

Attachment 3  
*Applicant's Design  
Rationale*

# GRIMWOOD

Architecture + Urban Design

**Project Name:** Keary Street Townhomes

**Project Address:** 337 & 339 Keary Street. New Westminster, BC

**Date:** 2021.12.17

## DESIGN RATIONALE

Sapperton Heights Holdings Inc. is proposing to redevelop 2 lots along Keary Street, which currently contain two older single-family homes, with a 9-unit townhouse project. The proposed townhouse units are all of three-bedroom configuration.

## PROJECT DESCRIPTION AND DESIGN RATIONALE

The 9-townhomes will be contained in two buildings. One building will front Keary Street and one will sit behind a central drive aisle/courtyard.

Buildings facing Keary Street will be 2.5 storey's in height, while the units behind will be 3 storey's above grade. All units will have private and usable outdoor space. Along the Keary frontage is a landscaped front yard that incorporates a classic 'stoop' condition that activates the street condition, puts eyes on the street and provides a buffer from traffic. The rear town homes have generous elevated decks on the rear that connect directly from the main level living space.

## SITE CONSTRAINTS

It is our understanding the intent of the RT Townhouse Rowhouse guideline has to do with the perception of scale and sensitive integration into existing single-family neighbourhoods. The requirement of having 0.75 FSR above grade and 0.15 below grading ensures the impact of the built form to the surrounding single family homes is minimized, as the units are substantially pushed into the ground.

There are several constraints unique to this site that make meeting these requirements challenging:

Because the site is without access from a lane on the north, vehicle access must come directly off Keary Street. Due to the size and scale of the site an underground parkade is not economically feasible, therefore we must utilize slab on grade construction. With this type of construction the elevation of the lower floor level is tied directly to the elevation of the garages, which are in turn set by the elevation of the central drive aisle. Driveway grades have been designed to a minimum elevation so the buildings can sit as low as possible on the site while meeting the Overland flow path requirement. We are thereby limited in our ability to sink the units further into the site, which precludes us from qualifying our lower level as 'basement' as per the CNW definition. We are therefore request that we proceed with the application under a CD zone and have more of our allowable FSR 'above grade'.

In an effort to meet the intent of the RT guidelines we have manipulated the built form so as to minimize the impact to the single family homes to the east and west. 3 storey units are located on the west 'high' side of the site, pushed down as low as possible and buried into the high side of the site. The resultant elevation on the west property line is a 2 storey elevation. As the site falls dramatically to the east, we introduced a 2 storey unit on south-east corner, to present a similar 2 storey elevation and successfully transition to the single family home to the east.

## FORM + CHARACTER

### (a) Building Materials

- We've proposed an elevated material palette that is residential in character (Walls: Brick / horizontal siding, cementitious panels. Roof: Asphalt Shingle. Windows: Vinyl, Softs: Natural Wood);
- Exposed concrete to be concealed with landscaping.

### (b) BUILDING COLOURS

- Proposed colours reflect a common palette of muted grey and white exterior, with accented front doors and windows.

### (c) COMPATIBLE ELEVATIONS AND TRANSITIONS

- All building faces visible from adjacent streets have been designed to compliment the existing elevations of adjacent properties.
- All homes are ground oriented with individual front entries that are clearly defined.
- Front facing doors along Keary will contribute to the enhancement and increased activity along this street.

### (d) FACADES

- Each unit is clearly legible and delineated as a private home providing articulation across the main elevation.

### (e) ROOF LINES

- Proposed roof lines are complimentary to existing character nature of the neighbourhood.

### (f) NATURAL SYSTEMS

- All units have large and operational windows at fronts and backs of homes which will allow for improved internal ventilation and natural light penetration. Where possible, windows were also included on sides of building to further increase the light and air circulation.

#### (g) PARKING AREAS

- Private off-street parking is provided in private at-grade garages accessed from a central driveway.
- Visitor parking area will be clearly marked as visitor parking.

#### (h) UTILITY AND GARBAGE AREAS

- Garbage/Recycling containers will be provided in a designated screened enclosure
- Individual hot water utility rooms will be inside each home;

#### NEIGHBOURHOOD CHARACTER

- The proposed design offers a gentle, yet defined transition from the adjacent residential lot and complements the surrounding community amenities
- The proposed design echoes the existing materials and character of the neighbourhood;
- The ratio of windows/doors to solid wall is compatible with existing buildings in the neighbourhood;
- Lighting features will include porch lights, lights in private outdoor areas and path lighting.

#### LANDSCAPING

- All areas not covered by hard surface will be landscaped;
- Landscaping will reflect local planting species;
- Landscaping will be used to enhance separation of public and private spaces.

#### LIVABILITY

- The buildings have been designed to minimize shadow impacts on adjacent sites with use of gable roof forms which allow light to filter through between gables roofs;
- Light penetration has been maximized by offering large and operational windows along front and rear of units and providing side windows where possible;
- All units will contain a private front yard and a private rear deck
- Bicycle storage will be provided inside private garages.

#### ENVIRONMENTAL

The immediate environmental benefit this project offers, will be the replacement of two existing houses that have extremely poor energy performance.

As mentioned, the site is close to major public transportation routes. This minimizes the need for dependency on cars and encourages walking to a wide range of essential amenities. Landscaping has been designed to allow for the retention of storm water on site to redistribute to local ground water or to compliment landscape irrigation. Light pollution is minimal because the development is compact.

## AFFORDABILITY

Multiple families can be accommodated in three-bedroom townhomes at a price which is significantly lower than buying single family homes in the area. 9 families have the opportunity to own where currently only two families can be accommodated. Multi-family developments also help reduce the cost of living by splitting the costs of maintaining the land and buildings.

## CPTED

Crime prevention has been accommodated with well-lit open side yards and spaces. Yards are open and landscaped with low vegetation to minimize opportunities to be undetected by residents. Another strength of this proposal, is its close proximity to shops and services. This includes, major public transit, close proximity to shopping, close proximity to public services, including the Hospital, Police, Ambulance, Fire services, Elementary and High Schools, and City Hall.

## VARIANCES

Due to the lack of rear lane access we have no choice but to provide vehicle access/driveway off Keary Street and access units through a central drive aisle. This creates significant spatial constraints on the site and we would request relaxations in the following areas:

- Height envelope on the west property line of approx. 3'-10.5".
- Rear yard setback.

## FAMILY-FRIENDLY HOUSING POLICY

The project seeks to provide a variety of townhouse sizes including (9) three bedroom townhomes.

The townhomes will feature exclusive outdoor space at grade, spacious decks, both juliette and walk out balconies.

The complex will encircle a central drive aisle which will double as a communal social area/courtyard.

## SITE CHARACTERISTICS

The site sits between Richmond Street to the west and East Columbia to the east, with an 11.7 ft fall in grade to the east.

Access to the site is from Keary St only (there is no lane access)

Two single family homes currently occupy the lots. of which were assessed to have little heritage value and approved for demolition by the Heritage Advisory Committee.

## PROJECT DETAILS

ZONING: Proposed: CD referencing infill townhouse and rowhouse residential districts. Existing: RS-1

LOT AREA: 1,606.9sm (17,296sf)

LOT COVERAGE: proposed 36.6% (6,328sf)

TOTAL FSR INCLUSIVE OF BASEMENT:

allowed: 1.01

proposed: 1,621.1sm (17,449.4sf)

TOTAL FSR EXCLUDING BASEMENT:

allowed 0.85

proposed 1,413.0sm (15,209.4sf) 0.88

## BUILDING SETBACKS:

NORTH:

allowed 7.62m (25.0ft)

proposed 5.12m (16.8ft)

EAST:

allowed 1.83m (6.0ft)

proposed 5.46m (17.9ft)

WEST:

allowed 1.83m (6.0ft)

proposed 3.56m (11.7ft)

SOUTH (KEARY ST):

allowed 4.27m (14.0ft)  
proposed 4.27m (14.0ft)

SOUTH (END UNIT):

allowed 5.79m (19.0ft)  
proposed 4.27m (14.0ft)

BUILDING HEIGHT:

building 1: 10.67m (35.0ft)  
proposed 10.34 m (33.9ft)  
building 2: 10.67m (35.0ft)  
proposed 10.48m (34.4ft)

-PARKING:

3+ BED (1.0/ UNIT)

required: 9 (1.0 x 9) 9  
proposed: 9

VISITOR

required (0.1/ unit) 1 (0.1 x 9)  
proposed 1

TOTAL PARKING

required 10  
proposed 10

EV (ENERGIZED

required 9  
proposed 9

BICYCLE PARKING:

LONG TERM (1.25/ UNIT)

required 12 (1.25 x 9)  
proposed 12

SHORT TERM

proposed 6

RECYCLING: 3 - 360 litre bins

GARBAGE: 1 - 3 cubic yard bin

FOOD SCRAPS:1-240L BIN