newwestcity.ca>
Subject: [EXTERNAL] Speaking at Public Hearing

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm presuming that it's too late to speak online at the public hearing tonight, but if it's not too late, I'd be interested in participating.

I realize this is a long shot, so no worries at all if this doesn't work!

> Thanks,
>
> Elliot

Mayor and Councillors

From: Mayor and Councillors
Sent: Monday, January 26, 2026 7:08 PM
To: 'Joe Wang'
Subject: RE: [EXTERNAL] Re: Public hearing on JAN 26: Transit-Aligned Townhouse Corridor Consideration – Canada Way / Tenth Avenue

Good evening,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the January 26, 2026 Public Hearing. In addition, your email will be shared with the Planning and Development department.

Thank you again for taking the time to share your views with New Westminster City Council.

Karon Blandino (she/her)

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From: Joe Wang S22(1) Personal Information
Sent: Monday, January 26, 2026 7:07 PM
To: Joe Wang S22(1) Personal Information
Cc: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Re: Public hearing on JAN 26: Transit-Aligned Townhouse Corridor Consideration – Canada Way / Tenth Avenue

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear planner and councillors

I would also like to specifically highlight the section of Canada Way between Tenth Avenue and Eighth Avenue, which is currently one of the few corridors in close proximity to schools, parks, and major retail amenities that

has not yet been pre-designated for townhouse development. This area is uniquely well suited for family-oriented ground-oriented housing. Compared to aging single-detached homes that often require significant maintenance and reinvestment, modern townhouses would better serve families seeking safe, low-maintenance homes near schools, community facilities, and green spaces.

In addition, while the City has identified approximately 900 homes for potential townhouse zoning, actual redevelopment may be significantly lower in practice, as many owners may choose not to rebuild even when zoning permits townhouse development. As a result, the effective supply of new family-oriented ground-oriented housing may fall short of projected targets. By also considering the pre-zoning of the Canada Way and Tenth Avenue corridor, the City would create a broader and more realistic pipeline of redevelopment opportunities. This would increase the likelihood that sufficient townhouse projects can be delivered over time, particularly in a location well suited for families due to its close proximity to parks, schools, and shopping amenities. Expanding the designated townhouse areas in this corridor would strengthen the City's ability to meet family housing needs and ensure that zoning capacity translates into actual housing supply.

Regards

Joe Wang

On Jan 26, 2026, at 4:22 PM, Joe Wang S22(1) Personal Information wrote:

Dear Planning Department,

My name is **Joe Wang**, and I am a homeowner in New Westminster. I am writing to express my support for the City's townhouse implementation program under *Our City, Our Homes* and to respectfully propose consideration of the **Canada Way / Tenth Avenue corridor** as a future townhouse designation area, based on transit alignment, frequent transit connectivity, and the current pattern of townhouse designation along Tenth Avenue.

Based on my review of **Bylaw No. 8547, 2025**, I note that the City has focused townhouse designation primarily on portions of Tenth Avenue near the intersections of **First to Fifth Streets** and **Sixteenth to Eighteenth Streets**. While I support this approach, I respectfully observe that the **middle segment of Tenth Avenue between Tenth Street and Eighth Street** — including the Canada Way / Tenth Avenue corridor — is not currently included, despite sharing many of the same planning characteristics and redevelopment potential.

Canada Way and Tenth Avenue are both served by TransLink's **Frequent Transit Network (FTN)**, with bus service operating at least every 15 minutes in both directions for much of the day, providing reliable east-west connectivity across New Westminster and into neighbouring communities. The FTN framework reflects regional planning priorities to concentrate higher-density housing near frequent transit service, extending transit-oriented growth beyond SkyTrain stations to include high-frequency bus corridors.

From a land-use perspective, this corridor presents a strong planning rationale for townhouse development due to its flat topography, arterial function, and role as a transition zone between higher-traffic corridors and interior residential neighbourhoods. Directing townhouse forms to arterial frequent-transit corridors would improve alignment with regional transit investment, strengthen the deliverable portion of the City's housing supply strategy, and reduce redevelopment pressure on more sensitive interior residential blocks.

I respectfully encourage staff to consider the area from Tenth st to Eight st on Tenth Avenue corridor as part of future townhouse framework refinements or site-specific policy evaluations. I would welcome the opportunity to provide additional observations or meet with staff for further discussion at an appropriate time.

Thank you for your time and consideration.

City of
New Westminster

Minutes

Regular Council

Monday, February 9, 2026
6:00 p.m.

Council Chamber, Second Floor
New Westminster City Hall, 511 Royal Avenue

Present: Mayor Patrick Johnstone
Councillor Ruby Campbell
Councillor Daniel Fontaine
Councillor Tasha Henderson
Councillor Jaimie McEvoy
Councillor Paul Minhas
Councillor Nadine Nakagawa

Corporate Officer – Hanieh Berg

1. CALL TO ORDER & LAND ACKNOWLEDGEMENT

Mayor Johnstone called the meeting to order at 6:00 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. He acknowledged that colonialism has made invisible their histories and connections to the land. He recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

2. AGENDA ADDITIONS & DELETIONS

MOVED and SECONDED
THAT the Agenda for the February 9, 2026 Regular Council meeting be approved.

CARRIED

3. DELEGATIONS

Paul Mulangu, Centre of Integration for African Immigrants, thanked the City for acknowledging Black History Month and spoke to the value of inclusion and integration within the community. P. Mulangu then extended an open invitation to celebrate Black History Month on Saturday, February 21, 2026 from 11 a.m. to 10 p.m. at 2205 Commercial Drive, Vancouver.

Mayor Johnstone then proclaimed February 2026 as Black History Month in the City of New Westminster.

Eric Osmond, Program Director, Integrated Youth Services, Lower Mainland Purpose Society, spoke to the New Westminster Youth Hub, highlighting its positive impact on youth who may not have a stable afterschool environment. It was noted that the Hub provides a safe and supportive space, offering relationship-based and integrated support tailored to youth needs. E. Osmond advised that the Hub is well utilized, with growing demand and positive outcomes for participants, and emphasized the importance of extending the program and ensuring its continued operation and long-term sustainability.

Patrick Muise raised concerns regarding traffic congestion throughout the city, noting that regional through-traffic should be redirected over New Westminster and was of the opinion that the Queensborough Bridge should have been replaced prior to the replacement of the Pattullo Bridge.

Kristen Andrews, New Westminster Climate Action Hub, expressed support for the City's climate action initiatives and called for stronger measures to reduce emissions from buildings, noting their significant contribution to local greenhouse gas emissions. K. Andrews emphasized accelerating retrofits to existing buildings, particularly the transition from gas heating systems to high-efficiency heat pumps, and exploring financing tools such as Property Assessed Clean Energy loans to support broader uptake.

Geoff Homel expressed concerns regarding the use of artificial intelligence within local government, citing its significant environmental footprint, ethical implications associated with generative AI, and risks related to accuracy, reliability, and lack of human oversight. G. Homel noted potential negative impacts on creativity, education, and human interaction, and emphasized that large language models function without true understanding, which can result in serious errors. G. Homel expressed support for the development of a municipal policy to regulate the use of AI, including potential restrictions or limitations on generative AI tools within the City.

4. CONSENT AGENDA

MOVED and SECONDED
THAT Items No. 4.1 through No. 4.14 be adopted by general consent, with the removal of Items No. 4.2, 4.3, 4.4, 4.5, 4.8, and 4.13.

CARRIED

4.1 Minutes

THAT the Minutes of the Regular Council meeting held on January 26, 2026 be adopted.

ADOPTED ON CONSENT

4.2 Budget 2026: Consolidated 2026 – 2030 Five-Year Financial Plan

Please see Page 5 for action on this matter.

4.3 Cannabis Store Relocation Request – North Root Cannabis Ltd. (Update) and Next Steps for Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 to Remove Cannabis as a Permitted Use at that Address

Please see Page 5 for action on this matter.

4.4 Climate Change Adaptation and Resilience Plan Project – Phase Two

Please see Page 6 for action on this matter.

4.5 Construction Noise Bylaw Variance Request: 602 Agnes Street (BC Housing Project)

Please see Page 6 for action on this matter.

4.6 Construction Noise Bylaw Exemption Request: 808 Royal Avenue (Douglas College Student Housing Project)

THAT an exemption be granted to Graham Construction Ltd. from Construction Noise Bylaw No. 6063, 1992 on alternate Fridays from February 13, 2026 to May 29, 2026 from 8:00 PM to 11:59 PM to enable high polish finishing following a concrete pour at Douglas College located at 808 Royal Avenue, New Westminster.

ADOPTED ON CONSENT

4.7 Council Strategic Priorities Plan – First Semi-Annual Report for 2026

THAT the report titled "Council Strategic Priorities Plan – First Semi-Annual Report for 2026" from the Deputy Chief Administrative Officer dated February 9, 2026 be received for information.

ADOPTED ON CONSENT

4.8 Financial Statements Audit Planning Report for the year ending December 31, 2025

Please see Page 7 for action on this matter.

4.9 Heritage Revitalization Agreement and Heritage Designation: 1121 Eighth Avenue – Bylaws for First and Second Readings

1. *THAT Heritage Revitalization Agreement (1121 Eighth Avenue) Bylaw No. 8550, 2026 and Heritage Designation (1121 Eighth Avenue) Bylaw No. 8551, 2026 be introduced and given first and second readings, and be forwarded to Public Hearing.*
2. *THAT, should Heritage Designation (1121 Eighth Avenue) Bylaw No. 8551, 2026 be adopted, the building currently located at 1121 Eighth Avenue be added to the City's Heritage Register.*

3. *THAT, should Heritage Revitalization Agreement (1121 Eighth Avenue) Bylaw No. 8550, 2026 and Heritage Designation (1121 Eighth Avenue) Bylaw No. 8551, 2026 be adopted, the Approving Officer be authorized to approve a strata plan for 1121 Eighth Avenue, consistent with draft plan attached to the report titled "Heritage Revitalization Agreement and Heritage Designation: 1121 Eighth Avenue – Bylaws for First and Second Readings" dated February 9, 2026 from the Director, Planning and Development.*

ADOPTED ON CONSENT

4.10 Kelly O' Bryan's, 800 Columbia Street – Application for Patron Participation Entertainment Endorsement

THAT New Westminster City Council approves Kelly O'Bryan's application for a Patron Participation Entertainment Endorsement to allow patron participation entertainment from 5:00 PM to 12:00 AM, Sundays to Saturdays (seven days per week).

ADOPTED ON CONSENT

4.11 Next Generation 9-1-1 Base Funding 2026 Grant Application to the Union of British Columbia Municipalities

1. *THAT staff be authorized to submit an application for funding to the Union of British Columbia Municipalities for the Next Generation 9-1-1 Upgrade Project, for up to $45,000.*
2. *THAT the Chief Administrative Officer and Director, Finance be authorized to enter into an agreement with the Province of British Columbia if the application is successful.*

ADOPTED ON CONSENT

4.12 Response to Council Motion: Provincial Regulation of Electric Kick Scooters

THAT the proposed resolution titled "Need for Province-Wide Regulation of Electric Kick Scooters" included as Attachment 1 to the report titled "Response to Council Motion: Provincial Regulation of Electric Kick Scooters" from the Director, Engineering & Public Works & Deputy Chief Administrative Officer, dated February 9, 2026, be endorsed for submission to the Lower Mainland Local Government Association.

ADOPTED ON CONSENT

4.13 Proclamation: BC Heritage Week, February 16 – 22, 2026

Please see Page 7 for action on this matter.

4.14 Proclamation: Black History Month, February 2026

ADOPTED ON CONSENT

5. CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA

4.2 Budget 2026: Consolidated 2026 – 2030 Five-Year Financial Plan

MOVED and SECONDED

1. *THAT Five-Year Financial Plan (2026-2030) Bylaw No. 8571, 2026 be introduced and given first, second, and third readings.*
2. *THAT staff undertake a process of public consultation in accordance with Section 166 of the Community Charter.*
3. *THAT the 2026 Multi-Year Capital Budget for $220.0M, included as Attachment 6 to the report titled "Budget 2026: Consolidated 2026 – 2030 Five-Year Financial Plan" dated February 9, 2026, from the Director, Finance, be approved.*

CARRIED
Opposed: Cllrs. Fontaine
Minhas

4.3 Cannabis Store Relocation Request – North Root Cannabis Ltd. (Update) and Next Steps for Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 to Remove Cannabis as a Permitted Use at that Address

In response to queries from Council, Jackie Teed, Director, Planning and Development, advised that staff's recommendation to abandon Zoning Amendment Bylaw No. 8520, 2025 would continue to permit cannabis retail use at 416 East Columbia Street and that should a new owner wish to establish a cannabis retail operation at the subject site, appropriate licensing and approvals would be required from the Province as well as a business licence and any necessary building permits from the City.

MOVED and SECONDED
THAT Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, be abandoned.

The question on the motion was not called as, in response to queries from Council, J. Teed advised that an alternative to abandoning Zoning Amendment Bylaw No. 8520, 2025 (416 East Columbia Street) would be to adopt the bylaw in order to remove cannabis retail use from the subject site.

Discussion ensued on the potential to seek legal advice regarding the matter prior to consideration of next steps on Bylaw No. 8520.

In response to further queries from Council**,** J. Teed noted that Council's direction in December 2024 was to consider relocation of the current business rather than cancelling the applicant's application. J. Teed further advised that (i) sites are zoned for specific uses, (ii) any change in use requires a rezoning application, and (iii) business licences are tied to the zoning of the site.

As a result of the discussion, the motion to abandon Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025 was **WITHDRAWN** and the following referral motion was introduced:

MOVED and SECONDED
THAT Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, be referred to the next Regular Council meeting for adoption.

CARRIED

4.4 Climate Change Adaptation and Resilience Plan Project – Phase Two

In reply to queries from Council, Leya Behra, Deputy Director, Climate Action, advised that engagement with various tenant union organizations is occurring through several avenues, with broader engagement anticipated in upcoming phases.

MOVED and SECONDED

1. *THAT the next steps for Phase Three of the Climate Change Adaptation and Resilience Plan project, as outlined in the report titled "Climate Change Adaptation and Resilience Plan Project – Phase Two" dated February 9, 2026 from the Director, Energy and Climate Action, be endorsed.*
2. *THAT the engagement objectives and approach for the second round of community engagement, as outlined in the report titled "Climate Change Adaptation and Resilience Plan Project – Phase Two" dated February 9, 2026 from the Director, Energy and Climate Action, be endorsed; and*
3. *THAT staff proceed with Phase Three of the Climate Change Adaptation and Resilience Plan Project and report back to Council with outcomes of Phase Three.*

CARRIED

In accordance with Section 100 of the *Community Charter*, Cllrs. Minhas and Nakagawa declared to be in a potential conflict of interest as they each live in proximity to the subject site and left the meeting (7:06 p.m.).

4.5 Construction Noise Bylaw Variance Request: 602 Agnes Street (BC Housing Project)

MOVED and SECONDED
THAT an exemption be granted to BC Housing contractor, Keller Construction Ltd, from Construction Noise Bylaw No. 6063, 1992 for a period of two consecutive nights from 8:00 PM to 7:00 AM on Wednesday February 11, 2026 and Thursday February 12, 2026 to install a new water main tie-in from 602 Agnes Street to the City's water main on Agnes Street.

CARRIED

Cllrs. Minhas and Nakagawa returned to the meeting (7:07 p.m.).

4.8 Financial Statements Audit Planning Report for the year ending December 31, 2025

In reply to questions from Council, Gary So, Acting Director, Finance and Information Technology, advised that the presumption of management override of controls is a standard audit requirement applied to all organizations during audit planning and does not indicate that any such issue has been identified within the City; G. So also advised that no concerns were identified during the interim audit, noting that auditors apply materiality thresholds when assessing errors or control deficiencies, with only material matters required to be reported to Council or result in amendments to the financial statements.

MOVED and SECONDED
THAT the KPMG, LLP Audit Planning Report, included as Attachment 1 to the report titled "Financial Statements Audit Planning Report for the year ending December 31, 2025", be approved.

The question on the motion was not called as in response to further queries from Council, G. So advised that policies and control procedures are regularly reviewed to mitigate risk.

Donnie Rosa, Chief Administrative Officer, advised that any matters of concern would be brought forward to Council.

The question on the motion was then called and it was **CARRIED**.

4.13 Proclamation: BC Heritage Week, February 16 – 22, 2026

Discussion took place on correspondence received from the New Westminster Heritage Foundation, citing disappointment in the result of their application for grant funding.

Mayor Patrick Johnstone proclaimed February 16 – 22, 2026 as BC Heritage Week, in the City of New Westminster.

6. COUNCILLOR NADINE NAKAGAWA

6.1 Participation at the Strong Cities' Sixth Global Summit: December 9-11, 2025

MOVED and SECONDED
THAT the memorandum titled "Participation at the Strong Cities' Sixth Global Summit: December 9-11, 2025" from Councillor Nadine Nakagawa, be received for information.

CARRIED.

7. MOTIONS FOR DISCUSSION AND DECISION

7.1 Developing a City-Wide AI Policy

Two pieces of correspondence were provided on table (attached to and forming part of these Minutes as Schedule 1.)

MOVED and SECONDED
THAT staff develop a city-wide AI policy that provides clarity and direction for staff members and transparency to the public around appropriate use of AI technologies.

The question on the motion was not called as discussion took place regarding the rapid increase in the availability and use of artificial intelligence (AI), raising concerns about its adoption and impacts. It was noted that many organizations are already using AI tools and that proactive action is needed to establish clear guidelines, given the significant legal, ethical, workforce, and environmental implications associated with AI technologies.

As a result of the discussion, the following amendment was introduced:

MOVED and SECONDED
THAT a Part 2 be added to read as follows:

"2. THAT staff report back on the current prevalence of the use of AI at New Westminster City Hall."

The question on the amendment was not called as, in reply to a query from Council, D. Rosa noted that the use of artificial intelligence is relatively new and can offer both advantages and disadvantages.

The question on the amendment was then called and it was **CARRIED**.

The question on the main motion, as amended, was then called and it was **CARRIED**.

8. NOTICES OF MOTION

8.1 Memorandum of Understanding with Century House Association

Submitted by Councillor Campbell

WHEREAS Century House Association (CHA) has been a valued community partner since 1958 in assuring that Century House provides inclusive, welcoming, and relevant activities and social connection for older adults in New Westminster; and

WHEREAS early in 2020 the City and CHA completed its first Memorandum of Understanding as a basis for sustaining and enhancing this proven relationship between two trusted partners for the delivery of those services; and

WHEREAS there have been changes at the CHA and across the community since the initial MOU was completed prior to the COVID pandemic, including expansion of recreation services in the City, the launching of the City's Friendly Seniors Strategy and the recent adoption by the CHA of a new Strategic Plan; and

WHEREAS the CHA recently sent a letter to Mayor and Council suggesting the timeliness of a review and potential update of the MOU;

THEREFORE BE IT RESOLVED THAT staff engage with leadership of the Century House Association to explore updating the current Memorandum of Understanding between the City and CHA with the intent to strengthen collaboration in delivering services to an increasing diverse older adult population in the City.

8.2 Advancing a Vision Zero Approach to Road Safety

Submitted by Mayor Johnstone

WHEREAS injuries and deaths on BC roads have untold impacts on thousands of BC lives every year, strain local government first responder resources, and result in more than $500 Million in direct health care costs in British Columbia every year; and

WHEREAS the Province's BC Road Safety Strategy has referenced a Vision Zero approach to road safety starting with the belief that no loss of life on our roads is acceptable and implementing a collaborative Safe System Approach to road safety relying proactive data collection and sharing as the globally recognized path to achieving Vision Zero;

THEREFORE BE IT RESOLVED THAT the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on UBCM to request the Province to advance its commitment to Vision Zero and further support local government partners through:

1. *expansion of the Vision Zero Road Safety Grant program by providing additional funding to introduce a third funding stream with a cap higher than the current $20,000 limit to fund more ambitious local government and First Nation community road safety initiatives; and*
2. *undertaking a comprehensive review of data collected by provincial ministries and agencies in relation to motor vehicle injury and death incidents, and develop strategies for proactive data sharing between those agencies and local governments to inform local road safety improvements.*

8.3 Triple Net Lease Reform

Submitted by Councillor Henderson

WHEREAS triple net leases shift the responsibility for property taxes, insurance, and maintenance costs from property owners onto commercial tenants, creating financial instability and unpredictability for small and local businesses; and

WHEREAS municipalities rely on vibrant local businesses to support complete communities, economic resilience, and main street vitality, yet lack the legislative authority to regulate commercial leasing practices;

BE IT RESOLVED THAT the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on the Province of BC to review and reform commercial leasing legislation, including the use of triple net leases, to improve transparency, fairness, and protections for commercial tenants, particularly small and locally-owned businesses.

8.4 Enhanced Mental Health Supports Following Infant Loss

Submitted by Councillor Nakagawa

WHEREAS infant loss, including miscarriage, stillbirth, and the death of an infant can result in profound and long-lasting mental health impacts for parents and caregivers; and

WHEREAS access to timely, specialized, and trauma-informed mental health supports following infant loss varies across the province, leaving many families without adequate care during an acute period of grief;

BE IT RESOLVED THAT the City of New Westminster submit a resolution to the Lower Mainland Local Government Association calling on the Province of BC to ensure ongoing provincial funding for research related to pregnancy loss and bereavement care, to provide standardized education and training for health care providers on how to deliver trauma-informed, evidence-based care, and to fund bereavement support programs for families who experience pregnancy loss, infant loss, embryo loss, or failed fertility and IVF treatments.

9. NEW BUSINESS

None.

10. PUBLIC ANNOUNCEMENTS

Mayor Johnstone announced that Lisa Southern has been appointed as Interim Ethics Commissioner.

Mayor Johnstone made the following announcements on appointments to various advisory groups:

Advisory Planning Commission

Raj Dhaliwal and Devin Hentschel have been appointed to the Advisory Planning Commission for a three-year term to expire on January 31, 2029.

Arts, Culture and Economic Development Advisory Committee

Patricia Belsham, Karima Jivraj, and Shahla Islam have been appointed to the Arts, Culture and Economic Development Advisory Committee for a one-year term to expire on January 31, 2027.

Jorden Foss, Dr. Nora Houlahan, Erin Jeffery, Tej Kainth, Barb Kojder, Karen Lee, and Paige Strand have been appointed to the Arts, Culture and Economic Development Advisory Committee for a two-year term to expire on January 31, 2028.

Board of Variance

Ahmad Fallah was appointed to the Board of Variance for a one-year term to expire January 31, 2027.

11. ADJOURNMENT

MOVED and SECONDED
THAT the meeting adjourn (7:52 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of Council of the City of New Westminster held on February 9, 2026.

Patrick Johnstone
MAYOR

Hanieh Berg
CORPORATE OFFICER

Schedule 1 to the Regular Council Meeting February 9, 2026	ON TABLE Regular Council Meeting February 9, 2026 Re: Item 7.1

From: Mayor and Councillors
To: "Geoff Homel"
Subject: RE: [EXTERNAL] Letter of Support for Developing a City of New West AI Policy
Date: Monday, February 9, 2026 10:37:48 AM

Hello,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the Regular Council meeting.

Thank you again for taking the time to share your views with New Westminster City Council.

Regards,
Sarah

Sarah Goddard | Assistant Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
www.newwestcity.ca

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From: Geoff Homel S22(1) Personal Information
Sent: Friday, February 6, 2026 4:29 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] Letter of Support for Developing a City of New West AI Policy

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In Support of Tasha Henderson's Proposed City-Wide AI Policy

To whom it may concern,

My name is Geoff Homel. I'm an archaeologist living in the west end of New Westminster. Back in January, I sent an email to New West's city council expressing my concerns regarding the lack of a consistent AI-use policy within New Westminster's government.

Personally, I am of the opinion that *any* amount of AI use, especially to generate text, images, or perform 'research' is too much, especially for a city like New Westminster, with a robust environmental policy. However, I can recognise that large language model agents can have their use-cases when it comes to tasks like data analysis and the like.

So-called ‘artificial intelligence’ has been a fairly hot-button issue in the news recently, and I will summarise my main objections to its use:

1. It requires an enormous amount of computing power to run an AI data-centre. This includes both physical parts, like computer chips, which is driving up the cost of de-centralised personal computing devices, and more ephemeral resources, like water and power. It is estimated that a single large AI data centre has a carbon footprints equivalent to that of the entirety of New York City or the country of Norway.

2. Generative AI, referring to large language models capable of producing images or text, have a myriad of ethical issues. The outsourcing of creative tasks to machines is by nature anti-human. Art and literature are endeavours that have defined us since someone decided to dip their hand in ochre and reproduce their world on a rock face, tens of thousands of years ago. From a less philosophical and more practical standpoint, generative AI programs were generally trained on stolen art and writing, and numerous court cases are ongoing. This reproduced text, which is capable of mimicking human speech in a convincing manner, can encourage vulnerable individuals to hurt themselves or others, or simply withdraw from human contact. I encourage reading into a phenomenon known as AI psychosis.

3. AI makes mistakes. Often very damaging ones. I am certain that most people have seen the AI employed by google or other search engines supply completely erroneous information. It is important to recognise that large language models do not have any awareness of what they are saying- they are essentially prediction engines, putting one word in front of the other without any understanding of the larger picture. This can be very powerful, but comes with serious danger of slip-ups or potentially disastrous mistakes. Anyone who uses ChatGPT or another AI agent regularly should look into how exactly it ‘thinks,’ or even ask the LLM itself. There are cases of AI software erasing entire databases or servers after being provided administrative access to computers, due to a mistake on its part and a lack of oversight from a human handler.

There is more to say about the detrimental effects of artificial intelligence on education, creativity, and human understanding of the world, but further discussion would be wandering a bit too far off-topic. It would be easy to mistake AI technology for a technological revolution similar to that of the internal combustion engine- something that is leaving behind programmers and artists in the same way we left behind steam engine mechanics. But it’s got much wider reaching effects.

In light of the above points, I would like to throw my full support behind Councillor Tasha Henderson’s development of a policy to regulate the use of AI within New Westminster’s municipal government. Whether this takes the form of an outright ban or simply limitations on the use generative LLMs, it is something that needs addressing.

Regards,
Geoff Homel

From: Mayor and Councillors
Sent: Monday, February 9, 2026 10:38 AM
To: 'Cassidy Klassen'
Subject: RE: [EXTERNAL] In Support of Tasha Henderson's Proposed City-Wide AI Policy

Hello,

This is to acknowledge and thank you for your email. Your correspondence will be forwarded to the Mayor and each Councillor, and will form part of the public record of the Regular Council meeting.

Thank you again for taking the time to share your views with New Westminster City Council.

Regards,
Sarah

Sarah Goddard | Assistant Corporate Officer

City of New Westminster | Legislative Services
511 Royal Avenue, New Westminster, BC V3L 1H9
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From: Cassidy Klassen S22(1) Personal Information
Sent: Saturday, February 7, 2026 2:52 PM
To: Mayor and Councillors <mayorandcouncillors@newwestcity.ca>
Subject: [EXTERNAL] In Support of Tasha Henderson's Proposed City-Wide AI Policy

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In Support of Tasha Henderson's Proposed City-Wide AI Policy

To whom it may concern,

My name is Cassidy Klassen. I'm a Graphic Designer living in Sapperton, New Westminster. I am writing to express my concerns regarding the lack of a consistent AI-use policy within New Westminster's government.

Personally, I am of the opinion that *any* amount of AI used, especially to generate text, images, or perform 'research' is too much, for a city like New Westminster, with a robust environmental policy.

So-called 'artificial intelligence' has been a fairly hot-button issue in the news recently, and I will summarize my main objections to its use:

1. It requires an enormous amount of computing power to run an AI data-centre. This includes both physical parts, like computer chips, which is driving up the cost of decentralised personal computing devices, and more ephemeral resources, like water and power. It is estimated that a single large AI data centre has a carbon footprint equivalent to that of the entirety of New York City or the country of Norway.

2. Generative AI, referring to large language models capable of producing images or text, have a myriad of ethical issues. The outsourcing of creative tasks to machines is by nature anti-human. Art and literature are endeavours that have defined us since someone decided to dip their hand in ochre and reproduce their world on a rock face, tens of thousands of years ago. From a less philosophical and more practical standpoint, generative AI programs were generally trained on stolen art and writing, and numerous court cases are ongoing. This reproduced text, which is capable of mimicking human speech in a convincing manner, can encourage vulnerable individuals to hurt themselves or others, or simply withdraw from human contact. I encourage reading into a phenomenon known as AI psychosis.

3. AI makes mistakes, often very damaging ones. I am certain that most people have seen the AI employed by google or other search engines supply completely erroneous information. It is important to recognise that large language models do not have any awareness of what they are saying- they are essentially prediction engines, putting one word in front of the other without any understanding of the larger picture. This can be very powerful, but comes with serious danger of slip-ups or potentially disastrous mistakes. Anyone who uses ChatGPT or another AI agent regularly should look into how exactly it 'thinks,' or even ask the LLM itself. There are cases of AI software erasing entire databases or servers after being provided administrative access to computers, due to a mistake on its part and a lack of oversight from a human handler.

In light of the above points, I would like to throw my full support behind Councillor Tasha Henderson's development of a policy to regulate the use of AI within New Westminster's municipal government. Whether this takes the form of an outright ban or simply limitations on the use generative LLMs, it is something that needs addressing.

Regards,

Cassidy Klassen

City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 23, 2026
From:	Blair Fryer, Director, Community Services	**Report No.:**	2026-75
Re:	**2025 Filming Activity**		

Staff Recommendation

THAT the report titled "2025 Filming Activity" dated February 23, 2026 from the Director, Community Services, be received for information.

Purpose

This report provides Council with the annual overview of filming activity and accomplishments for 2025.

Summary

For many years, New Westminster has been a desirable filming location in the Metro Vancouver area, which has resulted in a steady source of annual revenue for the City. In 2025, filming activity resulted in the highest gross permit value to date. More than $1.18 million was billed by the City for filming permits, resulting in approximately $450,000 net revenue after expenses.

In 2025, a number of significantly-sized construction projects continued in New Westminster that limited the amount of available filming locations. Limited availability of off-street parking locations large enough to accommodate filming trucks, catering, actor trailers, equipment, etc. also presented a challenge for interested productions.

Background

In 1998, the City started to actively manage filming activity in recognition of the significant benefit of filming as it creates meaningful economic spin-offs which include indirect spending and supplemental income to residents and merchants. A Film Coordinator position was created to support filming requests, coordinate City services, manage neighbourhood impacts through communication and mitigation efforts with residents and businesses, and apply filming policies and permit fees.

Film Permit Bylaw No. 7793, 2016, regulates filming activity in New Westminster. Applicable filming permit fees are now accounted for in the Community Services Fees and Charges Bylaw No. 8529, 2025. The fees have not been increased since 2022 and

remain in line with regional averages. Staff are not proposing any changes to the filming fees at this time. The City has additionally adopted Filming Policies and Procedures that accompany related filming bylaws. In addition, Creative BC's Filming Code of Conduct, applicable law, and industry standards also govern filming across the province. To date, all filming within New Westminster is managed through the City's Filming Coordinator.

Analysis

Despite challenges with limited parking and competing construction projects, more film permits were issued in 2025 from the previous year. In 2025, the Film Office received 242 requests to film. Of these, 181 did not proceed for a variety of reasons such as the location was not selected by the production, the location was not available during the time frame requested, or the location was restricted due to filming frequency or civic projects.

The Film Office processed 61 film permits that included nine feature films, 33 TV series, eight TV commercials, four independent films, five documentaries or web-based productions, and two student productions. Of note, the majority of feature films were produced for streaming sites, in line with current consumer preferences for streaming services. The City has surpassed total annual filming revenue generated pre-pandemic even with a lower number of permits, indicating a higher per-permit value.

The average film permit value in 2025 was $14,067. Permit values vary based on the scope and scale of the production or locations and services requested. Film permit revenue sources include civic location fees, administration charges, license fees, inspection fees and purchased civic services including staffing such as Police, Fire, Electrical Services and civic location liaisons.

Revenue fluctuates annually based on several factors such as the number of productions that come to British Columbia from other parts of Canada, the United States or other parts of the world, productions requesting to use recurring locations for their story line, the ability to accommodate work truck parking within the city, or coordinating filming requests based on frequency of filming in neighbourhoods and working around construction projects.

The Film Office receives a small number of calls or emails from the community regarding filming within the city and the temporary impact it has on businesses and residents; typically less than 10 per year, including in 2025. The Film Office works with business owners, residents, and production companies to mitigate and resolve any concerns in a timely manner, and makes efforts to ensure locations are well scouted and impacts communicated in advance.

Direct Spending

Upon completion of each filming permit, the production company is provided with an optional "wrap sheet" to report direct spending within the community but not paid to the City, such as location fees, private property rental fees, direct purchases, catering, or other location-related expenses. This data helps provide a more comprehensive picture of the positive impacts and experiences related to filming. Amounts vary based on the scope and scale of each production.

For example, in 2025, the film office issued permits to one production filming at two locations. The combined permit value was $247,502 (pre-tax). The economic spin off or “direct spend” in the community, going directly to residents and local businesses, totaled $240,217 (pre-tax).

While not all productions share information with the City about direct spending in New Westminster, the total direct spend reported for 2025 was approximately $1.7 million. This is on top of the permit value, which is revenue the City can track easily through our permitting process.

Financial Implications

The following table summarizes the past seven years of filming activity in New Westminster:

Year	Permits	Film Days	Permit Value (total paid to City)	Net Operating Surplus*
2025**	61	80	$1,181,626	$432,269**
2024	56	78	$886,897	$389,702
2023	40	53	$286,626	$47,469
2022	64	86	$1,047,517	$353,201
2021	60	76	$593,494	$173,255
2020	54	76	$730,886	$220,966
2019	95	140	$795,151	$324,960

**After accounting for all service costs and fees associated with issuing a film permit and other filming operating expenditures the City incurred.*
*** Financial results are preliminary and subject to year-end audit*

In 2026, Film Office staff anticipate issuing a similar number of permits as 2025. Film revenue will support a continued economic benefit to the City, residents, and businesses.

Interdepartmental Liaison

To ensure the Film Bylaw and Policies and Procedures are followed, several departments contribute including Engineering and Parks & Recreation**.**

Report Approval

Authored By
Jen Arbo, Manager, Community Partnerships
Trevor Cave, Special Events and Film Coordinator

Agreed By
Shehzad Somji, Director, Finance
Blair Fryer, Director, Community Services

Approved By
Donnie Rosa, Chief Administrative Officer

City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 23, 2026
From:	Blair Fryer, Director, Community Services	**Report No.:**	2026-79
Re:	**Community Grant Program Update 2025-2026**		

Staff Recommendation

THAT the report titled "Community Grant Program Update 2025-2026" dated February 23, 2026, from the Director, Community Services, be received for information.

Purpose

This report provides a status update on the Community Grant Program, including a look back on grants awarded in 2025 and their associated community impact, as well as a summary of grants awarded for 2026. Additionally, it provides an update on the status of the phased adjustments to the Community Grants Program.

Background

Staff last came to Council with a report on the Community Grants Program October 6, 2025, in response to a Council motion from August 25, 2025. At the October 6, 2025 meeting, Council approved an increase to the 2026 Community Grants program to $1,467,675.

Analysis

2025 Funding Summary

In 2025, a total of $1,012,150 was awarded to Community Partners and Residents' Associations from the Community Grants program. This includes cash awards and awarded City Services, as well as funds for Residents' Association Community Investment Funds which, though a Council motion, was increased from $200 to $400 for each Residents' Association. Note that Residents' Association Community Investment Funds are not adjudicated by the Community Grants Advisory Committees, and that funds allocated to this portfolio are forwarded to the Residents' Association when they request it.

A total of 68 Community Partners were awarded funds in 2025. These successful applicants were selected from a pool of 91 applications, which constitutes an application success rate of 75%.

The breakdown of the actual Community Grants by portfolio is summarized in the following table:

Portfolio	**Actual**
Portfolio 1: Grants for Living: Community Livability and Social Equity	$331,430
Portfolio 2: Grants for Involvement: Social and Cultural Vibrancy	$343,966
Portfolio 3: Grants for Growth: Community Economic Activators	$85,926
Residents Associations Community Investment Funds	$3,600
City Services (cash-equivalent awards for direct costs of services and equipment provided by City departments)	$247,228
TOTAL	**$1,012,150**

Community Impact

The 2025 Community Grants program supported numerous programs to operate throughout the year such as food programs, seniors' support, amateur sports, celebrations, and more. The Community Grants program funded several environmental cleanups, programs for newcomers and mental health, sports tournaments, and child care programs.

Fostering the Council Strategic priority of Community Belonging and Connecting, grants supported several smaller festivals and nine major festivals or events including New West Pride, Recovery Day New West, Fridays on Front, Hyack Festival Parade, Farewell to Summer Fireworks and Music Festival, Nagar Kirtan, the New Westminster Farmers Market, and RiverFest.

Nine subject areas were represented including Amateur Sports, Arts, Childcare, Community Economic Activators, Community Wellness, Environmental/Climate Response, Festivals and Events, Heritage, and Sports Travel Grants.

Staff have developed a four page Community Impact Report (see Attachment 1) so that the community can easily understand the breadth of impact by the Community Grants Program through its Community Partners.

In past years, community impact has been reported to Council through an applicant-submitted reporting template called Snapshots of Success. Feedback from Community Partners during the grant review process in 2024 indicated this format of reporting was troublesome in that the one-size-fits-all approach did not allow them to effectively communicate the community impact of their activities. As a result, the reporting process was refined, with scaled reporting requirements in proportion to amount of funds received. Reporting is now submitted though the online grants platform and allows for Community Partners to upload a variety of documentation and media to support their submission.

Love New West

A new component of the community grant program, beginning this year, is a City-hosted celebration event. The first annual *Love New West* was held on February 7, 2026 at Anvil Centre. All 2025 grant recipients were invited to exhibit and participate at this public event, which includes volunteer stories, exhibits and displays, and interactive activities as well as a community partner panel, and a keynote address aimed at continuing to develop the non-profit sector in New Westminster. This event was developed and marketed as an opportunity for the community to have more meaningful connection with the organizations themselves, rather than only having access to static reporting submitted to the City. This event will take place on an annual basis and will replace the Snapshots of Success report, so that the community has a deeper understanding and appreciation of the impact of the grants program and to promote meaningful connections in the non-profit sector.

2026 Funding Summary

In 2026, a total of $1,403,920 was awarded to 71 Community Partners. A total of 99 applications were received, representing an application success rate of 72%. Adjudication by three Community Grants Advisory Committees took place in fall 2025, and the committees' award recommendations were approved by the Chief Administrative Officer. This procedure is outlined in the Community Grants policy approved by Council.

Organizations previously funded through multi-year grants were given the opportunity to apply for a "lift" in funding given that their multi-year awards had not contemplated an increased budget. Their applications were considered by the Community Grants Advisory Committees alongside the applications received at this most recent intake.

All 2026 grant recipients will be invited to participate in next year's *Love New West* event in February 2027. A list of Community Partners who were awarded funds is included in Attachment 2. Note that the attachment totals $1,399,120 because it does not include $4,800 allocated to Residents' Association Community Investment Funds which are not adjudicated.

The breakdown of the recommended Community Grant awards is noted in the following table.

Portfolio	**Awarded**
Portfolio 1: Grants for Living: Community Livability and Social Equity	$452,850
Portfolio 2: Grants for Involvement: Social and Cultural Vibrancy	$455,525
Portfolio 3: Grants for Growth: Community Economic Activators	$130,880
Residents Associations (allocated)	$4,800
City Services (cash-equivalent awards for direct costs of services and equipment provided by City departments)	$359,865

TOTAL	**$1,403,920**

In addition to the $1.4M awarded as outlined above, the 2026 Grants budget also includes a special grants intake of Fired Up for Football small grants ($50,000), costs related to *Love New West* ($10,000), and a small contingency ($3,755).

Targeted Community Grant Program

A $50,000 allocation of funding has been set aside for Fired Up for Football, the City's Targeted Community Grants program related to FIFA World Cup 2026™ that was approved by Council on November 24, 2025. The intake for this program is now open, and closes March 16, 2026. All individuals (with co-applicant), businesses, and non-profits in New Westminster are eligible to apply for up to $1,000 to support their ideas for community activities in New Westminster related to the global soccer tournament.

Status Report of Refinements

Staff continue to deliver the refinements to the City's Community Grants program that were approved in a phased approach July 8, 2024 and for which a status report was brought to Council May 26, 2025. The phased approach was devised to provide a careful and smooth introduction to changes so that community partners were well informed. Refinements that are still to come include:

Action Item	Status Update
Develop a mentorship program for incubating community ideas	Staff note that when surveyed, Community Partners indicated a lack of capacity to provide mentorship services to emerging organizations. Staff will explore alternative approaches with Social Planning.
Feasibility of Service Agreements	Staff have begun identifying organizations whose scope of delivery may make them suitable for a service delivery agreement. Staff are undertaking a review of existing service agreements, will conduct a municipal scan for promising practices, and consult with the Province's Gaming Branch to determine if service delivery agreements could have unintended consequences for Community Partners who also rely on Community Gaming grants. Staff plan to report back to Council in Q1 2027, which would allow for any adjustments before the 2028 Grants intake.
Expanded community partner definitions to include new structures	This item was not previously identified for refinement; however, it has become apparent that a broader range of community partners are providing benefit to the community that could be eligible for the City's Community Grants program, such as co-operatives. Staff plan to expand the definition before the next Community Grants intake.
Delivery of new capacity-building education series	Vantage Point will deliver a fundraising curriculum in Q2 2026 for current grant recipients. This multi-day capacity building educational opportunity is delivered alongside the City's existing Non-Profit Educational Bursary Support program.

City Services Calculation	Work to adjust how City Services are calculated for grant recipients is underway. City Services include services or use of items that the City provides with a quantifiable value. For example, providing Police, traffic management contractors, or the use of waste disposal all come at a cost. Adjustments were required to how these are calculated for a few reasons, including an increase in safety and security guidelines, increased costs to the City by third party providers, and more refined understanding of specific events' scope and scale. Some modifications to the City Services formula were made for the 2026 Community Grant intake. Continued refinements will be made for the next intake.

Financial Implications

There are no additional financial implications from actions outlined in this report.

Interdepartmental Liaison

Several departments, such as Engineering, Parks and Recreation, and Electrical, are consulted when developing estimates related to City Services. Finance contributed to this report.

Attachments

Attachment 1 – 2025 Community Impact Report
Attachment 2 – 2026 Community Grants Awarded

Report Approval

Authored By
Jen Arbo, Manager, Community Partnerships
Stephen O'Shea, Community Grants Coordinator

Agreed By
Jennifer Miller, Deputy Director, Community Services
Blair Fryer, Director, Community Services
Shehzad Somji, Director, Finance

Approved By
Donnie Rosa, Chief Administrative Officer

Attachment *1*

2025 Community Impact Report

New Westminster

New Westminster Community Grants

Community Impact Report 2025



Message from the Mayor



New Westminster is a special community, one where people and organizations work together and support each other. The City is proud to be a part of this collaboration, and has funded more than 60 organizations doing incredible work here in the community the past year. From providing meals to residents in need to helping people feel a sense of belonging and connection, to supporting arts and heritage offerings that inspire and spark imagination, the Community Grants program supports us all to thrive and to feel at home in New Westminster.

We often hear that New Westminster is a small town feel in a big city wrapper, and it is through the non-profit community that we are able to make so many of those vital connections. We recognize the value of supporting the development of welcoming, respectful, and inclusive processes, activities, and spaces. The social and cultural make-up of New Westminster continues to evolve and is more diverse now than ever; it is vital that we all foster a community in which everyone feels they belong.

I hope you enjoy Love New West and find inspiration in the power of giving to one another.

Mayor Patrick Johnstone

Overview

Community Partners play a crucial role in making New Westminster vibrant and livable. They deliver essential, creative, and innovative programs, services, supports, facilities, and engagement opportunities for the people of New Westminster. Through the New Westminster Community Grants Program, the City aims to recognize and support this important work, which is key to achieving the City's vision of **a vibrant, compassionate, sustainable city that includes everyone.**

The Community Grants program is guided by six core principles:

- Building Community Capacity
- Community Partnership
- Supportive Process
- Responsiveness
- Stewardship
- Impact Evaluation and Reporting

Who are Community Partners?

Community Partners are community groups, non-profit societies, registered charities, and service organizations delivering activities in New Westminster.

Who decides which applications get funded?

Three Grant Advisory Committees are responsible for reviewing all grant applications and making recommendations to the Chief Administrative Officer for approval. Each Grant Advisory Committee includes a minimum of three and up to ten community content experts representing various sectors within each grant portfolio.

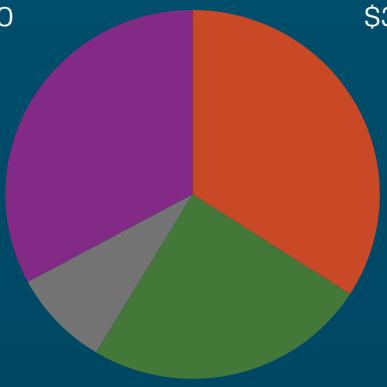
The three Grant Advisory Committees are:

- Community Livability and Social Equity
- Social and Cultural Vibrancy
- Community Economic Activators

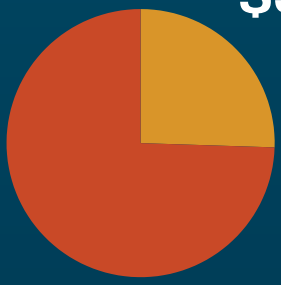
Community Impact: $1,008,550 funds distributed in 2025





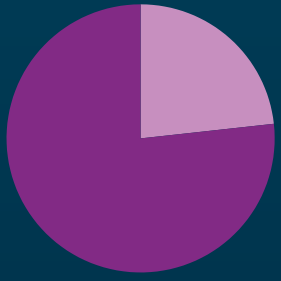


$345,334 for Festivals in 2025





$305,700 for Social Services in 2025





Community Partners

Community Livability and Social Equity

- BC Poverty Reduction Coalition
- Big Brothers of Greater Vancouver
- Canadian Mental Health Association Vancouver-Fraser Branch
- Communities Embracing Restorative Action
- Elizabeth Fry Society of Vancouver
- Family Services of Greater Vancouver
- Glenbrooke Daycare
- Living in Community
- Lower Mainland Purpose Society
- Lumara Grief & Bereavement Care Society
- New West Hospice Society
- New West Neighbourhood House
- New Westminster Climate Action Hub
- New Westminster Environmental Partners
- New Westminster Family Place
- New Westminster Homelessness Coalition
- Pacific Immigrant Resources Society
- Pioneer Community Living Association
- Queens Park Preschool
- Red Fox Active Healthy Living Society
- Seniors Services Society of BC
- St Aidan's Presbyterian - Don't Go Hungry
- St Barnabas Daycare Society
- Supporting Women's Alternatives Network
- Umbrella Health Co-op
- Volunteer Cancer Drivers Society
- W.I.N.G.S. Fellowship Ministries
- Westminster House

Community Economic Activators

- Downtown New West BIA
- New Westminster Farmers Market
- Sapperton Business Collective
- Tourism New West

Social and Cultural Vibrancy

- Arts New West
- Comunidad Mexicana en Vancouver Services
- Dancers of Damelahamid
- Diwali Fest Society
- Fraser River Discovery Centre Society
- Inarte Society
- Khalsa Diwan Society New Westminster
- Massey Theatre Society
- Native Art Renaissance Foundation
- New West Improv
- New West Minor Baseball Association
- New West Pride Society
- New Westminster Film Society
- New Westminster Firefighter's Charitable Society
- New Westminster Heritage Foundation
- New Westminster Hyack Festival Association
- New Westminster May Day Community Association
- New Westminster Minor Lacrosse Association
- New Westminster Minor Softball Association
- New Westminster Secondary School
- New Westminster Symphony
- Pickle Underground Artist Society
- Queensborough Special Program Committee
- Recovery Day New West Society
- Royal Canadian Theatre Company
- Royal City Literary Arts Society
- Royal City Musical Theatre
- Royal City Track and Field Club
- Scouts Canada - 12th New Westminster
- Uptown Business Association
- Uptown Swing Collective
- Vancouver Chamber Music Society
- West End Business Association
- Zornitza Dance Ensemble

Attachment *2*

2026 Community Grants

Awarded

City Grants Awarded 2026

Portfolio 1: Community Livability and Social Equity - Grants for Living	Cash	City Services	Term
BC ACORN	**$ 1,500.00**	$ -	1 year
BC Pets and Friends	**$ 1,500.00**	$ -	1 year
Better Environmentally Sound Transportation Association	**$ 6,500.00**	$ -	1 year
Canadian Mental Health Association Vancouver-Fraser Branch (CMHAVF)	**$ 8,000.00**	**$ -**	2 years
Communities Embracing Restorative Action (CERA) Society	**$ 12,500.00**	**$ -**	2 years
DandyHorse Bicycle Society	**$ 4,000.00**	$ -	1 year
Don't Go Hungry - St. Aidan's	**$ 23,000.00**	$ -	3 years
Doula Association of British Columbia	**$ -**	$ 3,150.00	1 year
Elizabeth Fry Society of Greater Vancouver	**$ 18,000.00**	$ -	1 year
Family Services of Greater Vancouver	**$ 40,000.00**	$ -	5 years
Gardens4Kids	**$ 5,000.00**	$ -	1 year
Glenbrooke Daycare	**$ 5,000.00**	$ -	1 year
Kolumbia Inn Daycare Society	**$ 2,400.00**	$ -	1 year
Living in Community	**$ 10,000.00**	$ -	1 year
Lower Mainland Purpose Society for Youth and Families	**$ 5,000.00**	$ 3,052.00	1 year
Lumara Grief & Bereavement Care Society	**$ 15,000.00**	$ -	4 years
New West Hospice Society	**$ 23,000.00**	**$ -**	2 years
New West Neighbourhood House	**$ 25,000.00**	$ -	2 years
New Westminster Climate Action Hub	**$ 1,050.00**	$ 1,545.00	1 year
New Westminster Environmental Partners	**$ 7,500.00**	$ -	1 year
New Westminster Family Place	**$ 35,000.00**	$ -	4 years
New Westminster Homelessness Coalition Society	**$ 20,000.00**	$ -	5 years
North Fraser Metis Association	**$ 9,000.00**	$ -	1 year
Pacific Immigrant Resources Society	**$ 20,000.00**	$ -	3 years
Pioneer Community Living Association | The Inclusive Futures Program	**$ 10,000.00**	**$ -**	2 years
Queens Park Preschool	**$ 5,000.00**	$ -	1 year
Red Fox Healthy Living Society	**$ 18,000.00**	$ -	3 years
Seniors Services Society of BC: Housing and Support Services Program Support	**$ 75,000.00**	$ -	1 year
St Barnabas Day Care	**$ 5,000.00**	$ -	1 year
Umbrella Health Coop	**$ 30,000.00**	$ -	1 year
Volunteer Cancer Drivers Society	**$ 4,000.00**	$ -	3 years
Westminster House Society	**$ 4,000.00**	$ 1,635.00	1 year
Wildcoast Ecological Society	**$ 3,900.00**	$ -	1 year
Portfolio 2: Social and Cultural Vibrancy: Grants for Involvement			
Arts New West	**$ 50,000.00**	$ -	2 years
Black Business Association of BC	**$ 2,000.00**	$ 4,710.00	1 year
Centre of Integration for African Immigrants(CIAI)	**$ 1,500.00**	$ -	1 year
Century House Seniors Citizens Activity Organization - Dragon Boat Team	**$ 800.00**	$ -	1 year
Comunidad Mexicana en Vancouver	**$ 5,000.00**	$ -	1 year
Connaught Heights Elementary Parent Advisory Council	**$ 1,000.00**	$ -	1 year
Dancers of Damelahamid	**$ 7,500.00**	$ -	2 years
Ethiopian Coffee Society	**$ 1,500.00**	$ -	1 year
Fraser River Discovery Centre Society	**$ 51,000.00**	$ 7,305.00	2 years
Freshet News	**$ 2,500.00**	$ -	1 year
Holy Eucharist Ukrainian Catholic Cathedral	**$ 6,500.00**	$ 10,415.00	1 year
Hyack Festival Association	**$ 18,215.00**	$ 56,785.00	1 year
IC Ukrainian Cultural Society	**$ 5,000.00**	$ -	1 year
KHALSA DIWAN SOCIETY, NEW WESTMINSTER (SUKH SAGAR)	**$ 4,195.00**	$ 54,180.00	1 year
Massey Theatre Complex	**$ 75,000.00**	$ -	4 years
Native Art Renaissance Foundation	**$ 20,000.00**	$ -	2 years
New West Film Society	**$ 6,000.00**	$ -	1 year
New West May Day Community Association	**$ 4,000.00**	$ 1,250.00	2 years
New West Minor Baseball Association	**$ 4,000.00**	$ -	1 year
New West Pride Society	**$ 29,706.00**	$ 45,294.00	4 years
New Westminster Firefighters Charitable Society	**$ -**	$ 7,470.00	1 year
New Westminster Judo Club	**$ 3,400.00**	$ -	1 year

New Westminster Minor Ball Hockey Association	**$ 3,000.00**	$ -	1 year
New Westminster Minor Lacrosse Association	**$ 6,000.00**	$ -	1 year
New Westminster Minor Softball Association	**$ 5,000.00**	$ -	1 year
New Westminster Secondary School Graduation Ceremony	**$ -**	$ 5,762.00	4 years
New Westminster Symphony Society	**$ 5,000.00**	$ -	1 year
Queensborough Special Programs Committee	**$ 7,000.00**	$ 1,200.00	1 year
Recovery Day New West	**$ 15,000.00**	$ 35,500.00	3 years
Royal Canadian Legion Br.2	**$ 8,109.00**	$ 25,415.00	1 year
Royal City Literary Arts Society	**$ 2,500.00**	$ -	1 year
Royal City Musical Theatre Society	**$ 15,000.00**	$ -	2 years
Royal Columbian Hospital Foundation	**$ -**	$ 5,210.00	1 year
Scouts Canada - 12th New Westminster	**$ -**	$ 1,272.00	4 years
Shasta Trampoline Club Booster Society	**$ 10,000.00**	$ -	1 year
Smile Riot Productions	**$ 2,250.00**	$ -	1 year
Textile Art Department	**$ 2,250.00**	$ -	1 year
The Royal Canadian Theatre Company	**$ 5,000.00**	$ -	1 year
Uptown Business Association	**$ 50,000.00**	$ -	1 year
Uptown Swing Collective	**$ 4,850.00**	$ 7,910.00	1 year
Vancouver Chamber Music Society	**$ 5,000.00**	**$ -**	2 years
West End Business Association	**$ 7,200.00**	$ 25,000.00	1 year
Zornitza Arts & Culture Society	**$ 2,500.00**	$ -	1 year
Olivia Robertson (Sports Travel Grant)	**$ 250.00**		n/a
Team Hyrnew (Sports Travel Grant)	**$ 800.00**		n/a
Portfolio 3: Community Economic Activators: Grants for Growth			
Downtown New Westminster BIA	**$ 30,000.00**	$ 33,015.00	2 years
Sapperton Business Collective	**$ 8,000.00**	$ 300.00	1 year
New Westminster Chamber of Commerce	**$ 10,000.00**	$ -	1 year
New West Farmers Market	**$ 27,880.00**	$ 22,490.00	1 year
Tourism New Westminster	**$ 55,000.00**	$ -	1 year
	$ 1,039,255.00	$ 359,865.00	

Total $ 1,399,120.00

City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 23, 2026
From:	Shehzad Somji, Director, Finance	**Report No.:**	2026-87
Re:	**Development Cost Charges Reserve Funds Expenditure Bylaw No. 8572, 2026**		

Staff Recommendation

THAT Development Cost Charges (DCC) Reserve Funds Expenditure Bylaw No. 8572, 2026 (Attachment 1) to authorize a total expenditure of $10.466M from the DCC Reserves for fiscal year 2025 be introduced and given first, second, and third readings.

Purpose

To obtain Council's approval of Development Cost Charges Reserve Funds Expenditure Bylaw No. 8572, 2026 authorizing expenditures from the City's DCC Reserves.

Summary

The following table identifies the 2025 capital projects and debt repayments to be funded from the DCC reserves. The expenditures have been included in the City's 2025 – 2029 Five-Year Financial Plan.

BYLAW #8572, 2026				
Project Description		**Project Cost**	**City / Other Funded Cost**	**Expenditure from DCC**
Queensborough Drainage DCC				
Consulting Studies - Drainage (QBD12)		264	3	261
QB Drainage DCC Balance at Dec 31, 2024	2,867			
2025 QB Drainage DCC Contributions	75,070			
2025 QB Drainage DCC Expenditures	(261)			
Estimated QB Drainage DCC Balance	**77,676**			
Queensborough Sanitary Sewer DCC				
Frontending Agreement Payment (QBS1, QBS3 & QBS4)		7,006	70	6,936
Consulting Studies - Sewer (QBS5)		264	3	261
Master Plan Update - Sewer (DBS5)		27,793	12,585	15,208
QB Sanitary Sewer DCC Balance at Dec 31, 2024	1,084,708			
2025 QB Sanitary Sewer DCC Contributions	20,173			
2025 QB Sanitary Sewer DCC Expenditures	(22,405)			
Estimated QB Sanitary Sewer DCC Balance	**1,082,476**			
Queensborough Transportation DCC				
		-	-	-
QB Transportation DCC Balance at Dec 31, 2024	(2,236,292)			
2025 QB Transportation DCC Contributions	108,356			
2025 QB Transportation DCC Expenditures	-			
Estimated QB Transportation DCC Balance	**(2,127,936)**			
Queensborough Parkland DCC				
2025 Debt Principal Repayment for Waterfront Park Development		211,111	2,111	209,000
Property Waterfront Greenway (CPD3)		765,395	7,654	757,741
QB Parkland DCC Balance at Dec 31, 2024	4,860,796			
2025 QB Parkland DCC Contributions	69,285			
2025 QB Parkland DCC Expenditures	(966,741)			
Estimated QB Parkland DCC Balance	**3,963,340**			
Queensborough Water DCC				
Annual Water Modeling (DBW2)		93	1	92
Consulting Studies - Water (DBW2)		4,750	47	4,703
Master Plan Update - Water (DBW2)		83,793	83,335	458
QB Water DCC Balance at Dec 31, 2024	690,726			
2025 QB Water DCC Contributions	-			
2025 QB Water DCC Expenditures	(5,253)			
Estimated QB Water DCC Balance	**685,473**			

BYLAW #8572, 2026				
Project Description		**Project Cost**	**City / Other Funded Cost**	**Expenditure from DCC**
Mainland Drainage DCC				
Consulting Studies - Drainage (MLD4)		264	3	261
ML Drainage DCC Balance at Dec 31, 2024	356,334			
2025 ML Drainage DCC Contributions	47,587			
2025 ML Drainage DCC Expenditures	(261)			
Estimated ML Drainage DCC Balance	**403,660**			
Mainland Sanitary Sewer DCC				
Consulting Studies - Sewer (MLS2)		264	3	261
Master Plan Update - Sewer (MLS2)		27,793	278	27,515
Sewer Separation Program (MLS1)		12,076,998	8,969,461	3,107,537
ML Sanitary DCC Balance at Dec 31, 2024	724,219			
2025 ML Sanitary DCC Contributions	66,259			
2025 ML Sanitary DCC Expenditures	(3,135,313)			
Estimated ML Sewer DCC Balance	**(2,344,835)**			
Mainland Transportation DCC				
Traffic Signal Installation & Improvements (MLT1)		253,251	127,892	125,359
McInnis Overpass Improvements (MLT9)		907,688	458,382	449,306
Sixth Street Great Street (MLT10)		4,485,224	2,265,038	2,220,186
ML Transportation DCC Balance at Dec 31, 2024	5,443,714			
2025 ML Transportation DCC Contributions	150,560			
2025 ML Transportation DCC Expenditures	(2,794,851)			
Estimated ML Transportation DCC Balance	**2,799,423**			
Mainland Parkland DCC				
2025 Debt Principal Repayment for Waterfront Park Development		409,798	4,098	405,700
Property Waterfront Greenway (CPD3)		765,395	7,654	757,741
Crosstown Greenway (PD3)		2,640,657	2,259,507	381,150
Westminster Pier Park West Expansion (PD6 & PD7)		3,826,568	2,836,964	989,604
Artificial Turf Field		(9,461)	(95)	(9,366)
ML Parkland DCC Balance at Dec 31, 2024	14,349,824			
2025 ML Parkland DCC Contributions	250,366			
2025 ML Parkland DCC Expenditures	(2,524,829)			
Estimated ML Parkland DCC Balance	**12,075,361**			
Mainland Water DCC				
Annual Water Modeling (MLW12)		93	1	92
Consulting Studies - Water (MLW12)		4,750	47	4,703
Master Plan Update - Water (MLW12)		83,793	71,800	11,993
Watermain Replacement Program (MLW1 & MLW8)		6,118,826	5,118,681	1,000,145
ML Water DCC Balance at Dec 31, 2024	948,943			
2025 ML Water DCC Contributions	46,040			
2025 ML Water DCC Expenditures	(1,016,933)			
Estimated ML Water DCC Balance	**(21,950)**			
Grand Total		**32,692,370**	**22,225,523**	**10,466,847**

Attachments

Attachment 1 – Development Cost Charges Reserve Funds Expenditure Bylaw No. 8572, 2026

Report Approval

Authored By
Gary So, Acting Director, Finance

Reviewed By
Indeep Johal, Manager, Financial Services

Approved By
Gary So, Acting Director, Finance

Donnie Rosa, Chief Administrative Officer

Corporation of the City of
NEW WESTMINSTER

Attachment *#1*

Development Cost Charge Reserve Funds

Expenditure Bylaw No. 8572, 2026

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 8572, 2026

A Bylaw to authorize the expenditure of moneys from the Development Cost Charge Reserve Funds for 2025 debt retirement related to DCC capital expenditures and for 2025 capital expenditures related to drainage, sanitary sewer, water, and transportation infrastructure and parkland development projects

WHEREAS the Council has established development cost charge reserve funds for Queensborough and Mainland drainage, sanitary sewer, water, transportation and parkland development and;

WHEREAS the expenditure of funds from the reserve funds for the projects identified in this bylaw are anticipated in the City's financial plan;

THE COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as "Development Cost Charge Reserve Funds Expenditure Bylaw No. 8572, 2026".
2. The Council ratifies, confirms and authorizes the expenditures up to the amount included in Schedule A from the Development Cost Charge Reserve Funds set out therein.

GIVEN FIRST READING THIS _____ day of _____, 2026.

GIVEN SECOND READING THIS _____ day of _____, 2026.

GIVEN THIRD READING THIS _____ day of _____, 2026.

ADOPTED THIS _____ day of_____, 2026.

_____
Mayor Patrick Johnstone

_____
Hanieh Berg, Corporate Officer

Schedule A to Bylaw No. 8572, 2026

BYLAW #8572, 2026				
Project Description		**Project Cost**	**City / Other Funded Cost**	**Expenditure from DCC**
Queensborough Drainage DCC				
Consulting Studies - Drainage (QBD12)		264	3	261
QB Drainage DCC Balance at Dec 31, 2024	2,867			
2025 QB Drainage DCC Contributions	75,070			
2025 QB Drainage DCC Expenditures	(261)			
Estimated QB Drainage DCC Balance	**77,676**			
Queensborough Sanitary Sewer DCC				
Frontending Agreement Payment (QBS1, QBS3 & QBS4)		7,006	70	6,936
Consulting Studies - Sewer (QBS5)		264	3	261
Master Plan Update - Sewer (DBS5)		27,793	12,585	15,208
QB Sanitary Sewer DCC Balance at Dec 31, 2024	1,084,708			
2025 QB Sanitary Sewer DCC Contributions	20,173			
2025 QB Sanitary Sewer DCC Expenditures	(22,405)			
Estimated QB Sanitary Sewer DCC Balance	**1,082,476**			
Queensborough Transportation DCC				
		-	-	-
QB Transportation DCC Balance at Dec 31, 2024	(2,236,292)			
2025 QB Transportation DCC Contributions	108,356			
2025 QB Transportation DCC Expenditures	-			
Estimated QB Transportation DCC Balance	**(2,127,936)**			
Queensborough Parkland DCC				
2025 Debt Principal Repayment for Waterfront Park Development		211,111	2,111	209,000
Property Waterfront Greenway (CPD3)		765,395	7,654	757,741
QB Parkland DCC Balance at Dec 31, 2024	4,860,796			
2025 QB Parkland DCC Contributions	69,285			
2025 QB Parkland DCC Expenditures	(966,741)			
Estimated QB Parkland DCC Balance	**3,963,340**			
Queensborough Water DCC				
Annual Water Modeling (DBW2)		93	1	92
Consulting Studies - Water (DBW2)		4,750	47	4,703
Master Plan Update - Water (DBW2)		83,793	83,335	458
QB Water DCC Balance at Dec 31, 2024	690,726			
2025 QB Water DCC Contributions	-			
2025 QB Water DCC Expenditures	(5,253)			
Estimated QB Water DCC Balance	**685,473**			

BYLAW #8572, 2026				
Project Description		**Project Cost**	**City / Other Funded Cost**	**Expenditure from DCC**
Mainland Drainage DCC				
Consulting Studies - Drainage (MLD4)		264	3	261
ML Drainage DCC Balance at Dec 31, 2024	356,334			
2025 ML Drainage DCC Contributions	47,587			
2025 ML Drainage DCC Expenditures	(261)			
Estimated ML Drainage DCC Balance	**403,660**			
Mainland Sanitary Sewer DCC				
Consulting Studies - Sewer (MLS2)		264	3	261
Master Plan Update - Sewer (MLS2)		27,793	278	27,515
Sewer Separation Program (MLS1)		12,076,998	8,969,461	3,107,537
ML Sanitary DCC Balance at Dec 31, 2024	724,219			
2025 ML Sanitary DCC Contributions	66,259			
2025 ML Sanitary DCC Expenditures	(3,135,313)			
Estimated ML Sewer DCC Balance	**(2,344,835)**			
Mainland Transportation DCC				
Traffic Signal Installation & Improvements (MLT1)		253,251	127,892	125,359
McInnis Overpass Improvements (MLT9)		907,688	458,382	449,306
Sixth Street Great Street (MLT10)		4,485,224	2,265,038	2,220,186
ML Transportation DCC Balance at Dec 31, 2024	5,443,714			
2025 ML Transportation DCC Contributions	150,560			
2025 ML Transportation DCC Expenditures	(2,794,851)			
Estimated ML Transportation DCC Balance	**2,799,423**			
Mainland Parkland DCC				
2025 Debt Principal Repayment for Waterfront Park Development		409,798	4,098	405,700
Property Waterfront Greenway (CPD3)		765,395	7,654	757,741
Crosstown Greenway (PD3)		2,640,657	2,259,507	381,150
Westminster Pier Park West Expansion (PD6 & PD7)		3,826,568	2,836,964	989,604
Artificial Turf Field		(9,461)	(95)	(9,366)
ML Parkland DCC Balance at Dec 31, 2024	14,349,824			
2025 ML Parkland DCC Contributions	250,366			
2025 ML Parkland DCC Expenditures	(2,524,829)			
Estimated ML Parkland DCC Balance	**12,075,361**			
Mainland Water DCC				
Annual Water Modeling (MLW12)		93	1	92
Consulting Studies - Water (MLW12)		4,750	47	4,703
Master Plan Update - Water (MLW12)		83,793	71,800	11,993
Watermain Replacement Program (MLW1 & MLW8)		6,118,826	5,118,681	1,000,145
ML Water DCC Balance at Dec 31, 2024	948,943			
2025 ML Water DCC Contributions	46,040			
2025 ML Water DCC Expenditures	(1,016,933)			
Estimated ML Water DCC Balance	**(21,950)**			
Grand Total		**32,692,370**	**22,225,523**	**10,466,847**

City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 23, 2026
From:	Dave Bains, Director, Energy & Climate Action	**Report No.:**	2026-76

Re: **Vulnerable Buildings Assessment Pathway One – City-Funded Cooling Assessments for Rental Buildings**

Staff Recommendation

1. *THAT the cooling assessment pilot program as part of Pathway One of the Vulnerable Buildings Assessment project as outlined in the report titled "Vulnerable Buildings Assessment Pathway One – City-Funded Cooling Assessments for Rental Buildings" dated February 23, 2026 from the Director, Energy and Climate Action, be endorsed.*
2. *THAT staff be directed to enter into an agreement with the Rental Apartment Retrofit Accelerator program administrators to offer the cooling assessment pilot program within the Rental Apartment Retrofit Accelerator program.*
3. *THAT staff report back with outcomes of the cooling assessment pilot program.*

Purpose

To seek endorsement to launch a City-funded cooling assessment pilot program within the Rental Apartment Retrofit Accelerator (RARA) program for up to ten eligible rental buildings over a one year pilot as part of pathway one of the Vulnerable Buildings Assessment (VBA) project.

Background

The City has undertaken multiple initiatives to protect residents from overheating, including: distributing air conditioners to those who are high-risk and low-income, mapping public cooling locations, expanding extreme heat communications, and providing access to incentives through Energy Save New West. At the July 7, 2025 Regular Council meeting, the City approved a bylaw prohibiting landlords from restricting air conditioners or heat pumps in rental units, unless exempted; empowering tenants to maintain indoor thermal comfort and establishing fines for non-compliance.

On December 1, 2025, at the regular Council meeting, staff reported on, and presented, an update on the Vulnerable Buildings Assessment (VBA) project (located here page 8 - 57). This provided the outcomes of the phase 1 research for this project highlighting data findings regarding high heat zones within the city, social vulnerability within rental buildings, physical characterization of purpose-built rental buildings and identification of incentive program eligibility gaps. This report also highlighted the federally and provincially funded Rental Apartment Retrofit Accelerator (RARA)[1] program and the current collaborative partnership the City has with the program administrators to amplify the program to potential participants in New Westminster. Based on analysis outcomes, three pathways were recommended for advancement to reduce the risk of overheating within rental buildings. Council endorsed the three pathways approach, and directed staff to report back with proposed pilot program designs prior to launch.

Included within the proposed 2026 Capital Plan, a budget of $100,000 is allocated to the VBA project (for design and delivery of work to advance the three council endorsed VBA pathways in 2026), and is accounted for within the budget item for implementation of the Community Energy and Emissions Plan.

Analysis

VBA Pathway One aims to leverage the RARA program and augment the existing energy-focused opportunity assessments with a City-funded cooling-focused assessment for RARA eligible rental buildings. Staff recommend entering into an agreement with RARA program administrators to pilot the delivery of the enhanced assessments for up to 10 buildings over a one-year term.

RARA currently does not include assessing or identifying cooling opportunities, leaving a gap in addressing the overheating risk experienced in many rental buildings. A cooling assessment pilot program would provide insight into the rental building characteristics, cooling needs and opportunities within rental buildings, validate assessment approaches, and gather information to inform pathways two and three of the VBA project.

In March 2025, the City collaborated with the program administrators to amplify the program through direct mail out packages to drive program participation. The package highlighted the opportunity and benefits of RARA and offered additional support in navigating the program through Energy Save New West.

Following promotion, an increase in inquiries from rental building owners in New Westminster was reported. As of December 2025, since program launch (in July 2023), 15 buildings have expressed interest in the program and from that, 7 buildings have completed opportunity assessments and one building is currently participating in a separate pilot program for window mounted heat pump installation.

RARA Program Overview and Status Update

[1] Rental Apartment Retrofit Accelerator program: https://landlordbc.ca/rara/

Based on phase one research outcomes, between 36 – 239 rental buildings in New Westminster may be eligible for RARA. The actual number of buildings can only be ascertained by a site assessment, as they must have a centralized heating, ventilation and air conditioning (HVAC) system to meet the eligibility requirements.

Buildings participating in RARA have the option to progress through the following steps if they chose to continue through the program, with associated costs covered by funds provided by the RARA program:

1) ***Opportunity Assessment****:* On site assessment of building energy efficiency and decarbonization retrofit opportunities, no cost to participant up to a maximum of $5,000.
2) ***Feasibility Study***: In-depth analysis of specified retrofit opportunities, as determined by the building owner based on the outcome of the opportunity assessment, no cost to participant up to a maximum of $30,000.
3) ***Retrofit Implementation***: Implementation of the selected retrofit opportunities that have passed the feasibly study will be eligible for incentive funding of up to 50% of the project cost, to a maximum of $500,000 per building.

Attachment 1 provides an overview of how a building progresses through the RARA program.

The recommendation in this report, to deliver cooling assessments for RARA eligible buildings, is intended to integrate into program *Step 1: Opportunity Assessment*, described above. The program Opportunity Assessment will identify energy efficiency and low carbon emission measures. The City aims to provide a top-up to expand the assessment scope to review additional factors such as building surface heat exposure, building envelope thermal performance, and cooling capabilities to determine relevant cooling solutions as well.

The cooling assessment delivery cost for the City would be minimized by leveraging planned on-site work as part of the opportunity assessment. The value to the building owner would be maximized by including energy management opportunities that result in maintaining cooler indoor temperatures. The building owner would continue to receive this service at no cost to maintain alignment with the RARA program principles.

City-Funded Cooling Assessment Delivery Process

The proposed cooling assessment pilot program would be carried out in three steps:

1) **Pilot program launch**: Formalize an agreement with RARA program administrators to conduct cooling assessments within the existing Opportunity Assessment, at no additional cost to eligible buildings in New Westminster. Launch the pilot program by distributing tailored outreach communication packages, highlighting the cooling assessment enhancement to the traditional program, to rental building owners in spring 2026.
2) **Pilot program delivery**: Between spring 2026 and Q2 2027, RARA program administrators complete integrated opportunity and cooling assessments for up to 10 eligible rental buildings participating in RARA.

3) **Analysis and reporting**: For each building, on-site assessment outcomes will be delivered through two reports:
   a. Baseline RARA Opportunity Assessment report providing suitable energy efficiency/GHG reduction retrofit opportunities and;
   b. A Thermal Resilience report based on the cooling assessment, providing a list of cooling solutions and identifying key factors contributing to overheating risk. Cooling solutions may include both passive and active interventions that are low cost and easy to adopt, as well as long-term retrofit opportunities. For example, shading, ventilation and airflow strategies, targeted envelope improvements, and in-suite active cooling options.

Further details on the cooling assessment delivery process are outlined in Attachment 2.

Consistent with the traditional Opportunity Assessment outcomes, building owners have the choice to implement recommendations from the reports and progress through the RARA program steps (outlined above) or implement independently, depending on the solution. Building owners benefit from gaining perspective on overheating risk within their buildings and available opportunities to cost-effectively retrofit.

Reports shared with the City will deepen the understanding of overheating risks in rental buildings and technical and financial viability of cooling solutions.

Financial Implications

The proposed cooling assessment cost is based on the eligible building's current stage within the RARA program and will be offered to RARA eligible New Westminster rental buildings at no additional cost to the building owner. Two cost scenarios have been considered:

- **New Program Sign-ups – Integrated assessments**: Rental buildings that sign up to RARA after launch of the cooling assessment pilot program will have an integrated assessment (opportunity and cooling). This scenario leverages existing on-site assessment in progress resulting in a cost to the City of $3,250 per building to conduct the cooling specific portion.
- **Early Program Adopters – Standalone cooling assessment**: Rental buildings who have been engaged with RARA before launch of the City-funded cooling assessment pilot, and have completed the on-site opportunity assessment, will be provided an option to have a standalone cooling assessment conducted at their site. This scenario will require additional cost above the integrated approach to fund a net new site visit resulting in an estimated cost to the City of $5,750 per building.

The projected pilot program cost is $40,000. Since RARA program launch (July 2023), 15 buildings have expressed interest and 7 buildings have completed opportunity assessments. Staff anticipate similar participation over the proposed one-year pilot program and are proposing cooling assessment delivery to approximately 10 buildings, allowing for 2 standalone and 8 integrated assessments, plus the cost associated with promotion and program management.

Included within the proposed 2026 Capital Plan, a budget of $100,000 is allocated to the VBA project (for design and delivery of work to advance the three council endorsed VBA pathways in 2026), and is accounted for within the budget item for implementation of the Community Energy and Emissions Plan.

Next Steps

Pending Council endorsement, staff will advance the *City-Funded Cooling Assessment Delivery Process*, outlined in the analysis section of this report. Following completion of the one-year pilot program term, staff will report back to Council with outcomes of the cooling assessment pilot and future program recommendations.

Interdepartmental Liaison

The proposed approach was developed by the Climate Action division in collaboration with the Electrical Services division, Finance, and Purchasing departments.

Attachments

Attachment 1 –	RARA Program Process
Attachment 2 -	Phase 2 Pathways Overview and Pathway 1 Cooling Assessment Details

Report Approval

Authored By
Nirushan Rajasekaram, Utility Program Specialist

Agreed By
Laura Sampliner, Manager, Climate Action
Indeep Johal, Manager, Financial Services
Leya Behra, Deputy Director, Climate Action
Dave Bains, Director, Energy and Climate Action

Approved By
Donnie Rosa, Chief Administrative Officer

Attachment 1 - *RARA Program Process*

Vulnerable Buildings Assessment Project Update

ATTACHMENT 1 - RARA PROGRAM PROCESS

NIRUSHAN RAJASEKARAM

FEBRUARY 2025

Contents

1 RARA Program Overview 3
1.1 Introduction 3
1.2 Eligibility 3
1.3 Eligible Retrofits 4
1.4 RARA Program Process 4

1 RARA Program Overview

1.1 Introduction

The Rental Apartment Retrofit Accelerator (RARA) program is a building retrofit concierge service that provides support to rental building owners to navigate and participate in existing incentive programs to support the deployment of technologies that are energy efficient and lower greenhouse gas (GHG) emissions. Landlord BC in collaboration with FRESCo, administer the program. Funding is provided by BC Hydro, the province and federal funding through the Zero Emissions Innovation Centre (ZEIC) as part of the BC Retrofit Accelerator (BCRA).

As part of the program, qualified buildings can obtain:

- **Retrofit Coaching**: Retrofit coaching support throughout the project and assistance in identifying and accessing funding.
- **Energy Benchmarking**: Energy and emissions tracking through Energy Star Portfolio Manager, with initial setup support provided.
- **Opportunity Assessment**: An options study summary report of priority retrofit and energy efficiency opportunities, with estimated energy savings, project costs, and identification of applicable incentives, rebates, and tax credits/exemptions. Funding support of up to $5,000 or 100% of the cost is provided.
    - The proposed City-funded cooling assessment will be carried out at this stage.
- **Feasibility Study**: A detailed engineering analysis and pre-design of electrical and mechanical aspects required for the selected retrofit interventions to provide a business case, including detailed costs, savings, and incentives. The study will also provide a general decarbonization plan for the building. Funding support of up to $30,000 or 100% of the cost is provided.
- **Retrofit Implementation**: Retrofit implementation support from experienced professional engineers and project managers through the planning, design and implementation phases, with rebates provided to cover up to 50% (to a maximum of $500,000) for the implementation.

1.2 Eligibility

Eligible buildings must be:

- Purpose built rental building;
- 3 storeys or more with central mechanical systems to provide heating and ventilation;

- Must have an active gas utility account and gas-fired mechanical equipment with interest in replacing with a low-carbon alternative or have an active electric utility account; and
- For rental properties, no tenants may be evicted or permanently displaced due to activities completed as part of the project.

1.3 Eligible Retrofits

Typical retrofit recommendations include:

- Space heating systems
- Domestic hot water systems
- Ventilation systems
- Load management technologies
- Complimentary retrofits like new windows, insulation, air sealing, lighting, lighting controls, electrical capacity upgrades, variable speed drives, and appliances

1.4 RARA Program Process

Given below is a pictorial representation of the general RARA program process from the perspective of an interested building owner. An addition is made to indicate where the City-funded cooling assessment would take place.

Application Process

- Interested building owners will register via the web-links provided in the communication packages
- Once registered, building owners will receive an application form to fill out for each building
- Once application forms have been assessed, building owners will be notified if they are accepted into the first stage of the program.

Retrofit Coaching

- An advisor will be allotted to familiarize the building owner with the program and provide the necessary coaching support throughout.

Energy Benchmarking

- The Program Administrator will assist in setting up and benchmarking (process of tracking a building's energy consumption over time using tools like ENERYG STAR Portfolio Manager) the building(s). Tracking building performance pre and post retrofit provides a time-based understanding of the impact of implemented retrofit opportunities.

Opportunity Assessment

- A high level assessment to identify and ascertain costs and savings for retrofit opportunities, which include mechanical and non-mechanical upgrades that lower GHG emissions and improve energy efficiency.
- The City-funded cooling pilot will be conducted alongside the opportunity assessment to widen the current scope to identify cooling opportunities.

Feasibility Study

- A detailed assessment of the selected retrofits (including cooling) to give building owners a comprehensive business case of decarbonization options, with respective costs, and benefits along with a high-level capital plan for equipment replacements as they reach end of life.

Retrofit Implementation

- Selected retrofits will be implemented by trusted contractors selected by the program administrators.
- Support is provided to access all available incentives, rebates and grants.
- Coaching is provided to ensure minimal tenant disruption and provide information on the retrofit's operations to tenants/building owner.

Attachment 2 - *Phase 2 Pathways Overview and Pathway 1 Cooling Assessment Details*

Vulnerable Buildings Assessment Project Update

ATTACHMENT 2 - PHASE 2 PATHWAYS OVERVIEW AND PATHWAY 1 COOLING ASSESSMENT DETAILS

NIRUSHAN RAJASEKARAM

FEBRUARY 2025

Contents

1 Vulnerable Buildings Project Summary 3
1.1 Purpose and Approach 3
1.2 Recommended Pathways Overview 3
2 Pathway One Overview and Project Plan 4
2.1 Cooling Assessment Details 5

1 Vulnerable Buildings Project Summary

1.1 Purpose and Approach

The Vulnerable Buildings Assessment project aims to identify purpose built rental buildings in New Westminster that are at risk of overheating in the summer, with a particular focus on the intersection with high social vulnerability. Social vulnerability refers to renter occupants that may be more affected by extreme heat due to social or demographic factors such as age, immigrant status, or living alone, which can influence their ability to prepare for and respond to heat-related impacts.

The project aims to inform program design to facilitate and/or incentivize both active and passive cooling measure installation, resulting in strengthening climate change resilience for residents, improving building energy efficiency and reducing carbon emissions. The project focuses on purpose built rental buildings due to the large number of aging rental buildings within the City that are not designed to handle extreme heat, limited support available for rental building retrofits, and recognizing tenants have limited agency over their living conditions.

The Vulnerable Building Assessment project is being delivered through 3 phases:

- **Phase 1 (COMPLETE) - Local Research and Data Collection**: Understand available incentives, create GIS maps that integrate rental buildings, surface temperature and key social indicators to identify the intersection between at risk buildings and the building occupants, identify implementation partners and provide necessary support, characterize the buildings, and design communication packages to appropriately engage with identified buildings.
- **Phase 2 - Pilot Rental Building Cooling Program Design and Implementation (we are here)**: Design and deploy pilot programs to evaluate and identify resources needed to facilitate cooling in rental buildings.
- **Phase 3 - Rental Building Cooling Program Design**: Develop a comprehensive implementation program to enable cooling interventions within rental buildings citywide.

1.2 Recommended Pathways Overview

In December 2025, staff presented a Vulnerable Buildings Assessment Project Update – Phase one Outcomes and Upcoming Tasks[1] report to Council detailing the outcomes of

[1] Vulnerable Buildings Project Update – Phase One Outcomes and Upcoming Task - https://pub-newwestcity.escribemeetings.com/FileStream.ashx?DocumentId=23973

Phase 1 and presented three pathways to address the risk of overheating within rental buildings in New Westminster.

The outcomes of Phase 1 highlighted the need for a comprehensive approach to address both building-level and occupant-level heat risks and gaps in support. Based on the learnings, the following three pathways were recommended to Council and was subsequently endorsed:

1) **Pathway 1 – Amplify RARA**[2]: 70% of rental buildings in the City are exposed to high summer temperatures, only those above 3 storeys with central mechanical systems are eligible for the Rental Apartment Retrofit Accelerator (RARA) program, which primarily targets energy efficiency/GHG emissions reduction. Staff will continue to promote and encourage participation in RARA for eligible buildings. Staff recommend to offer a cooling assessment pilot program that will fund cooling assessments for 10 rental buildings to ensure cooling interventions are identified and evaluated within the RARA program.
2) **Pathway 2 – Fill the Program Eligibility Gap**: At least 22% of the City's rental buildings are not eligible for any existing incentive programs despite being located in high heat zones and, in some cases, housing socially vulnerable residents. Pathway 2 will therefore focus on designing and implementing a city-led pilot program for rental buildings that are ineligible for existing programs.
3) **Pathway 3 – Direct Tenant Support**: Many renter occupants have limited cooling solutions and may face barriers to maintaining safe indoor temperatures during extreme heat events. In response, this pathway will seek to offer low-barrier, occupant-focused tailored solutions and incentives to help rental building occupants mitigate overheating risk. As of February 2026, staff are working on contracting a consultant to conduct market research of tenant focused programs and provide recommendations for the City to consider when designing a relevant program for tenants.

2 Pathway One Overview and Project Plan

The prominent retrofit program available for retrofitting rental buildings with energy efficient and low carbon solutions is RARA. Pathway 1 focuses on leveraging this program to facilitate City-funded cooling assessments for a sample of eligible rental buildings in New Westminster. This approach allows the City to leverage incentives and funding through RARA to offer holistic assessments that enable energy efficiency and low carbon solutions, while ensuring optimal thermal indoor comfort is maintained.

[2] More information about the program can be found in Attachment 1

Table 1 provides an overview of the approach to undertake Pathway 1:

Steps	Tasks	Timeline
1) Pilot program launch	• Draft the agreement, detailing the scope of work and roles and responsibilities • Work with the RARA program administrators for review and finalize the agreement • Design communication packages to advertise the City-funded cooling assessment opportunity along with the RARA program • Distribute communication packages and launch the program	Spring 2026
2) Pilot program delivery	• Work with RARA program administrators to deliver the cooling assessment pilot, including attending site visits as capacity allows, collaborating on promotion, reviewing building data etc.	Spring 2026 – Q2 2027
3) Analysis and reporting	• Review outcome reports provided by the program administrators • Conduct analysis on pilot results and develop recommendations for the City to consider when designing a cooling strategy	Q3 2027

Table 1: Pathway 1 Project Plan

2.1 Cooling Assessment Details

This section outlines the steps taken to complete a cooling assessment. The City-funded cooling assessment will be integrated within the current RARA program approach to identify cooling opportunities, which includes a building site visit and document review such as log books and utility bills.

- During a site visit (either coinciding with the Opportunity Assessment stage of RARA or standalone), program administrators will complete a walk-through of mechanical rooms, common areas, the roof, building exterior and assess one sample suite to determine retrofit opportunities for energy efficiency and lower GHG emissions. Additionally, electricity consumption data is gathered to help build a business case for the selected retrofit opportunity in the feasibility study stage.

- As part of the cooling assessment, other factors are simultaneously reviewed such as building surface exposure to direct sunlight, building envelope thermal performance to sufficiently dissipate heat outdoors, presence of high heat generating equipment within the building, and the lack of sufficient ventilation or cooling capabilities. Furthermore, log books are reviewed to gather information on tenant complaints on overheating.

P R O C L A M A T I O N

CITY OF NEW WESTMINSTER

International PURPLE DAY® for Epilepsy Awareness
March 26, 2026

WHEREAS Purple Day is celebrated on March 26 annually, during Epilepsy Awareness Month, to increase the knowledge and understanding of epilepsy in the community; and

WHEREAS Purple Day was founded in 2008 by Cassidy Megan, a nine-year-old girl from Nova Scotia, who wanted people living with epilepsy that they were not alone; and

WHEREAS On Purple Day, people in communities around the world are encouraged to wear purple and host events in support of epilepsy awareness; and

WHEREAS Increasing epilepsy awareness can help the public to recognize common seizure types or to respond with appropriate first aid, and

WHEREAS The onset of epilepsy can occur at any stage of life and does not discriminate against age, gender, race, ethnicity, religion, socioeconomic status, geographic location, or sexual orientation; and

WHEREAS Purple Day can improve the quality of life of people living with epilepsy, create a society that embraces the beauty of difference and help us understand how we can all come together to make the world a better place.

NOW THEREFORE I, Patrick Johnstone, Mayor of the City of New Westminster do hereby proclaim March 26, 2026 as

International PURPLE DAY® for Epilepsy Awareness

In the City of New Westminster, Province of British Columbia.

Patrick Johnstone
MAYOR

P R O C L A M A T I O N

CITY OF NEW WESTMINSTER

AMYLOIDOSIS AWARENESS MONTH
March 2026

WHEREAS 1 in 12 Canadians are affected by rare and underdiagnosed diseases, such as Amyloidosis, which affects organ function, sometimes leading to failure, and

WHEREAS The disease causes severe fatigue and weakness, numbness in the hands and feet, swelling of the legs and ankles, shortness of breath, and other painful side effects impacting quality of life and;

WHEREAS Advocacy and awareness help attract research funding and encourage the development and improvement of services and supports;

NOW THEREFORE I, Patrick Johnstone, Mayor of the City of New Westminster do hereby proclaim March 2026 as

AMYLOIDOSIS AWARENESS MONTH

In the City of New Westminster, Province of British Columbia.

_____

Patrick Johnstone
MAYOR

Memorandum

To: New Westminster City Council **Date:** February 9, 2026

From: Mayor Patrick Johnstone

Re: **Backgrounder: Advancing a Vision Zero Approach to Road Safety**

Globally, more than half of all road traffic deaths occur among vulnerable road users, such as pedestrians, cyclists and motorcyclists, and two-thirds of road traffic fatalities occur among people of working age (World Health Organization). In the ten-year period between 2014 and 2023, there were 2895 fatalities and an average of 292,700 ICBC reported crashes per year in BC[1].

Transport incidents rank as the third highest injury costs in BC. The economic burden of traffic violence is often overlooked with the traditional approach to roadway design. In 2019, the direct healthcare costs for transport injuries in BC was $526.7 million[2]. This includes direct costs, like health care expenses, and indirect costs, such as lost productivity. Road crashes also take a significant toll at a societal level from the trauma experienced by First Responders to the victims and their families, and even those witnessing traffic violence. At the same time, an increasing amount of First Responder resources – costs borne by local governments – are related to motor vehicle incident response.

Improving safety on our streets and roads makes people feel more comfortable, regardless of their travel mode. Making investments in road safety is a long-term contribution to the health and wellbeing of British Columbians and supports CleanBC. The BC Road Safety Strategy 2025 set the goal of Vision Zero[2].

Vision Zero is a philosophy that road fatalities and serious injuries can and should be eliminated. These measures also increase safe, healthy, and equitable mobility for all. A Vision Zero strategy requires cooperation and coordination between levels of governments and partner agencies because it goes well beyond engineering and road design.

Vision Zero is the “what”, while the Safe System Approach is the “how”. The Safe System Approach is an integrated and comprehensive process to improve the safety performance of the transportation system that makes allowance for errors, and aims to eliminate predictable and preventable serious injuries and fatalities.



Figure 1: Vision Zero and the Safe System Approach, courtesy of the Transportation Association of Canada

The Principles of the Safe System Approach are:

- Deaths and serious injuries are unacceptable
- People make mistakes
- People are vulnerable
- Responsibility is shared
- Safety is proactive
- Overlapping measures are critical

RoadSafetyBC is one of the key provincial agencies responsible for road safety and focuses on addressing high-risk driving behaviours (speeding, distracted driving and impaired driving). Although there is agreement among various levels of government that the goal is zero traffic fatalities and serious injuries[3], current gaps in accurate data collection and sharing, and a paucity of sustained provincial funding for road safety improvements at the local level[4] make it challenging for municipalities to make substantial advancements in road safety.

[1] RoadSafetyBC (2024). *Motor Vehicle Related Crashes, Injuries and Fatalities 10-year Statistics for British Columbia, 2014-2023*. https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/roadsafetybc/data/bi-2848_roadsafetybc_annual_summary_2.pdf

[2] *BC Road Safety Strategy* 2025. Ministry of Public Safety and Solicitor General and Ministry of Transportation and Infrastructure

[3] City of Vancouver sponsored UBCM Resolution Number B7 (2019) *Safer Slower Streets: 30kmh Residential Street Pilot*.

[4] City of White Rock sponsored UBCM Resolution Number B80 (2007) *UBCM Funding for Road Safety*.

Memorandum

To: New Westminster City Council **Date:** February 9, 2026

From: Councillor Tasha Henderson

Re: **Backgrounder: Triple Net Lease Reform**

To provide background information on triple net (NNN) commercial leases, their potential impacts on small and locally owned businesses, and the broader policy context of commercial leasing practices in British Columbia.

Types of Commercial Leases

In British Columbia, there is no single “standard” commercial lease — and typically vary based on property type (retail, office, industrial), building age and condition, market strength and tenant bargaining power.

There are several common lease structures used across retail, office, and industrial properties, and generally they follow the following structures:

- Retail = usually triple net (often with percentage rent)
- Office = usually gross or modified gross
- Industrial = often triple net

Triple Net Leases

A triple net lease (NNN lease) is a commercial lease structure in which the tenant pays base rent to the landlord, plus

1. Property taxes (their proportionate share)
2. Property insurance
3. Operating and maintenance costs (repairs, common area maintenance, utilities in some cases, property management fees, etc.)

In NNN leases, tenants carry most of the operating cost risk, with costs often fluctuating year to year and the landlord receives more predictable “net” income. NNN leases are widely used in commercial real estate markets across Canada and the U.S., especially for multi-tenant retail properties.

Gross Lease (Full-Service Lease)
Gross leases are more common in professional office buildings, where the tenant pays one all-inclusive rent. The landlord pays:

1. Property taxes
2. Insurance
3. Maintenance and operating costs

A tenant has predictable monthly costs with the landlord assuming risk of rising expenses. However, rent is usually higher than base rent in NNN leases to cover these costs.

Modified Gross Lease

These leases, common in multi-tenant office and smaller commercial buildings, are a hybrid between gross and triple net, where the tenant pays base rent as well as some additional costs (often utilities or a portion of operating expenses). The landlord pays the remaining building costs. In these scenarios, expenses may be split in various ways and balances risk between landlord and tenant.

NNN Impacts on Commercial Tenants

While common in the market, NNN leases can create challenges for small and independent businesses in particular:

- Cost Volatility and Unpredictability – tenants may experience year-to-year fluctuations in property taxes, insurance premium increases, unexpected maintenance or capital repair costs, depending on lease terms.
- Information Asymmetry – commercial leases are typically privately negotiated contracts, and small businesses may lack legal and financial expertise to fully understand complex lease clauses. In tight retail markets tenants may also have limited leverage.
- Business Viability and Turnover – higher or unpredictable occupancy costs may contribute to business closures or relocations, shorter tenancy durations, and challenges for businesses with thin margins.

Implications for Municipalities

Although municipalities are not parties to private commercial leases, they have an interest in how leasing practices affect:

- Local Economic Resilience – Small and locally owned businesses circulate more spending within the local economy, contribute to unique neighbourhood character and provide local employment and services.
- Commercial Area Vitality – High turnover or vacancies can reduce pedestrian activity, affect perceptions of safety and vibrancy and weaken the success of public investments in streetscape and placemaking.

- Property Tax Perception – Although municipalities set tax rates through established policy processes, under NNN leases, tax increases directly affect tenants, not just property owners. This can create tension between municipal fiscal decisions and small business affordability.

Current Legislative Context in British Columbia

In BC, commercial tenancies are largely governed by contract law, and there is no provincial framework specifically regulating the structure of commercial lease types, such as the *Residential Tenancy Act*. Disputes are typically managed through private negotiation or civil court processes, which can be costly and time-consuming. As a result, there are few standardized disclosure requirements and limited statutory protections specific to small commercial tenants.

Triple net leases are a standard commercial real estate practice, but they can shift cost risk and financial uncertainty onto tenants, with disproportionate effects on small and independent businesses. While municipalities do not have authority to regulate commercial lease terms, they have a policy interest due to the connection between commercial tenancy conditions and commercial area vitality, employment, and local economic development. A review of the commercial leasing framework to improve transparency, fairness, and predictability, while maintaining a functional and investable commercial property market, would support healthy local business districts.

Memorandum

To: New Westminster City Council **Date:** February 9, 2026

From: Councillor Nadine Nakagawa

Re: **Backgrounder: Enhanced Mental Health Supports Following Infant Loss**

Infant loss, including miscarriage, stillbirth, neonatal death, embryo loss, and failed fertility or IVF treatments, is a significant public health and mental health issue with profound and long-lasting impacts on parents and caregivers. Miscarriage alone affects approximately 15–25 per cent of clinically recognized pregnancies, meaning thousands of families in British Columbia experience pregnancy loss each year.[1] These losses are associated with increased risks of depression, anxiety, post-traumatic stress disorder, complicated grief, and suicidal ideation, with impacts that can persist for years when appropriate supports are not available.[2]

Despite the prevalence of pregnancy and infant loss, access to timely, specialized, and trauma-informed mental health and bereavement supports remains inconsistent across British Columbia. Service availability varies significantly by geographic location, with more comprehensive resources typically concentrated in larger urban centres. Families in smaller or rural communities may encounter long wait times, limited provider availability, or a lack of specialized care. Community-based bereavement and peer-support programs play an important role in supporting families following loss, yet many operate with short-term or unstable funding, limiting continuity and equitable access across regions.[3]

Families who experience infant loss often interact with multiple points within the health care system, but many report inconsistent communication, limited follow-up, and a lack of coordinated care once hospital-based treatment concludes. Health care providers across disciplines receive varying levels of education related to pregnancy and infant loss, and there is currently no standardized provincial requirement for trauma-informed, evidence-based training in this area. In addition, inconsistencies in how pregnancy loss and stillbirth data are collected and reported in British Columbia limit the Province's ability to fully understand the scope of the issue and to plan and evaluate effective services.[4]

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[1] Public Health Agency of Canada. (2018). *Family-centred maternity and newborn care: National guidelines – Chapter 7: Loss and grief*. Government of Canada. https://www.canada.ca/en/public-health/services/publications/healthy-living/maternity-newborn-care-guidelines-chapter-7.html

[2] Meaney, S., Corcoran, P., Spillane, N., & O'Donoghue, K. (2017). Experience of miscarriage: An interpretative phenomenological analysis. *BMJ Open*, 7(3), e011382. https://pmc.ncbi.nlm.nih.gov/articles/PMC10798063/

[3] Fraser Health Authority. (n.d.). *Community resources and support groups for pregnancy loss*. https://www.fraserhealth.ca/health-topics-a-to-z/pregnancy-and-baby/labour-birth-and-early-postpartum/pregnancy-loss-and-grief/community-resources-and-support-groups-for-pregnancy-loss

[4] Health Research BC. (2023). *Pregnancy loss rates in British Columbia: Pathways to improved care for patients and families impacted by pregnancy loss*. https://healthresearchbc.ca/award/pregnancy-loss-rates-in-british-columbia-canada-pathways-to-improved-care-for-patients-and-families-impacted-by-pregnancy-loss/

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The mental health impacts of infant loss extend beyond individual families and affect community well-being, workforce participation, and demand for local services. Parents and caregivers experiencing grief and trauma may require extended mental health supports, workplace accommodations, or assistance from community and social services.

Evidence from Canada and internationally demonstrates that effective infant loss and bereavement care includes trauma-informed, family-centred approaches, early mental health screening, proactive follow-up, and clear pathways between hospital-based care and community supports. The Canadian Paediatric Society emphasizes that compassionate communication, continuity of care, and access to ongoing mental health support are essential components of quality care following perinatal loss.[5]

Addressing current gaps in pregnancy and infant loss care requires sustained provincial leadership and investment. Ongoing provincial funding for research related to pregnancy loss and bereavement care would support improved data collection and evidence-based policy development. Standardized education and training for health care providers would promote consistent, trauma-informed care across British Columbia. Stable funding for bereavement and mental health support programs would help ensure that families experiencing pregnancy loss, infant loss, embryo loss, or failed fertility and IVF treatments have equitable access to appropriate supports, regardless of where they live. Provincial action in these areas would strengthen mental health outcomes for families, reduce long-term system pressures, and ensure a compassionate and coordinated approach to care following infant loss across British Columbia.

[5] Canadian Paediatric Society. (2020). *Supporting and communicating with families experiencing a perinatal loss*. https://cps.ca/documents/position/perinatal-loss

CORPORATION OF THE CITY OF NEW WESTMINSTER

Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025

A Bylaw to amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the Local Government Act, and wishes to amend the bylaw,

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025".

2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:

   a) Deleting the row labeled in the first column as "North Root Cannabis" from section 190.48.1.

Consequential Amendments

3. Zoning Bylaw No. 6680, 2001 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format, numbering and table of contents.

Public Hearing not held, notice published this 27th day of June, 2025 and 3rd day of July, 2025.

GIVEN FIRST READING this 7th day of July, 2025.

GIVEN SECOND READING this 7th day of July, 2025.

GIVEN THIRD READING this 7th day of July, 2025.

ADOPTED this _____ day of _____, 2025.

I hereby certify that this is a true and exact copy of the original document, which has not been altered in any way.

Date Sept. 16 2025

Hanieh Berg, Corporate Officer
City of New Westminster

Mayor Patrick Johnstone

Hanieh Berg, Corporate Officer

City of
New Westminster

Report to Council

To:	New Westminster City Council in Regular Council	**Meeting Date:**	February 9, 2026
From:	Jackie Teed, Director, Planning & Development	**Report No.:**	2026-74

Re: **Cannabis Store Relocation Request - North Root Cannabis Ltd. (Update) and Next Steps for Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 to Remove Cannabis as a Permitted Use at that Address**

Staff Recommendation

THAT Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, be abandoned.

Purpose

To update Council on the status of the application from North Root Cannabis Ltd. seeking consideration to relocate in advance of the planned review of the Cannabis Regulatory Framework and to abandon Zoning Amendment Bylaw No. 8520, 2025.

Summary

In 2018, the City initiated the process of considering cannabis retail applications in the City, with six locations in five neighbourhoods being approved by Council through 2019. This process considered both the location and initial retail operator, with the understanding that once the land use was approved it would "run with the land" unless otherwise amended by Council, allowing different retail operators in the locations in the future. One such approval was for 416 E. Columbia Street, with North Root Cannabis Ltd. as the initial retail operator.

Since 2019, North Root has been unable to open for business at 416 E. Columbia Street. On December 16, 2024 Council directed that the City process an application from North Root to relocate to another location on E. Columbia, and to remove the cannabis retail use at the original location, toward maintaining one location in Sapperton under the initial retail operator.
The City received an application from North Root in 2025, but the owner of the new location has since withdrawn application authorization. The City provided a timeline for the applicant to submit verification of another lease and offered to provide assistance. The deadline to provide this submission has passed, the City has notified the applicant and received no further information. As such, the City will now proceed with formally

notifying the applicant that their application has been cancelled, and initiate the process for a partial refund, consistent with the Development Approvals Procedure Bylaw. The applicant will also be notified that any new application should follow completion of the updated Cannabis Retail Location Policy, which the Economic Development, and Development Planning sections have on their work plan for 2026/2027.

Consistent with Council's original intent that one private cannabis retail location be permitted in each of five of neighbourhoods around the city, *staff recommends at this time that Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 to remove cannabis as a permitted use, which was provided three readings by Council on July 7, 2025, be forwarded to Council for* ***consideration to rescind all three readings***. This would subsequently allow an alternative operator to open at the originally approved Sapperton location.

Should Council prefer to proceed with removing the cannabis retail use from 416 East Columbia, staff would recommend that the above-noted bylaw instead be referred to the next meeting of Council for consideration of adoption. Given the City intends to formally cancel the application of North Root Cannabis Ltd., this would likely result in no cannabis retail locations in Sapperton, at least until such time as Council considers the Cannabis Retail Location Policy update.

Background

Cannabis Regulatory Framework

In January 2018, the City initiated the process of developing the Cannabis Regulatory Framework. On July 9, August 27 and September 17, 2018 Council endorsed: (1) a process for the initial intake of cannabis retail applications; (2) the Cannabis Retail Rezoning Policy; and, (3) the Cannabis Application Evaluation Criteria, and adopted the amending bylaws necessary to put the regulatory framework in place, and enable applications to be received. The initial application intake period was between October 24 and December 5, 2018 and 22 applications were received.

Applications were reviewed in accordance with the endorsed process, policy, and criteria. A key consideration of the Council-endorsed framework is to distribute stores across the city - one store within each of Downtown, Uptown and Sapperton, and a total of two stores within the remaining retail areas (Twelfth Street, Twentieth Street, Queensborough, and McBride Boulevard at Eighth Ave). Ultimately, Council approved five private cannabis store locations and one public provincial location (in Queensborough), shown in Table 1.

Table 1: Current Cannabis Retail Locations

Business Location	Location	Status
Queensborough	540 Ewen Avenue	Operating
Queensborough (Provincial Store)	805 Boyd Street	Operating
Downtown	71 Sixth Street	Operating
Twelfth Street	710 Twelfth Street	Operating
Uptown	320 Sixth Street	Operating
Sapperton	416 E. Columbia Street	Rezoned but not operating

Further background on Non-Medical Cannabis, including links to policies, evaluation criteria and previous Council Reports, are available at this link.

Cannabis Retail Location Policy Updates

Economic Development staff, in collaboration with Planning and Development, expect to initiate an update of the City's Liquor and Cannabis Policy in the coming months as part of their work plan. The purpose of this policy framework is to allow for a fulsome consideration of liquor and cannabis applications, and ensure equity and transparency when reviewing future applications. In regards to cannabis retail store applications, this policy is expected to include considerations such as the number and location of permitted cannabis retail stores, siting criteria, and business licence application requirements, based on community input and Council direction. This work is anticipated to be finalized in early 2027.

Previous Council Direction

Direction on Applications: North Root Cannabis (Sapperton) and Queensborough Cannabis (Downtown)

On December 16, 2024 staff provided a report to Council which included the following information:

- City received requests to relocate two cannabis retail businesses which were successful applications in the City's initial 2018 process to rezone limited properties for retail cannabis sales:
    - North Root Cannabis Ltd. (Sapperton) was seeking to relocate due to challenges in securing a lease arrangement at 416 E. Columbia Street, the property rezoned to permit cannabis retail as part of the 2018 intake process. The applicant has been unable to open their business at this location since that time, and wishes to lease elsewhere on East Columbia Street in the Sapperton neighbourhood.

- Queensborough Cannabis Co.(Queensborough) was seeking to relocate from 540 Ewen Ave., the property rezoned to permit cannabis retail as part of the 2018 intake process, due to challenges competing with the BC Cannabis Store operated by the Province in Queensborough, the only area with two retail locations. The applicant wishes to relocate from Queensborough to the Downtown where they would have access to a larger market. This would result in two retail locations Downtown, and one in Queensborough.

Following receipt of the report, Council directed that:

- both applicants should be advised that Council would further consider rezoning applications to relocate the businesses as requested;
- cannabis retail sales be removed as a permitted use from the existing locations at 416 East Columbia Street and 540 Ewen Avenue in relation to those applications, which would maintain a consistent number of retail locations city-wide; and
- that staff proceed with the planned review of the Cannabis Regulatory Framework.

A rezoning application was received from Queensborough Cannabis on December 23, 2025 to relocate the business from 540 Ewen Avenue in Queensborough to #260-800 Carnarvon Street (Shops at NewWest) Downtown. Staff have initiated review of the application and will provide a report to Council for consideration in the coming months.

A rezoning application was received from North Root Cannabis on April 28, 2025 to relocate the business from 416 E. Columbia Street to 455 East Columbia Street. This application is the subject of this report.

Zoning Amendment to Remove Cannabis Retail Sales Use

As per Council direction on December 16, 2024 staff prepared Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 which would remove cannabis retail sale as a permitted use at 416 East Columbia (existing location in Sapperton) and brought it for Council consideration on June 23, 2025. Council directed staff to provide notice and forward the bylaw to for consideration of *first, second and third readings.* Council provided three readings of the bylaw on July 7, 2025. As part of the consideration of the Zoning Amendment Bylaw, Council also directed that the City decline to receive an application from the Liquor and Cannabis Regulation Branch (LCRB) at this property from another Cannabis retail applicant (Marigolds Cannabis).

The property at 540 Ewen Avenue was not included at this time, as it continues to be occupied by Queensborough Cannabis; a bylaw is intended to be forwarded as part of Council's consideration of a rezoning application at their new Downtown location.

Discussion

North Root Cannabis

A rezoning application was received April 28, 2025 to relocate the business from 416 E. Columbia Street to 455 East Columbia Street. Following staff review of the submission materials a number of items requiring clarification or additional information were identified and the City proceeded to work with the applicant on these.

On October 10, 2025 the City was notified by the property owner that they no longer intended to lease to North Root Cannabis. Without authorization from the property owner, staff were not able to proceed with further review of the application.

On November 7, 2025 the City advised North Root Cannabis of this outcome, and offered the applicant an additional six weeks to identify and secure an alternative third location in Sapperton. On November 25, 2025 staff met with the applicant and offered to provide assistance in this regard.

The City did not received the required information prior to the deadline, and advised the applicant in writing that the deadline had been missed. The City has not received further correspondence in this regard from North Root Cannabis.

Next Steps

North Root Cannabis has been unsuccessful in securing an alternative retail location within the past year, when Council indicated such a relocation application could be explored. The Sapperton neighbourhood was identified by Council as one where one of the limited retail cannabis operations should be permitted, with the intent of providing distributed access in the city. Sapperton has not realized an operating retail cannabis location since the 2018/19 process.

Given this, staff proposes that:

1. Consistent with the Development Procedures Bylaw, the City will notify the applicant that their application is being cancelled, and will proceed with providing a partial refund as allowed by the Bylaw.

   This would end North Root's current application, and the notification letter would confirm that any future application would need to wait until the completion of the updated Cannabis Retail Location Policy.

2. Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, which was given first, second, and third readings on July 7, 2025, be abandoned.

   This would mean retail cannabis sales would remain as a use at the subject address, and the property owner would be able to lease to another operator, providing cannabis retail sales in Sapperton.

Should Council wish that the City proceed with removing cannabis retail sale use at 416 East Columbia Street, staff recommend the bylaw be forwarded to Council for adoption.

Financial Analysis

There are no financial implications to the City anticipated with the processing of these applications other than those associated with the department's operating budget.

Interdepartmental Liaison

The Planning and Development and Community Services Departments are working closely together on the proposed location change requests. The Community Services Department are leading the update of the City's Liquor and Cannabis Policies, with support from Planning and Development.

Report Approval

Authored By
Mike Watson, Acting Manager Development Planning

Agreed By
Carolyn Armanini, Manager, Economic Development
Rupinder Basi, Deputy Director, Planning

Approved By
Jackie Teed, Director, Planning and Development
Donnie Rosa, Chief Administrative Officer

EDMS #2881067

5. CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA

4.2 Budget 2026: Consolidated 2026 – 2030 Five-Year Financial Plan

MOVED and SECONDED

1. *THAT Five-Year Financial Plan (2026-2030) Bylaw No. 8571, 2026 be introduced and given first, second, and third readings.*
2. *THAT staff undertake a process of public consultation in accordance with Section 166 of the Community Charter.*
3. *THAT the 2026 Multi-Year Capital Budget for $220.0M, included as Attachment 6 to the report titled "Budget 2026: Consolidated 2026 – 2030 Five-Year Financial Plan" dated February 9, 2026, from the Director, Finance, be approved.*

CARRIED
Opposed: Cllrs. Fontaine
Minhas

4.3 Cannabis Store Relocation Request – North Root Cannabis Ltd. (Update) and Next Steps for Zoning Amendment Bylaw (416 East Columbia) No. 8520, 2025 to Remove Cannabis as a Permitted Use at that Address

In response to queries from Council, Jackie Teed, Director, Planning and Development, advised that staff's recommendation to abandon Zoning Amendment Bylaw No. 8520, 2025 would continue to permit cannabis retail use at 416 East Columbia Street and that should a new owner wish to establish a cannabis retail operation at the subject site, appropriate licensing and approvals would be required from the Province as well as a business licence and any necessary building permits from the City.

MOVED and SECONDED
THAT Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, be abandoned.

The question on the motion was not called as, in response to queries from Council, J. Teed advised that an alternative to abandoning Zoning Amendment Bylaw No. 8520, 2025 (416 East Columbia Street) would be to adopt the bylaw in order to remove cannabis retail use from the subject site.

Discussion ensued on the potential to seek legal advice regarding the matter prior to consideration of next steps on Bylaw No. 8520.

In response to further queries from Council**,** J. Teed noted that Council's direction in December 2024 was to consider relocation of the current business rather than cancelling the applicant's application. J. Teed further advised that (i) sites are zoned for specific uses, (ii) any change in use requires a rezoning application, and (iii) business licences are tied to the zoning of the site.

As a result of the discussion, the motion to abandon Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025 was **WITHDRAWN** and the following referral motion was introduced:

MOVED and SECONDED
THAT Zoning Bylaw No. 6680, 2001, Retail Sale of Cannabis (416 East Columbia Street) Amendment Bylaw No. 8520, 2025, be referred to the next Regular Council meeting for adoption.

CARRIED

4.4 Climate Change Adaptation and Resilience Plan Project – Phase Two

In reply to queries from Council, Leya Behra, Deputy Director, Climate Action, advised that engagement with various tenant union organizations is occurring through several avenues, with broader engagement anticipated in upcoming phases.

MOVED and SECONDED

1. *THAT the next steps for Phase Three of the Climate Change Adaptation and Resilience Plan project, as outlined in the report titled "Climate Change Adaptation and Resilience Plan Project – Phase Two" dated February 9, 2026 from the Director, Energy and Climate Action, be endorsed.*
2. *THAT the engagement objectives and approach for the second round of community engagement, as outlined in the report titled "Climate Change Adaptation and Resilience Plan Project – Phase Two" dated February 9, 2026 from the Director, Energy and Climate Action, be endorsed; and*
3. *THAT staff proceed with Phase Three of the Climate Change Adaptation and Resilience Plan Project and report back to Council with outcomes of Phase Three.*

CARRIED

In accordance with Section 100 of the *Community Charter*, Cllrs. Minhas and Nakagawa declared to be in a potential conflict of interest as they each live in proximity to the subject site and left the meeting (7:06 p.m.).

4.5 Construction Noise Bylaw Variance Request: 602 Agnes Street (BC Housing Project)

MOVED and SECONDED
THAT an exemption be granted to BC Housing contractor, Keller Construction Ltd, from Construction Noise Bylaw No. 6063, 1992 for a period of two consecutive nights from 8:00 PM to 7:00 AM on Wednesday February 11, 2026 and Thursday February 12, 2026 to install a new water main tie-in from 602 Agnes Street to the City's water main on Agnes Street.

CARRIED

Cllrs. Minhas and Nakagawa returned to the meeting (7:07 p.m.).

CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8522, 2025

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

WHEREAS:

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

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

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

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

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

   i. the City's Capital Expenditure Program (as contained in the Five-Year Financial Plan (2025 – 2029), Bylaw No. 8501, 2025); and

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

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

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

Citation

G. This Bylaw may be cited for all purposes as "Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Provincial Housing Legislation Integration) No. 8522, 2025"

Amendments to the Official Community Plan

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

1. Removing "2041" from the cover page.

2. Adding the following to the beginning of the "Acknowledgements" section on page iii:

   Land Acknowledgement

   We recognize and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem 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.

   Contributions to Developing the Plan

3. Removing "in 2041" from the "Plan Organization" section, bullet 3 on page vii.

4. Removing "over the next 25 years" from the "Plan Organization" section, bullet 5 on page vii.

5. Removing "to the year 2041" from the "Purpose of this Plan" section, paragraph 2 on page 1.

6. Replacing all instances of "Port of Vancouver" with "Vancouver Fraser Port Authority", including in all schedules.

7. Replacing "develope" with "develop" in the "Measuring Progress" section on page 11.

8. Replacing all instances of "Aboriginal" with "Indigenous", including in all schedules.

9. Replacing the "New Westminster Context" section with Schedule 1, attached to and forming part of this bylaw.

10. Deleting "over the next 25 years" in the "Our City, Our Values" section on page 27.

11. Replacing "(LGBTQ)" with "(LGBTQ2S+)" in the "Policy 1.2" section on page 39.

12. Replacing "institutionally zoned lands" with "institutionally designated lands" in the "Policy 1.10" section on page 47.

13. Replacing all instances of "Riparian Areas Regulation (RAR)" with "Riparian Areas Protection Regulation (RAPR)", including in all schedules.

14. Replacing Action 5.2d on page 80 with the following:

    Provide input to the provincial process of updating the Riparian Areas Protection Regulation.

15. Replacing the "8.0 Housing" section with Schedule 2, attached to and forming part of this bylaw.

16. Replacing "However, they City recognizes they play a much larger role in the public life of the city and should be designed for all users." with "However, the City recognizes they play a much larger role in the public life of the city and should be designed for all users." in the "Policy 10.2" section on page 119.

17. Replacing "polcies" with "policies" in the "Policy 11.3" section on page 126.

18. Replacing "personal business in increasingly being conducted online." with "personal business is increasingly being conducted online" in the "Policy 12.4" section on page 143.

19. Replacing the "Land Use Designations and Map" section with Schedule 3, attached to and forming part of this bylaw.

20. Replacing "Appendix C. Land Use Designation Map" with Schedule 4, attached to and forming part of this bylaw.

Amendments to the Official Community Plan Development Permit Areas

21. Deleting the map and legend from the "1.0 Residential Neighbourhoods" cover page in Schedule B.

22. Deleting the map and legend from the "1.1 Laneway and Carriage Houses" cover page of Schedule B.

23. Deleting "[See Map 1.1]" from the "Introduction" section of the "1.1 Laneway and Carriage House" section of Schedule B.

24. Deleting DPA Map 1.1 from the "1.1 Laneway and Carriage Houses" section of Schedule B.

25. Deleting the map and legend from the "1.2 Ground Oriented Housing" cover page of Schedule B.

26. Replacing "Applications to develop a laneway or carriage house on properties located within this Development Permit Area, in accordance with existing zoning, must instead comply with the guidelines included in the Laneway and Carriage House Residential Neighbourhood Development Permit Area." with "Applications to develop a laneway or carriage house on properties located within this Development Permit Area must instead comply with the guidelines included in the Laneway and Carriage House Residential Neighbourhood Development Permit Area." in the "Introduction" section of the "1.2 Ground Oriented Housing Introduction" section of Schedule B.

27. Replacing "DPA Map 1.2" from the "1.2 Ground Oriented Housing" section of Schedule B with Schedule 5, attached to and forming part of this bylaw.

28. Deleting the map and legend from the "1.3 Townhouses and Rowhouses" cover page of Schedule B.

29. Deleting the map and legend from the "1.4 Multiple Unit Residential" cover page of Schedule B.

30. Inserting the following text at the end of the "Introduction" section of the "1.4 Multiple Unit Residential Introduction" section of Schedule B.

    Applications to develop properties located within this Development Permit Area for laneway houses and carriage houses, must instead comply with the Laneway and Carriage Houses Development Permit Area.

    Applications to develop properties located within this Development Permit Area for ground oriented housing, must instead comply with the Ground Oriented Housing Development Permit Area.

    Applications to develop properties located within this Development Permit Area for townhouses, must instead comply with the Townhouse Development Permit Area.

    Applications to develop properties located within this Development Permit Area for commercial uses, in accordance with existing commercial zoning, must instead comply with the Brunette Employment Lands Development Permit Area.

    Applications to develop properties located within this Development Permit Area for mid rise residential buildings, must instead comply with the High Rise Residential Development Permit Area.

31. Replacing "DPA Map 1.4" from the "1.4 Multiple Unit Residential" section of Schedule B with Schedule 6, attached to and forming part of this bylaw.

32. Deleting the map and legend from the "1.5 High Rise Residential" cover page of Schedule B.

33. Replacing "DPA Map 1.5" from the "1.5 High Rise Residential" section of Schedule B with Schedule 7, attached to and forming part of this bylaw.

34. Deleting the map and legend from the "1.6 Terry Hughes Residential" cover page of Schedule B.

35. Deleting the map and legend from the "2.0 Residential Corridors" cover page of Schedule B.

36. Replacing "Six storey developments will only be considered in limited circumstances based on specific conditions:" with "Mid-rise developments will only be considered in limited circumstances based on specific conditions:" in the "MASSING + SETBACKS" section of the "1.4 Multiple Unit Residential", "2.2 Sixth Street" and "3.2 East Columbia Street" sections of Schedule B.

37. Replacing "If development sites meet one of the above conditions, six storey forms should:" with "If development sites meet one of the above conditions, mid-rise building forms should:" in the "MASSING + SETBACKS" section of the "1.4 Multiple Unit Residential", "2.2 Sixth Street" and "3.2 East Columbia Street" sections of Schedule B.

38. Deleting the map and legend from the "3.0 Commercial Corridors" cover page of Schedule B.

39. Replacing "DPA Map 3.0" from the "3.0 Commercial Corridors" section of Schedule B with Schedule 8, attached to and forming part of this bylaw.

40. Deleting the map and legend from the "4.0 Mixed Used Nodes" cover page of Schedule B.

41. Deleting the map and legend from the "5.0 Mixed Use Neighbourhoods" cover page of Schedule B.

42. Replacing "Map X" with "Map 5.0" in the "Introduction" section of the "5.0 Mixed Use Neighbourhoods" section of Schedule B.

43. Deleting the map and legend from the "6.0 Employment Lands" cover page of Schedule B.

44. Deleting the map and legend from the "7.0 Natural Features" cover page of Schedule B.

45. Replacing "British Columbia Riparian Areas Regulation Assessment Methods" with "British Columbia Riparian Areas Protection Regulation Assessment Methods" in the "Glossary of Terms" section of the "7.1 Brunette River" section of Schedule B.

46. Replacing "Riparian Areas Regulation (RAR) Assessment" with "Riparian Areas Protection Regulation (RAPR) Assessment" in the "Glossary of Terms" section of the "7.1 Brunette River" section of Schedule B.

47. Deleting the map and legend from the "8.0 Study Areas" cover page of Schedule B.

48. Replacing "Lower Twelfth St. & Sharpe St." with "Lower Twelfth Street and Sharpe Street" in the "Development Permit Areas: Study Areas" section of Schedule B.

49. Replacing "is intended to encourage a creative and flexible combination of land uses such as residential, commercial and ultra-light industrial or other employment generating uses." with "is intended to encourage a creative and flexible combination of land uses such as ultra-light industrial, residential, institutional uses (e.g. child care, health or care facilities), public schools, retail and service commercial." in the "Introduction" section of the "8.2 Lower Twelfth Street & Sharpe Street" section of Schedule B.

50. Inserting Schedule 9 "DPA 8.3 22nd Street.", attached to and forming part of this bylaw, following the "8.2 Lower Twelfth Street and Sharpe Street" section of Schedule B.

51. Replacing "DPA Map 8.0" from the "8.0 Study Areas" section of Schedule B with Schedule 10, attached to and forming part of this bylaw.

52. Deleting "Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required." from sections "2.1.19 Vehicular Access + Parking", "2.2.19 Vehicular Access + Parking", "3.1.19 Vehicular Access + Parking", "3.2.19 Vehicular Access + Parking", "4.1.18 Vehicular Access + Parking", "4.2.19 Vehicular Access + Parking", "4.3.19 Vehicular Access + Parking", "6.1.17 Vehicular Access + Parking", "6.2.17 Vehicular Access + Parking" and "6.3.17 Vehicular Access + Parking" of Schedule B.

53. Replacing "Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw." with "Infrastructure for electric vehicle parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw." from sections "2.1.19 Vehicular Access + Parking", "2.2.19 Vehicular Access + Parking", "3.1.19 Vehicular Access + Parking", "3.2.19 Vehicular Access + Parking", "4.1.18 Vehicular Access + Parking", "4.2.19 Vehicular Access + Parking" and "4.3.19 Vehicular Access + Parking" of Schedule B.

54. Deleting "Infrastructure for electric vehicles for industrial uses for employee parking should be considered with the following level of provision: for uses with more than 10 employee parking spaces, an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10." from section "6.4.17 Vehicular Access + Parking" of Schedule B.

Amendments to the Downtown Community Plan

55. Replacing "2.2 Public Participation" with "2.2 Community Consultation" in the "Table of Contents" section in Schedule C.

56. Replacing "2.5 Other Agencies and Related Documents" with "2.5 Other Agencies" in the "Table of Contents" section of Schedule C.

57. Replacing the "15.0 Land Use Designations" section from Schedule C with Schedule 11, attached to and forming part of this bylaw.

58. Replacing "By conforming the the guidelines, new development helps to achieve the goals included in this Plan and to implement the Downtown Vision." with "By conforming to the guidelines, new development helps to achieve the goals included in this Plan and to implement the Downtown Vision." in the "16.0 Development Permit Area" introductory paragraph section of Schedule C.

59. Replacing "Schedule F Land Use Map" from Schedule C with Schedule 12, attached to and forming part of this bylaw.

Amendments to the Queensborough Community Plan

60. Replacing "Quee nsborough" with "Queensborough" in the "The Queensborough Context" section of Schedule D.

61. Replacing "Riparian Areas Regulation (2005)" with "Riparian Areas Protection Regulation" in the "Policy 4.2" section of Schedule D.

62. Replacing all instances of "Riparian Areas Regulation" with "Riparian Areas Protection Regulation" in Schedule D.

63. Replacing all instances of "RAR" with "Riparian Areas Protection Regulation" in Schedule D.

Consequential Amendments

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

J. This amendment shall come into effect upon adoption.

GIVEN FIRST READING THIS 15th day of December 2025.

GIVEN SECOND READING THIS 15th day of December 2025.

PUBLIC HEARING HELD THIS 26th day of January 2026.

GIVEN THIRD READING THIS 26th day of January 2026.

~~OTHER REQUIREMENTS SATISFIED THIS _____ day of _____ 2026.~~ N/A

ADOPTED THIS _____ day of _____ 2026.

_____
Mayor Patrick Johnstone

_____
Hanieh Berg, Corporate Officer

Schedule 1
to Bylaw No. 8522, 2025

"New Westminster Context"

New Westminster Context

Growth Management: The Next 25 Years

REGIONAL PRIORITIES

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

Goal 1: Create a Compact Urban Area

Goal 2: Support a Sustainable Economy

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

Goal 4: Develop Complete Communities

Goal 5: Support Sustainable Transportation Choices

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

GROWTH IN THE CONTEXT OF THE METRO VANCOUVER REGION

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

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

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

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

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

City of New Westminster

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

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

In 2025, as part of an Official Community Plan update, the City completed a residential development capacity analysis. This analysis took into account land available for residential development based on the Land Use Designation Map, recent development trends, and assumptions regarding the likelihood of future development of sites. This analysis confirmed that the Land Use Designation Map includes enough capacity for the anticipated 146,622 New Westminster residents by 2049.

WHAT DO POPULATION PROJECTIONS & FORECASTS MEAN?

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

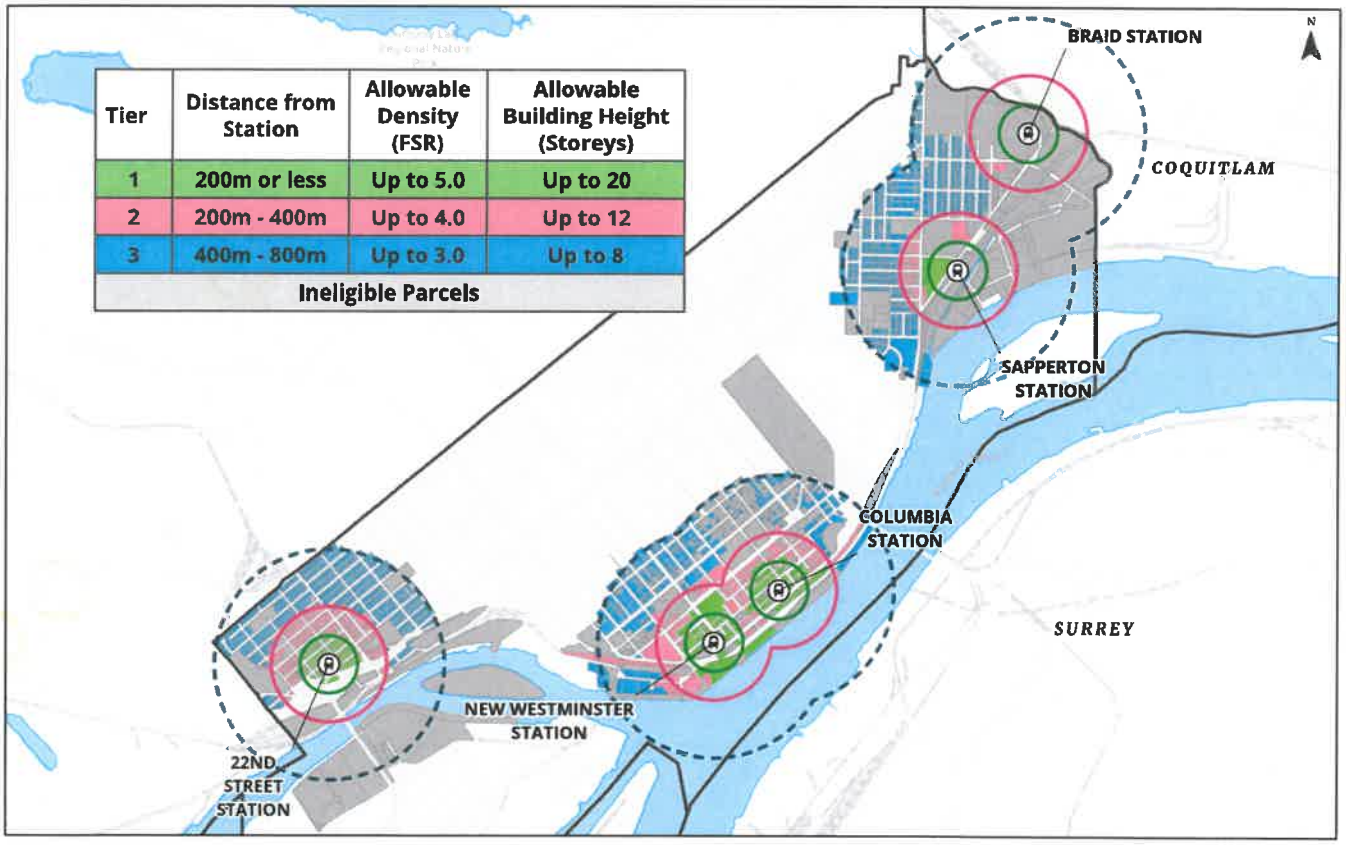
High Growth Scenario	2029	2034	2039	2044	2049
Population	104,210	116,136	127,456	137,232	146,622
Housing Units	47,585	53,273	58,735	63,241	67,568

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

City of New Westminster
CNCL - 248 of 357

TRANSIT ORIENTED DEVELOPMENT AREAS

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



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

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

ACCOMODATING PROJECTED HOUSING

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

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

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

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

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

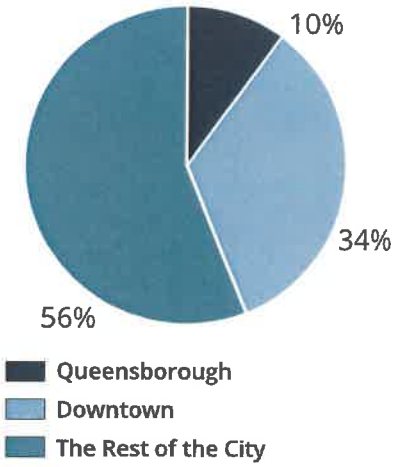


Figure 2.
Share of Projected Housing Growth (2024-2049)
Source: Coriolis Consulting Corp, City of New Westminster Population and Housing Forecast (2024-2049), 2025

PAST HOUSING GROWTH

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

Source: Statistics Canada

City of New Westminster
CNCL - 250 of 357

EMPLOYMENT GROWTH

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

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

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

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

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

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

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

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

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

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

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

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

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

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

City of New Westminster
CNCL - 252 of 357

Housing Need: The Next 20 Years

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

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

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

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

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

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

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

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

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

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

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

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

WHY DID THE CITY CREATE A HOUSING NEEDS REPORT?

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

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

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

City of New Westminster
CNCL - 254 of 357

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

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

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

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

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Schedule 2
to Bylaw No. 8522, 2025

"8.0 Housing"

8.0 Housing



A low rise apartment building.

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

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

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

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

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

Housing in the Official Community Plan

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

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

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

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

City of New Westminster
CNCL - 259 of 357

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

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



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

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

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



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

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

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

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

PERMANENT SUPPORTIVE HOUSING

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

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

City of New Westminster
CNCL - 261 of 357

Actions

The City should...

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

The City should continue to...

8.1b Update the Homelessness Needs Assessment.

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

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

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

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

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

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

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

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

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

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

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

THE NEED FOR BELOW- AND NON-MARKET HOUSING

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

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

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

Source: New Westminster Housing Needs Report, 2024

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

City of New Westminster
CNCL - 263 of 357



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

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

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

Actions

The City should continue to...

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

8.1b Implement the Affordable Housing Strategy.

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

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

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

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

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

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

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

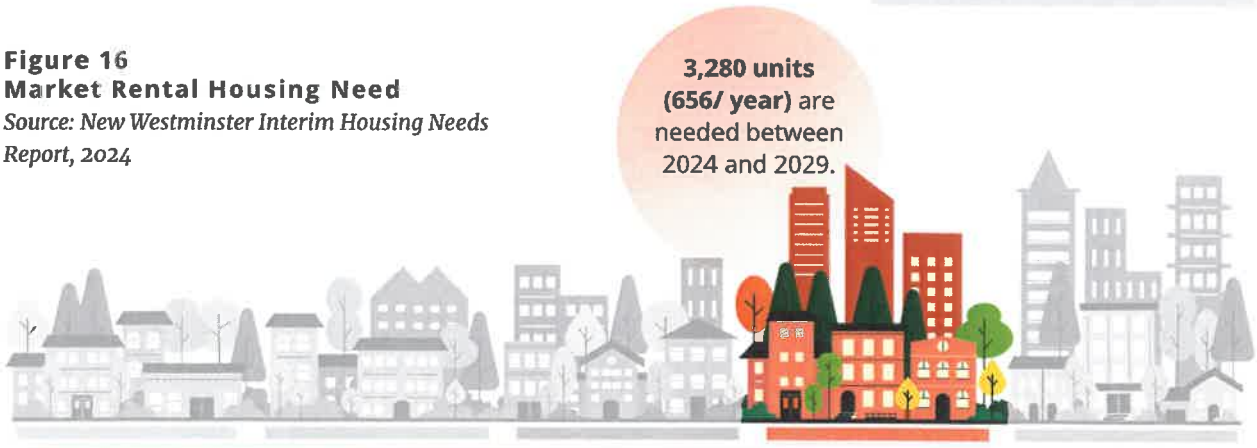
SINGLE PERSON HOUSEHOLDS

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

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

Source: New Westminster Housing Needs Report, 2024

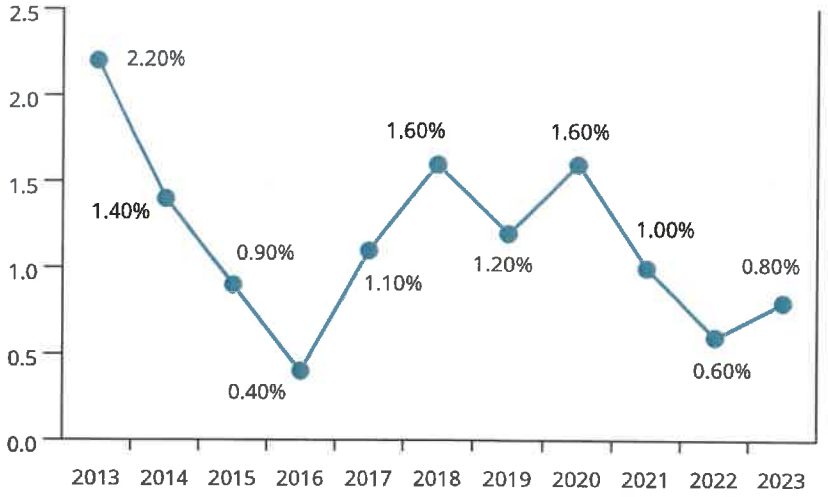
Figure 16
Market Rental Housing Need
Source: New Westminster Interim Housing Needs Report, 2024



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

City of New Westminster
CNCL - 265 of 357

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



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

- New Westminster Housing Needs Report, 2024

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

Actions

The City should...

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

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

The City should continue to...

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

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

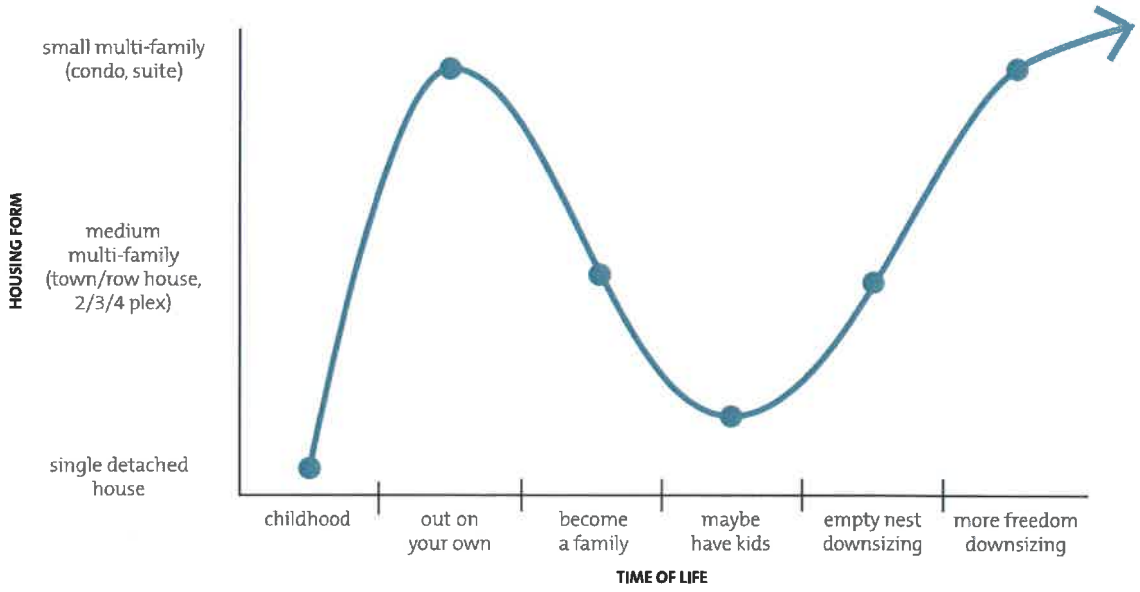
8.3e Encourage the development and implementation of additional measures from senior governments that assist in the creation, retention, maintenance and revitalization of rental housing.

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

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

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

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



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

City of New Westminster
CNCL - 267 of 357

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

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

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

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

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

Actions

The City should continue to...

8.4a Implement and monitor the Adaptable Housing Policy.

8.4b Implement and monitor the Family Friendly Housing Policy.

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

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

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

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

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

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

Actions

The City should...

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

The City should continue to...

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

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

FREQUENT TRANSIT DEVELOPMENT AREAS (FTDAS)

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

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

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

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



Walking towards the 22nd Street SkyTrain Station.



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

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

Actions

The City should continue to...

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

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

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

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

City of New Westminster
CNCL - 271 of 357

Schedule 3
to Bylaw No. 8522, 2025

"Land Use Designations and Map"

Land Use Designations and Map

INTRODUCTION

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

IMPLEMENTATION

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

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

INTERPRETATION

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

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

City of New Westminster
CNCL - 273 of 357

OUTLINE

Each land use designation includes most of the following elements:

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

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

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

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

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

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

City of New Westminster
CNCL - 274 of 357

DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS

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

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

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

Land Use Designations

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

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

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

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

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

(RD) RESIDENTIAL – DETACHED AND SEMI-DETACHED HOUSING



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

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

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

Maximum Density: Low density residential.

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

City of New Westminster
CNCL – 276 of 357

(RGO) RESIDENTIAL – GROUND ORIENTED INFILL HOUSING



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

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

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

Maximum Density: Low density residential.

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

(RT) RESIDENTIAL – TOWNHOUSE



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

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

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

Maximum Density: Low density residential.

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

(RLR) RESIDENTIAL – LOW RISE



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

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

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

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

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

(RLM) RESIDENTIAL – LIMITED MID RISE



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

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

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

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

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

(RMR) RESIDENTIAL - MID RISE



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

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

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

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

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

(RHR) RESIDENTIAL – HIGH RISE



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

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

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

Maximum Density: High density residential.

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

(ML) MIXED USE – LOW RISE



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

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

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

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

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

(MLM) MIXED USE - LIMITED MID RISE



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

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

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

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

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

City of New Westminster
CNCL - 280 of 357

(MM) MIXED USE - MID RISE



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

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

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

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

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

(MH) MIXED USE – HIGH RISE



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

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

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

Maximum Density: High density mixed use.

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

(BDMU) BREWERY DISTRICT MIXED USE AND HEALTH CARE



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

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

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

Maximum Density: High density mixed use.

(SGTMC) SAPPERTON GREEN TRANSIT ORIENTED MIXED USE COMMUNITY

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

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

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

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

(RHC) RESIDENTIAL – HIGH DENSITY / COMMUNITY FACILITY

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

Maximum Density: High density mixed use.

City of New Westminster
CNCL - 282 of 357

(C) COMMERCIAL



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

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

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

Maximum Density: Low density commercial.

(CHC) COMMERCIAL AND HEALTH CARE

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

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

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

Maximum Density: Medium density mixed use.

(ME) MIXED EMPLOYMENT



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

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

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

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

(P) MAJOR INSTITUTIONAL



Purpose: To allow large scale institutional uses.

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

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

(I) INDUSTRIAL

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

Principal Forms and Uses: Industrial.

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



(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE

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

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

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



(IN) INTERTIDAL

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

Principal Forms and Uses: Natural habitat areas.

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



City of New Westminster
CNCL - 284 of 357

(H/N) HABITAT / NATURAL AREA



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

Principal Forms and Uses: Natural habitat areas.

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

PARKS, OPEN SPACE AND COMMUNITY FACILITIES



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

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

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

(CEM) CEMETERY



Purpose: To identify and retain areas used for cemeteries.

Principal Forms and Uses: Cemeteries and memorial gardens.

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

(BC) BENT COURT STUDY AREA



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

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

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

(LTS) LOWER TWELFTH STREET AND SHARPE STREET STUDY AREA



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

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

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

City of New Westminster
CNCL - 286 of 357

(CD) COMPREHENSIVE DEVELOPMENT

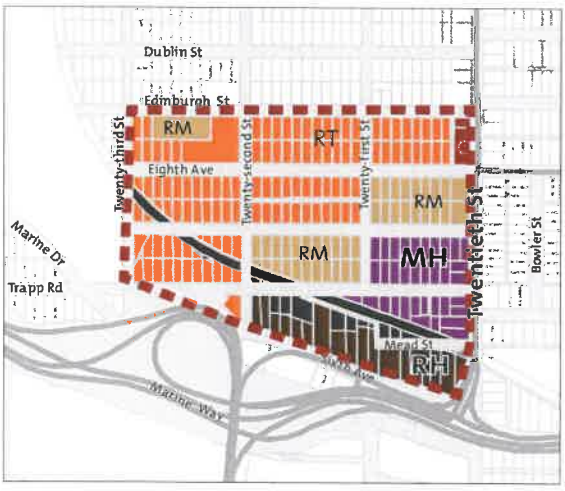
Purpose: To transition to the Frequent Transit Development Area (FTDA) surrounding the 22nd Street SkyTrain Station from low density residential uses to a mixed use node, which will include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. A commercial main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

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

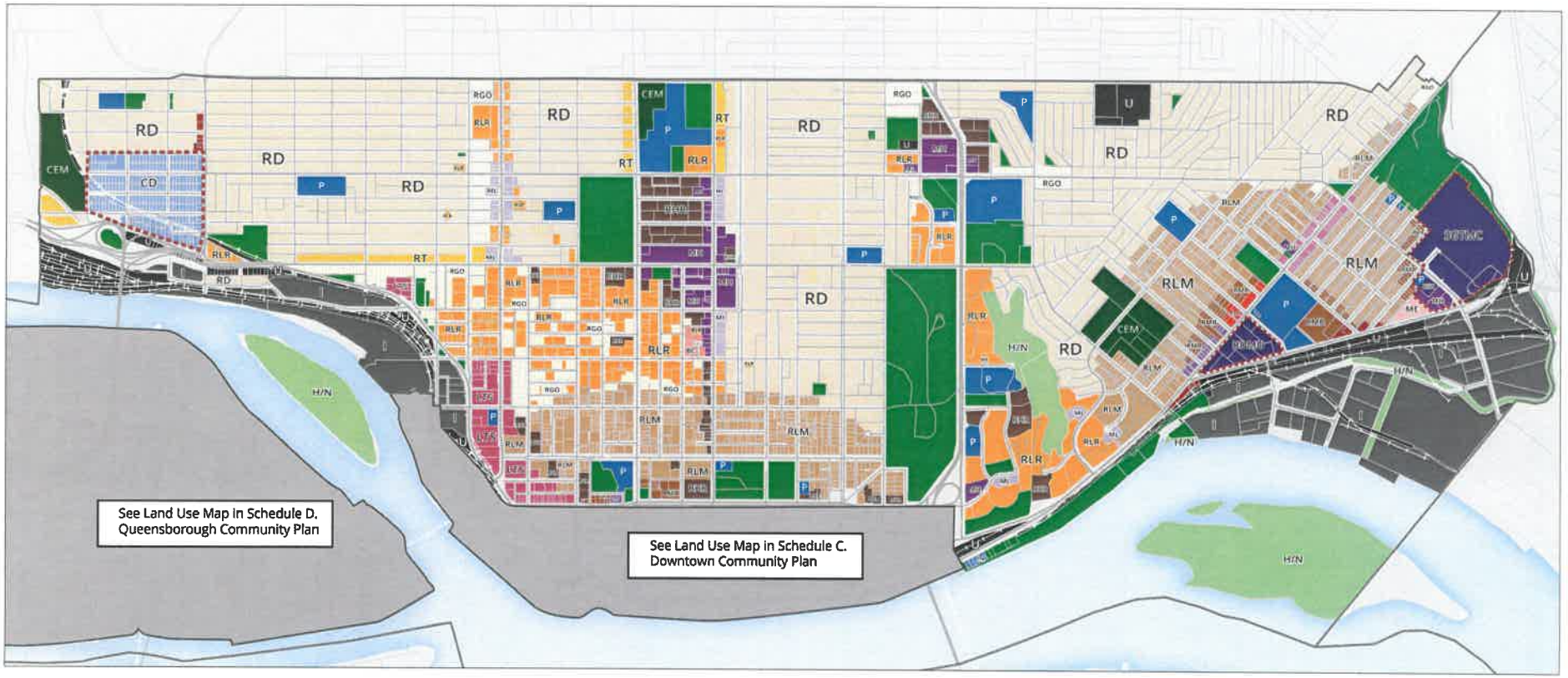
The Master Plan process will include:

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

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



Map 17.
Land Use Designation Map



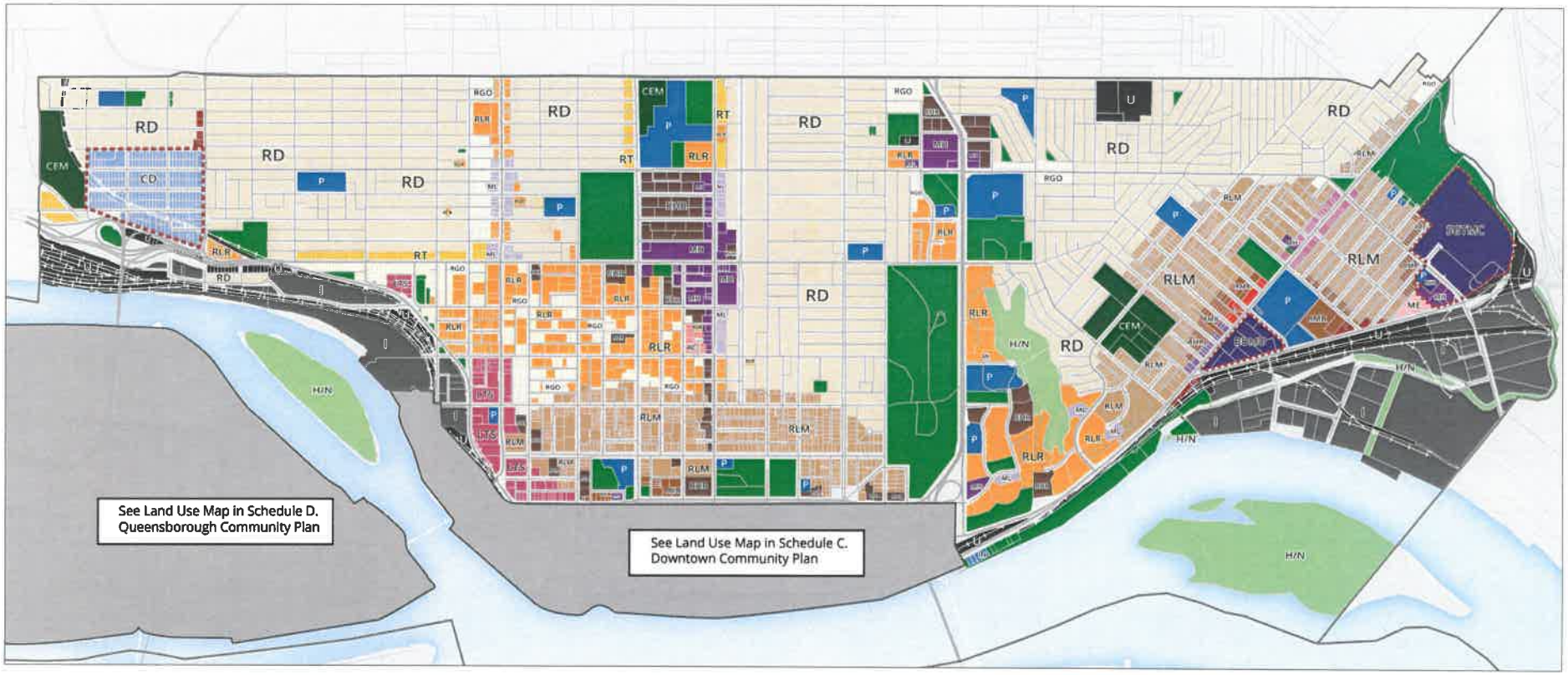
KEY:

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

Schedule 4
to Bylaw No. 8522, 2025

"Appendix C: Land Use Designation Map"

Appendix C. Land Use Designation Map



KEY:

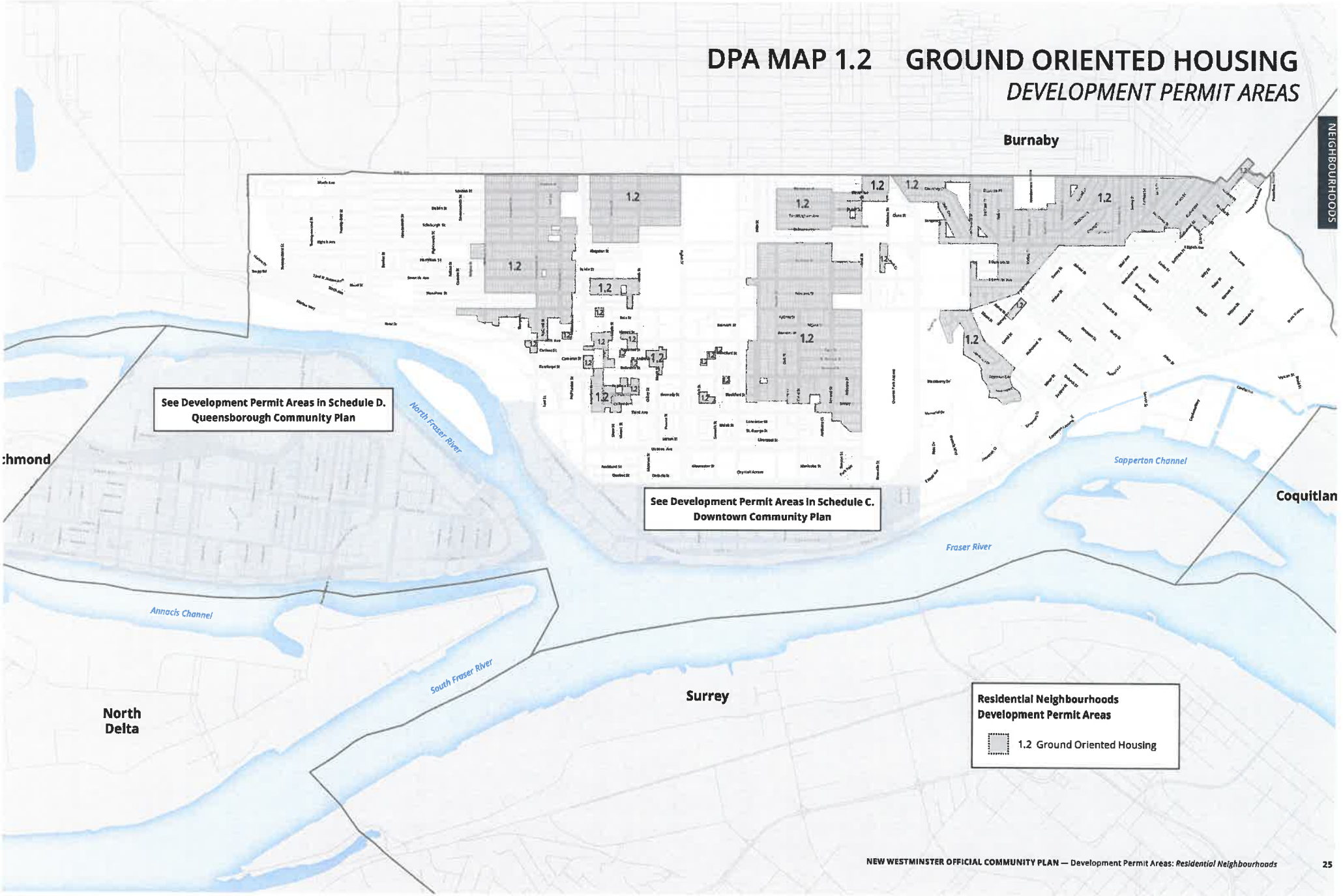
- **(RD)** Residential - Detached and Semi-Detached Housing
- **(RGO)** Residential - Ground Oriented Infill Housing
- **(RT)** Residential - Townhouse
- **(RLR)** Residential - Low Rise
- **(RLM)** Residential - Limited Mid Rise
- **(RMR)** Residential - Mid Rise
- **(RHR)** Residential - High Rise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

Schedule 5
to Bylaw No. 8522, 2025

"DPA Map 1.2 Ground Oriented Housing"

DPA MAP 1.2 GROUND ORIENTED HOUSING

DEVELOPMENT PERMIT AREAS

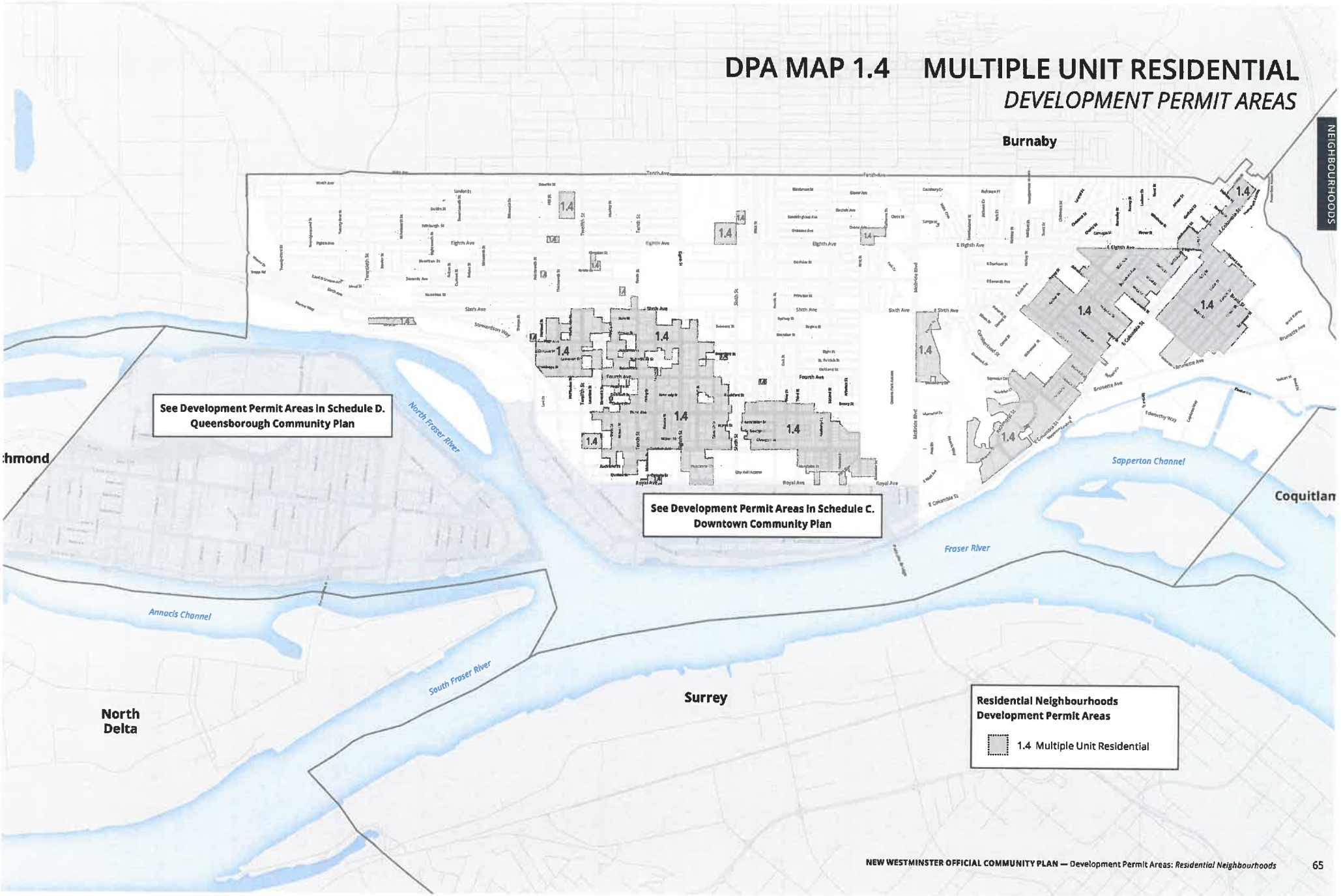


Schedule 6
to Bylaw No. 8522, 2025

"DPA Map 1.4 Multiple Residential"

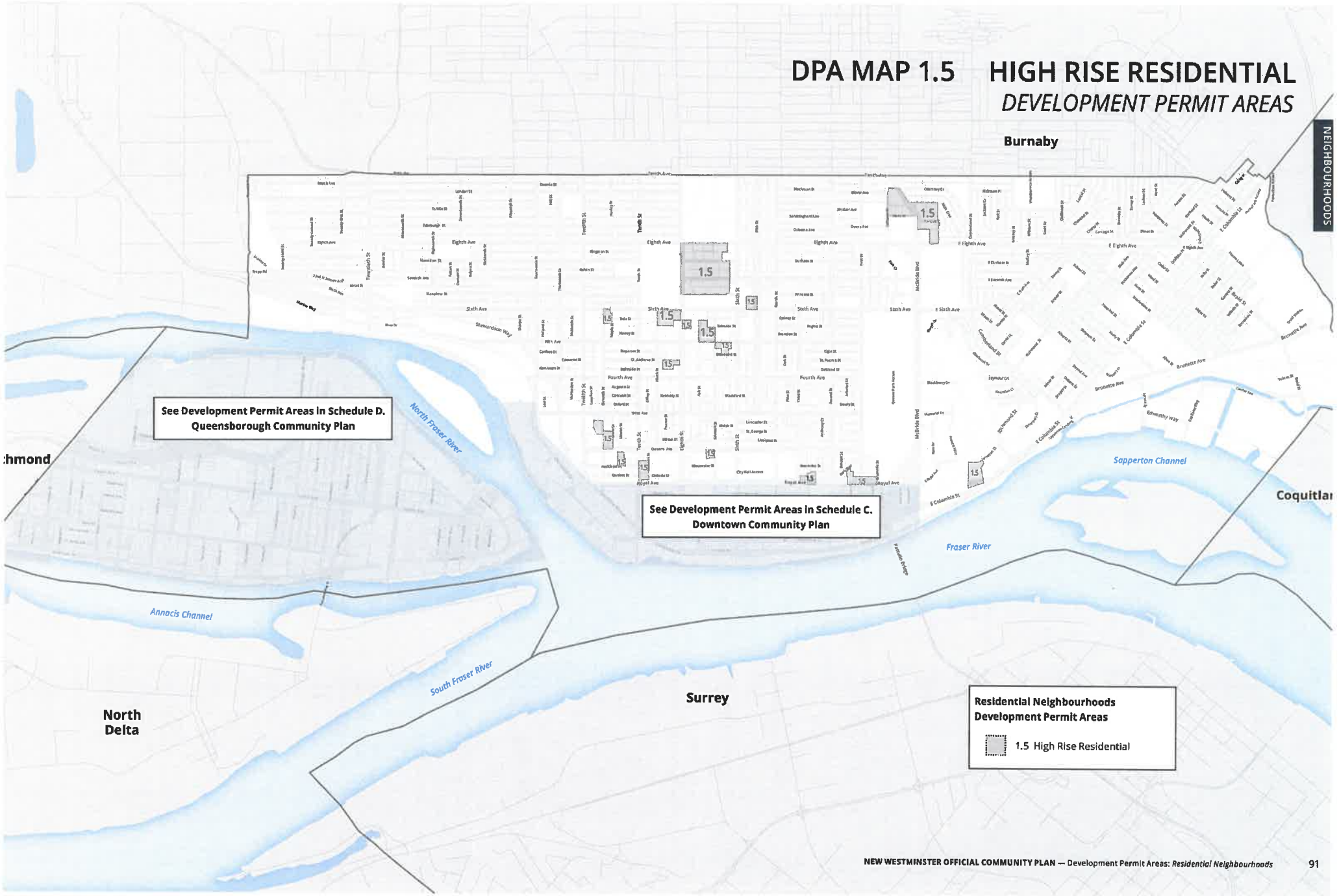
DPA MAP 1.4 MULTIPLE UNIT RESIDENTIAL

DEVELOPMENT PERMIT AREAS



Schedule 7
to Bylaw No. 8522, 2025

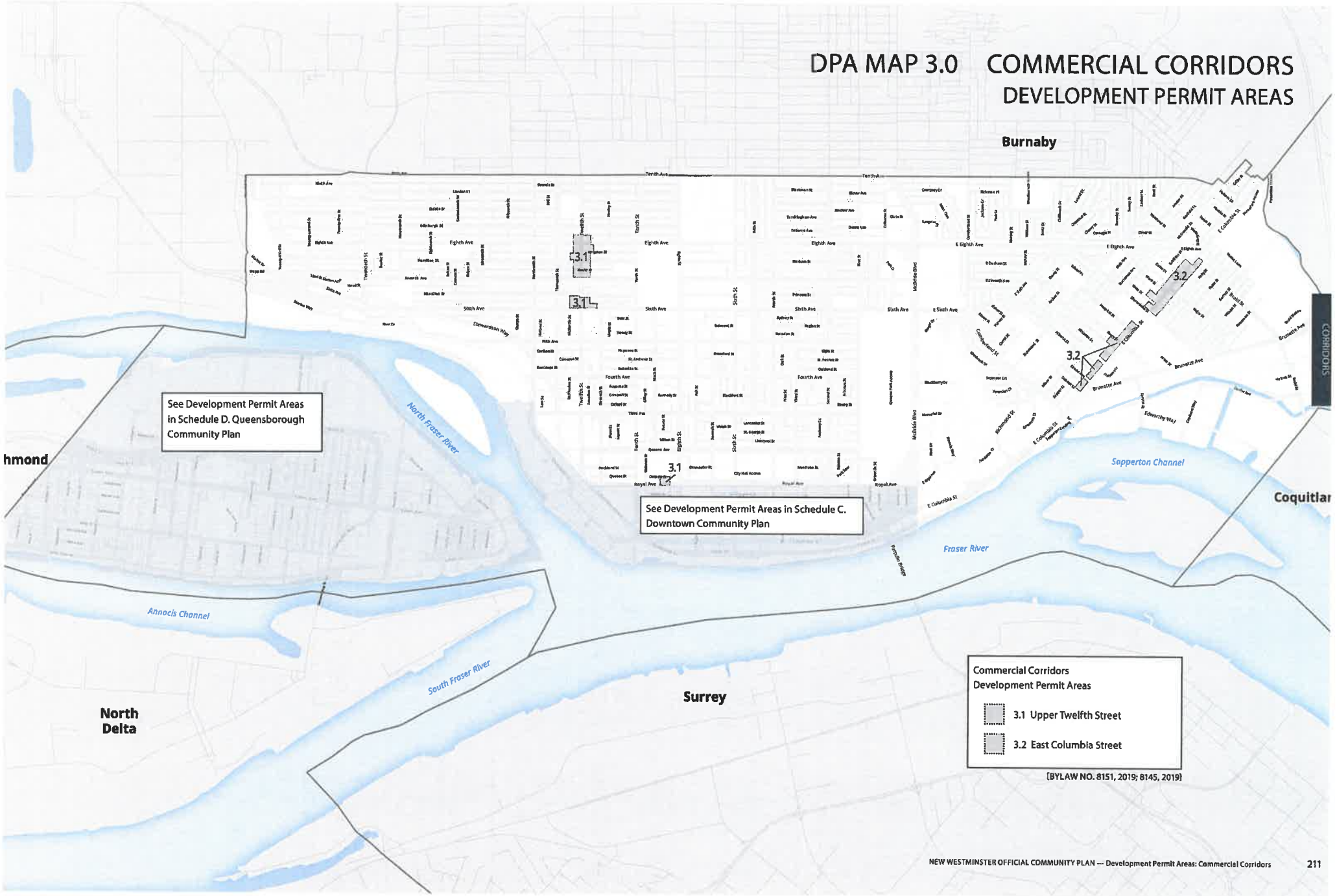
"DPA Map 1.5 High Rise Residential"


DPA MAP 1.5 HIGH RISE RESIDENTIAL
DEVELOPMENT PERMIT AREAS
Burnaby
NEIGHBOURHOODS
See Development Permit Areas in Schedule D.
Queensborough Community Plan
See Development Permit Areas in Schedule C.
Downtown Community Plan
North Fraser River
Fraser River
Sapperton Channel
Annacis Channel
South Fraser River
Surrey
North
Delta
Coquitlam
Residential Neighbourhoods
Development Permit Areas
1.5 High Rise Residential

Schedule 8
to Bylaw No. 8522, 2025

"DPA Map 3.0 Commercial Corridors"

DPA MAP 3.0 COMMERCIAL CORRIDORS
DEVELOPMENT PERMIT AREAS



Schedule 9
to Bylaw No. 8522, 2025

"DPA 8.3 22nd Street"

8.3
22ND STREET

INTRODUCTION

The 22nd Street study area, identified as Development Permit Area 8.3 [See Map 8.0], is designated to advance the long term land use and urban design objectives outlined in reGENERATE: A Long-Range Vision for the Neighbourhood Around 22nd Street SkyTrain Station (the Vision). This Vision guides the transformation of the study area from a predominantly single detached dwelling neighbourhood into a higher density, mixed use, green and resilient, climate friendly, and transit oriented community.

Development permit guidelines will be developed for the neighbourhood that will ensure the Vision and its objectives are achieved through high quality design and climate friendly new buildings.

The area is designated a Development Permit Area with the following purposes:

- establishment of objectives for the form and character of commercial, mixed use and multi-family residential development;
- establishment of objectives to promote energy conservation (as outlined in the Justification section of this schedule);
- establishment of objectives to promote water conservation;
- establishment of objectives to promote the reduction of greenhouse gas emissions; and
- establishment of objectives for protection of the natural environment, its ecosystems, and biological diversity (as outlined in the Justification section of this schedule).

Applications to develop properties within this Development Permit Area for laneway and carriage houses must instead comply with the guidelines included in the Laneway and Carriage Houses Residential Development Permit Area.

Applications to develop properties within this Development Permit Area for ground oriented housing forms, must instead comply with the guidelines included in the Ground Oriented Housing Development Permit Area.

Applications to develop properties within this Development Permit Area for townhouses, must instead comply with the guidelines included in the Townhouse Development Permit Area.

Applications to develop properties within this Development Permit Area for low rise multi-unit residential buildings, must instead comply with the guidelines included in the Multiple Unit Residential Development Permit Area.

Applications to develop properties within this Development Permit Area for mid or high rise residential buildings, must instead comply with the guidelines included in the High Rise Residential Development Permit Area.

Applications to develop properties within this Development Permit Area for low or mid rise mixed use buildings must instead comply with the guidelines included in the Upper Twelfth Street Commercial Corridors Development Permit Area.

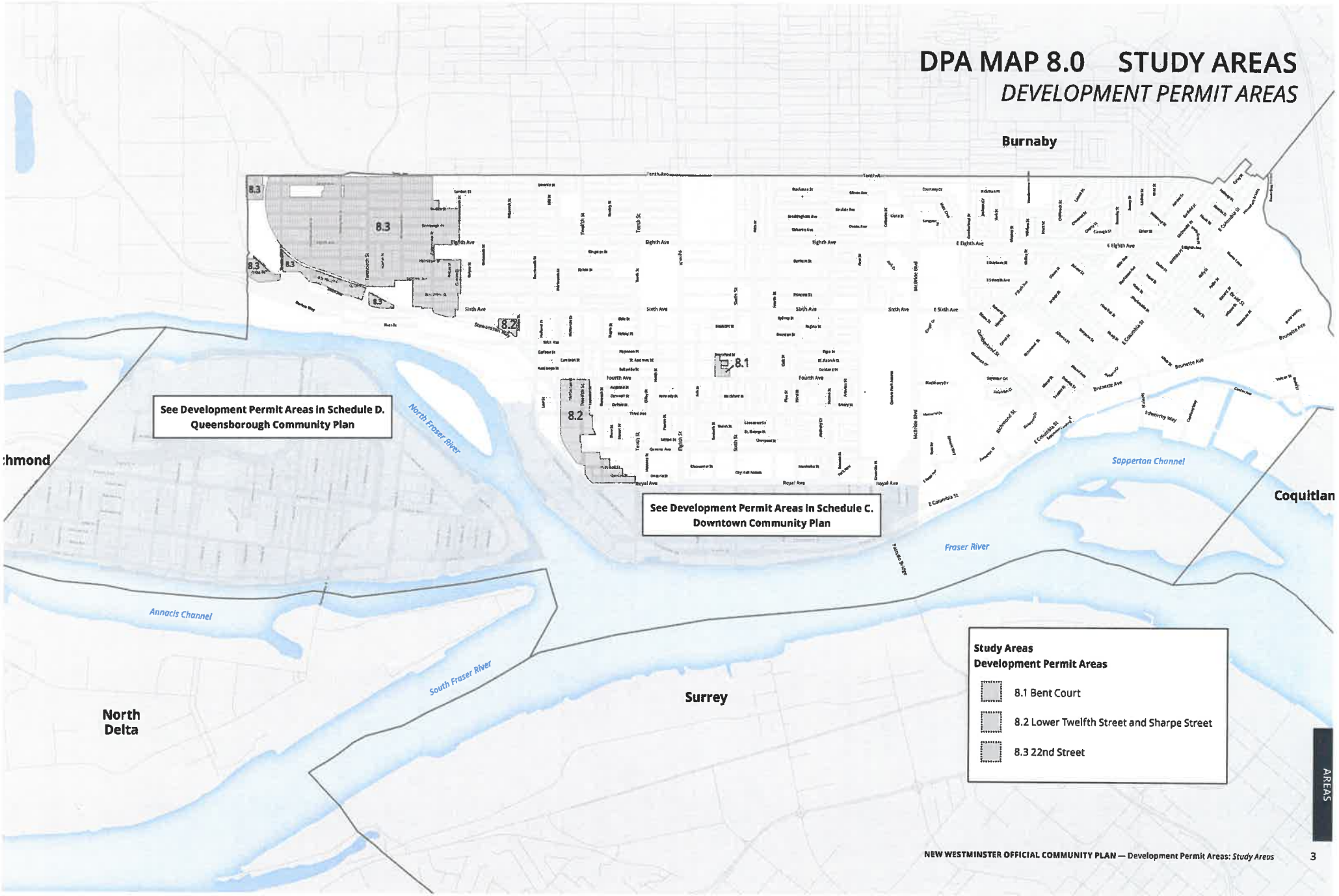
Applications to develop properties within this Development Permit Area for high rise mixed use buildings must instead comply with the guidelines included in the Uptown Mixed Use Node Development Permit Area.

Applications to develop properties within this Development Permit Area for commercial uses, must instead comply with the guidelines included in the Twentieth Street Employment Lands Development Permit Area.

City of New Westminster
CNCL - 300 of 357

Schedule 10
to Bylaw No. 8522, 2025

"DPA Map 8.0"


DPA MAP 8.0 STUDY AREAS
DEVELOPMENT PERMIT AREAS
Burnaby
8.1
8.2
8.3
See Development Permit Areas in Schedule D.
Queensborough Community Plan
See Development Permit Areas in Schedule C.
Downtown Community Plan
North Fraser River
Fraser River
Sapperton Channel
Annacis Channel
South Fraser River
Surrey
North Delta
Coquitlan
Study Areas
Development Permit Areas
8.1 Bent Court
8.2 Lower Twelfth Street and Sharpe Street
8.3 22nd Street
AREAS
NEW WESTMINSTER OFFICIAL COMMUNITY PLAN — Development Permit Areas: Study Areas
3

Schedule 11
to Bylaw No. 8522, 2025

"15.0 Land Use Designations"

15.0 Land Use Designations

(LAND USE MAP, SEE SCHEDULE F)

INTRODUCTION

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

IMPLEMENTATION

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

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

INTERPRETATION

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

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

OUTLINE

Each land use designation includes most of the following elements:

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

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

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

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

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

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

DEVELOPMENT APPROVAL INFORMATION REQUIREMENTS

15

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

1. The development may result in impacts on:

a. transportation patterns and traffic flow;

b. infrastructure including sewer, water, drainage, electrical supply or distribution, roads, street lighting and street trees;

c. public facilities including schools and parks;

d. community services; or

e. the natural environment.

2. The development may result in other impacts that would be relevant to the decision of Council or its delegate on whether to approve the development.

3. The information is required to determine whether the development is in accordance with any applicable development permit guidelines or any other relevant guidelines to which the City may refer in relation to a decision on a zoning amendment or temporary use permit application.

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

City of New Westminster

LAND USE DESIGNATIONS

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

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

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

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

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

(RLM) RESIDENTIAL – LIMITED MID RISE



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

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

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

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

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

(RMR) RESIDENTIAL - MID RISE



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

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

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

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

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

15

(RHR) RESIDENTIAL – HIGH RISE



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

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

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

Maximum Density: High density residential.

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

City of New Westminster
CNCL - 307 of 357

(MCH) MIXED USE COLUMBIA HISTORIC



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

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

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

Maximum Density: Non-heritage sites over 1,214 m^2 (13,067 ft^2) up to 20 storeys.

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

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(MHD) MIXED USE - HIGH DENSITY



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

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

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

Maximum Density: High density residential.

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

(CW) COMMERCIAL WATERFRONT



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

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

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

IRVING HOUSE CULTURAL COMMERCIAL



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

Principal Forms and Uses: Community facilities.

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

PARKS, OPEN SPACE AND COMMUNITY FACILITIES



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

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

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

MUNI EVERS RESIDENTIAL / PARK

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

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

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

(P) MAJOR INSTITUTIONAL



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

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

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

(U) UTILITIES AND TRANSPORTATION INFRASTRUCTURE



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

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

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

PATTULLO BRIDGE REALIGNMENT STUDY

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

DOWNTOWN COMPREHENSIVE DEVELOPMENT

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

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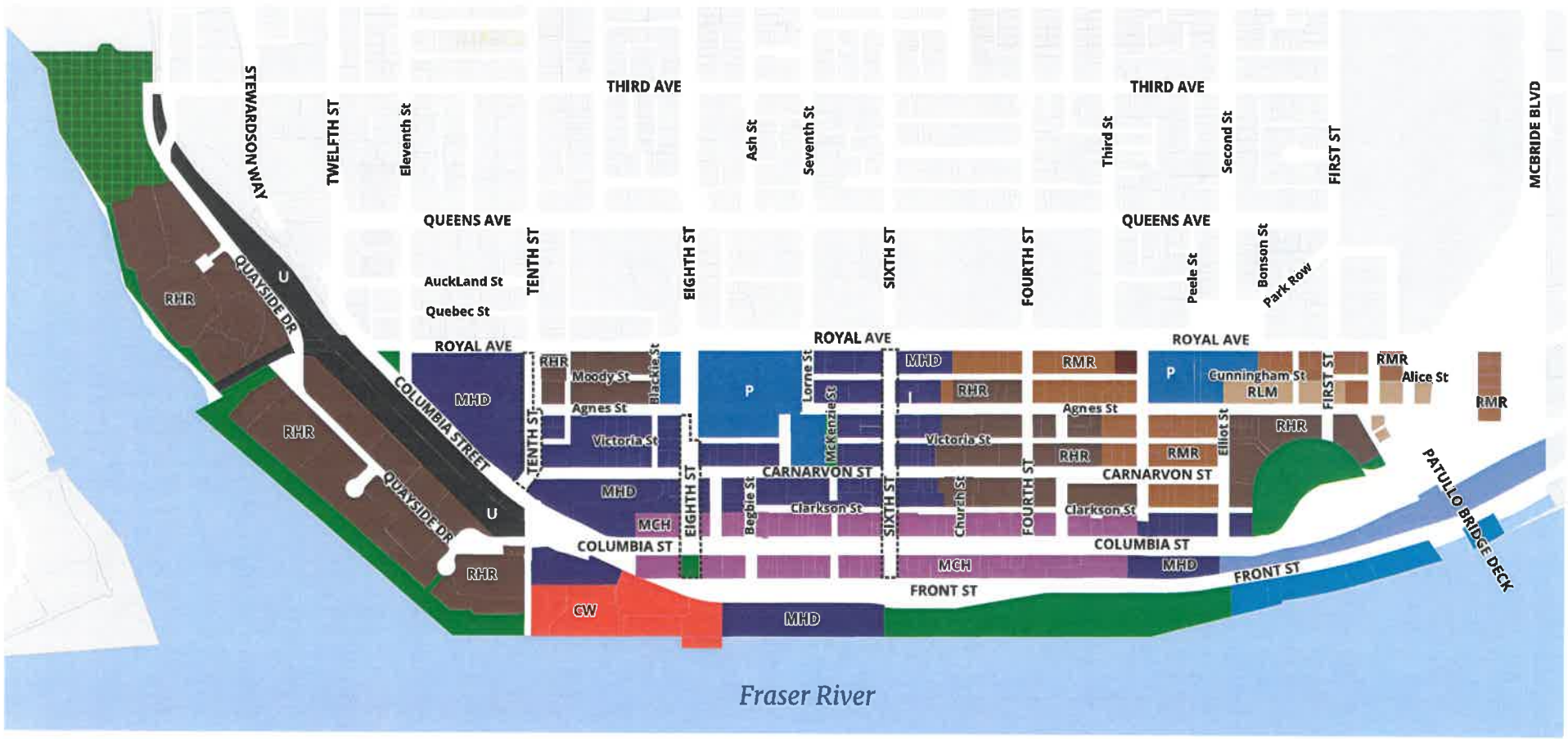
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City of New Westminster
CNCL - 311 of 357

Schedule 12
to Bylaw No. 8522, 2025

"Schedule F Land Use Map"

Schedule F
Land Use Map



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

Not to Scale

CORPORATION OF THE CITY OF NEW WESTMINSTER

ZONING BYLAW NO. 6680, 2001, AMENDMENT BYLAW (NON-PROFIT HOUSING DEVELOPMENT, PHASE 2) NO. 8528, 2025

A Bylaw to Amend Zoning Bylaw No. 6680, 2001.

WHEREAS the Local Government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning;

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the Local Government Act, and wishes to amend the bylaw;

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Non-Profit Housing Development, Phase 2) No. 8528, 2025".

2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:

   a) Replacing section 190.54.1 with the following:

      Notwithstanding any other provision of this Bylaw, *non-profit housing development* is a permitted principal use on all parcels designated as (RLR) Residential – Low Rise, (RLM) Residential – Limited Mid Rise, and (RMR) Residential – Mid Rise in the City of New Westminster's Official Community Plan, as amended.

   b) Adding the following as 190.54.5.1 to "Conditions of Use" section 190.54:

      Non-profit housing development is not a permitted use on a parcel if developing a *non-profit housing development* would result in the creation of a new *locked-in lot*.

   c) Amending the table in Section 150.3 (Residential Bicycle Parking Requirements) by replacing the row titled "***Non-Profit Housing Development***" with the following:

Non-Profit Housing Development	1.5 spaces per *dwelling unit*	0-19 units: 2 spaces 20-59 units: 6 spaces 60-99 units: 9 spaces 100 or more units: 12 spaces

3. Zoning Bylaw No. 6680, 2001 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format, numbering and table of contents.

GIVEN FIRST READING this 15th day of December, 2025.

GIVEN SECOND READING this 15th day of December, 2025.

PUBLIC HEARING held this 26th day of January, 2026.

GIVEN THIRD READING this 26th day of January, 2026.

ADOPTED this _____ day of _____, 2026.

I hereby certify that this is a true and exact copy of the original document, which has not been altered in any way.

Date 01/28/2026

Hanieh Berg, Corporate Officer
City of New Westminster

MAYOR PATRICK JOHNSTONE

HANIEH BERG, CORPORATE OFFICER

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this 19th day of February, 2026

Roanna C

for Minister of Transportation

CORPORATION OF THE CITY OF NEW WESTMINSTER

ZONING BYLAW NO. 6680, 2001, AMENDMENT BYLAW (LAND USE DESIGNATION ALIGNMENTS) NO. 8530, 2025

A Bylaw to Amend Zoning Bylaw No. 6680, 2001.

WHEREAS the Local Government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning;

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the Local Government Act, and wishes to amend the bylaw;

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Land Use Designation Alignments) No. 8530, 2025".

2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:

   1) Replacing the following under Section 120 (Definitions):

      120.92.1 **HERITAGE DONOR SITE** means a site which is located within the (MCH) Mixed Use – Columbia Historic Land Use designation in the Downtown Community Plan or a site which is located downtown and is on the Heritage Register.

   2) Replacing the following under Section 314 (Single Detached Residential Districts (Small Lots) (RS-5)):

      314.2 Development of sites zoned RS-5 shall comply with the regulations and requirements of the Single Detached Residential Dwelling District (RS-1), except:

      (a) the minimum site area for a single detached dwelling is 371.60 square meters (4,000 square feet); and
      (b) *detached accessory dwelling units* shall only be permitted on lots designated '(RD) Residential Single Detached and Semi-Detached Housing', '(RGO) Residential – Ground Oriented Infill', or '(RLM) Residential – Limited Mid Rise' in the City of New Westminster Official Community Plan.

   3) Replacing the following under Section 324 (Neighbourhood Single Detached Residential District (Small Lots) (NR-5)):

324.2 Development of sites zoned NR-5 shall comply with the regulations and requirements of the Single Detached Residential Dwelling District (NR-1), except:

(a) the minimum site area for a single detached dwelling is 371.60 square meters (4,000 square feet); and
(b) *detached accessory dwelling units* shall only be permitted on lots designated '(RD) Residential Single Detached and Semi-Detached Housing', '(RGO) Residential – Ground Oriented Infill', or '(RLM) Residential – Limited Mid Rise' in the City of New Westminster Official Community Plan.

4) Replacing the following under Section 340 (Duplex Districts (RT-1)):

340.3 Single detached dwellings to RS-1 district standards provided that detached accessory dwelling units are a permitted use only for lots which are designated '(RD) Residential Single Detached and Semi-Detached Housing', '(RGO) Residential – Ground Oriented Infill Housing', '(RLM) Residential – Limited Mid Rise' or '(RMR) Residential – Mid Rise' in the City of New Westminster Official Community Plan.

5) Replacing the following under Section 1009 (Comprehensive Development District (Kelly Street) (CD-9)):

1009.3 Single detached dwellings to RS-1 district standards provided that detached accessory dwelling units are a permitted use only for lots which are designated '(RLM) Residential – Limited Mid Rise' in the City of New Westminster Official Community Plan.

6) Replacing the following under Section 1039 (Comprehensive Development District (326 Hospital Street) (CD-39)):

1039.3 Single detached dwellings to RS-1 district standards provided that detached accessory dwelling units are a permitted use only for lots which are designated '(RLM) Residential – Limited Mid Rise' in the City of New Westminster Official Community Plan.

7) Replacing the following under Section 1086 (Comprehensive Development District (1200 Block Eighth Avenue Townhouses) (CD-86)):

1086.1 The intent of this district is to, in combination with the design guidelines for townhouses within the Official Community Plan, allow 22 townhouse units.

8) Replacing the following under Section 1096 (Comprehensive Development District (337 & 339 Keary Street) (CD-96)):

1096.1 The intent of this district is to, in combination with the design guidelines for townhouses within the Official Community Plan, allow townhouses and rowhouses which integrate well into existing single detached residential neighbourhoods.

9) Replacing the following under Section 1098 (Comprehensive Development District (1032 & 1036 St. Andrews Street) CD-98)):

1098.1 The intent of this district is to, in combination with the design guidelines for townhouses within the Official Community Plan, allow townhouses and rowhouses which integrate well into existing single detached residential neighbourhoods.

10) Replacing the following under Section 1099 (Comprehensive Development District (228 Seventh Street) (CD-99)):

1099.11 Detached accessory dwelling units shall be developed to RS-1 district standards, provided that detached accessory dwelling units are a permitted use only for lots which are designated '(RLM) Residential – Limited Mid Rise' in the City of New Westminster Official Community Plan.

GIVEN FIRST READING this 15th day of December, 2025.

GIVEN SECOND READING this 15th day of December, 2025.

PUBLIC HEARING HELD this 26th day of January, 2026.

GIVEN THIRD READING this 26th day of January, 2026.

ADOPTED this _____ day of _____, 2026.

_____
MAYOR PATRICK JOHNSTONE

_____
HANIEH BERG, CORPORATE OFFICER

CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8547, 2025

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

WHEREAS:

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

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

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

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

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

   i. the City's Capital Expenditure Program (as contained in the Five-Year Financial Plan (2025 – 2029), Bylaw No. 8501, 2025); and

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

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

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

Citation

G. This Bylaw may be cited for all purposes as "Official Community Plan Bylaw No. 7925, 2017, Amendment Bylaw (Townhouse Accelerator Initiative) No. 8547, 2025"

Amendments

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

1. Altering the land use designation of the Subject Lands indicated in Schedule 1 with a white background and black outline as "Residential – Detached and Semi-Detached Housing (RD)" to "Residential – Townhouse (RT)", and by amending Map 17 Land Use Designation Map and Appendix C. Land Use Designation Map accordingly.

2. Altering the land use designation of the Subject Lands indicated in Schedule 1 with grey and white stripes as "Residential – Ground Oriented Infill Housing (RGO)" to "Residential – Townhouse (RT)", and by amending Map 17 Land Use Designation Map and Appendix C. Land Use Designation Map accordingly.

3. Replacing the "Development Permit Area 1.3 Townhouses and Rowhouses" section of Schedule B with Schedule 2 "Development Permit Area 1.3 Townhouses", attached to and forming part of this bylaw.

4. Adding the following to the "Land Use Designations and Map" section, under "OUTLINE" after "Heritage Assets":

   Non-Profit Housing: enabling new affordable housing is a priority for the City. This section helps communicate the opportunity for affordable housing that exist in areas with this designation. Additional detail may be included as guidelines in the Development Permit Areas.

5. Adding the following to the "Land Use Designations and Map" section, under the "(RT) Residential – Townhouse" after "Heritage Assets":

   Non-Profit Housing: A non-profit housing development, where the long term affordability and rental tenure is secured through a Housing Agreement or similar tool, may be eligible for the principal forms and uses, and maximum density listed in (RLR) Residential – Low Rise designation.

6. Replacing "Applications to develop infill townhouse or rowhouse properties located within this Development Permit Area must instead comply with the guidelines included in the Infill Townhouse and Rowhouse Residential Neighbourhood Development Permit Area." with "Applications to develop townhouse properties located within this Development Permit Area must instead comply with the guidelines included in the Townhouse Residential Neighbourhood Development Permit Area." in the "Introduction" section of the "1.2 Ground Oriented Housing Introduction" section of Schedule B.

Consequential Amendments

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

GIVEN FIRST READING THIS 15th day of December 2025.

GIVEN SECOND READING THIS 15th day of December 2025.

PUBLIC HEARING HELD THIS 26th day of January 2026.

GIVEN THIRD READING THIS 26th day of January 2026.

~~OTHER REQUIREMENTS SATISFIED THIS _____ day of _____ 2026.~~ N/A

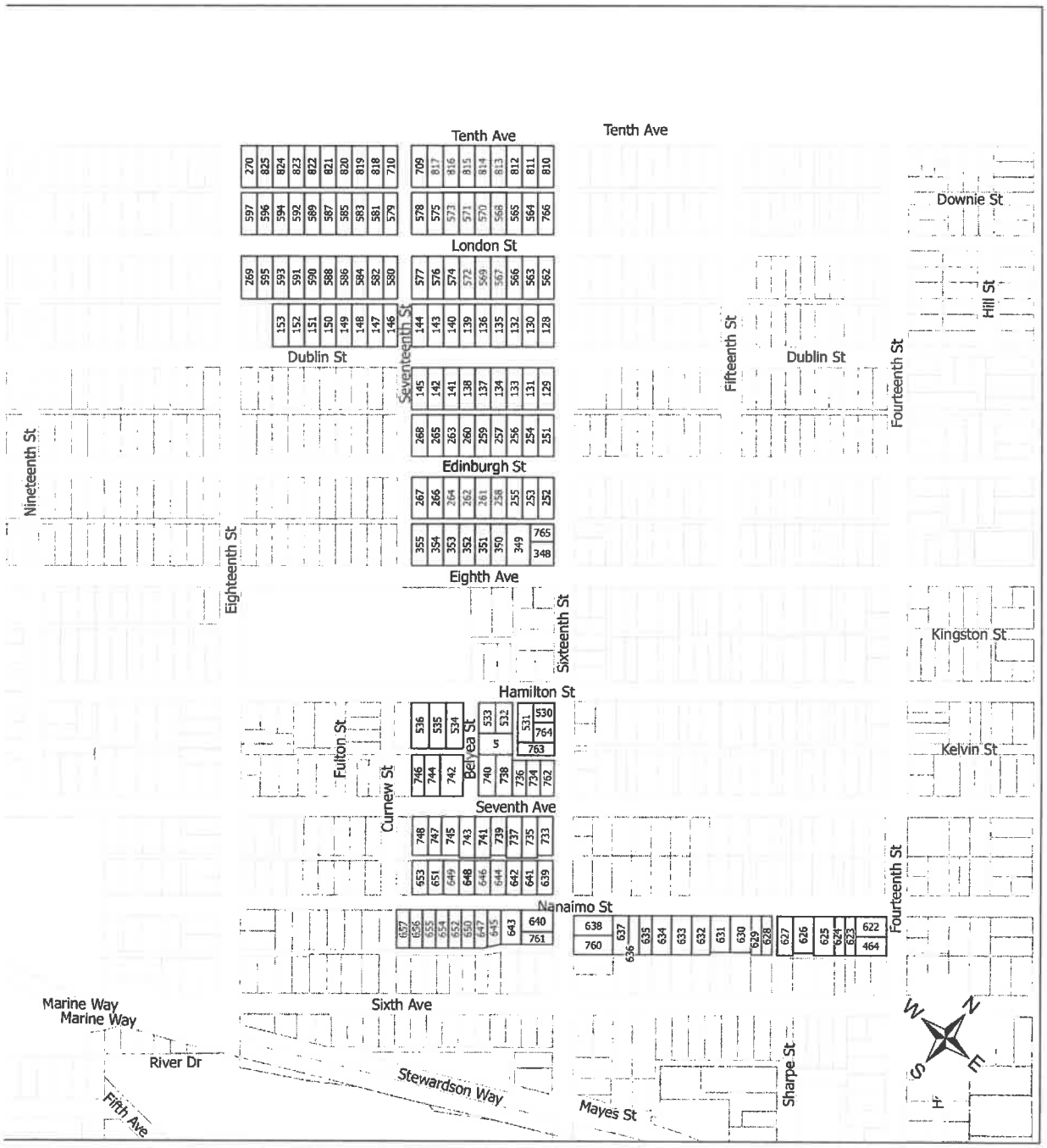
ADOPTED THIS _____ day of _____ 2026.

_____
Mayor Patrick Johnstone

_____
Hanieh Berg, Corporate Officer

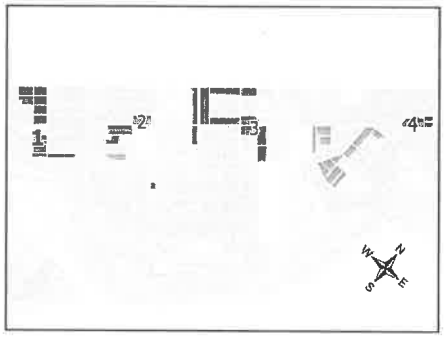
Schedule 1
to Bylaw No. 8547, 2025

"Townhouse Land Use Designation Map"



MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS
5	707 BELYEA ST	260	1619 EDINBURGH ST	571	1621 LONDON ST	631	1430 NANAIMO ST	740	1613 SEVENTH AVE
128	1601 DUBLIN ST	261	1620 EDINBURGH ST	572	1622 LONDON ST	632	1502 NANAIMO ST	741	1614 SEVENTH AVE
129	1604 DUBLIN ST	262	1622 EDINBURGH ST	573	1625 LONDON ST	633	1506 NANAIMO ST	742	1617 SEVENTH AVE
130	1605 DUBLIN ST	263	1623 EDINBURGH ST	574	1628 LONDON ST	634	1510 NANAIMO ST	743	1618 SEVENTH AVE
131	1606 DUBLIN ST	264	1626 EDINBURGH ST	575	1629 LONDON ST	635	1512 NANAIMO ST	744	1621 SEVENTH AVE
132	1609 DUBLIN ST	265	1627 EDINBURGH ST	576	1630 LONDON ST	636	1514 NANAIMO ST	745	1622 SEVENTH AVE
133	1610 DUBLIN ST	266	1628 EDINBURGH ST	577	1632 LONDON ST	637	1516 NANAIMO ST	746	1623 SEVENTH AVE
134	1614 DUBLIN ST	267	1630 EDINBURGH ST	578	1633 LONDON ST	638	1522 NANAIMO ST	747	1624 SEVENTH AVE
135	1615 DUBLIN ST	268	1635 EDINBURGH ST	579	1701 LONDON ST	639	1601 NANAIMO ST	748	1626 SEVENTH AVE
136	1617 DUBLIN ST	269	913 EIGHTEENTH ST	580	1702 LONDON ST	640	1602 NANAIMO ST	760	611 SIXTEENTH ST
137	1618 DUBLIN ST	270	929 EIGHTEENTH ST	581	1703 LONDON ST	641	1605 NANAIMO ST	761	618 SIXTEENTH ST
138	1620 DUBLIN ST	348	1601 EIGHTH AVE	582	1706 LONDON ST	642	1607 NANAIMO ST	762	700 SIXTEENTH ST
139	1621 DUBLIN ST	349	1609 EIGHTH AVE	583	1709 LONDON ST	643	1608 NANAIMO ST	763	704 SIXTEENTH ST
140	1627 DUBLIN ST	350	1615 EIGHTH AVE	584	1710 LONDON ST	644	1611 NANAIMO ST	764	712 SIXTEENTH ST
141	1628 DUBLIN ST	351	1617 EIGHTH AVE	585	1711 LONDON ST	645	1612 NANAIMO ST	765	804 SIXTEENTH ST
142	1630 DUBLIN ST	352	1623 EIGHTH AVE	586	1714 LONDON ST	646	1613 NANAIMO ST	766	926 SIXTEENTH ST
143	1631 DUBLIN ST	353	1627 EIGHTH AVE	587	1715 LONDON ST	647	1616 NANAIMO ST	810	1602 TENTH AVE
144	1635 DUBLIN ST	354	1629 EIGHTH AVE	588	1716 LONDON ST	648	1617 NANAIMO ST	811	1606 TENTH AVE
145	1636 DUBLIN ST	355	1635 EIGHTH AVE	589	1719 LONDON ST	649	1619 NANAIMO ST	812	1608 TENTH AVE
146	1701 DUBLIN ST	464	608 FOURTEENTH ST	590	1720 LONDON ST	650	1620 NANAIMO ST	813	1612 TENTH AVE
147	1703 DUBLIN ST	530	1602 HAMILTON ST	591	1722 LONDON ST	651	1623 NANAIMO ST	814	1614 TENTH AVE
148	1707 DUBLIN ST	531	1604 HAMILTON ST	592	1725 LONDON ST	652	1624 NANAIMO ST	815	1618 TENTH AVE
149	1711 DUBLIN ST	532	1606 HAMILTON ST	593	1726 LONDON ST	653	1625 NANAIMO ST	816	1620 TENTH AVE
150	1717 DUBLIN ST	533	1608 HAMILTON ST	594	1729 LONDON ST	654	1628 NANAIMO ST	817	1624 TENTH AVE
151	1719 DUBLIN ST	534	1612 HAMILTON ST	595	1730 LONDON ST	655	1632 NANAIMO ST	818	1706 TENTH AVE
152	1723 DUBLIN ST	535	1616 HAMILTON ST	596	1733 LONDON ST	656	1636 NANAIMO ST	819	1708 TENTH AVE
153	1727 DUBLIN ST	536	1620 HAMILTON ST	597	1737 LONDON ST	657	1640 NANAIMO ST	820	1710 TENTH AVE
251	1601 EDINBURGH ST	562	1602 LONDON ST	622	1402 NANAIMO ST	709	933 SEVENTEENTH ST	821	1714 TENTH AVE
252	1602 EDINBURGH ST	563	1604 LONDON ST	623	1406 NANAIMO ST	710	934 SEVENTEENTH ST	822	1716 TENTH AVE
253	1604 EDINBURGH ST	564	1605 LONDON ST	624	1408 NANAIMO ST	733	1602 SEVENTH AVE	823	1720 TENTH AVE
254	1605 EDINBURGH ST	565	1609 LONDON ST	625	1412 NANAIMO ST	734	1603 SEVENTH AVE	824	1722 TENTH AVE
255	1610 EDINBURGH ST	566	1610 LONDON ST	626	1414 NANAIMO ST	735	1606 SEVENTH AVE	825	1-1726 TENTH AVE
256	1611 EDINBURGH ST	567	1614 LONDON ST	627	1420 NANAIMO ST	736	1607 SEVENTH AVE		
257	1615 EDINBURGH ST	568	1615 LONDON ST	628	1422 NANAIMO ST	737	1608 SEVENTH AVE		
258	1616 EDINBURGH ST	569	1616 LONDON ST	629	1426 NANAIMO ST	738	1611 SEVENTH AVE		
259	1617 EDINBURGH ST	570	1619 LONDON ST	630	1428 NANAIMO ST	739	1612 SEVENTH AVE		

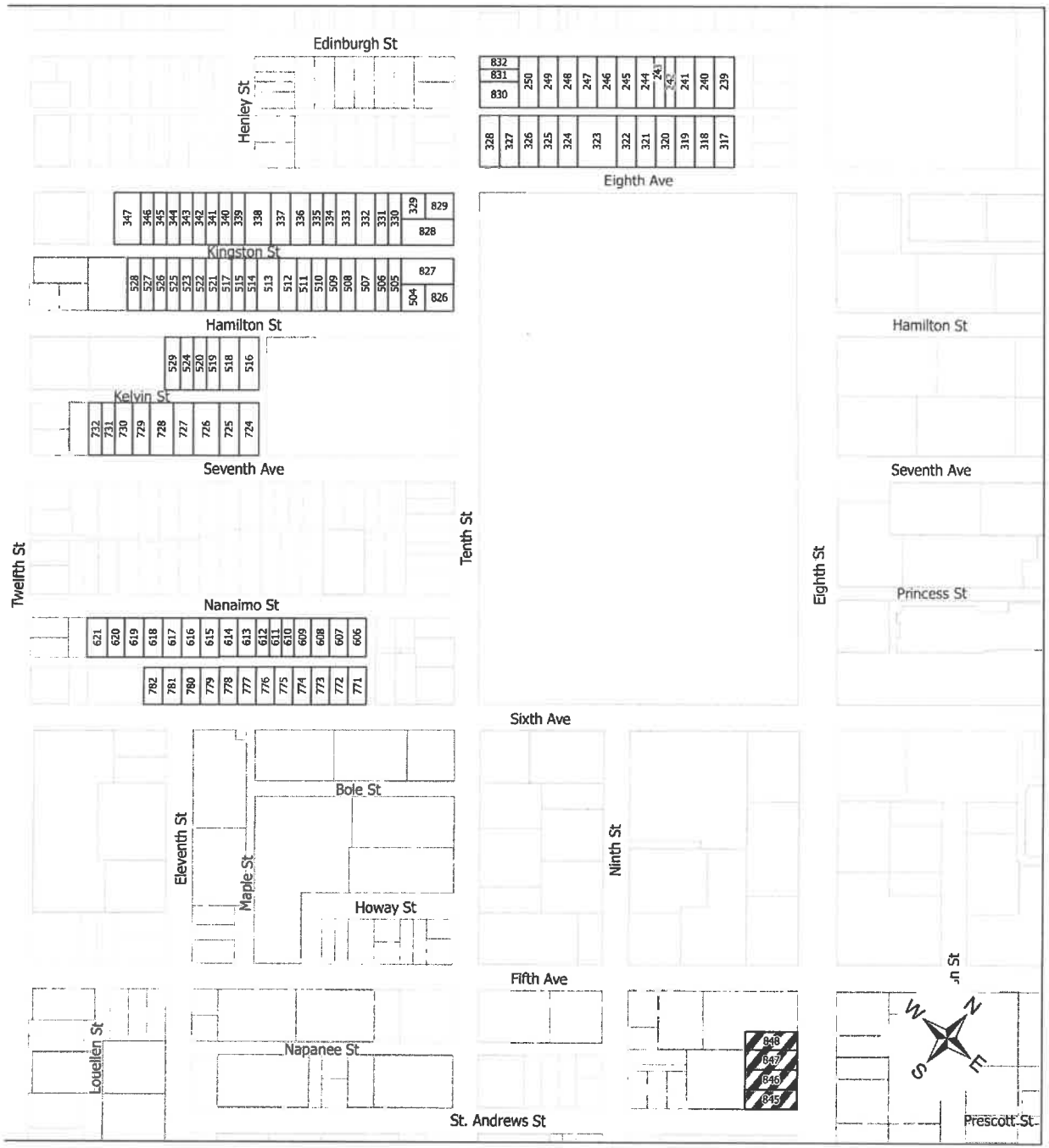
Number of Properties: 176



2017 Official Community Plan Designation

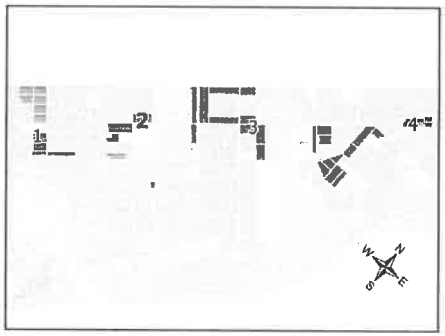
Residential - Detached and Semi-detached Housing (RD)

Date: 2025/Dec/04



MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS
239	812 EDINBURGH ST	335	1022 EIGHTH AVE	521	1097 HAMILTON ST	729	1105 SEVENTH AVE
240	814 EDINBURGH ST	336	1024 EIGHTH AVE	522	1099 HAMILTON ST	730	1107 SEVENTH AVE
241	816 EDINBURGH ST	337	1026 EIGHTH AVE	523	1101 HAMILTON ST	731	1109 SEVENTH AVE
242	818 EDINBURGH ST	338	1028 EIGHTH AVE	524	209-1102 HAMILTON ST	732	1111 SEVENTH AVE
243	820 EDINBURGH ST	339	1100 EIGHTH AVE	525	1103 HAMILTON ST	771	1013 SIXTH AVE
244	822 EDINBURGH ST	340	1102 EIGHTH AVE	526	1105 HAMILTON ST	772	1017 SIXTH AVE
245	824 EDINBURGH ST	341	1104 EIGHTH AVE	527	1107 HAMILTON ST	773	1019 SIXTH AVE
246	902 EDINBURGH ST	342	1106 EIGHTH AVE	528	1109 HAMILTON ST	774	1021 SIXTH AVE
247	908 EDINBURGH ST	343	1108 EIGHTH AVE	529	1110 HAMILTON ST	775	1025 SIXTH AVE
248	910 EDINBURGH ST	344	1110 EIGHTH AVE	606	1016 NANAIMO ST	776	1027 SIXTH AVE
249	912 EDINBURGH ST	345	1112 EIGHTH AVE	607	1018 NANAIMO ST	777	1-1031 SIXTH AVE
250	916 EDINBURGH ST	346	1114 EIGHTH AVE	608	1022 NANAIMO ST	778	1033 SIXTH AVE
317	813 EIGHTH AVE	347	1118 EIGHTH AVE	609	1026 NANAIMO ST	779	1035 SIXTH AVE
318	815 EIGHTH AVE	504	1003 HAMILTON ST	610	1028 NANAIMO ST	780	1037 SIXTH AVE
319	817 EIGHTH AVE	505	1007 HAMILTON ST	611	1030 NANAIMO ST	781	1101 SIXTH AVE
320	819 EIGHTH AVE	506	1009 HAMILTON ST	612	1032 NANAIMO ST	782	1103 SIXTH AVE
321	823 EIGHTH AVE	507	1011 HAMILTON ST	613	1034 NANAIMO ST	826	726 TENTH ST
322	829 EIGHTH AVE	508	1013 HAMILTON ST	614	1036 NANAIMO ST	827	730 TENTH ST
323	905 EIGHTH AVE	509	1015 HAMILTON ST	615	1102 NANAIMO ST	828	734 TENTH ST
324	911 EIGHTH AVE	510	1017 HAMILTON ST	616	1104 NANAIMO ST	829	736 TENTH ST
325	913 EIGHTH AVE	511	1019 HAMILTON ST	617	1106 NANAIMO ST	830	813 TENTH ST
326	919 EIGHTH AVE	512	1021 HAMILTON ST	618	1108 NANAIMO ST	831	815 TENTH ST
327	923 EIGHTH AVE	513	1025 HAMILTON ST	619	1110 NANAIMO ST	832	817 TENTH ST
328	927 EIGHTH AVE	514	1027 HAMILTON ST	620	1112 NANAIMO ST	845	422 EIGHTH ST
329	1006 EIGHTH AVE	515	1029 HAMILTON ST	621	1114 NANAIMO ST	846	424 EIGHTH ST
330	1010 EIGHTH AVE	516	1030 HAMILTON ST	724	1061 SEVENTH AVE	847	428 EIGHTH ST
331	1012 EIGHTH AVE	517	1031 HAMILTON ST	725	1063 SEVENTH AVE	848	432 EIGHTH ST
332	1014 EIGHTH AVE	518	1034 HAMILTON ST	726	1067 SEVENTH AVE		
333	1018 EIGHTH AVE	519	1038 HAMILTON ST	727	1101 SEVENTH AVE		
334	1020 EIGHTH AVE	520	1040 HAMILTON ST	728	1103 SEVENTH AVE		

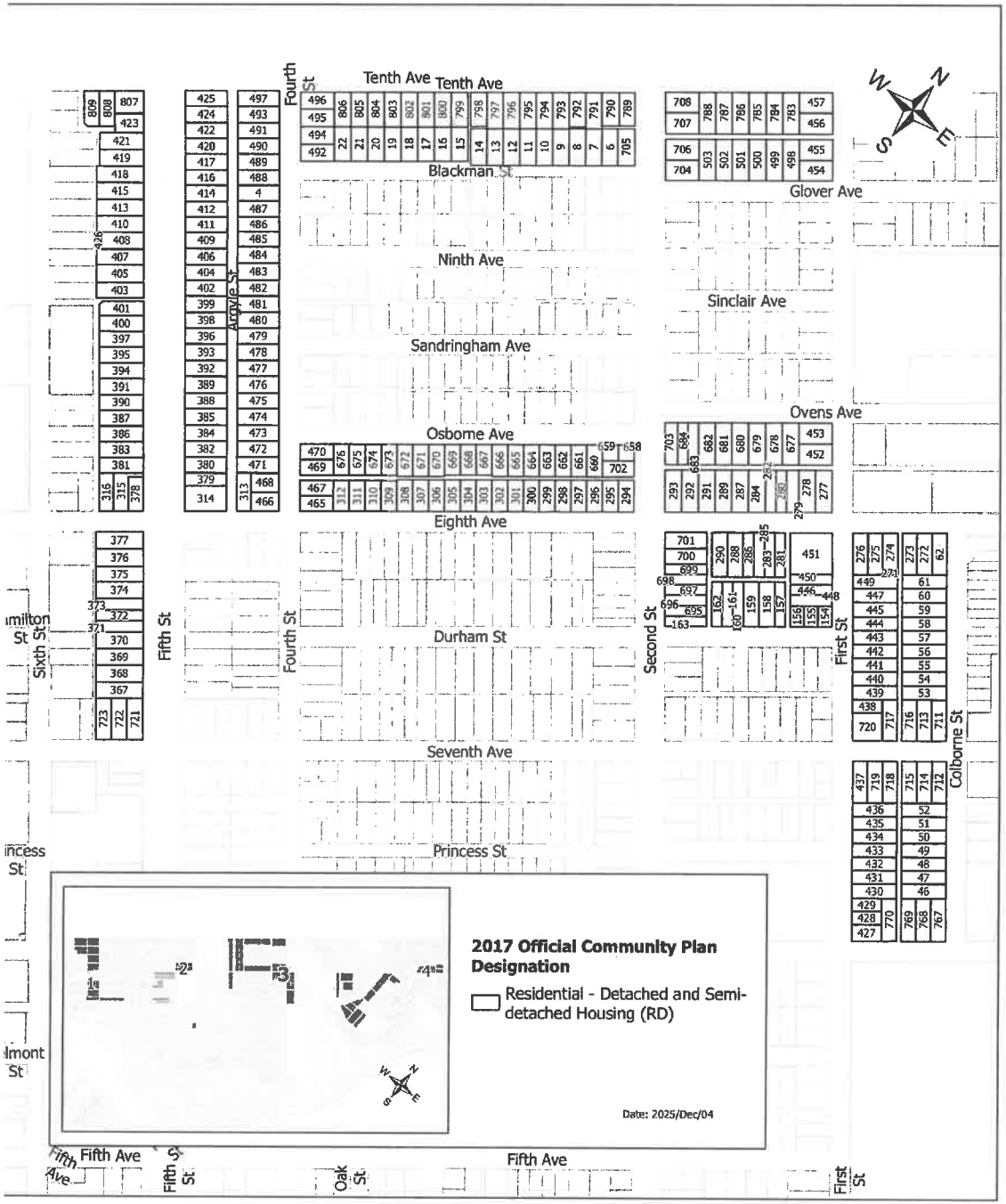
Number of Properties: 117



2017 Official Community Plan Designation

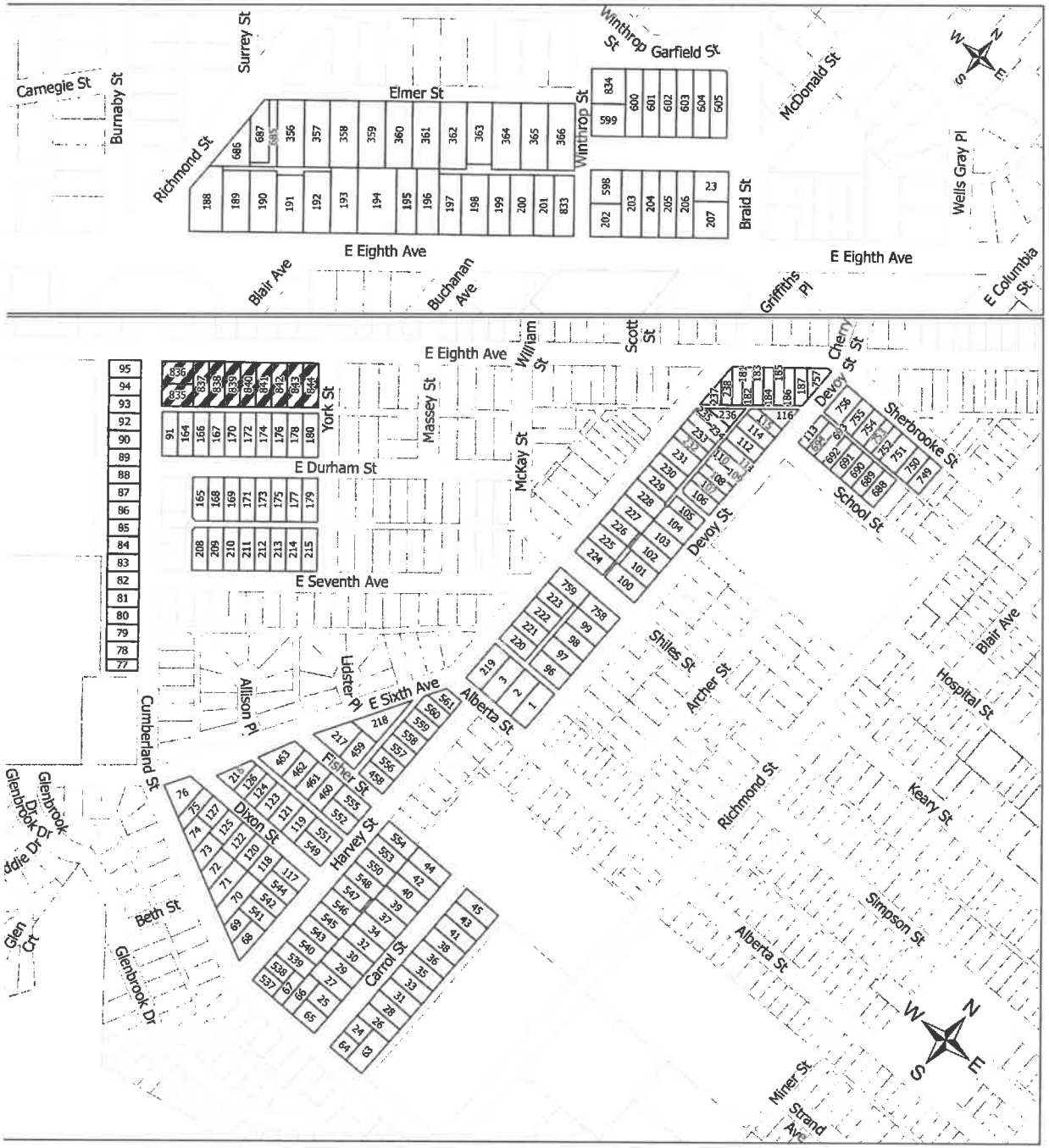
- Residential - Detached and Semi detached Housing (RD)
- Residential - Ground Oriented Infill Housing (RGO)

Date: 2025/Dec/04



MAP_ID	ADDRESS
4	941 ARGYLE ST
6	207 BLACKMAN ST
7	209 BLACKMAN ST
8	211 BLACKMAN ST
9	213 BLACKMAN ST
10	215 BLACKMAN ST
11	219 BLACKMAN ST
12	221 BLACKMAN ST
13	225 BLACKMAN ST
14	227 BLACKMAN ST
15	303 BLACKMAN ST
16	305 BLACKMAN ST
17	309 BLACKMAN ST
18	315 BLACKMAN ST
19	319 BLACKMAN ST
20	321 BLACKMAN ST
21	325 BLACKMAN ST
22	329 BLACKMAN ST
46	610 COLBORNE ST
47	612 COLBORNE ST
48	616 COLBORNE ST
49	618 COLBORNE ST
50	620 COLBORNE ST
51	622 COLBORNE ST
52	624 COLBORNE ST
53	708 COLBORNE ST
54	714 COLBORNE ST
55	1-718 COLBORNE ST
56	720 COLBORNE ST
57	722 COLBORNE ST
58	724 COLBORNE ST
59	728 COLBORNE ST
60	730 COLBORNE ST
61	732 COLBORNE ST
62	740 COLBORNE ST
154	101 DURHAM ST
155	103 DURHAM ST
156	105 DURHAM ST
157	107 DURHAM ST
158	1-111 DURHAM ST
159	115 DURHAM ST
160	117 DURHAM ST
161	119 DURHAM ST
162	121 DURHAM ST
163	125 DURHAM ST
271	EIGHTH AVE
272	36 EIGHTH AVE
273	1-40 EIGHTH AVE
274	44 EIGHTH AVE
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276	52 EIGHTH AVE
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278	105 EIGHTH AVE
279	107 EIGHTH AVE
280	109 EIGHTH AVE
281	1-110 EIGHTH AVE
282	111 EIGHTH AVE
283	112 EIGHTH AVE
284	113 EIGHTH AVE
285	114 EIGHTH AVE
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287	117 EIGHTH AVE
288	118 EIGHTH AVE
289	121 EIGHTH AVE
290	1-122 EIGHTH AVE
291	125 EIGHTH AVE
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293	131 EIGHTH AVE
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295	203 EIGHTH AVE
296	207 EIGHTH AVE
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299	215 EIGHTH AVE
300	217 EIGHTH AVE
301	219 EIGHTH AVE
302	221 EIGHTH AVE
303	227 EIGHTH AVE
304	229 EIGHTH AVE
305	231 EIGHTH AVE
306	237 EIGHTH AVE
307	239 EIGHTH AVE
308	241 EIGHTH AVE
309	1-247 EIGHTH AVE
310	251 EIGHTH AVE
311	253 EIGHTH AVE
312	257 EIGHTH AVE
313	407 EIGHTH AVE
314	411 EIGHTH AVE
315	505 EIGHTH AVE
316	509 EIGHTH AVE
367	712 FIFTH ST
368	714 FIFTH ST
369	716 FIFTH ST
370	720 FIFTH ST
371	722 FIFTH ST
372	724 FIFTH ST
373	726 FIFTH ST
374	730 FIFTH ST
375	732 FIFTH ST
376	736 FIFTH ST
377	738 FIFTH ST
378	802 FIFTH ST
379	805 FIFTH ST
380	807 FIFTH ST
381	808 FIFTH ST
382	811 FIFTH ST
383	812 FIFTH ST
384	813 FIFTH ST
385	815 FIFTH ST
386	816 FIFTH ST
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388	819 FIFTH ST
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401	1-848 FIFTH ST
402	901 FIFTH ST
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404	905 FIFTH ST
405	906 FIFTH ST
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411	917 FIFTH ST
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413	920 FIFTH ST
414	921 FIFTH ST
415	922 FIFTH ST
416	923 FIFTH ST
417	925 FIFTH ST
418	926 FIFTH ST
419	930 FIFTH ST
420	931 FIFTH ST
421	932 FIFTH ST
422	933 FIFTH ST
423	936 FIFTH ST
424	937 FIFTH ST
425	939 FIFTH ST
426	LANE- FIFTH ST 8TH AVE
427	601 FIRST ST
428	603 FIRST ST
429	605 FIRST ST
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432	613 FIRST ST
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435	627 FIRST ST
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437	633 FIRST ST
438	705 FIRST ST
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442	713 FIRST ST
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446	720 FIRST ST
447	721 FIRST ST
448	722 FIRST ST
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450	724 FIRST ST
451	788 FIRST ST
452	810 FIRST ST
453	814 FIRST ST
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457	930 FIRST ST
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467	805 FOURTH ST
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474	820 FOURTH ST
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476	824 FOURTH ST
477	826 FOURTH ST
478	828 FOURTH ST
479	830 FOURTH ST
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483	842 FOURTH ST
484	902 FOURTH ST
485	904 FOURTH ST
486	906 FOURTH ST
487	912 FOURTH ST
488	918 FOURTH ST
489	920 FOURTH ST
490	924 FOURTH ST
491	926 FOURTH ST
492	929 FOURTH ST
493	930 FOURTH ST
494	931 FOURTH ST
495	933 FOURTH ST
496	935 FOURTH ST
497	938 FOURTH ST
498	107 GLOVER AVE
499	109 GLOVER AVE
500	113 GLOVER AVE
501	115 GLOVER AVE
502	119 GLOVER AVE
503	121 GLOVER AVE
658	200 OSBORNE AVE
659	204 OSBORNE AVE
660	208 OSBORNE AVE
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663	1-218 OSBORNE AVE
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679	1-114 OVENS AVE
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683	128 OVENS AVE
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698	729 SECOND ST
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700	733 SECOND ST
701	737 SECOND ST
702	808 SECOND ST
703	815 SECOND ST
704	917 SECOND ST
705	920 SECOND ST
706	923 SECOND ST
707	927 SECOND ST
708	931 SECOND ST
711	41 SEVENTH AVE
712	42 SEVENTH AVE
713	43 SEVENTH AVE
714	44 SEVENTH AVE
715	46 SEVENTH AVE
716	47 SEVENTH AVE
717	53 SEVENTH AVE
718	54 SEVENTH AVE
719	56 SEVENTH AVE
720	57 SEVENTH AVE
721	501 SEVENTH AVE
722	505 SEVENTH AVE
723	507 SEVENTH AVE
767	39 SIXTH AVE
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769	47 SIXTH AVE
770	53 SIXTH AVE
783	108 TENTH AVE
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791	210 TENTH AVE
792	212 TENTH AVE
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795	220 TENTH AVE
796	1-222 TENTH AVE
797	224 TENTH AVE
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799	300 TENTH AVE
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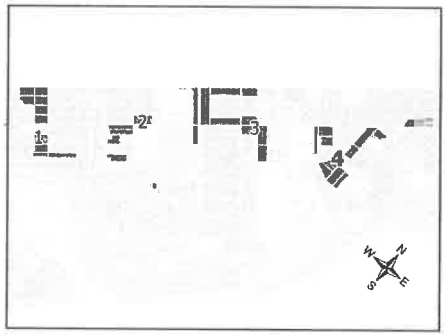
Number of Properties: 306



MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS
23	438 BRAID ST	196	439 E EIGHTH AVE	205	467 E EIGHTH AVE	352	442 ELMER ST	6602	509 MCDONALD ST
188	411 E EIGHTH AVE	197	443 E EIGHTH AVE	206	469 E EIGHTH AVE	353	444 ELMER ST	6603	511 MCDONALD ST
189	415 E EIGHTH AVE	198	445 E EIGHTH AVE	207	473 E EIGHTH AVE	354	448 ELMER ST	6604	513 MCDONALD ST
190	419 E EIGHTH AVE	199	447 E EIGHTH AVE	356	428 ELMER ST	355	452 ELMER ST	6605	515 MCDONALD ST
191	423 E EIGHTH AVE	200	451 E EIGHTH AVE	357	430 ELMER ST	356	454 ELMER ST	6685	410 RICHMOND ST
192	1-425 E EIGHTH AVE	201	453 E EIGHTH AVE	358	432 ELMER ST	598	502 MCDONALD ST	6686	412 RICHMOND ST
193	429 E EIGHTH AVE	202	459 E EIGHTH AVE	359	434 ELMER ST	599	503 MCDONALD ST	6687	414 RICHMOND ST
194	431 E EIGHTH AVE	203	463 E EIGHTH AVE	360	436 ELMER ST	600	505 MCDONALD ST	6833	802 WINTHROP ST
195	435 E EIGHTH AVE	204	465 E EIGHTH AVE	361	438 ELMER ST	601	507 MCDONALD ST	6834	805 WINTHROP ST

MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS	MAP_ID	ADDRESS
1	441 ALBERTA ST	79	630 CUMBERLAND ST	120	466 DIXON ST	217	140 E SIXTH AVE	5590	132 HARVEY ST
2	445 ALBERTA ST	80	632 CUMBERLAND ST	121	467 DIXON ST	218	150 E SIXTH AVE	5591	133 HARVEY ST
3	447 ALBERTA ST	81	636 CUMBERLAND ST	122	468 DIXON ST	219	210 E SIXTH AVE	5592	135 HARVEY ST
24	106 CARROLL ST	82	640 CUMBERLAND ST	123	469 DIXON ST	220	212 E SIXTH AVE	5593	136 HARVEY ST
25	107 CARROLL ST	83	700 CUMBERLAND ST	124	471 DIXON ST	221	218 E SIXTH AVE	5594	138 HARVEY ST
26	110 CARROLL ST	84	702 CUMBERLAND ST	125	472 DIXON ST	222	220 E SIXTH AVE	5595	139 HARVEY ST
27	113 CARROLL ST	85	704 CUMBERLAND ST	126	473 DIXON ST	223	224 E SIXTH AVE	5596	143 HARVEY ST
28	114 CARROLL ST	86	706 CUMBERLAND ST	127	474 DIXON ST	224	302 E SIXTH AVE	5597	145 HARVEY ST
29	115 CARROLL ST	87	708 CUMBERLAND ST	164	105 E DURHAM ST	225	306 E SIXTH AVE	5598	147 HARVEY ST
30	117 CARROLL ST	88	710 CUMBERLAND ST	165	108 E DURHAM ST	226	310 E SIXTH AVE	5599	149 HARVEY ST
31	118 CARROLL ST	89	712 CUMBERLAND ST	166	109 E DURHAM ST	227	316 E SIXTH AVE	5600	151 HARVEY ST
32	121 CARROLL ST	90	716 CUMBERLAND ST	167	111 E DURHAM ST	228	320 E SIXTH AVE	5601	153 HARVEY ST
33	122 CARROLL ST	91	717 CUMBERLAND ST	168	112 E DURHAM ST	229	324 E SIXTH AVE	6688	417 SCHOOL ST
34	125 CARROLL ST	92	720 CUMBERLAND ST	169	114 E DURHAM ST	230	328 E SIXTH AVE	6689	419 SCHOOL ST
35	126 CARROLL ST	93	722 CUMBERLAND ST	170	115 E DURHAM ST	231	332 E SIXTH AVE	6690	423 SCHOOL ST
36	130 CARROLL ST	94	726 CUMBERLAND ST	171	116 E DURHAM ST	232	334 E SIXTH AVE	6691	425 SCHOOL ST
37	131 CARROLL ST	95	730 CUMBERLAND ST	172	117 E DURHAM ST	233	336 E SIXTH AVE	6692	427 SCHOOL ST
38	132 CARROLL ST	96	217 DEVOY ST	173	120 E DURHAM ST	234	338 E SIXTH AVE	6693	429 SCHOOL ST
39	133 CARROLL ST	97	221 DEVOY ST	174	121 E DURHAM ST	235	342 E SIXTH AVE	6694	431 SCHOOL ST
40	135 CARROLL ST	98	225 DEVOY ST	175	122 E DURHAM ST	236	344 E SIXTH AVE	7749	412 SHERBROOKE ST
41	136 CARROLL ST	99	229 DEVOY ST	176	123 E DURHAM ST	237	346 E SIXTH AVE	7750	414 SHERBROOKE ST
42	137 CARROLL ST	100	303 DEVOY ST	177	126 E DURHAM ST	238	348 E SIXTH AVE	7751	416 SHERBROOKE ST
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63	419 CUMBERLAND ST	104	319 DEVOY ST	181	302 E EIGHTH AVE	461	468 FISHER ST	7755	430 SHERBROOKE ST
64	421 CUMBERLAND ST	105	321 DEVOY ST	182	304 E EIGHTH AVE	462	470 FISHER ST	7756	432 SHERBROOKE ST
65	423 CUMBERLAND ST	106	325 DEVOY ST	183	306 E EIGHTH AVE	463	474 FISHER ST	7757	440 SHERBROOKE ST
66	425 CUMBERLAND ST	107	327 DEVOY ST	184	308 E EIGHTH AVE	537	102 HARVEY ST	7758	436 SHILES ST
67	427 CUMBERLAND ST	108	329 DEVOY ST	185	310 E EIGHTH AVE	538	104 HARVEY ST	7759	440 SHILES ST
68	459 CUMBERLAND ST	109	331 DEVOY ST	186	312 E EIGHTH AVE	539	106 HARVEY ST	8035	721 CUMBERLAND ST
69	461 CUMBERLAND ST	110	333 DEVOY ST	187	314 E EIGHTH AVE	540	110 HARVEY ST	8036	102 E EIGHTH AVE
70	463 CUMBERLAND ST	111	335 DEVOY ST	208	115 E SEVENTH AVE	541	111 HARVEY ST	8037	108 E EIGHTH AVE
71	467 CUMBERLAND ST	112	337 DEVOY ST	209	119 E SEVENTH AVE	542	113 HARVEY ST	8038	112 E EIGHTH AVE
72	469 CUMBERLAND ST	113	340 DEVOY ST	210	121 E SEVENTH AVE	543	114 HARVEY ST	8039	114 E EIGHTH AVE
73	473 CUMBERLAND ST	114	341 DEVOY ST	211	1-123 E SEVENTH AVE	544	115 HARVEY ST	8040	116 E EIGHTH AVE
74	475 CUMBERLAND ST	115	343 DEVOY ST	212	125 E SEVENTH AVE	545	116 HARVEY ST	8041	120 E EIGHTH AVE
75	477 CUMBERLAND ST	116	347 DEVOY ST	213	127 E SEVENTH AVE	546	120 HARVEY ST	8042	122 E EIGHTH AVE
76	479 CUMBERLAND ST	117	418 DIXON ST	214	129 E SEVENTH AVE	547	124 HARVEY ST	8043	126 E EIGHTH AVE
77	622 CUMBERLAND ST	118	464 DIXON ST	215	131 E SEVENTH AVE	548	128 HARVEY ST	8044	128 E EIGHTH AVE
78	626 CUMBERLAND ST	119	465 DIXON ST	216	116 E SIXTH AVE	549	131 HARVEY ST		

Number of Properties: 249



2017 Official Community Plan Designation

- Residential - Detached and semi detached Housing (RD)
- Residential - Ground Oriented Infill Housing (RGO)

City of New Westminster

Date: 2021/Dec/04

Schedule 2
to Bylaw No. 8547, 2025

"Development Permit Area 1.3 Townhouses"

1.3 TOWNHOUSES

City of New Westminster

1.3 TOWNHOUSES
INTRODUCTION

INTRODUCTION

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

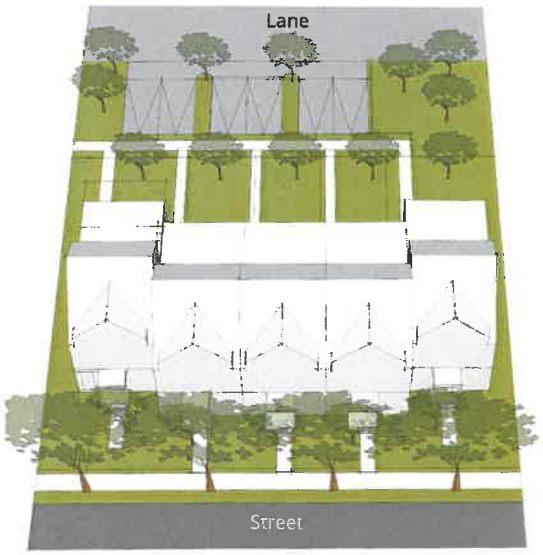
This area is designated as a Development Permit Area with the following purposes:

- Establishment of objectives for the form and character of multi-family residential development,
- Potection of the natural environment, its ecosystems and biological diversity (as outlined in the Justification section of this schedule), and
- Establishment of objectives to promote energy conservation (as outlined in the Justification section of this schedule).

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

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

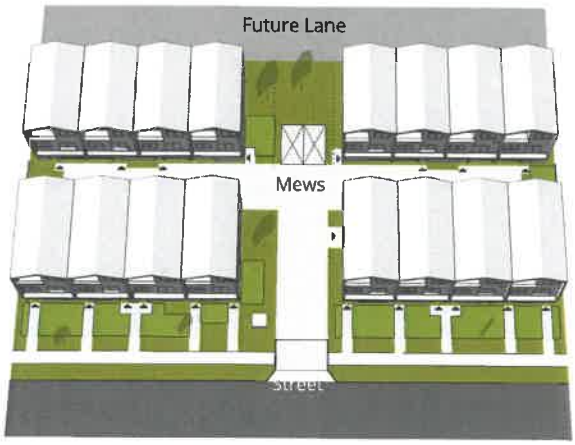
Some developments may be a mixture of 'street-oriented', 'courtyard-oriented' and 'mews'. Side-by-side, back-to-front, and back-to-back townhouses are permitted.



Street-oriented development.



Courtyard-oriented development.



Mews development.

1.3 TOWNHOUSES
INTRODUCTION

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

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



Townhouse streetscape precedent.

GUIDING PRINCIPLES

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

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

City of New Westminster
CNCL - 330 of 357

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

ARCHITECTURE AND SITE DESIGN

1.3.1 BUILDING SIZE, MASSING AND ROOF FORMS

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3.2 BUILDING SITING, SEPARATION AND SETBACKS

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.3 STREETSCAPE EXPRESSION AND BUILDING ENTRANCES

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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





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

City of New Westminster
CNCL - 332 of 357

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.4 ARCHITECTURAL EXPRESSION AND MATERIAL FINISH

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



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



Example of front entry sequence.

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.5 BUILDING PERFORMANCE

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



Example of courtyard entrance elements.



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

ENERGY CONSERVATION

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

COMMUNITY ENERGY AND EMISSIONS PLAN 2050

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

LIVABILITY

1.3.6 PRIVACY

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

Townhouse developments must incorporate:

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

1.3.7 OPEN SPACE

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

LANDSCAPE DESIGN

1.3.8 TREES AND TREE CANOPY

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

URBAN FOREST MANAGEMENT STRATEGY

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





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

City of New Westminster
CNCL - 336 of 357

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.9 OVERALL LANDSCAPE DESIGN

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

INTEGRATED STORMWATER MANAGEMENT PLAN

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

BIODIVERSITY STRATEGY

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

1.3 TOWNHOUSE DEVELOPMENT PERMIT GUIDELINES

1.3.10 SOFT LANDSCAPING

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

Townhouse developments must incorporate:

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



Examples of pervious paving materials.



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

1.3.11 HARD LANDSCAPING

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

1.3.12 SCREENS, FENCES AND RETAINING WALLS

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

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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



Example of fence/screen combined with planting.



Example of a carport design.



Example of shared parking areas and tree planting.

CIRCULATION, ACCESS, PARKING AND SITE SERVICING

1.3.13 CIRCULATION, ACCESS AND PARKING

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

City of New Westminster

1.3 TOWNHOUSES
DEVELOPMENT PERMIT GUIDELINES

Townhouse developments must incorporate:

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

Townhouse developments are encouraged to consider:

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

1.3.14 SOLID WASTE, RECYCLING AND UTILITY SERVICING

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

Townhouse developments must incorporate:

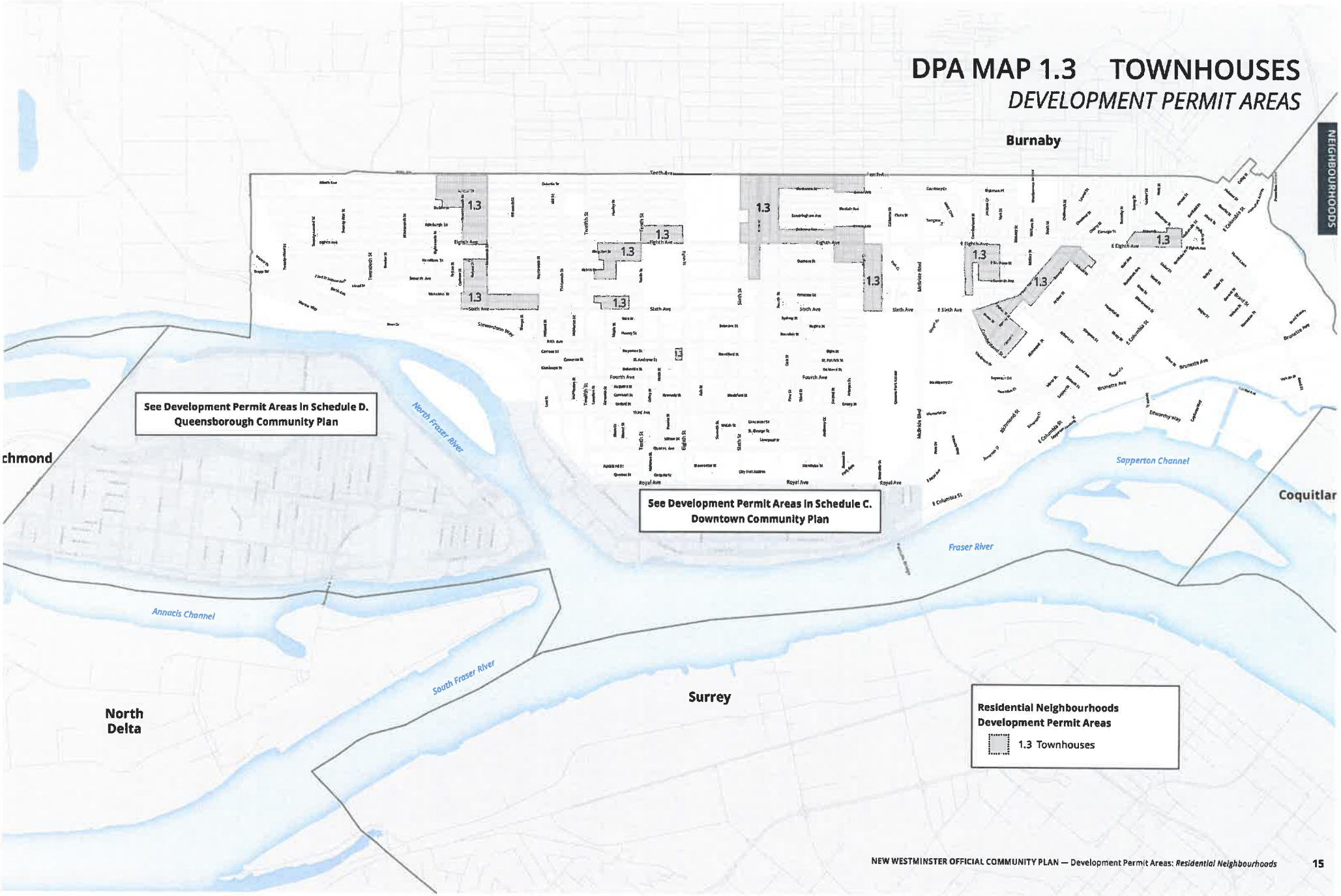
- Adequate space for waste collection, including garbage, recycling and organics containers, for all units on the property, either as individual bins per unit or centralized waste containers.
- Appropriately sized waste staging areas and clear access routes to enable safe and efficient solid waste collection.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

SOLID WASTE FACILITY GUIDELINES FOR DEVELOPMENT PERMIT APPLICATIONS (RESIDENTIAL)

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

City of New Westminster
CNCL - 340 of 357

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DPA MAP 1.3 TOWNHOUSES
DEVELOPMENT PERMIT AREAS
Burnaby
NEIGHBOURHOODS
See Development Permit Areas in Schedule D. Queensborough Community Plan
See Development Permit Areas in Schedule C. Downtown Community Plan
North Fraser River
Sapperton Channel
Fraser River
Annacis Channel
South Fraser River
Surrey
North Delta
Coquitlar
Residential Neighbourhoods Development Permit Areas
1.3 Townhouses

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CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8524, 2025

A Bylaw to Amend Zoning Bylaw No. 6680, 2001.

WHEREAS the Local Government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning;

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the Local Government Act, and wishes to amend the bylaw;

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as "Zoning Bylaw No. 6680, 2001, Amendment Bylaw (Townhouse Zoning Update) No. 8524, 2025".

Amendments

2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:

   a) Amend 120.44.2 by deleting and replacing with the following definition:

      "COMMON AMENITY AREA means a non-commercial indoor area provided in conjunction with a *multiple dwelling* or *townhouse* use and specifically designed for use by all residents living on-site for cultural, social and recreational activities and includes residential lobbies."

   b) Amend 120.82 Part b) by deleting and replacing with the following definition:

      "The floor space located above the *height datum* or the natural grade of the site used for required vehicle parking, vehicular access, manoeuvring aisles, *bicycle storage facility* and elevator or stairs providing access exclusively thereto excluding *townhouse* or *row house*;"

   c) Amend 120.82 Part c) by deleting and replacing with the following definition:

      "The floor space of all portions of *cellars* or *basements* located below the *height datum* or the natural grade of the site to be used for storage lockers, laundry rooms, or containment of garbage in a purpose designed multiple *dwelling* excluding *duplex*, *townhouse* or *row house*;"

   d) Amend 120.82 Part d) by deleting and replacing with the following definition:

"The floor space of all areas below datum or the natural grade of the site used for mechanical, heating, ventilating, or air conditioning equipment excluding *duplex* or *townhouse* or *row house*;"

e) Amend 120.82 Part e) by deleting and replacing with the following definition:

"The floor space of those portions of a building or buildings above the *height datum* used for mechanical purposes including elevator penthouses, but not to exceed an area equal to ten percent (10%) of the *site coverage* excluding *duplex, townhouse* or *row house*;"

f) Amend 120.136 by deleting and replacing with the following definition:

"**MULTIPLE DWELLING** means a building, or portion of a building, containing three or more principal *dwelling units*, *housekeeping units, dormitory units* or *sleeping units* or combination thereof, but for the purposes of sections 140-160 does not include *townhouses*."

g) Add section 120.143.1 with the following definition:

"**PERVIOUS SITE COVERAGE** means an area of land that allows the infiltration of water into the soil, minimizing the amount of water that runs or flows off surfaces. This includes lawn and live landscaping and may include gravel, rocks, wood chips and bark mulch where situated over soil or a porous sub-base."

h) Amend 120.159.2.1.1 by deleting and replacing with the following definition:

"**RESIDENTIAL STORAGE SPACE** means floor area within a *multiple dwelling* or *townhouse building*, used to store personal items such as recreation equipment, tires, barbecues, suitcases, miscellaneous household articles, and similar items, but does not include a *bicycle locker*."

i) Amend 120.207 by deleting and replacing with the following definition:

"**TOWNHOUSE** means a *residential use* comprising three or more *dwelling units* separated from another by party walls, where the units are side-by-side or back-to-back, with each principal *dwelling unit* having a separate, direct entrance to outside without an enclosed corridor, and for the purposes of sections 140-160 does not include *multiple dwelling*."

j) Amend the table in section 140.9 (Residential Off-Street Parking Space Requirements) by deleting and replacing the row "**Infill Townhouse / *Row House***" with the following:

Townhouse and Row House – Sites located in Mainland New Westminster	1.0 space per principal *dwelling unit* 0.5 spaces per *secondary suite* 0.1 spaces per principal *dwelling unit* for visitor parking, on sites with 10 or more principal *dwelling units* except that visitor parking is not required for units in a non-stratified development

k) Amend the table in section 140.9 (Residential Off-Street Parking Space Requirements) by adding the following after the row "***Townhouse and Row House – Sites located in Mainland New Westminster***":

Townhouse and Row House – Sites located in Queensborough	1.25 spaces per *dwelling unit* with two bedrooms 1.5 spaces per *dwelling unit* with three or more bedrooms 0.1 spaces per *dwelling unit* for visitor parking, on sites with 10 or more principal *dwelling units,* except that visitor parking is not required for units in a non-stratified development

l) Amend 140.24 by deleting and replacing with the following definition:

"For any *multiple dwelling*, *townhouse*, *commercial*, or *industrial* use, the overall number of required *off-street parking* spaces may be reduced by five (net reduction of four) parking spaces for every *car share vehicle* and car share *parking space* provided, up to a maximum of 10% of the required parking."

m) Amend 140.34 by deleting and replacing with the following definition:

"Visitor parking spaces for *multiple dwellings* and *townhouses* must:

(a) Be clearly marked on the pavement or with a vertical mounted sign not less than 1.5m above ground level stating: "Visitor Parking Only";

(b) not be assigned for the use of any *dwelling unit*;

(c) be held in common ownership;

(d) be used only for visitor parking;

(e) either be openly accessible to visitors or accessible by intercom or similar mechanism; and

(f) be secured by a statutory covenant in favour of the City ensuring the continued availability of visitor parking spaces for visitors."

n) Amend 140.47 by deleting and replacing with the following definition:

"**Multiple Dwelling and Townhouse Residential Uses**

140.47 On sites occupied by *multiple dwelling* or *townhouse* uses:

(a) No parking spaces shall be located in the required front setback;

(b) No *parking space* or maneuvering aisle shall be located within 1.52 metres (5 feet) of any side or rear site line;

(c) No parking or storage of buses, mobile homes, recreation vehicles, commercial trucks, boats, trailers, contractors' equipment or other commercial or industrial vehicles is permitted except for the following:

(i) One truck or commercial vehicle not exceeding 10,000 pounds (4,536 kilograms) gross vehicle weight;

(ii) Temporary parking of commercial vehicles or equipment belonging to the occupants of the premises."

o) Amend the table in section 150.3 (Residential Bicycle Parking Requirements) by deleting and replacing the row "***RT (Infill Townhouse and Rowhouse Residential District***" with the following:

Townhouse	1.5 spaces per *dwelling unit*	0-19 units: 2 spaces 20 units or more: 6 spaces

p) Amend the table in section 160.3 (Required Number of Off-Street Loading Spaces) by adding the following after the row "***Multiple Dwelling***":

Townhouse	One loading space for developments with more than 30 *dwelling units.*	

q) Amend 160.4 by deleting and replacing with the following:

"Notwithstanding the requirements above, an off-street loading space for a *multiple dwelling* and/or *townhouse* use can be shared with a visitor *parking*

space, provided the space meets the minimum size requirements for off-street loading, and the property owner can demonstrate access and functionality to the satisfaction of the *Director of Engineering*."

r) Amend 160.5 by deleting and replacing with the following:

"Notwithstanding the requirements above, off-street loading spaces required for a *multiple dwelling*, *townhouse* and/or *commercial* uses located within a mixed use building, can be shared provided the property owner can demonstrate access and functionality to the satisfaction of the *Director of Engineering*."

s) Amend 160.10 by deleting and replacing with the following:

"All required off-street loading spaces and access thereto located on a *site* within an (R) District or adjoining an (R) District shall be effectively screened and shall not be closer than 3.0 metres from the side property boundary of such site in an (R) District, except for *townhouse* use."

t) Amend 190.11.1 by deleting and replacing with the following:

"Notwithstanding that retaining walls are not permitted within setbacks and yards, the following exemptions are permitted:

a) Retaining walls on sites used for commercial, industrial, or institutional uses or for *multiple dwellings* or *townhouses*, shall be permitted within required yards and setbacks provided they are authorized by a Development Permit if applicable; or

b) Retaining walls on sites used for or zoned for residential purposes, except *multiple dwellings* or *townhouses*, shall be permitted within required yards and setbacks provided:

i. the height of a retaining wall, measured from the lowest ground level at the base of the retaining wall to the highest ground level at or near the top of the retaining wall, at any point along the retaining wall, shall not exceed:

1) 1.22 metres (4 feet) for a retaining wall which is not specifically contemplated by this subsection; or

2) 0.61 metres (2 feet) for a retaining wall located within 1.22 metres (4 feet) of, and which runs approximately parallel to, either an interior side lot line or interior rear property line; or

3) 1.83 metres (6 feet) for a retaining wall used as a window well;

4) 3 metres (9.84 feet) for a retaining wall bounding a pedestrian entrance, including one stairway, which is located between a building and the rear property line, and which serves a level of a building located below grade;

5) 1.83 metres (6 feet) for a retaining wall bounding a pedestrian entrance, including one stairway, which is located between a building and a side property line and which serves a level of a building located below grade. The stairway serving this pedestrian entrance shall not exceed 3.05 metres (10 feet) in total length;

ii. the distance between adjacent retaining walls which are approximately parallel, as measured from their closest distance, shall not be less than the height of the higher retaining wall."

u) Amend 190.25 Part a) by deleting and replacing with the following:

"a) Each *dwelling unit* containing one bedroom, excluding *secondary suites*, shall have a minimum floor area of 46.45 square metres (500 square feet) except that in an elderly citizens' home this floor area may be reduced to not less than 41.81 square metres (450 square feet) conditional upon satisfactory communal recreational space being provided within a building, or portion of a building, on the same site having a floor area of not less than 4.65 square metres (50 square feet) for each *dwelling unit*;"

v) Amend 190.25 Part f) by deleting and replacing with the following:

"(f) Each *dwelling unit* containing two bedrooms, excluding *secondary suites*, shall have a minimum floor area of 70 square metres (753.5 square feet) except that for *secured rental residential units* containing two bedrooms this floor area may be reduced to 65 square metres (699.7 square feet);"

w) Amend 190.25 Part g) by deleting and replacing with the following:

"(f) Each *dwelling unit* containing three bedrooms or more, excluding *secondary suites*, shall have a minimum floor area of 84 square metres (904.2 square feet) except that for *secured rental residential units* containing three bedrooms or more this floor area may be reduced to 80 square metres (861.1 square feet);"

x) Amend 190.29 Part g) by deleting and replacing with the following:

"a secondary suite shall have usable outdoor space which is for the exclusive use of occupants, delineated from other areas, and which meets the following requirements, except where a shared outdoor space is provided with *townhouse* use:

i. a dedicated and contiguous private independent outdoor space, or yard, not smaller than 7.43 square metres (80 square feet) and a minimum dimension of 1.83 metres (6 feet), and made available for the exclusive use of occupants, or;

ii. for suites that are above grade level, a dedicated and contiguous raised outdoor deck that has a minimum size of 5.57 square metres (60 square feet) and a minimum dimension of 1.83 metres (6 feet) and made available for exclusive use of the occupants;"

y) Amend 190.30 Part d) by deleting and replacing with the following:

"there shall be no structural alterations to the exterior of the house which would indicate that the house is being utilized for a purpose other than that of a *single detached dwelling* or *townhouse*, and no *building*, *structure*, fence, enclosures or portion thereof other than those in conformity with permitted residential uses in the Zoning District in which the house is located, may be erected;"

z) Amend 190.30.1 Part d) by deleting and replacing with the following:

"there shall be no alterations to the exterior of the house which would indicate that the house is being utilized for a purpose other than that of a *single detached dwelling* or *townhouse*, and no *building*, *structure*, fence, enclosures or portion thereof other than those in conformity with permitted residential uses in the Zoning District in which the house is located, may be erected;"

aa) Amend 190.48.3 by deleting and replacing with the following:

"Growing and cultivation of *cannabis* for personal use is permitted on a site which is zoned for residential uses provided:

(a) all laws, regulations and requirements of other jurisdictions are met and all required permits, such as but not limited to Building and Electrical Installation Permits, have been obtained;

(b) does not include any processing or manufacturing of *cannabis* unless for medical purposes in accordance with a prescription from a medical practitioner;

(c) does not include the retail sale of *cannabis*; and

(d) for sites containing *multiple dwellings* or *townhouses*, it is located on a portion of the property under private occupancy, such as, but not limited to areas within a dwelling or on limited common property."

bb) Amend 190.51 by deleting and replacing with the following:

"All sites containing *townhouse* and/or *multiple dwelling* use must provide a designated space designed and developed to accommodate, in a location accessible to residents and removal contractors, containers for garbage and separated recyclable materials that are sufficient in number and capacity to serve the *multiple dwelling* or *townhouse* use. This designated space shall be effectively screened from view by a closed fence, decorative wall or obscuring evergreen hedge, which shall be secured and maintained in good condition at all times, or be located within a fully enclosed and secured room within a building."

cc) Deleting and replacing section 405 with the regulations attached to this bylaw as Schedule A;

dd) Adding section 406 with the regulations attached to this bylaw as Schedule B;

ee) Deleting and replacing section 1086.2 with the following:

"In the CD-86 District, the principal and accessory uses permitted in the Townhouse Residential District (RT-A) zone and no other uses, shall be permitted."

ff) Deleting and replacing section 1086.5 with the following:

"*Detached accessory buildings* shall be in accordance with the Townhouse Residential District (RT-A) zone."

gg) Deleting and replacing section 1086.6 with the following:

"Off-street automobile parking shall be provided in accordance with the Off-Street Parking section of this Bylaw."

hh) Deleting and replacing section 1086.7 with the following:

"Off-street bicycle parking shall be provided in accordance with the Off-Street Bicycle Parking Regulations section of this Bylaw."

ii) Deleting and replacing section 1086.8 with the following:

"Off-street loading shall be provided in accordance with the Off-Street Loading Regulations section of this Bylaw."

jj) Changing the zoning designation of the lands identified in bold on the map attached to this bylaw as Schedule C to "Townhouse Residential Districts (RT-A)" and updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record these zoning changes.

kk) Changing the zoning designation of the hatched lands identified on the map attached to this bylaw as Schedule C to "Townhouse Residential Districts (RT-B)" and updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record these zoning changes.

Consequential Amendments

3. Zoning Bylaw No. 6680, 2001 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format, numbering and table of contents.

GIVEN FIRST READING this 15th day of December, 2025.

GIVEN SECOND READING this 15th day of December, 2025.

PUBLIC HEARING HELD this 26th day of January, 2026.

GIVEN THIRD READING this 26th day of January, 2026.

ADOPTED this _____ day of _____, 2026.

I hereby certify that this is a true and exact copy of the original document, which has not been altered in any way.

Date 01/28/2026

Hanieh Berg, Corporate Officer
City of New Westminster

MAYOR PATRICK JOHNSTONE

HANIEH BERG, CORPORATE OFFICER

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this 19th day of February, 2026

for Minister of Transportation

CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8571, 2026

A Bylaw of the City of New Westminster representing the Five-Year Financial Plan for the years 2026-2030.

The Council of The Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as "Five-Year Financial Plan (2026-2030), Bylaw No. 8571, 2026."

Five-Year Financial Plan

2. Schedule A, attached to and forming part of this bylaw, is adopted as the Five-Year Financial Plan, for the years 2026-2030 inclusive.

3. Schedules B and C provide supplementary information to the bylaw.

4. Five-Year Financial Plan Bylaw No. 8501, 2025 and all associated amendments are repealed.

GIVEN FIRST READING THIS 9th day of February 2026.

GIVEN SECOND READING THIS 9th day of February 2026.

GIVEN THIRD READING THIS 9th day of February 2026.

ADOPTED THIS _____ day of _____ 2026.

_____
Mayor Patrick Johnstone

_____
Hanieh Berg, Corporate Officer

CORPORATION OF THE CITY OF NEW WESTMINSTER

CONSOLIDATED FINANCIAL PLAN

Schedule 'A' to Bylaw No. 8571, 2026

	2026 Budget	Budget Projections 2027	2028	2029	2030
REVENUE					
Municipal Taxation (see below)	$ 131,490,000	$ 139,990,000	$ 148,970,000	$ 158,450,000	$ 168,450,000
Utility Rates	132,278,749	140,304,907	148,915,395	158,158,026	168,083,710
Sale of Services	22,180,841	22,602,376	23,035,596	23,480,856	23,938,511
Grants and Contributions [1]	47,171,331	33,070,072	24,030,461	26,171,839	72,738,734
Other Revenue	30,833,386	34,618,683	36,377,532	37,048,702	37,609,751
Total Revenues	$ 363,954,307	$ 370,586,038	$ 381,328,984	$ 403,309,423	$ 470,820,706
EXPENSES					
General Services					
Police Services	46,716,496	48,651,852	50,270,686	51,958,597	53,752,218
Parks and Recreation	34,335,373	34,811,819	35,784,669	36,191,284	36,896,220
Fire and Rescue	24,969,104	26,846,635	27,763,585	28,789,657	30,241,934
Planning and Development	13,131,137	12,702,637	12,552,139	12,244,230	12,376,363
Engineering and Public Works	42,284,614	43,464,270	44,140,451	45,857,900	46,328,697
Corporate Services	29,589,963	29,744,440	30,792,179	31,539,793	33,717,015
Community Services	17,095,404	15,891,996	16,008,286	15,812,244	14,611,316
Library	6,091,392	6,078,596	6,250,709	6,412,944	6,579,969
	$ 214,213,483	$ 218,192,245	$ 223,562,704	$ 228,806,649	$ 234,503,732
Utilities Services					
Electrical Utility	50,173,290	51,587,844	53,454,475	57,343,788	59,621,843
Water Utility	13,698,296	14,248,206	14,715,529	15,311,725	16,380,337
Sewer Utility	26,250,224	27,156,063	29,349,432	32,316,602	35,756,605
Solid Waste Utility	5,553,361	5,859,033	6,083,937	6,307,580	6,621,565
	$ 95,675,171	$ 98,851,146	$ 103,603,373	$ 111,279,695	$ 118,380,350
Fiscal Expenses					
Interest Charges	7,543,202	7,521,732	7,519,733	8,271,734	11,970,984
Total Expenses	$ 317,431,856	$ 324,565,123	$ 334,685,810	$ 348,358,078	$ 364,855,066
INCREASE IN TOTAL EQUITY	46,522,451	46,020,915	46,643,174	54,951,345	105,965,640
Reconciliation to Financial Equity					
Amortization Expense	34,190,000	38,558,000	39,788,000	43,982,000	45,916,000
Capital Expenses (Schedule B)	(150,847,686)	(98,274,853)	(74,691,361)	(102,976,167)	(189,117,106)
Debt Retirement	(8,544,487)	(8,284,305)	(8,567,052)	(9,268,866)	(12,399,134)
Proceeds on Debt Issuance	-	-	-	20,000,000	80,000,000
Internal Charges	(20,253,618)	(20,767,868)	(21,223,650)	(21,636,854)	(22,140,439)
Internal Recoveries	20,253,618	20,767,868	21,223,650	21,636,854	22,140,439
CHANGE IN FINANCIAL EQUITY (Reserves)	(78,679,722)	(21,980,243)	3,172,761	6,688,312	30,365,400
Financial Equity, beginning of year	246,777,634	168,097,912	146,117,669	149,290,430	155,978,742
FINANCIAL EQUITY (Reserves), end of year	$ 168,097,912	$ 146,117,669	$ 149,290,430	$ 155,978,742	$ 186,344,142

[1] Includes capital grants and contributions and development/amenity cost charges transfer to capital.

Municipal Taxation					
Property Taxes	$ 128,920,000	$ 137,310,000	$ 146,180,000	$ 155,550,000	$ 165,440,000
Parcel Taxes	20,000	20,000	20,000	20,000	20,000
Grant-in-Lieu of Taxes	2,000,000	2,100,000	2,200,000	2,300,000	2,400,000
Utilities 1%-in-Lieu of Taxes	550,000	560,000	570,000	580,000	590,000
	$ 131,490,000	$ 139,990,000	$ 148,970,000	$ 158,450,000	$ 168,450,000

Proportion of Revenues By Funding Source:

The following table shows the proportion of total revenue proposed to be raised from each funding source. Municipal Taxation is the City's largest source of revenues. They provide a stable and consistent funding source to pay for many city services, such as police and fire protection, that are difficult or undesirable to fund on a user-pay basis.

Utilities' rates are the City's second largest component of planned revenues. These revenues pay for services including electricity, water, sewer and solid waste and are charged on a user-pay basis. This basis attempts to fairly apportion utility service costs to those that make use of these services.

Other revenue sources, including sale of services, government grants and contributions make up the remainder of total revenues. These revenues fluctuate due to economic conditions and City initiatives.

Revenue Source	% Total Revenue
Municipal Taxation	37%
Utility Rates	36%
Sale of Services	6%
Grants and Contributions	13%
Other Revenue	8%
	100%

Distribution of Property Taxes Between Property Classes:

The following table provides the distribution of property tax revenue between property classes. The City's primary goal is to set tax rates that are sufficient, after maximizing non-tax revenues, to provide for service delivery; City assets; and maintain tax stability. This is accomplished by maintaining the historical relationship between the property classes and applying the same annual tax rate increase across all Classes. A secondary goal is to set tax rates that are competitive within the region; consequently, the City may, from time to time, adjust the property tax distribution between the Classes as deemed necessary.

Class No	Property Class	% Tax Burden
1	Residential	65%
2	Utilities	<1%
4	Major Industry	2%
5	Light Industry	3%
6	Business	29%
8	Recreation/Non-Profit	<1%
9	Farm	<1%
		100%

Use of Permissive Exemptions:

The City's Annual Municipal Report contains a list of permissive exemptions granted for the year and the amount of tax revenue foregone. Permissive tax exemption is granted to not-for-profit institutions including religious institutions, some recreational facilities, service organizations and cultural institutions that form a valuable part of our community.

Since the mid-90's the City has generally ceased granting new permissive exemptions from property taxes in order to preserve the tax revenue base. Organizations granted exemption prior to implementation of this practice continue to be considered for exemption provided they make an annual submission showing the use of the property subject to exemption has not been altered. All other applications for permissive exemption from property taxes are reviewed on a case-by-case basis.

CORPORATION OF THE CITY OF NEW WESTMINSTER

CONSOLIDATED CAPITAL PROGRAM

Schedule 'B' to Bylaw No. 8571, 2026

Note: This Schedule has been provided as an addendum to Schedule A. The figures in this Schedule are included in the consolidated figures in Schedule A.

	2026 Budget	Budget Projections 2027	2028	2029	2030
CAPITAL PLAN					
Land	$ 9,860,467	$ 5,643,500	$ -	$ -	$ -
Buildings	26,107,445	13,831,839	3,932,000	6,659,400	57,309,827
Vehicles/Equipment	15,086,996	15,426,011	7,802,550	8,065,173	11,638,887
Other Projects	13,870,191	4,355,000	3,645,000	4,292,007	4,800,000
Park Improvements	14,544,402	13,318,400	7,483,000	4,248,000	1,726,000
Engineering Structures	34,390,158	17,519,826	16,092,640	17,363,587	23,208,866
Water Infrastructure	7,885,171	6,971,006	6,808,900	7,470,000	7,120,000
Sewer Infrastructure	15,362,710	10,144,271	11,282,271	13,718,000	13,523,526
Electrical Distribution System	13,740,145	11,065,000	17,645,000	41,160,000	69,790,000
Total Capital Expenses	150,847,686	98,274,853	74,691,361	102,976,167	189,117,106
Capital Transfer [1]	10,782,132	6,792,412	5,851,934	5,790,705	5,192,297
Total Capital Plan	$ 161,629,818	$ 105,067,265	$ 80,543,295	$ 108,766,872	$ 194,309,403
FUNDING BY SOURCES					
City Reserve Funds	$ 127,298,555	$ 82,317,347	$ 65,285,389	$ 71,367,588	$ 50,343,224
Development/Amenity Cost Charges	9,455,760	13,501,349	8,051,737	1,263,615	47,301,860
Long Term Debt	-	-	-	20,000,000	80,000,000
Grants and Contributions	24,875,503	9,248,569	7,206,169	16,135,669	16,664,319
Total Capital Plan Funding	$ 161,629,818	$ 105,067,265	$ 80,543,295	$ 108,766,872	$ 194,309,403
FUNDING BY FUNDS					
General Fund	$ 105,056,356	$ 72,197,731	$ 42,984,124	$ 43,618,972	$ 99,657,877
Electrical Fund	28,901,118	12,665,000	18,625,000	42,155,000	70,640,000
Water Fund	9,500,580	7,402,263	7,043,900	8,080,000	8,550,000
Sewer Fund	16,887,230	10,352,271	11,640,271	14,642,900	14,461,526
Solid Waste Fund	1,284,533	2,450,000	250,000	270,000	1,000,000
Total Capital Plan Funding	$ 161,629,818	$ 105,067,265	$ 80,543,295	$ 108,766,872	$ 194,309,403

1 Expenditures do not meet the definition of Tangible Capital Assets in accordance with Canadian Public Sector Accounting Standards will be transferred to Operations.

City of New Westminster – Development Cost Charge (DCC), and Amenity Cost Charge (ACC) Funding Envelope Plan for DCC Bylaw No. 8327, 2022, and ACC Bylaw No. 8540, 2025.

NOTES:

1. This DCC and ACC Funding Envelope Plan is based on the capital projects set out in the 2022 Development Cost Charge Review, which forms the basis for the City's DCC Bylaw. The City's DCC Bylaw was amended in 2025 (DCC Amendment Bylaw No. 8539, 2025) to include new eligible categories (i.e., police, and fire protection facilities), and to update the parks-based project list; and in addition, a new ACC Bylaw was also established to capture amenity-based infrastructure to support the anticipated future population growth (e.g., recreational facilities, libraries, day care facilities). The introduction of new eligible categories for the DCC Bylaw, and the ability to establish an ACC Bylaw, were part of the housing legislation updates by the Province of BC (Bill 46).

2. The mainland waterfront parkland acquisition / development ($16M) was initially funded with debt with the intention that the principal on the debt would be repaid over time using Parks DCCs.

CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF RESERVES AND DEVELOPMENT COST CHARGES
Schedule 'C' to Bylaw No. 8571, 2026

Note: This Schedule has been provided as an addendum to Schedule A. The reserve figures in this Schedule are included in the consolidated figures in Schedule A. Development/Amenity Cost Charges are provided for information, but are deferred charges rather than reserves.

FINANCIAL EQUITY (RESERVES)	2026 Budget	Budget Projections 2027	2028	2029	2030
Transfers (to) from:					
Operating Budget	**$ 80,712,451**	$ 84,578,915	$ 86,431,174	$ 98,933,345	$ 151,881,640
Capital Budget	**(150,847,686)**	(98,274,853)	(74,691,361)	(102,976,167)	(189,117,106)
Debt Issuance/Retirement	**(8,544,487)**	(8,284,305)	(8,567,052)	10,731,134	67,600,866
	$ (78,679,722)	$ (21,980,243)	$ 3,172,761	$ 6,688,312	$ 30,365,400
Change in Financial Equity (Reserves)	**$ (78,679,722)**	$ (21,980,243)	$ 3,172,761	$ 6,688,312	$ 30,365,400
Financial Equity, Beginning of Year	**246,777,634**	168,097,912	146,117,669	149,290,430	155,978,742
Financial Equity, End of Year	**$ 168,097,912**	$ 146,117,669	$ 149,290,430	$ 155,978,742	$ 186,344,142
CHANGE IN RESERVES					
Non-Statutory Reserves	**$ (70,480,540)**	$ (21,590,610)	$ 3,887,269	$ 7,103,168	$ 30,803,751
Statutory Reserves					
Cemetery	**(23,154)**	35,000	35,000	35,000	35,000
Construction of Municipal Works	**(7,982,142)**	375,070	(825,814)	(528,452)	(554,306)
Parking Cash In Lieu	**34,167**	35,192	36,248	37,336	38,457
Park Land Acquisition	**10,873**	11,199	11,535	11,881	12,237
Tax Sale Land	**(238,926)**	(846,094)	28,523	29,379	30,261
Change in Reserves	**$ (78,679,722)**	$ (21,980,243)	$ 3,172,761	$ 6,688,312	$ 30,365,400
Statutory Development/Amenity Cost Charges (DCC/ACC) Reserves					
Drainage DCC	**$ 143,221**	$ 9,691	$ 9,982	$ 148,109	$ 152,552
Parkland Acquisition and Development DCC	**1,068,566**	(2,209,359)	2,330,260	2,233,168	2,500,163
Sewer DCC	**(3,618,795)**	(2,045,358)	213,281	219,679	226,270
Transportation DCC	**(120,409)**	(875,064)	(4,532,410)	835,898	860,975
Water DCC	**(600,521)**	180,924	186,352	191,943	197,702
Fire Protection DCC	**2,892,122**	2,978,886	3,068,252	3,160,300	(36,744,891)
Police DCC	**787,200**	810,816	835,140	860,195	886,001
Amenity Cost Charges (ACC)	**3,338,305**	1,643,714	3,847,832	5,276,281	(803,676)
Change in DCCs/ACCs	**$ 3,889,689**	$ 494,250	$ 5,958,689	$ 12,925,573	$ (32,724,904)
RESERVE BALANCES					
Non-Statutory Reserves	**$ 161,242,530**	$ 139,651,920	$ 143,539,191	$ 150,642,358	$ 181,446,107
Statutory Reserves					
Cemetery	**1,009,812**	1,044,812	1,079,812	1,114,812	1,149,812
Construction of Municipal Works	**2,502,329**	2,877,399	2,051,585	1,523,133	968,827
Parking Cash In Lieu	**1,173,068**	1,208,260	1,244,507	1,281,844	1,320,301
Park Land Acquisition	**373,298**	384,497	396,031	407,912	420,150
Tax Sale Land	**1,796,875**	950,781	979,304	1,008,683	1,038,945
Total Reserves	**$ 168,097,912**	$ 146,117,669	$ 149,290,430	$ 155,978,742	$ 186,344,142
Statutory Development/Amenity Cost Charges (DCC/ACC) Reserves					
Drainage DCC	**$ 583,942**	$ 593,633	$ 603,615	$ 751,724	$ 904,276
Parkland Acquisition and Development DCC	**18,769,244**	16,559,885	18,890,145	21,123,313	23,623,476
Sewer DCC	**(1,778,607)**	(3,823,965)	(3,610,684)	(3,391,005)	(3,164,735)
Transportation DCC	**(295,913)**	(1,170,977)	(5,703,387)	(4,867,489)	(4,006,514)
Water DCC	**730,820**	911,744	1,098,096	1,290,039	1,487,741
Fire Protection DCC	**2,892,122**	5,871,008	8,939,260	12,099,560	(24,645,331)
Police DCC	**787,200**	1,598,016	2,433,156	3,293,351	4,179,352
Amenity Cost Charges (ACC)	**3,338,305**	4,982,019	8,829,852	14,106,133	13,302,457
Total DCC/ACC Reserves	**$ 25,027,113**	$ 25,521,363	$ 31,480,053	$ 44,405,626	$ 11,680,722