3.2
EAST COLUMBIA STREET

INTRODUCTION

[BYLAW NO. 8151, 2019]

The East Columbia Street Commercial Corridor, identified as Development Permit Area 3.2 [See Map 3.0], is designated in order to facilitate new commercial and mixed use development, with active commercial spaces oriented towards East Columbia Street.

As one of New Westminster's Great Streets, East Columbia Street is a diverse corridor that is well connected to local and regional transit, contains a diverse range of uses and is poised to be an important employment and residential hub for the city. Sapperton Park, located midway long the corridor, connects two distinct but related sections of East Columbia Street. The south end of East Columbia Street is focused around the Brewery District, Royal Columbian Hospital and Sapperton SkyTrain Station and provides a range of employment opportunities as well as a mix of housing units. The north end of East Columbia Street has a range of local serving retail and a mix of housing units.

This area is designated as a Development Permit Area with the following purposes:

- establishment of objectives for the form and character of commercial and mixed use development,
- protection of the natural environment, its ecosystems and biological diversity (as outlined in the Justification section of this schedule), and
- establishment of objectives to promote energy conservation (as outlined in the Justification section of this schedule).



Mixed Use - Low-Rise Buildings

Mixed Use - High-Rise Buildings

Commercial and Health Care Buildings

Sapperton SkyTrain Station

East Columbia Street Commercial Corridor

Park/Open Space

Greenway/Trail

Special Employment Area

3.2 EAST COLUMBIA STREET
INTRODUCTION

OPPORTUNITIES

Commercial corridor opportunities along East Columbia Street will take on several forms. Mixed-use development including: retail, office and residential uses will be located opposite the Brewery District, capitalizing on the need for office space in this employment hub, as well as the desirable location close to Sapperton SkyTrain station and Brewery District amenities. This new development should aim to increase the active street frontage along the west side of Columbia Street to create a more balanced pedestrian experience along the corridor. The redevelopment of Royal Columbian Hospital will spur the need for more medical and office related uses closer to the hospital. The area identified as a special employment area will focus on developing these commercial/office opportunities while still encouraging an active building face and pedestrian streetscape. North of Sapperton Park, new development should build on the small-scale retail focused success of the neighbourhood and integrate more mixed-use developments with reasonably scaled residential that fits with the character of East Columbia Street and transitions appropriately to the single detached neighbourhoods adjacent.

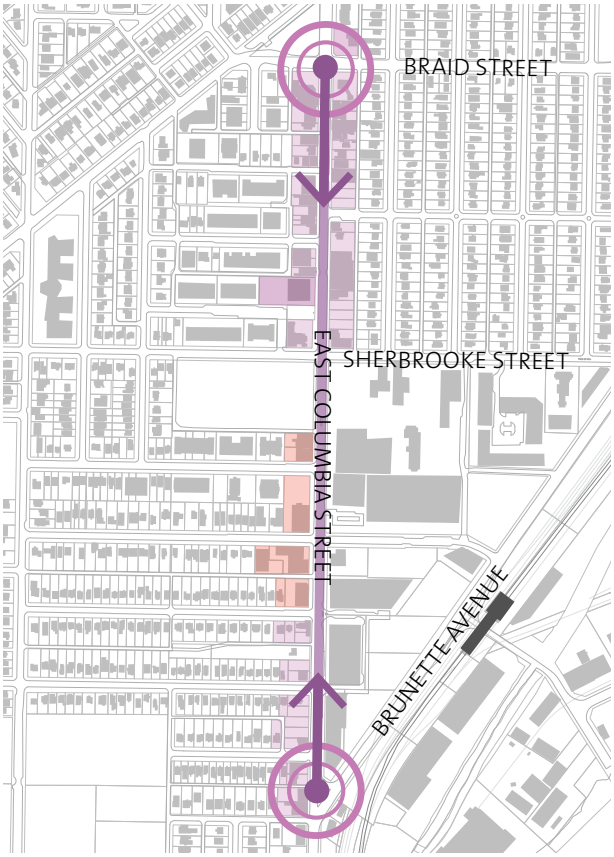
As East Columbia Street is identified as a Great Street within the city, new developments can help enhance the qualities of the neighbourhood and achieve a great public realm by providing space for activity along the building frontage (such as patios and seating areas), ensuring sidewalk widths allow for comfortable and unimpeded pedestrian flow, and/or providing opportunities for the reallocation of space within the right of way to allow for bike lanes or other improvements.

HOUSING

The City of New Westminster is committed to the development and maintenance of safe, affordable housing through policies, plans and programs. A variety of ground oriented housing forms, tenures and unit sizes, and affordable housing for different ages, incomes, family types and abilities is encouraged to support diverse, intergenerational neighbourhoods.



The Brewery District, Source: Perkins+Will



East Columbia and Braid Street as an arrival point

3.2 EAST COLUMBIA STREET
NEIGHBOURHOOD INTERFACE

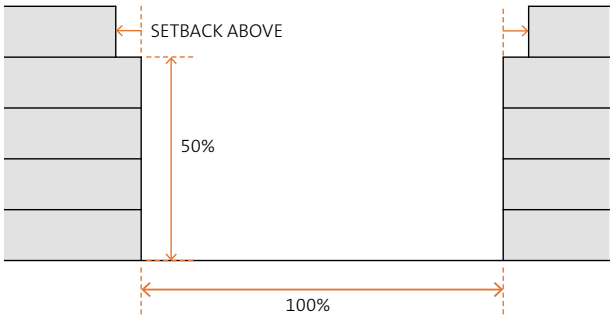


Ground floor uses wrap the corner, Source: Lever Architecture

GATEWAYS AND ARRIVAL POINTS

The intersection of East Columbia Street and Braid Street is an important arrival point to East Columbia Street. Efforts to enhance this point as a gateway for the neighbourhood and give a better indication of the vibrant and pedestrian friendly environment of East Columbia Street is encouraged.

The intersection of East Columbia Street and Brunette Avenue is also a significant arrival point. Development around this intersection and opposite of the Brewery District should strengthen the character of the area and reinforce pedestrian scale uses and activity.



Building height to R.O.W. example of 50%

3.2.1 SITING

Intent: Building siting must respond to the existing context and create a comfortable pedestrian scale and sensitive neighbourhood interface.

- Commercial uses should be oriented to front the primary frontage (East Columbia Street) in order to enhance a vibrant and safe public realm.
- Commercial uses should wrap the corner onto secondary frontages to create a strong corner.
- Either commercial, or ground oriented residential may front onto the secondary streets.
- New developments should incorporate a street wall that complements the scale of adjacent buildings and is appropriate to the street width (i.e. street wall height should be 50% – 30% of the street R.O.W. width). Floors above this ratio height should be set back a minimum of 3m (9'10").
- Buildings should be designed to respond to specific site conditions and opportunities, including: prominent intersections, corner lots, unique block structures, absence of laneways, steep topography, natural features, prominent open spaces and views.

3.2 EAST COLUMBIA STREET
NEIGHBOURHOOD INTERFACE

3.2.2 CHARACTER

Intent: New buildings and developments must be designed in a cohesive manner that enhances the qualities and character of the neighbourhood in which they are situated.

- All buildings should be designed to embody and enhance the diverse qualities of East Columbia Street:
  - Brewery District: modern, urban transit oriented development with a mix of uses and an active public realm,
  - Royal Columbian area: modern, health-office focused development with active street uses,
  - Area north of Sapperton park: pedestrian-scale, walkable with small-scale independent retailers.
- Buildings should be designed to fit harmoniously with the existing context by creating a consistent visual rhythm along the streetscape.
- All buildings within a development should be designed with diversity to ensure a varied streetscape but create some cohesion by aligning window sills, cornices, and floor-to-floor spacing along the street block. Variety in massing, details, and/or material should be considered to avoid a monotonous appearance and reinforce individual building identity.
- Public realm elements (seating, lighting, landscaping) should add to the character of East Columbia Street's public realm and provide comfortable spaces for pedestrians.
- Public art should be integrated to enhance the character of East Columbia Street and create pedestrian scale landmarks within the node to mark important gateways, pocket parks, etc.



Pedestrian scale development, Source: Suter Brook Village

3.2 EAST COLUMBIA STREET
NEIGHBOURHOOD INTERFACE



Mixed-use and office-oriented uses, Source: Perkins+Will

3.2.3 MASSING + SETBACKS

Intent: Building massing and setbacks must respond to the existing context and create a comfortable pedestrian scale and a sensitive neighbourhood interface.

- Larger building masses and buildings with long frontages should be visually broken down using recesses, shifts in the massing and/or other methods of articulation to lessen visual impact on the pedestrian realm and create variation along the street.
- Ground floor commercial uses should be set back from the property line when appropriate to enhance public realm while maintaining a consistent street definition. Where setbacks are appropriate, they should provide adequate sidewalk width, space for public realm enhancements such as patios and seating areas, and/or space to accommodate Great Street enhancements such as the provision of bike lanes.
- When possible, at grade residential should be provided along secondary frontages to create a similar setback and more comfortable transition to single detached dwellings and/or other ground oriented dwellings.
- Buildings on lots adjacent to single detached dwellings or other ground oriented dwelling types should step masses above three storeys back a minimum of 3m (9'10") from the building edge.
- Buildings of four to six storeys should be set back at the fourth storey and higher by 3m (9'10") on all sides except on interior lot line, in which case there should be a zero lot line condition.
- Residential units along side streets should be set back from the property line on the ground floor by a minimum of 3.0m (9'10") and a maximum of 4.0m (13'2") to provide private space for ground oriented units.
- Rear lot setbacks are intended to provide privacy and open space for residents and reduce overlook. The setbacks are dependent on building form, building density, use on the adjacent lot and the presence of a lane.

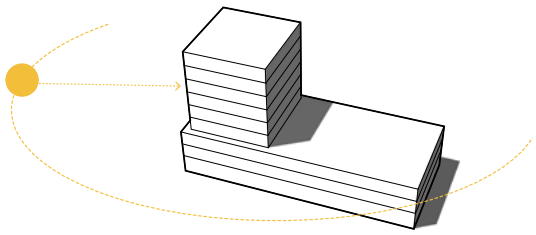
3.2 EAST COLUMBIA STREET
NEIGHBOURHOOD INTERFACE



Commercial and office uses with residential set back above, Source: GBL Architects

- Given the limiting lot depths along East Columbia street, extra care should be taken to create an appropriate interface with single detached dwellings by stepping massing back from the building edge at upper levels and putting effort into creating a more lively interface with the lane.
- Where possible, a minimum 3.0m (9'10") setback should be provided along laneways.
- Massing should screen servicing areas, and when possible a landscape buffer should be provided at the rear property line to create a more sensitive transition to single detached dwellings.
- Six storey developments will only be considered in limited circumstances based on specific conditions:
  - If the project is located within the Special Employment Area and provides one floor of office space.
  - OR, if the project is located outside the Special Employment Area and meets one or more significant City priorities (e.g. proving non-market rental housing, providing secure purpose built market rental, retention of a heritage building through a Heritage Revitalization Agreement or similar tool, retention of trees, construction of an energy efficient building).
  - OR, if the project is outside of the Special Employment Area and the lot size, lot depth, configuration and grading allows for appropriate transition to future adjacent massing and is in accordance with City regulations.
- If development sites meet one of the above conditions, six storey forms should:
  - Provide two storey, three bedroom, family friendly, ground oriented units at the base of the building fronting secondary streets or lanes.
  - Exceed the requirements of the family friendly housing policy.
  - Change materials and colour above the third storey to lessen the visual impact of the height of the building.
  - Demonstration that it will not significantly overshadow adjacent residential and public open spaces.
  - Provide publicly accessible open space (pocket park, plaza, courtyard, etc.), when appropriate.

3.2 EAST COLUMBIA STREET
NEIGHBOURHOOD INTERFACE



Solar studies and shadow diagrams should be used to determine impact of shadows and access to daylight



Provide living areas with daylight and ventilation, Source: Shed Architecture

3.2.4 VIEWS + SHADOWS

Intent: Buildings must be designed to reduce shadowing impact on adjacent properties and public spaces and maintain important views in the community.

- Entrances, residential unit glazing and balconies should be positioned to ensure casual overlook of public spaces and streets to enhance visibility to the street and public spaces or "eyes on the street".
- Buildings should address the urban context in which they are situated by:
  - Avoiding overshadowing existing buildings, private open spaces and public spaces,
  - Minimizing impact on neighbouring single detached dwellings and other ground oriented housing forms,
  - Orienting windows and entrances to primary and secondary street frontages to provide overlook,
  - Designing with solar orientation, daylighting and passive ventilation in mind.
- The siting, form, and scale of buildings should mitigate blockage of significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and usable open spaces are minimized.

3.2.5 VENTILATION

Intent: Buildings must be designed to maximize natural light and ventilation for all residential units while considering any microclimates which may impact the building.

- Massing of buildings should promote as many units as possible having exterior walls with windows on two sides.
- Internal units should be configured using a wide window-wall to shallow room depth ratio that ensures ample daylight penetrates to the rear of the unit.
- Buildings should be organized internally so that wherever possible, primary living spaces (living room, kitchen, family room) have exterior walls with windows on two sides to encourage natural ventilation and daylighting.
- Use stack vents and light wells to provide additional light and ventilation to primary and secondary living spaces, when appropriate.
- Ventilation for underground parking and garbage/ recycling rooms should not vent onto public sidewalks or adjacent to residential units.

3.2 EAST COLUMBIA STREET
BUILDING DESIGN



Active commercial frontage with residential entries at grade beyond, Source: Weinstein A+U Architects

3.2.6 ENTRANCES

Intent: Building entrances must be located and designed to provide active ground floor uses that contribute to safe and lively urban environments.

- Frequent entrances into commercial frontages facing the street should be provided to create a pedestrian scale frontage. The ideal spacing is 10m (32'10") for entrances along retail high streets.
- A diverse range of CRU sizes should be provided, or if CRUs are large, multiple entries can be used to enhance connectivity to the street.
- Commercial, office and residential entries should be clearly visible and identifiable from the fronting public street and sidewalk. This can be achieved through articulating the building massing and framing entrances with secondary roof elements (such as canopies, etc).
- Where buildings contain commercial, office and residential uses, separate lobbies for residential components should be provided.
- When possible, apartment lobbies should have multiple access points to increase connectivity and building access. When multiple entries are created, ensure the primary entry is clearly identifiable from the street.
- Buildings should activate secondary streets and lanes by incorporating ground floor residential units with individual primary entrances.
- Ground floor residential units should be elevated slightly to create privacy and a transition zone from the street.
- Architectural and landscape features should be incorporated to create thresholds and gateways to further enhance a sense of arrival to the building and differentiate the public and private realm along the streetscape.



Commercial entrance spacing with clear residential entry

3.2 EAST COLUMBIA STREET
BUILDING DESIGN



Active façade along pedestrian circulation route, Source: Perkins+Will

3.2.7 FAÇADES

Intent: Building façades must have appropriate levels of transparency and have a direct interface with public streets, pathways and open spaces.

- The façades of buildings that front public or internal streets, pedestrian pathways, parks or open space should be designed to be welcoming, activate the street, create visual interest and enhance safety.
- Building entrances should be recessed by a minimum of 0.6m (2') to provide for door swings, weather protection and to visually emphasize the building entrance. This should be done with CPTED principles in mind to enhance safety.
- Larger commercial buildings with medical/office uses should incorporate smaller shops wrapped around outside edges to better integrate the buildings with the public realm and make them more compatible with the desired character of East Columbia Street.
- Avoid large blank walls facing single detached dwellings to create a more welcoming interface. Blank walls should be avoided. When unavoidable, use design treatments such as planters, climbing vines or plants, murals and public art.
- Continuous weather protection should be provided along commercial frontages which border sidewalks, pathways, and prominent occupied open space.
- Maintain site lines from interior spaces to the sidewalk/public space to ensure safety.



Medical building with active at-grade uses, Source: GBL Architects

3.2 EAST COLUMBIA STREET
BUILDING DESIGN

3.2.8 MATERIALS

Intent: All buildings within a development must use a cohesive material and colour palette that complements the character of the surrounding neighbourhood.

- High quality materials should be used to enhance the quality and character of East Columbia Street. Wood, stone, brick and standing seam metal cladding are preferred cladding materials, while composite, metal or cementitious panels are also permitted.
- Colours should be muted but fit within the surrounding neighbourhood character. Accent colours may be bold but should be harmonious with the main colour and material palette to unify the design and to highlight architectural details (e.g. soffits, window and door trim, railings).
- Matte finishes or finishes with a low level of reflectivity should be used. Reflective materials (e.g. mirrored glass, polished stone) should be avoided.



Accent colour used to highlight balconies, Source: GBL Architects

3.2.9 WINDOWS

Intent: Windows must be placed to encourage "eyes-on-the-street" while being mindful of strategies for reducing solar gain.

- Windows should be located to maximize connections with the public realm.
- Ground floor commercial uses should have a minimum glazing area of at least 60% between 0.9m (3') and 2.5m (8'2") above grade.
- Transparency at grade should be achieved by utilizing clear glass – tinted, reflective and opaque glass must be avoided. Ensure windows are not covered with advertising, signs and large vinyl wraps/screens.
- Exterior shading devices such as: fins, louvres and strategic overhangs should be used when possible to create shade from the summer sun while providing solar access in the winter months. These shading devices should be used primarily on south-facing façades but may also be utilized on west or east façades.



Commercial and residential units providing "eyes on the street", Source: Weinstein A+U Architects

3.2 EAST COLUMBIA STREET
BUILDING DESIGN



Use of massing setback to provide more generous outdoor terrace space, Source: Canadian Architect

3.2.10 BALCONIES

Intent: Balconies must be designed to enhance the layout of internal units, avoid overlook into adjacent units or buildings and provide visual connections to the surrounding public realm.

- A strong relationship should be created between the private and public realm by locating balconies and patios facing onto semi-private or public outdoor spaces.
- Patios and balconies should have direct connections to primary indoor living spaces wherever possible.
- Balconies should be integrated into the building mass or located below other balconies in order to have adequate weather protection.
- Railings and structure for balconies should enhance transparency and use minimal structure as not to obstruct views. The use of more opaque railing components (fritted or coloured glass, screening elements etc.) may be considered if privacy from neighbouring properties is an issue.
- Courtyard spaces should be provided to create private or semi-private access to the outdoors. These semi-private outdoor spaces should be sited to act as a buffer between public spaces, and residential spaces.

3.2 EAST COLUMBIA STREET
BUILDING DESIGN

3.2.11 ROOFS

Intent: Roofs must be designed to fit with the architectural style of the building and maintain a clean appearance.

- Architectural elements and massing strategies should be used to screen mechanical and service equipment so it appears to be integrated with the overall expression.
- The surface of roofs should be finished with a material that is attractive and easy to maintain.
- Roofing materials and colours with a high albedo (e.g. materials that reflect heat energy from the sun) should be used to reduce the absorption of heat into the building and reduce the urban heat island effect.
- Landscaped roofs should be provided to manage runoff, add visual appeal, improve energy efficiency and reduce heat island effects, and provide amenity value.



Communal rooftop space, Source: AECOM

3.2.12 WEATHER PROTECTION

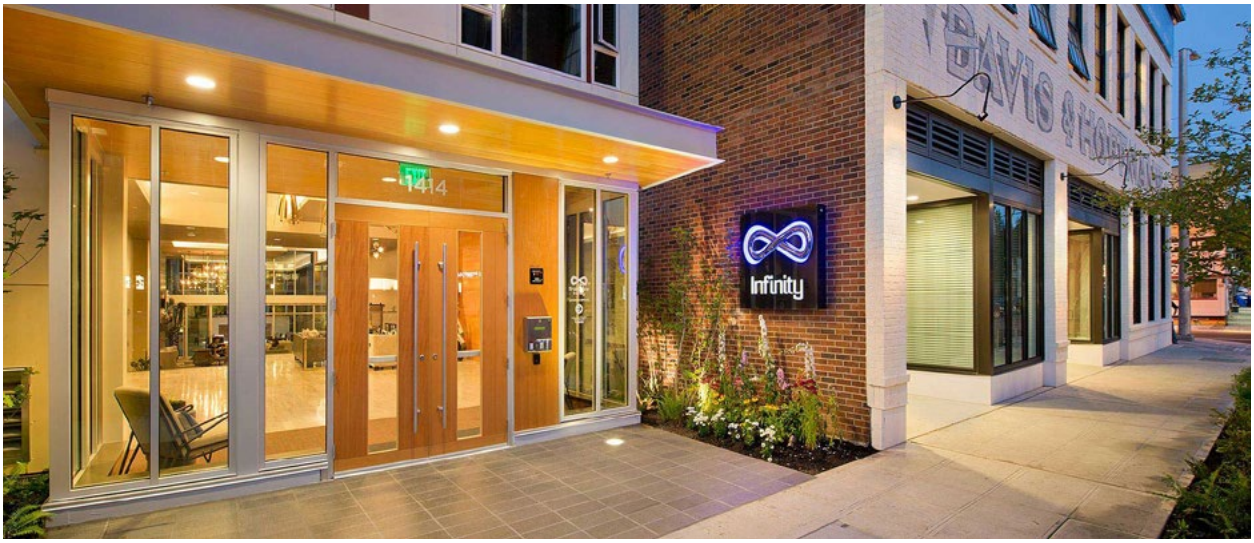
Intent: Given the local climate of prolonged rainy periods, landscaping and well-designed and appropriately scaled architectural elements must be used to provide shelter from precipitation, wind and direct sun.

- All streets lined with retail should have continuous weather protection along the face of the commercial units. The minimum width of fixed canopies, and fixed or retractable awnings should be 1.5m (4-11") with a recommended minimum storefront height of 4.0m (13'1").
- Weather protection should be provided along commercial building frontages facing primary and secondary streets. Weather protection may include natural features such as trees on landscaping, or high-quality architectural elements such as canopies, colonnades, overhangs or pergolas.
- Weather protection should be provided over all residential entries, including those for main lobbies and individual units accessible at grade. This may take the form of overhangs, recesses, awnings, or canopies.



Weather protection along commercial frontages

3.2 EAST COLUMBIA STREET
BUILDING DESIGN



Well-lit residential entry adjacent to commercial spaces, Source: Bruce Glass

- Weather protection elements should fit with the architectural style of the development and use high quality materials such as glass, metal or similar materials to give a cohesive expression within the façade.
- Maintenance associated with elements for weather protection elements (i.e. avoid algae film or leaf build up on glass canopies, etc.) should be considered.
- The design of canopies should take water drainage into consideration (i.e. avoid water spillage between the building and canopy, particularly in pedestrian zones).
- Where historically appropriate, a heritage building or building designed to fit into a heritage context may not require weather protection.

3.2.13 LIGHTING

Intent: New developments and the spaces around them must be well lit with energy efficient lighting elements that are well integrated into the design.

- All public and semi-private sidewalks and open spaces must be equipped with pedestrian scale lighting. Commercial and private residential entries at grade should also be provided with sufficient exterior lighting.
- Lighting fixtures should be unobtrusive and integrated into the design in a way that is consistent with the architecture of the building and its surrounding context.
- Use shielded down lighting that provides security, ambient lighting and enhances architectural and landscape details but minimizes light pollution.
- Minimize energy used in exterior lighting by considering energy efficient lighting (e.g. LED, solar-powered) and timers, motion or photo-activated lighting for all exterior areas, including walkways and driveways and for security lighting.
- Shielded down lighting should be provided to ensure the safety and comfort of pedestrians on the public sidewalk. This lighting should provide security and ambient lighting while minimizing light pollution and spill over lighting into residential units.

3.2 EAST COLUMBIA STREET
OPEN SPACE + LANDSCAPING



Landscaping integrated with new development, Source: Brighton Greenway

3.2.14 TREES + LANDSCAPING

Intent: New developments must integrate landscaping elements including trees, shrubs and ground cover to enhance public realm, improve air quality, absorb storm water and add to the city's tree canopy.

- Selection and placement of trees and other plant materials should be carefully considered within the city and neighbourhood context, as well as within microclimate conditions created by surrounding existing and planned buildings.
- Each development should use the BC Society of Landscape Architects' and BC Landscape and Nursery Association's "BC Landscape Standard Guidelines (Latest Edition)" in specifying, selection, site preparation, installation and maintenance of all trees and other plant materials.
- Wherever possible, retain and protect trees, vegetation, natural slopes and native soils and integrate these features into the overall landscape design.

URBAN FOREST MANAGEMENT PLAN

In recognition of the urban forest as a valued public resource at risk of decline, the City developed a city-wide Urban Forest Strategy that aims to shift the focus from individual trees in the city, to the protection and enhancement of the city's entire urban forest system.

The Strategy identifies a comprehensive set of 40 actions to reverse the current trend and increase the tree canopy cover from 18% to a target of 27% over the next 20 years. In order to achieve this, new development proposals must consider the Urban Forest Management Strategy and comply with the Tree Protection and Regulation Bylaw.

3.2 EAST COLUMBIA STREET
OPEN SPACE + LANDSCAPING



Rooftop communal garden, Source: Urban Land Institute

INTEGRATED STORMWATER MANAGEMENT PLAN
The City's Integrated Stormwater Management Plan (ISMP) outlines & guides the planning of stormwater management initiatives for the City. The long term initiative of the Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff entering the Fraser and Brunette rivers. The ISMP includes a set of runoff reduction and water quality targets. The ISMP also includes a Best Management Practice Toolkit that provides guidelines for a range of common tools that infiltrate, treat or detain stormwater. New development will be required to use one or more of these tools in order to meet the ISMP targets.

- All new developments should integrate trees into their landscape plan. Distribute trees and landscaping throughout the site to soften and screen public/private boundaries, reinforce circulation routes, create pleasant pedestrian conditions and/or maximize shade and/or stormwater benefits.
- Landscaping between pedestrian pathways and loading areas, as well as between buildings and neighbouring properties and public roadways is encouraged.
- Deciduous trees should be located on the south and west sides of buildings to provide shade and minimize unwanted heat gain during summer and provide solar access and passive solar gain during winter.
- Communal gardens and private balcony or roof gardens are encouraged to provide residents with space to grow food and interact with each other. Edible decorative landscaping is also encouraged.
- New developments should manage rainwater on site in a way that improves quality, diverts volume from conventional catch basins and meets the targets set by the City's Integrated Stormwater Management Plan. Rainwater on-site should be managed with designs that encourage infiltration, evapotranspiration and water re-use, including the creation of bio-retention areas, such as swales, rain-gardens, vegetated islands and overflow ponds.

3.2 EAST COLUMBIA STREET
OPEN SPACE + LANDSCAPING



Shared outdoor space, Source: Weinstein A+U Architects

3.2.15 OPEN SPACE + TRAILS

Intent: Developments must integrate semi-private and private open space to improve quality of life for building residents, as well as enhance biodiversity and the overall quality of the neighbourhood.

- Balconies for above grade units and patios for ground oriented units should be provided.
- New multi-unit residential developments should provide semi-private outdoor common space for use by all residents, when appropriate. Orient private patios and entries around the semi-private common space to facilitate neighbourly interactions and provide overlook for children as they play.
- Roofs should be designed to provide usable outdoor space for building residents, when appropriate.
- Where units front onto public streets and/or city trails or greenways, the private outdoor space should be used to create a clear transition between public and private space. Design this area to be spatially well-defined and visible from the street or walkway (e.g. elevate slightly, enclose with low hedges or an open-railing fence).
- Outdoor common spaces should be designed to be programmable for inter-generational activities and uses. This might include benches or tables, a playground suitable for a variety of ages that is visible from residential units, landscaping and/or shared patio spaces.
- Each development adjacent to any trail or greenway, as identified on the Parks, Trails and Greenway Streets Map should design buildings to interface with the walkway and provide appropriate setbacks and transitions to ensure a comfortable public realm.
- Each development should provide outdoor space for use by employees that is of a usable size and configuration. These spaces might include hard and soft landscaped areas such as courtyards, lawns, patios or naturalized open spaces, or seating options (e.g. benches, movable chairs/tables, etc) that are suited to different weather conditions.
- High quality, interesting, and durable outdoor spaces that are easily accessible should be provided. Coordinate the design of all elements including lighting, paving, outdoor furniture, and garbage receptacles. The design of the common space should be integrated with the site and building.

3.2 EAST COLUMBIA STREET
OPEN SPACE + LANDSCAPING



Outdoor seating integrated with landscape elements, Source: Hapa Collaborative

PUBLIC ART POLICY

The City of New Westminster has a Public Art Policy which lays out the foundation for creating a dynamic and engaging Public Art Program. The Policy aims to create a distinctive visual expression in the urban landscape and the public realm. The specific goals are to increase foot traffic on the street, animate New Westminster's historic downtown and draw attention to New Westminster as a vital municipality which promotes arts, culture and tourism.

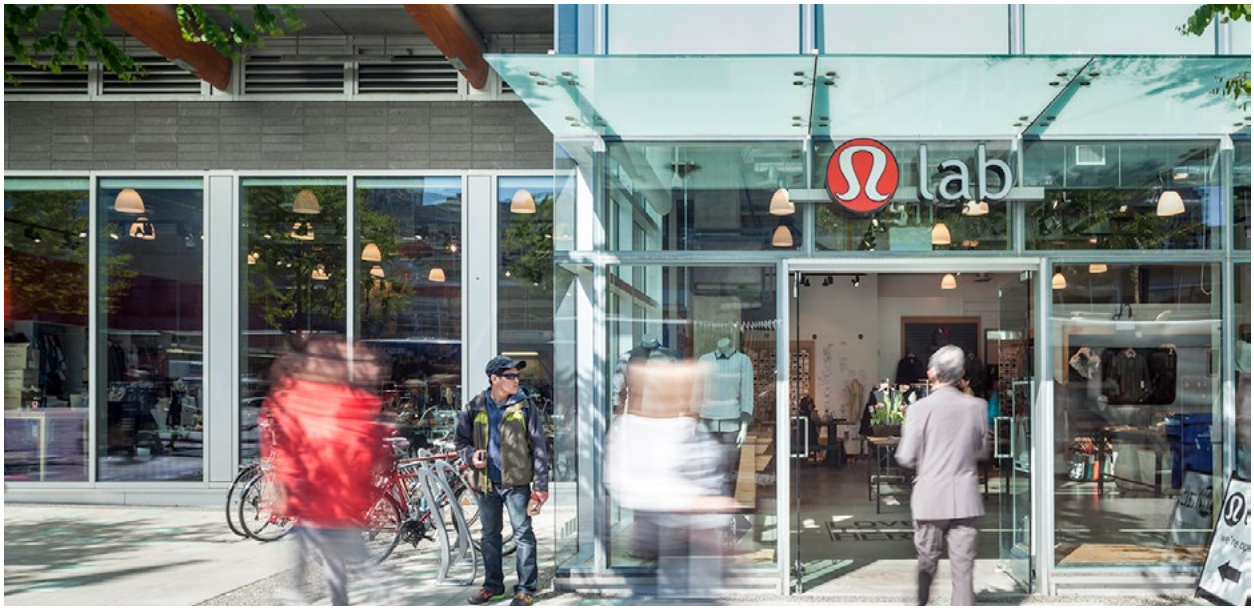
New development may have the opportunity to provide art in the public realm as means to animate and focus attention into a space, allow the public to interpret the meaning of space, or as a way to transform functional elements, such as benches and utility boxes, into decorative elements.

3.2.16 FURNITURE + AMENITIES

Intent: New developments must aim to provide a range of amenities to enhance semi-public and semi-private spaces in and around the building.

- Seating is an essential component of a functional and inviting open space that allows places for pause, rest and relaxation. Seating options should allow for a variety of configurations (i.e. group seating vs. individual seating), options which take advantage of both sun and shade, as well opportunities for both fixed and movable furniture.
- Benches should be provided near pick up and drop off areas, and along extended pedestrian routes. Multi-functional elements may also be used to provide seating, such as steps, raised planters or retaining walls and grassy landforms.
- New developments adjacent to bus stops should provide benches or areas for seating and ensure that sufficient space is provided between the bus stop and built elements within the property line.
- Opportunities for children to experience cognitive and imaginative play as well as active play should be provided, when appropriate. Playscapes should encourage a range of activities and uses for children of all ages, as well as provide a balance between natural and built elements. These spaces should be strategically located to encourage casual supervision from adjacent residential units.
- Amenities should be designed and located to ensure that open spaces are not cluttered and pedestrian circulation is unobstructed.
- Amenities should be of a high quality and made of durable materials to minimize maintenance.
- Amenities should be provided for pets, in particular places for dog exercise and relief. Consider dogs when designing turf areas (grass sod can be trampled by frequent dog use) and drainage (granular material in planters can help).

3.2 EAST COLUMBIA STREET
OPEN SPACE + LANDSCAPING



Development enhanced public realm with weather protection and integrated bike parking facilities, Source: Perkins+Will

3.2.17 ACCESSIBILITY

Intent: All pathways, building entrances and site amenities in new developments must be accessible to people of varying ability.

- Access from the street to building entrances and walkways within the development should be universally accessible, with smooth, non-skid walking surfaces and gentle grades.
- Sidewalks and pathways should be a minimum 1.8m (5'11") wide with non-skid, uniform surfaces.
- Entrance ramps and lifts should be located in areas that are highly visible, easily accessible and connected to the sidewalk.
- Site furnishings (e.g. lighting, bollards, signage, guardrails, seating) should be located where they will not impede easy passage for those using a mobility device (e.g. wheelchair, scooter) or people who are visually impaired.
- Parking for persons with a disability should be located close to accessible building entrances.
- Light fixtures that emit white light (i.e. not orange light) should be used in all outdoor areas, as it facilitates better visibility.
- Where steps or a grade separation that creates a private outdoor space are provided, a secondary entrance that meets accessibility requirements should also be provided from a rear corridor or a rear yard.

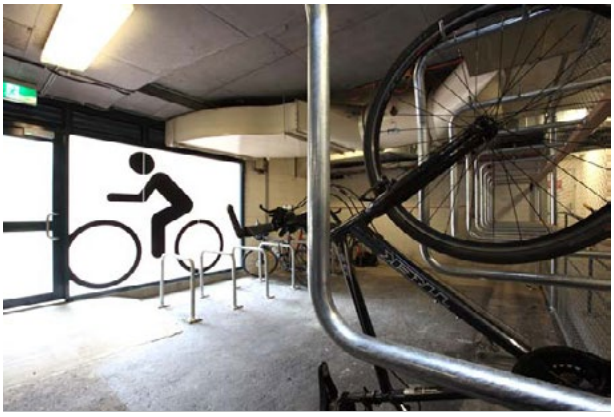
3.2.18 PEDESTRIAN + CYCLIST ACCESS

Intent: New developments must provide appropriate connections for both pedestrians and cyclists to ensure comfort, safety and visibility.

- Pedestrian circulation that connects between buildings and shared amenities, as well as links to public streets and greenways should be provided.
- Ensure safe circulation by distinguishing areas for walking and cycling from parking and vehicle traffic.
- The number of driveways and times driveways and/or internal streets cross sidewalks should be minimized. Provide lanes, wherever appropriate, to give parking access that minimizes disruption to sidewalks, bike routes and on-street parking.
- The comfort and interest of pedestrians on the sidewalk and in public spaces should be provided for through lighting, wayfinding, and seating.

3.2 EAST COLUMBIA STREET
ACCESS + PARKING

- Paving materials are an important aspect in the usability and quality of a space. These materials should be high quality and durable to provide safe walking surfaces for users, with special consideration for universal access.
- Entrances and edges should be emphasized, and pedestrian pathways should be delineated with high quality and decorative materials (e.g. stone pavers, brick pavers, coloured concrete). Where the open space is an extension of the public sidewalk, consider materials that are compatible with those that are typically found in existing patterns (e.g. a concrete sidewalk with a decorative paving band along the curb). Consider extending any special paving patterns of adjacent City parks or open spaces to promote the public nature of the space.
- Lanes and narrow streets should be pleasantly designed and safe by indicating an edge between the public street and private land.
- Short-term bicycle parking should be located in highly visible, well-lit, accessible and weather protected areas and at main entrances.



Secure bike parking facility, Source: Pinterest

3.2.19 VEHICULAR ACCESS + PARKING

Intent: Vehicle parking associated with a development must be located and designed to reinforce a pedestrian oriented neighbourhood character and scale.

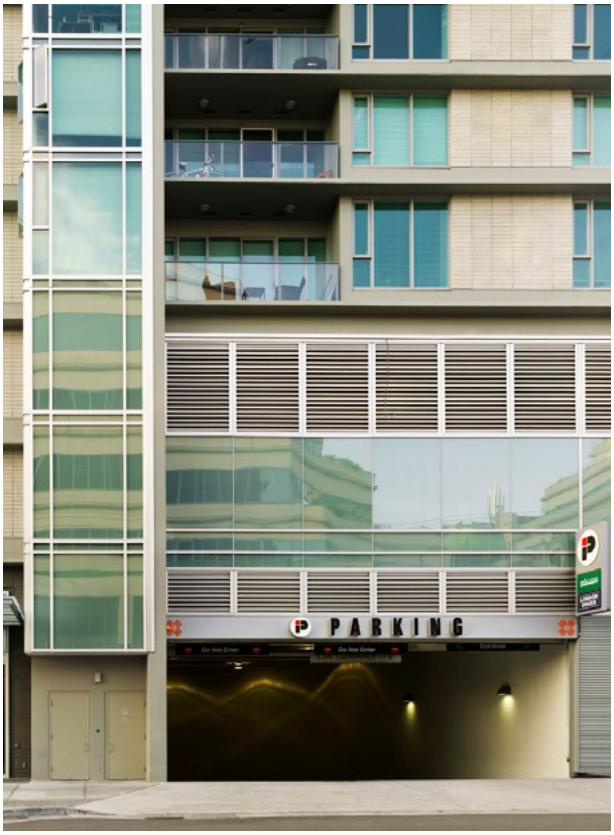
- Underground parking has far less impact than above grade garages and is recommended in all developments to reduce potential pedestrian and vehicular conflicts.
- Where below grade structures are not possible, above ground parking structures should be located behind active street level uses. Attention and detail should be given to the design of the structure, including incorporating decorative grating applied to any face of the structure fronting a street, creative use of colour and/or colourful landscaping.
- Underground parking entries should be designed to be unobtrusive to the pedestrian environment. Screening and other architectural elements may be used to lessen visual impact of parking entrances.
- Adequate space should be provided for vehicles to pull in and wait at the parking gate while not obstructing pedestrian or vehicular movement and creating CPTED issues.

3.2 EAST COLUMBIA STREET
ACCESS + PARKING

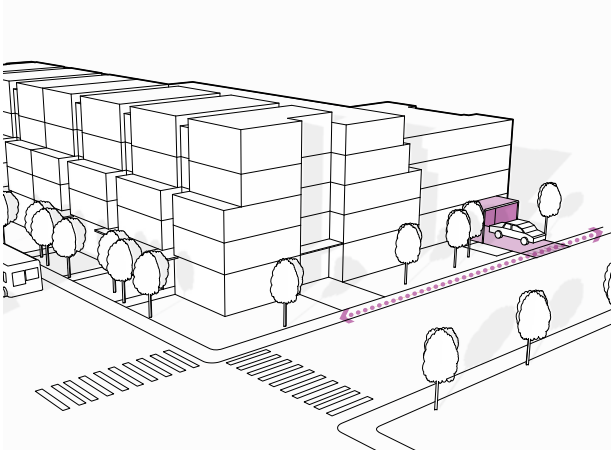
- Parking ramps should be positioned perpendicular to the street or lane, not parallel to streets.
- Ramps should be placed so that they are contained within the fabric of the building envelope.
- Parking should be accessed from a lane or secondary street and ensure a continuous pedestrian interface and neighbourhood quality on the primary street. Where lane access is available, access to parking areas or structures from a street will generally not be permitted. Provide secure and separate parking for residential and commercial activities where both share a parking structure.
- Underground parking for commercial uses should be easily accessible, well signed and convenient for customers. Designated preferred parking spaces for green vehicles, such as electric vehicles, hybrids or carpools should be provided in commercial areas.

[BYLAW NO. 8039, 2018]

- Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.
- Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.
- Appropriately sized and conveniently located parking spaces should be provided in order to support transportation options such as carpools and cooperative car use.

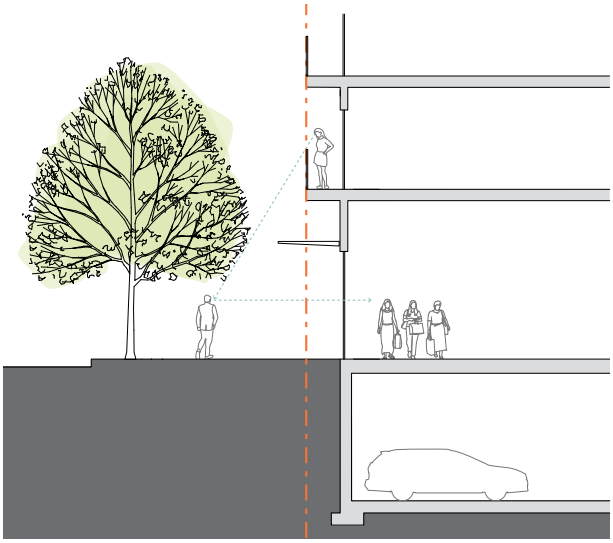


Parking entrance integrated into building massing, Source: Perkins+Will



Parking located off of secondary street

3.2 EAST COLUMBIA STREET
ACCESS + PARKING



Design residential and commercial units to provide casual overlook onto public spaces

3.2.20 PRIVACY

Intent: Buildings must be designed to clearly delineate between public and private spaces, while still creating visual connections to the surrounding public realm.

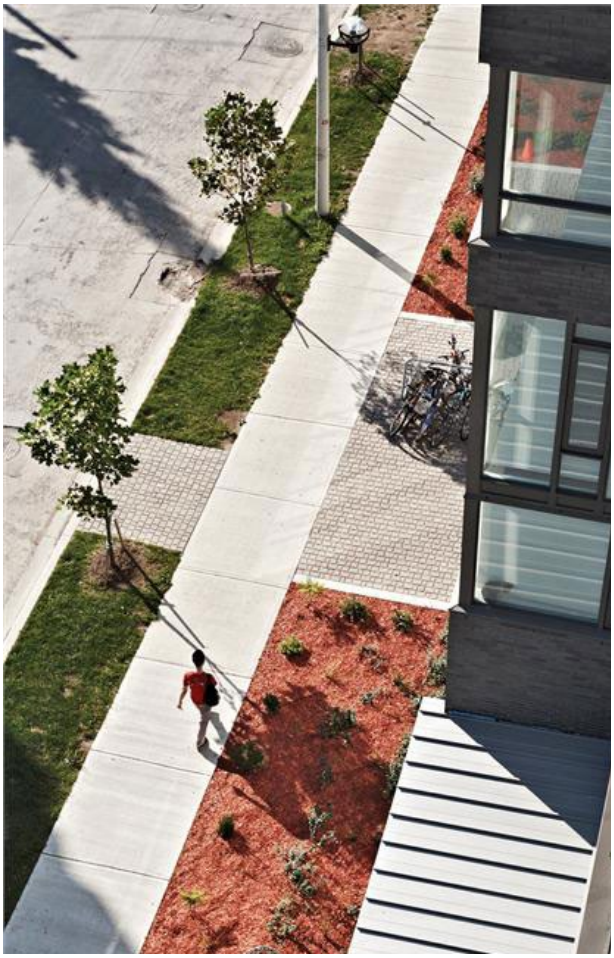
- Commercial units at grade should present active uses to the street along primary and secondary streets with ample glazing.
- The recommended building setback of 3.0m (9'10") minimum from the property line is to provide space for entrances into ground level residential units and private outdoor space for the occupants. This space can function as a porch, a patio, a deck, or a planting buffer from the street. The space should be elevated above street level slightly to provide some overlook and greater privacy for the residents.
- Residential façades should incorporate a high amount of transparency at street level. Where patios are located along the street front, they should be elevated slightly or may be screened with landscaping elements to provide a degree of privacy while still allowing street surveillance.
- All mixed-use developments with residential units should provide directly accessible private outdoor spaces for all units. These spaces may include balconies, terraces or patios.
- Fencing and screening should be consistent with the overall site design and furnishings, and integrated into any landscaped areas.
- There should be no solid walls and solid fencing adjacent to private or public open space where safety and security is an issue. In areas where solid walls are unavoidable, care should be taken to ensure that materials and form fits within the architectural style of the larger development. Landscaping, screening and other architectural techniques can be employed to lessen the impact of solid walls or fencing. Chain link fencing will not be permitted.

3.2 EAST COLUMBIA STREET
SAFETY + SECURITY

3.2.21 SAFETY

Intent: New developments must enhance personal safety and security through building siting, orientation and design.

- Each development should provide a Crime Prevention Through Environmental Design (CPTED) analysis outlining the use of CPTED strategies in the design of developments and buildings, including open space.
- Clear sightlines should be provided from within buildings to the entryways so occupants can clearly see outside before leaving the building. Design front entries so they don't create entrapment areas that are not visible from indoors.
- Opportunities for visual oversight should be provided from buildings onto adjacent streets or lanes, and shared open space within the development.
- All building entrances should be legible from the street. Use public realm elements such as pathways, pavements, gates, lighting and landscaping to guide the public to and from entrances and exits.
- Ownership and intended use should be clearly defined through obvious design cues such as low fencing, benches and paving patterns/materials.



Units provide overlook to public spaces and circulation, Source: Canadian Architect

3.2 EAST COLUMBIA STREET
SAFETY + SECURITY



Integrating solar panels, Source: The New Ecologist



Use of louvres or fins for shading, Source: Open Buildings

ENERGY CONSERVATION
The City of New Westminster is committed to energy conservation in building and design with a number of policies, plans and programs aimed at energy and greenhouse gas emissions reduction. ENERGY SAVE NEW WEST is a community energy program designed to improve the energy efficiency and reduce greenhouse gas emissions of residential homes and businesses in New Westminster.

3.2.22 ENERGY CONSERVATION

Intent: Building energy performance must be optimized by employing passive strategies and where possible using energy from renewable sources.

- New buildings should use energy efficient heating, air conditioning and ventilation systems.
- Passive design principles should be used to lessen energy input to cool in hotter months and heat in colder months. Building energy consumption can also be reduced by encouraging use of alternative energy sources and the use of high quality durable materials with a long lifespan.
- The orientation and massing of buildings should maximize opportunities for passive solar heating and cooling, solar hot water and photovoltaics, and natural lighting and ventilation. Where possible, situate the long axis of major building elements in the east-west direction.
- Buildings should have units with exterior ventilation (operable windows) on two sides to encourage passive cooling through cross ventilation.
- Exterior shading devices should be used to manage heat gain from solar exposure. These may be adjustable, such as retractable canopies, or fixed, such as projecting roofs, deep balconies, light shelves, fixed fins and similar features into building design to shade during the summer but provide solar access in winter.
- Strategies should be used to facilitate passive heating in cooler months and reduce unwanted heat gain in summer months. A solar heat gain coefficient of 50% or better is encouraged for south or west facing windows to maximize solar gain during winter.
- Encourage glazing technologies that allow daylight penetration into buildings and minimize heat conduction (i.e. double or triple glazing).
- Where possible, install solar panels, wind turbines, geothermal pumps or other devices that generate renewable energy on-site. “Solar ready” design is encouraged to extend energy production later.
- Methods for improving building air tightness and overall thermal performance of the building envelope are encouraged.

3.2 EAST COLUMBIA STREET
ENVIRONMENT



Multi-stream recycling and waste collection area, Source: City of Vancouver

3.2.23 WASTE MANAGEMENT
Intent: Building design, construction and operation must focus on reducing waste and promoting resilient materials and recycling efforts.

- New developments should provide on-site recycling and waste receptacles in locations that are adequately sized and convenient for collection and pick-up. The location of recycling, garbage and compost receptacles should be given thoughtful design to encourage the reduction of solid waste and promote sustainability within individual developments.
- Encourage the installation or provision of space for a multi-stream (compost, recyclable, waste) collection facility in all residential units and food service establishments, and/or in common areas in buildings.
- Separate storage for all commercial units that is well located, adequately sized and properly ventilated should be provided.
- The garbage/recycling/compost facility should be well located in a secure, well designed, screened area.
- Space should be provided to store bins when waiting for pick up to avoid bins being left on the street.
- The impact of odour from these areas should be reduced through careful location and an enclosed and properly ventilated design integrated within the building.

3.2.24 NOISE
Intent: Buildings are encouraged to utilize noise abatement techniques to minimize impacts from adjacent transportation activities.

- Leading edge technical approaches to noise abatement should be used in residential building construction (e.g. fresh air ventilation alternatives to open windows, acoustically rated glazing) including on balconies (e.g. sound absorption materials and/or barriers).
- Each application to develop residential dwellings adjacent to truck routes or train tracks must provide a report prepared by persons qualified in acoustics and noise measurement, demonstrating compliance with CMHC noise standards for habitable areas (i.e. max. 35 decibels for bedrooms, max. 40 decibels for living dining and recreation rooms, and max. 45 decibels for kitchen, bathrooms, hallways and utility rooms)

3.2 EAST COLUMBIA STREET
HERITAGE +SIGNAGE

3.2.25 HERITAGE

Intent: Heritage elements must be recognized, preserved and enhanced to strengthen neighbourhood history and character.

- Each development should follow the Standards and Guidelines for the Conservation of Historic Places in Canada for all physical work to heritage assets.
- When possible, reuse historic artifacts on redevelopment site.
- New materials should be harmonious with the historic context, and original materials should be maintained where possible.
- New construction should be compatible with adjacent heritage materials and complement any existing heritage pattern and scale of the streetscape by providing an appropriate transition between differing scales and heights of neighbouring buildings.
- New construction should respect and enhance the quality of neighbouring heritage buildings by using similar building proportions. The first storey will maintain a similar articulation to the heritage buildings on either side and upper storeys should respect the decorative details and articulation of neighbouring heritage buildings.
- New buildings in proximity to heritage assets should be designed to be compatible with their historical context without literally imitating older building styles. In these cases, new buildings should provide an original interpretation of the traditional building style (i.e. draw inspiration from fundamental design characteristics) while continuing to reinforce traditional development patterns and rhythms.
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HERITAGE REVITALIZATION AGREEMENT

A project including a heritage asset may be able to take advantage of conservation tools such as a Heritage Revitalization Agreement (HRA). This tool is a site specific agreement that provides long-term legal protection of a site in exchange for agreed-upon variations to the Zoning Bylaw. This could include incentives, such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. The terms of an HRA strive to balance private with public interests, heritage conservation with livability and housing choice.

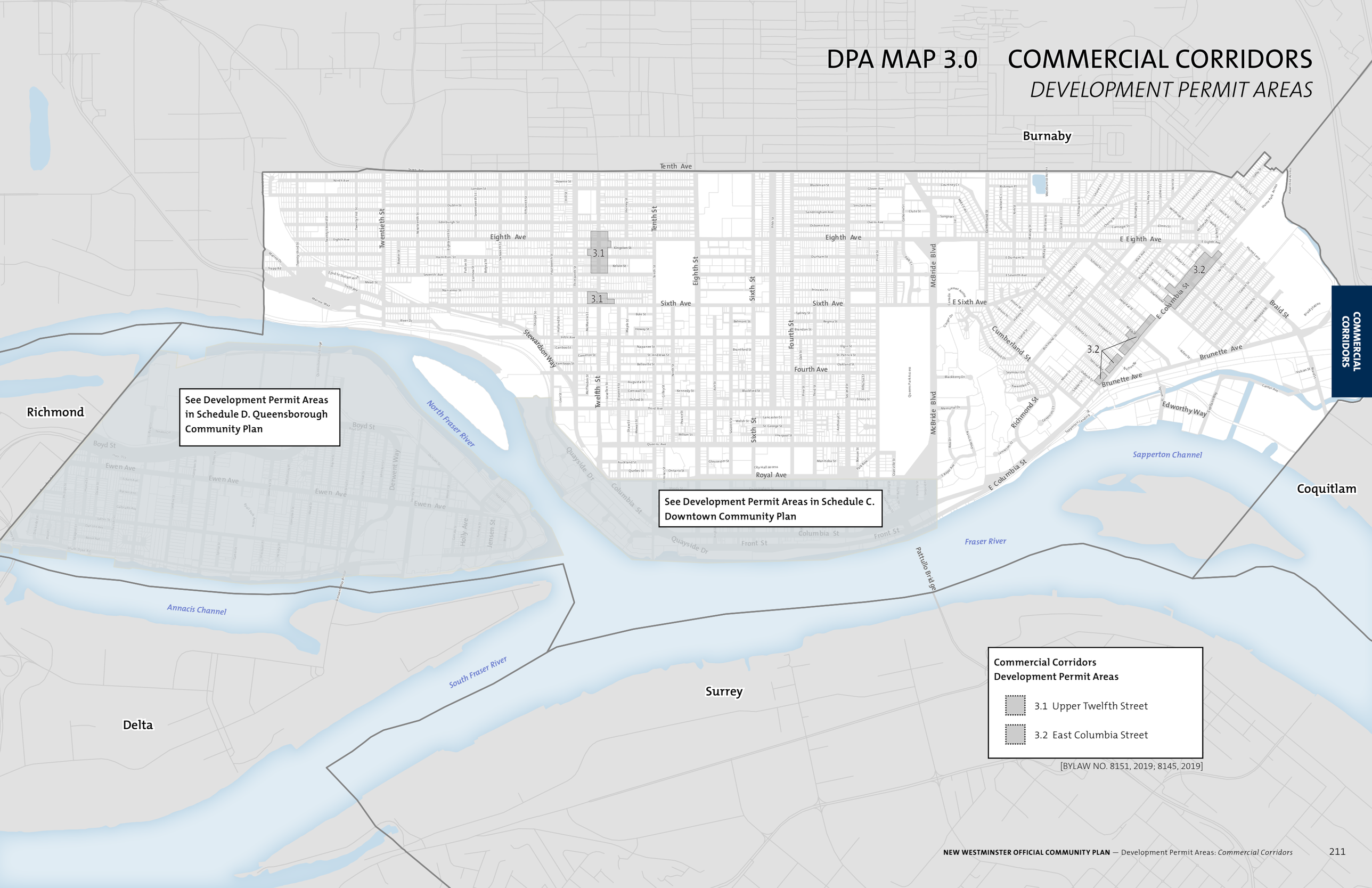
3.2.26 SIGNAGE

Intent: Provide signage that is clear and visible without being visually obtrusive.

- A comprehensive sign plan is required for all new developments.
- Signs should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location and information is oriented to pedestrians.
- Signs should be appropriately lit and visible at all times. To achieve this, use of indirect lighting from fixtures integrated into the design of the building is encouraged.
- Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.

DPA MAP 3.0 COMMERCIAL CORRIDORS

DEVELOPMENT PERMIT AREAS



[BYLAW NO. 8151, 2019; 8145, 2019]