

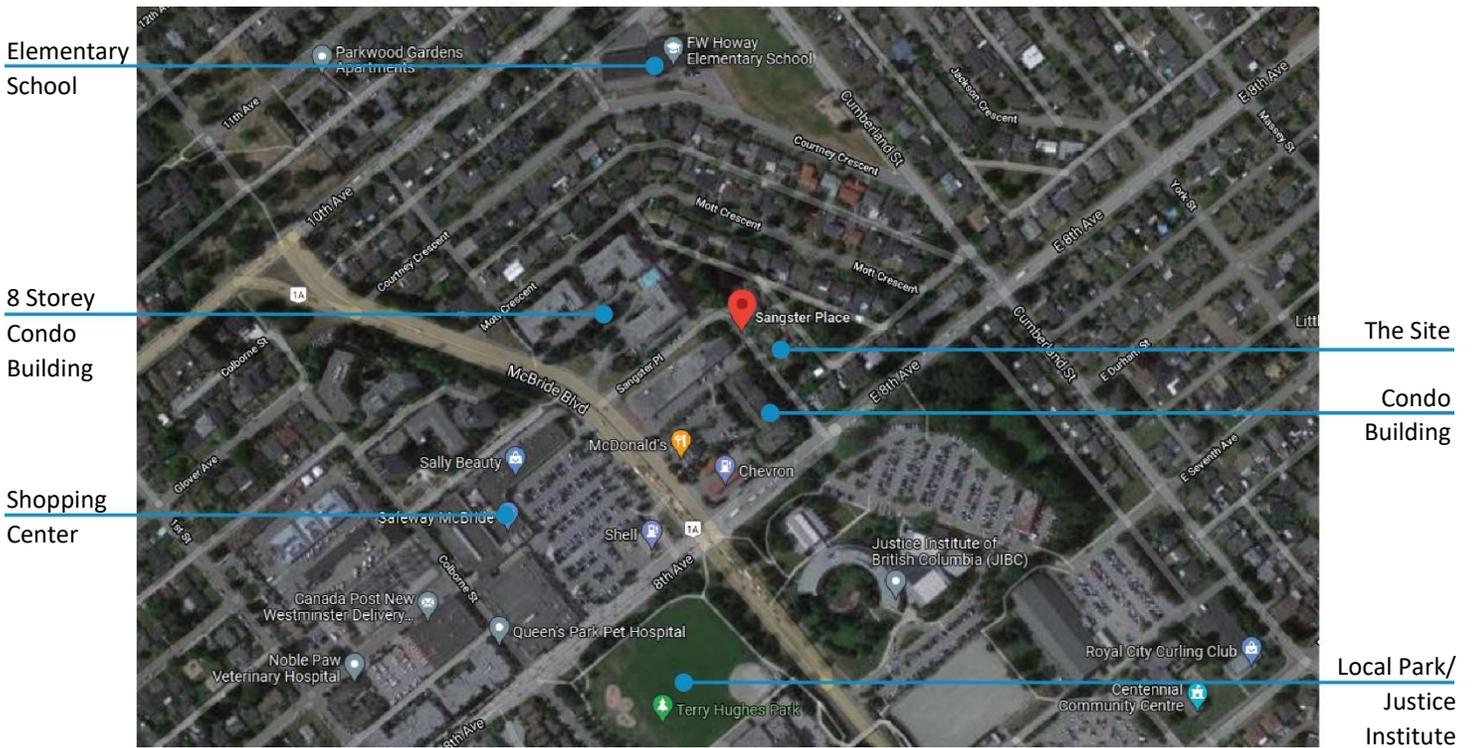
Appendix B:
Preliminary Proposal



PAR APPLICATION PROPOSAL
SANGSTER PLACE, NEW WESTMINSTER

DECEMBER 3, 2021

SANGSTER SURROUNDING AREA



PAR CONSIDERATIONS SUMMARY

1. Support for 6 storey built-form with ground oriented family units on 1st/2nd floors.
2. Support for Option 1 of City of New Westminster Inclusionary Housing Policy - 20% below market rental units allows for OCP Amendment/Density Bonusing. We aim to exceed this by providing 25% below market rental units.
3. Support for adaptable living spaces smaller than the standard unit sizes to provide lower retail and rental prices. Additional amenity spaces designed within the building to promote social connections between residents.
4. Salvaging of materials/components of heritage value from 'character' homes with possibility of relocating 817 Sangster Place to alternative site location if economically feasible.
5. Reduction of parking requirements from the bylaw to parking demand rates supported by external consultant report and the City of New Westminster staff/council.
6. Developer funded enhancement on adjacent pocket parks for benefit of residential neighbours to the Northeast
7. Possible replacement of vehicular use of Sangster Place (at subject site frontage only) and repurpose into Greenway public amenity park space.

THE SITE



The project's goal is to meet the City of New Westminster's Inclusionary Housing Policy Option 1 exceeding the minimum of 20% of the total units as affordable rental units by providing 25% affordable rental units.

The site is unique as it fronts an existing condo building and is adjacent to an 8 storey concrete condo building. The neighbours on the rear are on a higher elevation so there is no engagement between this site and those attached to the rear property lines.

The parcel is neighbouring two triangle 'park' type city owned parcels that further adds to the separation of the site.

Sangster is a unique street that currently accommodates one of two accesses to the neighbouring concrete condo. The other properties do not have direct access onto Sangster street.

Since the frontage on Sangster is of a lower elevation than it's rear we would propose the parkade access is off of Sangster and we would remove the multiple driveways and replace with the parkade entrance.

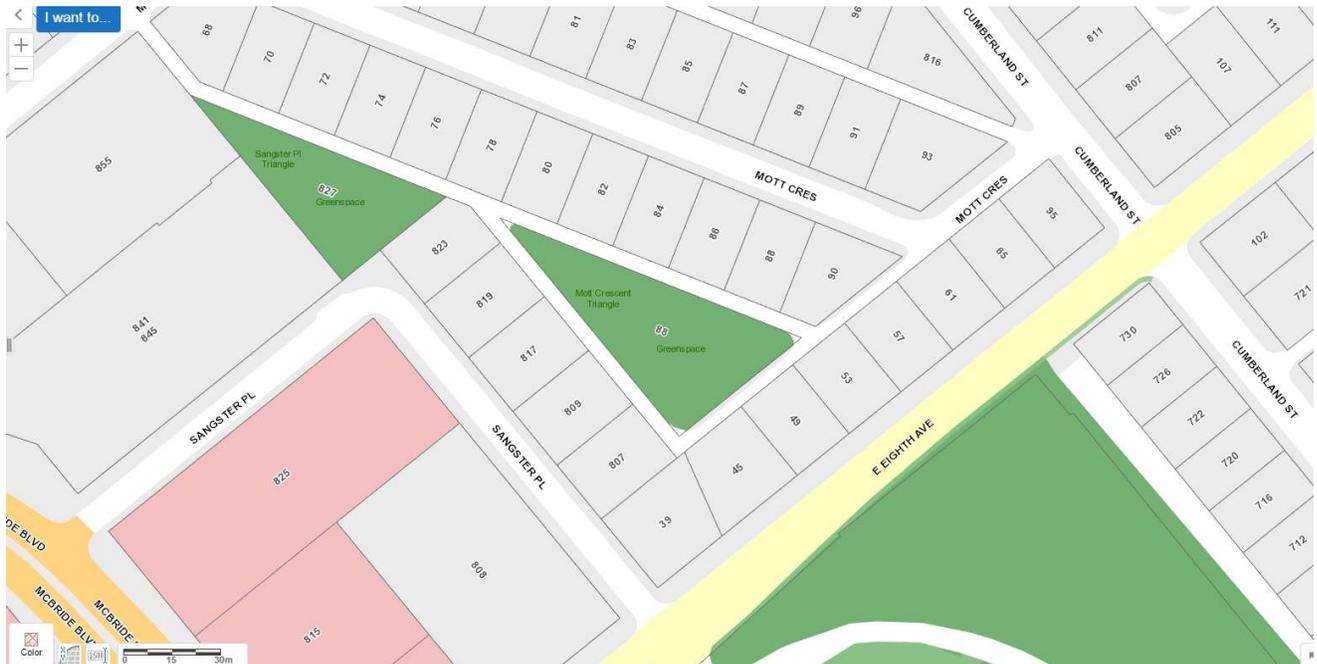
If the City was supportive a consideration could be that we eliminate car access from 8th and close the street to create a green pathway for bikes and pedestrians. The concept is to improve the walkability and create a community green path that supports recreation, commerce and sustainability.

If this concept can be supported then we can include commercial opportunities at the base of the residences to further support the community supporting the 'hello neighbour' concept.

PROJECT PROPOSAL

EXISTING NEIGHBOURHOOD & SITE'S UNIQUE FEATURES:

- This 6 parcel land assembly is incredibly difficult to coordinate and provides a unique opportunity for the developer and the City of New Westminster to work together to provide a mutually beneficial product.
- The proposed site is comprised of a total site of 44,630 square feet (1.025 acres).
- The topography slopes up from Sangster to the rear lane which is about 15-20 feet higher at the lane than at Sangster. Since the site sits much lower than the existing residential neighbourhood to the east, a proposed 6 storey condominium building would not disrupt the neighbour's enjoyment of their homes.
- The site is surrounded by a cluster of three very large 8-storey concrete condominium buildings directly to the north/northwest, an existing condo building directly to the west along Sangster as well as an aging strip mall that will likely be redeveloped possibly into a tower, future townhomes along 8th Avenue to the southeast (with the direct neighbours already having demolished the existing homes with development marketing erected and under construction), two municipally-owned pocket parks that are very under-utilized with little amenity as a buffer between the subject site and the existing residential neighbourhood to the east, and The Justice Institute to the south.
- Sangster Place has no road or lane connection to the surrounding residential neighbourhoods directly, which make this a favourable site to match the surrounding density that exists along the other addresses of Sangster Place. Sangster Pl only connects in an L-shape from McBride to 8th Avenue with a right-in/right-out at each intersection.



- The subject site has two triangular municipal parks to the east and to the north, which act as natural buffer between the proposed development and the existing residential neighbourhood to the east.
- While the site requires an OCP Amendment for the proposed use, it will be a smooth transition from the existing density that exists along Sangster Pl, and to the future townhomes along 8th Avenue and the future smaller lots/duplexes to the east beyond the city parkland.

- The site is walking distance to an abundance of shopping, a major bus route at McBride/8th, FW Howay Elementary School just a couple blocks away, Centennial Community Centre at a short stroll, Terry Hughes Park nearly diagonal from the intersection, and the Justice Institute across the street.

PROPOSED LANDUSE:

- The proposed landuse for the subject site is for two 6-storey condominium buildings.
- Our goal is to create two nearly identical buildings that house one building for market and 'Affordable' home ownership and the second for market and 'Affordable' rental (refer below for definition of affordable for the purpose of this proposal).
- The two buildings will have the same high quality of materials and finishes, the same caliber, scale and type of amenities (both interior and exterior), and be as equal as the site will allow them to be to promote and insure social equality within the development.
- The proposal will be comprised of 2 storey ground-oriented townhome units fronting Sangster Place with private yards and front doors (with slightly reduced setbacks to create a visual 2-storey form) geared towards families. While these larger 2-storey units may take up too much space to fulfil the 30% requirement of the Family Friendly Housing Policy, we feel that the building would still be occupied by 1/3 (2 of 6 storeys) of dedicated family housing square footage, but would be directed towards the missing middle, rather than compact 2 bedroom condominium units. If required, this proposal can be amended to feature 2 & 3 bedroom condo units at the ground two floors rather than townhomes, but feel that the townhome model is well implemented and received in more urban centres such as Downtown Vancouver (see images and floor plans below), to help reduce the visual massing of the building as well as include more units truly designed for families such as townhomes.



- The storeys above the ground two floors are proposed to be over 50% studio and compact 1 bedroom units (roughly 400 sqft) that are well thought out and practically designed to exceed the functionality of conventional compact units. This will be achieved through multi-use spaces as well shared amenities.
- These compact units will help provide affordability to both home owners as well as renters by providing very livable homes at a fraction of traditional condo units.
- Where possible, especially the corner and odd-shaped units will be converted to larger family-oriented units to take advantage of more window opportunities and larger areas.
- Every floor will have a combination of either a great room with kitchen/dining facilities to share and/or workspaces and/or recreational spaces. The building's design will encourage social interaction and getting to know one's neighbour through gathering in common spaces more regularly.

COMMUNITY BENEFITS:

- The proposed project would provide a minimum 25% of Affordable units in the rental building (see definition of affordability with respect to this proposal later in this document). Note that City of New Westminster's OCP Amendment/Density Bonus policy requires 20% affordable rental units.
- The percentage of affordability being proposed far exceeds the City of New Westminster's policy for density bonusing and OCP Amendments and would be an unprecedented model of how a developer and a municipality can work together towards a mutually beneficial project.
- The proposed project could be a 'feather in the cap' for the City of New Westminster to showcase how aligning goals between stakeholders can lead to more successful projects for the community.
- The proposed project would be situated off a major or arterial roadway, where most rental and community benefiting projects are situated. This will be a pleasant alternative to provide a variety of housing options to different demographics in a 'less-busy' environment.
- Rental and Home Ownership residents to be on the same site with equal amenities with respect to quality of finishes, indoor and outdoor amenities, parkade structure, etc. to ensure promotion and maintenance of non segregation and inclusion across demographics and housing options.
- The Family Friendly Housing Policy would be integrated through supported the 'Missing Middle' as the primary goal through introducing ground-oriented 2 & 3 bedroom townhomes along the bottom 2 levels of the building. These units would feature front entrances from the street with patios, barbeque spaces, small yards and direct access to walk to neighbourhood amenities or to school, etc.
- The project would be fully accessible using ramps, wheelchair provisions, wider corridors and entrances and accessible units where possible to promote inclusion and create functional homes for all demographics.
- The Hey Neighbour! Collective initiative will be promoted through creating socially interactive spaces both outdoors and indoors. Each floor will feature a gathering space of either a Great Room complete with kitchen and dining space for residents to come share, enjoy, and engage with one another as well as automated and digitally-outfitted workspaces & boardrooms for the continued shift towards those who work from home, as well as recreational spaces for fitness and gathering.
- Building these 'social connections' is a critical piece that is often overlooked in multi-unit housing and this may be the start to a model that helps interaction in isolated units and promotes positive mental health and sense of community.

- There are 6 parcels and homes in total in this assembly, of which 4 of them are NOT Heritage homes, but do have character dating back nearly 100 years. We believe selecting the home with the greatest value and paying homage to that building through some architectural elements on the new proposal would be a start to honoring their history. Furthermore, we would attempt to find a site during the development process to relocate that one home to and document our efforts. In the event there is not a possibility of relocating the home, all of the character homes be evaluated based on what materials can be salvaged from them that have heritage value, and those be given to local organizations for repurposing.
- There are two community parks adjacent to the site (Mott Crescent Triangle(s)), which are very underutilized due to the lack of appeal, upkeep and amenities within these spaces. We believe there is an opportunity to improve these parks by the AZURE Group/Laidler Group (developer) by having the Landscape Architect re-envision these spaces during the Development Permit process and the developer include the improvements in their construction budget and provide them as a community benefit for the entire neighbourhood as part of the exchange for the increased density.

PROJECT FEASIBILITY:

The project proposal is to provide a minimum of 25% of units as Affordable Rental Units (as defined below by BC Housing's definition). There are a number of assumptions/expectations that the AZURE Group/Laidler Group require, to achieve all of the community benefits listed in the previous section. These feasibility requirements include:

- All of the homes need to be either demolished (through salvaging of any materials worth retaining for repurposing by others), and the possibility of relocation of the home at 817 Sangster Pl. In the event that the developer exhausts all reasonable options to relocate the home at 817 Sangster Pl prior to DP Approval, but is unable to; the home be sensitively demolished through careful salvaging of the materials with heritage value.
- The density required to develop and construct a viable project with the inclusion of the community benefits listed above, require that we occupy the entire site with the typical allowable lot coverage (50-60%) with a 6 storey (Midrise) built form. This will require an OCP Amendment.
- The density requirement is based on the Seller's purchase price we are paying for the land, which makes this a challenging project unless this density is achieved along with these other items so that we can fulfill the community benefits to make this a mutually beneficial and successful project for the community as well as for feasibility.
- The rear lane is currently only 4.75m in width and Sangster Pl may have a narrower than typical road width as well. Given the site's very shallow 100 foot depth, we cannot afford to lose any depth of the site with the limited underground parkade we can accommodate as well as the limited depth of above-ground built form remaining after deducting setbacks from such a shallow lot.
- We would be interested in possibly deducting the small 1.25m of extra lane width required from the parkland (in exchange for improving it). Or even more beneficial to all parties may be to include that portion of rear lane into the development since no other resident other than these 6 homes (the subject site) rely on this portion of lane (then the community park improvements can be more substantial).
- We will require a parking reduction from the Offstreet Parking Bylaw requirements. While rental parking reductions have proven to be well supported at less than 0.5 parking stalls per unit, the home ownership

strata units will need to be considered for parking reductions as well, given the long list of community benefits; namely the amount of affordability being offered.

- We propose the following parking reductions:
 - Studio and 1 bedroom units at a parking rate of 0.5 stalls per unit,
 - 2 bedroom units at 1.0 stalls per unit, and
 - 3 bedroom units at 1.3 stalls per unit.
 - While we will attempt to achieve more stalls per unit than this, not requiring a second level of underground parking is going to be a necessity to having a feasible project that can actually be constructed and achieve the aspirations of the project.
- The parking reductions will be offset by the following features (existing and constructed/designed):
 - Proximity to major Bus Route at McBride/8th Avenue.
 - Walking distance to many shopping amenities; Safeway, multiple eateries, pharmacy, medical offices, Physiotherapy and RMT, Veterinary Hospitals, nail and salon care, etc.
 - Walking distance to Justice Institute, Canada Games Pool, Centennial Community Centre, FW Howay Elementary School, Terry Hughes Park, etc.
 - Close proximity to; Skytrain, SFU, Douglas College, Royal Columbian Hospital, recreational facilities, and many of New Westminister/Burnaby businesses, etc.
 - Electric Vehicle (E/V) charging stations at all Underground parking stalls.
 - The opportunity for ground floor commercial and/or daycare along Sangster Place to offer residents services in need in the community.
 - Work alongside EVO for a parking Hub location at or near the site for residents to take advantage of local EVO availability.
 - Provide in excess of the amount of Bicycle Parking required in the Offstreet Parking Bylaw.
 - Possibly provide the strata/rental component with up to 2 Electric or Hybrid cars to own and operate as a private car share model within the building(s) (the possibility of this to be discussed based on density achieved and parking relaxations provided).
- The possibility of re-envisioning Sangster Place along the front of the site to create a pedestrian only thoroughfare for the benefit of the entire community. This pedestrian thoroughfare could be activated with a combination of local shops and offices at the ground level with stairs leading up to ground oriented family units above. See image below as example/rendering.





PROJECT CONSIDERATIONS FOR REVIEW

- Align with the City’s Affordable housing strategies.
- Align with the City’s Inclusionary housing policy.
- Align with the City’s Family Friendly Housing policy.
- Provide Affordable rental and homeownership.
- Help promote the Hey Neighbour! Collective initiative through socially responsible and engaging spaces in multi-unit buildings.
- To help meet the City’s affordable rental housing needs by securing built below market and non-market rental units in new multi-unit strata residential and mixed use residential developments seeking additional density.
- 2 identical building structures that have family-oriented units on the ground floors with yard access for families.
- Maintain social equality through different resident mix (complete equality of finishes/quality, amenities, parking, etc. between rental and strata ownership residential units).
- Project to have ample bike parking and provide a unit matrix that supports affordability through unit types for under-served demographics such as Family-oriented and Affordable as a community benefit

Compact Units – Rental & Ownership

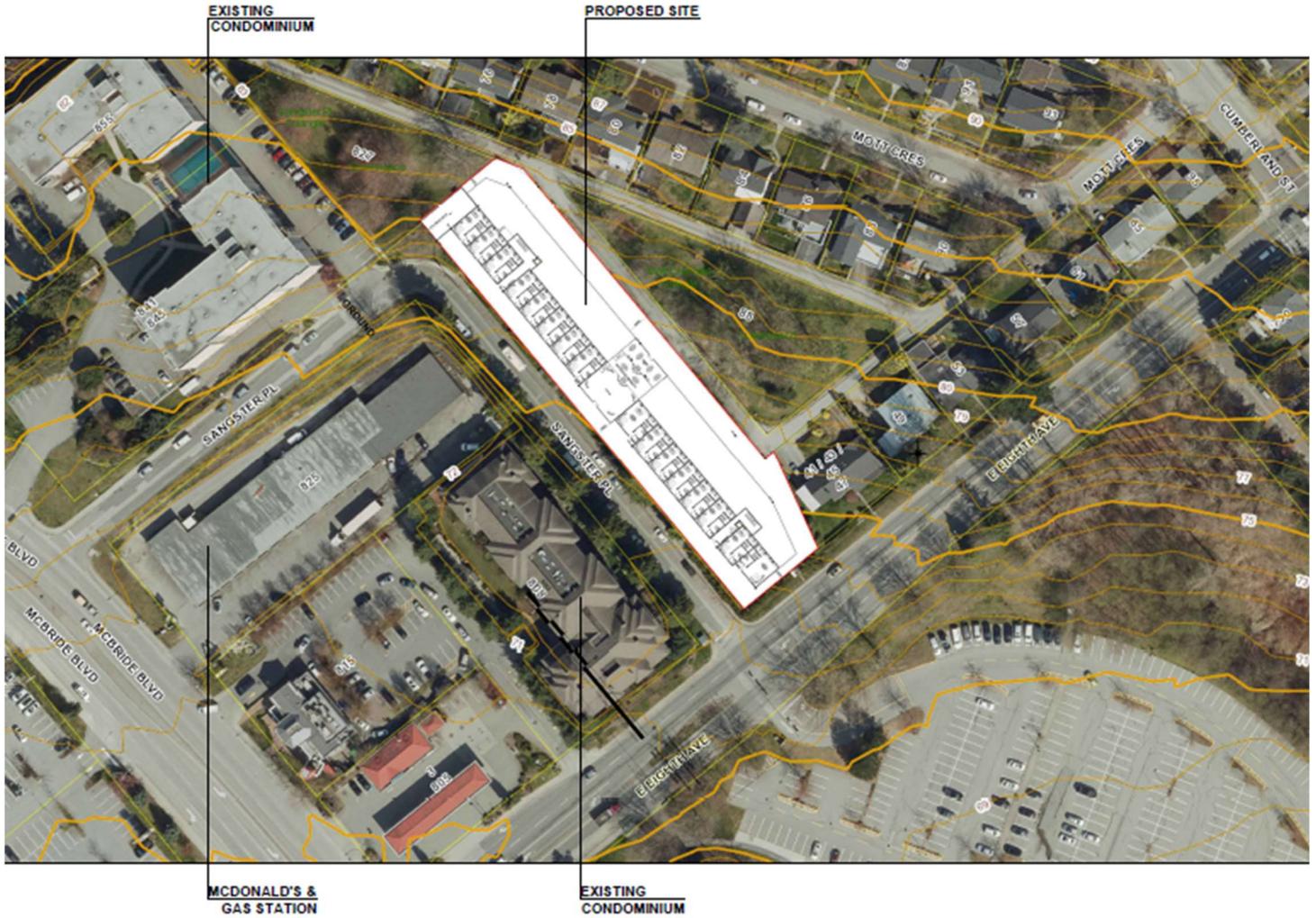
This model will contribute to the need for affordability in rent and ownership within New Westminister.



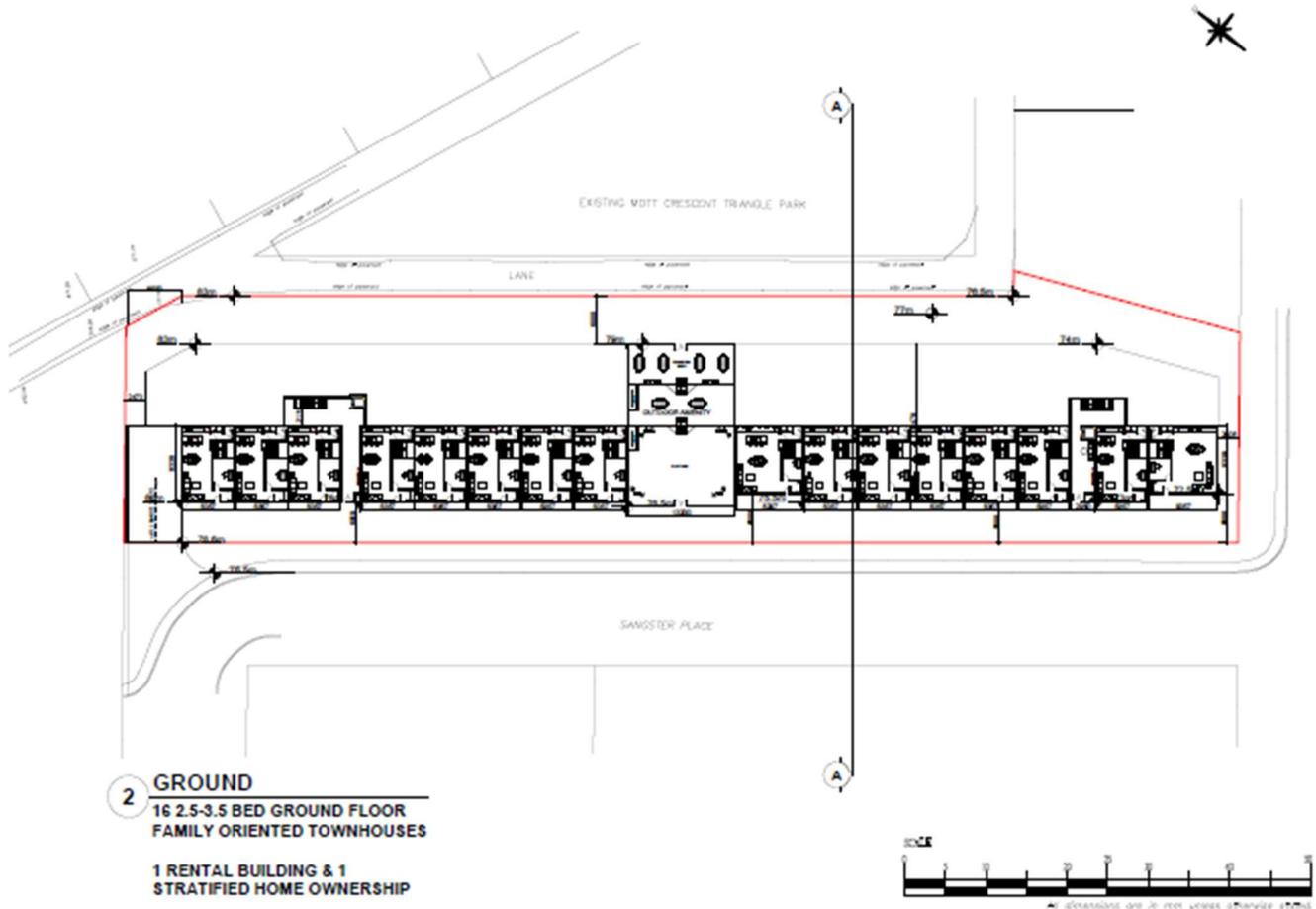
SCHEMATIC PLANS

(NOTE THAT DRAWINGS SHOWN ARE PRELIMINARY AND FOR DISCUSSION PURPOSES ONLY – DETAILED DRAWINGS TO BE DEVELOPED THROUGH DP PROCESS)

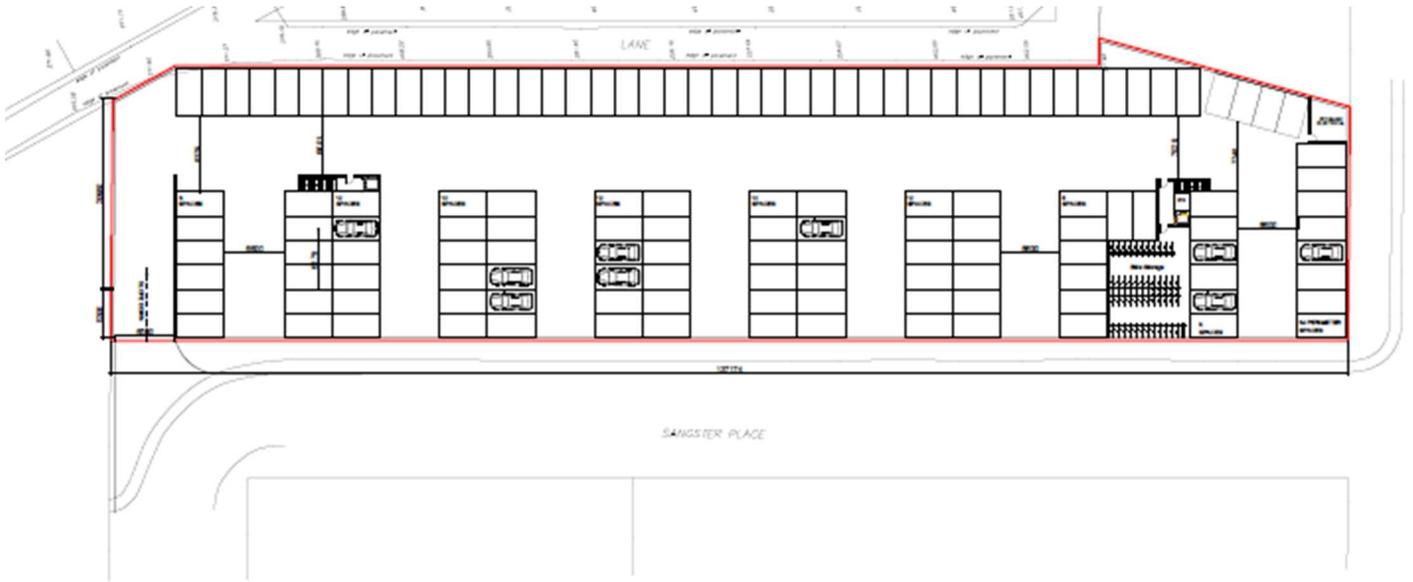
CONTEXT PLAN



SITE PLAN



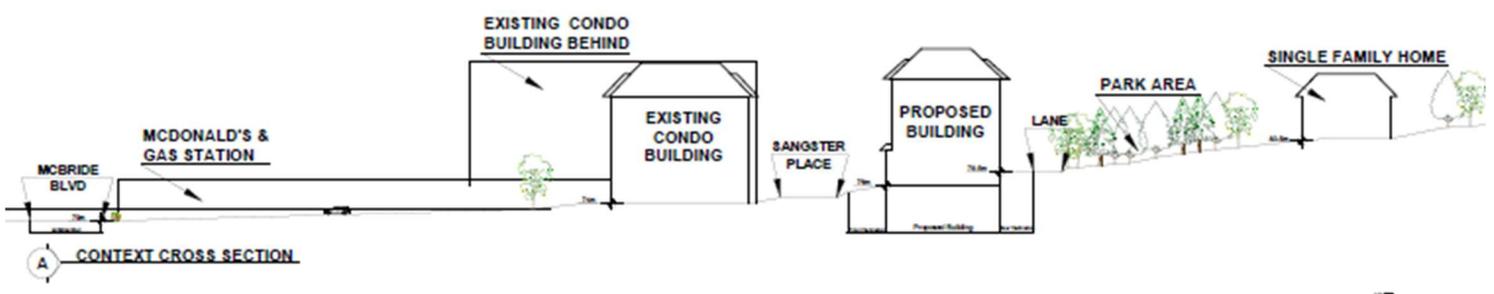
PARKING PLAN



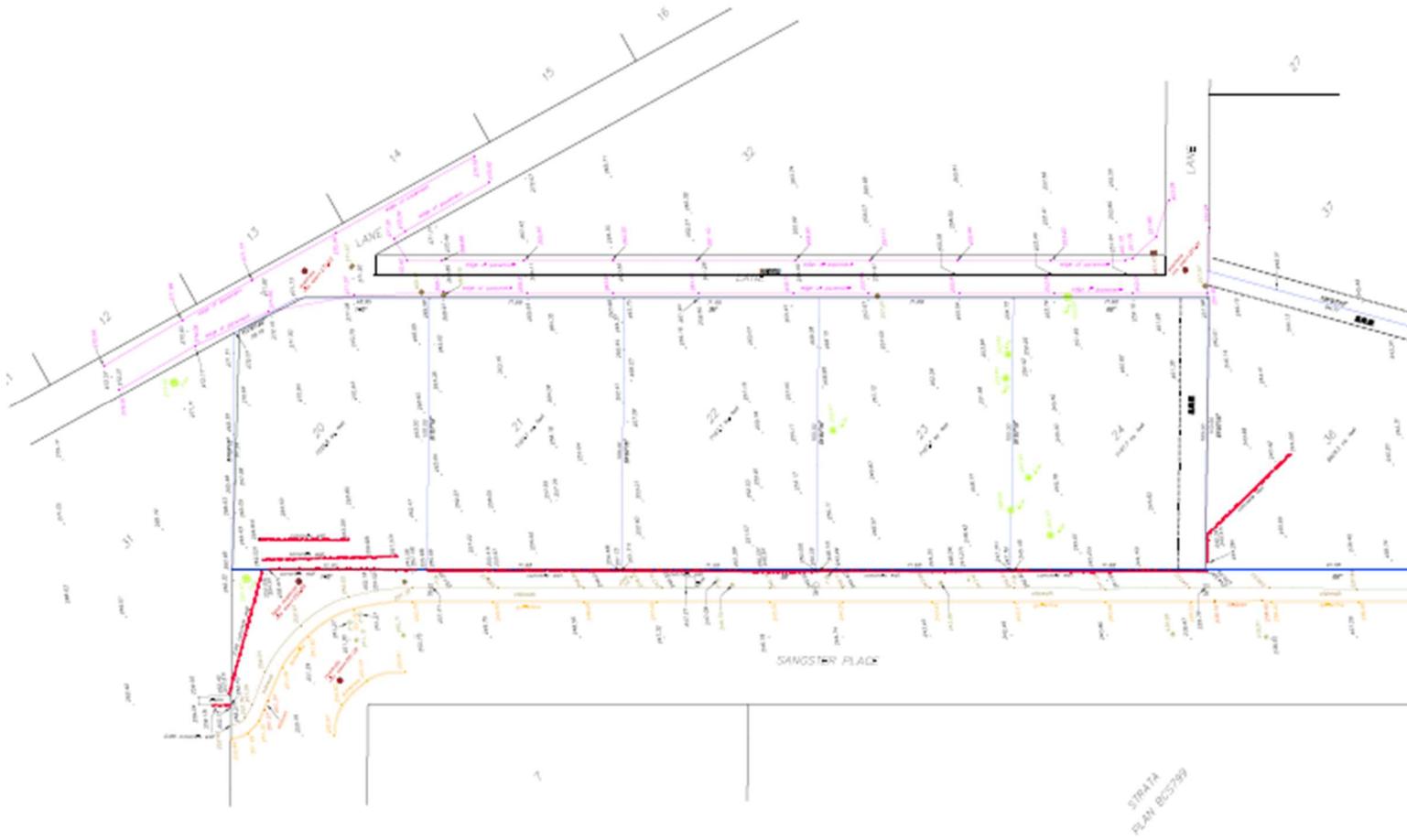
1 **PARKING LEVEL**
134 STALLS & 48 BIKE STALLS



CONTEXT SECTION



SITE SURVEY



PROJECT LANDUSE PROPOSAL BENEFITS

ADAPTABLE & FAMILY FRIENDLY UNITS – RENTAL & OWNERSHIP

The project has a focus of aligning with policy planning goals that will aim to ensure the community created is one that supports the City of New Westminster’s Goals.



Ownership and rental affordability (based on BC Housing’s definition of affordability). Provide in excess of 20% below market affordability (doubling the requirement from BC Housing)



Align with and continue supporting the award-winning City of New Westminster’s Family Friendly Housing policy



Allow a community approach for all residents with shared spaces for all residents regardless if owner or renter



Creating community spaces by working with the adjacent parklands to improve them for local residents beyond those living in these homes.



Community living as the residents will have walkability to the New Westminster Aquatics and Community centre, medical offices, grocery, and various other amenities across the street.



Residents will benefit from EV stations, Evo, Bike parking/ storage



Minutes away from Justice Institute of BC, local high schools, elementary schools, and daycares



Not on an arterial road which will allow for a neighbourhood feel



Promote the Hey Neighbour! concept



PAR Application Proposal
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