

1540 West 10th Avenue Rezoning Booklet



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1 Introduction

1 Introduction Project Team

Owner	Architect	Structural	Mechanical	Electrical	Code
Reliance Properties Ltd.	office of mcfarlane biggar architects + designers	RJC Engineers	Introba	Introba	Thorson Consulting CP
305-111 Water Street Vancouver, British Columbia V6B 1A7	301-1825 Quebec Street Vancouver, British Columbia V5T 2Z3	300-1285 W Broadway Vancouver, British Columbia V6H 3X8	180-200 Granville Street Vancouver, British Columbia V6C 1S4	180-200 Granville Street Vancouver, British Columbia V6C 1S4	769 Roslyn Boulevard North Vancouver, British Columbia V7G 1P4
Vertical Transportation	Environmental	Landscape	Civil	Geotechnical	Energy
GUNN Consultants	Keystone	Amy Tsang Landscape Architect	Creus Engineering Ltd.	Geopacific	Introba
166-1020 Mainland Street Vancouver, British Columbia V6B 2T5	320-4400 Dominion Street Burnaby, British Columbia V5G 4G3	566 E Windsor Road North Vancouver, British Columbia V7N 2N6	610 East Tower - 211 Esplanade West North Vancouver, British Columbia V7M 3J3	1779 West 75th Avenue Vancouver, British Columbia V6P 6P2	180-200 Granville Street Vancouver, British Columbia V6C 1S4
Transportation	Arborist	Life Cycle Assessment	Climate Resilience	Public Engagement	Surveyor
WATT Consulting Group	Diamond Head Consulting Ltd.	Entuitive Consulting Engineers	Entuitive Consulting Engineers	Pottinger Bird Community Relations	Butler Sundvick Land Surveys
380-825 Homer Street Vancouver, British Columbia V5N 4E8	3559 Commercial Street Vancouver, British Columbia V5N 4E8	1020-1075 West Georgia Street Vancouver, British Columbia V6E 3C9	1020-1075 West Georgia Street Vancouver, British Columbia V6E 3C9	502-535 Thurlow Street Vancouver, British Columbia V6E 3L2	1375 McLean Drive Vancouver, British Columbia V5L 3N7

1 Introduction

Project Description

Vision

Located just off Granville Street in the heart of Fairview, the site at 1540 West 10th Avenue presents as a prime candidate to introduce more rental housing to a quickly growing neighbourhood. Currently only serving as ground-oriented parking, the site features lanes to the south and east and two notable mature trees at the northwest corner.

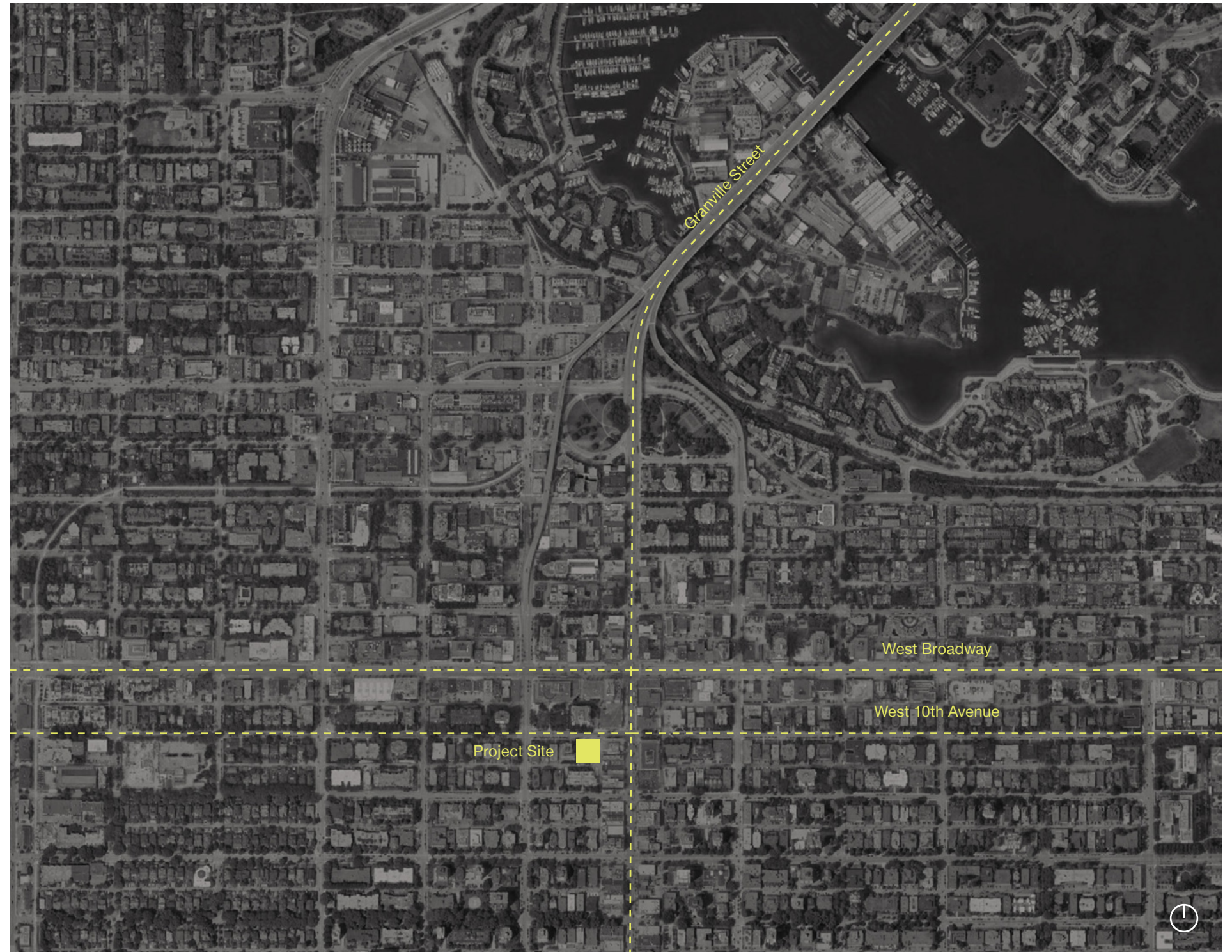
The proposed development looks to add 112 units to the site, including 21% of the units being dedicated to Affordable Housing and 36% of the units being Family Housing. The site encourages high-density housing given its proximity to the new South Granville Skytrain Station and Broadway corridor.

Repurposing this site for high-density rental housing sits in line with the City's objectives for the area. No existing tenants would be displaced. The proposed strategy utilizes the unique qualities of the site to give back to the neighbourhood, and participates in the evolving context under the Broadway Plan.

Prepared for City of Vancouver
453 West 12th Avenue
Vancouver BC

Prepared by Reliance Properties Ltd.
301 – 111 Water Street
Vancouver BC

office of mcfarlane biggar architects + designers
301 – 1825 Quebec Street
Vancouver BC



1 Introduction Rezoning Intent

This proposal seeks to modernize and intensify the site use; increasing housing supply and providing homes for families to live and grow in

This proposal envisions a 21 storey residential tower at 1540 West 10th Avenue, in the Fairview neighbourhood. The design looks to integrate with the existing context through articulation and materiality. The proposed development aligns with the Broadway Plan's suggested land use, density, and height. The proposal looks to maximize the allowable 6.5 FSR of density on the site, with an efficient floorplate layout.

Residential suites are adaptable and complemented with generous storage and outdoor spaces. In addition to the residential suites, the proposed development includes ample indoor and outdoor amenity spaces which allow tenants to work, host, play, or workout. Reliance Properties plans to build and operate this project for the long term, ensuring the desire for a high-quality, sustainable project which fosters comfortable living.

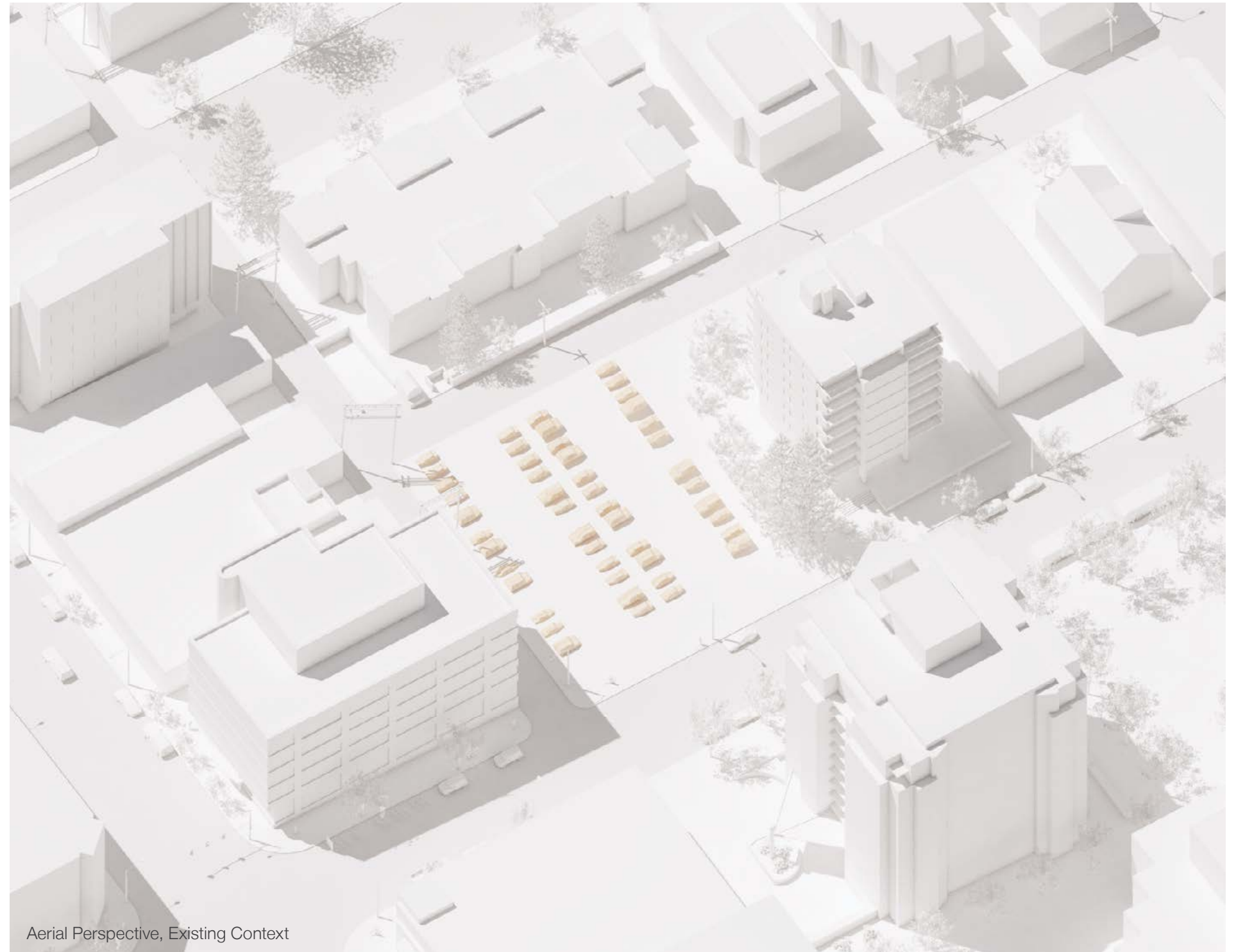
With design and construction excellence as a goal, including the outdoor amenity spaces and improved streetscapes, the proposed development would add to the urban character and bring vitality, activity, and safety to the neighbourhood.



1 Introduction

Site Overview

Address	1540 West 10th Avenue Vancouver BC V5N 1X5
Legal Description	Lot D Block 370 Plan VAP13927 District Lot 526 NWD
PID	005-410-941
Existing Zoning	RM-3 Multiple Dwelling, FSR of 1.00 with allowable increases up to 1.05 of additional FSR
Broadway Plan Area	Fairview South – Area A (FSOA)
Proposed Zoning	CD-1 Rezoning
Local Area	Fairview
Site Area	1,451 sqm (15,618 sqft)
Site Frontage	38.1m (125 ft)
Site Depth	38.1m (125 ft)
Target (FSR)	6.5 (Rental Residential)
Existing Use	Surface-oriented Parking
Proposed Use	Multi-dwelling (Rental)



Aerial Perspective, Existing Context

1 Introduction Rezoning Rationale

Alignment with City Objectives

The secured market rental development proposed in this Application for Rezoning is a response to the increasing demand for housing, the City's goals for affordability and sustainability, and the Broadway Plan. Of the 112 units in the proposed tower, 24 would be available at below-market rates. As the site is currently serving as a surface parking lot, there would be no tenant displacement to accommodate the proposed development.

The Broadway Plan Land Use Policies outline three key characteristics for sites to be considered for privately initiated rezonings:

- Site sizes must reasonably accommodate a form of development as outlined in the Plan. Site frontages must be a minimum of 30.2 metres (99 feet);
- The proposed development satisfies the City's built form and neighbourhood goals;
- Applications should demonstrate overall compliance with the Broadway Plan and all other relevant City policies and regulations.

The proposed application looks to follow the Broadway Plan with few variances. The added density and housing supply, and below market housing, is in alignment with the City's goals for the area. Following the Rezoning Enquiry submission, two variances are being sought;

- 01** A reduction in the tower separation from the neighbouring 8-storey building at 1550 West 10th.
- 02** A reduction of the below-grade 3.65m frontyard setback. Equal free-draining area will be provided.

Further information on these variances is included in this application booklet.

Housing and Affordability

This project looks to increase the housing supply in the neighbourhood. The proposal consists of the following;

- An increase of 112 homes on site, of which there are 172 bedrooms
- 88 new secured market rental homes
- 24 new secured below-market rental homes (21% of net leasable area)
- 36% of all units to be family units

The mix of residential units is optimized to provide a wide range of suites, from studios to three-bedroom units. Each suite has access to a private outdoor space and share amenity spaces at both the ground and roof levels. Large balconies complement the family-oriented suites, while smaller units get Juliette balconies to save interior space. Corner balconies soften the tower form, breaking the massing down to a human scale at the street. The project aims to provide housing with encourages residents to stay long-term.

Environment and Sustainability

The massing follows simple, rectilinear form. The simplified form allows for floorplate stacking, reduced envelope area, more efficient mechanical systems, and embodied carbon reduction. The proposed development takes into account the requirements from the City's Green Buildings Policy for Rezonings, including meeting energy and emissions performance targets at the time of the project's Building Permit application.

A schematic rainwater management design and building energy modeling study is included with this application.

Transportation

The proposed development provides ample vehicular and bicycle parking. First-class bicycle facilities are offered as a building amenity, complementing the dedicated cycling route along West 10th Avenue. These facilities include wash and repair stations, secure storage, and fitness areas, further encouraging residents to use active transportation.

The site includes a covenant for 33 commercial parking spaces for the benefit of 2609 Granville Street. These spaces are being provided, in addition to the proposed 46 resident stalls, and 1 visitor stall. The development proposes a total of 218 Class-A spaces and 7 Class-B bicycle spaces. Loading spaces are compliant with the City's requirements, which includes 1 Class-A and 1 Class-B space.

A Transportation Demand Management (TDM) Plan is being proposed with the development to maximize the utility of sustainable transportation. The Plan includes 2 dedicated car-share spaces, transit passes for residents, and bike-share memberships for residents. With the site's proximity to the upcoming South Granville Station, its location along a City-designated bicycle route, and the walkable Granville Village, it is expected that the majority of the tenants will use sustainable transit.

The proposed transportation plan has been reviewed by a transportation engineer and has been deemed appropriate for a development of this size and density.

Public Realm

The frontage along West 10th Avenue participates in the residential streetwall, aligning with neighbouring buildings and providing additional greenery to the streetscape. Public realm improvements and a public art component are being considered with the building's design. These improvements will be coordinated with the Landscape Architect, an art consultant, and the City as the design progresses.



2 Design Rationale

2 Design Rationale Proposed Form

A response to the architectural character of Fairview

This proposal aims to contribute to the Broadway Plan and its design intentions. The building's design is shaped by principles which aim to tie the architecture to its context, while promoting sustainability and comfortable living.

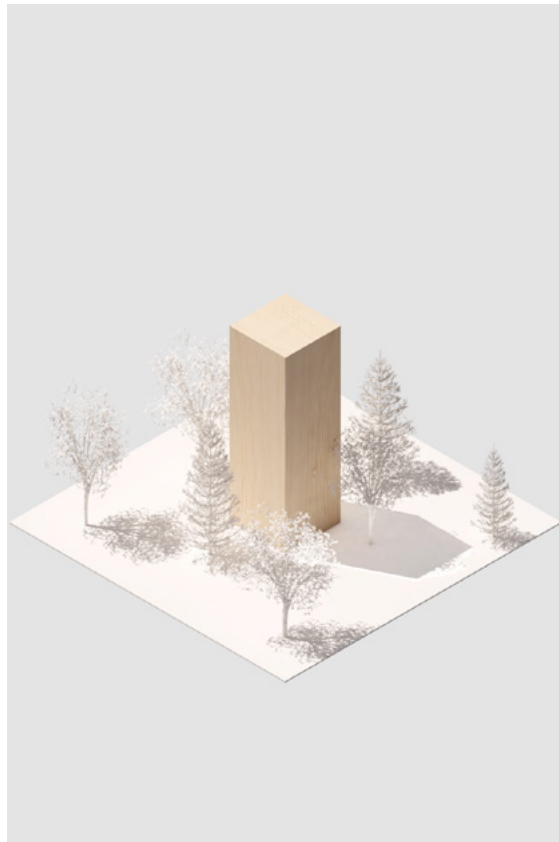
The tower-in-the-park massing is an architectural typology found in the neighbourhood. The building's siting continues the alignment of the existing residential streetwall and leafy streetscape to its natural end at the Granville Street village. Setbacks acknowledge existing residential buildings and tower separations, and anticipate how the block might grow in the future.

The layout of the floorplates carefully considers the privacy of the neighbours and potential shadow impacts on the privately-owned public open space at the corner of West 10th Avenue and Fir Street. Residential suites are complemented with indoor and outdoor amenity spaces at the ground level and roof level.



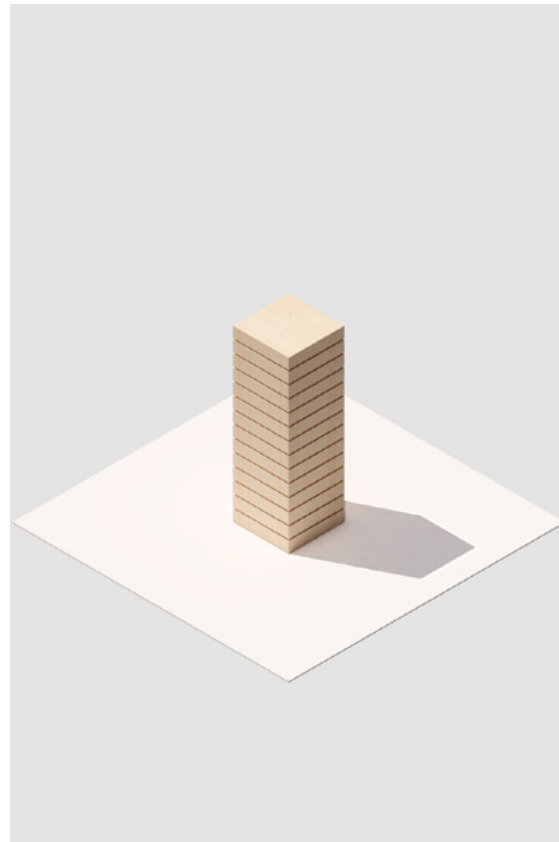
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Design Rationale Design Principles



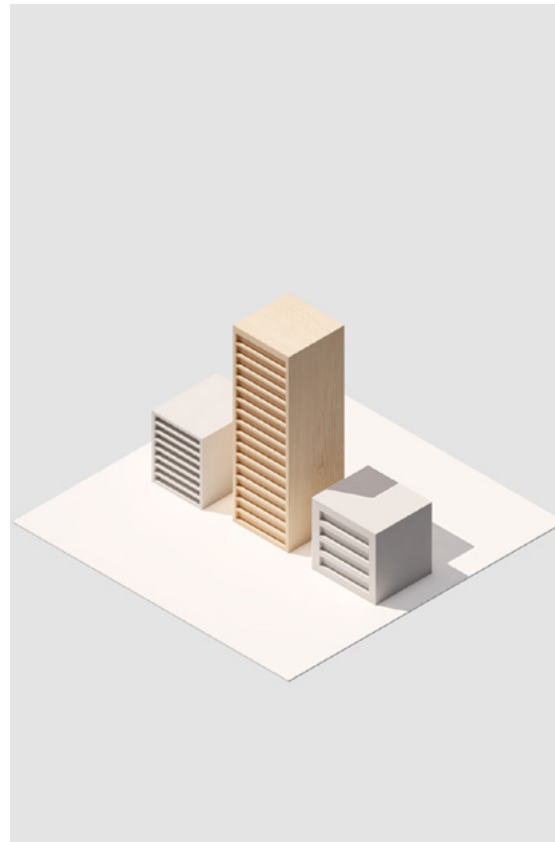
Tower in the Park

Connect to the character of the neighbourhood and integrate the Fairview architectural typology of a tower-in-the-park massing.



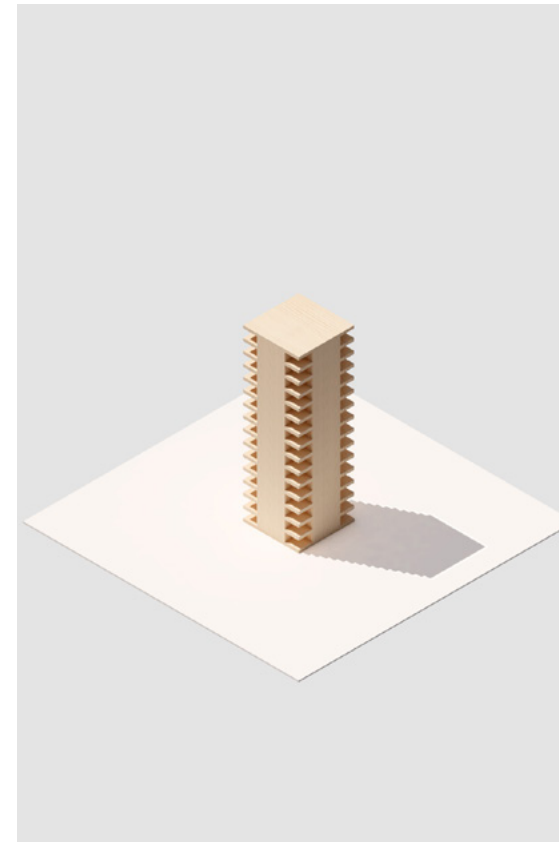
Repetition

Repeat unit layouts, floorplates, and architectural elements as frequently as possible to optimize efficiency and visual order of the building.



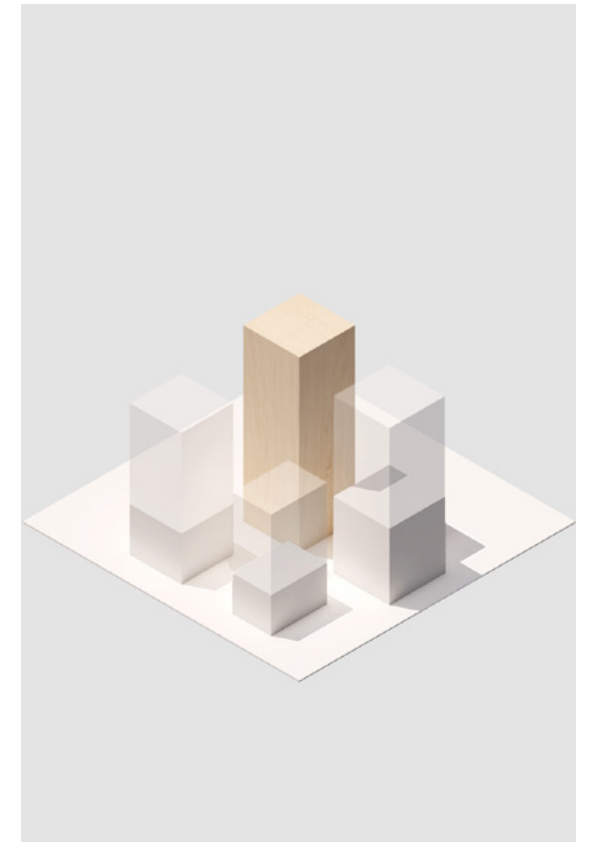
Micro-Regionalism

Acknowledge the scale and architectural expression of neighbouring buildings to further connect to the immediate context. Learn from their character and transform it to the new scale.



Corner Openings

Balconies are inset and pushed to the corners of the massing to maximize access to views and light, and create large covered outdoor spaces for residents. This softens the edges of the tower form.

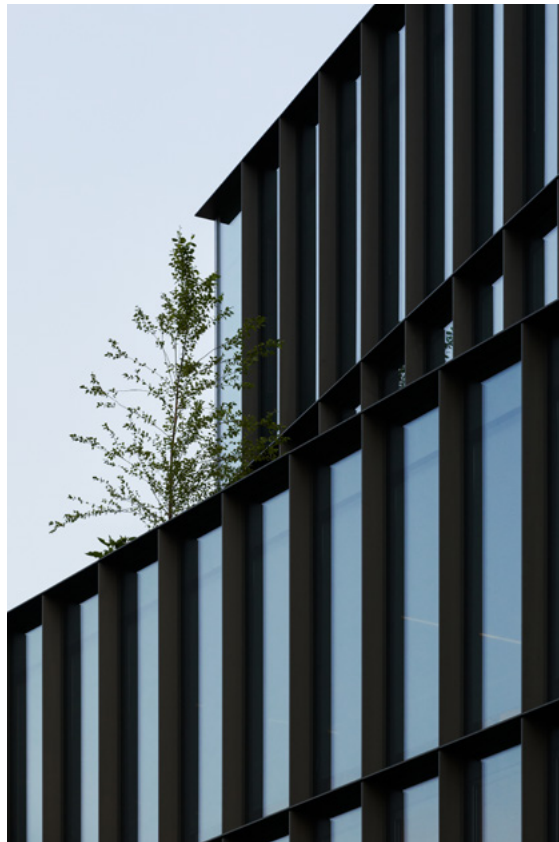


Future Context

Acknowledge how the surrounding area is going to change and ensure the architecture is compatible with its future context.

2

Design Rationale Construction and Material Principles



Excellence in Design

Deliver a project sensitively considered, well-detailed, and constructed with skill and care.



Living Spaces

Focus on the livability of suites and amenity spaces, offering homes which meet current and future needs.



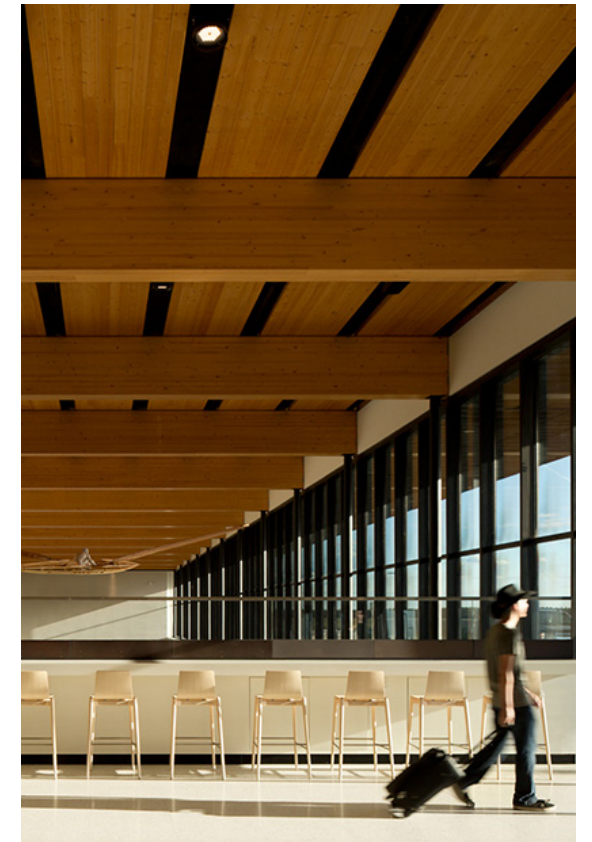
Recognition of Place

Relate the architecture to the formal, material, and social culture of the neighbourhood. Recognize the opportunities and constraints of contemporary construction in Vancouver and the Pacific Northwest.



Access to the Outdoors

Integrate access to a variety of outdoor spaces in the building. Develop the design at the level of the tenant and the urban scale.



Sustainable Thinking

Consider energy demands and embodied carbon in all aspects of the design process, including systems planning, operations, space planning, and material selection.

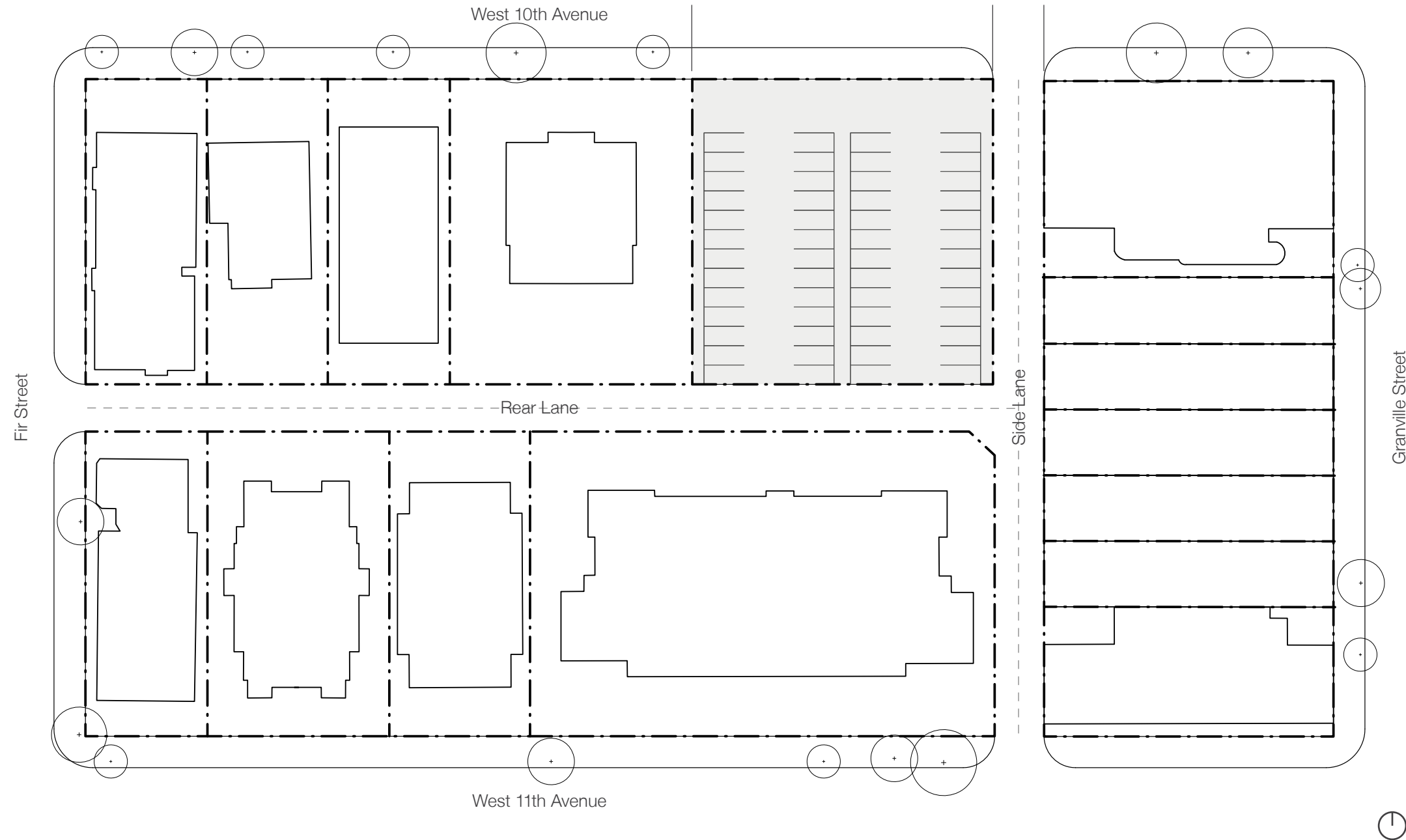
2 Design Rationale Setbacks

Unique Site Conditions

The site has a frontage of 125 feet. The proposed form of development is therefore subject to the discretion of the Director of Planning. We believe the project should be favourably considered for several reasons:

- The existing 20 foot wide lane to the east guarantees the provision of additional open space adjacent to the tower form, approximating a frontage of 145 feet.
- The 5-storey office building to the east at 2609 Granville Street has more density than is allowable under existing zoning or the Broadway Plan. As a result, it is unlikely to be demolished in favour of a smaller building. Given its low-rise form, tower separation setbacks are not required.
- The proposed tower maintains a setback of 40 feet to the western property line, therefore fulfilling the tower separation requirements within the property boundary. The generous setback provides access to daylight and views for the existing neighbour and the proposed development.
- The internal configuration of the neighbouring 8-storey residential mid-rise immediately to the west prioritizes the direct northern and southern facing aspects for the living spaces of the suites. East facing side yard windows are serving secondary spaces such as bathrooms and bedrooms.

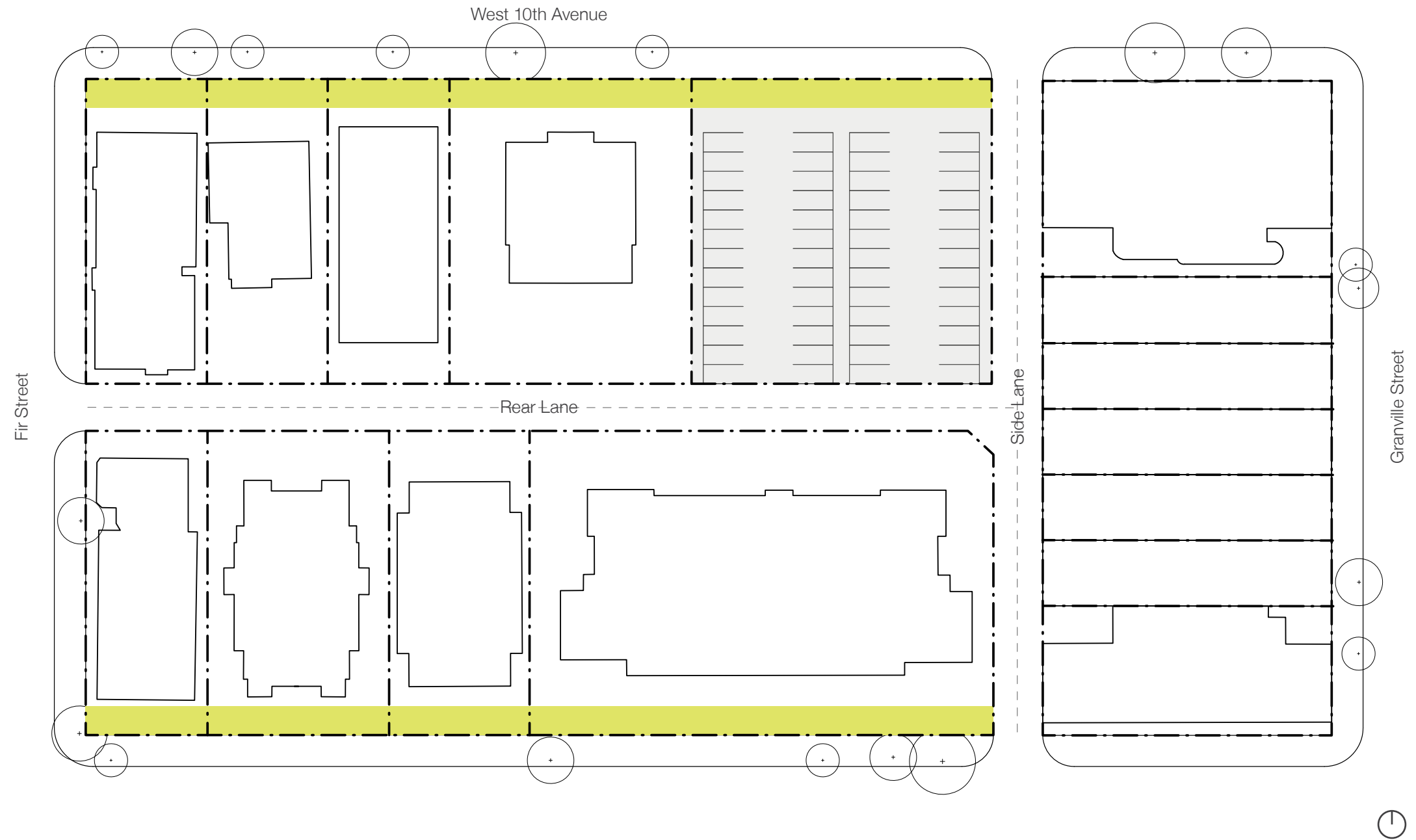
The following sequence outlines how the massing was developed in response to the context.



2 Design Rationale Setbacks

12' Frontage Setback

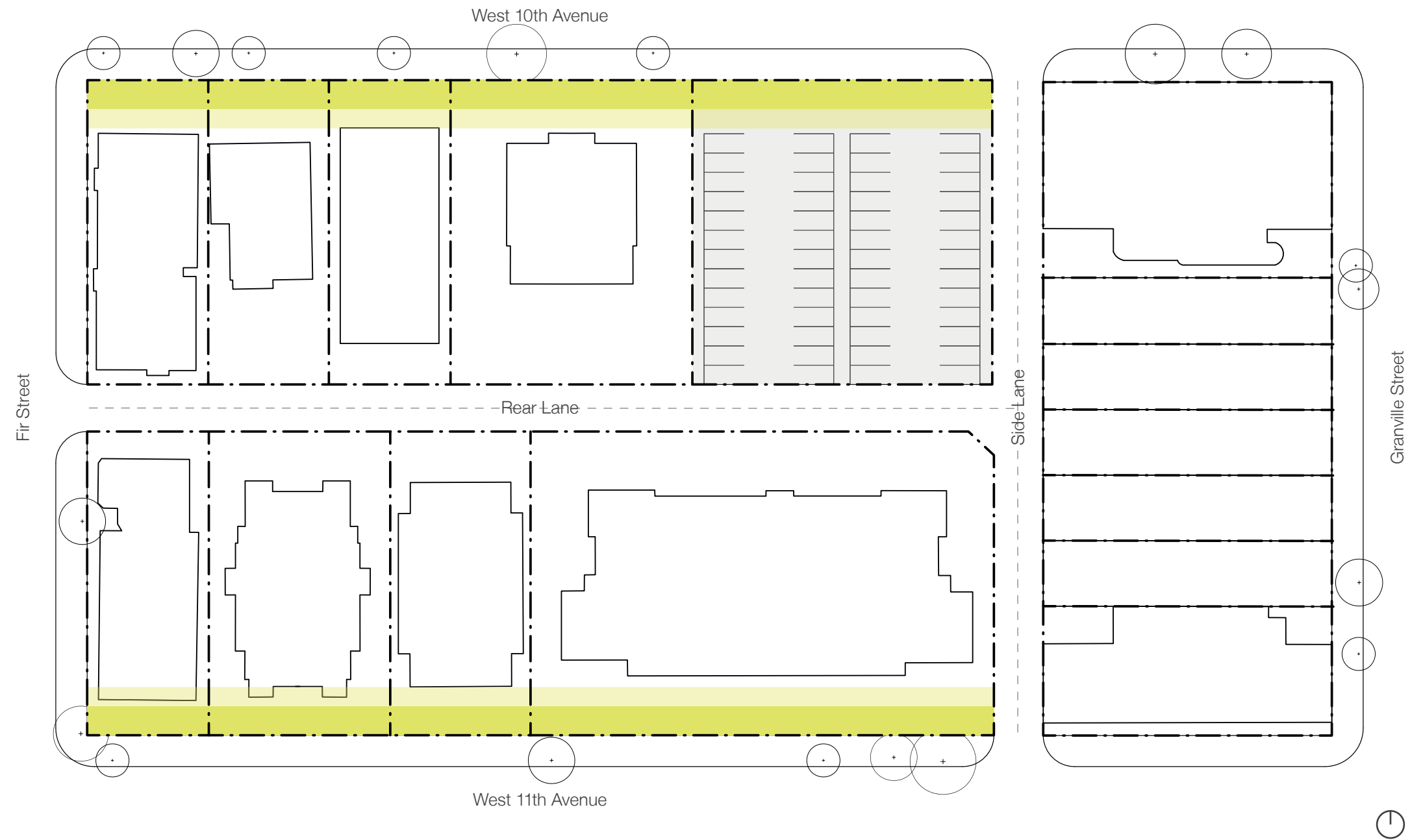
Following the Broadway Plan's requirements, a 12 foot frontage setback is applied.



2 Design Rationale Setbacks

20' Streetwall Setback

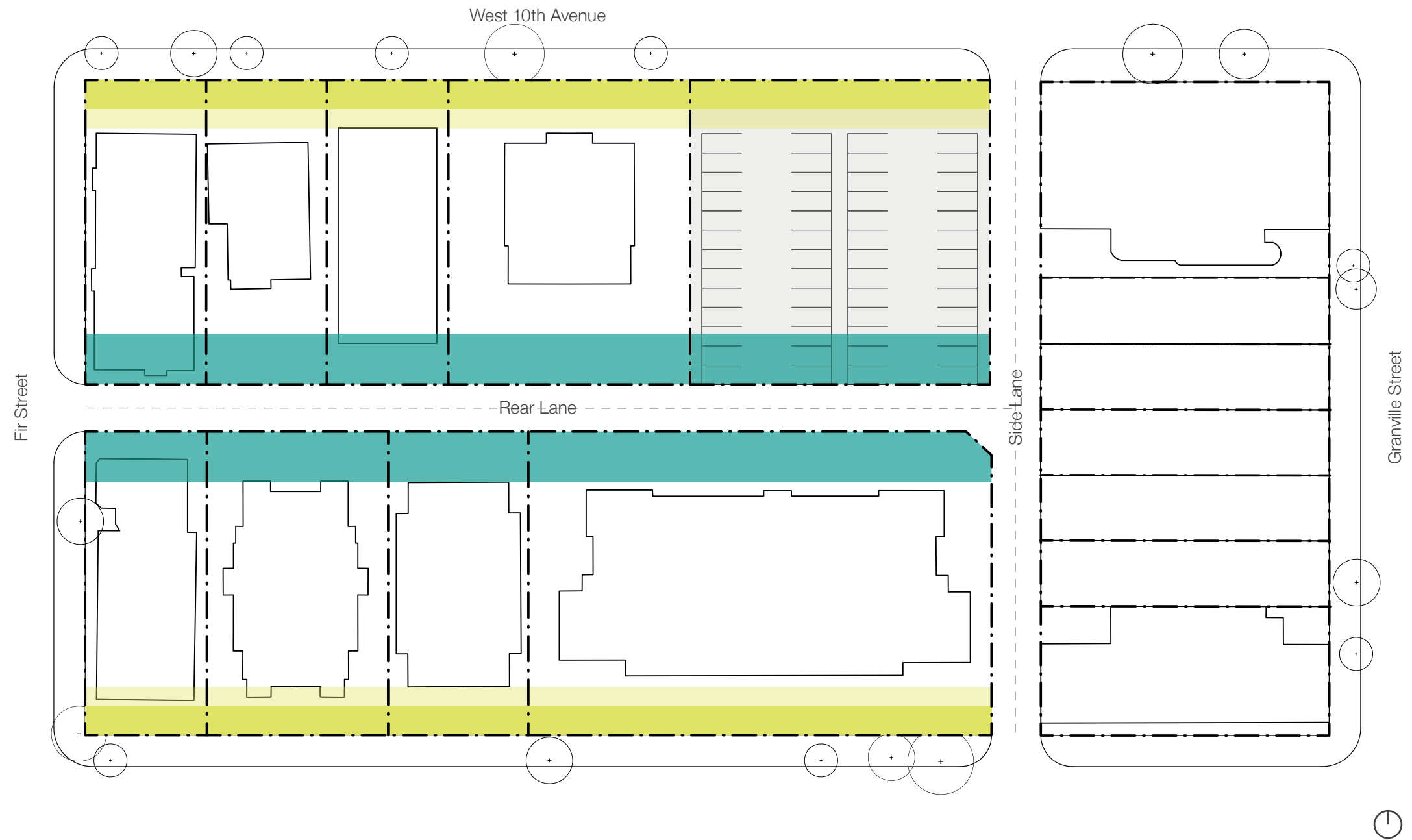
Fulfilling the ambitions of the Broadway Plan, building frontages are setback an additional 8 feet (totaling 20 feet) in order to align with the existing residential streetwall.



2 Design Rationale Setbacks

21' Rear Lane Setback

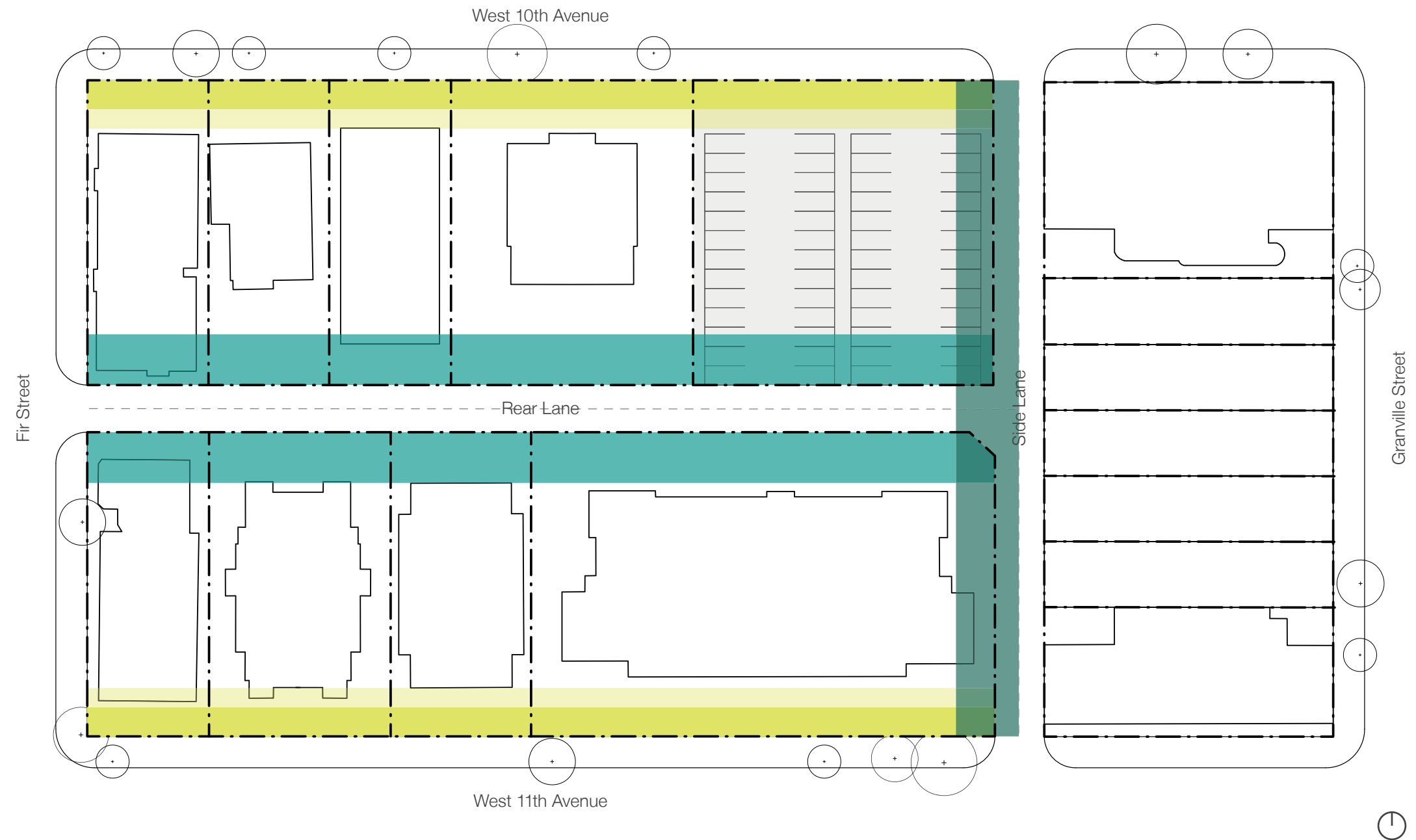
A 21 foot setback is applied to the rear lane in order to allow for increased access to light and to provide a comfortable space for pedestrians. Measured to the centre of the rear lane, this is a 31 foot setback.



2 Design Rationale Setbacks

26' Side Lane Setback

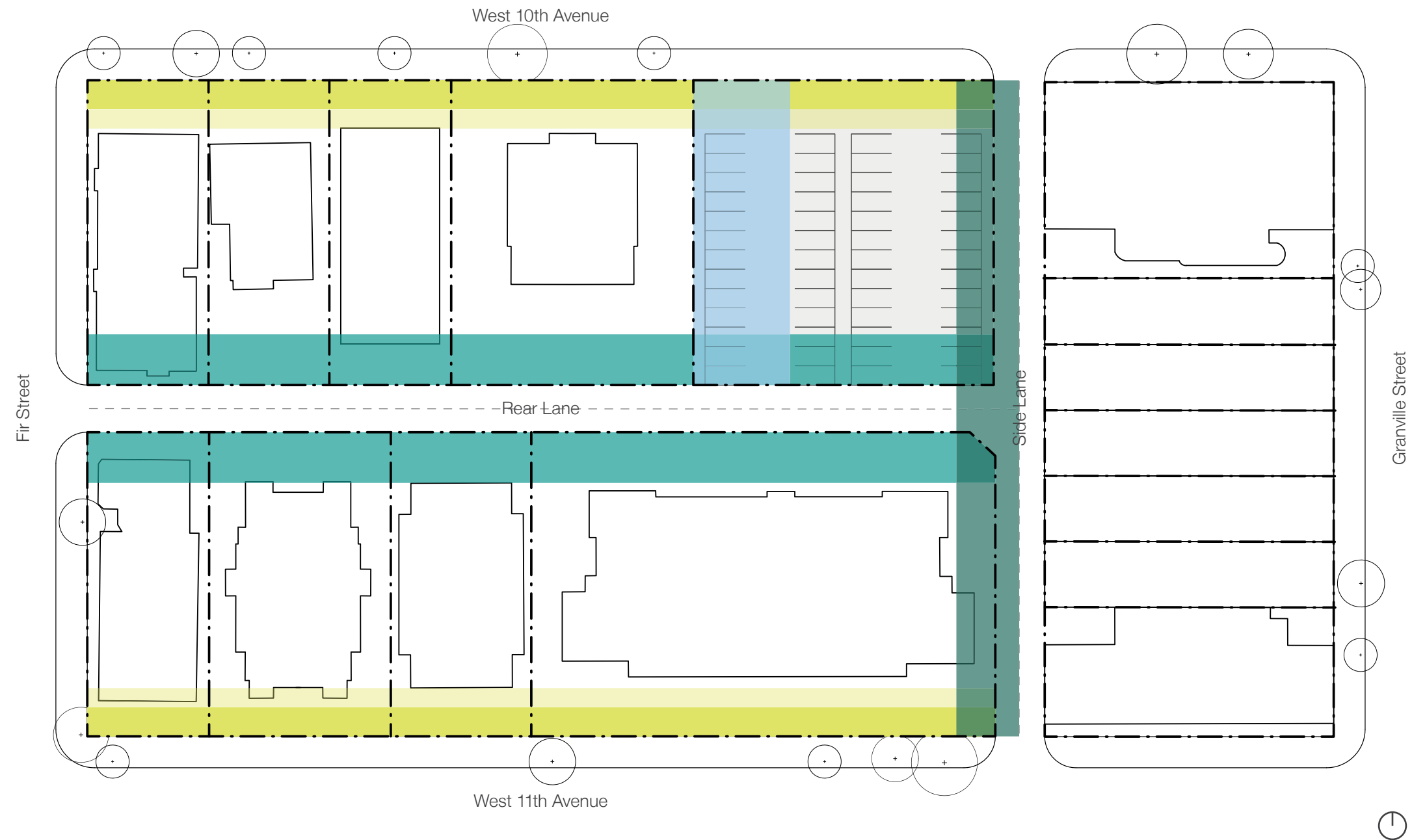
At the eastern edge of the site, a 26 foot setback (measured to the centre of the side lane) creates some separation from the neighbouring commercial buildings on Granville Street.



2 Design Rationale Setbacks

40' Tower Separation to PL

Acknowledging the neighbouring 8-storey residential mid-rise at 1550 West 10th, a 40 foot setback has been respected. The east façade of neighbouring building is lined with secondary glazing. The internal configuration prioritizes the direct northern and southern facing aspects for the living spaces of the suites. East facing side yard windows are serving secondary spaces such as bathrooms and bedrooms. This setback will preserve access to light and privacy for residents of the existing building and proposed development alike.



2

Design Rationale Massing – Aerial Perspective

Resultant Form

The resultant massing provides separation from the neighbouring sites, aligns with the existing residential streetwall, and allows for future towers to be built elsewhere on the block.



2

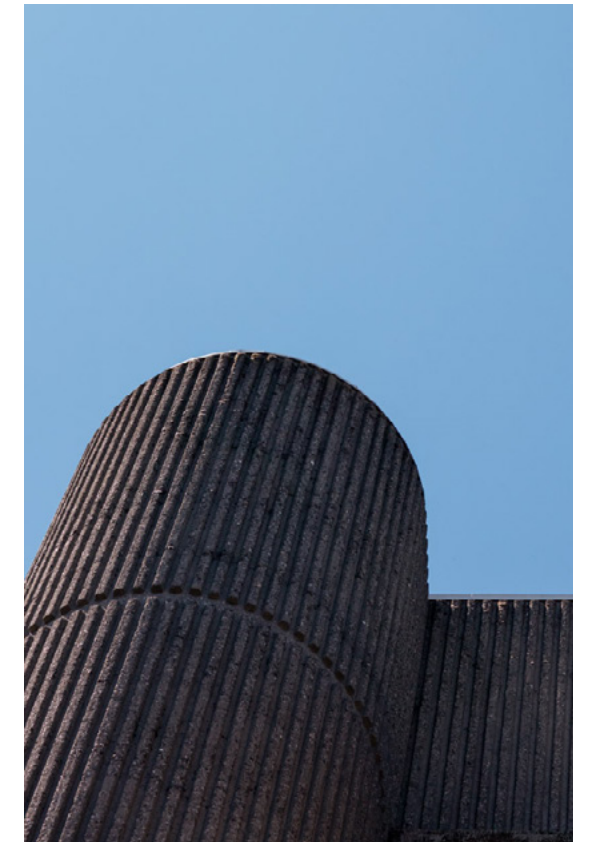
Design Rationale Massing – Streetlevel Perspective



2

Design Rationale Contextual Case Studies

2609 Granville Street



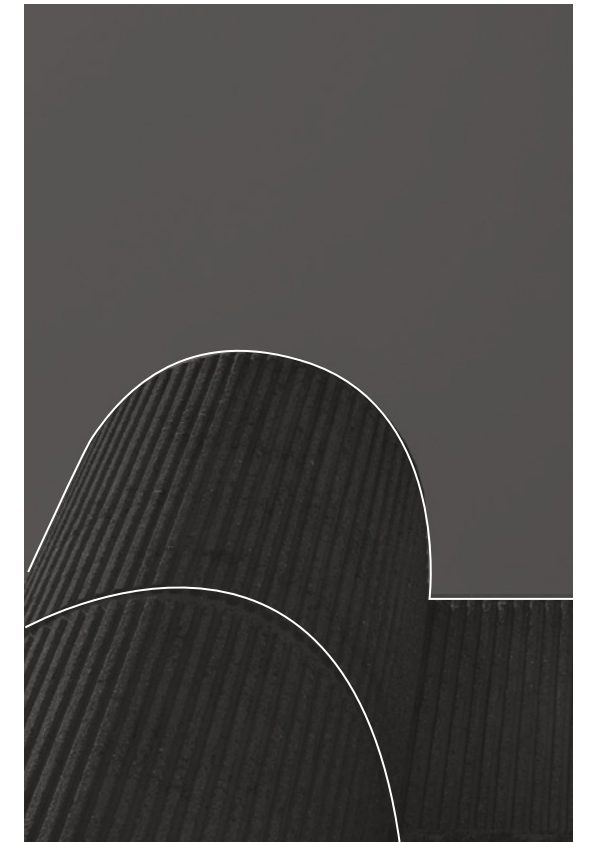
Contextual Precedent

To the east of the site, 2609 Granville Street serves as a precedent with a strong architectural and material language. This building anchors the block with strong shoulders and no setbacks. The building is a prime example of mid-century architecture with a modest palette, using exposed concrete and glazed corners.

2

Design Rationale Contextual Case Studies

2609 Granville Street



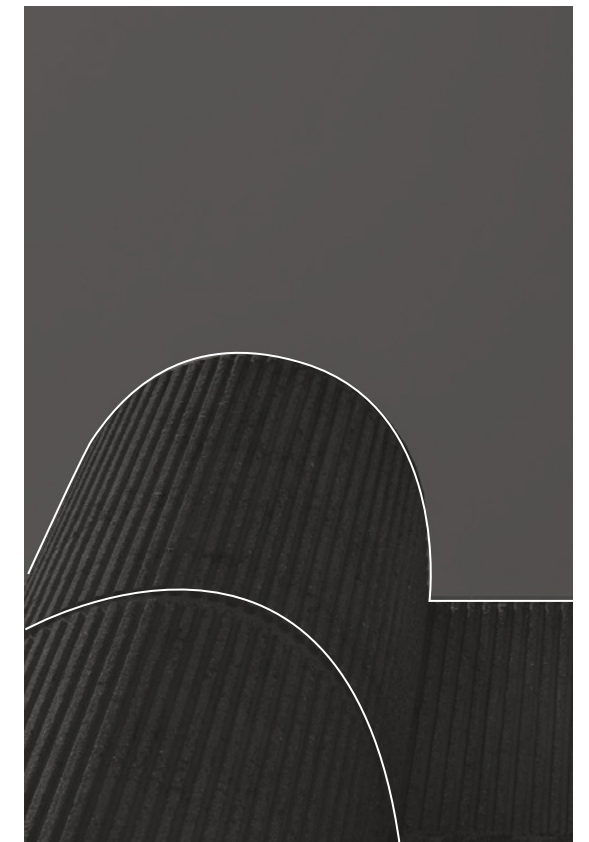
Geometric Order – Horizontal

A strong horizontal expression defines each level. Each level is a repetition of the last. The ground level has a unique, taller form than the levels above and a more delicate connection to the ground. The building terminates with a concrete parapet which matches the concrete bands seen elsewhere in the building.

2

Design Rationale Contextual Case Studies

2609 Granville Street



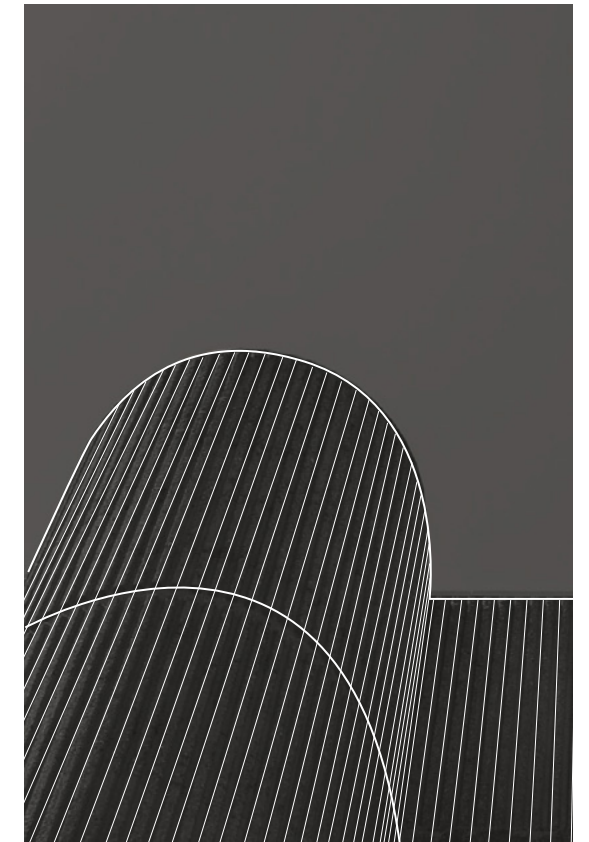
Geometric Order – Vertical

Vertical lines translate the structural order of the building to the façade. The orthogonal order is bookended with a vertically-expressive stair core to the south.

2

Design Rationale Contextual Case Studies

2609 Granville Street



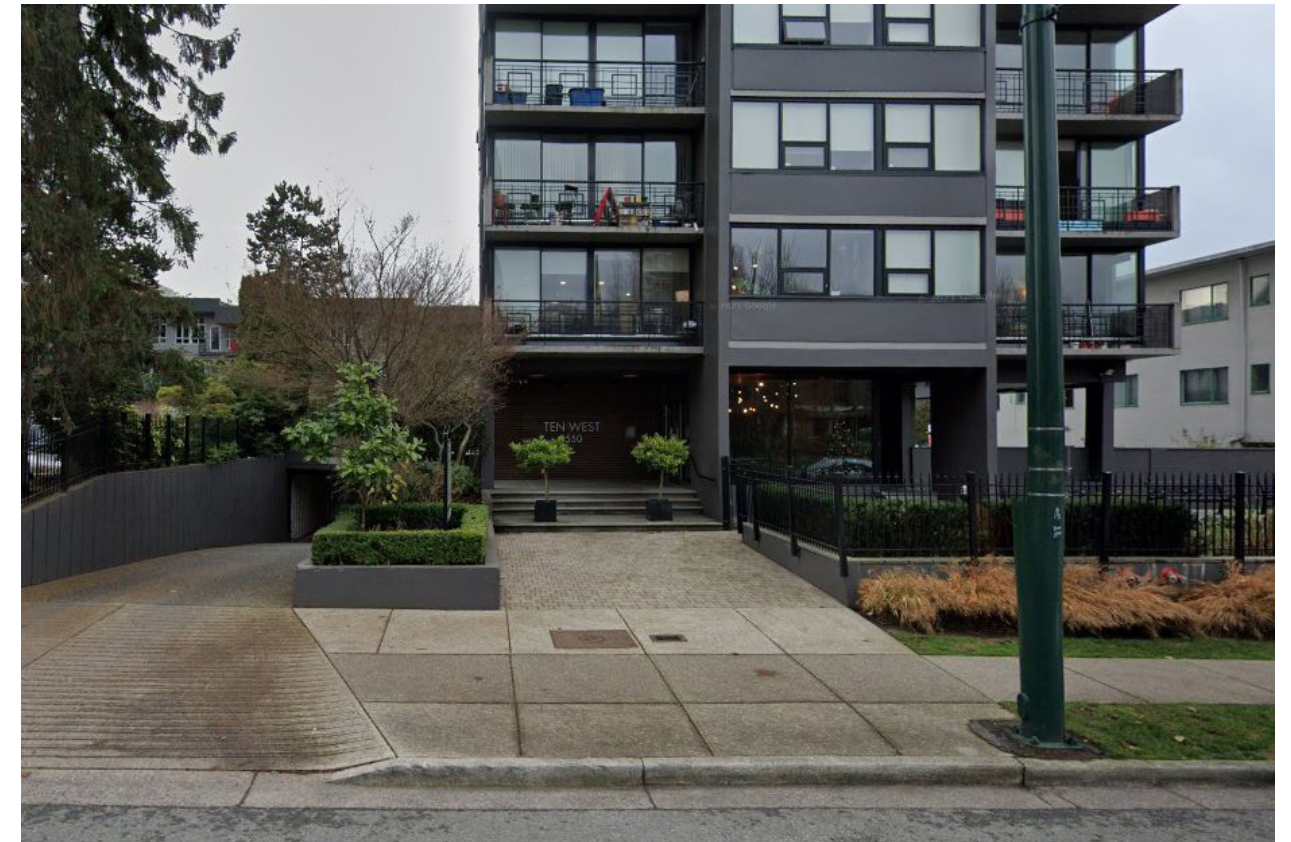
Detailed Expression

The ribbed concrete on the south stair core reduces the mass to a human scale. Mullions at the glazing on each level divide the structural order of the vertical piers.

2

Design Rationale Contextual Case Studies

1550 West 10th Avenue



Contextual Precedent

At the west of the proposed site, 1550 West 10th takes a similar orthogonal approach but in a more residential scale. A more generous 20-foot setback creates a front yard condition creating for privacy for residents, and a consistent streetwall with the neighbouring residential buildings. The building's concrete façade has been recently repainted, however it maintains its strong, neutral-toned mid-century order and identity.

2

Design Rationale Contextual Case Studies

1550 West 10th Avenue



Geometric Order – Horizontal

Corner balconies soften the shoulders of the building on the north and south sides. Each level is treated as a repetitive element and floorplates are mirrored on the east and west.



2

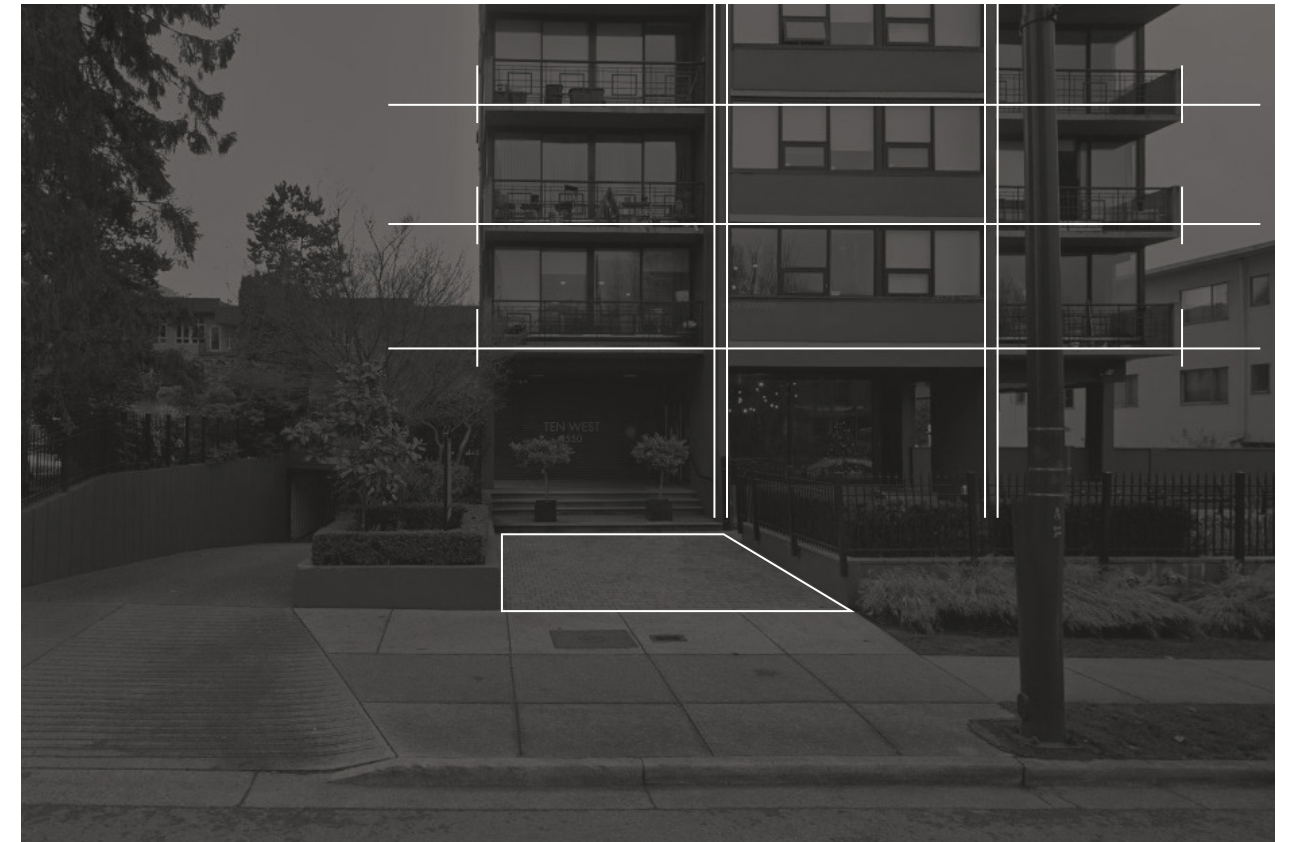
Design Rationale Contextual Case Studies

1550 West 10th Avenue



Geometric Order – Vertical

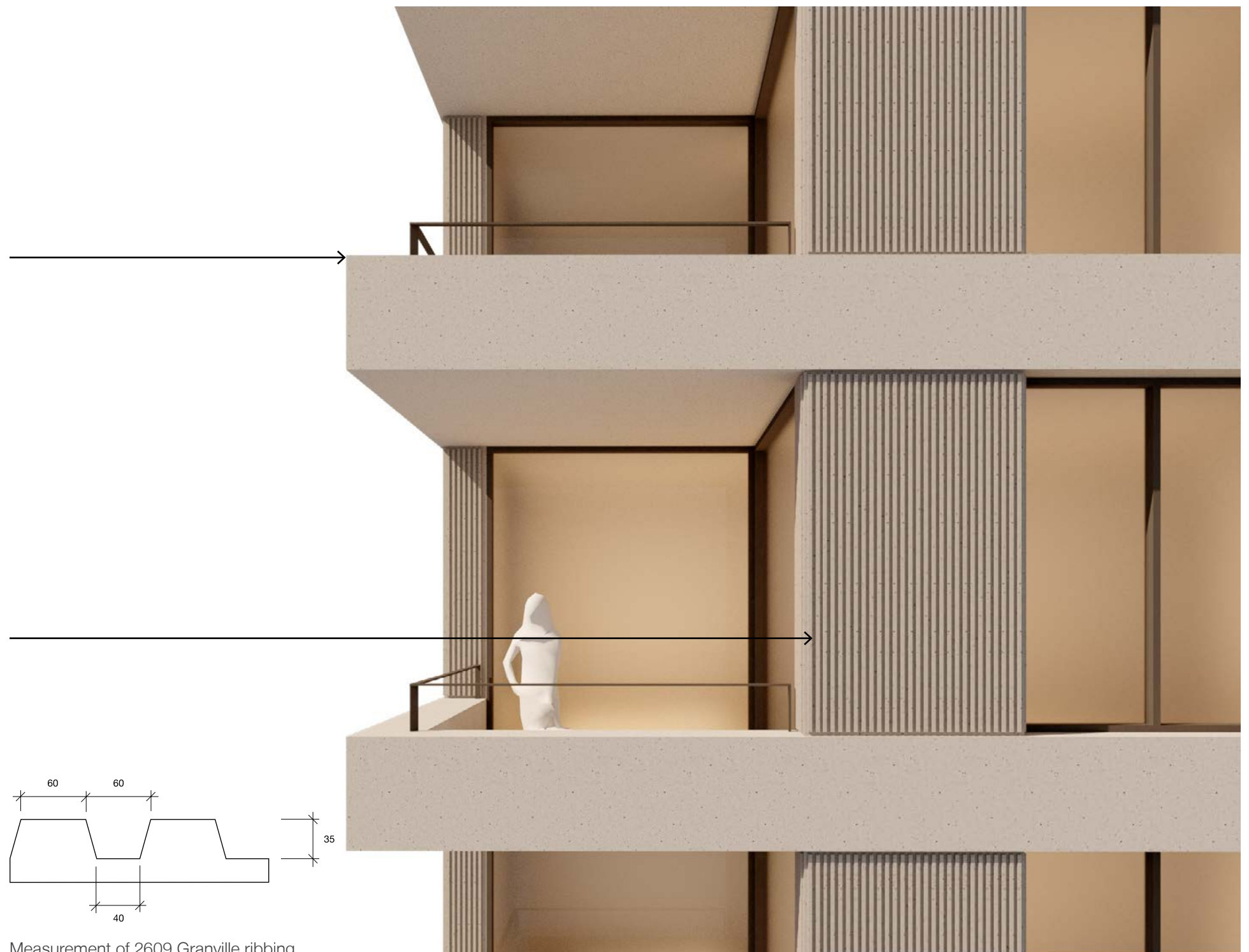
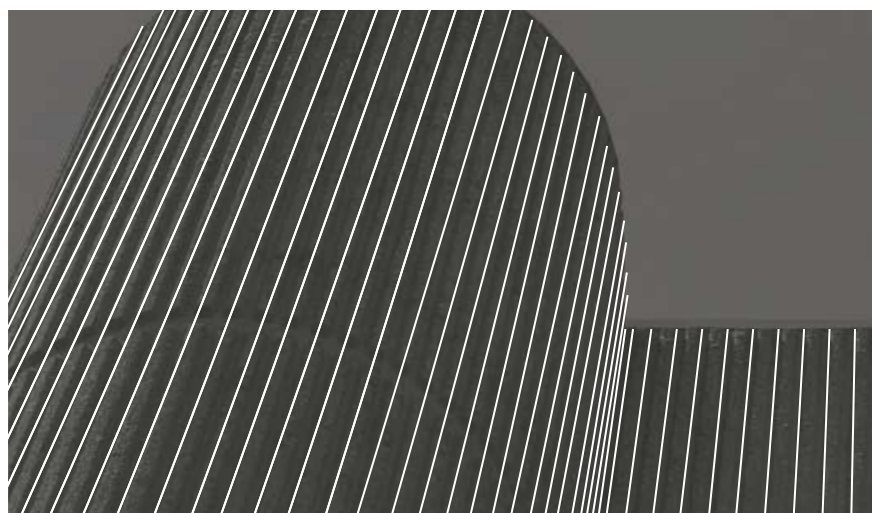
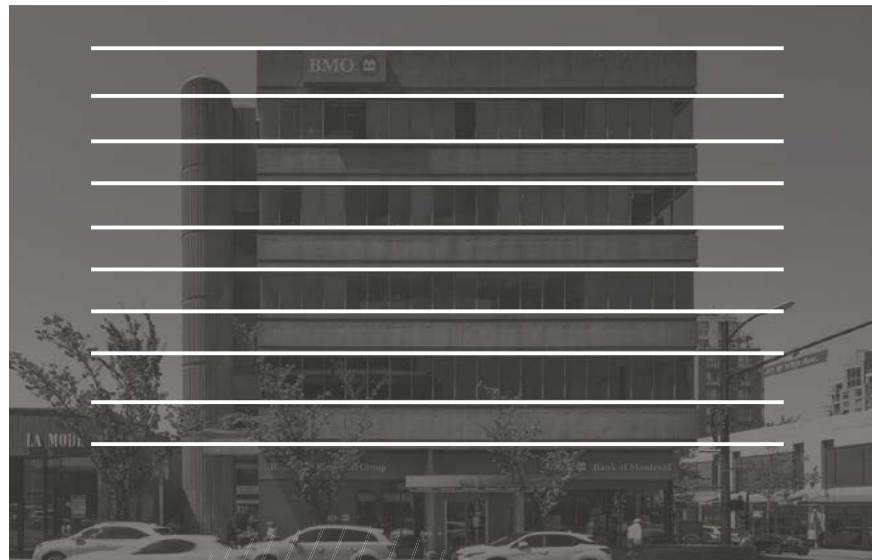
A strong vertical axis defines the center of the building, while the flanking balconies are contained within the setbacks of the floorplate. The open corners allow for a covered entry at the ground level. The central vertical element to the building meets the ground with a light touch.



2 Design Rationale Cladding Expression

Detail Elements

The fine grain ribbing on the proposed tower is a reference to the exterior ribbing at the neighbouring building on 2609 Granville Street. Because the proposed tower is at a larger scale, a study was carried out to find a ribbing size which works at a range of distances.



Measurement of 2609 Granville ribbing.

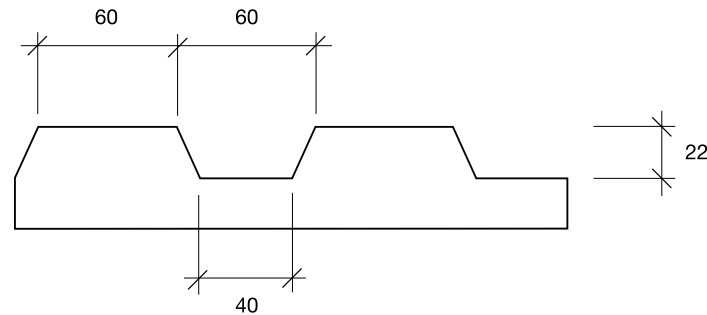
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Design Rationale Cladding Expression

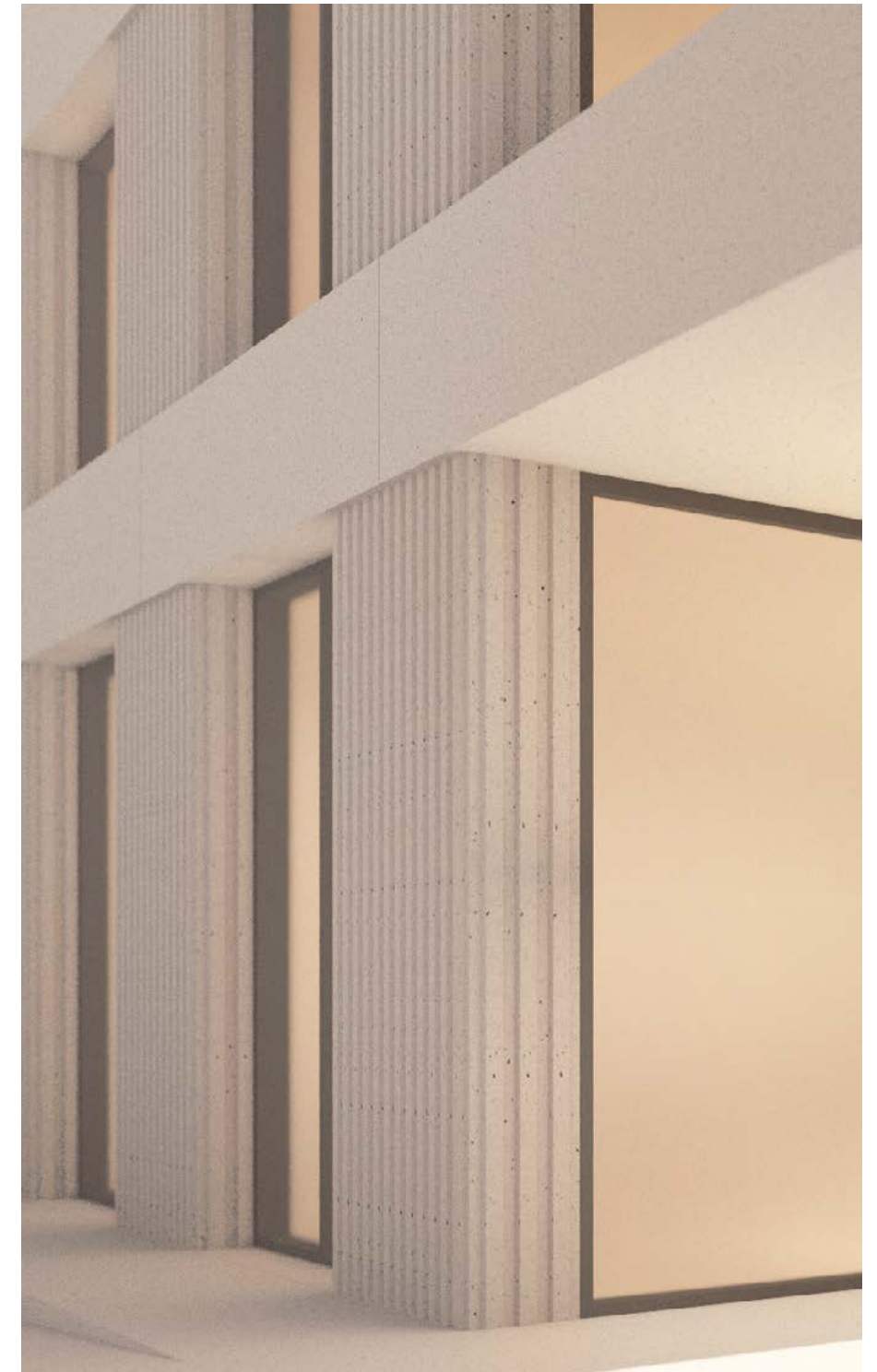
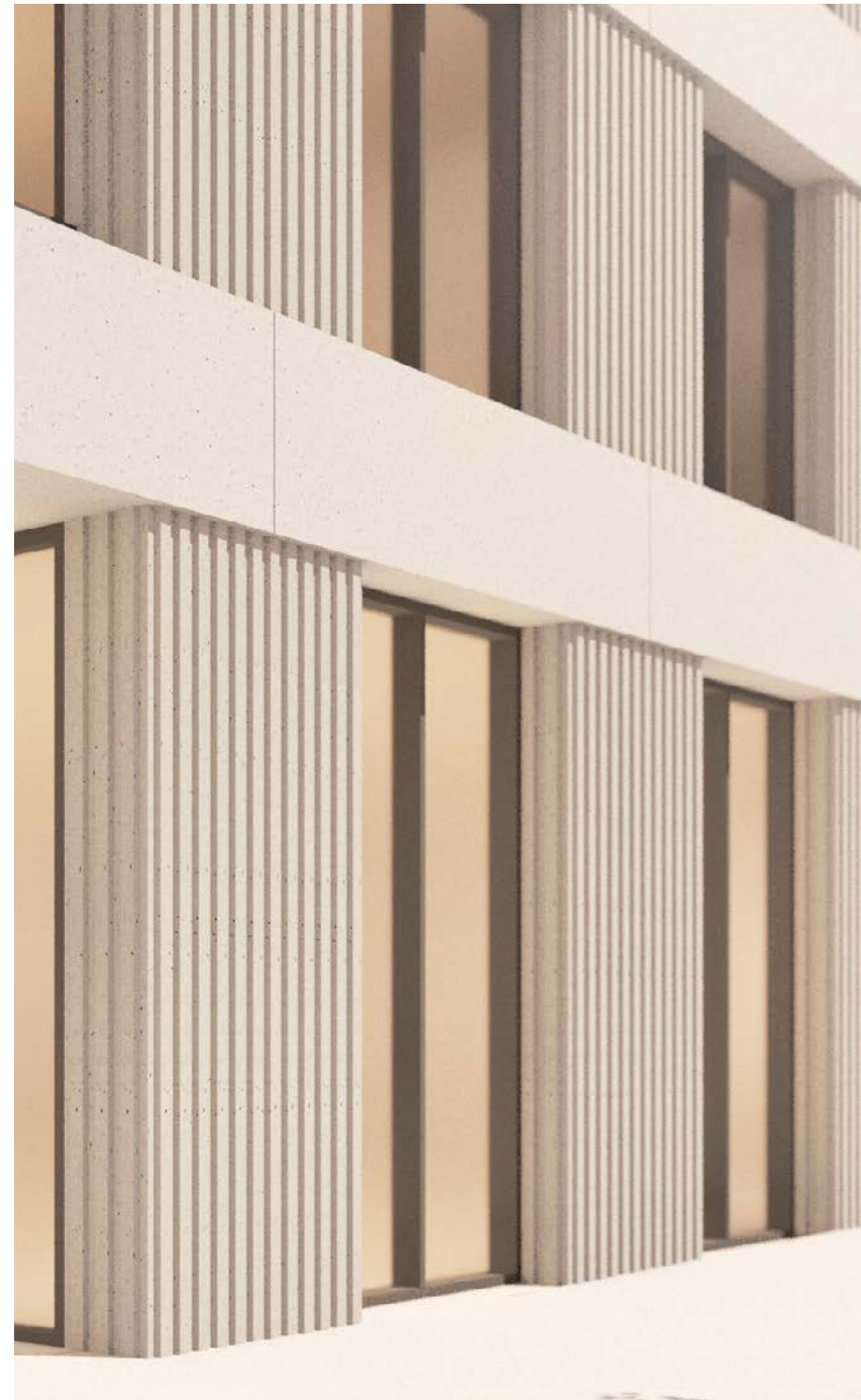
Design Intent

The proposed ribbing option borrows the corrugated module (60mm peak, 60mm valley) from the neighbouring building at 2609 Granville Street. This rhythm was formed by concrete being cast in a formwork made of corrugated metal. The depth of 2609 Granville's corrugation is 38mm (peak to valley), however our studies show that it can be reduced to 22mm without reducing the effect.

This thinner amplitude means an ultra-high performance concrete panel could be used to clad the building. Reducing the amplitude of the ribbing allows for a higher-performing wall assembly. This results in slightly more floor area or insulation area.

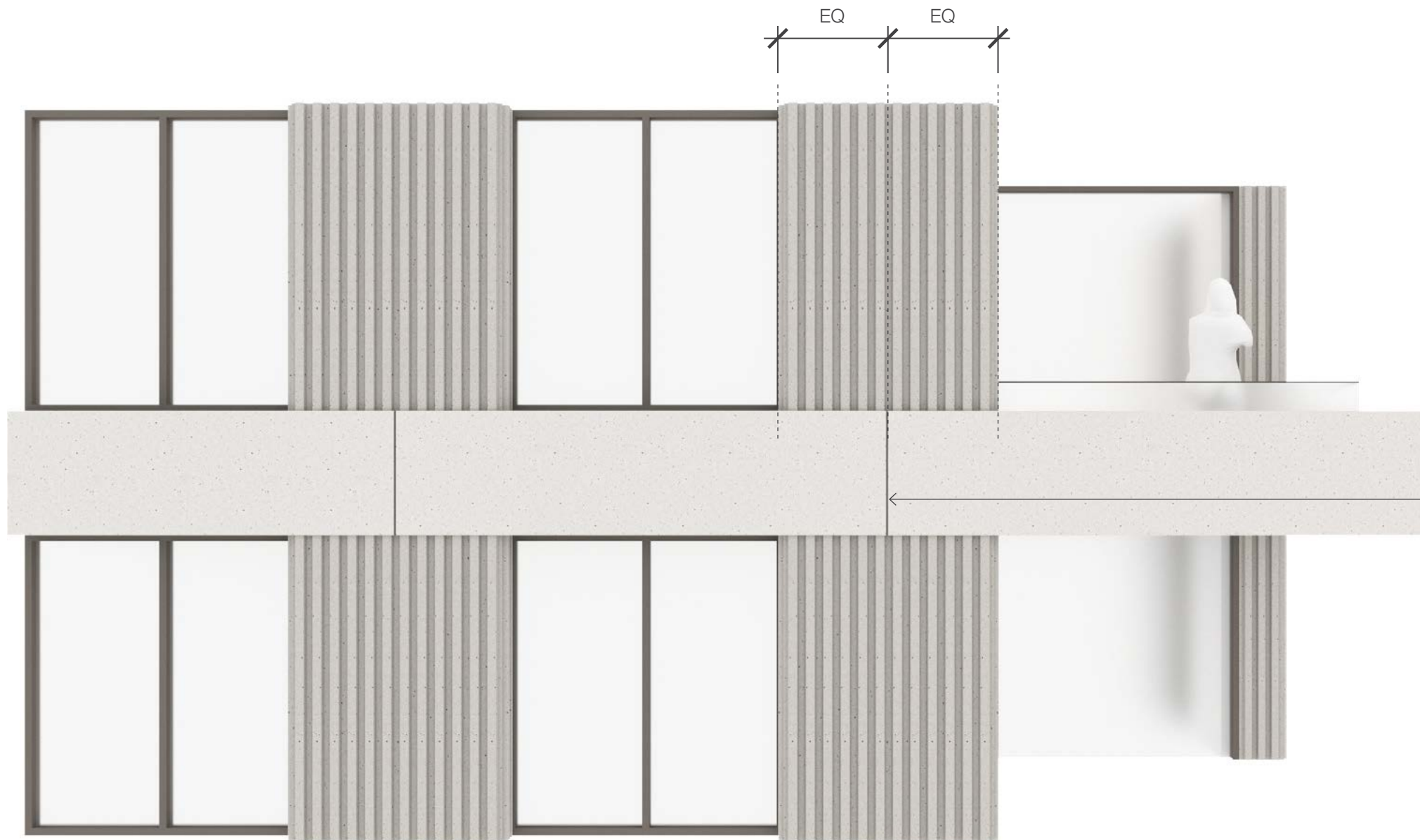


Proposed Ribbing Module



2

Design Rationale Cladding Expression



Typical Panel Size 3430 mm

Largest Panel Size 3770 mm

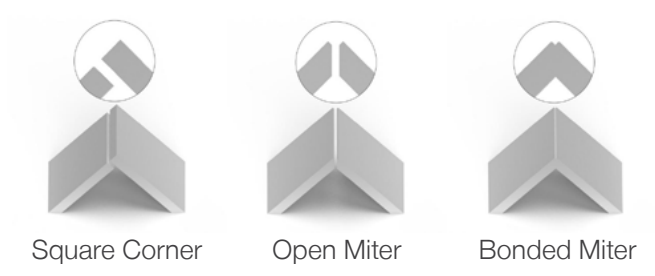
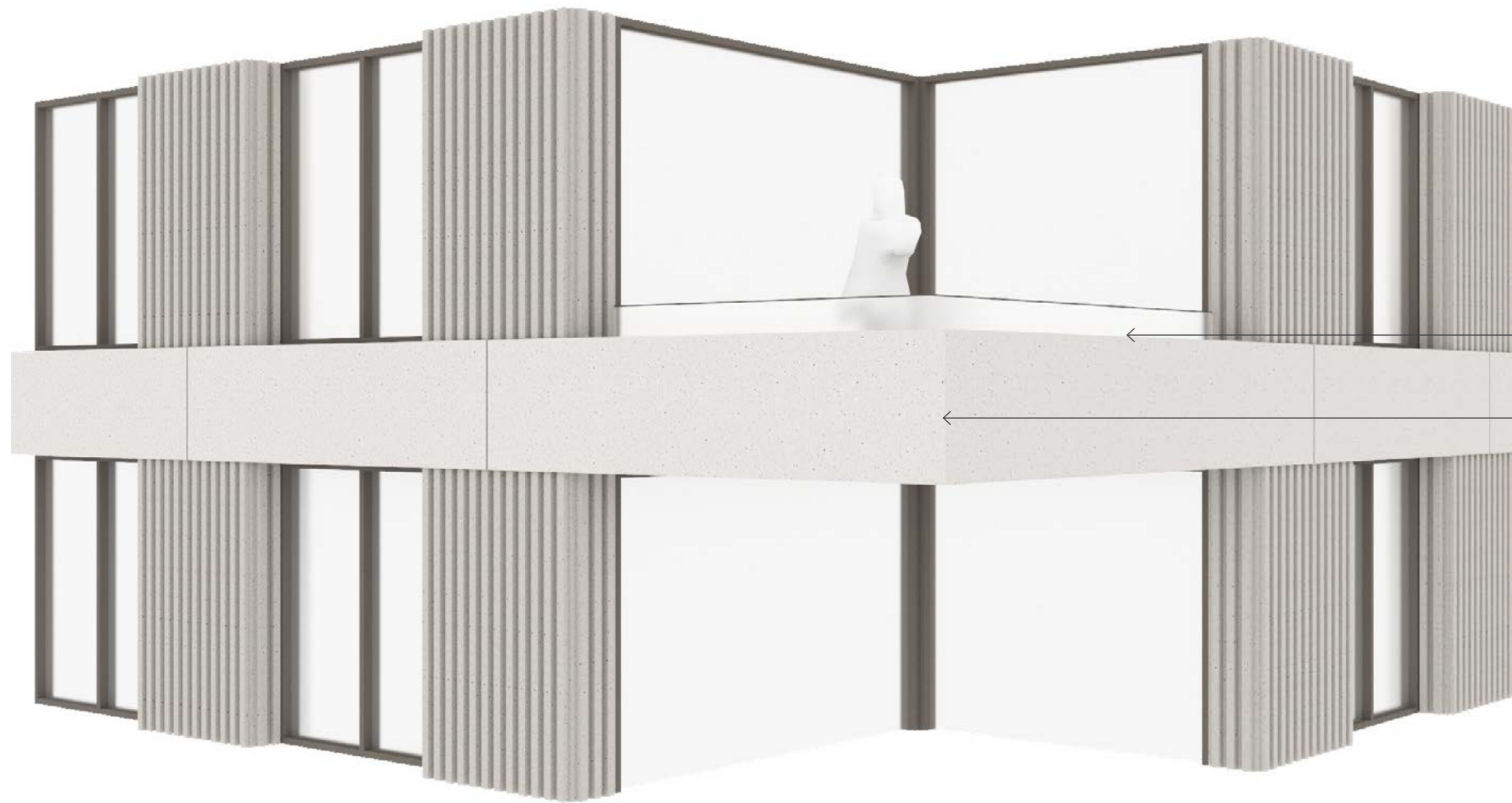
Align panel joints on centerline of vertical piers

Aligning the joints of the panels at the centerline of the vertical piers will prolong the life of the joint. Rainwater runoff will be most intense at the intersections of the windows and the piers.

This also results in the fewest possible joints, maintaining the design intent of the horizontal bands reading consistently.

2

Design Rationale Cladding Expression



Horizontal Corner

Vertical Corner

Two joint conditions are to be considered; how the panels join at horizontal corners (face to sill or soffit) and vertical corners (face to face). Panel gaps would be kept to a minimum to align with the design intent.

2

Design Rationale Perspective from Northeast



2

Design Rationale View from Northwest



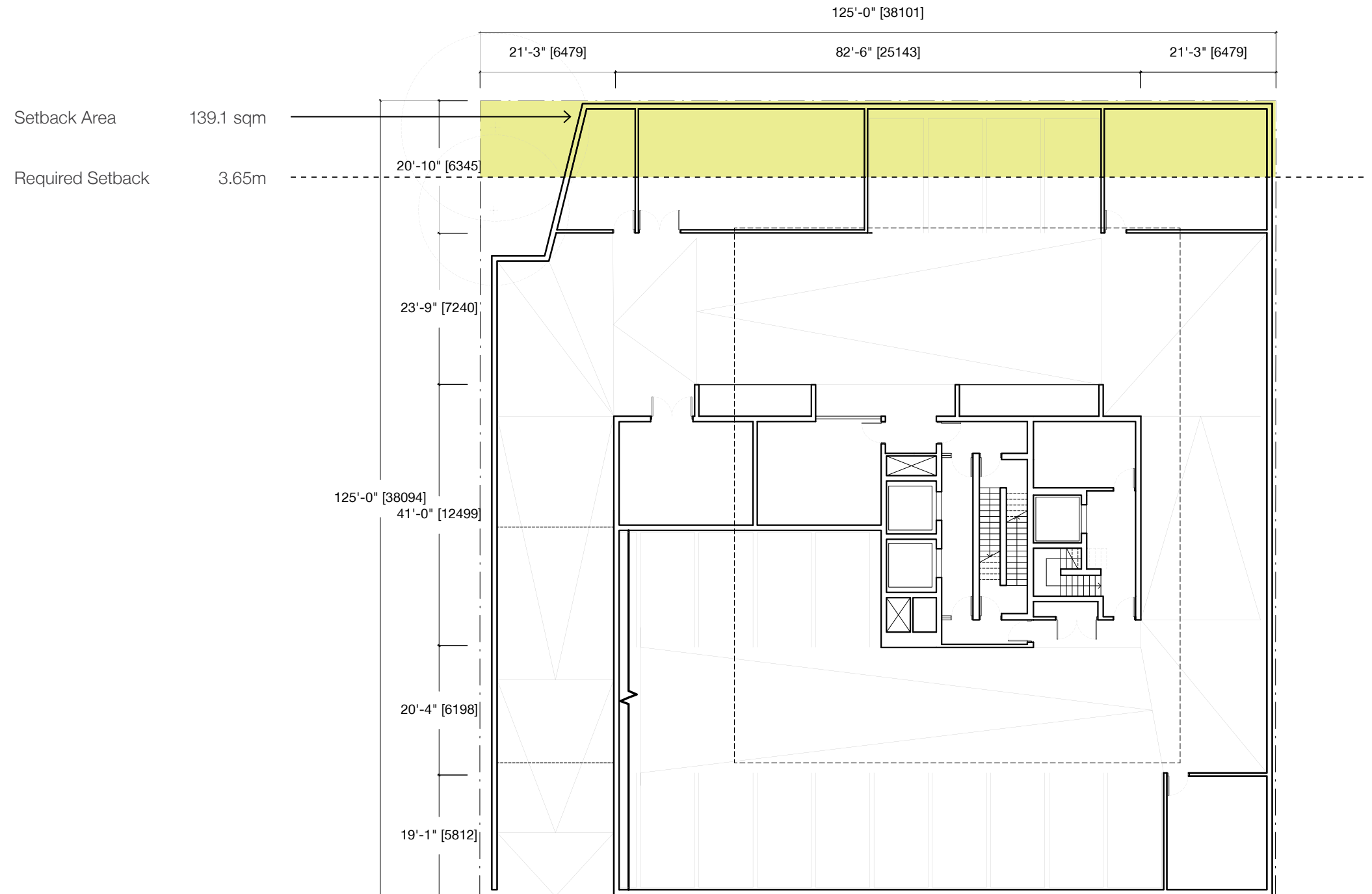
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Design Rationale Rezoning Enquiry Follow-Up

Below-grade Setback Area

Feedback from the Rezoning Enquiry asked the project to provide a 3.65m below-grade setback from the street-facing edge of the property line. The required setback would result in a 139.1 sqm area dedicated to tree growth and groundwater flow.

Notably, two existing Norwegian Spruce trees sit at the northwest corner of the site.



P1 Parking Plan from Rezoning Enquiry Submission

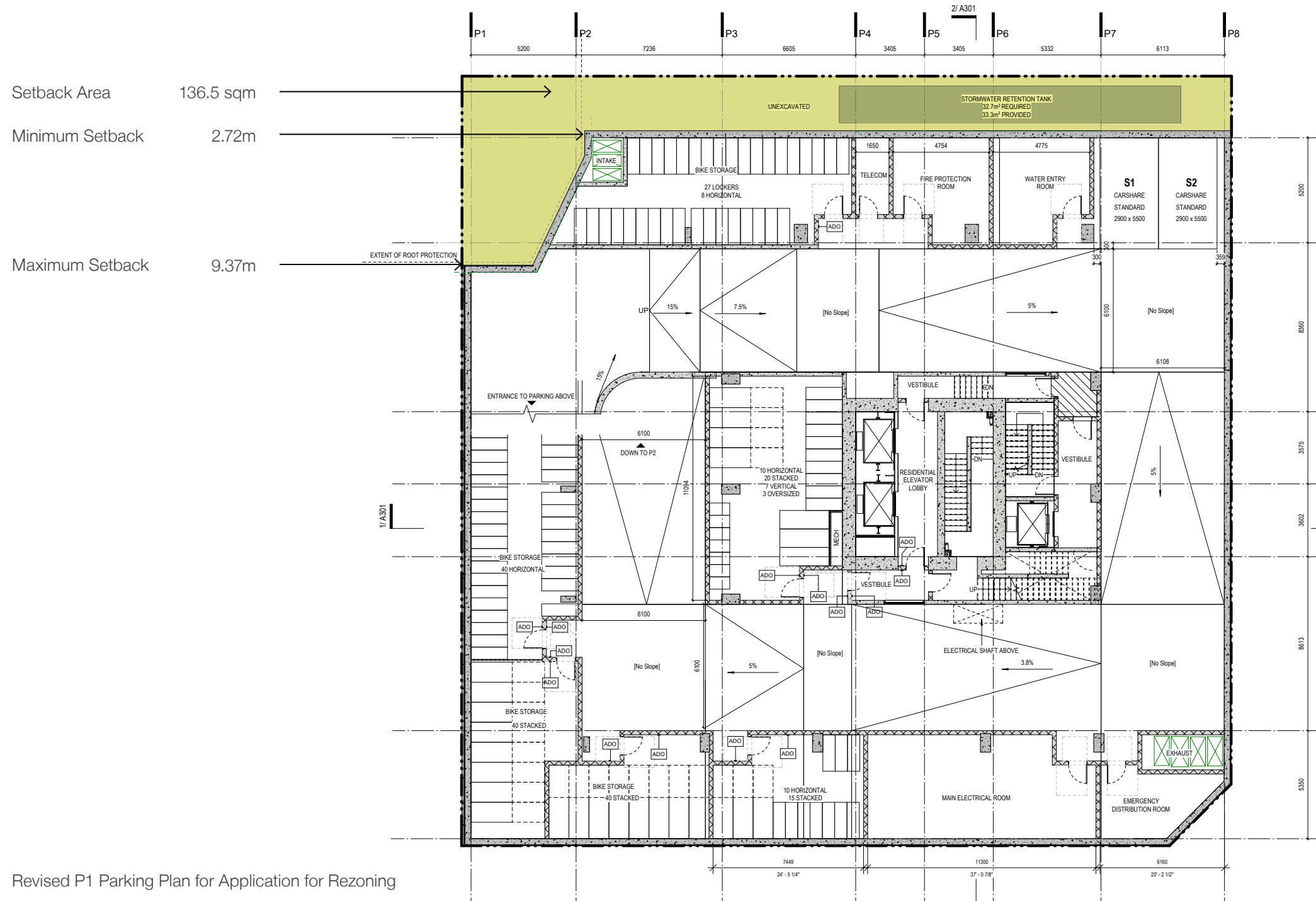
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Design Rationale Rezoning Enquiry Follow-Up

Below-grade Setback Area

A revised setback layout was studied in order to maintain these trees and provide an area as close as possible to the required setback area while creating a feasible below-grade layout and maintaining the mature trees at the northwest corner.

The below-grade parking sets back as much a 9.37m on all levels in order to remain clear of the root protection zone of the two trees.



2

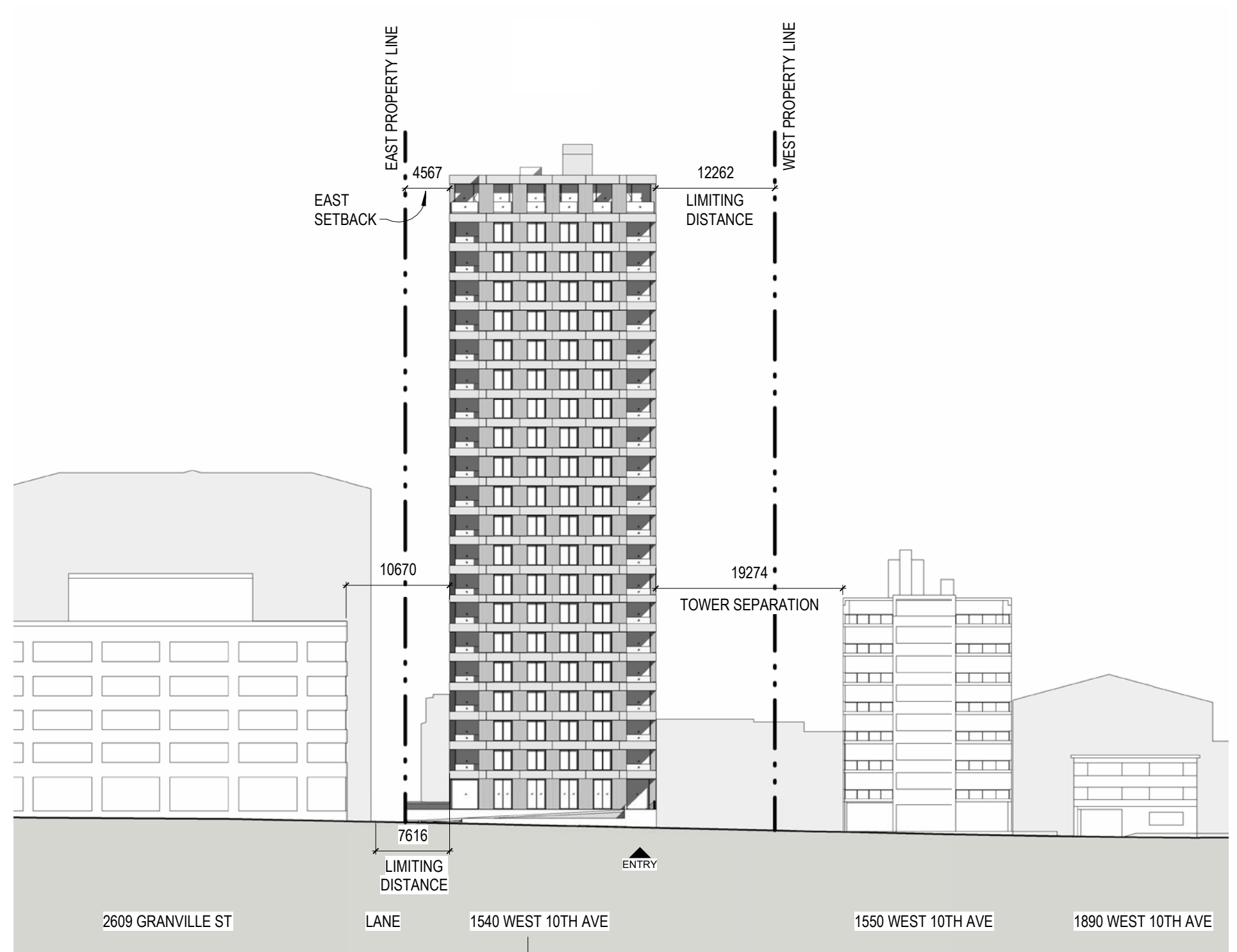
Design Rationale Rezoning Enquiry Follow-Up

Spacial Separation

The neighbouring building at 1550 West 10th does not provide the required 40 ft. tower separation to its property line. The existing building at 1550 West 10th is approximately 78 ft. tall.

The proposed development at 1540 West 10th is providing a sufficient setback from the interior property line to allow for future development of a tower on the adjacent site. The massing provides a 40 ft. separation from its property line, which would allow a future tower to build to the required 80 ft. total separation without undue burden.

The massing shape of the proposed development is slim, minimizing shadow impacts on the neighbouring buildings and sidewalks.



2

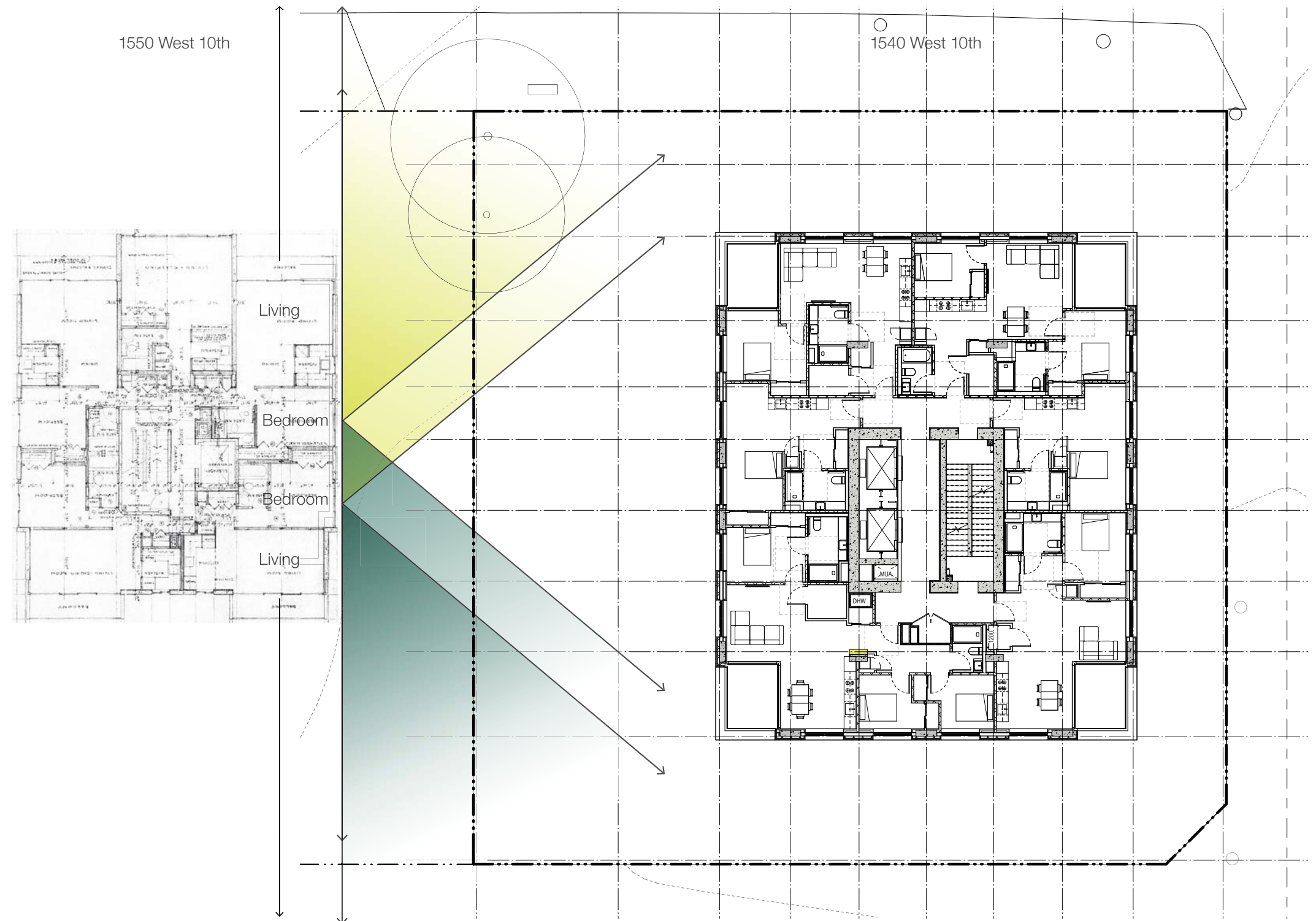
Design Rationale Rezoning Enquiry Follow-Up

Preserved Daylight and Privacy

The typical floorplate layout of the 1550 West 10th has primary rooms (living rooms) facing either north or south. Secondary rooms (bedrooms, kitchens) face east and west.

Despite the existing building's proximity to the proposed development at 1540 West 10th, the proposed development sets back far enough to maintain an unobstructed 50 degree angle of daylight, from both north and south orientations, for a minimum of 24m.

The existing mature trees and additional greenscaping is maintained to create a buffer between buildings. In the proposed development, bedrooms are oriented towards the north or south as much as feasibly possible to maintain privacy.





3 Project Context

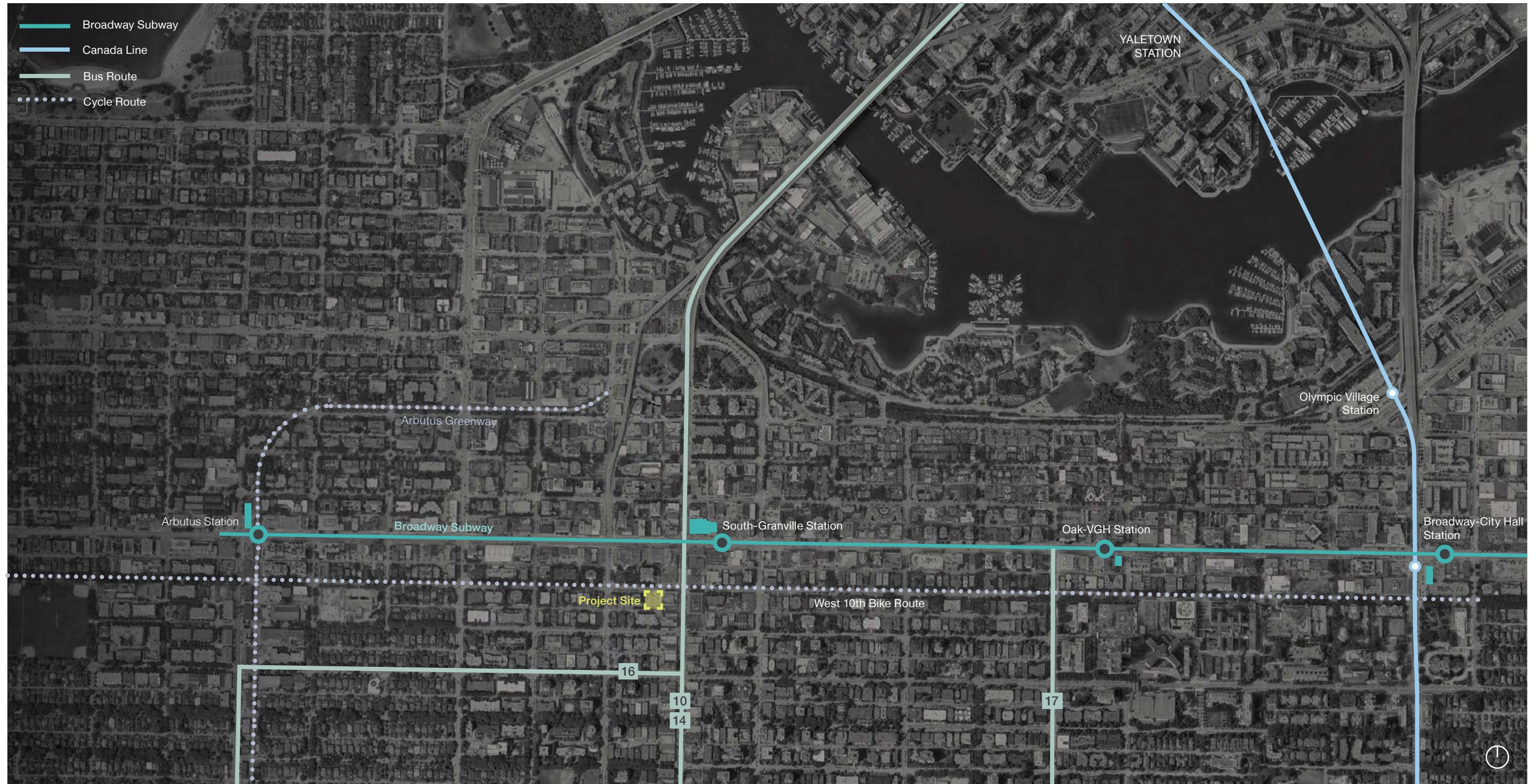
3

Project Context Regional Context



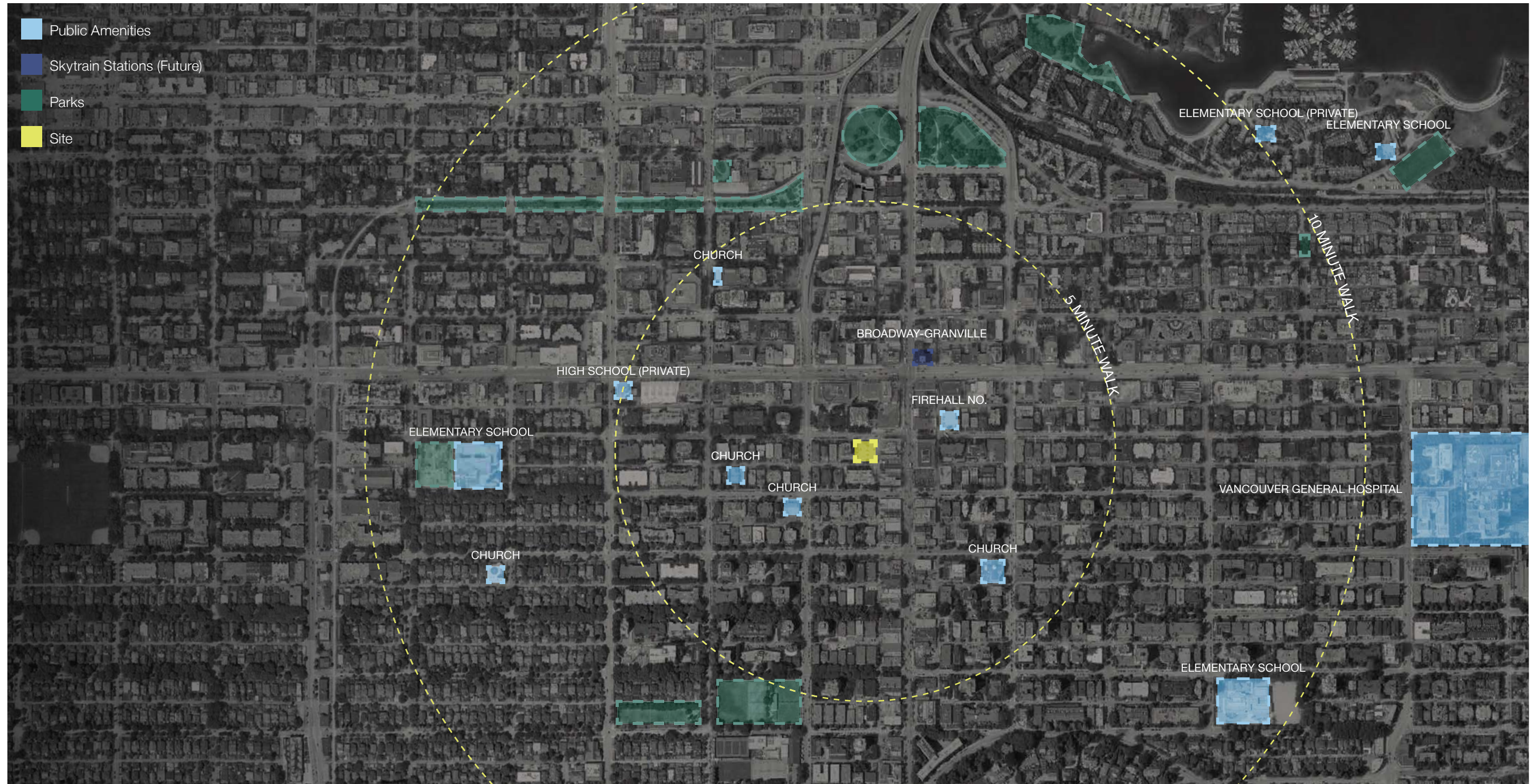
3

Project Context Transit Context



3

Project Context Neighbourhood Amenities



3

Project Context Context Map



3

Project Context Site Photos



01 – View of site form northeast corner



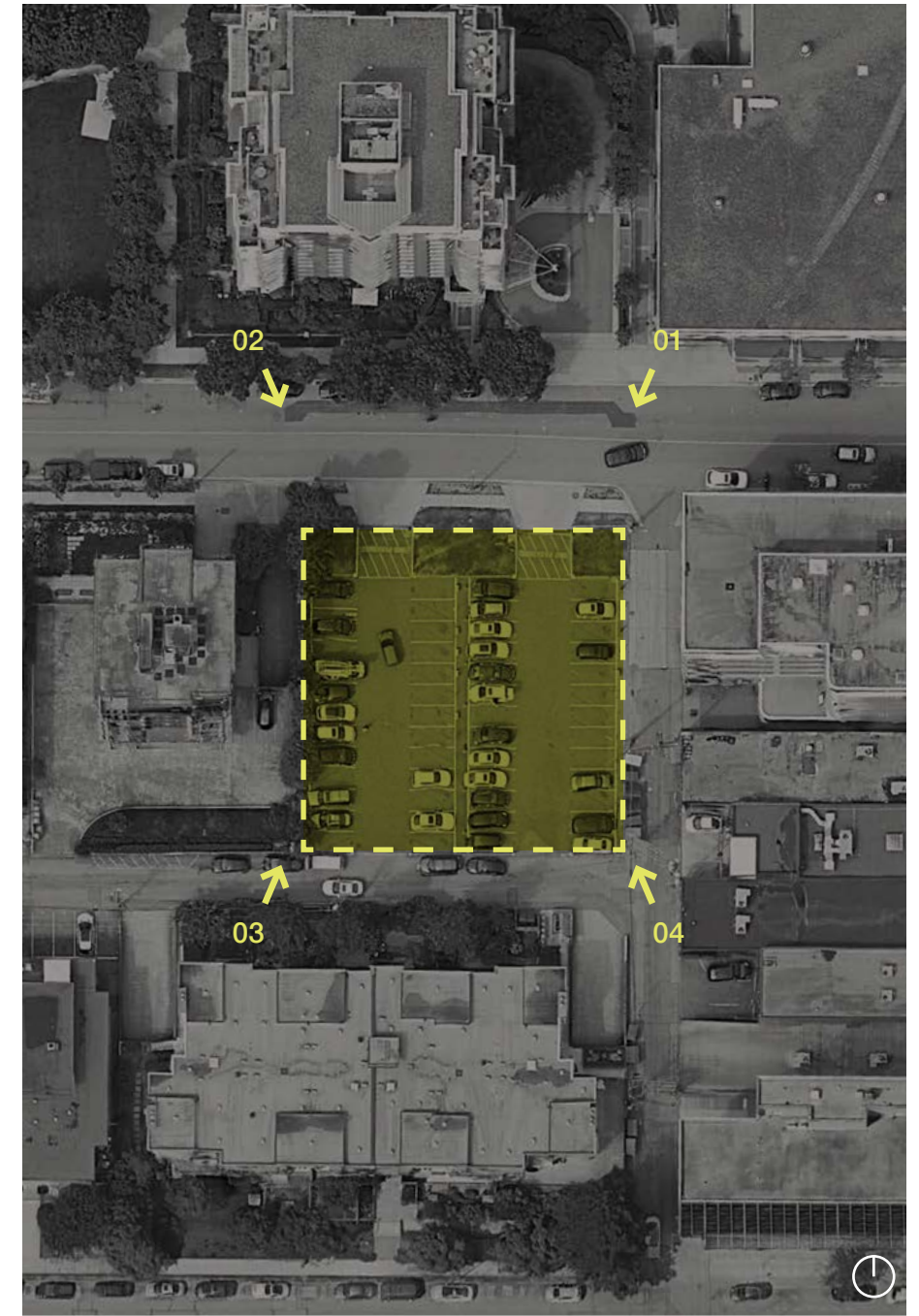
02 – View of site form northwest corner



03 – View of site form southeast corner



04 – View of site form southwest corner



3

Project Context Context Photos



Neighbouring building (west), 1550 West 10th Avenue



Neighbouring building (east), 2601 Granville Street



Neighbouring building (south), 1551 West 11th Avenue



Neighbouring building (north), 1575 West 10th Avenue



Intersection of side and real lanes



Nearby party wall, southeast of site

3

Project Context Context Photos



Ribbed and brushed concrete passageway to Granville Street



Brushed concrete at passageway



Passageway at 2601-2609 Granville Street



View of site looking west



Parking and stair access from rear lane to 1551 West 11th Avenue



Vancouver School Board and privately owned public space (POPS)

3

Project Context Streetscape Elevations

Existing Streetscape – West 10th Avenue, Facing South



3 Project Context Streetscape Elevations

Existing Streetscape – West 10th Avenue, Facing North





4 Policies and Guidelines

4

Policies and Guidelines Planning and Regulatory Framework

City Staff Feedback

Planning Feedback

City of Vancouver Rezoning Enquiry Response (2023)

City-Wide Objectives

Programs + Initiatives

Broadway Plan (2022)
Rental Housing Stock Official Development Plan (2021)
Urban Forest Strategy (2018)
Rain City Strategy (2019)

Regulatory Requirements

Regulations (Bylaws)

Zoning & Development Bylaw No. 3575 (2023)
Parking Bylaw No. 6059 (2024)
Protection of Trees By-Law No. 9958 (2023)
Bulk Storage and In-Suite Storage (2022)

Policies

Family Room: Housing Mix Policy for Rezoning Projects (2016)
Green Buildings Policy for Rezonings (2022)
Public Art Policy for Rezoned Developments (2022)

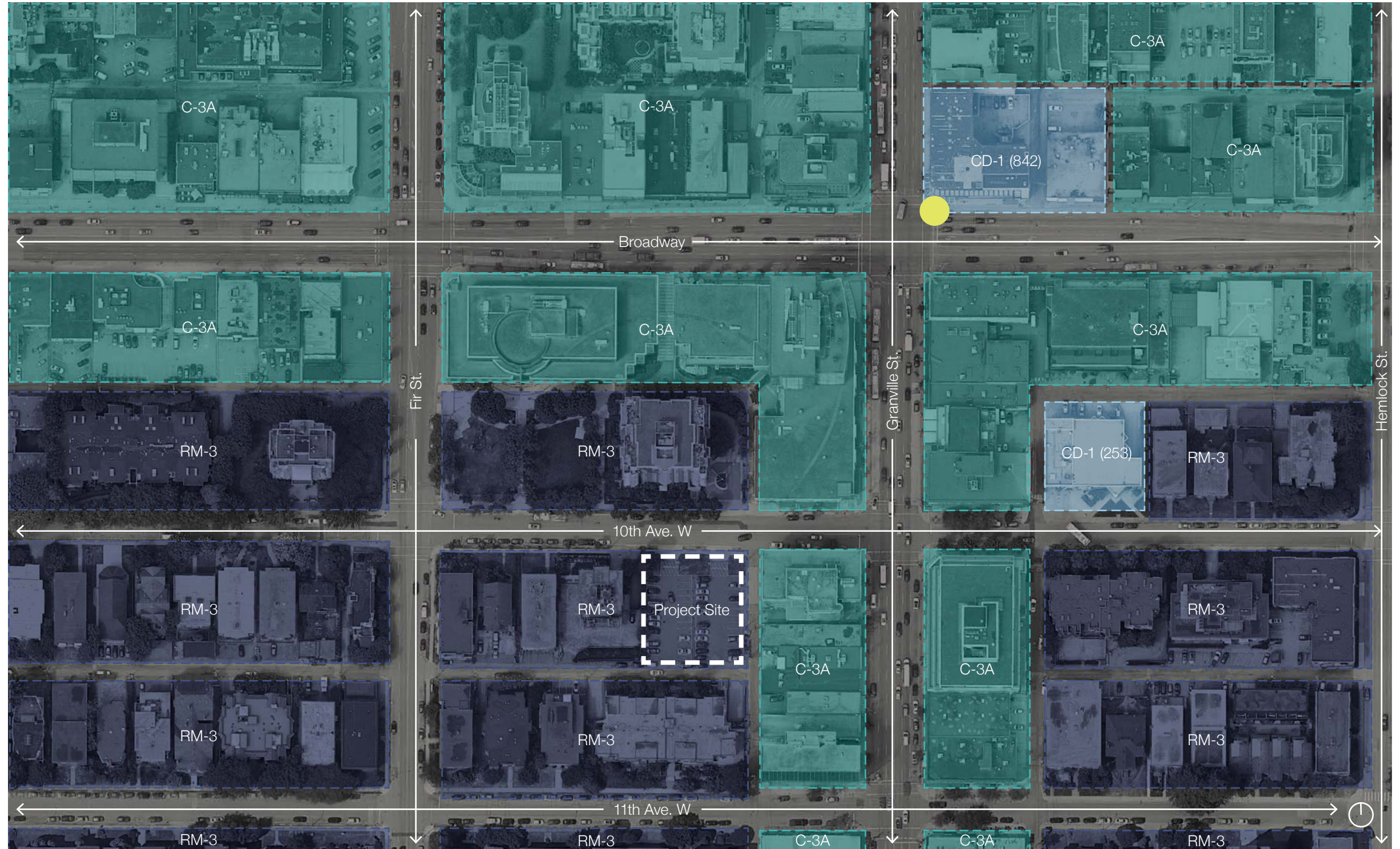
Guidelines

High-Density Housing for Families w/ Children Guidelines (2022)
View Protection Guidelines (2023)
Bird Friendly Design (2018)
Garbage and Recycling Storage Facility Design (2022)

4

Policies and Guidelines Existing Zoning

- C-3A**
Commercial
- RM-3**
Multi-dwelling Residential
- CD-1**
(253) Comprehensive
- Skytrain**
South Granville Station



4

Policies and Guidelines Policy Context – Broadway Plan

- FGBB**
Granville/Burrard Slopes Area B
- FGBA**
Granville/Burrard Slopes Area A
- FSOA**
Fairview South Area A
- FSGA**
South Granville Village



4

Policies and Guidelines Broadway Plan – Site Profile

Fairview South – Area A (FSOA)

Relevant notes from Broadway Plan neighbourhood profile

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

Program Residential, retail / service

Height Tower Form, 20 storeys

Density 6.5 FSR

Frontage 45.7m (150 ft.) (at discretion of Director of Planning)

Notes Min. 20% of the net residential floor area secured at below-market rents

- Policies**
- Max. two residential towers per block (sites in the Broadway Plan's 'Centres' may permit 3 towers. The existing neighbouring building may be considered a tower)
 - Minor increases in height and density will be considered for delivery of ground-level local serving commercial uses or childcare
 - Consider increased density and height (generally up to 20 storeys) for hotel or hotel with secured market rental on arterials/commercial streets in close proximity to VGH/Uptown and rapid transit stations (recognizing existing rental replacement requirements under the Rental Housing Stock DOP).

Building Characteristics

- Primarily residential use with multiple dwellings
- Respectful relationship with the surrounding neighbourhood through massing, setbacks, architectural design, and landscaping/tree retention
- Livable and functional residential unit design within a high performance building envelope that maximizes environmental strategies

Building Interface

- Front yard landscaping in ground-oriented units to create visual amenity for the public realm
- Outdoor rooftop space should be provided for supporting access to the outdoors, providing areas for children and families, and opportunities for outdoor childcare play areas



4

Policies and Guidelines Broadway Plan – Fairview Profile



Neighbourhood Description

- Primarily residential apartment area
- Green leafy streets
- Newer tower housing scattered throughout area
- Large landscaped setbacks and gardens, including the tower-in-the-park form.



Neighbourhood Intent

- Strengthen Fairview South as a walkable, cyclable area
- Diversity of housing options
- Strategic opportunities for new housing
- Encouraging retention and renewal of existing older buildings



Architectural Values

- High-rise residential buildings to provide attractive near views (from a pedestrian's experience)
- Buildings should promote socialization amongst residents and include sufficient co-located indoor and outdoor amenity spaces
- Provide human-scaled design at ground level
- Mitigate overlook and shadowing

4 Policies and Guidelines

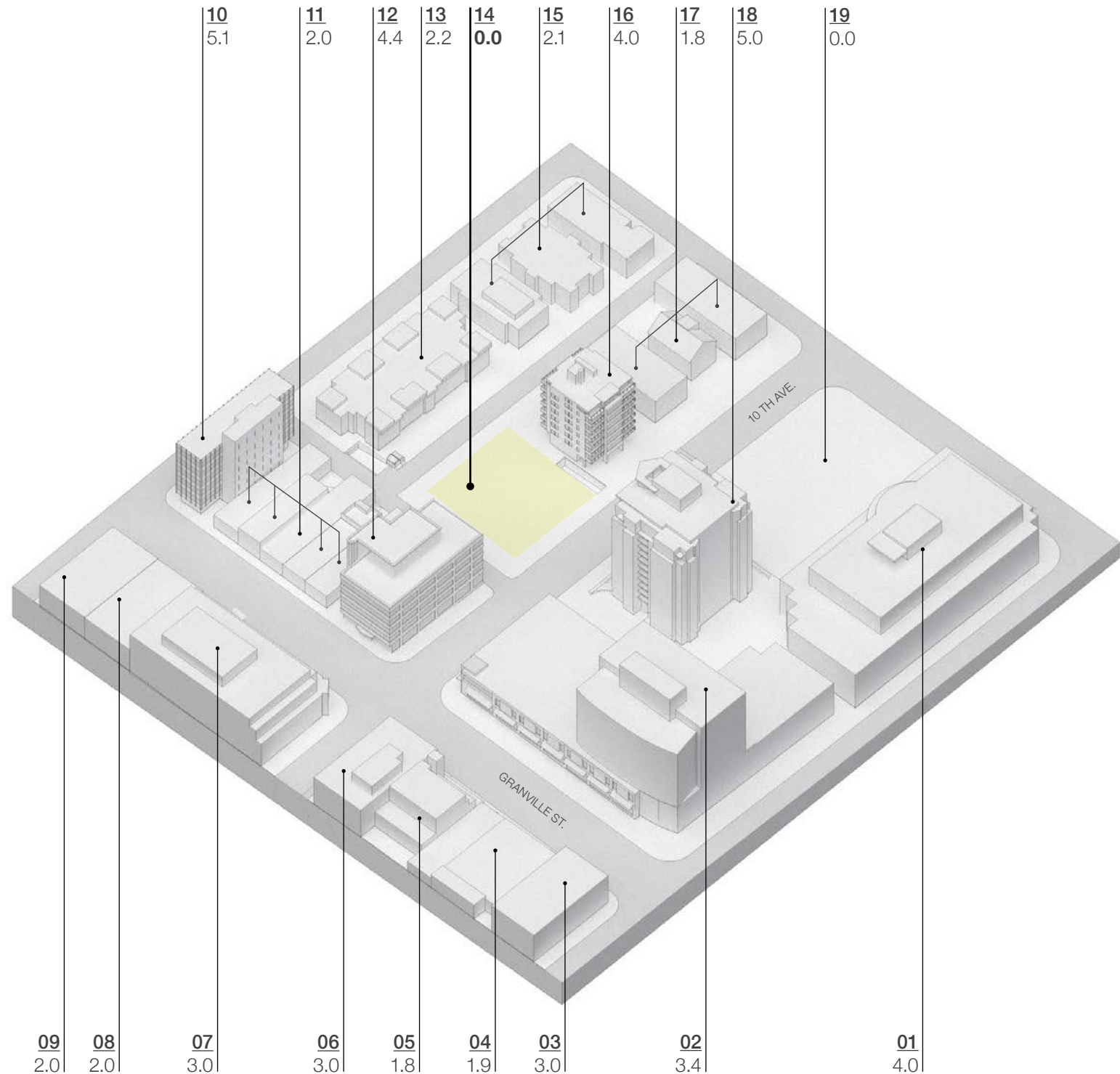
Neighbourhood Density

Potential for Growth

Several of the nearby sites are under-developed from their allowable density. Combined with the Broadway Plan policy, this area could see significant growth in the near future.

The neighbouring commercial site at 2609 Granville Street exceeds the allowable density, including under the Broadway Plan. As a result, it is assumed that this site will not be redeveloped over the next 30 years.

Address	Percentage of Allowable FSR
01 1550 W. Broadway	33%
02 2555 Granville	28%
03 2516 Granville	24%
04 2536 Granville	16%
05 2576 Granville	15%
06 2596 Granville	24%
07 2608 Granville	100%
08 2686 Granville	67%
09 2698 Granville	67%
10 2695 Granville	170%
11 2621-2695 Granville	67%
12 2609 Granville	147%
13 1551 W. 11th Ave	81%
14 1540 W. 10th Ave	0%
15 1511, 1585, 2630 W. 11th	78%
16 1550 W. 10th Ave	148%
17 1890, 1596, 2626 W. 10th	67%
18 1575 W.10th Ave	185%
19 1595 W.10th Ave	0%



4 Policies and Guidelines

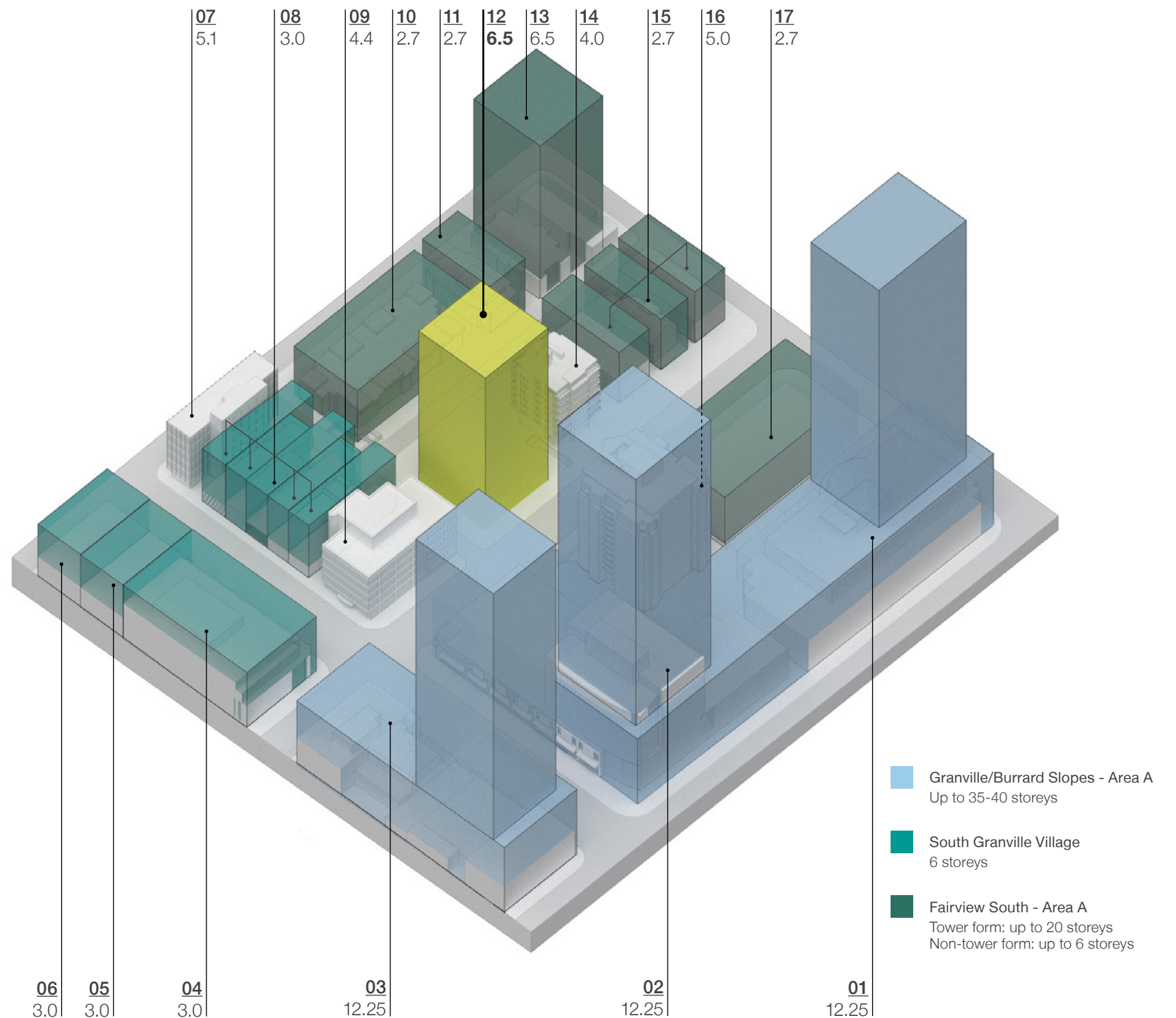
Future Neighbourhood Density

Potential for Growth

Several of the nearby sites are under-developed from their allowable density. Combined with the Broadway Plan policy, this area could see significant growth in the near future.

The neighbouring commercial site at 2609 Granville Street exceeds the allowable density, including under the Broadway Plan. As a result, it is assumed that this site will not be redeveloped over the next 30 years.

Address	Percentage of Allowable FSR
01 1550 W. Broadway	100%
02 2555 Granville	100%
03 2516-2596 Granville	100%
04 2608 Granville	100%
05 2686 Granville	100%
06 2698 Granville	100%
07 2695 Granville	170%
08 2621-2695 Granville	100%
09 2609 Granville	147%
10 1551 W. 11th Ave	100%
11 1511 W. 11th Ave	100%
12 1540 W. 10th Ave	100%
13 1585 + 2630 W. 11th	81%
14 1550 W. 10th Ave	148%
15 1890, 1596, 2626 W. 10th	100%
16 1575 W.10th Ave	185%
17 1595 W.10th Ave	100%



4 Policies and Guidelines Sustainability Measures

Green Buildings Policy for Rezoning

The proposed development will take into account the requirements from the City’s Green Buildings Policy for Rezoning. This includes meeting energy and emissions performance targets at the time of the project’s Building Permit application.

Building Performance

The building has been designed with an efficient compactness ratio. This reduces the demand on mechanical systems. The proposed mechanical systems are all electric, decentralized, and containing low volumes of refrigerant. One benefit to decentralizing the mechanical system means that potential faults are unit-specific, versus building-wide.

The proposed development aims to exceed the City of Vancouver’s minimum limits:

	Proposed	Limit
TEUI (kWh/m ² a)	89.4	120.0
TEDI (kWh/m ² a)	35.5	40.0
GHGI (kgCO ₂ e/m ²)	1.8	6.0
Embodied Carbon (kgCO ₂ e/m ²)	360.2	360.6

Airtightness

The proposed development is targeting the City of Vancouver’s modeled Infiltration rate of 0.20 L/2/m² @ 5pa.

Water Management Plan

Rainwater and groundwater management on site will meet the measures outlined by the City and in the Broadway Plan. The included Rainwater Management Plan meets the requirements using the best practices outlined in the City’s bulletin to control volume reduction, rate control, and water quality.

At the north edge of the property line, a modular rainwater detention take will control the flow of rainwater into the nearby systems. The detention tank will be sized to contain 31.9m³ over water. Landscaping area will add an additional 4.1m³ of rainwater storage.

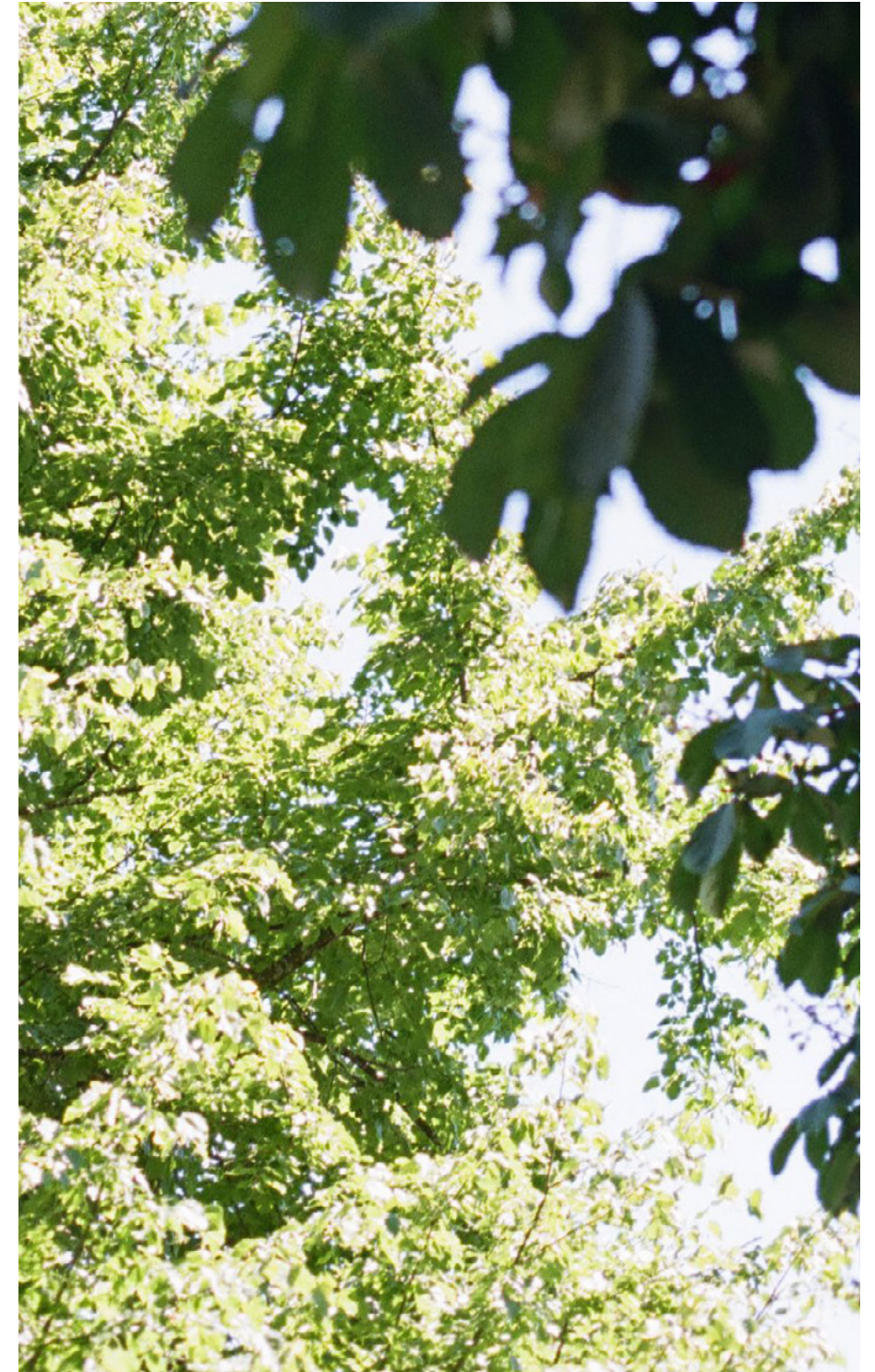
Embodied Carbon

The Embodied Carbon Design Report included with this Application for Rezoning outlines a compliance path to achieve a 10% reduction from the project’s baseline. Further options will be evaluated as the design progresses. In its current state, the proposed design meets the embodied carbon limit of 3,949,586 kg CO₂e/m².

Urban Forest Strategy

The City’s Urban Forest Strategy outlines goals to protect and manage existing trees, plant new trees to grow the forest, and monitor the status and condition of the urban forest.

Two notable mature Norwegian Spruce trees are located on the northwest corner of the site. This proposal aims to maintain and protect these trees; the landscaping carefully maneuvers around the trees, and the below-grade parkade stays clear of the root protection zones. As part of the landscape design, additional trees will be added to the site and along the streetscape.



4 Policies and Guidelines Family Housing

High-Density Housing for Families with Children

The proposed development has been designed with the needs of families and children in mind, in both market and below-market units. The *High-Density Housing for Families with Children Guidelines* have been considered in the building's design to ensure families can live and grow in comfort in the proposed building.

Household Mix

49 units within the proposed development are designated as Family Units. These units have been designed to include generous outdoor spaces, maintain privacy from neighbouring buildings, and in-suite storage.

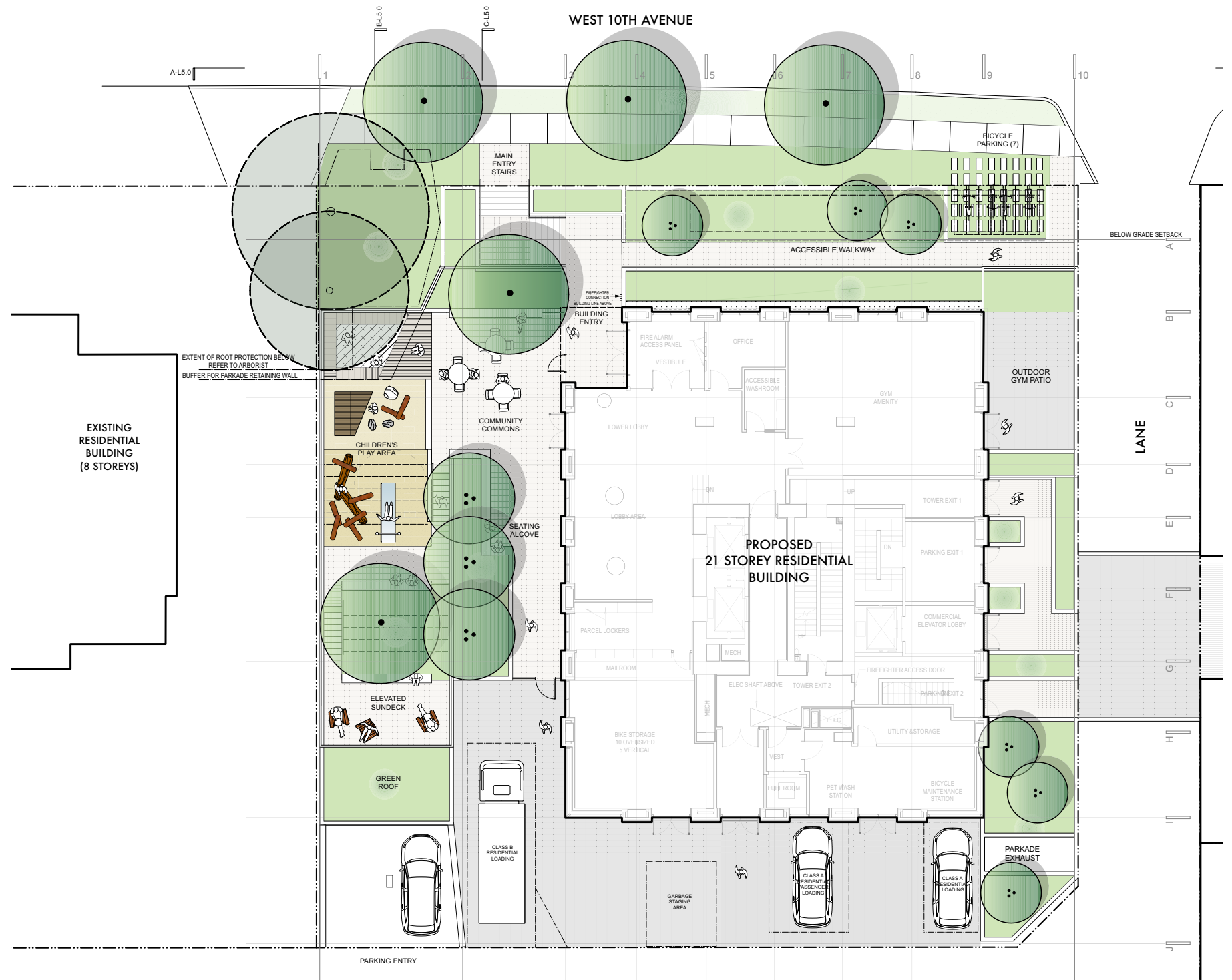
- 2-bedroom units have in-suite storage rooms sized at 2.6 sqm.
- 3-bedroom units have in-suite storage rooms sized from 2.1 sqm to 3.7 sqm, depending on the unit layout.
- 2-bedroom and 3-bedroom units each have 11.6 sqm private outdoor balconies.

The building features interior and exterior amenity space; the Family Units have been positioned to overlook the amenity area.

Building Amenities

At the ground level, an outdoor play area has been designed and landscaped to suit the developmental and play needs of children of all ages. It sits in a private, protected area of the site.

Additional indoor and outdoor amenities have been positioned at the roof level of the building. These spaces are acoustically separated, bookable, and make use of the desirable views to the north.



4 Policies and Guidelines

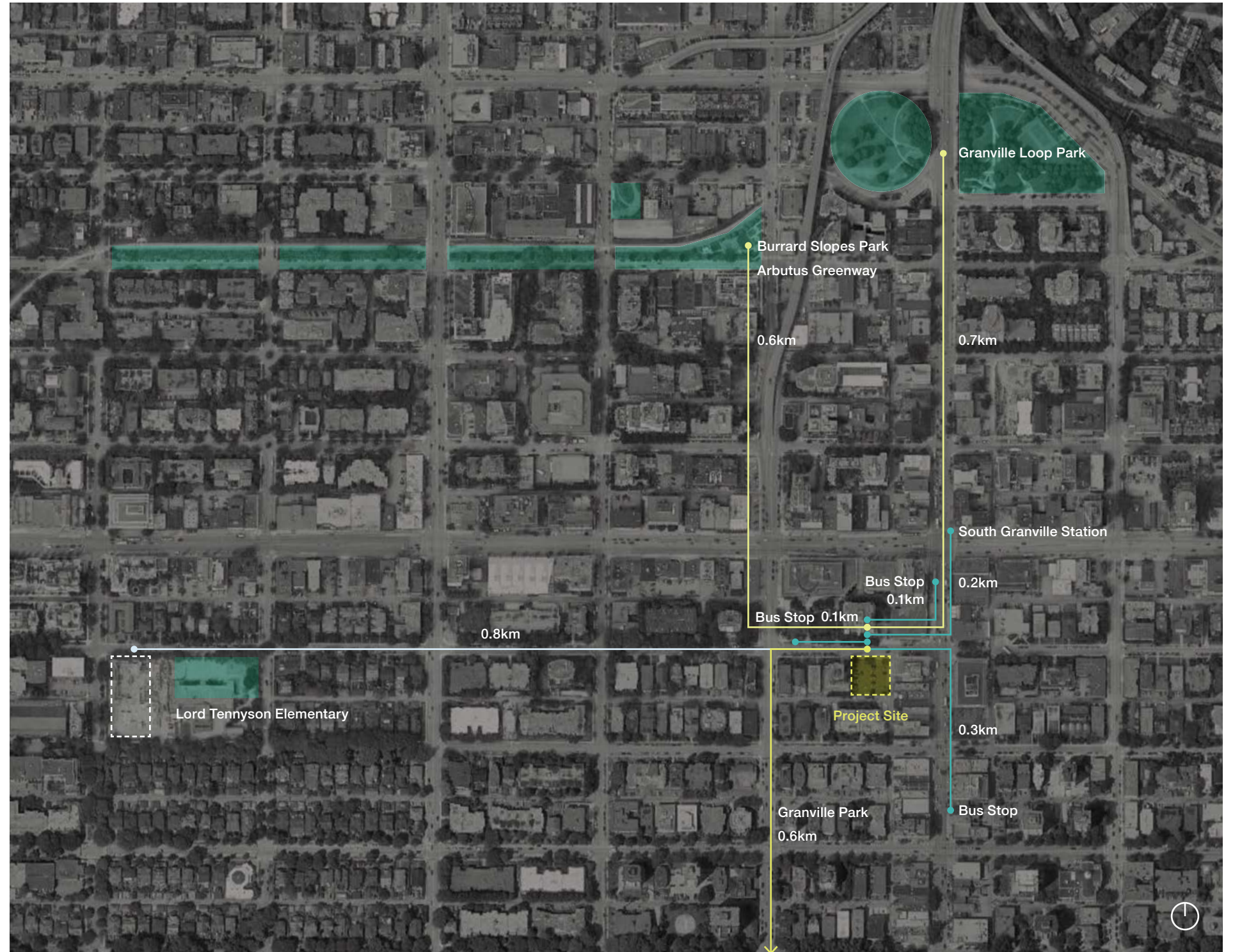
Family Housing

Neighbourhood Compatibility

The surrounding area supports the addition of high-density family housing. Fairview is known for its leafy streets and green spaces. Lord Tennyson Elementary is a short walk from the site; aided by the fact that West 10th Avenue is a cycling route and sees reduced vehicular traffic.

South Granville Skytrain Station will be less than 300m away from the proposed site, further connects the proposed development to the greater area. Additionally, both Granville Street and Broadway feature a number of bus stops with routes in each direction.

Within 800m, the project site has access to the Arbutus Greenway, Granville Loop Park, Burrard Slopes Park, and Granville Park. Burrard Slopes Park (pictured below) has been recently updated with new children's play structure. There are also additional privately-owned public open spaces within the 800m site radius.



4

Policies and Guidelines View Cones

View Cones

The proposed site at 1540 West 10th Avenue is not affected by any of the City's protected view cones.

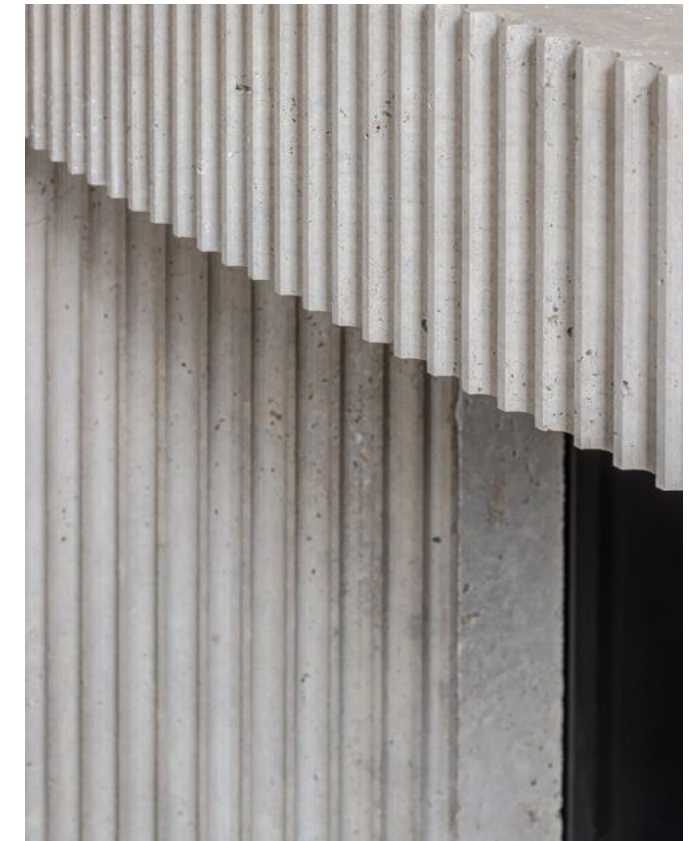


4 Policies and Guidelines Public Art

Private Development Public Art

Privately initiated rezonings greater than 9,290 square metres are required to contribute \$21,3125 per square metre to a public art process approved by the City.

The proposed development includes 9,461.3 square metres, resulting in a \$201,643.96 total public art budget. The project intends to integrate the art with the architecture and landscape design in a public-facing area. A proposed location has been indicated on the ground level plan.





5 Project Statistics

5

Project Statistics Key Statistics

Site Area 1,451.0 sqm

Gross Floor Area 10,360.3 sqm

Total Excluded Area¹ 890.8 sqm

Net Floor Area 9,469.5 sqm

Floor Space Ratio 6.5 FSR

Balcony Percentage 8.8%

Total Storeys 21

Total Height 65.8 m

Total Bicycle Parking
218 Class A
7 Class B

Total Vehicle Parking
33 Commercial
49 Residential
2 Car Share

Total Loading
1 Class A
1 Class B



5

Project Statistics Floor Area and Units Summary

Floor	Gross Construction Area (GCA)						Envelope GCA	Zoning Gross Floor Area (GFA)						Zoning Gross Floor Area	Net Rentable Area						Efficiency	Unit Summary					Floorplate Summary					
	Unconditioned Area Deductions							Bylaw Exclusions							Non-Rentable Area Deductions							STUDIO	1BR	2BR	3BR	TOTAL	Below Market (BM) or Market (M)	Floorplate Type				
	A	B	C	D	E	F		G	H	I	J	K	L		M	N	O	P	Q	R									S	T	U	V
	GCA	Below Grade Parking	Balconies	Roof Terrace	Rooftop Mechanical	Total Unconditioned Area Deductions	Envelope GCA	Interior Amenity	In-Suite Storage	Bicycle Storage	Off-Street Parking Passenger Loading	Mechanical + Services	Performance Insulation Exclusion	Total Bylaw Exclusions		Interior Amenity	Bicycle Storage	Lobby + Horizontal Circulation	Vertical Circulation	Mechanical + Services	Total Non-Rentable Area Deductions	Net Rentable Area	Efficiency									
P4	1,302.5	1,302.5	-	-	-	1,302.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P3	1,302.5	1,302.5	-	-	-	1,302.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P2	1,302.5	1,302.5	-	-	-	1,302.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P1	1,302.5	1,302.5	-	-	-	1,302.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Level 01	532.3	-	-	-	-	-	532.3	144.1	-	51.3	65.1	11.3	1.1	272.9	259.4	144.1	51.3	206.3	119.3	11.3	532.3	-	0.0%	-	-	-	-	-	-	-	-	-
Level 02	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	BM	B		
Level 03	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	BM	B		
Level 04	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	BM	B		
Level 05	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	BM	A		
Level 06	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 07	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 08	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 09	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 10	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 11	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 12	544.7	-	50.3	-	-	50.3	494.4	-	10.4	-	-	-	1.1	11.4	483.0	-	-	27.0	37.8	3.7	68.4	426.0	86.2%	1	3	2	-	6	M	A		
Level 13	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 14	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 15	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 16	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 17	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 18	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 19	544.7	-	46.5	-	-	46.5	498.2	-	11.0	-	-	-	1.1	12.1	486.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	2	2	1	1	6	M	B		
Level 20	544.7	-	46.5	-	-	46.5	498.2	-	12.0	-	-	-	1.1	13.1	485.1	-	-	27.0	37.8	3.7	68.4	429.8	86.3%	-	-	1	3	4	M	C		
Level 21	544.7	-	-	99.4	53.0	152.4	392.3	310.0	-	-	-	82.3	1.1	392.3	-	310.0	-	-	-	82.3	392.3	-	0.0%	-	-	-	-	-	-	-	-	
Total (m²)	16,636.3	5,209.8	913.9	99.4	53.0	6,276.0	10,360.3	454.1	205.0	51.3	65.1	93.6	22.7	890.8	9,469.5	454.1	51.3	718.7	836.7	163.7	2,224.6	8,135.8	78.5%	28	44	27	13	112				
Total (ft²)	179,072	56,078	9,837	1,070	570	67,555	111,517	4,888	2,207	552	701	1,008	245	9,589	101,929	4,888	552	7,736	9,007	1,762	23,946	87,573		25%	39%	24%	12%	100%				

FSR	6.5
Site Area (m²)	1,451.0

Total Units	112	1,941.3	Below
Family Units	40	20.5%	Market
	36%		

Notes
 The Level 21 amenity floor has been excluded in its entirety as it has no residential units.
 Net Rentable Area (R) is calculated to the exterior face of the exterior wall and centreline of demising and corridor walls.

5

Project Statistics Unit Mix and Waste Storage

Unit Summary						
	A	B	C	D	E	F
					SUM(A:D)	
	STUDIO	1 BR	2 BR	3 BR	TOTAL	% OF TOTAL
Below Market	7	9	5	3	24	21%
	29%	38%	21%	13%		
Market	21	35	22	10	88	79%
	24%	40%	25%	11%		
Total	28	44	27	13	112	100%
	25%	39%	24%	12%		100%
Target %	15%	40%	25%	10%	90%	
Difference	10%	-1%	-1%	2%	10%	

Total Units	112
Family Units	40
	36%

Unit Types - Proposed			
UNIT TYPE	NUMBER	AVG SIZE	SIZE RANGE
		SM	SM
S1	STUDIO	20	42.4
S2	STUDIO	8	44.4
1A	1 BEDROOM	18	66.7
1B	1 BEDROOM	10	70.2
1C	1 BEDROOM	8	72
1D	1 BEDROOM	8	60.9
2A	2 BEDROOM	19	82.5
2B	2 BEDROOM	8	87
3A	3 BEDROOM	11	107.5
3B	3 BEDROOM	1	109.2
3C	3 BEDROOM	1	112.6
Total		112	

UNIT SUMMARY - PROPOSED			
UNIT TYPE	NUMBER	AVG SIZE	SIZE RANGE
		SM	SM
STUDIO	28	43.4	42.4 - 44.4
1 BEDROOM	44	67.45	66.7 - 72.0
2 BEDROOM	27	84.75	82.5 - 87.0
3 BEDROOM	13	109.9	107.5 - 112.6

Weekly Waste Volume Estimate

Use	Multi-Unit Residential (L/Unit/Week)	Total Waste (L)

Total Waste Generated Per Week						
	A	B	C	D	E	F
Mixed Containers	18.50	15.00	27.50	53.00	2.10	14.00
Mixed Papers						
Cardboard						
Garbage						
Glass						
Organics						
Total	2,072	1,680	3,080	5,936	235	1,568

Required Storage Containers						
	-	-	-	-	1	-
	6	5	-	-	-	4
	-	-	-	-	-	-
	-	-	2	2	-	-

Use Amounts	Multiplier
	112 Units

Container Totals		
1	240 L cart	
15	360 L cart	
-	3-yd bin (2,294 L)	
4	4-yd bin (3,058 L)	

Length (m)	Width (m)	Footprint (m ²)
0.7	0.6	0.4
0.9	0.7	9.5
2.1	1.2	-
2.1	1.4	11.8

Total footprint	21.6
Planning factor	2.25
Floor area (m²)	48.7

Staging footprint	11.8
Movement factor	1.25
Staging Area (m²)	14.7

Estimated using the City of Vancouver Garbage and Recycling Storage Amenity Design Supplement (July 2022)

5

Project Statistics Off-Street Bicycle Parking

Bicycle Parking Requirements	Units	Required				Proposed				Notes
	A	B	C	D	E	F	G	H	I	
			=A*B		=A*D OR D		=F-C		=H-E	
	Units or Area	Class A Spaces / Unit or Area	Required Class A Spaces	Class B Spaces / Unit or Area	Required Class B Spaces	Proposed Class A Spaces	Differential	Proposed Class B Spaces	Differential	
Residential Units < 65 m2	72	1.5	108							Per Section 6.2.1.2 min. 1.5/unit < 65 m2
Residential Units > 65 m2	27	2.5	68							Per Section 6.2.1.2 min. 2.5/unit > 65 m2 and < 105 m2
Residential Units > 105 m2	13	3.0	39							Per Section 6.2.1.2 min. 3.0/unit > 105 m2
Total	112		215		7	218	4	7	0	Per Section 6.2.1.2 min. 2 spaces for first 20 units + 1/20 additional units
Class A Detailed Breakdown			215			218	3			
Horizontal (Min. 40%)			86			88	2			Per 6.3.13 no more than 60% of spaces may be vertical and stacked
Standard Horizontal			54			56	2			
Oversized (Min. 5%)			11			11	0			Per 6.3.9 5% of the spaces must be oversized 2.4 x 0.9 m
Lockers (Min. 10%)			21			21	0			Per 6.3.13A at least 10% of spaces must be bicycle lockers
Vertical and Stacked (Max. 60%)			129			130	1			Per 6.3.13 no more than 60% of spaces may be vertical and stacked
Vertical (Max 30%)			64			5	-59			Per 6.3.13 no more than 30% of spaces may be vertical
Stacked (varies)						125				

5

Project Statistics Off-Street Vehicle Parking

	Units	Required		Proposed		Notes
	A	B	C	D	E	
		=A*B		=D-C		
	Units, Spaces or Area (m ²)	Spaces / Unit or Area	Required Spaces	Proposed Spaces	Differential	
Residential Parking						
Resident Requirement		0	0	46	46	Per Section 4.3.2 no minimum parking requirement
Standard Spaces		0	0	41	41	
Accessible Spaces	112	0.034	5	5	0	Per Section 4.8.4 (a) minimum 1 for first 7 units + 0.034 for each additional unit
Visitor Requirement	112	0.05	2	3	1	Per Section 4.3.3 lesser of 5% of the total residential parking spaces or 0.05/unit to a maximum of 0.1/unit
Total Residential Spaces			7	49	42	
Van Accessible Spaces	5	0.1	1	1	1	Per Section 4.8.4 the first accessible parking space provided, plus every tenth, must be van accessible
Small Car Spaces (maximum)	49	0.25	12	2	-10	Per Section 4.1.7 max. of 25% may be small car parking spaces
Commercial Parking						
Commercial Spaces	4,180	-	N/A	33	N/A	Commercial spaces provided for the benefit of 2609 Granville Street
Accessible Spaces (incl. above)	4,180	0.0004	2	2	0	Per Section 4.8.4 (b) 1 for first 500 m ² + 0.4 for each 1000 m ² (Area provided as 4,180 m ² by Reliance)
Small Car Spaces (maximum)	33	0.25	8	4	-4	Per Section 4.1.7 max. of 25% may be small car parking spaces
Total Commercial Spaces			N/A	33	N/A	
Car Share Parking						
Car Share Spaces	112	-	2	2	0	Per TDM Plan C 1 car share vehicle for every 50 dwelling units
Total Parking						
Residential Spaces				49		
Commercial Spaces				33		
Car Share Spaces				2		
Total Parking Spaces				84		

5

Project Statistics Loading and Passenger Spaces

	Units	Required		Proposed		Notes
	A	B	C	D	E	
	Units, Spaces or Area (m ²)	Spaces / Unit or Area	Required Spaces	Proposed Spaces	Differential =D-C	
Residential						
Loading	112					
Class A		1	1	1	0	Per Section 5.2.1 at least one space for 50-299 dwelling units. L5.5 x W2.7 x H2.3 m.
Class B		1	1	1	0	Per Section 5.2.1 at least one space for 100-299 dwelling units. L10.2 x W3.4 x H3.8 m.
Class C		0	0	0	0	Per Section 5.2.1 no requirement.
Passenger Spaces	112					
Class A		1	1	1	0	Per Section 7.2.1 at least one space for 50-125 dwelling units. L5.5 x W4.0 x H2.3 m.
Class B		0	0	0	0	Per Section 7.2.1 no requirement.
Class C		0	0	0	0	Per Section 7.2.1 no requirement.

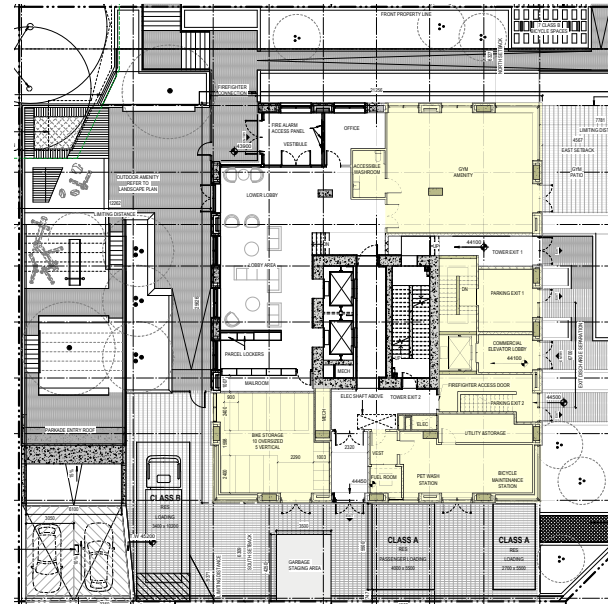
5 Project Statistics Exclusions

FSR Density Exclusions

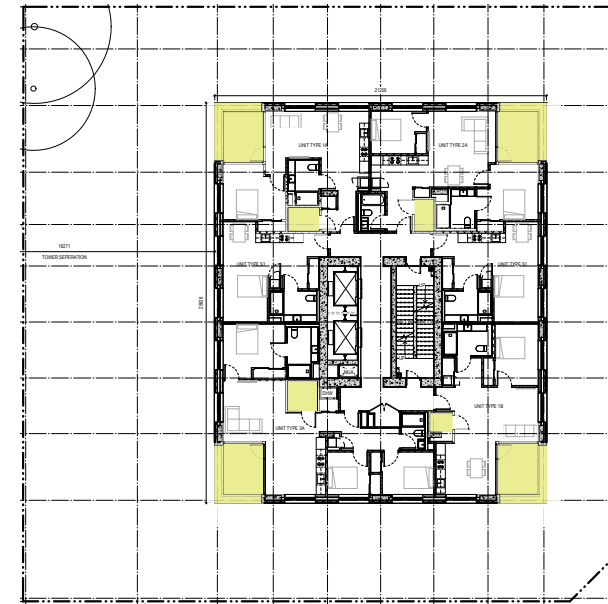
The building plans account for density exclusions, including:

- Residential Indoor Amenity
- Residential Outdoor Amenity
- Residential In-suite Storage
- Residential By-law Exclusions

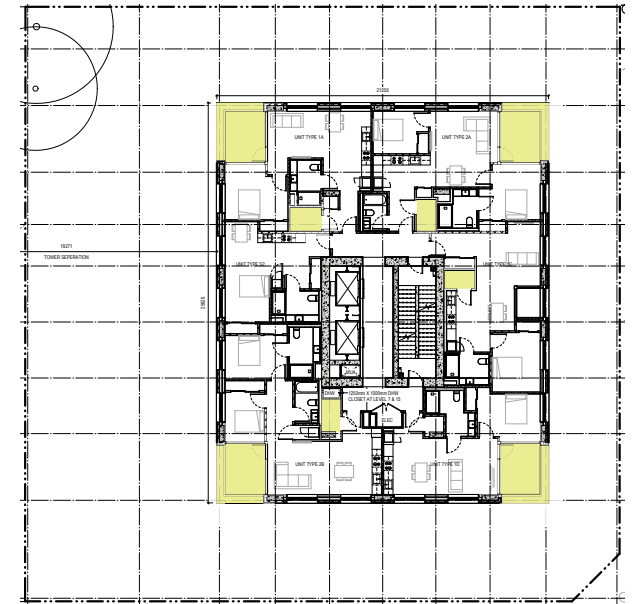
These exclusions have been demised in accordance with City by-laws. Refer to the FSR Area Overlays included with this booklet for more detailed information.



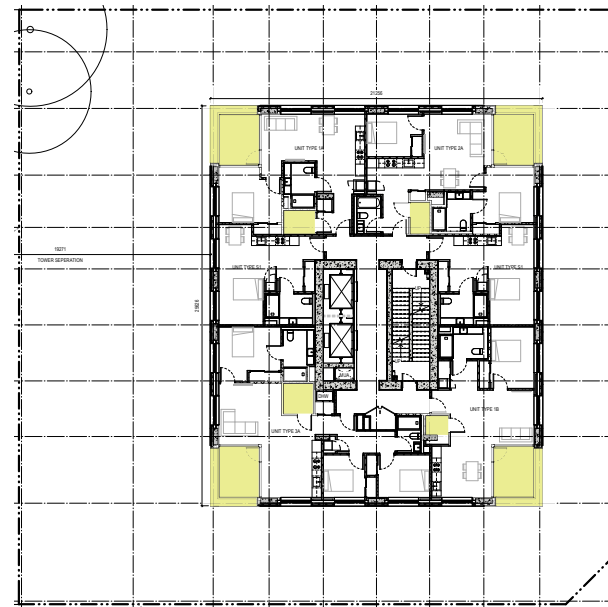
Ground Level



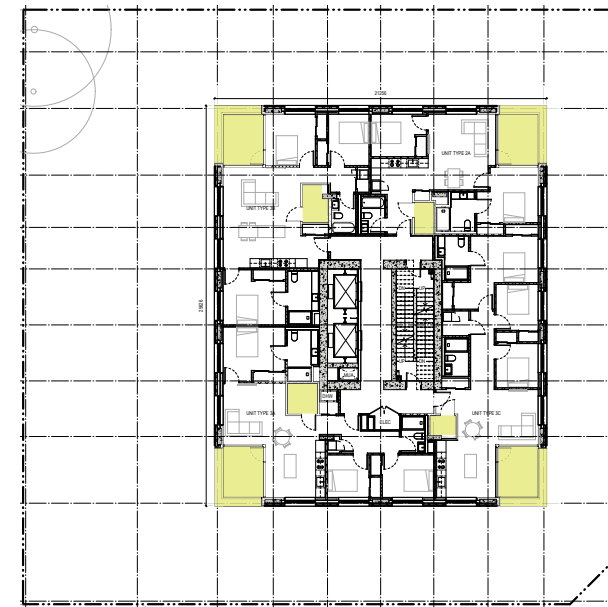
Levels 2 to 4



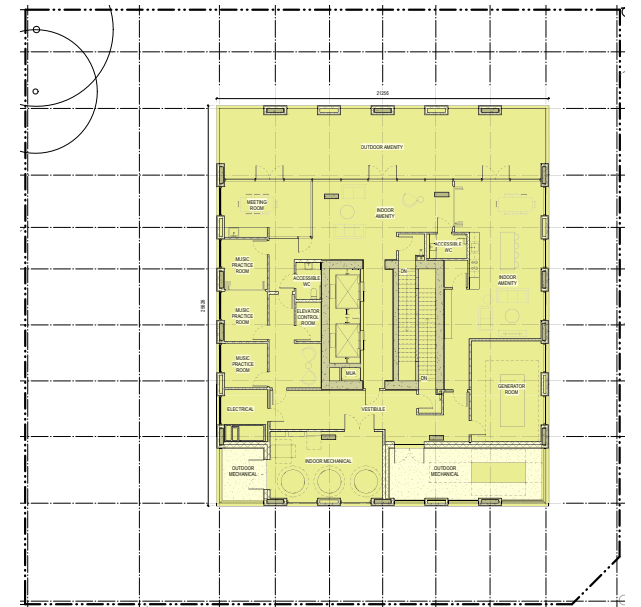
Levels 5 to 12



Levels 13 to 19



Level 20



Level 21 (Amenity and Mechanical)

5

Project Statistics Building Height and Setbacks

Building Height

	RM-3	Broadway Plan FSOA	Proposed CD-1	
Building Height	Permitted RM-3	Permitted/Required	Proposed	Differential
Height (m)	Maximum 36.6	Limit not defined	65.8	n/a
Height (ft)	Maximum 120.0	Limit not defined	226.4	n/a
Height (storeys)	Limit not defined	21	21	0
Appurtenances			n/a	

Building Setbacks

	RM-3	Broadway Plan FSOA	Proposed CD-1	
Setbacks (m)	Required RM-3	Permitted/Required	Proposed	Differential
Front (north) (m)	Minimum 6.1	3.7	6.2	2.5
Front (below grade) (m)	n/a	3.7	2.7	-1.0
Side (east – lane) (m)	Minimum 2.1	2.4	4.6	2.2
Side (west) (m)	Minimum 2.1	2.4	12.3	9.9
Rear (south) (m)	Minimum 10.7	Not specified	6.3	n/a
Tower separation	Not specified	12.2	12.3	0.1



6 Architectural Drawings

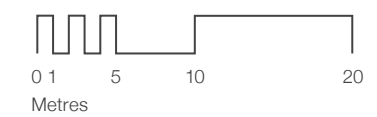
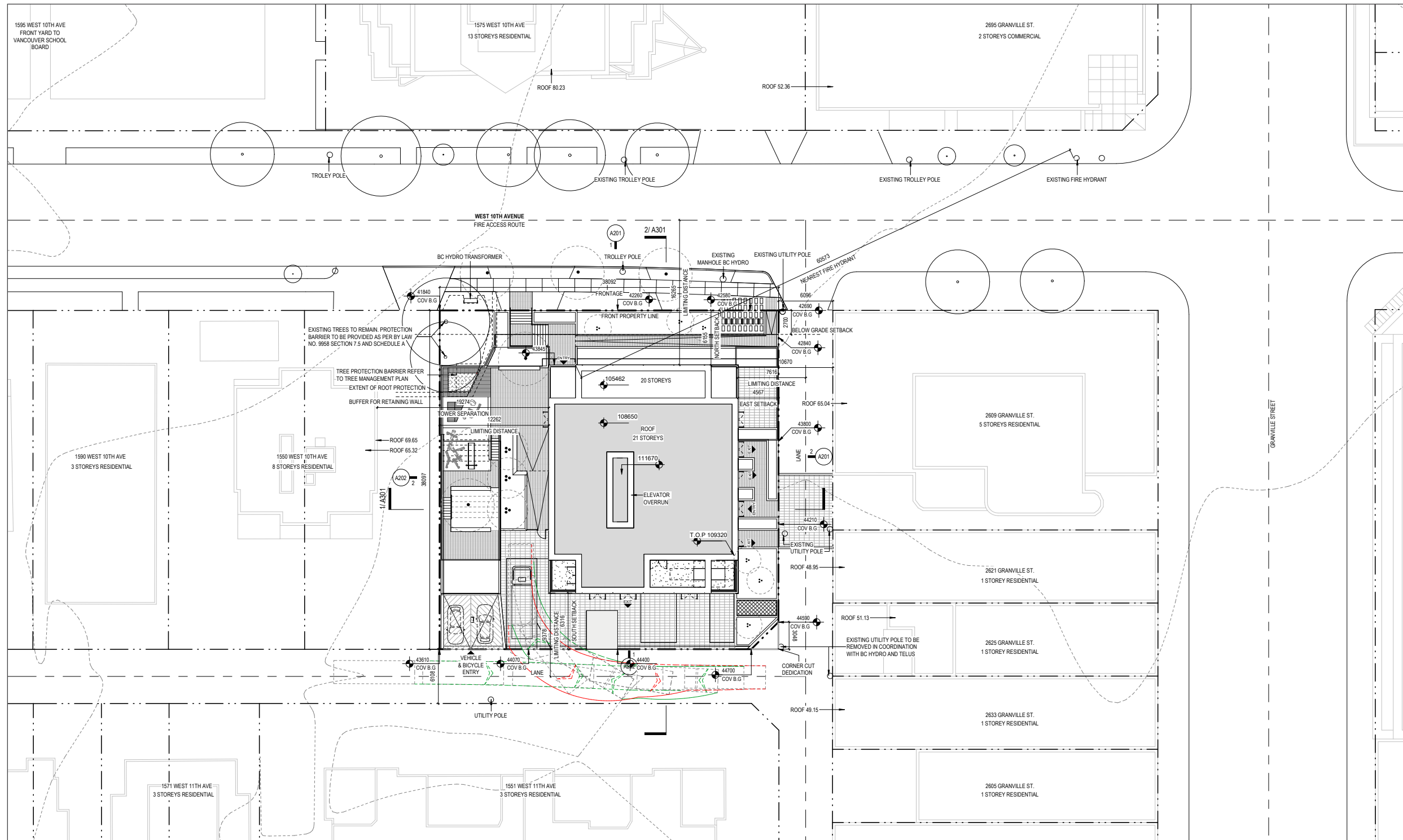
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Architectural Drawings Context Map



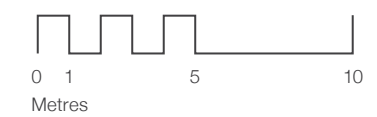
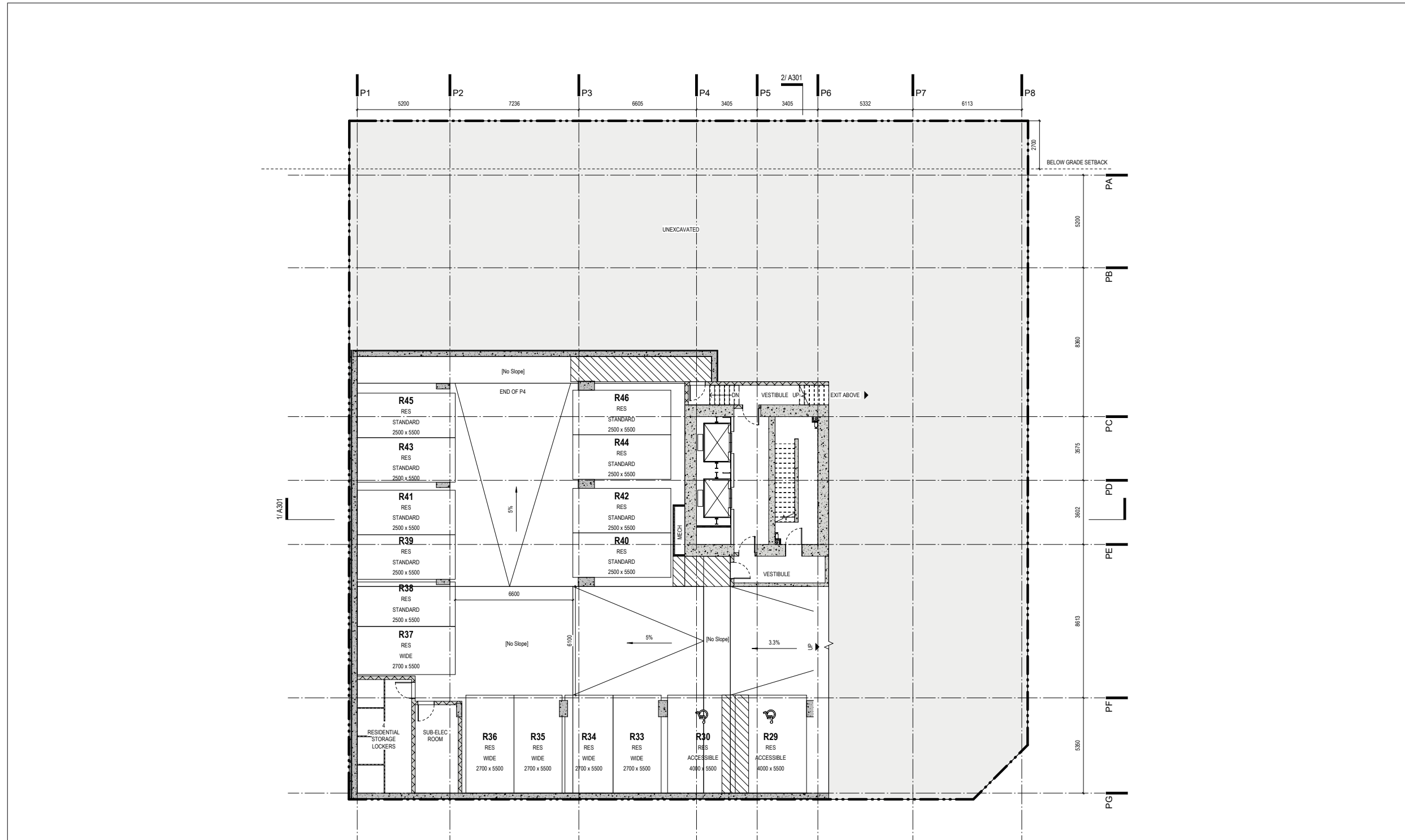
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Architectural Drawings Site Plan



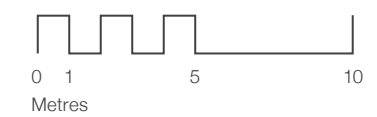
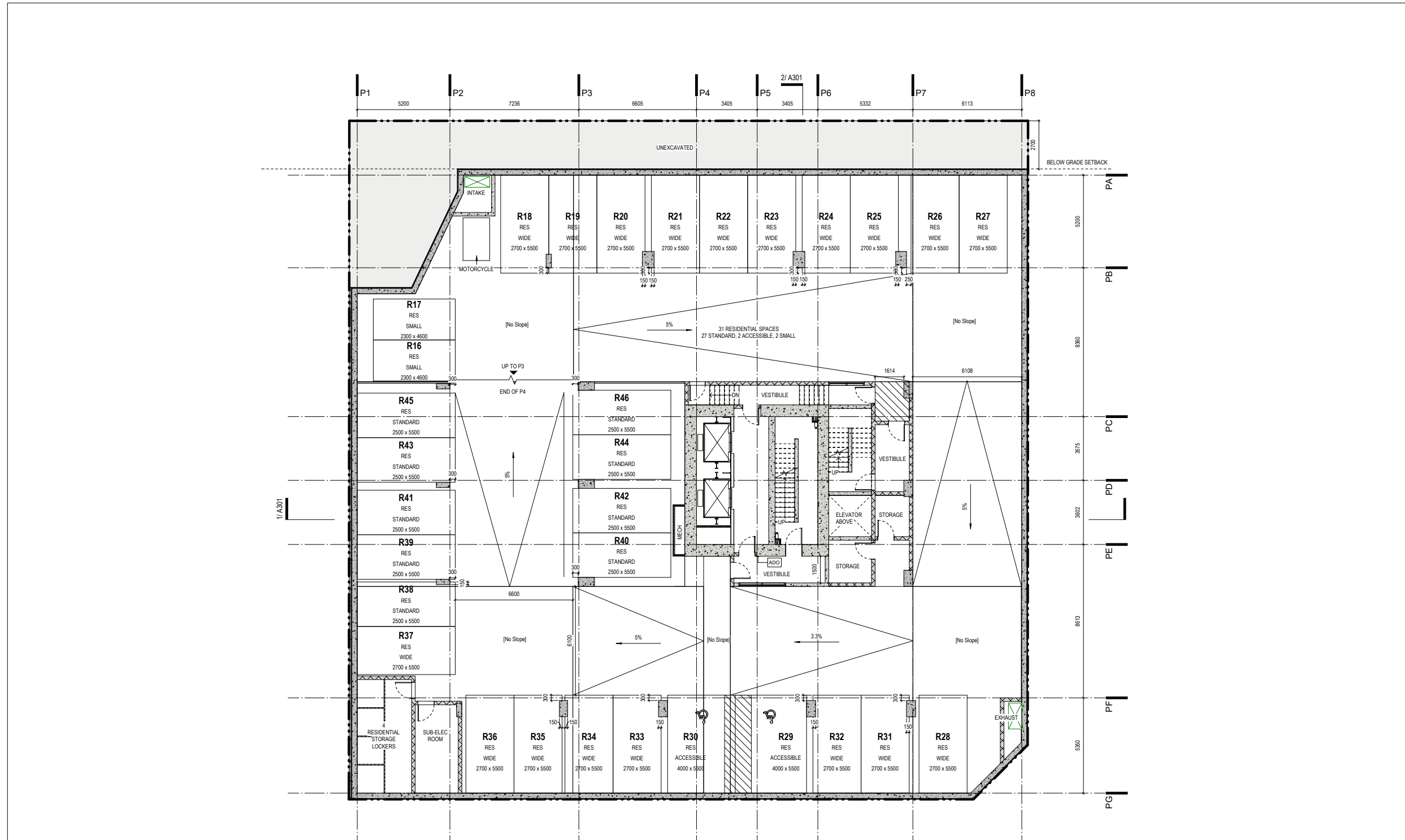
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Architectural Drawings Parking Plan P4 (Lower)



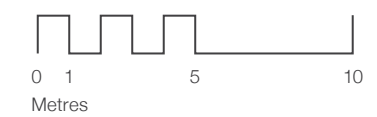
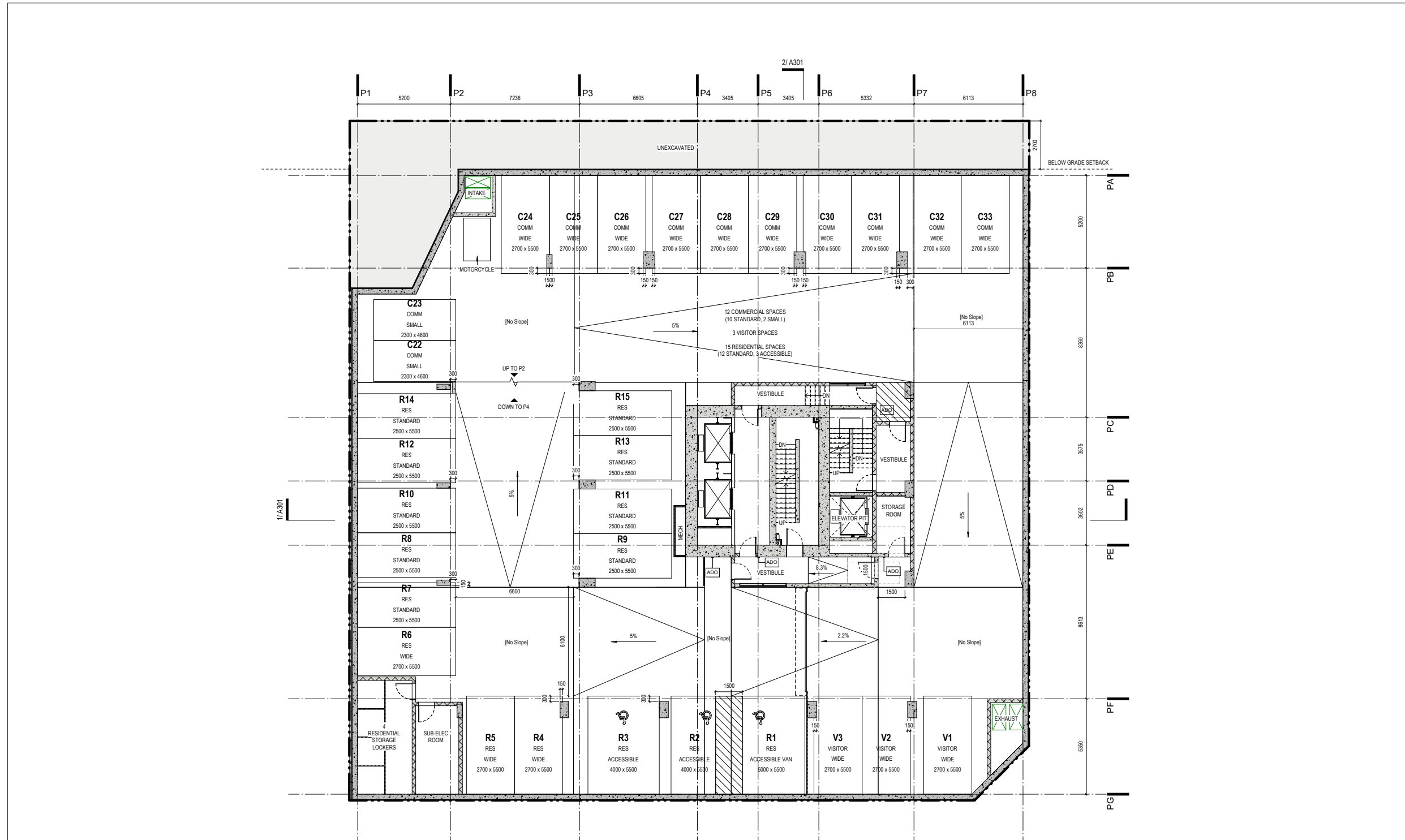
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Architectural Drawings Parking Plan P4



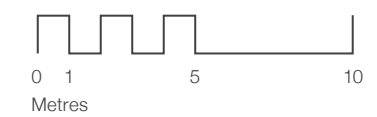
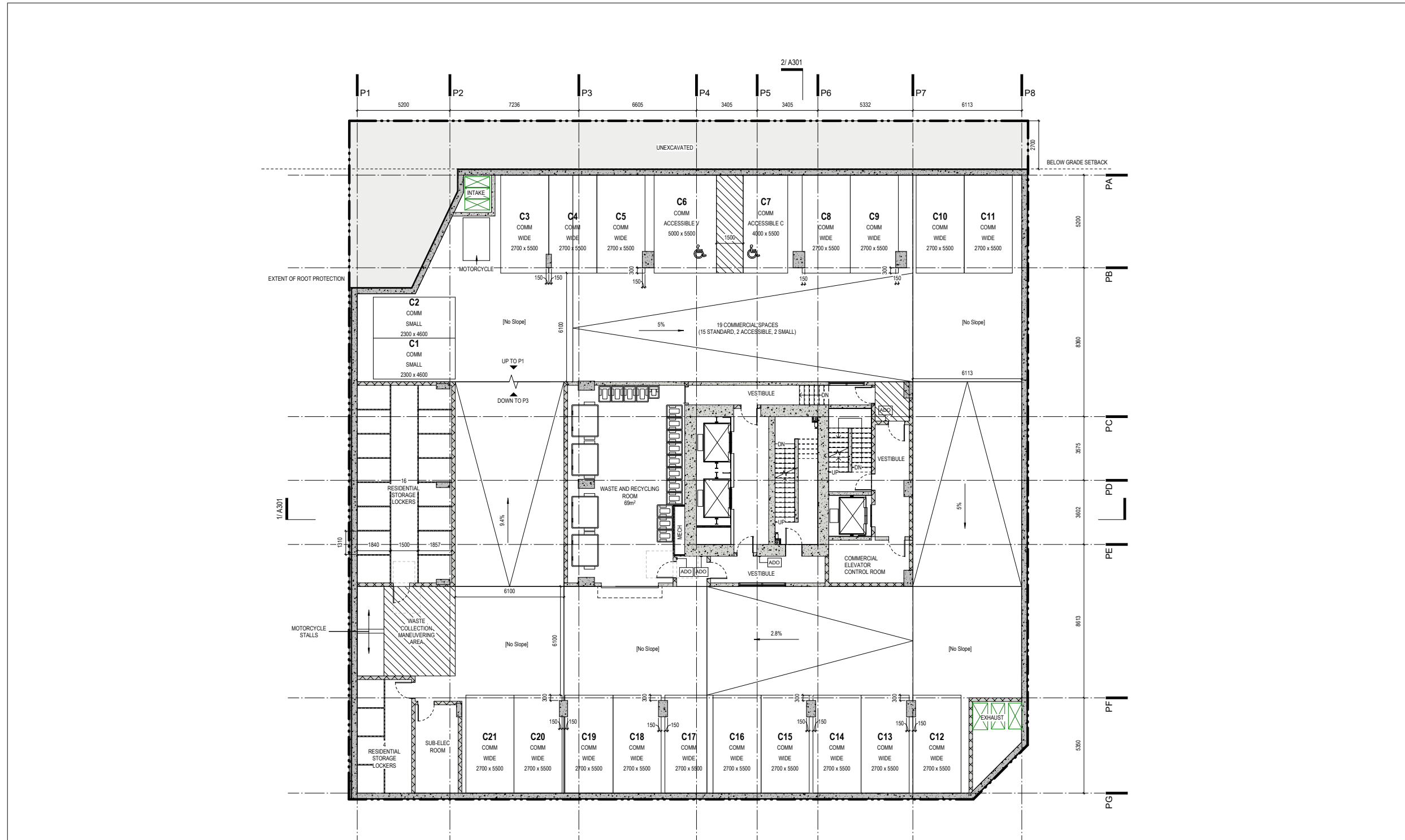
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Architectural Drawings Parking Plan P3



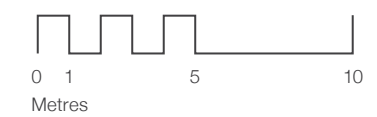
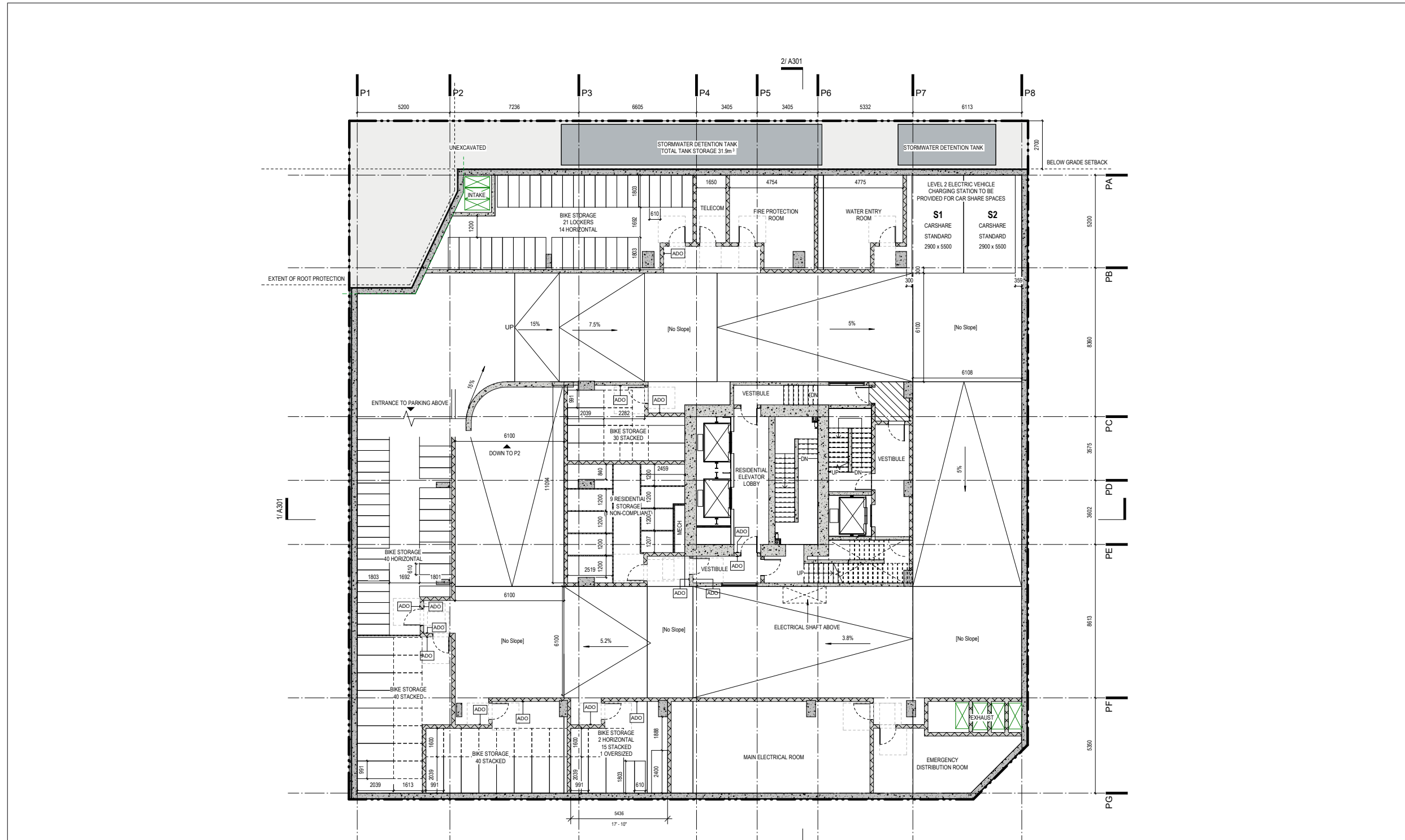
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Architectural Drawings Parking Plan P2



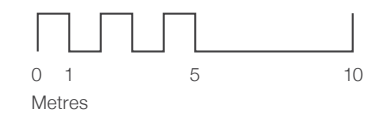
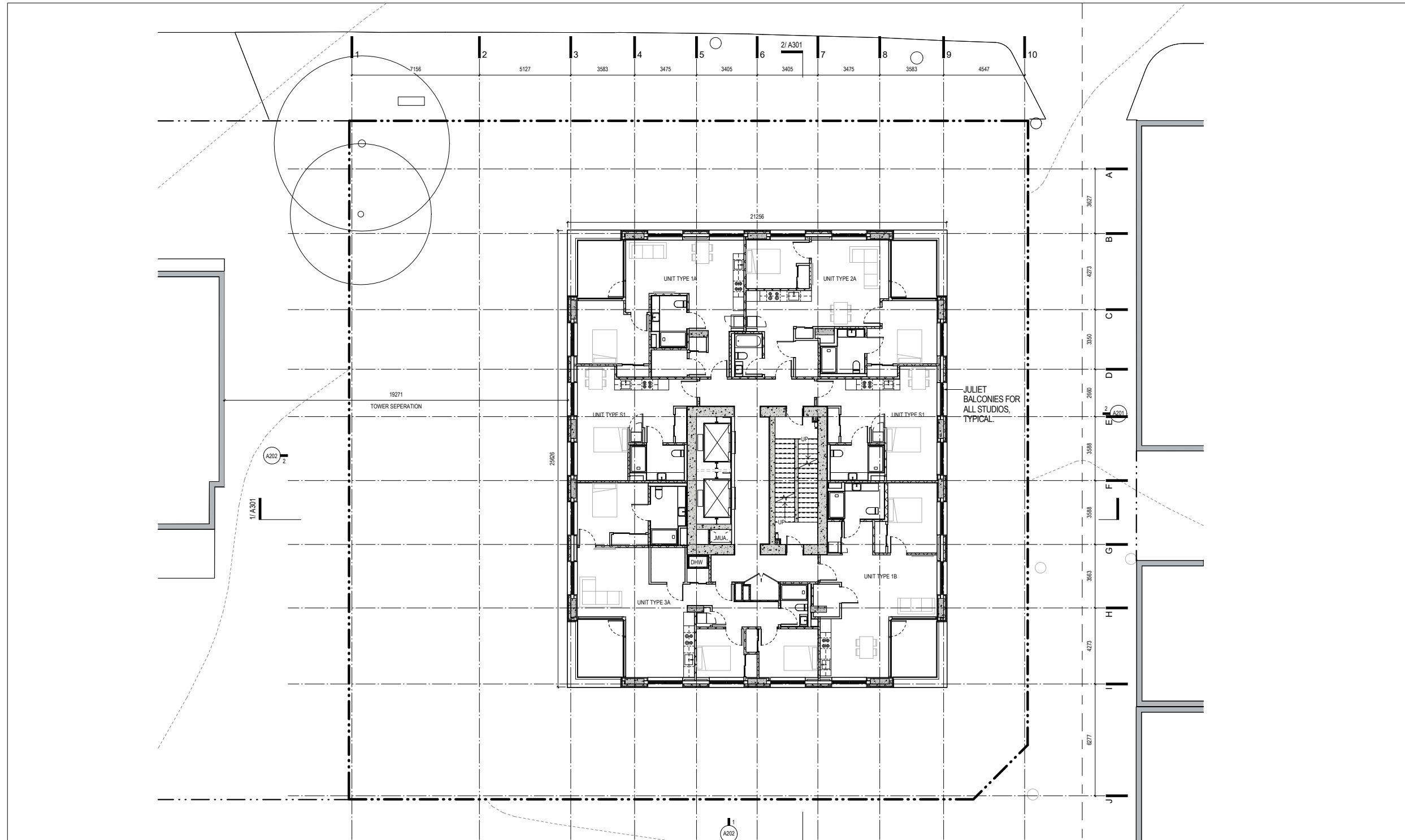
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Architectural Drawings Parking Plan P1



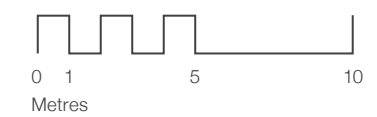
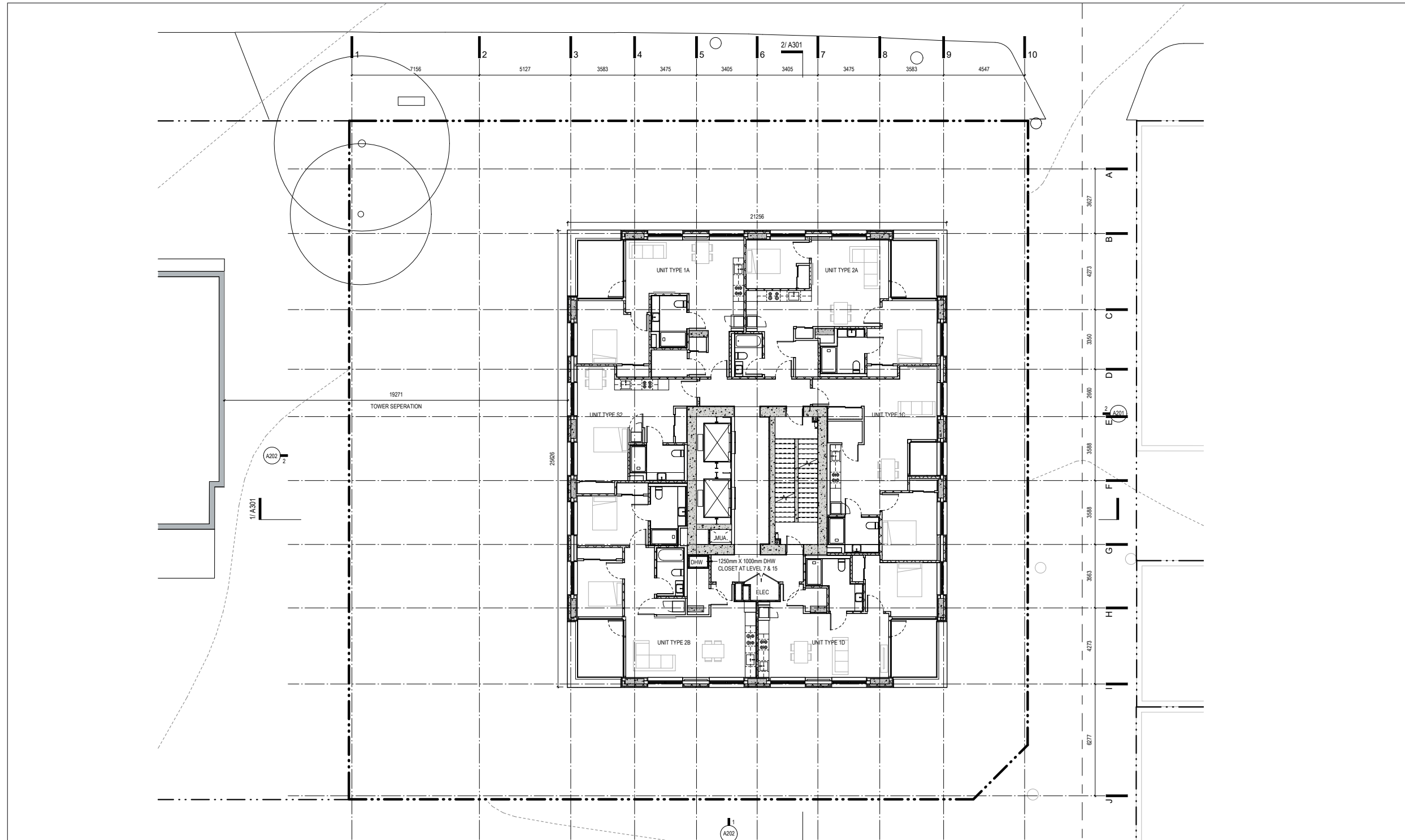
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Architectural Drawings Plan – Levels 2 to 4



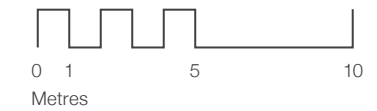
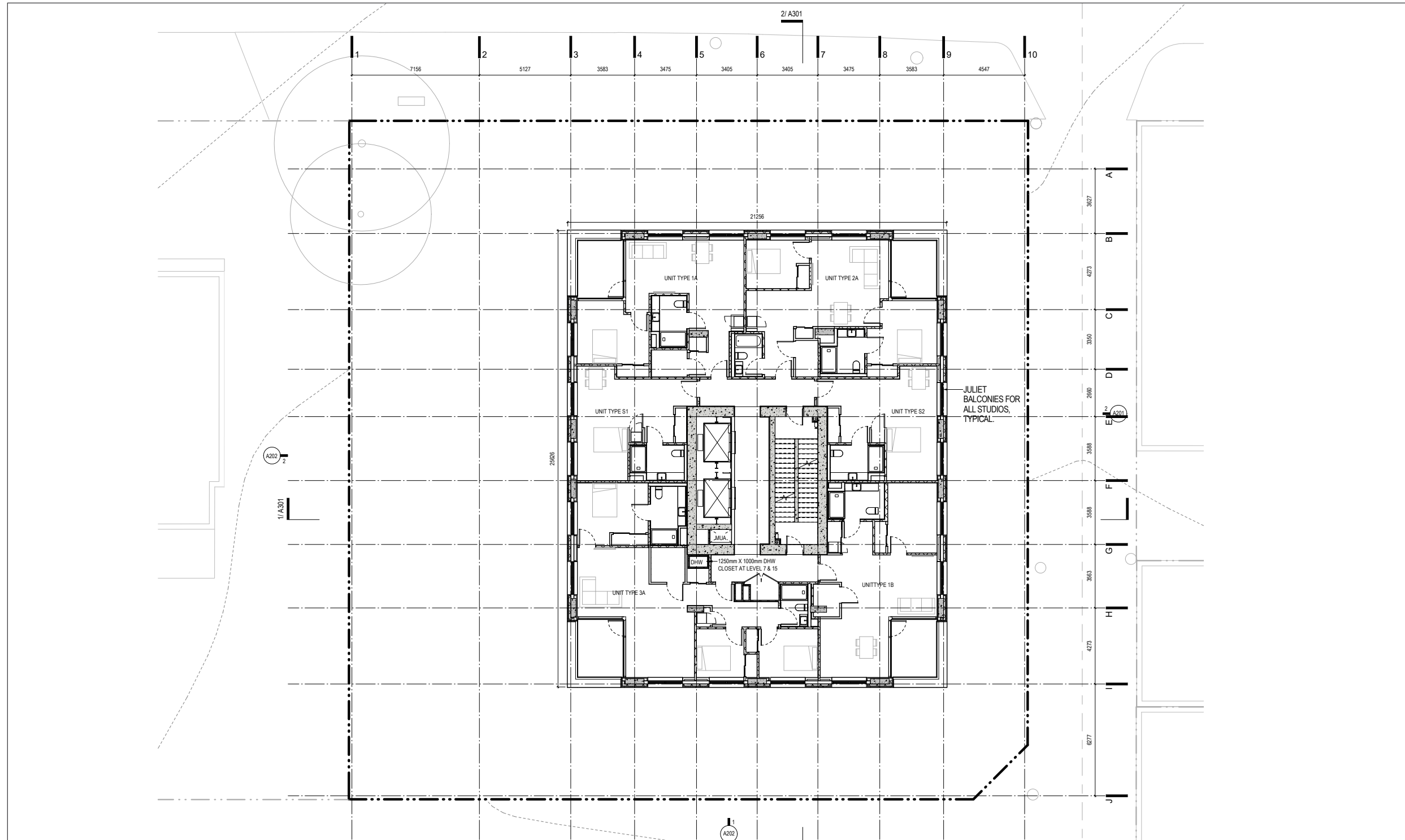
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Architectural Drawings Plan – Levels 5 to 12



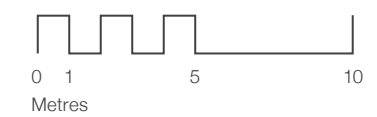
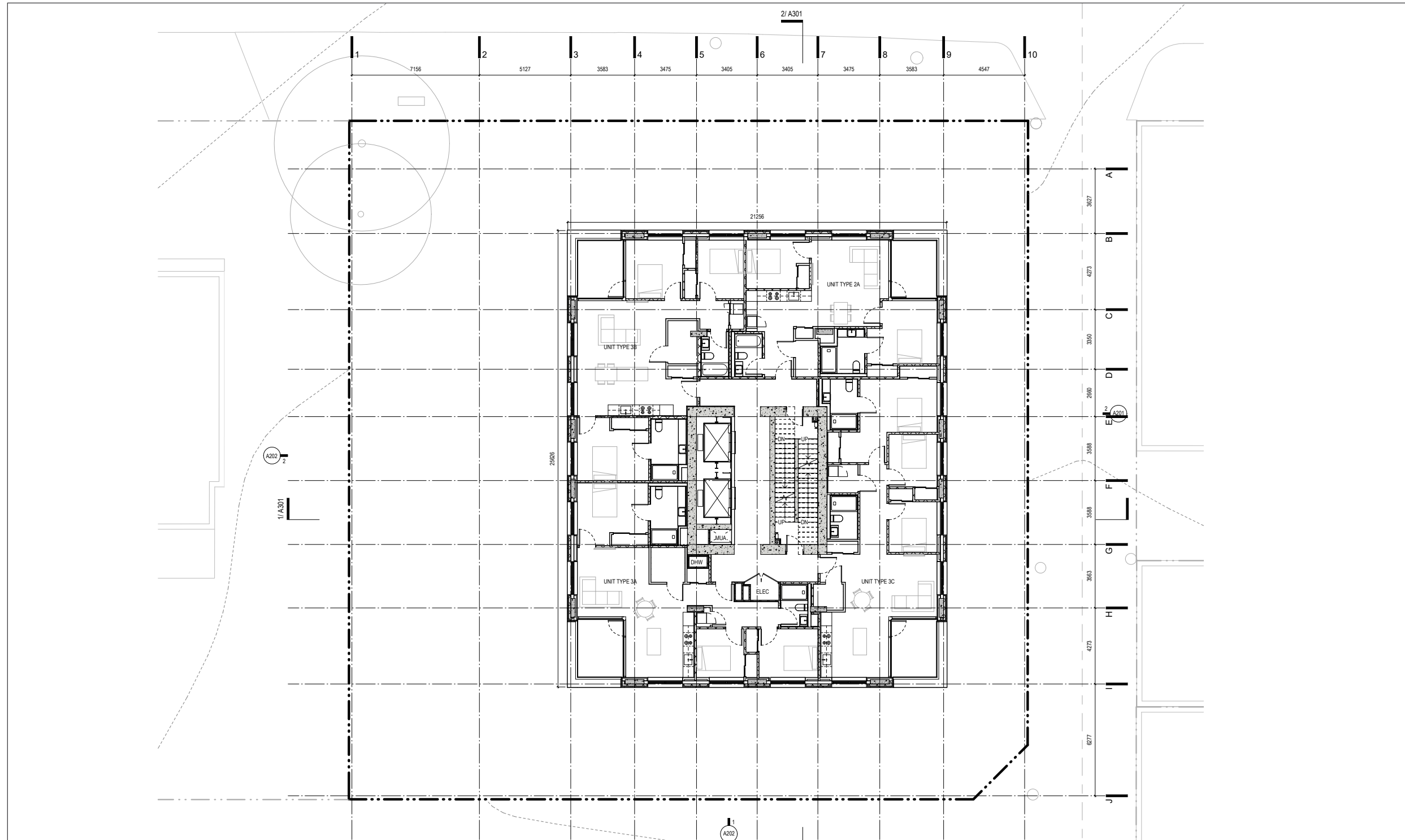
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Architectural Drawings Plan – Levels 13 to 19



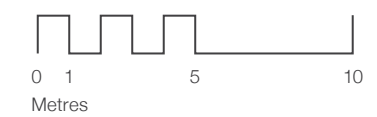
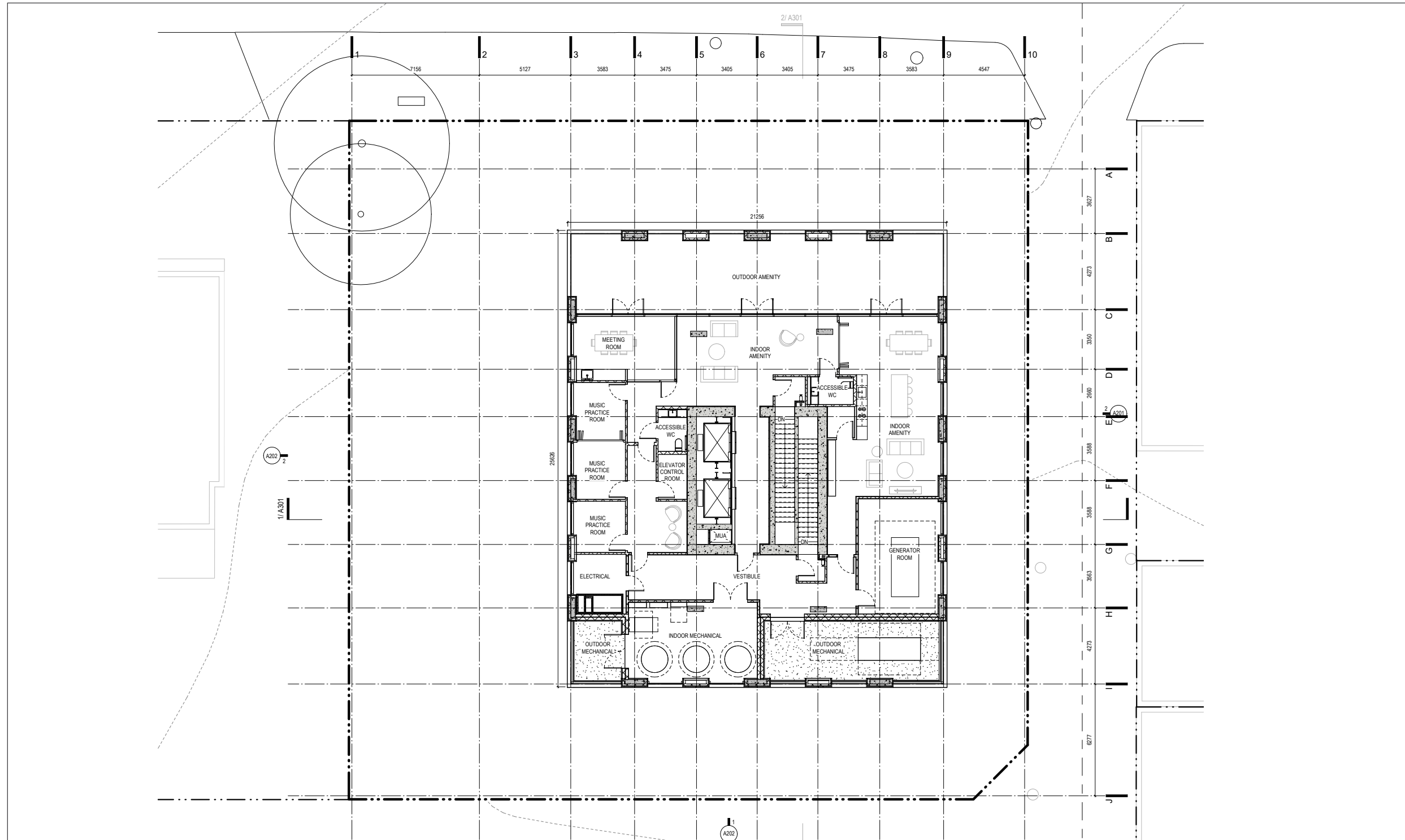
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Architectural Drawings Plan – Level 20



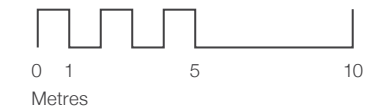
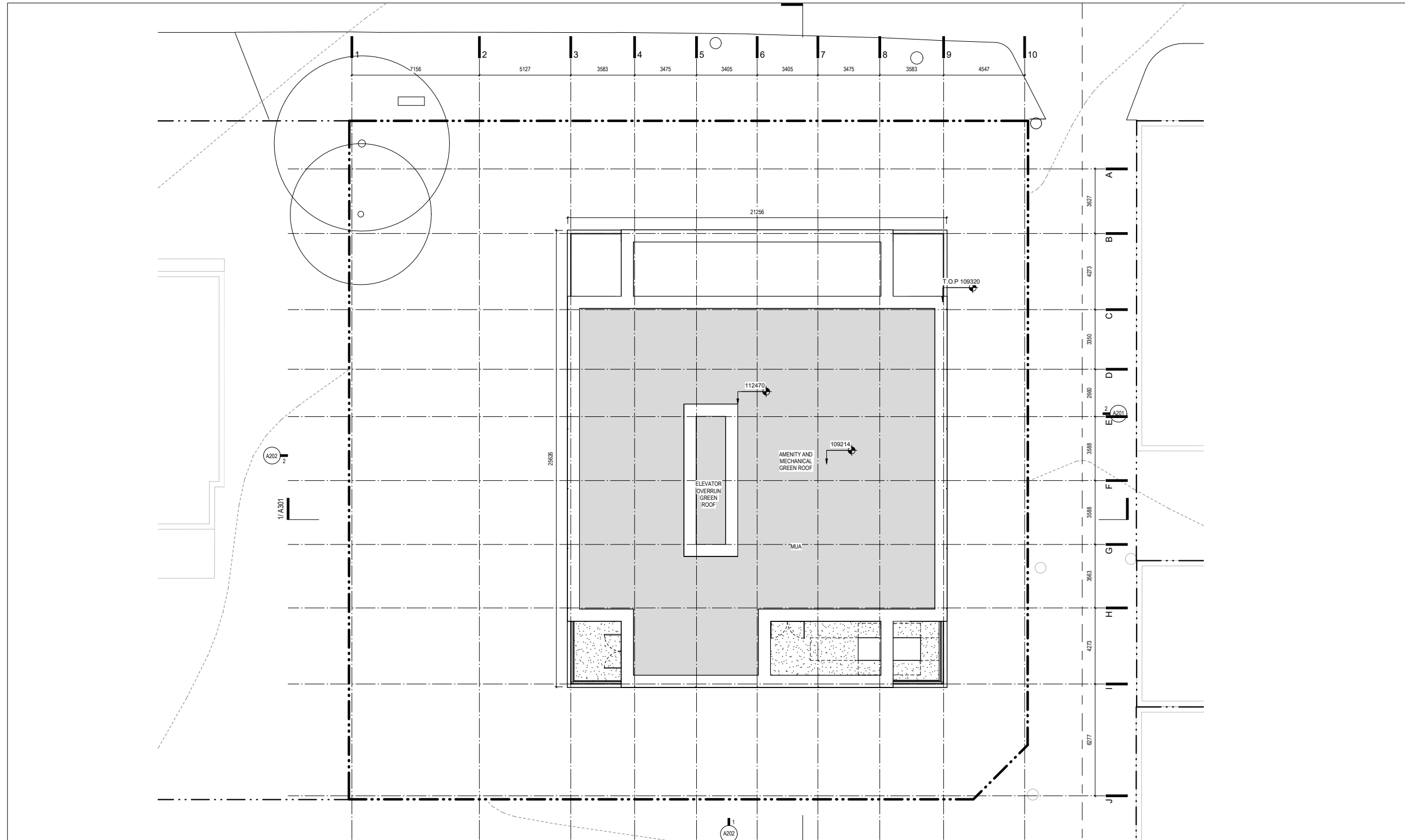
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Architectural Drawings Plan – Level 21 (Amenity and Mechanical)



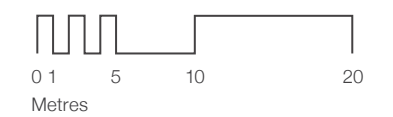
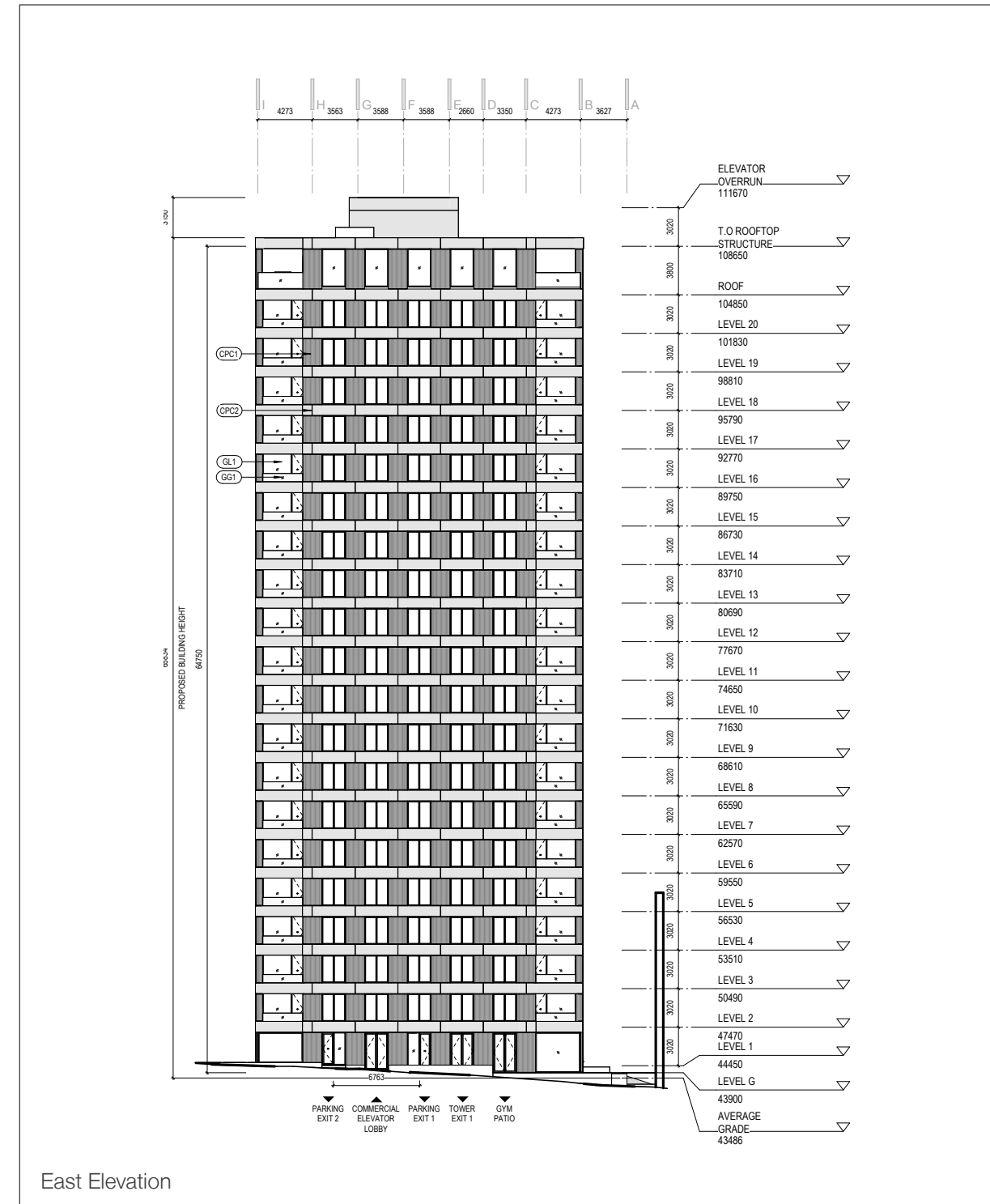
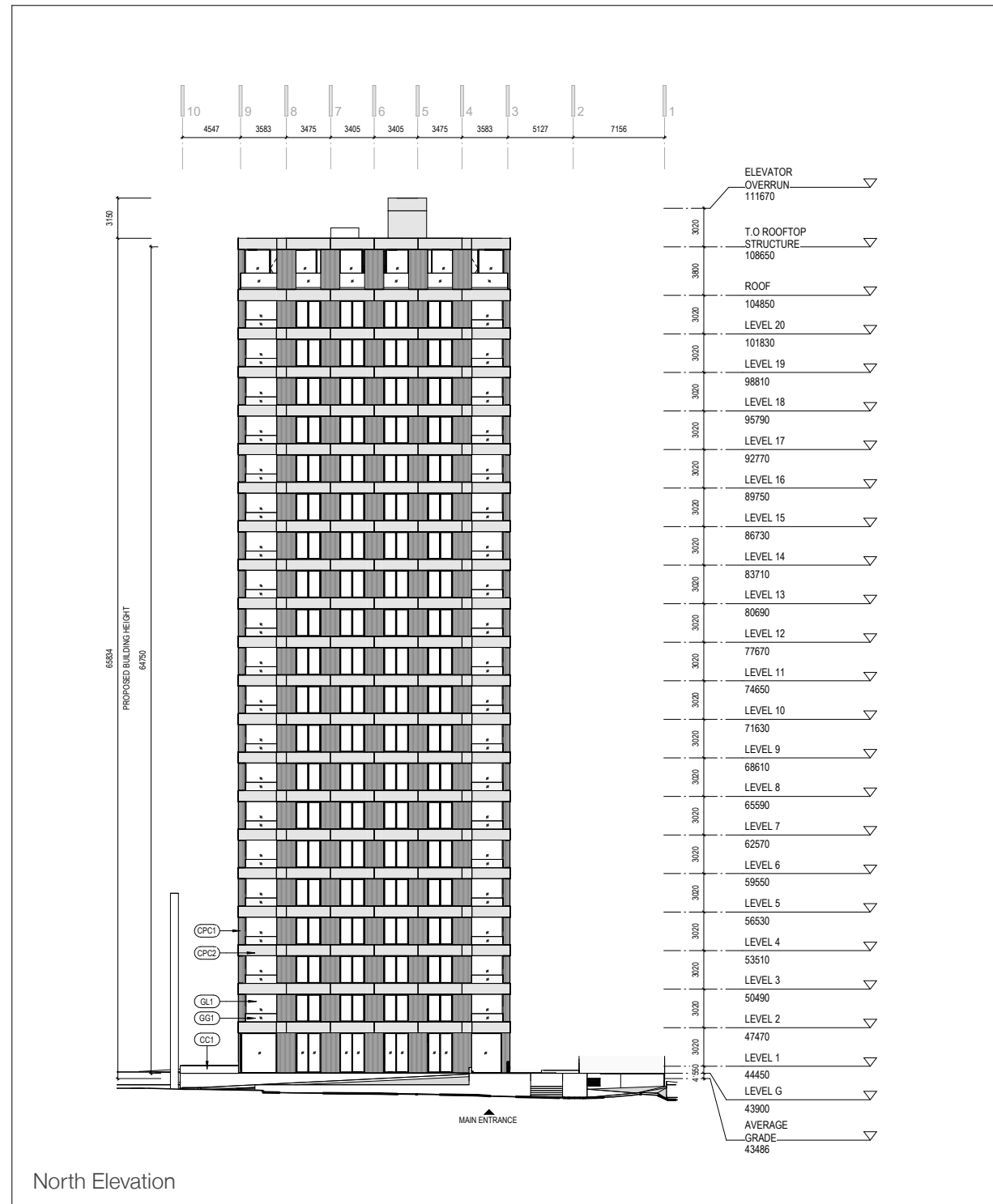
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Architectural Drawings Roof Plan



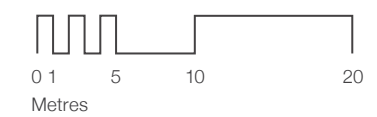
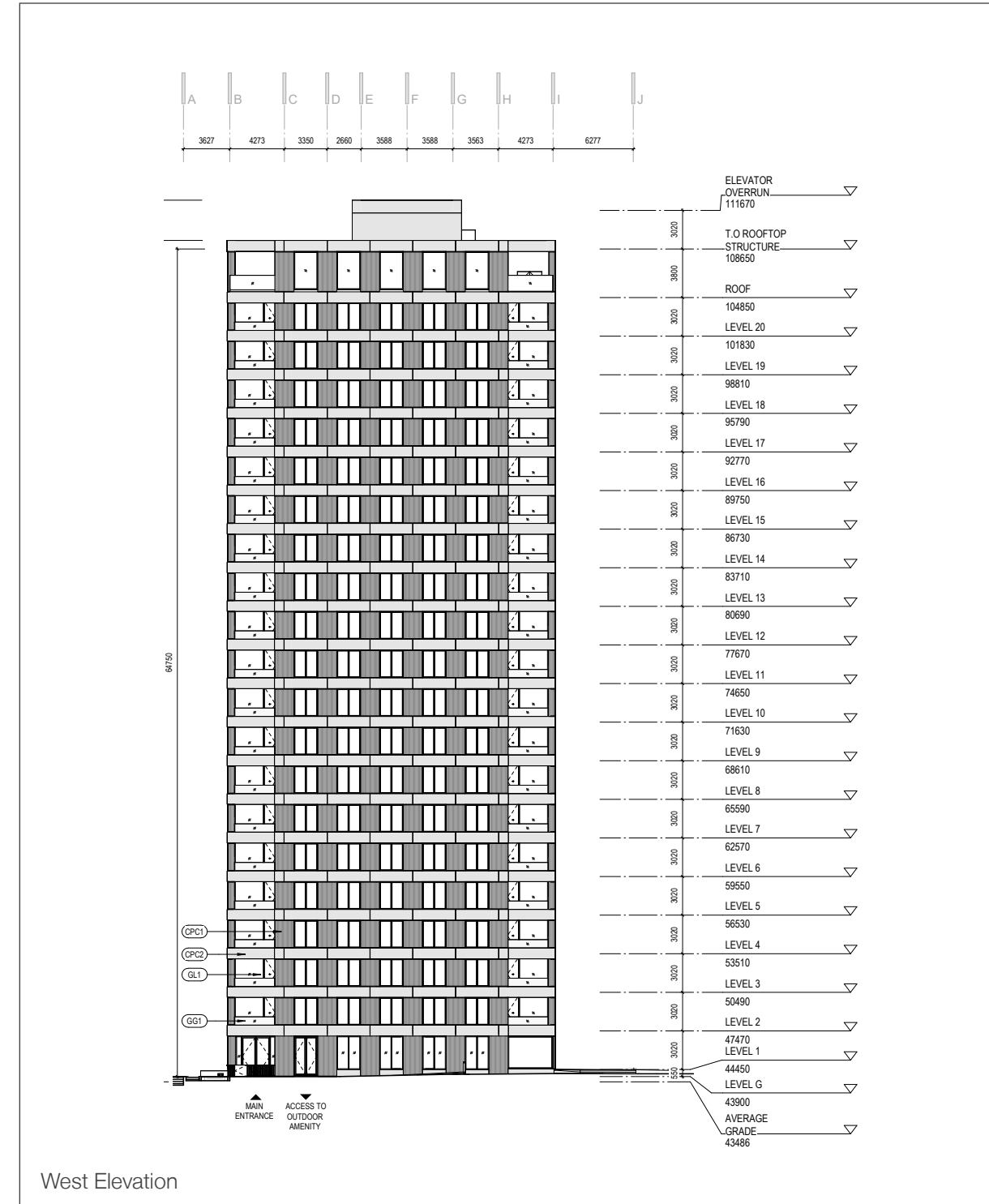
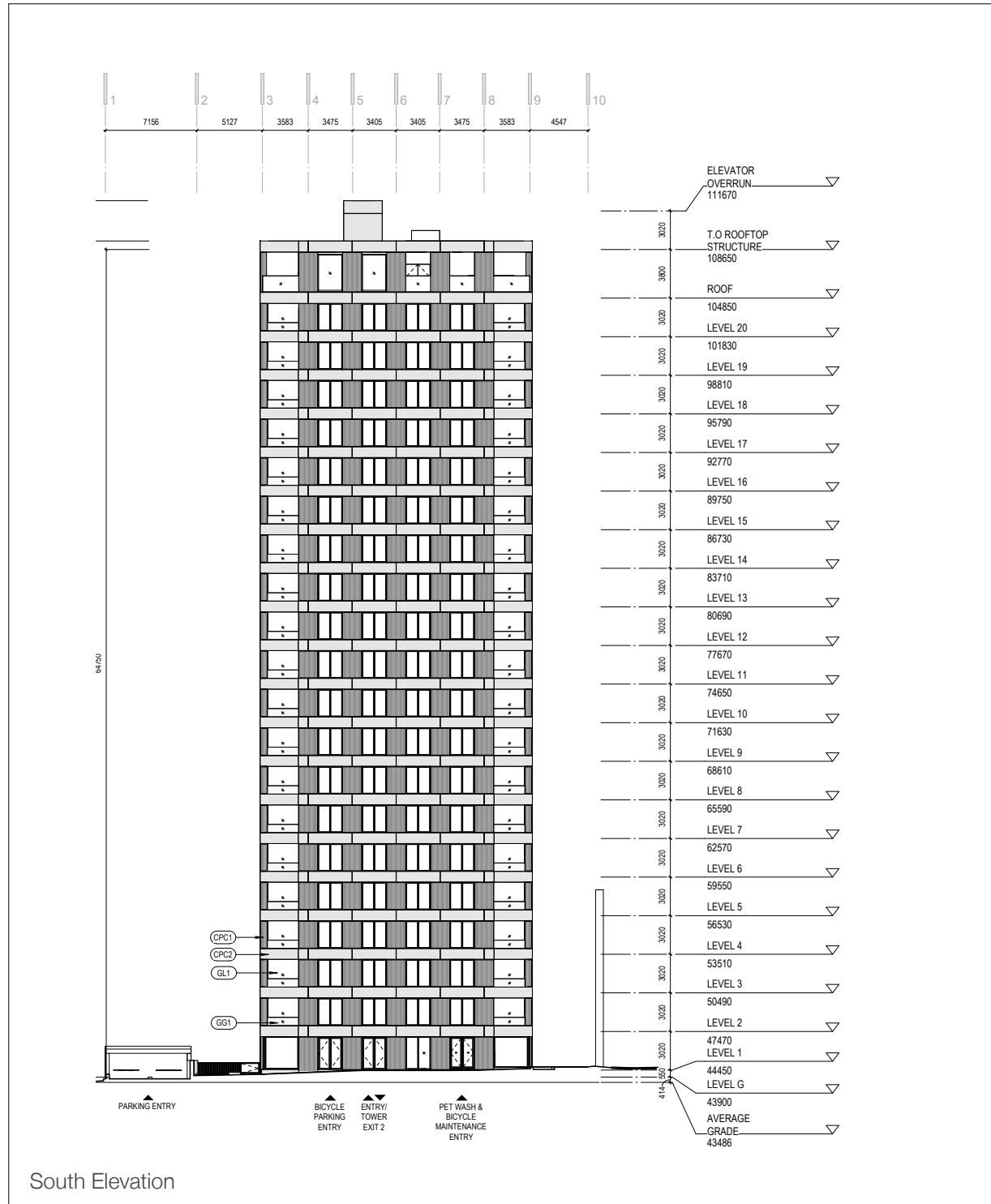
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Architectural Drawings North and East Elevations



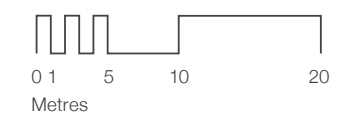
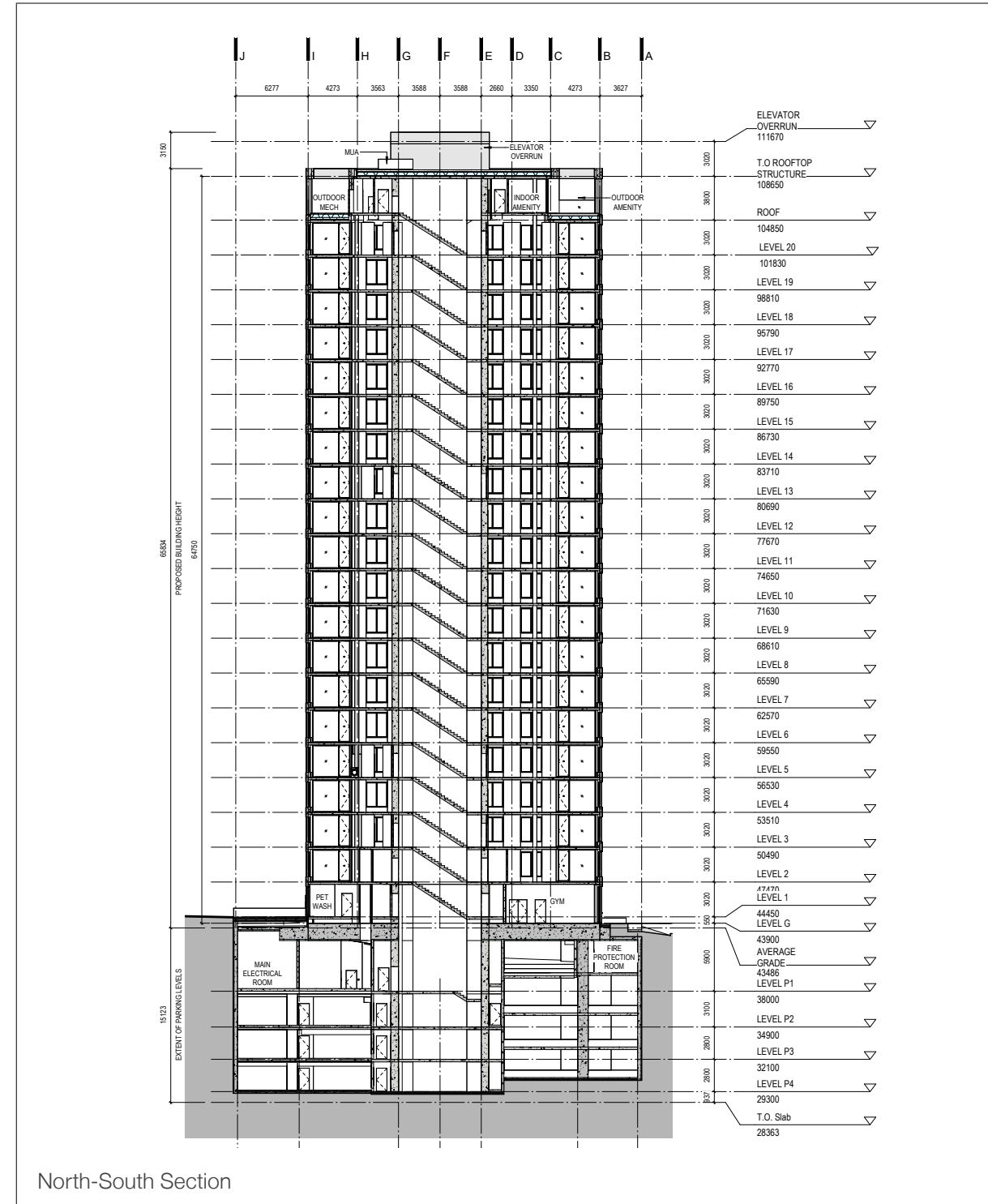
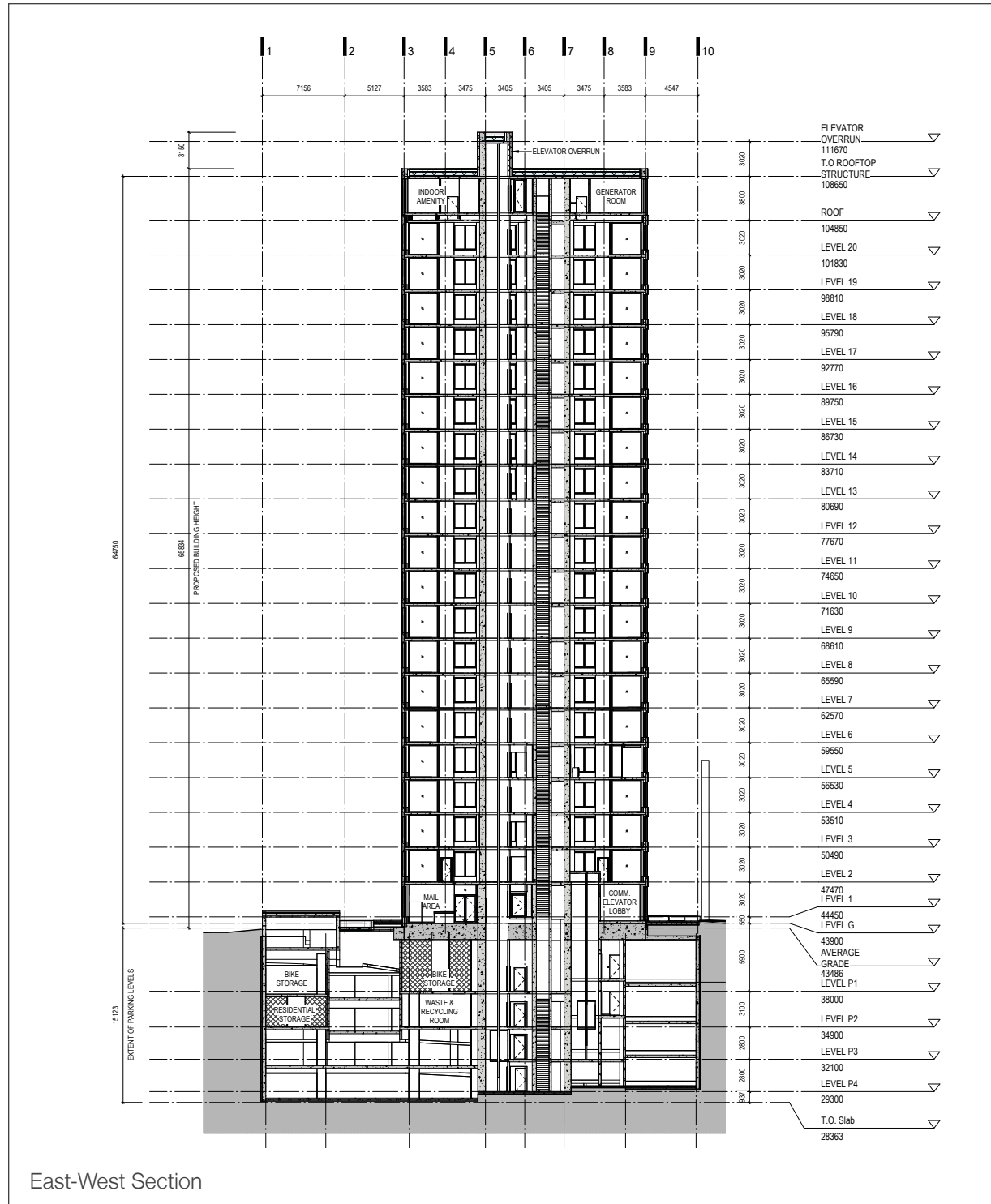
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Architectural Drawings South and West Elevations



6

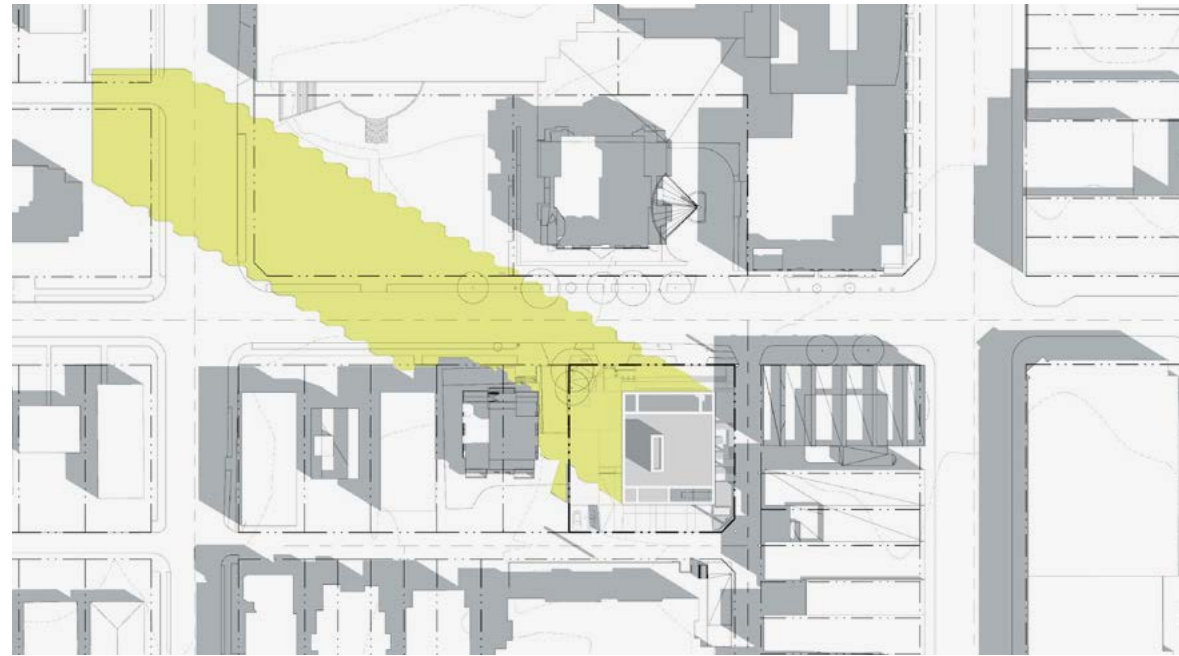
Architectural Drawings Sections



6

Architectural Drawings Shadow Studies – Spring Equinox

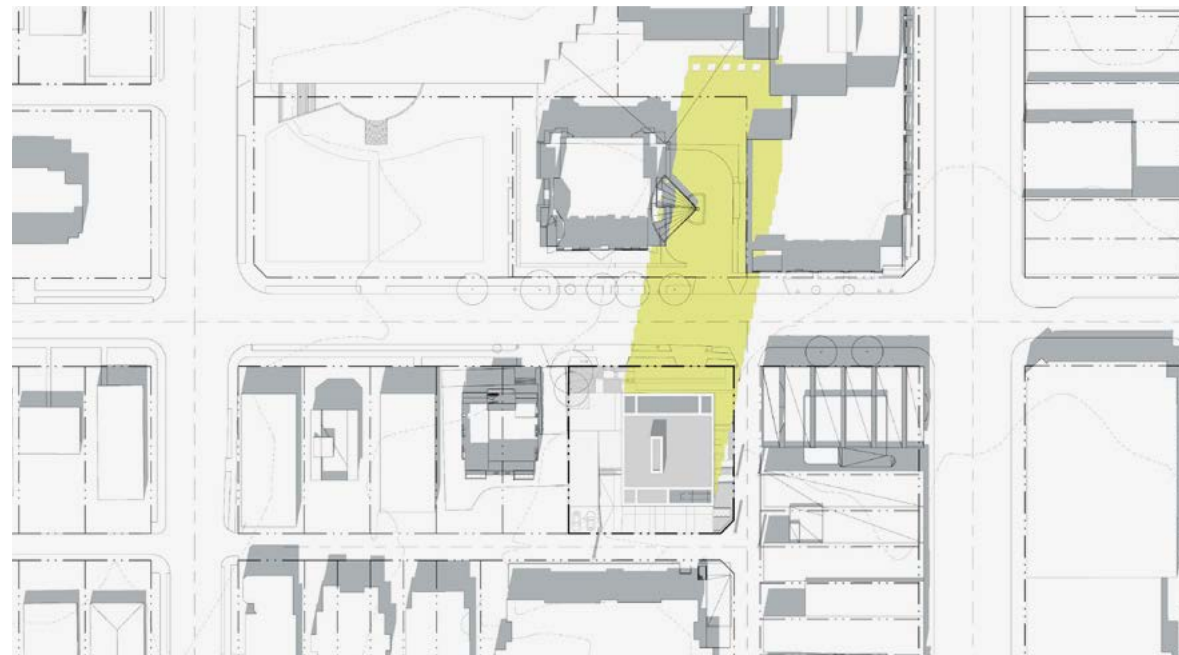
- Existing Shadowing
- Introduced Shadowing



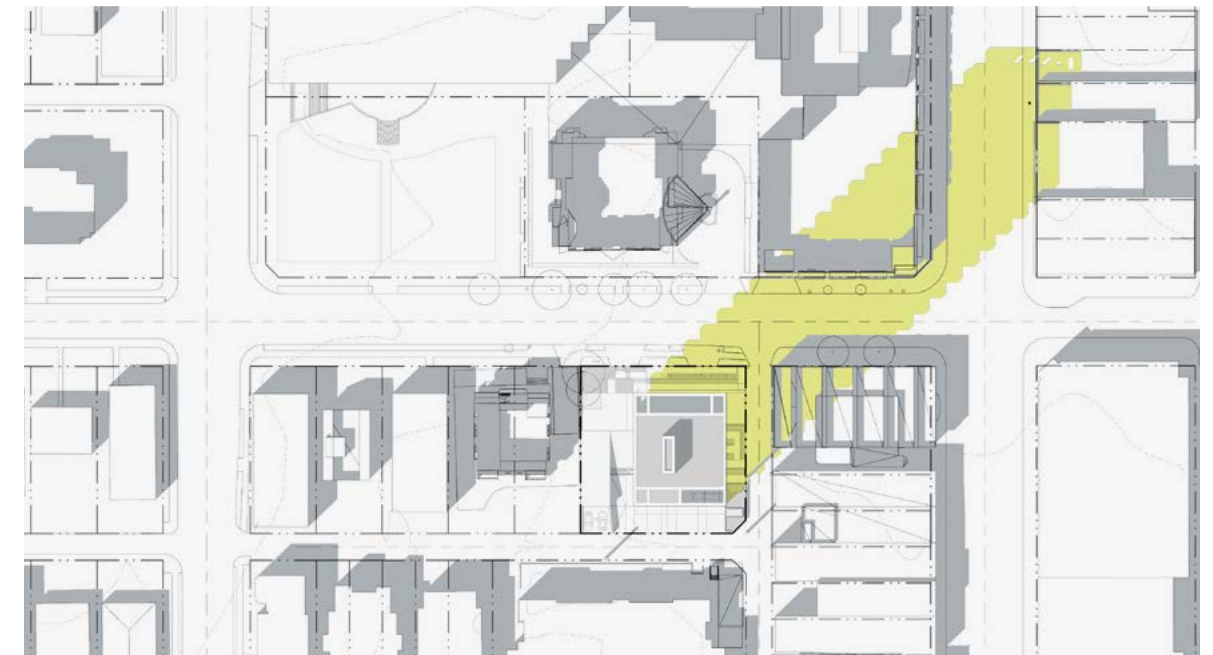
March 21, 10:00 am



March 21, 12:00 pm



March 21, 2:00 pm

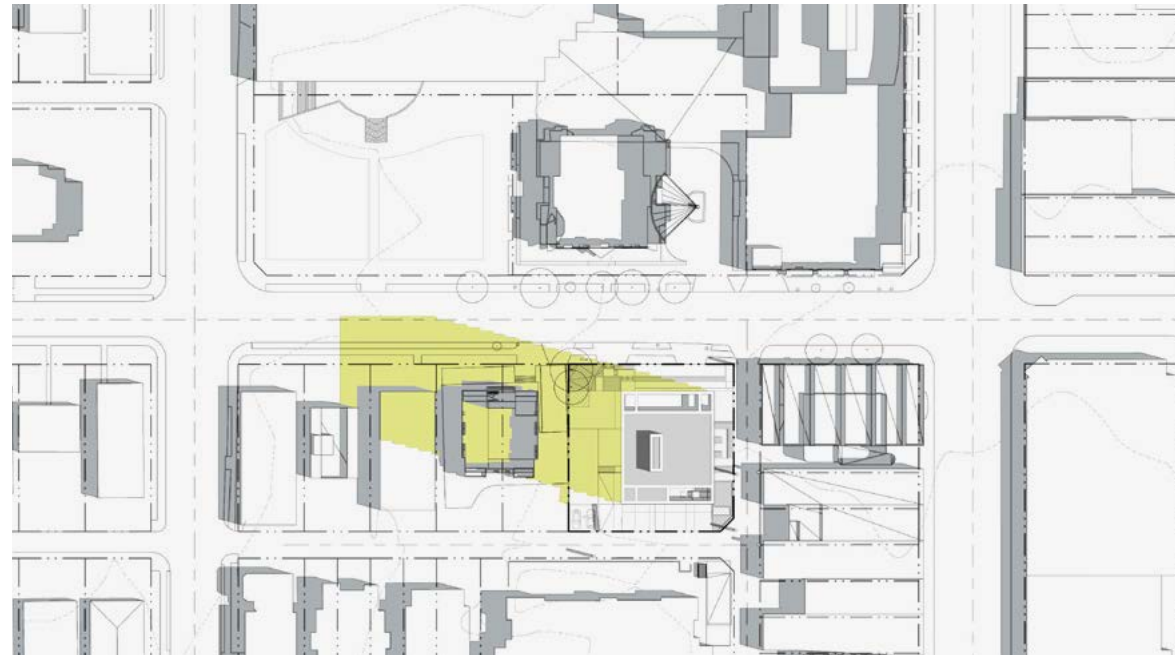


March 21, 4:00 pm

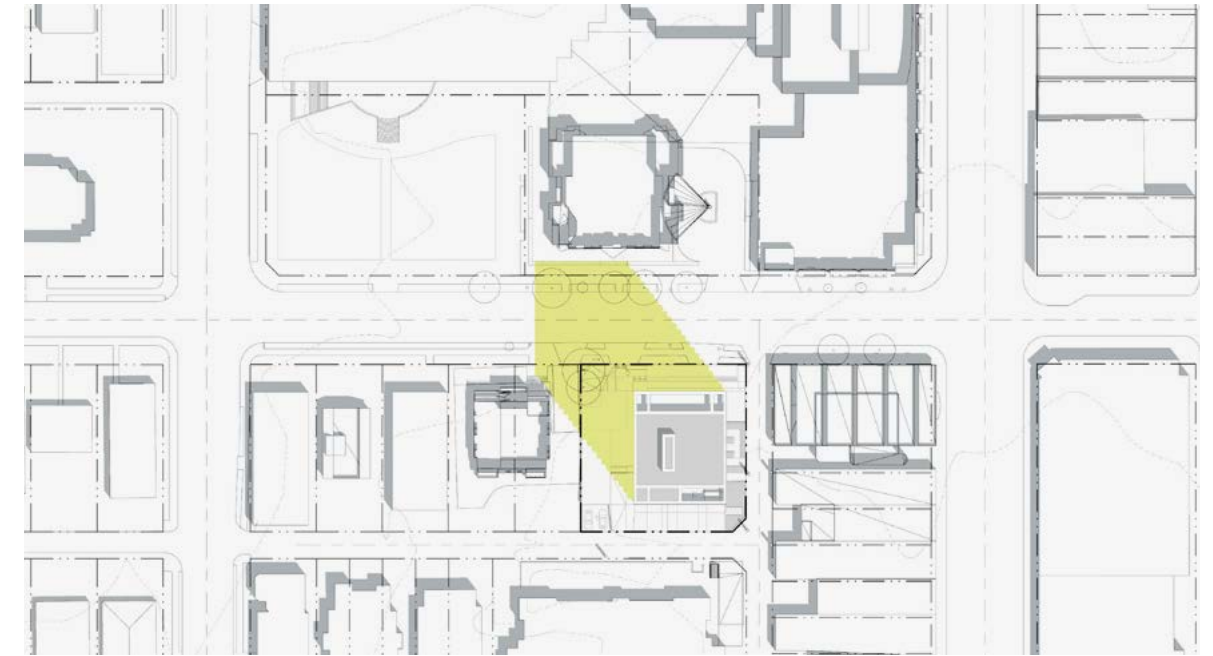
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Architectural Drawings Shadow Studies – Summer Solstice

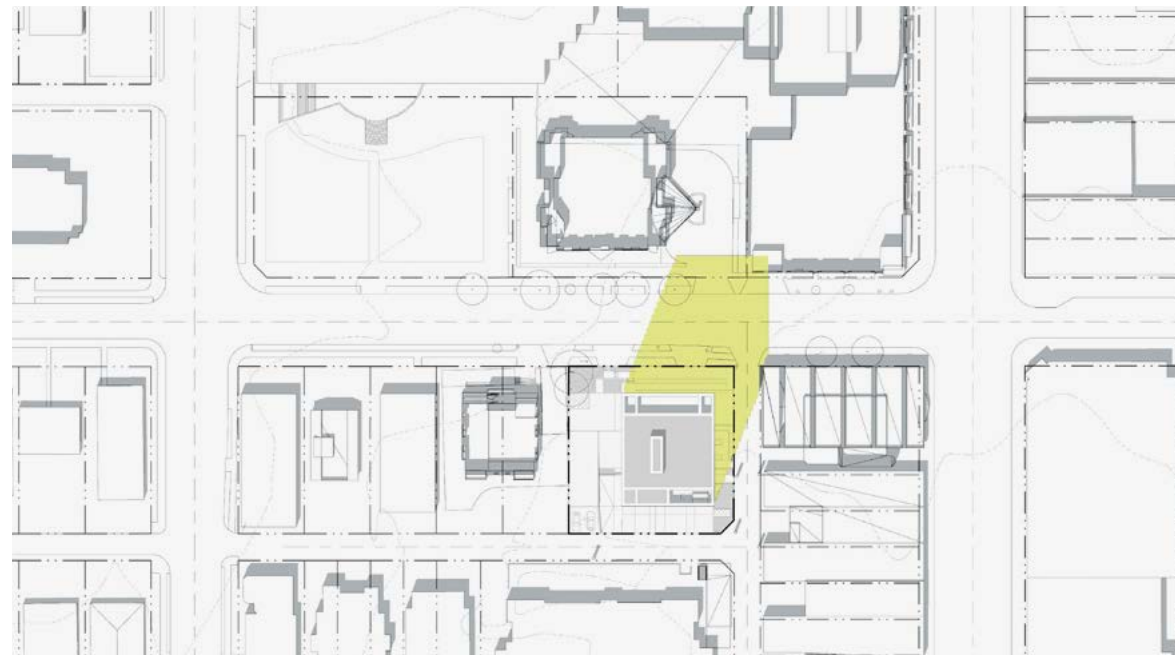
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June 21, 10:00 am



June 21, 12:00 pm



June 21, 2:00 pm

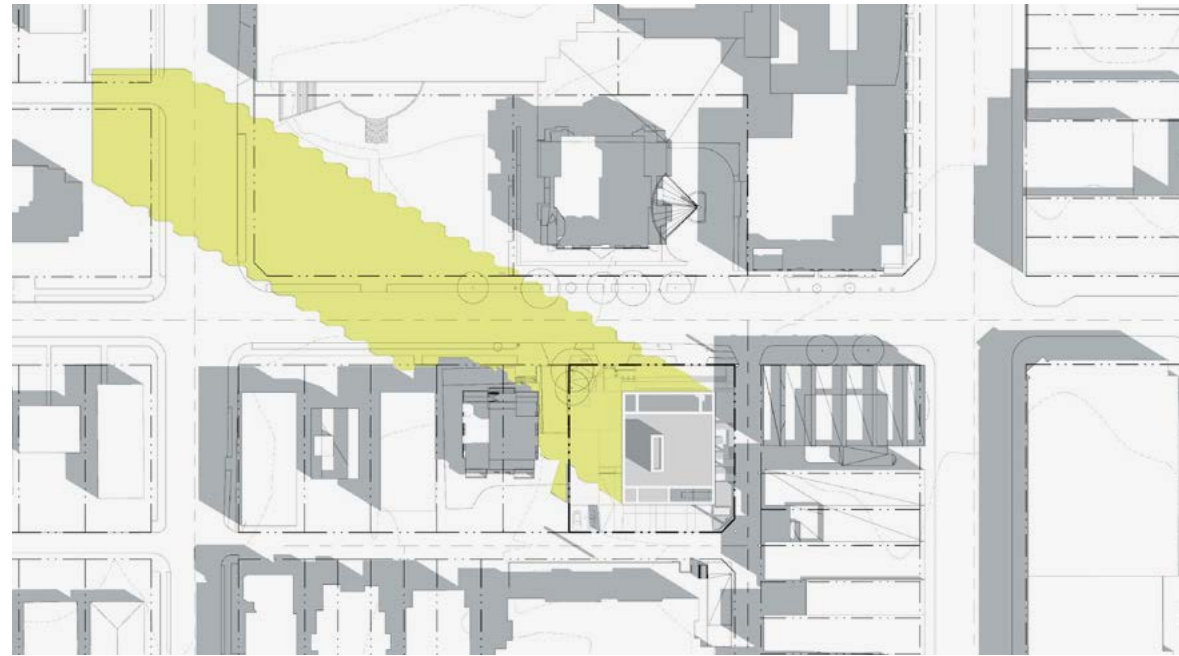


June 21, 4:00 pm

6

Architectural Drawings Shadow Studies – Fall Equinox

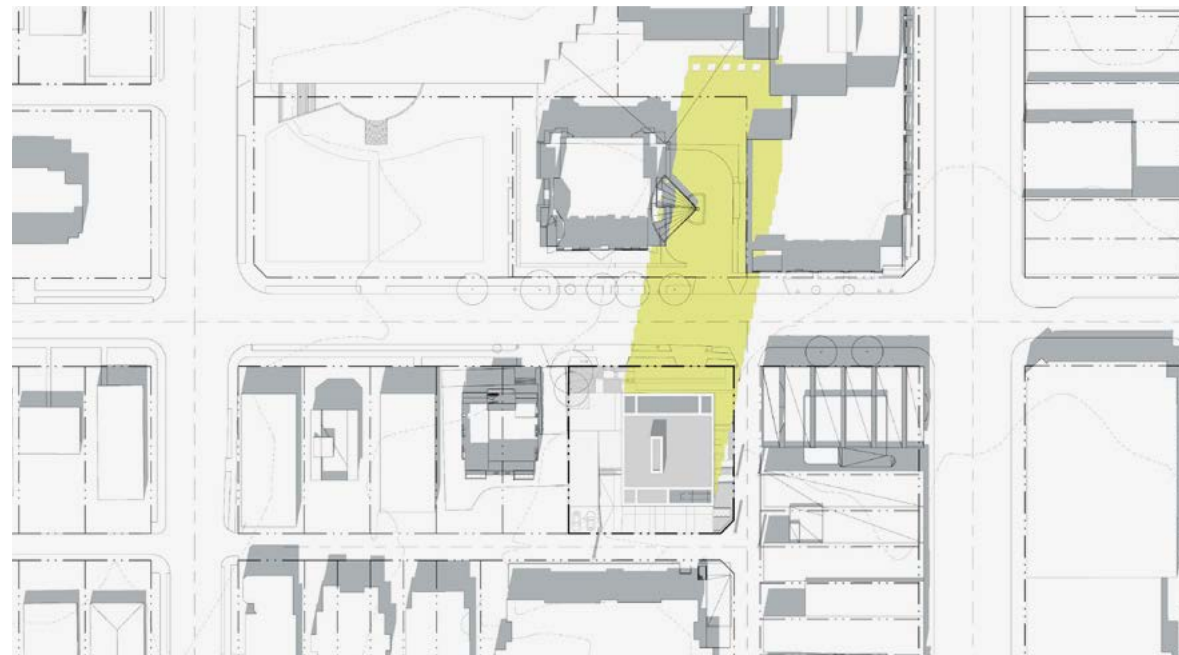
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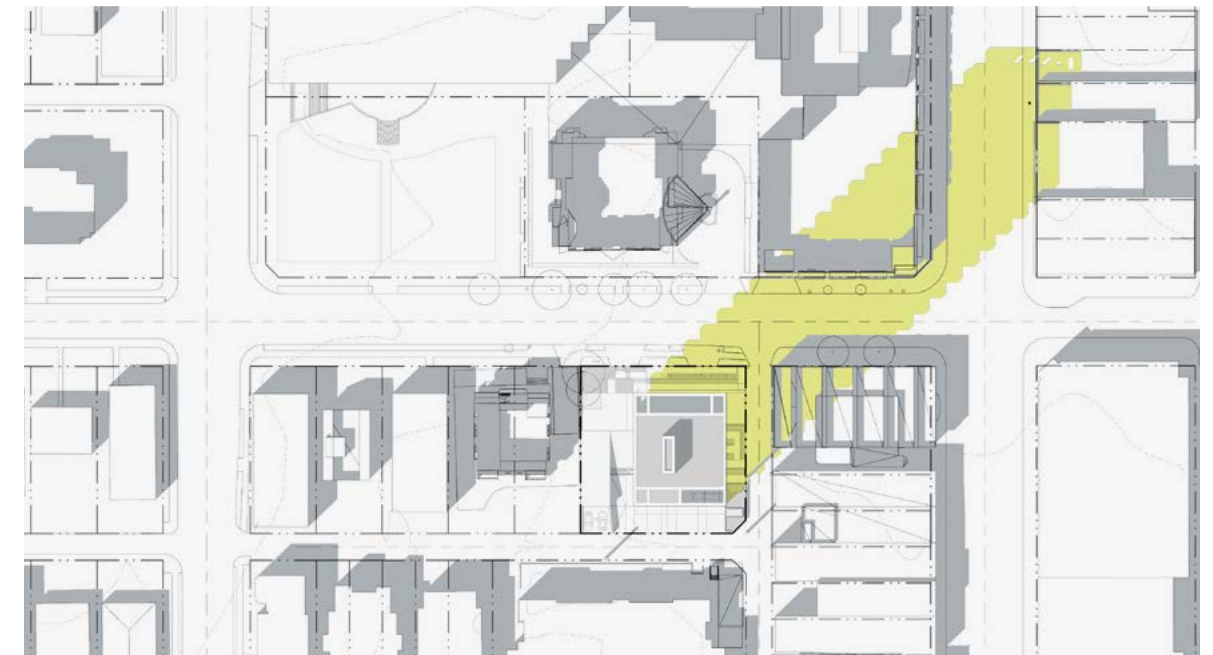
September 22, 10:00 am



September 22, 12:00 pm



September 22, 2:00 pm



September 22, 4:00 pm

6

Architectural Drawings Perspective from Northwest



6

Architectural Drawings Perspective from Northeast



6

Architectural Drawings Perspective of Cladding



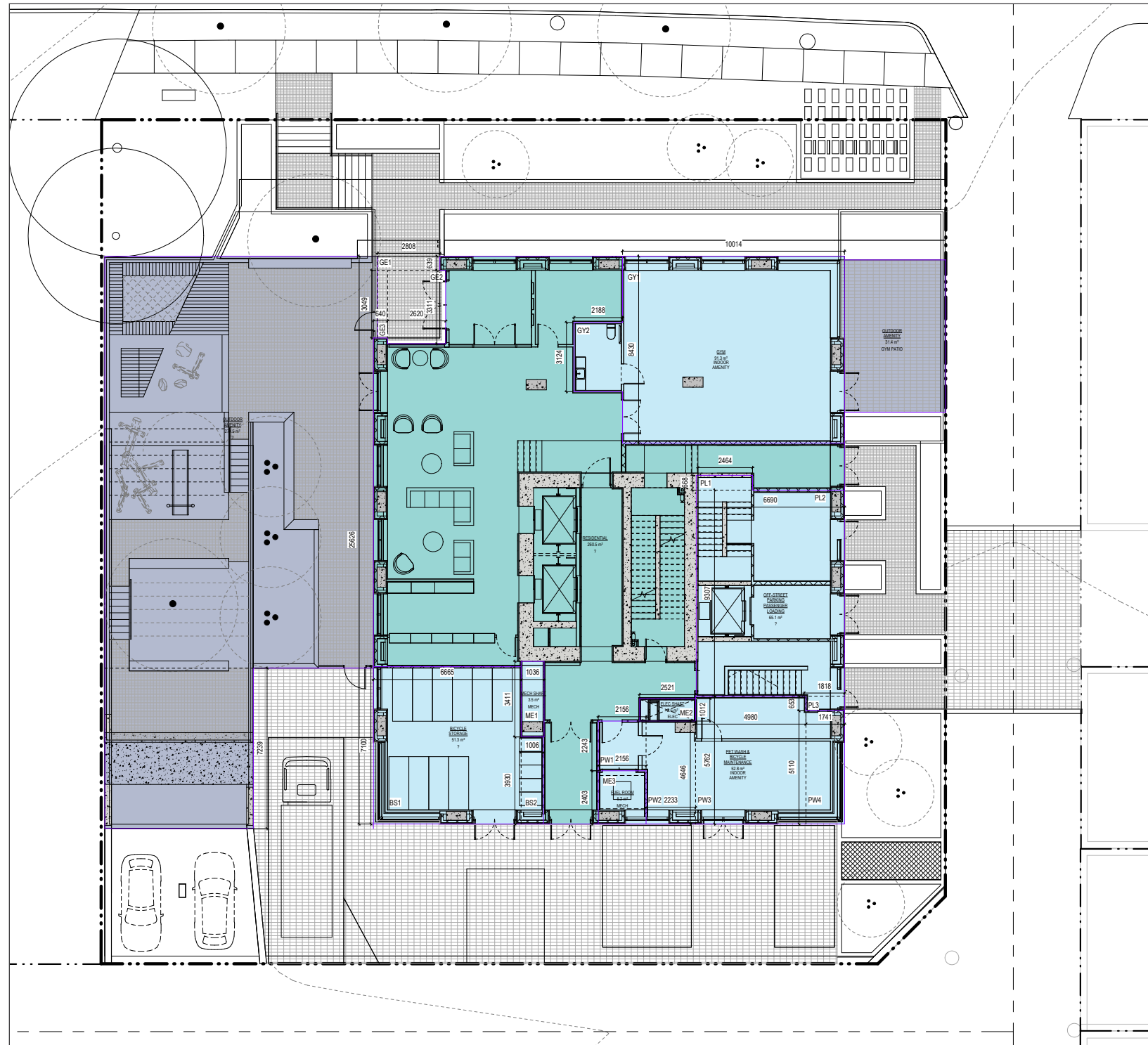
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Architectural Drawings Aerial Perspective



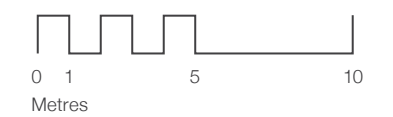
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Architectural Drawings FSR Overlay – Ground Level



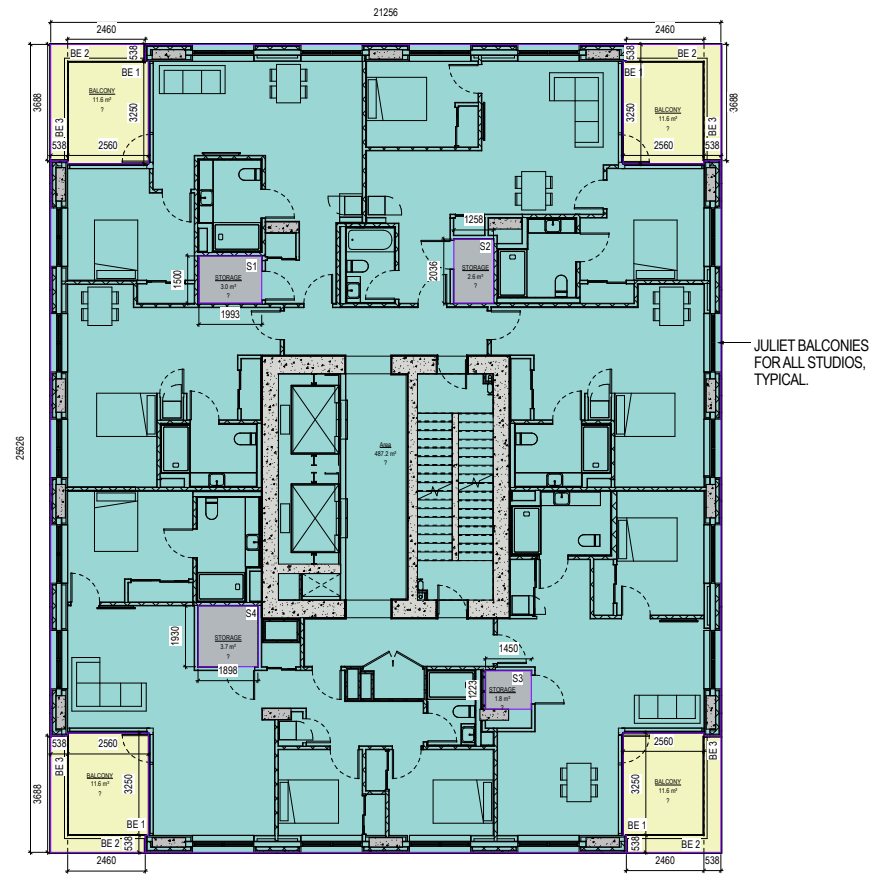
FSR COMPLIANCE TABLE (PROPOSED LEVEL G)				
GROSS SUBJECT AREA	LENGTH	X	WIDTH	= AREA
	m		m	sqm
SUBTOTAL	25.626		21.256	544.71
GEOMETRIC DEDUCTIONS				
GE1	2.808		0.639	1.79
GE2	3.311		2.62	8.67
GE3	0.64		3.049	1.95
TOTAL GEOMETRIC DEDUCTIONS				12.42
GROSS SUBJECT AREA = (SUBTOTAL - TOTAL GEOMETRIC DEDUCTIONS)				532.29
BYLAW EXCLUSIONS	LENGTH	X	WIDTH	= AREA
GYM				
GY1	8.43		10.014	84.42
GY2	3.124		2.188	6.84
SUBTOTAL				91.3
OFF-STREET PARKING PASSENGER LOADING				
PL1	0.668		2.464	1.65
PL2	9.307		6.69	62.26
PL3	0.653		1.818	1.19
SUBTOTAL				65.10
PET WASH & BICYCLE MAINTENANCE				
PW1	2.243		2.156	4.84
PW2	4.646		2.233	10.37
PW3	5.762		4.98	28.69
PW4	5.11		1.741	8.90
SUBTOTAL				52.80
BICYCLE STORAGE				
BS1	7.1		6.665	47.32
BS2	3.93		1.006	3.954
SUBTOTAL				51.3
MECHANICAL				
ME1	3.411		1.036	3.53
ME2	1.012		2.521	2.55
ME3	2.403		2.156	5.18
SUBTOTAL				11.3
TOTAL BYLAW EXCLUSIONS				271.69
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)				260.59

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity



6

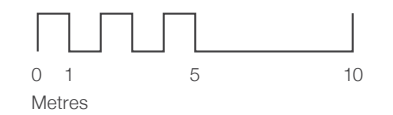
Architectural Drawings FSR Overlay – Levels 2 to 4



GROSS SUBJECT AREA	LENGTH	X	WIDTH	=	AREA
	m		m		sm
SUBTOTAL	25.626		21.256		544.71

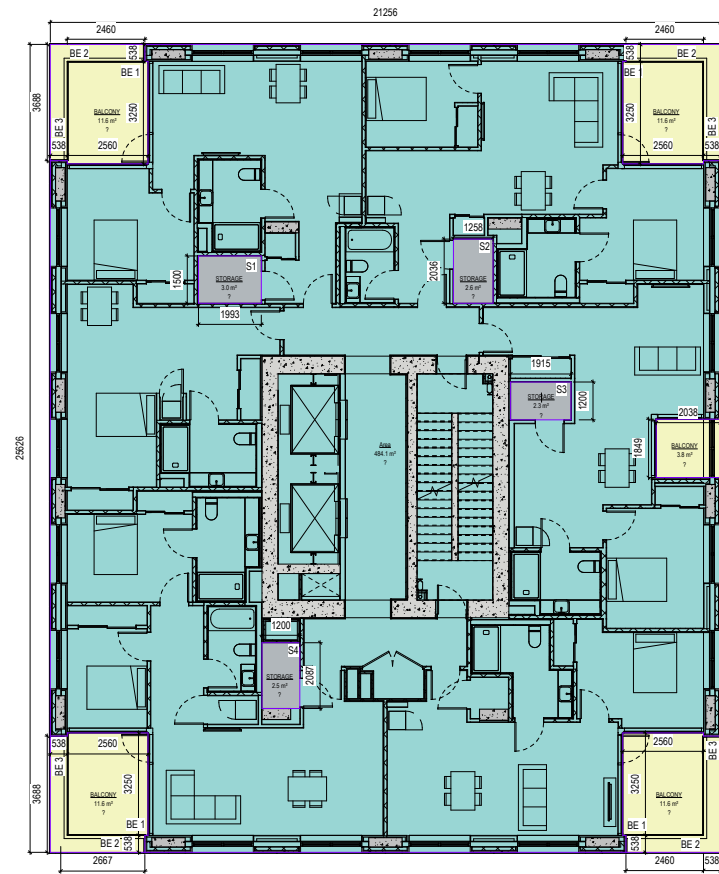
BYLAW EXCLUSIONS	LENGTH	X	WIDTH	=	AREA
BALCONIES					
BE1	3.25		2.56		8.32
BE2	0.538		2.46		1.32
BE3	0.538		3.688		1.98
SUBTOTAL					11.63
NO. OF BALCONIES					4.00
TOTAL BALCONY EXCLUSIONS					46.51
STORAGE					
S1	1.993		1.5		2.99
S2	1.258		2.036		2.56
S3	1.223		1.45		1.77
S4	1.917		1.93		3.70
SUBTOTAL					11.02
TOTAL BYLAW EXCLUSIONS					57.53
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)					487.17

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity



6

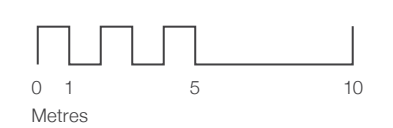
Architectural Drawings FSR Overlay – Levels 5 to 12



GROSS SUBJECT AREA	LENGTH	X	WIDTH	=	AREA
	m		m		sm
SUBTOTAL	25.626		21.256		544.71

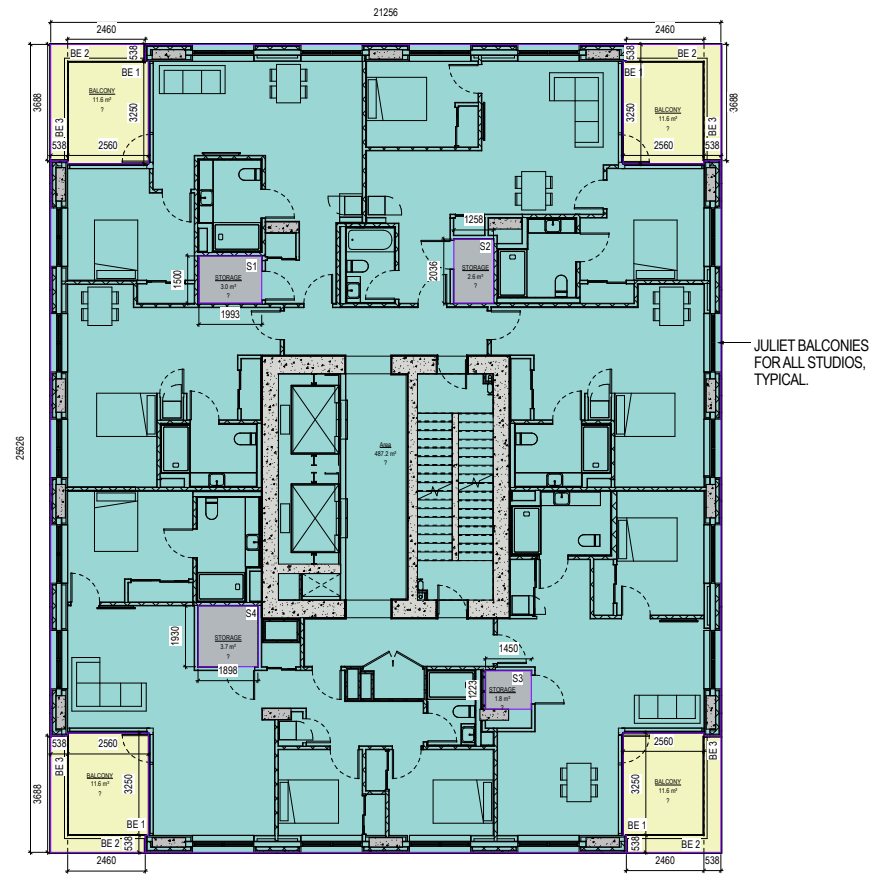
BYLAW EXCLUSIONS	LENGTH	X	WIDTH	=	AREA
BALCONIES					
BE1	3.25		2.56		8.32
BE2	0.538		2.46		1.32
BE3	0.538		3.688		1.98
SUBTOTAL					11.63
NO. OF BALCONIES					4
					46.51
BE4	2.038		1.849		3.77
TOTAL BALCONY EXCLUSIONS					50.28
STORAGE					
S1	1.993		1.5		2.99
S2	1.258		2.036		2.56
S3	1.2		1.915		2.30
S4	1.2		2.087		2.50
SUBTOTAL					10.35
TOTAL BYLAW EXCLUSIONS					60.63
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)					484.07

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity



6

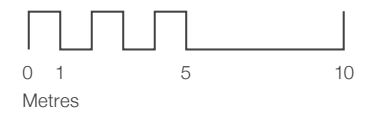
Architectural Drawings FSR Overlay – Levels 13 to 19



GROSS SUBJECT AREA	LENGTH	X	WIDTH	=	AREA
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SUBTOTAL	25.626		21.256		544.71

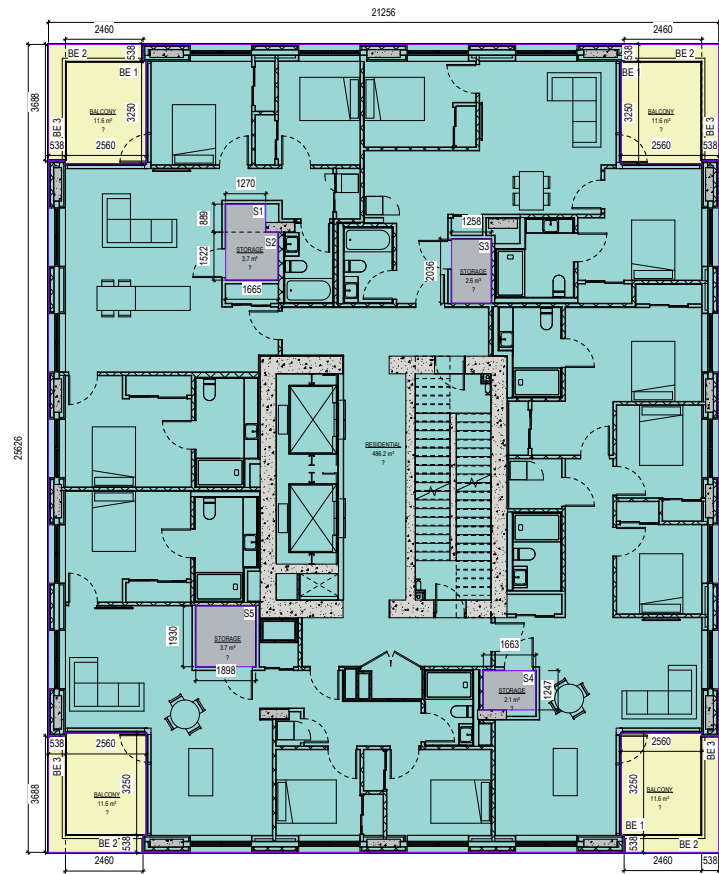
BYLAW EXCLUSIONS	LENGTH	X	WIDTH	=	AREA
BALCONIES					
BE1	3.25		2.56		8.32
BE2	0.538		2.46		1.32
BE3	0.538		3.688		1.98
SUBTOTAL					11.63
NO. OF BALCONIES					4.00
TOTAL BALCONY EXCLUSIONS					46.51
STORAGE					
S1	1.993		1.5		2.99
S2	1.258		2.036		2.56
S3	1.223		1.45		1.77
S4	1.917		1.93		3.70
SUBTOTAL					11.02
TOTAL BYLAW EXCLUSIONS					57.53
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)					487.17

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity



6

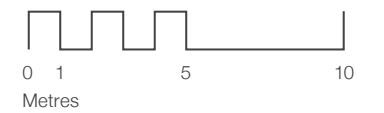
Architectural Drawings FSR Overlay – Level 20



GROSS SUBJECT AREA	LENGTH	X	WIDTH	=	AREA
	m		m		sqm
SUBTOTAL	25.626		21.256		544.71

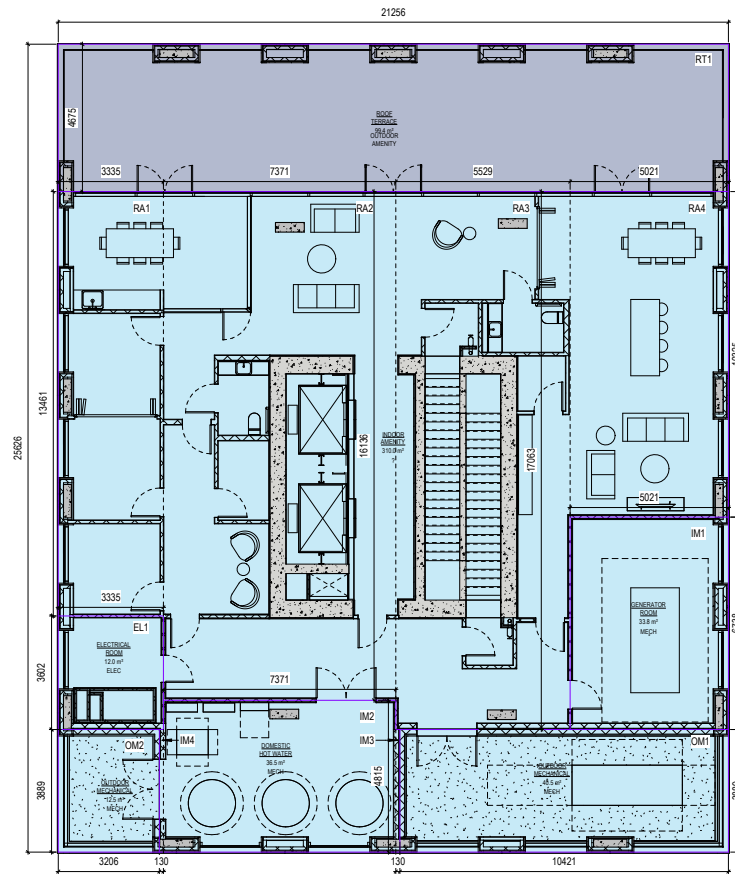
BYLAW EXCLUSIONS	LENGTH	X	WIDTH	=	AREA
BALCONIES					
BE1	3.25		2.56		8.32
BE2	0.538		2.46		1.32
BE3	0.538		3.688		1.98
SUBTOTAL					11.63
NO. OF BALCONIES					4.00
TOTAL BALCONY EXCLUSIONS					46.51
STORAGE					
S1	0.889		1.27		1.13
S2	1.522		1.665		2.53
S3	2.036		1.258		2.56
S4	1.247		1.663		2.07
S5	1.93		1.917		3.70
SUBTOTAL					12.00
TOTAL BYLAW EXCLUSIONS					58.51
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)					486.20

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity



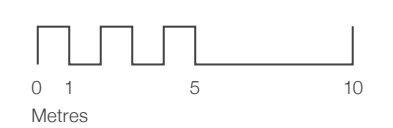
6

Architectural Drawings FSR Overlay – Level 21 (Amenity and Mechanical)



GROSS SUBJECT AREA	LENGTH	X	WIDTH	=	AREA
	m		m		sqm
SUBTOTAL	25.626		21.256		544.7
BYLAW EXCLUSIONS					
	LENGTH	X	WIDTH	=	AREA
ROOF TERRACE					
RT1	4.675		21.256		99.37
INDOOR MECHANICAL					
IM1	6.738		5.021		33.83
IM2	4.815		7.371		35.49
IM3	3.889		0.13		0.51
IM4	3.889		0.13		0.51
SUBTOTAL					70.33
ELECTRICAL					
EL1	3.602		3.335		12.01
SUBTOTAL					12.0
OUTDOOR MECHANICAL					
OM1	3.889		10.421		40.53
OM2	3.889		3.206		12.47
SUBTOTAL					53.00
INDOOR AMENITY					
RA1	13.461		3.335		44.89
RA2	16.136		7.371		118.94
RA3	17.063		5.529		94.34
RA4	10.325		5.021		51.84
SUBTOTAL					310.01
TOTAL BYLAW EXCLUSIONS					544.7
RESIDENTIAL FLOOR AREA (GROSS SUBJECT AREA - TOTAL BYLAW EXCLUSIONS)					0.00

- Residential
- Residential By-law Exclusion
- Residential Balcony Exclusion
- Residential In-suite Storage Exclusion
- Residential Outdoor Amenity

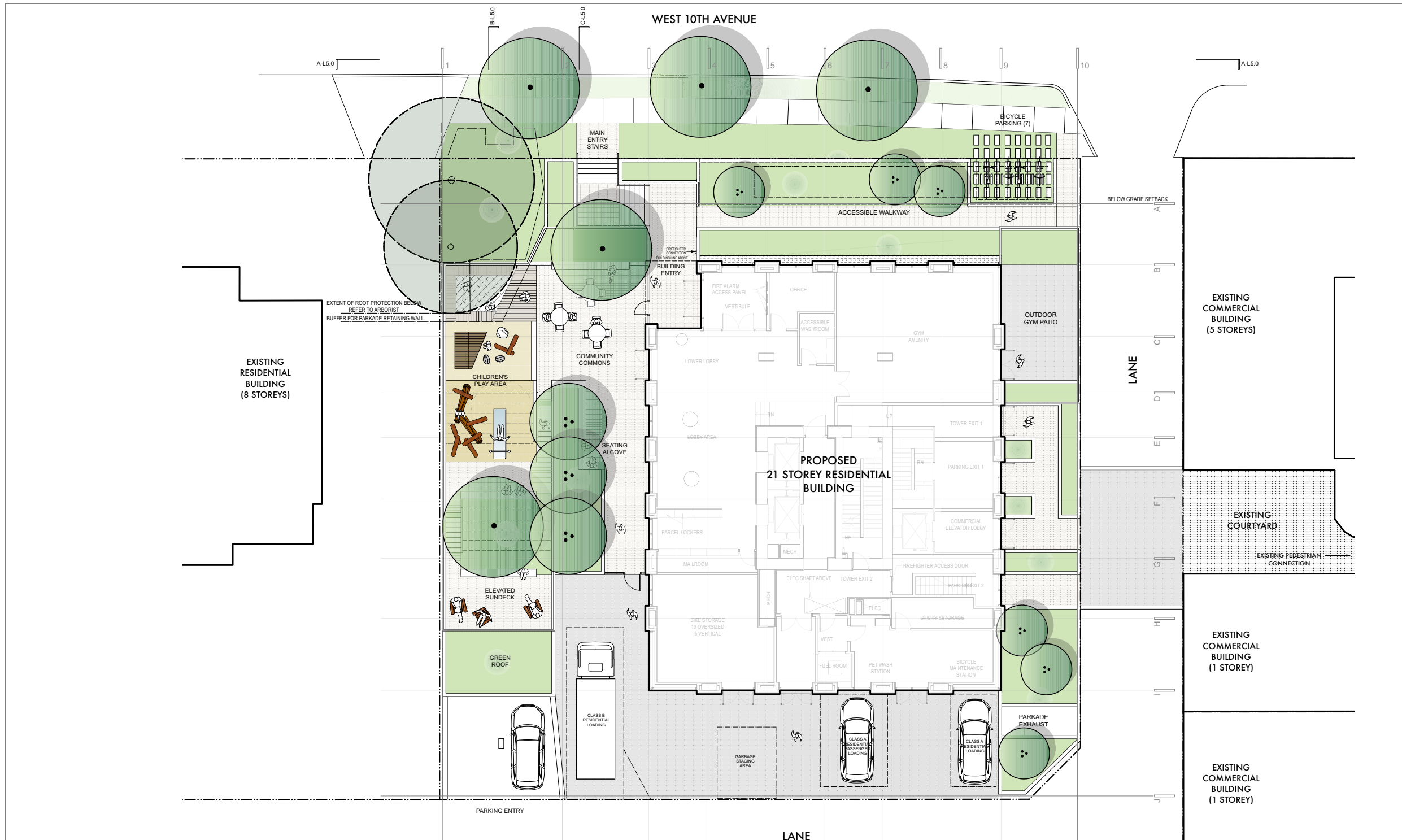




7 Landscape Drawings

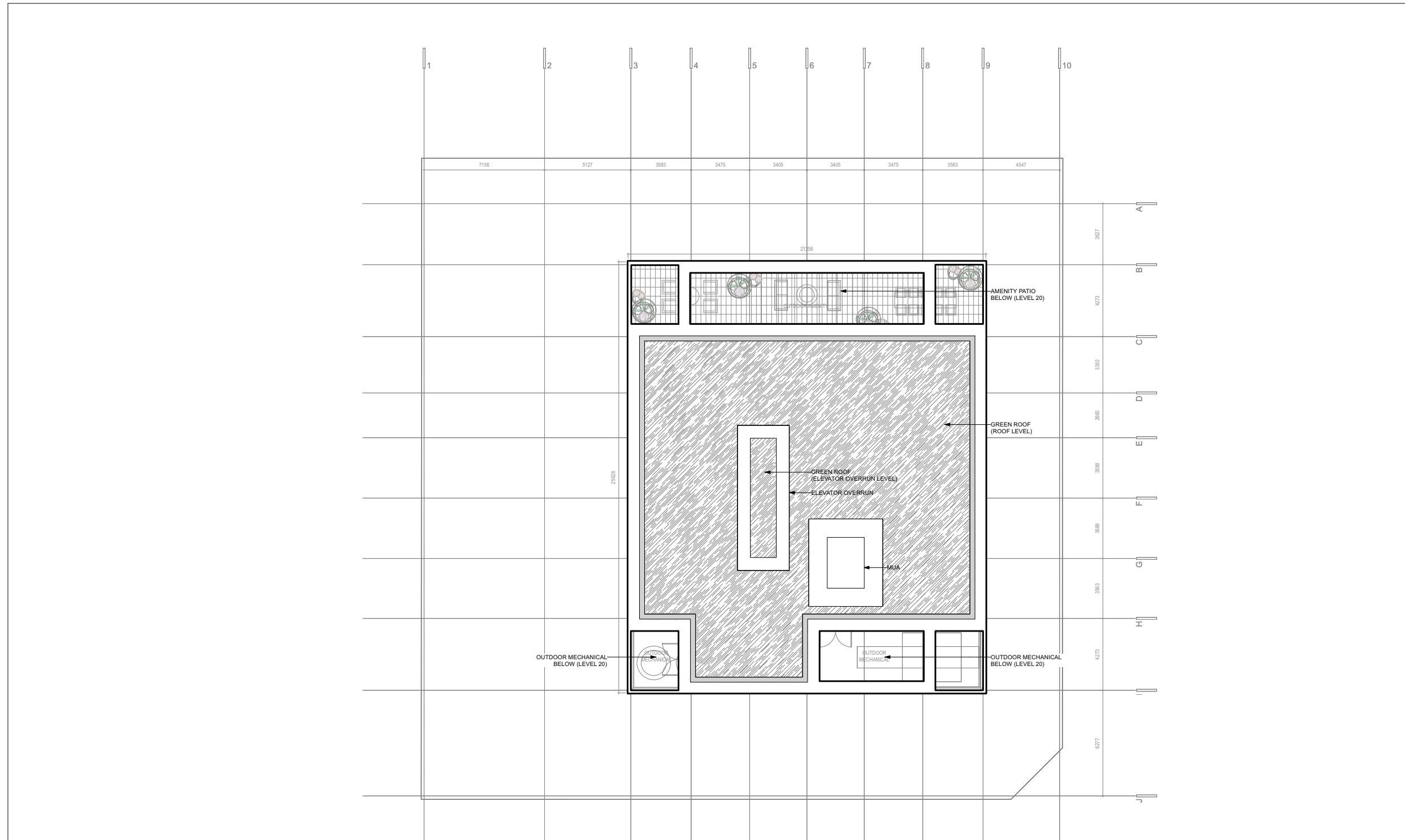
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Landscape Drawings Ground Level Plan



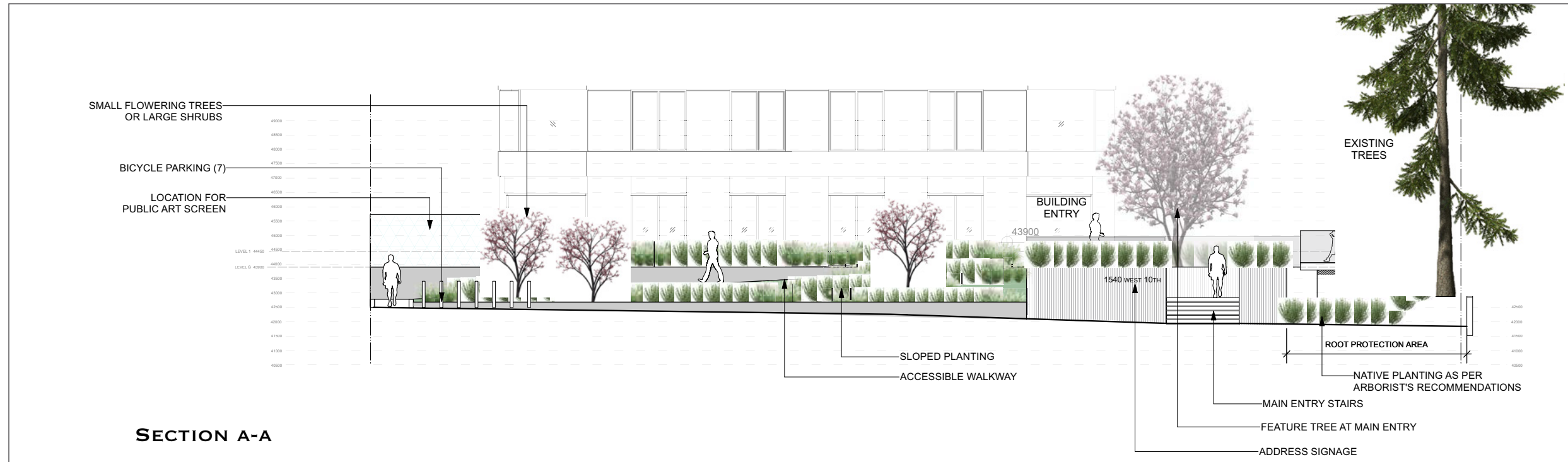
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Landscape Drawings Roof Plan



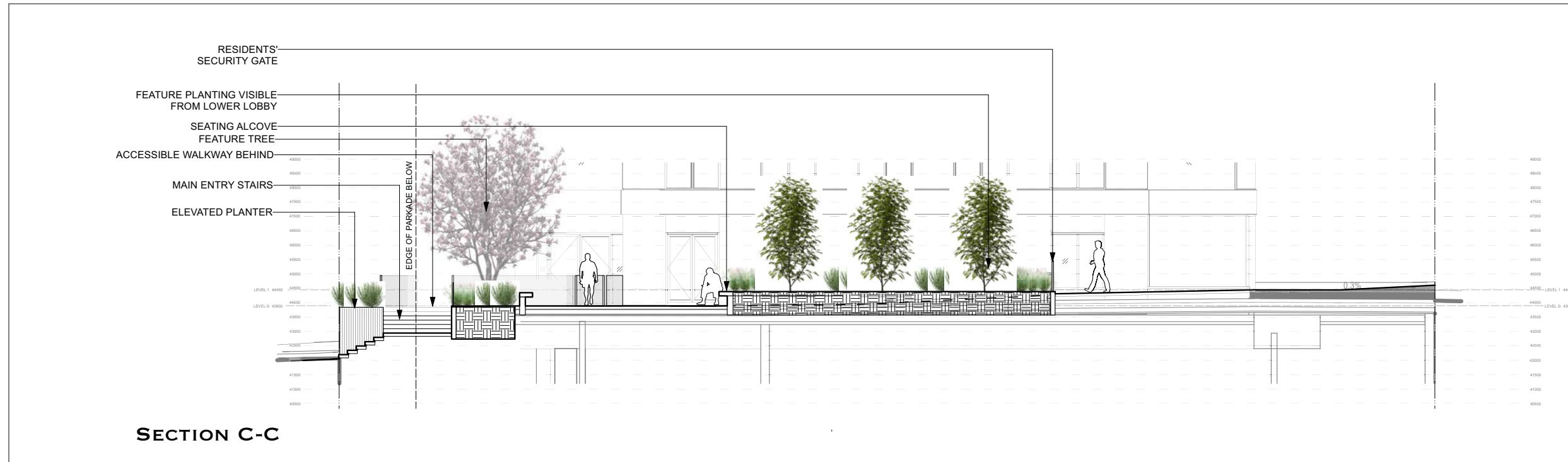
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Landscape Drawings Sections

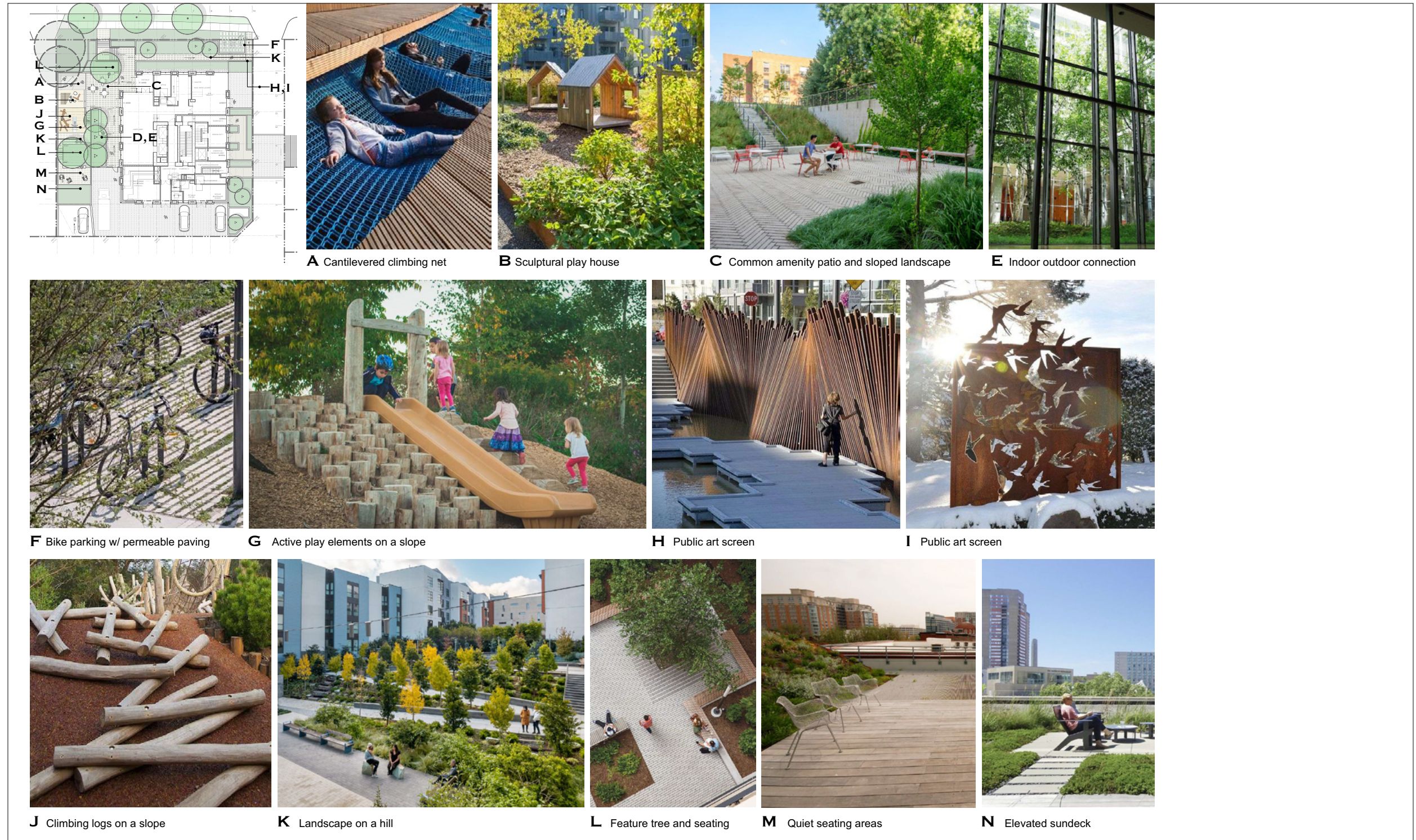


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Landscape Drawings Sections

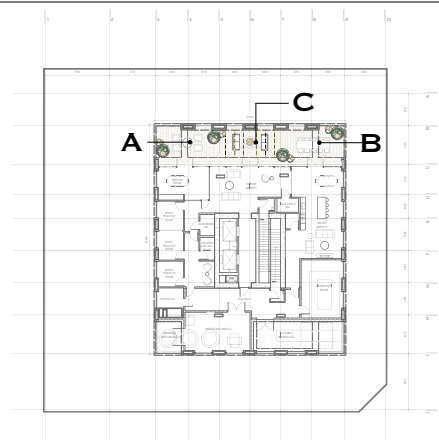


7 Landscape Drawings Precedents



7 Landscape Drawings

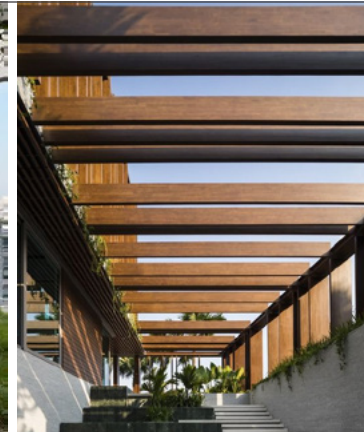
Planting Character



A Rooftop amenity with flexible furniture



B Rooftop amenity with building structure above



C Feature rooftop lighting



PLANTING CHARACTER

- Green, leafy tree species in line with the neighbourhood character
- Tree species with broad canopies to contribute to urban forest and provide shade
- Planting that provides seasonal interest and interaction, encouraging human-nature connection
- Pollinator, native and keystone species that support ecological function
- Planting design objectives that are supported by a feasible maintenance and management plan

Note: A minimum of 6 new trees to be proposed (+ 2 existing trees to be retained) as per CoV Trees By-law based on site area of 1447 sqm



D Planting on a slope providing seasonal interest and ecological function



E Broad canopy feature tree



F Native species providing seasonal interest and human-nature connection



G Pollinator species supporting ecological function