



ACTON OSTRY ARCHITECTS INC



2400 Kingsway

City of Vancouver Rezoning Application

18 September 2025



1	introduction				
	1.1 applicant letter	4			
	1.2 project team	5			
2	site analysis				
	2.1 context maps	7			
	2.2 existing site	12			
	2.3 zoning context	14			
	2.4 policy context	15			
	2.5 higher building policy	19			
	2.6 view cone analysis	19			
	2.7 policy for sustainable large developments	19			
3	proposed development				
	3.1 proposal	21			
	3.2 rezoning intent	22			
	3.3 rezoning rationale	23			
	3.4 architecture inspiration	24			
	3.5 architecture materiality	25			
	3.6 public art opportunities	26			
	3.7 landscape	27			
	3.8 sustainability measures	34			
	3.9 views	36			
4	design analysis				
	4.1 tower location & separation	62			
	4.2 tower articulation & floor plate	63			
	4.3 building heights	64			
	4.4 public views streetscapes	65			
	4.5 public views open spaces	66			
	4.6 shadow studies	69			
5	drawings & data				
	5.1 statistics & data	71			
	5.2 context map	73			
	5.3 site plan	74			
	5.4 parking	75			
	5.5 floor plans	79			
	5.6 elevations	101			
	5.7 sections	105			
	5.8 FSR	107			
A	appendix				
	A.1 planning review comments & responses	134			
	A.2 engineering review comments & responses	144			



1 introduction



1.1 Applicant Letter



The Vancouver Housing Development Office (VHDO) is pleased to submit the enclosed development proposal for the redevelopment of the City-owned site located at 2400 Kingsway.

In 2023, Council directed staff to establish the Vancouver Housing Development Office (VHDO) to centralize housing delivery, with a focus on the development of market rental housing on City land to create value and generate new revenues to address the growing infrastructure deficit. This effort is a key part of the City's Housing Vancouver Strategy which seeks to enable the "right supply" of housing for people who live and work in Vancouver.

In 2024, Council adopted the Rental Housing on City Land – Public Benefits Pilot Rezoning Policy (the "Pilot Rezoning Policy") to enable a new approach to delivering market rental housing while generating non-tax revenues as a public benefit for the City. This Pilot Rezoning Policy enables staff to bring forward for consideration by Council up to five rezoning applications that meet the policy parameters. 2400 Kingsway is one of five important City owned redevelopment sites being piloted by the VHDO under this policy.

As directed by Council, the redevelopment of 2400 Kingsway seeks to achieve the following:

1. Optimize the development potential for market rental housing.
2. Increase the asset value post-development.
3. Maximize the City's return on investment and non-tax revenues.

The enclosed development proposal for 2400 Kingsway has been crafted to support this Council directive.

Thank you for your careful consideration. We look forward to next steps.

Sincerely,

Brad Foster
Director, Vancouver Housing Development Office
City of Vancouver

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City of Vancouver Rezoning Application | 2400 Kingsway

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1.2 Project Team

Acton Ostry Architects

Acton Ostry Architects is a leading Canadian design practice recognized for the design of eloquent and engaging community, public institutional, and mixed-use residential buildings. The firm's experience encompasses a wide range of facility programming, feasibility studies, master planning, rezoning, architectural, and interior design services, and is widely recognized for the successful rezoning and design of several complex mixed-use residential projects in Vancouver.

Perry + Associates

Based in Vancouver, British Columbia, Perry + Associates Landscaping Architecture Site Planning (P+A) is a versatile landscape architecture and site-planning firm offering a wide variety of design services. Collaboration is at the core of their practice. The range of P+A's experience gained over 35 years of consulting includes the full spectrum of landscape architecture from site design to urban design and the planning of new communities.

Introba

Introba is one of the world's largest building engineering and consulting firms with more than 1,000 employees in offices across the United States, Canada, the United Kingdom, Ireland, Serbia, Australia, and Singapore. Introba was formed in 2022 by the coming together of Integral Group - pioneers of deep green engineering - and Ross & Baruzzini, a leading technology, security, and engineering firm, founded in 1953.

Creus Engineering

CREUS is an established civil engineering company that strives to use the best knowledge, experience, technology and creativity to provide solutions to real-world development issues. The CREUS team has consciously involved themselves in a diverse range of projects from widely varying viewpoints. Their diversity of experience and knowledge combined with an open concept office environment allows them to truly collaborate and draw on the abilities of those around them to find creative solutions to the most difficult problems.

Bunt Engineering

Bunt is the leading transportation planning and engineering consulting firm in Western Canada, with five offices located in Calgary, Edmonton, Kelowna, Vancouver, and Victoria. Our team of over 60 transportation engineers, planners, technologists, and support staff are fully committed to providing exceptional services. This commitment has resulted in Bunt being the preferred transportation consultant for hundreds of repeat public and private sector clients for over 30 years.

Diamond Head Consulting

Diamond Head Consulting Ltd. (DHC) is a leading Vancouver-based environmental consulting firm specializing in integrated services across environmental planning, wildfire management, arboriculture, and ecosystem restoration. Since their incorporation in 2001, they've grown to a team of over 40 professionals—including registered planners, foresters, biologists, designers, arborists, and GIS specialists. Diamond Head works on a wide range of projects across North America, from residential and commercial developments to major infrastructure initiatives, wildfire risk assessments, and city-wide environmental strategies.



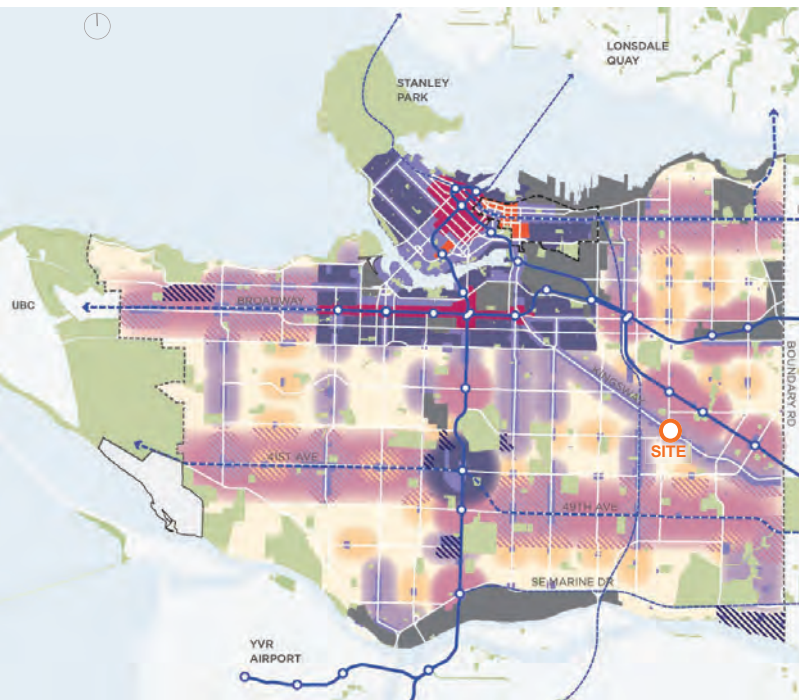
2.1 Context Maps

2.1.1 Vancouver Plan

Renfrew-Collingwood is a predominantly residential neighbourhood located in East Vancouver, bounded by Broadway to the north, East 41st Avenue to the south, Nanaimo Street to the west, and Boundary Road to the east. It is one of the most culturally diverse communities in the city and is well-served by transit, including several SkyTrain stations and major bus routes.

Under the Vancouver Plan, Renfrew-Collingwood is primarily classified as a Neighbourhood Centre—an area intended to support moderate growth through low- to mid-rise buildings, a mix of housing types, local-serving shops and services, and access to transit.

Key corridors, such as Kingsway, serve as focal points for growth, helping to create more complete, walkable communities with improved housing choice, public spaces and community amenities.



- First Nations Reserve
- High Streets and Commercial Hub
- Industrial/Employment
- Business Districts
- Downtown Heritage Districts
- Downtown Eastside
- Major Projects Sites in Progress
- Metro Core/Broadway + MTC
- Rapid Transit Area
- Neighbourhood Centre
- Village
- Multiplex Area
- Village/Neighbourhood Centre overlap with Rapid Transit Area
- Existing Rapid Transit Station
- Existing Rapid Transit
- Major Transit Network
- Parks, open space & greenspace in other jurisdictions
- Waterbody

Vancouver Plan – Neighbourhood context map

2.1 Context Maps

2.1.2 Kingsway Corridor

The 2400 Kingsway site is located prominently along Kingsway, one of the city's oldest and most significant transportation corridors. Kingsway is a diagonal arterial road that predates the city grid system, stretching southeast from Vancouver's downtown core to the City of Burnaby and beyond. As a major east-west thoroughfare, Kingsway serves as a vital commercial and transit spine that supports both local neighbourhoods and regional connectivity between Vancouver and Burnaby.

The Kingsway corridor is unique, not only for its transportation function but also for its role as a catalyst for urban development. It accommodates a diverse mix of land uses that includes retail, residential, and institutional spaces, while supporting high transit access

and walkability. With its distinctive angled alignment cutting across the traditional north-south street grid, Kingsway has long been a focal point for commercial activity in East Vancouver, giving rise to vibrant intersections and mixed-use nodes.

Within this context, the 2400 Kingsway site is located in the heart of Norquay Village where existing mixed-use buildings range in height from 6 to 22 storeys. The Norquay Village sub-area is well-suited for a mixed-use neighbourhood node and has been the focus of planning and redevelopment as part of Vancouver's broader strategy to increase housing density, enhance public amenities, and improve neighbourhood connectivity.



Kingsway Corridor Neighbourhood Development

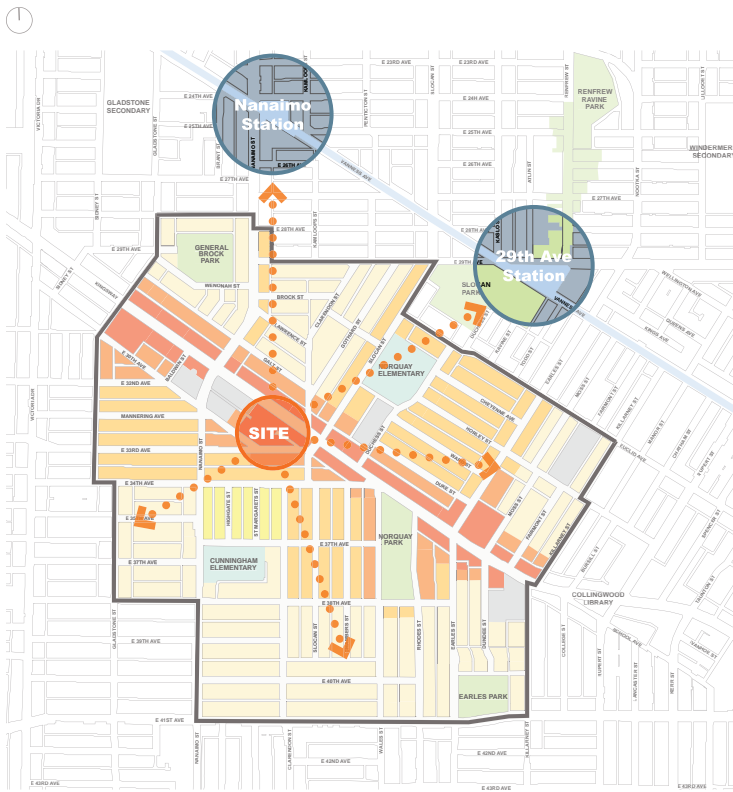
2.1 Context Maps

2.1.3 Norquay Village: Renfrew-Collingwood's Neighbourhood Centre

Norquay Village is a mixed-use, predominantly residential area located in the Renfrew-Collingwood neighbourhood in East Vancouver. Anchored along a stretch of Kingsway between Nanaimo Street and Killarney Street, Norquay serves as a key urban village within the city's broader network of neighbourhood centres.

The area is characterized by its cultural diversity, strong community identity, and a blend of housing types—including older single-family homes, townhouses, and low-rise apartments—alongside local businesses, parks, and community amenities such as schools and the Collingwood Neighbourhood House. Norquay is well-served by transit, including the Nanaimo and 29th Avenue SkyTrain Stations, as well as multiple bus routes.

2400 Kingsway is located in the heart of Norquay Village and is a prominent City-owned property that has been identified for revitalization. As Norquay Village continues its transition into a more complete, walkable, and transit-oriented centre, the 2400 Kingsway site presents a unique opportunity to deliver new secured rental housing, enhance the public realm, and strengthen local connections—all in alignment with the Norquay Village Neighbourhood Centre Plan.



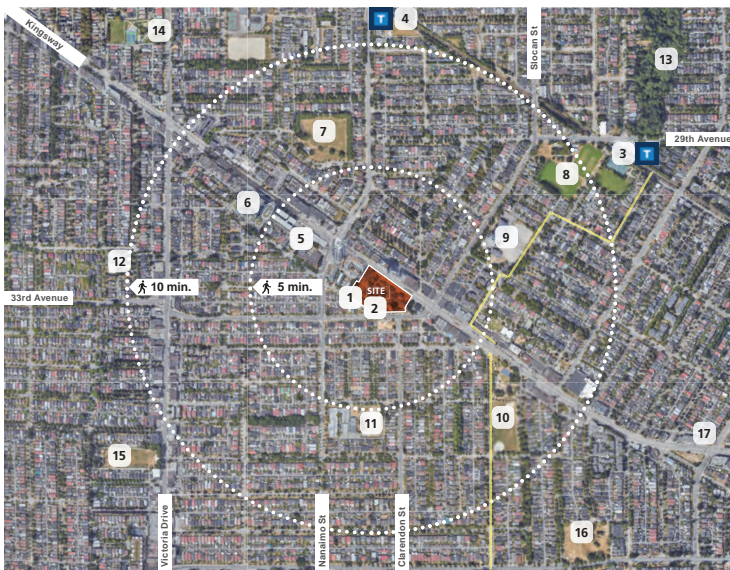
2400 Kingsway: located in the heart of Norquay Village

2.1 Context Maps

2.1.4 Neighbourhood Amenities

Access to local parks and schools is within close walking distance of 2400 Kingsway. John Norquay Elementary School is a 7-minute walk (450 meters) away, while Cunningham Elementary School and Marzenas Montessori Preschool are both about a 10-minute walk (700 meters). General Brock Park and Norquay Park are a 6-minute walk (400 meters), and Slokan Park & Community Hall is approximately a 9-minute walk (600 meters).

A large grocer (T&T Supermarket) and a drug store (Shoppers Drug Mart) are located northwest of the site along Kingsway, with convenient access to many other nearby local shops and services.



Context Map

- | | | |
|----------------------------------|----------------------------------|---|
| 1 New Neighbourhood Centre | 8 Slokan Park & Community Hall | 13 Jones Park |
| 2 New Childcare | 9 John Norquay Elementary School | 14 Brewers Park Public Tennis & Pickleball Courts |
| 3 29th Avenue Station | 10 Norquay Park | 15 Renfrew Ravine Park |
| 4 Nanaimo Station | 11 Cunningham Elementary School | 16 Earles Park |
| 5 pharmacy | 12 Marzenas Montessori Preschool | 17 Vancouver Public Library Collingwood Branch |
| 6 large grocer (T&T Supermarket) | | |
| 7 General Brock Park | | |

2.1 Context Maps

2.1.5 Active Transportation

The proposed 2400 Kingsway development is rich with active transportation opportunities and aligns well with the Norquay Village Neighbourhood Centre Plan, as well as broader city-wide initiatives such as Transportation 2040, the Climate Emergency Plan, and the Transportation Demand Management Action Plan.

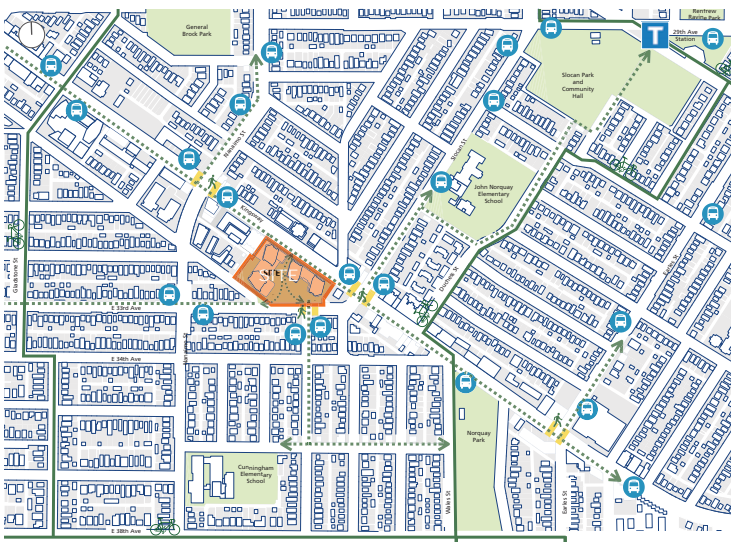
As a prominent neighbourhood hub located on Kingsway that is close to shops, parks, and schools, the proposed development is well-positioned to support and encourage alternative and active transportation modes within the city's integrated pedestrian, cycling, and transit networks.

The site is in close proximity to local cycling infrastructure with convenient access to the north-south Gladstone Street and Duchess Street Local Street Bikeways. Both bikeways connect to the BC Parkway and the East 38th Avenue east-west cycling routes.

Additional active transportation options that do not require a personal vehicle include walking, jogging, rolling, cycling, and use of mobility devices such as wheelchairs, electric bikes (e-bikes), and electric kick scooters (e-scooters).

2400 Kingsway is located within the 29th Avenue Station Transit-oriented Development Area and is just outside the Nanaimo Station TOD Area. The site is very well situated for a high density, transit-oriented development in the Renfrew-Collingwood Neighbourhood.

The Frequent Transit Network (FTN) bus stops on Kingsway and Nanaimo are within easy walking distance of the 2400 Kingsway site. The 29th Avenue SkyTrain Station is located approximately 800m northeast of the site and is about a 10-minute walk or 7-minute bus trip, while the Nanaimo SkyTrain Station is located directly north and is about a 15-minute walk or 10-minute bus trip to access the Expo Line of Vancouver's rapid transit network.



Active Transportation Network

2.2 Existing site

2.2.1 site description

The 2400 Kingsway proposed development site is located in the Norquay Village area of the Renfrew-Collingwood Neighbourhood. The site is bounded by the main Kingsway arterial to the north and a secondary arterial of E 33rd Ave to the south, and between Nanaimo Street to the west and Slocan Street to the east.

The site currently houses a motel built in 1946 that consists of 18 bungalow-style buildings with at-grade parking and large expanses of open area. Vehicular access is off of Kingsway and East 33rd Ave. A Statement of Significance was completed for the site in 2007.

The site area is approximately 139,400 sf (12,950 sm) or 3.2 acres and is considered a large development site per the Rezoning Policy for Sustainable Large Developments. The site is irregular in shape and slopes from northeast to southwest with a crossfall of approximately 13 feet (4 m).

Adjacent forms of development include a mix of commercial retail uses and mixed-use residential mid- and high-rise development on Kingsway and single dwelling and low-rise multi-family residential to the south. A row of mature trees located along the east property line provides a buffer to the neighbouring commercial property at 2504 Kingsway (Church's Texas Chicken).



site aerial looking north

2.2 Existing site

2.2.2 site photos



key



1. lane

S I T E



2. E 30th Ave

S I T E



3. E 33rd Ave

S I T E



4. E 33rd Ave / Slovan Street

S I T E

2504 Kingsway



5. Kingsway

S I T E

2504 Kingsway

2388 Kingsway

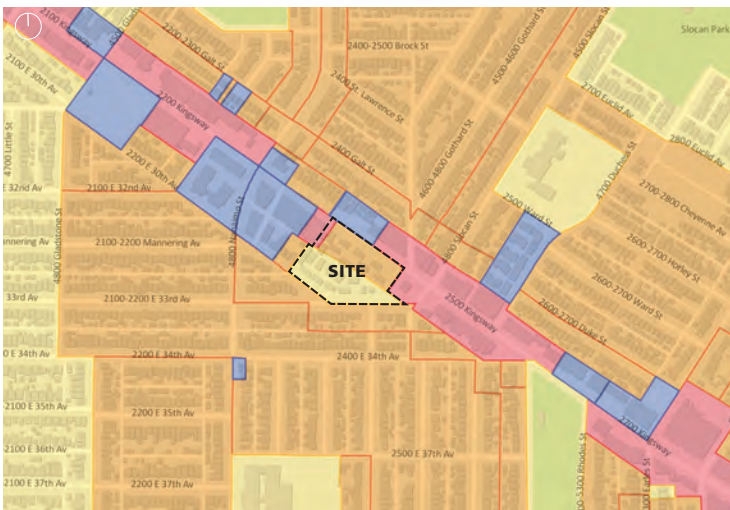
4815 Eldorado Mews

4825 Eldorado Mews

2.3 Zoning Context

2.3.1 Existing Zoning

The existing zoning comprises multiple zoning districts, including the C-2, R1-1, and RT-2 District Schedules. The general intent of the schedules is to permit a wide range of commercial uses with multiple dwellings along commercial streets, as well as to allow low-density, small-scale housing options for multi-dwelling developments. The maximum permitted FSR ranges from 0.75 to 3.75.



VanMap Zoning Districts for Norquay Village & Renfrew-Collingwood Neighbourhood

Legend

Zoning Classification

- Commercial
- Comprehensive Development
- Historical Area
- Industrial
- Limited Agriculture
- Residential
- Residential Inclusive
- Residential Rental

2.4 Policy Context

2.4.1 Area & Topic Specific Rezoning Policies

- Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy (2024)
- Norquay Village Neighbourhood Centre Plan (2010, last amended 2024)
- Green Buildings Policy for Rezonings (2009, amended up to 2023)
- Rezoning Policy for Sustainable Large Developments (2010, last amended 2023)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- Tenant Relocation And Protection Policy (2015, last amended 2019)
- Public Art Policy and Procedures for Rezoned Developments (2014)

2.4.2 Guidelines

- High-Density Housing for Families With Children Guidelines (1992, last amended 2022)



2.4 Policy Context

2.4.3 Rental Housing on City-Owned Land Public Benefits Pilot Rezoning Policy

As a broad-based public benefit, the 2400 Kingsway development will provide 100% secured market rental housing that will optimize the City's real estate portfolio and create perpetual value generating non-tax revenue to advance City priorities that may include but not be limited to: addressing the growing infrastructure deficit; supporting renewal and upgrade community amenities; or, contribute toward the development of affordable housing, including co-op and social housing opportunities.

2.4.4 Norquay Village Neighbourhood Centre Plan

2400 Kingsway is in alignment with the NVNCP Community Directions that includes:

1. Strengthening Kingsway as a diverse, vibrant and walkable neighbourhood 'heart' and 'high-street' for Norquay Village.
2. Creating an attractive pedestrian-friendly and safe streetscape along Kingsway.
3. Encouraging new development along Kingsway that adds to the diversity and character of Norquay with human-scaled buildings and streetscape improvements.
4. Provision of shops and services that are locally-oriented that have daily goods and services within a comfortable walking distance of residences.
5. Focusing higher density development in locations with convenient access to shops, services, and transit
6. Seeking new opportunities to create functional and distinctive local public spaces to serve as community gathering spaces for neighbourhood activities.

The proposed development will be serving multiple functions that include: provision of continuous ground-floor retail space on a shopping street; introduction of new housing for a critical mass of population that can support a greater variety of shops and services; and, provision of a multitude of public spaces for sitting, socializing, community-building and improving pedestrian connectivity with the rest of Norquay Village.

2.4 Policy Context

2.4.5 Policy Framework & Proposal Comparison

POLICIES	NORQUAY VILLAGE NEIGHBOURHOOD CENTRE PLAN (NVNCP) 2400 MOTEL SITE POLICIES	PROPOSAL
1. Maximum Building Height	Two (2) tower elements with max. height of 16 and 12 storeys.	Four (4) towers with max. height of 18, 25, 26 and 28 storeys are proposed.
2. Overall Building density	3.8 FSR	5.0 FSR (approx.)
3. Sidewalk Setbacks	Significant setbacks up to approximately 25 feet.	Significant sidewalk setbacks vary between 25 to 35 feet on Kingsway.
4. Grocery Store	The City will seek a commitment for a large grocery store tenant on the ground floor with any vehicle access restricted from the Kingsway frontage.	Fine-grained CRU's – specialty retail, cafes, small restaurants. Note: a large scale grocery store exists within 2 blocks of the site at 2200 Kingsway (T&T Supermarket).
5. Community Gathering space (indoor)	An Indoor Community Space of approximately 15,000 square feet, to be operated by a third party (future neighbourhood house or flexible public facility for arts, seniors, youth).	An Indoor Community Space of approx. 15,000 square feet (future Neighbourhood House for arts, seniors, youth) and an approx. 5,000 square foot childcare is proposed.
6. Community Gathering space (outdoor)	A Major Outdoor Public Gathering Space that is south-facing and shielded from the Kingsway traffic noise. Some of this space should also be set apart from the East 33rd Avenue traffic noise and therefore located at the southeast corner of the site against East 30th Ave. This space should also be activated by the ground floor uses of the Indoor Community Space and the large grocery store, and should be spatially well- defined by the surrounding buildings. The overall area of this space should be approximately 20,000 square feet in size, and should be proportioned to facilitate large gatherings of people.	A major outdoor public open gathering space is located at the heart of the site, shielded from Kingsway traffic. Part of the public space is set back from East 33rd Ave to create a central plaza. The plaza is activated by the ground-floor uses of the Neighbourhood House and nearby cafes. The space is well-defined by the surrounding buildings. The plaza is approx. 20,000 square feet and proportioned to accommodate large gatherings. The total publicly accessible outdoor open space exceeds 47,000 square feet.

2.4 Policy Context

2.4.5 Policy Framework & Proposal Comparison ...continued

<p>7. Public Plaza</p>	<p>A smaller plaza for increased street and outdoor patio life off Kingsway in the middle of the site frontage, which will take advantage of views to downtown and the Coast Mountains and to provide visual relief from the otherwise continuous built-form along the Kingsway frontage. Furthermore, this should be designed to allow sun penetration onto the Kingsway sidewalk.</p>	<p>The larger plaza extends to the street, forming a smaller, retail-integrated plaza that activates the public realm with pedestrian mews and outdoor patio spaces accessed off of Kingsway.</p>
<p>8. Pedestrian Accessibility</p>	<p>A north-south pedestrian connection should be provided through the site, activated with retail or community frontages.</p>	<p>Two (2) north-south pedestrian mews connections through the site are activated by retail or community frontages.</p>
<p>9. Taller Building Elements</p>	<p>Any building forms that are taller than 6 storeys should be against the Kingsway frontage while smaller forms should respond to the envisioned 4-storey building forms on the adjacent sites across 33rd and 30th Avenues. activated with retail or community frontages.</p>	<p>Three (3) high-rise rental buildings are located along the Kingsway frontage. A mid-rise rental building faces E 30 Ave. Reuse of the iconic 2400 Court sign and a motel-inspired bungalow pavilion reference the historic use of the site.</p>
<p>10. Consolidation</p>	<p>If the site located directly west of the site (at the intersection of Kingsway and Slocan Street) is obtained and consolidated with this site, then a third tower of 10 to 12 storeys in height may be located at the “flatiron” corner condition at Kingsway and East 33rd Avenue.</p>	<p>The adjacent site located at the intersection of Kingsway and Slocan Street remains a separate parcel.</p>
<p>11. Office Uses</p>	<p>An office component to the development serving local service needs (e.g., medical, dental services) is highly encouraged.</p>	<p>The Pilot Rezoning Policy allows for the delivery of broad-based public benefits in the form of ongoing revenue streams that could be utilized by Council to advance City priorities that may include enhancing City support for local independent business.</p>
<p>12. Housing Affordability</p>	<p>Housing Affordability. Opportunities to provide increased housing affordability on the site, including the potential for market rental housing, should be considered through the rezoning process.</p>	<p>The Pilot Rezoning Policy allows for the delivery of broad-based public benefits in the form of ongoing revenue streams that could be utilized by Council to advance City priorities that may include contributions toward affordable housing.</p>
<p>13. Reconsideration at Time of Rezoning</p>	<p>The above parameters may be revisited at the time of rezoning to better achieve Plan objectives.</p>	<p>Noted and agreed.</p>

2.5 Higher Building Policy

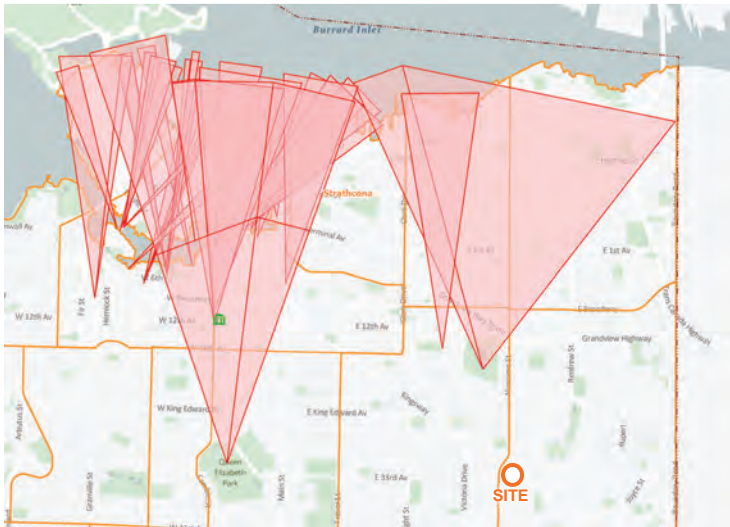
2.5.1 higher buildings guidelines

The Higher Buildings Policy is not applicable to the rezoning as the proposed location and building heights fall within the scope intended by the guidelines.

2.6 View Analysis

2.6.1 view protection guidelines

The View Protection Guidelines are not applicable for the rezoning as the site is not located in a view cone protected under the guidelines.

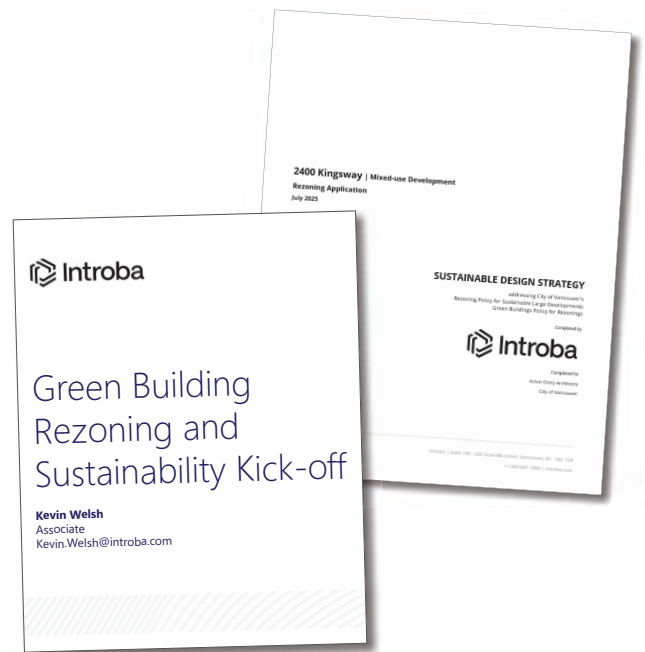


protected view cones

2.7 Policy For Sustainable Large Developments

2.7.1 sustainable large developments bulletin

The Rezoning Policy For Sustainable Large Developments is applicable for the rezoning as the land parcel has a total site size of 8,000 sm (1.98 acres) or more and contains 45,000 sm (484,375 sq ft) or more of new development floor area.





proposed development

proposed development

3



southeast aerial of proposed CD-1 zoning

3.1 Proposal

3.1.1 Secured Market Rental Housing

This proposal brings much needed rental housing to the community by complying with the intent of the Pilot Rezoning Policy and the Norquay Village Neighbourhood Centre Plan (NVNCP) by providing 100% of residential floor area as secured market rental housing. Rental tenure will be secured through legal agreements with the City for a term of 60 years or the life of the building.

As per the Family Room Rezoning Policy, a minimum of 35% family units will be provided, including a minimum of 10% three-bedroom and 25% two-bedroom units.

In accordance with the High-Density Housing for Families with Children Guidelines, access to bulk storage and private outdoor open space will also be provided. Indoor and outdoor common amenity spaces will accommodate a range of family activities, including multiple play opportunities for children throughout the site and access to urban agriculture.

3.1.2 Neighbourhood House & Childcare

A key directive in the NVNCP is provision of a significant community gathering space in the form of a neighbourhood house. This vital public amenity contribution includes both indoor and outdoor public gathering spaces. The proposed 15,000 sf of indoor space will feature programming for arts, seniors and youths to meet the unique needs of the community.

A dedicated Neighbourhood House community kitchen is proposed as one of the food assets serving the site. A wide variety of outdoor gathering spaces include plazas and landscaped open spaces that can be programmed to support a wide variety of community events and activities for the neighbourhood.

Outdoor community food assets that support the Neighbourhood House and that are accessible to the general public include edible landscapes and food truck interface infrastructure along E 33rd Ave.

In addition to the approximately 15,000 sq. ft. Neighbourhood House, a fully integrated 5,000 sq. ft. childcare centre with capacity for 37 spaces is also proposed. This facility will be designed to support a range of early childhood development needs and will be seamlessly connected to the neighbourhood house, offering convenient access for families and caregivers within the development.

proposed development

3



outdoor public open space at E 33rd Ave

3.2 Rezoning Intent

3.2.1 Rental Housing on City Owned Land – Public Benefits Pilot Rezoning Policy

The 2400 Kingsway rezoning application is being brought forward under the Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy, approved by Council in June 2024.

The intent of the rezoning is to enable the development of 100% secured rental housing on City-owned land through a City-led process, while piloting an innovative approach to delivering long-term, broad-based public benefits.

The proposed development aligns with the Policy's objective to generate non-tax revenue for the City through sustainable rental operations, supporting priorities such as infrastructure renewal, community amenity upgrades, and affordable housing initiatives.

In accordance with the Policy, the residential component will be secured as rental for 60 years or the life of the building, and will include a minimum of 35% family-oriented units (2+ bedrooms), consistent with the City's Family Room: Housing Mix Policy.

Enhanced tenant protections will also be provided where applicable. The 2400 Kingsway rezoning represents one of up to five pilot sites and contributes to the City's efforts to optimize public land for long-term community benefit.

3.2.2 Norquay Village Neighbourhood Centre Plan

The 2400 Kingsway rezoning application supports the objectives of the Norquay Village Neighbourhood Centre Plan, which provides a comprehensive land use and urban design framework to guide growth and change in the area.

The proposed development is located at the 2400 Kingsway Motel site—a centrally located, City-owned property at the heart of Norquay Village—and is identified as a Large Development Site under the City's Sustainable Large Development Policy.

The intent is to create a neighbourhood centre for the community that provides 100% secured rental housing, active ground-floor retail uses, enhanced public realm features and community-serving spaces with integrated childcare.

The proposed form of development responds to key policy directions, including the delivery of family-oriented rental housing, improved pedestrian connectivity, and the creation of inclusive, high-quality public spaces that reflect the unique identity and needs of the Norquay community.

proposed development **3**

3.3 Rezoning Rationale

3.3.1 Proposed CD-1 Zoning

The 2400 Kingsway rezoning application proposes CD-1 zoning with an approximate 5.0 FSR to allow a community oriented mixed-use residential development on City-owned land at the heart of Norquay Village in the Renfrew-Collingwood neighbourhood.

The proposed residential use includes 100% secured market rental housing that will provide approximately 863 homes for the city, with a minimum of 35% family units.

The rezoning proposes enhanced sustainability measures, with large portions of the site dedicated to on-site stormwater retention, as well as a wide variety of community benefits that include: a neighbourhood house; privately owned public space (POPS) featuring plazas, gathering areas, play spaces; an open rainwater feature; extensive landscaping; re-use of the historic 2400 Court signage; and, a motel bungalow-inspired pavilion for multi-purpose outdoor uses.

The City of Vancouver's Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy is intended to increase the supply of market rental housing on City-owned land through an innovative, City-led development approach that delivers long-term, broad-based public benefits.

The guiding rezoning policy for the proposed 2400 Kingsway development is the Kingsway Rezoning Area Policy within the Norquay Village Neighbourhood Centre Plan.

The 2400 Kingsway rezoning application references the key planning principles and community directions outlined in the Plan, and outlines how the proposed development responds to specific policies.



plaza entry at Kingsway

3.4 Architecture Inspiration

The proposed form of development draws upon the spirit of 1940s car culture and modernity that led to the creation of the 2400 Court Motel in the evolving urban context and growth of Norquay Village and the nearby Nanaimo and 29th Avenue SkyTrain Station TOA areas.

The proposal introduces a new landmark development that reflects Kingsway’s auto-driven history; it’s diagonal, slashing character; and, its ongoing transformation into a transit-and-pedestrian-oriented place.

West Coast modernist architectural styling and people-focused public open spaces are thoughtfully integrated into the surroundings, responding to the Renfrew-Collingwood Neighbourhood character and future growth.

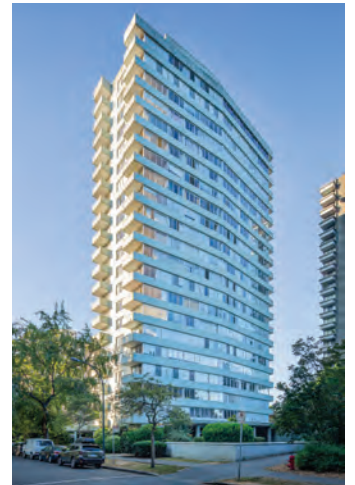
A series of design strategies are employed that pays homage to the spirit of place through re-use of the 2400 Court neon sign as an important iconic marker; and, sculpting of building massing that reflects the 2400 Court Motel bungalow banding motif in a series of streamlined spandrel bands stacked with ribbons of glass and punctuated with a series of soaring balconies.



2400 Court Motel c. 2024



2400 Court Motel advertising 1940s retro + 1970s style



1970s Vancouver residential tower

3.5 Architecture Materiality

The material and colour palette draws inspiration from the spirit and history of the place as a 1940s auto court accommodation while looking forward to a contemporary future that combines minimalist style with a bit of flash and flamboyance. Materials are selected to create a contextual response that emphasizes flow and fluidity.



1940s-inspired colour palette



CLT panel pavilions



anodized aluminum window frames



metal streamlined spandrel bands, ribbons of glass and soaring balconies



concrete and glulam 'V' column arcade and storefront windows

3.6 Public Art Opportunities

The spirit and nostalgic styling of the iconic 2400 Court neon signage and its low-slung bungalow motels has provided artistic inspiration for numerous Vancouver artists, film-makers and car enthusiasts for decades past and is anticipated to be an inspirational catalyst for creative public art opportunities down the road.

From re-use and re-purposing of the iconic neon sign, to inventive interpretations of the bungalow in the form of pavilions in the park for performances, picnics and playing, there is no doubt that the public art will reflect the spirit of place throughout 2400 Kingsway.



2400 Court Motel, typical bungalow



Sky Pavilion House, Singapore, Guz Architects



"2400 Kingsway" by Will Rafuse

ACTON OSTRY ARCHITECTS INC



"2400 Kingsway Motor Hotel" by Gregory Geipel

18 September 2025



Pavilion House, Utah, Olson Kundig Architects

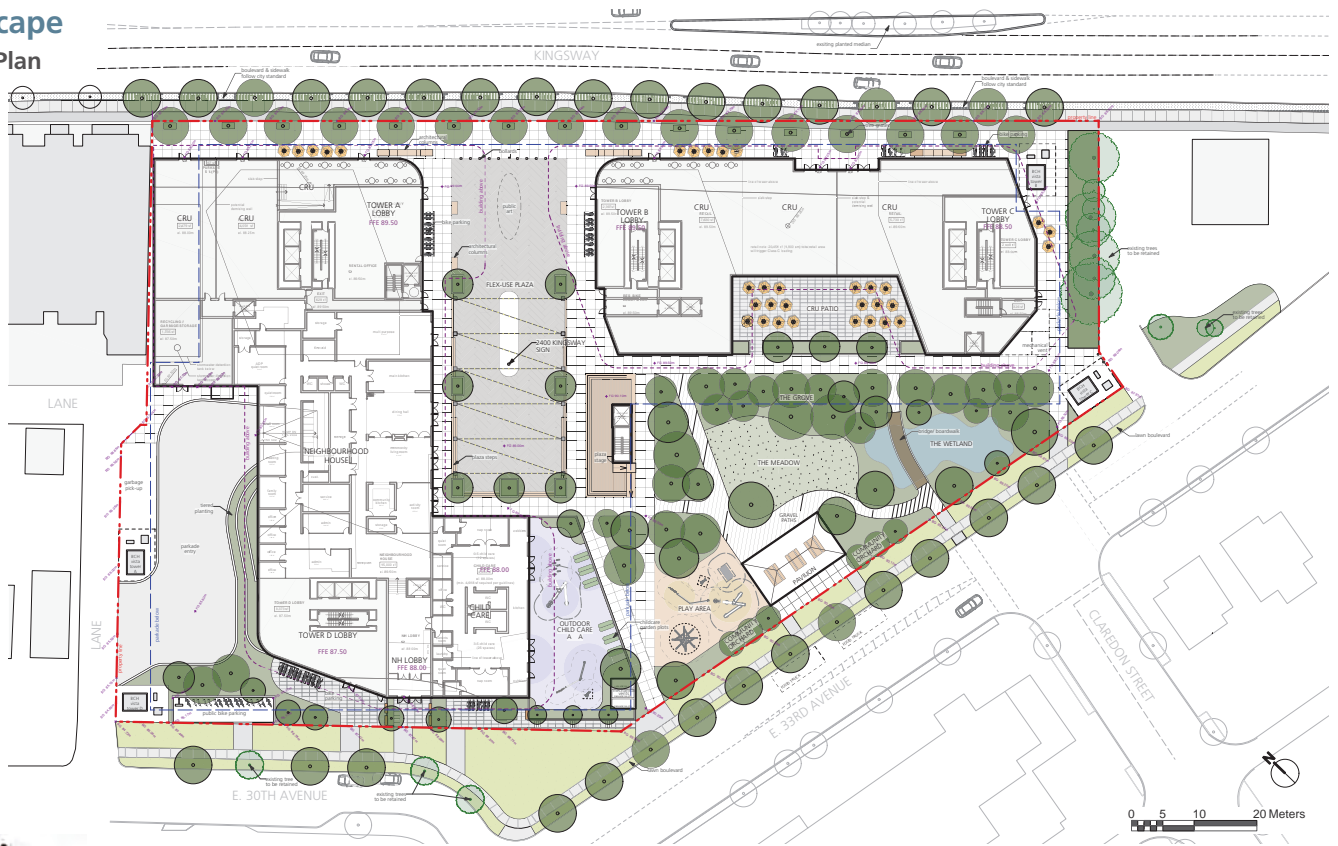


"Mirage" Gstaad, Switzerland, Doug Aitken

City of Vancouver Rezoning Application | 2400 Kingsway

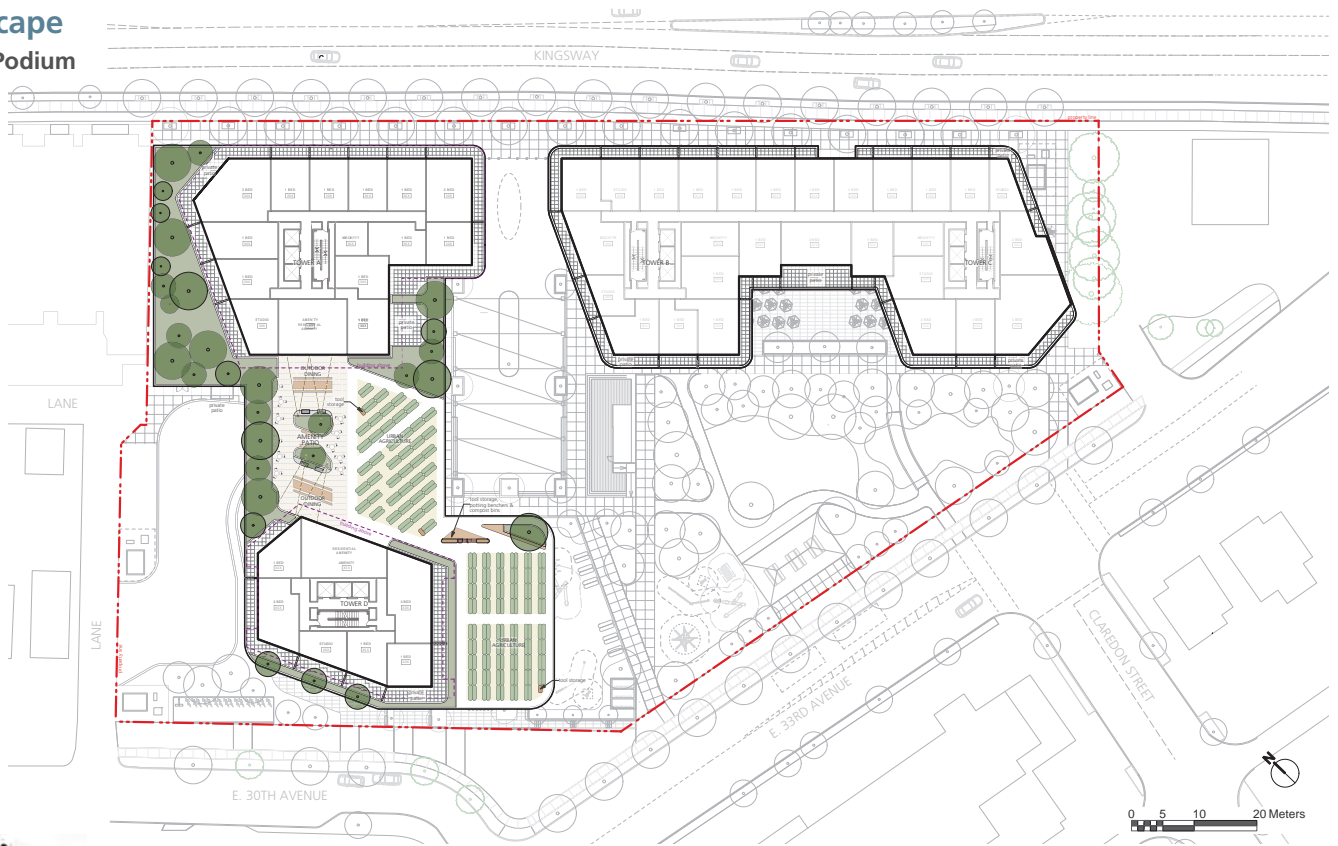
3.7 Landscape

3.7.1 Level 1 Plan



3.7 Landscape

3.7.2 level 2 Podium



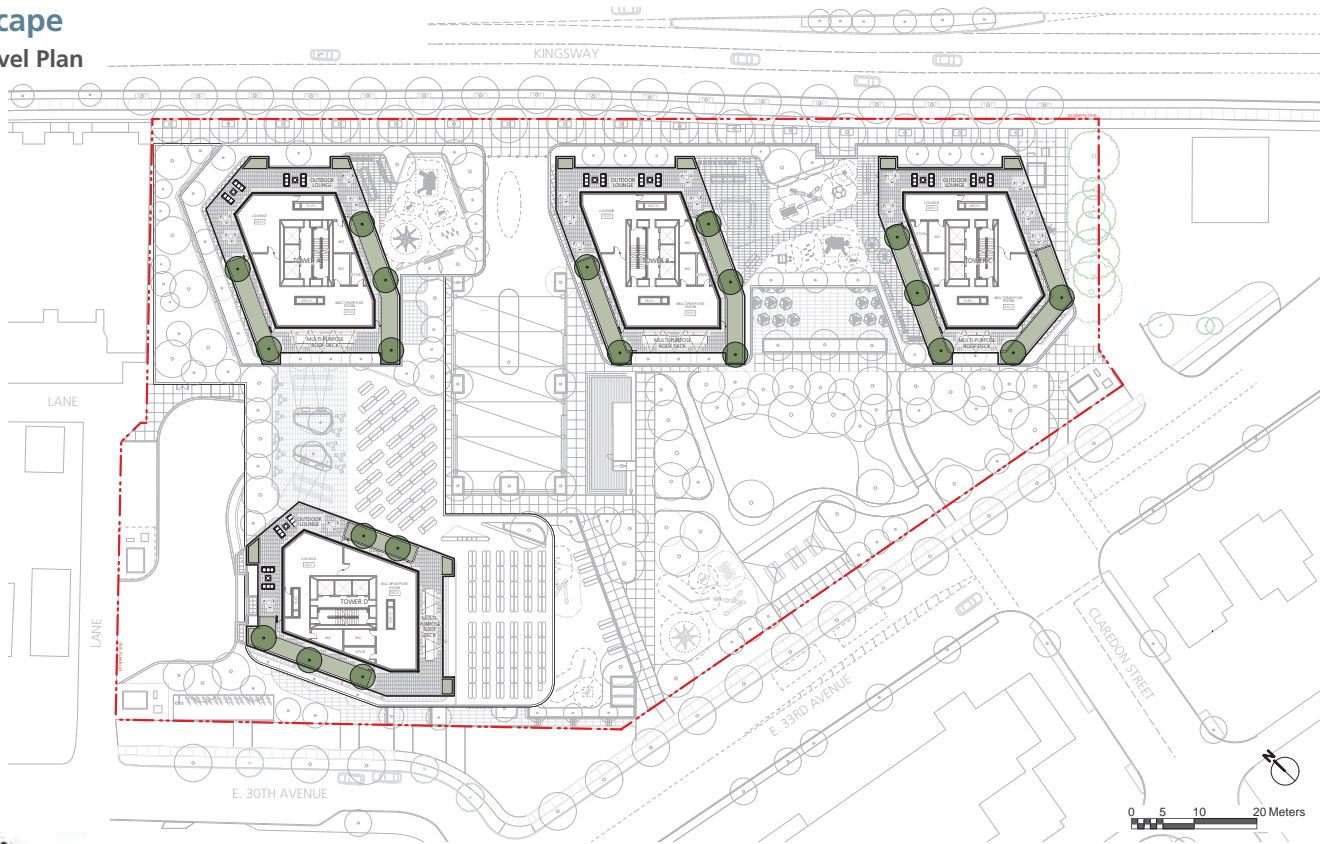
3.7 Landscape

3.7.3 Level 5 Podium



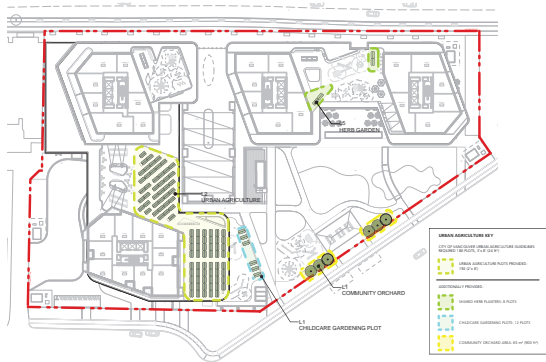
3.7 Landscape

3.7.4 Roof Level Plan

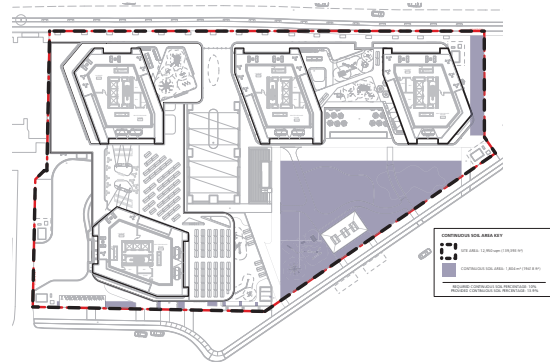


3.7 Landscape

3.7.5 Sustainable Site Design Diagrams



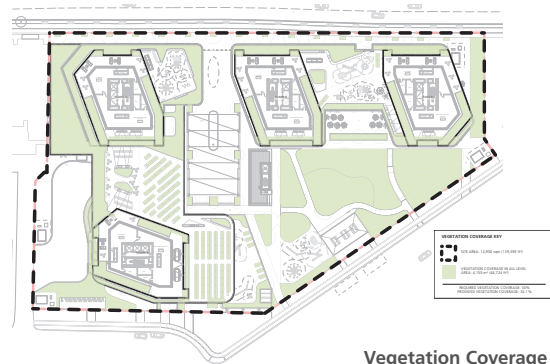
Urban Agriculture



Continuous Soil Area



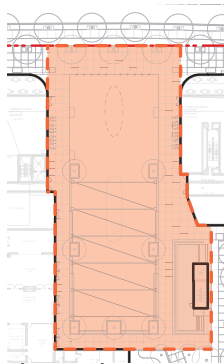
Tree Canopy Coverage



Vegetation Coverage

3.7 Landscape

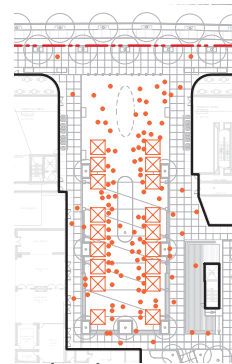
3.7.6 urban plaza program diagram



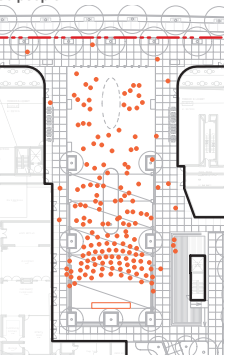
Flex-Use Plaza Area
1,874 sm (20,172 sf)



Casual Crowd
30 people



Local Market
50-80 people
13 - 3x3 tents

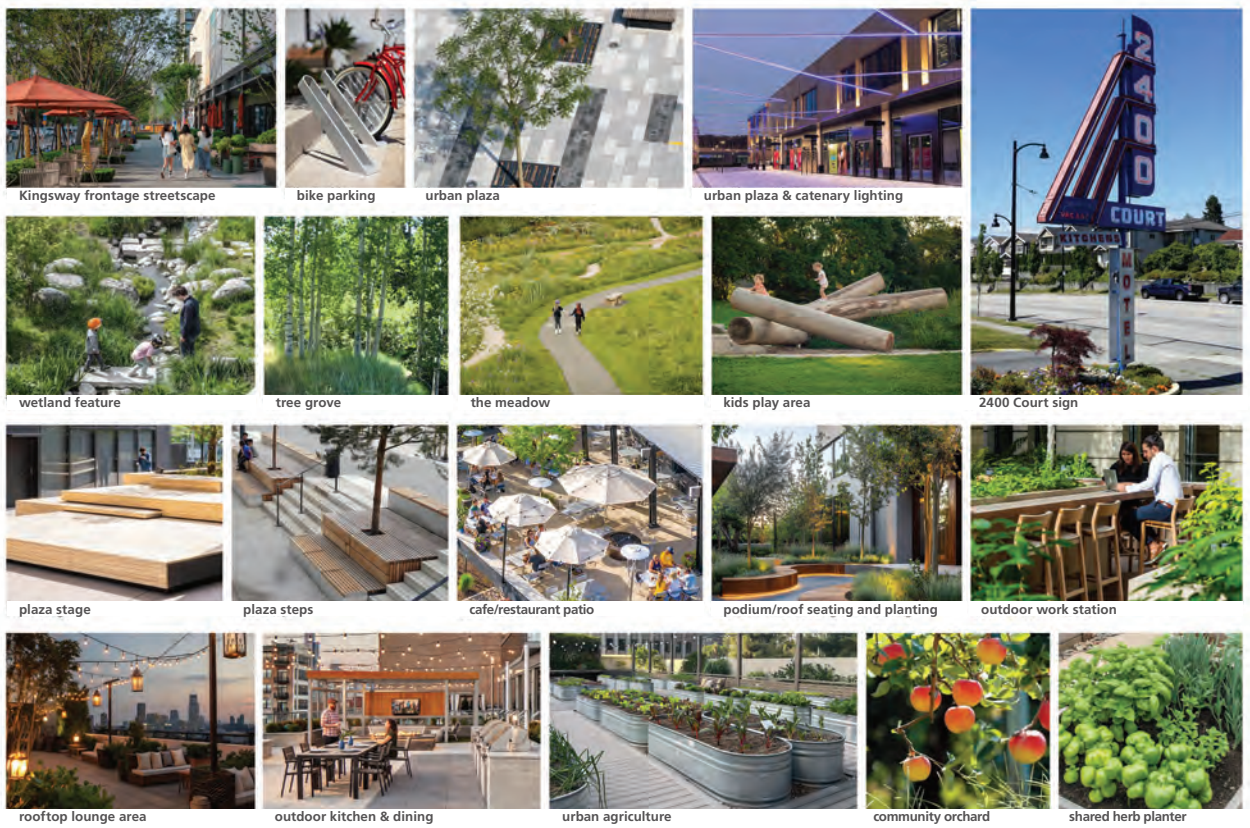


Public Viewing
60-120 people



Stage Performance
60-120 people

3.7 Landscape
3.7.7 precedents



proposed development

3.8 Sustainability Measures

The Rezoning Policy For Sustainable Large Developments is applicable for rezoning as the land parcel has a total site size of 8,000 sm (1.98 acres) or more, or contains 45,000 sm (484,375 sq ft) or more of new development floor area

The 2400 Kingsway development will be designed with a broad and ambitious target of social and environmental sustainability. In addition to satisfying objectives outlined in the Green Buildings Policy for Rezoning and Rezoning Policy for Sustainable Large Developments, the site will pursue significant and innovative green infrastructure strategies to promote sustainable urban rainwater management.

The total site area is approximately 139,395 sf (12,950 sm) or 3.20 acres, with a total new development area of approximately 659,849 sf (61,302 sm) which therefore also satisfies objectives outlined in the Rezoning Policy for Sustainable Large Developments.

The transit-oriented development at 2400 Kingsway will showcase principles of sustainable development that supports the City's latest Sustainability and Resilience policies, as well as other city-wide policies and Greenest City goals and objectives.

The proposed density and mix of uses combine and locate people close to public outdoor amenities (Norquay Park), rapid transit (29th Avenue Station), and the many local shops, jobs, amenities and services that are within walking distance along Kingsway—all of which provide an opportunity to reduce the ecological footprint.

Creating a mixed-use urban village that features a variety of neighbourhood amenities and community-serving spaces will support increased transit use, walking, cycling, and rolling—resulting in reduced vehicle use, lower greenhouse gas emissions, improved air quality, and healthier lifestyles.

Building energy use will be reduced through exploration of high-efficiency electric source equipment, including air-source heat pumps paired with high-performance envelopes to reduce solar heat gain and summertime overheating in the units.

These objectives will work to lower greenhouse gases, conserve water, reduce waste and provide a multitude of environmental benefits for the community and the city including: promotion of sustainable transportation and greater use of green building materials and processes; higher performance buildings, envelopes and systems; and, establishing healthier urban ecosystems.



sustainability features

- 1 high performance envelope
- 2 passive design strategies
- 3 green mobility
- 4 green infrastructure
- 5 enhanced indoor air quality
- 6 sustainable site design
- 7 low carbon energy system
- 8 outdoor open space
- 9 sustainable food systems

3.8 Sustainability Measures



Enhanced Indoor Environmental Quality

Provide an enhanced strategy of verified direct ventilation through the use of exhaust air heat recovery that provide outdoor air directly to all occupiable spaces.



Integrated Rainwater Management

The proposed development will contribute to the City's One Water planning approach that seeks to manage the City's water resources and reduce pressure to existing water management infrastructure. Rainwater management objectives in the Rainwater Management Bulletin and Groundwater Management Bulletin will be met by introducing a large open green space retention area on terra firma for on-site integrated rainwater management and engineered green infrastructure strategies that will manage and improve the quality of private realm rainwater run-off while enhancing the overall landscape design for the project.



Climate Resilience

The project will be conscious of future climates when designing outdoor spaces and amenities. The building will be cooled to support residents during extreme heat events and explore strategies for maintaining thermal comfort & building usability in a variety of different climate hazards.



Energy Performance Limits

Meet or exceed the governing Total Energy Use Intensity (TEUI), Greenhouse Gas Intensity (GHGI) and Thermal Energy Demand Intensity (TEDI) energy performance limits for the entire development. These targets will be achieved through investing in a high performance building envelope, utilizing waste heat recovery, investigating passive design strategies and integrating green infrastructure with the buildings overall form. The design will also include high performance mechanical and electrical systems designed to reduce energy use intensity and cost.



Enhanced On-Going Building Performance

Include strategies for air tightness testing, enhanced commissioning and energy system sub-metering and reporting in order to improve building performance and provide continuing performance feedback.



Refrigerant Emissions & Embodied Energy Emissions

Continually evaluate building life cycle emissions including building embodied emissions and refrigerant-based emissions to meet or exceed governing policy.

view from E 33rd Avenue | **proposed development**

3.9 Views



aerial view of Kingsway plaza entry | **proposed development**

3



aerial view from Kingsway | **proposed development**



southeast aerial view | **proposed development**



northwest aerial view | **proposed development**



south aerial view | **proposed development**



public outdoor space aerial view | **proposed development**



aerial view at Kingsway & E 33rd Avenue | **proposed development**

3



street view at Kingsway & E 33rd Avenue | **proposed development**

3



Tower C entry at east mews | proposed development

3



Kingsway streetscape | proposed development

3



Kingsway streetscape | proposed development

3



plaza entry at Kingsway | proposed development

3



podium roof | proposed development

3



residential entries off plaza | **proposed development**



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plaza | proposed development

3



public plaza | proposed development

3



neighbourhood house & performance stage | **proposed development**



public outdoor play area at E 33rd Avenue | **proposed development**

3



E 33rd Ave outdoor open space | **proposed development**

3



E 33rd Ave outdoor open space | proposed development

3



urban agriculture | proposed development



public bike share at E 30th Ave | **proposed development**

3



childcare outdoor play area | **proposed development**



aerial plan view | **proposed development**





4.1 Tower Location & Separation

4.1.1 Location & separation Rationale

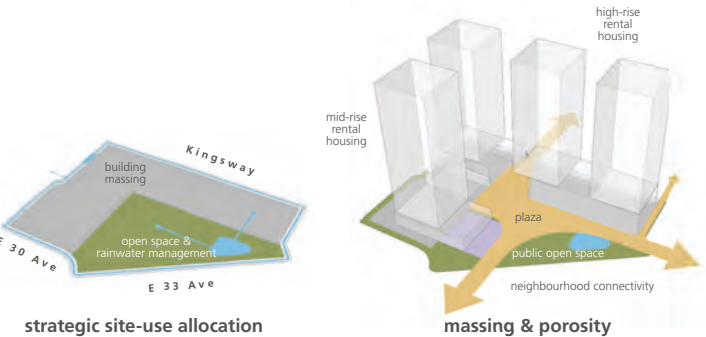
Three high-rise residential towers (A–25 storeys; B–28 storeys; C–26 storeys) step back atop a mixed-use 4-storey podium on Kingsway. A mid-rise residential tower (D-18 storeys) sits atop the neighbourhood house podium and faces E 30th Ave to provide a transition to the public open space and residential neighbourhood to the south.

Although the proposed tower heights exceed the 14-storey limit noted in the NVNCP, the heights are only slightly above that of the adjacent 22-storey mixed-use development at 4825 Eldorado Mews that was completed in 2013. The proposed heights are well below newer mixed-use high-rise, transit-oriented developments that range between 30 and 39 storeys near Joyce Station.

The proposed tower heights, floor plate sizes, and 5.0 FSR will enable provision of significant on-site public benefits and establish a vibrant neighbourhood centre. This will meaningfully contribute to the creation of long-term livability, character, and enhancement of the Kingsway and Norquay Village neighbourhood.

A minimum 80 ft (24 m) separation is proposed between towers located on the site, with a minimum of 40 ft (12m) proposed to neighbouring off-site towers. The tower separation aligns with city-wide policies and will meet current access to daylight regulations.

A 13'-11" ft (4.25m) tower setback is provided adjacent to the 2504 Kingsway Church's Texas Chicken site located to the east—noting, the site is not anticipated to be supportable for potential future development as a tower site.

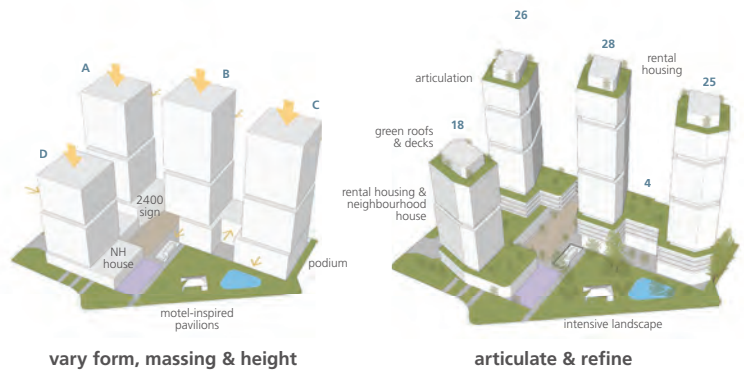


4.1.2 Strategic Site Use Allocation

A key design concept is the strategic allocation of site uses to support the delivery of significant community benefits through the careful placement of building massing and public open spaces. This approach aims to enhance on-site rainwater management and promote neighbourhood connectivity. Generous below-grade setbacks around the site perimeter for underground parking, the concentration of buildings along Kingsway and the preservation of the southeast portion of the site as terra firma, all work together to enable on-site rainwater infiltration and prioritizing a nature-based solution to rainwater management.

4.1.3 Massing & Porosity

A mixed-use 4-storey podium with three high-rise rental towers is located along Kingsway. A mid-rise rental tower at E 30 Ave provides a transition from Kingsway to a public open space and the surrounding residential neighbourhood. Multiple pedestrian pathways intersect at the centre of the site, providing mid-block connections from Kingsway to E 30th Ave and E 33rd Ave. Perpendicular to the pathways are pedestrian mews located on the east side and at the centre of the site, offering additional porosity to draw in pedestrians, activate the public open space, and to enhance neighbourhood connectivity.





northeast aerial of proposed CD-1 zoning



southeast aerial of proposed CD-1 zoning

4.2 Tower Articulation & Floor Plate

4.2.1 Articulate & Refine

The 4-storey podium, the 18 storey mid-rise, and the 25, 26 and 28 storey high-rise rental housing towers, are sculpted and articulated with balconies, decks, and green roofs. The neighbourhood house is located in the podium to provide convenient access to the central plaza and public open space. Urban agriculture opportunities are provided at the public open space and at rooftop amenity areas. Ground-floor retail wraps around from Kingsway into the main plaza, connecting the high street to the public plaza and large, intensively landscaped park with south-facing retail, family-oriented play areas, a rain garden, edible landscapes, and potential accommodation for interface with food trucks.

4.2.2 Tower Articulation & Floor Plates

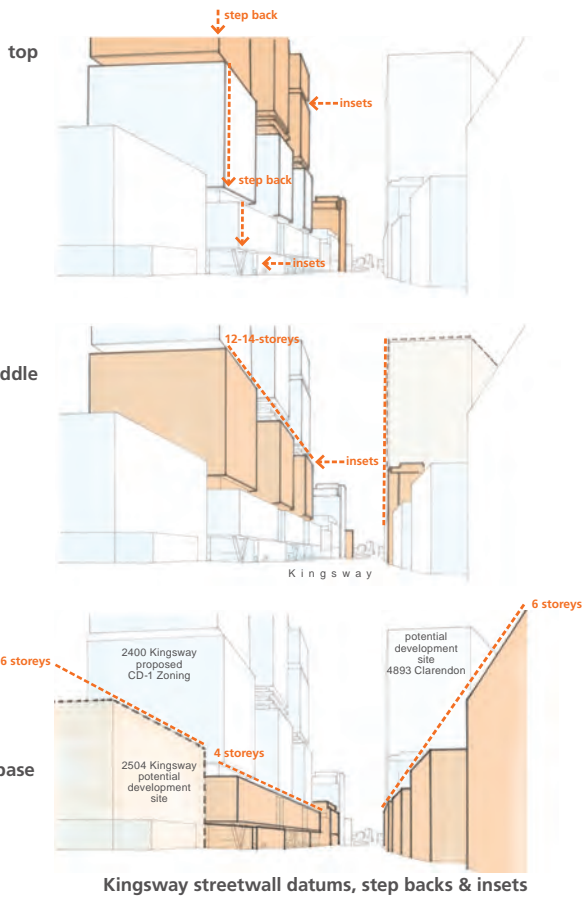
Typical tower floor plates range between 7,665 sf (712 sm) and 7,735 sf (719 sm) for high-rise towers A, B and C and 7,730 sq ft (718 sm) for tower D. The varied floor plates assist to establish streetwall height datums that are consistent with existing developments and heights in the NVNCP. Tower recesses and step backs are introduced to increase articulation and to reduce apparent massing.

The floor plate areas have a minimum 82% efficiency which is required to achieve the 5.0 FSR needed to ensure economic viability for the development. Structural seismic and elevator core requirements contribute to floor plate sizes since 3 elevators will be needed at the high-rise towers to ensure efficient vertical movement of residents.

4.3 Building Heights

4.3.1 Vary Form, Massing & Height

Three high-rise towers (A, B and C) with varying heights (25, 28 and 26-storeys) are set back from the face of a mixed-use podium along Kingsway. Ground floor commercial retail is further set back along Kingsway to create a generous rain-protected high-street shopping experience. The form of the towers are shaped in response to the site geometry. An 18-storey mid-rise tower (D) faces E 30th Ave and also sits atop the podium. The reuse of the 2400 Court motel sign marks the entry to the plaza, referencing the site's former use, as does a motel-inspired bungalow pavilion located in the public open space.



4.3 Building Heights

4.3.2 Streetwall Datums, Step Backs & Insets

The proposed form of development for 2400 Kingsway features a series of streetwall datums, step backs and insets drawn from various policies and guidelines for the Renfrew-Collingwood Neighbourhood.

Ground-floor commercial retail frontage along Kingsway is set back from the face of the podium to create a wider high-street shopping experience with continuous weather protection.

The 4-storey podium reduces apparent massing along Kingsway and features rooftop landscaped amenity spaces at the uppermost level. The base of the three high-rise rental residential towers are articulated with insets at 12 and 14 storey datums that reflects existing and future height and massing for developments in the area.

The residential towers continue to rise, with additional step backs, insets and articulation that serve to reduce the apparent massing of the towers and to create a varied, vibrant streetscape along Kingsway.



4.4 Public Views Streetscapes



street view at Kingsway & E 33rd Avenue



Kingsway streetscape



Kingsway streetscape



plaza entry at Kingsway

design analysis 4

4.5 Public Views Open Spaces

Mews, Porosity & Public Open Space

Two mews—one located at the east end of the site and another positioned midway along the frontage—connect a public open space and the plaza to Kingsway, creating porosity through the site and linking the Kingsway high street to a south-facing, landscaped public open space with a potential café or future retail establishment, a rain garden, and family-oriented play areas.

The entry to the central midway mews is marked by the iconic 2400 Court signage. The celebrated sign is elevated, making it clearly visible from Kingsway. The mews leads to a central plaza animated with a performance stage, a park-like public open space, a motel bungalow-inspired pavilion, and a Neighbourhood House located immediately adjacent to the plaza and the intensively landscaped open space.



east mews at Kingsway



mid-block mews plaza entry at Kingsway



public open space at E 33rd mews

design analysis 4

4.5 Public Views Open Spaces

Mews, Porosity & Public Open Space

The strategic placement of the Neighbourhood House next to the plaza and the landscaped open space enables close integration with both community amenity features, enhancing opportunities for community programming, public gatherings and events.

The proximity also improves accessibility opportunities and encourages active use of the public space, creating a vibrant hub for social interaction and cultural activities for the community.



view from south plaza at stage



view of plaza from neighbourhood house



view of public open space at E 33rd Ave

4.5 Public Views Open Spaces

Mews, Porosity & Public Open Space

Public open space porosity continues along E 30th and E 33rd Avenues, where landscaped areas connect the neighbourhood to the rain garden, bungalow pavilion, play areas, and south-facing retail patio spaces.

Food infrastructure is integrated into the public outdoor space, including opportunities for edible landscaping and designated food truck areas along E 33rd Avenue.

A dedicated public bike share station is also provided on-site along E 30th Avenue, near the Neighbourhood House and child care entrances.



view looking northwest across public open space

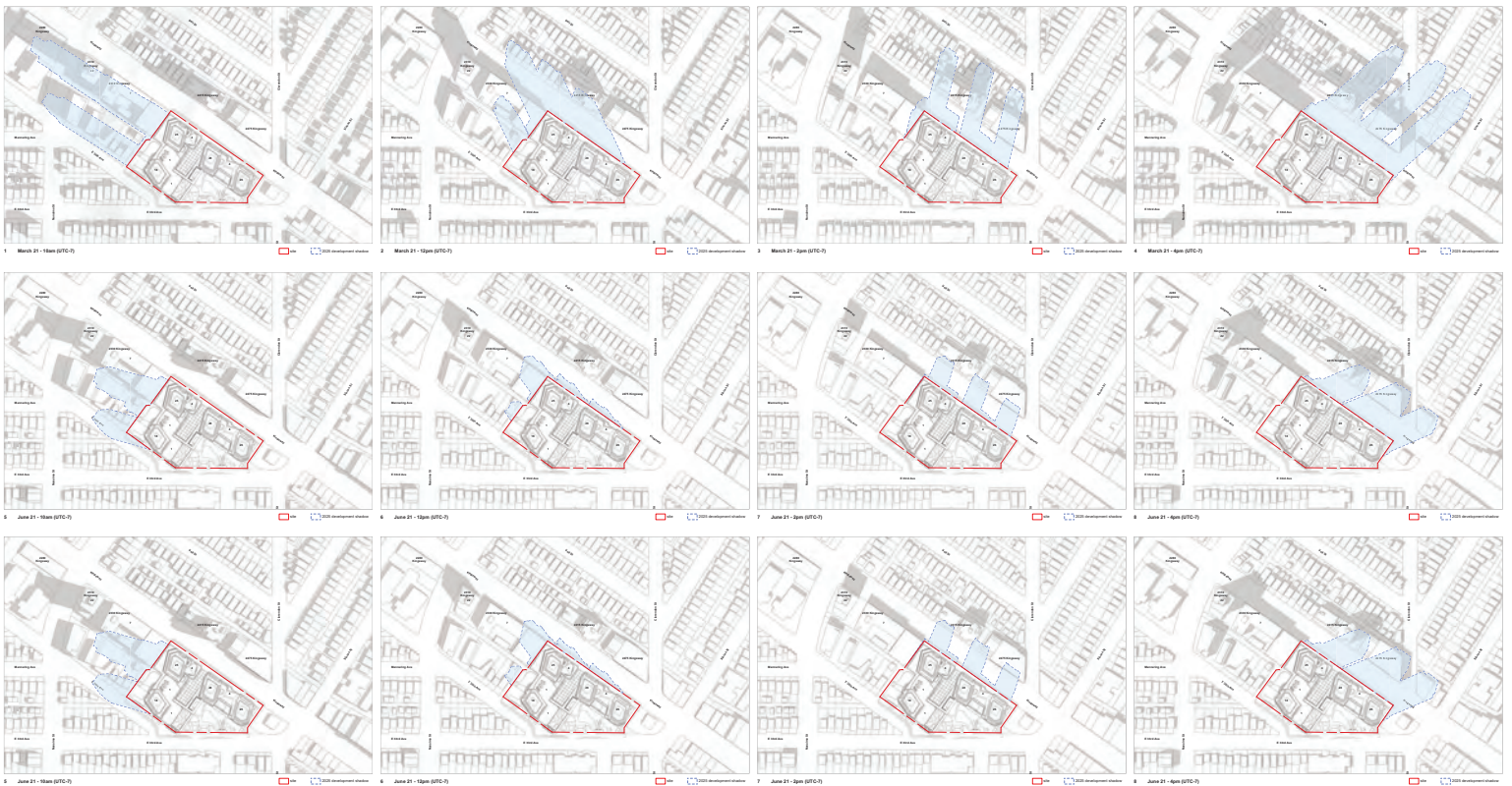


view from E 33rd Ave looking north across rain garden



view from E 30th Ave at the Public Bike share

4.6 Shadow Studies





5
drawings & data

5.1 Project Statistics & Data

property address: one parcel no address, 2396, 2400, 2441, 2493 Kingsway

legal description: LOTS 2 TO 11, BLOCK L, PLAN 6423; LOT 8, EXCEPT PART IN REFERENCE PLAN 2407, NOW KINGSWAY, OF LOTS 3 AND 4, BLOCK 11, PLAN 3283; LOTS 5 AND 6, EXCEPT PORTIONS IN REFERENCE PLANS 2407 AND 7825, BLOCK11, PLAN 780; LOT 9 OF LOTS 3 AND 4, BLOCK 11, PLAN 3283; LOT 10, EXCEPT THE WEST 20 FEET NOW LANE, OF LOTS 3 AND 4 BLOCK 11, PLAN 3283; ALL OF DISTRICT LOT 393, GROUP 1, NEW WESTMINSTER DISTRICT

Zoning

	existing / permitted	proposed
zoning	C-2, R1-1, RT-2	CD-1
site area (approx.)	12,466 sm (134,184 sf)	12,950 sm (139,395 sf)
uses	parking / permitted uses per C-2 and RM-4 District Schedules	secured market rental housing, community neighbourhood house, childcare and commercial (retail)
building height	existing: 1-2 storeys permitted: 6-storeys (C-2) 3-storeys / 11.5m (R1-1) 2-storeys / 9.2m (RT-2) 14 storeys (NVNCP**)	proposed: 18, 25, 26 and 28-storeys plus rooftop indoor and outdoor amenity

Setbacks

	C-2, RT-2, R1-1	proposed CD-1
front yard (north)	varies	7.83m (25'-8") tower A,B,C setback
side yard (east)	varies	4.25m (13'-11") tower C setback
side yard (west)	varies	8.845m (29'-0") tower A setback
rear yard (south)	varies	4.62m (15'-2") tower D setback

FSR

	C-2, R1-1, RT-2	Norquay Village Neighbourhood Centre Plan
floor space ratio	3.7 / 0.6-0.85 / 0.75	3.8 (incl. min. 0.35 ground floor retail)
	proposed CD-1	
floor space ratio / fsr area	retail	0.14 / 1,876 sm (20,195 sf)
	neighbourhood house	0.00 / 1,410 sm (15,177 sf) excluded area
	child care	0.00 / 478 sm (5,148 sf) excluded area
	rental residential	4.90 / 63,442 sm (682,885 sf)
	residential amenity	0.16 / 2,476 sm (26,651 sf) excluded area
	total	5.04
total FSR area		61,302 sm (659,849 sf)

* a min. 25' sidewalk setback from the face of existing curb to face of ground-level retail along Kingsway is provided for an anticipated sidewalk SRW
 ** Norquay Village Neighbourhood Centre Plan

5.1 Project Statistics & Data

Parking

	bylaw	required	provided
parking spaces	4.1.1 required off-street parking spaces	0	502 residential 36 retail
	4.1.3 (a) multi-dwelling visitor	43	43
	4.1.4 (a) multi-dwelling accessible	30	30
	4.1.4 (b) non-residential accessible	5	5
total	all uses	78	581

Passenger Loading

	bylaw	required	provided
dwelling	7.2.1 dwelling use	5 Class A	5 Class A
childcare	7.2.2.3 child day care facility	6 Class A	6 Class A
total	all uses	11 Class A	11 Class A

Unit Count Summary

	studio	1 bed	2 bed	3 bed	total
market rental	92 (11%)	467 (54%)	214 (25%)	90 (10%)	863 (100%)

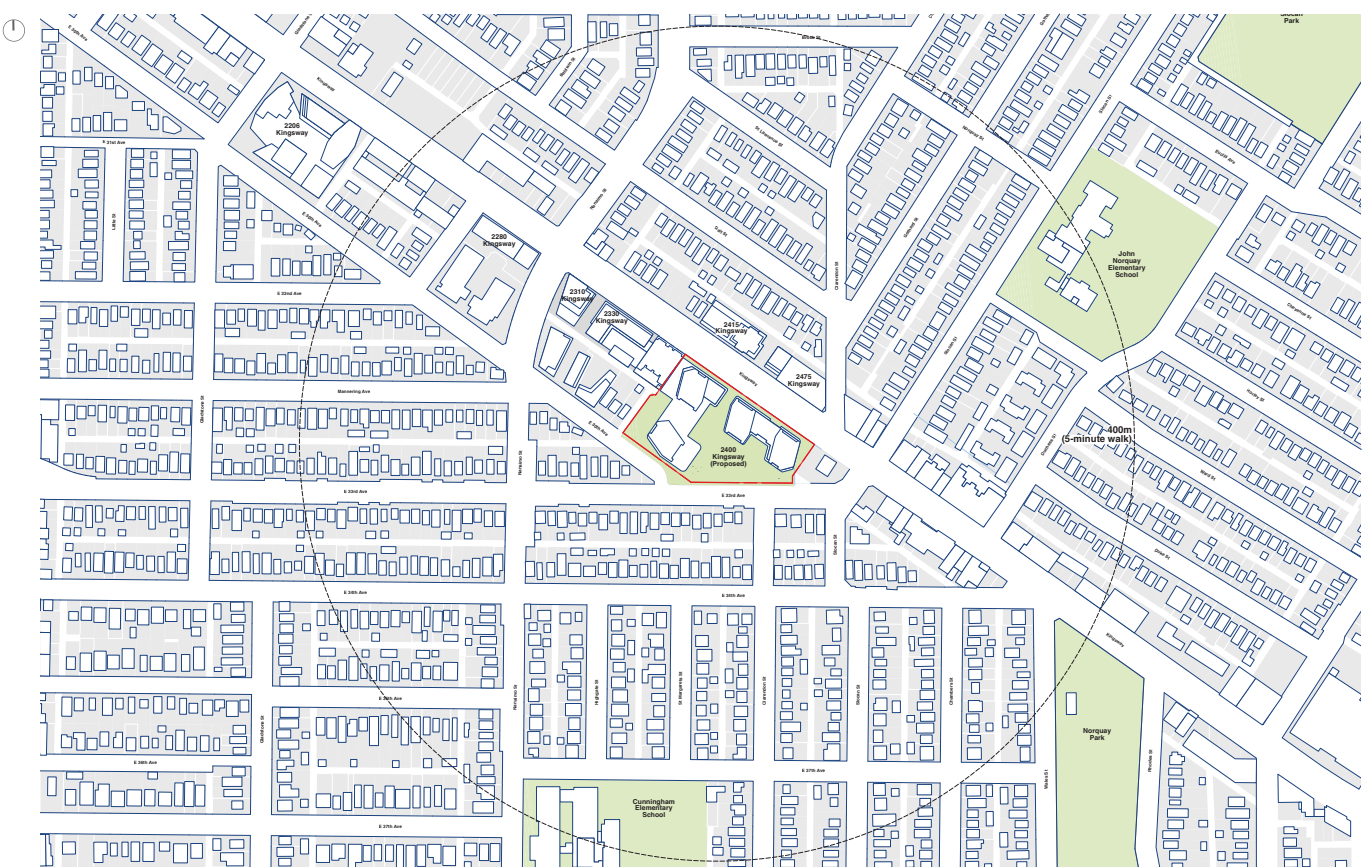
Goods Loading

	bylaw	required	provided
loading	5.2.1 dwelling use	4 Class A 4 Class B 0 Class C	4 Class A 4 Class B 0 Class C
	5.2.3 neighbourhood house & child care	0 Class A 1 Class B 0 Class C	0 Class A 1 Class B 0 Class C
	5.2.6 retail use	0 Class A 1 Class B 0 Class C	0 Class A 1 Class B 0 Class C
total	all uses	4 Class A 6 Class B 0 Class C	4 Class A 6 Class B 0 Class C

Bicycle Parking

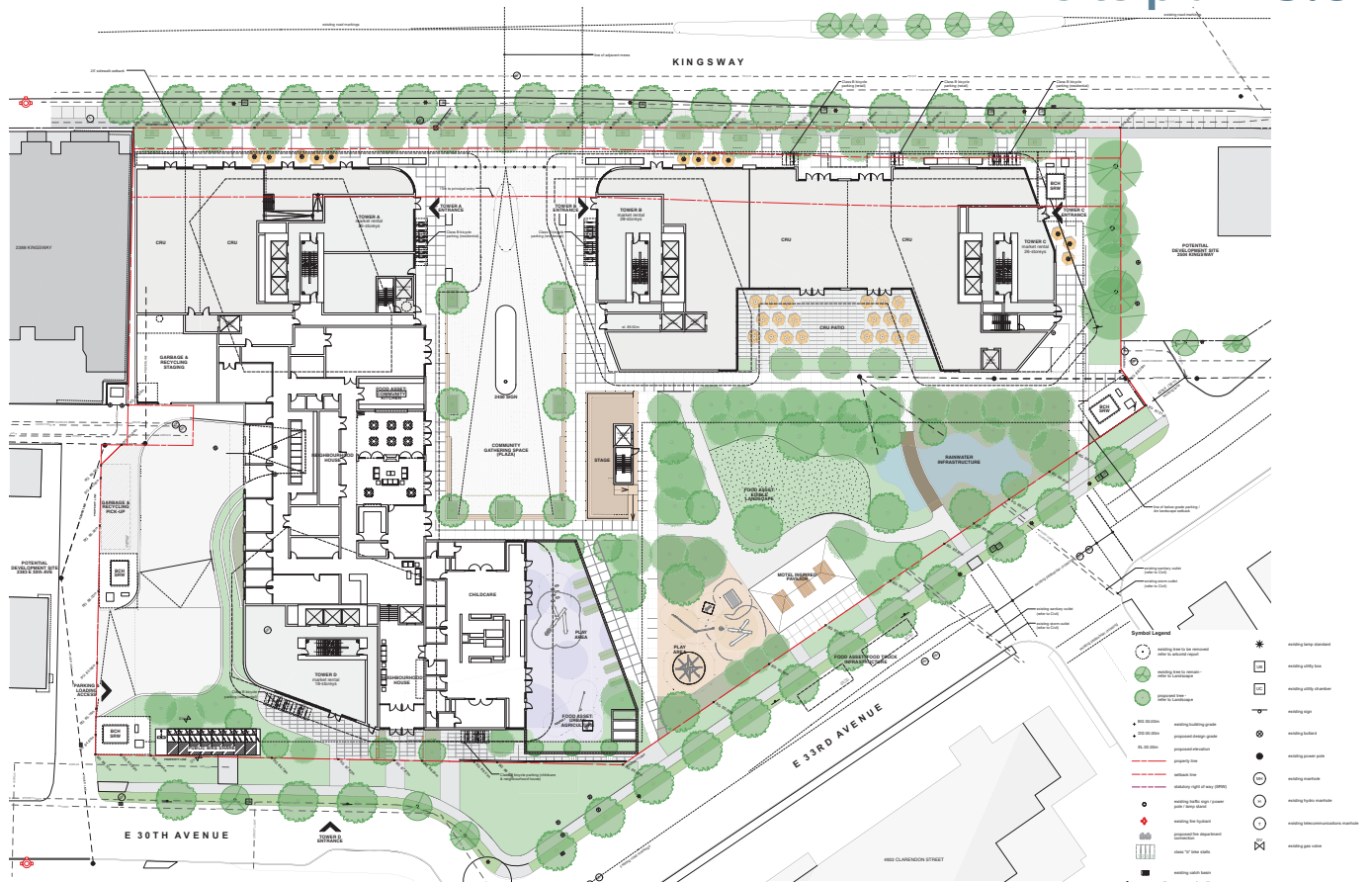
	bylaw	required	provided
parking spaces (TDM B package)	6.2.1.2 multiple dwelling	1,603 Class A 2,084 Class A (TDM) 44 Class B	2,087 Class A (TDM) 44 Class B
	6.2.3.1 neighbourhood house	3 Class A 4 Class A (TDM) 1 Class B	10 Class A (TDM) 1 Class B
	6.2.2.6 child care	6 Class B	6 Class B
	6.2.5.1 Retail	8 Class A (TDM) 6 Class B	8 Class A (TDM) 7 Class B
total	all uses	2,096 Class A (TDM) 54 Class B	2,105 Class A (TDM) 58 Class B

context map 5.2

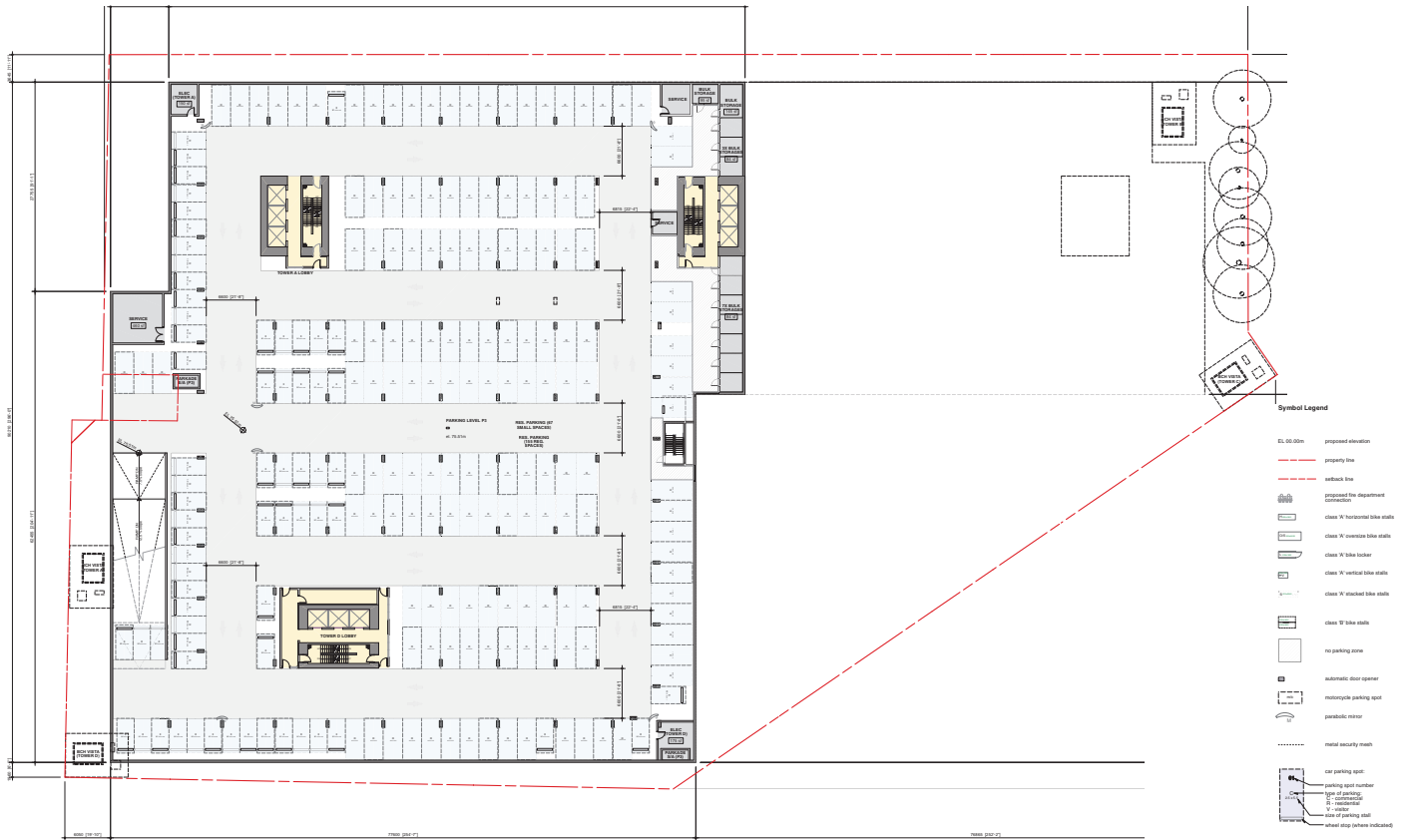


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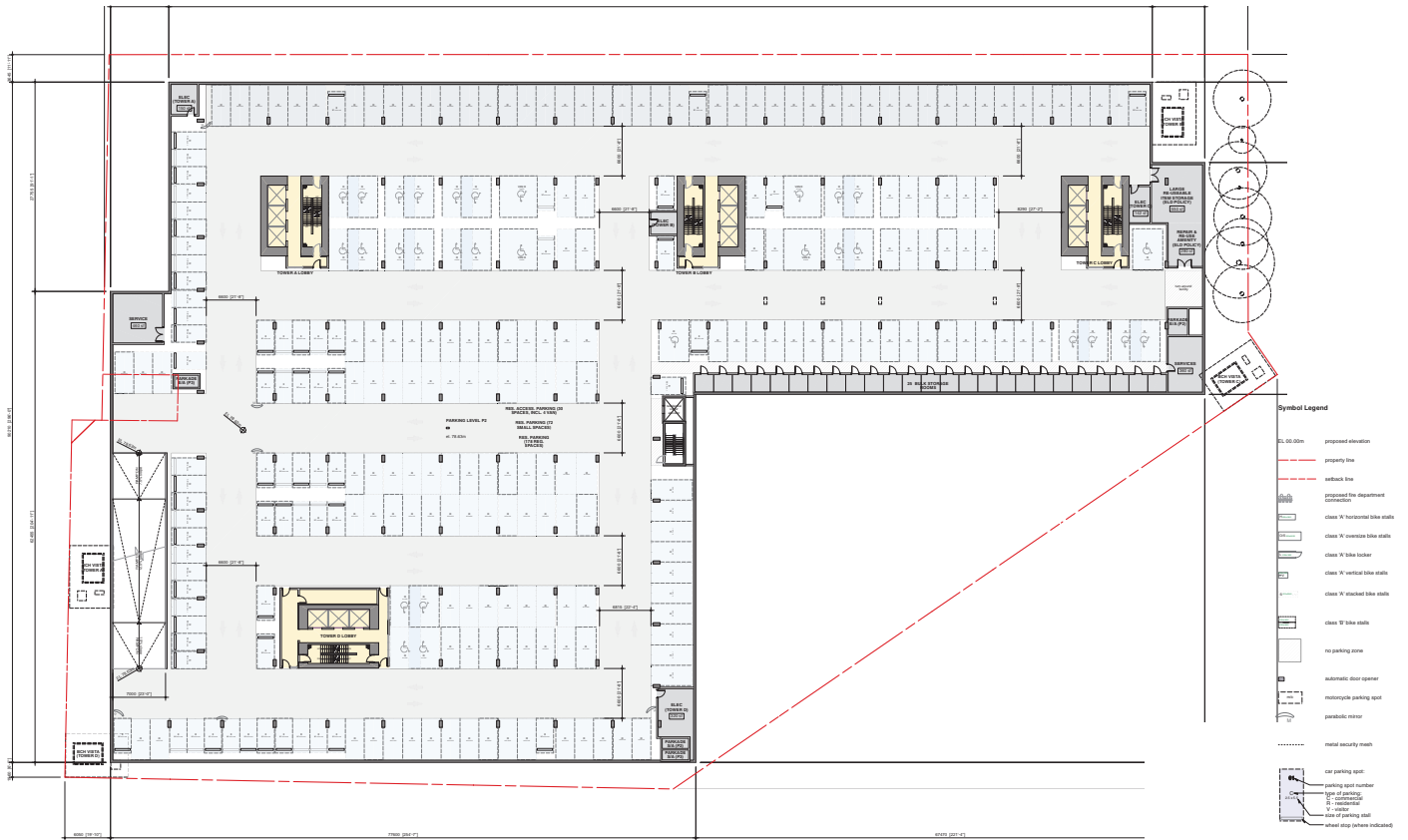
site plan 5.3



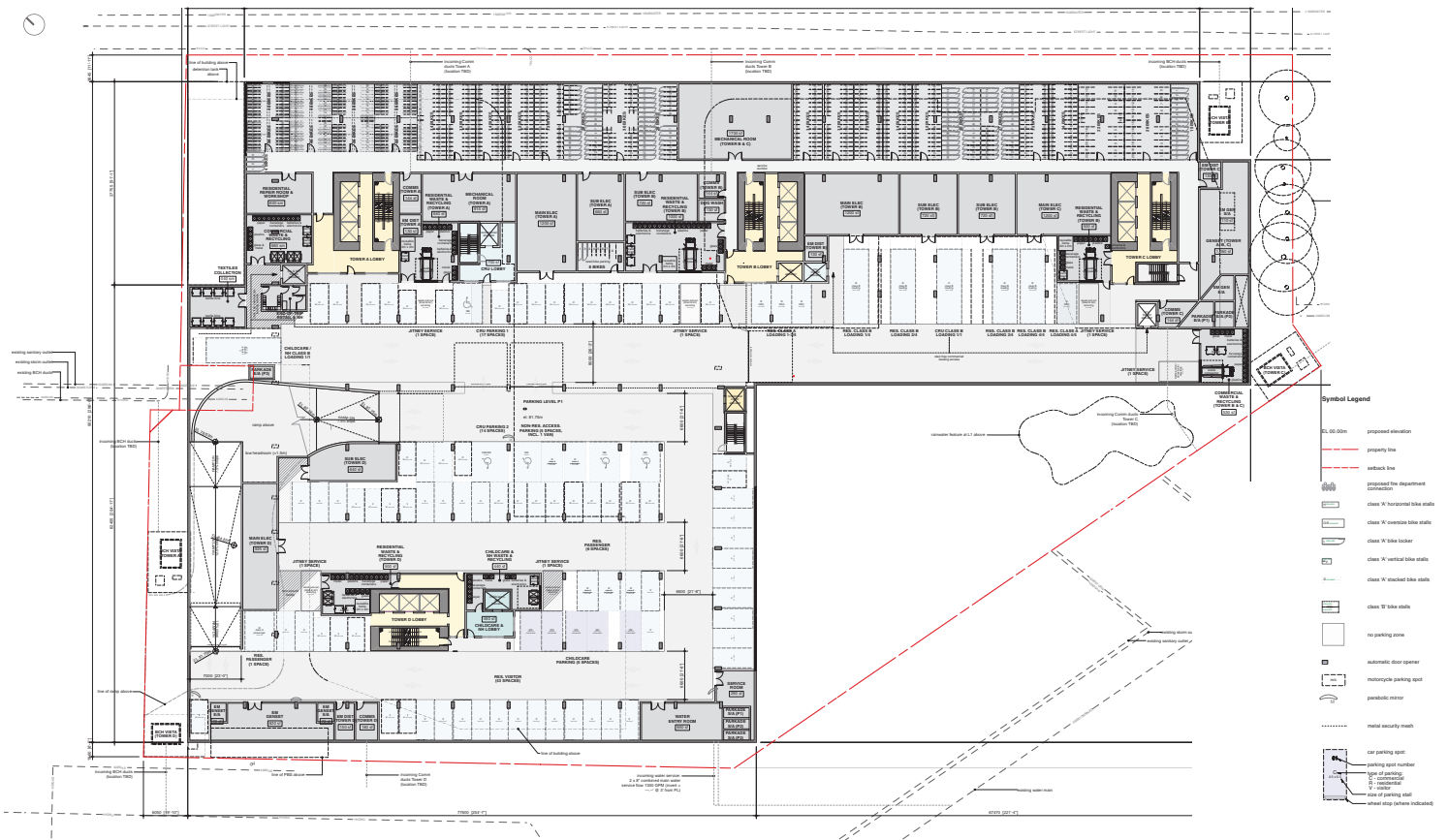
level parking P3 | parking 5.4



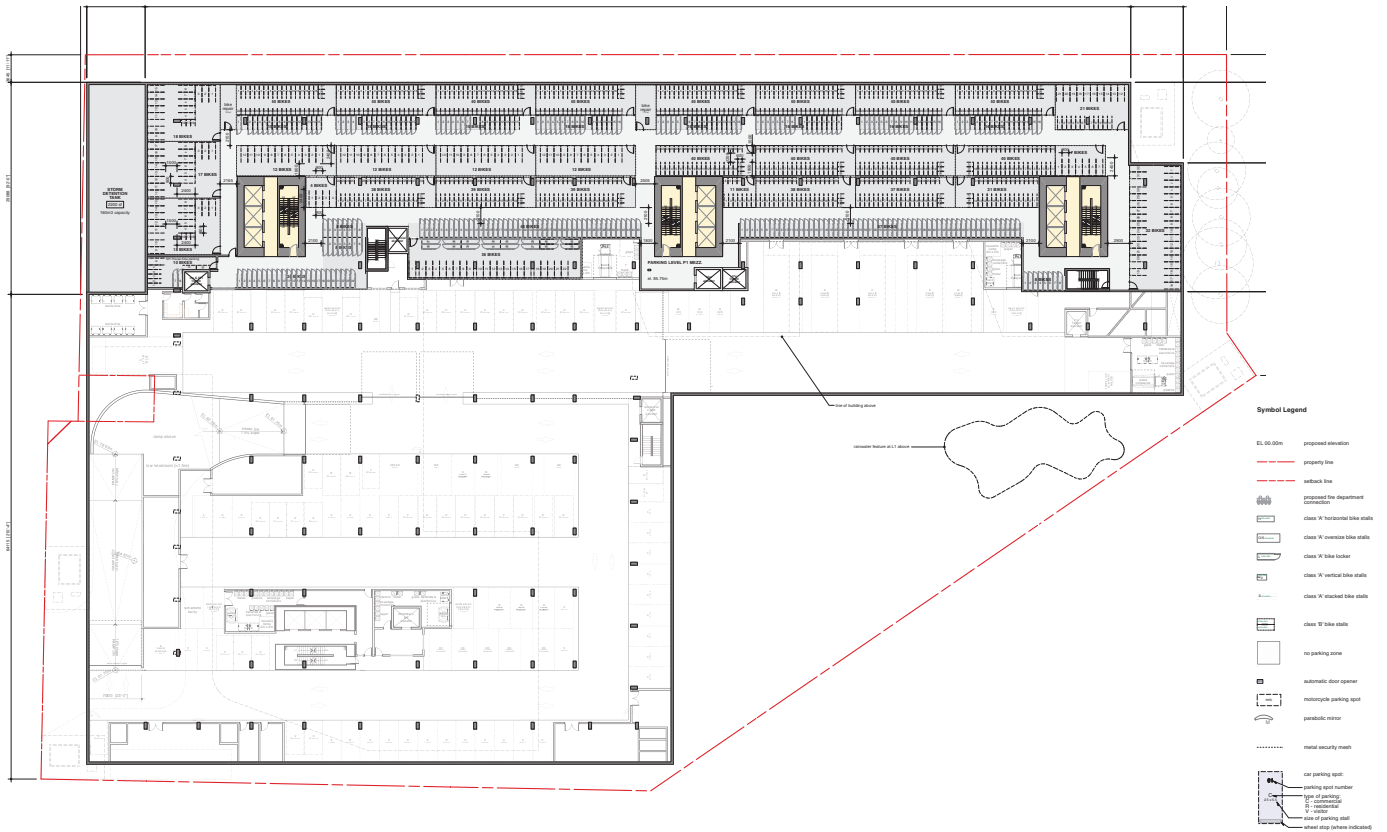
level parking P2 | parking 5.4



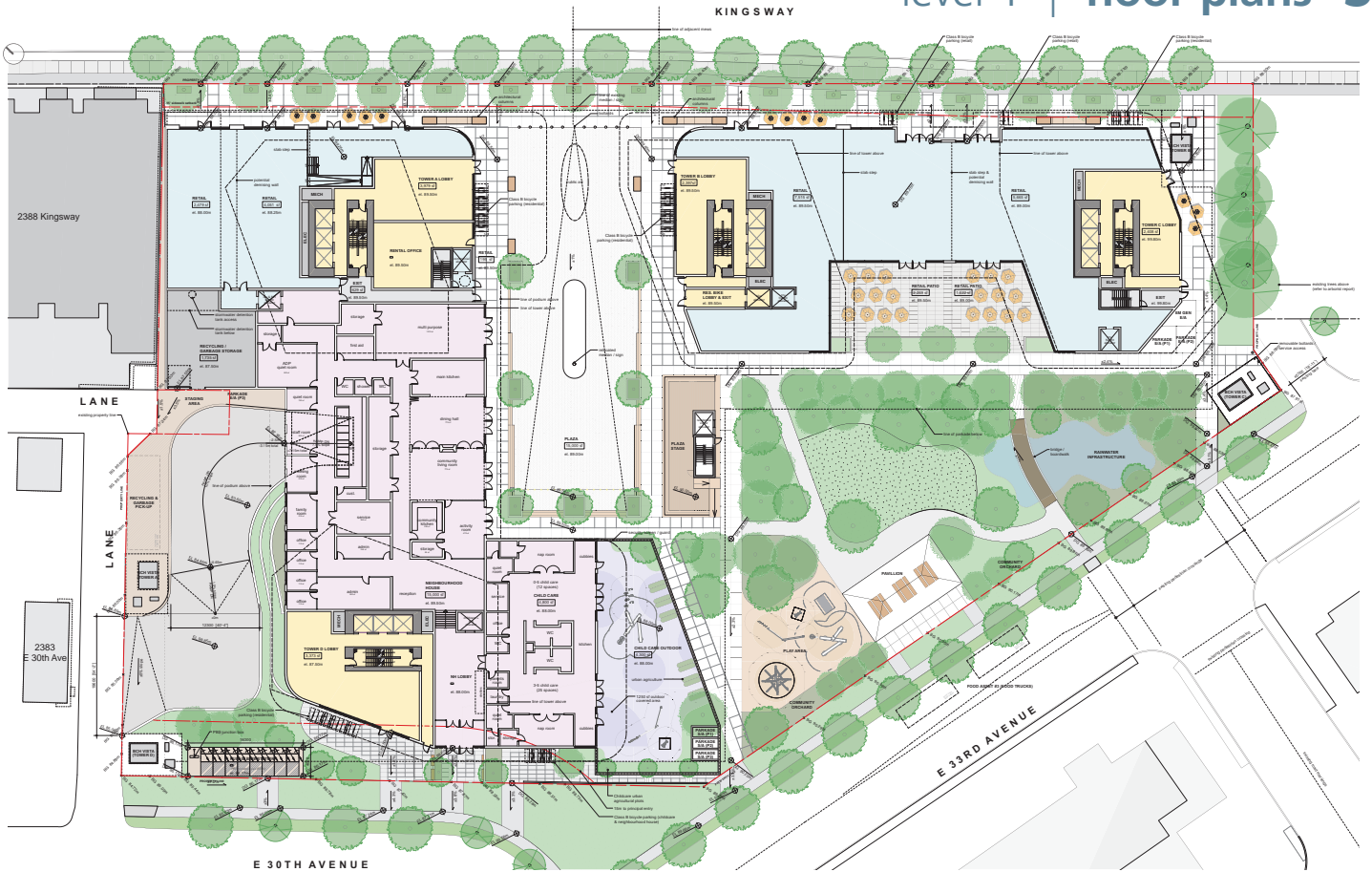
level parking P1 | parking 5.4



level parking P1 mezzanine | parking 5.4



level 1 | floor plans 5.5



ACTON OSTRY ARCHITECTS INC

18 September 2025

City of Vancouver Rezoning Application | 2400 Kingsway

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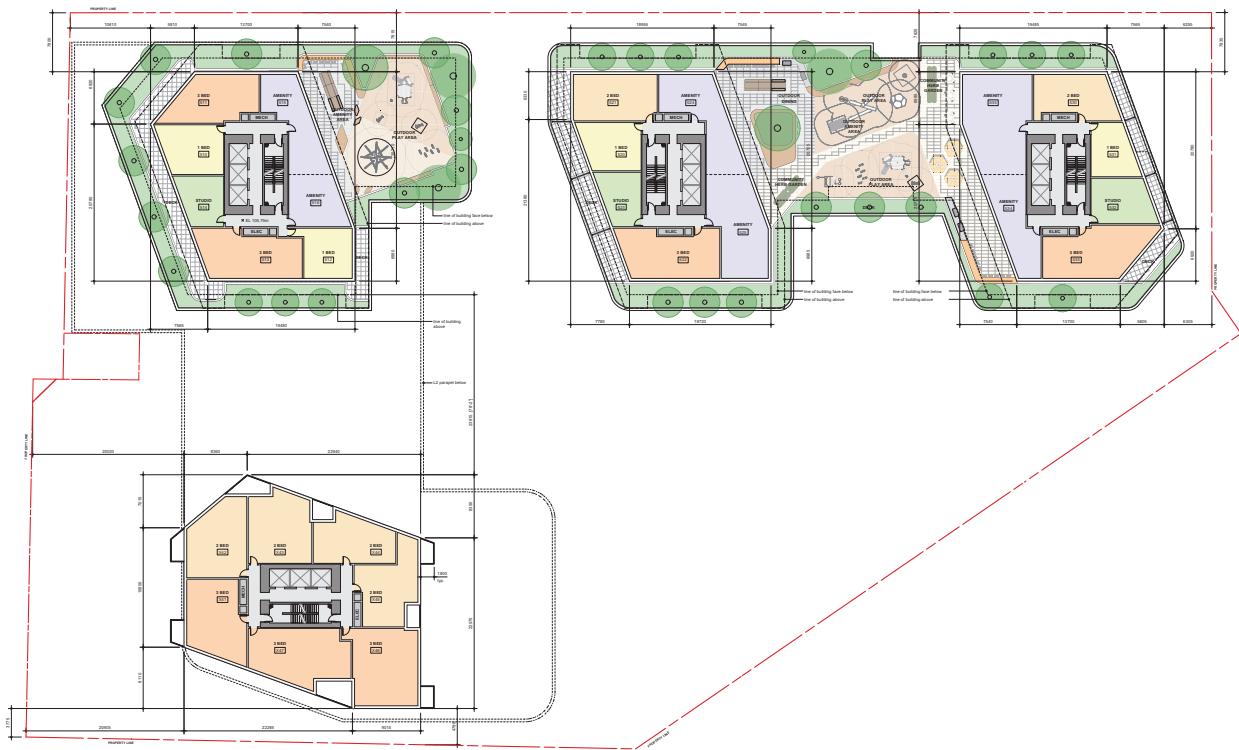
level 2 | floor plans 5.5



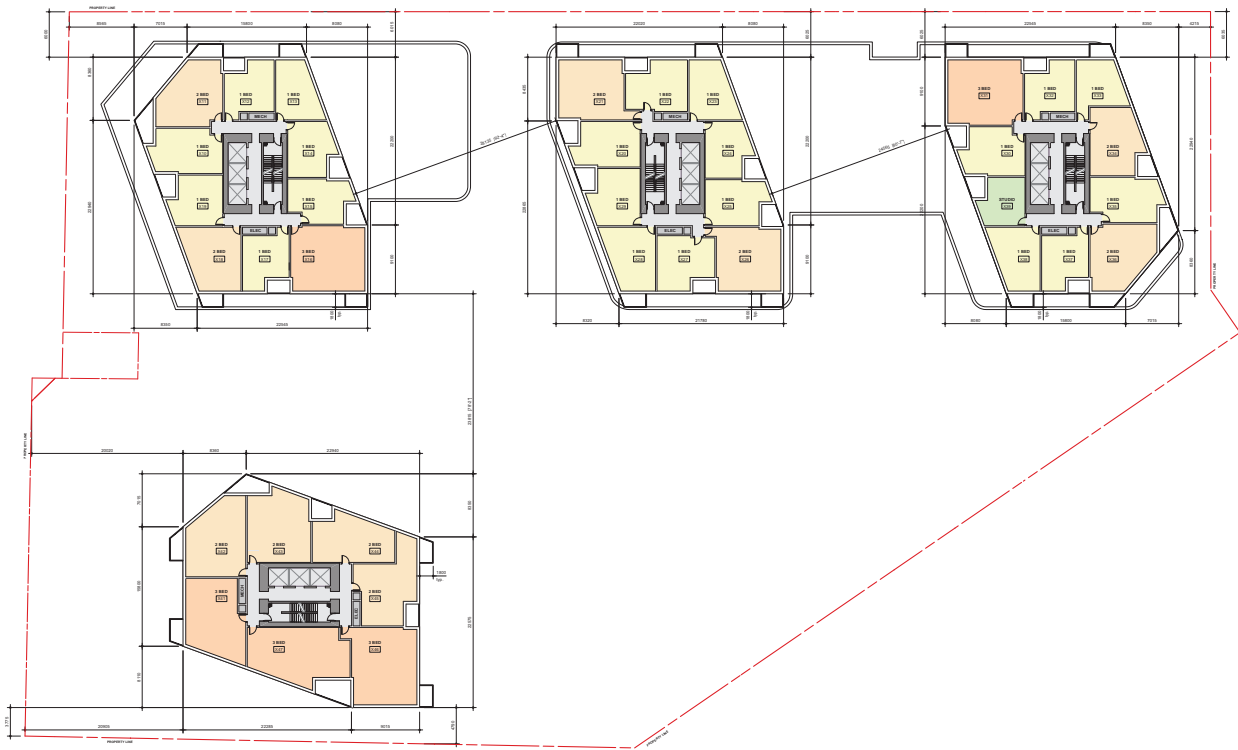
level 3-4 | floor plans 5.5



level 5 | floor plans 5.5



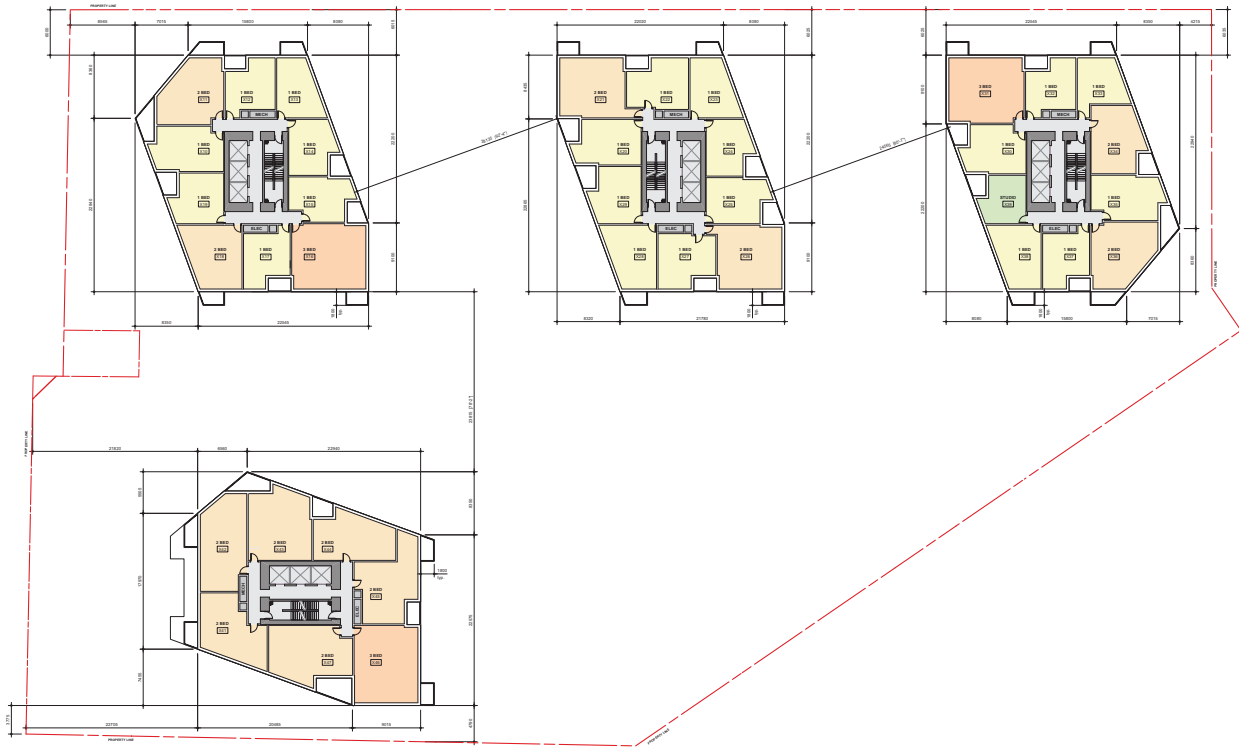
level 6-10 | floor plans 5.5



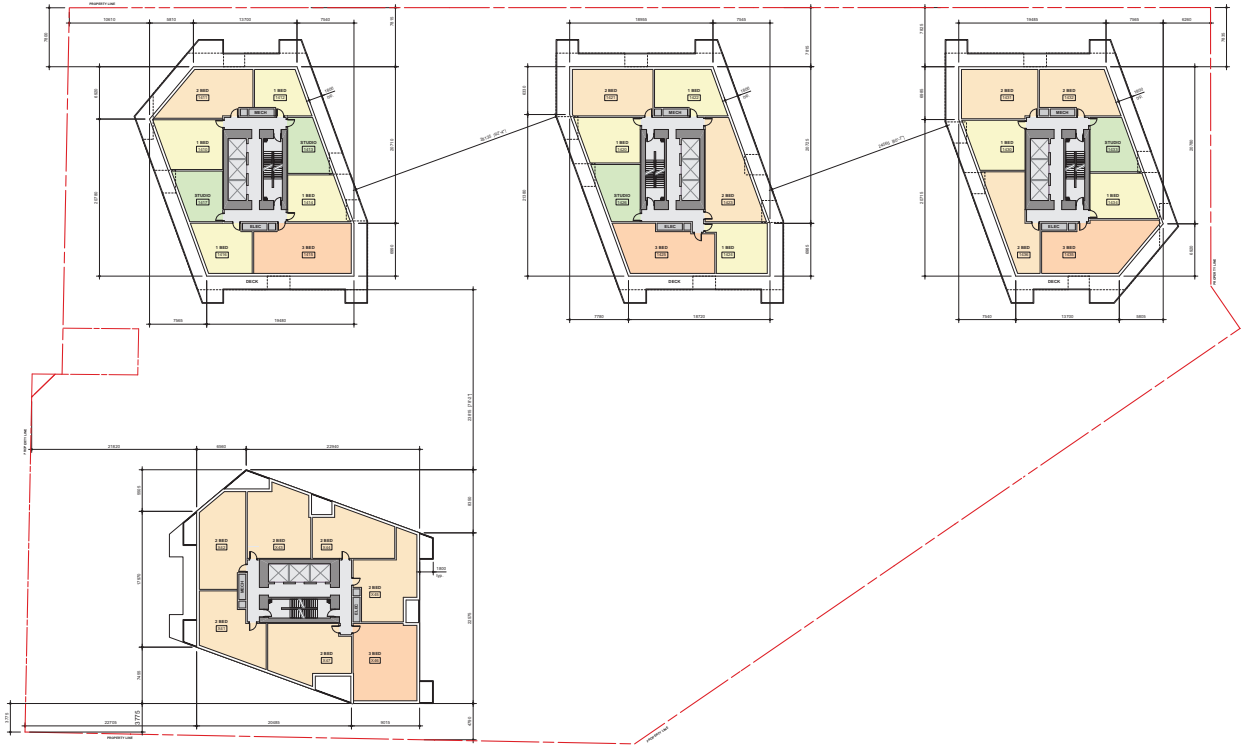
level 11 | floor plans 5.5



level 12-13 | floor plans 5.5



level 14 | floor plans 5.5



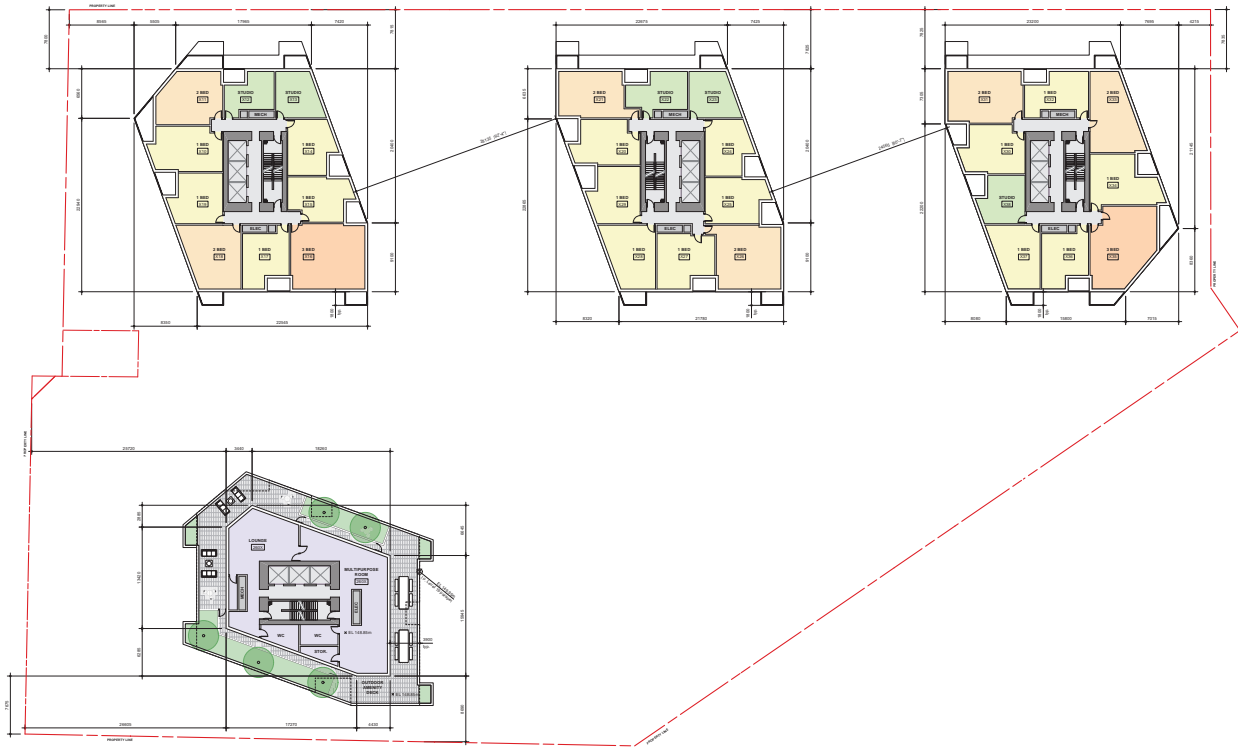
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level 15-18 | floor plans 5.5

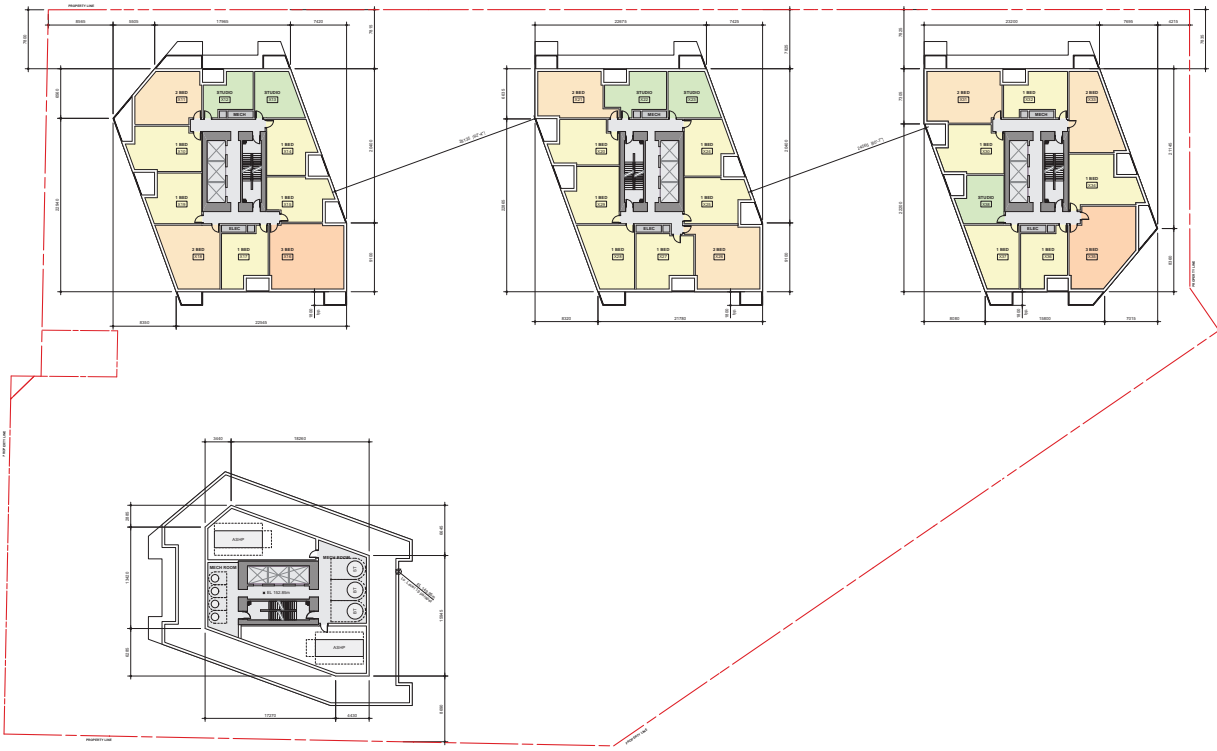


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level 19 | floor plans 5.5

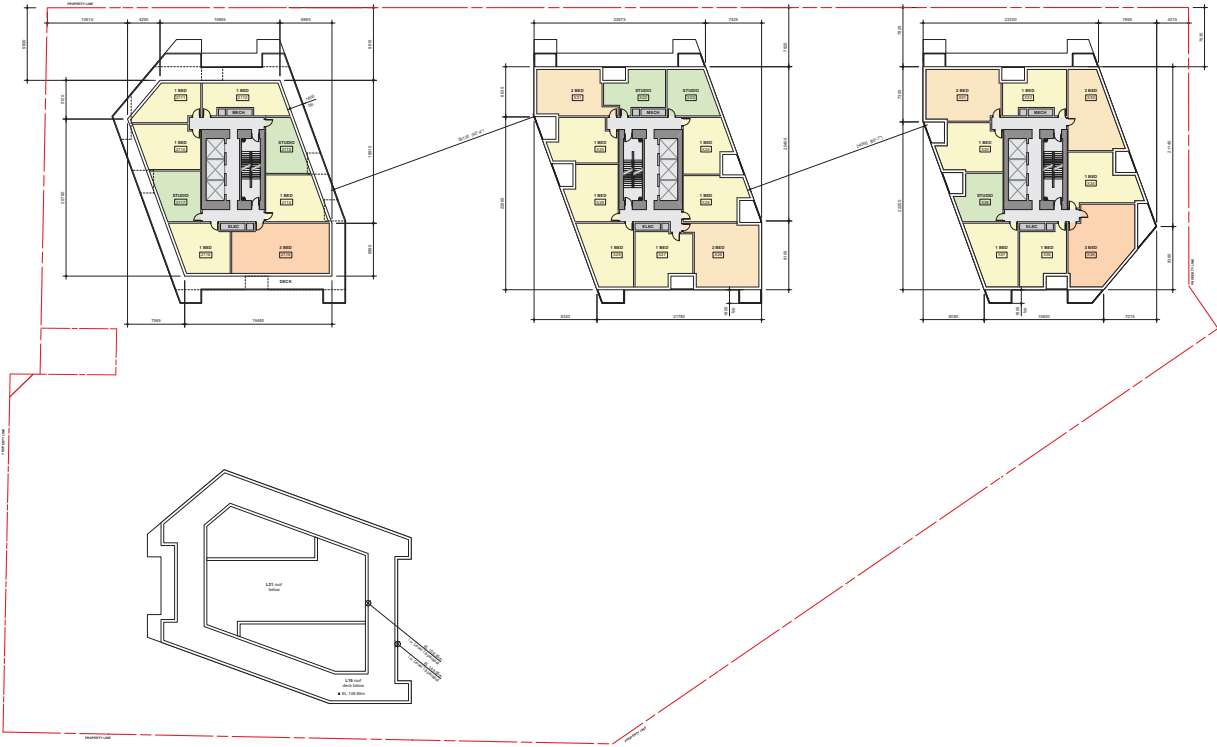


level 20 | floor plans 5.5



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level 21 | floor plans 5.5



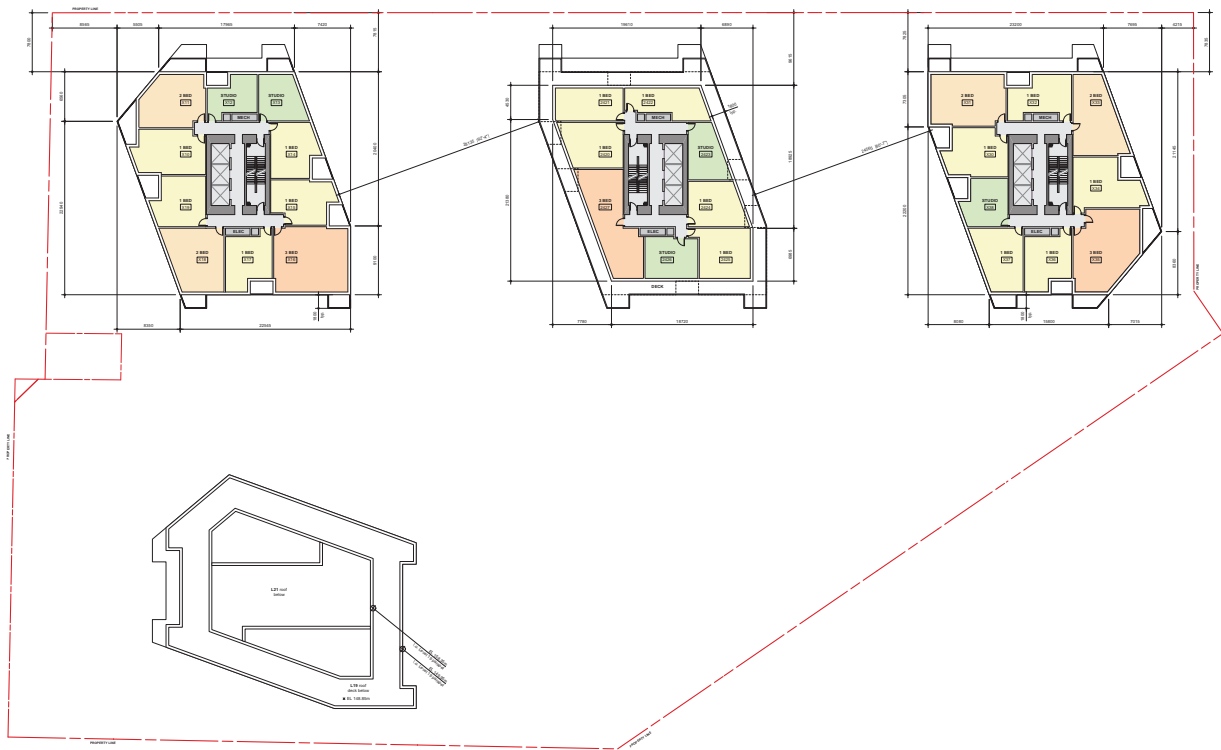
level 22 | floor plans 5.5



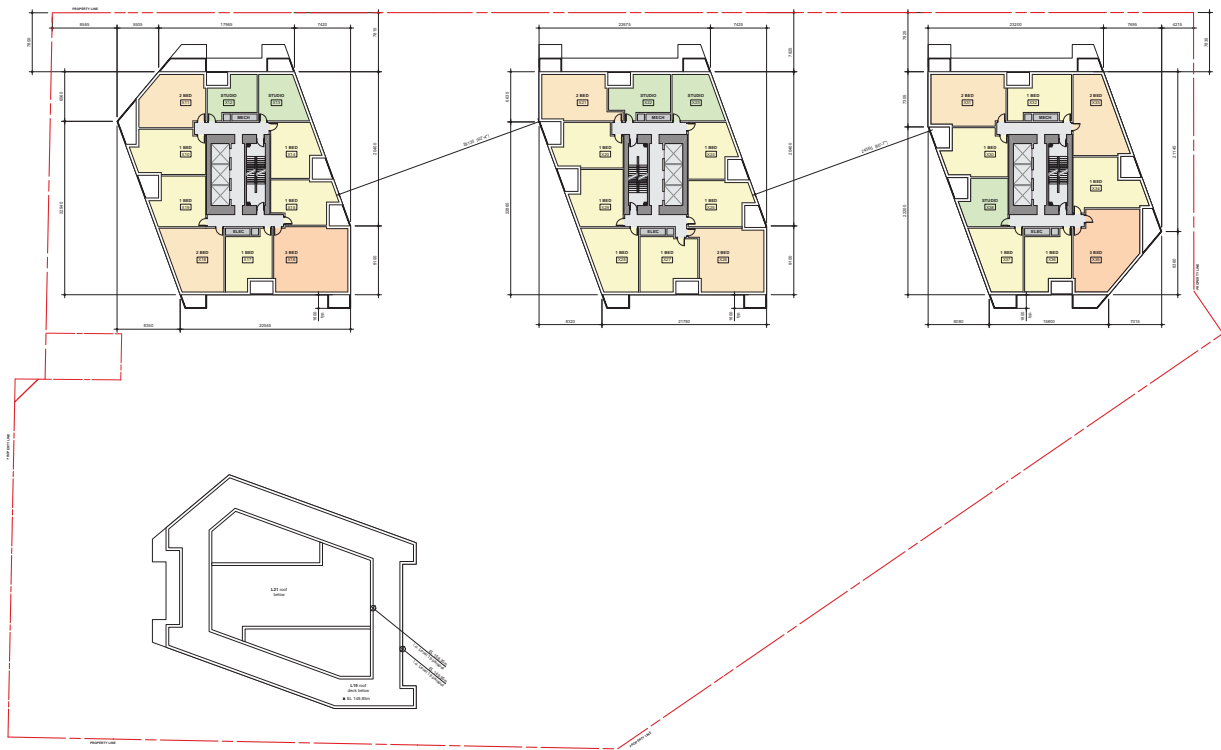
level 23 | floor plans 5.5



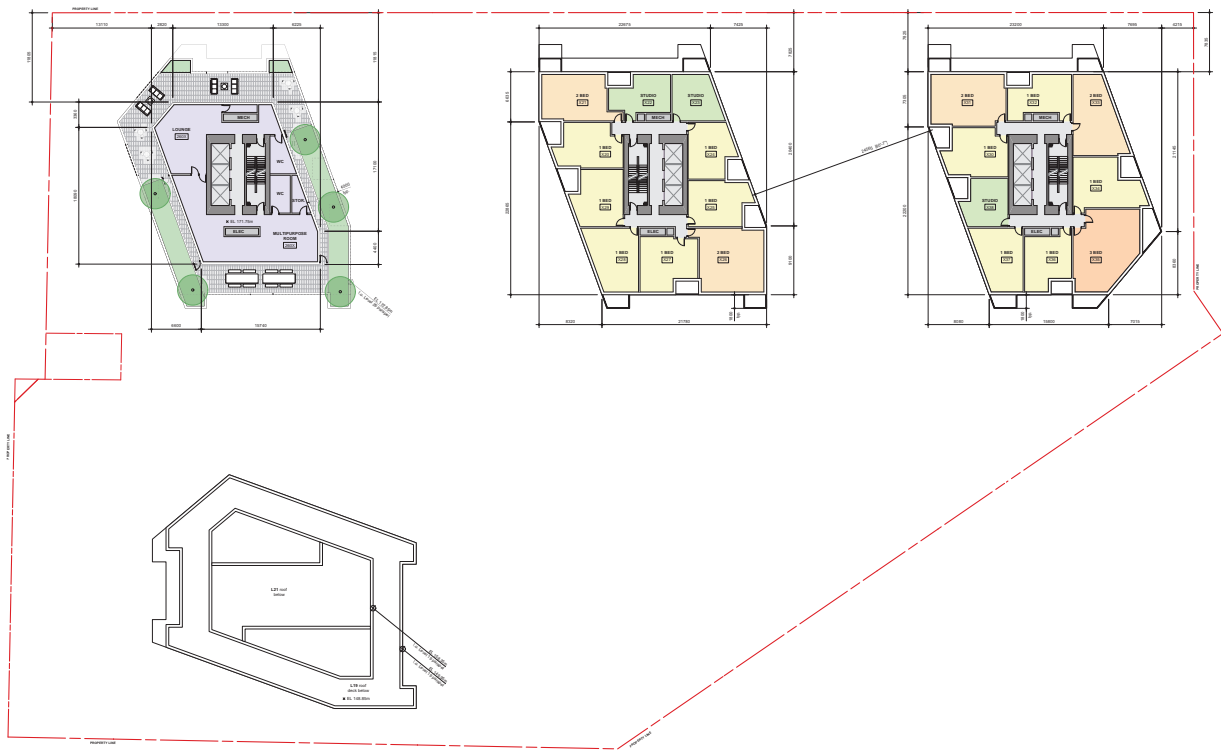
level 24 | floor plans 5.5



level 25 | floor plans 5.5



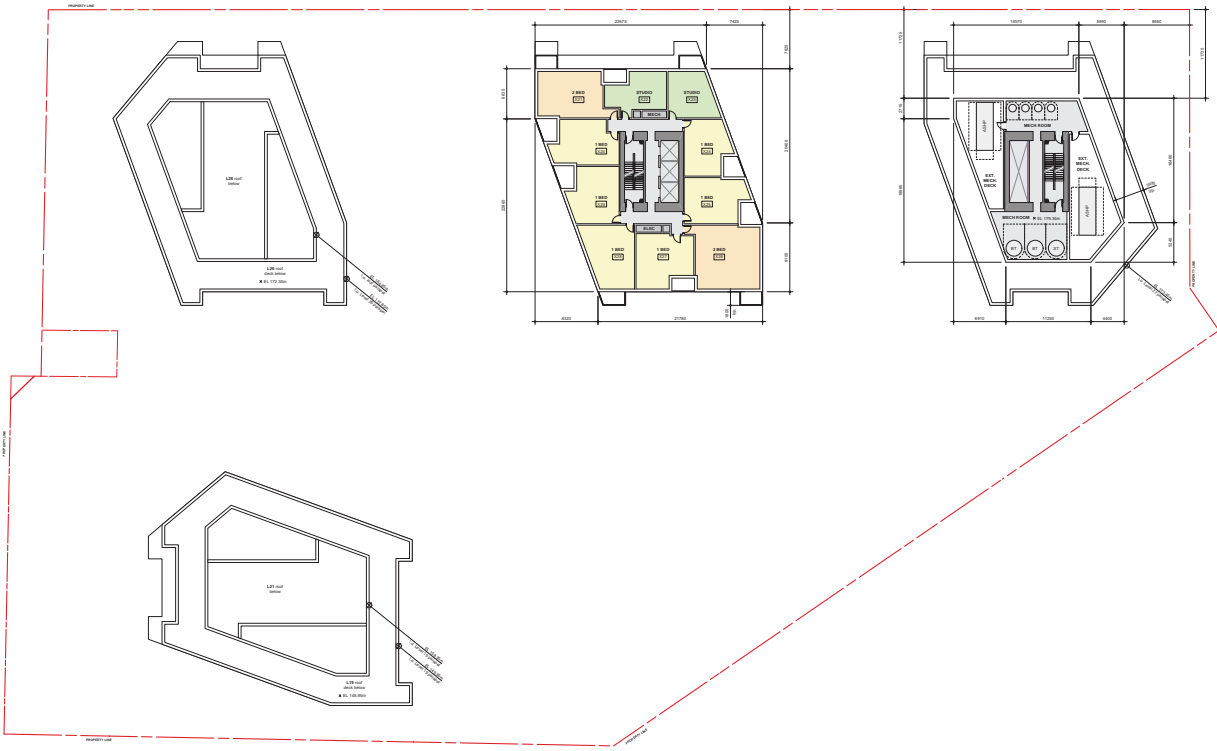
level 26 | floor plans 5.5



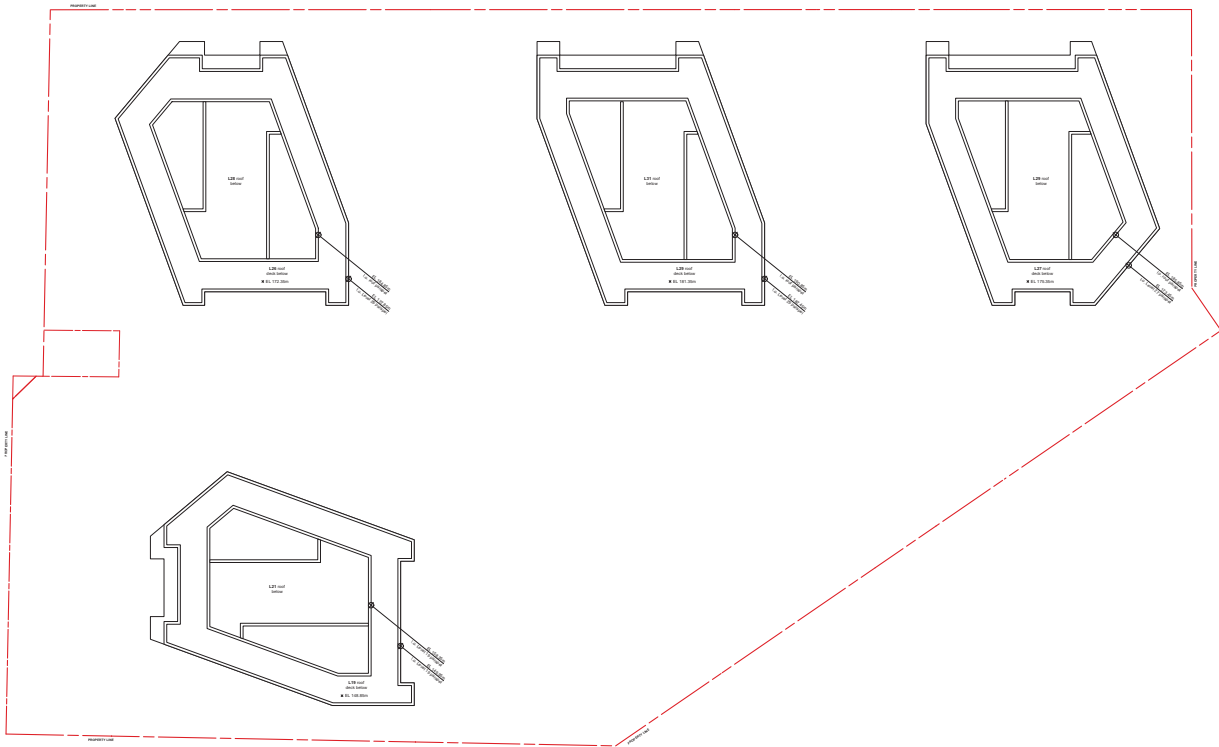
level 27 | floor plans 5.5



level 28 | floor plans 5.5



roof level | floor plans 5.5



north-east | elevations 5.6



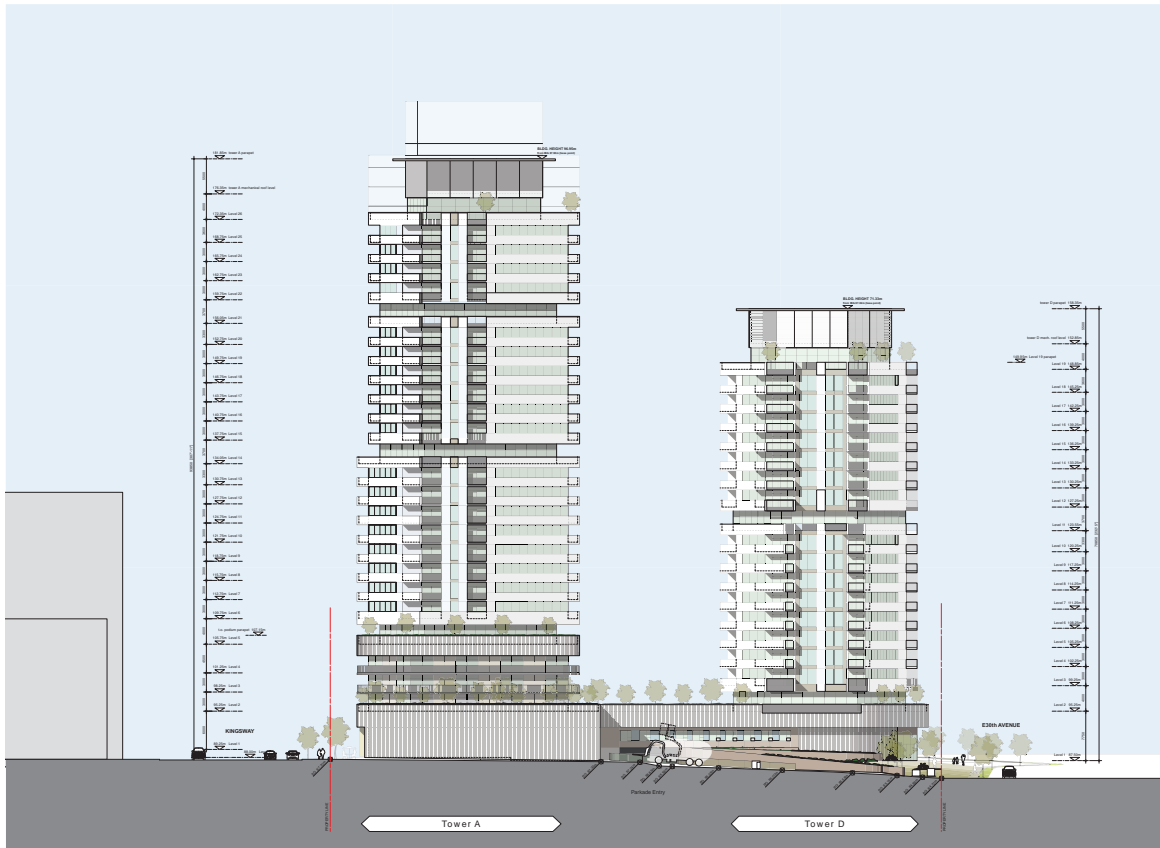
south-east | elevations 5.6



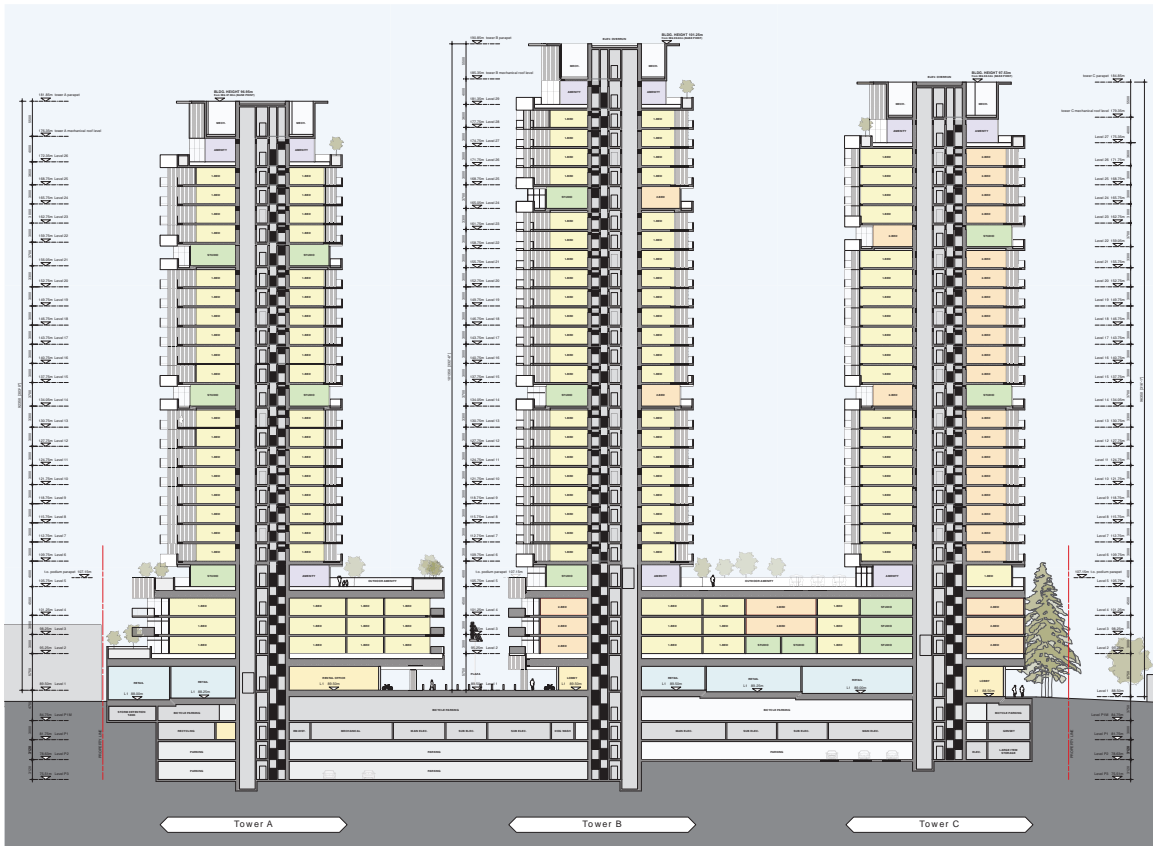
south-west | elevations 5.6



north-west | elevations 5.6



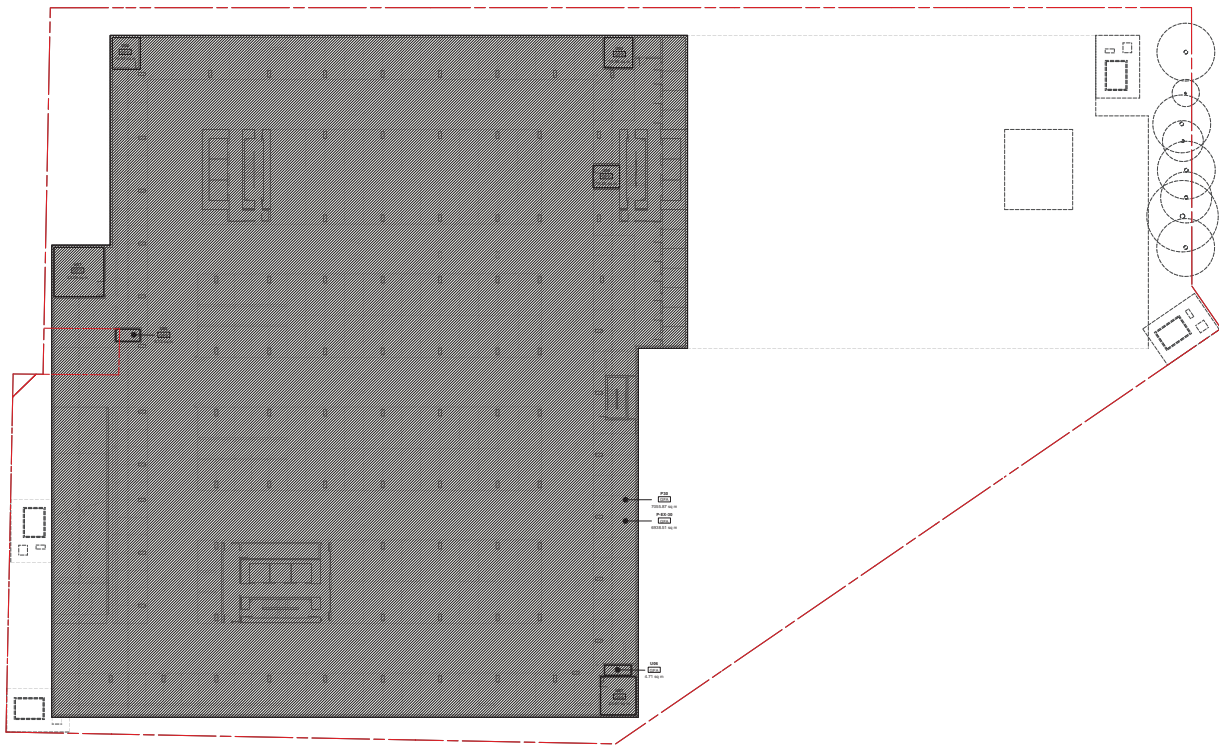
section A | sections 5.7



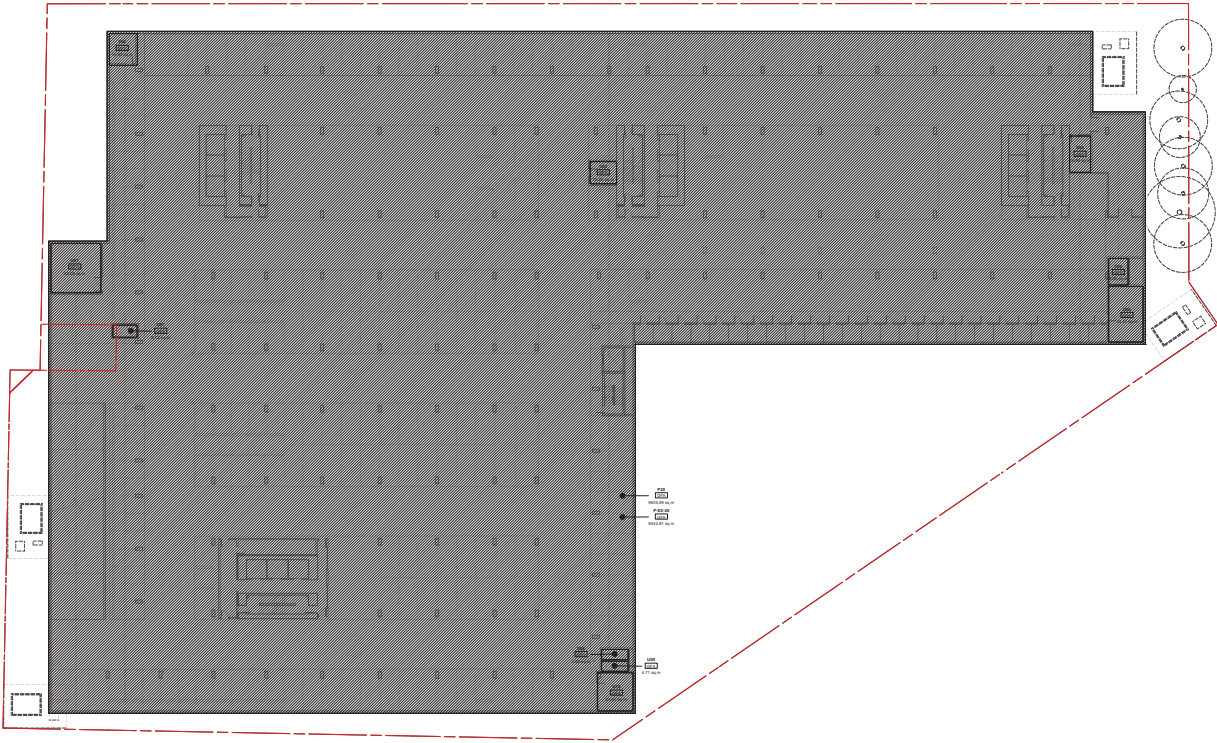
section B | sections 5.7



level parking P3 | **FSR 5.8**

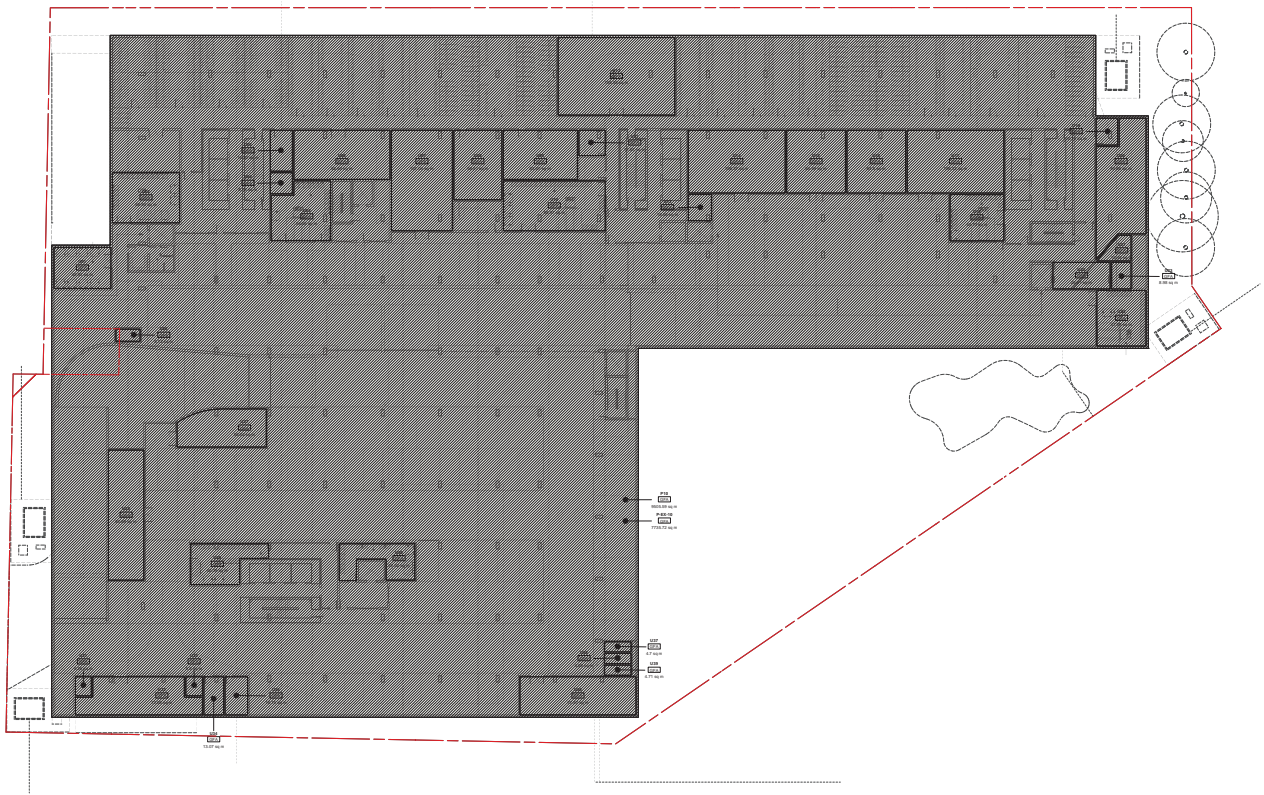


level parking P2 | **FSR 5.8**

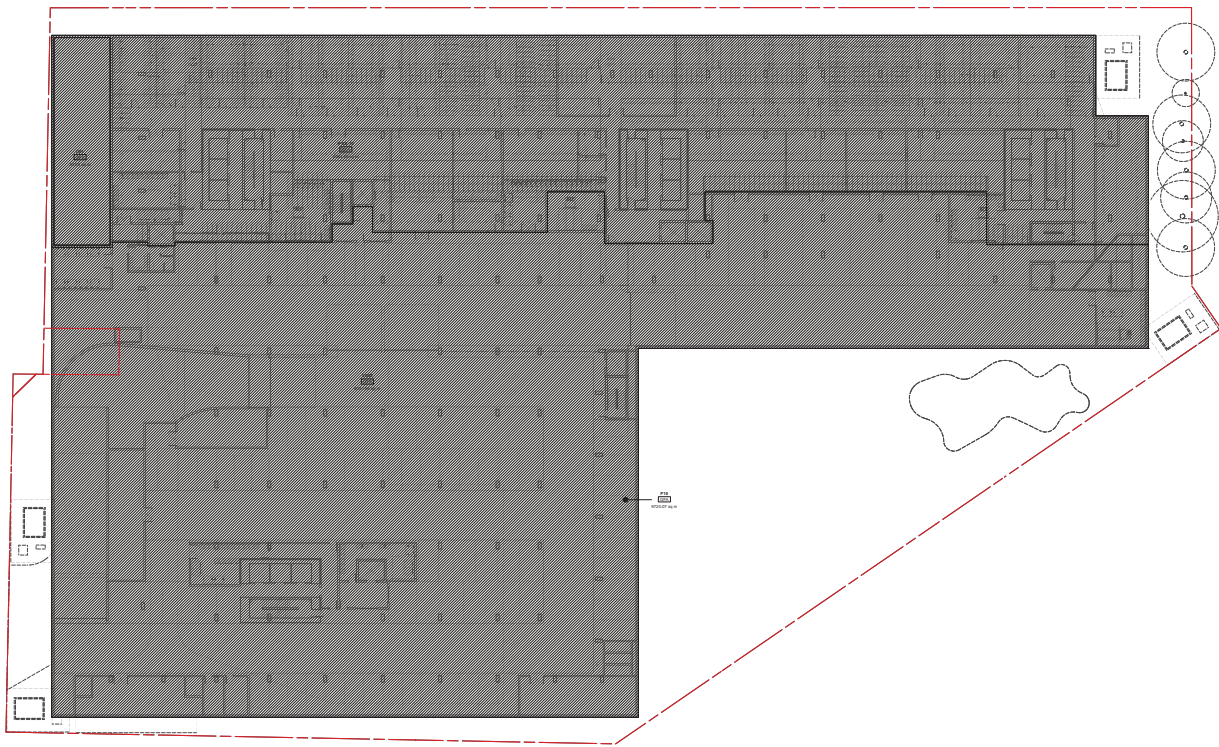


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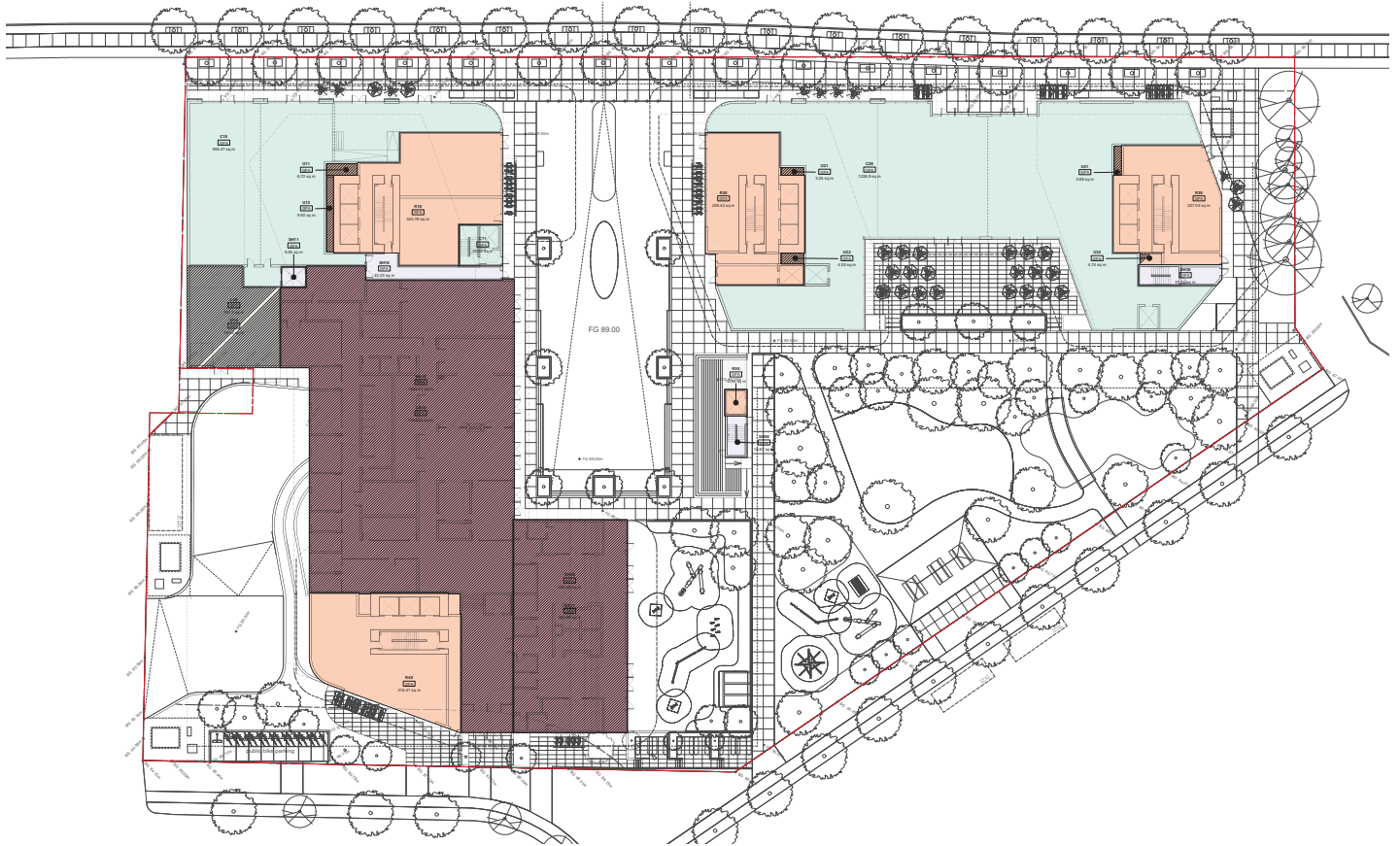
level parking P1 | FSR 5.8



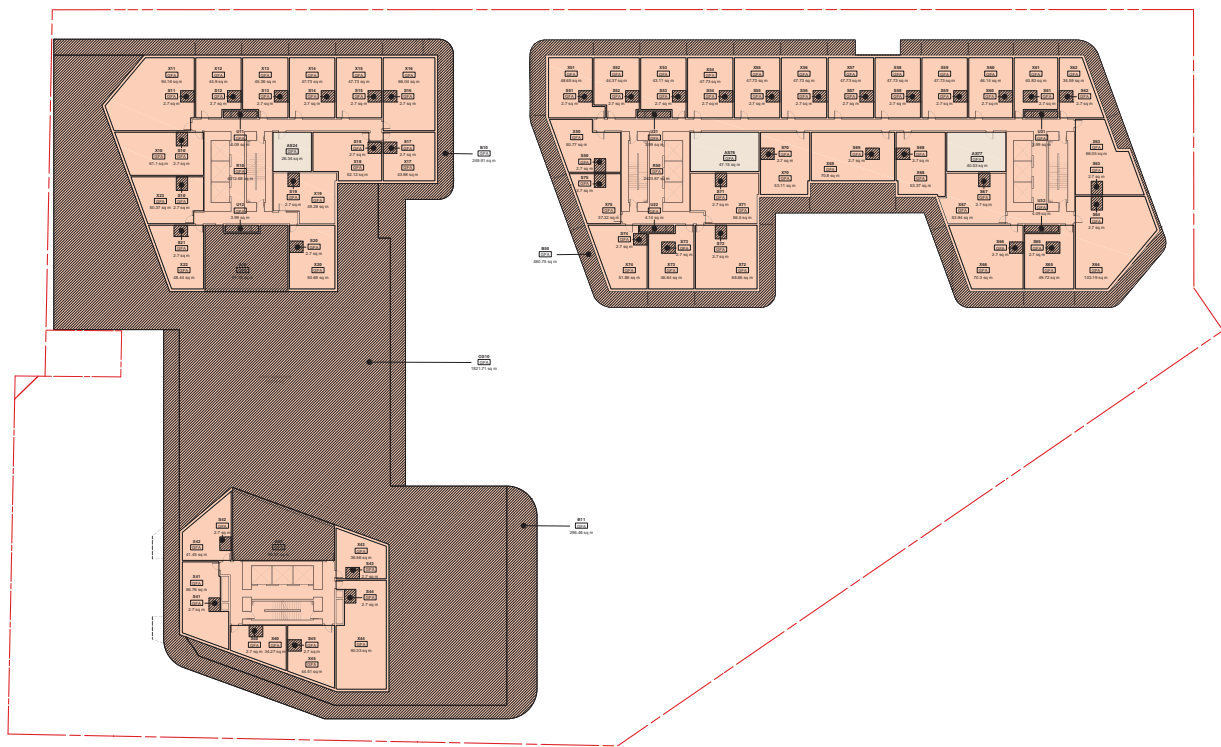
level parking P1 mezzanine | **FSR 5.8**



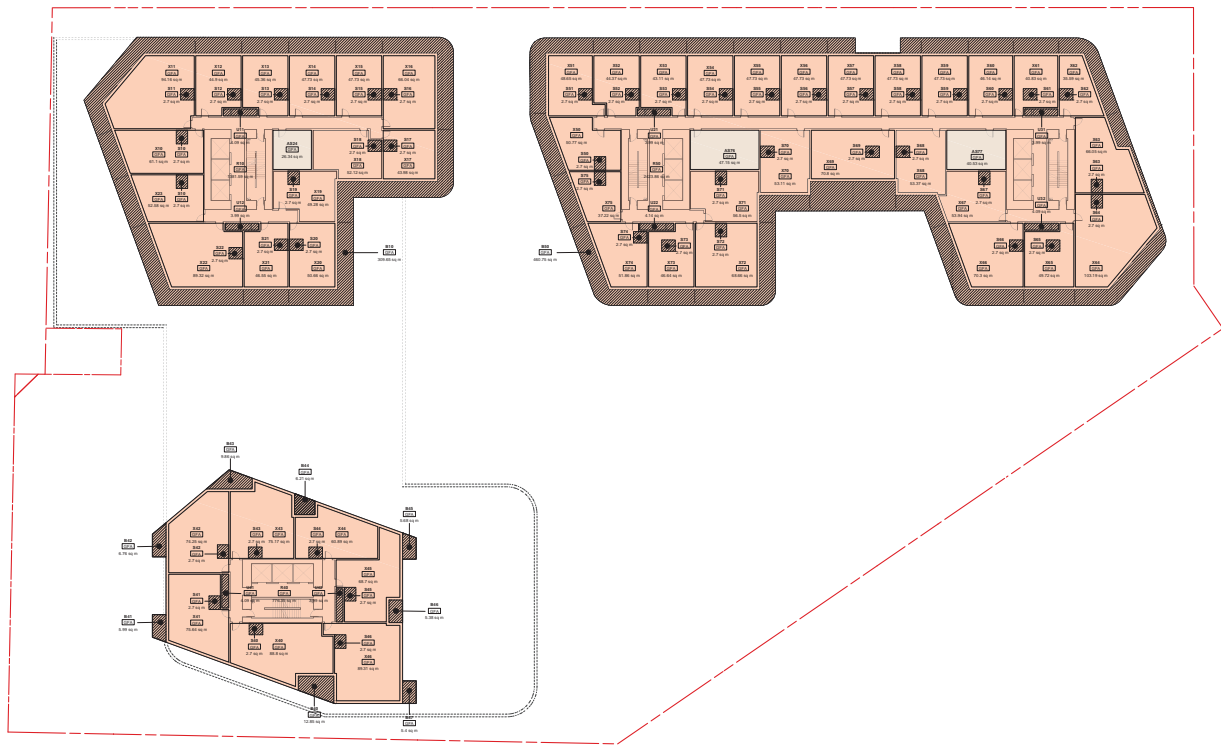
level 1 | FSR 5.8



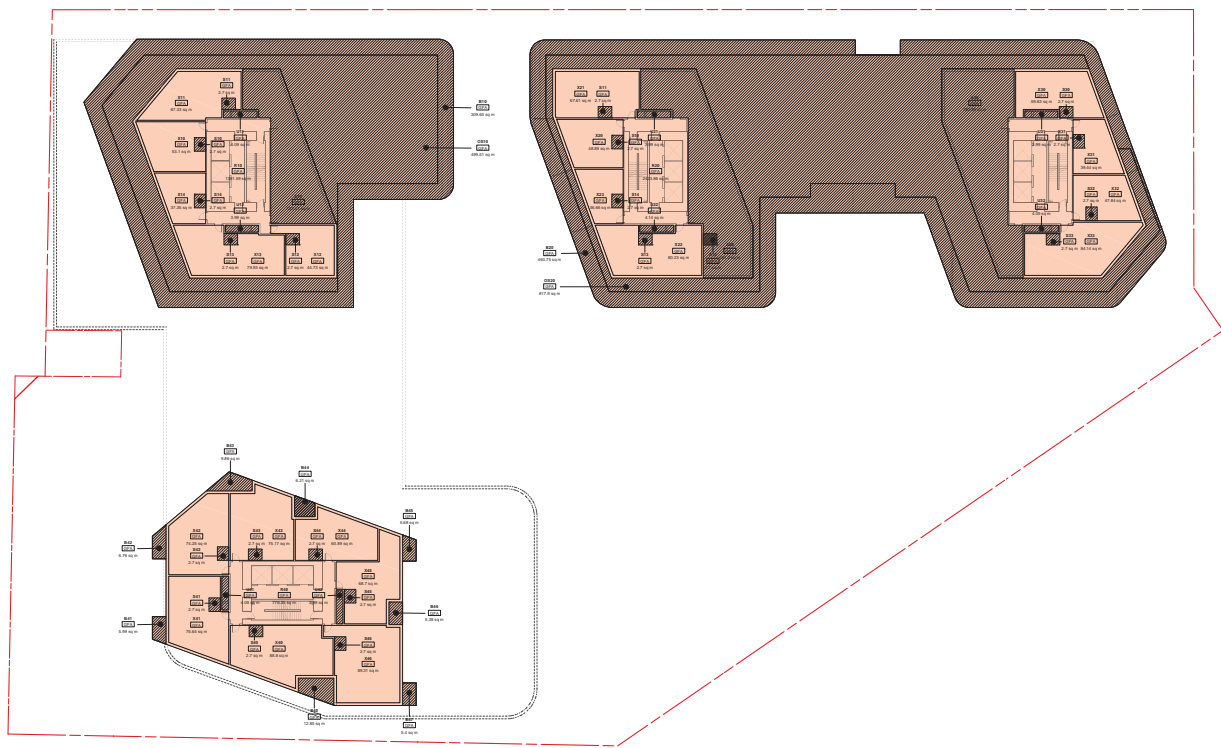
level 2 | FSR 5.8



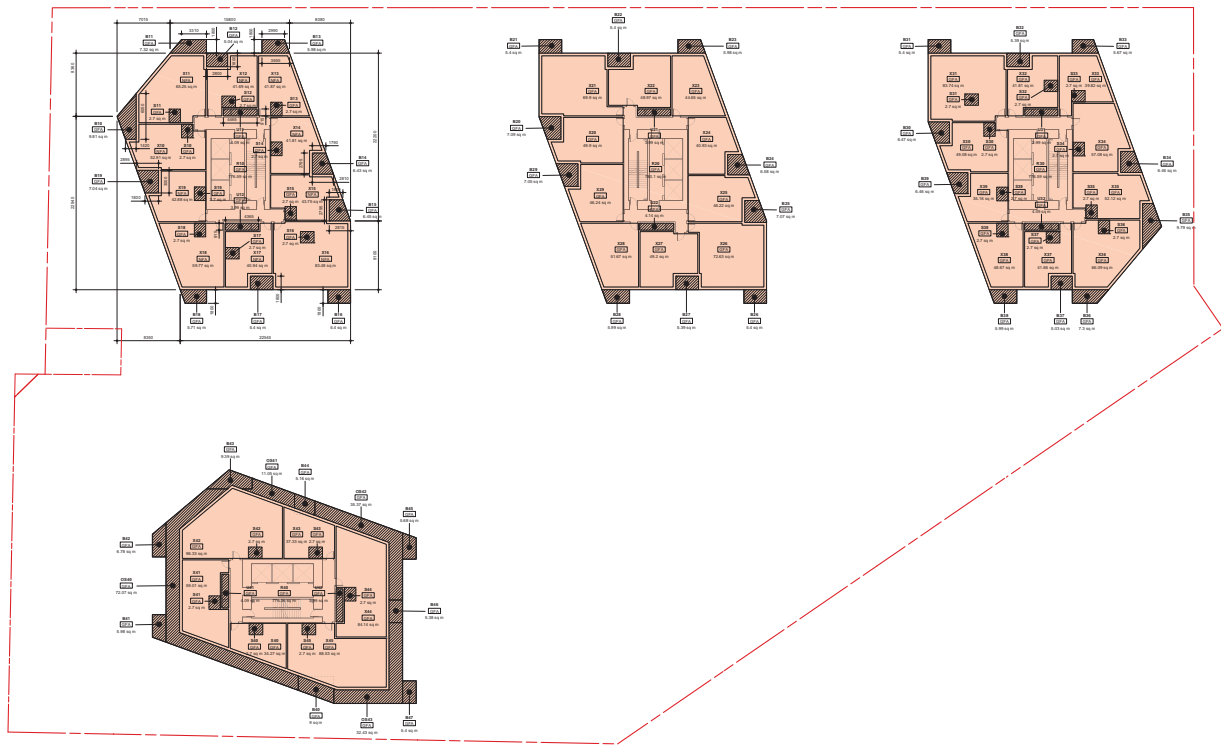
level 3-4 | FSR 5.8



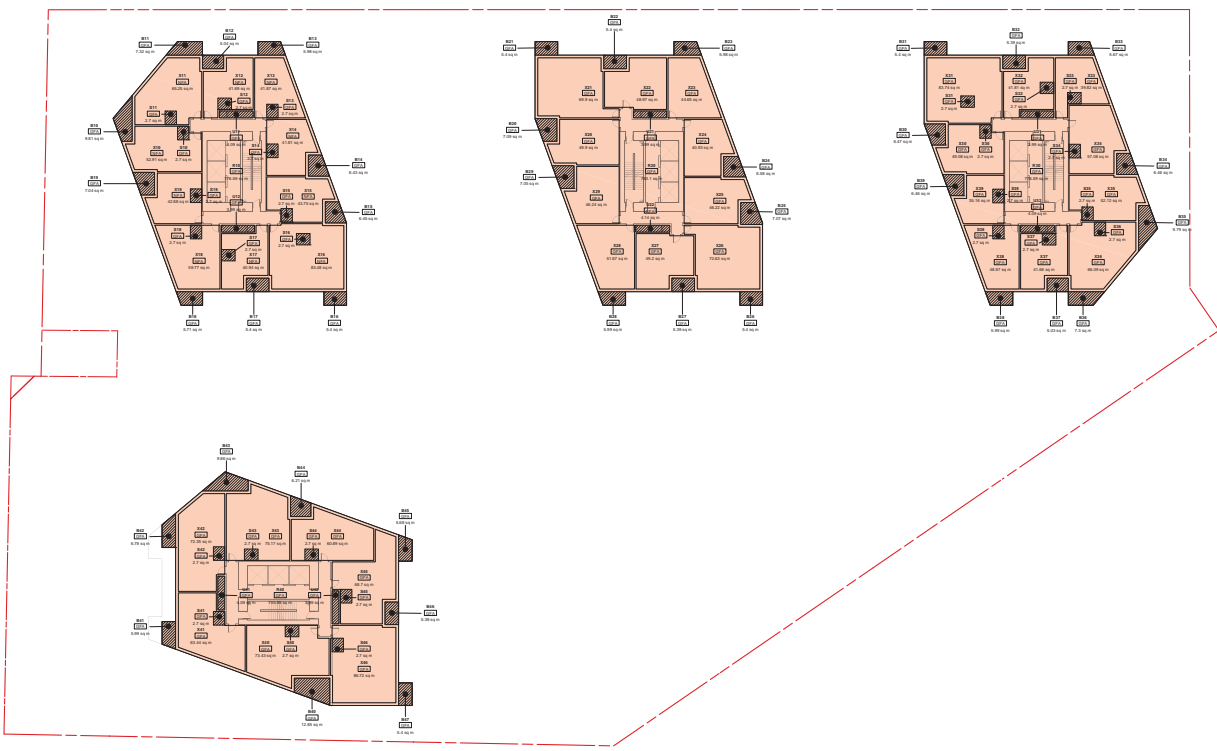
level 5 | FSR 5.8



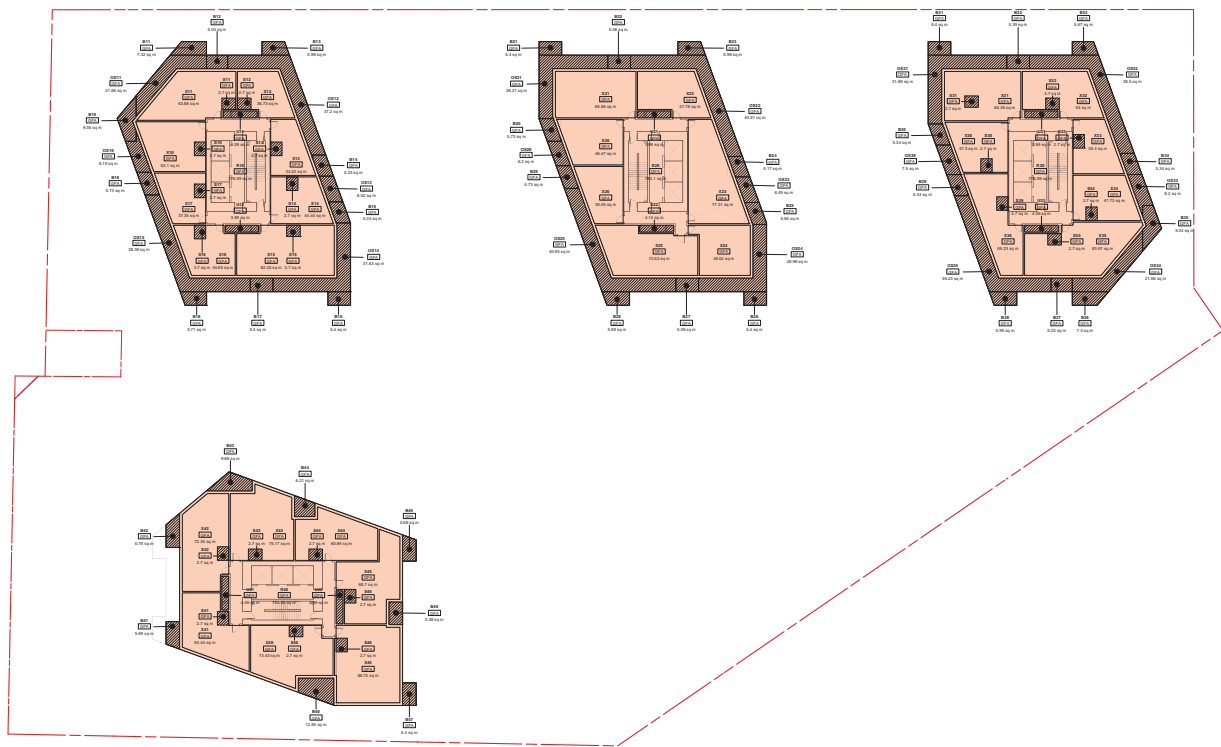
level 11 | FSR 5.8



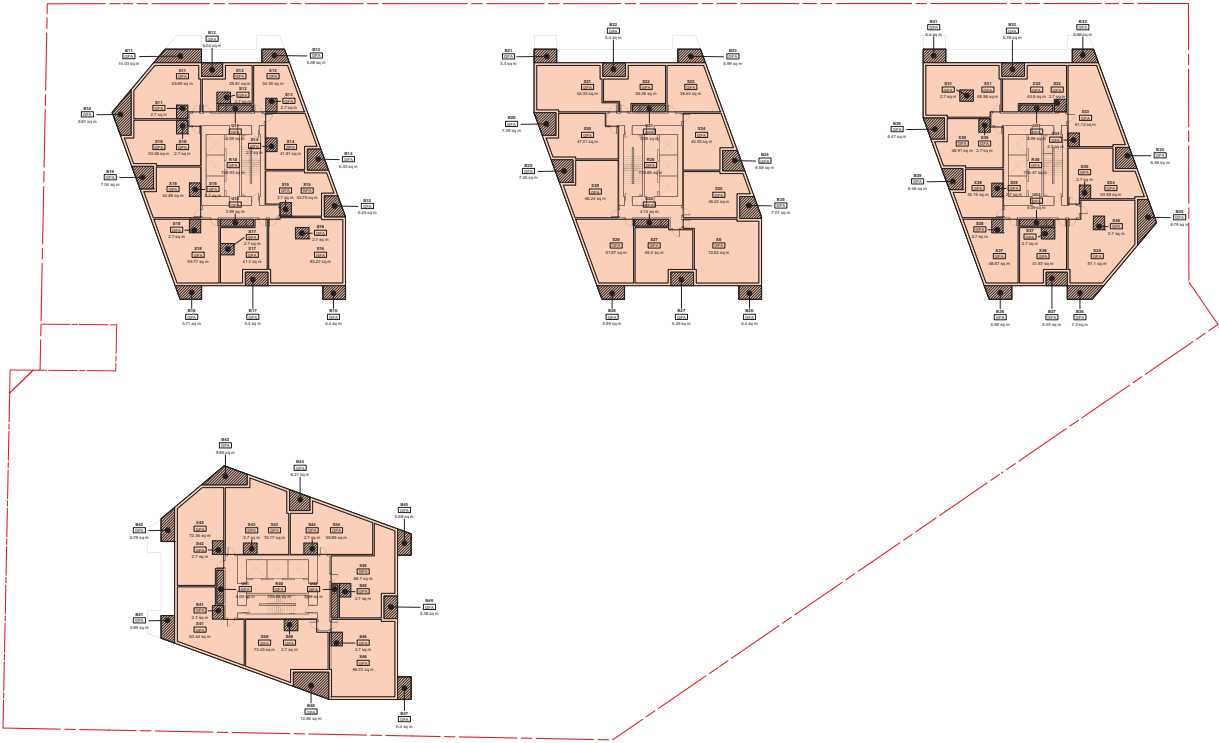
level 12-13 | FSR 5.8



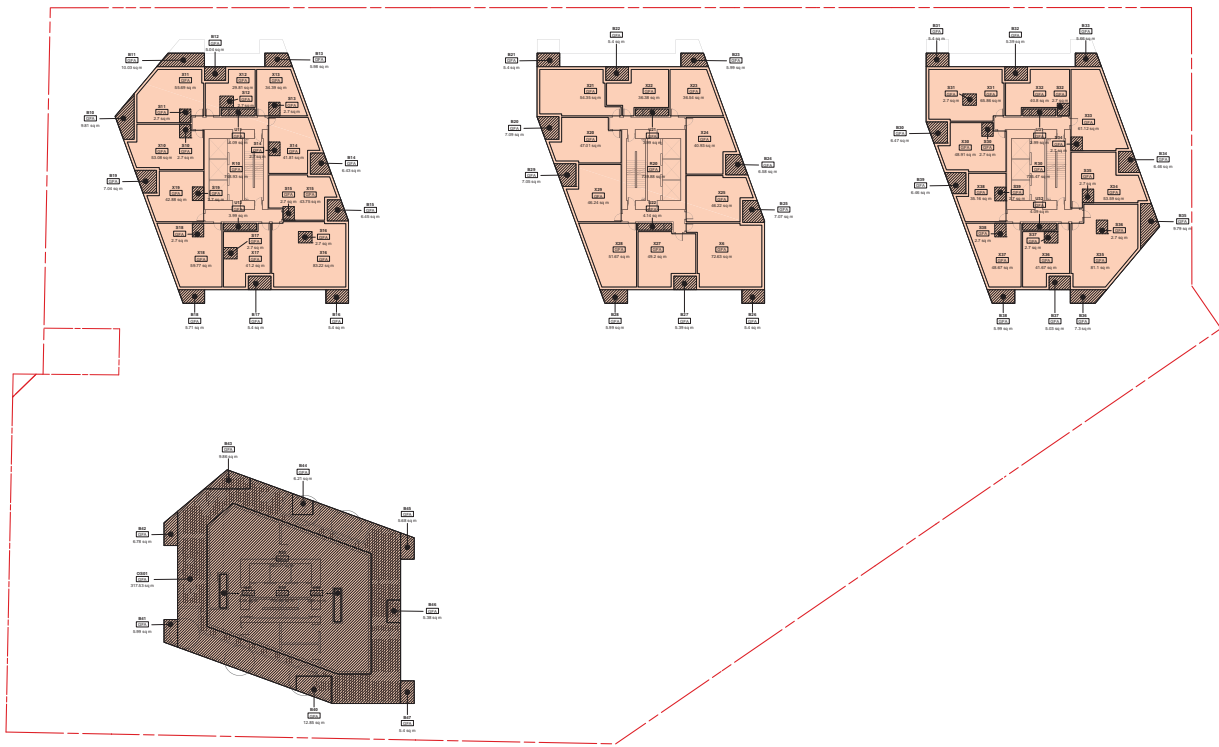
level 14 | FSR 5.8



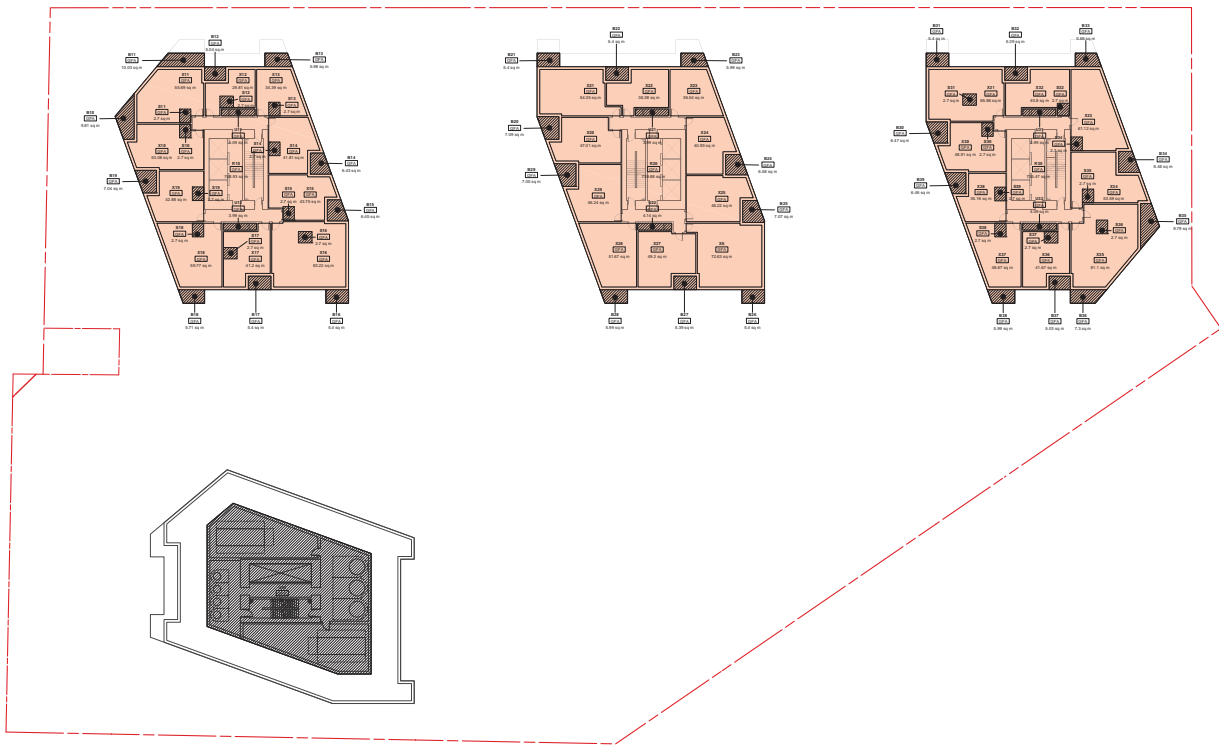
level 15-18 | FSR 5.8



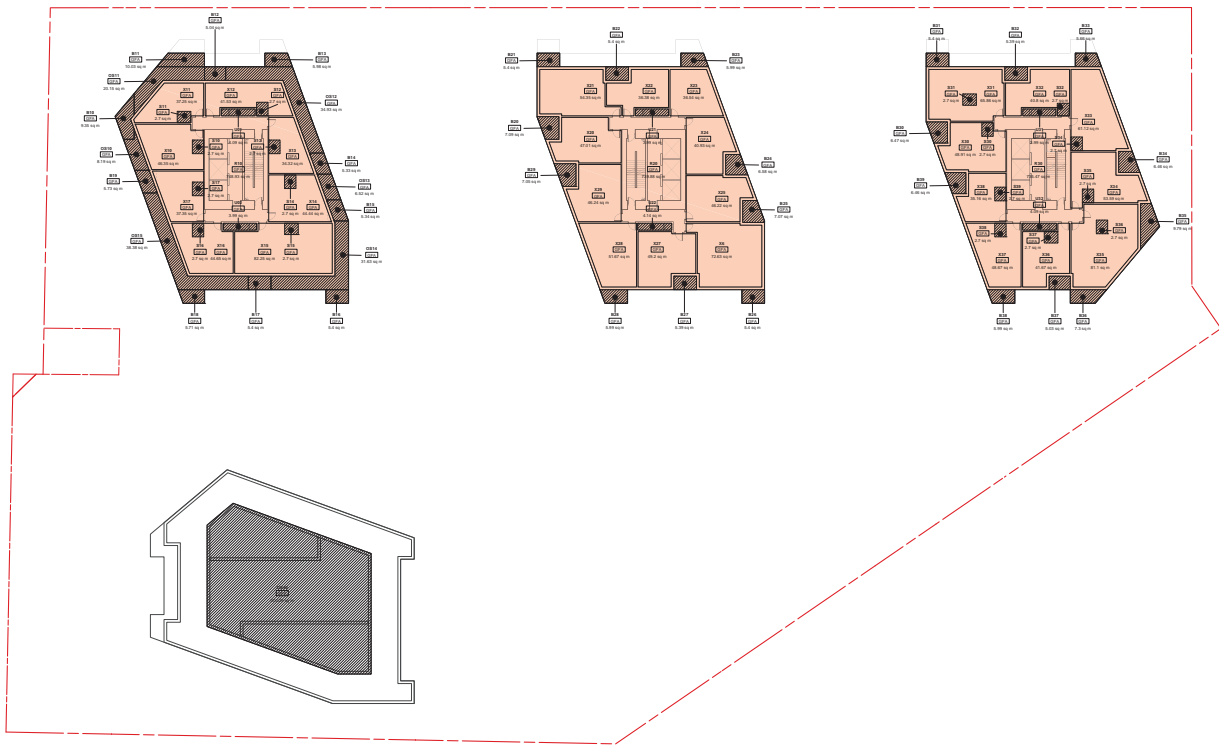
level 19 | FSR 5.8



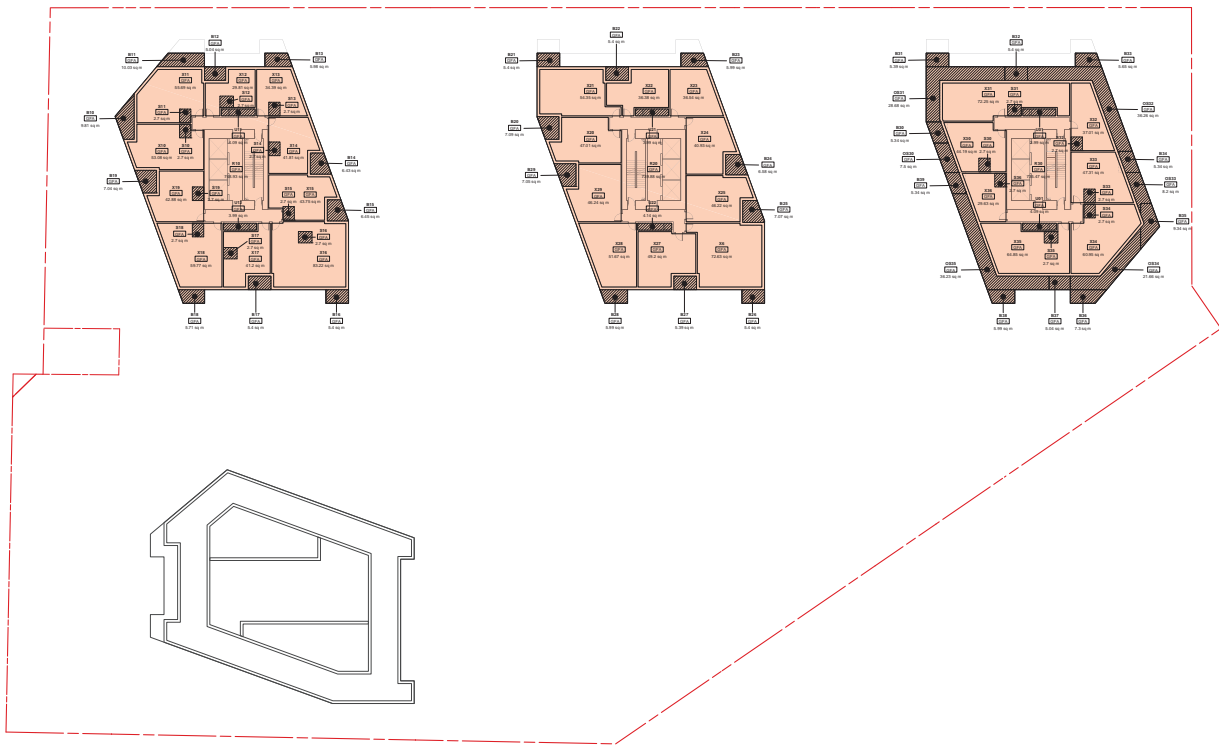
level 20 | FSR 5.8



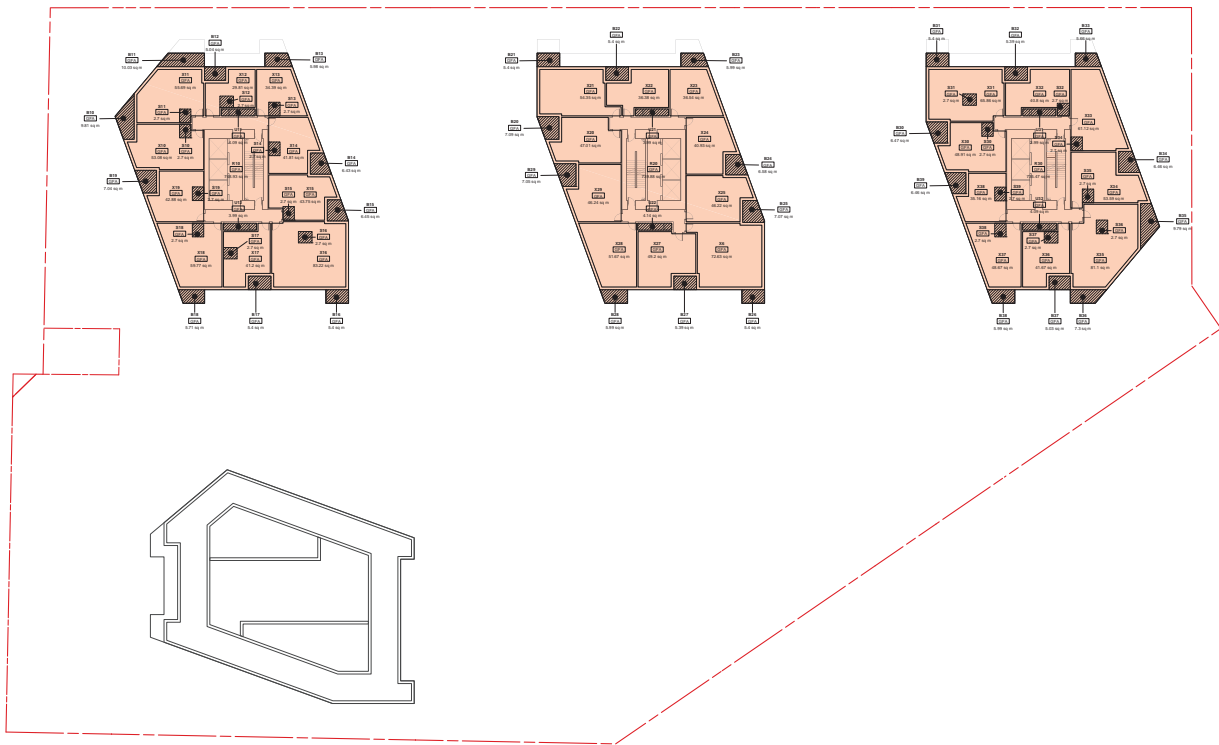
level 21 | FSR 5.8



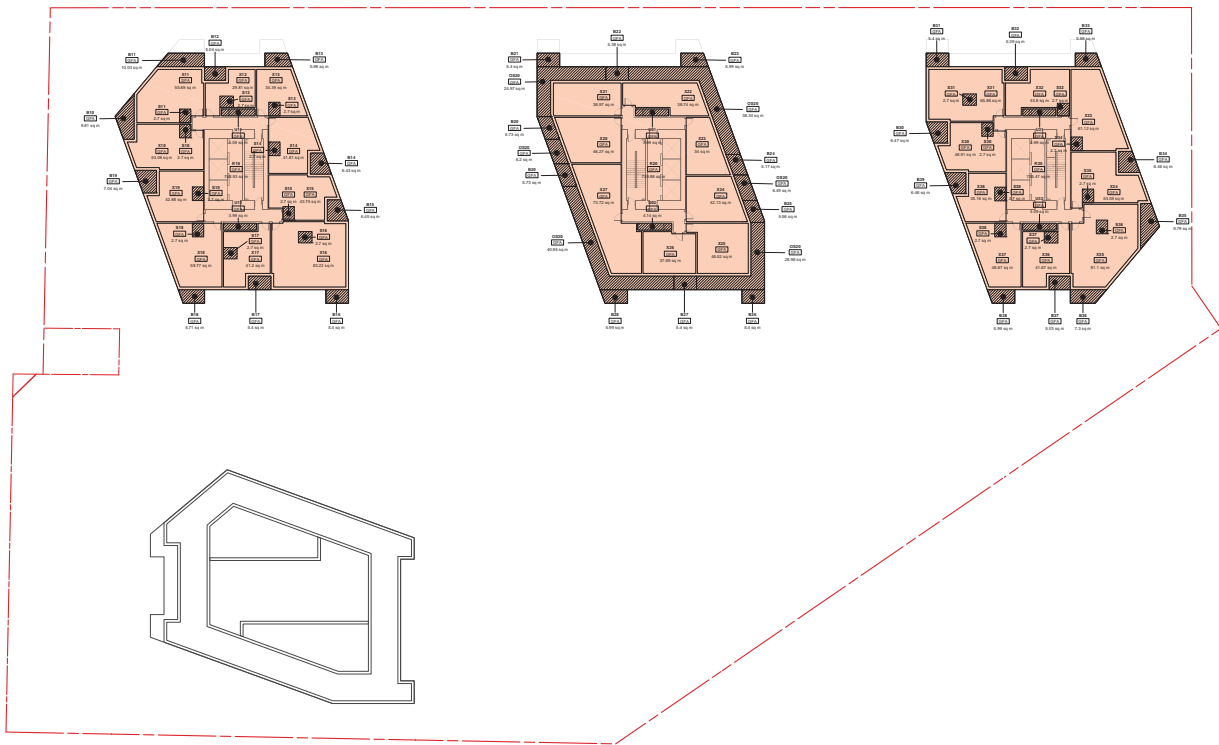
level 22 | FSR 5.8



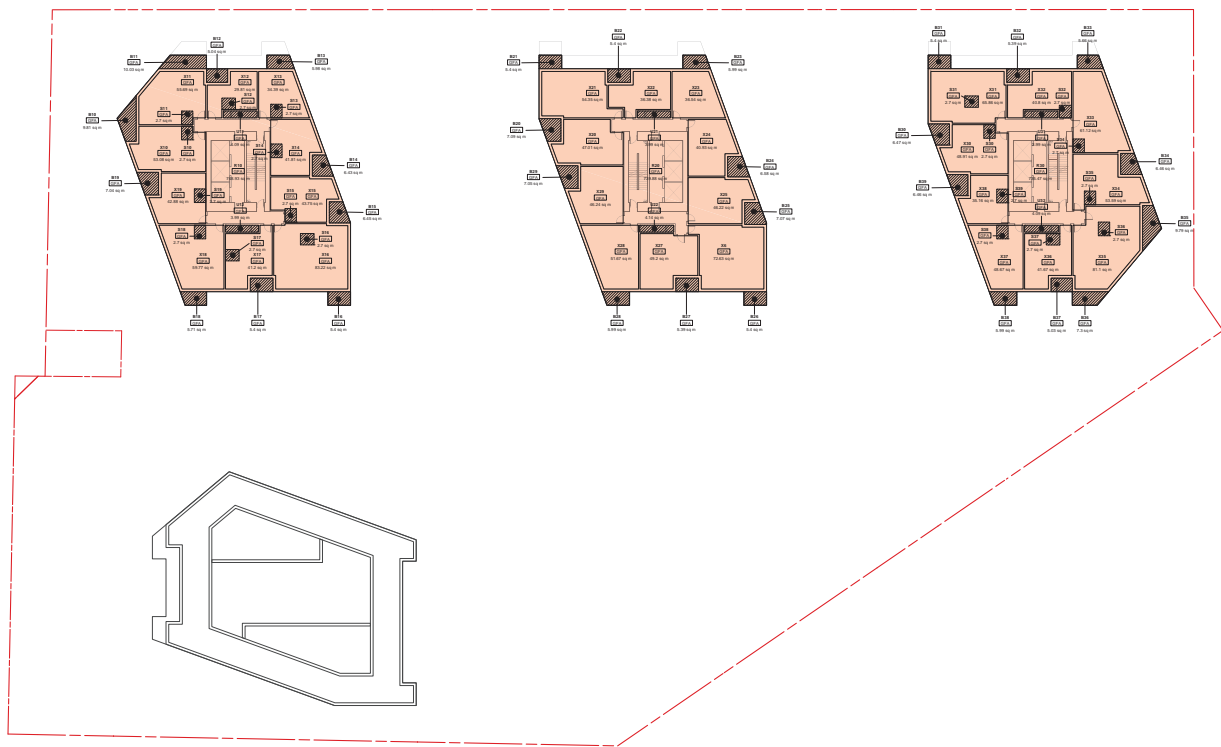
level 23 | FSR 5.8



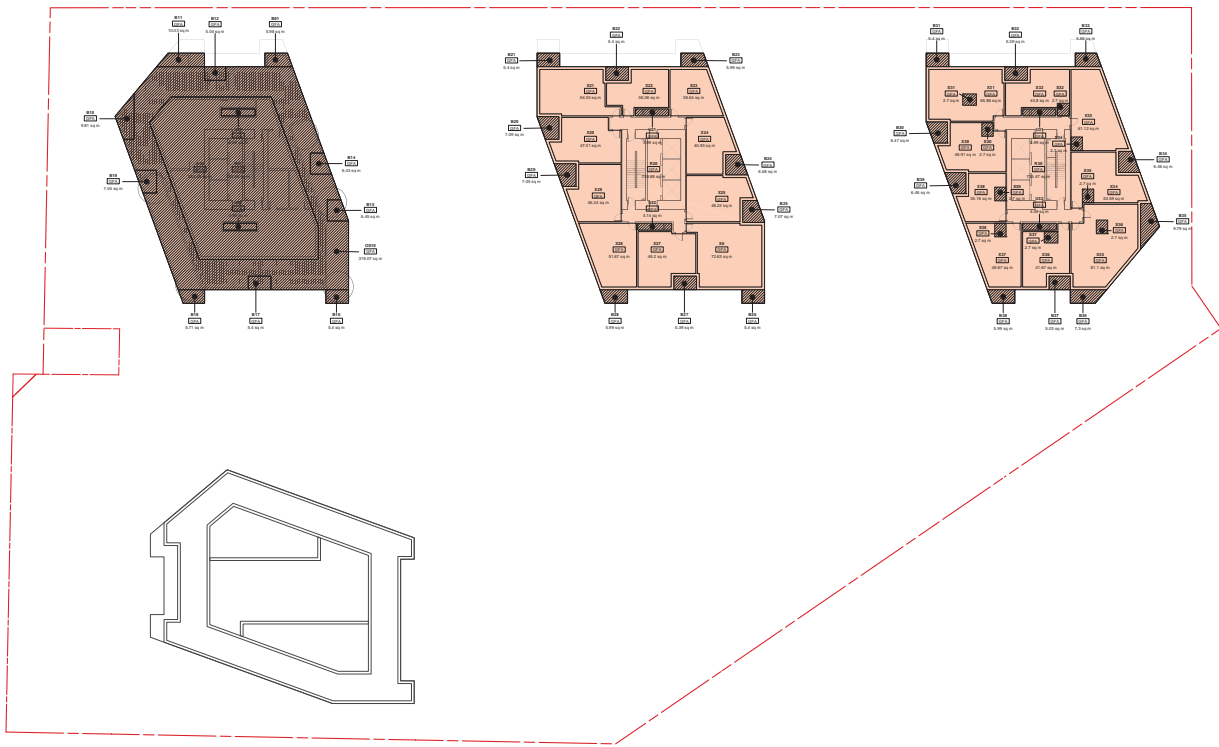
level 24 | FSR 5.8



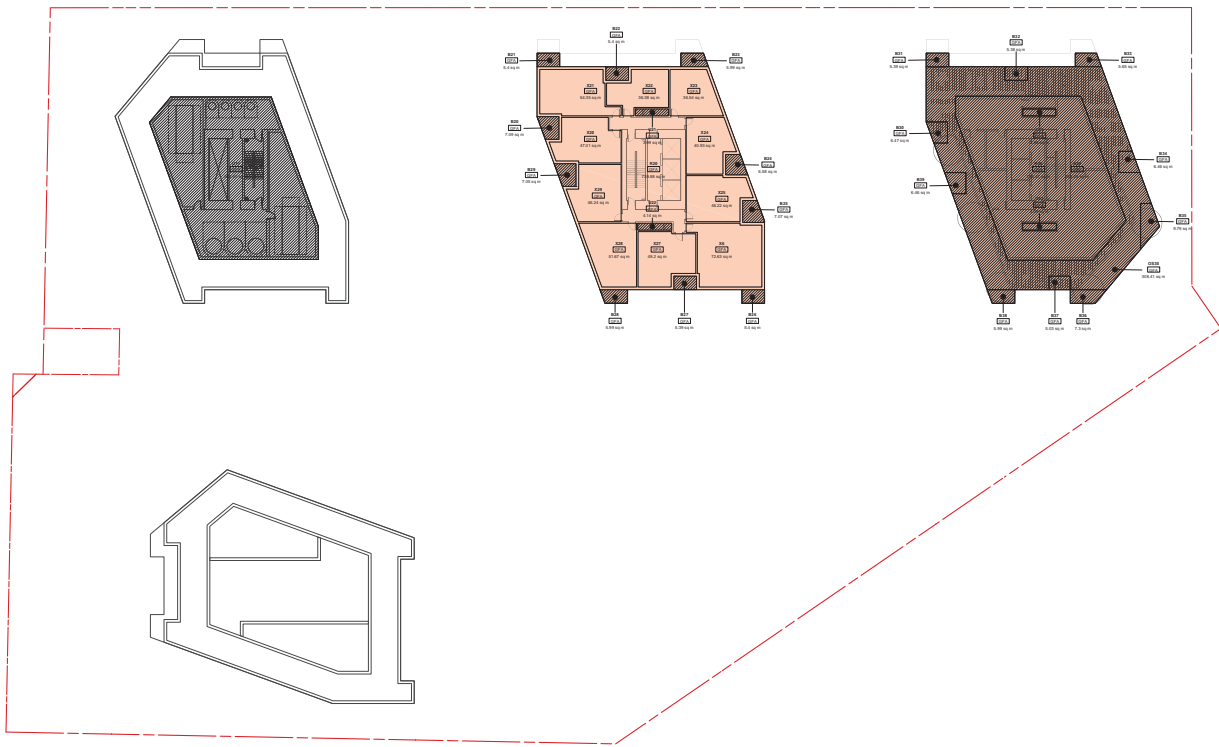
level 25 | FSR 5.8



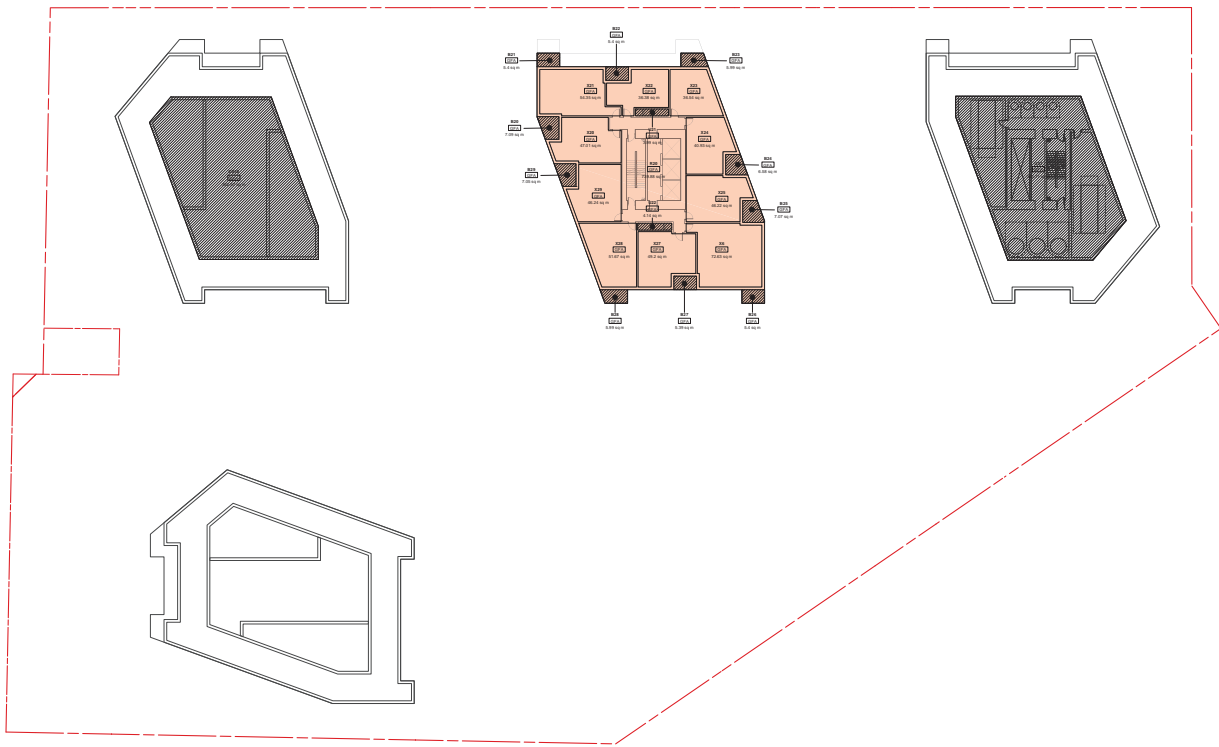
level 26 | FSR 5.8



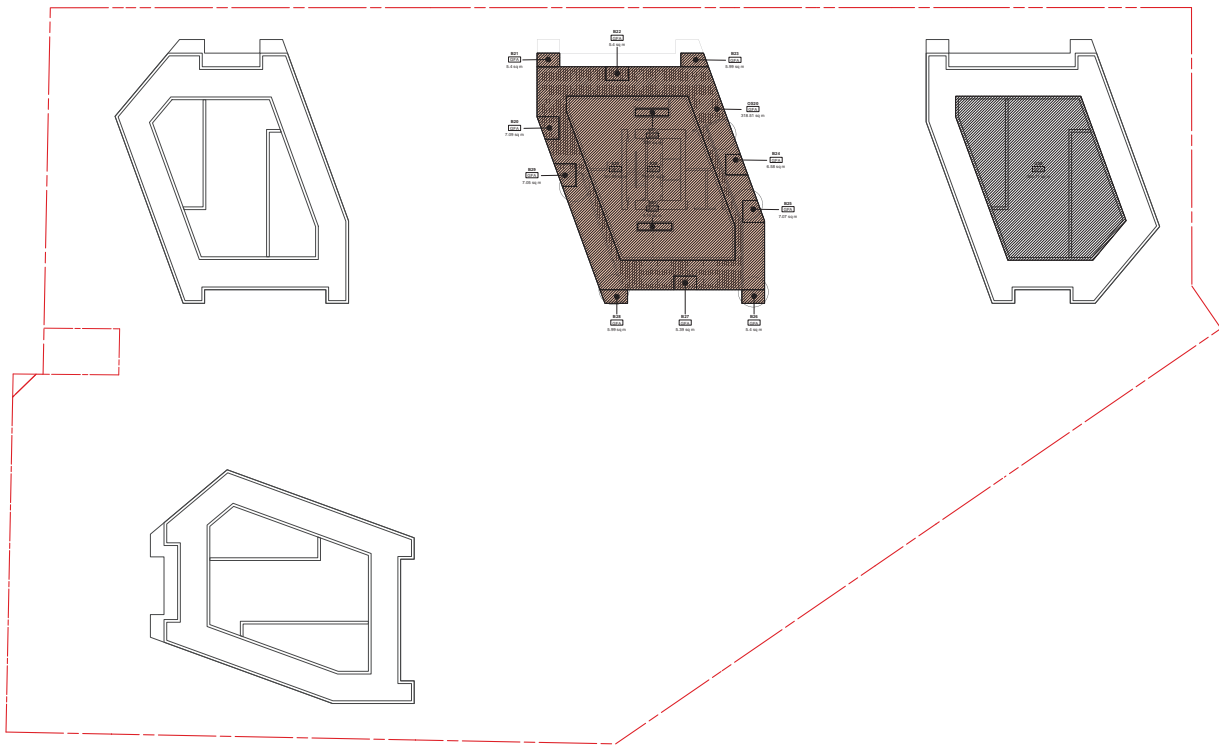
level 27 | FSR 5.8

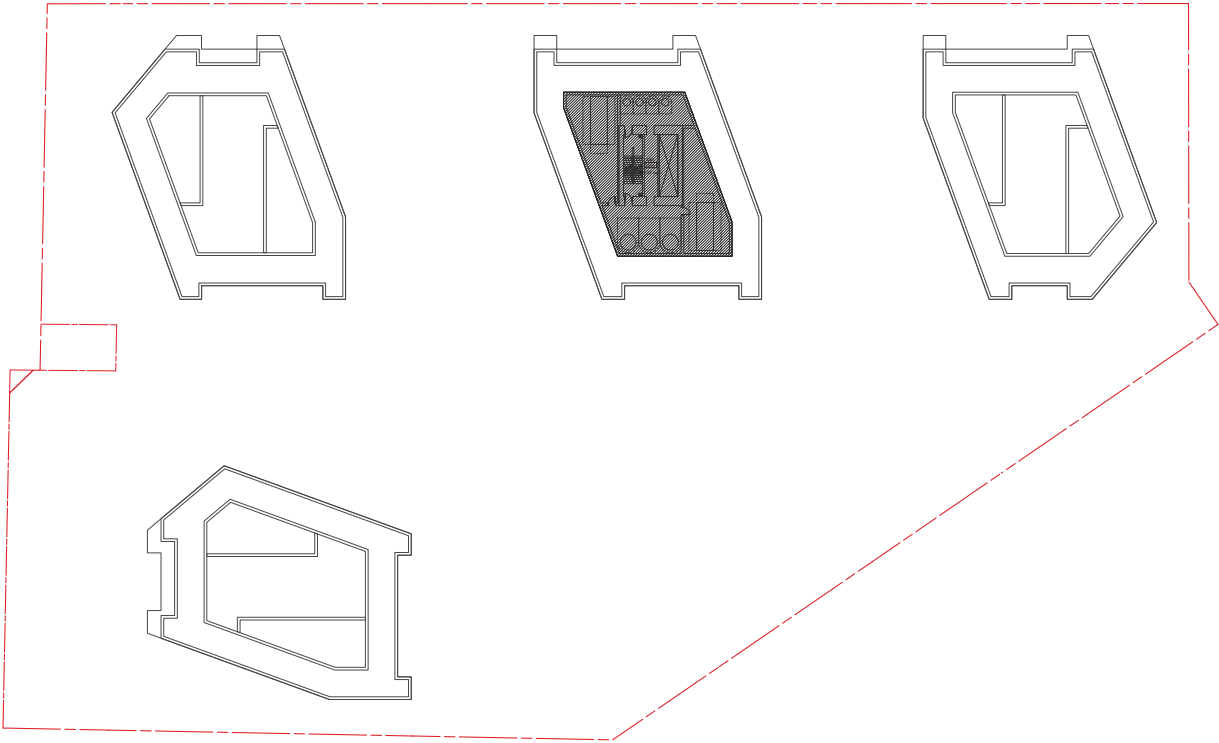


level 28 | FSR 5.8

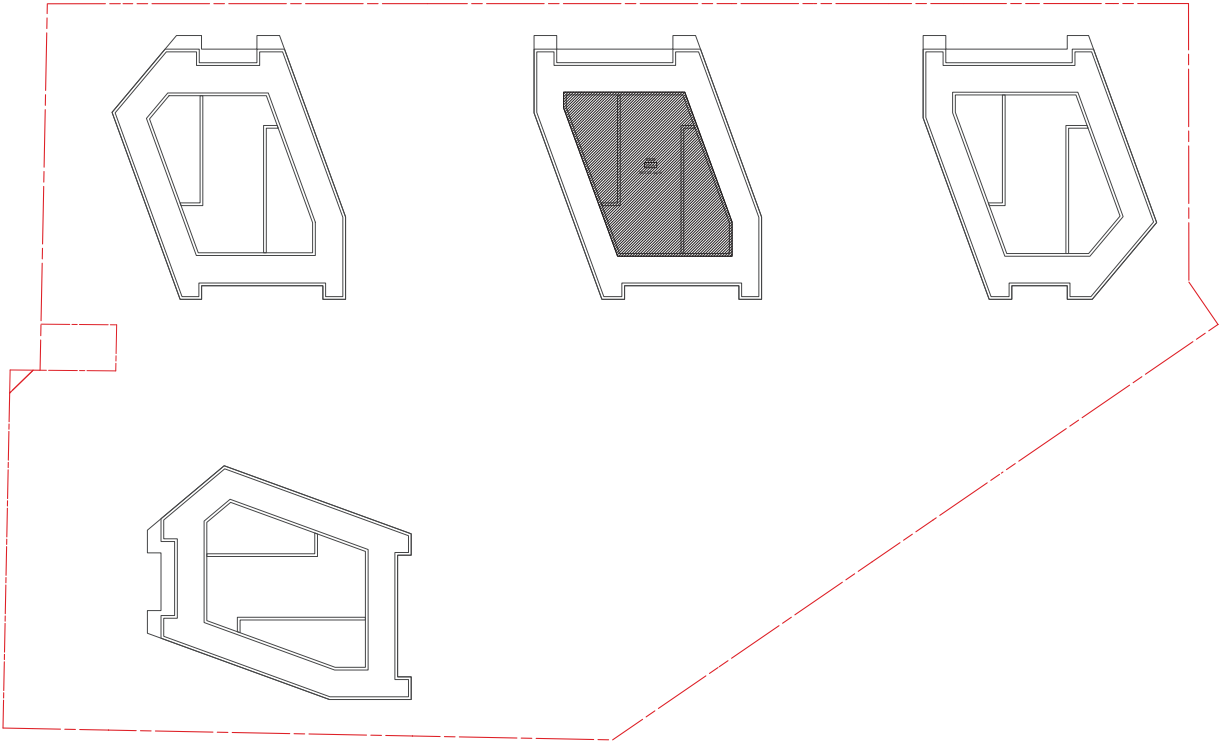


level 29 | FSR 5.8





roof level | **FSR 5.8**







A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>OPEN SPACE AS FORM GENERATOR</p>	<p>Create a neighbourhood ANCHOR</p> <ul style="list-style-type: none"> • Create a neighbourhood ANCHOR within the local context, to strengthen the identity of the neighbourhood centre, celebrate gatherings, and enhance connectivities. <p>Well-Defined Open Space</p> <ul style="list-style-type: none"> • Staff recommend arranging the buildings to frame a central and celebrated public open space that serves as a key urban design component, shaping the forms rather than appearing as a residual space between buildings. • The open space also should be carefully defined to prioritize public interest and comfort, incorporating a more human-scaled interface, a greater sense of openness, enhanced solar access, active and engaging edges, and universal design. 	<ul style="list-style-type: none"> • This application supports the objectives and goals of the Norquay Village Neighbourhood Centre Plan by introducing a neighbourhood anchor that reinforces the identity of the centre, fosters community gathering, and improves local connectivity within the surrounding context. In addition, the proposal delivers much-needed secured rental housing, contributing to the City's broader housing goals and addressing ongoing housing demand in the City. The proposal also aligns with and supports the goals of the Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy. • The buildings have been carefully arranged to frame a central and celebrated public open space, which serves as a key urban design element—shaping the building forms rather than appearing as a residual space between them. Residential entries and commercial retail frontages are also oriented toward the open space, enhancing its activation and accessibility. • The open space is well defined through the incorporation of hard and soft landscaping strategies and multiple programming elements that prioritize public interest and comfort. The low, shaped podium features a more human-scaled interface, a greater sense of openness, enhanced solar access, active and engaging edges, and universal design.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>OPEN SPACE AS FORM GENERATOR</p>	<p>Connectivity and Legibility</p> <ul style="list-style-type: none"> Consider planning the open space to foster a natural north-south pedestrian flow through the site from Kingsway to Clarendon St and E 33rd Ave, serving as a hub that connects the northern and southern neighbourhood areas. Staff recommend a more inviting and prominent entry plaza along Kingsway, aligned with the pedestrian mews across the street, to create a welcoming gesture to the central open space. 	<ul style="list-style-type: none"> The open space has been reconfigured from the rezoning enquiry proposal to provide multiple north-south and north-east/south-west pedestrian connections through the site, linking Kingsway, Clarendon Street, and East 33rd Avenue. Designed to serve the surrounding neighbourhoods, the open space includes a variety of programming and will function as a vibrant community hub. A more inviting and prominent entry to the plaza is proposed off Kingsway, generally aligned with the pedestrian mews across the street at 2415 Kingsway. Improvements from the rezoning enquiry proposal include: relocating the plaza to front Kingsway, relocating the 2400 Motel sign to the plaza entry, increasing building and tower separation to create a wider entrance, the incorporation of articulated retail frontage that wraps the corner into the plaza, and orienting residential entry lobbies to face the plaza. The applicant also intends to work with staff to maximize daily, safe and accessible public access to the plaza and open space as the project progresses to ensure the space remains welcoming, inclusive, and easily accessible to the public.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>OPEN SPACE AS FORM GENERATOR</p>	<p>Functionality</p> <ul style="list-style-type: none"> Staff seek a more specific demonstration showing that the open space is programmable and flexible enough to accommodate large gatherings, everyday activities, and landscaped stormwater infrastructure. In addition, consider the neighbourhood house as a key activity generator and integrate it into overall open space programming, while designating a separate childcare outdoor area with better security and supervision. 	<ul style="list-style-type: none"> Additional detail has been provided in the rezoning submission to demonstrate that the open space is both programmable and flexible, accommodating large gatherings, everyday activities, and integrated landscaped stormwater infrastructure. Refer to the Site Plan, Level 1 Plan, and Landscape L1 Plans for further information. Key programming elements include: <ol style="list-style-type: none"> An approximate 20,000 sq. ft. plaza located off Kingsway and adjacent the Neighbourhood house that features seating, gathering areas, event space, and a performance stage. Multiple food-related amenities available to the neighbourhood, including a neighbourhood house kitchen, edible landscaping, and food truck infrastructure. An outdoor public play area is located adjacent to the outdoor childcare play space. A bungalow-inspired 2400 Motel pavilion that provides a covered area for outdoor dining and community gatherings. A rainwater infrastructure feature located on terra-firma, integrated into the landscape design. The neighbourhood house has been identified as a key activity generator and is integrated into the overall open space programming to support a vibrant and inclusive public realm. The childcare facility includes a dedicated outdoor play area, designed to ensure security and supervision while maintaining visual openness with the surrounding open space programming of the site. Access to the childcare is directly connected through the neighbourhood house, supporting operational efficiency and reinforcing the relationship between these two community-serving uses.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>CONTEXT & NEIGHBOURHOOD FIT</p>	<p>Height Marker and Contextual Transition</p> <ul style="list-style-type: none"> The area plan envisions this site as the 'heart' of this neighbourhood centre. Staff are supportive of marking the highest point for this neighbourhood at this location to create a visual anchor, while ensuring a modest and gradual increase in height relative to the existing and future surrounding context. <p>Smaller-Scale Neighbourhood Response</p> <ul style="list-style-type: none"> An appropriate response to the smaller-scale surroundings is equally important. It is recommended to carefully manage the building form and massing, with an emphasis on a more clearly defined lower-rise podium and more restrained tower massing. One of the concerns of the proposal is the slab tower, which appears out of scale and character with the context and conceptually detached from the three other proposed towers. 	<ul style="list-style-type: none"> This application aligns with the area plan's vision of establishing this site as the 'heart' of the neighbourhood centre. The proposed built form marks a visual anchor at this key location, representing the highest point in the neighbourhood, while ensuring a purposeful and gradual transition in height relative to the existing and future surrounding context. The massing responds thoughtfully to the surrounding existing urban fabric, maintaining compatibility with adjacent residential and commercial uses. Buildings are arranged to frame a central public open space, reinforcing the site's role as a vibrant community hub, supported by active uses such as the neighbourhood house and commercial retail. The overall design balances visual prominence along Kingsway with contextual integration to the neighbourhood to the south. The project responds to the importance of integrating with the smaller-scale surrounding context. In line with staff's recommendation, the proposal includes a carefully managed building form and massing strategy that emphasizes a clearly defined lower-rise podium to better relate to the adjacent scale, while supporting the delivery of much-needed secured rental housing. <p>The floor plate for Tower D on E 30th Avenue has been significantly reduced from the rezoning enquiry 'slab tower' proposal to lessen its visual impact and improve its integration with the overall site design. Its placement and articulation are intended to provide a distinctive visual anchor at this important corner, reinforcing the site's role as the heart of the neighbourhood centre. The tower is designed to be both contextually sensitive and cohesive with the overall development vision, while prioritizing the delivery of rental housing as a core objective.</p>



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>CONTEXT & NEIGHBOURHOOD FIT</p>	<p>Reinforcement of Kingsway as the Local High Street</p> <ul style="list-style-type: none"> The goal is to reinforce the role and character of Kingsway as a vibrant and walkable local high street. In addition to incorporating a low podium and active street-level treatments, staff recommend giving more attention to mitigating the towers' impacts on the pedestrian experience, such as preserving solar access and maintaining a sense of openness to the sky. One of the main characteristics of Norquay Village is the wide sidewalk on Kingsway with abundant public amenities and landscape (e.g., double row of trees). This feature should be maintained and enhanced through this development. The proposed overhangs above the sidewalk are generally not supportable as they diminish the public character of the open space. 	<ul style="list-style-type: none"> The project reinforces Kingsway's role and character as a vibrant and walkable local high street through the incorporation of a lower-than-typical residential podium and active street-level treatments that engage pedestrians. A generous 25-foot sidewalk setback further enhances the pedestrian realm by creating a spacious, comfortable environment that supports retail activity and social interaction. The towers are thoughtfully set back from the street wall to reduce their impact on the pedestrian experience, helping to preserve solar access and maintain a sense of openness to the sky. Together, these design strategies support the vision of Kingsway as an inviting and dynamic urban corridor that align closely with the objectives of the community plan. The proposal maintains and enhances the defining characteristic of Norquay Village by preserving the wide sidewalks along Kingsway, including the double row of trees, fine-grained retail, and abundant public amenities. These features are integral to the neighbourhood's identity and pedestrian experience and have been carefully incorporated into the design. In response to concerns regarding the proposed overhangs, the design has been revised to reduce their impact while maintaining continuous weather protection for pedestrians, ensuring the public character and openness of the sidewalk and adjacent open space are preserved.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>VIEW CREATION & VISUAL PERCEPTION</p>	<p>Skyline Profile</p> <ul style="list-style-type: none"> Staff recommend exploring a more distinctive and expressive skyline (e.g., stepped or peaked) through cohesive tower height variation and strong crown expression. This could be informed by view studies from key public places in the neighbourhood, natural topography, solar access, and surrounding context. <p>Visual Openness</p> <ul style="list-style-type: none"> The cluster of towers may significantly compromise perceived openness and visual interest. Staff recommend further exploring design options to optimize the open sky around towers and avoid a “wall effect” view, such as that seen from Kingsway. Exploration may include more compact tower massing, larger tower separations, and staggered tower placement. <p>Cohesive Form.</p> <ul style="list-style-type: none"> Staff also recommend developing a more harmonious built form that conveys a unified and recognizable urban design concept. This will help foster a strong sense of place and enhance legibility and wayfinding. 	<ul style="list-style-type: none"> A more detailed design will be completed and will incorporate these elements at the Development Permit Stage. A more detailed design will be completed and will incorporate these elements at the Development Permit Stage. A more detailed design will be completed and will incorporate these elements at the Development Permit Stage. A more detailed design will be completed and will incorporate these elements at the Development Permit Stage.
<p>HERITAGE INTEGRATION</p>	<ul style="list-style-type: none"> Staff recommend continuing to explore strategies to preserve and acknowledge the site’s rich cultural heritage significance, to nurture community memory, and strengthen placemaking. 	<ul style="list-style-type: none"> Strategies will continue to be explored and developed through design development to preserve and honor the site’s rich cultural heritage, support community memory, and strengthen placemaking—potentially through public art opportunities, design development, incorporation of the motel-inspired pavilion, and reuse of the 2400 sign. It is recognized that the importance of these elements contribute to creating meaningful and inclusive environment that respects the community’s connection to the history and memory of the motel.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>ADDITIONAL COMMENTS Nick Danford, Rezoning Planner</p>	<ul style="list-style-type: none"> Staff are supportive of the neighbourhood house and childcare facility and recommend these two amenities be located adjacent each other in order to take advantage of synergies of the uses. Childcare guidelines and technical requirements are available here: Guidelines - https://guidelines.vancouver.ca/guidelines-childcare-design.pdf Technical Requirements - https://guidelines.vancouver.ca/guidelines-technical-childcare.pdf Given the site size and floor area proposed the proposal is subject to the Community Benefits Agreement Policy - https://council.vancouver.ca/20180918/documents/rr2.pdf The proposal is also subject to the Rezoning Policy for Large Sustainable Developments - https://guidelines.vancouver.ca/policy-rezoning-sustainable-large-developments.pdf - this policy includes sustainable food system requirements. Social Policy staff have reviewed the enquiry drawings and have provided comments below. Staff encourage exploration to increase the proposed commercial density, seeking a minimum 0.35 FSR of commercial space, including the Neighbourhood House. Suggestions on achieving this include: <ul style="list-style-type: none"> - Reduce the size of the residential lobbies and re-orienting them away from Kingsway, as previously advised in 2023; - Remove or reduce the size of the proposed CRU patios – outdoor commercial seating could be provided in the pedestrian mews and outdoor plaza. - Consider adding a second level of commercial retail and offices. 	<ul style="list-style-type: none"> Staff's support of the neighbourhood house and childcare facility is acknowledged. These two amenities continue to be proposed adjacent to each other to fully leverage the synergies between their uses. The intent is to continue meeting the childcare guidelines and technical requirements as the project progresses. It is acknowledged that, given the site size and floor area proposed, the project is subject to the Community Benefits Agreement Policy. It is acknowledged that, given the site size and floor area proposed, the project is subject to the Rezoning Policy for Large Sustainable Developments. We have explored opportunities to increase the proposed commercial density to achieve a minimum 0.35 FSR, including the Neighbourhood House. In particular, the reduction and re-orientation of the residential lobbies away from Kingsway, as previously advised, have now been integrated into the design. However, other options—such as removing or reducing CRU patios and adding a second level of commercial space—triggered a Class C loading requirement that would be unfeasible for the site.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>ADDITIONAL COMMENTS Nick Danford, Rezoning Planner</p>	<ul style="list-style-type: none"> • Staff also strongly encourage the inclusion of a large grocer, given the amount of residential units that are being added. • Ensure each proposed CRU has access to commercial loading and servicing. • Preference for a greater level of retention of existing buildings/ artifacts and or landscaping of historic value or character - for example the current office building, landscaping of historic value or character - for example the current office building, front roundabout driveway and signage (2400 sign) incorporated into project if possible, and or retention of other buildings which can be used for cultural uses etc. (i.e. artist studios). 	<ul style="list-style-type: none"> • Given the proximity of a large grocery store nearby at 2206 Kingsway (T&T Supermarket), the project is not proposing a large grocer at this time. Instead, two larger retail units of approximately 5,700 and 7,600 square feet respectively are proposed. • Each proposed CRU has stair-free access to commercial loading and servicing via dedicated freight elevators that connect directly to the loading area on P1. • The preference for a greater level of retention of existing buildings, artifacts, and landscaping of historic value or character is acknowledged and will be considered as the project evolves. The existing front roundabout driveway and the reconfigured 2400 sign are recognized as fitting well within the proposed scheme and will be further explored for integration. While retaining the current office building in some form may not be feasible, opportunities to reflect its memory—through design elements, materials, or cultural programming—will be considered as part of ongoing design development.
	<p>Food Asset Comments</p> <ul style="list-style-type: none"> • The project triggers the Rezoning Policy for Sustainable Large Developments (SLD) and must fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of Policy by providing three food assets. The rezoning enquiry material notes the provision of urban agriculture. As such, two additional food assets need to be proposed at rezoning. 	<ul style="list-style-type: none"> • It is acknowledged that the project triggers the Rezoning Policy for Sustainable Large Developments (SLD) and must meet the Sustainable Food Systems requirements of the Policy, to the satisfaction of the Director of Social Policy, by providing three food assets. Urban agriculture was identified in the rezoning enquiry materials as one food asset. In total, the project is proposing the following food assets: a neighbourhood kitchen, edible landscaping, urban agriculture, and infrastructure to support food trucks to fulfill the required food asset commitments. Please refer to the Rezoning Policy for Sustainable Large Developments package enclosed for further details



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>ADDITIONAL COMMENTS Nick Danford, Rezoning Planner</p>	<p>Staff suggest considering the following food assets at rezoning given the site’s design, proposed uses, and neighbourhood priorities:</p> <ul style="list-style-type: none"> Urban agriculture: Staff are highly supportive of this food asset given that ground level access to urban agriculture would be conducive to programming through the neighbourhood house and would help address the need for increased growing opportunities in the area. At rezoning, the Applicant should include designs that detail urban agriculture plots and support facilities consistent with the City’s Sustainable Large Developments Administrative Bulletin and Urban Agriculture Guidelines for the Private Realm, or any other applicable policy at the time of development permit, including criteria related to siting and access and the number, size and design of the plots. A greater allocation of urban agriculture at ground level would be preferable to better enable broader community access and activation. <p>Staff suggest considering the following food assets at rezoning given the site’s design, proposed uses, and neighbourhood priorities: Community kitchen:</p> <ul style="list-style-type: none"> A class 1 community kitchen with neighbourhood house access is encouraged to enable community celebrations, food programming, and meal provision. Kitchen designs should be aligned with the City’s Sustainable Large Developments Administrative Bulletin and City-affiliated facility kitchen design guidelines. Staff would Administrative Bulletin and City-affiliated facility kitchen design guidelines. Staff would welcome conversations around collaborating on kitchen design and planning. 	<ul style="list-style-type: none"> Given the proximity of a large grocery store nearby at 2206 Kingsway The inclusion of urban agriculture as a food asset is proposed. The proposal illustrates urban agriculture plots and support facilities consistent with the City’s Sustainable Large Developments Administrative Bulletin and Urban Agriculture Guidelines for the Private Realm. While urban agriculture at grade was explored, it was determined that other locations better suit the site constraints and the needs of residents. The urban agriculture areas are provided adjacent to the residential amenity, with consideration given to providing more publicly accessible food asset programming at grade, including edible landscaping, a community kitchen, and food truck infrastructure, to support broader community access and activation, programming through the neighbourhood house, and addressing the local need for increased growing opportunities. The inclusion of a community kitchen as a food asset is proposed. A Class 1 facility will be considered through design development, with access through the neighbourhood house to support community celebrations, food programming, and meal provision. The proposal aligns with the City’s Sustainable Large Developments Administrative Bulletin and City-affiliated facility kitchen design guidelines. Continued collaboration with staff on the design and planning of this kitchen to ensure it meets community needs and operational requirements.



A.1 Planning Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>ADDITIONAL COMMENTS Nick Danford, Rezoning Planner</p>	<p>Staff suggest considering the following food assets at rezoning given the site’s design, proposed uses, and neighbourhood priorities: Outdoor food infrastructure:</p> <ul style="list-style-type: none"> • The site is conducive to supporting various forms of outdoor gathering and celebrations enabled by food infrastructure. Staff encourage a proposal that includes infrastructure to reduce reliance on fossil fuel generators for two food trucks (e.g., providing 240V connection / 50 amp service), an outdoor drinking fountain, waste receptacles, and outdoor dining furniture. • Staff can work internally and with the Applicant to ensure conditions align at rezoning to enable outdoor food infrastructure (e.g., coordinating on-site access for food trucks, delivery of dining furniture, etc.). • Staff would welcome discussions around these considerations and other potential food assets prior to during rezoning. Please contact foodpolicy@vancouver.ca. 	<ul style="list-style-type: none"> • The inclusion of a community kitchen as a food asset is proposed. A Class 1 facility will be considered through design development, with access through the neighbourhood house to support community celebrations, food programming, and meal provision. The proposal aligns with the City’s Sustainable Large Developments Administrative Bulletin and City-affiliated facility kitchen design guidelines. Continued collaboration with staff on the kitchen’s design and planning will be ongoing as the project progresses to ensure it meets community needs and operational requirements.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>SITE ACCESS & CONFIGURATION Kaveh Imani, Senior Project Manager</p>	<ul style="list-style-type: none"> The proposed parkade and loading access off E 30th Ave is not permitted. All vehicular and loading access should be located via the existing laneway. The closing of, stopping up and conveyance of portion of the lane (south of Kingsway), and the relocation or decommissioning of any potential utilities within this area. 	<ul style="list-style-type: none"> Engineering's requirement that all vehicular and loading access be provided via the existing laneway, and that access from E 30th Avenue is not permitted, is acknowledged. The project team is proposing site access and loading configurations accordingly from the existing lane to comply with this requirement. The requirement for the closing, stopping up, and conveyance of the portion of the lane south of Kingsway, as well as the relocation or decommissioning of any utilities within this area, is acknowledged. These matters will be addressed through ongoing coordination with the appropriate authorities as the project advances.
<p>SEWER/STORM</p>	<ul style="list-style-type: none"> This site is located in an area with substantial sewer and storm system capacity constraints and we're requiring on-site rainwater management w/ zero discharge of stormwater/groundwater into the system. Provision of report sealed by a professional engineer that certifies the site is designed to accommodate: Storm flow control for 2100 10 yr 1hr post dev storm runoff to 25L/s/ha No groundwater discharge included in 25L/s/ha Storm and Sewer mains to be upgrades (currently under review and would need to discuss options with applicants consultant). 	<ul style="list-style-type: none"> It is acknowledged that there is substantial sewer and storm system capacity constraints in the area and the requirement for on-site rainwater management with zero discharge of stormwater and groundwater into the system. Additional study and analysis will be undertaken to develop a strategy that seeks to fully comply with these requirements while ensuring sustainable site servicing, subject to the outcomes of further technical review. Refer to the enclosed memo by Creus Engineering regarding storm flow control. The requirement for storm and sewer main upgrades is acknowledged. It is also understood that these upgrades are currently under review and that potential options will be discussed with the applicant's consultant as the process progresses.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
OTHER	<ul style="list-style-type: none"> This project falls under the large sustainable sites and will need the typ. one water, solid waste and transportation req'ts (e.g. TAMS) 	<ul style="list-style-type: none"> It is acknowledged that this project falls under the Large Sustainable Developments (SLD) Policy. Refer to the SLD sustainability package and TAMS enclosed with this submission for response to these requirements.
SURVEY	<ul style="list-style-type: none"> Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the Consolidation of: <ul style="list-style-type: none"> Lots 2 – 11, Block L, District Lot 393, Plan 6423 Lots 5 and 6, except portions in reference Plan 2407 and 7825, Block 11, District Lot 393, Plan 7825 Lot 9 and Lot 10 (except the West 20 ft. now lane), both of Lots 3 and 4, Block 11, District Lot 393, Plan 3283 Lot 8, except part in Reference Plan 2407, now Kingsway, of Lots 3 and 4, District Lot 393, Plan 3283, to create a single parcel, and the subdivision of that site to result in the dedication of the 10 ft. x 10 ft. northwest corner of former Lot 10 except the west 20 ft. now lane, for lane purposes. A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at: http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx 	<ul style="list-style-type: none"> The Owner intends to make arrangements for the consolidation of the noted site survey-related items following Council approval.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>SURVEY</p>	<ul style="list-style-type: none"> The closing of, stopping up and conveying to the owner, the required portion of the lane (lane South of Kingsway) subsequent to Council approval; the consolidation of the closed lane with the adjacent parcel, and the relocation or decommissioning of any utilities within this area. <i>Note to Applicant: An application to the City Surveyor is required to initiate the lane closure and purchase.</i> Provision of a copy of a current title search for each parcel of land involved in the development site. The title search must be dated within one week of the intake date. Provision of copies of all non-financial charges (i.e. Statutory Right of Way, Right of Way, Covenant, Easement, Option to Purchase, and Easement and Indemnity) and legal notations listed on each title search for the development site. Note to Applicant: Examples of charges which are not required include Mortgage, Assignment of Rents, and Builders Liens. Provision of a charge summary, prepared by a lawyer or notary, of all non-financial charges on title to determine any implications for the proposed development or with a view to potential release of some charges. 	<ul style="list-style-type: none"> Compliance with the requirements for the closing, stopping up, and conveyance of the designated portion of the lane south of Kingsway will be commenced following Council approval. The consolidation of the closed lane with the adjacent parcel, along with the relocation or decommissioning of any utilities within this area, will be addressed accordingly. An application to the City Surveyor to initiate the lane closure and purchase will be submitted as part of the process. A copy of a current title search for each parcel of land involved in the development site have been provided with the rezoning submission. Copies of the noted non-financial charges have been provided with the rezoning submission. A charge summary, prepared by a lawyer or notary, of all non-financial charges on title has been provided with the rezoning submission.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>WATER DESIGN</p>	<ul style="list-style-type: none"> Developer is required to ensure provision of adequate water service to meet the fire flow demands of the project. The current application lacks the necessary information for us to determine whether the water system is adequate to support this development. Supply project details including confirmed average day domestic water demands, peak hour domestic water demands, and fire flow calculations based on the Fire Underwriter's Survey's document, Water Supply for Public Fire Protection, and a sprinkler demands based on NFPA 13/14. A civil or mechanical engineer typically provides these calculations, which will enable the City to confirm the above analysis and determine the adequacy of the water system to supply flows for the development. The applicant is to provide a summary of the assumptions and calculations made to determine the water demands, required fire flow, and building sprinkler demands, to be sealed by a qualified Engineer. Should review of the confirmed project details deem upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required. <i>Note to Applicant: Based on a current estimate of the buildings fire flow and domestic water demands, no water system upgrades are currently anticipated.</i> As per the City of Vancouver Building Bylaw, the principal entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance to the aforementioned bylaw will be required. The developer is responsible for 100% of the cost of this upgrade. 	<ul style="list-style-type: none"> Refer to the enclosed report prepared by Creus Engineering for a summary of the water demand assumptions and calculations, including fire flow demands. Refer to the enclosed report prepared by Creus Engineering for a summary of the water demand assumptions and calculations. It is acknowledged that, should the review of confirmed project details indicate that upgrading is necessary, arrangements satisfactory to the GMof Engineering Services and the Director of Legal Services will be required to secure payment for the upgrades. The developer understands responsibility for 100% of any water system upgrading that may be required. Based on the current estimate of the building's fire flow and domestic water demands, we understand that water system upgrades are not anticipated; however, this will be subject to further review as the project progresses. Additionally, it is acknowledged that, per the City of Vancouver Building Bylaw, the principal entrance must be within 90 meters of a fire hydrant. Should the final building design changes such that this requirement is not met, the provision and installation of a new hydrant in accordance with the bylaw will be required, with the developer responsible for 100% of the associated costs.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>GROUNDWATER MANAGEMENT</p>	<ul style="list-style-type: none"> The proposed site is serviced by a 200 mm existing sanitary sewer and 300 mm storm sewer along the lane south of Kingsway. The available capacity of the sewer is unknown, and would require a modelling exercise. The on-site rainwater management will be required well beyond the current VBBL requirements, potentially to control 2100 ten-year one-hour post-development storm runoff from the site controlled to 25 L/s/ha to even less discharge of stormwater during a storm event. The applicant should consider a variety approaches and/or combination of approaches for achieving this such as rainwater harvesting, surface storage/infiltration, green roofs, tanks with dynamically controlled outlets, etc.. These requirements should be considered by the applicant when identifying a site layout, and exploring the feasibility of different approaches. Additional rainwater management criteria and off-site sewer upgrade conditions may be required as this site is located in the China Creek sewer shed with known capacity concerns. 	<ul style="list-style-type: none"> It is acknowledged that the proposed site is serviced by a 200 mm existing sanitary sewer and 300 mm storm sewer along the lane south of Kingsway. It is also understood that available capacity of the sewer is unknown, and would require a modelling exercise to confirm capacity. It is acknowledged that the City requires enhanced on-site rainwater management beyond the current VBBL standards. The rezoning submission considers the need to manage post-development runoff from the 2100 ten-year, one-hour storm event, with discharge rates controlled to 25 L/s/ha or lower. A range of strategies is being explored to meet these targets, including rainwater harvesting, surface storage and infiltration, green roofs, and tanks with dynamically controlled outlets. These requirements have been taken into account in the preliminary site planning, and further evaluation will continue through detailed design to ensure the most feasible and effective solutions are implemented. It is acknowledged that the site is located within the China Creek sewer shed, which has known capacity constraints, and that additional rainwater management criteria and off-site sewer upgrade conditions may be required. These potential requirements are understood and will be further reviewed and addressed as the project advances through subsequent design and permitting stages.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>GROUNDWATER MANAGEMENT</p>	<ul style="list-style-type: none"> The applicant is encouraged to explore opportunities that meet the intent of the above listed requirements, and present a preferred option to move forward with at the rezoning stage. Further analysis is required to determine if sewer capacity is sufficient to service the development. A sewer upgrade may be required, this will be evaluated in more detail during the rezoning application process and is subject to change. For sites subject to the Rezoning Policy for Sustainable Large Developments, additional requirements may need to be met. Applicants should refer to that policy (https://guidelines.vancouver.ca/R036.pdf) and the Sustainable Large Developments Bulletin (https://bylaws.vancouver.ca/bulletin/S011.pdf) for any additional requirements. Note: only one hydrogeological study, meeting all requirements of both the Groundwater Management Bulletin and the Rezoning Policy for Sustainable Large Developments, is expected. 	<ul style="list-style-type: none"> The strategy addressing the intent of the above-listed requirements is detailed in the application documents, specifically within the rezoning booklet, landscape documents, and sustainability report. These materials outline the preferred approach to be advanced at the rezoning stage. Key considerations addressed include: <ul style="list-style-type: none"> - Integration of green infrastructure such as green roofs and permeable surfaces - On-site rainwater management strategies to control post-development runoff - Energy and water efficiency measures - Opportunities for urban agriculture and enhanced biodiversity - Strategies to support thermal comfort and reduce heat island effects - These elements have been incorporated into the site planning and sustainability strategy to meet the City's objectives and guide the development through subsequent design stages. It is acknowledged that further analysis is required to determine whether the existing sewer capacity is sufficient to service the development. It is also understood that a sewer upgrade may be necessary and that this will be evaluated in greater detail during the rezoning application process. Lastly, it is recognized that these requirements are subject to change as the review progresses. It is acknowledged that additional groundwater management requirements may need to be met. Further hydrogeological investigation is required to confirm the groundwater conditions onsite. Refer to the preliminary geotechnical and hydrogeological study by Thurber Engineering dated 20 December 2024.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>TRANSPORTATION</p>	<ul style="list-style-type: none"> • Parking and loading level plans, per the Parking By-law and the Parking By-law Design Supplement, including but not limited to: <ul style="list-style-type: none"> - Access to parking and loading must be provided from the lane / lowest classified roadway. - Relocate the proposed parkade and loading access off East 30th Avenue to the lane. • Convenient, internal, stair-free loading access to/from all site uses is required. • Convenient, internal, accessible passenger loading access to/from all site uses is required. <ul style="list-style-type: none"> - Passenger loading / visitor spaces should be publicly accessible and provided separate from the secured residential parking area. - Explore siting Class A Passenger Loading at-grade, from the lane • <i>Note to Applicant:</i> Council approved amendments to the Parking Bylaw, Parking Bylaw Design Supplement, and Transportation Demand Management Administrative Bulletin. These will apply to all development permits following this rezoning. • A Transportation Assessment and Management Study (TAMS) is required with the application. TAMS Terms of Reference may be submitted to the City for approval prior to rezoning application submission. 	<ul style="list-style-type: none"> • Access to parking and loading provided from the lane / lowest classified roadway. The previously proposed parkade and loading access off East 30th Avenue has been relocated to the lane. • convenient, internal, stair-free loading access to/from all site uses is provided. • Convenient, internal, accessible passenger loading access to/from all site uses has been provided. Passenger loading / visitor spaces are publicly accessible and separated from the secured residential parking area. Class A Passenger Loading at-grade, from the lane has been explored, however not proposed. • It is acknowledged that the noted Parking Bylaw amendments will apply to all development permits following this rezoning. • The TAMS Terms of Reference was approved by the City (Alan Chen, ENG) on June 5th 2025. A TAMS has been provided with the rezoning application based on the approved Terms of Reference.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>TRANSPORTATION</p>	<ul style="list-style-type: none"> • Provision of updated architectural and landscape plans to reflect the Public Bike Share (PBS) space in compliance with the Design Standards for Public Bike Share to the satisfaction of the General Manager of Engineering Services, including: <ul style="list-style-type: none"> - 6 m by 4 m (52 ft. by 13 ft.) station fully on private property near the intersection of East 30th Avenue and East 33rd Avenue; • Relocate all utilities (i.e. vents, drains, access points etc.) outside of the station footprint and show/note uninterrupted broom finished saw-cut concrete surface; • Maximum 3% cross-slope and 5% grade along the length of the station; • Minimum 5 m (16.4 ft) vertical clearance; • Show and label the location of the on-site electrical connection to the station; • The applicant will be asked to provide the following off-site improvements: <ul style="list-style-type: none"> - Public realm improvements along the site frontages such as, but not necessarily limited to: sidewalks, lighting, curb ramps, lane crossings, and street trees. 	<ul style="list-style-type: none"> • Refer to the enclosed architectural and landscape plans, which reflect the noted requirements for the proposed public bike station location. Due to the severe existing grading at the corner of East 30th and East 33rd Avenues, the bike station is proposed along East 30th Avenue, where the grading is more conducive to a functional and accessible installation. • All utilities (i.e. vents, drains, access points etc.) will be removed outside of the Public Bike Station footprint. Uninterrupted broom finished saw-cut concrete surface finish has been shown. Refer to architectural and landscape drawings. • A maximum 3% cross-slope and 5% grade along the length of the Public Bike Station is provided. • A minimum of 5m (16.4 ft) vertical clearance for the Public Bike Station is provided. • The proposed Public Bike station and on-site electrical connection has been shown and labeled. Refer to the architectural and landscape plans enclosed with the submission. • It is acknowledged that the developer and/ or owner will be asked to provide the following off-site improvements: <ul style="list-style-type: none"> - Public realm improvements along the site frontages such as, but not necessarily limited to: sidewalks, lighting, curb ramps, lane crossings, and street trees.



A.2 Engineering Review Comments & Responses

POLICY	COMMENTS	RESPONSE
<p>TRANSPORTATION</p>	<ul style="list-style-type: none"> Funding towards, or construction of, a mid-block pedestrian signal on Kingsway adjacent to the site. Provision of funding towards and/or delivery of off-site improvements (such as, but not necessarily limited to: neighbourhood traffic calming, signal upgrades, etc.) may be required and will be determined following review of the full application. Transportation Demand Management (TDM) plans are required for Large Sites. Large developments are those that: <ul style="list-style-type: none"> involve a land parcel or parcels having a total site size of 8,000 sq. m (1.98 acres) or more, or Contain 45,000 sq. m (484,375 sq. ft.) or more of new development floor area Where a site is rezoned under the Rezoning Policy for Sustainable Large Developments, the subsequent Development Permit application(s) covered under that rezoning will each require a TDM Plan. TDM submissions are required at Development Permit stage. However, stating the intended TDM Plan (A, B, C, or D) with the rezoning application is recommended. Note that TDM reductions are not applicable to accessible spaces, visitor parking, loading, bike spaces, or passenger loading. 	<ul style="list-style-type: none"> It is acknowledged that funding towards, or construction of, a mid-block pedestrian signal on Kingsway adjacent to the site will be required. The scope of improvements are to be reviewed and determined following review of the full application and confirmed through legal agreements. It is acknowledged that funding for and/or the delivery of off-site improvements will need to be provided by the developer and/or owner. The scope of improvements are to be reviewed and determined following review of the full application and confirmed through legal agreements. It is acknowledged that TDM plans are required for Large Development Sites. It is acknowledged that this development is considered a Large Development site as it involves a land parcel or parcels totaling more than 8,000 sq. m (1.98 acres). It is acknowledged that this development is considered a Large Development site as it involves development area totaling more than 45,000 sq. m (484,375 sq. ft.). The intended TDM Plan at the rezoning stage is TDM Plan B – Bike Infrastructure Package. Refer to the enclosed report prepared by Bunt for additional information.