



Attachment 3

Regional Planning and Frequent Transit Development Areas Background

Regional Context Statement

The City of New Westminster is a member municipality of the regional district of Metro Vancouver. The *Local Government Act* establishes authority for regional district governments to prepare a Regional Growth Strategy. The Strategy outlines a long term collective “big picture” aspiration intended to promote human settlement that is socially, economically, and environmentally healthy. The Strategy is also intended to outline use of public facilities, services, land, and resources, especially those which are shared or cross municipal boundaries. Metro Vancouver’s most recent Strategy, titled Metro 2050, was adopted in February 2023, and provides a vision for how growth will be managed in the region for the next 30 years.

The *Local Government Act* requires municipalities’ Official Community Plans to be aligned with the Regional Growth Strategy. To demonstrate that alignment, municipalities prepare a Regional Context Statement. The Context Statement outlines how the policies and goals in the Official Community Plan achieve or support the regional goals established in the Regional Growth Strategy. The Context Statement is to be included as a chapter of the City’s Official Community Plan.

The City’s existing Regional Context Statement reflects the previous Regional Growth Strategy (Metro 2040). The proposed Official Community Plan update would replace the current Regional Context Statement with the new draft Regional Context Statement included in Attachment 4, which responds to the current Regional Growth Strategy.

Once the Official Community Plan amendment Bylaw has been given three readings by Council, it must be submitted to the regional board of Metro Vancouver for acceptance. Acceptance must be granted before the City may adopt the Bylaw.

Regional Growth Projections

The Official Community Plans of member municipalities are required accommodate the municipalities share of projected regional growth, as identified in the Regional Growth Strategy. Table 1 outlines the Medium Growth scenario projections identified by Metro Vancouver for the City of New Westminster.

Table 1: Metro Vancouver Growth Projections for the City of New Westminster (June 2024)

	2021	2030	2040	2050
Medium Growth Population Projections	82,940	106,580	127,390	142,790
Medium Growth Dwelling Unit Projections	37,910	49,360	59,300	66,750
Medium Growth Employment Projections	34,660	44,610	52,690	58,520

The land use designation map has enough capacity to accommodate the growth projections identified for the City. The proposed Official Community Plan amendment

would also update to the 'Growth Management' section and Housing Chapter to reflect these projections (see Attachment 5 for draft material).

Frequent Transit Development Areas

A Frequent Transit Development Area is an overlay identified by a member municipality in the Regional Growth Strategy, and replicated in the municipalities Official Community Plan. The Area overlay is used to identify areas envisioned for accommodating higher density forms of residential, commercial and mixed use development. Land uses, densities, and urban design for these areas is expected to promote transit oriented communities where transit, cycling and walking are the preferred modes of transportation.

The City identified three Frequent Transit Development Areas in the 2017 Official Community Plan: one around each of the Skytrains stations outside of Downtown (Sapperton, Braid, and 22nd Street Stations). Two changes to Frequent Transit Development Areas in New Westminster are proposed: 1) expanding existing Frequent Transit Development Areas to match the Transit Oriented Development Area boundaries, which provides policy consistency; and 2) creating a new Frequent Transit Development Area Uptown.

TransLink and Metro Vancouver have indicated preliminary support for the above Frequent Transit Development Area changes.

Expanding Frequent Transit Development Area Boundaries

It is proposed that the City's existing Frequent Transit Development Areas be expanded to match the new Provincial Transit Oriented Development Areas in the Official Community Plan (illustrated in Figure 1 below). The expansion of existing Frequent Transit Development Areas is also intended to accomplish consistency across provincial, regional, and municipal policies. Additionally, the Frequent Transit Development Area designation facilitates eligibility for future infrastructure funding opportunities from TransLink and other similar funding authorities.

Uptown Frequent Transit Development Area

A new Uptown Frequent Transit Development Area is proposed to replace the existing Local Centre overlay. The Local Centre was an overlay type that existed in the previous Regional Growth Strategy (Metro 2040) but was not included in the new Growth Strategy (Metro 2050). The new Uptown Frequent Transit Development Area would have the same boundaries as the previous Local Centre.

Creating the new Frequent Transit Development Area would acknowledge the role this area plays within both the city and the region, and meets all the expectations for a Frequent Transit Development Area given its mix of housing, employment, and access to the frequent transit network. The Uptown Frequent Transit Development Area is illustrated in Figure 1.

Figure 1. Maps of New and Expanded Frequent Transit Development Areas

