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**Subject:** FW: Application: CP100164 and RZ100678. The HUB Collection Student Housing PG  
**Attachments:** HUB Stakeholder Presentation PG April 26 2021.pdf

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**From:** Kevin Price Redacted  
**Sent:** Monday, April 26, 2021 10:27 AM  
**To:** cityclerk <[cityclerk@princegeorge.ca](mailto:cityclerk@princegeorge.ca)>; Nitz, Melissa <[Melissa.Nitz@princegeorge.ca](mailto:Melissa.Nitz@princegeorge.ca)>  
**Cc:** [mayor@princegeorge.ca](mailto:mayor@princegeorge.ca); Councillor Everitt, Frank <[Frank.Everitt@princegeorge.ca](mailto:Frank.Everitt@princegeorge.ca)>; Councillor Frizzell, Garth <[Garth.Frizzell@princegeorge.ca](mailto:Garth.Frizzell@princegeorge.ca)>; Councillor Krause, Murry <[Murry.Krause@princegeorge.ca](mailto:Murry.Krause@princegeorge.ca)>; Councillor McConnachie, Terri <[Terri.McConnachie@princegeorge.ca](mailto:Terri.McConnachie@princegeorge.ca)>; Councillor Ramsay, Cori <[Cori.Ramsay@princegeorge.ca](mailto:Cori.Ramsay@princegeorge.ca)>; Councillor Sampson, Kyle <[Kyle.Sampson@princegeorge.ca](mailto:Kyle.Sampson@princegeorge.ca)>; Councillor Scott, Susan <[Susan.Scott@princegeorge.ca](mailto:Susan.Scott@princegeorge.ca)>; Councillor Skakun, Brian <[Brian.Skakun@princegeorge.ca](mailto:Brian.Skakun@princegeorge.ca)>; Sieben, Brenda <[Brenda.Sieben@princegeorge.ca](mailto:Brenda.Sieben@princegeorge.ca)>  
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**This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.**

Hello Melissa,

I would like to thank you for all of the assistance to date with regards to our proposed student housing project. As per our discussion, I have attached our Stakeholder Presentation which we hope addresses the resident concerns voiced during public consultation. We believe our development will fit well into the existing community and will add value to Prince George as a whole. If you or anyone from the city have any questions or concerns, please do not hesitate to contact me.

If the council would like an in-person or zoom presentation during third reading, please let me know and I will make sure to prepare something. We are looking forward to working with you and the city.

Thank you,

**Kevin Price**  
Managing Partner

Redacted

website: <https://www.thehubcollection.ca/>





# Prince George, BC Stakeholder Presentation April 2021

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## STAKEHOLDER PRESENTATION

The purpose of this Stakeholder Presentation (“SP”) is to provide an overview of The HUB Collection Ltd.’s (“The HUB”) upcoming Prince George development. By providing the specific project details, we hope the community will see the benefits of the development and provide support for our proposal to build ‘The HUB Prince George Residence’ (the “Project”).

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All inquiries or question should be directed to:

<https://www.thehubcollection.ca/contact>





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## CONCEPT SUMMARY

The HUB Collection's business model is to design, build, and operate student accommodation in Canadian markets with internationally recognized universities. Each location is extensively researched and chosen based on existing shortages of student accommodation, university and college proximity, communities that support development, and a populace that supports environmental responsibility. Every one of our developments strives to be a market leader in sustainability and to achieve a net carbon zero footprint.

Access to campus, public transportation, grocery stores, restaurants, and health & wellness offerings is key to promoting the HUB community to our residents. Locations are chosen to have all students needs within a 15-minute commute via transit or walking. We are striving to reduce our residents carbon footprint and individual vehicle use by making public transport, pedestrian and (seasonal) cycling commuting a viable option.

The HUB is more than just a housing complex – it is a community. One of our primary goals is to create a safe and positive environment with social space, communal amenities, and numerous areas for students to study and create.

### HIGHLIGHTS OF THE PROPOSED HUB RESIDENCE:

The HUB Prince George will be unlike any other development in Prince George.

Highlights of our development include:

- **The building has been designed to limit neighbors view of the development (Appendix-A p10)**
- **Walking trails and green space for the neighborhood to enjoy.**
- **Security provisions are tailored to provide visible but unobtrusive presence, through a combination of CCTV provision, access control and 24-hour onsite personnel.**
- **Fire alarm system and sensor suite will be employed on all levels of the building internally and all exterior fronts.**
- **Plans for partnering with a local vendor to operate a shuttle bus to both campuses and downtown thereby reducing the reliance on cars by the residents.**
- **Proposed car share from our premises which would be open for the use of all comers.**
- **Wildlife corridor will be maintained and protected. Contract in place with a security system provider that will use an AI to identify wildlife on the site and notify security personnel. This will limit resident and wildlife interactions.**
- **Appropriate soundproofing will be employed to limit internal and external noises**
- **While our residence is designed for student needs, we welcome all residents under the age of 30**

## OUR EXPERIENCE:

The HUB was founded in 2019 and is bringing a model proven in European, Australian and New Zealand markets to Canada. Prince George is the first of three projects currently being developed under The HUB banner, as it satisfies all the key criterion for our concept. As a group, our professionals have considerable firsthand experience selecting, building, and running student accommodations.

### Site Selection and Acquisition:

- 30+ years of site selection and acquisition experience for large private-equity and multi-family developers.

### Real Estate Investment and Development:

- 150+ years of real estate investment and development experience.
- 20+ years of development/redevelopment and acquisition of over 8,000+ prime student accommodation units in Europe, Japan, and Canada.

### Financing and Underwriting:

- 15+ years of commercial banking with Big 5 Canadian Banks focusing on corporate real estate finance.
- 30 + years of investment management experience.

Operations:

- 10+ years of operating student accommodations in Canada and Europe.
- 10+ years of operational experience in the Assisted Living Space.

Asset Management:

- 16+ years of asset management experience of multi-family developments.

STUDENT ACCOMODATION CONSTRUCTION EXPERIENCE:

Our team has the following student housing experience in Canada:

Orchard Commons – University of British Columbia

The UBC Orchard Commons development comprises two new 18-storey student residence blocks connected by a shared student commons area, housing 1,050 students.

LOT BCR8 - University of British Columbia

A six-storey, wood-frame Passive House residential building dedicated to UBC faculty and staff in the Wesbrook Place Neighbourhood of UBC’s Point Grey Campus.

Academy Way Residences - University of British Columbia

Adjacent to University of British Columbia’s Okanagan Campus, this development is a progressive wood-frame residence building built over a concrete podium. The buildings vary from four to six-storeys and provides micro suites designed for students at the University.

East Campus Village Student Residence Complex - University of Alberta

New Student Housing Complex, four-storey Concrete Structure.

Lister Hall, Mackenzie Tower Renovation - University of Alberta

Renovation of 11-storey Student Housing Tower located at Lister Hall.

Horizon Residences - Prism Developments

New construction of four-storey Student Housing Complex in Edmonton, Alberta

STUDENT HOUSING OVERVIEW - PRINCE GEORGE

Pre-Covid 19, between The University of Northern BC and The College of New Caledonia, Prince George had approximately 12,450 students enrolled in post-secondary studies.

While we acknowledge that many students will be living at home, there is still a large proportion of students that will be coming from other parts of Canada and abroad. The current purpose-built student accommodation stock provided by the academic institutions in Prince George is only available to **5% of the total number of enrolled students**. Also, all the current on-campus housing options are targeted towards first year students and not ideal for more mature students.

Pre-Covid 19 Numbers	University of Northern BC	College of New Caledonia	Total
Enrolled Students	+// 3,850	+/- 8,600	12,450
University/College Accommodation	500	103	603
Beds to Student Ratio	13%	1.2%	5%

The new student accommodation building on Patricia Boulevard is a welcomed addition of 205 units, this still represents 808 units, or 6.4% of beds to student ratio for dedicated student housing. When factoring in the entire housing inventory of Prince George, the vacancy rates posted by the city show 2.8% (in 2019) and an average age of inventory greater than 10 years old. Furthermore, the cities statistics show less than 275 units of bachelor style accommodation within the city (prior to the Patricia Blvd property getting occupancy).

Our focus on bachelor suites is based upon multiple studies done in Canada over the past decade. We have also undertaken surveys through a third-party market research firm which resulted in overwhelming evidence that the current inventory in BC of older apartments and basement suites are not popular. Students cite their main concerns with existing housing inventory as: limited food options and preparation space, personal safety concerns, lack of study space and no proximity to amenities. Concerning furnished accommodation, the primary complaints were, “Dark, claustrophobic, poorly furnished, noisy, dirty, unhygienic, and lack of privacy”, this is especially evident in the sub-category of basement suites. The HUB Collection’s goal is to provide additional housing options to Prince George market, where healthy living and a focus on studies are our primary concern.

## ECONOMIC ARGUMENT FOR STUDENT ACCOMMODATION

The HUB Management team has familial ties to Prince George, and we want our development to add value to the city and our neighborhood. Colleges and Institutes Canada calculated that in the 2014-2015 academic year Canada’s colleges and institutes and those they have trained added **\$191.2 billion** in income to Canada’s economy, approximately 12.7% of the Gross Domestic Product. There is a wealth of independent studies published from across the globe that concluded academic institutions, and their students, can have a significant impact on the local economy.

We are cognisant that BC has a limited supply of public money to build student housing, yet post secondary institutions are the life blood of many BC communities. Given the current ballooning National Debt levels, this is only going to be more difficult for these institutions to accommodate their students. The location and quality of student housing are two of the most important considerations for students when considering a place to study.

Student accommodation is where students spend most of their study and down time while working towards their degree. It is crucial that universities have sufficient housing available, and that it meets the needs of the students. Knight Franks *2020 Student Accommodation Survey* of 60,000 students from across the globe found that over 80% of respondents said that accommodation location was their highest priority. Being close to their point of study, transit, shopping, and entertainment venues were key features. The HUB Prince George location has been specifically chosen because of this.

Our plan to build modern student housing will further increase the appeal of both UNBC and CNC for students whether they are from Prince George or elsewhere. It is a simple cycle, the better the University/College reputation, the more students it attracts, the more money generated that the academic institutions and municipality can invest in improving facilities and resources.

The HUB Prince George has purposefully decided against offering on site food and beverage as we want the local businesses to benefit from our residents. Instead, we will encourage residents to be patrons of local restaurants and grocery stores. We will also have a bi-monthly program onsite where various local bakeries and food/beverage providers can showcase their offerings. Food and beverage expenditure from our residents alone will inject hundreds of thousands of dollars of revenue into the local economy.

The Hub Prince George will also directly and indirectly lead to job creation, including but not limited to:

- 2 full time staff members and multiple part-time staff for our residence
- Local vendors:
  - Cleaning services for both the common areas and suites;
  - Night Security services;
  - Shuttle bus provider;
  - Maintenance and landscaping services;
  - Coffee service provider;
  - Monthly recreational outings will be on offer and include local restaurants, recreational facilities, and shopping;
  - Accounting and business services;
  - Trades and Construction services will be sourced locally, where possible.

When you combine all the additional expenditure from the residents of our property in the local economy with the increase in jobs, property taxes and other potential financial gains, The HUB Prince George will be a significant addition to the local economy.

SITE SELECTION

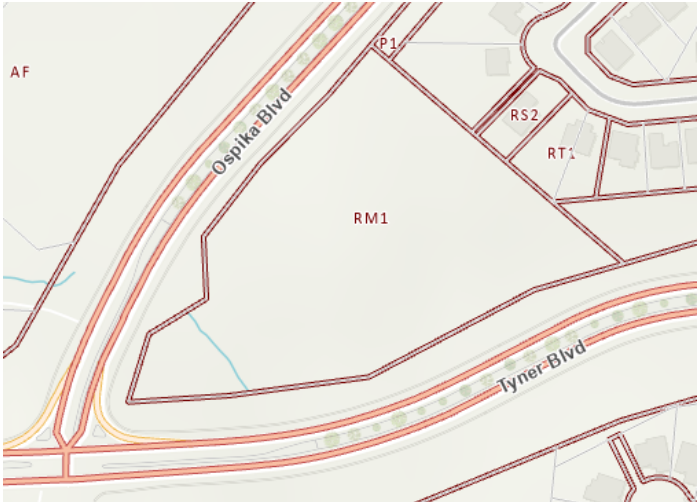
The HUB conducted a thorough search for an appropriate location for our residence. Initially we identified a potential site closer to the Downtown, and “the Bowl”. After consultation with The City of Prince George, 4500 Ospika Boulevard S was presented as a viable opportunity for our project. The City is keen for the site to be redeveloped, but very restrictive topographical characteristics make the site unfeasible to be redeveloped properly with the current RM1 zoning. However, the main reason we selected the site is that the size of the location allows us to have a large green belt around our residence and it was already zoned multi-family. We have the room to construct a beautiful building that will not intrude upon the sight lines of the neighborhood.

SUBJECT PROPERTY:

Civic Address:  
4500 Ospika Boulevard S, Prince George, BC

Legal description and parcel ID:  
Lot 147 DISTRICT LOT 2003 CARIBOO DISTRICT PLAN 28774  
PID: 005-850-355

The Site:	<ul style="list-style-type: none"><li>• Proposed RM5 Zoning</li><li>• Vacant Land</li><li>• Power, water, sewer at property boarder</li></ul>
Project Size:	<ul style="list-style-type: none"><li>• 5.64 acres (245,678 Sq. Ft.)</li><li>• 90,000 +/- Sq. Ft. mixed-use student accommodation</li><li>• 256 student units</li></ul>
Construction:	4 Storey non-combustible steel frame, CLT and concrete
Density:	125 units per hectare



CURRENT ZONING (RM1) VERSUS OUR PROPOSAL (RM5)

The subject site is currently zoned multi family zoning of RM1 (appendix) which allows development for either residential or a community care facility. This subject site was zoned multifamily residential when the adjacent residents moved into the area. While the HUB brings more density than existing residents may have expected, the density will bring many benefits to the neighborhood.

We have summarized the potential implications of both zonings on to the site in the table below:

	RM1	RM5 Proposal
Units	67 over 11 buildings	256 units over 1 building
Parking	Required 104 on grade parking stalls	Proposed 98 Underground stalls and 102 on grade stalls
Potential loss of habitat	3.0 Acres/130,555 Sq. Ft. <b>Loss</b> of + 60,000 Sq. Ft. of vegetation	1.61 Acres/70,430 Sq. Ft. <b>Retaining</b> +60,000 sq. ft. of vegetation
Set-backs from residences	Minimum required set-back is 6m	Minimum required set-back is 3m Proposed 22m set-back Proposed natural buffer 4-10m



Sight Lines	Potential to have multiple structures immediately visible to residents	Proposed deep setbacks (+19m than required) and wider planned natural buffer will camouflage the structure
Community	Development will likely proceed with individual units sold to the public. You will have a strata and numerous owners as part of the neighborhood.	The HUB Collection will be the sole point of contact for any concerns the community may have.

Please refer to **Appendix A** where we have modelled the structure onto the site with its current vegetation. We are retaining 4.5 metres of the current mixed tree growth around the property boarder which is predominantly over 12 metres high. We are then bulking up this 4.5 metre buffer with multi-layered native plant species to further camouflage the project.

Please refer to **Appendix B** for the definition of the current RM1 zoning.

Please refer to **Appendix C** which provides comments and clarifications regarding the project’s alignment with the design guidelines and policies from the Official Community Plan and Zoning bylaw.

We have completed the following studies for the site:

- **Site Survey** – which identified any potential topographical issues to assist us in locating the building to its current proposed location.
- **Environmental Study** - which has concluded there are no environmental concerns with developing the site.
- **Geotechnical Study** - which has concluded that the ground conditions are suitable for our proposed building. This has further been verified by a third-party Geotechnical company commissioned by the City of Prince George.
- **Fire Hazard Assessment Study** – this study has concluded that in its current state, the site is considered a high-risk forest fire hazard to the immediate neighborhood. Consequently, we will be conducting an extensive rehabilitation of the site to clear all potential fire fuel for the benefit of the neighbourhood at our cost.
- **Traffic Study** – an extensive traffic study was conducted using a “worse case” scenario. The study recommended the traffic light timing be monitored and, *“that a direct right turn taper be installed at the southerly site access.”*  
The Report also concluded: *“The City has indicated that Route 16 has the existing capacity to accommodate the additional ridership generated by the proposed development. Route 88/89 is believed to have the capacity to accommodate the additional ridership in the short-term; however, the City is already planning to add a new route to serve CNC. The assumption is that this route will be installed within the next year or two.”*
- **Parking Study** – this extensive study concluded that a parking requirement of 200 stalls (98 underground & 102 at grade) was more than justified given the properties proximity to public transit, bike paths and retail centres. It is worth noting that we are providing 98 underground parking stalls at great expense in a bid to lessen our environmental impact on the site.

ENVIRONMENTAL IMPACT OF THE PROPOSED HUB RESIDENCE

The HUB, like a vast and growing proportion of young adults, places a lot of importance on being environmentally conscious and responsible. We are impressed with Prince George’s current administration, as it continues to increase the level of environmental responsibility and accountability. We strive to limit our impact on the environment and to be good stewards of our community. By using environmentally conscientious construction methods and materials, and by utilising cutting-edge environmental technology, we will be greatly reducing our carbon. One of our primary goals for all our communities is to be carbon neutral, something that sets us apart from any other student accommodation/multi-family provider in the province.

By utilising a smaller building footprint and locating 49% of our parking underground within a potential RM5 zoning, we can preserve potentially over 60,000 square feet of the current vegetation on site in comparison to an RM1 zoning. This will have a beneficial impact on our environmental impact and for the local plant species and wildlife. In addition, we will be replanting any disturbed areas and throughout any on grade parking areas where at all possible. All this will have a tremendous positive benefit for local residents and the community at hand. Other examples of our green initiatives include:

- Management of the forest around our buildings to reduce debris and to manage the fire risk for our buildings and the neighborhood as a whole;
- Extensive recycling and composting programs for our residents;
- Solar panels will augment our power system for our building;
- Use of geothermal heating and cooling for our buildings (viability in Prince George is currently underway);
- Smart windows that automatically tint to regulate building temperature;
- Car share and shuttle services to reduce the reliance on cars is currently under review; and
- Encourage the use of both transit and the walking path adjacent to the Prince George property (weather permitting).

APPENDIX:

Appendix A – SIGHT LINES FOR NEIGHBORS



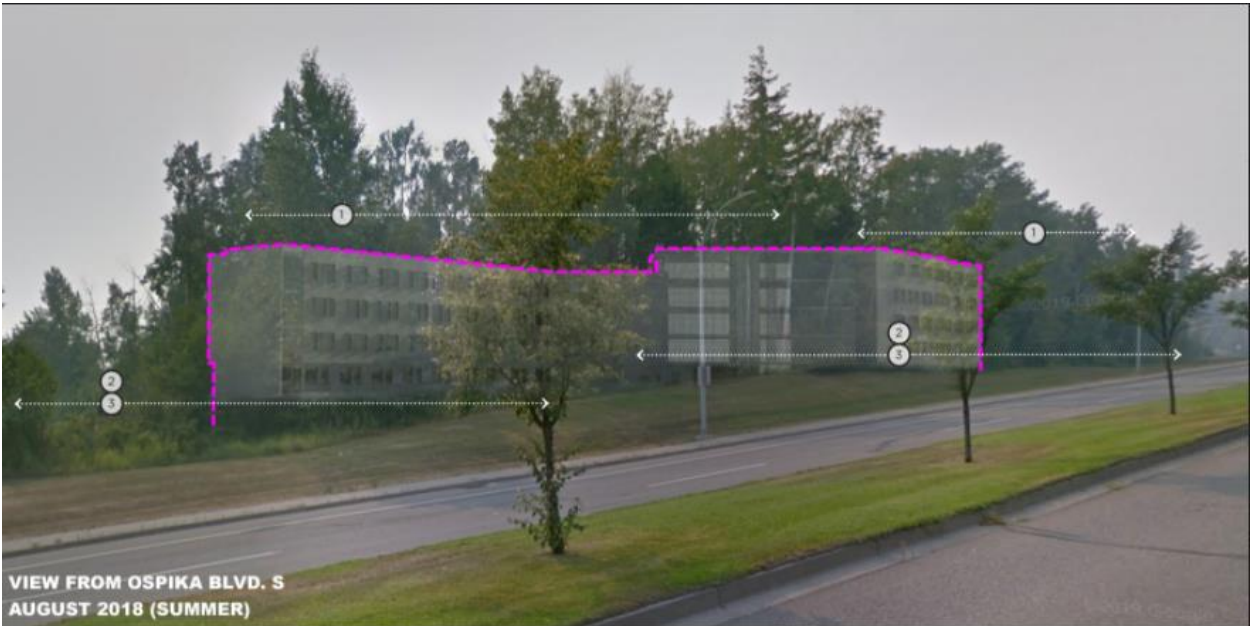
- ① Protection of undisturbed forest

② Multi-layered reforestation (canopy, understory, groundcover)
- ③ Strategic bolstering of understory planting in key buffer areas

④ Use of native local species to support the existing ecological conditions of the site

THE HUB COLLECTIVE SLA HAPA EVOKE

THE HUB  
REZONING APPLICATION - 2021 / 04 / 21



VIEW FROM OSPIKA BLVD. S  
AUGUST 2018 (SUMMER)

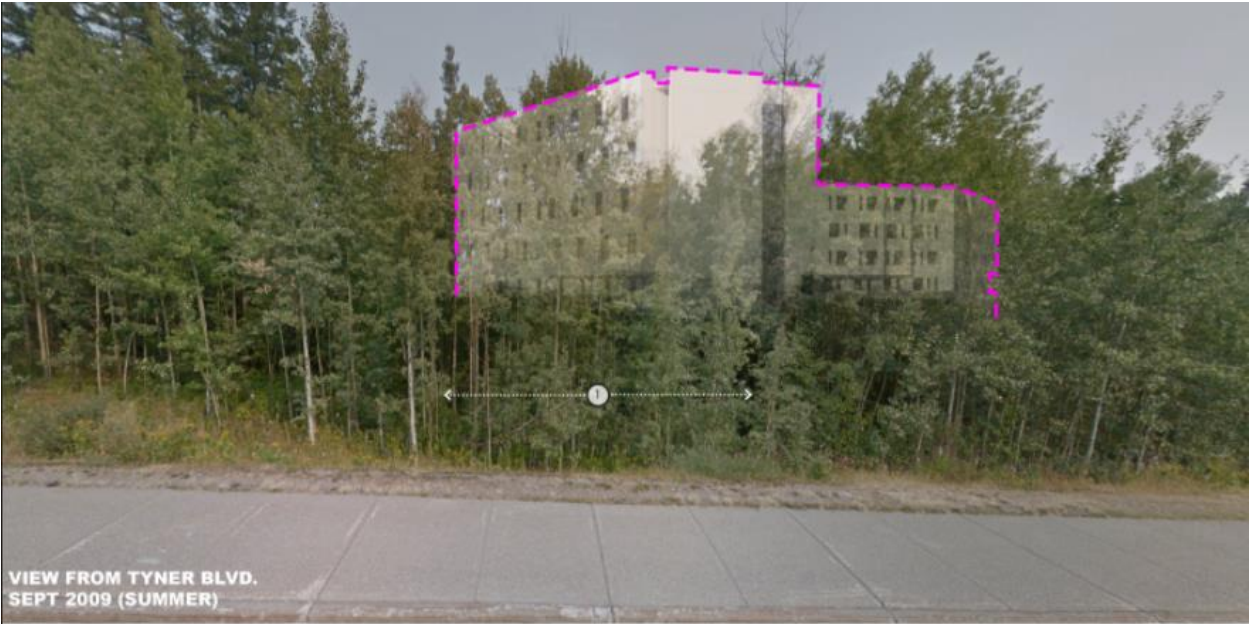
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THE HUB COLLECTIVE SLA HAPA EVOKE

THE HUB  
REZONING APPLICATION - 2021 / 04 / 21



VIEW FROM TYNER BLVD.  
SEPT 2009 (SUMMER)

- ①

Protection of undisturbed forest
- ②

Multi-layered reforestation (canopy, understory, groundcover)
- ③

Strategic bolstering of understory planting in key buffer areas
- ④

Use of native local species to support the existing ecological conditions of the site





VIEW FROM SULLIVAN CRES.  
MAY 2012 (SPRING)

- ① Protection of undisturbed forest
- ② Multi-layered reforestation (canopy, understory, groundcover)
- ③ Strategic bolstering of understory planting in key buffer areas
- ④ Use of native local species to support the existing ecological conditions of the site

THE HUB COLLECTIVE SLA HAPA EVOKE

THE HUB  
REZONING APPLICATION - 2021 / 04 / 21



VIEW FROM SULLIVAN CRES.  
JULY 2009 (SUMMER)

- ① Protection of undisturbed forest
- ② Multi-layered reforestation (canopy, understory, groundcover)
- ③ Strategic bolstering of understory planting in key buffer areas
- ④ Use of native local species to support the existing ecological conditions of the site

THE HUB COLLECTIVE SLA HAPA EVOKE

THE HUB  
REZONING APPLICATION - 2021 / 04 / 21

Appendix B – CURRENT PROPRTY ZONING

10.9 RM1: Multiple Residential		RM1
10.9.1	<b>Purpose</b> The purpose of this zone is to provide primarily for row housing and apartments with not more than six units in a building, and a maximum density of 30 dwellings/ha.	
10.9.2	<b>Principal Uses</b> <ul style="list-style-type: none"><li>community care facility, major</li><li>community care facility, minor</li><li>housing, apartment</li><li>housing, four-plex</li><li>housing, row</li><li>housing, single detached</li><li>housing, two-unit</li></ul>	<b>10.9.3 Secondary Uses</b> <i>Bylaw 8258</i> <ul style="list-style-type: none"><li>bed &amp; breakfast only in single detached and two-unit housing</li><li>home business 1</li><li>home business 2 only in single detached and two-unit housing</li><li>secondary suite only in single detached housing</li></ul>
10.9.4	<b>Subdivision Regulations</b> <ol style="list-style-type: none"><li>The minimum lot width is 15.0 m.</li><li>The minimum lot area is 500 m².</li></ol>	
	<b>10.9.5 Regulations for Principal Development</b> <ol style="list-style-type: none"><li>The maximum residential density is 30 dwellings/ha.</li><li>The maximum number of dwellings in one building is 6.</li><li>The maximum site coverage is 45%.</li><li>The maximum height is 10.0 m.</li><li>The maximum number of storeys is 2.5.</li><li>The minimum front yard is 4.5 m.</li><li><i>Bylaw 8258</i> The minimum interior side yard is 1.2 m except it is not required for a common wall for attached housing.</li><li>The minimum exterior side yard is 3.0 m</li><li><i>Bylaw 8258</i> The minimum rear yard is 6.0 m.</li><li>The minimum setback between principal buildings is 4.5 m.</li></ol>	
	<b>10.9.6 Regulations for Accessory Development</b> <ol style="list-style-type: none"><li>The maximum height is 5.0 m.</li><li>The minimum front yard is 4.5 m.</li><li>The minimum interior side yard is 1.2 m and the minimum exterior side yard is 3.0 m.</li><li>The minimum rear yard is 1.2 m.</li></ol>	
	<b>10.9.7 Other Regulations</b> <ol style="list-style-type: none"><li><b>Note:</b> In addition to the regulations listed above, other regulations may apply. These include the general development regulations of Section 4, the specific use regulations of Section 5, the landscaping and screening provisions of Section 6, the parking and loading regulations of Section 7, and the development permit guidelines of Section 8.</li></ol>	

## Appendix C – PROJECT ALIGNMENT WITH THE OFFICIAL COMMUNITY PLAN

### Project alignment with design guidelines and policies

#### Official Community Plan (8.3 C. Neighbourhood Centres)

##### Objectives

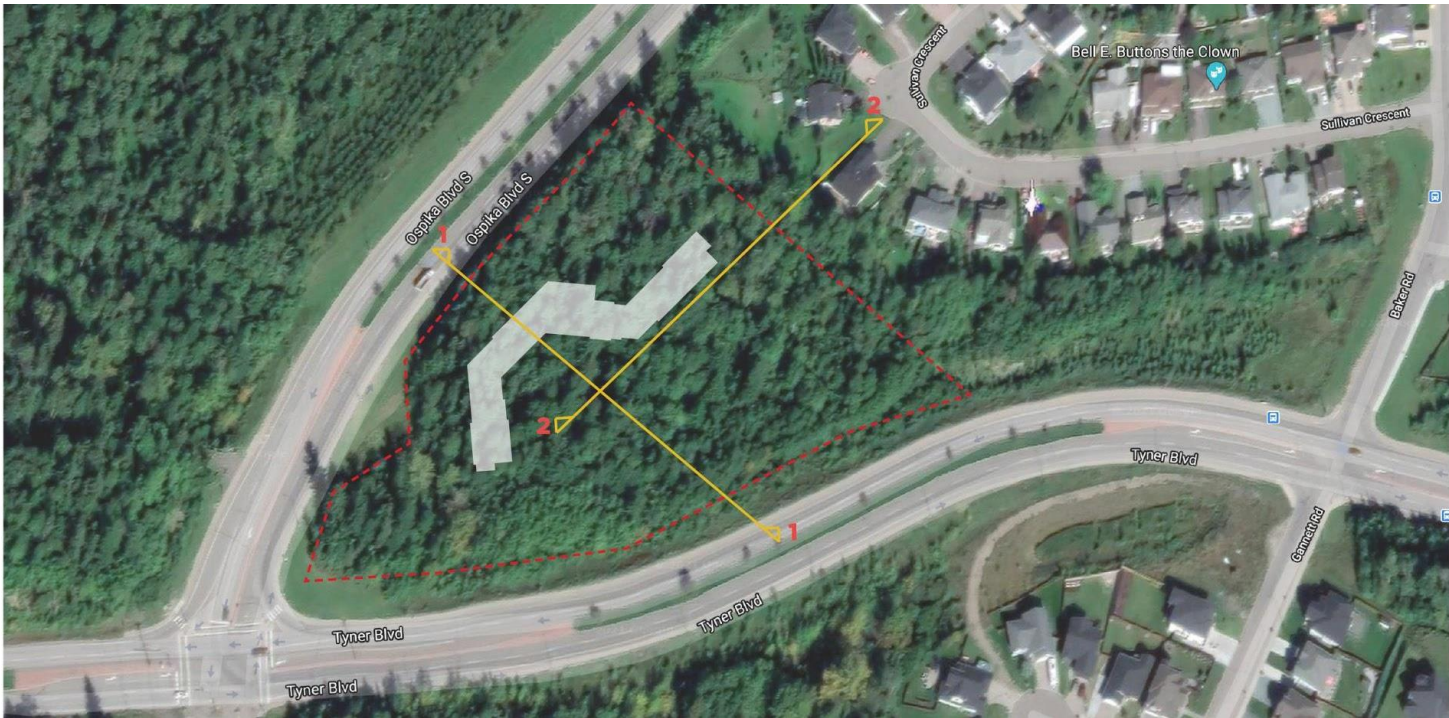
- ***Unique focal points throughout the city, neighbourhood centres provide local shops, services, and similar amenities with new housing in a mixed-use context. They have a town- or village-scale, with buildings up to 4 storeys high, and buildings up to 6 storeys high along Queensway and at the intersection of O’Grady and Stringer Crescent. Within centres, corridors running along major arterials and collectors function as key structural elements and mixed-use shopping streets. Areas behind these shopping streets are primarily residential, although they may contain parks, schools, and similar uses. Within neighbourhood centres, residential areas are anticipated to infill and densify in comparison to the surrounding neighbourhoods.***
  - Being only minutes away from the nearest neighbourhood centre area, the site is shaped by two major arterial roads (Ospika Blvd. and Tyner Blvd.). The challenging topography and shape of the site provide an opportunity to create a unique focal point in an otherwise very “even” neighbourhood. Furthermore, the proposed design will be densifying the residential component of the neighbourhood as encouraged by the guidelines for this Land Use Area.
- ***Objective 8.3.10: Strengthen shopping areas as “people places” with strong pedestrian orientation, walkable amenities, and comfortable, safe open spaces.***
  - *Not directly applicable to this development. However, this student housing development is envisioned as a “people place” with strong pedestrian and bicycle connectivity to the site, neighbourhood, transit and paths; indoor and outdoor amenities; will be comfortable with an outdoor, south-facing, microclimate, and safe amenity space.*
- ***Objective 8.3.11: Increase the mix of uses, with an emphasis on adding residential uses and daily needs and amenities within easy walking distance of one another.***
  - The project meets this objective by bringing a new variety of residential use to the neighbourhood - student residence. The site is also located a brisk 8 minute walk away from the College Height commercial district.
- ***Objective 8.3.12: Support multi-generational, mixed-income communities.***
  - The proposed project supports this objective through introduction of student housing into a predominantly single-family neighbourhood bringing in a demographic otherwise “uncommon” in this area.
- ***Objective 8.3.13: Act as an anchor and draw for the local community.***
  - Not directly applicable to this development. However, as a student residence, the project may draw other students who are residents’ friends and who live in the nearby neighbourhoods to enjoy the social atmosphere of the indoor and outdoor amenities, and study spaces.
- ***Objective 8.3.14: Support more efficient energy and transportation systems.***
  - The proposed project will aim to meet Net Zero Carbon (CAGBC) and will provide photovoltaic panels located on the roof; will explore sequestering carbon through potential use of mass timber within the central amenity space); and, the proposed orientation of the massing will provide a microclimate to extend the enjoyment of the south-facing outdoor amenities.

##### Policies (General)

- ***Policy 8.3.31: The City should encourage infill and redevelopment of existing vacant and underused sites, with an emphasis on enhancing the pedestrian experience.***

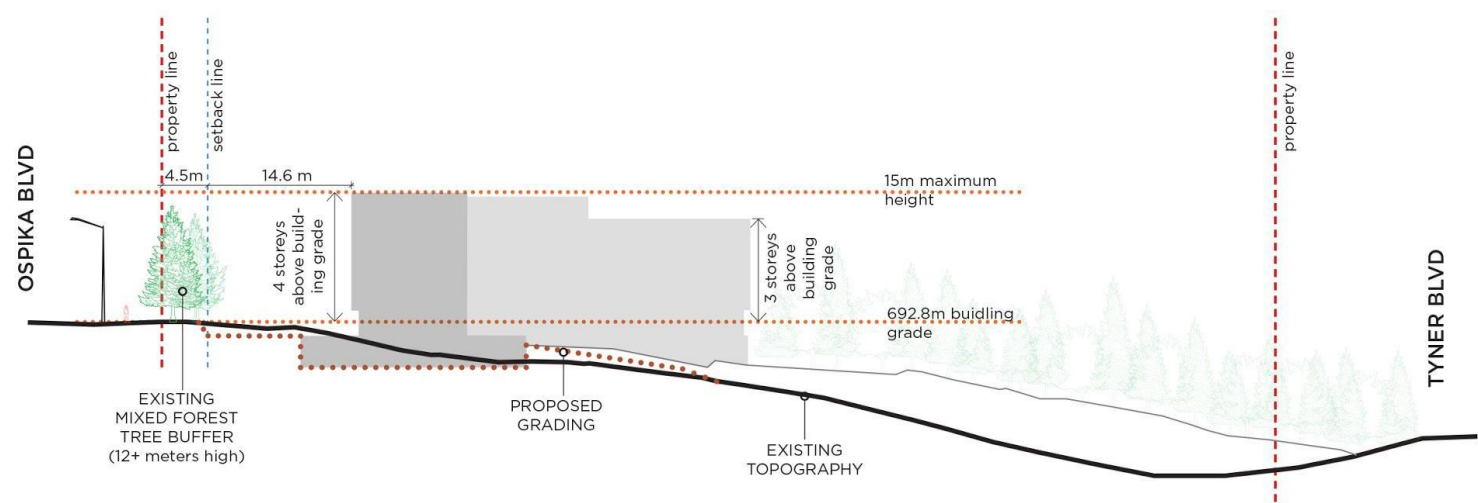


- The site is currently vacant and has been for a number of years post zoning. Bound by two arterial roads, the site has potential to create additional pedestrian connections between the surrounding residential areas and road network, providing access not only to local amenities but the greater Prince George trails network.
- **Policy 8.3.32: The City should explore the potential to develop a central public open space in each neighbourhood centre. This space may be a redesigned street segment, a new space, or an adaptation of an existing open space such as a mall parking lot. The space should be supported by diverse uses and activities nearby, and should be located on one or more pedestrian, transit and cycling routes.**
  - Not applicable to this development. However, greenspace and walking trails will be constructed on site and open to the public during daylight hours.
- **Policy 8.3.33: The City should require buildings to be of a size and scale that is compatible with nearby (e.g., on the same street or block) buildings. The following restrictions apply to all development:**
  - **Development at the edge of the Neighbourhood Centre must transition in scale and use to adjacent areas.**
    - The massing of the proposed development complies with this policy by stepping down in height towards the residential neighbourhood located North-East.
  - **Transitions across lanes or mid-block are preferred to transitions across streets.**
    - Not applicable to this project.
  - **The maximum building height is four storeys with the exception of areas designated Neighbourhood Centre Corridor along Queensway and at the intersection of O’Grady Road and Stringer Crescent with a maximum building height of 6 storeys, provided that the intent of Policy 8.3.38 is met.**
    - Due to the topography of the site with an overall elevation drop from Ospika Blvd. to Tyner Blvd. reaching 23 meters, the level and developable area of the site on the north is limited to the frontage along Ospika Blvd. Due to the elevation change and in particular along the north property line, the building grade is determined by using an average grade along Ospika Blvd. This elevation aligns with Level 2 of the proposed building, less than 1.6m above the Building Grade. According to the definitions of the zoning bylaw, Level 2 is the First Storey of the building and therefore the overall height of the building is 4 storeys above the building grade (see graphic below). The proposed design does not exceed the maximum height which is permitted to be up to 15m.

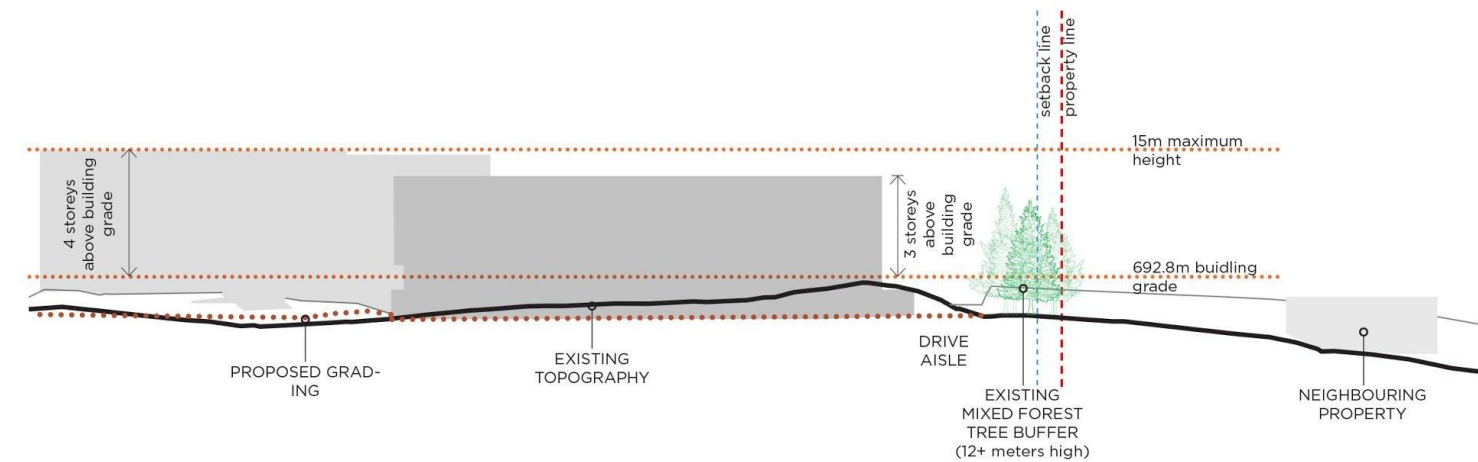




Satellite image of the site



Cross Section 1



Cross Section 2

- *Such sites should not fragment neighbourhoods or lead to undue traffic within local neighbourhood streets.*
  - The site is located between two major arterial roads (Ospika Blvd. and Tyner Blvd.) with no access to the local neighbourhood streets. Therefore, there will be no undue traffic stress on the local neighbourhood streets. Refer to Traffic Study submission for additional information.
- *Proposed development should be subject to access and traffic analysis considerations.*
  - Refer to TIA for more information

Built Form and Land Use Neighbourhood Centre Corridors

- **Policy 8.3.34: Within Corridors in Neighbourhood Centres, the City should:**
  - *Encourage mixed use developments, incorporating retail and service commercial (this includes neighbourhood and local commercial uses) at grade with residential above; Permit parks, and schools and other community facility uses; and*
    - Not applicable to this project
- *Encourage a diverse range of building types.*

- The proposed project meets this policy as it brings a multi-unit student residence to a neighbourhood with primarily single-family homes and big box commercial retail.
- **Policy 8.3.35: The City should target the following commercial characteristics of Neighbourhood Centres. Each centre should:**
  - **Have a full range of retail and service commercial uses, including grocery or anchor stores and a diversified mixture of basic and specialty retail and personal services;**
    - Not applicable to this project
  - **Have up to 15,000 m2 of commercial space;**
    - Not applicable to this project
  - **Have commercial street frontages no more than 2-3 city blocks in length (300-400 m); and Feature strong continuity of retail frontage.**
    - Not applicable to this project
- **Policy 8.3.36: The City should not permit development of new large format retail nor single retail stores larger than 5,000 m2 in Neighbourhood Centres.**
  - Not applicable to this project
- **Policy 8.3.37: The City should permit the following housing types on collector and arterial streets in Neighbourhood Centres:**
  - **Stacked townhomes (50-150 units/ha);**
    - Not applicable to this project
  - **Townhouse lofts (40-60 units/ha);**
    - Not applicable to this project
  - **3-4 storey apartments (75-135 units/ha);**
    - The proposed building is a multi-unit student residence with density of 112 units/ha which is 4 storeys tall above the Building Grade.
  - **and Others having densities up to 135 units/ha.**
    - Not applicable to this project
- **Policy 8.3.38: Housing in these locations should ensure the development can effectively buffer residents from traffic noise and visual impacts through appropriate building and site design; and, where the housing form is adjacent to lower density uses, the bulk of the building be mitigated through appropriate setbacks, landscaping, and/or terracing of the building form.**
  - The proposed building has been located to exceed the required setbacks significantly. The frontage along Ospika Blvd. exceeds the required setbacks from the property line by >15m and as the building gets closer to the East property line, the frontage is set back by >45m. As the site is currently forested, the bulk of the trees within the required setback along Ospika Blvd. will be retained, providing a natural noise and visual buffer for both residents of the neighbourhood and the tenants of the proposed development. Additionally, the building massing steps down one storey towards the residential neighbourhood to the East. The lower wing of the building exceeds the setback by 19m from the East property line and the taller wing of the building exceeds the setback by 65m from the East property line. An existing forest buffer will be maintained along the East property line to provide visual screening for the residents of the residential neighbourhood located East of the site.
- **Policy 8.3.39: The City should permit small-scale entertainment and cultural uses on Corridors in Neighbourhood Centres. These include for example community halls, and restaurants and small pubs that may support regular music or cultural performances, subject to the City of Prince George Liquor Licensing Policy.**
  - Not applicable to this project

- **Policy 8.3.40: The City should require all new retail space to be oriented to the street or a central public space, with parking on the street or at rear. ‘Strip’ plazas with parking in front should not be permitted.**
  - Not applicable to this project
- **Policy 8.3.41: The City should require all buildings on collectors and arterials in Neighbourhood Centres to be sited at or close to the front lot line, where feasible.**
  - Not applicable to this project (see 8.3.38)

## 8. Development Permit Area Guidelines

### 8.8 Multiple Residential Form and Character

#### Guidelines

- **8.8.2 Row housing shall not contain more than 16 units in one building. Smaller clusters that take advantage of views and natural vegetation are preferred. Design should relate to nearby public spaces such as adjacent greenbelts, landscape features, parks and highways.**
  - Not applicable to this project because the project is a multi-unit student residence
- **8.8.3 Row house buildings should not have a continuous façade of more than four units unless setbacks in facades of at least 0.75 m are provided.**
  - Not applicable to this project because the project is a multi-unit student residence
- **8.8.4 Apartments and row housing should be designed with varied and interesting facades, including a variety of rooflines, roof cover over entry points, balconies, and porches.**
  - The proposed project meets the guideline through multiple design gestures: the massing follows the natural topography of the site creating a shape that can be described as a “segmented line” in plan with variable setbacks that exceed the minimum requirements; the massing is broken down into three components - two residential wings and the central amenity “hub”; the massing also introduces three separate roof lines for three main components (residential wings and the amenity hub); the massing is further refined by introducing various projected planes on the facade that reflect the internal planning of the building; the main entry location provides a generous canopy
- **8.8.5 Dwellings should be designed to maximize year-round exposure to the sun, with special consideration given to sun angles during winter. Buildings should be designed to minimize the casting of shadows on nearby dwellings.**
  - The proposed project meets the guideline through its location and orientation on site. Following the angle of Ospika boulevard and the natural topography of the site, the massing creates interior spaces that will receive sun exposure at different times throughout the day
- **8.8.6 Buildings fronting highways should have front doors oriented to the highway and be finished with high quality materials.**
  - This guideline is not applicable as this project is not fronting a highway
- **8.8.7 Safety and security should be considered in site design and layout. Design should respond positively to CPTED (Crime Prevention Through Environmental Design) principles of territoriality and defensible space, hierarchy of space, natural surveillance, access control, and image and maintenance as well as addressing the components of movement predictors, entrapment areas, activity generators, crime facilitators, hot spots and crime corridors, areas of conflict, edge effects, and displacement effects.**
  - The CPTED principles are integrated in the design of the building through natural surveillance of the areas surrounding the building, the site landscape design, landscape buffers between Level 1 residential suites and the surrounding sites, creating a single secure access point for the entire facilities, exterior lighting

- **8.8.8 The form and character of new development should respect the form and character of existing development in the area around the development site.**
  - The proposed development provides a neighbourly design by moving the massing and height away from the neighbours to the east and by exceeding the setback requirements by >15m, and by retaining as many of the existing trees as possible to screen the building from the neighbours and also from the two facing streets. The massing is folded to reduce the exposed facade facing Ospika Blvd. and is divided into two distinct wings by the open, glazed and welcoming amenity hub.
- **8.8.9 Roof top mechanical equipment is to be screened.**
  - Any roof top mechanical equipment will be screened from view.
- **8.8.10 Natural environmental features on the site shall be protected. Emphasis will be placed on retention of native and mature trees. Where disturbed by construction, areas should be rehabilitated to a level acceptable to the City.**
  - From the initial stages of design, “site preservation” was one of the primary drivers of design. The building shape, its location on site and site design are all respectful of the existing site conditions leaving the majority of site undisturbed. Where unavoidable, disturbances to the site during the construction process will be landscaped.
- **8.8.11 Dwellings fronting on a highway should have screened outdoor areas to provide privacy to residents.**
  - While not fronting a highway, the proposed building meets this guideline through substantial setbacks from property lines that exceed the required setbacks significantly and provide the required privacy to the residents. The frontage along Ospika Blvd. exceeds the required setbacks from the property line by >15m and as the building gets closer to the East property line, the frontage is set back by >45m. As the site is currently forested, the bulk of the trees within the required setback along Ospika Blvd. will be retained, providing a natural noise and visual buffer for both residents of the neighbourhood and the tenants of the proposed development. Additionally, the building massing steps down one storey towards the residential neighbourhood to the East. The lower wing of the building exceeds the setback by 19m from the East property line and the taller wing of the building exceeds the setback by 65m from the East property line. An existing forest buffer will be maintained along the East property line to provide visual screening for the residents of the residential neighbourhood located East of the site.
- **8.8.12 All areas not covered by buildings, structures and parking shall be fully landscaped.**
  - As indicated on the landscape plans/diagrams, all open areas that are not covered by buildings, structures and parking but have been affected by construction will be fully landscaped.
- **8.8.13 Garbage and recycling containers should be effectively screened behind a sight obscuring fence on a minimum of three sides.**
  - The garbage and recycling containers will be located away from the property line and will be effectively screened behind a sight obscuring fence on a minimum of three sides. The intention is to have them located in a secure room in the underground parking garage.
- **8.8.14 Noise attenuation should ensure the livability of the residential development along arterials and highways.**
  - The proposed building has been located to exceed the required setbacks significantly and provide the required privacy and noise attenuation to the residents. The frontage along Ospika Blvd. exceeds the required setbacks from the property line by >15m and as the building gets closer to the East property line, the frontage is set back by >45m. As the site is currently forested, the bulk of the trees within the required setback along Ospika Blvd. will be retained, providing a natural noise and visual buffer for both residents of the neighbourhood and the tenants of the proposed development. Additionally, the building massing steps down one storey towards the residential neighbourhood to the East. The lower wing of the building exceeds the setback by 19m from the East property line and the taller wing of the building exceeds the setback by 65m from the East



property line. An existing forest buffer will be maintained along the East property line to provide visual screening for the residents of the residential neighbourhood located East of the site.

- **8.8.15 Landscaping materials should be chosen to provide colour in the winter. A suggested planting ratio is 60% coniferous and 40% deciduous.**
  - The landscape design will follow this guideline
- **8.8.16 In areas that have risk of bears, landscaping should be designed and selected to minimize conflict between bears and people.**
  - The proposed planting material will not include any species that will be attractive to bears
- **8.8.17 For development with a residential density of 124 dwellings/ha or less, the usable open space shall be provided at a minimum rate of 10.0 m<sup>2</sup> per studio dwelling, 20.0 m<sup>2</sup> per 1 bedroom dwelling, 40.0 m<sup>2</sup> per 2 bedroom dwelling, and 50.0 m<sup>2</sup> per dwelling with 3 or more bedrooms.**
  - The south-facing outdoor amenity space will provide a landscaped space of the size that is required by this guideline
- **8.8.18 For development with a residential density of 125 dwellings/ha. or greater, usable open space shall be provided at a minimum of 20% of the site area. A maximum of 25% of the required outdoor recreation space may be provided on the roof of a principle building.**
  - This guideline does not apply because the project has the density of 112 units per ha.
- **8.8.19 Recreation and play areas should be sited away from highways and driveways, with consideration to sunlight exposure.**
  - The main outdoor amenity space is located in the centre of the site, shielded from the roads by the building to the North and the untouched/forested part of the site to the South. The outdoor space has full South exposure to create a microclimate.
- **8.8.20 Private outdoor areas should have surveillance opportunity from windows of the adjacent dwelling.**
  - This guideline does not apply to the project as there will be no private outdoor areas.
- **8.8.21 Parking should be screened from first floor windows of dwellings.**
  - First floor windows of dwellings will be screened from the surface parking areas by substantial landscape buffer.
- **8.8.22 Landscaping strips at least 1.5 m wide, except along lanes, should surround parking.**
  - Landscaping strips at least 1.5m wide will be provided around the surface parking areas
- **8.8.23 Below grade parking should be well lit and secured.**
  - Below ground parking will be well lit and secure, only accessible to the residents of the building.
- **8.8.24 All visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings.**
  - Visitor parking stalls will be located on the surface parking lot adjacent to the main entry.
- **8.8.25 In developments that have a reasonable expectation of needing more parking for the disabled than required by Section 7.1.29, additional parking shall be required to suit the circumstances.**
  - Accessible parking stall count meets the requirements of the zoning bylaw. If the future residents will require additional accessible parking stalls beyond what is required by the zoning bylaw we will gladly accommodate that request.
- **8.8.26 A snow management plan should be provided for any development of six or more dwellings.**

- The snow on site will be stored in specifically designated areas on-site.
- ***8.8.27 Lighting for parking areas should generally be at pedestrian level to deter vandalism. Area lighting should be designed to minimize glare over adjacent properties and should not impact the effectiveness of any traffic safety device.***
  - The outdoor lighting strategy will follow all required City of Prince George guidelines and requirements in order to achieve a solution that reinforces the site design and reduces light pollution. We will meet the Dark Sky compliance requirements with full cut-off light fixtures. Furthermore, all security systems have infrared capabilities.

**Additional Guidelines for Multiple Residential Development in the university height neighbourhood plan area**

- Not applicable to this project as the site is outside the University Heights Neighbourhood plan area