



REPORT

Development Services

To: Land Use and Planning Committee **Date:** 12/9/2019

From: Emilie K Adin, MCIP **File:** PAR01364
 Director of Development Services **Item #:** 55/2019

Subject: **802 - 806 Eighth Street: Rezoning and Development Permit for Infill Townhouses - Preliminary Application Review**

RECOMMENDATION

THAT the Land Use and Planning Committee endorse the recommendations summarized in the Feedback section (Section 8) of this report and instruct staff to provide the Land Use and Planning Committee's feedback in the pre-application letter to the applicant.

EXECUTIVE SUMMARY

The proponent has applied for a pre-application review for an infill townhouse development on three eight lots at 802 – 806 Eighth Street and 809 Eighth Avenue. A house built in 1929 and with potential for heritage restoration is located at 806 Eighth Street.

The proposal includes 18 units on the site, of which 14 would be standard side-by-side townhouse units anticipated under the Infill Townhouse and Rowhouse Residential Districts (RT) zoning. The applicant has proposed four additional units in a stacked townhouse format with the units below being one-level accessible units. The density proposed represents an FSR of 1.0 (0.85 FSR plus 0.15 FSR within a basement) which would be consistent with the density permitted in Infill Townhouse and Rowhouse Residential Districts (RT) Zoning.

The application proposes 16 parking spaces accessed from the rear lane. The proposed 18 units would require a total of 20 parking spaces (as per the requirements of the Infill Townhouse and Rowhouse Residential Districts (RT)) resulting in a parking shortfall of 4 spaces.

There are a number of items and recommendations that are being brought forward to the Land Use and Planning Committee for preliminary feedback and discussion, particularly related to:

- further consideration related to a building with heritage value;
- stacked townhouse units;
- further consideration of parking relaxations; and
- off-site improvements to transit infrastructure;

The feedback received from the LUPC and staff will be formally provided to the applicant in a Pre-Application Letter.

1. PURPOSE

The purpose of this report is to seek preliminary feedback from the Land Use and Planning Committee regarding to this pre-application review.

2. POLICY AND REGULATIONS

Information on the policy context and existing regulations related to the proposed development have been provided in **Appendix A**.

3. BACKGROUND

3.1 Site Characteristics and Context

The subject sites are located in the Moody Park Neighbourhood at the north western corner of Eighth Street and Eighth Ave and are located close within easy walking distance to the uptown commercial area. The site is relatively flat and has lane access from the north side.

To the north and west of the subject property are properties zoned and used for single detached dwellings. To the east of the property across Eighth Ave is New Westminster Secondary School. To the south east of the property are three and four storey apartment buildings. To the south of the site is Moody Park.

3.2 Proximity to Transit

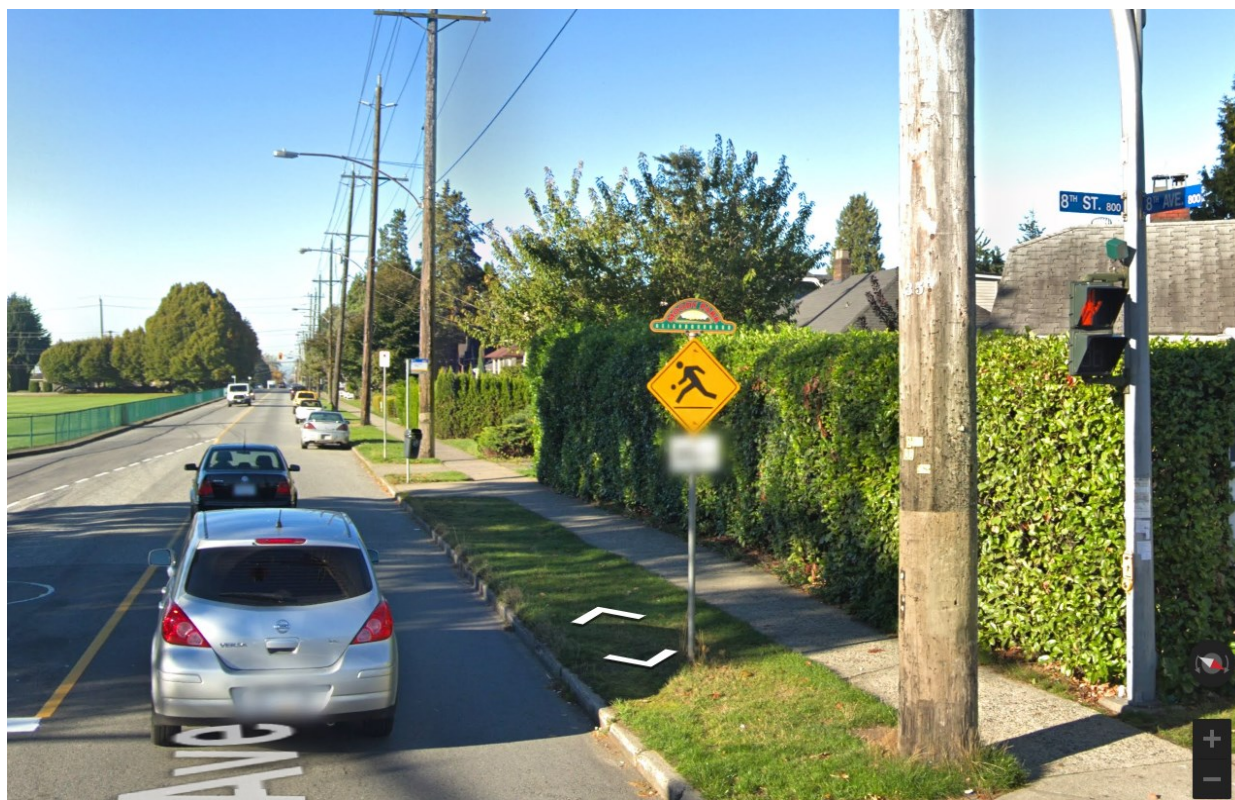
The property is located on Eighth Street which is part of the Frequent Transit Network route (#123 connecting Burnaby to New Westminster Station). A bus stop is located directly across the street. Eighth Avenue is also identified as a potential east-west Frequent Transit Network route connecting Braid Station and 22nd Street Station. A bus stop is located along the Eighth Avenue frontage servicing this route.

Transit Service:	Project Distance
SkyTrain Station	> 1 kilometre
Frequent Transit Network (to New Westminster Station)	22 metres / 72 ft.

3.3 Potential Transit Improvements

Eighth Avenue is identified as a potential east-west Frequent Transit Network route and there is a bus stop along the Eighth Ave frontage of the subject properties which would serve this route. This stop also serves New Westminster Secondary School, Massey Theatre and Moody Park. Currently busses using this stop are required to stop within the westbound travel lane to load and unload. Through this application, there is an opportunity to consider addressing roadway, accessibility and public realm improvements needed to create a better condition for this bus stop. Staff has identified the following opportunities which could be included as part of the offsite work required for this proposed development:

- exploration of a bus pullout, so that boarding and unboarding would not need to occur within a travel lane;
- a bus shelter, likely to be located within a right-of-way on the subject property;
- increased sidewalk width connecting the bus stop to NWSS, Moody Park, etc.;
- corner truncation at Eighth Ave and Eighth Street to improve site lines, accommodate signal infrastructure replacement and provide for a pedestrian queuing area.



Bus stop on Eighth Avenue Adjacent to Site

Typically these types of off-site improvements would be difficult for an application of this size to financially support. However, early discussions with the applicant have indicated that the provision of two one-level accessible units and a consideration of a parking relaxation, as discussed in the discussion section below, could help support such off-site improvements.

4. PROJECT DESCRIPTION

4.1 Project Description

The Pre-Application Review is seeking high level feedback from the City. Hence, the applicant's submission also includes high level and information, while detailed information, such as unit sizes and bedrooms, has not been provided.

The application as proposed allow the development of 18 units on the site, of which 14 would be standard side-by-side townhouse units anticipated in the Infill Townhouse and Rowhouse Residential Districts (RT). The preliminary drawings provided by the applicant are attached as Appendix B. The applicant has proposed that two of the units be of a stacked configuration with one-level accessible units at grade and two level townhouse units above. The proposal indicates an FSR of 1.0 (0.85 FSR plus 0.15 FSR within a basement) which would be consistent with the density permitted Infill Townhouse and Rowhouse Residential Districts (RT).

The application proposes 16 parking spaces accessed from the rear lane. The proposed 18 units would require a total of 20 parking spaces (as per the requirements of the Infill Townhouse and Rowhouse Residential Districts (RT)) resulting in a parking shortfall of 4 spaces.

4.2 Project Statistics

	Permitted/Required (RT Zoning)	Proposed
Existing Site Area (gross)	-	1, 887 sq. metres (20,316 sq. ft.)
Site Frontage (East Columbia St.)	-	39.68 metres (130 feet)
Avg. Lot Depth		48.02 metres (158 feet)
Floor Space Ratio	0.85 FSR 0.15 FSR (Basement)	0.85 FSR 0.15 FSR (Basement)
Building Height	10.67 metres (35 feet)	10.67 metres (35 feet)
Residential Units	Townhouse or Rowhouse Units	Townhouse Units and One Level Accessible Units
Parking Residential Residential Visitor Total	18 spaces 2 spaces 20 spaces	15 spaces 1 space 16 spaces
Bicycle Parking Long Term Short Term	23 spaces 6 spaces	20 spaces Not Provided

5. DISCUSSION

5.1 Overall Evaluation

The applicant has asked the City consider two one-level accessible ground level units each of which would have another two two-level townhouse unit stacked above it. Stacked townhouse style units are able to be considered under this Official Community Plan designation only when there is the retention and restoration of a heritage asset as part of the development. There is a house located on the site for which City staff recommends further heritage assessments be conducted.

The applicant has also asked the City to consider parking reductions below the parking rates within the Infill Townhouse and Rowhouse Residential District (RT). The site is considered walkable as it is well situated close to schools, parks, shopping, and other civic amenities. Further, there are opportunities for improvements to transit infrastructure, which serves a future Frequent Transit Network, adjacent to the site. Staff considers it reasonable to consider parking reductions for this site, provided that they are supported by a Transportation Impact Assessment, and in exchange for the application providing transit infrastructure improvements as part of the required off-site works.

Typically infill housing projects are not able to financially support significant off-site works, however in this case, the additional one-level accessible units requested by the applicant would help make such improvements financially viable.

There are several ways in which the project could address parking requirements. Staff is seeking feedback from the LUPC on which options would be best to explore for development of the site including whether a parking variance should be supported, whether the number of units should be reduced to that adequate parking could be provided or whether further consideration of a 'car-lite' project would be warranted.

5.2 Heritage Asset

The house at 806 Eighth Street was built in 1929 and staff attended the site to determine if there would be any merit for further consideration of heritage retention of the house. Staff noted that the house appears to have a high level of architectural integrity; as it is a good example of a modest interwar (1930s-1940s) bungalow with hints of Craftsman or Arts and Crafts elements, residual from the 1920s. Its retention would highlight an under-represented period of architecture and working people's history in the City. Further, the building was visually evaluated to be in good condition and would likely require little restoration work.



806 Eighth Street

As such, staff considers that further assessment of this house by the applicant is reasonable, including a conditions assessment and the preparation of a Statement of Significance in order to further assess the merit for retention. Should there be merit, the proposed site plan should be revised and retention of the house should be considered through a Heritage Revitalization Agreement.

Does the Land Use and Planning Committee support that staff advise the applicant that further heritage assessments of the house at 806 Eighth Street be provided as part of a formal Rezoning or Heritage Revitalization Agreement Application?

5.3 Proposed Accessible Ground Oriented Units

The application proposed two one-level accessible ground oriented units which would have another two two-level townhouse units stacked above them. Stacked townhouse units are not permitted under the RT land use designation, unless the inclusion of these units makes preservation of a heritage asset possible. Without the restoration and preservation of a heritage asset, the land use designation would only support side-by-side townhouse or rowhouse units which are not stacked.

Should the preservation of a heritage asset be possible through this proposal, the proposed accessible one-level ground oriented townhouse units would provide additional housing choice within the neighbourhood, in particular for seniors and those with mobility impairments. Preliminary information regarding this heritage asset are provided in the following section of this report.

Does the Land Use and Planning Committee support that staff advise the applicant that one-level ground oriented units could be explored provided there is an opportunity for preservation and restoration of a heritage asset?

5.4 Parking

The applicant has proposed the provisions of 16 townhouse units and two one-level accessible units, for a total of 18 units. Based on the requirements of the RT zoning district, the proposal would require 18 residential spaces and two visitor parking spaces for a total of 20 spaces. The applicant has proposed 15 residential spaces and one visitor parking space, which is a reduction of four spaces from the requirement. Below grade parking is not likely financially feasible for this form of development and as such, the ability to provide parking is limited to the length of the lane and the number of parking spaces which could be provided in that length. Considerations both for and against considering a parking reduction for this site are offered below:

Pro:

- located on a Frequent Transit Network (Eighth Street) and on a potential future Frequent Transit Network (Eighth Avenue);
- located in a highly walkable and accessible area in close proximity to services including: parks, schools, neighbourhood shopping and civic facilities.

Con:

- on-street parking and loading is not available on the streets adjacent to the subject site (Eighth Avenue and Eighth Street);
- school, theatre and park uses are located in close proximity which create demand for on-street parking in the immediate area; and
- the neighbourhood does not currently have a resident parking program in place.

A formal application would be required to provide a transportation review (or equivalent) prepared by a qualified Transportation Engineer to evaluate any proposed parking reductions to ensure that the number of spaces proposed can accommodate the needs of the residents. Close consideration would need to be given in this assessment to the allocation of parking spaces within the proposed development (e.g. visitor vs. parking for owners) and consideration would need to be given to other functions such as loading, waste collection,

deliveries and move-in / move-out of units, especially since these functions would not be able to be accommodated curbside.

Staff considers that parking reductions may be considered reasonable provided that:

- a) such reductions be supported by a technical analysis identifying need and anticipated usage; and
- b) the applicant include Transportation Demand Management measures to support sustainable travel modes, such as contributions towards transit improvements along the site frontage as identified in section 5.4 above.

Does the Land Use and Planning Committee support that staff advise the applicant that parking reductions on the site could be explored provided that the applicant is responsible for provision of transportation demand management measures including off-site improvements to transit facilities and pedestrian connections, and that such reductions are supported by a technical transportation review?

Car-lite Pilot Project

Another option for this site could be the consideration of a ‘car-lite’ pilot project which would not have any parking spaces assigned strictly for resident parking, but instead, would have a fewer number of the spaces available for loading, deliveries and visitors. One advantage of this approach is that the application would have to be marketed as a project without assigned residential parking spaces and that potential purchasers would know this information up-front.

The same considerations for the parking relaxation noted above would still apply in regard to whether or not this site would be a reasonable location for a car-lite project. Staff considers that while the property is well situated in regard to transit infrastructure and amenities, there are a number of counter considerations which could make achieving the objectives of a car-lite project challenging including that there are no mechanisms currently in place to prevent future residents from owning vehicles and using publically accessible on-street parking on neighbouring streets.

Does the Land Use and Planning Committee support that staff advise the applicant that further exploration of a ‘car-lite’ could be explored as part of a formal application?

5.5 Design Guidelines

Applications for townhouses and rowhouses are required to be consistent with the Infill Townhouse and Rowhouse Design Guidelines. At this time, the Pre-Application Review submission is preliminary in nature and does not provide enough information to fully review it against these guidelines. However, based on a preliminary review of the information

provided, there are at least some aspects of the proposal which are not consistent with the guidelines, as the application includes three level townhouse units along the west property line adjacent to lots used and designated as single detached dwellings. As such, the proposal would need to be revised in this regard prior to submission of a formal application.

5.6 Trees

A tree survey and arborist report would be required to be submitted as part of a formal application. An initial review indicates that there are approximately five trees located on the site which could be candidates for further consideration of retention.

Should this proposal proceed to a formal application, staff would continue to work with the applicant to explore opportunities for minimizing tree loss, and where necessary, ensuring that replacement trees are provided in accordance with the Tree Protection and Regulation Bylaw.

6. CONSULTATION

Should the proponent proceed with formal development applications for the site, they would be required to undertake public engagement as per the City's process for Rezoning or Heritage Revitalization and Development Permit applications including an applicant-led Open House (minimum one meeting) and a presentation to the Moody Park Residents Association. Review by the New Westminster Design Panel and Advisory Planning Commission would also be required. Should there be a formal application for a Heritage Revitalization Agreement, review by the Community Heritage Commission would also be required.

7. REVIEW PROCESS

Feedback from the LUPC will be incorporated into a formal Pre-Application Review Letter which would be provided to the applicant. The Pre-Application Review Letter would also outline the application requirements from other City departments.

8. FEEDBACK FROM LAND USE AND PLANNING COMMITTEE (LUPC)

Staff is seeking general feedback from the LUPC on the proposed development. In addition, staff seeks LUPC endorsement of the following recommendations:

- 1. That the Land Use and Planning committee direct staff to staff advise the applicant that further heritage assessments of the house at 806 Eighth Street be provided as part of a formal Rezoning or Heritage Revitalization Agreement Application;*

2. *That the Land Use and Planning committee direct staff to advise the applicant that one-level ground oriented units could be explored provided there is an opportunity for preservation and restoration of a heritage asset; and*
3. *That the Land Use and Planning committee direct staff to staff advise the applicant that parking reductions on the site could be explored provided that the applicant is responsible for provision of transportation demand management measures including off-site improvements to transit facilities and pedestrian connections, and that such reductions are supported by a technical transportation review.*

9. INTERDEPARTMENTAL LIAISON

The City uses a project-based team approach for reviewing development applications. Should the proponent submit a formal Development Permit application, a staff-led project team would then be assigned for reviewing this project consisting of staff from the Building, Planning (Development Services), Engineering, and Parks and Recreation Departments.

10. OPTIONS

The following options are offered for consideration of the LUPC:

1. That the Land Use and Planning Committee endorse the recommendations summarized in the Feedback section (Section 8) of this report and instruct staff to include that and other feedback from LUPC in the pre-application letter to the applicant.
2. That the Land Use and Planning Committee provide staff with alternative feedback.

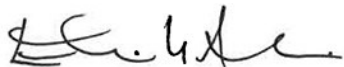
Staff recommends Option 1.

ATTACHMENTS

Appendix A - Policy Background
Appendix B - Applicant Submission

This report has been prepared by:
Mike Watson, Senior Planner

This report was reviewed by:
Jackie Teed, Senior Manager of Development Services



Emilie K Adin, MCIP
Director of Development Services

Appendix A:
Policy Background

Appendix A: Policy Context and Regulation Background

Official Community Plan (OCP)

The subject site is designated as Residential –Infill Townhouse (RT). This designation is described as follows:

Purpose: To allow small scale, side-by-side townhouses and rowhouses which are compatible within areas of single detached housing and other lower density ground oriented housing.

Principal Forms and Uses: Townhouses and rowhouses. Complementary Uses: Home based businesses, small scale local commercial uses (e.g. corner stores), small scale institutional uses (e.g. child care, care facilities), utilities, transportation corridors, parks, open space, and community facilities.

Maximum Density: Low density multiple unit residential.

Heritage Assets: Development under this designation should be sympathetic to and respectful of any heritage assets, even if the asset is on an adjacent site. A Heritage Revitalization Agreement, or similar tool, may be used when a heritage asset is incorporated into a development. Through a Heritage Revitalization Agreement the development may be eligible for incentives such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit.

The proposed development would be consistent with the RT land use designation with the preservation and restoration of a heritage asset.

Development Permit Area

The site is within the 1.3 Townhouses and Rowhouses Development Permit Area. This Development Permit Area establishes guidelines that will shape the development of THs and RHs. The intent of this area is to encourage small scale infill projects that are complementary to the existing single detached dwelling context through appropriate building form, scale and location.

A Development Permit is required before any development or alteration to the lands or exterior of buildings on the lands.

The proposed development has not been evaluated against the Development Permit Area Design Guidelines. A full analysis would be completed upon the submission of a Development Permit Application.

Zoning Bylaw

The subject sites are currently zoned Neighbourhood Detached Residential Districts (NR-2). This district would permit the development of a single detached residential unit with a secondary suite with a maximum density of 0.5 FSR. Laneway houses are not permitted in the NR-2 district.

Family-Friendly Housing Bylaw and Design Guidelines

The proposed development would be required to provide a minimum of 30% two and three bedroom units, of which a minimum 10% of the overall number of units would need to contain three bedrooms or more.

Heritage Revitalization Agreements

A Heritage Revitalization Agreement (HRA) is a negotiated agreement between the City and a property owner for the purposes of heritage conservation. In exchange for long-term legal protection and exterior restoration, certain zoning relaxations, including an increase in density or smaller lot size, may be considered. An HRA does not change the zoning of the property, rather it adds a new layer which identifies the elements of the zone that are being relaxed or supplemented. An HRA is not precedent setting as each one is unique to a specific site. Provisions for the local government to negotiate an HRA are set out in Section 610 of the Local Government Act.

Heritage Revitalization Agreements Policy

The City has a “Heritage Policy for the Use of Heritage Revitalization Agreements” that has the following objectives:

- Ensure that the HRA policy is integrated with other important City policies.
- Ensure that HRAs are used appropriately, and that they balance both public and private benefits.
- Create an application process that is clear.
- Establish a follow-up procedure to ensure that heritage conservation work is completed as promised.

Heritage Designation

A heritage property which is the subject of an HRA is also protected by a Heritage Designation Bylaw. A Heritage Designation Bylaw is a form of land use regulation that places long-term legal protection on the land title of a property. Any changes to a protected heritage property must first receive approval from City Council (or its delegate) through a Heritage Alteration Permit (HAP). Future development is no longer entitled,

but could be permitted by Council with an HAP. Provisions for a municipality to place a Heritage Designation Bylaw on a property are set out in Sections 611-613 of the Local Government Act.

Heritage Related Design Guidelines

Council endorsed The Standards and Guidelines for the Conservation of Historic Places in Canada in 2008 as a basis for assessing heritage projects within the city. These are national guidelines for best practice in heritage conservation and design. HRA proposals are evaluated against these guidelines.

Appendix B:
Applicant Submission

8TH + 8TH TOWNHOMES

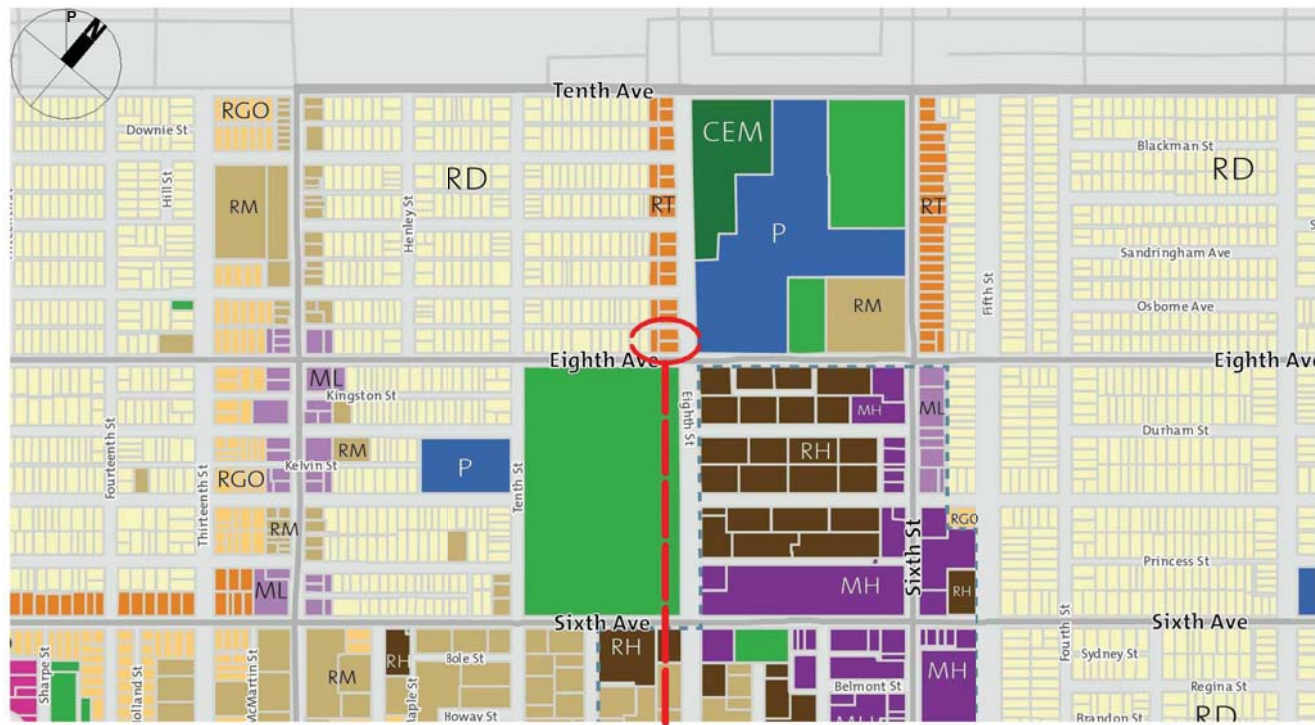
AUGUST 9, 2019

802 & 806 8TH ST, 809 8TH AVE, NEW WESTMINSTER

GRIMWOOD

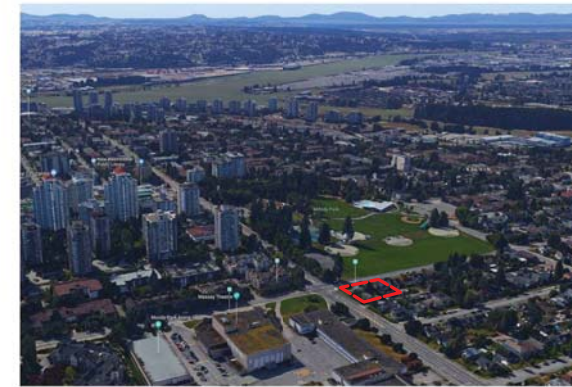
0.0

PRELIMINARY SET

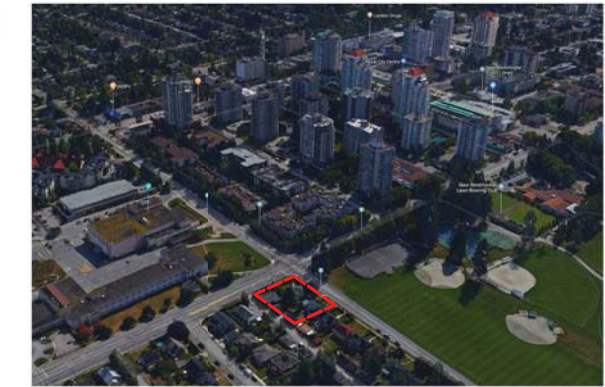


Mainland Land Use Designations (see Official Community Plan Land Use Designation Map)

- (RD) Residential - Detached and Semi-Detached Housing
- (RGO) Residential - Ground oriented Infill Housing
- (RT) Residential - Infill Townhouse
- (RM) Residential - Multiple Unit Buildings
- (RH) Residential - High Rise
- (ML) Mixed Use - Low Rise
- (MH) Mixed Use - High Rise
- Parks, Open Space and Community Facilities
- (CEM) Cemeteries
- (P) Major Institutional
- Local Centre



1 - AERIAL VIEW, LOOKING SOUTH



2 - AERIAL VIEW, LOOKING EAST



SCALE: N.T.S.



3 - STREET VIEW, CORNER OF 8TH AVE & 8TH ST



4 - STREET VIEW, 8TH AVE FACING EAST



5 - STREET VIEW, 8TH AVE FACING WEST



6 - STREET VIEW, NW SECONDARY SCHOOL & MASSEY THEATRE



7 - STREET VIEW, MOODY PARK

LUPC Agenda Package 66

CONTEXT PLAN & NEIGHBOURHOOD ANALYSIS

8TH + 8TH TOWNHOMES

AUGUST 9, 2019

802 & 806 8TH ST, 809 8TH AVE, NEW WESTMINSTER

GRIMWOOD
1.0

PRELIMINARY SET

PROPOSED DEVELOPMENT OVERVIEW

I4PG 8TH STREET DEVELOPMENT INC. (DEVELOPER) AND/OR GRIMWOOD ARCHITECTURE (AUTHORIZED AGENT) ARE PROPOSING A RE-DEVELOPMENT (KNOWN AS **THE PROJECT**) OF 802 8TH STREET, 806 8TH STREET, AND 809 8TH AVENUE (KNOWN AS THE **SITE**) IN THE MOODY PARK NEIGHBORHOOD OF NEW WESTMINSTER. CONSIDERED TO BE FAMILY-FRIENDLY, DIVERSE AND WALKABLE, THE MOODY PARK AREA INCLUDES SEVERAL SCHOOLS AND IS AN 8-MINUTE WALK TO POPULAR ROYAL CITY CENTRE MALL WHICH FEATURES WAL MART, SAVE ON FOODS, WINNERS, AND VARIOUS RETAILERS. MOODY PARK CONTAINS AN ECLECTIC MIX OF POST-WAR, HERITAGE AND CONTEMPORARY SINGLE-FAMILY HOMES AND BASED ON THE *2017 OCP DEVELOPMENT PERMIT AREA RESIDENTIAL NEIGHBORHOODS SECTION 1.3: TOWNHOUSES AND ROWHOMES*, **SEEKS MODERN GROUND-ORIENTED TOWNHOMES AND ROWHOMES FOR GROWING FAMILIES.**

FAMILY-FRIENDLY HOUSING POLICY

THE PROJECT PROVIDES 14 FAMILY-FRIENDLY TOWNHOMES WITH THREE-BEDROOM, 2 ONE-BEDROOM + DEN GARDEN APARTMENTS AND 2 ADAPTABLE STUDIOS. TOWNHOMES WILL FEATURE SPACIOUS ROOFTOP DECKS OR WALK OUT BALCONIES. GARDEN APARTMENTS AND ADAPTABLE STUDIOS WILL INCLUDE EXCLUSIVE OUTDOOR SPACE AT GRADE. THE COMPLEX WILL ENCLIRCLE A COMMUNITY COURTYARD AND PROVIDE CIRCULATION TO EACH STREET FRONTAGE. COVERED LANEWAY PARKING AND SECURE BIKE STORAGE ARE PROVIDED FOR EACH HOME.

OCP & LAND USE DESIGNATIONS

THE SITE IS WITHIN THE 2017 OCP *DEVELOPMENT PERMIT AREA SECTION 1.3: TOWNHOUSES AND ROWHOUSES* (DESIGNATED *RT-7H*) RESIDENTIAL INFILL TOWNHOUSE. THE DESIGNATION CALLS FOR SMALLER, INNOVATIVE, FAMILY-ORIENTED ATTACHED HOUSING DESIGNED TO COMPLEMENT EXISTING SINGLE DETACHED DWELLINGS, WITH SHARED OR PRIVATE PARKING AT THE REAR OF THE PROPERTY.

PROJECT DETAILS

- FSR (.85 ABOVE GRADE GFA, .15 BELOW GRADE GFA) BASED ON CITY OF NEW WESTMINSTER ZONING BYLAW 405.4
- FOUR (4) FOURPLEX STYLE BUILDINGS WITH RECESSED ROOFTOP PATIOS AND MODESTLY SLOPED ROOFLINES
- EACH TOWNHOME IS 2.5-STOREY WITHIN THE PERMITTED HEIGHT MAXIMUM OF 10.67M (35 FT)
- SITE COVERAGE IS 39.14%
- SITE SETBACKS ARE 4.27M-5.79M FRONT, *1.83M SIDE, 7.62M REAR, 8.5M BUILDING SEPARATIONS
- TOTAL LOT AREA IS 1880.68M OR 20,243.51 SQUARE FEET (AFTER LAND ASSEMBLY)
- BUILDING LENGTHS OF 20.88M (68.5 SF) ARE WITHIN MAXIMUM ALLOWABLE 38.10M (125 SF)
- 1 PARKING STALL PER UNIT PLUS 0.1 VISITOR STALL PER UNIT PLUS 1 ACCESSIBLE STALL (TOTAL OF 16 PARKING STALLS)
- TOWNHOMES MEET FAMILY-FRIENDLY GUIDELINES WITH 3-4 BEDROOMS AND INCLUDE OUTDOOR LIVING SPACE
- GARDEN STUDIO UNITS ARE WHEELCHAIR ACCESSIBLE

SITE CHARACTERISTICS

THE SITE SITS ON THE PROMINENT CORNER OF 8TH STREET AND 8TH AVENUE FACING HISTORIC MOODY PARK (SOUTHEAST CORNER) WITH THE FAMED MASSEY THEATRE TO THE NORTH AND MOODY GARDENS COMPLEX ON THE NORTHEAST CORNER. THE SITE IS DEFINED BY TWO DISTINCT FRONTAGES ALONG 8TH AVENUE AND 8TH STREET. 3 SINGLE FAMILY HOMES CURRENTLY OCCUPY THE LOTS, SURROUNDED BY TALL AND THICK GREEN HEDGING WHICH CONCEAL THE BUILDINGS COMPLETELY.

AFFORDABLE + ACCESSIBLE HOUSING

A PROGRESSIVE TOWNHOME PROJECT, THE PROPOSED DESIGN IS SOCIALLY AND ECONOMICALLY INCLUSIVE. VARIATION IN UNIT SIZE INCLUDES OPTIONS FOR FAMILIES, COUPLES, AND SINGLES AT DIFFERENT STAGES IN LIFE. THE GARDEN STUDIO UNITS ARE MODEST IN SIZE AND AFFORDABLE FOR ANYONE AT THE LOWER END OF THE HOUSING SPECTRUM. THEY ARE 100% ACCESSIBLE FOR PERSONS WITH MOBILITY ISSUES OR NEEDING A WHEELCHAIR.

UNIT MIX

THREE-BEDROOM TH (A/A1 + B/B1 UNITS): 14 THREE-BEDROOM TOWNHOMES ARE WELL SUITED FOR YOUNG GROWING FAMILIES. EACH FEATURE A WALK-OUT BALCONY ON THE THIRD-FLOOR MASTER BEDROOMS OR A RECESSED ROOFTOP DECK FACING THE FRASER RIVER AND VALLEY. ALL FLOOR PLANS FEATURE 2.5 BATHROOMS, KITCHEN, LAUNDRY, LIVING ROOM.
GARDEN APARTMENTS (C UNITS): 2 ONE AND DEN APARTMENTS WITH WELL-DEFINED STREET ENTRANCES FRONTING 8TH AVENUE WILL DELIVER AN URBAN EXPERIENCE TO A YOUNG PROFESSIONAL SINGLE OR COUPLE.
ADAPTABLE STUDIOS (M1): 2 ADAPTABLE STUDIOS ARE IDEALLY SUITED FOR A SINGLE PROFESSIONAL OR DISABLED PERSON WITH RAMP ACCESS OFF THE INTERIOR COURTYARD. THE UNITS SIT PARTIALLY ABOVE GRADE AND ALLOW FOR GENEROUS DAYLIGHT THROUGHOUT THE UNIT. THE FLOOR PLAN IS OPEN AND FLEXIBLE, ALLOWING THE OWNER TO MAXIMIZE SLEEPING OR LIVING SPACE BASED ON THEIR LIFESTYLE AND PREFERENCES.

SUSTAINABILTY MEASURES

- USE OF HEALTHY AND DURABLE BUILDING MATERIALS
- MAXIMIZE OPPORTUNITIES TO INCREASE NATURAL AIR VENTILATION TO OPTIMIZE AIR QUALITY/REDUCE MECHANICAL COOLING
- WATER CONSERVATION AND RAINWATER MANAGEMENT/DROUGHT-RESISTANT LOW MAINTENANCE PLANTS/LANDSCAPE
- SAFE PEDESTRIAN CONNECTIONS TO THE STREET AND LANE
- SECURE STORAGE FOR BICYCLES
- COMPLY WITH CITY'S *INTEGRATED STORMWATER MANAGEMENT PLAN*

ENERGY CONSERVATION

THE PROJECT TEAM IS COMMITTED TO ENERGY CONSERVATION IN BUILDING AND DESIGN AND WILL REVIEW ALL CITY POLICIES INCLUDING *ENERGY SAVE NEW WEST* TO IMPROVE EFFICIENCY AND REDUCE GREENHOUSE GAS EMISSIONS.

FORM + MASSING

THE PROPOSED DESIGN OFFERS A DEFINED TRANSITION FROM THE ADJACENT RESIDENTIAL LOT AND COMPLEMENTS SURROUNDING COMMUNITY AMENITIES INCLUDING MOODY PARK AND MASSEY THEATRE. THE MASSING CONSISTS OF 4 CONTEMPORARY BUILDINGS, SOFTENING THE IMPACT ON THE ADJACENT SINGLE-FAMILY HOMES. THIS CREATES NATURAL PEDESTRIAN CONNECTIVITY THROUGH A SHARED OUTDOOR COURTYARD, WHICH IS VIEWED AS A PRIMARY OPPORTUNITY TO DEFINE THE SITE AND INFORMS THE DESIGN OF THE BUILDINGS. THE PROJECT BEFITS THE DEFINITION OF A 'COURTYARD-ORIENTED DEVELOPMENT', BASED ON THE *2017 OCP DEVELOPMENT PERMIT AREAS RESIDENTIAL NEIGHBORHOODS SECTION 1.3: TOWNHOUSE AND ROWHOUSES DEVELOPMENT PERMIT GUIDELINES-COURTYARD GUIDELINES*. THE BUILDINGS ARE TERRACED 3-STOREY BUILDINGS ON THE NORTH AND 2-STOREYS ON THE SOUTH TO ALLOW MORE SUN PENETRATION INTO THE PLANTED/LANDSCAPED COURTYARD. THIS ALSO WELCOMES MORE DAYLIGHT TOWARDS THE REAR BUILDINGS WHICH ARE ORIENTED TO THE SOUTH. EACH TOWNHOME FEATURES A ROOFTOP PATIO SET BACK FROM THE ADJACENT ROAD AND NEIGHBORING PROPERTIES TO CREATE ADDITIONAL OUTDOOR SPACE WITH MAXIMUM SUN EXPOSURE. ***THE PROJECT REQUIRES A SMALL ENCROACHMENT (SIDE SETBACK VARIANCE) OUTSIDE THE REQUIRED BUILDING ENVELOPE ALONG THE INTERIOR SIDE YARD. PLEASE REFER TO SHEET 3.0. BUILDING ENVELOPE CALCULATIONS.** BASED ON THE *2017 OCP DEVELOPMENT PERMIT AREAS RESIDENTIAL NEIGHBORHOODS SECTION 1.3: TOWNHOUSE AND ROWHOUSES DEVELOPMENT PERMIT GUIDELINES-SIDE SETBACKS*, 'DEVELOPMENTS WITH A MIX OF STREET FRONTING AND COURTYARD THIS ARE REQUIRED TO PROVIDE SIDE SETBACKS APPROPRIATE TO EACH UNIT TYPE'.

ACCESS + CIRCULATION

THE SITE IS ORIENTED TOWARDS TOWARD MOODY PARK AND RESPECTS REQUIRED SETBACKS AROUND THE SITE PERIMETER, WHICH DEFINES A STRONG URBAN EDGE AND MAXIMIZES INTERNAL SPACE FOR A SUCCESSFUL DAYLIT COURTYARD. THE SITE PLAN FORMALLY AND FUNCTIONALLY ADDRESSES BOTH FRONTAGES WITH UNIT ENTRIES AND LANDSCAPED FRONT YARDS FACING 8TH STREET AND 8TH AVENUE, WHILE THE 2 REAR BUILDINGS ALONG THE LANE FACE THE INTERNAL COURTYARD TO THE SOUTH. THIS INCLUSIVE ORIENTATION CREATES AN URBAN PRESENCE ON BOTH PROMINENT STREET FRONTS AND ACTIVATES THE COMMON AMENITY SPACE, CREATING A SENSE OF COMMUNITY WITHIN THE DEVELOPMENT. TRELISED MIDBLOCK CONNECTIONS/PUBLIC ENTRANCES CONNECT 8TH STREET AND 8TH AVENUE TO THE SITE'S OPEN SPACE BETWEEN BUILDINGS. PUBLIC ENGAGEMENT WILL BE ENCOURAGED ALONG BOTH PRIMARY FRONTAGES WITH STONE PLANTERS, INSET BENCHES, AND SOFT LANDSCAPE AROUND THE SITE PERIMETER.

GARBAGE & RECYCLING

EACH UNIT WILL HAVE SINGLE-FAMILY SIZED GARBAGE/RECYCLING BINS FOR EXCLUSIVE USE AND WILL BE STORED AT THE BACK OF EACH OF THEIR RESPECTIVE PARKING STALLS. BINS ARE CONCEALED FROM PUBLIC VIEW AND LINE THE PEDESTRIAN ACCESS PATH PARALLEL TO THE PARKING STALLS. ON COLLECTION DAY, THE BINS WILL BE WHEELED TO THE FRONT/ LANE SIDE OF THEIR PARKING STALL FOR PICKUP. THIS ARRANGEMENT ELIMINATES THE NEED FOR A CONSOLIDATED WASTE STORAGE AREA WHICH IS SEEN AS UNDESIRABLE AND UNSIGHTLY FROM THE PERSPECTIVE OF EXISTING NEIGHBOURS.ON COLLECTION DAYS OWNERS CAN WHEEL THEIR BINS TO THE EDGE OF THE PARKING STALLS, MAKING WASTE PICKUP CONSISTENT ALONG THE LANE WITH ADJACENT SINGLE-FAMILY HOMES AND MINIMIZING DISRUPTION ON COLLECTION DAYS.

CPTED

CLEARLY DEFINED BOUNDARIES AND WELL-LIT OPEN SIDE YARDS ARE LANDSCAPED WITH LOW VEGETATION, IMPROVING SURVEILLANCE BY RESIDENTS. THE SITE PROXIMITY TO PUBLIC TRANSIT AND SCHOOLS PROVIDES WELL-DEFINED PEDESTRIAN SIDEWALKS. A CONTROLLED INTERSECTION WITH SCHOOL CROSSING FEATURES MAXIMIZES SAFETY OF PEDESTRIANS CROSSING 8TH STREET DURING RUSH HOUR. LANDSCAPE DESIGN WILL NOT INTERFERE WITH SITE LINES OR PROVIDE OPPORTUNITIES FOR CONCEALMENT.

LANDSCAPING

EACH UNIT INCLUDES A DEFINED PRIVATE ENTRANCE WITH ADJACENT GREEN SPACE. LANDSCAPING WILL BE DESIGNED TO COMPLY WITH NEW WESTMINSTER'S *INTEGRATED STORMWATER MANAGEMENT PLAN*. LOW MAINTENANCE SHRUBS AND PLANTINGS WILL FORM A GENTLE BORDER ALONG THE INTERIOR COURTYARD PATHWAY AND HELP DEFINE EACH UNIT ENTRY FROM THE STREET OR COURTYARD. TRELISED GREENERY SOFTENS THE DEDICATED PARKING AREA AND PEDESTRIAN STREET ENTRANCES. THE PEDESTRIAN/WHEELCHAIR ACCESSIBLE RAMP CONNECTS THE STREET AND LANE TO BOTH GARDEN STUDIOS AND ALLOWS WHEELCHAIR ACCESS THROUGH THE COURTYARD. ROOFTOP PATIOS ARE GENTLY LANDSCAPED AROUND THEIR PERIMETERS TO CREATE 'GREEN' VIEWS FROM THE STREET, WHILE PROVIDING PRIVACY FOR OCCUPANTS FROM NEIGHBORING UNITS. THE PLANT SCHEDULE WILL INCLUDE DROUGHT-TOLERANT AND RESILIENT VARIETIES CONSISTENT WITH THE OBJECTIVES OF NEW WESTMINSTER'S *ENERGY CONSERVATION PLAN*.

URBAN FOREST MANAGEMENT PLAN

THE SITE CURRENTLY CONTAINS SEVERAL TREES AND SECTIONS OF HEDGES ALONG BOTH FRONTAGES. A TREE SURVEY AND ARBORIST REPORT WILL BE COMPLETED FOLLOWING THE PAR PROCESS TO DETERMINE MAXIMUM RETENTION OF EXISTING LANDSCAPE.

PARKING

PARKING WILL BE PROVIDED ALONG THE LANE WITH A TRELISED AND PLANTED STRUCTURE TO MAINTAIN GOOD VISIBILITY. LOCATED ALONG A FREQUENT PUBLIC TRANSIT ROUTE, EACH TOWNHOME AND GARDEN APARTMENT WILL HAVE 1 OUTDOOR PARKING STALL AND 1-2 SECURE BIKE STORAGE ALLOCATIONS. THE GARDEN STUDIOS INCLUDE A SINGLE SECURE BIKE ALLOCATION AND ARE DESIGNED FOR A YOUNG PROFESSIONAL SINGLE OR COUPLE WHO TRAVEL BY BIKE, TRANSIT OR CAR SHARE ALTERNATIVES INCLUDING EVO, MODO AND UBER. SHARED EV CHARGING CAPABILITY WILL BE PROVIDED FOR ALL PARKING STALLS IN COMPLIANCE WITH THE CITY OF NEW WESTMINSTER'S EV REQUIREMENTS FOR MULTI-FAMILY. ***THE PROJECT REQUIRES A REDUCTION IN PARKING STALLS (PARKING VARIANCE) TO EXCLUDE 2 PARKING STALLS FOR A TOTAL OF 16 PARKING STALLS/18 UNITS.** THE APPROXIMATELY 380SF UNITS ARE LOCATED ON A FREQUENT BUS ROUTE AND DESIGNED FOR A SINGLE PROFESSIONAL OR STUDENT. EACH STUDIO UNIT WILL BE PROVIDED 1 SECURE VERTICAL BIKE STORAGE SPACE. THE SITE IS ALSO LOCATED WITHIN WALKING DISTANCE OF MULTIPLE CAR SHARE OPTIONS AND RIDE SHARE (UBER) IS PROJECTED TO OPERATING BY THE TIME OF PROJECT COMPLETION.

BIKE STORAGE

1-2 SECURE VERTICAL BIKE STORAGE SPACES ARE PROVIDED FOR EVERY UNIT AT THE NORTH END OF THE COURTYARD.

LEGAL DESCRIPTIONS

806-8TH STREET: LOT 17 OF LOT 4 OF LOT 13 SUBURBAN BLOCK 12 PLAN 2620, PID 000-993-140
802-8TH STREET: LOT 18 OF LOT 4 OF LOT 13 SUBURBAN BLOCK 12 PLAN 2620, PID 008-379-726
809-8TH AVE: LOT 19 OF LOT 4 OF LOT 13 SUBURBAN BLOCK 12 PLAN 2620, PID 013-484-362

PROJECT TEAM

ARCHITECT: GRIMWOOD ARCHITECTURE
CONTACT: THOMAS GRIMWOOD (PRINCIPAL)
EMAIL: THOMAS@GRIMWOOD.CA
PHONE: 604.565.3142
MAIL: 55 EAST CORDOVA STREET SUITE 508, VANCOUVER, BC V6A 0A5

DEVELOPER: I4PG 8TH STREET DEVELOPMENT INC. (I4 PROPERTY GROUP)
CONTACT: JOELLE CALOF (VICE-PRESIDENT) OR MYRON CALOF (PRESIDENT)
EMAIL: JOELLE.CALOF@I4PG.COM OR MYRON.CALOF@I4PG.COM
PHONE: 778.871.2121 OR 604.727.6690
MAIL: 1112 WEST PENDER STREET SUITE 420, VANCOUVER, BC V6E 2S1

VARIANCE REQUEST

PARKING: THE PROJECT REQUIRES A PARKING VARIANCE TO EXCLUDE A PARKING STALL FOR TWO (2) ADAPTABLE MICRO UNITS AT GARDEN LEVEL, AS WELL AS FOR TWO (2) MICRO UNITS. THESE FOUR (4) UNITS ARE DESIGNED FOR A SINGLE PROFESSIONAL OR STUDENT, ARE LOCATED ON A FREQUENT BUS ROUTE, AND WILL BE PROVIDED SECURE BIKE STORAGE ALLOCATION. THE SITE IS LOCATED WITHIN WALKING DISTANCE OF CAR SHARE OPTIONS AND RIDE SHARE WILL BE AVAILABLE BY THE TIME OF PROJECT COMPLETION. PLEASE REFER TO SHEET 2.0, SITE PLAN FOR PARKING CALCULATIONS.

BUILDING ENVELOPE: WE ARE PROPOSING A SMALL ENCROACHMENT OUTSIDE THE REQUIRED BUILDING ENVELOPE ALONG THE INTERIOR SIDE YARD. PLEASE REFER TO SHEET 3.0, BUILDING ENVELOPE CALCULATIONS.

PROJECT DESCRIPTION / DESIGN RATIONALE

8TH + 8TH TOWNHOMES

AUGUST 9, 2019

802 & 806 8TH ST, 809 8TH AVE, NEW WESTMINSTER

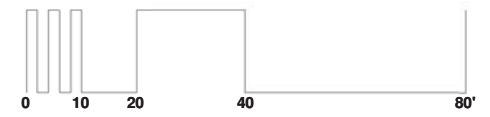
GRIMWOOD

1.1



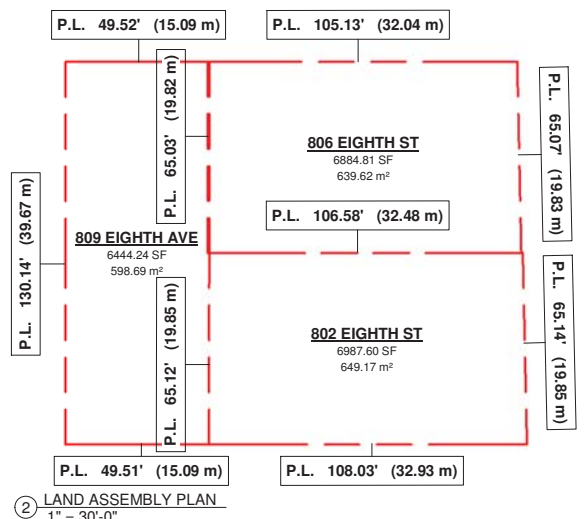
SITE PLAN

8TH + 8TH TOWNHOMES



LAND ASSEMBLY

CIVIC ADDRESS	LEGAL DESCRIPTION	AREA (m ²)	AREA (SF)
802 EIGHTH ST	LOT 18, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13	649.17 m ²	6987.6 SF
806 EIGHTH ST	LOT 17, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13	639.62 m ²	6884.81 SF
809 EIGHTH AVE	LOT 19, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13	598.69 m ²	6444.24 SF
TOTAL:		1887.48 m²	20316.65 SF



SITE COVERAGE DENSITY

BLOCK No.	GFA (m ²)	GFA (SF)	L.C. (%)	LEVEL	GFA (m ²)	GFA (SF)	FSR
BLDG-1	183.82 m ²	1978.67 SF	9.74%	BASEMENT	277.90 m ²	2991.31 SF	0.15
BLDG-2	168.96 m ²	1818.67 SF	8.95%	FIRST LEVEL	701.85 m ²	7554.67 SF	0.37
BLDG-3	183.82 m ²	1978.67 SF	9.74%	SECOND LEVEL	642.64 m ²	6917.35 SF	0.34
BLDG-4	183.82 m ²	1978.67 SF	9.74%	THIRD LEVEL	258.18 m ²	2779.06 SF	0.14
TOTAL:	720.43 m²	7754.67 SF	38.17%	TOTAL:	1880.58 m²	20242.38 SF	1.00

UNIT TYPES

TYPE	LEVEL	AREA (m ²)	AREA (SF)
A	FIRST LEVEL	44.91 m ²	483.45 SF
A	SECOND LEVEL	45.96 m ²	494.67 SF
A	THIRD LEVEL	29.48 m ²	317.33 SF
		120.35 m²	1295.45 SF
A1	FIRST LEVEL	44.91 m ²	483.45 SF
A1	SECOND LEVEL	45.96 m ²	494.67 SF
A1	THIRD LEVEL	29.48 m ²	317.33 SF
		120.35 m²	1295.45 SF
B	BASEMENT	33.06 m ²	355.81 SF
B	FIRST LEVEL	44.79 m ²	482.17 SF
B	SECOND LEVEL	38.52 m ²	414.67 SF
		116.37 m²	1252.65 SF
B1	BASEMENT	33.06 m ²	355.81 SF
B1	FIRST LEVEL	44.79 m ²	482.17 SF
B1	SECOND LEVEL	38.52 m ²	414.67 SF
		116.37 m²	1252.65 SF
C	FIRST LEVEL	37.36 m ²	402.17 SF
C	SECOND LEVEL	23.26 m ²	250.33 SF
		60.62 m²	652.50 SF
M1	BASEMENT	35.34 m ²	380.41 SF
		35.34 m²	380.41 SF

PROJECT DATA

CIVIC ADDRESS: 802 & 806 8TH ST AND 809 8TH AVE, NEW WESTMINSTER, BC

LEGAL DESCRIPTION: 802 EIGHTH ST: LOT 18, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13
806 EIGHTH ST: LOT 17, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13
809 EIGHTH AVE: LOT 19, NEW WEST DISTRICT, PLAN NWP2620 SUBURBAN BLOCK 12, OF LOT 4 OF LOT 13

ZONING BYLAW: 6680, 2001 (CONSOLIDATED DECEMBER 3, 2018)

CURRENT ZONING: NR-2 (NEIGHBOURHOOD SINGLE DETACHED RESIDENTIAL DISTRICTS)

OFFICIAL COMMUNITY PLAN BYLAW No. 7929, 2017:
AREA DESIGNATION: RT (RESIDENTIAL - INFILL TOWNHOUSE)

PROPOSAL: TO DEVELOP 14, 2.5 STOREY TOWNHOME UNITS, 2 GARDEN FLATS, 2 ADAPABLE STUDIOS. DISTRIBUTED IN 4
*BUILDING 1 AND 2 ARE STREET ORIENTED
*BUILDING 3 AND 4 ARE COURTYARD ORIENTED

NOTES: *HYBRID CONFIGURATION BASED ON THE DEVELOPMENT PERMIT AREA 1.3 WITHIN THE OCP BYLAW No. 7929, 2017

LOT AREA AREA: *1880.68m² (20243.51SF)
NOTES: *AFTER LAND ASSEMBLY

DENSITY:
FSR: BASEMENT: PERMITTED: 0.15 PROPOSED: 0.15
ABOVE GRADE: PERMITTED: 0.85 PROPOSED: 0.85
TOTAL FSR: PERMITTED: 1.00 PROPOSED: 1.00

GFA:
BASEMENT: PERMITTED: 282.10m² (3036.56SF) PROPOSED: 277.90m² (2991.31SF)
ABOVE GRADE: PERMITTED: 1598.58m² (17206.95SF) PROPOSED: 1602.68m² (17251.07SF)
TOTAL GFA: PERMITTED: 1880.68m² (20243.51SF) PROPOSED: 1880.58m² (20242.38SF)

HEIGHT DATUM: 91.44m (299.99')

BUILDING HEIGHT: PERMITTED: 10.67m (35FT) PROPOSED: 10.67m (35FT)

SITE COVERAGE: PERMITTED: N/A PROPOSED: 38.17%

BUILDING SETBACKS (BASED ON THE DPA 1.3, OCP BYLAW No. 7929, 2017):
FRONT: PERMITTED: 4.27m (14FT) PROPOSED: 4.27m (14FT)
FRONT (INT. END): PERMITTED: 5.79m (19FT) PROPOSED: 5.79m (19FT)
REAR: PERMITTED: 7.62m (25FT) PROPOSED: 8.02m (26.31FT)
SIDE (NORTH): PERMITTED: 1.83m (6FT) PROPOSED: 2.67m (8.76FT)
SIDE (SOUTH): PERMITTED: 1.83m (6FT) PROPOSED: 4.13m (13.56FT)
SIDE (FLANKING ST.): PERMITTED: 1.83m (6FT) PROPOSED: 1.83m (6FT)
BLDG. SEPARATION: PERMITTED: 8.53m (28FT) PROPOSED: 8.53m (28FT)

MAX. BLDG. LENGTH: PERMITTED: 38.10m (125FT) PROPOSED: 20.88m (68.5FT)

PARKING CALCULATION:
PARKING: REQUIRED: 1/DU=1x14 =**14 PROPOSED: 15
PARKING (VISITORS): REQUIRED: 0.1/DU=0.1x14 =1 PROPOSED: *1
TOTAL: REQUIRED: =15 PROPOSED: ***16

NOTES: *THIS PARKING STALL IS ACCESSIBLE PER 100.150.72. ASSIGNED FOR VISITORS
**TWO UNITS ARE "ADAPTABLE STUDIOS", NOT CONSIDERED IN CALCULATIONS
***TWO UNITS ARE "GARDEN APARTMENTS", NOT CONSIDERED IN CALCULATIONS
****COMPACT PARKING STALLS ALLOWED = 30% = 18*0.30=5, TOTAL PROVIDED = 4

BICYCLE PARKING: REQUIRED: 1.25/DU=1.25x**16=20 PROPOSED: 20
NOTES: **TWO ADDTL UNITS ARE "ADAPTABLE STUDIO UNITS", NOT CONSIDERED IN CALCULATIONS

UNIT COUNT:

TYPE	No. BEDROOMS	QTY	%	NOTES
A	3	7	38.89%	
A1	3	1	05.56%	
B	3	5	27.77%	
B1	3	1	05.56%	
C	1.5	2	11.11%	GARDEN APARTMENTS
*M1	STUDIO	2	11.11%	ADAPTABLE STUDIOS
		18	100.00%	

NOTES: * LOCATED IN BASEMENT, UNDER UNIT TYPE C

AUGUST 9, 2019

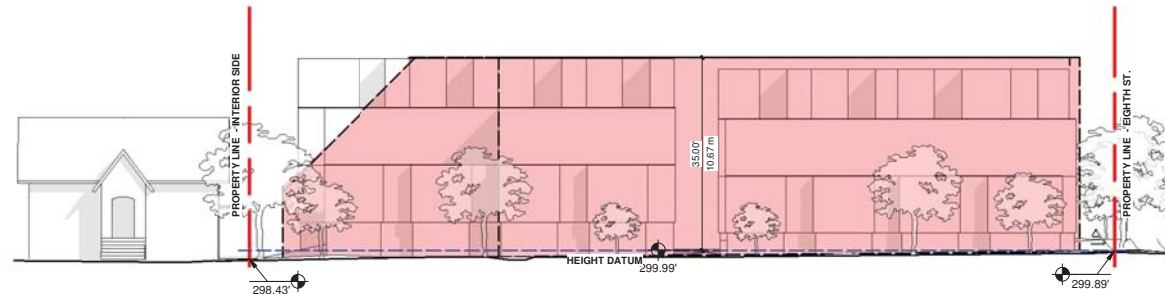
802 & 806 8TH ST, 809 8TH AVE, NEW WESTMINSTER

GRIMWOOD
2.0

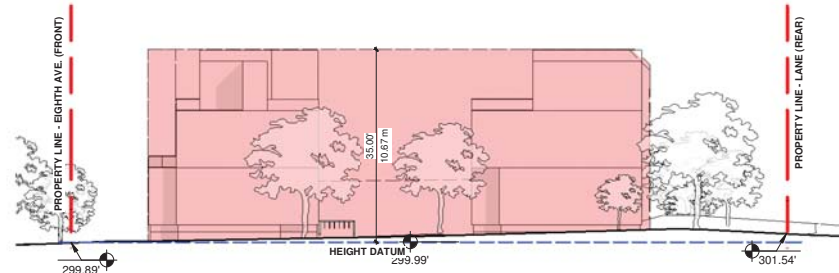
PRELIMINARY SET



① NORTH ELEVATION
1/16" = 1'-0"



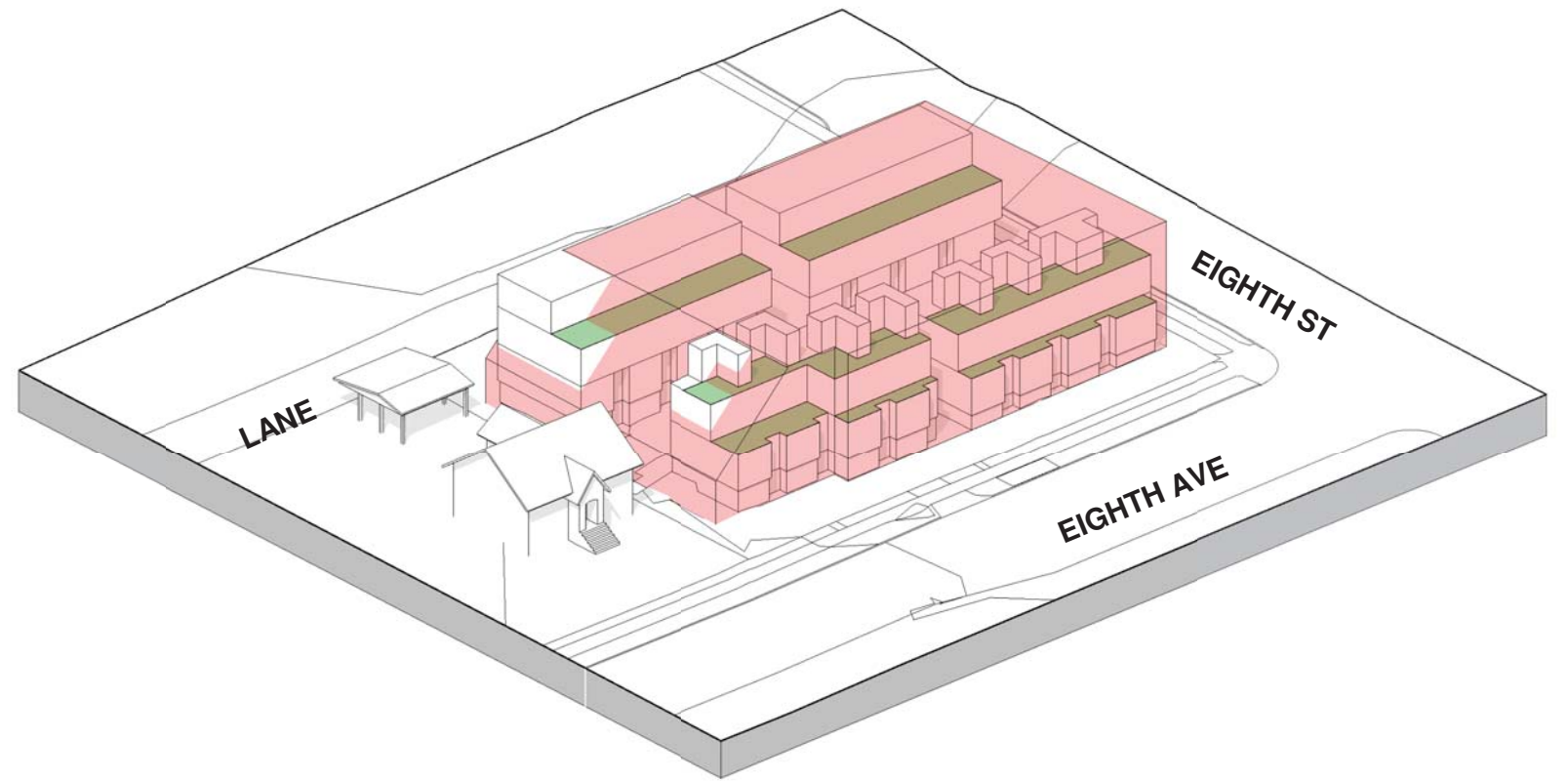
② SOUTH ELEVATION
1/16" = 1'-0"



③ EAST ELEVATION
1/16" = 1'-0"



④ WEST ELEVATION
1/16" = 1'-0"



⑤ BUILDING ENVELOPE AXONOMETRIC