

## Attachment 2

### *Interim Development Review Policy*

## **Interim Development Review Framework**

Following provincial changes to development and land use legislation in late 2023, the framework for the City's evaluation of development applications may not be clear to property owners, developers and the general public. It is recognized that preparing new regulations and bylaws to implement the legislation will take time, and an interim framework is needed for the evaluation of applications so new development can continue. Such an interim policy will also help to reduce speculation that may result from the legislation as such speculation could potentially further exasperate the housing crisis.

The following policies outline the key aspects of the Interim Development Review Framework, which will be applied to all development applications in New Westminster as of the date that the relevant legislation received royal ascent or as otherwise noted in this framework, and until such time as fully realized regulations and policies are put into place.

### **1. Public Hearings and Notification**

- Public Hearings will not be held for rezoning bylaws that are consistent with the Official Community Plan.
- Notification of Public Hearing not held or prohibited will be distributed prior to Council consideration of the comprehensive report.
- Public consultation on rezoning applications will continue to apply, (e.g. use of Be Heard as appropriate).
- Public Hearings will be scheduled for rezoning bylaws where required by the Local Government Act (e.g. OCP Amendments, Heritage Designation Bylaws, etc).

### **2. Transit Oriented Areas (TOAs)**

The City's Development Review policy for development applications within TOAs will apply as follows:

<u>Station</u>	<u>Effective Date</u>
Columbia Station	November 30, 2023
New Westminster Station	November 30, 2023
Braid Station	June 30, 2024
Sapperton Station	June 30, 2024
22 <sup>nd</sup> Street Station	June 30, 2024

#### **a. Density and Heights within TOAs**

There are four streams of development applications within Transit Oriented Areas:

- Applications developed under existing zoning*
  - These applications proceed directly to Development Permit/Building Permit
- Applications which require rezoning and are consistent with the property's Official Community Plan designation*
  - These applications proceed under the current policy context with two possible sub-streams:

- Stratified developments which trigger amenity charges or inclusionary housing; or,
  - 100% rental projects for which amenity charges and inclusionary housing requirements do not apply.
- iii. *Applications which require rezoning and are not consistent with the property's Official Community Plan designation, but are permitted by the TOA legislation*
- These applications proceed under the following conditions:
    1. The area is not currently under active review (e.g. land use or infrastructure review);
    2. Project proposes to rezone to rental only zoning with a registered housing agreement; and,
    3. Other community benefits are proposed, possibly including affordable units.
- iv. *Applications which are inconsistent with both the OCP and TOA*
- The City will continue to consider amendments to the Official Community Plan on a case-by-case basis, when a compelling argument can be made and appropriate benefits aligned with Council policy and priorities can be provided.
- b. Parking within TOAs
- Residential minimum parking space requirements are not in effect within TOAs as of the effective date, but remain encouraged.
    - Parking rates in New Westminster were recently evaluated and substantially reduced. These rates were the result of an in-depth study, are reflective of current vehicle ownership levels in the city and, are considered to reflect market demand. As such, developers are strongly encouraged to consider the current parking rates which have already been lowered in areas proximate to transit.
  - Transportation Demand Management measures remain expected within TOAs to ensure livability and long-term viability.
  - All other parking regulations, standards and policies continue to apply including, but not limited to: size and configuration of stalls, loading, non-residential parking, accessible stalls, and residential parking requirements outside of TOAs.

### 3. Development Finance

- The City is transitioning away from negotiating amenity charges on a case-by-case basis towards fixed rates. These fixed rates will be rolled out through a comprehensive Financing Growth Strategy, which will likely contain a combination of Development Cost Charges (DCCs), Amenity Cost Charges (ACCs), Inclusionary Housing and Density Bonus.
- As a transition, fixed Density Bonus rates have now been established in line with the Council adopted Interim Density Bonus Policy. New development applications will now be subject to these rate charges which are published online and reviewed periodically by staff
- Developers of new projects may propose in-kind amenities, including affordable housing which will be evaluated against Council strategic priorities.
- Townhouse developments will continue to be charged fixed rate voluntary contributions as follows:

Location	Expected Voluntary Contribution
Mainland	\$10,000 - \$12,000
Queensborough	\$1,000 - \$1,500

- OCP Amendments will still require an in-depth evaluation which may include a land lift analysis to evaluate amenities and benefits proposed.

#### **4. Design Guidelines**

- All design guidelines and expectations remain in place, including, but not limited to, key areas such as: tower separation and floorplates, architectural expression, massing, functional consolidation, and urban design. Such guidelines are not superseded by the legislation.

#### **5. Tenant Relocation, Rental Replacement and Other City Policy Expectations**

- All other City policies, including the Tenant Relocation and Rental Replacement policies, continue to apply to all rezoning applications, including those within TOAs.
- The City's Tenant Relocation Policy is currently under review. All development applications currently in progress will be expected to meet the new Tenant Relocation Policy

#### **6. Infill Housing**

- On May 27, 2024 Council endorsed the Infill Housing and Townhouse Acceleration Program work plan. This policy program launched in Summer 2024.
- Prior to completion of this policy work, infill housing applications, such as infill townhouse, will continue to be regulated under existing bylaws and policies.