

628-682 WEST 28TH AVENUE

SECURED MARKET RENTAL BUILDING

REZONING APPLICATION

APRIL 24, 2026

YAMAMOTO ARCHITECTURE

REGISTERED ARCHITECT
YAMAMOTO ARCHITECTURE INC.
BRITISH COLUMBIA
2026-04-24

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STATEMENT OF INTENT

This application proposes to rezone the property located at the intersection of West 28th Avenue (North), Heather Street (West) and Ash Street (East). The site backs a lane along the South perimeter of the site. The site makes up one entire block approximately 120M in length by 35M in depth (at its shortest point), with a total site area of 4,272SM (45,989SF).

The subject site is currently zoned RM-8A. This application proposes to rezone to a Comprehensive District (CD), similar in scale to the development on W29th Avenue and Ash Street, located one block away to the southeast. While Rezoning to CD is proposed in order to achieve higher density and best use for the property, the proposal has been designed to adhere to the RR-2C District Schedule and Guidelines wherever possible.

Recent new developments around this area are notably underdeveloped with respect to the Transit Oriented Development Plan 2024 (TOD) targets. Amid a housing crisis in Vancouver, it is estimated that approximately 2,223,564.5 SF of density is unrealized on these sites relative to the target densities outlined within the TOD. Given that the proposed site is located in a highly desired area in Vancouver in close proximity to rapid transit, this site provides an excellent chance to provide secured market rental units and compensate for a deficit of housing in the neighbourhood.

The massing consists of two six-story buildings, connected by a single below-grade parking level. In total, 202 secured market rental units are provided, including 45 studios, 76 one-bedroom, 67 two-bedroom and 14 three-bedroom units. Indoor amenity spaces are located on the ground level and outdoor amenity spaces were located on roof of each building.

The total gross floor area is approximately 150,459 SF (13,978 SM) with an FSR of 3.0.

REZONING RATIONALE

The location of the subject site is identified as an ideal candidate for rezoning, specifically for a secured market rental building with consideration to the following:

The subject site is located approximately 500m from King Edward Skytrain Station. King Edward Station is along the Canada Line serving areas from Richmond to Downtown Vancouver and also connects to the Expo Line and Millenium Line reaching corners of the Greater Vancouver Area. The site's proximity to the rapid transit network makes housing in this neighbourhood extremely desirable;

The subject site is adjacent to Cambie Street, a major arterial street, that serves Translink's Frequent Transit Network (FTN). This FTN, bus #15 (Cambie), serves along Cambie Street from Marine Drive to Olympic Village. Additionally, bus #33 (UBC-29th Avenue) also provides transit from East to West;

There are several Local Street Bikeway routes near the proposal. These routes provide connections to other routes throughout the City and to the City's All- Ages-and-Abilities (AAA) network;

The proposal is located within less than a 5-minute walk to the Queen Elizabeth Park providing ample community space, playground facilities, sports fields, walking and bicycling paths and other outdoor recreational opportunities. Braemar Park and Hillcrest Centre are also located within close walking distance to the subject site.

The proposal addresses official policy guidelines in the following ways:
The proposed will provide 100% of the residential floor space as secured market rental housing;

The proposal will utilize affordability measures including wood-frame construction;
The proposal goes above and beyond the requirements set out in the Family Room: Housing Mix Policy for Rezoning Projects where 100% of the residential units are secured market rentals. Of the 202 rental suites in the development, are "family" units, including 67, two-bedroom units and 14, three-bedroom units. As such, the proposed development will provide 40% family units;

In addition to the above, the development has been designed to accommodate demand for a variety of unit types and provides a spectrum of homes ranging from studio units to 1-bedroom units and family units.

REZONING RATIONALE

The proposal responds to the Riley Park South Cambie Community Vision:

Redevelopment as a "Physical Fit" for RPSC New multi-unit structures should be planned and built with regard for the surrounding community. Redevelopment in RPSC is a process that will extend over many years. Developers should recognize the importance of creating structures that "fit" into the existing physical, social, and architectural landscape.

Within an 800m radius from King Edward Station, recent housing developments account for approximately 2,223,564.5 SF of un-delivered density relative to the Transit Oriented Development Area, 2024 plan. Amid Vancouver's housing crisis, this unrealized density will be in place for at least 60 years. This proposal responds to the deficit of density in this prime transit-oriented neighborhood.

Transition from Neighbourhoods of Detached Homes to Multiple-Unit Housing and High-Density Sites. As redevelopment poses many challenges to maintaining the livability, character, appearance, and safety of the existing community, development should proceed with sensitivity and at a pace that allows for ongoing evaluation of results and for adjustments where needed. For example, in our view, some Cambie Corridor Phase 2 projects have failed to meet some of these objectives as a consequence of building density (FSR) that exceeds the policy guidelines.

The proposed development (FSR 3.0) complements the recent mid-rise developments in the area while also presenting as a gentle transition from the predominantly single-family neighborhood.

Building Setbacks and Stepbacks Building setbacks should preserve and protect the historical sense of space that has characterized Cambie Boulevard and its immediate surrounding area, since its inception. Buildings constructed during Phase 2 have been built closer to front and rear property lines, with reduced setbacks between buildings. Similarly, effective use of stepbacks reduces the sensation of heavy massing, as viewed from street level.

The massing and setbacks of this proposal are based off of the existing RR-2C District Schedule.

Ecological Footprint and Green Spaces High-quality green space should be provided to offset the large energy inputs needed for construction and operation of new housing and to enhance the quality of human life over the long term.

At grade, lush green spaces are provided throughout the site. In addition, the building is designed around the preservation of two large coniferous trees.

Environmentally Sustainable Redevelopment To promote energy conservation and support a healthy, sustainable environment, developers of new housing within RPSC should be encouraged to implement features that promote energy conservation in both construction and operation of new buildings and that protect and enhance the local environment and wildlife.

In this proposal, sustainability measures include:
- Wood framed construction for above grade levels;
- Simple massing for an efficient thermal building envelope;
- Proximity to rapid transit network and bike paths for daily sustainability measures.
- Modern and efficient HVAC systems

POLICY

The proposal has been developed with consideration to the Riley Park South Cambie Community Vision (2025) document, as well as with reference to the following official policies:

Cambie Corridor Plan (2018)
Vancouver Official Development Plan (2026)
Transit Oriented Development Plan (2024);
RR-2A, RR-2B and RR-2C District Schedule (2023);
Rental Incentives Guidelines (2024 update);
Family Room: Housing Mix Policy for Rezoning Projects (2016);
Green Buildings Policy for Rezonings (2017) & Zero Emissions Building Plan (2016);
Housing Design & Technical Guidelines (2018);
High-Density Housing for Families with Children Policy (1992).

SITE CONTEXT

The subject site is within the South Cambie Neighbourhood, approximately 200m from Cambie Street, and it is located on the intersection of West 28th Avenue, Heather Street and Ash Street. The proposed site area is 45,989 SF (4,272 SM) and encompasses one full block. The block fronts West 28th Avenue on the north perimeter of the site, Ash Street on the east property line, Heather Street on the west property line and laneways on south. The existing lots are currently zoned under RM-8A. A 6-storey residential building zoned under CD-1 is located one block south-east across the Ash Street and another 6-storey residential building on the two blocks east across Ash Street.

The site is extremely well serviced by public transit. It is located approximately 500m to Canada Line's King Edward Station and a short 4-minute walk to bus routes #15 (Cambie) and #33 (UBC- 29th Ave Station). Vancouver's Cycling Route network runs along West 29th Avenue, connecting cyclers with a safe and sustainable route throughout the city.

Besides the rapid transit lines, bus and cycling routes, the subject site is in close proximity to several parks, most notably Queen Elizabeth Park within 6-minute walking distance, libraries, community centers, schools, and the Oakridge Shopping Mall, making the proposed site a highly desirable and needed location for secured market rental units.

CONTEXT PLAN

1 SUBJECT SITE

2 QUEEN ELIZABETH PARK

3 BC CHILDREN'S HOSPITAL

4 RONALD MCDONALD HOUSE

5 BRAEMAR PARK

6 MONTESSORI CHILDREN'S COMMUNITY

7 HOLY NAME OF JESUS PARISH

8 HILLCREST CENTRE

BUS STOP

SKYTRAIN STATION

SUBJECT PROPERTY

500M WALKING CIRCLE

FTN BUS ROUTES

BIKE ROUTES

PARKS / GREEN SPACES



ZONING



(PROPOSED)

R1-1

RM-8A

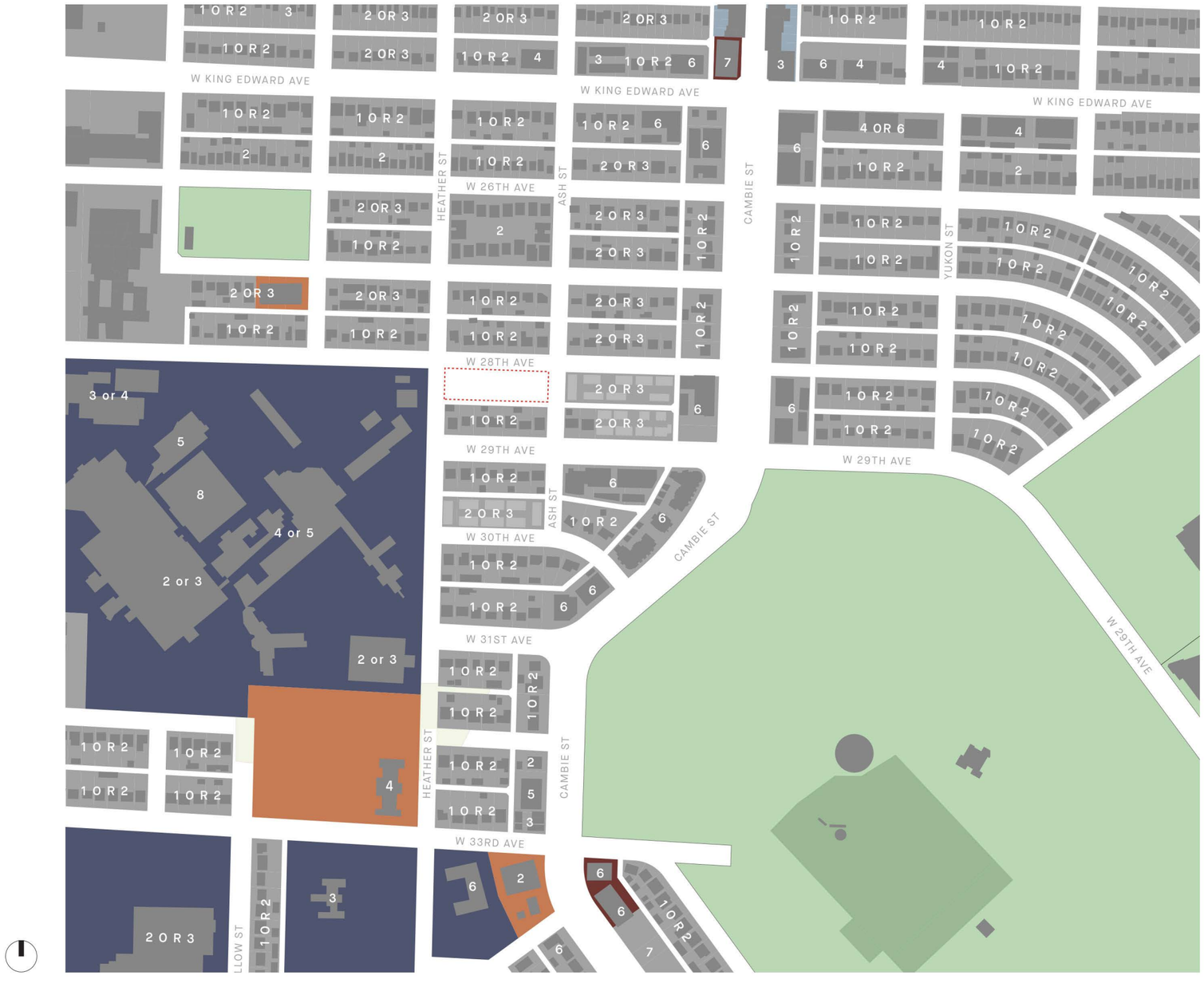
RT -2

CD-1

C-2

BUILDING HEIGHTS + USAGE





SITE PHOTOS



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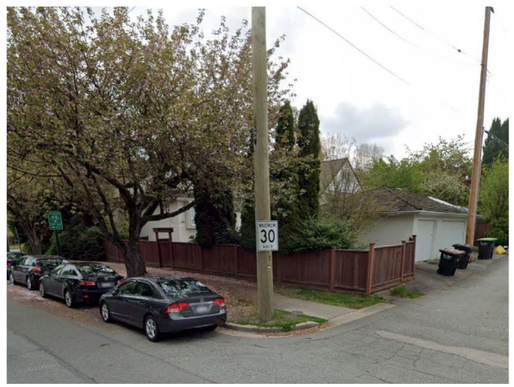

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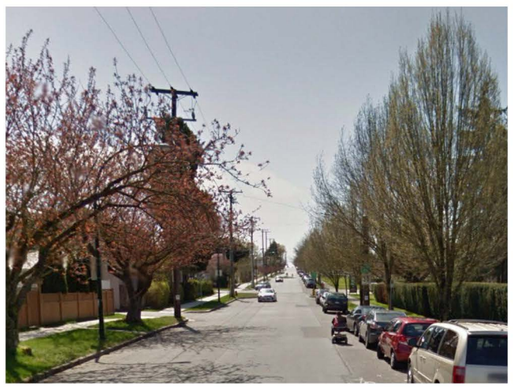

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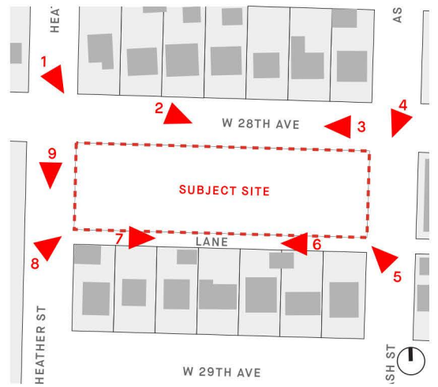
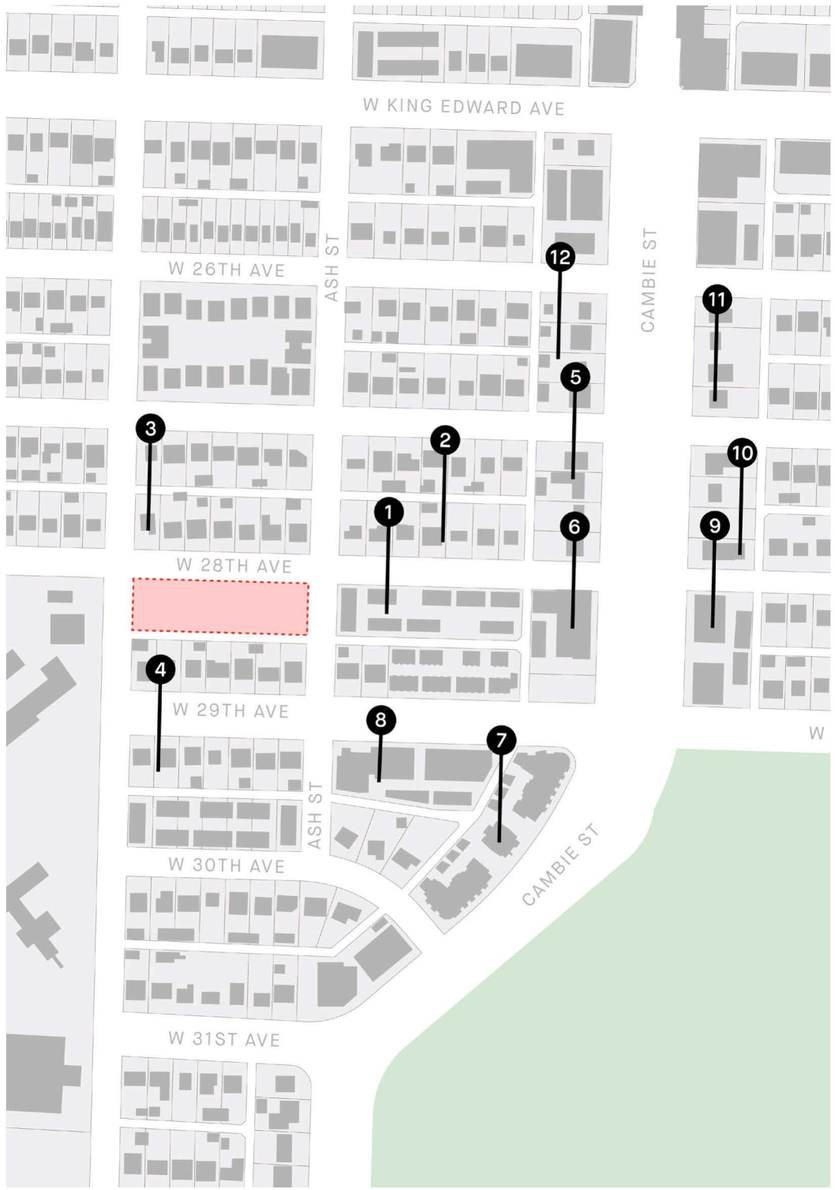
LEGEND:

1. NORTHWEST CORNER OF SUBJECT SITE
2. LOOKING EAST AT SUBJECT SITE ALONG WEST 28TH AVENUE
3. LOOKING WEST OF SUBJECT SITE ALONG WEST 28TH AVENUE
4. NORTHEAST CORNER OF SUBJECT SITE
5. SOUTHEAST CORNER OF SUBJECT SITE
6. LANEWAY LOOKING WEST
7. LANEWAY LOOKING EAST
8. SOUTHWEST CORNER OF SUBJECT SITE
9. LOOKING SOUTH AT SUBJECT SITE ALONG HEATHER STREET



NEIGHBOURHOOD BUILDINGS | CURRENT & PROPOSED





1 | 568 W 28TH AVE.

- INTERGULF DEVELOPMENT
- 3 STOREY TOWNHOMES



2 | 561 W 28TH AVE.

- FORME PROPERTIES
- 3 STOREY TOWNHOMES



3 | 691 W 28TH AVE.

- STUART HOWARD ARCHITECTS INC.
- 3 STOREY TOWNHOMES



4 | 688 W 29TH AVE.

- PARAMAX HOMES
- 3 STOREY TOWNHOMES



5 | 4339-4387 CAMBIE ST.

- ARIA PACIFIC DEVELOPMENT INC.
- 8 STOREY MIXED USE



6 | 4427 CAMBIE ST.

- RDG MANAGEMENT LTD.
- 6 STOREY APARTMENT



7 | 4539 CAMBIE ST.

- REDEKOP KROEKER DEVELOPMENT
- 3 STOREY TOWNHOMES



8 | 590 W 29TH AVE.

- SIGHTLINE PROPERTIES
- 6 STOREY APARTMENT



9 | 4408 CAMBIE ST.

- DAVA DEVELOPMENT LTD.
- 6 STOREY APARTMENT



10 | 485 W 28TH AVE.

- GUD GROUP
- 6 STOREY APARTMENT



11 | 4338-4362 CAMBIE ST.

- TERA DEVELOPMENT
- 12 STOREY MIXED USE



12 | 4261 CAMBIE ST.

- ARIA PACIFIC DEVELOPMENT INC.
- 6 STOREY APARTMENT

LOST DENSITY | RELATIVE TO TRANSIT ORIENTED DEVELOPMENT PLAN

CD-1 ZONING

01 | STATION BUILDING - 4055 CAMBIE ST
-27,311.7 SF
02 | 563-571 WEST KING EDWARD AVE
-52,530.8 SF
03 | 591-599 WEST KING EDWARD AVE
-70,777.6 SF
04 | 4085 ASH ST & 619-633 W KING EDWARD AVE
-40,383.6 SF
05 | 526 - 548 WEST KING EDWARD AVE
-70,883.0 SF
06 | 4139 - 4187 CAMBIE STREET
-82,658.0 SF
07 | 508 W28TH AVE AND 4439 - 4461 CAMBIE ST
-40,467.9 SF
08 | 4533 - 4591 CAMBIE ST AND 510 W 29TH AVE
-31,389.2 SF
09 | 4621-4663 CAMBIE ST AND 605 W 31ST AVE
-23,380.9 SF
10 | 4118-4138 CAMBIE STREET
-45,775.3 SF
11 | 4162 - 4188 CAMBIE STREET
-54,313.7 SF
12 | 4238-4262 CAMBIE STREET
-45,555.6 SF
13 | 4412 - 4488 CAMBIE STREET
-54,868.0 SF
14 | 408 - 488 WEST KING EDWARD AVE
-157,065.4 SF
15 | 288 - 388 WEST KING EDWARD AVE
-183,321.6 SF
16 | 210 - 262 WEST KING EDWARD AVE
-46,230.8 SF
17 | 467 - 495 WEST KING EDWARD AVE
-66,962.1 SF
18 | 431-455 WEST KING EDWARD AVE
-69,034.9 SF
19 | 357, 375 AND 391 WEST KING EDWARD AVE -50,044.5 SF
34 | 590 WEST 29TH AVE
-99,396SF

RM-8 ZONING

20 | 581 WEST 26TH AVE
-85,500 SF
21 | 94 WEST KING EDWARD AVE
-83,880.0 SF
22 | 580 WEST 24TH AVE
-114,402.8 SF
23 | 475 WEST 28TH AVE
-98,867.72 SF
24 | 539 WEST 28TH AVE
-62,930 SF
25 | 520 WEST 28TH AVE
-129,150 SF
26 | 531 WEST 29TH AVE
-58,878 SF
27 | 689 WEST 30TH AVE
-31,389.2 SF
28 | 778 WEST 27TH AVE
-22,488.66 SF
29 | 585 WEST 29TH AVE
-12,582 SF
30 | 4088 WEST KING EDWARD AVE
-25,795.8 SF
31 | 157 WEST KING EDWARD AVE
-25,148.7 SF
32 | 4118 WEST KING EDWARD AVE
-25,759.98 SF
33 | 4150 WEST 26TH
-12,857.4 SF

PROPERTY WITH LOST DENSITY RELATIVE TO TRANSIT ORIENTED DEVELOPMENT PLAN

SITE

PROJECTS BY SIGHTLINE WITH LOST DENSITY RELATIVE TO TRANSIT ORIENTED DEVELOPMENT PLAN

KING EDWARD STATION

CD-1 ZONING

RM-8 ZONING

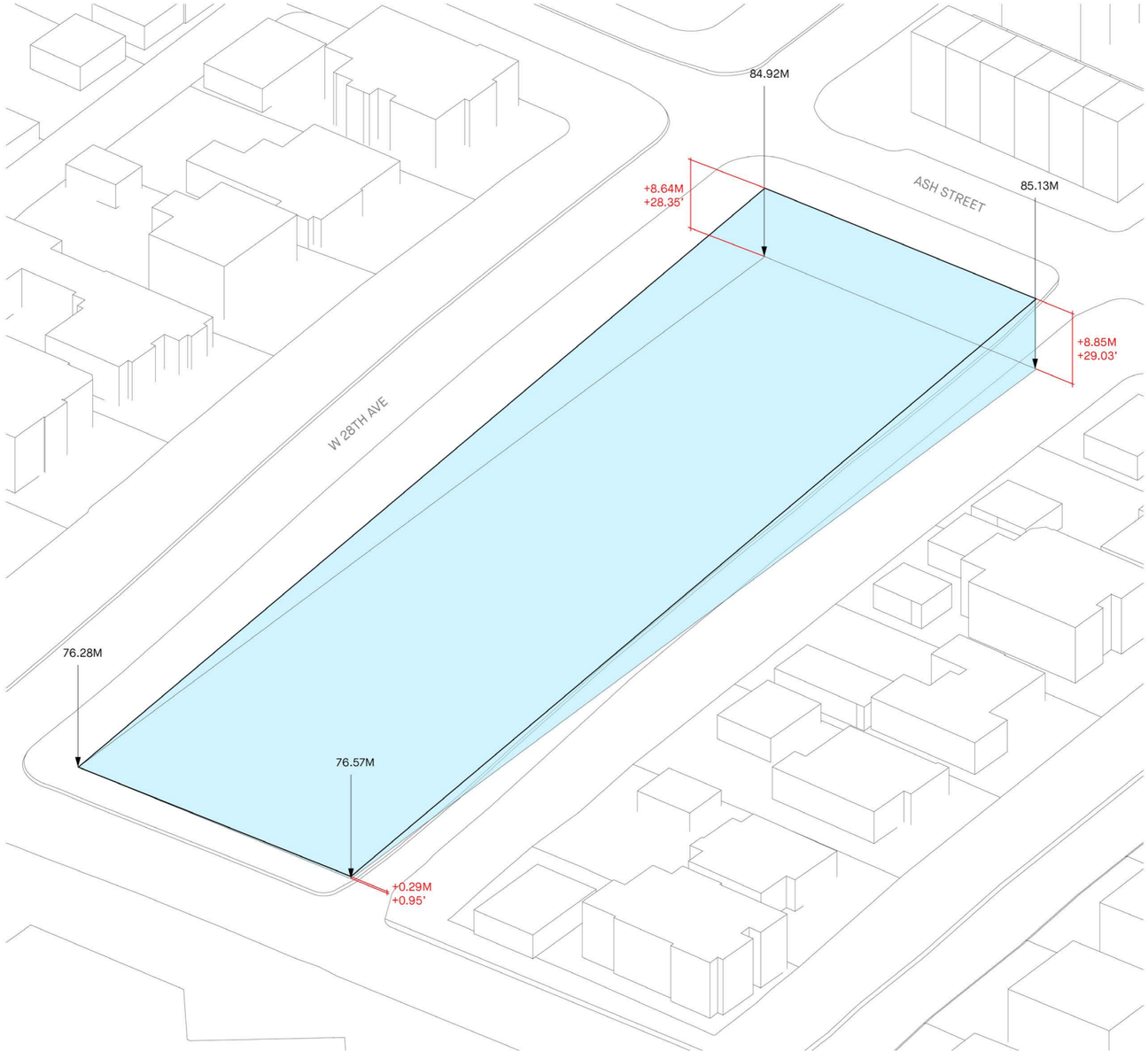


EXISTING SITE CONDITION

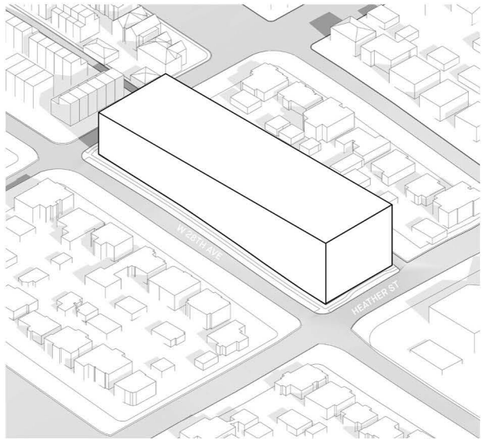
The site has a significant slope in the west-east direction, with an approximate change of 28’ in elevation across the W 28th Ave frontage. From the highest, southeast corner, to the lowest, northwest corner the difference in elevation is 29.03’, which is almost equivalent of three storeys. The steep slopes create challenges for the parkade access and limits the possible locations for the main building access points. Additionally, the main building entries are set from West 28th Avenue, which is lower than the elevation of the lane and vehicular access behind.

To respond to the slope of the site, the buildings have two different lengths; the “uphill” building is longer, as this portion of the site is not as steeply sloped, whereas the “downhill” building is shorter to address the more steeply sloped section of West 28th Avenue. Parkade access is located at the lowest portion of the lane.

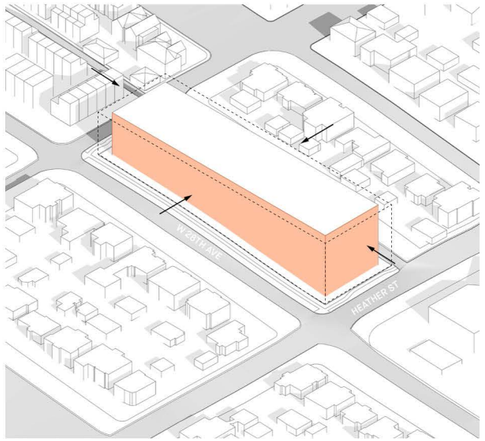
The following design rationale describes the additional measures that have been taken in the building design to accommodate the steep site and minimize the impact of the additional height.



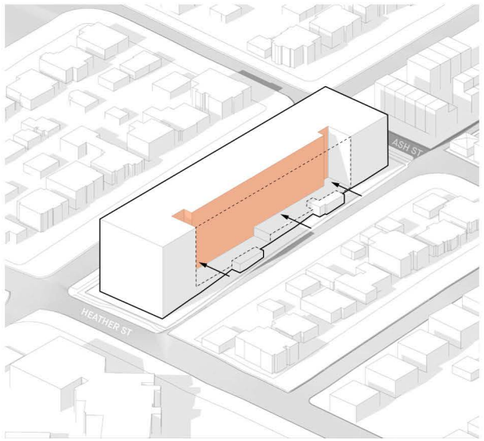
CONCEPT MASSING



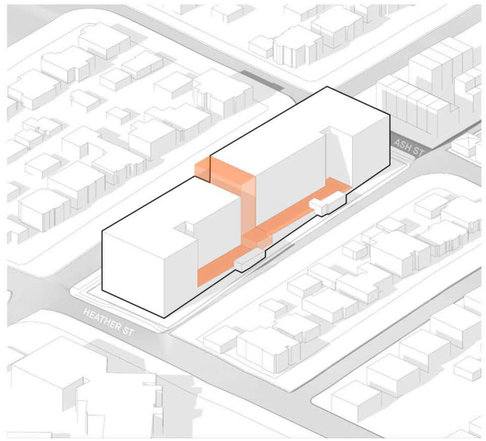
1 | BASIC 6 STOREY VOLUME



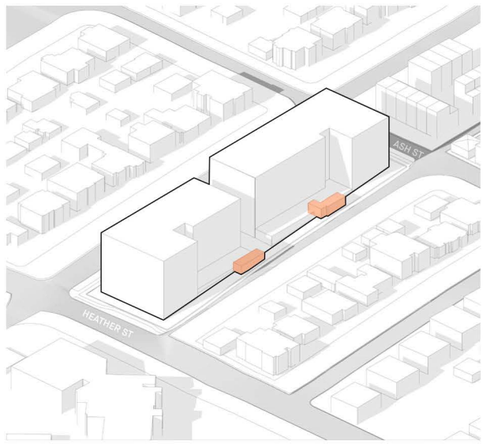
2 | SETBACKS PER THE RR-2C GUIDELINES



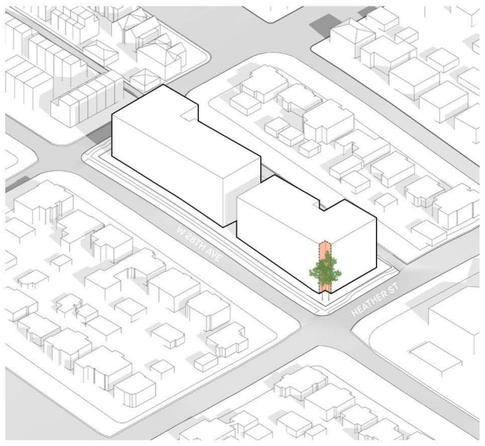
3 | MIDDLE OF SITE ALLOWS FOR APARTMENT, GARBAGE/RECYCLE STORAGE, ADHERING TO THE ALLOWABLE DEPTH PER RR-2C



4 | BUILDING SEPARATION PER RR-2C



5 | DETACHED ONE STOREY HEIGHT GARBAGE AND RECYCLING BUILDINGS



6 | SETBACKS FOR PRESERVATION OF TWO MATURE TREES



7 | HORIZONTAL BALCONY AND VERTICAL BRICK PIER EXPRESSION TO BREAK UP THE BUILDING LENGTH AND CREATE FACADE RHYTHM



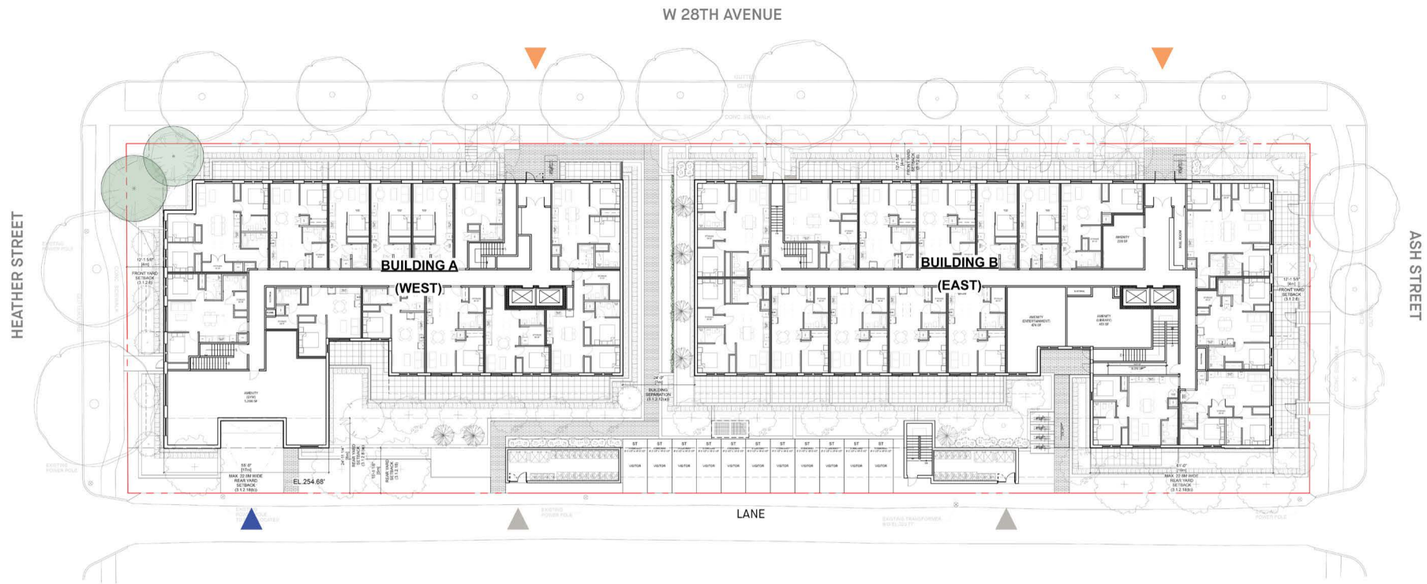
8 | COURTYARD, AMENITY, AND GREEN SPACES AT GROUND FLOOR AND ROOFTOP

SITE ORGANIZATION PLAN

Given the steep and long site condition, the massing was split into two individual buildings with 24’ (7.32M) separation per RR-2C guideline. The space between the two buildings creates a break in the streetwall and provides a pedestrian path with landscape features and an accessible route from the west building to the ancillary garbage and recycling building on the back lane. The east building is also served by a lane-side garbage and recycling building, with an accessible route provided through the building and to the rear court area. 24’ (7.3M) is provided between the face of the garbage / recycling building and the residential building.

12’ (3.7M) front yard setbacks are provided from each frontage; the north front yards (W 28th Ave) of each building, the west flanking side yard (Heather Street) and the east flanking side yard (Ash Street). The rear yard setback also follows the RR-2C guideline with 7.6M (24’-11 1/4”) from the lane property line, and 4.6M (15’-1 1/8”) at the ends of the flanking building wings.

Residential entrances to the two 6-storey apartment buildings are located on the uphill side of each building, and on the W 28th Avenue. This ensures that all units are highly livable, with ground floor units at or above the grade of the adjacent sidewalks. The parkade entrance is located on the lowest, southwest corner of the site directly accessed along the south lane. Aside from the steep site slope, the site is also narrow, and does not allow for a double-loaded parkade after the below grade setbacks are applied. For this reason, surface parking off the lane is proposed to supplement the limited parking provided within the parkade.



EXISTING TREES

RESIDENTIAL ENTRY

PARKING ENTRY

GARBAGE ENTRY

MATERIAL PALETTE

The buildings encompass a subtle material palette to integrate with the existing neighbourhood while adding variations with different textures.

For the main three frontages along W 28th Ave, Heather St. and Ash St., off-white brick piers create a vertical expression that extends from the ground to the roof, setting up an even rhythm throughout the main facades. Cantilevered balconies with glass guardrails add a horizontal expression that creates depth and a material contrast to the solid materials and simple massing. Vertical strips of charcoal-coloured cladding and Juliet balconies in front of studio units provide a variation along the facade length, and help break the building into smaller sections.

Given the slope of the site and the relationship of the ground level to the adjacent sidewalks, ground-level landscaping is an important component to the building palette, with layers of planting providing screening and a lush base to the building.



FLOOR SPACE RATIO | RELAXATIONS RELATIVE TO RR-2C ZONING GUIDELINES

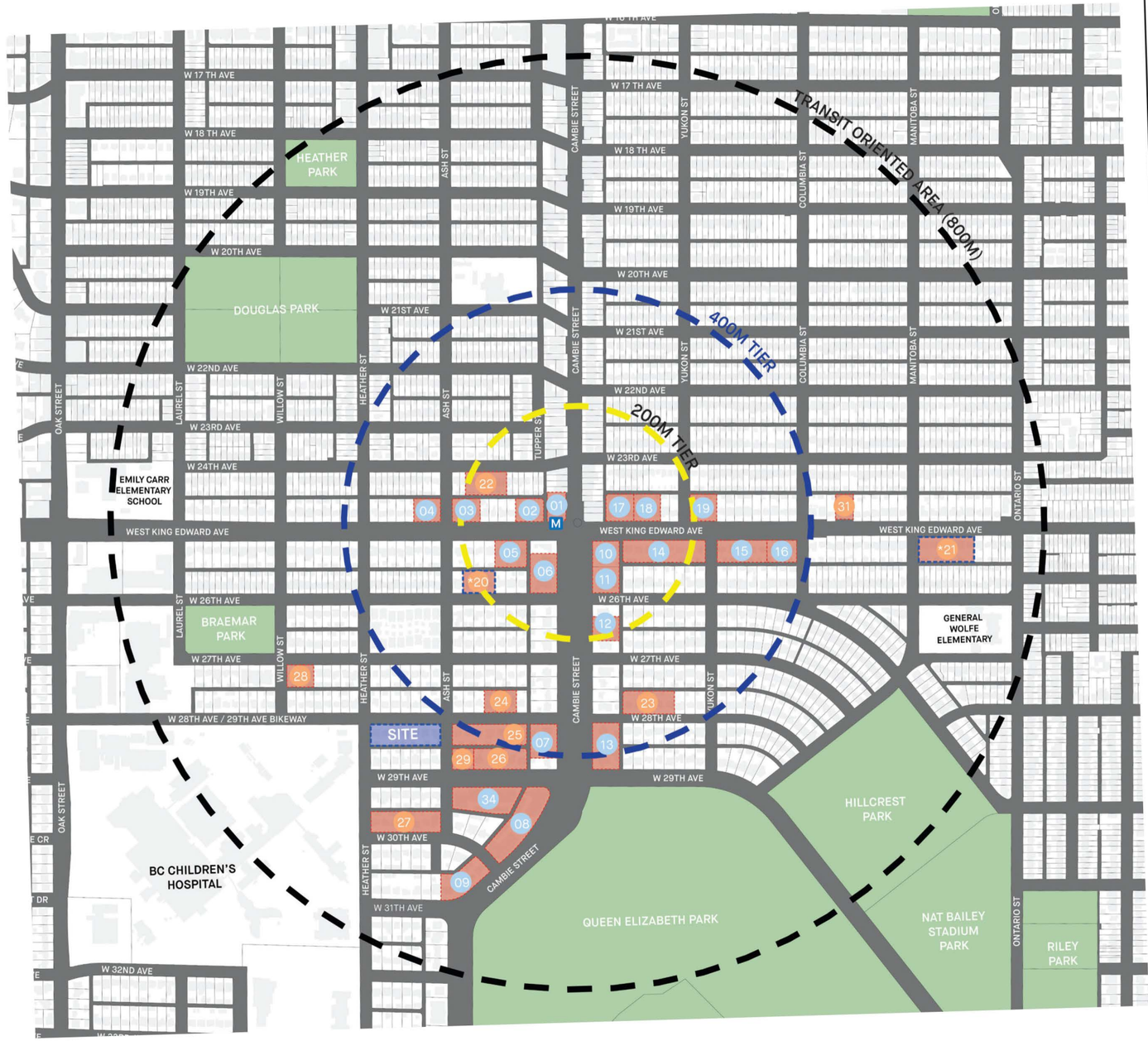
RELAXATION OF PROVISION:

3.1.1.1 (c) The maximum floor space ratio is: 2.40 in the RR-2C District.

RATIONALE:

The subject site is located approximately 500m from a rapid transit line, King Edward Station. The proximity to transit qualifies under Transit Oriented Development Area (2024) which supports higher density developments. Under the TOD, local governments can approve densities that exceed the provincial regulations at their discretion.

Recent developments around the area accounts for approximately 2,223,564.5 SF of lost unrealized density. This proposed secured market rental development provides an excellent opportunity for much needed housing in a desired area.



PROPERTY WITH LOST DENSITY RELATIVE TO TRANSIT ORIENTED DEVELOPMENT PLAN

SITE

PROJECTS BY SIGHTLINE WITH LOST DENSITY RELATIVE TO TRANSIT ORIENTED DEVELOPMENT PLAN

KING EDWARD STATION

CD-1 ZONING

RM-8 ZONING

PARKADE SETBACK | RELAXATIONS RELATIVE TO RR-2C ZONING GUIDELINES

Relaxation of provision:

4.2.1 No portion of underground parking is permitted to project into any required yard except for an access ramp….

Reason cited:

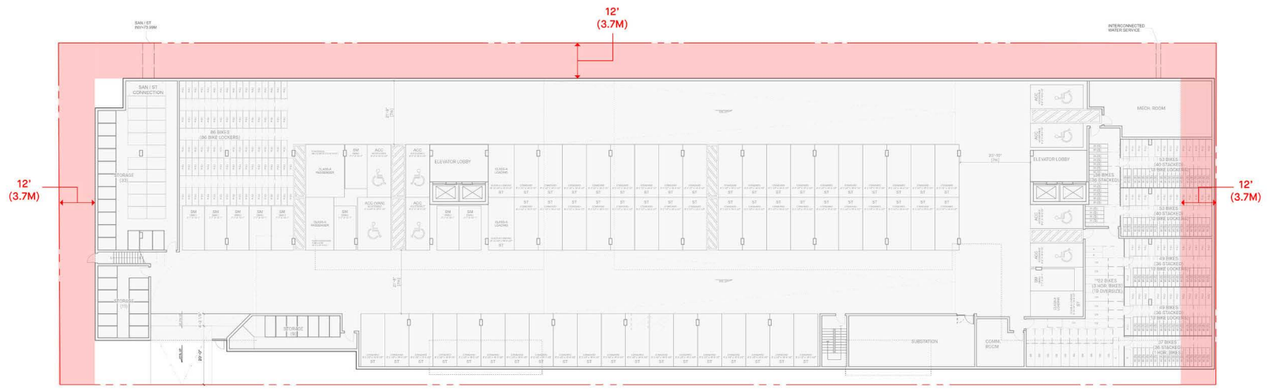
… except that the Director of Planning may vary this requirement if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

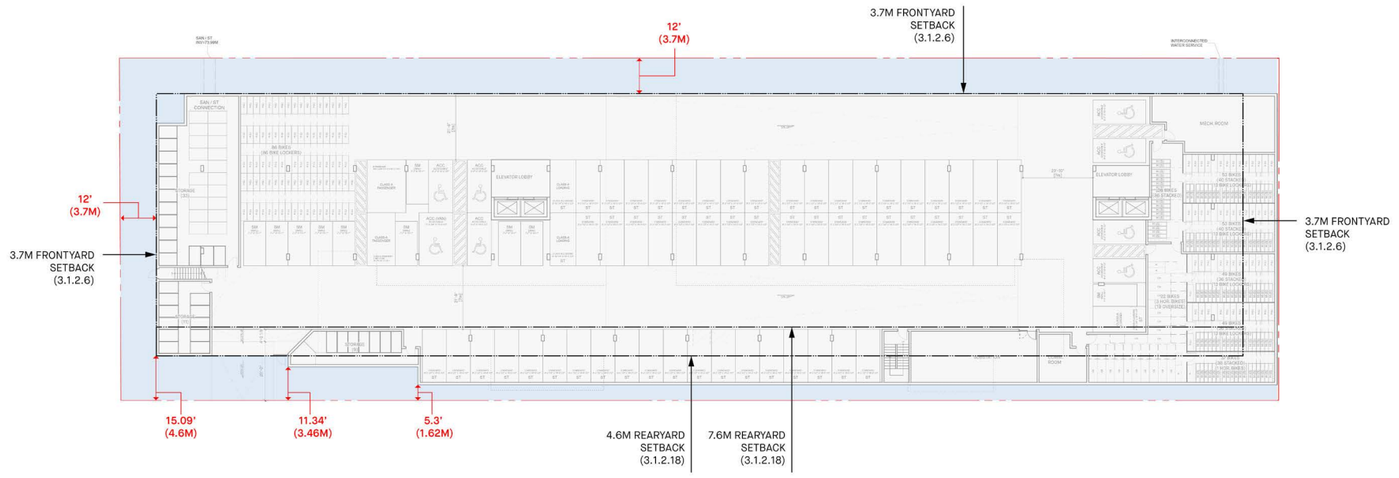
Rationale:

The subject site is a long and shallow site (120M x 35M). With the front yard (3.7M) setback along the W 28th Avenue, a typical double-loaded parking layout (requires 35m deep) is not be feasible. This provides a hardship for the site and an inefficient parkade.

In order to make the parkade layout and parking counts supportable, we propose a relaxation of the below-grade setback facing Ash Street. Since Ash Street is higher than the parking structure along this frontage, we are able to incorporate ground level planting on top of the parkade, and the parkade will not be visible within this setback. From ground level, this relaxation will have no impact, and will help preserve space for bikes and maximum number of parking stalls within a 3 row, 2-aisle configuration.

The general intent of the below grade parking setbacks is to ensure maximum benefit for existing street trees, on-site tree retention and to support rainwater management. To achieve this while having the east parking level extension, we propose to keep 5' rear setback throughout and deeper setbacks around the parking entrance. This will ensure the total below grade setback areas and areas of native soil exceed the area that would be provided by the three frontage setback areas. Additionally, we are proposing to preserve two existing trees on the northwest corner within the property.





EXTERIOR WALL | RELAXATIONS RELATIVE TO RR-2C ZONING GUIDELINES

RELAXATION OF PROVISION:

3.1.2.9 Minimum setback of all exterior walls of the sixth storey from the exterior face of the wall of the storey below, for apartment: 2.4M.

REASON CITED:

3.1.2.21 The Director of Planning may decrease the minimum setback of all exterior walls...

RATIONALE:

The proposed apartment building is generally designed with stacked plates on all levels (except 3 units on the east building on level 6). This deviates from the upper floor step-backs envisioned by the RR-2C Guidelines.

On this site, tree preservation restricts the available footprint for the buildings, making it more difficult to maximize the number of rental units possible on this site.

The design proposes no step-backs in order to provide more energy efficient, easier to construct buildings, and more rental homes.

While the proposal aims to meet the RR-2C Guidelines where possible, this is one relaxation that we feel is strongly warranted and supported under a CD zone.

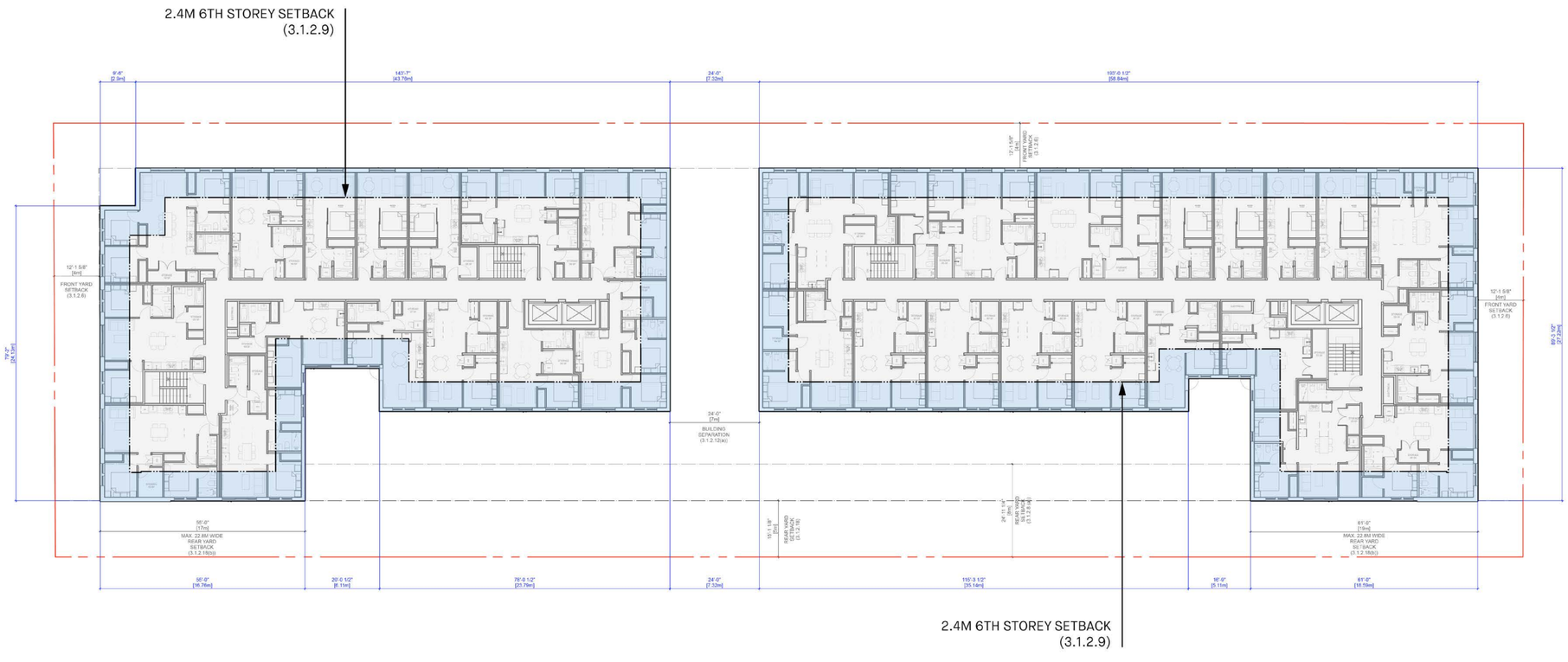
The proposed massing is also in line with the direction that the City is going in with more general height and “glass box” guidelines for mid-rise apartment forms.

SETBACKS PER RR-2C ZONING AND DEVELOPMENT BY-LAW

PROPERTY LINE

RELAXATION

L6 LAYOUT



BUILDING HEIGHT | RELAXATIONS RELATIVE TO RR-2C ZONING GUIDELINES

RELAXATION OF PROVISION:

3.1.2.5 Maximum building height for:
(a) apartment:19.8M/ 6 storeys

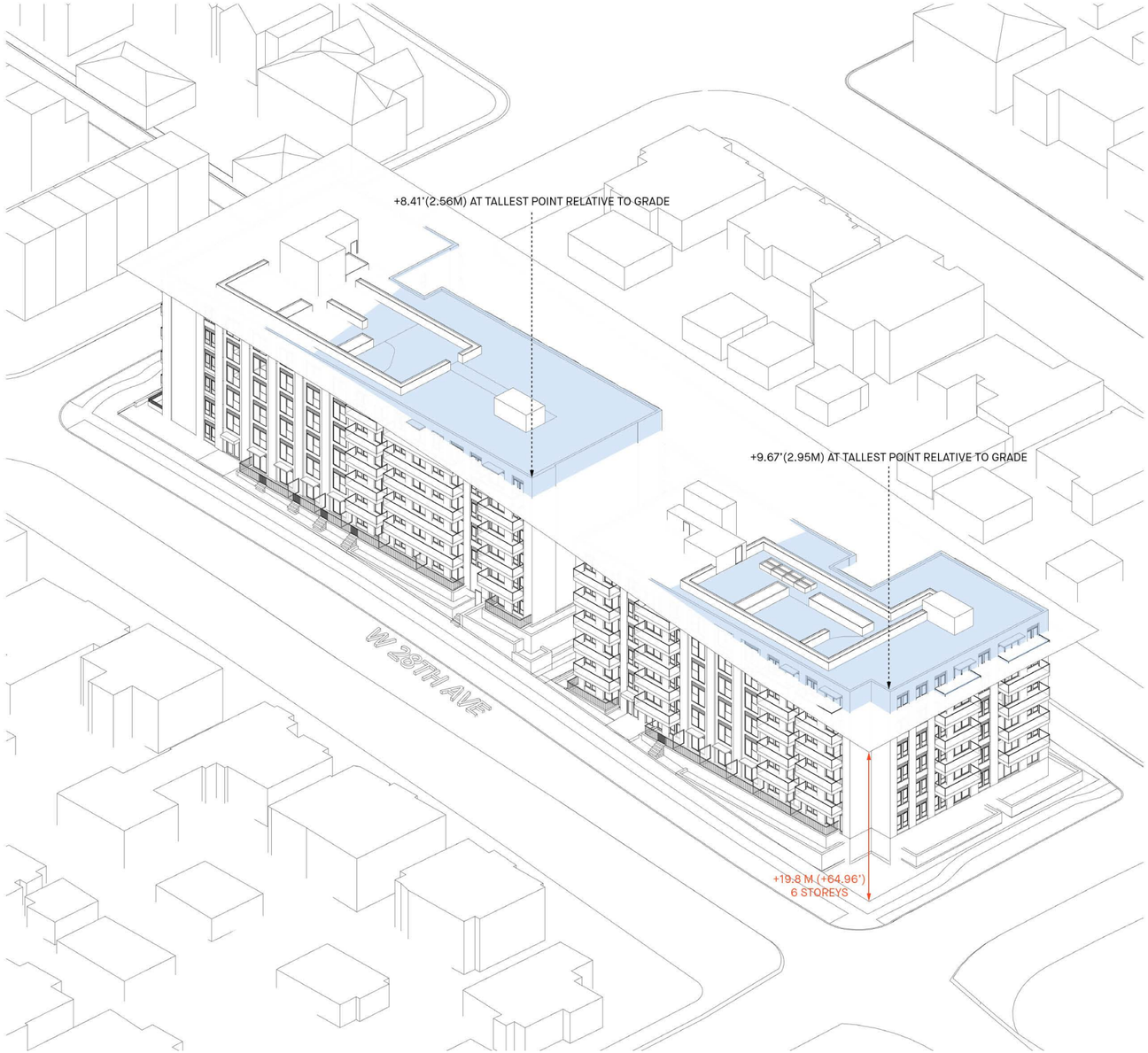
REASON CITED:

3.1.2.15 The Director of Planning may increase the maximum building height and floor-to-floor height, if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

RATIONALE:

The proposed building is slightly above the maximum height allowable under RR-2C as a result of the site topography.

The subject site has a significant slope and elevation change of approximately 29’ across the length of the site. The buildings have been set a different heights to step down along with the slope of the site, and breaking the building down futher is not viable in terms of duplication of vertical circulation and increased inefficiencies. While the buildings are below the maximum height guidelines on the uphill sides of each building, each buiding has a wedge-shaped areas of height overage towards the downhill sides. Pushing the buildings lower into the site is not an option to reduce overall building height as it would create below-grade units on the uphill sides of both buildings, and would further compromise a challenged parkade layout.



RESIDENTIAL AREA IN EXCESS OF 19.8M PER RR-2C

BUILDING WIDTH | RELAXATIONS RELATIVE TO RR-2C ZONING GUIDELINES

RELAXATION OF PROVISION:

3.1.2.11 Maximum building width: 45.7 m

REASON CITED:

3.1.2.25 If the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines, the Director of Planning may vary the maximum building width.

RATIONALE:

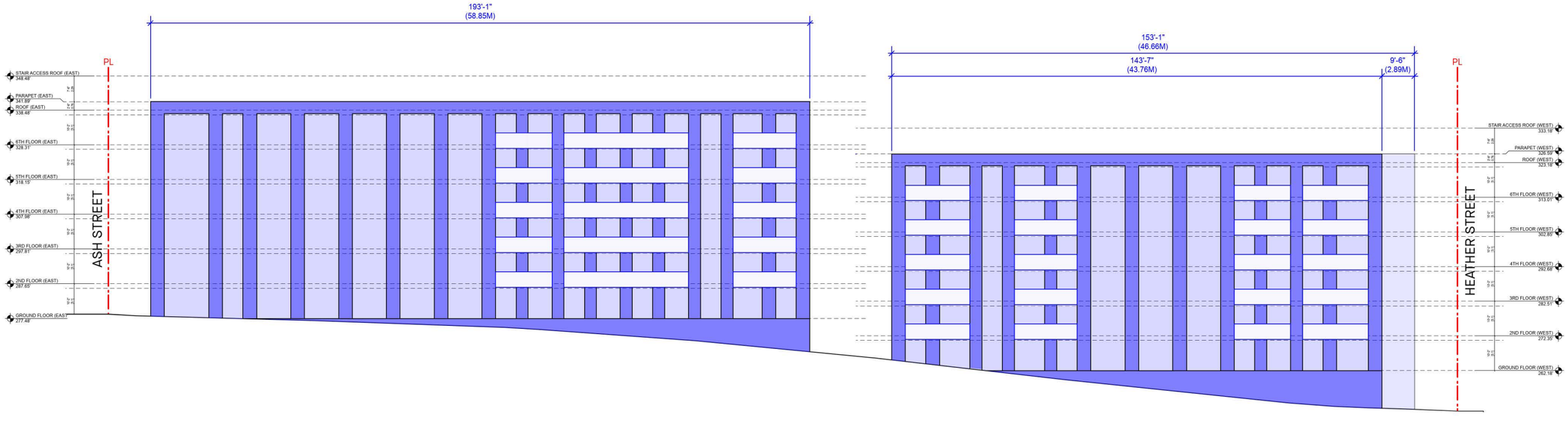
The site slopes down from east to west, showing a relatively gentle gradient for the first half of its width from east property line, followed by a significant drop-off toward the west. To minimize parkade wall exposure and balance off the difference building height resulting from the grade changes, the east building has a slightly wider footprint than the west building.

A 24' (7.32M) separation provided between the two buildings. The width of each building is further broken down by varying balcony expressions and vertical brick piers.

BUILDING MASSING

BALCONY OUTLINE

SECONDARY RECESSED FACADE



CLASS B LOADING | RELAXATION REQUESTED

RELAXATION OF PROVISION:

5.2.1 Dwelling Use: At least one space for 100 to 299 dwelling units; a minimum of one additional space for 300 to 499 dwelling units; and at least one additional space for any portion of each additional 200 dwelling units.

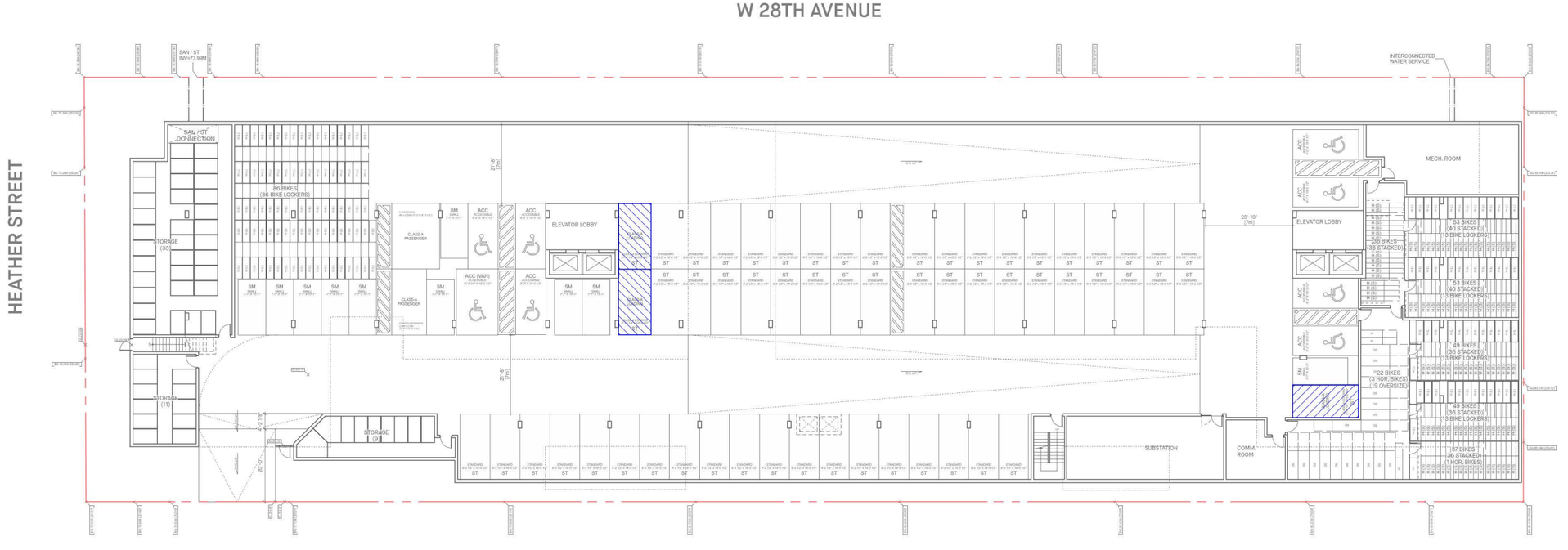
RATIONALE:

According to Parking by-law section5, a class-B loading requires 3.8m clear height and the access must be within the development. The access route from loading to each building should also be a stair-free access. When inputting those parameters to this site which has a steep slope, it becomes very challenge. At-grade loading is almost the only option in this case, but to serve the two apartment buildings that have over 15' in elevation difference without a step would require much longer access route from residential entrance of each building and will also sacrifices some patio spaces from each at-grade units.

To maximize the balcony/patio space for each at-grade units and utilize the space more efficiently we propose providing two additional Class A loading stalls within the parkade in place of a Class B loading stall at grade. This will allow accessible path from Class A loading to elevator at Parking level with efficient travel route. Moreover, this will improve the livability of at-grade units, sparing these residents from the noise and maneuvering of Class B loading immediately beside their living spaces.

PROPERTY LINE

CLASS A LOADING STALLS



SHADOW STUDY



MARCH 21 | 10:00 AM



MARCH 21 | 12:00 PM



MARCH 21 | 2:00 PM



MARCH 21 | 4:00 PM



JUNE 21 | 10:00 AM



JUNE 21 | 12:00 PM



JUNE 21 | 2:00 PM



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SHADOW STUDY



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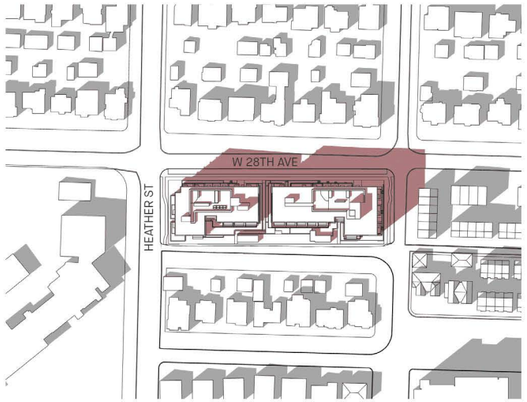

SEPTEMBER 21 | 4:00 PM



DECEMBER 21 | 10:00 AM



DECEMBER 21 | 12:00 PM



DECEMBER 21 | 2:00 PM



DECEMBER 21 | 4:00 PM

AERIAL PERSPECTIVES



NORTHWEST



NORTHEAST

AERIAL PERSPECTIVES



SOUTHWEST



SOUTHEAST

RENDERING



PROPOSED BUILDING | VIEW AT