

## Attachment 5

### *Additional Project Discussion and Analysis*

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### **In-Kind Amenity Proposal**

The proposal includes 30 below-market housing units (9.9% of stratified housing units). Consistent with best practice for inclusionary housing development, the below-market units would be constructed by the applicant and sold to the YWCA for approximately 60% of the cost of construction (\$8,000,000). The units would be owned and operated by the YWCA, a registered charity whose mandate includes the operation of affordable housing.

Below-market units would be rented to households with incomes at or below BC Housing Income Limits, with some units reserved for single mothers and their children. Rents would not exceed 10% below Canada Mortgage and Housing Corporation (CMHC) market median rents, all years, for New Westminister (consistent with Inclusionary Housing Policy maximum rents).

Per information from the YWCA, the organization offers units at three rent levels, with Low End of Market units commanding the highest rents of the three programs:

1. Low End of Market: Rents are set at a maximum of 10% below CMHC median rents, all years, New Westminister.
2. Pre-Determined Rent: Rents are set at a percentage of BC Housing Income Limits and are deeper subsidy than Low End of Market units.
3. Rent Geared to Income: Rents range from the shelter portion of income assistance to 30% of household income. These units are the deepest subsidy of the three types of units.

Per the YWCA, Pre-Determined Rent and Rent Geared to Income units are rented at rates well below the City's Inclusionary Housing Policy maximum rents, and are reserved for single mothers and their children. The organization has requested the flexibility to determine the number of Low End of Market, Pre-Determined Rent, and Rent Geared to Income units to be offered at 65 First Street, as this would depend on operational feasibility. Staff considers this request reasonable given that rents across units would not exceed those directed by the Inclusionary Housing Policy.

### **Building Height, Density and Massing**

The site's existing zoning permits an overall base density of 1.2 Floor Space Ratio (FSR) and a maximum height of 10.67 m. (35 ft.). The project proposes a total FSR of 10.64, of which 5.24 FSR is strata density and 5.4 FSR is rental density, and building heights up to 121.9 m. (399.9 ft.). This equates to an increase of 9.44 FSR and 111.23 m. (364.9 ft.) above existing entitlements. The proposed height and density are consistent with the scale of development anticipated under the Residential – Tower Apartment land use designation.

The proposed massing is typical of point tower and podium developments, with two towers proposed atop a podium of between two to four storeys. In excess of the Downtown Building and Public Realm Design Guidelines (the Guidelines) separation requirements, the towers are separated by a distance of 30.2 m. (99.1 ft.), with Tower A

(35 storeys) situated on the high side of the site and Tower B (30 storeys) located downslope. Tower floorplates (700 sq. m. / 7,534.7 sq. ft.) are consistent with limits established by the Guidelines.

### **Albert Crescent Park Interface**

Consistent with the Albert Crescent Precinct vision in the Guidelines, the project proposes well-articulated, ground-oriented townhouses along each of the site's frontages. Those fronting the City-owned parcel at 37 Wellington Crescent would be bordered by a pedestrian pathway, secured for public access, which would connect Hastings Street to Albert Crescent Park. The project's primary outdoor amenity areas have also been situated to overlook the Park, adding additional visual interest to this frontage.

Through the application, Albert Crescent (road), Wellington Crescent, and a portion of Hastings Street, made redundant through the application, would be closed to private vehicles in alignment with the Seven Bold Steps for Climate Action. Albert Crescent would be replaced with a 4.0 m. (13.1 ft.) pedestrian and cyclist path, which would connect Agnes Street to the new Pattullo Bridge cycling infrastructure. Repurposing the remaining closed roadways as park space would be considered through the Parks and Recreation Plan process.

### **Parking and Transportation Demand Management**

The Provincial legislation prohibits local governments from establishing minimum requirements for off-street residential vehicle parking in Transit Oriented Development Areas (with the exception of accessible parking). However, the applicant has proposed 364 resident (0.58 spaces per dwelling unit) and 32 visitor (0.05 spaces per dwelling unit) parking spaces within a below-grade parkade of between three to six levels (depending on grade).

Per the Interim Development Review Framework, Transportation Demand Management measures are expected in Transit Oriented Development Areas to reduce reliance on private vehicle use and support a mode-shift to sustainable transportation modes. Through this application, the applicant has proposed additional long-term bicycle parking stalls (30% above Zoning Bylaw requirements), a designated bicycle elevator within the parkade (to increase safety and ease of bicycle movement), and one dedicated car share space. Additional work is required to finalize the Transportation Demand Management Plan, the resolution of which would be secured through the Development Agreement Covenant.

### **Trees**

Based on the arborist report, which has been reviewed by the City arborist, there are 12 on-site trees and 15 City-owned trees, immediately adjacent to the subject site, relevant to the proposed development. On-site trees are located near the perimeter of the existing building, and possess mixed value, including a number of poorly maintained fruit trees and higher value shade trees. Given the trees' location within the area of excavation, removal of all on-site trees is proposed and 24 replacement trees required through the Tree Bylaw. A total of 44 on-site trees are proposed, in excess of

requirements. Per review by the City arborist, the proposed number of replacement trees, species, and soil volumes are appropriate to provide replacement tree canopy cover for the future.

City-owned trees at 37 Wellington Crescent and Agnes Street are proposed for retention (six trees). Review of the City-owned trees along Hastings Street would be completed during detailed design of the project's off-site infrastructure requirements.