



Attachment 10

TransLink Comments on Frequent Transit Development Areas



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

April 4, 2025

Jackie Teed
Director, Planning and Development
City of New Westminster
511 Royal Avenue
New Westminster, BC
V3L 1H9

Dear Jackie Teed,

Re: Official Community Plan Amendments in 2025: Frequent Transit Development Areas

Thank you for your correspondence dated March 6, 2025 and for the opportunity to provide feedback on the proposed Official Community Plan Amendment for Frequent Transit Development Areas (FTDAs).

We appreciate the outreach and provide our comments based on:

- TransLink's legislated mandate to review key OCP amendments for regional transportation implications, and to support Metro Vancouver's Metro 2050 Regional Growth Strategy.
- Policy direction in [Transport 2050](#), the Regional Transportation Strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- TransLink's [Transit-Oriented Communities Design Guidelines](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the project materials included with your referral, we have the following feedback:

PROPOSED UPTOWN FTDA

Transportation and Land Use Alignment

- Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on the region's higher levels of growth being located in Urban Centres, FTDAs, and along the Major Transit Growth Corridors (MTGCs).

- The MTGCs identified in Metro 2050 are based (with some exceptions) on the Major Transit Network (MTN) identified in Transport 2050. MTGCs are intended to provide locations for FTDA designation, and we note that a portion of the proposed Uptown FTDA does overlap with the MTGC , and begins no more than 1 km from the MTGC centerline.
- The [Access for Everyone](#) plan (Transport 2050: 10-Year Priorities) identifies 11 new RapidBus lines with new transit priority measures to better serve existing riders and grow ridership in advance of fully traffic-separated Bus Rapid Transit (BRT). While exact routes and implementation timelines are to be determined in the future based on regional priorities and funding, the RapidBus route proposed to connect [New Westminster and Brentwood Stations](#) is expected to operate through the proposed Uptown FTDA.
- The proposed Uptown FTDA includes Sixth and Eighth Streets, both of which are designated in this area as part of the [Frequent Transit Network](#) (FTN). The FTN is comprised of a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.
- The currently in-progress [Burrard Peninsula Area Transport Plan](#) (BP ATP) includes New Westminster within its scope and once finalized will identify and prioritize recommended actions related to bus service, cycling, walking, and goods movement for the transportation network within the Burrard Peninsula. In the draft BP ATP, the Uptown Area is proposed as an area to have a potential new FTN corridor to provide an east-west connection.
- TransLink notes that the proposed population and employment density for the Uptown FTDA aligns with the expectations in Metro 2050 for an FTDA, and that the Uptown FTDA is generally consistent with regional transportation plans.

Cycling and Walking

- With the proposed Uptown FTDA overlapping with the FTN, high-quality active transportation facilities are an important consideration for this area. Current facilities include protected bicycle lanes on Seventh Avenue and shared roadways on Fifth Street, classified respectively as 'Comfortable for Most' and 'Comfortable for Some' per the [Benchmarking the State of Cycling in Metro Vancouver 2019](#) report by TransLink and HUB Cycling.
- As part of TransLink's cost share funding through our [Local Government Funding Program](#), an FTDA designation for the area would increase regional significance for the Walking Infrastructure to Transit (WITT) Allocated and Competitive funding under this program. This would mean that any applications for WITT Competitive funding located in this FTDA would score higher as compared to areas outside of FTDA's.

PROPOSED EXPANDED 22ND STREET FTDA & BRAID/SAPPERTON FTDA

- TransLink's Transit Oriented Communities Design Guidelines (TODCDGs) note that most people will walk roughly 10-12 minutes (800 m) to access limited-stop rapid transit ([p. 12](#)). The TOCDGs further encourage a diverse mix of land uses within 800 m of rapid transit to help support both a higher walk and transit mode share for trips as well as reduced vehicle kilometres travelled (VKT) per capita ([p. 84](#)).
- The expansion of these existing FTDA's to align with the 800m Transit Oriented Development Area boundaries at those stations aligns with regional transportation policy and guidelines.
- Similar to the WITT funding program note for the Uptown FTDA, the expansion of the boundaries for the 22nd Street and Braid/Sapperton FTDA's could provide more opportunities for the City of New Westminster to apply for WITT funding in those areas.
- Per Section 21(1) and 21(2) of the [South Coast British Columbia Transportation Authority Act](#), TransLink approval is required for any road alterations that would reduce the capacity of any part of the [MRN](#) to move people or would prohibit the movement of trucks on any road other than Provincial highways. Please get in touch with us regarding any such alterations.

Continued Collaboration

We appreciate the opportunity to provide comments on the proposed OCP amendment and look forward to continued coordination with the City of New Westminster. Please feel free to contact me at JuYoung.Kim@translink.ca should you have any questions or wish to discuss further.

Regards,



JuYoung Kim
Planner, Transit-Oriented Community Planning
TransLink