4.3
BRAID ST & BRUNETTE AVE

INTRODUCTION

The Braid Street and Brunette Avenue Mixed Use Node, identified as Development Permit Area 4.3 [See Map 4.0], is designated to provide opportunities for mixed use high density development in close proximity to Sapperton Green and Braid SkyTrain Station. The development of this area offers opportunities for providing employment-generating uses, community amenities, and multi-unit residential within close proximity to transit while promoting high-quality urban design.

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

- establishment of objectives for the form and character of commercial, mixed use, and multi-family residential 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).

Applications to develop properties located within this Development Permit Area for commercial or industrial uses, in accordance with existing zoning, must instead comply with the guidelines included in the Brunette Avenue Employment Lands Development Permit Area.



Mixed Use - High-Rise Buildings

Greenway/Trail

4.3 BRAID STREET & BRUNETTE AVENUE
OPPORTUNITIES

OPPORTUNITIES

Eighth and McBride has the opportunity to become an important mixed-use node that is well connected via vehicular and public transit routes to downtown New Westminster and adjacent municipalities.

Large auto-oriented commercial developments with extensive surface parking lots, such as the Royal Mall site, serve as excellent opportunities for mid to high rise mixed use development. New development of these sites should seek to integrate residential and commercial uses to break down the scale of the block, create a more pedestrian friendly environment and enhance livability.

Similarly, sites adjacent to larger scale redevelopments serve to benefit from increased amenities and vibrancy associated with residential density. These adjacent sites should aim to create an appropriate transition in scale and use to the surrounding neighbourhood, while still encouraging pedestrian connections and ground oriented housing typologies where appropriate.

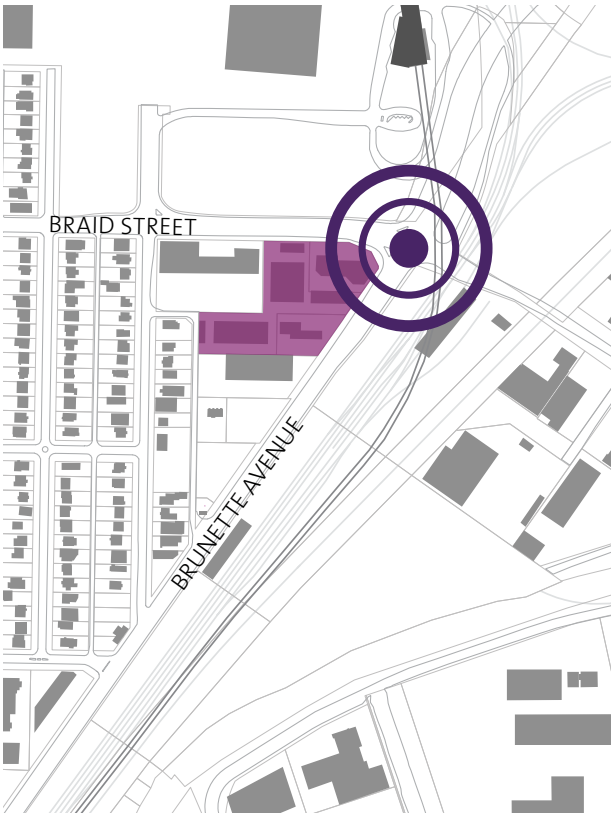
Through integrating a greater mix of uses into this node and enhancing transit connectivity, it has the potential to be both a regional and neighbourhood destination that will provide jobs, housing and retail opportunities. Existing retail uses could be expanded to create a more community-oriented, walkable commercial node.

GATEWAYS AND ARRIVAL POINTS

Located adjacent to Sapperton Green and in close proximity to the Braid SkyTrain Station, the Braid and Brunette lands have a prominent position at major nexus within New Westminster. New development at this intersection should focus commercial uses to the street to create a more expressive and friendly street frontage, while locating parking strategically to minimize its visual impact. Creating safe and comfortable pedestrian walkways across the site, as well as creating enhanced pedestrian connectivity from this area to the SkyTrain should explored.



Pedestrian connections through a development, Source: Unknown



Eighth and McBride as an important arrival point

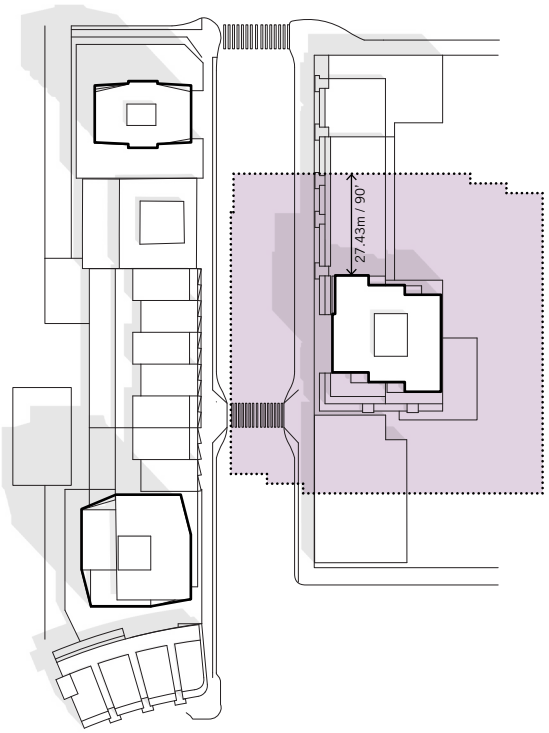
4.3 BRAID STREET & BRUNETTE AVENUE
NEIGHBOURHOOD INTERFACE

4.3.1 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 the street front and any internal pedestrian connections to enhance a vibrant and safe public realm. Buildings must present an active face to the street in addition to any internal high street conditions.
- Active commercial frontages should be prioritized for Braid Street and any internal public connections. Frontages close to the intersection of Braid and Brunette should seek to create visual interest at the corner, but commercial frontages along Brunette are not the priority.
- Buildings should be designed to respond to specific site conditions and opportunities, including: the prominent intersection, unique block structure, natural features, prominent open spaces and views.
- 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 for commercial streets, and 35% - 20% for wider boulevards, squares or plazas). Floors above this ratio height should be set back a minimum of 3m (9'10").
- Towers should maintain a minimum distant of 27.4m (90') between and be shaped to minimize overlook and overshadowing. New projects must demonstrate how it accounts for future redevelopment opportunities on adjacent sites by providing appropriate setbacks and building siting.
- Towers must be located and oriented strategically to minimize impact on the privacy of neighbouring building units.
- Towers should be set back from the street wall, but be located so the lobby of the tower creates relief in the massing and engages the street.

Development within 10m of the SkyTrain guideway and within 25m of a SkyTrain station should follow TransLink's Adjacent and Integrated Development (AID) project consent process.



Ensure towers maintain a minimum 27m (90') separation.

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.

4.3 BRAID STREET & BRUNETTE AVENUE
NEIGHBOURHOOD INTERFACE

4.3.2 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.

- Buildings should be designed to fit harmoniously with the existing and future 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 (lighting, landscaping, etc) should add to the neighbourhood's public realm and provide comfortable spaces for pedestrians.

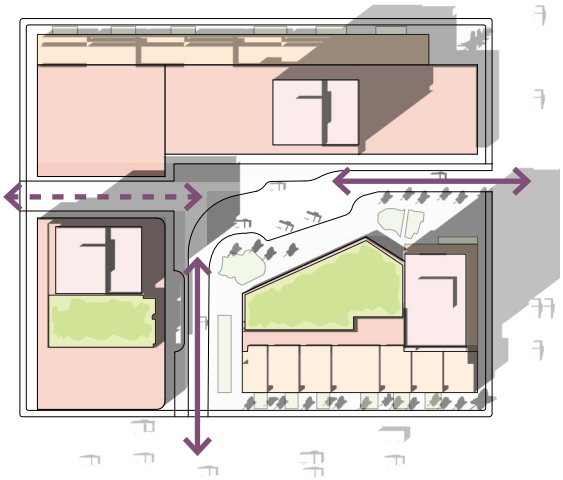


Locate towers strategically to optimize views and daylight. Source: Westbank

4.3.3 MASSING + SETBACKS

Intent: Building massing and setbacks must respond to the existing and future 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 property lines to enhance public realm while maintaining a consistent street definition. The setbacks should provide adequate sidewalk width, space for public realm enhancements such or space to accommodate enhancements such as the provision of bike lanes.
- Podiums should generally be between three to four storeys, with a maximum of six storeys being appropriate in limited circumstances where density fits with the context.



Create connections through larger blocks to connect to the surrounding area.

4.3 BRAID STREET & BRUNETTE AVENUE
NEIGHBOURHOOD INTERFACE

- Towers should have a maximum floorplate area of 750m^2 (8,073 sq.ft.) per floor. If possible, limit tower width to 24m (78'9").
- Towers should vary in heights to create transition to lower scale buildings, maximize daylighting, reduce issues with wind and maintain views. A minimum variation of five storeys is generally required in order to be perceived at street level.
- Towers or taller masses should be set back from the street wall a minimum of 3m (9'10")

4.3.4 VIEWS + SHADOWS

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

- Buildings should address the urban context in which they are situated by:
  - Avoiding overshadowing neighbouring buildings, private open spaces and public spaces,
  - Orienting windows and entrances to Braid Street and internal 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.
- When multiple tall buildings (over six storeys) are considered for a site, they should be spaced diagonally to avoid direct lines of sight into each other and maintain equitable access to views and daylighting.



Tower set back from the street to avoid overshadowing, Source: Wesgroup

4.3.5 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.

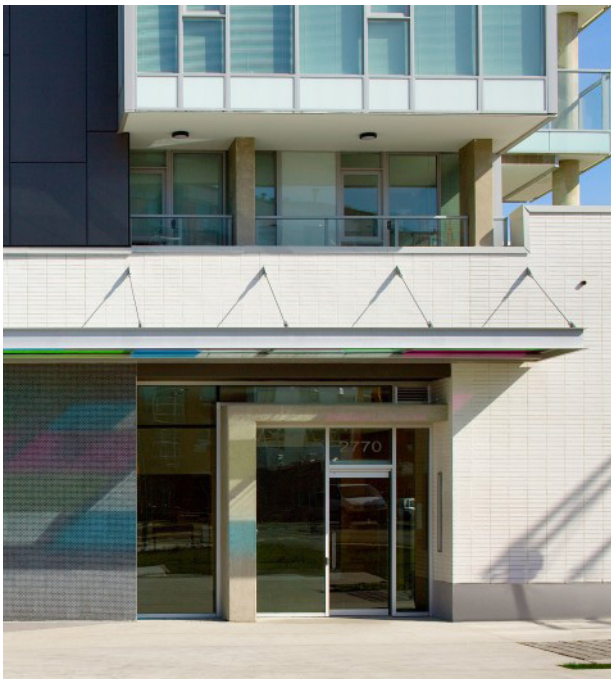
- Massing of buildings should promote as many units as possible having exterior walls with windows on two sides.
- Internal units should be configured using a wide window-wall to shallow room depth ratio that ensures ample daylight penetrates to the rear of the unit.
- Buildings should be organized internally 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.

4.3 BRAID STREET & BRUNETTE AVENUE
BUILDING DESIGN

4.3.6 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 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.
- Apartment lobbies and main entrances should be well defined and clearly visible from the street with direct sightlines. 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.
- 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.



Residential lobby entrance, Source: Acton Ostry Architects

4.3 BRAID STREET & BRUNETTE AVENUE
BUILDING DESIGN



Large commercial use lined with smaller CRUs, Source: Oberfeld Snowcap

4.3.7 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 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.
- Large format commercial buildings with compatible uses should incorporate smaller shops wrapped around outside edges to better integrate their uses and make them more compatible with the desired pedestrian scale and vibrant character of Braid and Brunette.
- 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 building frontages which border sidewalks and prominent occupied open space.
- Site lines from interior spaces to the sidewalk/public space should be maintained to ensure safety.

4.3 BRAID STREET & BRUNETTE AVENUE
BUILDING DESIGN

4.3.8 MATERIALS

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

- High quality materials should be used to enhance the quality and character of Braid and Brunette. Wood, stone, metal panel and standing seam metal cladding are preferred cladding materials, while composite 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. The use of reflective materials (e.g. mirrored glass, polished stone) should be avoided.



Use a cohesive palette of materials and colours, Source: Perkins+Will

4.3.9 WINDOWS

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

- Windows should be located to maximize connections with the public realm and to avoid views from adjacent residential units.
- 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.



Use ample glazing at grade to create connections with the streetscape, Source: David Baker Architects

4.3 BRAID STREET & BRUNETTE AVENUE
BUILDING DESIGN



Balconies provide overlook onto semi-private spaces, Source: Unknown

4.3.10 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 when possible 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.

4.3 BRAID STREET & BRUNETTE AVENUE
BUILDING DESIGN

4.3.11 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.



Create accessible landscaped rooftops for residents, Source: Homes&Property

4.3.12 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 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.



Continuous weather protection provided along commercial façades, Source: Perkins+Will



Ensure all new public and semi-public walkways and open spaces are well-lit, Source: Pinterest

- 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).

4.3.13 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 should be equipped with pedestrian scale lighting. 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.
- Shielded down lighting that provides security, ambient lighting and enhances architectural and landscape details but minimizes light pollution should be provided.
- 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.

4.3 BRAID STREET & BRUNETTE AVENUE
OPEN SPACE + LANDSCAPE

4.3.14 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.
- 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.



Trees add to the pedestrian scale of internal streets, Source: Edmund Sumner

4.3 BRAID STREET & BRUNETTE AVENUE

OPEN SPACE + LANDSCAPE



Capitalize on opportunities to collect rainwater and create landscape features, Source: Dan Toulgoet

- 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.

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.

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.

4.3 BRAID STREET & BRUNETTE AVENUE
OPEN SPACE + LANDSCAPE

4.3.15 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.
- Semi-private outdoor common space for use by all residents should be provided. 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.
- 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 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.



All new developments must integrate trees and landscaping, Source: Perkins+Will



Shared outdoor space with seating, Source: Weinstein A+U

4.3 BRAID STREET & BRUNETTE AVENUE

OPEN SPACE + LANDSCAPE



Plaza integrated with new development, 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.

4.3.16 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.
- Opportunities for children to experience cognitive and imaginative play as well as active play should be provided. 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).

4.3 BRAID STREET & BRUNETTE AVENUE
ACCESS + PARKING



Shared use internal street, Source: Holst Architecture

4.3.17 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.

4.3.18 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.

4.3 BRAID STREET & BRUNETTE AVENUE

ACCESS + PARKING



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

- 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.

[BYLAW NO. 8151, 2019]

4.3.19 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

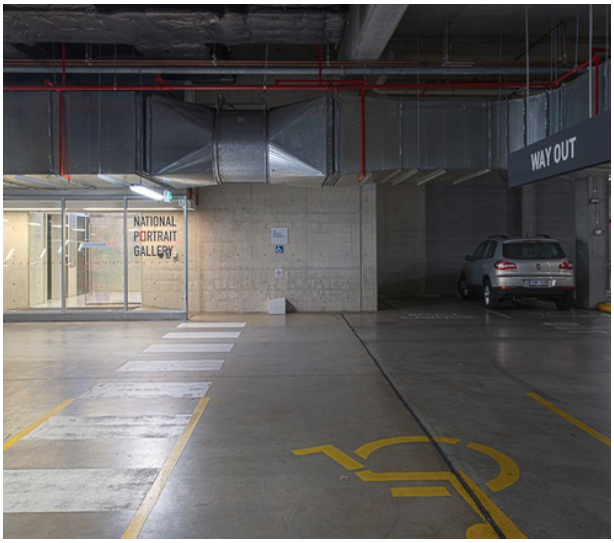
4.3 BRAID STREET & BRUNETTE AVENUE
ACCESS + PARKING

pedestrian or vehicular movement and creating CPTED issues.

- 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.
- Secure and separate parking for residential and commercial activities should be provided 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.



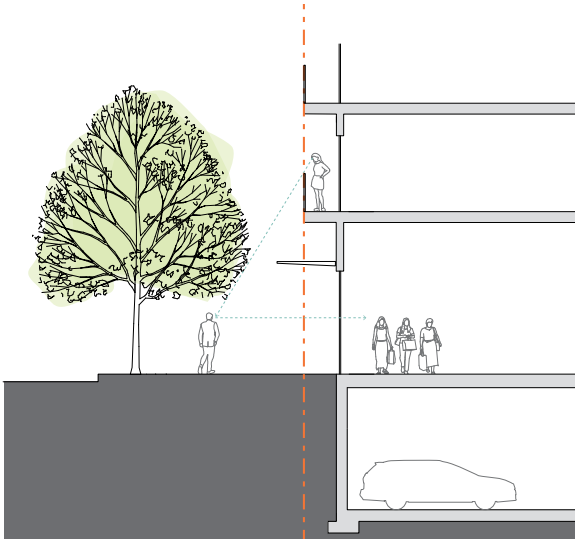
Locate accessible parking close to entrances, Source: Enable Canberra



Provide infrastructure for electric vehicles, Source: Humber College

4.3 BRAID STREET & BRUNETTE AVENUE

ACCESS + PARKING



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

4.3.20 PRIVACY

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

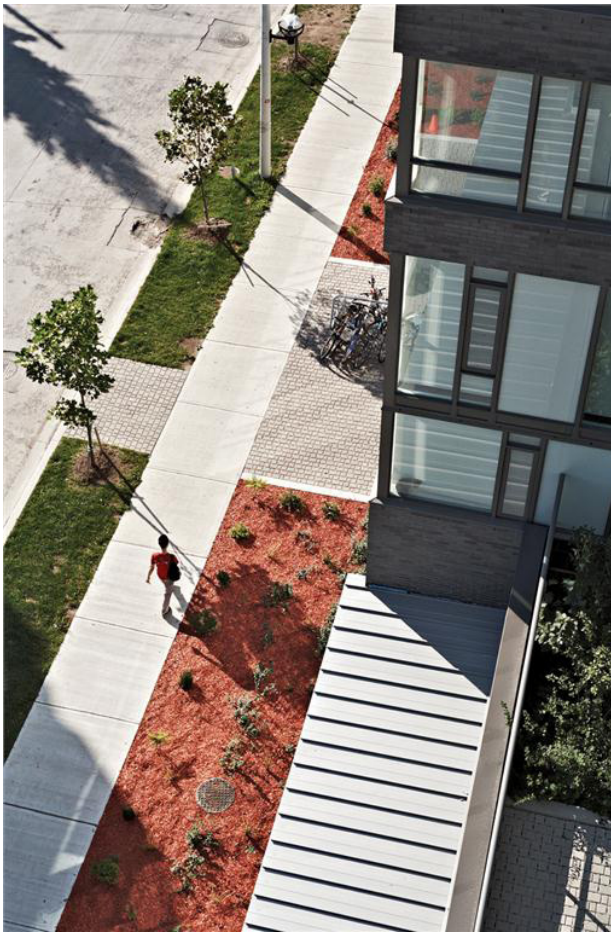
- Commercial units at grade should present active uses to the street along primary and secondary streets with ample glazing.
- The recommended building setback of 3.0m (9'10") minimum from the property line is to provide space for entrances into ground level residential units and private outdoor space 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.
- 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.

4.3 BRAID STREET & BRUNETTE AVENUE
SAFETY + SECURITY

4.3.21 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, internal 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.



Shared open space with visual connections to and from units, Source: Canadian Architect

4.3 BRAID STREET & BRUNETTE AVENUE
SAFETY + SECURITY



Provide exterior shading elements such as fins or louvres, Source: VincentTimber.co.uk

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.

4.3.22 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.

4.3 BRAID STREET & BRUNETTE AVENUE
ENVIRONMENT

4.3.23 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/or in common areas in buildings.
- A separate storage space 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.



Ensure recycling, compost and waste facilities are accessible and identifiable, Source: Melanie Bland

4.3.24 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 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).

4.3 BRAID STREET & BRUNETTE AVENUE
HERITAGE + SIGNAGE

4.3.25 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.



Ensure signage is clear and visible from roadways and sidewalks, Source: Westbank

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.

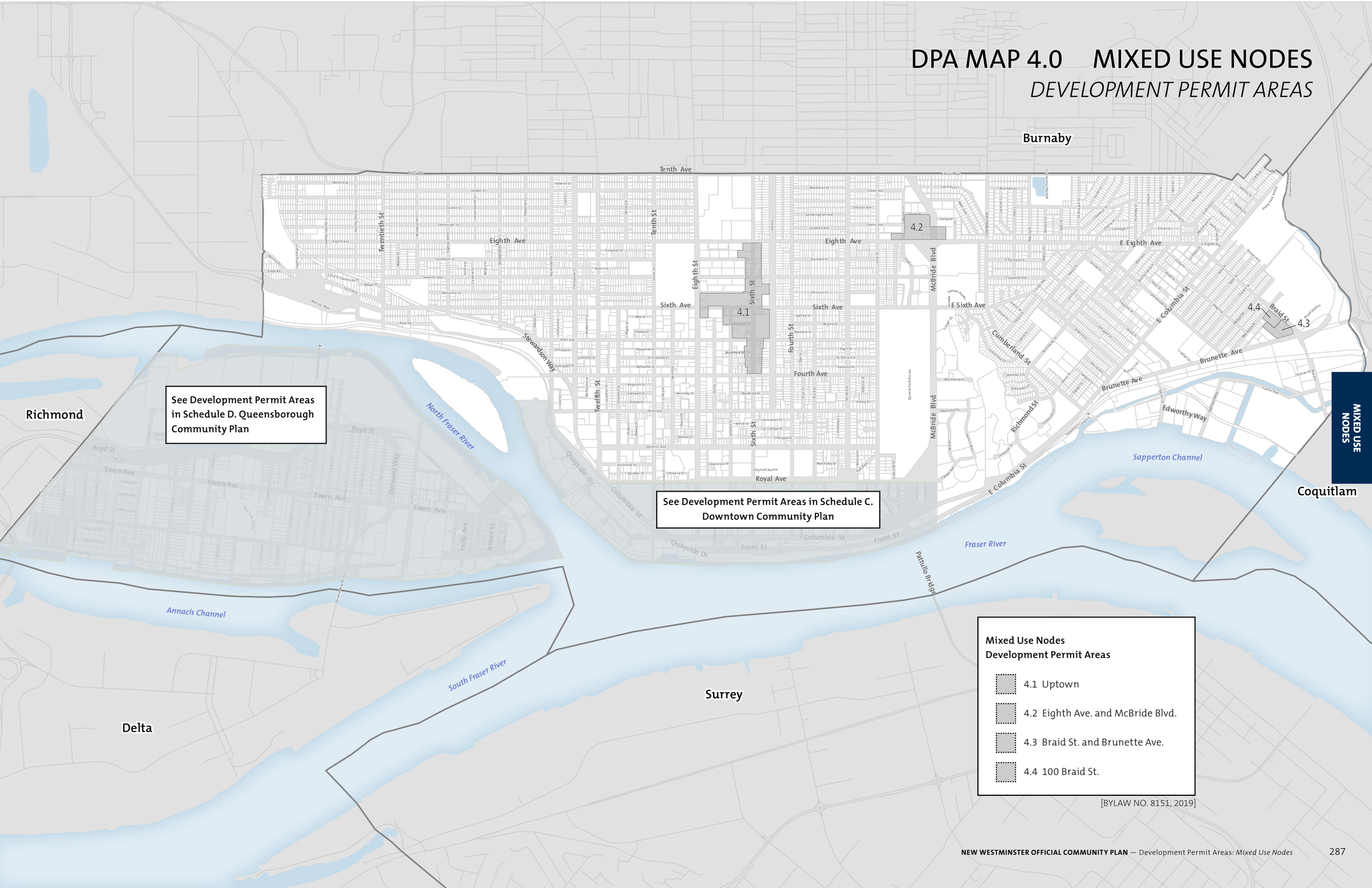
4.3.26 SIGNAGE

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

- A comprehensive sign plan should be provided 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 4.0 MIXED USE NODES

DEVELOPMENT PERMIT AREAS



[BYLAW NO. 8151, 2019]

MIXED USE NODES