100 Braid Street Zoning Bylaw Text Amendment Application (REZ00201)
Online Survey Results
Timeline for Survey Comments: September 27 to October 12

Survey Summary:

1) 50 respondents replied to the survey.

2) The response to the text amendment was split: most respondents either strongly supported (11 out of 49 question respondents, 22.4% of question respondents) or strongly did not support (24 out of 49 question respondents, 49.0% of question respondents). More than double the number of respondents did not support (either do not support or strongly do not support) (33 survey respondents, 67.3% of question respondents) than supported (either support or strongly support) (15 survey respondents, 30.6% of question respondents)

3) 39 respondents provided comments about the proposed text amendment: there were more concerns noted against proposal versus in support of the proposal. Comments were put into themes, with some respondents having comments that fit into more than one theme.

   The most common concerns raised (i.e., raised by two or more respondents) were:
   - Traffic concerns (other than parking) (mentioned by 14 respondents);
   - Parking concerns (mentioned by 13 respondents);
   - Height concerns (mentioned by 11 respondents);
   - Not enough affordable housing provided (or for long enough) to justify enhanced development rights (mentioned by 9 respondents);
   - Neighbourhood character concerns (mentioned by 5 respondents);
   - Too many units (mentioned by 5 respondents);
   - Concerns about too much population growth in this area and a lack of amenities to accommodate this growth (mentioned by 4 respondents);
   - Concerns about Wesgroup's process (get rezoning approved and then go back and do a text amendment to get bigger buildings) (mentioned by 3 respondents); and,
   - Not enough family-friendly units, especially affordable ones (mentioned by 2 respondents).

   The most common comments in support of the application included:
   - Good to have density near Skytrain (good for environment etc.) (mentioned by 4 respondents); and,
   - Good to see more rental (including affordable rental) being built (mentioned by 4 respondents).

4) 47 survey respondents answered the question about which neighbourhood (in this case, Residents Association area) they lived in: most question respondents (27 out of the 47 question respondents, 57.4% of question respondents) lived in Sapperton. The next most common Residents Association area among respondents was Brow of the Hill (5 question respondents, 10.6% of question respondents), followed by Massey Victory Heights (4 question respondents, 8.5% of question respondents).

City-Led Consultation

A City-led consultation process was also undertaken from September 27 to October 12, 2020. This included the creation of a city-led consultation webpage to provide up-to-date information on the project as well as contact information, an online survey, and a Virtual Information Session was held over Zoom on October 7, 2020. A summary of the Online Survey and Virtual Information Session is included in the following pages of this attachment. Key themes identified were:

- Questions received included:
  - impact of rental on commercial businesses, safety of school children (walkability and public experience of site),
  - public outreach for project,
  - details on the useable open space on site and suitability for families,
  - Compressed timeline for public comments and CMHC deadline (what happens to project if this falls through),
  - parking for UA and construction staging,
  - length/term of affordability,
  - comments about art gallery/studio space (design related and whether it can accommodate ceramics)

- Major Concerns raised:
  - Traffic and parking as a result of increased density and proposed parking variance
  - Proposed height increase of building
  - Need for more affordable housing

- Items raised in support for project by some community members:
  - Project providing density near SkyTrain
  - Provision of more rental housing in community (including less-than-market rental units)

5) 45 survey respondents provided age information. The majority of question respondents (27 out of 45 question respondents, 60.0% of question respondents) were 35-49 years old. In regards to representativeness analysis (compared with the 2016 Census analysis for all of New Westminster):
    - The following age groups were underrepresented in the survey: 0-19 year olds (0.0% of survey respondents "-" 16.8% of New Westminster residents = -16.8% difference), 20-34 year olds (6.7% of survey respondents "-" 23.4% of New Westminster residents = -16.8% difference), and 65+ year olds (6.7% of survey respondents "– "15.2% of New Westminster residents = -8.6% difference);
    - The following age groups were overrepresented in the survey: 35-49 year olds (60.0% of survey respondents "-" 22.4% of New Westminster residents = +37.6% difference); and,
    - The following group had a similar representation in the survey compared with the New Westminster population: 50-64 year olds (26.7% of survey respondents "-"22.1% of New Westminster residents = +4.6% difference).

6) 48 survey respondents answered the question about connections to New Westminster. The most common connections were:
    - Homeowner in New Westminster (36 question respondents, 75.0% of question respondents);
    - Renter in New Westminster (8 question respondents, 16.7% of question respondents); and,
    - Employee in New Westminster (8 question respondents, 16.7% of question respondents).

    When looking at just owner/renter breakdown (44 question respondents) for representativeness, the following results were found:

        - 81.8% of tenure answers were homeowners, while 18.2% of tenure answers were renters;
        - When compared with the tenure breakdown for New Westminster as a whole, renters (18.2% of question respondents – 43.9% of New Westminster households = -25.7% difference) were underrepresented and owners (81.8% of question respondents – 56.1% of New Westminster households = 25.7% difference) were overrepresented.
        - When compared with the tenure breakdown of Sapperton as a whole (https://www.newwestcity.ca/database/files/library/OUR_CITY_2041_Official_Community_Plan_Statistical_Planning_Boundaries_Map.pdf), renters (18.2% of question respondents – 44.6% of Sapperton households = -26.5%) remained underrepresented, while owner households (81.8% of question respondents – 55.4% of Sapperton households = +26.5% difference) remained overrepresented. (*at the time of the creation of the RA profile data, the McBride Sapperton RA also contained the now Victoria Hill Ginger Drive RA area, so the Sapperton neighbourhood statistical boundaries were used for this comparison).

100BraidStreet-RezoningTextAmendment-SurveyResults

REZ00201- Zoning Bylaw Text Amendment for 100 Braid Street

10/14/2020 2:39:48 PM

What is your level of support for the proposed text amendment to the Comprehensive Development zoning (CD-67) District for 100 Braid Street?

Respondents: 49

Choice	Percentage	Count
Strongly support	22.4%	11
Support	8.2%	4
Neutral	2.0%	1
Do not support	18.4%	9
Strongly do not support	49.0%	24
Total	100%	49

Do you have any comments about the proposed text amendment?

Respondents: 39

#	Respondent	Do you have any comments about the proposed text amendment?
1	64.180.115.13	y
2	69.172.169.55	While I agree with increasing density around transit, I do not think a 35 storey building is a good fit for the first high rise in the area. The original building size proposed was already going to look massive. As with the Brewery District, Wesgroup has shown us a plan and then later come back to increase the height of the tower substantially. It seems like every building going up in the area is using the affordable housing angle to increase their size. Affordable housing should be included in the original planning as a requirement, not thrown in later as a way to try to maximize profit by increasing the number of units for sale or rent. I will be sad to see the original 100 Braid St building lost; it is an amazing and unique space for our community and it adds great value to the area for artists and art lovers.
3	172.103.252.102	Additional density next to a skytrain station is positive for residents, and the environment.
4	96.55.130.97	Vehicle traffic at this intersection and within Sapperton far exceeds current infrastructure. I have grave concerns at this time regarding traffic at the Braid and Rousseau, especially during times of drop off and pick up of school children. I am aghast at the carelessness and aggressive driving observed on a daily basis. It is not uncommon to see vehicles disobey road rules and drive in the oncoming lane. Sapperton has long struggled with parking and I do not support the amendment to decrease parking.
5	64.114.222.113	This is yet another example of Wesgroup playing the game of getting approval to rezone a property under one set of plans, then, after approval, applying for a Text Amendment to significantly change the terms of the property. Wesgroup's proposal is a ridiculous ask: expanding the initial building from 20 storeys to 35 on the basis of Market Rental housing to try placate the City. Market Rental does not satisfy the need for affordable rental housing in Sapperton or New Westminster generally. Wesgroup MUST be told 'no' clearly so that they will stop playing this dishonest game of switch and bait with the City and the resident in which it operates. The proposal to significantly reduce the number of off-street parking is another ludicrous ask in an area which is already overburdened with traffic and parking issues. This Text Amendment proposal is a complete non-starter.
6	96.55.145.193	I am very much opposed to this development. It is out of character with the rest of Sapperton, and will serve to further congest an already challenging area of the city to traverse through. I want to see development that meets the needs of the Sapperton community - a giant tower of a bunch of 1 and 2 BR condos is not at all what the community needs. We need affordable, family-friendly housing options. The developer's offer of 96 "less-than-market rates" units is not sufficient in meeting community needs in order to compromise on other aspects of this proposed development. When the going market rate already prices out so many people, "less-than-market rates" does

		not mean affordable. I urge the City to put this development on hold until a proposal that actually meets community needs can be developed.
7	206.116.134.13	too tall, too many people for that location, surrounding streets can not support more cars, not enough parking in the building to support all those suites, why so many rental buildings in sapperton? Why does Wesgroup have such a monopoly on the rental market in one neighborhood? No shopping at the bottom of Braid for residents of this building (big hill to climb for residents to buy anything). ITS JUST WRONG, 25 STORIES IS MORE THAN ENOUGH RENTALS
8	206.116.216.250	if the purpose is to gain rental units, the market rental units will still be unaffordable for many and the 96 low rental don't meet the City's low rental definition, then why would we trade off these less than beneficial changes to add more density to an already congested area. Has the City considered how they are going to manage the pedestrian traffic at this already busy intersection. Perhaps the developer should be asked to include putting in overhead walkways from this building.
9	96.55.131.45	The wording around the art gallery and studio spaces need to be prioritized and brought to the forefront based on the last rezoning of this property. The existing convenant must be respected.
10	24.86.150.172	The city is too quick to give-in and approve variance because of the magic words : "Market Rental Housing" I am strongly opposed to yet another Zoning Amendment in the Brewery District to increase the height of the tallest high-rise on the site to an insane height of almost 100 meters. I really hope the lure, and bribery of some added secured market rental space will not sway council to pass this amendment. Since moving to Sapperton in 2003, when there was still a smell of hops in the air from the Labatt's brewery down the street, lots has changed in New Westminster's oldest neighbourhood. So after the brewery closed in 2005, and the public hearings began about how to develop the "Brewery District", to be a part of the modern Sapperton community. Residential, commercial and health services was going to make the area around Royal Columbian Hospital a better place. Adding all this to a brand new Skytrain station was a good way to bring this multi Acre lot into the modern age. I was initially in favour of this modernization. From the very first public hearing/consultation, there was concern about density. How much extra traffic could the surrounding roads handle. Where were these new residents kids going to go to school? What kind of park or green space would be added to accommodate such an increase? The developers overseeing these public consultations brushed a lot of these concerns off. Initially my neighbours and I voiced concern about density and the number of stories in the 4 largest residential apartment buildings along Brunette Ave. The initial proposal looked at the height of these building starting on the South end at 8 stories, then 8 stories, then 12 stories and the last one - what they called the 'show-piece' - at 20 stories (200 feet). As the hearings continued, I made sure my concerns were in writing, and tried to get more information from the city and the developers about what they really wanted. After a few public hearings of the developer downplay
11	142.179.41.107	It's time to STOP increasing population in New Westminster

12	70.71.171.68	The additionally density will not be rentals in perpetuity.
13	66.183.129.106	Too tall. Too many units. Infrastructure in & around this area does not support this type of population growth nor does this fit the look & feel of my New Westminster
14	50.92.46.107	This building so to high for this area....the traffic in this area is already terrible, the Urban Acadamy already blocks out so much sunlight in the area and the ration for the parking is crazy wrong. Whats going to happen is that the people who live in this building will still have cars and you will be turning the Sapperton area around this into a giant parking lot.
15	75.155.151.198	Crazy to increase density but reduce off street parking
16	96.55.134.233	It strikes me that Wesgroup's intentions to expand the scope of their project is very self-serving.
17	96.55.132.76	Adding market value housing doesn't justify increasing thy r density by so much
18	66.183.195.245	Traffic is bad enough in this area. The building does not meet the feel of the neighborhood
19	66.183.217.100	The 35 stories is too high. This building is going to set the stage for the rest of the Sapperton green development. Keep it at the original planned height. Please don't let them go that high.
20	173.180.110.72	Add a pet friendly area like dog area for pee/poop and dog park
21	50.92.233.10	I do not like that they want more parking on the street as that area is already crowded. I hate the added height, and I don't think what Sapperton needs is more housing that no one can afford anyways. Market rate means nothing when even the market rate is too high, even the less-than-market rate suites probably aren't that much less and that support gets cut off after only 10 years? Hell no. Keep Sapperton small and charming and free of big developments
22	99.199.95.129	Traffic and parking concerns.
23	192.252.234.224	The amendment should not be approved unless the affordable units mentioned in the proposal are guaranteed in perpetuity and apply to a range of differently-sized units that could accommodate family groups (i.e. 2 and 3 bedroom units).
24	205.250.164.112	Too many units for small streets
25	70.71.231.43	It is too big a project. The streets & traffic control in Sapperton would not be able to handle the added volume of this many residents
26	99.199.93.19	i'm worry the fewer parking spaces will affect the other houses in the area
27	50.92.45.183	I am opposed to the increase in height at 100 Braid Street. Even 21 stories is too high for the surrounding neighbourhood of single family homes. 35 stories would be an obscenity. I am also a little disturbed at how much clout these developers have with city councils in general. There has been a disruption in the local street parking since the school was opened on that corner. All the 2 hour spots are taken up every day by the parents, who park their cars in the streets and walk their kids to school. Now, with these

		proposed amendments, the situation will not improve. Wesgroup should not only be responsible for providing additional parking, but they should also be held fiscally responsible to all the necessary traffic, sewer and water improvements to the streets. It usually takes me more than ten minutes to drive the two blocks from my house on Wilson to the freeway entrance. The problem here is that the railway has control of the signals at Braid and Brunette. Even the smallest switching movement at BNSF can activate these signals. If the city wants to develop Sapperton Green, the whole existing street pattern will have to change. I suggest that Braid street needs to go subterranean, beneath the tracks, and the developers should pay the whole shot. The entire approach of Brunette to the freeway will have to change, all the on ramps and off ramps. The trains will no longer need to blow the damn whistles and the good folks in all the new towers will get a good sleep each night. Please consider this option in your planning process for the future of Sapperton.
28	13.110.54.38	I do not support this development in its current iteration. Specifically, I feel that the bonus density for rental apartment construction is excessive and does not reflect current market dynamics. Rental apartment construction is now more attractive vs. condo development. As such the roughly 60% bonus density is out of scale for what the developer likely wants to build anyhow. Instead I suggest adapting the city's rental density bonus policy to roughly 30% instead, resulting in a development that better transitions down to the residential neighbourghood beside. High rises above 30 floors should only be located closer to station. On this side of Braid Street heights should already be transitioning down to more of a mid-rise scale.
29	70.71.254.149	I would support this plan if market rental rates were reasonable. I saw the line item - may include some market rentals about 70% of median income for 10 years. 70% is ridiculous, and new west should expect more from developers it agrees to work with. There is a housing crisis. Actually affordable rental rates for a specified number of suites for more than 10 years should be required. New west should not only be for the rich.
30	207.34.136.200	I believe there is a shortage of affordable rental property in New West and this proposed amendment will help provide additional rental housing in a area directly accessible by existing public transportation
31	96.55.134.129	I support the 424 units of market rental housing and the 395 square metres (4,252 sq.ft.) of dedicated art gallery and studio space with discounted rents.
32	50.92.45.73	Insted of making yet another construction site I would rather see existing buildings around New West get finished and first properly set up. Too much development is happening all at once and we need to address the problem of parking, school and affordable and livable housing with existing buildings.
33	70.71.224.135	I thought that the school would be able to purchase this for more classrooms or a green field for children. I guess the developers knocked them out of the race?
34	192.157.115.133	This development fits with the city's goals for below market rental housing.
35	70.68.140.26	Nice to see this area being cleaned up, and very progressive to see density around sky train.

36	209.52.88.25	I think this a great idea
37	96.55.136.166	There is no question that the City of New West would benefit from a greater inventory of quality rental housing in our very limited land base. There is also no question that Wesgroup has an impressive proven track record of transforming older neighbourhoods into vibrant urban centres. In this case Wesgroup is going a step further by embarking on a relationship with CMHC that could bring significant benefit to New West and specifically to this Sapperton neighbourhood, by securing "affordable rental units" for many years to come. This proposal shows a very thoughtful and thorough design for integrating high density living with creative amenities that will enhance the quality of life for all residents - owners and renters alike, as well as local neighbours. The City of New West has planned an ambitious undertaking for the Sapperton OCP and now Wesgroup is stepping forward to lead the change and bring diversity to our City. I believe Council should support the vibrant growth destined for the Rouseau Triangle and Sapperton Green neighbourhoods while realizing the opportunity to increase quality rental inventory for the next generation of home owners and renters coming to New West. It is the City's responsibility to facilitate positive change as it relates to new projects and this one has a great many pluses to weigh in it's favour.
38	64.180.192.252	I am the president of a club at Douglas College and this is a few students thoughts they have sent me. First, is that approximately 75% of the units will be non-family orientated (Studio + 1 Bedroom). For the majority of students, it is important to us that the building will be more focused towards individuals and couples. Further, this is important since most of the students fall within this category, and it's important for us to know the demographic that may be moving in. Second is how close it is to public transit, which, many students rely on public transport as their way of getting around, since personal vehicles can be outside of financial reach due to being low income, and having large tuition fees. We found that since the proposed building is so close to transit, as well as part of our tuition fees being allocated to the Upass, it would be ideal for many New Westminster Douglas students. Third, it is stated that you may get subsidizes for some of the rental spaces. Most students are considered low income due to tuition fees, and spending time studying, they are unable to earn a healthy wage to pay for high cost rentals. These subsidies will likely make or break it for some students, which may even be long-term, or life-long tenants of the rental space. Lastly, it had mentioned several different amenities that will also be in the new building. 3 key ones to us were the Gym, BBQ area and green area. The gym will be fantastic for students as the generation is very health conscious, and will result in the gym being used before or after a student has classes. (This will also in turn, help students perform better in school, due to better health). For the BBQ area and green area, students will be able to entertain some friends for an evening and enjoy some green sites, versus an apartment downtown, which one would likely only see other buildings and not so much green. These would act as entertainment areas, which would leave a positive feeling from students.

39	206.116.134.178	1. There is no guarantee at this point that less-than-market rental units will be made available by the developer. Market rental housing by Wesgroup is not affordable housing. 2. With the identified traffic concerns of the lower Sapperton neighbourhood from both parent vehicles from Urban Academy (soon to be an additional 100 students) and staff from Royal Columbian (also in expansion) adding density will only add to traffic either moving or parking in the current neighbourhood. There is an assumption that tenants won't have cars. Taking transit to get groceries during this pandemic or walking the distance to the nearest grocery store from this site are not reasonable options for some families. 3. At what point will the goal of livability be looked at in the broader context by the City? Does New Westminster with it's small land base have to densify with super-highrises to the detriment of existing residents? Where are the amenities to support the additional people who will move to this 118 metre high building? Our new schools are already full and our recreational facilities are usually packed (pre-covid). The closest park, Hume, is full of people already on the weekends. Sports teams can't find space to play. Does Council actually care about the residents who already live in Sapperton? I also really wonder why the City is allowing developers like Wesgroup to build homes for people so close to a major truck route, railway line and entrance to a freeway, and close to industrial lands? The years of complaints from people living at the Quay should be a lesson about allowing development so close to a railway with honking trains! What about the quality of life of those tenants? Is this the best we can do? 4. Finally, from an aesthetic perspective, the juxtaposition of a single-family neighbourhood beside a 390 foot highrise couldn't be more unpleasant and the view, which matters to many residents, will not be enhanced by the additional height. Thank you.

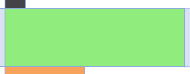
OPTIONAL - Demographic questions

Respondents: 47

Choice	Percentage	Count
Brow of the Hill	10.6%	5
Connaught Heights	0.0%	0
Downtown	4.3%	2
Glenbrooke North	0.0%	0
Massey Victory Heights	8.5%	4
Moody Park	2.1%	1
Quayside	0.0%	0
Queen's Park	2.1%	1
Queensborough	0.0%	0
Sapperton	57.4%	27
Victoria Hill Ginger Drive	6.4%	3
West End	2.1%	1
Not sure	0.0%	0
I don't live in New West	6.4%	3
Total	100%	47

What is your age?

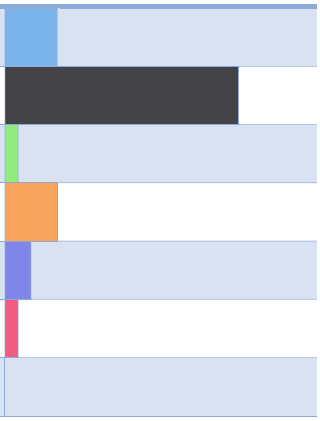
Respondents: 47

Choice	Percentage	Count	
19 & under	0.0%	0	
20-34	6.4%	3	
35-49	57.4%	27	
50-64	25.5%	12	
65 & older	6.4%	3	
Prefer not to say	4.3%	2	
Total	100%	47	

What is your connection to New West? (select all that apply)

Respondents: 48

Choice	Percentage	Count
Renter in New West	16.7%	8
Homeowner in New West	75.0%	36
Student in New West	4.2%	2
Employee in New West	16.7%	8
Business Owner in New West	8.3%	4
Other, please specify:	4.2%	2
Total	100%	48



#	Respondent	If other, please specify:
1	70.71.171.68	Looking for rentals in New Westminster.
2	173.180.110.72	Parent of a student in new west

POTTINGER BIRD

COMMUNITY RELATIONS

Public Information Meeting
Summary Report

Report Date: October 16, 2020

Zoning Bylaw Text Amendment & Development Permit Application
100 Braid Street, New Westminster
Applicant: Wesgroup Properties

Summary

Wesgroup Properties ("Wesgroup"), in collaboration with Chris Dikeakos Architects Inc ("CDA"), has applied to the City of New Westminster ("The City") to amend text for the Comprehensive Development zoning (CD-67) zoning district that was adopted for 100 Braid Street on November 21, 2016.

The site is currently zoned for 20-storey market condominium. This means that a 20 storey condo building can be developed on the site today (and does not require further community consultation or Council approval). This use is outright and would be subject to Development Permit approval by the City.

The proposal seeks to convert the 20-storey market condominium building into a 34-storey secured rental building that would deliver 423 homes and approximately 4,300 sq.ft. of art gallery and studio space at discounted rates. Wesgroup is also pursuing a private partnership with Canadian Mortgage and Housing Corporation ("CMHC") to secure 96 of the 423 units at affordable rates. With regard to the application, the term "affordability" is defined by CMHC as "30% of 70% of CMHC median household income." It is also important to note, that the affordable housing component of the proposal is not a City of New Westminster policy requirement, rather, it is an added benefit that is being pursued through a voluntary, private sector partnership with CMHC. Without this partnership, the plan will revert back to the previous program under the existing zoning of 20-storeys of market condominium residential.

The application has been made under the City's *Secured Market Rental Housing Policy (2017),* which allows Council to consider additional density on this site through a rezoning in order to facilitate the creation of secured (long-term) market rental units. The zoning text amendments that are being proposed include:

- Increase the net residential density on the subject property from 18,817.5 square metres (202,550 sq. ft.) (4.3 FSR) to 28,456.6 square metres (306,304 sq.ft.) (6.51 FSR);
- Increase the maximum building height from 65 metres (213.25 ft.) to 118 metres (390.42 ft.); and
- Decrease the off-street parking requirements to a ratio of 0.81 stalls per unit and 0.651 visitor stalls per unit.

As part of the planning process, a digital Public Information Meeting ("PIM") was held on October 7, 2020 to share the proposal with the community. The purpose of the PIM was to provide information about the development plans, answer questions and gather feedback from the community.

Approximately 23 members of the community attended the virtual PIM. Leading up to and following the meeting, the City of New Westminster received 50 comment cards and 5 pieces of email correspondence from members of the public.

Community Notification

An official letter of notification (Appendix A) was delivered via the City of New Westminster's Planning and Development Services Department. The notification was delivered to property owners within 100 meters of the site and was received 10 to 14 days in advance of the PIM.

Site Sign

As required by the City of New Westminster, a sign (Appendix B) erected on the site on September 3, 2020 to inform neighbours of the application.

Summary of Public Information Meeting

Date: Wednesday, October 7, 2020
Location: Digital Public Information Meeting
Hours: 6:00pm – 8:00pm
PIM Attendees: 23
Questions and comments received during the PIM: 19
Comment sheets received: 50

Meeting Format

The PIM was held via ZOOM webinar. The project was introduced by City Staff, followed by a formal presentation from by the applicant with 39 story boards (Appendix C) and a facilitated Q+A period. Representation from the City of New Westminster, Wesgroup Properties, Chris Dikeakos Architects Inc, Bunt & Associates and eta Landscape Architecture were present to respond to questions from the community.

Public Questions & Comments

All questions and comments received at the PIM have been transcribed exactly as they appear and are included in Appendix D of this report (no corrections of spelling or grammar).

1. **Q:** Hi my name is Daren Hancott, Chair of the Advocacy Committee for the New West Chamber of Commerce. My question is: how does this new building support the local businesses in Sapperton and the economy and specifically, how does the rental housing aspect of the project add value to the area? What are the benefits of rental units in the area for families and businesses? Thanks.
   A: (Wesgroup) The addition of the 423 units and the residents that come along with that will help businesses in two ways – given the historic low vacancy rate in New West, and in the lower mainland as a whole, I think it's hard for businesses to find employees that are living nearby; adding new units and people that come along with them will create a potential pool of employees for local businesses. Creating housing near transit and employment may also help with retention and will create a customer base for businesses with the addition of new residents. With Sapperton Green anticipated to proceed, subject to Council approval, there may also be more businesses coming to the area. We are also offering secured housing, which is a differentiator from condo, that will help create stability and security for employees living in the area.

   We're also including over 4,000 sq.ft. of gallery space to support the local artist community within the Sapperton neighbourhood.

   (CNW) We are seeing a lot of growth in the area. The expansion of Royal Columbia Hospital will be an economic catalyst for the neighbourhood. We expect to see more hospital staff wanting to

live in the neighbourhood which creates more consumers in the neighbourhood supporting local businesses.

2. **Q:** Hi my name is Personal Information Removed I'm a Sapperton resident and have children who attend Urban Academy. What are the plans to ensure safety, walkability and public experience of the site, given it is adjacent to a school? Thank you.
   A: (eta) For addressing vehicular safety and access, the parkade on our site has shared access with Urban Academy. Other than that space, which is already used as a drive isle, the rest of the site is totally car care. As far as separating the site from the property next door, we do want people to be able to move between the properties; we have created as much green space and landscape buffers as possible. The whole site is accessible and can be accessed by people with disabilities. We want to make the site as pedestrian friendly as possible for people coming home, attending events here or going to school.

   (Wesgroup) The courtyard is pedestrian friendly area that is separated from Braid Street and open to the public that will be separated from vehicle traffic.

   (Bunt) Urban Academy has robust transportation plan. There are peak pick up/drop off periods associated with the school which will be incorporated into our operational plan so that we can reduce periods of conflict to improve overall safety of children and pedestrians on site.

3. **Q:** Rental over condo on Braid seems appropriate. I expect that this project will appeal to faculty members at Urban Academy as well as other local employers like Royal Columbian Hospital, Amazon, etc. Will you be reaching out to local employers to let them know about this project?
   A: (Wesgroup) We have reached out to employers, businesses and stakeholders within the Sapperton and New West neighbourhood, this includes Amazon and Quadreal. As part of our application, notifications were sent out to residents and commercial landlords as well. Engagement is apart of our program and we will definitely want to reach out to local employers as we continue moving forward.

4. **Q:** Personal Information Removed Sapperton Resident. What public green space are you adding to this site besides redirecting people to Hume Park. We've certainly learned how important outdoor /common space is during this Covid outbreak.
   A: (eta) All the spaces on the ground floor are accessible to the public. The plaza can be accessed at anytime by anyone. As far as resident spaces, we have tried to provide all the amenities you would need to not leave the site – dog spaces, play areas, etc. As far as green spaces, we have lined the edges with landscaping and soft scaping. The residential units will look out into green spaces and be surrounding by planting. We are trying to incorporate green roofs on all the spaces that will be visible to residents.

5. **Q:** Hi, my name is Personal Information Removed. I am a resident of New West and I work in the Brewery District very close to the Wesgroup towers near the Sapperton Skytrain station that were previously mentioned. I agree that there is a lack of affordable rentals and that areas around Skytrain stations are better suited for higher density and rentals. My question is: what happens if this proposed amendment for higher density does not receive approval this year?
   A: (Wesgroup) We are definitely seeing demand for rental housing in that area. One of the unique opportunities we have here is to bring federal funding to New West Minister with the CMHC program. The project does need the additional density to support the rental, which also comes

with some affordable rental. That is a unique benefit coming with this application. Not thinking about what could happen if the application isn't able to proceed. We are committed to this project; think it meets the goals of Council and City policy. It would be a missed opportunity to lose the market rental and affordable housing that is being proposed here.

6. Q: Am I understanding correctly that the request is to use the Secured Market Rental Houseing Policy in order to provide over 400 rental units to the New West market on this site? If this did not proceed would the existing plan of just 21 storeys have any rental? It seems like such a win for NW to have a developer requesting to provide such a significant number of desperately needed rental units.
   A: (Wesgroup)The short answer is no – the economics don't work. The City has an incentive program to convert condos to market rental. The additional density is required to support the rental, which is not as economically viable as condominiums. We would not be able to offer the market rental with the lower density.

7. Q: Are you proposing rental as opposed to condos here because of the close proximity Braid Station? Hopefully you are able to build less parking to help with overall affordability
   A: (Wesgroup) Yes. It is a proposed rental site due the proximity to Braid Station. The affordability crisis that we are seeing in New Westminster and across the region has led Wesgroup as re-examine our plans site, particularly given its location in close proximity to Braid Station.

   (Bunt) We are seeing lower vehicle ownership rates and less reliance on the automobile. We have aligned parking supply with the anticipated demand. In some respects, our proximity to Braid Station we feel may reduce demand for parking. Parking rates generally vary based on the number of bedrooms in a unit – we're seeking approximately 0.8 stalls per unit which is an 18% reduction.

8. Q: Rental housing is certainly important in our community to ensure a resilient future… I'm a mother/father of a 4 yr old, raising him in multi-family. It is important we consider families and their needs when planning for new multi-family. Can you tell me about the features included that will attract, and support families?
   A: (Wesgroup) The building includes 20% family friendly 2 and 3 bedroom units; this meets City policy. A number of features in the building have been designed to attract families – including amenities for parents and children to enjoy such as indoor and outdoor play areas, indoor theater rooms and more.

   (CDA) The urban plaza, the art gallery and the adjacency to the school all add syngergy between the school and our building. There is lots of open space on our property, we're close to Hume Park and understand that more outdoor space is planned for Sapperton Green, which we think will appeal to families.

   (Wesgroup) We do have a number of ground oriented 2 bedroom units as well which may be attractive to families.

9. C: Hi, My name is Gagan Sivia and I am the president of the Sapperton Residence Association.

10. Q: As you know, our Sapperton community has concerns around traffic and parking. The creation of additional parking stalls for UA through this rezoning will go a long way to help these concerns.

Can you share plans for trades parking during construction to ensure this doesn't become a bigger issue for the community?
A: (Wesgroup) We understand the concern around traffic and parking in this area. Wesgroup has been in the community looking for land to secure – which we have. We have secured vacant land which will provide 40 parking stalls for trades during construction and parking for Urban Academy immediately to the South of the site on Brunette Ave.

11. Q: Why the 10 year limits on affordable rental rates? All I see is that after a decade is the permission to double the height that benefits no one.
A: (Wesgroup) This is a requirement that is set by CMHC as part of our application to secure federal funding. Since this is not a City policy requirement, we are strictly following CMHC's requirements. As units become older and more comes to market, these units will become more affordable. Ten years seems to be a tipping point where we start to see units become more affordable. These units will become more affordable with time – after ten years, these units will become market, but they will be market units in an older building. That is the rationale for securing the 10 year tenure with CMHC.

12. Q: One more question. How many units have 3 bedrooms or more? and how many fall under the affordable housing rates. Those are the sizes that are most in demand - especially for parents with children.
A: (CDA) 21 units are 3 bedroom units, which represents 5% of the total number of units.

13. Q: I like the art gallery component, both in design and as a use. Is this specifically display space or is there studio or other creative spaces being proposed?
A: (Wesgroup) We're excited about the art gallery space. We've proposed two levels on the ground and second floor. The design is an open plan that can be determined by the end user that occupies the space. Our intention is to have both creation and display space. The 4,000 sq.ft. of gallery space were secured through the previous rezoning and will front Braid Street so that it has high visibility from the street. The user rate has been agreed upon with the City and will be significantly below market.

14. C: As a follow, I would like to suggest a ceramics studio space as this is something. The city currently lacks.

15. Q: The rental vacancy rate in New West is low. Great to see that the city is encouraging developers to convert condos to rental. Are there other developers who have applied to do this?
A: (CNW) With the adoption of our Secured Market Rental Policy, there has been a lot of uptake. We've had a number of applications including in Brewery District, Uptown and Downtown. This program has had a lot of success in bringing in new rental units.

16. Q: Looks like some great amenities will be offered as part of this development. Will all residents (market and affordable units) have access to the same amenities?
A: (Wesgroup) Yes, both residents of market and affordable units will have access to the same indoor and outdoor amenities. The courtyard on the ground floor will also be open to the public.

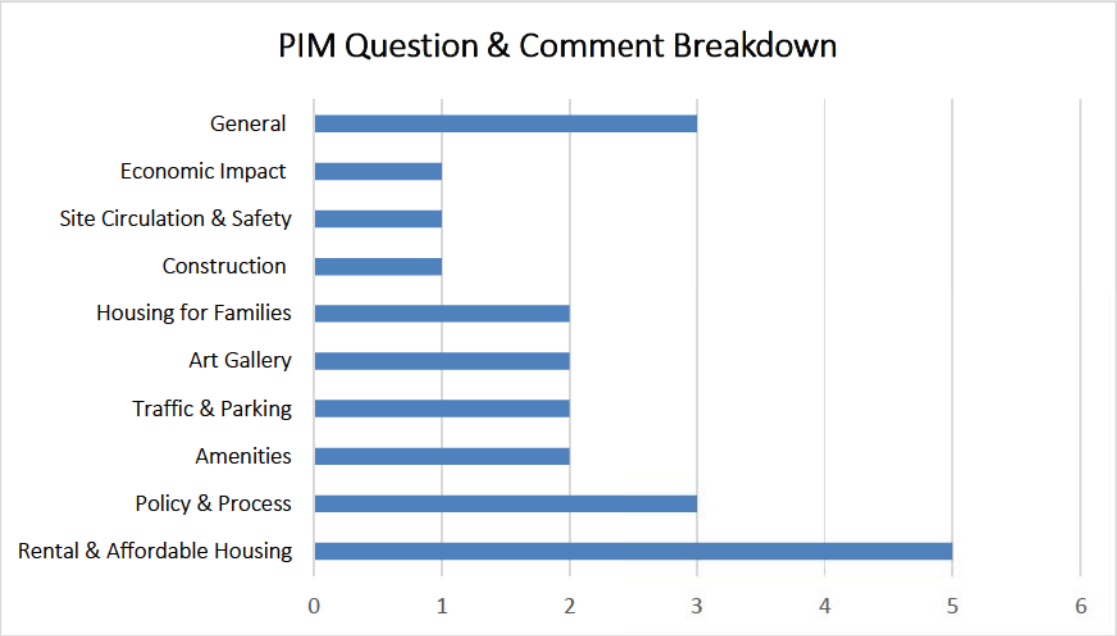
17. C: I would like to thank Wesgroup for their forward thinking and creative design to bring affordable rental housing of this calibre to the Rouseau Triangle in Sapperton. Wesgroup's reputation for building thoughtful, modern urban centres is very impressive, as we have

witnessed in the Brewery District and also in the River District in Vancouver. Their presence in the Rouseau Triangle will be a great benefit and pioneer as this area re-develops as a new urban centre for New Westminster.

18. **Q:** Will this video be posted so it can be watched at a later date? And if so where will that be posted?
    A: The presentation materials are posted online, and a summary report about the session will be developed and posted. However, we will not be posting the recording

19. **C:** As Chair of the Urban Academy School Board of Directors, I am excited to see this project move forward and have Wesgroup joining us in the Rouseau Triangle. WesGroup has proven time and again they are community builders in New Westminster. They are demonstrating this with an excellent example of an urban development focused on bringing community together.

The following chart provides a breakdown of the questions and comments raised at the PIM:



Comment Sheet Results and Quantitative Analysis

Project information and comment cards were made available on the City of New Westminster's website for members of the community to review the plans and record their feedback on the proposal. 50 comment cards were received between September 28 and October 12, 2020 and are attached herein (Appendix D). Please note that comments are transcribed verbatim and have not been corrected, altered, or censored.

Survey respondents were asked to identify their level of support for the proposed text amendment to the Comprehensive Development zoning (CD-67) District for 100 Braid Street. 49 responses were received:

Strongly support	22.4%	11
Support	8.2%	4
Neutral	2.0%	1
Do not support	18.4%	9
Strongly do not support	49.0%	24
Total	100%	49

Key Areas of Support:

- **5 respondents** expressed support for increased density in close proximity to rapid transit
- **5 respondents** expressed support for greater access to rental and/or affordable housing
- **2 respondents** expressed support for the site's access to amenities on and/or off site
- **1 respondent** indicated that they were supportive of the below market art gallery space
- **1 respondent** expressed support for the overall plan

Key Areas of Concern & Suggestions of Improvement:

- **14 respondents** raised concerns about increased vehicle traffic in the area
- **13 respondents** expressed concern about parking
- **11 respondents** would prefer to see a reduction in height
- **9 respondents** indicated that the project does not offer a sufficient level of affordable and/or affordable housing units
- **5 respondents** would prefer to see a building design that is consistent with the existing neighbourhood character
- **5 respondents** would prefer to see fewer housing units at this location
- **5 respondents** expressed concerns about local population growth and the lack of amenities to accommodate it
- **3 respondents** shared concerns about the overall application process
- **2 respondents** indicated they would like to see more family-oriented homes

Survey respondents were asked to comment on their connection to New West. 48 responses were received:

Choice	Percentage	Count
Renter in New West	16.7%	8
Homeowner in New West	75.0%	36
Student in New West	4.2%	2
Employee in New West	16.7%	8
Business Owner in New West	8.3%	4
Other, please specify:	4.2%	2
Total	100%	48

#	Respondent	If other, please specify:
1	70.71.171.68	Looking for rentals in New Westminster.
2	173.180.110.72	Parent of a student in new west

Survey respondents self-identified their age range demographics. 45 responses were received:

Choice	Percentage	Count
19 & under	0.0%	0
20-34	6.4%	3
35-49	57.4%	27
50-64	25.5%	12
65 & older	6.4%	3
Prefer not to say	4.3%	2
Total	100%	47

Survey respondents self-identified as residents of the following neighbourhoods in New West. 47 responses were received:

Choice	Percentage	Count
Brow of the Hill	10.6%	5
Connaught Heights	0.0%	0
Downtown	4.3%	2
Glenbrooke North	0.0%	0
Massey Victory Heights	8.5%	4
Moody Park	2.1%	1
Quayside	0.0%	0
Queen's Park	2.1%	1
Queensborough	0.0%	0
Sapperton	57.4%	27
Victoria Hill Ginger Drive	6.4%	3
West End	2.1%	1
Not sure	0.0%	0
I don't live in New West	6.4%	3
Total	100%	47

In addition to the survey responses that were collected by the City of New Westminster, the following (5) comments were received by email:

1	Hello, I would like to say that as a long time Sapperton resident and I am in favour of the above mentioned text amendment. I think this development has been very well thought out and planned and will be a great addition to the whole Sapperton Green project and to this area of New Westminster. Thanks very much,
2	This proposal should not be considered: Too many people for that location Streets in that area can not support more vehicles (yes, tenants that live near skytrains do have cars, don't let the developer fool you) It just took me a half hour this past week one day to drive from Buchanan ave to Brunette, no construction, just busy, lights not functioning properly , trains etc.....adding 400+ families to this location with the current road system is dangerous and foolish There is no shopping at the bottom of braid (big hill to climb up if you need milk) There is not enough parking for all those suites inside the building (tenants do have cars despite what developers say).....DO NOT LET ANYONE FROM THAT BUILDING PARK ON ANY OF THE RESIDENTIAL STREETS. Why does Sapperton need to have such a dominant supply of rentals, and by one company wesgroup? Why not promote rental buildings in the other areas of the city, wesgroup has already been provided that luxury at the Brewery District.....thats enough. They are not even "affordable". Wesgroup is getting greedy, no longer a good neighbor. What ever they ask for, is never enough, a few years later they come back asking for more.....I wish the home owners and tax payers of this city got this kind of support. I have lived in this Sapperton area for 50 years, I have been a _____ in the neighborhood for 31 years.....this is not a good idea.
3	I would like to comment on the proposal put forth by Westgroup, to increase the number of floors and/or units, to the high rise development at 100 Braid Street, in exchange for offering some temporary "affordable" units for a period of 10 years. I do not believe council should approve the proposed changes put forward by this developer. First of all, New West does not need more expensive apartments. We need more rental housing, but we need affordable housing and not just a few select suites. "Affordable" and I use that term loosely, housing in New West is primarily in older buildings, many of

	them, desperately in need of redevelopment. We can't afford to keep building apartment complexes that are unaffordable for ordinary people. There are more low income people in New West, than well off people. There are more lower income people in every community, but nobody seems to take that into consideration when making plans for the future. Plus, offering less than 100 apartments at some developers concept of "low cost" for 10 years, is a joke. Do they expect the people who are living in those apartments to suddenly get rich after 10 years? Do they plan to move all the poor people out on the street after 10 years and move in some rich people instead? That's insane and completely unreasonable. Secondly, if the development should go ahead, I do not believe the developer should be allowed to reduce the number of parking spaces. They may not all be required at the time the building is occupied, however, you can't add parking spaces later, they have to be built when the building is constructed. Traffic is already an issue in that part of the city and forcing people to park on busy and over crowded streets, because the developer was too cheap to build sufficient parking spaces, is untenable. In fifty years, nobody knows what the needs of the community will be. Perhaps even the number of parking spaces currently required by code, won't be sufficient. That space could be used for other purposes if it's not used for parking, but eliminating it all together is short sighted. Westgroup only wants to make money. They don't care about this community or the people in it. Well they are in business to make money so I guess that's okay for them, but that doesn't help New West's. It's incumbent on Council to seek out and make deals with developers who can help us to resolve our housing issues. Land space in this community is very limited, we can't be wasting what little there is for developments that don't serve our needs. Take a pass on this one and keep looking for the right partnerships. **Kindest Regards**
4	Hi, I'm just reading about the application for rezoning of 100 Braid St by Wesgroup and I have a question: they're applying to *reduce* the amount of off-street parking to less than a single stall per unit? Or is this a misprint? I find it a little appalling that in the GVRD with density problems we're thinking of allowing corporations to further exacerbate that by not providing adequate parking for units in their buildings. That should work out well for houses with multiple jobs and/or kids. Or maybe they're targeting strictly 1 bedroom apartments. Forgive me but this doesn't seem real. Am I misreading the intentions here? Thanks for your help,
5	New Westminster Mayor, Council, & Planning Division: I understand that there is a shortage of housing, especially affordable housing, in the Lower Mainland and that increasing the density is unavoidable if we are to solve the problem. However, I am very strongly opposed to this proposed amendment to Wesgroup's plan for 100 Braid Street. In the 22 years we have lived in Sapperton we have seen a dramatic increase in noise and traffic, as well as parking issues in our neighbourhood. We have opposed several developments

	over those years (Braid St-United Blvd-Skytrain project, the BC gov't Highway 1 interchange project, Wesgroup's amendment to their Brewery District development, the building and expansion of the Urban Academy). These projects, as well as the RCH expansion, mean our little neighbourhood has been inundated with more noise, traffic, and "ratrunners". Commuters wanting to avoid the long lineups on Braid Street cut through our streets and back lanes. Our street becomes dangerous for kids playing when the hospital employees get off work in the afternoon and speed down our streets, paying no heed to the current " local traffic only" signs, speed limits, or traffic calming measures. Earlier this week I counted 11 vehicles cutting down our back lane during afternoon rush hour in the space of only 10 minutes. When I drive home now I no longer come up the Braid St hill and turn left onto my street (Garrett), because it is unsafe d/t increased traffic levels. Instead, I turn left onto Rousseau St using the advanced green at the traffic signal. Even then there have been several times I can't continue down Rousseau because the street is blocked with parents picking up their children from Urban Academy. What would happen if an ambulance from the station on Rousseau St was trying to get through? Where will the 40 Urban Academy parking spaces currently on the 100 Braid St lot go to once the new development goes in? The neighbourhood certainly could not accommodate them. Decreasing the number of off street parking spaces and almost doubling the height of in the proposed highrise would make the situation even worse. What changes to the traffic flow and upgrades to the city services will occur to support this new building and ensure minimal impact to the neighbourhood? Having these taller buildings towering over us detracts from the livability of our great little neighbourhood. We chose to live here because of this neighbourhood. We are proud of the community here. The highrises at the Brewery District and the proposed Sapperton Green have a bit of buffer space between them and the current neighbourhood. 100 Braid St is right IN the neighbourhood. I am tired of the city and developers not listening to the people who live in this neighbourhood, not caring about the quality of life for those who live in the neighbourhood. Please reject the zoning bylaw text amendment for 100 Braid Street. Peace ✌ Love 💜 Happiness 😎

Please note that email comments shown in the table above are transcribed verbatim and have not been corrected, altered, or censored.

Appendices:

- **Appendix A:** Official Open House Notification
- **Appendix B:** Site Sign
- **Appendix C:** PIM Presentation Boards
- **Appendix D:** Copy of Submitted Comment Cards

Appendix A: Official Open House Notification

Please see next page.

REQUEST FOR PUBLIC COMMENT

ON A ZONING BYLAW TEXT AMENDMENT APPLICATION

Comment Period from September 28 to October 12 2020
Virtual Information Session hosted on Wednesday, October 7 2020 from 6 to 8PM

Zoning Bylaw Text Amendment for 100 Braid Street (REZ00201)

Wesgroup has applied to amend text for the Comprehensive Development zoning (CD-67) zoning district that was adopted for 100 Braid Street on November 21, 2016. A Development Permit application is being processed concurrently with the Zoning Bylaw Text Amendment. The purpose of the proposed text amendment is to:

1) Increase the net residential density on the subject property from 18,817.5 square metres. (202,550 sq. ft.) (4.3 FSR) to 28,456.6 square metres (306,304 sq.ft.) (6.51 FSR);

2) Increase the maximum building height from 65 metres (213.25 ft.) to 118 metres (390.42 ft.); and

3) Decrease the off-street parking requirements to a ratio of 0.81 stalls per unit and 0.651 visitor stalls per unit.

In exchange, the applicant is proposing to provide 424 units of market rental housing. The applicant is also pursuing Canadian Mortgage and Housing Corporation (CMHC) funding, which could allow for 96 of these units to be offered at less-than-market rates. The proposal would still be required to provide 395 square metres (4,252 sq.ft.) of dedicated art gallery and studio space with discounted rents.

HOW CAN I BE HEARD?

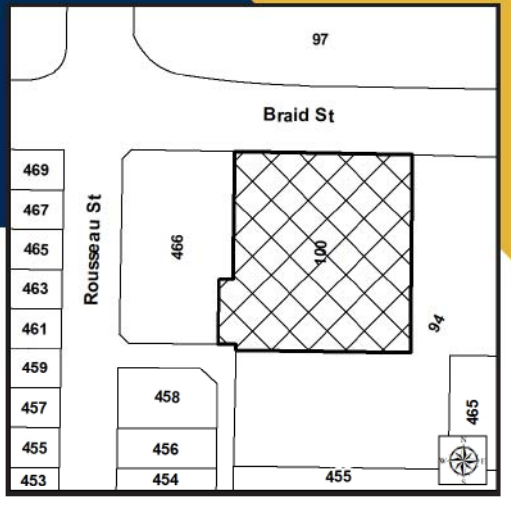
Council approved an interim development review process during the COVID-19 State of Emergency. Send your comments through the survey, email or mail from **September 28 to October 12, 2020.**

Find detailed project information and complete the survey found on the project webpage at:
www.newwestcity.ca/public-engagement-opportunities

Send comments or request a meeting with City staff (via phone or physically distanced in-person) by contacting the Planning Division:

Phone: 604-527-4532
Email: devfeedback@newwestcity.ca
Mail: Development Services Department - Planning
511 Royal Avenue, New Westminster BC V3L 1H9

Provincial consideration of comments relating to the Zoning Bylaw Text Amendment application require a name and address, and may be made publicly available. Petitions will not be considered. A public hearing may be scheduled in the future, if determined by City Council.



VIRTUAL INFORMATION SESSION

There are three ways to participate in the virtual information session on **October 7, 2020**:

1. **Computer:** Go to www.zoom.us, click on "Join a meeting". Enter Meeting ID when prompted, and click "Join".
2. **Smartphone/tablet:** Download the Zoom Cloud Meetings app, open it, select "Join a meeting". Enter meeting ID, and select "Join".
3. **Phone:** Call 778-907-2071. Enter the meeting ID followed by #.

MEETING ID:
849 0788 2158

Appendix B: Site Sign

Please see next page.

A REZONING APPLICATION (TEXT AMENDMENT) HAS BEEN RECEIVED FOR 100 BRAID ST.

WESGROUP HAS APPLIED TO THE CITY OF NEW WESTMINSTER FOR A ZONING BYLAW TEXT AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT DISTRICT (100 BRAID STREET) (CD-67).

THE PURPOSE OF THIS AMENDMENT IS TO INCREASE BUILDING HEIGHT AND DENSITY, AND REDUCE PARKING REQUIREMENTS TO ENABLE THE DEVELOPMENT OF A 34-STOREY SECURED-MARKET RENTAL HIGH-RISE WITH ART GALLERY/STUDIO SPACE.

FOR FURTHER INFORMATION ON THE PROPOSED PROJECT, PLEASE PHONE RYAN SEKHON (WESGROUP) AT 604-648-1867.

FOR FURTHER INFORMATION ON THE CITY'S APPLICATION REVIEW PROCESS, PLEASE PHONE THE PLANNING DIVISION AT 604-527-4532.





DATE: SEPT 2ND, 2020



100 Braid Street

Rezoning (Text Amendment) and Development Permit

Rupinder Basi, Development Planning Supervisor

NEW WESTMINSTER

Site



- Location: 100 Braid Street
- Current Use: Site occupied by 4 commercial tenants & 40 parking spaces for Urban Academy;
- Site Area: 4,367 sq. m. (47,005.95 sq. ft.)

Application Overview

- **Official Community Plan (OCP) Designation:** RHC - Residential - High Density/Community Facility

- Text Amendment to existing CD-67 Zone:

  - Increasing residential density from 4.31 FSR to 6.45 FSR
  - Increasing building height from 21 storeys to 34 storeys;
  - Decreasing parking req. (rental) ratio of 1.0 stall/unit, and 0.1 visitor stalls/unit to 0.81 stalls/unit per unit & 0.06 visitor stalls/unit.

- **Development Permit:** review of form & character in light of 100 Braid Street Design Guidelines

Application Overview

- 100% secured market rental building (423 units) including Family-Friendly units (25% of all units to be 2 & 3 bedroom units)
- 96 of the above-noted units to be provided at a reduced rental rate, for a 10 year period, subject to CMHC funding and affordability criteria
- Proposal being considered under City's Secured Market Rental Housing Policy

Review Process

- Staff Assessment, including interdepartmental review
- Preliminary Report to Council
- Public & City Committee Consultation
    - Wesgroup Stakeholder Engagement including outreach to Sapperton RA
    - New Westminster Design Panel Review
    - City-led consultation (project website, Virtual Information Session & Survey) – HAPPENING NOW
- Council consideration of Zoning Amendment Bylaw (including consideration by Council to hold or waive a Public Hearing)
- Director of Development Services consideration of Development Permit

Appendix C: PIM Presentation Boards

Please see next page.

100 BRAID STREET

NEW WESTMINISTER, BC

VIRTUAL INFORMATION SESSION

OCTOBER 07, 2020



BASE ZONING

THE SITE IS CURRENTLY ZONED FOR A 20-STOREY MARKET CONDOMINIUM. THIS MEANS THAT A 20 STOREY BUILDING CAN BE DEVELOPED ON THE SITE TODAY (AND DOES NOT REQUIRE FURTHER COMMUNITY CONSULTATION OR APPROVAL). THIS USE IS OUTRIGHT, AND WOULD BE SUBJECT TO DEVELOPMENT PERMIT APPROVAL BY THE CITY.

OUR PROPOSAL (REZONING APPLICATION)

- THE PROPOSAL SEEKS TO CONVERT THE 20-STOREY MARKET CONDOMINIUM BUILDING WITH A 34-STOREY SECURED RENTAL BUILDING THAT WOULD DELIVER 423 HOMES AND A 4,000 SQ.FT. ART GALLERY AND STUDIO SPACE.
- PROPOSAL SEEKS TO INCREASE MAXIMUM BUILDING HEIGHT, INCREASE DENSITY, AND REDUCE PARKING REQUIREMENTS.

POLICY

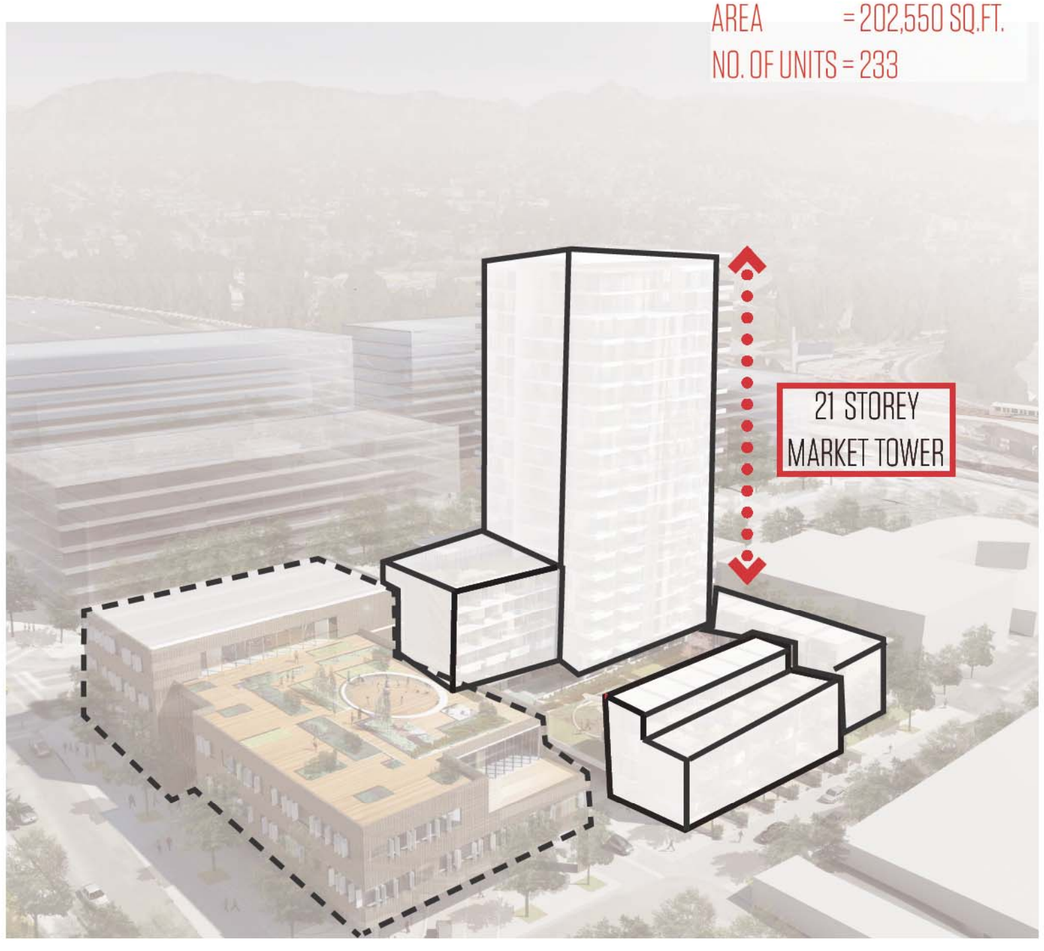
THE APPLICATION HAS BEEN MADE UNDER THE CITY'S SECURED MARKET RENTAL HOUSING POLICY (2017), WHICH ALLOWS COUNCIL TO CONSIDER ADDITIONAL DENSITY ON THIS SITE THROUGH A REZONING IN ORDER TO FACILITATE THE CREATION OF SECURED (LONG-TERM) MARKET RENTAL UNITS. THIS SITE WAS ACCOUNTED FOR IN THE SAPPERTON & MASSEY VICTORY HEIGHTS TRANSPORTATION PLAN.

ENHANCED AFFORDABILITY OPPORTUNITY

- WESGROUP IS PURSUING A PRIVATE PARTNERSHIP WITH CMHC WHICH WILL SECURE 96 OF THE 423 UNITS AT AFFORDABLE RATES.
- "AFFORDABILITY" IS BEING DEFINED BY CMHC AS "30% OF 70% OF CMHC MEDIAN HOUSEHOLD INCOME."
- THE AFFORDABLE HOUSING COMPONENT IS NOT A CITY OF NEW WESTMINSTER POLICY REQUIREMENT, RATHER, IT IS AN ADDED BENEFIT OF THE PROPOSAL THAT IS BEING PURSUED THROUGH A VOLUNTARY, PRIVATE SECTOR PARTNERSHIP WITH CMHC. WITHOUT THIS PARTNERSHIP, THE PROGRAM WILL REVERT BACK TO THE PREVIOUS PROGRAM UNDER THE EXISTING ZONING OF 20-STOREYS OF MARKET CONDOMINIUM RESIDENTIAL.

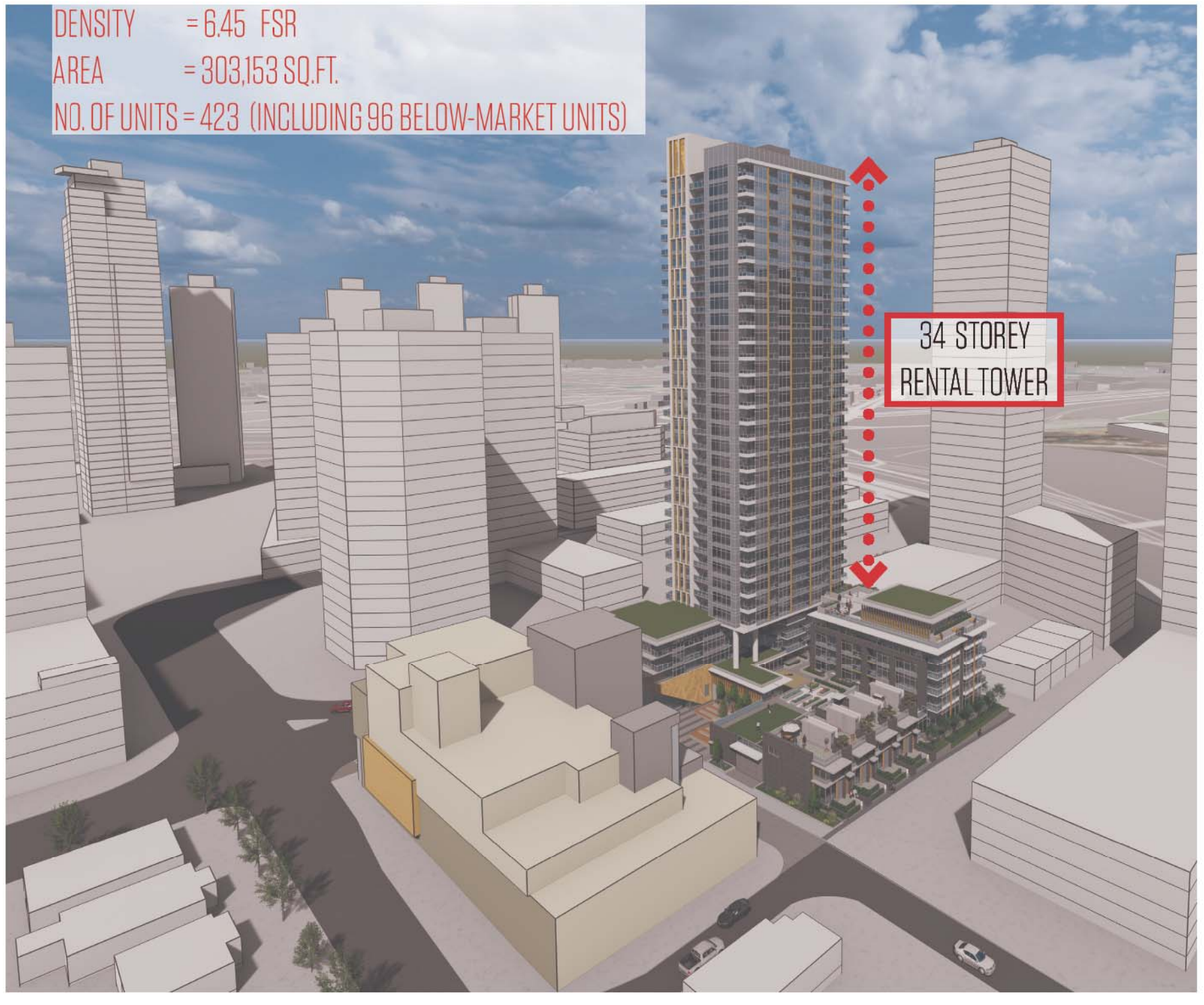
EXISTING ZONING

DENSITY = 4.31 FSR
AREA = 202,550 SQ.FT.
NO. OF UNITS = 233



vs. PROPOSED DESIGN

DENSITY = 6.45 FSR
AREA = 303,153 SQ.FT.
NO. OF UNITS = 423 (INCLUDING 96 BELOW-MARKET UNITS)



APPLICANT-LED ENGAGEMENT

Wesgroup is committed to an open and transparent community consultation process. Wesgroup has invited immediate neighbours, local community organizations and not-for-profits to participate in continued dialogue on the application. The following stakeholders have been invited to provide feedback on our proposal for 100 Braid Street

- Immediate Residential and Commercial Neighbours
- Sapperton Residents Association,
- Sapperton Business Association,
- New Westminster Chamber of Commerce,
- Urban Academy School,
- Royal Columbian Hospital,
- McBride Elementary School,
- Douglas Commerce and Business Association, and
- Individual stakeholders as identified through the consultation process.

DEVELOPMENT TEAM

WESGROUP + CHRIS DIKEAKOS ARCHITECTS INC.



BREWERY DISTRICT BUILDING 4 | NEW WESTMINISTER

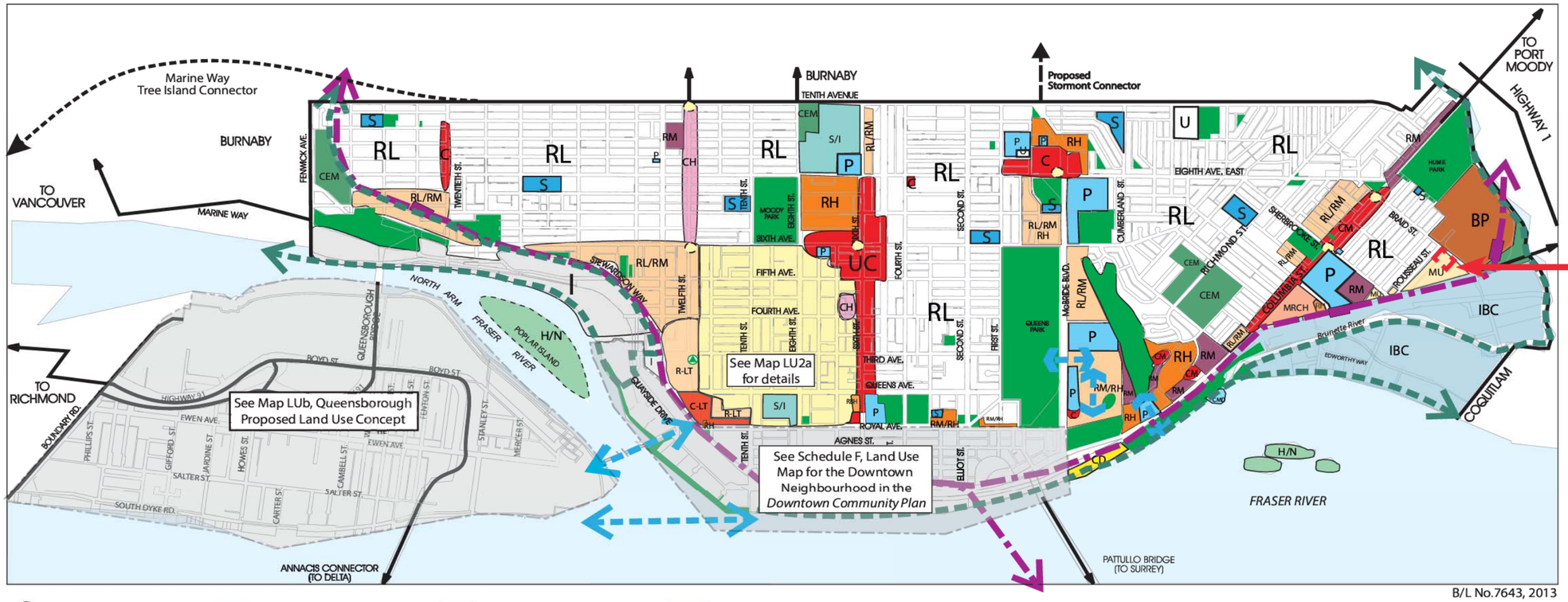


BREWERY DISTRICT BUILDING 6 | NEW WESTMINISTER



BREWERY DISTRICT BUILDING 7 | NEW WESTMINISTER

NEIGHBOURHOOD PLAN



B/L No.7643, 2013

Diagram from City of New Westminister Official Community Plan.

CONTEXT



TRANSLINK SKYTRAIN BRAID STATION



SAPPERTON GREEN (CONCEPTUAL RENDERING)



URBAN ACADEMY SCHOOL



SAPPERTON GREEN

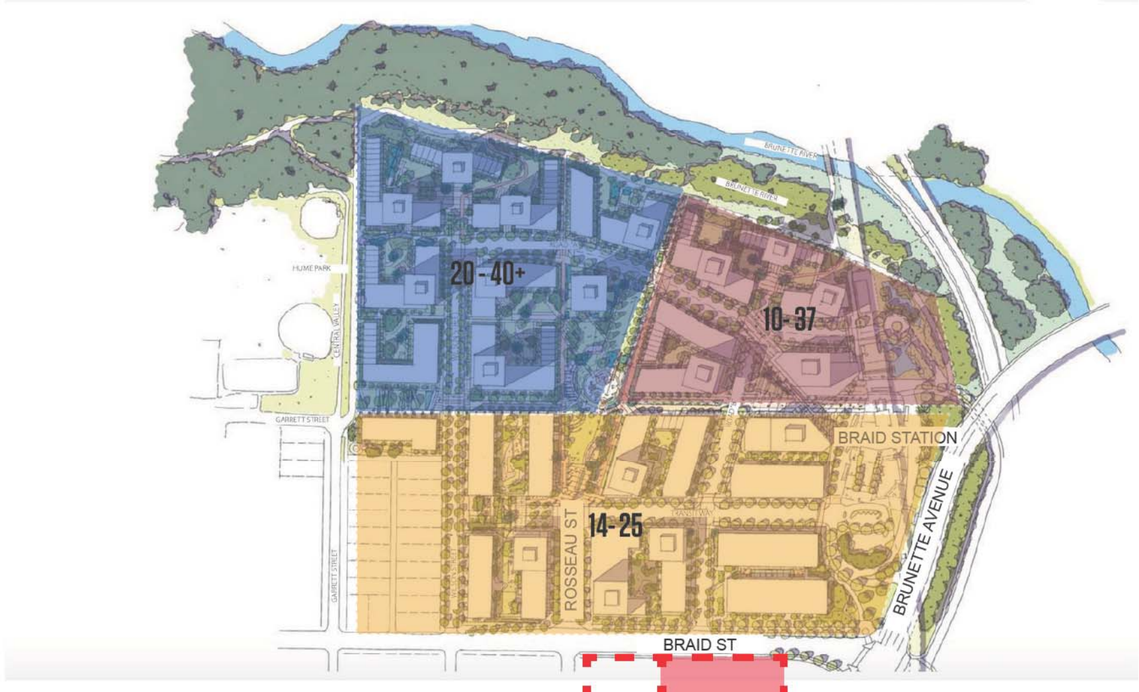
Sapperton Green to transform area around Braid SkyTrain. (Conceptual Rendering - QuadReal Property Group)

* OCP Amendment has been approved however rezoning (including Master Plan Concept) are still under review by the City and subject to community consultation and Council approval.



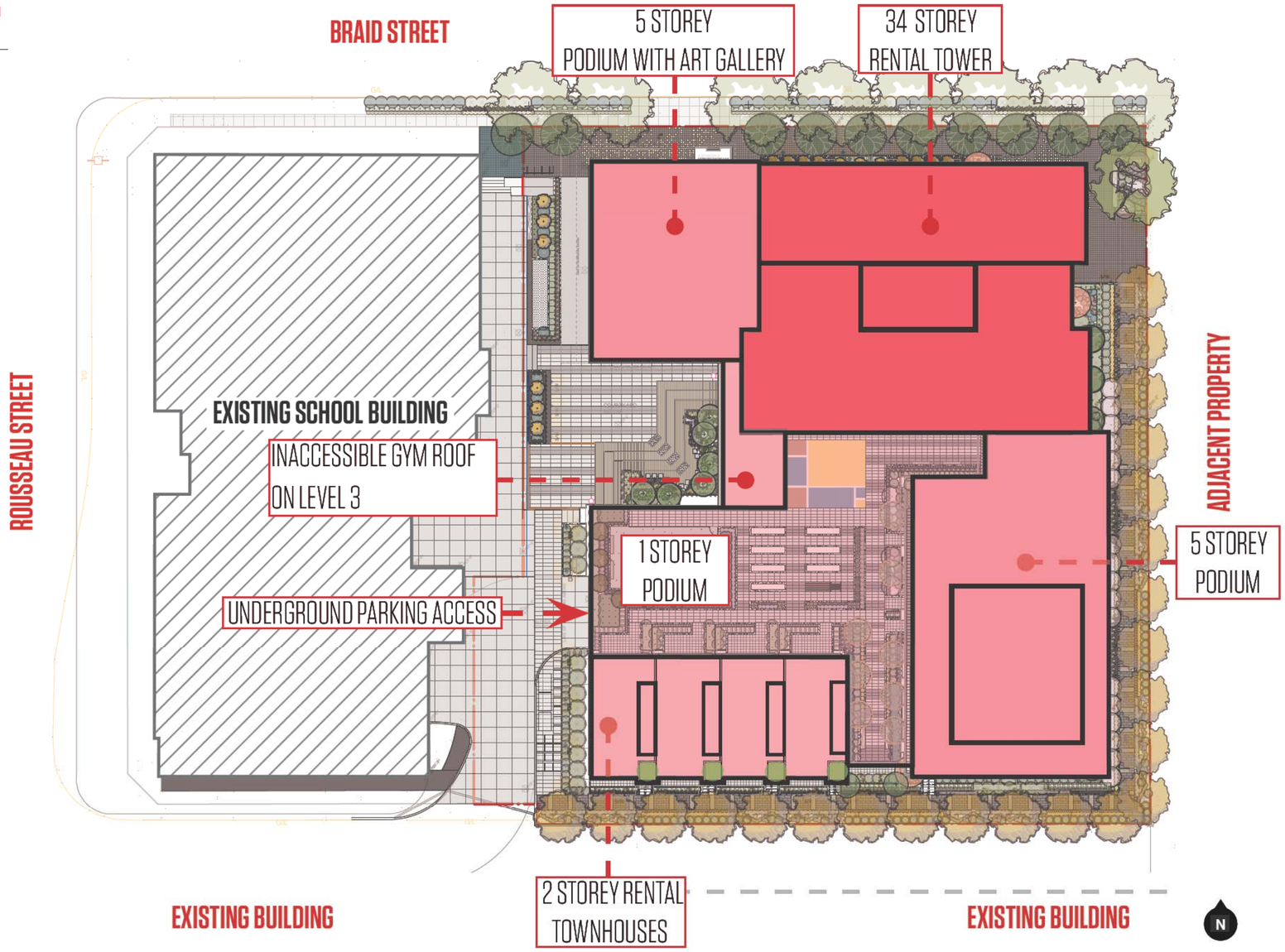
Overall development plan for Sapperton Green. (QuadReal Property Group)

* Proposed heights are subject to rezoning and community consultation.



100 BRAID STREET

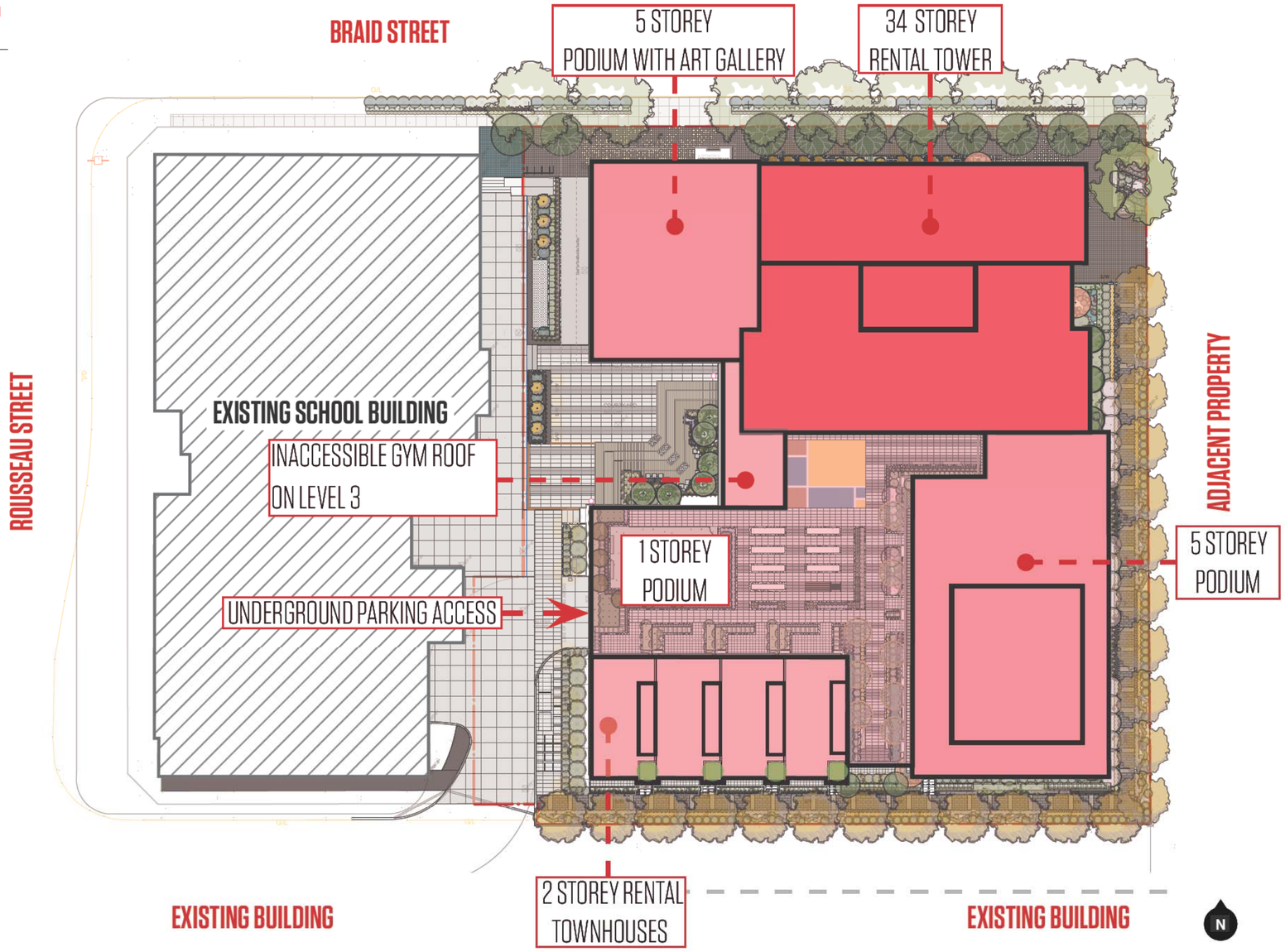
SITE



PROJECT OVERVIEW

202,550 **PERMITTED PROJECT AREA**
SQUARE FEET

SITE



PROJECT OVERVIEW

202,550 PERMITTED PROJECT AREA
SQUARE FEET

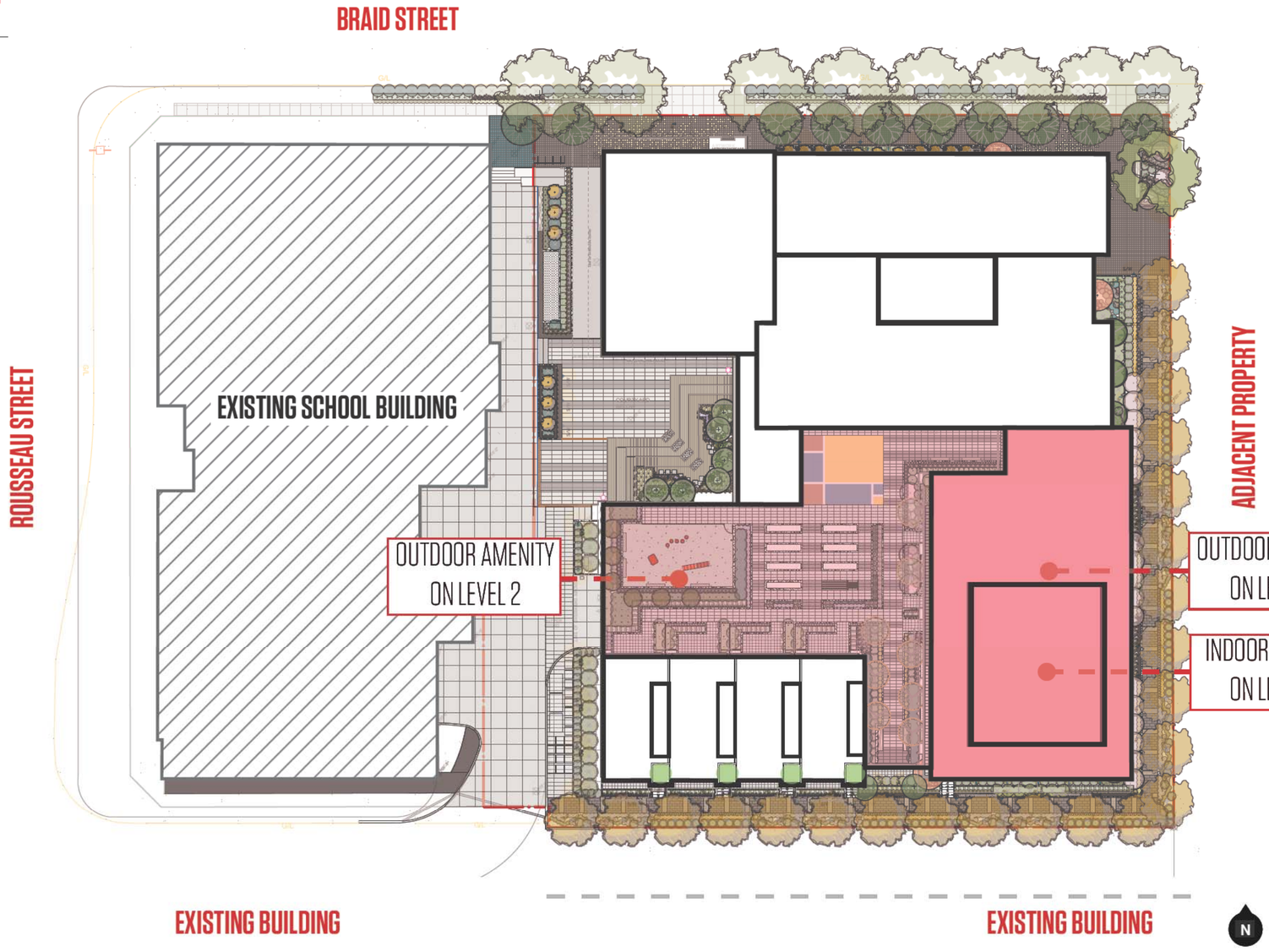
303,153 PROPOSED RENTAL RESIDENTIAL AREA
SQUARE FEET

423 RENTAL RESIDENTIAL UNITS
34 FLOORS

4,252 COMMERCIAL AREA
SQUARE FEET

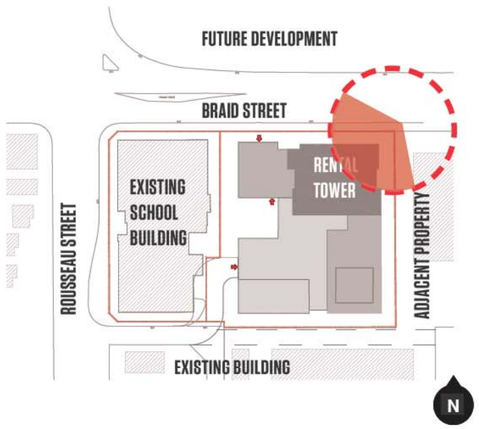
416 TOTAL PARKING STALLS

SITE



PROJECT OVERVIEW

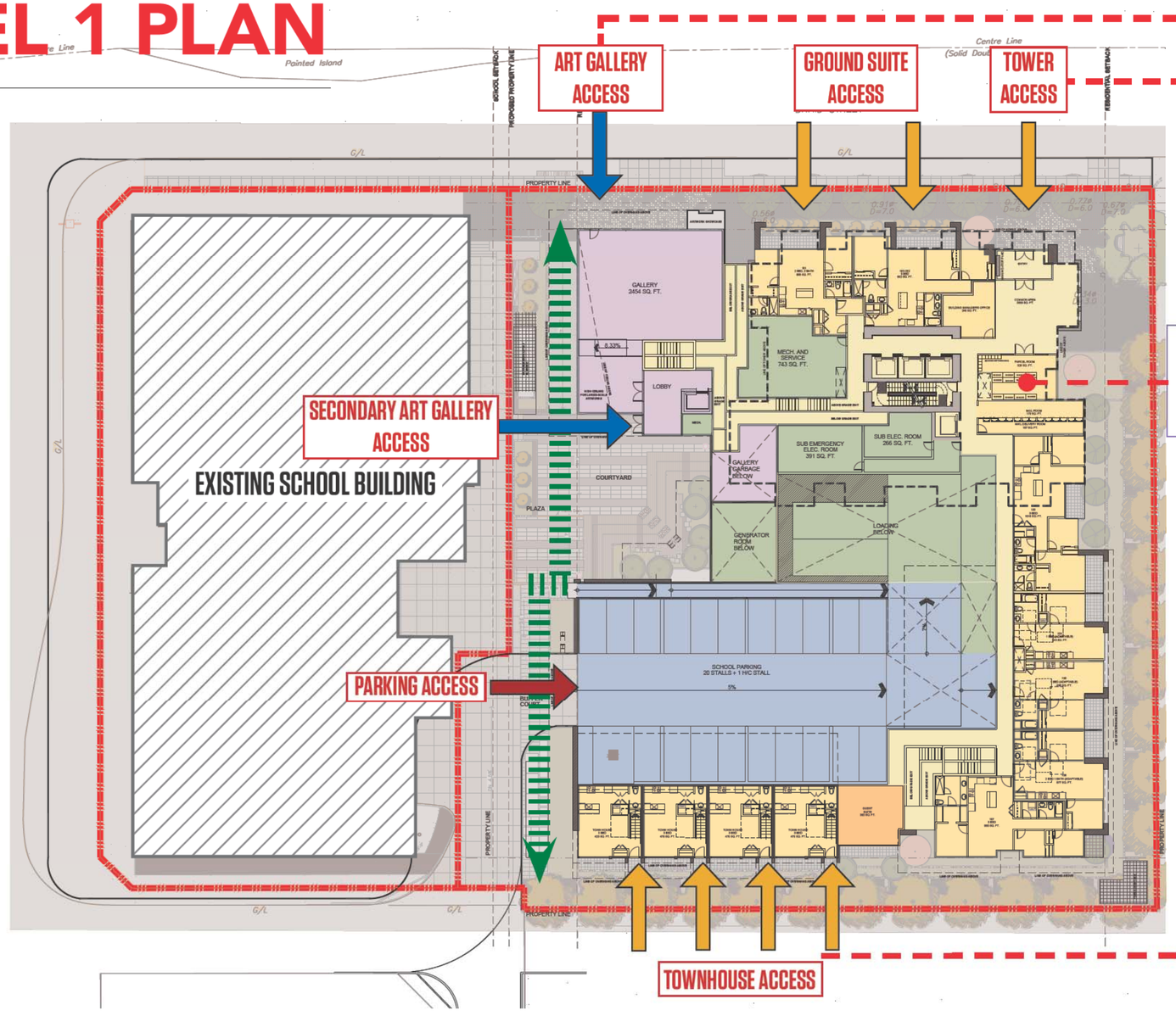
202,550	**PERMITTED PROJECT AREA** SQUARE FEET
303,153	**PROPOSED RENTAL RESIDENTIAL AREA** SQUARE FEET
423	**RENTAL RESIDENTIAL UNITS** 34 FLOORS
4,252	**COMMERCIAL AREA** SQUARE FEET
416	**TOTAL PARKING STALLS**
6,250	**INDOOR AMENITY AREA** SQUARE FEET
4,720	**OUTDOOR AMENITY AREA** SQUARE FEET

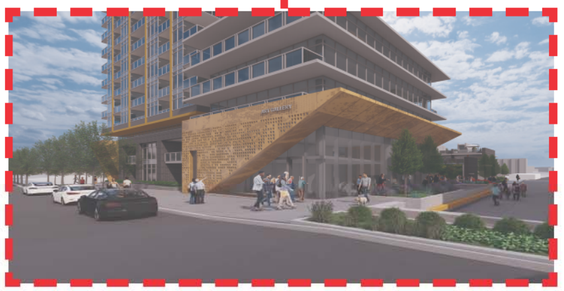


LOOKING SOUTH WEST FROM BRAID STREET



LEVEL 1 PLAN

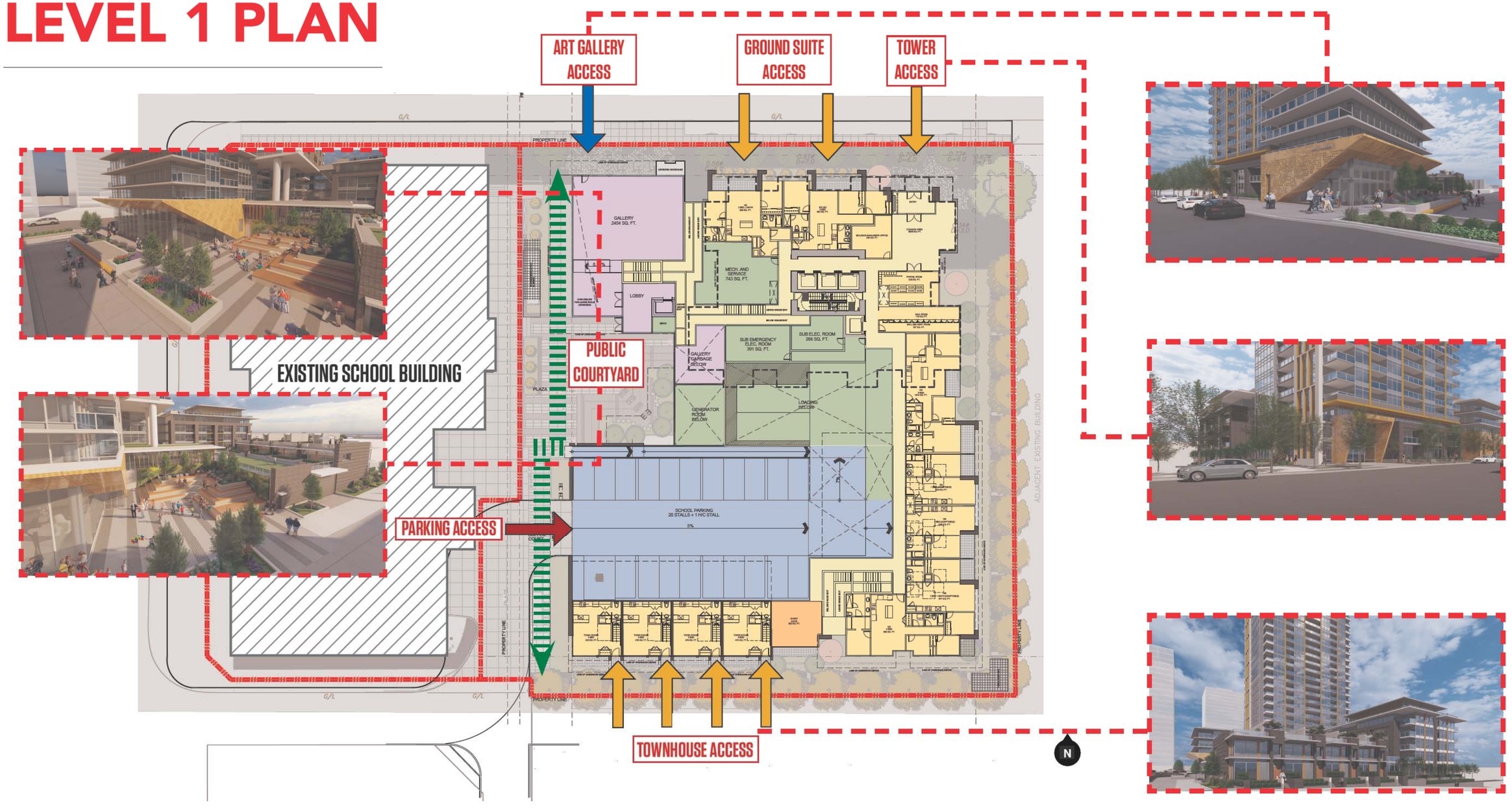

ART GALLERY ACCESS
GROUND SUITE ACCESS
TOWER ACCESS
SECONDARY ART GALLERY ACCESS
PARKING ACCESS
TOWNHOUSE ACCESS
EXISTING SCHOOL BUILDING
PARCEL STORAGE ROOM
GALLERY 2454 SQ. FT.
LOBBY
MECH. AND SERVICE 743 SQ. FT.
SUB EMERGENCY ELEC. ROOM 391 SQ. FT.
SUB ELEC. ROOM 266 SQ. FT.
GALLERY GARBAGE BELOW
GENERATOR ROOM BELOW
LOADING BELOW
COURTYARD
PLAZA
SCHOOL PARKING 20 STALLS + 1 H/C STALL
PROPERTY LINE
G/L
N



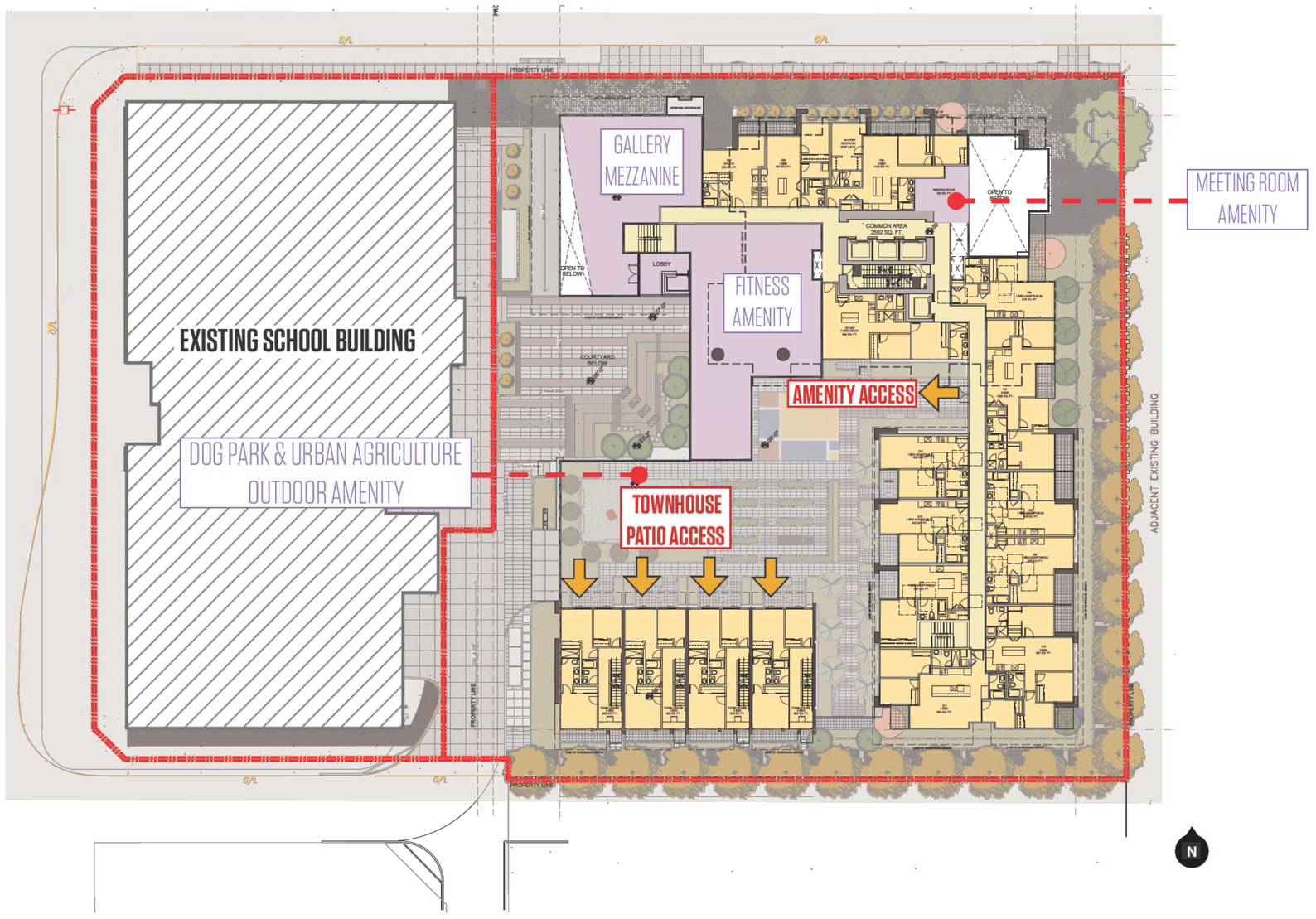


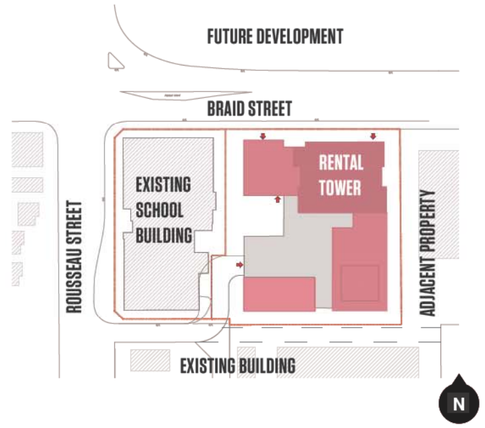


LEVEL 1 PLAN

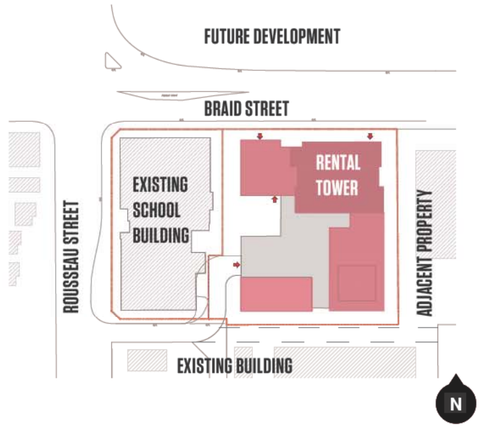

ART GALLERY ACCESS
GROUND SUITE ACCESS
TOWER ACCESS
EXISTING SCHOOL BUILDING
PUBLIC COURTYARD
PARKING ACCESS
TOWNHOUSE ACCESS
PROPERTY LINE
PLAZA
GALLERY 2454 SQ. FT.
LOBBY
MECH. AND SERVICE 743 SQ. FT.
SUB EMERGENCY ELEC. ROOM 391 SQ. FT.
SUB ELEC. ROOM 266 SQ. FT.
GALLERY GARBAGE BELOW
GENERATOR ROOM BELOW
LOADING BELOW
SCHOOL PARKING 20 STALLS + 1 H/C STALL
5%
ADJACENT EXISTING BUILDING
N

LEVEL 2 PLAN


EXISTING SCHOOL BUILDING
DOG PARK & URBAN AGRICULTURE
OUTDOOR AMENITY
GALLERY
MEZZANINE
FITNESS
AMENITY
AMENITY ACCESS
TOWNHOUSE
PATIO ACCESS
MEETING ROOM
AMENITY
COMMON AREA
2592 SQ. FT.
LOBBY
OPEN TO
BELOW
COURTYARD
BELOW
PROPERTY LINE
ADJACENT EXISTING BUILDING
N

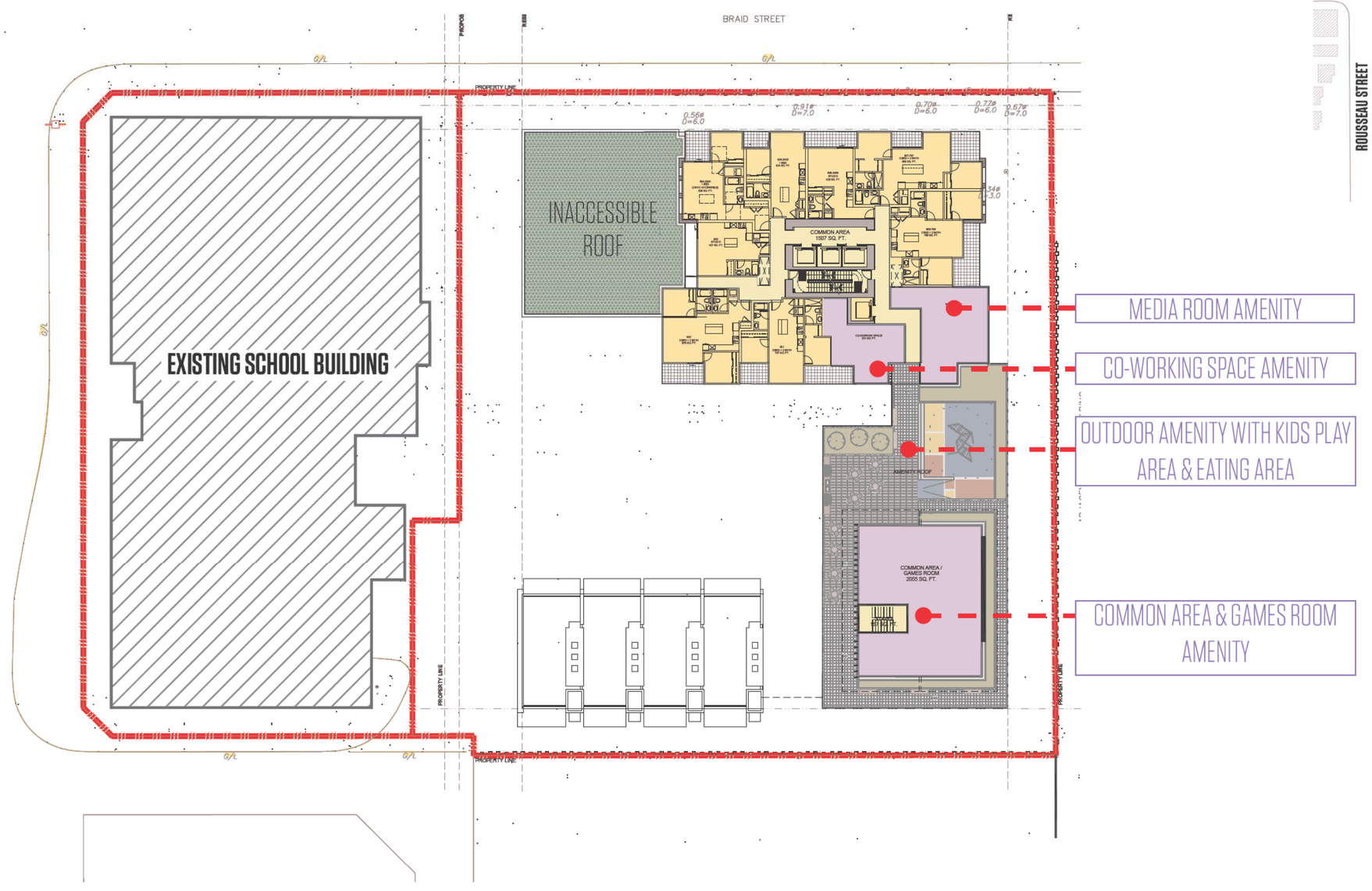

FUTURE DEVELOPMENT
BRAID STREET
EXISTING
SCHOOL
BUILDING
RENTAL
TOWER
ROUSSEAU STREET
ADJACENT PROPERTY
EXISTING BUILDING
N

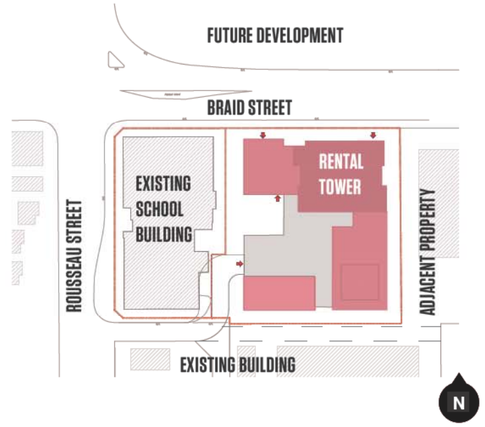
TYPICAL PODIUM LEVEL 4-5



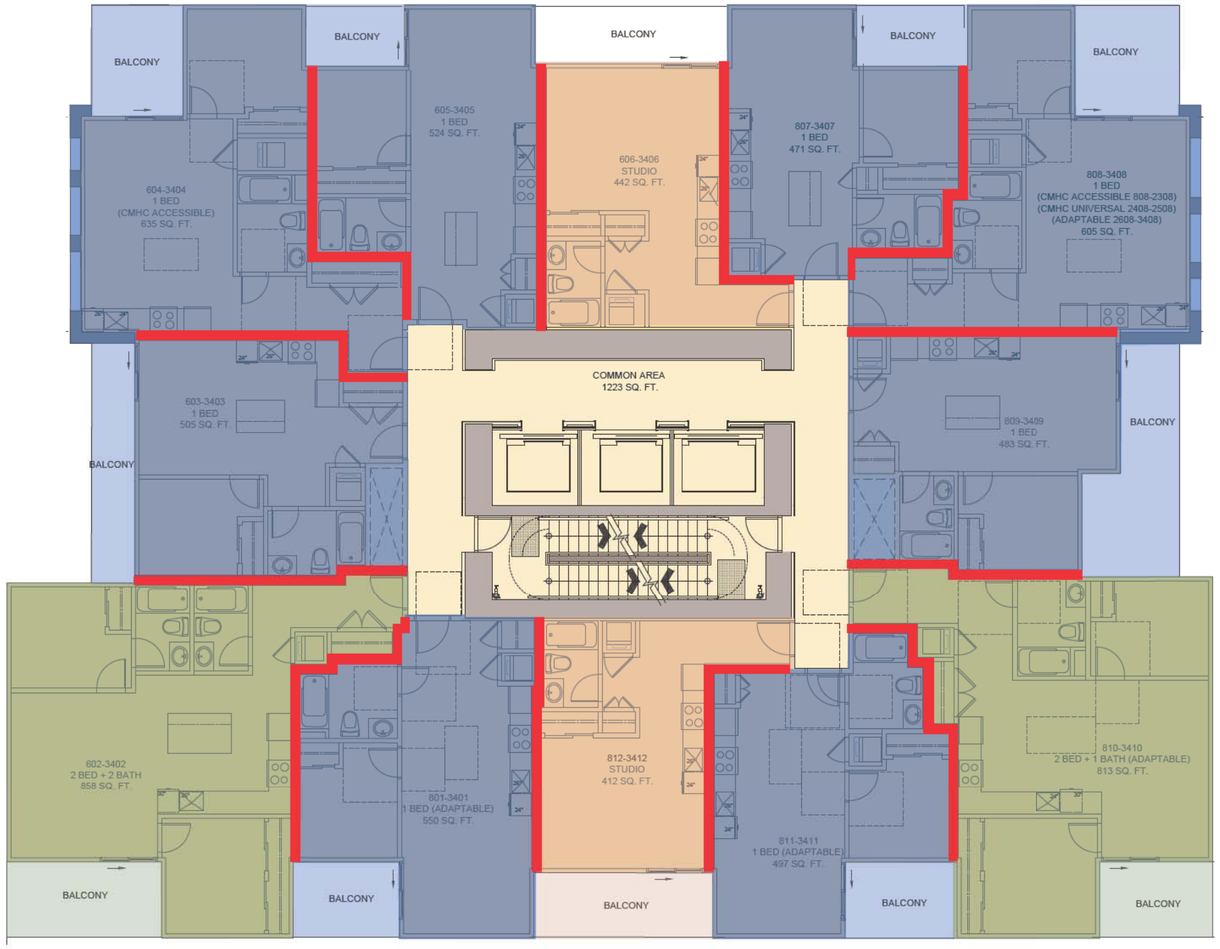


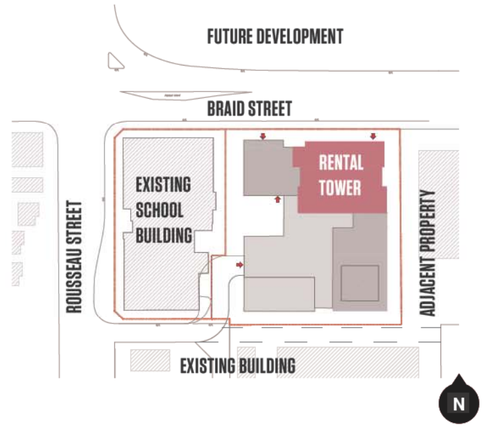
LEVEL 6 PLAN


BRAID STREET
PROPERTY LINE
6/L
INACCESSIBLE ROOF
EXISTING SCHOOL BUILDING
COMMON AREA
1507 SQ. FT.
COMMON AREA / GAMES ROOM
2055 SQ. FT.
AMENITY ROOF
MEDIA ROOM AMENITY
CO-WORKING SPACE AMENITY
OUTDOOR AMENITY WITH KIDS PLAY AREA & EATING AREA
COMMON AREA & GAMES ROOM AMENITY


FUTURE DEVELOPMENT
BRAID STREET
ROUSSEAU STREET
EXISTING SCHOOL BUILDING
RENTAL TOWER
ADJACENT PROPERTY
EXISTING BUILDING
N

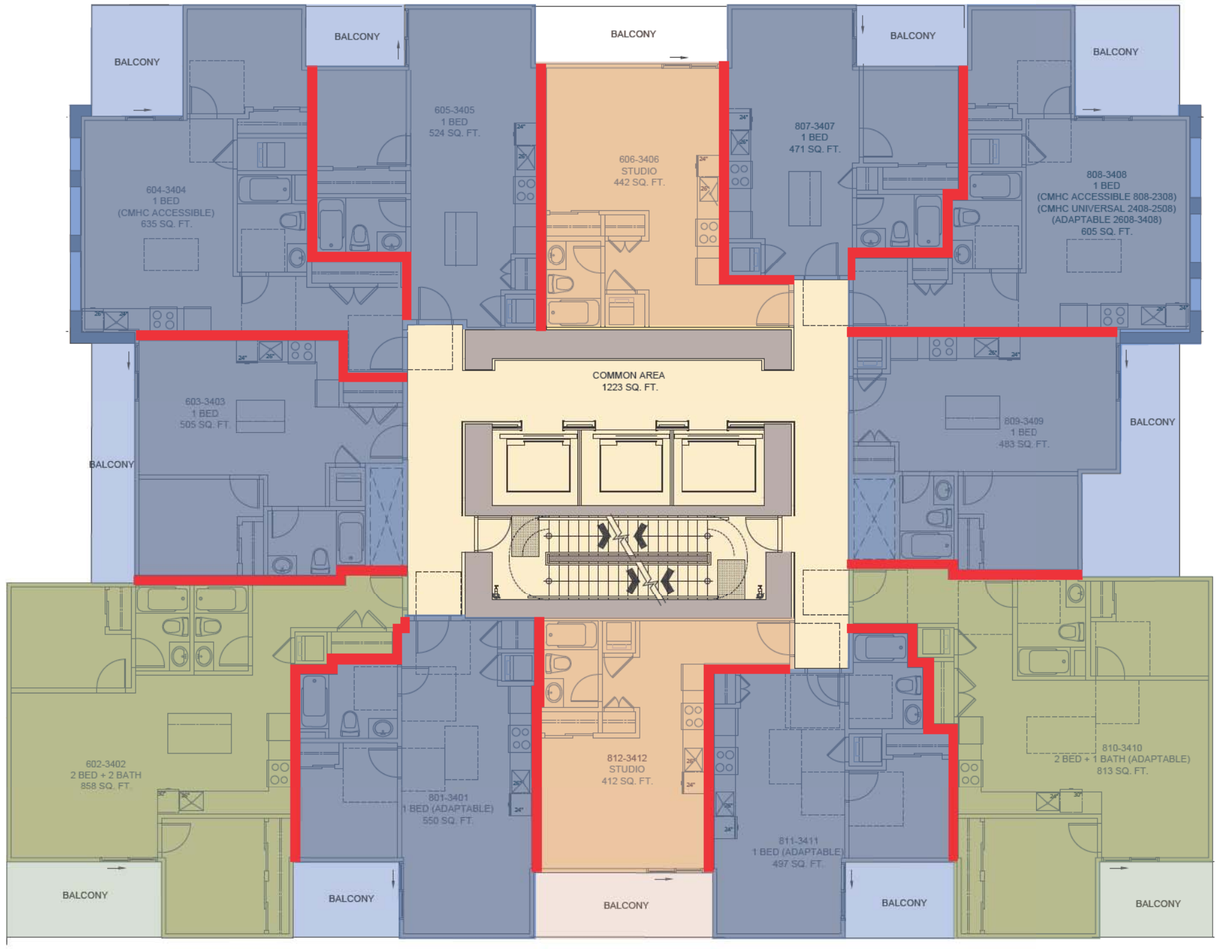
TYPICAL TOWER LEVEL 8-34

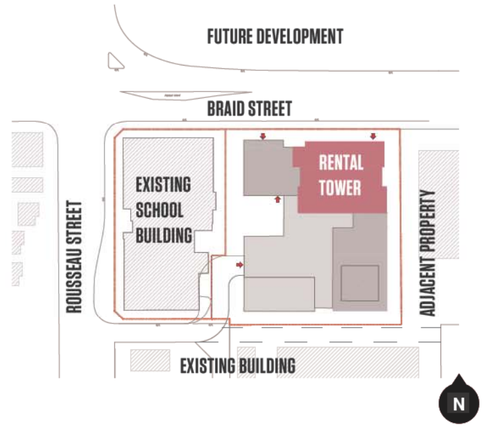




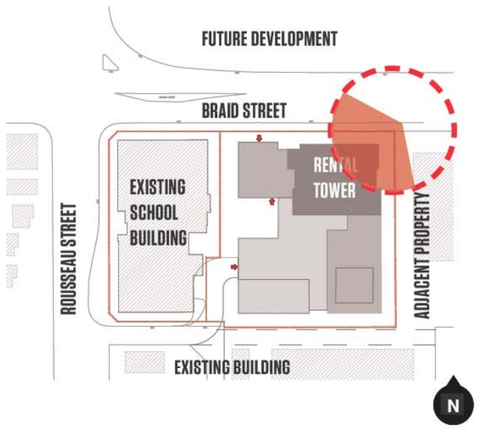
	UNIT AREA	TOTAL	DISTRIBUTION
STUDIOS	393 sf - 522 sf	59	14%
1 BED UNITS	471 sf - 635 sf	257	61%
2 BED UNITS	677 sf - 927 sf	86	20%
3 BED UNIT	861 sf - 1223 sf	21	5%
TOTAL UNITS		423	100%

TYPICAL TOWER LEVEL 8-34



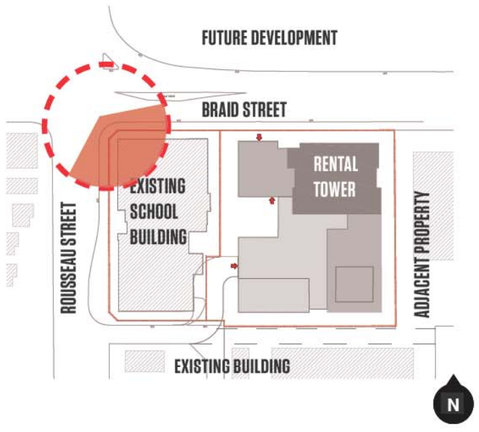


	UNIT AREA	TOTAL	DISTRIBUTION
STUDIOS	393 sf - 522 sf	59	14%
1 BED UNITS	471 sf - 635 sf	257	61%
2 BED UNITS	677 sf - 927 sf	86	20%
3 BED UNIT	861 sf - 1223 sf	21	5%
TOTAL UNITS		423	100%
TOTAL FAMILY SIZE UNITS		107	25%



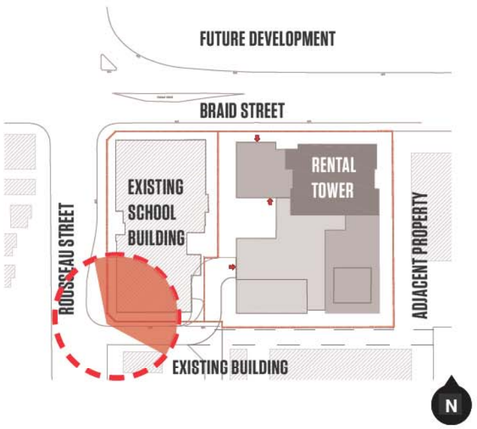
LOOKING SOUTH WEST FROM BRAID STREET





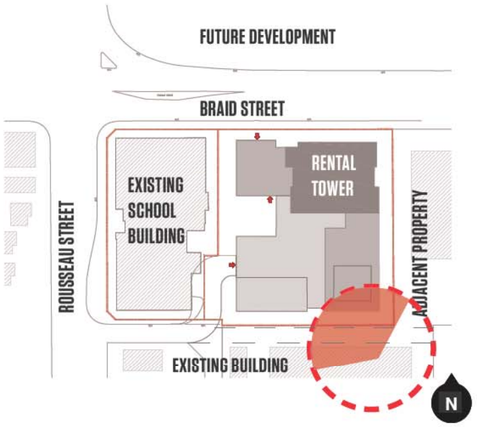
LOOKING SOUTH EAST FROM BRAID STREET





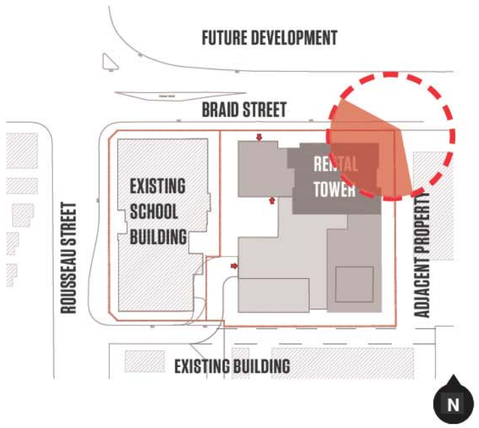
LOOKING NORTH EAST FROM LANE





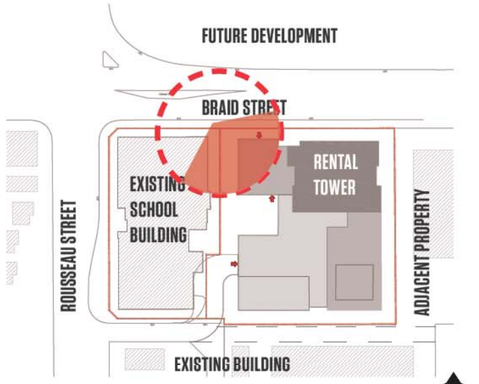
LOOKING NORTH WEST FROM LANE





LOOKING AT RENTAL RESIDENTIAL TOWER ENTRANCE FROM BRAID STREET

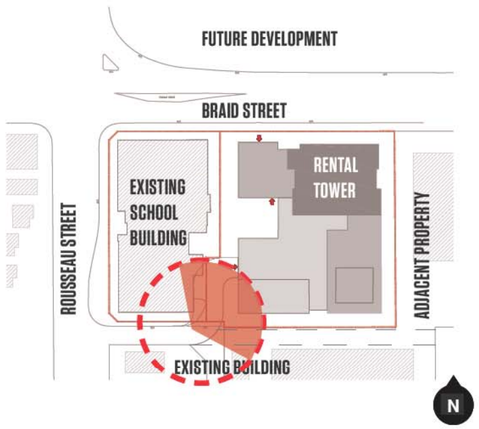




LOOKING AT ART GALLERY ENTRANCE FROM BRAID STREET

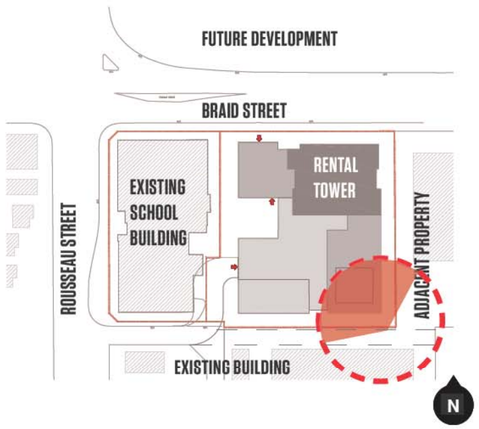


BRAID STREET



LOOKING AT RENTAL TOWNHOUSES ENTRANCE FROM LANE



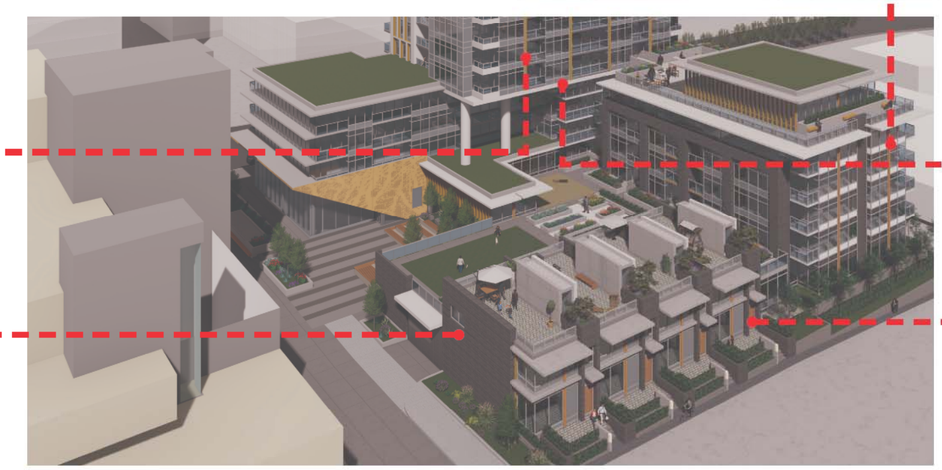


LOOKING AT RENTAL PODIUM FROM LANE



MATERIALS





DECORATIVE BACKLIT GLASS - WHISKEY COLOUR

ARCHITECTURAL FINISH CONCRETE - PAINTED WHITE
COLOUR: STANDARD WHITE

WINDOW WALL FRAME, CANOPY & GUARDRAIL
COLOUR: GREY

ARCHITECTURAL FINISH CONCRETE - PAINTED
COLOUR: WHISKEY COLOUR

DECORATIVE METAL PANEL - WHISKEY COLOUR

STONE OR BRICK CLADDING
COLOUR: DARK GREY



VISION GLASS - LIGHT GRAY
GUARDIAN SNX 62/27 (#2) 6 MM
CRYSTAL GRAY



VISION GLASS - CLEAR
SUPER NEUTRAL SNX 62/27 (#2)
6MM CLEAR



SPANDREL GLASS - GREY



SPANDREL GLASS - WHITE

METAL PANEL
COLOUR: WHITE

METAL PANEL - PRINTED SIMULATED WOOD GRAIN
COLOUR: DARK CHERRY

LEVEL 1 PLAN

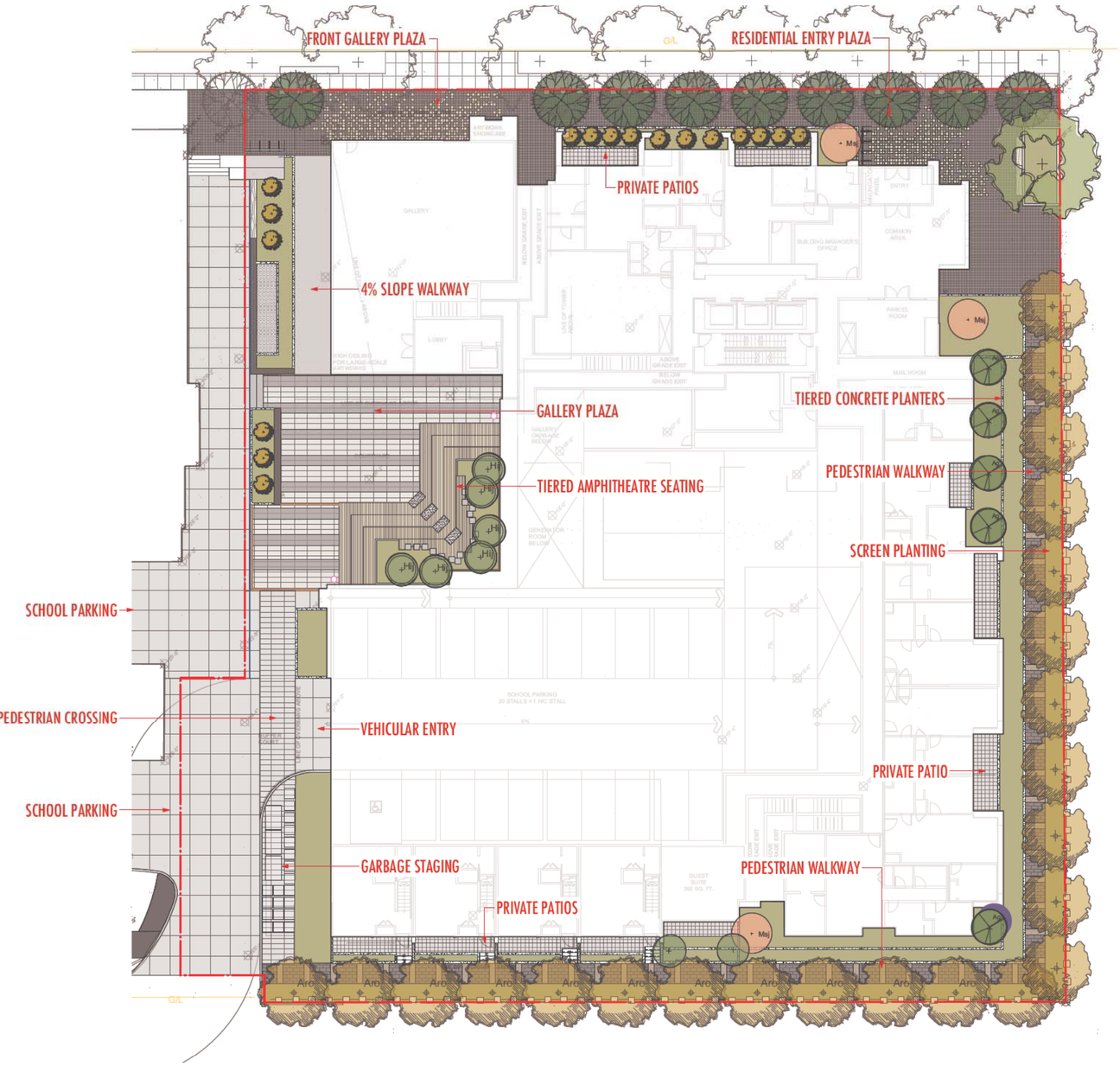










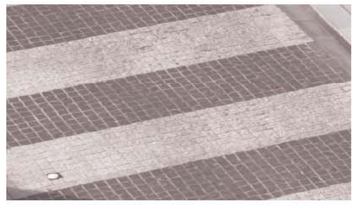

FRONT GALLERY PLAZA
RESIDENTIAL ENTRY PLAZA
PRIVATE PATIOS
4% SLOPE WALKWAY
GALLERY PLAZA
TIERED CONCRETE PLANTERS
TIERED AMPHITHEATRE SEATING
PEDESTRIAN WALKWAY
SCREEN PLANTING
SCHOOL PARKING
PEDESTRIAN CROSSING
VEHICULAR ENTRY
PRIVATE PATIO
SCHOOL PARKING
GARBAGE STAGING
PEDESTRIAN WALKWAY
PRIVATE PATIOS
0
5
10
15 m

LEVEL 2 PLAN

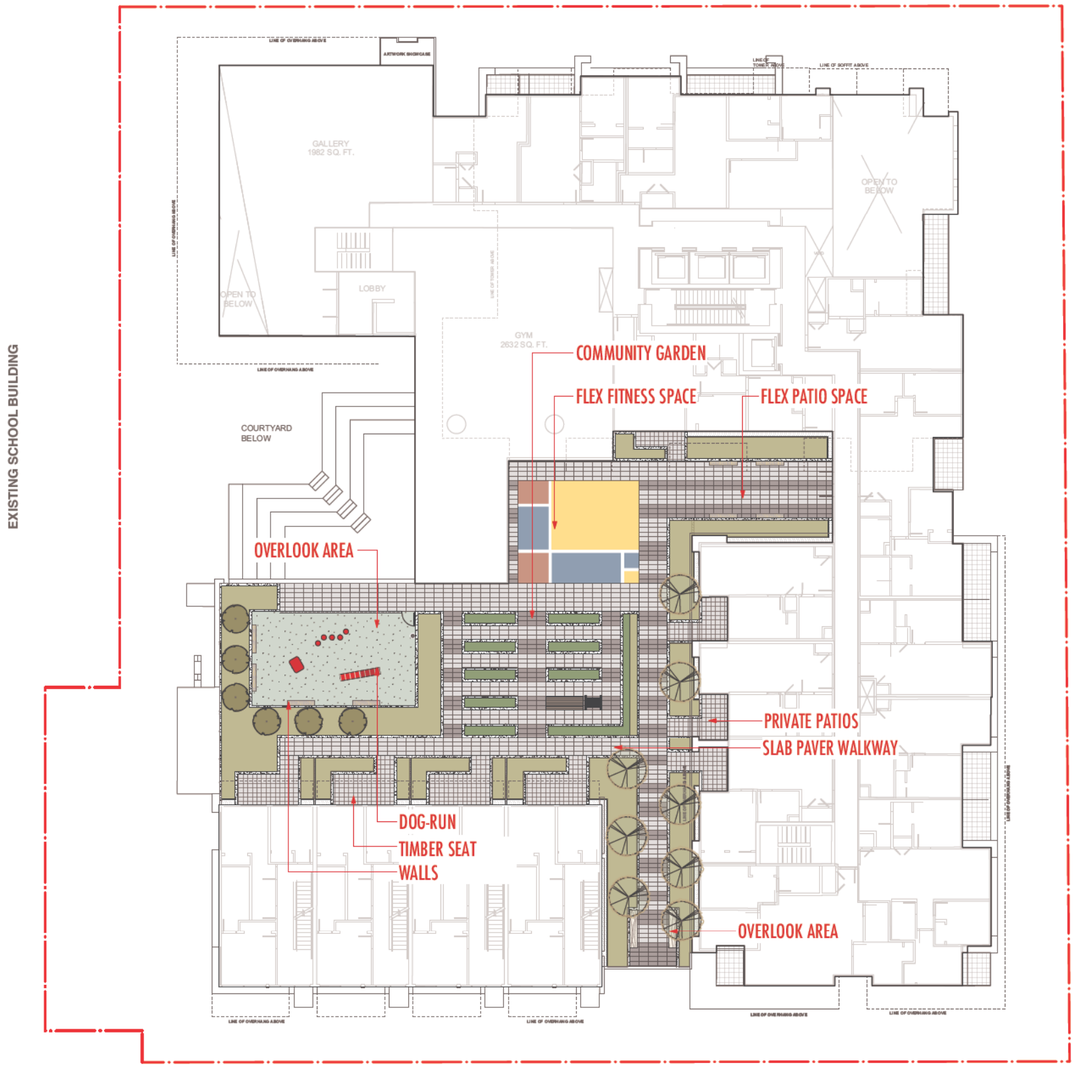






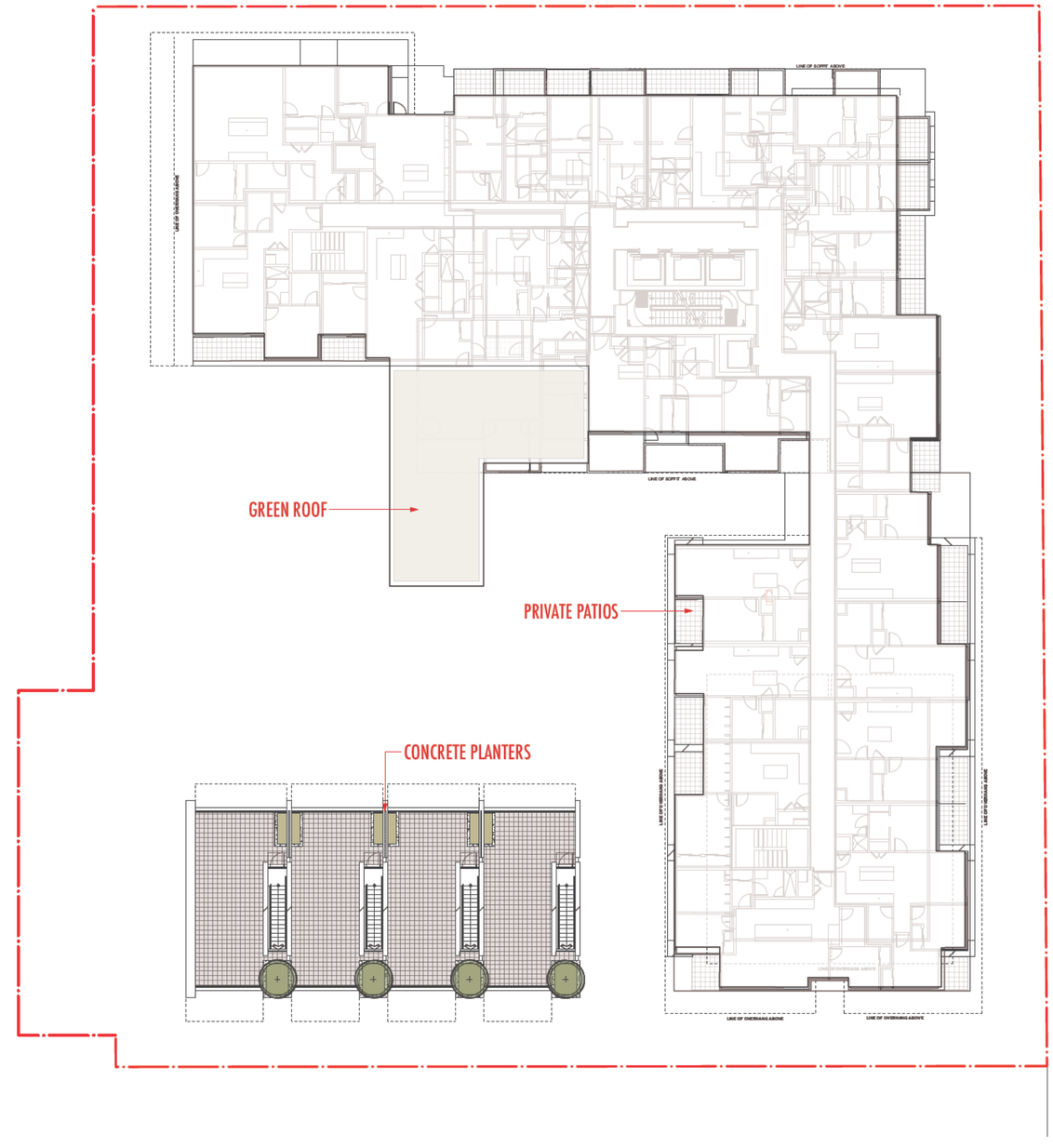





EXISTING SCHOOL BUILDING
GALLERY
1982 SQ. FT.
OPEN TO BELOW
LOBBY
GYM
2632 SQ. FT.
COMMUNITY GARDEN
FLEX FITNESS SPACE
FLEX PATIO SPACE
COURTYARD BELOW
OVERLOOK AREA
PRIVATE PATIOS
SLAB PAVER WALKWAY
DOG-RUN
TIMBER SEAT
WALLS
OVERLOOK AREA
ADJACENT EXISTING BUILDING
0
5
10
15 m

LEVEL 3-5 PLAN





LEVEL 6 PLAN



G/L
G/L
EXISTING SCHOOL BUILDING
GREEN ROOF
PLAY AREA
OUTDOOR DINING
GREEN ROOF
OVERLOOK AREA
G/L
ADJACENT EXISTING BUILDING
0
5
10
15 m

TRANSPORTATION ASSESSMENT OF 100 BRAID STREET

- **Where we are now**
  - Draft Transportation Study
  - Preliminary TDM & Parking Variance
- **What we've heard so far**
  - Concerns with parking & traffic in the neighbourhood
- **Key Outcomes from the draft Transportation Study**



WHERE WE ARE NOW:
DRAFT TRANSPORTATION STUDY

- **Existing Conditions & Context**
  - Road Network, Transit Service, Data Collection, Land Use & Policy
  - Coordination with Urban Academy
- **Future Conditions**
  - New Trips generated by the development
  - Establish a horizon year & align expected trip growth rates
  - Assess the impacts to the network for future scenario
  - Identify mitigation measures, where necessary
- **Site Plan Review**
  - Site Access, overall circulation, travel patterns
  - Sustainable Transportation review
  - Parking & Loading needs
  - Draft TDM Plan



WHAT WE'VE HEARD SO FAR

- **Issues with vehicle parking in the Sapperton neighbourhood**
  - This proposed development will accommodate all parking and loading needs on site

- **Concerns with increased vehicle traffic and the impact on the**
  - Detailed analysis to support the review of traffic impacts with the City
  - Quick access for vehicles to the major road network
  - Short walking distance to Braid SkyTrain Station (< 5 mins)

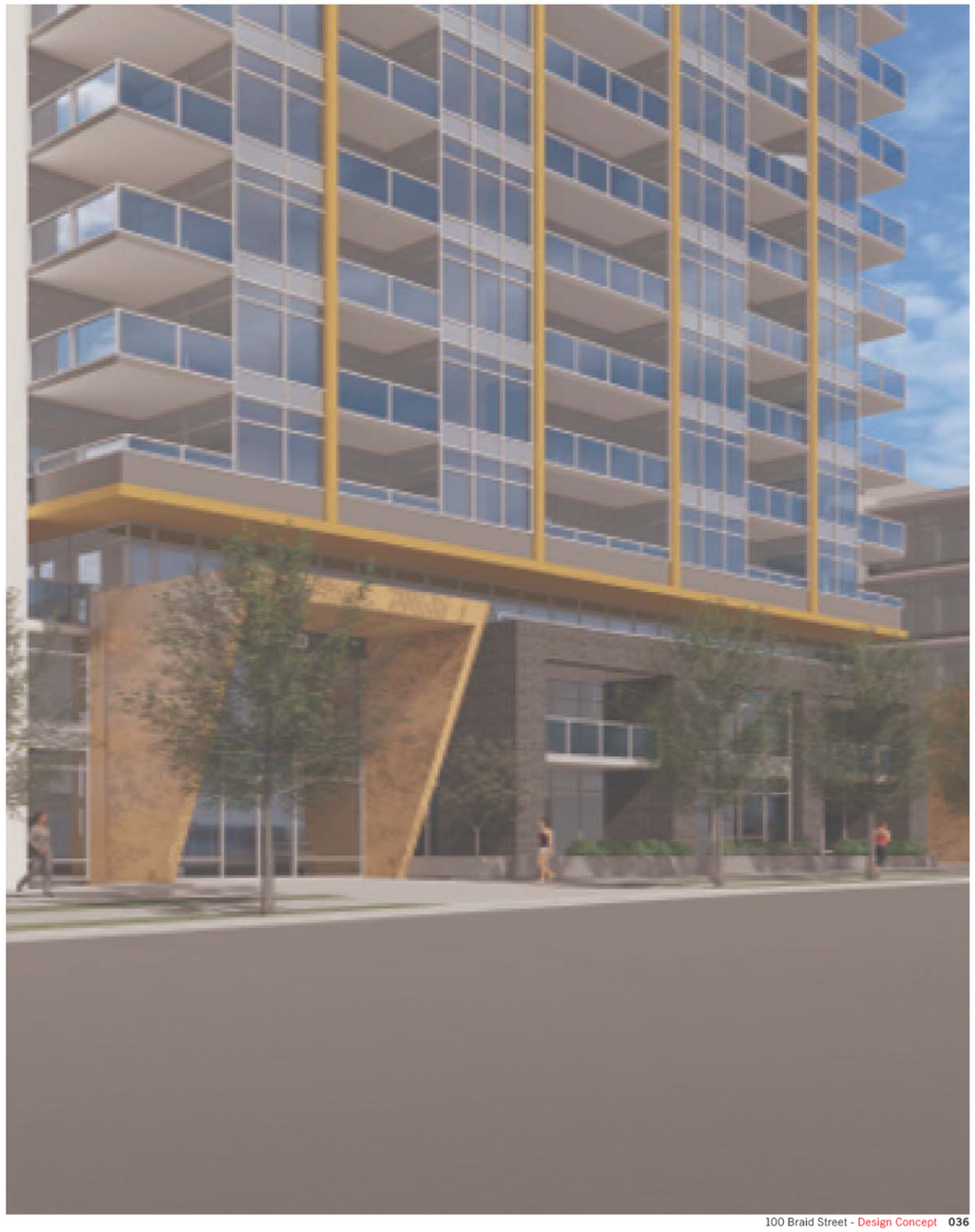
- **Need for coordination with the Urban Academy**
  - All transportation study work has been completed by Bunt and carefully integrated between the two projects

DRAFT TRANSPORTATION STUDY:
KEY OUTCOMES

- This residential rental tower proposal is expected to generate:
  - 130 two-way new trips in the morning peak hour
  - 153 two-way trips in the afternoon peak hour

- The site is proposing an 18% reduction in vehicle parking spaces (94 spaces)
  - an average rate of 0.81 parking spaces per unit

- A Transportation Demand Management (TDM) Plan is being finalized to support the parking reduction and encourage less travel by automobile. This is expected to include:
  - Improved access to bike storage areas with maintenance facilities and wash stations
  - Expanded car-share services for the community
  - Transportation marketing services and real-time information boards to encourage use of sustainable travel modes



CLIMATE EMERGENCY PLAN

- The City of New Westminster has introduced **7 Bold Steps** as part of their Climate Emergency Response. This project is participating in that effort by:
  - Supporting a **Car Light Community** by locating density next to rapid transit and promoting sustainable forms of transportation
  - Incorporating electric vehicle charging infrastructure to enable **Pollution Free Vehicles**, including electric bicycles
  - Providing **Quality People-Centred Public Realm**, with improved sidewalks and public spaces for new and existing residents

- 423 new homes at 100 Braid Street represents the first of many positive steps toward the evolution of the Sapperton neighbourhood.
  - A thoughtful approach to growth, while minimizing the carbon footprint.


THANK YOU
eta landscape architecture
CHRIS DIKEAKOS ARCHITECTS INC.
WESGROUP

Appendix D: Copy of Submitted Comment Cards

Please see next page.

100BraidStreet-RezoningTextAmendment-SurveyResults

REZ00201- Zoning Bylaw Text Amendment for 100 Braid Street

10/14/2020 2:39:48 PM

What is your level of support for the proposed text amendment to the Comprehensive Development zoning (CD-67) District for 100 Braid Street?

Respondents: 49

Choice	Percentage	Count
Strongly support	22.4%	11
Support	8.2%	4
Neutral	2.0%	1
Do not support	18.4%	9
Strongly do not support	49.0%	24
Total	100%	49

Do you have any comments about the proposed text amendment?

Respondents: 39

#	Respondent	Do you have any comments about the proposed text amendment?
1	64.180.115.13	y
2	69.172.169.55	While I agree with increasing density around transit, I do not think a 35 storey building is a good fit for the first high rise in the area. The original building size proposed was already going to look massive. As with the Brewery District, Wesgroup has shown us a plan and then later come back to increase the height of the tower substantially. It seems like every building going up in the area is using the affordable housing angle to increase their size. Affordable housing should be included in the original planning as a requirement, not thrown in later as a way to try to maximize profit by increasing the number of units for sale or rent. I will be sad to see the original 100 Braid St building lost; it is an amazing and unique space for our community and it adds great value to the area for artists and art lovers.
3	172.103.252.102	Additional density next to a skytrain station is positive for residents, and the environment.
4	96.55.130.97	Vehicle traffic at this intersection and within Sapperton far exceeds current infrastructure. I have grave concerns at this time regarding traffic at the Braid and Rousseau, especially during times of drop off and pick up of school children. I am aghast at the carelessness and aggressive driving observed on a daily basis. It is not uncommon to see vehicles disobey road rules and drive in the oncoming lane. Sapperton has long struggled with parking and I do not support the amendment to decrease parking.
5	64.114.222.113	This is yet another example of Wesgroup playing the game of getting approval to rezone a property under one set of plans, then, after approval, applying for a Text Amendment to significantly change the terms of the property. Wesgroup's proposal is a ridiculous ask: expanding the initial building from 20 storeys to 35 on the basis of Market Rental housing to try placate the City. Market Rental does not satisfy the need for affordable rental housing in Sapperton or New Westminster generally. Wesgroup MUST be told 'no' clearly so that they will stop playing this dishonest game of switch and bait with the City and the resident in which it operates. The proposal to significantly reduce the number of off-street parking is another ludicrous ask in an area which is already overburdened with traffic and parking issues. This Text Amendment proposal is a complete non-starter.
6	96.55.145.193	I am very much opposed to this development. It is out of character with the rest of Sapperton, and will serve to further congest an already challenging area of the city to traverse through. I want to see development that meets the needs of the Sapperton community - a giant tower of a bunch of 1 and 2 BR condos is not at all what the community needs. We need affordable, family-friendly housing options. The developer's offer of 96 "less-than-market rates" units is not sufficient in meeting community needs in order to compromise on other aspects of this proposed development. When the going market rate already prices out so many people, "less-than-market rates" does

		not mean affordable. I urge the City to put this development on hold until a proposal that actually meets community needs can be developed.
7	206.116.134.13	too tall, too many people for that location, surrounding streets can not support more cars, not enough parking in the building to support all those suites, why so many rental buildings in sapperton? Why does Wesgroup have such a monopoly on the rental market in one neighborhood? No shopping at the bottom of Braid for residents of this building (big hill to climb for residents to buy anything). ITS JUST WRONG, 25 STORIES IS MORE THAN ENOUGH RENTALS
8	206.116.216.250	if the purpose is to gain rental units, the market rental units will still be unaffordable for many and the 96 low rental don't meet the City's low rental definition, then why would we trade off these less than beneficial changes to add more density to an already congested area. Has the City considered how they are going to manage the pedestrian traffic at this already busy intersection. Perhaps the developer should be asked to include putting in overhead walkways from this building.
9	96.55.131.45	The wording around the art gallery and studio spaces need to be prioritized and brought to the forefront based on the last rezoning of this property. The existing convenant must be respected.
10	24.86.150.172	The city is too quick to give-in and approve variance because of the magic words : "Market Rental Housing" I am strongly opposed to yet another Zoning Amendment in the Brewery District to increase the height of the tallest high-rise on the site to an insane height of almost 100 meters. I really hope the lure, and bribery of some added secured market rental space will not sway council to pass this amendment. Since moving to Sapperton in 2003, when there was still a smell of hops in the air from the Labatt's brewery down the street, lots has changed in New Westminster's oldest neighbourhood. So after the brewery closed in 2005, and the public hearings began about how to develop the "Brewery District", to be a part of the modern Sapperton community. Residential, commercial and health services was going to make the area around Royal Columbian Hospital a better place. Adding all this to a brand new Skytrain station was a good way to bring this multi Acre lot into the modern age. I was initially in favour of this modernization. From the very first public hearing/consultation, there was concern about density. How much extra traffic could the surrounding roads handle. Where were these new residents kids going to go to school? What kind of park or green space would be added to accommodate such an increase? The developers overseeing these public consultations brushed a lot of these concerns off. Initially my neighbours and I voiced concern about density and the number of stories in the 4 largest residential apartment buildings along Brunette Ave. The initial proposal looked at the height of these building starting on the South end at 8 stories, then 8 stories, then 12 stories and the last one - what they called the 'show-piece' - at 20 stories (200 feet). As the hearings continued, I made sure my concerns were in writing, and tried to get more information from the city and the developers about what they really wanted. After a few public hearings of the developer downplay
11	142.179.41.107	It's time to STOP increasing population in New Westminster

12	70.71.171.68	The additionally density will not be rentals in perpetuity.
13	66.183.129.106	Too tall. Too many units. Infrastructure in & around this area does not support this type of population growth nor does this fit the look & feel of my New Westminster
14	50.92.46.107	This building so to high for this area....the traffic in this area is already terrible, the Urban Acadamy already blocks out so much sunlight in the area and the ration for the parking is crazy wrong. Whats going to happen is that the people who live in this building will still have cars and you will be turning the Sapperton area around this into a giant parking lot.
15	75.155.151.198	Crazy to increase density but reduce off street parking
16	96.55.134.233	It strikes me that Wesgroup's intentions to expand the scope of their project is very self-serving.
17	96.55.132.76	Adding market value housing doesn't justify increasing thy r density by so much
18	66.183.195.245	Traffic is bad enough in this area. The building does not meet the feel of the neighborhood
19	66.183.217.100	The 35 stories is too high. This building is going to set the stage for the rest of the Sapperton green development. Keep it at the original planned height. Please don't let them go that high.
20	173.180.110.72	Add a pet friendly area like dog area for pee/poop and dog park
21	50.92.233.10	I do not like that they want more parking on the street as that area is already crowded. I hate the added height, and I don't think what Sapperton needs is more housing that no one can afford anyways. Market rate means nothing when even the market rate is too high, even the less-than-market rate suites probably aren't that much less and that support gets cut off after only 10 years? Hell no. Keep Sapperton small and charming and free of big developments
22	99.199.95.129	Traffic and parking concerns.
23	192.252.234.224	The amendment should not be approved unless the affordable units mentioned in the proposal are guaranteed in perpetuity and apply to a range of differently-sized units that could accommodate family groups (i.e. 2 and 3 bedroom units).
24	205.250.164.112	Too many units for small streets
25	70.71.231.43	It is too big a project. The streets & traffic control in Sapperton would not be able to handle the added volume of this many residents
26	99.199.93.19	i'm worry the fewer parking spaces will affect the other houses in the area
27	50.92.45.183	I am opposed to the increase in height at 100 Braid Street. Even 21 stories is too high for the surrounding neighbourhood of single family homes. 35 stories would be an obscenity. I am also a little disturbed at how much clout these developers have with city councils in general. There has been a disruption in the local street parking since the school was opened on that corner. All the 2 hour spots are taken up every day by the parents, who park their cars in the streets and walk their kids to school. Now, with these

		proposed amendments, the situation will not improve. Wesgroup should not only be responsible for providing additional parking, but they should also be held fiscally responsible to all the necessary traffic, sewer and water improvements to the streets. It usually takes me more than ten minutes to drive the two blocks from my house on Wilson to the freeway entrance. The problem here is that the railway has control of the signals at Braid and Brunette. Even the smallest switching movement at BNSF can activate these signals. If the city wants to develop Sapperton Green, the whole existing street pattern will have to change. I suggest that Braid street needs to go subterranean, beneath the tracks, and the developers should pay the whole shot. The entire approach of Brunette to the freeway will have to change, all the on ramps and off ramps. The trains will no longer need to blow the damn whistles and the good folks in all the new towers will get a good sleep each night. Please consider this option in your planning process for the future of Sapperton.
28	13.110.54.38	I do not support this development in its current iteration. Specifically, I feel that the bonus density for rental apartment construction is excessive and does not reflect current market dynamics. Rental apartment construction is now more attractive vs. condo development. As such the roughly 60% bonus density is out of scale for what the developer likely wants to build anyhow. Instead I suggest adapting the city's rental density bonus policy to roughly 30% instead, resulting in a development that better transitions down to the residential neighbourghood beside. High rises above 30 floors should only be located closer to station. On this side of Braid Street heights should already be transitioning down to more of a mid-rise scale.
29	70.71.254.149	I would support this plan if market rental rates were reasonable. I saw the line item - may include some market rentals about 70% of median income for 10 years. 70% is ridiculous, and new west should expect more from developers it agrees to work with. There is a housing crisis. Actually affordable rental rates for a specified number of suites for more than 10 years should be required. New west should not only be for the rich.
30	207.34.136.200	I believe there is a shortage of affordable rental property in New West and this proposed amendment will help provide additional rental housing in a area directly accessible by existing public transportation
31	96.55.134.129	I support the 424 units of market rental housing and the 395 square metres (4,252 sq.ft.) of dedicated art gallery and studio space with discounted rents.
32	50.92.45.73	Insted of making yet another construction site I would rather see existing buildings around New West get finished and first properly set up. Too much development is happening all at once and we need to address the problem of parking, school and affordable and livable housing with existing buildings.
33	70.71.224.135	I thought that the school would be able to purchase this for more classrooms or a green field for children. I guess the developers knocked them out of the race?
34	192.157.115.133	This development fits with the city's goals for below market rental housing.
35	70.68.140.26	Nice to see this area being cleaned up, and very progressive to see density around sky train.

36	209.52.88.25	I think this a great idea
37	96.55.136.166	There is no question that the City of New West would benefit from a greater inventory of quality rental housing in our very limited land base. There is also no question that Wesgroup has an impressive proven track record of transforming older neighbourhoods into vibrant urban centres. In this case Wesgroup is going a step further by embarking on a relationship with CMHC that could bring significant benefit to New West and specifically to this Sapperton neighbourhood, by securing "affordable rental units" for many years to come. This proposal shows a very thoughtful and thorough design for integrating high density living with creative amenities that will enhance the quality of life for all residents - owners and renters alike, as well as local neighbours. The City of New West has planned an ambitious undertaking for the Sapperton OCP and now Wesgroup is stepping forward to lead the change and bring diversity to our City. I believe Council should support the vibrant growth destined for the Rouseau Triangle and Sapperton Green neighbourhoods while realizing the opportunity to increase quality rental inventory for the next generation of home owners and renters coming to New West. It is the City's responsibility to facilitate positive change as it relates to new projects and this one has a great many pluses to weigh in it's favour.
38	64.180.192.252	I am the president of a club at Douglas College and this is a few students thoughts they have sent me. First, is that approximately 75% of the units will be non-family orientated (Studio + 1 Bedroom). For the majority of students, it is important to us that the building will be more focused towards individuals and couples. Further, this is important since most of the students fall within this category, and it's important for us to know the demographic that may be moving in. Second is how close it is to public transit, which, many students rely on public transport as their way of getting around, since personal vehicles can be outside of financial reach due to being low income, and having large tuition fees. We found that since the proposed building is so close to transit, as well as part of our tuition fees being allocated to the Upass, it would be ideal for many New Westminster Douglas students. Third, it is stated that you may get subsidizes for some of the rental spaces. Most students are considered low income due to tuition fees, and spending time studying, they are unable to earn a healthy wage to pay for high cost rentals. These subsidies will likely make or break it for some students, which may even be long-term, or life-long tenants of the rental space. Lastly, it had mentioned several different amenities that will also be in the new building. 3 key ones to us were the Gym, BBQ area and green area. The gym will be fantastic for students as the generation is very health conscious, and will result in the gym being used before or after a student has classes. (This will also in turn, help students perform better in school, due to better health). For the BBQ area and green area, students will be able to entertain some friends for an evening and enjoy some green sites, versus an apartment downtown, which one would likely only see other buildings and not so much green. These would act as entertainment areas, which would leave a positive feeling from students.

39	206.116.134.178	1. There is no guarantee at this point that less-than-market rental units will be made available by the developer. Market rental housing by Wesgroup is not affordable housing. 2. With the identified traffic concerns of the lower Sapperton neighbourhood from both parent vehicles from Urban Academy (soon to be an additional 100 students) and staff from Royal Columbian (also in expansion) adding density will only add to traffic either moving or parking in the current neighbourhood. There is an assumption that tenants won't have cars. Taking transit to get groceries during this pandemic or walking the distance to the nearest grocery store from this site are not reasonable options for some families. 3. At what point will the goal of livability be looked at in the broader context by the City? Does New Westminster with it's small land base have to densify with super-highrises to the detriment of existing residents? Where are the amenities to support the additional people who will move to this 118 metre high building? Our new schools are already full and our recreational facilities are usually packed (pre-covid). The closest park, Hume, is full of people already on the weekends. Sports teams can't find space to play. Does Council actually care about the residents who already live in Sapperton? I also really wonder why the City is allowing developers like Wesgroup to build homes for people so close to a major truck route, railway line and entrance to a freeway, and close to industrial lands? The years of complaints from people living at the Quay should be a lesson about allowing development so close to a railway with honking trains! What about the quality of life of those tenants? Is this the best we can do? 4. Finally, from an aesthetic perspective, the juxtaposition of a single-family neighbourhood beside a 390 foot highrise couldn't be more unpleasant and the view, which matters to many residents, will not be enhanced by the additional height. Thank you.

OPTIONAL - Demographic questions

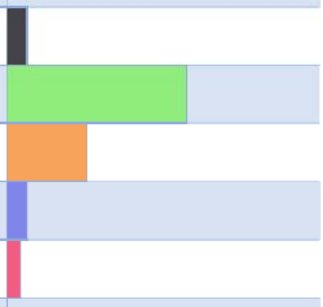
Respondents: 47

Choice	Percentage	Count
Brow of the Hill	10.6%	5
Connaught Heights	0.0%	0
Downtown	4.3%	2
Glenbrooke North	0.0%	0
Massey Victory Heights	8.5%	4
Moody Park	2.1%	1
Quayside	0.0%	0
Queen's Park	2.1%	1
Queensborough	0.0%	0
Sapperton	57.4%	27
Victoria Hill Ginger Drive	6.4%	3
West End	2.1%	1
Not sure	0.0%	0
I don't live in New West	6.4%	3
Total	100%	47

What is your age?

Respondents: 47

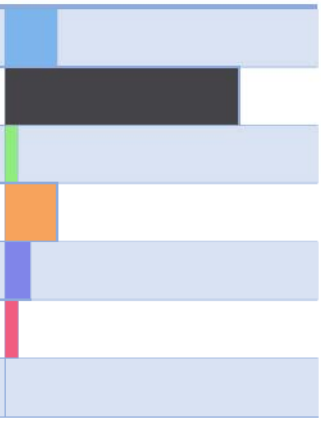
Choice	Percentage	Count
19 & under	0.0%	0
20-34	6.4%	3
35-49	57.4%	27
50-64	25.5%	12
65 & older	6.4%	3
Prefer not to say	4.3%	2
Total	100%	47



What is your connection to New West? (select all that apply)

Respondents: 48

Choice	Percentage	Count
Renter in New West	16.7%	8
Homeowner in New West	75.0%	36
Student in New West	4.2%	2
Employee in New West	16.7%	8
Business Owner in New West	8.3%	4
Other, please specify:	4.2%	2
Total	100%	48



#	Respondent	If other, please specify:
1	70.71.171.68	Looking for rentals in New Westminster.
2	173.180.110.72	Parent of a student in new west

Correspondence Received during City-Led Consultation Period
100 Braid Street
Proposed Zoning Bylaw Text Amendment and Development Permit

From: >
Sent: Wednesday, September 30, 2020 11:25 AM
To: External-Dev Feedback <devfeedback@newwestcity.ca>
Subject: 100 Braid Street

This proposal should not be considered:

Too many people for that location

Streets in that area can not support more vehicles (yes, tenants that live near skytrains do have cars, don't let the developer fool you)

It just took me a half hour this past week one day to drive from Buchanan ave to Brunette, no construction, just busy, lights not functioning properly , trains etc…..adding 400+ families to this location with the current road system is dangerous and foolish

There is no shopping at the bottom of braid (big hill to climb up if you need milk)

There is not enough parking for all those suites inside the building (tenants do have cars despite what developers say)…..DO NOT LET ANYONE FROM THAT BUILDING PARK ON ANY OF THE RESIDENTIAL STREETS.

Why does Sapperton need to have such a dominant supply of rentals, and by one company wesgroup? Why not promote rental buildings in the other areas of the city, wesgroup has already been provided that luxury at the Brewery District…..thats enough. They are not even "affordable".

Wesgroup is getting greedy, no longer a good neighbor. What ever they ask for, is never enough, a few years later they come back asking for more……I wish the home owners and tax payers of this city got this kind of support.

I have lived in this Sapperton area for 50 years, I have been a _____ in the neighborhood for 31 years……this is not a good idea.

-----Original Message-----
From:
Sent: Saturday, October 3, 2020 3:46 PM
To: External-Dev Feedback <devfeedback@newwestcity.ca>
Subject: Braid Street Project

I would like to comment on the proposal put forth by Westgroup, to increase the number of floors and/or units, to the high rise development at 100 Braid Street, in exchange for offering some temporary "affordable" units for a period of 10 years. I do not believe council should approve the proposed changes put forward by this developer.

First of all, New West does not need more expensive apartments. We need more rental housing, but we need affordable housing and not just a few select suites. "Affordable" and I use that term loosely, housing in New West is primarily in older buildings, many of them, desperately in need of redevelopment. We can't afford to keep building apartment complexes that are unaffordable for ordinary people. There are more low income people in New West, than well off people. There are more lower income people in every community, but nobody seems to take that into consideration when making plans for the future. Plus, offering less than 100 apartments at some developers concept of "low cost" for 10 years, is a joke. Do they expect the people who are living in those apartments to suddenly get rich after 10 years? Do they plan to move all the poor people out on the street after 10 years and move in some rich people instead? That's insane and completely unreasonable.

Secondly, if the development should go ahead, I do not believe the developer should be allowed to reduce the number of parking spaces. They may not all be required at the time the building is occupied, however, you can't add parking spaces later, they have to be built when the building is constructed. Traffic is already an issue in that part of the city and forcing people to park on busy and over crowded streets, because the developer was too cheap to build sufficient parking spaces, is untenable. In fifty years, nobody knows what the needs of the community will be. Perhaps even the number of parking spaces currently required by code, won't be sufficient. That space could be used for other purposes if it's not used for parking, but eliminating it all together is short sighted.

Westgroup only wants to make money. They don't care about this community or the people in it. Well they are in business to make money so I guess that's okay for them, but that doesn't help New West's. It's incumbent on Council to seek out and make deals with developers who can help us to resolve our housing issues. Land space in this community is very limited, we can't be wasting what little there is for developments that don't serve our needs. Take a pass on this one and keep looking for the right partnerships.

Kindest Regards

From:
Sent: Friday, October 9, 2020 5:19 PM
To: External-Dev Feedback <devfeedback@newwestcity.ca>
Subject: 100 Braid Street

New Westminster Mayor, Council, & Planning Division:

I understand that there is a shortage of housing, especially affordable housing, in the Lower Mainland and that increasing the density is unavoidable if we are to solve the problem. However, I am very strongly opposed to this proposed amendment to Wesgroup's plan for 100 Braid Street.

In the 22 years we have lived in Sapperton we have seen a dramatic increase in noise and traffic, as well as parking issues in our neighbourhood. We have opposed several developments over those years (Braid St-United Blvd-Skytrain project, the BC gov't Highway 1 interchange project, Wesgroup's amendment to their Brewery District development, the building and expansion of the Urban Academy). These projects, as well as the RCH expansion, mean our little neighbourhood has been inundated with more noise, traffic, and "ratrunners". Commuters wanting to avoid the long lineups on Braid Street cut through our streets and back lanes. Our street becomes dangerous for kids playing when the hospital employees get off work in the afternoon and speed down our streets, paying no heed to the current " local traffic only" signs, speed limits, or traffic calming measures. Earlier this week I counted 11 vehicles cutting down our back lane during afternoon rush hour in the space of only 10 minutes.

When I drive home now I no longer come up the Braid St hill and turn left onto my street (Garrett), because it is unsafe d/t increased traffic levels. Instead, I turn left onto Rousseau St using the advanced green at the traffic signal. Even then there have been several times I can't continue down Rousseau because the street is blocked with parents picking up their children from Urban Academy. What would happen if an ambulance from the station on Rousseau St was trying to get through?

Where will the 40 Urban Academy parking spaces currently on the 100 Braid St lot go to once the new development goes in? The neighbourhood certainly could not accommodate them. Decreasing the number of off street parking spaces and almost doubling the height of in the proposed highrise would make the situation even worse.

What changes to the traffic flow and upgrades to the city services will occur to support this new building and ensure minimal impact to the neighbourhood?

Having these taller buildings towering over us detracts from the livability of our great little neighbourhood. We chose to live here because of this neighbourhood. We are proud of the community here. The highrises at the Brewery District and the proposed Sapperton Green have a bit of buffer space between them and the current neighbourhood. 100 Braid St is right IN the neighbourhood.

I am tired of the city and developers not listening to the people who live in this neighbourhood, not caring about the quality of life for those who live in the neighbourhood.

Please reject the zoning bylaw text amendment for 100 Braid Street.

From: Rupinder Basi
Sent: Thursday, October 15, 2020 3:24 PM
To: ***REDACTED FOR PRIVACY***
Subject: RE: 100 Braid St rezoning

Greetings,

Thanks for your inquiry related to the proposed development at 100 Braid St. Below is a response based on the information provided by the applicant as part of their application submission:

With respect to the proposed parking rate, the applicant is seeking a reduction from the bylaw which is currently set at 1.00 spaces per dwelling unit. Based on the 423 rental units being proposed, this would result in an equal number of parking spaces. This project is currently seeking a parking rate of 0.81 spaces per unit which equates to approximately 345 parking spaces. For context, approximately 75% of the new rental units will be studio and one-bedroom units, with the remaining 25% to be two-bedrooms or more. It's also worth noting that residential developments are also required to provide visitor parking for guests of the future tenants. This is typically 0.10 spaces per dwelling unit, but the applicant is seeking a similar reduction to 0.066 spaces per dwelling unit, which would amount to approximately 28 spaces for visitors to park.

A key consideration that has been incorporated in to the parking reduction rationale for this proposal is the close proximity to Braid SkyTrain station, which offers fast and frequent transit within a 5-10 minute walk from this proposal site at 100 Braid Street. As shown in observational studies, such as the 2018 Regional Parking Study for Metro Vancouver, vehicle parking demand near rapid transit stations in purpose-built rental residential buildings is lower than many existing bylaw rates, especially as compared to strata (owner) buildings. In fact, the observed demand is generally in the range of 0.58 – 0.72 parking spaces per unit, still below the proposed 0.81/unit at this site. Furthermore, many cities around Metro Vancouver are adjusting parking rates downward for rental development sites that are located in close proximity to a SkyTrain Station (i.e. 400m or less) to reflect more current travel trends. Reduced rates such as these already exist within the City of New Westminster.

In addition to the above mentioned rationale, the proposed development will also be focusing on other Transportation Demand Management measures to help further encourage the use of sustainable travel modes, thus reducing the need to rely on an automobile. The applicant's transportation consultant has indicated that when all these considerations are put together, the proposed parking rate is not only adequate for the expected demand, but it also aligns with current trends and the City's objectives on sustainable transportation and reduced environmental impact.

Staff are reviewing the above-noted information provided the applicant as part of the transportation review for the proposed rezoning (text amendment).

We hope the above information helps to address your inquiry, and thank you for your interest in the development proposal.

Best,

Rupinder Basi | Supervisor of Development Planning

From: REDACTED FOR PRIVACY
Sent: Thursday, September 24, 2020 4:38 PM
To: External-Dev Feedback <devfeedback@newwestcity.ca>
Subject: 100 Braid St rezoning

Hi, I'm just reading about the application for rezoning of 100 Braid St by Wesgroup and I have a question: they're applying to *reduce* the amount of off-street parking to less than a single stall per unit?

Or is this a misprint? I find it a little appalling that in the GVRD with density problems we're thinking of allowing corporations to further exacerbate that by not providing adequate parking for units in their buildings. That should work out well for houses with multiple jobs and/or kids. Or maybe they're targeting strictly 1 bedroom apartments.

Forgive me but this doesn't seem real. Am I misreading the intentions here?

Thanks for your help,

NEW WEST CHAMBER

(est. 1883)

September 25th, 2020

From: New Westminster Chamber of Commerce
201-309 Sixth Street
New Westminster BC, V3M 3A7

To Mayor and Council:

We are writing with regards to the application of Wesgroup to expand their building application at 100 Braid Street.

The New West Chamber supports this expansion for the following reasons.

1. Finding and keeping great staff is an ongoing issue for local employers. Having an affordable housing option close to work would make New West a more desirable place to conduct business and would provide an advantage to local business owners. Wesgroup's commitment to provide a portion of units as below market rental would help accomplish this goal.
2. The Sapperton Business district would greatly benefit from the additional foot traffic that this expanded application would bring. Over the years, many businesses have shut because there is not enough population in the neighbourhood to support their operations. Cadeau Gift shop comes to mind.
3. East Columbia is intended to be a "Great Street" with lively foot traffic and places to gather. The challenge to accomplishing this is that the kind of businesses that would normally make up this kind of great street (café's, restaurants, places to shop), do not have enough people to support them and so they do not choose this neighbourhood. Instead, because those businesses are not being attracted, organizations that would more traditionally be using office space, are taking over prime retail locations.
4. Further, Wesgroup has committed to building a community gathering space which will be very useful for holding small scale networking events and will be needed to replace the existing event space at 100 Braid Street Studios. This will be an important community asset and needs to remain an integral part of the design and approval.

Yes, there are valid concerns about the impact of this development on livability, but the proximity to rapid and effective transit at this location, as well as a willingness to create an effective traffic plan will alleviate many of them. Further, the expansion of purpose built rental housing in New Westminster is a net positive for the community. On a personal note, as a resident of Sapperton I am well aware of the potential impact on my neighbourhood. Including on resident views, increased traffic and parking issues. However much of this impact would be inevitable regardless of whether the expanded application is approved or not.

(est. 1883)

In conclusion, we believe that this application will benefit local business and therefore we are sending this letter of support.

Sincerely,

Rnold Smith

CEO – New West Chamber

201-309 Sixth Street
New Westminster, BC V3L 3A7
604-521-7781
NewWestChamber.com