2000 WEST 12TH AVENUE

REZONING APPLICATION

CITY OF VANCOUVER

26.02.2026

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01: PROJECT TEAM

GBL ARCHITECTS
Architect

LOCI LANDSCAPE
Landscape Architect

RJC ENGINEERS
Structural Engineer

SMITH + ANDERSEN
Mechanical + Electrical Engineer

APLIN MARTIN
Civil Engineer

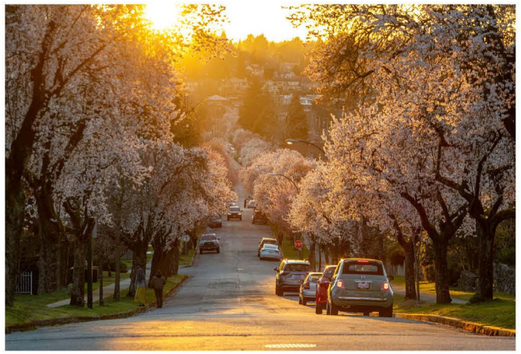
BC BUILDING SCIENCE
Sustainability Consultant

GEOPACIFIC
Geotechnical Engineer

LNLS
Surveyor

02: SITE CONTEXT







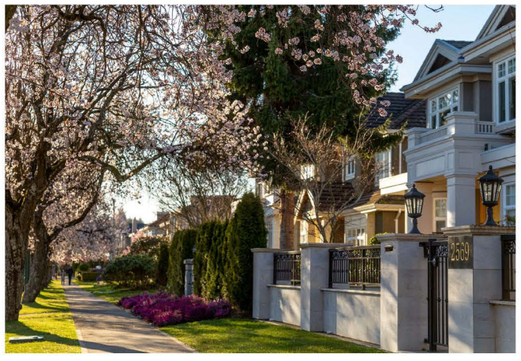












Kitsilano Neighbourhood

Kitsilano is a diverse mixed-use community centrally positioned within Vancouver's West side. This historic neighbourhood features a mix of older heritage homes, contemporary single-family residences, low-rise condominiums, and modern townhouses. Tree-lined streets are dotted with character homes that reflect the neighborhood's historic roots, while new developments provide sleek, urban living spaces for professionals and downsizers.

This variety caters to a broad demographic, including young professionals, families, and retirees seeking a vibrant yet relaxed urban lifestyle. This safe, close-knit community has a number of popular commercial precincts, most notably West 4th Avenue and West Broadway spanning between Burrard Street to the east, and Alma Street to the west.

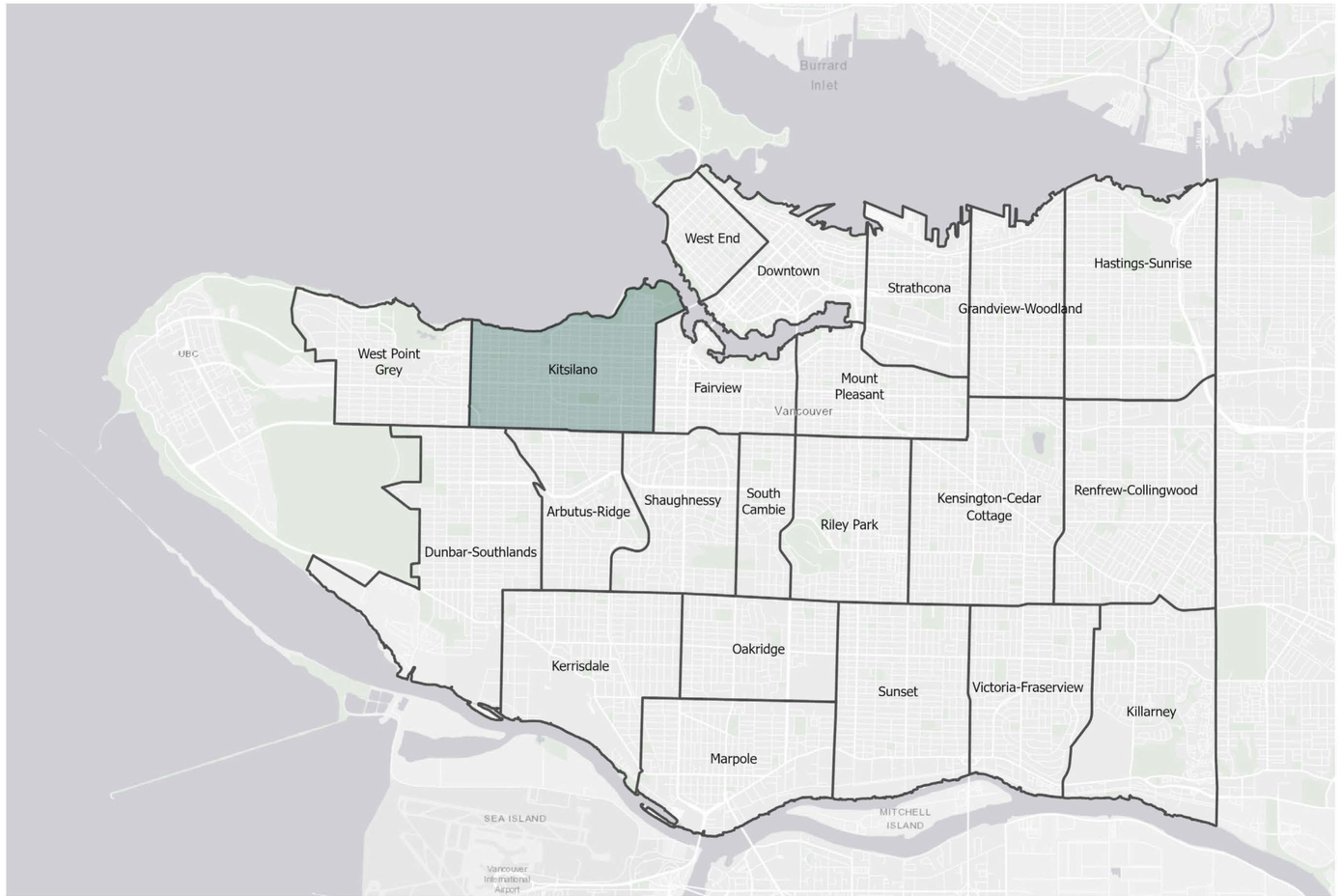
The Arbutus Corridor - a nine kilometer stretch of land extending from the Fraser River to False Creek - hugs the East border of Arbutus Ridge. The City purchased this narrow property from CP Rail and transformed it into a transportation greenway.

The site is located within the south edge of the Kitsilano neighbourhood, where higher density, mixed-use developments transition down into predominantly RT and R1 single family housing zones.

Arbutus Walk has transformed the 6-acre Carling O'Keefe brewery site into a medium density multi-family residential neighbourhood. Over 1,000 condos and townhouses have been integrated with pocket parks, pedestrian mews, and a new street infrastructure.

The Arbutus commercial precinct stretches between West Broadway and West 13th Avenue, comprising of an eclectic mix of small CRU spaces, office tenancies, and low-density light industrial tenures. A number of larger historical buildings can also be found in this area, such as the Bessborough Armoury, built in 1933, and the neighbouring Kits Mini-Storage building built in 1913.

The neighbourhood is home to Lord Tennyson Elementary school located at 2650 Maple Street, and Kitsilano Secondary School at 2706 Trafalgar Street, flanking Connaught Park.



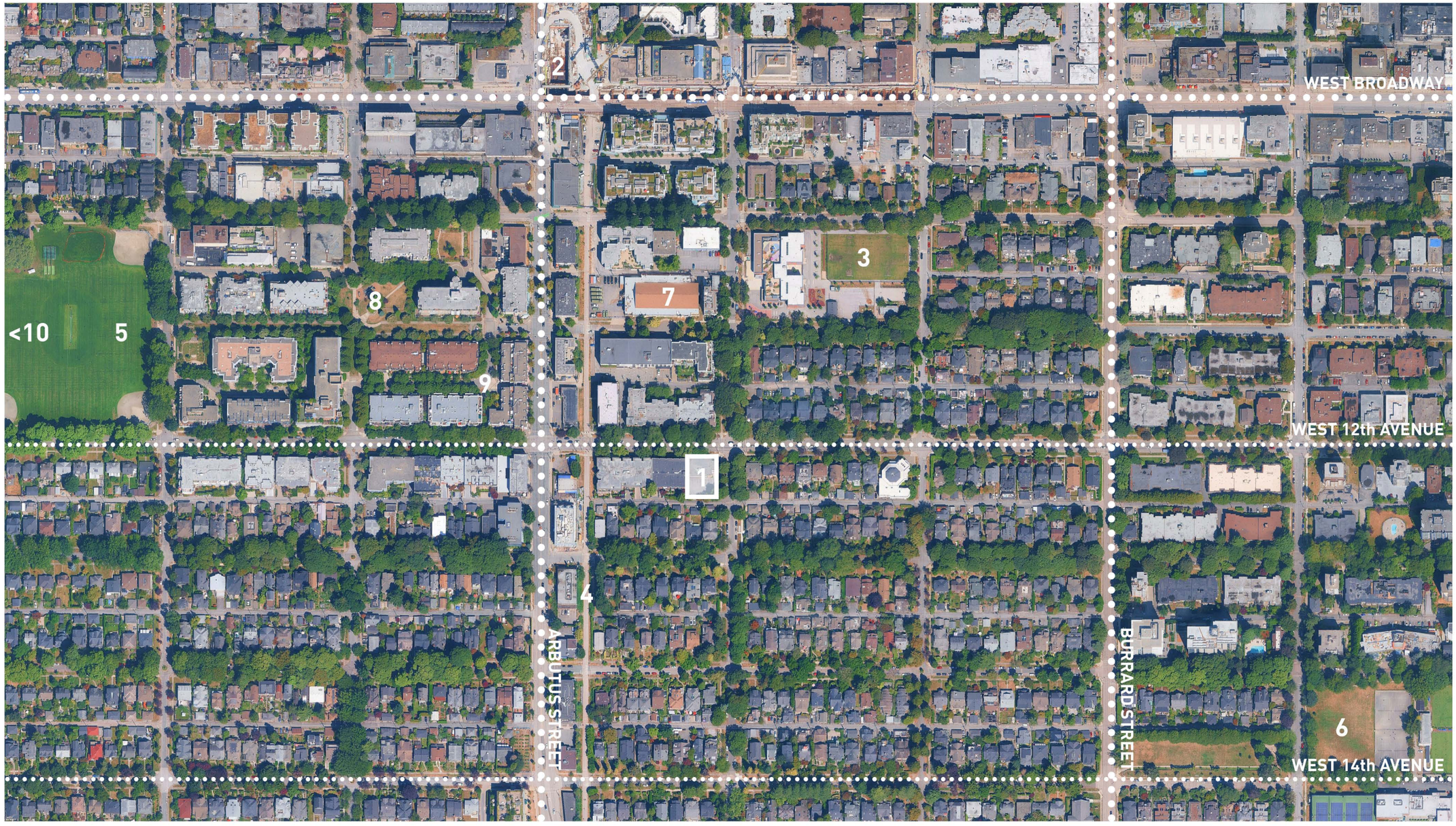
60% RENTAL PROPERTIES
40% STRATA PROPERTIES
1.6 AVERAGE PEOPLE/HOUSEHOLD
40% HOUSEHOLDS WITH CHILDREN

40% 20-39 YEARS OLD
33% 40-64 YEARS OLD
14% OVER 65 YEARS OLD
13% 0-19 YEARS OLD

43,000+ INHABITANTS
8,450+ JOBS
19% JOB GROWTH
130 HECTARES

17 PARKS
6 PLAYGROUNDS
1 GREENWAY
1 BEACH

12 SCHOOLS
2 COMMERCIAL PRECINCTS
1 COMMUNITY CENTRE
1 ICE RINK



01 Site
02 Future Skytrain Station
03 Lord Tennyson School
04 Arbutus Greenway
05 Connaught Park
06 Granville Park
07 Bessborough Armory
08 Arbutus Greenway Park
09 Arbutus Walk
10 Kitsilano Secondary School


Connaught Park
Kitsilano
Arbutus Walk
RT-8 Neighbourhood
Commercial Corridor
Bessborough Armoury
Future Skytrain Station
Lord Tennyson School
Second Church of Christ
West Broadway
Arbutus Street
Arbutus Greenway
Site
West 12th Avenue





Broadway Subway Project

The Broadway Subway Project is a 5.7km extension of the Millennium Line, stretching from the existing VCC-Clark station across to Arbutus Street in Kitsilano. The new skytrain line is scheduled to open in late 2027, and while the current project terminates at Arbutus Street, the design allows for a potential future extension further west to the University of British Columbia.

The Broadway Line will feature six underground stations, with only an 11 minute travel time from one end to the other, saving commuters approximately 30 minutes daily. The train capacities will move three times as many people as the current 99 B-Line.

1: Arbutus

2: South Granville

3: Oak-VGH

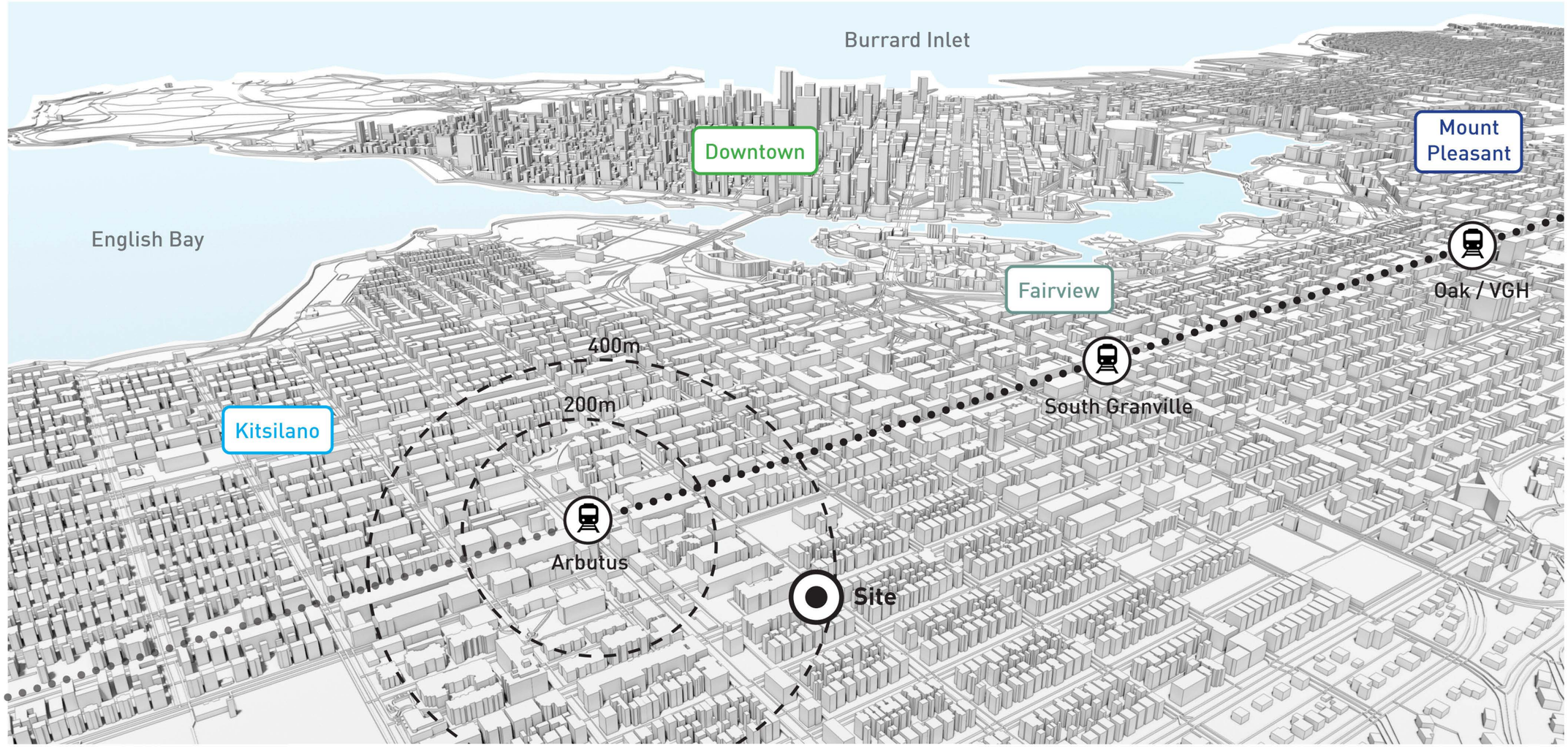
4: Broadway City Hall

5: Mount Pleasant

6: GNW-Emily Carr

7: VCC-Clark

◉ Site



Rapid Transit Proximity

The site is located within 400m of the future Arbutus skytrain station, providing convenient walking access to a rapid transit connection. There will be an anticipated 6-minute travel time from Arbutus to Broadway-City Hall, allowing for a transfer to the Canada line, and a direct connection to downtown. The Skytrain will integrate with the regional bus network. The Millennium line will terminate at Arbutus where passengers will transfer to the 99 B-Line bus which will continue on to UBC.



Transit-Oriented Areas

In December 2023 the Province enacted a new legislation and regulations that set requirements for land use planning in Transit-Oriented Areas (TOAs). TOAs are areas within a prescribed distance from a transit station. Limits on the number of towers permitted on a block or block face apply in several residential areas throughout the Plan area. Generally, tower limit policies do not apply to blocks in residential areas that are mostly within 400 metres of rapid transit stations, or are close to other transit, shops, services, and amenities.

01 Site
02 Future Skytrain Station
03 Lord Tennyson School
04 Arbutus Greenway
05 Connaught Park

Site Connectivity

The site is centrally located within the Broadway/Arbutus South neighbourhood, home to a wide diversity of building typologies, infrastructure, and community amenities. The immediate area is readily walkable, via a network of pedestrian friendly streets and greenways. For trips further afield, there are a broad selection of transit options and cycle routes.



Walking

The site at 2000 West 12th Avenue has a Walk Score of **96 out of 100**, with the Kitsilano being the 4th most walkable neighbourhood in Vancouver based on a Walk Score of **89 out of 100**. The commercial precincts of Arbutus and West Broadway are a short walk away, while there are also several local parks that are easily accessible on foot.

46 minute walk to downtown



Cycling

The surrounding neighbourhood is relatively flat, with an excellent network of cycle lanes that gives the site a Bike Score of **98 out of 100**. The West 10th and West 14th cycle routes provide cross-city bike access from East to West, with the Arbutus Greenway and Cypress Street providing convenient cycling connectivity from North to South.

14 minute cycle to downtown



Bus Transit

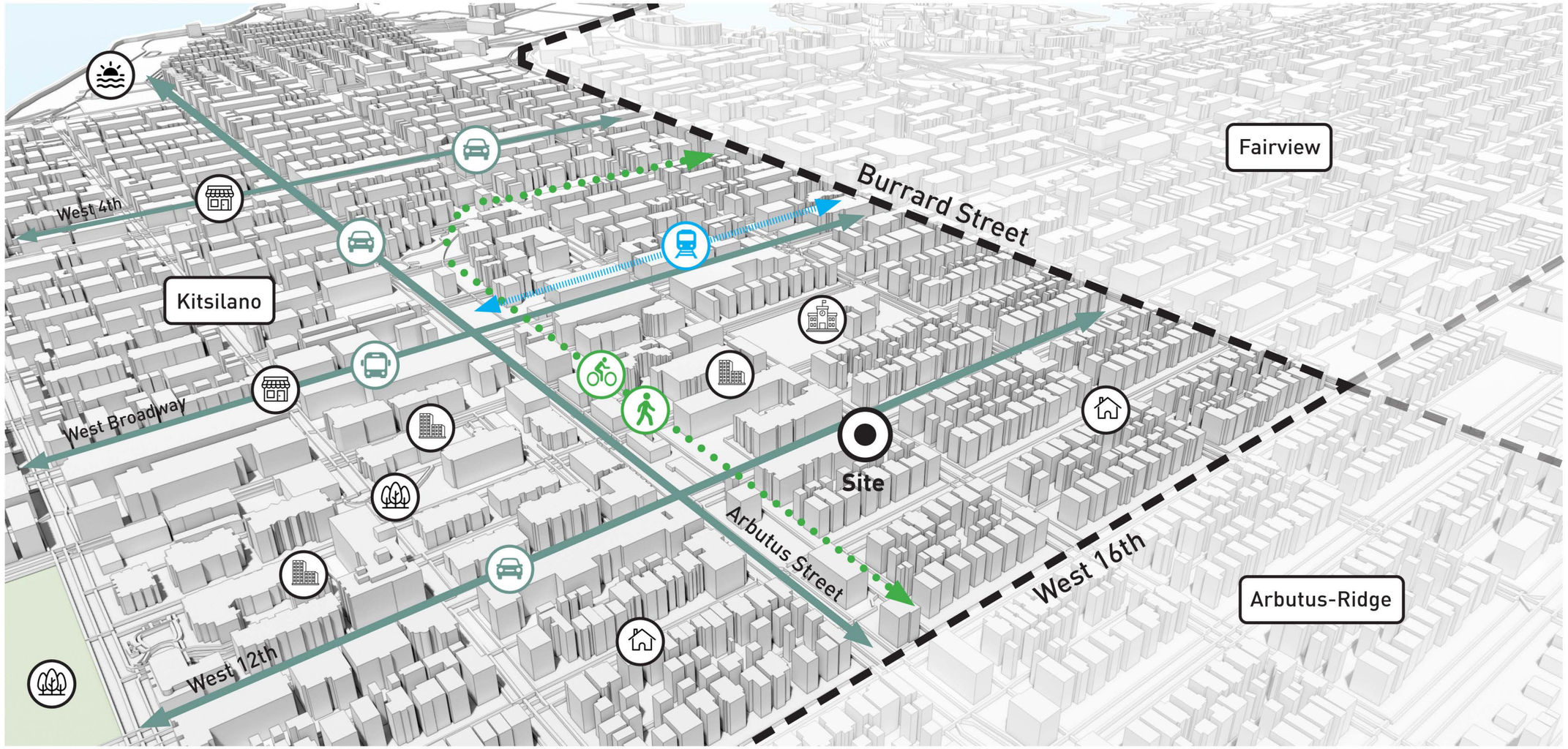
There are a number of major bus routes running through the area, most notably the 099 Commercial-Broadway and N17 Downtown/UBC Night Bus lines which are a few minutes walk away. Additionally, there are plentiful car share opportunities in and around the neighbourhood giving the site a Transit Score of **77 out of 100**. The future Arbutus skytrain station will further improve this transit rating.

19 minute bus to downtown



Skytrain

The future Skytrain station located at Arbutus and Broadway will provide another rapid transit option within the area. The Broadway line will intersect at Broadway-City Hall for connections to downtown, or continue through to Commercial-Broadway for connections to both the Expo and Millennium lines.



A Complete Neighbourhood

Kitsilano is an eclectic neighbourhood, comprising of a diverse mix of housing typologies and commercial hubs interwoven with an interconnecting infrastructure network. Larger arterial streets run north-south and east-west, sub-dividing smaller sub-areas characterised by blocks of single-family housing, low-rise apartments, and commercial corridors. Each sub-area is serviced by a range of amenities, including pocket parks, beaches, and the Arbutus Greenway.

- Site
- Arterial Street
- Future Skytrain Route
- Bus Route
- Single Family Residential
- Multi-Family Residential
- Commercial Precinct
- Elementary School
- Pedestrian Pathway
- Cycle Pathway
- City Park
- Public Beach

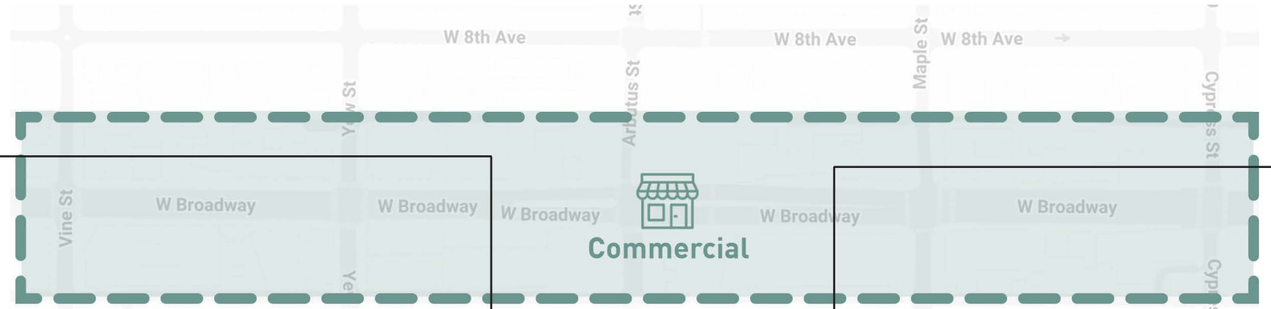

George & Bernie's
AUTO REPAIRS
Import-Domestic
Specialty Volkswagen










W 8th Ave
W 8th Ave
W 8th Ave
Vine St
Yew St
Arbutus St
Maple St
Cypress St
W Broadway
W Broadway
W Broadway
W Broadway
W Broadway
Commercial
W 10th Ave
W 10th Ave
W 10th Ave
Marstrand Ave
Yew St
Arbutus St
Maple St
Cypress St
School
W 11th Ave
W 11th Ave
W 11th Ave
Multi-Family
Salal Dr
Cranberry Dr
Arbutus Greenway
W 12th Ave
W 12th Ave
W 12th Ave
Mixed-Use
Site
W 13th Ave
W 13th Ave
W 13th Ave
Single-Family
Single-Family
W 14th Ave
W 14th Ave

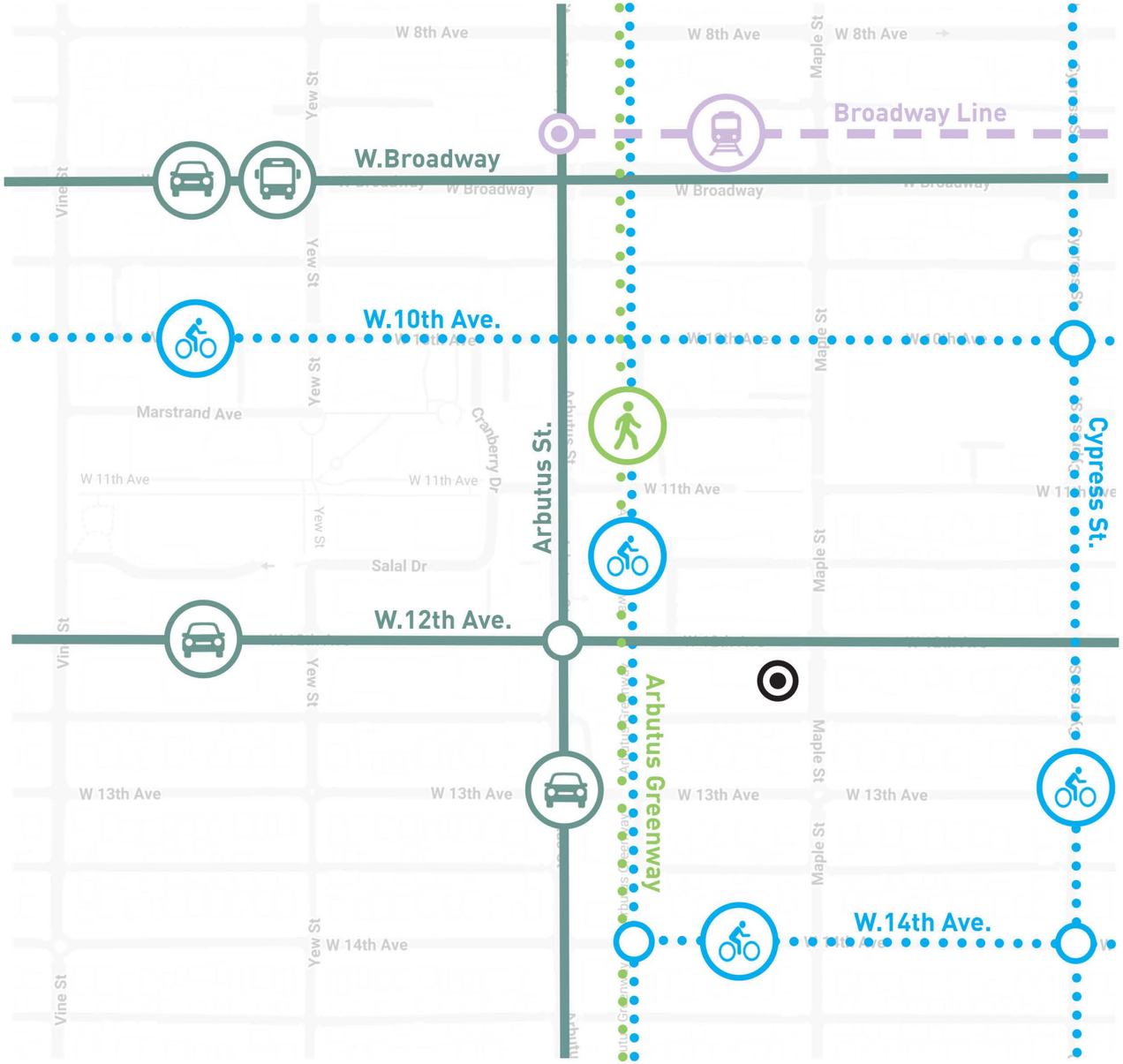









MR. LUBE
DRIVE-THROUGH SERVICE
MR. LUBE



Neighbourhood Infrastructure

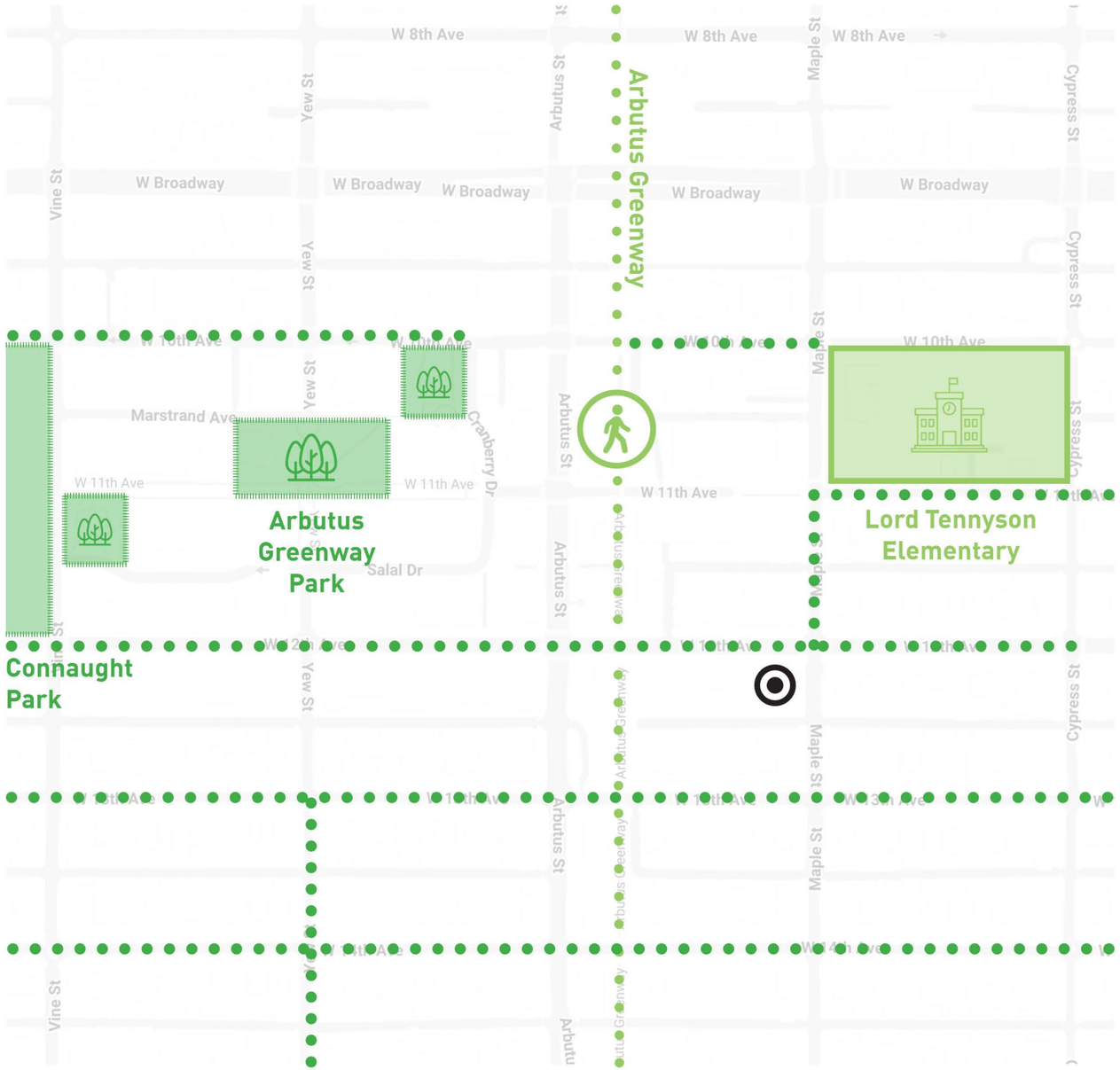
The Arbutus corridor neighbourhood is particularly well connected, offering a wide diversity of vehicular, bicycle, and pedestrian connectivity. The intersection of Arbutus Street and West Broadway defines the main commercial nexus of the neighbourhood....

An array of arterial vehicular streets and designated cycling routes interlace the area along both the north-south and east-west axes, providing quick and convenient access in all directions. The Arbutus Greenway is approximately 100m to the west of the site, allowing for pedestrian and bicycle connectivity between Kitsilano to the north, and Kerrisdale to the south.

The future Arbutus Skytrain station is less than a 5 minute walk from the site, with the potential for rapid transit access along the Broadway Line, connecting to the Broadway-City Hall and Commercial-Broadway station hubs to the east.

Directly to the south, the surrounding RT and R1 single-family housing neighbourhoods provide large pedestrian friendly walkable neighbourhoods.

- Arterial Vehicular Streets
- Cycling Routes
- Skytrain Line
- Pedestrian Greenway
- Site



Green Space

Kitsilano and the adjacent Arbutus Ridge neighbourhood are home to an abundance of green space and outdoor communal amenities. There are 17 public parks in Kitsilano, with Connaught Park being one of the largest; home to sports fields, spray park, ice rink, and a farmers market. Connaught Park is a short 10 minute walk away from the site, in close proximity to additional smaller pocket parks such as Rosemary Brown Park and the Arbutus Greenway Park.

The Arbutus Greenway has transformed a 9km stretch of old railway corridor into a walking, biking, and rolling pathway linking Granville Island to the north, down to the Fraser River in the south. The greenway flanks the west end of the block, providing quick and convenient access to and from the site.

In addition to the park spaces, the neighbourhood is interlaced with a network of well established boulevards providing densely vegetated streets that promote walking and social interaction.

School Field

Public Park

Pedestrian Greenway

Mature Boulevard

Site

03: PROJECT SITE



3.1 AERIAL SITE PLAN



Existing Site

The corner site is currently occupied by a two-storey commercial office building fronting onto West 12th Avenue. The primary entry point to the building is raised up at the north east corner, with a secondary access from the south side. The building is serviced by an open surface parking area with access from the south east corner of the site.

The building and surface parking are equally portioned, each occupying approximately 50% of the site. A small open garbage staging area is located at the rear of the property fronting directly onto the lane.

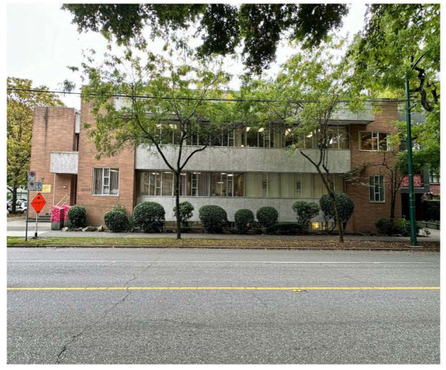
North Property Line: Minimal building setback from West 12th Avenue

East Property Line: Zero building setback and shallow landscaping buffer to surface parking

South Property Line: Shallow landscaping setback to surface parking at rear of property

West Property Line: Zero building setback with firewall condition to neighbouring property

The site is fully open on three sides, flanking an arterial street to the north (West 12th Avenue), a secondary quieter street to the east (Maple Street), and a lane to the south. The site abuts an existing four storey apartment building to the west, with a zero lot-line condition. There is only one existing tree of note, located at the south east corner of the site.







VIEW FROM SE



VIEW FROM NE



WEST 12TH AVENUE FRONTAGE



MAPLE STREET FRONTAGE



LANE FRONTAGE

04: APPLICABLE POLICIES & GUIDELINES

BROADWAY PLAN (2022)



The Broadway Plan is a comprehensive plan to guide growth, positive change, and the delivery of public amenities in the areas around the Broadway subway.

Over the next 30 years, the Broadway Plan offers significant opportunities to integrate:

- Additional housing and job space
- New shops and services
- Amenities close to high-quality rapid transit

These opportunities will create complete, inclusive, and affordable transit-oriented neighbourhoods. With the new Broadway subway, and strong regional growth, the Broadway Plan area will continue to be an attractive place to live, work, play and learn for decades to come.

VANCOUVER PLAN (2022)



The Vancouver Plan is a long-term strategy to support growth to 2050 and beyond. It is Vancouver's first unified city-wide plan to create a more livable, affordable and sustainable city for everyone:

- Tackling the challenge of housing affordability
- Addressing the climate emergency
- Alleviating economic pressures
- Developing underutilised neighbourhoods

These are significant problems that require complex and varied solutions. A 'status quo' approach to planning will not solve these problems. To create a more equitable city that responds to the challenges of our time, the Vancouver Plan strikes a new approach.

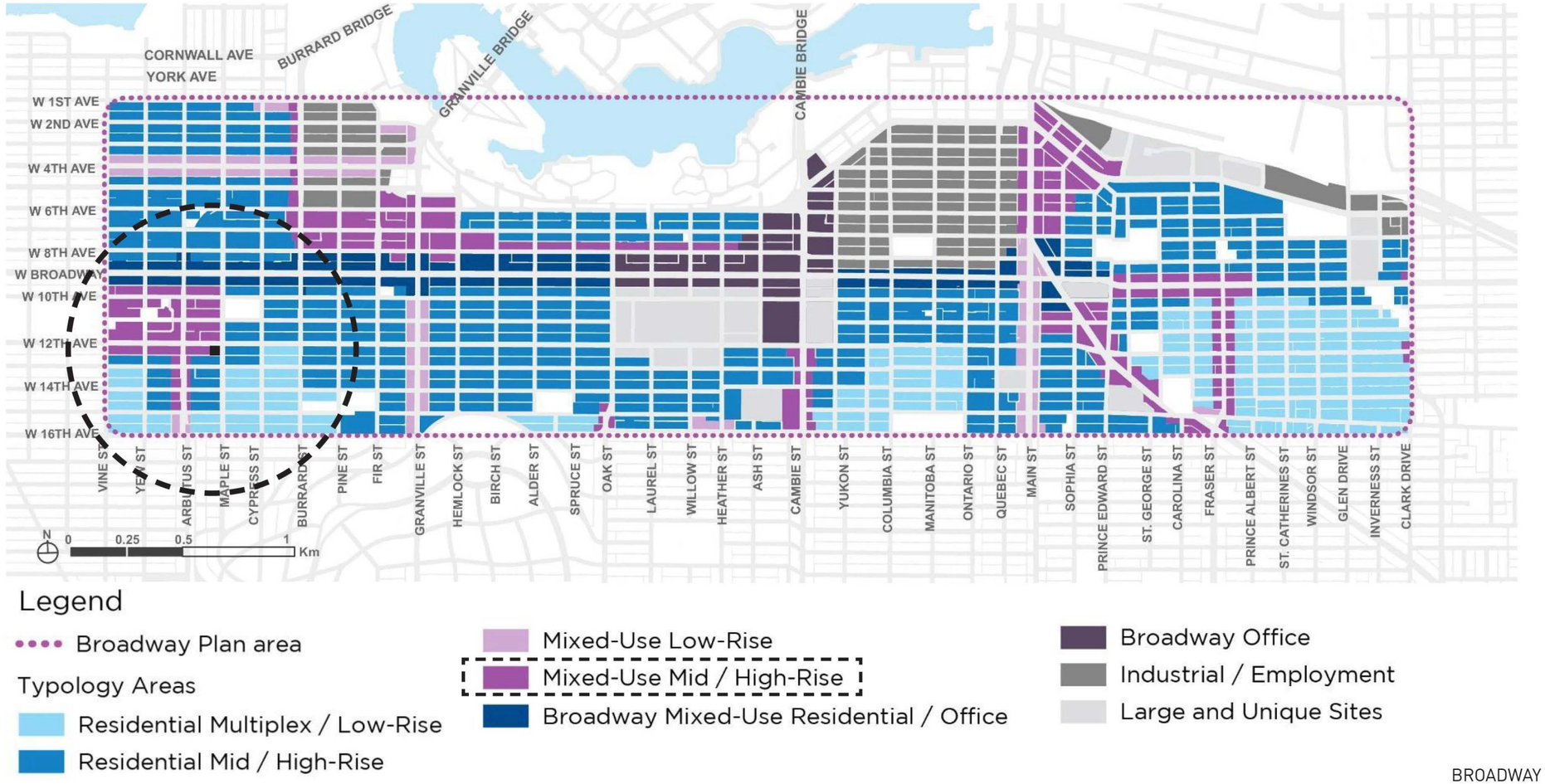
TRANSIT ORIENTED AREAS (BILL 47 2024)



Bill 47 is an amendment to the Local Government Act and Vancouver Charter to designate 52 Transit Oriented Areas (TOA), to support increased housing supply through the creation of denser, more complete, communities around transit hubs. The Bill addresses multiple provincial challenges simultaneously:

- Tackling the housing crisis
- Transportation and land use integration
- Real alternatives to vehicle travel
- Economically sustainable infrastructure

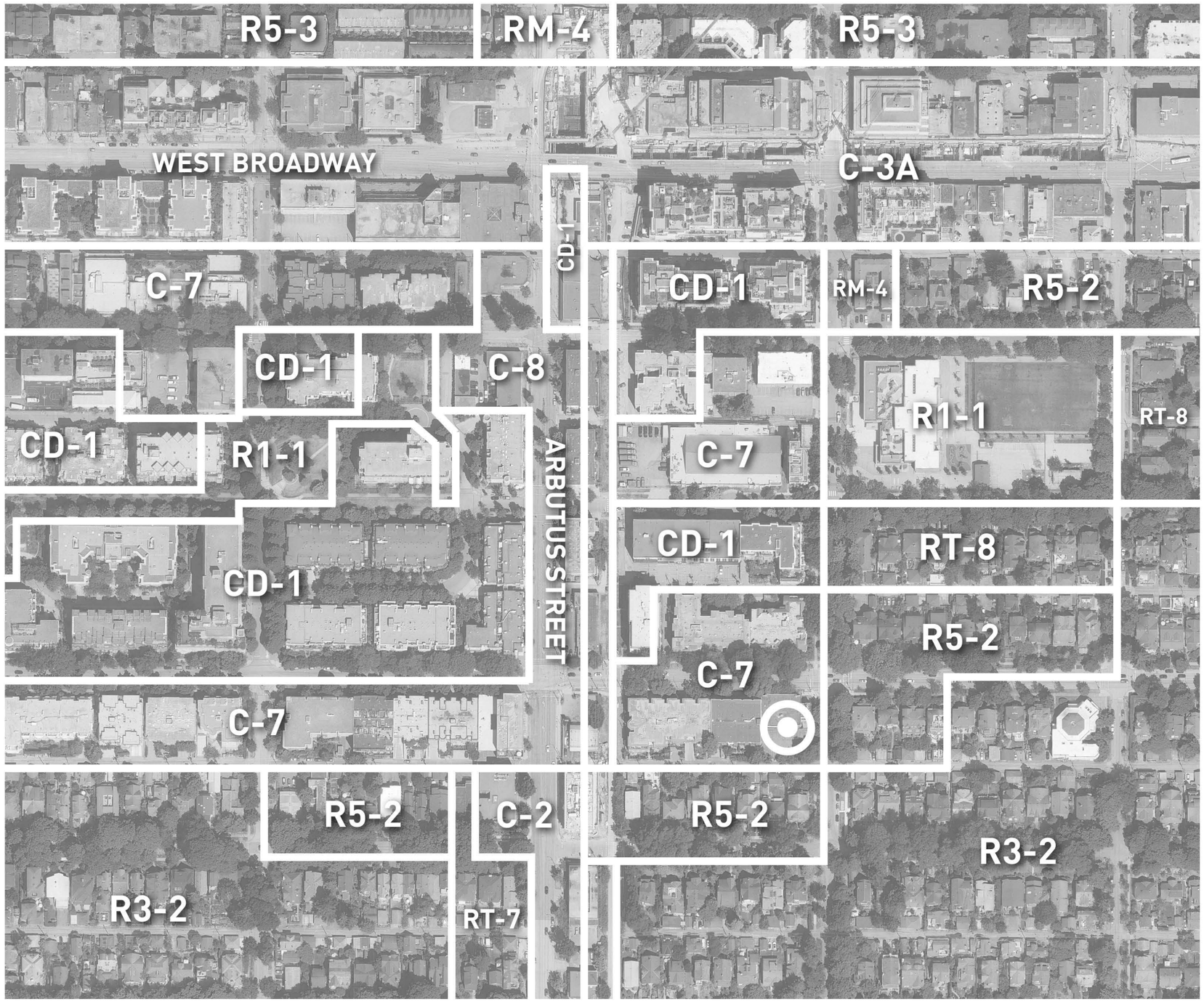
The density, mix, and pattern of land uses around transit hubs can create the transit-supportive conditions necessary for TOA's to thrive.



BROADWAY PLAN
FIGURE 11.8

The site is located within the **Broadway / Arbutus South Area D (KBAD)** of the Broadway Plan. The intent of the policy in this area is to strengthen it as a walkable, more diverse primarily residential area close to jobs and rapid transit by providing opportunities for new affordable housing, and additional small-scale retail/service uses.

For sites with existing purpose-built rental, the policy allows for towers of up to **20-storeys and 6.5 FSR** for secured market rental tenure, provided 20% of the residential floor area is secured at below-market rents. The proposed development is consistent with KBAD policy, as well as other Broadway Plan policies. Additional density will be considered with the inclusion of commercial retail space. A summary of the applicable guidelines follows.

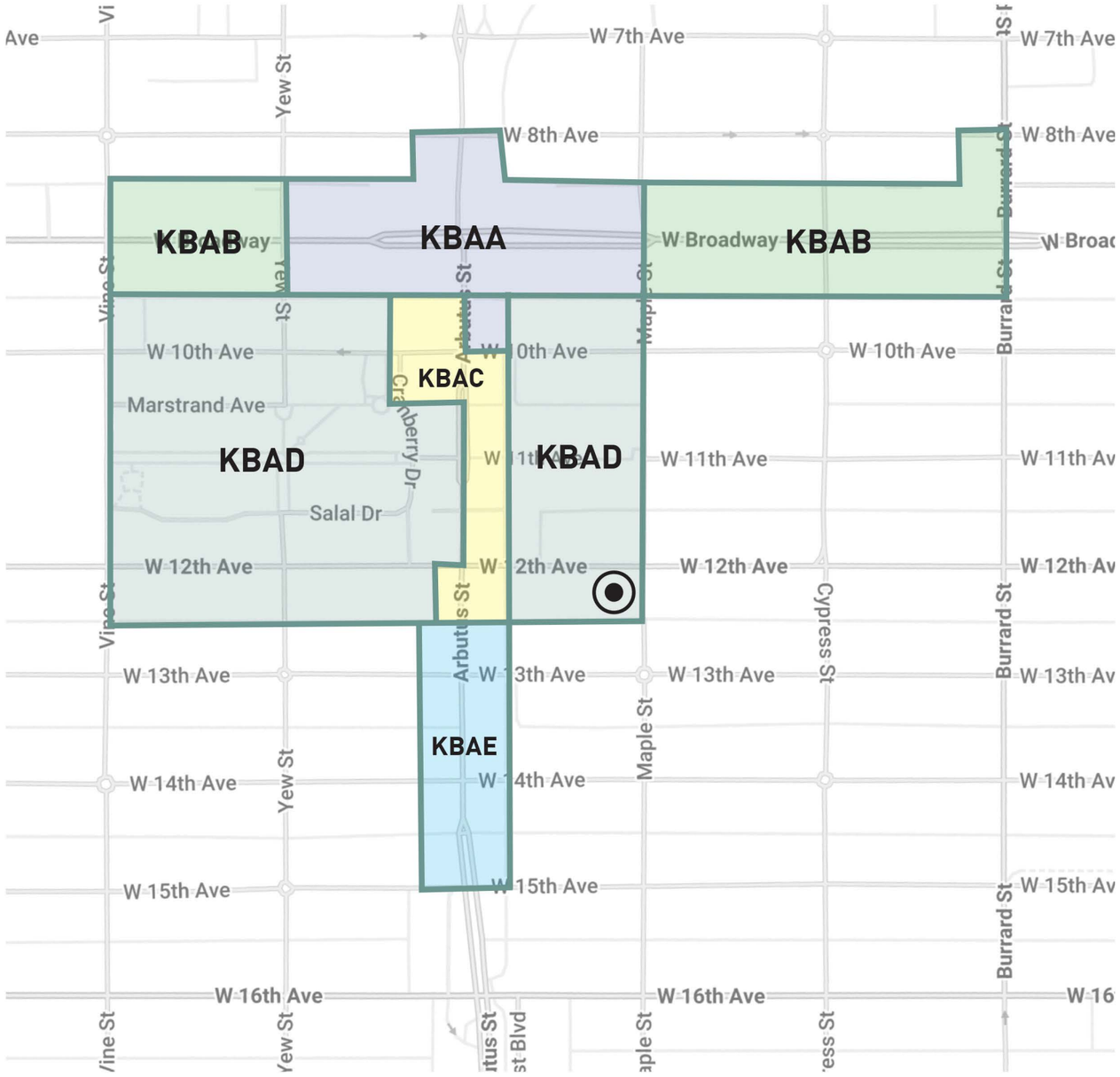


Existing Zoning

The site is currently located within a C-7 zone, encouraging the transition of a predominantly industrial and commercial area into a mixed-use community with a strong residential component, primarily in the form of multiple dwelling and mixed-use residential buildings, while respecting the needs of existing development.

The sites directly to the east and south are zoned R5-2, encouraging the development of mixed-use high-rise residential buildings, with overall density and height allowances based on the housing tenure and mix. Lower density options are also available.

Site



Broadway / Arbutus South Zoning

The Broadway and Arbutus South area is mixed-use neighbourhood with a significant concentration of job space, as well as housing, shops and services. Along Broadway there are several older office buildings and newer mixed-use strata developments, up to seven storeys. Arbutus Street has newer low-rise mixed-use developments with shops, services and restaurants at grade.

Off Arbutus is a mix of housing, office buildings, independent schools, and a handful of heritage sites, as well as the Arbutus Greenway running north-south. Developed in the late 1990's on former industrial land, Arbutus Walk comprises four blocks of mid-rise apartments and townhouses, surrounded by green space, tree-lined streets, and walking paths.

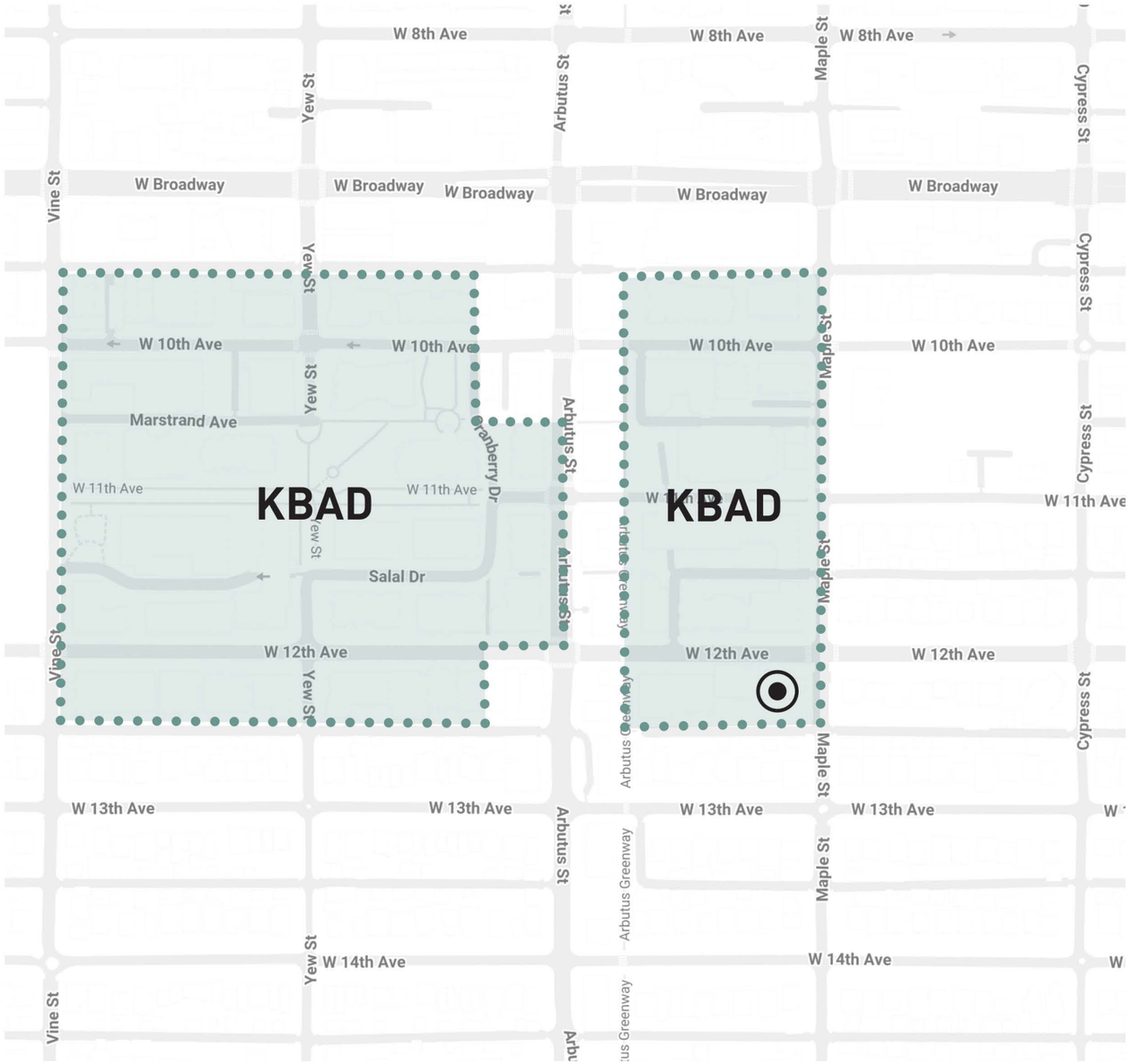
Overall Intent

To strengthen Broadway / Arbutus South as a vibrant, walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities and local-serving retail/service uses.

Primary Objectives

- Develop vibrant, walkable mixed-use area close to rapid transit, with active retail/service uses along Broadway and Arbutus Street.
- Along Broadway: new rental and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near the future Arbutus station.
- Away from Broadway: new rental and strata ownership housing and inclusionary social housing on limited sites.
- Arbutus south of 12th: new mixed-use market and below market housing.

Site



Broadway / Arbutus South - Area D (KBAD)

The Broadway / Arbutus South Area D district encapsulates the C-7 zoned sites in and around the commercial precinct within the Arbutus corridor, spanning between West Broadway and West 13th Avenue.

The KBAD zoning guidelines are designed to introduce new affordable housing opportunities on limited sites and maintain job space in this primarily residential area. A combination of Retail/Service, Office, and Residential uses are all permitted under the KBAD policy.

Form

- A maximum permitted building height of **20 storeys**
- A maximum permitted density of **6.5 FSR**
- A minimum permitted site frontage of **120ft**

Building Tenure

- Secured rental and below-market rental housing with a minimum of 20% of the residential floor area required to be secured at below-market rents.
- Strata ownership housing with a minimum 20% of residential floor area required to be delivered as turnkey social housing units to the City.

Additional Policies

For sites with existing job space, a minimum of 0.25 FSR of retail/ service or office use is required.

Support the renewal and expansion of independent schools with additional height and density. For the Fraser Academy School site, additional height and density up to 12 storeys and 8.0 FSR can be considered for institutional uses.

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.

Site

FAMILY ROOM: HOUSING MIX POLICY FOR REZONING PROJECTS



The proposed development meets Policy 2, where rezoning applications for secured market rental projects are required to include a minimum of **35 percent family units** with two or more bedrooms.

SUSTAINABILITY AND PASSIVE DESIGN STRATEGIES



A preliminary energy model will be conducted at rezoning stage to demonstrate compliance with the performance limits set out in **'Path B- Low Emissions Green Buildings'** of the 'Green Building Policy for Rezonings'.

We will aim to reduce energy use through passive design strategies such as:

- Low window to wall ratios.
- Energy efficient building form with low form factor.
- Hi R-Value walls with continuous exterior thermal insulation.
- Provision of balconies on the south elevation to reduce solar gain during summer.
- Corners units with cross ventilation.
- Use of thermally broken balconies.

INTEGRATED RAINWATER MANAGEMENT AND GREEN INFRASTRUCTURE

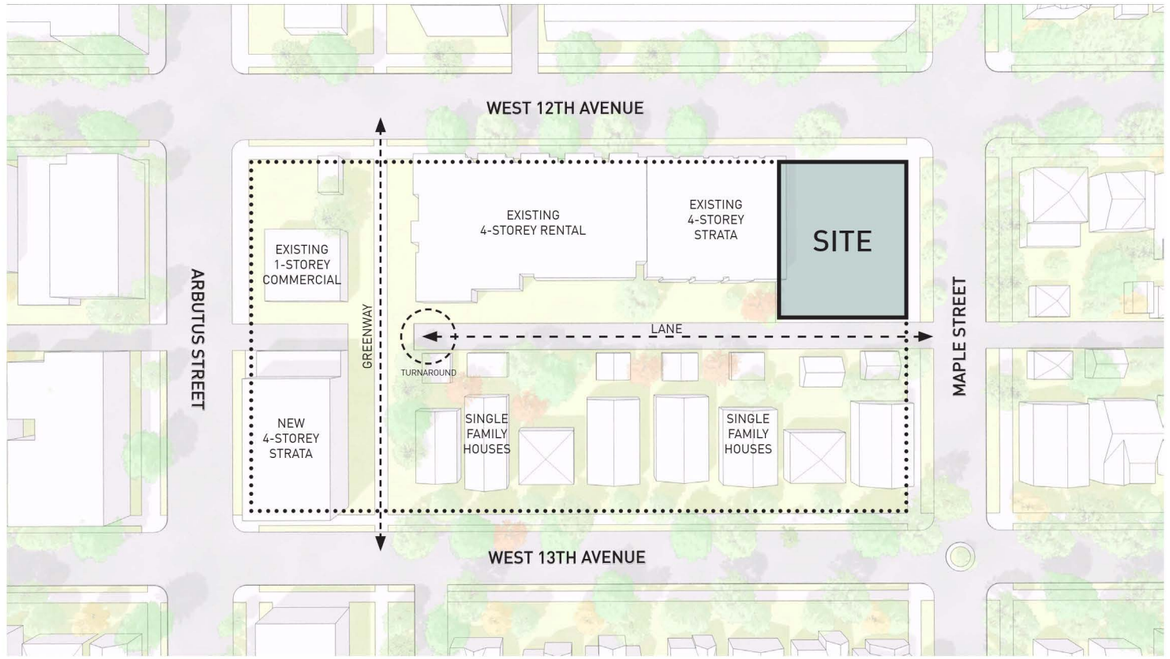


Our rezoning will explore and describe measures for the management of the site's rainfall through integrated rainwater management and Green Infrastructure (GI) as described in the **City Wide Integrated Rainwater Management Plan**. The project team will refer to the Citywide Integrated Rainwater Management Plan Volume I: Vision, Principles and Actions and Volume II: Best Management Practice Toolkit, for specific targets and examples of green infrastructure for rainwater management.

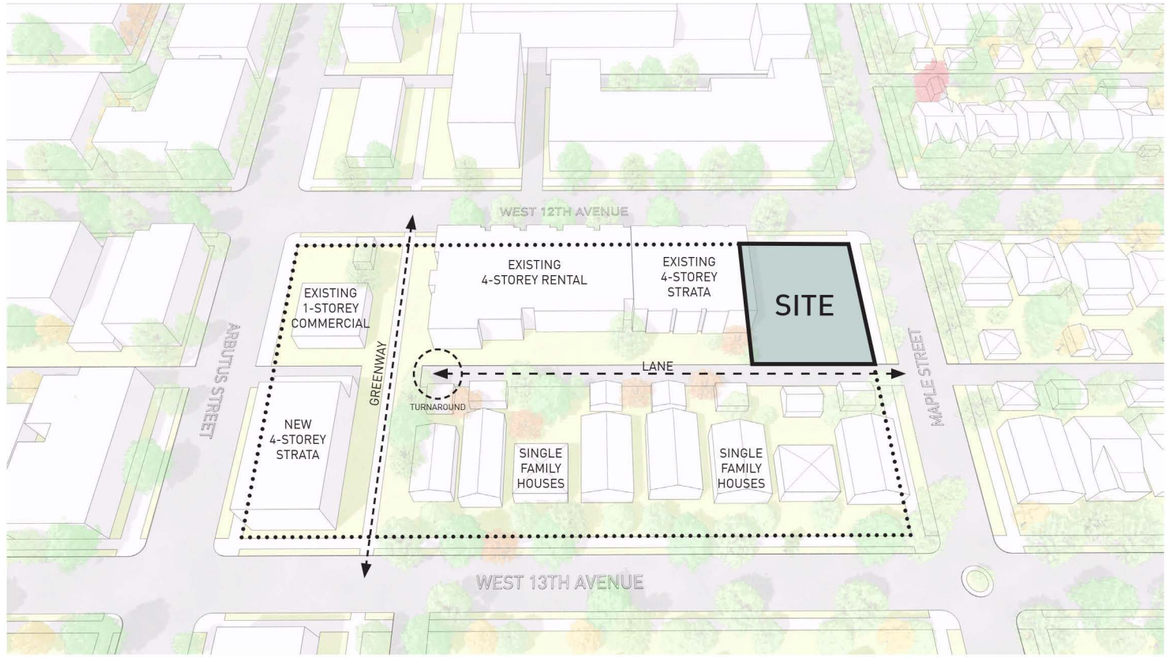
The intent of the IRMP is to achieve/meet the following criteria:

- Reduce per capita residential water consumption
- Maintain clean water from watershed to receiving environments
- Reduce potable water demands
- Connect urban and natural ecosystems functions

05: URBAN ANALYSIS + FORM OF DEVELOPMENT



01 Existing Block Plan



02 Existing Block Perspective

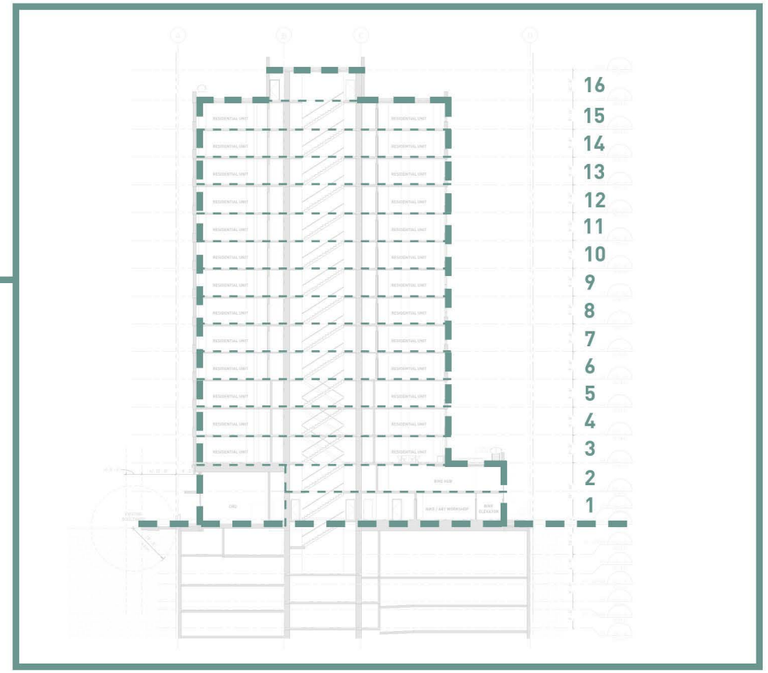
Existing Block Context

The existing block is a diverse combination of C-7, C-8, M-1, C-8, C-2C1, and R5-2 zonings, comprising a mix of varying building typologies and uses. The site occupies the north east corner lot of the block, with frontage onto West 12th Avenue and Maple Street. The remainder of the block has been subject to a modest amount of development over recent years. In 2018 Council approved the Arbutus Greenway Design Vision and Implementation strategy enhancing the old railway corridor to establish a new walking and biking pathway. This new greenway bisects the existing lane, dividing the block into four offset quadrants.

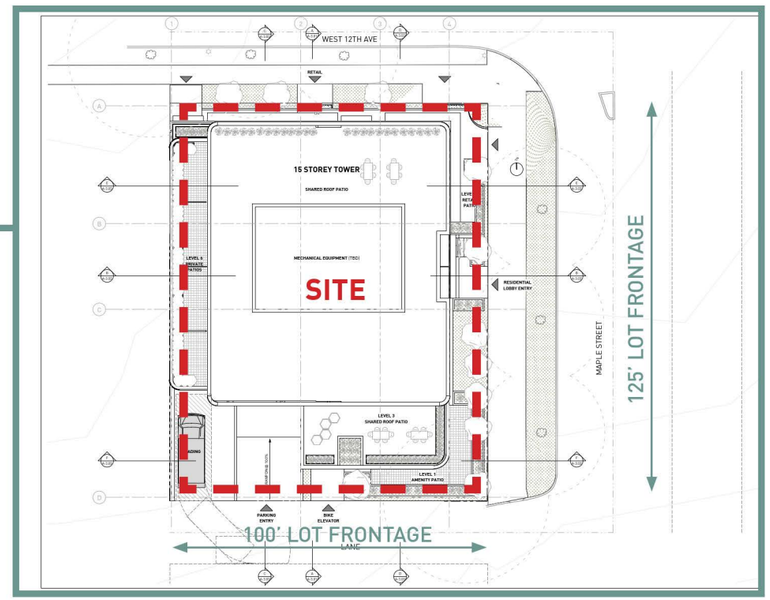
The site abuts two 4-storey residential buildings directly to the west; Arbutus Atrium, a rental condo building constructed in 2004, and Twenty Twenty, a strata condo development completed in 2009. Anchoring the north west corner of the block, across the greenway, there is a single storey commercial building.

The southern half of the block is predominantly occupied by R5-2 single family houses, except for a newly constructed 4-storey strata residential building in the south west quadrant.

BROADWAY PLAN POLICY	PER PLAN	PROPOSED DEVELOPMENT
Uses (8.8.1)	Retail/Service, Office, Residential	Residential, Retail/Service, Office
Tenure (10.23.1)	Secured market and below market rental housing or strata ownership housing.	A combination of secured market rental housing and below-market rental housing.
Max Height (8.8.1)	20 storeys	16 storeys
Max Density (8.8.1)	6.50 FSR	6.50 FSR
Min Frontage (8.8.1)	120 feet	125 feet x 100 feet
Notes (8.8.1)	For market rental developments, a minimum of 20% of the residential floor area is required to be secured at below-market rents. For strata ownership housing, a minimum of 20% of residential floor area is required to be delivered as turnkey social housing units to the City.	20% of the rental residential floor area will be secured at below-market rents.



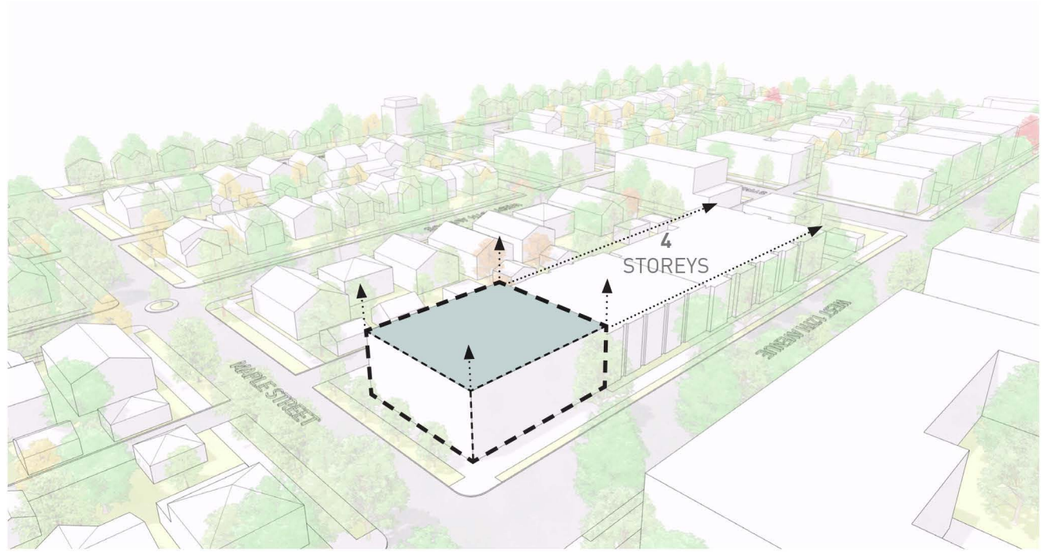
SECTION A-A



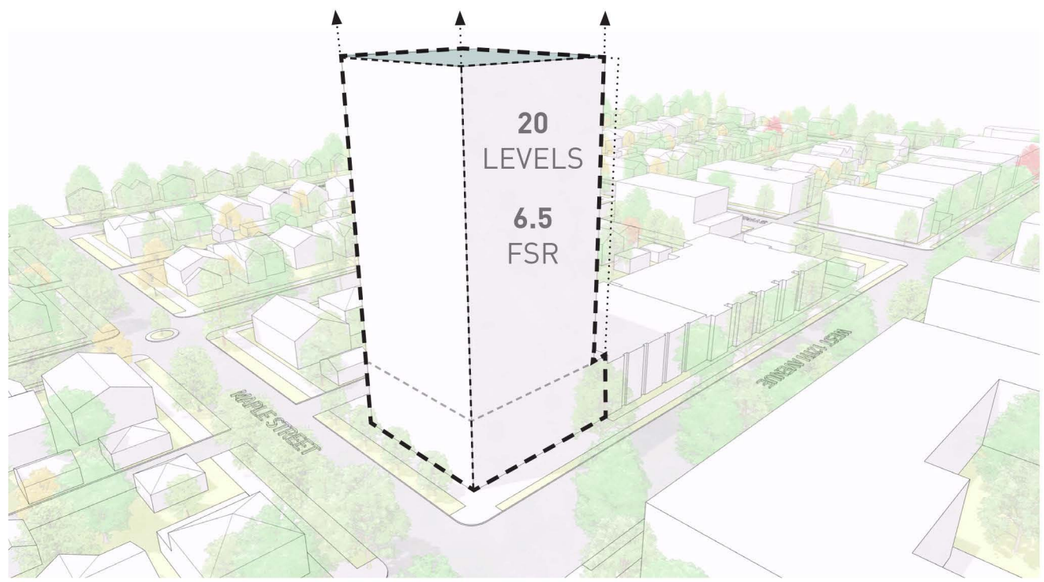
SITE PLAN



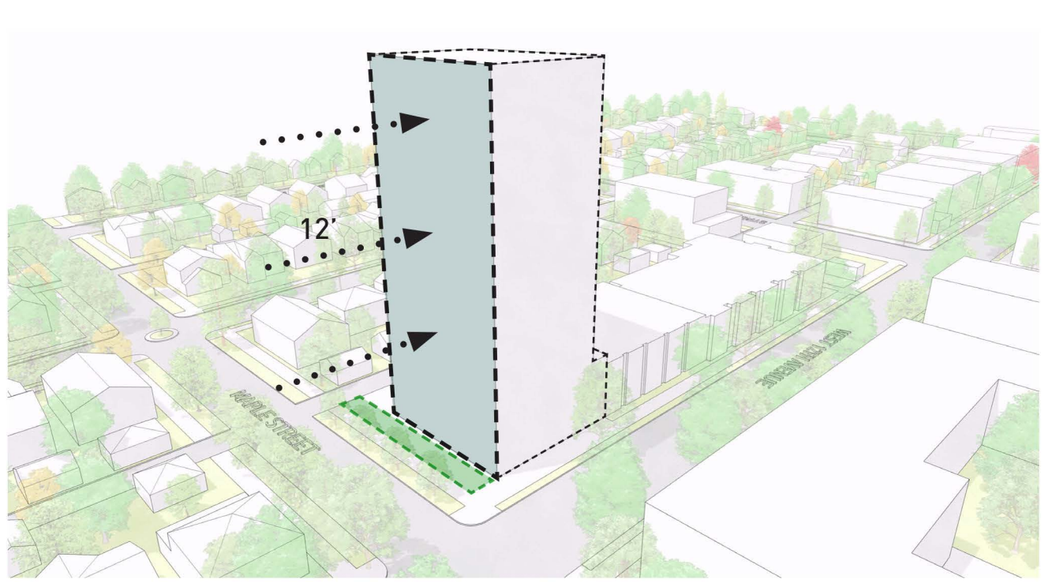
Site Geometry The corner site measures 100' in width and 125' in depth, and is currently occupied by a two-storey commercial office building fronting onto West 12th Avenue. The site is serviced at the rear by a formalised lane frontage.



Contextual Transition The site abuts two existing four storey residential buildings, providing a datum line from which to appropriate the podium massing height for the tower form.



Policy Guidelines The Broadway/Arbutus South - Area D Policy allows for up to 20 storeys in tower height, with a maximum overall density of 6.5 FSR. The zoning requires a minimum of 0.25 FSR of commercial use on the ground floor level.



Site Setbacks The site requires a 12' building setback above and below grade along one edge to allow for rainwater infiltration. A rear setback of 30' allows for adequate separation from a future tower development to the south.



01 Broadway Plan: Mid to High Rise Residential Apartment Building



02 Proposed Design: Mid to High Rise Residential Apartment Building - 16 Storey Tower

Residential Mid to High-Rise Apartment

The Broadway Plan proposes to provide increased housing density within quieter residential neighbourhoods through the considered integration of modest sized tower forms. The tower massing and siting should ensure that new development is *'sensitive to context, responds to the pattern and character of the existing neighbourhood, and minimised shadowing and overlook impacts on adjacent homes and open space'.*

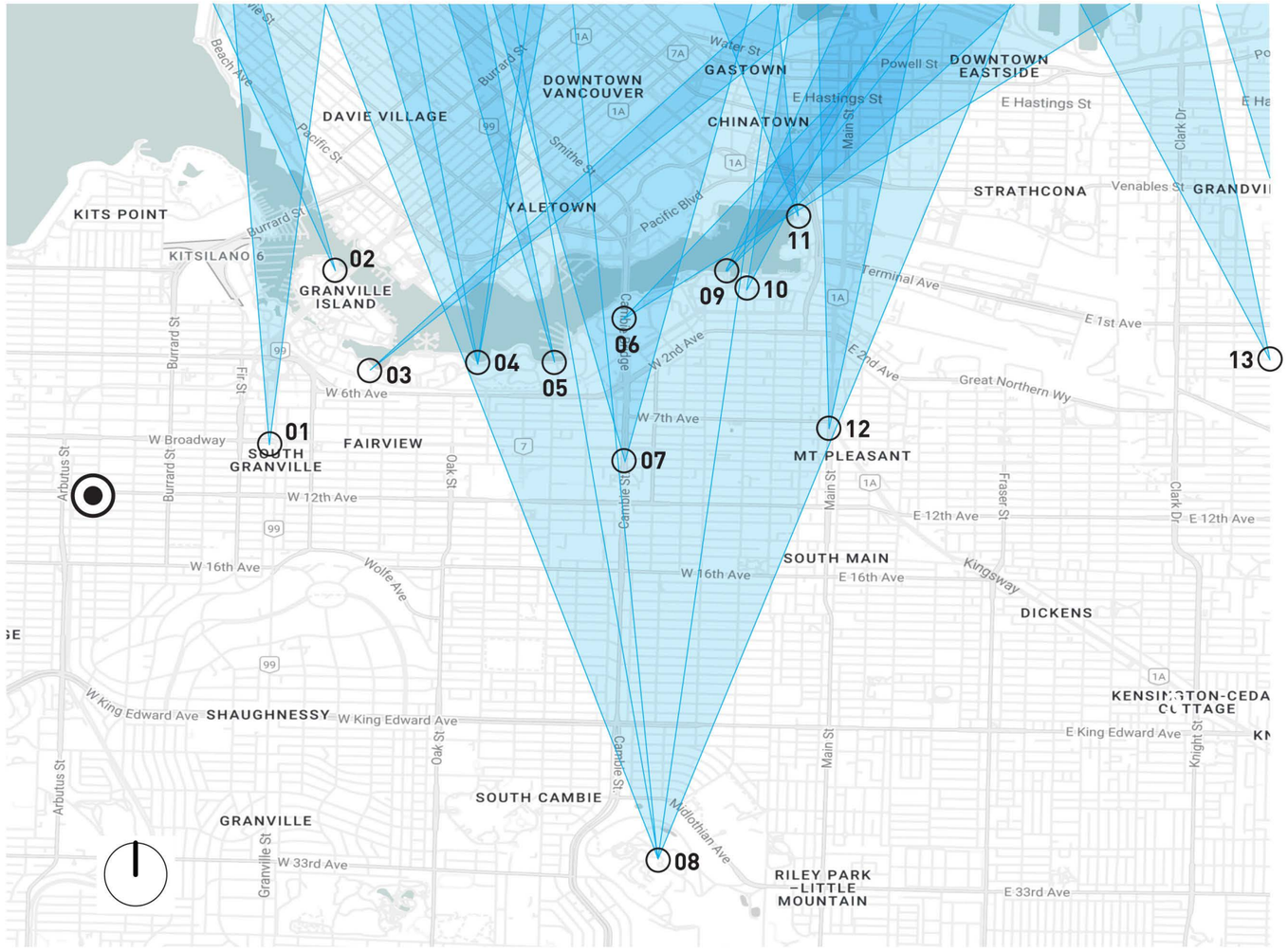
We are proposing a 16 storey tower form, with a 5-storey bridging podium to the adjacent existing property, to create a consistent street wall *'that is compatible with existing neighbourhood character and preserves existing solar access across the street'*. A shorter 2-storey podium extends from the base of the tower towards the lane, providing an appropriate massing transition to the single-family residential neighbourhood to the south.

Maple Street (East PL)
Site Frontage: 125'-0"
Podium Setback: 12'-0"
Tower Setback: 12'-0"

Lane (South PL)
Site Frontage: 100'-0"
Podium Setback: 10'-0"
Tower Setback: 30'-0"

West 12th Avenue (North PL)
Site Frontage: 100'-0"
Podium Setback: 8'-0"
Tower Setback: 6'-0"

Sideyard (West PL)
Site Frontage: 125'-0"
Podium Setback: 0'-0"
Tower Setback: 12'-0"



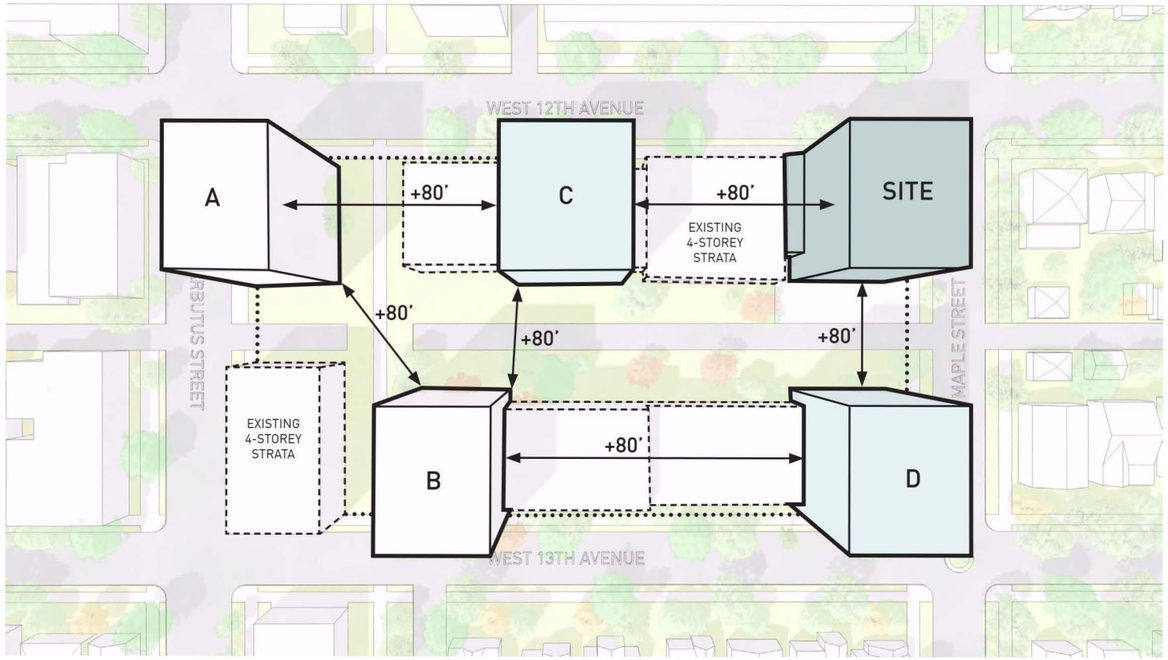
View Cones

The site is located in Kitsilano on the west side of Vancouver, an area devoid of any view cones or other prescribed policies that directly impact the form of development outside what is specified within the zoning guidelines.

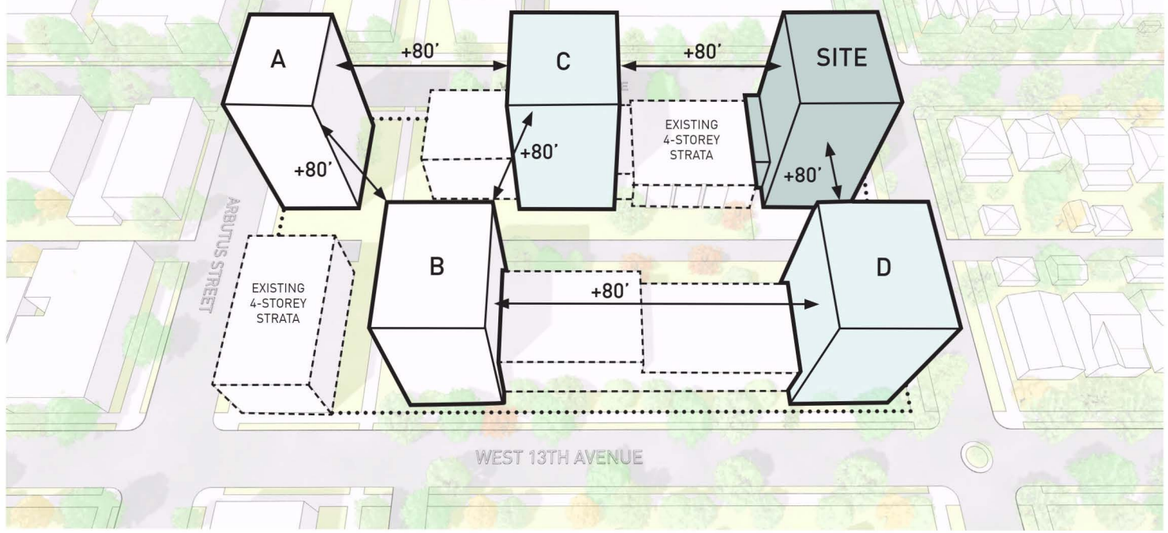
The Vancouver view cones are shown highlighted in blue on the adjacent map, clarifying that the site to the west remains unencumbered.

01 Granville Street
02 Granville Island
03 Alder Terrace
04 Charleson Seawall
05 Heather Bay
06 Cambie Bridge
07 Cambie Bridge
08 Queen Elizabeth Park
09 Olympic Shipyard
10 Olympic Plaza
11 Creekside Park
12 Main Street
13 Trout Lake

SITE



01 Future Build-Out Plan



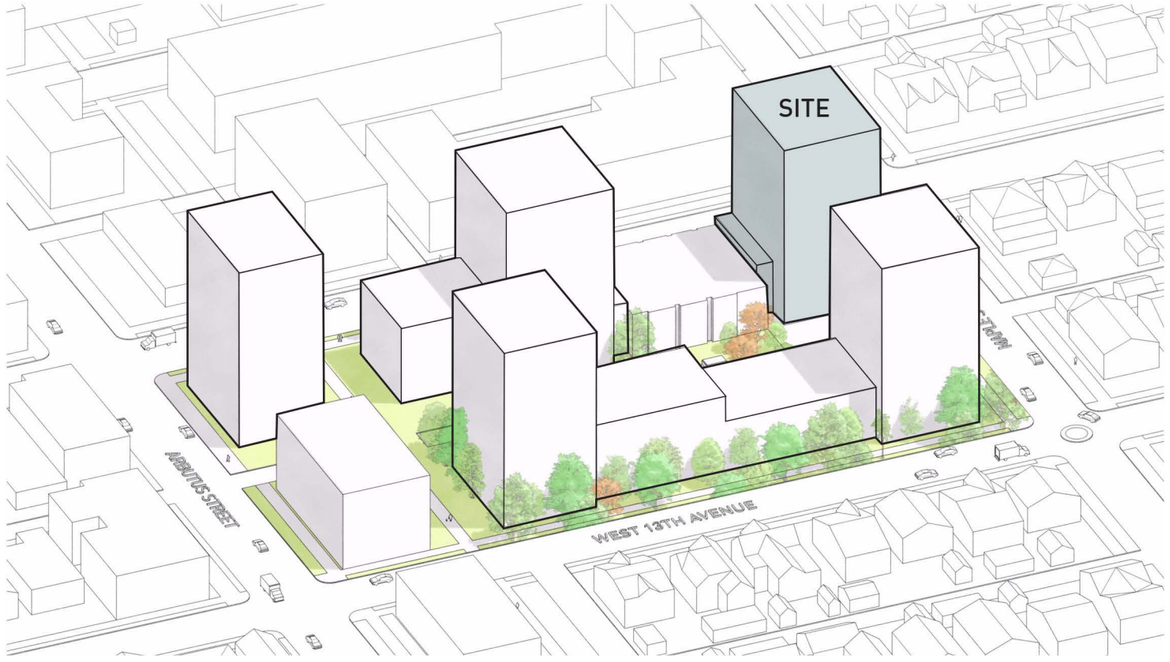
02 Future Build-Out Perspective

Future Build-Out

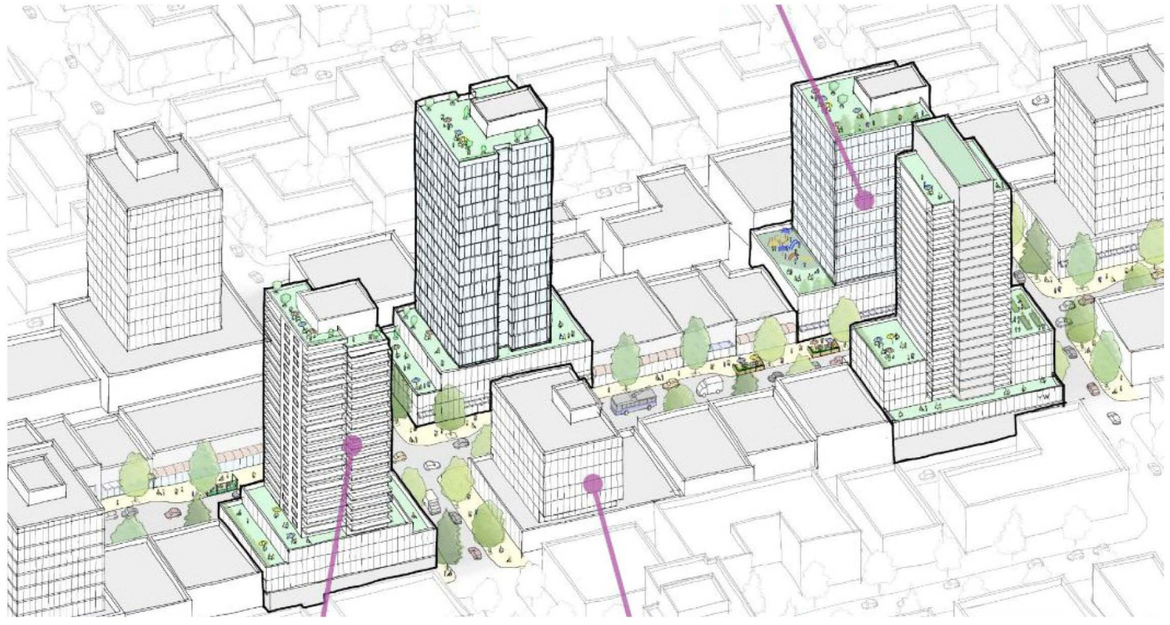
Our proposed development will establish the first tower form on the block, with a floorplate size, shape and location that allows for future tower build-out within the block to the west and south. In theory the block can comfortably accommodate five towers in total, each with a minimum of 80' clear separation.

Our tower floorplate has been carefully configured with the appropriate setbacks to allow for a similarly configured corner tower across the lane to the south, and a mid-block tower to the east.

The two newer 4-storey strata buildings on the block are most likely to be the last lots to be re-developed, and consequently would remain as standalone or bridging elements between the future towers.



01 Future Block Build-Out



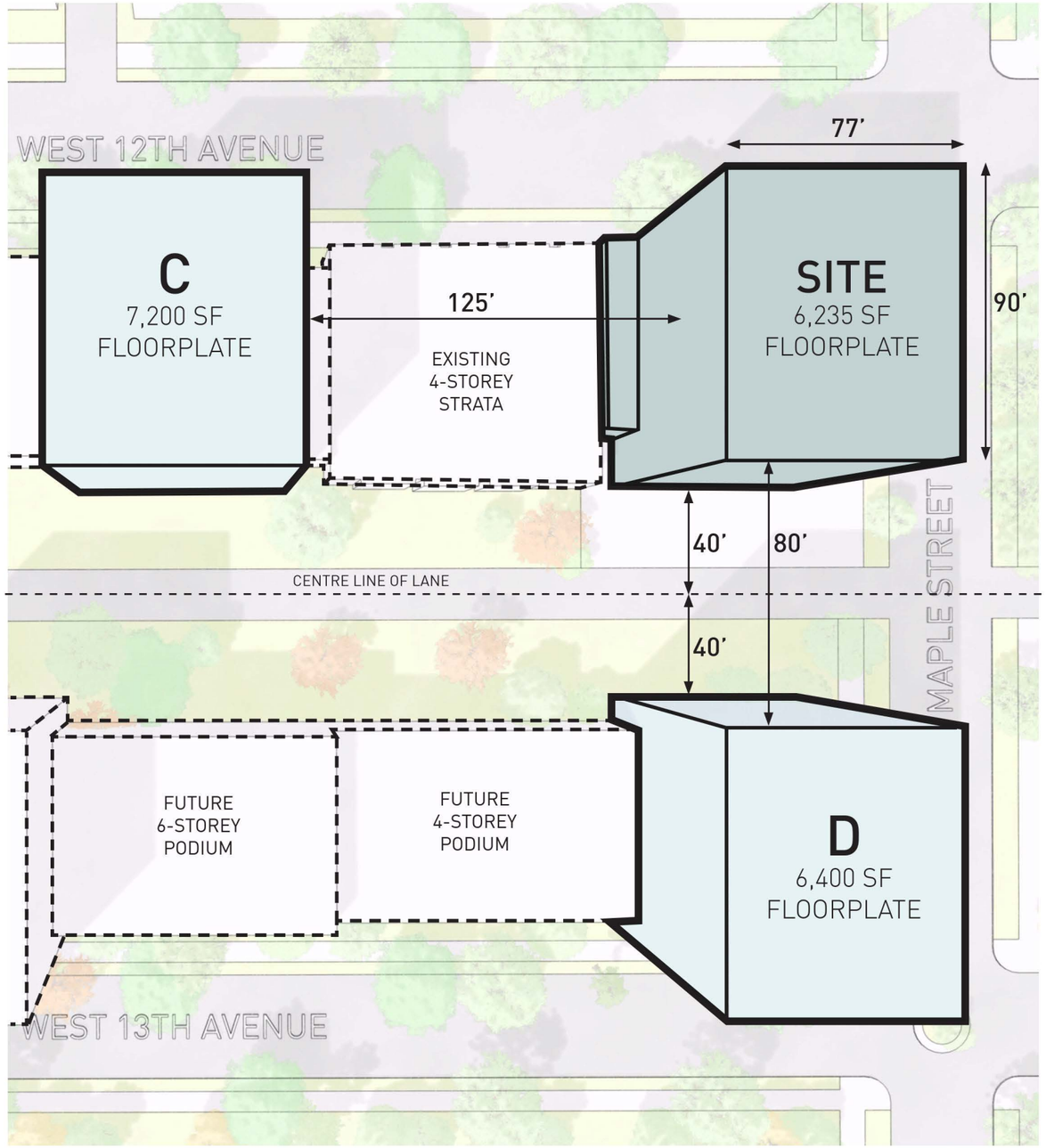
02 Proposed Broadway Plan Build-Out

Broadway Shoulder Areas

"Outside the station areas but within the centres, the shoulder areas will have a mix of housing, job space, shops, services and amenities, with some places having a primarily residential character. Many of the institutional campuses are also within these areas. Building heights will generally be up to 20-40 storeys. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm, particularly along commercial streets"
Broadway Plan

The proposed build-out for the block is consistent with the anticipated massing outlined in the Broadway Plan. This would allow an opportunity for new housing and increased employment space to emerge within the existing contextual fabric of the Broadway Corridor shoulder areas.

The resulting neighbourhood massing would be characterised by a series of interconnecting tower-podium forms, with active frontages at grade.



01 Future Build-Out Plan

Tower Separation

The proposed tower is sited in the north east corner of the block, pushed out to the minimum permitted setbacks along West 12th Avenue and Maple Street. The typical tower floorplate has been kept under 6,500sf.

- 12' front setback off West 12th Avenue
- 12' setback off Maple Street to allow for rainwater infiltration at grade
- 30' rear yard setback to allow for reciprocal tower separation across lane
- 12' sideyard setback to eliminate firewall condition in tower

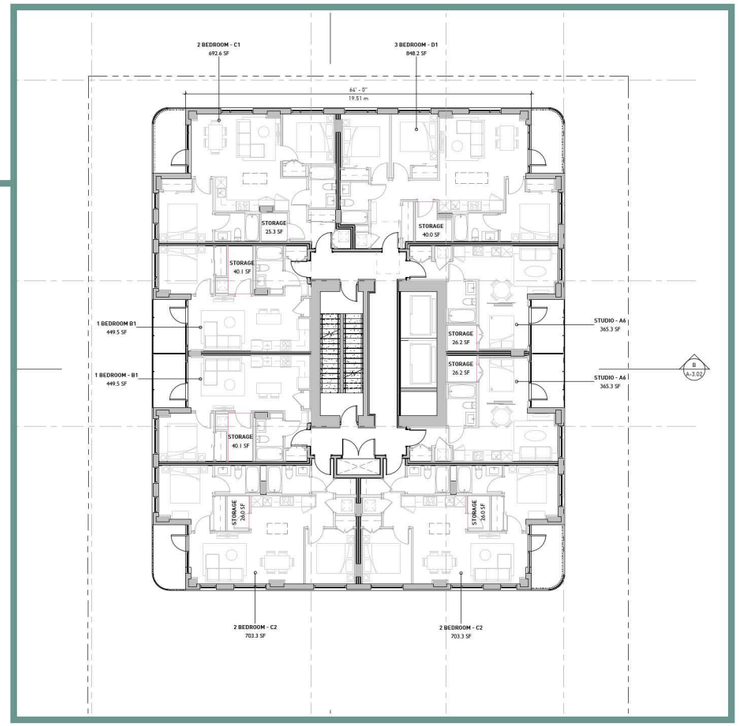
In response to these setbacks, the resulting floorplate is modest in size, respectful of the emerging context within the area to allow for future uncompromised growth.

Tower C: A mid-block tower can comfortably be accommodated on the westerly portion of the block, currently occupied by a multi-family rental building. The form could mirror our proposed design, with a shallow 12' setback to the east but with a larger overall floorplate size in excess of 7,000sf.

Tower D: A similar sized tower can potentially anchor the south east corner of the site, with a reciprocated 30' rear yard setback to allow for a clear 80' tower separation across the lane.

The towers would be bridged by a combination of contiguous new podium forms and existing low-rise multi-family residential buildings.

BROADWAY PLAN POLICY	PER PLAN	PROPOSED DEVELOPMENT
Tower Floor Plates (11.4.12)	For lot depths of less than 120ft, tower floor plates less than 6,500 sf will be recommended to ensure adequate setbacks and solar access.	A 6,235sf typical tower floor plate has been proposed.
Tower Separation (11.4.13)	A residential tower will be considered as any part of a building higher than 4 storeys with the exception of developments where a 6 storey podium is permitted as per policy 11.4.3	A 30 feet rear yard separation and 12 feet sideyard separation is provided, in consideration of future tower separations within the block.
Outdoor Space	To enhance the liveability of mid- and high-rise apartment buildings, outdoor space should be prioritized and allow for a range of activities for all ages including eating, socailising, outdoor play, gardening, and enjoyment of nature. Providing housing for families in mid- to high-rise buildings is enhanced by the inclusion of private outdoor space and thoughtful communal play spaces.	Shared outdoor amenity space is provided on both the podium roof adjacent to the lane and the tower roof.
Podium (1.4.7, 1.4.8 & 1.4.9)	Front yard setbacks should be a minimum of 3.7m (12 ft). Where possible , large front yard setbacks that better align with adjacent buildings. Underground parking structures should be set back from the property line to ensure adequate soil depth for healthy trees. Side yard setbacks for the podium should be a minimum of 2.4m (8ft)	12 feet at Maple Street 8 feet at West 12th Avenue 10 feet at rear lane 0 feet at side yard

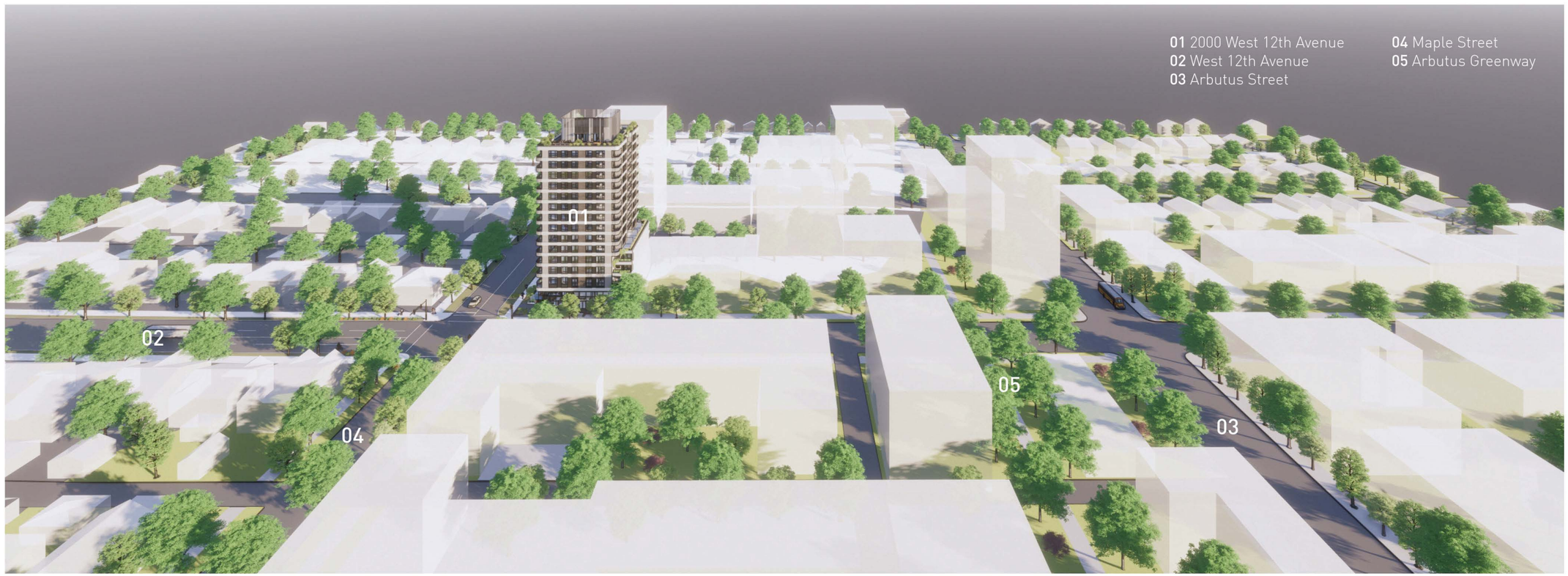


TYPICAL TOWER LEVEL



ROOFTOP AMENITY

06: DESIGN RATIONALE



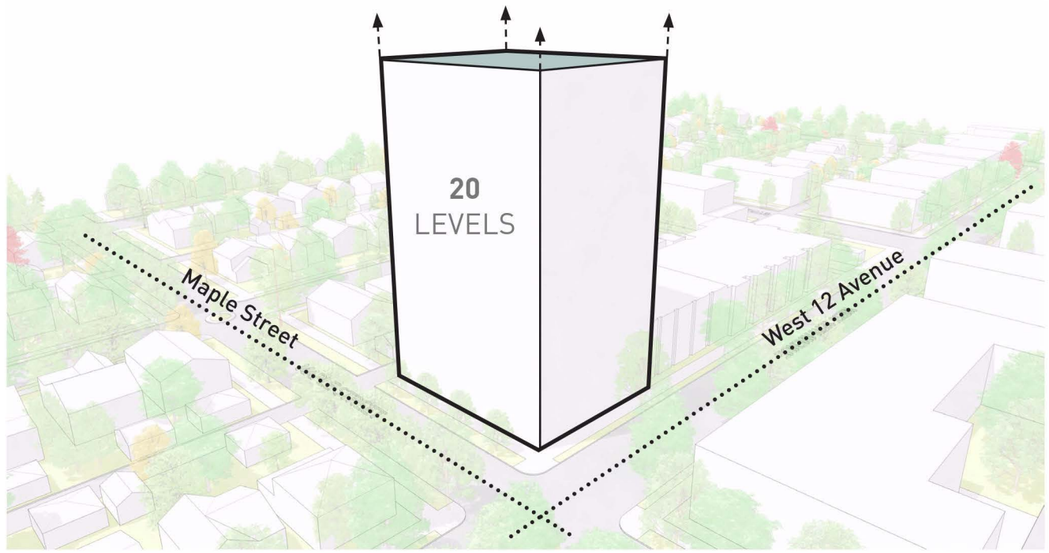
Architectural Design

The site is located within the KBAD sub-area of the Broadway/Arbutus South neighbourhood, and careful consideration has been given to complying with the recommended height, setback, and frontage requirements as prescribed in the Broadway Plan. The proposed development is aligned with the Plan's intention of providing appropriately scaled density in close proximity to rapid transit and making effective use of land, resources, and infrastructure. The programmatic arrangement for the site meets the primary key objectives of the Plan, ensuring that the right programs, amenities, and services are in place to help sustain a thriving and healthy mixed-use community.

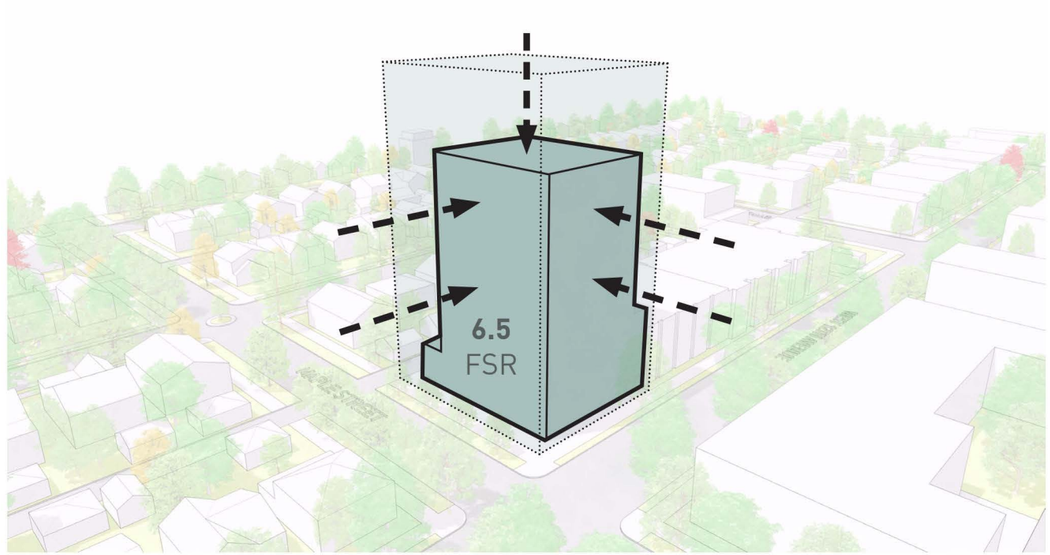
Overview

2000 West 12th Avenue occupies a single lot with the capacity to accommodate a single tower form, anchoring the north east corner of the block. The 16-storey residential tower contains a combination of market and below-market rental suites, above a half level of commercial space located at grade. A modest 5-storey podium abuts the existing apartment building to the west, providing a continuous streetwall massing along West 12th Avenue. A shorter 2-storey podium extends to the south, housing a combination of amenity and bicycle parking spaces adjacent to the lane.

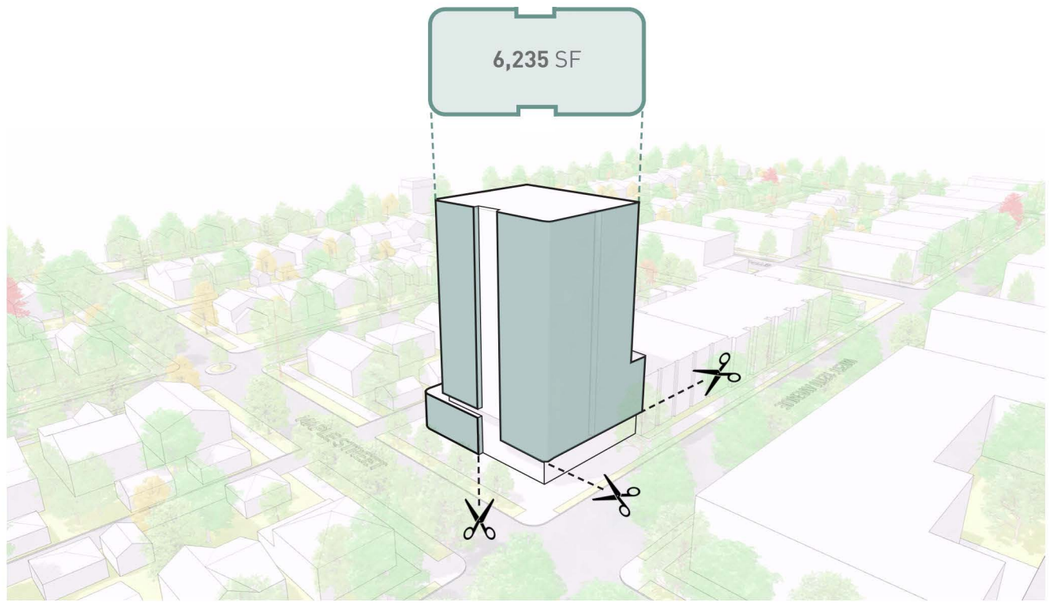
The parking access and loading bay have been consolidated at the south west corner of the site, minimising the aperture frontage along the lane, while providing adequate vehicular separation from the pedestrian cross-walk along Maple Street. To help improve the parking level efficiencies, the bicycle parking has been brought up above grade, located on the second level behind the double height commercial space and residential lobby. This bicycle storage level is conveniently accessed via a dedicated bicycle elevator directly adjacent to the lane.



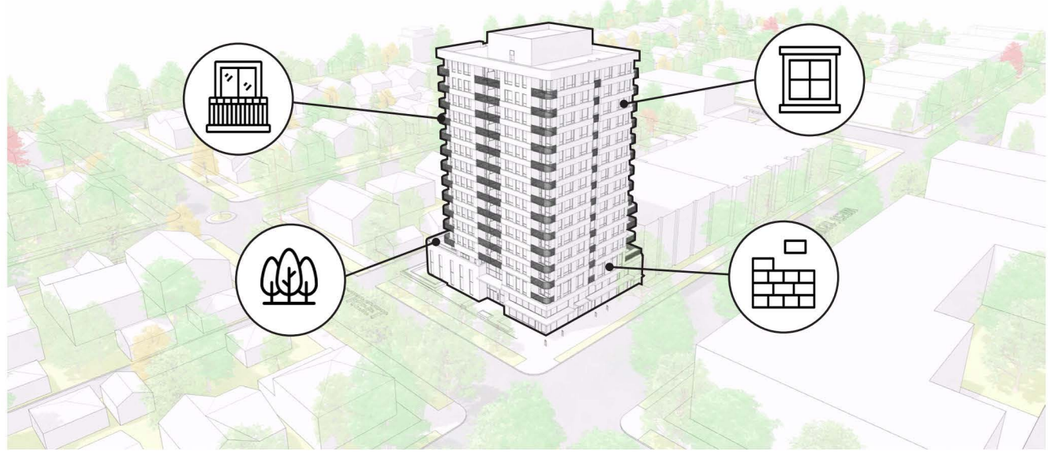
01 Extrude The Broadway Plan and TOA allows for a maximum tower height of **20 storeys** (approximately 200').



02 Compress The massing has been condensed to allow for appropriate setbacks on all sides, and reduce the overall density to the prescribed **6.5 FSR**. The overall height has been reduced to **16 storeys**, with two smaller podium shoulders at 5 storeys and 2 storeys.



03 Soften In consideration of the lower-density surrounding context, the building form has been softened through the introduction of subtle massing splits, corner rounding, and podium undercuts.



04 Articulate The building articulation is further refined through a horizontal layered expression, utilising variations in color and materiality. The curved edges and vertical slots are visually enhanced through the introduction of stacked balconies.



01 View looking south west across West 12th Avenue

Form of Development

The proposed form of development is consistent with the objectives outlined in the Broadway Plan, providing residential densification in close relationship with commercial space and associated employment opportunities. The resultant built form presents a clear and simple rationalised massing, reflecting the ordered, functional unit layouts within each level.

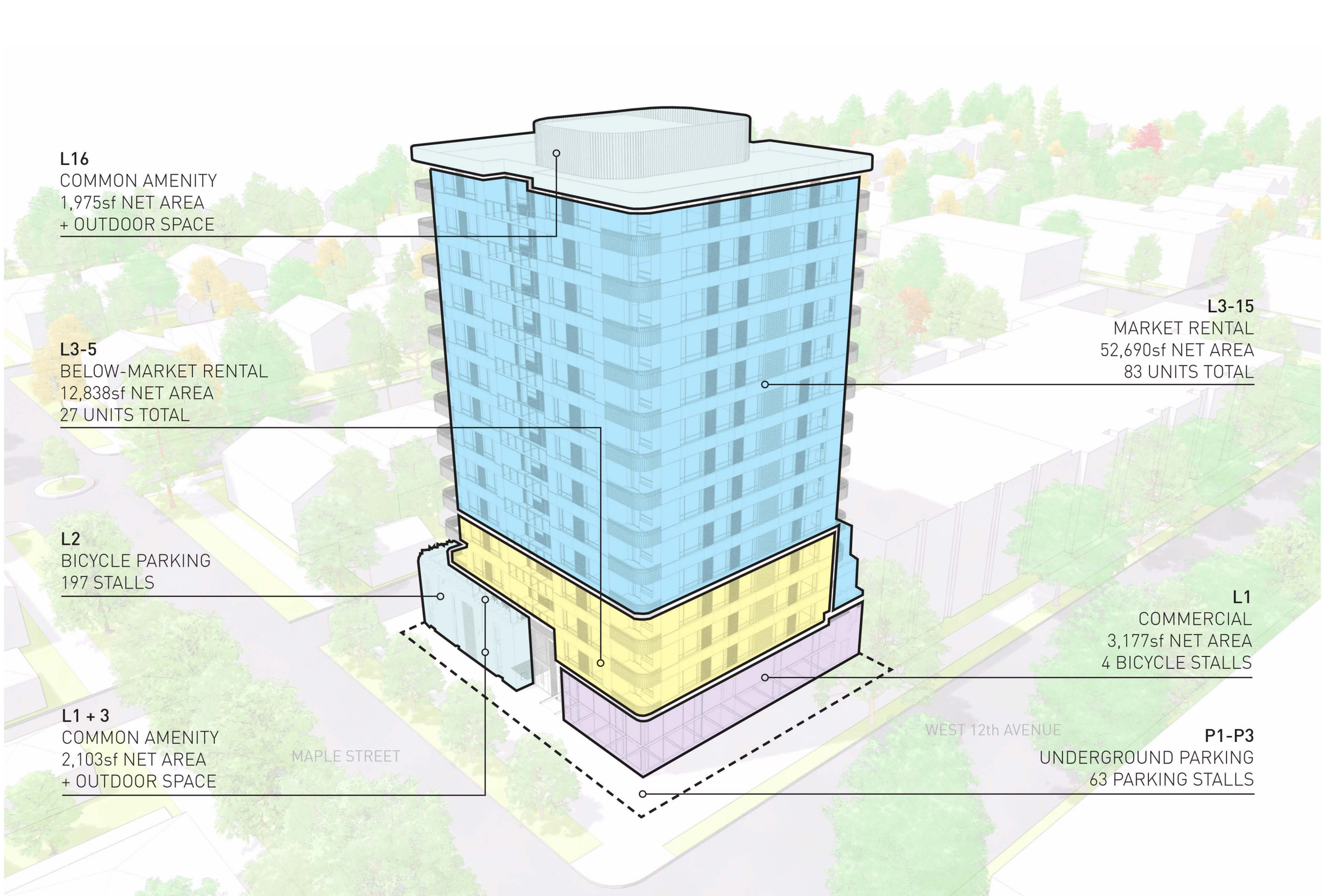
The street adjacencies and compact site geometry give rise to the modest sized tower form and four distinct podium elevations, each responding to differing contextual influences:

- The busier West 12th Avenue edge is characterised by a double height, glazed commercial frontage extending the full length of the building with a modest landscaping setback.

- The main residential entry is located off the quieter Maple Street frontage, with a deeper buffered setback, and defined by a vertical break that extends up the full height of the tower. This break bisects the podium frontage, providing a clear visual split between with glazed commercial frontage on the north side, and the punched brick base on the south side.

- The lane edge is defined by a punched 2-storey podium base, curving in from the Maple Street frontage. A shared amenity space, coupled with the bike elevator lobby, help activate this podium edge, while visually screening the parking ramp and loading bay beyond.

With respect to the surrounding low density context, the tower massing has been visually softened through a combination of vertical breaks and rounded corners. Furthermore, the tower form has been visually decoupled from the podium base, providing a more appropriate human scaled building base along Maple Street.


L16
COMMON AMENITY
1,975sf NET AREA
+ OUTDOOR SPACE
L3-5
BELOW-MARKET RENTAL
12,838sf NET AREA
27 UNITS TOTAL
L2
BICYCLE PARKING
197 STALLS
L1 + 3
COMMON AMENITY
2,103sf NET AREA
+ OUTDOOR SPACE
MAPLE STREET
L3-15
MARKET RENTAL
52,690sf NET AREA
83 UNITS TOTAL
L1
COMMERCIAL
3,177sf NET AREA
4 BICYCLE STALLS
WEST 12th AVENUE
P1-P3
UNDERGROUND PARKING
63 PARKING STALLS



01 View of upper tower elevation facing east

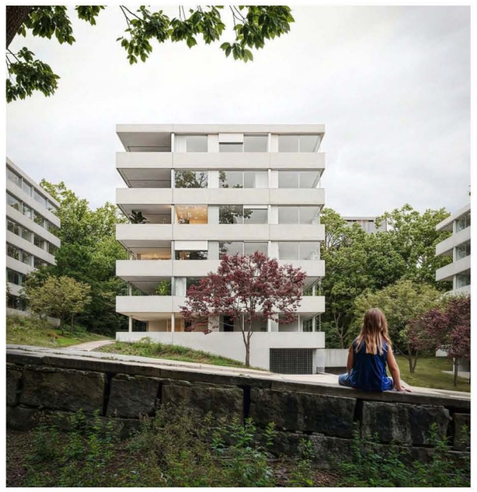
Exterior Expression

The layered horizontal expression draws on a more traditional tower vernacular, found in historical neighbourhoods such as Kitsilano and the West End. The material palette has been kept deliberately minimal, in an effort to emphasize the binary punched simplicity of each layered level.

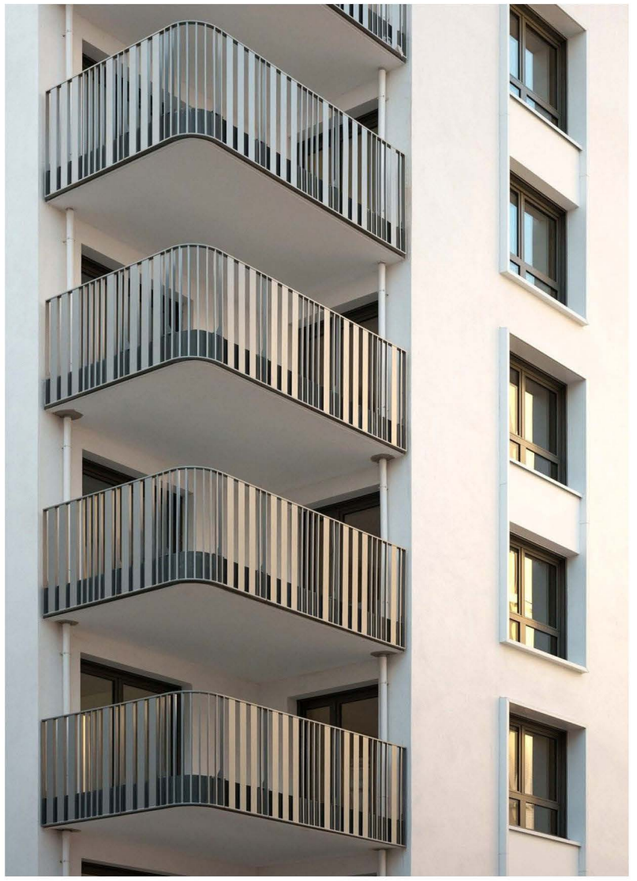
A combination of perforated metal and picket balcony guards carry the horizontal expression around each corner of the tower, while the vertical breaks are reinforced through the integration of more transparent glass balconies. The punched podium is brick clad, providing a more tactile, durable base, wrapping around into the lane. The commercial frontage along West 12th Avenue comprises of a glazed undercut to the tower, maximising the visual exposure to the street.



01 Organic Geometry



02 Linear Banding



03 Curved Pickets



04 Perforated Brick

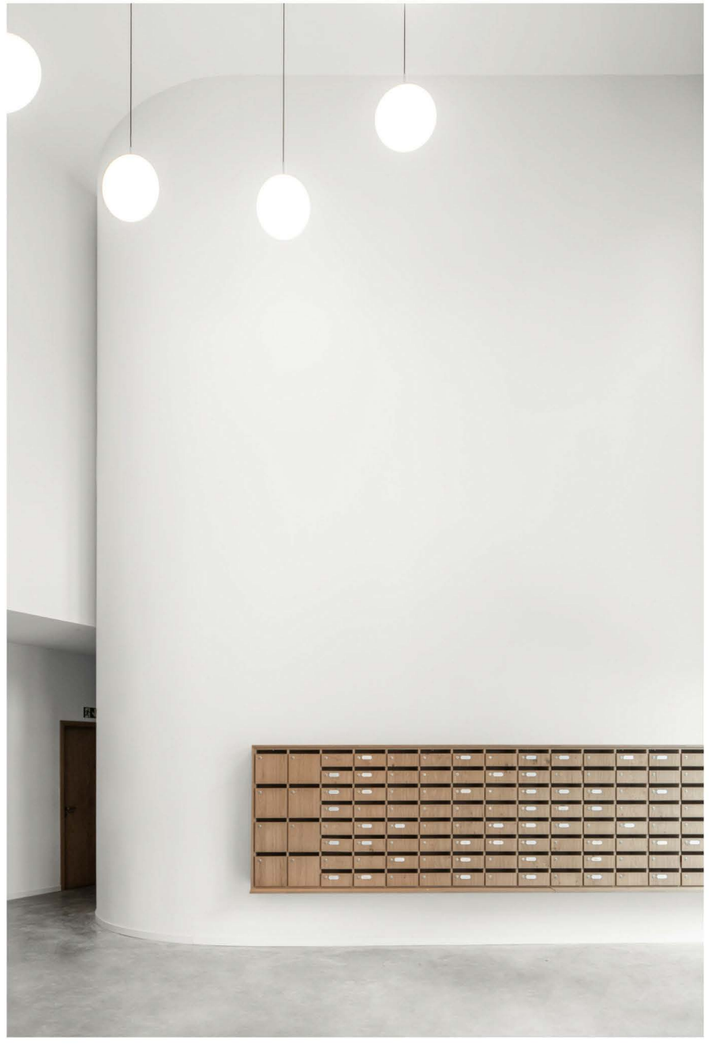


01 Residential entry lobby
02 Ground level gym
03 Second level bicycle parking
04 Level 3 amenity space
05 Commercial units
06 Commercial patio

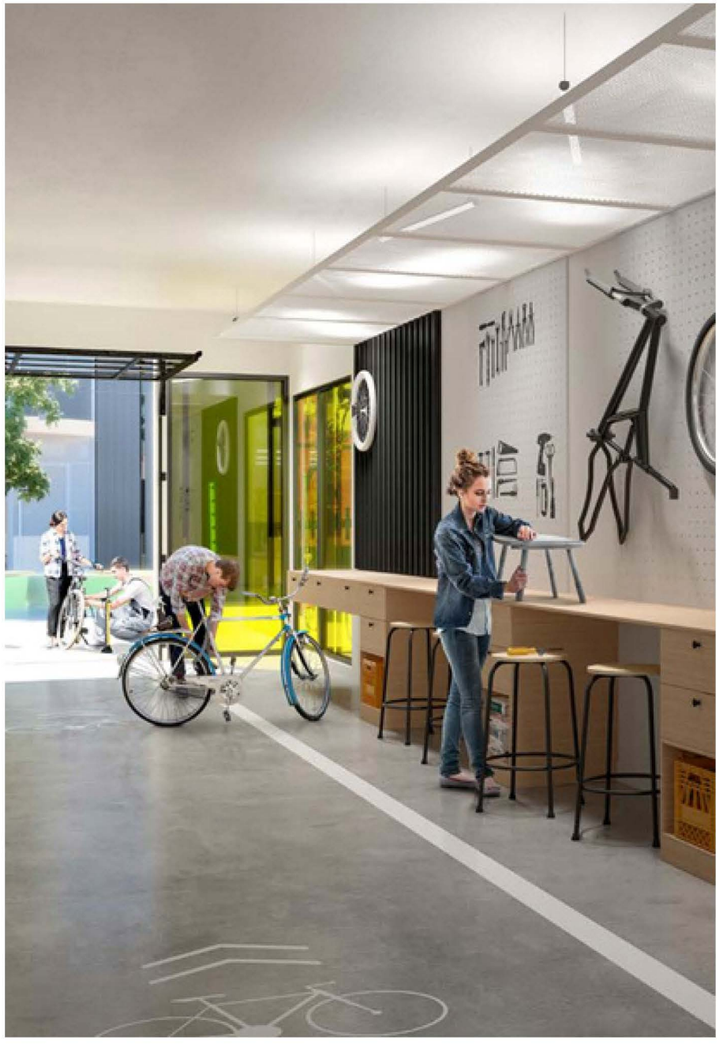
Common Spaces + Amenities

The main residential entry is oriented towards the quieter Maple Street side of the site. The recessed double-height entry lobby is located at the base of the vertical tower split, providing a clear wayfinding approach to the building. This recessed entry also allows for the integration of bike stalls and a covered entry-phone area for resident and visitor convenience. The main lobby houses separate mail and parcel rooms, with a small rental office for the building manager.

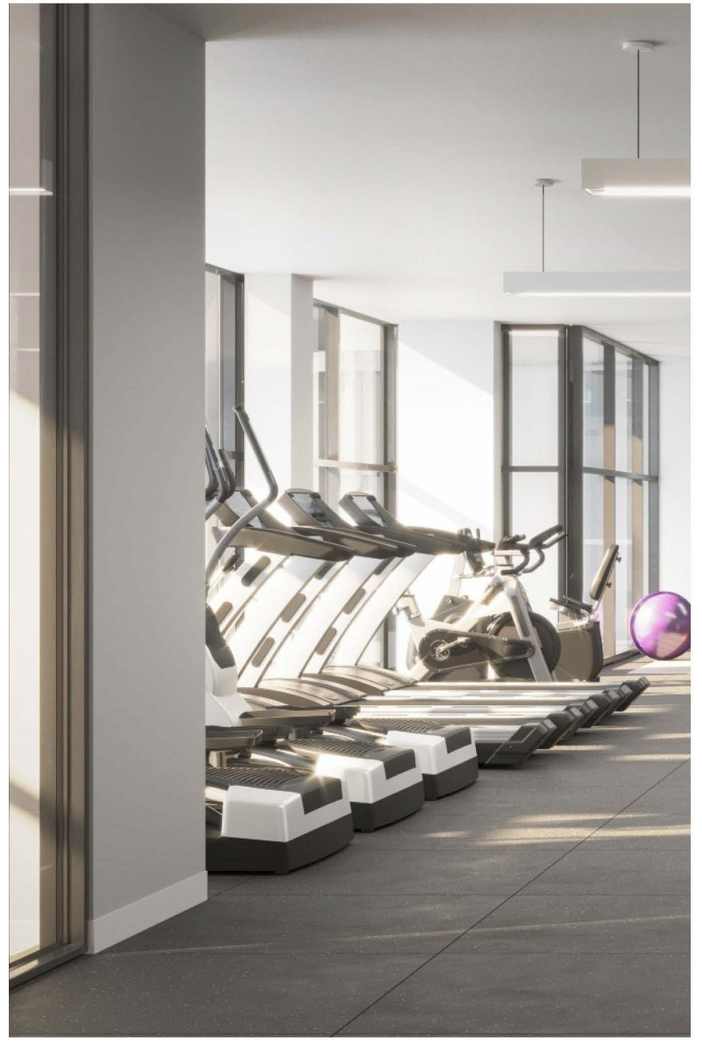
The project is serviced by a diverse mix of amenity spaces that have been strategically distributed within the building. A large gym space is located directly off the main lobby, providing convenient access for all residents, while maintaining clear acoustic separation from the residential units above. A small outdoor patio space serves the gym, wrapping around Maple Street to the lane. Directly adjacent to the gym is the community workshop room, a multi-purpose space that can be used for bike maintenance, repair work, or creative purposes. The room can be accessed from the main lobby or from the lane via the bike elevator for convenience.



01 Lobby The double height volume presents a spacious, bright, and welcoming environment for the building residents. The curved geometry that characterises the exterior massing is carried through into the main entry lobby.



02 Workshop The communal workshop space will allow for a diversity of uses, including bike repair, creative endeavours, and social interaction. The space will be accessible from both the main lobby and bike elevator.



03 Gym The ground level amenity space is predominantly occupied by a fitness room, providing both convenient access for residents, and street level activation. The spatial separation from the residential units alleviates any potential acoustic concerns.



01 Outdoor amenity patio
02 Co-working space
03 Guest suite

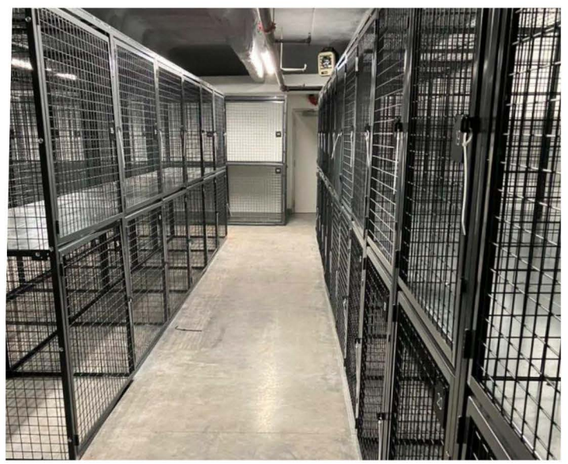
Mid-Level Amenity

A secondary amenity space can be found on the third floor level, making use of the proximity to the podium shoulder at the south east corner of the site. The indoor space comprises of a co-working space providing residents with an area to work from home beyond the confines of their individual suites. Adjacent to this co-working space is a narrow lounge area allowing resident access directly from the elevator lobby to a large south-facing outdoor amenity patio with recreational seating. The third floor level is also home to a small guest suite, which can be booked out by residents for visiting friends and family.

The short podium at the base of the tower along the west edge of the site provides additional floor plate depth at levels 3-5. This space, sandwiched between two suites, has been programmed as storage rooms with individual storage lockers for those residents who do not have designated bulk storage provisions within their suites.



01 Seating is integrated into the landscaping elements to create clear, unobstructed outdoor amenity spaces.



02 Secured storage locker rooms are centrally located within the podium levels of the tower.



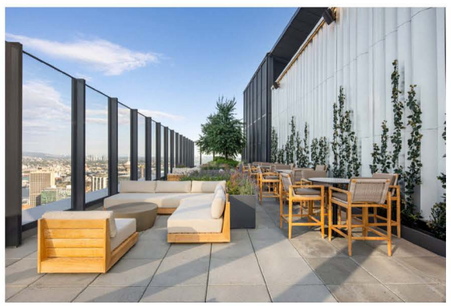
03 A shared co-working area will provide the residents with a communal break-out space adjacent to Level 3 outdoor patio.



01 Urban agriculture plots are located on the south side of the rooftop, separate from the social spaces, and oriented to maximise solar exposure.



02 The indoor amenity space will provide resident access to a communal kitchen and lounge area with accessible washroom.



03 The rooftop periphery will be programmed with a variety of social spaces for resident use and social interaction.





Upper Level Amenity

The entire uppermost level of the tower is dedicated to amenity use, taking advantage of unobstructed views to the north shore mountains, and maximising solar exposure from the south. The building's primary social spaces are located at this level, allowing for communal synergy between the indoor and outdoor spaces. Lounge and kitchen spaces wrap around the central core, providing a diverse mix of public and private zones.

The outdoor space has also been similarly zoned for a variety of uses, promoting further opportunities for social interaction. A large amenity patio with recreational seating is located in the north east corner, directly adjacent to a communal childrens play area, with clear sight lines from the interior spaces. The south side of the amenity patio has been programmed with urban agriculture plots, with excellent solar orientation and adequate separation from the more active spaces to the north.

The rooftop mechanical space has been carefully screened from view by extending the facade cladding up above the amenity room volume.



01 Parking ramp entry
02 Loading bay with mural
03 Loading corridor access
04 Bike lobby access
05 Ground level amenity
06 Rear lane

Parking + Service Spaces

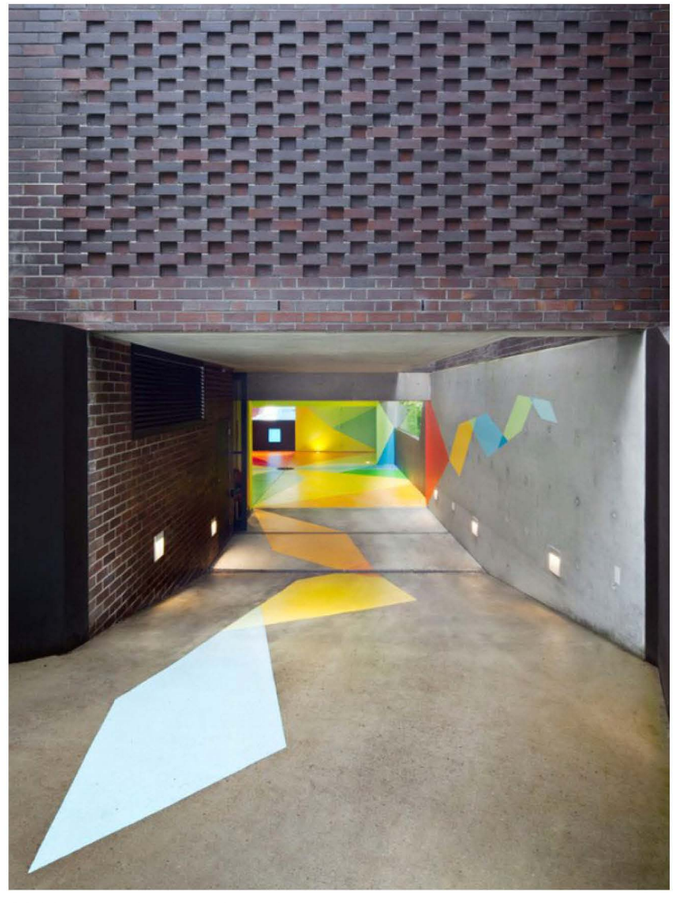
The parking and loading facilities for the building are accessed directly off the lane, with the entry points consolidated to help minimise disruption to the lane frontage. The Class B loading bay is directly adjacent to the commercial garbage room and associated staging area, located along the west edge of the site away from the residential amenity spaces. The loading corridor provides combined residential and commercial loading access to and from the CRU spaces fronting West 12th Avenue, and the residential elevator lobby fronting Maple Street.

The adjacent parking ramp with vertical batten screening, circulates down through the parkade levels in a clockwise direction around the tower core. The P1 level contains the main service rooms, visitor parking spaces, and Class A loading and passenger spaces, while parking levels 2 and 3 contain the residential parking stalls. These parking levels are secured by two gates, one at the parkade main entry, and another separating the visitor stalls from the resident stalls at P1.

Given the relatively compact site geometry, the bicycle parking has been located above grade at the second floor level within the overheight CRU and residential lobby spaces. The bicycle parking rooms are conveniently accessed directly off the lane at grade, avoiding conflicting with the parkade ramp or residential entry lobby. A dedicated bicycle elevator takes residents up to the second floor level bicycle storage rooms, where they can park their bike and then directly access the elevator lobby up to their suite.



01 Vertical batten screening



02 Mural activation of service spaces





Building Interface

A five-storey podium flanks the west edge of the site, providing an appropriately scaled massing interface to the adjacent existing low-rise residential apartment building. The horizontal banding expression of the tower continues around the podium form, transitioning into tiered planters that step up the face of the building.

The five level podium height helps lift the west facing units up above the firewall of the adjacent building, eliminating any potential view conflicts or overshadowing.

At the 6th floor level, the podium roof has been programmed with individual patio spaces for the west facing units, with a linear landscaping planter providing a visual bufffer to the neighbouring roof.

01 CIP planter
02 Prefabricated planter
03 Level 6 roof patio
04 Commercial base
05 Adjacent apartment building



Commercial Space

The CRU units predominantly face onto the busier West 12th Avenue for improved visual connection.The commercial space can be easily consolidated as a single large CRU, or separated into smaller individual tenancies, with a clear height space of approximately 18'.

The generous setback along Maple Street allows for contiguous outdoor patio space, to help visually soften the commercial edge while providing linear space for social interaction.

The relatively flat site allows for minimal stepping across the main commercial frontage and fully accessible connections from the sidewalk to each CRU entry. A designated loading corridor connects the commercial space to the Class B loading bay, in addition to the commercial garbage room, and commercial bike parking.

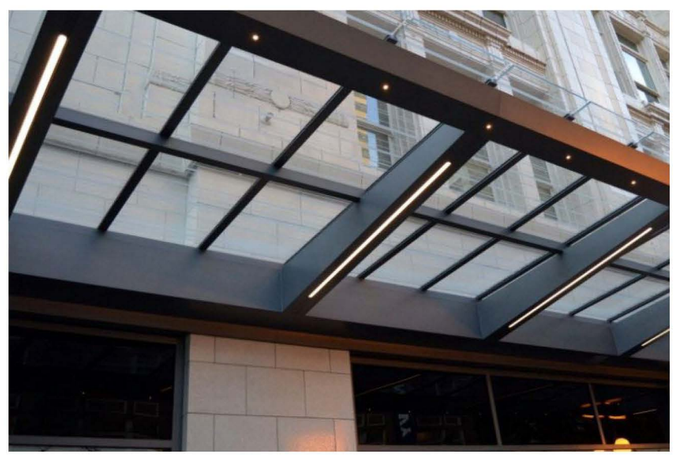
01 Main commercial frontage
02 Outdoor commercial space
03 Residential entry
04 Fully accessible entries
05 West 12th Avenue



01 Patio space activation

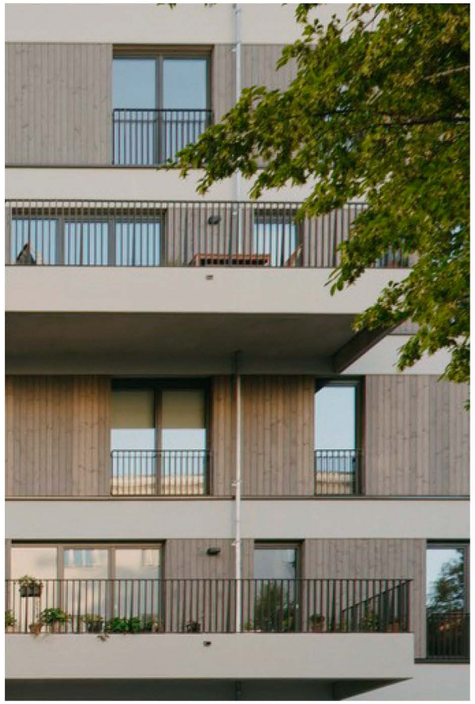


02 Visual transparency



03 Integrated lighting and weather protection





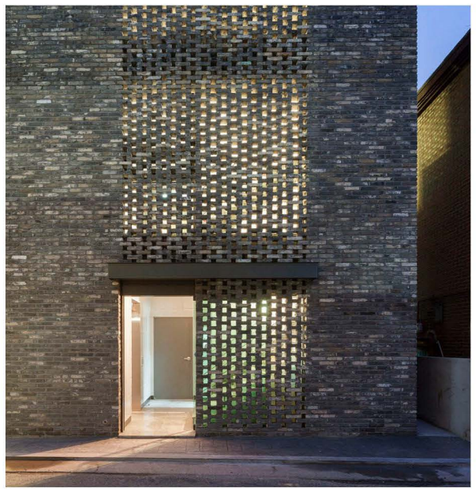
01 Horizontal banding



02 White picket balustrade



03 Vertical metal panel



04 Perforated brick

07: DRAWINGS

OVERVIEW

CIVIC ADDRESS: 2000 West 12th Ave
Vancouver, BC

LEGAL DESCRIPTION: LOT E BLOCK 405 PLAN VAP1949 DISTRICT LOT 526
NEW WESTMINSTER

ZONING: C-7

SITE AREA: 12,512 SF / 1,162.40 m^2

PROPOSED USES: Mixed-use (CRU & residential)

SETBACKS:	Permitted:	Proposed:
FRONT YARD:	3.7m / 12'	2.44m / 8' (L1) 1.78m / 5'-10" (ABOVE L1)
EAST SIDE YARD:	2.4m / 8'	3.67m / 12' (L1) 3.68m / 12' (ABOVE L1)
WEST SIDE YARD:	2.4m / 8'	-
REAR YARD:	-	3.09m / 10'-1" (L1) 9.19m / 30-1" (TOWER)
HEIGHT:	20 storeys	16 storeys
FLOORPLATE	< 6,500 SF	6,234.42 SF
FSR AREA	81,328 SF	81,302 SF
FSR:	6.5	6.5

PARKING

PARKING BY-LAW:

RESIDENTIAL = 0 STALLS REQUIRED

ACCESSIBLE STALLS:
1/7 UNITS, PLUS 0.034/EACH ADD'L UNIT
= **4**

VISITOR STALLS:
0.05 / UNIT
= **5**

PROVIDED:

RESIDENTIAL PARKING	
H/C STALL	3
H/C STALL VAN	1
REGULAR CAR STALL	31
SMALL CAR STALL	13
SMALL CAR STALL (WIDE)	10
	58

VISITOR PARKING	
H/C STALL GUEST	1
VISITOR - REGULAR	4
	5
TOTAL	63

LOADING & PASSENGER STALLS

RESIDENTIAL LOADING:
CLASS A - 1 SPACE / 50-299 UNITS
CLASS B - 1 SPACE / 100-299 UNITS (NO REQ<100 UNITS)

PASSENGER LOADING:
CLASS A - 1 SPACE / 50-125 UNITS + 1/ EVERY ADD'L 150 DWELLING UNITS
CLASS B - N/A

RETAIL LOADING:
CLASS A - NO REQUIREMENT
CLASS B - 1 SPACE / FIRST 2,325 m^2

PROVIDED:

	RETAIL	RESIDENTIAL
LOADING CLASS A:	-	1
LOADING CLASS B:	1	1
PASSENGER CLASS A:	X	1

BICYCLES

RESIDENTIAL CLASS A:

MIN 1.5 SPACES / UNIT < 65m^2 (699 SF)	= 100.5
MIN 2.5 SPACES / UNIT >65m^2 (699 SF)	= 107.5
MIN 3 SPACES / UNIT > 105 m^2 (1,130 SF)	= 0
	=208

ADDITIONAL REQUIREMENTS CLASS A:
MAX 40 / ROOM (EXCLUDING BIKE LOCKERS)

MIN. 5% OVERSIZED 2.4mx0.9m	= 10
VERTICAL (MAX 30%)	= 62
MAX 60% VERTICAL+STACKED	= 125
MIN 10% LOCKERS	= 21

RESIDENTIAL CLASS B:
MIN. 2 SPACES FOR 20 UNITS, PLUS 1 ADD'L FOR EVERY ADD'L 20 DWELLING UNITS = 6 BIKES

PROVIDED:

BICYCLE STORAGE	
TYPE	COUNT
RESIDENTIAL BICYCLES	
BICYCLE - HOR.	30
BICYCLE - LOCKER	48
BICYCLE - OVERSIZED	10
BICYCLE - STACKED	104
BICYCLE - VERTICAL	12
	204
RETAIL BICYCLES	
BICYCLE - HOR. - COMMERCIAL	4
	4
TOTAL	208

UNITS LESS THAN 699 SF		
UNIT TYPE	COUNT	AREA
0BR - STUDIO	39	373 SF ... 421 SF
1BR	28	503 SF ... 581 SF
RESIDENTIAL: 67		

UNITS 699 SF - 1,130 SF		
UNIT TYPE	COUNT	AREA
2BR	32	770 SF ... 777 SF
3BR	11	925 SF
RESIDENTIAL: 43		

RETAIL:

CLASS A: MIN. 1/340 m^2 GFA	= 1
CLASS B: MIN. 6 SPACES FOR 1,000 m^2	= 0

GROSS AREA

GROSS AREA		
AREA TYPE	AREA	Area m2
AMENITY	4,049.37 SF	376.20 m^2
CIRCULATION	12,461.07 SF	1,157.67 m^2
COMMERCIAL	3,126.95 SF	290.50 m^2
ENVELOPE EXCL.	504.95 SF	46.91 m^2
RESIDENTIAL	65,499.62 SF	6,085.11 m^2
SERVICE	214.45 SF	19.92 m^2
SERVICE EX.	9,084.96 SF	844.02 m^2
STORAGE	3,021.72 SF	280.73 m^2
TOTAL	97,963.09 SF	9,101.07 m^2

GROSS AREA - BY LEVEL	
AREA TYPE	AREA
L1	
AMENITY	1,047.66 SF
CIRCULATION	1,593.61 SF
COMMERCIAL	3,126.95 SF
SERVICE	214.45 SF
SERVICE EX.	1,220.44 SF
	7,203.11 SF
L2	
CIRCULATION	200.70 SF
SERVICE EX.	4,911.36 SF
	5,112.05 SF
L3	
AMENITY	1,026.52 SF
CIRCULATION	925.03 SF
ENVELOPE EXCL.	32.44 SF
RESIDENTIAL	4,062.97 SF
SERVICE EX.	723.46 SF
STORAGE	135.78 SF
	6,906.20 SF
L4-5	
CIRCULATION	918.07 SF
ENVELOPE EXCL.	43.11 SF
RESIDENTIAL	5,257.27 SF
SERVICE EX.	723.46 SF
STORAGE	188.34 SF
	7,130.25 SF
L6-15	
CIRCULATION	790.60 SF
ENVELOPE EXCL.	39.03 SF
RESIDENTIAL	5,093.21 SF
SERVICE EX.	61.69 SF
STORAGE	249.89 SF
	6,234.42 SF
L16	
AMENITY	1,975.18 SF
SERVICE EX.	165.91 SF
	2,141.10 SF

FSR

FSR AREA - BY TYPE		
AREA TYPE	AREA	FSR
COMMERCIAL		
COMMERCIAL	3,126.95 SF	0.25
	3,126.95 SF	0.25
RESIDENTIAL		
CIRCULATION	12,461.07 SF	1.00
RESIDENTIAL	65,499.62 SF	5.23
SERVICE	214.45 SF	0.02
	78,175.14 SF	6.25
TOTAL	81,302.09 SF	6.50

FSR AREA - EXCLUSIONS		
AREA TYPE	AREA	FSR
AMENITY	4,049.37 SF	0.32
ENVELOPE EXCL.	504.95 SF	0.04
SERVICE	214.45 SF	0.02
STORAGE	3,021.72 SF	0.24
TOTAL	7,790.49 SF	0.62

FSR AREA - BY LEVEL		
LEVEL	AREA	FSR
L1	4,935.00 SF	0.39
L2	200.70 SF	0.02
L3	4,987.99 SF	0.40
L4	6,175.34 SF	0.49
L5	6,164.99 SF	0.49
L6	5,883.81 SF	0.47
L7	5,883.81 SF	0.47
L8	5,883.81 SF	0.47
L9	5,883.81 SF	0.47
L10	5,883.81 SF	0.47
L11	5,883.81 SF	0.47
L12	5,883.81 SF	0.47
L13	5,883.81 SF	0.47
L14	5,883.81 SF	0.47
L15	5,883.81 SF	0.47
TOTAL	81,302.09 SF	6.50

AMENITY AREAS		
AREA TYPE	AREA (SF)	AREA (m2)
AMENITY	4,049.37 SF	376 m^2
AMENITY PATIO	5,035.82 SF	468 m^2
TOTAL	9,085.19 SF	844 m^2

CoV RECOMMENDED INDOOR AMENITY AREA:
1.5 m2 (16.15 SF) PER DWELLING UNIT = **162m^2**

CoV RECOMMENDED OUTDOOR AMENITY AREA:
2.0 m^2 (21.53 SF) PER DWELLING UNIT = **216m^2**

FSR AREA - MARKET / BELOW				
UNIT TYPE	COUNT	AREA	FSR	%
BELOW-MARKET				
0BR - STUDIO	19	7,511.03 SF	0.60	11%
1BR	5	2,838.94 SF	0.23	4%
2BR	2	1,549.27 SF	0.12	2%
3BR	1	925.46 SF	0.07	1%
	27	12,824.70 SF	1.02	20%
MARKET				
0BR - STUDIO	20	8,393.56 SF	0.67	13%
1BR	23	11,811.39 SF	0.94	18%
2BR	30	23,215.41 SF	1.86	35%
3BR	10	9,254.58 SF	0.74	14%
	83	52,674.92 SF	4.21	80%
TOTAL	110	65,499.62 SF	5.23	100%

UNIT COUNT

UNIT MIX			
UNIT TYPE	AREA	COUNT	%
0BR - STUDIO	373 SF ... 421 SF	39	35%
1BR	503 SF ... 581 SF	28	25%
2BR	770 SF ... 777 SF	32	29%
3BR	925 SF	11	10%
		110	

39%

*NOTE: FSR UNIT AREAS DO NOT INCLUDE STORAGE EXCLUSION OF MIN. 25 SF - 40 SF

UNIT TYPES			
UNIT	COUNT	AREA	IN-SUITE STORAGE
0BR - STUDIO			
STUDIO A1	3	378 SF	No
STUDIO A2	3	378 SF	No
STUDIO A3	3	373 SF	No
STUDIO A4	2	380 SF	No
STUDIO A5	3	407 SF	No
STUDIO A6	25	420 SF	Yes
	39		
1BR			
1BR UNIT B1	20	503 SF	Yes
1BR UNIT B2	3	581 SF	Yes
1BR UNIT B3	3	581 SF	Yes
1BR UNIT B4	2	547 SF	Yes
	28		
2BR			
2BR UNIT C1	10	770 SF	No
2BR UNIT C2	22	775 SF	Yes
	32		
3BR			
3BR UNIT D1	11	925 SF	Yes
	11		
	110		

*NOTE: FSR UNIT AREAS DO NOT INCLUDE STORAGE EXCLUSION OF MIN. 25 SF - 40 SF

RESIDENTIAL STORAGE

IN-SUITE STORAGE		
NAME	AREA	COUNT
STORAGE	3,021.72 SF	96

STORAGE LOCKERS	
TYPE	COUNT
STORAGE LOCKER	37

REQUIRED LOCKERS: 14

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NOTES

REVISIONS

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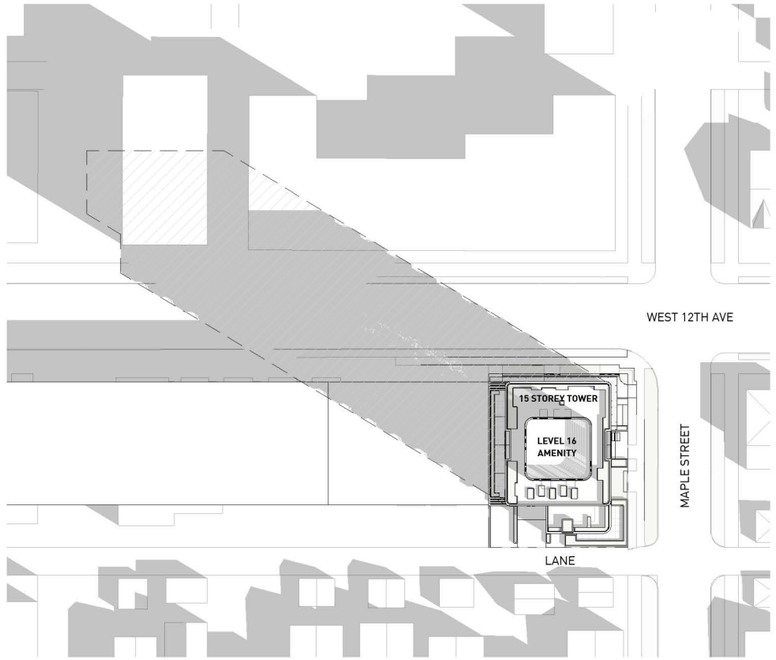
2000 WEST 12TH AVE

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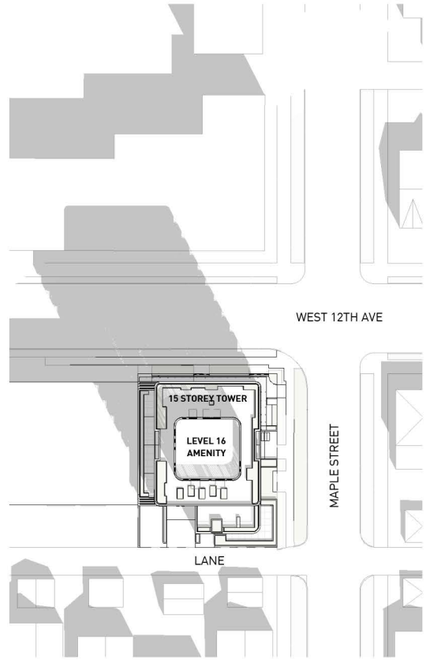
PROJECT STATS

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DRAWN BY	Author
CHECKED BY	Checker
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JOB NUMBER	25007

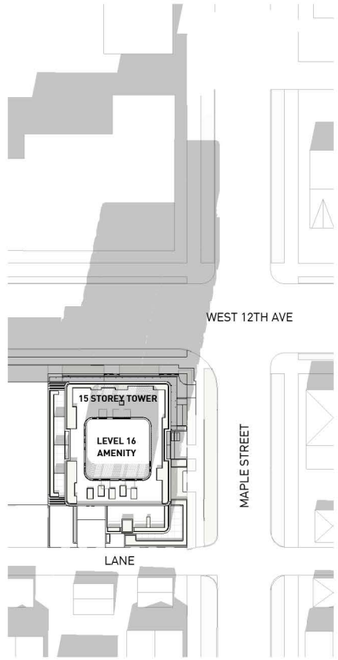
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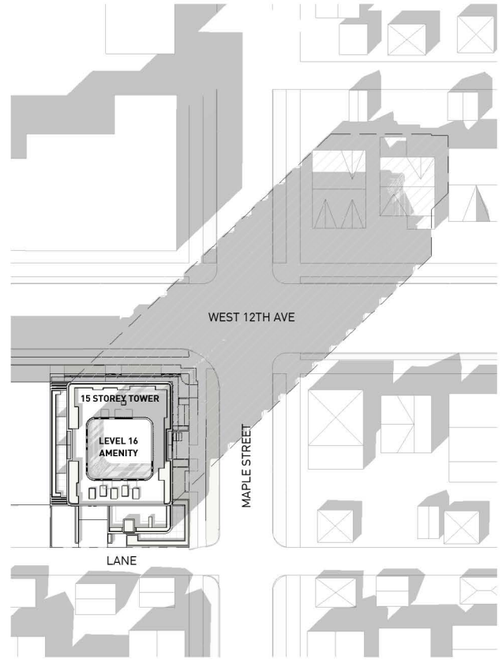
1 **SHADOW STUDY - MARCH 20 - 10am**
1" = 50'-0"



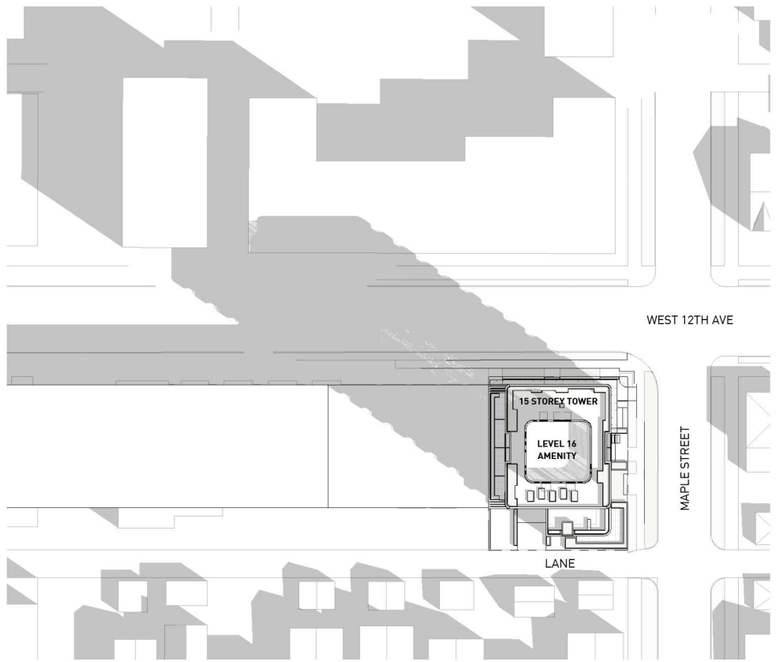
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1" = 50'-0"



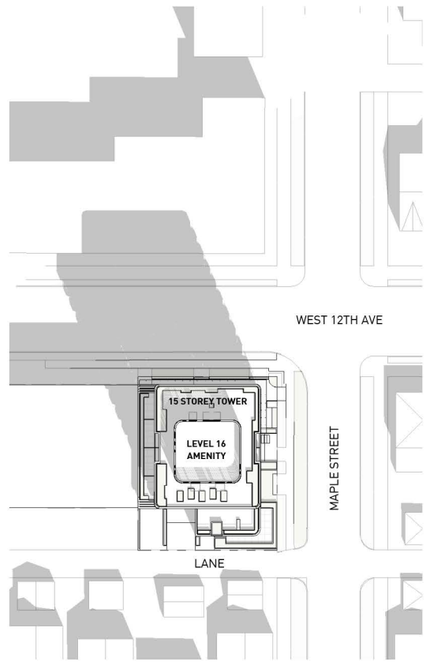
3 **SHADOW STUDY - MARCH 20 - 2pm**
1" = 50'-0"



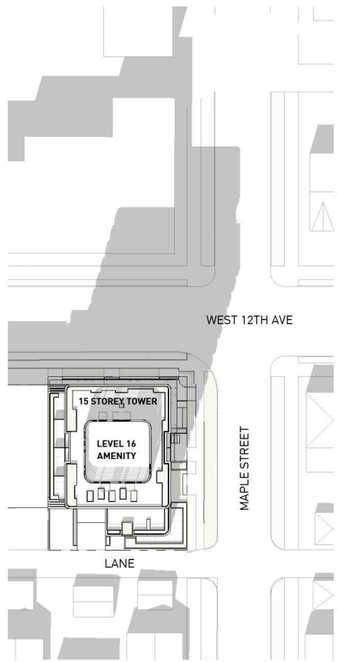
4 **SHADOW STUDY - MARCH 20 - 4pm**
1" = 50'-0"



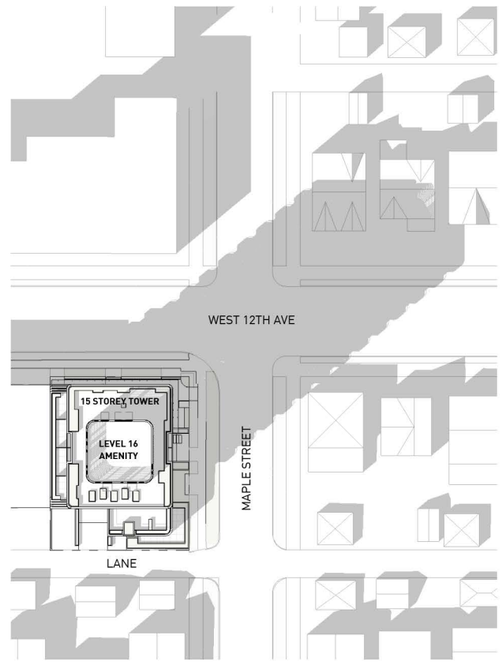
SHADOW STUDY - SEPTEMBER 22 - 10am
1" = 50'-0"



SHADOW STUDY - SEPTEMBER 22 - 12pm
1" = 50'-0"



SHADOW STUDY - SEPTEMBER 22 - 2pm
1" = 50'-0"



SHADOW STUDY - SEPTEMBER 22 - 4pm
1" = 50'-0"

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NOTES

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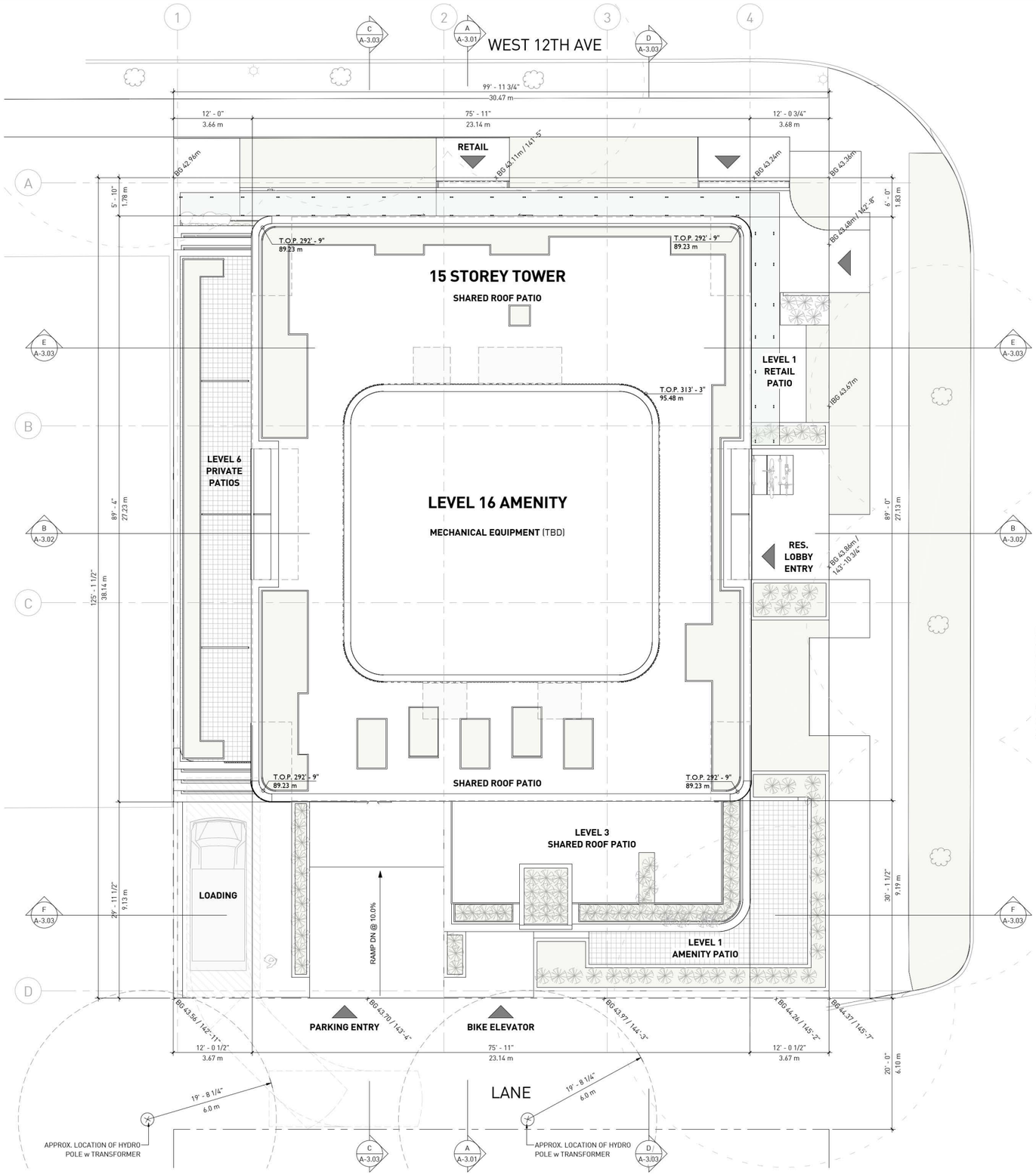
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SHADOW STUDIES

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SCALE	1" = 50'-0"
JOB NUMBER	25007

A-0.02



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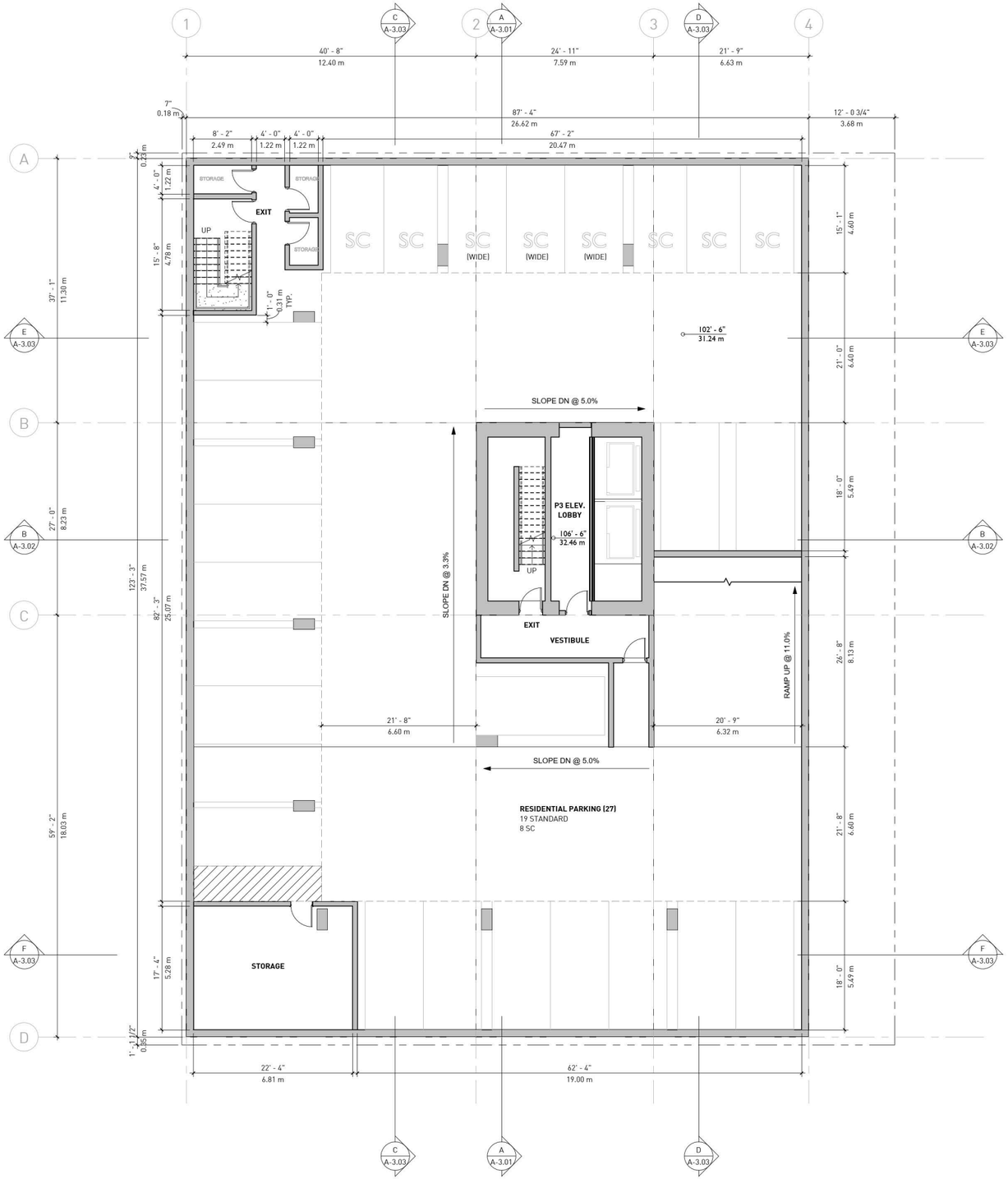
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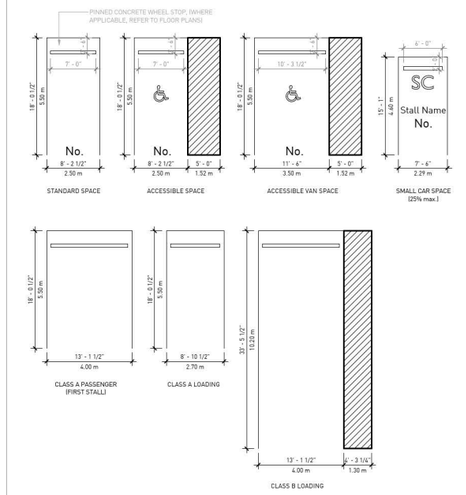
SITE PLAN

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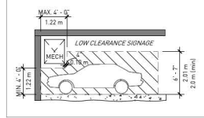
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CITY OF VANCOUVER PARKING STALL REQUIREMENTS:



PROJECTS OVER A STANDARD PARKING STALL:



NOTES:

1. THE VERTICAL CLEARANCE OF A PARKING STALL MAY BE REDUCED TO 4'-0" (1220mm) MINIMUM, FOR THE FIRST 4'-0" (1220mm) MAXIMUM, OF THE CAR STALL TO ALLOW THE INSTALLATION OF MECHANICAL EQUIPMENT ABOVE THE NOSE OF A CAR. 6"x6" (150 x 150mm) CHAMFER REQ'D AT CORNER. SIGNAGE REQUIRED ABOVE INDICATING 'CAUTION LOW CLEARANCE.'

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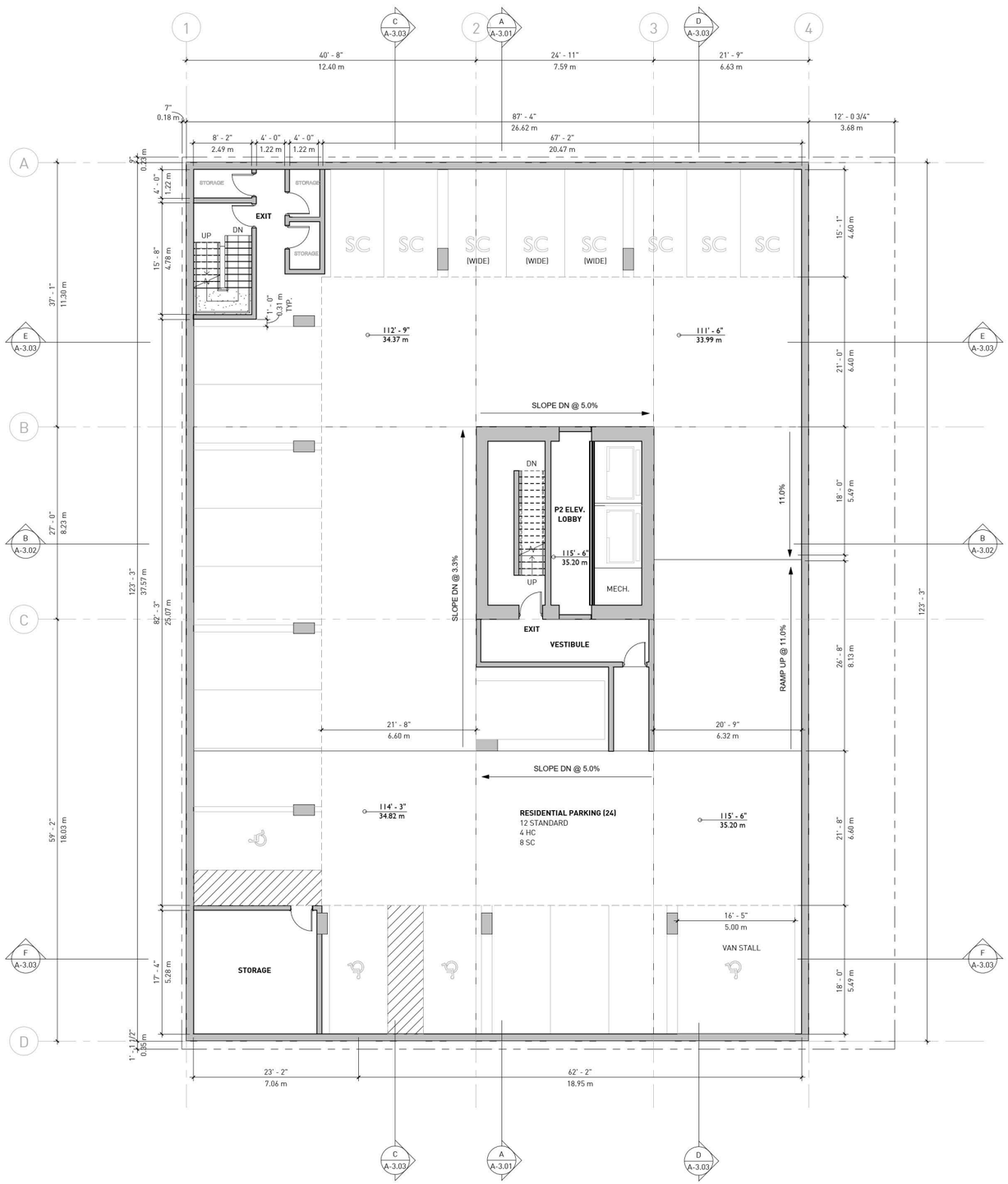
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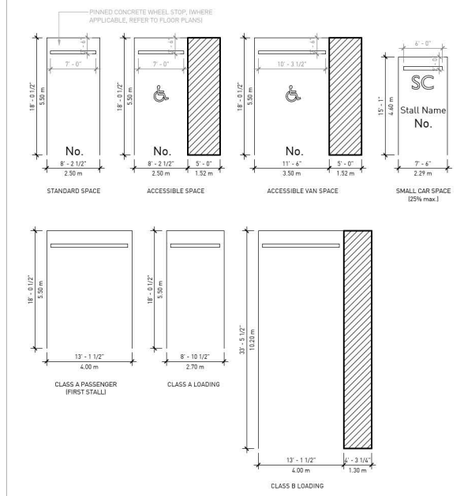
FLOOR PLAN - P3

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SCALE	As indicated
JOB NUMBER	25007

A-1.01



CITY OF VANCOUVER PARKING STALL REQUIREMENTS:



PROJECTS OVER A STANDARD PARKING STALL:

NOTES:

1. THE VERTICAL CLEARANCE OF A PARKING STALL MAY BE REDUCED TO 4'-0" (1220mm) MINIMUM, FOR THE FIRST 4'-0" (1220mm) MAXIMUM, OF THE CAR STALL TO ALLOW THE INSTALLATION OF MECHANICAL EQUIPMENT ABOVE THE NOSE OF A CAR. 6"x6" (150 x 150mm) CHAMFER REQ'D AT CORNER. SIGNAGE REQUIRED ABOVE INDICATING 'CAUTION LOW CLEARANCE.'

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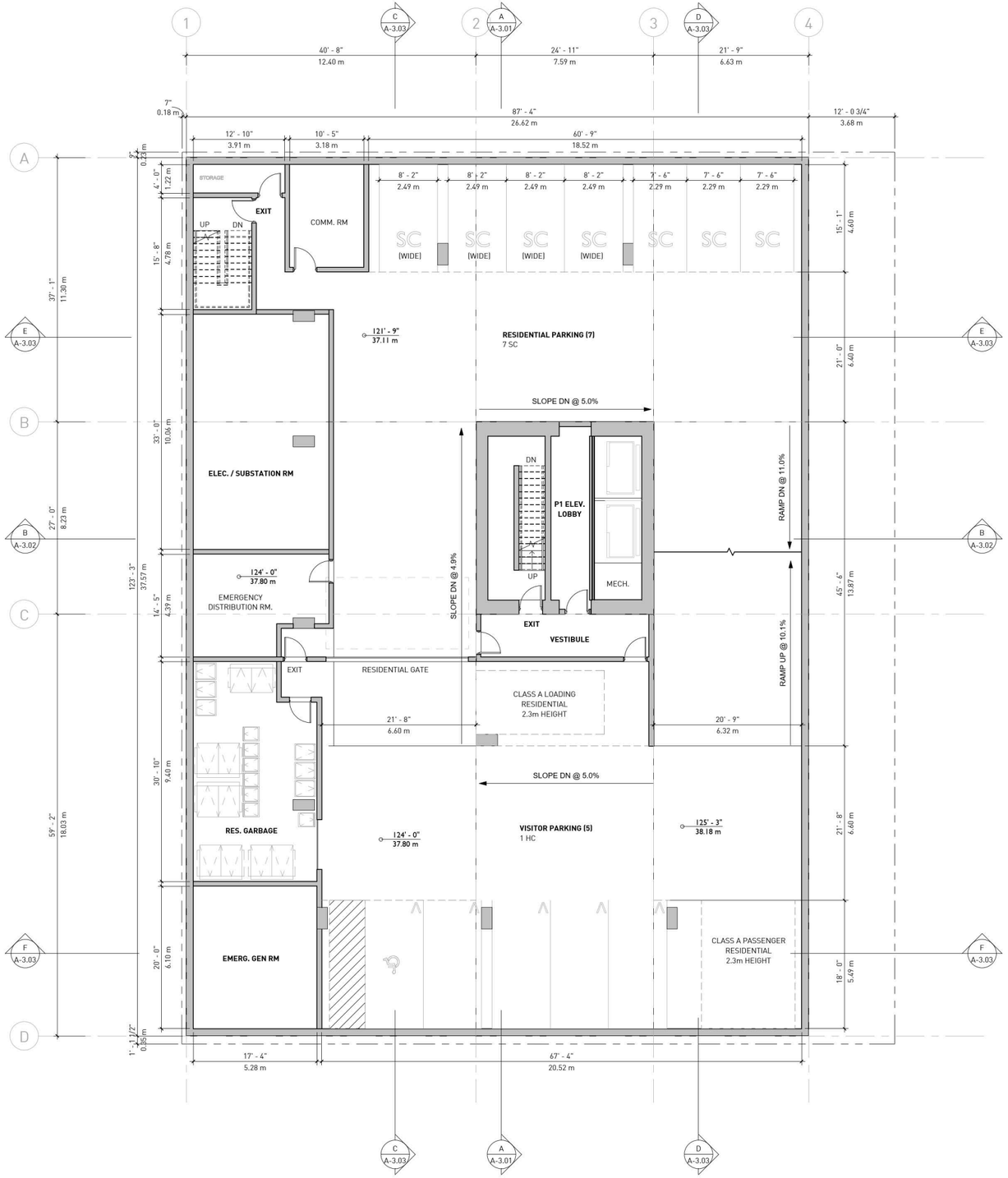
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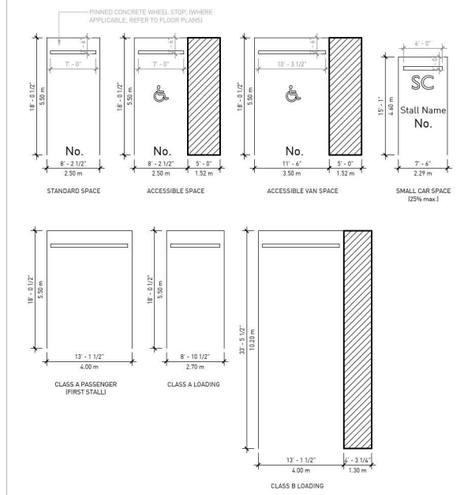
FLOOR PLAN - P2

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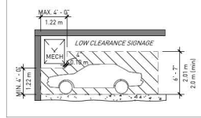
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CITY OF VANCOUVER PARKING STALL REQUIREMENTS:



PROJECTS OVER A STANDARD PARKING STALL:



NOTES:

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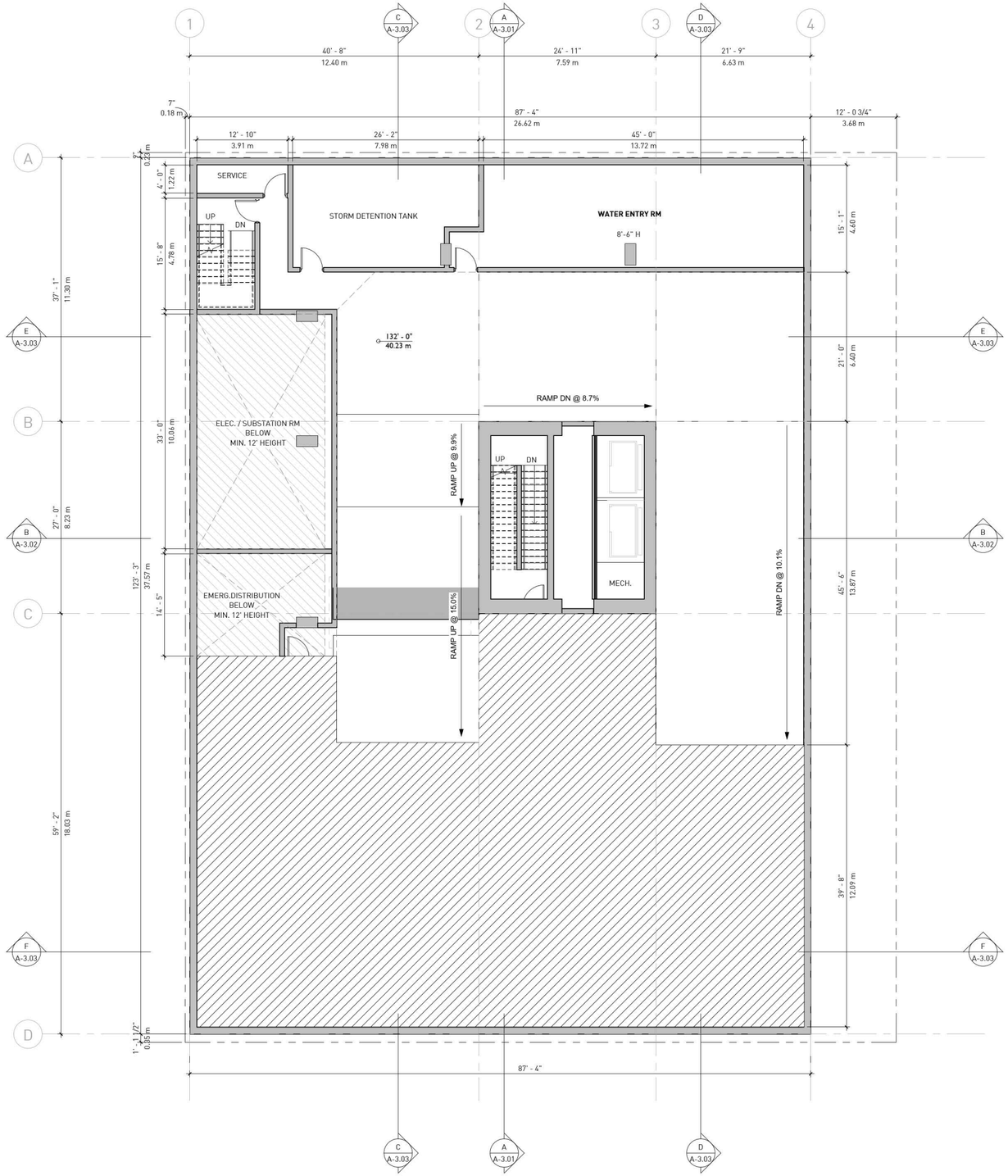
2000 WEST 12TH AVE

ISSUED FOR REZONING

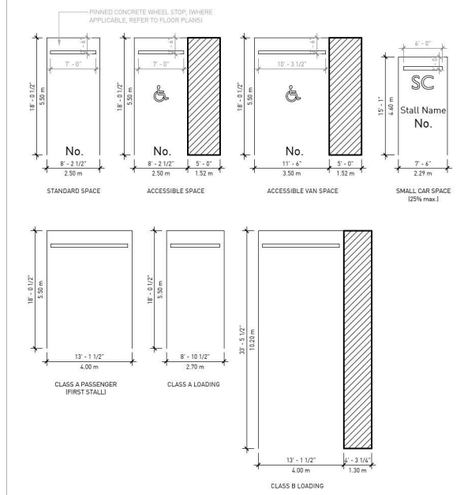
FLOOR PLAN - P1

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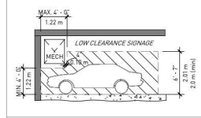
A-1.03



CITY OF VANCOUVER PARKING STALL REQUIREMENTS:



PROJECTS OVER A STANDARD PARKING STALL:



NOTES:

1. THE VERTICAL CLEARANCE OF A PARKING STALL MAY BE REDUCED TO 4'-0" (1220mm) MINIMUM, FOR THE FIRST 4'-0" (1220mm) MAXIMUM, OF THE CAR STALL TO ALLOW THE INSTALLATION OF MECHANICAL EQUIPMENT ABOVE THE NOSE OF A CAR. 4"x4" (100 x 100mm) CHAMFER REQ'D AT CORNER. SIGNAGE REQUIRED ABOVE INDICATING 'CAUTION LOW CLEARANCE.'

gbl

GBL ARCHITECTS INC.
300-224 WEST 8TH AVENUE
VANCOUVER, BC CANADA V5Y 1N5
TEL 604 736 1156
FAX 604 731 5279

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NOTES

REVISIONS

NO.	DATE	DESCRIPTION
1	2026-02-2	ISSUED FOR REZONING
6		

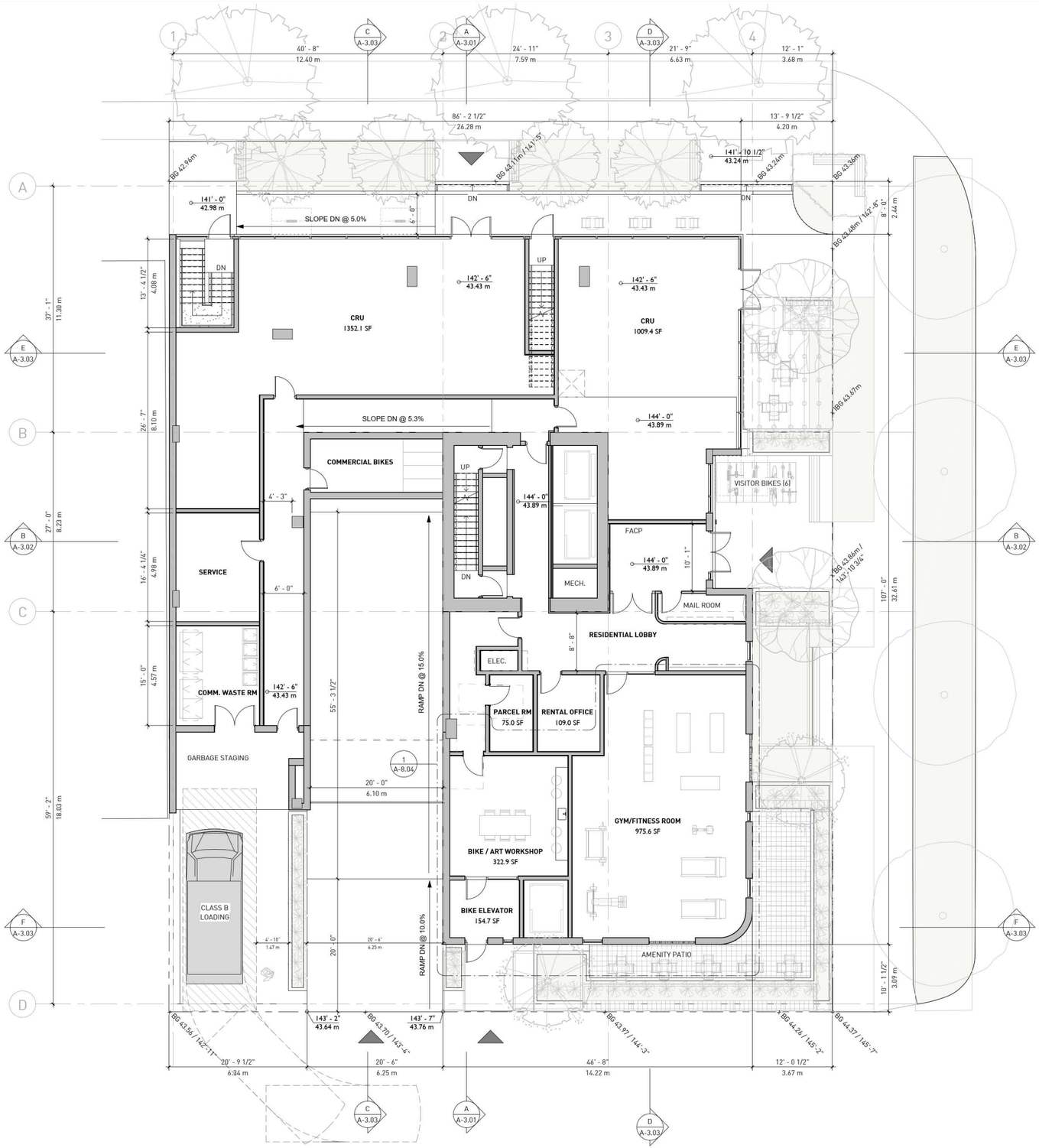
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - P1 UPPER

DATE	2/26/2026 4:52:25 PM
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SCALE	As indicated
JOB NUMBER	25007

A-1.04



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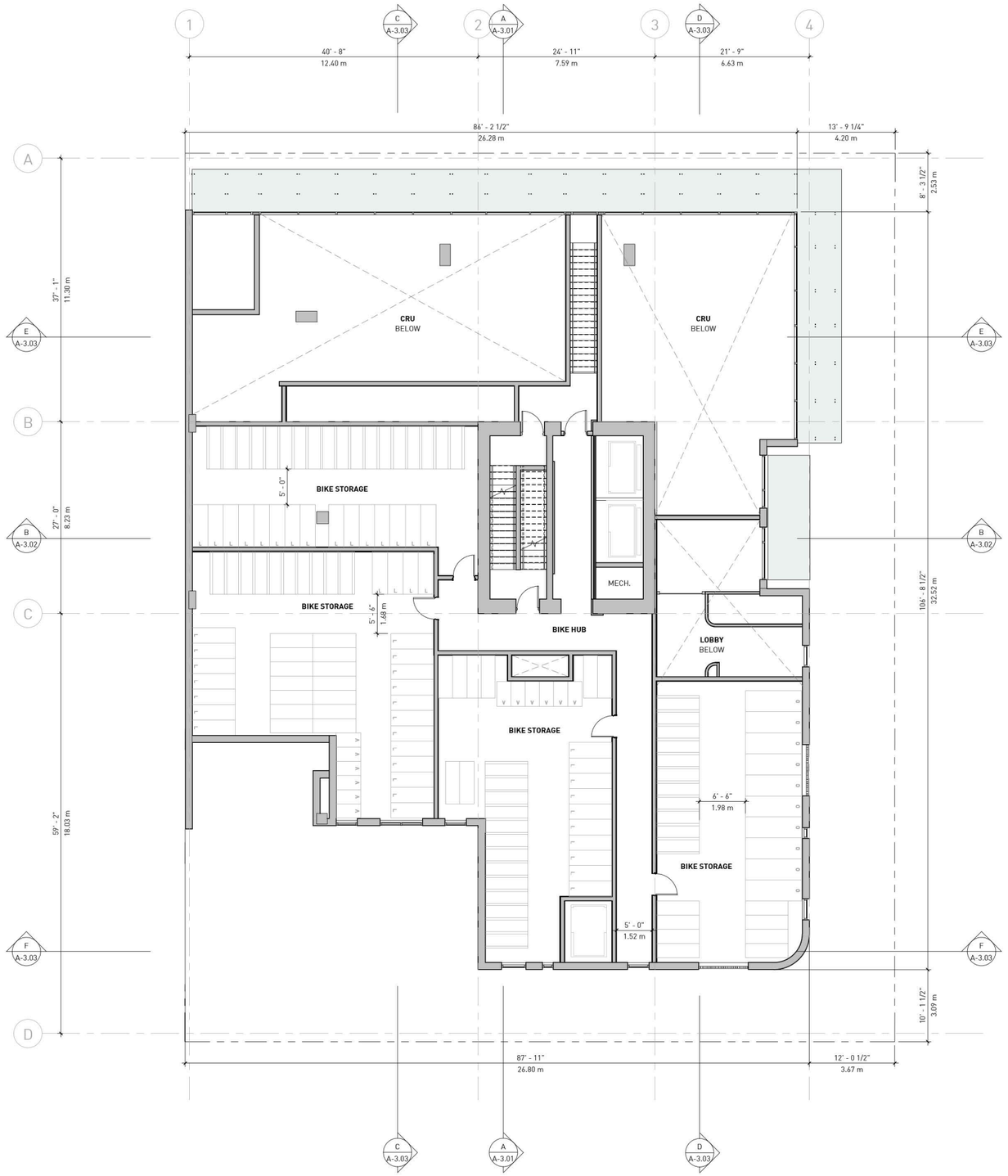
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVEL 1

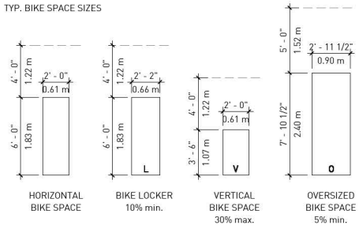
DATE	2/26/2026 4:52:26 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.05



PARKING LEGEND:

TYP. BIKE SPACE SIZES



NOTES - BICYCLE STORAGE:

1. THE DESIGN OF BICYCLE SPACES (INCLUDING BICYCLE ROOMS, COMPOUNDS, LOCKERS AND RACKS) SHALL BE IN ACCORDANCE WITH ALL SAFETY AND SECURITY MEASURES PER THE RELEVANT PROVISIONS OF SECTION 6 OF THE PARKING BY-LAW.
2. ALL REQUIRED CLASS A BICYCLE SPACES SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 1.9m AND A MINIMUM AISLE WIDTH OF 1.2m, EXCEPT FOR THE PORTION OF THE AISLE DIRECTLY IN FRONT OF EACH OVERSIZED SPACE, WHICH SHALL BE A MINIMUM OF 1.5m.
3. AUTOMATIC DOOR OPENERS TO BE PROVIDED FOR ALL DOORS ACCESSING AND LEADING TO BICYCLE STORAGE.

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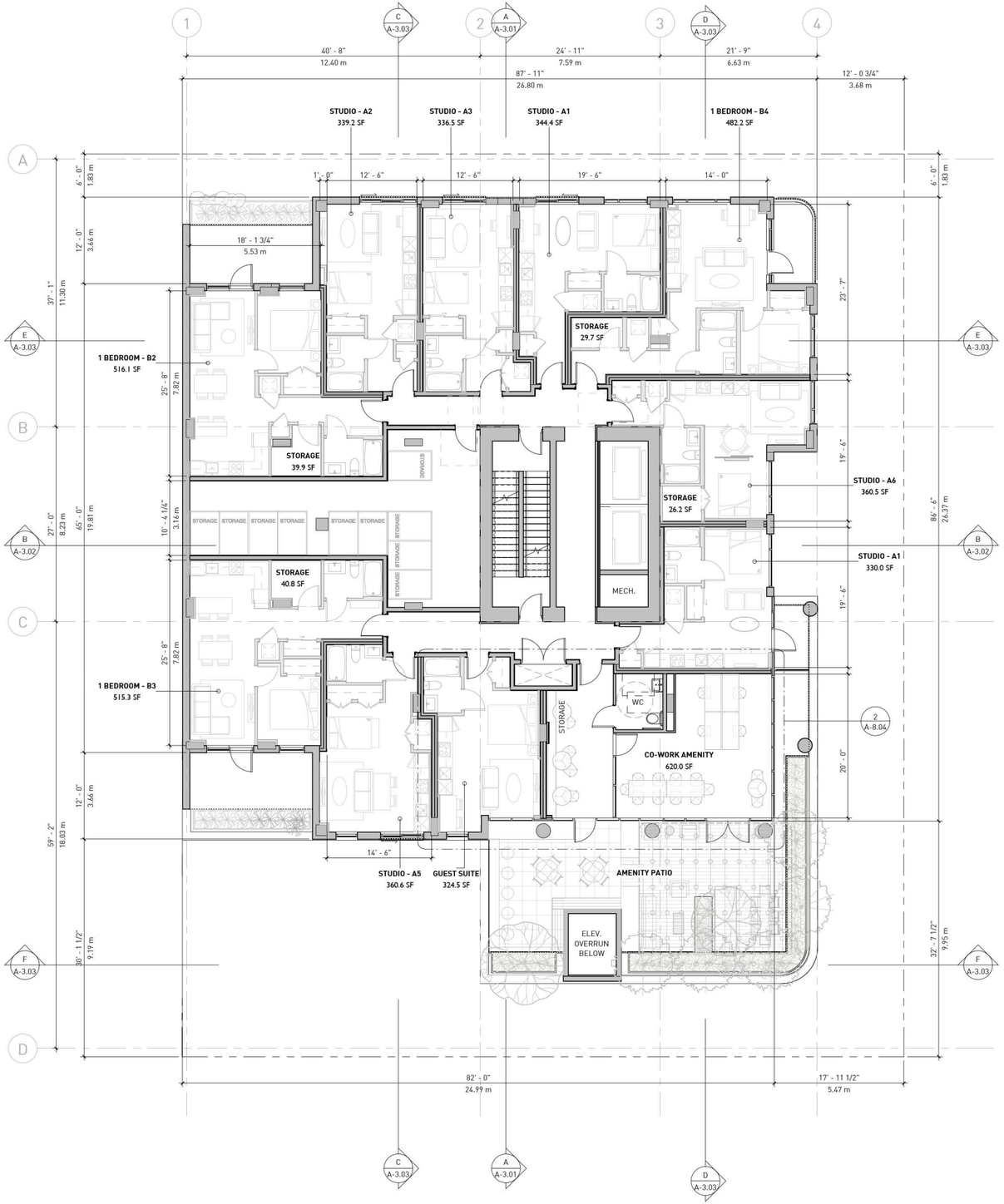
2000 WEST 12TH AVE

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FLOOR PLAN - LEVEL 2

DATE	2/26/2026 4:52:27 PM
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SCALE	As indicated
JOB NUMBER	25007

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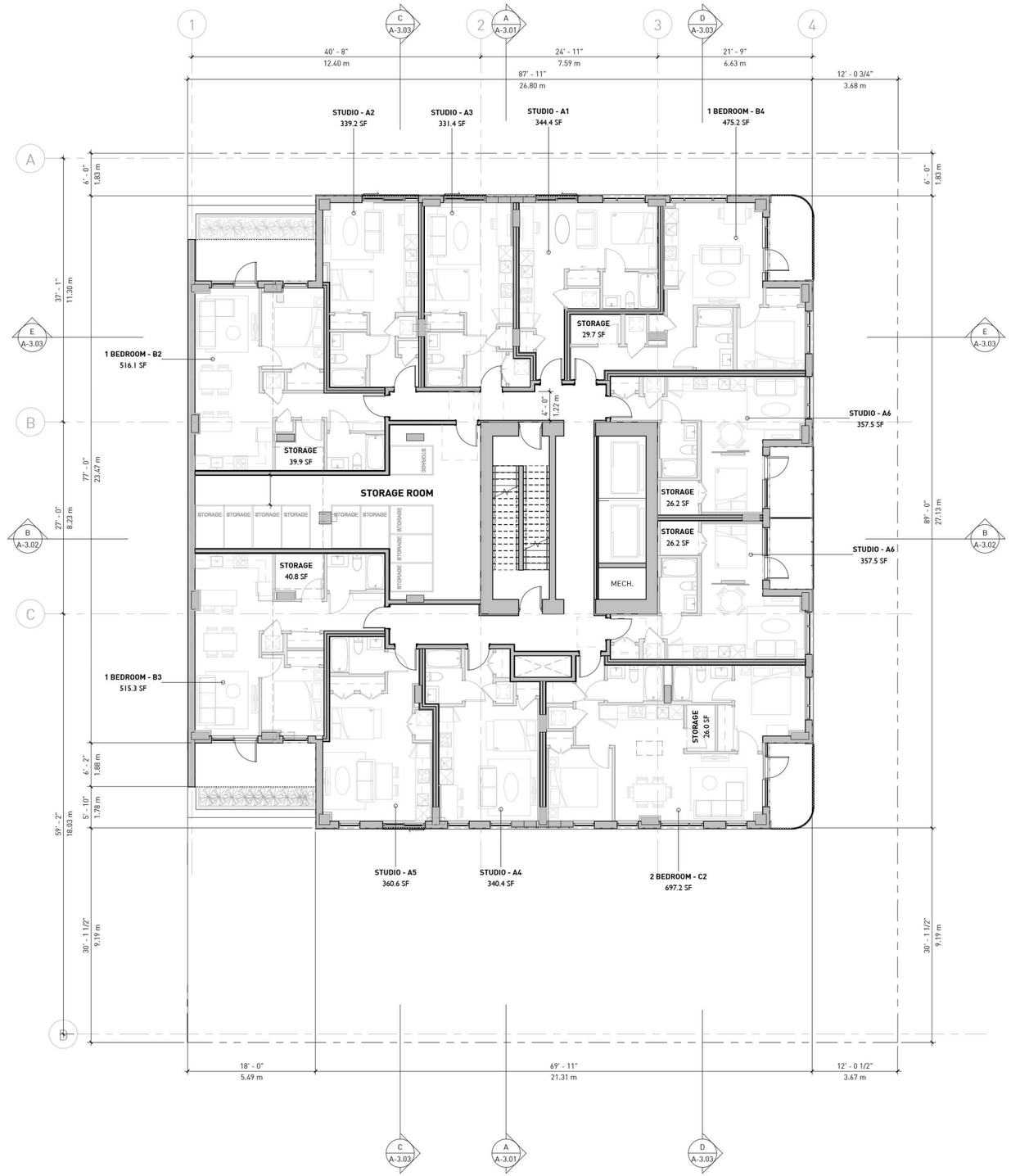
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVEL 3

DATE	2/26/2026 4:52:29 PM
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SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.07



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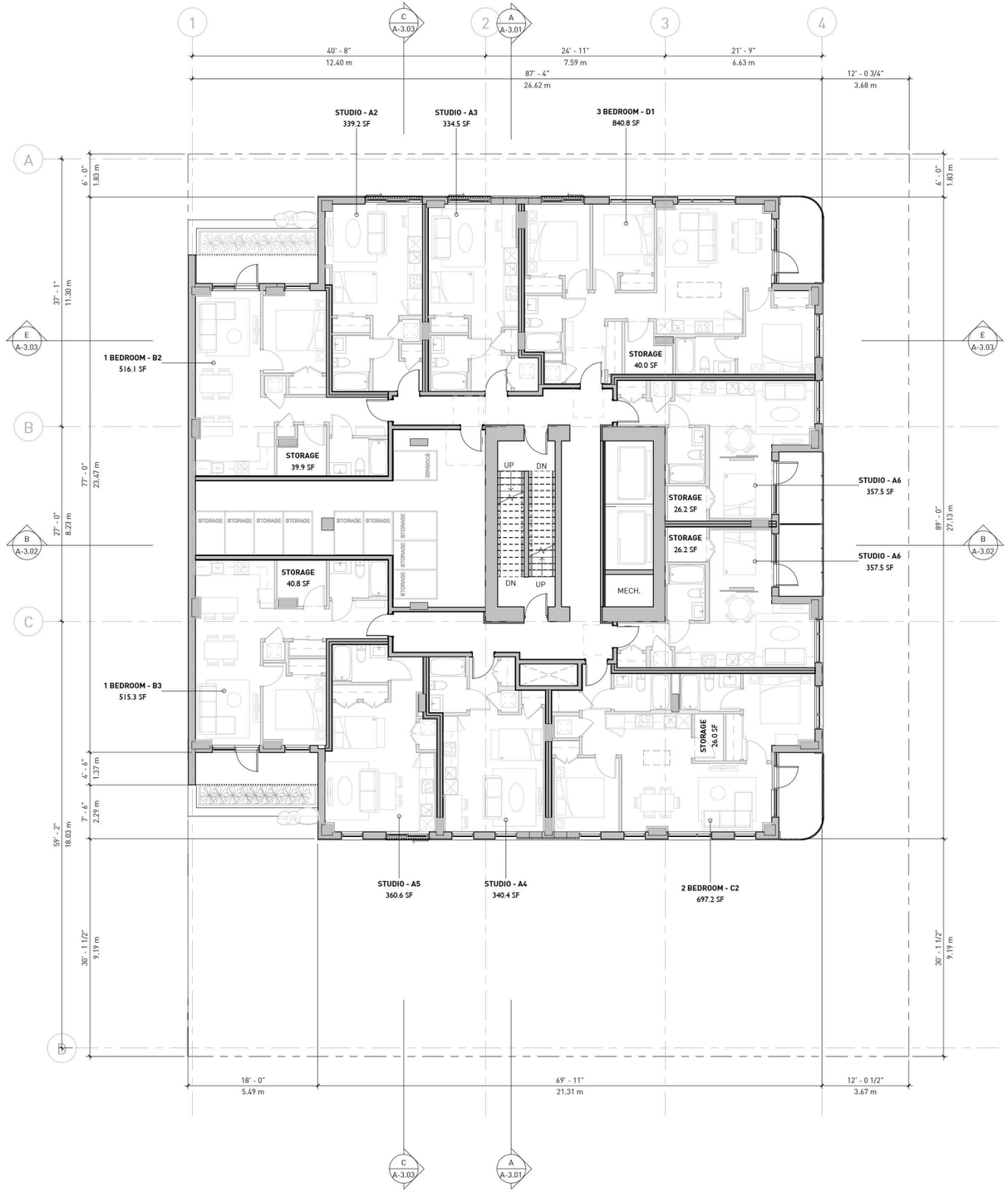
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVEL 4

DATE	2/26/2026 4:52:30 PM
DRAWN BY	Author
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SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.08



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NO.	DATE	DESCRIPTION
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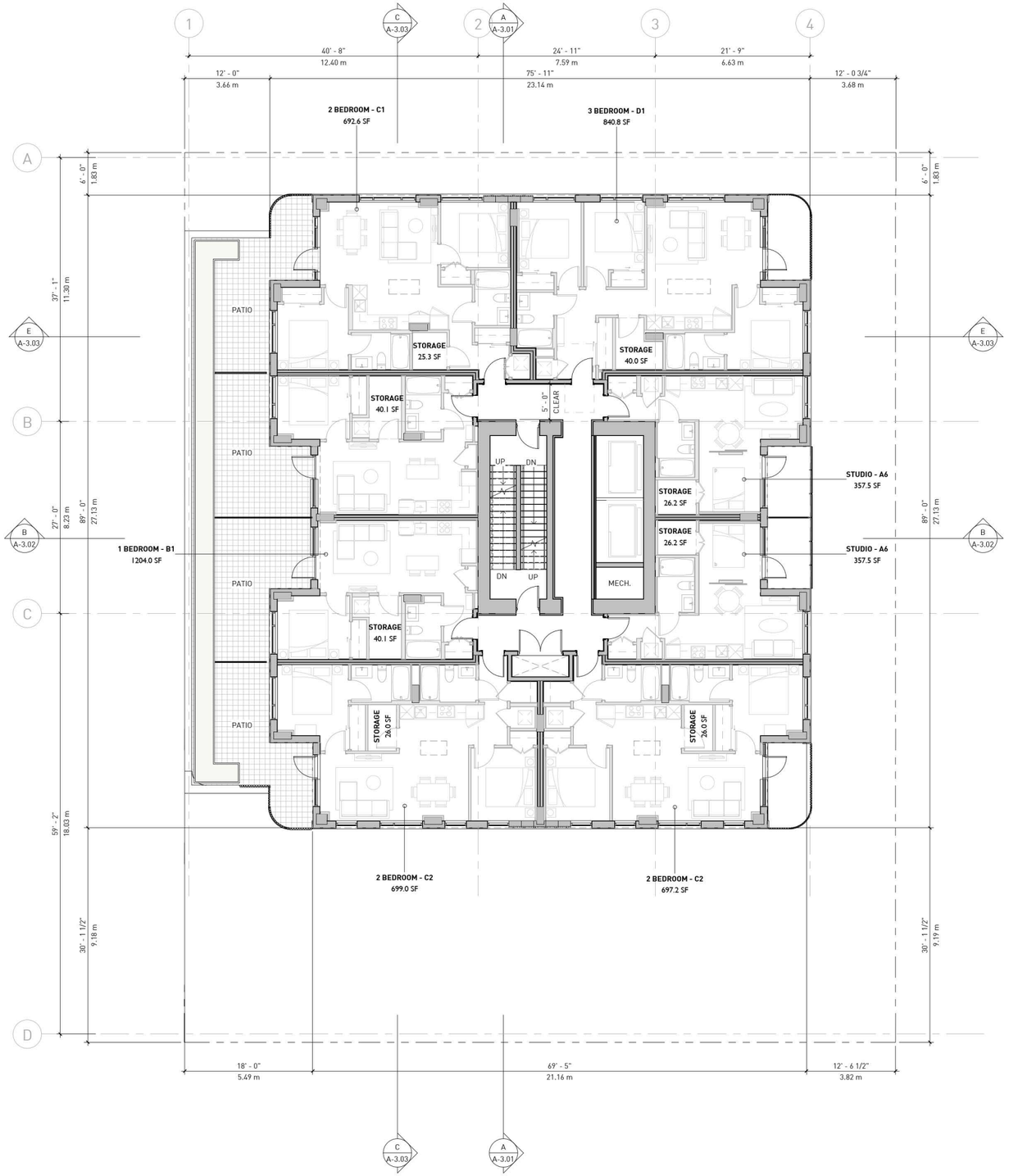
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVEL 5

DATE	2/26/2026 4:52:32 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.09



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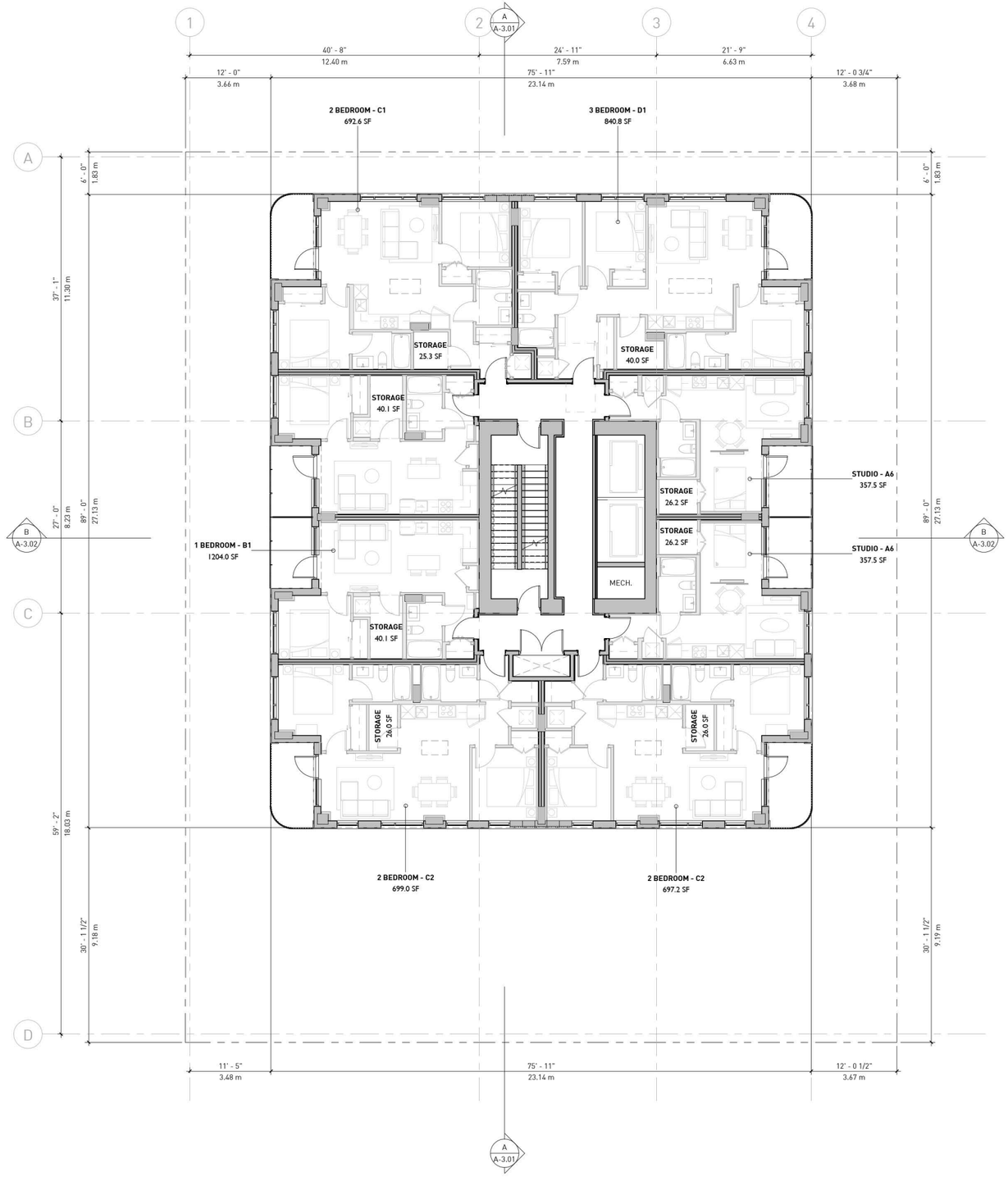
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVELS 6

DATE	2/26/2026 4:52:33 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.10



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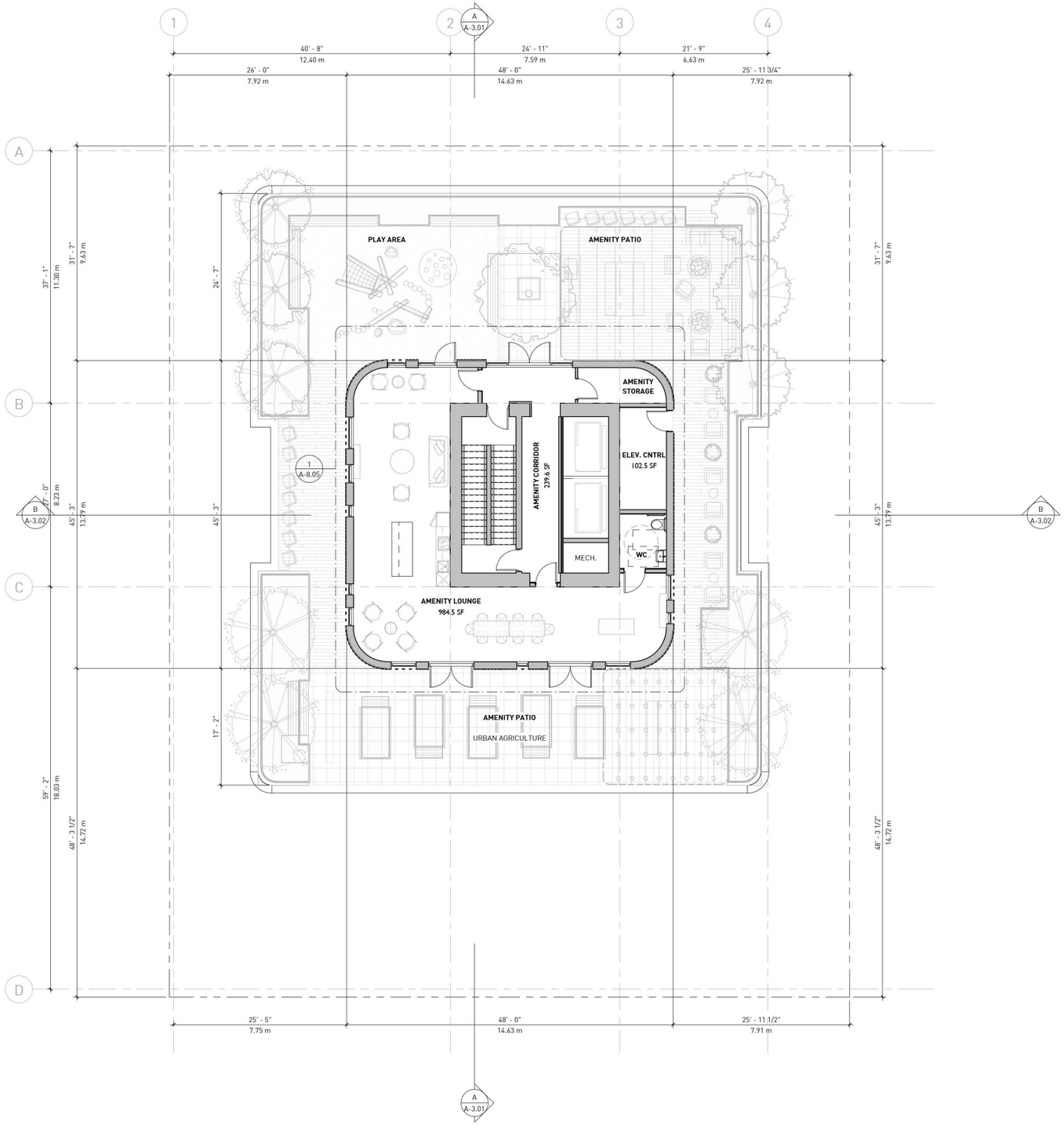
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVELS 7 - 15

DATE	2/26/2026 4:52:34 PM
DRAWN BY	Author
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SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.11



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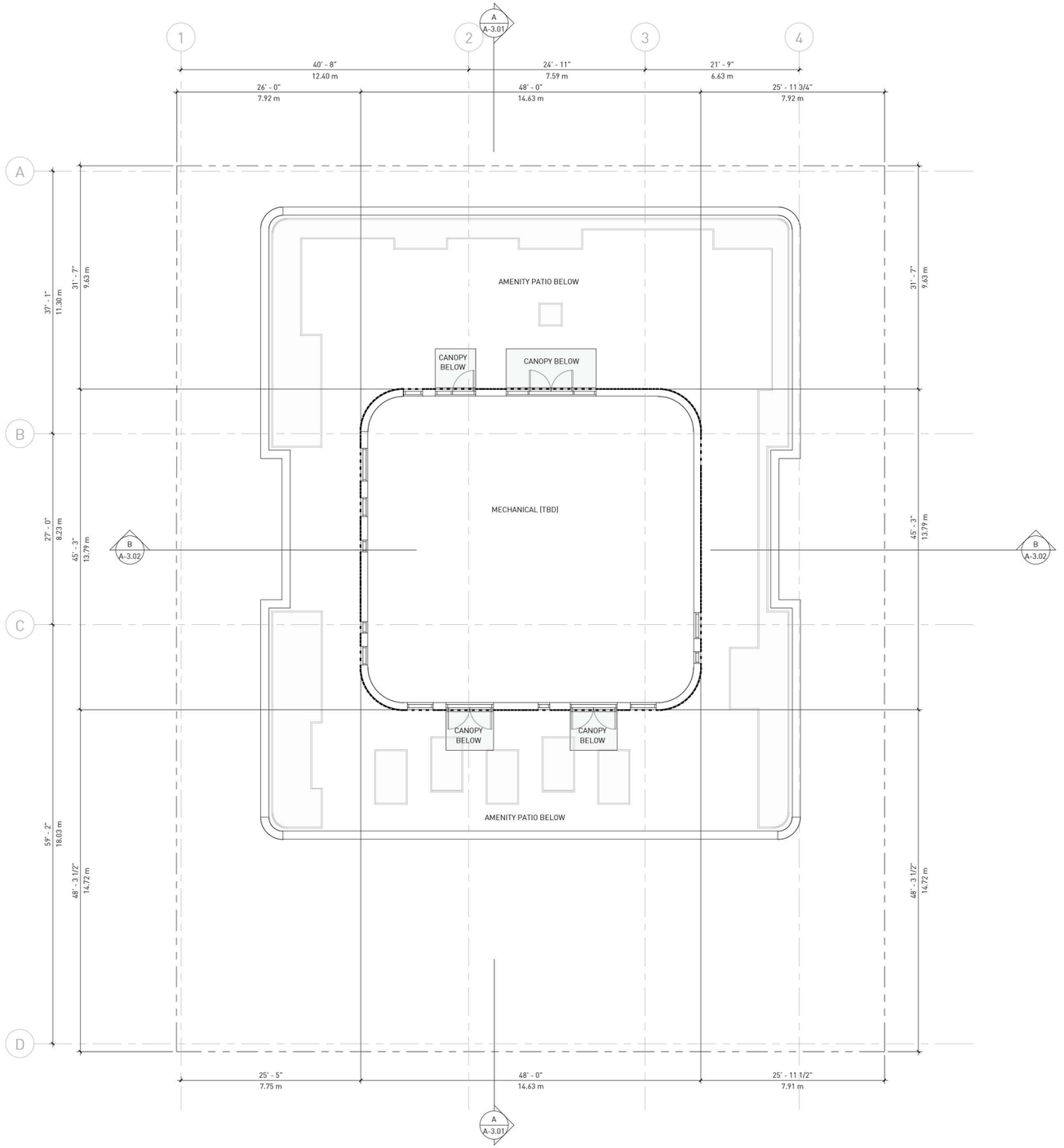
2000 WEST 12TH AVE

ISSUED FOR REZONING

FLOOR PLAN - LEVEL 16 - AMENITY

DATE	2/26/2026 4:52:35 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.12



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2000 WEST 12TH AVE

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MECH. ROOF

DATE	2/26/2026 4:52:36 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-1.13



MATERIAL LEGEND

#	DESCRIPTION	COLOUR
BR1	Brick	Grey
CP1	Equitone	Dark Grey
CW1	Curtain Wall	Alum. Framing - Charcoal Ext. + Charcoal Int.
MP1	Metal Panel	Light Grey
SP1	Spandrel Panel	Grey
WW1	Window Wall	Alum. Framing - Charcoal Ext. + White Int.

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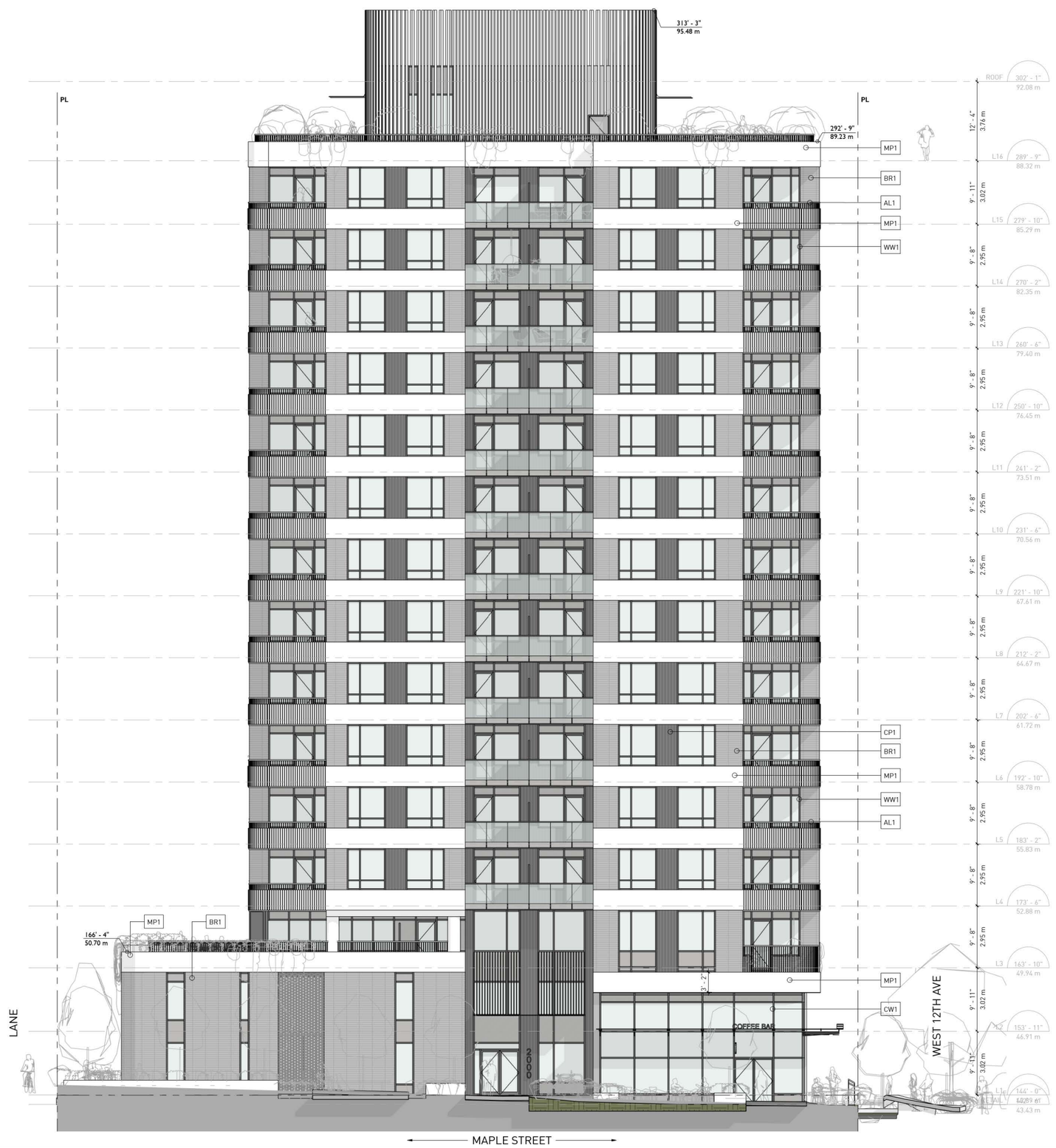
2000 WEST 12TH AVE

ISSUED FOR REZONING

NORTH ELEVATION

DATE	2/26/2026 4:52:47 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-2.01



MATERIAL LEGEND

#	DESCRIPTION	COLOUR
BR1	Brick	Grey
CP1	Equitone	Dark Grey
CW1	Curtain Wall	Alum. Framing - Charcoal Ext. + Charcoal Int.
MP1	Metal Panel	Light Grey
SP1	Spandrel Panel	Grey
WW1	Window Wall	Alum. Framing - Charcoal Ext. + White Int.

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REVISIONS

NO.	DATE	DESCRIPTION
1	2026-02-2 6	ISSUED FOR REZONING

2000 WEST 12TH AVE

ISSUED FOR REZONING

EAST ELEVATION

DATE	2/26/2026 4:52:58 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-2.02



MATERIAL LEGEND

#	DESCRIPTION	COLOUR
BR1	Brick	Grey
CP1	Equitone	Dark Grey
CW1	Curtain Wall	Alum. Framing - Charcoal Ext. + Charcoal Int.
MP1	Metal Panel	Light Grey
SP1	Spandrel Panel	Grey
WW1	Window Wall	Alum. Framing - Charcoal Ext. + White Int.

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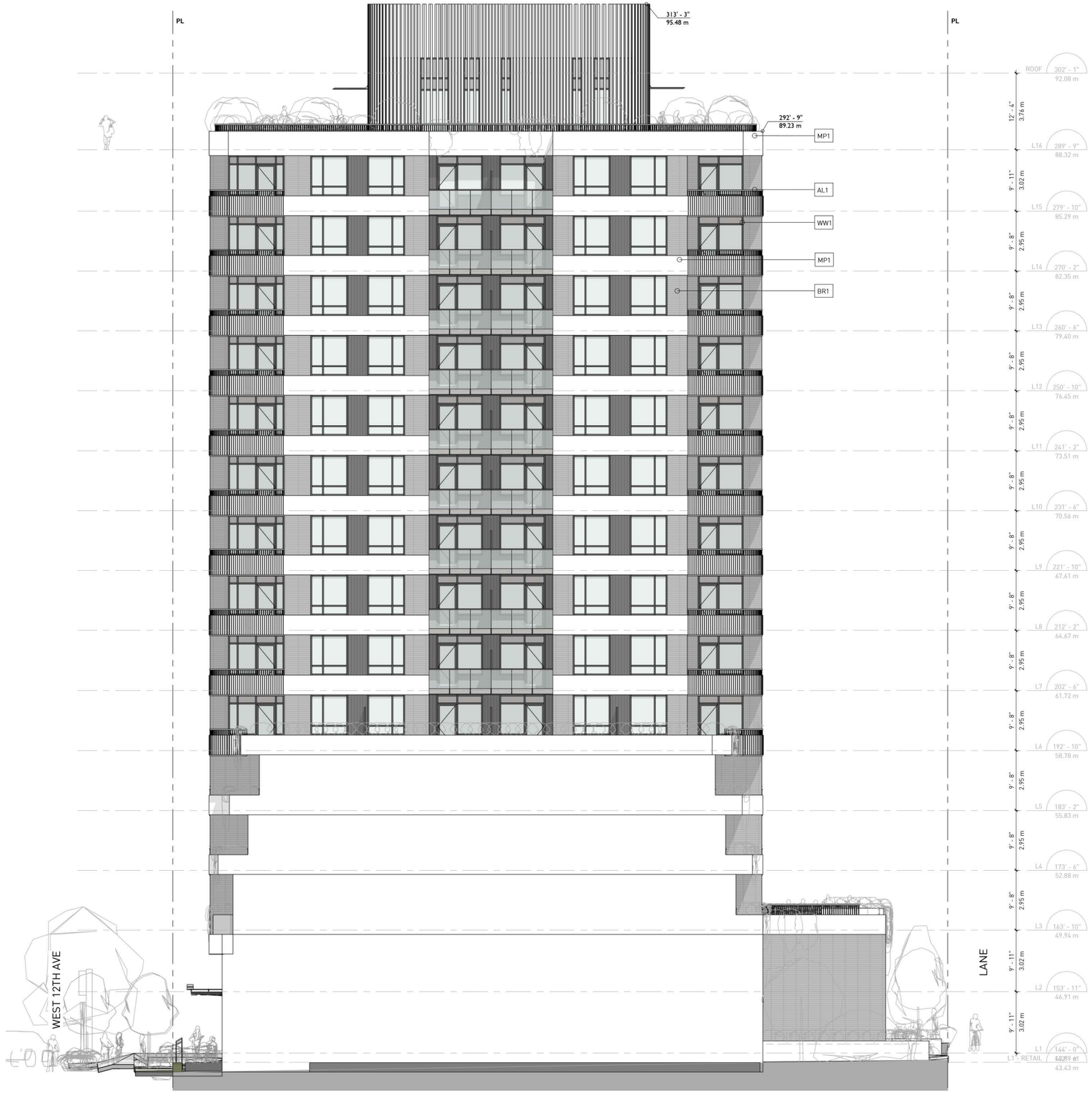
2000 WEST 12TH AVE

ISSUED FOR REZONING

SOUTH ELEVATION

DATE	2/26/2026 4:53:09 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-2.03



MATERIAL LEGEND		
#	DESCRIPTION	COLOUR
BR1	Brick	Grey
CP1	Equitone	Dark Grey
CW1	Curtain Wall	Alum. Framing - Charcoal Ext. + Charcoal Int.
MP1	Metal Panel	Light Grey
SP1	Spandrel Panel	Grey
WW1	Window Wall	Alum. Framing - Charcoal Ext. + White Int.

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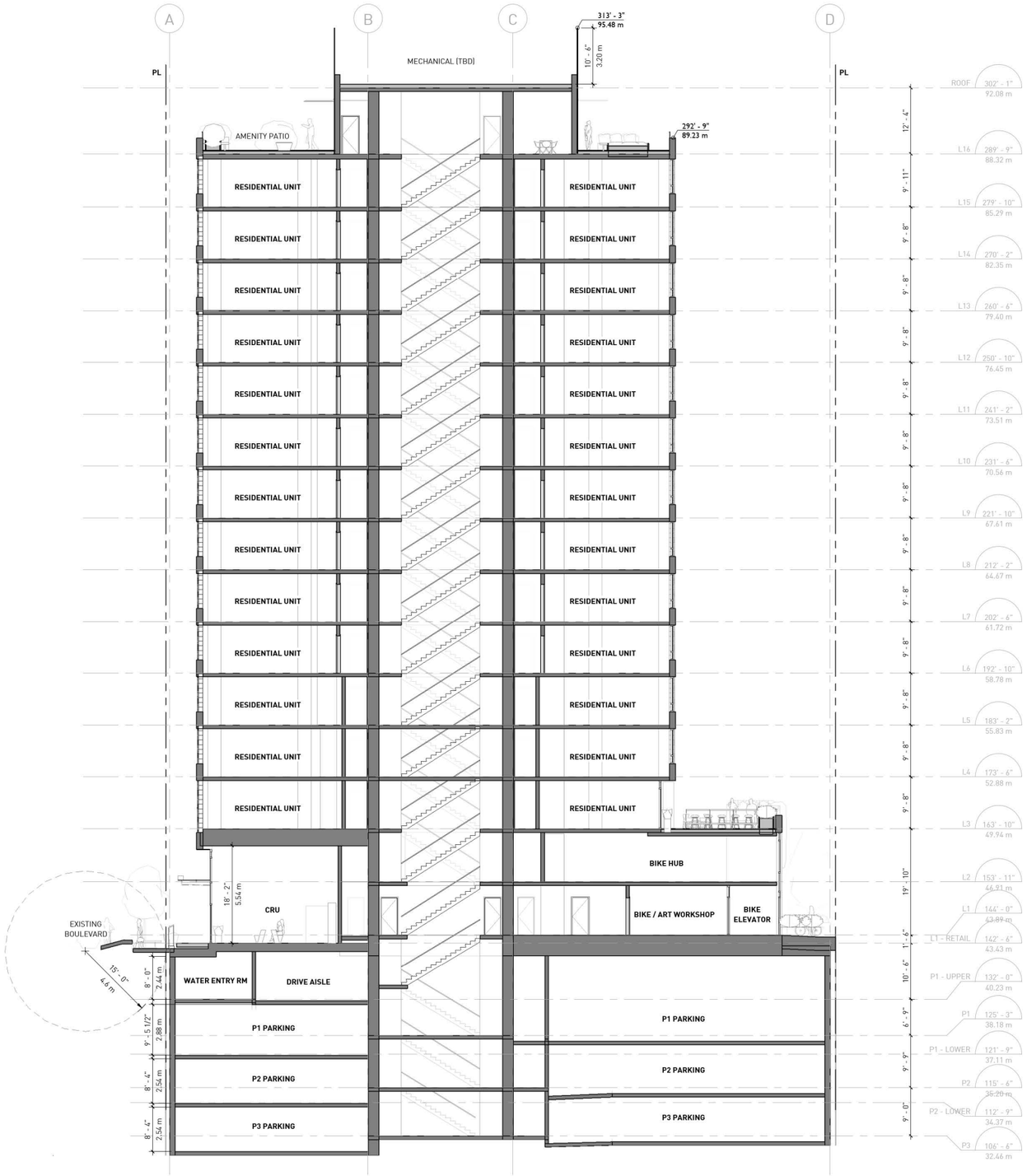
2000 WEST 12TH AVE

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WEST ELEVATION

DATE	2/26/2026 4:53:18 PM
DRAWN BY	Author
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SCALE	1/8" = 1'-0"
JOB NUMBER	25007

A-2.04



A **BUILDING SECTION A**
3/32" = 1'-0"

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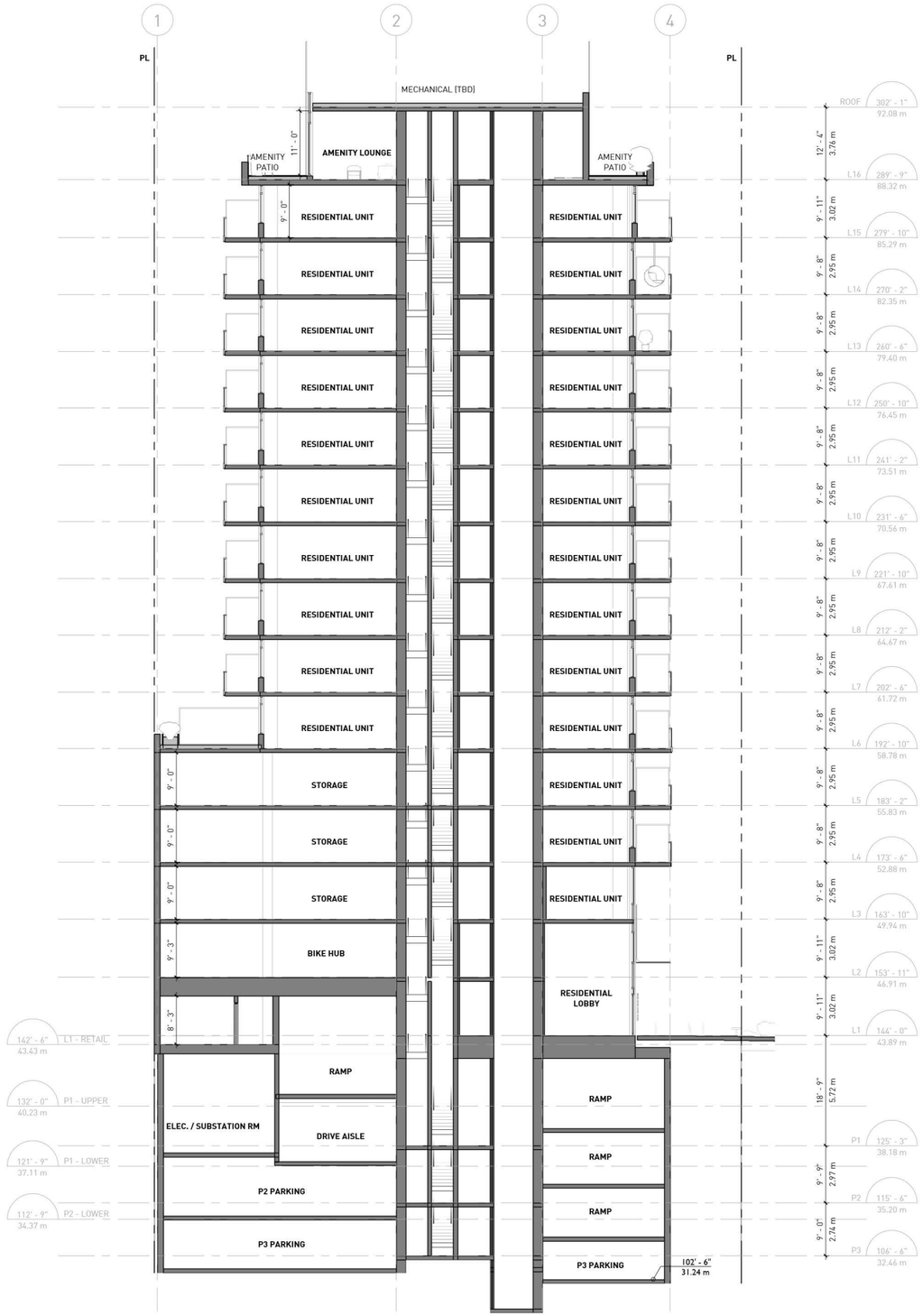
2000 WEST 12TH AVE

ISSUED FOR REZONING

BUILDING SECTION A

DATE	2/26/2026 4:53:20 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	3/32" = 1'-0"
JOB NUMBER	25007

A-3.01



B BUILDING SECTION B
3/32" = 1'-0"

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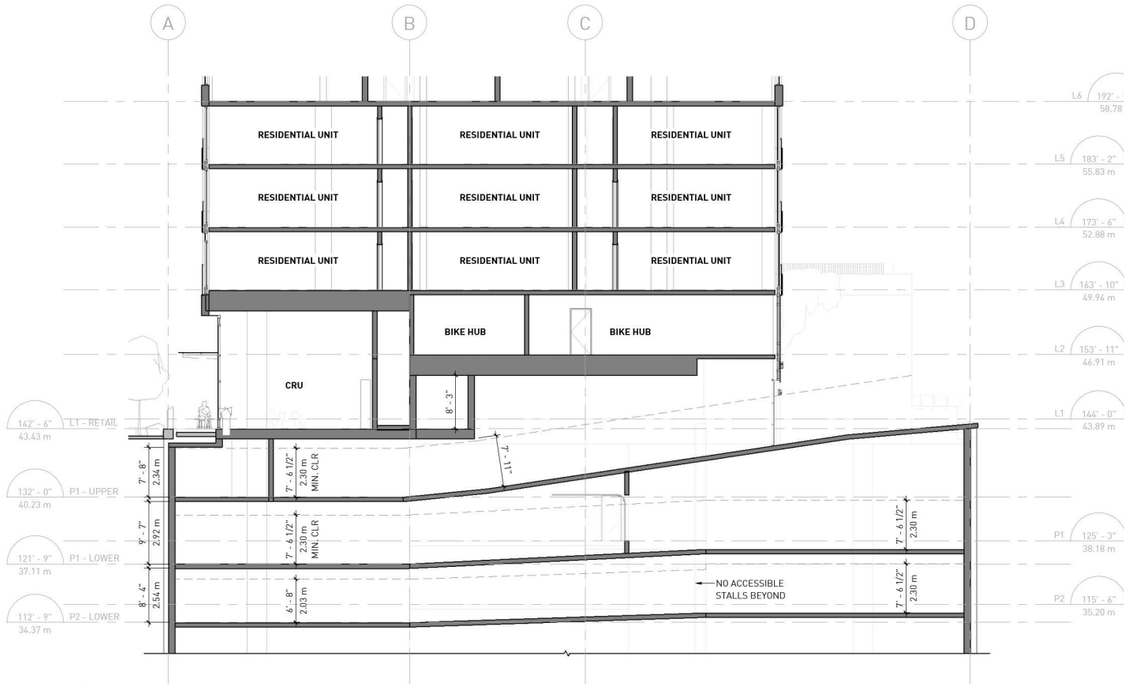
2000 WEST 12TH AVE

ISSUED FOR REZONING

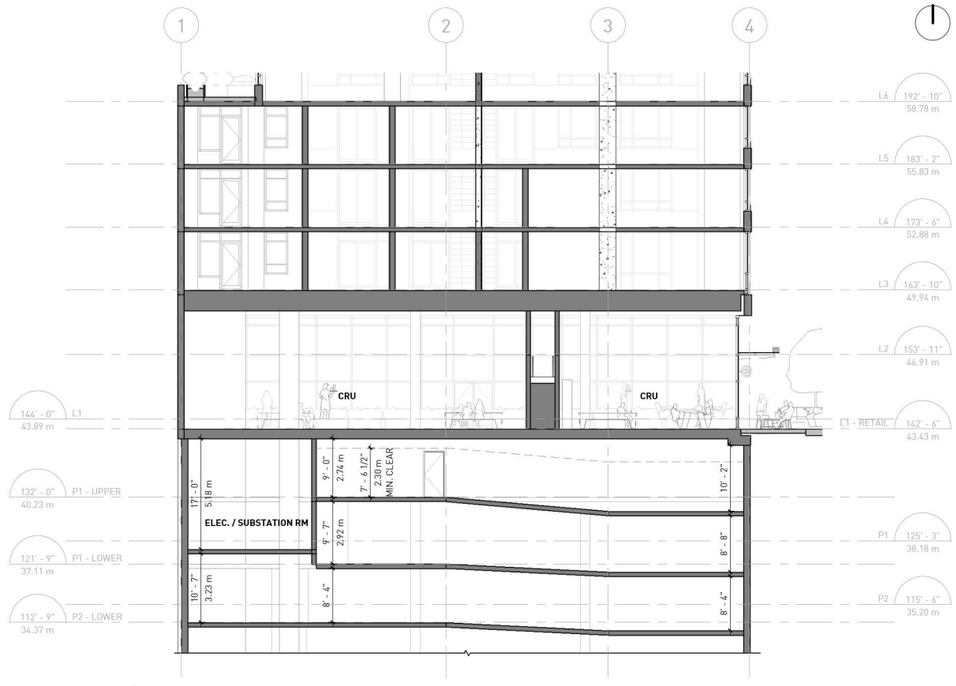
BUILDING SECTION B

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DRAWN BY	Author
CHECKED BY	Checker
SCALE	3/32" = 1'-0"
JOB NUMBER	25007

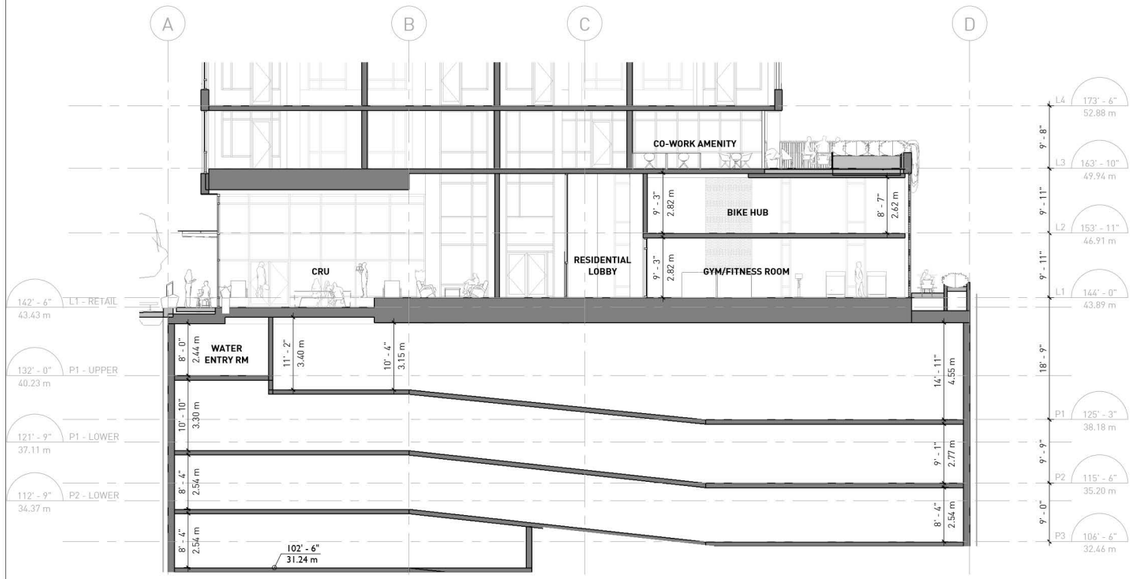
A-3.02



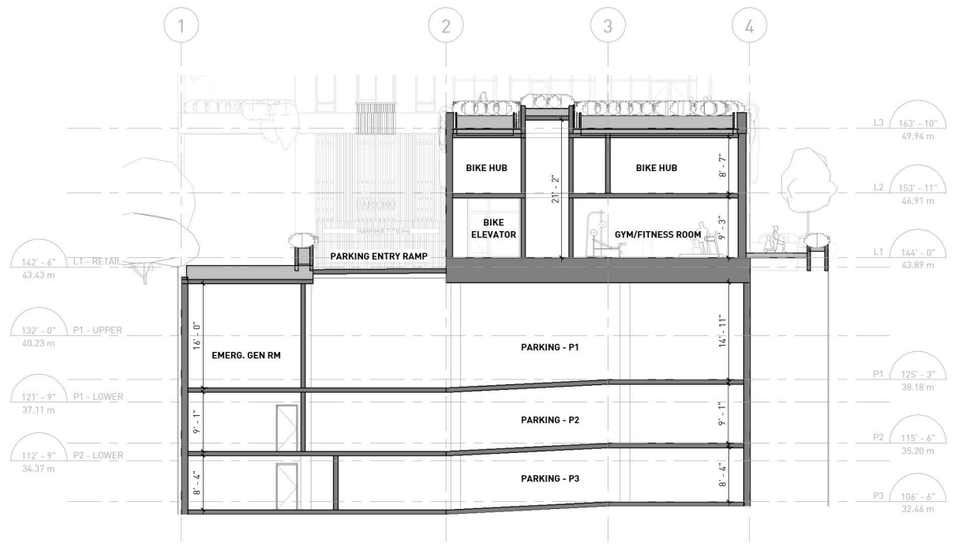
C **BUILDING SECTION C - PARKING ENTRY RAMP**
3/32" = 1'-0"



E **Section 2**
3/32" = 1'-0"



D **BUILDING SECTION D - PARKADE, RETAIL & LOBBY**
3/32" = 1'-0"



F **BUILDING SECTION F - PARKADE, AMENITY, BIKE HUB**
3/32" = 1'-0"

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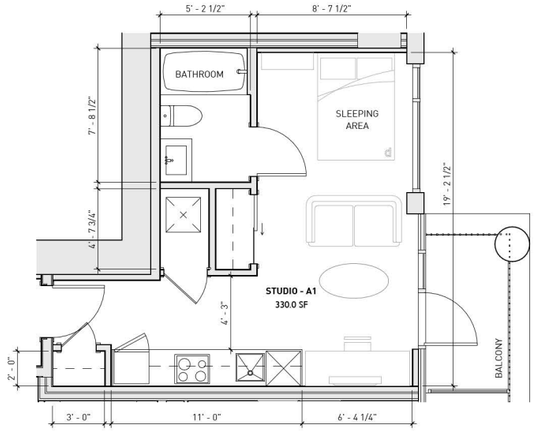
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BUILDING SECTIONS

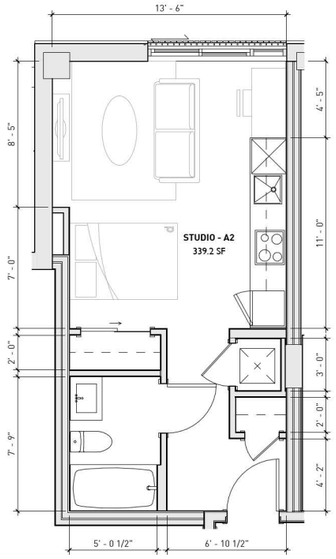
DATE	2/26/2026 4:53:26 PM
DRAWN BY	Author
CHECKED BY	Checker
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JOB NUMBER	25007

A-3.03

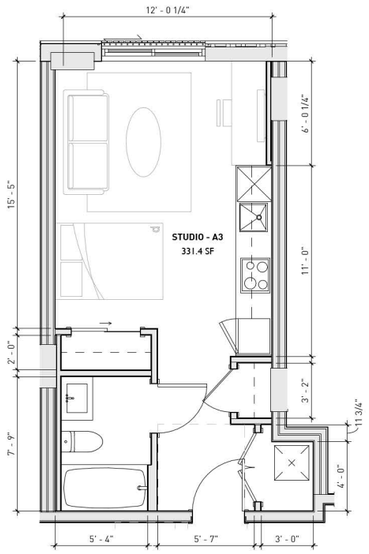
NOTE: UNIT PLAN AREAS ARE TO DRYWALL.
REFER TO FSR PLANS FOR FSR AREAS.



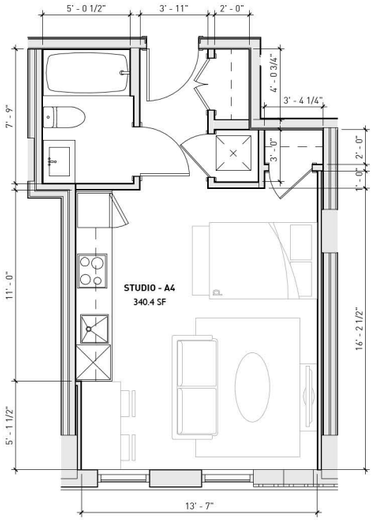
1 **UNIT PLAN - STUDIO A1**
1/4" = 1'-0"



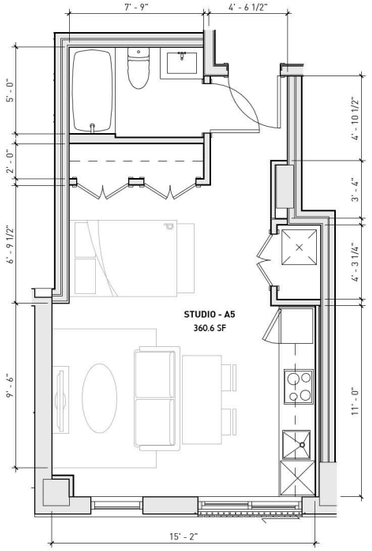
2 **UNIT PLAN - STUDIO A2**
1/4" = 1'-0"



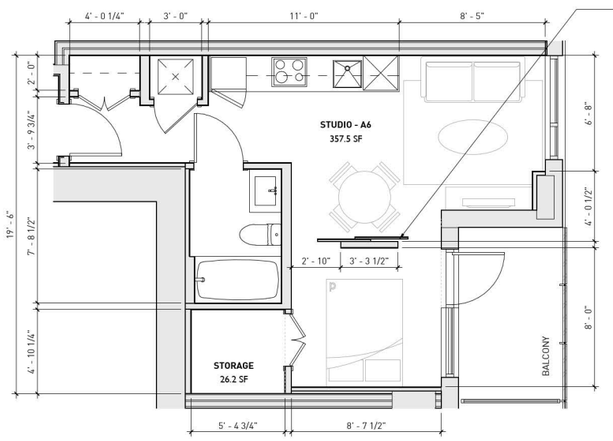
3 **UNIT PLAN - STUDIO A3**
1/4" = 1'-0"



4 **UNIT PLAN - STUDIO A4**
1/4" = 1'-0"



5 **UNIT PLAN - STUDIO A5**
1/4" = 1'-0"



6 **UNIT PLAN - STUDIO A6**
1/4" = 1'-0"



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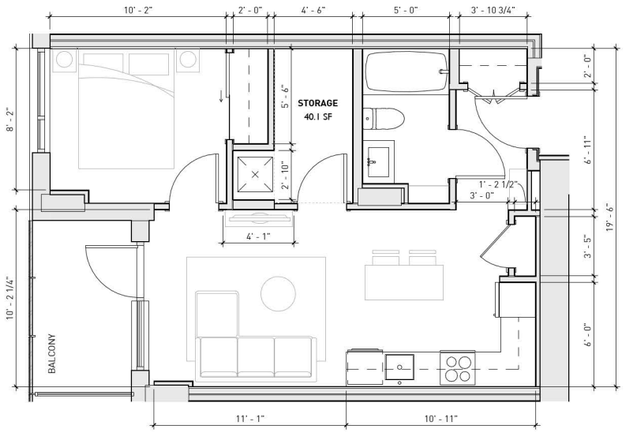
2000 WEST 12TH AVE

ISSUED FOR REZONING

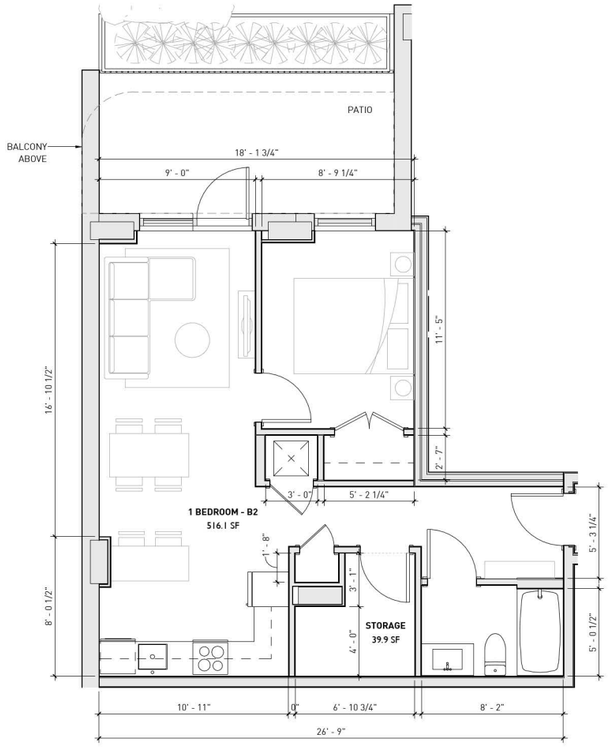
UNIT PLANS - STUDIO UNITS

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CHECKED BY	Checker
SCALE	1/4" = 1'-0"
JOB NUMBER	25007

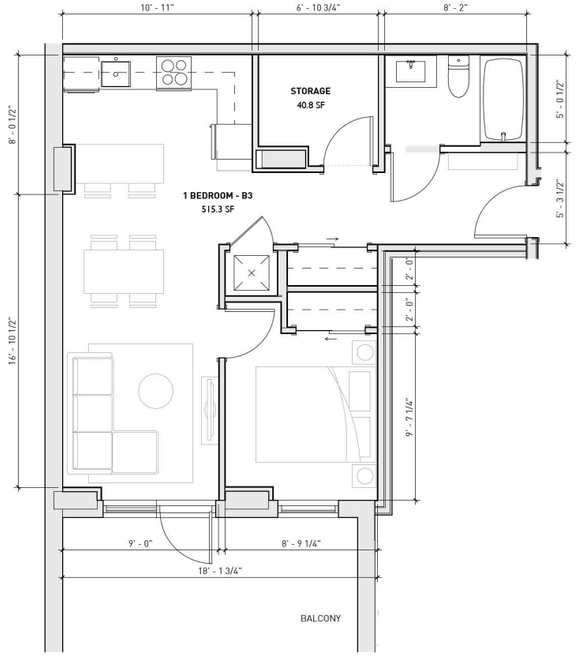
A-8.01



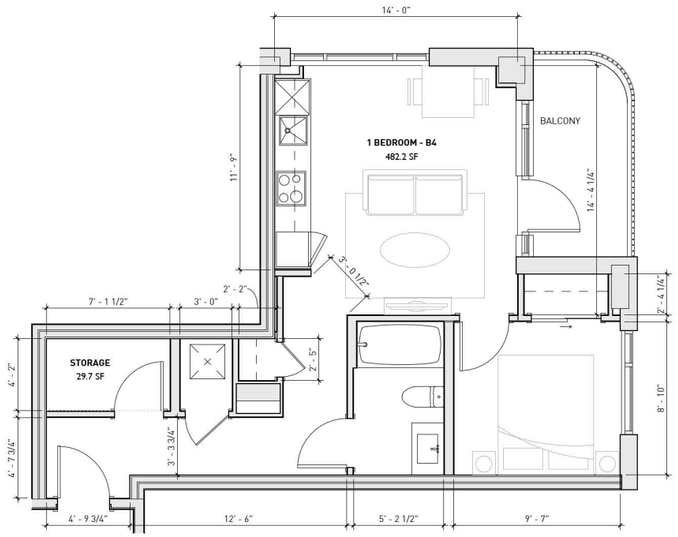
1 **UNIT PLAN - 1 BEDROOM B1**
1/4" = 1'-0"



2 **UNIT PLAN - 1 BEDROOM B2**
1/4" = 1'-0"



3 **UNIT PLAN - 1 BEDROOM B3**
1/4" = 1'-0"



4 **UNIT PLAN - 1 BEDROOM B4**
1/4" = 1'-0"

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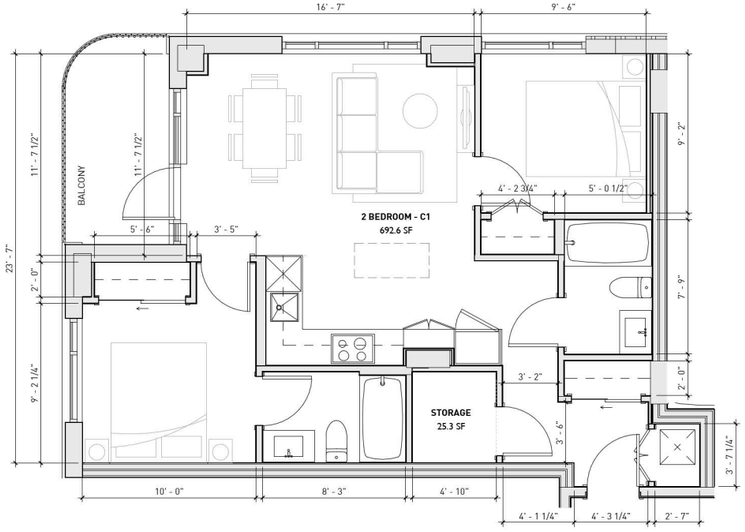
2000 WEST 12TH AVE

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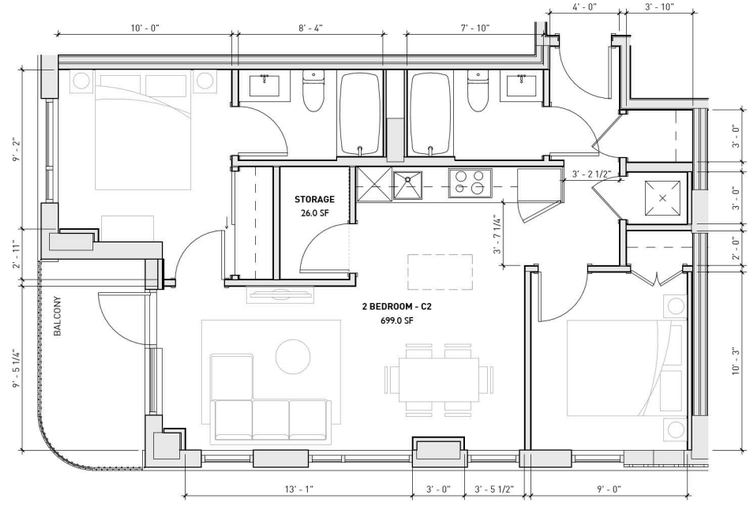
UNIT PLANS - 1 BEDROOM

DATE	2/26/2026 4:53:29 PM
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SCALE	1/4" = 1'-0"
JOB NUMBER	25007

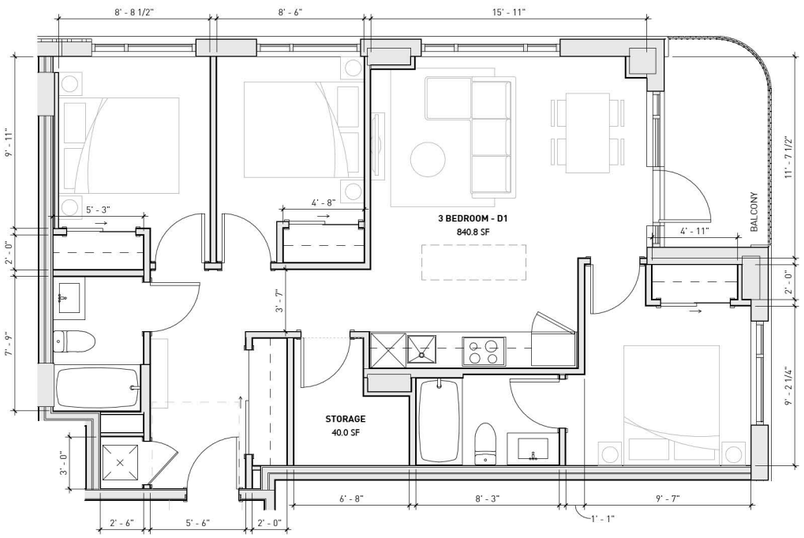
A-8.02



1 **UNIT PLAN - 2 BEDROOM C1**
1/4" = 1'-0"



2 **UNIT PLAN - 2 BEDROOM C2**
1/4" = 1'-0"



3 **UNIT PLAN - 2 BEDROOM D1**
1/4" = 1'-0"

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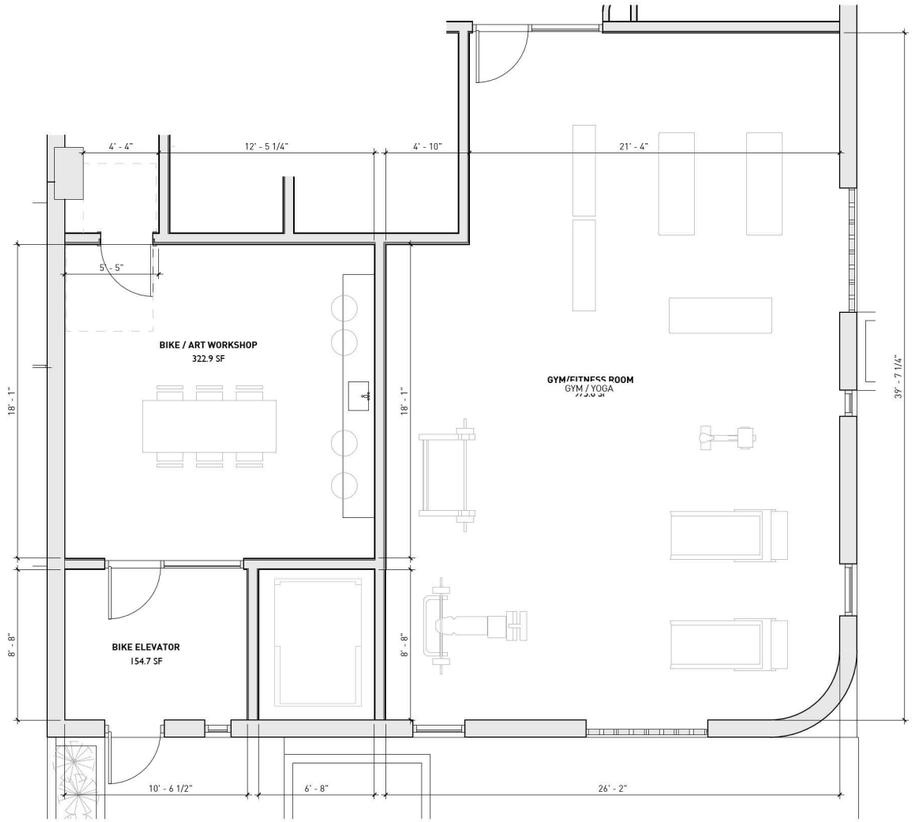
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ISSUED FOR REZONING

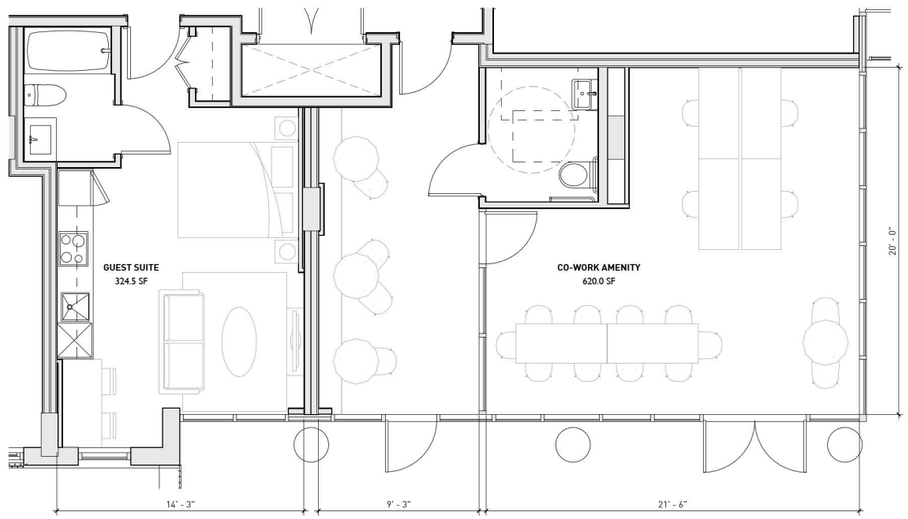
UNIT PLANS - 2 & 3 BEDROOM

DATE	2/26/2026 4:53:30 PM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1/4" = 1'-0"
JOB NUMBER	25007

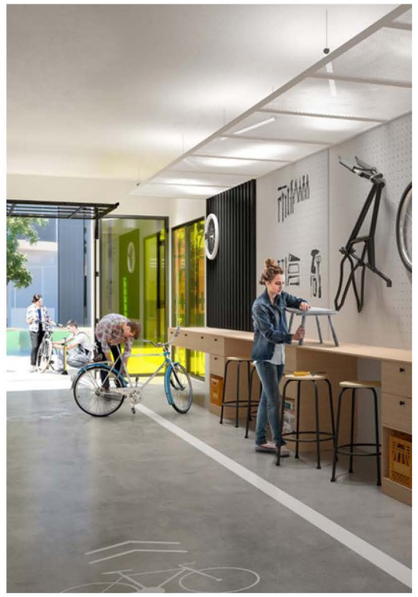
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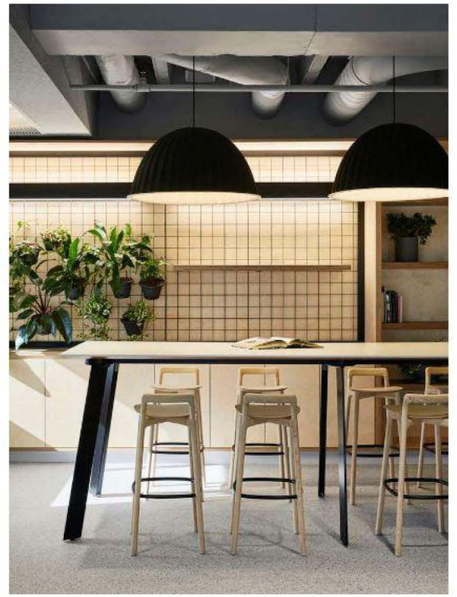


1 LEVEL 1 - WORKSHOP & FITNESS ROOM
1/4" = 1'-0"



2 LEVEL 3 - CO-WORK & GUEST SUITE AMENITIES
1/4" = 1'-0"











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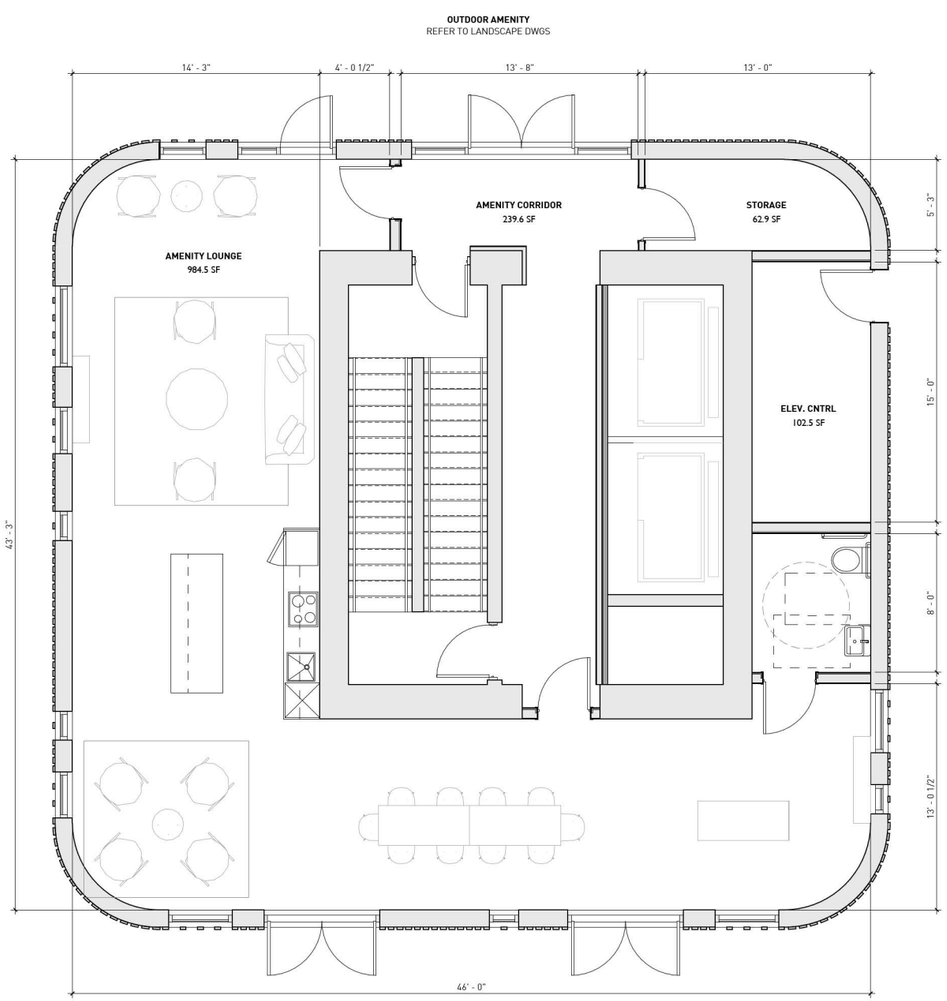
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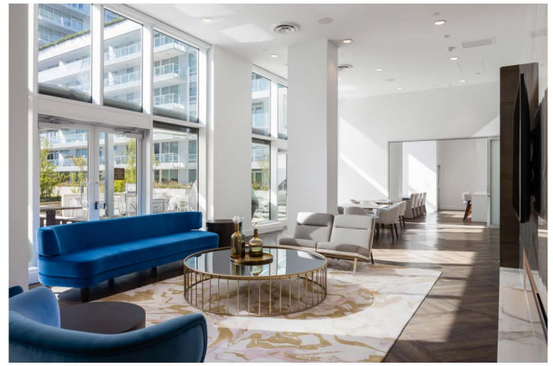
ENLARGED AMENITY PLANS

DATE	2/26/2026 4:53:31 PM
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1 LEVEL 16 - ROOFTOP AMENITY LOUNGE
1/4" = 1'-0"









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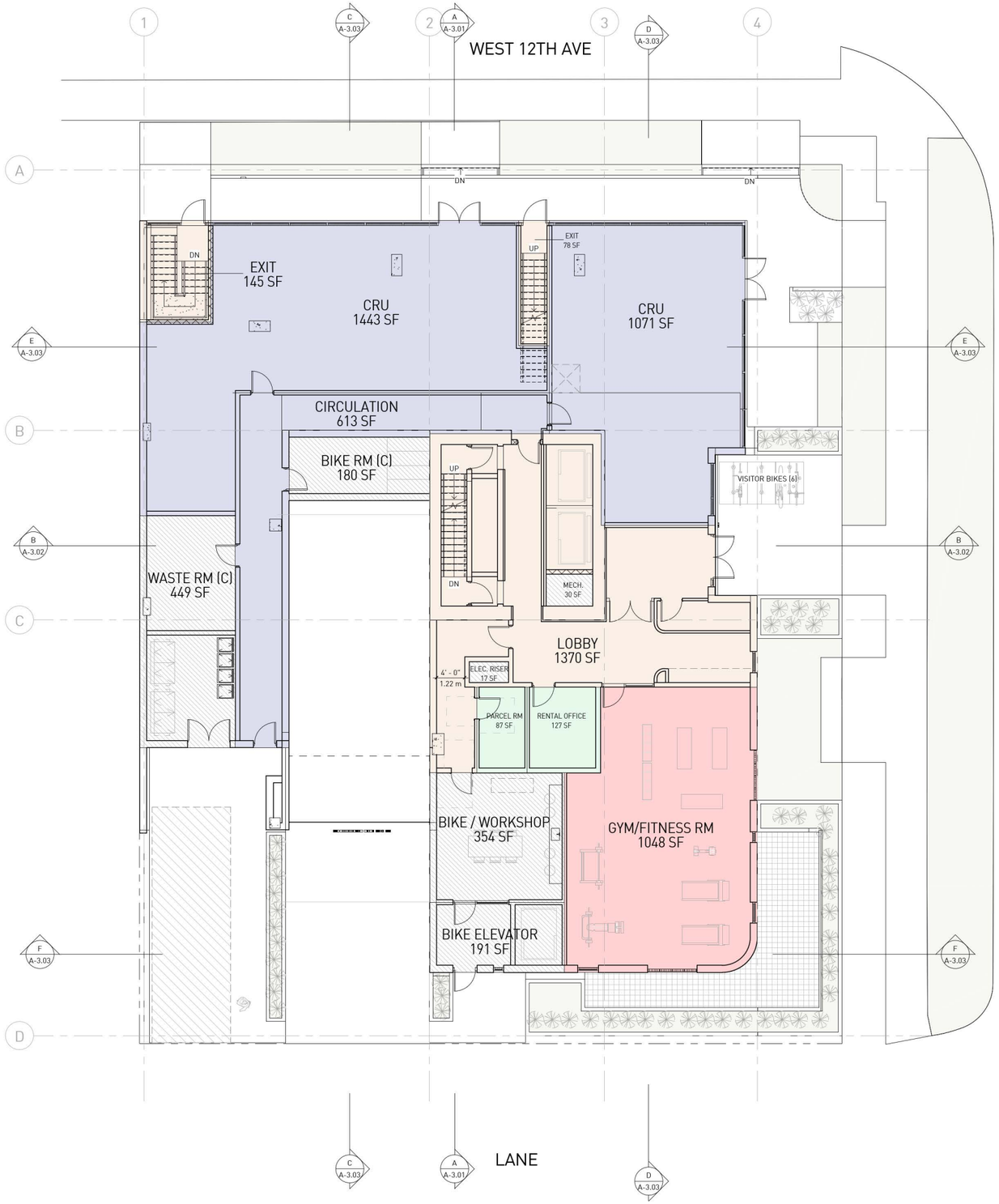
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ENLARGED AMENITY PLANS

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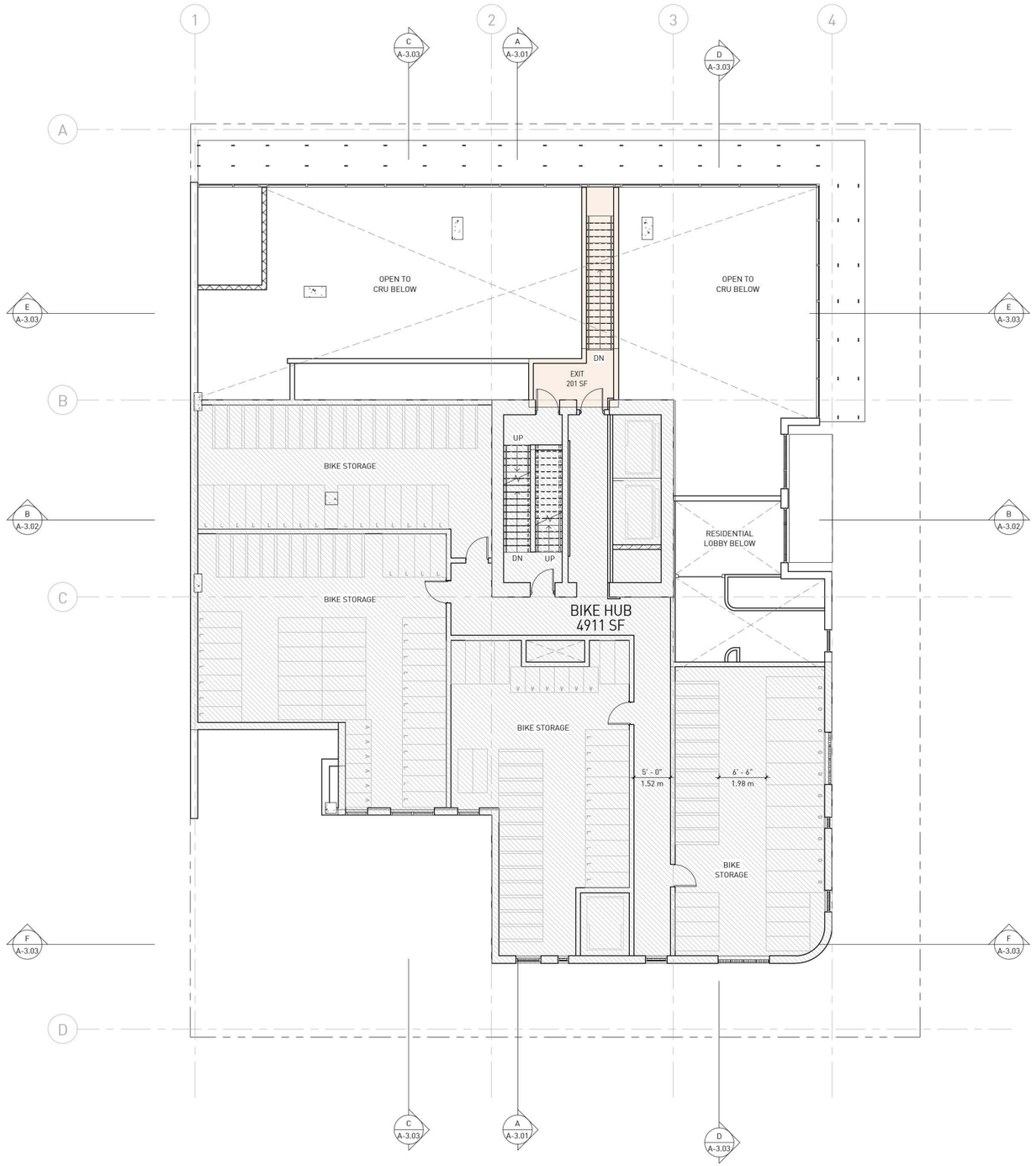
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FSR PLAN - LEVEL 1

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SCALE	1/8" = 1'-0"
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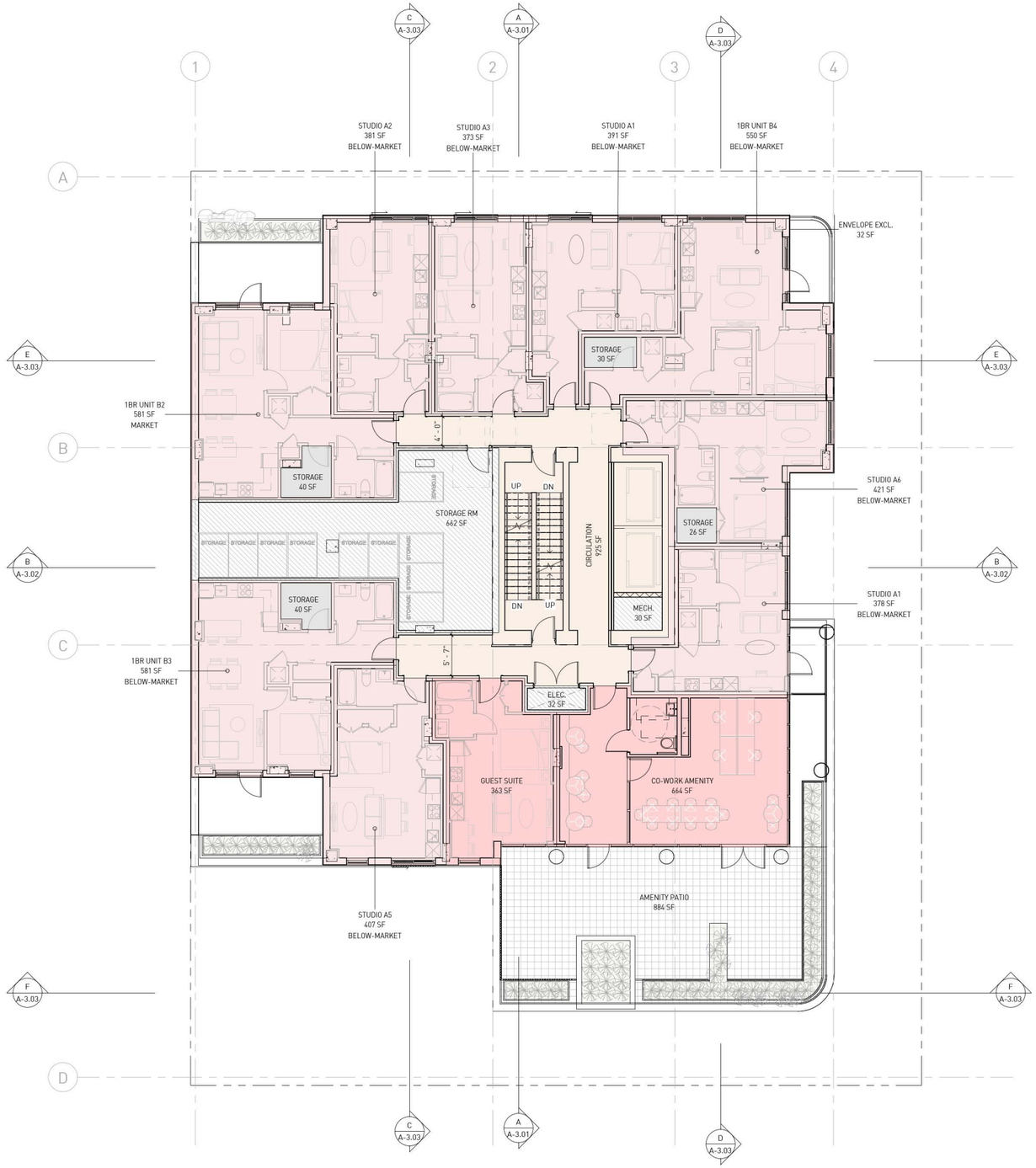
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FSR PLAN - LEVEL 2

DATE	2/26/2026 4:53:35 PM
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SCALE	1/8" = 1'-0"
JOB NUMBER	25007

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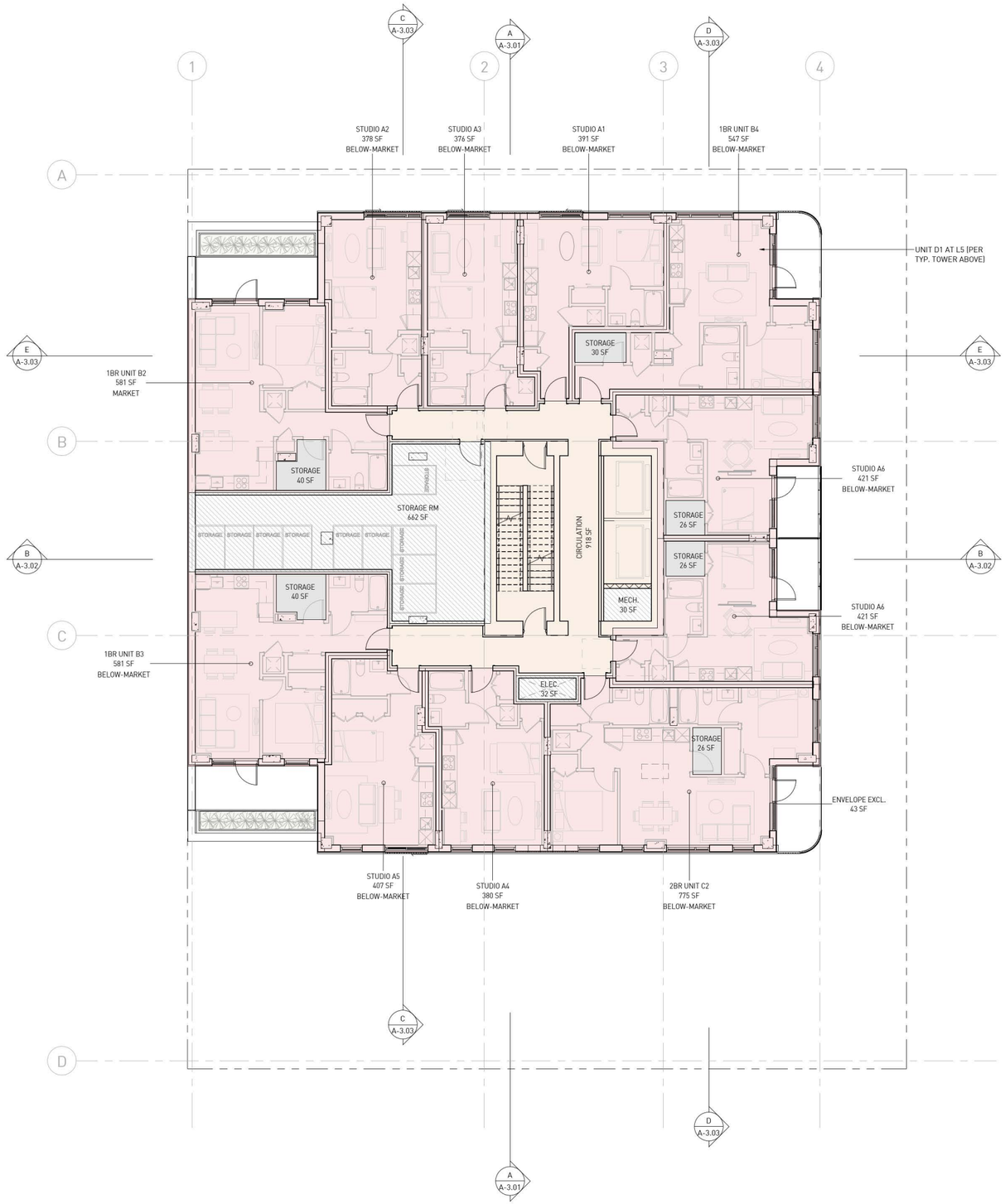
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ISSUED FOR REZONING

FSR PLAN - LEVEL 3

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SCALE	1/8" = 1'-0"
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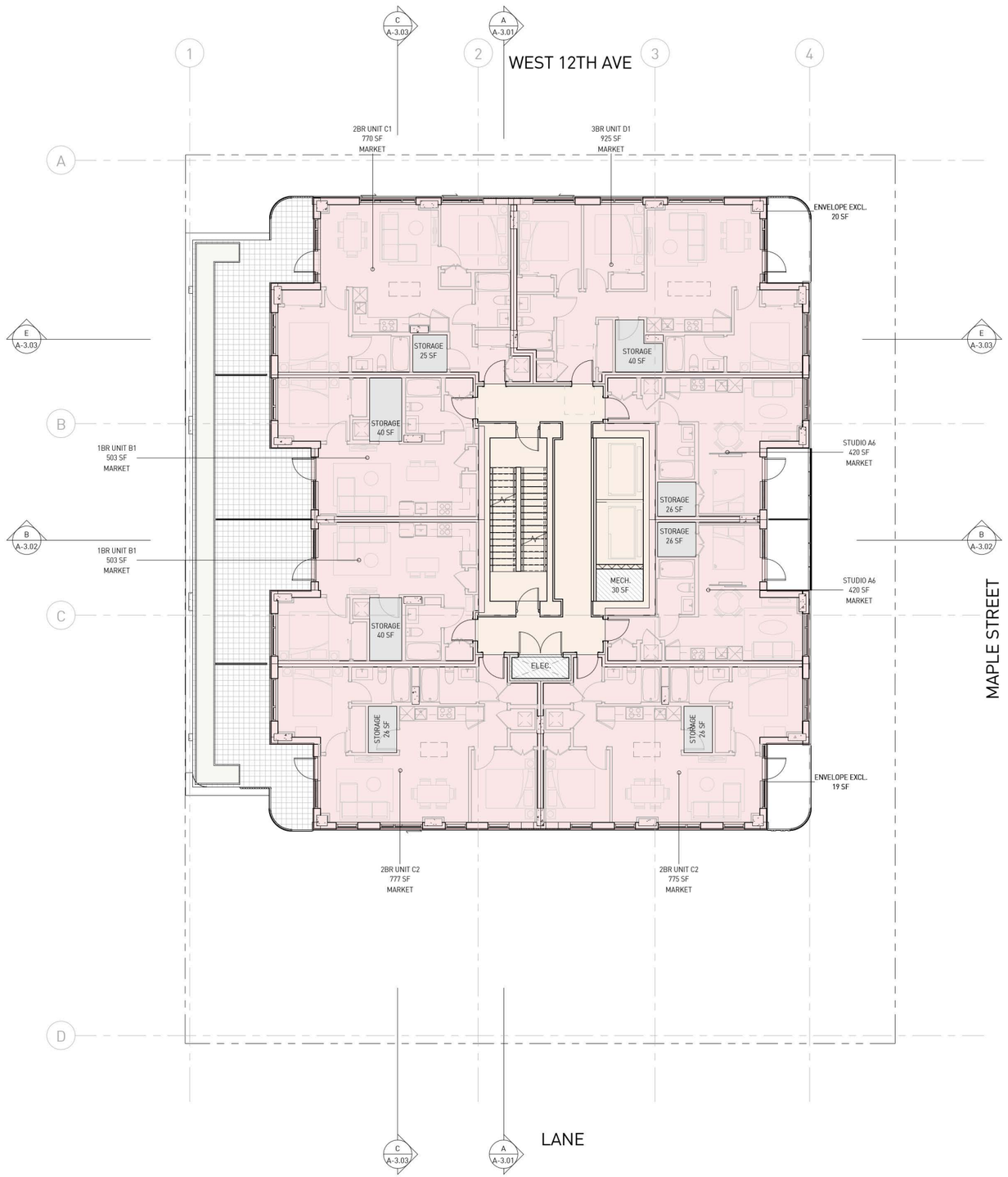
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FSR PLAN - LEVELS 4 - 5

DATE	2/26/2026 4:53:38 PM
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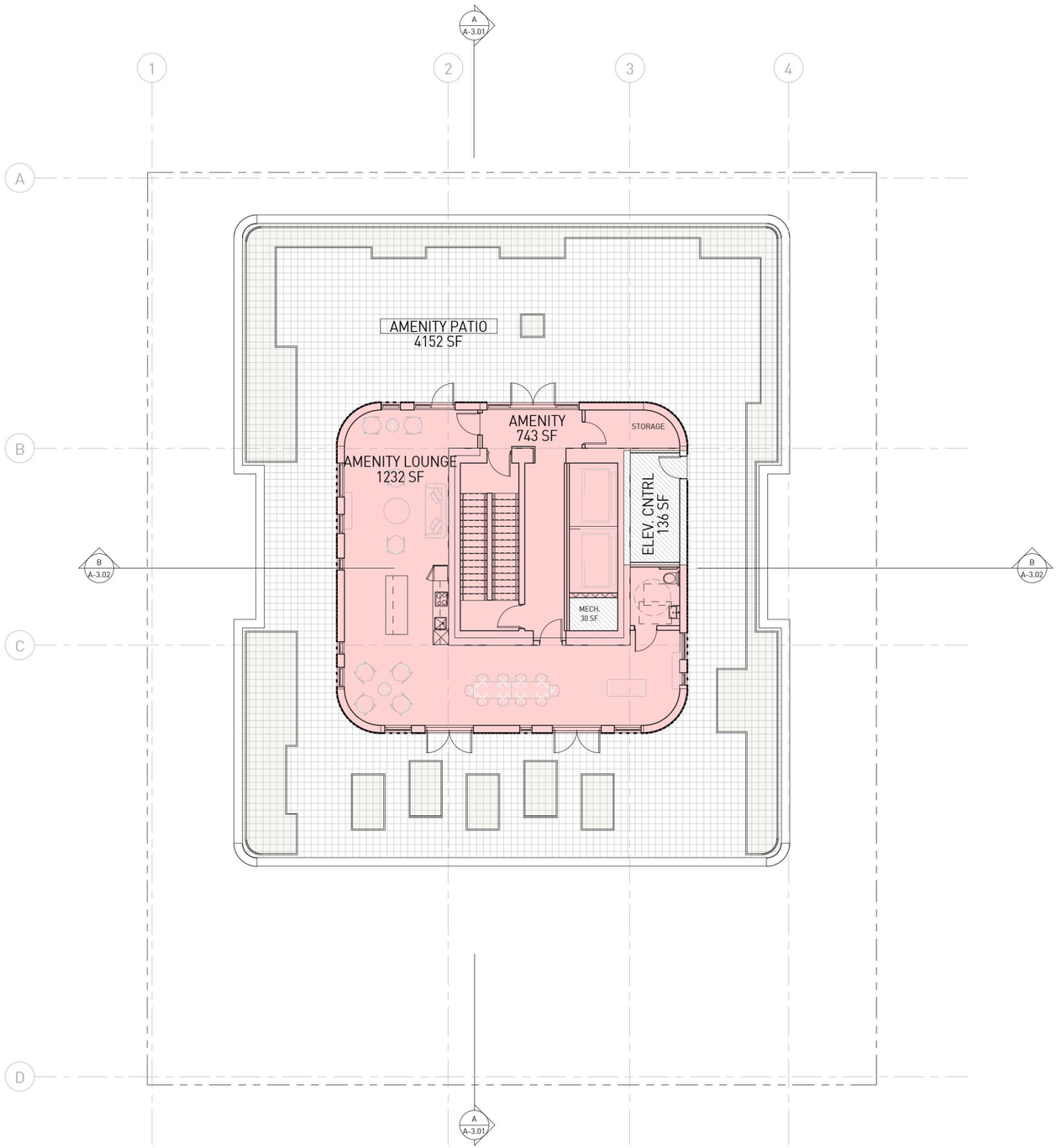
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FSR PLAN - LEVEL 6 - 15

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1	2026-02-2 6	ISSUED FOR REZONING

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FSR PLAN - AMENITY ROOF

DATE	2/26/2026 4:53:40 PM
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SCALE	1/8" = 1'-0"
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A-11.06



WEST 12TH & MAPLE STREET - NORTH / EAST



WEST 12TH - NORTH / WEST



MAPLE STREET & LANE - SOUTH / WEST

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3D VIEWS

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LANE - SOUTH / WEST



MAPLE STREET - AMENITY, LOBBY & RETAIL VIEW

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3D VIEWS

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SCALE	
JOB NUMBER	25007

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