

Attachment 4

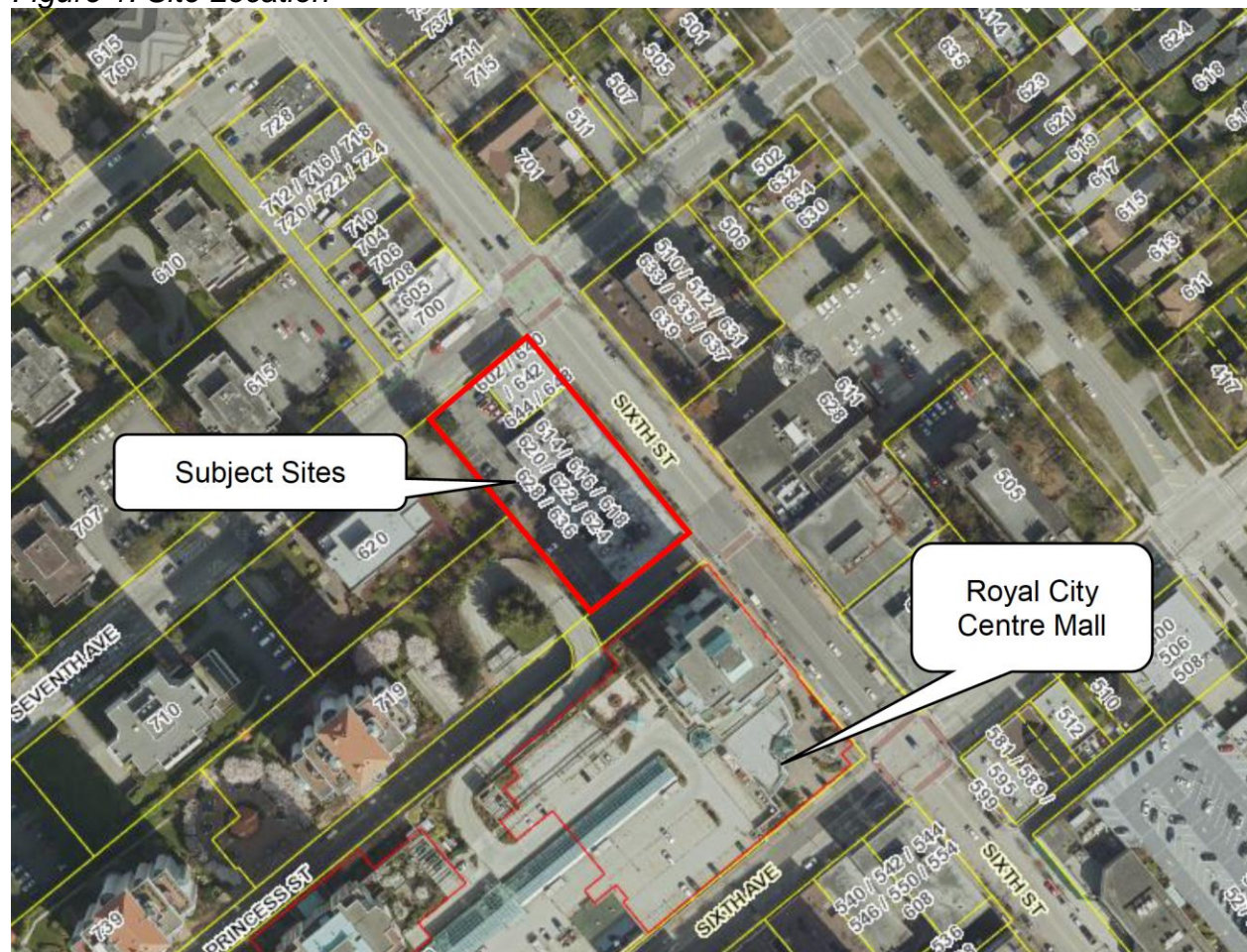
Background Information

SITE CHARACTERISTICS AND CONTEXT

The subject site is comprised of two lots with frontages along Sixth Street, Princess Street and Seventh Avenue in the Uptown neighbourhood. The lots currently contain two existing commercial buildings (two storeys in height) which are leased at a 24% occupancy rate.

Directly north of the subject site is a two-storey commercial building (Rexall Drugstore), the New Westminster United Reform Church, and Mt. Calvary Lutheran Church. To the west of the site is a 10 storey mixed-use building with retail-at-grade and residential above (2.84 FSR) and a three storey commercial building. South of the site is the Royal Centre Mall and a 22 storey multi-unit residential building (2.56 combined FSR between shopping centre and multi-unit residential). To the east is a 14 storey multi-unit residential building (3.08 FSR) and a 24 storey multi-unit residential building (2.92 FSR).

Figure 1: Site Location



Proximity to Transit Service and Other Sustainable Transportation Options

The site is well serviced by transit and within walking distance to bus stops located along Sixth Street, Eighth Street and Sixth Avenue, covering the Frequent Transit Network (FTN) bus services to/from multiple SkyTrain stations including New Westminster Station, Columbia Station, Lougheed Station, Metrotown Station, Surrey Central Station and Braid Station. The site also fronts the Rotary Crosstown Greenway (Seventh Avenue), and is surrounded by a complete sidewalk network.

Transit Facility	Frequency	Distance
Bus Routes #101, #105, #106, #123, #155 and #N19	Frequent Transit Network: <ul style="list-style-type: none">• 5-6 minutes (peak hours)• 6 minutes mid-day and evening• 8-10 minutes late night and weekends	Adjacent to site and within 400 metres (Sixth Street, Eighth Street, and Sixth Avenue)

Car share services, for one-way and two-way operations, are available in the neighbourhood. Five, two-way car share vehicles and stalls would be added with excellent access for tenants and other users within the secured commercial and visitor parking area on P1. Council should be aware that each new and successive tenant of the building would receive a membership the car share service for the duration of their residency at 616-640 Sixth Street.

POLICY AND REGULATIONS

Official Community Plan (OCP)

The subject property is designated (MH) Mixed Use - High Rise. The purpose of this designation is to provide for low-, mid- and high-rise commercial or commercial and mixed use buildings which would create active and engaging streets. This proposal is consistent with this designation.

Development Permit Area

The subject property is located within the Uptown Mixed Use Node Development Permit Area (DPA 4.1). The intent of this DPA designation is to “facilitate new commercial and mixed use development, with active commercial uses oriented towards the principal streets: Sixth Street, Sixth Avenue and Belmont Street.” This area is designated with the following purposes:

- Establishment of objectives for the form and character of commercial, mixed use and multi-family development,
- Protection of the natural environment, its ecosystems, and biological diversity,
- Establishment of objectives to promote energy conservation.

A copy of the proposed DPA guidelines for the Uptown Mixed Use Node can be accessed at the following weblink below:

https://www.newwestcity.ca/database/files/library/DPAs_4.1_Uptown.pdf

Zoning Bylaw

The subject property was previously zoned Comprehensive Development District (616 and 640 Sixth Street) (CD-80). The intent of this zone was to “allow for a 29 storey development having commercial uses on the ground floor, secured market residential units secured through a housing agreement, and market residential units above.”

The current proposal fits with the general intent of the neighbourhood. However, amendments to the existing CD-80 zoning district are required to allow for the increased density, increased podium and tower floorplate site coverage, and to reduce the parking requirements for secured market residential buildings with commercial at grade.

Master Transportation Plan

Sixth Street is identified as a “Great Street” by the Master Transportation Plan (MTP). As per the MTP, Great Streets “require planning and design that goes beyond the typical street function of supporting through traffic. Planning and designing Great Streets means providing characteristics that make streets destinations – places for people to be, instead of places to move through.” The project has been considered in light of the MTP objectives of making Sixth Street a “Great Street” in regards to streetscape improvements (sidewalks, landscaped boulevards, etc.), building setbacks, and other design aspects.

Seventh Avenue is also identified as a Greenway within the MTP and Trail and Greenway Master Plan which includes policies to provide safe and comfortable bicycle facilities for people of all ages and abilities.

Secured Market Rental Housing Policy

The variety of strategies and actions outlined in the Secured Market Rental Housing policy are aimed at retaining, renewing and enhancing the supply of secured rental housing. The proposed market rental housing, which would be secured through Rental Tenure Only Zoning, supports the objectives of the Secured Market Rental Housing Policy. The policy exempts projects that provided secured market rental housing from provision of Voluntary Amenity Contributions.

Inclusionary Housing Policy

The purpose of the Inclusionary Housing Policy is to help meet the City’s affordable rental housing needs by securing purpose-built, below-market and non-market rental units in new multi-unit strata residential and mixed use residential developments

seeking additional density. Projects that include 100% of housing units as secure market rental housing are exempt from the policy. Despite this, the applicant has voluntarily committed to provide 10 below-market units, to be secured through a Housing Agreement and operated by a third-party, not-for-profit operator.

Family Friendly Housing Policy

The Family Friendly Housing Policy provides unit mix requirements for two- and three-bedroom units, as well as guidelines that ensure units are usable by families. Rental developments are required to provide 5% three-bedroom units and 25% two- and three-bedroom units. This proposal includes 28 (8%) three-bedroom units and 92 (27%) two- and three-bedroom units.

PROJECT STATISTICS TABLE

Characteristic	Permitted / Required Per CD-80 Zoning (2019)	Permitted Per Development Variance Permit (2020)	Current Proposal (2022)
Gross Site Area	-	-	3,233.1 sq. m. (34,800.9 sq. ft.)
Site Frontage (Sixth Street)	-	-	80.4 m. (263.8 ft.)
Lot Depth	-	-	40.3 m. (132.2 ft.)
Gross Floor Area	20,472 sq. m. (220,361 sq. ft.)	20,472 sq. m. (220,361 sq. ft.)	24,932 sq. m. (268,367 sq. ft.)
Floor Space Ratio	6.46	6.46	7.41*
Building Height	29 storeys	27 storeys	29 storeys
Tower Floorplate	650.5 sq. m. (7,000 sq. ft.)	689 sq. m. (7,414 sq. ft.)	750 sq. m. (8,073 sq. ft.)
Residential Units			
Overall Market Strata Secured Market Rental	237 mixed-tenure units 142 strata 95 market rental	237 rental units - 237 market rental	338 rental units - 328 market rental 10 secured below-market rental
Off-Street Parking	313 spaces <ul style="list-style-type: none"> • Shared commercial / visitor parking • 4 car share spaces • Accessible parking per Zoning Bylaw requirements 	253 spaces <ul style="list-style-type: none"> • Shared commercial / visitor parking • 0 car share spaces • Accessible parking per Zoning Bylaw requirements 	271 spaces <ul style="list-style-type: none"> • Shared commercial/ visitor parking • 5 car share spaces • Accessible parking per Zoning Bylaw requirements • TDM Strategy
Loading	1 space	1 space	1 commercial space 1 residential space
Bicycle Parking			
Overall Long Term Short Term	330 spaces 312 spaces 18 spaces	314 spaces 302 spaces 12 spaces	544 spaces 526 spaces 18 spaces

**Note: Drawings indicate that an overall FSR of 7.38 is proposed. As per standard practice, the CD-80 zone would be amended to allow up to 7.41 FSR, in order to accommodate minor changes in floor area that may occur through project refinement.*