



1321 CARIBOO STREET

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NEW WESTMINSTER, BRITISH COLUMBIA

Prepared by
Billard Architecture Inc.
Billardarchitecture.ca



TABLE OF CONTENTS

1. TABLE OF CONTENTS	22. DESIGN RATIONALE PROJECT DETAILS	39. ELEVATION – SOUTH
2. PROJECT INFORMATION	23. DESIGN RATIONALE LOCATION, COMMUNITY DEVELOPMENT	40. ELEVATION – NORTH
3. LAND USE MAP	24. DESIGN RATIONALE ARCHITECTURE	41. ELEVATION – EAST & WEST
4. LAND USE MAP BROW OF THE HILL	25. DESIGN RATIONALE TRAFFIC & PARKING	42. BUILDING SECTION AA
5. SITE CONTEXT	26. DESIGN RATIONALE CLIMATE EMERGENCY STEPS	43. BUILDING SECTION BB
6. VARIANCE: #1: SETBACK RELAXATION	27. DESIGN RATIONALE CRIME PREVENTION	44. EXTERIOR FINISHES
7. VARIANCE #2 :SET BACK RELAXATION	28. DESIGN RATIONALE SUSTAINABLE DESIGN	45. LANDSCAPE – INFORMATION
8. STREET CONTEXT	29. STATISTICS SUMMARY	46. LANDSCAPE – SITE PLAN
9. STREET CONTEXT	30. PROJECT DATA INFORMATION	47. SHADOW STUDY
10. STREET CONTEXT	31. PROJECT DATA INFORMATION	
11. STREET CONTEXT	32. SITE PLAN	
12. FREQUENT TRANSIT NETWORK	33. MAIN FLOOR PLAN	
13. FREQUENT TRANSIT POLICIES AND ACTIONS	34. SECOND FLOOR PLAN	
14. PLANNING CONTEXT	35. THIRD FLOOR PLAN	
15. TRAFFIC FLOW	36. FOURTH FLOOR PLAN	
16. ELEVATIONS – SOUTH	37. FIFTH FLOOR	
17. ELEVATIONS – EAST & WEST	38. ROOF PLAN	
18. ELEVATIONS – NORTH		
19. CONTEXT ELEVATIONS – CARIBOO STREET		
20. CONTEXT ELEVATIONS – FOURTEENTH STREET		
21. RENDER & MATERIAL LEGEND		

PROJECT INFORMATION

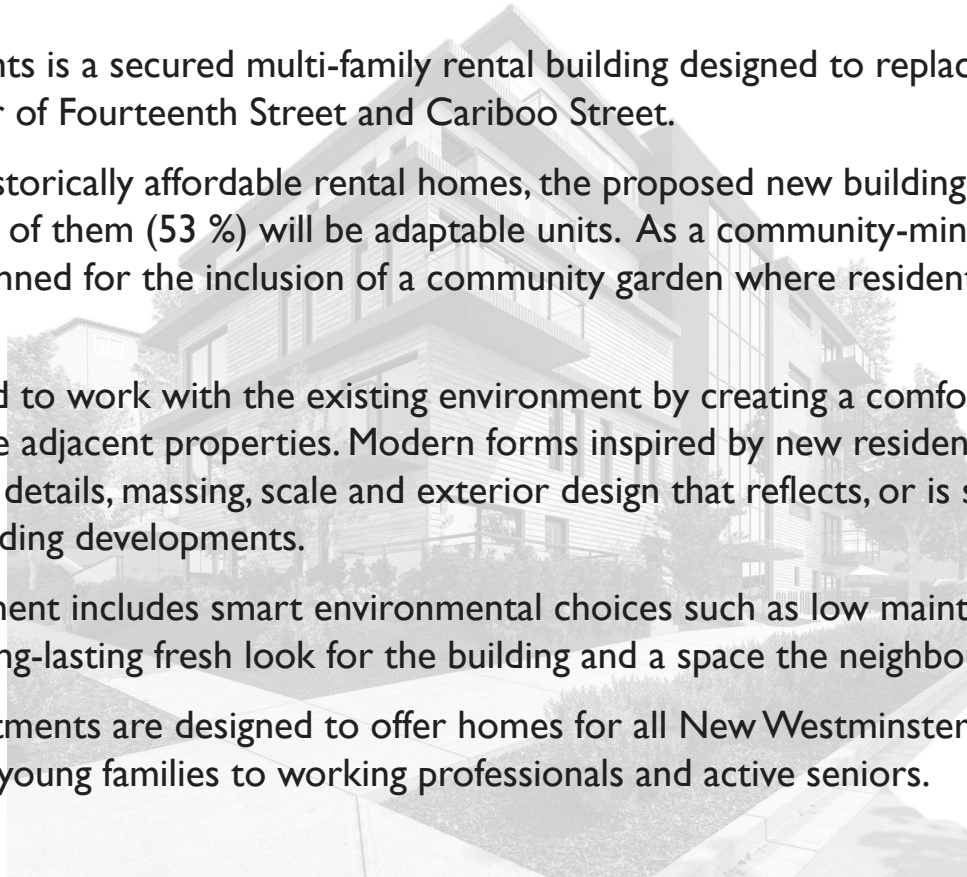
The Cariboo Apartments is a secured multi-family rental building designed to replace the current condemned apartment complex on the corner of Fourteenth Street and Cariboo Street.

Built in an area with historically affordable rental homes, the proposed new building has 5 storeys that will provide 15 secured rental suites, 8 of them (53 %) will be adaptable units. As a community-minded building, the areas within the setbacks have been planned for the inclusion of a community garden where residents can harvest fruits, vegetables and flowers.

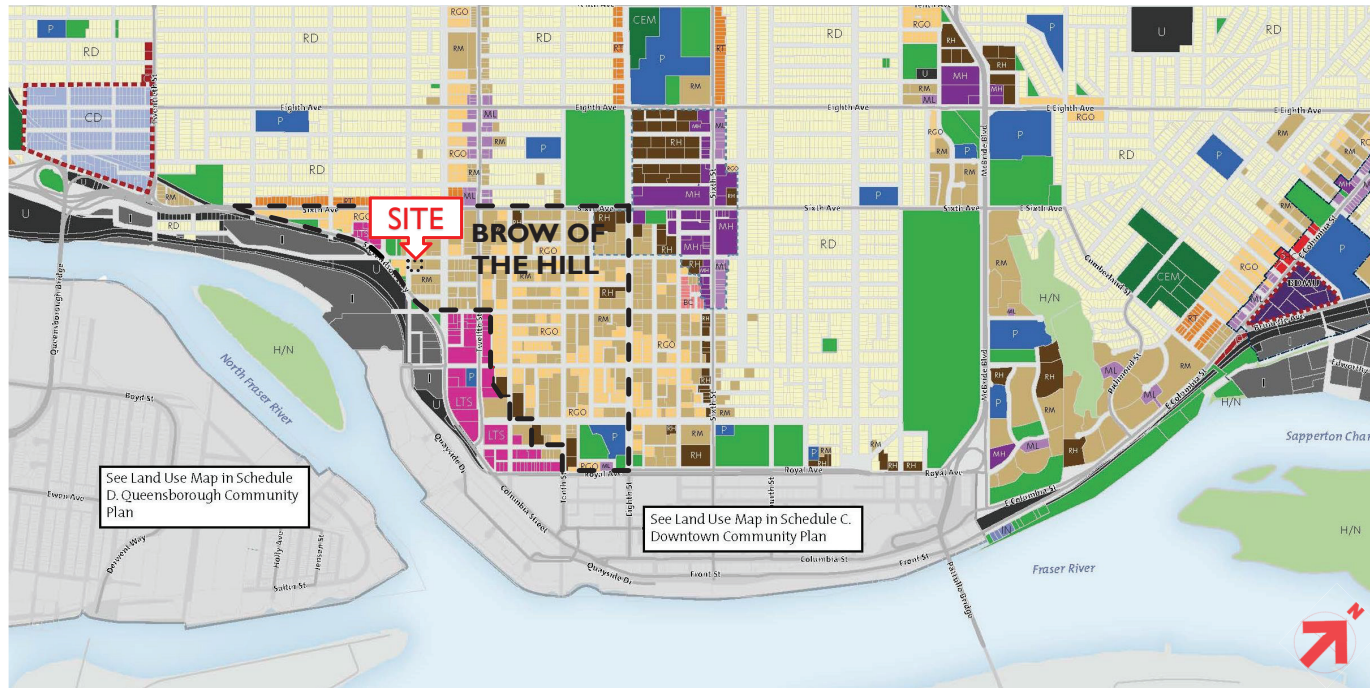
This project is designed to work with the existing environment by creating a comfortable pedestrian scale that transitions nicely to the adjacent properties. Modern forms inspired by new residential developments will incorporate architectural elements, details, massing, scale and exterior design that reflects, or is sympathetic to, the character and massing of the surrounding developments.

This 5 storey development includes smart environmental choices such as low maintenance landscaping and durable cladding to ensure a long-lasting fresh look for the building and a space the neighbourhood can take pride in.

Right-sized rental apartments are designed to offer homes for all New Westminster residents based on Family Friendly Housing Policy – from young families to working professionals and active seniors.



LAND USE MAP



KEY:

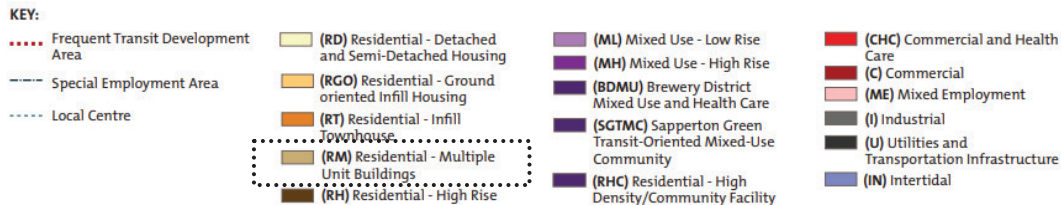
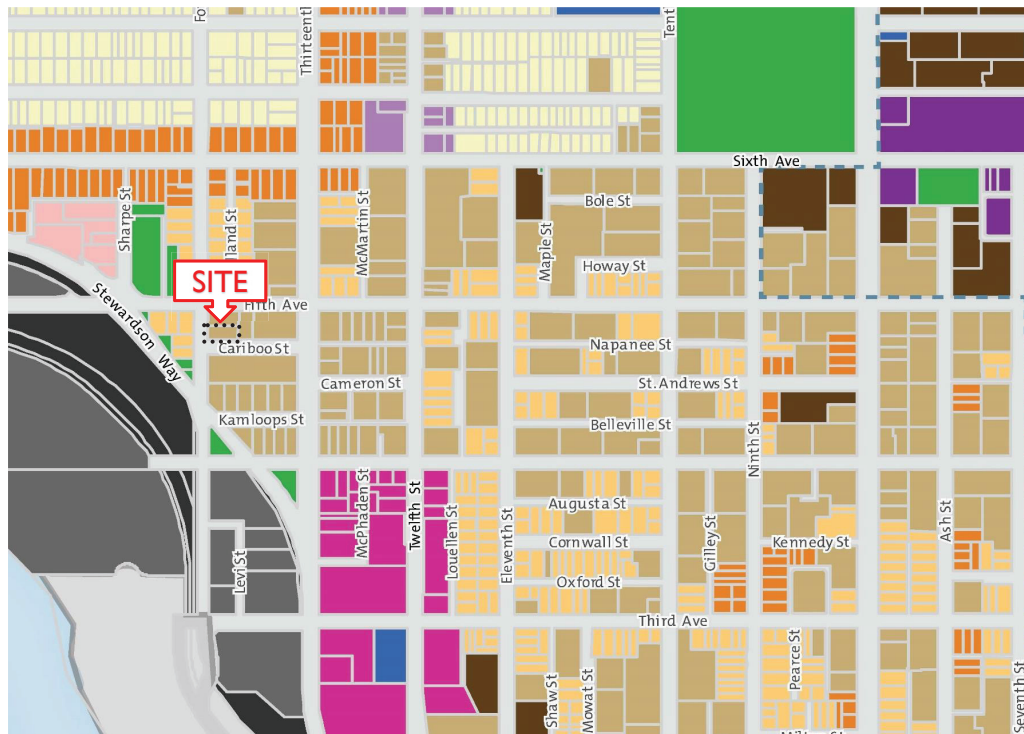
- Frequent Transit Development Area
- Special Employment Area
- Local Centre
- (RD) Residential - Detached and Semi-Detached Housing
- (RGO) Residential - Ground oriented Infill Housing
- (RT) Residential - Infill
- (RM) Residential - Multiple Townhouse
- (RH) Residential - High Rise
- (ML) Mixed Use - Low Rise
- (MH) Mixed Use - High Rise
- (BDMU) Brewery District Mixed Use and Health Care
- (SGTMC) Sapperton Green Transit-Oriented Mixed-Use Community
- (RHC) Residential - High Density/Community Facility
- (CHC) Commercial and Health Care
- (C) Commercial
- (ME) Mixed Employment
- (I) Industrial
- (U) Utilities and Transportation Infrastructure
- (IN) Intertidal
- (H/N) Habitat/Natural Areas
- (CEM) Cemeteries
- (P) Major Institutional
- Parks, Open Space and Community Facilities
- (BC) Bent Court Study Area
- (LTS) Lower Twelfth and Sharpe Street Study Area
- (CD) Comprehensive Development

The Cariboo Apartments is located in a Residential – Multiple Unit Buildings (RM) area.

Nestled in a quiet spot of the Brow of the Hill neighbourhood, the new development continues the tradition of being a welcoming, friendly building. Community connectivity is ensured by a variety of urban mobility options in a cohesive, functional and livable neighborhood.

Development in Multi-unit Residential areas provides an opportunity for urban living that is well connected, walkable and well served by many amenities. These areas provide a critically important density and range of housing types which create an active and inclusive neighborhood.

LAND USE MAP: BROW OF THE HILL



Multiple Dwelling Districts (Low Rise) (RM-2):

- The intent of this district is to allow low-rise apartment development with an opportunity for increased density upon amenity provision conditions being met.
- A floor space ratio of 1.2 provided that the density may be increased to a maximum floor space ratio of 1.8 pursuant to the satisfaction of the amenity conditions being met.

Density Bonus Regulations:

- The height of a building shall not exceed 45 feet (13.72 m).
- A rear yard shall be provided of not less than 20 feet (6.10 m) in depth.
- Side yards shall be provided which, in total, must equal not less than the height of the building but need not exceed 40 feet (12.19 m) in total; however, a side yard adjoining a street must not be less than 20 feet (6.10 m).
- There shall be no limit on site coverage.



SITE CONTEXT



- ←---→ Transit routes
- Bike path
- Skytrain
- Proposed development
- Park space
- Community Development

Site Details:

Address: 1321 Cariboo Street

Site Size: 8716.00 ft² (809.71 m²)

Current Land Use: RM-2 (Low Rise)

Proposed Land Use: RM-2 (Low Rise)

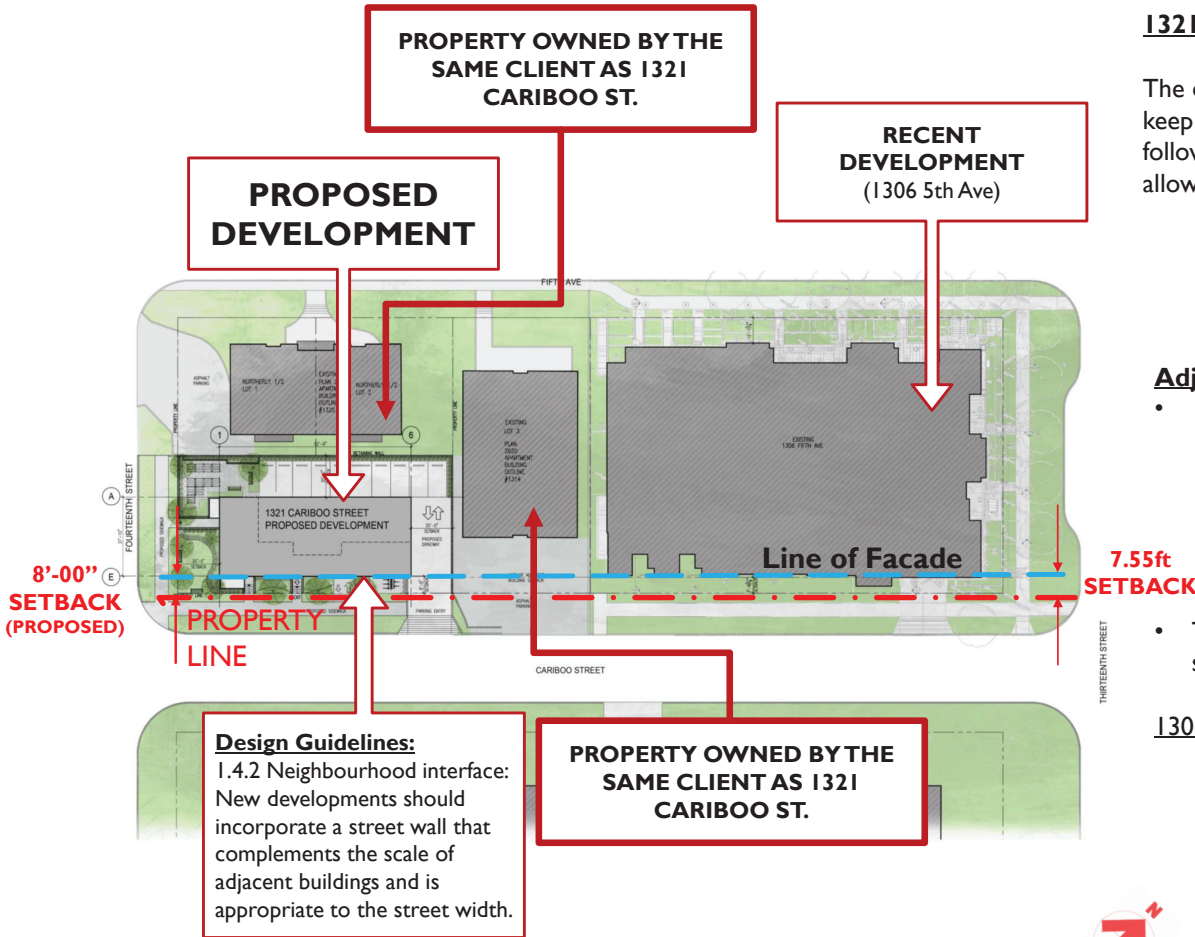
Neighbourhood Context:

Brow of the Hill is traditionally an affordable rental neighborhood. The Cariboo Apartments site is tucked into a quiet, low traffic area with public transportation closely available on Twelfth Street and Sixth Avenue, as well as a 20-minute walk to the New Westminster SkyTrain Station.

The building is in proximity to the multicultural retail shops of Twelfth Street, Downtown and the River Market.

Several parks surround the site, including the Riverside Adventure Park, Moody Park and Quayside Park. These parks provide an opportunity for families who want a quiet home and still be close to everything New Westminster has to offer.

VARIANCE #1 : SETBACK RELAXATION



1321 Cariboo Street:

The development design includes a relaxation of the Cariboo Street setback to keep the building face in-line with the recent development at 1306 5th Avenue to follow design guideline 1.4.2: Neighbourhood interface. This setback relaxation also allows for more rental units in the building to help achieve the bonus density FSR.

Required Setback:	20'-0" (6.1m)
Proposed Setback:	8'-0" (2.4 m)

Adjacent Site Development:

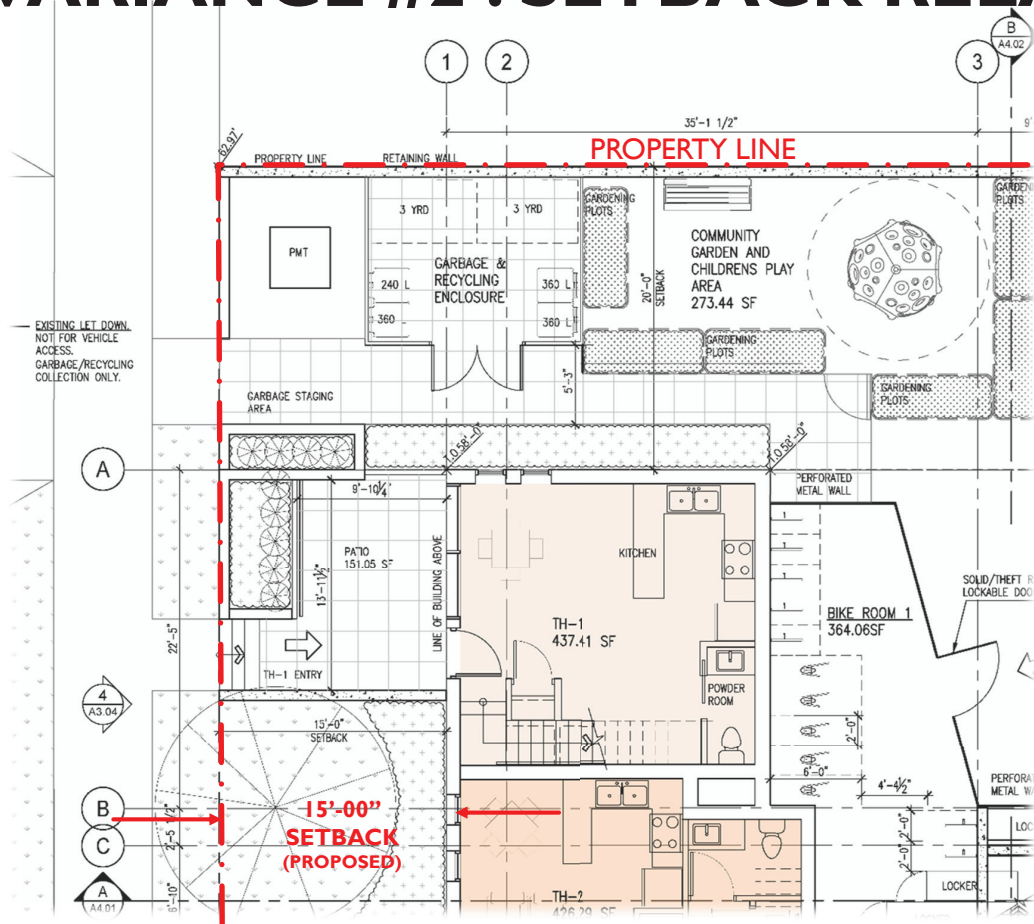
- On April 7th 2014 the Development Services Department in New Westminster City issued the report R4 which addresses Appendix 2: Zoning Amendment Bylaw NO. 7677, 2014 (Cariboo Street) regarding development permit application for 428 and 432 13th St, 1305 Cariboo St and 1308 5th Ave, and at Schedule A1305 Cariboo St CD-23 which addressed the building setbacks.
- Two of the adjacent properties are owned by the same client as the subject site 1321 Cariboo Street.

1306 5th Avenue Setbacks:

Cariboo St:	2.3m (7'-6")
13 TH St:	2.44m (8'-0")
5 TH Ave:	3.85m (12'-7")
South-West :	2.44m (8'-0")



VARIANCE #2 : SETBACK RELAXATION



Fourteenth Street:

The proposed development design includes a relaxation of the setback at Fourteenth Street to allow for more rental units in the building to help achieve the bonus density FSR. The area in the setback provides generous patio areas for the townhouses and includes lush landscaping and a public bench.

14th St (Front): 20'-0" (6.1m)

15'-0" (4.57m)



STREET CONTEXT

Current view from the intersection of Fourteenth Street and Cariboo Street:



Proposed view from the intersection of Fourteenth Street and Cariboo Street

STREET CONTEXT

Current view from Fourteenth Street:



The new development has a parking lot at grade with an entrance from Cariboo Street.

STREET CONTEXT

Current view from Cariboo Street:

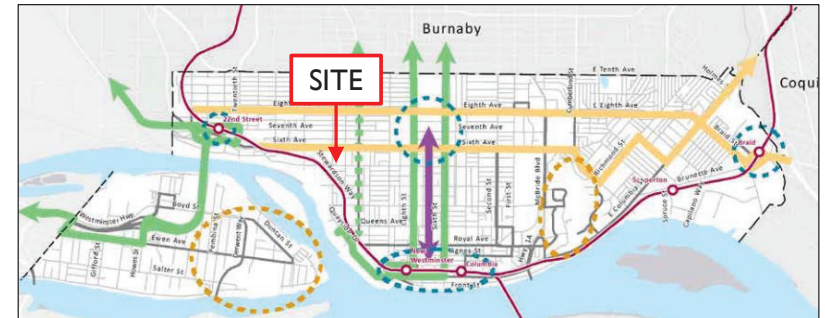
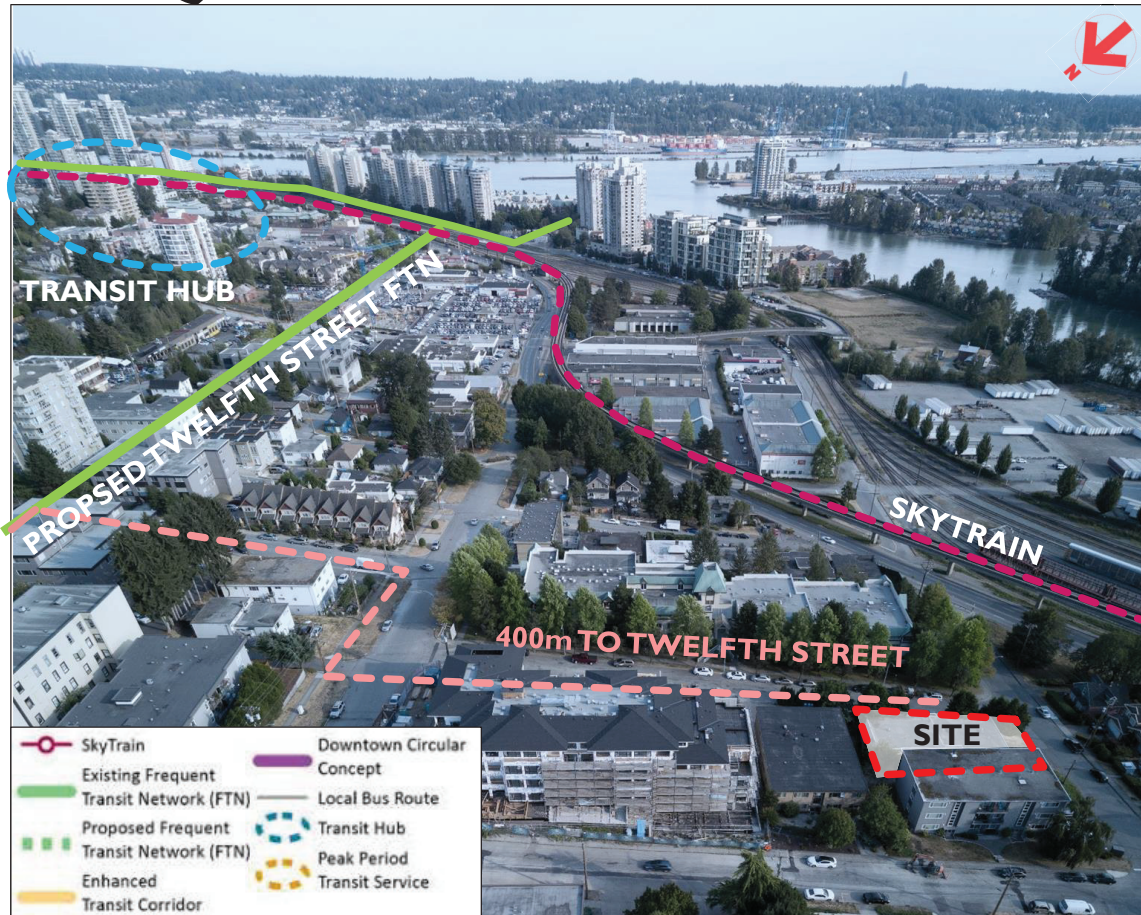


STREET CONTEXT

Proposed view from Cariboo Street:



FREQUENT TRANSIT NETWORK



Approximately 28% of work commutes in New Westminster are taken by public transit every day. Integration of higher quality and more convenient transit connections can shift residents to optimize public transit over personal vehicles and result in a more balanced and sustainable transportation system.

Frequent Transit Networks are available throughout Metro Vancouver, including New Westminster. Frequent Transit Network routes offer service every 15 minutes throughout the day, evenings and weekends.



TRANSIT POLICY 3A ENHANCE TRANSIT SERVICE FREQUENCY

- Establishing an **additional Frequent Transit Network (FTN) route** on Twelfth Street, as Twelfth Street is an important spine in New Westminster connecting the Quayside, West End, Moody Park, and Brow of the Hill neighbourhoods, as well as providing an important connection into Burnaby's Kingsway commercial corridor and the Edmonds and Metrotown Town Centres.

FREQUENT TRANSIT POLICIES AND ACTIONS

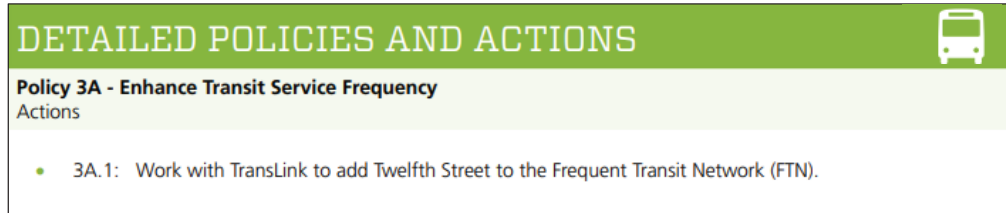
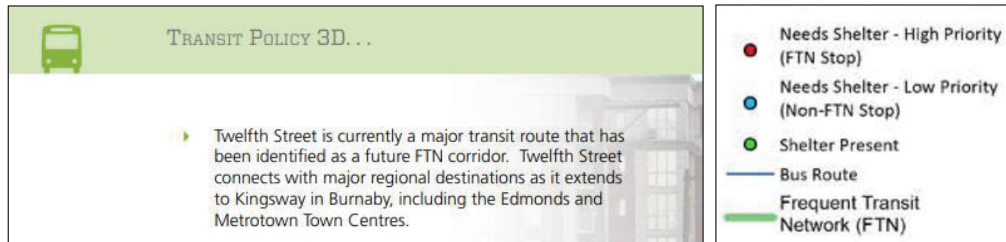
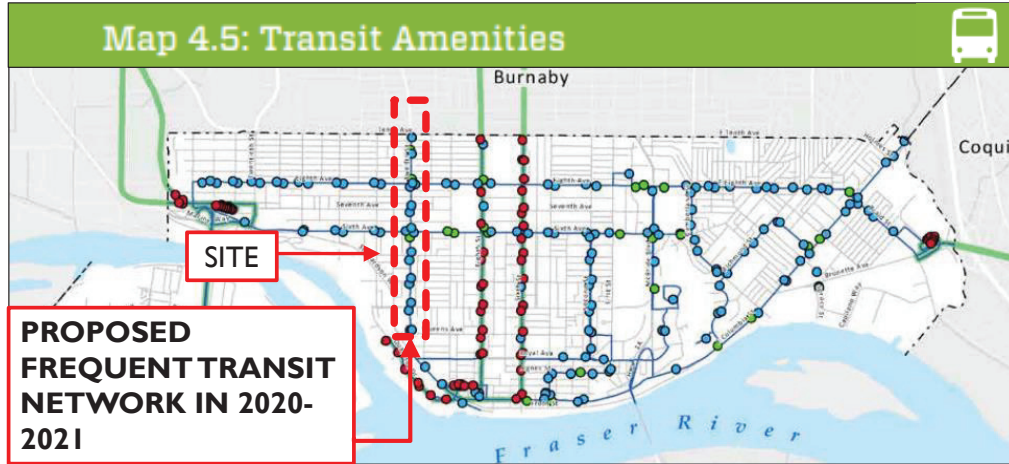


Table 4.4: Physical Characteristics of Twelfth Street

Road & Right-of-Way Characteristics	<ul style="list-style-type: none"> Classified as a City Collector One travel lane in each direction, parking on each side Traffic volumes range between 500 vehicles per hour (south end) to 1,100 vehicles per hour (north end) Delays and traffic queues at intersections with Sixth Avenue, Eighth Avenue, and Tenth Avenue Pavement width generally between 12-14.5m Right of Way typically 20m – 23m
Pedestrian Facilities	<ul style="list-style-type: none"> Sidewalk width 3-4m generally on both sides, with narrower segments 1.6-2.5m
Cycling Facilities	<ul style="list-style-type: none"> None present
Transit	<ul style="list-style-type: none"> Served by route 112 (New Westminster Station / Edmonds Station) Frequency of every 15 minutes during the day, 15-30 minutes in evenings Accessible Bus stops (primarily in north end of corridor), inaccessible bus stops primarily in the south Generally few passenger amenities available at stops

Bus Frequency:

- Bus 112 comes every 15 mins. (up and down Twelfth Street)
- Bus 101 & 155 come every 10 – 15 mins. (along Sixth Avenue)

Twelfth Street is a key corridor that connects the West End and Moody Park neighborhoods to Downtown and Brow of the Hill. Twelfth Street supports smaller neighborhood-scale retail and commercial businesses along in length, with pockets of walkable and pedestrian-oriented development. Twelfth Street also supports significant medium-higher density residential developments and connects them to the service and commercial areas on the western edge of Downtown. With these characteristics, Twelfth Street has the potential to support key activity nodes along it's length.

PLANNING CONTEXT:

1.4 MULTIPLE UNITS - RESIDENTIAL

1.4.1. Opportunities:

May take the form of 3-4 storey buildings, townhouses or stacked townhouses. Comprised of a remarkably unique block structure. *Bonus density conditions applied*

1.4.2. Neighborhood Interface:

Siting: Buildings must be designed to front all streets/greenways and transition to neighboring properties by stepping massing down to create a more comfortable scale transition (See Figure 3). Buildings should respond to specific site conditions including corner lots and fit within the natural topography of the site. Should incorporate a street wall that complements the scale of adjacent buildings.

Character: All buildings should be designed in the same architectural style.

Variety in materials should be avoided.

Massing & Setbacks: massing and setbacks must respond to the existing context and create a comfortable pedestrian scale and neighborhood interface. Buildings should create a variety of spatial experiences at different scales to enhance the quality of the neighborhood. Buildings with long frontages should be visually broken down to lessen the impact on the pedestrian realm and create variation along the street

Views & Shadows: Buildings should intend to reduce shadowing impact on neighboring properties and public spaces to maintain important views in the community. Orient glazing and balconies to primary and secondary street frontages to provide casual overlook of public spaces and streets. (See Figure 1)

Ventilation: Buildings should be oriented to maximize natural light and ventilation (See Figure 2). Orient the building to promote as many units as possible to have exterior walls and windows on two sides.

1.4.3 Building Design:

Facades: buildings should not look one-sided and should activate the street.

Materials: Must use cohesive material and color palette that complements the character of the neighborhood.

1.4.4 Open Space and Landscaping:

Trees and Landscaping: Integrate landscaping elements including trees, shrubs, and ground cover to improve public realm. Provide roof gardens and landscaped roofs to manage run-off, add appeal and improve energy efficiency.

1.4.6 Safety and Security:

Privacy: Design to clearly delineate between public and private spaces while creating visual connections to the public realm. Solid walls and fencing should be avoided adjacent to open space where safety is an issue. Materials must fit the architectural style.

KEY GUIDELINE CONCEPTS

Building siting must respond to the existing context and create a comfortable pedestrian scale and sensitive neighborhood interface.

1.4.3: Cohesive material and color palette that complements the character of the neighborhood.

1.4.1: 5 storeys with block structure.

1.4.2: Orient glazing and balconies to streets to provide casual overlook of public spaces.

1.4.2: Maximize natural daylight and ventilation by orienting units to have windows and balconies on exterior walls where possible.

1.4.2: Massing responding to existing context and creating a comfortable pedestrian scale but providing horizontal breaks and stepping back at the fourth floor to reduce visual impact

1.4.3: Ground-oriented units to achieve street level activation

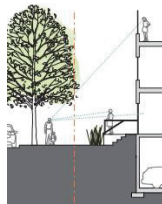


FIGURE 1

1.4.4: Landscape features: Community garden where residents grow food and enjoy outdoors.

1.4.4: Construction of sidewalk along 14th Street

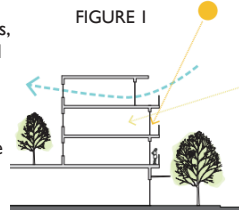


FIGURE 2

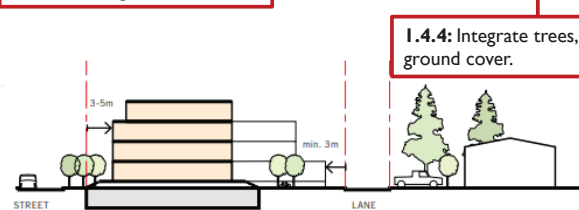


FIGURE 3

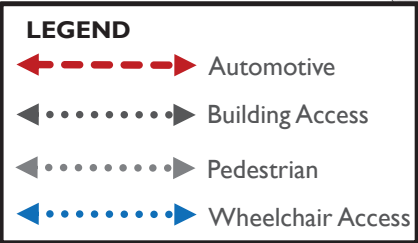


1.4.4: Integrate trees, shrubs and ground cover.

1.4.2: Long frontages should be broken down to create variation. 1.4.3: Building should not look one-sided.

1.4.2: Respond to site conditions like corner lots and fit within the natural topography.

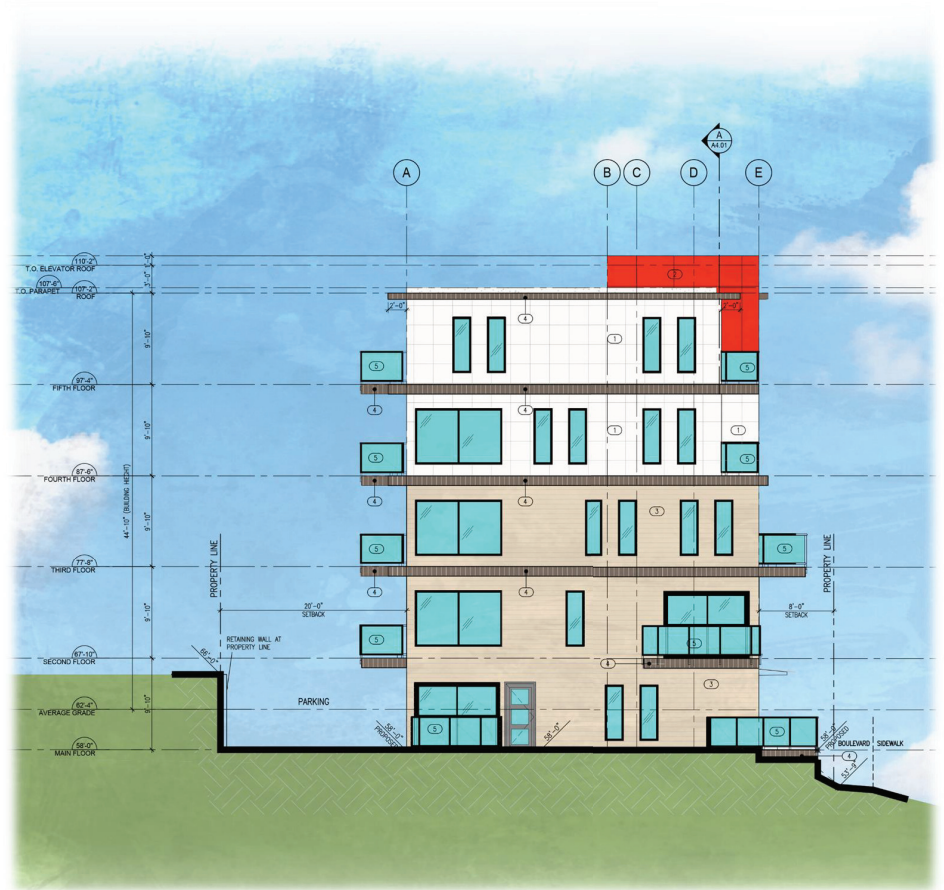
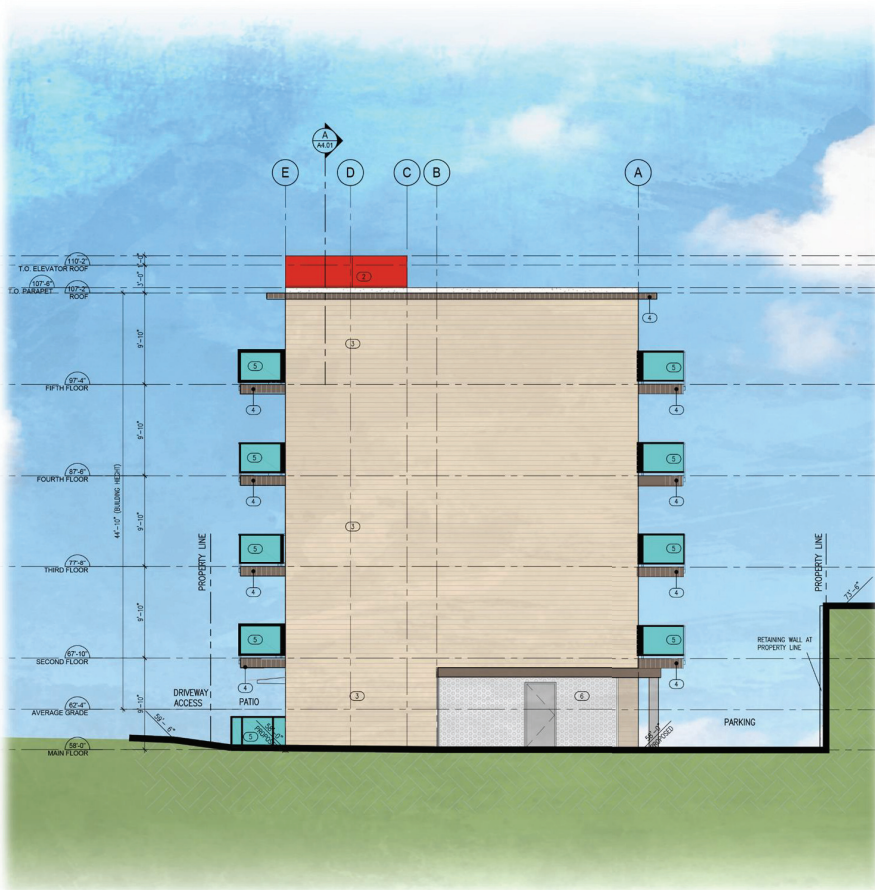
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ELEVATIONS – SOUTH



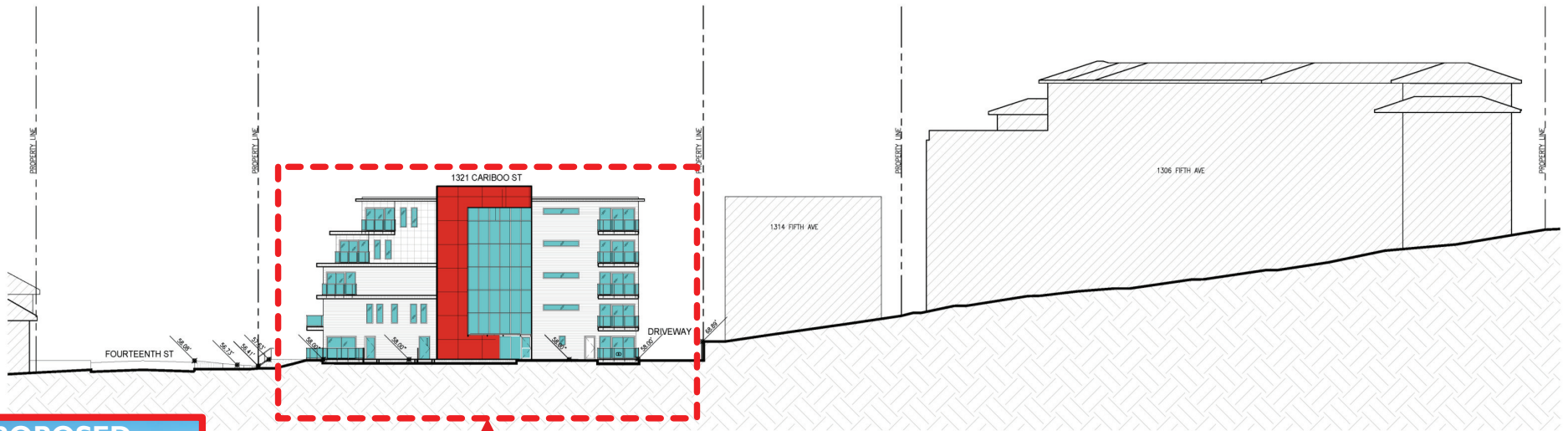
ELEVATIONS –EAST & WEST



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CONTEXT ELEVATION – CARIBOO STREET



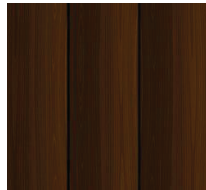
CONTEXT ELEVATION – FOURTEENTH STREET



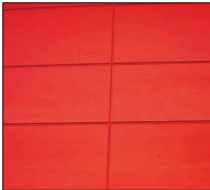
COLOUR ELEVATION & MATERIAL LEGEND



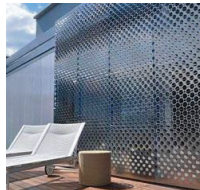
**COMPOSITE
METAL PANEL-
WHITE**



**DARK BROWN
CEDAR-
VERTICAL**



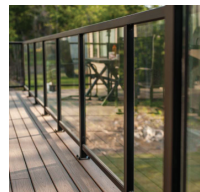
**COMPOSITE
METAL PANEL-
RED**



**PERFORATED
METAL**



**NATURAL
CEDAR
WOOD SIDING**



**ALUMINUM GUARD
RAILS WITH
TEMPERED GLASS**



DESIGN RATIONALE

Project Details

15 rental units, including 2 townhouses, to replace an existing deteriorating 2 storey low-rise multi-family building. The increased density and variety of units will contribute to creating housing diversity in New Westminster.

5-storey wood construction.

Unit Mix Includes:

1	Studio	7%
5	1 Bedroom	33%
6	2 Bedroom	40%
3	3 Bedroom	20% (including TH-2)
Total Units: 15		100%

*8 of the 15 units are Adaptable Dwellings (53%)

Zoning & Density

Existing Zoning:

RM-2 (Low Rise)

Existing Buildings:

Multi-family Apartment

Existing Height:

2 Storeys

Proposed Buildings:

Multi-family Rental Apartments

Proposed Height:

5 Storeys (44.83 ft, 13.67m)

FSR:

1.61

Site Area:

8716.00 ft² (809.72 m²)

FSR Breakdown:

Exclusions:

Amenity room, bike/scooter room, mechanical and electrical

Total Exclusion amount: 2033.99 ft²

Gross Area-Exclusions: 16206.83 ft² – 2033.799ft²/8716.00 ft²

Total FSR: 1.61

DESIGN RATIONALE

Location

Positioned in a quiet, low traffic area of Brow of the Hill in New Westminster, British Columbia.

Within 900 m (13 minutes walking)

Community Services:

- Vancouver Japanese Gospel Church
- Cartwheels and Crayons Childcare
- Riverside Adventure Park
- Fraser Montessori Special Education School

Retail:

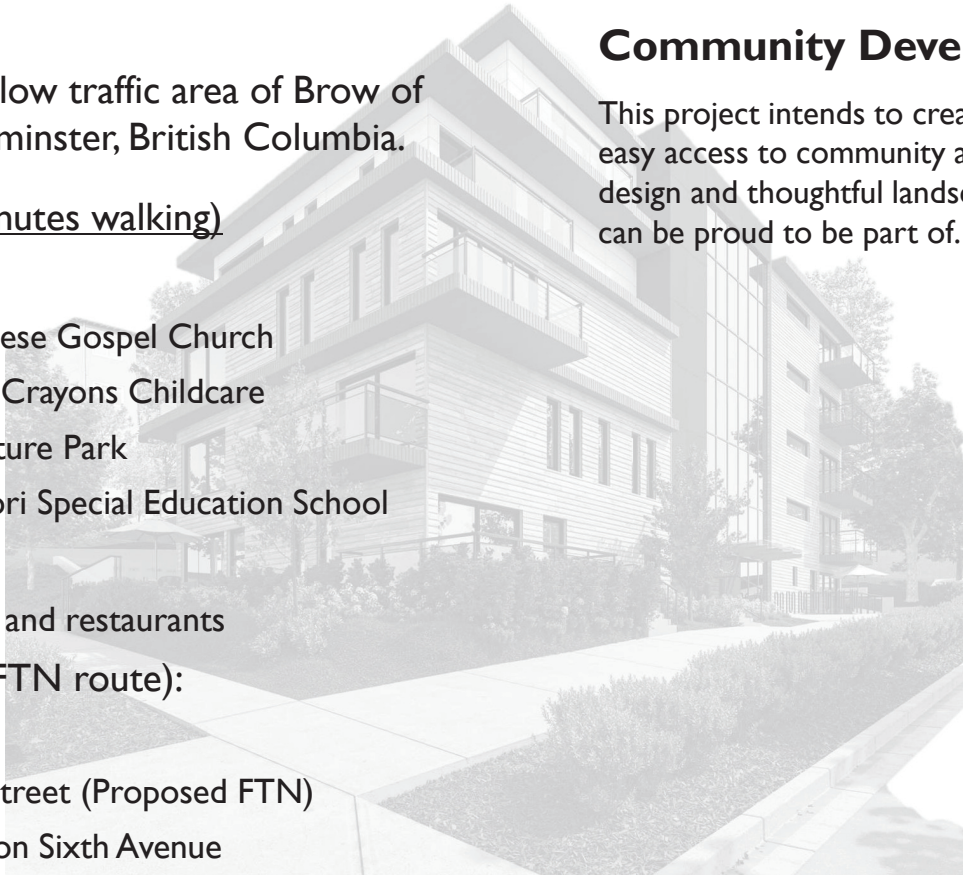
- Variety of shops and restaurants

Transit (400 m from FTN route):

- Bus Routes:
- I 12 on Twelfth Street (Proposed FTN)
- #101 and #155 on Sixth Avenue

Community Development

This project intends to create a dynamic residential setting and easy access to community amenities. Providing contemporary design and thoughtful landscaping creates homes that residents can be proud to be part of.



DESIGN RATIONALE

Architecture

The Cariboo Street Secured Rental Apartment is a 5 storey wood-frame community replacing a deteriorating apartment complex at the intersection of Fourteenth Street and Cariboo Street in New Westminster, BC.

The project is designed to suit the neighborhood character of medium density, low-rise, multi-family buildings within the Apartment Block in Brow of the Hill. Taking inspiration from the neighborhood, the Cariboo Apartments enhance the aesthetic of the community by adapting cohesive styles, colors and materials from adjacent buildings and applying modern forms and materials that wrap around the entire façade to ensure the building does not look one-sided.

The design provides a bridge from the mid-century style of the nearby apartments and single-family homes to the sleek new mid-rise multi-residential developments in the neighborhood, creating a cohesive feel for the area. The form has been inspired by the “Dingbat” architecture that is very prevalent in the predominately rental neighborhoods. Natural materials such as wood and metal panels are utilized in the modern massing of the building to create a new but familiar bridge between designs along Cariboo Street and Fourteenth Street.

The main floor is designed to achieve ground level activation by providing ground-oriented units while creating visual connections to the public realm and provide adequate parking that will be available at grade.

Residents will enjoy outdoor amenity spaces that include community garden, seating area and lush low-maintenance landscaping at the building perimeter.



DESIGN RATIONALE

Traffic & Parking

Access to ground level parking is available from Cariboo Street. 8 parking spaces are available for tenants including an EV parking along with a car-sharing parking. Street parking is available for visitors. This development includes ample bicycle storage located on the ground level in a secured bicycle room.

Access to tenant garbage and recycling is located on-site in an area that is enclosed on three sides on the ground level along with a staging area located on Cariboo Street.

The construction of a sidewalk on the 14th street up to 5th avenue will be supported to achieve the pedestrian connectivity.

Parking Breakdown:

Required Parking: 17 Spaces

Total Proposed Parking Spaces:

- 8 Spaces
 - 2 Compact
 - 1 Accessible
 - 6 Standard EV

Bicycle Parking Breakdown:

Required Bicycle Parking: 22 Spaces

Total Proposes Bicycle Parking:

- 22 Spaces
 - 5 Horizontal
 - 9 Vertical
 - 5 Bike Lockers
 - 3 Short Term





DESIGN RATIONALE

Climate Emergency Steps

In March 2019, The City of New Westminster established seven bold steps and new climate action budgeting framework in response to the climate emergency to guide the process with the goal of moving New Westminster towards a zero carbon future by 2050.

“Our immediate response to the climate emergency is crucial. In order to reduce our greenhouse gases significantly, we need to keep climate top of mind as we plan our budget and prioritize items on our strategic plan.”

- Mayor Jonathan X. Coté.

The 2020 Climate Action Budgeting Framework builds on New Westminster’s climate emergency declaration earlier this year, as well as the 2019 – 2022 Strategic Plan. The framework and related principles will guide staff efforts to align City resources with Council’s direction and help drive the 2020 budget process. Included in the framework is an equity lens to ensure focused climate action for New Westminster’s vulnerable residents.

7 Bold Steps

1. Carbon Free Corporation
2. Car Light Community
3. Carbon Free Homes and Buildings
4. Pollution Free Vehicles
5. Carbon Free Energy
6. Robust Urban Forest
7. People-Centred Public Realm

“These seven steps are vital in helping us view our strategic plan through a climate emergency lens. We feel aggressive action is required to achieve the targets we’ve set to achieve net zero emissions by 2050”

- Lisa Spitale, Chief Administrative Officer at the City of New Westminster

DESIGN RATIONALE

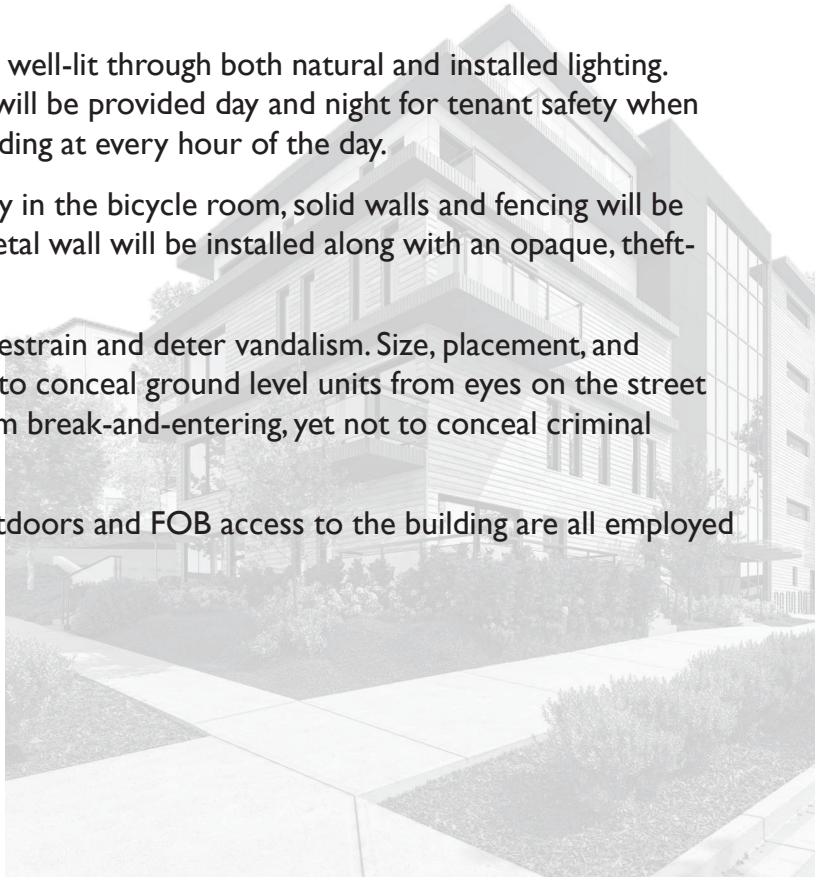
Crime Prevention

All communal spaces will be well-lit through both natural and installed lighting. Entrance and lobby lighting will be provided day and night for tenant safety when entering and exiting the building at every hour of the day.

To ensure safety and security in the bicycle room, solid walls and fencing will be avoided and a perforated metal wall will be installed along with an opaque, theft-resistant entry door.

Landscaping is designed to restrain and deter vandalism. Size, placement, and selection of plants are used to conceal ground level units from eyes on the street and to protect openings from break-and-entering, yet not to conceal criminal activity.

Motion detected lighting outdoors and FOB access to the building are all employed to ensure resident safety.



DESIGN RATIONALE

Sustainable Design

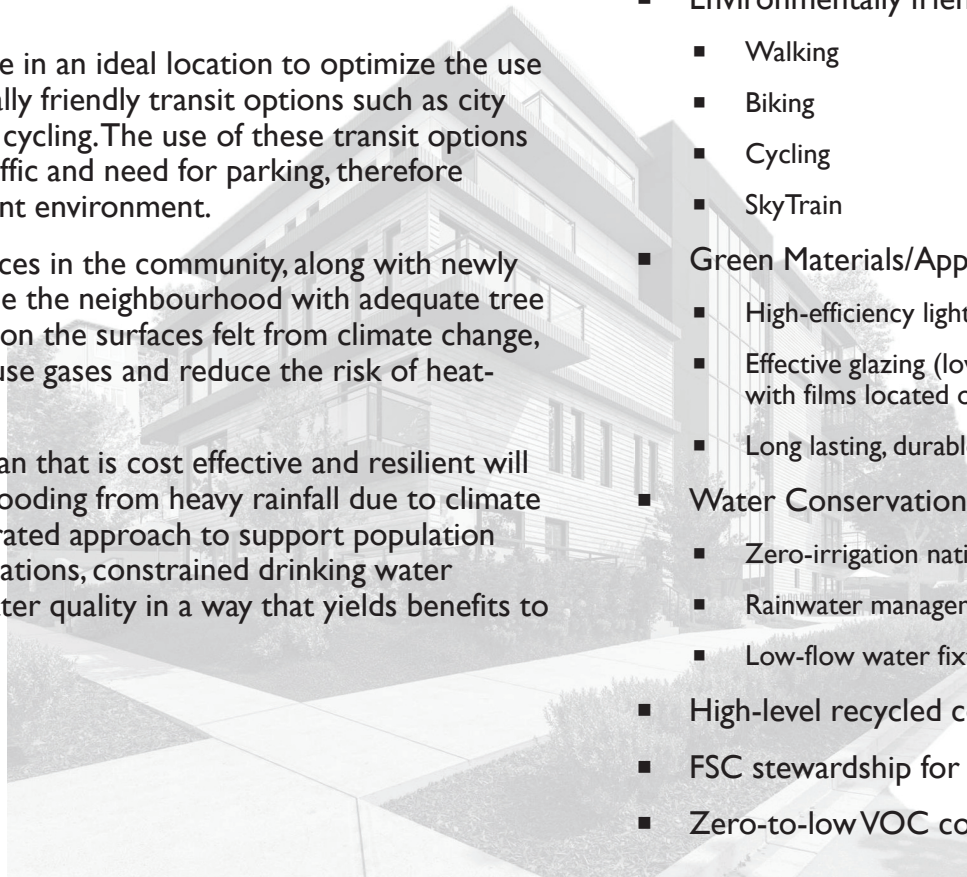
The Cariboo Apartments are in an ideal location to optimize the use of sustainable, environmentally friendly transit options such as city buses, SkyTrain, walking and cycling. The use of these transit options will reduce the vehicular traffic and need for parking, therefore creating a safer more pleasant environment.

Existing trees and green spaces in the community, along with newly planted greenery will provide the neighbourhood with adequate tree cover to reduce the impact on the surfaces felt from climate change, aid in reduction of greenhouse gases and reduce the risk of heat-related illnesses.

A rainwater management plan that is cost effective and resilient will be set in place to alleviate flooding from heavy rainfall due to climate change. This plan is an integrated approach to support population growth, environmental regulations, constrained drinking water sources and recreational water quality in a way that yields benefits to the community.

This design will employ a variety of sustainable strategies, including:

- Environmentally friendly transit options:
 - Walking
 - Biking
 - Cycling
 - SkyTrain
- Green Materials/Appliances:
 - High-efficiency lighting, appliances, heating and cooling systems
 - Effective glazing (low-EI, argon filled, thermally-broken windows with films located on 2nd and 3rd face dependant on solar exposure)
 - Long lasting, durable, graffiti resistant cladding materials
- Water Conservation:
 - Zero-irrigation native plants for landscaping
 - Rainwater management plan
 - Low-flow water fixtures
- High-level recycled content
- FSC stewardship for wood-framed buildings
- Zero-to-low VOC content



STATISTICS SUMMARY

	Required / Allowed		Proposed
Site Area	-		809.72 SM (8716.00 SF)
Lot Coverage	-		(206.21 SM) 25.47%
FSR	1.2 (Up to 1.8 if satisfaction of amenity conditions set out in 2.190.49)		1.61 (1300.91 SM)
Storeys			5
Building Height	13.72M (Density Bonus Height)		13.67M
Number of Units			15
Parking	17		8
Setbacks	Front (Cariboo St.)	6.10m (20 FT)	VARIANCE 2.43M (8 FT)
	Rear	6.10m (20 FT)	6.10M (20 FT)
	Side (14 th St.)	6.10M (20 FT)	VARIANCE 4.57M (15 FT)
	Side	6.10M (20 FT)	6.10M (20 FT)

PROJECT DATA INFORMATION

AREAS	GROSS AREA (INCLUDING CORE AND CIRCULATION)		RESIDENTIAL GROSS AREA		SERVICE AREAS (ELEC/MECH/GARBAGE)		BIKE / SCOOTER ROOMS/UNIT STORAGE		OPEN SPACES (PATIOS AND BALCONIES)		ADAPTABLE DWELLING		AMENITY	
FLOOR	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M
1	2219.70	206.21	1302.69	121.02	0.00	0.00	546.21	50.74	670.50	62.29	0.00	0.00	0.00	0.00
2	3687.67	342.58	2733.51	253.94	383.98	35.67	0.00	0.00	252.87	23.49	1377.91	128.01	0.00	0.00
3	3687.67	342.58	2679.07	248.89	0.00	0.00	383.98	35.67	249.50	23.18	1858.14	172.62	0.00	0.00
4	3500.17	325.17	2891.63	268.63	0.00	0.00	0.00	0.00	240.45	22.34	2069.25	192.23	0.00	0.00
5	3111.62	289.07	1794.23	166.68	0.00	0.00	0.00	0.00	285.92	26.56	0.00	0.00	718.56	66.75
TOTAL	16206.83	1505.61	11401.13	1059.16	383.98	35.67	930.19	86.41	1699.24	157.86	5305.30	492.86	719.82	66.75

TOTAL NUMBER OF UNITS	15	
UNIT MIX	# OF UNITS	% BREAKDOWN
STUDIO	1	7%
1 BEDROOM	5	33%
2 BEDROOM	6	40%
3 BEDROOM	3	20%
TOTAL	15	100%

SETBACKS	REQUIRED	PROPOSED	REFERENCE
FRONT (CARIBOO ST.)	20 FT	2.43M (8 FT)	Density Bonus Setback
REAR	20 FT	6.1 M (20 FT)	Density Bonus Setback
SIDE (14TH ST.)	20 FT	4.57M (15 FT)	Density Bonus Setback
SIDE	20 FT	6.1 M (20 FT)	Density Bonus Setback

ADAPTABLE DWELLING UNITS EXCLUSION			
1 BEDROOM	7	1.85 SM (19.90 SF)	139.30
2 BEDROOM	1	2.80 SM (30.14 SF)	30.14
ADP	8	53%	169.44

FSR		
FLOOR AREAS	SQ FT	SQ M
GROSS AREA	16206.83	1505.61
FSR EXCLUSIONS	2033.99	
ADP EXCLUSION	169.44	15.74
TOTAL	14003.40	1300.91
FSR	1.61	1.61

FSR EXEMPTION BREAKDOWN		
FLOOR AREAS	SQ FT	SQ M
AMENITY	719.82	0.00
BIKES/ STORAGE	930.19	86.41
MECH/ELEC	383.98	35.67
TOTAL	2033.99	122.09

SITE & ZONING INFO		
SITE AREA	SQ FT	SQ M
	8716.00	809.72
EXISTING ZONE RM-2		
LOT COVERAGE	SQ FT	SQ M
FOOTPRINT	2219.70	206.21
% COVERAGE	25.47%	25.47%

HEIGHT		
BUILDING	ALLOWED	PROPOSED
	45 ft (13.72 M)	44.83 ft (13.67 M)

PROJECT DATA INFORMATION

RESIDENTIAL FLOOR BREAKDOWN

FLOOR	AREA	GROSS AREA (SQ FT)	GROSS AREA (SQ M)	# OF BEDROOMS	ADAPTABLE UNITS
1	TOWNHOUSE				
	TH-1	437.41	40.64		
	TH-2	426.29	39.60		
	DWELLING UNIT				
	UNIT 101	438.99	40.78	STUDIO	
	FLOOR TOTAL	1302.69	121.02		0

FLOOR	UNIT #	GROSS AREA (SQ FT)	GROSS AREA (SQ M)	# OF BEDROOMS	ADAPTABLE UNITS
2	201	820.93	76.26	2	ADAPTABLE
	202	556.98	51.74	1	ADAPTABLE
# OF UNITS	2	1377.91	128.01		2
	TOWNHOUSE				
	TH-1	721.07	66.99	2	
	TH-2	634.53	58.95	3	
	TOWNHOUSE TOTAL	1147.36	106.59		
	FLOOR TOTAL	2733.51	253.94		2

FLOOR	UNIT #	GROSS AREA (SQ FT)	GROSS AREA (SQ M)	# OF BEDROOMS	ADAPTABLE UNITS
3	301	820.93	76.26	2	
	302	556.98	51.74	1	ADAPTABLE
	303	505.25	46.94	1	ADAPTABLE
	304	795.91	73.94	2	ADAPTABLE
# OF UNITS	4	2679.07	248.89		3

FLOOR	UNIT #	GROSS AREA (SQ FT)	GROSS AREA (SQ M)	# OF BEDROOMS	ADAPTABLE UNITS
4	401	822.38	76.40	2	
	402	559.36	51.96	1	ADAPTABLE
	403	546.74	50.79	1	ADAPTABLE
	404	963.15	89.48	3	ADAPTABLE
# OF UNITS	4	2891.63	268.63		3

FLOOR	UNIT #	GROSS AREA (SQ FT)	GROSS AREA (SQ M)	# OF BEDROOMS	ADAPTABLE UNITS
5	501	822.38	76.40	2	
	502	971.85	90.28	3	
# OF UNITS	2	1794.23	166.68		0

150.8.7

PARKING RESIDENTIAL

REQUIRED PARKING (NEW WESTMINSTER)		UNITS	STALLS	REFERENCE
RESIDENTIAL STUDIO/1 BED/2 BED/3 BED	1.0/UNIT	15	15	150.8.7(a)
VISITOR	0.1/UNIT	15	2	150.8.7(c)
*ACCESSIBLE	1 FOR EVERY 15 SPACES		1	150.72
LOADING CLASS A	N/A	N/A	N/A	160.3
TOTAL RESIDENTIAL STALLS REQUIRED				17 STALLS REQUIRED
TOTAL (WITH 53% REDUCTION)**				8 PROPOSED

*FOR EVERY 15 SPACES, 1 MUST BE ACCESSIBLE

**APPLIED REDUCTIONS ARE BASED ON CLOSED

PROXIMITY TO A FREQUENT TRANSIT NETWORK, CAR

SHARE PROVISIONS, SECURE BIKE STORAGE, EV

PARKING REDUCTIONS.

1 ACCESSIBLE

150.8.7

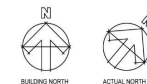
PARKING RESIDENTIAL BREAKDOWN

REQUIRED PARKING (NEW WESTMINSTER)		UNITS	PROPOSED	REFERENCE
COMPACT	2.44M X 4.57M	30% MAX.	2	150.8.7(a)
STANDARD	2.74M X 5.33M		6	150.72
CAR SHARE	2.74M X 5.33M		0	150.74
*ACCESSIBLE	3.90M X 5.50M		1	150.72
TOTAL				8 STALLS PROPOSED

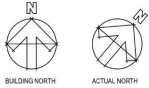
BICYCLE PARKING (NEW WESTMINSTER)		UNITS	STALLS	REFERENCE
BICYCLE PARKING REQUIRED	1.25 / UNIT	15	19	155.5
BICYCLE LOCKERS (MIN. 20%)			4	155.5 (g)
VERTICAL STALLS (MAX 50%)			9	155.5(f)
TOTAL			19	STALLS REQUIRED
		BIKE ROOM-LOCKERS	5	STALLS PROPOSED
		BIKE ROOM - HORIZONTAL	5	PROPOSED
		BIKE ROOM - VERTICAL	9	PROPOSED
		SHORT TERM	3	PROPOSED
		TOTAL	22	PROPOSED

BICYCLE PARKING BREAKDOWN (NEW WESTMINSTER)		PROPOSED	REFERENCE
BICYCLE LOCKERS (MIN. 20%)	0.6 M x 1.8 M	5	155.5
LONG TERM WALL HUNG	0.6 M x 1.0 M	9	155.5
HORIZONTAL	0.6 M x 1.8 M	5	
SHORT-TERM	0.6 M x 1.8 M	3	155.6
TOTAL			22 STALLS PROPOSED

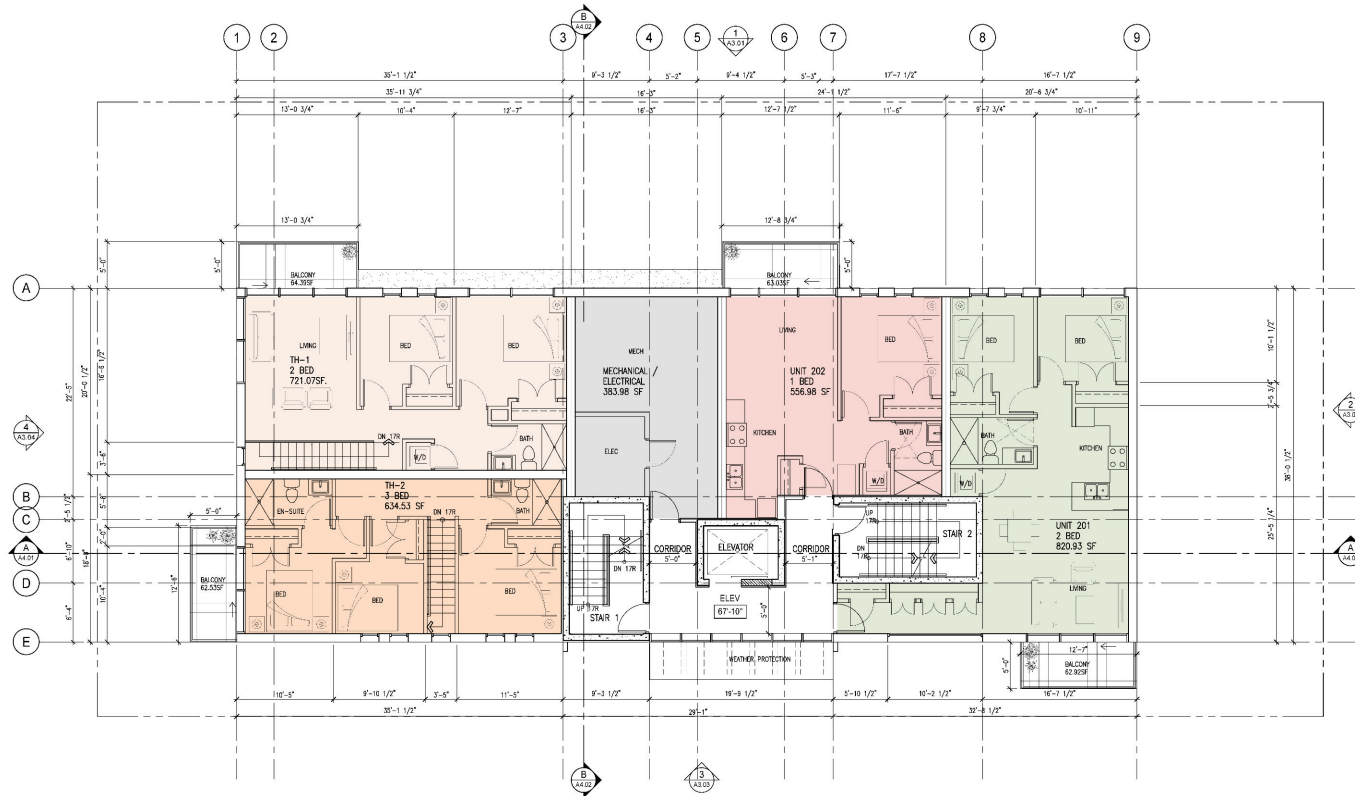
SITE



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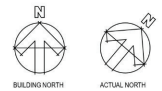


SECOND FLOOR

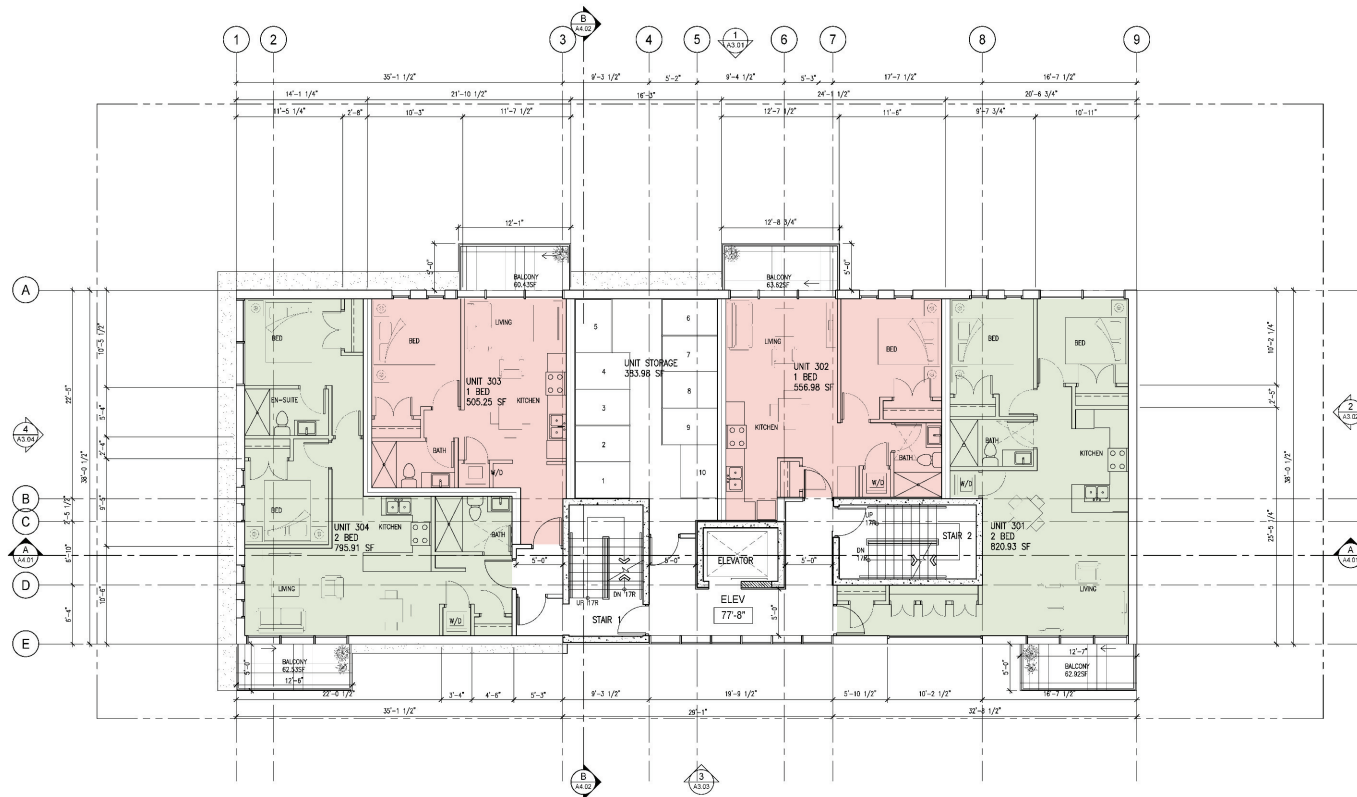


LEGEND:

[Orange Box]	STUDIO
[Pink Box]	1 BED
[Green Box]	2 BED
[Light Green Box]	3 BED
[Light Orange Box]	TH-1
[Light Green Box]	TH-2
[Grey Box]	MECH/ELEC

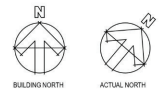


THIRD FLOOR

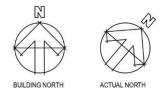
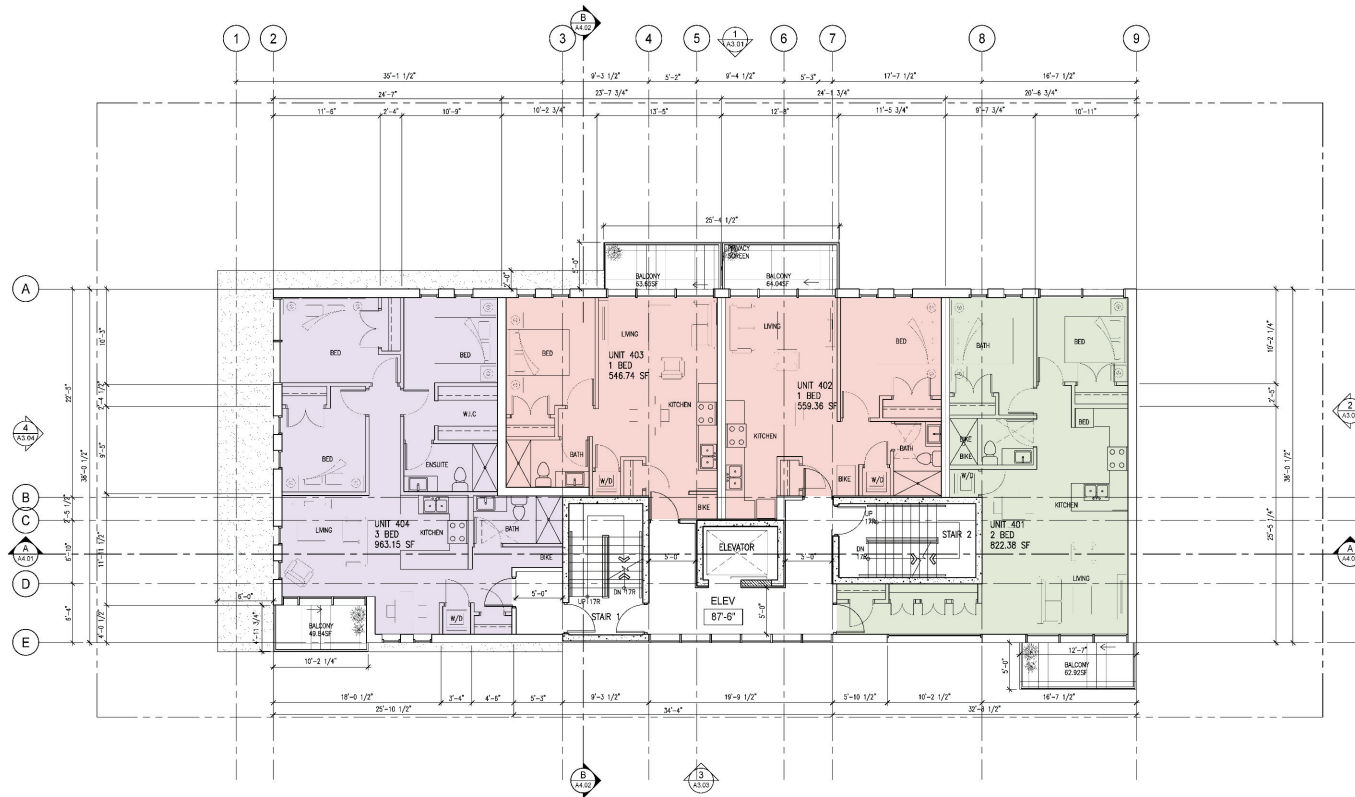


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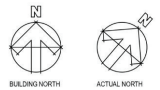
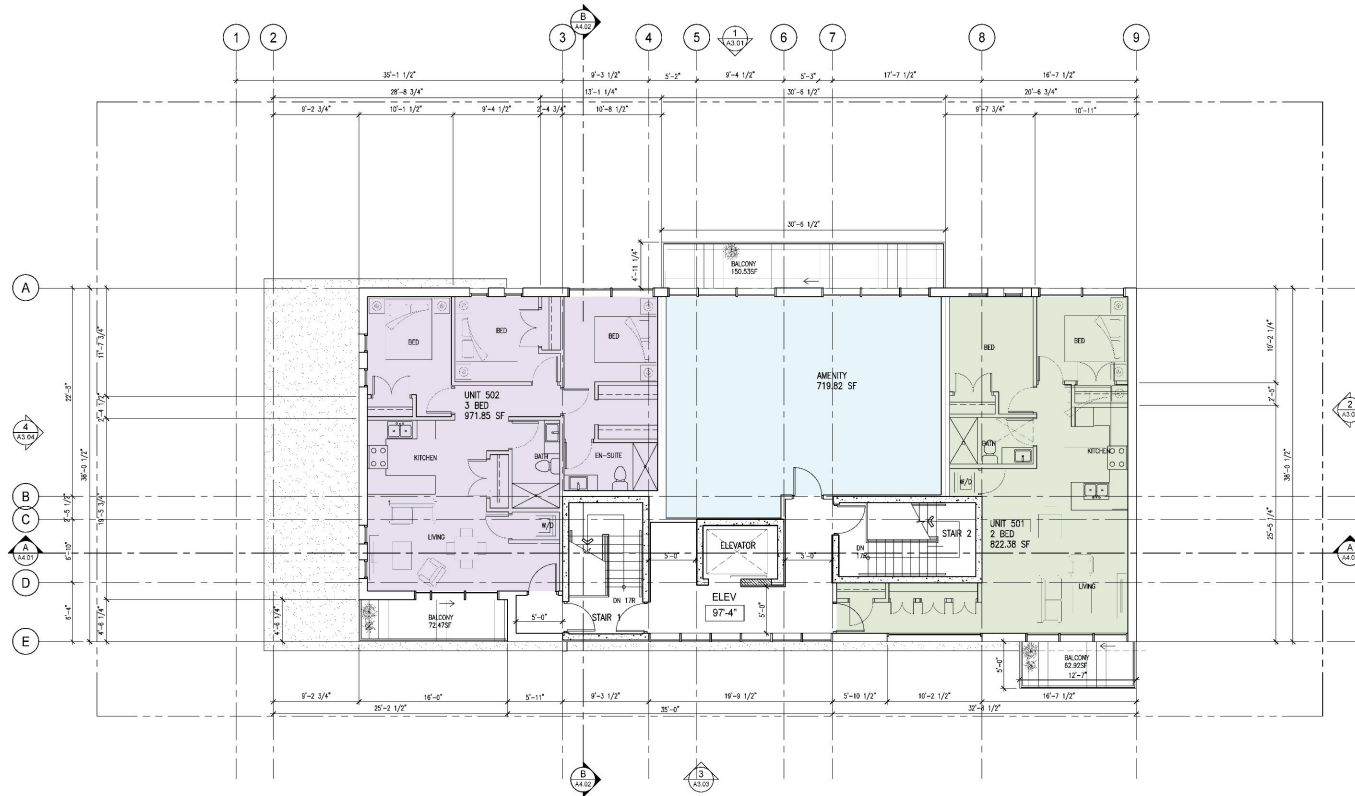
[Light Green Box]	STUDIO
[Light Orange Box]	1 BED
[Light Green Box]	2 BED
[Light Green Box]	3 BED
[Light Orange Box]	TH-1
[Light Orange Box]	TH-2
[Light Grey Box]	MECH/ELEC



FOURTH FLOOR



FIFTH FLOOR

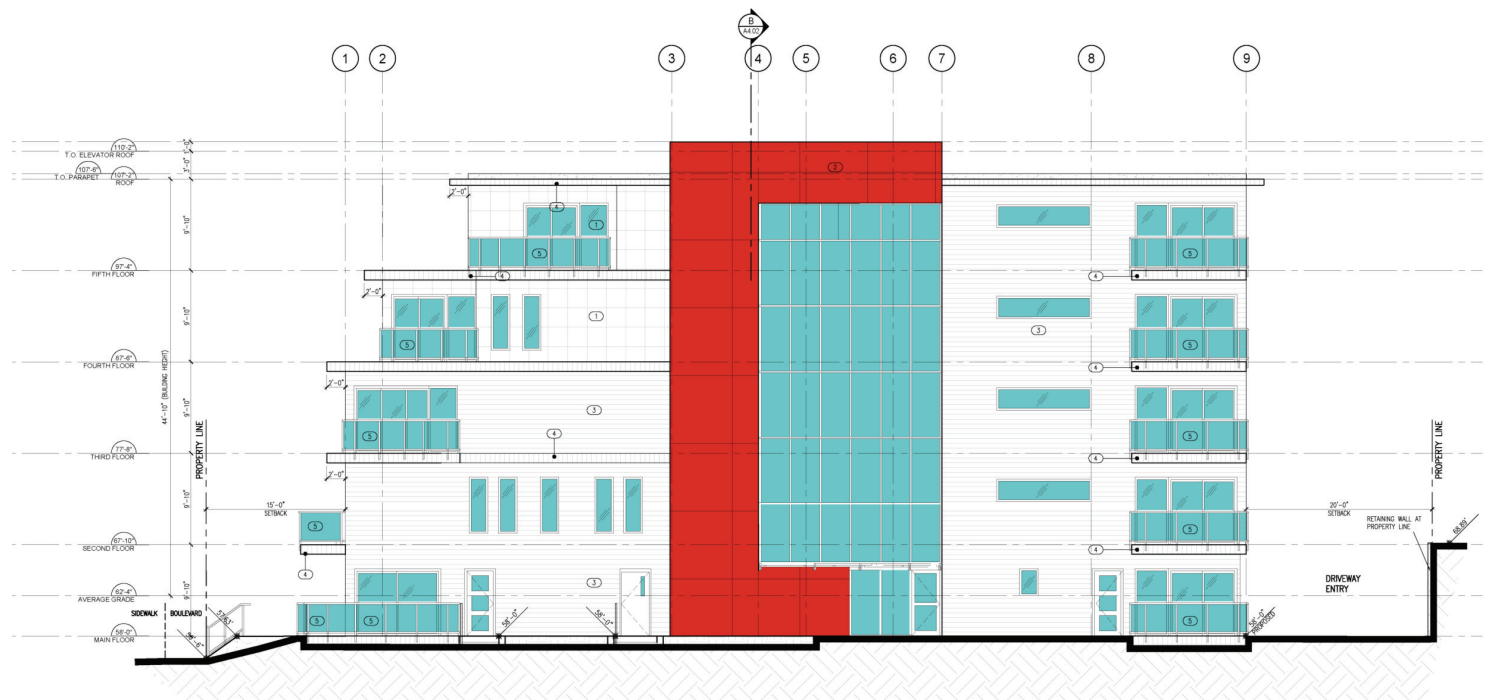


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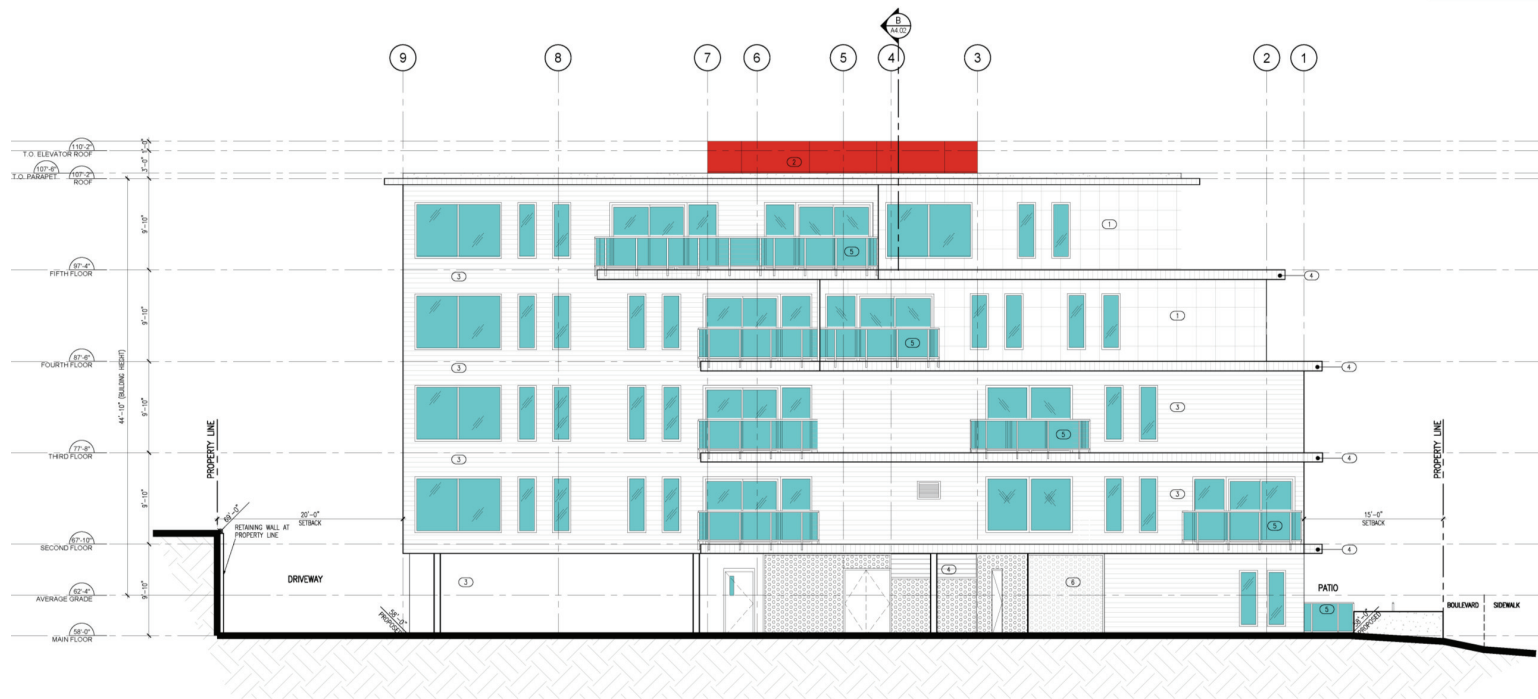
ELEVATION – SOUTH

EXTERIOR FINISHES:			
①	COMPOSITE PANEL -- WHITE	⑥	PERFORATED METAL
②	COMPOSITE PANEL --RED	⑦	EXPOSED CONCRETE(ROOFTOP)
③	HORIZONTAL CEDAR SIDING		
④	VERTICAL CLEAR FINISH DARK BROWN CEDAR		
⑤	TEMPERED CLEAR GLASS GUARD		



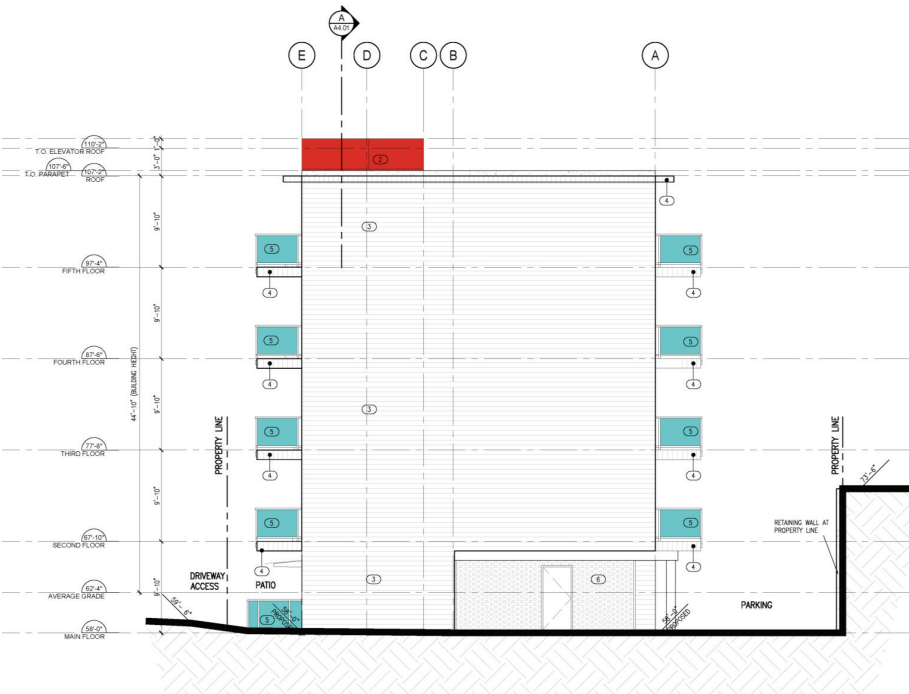
3 SOUTH ELEVATION
A3.03 3/16"=1'-0"

ELEVATION – NORTH



ELEVATION – EAST & WEST

EXTERIOR FINISHES:			
①	COMPOSITE PANEL – WHITE	⑥	PERFORATED METAL
②	COMPOSITE PANEL – RED	⑦	EXPOSED CONCRETE (ROOFTOP)
③	HORIZONTAL CEDAR SIDING		
④	VERTICAL CLEAR FINISH DARK BROWN CEDAR		
⑤	TEMPERED CLEAR GLASS GUARD		

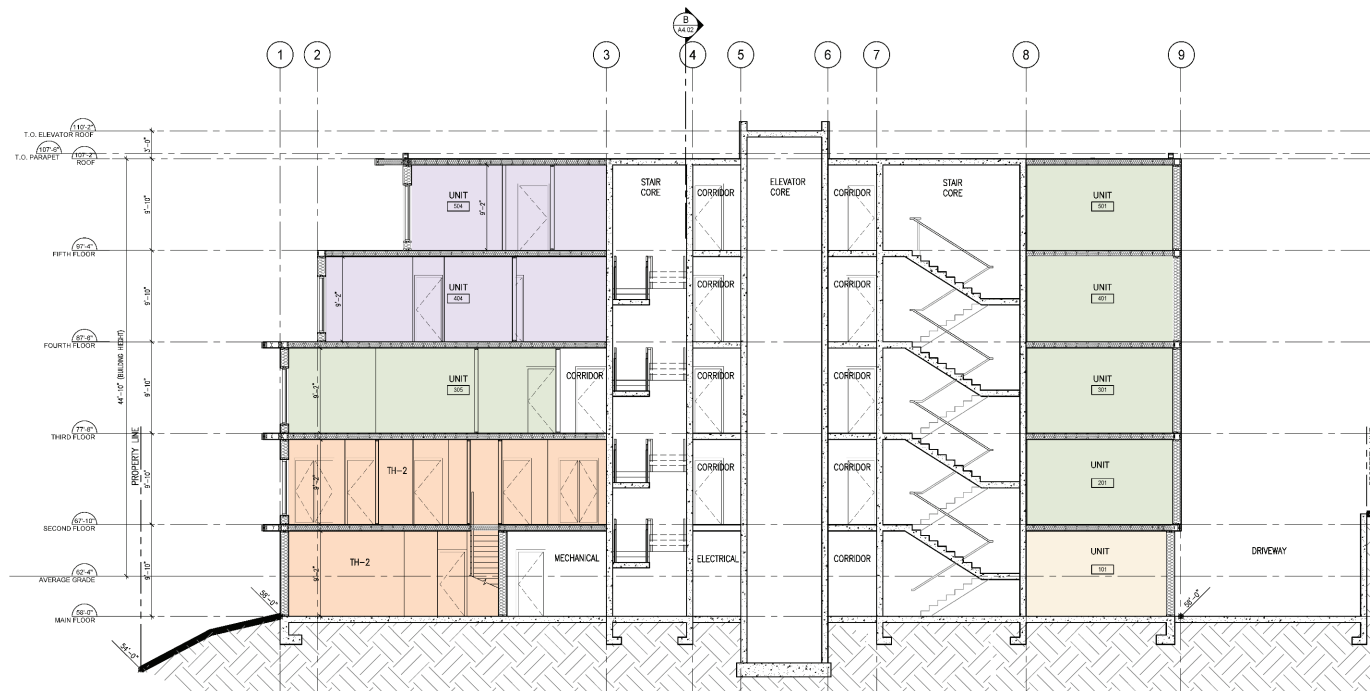


2 EAST ELEVATION
A3.02 3/16"=1'-0"



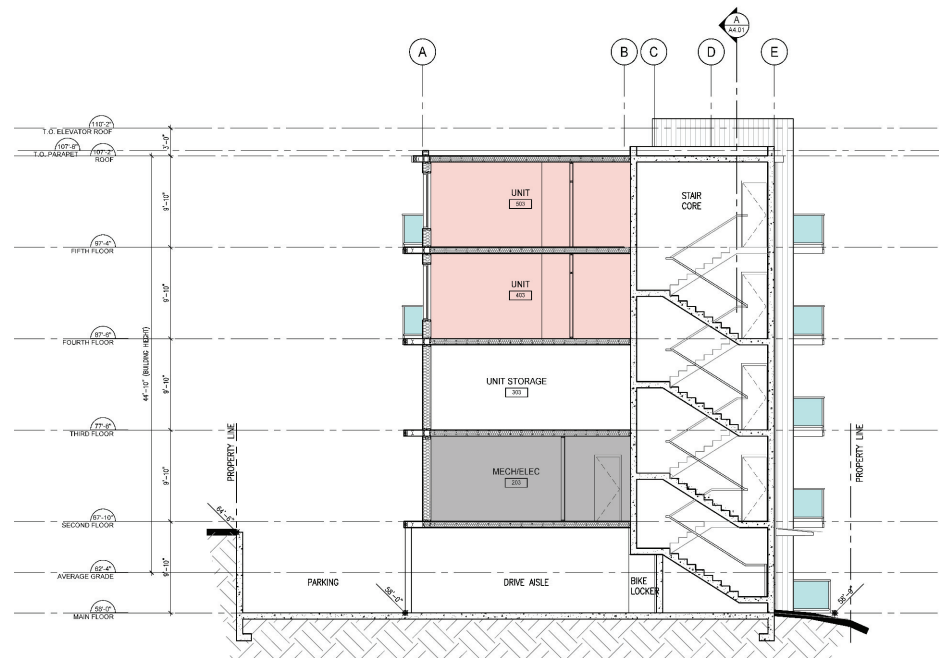
4 WEST ELEVATION
A3.04 3/16"=1'-0"

BUILDING SECTION AA



1 SECTION A-A
A4.02 3/16"=1'-0"

BUILDING SECTION BB



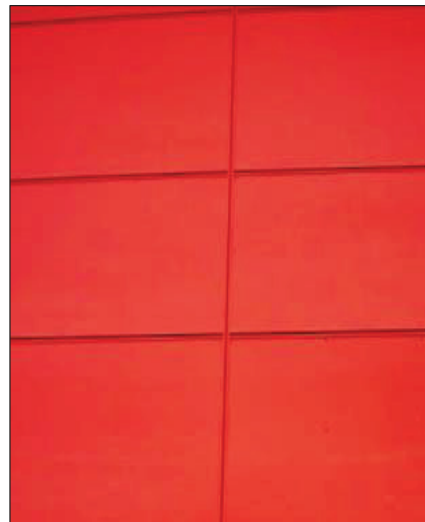
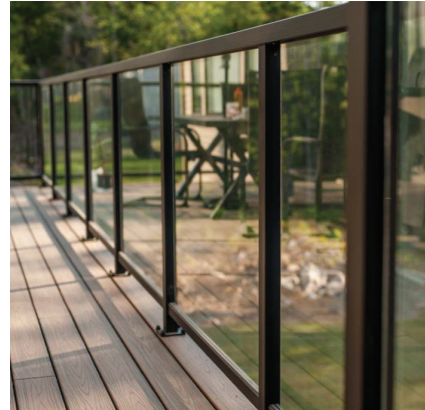
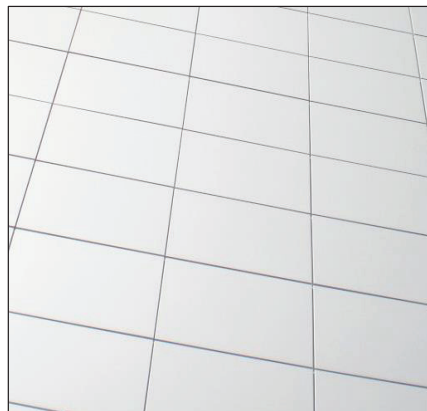
LEGEND:

[Light Blue Box]	STUDIO
[Light Red Box]	1 BED
[Light Green Box]	2 BED
[Light Purple Box]	3 BED
[Light Orange Box]	TH-1
[Light Yellow Box]	TH-2
[Light Grey Box]	MECH/ELEC

1 SECTION B-B
A4.02 3/16"=1'-0"

EXTERIOR FINISHES

Resilient and durable natural materials will be utilized for exterior finishes to develop a modern atmosphere while reserving the heritage building.



LANDSCAPE INFORMATION

Minimal maintenance, native plants will be chosen with the guidance of a landscape architect to ensure the landscaping requires minimal watering and care and provides a vibrant ecological addition to the neighbourhood.

The landscaping will support CPTED policies and improve the public realm.

The interior courtyard and protected children's play area will be designed with safety and beauty in mind.

Deciduous Trees

Amelanchier Grandiflora (Apple Serviceberry)
Styrax Japonicus (Japanese Snowbell)
Stewartia Pseudocamellia



Evergreen Trees

Taxus Media "HM Eddie" (Eddie Yew)
Thuja Occidentalis Smaragd (Emerald Green Cedar)



Ground Cover & Shrubs

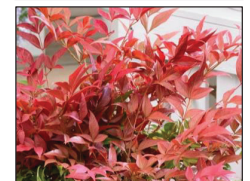
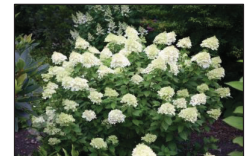
Girad's fuchsia azalea
Arbutus unedo compacted
Euphorbia characias 'wulfenii'
Hydrangea macrophylla "monmar"
Rhododendron "christmas cheer"
Rhododendron honey butter
Lavandula angustifolia

Hedges:

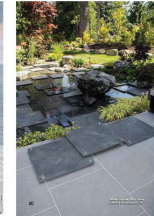
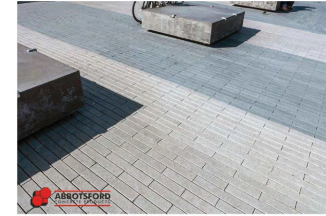
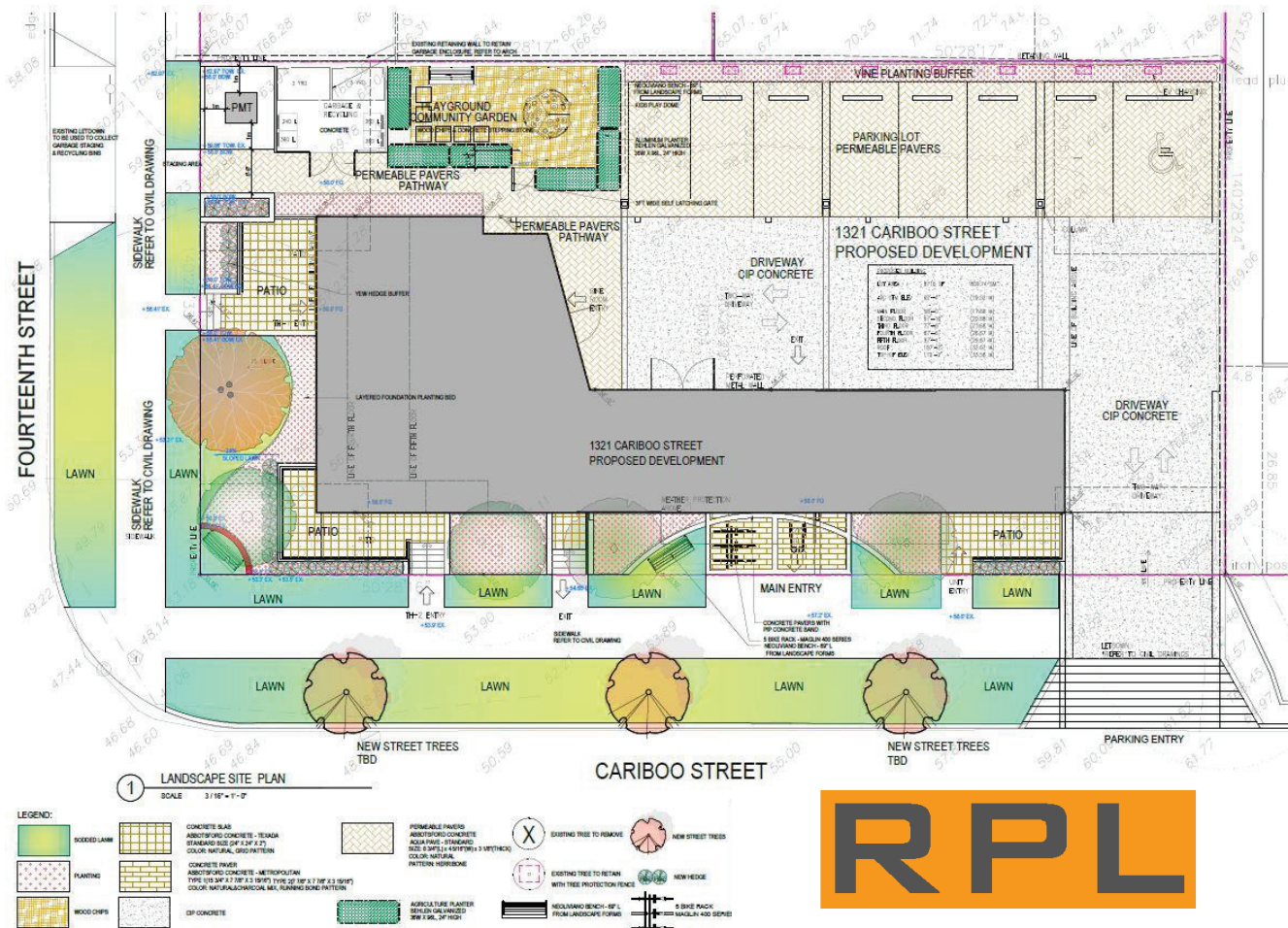
Thuja occidentalis smaragd
Taxus media "hm eddie"

Perennials & Grass

Rudbeckia fulgida var 'goldstrum'
Hakonechloa macra "aureola"
Aubrieta deltoidea



LANDSCAPE – SITE PLAN



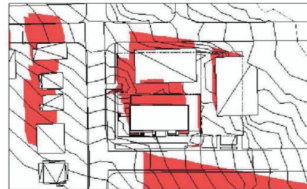
Paving Materials



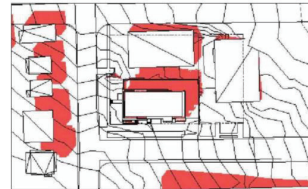
Children's Playground



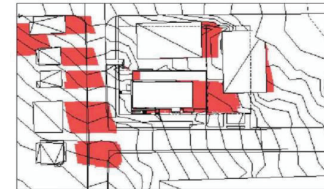
SHADOW STUDY



1 FALL EQUINOX 9.00 AM
AB.01 NTS



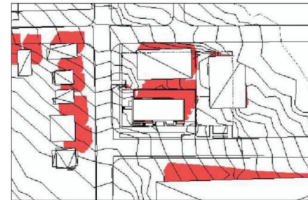
2 FALL EQUINOX- 12.00 PM
AB.01 NTS



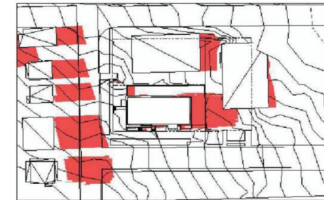
3 FALL EQUINOX-15.00 PM
AB.01 NTS



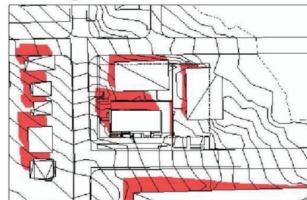
4 SPRING EQUINOX-9.00 AM
AB.01 NTS



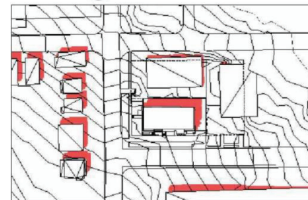
5 SPRING EQUINOX-12.00 PM
AB.01 NTS



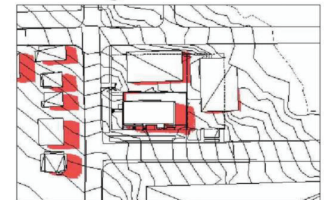
6 SPRING EQUINOX-3.00 PM
AB.01 NTS



7 SUMMER SOLSTICE-9.00 AM
AB.01 NTS



8 SUMMER SOLSTICE 12.00 PM
AB.01 NTS



9 SUMMER SOLSTICE 3.00 PM
AB.01 NTS



10 WINTER SOLSTICE 9.00 AM
AB.01 NTS



11 WINTER SOLSTICE 12.00 PM
AB.01 NTS



12 WINTER SOLSTICE 3.00 PM
AB.01 NTS

