



City of  
New Westminster

Report to Council

**To:** New Westminster City Council  
in Regular Council

**Meeting Date:** March 9, 2026

**From:** Jackie Teed, Director, Planning &  
Development

**Report No.:** 2026-98

**Re:** **Our City, Our Homes: Implementation of Transit Oriented Development  
Area Extensions and Regional Planning**

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**Staff Recommendation**

1. *THAT an Official Community Plan Bylaw amendment bylaw be drafted to implement the Transit Oriented Development Area extensions by designating properties “Residential – Mid Rise” and “Residential – Limited Mid Rise” based on Attachment 2 of the report titled “Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning” dated March 9, 2026.*
  2. *THAT an Official Community Plan amendment bylaw be drafted to amend the Frequent Transit Development Areas as show in Attachment 6 of the report titled “Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning” dated March 9, 2026.*
  3. *THAT an Official Community Plan Bylaw amendment be drafted to integrate the new Regional Context Statement as shown in Attachment 4 of the report titled “Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning” dated March 9, 2026.*
  4. *THAT an Official Community Plan Bylaw amendment be drafted to implement the climate and Queensborough Community Plan updates described in the report titled “Our City, Our Homes: Implementation of Transit Oriented Development Area Extensions and Regional Planning” dated March 9, 2026.*
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**Purpose**

To confirm direction on the implementation of Regional Planning and Transit Oriented Development Area extensions within the Official Community Plan.

**Summary**

The City is updating the Official Community Plan in response to changes made to the *Local Government Act* by the Provincial government about how municipalities plan for and approve new development. In 2025, an initial “light touch” amendment was advanced to meet legislative requirements in alignment with the deadline set by the Province. This report proposes additional amendments that build on that work to better reflect New Westminster’s local context and ensure ongoing legislative compliance. The proposed amendments are presented in three sections: A. Transit Oriented Development Area Extensions; B. Regional Planning; and C. Other Official Community Plan Changes.

- A. Transit Oriented Development Areas Extensions: Transit Oriented Development Areas introduced by the Province in 2023 enable density within 800 metres of the City’s five SkyTrain stations. Council recently adopted amendments to the Official Community Plan to align with the legislation. The Provincial application of the Transit Oriented Development Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff recommend extending the “Residential – Limited Mid Rise” land use designation to properties on the outer edges of the Provincial Transit Oriented Development Areas to enable a smoother transition in density and improve development potential for Transit Oriented Development Areas properties.
- B. Regional Planning: As a member municipality of the Metro Vancouver regional district, the City must include a Regional Context Statement in the Official Community Plan, which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy, Metro 2050. The proposed Official Community Plan update would replace the current Regional Context Statement, drafted for the previous Regional Growth Strategy. The updated Regional Context Statement would reflect Council endorsed policy that demonstrates consistency with the Regional Growth Strategy. The Official Community Plan update would also align growth projections with the region, revise the City’s Frequent Transit Development Area boundaries to align with the extended Transit Oriented Development Areas, and apply that same overlay to Uptown.
- C. Other Official Community Plan Changes: The *Local Government Act* and Regional Growth Strategy (Metro 2050) require that the City’s Official Community Plan include targets for the reduction of greenhouse gas emissions and the policies and actions to achieve those targets. The City will meet these requirements through integrating the goals of the Community Energy and Emissions Plan 2050. In addition, minor administrative changes are proposed to the Queensborough Community Plan to maintain consistency with changes Council recently adopted to the Official Community Plan and Downtown Community Plan.

## Background

In November 2023, the Provincial government introduced wide ranging legislative changes that govern how municipalities plan for and approve new development. The Official Community Plan is being updated to align with the new Provincial housing legislation and implement the other City housing initiatives. On February 23, 2026, Council adopted an Official Community Plan amendment bylaw that integrated the City's Interim Housing Needs Report and Transit Oriented Development Areas into the Plan. ([View the related December 15, 2025 Council Report here](#)).

In February 2022, a new Regional Growth Strategy, Metro 2050, was adopted by Metro Vancouver. The City is required to prepare a new Regional Context Statement to show consistency with this new regional plan.

## Analysis

### Section A. Transit Oriented Development Areas Extensions

Transit Oriented Development Areas introduced by the Province in 2023 enable density within 800 metres of the City's five SkyTrain stations. Council recently adopted amendments to the Official Community Plan to align with the legislation. New land use designations were incorporated into the Official Community Plan, reflecting the minimum density framework of the three tiers of the Provincial Transit Oriented Development framework, including a new "Residential – Limited Mid Rise" designation, permitting up to 8 storey development in Tier 3, the outermost tier.

The application of Provincial Transit Oriented Development Areas to properties did not consider local conditions such as subdivision patterns, roadways, existing buildings or topography. Staff have explored applying the new "Residential – Limited Mid Rise" land use designation to additional properties on the outer edges of the Transit Oriented Development Areas to enable a smoother transition in density and improve development potential for Transit Oriented Development Area sites. Additional detail on the principles used to extend the Transit Oriented Development Area edges, including the properties identified, is included in Attachment 1. A map showing the 104 properties proposed to be designated is included in Attachment 2.

### Section B. Regional Planning

#### *Regional Context Statement*

As a member municipality of the Metro Vancouver regional district, the City must include a Regional Context Statement in the Official Community Plan, which demonstrates how the City is working to achieve regional goals established in the Regional Growth Strategy, Metro 2050.

A new Regional Context Statement has been prepared, demonstrating consistency between the Official Community Plan and the Regional Growth Strategy, and showing how the City's policies advance regional goals and targets. The context on the process and requirements for Regional Planning is outlined in Attachment 3, and draft Regional Context Statement is provided in Attachment 4.

The proposed Official Community Plan update would replace the current Regional Context Statement, drafted for the previous Regional Growth Strategy.

### *Regional Growth Projections*

The City's Official Community Plan and Regional Context Statement must identify how the member municipality's projected growth will be accommodated. The integration of the Provincial Transit Oriented Development Areas into the Official Community Plan enables enough capacity to meet the projected growth. Further context about the projections is provided in Attachment 3. The "Growth Management" section and Housing chapter of the Official Community Plan would also be updated to reflect these projections. The draft of the updated chapters is included as Attachment 5.

### *Frequent Transit Development Areas*

Frequent Transit Development Area overlays identify areas envisioned for higher density residential and commercial development within urban areas of the region. The City identified three FTDA's in the 2017 Official Community Plan around each of the SkyTrain stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). In response to the new Transit Oriented Areas established by the Province, and the related changes to the Official Community Plan, it is proposed that the City's Frequent Transit Development Area boundaries be amended to align with extended Transit Oriented Development Areas. In addition, the Official Community Plan update would also introduce a new Frequent Transit Development Area for the Uptown neighbourhood, to replace the Local Centre overlay that was discontinued in the new Regional Growth Strategy.

These changes would ensure consistency across policy levels, support ongoing planning for the Transit Oriented Development Areas and increase eligibility of these areas for future infrastructure funding opportunities. Further context and analysis of the Frequent Transit Development Areas is provided in Attachment 3. The proposed Frequent Transit Development Area amendments are provided in Attachment 6.

## Section C. Other Official Community Plan Changes

### *Energy, Emissions and Climate Change Chapter*

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

In October 2022, Council endorsed the Community Energy and Emissions Plan 2050, which establishes a target for reducing emissions by 2030 and becoming a net-zero greenhouse gas emissions community by 2050. These targets align with the regional targets. As part of this Official Community Plan update, the Energy, Emissions and Climate Change chapter would be updated to reflect the targets and actions in the Climate Energy and Emissions Plan. The draft updated Energy, Emissions and Climate Change chapter of the Official Community Plan is included in Attachment 7.

## *Queensborough Community Plan Updates*

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

## **Consultation Summary**

### Community, Interagency and First Nations Consultation

Sections 475 and 476 of the *Local Government Act (LGA)* provide specific requirements for consultation that must occur prior to the consideration of an OCP amendment. The *LGA* requires local government to provide one or more opportunities it considers appropriate for consultation with the organizations and authorities it considers may be affected by the proposed amendment. These requirements are in addition to a public hearing. On November 4, 2024, Council endorsed the approach for early and ongoing consultation with First Nations, organizations and authorities (the report [may be found here](#)).

Through this process, staff has shared a draft Regional Context Statement to Metro Vancouver for review. Metro Vancouver staff was generally supportive of the draft. Staff has also provided draft content to TransLink for review of the Frequent Transit Development Areas. TransLink identified that all proposed boundaries align with the expectations of a Frequent Transit Development Area. A summary of this agency consultation is provided in Attachment 9, and the letter of support received from TransLink is provided in Attachment 10.

Following first reading, the proposed Official Community Plan amendment bylaw would be referred to the agencies and First Nations that Council identified as potentially impacted by these OCP updates. This referral would share the opportunity to give feedback through the public hearing.

### Advisory Planning Commission (APC)

Staff presented draft program materials to APC at the February 17, 2026 meeting. Comments included preferences for new multi-family housing to be equipped with energy efficient heating systems, exploring opportunities for new greenspaces as part of redevelopment, and for increased public transit options and active transit routes within the Transit Oriented Development Areas.

Typically, an OCP amendment bylaw or Zoning Bylaw amendment not consistent with the OCP would also be presented to the APC for formal consideration. At this meeting, which would be open to the public, APC would make a recommendation to Council about whether or not to support the proposed bylaw amendments. In this context, staff instead recommend referring the final bylaws to Commission members to provide opportunity for members to give feedback to Council through the public hearing process.

## Community Consultation

A variety of methods were used to build awareness of the Official Community Plan update and housing initiatives. Collectively, this work was branded as “Our City, Our Homes”. Community engagement was undertaken in Spring 2025, and an information campaign was undertaken in Fall 2025 to share the outcomes of this work. The Transit Oriented Development Area extensions to the Official Community Plan within this report were consulted on as part of the “Our City, Our Homes” program. Properties identified for the higher density land use designation (functionally extending the Transit Oriented Development Areas) were presented during community consultation in Spring 2025. Of the participants, 70% supported the proposed extensions. A summary of this consultation is provided in Attachment 11.

## **Financial Implications**

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

## **Next Steps**

Should Council direct staff to advance the updates proposed in this report, staff would bring forward one or more Official Community Plan (OCP) amendment Bylaws for Council consideration.

The steps to amend the Official Community Plan are:

1. Council Consideration of first and second readings of OCP amendment bylaws.
2. Notification of Public Hearing. LGA regulations do not require postcards to be mailed to owners and occupants, because of the number of properties affected.
3. Public Hearing and Council consideration of Third Reading of the bylaws. In accordance with the LGA, a Public Hearing must be held for the amendment to the OCP.
4. Referral of the OCP amendment to Metro Vancouver; and
5. Council consideration of adoption of the OCP amendment bylaws.

## **Interdepartmental Liaison**

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

## **Attachments**

- Attachment 1 – Proposed Transit Oriented Development Area Extension Analysis
- Attachment 2 – Proposed Transit Oriented Development Area Extensions
- Attachment 3 – Regional Planning and Frequent Transit Development Area Background

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- Attachment 4 – Draft Regional Context Statement
  - Attachment 5 – Draft Growth Management and Housing OCP Chapters
  - Attachment 6 – Proposed Frequent Transit Development Area Amendments
  - Attachment 7 – Energy, Emissions and Climate Change Chapter
  - Attachment 8 – Queensborough Land Use Designations and Map
  - Attachment 9 – Summary of Agency Consultation
  - Attachment 10 – TransLink Comments on Frequent Transit Development Areas
  - Attachment 11 – Summary of Our City, Our Home Engagement

### **Report Approval**

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