1365 WEST 12TH

Rezoning Application Package

October 2022



1343153
BC Ltd.

URBAN STRATEGIES INC .

Sea to Sky architecture inc.

Step One Mobility
Planning and Engineering

CIMA+

Proponent/Property Owner

1343153 BC Ltd.

Applicant

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The applicant team acknowledges that we are working on the traditional, ancestral, and unceded territory of the Coast Salish peoples, including the territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. The team is committed to creating opportunities for this project to contribute to the goal of Reconciliation.

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1.0 INTRODUCTION

1.1 Overview

Urban Strategies Inc. has been retained by 1343153 BC Ltd. (“the Proponent”) to prepare a rezoning application package for 1365 West 12th Avenue (“the site”) for submission to the City of Vancouver. The Proponent also retained the services of David Wong | Sea to Sky Architecture to prepare architectural massing concepts, CIMA+ to prepare landscape architectural concepts, preliminary rainwater management plan, climate resiliency assessment report, and the tree inventory report, and Step One Mobility to prepare transportation demand management and engineering concepts.

1365 West 12th Avenue

A twenty (20) storey, 7562 sqm (81,396.7 sq ft), and 6.5 FSR mixed-use rental residential building is proposed for 1365 West 12th Avenue. The building is located on a 1,162 sqm (12,506 sq ft) site on the north side of West 12th Avenue between Hemlock Street and Birch Street in the vibrant South Granville neighbourhood. The proposed design includes 116 secured rental units, 23 of which will be reserved for below-market housing. A range of studio, 1, 2, and 3-bedroom homes are proposed, with 58% of units being family-friendly 2- and 3-bedroom homes. The proposed unit yield will be as follows:

Studio: 14 homes
1-bedroom: 34 homes
2-bedroom: 56 homes
3-bedroom: 12 homes

On level 2, there is a proposed 553 sqm (5952.4 sq ft) of shared indoor resident amenity space with access to an accessible landscaped outdoor resident garden. On level 20, a 358 sqm (3853.48 sq ft)shared indoor amenity space will be accessible to residents and offer expansive north-facing views of the city and mountains. The total proposed indoor resident amenity space in the building amounts to 911 sqm (9805.9 sq ft).

The proposed building will also have a highly animated ground plane and floating patio on its West 12th Avenue frontage with new local population-serving retail uses.

The proposed development is responsive to the affordability crisis and the duty of new buildings in highly transit- and cycling-friendly locations to take concrete steps to foster less car-dependency and advance climate resiliency. South Granville Station on the under-construction Broadway Subway extension of the SkyTrain Millennium Line is less than 400 metres away, along with frequent bus routes on Granville Street and Broadway. The city’s premier cross-town designated bicycle route, 10th Avenue, is only two blocks away. To encourage commuter cycling, the majority of the building’s secure bike parking is located on the ground floor with easy access to the rear laneway. Underground parking, with knock-out panels to facilitate future redevelopment of adjacent properties, is provided but limited in quantity to approximately one space for every two rental homes.









Tree Retention

Deodara Cedar, although not a native B.C. species, is primarily valued for its characteristic graceful tiered growth habit. With attractive silvery blue needles throughout winter, C. deodara is a much respected tree in its endemic Himalayan range, and is used in Ayurvedic medicine. Our two trees are worth protecting and are expected to live to a ripe old age of at least 100 years or more– a heritage tree for future generations.

In an effort to provide a best response to saving and maintaining the two Deodara cedars, its tree roots will see its interface to the proposed building’s foundation (and below grade parking) footprint follow the extent of the existing building’s south foundation wall location. This is to minimize disturbance of the cedars’ root system. To accommodate this, the design of the new building will have its main structure shifted northwards, away from the cedars, resulting in a good front yard setback.

Although Deodara cedar trees are very drought resistant, the landscape surface treatment will be designed as to not create additional stress on its roots. The main entry path and semi-public patio seating area will be suspended in an effort to prevent compaction of the soil. In addition, this suspended surface will be constructed of a permeable material so that water may readily reach the cedars’ roots.

1.2 Project Team

The 1365 West 12th Avenue Rezoning Application has been prepared by an accomplished team convened by the Proponent and Property Owner 134153 BC Ltd..

Proponent/Property Owner: 1343153 BC Ltd.

Applicant: Urban Strategies Inc.

Urban Strategies is one of Canada's largest and most respected planning and urban design companies. Founded in 1986, we are a group of 80+ creative, collaborative professionals, led by our 16 Partners, 4 Principals and supported by a complement of Associates, Planners, Urban Designers and specialized staff.

Headquartered in Toronto, Ontario with offices in Vancouver and Hamilton, our practice is exclusively focused on Urban Design, Planning and Engagement. We embrace the complexity of working in urban environments through a comprehensive, interdisciplinary approach. We have extensive experience providing comprehensive planning and urban design in some of the most prominent and challenging projects in the major cities of the world. Many public institutions and private developers select Urban Strategies to provide planning and urban design services for complex public/private mixed-use redevelopment projects. Over the past 35 years, we have been recognized with over 100 awards from industry institutions.

Architecture: David Wong | Sea to Sky Architecture

David Wong | Sea to Sky Architecture is based on the westcoast of Canada. Its predecessor office was established in Singapore, and had received awards and recognition for commercial, residential and resort projects throughout various international locations. SSA is also proud to have designed one of metro Vancouver's first LEED Gold buildings.

SSA embrace an interdisciplinary approach to preparing creative solutions. Much of our work is inspired by our respect for Nature. It is Nature who is the expert at optimization and energy efficiency. We encourage the use of natural concepts and energy efficient solutions for healthy and comfortable living– results that do not rely on large budgets, nor solely on technology. We look forward to sharing knowledge and collaborating with partners who share our passion for natural systems and a deep respect for our environment.

Transportation & Engineering: Step One Mobility

Step One Mobility Planning and Engineering is focused on the intersection of transportation with land use and development. Step One offers a range of transportation planning and engineering services to private and public sector clients. We help municipalities create people centered transportation policies, projects and plans, and help landowners, developers and communities understand the mobility opportunities and requirements of projects.

Landscape Architecture: CIMA+

At CIMA+, our landscape architects work regularly in multidisciplinary teams to address client needs on a diverse range of projects, each of varying scales and complexities.

We make communities strong and resilient by planning for the future, considering the past, and adapting to local needs and values. Through sustainable development, we create distinctive spaces that make neighborhoods liveable by connecting people with human spaces that sustain a high quality of life and encourage healthy lifestyles for all ages and ability levels.

1343153 BC Ltd.

URBAN STRATEGIES INC

Sea to Sky architecture inc.

Step One Mobility Planning and Engineering

CIMA+

2.1 Project Overview

This rezoning application is submitted in support of a development proposal for a twenty (20) storey mixed-use residential building. 116 secured rental homes are proposed, 20% of residential floor area (23 units) will be secured below-market rental, including 19 direct replacement units for those currently on site. A total of 911 sqm (9805.9 sq ft) of indoor resident amenity space will be provided in the podium and on level 20. 211 sqm (2271.19 sq ft) of retail space is proposed at grade to activate the West 12th Avenue Frontage. The building gross floor area is 12557 sqm (81,396.7 sq ft), net floor area is 7562 sqm (81,396.7 sq ft), and FSR is 6.5.

The proposed point tower form of development is appropriate for this location and reflects established precedent for the neighbourhood and the policy objectives of the Council-approved area-specific Broadway Plan, the city-wide Vancouver Plan, and numerous community-supportive and climate change-adaptive policies.

Committed to housing affordability:

- 100% Secured Rental Tower – mix of below-market and market rental
- Existing rental building has 19 units – to be replaced within new building with a tenant relocation and compensation plan
- Below-market rentals - 23 below-market units are proposed, fulfilling 20% below-market housing for households earning under $80,000 per year requirement for proposed height and density

Contributing to a 15-minute community by offering services useful to residents

- Retail opportunities at grade to activate the West 12th Avenue frontage
- Create additional below-marke and and market rental housing opportunities closer to the Granville Street shopping corridor

Amenities that make Fairview a more complete community

- Rental housing replacement and augmentation
- Affordability of housing through secured rental agreement
- Active frontages and services for residents
- Mitigate climate change and increase resilience through on-site water strategies

Collective mobility and active transportation

- Transportation Demand Management strategy to reduce reliance on private vehicles, and reduce the amount of on-site parking
- Reduced parking structure to lower embodied carbon over conventional approaches.
- Encourage residents to move around the city using active modes, shared mobility networks, and especially local and regional rapid transit



Figure 1. Development concept and contextual neighbourhoood massing

2.2 Rezoning Rationale

Design Rationale

The proposed massing of the 20-storey building is comprised of a 2-storey podium base that reflects the low-rise development forms abutting the site and contains retail and residential amenity uses, and an 18-storey tower element containing residential rental homes and amenity uses. Building uses at-grade include demisable commercial retail unit frontage and access to a breezeway leading to the residential building entrance. Generous landscaping on West 12th Avenue includes a floating patio space for the retail units, street trees that will create a pleasant pedestrian environment and compliment the established rhythm of residential building entrances and mature street trees that define the West 12th Avenue corridor. A tree retention strategy has been put into place to preserve the two existing Cedrus deodara at the front of the property during construction, and to ensure their continued health post construction. The strategy was designed to maintain the green and leafy character of the Fairview neighbourhood that enhances the pedestrian experience. The building design allows for the preservation of both existing trees and root systems that exist underneath the permeable surfaces on the property. The proposed floating permeable slab walkway on the frontage was designed to avoid disturbance to the existing roots system. Residential amenity uses is proposed on the north side of the second level of the podium and includes access to outdoor amenity space.

The proposal achieves appropriate front and side yard setbacks, and a rear laneway setback of 1.5 metres to the podium to facilitate the proposed form of development on a compact site, and exceeds minimum tower separation distance from existing towers on the block. 6 metres of rear yard setback (property line to face of the tower) is achieved. This meets the 4.57-6.1 metre (15-20 foot) rear yard setback required by staff comments of September 1, 2023. It also achieves the objectives of Broadway Plan policy 11.4.10. The podium setback from the lane is 1.4 metre (4’5” feet). The side-yard setback on the east side is 2.6 metres and 2.4 metres on the west side.

The topography of the site slopes slightly down from the southeast to northwest across the site and it is unencumbered by view cones. The proposed form of development has regard for the area-specific built form policies of the Broadway Plan, including maximum building heights of 20-storeys. It achieves appropriate front and side yard setbacks, and exceeds minimum tower separation distance from existing towers on the block.

The proposed form of development and tower placement meet tower separation requirements and also preserve the development capacity of abutting and neigbouring parcels on the block. This includes potential future development of future low- or mid-rise redevelopment of abutting parcels fronting West 12th Avenue through the provision of underground parking garage knock-out panels and shared access to the laneway via the building’s underground parking driveway ramp. The descending slope across the site to the laneway will allow access to the P1 level with minimal sloping while maximizing the efficient use of the ground level of the building and limiting the vertical expression of the podium to the laneway and parcels to the north.

The vertical expression of the proposed building will be consistent with, and complimentary to the established architectural vernacular of residential towers on West 12th Avenue. At level 13 the tower steps inward to provide a more slender tower form through to level 19. The residential amenity penthouse level steps further inward with a final stepback for the mechanical penthouse. This proposed tapering tower massing and vertical expression maximizes tower separation.

This proposed tapering tower massing and vertical expression maximizes tower separation distances and sunlight access to neighbouring properties while creating the efficient residential floorplates required for a 100% secured rental building incorporating a substantial below-market housing program.

Community Benefits

The proposed building will replace the 19 existing rental units on the site with 116 secured rental homes, of which 20% (23 units) will be below-market rentals. Of the 116 secured rental units, 58% will be family-friendly two- and three-bedroom homes. This aligns with the objective of the Broadway Plan to increase supply of rental and non-market rental housing.

The location of the site and number of secured rental units that can be realized through the proposed form of development will increase the number of people who are able to live in this established and centrally located neighbourhood and enjoy the benefits of living within walking, cycling, and transit distance of a large number of employment, retail, healthcare, and education options. Of particular significance to personal mobility, the site is located less than 400 meters from the future SkyTrain South Granville Station, currently under construction, and only two blocks from the 10th Avenue Bike Route, which is currently receiving significant upgrades at key points along its length between Trafalgar Street and Victoria Drive.

The proposed building will introduce community-serving retail space on West 12th Avenue, advancing a longer-term objective of the Broadway Plan to foster small-scale retail activity in suitable locations away from Broadway.

Rezoning Rationale

A rezoning is required to realize the proposed land uses and form of development that will yield the positive community benefit of increasing the number of secure rental units, including 20% of units being below-market rates, non-profit office space, and small-scale community-serving retail. The requested CD-1 zoning is required to realize the proposed development program due to the built form constraints of the current RM-3 zoning.

The current City of Vancouver Zoning and Development By-law (January 1, 2024) defines the permitted uses, built form requirements, and limits for buildings in the RM-3 district schedule.

Under the RM-3 zoning schedule, section 2.1 Outright and Conditional Approval Uses, the proposed community-serving retail use at grade fronting West 12th Avenue would not be permitted because only Farmers’ Market, Neighbourhood Grocery Store, and Public Bike Share are defined as conditional retail uses.

With respect to built form, RM-3 zoning schedule section 4.3 Height and Length, subsection 4.3.1 speaks to maximum building height: *“On any site the maximum height of a building shall be 36.6 m, provided however, that where any portion or portions of a building extend above a height of 10.7 m, the maximum length of any such portion or portions combined shall in no case exceed an amount equal to 25 percent of the sum of the average depth of the site and the average width of the site.”* The proposed 20-storey building is 61.7m (202 ft) in height, including mechanical penthouse. This height is permitted for this location under the Broadway Plan, however it exceeds the maximum building height of the RM-3 zone.

With respect to setbacks, the RM-3 district schedule section 4.4 Front Yard, subsection 4.4.1 speaks to the minimum front yard setback: *“A front yard with a minimum depth of 6.1 m shall be provided.”* 4.6 Rear Yard, subsection 4.6.1 speaks to the required rear yard setback: “A rear yard with a minimum depth of 10.7 m shall be provided, except that where the rear of the site abuts a lane, this required minimum depth shall be decreased by the lane width between the rear property line and the ultimate centre line of the lane.”

To maintain a green and leafy street character, and to protect the two large trees in the front yard, the proposed building retains the existing building's front yard setback of 6.1 metres (20 feet), which exceeds the Broadway Plan's minimum front setback of 3.7 metres (12.2 feet). However, this results in the overall tower shifting north on the site, reducing the rear yard setback to 1.5 metres (4.9 feet), which still retains adequate access and privacy along the laneway.

2.6 metres (8.5 feet) of east side yard setback and 2.4 metres (7.9 feet) of west yard setback are achieved. This meets/exceeds the minimum 2.4 metre side yard setback requirement of Broadway Plan policy 11.4.9.

In conclusion, the proposed building’s height and density are supported by the Broadway Plan but significantly exceed what is permitted by current zoning therefore, warranting a rezoning to a more appropriate CD-1 zone.

2.3 Project Statistics

Rezoning of the site to Comprehensive Development (CD-1) would support the development of the proposed twenty (20) storey, 66.9m (222 ft) tall mixed-use residential building, with 7,569 sqm (81,480 sqft) net GFA, 6.5 FSR, and 100% secured rental residential uses, including 20% below-market and community-service retail.

Civic Address	1365 West 12th Avenue Vancouver, BC
Legal Description	LOT 18 BLOCK 392 PLAN VAP1276 DISTRICT LOT 526 NEW WESTMINSTER LOT 17, BLOCK 392, PLAN VAP1276, DISTRICT LOT 526, NEW WESTMINSTER LAND DISTRICT. PID(s): 006267351 & 006267408
Zoning	Current - RM-3 Multiple Dwelling Proposed - CD-1 Comprehensive Development
Site Area	1,162 sqm (12,507 sqft)
Site Frontage	West 12th Avenue - 6.1 m (20 feet)
Density (FSR)	Broadway Plan - 6.5 Proposed - 6.5
Target Floor Area	GFA - 12557 sqm (135,162.4 sq ft) Net GFA for FSR calculations - 7562 sqm (81,396.7 sq ft)
Height	Broadway Plan - 20 storeys (with 45.7m [150 ft] frontage) Proposed: 20 storeys (with 30.5m [100 ft] frontage)
Existing Use	Low-rise rental apartment building
Permitted Uses	Medium density multiple dwelling Residential Various Cultural and Recreation, Institutional, Parking, Retail, and Service uses
Proposed Use	General office Multiple Dwelling - Secured Market Rental Housing Neighbourhood Grocery Store Retail Store

2.4 Site Context

The subject site address is 1365 West 12th Avenue. The site is located on the north side of the block with frontages on West 12th Avenue and an east-west laneway connecting Hemlock Street to the west and Birch Street to the east. The site is located approximately one block to the east of Granville Street and three blocks south of West Broadway Avenue, the primary north-south and east-west arterials in the vicinity, respectively. Both these major streets have continuous retail uses at grade, along with a variety of additional comemrcial uses, primarily office, at and above grade. A significant cultural asset, the Arts Club Theatre Company Stanley Industrial Alliance Stage, is located nearby on the east side of Granville Street between West 11th and West 12th Avenues.



Figure 2. Site location - aerial photography

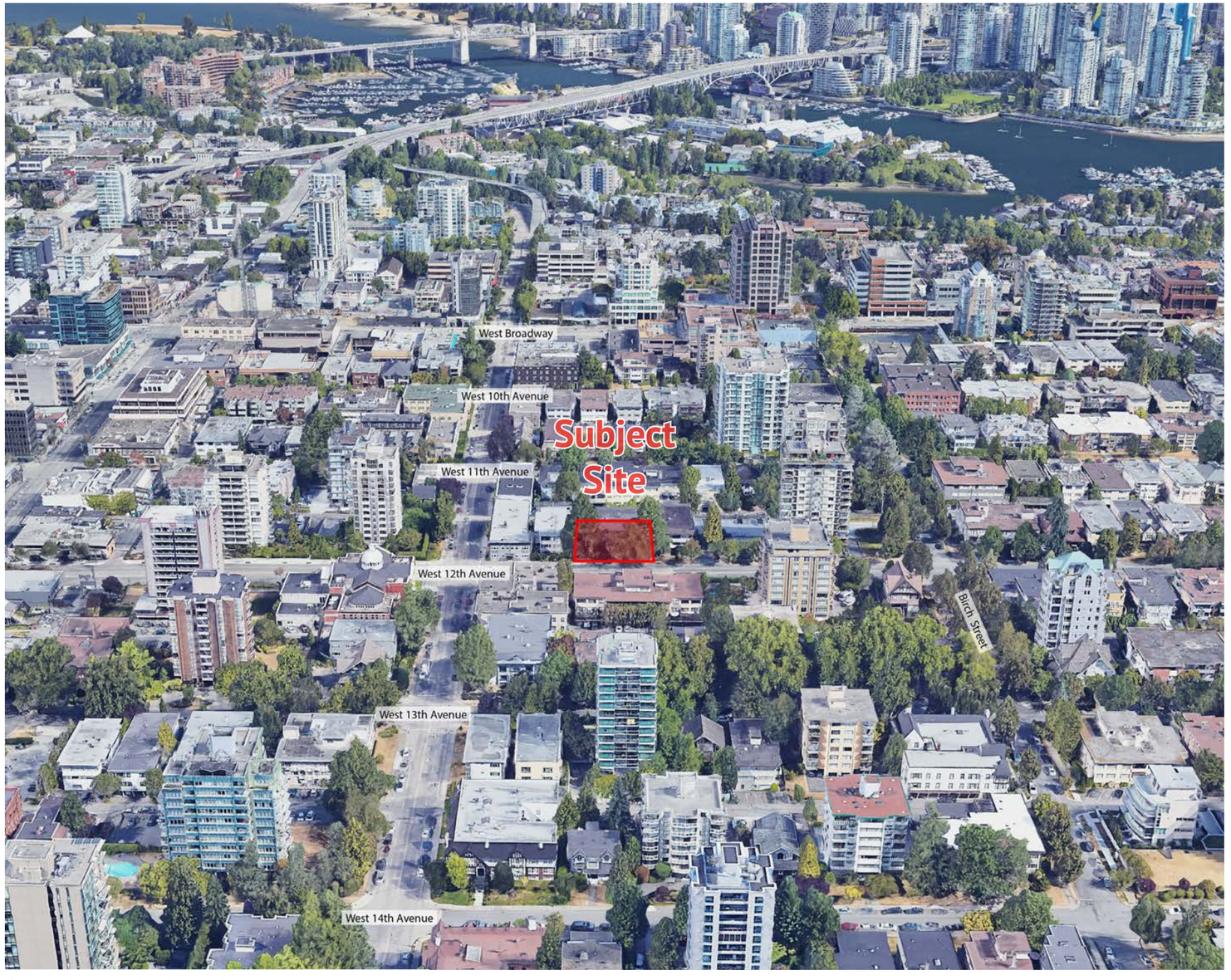


Figure 3. Site location - Google Earth contextual image

2.5 City Context

The site is located in the Broadway Plan corridor, in the Fairview neighbourhood, one block east of Granville Street, three blocks south of Broadway, and three blocks west of Vancouver General Hospital. Apartment buildings have been the predominant form of housing in Fairview for decades, with a mix of aging low-rise apartments and high-rise tower forms.

On the same block two concrete high-rise developments date from the late nineteen-nineties and similar forms can be found to the south across West 12th Avenue and on many of the blocks to the north and west.

High-rise intensification continues to grow within the area in response to existing and planned major transit infrastructure and supportive planning policy. The site is within walking distance of the planned Granville subway station as a part of the Broadway Subway extension and existing frequent RapidBus service along Broadway and the Frequent Transit Network, including NightBus service on Granville Street.

The site is rectangular, deeper than it is wide, and 1,162.2 sqm (12,507 sqft) in area with a 30.5 m frontage on West 12th Avenue, and a depth of 38.3 metres.

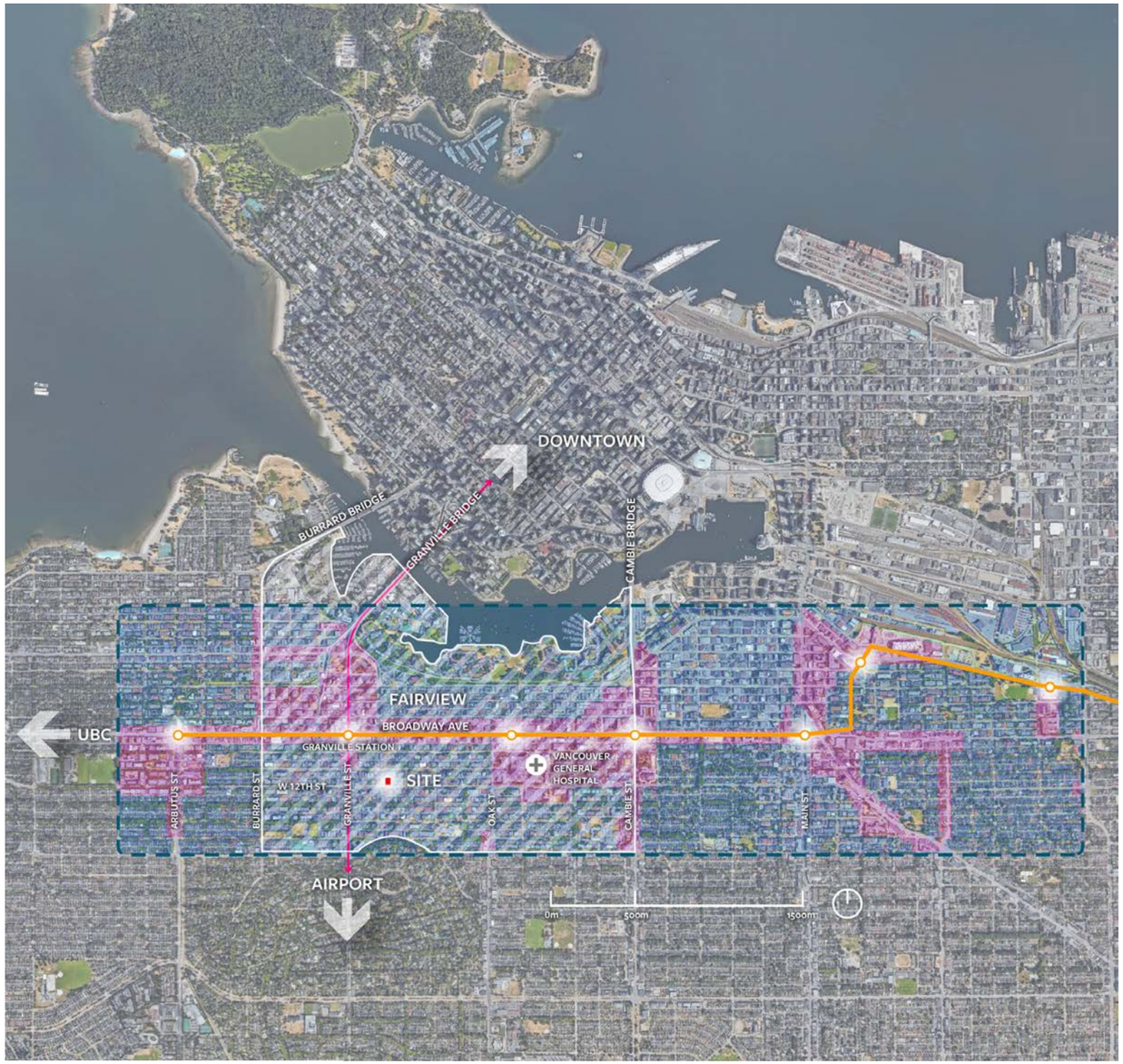


Figure 4. Vancouver Metro Core context map

2.6 Zoning Context

The site is located in the the City of Vancouver in the Fairview neighbourhood, just to the south of the Broadway Corridor and to the east of the South Granville commercial village. The zoning context for the site reflects the historic roles of these two commercial streets and their relationship to the established residential area interior to these corridors. All nearby properties on Granville Street and West Broadway possess commercial or comprehensive development zoning (proximate CD-1 zones are noted below). The site fronts West 12th Avenue, which functions as a quasi-arterial corridor that provides a high level of crosstown vehicular access, zoning along this street is residential, excluding intersections with commercial corridors like Granville Street.

Zoning in the Fairview area surrounding the site is predominantly RM3 District, which is intended to permit medium density residential development, including high-rise apartment buildings, and to secure a higher quality parking, open space and daylight access through floor area bonus incentives. Numerous low- and mid-rise apartments in the area predate modern zoning regulations and are non-conforming with the RM3 District and help provide the area with a diverse range of built character. The list of permitted uses is quite short, centred on low density one or two dwelling houses and Rooming Houses. Multiple unit dwellings are conditional use with many institutional uses also being among the conditional uses. Retail conditional uses are limited, as are Service uses.

Conditions for approval in the case of new multiple dwellings are the successful execution of a housing agreement to the satisfaction of Council for the one-to-one replacement of lost rental housing units and a tenant relocation plan. Additional conditions of approval are the provision of 35% of new dwellings being composed of two or more bedroom units in order to support a mix of residence types including units that can provide family-oriented housing.

Within the nearby zoning, bounded by Granville Street in the west, Broadway in the north, Vancouver General Hospital in the east and West 14th in the south, there are seven CD-1 Districts. Of the CD-1 sites,

- CD-1 (370) is on Granville Street and is for a Restaurant Class 1 and Theatre – this is the historic Heritage Class A-listed Arts Club Theatre Company Stanley Industrial Alliance Stage, which was extensively renovated and reopened in 1998
- CD-1 (253) is the combined Firehall No. 4 and Vancouver Public Library Firehall Branch.
- CD-1 (708) is a 28 storey, 248 unit, 99.24 m (325 ft) secured rental building
- CD-1 (618) is a 10 storey retail and office building
- CD-1 (196) was to allow the conversion of a historic residence to office uses
- CD-1 (170) is the historic conversion of a heritage building, the former Jewish Community Centre, to the BC Lung Foundation office use
- CD-1 (390) is The Compton strata condominium a 12 storey 36.6m (120 ft)

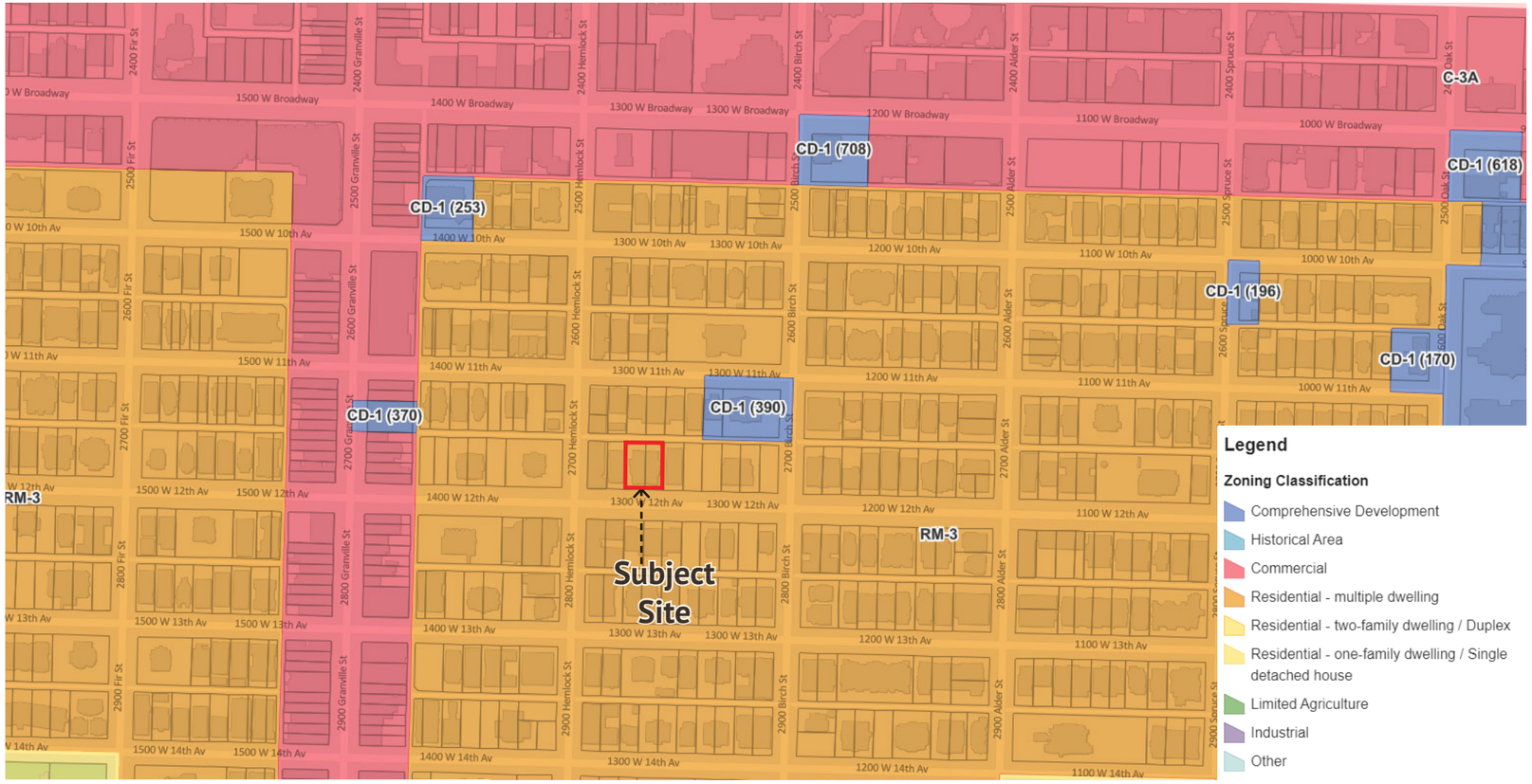


Figure 5. Zoning Context

2.7 Existing Conditions and Buildings

The site is located in the midst of an evolving residential neighbourhood that is defined by its large inventory multi-storey residential multi-family residential buildings that reflect the different building styles and physical forms of the 20th and early 21st century. The primary form of development is low-rise walk-up two- to four-storey apartment buildings, many of which date back to the early- to mid-20th century, but also represent the apartment building boom of the 1960s and 1970s. The neighbourhood also includes numerous mid-rise and lower-scale high-rise apartment towers and these were primarily built in the 1960s and early 70s, but recent infill development beginning in the late 1990s has added additional buildings of this scale to the area.

Where towers are found, they are typically one to two towers per block face, with some blocks containing up to four towers. Since the mid-1970s, development policies have been in place establishing minimum tower separation distances and this has led to an absence of tower crowding. Low- and mid-rise forms of development have historically not required substantial separation distances, resulting in closely separated or abutting walk-up apartment buildings.

There is a continuum of building condition in the area. Older walk-up apartment buildings from the first half of the 20th century, the majority of which were masonry construction, are generally in better apparent condition than those that were built during the apartment building boom period of the 1960s and 1970s, in which less expensive timber or aluminum siding, or stucco exterior materials were used. Many of these low-rise apartment buildings have reached or exceeded their end of life and are in a declining state of repair. The high-rise buildings built in the 1960s and early 1970s generally appear to be in good condition on account of their concrete construction.



Figure 6. Key Map - Bird's Eye View







Figure 8. Looking east down back alley



Figure 9. Looking west down back alley



Figure 11. Looking north down Hemlock St

2.8 Transportation Context

The subject site is located in the Fairview neighbourhood of Vancouver in a location that is highly walkable, well served by frequent and high quality public transit, and proximate to one of the primary cross-town designated cycling routes.

Public Transit

Bus service

- 9, 10, and 16 bus routes
- N9 and N10 night bus routes
- 99B-Line bus route

  This high-frequency, high-capacity 'BRT-light' bus service is the basis upon which Translink developed the 'RapidBus' service product. The 99B-Line will be modified to run between UBC and the western terminus of the SkyTrain Broadway Subway Extension when it is complete.

SkyTrain

- The SkyTrain Broadway Subway is currently under construction to extend the Millennium Line from its current western terminus at VCC-Clark Station (Great Northern Way and Clark Drive) to Arbutus Station (West Broadway and Arbutus Street), with an interchange station at Broadway-City Hall with the SkyTrain Canada Line. The subject site is located in walking distance of two stations:
  - **South Granville Station** is located at West Broadway and Granville Street, approximately 400 meters from the subject site.
  - **Oak-VGH Station** is located on West Broadway between Oak Street and Laurel Street, approximately 800 meters from the subject site.

Car Share

- Evo is Metro Vancouver's largest car share system, with the majority of cars located in the City of Vancouver. Cars can be obtained and parked in virtually all on-street parking areas, including free of charge in on-street pay parking areas, and in resident-only and permit-only parking areas on residential side streets.
- Several other car share programs can also be found operating in the area.

Cycling

- The subject site is located proximate to two designated bicycle routes:
  - **10th Avenue** is a major east-west designated bicycle route. It recently received extensive safety and accessibility improvements between Oak Street and Cambie Street in the Vancouver General Hospital precinct.
  - **Alder Street** is a short seven block designated bicycle route acting as a connector between the West 7th Avenue and 10th Avenue 'Off Broadway' designated bicycle routes and the 14th Avenue designated bicycle route.
- Mobi, Vancouver's public bike share system, has several large stations located nearby, including:
  - West Broadway and Granville Street
  - West 11th Avenue and Alder Street
  - West 14th Avenue and Alder Street, and at Granville Street

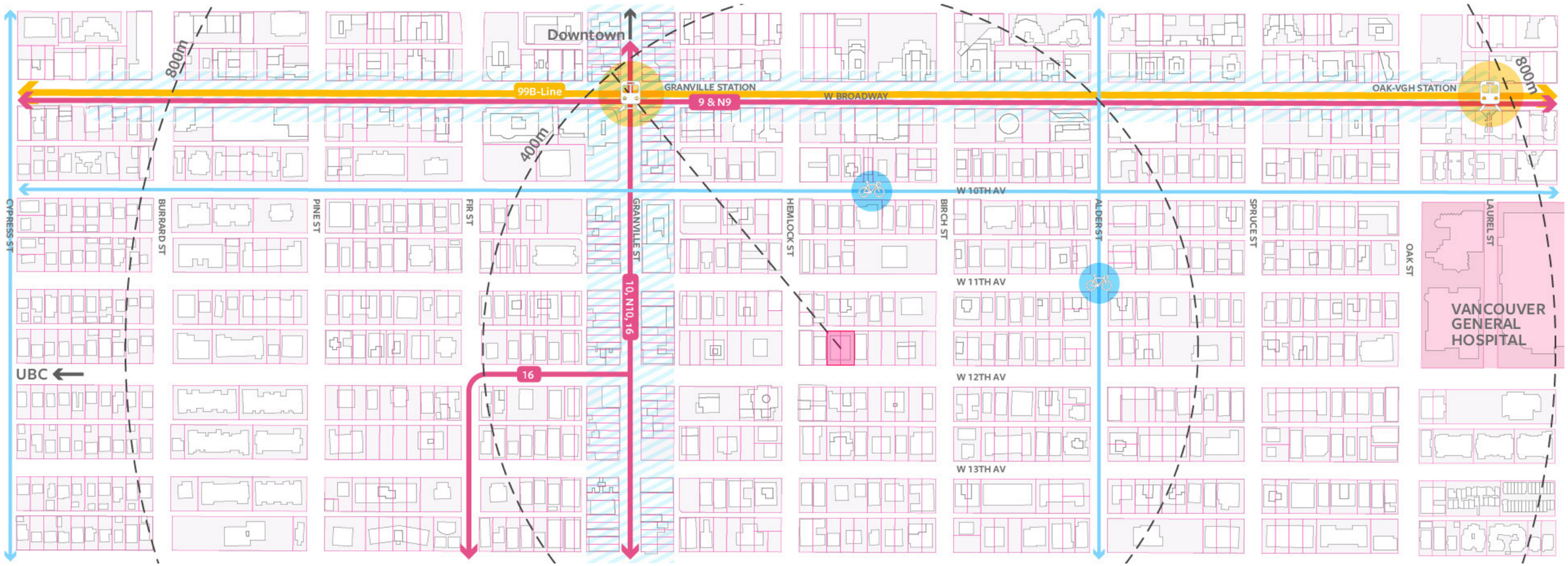


Figure 12. Transportation context map

2.9 Parks, Open Spaces, and Public Amenities

The subject site is located in the vicinity of a variety of parks, open spaces, and public amentities. The closest significant public park is Granville Park, located at West 14th Avenue and Fir Street, to the southwest of the site. Additional park space is located to the north in Granville Loop Park. Both of these parks are neighbourhood-serving and lack significant amenity or large open spaces. Overall, the Fairview neighbourhood has very few park spaces and in the immediate area of the site there are no parks in the residential area that includes the site between West Broadway and West 16th Avenue, and Granville Street and Oak Street. A well-used publicly accessible open space in the area is the 'great lawn' in front of the Vancouver School Board building at West 10th Avenue and Fir Street.

The limited green space in the area informs the development of the site and the need for landscaping to include lush tree and shrub landscaping to help maintain the sense of greenery and enclosure that is common to the Fairview neighbourhood.

A key local amenity in the vicinity is the Firehall Branch of the Vancouver Public Library system, located on West 10th Avenue between Granville Street and Hemlock Street. In addition to this, there are numerous cultural amenities nearby, including the Arts Club Theatre Company Stanley Industrial Alliance Stage live theatre venue in a restored Art Deco heritage building. This is located on Granville Street betwen West 11th Avenue and West 12th Avenue. Pacific Theater is small-scale 'black box' performance space located in an annex of Holy Trinity Anglican Church at West 12th Avenue and Hemlock Street, kitty corner from the subject site.

There are also extensive commercial amenities in the area in the South Granville retail village and along West Broadway. The new SkyTrain South Granville Station that is under construction is incorporated into a new mixed-use development that will include a full-service urban format grocery store. While there is a small neighbourhood-serving grocery store (Meinhardt Fine Foods) on Granville Street at West 14th Avenue, there are no other nearby grocery stores in this densely populated neighbourhood.

The most substantial public amenity in the neighbourhood is Vancouver General Hospital (VGH) to the east of the site. VGH is the largest hospital in the province and the primary trauma centre for the northern portion of Metro Vancouver and for small communities throughout the South Coast of British Columbia. Around VGH a significant healthcare precinct has clustered together, including numerous medical-dental buildings, research facilities, outpatient healthcare facilities, and specialized health sector organizations including:

- BC Cancer Agency
- Alzheimer Society of British Columbia
- BC Lung Association

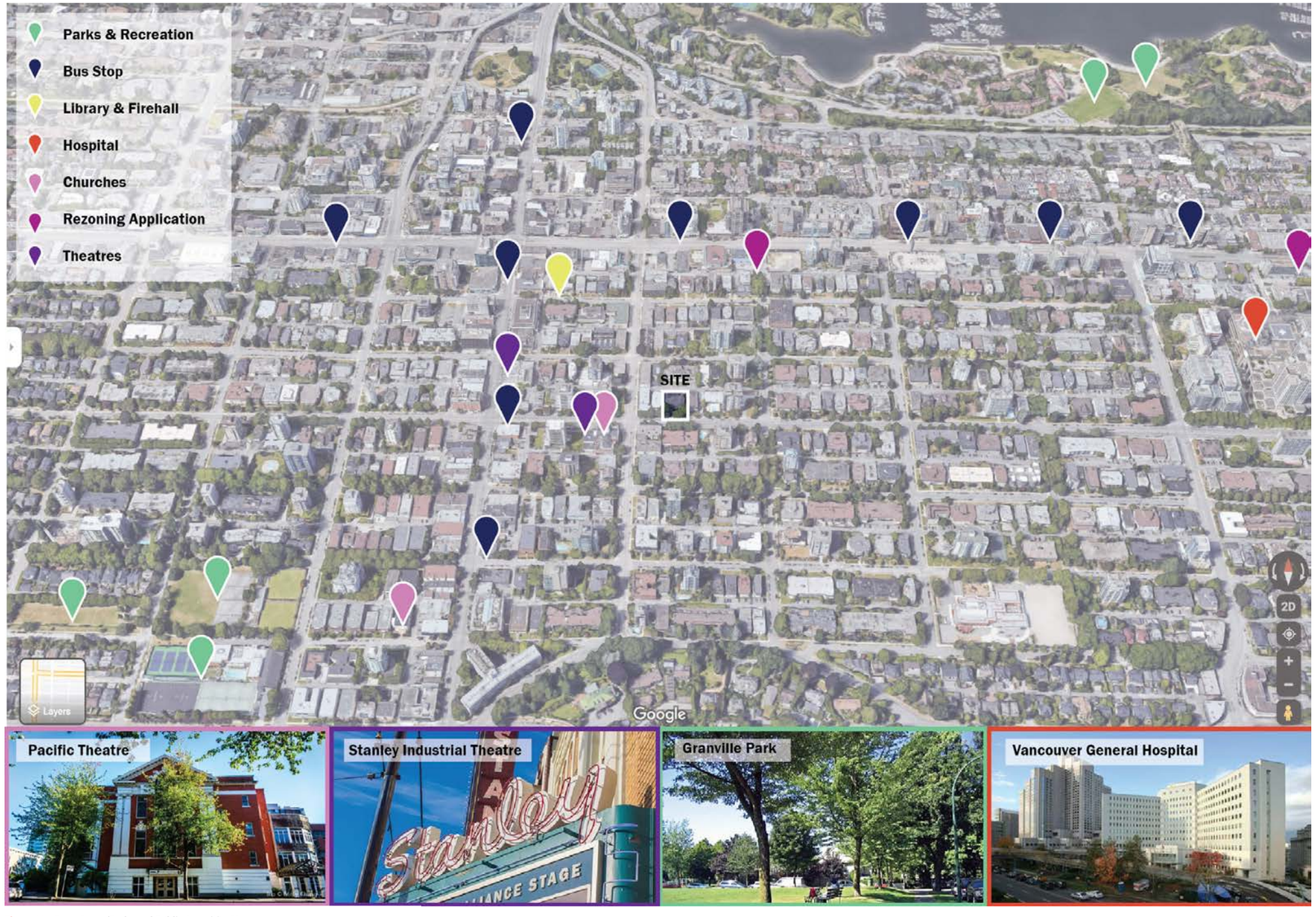


Figure 13. Open Space/Parks and Public Amenities Map

2.10 Site Context – Future Development

Construction of the Broadway Subway and the policy directions of the Broadway Plan will catalyze and shape future development in the Fairview area. The Broadway Plan focuses high-density and taller development in Station Areas and Centres, for which South Granville Station is the closest station in the context of this rezoning application. This intensification aims to attract major employment spaces and additional amenities and servies for employees (e.g. childcare) to the immediate station areas where street-level activity will benefit from wider sidewalks and a more pedestrian-focused public realm. The tallest buildings are intended to be focused nearest transit stations while additional housing opportunities are created. Centres with Station Areas in the Broadway Plan are intended to be developed in the 30-40 storey range. Heights lower to the 20-25 storey range in the Centre and Station Area 'Shoulder Areas', which essentially characterize the corridor between station nodes.

The Broadway Plan also protects the established built character and civic role of key commercial 'Villages', such as South Granville, while fostering sensitive intensification of employment and residential uses. Protection of generally low-rise pedestrian-scale commercial Villages while permitting appropriate site-specific opporutnities for low- and mid-rise intensification has been longstanging hallmark of planning in Vancouver. This approach, through constraints on permitted density, height, and maximum demised CRU frontage, has had the effect of preserving the fine-grained locally-serving retail character and function of these areas while enabling them to accommodate residential uses and respond to commercial tenant demand for more contemporary building characteristics (higher floor-to-ceiling heights, fully glazed storefronts, restaurant-grade ventilation being integral to CRU design, off-street loading, etc.).

Similarly, within established apartment residential neighbourhoods like Fairview and the immediate context of the subject site, the Broadway Plan enables development of neighbourhood-scale tower infill development while protecting the established low- to mid-rise residential character of the area. This pattern of development is consistent with the pattern of development that emerged in the late 1960s and early 1970s when many of the residential towers in the vicinity were built, prior to a period of functional prohibition on new tower construction in the area dating between the mid-1970s through mid-1990s. Under the Broadway Plan, as a response to the arrival of SkyTrain service, infill tower forms of development in the vicinity of the subject site increases to 20 storeys with a density of up to 6.5 FSR (subject to factors discussed in detail in section 3.0 Relevant Policy - Rezoning Rationale). The Broadway Plan also strongly encourages the development of secured purpose-built rental and affordable housing through the tying of maximum achievable height and density to these building programs. The introduction of small-scale shops and services within existing apartment areas is also encouraged by the plan, facilitating locally-serving retail that had not been permitted in the post-war era.

Within Existing Apartment Areas, the form of tower development allowed under the prevailing RM3 district is no longer economically feasible due to changes in land economics and development costs and regulations since the zoning district was created. To achieve the permitted scale and form of development offered by the Broadway Plan, and particularly to achieve broader city-wide housing rental and affordable objectives of the Vancouver Plan, Comprehensive Development district zoning is anticipated to be the most effective means by which to bring site entitlement into alignment with policy.

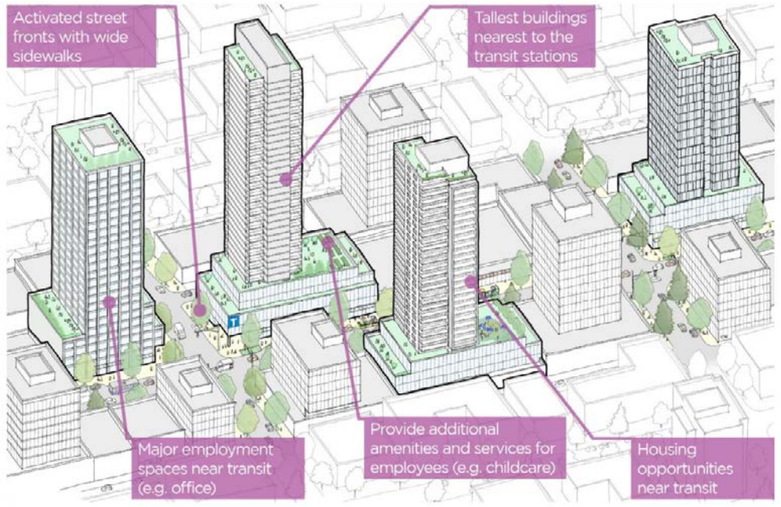


Figure 14. Broadway Plan - Station Areas future character (figure 6.5)

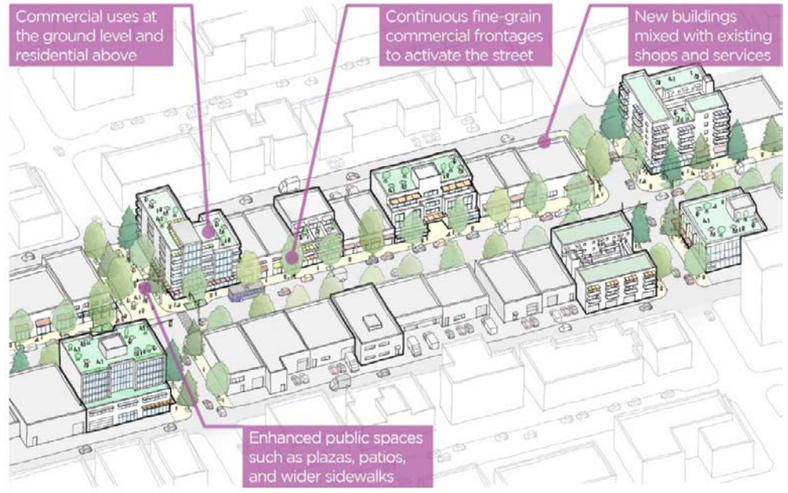


Figure 15. Broadway Plan - Villages future character (figure 6.11)

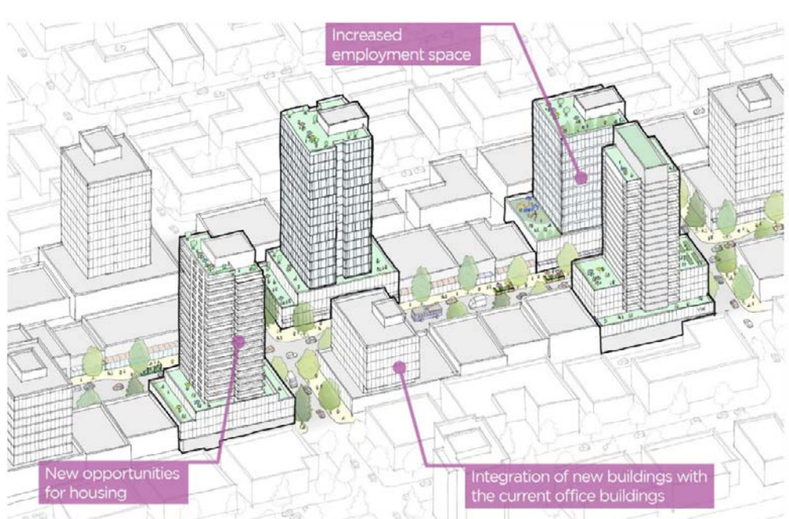


Figure 16. Broadway Plan - Shoulder Areas future character (figure 6.8)



Figure 17. Broadway Plan - Existing Apartment Areas future character (figure 6.15)

2.11 Policy Context

This rezoning enquiry for the subject site is made with regard for the Broadway Plan (2022) and the Vancouver Plan (2022), which are discussed in this document. Additional plans, bylaws, and area-specific and city-wide Council Authority/Previous Decisions also have relevance are discussed in section 3.0 Relevant Policy - Rezoning Rationale.

Broadway Plan (2022)

The Broadway Plan seeks to leverage the construction of the Broadway Subway extension of the SkyTrain Millennium Line to renew and advance land use policy in this critical corridor of the city and region. The Plan has particular regard for the ongoing housing affordability crisis and need to locate below-market homes in locations well-served by transit, the land economics of which pose significant obstables to realization of this critical housing need.

The Broadway Plan establishes a taxonomy of Character Areas, each with their own land use and built form guidance. The subject site is located in an uncommon confluence of multiple Character Areas (Centres, Existing Apartment Areas, and Villages), resulting in the potential for considerable transformation in the coming decades at a variety of scales and range of built character.

Under the Broadway Plan, the subject site is located in a Residential Area and specifically an Established Apartment Area. All of the high-level Plan directions for Residential areas that relate to Established Apartment Areas are represented in the proposed rezoning:

- *Provide new affordable housing opportunities;*
- *Maintain their predominantly green and leafy natural character;*
- *Create opportunities in Existing Apartment Areas for careful renewal and expansion of existing older rental housing while protecting affordability; and*
- *Enable new local-serving shops and services.*

The Broadway Plan is discussed in greater detail in section 3.0 of this rezoning application booklet.



Figure 18. Broadway Plan

Vancouver Plan (2022)

The Vancouver Plan is the first city-wide land use plan for the city. It aims to be simultaneously a visionary long-range land use plan to guide growth and change through 2050 and also a supportive policy framework to advance urgent near-term issues, particularly the housing affordability crisis. The Plan is built on three foundational principles: *Reconcilliation*, *Equity*, and *Resilience*. These are complimented by three 'big ideas': *Equitable housing and complete neighbourhoods*; *An economy that works for all*; and *Climate protection and restored ecosystems*. The Plan knits togther these foundational principles and big ideas to create a comprehensive land use strategy that allocates growth and demonstrates how change throughout the city can help meet the housing and employment needs of new and existing residents while proposing a more balanced approach to urban development that better addresses goals of livability, affordability, and sustainability.

The Vancouver Plan land use strategy establishes six layers of city building for which directions and policies are provided to guide development and achieve overarching goals. The six layers are: *Neighbourhoods; Homes; Economy; Transportation; Ecology;* and *Equity and Resilience*.

Under the Vancouver Plan, the subject site is located within the Metro Core/ Broadway neighbourhood type, the primary direction for which is to *reinforce Metro Core/Broadway's role as the principal centre of business, employment, cultural, and entertainment activity for the city and the region*. It is acknowledged that this area contains many of Vancouver's oldest neighbourhoods and the primary high-level housing policy is to *protect and renew existing affordable housing through reinvestment and intensification, mitigating displacement, and allowing residents to stay in their neighbourhood.* The proposed rezoning directly implements this policy.

The Vancouver Plan is discussed in greater detail in section 3.0 of this rezoning application booklet.



Figure 19. Vancouver Plan

3.1 Existing Zoning and Entitlement

The site is zoned RM-3 Residential District Schedule.The intent of this schedule is to permit medium density residential development, inclduing high-rise apartment buildings, and to secure a higher quality of parking, open space, and daylight access through floor area bonus incentives.

- As of right, RM-3 permits outright approval for the following uses (summarized):
  - 1.2 [Overview] Multiple dwelling, seniors supportive or assisted housing, rooming house, duplex, single detached house and single detached house with secondary suite.
- As of right, several additional conditional uses are permitted, subject to approval of the Director of Planning or the Development Permit Board. These include (summarized):
  - [Agricultural Uses]
  - [Cultural and Recreational Uses]
  - [Dwelling Uses]
  - [Institutional Uses]
  - [Parking Uses]
  - [Retail Uses]
  - [Utility and Communication Uses]
  - [Uncategorized]
- 2.2.5 Development on any site consisting of 3 or more dwelling units that:
  - a) requires the demolition, or change of use or occupancy of a rental housing unit on that site; or
  - b) would have required such demolition, or change of use or occupancy had a person, during the 3 years preceding the date of application for a development permit, not demolished 1 or more rental housing units or changed their use or occupancy,
- Is subject to the Rental Housing Stock Official Development Plan
- 3.1 Multiple dwelling and seniors supportive or assisted housing are subject to the following regulations.
  - 3.1.1.1 The maximum floor space ratio is 1.00, except that the floor space ratio may be increased:
    - (a) by an amount equal to 0.012 for each 1% or fraction of a percent that the site coverage is below 50%;
    - (b) where the site area exceeds 837 m2 and the frontage of the site is at least 22.8 m, by an amount equal to 0.002 multiplied by each 9.3 m2 of site area over 837 m2, provided this increase does not exceed 0.25; and
    - (c) where parking spaces are provided within the outermost walls of a building or underground, but in no case with the floor of the parking area above the highest point of the finished grade around the building, by an amount equal to 0.20 multiplied by the ratio of the number of parking spaces provided that are completely undercover to the total number of required parking spaces, but in no case may this increase exceed a figure of 0.20.
- 3.1.2.1 Minimum site area (550 m2)
- 3.1.2.2 Maximum building height (36.6 m)
- 3.1.2.3 Minimum front yard depth (6.1 m)
- 3.1.2.4 Minimum side yard width (2.1 m)
- 3.1.2.5 Minimum rear yard depth (10.7)
- 3.1.2.6 The Director of Planning may reduce the minimum site area:
  - (a) to 500 m2 if the lot was on record in the Land Title Office prior to September 7, 1965; or
  - (b) for multiple dwelling if the Director of Planning considers the development site to consist of locked in lots and provided the Director of Planning first considers the intent of this schedule and all applicable
- 3.1.2.7 Despite the maximum building height in section 3.1.2.2 above, where any portion or portions of a building exceed a height of 10.7 m, the maximum width of any such portion or portions combined must not exceed an amount equal to 25% of the sum of the average depth plus the average width of the site. 3.1.2.8 For the purposes of section 3.1.2.7 above, where the development includes a building with 2 or more towers, the site may be interpreted as 2 or more sites, provided the area of each site is at least 2,300 m2 and each portion of the building that is over 10.7 m in height is at least 24.0 m from any other portion of the building that is over 10.7 m in height. 3.1.2.9 No portion of a building that exceeds 10.7 m in height may project above lines extending over the site at right angles from: (a) all points along the ultimate centre line of any street in front of the site and inclined at an average angle of 25 degrees to the horizontal;
  - (b) all points along the rear boundary line of the site or the ultimate centre line of the lane where one has been dedicated, and inclined at an average angle of 25 degrees to the horizontal;
  - (c) all points along any interior side boundary of the site at ground level and inclined at an average angle of 30 degrees to the horizontal; and
  - (d) in the case of a corner site, all points along the ultimate centre line of the flanking street or lane and inclined at an average angle of 25 degrees to the horizontal.
- 3.1.2.10 For the purpose of computing the average angles of daylight on each side of the site, each angle will be multiplied by the width of the applicable portion of the building or site over which such angle applies, and the sum of these products will be divided by the total width of the corresponding site boundary.
- 3.1.2.11 Despite the minimum side yard width in section 3.1.2.4 above, in the case of a corner site, the minimum width of an exterior side yard is 20% of the width of the site, plus 0.3 m for every 1.5 m or fraction thereof by which a building exceeds 12.2 m in height, except that it must not be less than 3.0 m in width and need not be more than 6.0 m in width.
- 3.1.2.12 Despite the minimum rear yard depth in section 3.1.2.5 above: (a) where the rear of the site abuts a lane, the required minimum rear yard depth will be decreased by the lane width between the rear property line and the ultimate centre line of the lane;
  - (b) where the principal building or any portion thereof abutting the rear yard is 9.1 m or less in width and is located 7.6 m or more from an adjoining site, it may extend up to 3.0 m into the required rear yard; and
  - (c) where the principal building or any portion thereof abutting the rear yard is 15.3 m or less in width and is located 7.6 m or more from an adjoining site, and where the average distance from the building to the rear property line is 10.7 m, the building or that portion thereof may extend up to 3.0 m into the required rear yard.

3.2 Zoning

Current Zoning – RM3 Key Stats/Features:

- Max height 36.6m (119ft) Approx 12 storeys
- FSR 1.0 + 0.7+0.2 = 1.9
- Front Yard 6.1m
- Side Yard 2.1m but shall be increased so the outer walls of the bldg. are contained within a 135 degree plane measured from the property line (any and all points).
- Rear Yard 10.7 min but can be decreased by the width of the mid point of the lane to the property line.

Proposed Zoning – CD-1 (###) By-law No.

USES

- Multiple Dwelling – Secured Rental Housing Unit
- Multiple Dwelling – Below-Market Rental Housing Unit
- Retail Uses

CONDITIONS OF USE:

- One-for-one on-site replacement of existing rental 19 rental units.
- Minimum of 20% of the total unit are must be Below-Market Rental Housing
- The design and layout of at least 35% of the dwelling units must:
- Be suitable for family housing
- Include two or more bedrooms
- Comply with Council's "High Density Housing for Families with Children Guidelines
- All commercial uses permitted in this by-law shall be carried out wholly within a completely enclosed building.
  - 20 storeys (maximum height 61.7m (220 ft)
  - FSR 6.5
  - Front Yard 3.7m
  - Side Yard 3.7m (west side), 2.9m (east side)
  - Rear Yard - 1.5m

3.3 Applicable By-laws and Guidelines

This rezoning enquiry has identified the following applicable By-laws and guidelines. Subject to confirmation with the City the rezoning enquiry process, the Rezoning Application will have regard for the following:

- Broadway Plan (2022)
- Vancouver Plan (2022)
- Metro Core Jobs and Economy Land Use Plan (2009)
- Community Benefit Agreement policy (2018)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- Transport 2050 Plan [Translink] (2022)
- Public Art Policy and Procedures for Rezoned Developments (2014)
- Parking By-law (January 1, 2024)
- Zoning and Development By-law (January 1, 2024)
- Development Cost Levy By-Law (October 4, 2023)
- Metro 2050 (February 2022)
- Metro Core Jobs and Economy Land Use Plan (2009)
- Housing Vancouver Strategy (2022)
- Green Buildings Policy (July 25, 2023)
- Transportation 2040 Plan (2013)
- Protection of Trees By-law (November 14, 2023)

Broadway Plan (2022)

The Broadway Plan is a large-scale 30-year land use plan for the Central Broadway Corridor that has been created in anticipation of the expansion of the regional SkyTrain rapid transit system. The Broadway Plan seeks to implement key long-term goals defined in the Vancouver Plan (2022) and it is aligned with the Metro Vancouver Regional Growth Strategy.

The Broadway Plan encompasses an area of 860 hecares (2,125 acres), in which there are 485 city blocks. The Plan area is rectangular in shape, with a width of 5.8 kilometers between its western boundary at Vine Street and its eastern boundry at Clark Drive, as well as 1.5 kilometres between its northern boundary at roughly West 1st Avenue and is southern boundary at 16th Avenue.

In 2016, there were approximately 78,000 people living in 50,000 households within the Broadway Plan area and there were approximately 84,400 jobs. Over the next 30 years it is estimated that there will be up to 50,000 additional residents, up to 30,000 additional homes, and up to 42,000 additional jobs.

Extensive public infrastructure, amentities, and services and located in the Plan area, including three existing SkyTrain Stations serving two lines - with five additional stations and an expanded existing station under construction as part of the Broadway Subway extension project of the SkyTrain Millennium Line. The Vancouver General Hospital precinct and City Hall campus are located in the centre of the Plan area, along with two public post-secondary educational institutions (Emily Carr University of Art + Design, Vancouver Community College,) two community centres and two local library branches, and numerous cultural facilities and performing arts spaces.

The Broadway Plan has significant relevance to affordable housing. It encompasses 25% of the city's purpose-built rental stock and 59% of Plan area residents are renters, exceeding the city-wide rate of 53%. The Broadway Plan contains policies and built form regulations that promote the creation of additional purpose-built rental housing and below-market affordable housing.

The Broadway Subway extension of the SkyTrain system will increase the personal mobility options of area residents and improve the accessibility of the area to other parts of the city and region. These improvements, and the support land use policies of the Broadway Plan, are anticipated to help shift trips to more sustainable modes of transportation. The existing (2016) mode split for travel to work in the Broadway Plan area is already laudable, with 57% of people choosing to travel to work by sustianable modes (walking, cycling, or taking public transit), with 30% using transit. This compares favourably to the overall City of Vancouver rate of 50% sustainable modes of travel to work, with 30% also using transit.

Three overall founding principles are at the heart of the Broadway Plan:

- Support reconciliation with First Nations and urban Indigenous Peoples,
- Foster a robust and diverse economy, and
- Demonstrate leadership in sustainability and resilience.

Complimenting these are three guiding principles for transportation, streets, and public spaces:

- Enhance Broadway as a great street,
- Provide and support healthy transportation options, and
- Create and enhance public parks and public spaces.

Together these six principles inform the vision for the Broadway Plan:

- In 2050 the Broadway Plan neighbourhoods are highly walkable, vibrant, inclusive and distinctive places to live, work, play and learn, connected to the region by the Broadway Subway.

The overall land use concept of the Broadway Plan is built upon existing generalized land uses, character areas, civic infrastructure, and existing SkyTrain stations. On to this the new Broadway Subway stations are overlaid while the principles of the Plan inform the land use and built form policies that are established for each land use category, character area, and neighbourhood district.



The Broadway Plan is divided into four neighbourhoods - *Kitsilano, Fairview, Mount Pleasant,* and *False Creek Flats* - and five types of Character Areas - *Centres, Industrial/ Employment Lands, Existing Low Density Areas, Existing Apartment Areas,* and *Villages*. The subject site is located within the Fairview neighbourhood and an Existing Apartment Area character area.

For Residential Areas, of which Existing Apartment Areas are a subset, the Broadway Plan provides the following plan directions:

- Provide new affordable housing opportunities, particularly secured rental and social housing, including in off-arterial locations.
- Maintain the green and leafy character by ensuring landscaped building setbacks and opportunities for large street trees
- In the existing apartment areas (RM/FM zones), create options for careful renewal and expansion of the existing older rental housing with a focus on maintaining affordability and supporting existing renters to stay in their neighbourhoods.
- In the existing low-density areas (RS/RT zones), diversify the housing choice with new rental apartment options while fostering a mix of building types from different periods.
- Create new options for housing ownership, which in strategic locations will also provide new social housing units as part of redevelopment.
- Enable new local-serving shops and services (e.g. small grocer, café).

For Existing Apartment Areas, the Broadway Plan provides specific direction:

- The existing apartment areas (RM/FM zones) have a range of affordable housing options including a significant stock of purpose-built rental housing. These places will maintain existing housing affordability and provide choice for existing renters to remain in their neighbourhoods by enabling careful renewal of the aging rental stock over the long term, with requirements for below-market rents and strengthened tenant protections.

For the Fairview neighbourhood, the Broadway Plan provides some key Plan directions:

- Retaining what is most cherished by the community, such as the South Granville Village, green and leafy residential streets, and heritage buildings.
- Strengthening Central Broadway as a major employment centre, particularly in the Uptown/Uptown Extension area near both the Oak-VGH and Broadway-City Hall stations.
- Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected.
- Creating a more complete and connected neighbourhood with a greater diversity of shops and services along Broadway, as well as new local-serving retail and services in residential areas, such as corner grocery stores, cafes, bakeries, and small pharmacies.

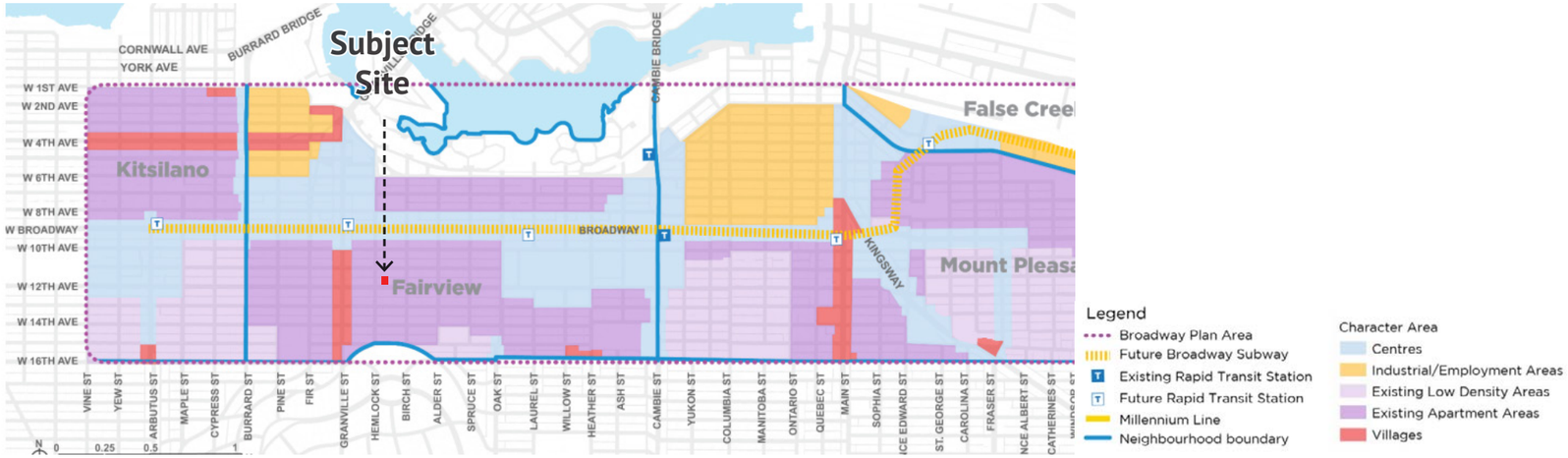


Figure 21. Broadway Plan Character Areas (figure 6.1)

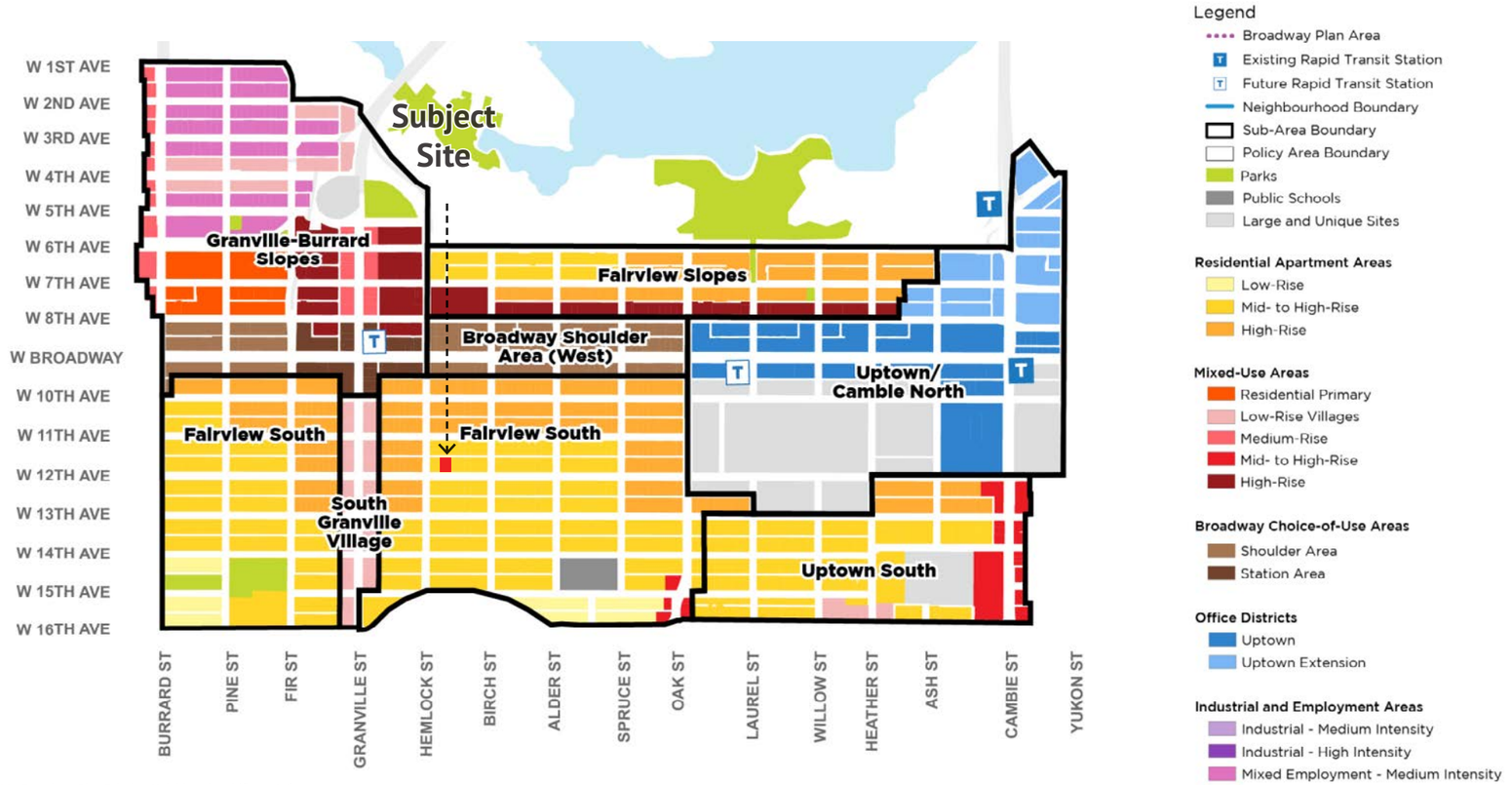


Figure 22. Broadway Plan Fairview Neighbourhood (figure 9.1)

Each neighbourhood is divided into sub-areas, each with their own intent and land use composition. The subject site is located within the *Fairview South* sub-area, and within *'Area B'* policy area. The overall intent of the Fairview South sub-area: *Strengthen Fairview South as a walkable, primarily residential area with a diversity of housing options by providing strategic opportunities for new housing, encouraging the retention and renewal of existing older rental housing, and introducing new smallscale retail/service uses*. Three 'big moves' that will contibute to realizing this intent are identified:

- Walkable, primarily residential apartment area with diverse housing options.
- Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with enhanced tenant protection requirements for existing rental buildings.
- Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

For the Fairview South -Area B (FSOB), the intent of the Plan is to: *support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections*. The policies governing development within Fairview South - Area B are illustrated in the following table. While the Broadway Plan land use plan identifies the built form for Fairview South - Area B as generally 'Low-Rise, the policies governing development do support tower forms of development. To encourage secured market rental housing or social (non-market) housing, greater building height and density is permitted than if strata ownership residential housing is proposed. However, to achieve the maxiumum permitted tower height (20 storeys) and density (6.5 FSR), certain conditions must be met, including:

- 100% secured rental housing or social housing
- minimum site frontage (45.7m [150 ft])
- minimum 20% of rental units must be secured as affordable (below-market)

Three additional policies pertain to development in Fairview South - Area B:

- 9.10.2 There will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan, one additional tower will be considered. There will be a maximum of one additional tower on the block face on the south side of West 14th Avenue between Oak and Spruce streets. For the areas east of Oak Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Uptown South.
- 9.10.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.10.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

The proposed rezoning implements the objectives of the Broadway Plan. It is a 100% secured rental building, with 80% market rental and 20% below-market homes, and introduces ground-level local-serving retail. Zoning relief from the minimum frontage is requested to realize the proposed building program, which would respect the maximum-two-tower-per-block-face rule (9.10.2), while not encumbering neighbouring sites' redevelopment potential. The proposed form of development is achievable from an urban design standpoint on a smaller 30.5 m (100 ft) site, which also minimizes tenant

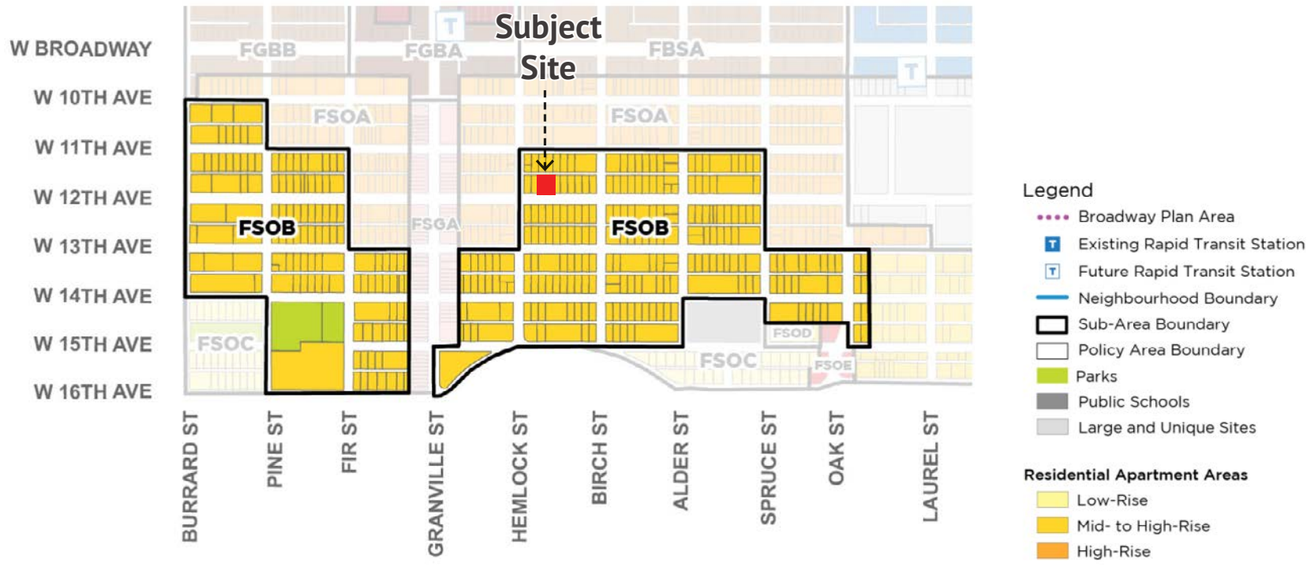


Figure 23. Broadway Plan Fairview South - Area B (figure 9.10)

Policy Area:	Fairview South - Area B			FSOB
Uses	Residential, retail/service			
Option/Tenure	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
Max Height	20 storeys	3-6 storeys	12 storeys	3-6 storeys
Max Density	6.5 FSR	1.0-2.7 FSR	4.0 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.).	Variable – refer to Built Form and Site Design (Chapter 11)
Notes	• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details) • For existing social housing sites, 100% of the residential floor area must be social housing. • See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.	• For existing social housing sites, 100% of the residential floor area must be social housing. • Applies where a tower cannot be achieved due to lot conditions or policy 9.10.2. • Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).	• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.	• Applies where a tower cannot be achieved due to lot conditions or policy 9.10.2. • Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)
	• "Existing purpose-built rental or social housing" refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.			

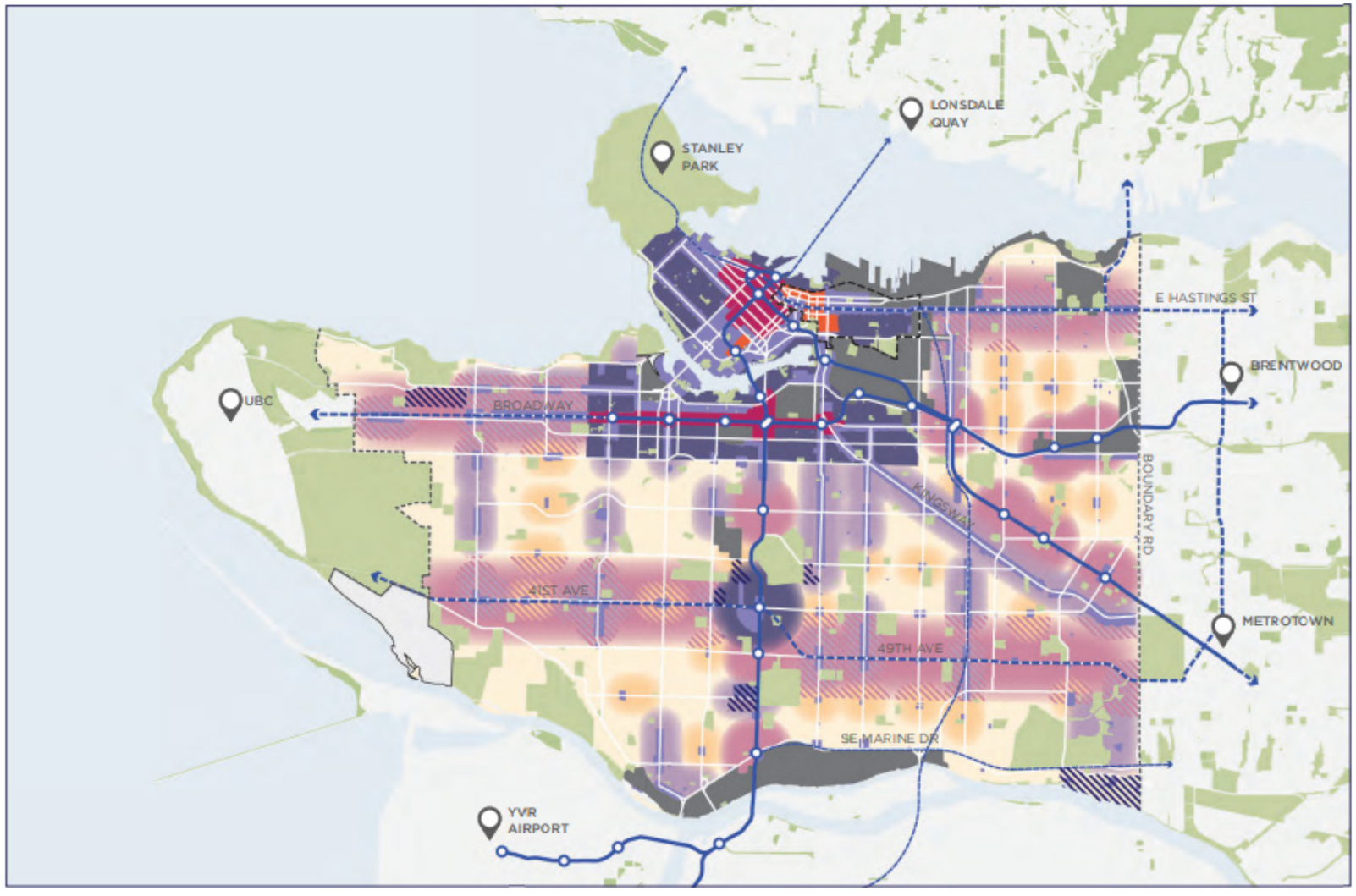
Figure 24. Broadway Plan Fairview South - Area B Policy Summary Table (figure 9.10.1)

Vancouver Plan (2022)

The Vancouver Plan is the city's first city-wide land use plan. It sets out a vision, principles, and policies to guide land use decisions over the next 30 years. The Plan is built upon three foundational principles - *Reconcilliation*, *Equity*, and *Resilience* - and three big ideas - E*quitable housing and complete neighbourhoods, An economy that works for all,* and *Climate Protection and Restored Ecosystems* - that collectively inform an overall land use strategy.

The subject site is located in the Metro Core/Broadway neighbourhood type. Throughout the land use strategy there are numerous neighbourhood directions, policies, and sub-policies of direct relevance to this rezoning application, inlcuding:

- L1.1: Daily Needs - Enabling more housing choice, jobs, services, and amenitities in neighbourhoods throughout the city so residents can meet most of their daily needs close ot home.
  - » L1.1.1: Improve access to jobs and amenities by ensuring alignment between transit service and new housing, shops, services, and amenities.
  - » L1.1.2: Strengthen existing neighbourhood centres by providing opportunities for more people to live nearby. Encourage new neighbourhood centres where shops, amenities, transit, and sufficient housing can be located close together.
  - » L1.1.3: Allow more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air quality.
- L1.2: Direct Growth Strategically - Direct growth to optimize the unique assets and opportunities of Vancouver's diverse neighbourhoods, such as transit investments, local shopping areas, and employment districts.
- L1.3: Metro Core/Broadway - Reinforce Metro Core/Broadway's role as the principal centre of business, employment, cultural, and entertainment activity for the city and the region.
  - » L1.3.1: Housing - Protect and renew existing affordable housing through reinvestment and intensification, mitigating displacement, and allowing residents to stay in their neighbourhood.
  - » L1.3.3: Displacement - Prioritize supporting renter households, artists, small businesses, performance venues, and non-profits to remain in downtown neighbourhoods.
  - » L1.3.5: Public Realm - Enhance a high quality public realm, including Broadway as a Great Street, in the Metro Core/Broadway area to support high-density living and working, public life, social connections, and economic uses.
- L1.9.2: Prioritize equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards (Areas in Need of Resources). A public investment strategy should prioritize public investment and encourage private investment in deficient areas through a range of new and existing financial strategies and tools, such as the portability of development fees. [The subject site is in a location identified as 'Areas in high need of resources' (map 5)]
- L2.11: Locating height and density - Allow for higher forms of development close to rapid transit stations and local shopping areas and off busy streets. Avoid abrupt



transitions at the edges of plan areas or across laneways and streets.

- L2.1.2: Distributed pattern of growth - Aim for more distributed (versus concentrated) patterns of growth in the vicinity of transit stations. Rather than focusing high-rise buildings tightly around station areas, look to deliver similar opportunities for homes and job space by allowing more low and mid-rise buildings across a broader catchment.
- L2.1.4: Mix of Buildings - Allow for a mix of building types and tenures on each block to provide opportunities for a diversity of people and more eclectic and interesting neighbourhoods.
- L2.3.1: City in nature, nature in the city - Foster a greater connection to the land through building and site design that provides space for nature, reflects local landscapes, and celebrates views and connections to Vancouver's beautiful natural setting.
- L2.3.3: Small scale: Where feasible, facilitate small lot, incremental development that can allow neighbourhoods to evolve over time, while also supporting a more resilient local development industry.
- L2.3.5 Building edges - Design buildings and landscape to create safe, comfortable, active, and human-scaled sidewalks, plazas, and open spaces with the appropriate balance between public and private life.
- L2.3.7: Health, well-being, and social connection - Design homes for health, well-being, and social connection by providing access to outdoor spaces, communal spaces, adequate daylighting, ventilation, air filtration, accessibility, and consideration for intergenerational living.
- L2.3.8: Green buildings - Ensure green building design that reduces carbon pollution and supports a healthy environment.
- 3.1.1: Advance the goals and actions of the Climate Emergency Action Plan beyond 2030, specifically Big Move #1 – Complete Communities and Big Move #2 – Active Transportation.
- 5.1.1: Reduce the need to drive and decrease carbon emissions by locating shops, services, businesses and diverse housing types in areas that can be well-served by walking, rolling, biking and transit.
- 5.1.5: Implement policies that disincentivize driving, while planning for those who rely on vehicles to get around (e.g., shared district parking, eliminate minimum parking requirements, limiting parking supply).

The proposed rezoning implements the objectives of the Vancouver Plan relating to housing and development in the Metro Core/Broadway neighbourhood. The higher density infill nature of the proposal is consistent with realizing policies guiding for a focus on protecting and expanding rental housing and affordable housing options, particularly in areas with high transit accessibility.

Metro 2050 - Updating the Regional Growth Strategy + Transport 2050 - Regional Transportation Strategy

Metro Vancouver is in the process of updating the existing Regional Growth Strategy, the land use planning framework that aligns local land use planning decisions of member municipalities in the region to achieve common goals, support the efficient provision of transportation, regional infrastructure, and community services.

Metro Vancouver has a unique relationship with TransLink, the regional transportation authority responsible for planning, managing, and operating the regional transportation system (public transit and the regional major roads network in partnerhsip with local municipalities). Translink is required by its enabling Provincial legislation to support the Metro Vancouver Regional Growth Strategy, air quality and greenhouse gas reduction objectives, and economic development of the region. This coordination is illustrated through the coordinated preparation of the Metro Vancouver Regional Growth Strategy update and the TransLink Transport 2050 Regional Transportation strategy.

Both plans identify a new organizing principle and land use designation called Major Transit Growth Corridors. The site would fall within one of these new corridors – established by the Broadway Subway.

MAJOR TRANSIT GROWTH CORRIDORS:

Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately one kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit. Further local planning will be needed along these corridors to ensure that human settlement patterns support complete communities in an appropriate local context.

The Major Transit Growth Corridors have been identified as good potential locations for regionally significant levels of transit-oriented growth based on a consideration of the following principles:

- Anchored by Urban Centres or FTDAs
- Connected by the Major Transit Network
- Generally resilient to natural hazards
- Accessible to jobs and services
- Walkable

APPLICABLE GUIDING REGIONAL PLANNING PRINCIPLES:

1. Put growth in the right places;
2. Develop complete communities;
3. Provide mobility, housing, and employment choices; and
4. Support the efficient provision of infrastructure.





APPLICABLE METRO 2050 GOALS:

GOAL 1. CREATE A COMPACT URBAN AREA

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, and close to employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, and supports the efficient use of land and an efficient transportation network.

GOAL 4. PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Metro Vancouver is a region of communities with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

GOAL 5. SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

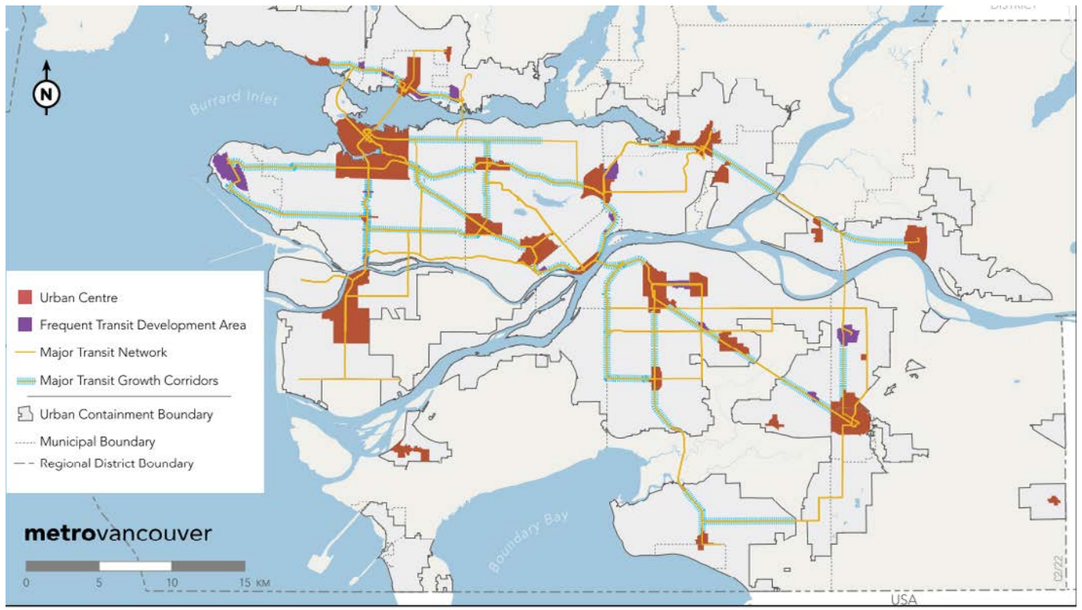
Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple occupancy vehicles, which reduces greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.

GROWTH PROJECTIONS:

- The region will also require approximately 500,000 additional housing units
- The regional growth strategy focuses on encouraging this growth to Urban Centres
- Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050
- a target of focusing 40% of the region's dwelling unit growth in Urban Centres (Metro Core = Urban Centre)
    - » 5% of regional dwelling unit growth inside the Metro Core

In order to accommodate the anticipated growth within the region's existing Urban Containment Boundary and Urban Centres an increasing proportion of growth may be directed to Frequent Transit Development Areas, along with Major Transit Growth Corridors, which is a new tool is being introduced to further organize and concentrate growth in the region

The map, Major Transit Growth Corridors and Major Transit Network, from Metro 2050, shows how the transit corridors and development areas connect the region to high quality transit which is an organizing principle for further growth within the Urban Containment Boundary. Focusing growth within Frequent Transit Development Areas and the corridors that connect them to each other can inform infrastructure investments to further support growth across the region in a strategic manner. These corridors have been identified as key locations for significant levels of transit-oriented growth anchored by the region's frequent transit network and its connections to Urban Centres as described in Transport 2050 the new Regional Transportation Strategy for Metro Vancouver. Located along the Major Transit Growth Corridors (MTGCs) are new Frequent Transit Development Areas. The corridors extend 1km from the centre line of the transit route, and provide an overall structure for organizing the next three decades of growth around the emerging network of Frequent Transit Development Areas (FTDAs). The FTDAs have been identified by Metro Vancouver and its members to complement the growth of the existing constellation of



Metro 2050 - Major Transit Growth Corridors and Major Transit Network (map 5)

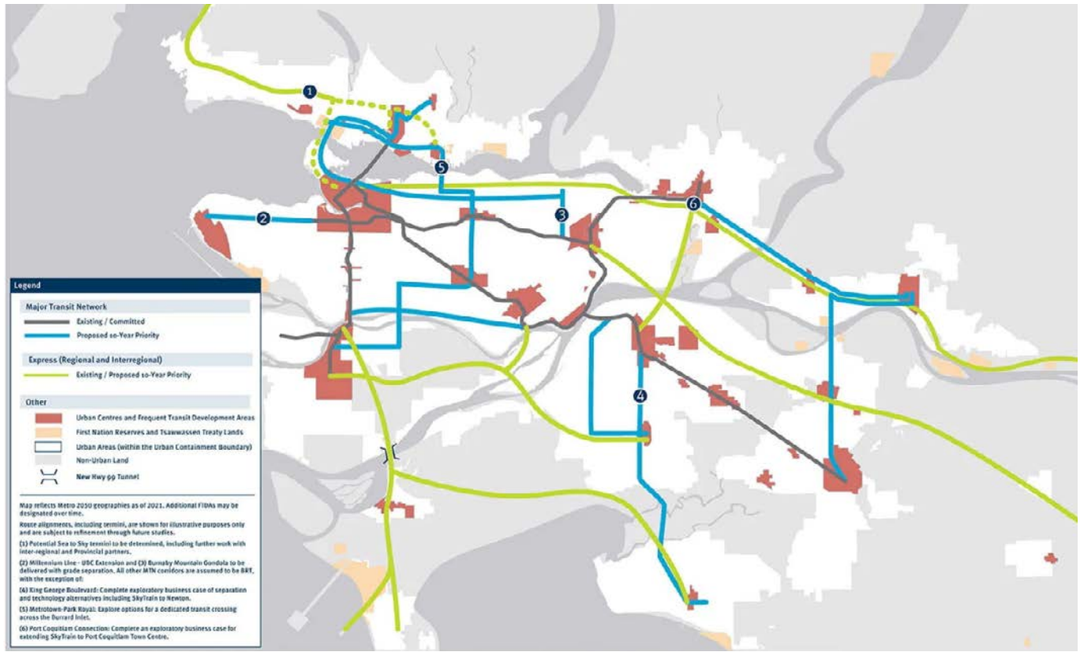


Figure 28. Transport 2050 - 10 year Priorities Map

Tenant Relocation and Protection

The purpose of this policy is to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock.

This rezoning application for the subject site complies with this policy. As directed by City Staff, the documentation of existing tenancy has been prepared and the proponent will work with City Housing Staff on creating and implementing a Tenant Relocation Plan.

The Tenant Relocation Plan will include:

- Early and ongoing communication and engagement with tenants
- Financial compensation provided based on length of tenancy
- Arrangement, at the choice of the applicant, for an insured moving company or a flat rate payout for moving expenses
- Assistance finding new accommodation
- Assistance with relocation
- Right of First Refusal
- Requirements for ending tenancies must comply with rules under the BC Residential Tenancy Act (RTA)
- Interim and final tenant relocation report
- Determining low-income tenants and tenants facing additional barriers to relocation or securing appropriate housing

Process	Tenant Relocation Requirements
Pre-Application Enquiry	• Applicant sends a letter to tenants notifying them of plans to redevelop (which has been pre-approved by City staff), along with the City's fact sheet on Tenant Relocation and Protection Policy and Information on the Residential Tenancy Act • Applicant hosts a mandatory meeting with tenants with City Staff present • Applicant distributes Mandatory Needs Assessment at the tenant meeting (required for market TRPs and recommended for nonmarket TRPs) • Applicant meets with tenants who were not able to make the mandatory meeting and distributes the assessment to these tenant
Submission of rezoning application	• Eligibility for assistance under the TRP is determined at this stage – all tenants residing in the building for at least one year when the rezoning application is opened are eligible for assistance under the TRPP • Applicant collects Mandatory Needs Assessment and sends copies, along with a summary sheet, to City Staff • Applicant submits a draft Tenant Relocation Plan; Staff review and provide feedback to applicant • Applicants provide information on the Tenant Relocation Policy to tenants, initial details of support and compensation to be provided • At this stage, there is often back and forth communication between tenants and applicants regarding the details of the Tenant Relocation Plan
Rezoning report at Council	• A finalized Tenant Relocation Plan for all tenants is included in the rezoning report to Council for approval • The Final Tenant Relocation Plan includes details on additional support to be provided to tenants with low incomes and facing additional housing barriers • Tenants are notified in writing of their individual, final approved assistance and compensation
Development permit application	• Applicant will continue to implement the Tenant Relocation Plan, including support for tenants who request assistance identifying alternate accommodations.
Prior to development permit issuance	• Tenant Relocation Plan requirements (as per the rezoning report) are carried over into the Development Permit Prior-to letter to applicants;
Demolition permit	• Interim Tenant Relocation Report due prior to demolition permit issuance • As per the RTA, the applicant can issue a four month Notice to End Tenancy once all permits are in place. • Note: the demolition permit is usually the last permit that is required before a Notice to End Tenancy can be issued and four month notification period begins)

3.4 Rezoning Rationale - Realizing 100% Secured Market Rental and Affordable Housing

The purpose of the proposed CD-1 Comprehensive Development zoning is to enable the development of a mixed-use building that is comprised of 100% secured rental dwelling units, including 20% affordable rental units, and small-scale local-serving retail uses at grade and office space intended for local non-profit organizations on the second level.

The principles of the project are to:

- **Respond to the affordability crisis** by significantly increasing the number of secured purpose-built rental dwelling units on the site (a 620% increase) to offer more people the opportunity to live in an a highly walkable central location in the city that is close to transit, cycling routes, amenities, jobs, and services.
- **Minimize tenant displacement** by proposing a smaller-frontage tower scheme that reduces the number of required properties.
- **Exceed one-for-one rental replacement** by replacing the 19 existing rental units on site with 23 new affordable rental units and a robust tenant protection plan.
- **Encourage cycling** through the provision of easily accessible and ample commuter bicycling parking at grade (in addition to longer-term storage below grade).
- **Preserve neighbouring properties' development capacity** by introducing a neighbourhood-scaled tower that protects the future redevelopment potential of adjacent properties, including supporting them with parking garage knock-out panels and shared parking ramp access.
- **Compliment existing retail** on South Granville and West Broadway retail corridors while contributing to the pedestrian activation of West 12th Avenue through the introduction of small-scale locally-serving retail at grade.
- **Support local non-profit community organizations** through the introduction of office space.

The requested CD-1 zoning is required to realize the proposed development program due to the use and built form constraints of the current RM-3 zoning district schedule (discussed in section 2.2). The rezoning will assist the City in achieving its stated intent for the area in the Broadway Plan:

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.

The proposed development will intensify the number of rental units on the site (a 620% increase), including the provision of 23 (20%) affordable rental units, while minimizing the number of existing tenants that are displaced through the proposed smaller frontage form of development.

The Broadway Plan provides high-level directions for residential areas:

- Provide new affordable housing opportunities, particularly secured rental and social housing, including in off-arterial locations.
- Maintain the green and leafy character by ensuring landscaped building setbacks and opportunities for large street trees.
- In the existing apartment areas (RM/FM zones), create options for careful renewal and expansion of the existing older rental housing with a focus on maintaining affordability and supporting existing renters to stay in their neighbourhoods.
- Enable new local-serving shops and services (e.g. small grocer, café)

Furthermore, the Broadway Plan defines three 'big moves' for the Fairview South - Area B sub-area in which the site is located, that implement these high-level residential directions:

- Walkable, primarily residential apartment area with diverse housing options.
- Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with enhanced tenant protection requirements for existing rental buildings.
- Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

The proposed development has regard for these high-level policy directions for residential areas and the Fairview South – Area B sub-area. The proposed residential development program is consistent with the directions. It provides new affordable housing opportunities, maintains a primarily residential character within established residential areas, and introduces the diversity of housing options. The proposed residential program is consistent with the rental-focused, minimal displacement guidance of the policy. The inclusion of small-scale local-serving retail and office space for local non-profits achieves the goal of having this format of shops and services integrated with new buildings throughout the area.

The subject site is located in a location that the Broadway Plan identifies in figure 7.2 as being eligible for rezoning. The proposal is consistent with the overall intent of the Fairview South:

- *Strengthen Fairview South as a walkable, primarily residential area with a diversity of housing options by providing strategic opportunities for new housing, encouraging the retention and renewal of existing older rental housing, and introducing new small-scale retail/service uses.*

The proposed development program and form of development are consistent with the *secured market rental housing or social housing* – tower form option for development:

- It complies with max height of 20 storeys
- It complies with max density of 6.5 FSR
- It provides the minimum 20% of residential floor area as secured at below-market rents
- It complies with additional policy 9.10.2 for a maximum of two towers per block, with a third being eligible for consideration (the proposed development would be the third tower on the block.
- It is eligible for consideration of additional height under additional policy 9.10.3 for delivery of ground-level local-serving retail/services uses or childcare (no additional height beyond 20 storeys is proposed).

To achieve the project principle of minimizing tenant displacement, an objective supported by City policy, the proposed development seeks a relaxation on the amount of frontage required for a tower development. The 30.5m (100 ft) site frontage on West 12th Avenue is below the 45.7 m (150 ft) minimum frontage identified in policy 9.10.1. The architectural response of the proposal, which maximizes side yard setbacks and provides below-grade knockout panels to facilitate the redevelopment potential of abutting properties, seeks to be a good neighbour, provide a significant increase in the number of rental units on the site, while consciously minimizing the amount of displacement for existing rental tenants that would be required to build the proposed building. The Vancouver Plan strongly encourages tenant protection, locating taller buildings near transit stations, and supporting small lot development where feasible:

- L1.3.1: Housing - Protect and renew existing affordable housing through reinvestment and intensification, mitigating displacement, and allowing residents to stay in their neighbourhood.
- L1.3.3: Displacement - Prioritize supporting renter households, artists, small businesses, performance venues, and non-profits to remain in downtown neighbourhoods.
- L2.11: Locating height and density - Allow for higher forms of development close to rapid transit stations and local shopping areas and off busy streets. Avoid abrupt transitions at the edges of plan areas or across laneways and streets.
- L2.3.3: Small scale - Where feasible, facilitate small lot, incremental development that can allow neighbourhoods to evolve over time, while also supporting a more resilient local development industry.

The proposal for sensitive intensification that significantly increases the number of rental units in proximity to transit is supported by numerous policies under the Vancouver Plan. These include:

- L1.1.2: Strengthen existing neighbourhood centres by providing opportunities for more people to live nearby. Encourage new neighbourhood centres where shops, amenities, transit, and sufficient housing can be located close together.
- L1.1.3: Allow more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air quality.
- L1.2: Direct Growth Strategically - Direct growth to optimize the unique assets and opportunities of Vancouver's diverse neighbourhoods, such as transit investments, local shopping areas, and employment districts.
- 5.1.1: Reduce the need to drive and decrease carbon emissions by locating shops, services, businesses and diverse housing types in areas that can be well-served by walking, rolling, biking and transit.

The proposed development is consistent with City policy objectives relating to housing choice, affordability, minimization of tenant disruption, and locating new growth in relation to rapid transit. The proposal will intensify residential use of the existing site to yield more than a six-fold increase in the number of secured rental units, and introduces affordable rental housing units on more than a one-for-one replacement of existing rental units. The proposed tower form of development in the walking distance of a rapid transit station is appropriate and the architectural response to the small site demonstrates that housing and built form policy objectives can be achieved on a smaller scale site than originally envisioned by the Broadway Plan.

Proposed CD-1 Zoning

The 1365 West 12th Avenue rezoning proposal will feature uses that achieve policy objectives relating to affordable housing, transit-oriented development, the promotion of rental housing, and protections for existing rental tenants. The proposal aligns with site-specific, sub-area, and corridor-scale objectives of the Broadway Plan, area-specific and city-wide objectives of the Vancouver Plan, and are consistent with Regional-scale land use and transportation policies. The proposed uses include the following:

- Dwelling Uses
  - Multiple Dwelling - Secured Market Rental Housing
- Retail uses
  - Neighbourhood Grocery Store
  - Retail Store

Rezoning intent

This rezoning proposal provides the following:

- Significantly expanding secured rental housing on the site
- Introduces secured affordable housing on the site
- Minimization of existing tenant displacement through a small site tower approach
- Small-scale local-serving retail coupled with public realm enhancements to enliven West 12th Avenue
- Promotion of commuter cycling through highly accessible ground-level bicycle storage and laneway access
- High-quality tenant amenity spaces, including indoor-outdoor amenity space at the podium level and the penthouse level wholly dedicated to resident amenity space.
- Preservation of adjacent properties' development capacity and support for consolidated laneway access through knock-out panels in the underground parking garage and shared use of the laneway ramp.

The proposed development comprehensively responds to current and emerging policy promoting the sensitive residential intensification of areas proximate to the rapid transit, wholly prioritizes rental residential tenure, introduces secured below-market affordable rental housing, and neighbourhood-serving small-scale retail space and office use for local non-profit organizations. It seeks through its small site approach to minimize the impact of development on existing tenants while simultaneously maximizing the number of additional homes that can be created in this walkable area well-served by transit and implementing robust tenant protection measures. The proposed CD-1 zoning seeks entitlement for up to 20 storeys of development up to a maximum density of 6.5 FSR with uses aligned to the Fairview South – Area B sub-area policy summary table 9.10.1 and associated additional policies (9.10.2-4).

- Proposed uses: Residential, Retail, Office.
- Height: 20 storeys
- Density: 6.5 FSR
- Requested relief:
  - Minimum 30.5 m site frontage for a tower form of development from the 45.7m under the Broadway Plan (figure 9.10.1).
  - 1.5 rear yard setback to accomodate the tree preservation plan

The proposed development supports the above-mentioned policies by building 100% secured rental housing on the site, including 20% below-market affordable units, and introducing small-scale retail and office uses that is consistent with policy intent.

4.1 Proposed Development Concept

Site characteristics

- Address: 1365 West 12th Avenue
- Site Size: 1,162.2
- Site width: 30m
- Site Depth: 38m

Current building

- Existing floor plate 598 sq m
- Current building height 3 storeys
- Number of housing units: 19
- Current Zoning RM3
- Current use: Mu ltiple Dwelling
- FSR allowed 1.9
- Neighbourhood: Fairview South
- View Cones: None applicable

Proposed development

- Height: 20 storeys
  - 2 storey podium
- Density: 6.5 FSR
- GFA:
  - GFA - 12557 sqm (135162.4 sq ft)
  - Net GFA for FSR calculations - 7562 sqm (81,396.7 sq ft)
- Setbacks:
  - Front Yard 6.1
  - Side Yard 2.4m (west side), 2.6 metres (east side)
  - Rear Yard - 1.5 metres to the podium
- 116 rental dwellings
  - 93 market rental
  - 23 affordable rental
- Retail space: 211 sqm (2271.19 sq ft) GFA



Figure 29. Development Concept

4.2 Tower Separation Study

- This plan-view study shows that tower seperation is maintained well in excess of best

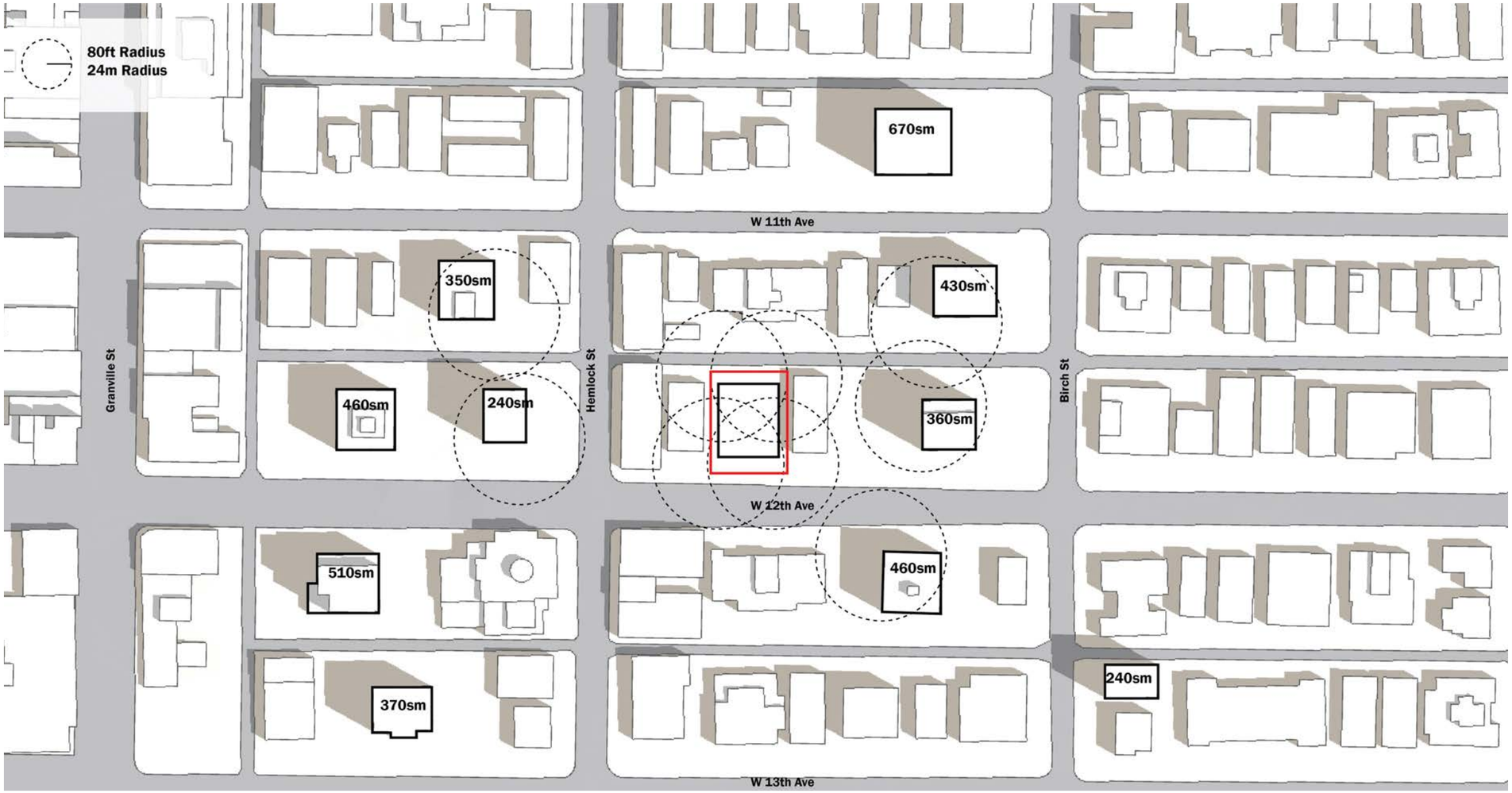


Figure 30. Tower Separation Study - The proposed tower maintains in excess of 24m corner-to-corner separation with the closest towers.

4.3 Frontage Study

Narrow frontage towers offer many advantages over the slab towers and podium towers:

- Narrow frontage can be used to help preserve existing housing stock avoiding demolitions and evictions triggered by lot consolidation
- Allows for retention of well-maintained existing apartment building on the east side of Hemlock Street betwen West 12th Avenue and the mid-block laneway, which has heritage character (without necessarily being a designated heritage building.)
- Sculpted to fit within the current rhythm and lot width characteristics of Fairview - many existing apartments are 2-lot 100' frontage developments
- Encourages a variety of architectural and apartment building types furthering the current sense of variety and vibrancy in Fairview
- Tactical placement and tower floorplate sculpting allows for targeted and precise, but low-impact massing
- Precedent for narrow towers show the fit can be managed, 2838 Birch street demonstrates a narrow tower sculpted to fit on a 50' frontage
- Makes efficient use of land by avoiding excess land acquisition for podium development which reduces the efficiency of the apartment buildings
- Has an efficient rental replacement ratio better than that of a podium tower lot consolidation approach
- Results in a more organic and natural evolution of the urban fabric in Fariview that is less disruptive in terms of how the neighborhood built form evolves
- The frontage complies with the policy on reduced minimum frontage in accordance with the Broadway Plan.

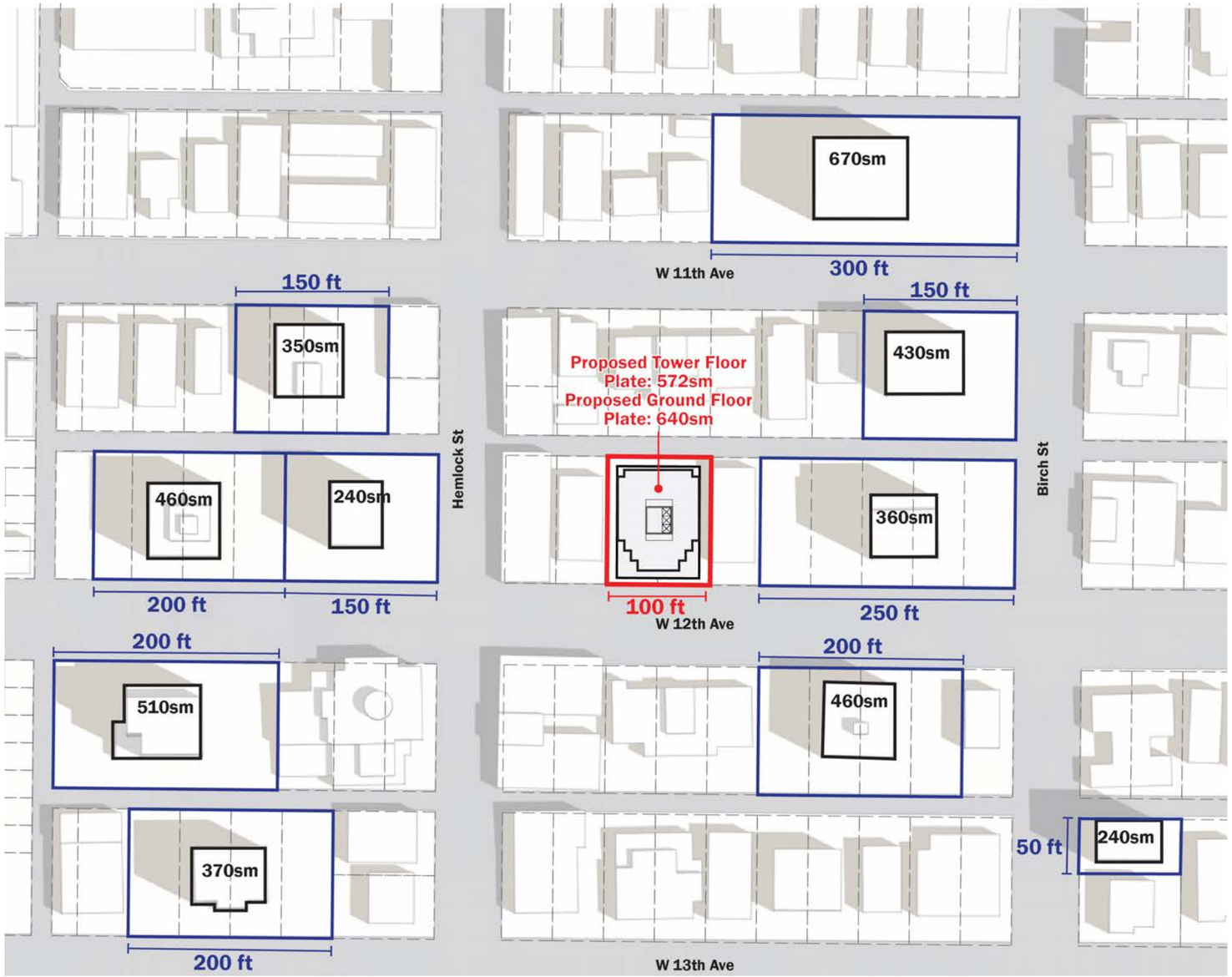


Figure 31. Tower Frontage Study

4.4 Precedent Images

- Nearby precedent 2838 Birch Street (Figure 32)
  - Narrow “mansion tower”
  - 12 storeys with under ground parking access off the lane
  - 50 foot frontage onto Birch
  - 100 foot off the lane
  - immediately abutting a low density house
  - located on an internal corner of Birch and the lane between 13th and 12th Avenues.
- Nearby application approved July 21 2020: 2538 Birch Street CD1 (708) (Figure 33)
  - 248 secured rental suites of which 53 are Moderate Income Rental Housing Pilot Program units)
  - commercial uses at grade;
  - a total floor space ratio (FSR) of 10.52;
  - a total floor area of 18,335 sq. m (197,359 sq. ft.);
  - a maximum height of 84.25 m (276.40 ft.); and
  - 187 underground parking stalls and 438 bike spaces (5 levels of u/g parking)

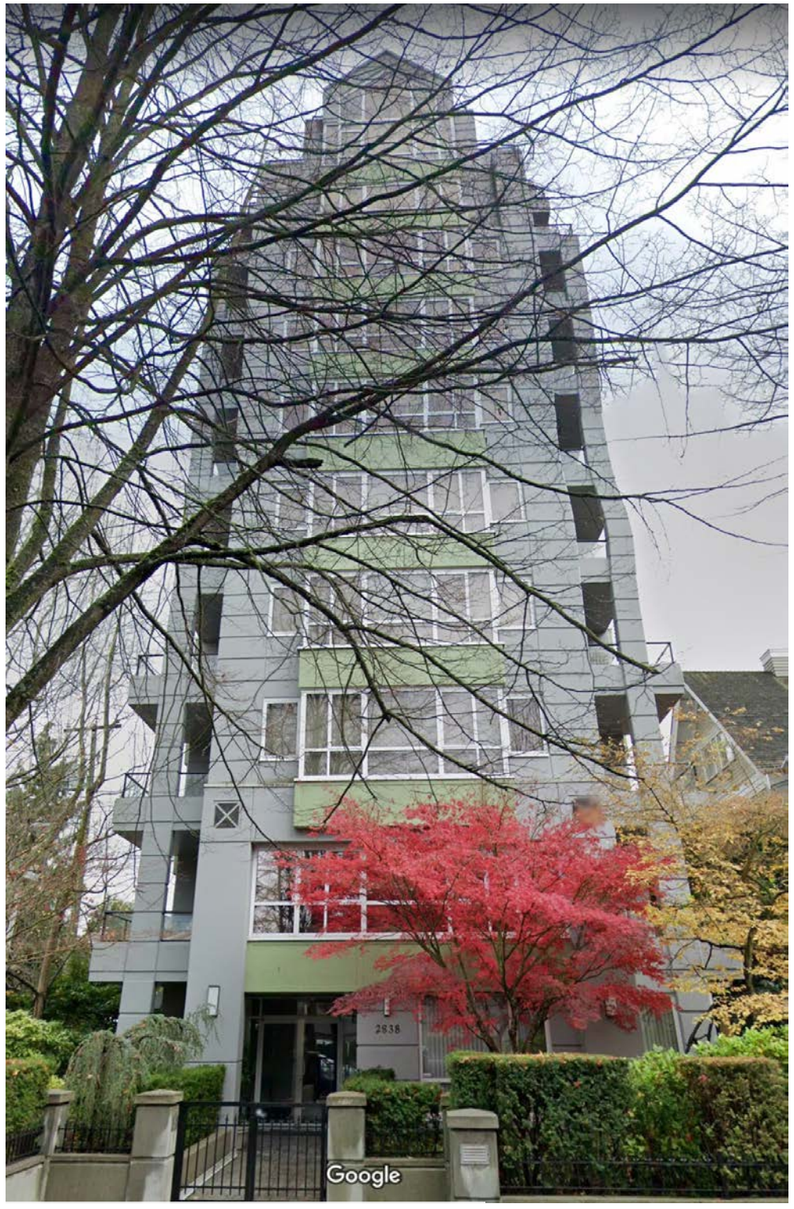


Figure 32. 2838 Birch Street



Figure 33. Proposed 2538 Birch Street

4.5 Building Envelope and Setbacks

The drawing shows that the building fits properly within the context with the following setbacks:

- Front setback of 6.1 m
- Rear lane setback of 1.5 m
- West Side setback of 2.4 m
- East Side setback of 2.6 m

Figure 34. Street Level Building Envelope

Figure 35. Street Level Building Envelope - The proposed building facade maintains existing trees.

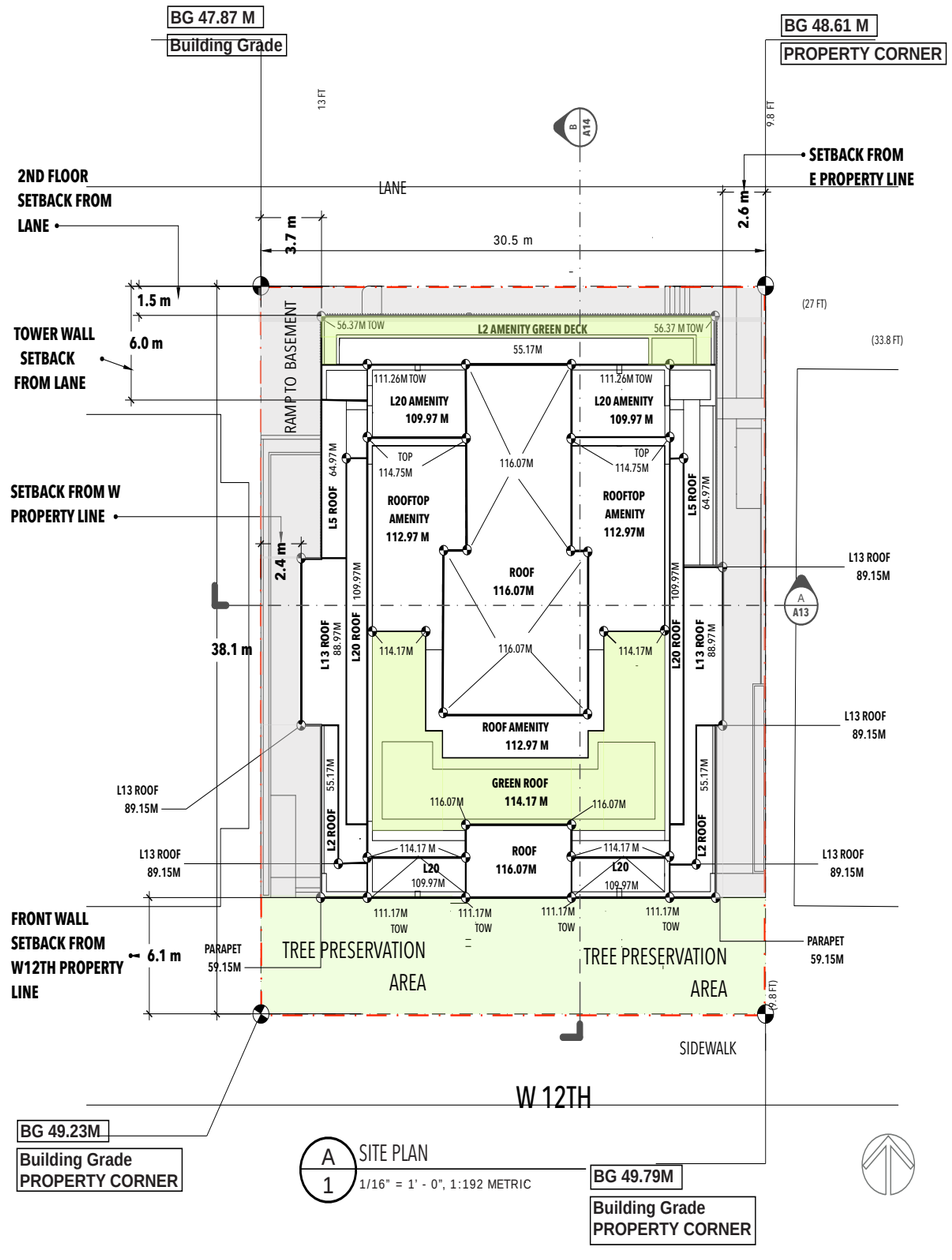


Figure 36. Setbacks

4.6 Architectural Drawings

The following drawings show the layouts for basement levels 1 and 2.

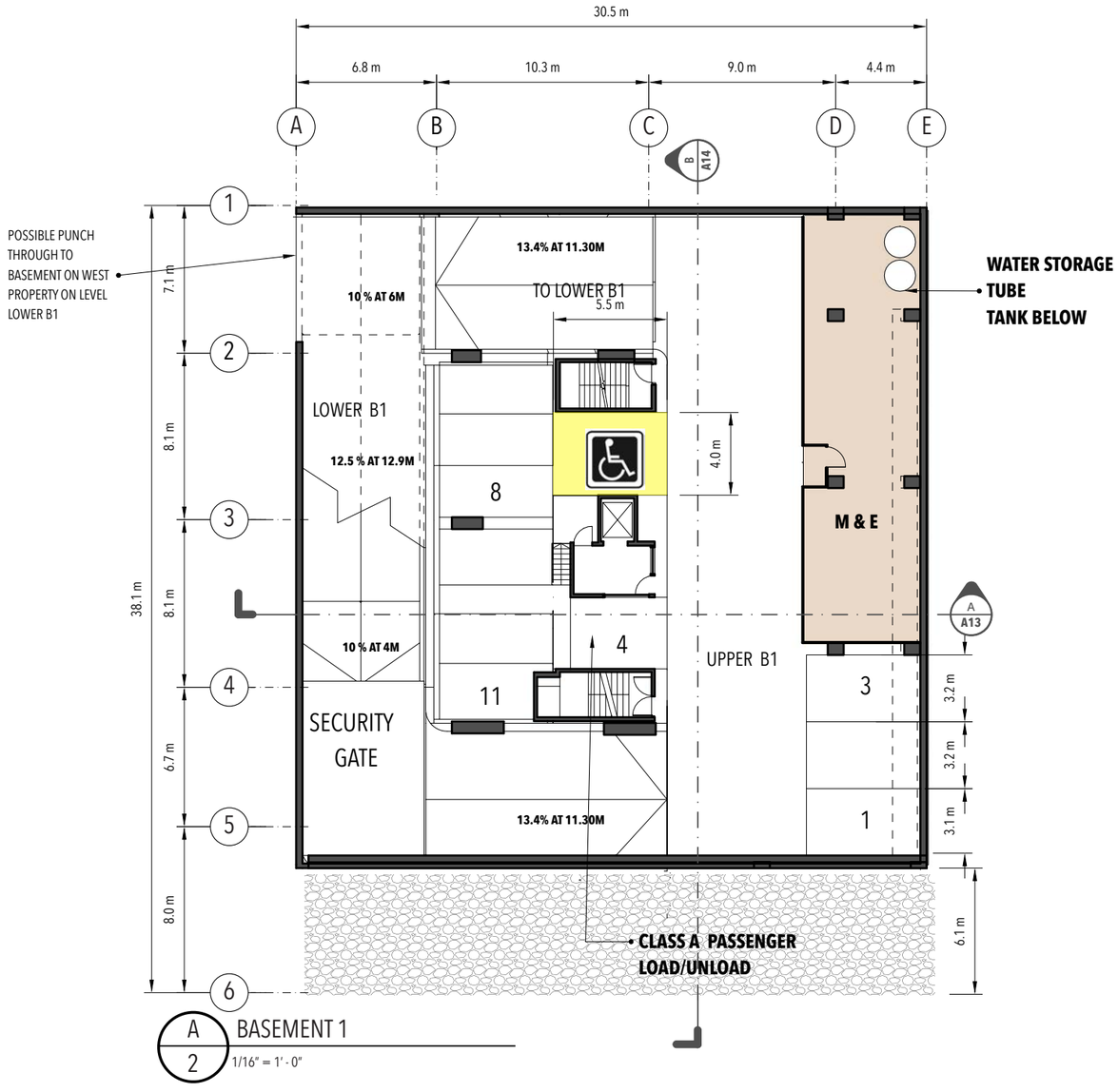


Figure 37. Basement 1

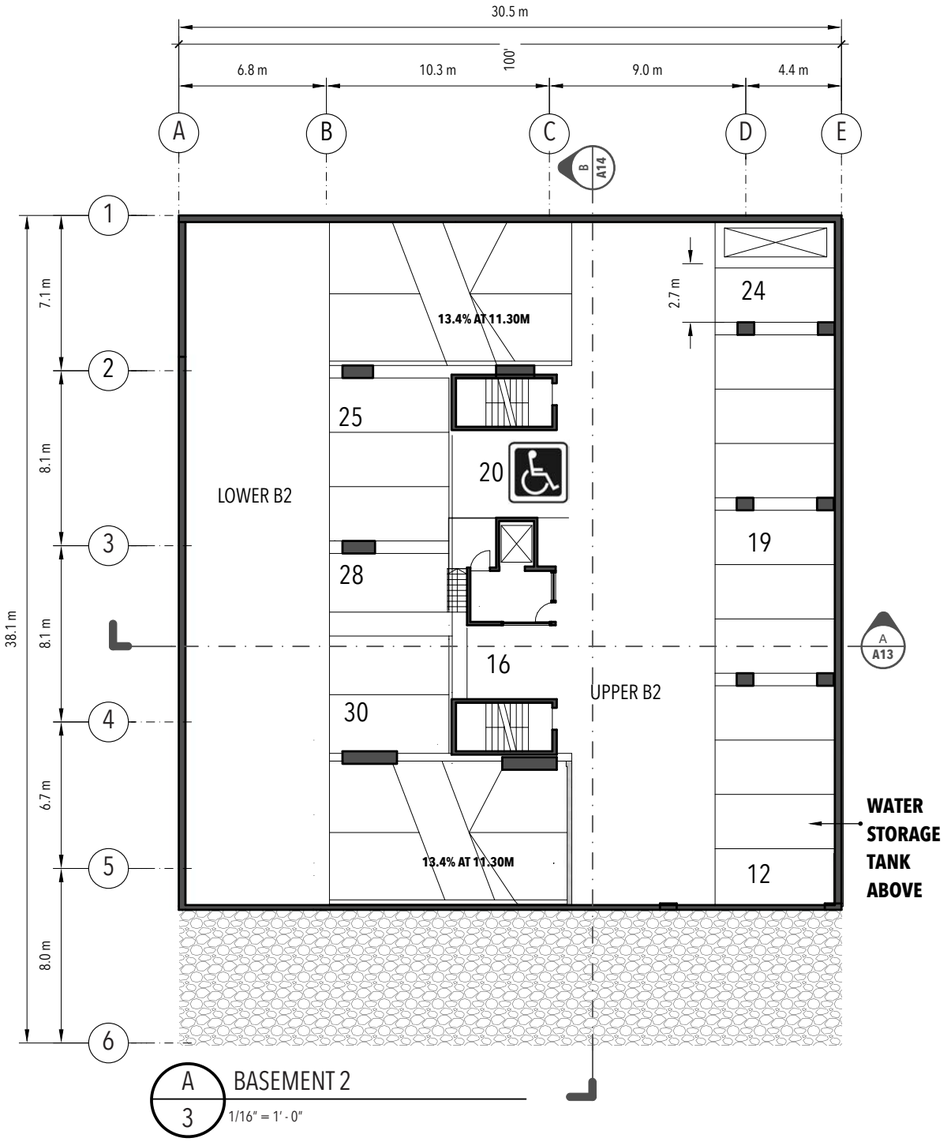


Figure 38. Basement 2

4.7 Architectural Drawings

The following drawings show the layouts for basements 3 and 4.

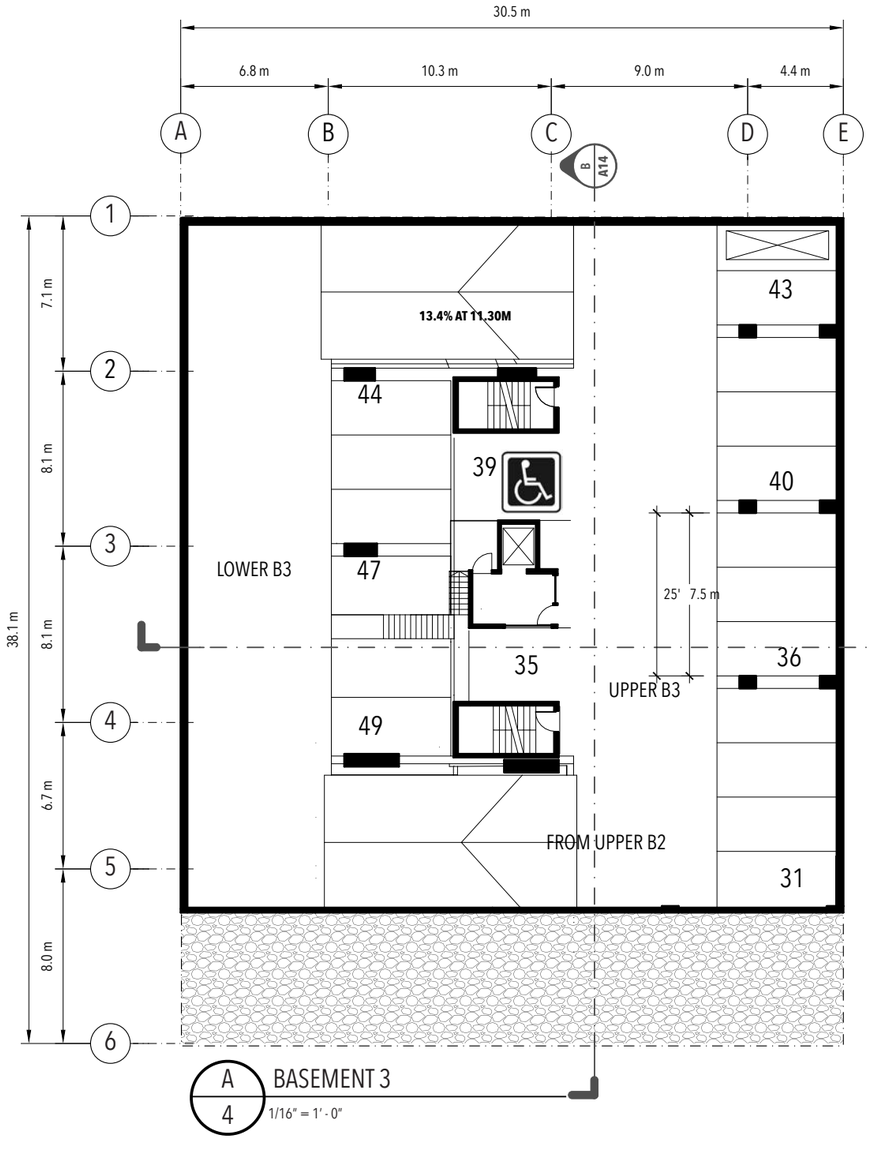


Figure 39. Basement3

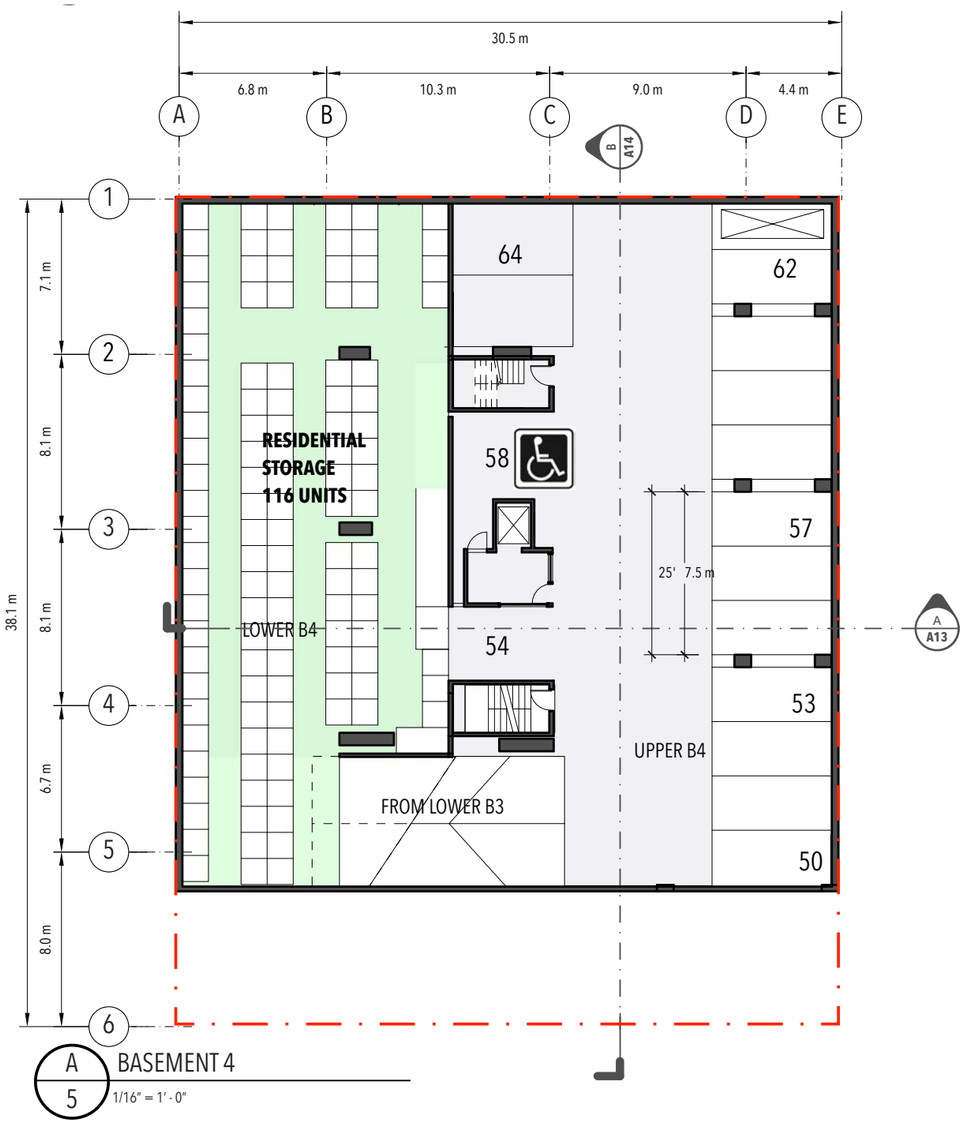


Figure 40. Basement 4

4.8 Architectural Drawings

The following drawings show the layouts for the ground floor and mezzanine.



- ADDITIONAL CLASS A PASSENGER LOADING/UNLOADING SPACE AS PER TDM PLAN
- >40% (58.5%) OF CLASS A RESIDENTIAL BICYCLE PARKING LOCATED AT GRADE AS PER TDM PLAN
- CLASS A BICYCLE PARKING

LEVEL 01:	
RESIDENTIAL	
Horizontal	78
Oversized	10 *
Vertical	43
OFFICE/COMMERCIAL	
Horizontal	5
Vertical	2
SUB-TOTAL	131
BASEMENT P1	
RESIDENTIAL	
Horizontal	64
TOTAL	195

* 5 % OF 195

- CLASS A COMMERCIAL/OFFICE BICYCLE PARKING
7 SPACES PROVIDED
100% OF NON RESIDENTIAL BICYCLE PARKING PROVIDED AT GRADE WITH ACCESS SEPARATED FROM PARKING AS PER TDM PLAN.

- BASEMENT SETBACK 6.3 M FROM PROPERTY LINE FRONT YARD

- RESIDENTIAL ENTRANCE FROM W12TH

Figure 41. Ground Floor

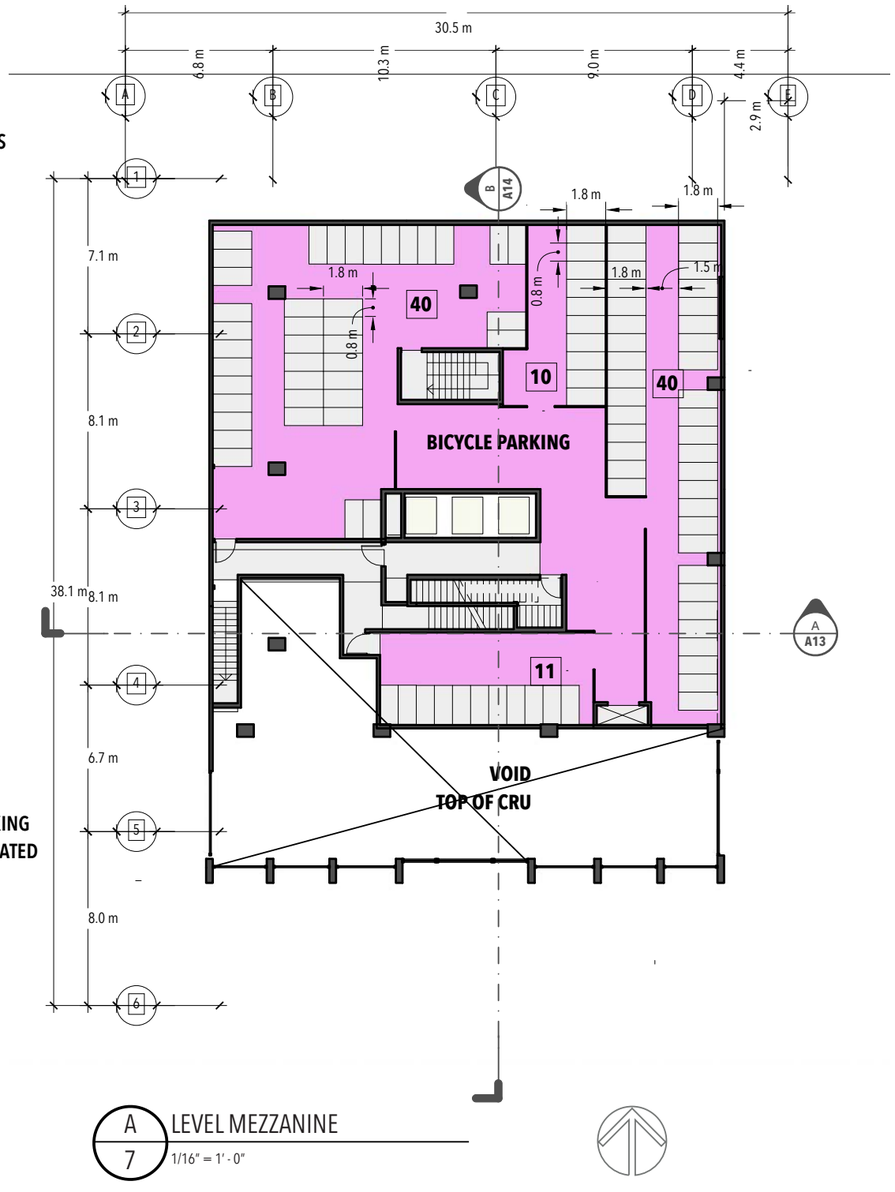


Figure 42. Mezzanine

4.9 Architectural Drawings

The following drawings show the layouts for level 2 and levels 3 to 4. Figure 39 shows the space on level 2 designated for indoor and outdoor amenities and office space. Figure 40 shows the space on levels 3 and 4 designated for 1- and 3-bedrooms units.

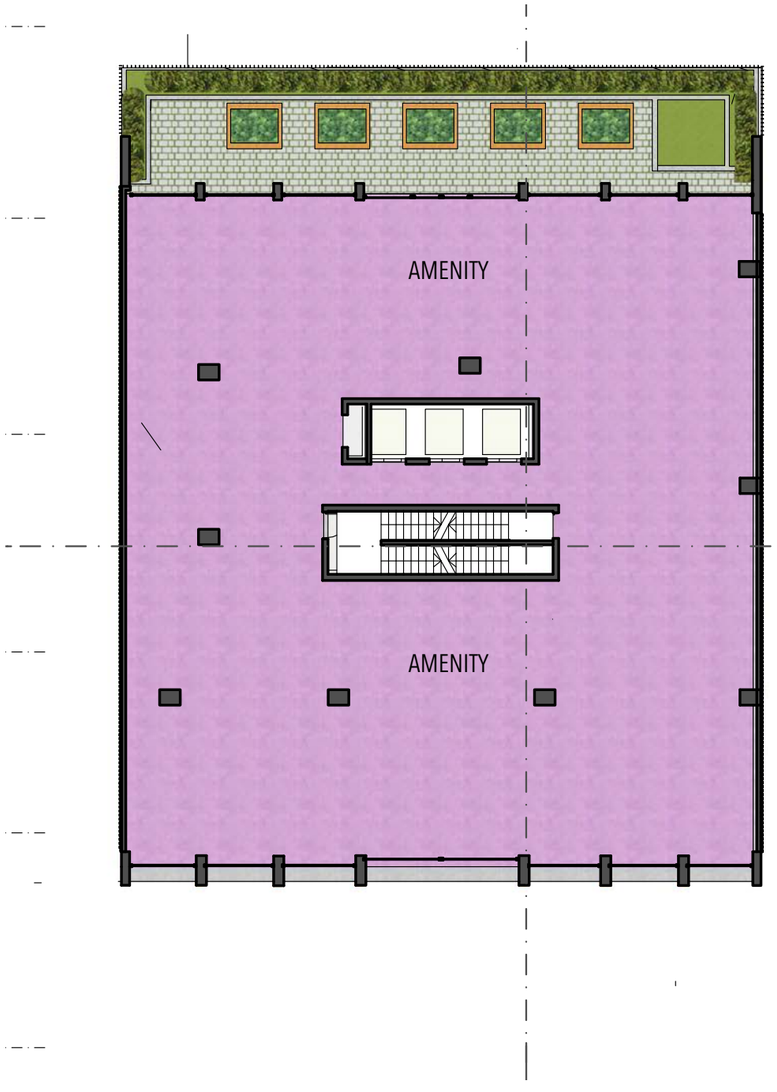


Figure 43. Level 2

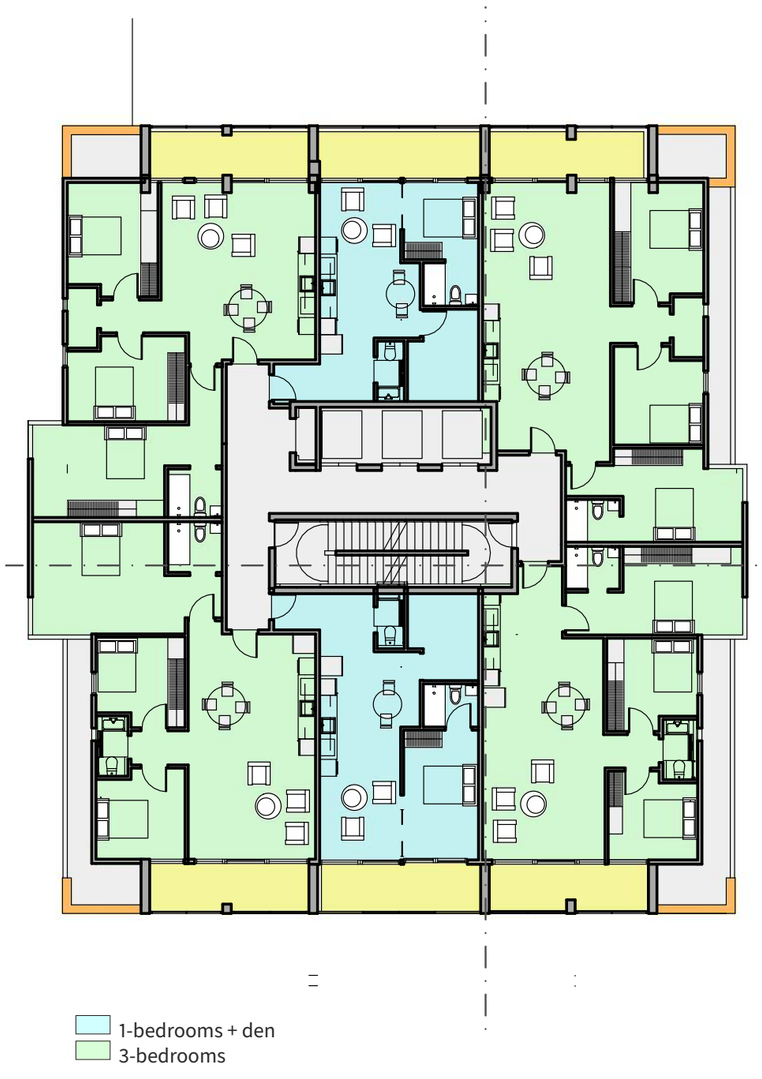


Figure 44. Levels 3-4

4.10 Architectural Drawings

The following drawings show the layouts for levels 6 to 12 and levels 13 to 19. The plans show that levels 6 to 12 designated for studios, 1- and 2-bedrooms units, and levels 13 and 19 designated for 1-bedrooms units and 2-bedroom units.

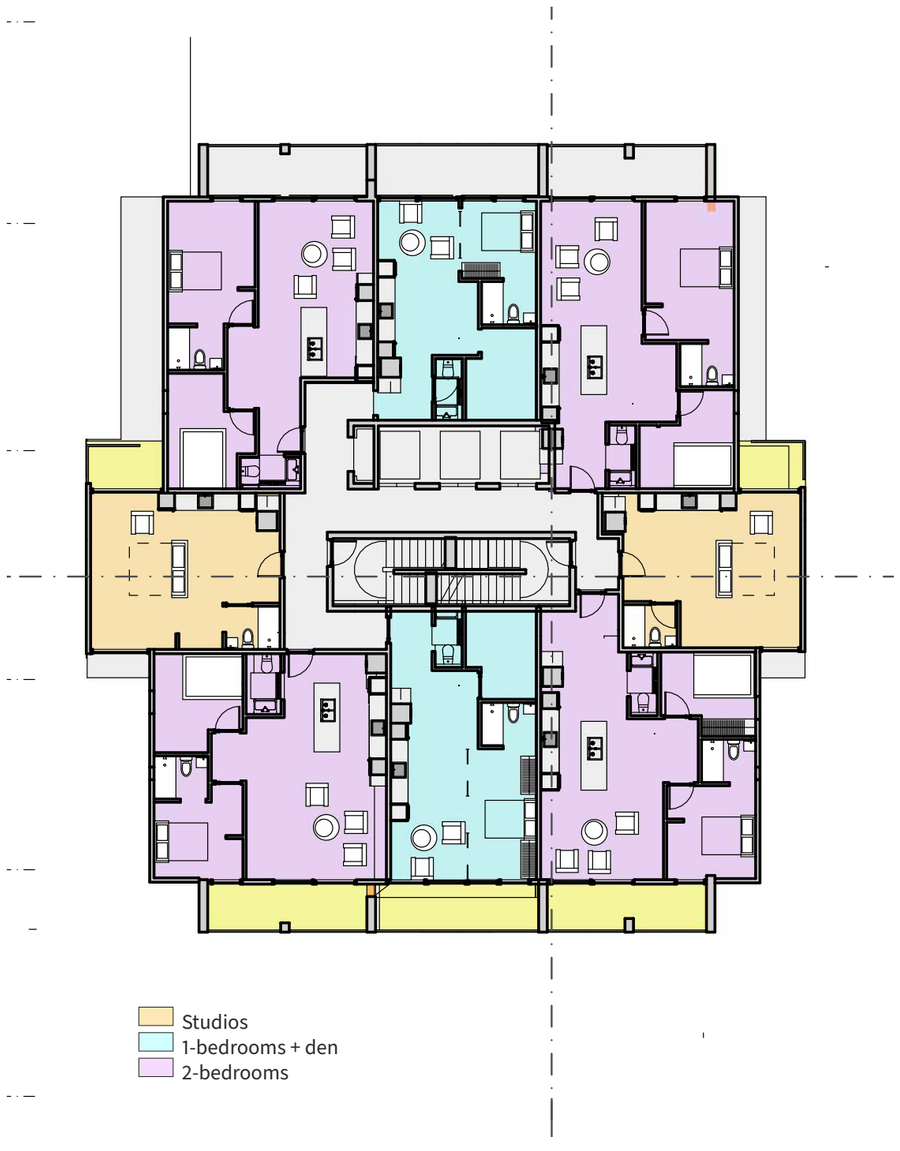


Figure 45. Levels 6-12

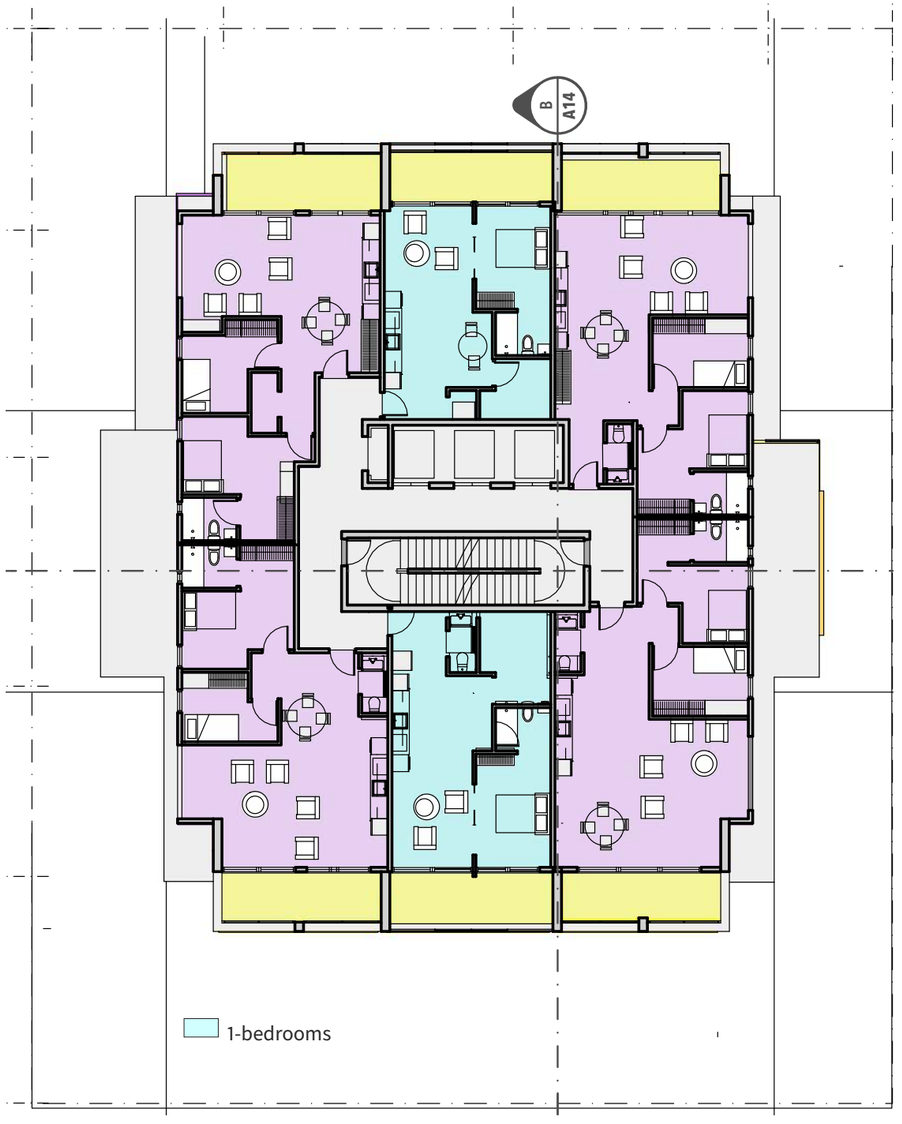


Figure 46. Levels 13-19

4.11 Architectural Drawings

The following drawings show the layouts for indoor amenities on the top of the building. The plans shows the space on level 20 for indoor amenities and the space on the rooftop dedicated to resident amenity area.

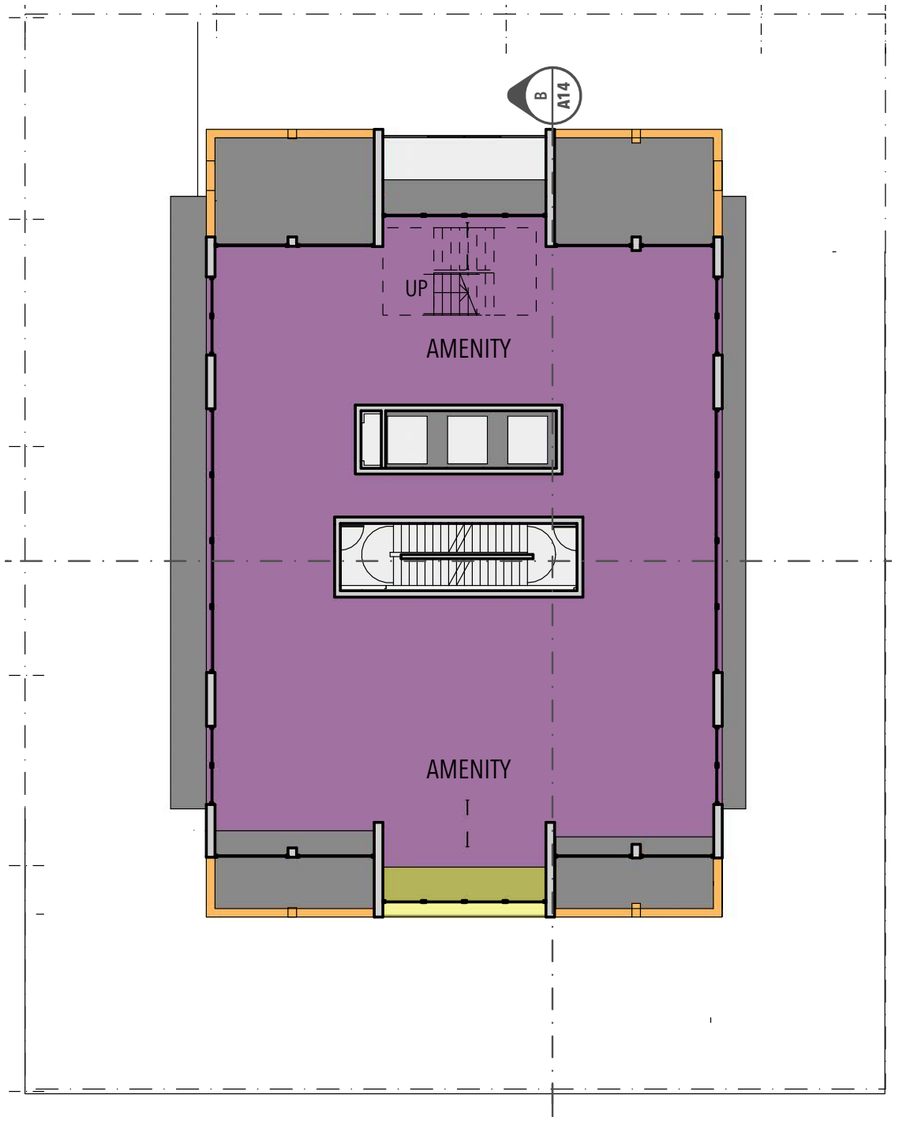


Figure 47. Level 20

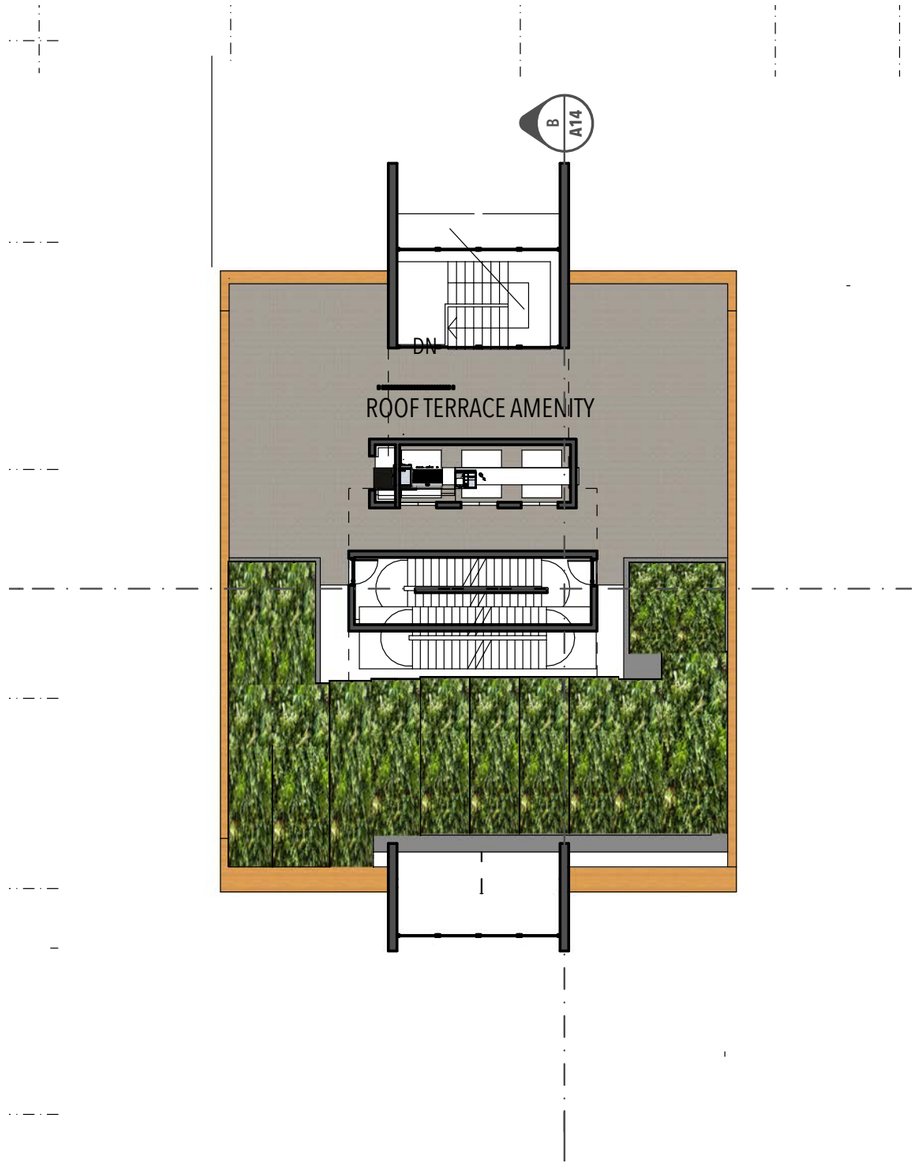


Figure 48. Roof Terrace /Ammenity

4.12 Sections

The following drawings show the transverse and longitudinal sections of the building.

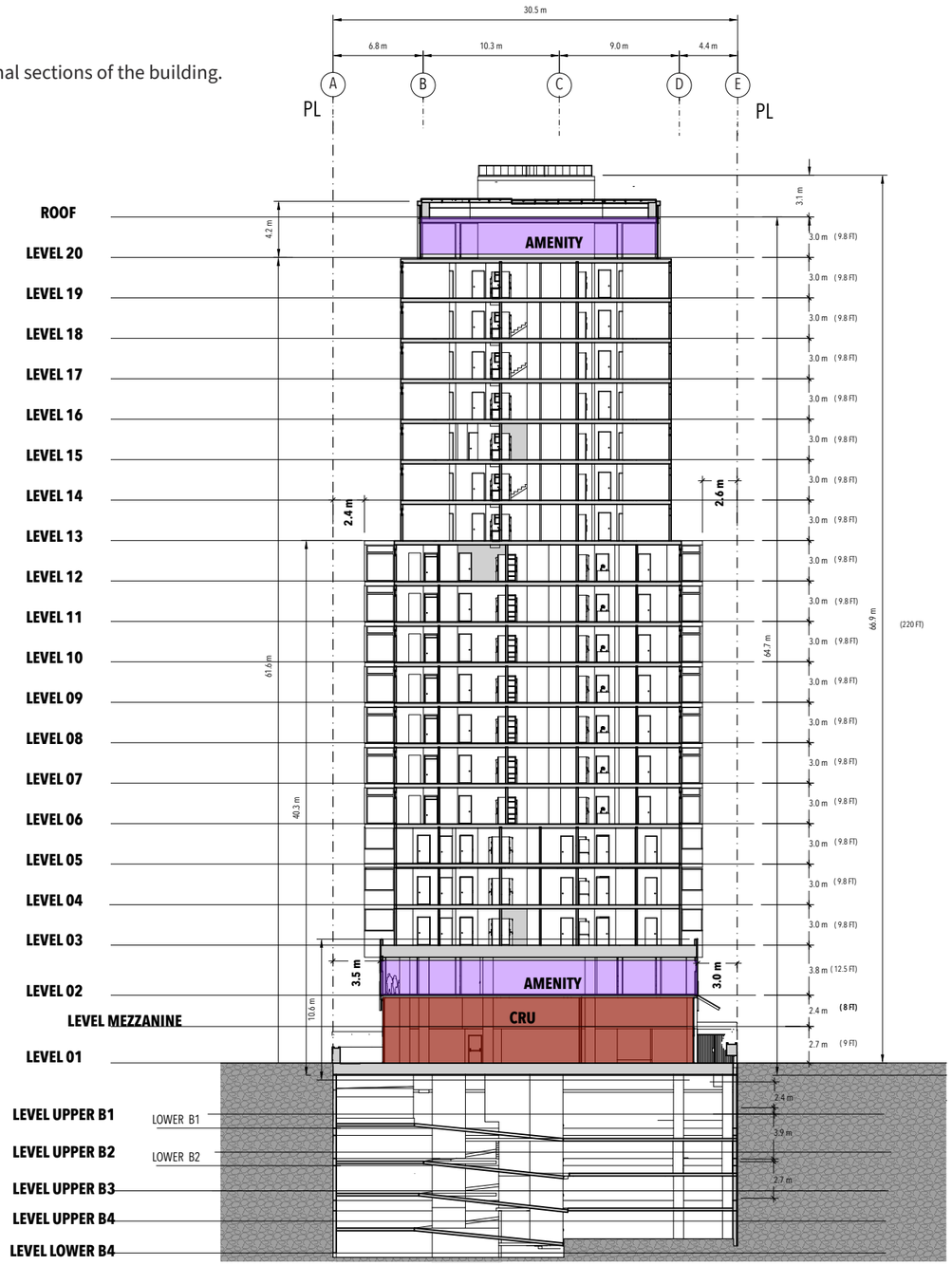


Figure 49. Transverse Section - North Facing

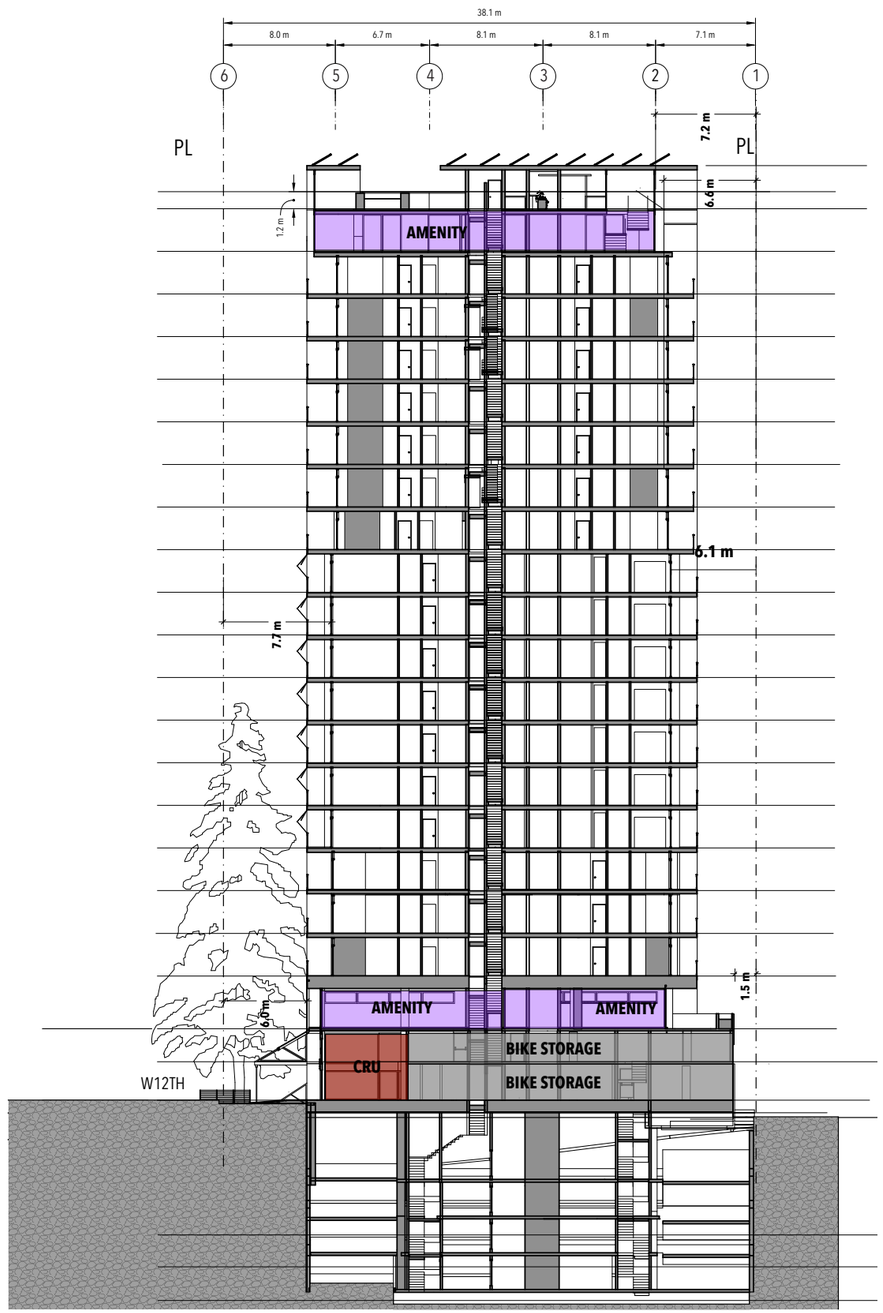


Figure 50. Longitudinal Section - West Facing

4.13 Elevations

The following drawings show the south and north elevations of the building.



Figure 51. South Elevation



RETRACTABLE LIGHT WEIGHT
PERFORATED METAL AWNINGS
FOR 100% WINDOW SHADING

OPENING TO WALL RATIO
55%



Figure 52. North Elevation

4.14 Elevations

The following drawings show the west and east elevations of the building.

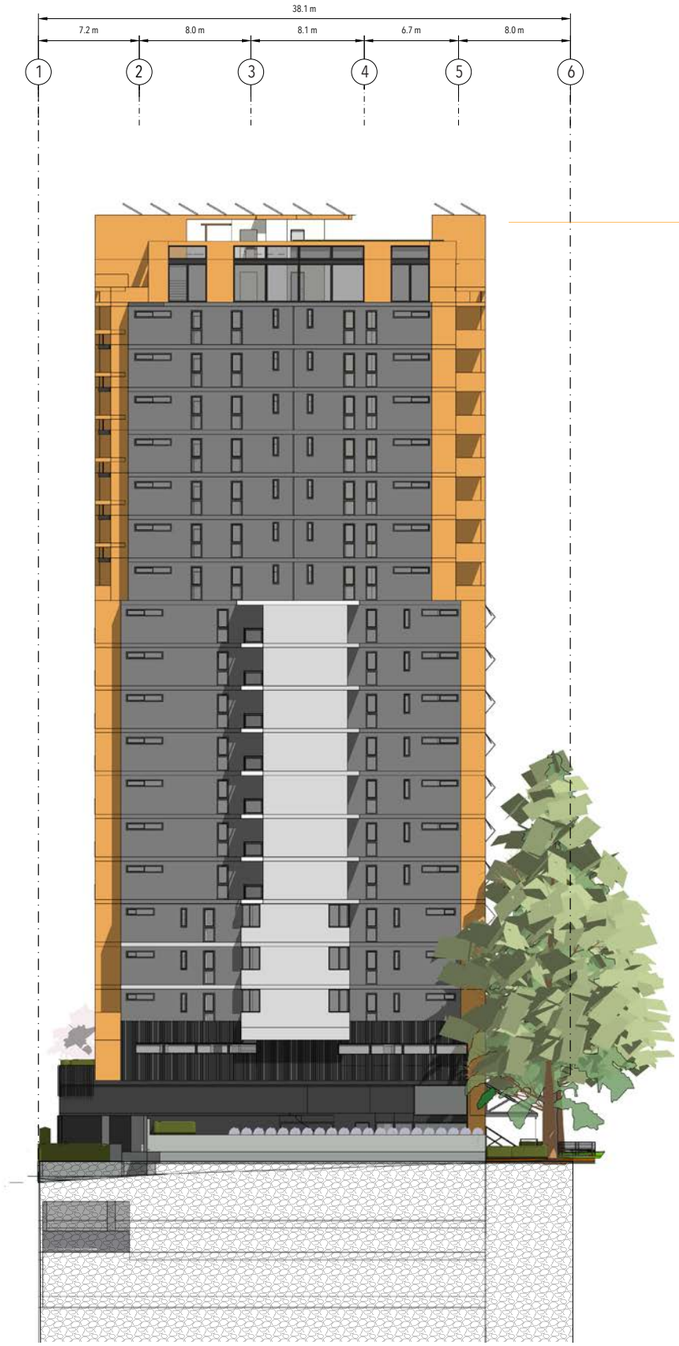


Figure 53. West elevation

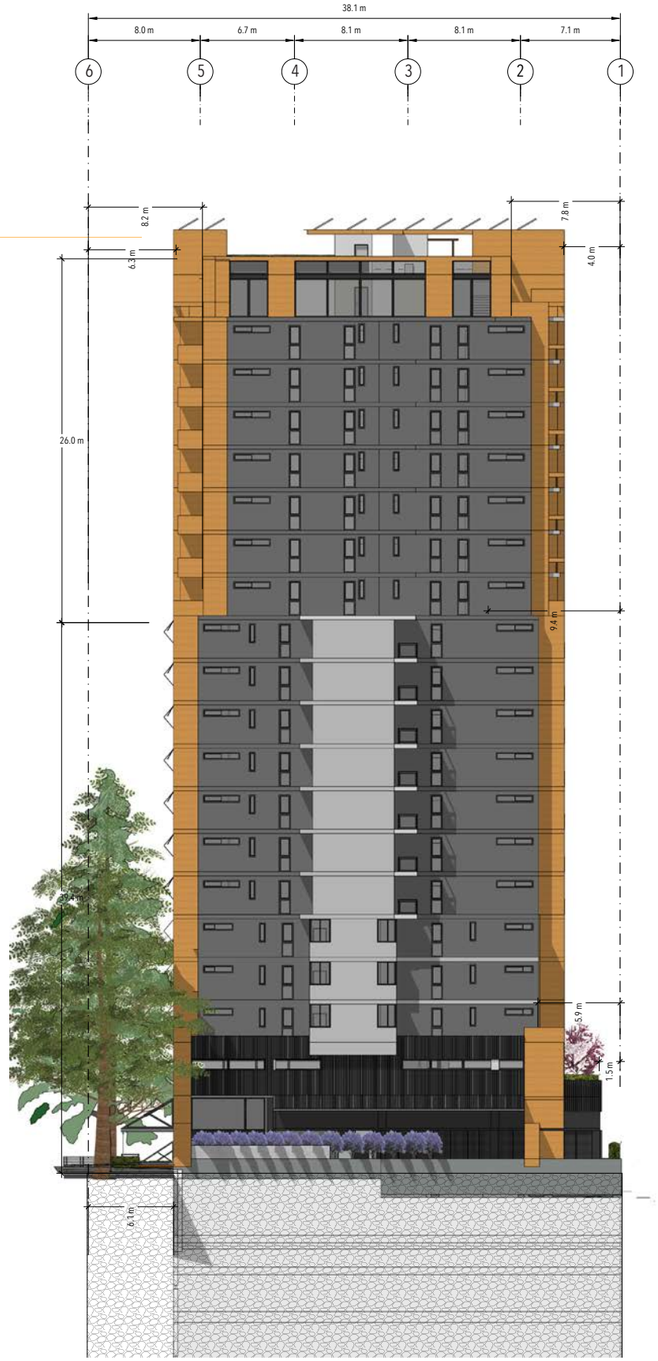


Figure 54. East elevation

4.15 Renderings

The following render showcase different features of the proposed building.



Figure 55. Perspective from W12th

4.16 Parking Plans

The following tables show the parking requirements based on the Transportation Demand Management Plan and the proposed parking for the proposed development.

ADJUSTED PARKING REQUIREMENTS BASED ON TDM PLAN

Land Use	Base Vehicle Parking Requirement		Allowable Parking Reducation	Final Requirement	Accessibile Parking Required
Residential Rental	52		20%	42	5
Residential Visitor	6		0%	6	6
Retail	3		21.7%	2	1
Office	5		100%	0	0
TOTAL REQUIRED VEHICLE PARKING					50

Land Use	Basic Class A Bicycle Parking Requirement	Basic Class B Bicycle Parking Requirements	Additional Requirement for TDM	Final Requirement
Residential Rental	242	7	0%	249
Retail	2		4%	2
TOTAL REQUIRED CLASS A BICYCLE PARKING				190

PROPOSED PARKING

Level	Level 1	Mezzanine	Basement 1	Basement 2	Basement 3	Basement 4	TOTAL
Cars			7	18	18	14	57
Guest Cars			3				3
Load/Unload	1		1				2
Accessible Cars			1	1	1	1	4
TOTAL	1	0	5	19	19	15	66
BICYCLES							
Bicycles Class A	131	101					232
Bicycles Class A Commercial / Office	7						7
Bicycle Class B	7		7				7
TOTAL	145	101	7				246

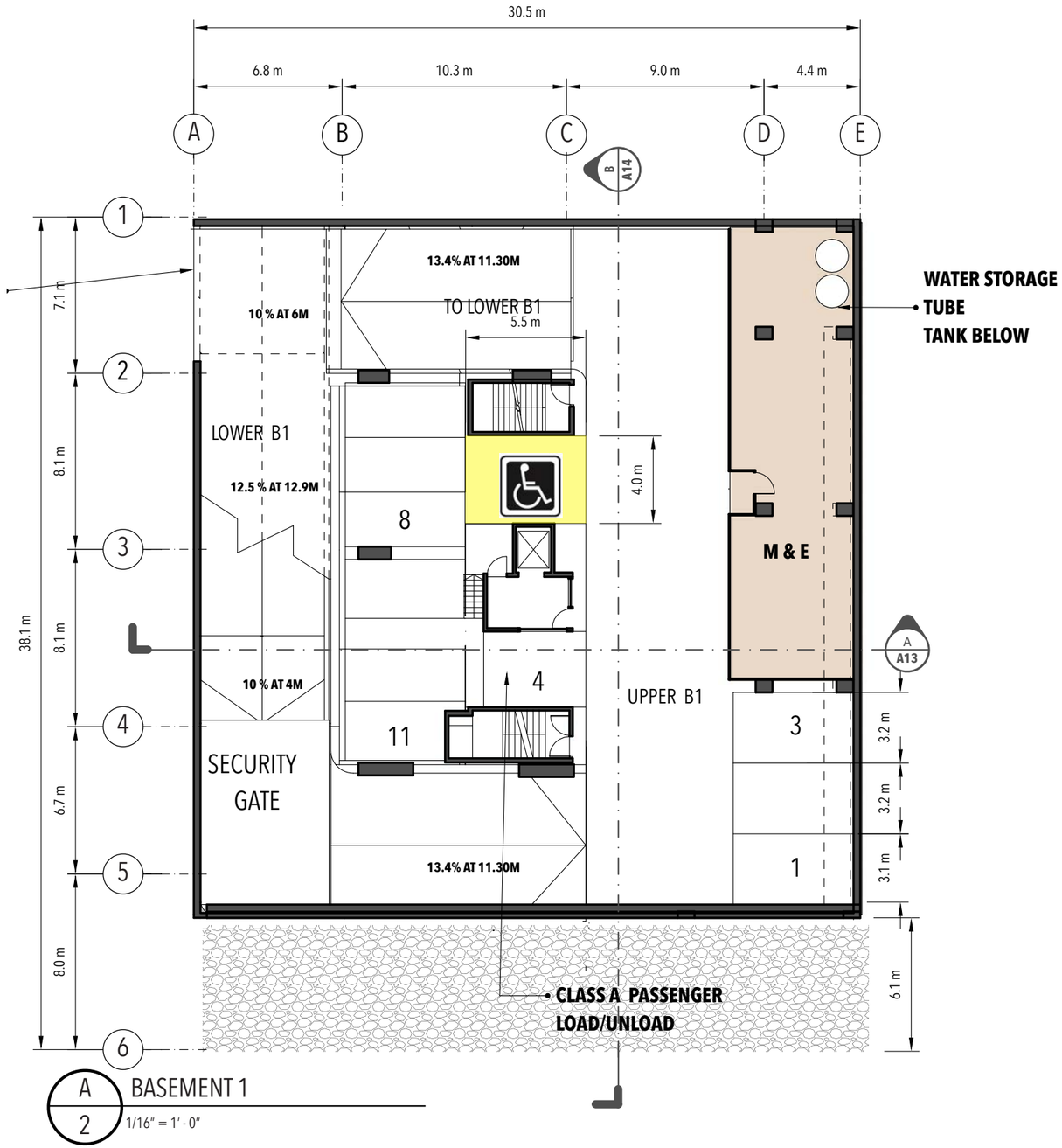


Figure 59. Basement 1

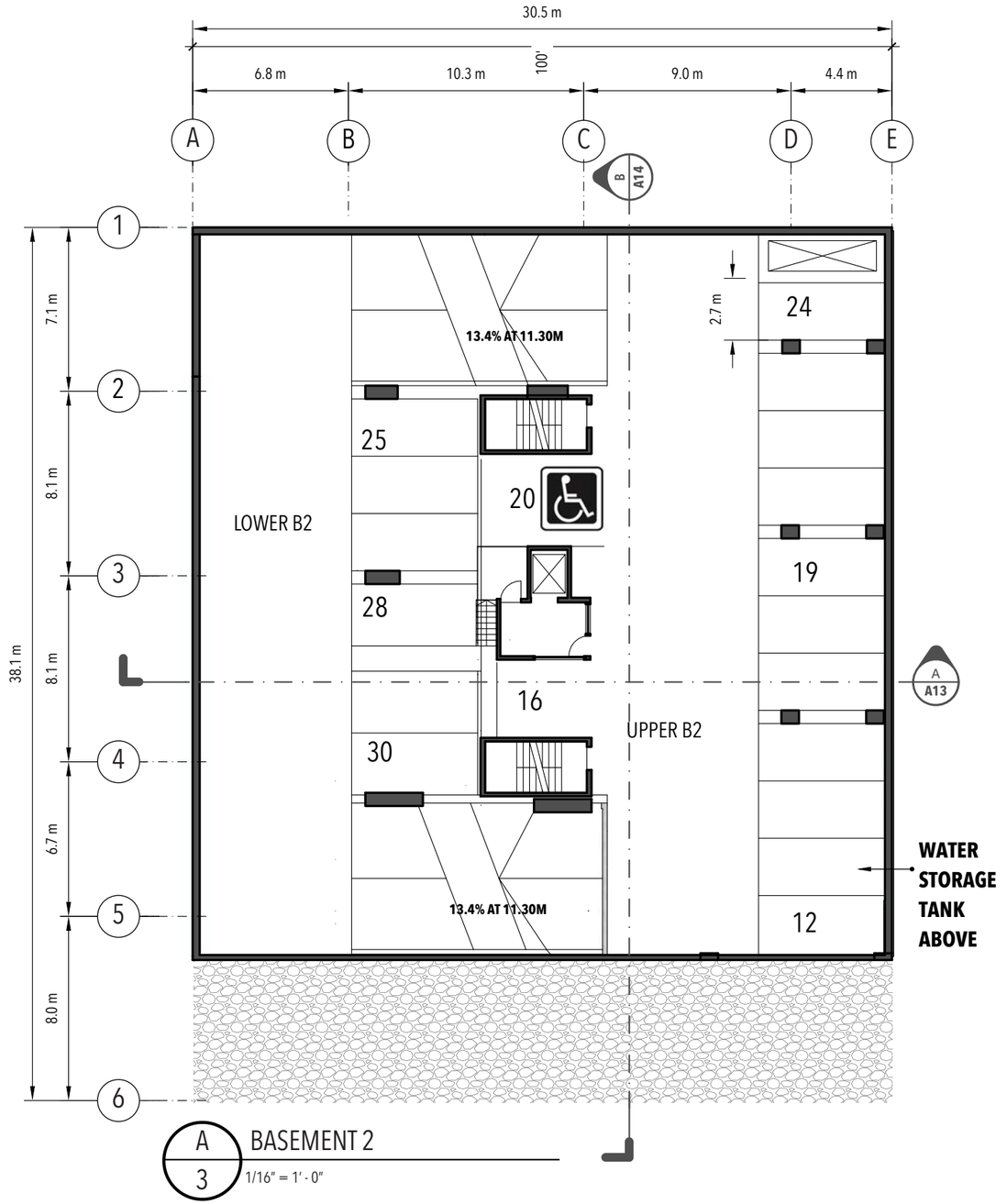


Figure 60. Basement 2

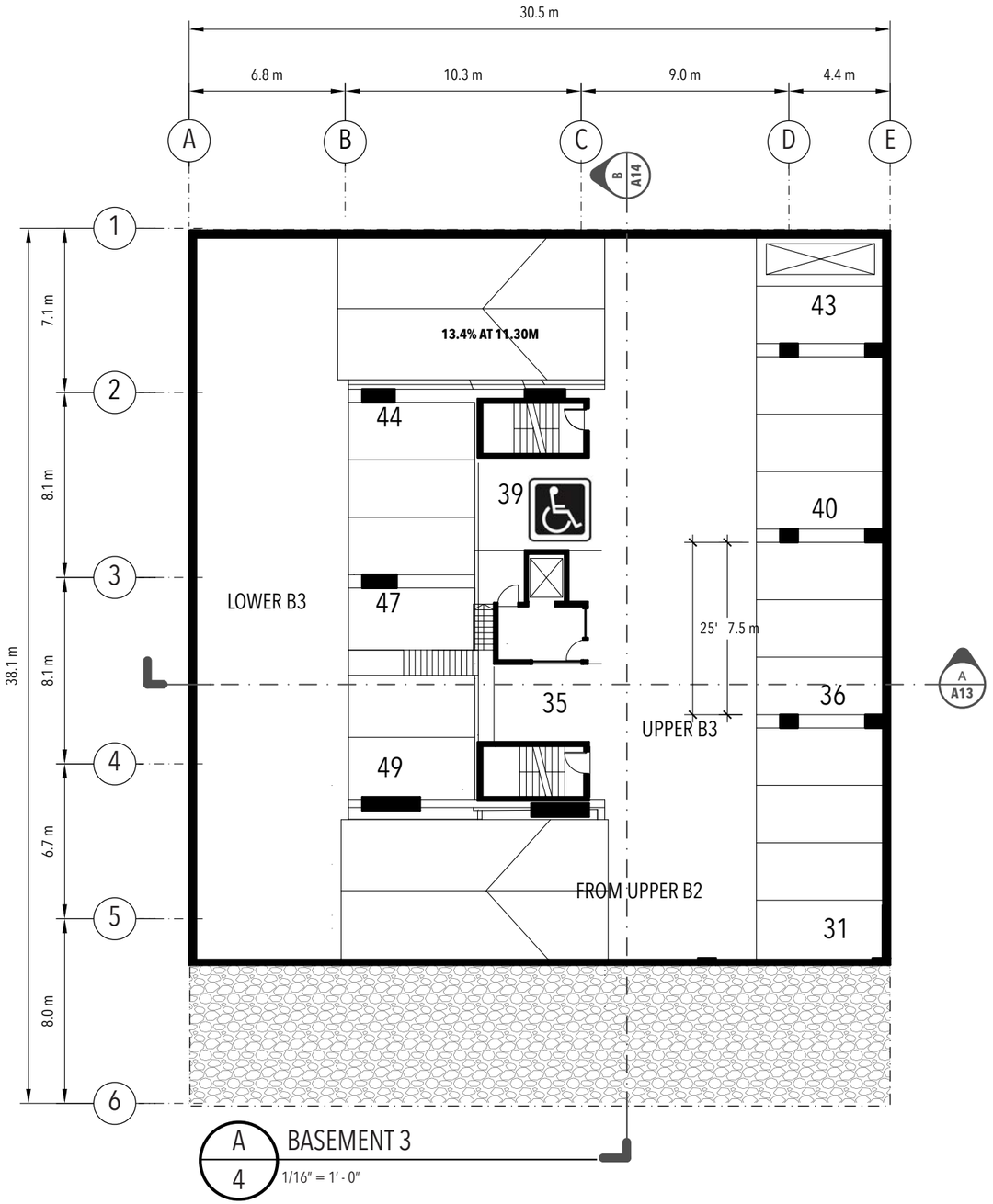


Figure 61. Basement 3

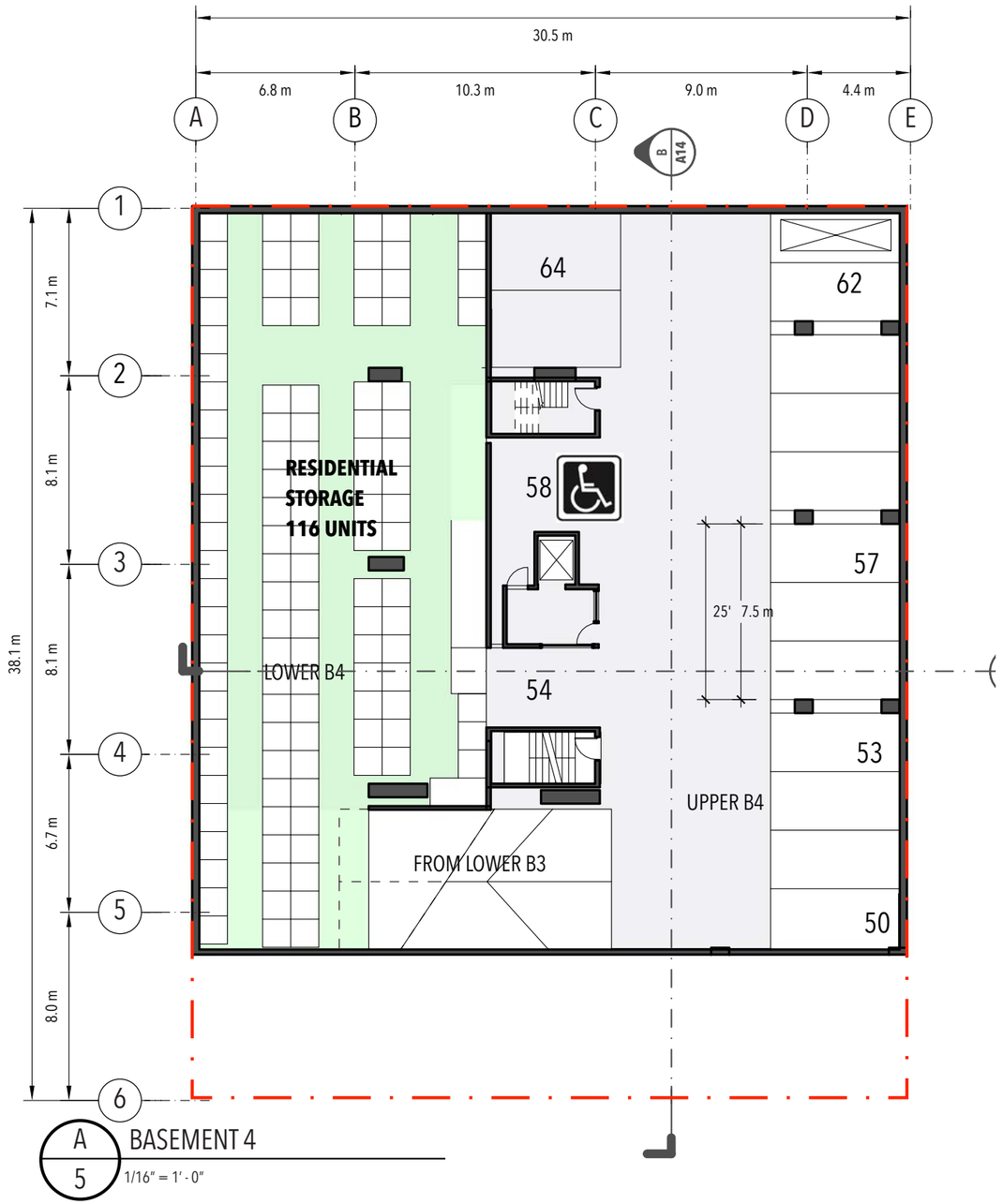


Figure 62. Basement 4

4.17 Landscape Plans

The landscape plan and tree retention strategy is attached as part of the submission package.

5.1 Site Survey

The following site survey shows the current state of the existing building of the subject site. It describes the building as a 3-storey building within a site area of 1160.9 m2 with the highest elevation point on the south site of the site (49.57) and the lowest point on the north side of the site (48.16). The site survey is attached as part of the submission package.

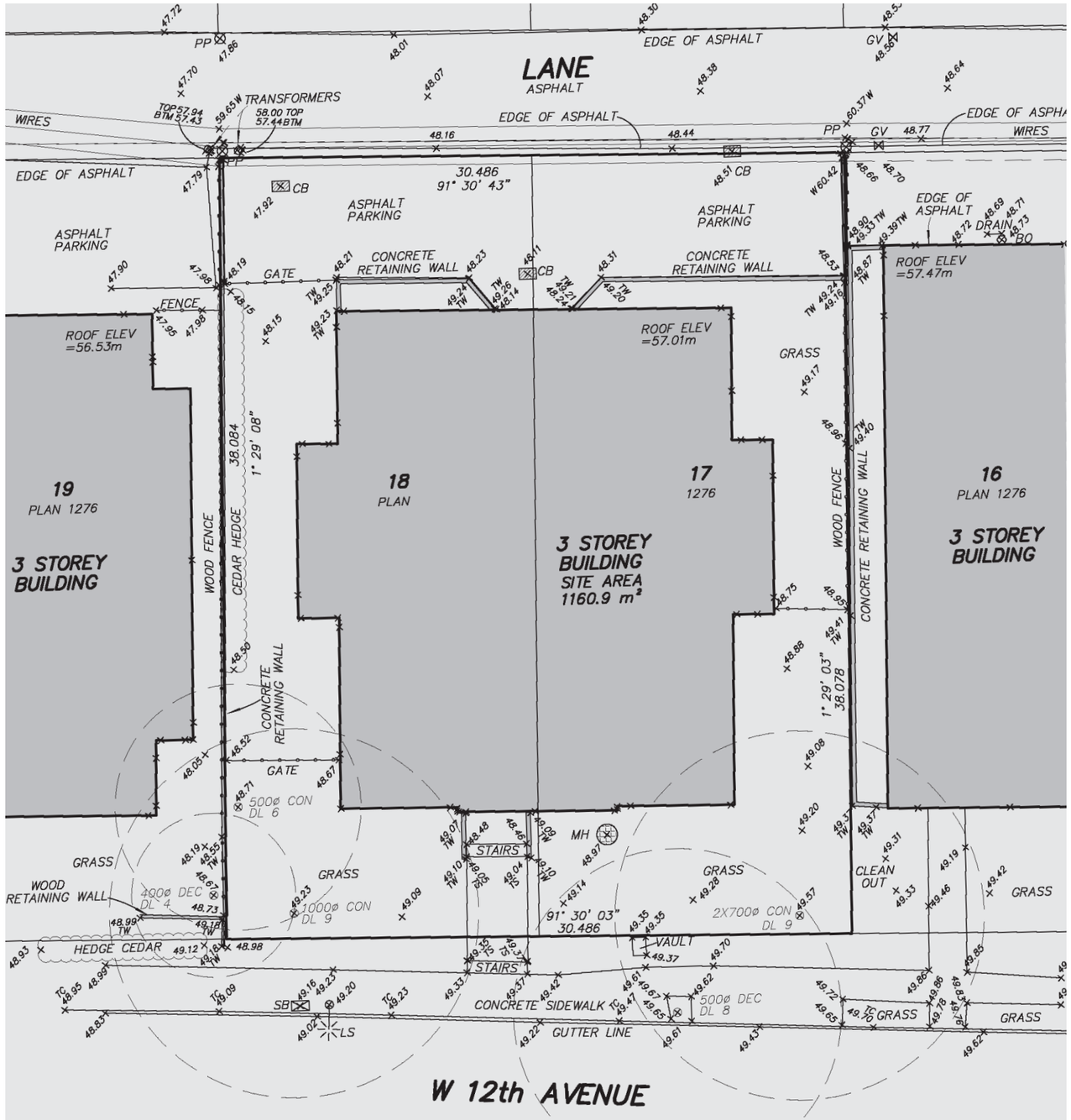


Figure 64. Site Survey Plan

5.2 Arborist's Report

The Arborist report showed that a total of 8 trees / tree groups were surveyed. This includes 3 trees on the subject property, 2 City-owned street trees, and 3 trees on neighbouring properties.

On-Site Trees:

Two existing Cedrus deodara at the front of the property during will be preserved and to ensure their continued health post construction. A certified arborist will prepare a Tree Preservation Plan. The Plan (see details attached to submission package)

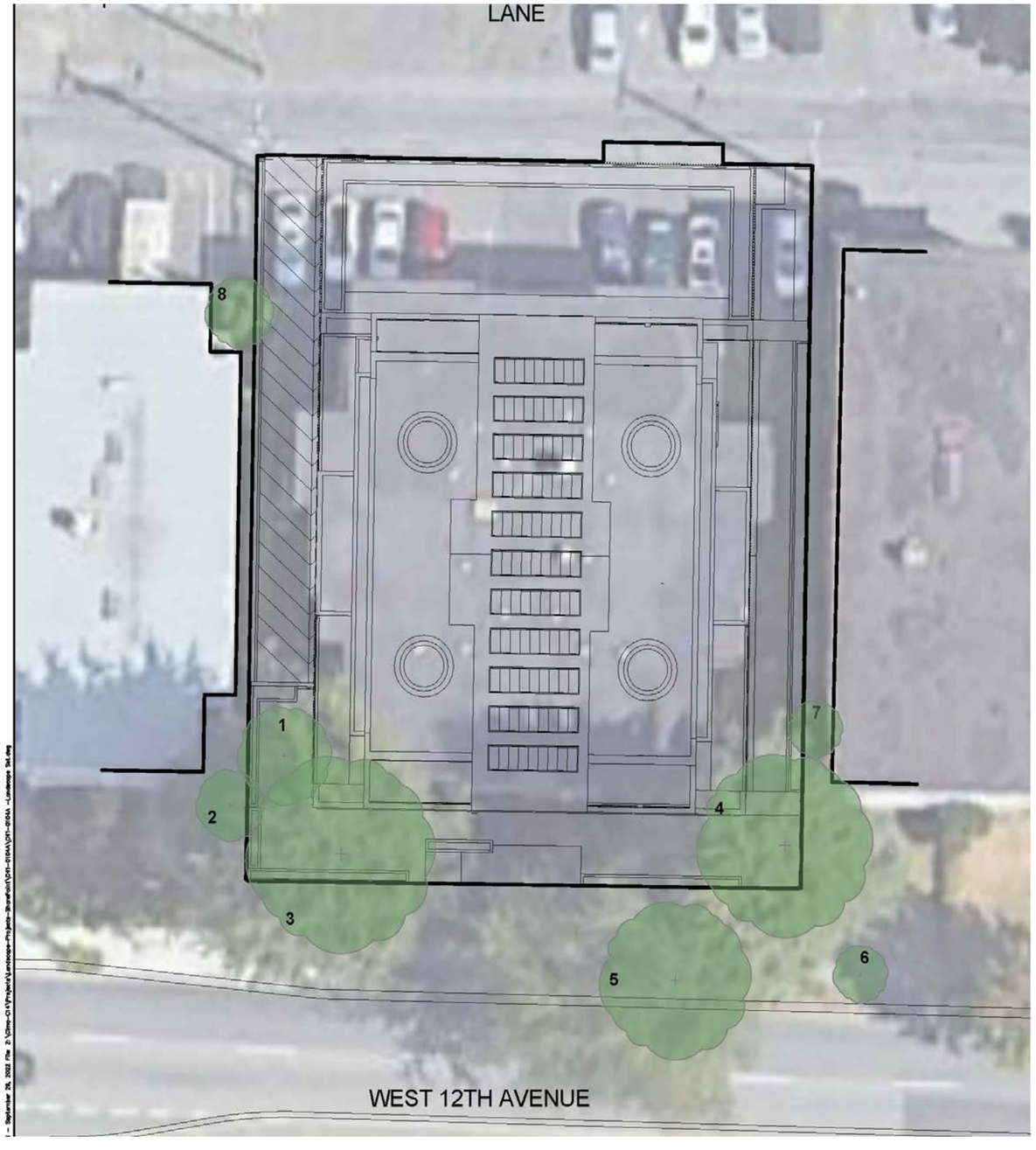
City Trees:

Two (2) City street trees were included in the inventory. The large tree in front of the subject property will require removal because it is located within the proposed site entrance. The small street tree on the neighbouring property will be retained.

Trees on Adjacent Properties:

Trees 2 and 7 are close to the site on adjacent properties. These trees are in fair condition, and are not likely worth retaining, however this will be confirmed as the site plan is developed. It is expected that Tree 8 on neighbouring property can be retained

The arborist report is attached as part of the submission package.



TREE INVENTORY

1 Existing Trees and Tree Inventory Number

NOTE:

1. See Tree Inventory Report for more Detailed Informaion.

Tree #	Botanical Name	Common Name	DBH (cm)	Approx Spread (m)	Condition
1	Taxus spp.	Yew	51	5	Fair-Good
2	Prunus spp.	Cherry	18 - 23	3	Fair
3	Cedrus deodara	Deodar Cedar	99	15	Good
4	Cedrus deodara	Deodar Cedar	70 - 73	13	Good
5	Acer rubrum	Red Maple	54	12	Good
6	Fagus 'Ice Fire'	Ice Fire Beech	6	0.6	Good
7	Group (Thuja / Juniperu	Cedar / Juniper	up to approx. 15	2	Fair
8	Thuja plicata	Cedar	approx. 10	2	Good

Figure 65. Site Plan And Tree Inevntory

5.3 Civil Engineering

The Civil Engineering report is attached as part of the submission package.

5.4 Transportation Demand Management

The Transportation Demand Management report is attached as part of the submission package.

5.5 Rainwater

This preliminary rainwater management plan has been developed according to the guidance of the City of Vancouver's Integrated Rainwater Management Plan. While total runoff is increasing compared to the pre-development condition, a combination of BMP's will be designed to attenuate the impact of rainfall on City infrastructure and provide an improved overall level of service that meets the requirements for volume and water quality management.

The preliminary rainwater management plan is attached as part of the submission package.

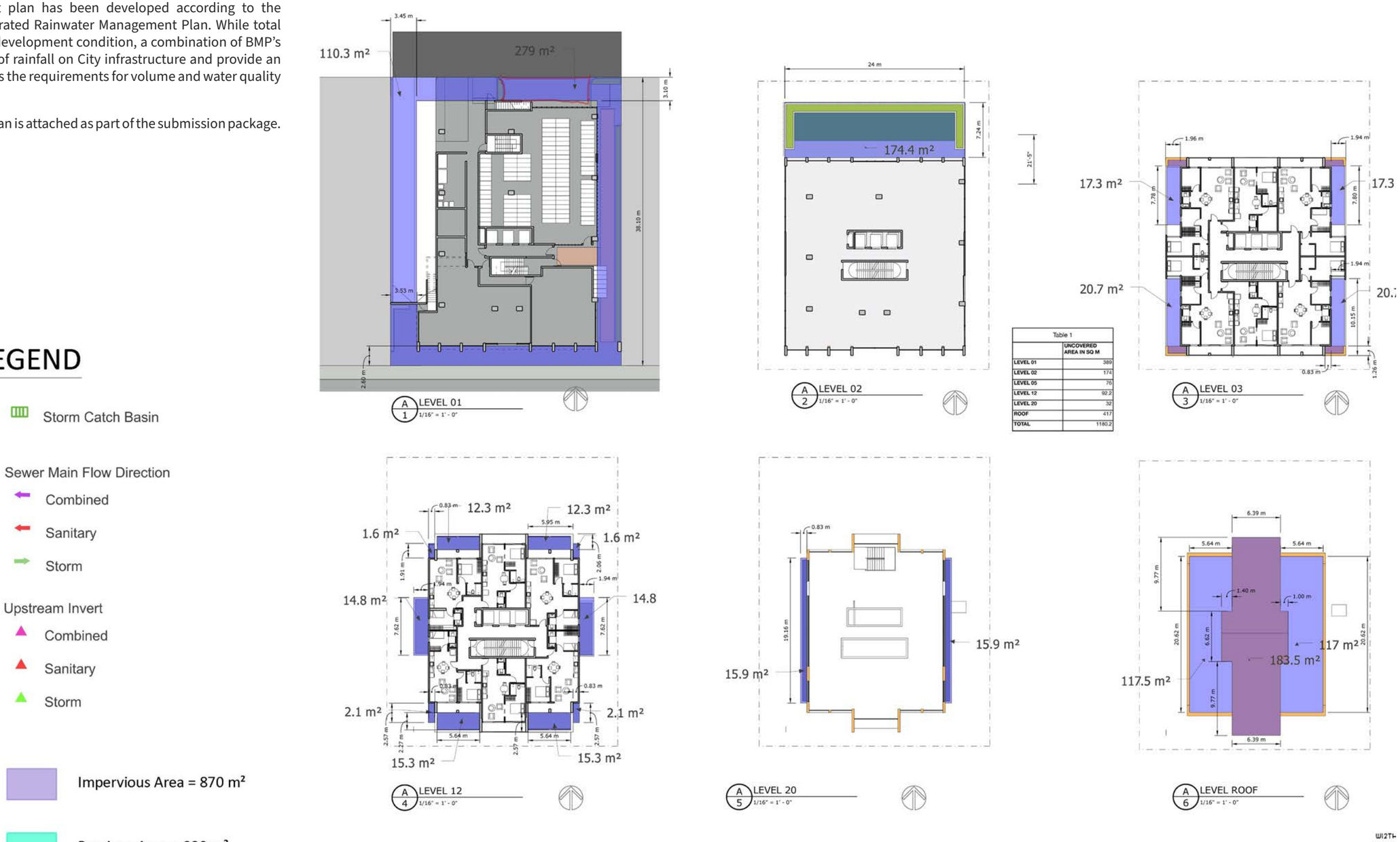


Figure 66. Uncovered Areas

5.6 Sustainability

The climate resiliency assessment and building life cycle assessment reports are attached as part of the submission package.

Figure 67. Rezoning Landscape Concept

5.7 Water Demand

The water demand report is attached as part of the submission package.

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	REVISIONS

1365 W12TH AVE

SCALE	DRAWING DATE
AS NOTED	January 17, 2024

PROJECT ADDRESS

1365 W12TH AVE
VANCOUVER, BC

PROJECT NO.	A4.01
W12_SK3 _ OCT 23	

REF NO :
DROPBOX .



FLOATING PERMEABLE SLAB

SUPPORT CABLE

LOW FLOWERING SHRUB



ENTRANCE LEVEL TO BE FLUSH WITH SIDEWALK LEVEL

PERMEABLE FLOATING SLAB

BRANCHES OF CEDRUS DEODORA TO BE TRIMMED BY CERTIFIED ARBORIST



EXISITNG LAWN MAINTAINED TO MINIMISE IMPACT TO CEDARS

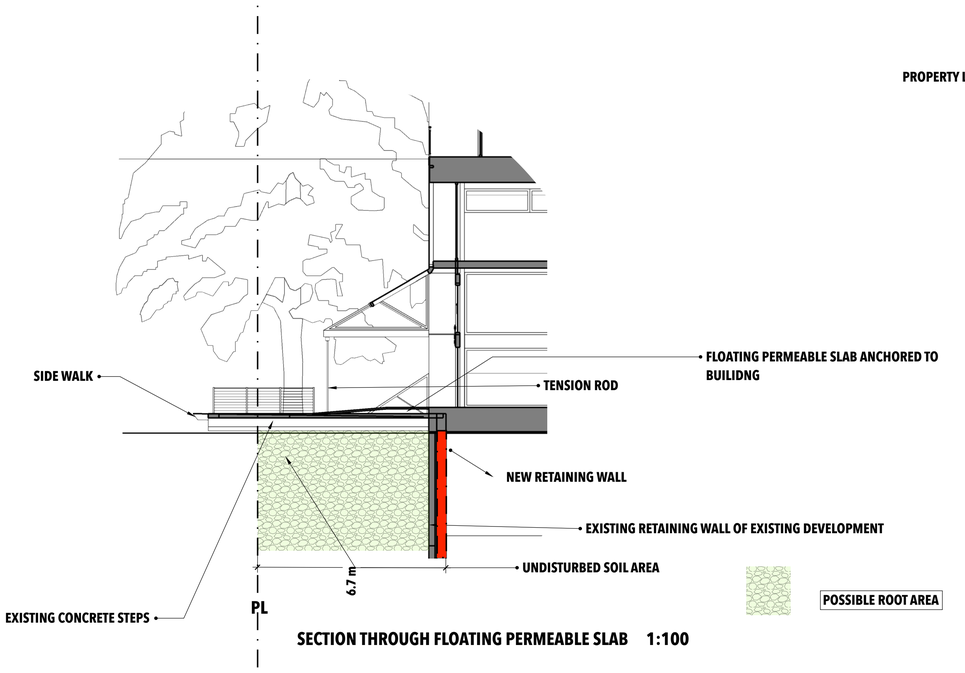
LOW EVERGREEN SHRUB

PERMEABLE SLABS

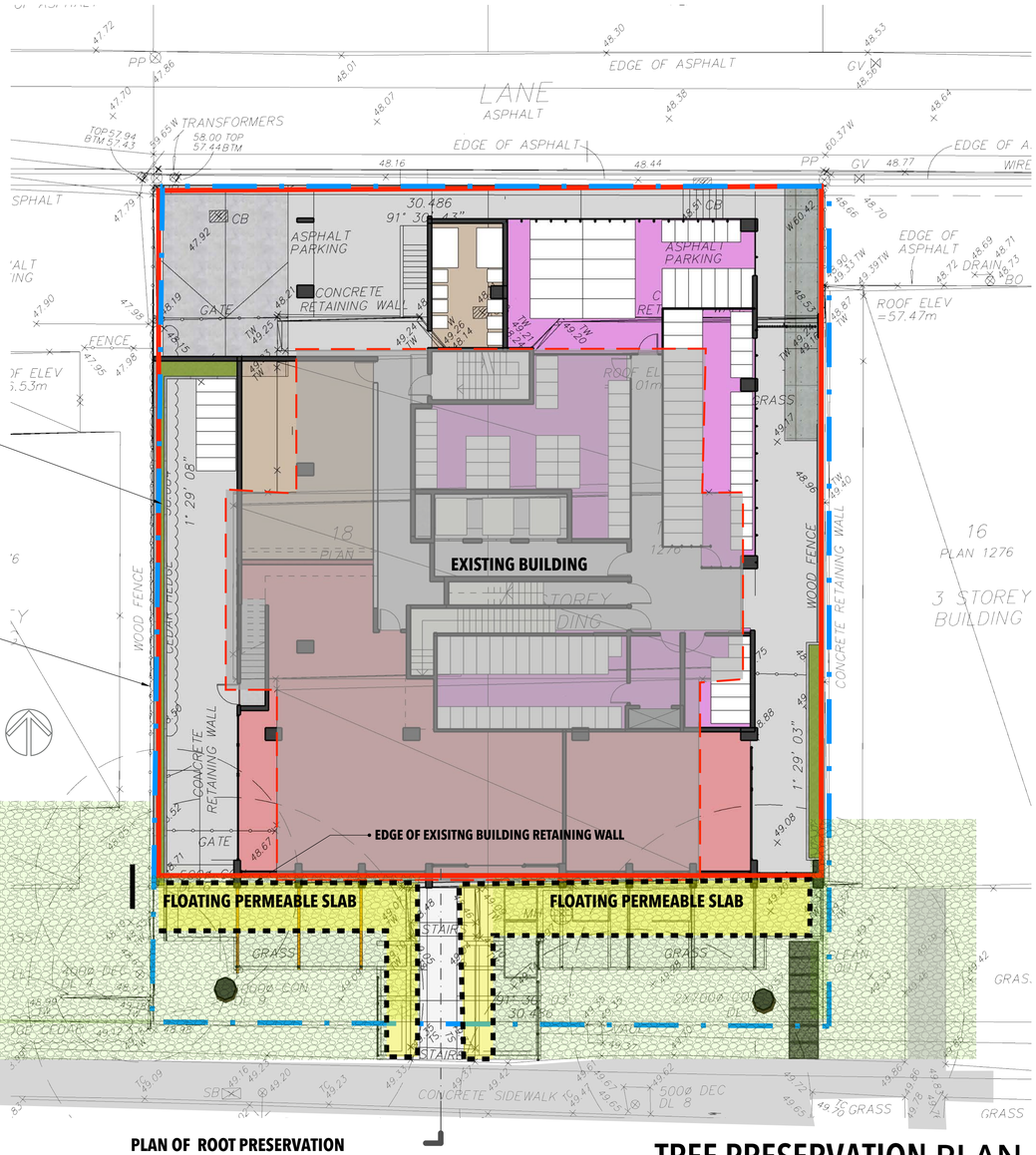


PERMEABLE SLAB WALKWAY

PERMEABLE SLAB FOR PATIO



SECTION THROUGH FLOATING PERMEABLE SLAB 1:100



PLAN OF ROOT PRESERVATION

TREE PRESERVATION PLAN

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REVISIONS

1365 W12TH AVE

SCALE	DRAWING DATE
AS NOTED	January 28, 2024

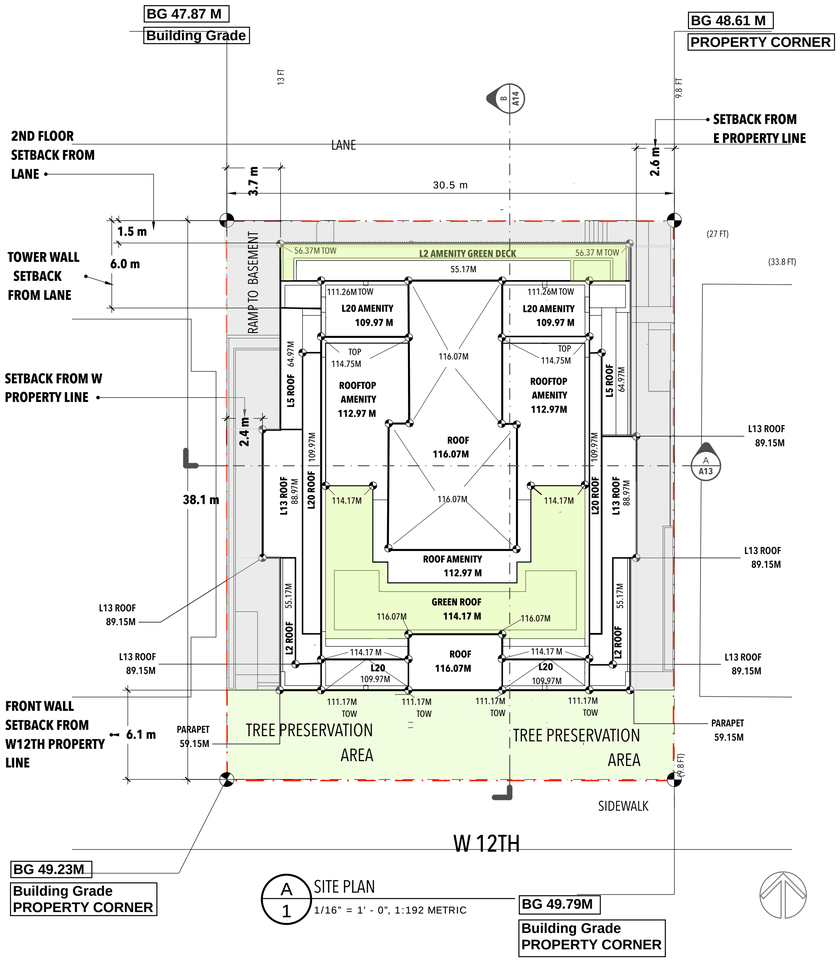
PROJECT ADDRESS

1365 W12TH AVE
VANCOUVER, BC

TREE PRESERVATION

PROJECT NO.	
W12_SK3 _ OCT 23	A4.03

REF NO :
DROPBOX .



*** Levels are taken from base level determined to be at Average Building Grade (47.87 + 49.23 M +49.79+ 48.61)/4 =48.87 m**

*** all setbacks are taken from the building line. This excludes the balcony projections**

AREA SCHEDULE SK 3 (SQ M)

	RESIDENTIAL	OFFICE	COMMERCIAL	RESIDENTIAL STORAGE	M & E	GARBAGE	STORAGE	OFFICE	AMENITY	BIKE STORAGE	BALCONIES	STAIRS,CORRIDORS	FLOOR AREA EXCLUDED	GROSS FLOOR AREA	NETT FLOOR AREA	SITE AREA	FSR
BASEMENT 01												26	26	26			
BASEMENT 02												26	26	26			
BASEMENT 03												26	26	26			
BASEMENT 04							593					26	619	1238			
LEVEL 01			211		55	21				213		167	380	667	287		
MEZZANINE					0					420		74	494	494	0		
LEVEL 02									553			22	575	575	0		
LEVEL 03	465										40	70	110	575	465		
LEVEL 04	465										40	70	110	575	465		
LEVEL 05	465										40	70	110	575	465		
LEVEL 06	455										40	70	110	565	455		
LEVEL 07	455										40	70	110	565	455		
LEVEL 08	455										40	70	110	565	455		
LEVEL 09	455										40	70	110	565	455		
LEVEL 10	455										40	70	110	565	455		
LEVEL 11	455										40	70	110	565	455		
LEVEL 12	455										46	60	106	561	455		
LEVEL 13	385										46	60	106	491	385		
LEVEL 14	385										46	60	106	491	385		
LEVEL 15	385										46	60	106	491	385		
LEVEL 16	385										46	60	106	491	385		
LEVEL 17	385										46	60	106	491	385		
LEVEL 18	385										46	60	106	491	385		
LEVEL 19	385										46	60	106	491	385		
LEVEL 20									358			34	392	392	0		
															0		
TOTAL	**7275**	**0**	**211**	**0**	**55**	**21**	**593**	**0**	**911**	**633**	**728**		**4376**	**12557**	**7562**	**1162**	**6.5**

AREAS INCLUDED IN FSR CALCULATIONS

TOTAL NUMBER OF CAR PARKING ON 4 LEVELS: 66

UNIT MIX

	NET AREA	NUMBER	GFA	BALCONY	% MIX
RESIDENTIAL	M2				
STUDIO	37-& 40	14		120	12.00
1 BEDROOM + DEN	47 & 56	34		52	30.00
2 BED ROOM	70,72,78	56		103	48.00
3 BEDROOM	90.93,95,98	12			10.00
TOTAL		116	0		100.00

BUILDING USE FSR SK 3

USES	FLOOR AREA M2 (FT2)	FSR	LAND AREA M2 (FT2)
DWELLING	7275	6.3	1162
OFFICE		0.0	1162
RETAIL	211	0.2	1162
STORAGE	0	0.0	1162
OTHER	76	0.1	1162
TOTAL	7562	6.5	1162

PARKING

LEVEL	LEVEL 1	MEZZANINE	B1	B2	B3	B4	TOTAL
CARS			7	18	18	14	57
GUEST CARS			3				3
LOAD/UNLOAD	1		1				2
ACCESSIBLE			1	1	1	1	4
TOTAL	1	0	5	19	19	15	66
BICYCLES							
BICYCLE CLASS A	131	101					232
BICYCLE CLASS A COMMERCIAL/OFFICE	7						7
BICYCLE CLASS B	7		7				7
TOTAL							246

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REVISIONS

1365 W12TH AVE

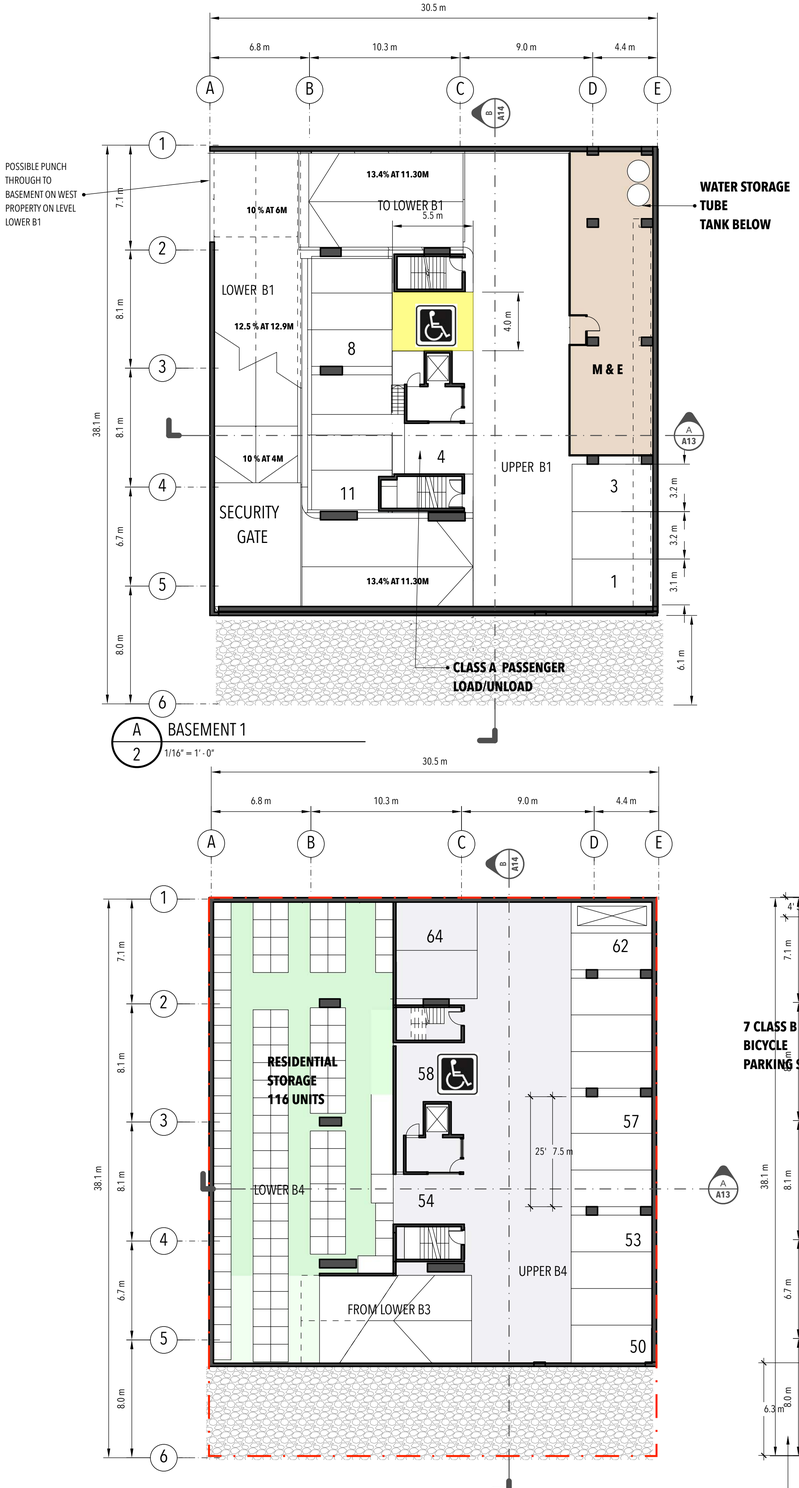
SCALE	DRAWING DATE
AS NOTED	January 27, 2024

PROJECT ADDRESS
1365 W12TH AVE
VANCOUVER, BC

SITE PLAN DATA

PROJECT NO.	
W12_SK3 _ OCT 23	A4.02

REF NO :
DROPBOX .



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REVISIONS

1365 W12TH AVE

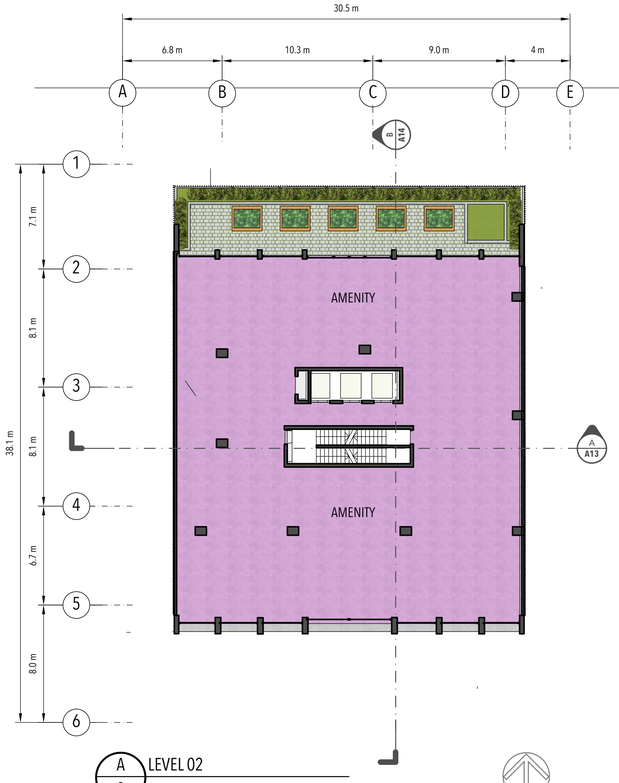
SCALE	DRAWING DATE
AS NOTED	January 28, 2024

PROJECT ADDRESS
1365 W12TH AVE
VANCOUVER, BC

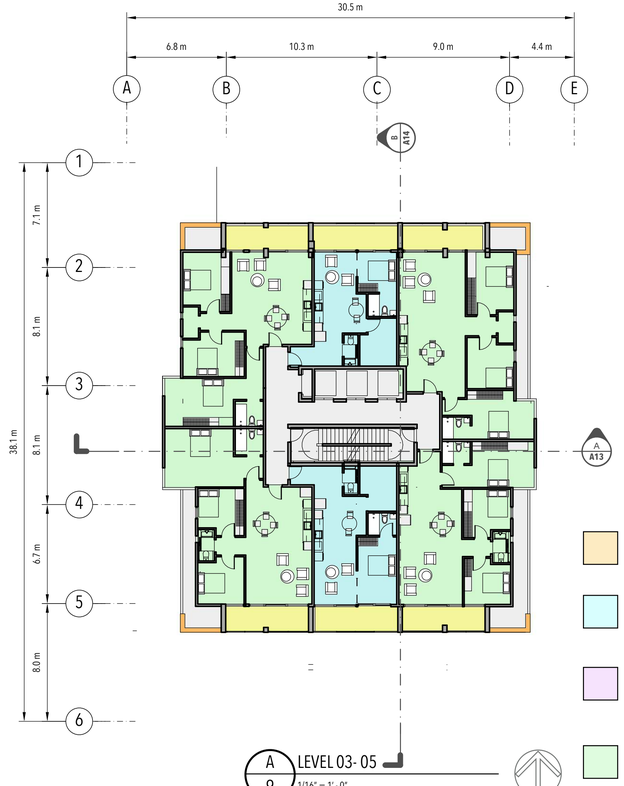
PLANS

PROJECT NO.	
W12_SK3 _ OCT 23	A4.04

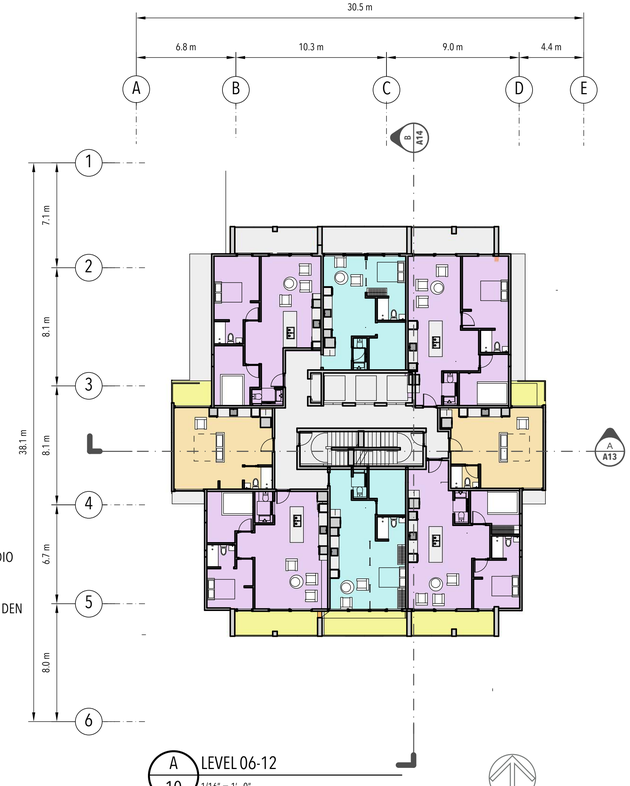
REF NO :
DROPBOX .



A 8 LEVEL 02
1/16" = 1' - 0"



A 9 LEVEL 03- 05
1/16" = 1' - 0"



A 10 LEVEL 06-12
1/16" = 1' - 0"

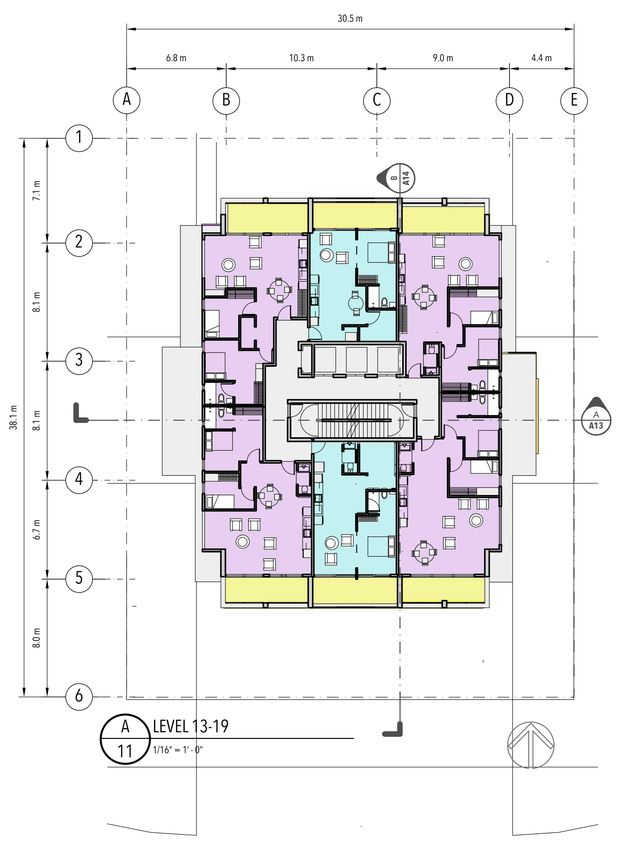
STUDIO

1 BR + DEN

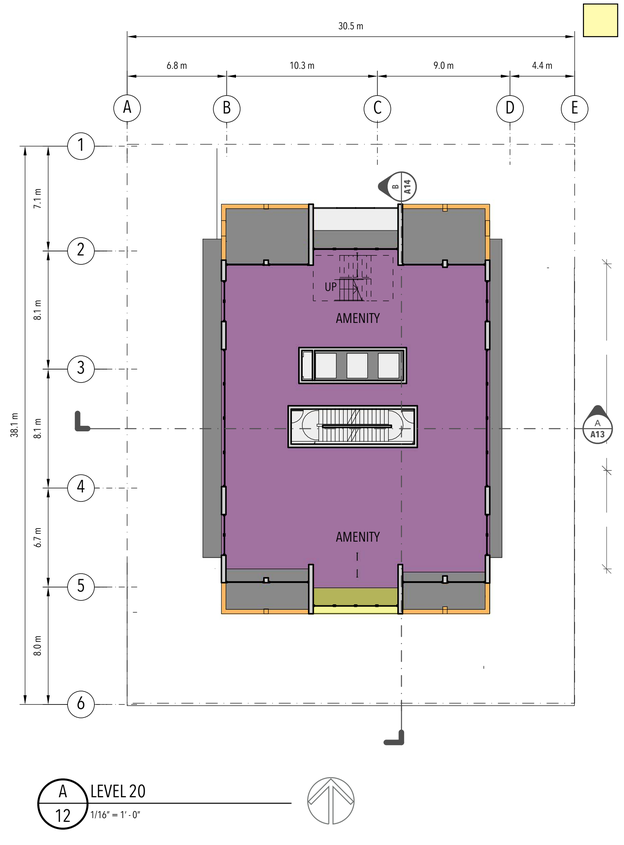
2BR

3BR

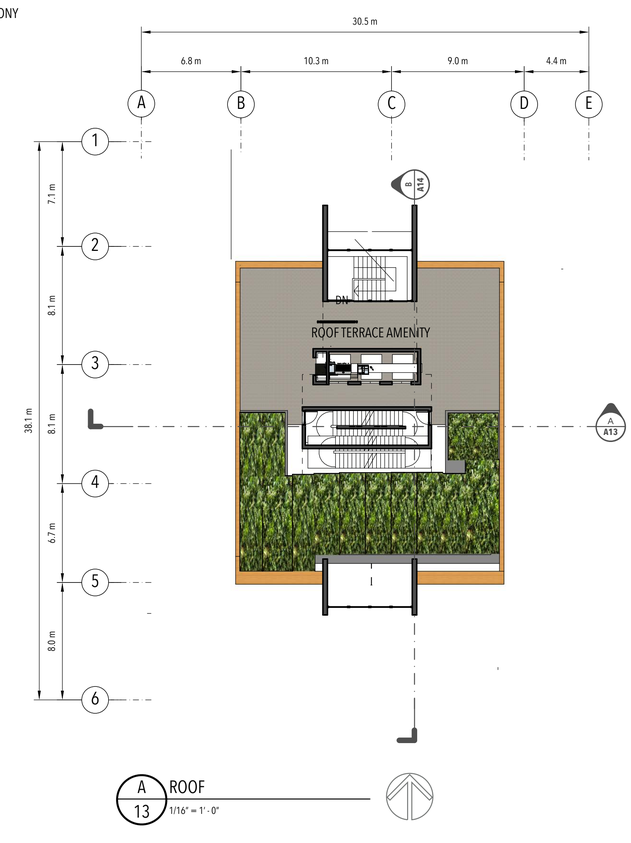
BALCONY



A 11 LEVEL 13-19
1/16" = 1' - 0"



A 12 LEVEL 20
1/16" = 1' - 0"



A 13 ROOF
1/16" = 1' - 0"

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REVISIONS

1365 W12TH AVE

SCALE	DRAWING DATE
AS NOTED	January 28, 2024

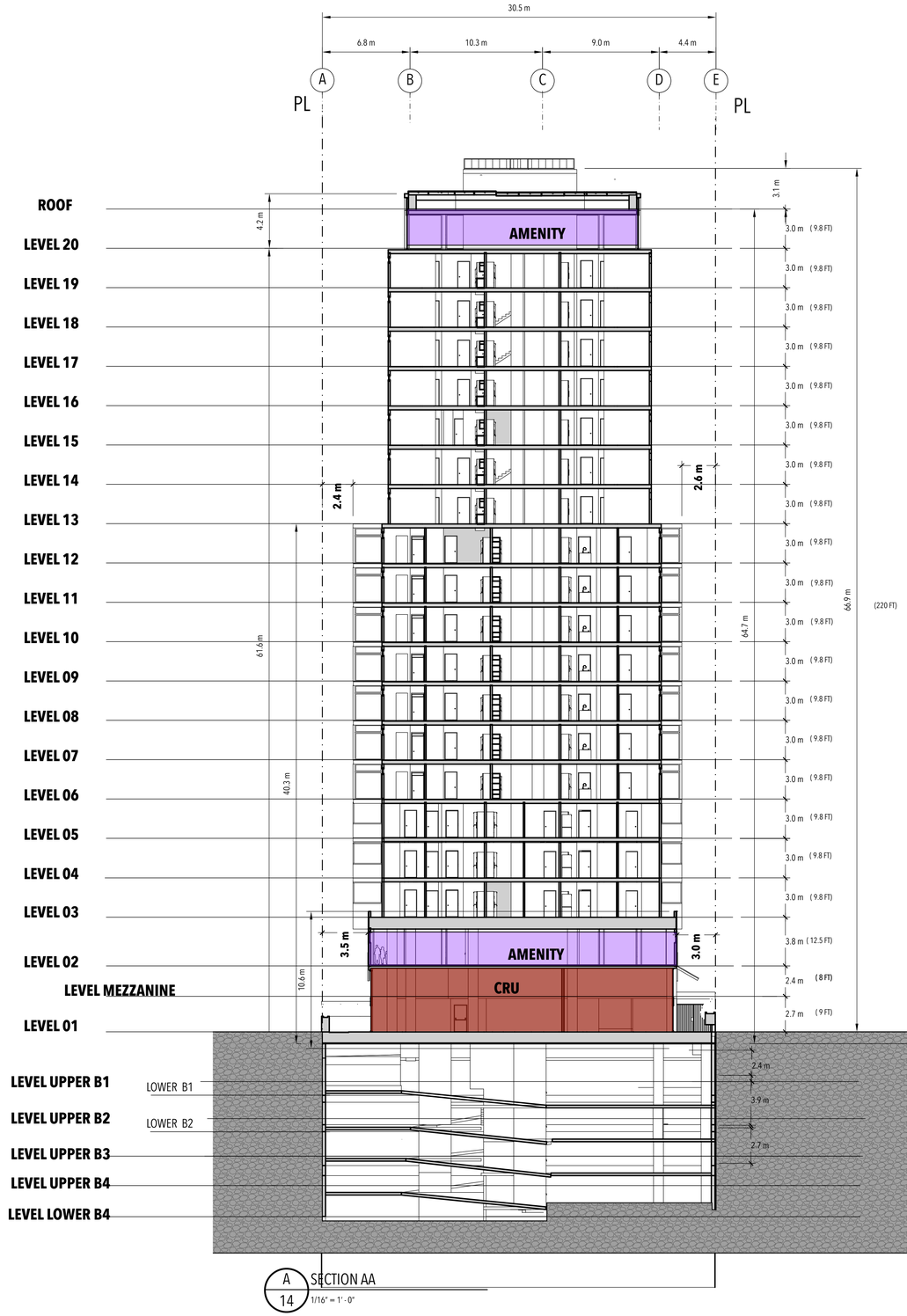
PROJECT ADDRESS

1365 W12TH AVE
VANCOUVER, BC

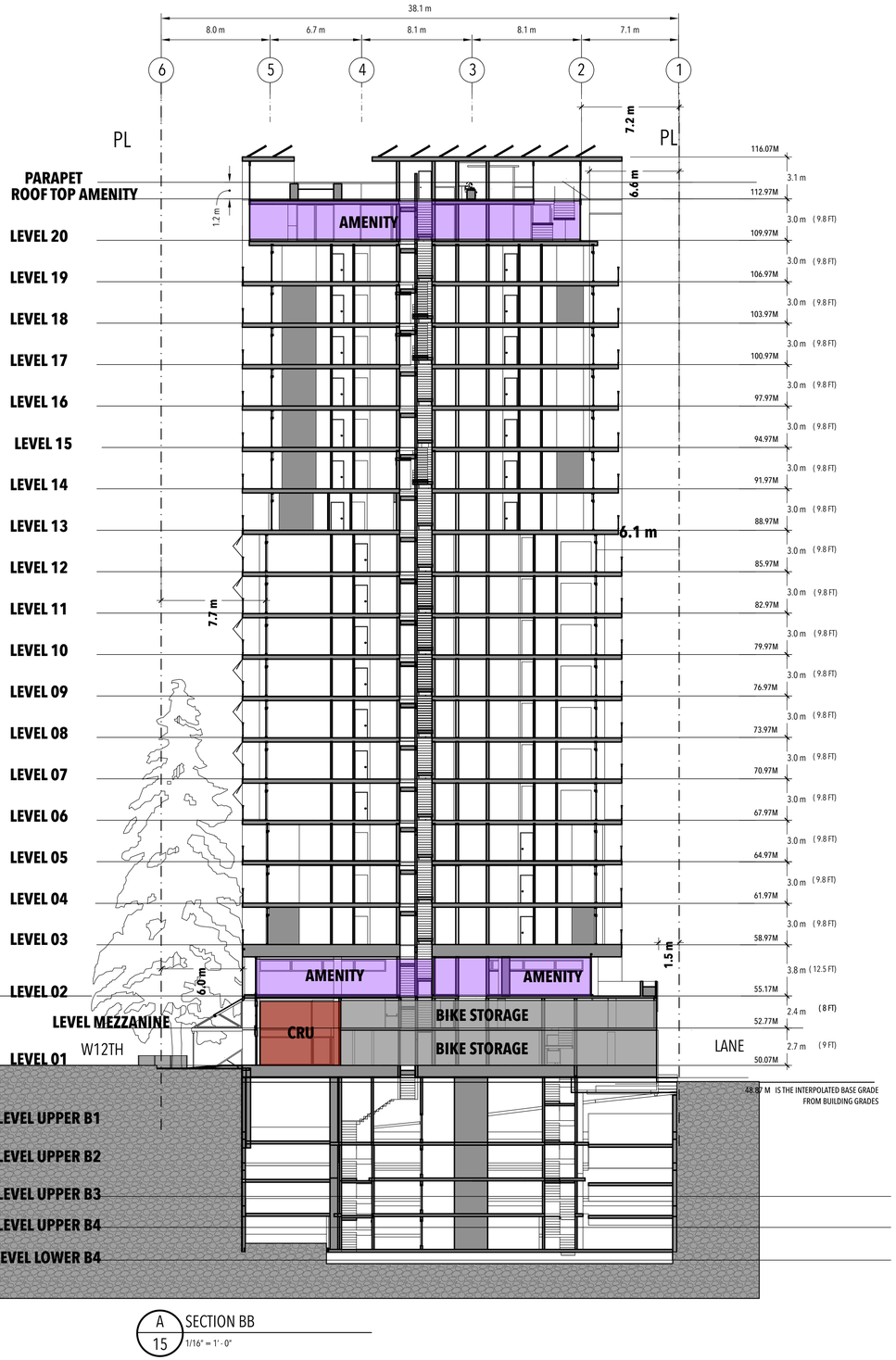
PLANS

PROJECT NO.	
W12_SK3 _ OCT 23	A4.05

REF NO :
DROPBOX .



A 14 SECTION AA
1/16" = 1' - 0"



A 15 SECTION BB
1/16" = 1' - 0"

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REVISIONS

1365 W12TH AVE

SCALE	DRAWING DATE
AS NOTED	January 27, 2024

PROJECT ADDRESS
1365 W12TH AVE
VANCOUVER, BC

SECTIONS

PROJECT NO.	
W12_SK3 _ OCT 23	A4.06

REF NO :
DROPBOX .

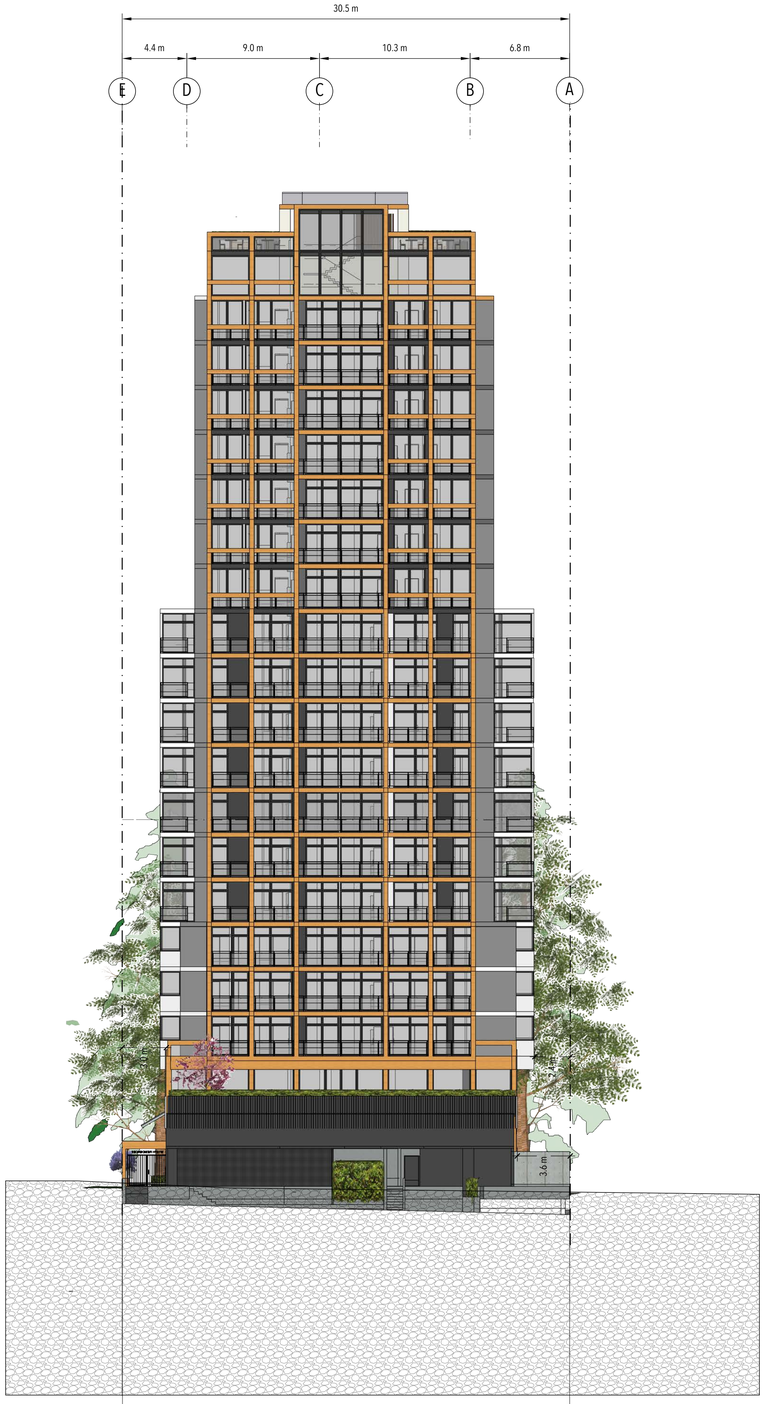


A 16 SOUTH ELEVATION
1/16" = 1' - 0"

WINDOW TO WALL RATIO
55 %

RETRACTABLE LIGHT WEIGHT
PERFORATED METAL AWNINGS
FOR 100% WINDOW SHADING

OPENING TO WALL RATIO
55%



A 17 NORTH ELEVATION
1/16" = 1' - 0"

WINDOW TO WALL RATIO
49%

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REVISIONS

1365 W12TH AVE

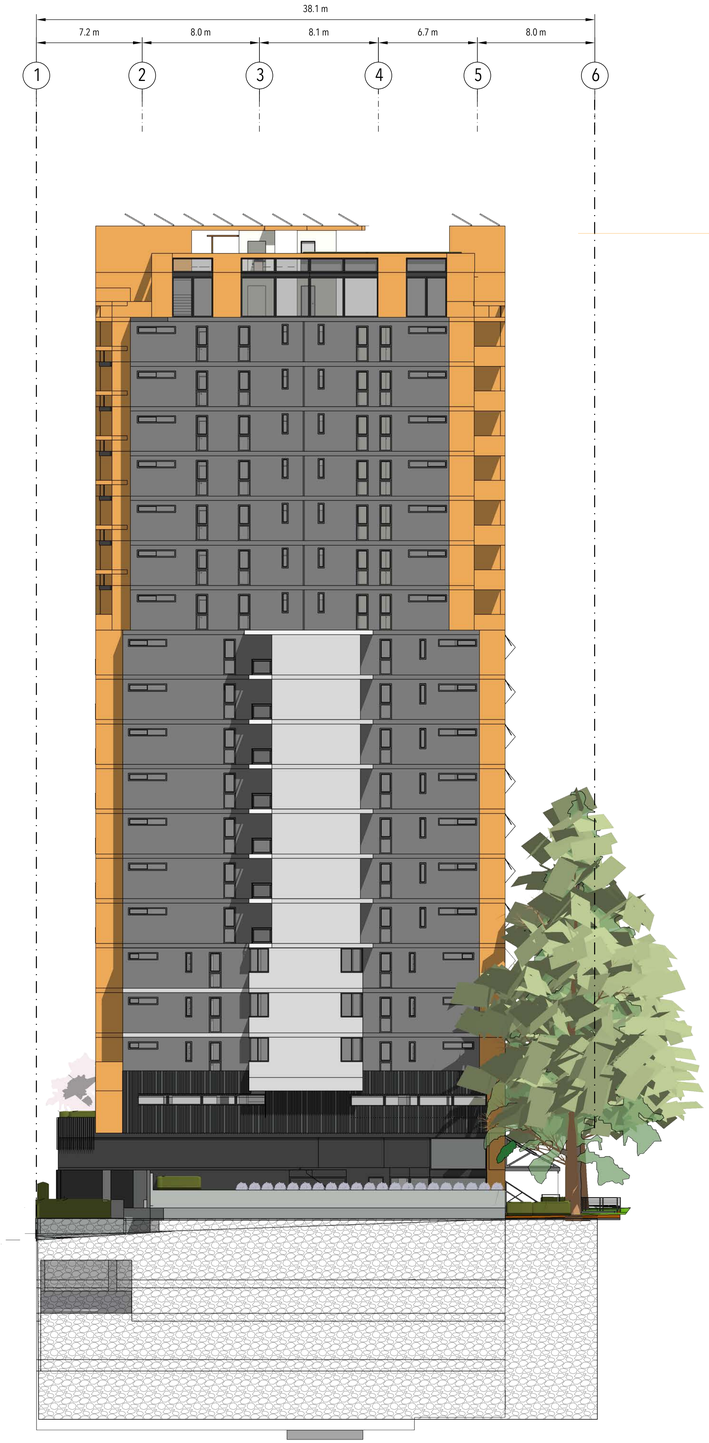
SCALE	DRAWING DATE
AS NOTED	January 17, 2024

PROJECT ADDRESS
1365 W12TH AVE
VANCOUVER, BC

ELEVATIONS

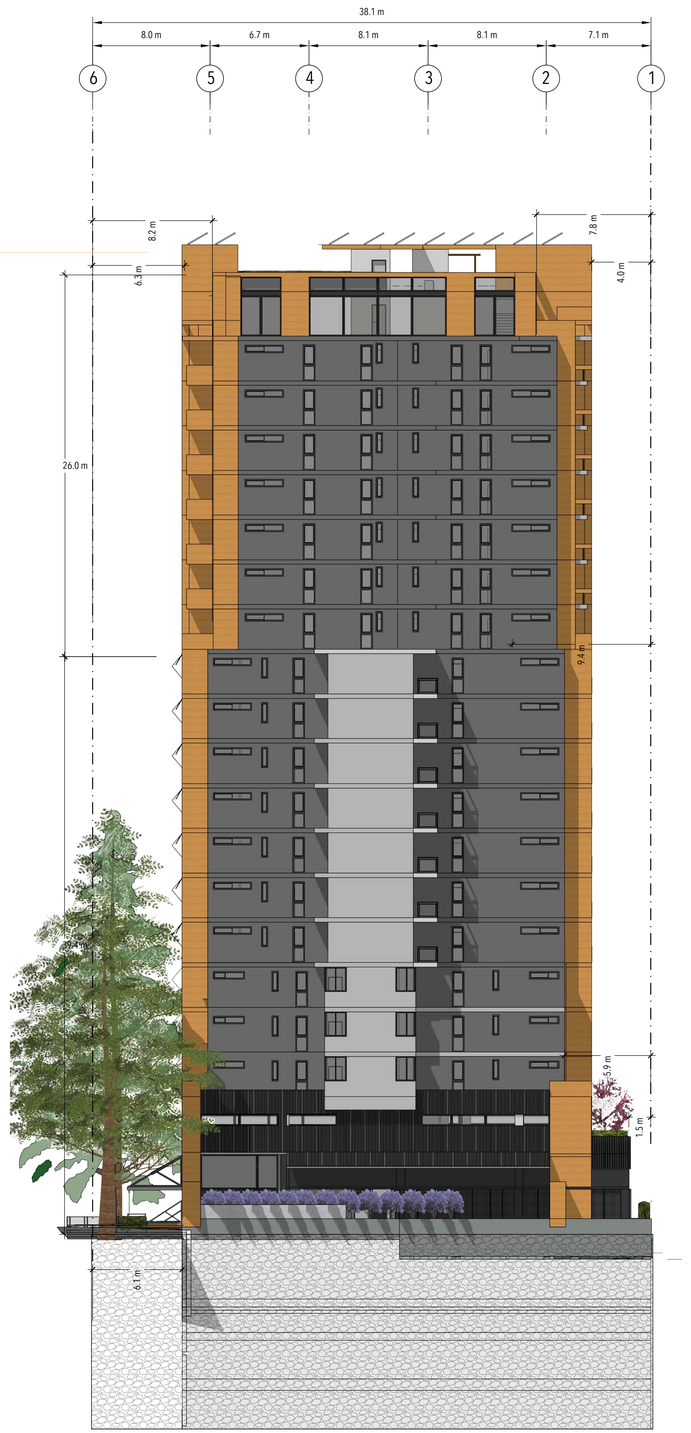
PROJECT NO.	
W12_SK3 _ OCT 23	A4.07

REF NO :
DROPBOX .



A 17 WEST ELEVATION
1/16" = 1'-0"

WINDOW TO WALL RATIO
13 %



A 18 EAST ELEVATION
1/16" = 1'-0"

WINDOW TO WALL RATIO
14%

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REVISIONS

1365 W12TH AVE

SCALE	DRAWING DATE
AS NOTED	January 17, 2024

PROJECT ADDRESS

1365 W12TH AVE
VANCOUVER, BC

ELEVATIONS

PROJECT NO.	
W12_SK3 _ OCT 23	A4.08

REF NO :
DROPBOX .

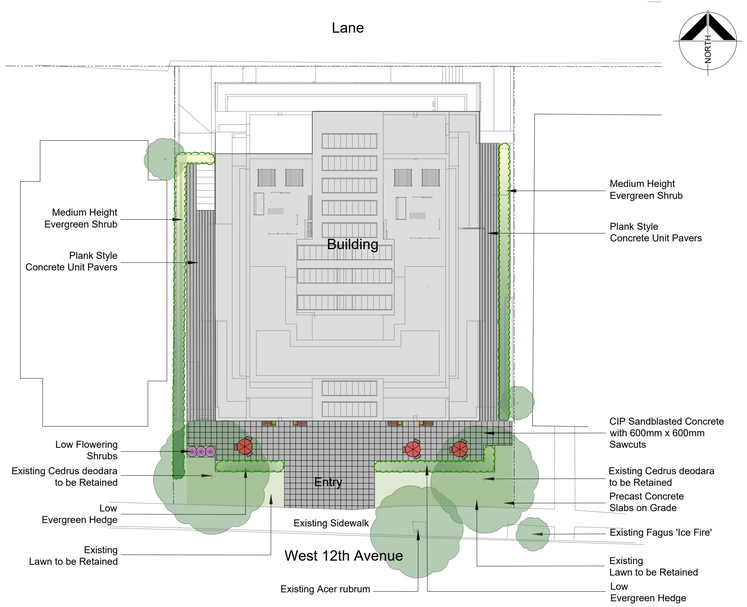
LANDSCAPE DESIGN

The landscape design for the development at West 12th Avenue will incorporate the residential scale and existing vegetation of 12th Avenue into functional and well planted entrance and amenity areas for residents.

At the entrance fronting 12th Avenue, the building footprint has been designed to incorporate the two large existing deodar cedars that flank the existing building on 12th Avenue into the proposed façade of the building. In conjunction with the red maple located on City property, these trees provide a green and shady context to the new development.

On the Amenity Level (Level Two), a spacious deck on the north side of the building looks to the North Shore mountains. A small community garden is proposed, along with a paved seating area and provision for a garden shed. The deck edge is well planted with a low evergreen hedge, shrubs, and a small flowering tree, providing a green buffer to mitigate the microclimate, while still preserving the view.

On the roof deck, a seating and bbq area has been proposed, adjacent to an extensive green roof. The shallow rooted planting will help to ameliorate climate impacts on the building, including reducing the urban heat island effect, storm run-off and energy usage.



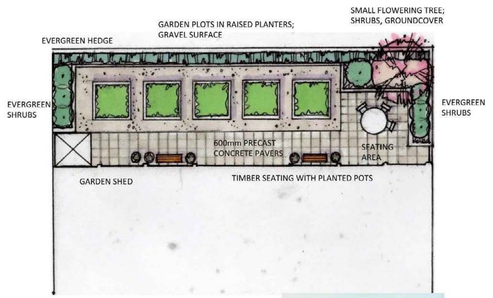
SITE PLAN

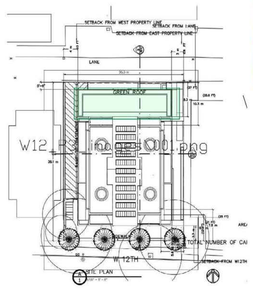






Existing Deodar Cedars in front of property









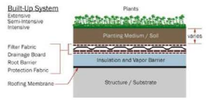




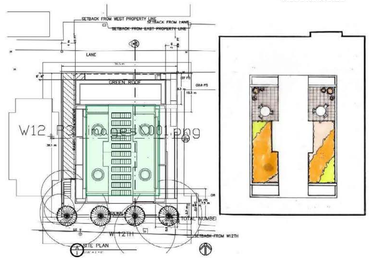
AMENITY LEVEL (LEVEL TWO)
COMMUNITY GARDENS







PROS:
- REDUCED ENGERY USAGE
- REDUCED GREEN HOUSE GASES AND AIR POLLUTION
- REDUCE URBAN HEAT ISLAND EFFECT
- REDUCE STORM RUN-OFF
- INCREASE ROOF LIFE SPAN
- ABSORB NOISE



AMENITY AREA:
SEATING AND BBQ AREA ON PRECAST CONCRETE PAVERS WITH PLANTED POTS (BBQ NOT SHOWN)

EXTENSIVE GREEN ROOF:
100mm - 150mm OF SOIL
- SHALLOW ROOTED PLANTS: SEDUMS, GRASSES; MOSSES; PERENNIALS
- 10- 25 POUNDS PER SQUARE FOOT (DRY)

CONS:
- HIGHER INITIAL COST
- MORE MAINTENANCE REQUIRED
- SUSCEPTIBLE TO LEAKS
- STRUCTURAL LIMITATIONS



ROOF DECK
AMENITY AREA AND EXTENSIVE GREEN ROOF

















CLIENT :

No	REVISIONS	DATE	BY

CIMA+

STAMP:

PROJECT NAME:

1365 WEST 12th AVENUE

DRAWING TITLE:

LANDSCAPE PLAN

PROJECT NUMBER:	DATE :	DRAWING No.
C41-0104A	202F 01 25	
DRAWN BY : L. MAY	CHECKED BY : D. BROCKINGTON	
SCALE : N.T.S.		1

Plotted = January 25, 2024 File: J:\Cima-C4\Projects\Landscape-Projects-SharePoint\C41-0104A\WIP SITE PLAN BASE PLAN.dwg

TREE PRESERVATION NOTES

The following steps are recommended to preserve the two existing Cedrus deodara at the front of the property during construction, and to ensure their continued health post construction. A certified arborist will prepare a Tree Preservation Plan. The Plan will include the following**:**

1) Pre-Construction Planning

- Detailed survey of existing trees, including trunk location and extent of canopy, and location of existing structures to confirm setback from building to trees.
- Estimate of extent of root ball
- Design will not raise grade around trees.
- Place shallow utilities in single trench where possible
- Canopy and root pruning plan
- Contractor to receive Tree Preservation Plan; copy to be kept in construction trailer.

2) Activities During Construction

- The contractor shall submit tree protection layout for approval with staging plans for each section of work prior to commencement of construction.
- Clearly mark tree protection area with flagging prior to commencement of construction.
- The contractor shall erect a 1.2 m high fence around the outer edge of the critical root zone (crz) of trees. The critical root zone (crz) of trees is established as being 10 centimetres from the trunk of a tree for every centimetre of trunk diameter. the trunk diameter is measured at a height of 1.3 metres for trees of 15 centimetres diameter and greater and at a height of 0.3 metres for trees of less than 15 centimetres diameter.
- Provide layers of mulch or straw overlain with plywood or steel sheets along construction vehicle access routes on front portion of property, outside of crz. Soil in front portion of property not to be compacted.
- The contractor must take care to ensure that no damage occurs to the trunk, branches, or root system of any tree to remain. All existing trees which are to remain must be protected by the contractor by avoiding any contact with trunk and branches, and by avoiding any encroachment into critical root zones.
- The contractor must not store any equipment or materials on lawn areas surrounding trees, particularly within crzs.
- No machinery operation or grade changes are permitted within the crz of any tree to remain.
- No signs or notices shall be attached to any tree to remain.
- Canopy or root pruning to be carried out by certified arborist under approval of landscape architect and directives of Tree Preservation Plan.
- Certified arborist to monitor trees during construction; to ensure contractor is adhering to tree protection requirements; ensures tree receives enough water, particularly during the summer months.

3) Post Construction Maintenance

- Retain existing sod; continue to not disturb grade.
- Provide regular watering throughout landscape maintenance period.