395 W Broadway

Rezoning Amendment Submission

January 19th, 2026

Perkins&Will



A finely proportioned landmark structure that hosts a secured rental housing while supporting future growth and contributing significantly to economic, environmental, and social aspirations of the Broadway Plan.

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A street view along W Broadway showing a fully activated public realm with ground-oriented retail units and residential lobby.

Section 1.0

Executive Summary

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1.1 Introduction

1.1.1 Purpose of this report

This report is prepared for Bonnis Properties to assist in the application for Rezoning at 365-395 W Broadway.

1.1.2 Structure of this report

This report summarizes the work completed in the Rezoning phase of 365-395 W Broadway. The report is broken down into six sections:

01 Executive Summary: An executive summary of the project describing the rezoning application statement and project concept design intent.

02 Context and analysis: A site analysis illustrating the urban context surrounding the building with key urban existing and future context elements that impact the project highlighted.

03 Applicable Policy and Rezoning Rationale: Regulatory and planning policy depicting implications of city zoning and by-laws on the project.

04 Sustainability: An environmental analysis looking at preliminary targets and strategies under the Green Buildings Policy for Rezonings.

05 Design Proposal: This section provides design rationale on the proposed scheme. It also includes some preliminary considerations for facade design.

06 Architectural Drawings: In addition to basic information about the project including program and development statistics summary, this section documents the proposed design scheme in appropriate detail for the Rezoning application.

07 Landscape Drawings: This section provides design rationale on the landscape design approach, as well as landscape drawings.

08 Appendices: While separate documents have been provided, this section includes a Green Building Policy for Rezonings report and a transportation report.

1.1.3 Project Team

Client	Bonnis Properties
Architect	Perkins&Will
Landscape	PSF Studio
Structural Engineer	Equilibrium Consulting
Mechanical Engineer	CIMA
Civil Engineer	Vector Engineering Services Ltd.
Traffic Consultant	Bunt and Associates

1.1.4 Reference Documents

Broadway Plan (including Council motions) - September 2022

Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report, 2007

Vancouver Plan 2050 - July 2022

Zoning and Development By-law, C-3A District Schedule, 2021

Green Buildings Policy for Rezonings, last amended May, 2022

View Protection Guidelines, last amended July 2024

CoV Staff Preliminary Review Response of the Original Submission, March 2023

1.2 Development Summary and Project Intent

This Application for Rezoning concerns the redevelopment of 365–395 W Broadway in Vancouver, British Columbia, from C-3A to CD-1, with a proposed density of 22.04 FSR enabled through the Broadway Plan. The proposal represents an opportunity to deliver a much-needed mixed-use rental residential project that will expand the City's secured market rental housing stock, reinforce the Broadway Plan's vision for Central Broadway, and contribute meaningfully to a more walkable, transit-oriented urban environment.

Located at the prominent intersection of W Broadway and Yukon Street, and one block from the Broadway–City Hall Station, the site benefits from exceptional multi modal access. Its elongated and relatively flat configuration presents both constraints and opportunities that have shaped the development approach, massing, and architectural expression.

A **single-loaded corridor configuration** organizes the residential floors, with units oriented toward W Broadway and the east and west directions. This strategy ensures excellent access to daylight, views, and natural ventilation, while maintaining appropriate tower separation from the future development potential across the lane. The arrangement supports long-term livability for residents while respecting the development viability of neighbouring sites.

The architectural and structural concept is rooted in a **clear structural order** that organizes the tower's massing and sets the tone for both functional clarity and dimensional discipline. This results in a clean, proportionally balanced, and rhythmically composed façade that is visually calm and refined. The simplicity of the architectural expression reinforces the building's slender profile, allowing it to sit comfortably within the emerging Broadway skyline.

At the base of the building, the project introduces a **generous Privately Owned Public Space (POPS)** at the Yukon Street corner. This landscaped plaza, combined with a continuous run of active at-grade commercial units along W Broadway, creates an engaging and animated public realm that supports the Broadway Plan's ambition for an enhanced pedestrian-oriented Great Street. The widened sidewalks, continuous retail frontage, and opportunities for gathering help strengthen the public realm and contribute positively to the neighbourhood experience.

In response to the site's constrained geometry and its implications for servicing and access, the proposal does not include an office component. The narrow footprint and lane configuration limit the ability to provide the loading and servicing requirements typically associated with office use, without compromising either retail continuity or overall project viability. Prioritizing continuous retail frontage and secured rental housing yields a more coherent ground-plane condition and a more financially viable development model while still aligning with the City's broader objectives for housing and transit-oriented growth.

Rising to 33 storeys (within the height limits established by the Queen Elizabeth Park View Cone 3.2.3), the proposed building adds 196 secured rental homes supported by rooftop and podium-level amenities. This mixed-use development will help strengthen Central Broadway as Vancouver's "second downtown," expanding rental housing supply, enhancing the pedestrian experience, and supporting the continued evolution of the Broadway Corridor into a vibrant, transit-oriented urban district.





An aerial photograph from an adjacent south-east corner of the site looking out towards the Burrard Inlet and downtown Vancouver.

Section 2.0

Context and Analysis

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2.1 Regional Context

The project site is categorized in the Broadway Plan as Broadway Shoulder Area East. While being primarily comprised of businesses served by local and regional rapid transit, and surrounded by a critical mass in business, retail, and civic institutions, the Broadway Shoulder Area East provides a transition along Broadway between Uptown and the mixed-use hub around Main Street. With a variety of older office buildings that contribute to the diversity of office space in Central Broadway, this area is an important employment centre in all of Metro Vancouver. This extensive mix of workers, businesses and services provides a distinct vibrancy to the area, while being fundamental to a creative and growing economy.

Based on the City of Vancouver Housing Needs Report in April 2022, since the 1970s the overwhelming majority of completions in Vancouver and the region have been condominium and freehold ownership housing rather than purpose-built rental. Over 80% of Vancouver's purpose-built rental housing was built prior to 1980. See image 1 on next page.

The report also states that most new Vancouverites are renting their homes with ownership costs out of reach for many residents. Over half of all households in Vancouver rented their homes as of the last census in 2016. This represented 150,750 households, most living in market rental housing. Low vacancy rates in both primary and secondary markets are signs of the strong demand for market rental housing and pressure on the existing stock. Data on the relationship between rents and vacancy rates (image 2 on next page) indicate that higher rental vacancy is associated with slower rent increases. Seventy-four percent of the purpose-built rental market stock was built before 1980 and is now reaching the end of its natural life or in need of major repairs; almost no new rental was added from 1980 to the late 2010s in Vancouver.

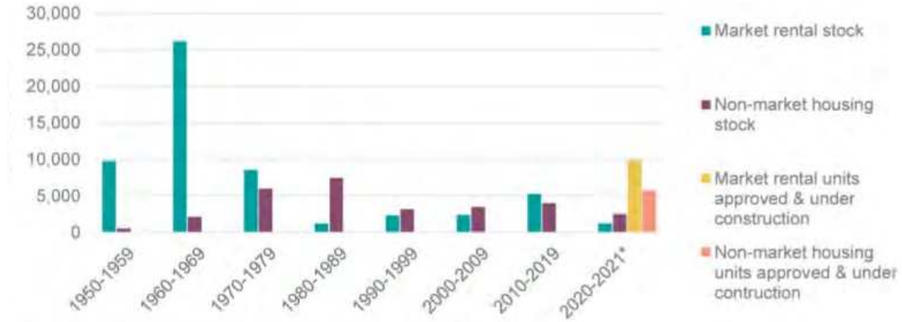


5 Minute Walk Radius

0 100 200 500 1000 m

Regional Context



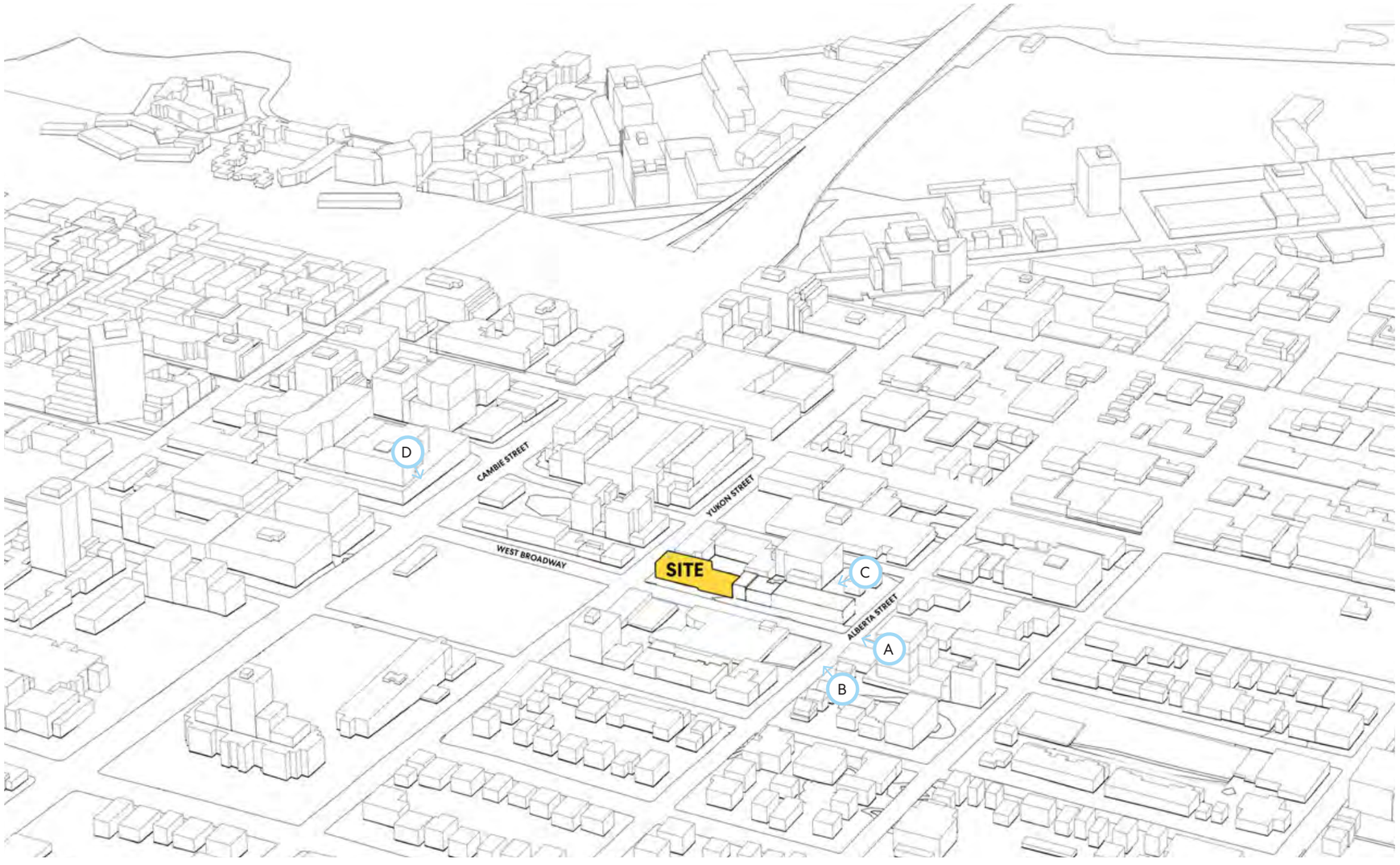


tal housing stock by period, Vancouver. City of Vancouver Housing Needs Report, April 2022.



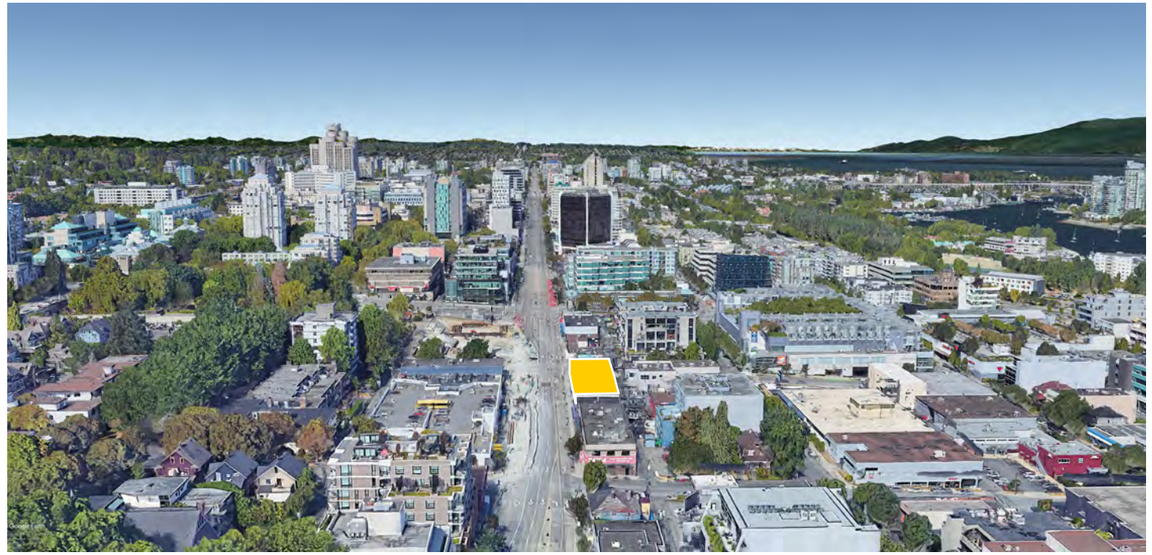
Annual average rent increase compared to vacant rate, Vancouver, City of Vancouver Housing Needs Report, April 2022

2.2 Existing Conditions



Located in the Broadway Corridor, the site sits near the intersection of Cambie Street and West Broadway with close proximity to Broadway-City Hall Station.

Existing Conditions



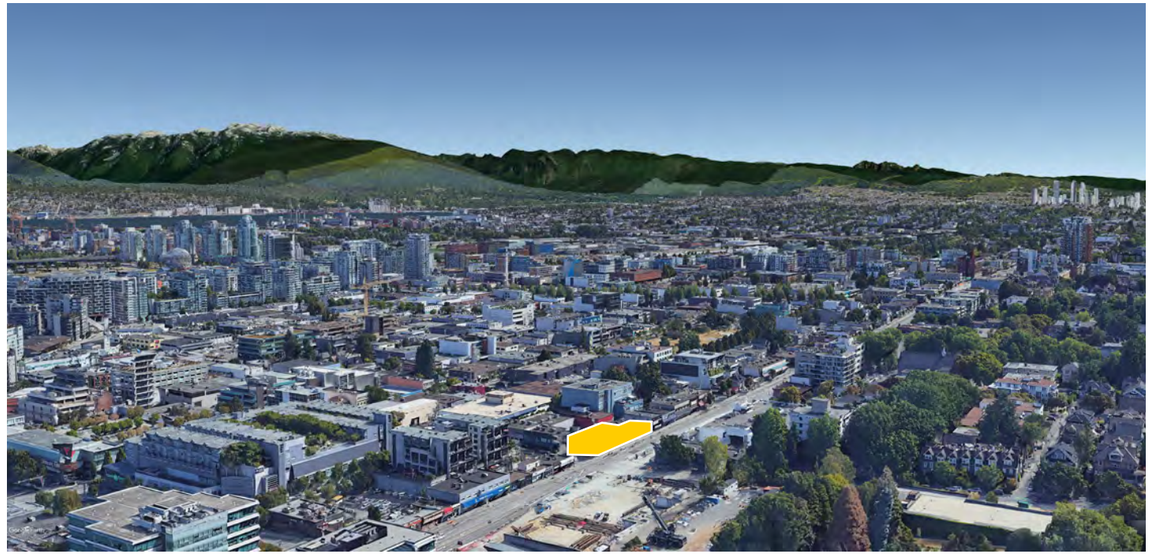
A. *West Broadway, looking West*



B. *West Broadway, looking North-West*



C. *West Broadway, looking South-West*

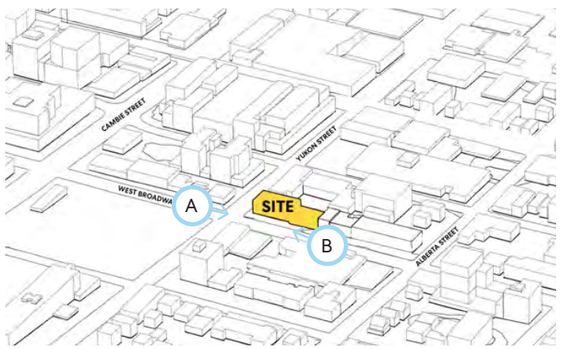


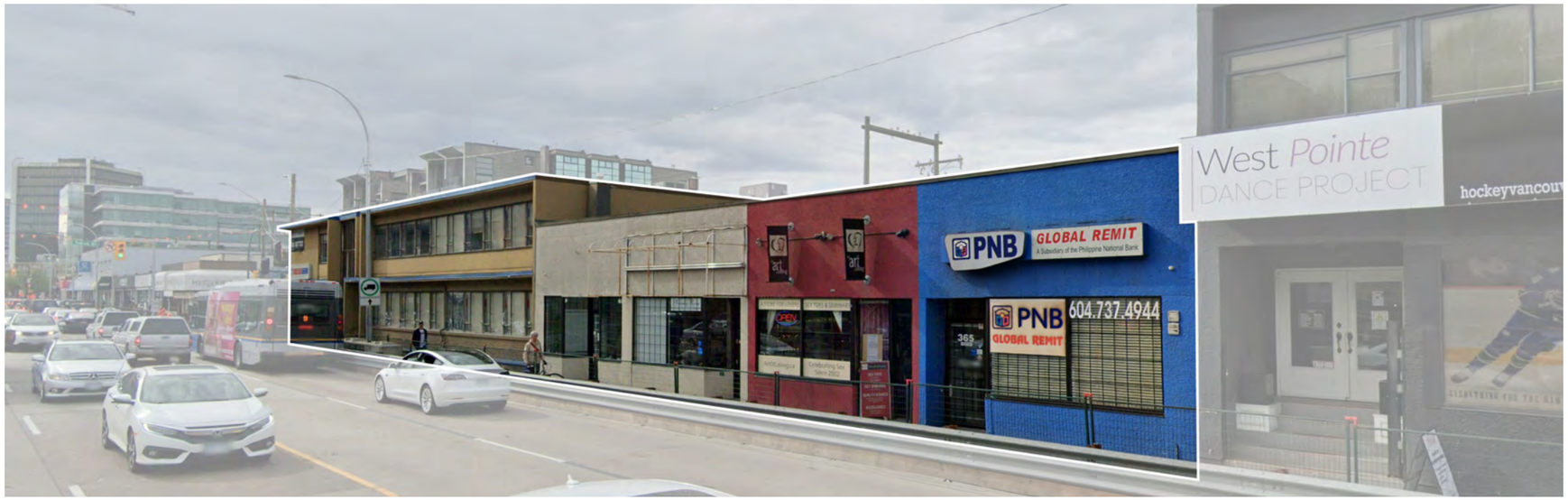
D. *West Broadway, looking North-East*

Existing Conditions



A. *West Broadway, looking North-East*



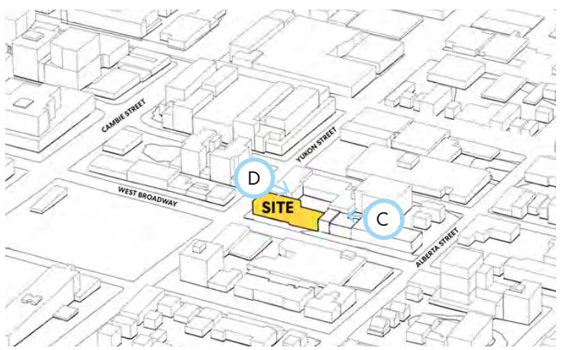


B. *West Broadway, looking North-West*

Existing Conditions



C. *Alleyway, looking South-West*





D. *Yukon Street, looking South-East*

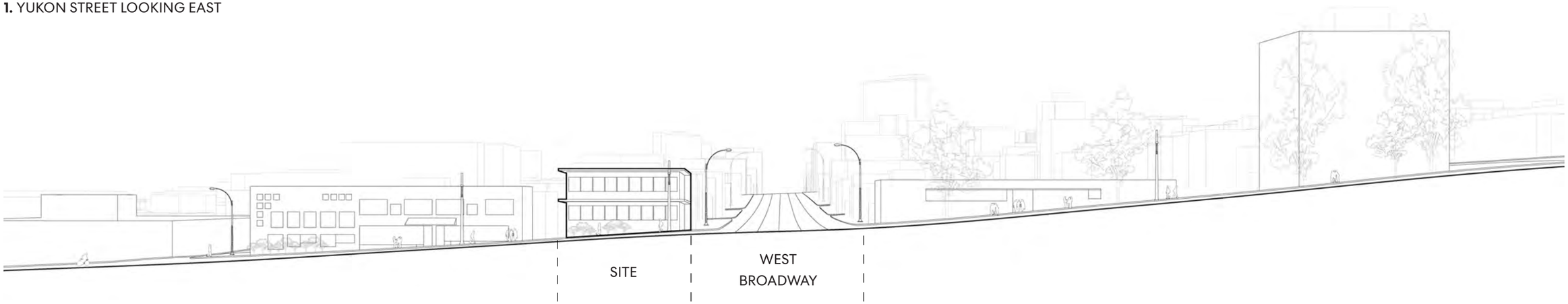
2.3 Street Elevations



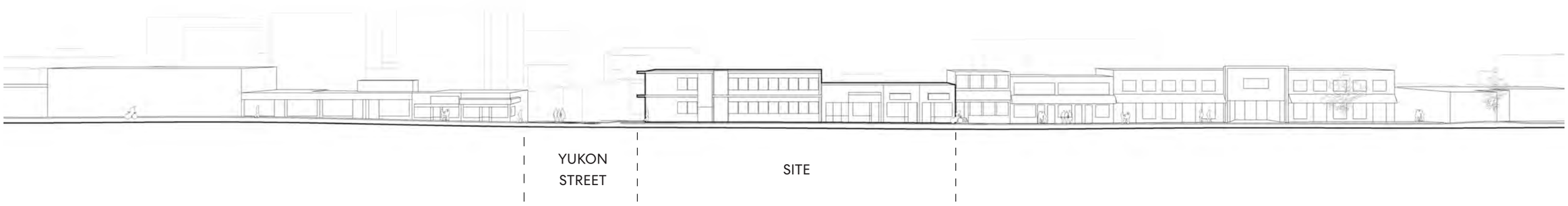
The site is located at 395 West Broadway with West Broadway to the South, West 8th Avenue to the North, Yukon Street to the West, and Alberta Street to the East.

Street Elevations

1. YUKON STREET LOOKING EAST

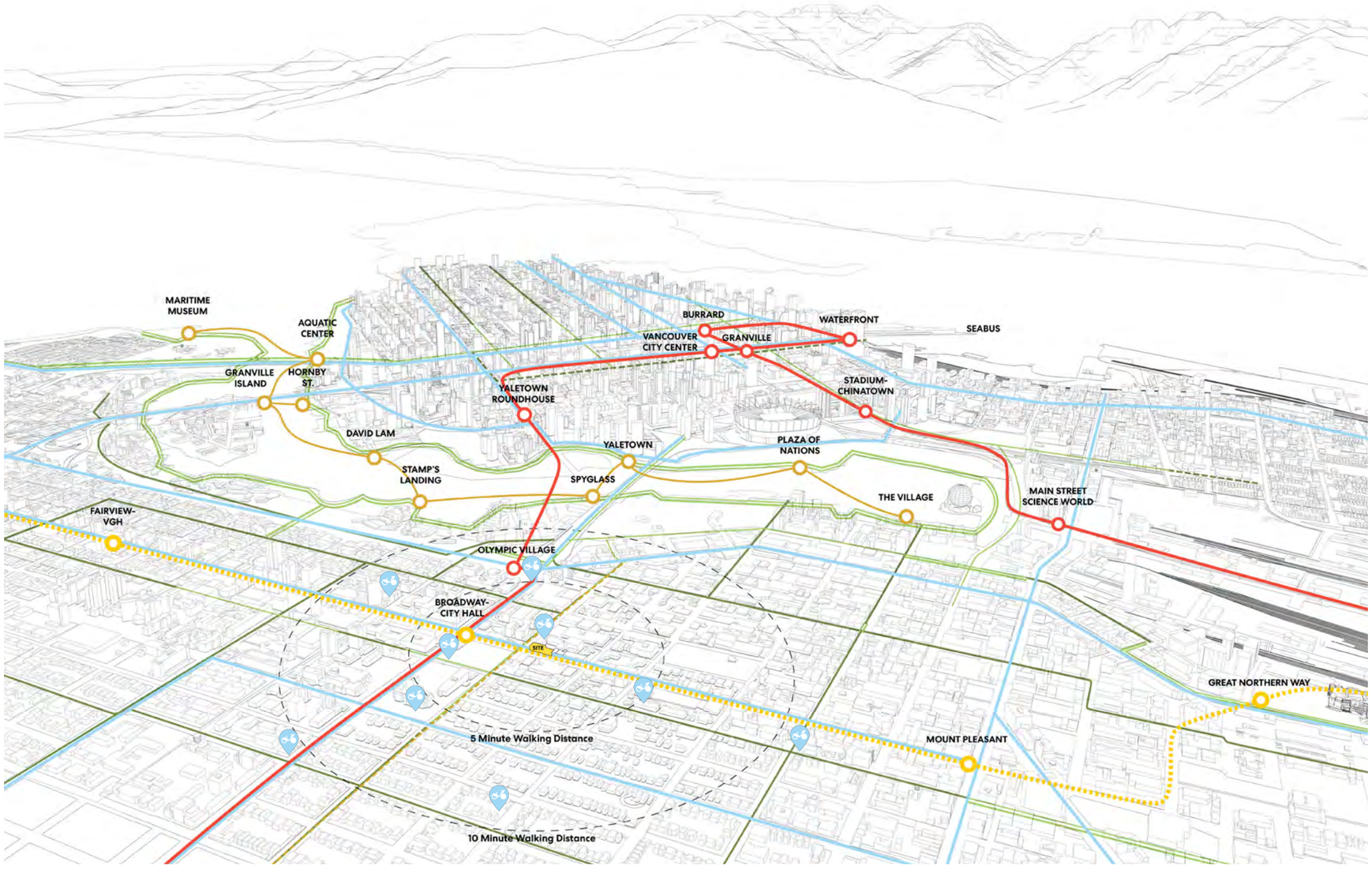


2. WEST BROADWAY LOOKING NORTH



2.4 Transportation

- Future Skytrain Line
- Future Skytrain Station
- Existing Skytrain Line
- Existing Skytrain Station
- Passenger Ferry
- Bus Route
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane
- Mobi Bike Station
- Walk Radius
- Loading Street

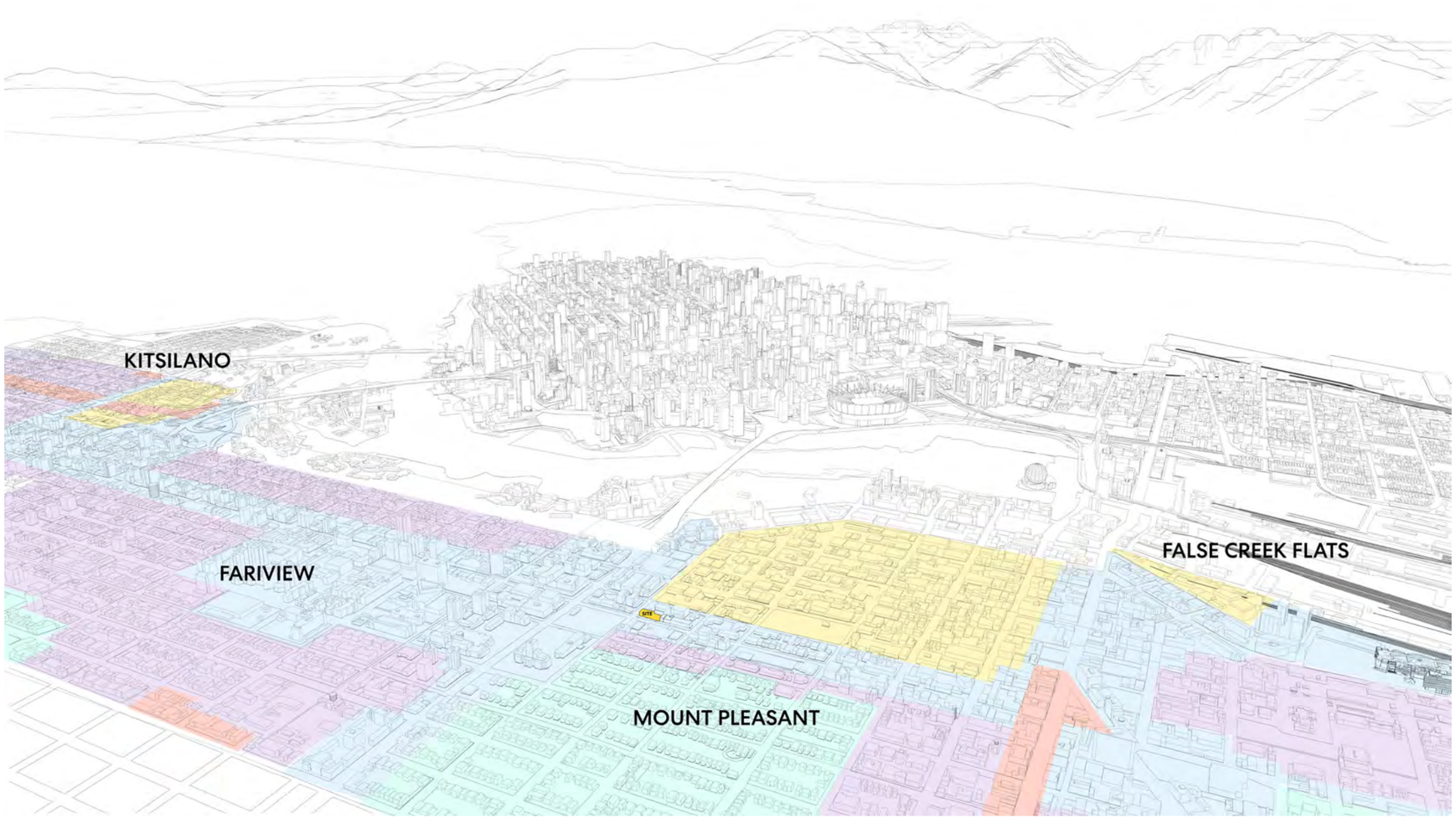


Located in the Broadway Corridor, the site benefits from abundant access to current and future transportation infrastructure.

The proximity of designated bike lanes on West 10th Avenue and Yukon Street as well as nearby bike share stations results in easy travel east and west, along with convenient access to downtown Vancouver and beyond.

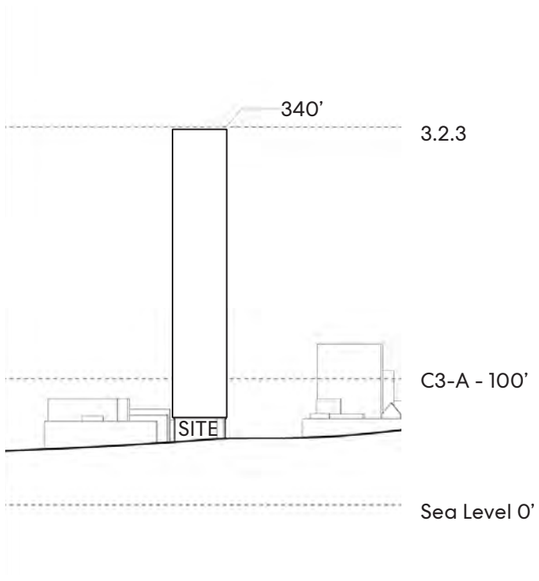
2.5 Zoning District / Broadway Plan

- Industrial
- Residential RM/FM
- Residential RT/RS
- Centres
- Villages



While located in the C-3A zoning district, the site is characterized as Centres-Shoulder Areas in the Broadway Plan. The plan direction for Centres is the strengthening of Central Broadway as Vancouver's second downtown by providing new opportunities for mixed-use development through increased heights and densities.

2.6 View Cone Analysis





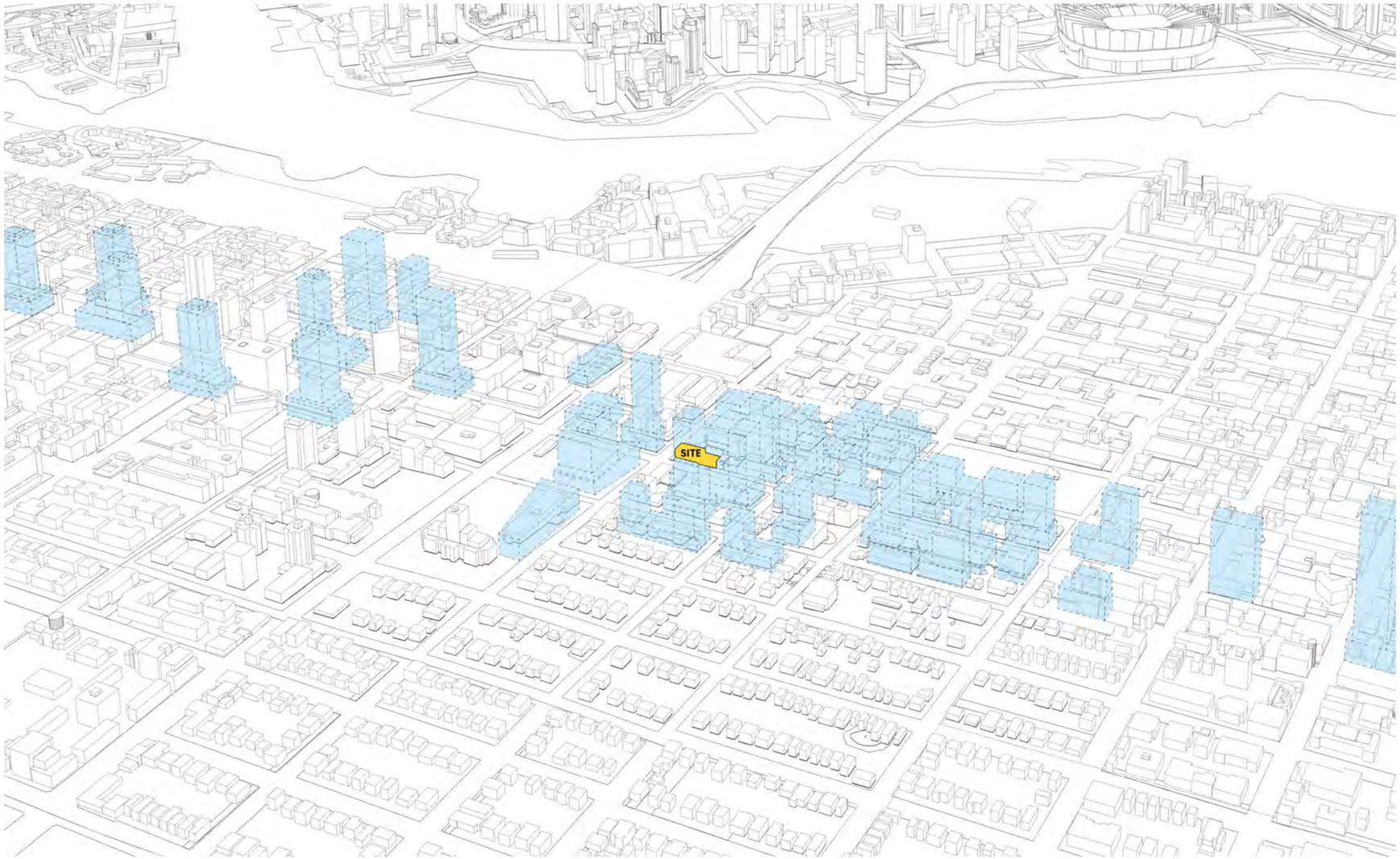
In compliance with the updated view cone requirements and the Broadway Plan, the proposed building height is below the most restrictive view cone - Q.E. View Cone 3.2.3.

2.7 Future Context Along Broadway

Speculative Future Context

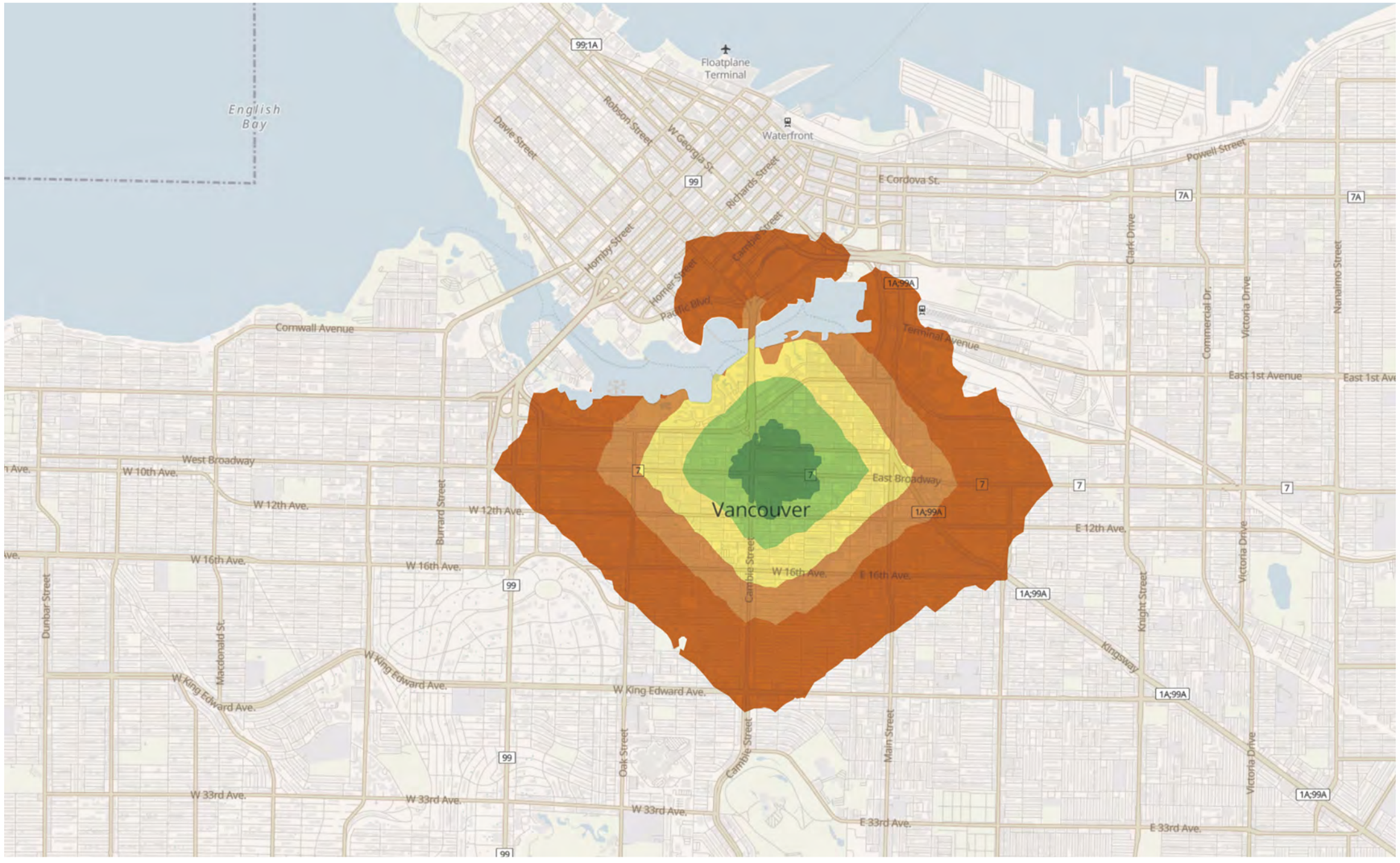
The 30-year Broadway Plan will focus on opportunities to integrate new housing, jobs, and amenities around the new Broadway Subway. The plan will address the need for increased job space, improving housing affordability and adding new or improved transit connections. In anticipation of the plan, the Broadway corridors are likely to see increased height and density in the form of office and residential towers.

As part of the Broadway Plan, the surrounding area will see increased growth and density, further establishing the Broadway corridor as an important commercial centre in the development of Vancouver as a whole.



2.8 Walk Shed

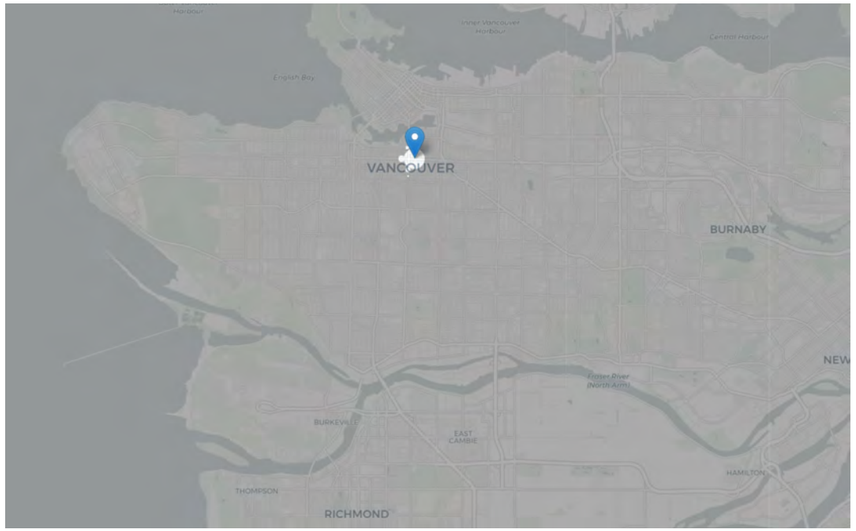
- 5 Minute Walk
- 10 Minute Walk
- 15 Minute Walk
- 20 Minute Walk
- 30 Minute Walk



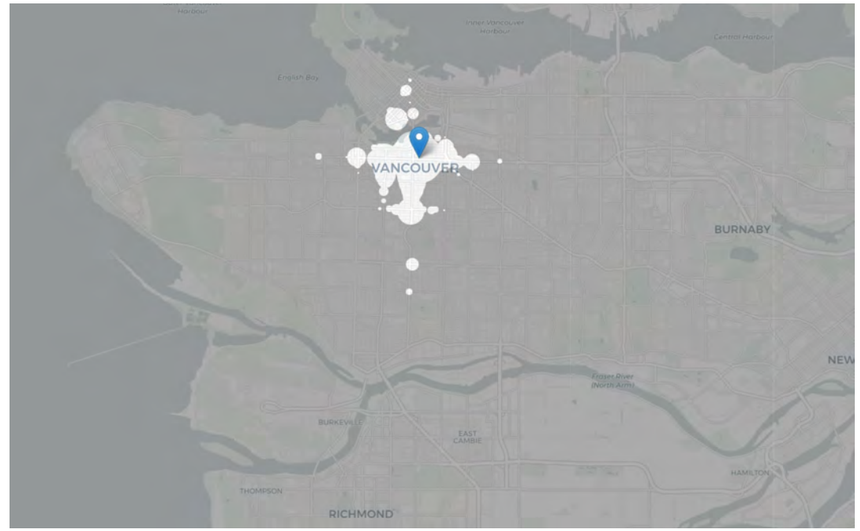
The site has a walk score of 95 out of 100, and a bike score of 86. Daily errands do not require a car as a variety of goods, services, and amenities are located close by. Multiple transit options are easily accessible if needed.

2.9 Transit Shed

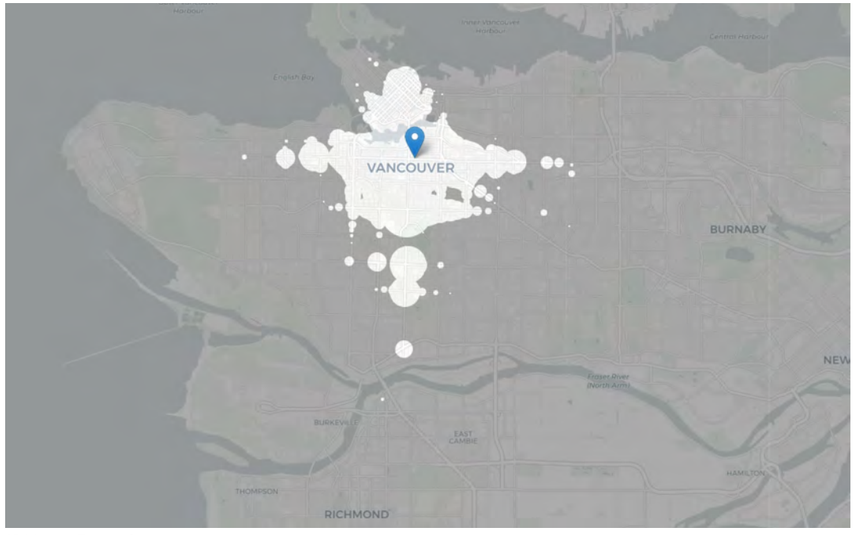
The site has a transit score of 87 out of 100 due to the availability of exceptional public transportation. Immediate access to major transit routes provides convenient connections to the rest of Vancouver.



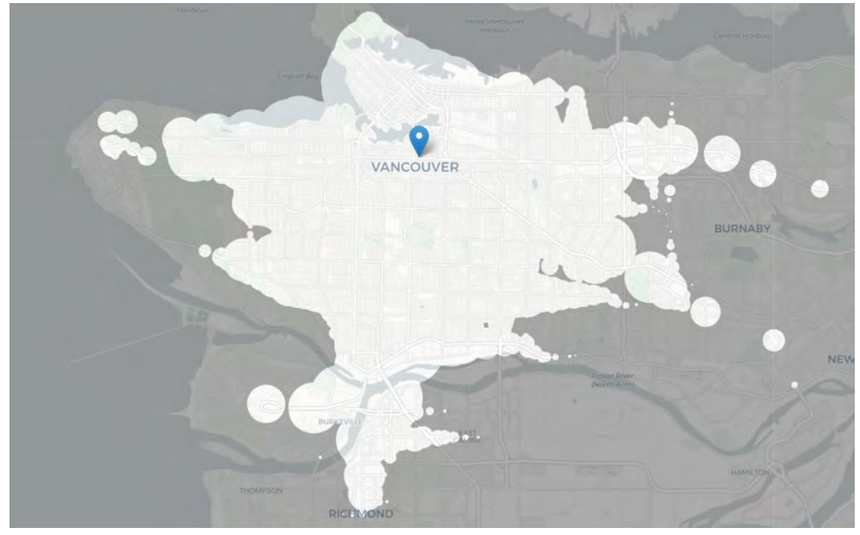
5 Minute Transit Shed



10 Minute Transit Shed



15 Minute Transit Shed



30 Minute Transit Shed

Image Source: *Mapnificent, OpenStreetMap*

2.10 Surrounding Amenities

Food

1. *Whole Food's Market*
2. *Joti's No Frills*
3. *Save on Foods*

Restaurants/ Cafes

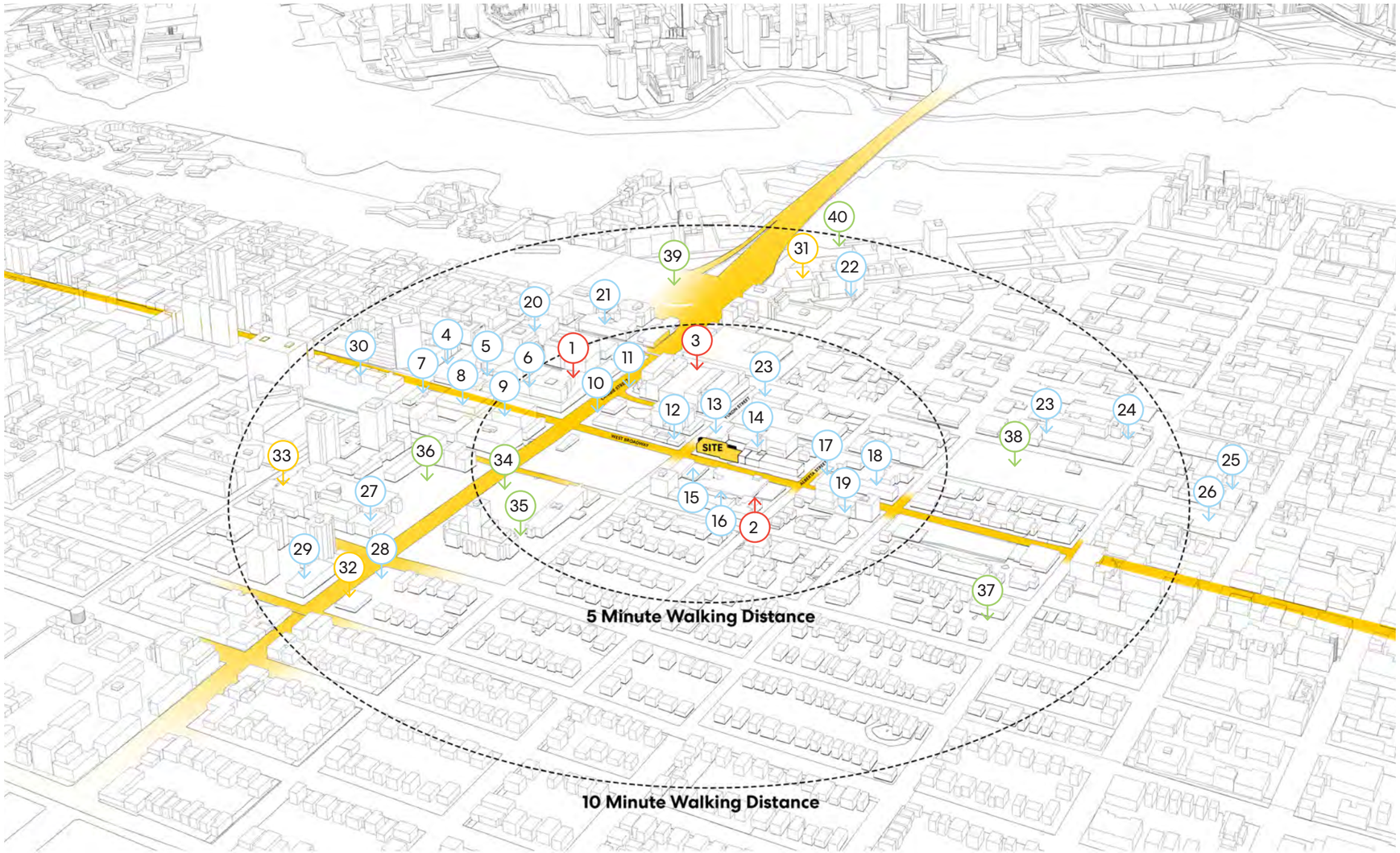
4. *Cactus Club Cafe*
5. *ONIGIRI YA*
6. *McDonald's*
7. *Hokkaido Ramen Santouka*
8. *Yolks*
9. *Chipotle Mexican Grill*
10. *A&W*
11. *Wendy's*
12. *Menya Raizo*
13. *La Taqueria Pinche Taco Shop*
14. *Pokerrito*
15. *Sushi California*
16. *The Greek - Broadway*
17. *Fat Burger*
18. *Drunken Chocolatier*
19. *Forêt Noire Cafe*
20. *Caffe Citadella*
21. *Remi Patisserie*
22. *Starbucks*
23. *Emelle's Catering & Westside Kitchen*
24. *Casa Molina*
25. *Elysian Coffee*
26. *33 Acres Brewing Company*
27. *ChiuChow Seafood Restaurant*
28. *iDen & Quan Ju De Beijing Duck House*
29. *The Golden Horn Turkish Bakery & Cafe*
30. *A.BENTO*

Fitness

31. *Anytime Fitness*
32. *Orange Theory Fitness*
33. *Fitness World*

Parks/Greenspace

34. *Vancouver City Hall Community Garden*
35. *Manzo Nagano Garden*
36. *Cambie Square Community Garden*
37. *Major Matthews Park*
38. *Jonathan Rogers Park*
39. *Barbara Howard Plaza*
40. *Olympic Village Off Leash Dog Park*



Located at one of the busiest intersections in City of Vancouver, the site is surrounded by a range of restaurants and amenities, including parks and green spaces.

2.11 Public Realm / Heritage Buildings

- Park & Community Garden
- Civic & Cultural Institution
- Heritage Building

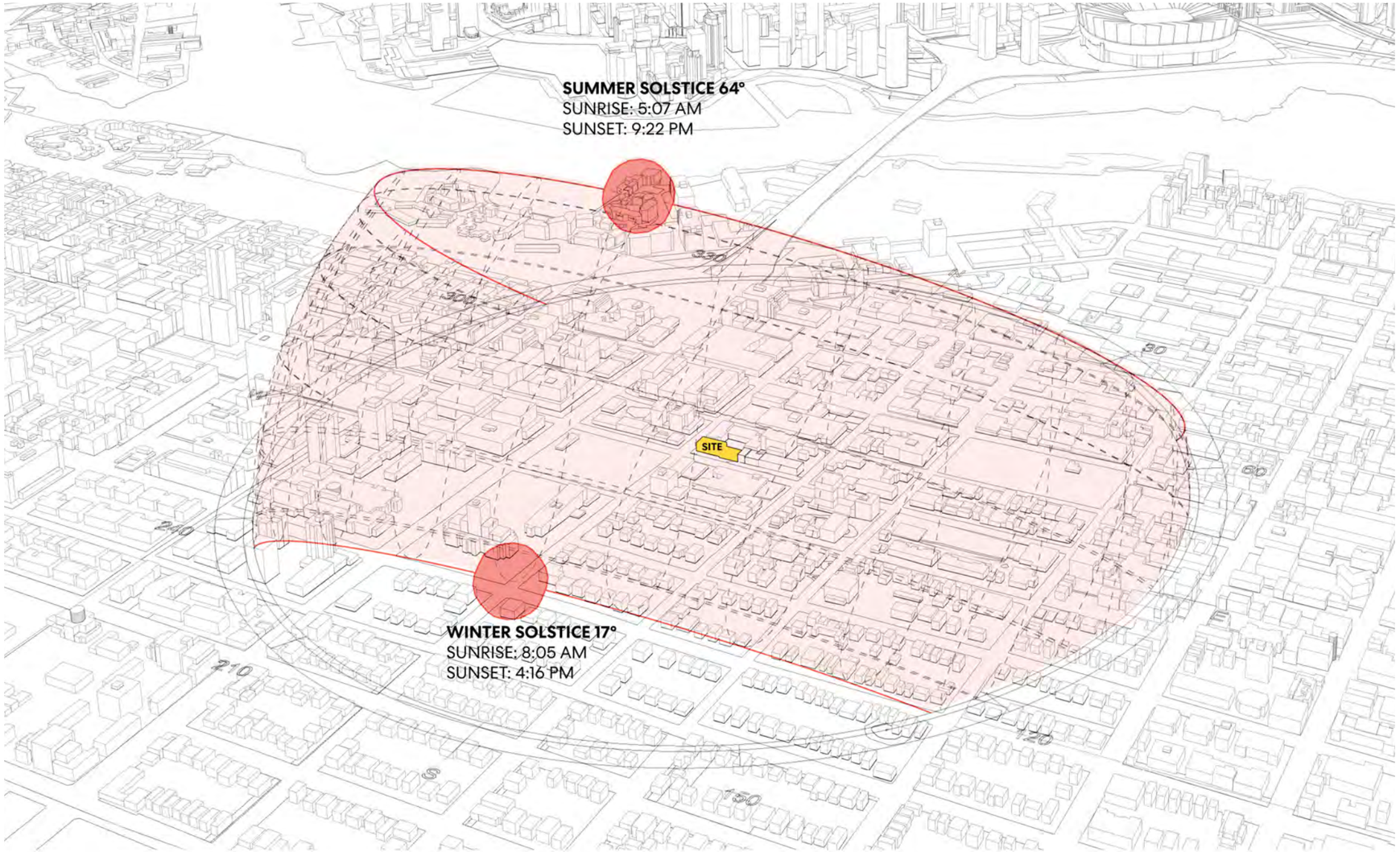


1. *Vancouver City Hall Community Garden*
2. *Manzo Nagano Garden*
3. *Cambie Square Community Garden*
4. *Barbara Howard Plaza*
5. *Olympic Village Off Leash Dog Park*
6. *Jonathan Rogers Park*
7. *Major Matthews Park*
8. *VCA Canada Vancouver Animal Emergency and Referral Centre*
9. *Vancouver City Hall*
10. *UBC Medical Student & Alumni Centre (MSAC)*
11. *UBC Cancer Agency Outpatient Pharmacy*
12. *Canadian Cancer Society*
13. *City Hall Day Care I & II Society*
14. *Development and Building Services Centre*
15. *Broadway City Hall Station*
16. *Blanche MacDonald Centre*

Civic & cultural institutions located within heritage buildings include the following:

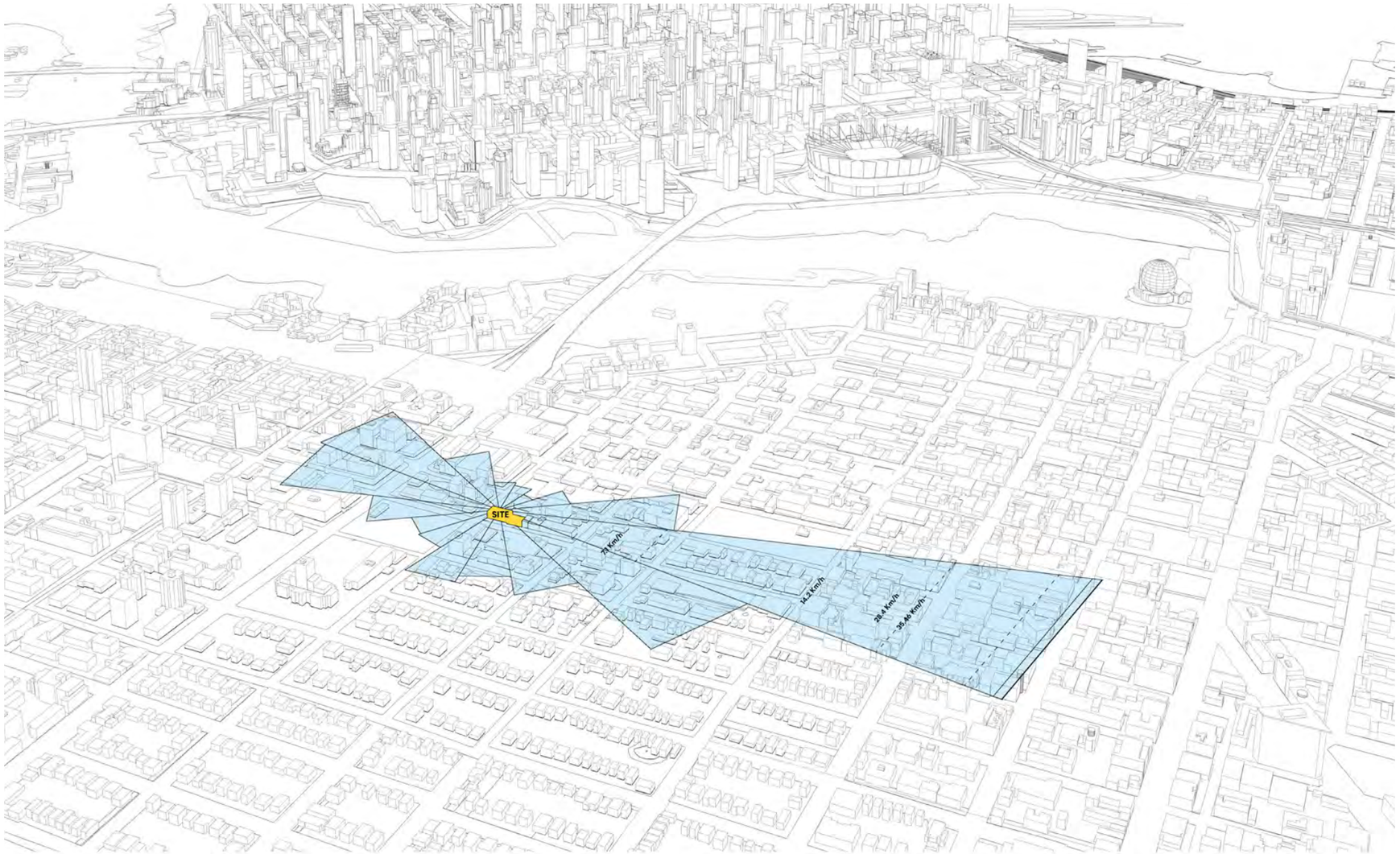
- *VCA Canada Vancouver Animal Emergency and Referral Centre*
- *Vancouver City Hall*

2.12 Solar Analysis



This diagram identifies the relative position of the sun throughout the year at hourly intervals. Understanding the solar geometry of the site will allow for the optimization of the massing and organization of functional uses to achieve the greatest positive influence on the site and overall design performance of the building.

2.13 Wind Analysis



This diagram identifies the wind patterns expected on the site, with the shaded blue region indicating that there is a prevailing easterly wind on the site.

The numbers indicate the speed of the wind. Larger gaps between wind speeds indicate a greater percentage of wind at that speed.

The highest percentage of wind expected is in the range of 14 km/h, while the site rarely receives winds at or above 35 km/h.

The subject site is located in the Broadway Corridor_Choice-of-Use Area, recognized for its importance as a major transportation corridor with the capacity for intensified mixed-use in the area.

Section 3.0

Rezoning Rationale

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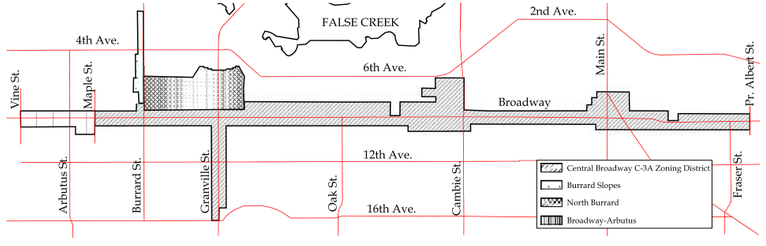
3.3 Overview of City Goals 34

Rezoning Policy Analysis Summary:

- The proposed rezoning complies with the Broadway Plan's land-use framework, which identifies residential use as an appropriate and encouraged program for development within the Broadway Shoulder Areas. While the Plan establishes an expectation for one level of office use, it also notes that this requirement may be waived for uniquely constrained sites where geometry, access, servicing conditions, or frontage limitations materially limit the ability to accommodate office space.
- For this site, the combination of an exceptionally narrow footprint, elongated lot geometry, and the lane's limited capacity for loading and servicing creates conditions that significantly restrict the feasibility of an office program. As such, the proposal does not include an office component. Prioritizing continuous ground-level retail and secured rental residential uses supports a more coherent and efficient ground-plane organization, strengthens the active streetscape, and aligns with the City's broader objectives for housing supply, transit-oriented development, and improved public realm performance.
- At the street level, the project continues to meet and exceed key Broadway Plan intentions. The ground floor is programmed entirely with active retail uses, consistent with policy direction for commercial continuity along W Broadway. The proposal also introduces a generous Privately Owned Public Space (POPS) at the Yukon Street corner—an enhancement not required by policy but deliberately provided to contribute to the public realm. This public realm offers expanded pedestrian space, landscaping, opportunities for social interaction, and a more inviting public edge that strengthens the broader Broadway streetscape envisioned in the Plan.
- The building height is fully compliant with City requirements, remaining below the most restrictive Queen Elizabeth Park View Cone 3.2.3. The form of development has been carefully shaped to respond both to the view-cone geometry and to the urban design intent for slender towers that contribute gracefully to the emerging Broadway skyline.
- Tower separation standards have been met through ongoing collaboration with City Planning staff, ensuring that the proposed massing does not compromise the development potential of adjacent sites. This includes both the smaller parcels to the east and the commercially zoned properties across the lane to the north. The design maintains appropriate clearances to support livability, future development flexibility, and long-term urban performance.
- Generous setbacks have also been incorporated to reinforce the public realm and interface with future infrastructure. Along Yukon Street, the building provides a significant setback to accommodate the POPS and enhance corner visibility. Along W Broadway, an increased setback ensures a minimum 18 ft distance from the future curb line, supporting the City's Broadway Great Street vision and allowing for wider sidewalks, planting, seating opportunities, and a more comfortable pedestrian experience.
- Overall, the proposal aligns strongly with the policies and intentions of the Broadway Plan. It delivers secured rental housing, maintains continuous active retail frontage, incorporates meaningful public realm improvements, respects view cone constraints, and ensures appropriate tower separation for future area growth—resulting in a high-quality development that contributes to the evolution of Broadway as Vancouver's second downtown.

3.1 C-3A Zoning District & Central Broadway Urban Design Guideline

C-3A District Schedule



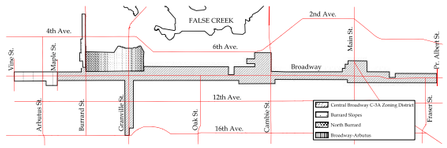
CENTRAL BROADWAY C-3A URBAN DESIGN GUIDELINES

Adopted by City Council on March 23, 1976
Amended February 22, 1977, June 24, 1993, September 10, 1996 and July 7, 2004

Explanatory Note

These guidelines were adopted by City Council in March 1976 and later amended to include the west side of Burrard Street from 1st to 6th Avenues in 1977. Subsequently, this portion of Burrard Street and the Arbutus Sub-area have been removed and are dealt with in separate guidelines. The Guidelines in this document now apply to all portions of Broadway and adjacent lands zoned C-3A except for the Burrard Slopes, North Burrard and Broadway-Arbutus areas as indicated on the map. These areas are dealt with in the following guidelines:

- The "Burrard Slopes C-3A Guidelines" adopted in 1993.
- The "North Burrard C-3A Guidelines" adopted in 2002, and
- The "Broadway Arbutus C-3A and 2000 Block West 10th Avenue (North Side) Guidelines" adopted in 2004.



Existing Zoning

The existing C-3A zoning that governs the site is augmented by the accompanying Central Broadway C-3A Urban Design Guidelines.

Uses

The objective of the existing zoning is 'to provide for a wide range of goods and services to maintain commercial activities coupled with specialized services and dwelling uses. The uses proposed are 'Outright Approval Uses' under the current C-3A (2.2) zoning, and include general office and retail. The mix of uses proposed are generally compatible with this requirement.

The proposal respects the overall objectives of this zoning schedule and what's been proposed from a programmatic standpoint is compatible with the existing uses found in the area.

Regulation - Floor Space Ratio

The floor space ratio permitted under C-3A is 1.0, with discretion to allow up to 3.0. An additional 10% may be permitted, for a total floor space ratio of 3.3, if a transfer of density is approved under the Heritage Policies and Guidelines.

The proposal seeks to increase the floor space ratio permitted for the site to 22.04 FSR. This land use density proposed is fully compatible with the policy aspirations of Broadway Plan. Refer to additional policy rationale outlined in sections 3.2 and 3.3.

Regulation - Height

The height permitted under the current zoning is 9.2m.

Situated within the blocks from Yukon to Alberta of Mount Pleasant Broadway Shoulder Area East (MBSA) policy area under the Broadway Plan, the proposed development height is capped below the most restrictive view section 3.2.3, which is at 340 ft based on preliminary CoV view cone analysis report.

Regulation - Setback

A setback of 1.2m from the front property line shall be required for any parking area. In the case of a corner lot, a setback of 1.2m from the side property line abutting the flanking street shall be required for any parking area.

The proposed setbacks have been carefully designed to meet and exceed policy requirements and enhance the project's contribution to the public realm.

C-3A Zoning District & Central Broadway Urban Design Guideline

A generous setback along Yukon Street is provided to accommodate a Privately Owned Public Space (POPS), creating an expanded pedestrian zone and supporting an active, welcoming corner condition.

Along W Broadway, the building is set back to ensure a minimum 18-foot distance from the future curb line, consistent with the Broadway Plan's Great Street vision and the need for wider sidewalks, street trees, and enhanced pedestrian comfort.

These setbacks collectively reinforce a cohesive urban interface, support long-term public realm objectives, and enable active ground-floor retail to operate seamlessly along the full Broadway frontage.

Parking By-Law Section 4.1.7

Mount Pleasant Industrial Area and Central Broadway Non-residential Uses shall provide at least one parking space for each 145 m² of gross floor area for the first 290 m² of gross floor area, and one additional space for each additional 70 m² of gross floor area, and not more than one space for each 40 m² of gross floor area.

The Broadway Plan adopted by City of Vancouver Council has identified the prospect of new development along the Broadway Subway Corridor not having a minimum off-street vehicle parking requirement with the Parking Bylaw, similar to the current provisions for the Downtown District.

Considering the narrow and elongated site footprint, the practicality of providing underground parking on this site is limited. Alternative options, such as automated parking storage are similarly impractical.

Given the high walkability, transit, and bike score offered by site, we propose a development with no on-site standard parking but the proposal includes a robust supply of Class A and Class B bicycle parking. Ample, secure, and easily accessible bike parking is provided to encourage green mobility, support active transportation, and reinforce the project's transit-oriented development principles. High-quality end-of-trip facilities—including dedicated bike elevators, well-lit bicycle rooms, and maintenance amenities—are integrated to promote cycling as a primary mode of transportation for residents and visitors.

Central Broadway Zone

Intent

The design guidelines prescribe the general criteria for new development and form the basis for the preparation of, and approval of development proposals. The design guidelines are also intended to encourage increased awareness of the immediate and overall environment.

The intent, in the adoption of this Central Broadway C-3A Urban Design Guidelines and the accompanying it, is as follows:

Diversity: The healthiest environments are those where many choices and opportunities are made possible for the inhabitants of an area. A wide range of activities for both day and night users is one means of achieving diversity in the community.

It is imperative a variety of uses along Broadway is encouraged, including residential, institutional, hotel, shopping, restaurant, entertainment, along with outdoor and indoor recreation to accommodate and enhance the experience of all inhabitants and visitors.

As a mixed-use development, the proposal integrates ground level commercial retail, new housing, and amenities around the new Broadway Subway. The street-level oriented commercial retail spaces will accommodate and enhance daytime street activities while improving housing affordability.

Ground Floor Continuity: Points of entry to shops and building lobbies should open onto the street,

Comprised of commercial retail units and residential lobbies directly accessed from W Broadway, the ground level material treatment is highly visible, clear glazed, and easily recognized from the street.

3.2 Broadway Plan 2030



Figure 6.1 - Character Areas

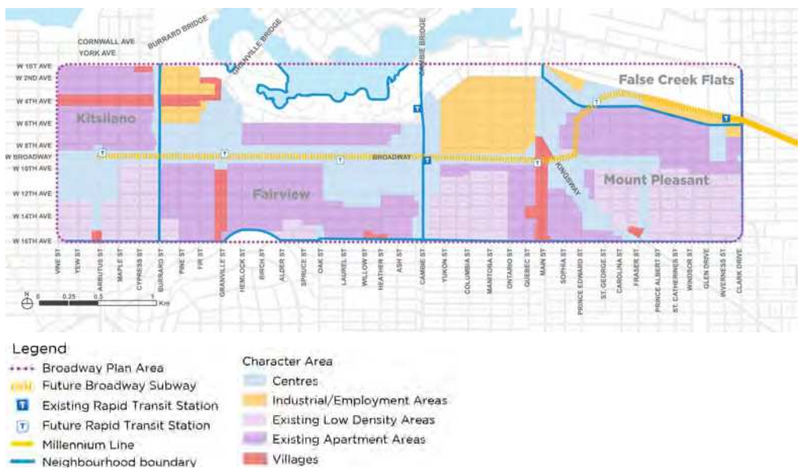


Diagram from the Broadway Plan (September, 2022) final report illustrating various character areas. The study area is centred along Broadway generally from Clark Drive to Vine Street and between 1st and 16th Avenues. The Plan sets out various land use and area-wide policies that support the vision for the area to be a highly walkable, vibrant, inclusive, and distinctive place to live, work, play, and learn. The proposed development is within Centres-Shoulder Areas, highlighted in blue color.

Broadway Plan

The Broadway Plan is a major planning initiative focusing on opportunities to integrate new housing, job space and amenities with the Broadway Subway. The Plan will provide a comprehensive framework to guide growth and positive change in the area over the next 30 years to meet the needs of today's residents and generations in the future.

Key goals of the Broadway Plan include: addressing the need for more housing and job space close to rapid transit; greater affordability in housing and supports to allow current tenants stay in their neighbourhoods; new and improved ways for people to move around; improved parks and pubic spaces; more childcare spaces; and new and renewed public amenities to serve a growing community.

The goals will help the City respond to new priorities and needs over the next 30 years.

Plan Directions - Centres - Shoulder Areas

Strategically locate new housing opportunities, particularly secured rental and social housing through increased heights and densities. Integrate the Broadway Subway stations into the surrounding neighbourhood with active commercial uses, wider sidewalks, and public realm improvements while intensifying opportunities for new housing and job space along the station areas.

The proposal aligns with the Broadway Plan's direction for mixed-use development within the Shoulder Areas by prioritizing secured market rental housing above active ground-floor commercial uses. While the Plan generally anticipates one level of office use, it also acknowledges that this requirement may be waived for uniquely constrained sites. Given the site's narrow and elongated geometry, limited lane access, and the need to maintain continuous retail frontage along W Broadway, incorporating office space is not feasible.

The proposal focuses on residential rental units supported by ground-floor retail, consistent with the Plan's objective to concentrate housing, commercial activity, and pedestrian-oriented uses around rapid transit.

Outside the station areas but within the centres, the shoulder areas will have a mix of housing, job space, shops, services and amenities. Building heights will generally be up to 20 to 30 storeys. Streetscape improvements, active ground floor commercial uses and gathering

Broadway Plan 2030

places will foster a lively public realm, particularly along commercial streets.

With a height of 33-storey, the proposal remains under the most restrictive view cone of 340 ft. Our proposal prioritizes retail and residential uses, providing active commercial use at ground level for retail continuity, and starting at level 2, a range of rental housing units, all while ensuring easy transit access for workers and residents.

Mount Pleasant - Broadway Shoulder Area East Overall Intent and the Big Moves

The Broadway Shoulder Area East provides a transition along Broadway between Uptown and the mixed-use hub around Main Street. This area has a variety of older office buildings that contribute to the diversity of office space in Central Broadway. New developments in these areas are primarily mixed-use, which has an impact on the diversity and amount of office space in Central Broadway.

As a gateway to the Broadway Shoulder Area East, the proposal maximizes the site's potential by prioritizing active retail space at grade and delivering much-needed secured rental residential units above. This approach supports the Broadway Plan's goals for additional housing, improved affordability, and a vibrant, pedestrian-oriented streetscape, while responding appropriately to the site's unique constraints and transit-rich location.

Overall Intent: Strengthen the Broadway Shoulder Area East as a vibrant place to live, work, and play by providing additional opportunities for housing, job space and amenities, as well as an enhanced Broadway streetscape.

Aligning with the overall development intent for the area, the proposal is a mixed-use project which contains commercial retail units at grade along with enhanced public realm and POPS, and rental residential units between levels 3-32.

Big Moves 1: Vibrant place to live, work and play with a mix of new housing, job space and amenities.

The project intends to strategically maximize density on elongated tight site footprint to create a vibrant place to work and live supported by rooftop amenities, ground level retail and services, rental housing, and convenient access to various modes of transit.

Big Moves 2: Continuous active ground floor retail/service uses (e.g. shops, cafes/restaurants) along Broadway with places to gather, particularly at key intersections and on larger sites.

The proposal includes commercial retail units at grade, located along and accessible from W Broadway and Yukon Street, with an intention of creating continuous active public realm and generous plaza space at W Broadway and Yukon St intersection for the public to engage with.

Mount Pleasant - Broadway Shoulder Area (MBSA) Policy Summary for Stand-alone Development of C-3A Zone Sites

Uses: Retail/service, office, hotel, residential.

Consisting of commercial retail, office, and residential uses, the proposed programme is compliant with allowed uses under this policy area.

Max Height: Height can generally be considered up to the underside of Queen Elizabeth Park View 3, except for the blocks from Yukon to Alberta and from Ontario to Quebec, where height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 can be considered.

The proposed development height is capped underside the view sections 3.2.3, which is at 340 ft based on preliminary analysis.

Maximum Density: Achievable density will depend on view cone height restrictions and urban design performance.

The proposed density is 22.04 FSR while staying under the most restrictive view cone (i.e., Q.E. Park 3.2.3) passing through the site.

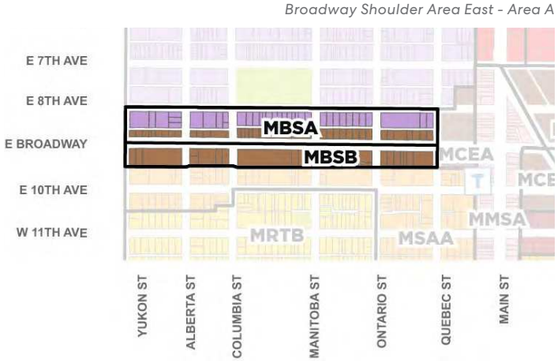
Minimum Frontage: The min. required street frontage is 150 ft (down to 99' per Council's recent motion in June 2022).

With 165'-6" of site length facing W Broadway, the proposal meets the minimum frontage requirement for this policy area.

Additional Policies (10.4.7): Require continuous active ground floor retail/service uses along Broadway.

By providing commercial retail spaces/services with access from W Broadway and Yukon Street - together with a generous Privately Owned Public Space (POPS) at the corner - the proposal significantly reinforces active frontage and contributes meaningfully to the uninterrupted retail continuity envisioned along Broadway.

Broadway Shoulder Area East - Area A



3.3 Overview of City Goals

The City of Vancouver is widely recognized as one of the most livable cities in the world. As such, the City is committed to approving projects and developments that are sustainable and cost-effective. A number of policies, strategies and guidelines have been developed in order to align this commitment with Vancouver's objectives.

This project will adhere to the applicable general policies, as described on the following pages.

CLIMATE EMERGENCY (2019)

In January 2019, Vancouver City Council unanimously approved a motion acknowledging that Vancouver needs to do more to reduce carbon pollution in response to the climate emergency that the planet faces. To ramp up the City's actions to align with 1.5ºC Climate Goal, staff provided two complementary approaches:

1. A set of six (6) "Big Moves" that will guide the City's work in response to the climate emergency:
   - Walkable City
   - Active Transportation and Transit
   - Zero Emissions Vehicles
   - Heat Pumps
   - Embodied Carbon
   - Negative Emissions
2. A package of fifty-three (53) Accelerated Actions that build on the climate action that the City has taken to date. These are aligned with the Big Moves.

See Section 04 of this booklet for a preliminary summary.

Green Buildings Policy For Rezonings (2024)

In order to decrease the energy demands and carbon footprint of Vancouver's building stock the city has implemented and updated a policy that requires all rezoning applications to meet the below requirements:

- Reporting of Green and Resilient Buildings Measures
- Enhanced Commissioning
- Energy System Sub-Metering

See Section 04 of this booklet for a preliminary summary.

Renewable City Strategy (2015)

The Renewable City Strategy establishes two targets for all of Vancouver:

- Derive 100% energy used in Vancouver from renewable sources before 2050
- Reduce Greenhouse Gas emissions by at least 80% below 2007 levels before 2050

The strategies to achieve these goals by 2050 include reducing demand, increasing the use of renewable energy and expanding the supply of renewable energy sources. The goals of the Renewable City Strategy guide the goals set in the Green Buildings Policy for Re-zonings. The Renewable City Strategy also calls for the expansion of existing Neighbourhood Renewable Energy Systems and the development of new renewable energy systems.

A high-performance building enclosure coupled with a narrow floor plate configuration that optimizes daylighting will mitigate excessive green house gas emissions associated with the operation of the building. The balcony will be connected to the thermal enclosure with discrete steel connections to reduce thermal bridging often associated with conventional balcony configuration with direct concrete slab extension, while optimizing the view and access to natural light for inhabitants.

Healthy City Strategy (2015)

This document aims to address the needs of Vancouver's inhabitants. Organized into three themes: Healthy People, Healthy Communities and Healthy Environments with targets that ensure people have access to housing, services, transit, food, culture and green space.

Reinvesting in the neighbourhood will benefit the city by improving the character of the street-scape, and increase community health by encouraging tenants and building users to walk and make use of the available public transit within close proximity.

Transportation 2040 (2012)

Transportation 2040 is aligned with the Greenest City 2020 Action Plan. The three primary goals of the document are connected to Economy, People, and Environment. With a goal of hitting two thirds of all trips on foot, bike, or transit by 2040.

Bold mobility strategies that prioritize active modes over single occupant motor vehicles are located within close proximity of the site. The proposal aims to prioritize walking and cycling by providing premium infrastructure, while eliminating parking on site.

Urban Forest Strategy (2014)

The Urban Forest Strategy provides direction for the retention

Overview of City Goals

and regeneration of Vancouver's urban forest. Any street trees will have to be fully protected and maintained during construction. An arborist's report will be required for any of the existing trees on site.

Any existing street trees will be protected and retained, and augmented by pockets of landscaping utilizing native plant species on the rooftop terrace.

Biodiversity Strategy (2016)

The biodiversity strategy contains objectives and targets to increase biodiversity across Vancouver and access to nature for the City's inhabitants. Objectives include the restoration of habitats and species, to protect and enhance biodiversity during development, increase community engagement, and monitor biodiversity to track change and measure success.

The proposal will incorporate rooftop planting at mechanical penthouse level with native species to promote biodiversity and green roof at level 5.

Vancouver Economic Action Strategy (2011)

The Vancouver Economic Strategy presents a city-wide vision for economic development in Vancouver. Tactics include working with local planners and organizations to generate strategies in order to secure the required space for a growing workforce that also align with local neighbourhoods. Complete neighbourhoods where people can live and work and which reduce automobile dependency are to be encouraged.

A balanced approach provides much needed rental housing and retail services for Vancouver's growing economy while contributing to successful implementation of the Broadway Plan.

Vancouver Bird Strategy (2015)

The City of Vancouver Bird Strategy does demand action, but it is a guideline with recommendations for building and landscape design. Bird friendly landscape design that incorporates native species of varying sizes and layers, minimizing human disturbance and reduce light pollution and increase visibility of glass.

The proposal employs a massing strategy with articulated building volumes and deep-recessed window openings that create strong shadow lines and break up large glazing surfaces. This enhanced depth and visual variation, combined with reduced reflectivity in the glazing, helps increase contrast and legibility for birds, effectively mitigating potential bird strikes.

Neighbourhood Energy Strategy (2015)

In order to achieve Vancouver's greenhouse gas reduction targets the City has identified neighbourhood energy priority areas where projects that exceed 2000 m² in floor area are required to include a dedicated space for mechanical equipment to connect to a Neighbourhood Energy System (NES).

Legacy steam systems exist in the area. The project team will work with City of Vancouver to determine if a viable NES connection is available.

RAIN CITY STRATEGY (2019)

This initiative focuses on rainwater infrastructure and management and aims to improve and protect Vancouver's water quality, increase Vancouver's resilience through sustainable water management, and enhance Vancouver's livability by improving natural and urban ecosystems.

This proposal will implement sustainable rainwater management across the site with the goal of using rainwater as a resource rather than a waste product and to improve natural and urban ecosystems.

A fully activated public realm with a public plaza along W Broadway and Yukon Street.

Section 4.0

Sustainability and Resilience

contents

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4.1 Climate Emergency Response



Climate Emergency (2019)

In January 2019, Vancouver City Council unanimously approved a motion acknowledging that Vancouver needs to do more to reduce carbon pollution in response to the climate emergency that the planet faces. To ramp up the City's actions to align with 1.5°C Climate Goal, staff provided two complementary approaches:

1. A set of six (6) "Big Moves" that will guide the City's work in response to the climate emergency:
   - **Walkable Complete Communities**
     By 2030, 90% of people live within an easy walk/roll of their daily needs.
   - **Safe & Convenient Active Transportation and Transit**
     By 2030, 2/3 of trips in Vancouver will be by active transportation and transit.
   - **Pollution-Free Cars, Trucks and Buses**
     By 2030, 50% of the kms driven on our roads will be by zero emissions vehicles.
   - **Zero Emissions Space and Water Heating**
     By 2025, all new & replacement heating & hot water systems will be zero emissions.
   - **Lower Carbon Construction**
     By 2030, the embodied emissions from new buildings and construction projects will be reduced by 40% compared to a 2018 baseline.
   - **Restored Forests and Coast**
     By fall 2020, to develop "negative emission" targets that can be achieved by restoring forest and coastal ecosystems.
2. A package of fifty-three (53) Accelerated Actions aligned with the "Big Moves" listed above provide some quick-starts to move forward on for achieving the 1.5°C Climate Goal. These accelerated actions are organized into 15 different categories:
   - City-Wide Planning
   - Zero Emissions Areas
   - Land Use Incentives for Green Buildings
   - Financial Incentives for Zero Emissions Buildings + Equipment
   - Zero Emissions Building Standards
   - Neighbourhood Energy
   - Active Transportation + Transit Infrastructure
   - Transportation Demand Management
   - Goods Movement and Fleets
   - Electric Charging Network
   - Electric Vehicle Incentives
   - Solid Waste
   - Food and Beverage
   - City Leadership
   - Intergovernmental Relations + Community Engagement

As of July 2020, 9 actions were completed, 30 on track and 14 were delayed.

This project proposes the following preliminary actions towards achieving the City's Climate Goal in response to the City of Vancouver's Climate Emergency Response:

- Located within the Broadway Centre Shoulder area, the addition of over 181,000 ft² of mixed-use development is within an easy walk/roll for inhabitants living and working along the Central Broadway Corridor.
- The mixed-use development is surrounded by a critical mass in business, retail, and civic institutions. It is within a broader range of uses and residents near the City Hall Station area and is exceptionally served by local and regional rapid transit, bike lanes, and bike share. The project contributes to a walkable city while reducing the need for cars, trucks, and buses.
- The small site footprint limits the practicality of providing underground parking on this site. Alternative options such as an automated parking storage are similarly impractical. Given the high walkability, transit, and bike score offered by site, we propose a development with no on site parking. The intent is to further contribute to reducing pollution from cars.
- Deploying an envelope-first approach, a high performance building enclosure will mitigate excessive greenhouse gas emissions associated with the operation of the building. The balcony will be connected to the thermal enclosure with discrete steel connections to reduce thermal bridging often associated with conventional balcony configurations (direct concrete slab extension), while optimizing access to views and daylight for inhabitants.
- While enhancing the neighborhood, the proposal will introduce planting on the rooftop terrace; contributing to the city's Urban Forest Strategy and Biodiversity Strategy.

4.2 Green Buildings Policy for Rezonings

In order to decrease the energy demands and carbon footprint of Vancouver's building stock, and design resilient adaptive infrastructure, the City of Vancouver has implemented and updated the Green Buildings Policy for Rezonings.

This page provides an explanation of how the project is meeting the Green Buildings Policy for Rezonings, last amended November, 2024. To support the submission, the project has provided the below documentation in alignment with the Policy:

- Green Buildings Policy for Rezonings Report.
- Whole Building Life Cycle Assessment Report.
- Embodied Carbon Design Report.
- Resilient Buildings Planning Worksheet.
- Letter of Commitment.

1. Reporting of Green and Resilient Building Measures

1.1 Embodied Carbon Limits

All buildings must meet or exceed embodied carbon reduction targets according to building type, height, and materiality. The project can choose between two pathways:

An absolute Global Warming Potential (GWP) Intensity target.

A percentage reduction pathway as compared to a concrete baseline building.

RESPONSE: A preliminary Whole Building Life Cycle Assessment (wbLCA) was conducted for the project using the OneClick LCA tool. This assessment quantified the GWP to be 342 kgCO2e/m², indicating that the absolute GWP intensity target is achievable. As the design progresses, the project team will update the wbLCA to confirm compliance with the Vancouver Building By-law (VBBL) limits in effect at the time of the project's first Building Permit application.

Please refer to the Embodied Carbon Design Report and the Whole Building Life Cycle Assessment Report for more details.

1.2 Resilient Buildings Planning Worksheet

The Resilient Buildings Planning Worksheet must be completed to strengthen the city's resilience against earthquakes, extreme weather, temperature fluctuations, and sea level rise, while enhancing disaster preparedness and social connections. This effort aligns with the Climate Change Adaptation Strategy's goal of increasing the built environment resilience to future climate conditions.

RESPONSE: The team assessed the project's risks, impacts, and mitigation strategies and completed a Resilient Buildings Planning Worksheet for the Project. Medium and high risks were identified during a resilience planning workshop and strategies to mitigate risks for future climate scenarios were considered.

Most strategies are multi-disciplinary in nature. The project team will continue to evaluate current and future climate projections to meet current needs and adapt to a changing climate.

Please refer to the Resilient Buildings Planning Worksheet for more details.

2. Enhanced Commissioning

The projects must complete an enhanced commissioning process for all building energy systems in accordance with CSA or ASHRAE guidelines, or an alternate acceptable commissioning standard.

RESPONSE: A Commissioning Authority will be retained, and the project will submit a copy of the Commissioning Plan at the Building Permit stage.

Please refer to Bonnis Properties Letter of Commitment for more details.

3. Energy System Sub-Metering

The projects must provide separate metering for each energy utility as well as sub-metering of all major end-uses and major space uses within the building and create an Energy Star Portfolio Manager account for each building.

RESPONSE: Separate metering will be provided for each utility connection, additionally, all major energy and water uses will be sub-metered. A sub-metering plan and drawings for electrical and mechanical loads will be provided at the Building Permit stage.

Please refer to Bonnis Properties Letter of Commitment for more details.

4.3 Summary of Performance Goals

The 395 W Broadway project meets VBBL requirements for Thermal Energy Demand Intensity (TEDI), Total Energy Use Intensity (TEUI), and Greenhouse Gas Intensity (GHGI). Please refer to the Appendix for the *Energy and Emissions Design Report and the Energy Modeling Report* for more details.

According to the preliminary wbLCA, the project's GWP is quantified at 342 $kgCO_2e/m^2$. Since this preliminary LCA result is below the VBBL absolute path of 360 $kgCO_2e/m^2$, future iterations of the wbLCA will explore compliance with the absolute target.

The project also aims to reduce the use of indoor and outdoor potable water, and procure low-emitting and healthy building materials.

The bar graph illustrates the project's performance goals and the expected performance based on analysis of the design at the time of Rezoning submission. The doughnut graph depicts the whole life carbon of the project over 60-year service life, including both operational and embodied carbon.

Embodied Carbon

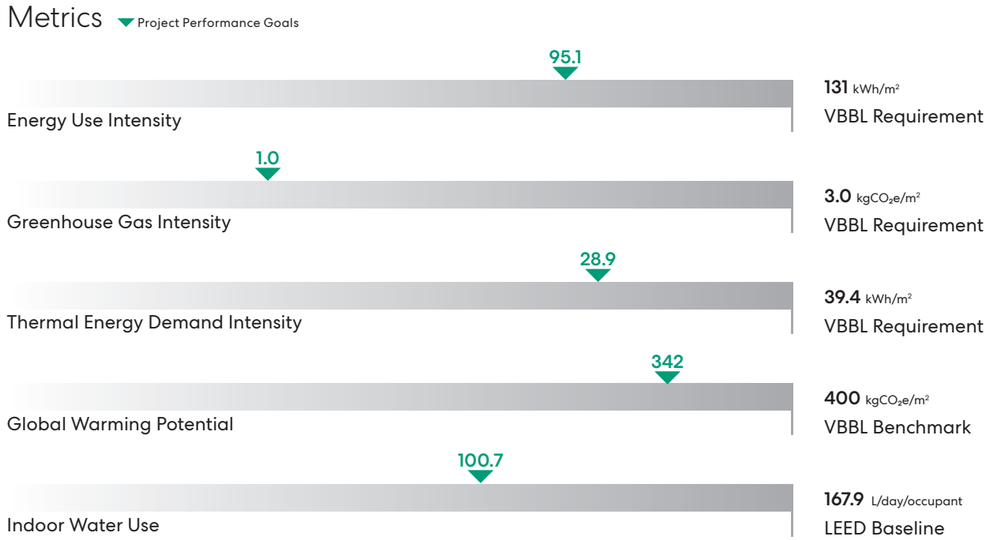
The following strategies to reduce embodied carbon have been discussed and will be explored further:

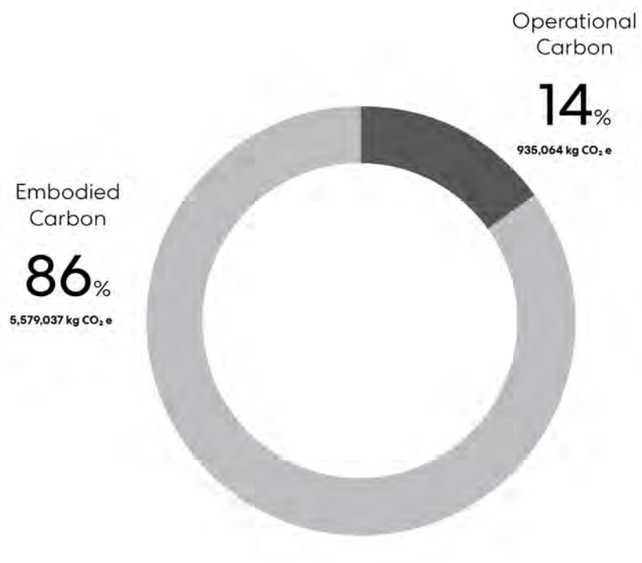
- Collaborate with the structural engineer to refine the design and optimize member sizes.
- Coordinate with the structural engineer to stack vertical elements where possible to eliminate or reduce the size of transfer structures.
- Partner with the structural engineers, concrete suppliers, and the general contractor to explore and specify low-carbon concrete mixes.
- Perform façade sensitivity studies to explore the impact on embodied carbon intensity of different glazing, and cladding products.
- Work with the architecture team to review envelope material choices through the EC3 tool to further drive down the total embodied carbon of the envelope.

Operational Carbon

The following strategies to reduce operational carbon have been discussed and will be explored further:

- Design a high-performance building envelope and establish an airtightness plan for implementation during construction.
- Strategically design balconies for solar control and to effectively utilize solar heat gain.
- Use efficient HVAC systems integrated with Energy Recovery Ventilators (ERVs) to lower energy consumption and operational carbon.





4.4 Sustainability Strategies

Water

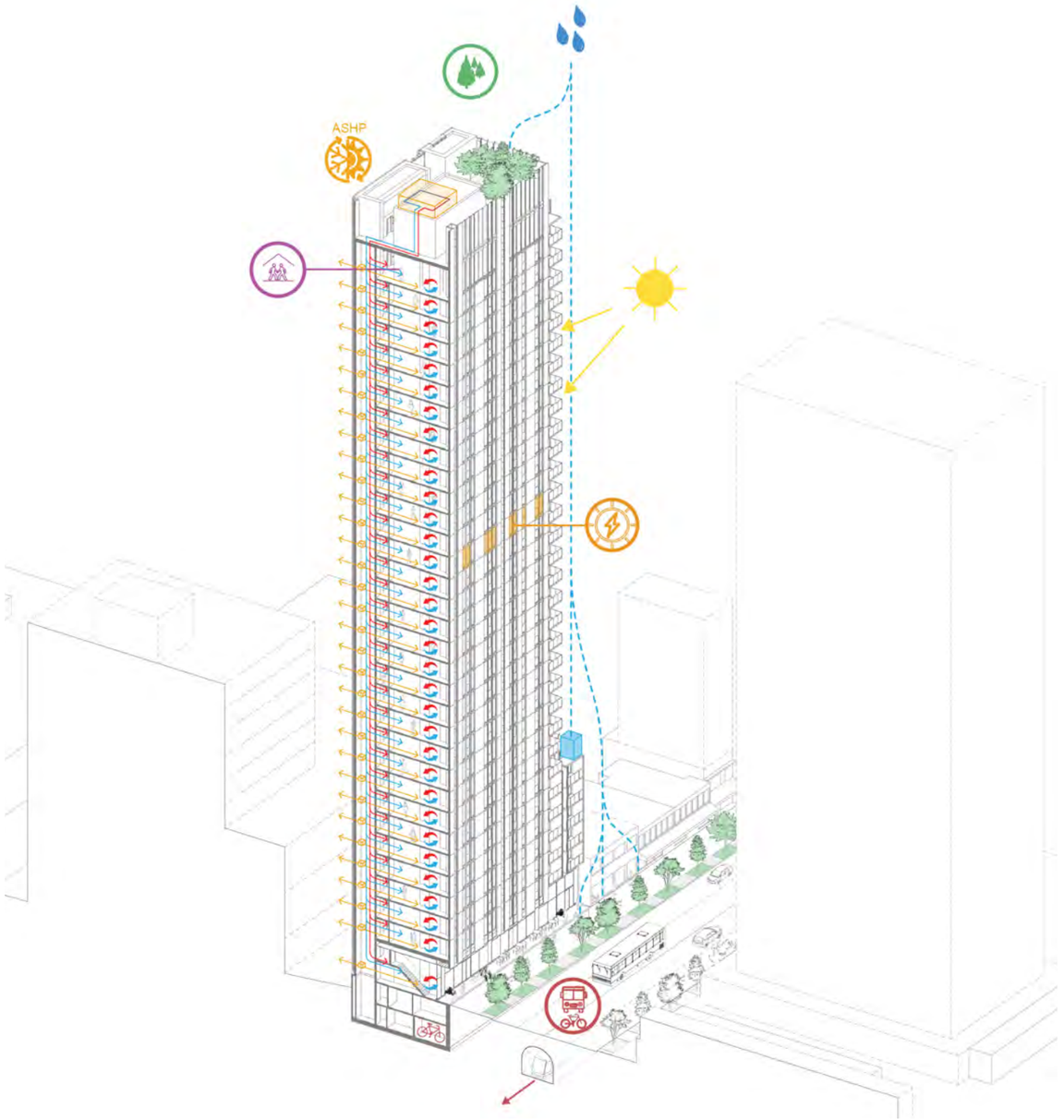
- Reduce indoor water use by 40% through the selection of low-flow fixtures.
- Reduce outdoor water use by 50% using drip irrigation systems with sensors and selecting plant species capable of thriving in Vancouver's warming climate.

Health and Wellbeing

- Select low-emitting and healthy building materials for interior finishes.
- Provide occupants access to daylight through optimized window-to-wall ratios.
- Connect occupants to nature through accessible rooftop outdoor amenity and green spaces.
- Design generous balconies for the family-oriented units and outdoor amenities for smaller units.
- Foster social gathering and community by activating the public realm and offering indoor and outdoor amenity spaces to occupants.

Vegetation

- Incorporate green spaces, including urban agriculture, into the outdoor rooftop area and an extensive green roof on the level 7 and level 33 rooftop to connect occupants to nature in an urban setting.
- Select heat-tolerant and drought-resistant plants for green spaces to support rainwater management strategies and enhance resilience during harsh climate months.



Resilience

- Centralize the structural core with shear walls for enhanced seismic stability.
- Design balconies and shading devices informed by solar analysis.
- Provide air conditioning and operable windows to reduce cooling and heating demand, improving thermal comfort during extreme climate conditions.
- Enhance indoor air quality with MERV 13 filters in ventilation systems, which remove most particulates and smoke pollutants.
- Design infrastructure to manage significant flooding events and handle runoff on-site before overflow is managed by the City's infrastructure.

Energy and Carbon

- Select materials with low GWP.
- Meet TEDI, TEUI, GHGI, and GWP targets as per the Green Building Policy and VBBL. Preliminary wbLCA and energy modeling confirm compliance of the current design.
- Enhance energy efficiency by utilizing high-efficiency air-source heat pumps with low-GWP refrigerants and ERVs.

Transportation

- Exceptional active transit options are available around the site. The development has a walk score of 100, and transit and bike scores of 86.
- Provide first-class bike parking with a dedicated bike elevator and maintenance facilities to promote active modes of transportation.

A render view showcasing the proposed design with continuous public realm with 6ft setback along W Broadway from the south of the site at street level.

Section 5.0

Design Proposal

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Design Rationale Summary:

- The design responds to the site's unique geometry and prominent location along W Broadway with a slender, transit-oriented residential tower set above an active and highly public ground plane. A single-loaded corridor enables homes with excellent daylighting, views, and livability, while maintaining appropriate tower separation from future developments. The tower's massing is articulated with deep-recessed windows and sculpted volumes, creating a calm, proportionate façade and enhancing environmental performance through improved solar control.
- At grade, the project delivers continuous commercial frontage and a generous corner POPS that strengthens the pedestrian experience and supports the Broadway Great Street vision. The building's clean structural order and disciplined architectural expression create a legible, efficient, and context-responsive form.
- The proposal integrates a strong sustainability framework, including a high-performance building envelope, optimized glazing ratios, and passive design strategies that reduce energy use and operational carbon. Extensive bike parking and end-of-trip facilities promote active transportation, while green roofs and landscaped terraces contribute to biodiversity, stormwater management, and improved urban ecology. Together, these design and sustainability strategies create a resilient, high-quality mixed-use development that enhances the public realm and supports long-term growth along the Broadway Corridor.

5.1 Development Statistics



Lot Dimensions

50.02x165.52ft

Lot Area

8251.1 ft²

Existing Zoning

C3-A

Setbacks

40' from property line along Yukon Street

BCAA Legal Description

Lot A, Block 22,

District Lot 302,

Group 1, NWD Plan

EPP12250

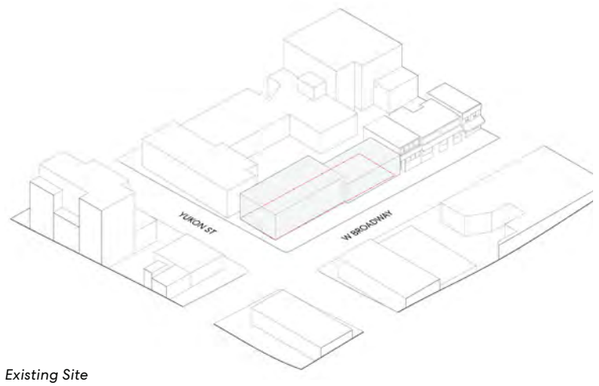
FSR SUMMARY

LEVEL	TOTAL GFA		RETAIL				OFFICE				RESIDENTIAL											
											GFA		EXCLUSIONS								FSR	
			RETAIL GFA		RETAIL FSR		OFFICE GFA		OFFICE FSR		RESIDENTIAL GFA		AMENITY R EXCLUSION		OPEN BALCONY		SERVICES EXCLUSION				RESIDENTIAL FSR	
ROOF	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²			0 ft²	0 m²
LEVEL 33	1,836 ft²	171 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,836 ft²	171 m²	0 ft²	0 m²	0 ft²	0 m²	809 ft²	75 m²			1,028 ft²	95 m²
LEVEL 32	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	4,137 ft²	384 m²	0 ft²	0 m²	0 ft²	0 m²			1,052 ft²	98 m²
LEVEL 31	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 30	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 29	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 28	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 27	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 26	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 25	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 24	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 23	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 22	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 21	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 20	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 19	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 18	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 17	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 16	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 15	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 14	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 13	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 12	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 11	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 10	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 09	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 08	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 07	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 06	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	359 ft²	33 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 05	5,189 ft²	482 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,189 ft²	482 m²	0 ft²	0 m²	179 ft²	17 m²	0 ft²	0 m²			5,189 ft²	482 m²
LEVEL 04	6,711 ft²	624 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,711 ft²	624 m²	0 ft²	0 m²	295 ft²	27 m²	0 ft²	0 m²			6,711 ft²	624 m²
LEVEL 03	6,711 ft²	624 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,711 ft²	624 m²	0 ft²	0 m²	295 ft²	27 m²	0 ft²	0 m²			6,711 ft²	624 m²
LEVEL 02	6,812 ft²	633 m²	0 ft²	0 m²	0 ft²	0 m²	6,092 ft²	566 m²	6,092 ft²	566 m²	720 ft²	67 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²			720 ft²	67 m²
LEVEL 01 MEZZ	3,823 ft²	355 m²	1,608 ft²	149 m²	1,608 ft²	149 m²	89 ft²	8 m²	89 ft²	8 m²	2,125 ft²	197 m²	0 ft²	0 m²	0 ft²	0 m²	1,004 ft²	93 m²			1,122 ft²	104 m²
LEVEL 01	5,429 ft²	504 m²	2,822 ft²	262 m²	2,822 ft²	262 m²	703 ft²	65 m²	703 ft²	65 m²	1,904 ft²	177 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²			1,904 ft²	177 m²
TOTAL	176,616 ft²	16,408 m²	4,430 ft²	412 m²	4,430 ft²	412 m²	6,884 ft²	640 m²	6,884 ft²	640 m²	165,301 ft²	15,357 m²	4,137 ft²	384 m²	10,103 ft²	939 m²	1,812 ft²	168 m²	159,353 ft²	14,804 m²		

FSR CALCULATION

PERMITTED			PROVIDED		
FSR AREA			FSR AREA		
OFFICE	N/A	N/A	OFFICE	6,884 ft²	640 m²
RESIDENTIAL	N/A	N/A	RESIDENTIAL	159,353 ft²	14,804 m²
RETAIL	N/A	N/A	RETAIL	4,430 ft²	412 m²
TOTAL	24,750 ft²	2,293.68 m²	TOTAL	170,667 ft²	15,855 m²
SITE AREA	8,250 ft²	764.56 m²			
FSR			FSR		
OFFICE	N/A		OFFICE	0.83	
RESIDENTIAL	N/A		RESIDENTIAL	19.32	
RETAIL	N/A		RETAIL	0.54	
TOTAL	3.0		TOTAL	20.69	
OPEN BALCONY			OPEN BALCONY		
AREA	19,122 ft²	1,777 m²		10,103 ft²	939 m²
12% OF ALLOWABLE FSR AREA					

Development Statistics



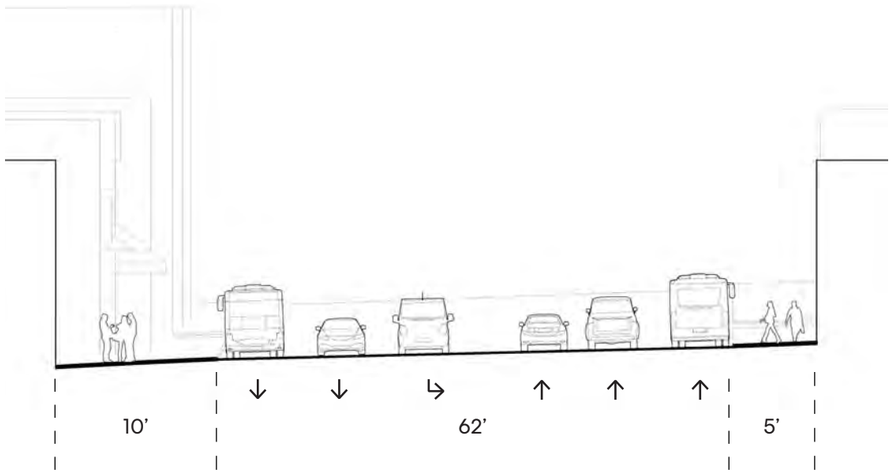
Existing Site

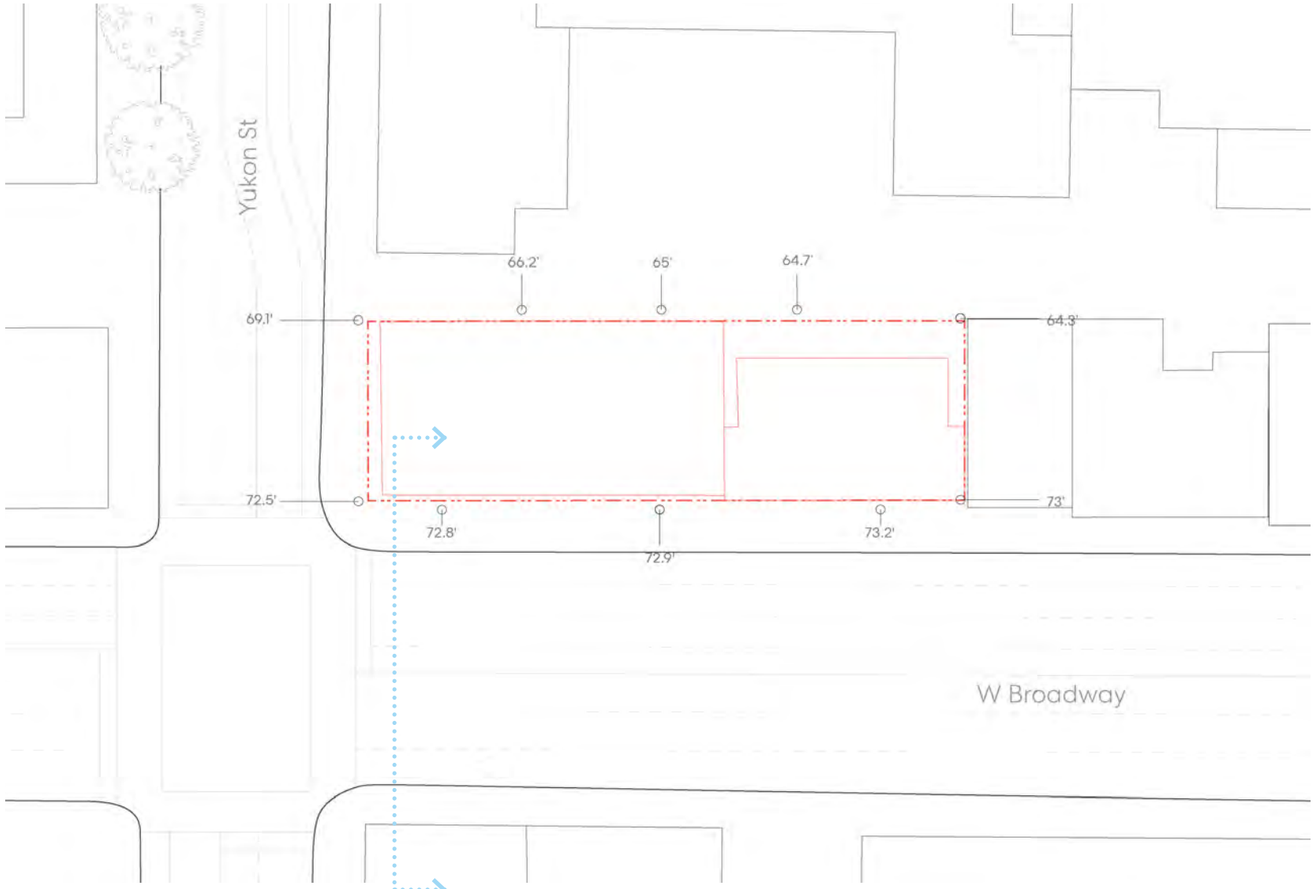


Proposed Site

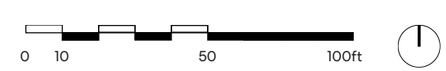
	PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
Zoning District	C-3A	CD-1
Land Uses	Commercial, Residential	Commercial, Office, Rental Residential
Max. FSR	3.0	22.04
Max. Height	9.2m (30.2ft)	103.6m (340ft)
Parking	Per parking by-law	No stalls provided (Refer to Transportation Report under the appendix)
Loading Spaces	Per parking by-law	1 Class A and 1 Class B loading spaces (Refer to Transportation Report under the appendix)
Bicycle Spaces	Per parking by-law	358 Class A bike spaces (Refer to Transportation Report under the appendix)

5.2 Site Plan - Existing



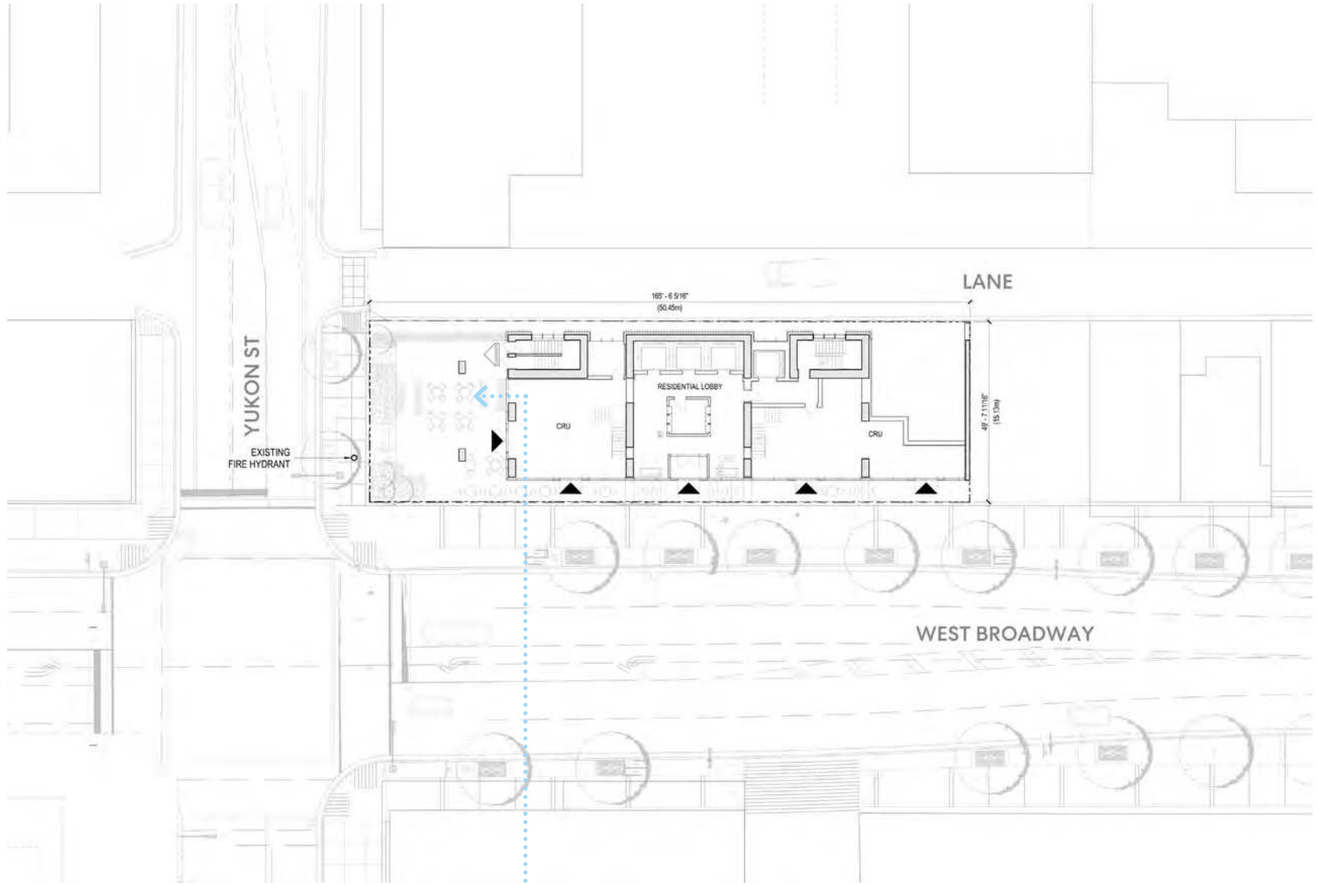


W Broadway at the intersection of Yukon Street currently has 3 lanes of traffic running east, and 3 lanes of traffic running west. There are few trees east of Cambie, leaving pedestrians unshaded, and significantly narrower sidewalks than west of Cambie, discouraging foot traffic. The wider roads prioritize car traffic rather than a comfortable pedestrian experience.

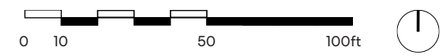


5.3 Site Plan - Future





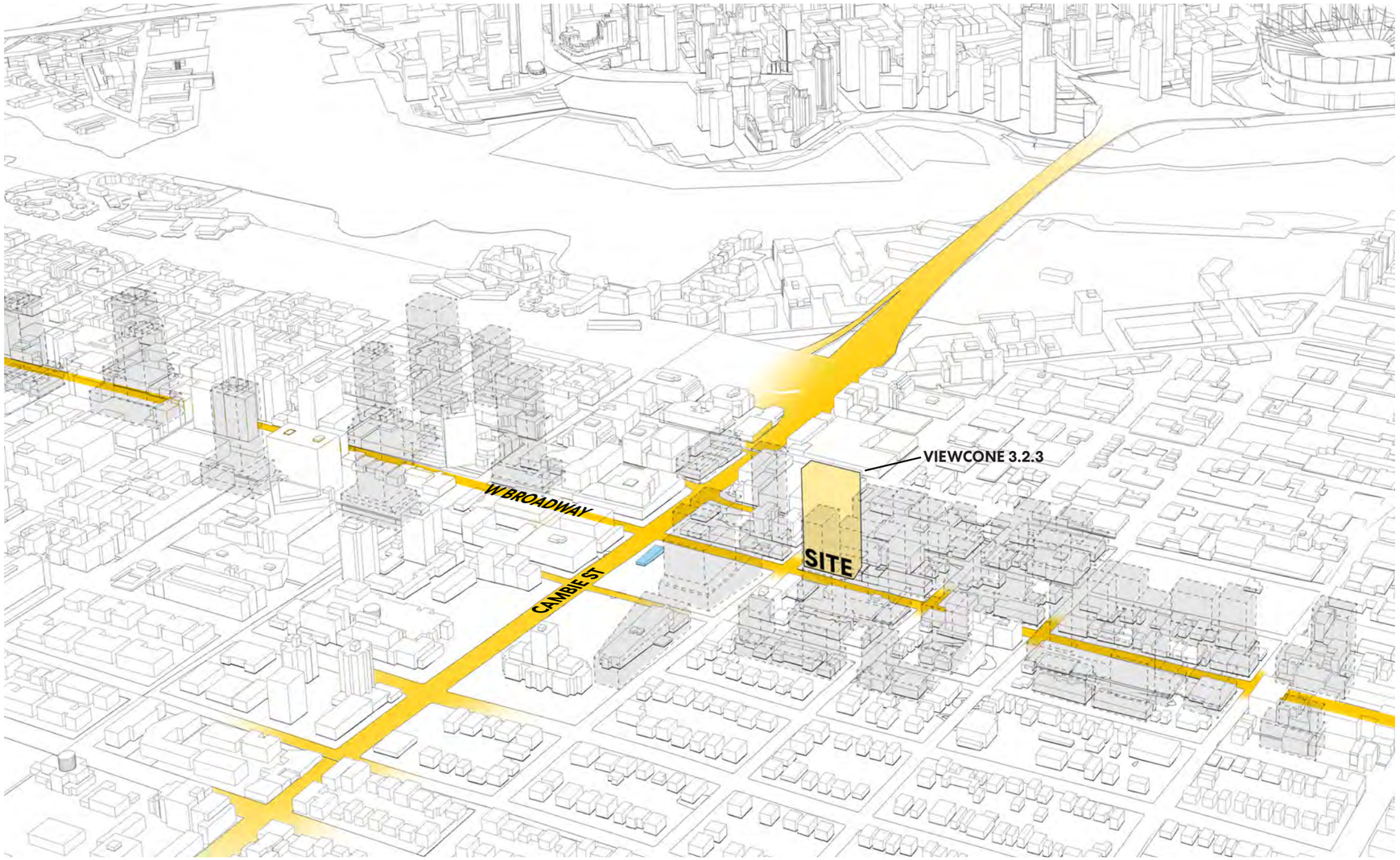
The proposed Broadway Plan calls for wider sidewalks, reducing the lanes of vehicle traffic to 3 lanes heading west and 2 heading east. Along with increased prioritization of pedestrian traffic, the sidewalks can accommodate more adaptable spaces such as parklets, patios, and additional seating. Along with more trees planned for the corridor, pedestrians can enjoy a more shaded and comfortable commute.



5.4 Broadway Corridor

Site

Broadway-City Hall Station



The Centres along Central Broadway are generally newer mixed-use and commercial areas where the majority of housing, job spaces, and large institutional campuses have been built in the past 40 years. Highly accessible and varied in character, Broadway Plan anticipates that these higher-density places will integrate with the Broadway Subway and provide additional opportunities for housing, job space, shops and services, and amenities to meet both the local community, and city-wide needs.

The 30-year plan also states that the positioning of Central Broadway as Vancouver's 'second downtown' will be bolstered by the provision of new unique opportunities for commercial development through increased heights and densities. Located within the Centres in Central Broadway, the design proposal for the site strategically maximizes the commercial development footprint on a small and narrow site, providing commercial retail units at grade, job space, and much-needed rental housing units, with intention of supporting the plan's direction for the Centres.

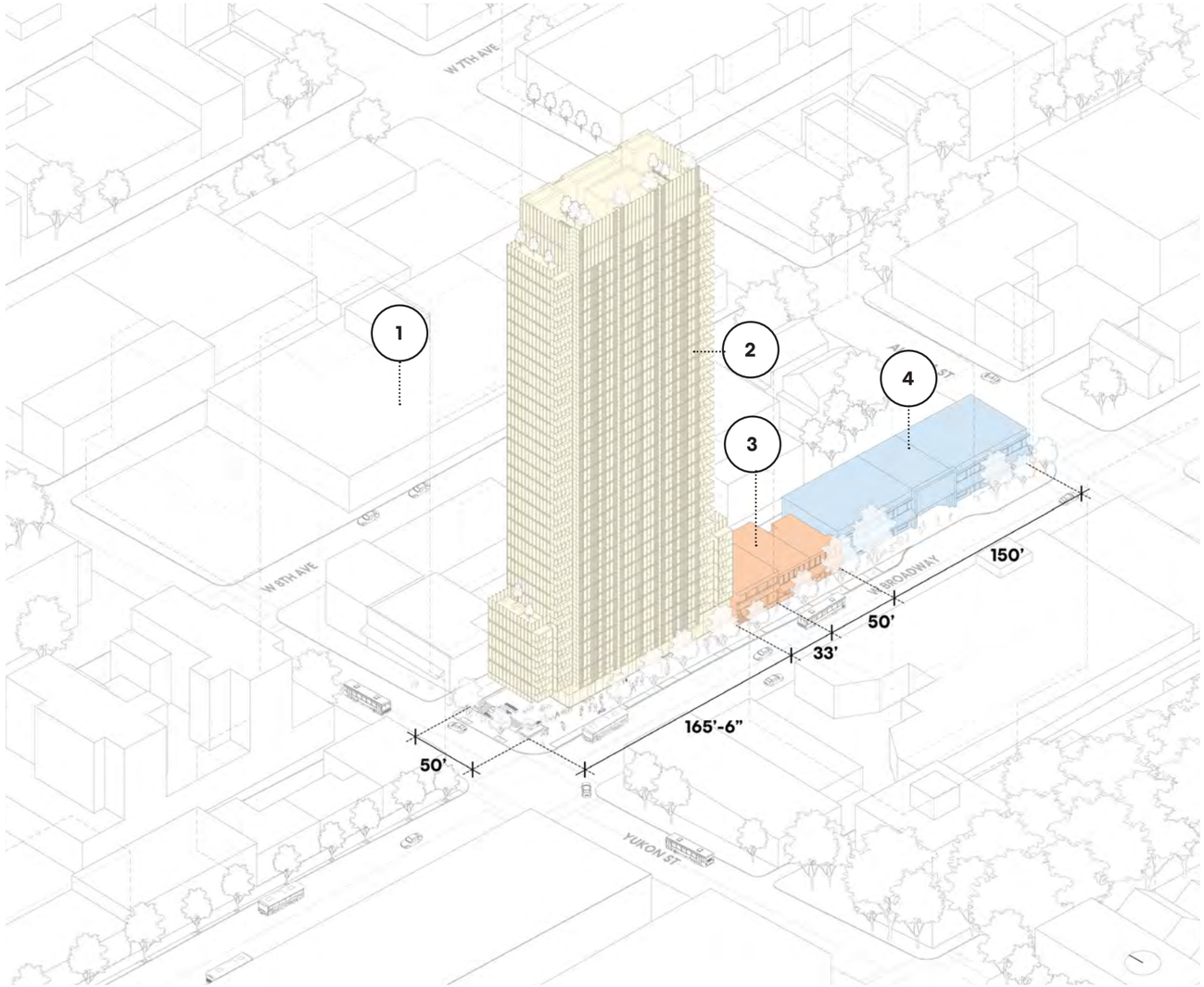
5.5 Adjacent Site Development Potential

1. As part of the enquiry stage and subsequent collaboration with Planning Staff, development potential studies for adjacent lot across the lane have been undertaken to ensure the development viability of the site. The proposed development presented in this Rezoning submission is a result of those studies.

2. Proposed development with required setbacks. Should there be a lot consolidation in the future for lots to the east, this tower separation will allow for development viability of the those consolidated adjacent lots to the east.

3. As standalone lots, the two middle blocks are less than the street frontage minimum required 99' and therefore are likely not allowed to be developed into a tower typology.

4. With the development of the project site, subsequent development of the neighbouring lot to the east could reach its maximum potential height while accommodating minimum tower separation on its own.



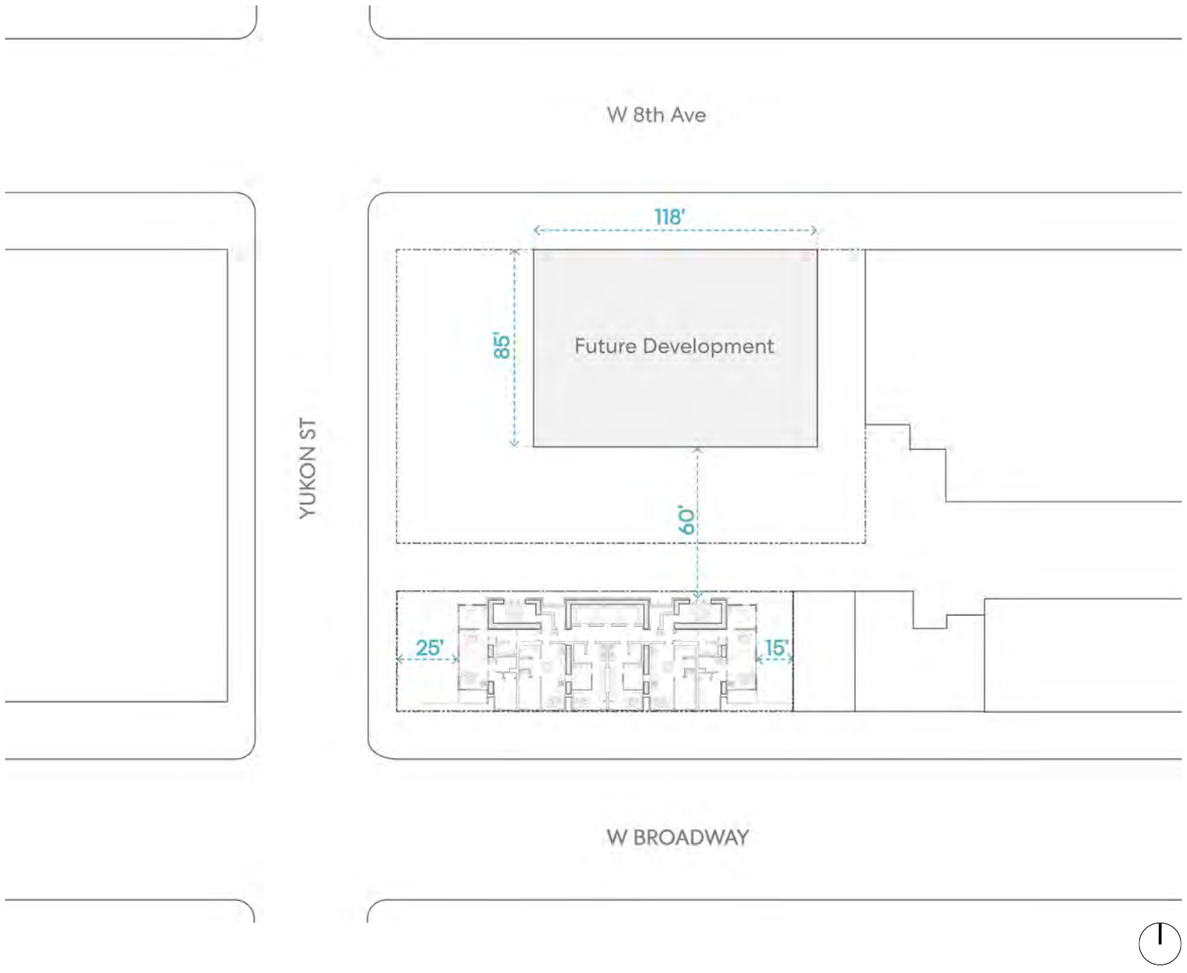
5.6 Policy Rationale

Tower Separation

As part of the inquiry stage and the ongoing rezoning review process with Planning staff, development potential studies for the adjacent lot across the lane were undertaken to confirm the long-term viability of redevelopment on neighbouring sites. The proposed massing in this Rezoning amendment submission is a direct outcome of these studies.

The building features a unique single-loaded core configuration, orienting residential units toward W Broadway to ensure livability while maintaining a 60-foot tower separation from a potential future commercial development across the lane.

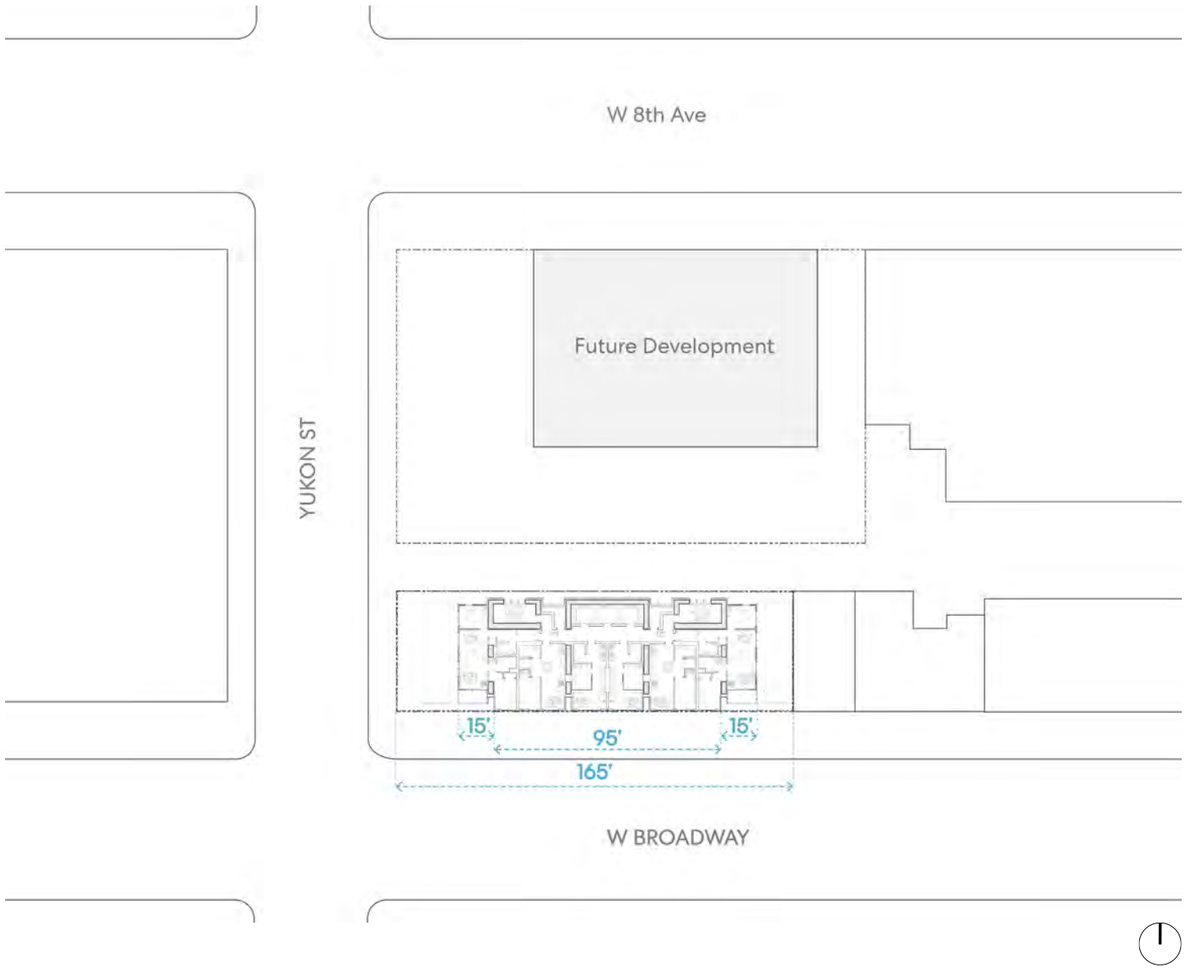
The design also incorporates the required setbacks, including a 15-foot tower setback to the east. Should the eastern lots be consolidated in the future, this setback and tower-spacing strategy will support the development viability of those sites by enabling appropriate tower separation and massing compatibility.



Tower Frontage

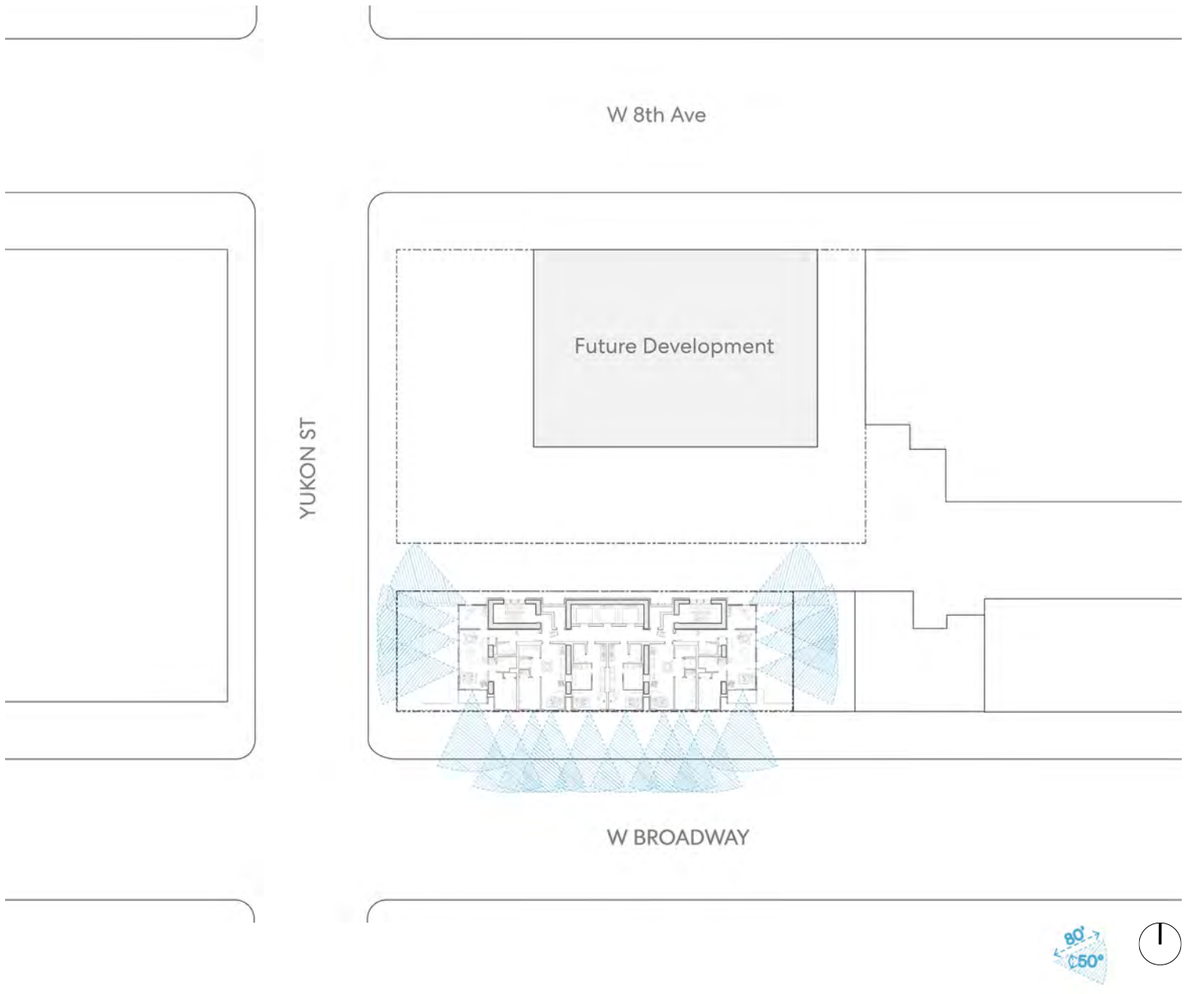
With the massing along W Broadway broken down into a primary volume that aligns with the building's structural rhythm and secondary wings to the east and west, the tower frontage measures 95 feet—representing less than 60% of the overall site frontage. Within this 95-foot width, the massing is further divided into three smaller components with 2'-6" recessed breaks, providing additional articulation and visual relief.

This stepped and segmented approach creates a more refined and context-responsive massing expression along Broadway, reducing perceived bulk and contributing to a slender, well-proportioned tower form within the evolving urban fabric.



Tower Livability

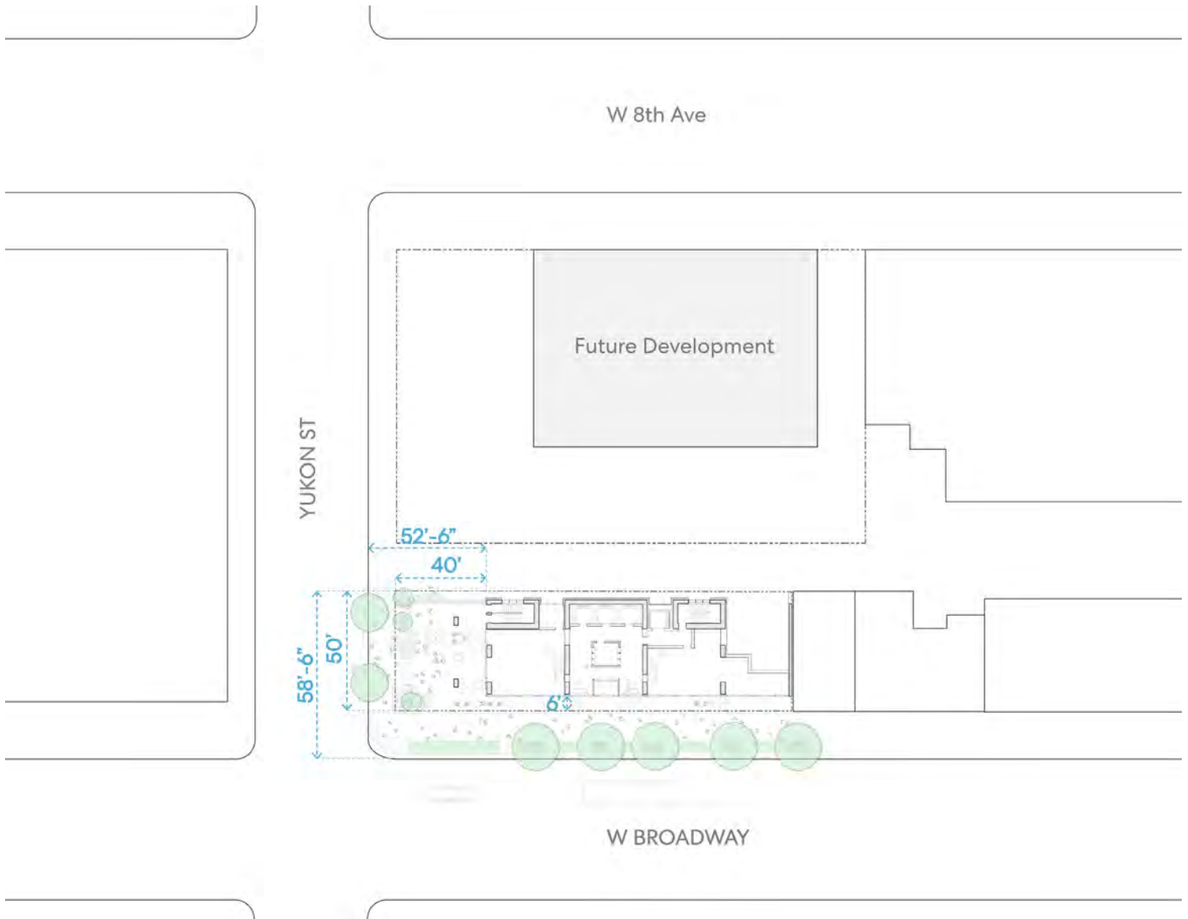
With a unique single-loaded core configuration, the residential units are oriented toward W Broadway, Yukon St, and the east, while ensuring livability of those units and being sensitive to future developments of surrounding sites.



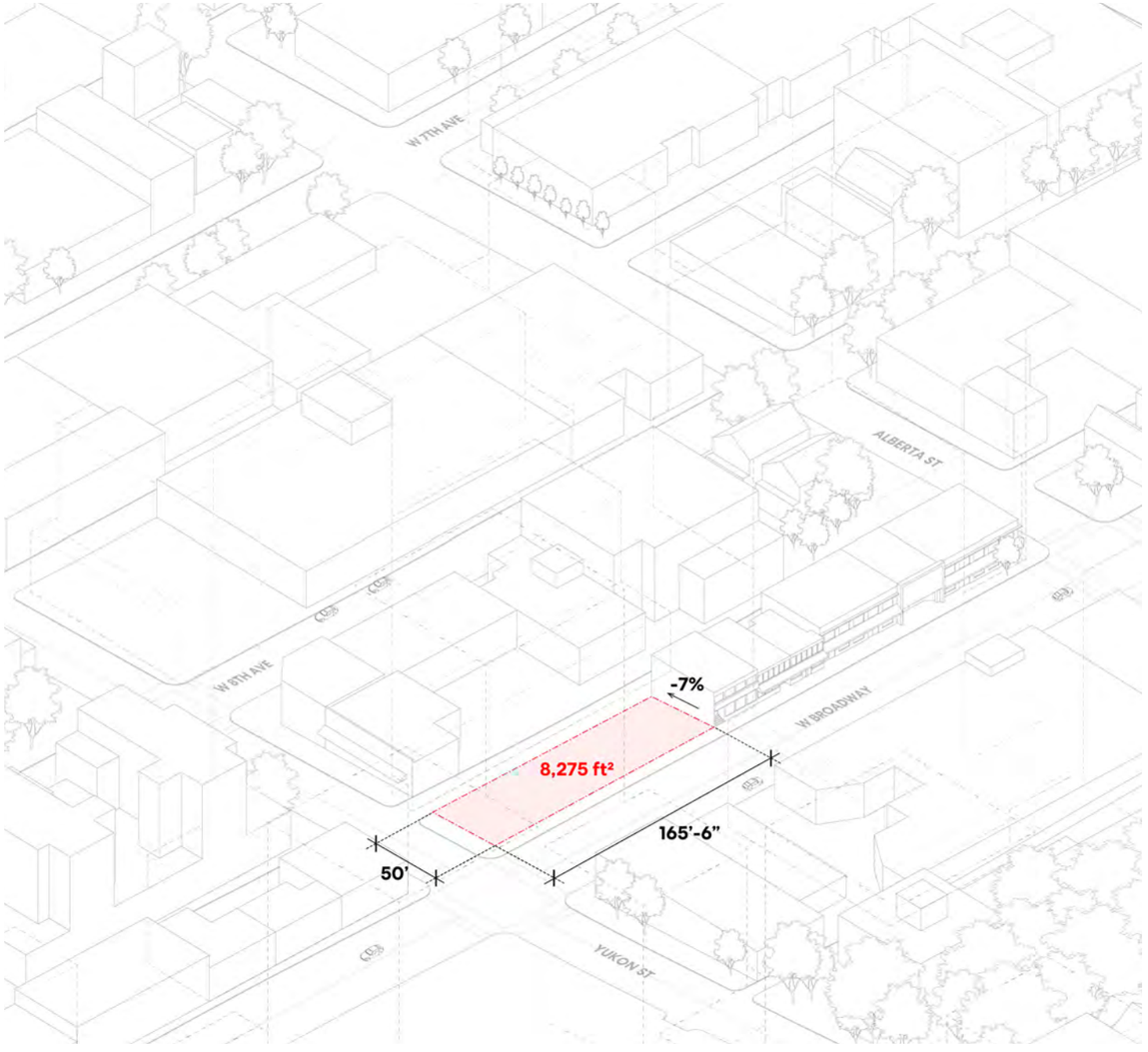
Public Realm at Grade

With a generous 40-foot setback from Yukon Street, the proposal creates a substantial public-facing open space that greatly enhances the pedestrian experience and supports the Broadway Plan's Great Street objectives. This setback corresponds to 52'-6" from the back of the future Yukon Street curb and 58'-6" from the back of the future W Broadway curb, providing an exceptional amount of space for circulation, seating, planting, and frontage activation.

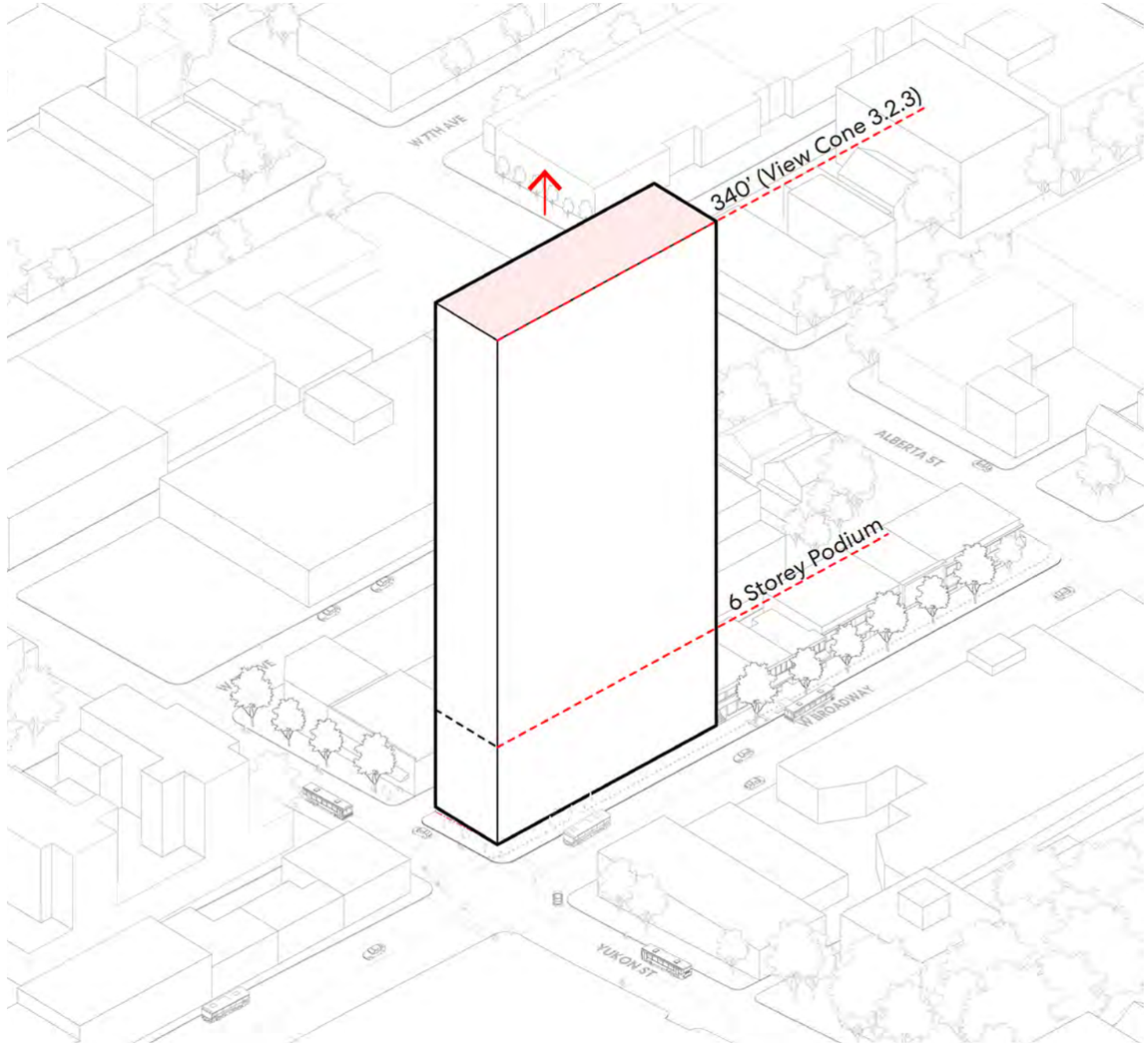
The corner plaza design incorporates grand stairs integrated with stepped planters and seating benches, using the natural slope along Yukon Street to create a series of comfortable, small-scale gathering areas. Extending across both the Broadway and Yukon frontages, this enhanced public realm provides green space, outdoor seating, café patio opportunities, and improved pedestrian connectivity—significantly contributing to public space access within the future Broadway Plan Area.



5.7 Massing Rationale

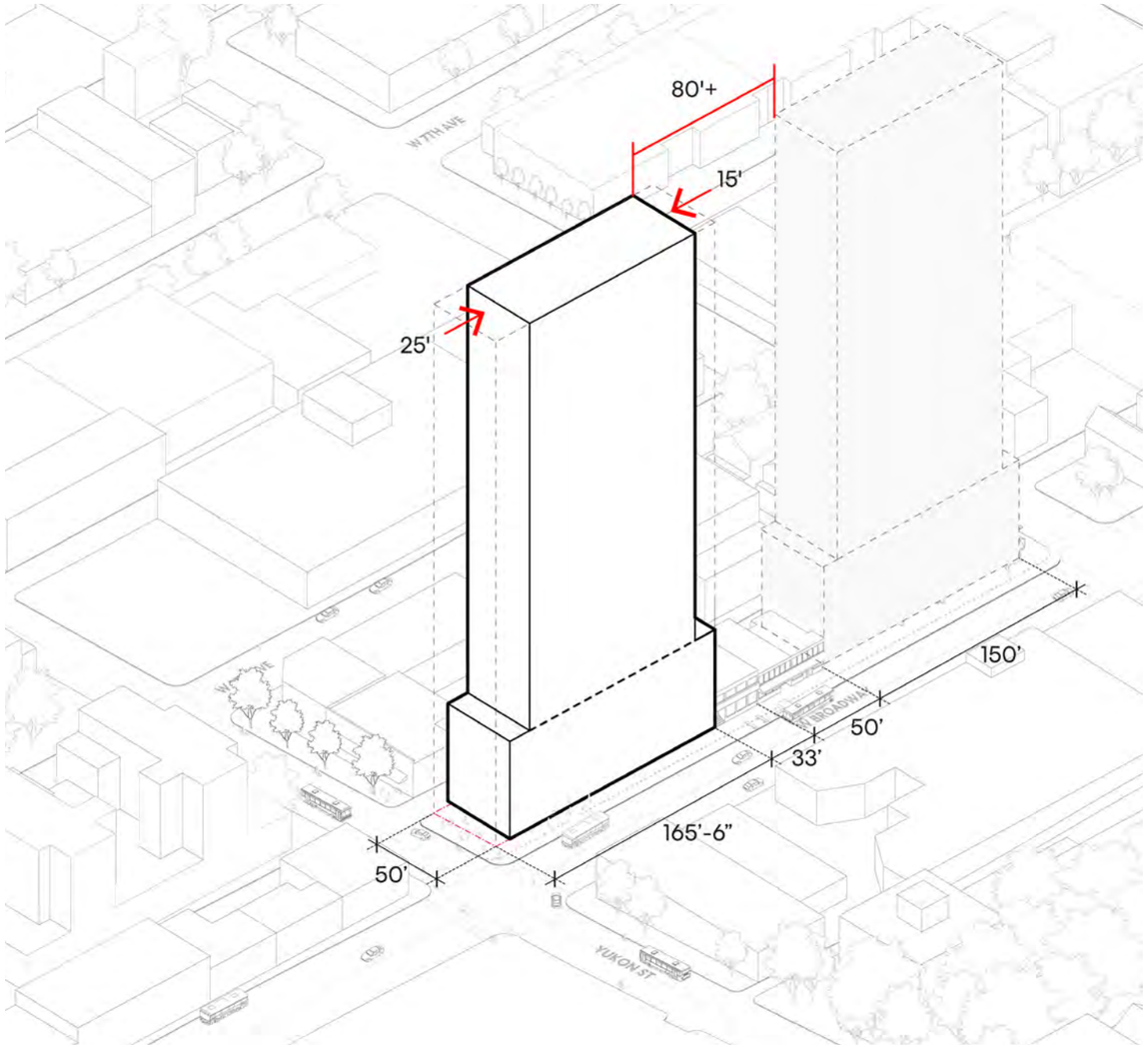


A. The site occupies a prominent corner at Yukon Street and W Broadway, one block from Broadway–City Hall Station, making it well-suited for additional height and density within the Broadway Plan's Centres area, subject to view-cone limits.

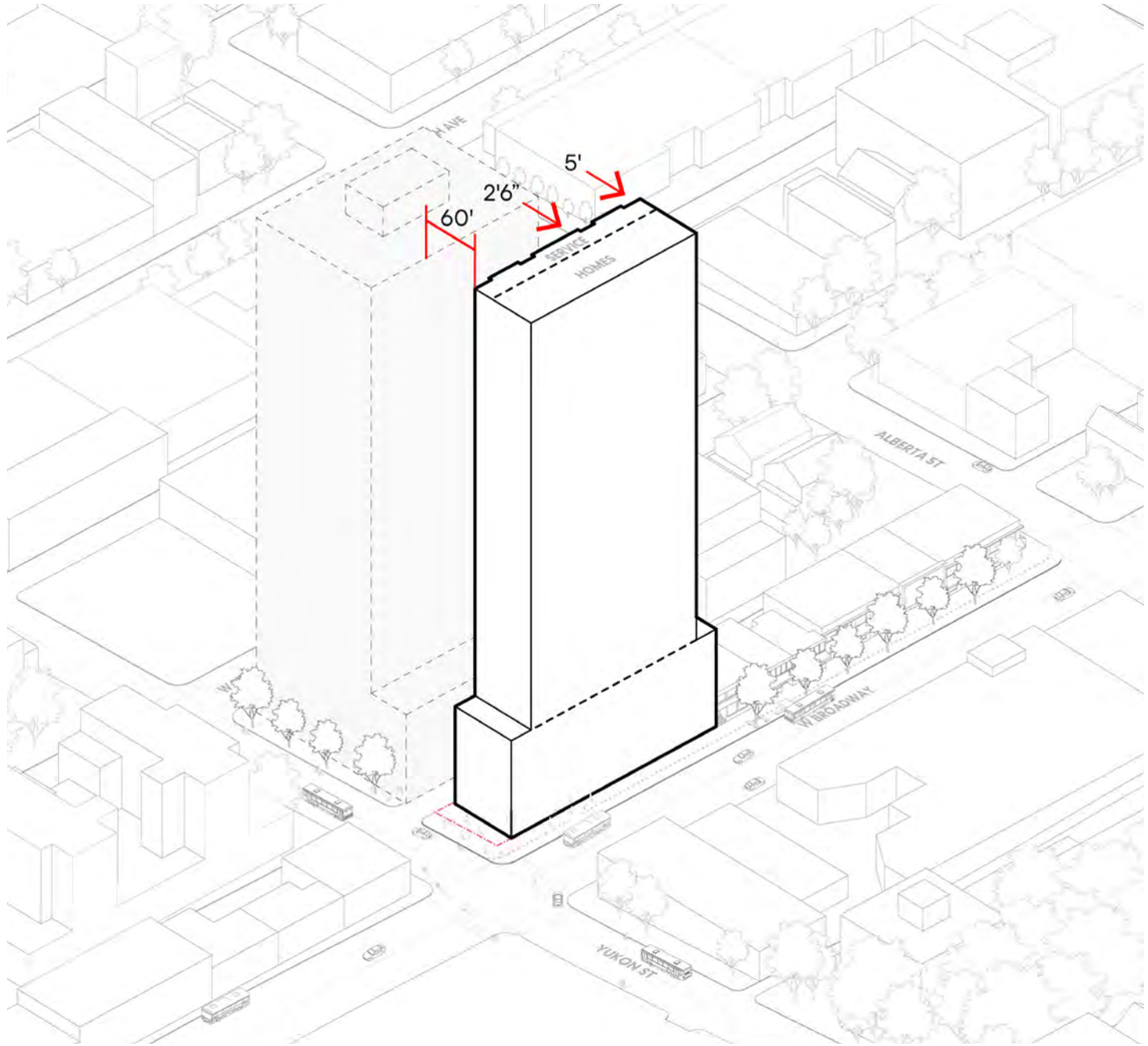


B. The massing is shaped by the Queen Elizabeth Park View Cone 3.2.3, which caps the tower at 340 feet. A 6-storey podium anchors the building along Broadway, supporting active uses and aligning with the Broadway Plan's intended streetscape scale.

Massing Rationale

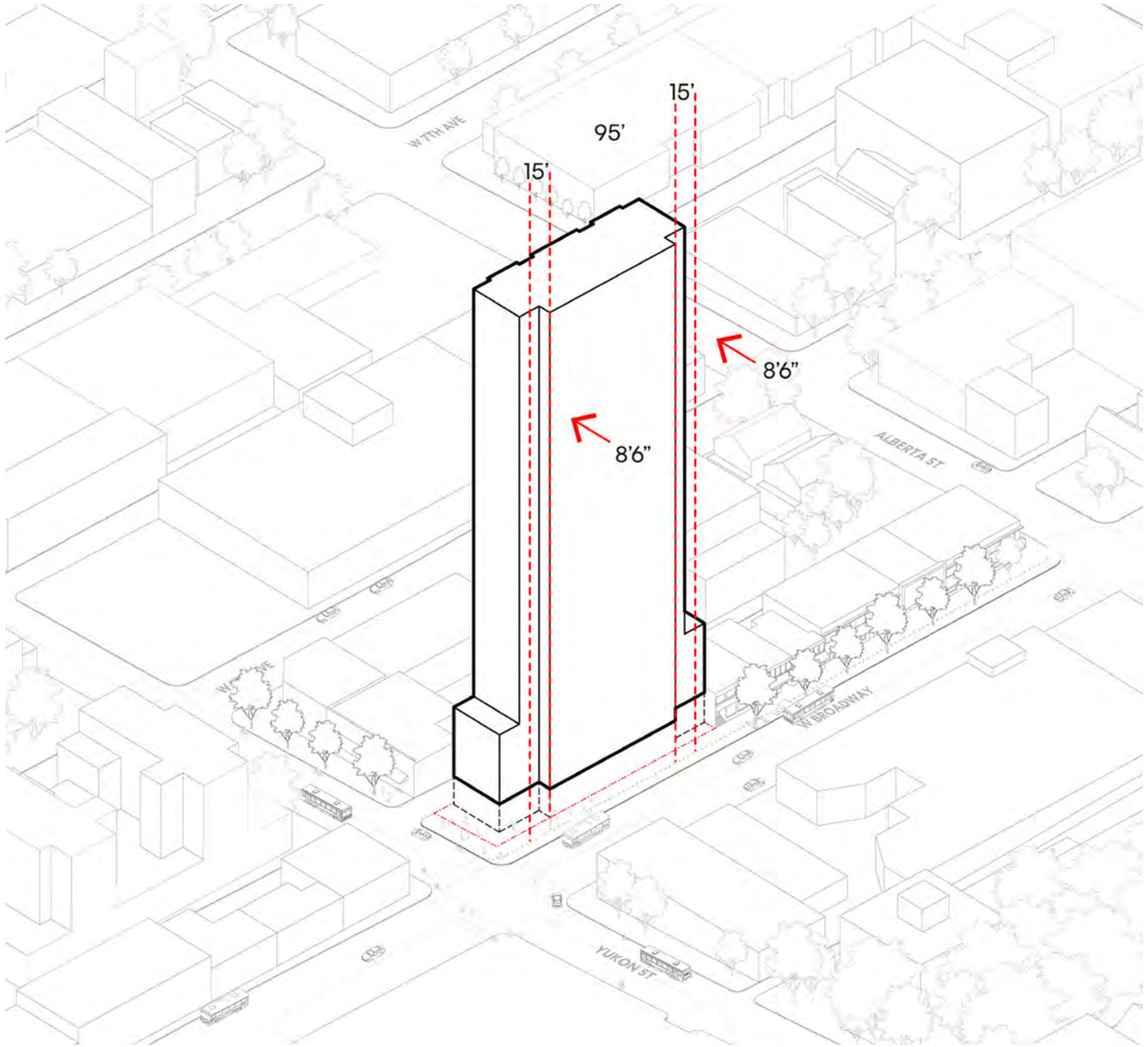


C. A 15-foot tower setback from the east property line ensures an 80-foot tower separation from future development, while a 25-foot setback along Yukon Street opens the corner and enhances ground-level public space.

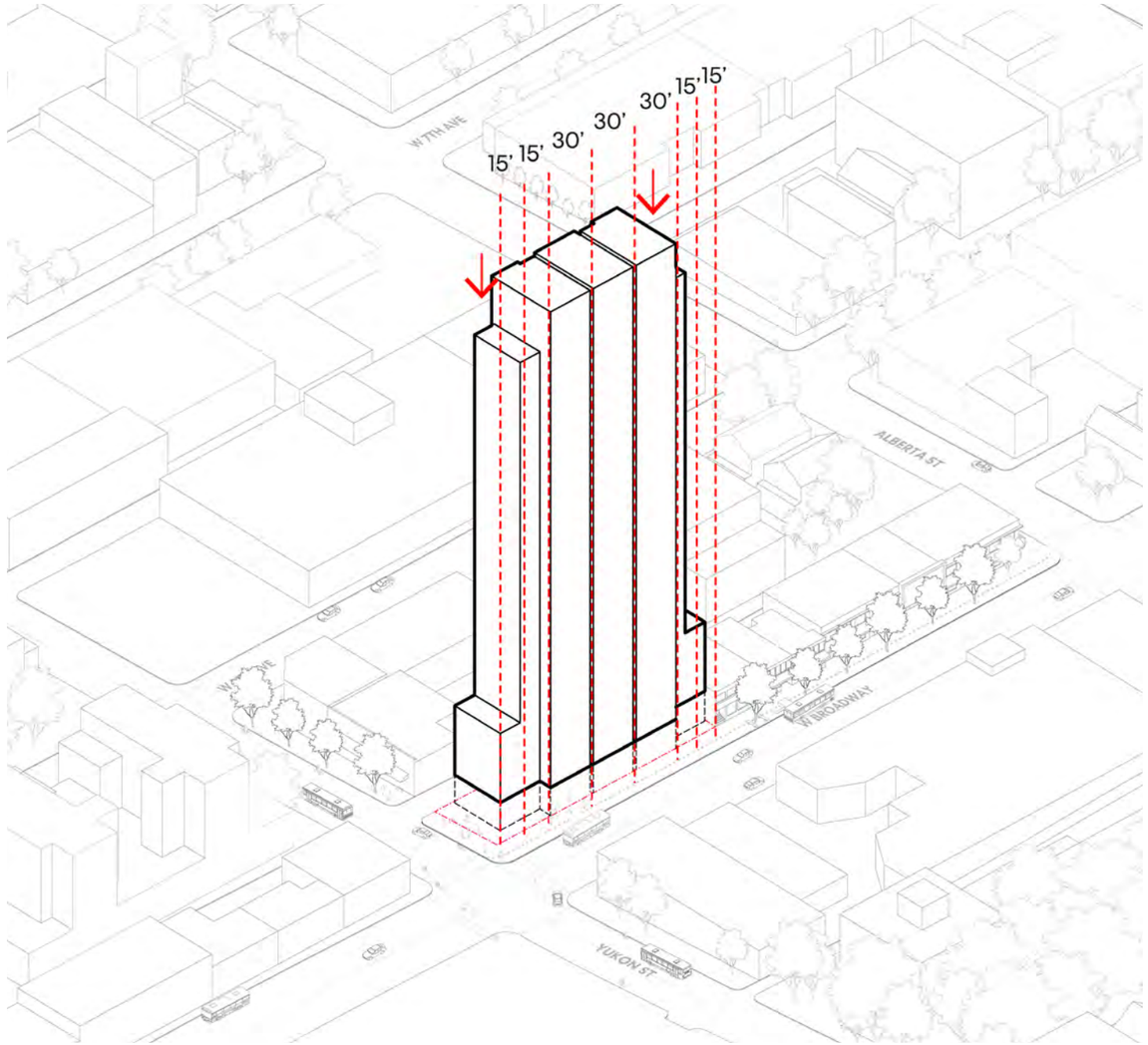


D. A 2'-6" to 5' lane setback is provided to support the future viability of a commercial tower across the lane, with the core, services, and single-loaded corridor oriented toward the lane to reinforce separation and optimize residential livability by directing units toward W Broadway, Yukon Street, and the east.

Massing Rationale

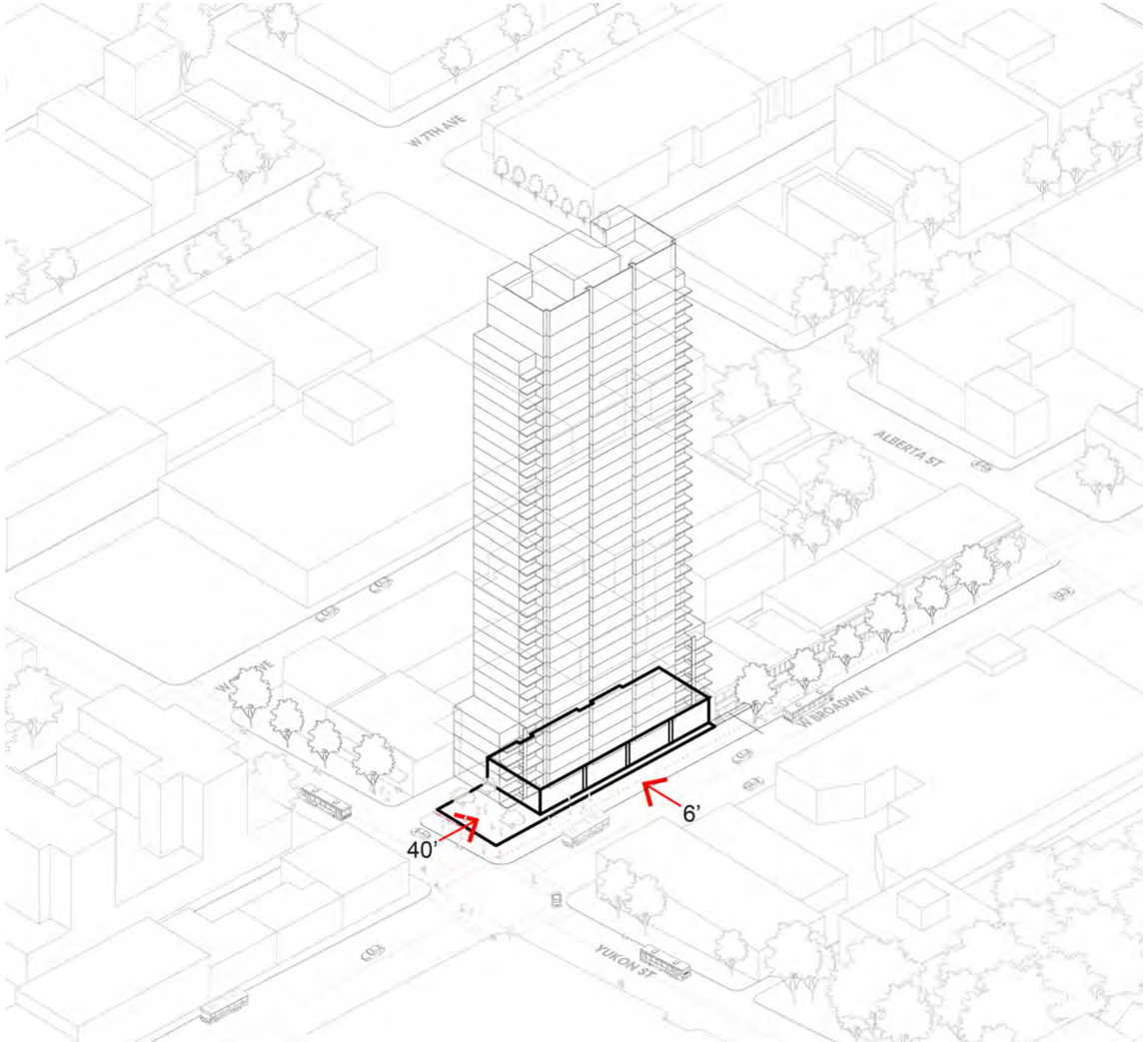


E. Along W Broadway, the massing is organized into a primary structural volume with secondary east and west wings, resulting in a 95-foot tower frontage—under 60% of the site length.

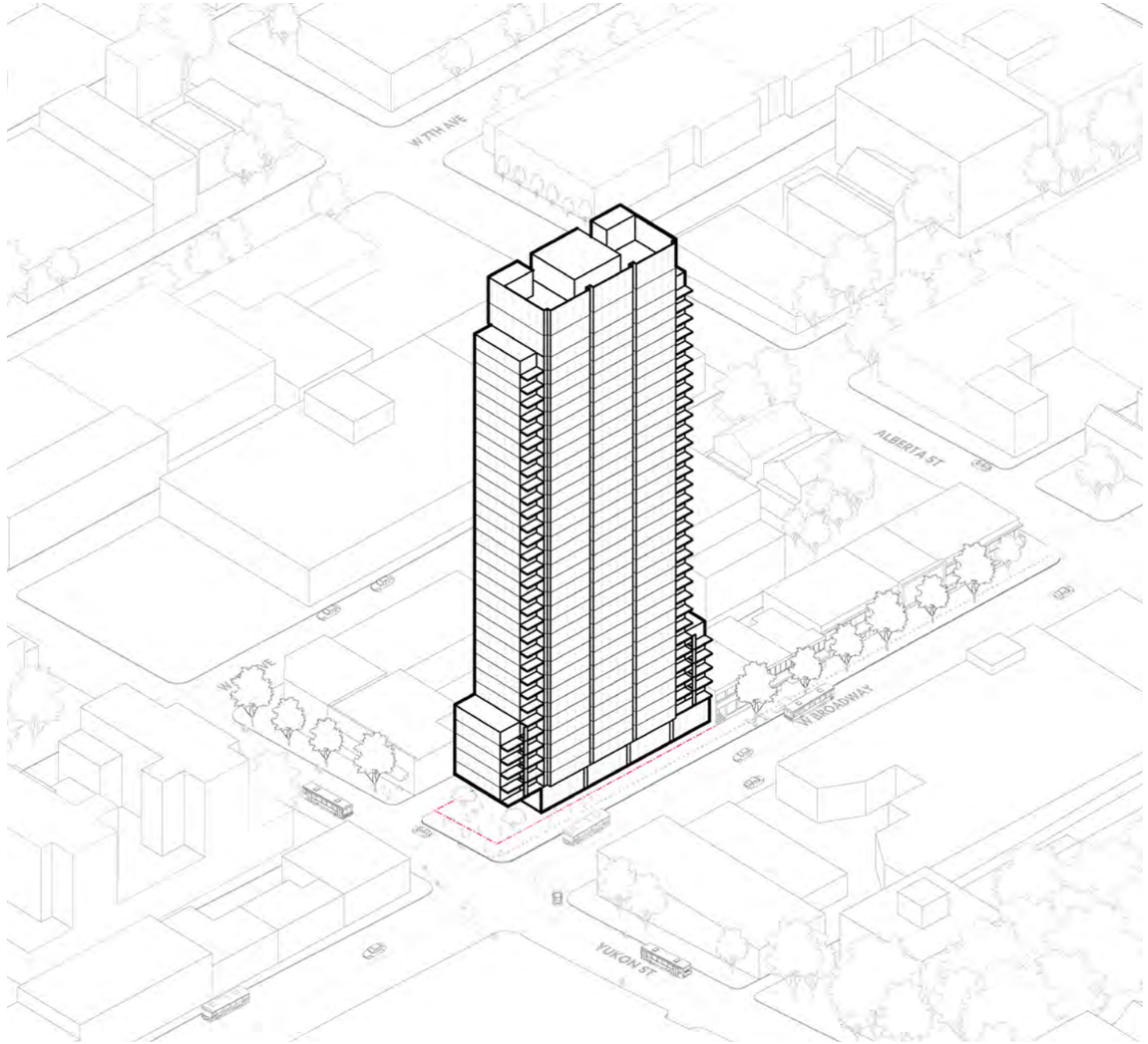


F. The W Broadway frontage is divided into three 30-foot segments with 2'-6" recessed breaks, while the east and west 15-foot wings step down in height, adding articulation and visual relief.

Massing Rationale



G. The massing responds to its context through an enhanced public realm, including a 6-foot setback along W Broadway and a generous 40-foot setback at Yukon Street, creating an open corner plaza with stepped seating, planting, and improved pedestrian flow.



H. The final massing results in a slimmer, context-attuned profile that noticeably reduces its perceived bulk along Broadway.

5.8 Functional Program Rationale



Ground Level Activation

Active retail frontages and a privately owned public space (POPS) animate W Broadway and Yukon Street, strengthening the public realm and enhancing pedestrian flow.



Levels 2-6: Residential Base

Lower residential levels wrap the single-loaded core, providing efficiently organized units with strong daylight access and views.

Functional Program Rationale



Levels 7-32: Slender Tower Massing

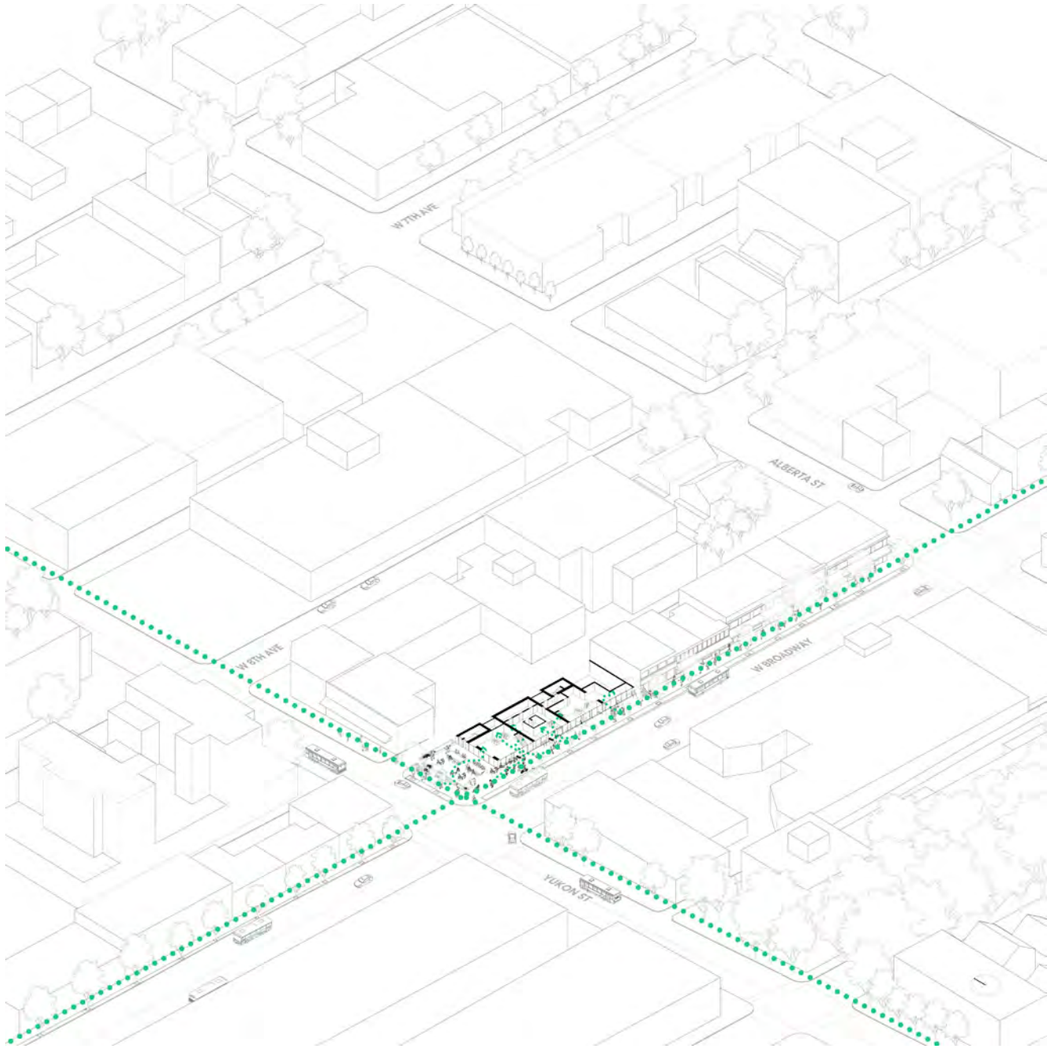
Upper residential floors transition to a slimmer tower plate, maximizing views while maintaining appropriate separation from adjacent future development.



Rooftop Amenity

In addition to the enclosed indoor amenity at Level 33, the rooftop amenity provides outdoor gathering, planting, and recreation spaces with access to light, air, and panoramic views.

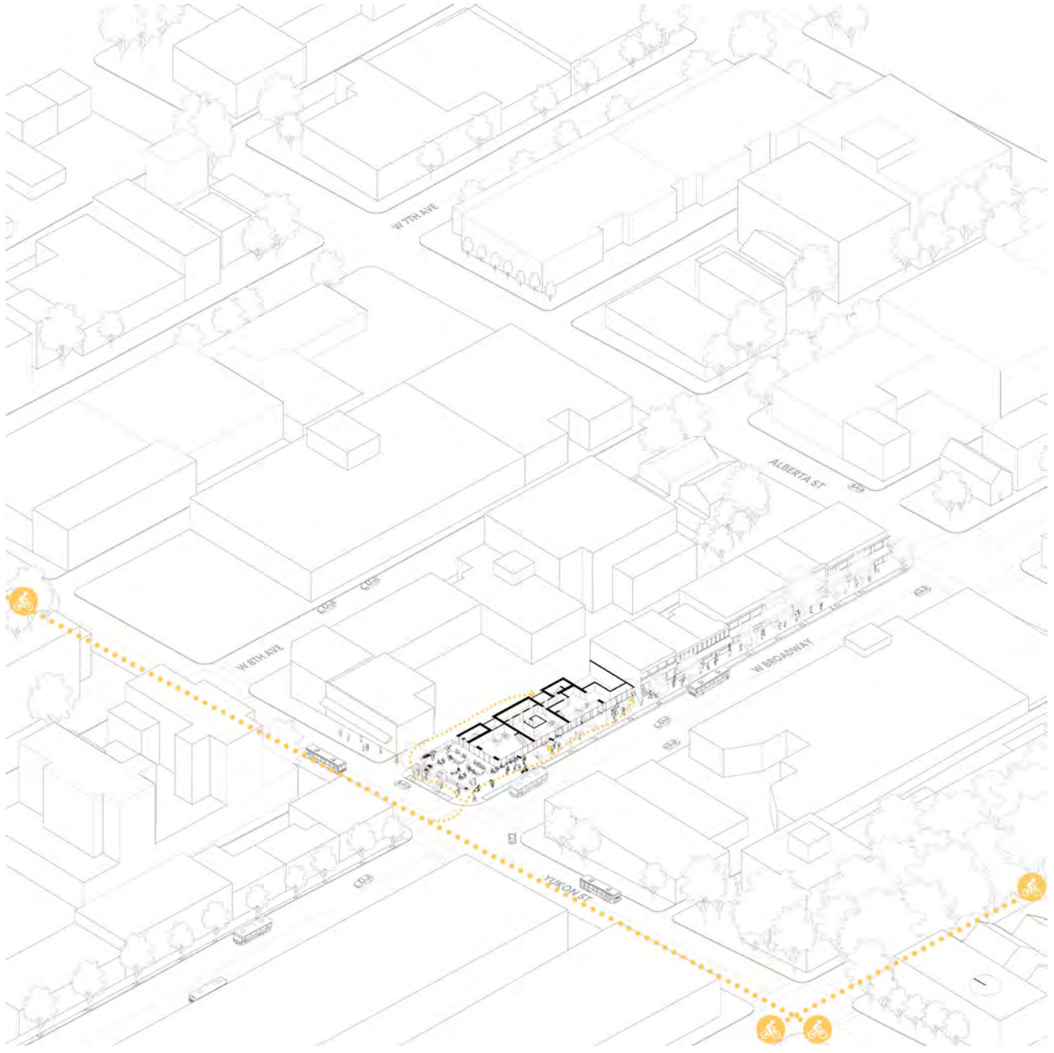
5.9 Circulation



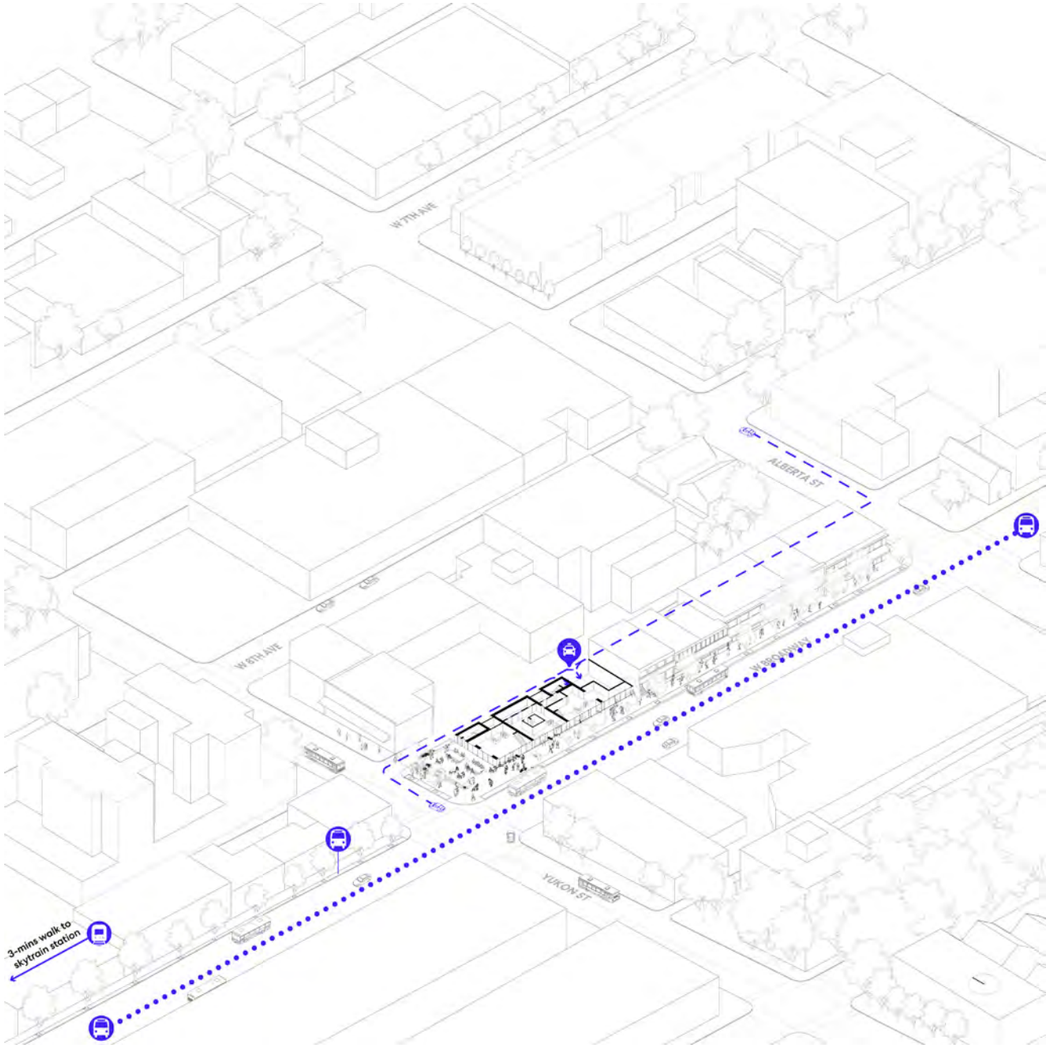
Pedestrian

Bike

Pedestrian circulation is oriented to W Broadway and Yukon Street, with direct, legible access to the retail frontage, residential lobby, and the corner POPS. The widened sidewalks and open corner plaza further support smooth pedestrian movement and enhance the public realm experience.



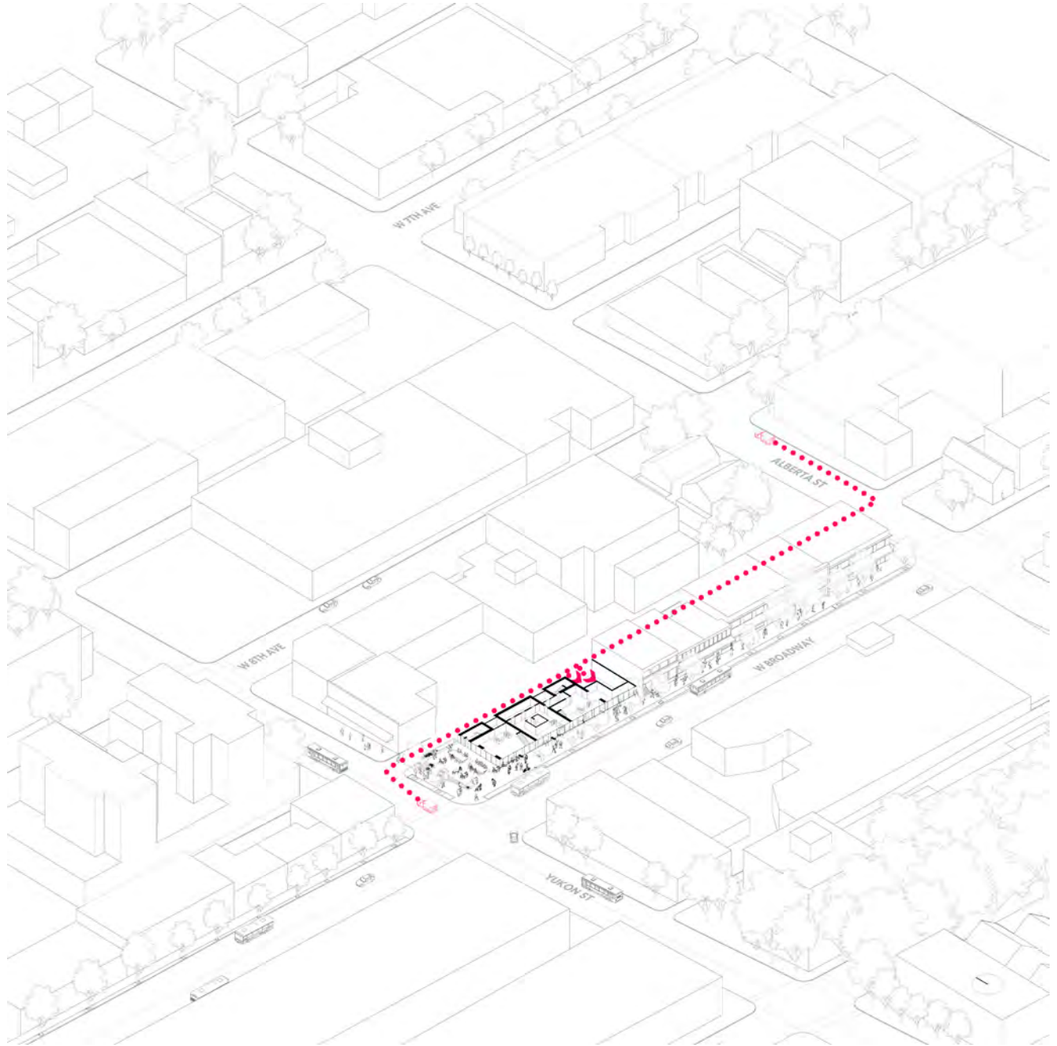
Bicycle circulation is organized through the lane, where riders access secure Class A bike parking via a dedicated bike elevator to the below-grade bike storage area. Class B bike parking is provided along W Broadway within the 6-foot setback zone, offering convenient short-stay parking for visitors and customers.



Transit

Loading

Transit circulation benefits from immediate access to major bus routes on Broadway and the nearby Broadway–City Hall Station, with a shared passenger pick-up and drop-off space off the lane—managed together with loading operations through a dedicated loading manager—for efficient short-term access.



Loading circulation is consolidated within the lane, accommodating one Class B and one Class A loading spaces, reducing operational impacts and preserving an uninterrupted public realm along Broadway and Yukon Street.

5.10 Material Study

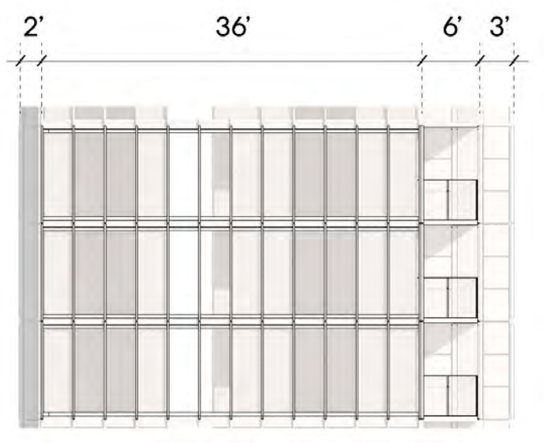
The material strategy at this stage focuses on a simple, coherent palette that aligns with the proposed architectural expression and the broader urban context. Inspired by the tonality of the neighbouring mountains, the façade uses shades of grey anodized aluminum paired with metal and vision glass guardrails to create a refined, durable, and contextually responsive envelope.

Purposeful, discrete openings are introduced where they best support unit livability. Larger openings are located at living spaces, while bedroom windows are more selectively framed for comfort and privacy. Opaque façade elements are strategically placed where demising walls or building services occur.

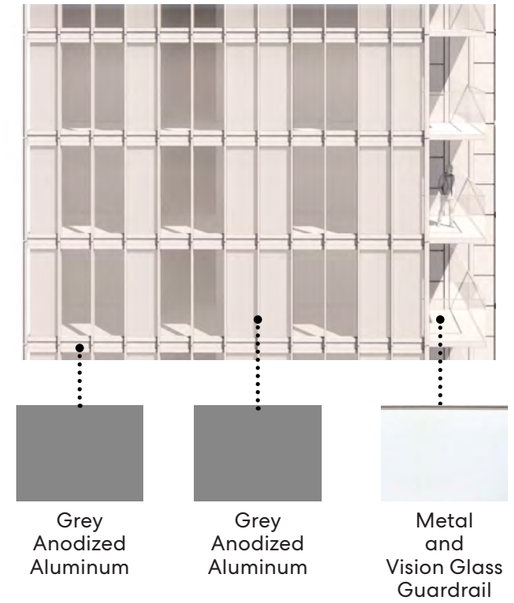
This approach provides clarity to the building's structural rhythm, enhances façade articulation, and supports a high-performing envelope consistent with the project's sustainability goals.

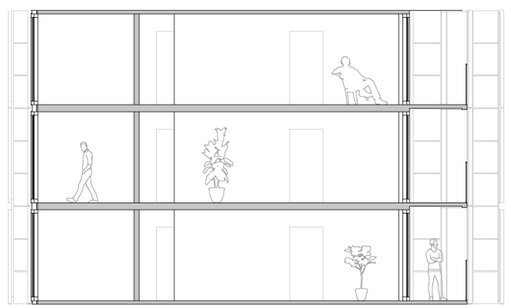


Floor Plan

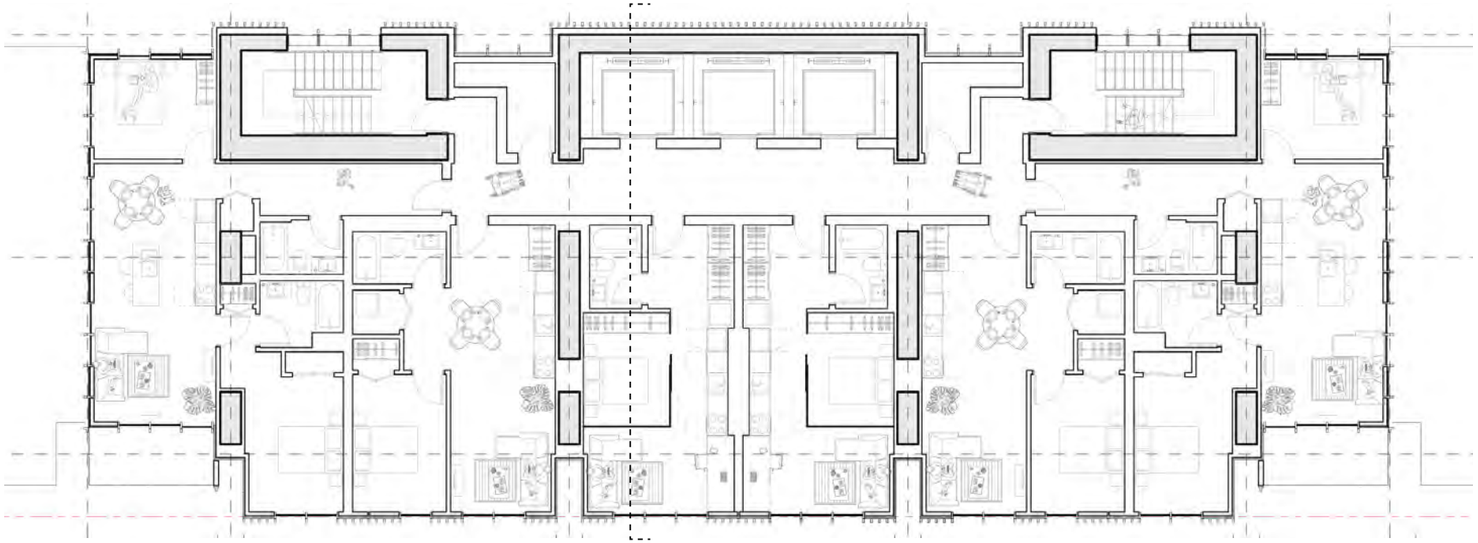


West Elevation

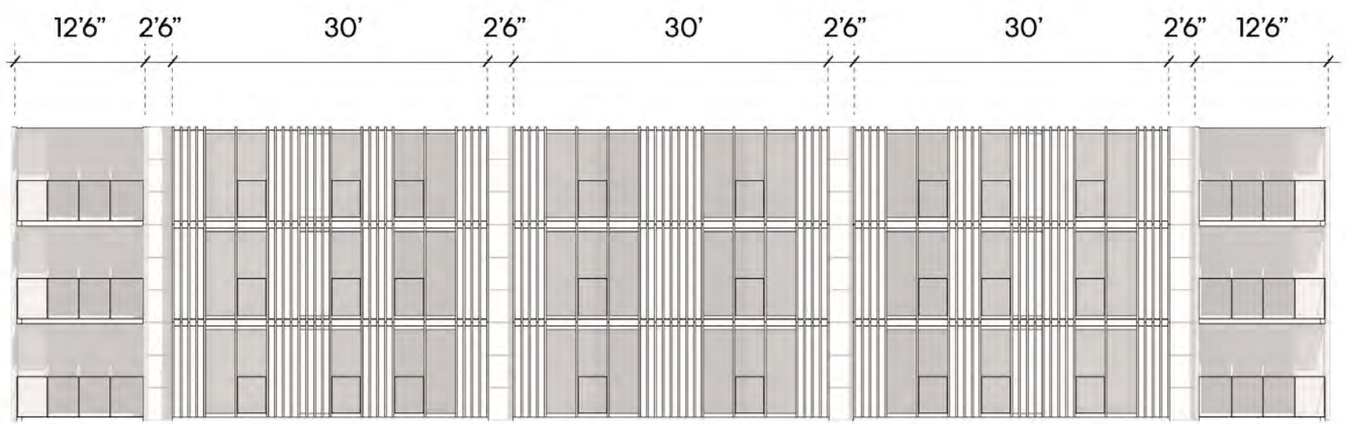




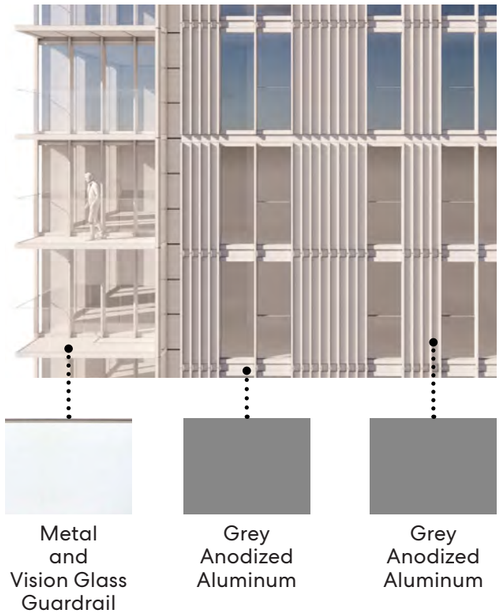
Section

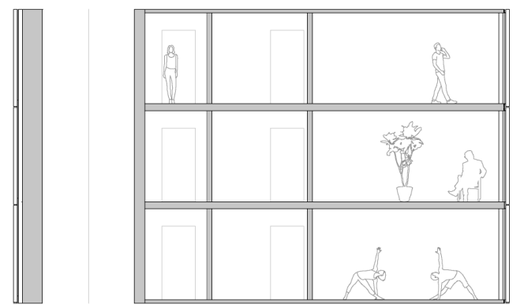


Floor Plan



South Elevation





Section

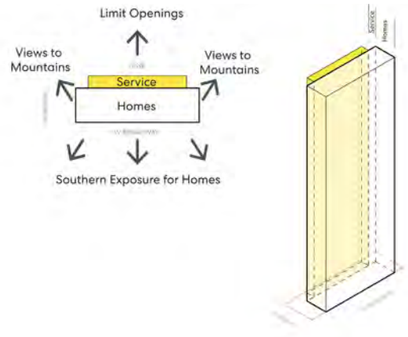
5.11 Structural Diagram

Given the project's side-core configuration, several structural studies were undertaken to develop an approach that meets unit layout requirements while providing a clear and elegant design response to the site. The resulting strategy establishes a strong structural order that supports efficient planning, enables livable single-loaded units along W Broadway, and creates opportunities for daylight and animation along the north façade.

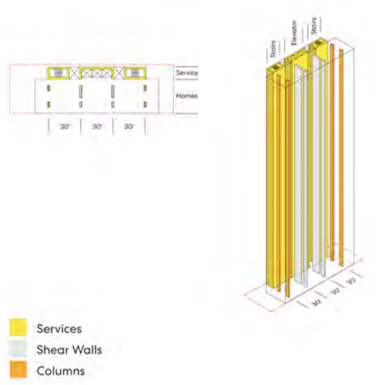
This approach organizes the building through a series of coordinated moves:

- Structural order as the primary organizing principle
- Core and service zones consolidated as a coherent servant space
- Adaptable layouts that meet 2025 Vancouver Building Code requirements for adaptable dwelling units
- Enhanced livability through improved daylight, views, and functional unit configurations

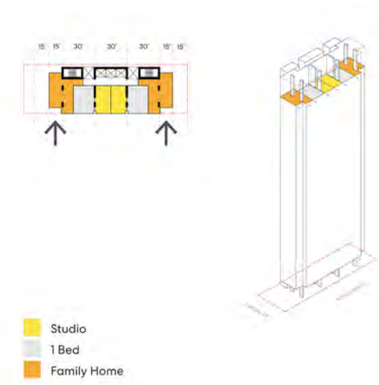
Together, these elements produce a well-structured, resilient tower form with a clear hierarchy between primary structure, service zones, and residential layouts.



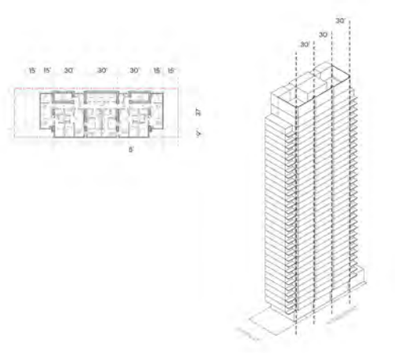
1. Core Placement



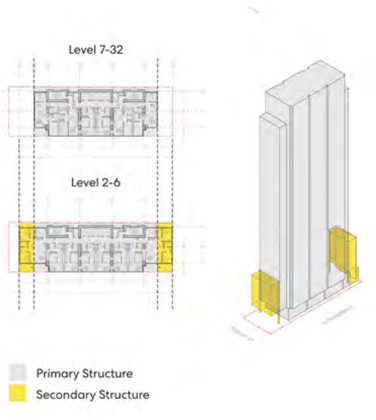
2. Service Division and Primary Structure



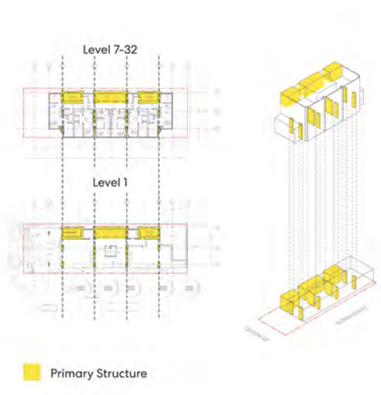
3. Home Placement



4. Home Layout Articulation



5. Secondary Structure Level 2-6

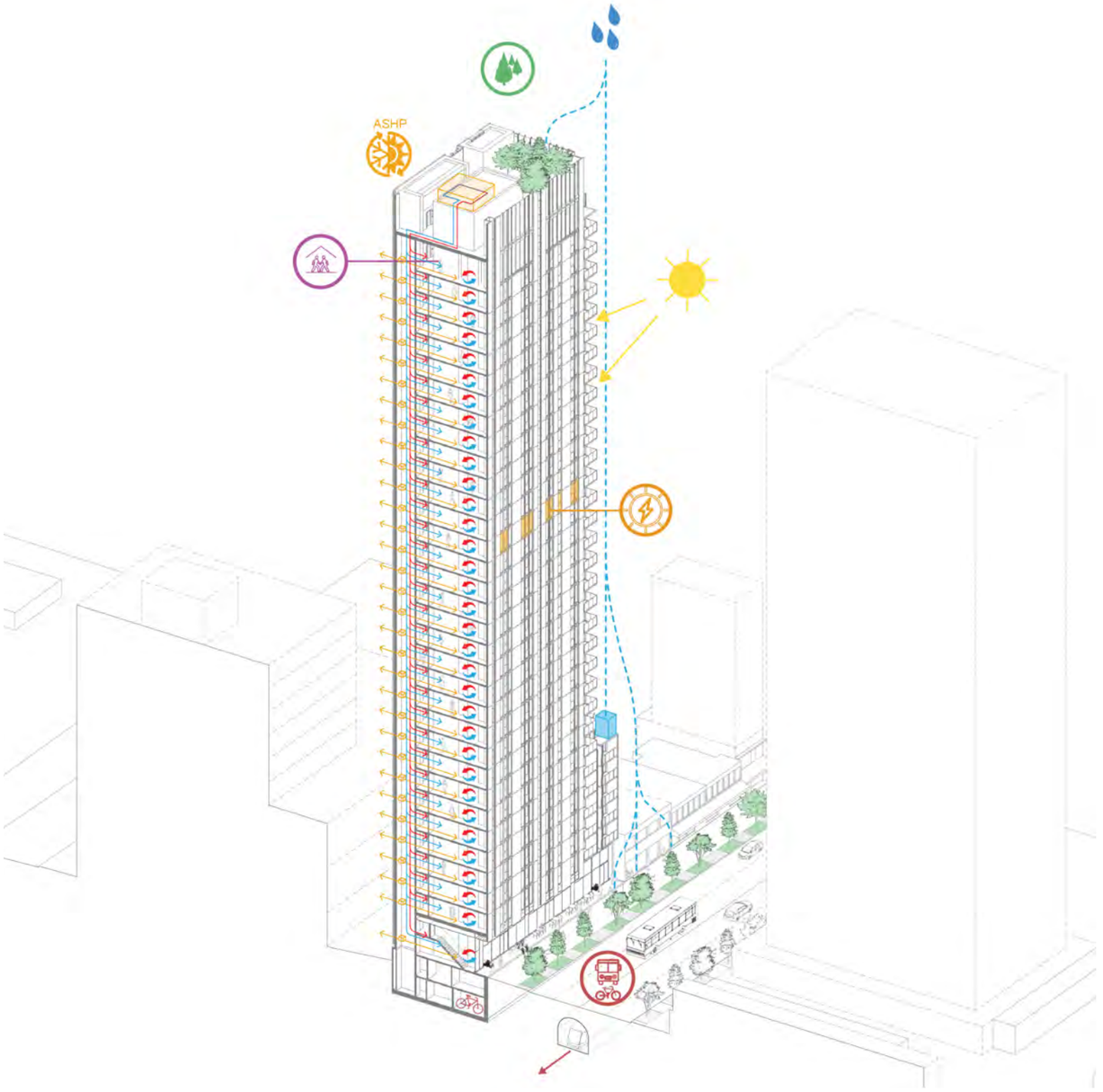


6. Level 1 Continuous Primary Structure

5.12 Building Systems

The project uses both active and passive strategies to meet holistic sustainability and energy use targets as outlined below:

1. An AWHP provides both cooling and heating, with a backup condensing boiler.
2. Energy Recovery Ventilators (ERVs) with high Sensible Recovery Efficiency (SRE) are used for Multi-Unit Residential rental suites.
3. Strategically placed plants and balconies optimize solar heat gain.
4. Optimized window-to-wall ratio balances access to daylight and low energy use.
5. Thermally efficient building envelope design reduces air leakage and minimizes thermal bridging.
6. A corner plaza on the ground level and a green roof at level 7, 33, and rooftop support stormwater retention on site.
7. Balconies have double sliding doors in each room to enhance the connection to the outdoors, offering opportunities for natural ventilation.





An aerial view showing the proposed design within the larger urban context.

Section 6.0

Architectural Drawings

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6.1 Project Data & FSR Summary

PROJECT INFORMATION

PROJECT NAME		395 West Broadway		
CIVIC ADDRESS		365-395 WEST BROADWAY, VANCOUVER, BC		
LEGAL DESCRIPTION		PID: 011-073-250		
ZONING		C3-A (CD-1 PROPOSED)		
SITE DIMENSIONS		50.3 m (165') x 15.2 m (50')		
SITE AREA		764.6 m² (8,250.0 ft²)		
SITE COVERAGE		83.3%		
			MIN REQUIRED (C3-A)	**PROVIDED**
SETBACK	TOWER	WEST BROADWAY	0' (0 m)	0' (0 m)
		YUKON	0' (0 m)	25' - 0" (7.6 m)
		LANE	25' (7.6 m)	2' - 6" to 5' - 0" (0.76 m to 1.52 m)
		FUTURE DEVELOPMENT	DEPENDS ON FORM OF DEVELOPMENT PROPOSED	15' - 0"
SETBACK	BASE	WEST BROADWAY	0' (0 m)	6' - 0" (1.8 m)
		YUKON	0' (0 m)	40' (12 m)
		LANE	0' (0 m)	2' - 6" to 5' - 0" (0.76 m to 1.52 m)*
		FUTURE DEVELOPMENT	0' (0 m)	0' (0 m)
			MAXIMUM ALLOWED (C3-A)	**PROVIDED**
BUILDING HEIGHT			30.2 ft (9.2 m)	340.00 ft (103.6 m)*
FSR			3.0	22.04*
USES			RESIDENTIAL/ COMMERCIAL	RESIDENTIAL/ COMMERCIAL

* Refer to Design Booklet Chapter 3 and Chapter 5

DRAWING INDEX

SHEET NUMBER	SHEET NAME	ISSUED FOR REZONING GC REVIEW SET | 2025/03/28	ISSUED FOR REZONING | 2025/04/04	ISSUED FOR REZONING AMENDMENT | 2026/01/19
RZ-G000	COVER SHEET	•	•	•
RZ-G001	PROJECT DATA AND FSR SUMMARY	•	•	•
RZ-G002	PROJECT STATISTICS	•	•	•
RZ-G003	SITE SURVEY AND BUILDING GRADE	•	•	•
RZ-G004	SITE COVERAGE PLAN	•	•	•
RZ-G005	SHADOW STUDIES - EXISTING MASSING	•	•	•
RZ-G006	SHADOW STUDIES - PROPOSED MASSING	•	•	•
RZ-A001	CONTEXT PLAN	•	•	•
RZ-A002	SITE CONTEXT PHOTOS	•	•	•
RZ-A003	SITE PLAN	•	•	•
RZ-A004	STREET ELEVATIONS	•	•	•
RZ-A005	STREET ELEVATIONS	•	•	•
RZ-A101	FLOOR PLAN - LEVEL B2	•	•	•
RZ-A102	FLOOR PLAN - LEVEL B1	•	•	•
RZ-A103	FLOOR PLAN - LEVEL 01	•	•	•
RZ-A104	FLOOR PLAN - LEVEL 01 MEZZANINE	•	•	•
RZ-A105	FLOOR PLAN - LEVEL 02-06	•	•	•
RZ-A106	FLOOR PLAN - LEVEL 07-32	•	•	•
RZ-A107	FLOOR PLAN - LEVEL 33 RESIDENTIAL OUTDOOR AMENITY	•	•	•
RZ-A108	ROOF PLAN	•	•	•
RZ-A201	OVERALL EXTERIOR ELEVATION - SOUTH	•	•	•
RZ-A202	OVERALL EXTERIOR ELEVATION - EAST	•	•	•
RZ-A203	OVERALL EXTERIOR ELEVATION - WEST	•	•	•
RZ-A204	OVERALL EXTERIOR ELEVATION - NORTH	•	•	•
RZ-A301	OVERALL BUILDING SECTION - N/S THROUGH LOBBY	•	•	•
RZ-A302	OVERALL BUILDING SECTION - E/W THROUGH CORE	•	•	•
RZ-A303	OVERALL BUILDING SECTION - E/W - THROUGH LOBBY	•	•	•
RZ-A701	AXONOMETRIC AND PHYSICAL MODEL VIEWS	•	•	•

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FSR CALCULATION

PERMITTED			PROVIDED		
FSR AREA			**FSR AREA**		
OFFICE	N/A	N/A	RESIDENTIAL	177,341 ft²	16,476 m²
RESIDENTIAL	N/A	N/A	RETAIL	4,472 ft²	415 m²
RETAIL	N/A	N/A	TOTAL	181,813 ft²	16,890 m²
TOTAL	24,750 ft²	2,293.68 m²			
SITE AREA	8,250 ft²	764.56 m²			
FSR			**FSR**		
OFFICE		N/A	RESIDENTIAL		21.50
RESIDENTIAL		N/A	RETAIL		0.54
RETAIL		N/A	TOTAL		22.04
TOTAL		3.0			
OPEN BALCONY			**OPEN BALCONY**		
AREA	21,281 ft²	1,977 m²		5,440 ft²	505 m²

RESIDENTIAL UNIT MIX SUMMARY

UNIT TYPE	NUMBER OF UNITS	% PROVIDED	NET		GROSS	
			(ft²)	(m²)	(ft²)	(m²)
1-BED	72	37%	513.54	47.71	584.89	54.34
2-BED	62	32%	840.66	78.10	938.78	87.22
STUDIO	62	32%	389.14	36.15	457.43	42.50
TOTAL	196	100%				
FAMILY UNITS (≥2 BEDS)						
2-BED	62	32%				
TOTAL	62					

RESIDENTIAL UNIT MIX

UNIT TYPE	NUMBER OF UNITS	% PROVIDED	NET		GROSS	
			(ft²)	(m²)	(ft²)	(m²)
1-BED TYPE A	62	32%	527.24	48.98	599.33	55.68
1-BED TYPE B	10	5%	428.58	39.82	495.34	46.02
2-BED TYPE A	52	27%	847.00	78.69	952.64	88.50
2-BED TYPE B	10	5%	807.74	75.04	866.70	80.52
STUDIO TYPE A	62	32%	389.14	36.15	457.43	42.50
TOTAL	196	100%				

6.2 Parking Statistics

PARKING

REQUIRED						PROVIDED	
PARKING	BYLAW REFERENCE: Vancouver Off-Street Parking Space Regulations April 2025	UNITS	GFA	MAX	MIN	PARKING SPACE PROVIDED	
RESIDENTIAL (4.1.1)	No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the city	196			0	RESIDENTIAL	0.00
RES ACCESSIBLE (4.1.4)	For each multiple dwelling or live-work use, there must be at least one accessible parking space for each building that contains at least seven...	196			1.00	ACCESSIBLE (RESIDENTIAL)	0.00
	...and an additional 0.034 space for each additional dwelling unit	189			6.43	ACCESSIBLE (RESIDENTIAL VISITOR)	0.00
	The first accessible parking space provided, plus every tenth accessible parking space provided , must be a van accessible parking space.					VAN ACCESSIBLE (RESIDENTIAL VISITOR)	0.00
VISITOR PARKING (4.1.3)	Where parking spaces are provided for dwelling uses, including live-work use, except in the Downtown and Broadway Plan Area, a minimum of an additional 0.05 parking spaces for every dwelling unit and a maximum of an additional 0.1 spaces for every dwelling unit must be provided and reserve...	196		0	9.80	VISITOR PARKING	0.00
RETAIL (4.1.1)	No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the city		415		0	RETAIL	0.00
RETAIL ACCESSIBLE (4.1.4)	At least one accessible parking space for each building that contains at least 500 m² of gross floor area....		415		0	ACCESSIBLE (RETAIL)	0.00
	...and an additional 0.4 parking space for each 1000 m² of gross floor area				0.17		
	TOTAL			0	17	TOTAL	0.00

BICYCLE PARKING

REQUIRED							PROVIDED	
CLASS A	BYLAW REFERENCE: Vancouver Off-street Bicycle Space Regulations November 2024	UNITS	GFA (sqft)	GFA (m²)	MIN	MAX	CLASS A BICYCLE PARKING	
RESIDENTIAL (6.2.1.2)	A minimum of 1.5 spaces for every dwelling unit under 65 m²	134			201		HORIZONTAL	27
	A minimum of 2.5 spaces for every dwelling unit over 65 m² and under 105 m²	62			155		HORIZONTAL - OVERSIZED	18
	A minimum of 3 spaces for every dwelling unit over 105 m²	0			0		HORIZONTAL - DOUBLE STACKED	260
RETAIL (6.2.5.1)	A minimum of one space for each 540 m² of gross floor area		4,472	415	2		VERTICAL - RACK	15
	CLASS A TOTAL				358		LOCKERS - (NORMAL+SPACE SAVER)	66
CLASS A BIKE PARKING ALLOCATION	BYLAW REFERENCE: Vancouver Off-street Bicycle Space Regulations November 2024	CLASS A SPACES			MIN	MAX	SUB TOTAL	369
HORIZONTAL OVERSIZED (6.3.9)	Min 5% of provided spaces	358			18			
HORIZONTAL STACKED (6.3.13)	Max 60% of provided spaces in combination with vertical stalls					215		
VERTICAL (6.3.13)	Max 30% of provided spaces					107		
LOCKERS (6.3.13A)	Min 10% of provided spaces				36			
CLASS B	BYLAW REFERENCE: Vancouver Off-street Bicycle Space Regulations November 2024	UNITS	GFA (sqft)	GFA (sqm)	MIN	MAX	CLASS B BICYCLE PARKING	
RESIDENTIAL (6.2.1.2)	A minimum of 2 spaces for any development containing at least 20 dwelling units	196			2		HORIZONTAL - RACK	11
	one additional space for every additional 20 dwelling units	176			9		SUB TOTAL	11
RETAIL (6.2.5.1)	A minimum of 6 spaces for any development containing a minimum of 1,000 m² of gross floor area		4,472	415	0			
	CLASS B TOTAL				11		CLASS A AND CLASS B TOTAL	370

LOADING

REQUIRED						PROVIDED*	
LOADING	BYLAW REFERENCE: Vancouver Off-Street Loading Space Regulations April 2025	UNITS	GFA	CLASS A	CLASS B	LOADING	
RESIDENTIAL (5.2.1)	Class A: At least one space for 50 to 299 dwelling units	196		1		CLASS A	1
	Class B: No requirement for less than 100 dwelling units	196			1	CLASS B	1
RETAIL (5.2.6)	Class A: No requirement Class B: A minimum of one space for the first 2325 m² of gross floor area, plus one space for any portion of the next 2325 m²		415		0 1		
	TOTAL			1	2	TOTAL	2

*Refer to Transportation Report for Loading Rationale.

END OF TRIP FACILITIES

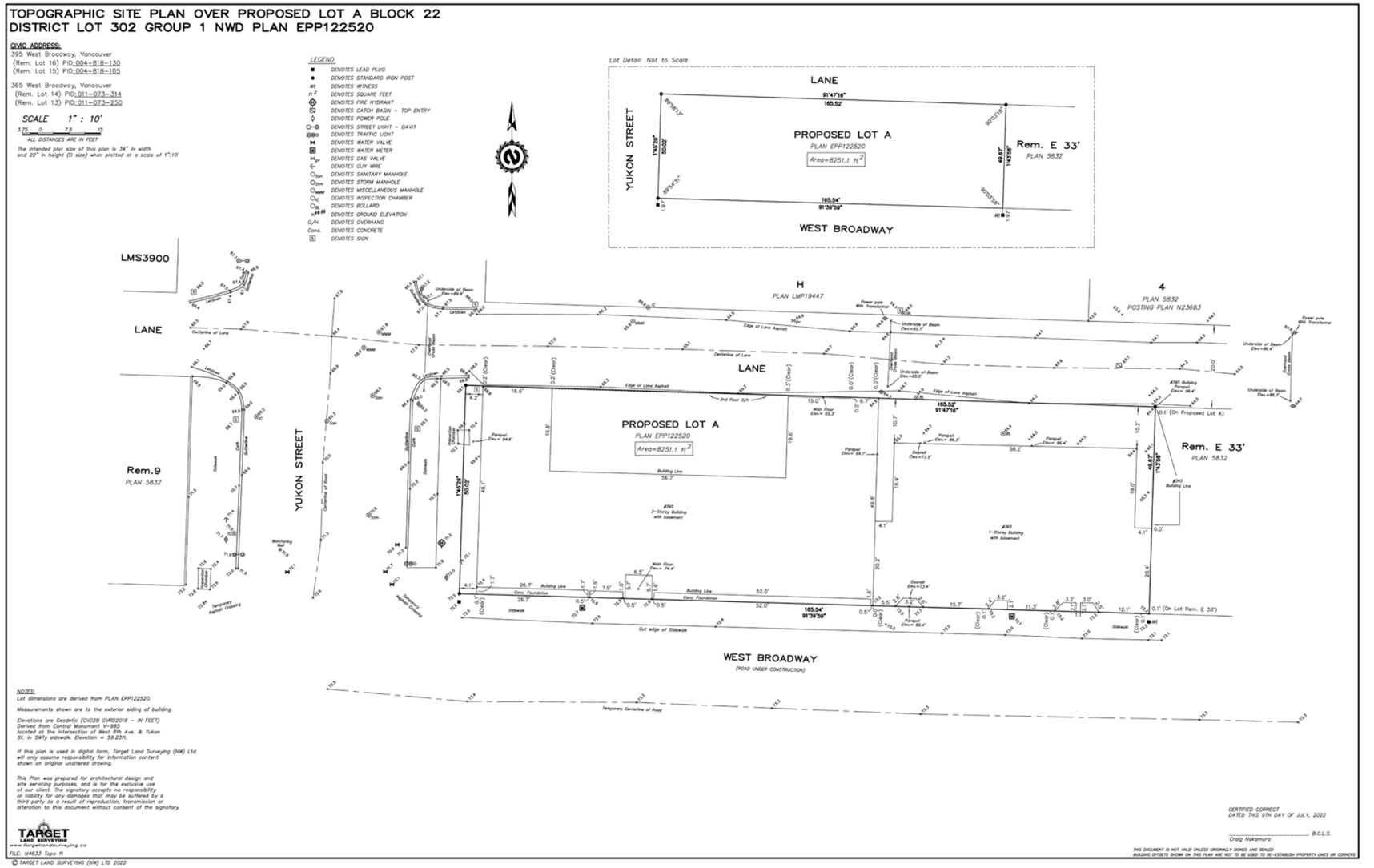
REQUIRED					PROVIDED	
CLOTHING LOCKERS	BYLAW REFERENCE: Vancouver Off-street Bicycle Space Regulations November 2024	CLASS A SPACES	MIN	MAX	END OF TRIP FACILITIES	
CLOTHING LOCKERS (6.5.1)	A minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces (Non-dwelling use)	2	3		CLOTHING LOCKERS	0
	CLOTHING LOCKER ALLOCATION				WATER CLOSETS	0
HALF HEIGHT (6.5.1)	No more than 50% of lockers			1	WASH BASINS	0
FULL HEIGHT (6.5.1)	At least 50% of lockers		2		GROOMING STATION	0
WATER CLOSETS	Vancouver Off-street Bicycle Space Regulations November 2024					
RETAIL (6.5A)	1 water closet for every 10 Class A bicycle spaces up to 50 spaces	2	1			
	and one for every 20 spaces above 50	0	0			
	WATER CLOSET TOTAL		1			
WASH BASINS	Vancouver Off-street Bicycle Space Regulations November 2024					
RETAIL (6.5A)	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces	2	0			
	...plus one for every additional 26 spaces up to 50 spaces	0	0			
	...and one for every 40 spaces above 50	0	0			
	WASH BASIN TOTAL		0			
SHOWERS	Vancouver Off-street Bicycle Space Regulations November 2024					
RETAIL (6.5A)	1 shower for any development requiring between 5 and 10 Class A bicycle spaces	2	0			
	...plus one for every 40 spaces above 10	0	0			
	SHOWER TOTAL		0			
GROOMING STATIONS	Vancouver Off-street Bicycle Space Regulations November 2024					
GROOMING STATIONS (6.5.5)	There shall be no less than 1 grooming station for each shower provided, and each station shall be separate from the wash basin	0				
	GROOMING STATION TOTAL		0			

PASSENGER SPACES

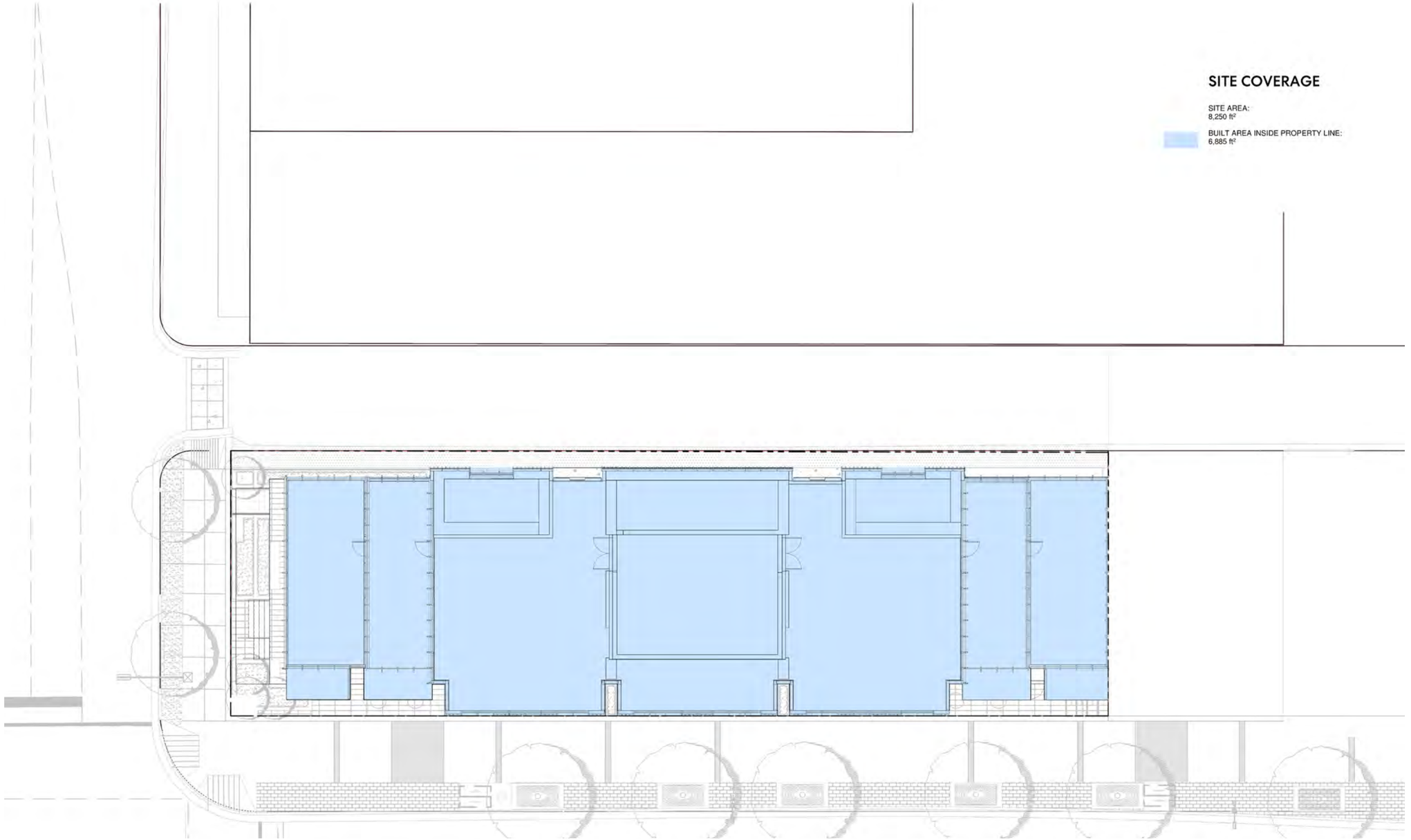
REQUIRED						PROVIDED*	
CLASS A	BYLAW REFERENCE: Vancouver Off-street Passenger Space Regulations November 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	CLASS A PASSENGER SPACES	
RESIDENTIAL (7.2.1)	A minimum of 1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units.	196			2	RESIDENTIAL	0
RETAIL (7.2.5.1)	A minimum of one space for each 4000 m² of gross floor area		4,472	415	0	RETAIL	0
	CLASS A TOTAL				2	TOTAL	0
CLASS B	BYLAW REFERENCE: Vancouver Off-street Passenger Space Regulations November 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	CLASS B PASSENGER SPACES	
RESIDENTIAL (7.2.1)	No requirement.	196			0	RESIDENTIAL	0
RETAIL (7.2.5.1)	No requirement.		4,472	415	0	RETAIL	0
	CLASS B TOTAL				0	TOTAL	0
CLASS C	BYLAW REFERENCE: Vancouver Off-street Passenger Space Regulations November 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	CLASS C PASSENGER SPACES	
RESIDENTIAL (7.2.1)	No requirement.	196			0	RESIDENTIAL	0
RETAIL (7.2.5.1)	No requirement.		4,472	415	0	RETAIL	0
	CLASS C TOTAL				0	TOTAL	0

*Refer to Transportation Report

6.3 Site Survey and Building Grade



6.4 Site Coverage Plan



6.5 Shadow Analysis

6.5.1 Existing Context



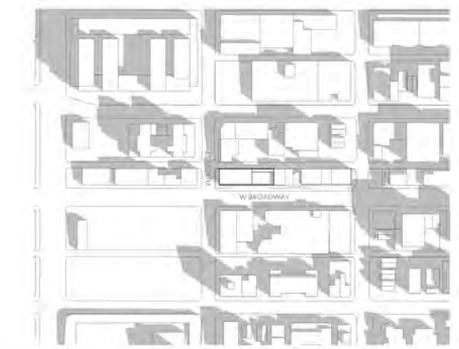
12 EXISTING - SEPTEMBER 22, 4PM
1 : 2000



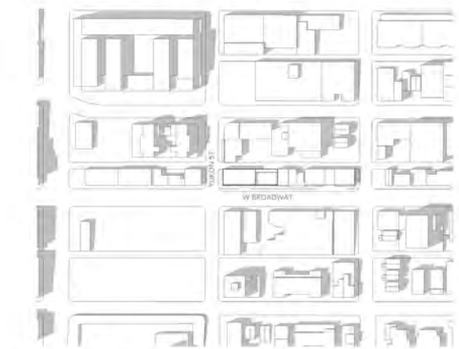
11 EXISTING - SEPTEMBER 22, 2PM
1 : 2000



10 EXISTING - SEPTEMBER 22, 12PM
1 : 2000



9 EXISTING - SEPTEMBER 22, 10AM
1 : 2000



8 EXISTING - JUNE 20, 4PM
1 : 2000



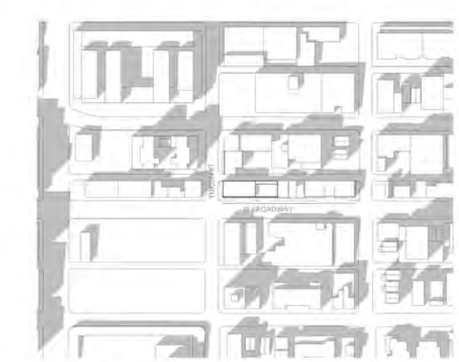
7 EXISTING - JUNE 20, 2PM
1 : 2000



6 EXISTING - JUNE 20, 12PM
1 : 2000



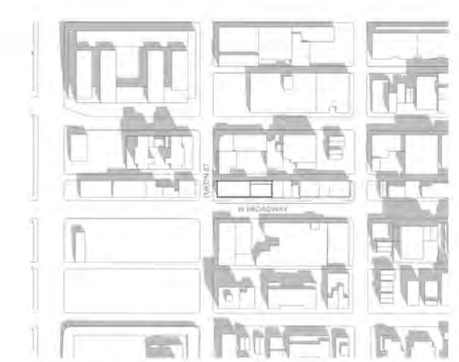
5 EXISTING - JUNE 20, 10AM
1 : 2000



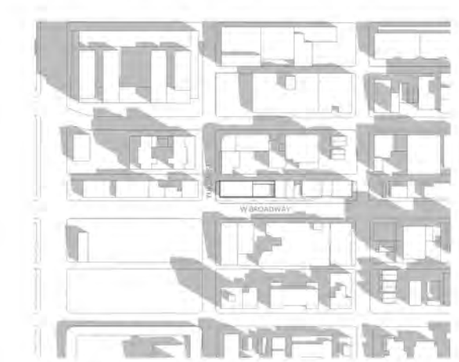
4 EXISTING - MARCH 20, 4PM
1 : 2000



3 EXISTING - MARCH 20, 2PM
1 : 2000



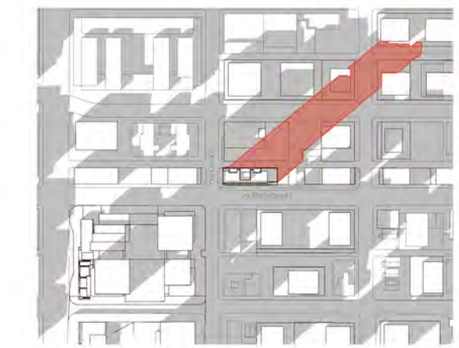
2 EXISTING - MARCH 20, 12PM
1 : 2000



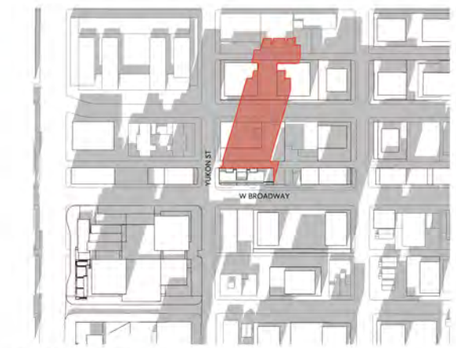
1 EXISTING - MARCH 20, 10AM
1 : 2000

Shadow Analysis

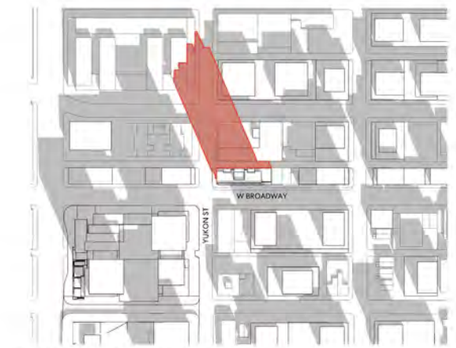
6.5.2 Design Proposal



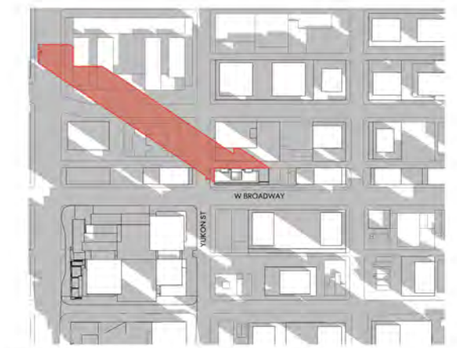
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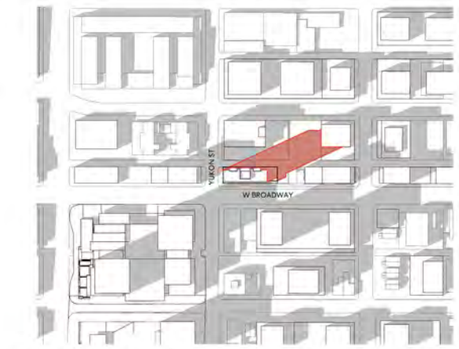
11 PROPOSED - SEPTEMBER 22, 2PM
1 : 2000



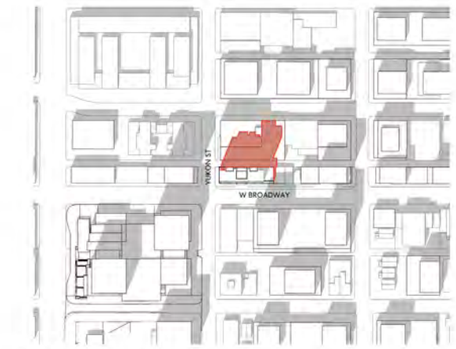
10 PROPOSED - SEPTEMBER 22, 12PM
1 : 2000



9 PROPOSED - SEPTEMBER 22, 10AM
1 : 2000



8 PROPOSED - JUNE 20, 4PM
1 : 2000



7 PROPOSED - JUNE 20, 2PM
1 : 2000



6 PROPOSED - JUNE 20, 12PM
1 : 2000



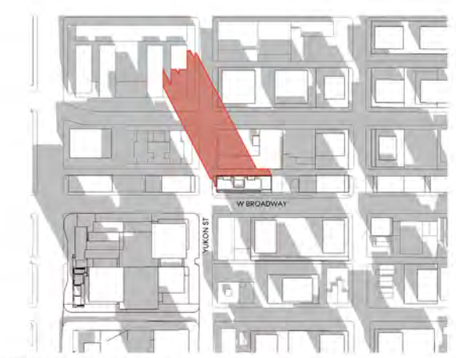
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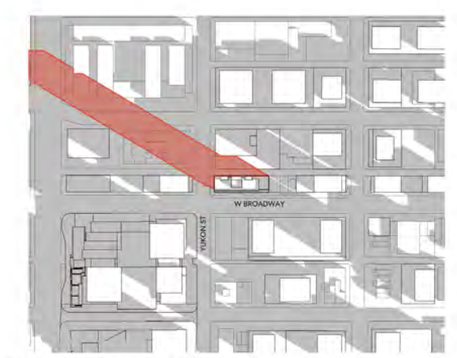
4 PROPOSED - MARCH 20, 4PM
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3 PROPOSED - MARCH 20, 2PM
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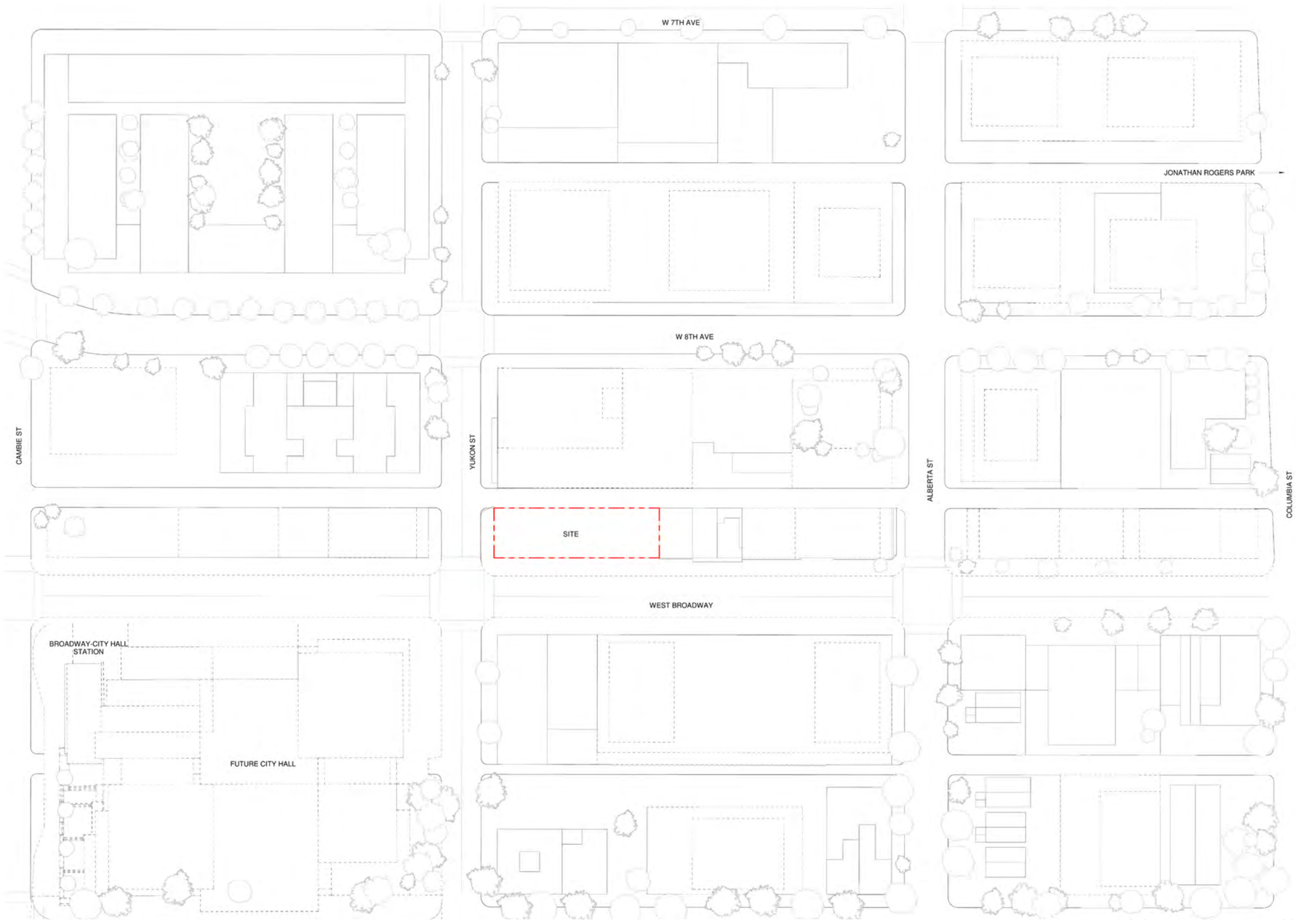


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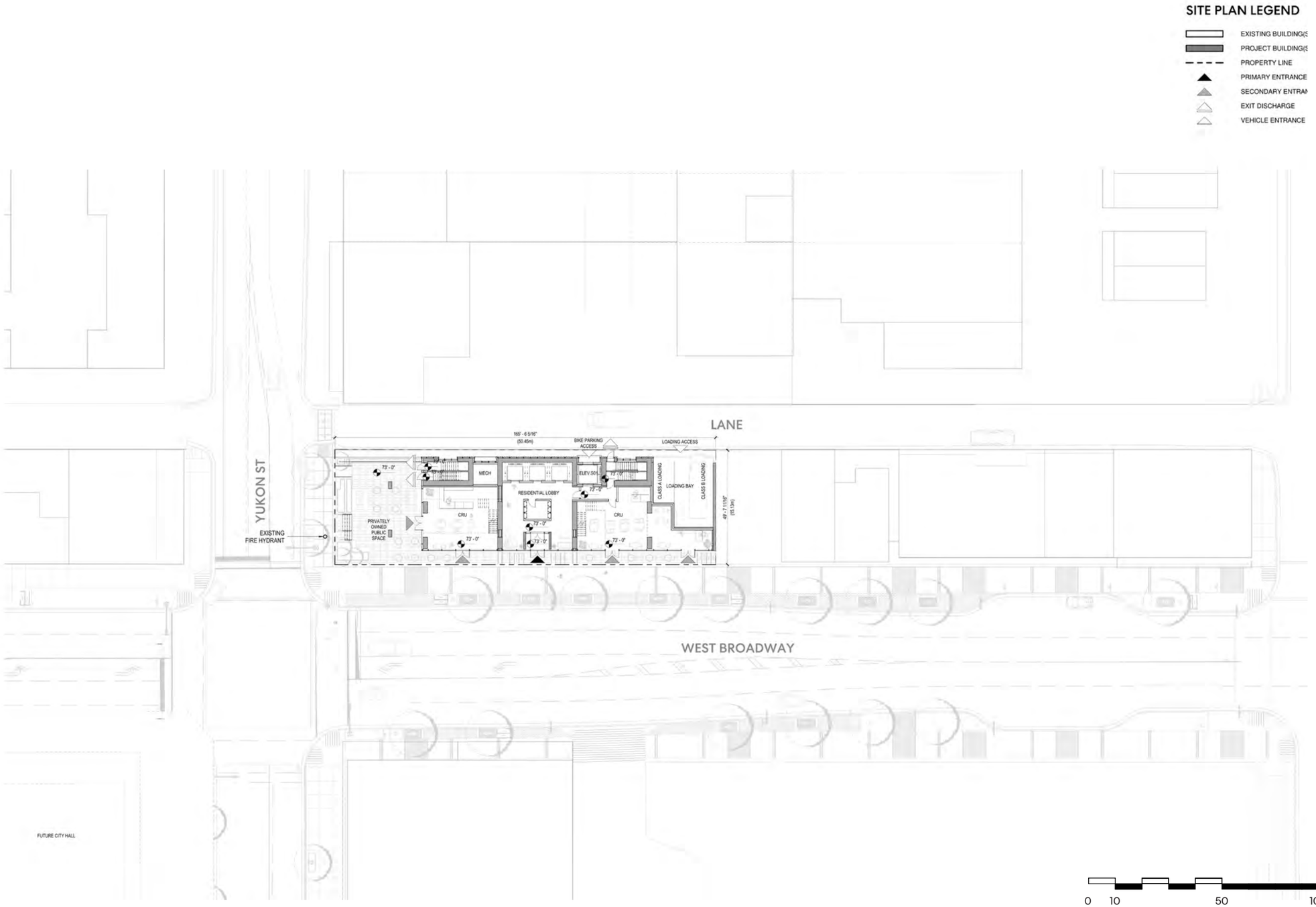


1 PROPOSED - MARCH 20, 10AM
1 : 2000

6.6 Context Plan



6.7 Site Plan


SITE PLAN LEGEND
EXISTING BUILDING(S
PROJECT BUILDING(S
PROPERTY LINE
PRIMARY ENTRANCE
SECONDARY ENTRAN
EXIT DISCHARGE
VEHICLE ENTRANCE
LANE
YUKON ST
WEST BROADWAY
FUTURE CITY HALL
EXISTING FIRE HYDRANT
PRIVATELY OWNED PUBLIC SPACE
MECH
RESIDENTIAL LOBBY
CRU
CRU
ELEV. 501
BIKE PARKING ACCESS
LOADING ACCESS
CLASS A LOADING
LOADING BAY
CLASS B LOADING
165' - 6 5/16" (50.45m)
49' - 7 1/16" (15.13m)
73' - 0"
0 10 50 100ft

6.8 Street Elevation



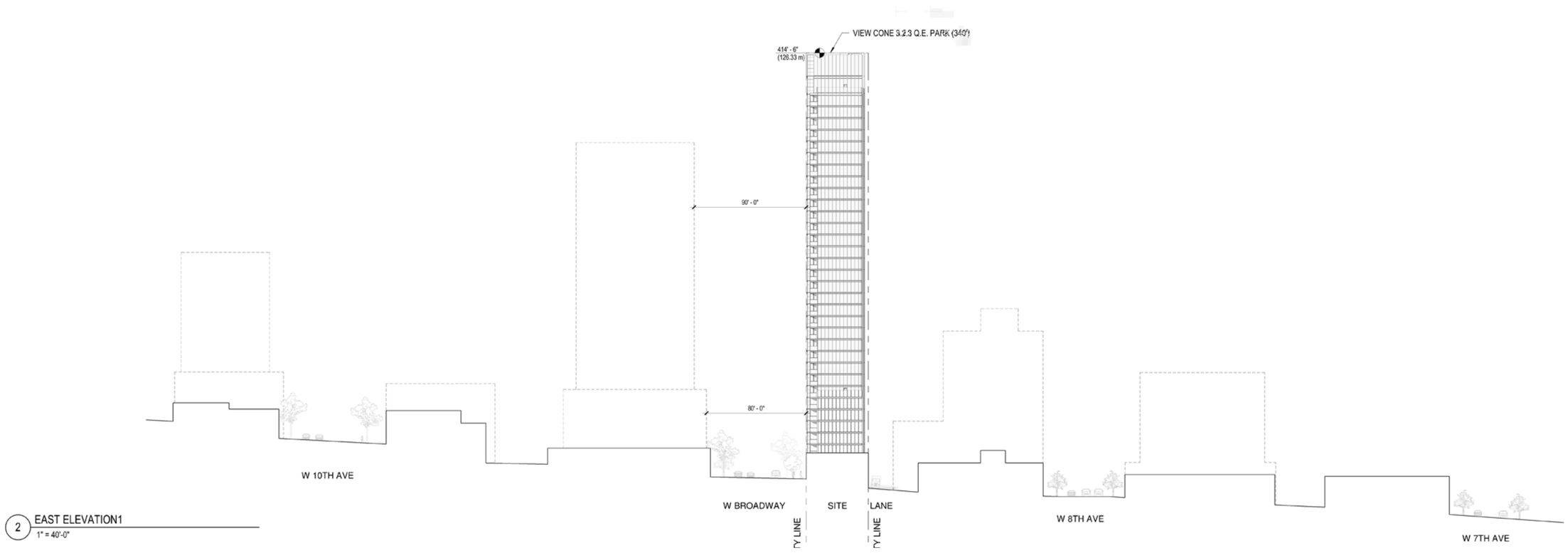
1 SOUTH ELEVATION1
1" = 40'-0"

ELEVATION LEGEND

EXISTING BUILDING(S)

FUTURE MASSING

PROPERTY LINE



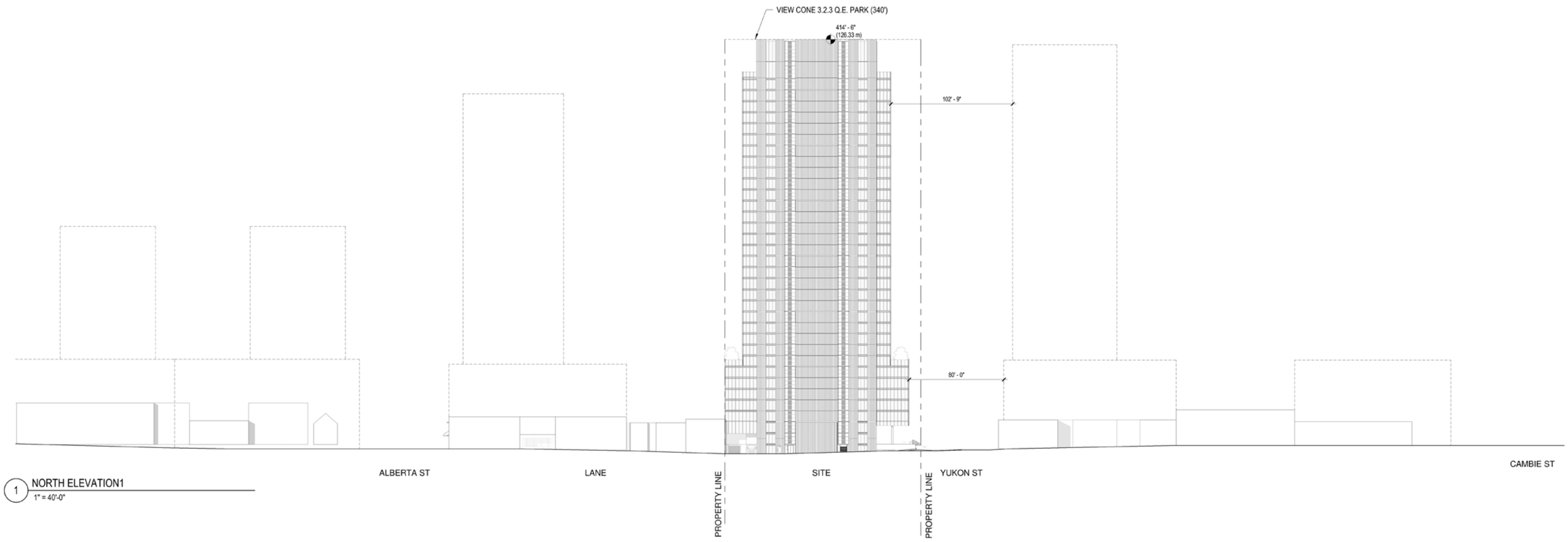
2 EAST ELEVATION1
1" = 40'-0"

0 10 50 100 200 ft

Street Elevation

ELEVATION LEGEND

- EXISTING BUILDING(S)
- FUTURE MASSING
- PROPERTY LINE



1 NORTH ELEVATION1
1" = 40'-0"

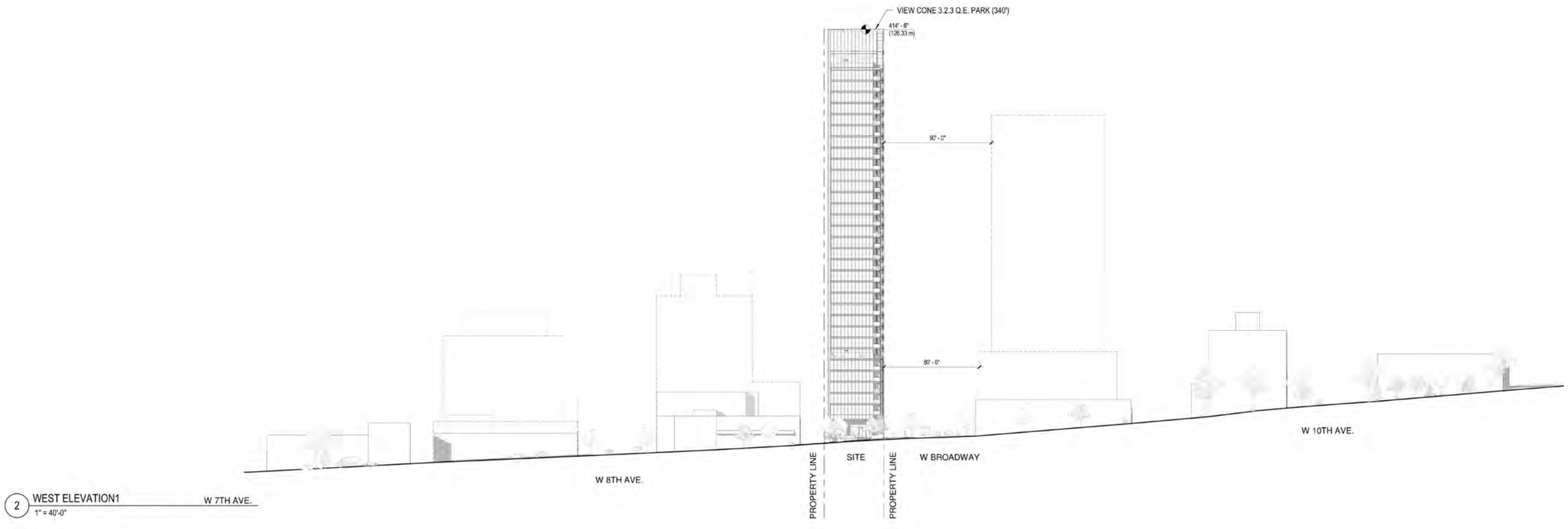
0 10 50 100 200 ft

ELEVATION LEGEND

EXISTING BUILDING(S)

FUTURE MASSING

PROPERTY LINE

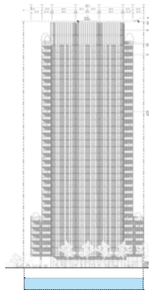


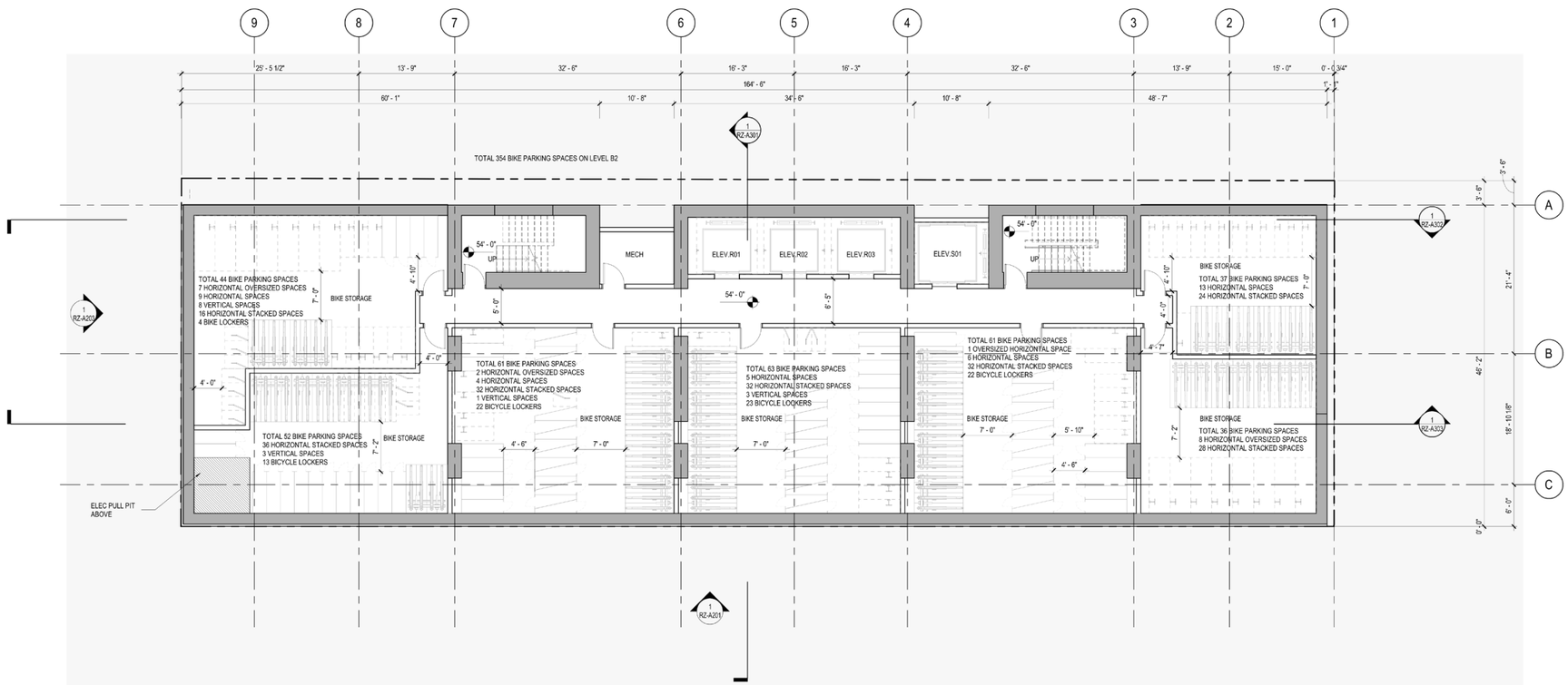
2 WEST ELEVATION1
1" = 40'-0"

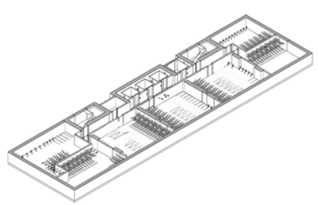
0 10 50 100 200 ft

6.9 Floor Plans

6.9.1 Basement Level 02

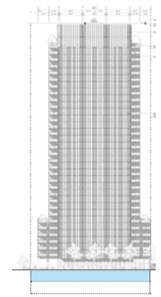


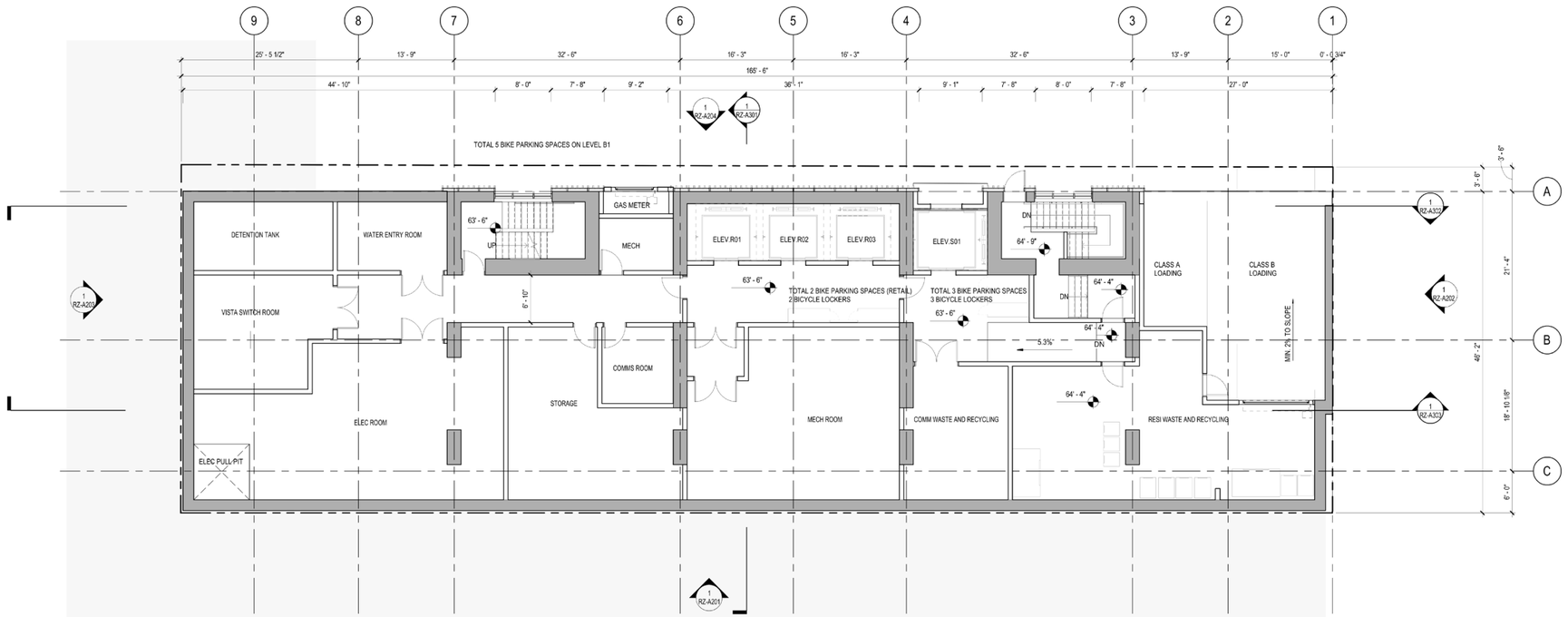


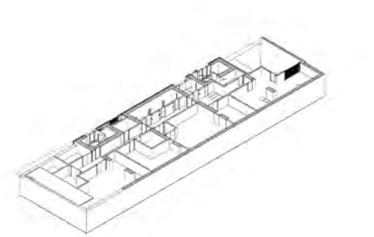


Floor Plans

6.9.2 Basement Level 01

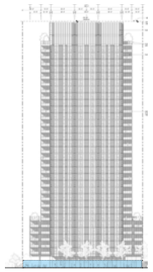


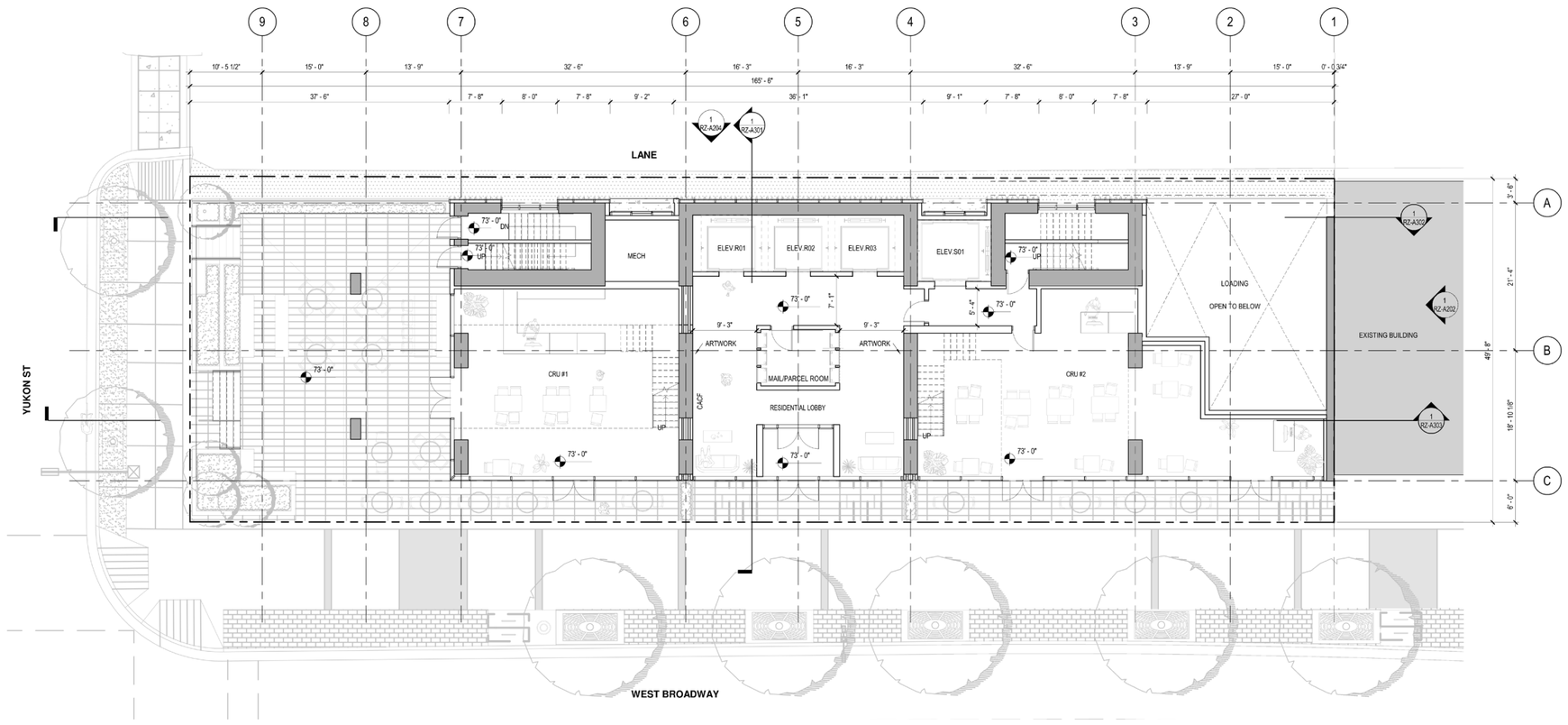


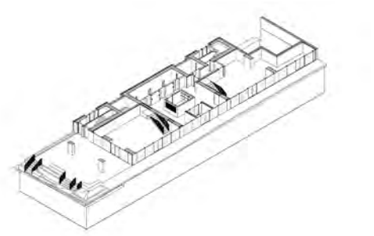


0 5 10 20 40ft

6.9.3 Ground Level



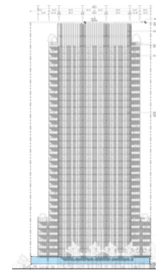


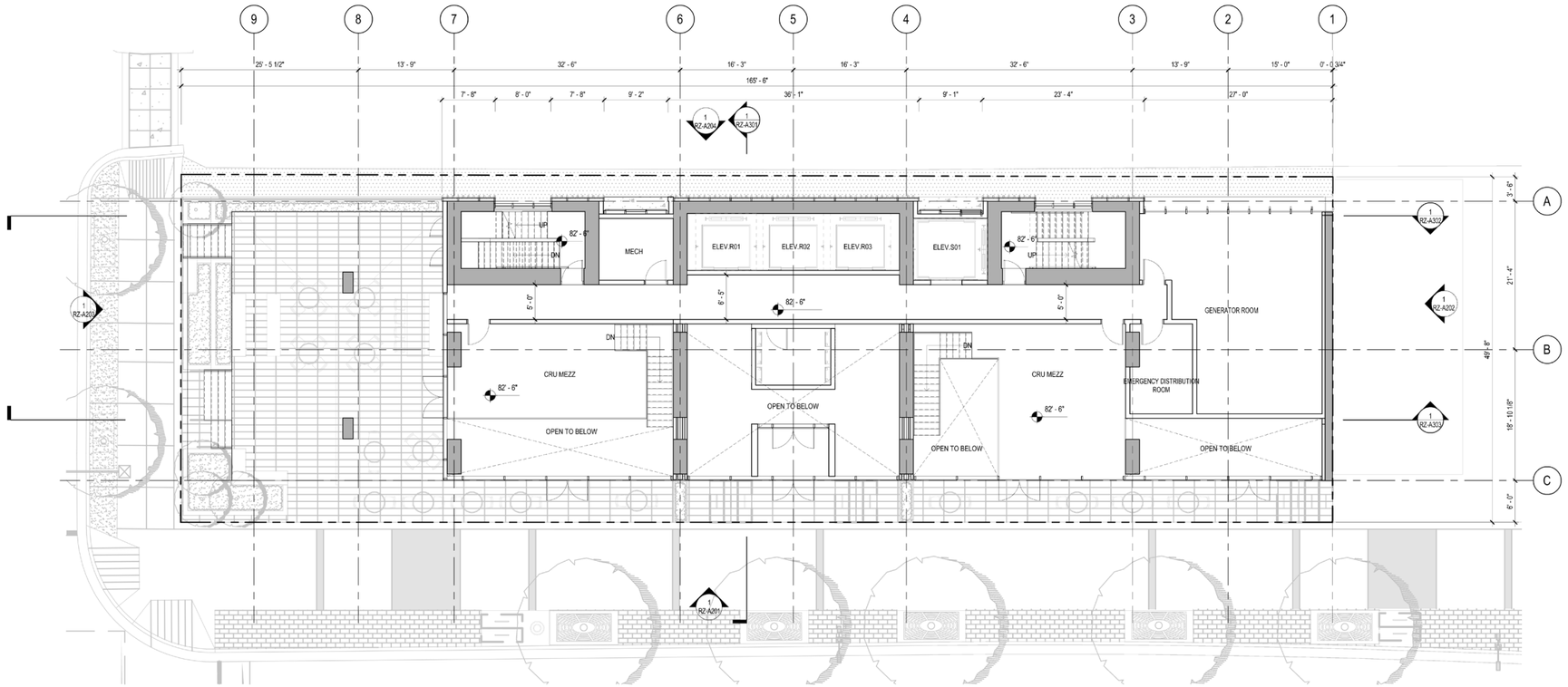


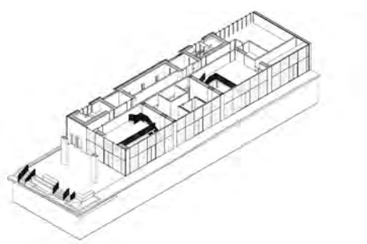
0 5 10 20 40ft

Floor Plans

6.9.4 Level 1 MEZZ

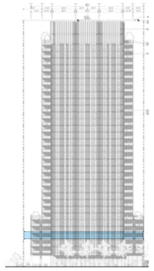


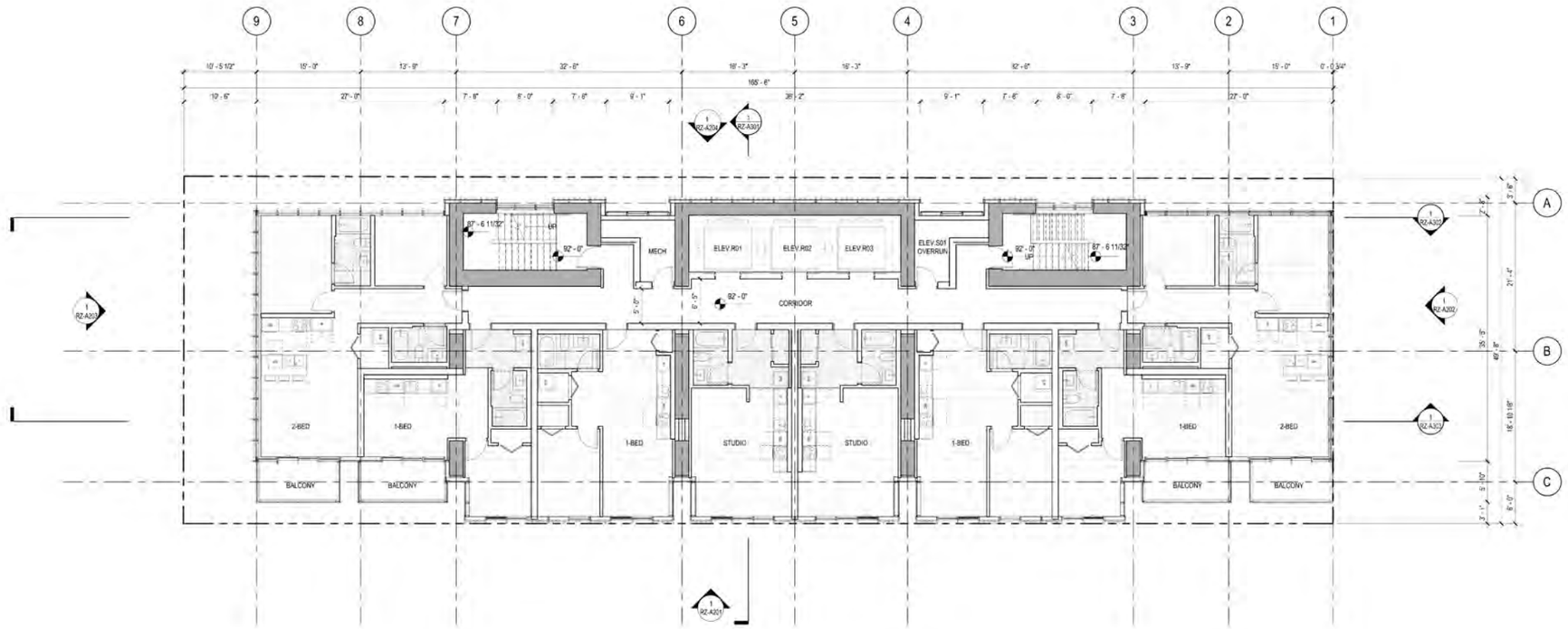


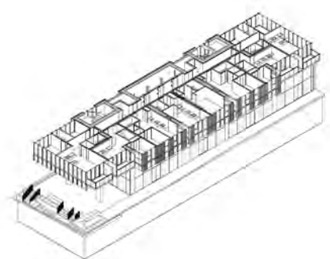


0 5 10 20 40ft

6.9.5 Level 02-06



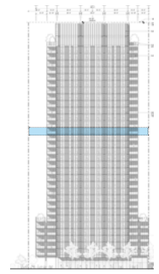


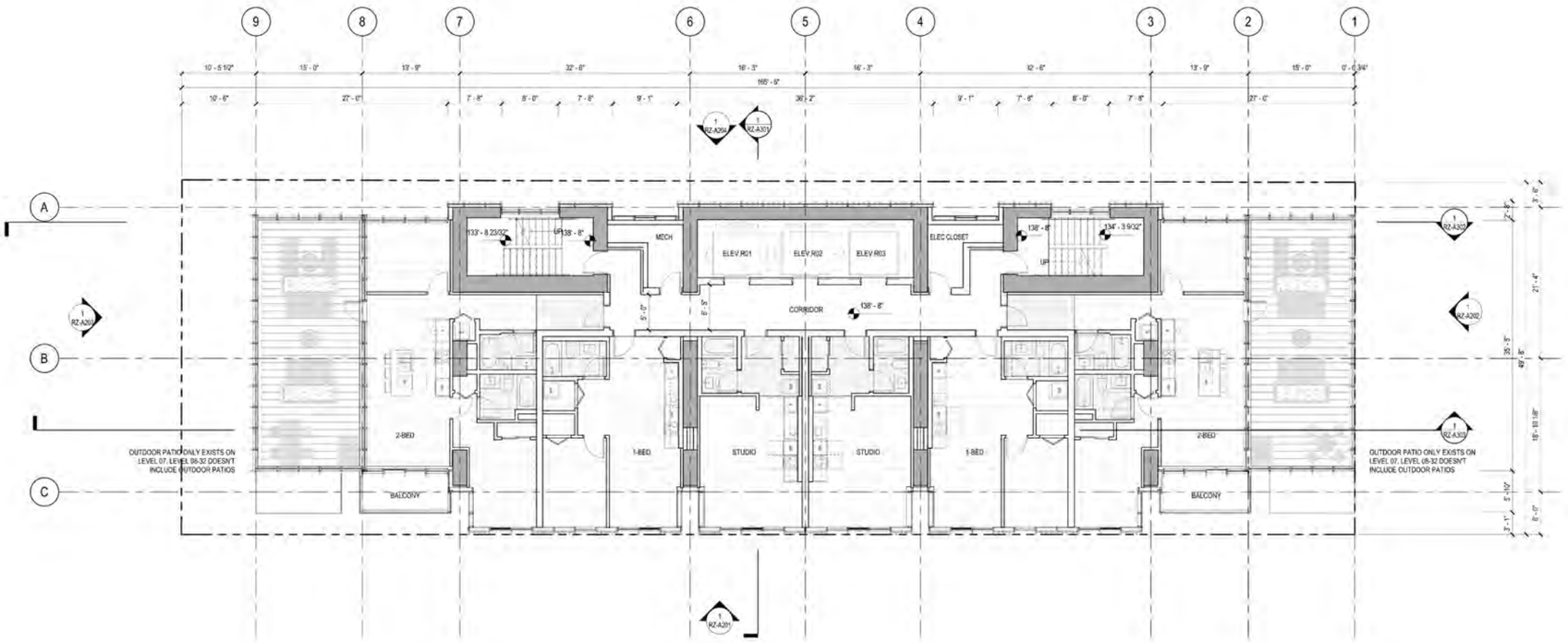


0 5 10 20 40ft

Floor Plans

6.9.6 Level 07-32

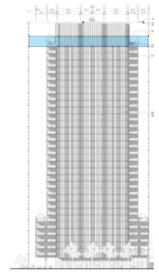


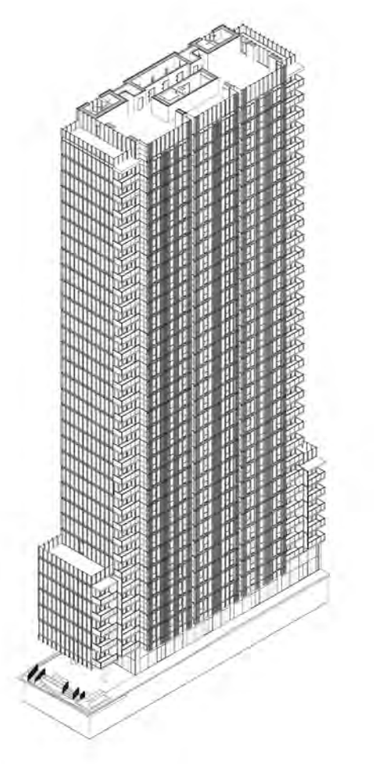


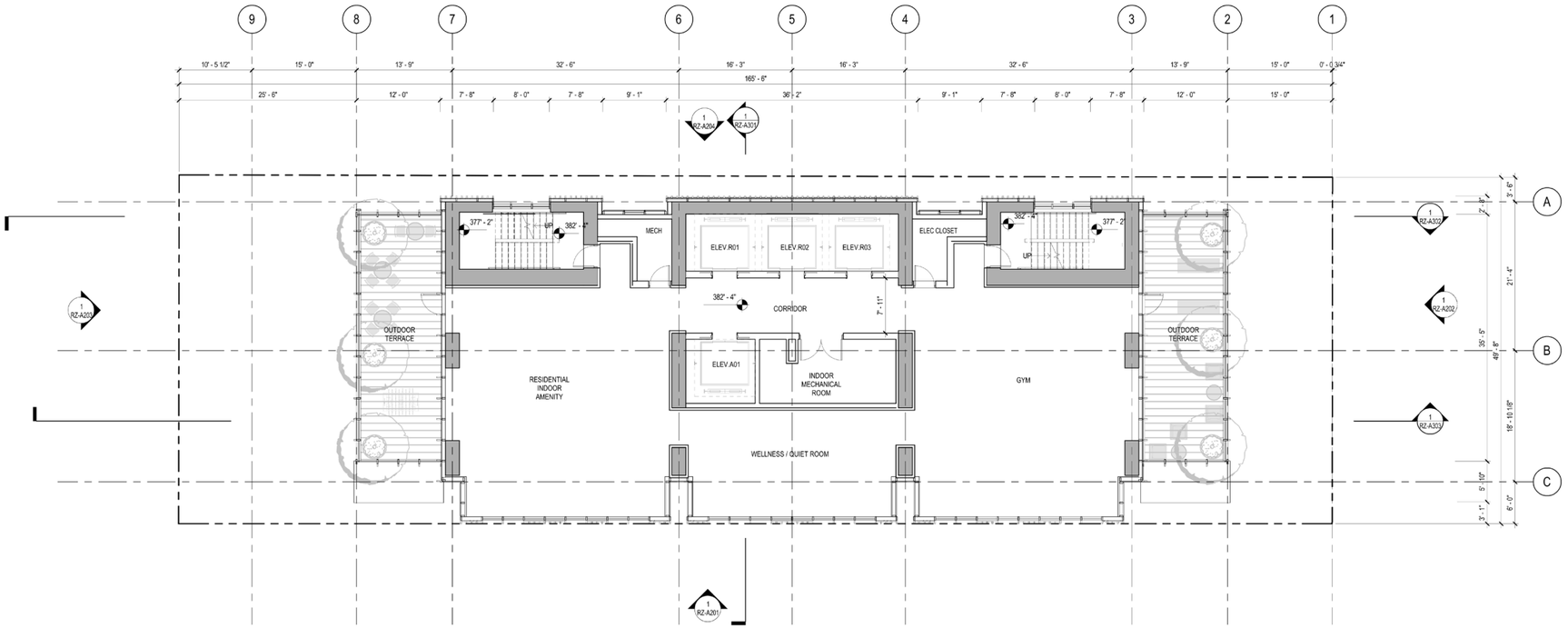


0 5 10 20 40ft

6.9.7 Level 33 Amenity



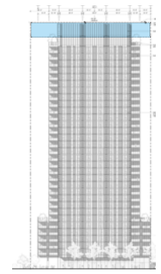


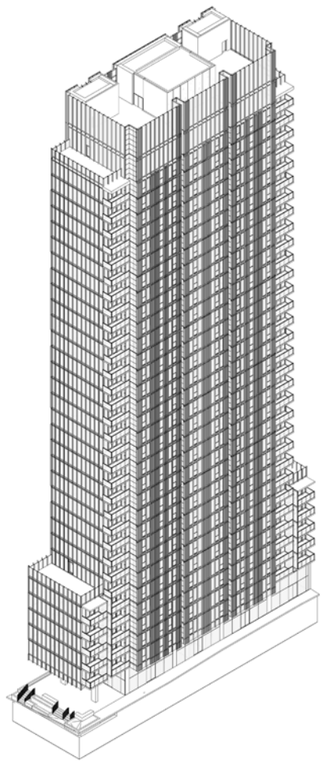


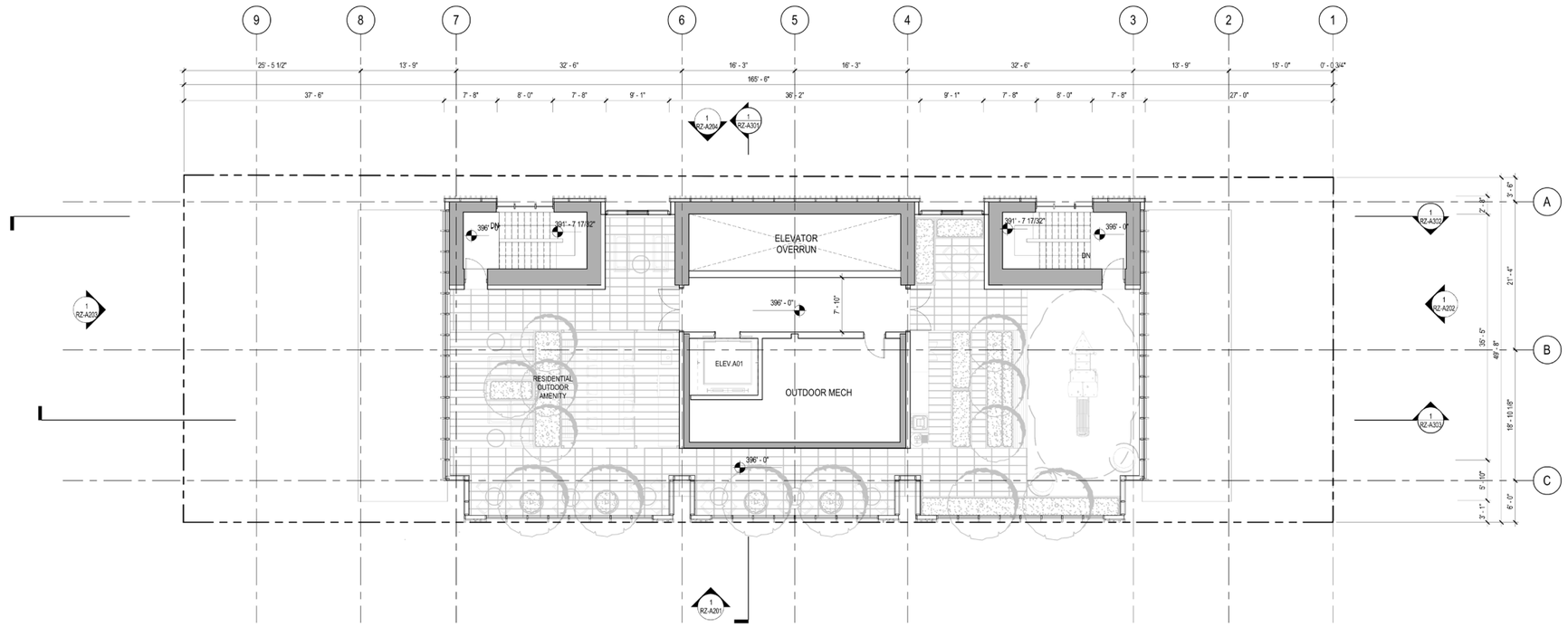
0 5 10 20 40ft

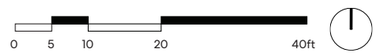
Floor Plans

6.9.8 Level 34 Rooftop Amenity



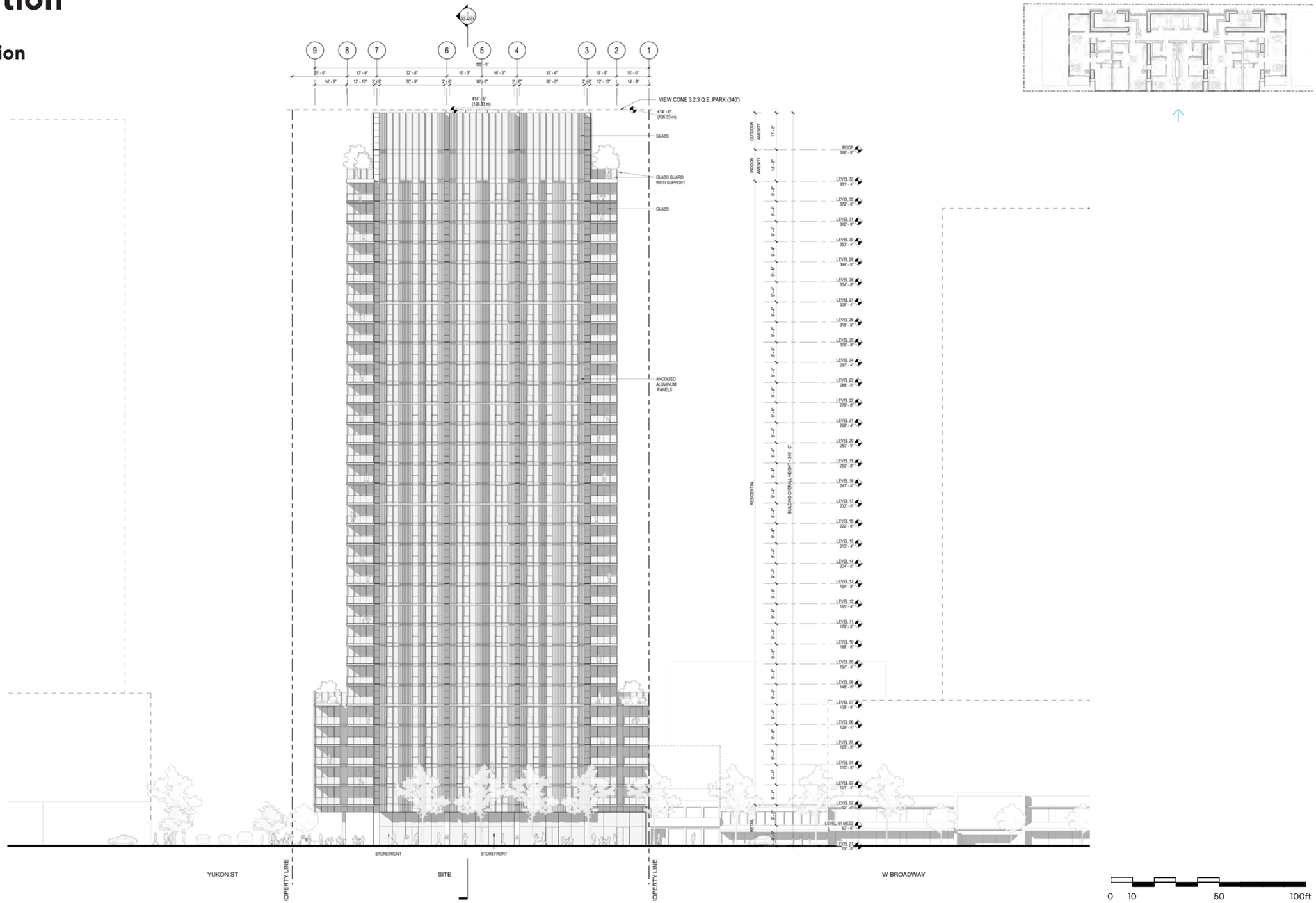






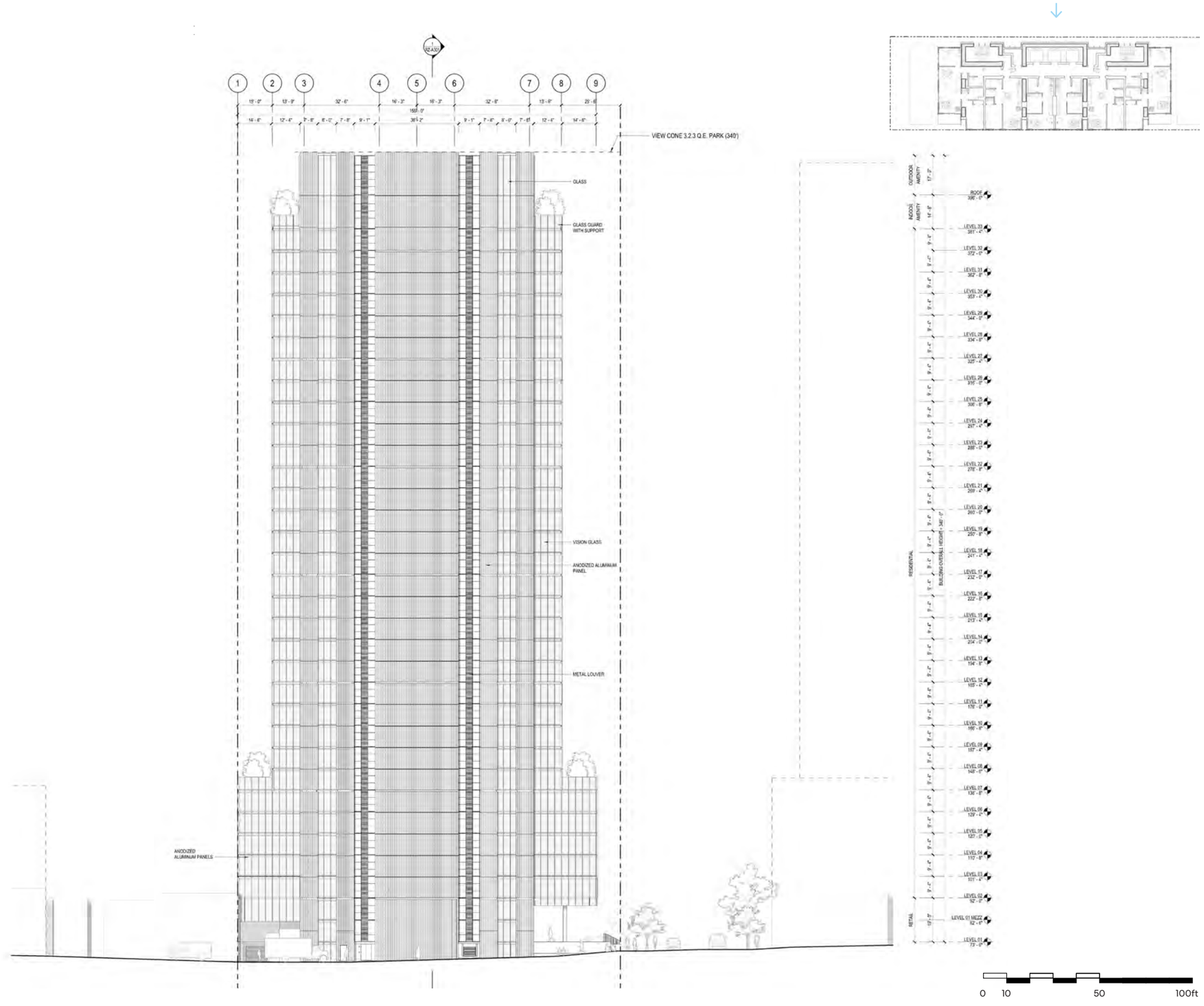
6.10 Elevation

6.10.1 South Elevation

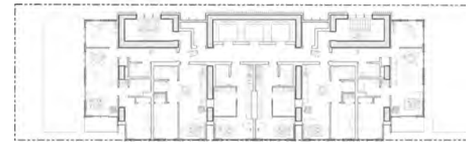


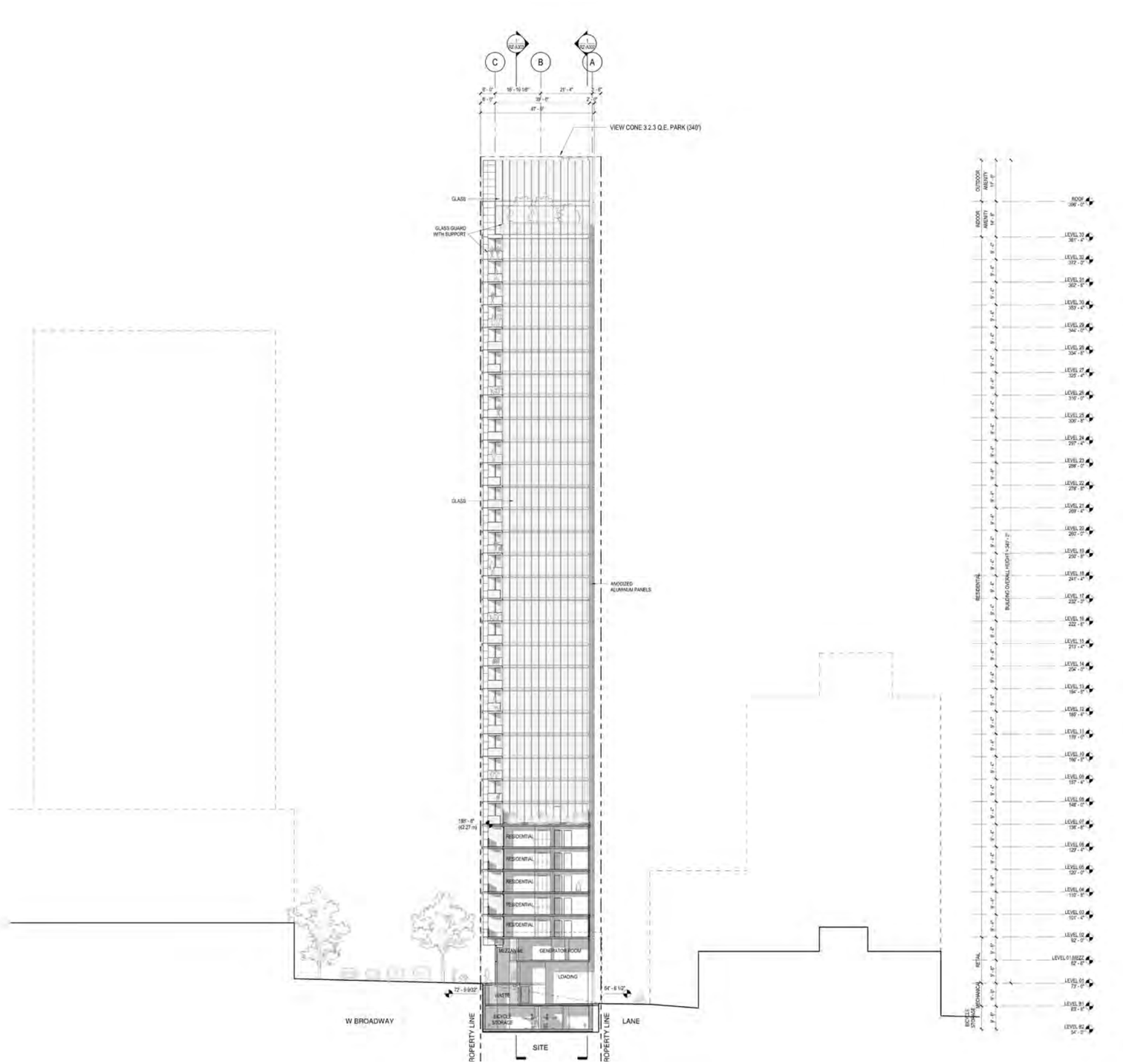
Elevation

6.10.2 North Elevation



6.10.3 East Elevation

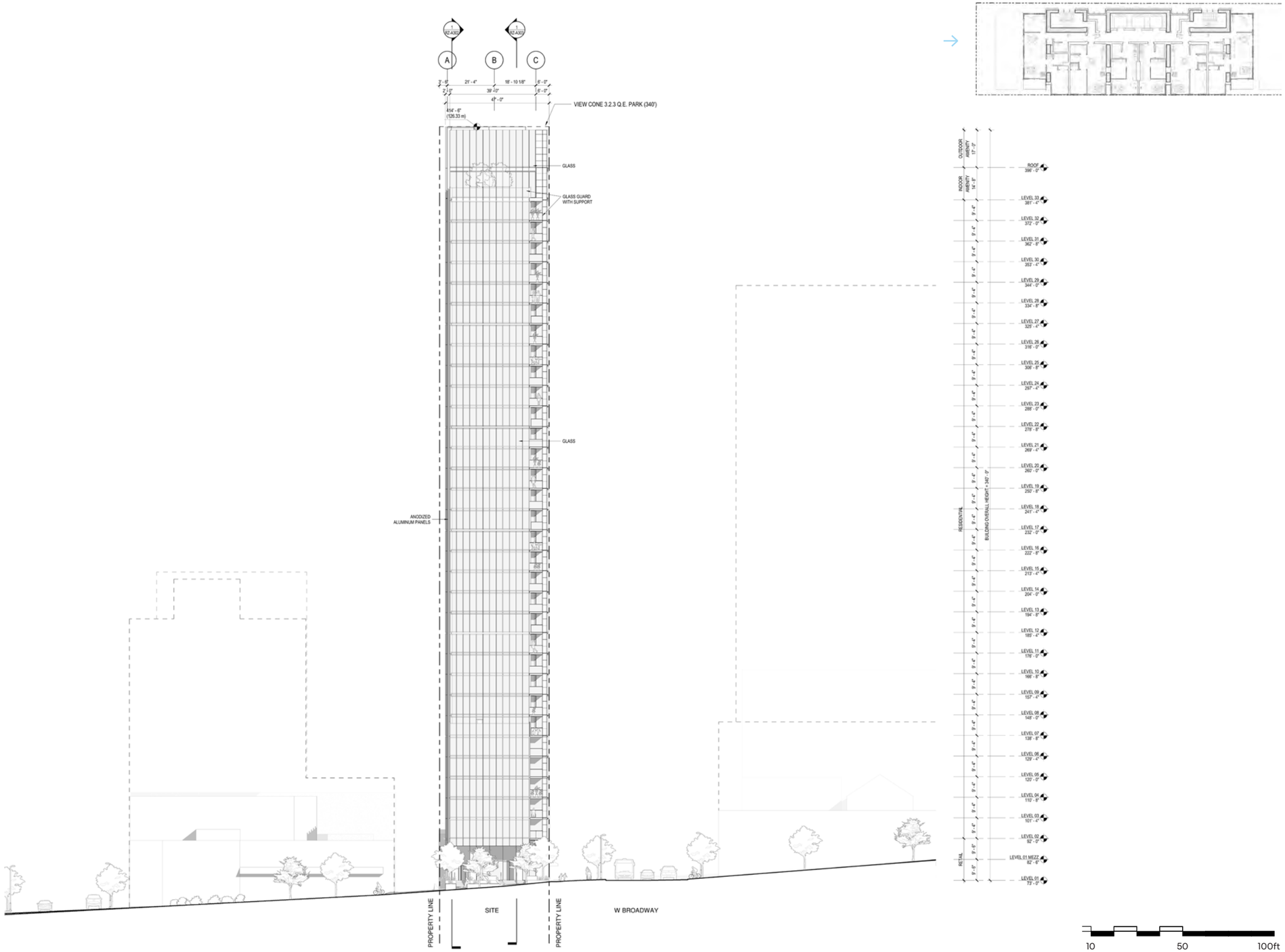




0 10 50 100ft

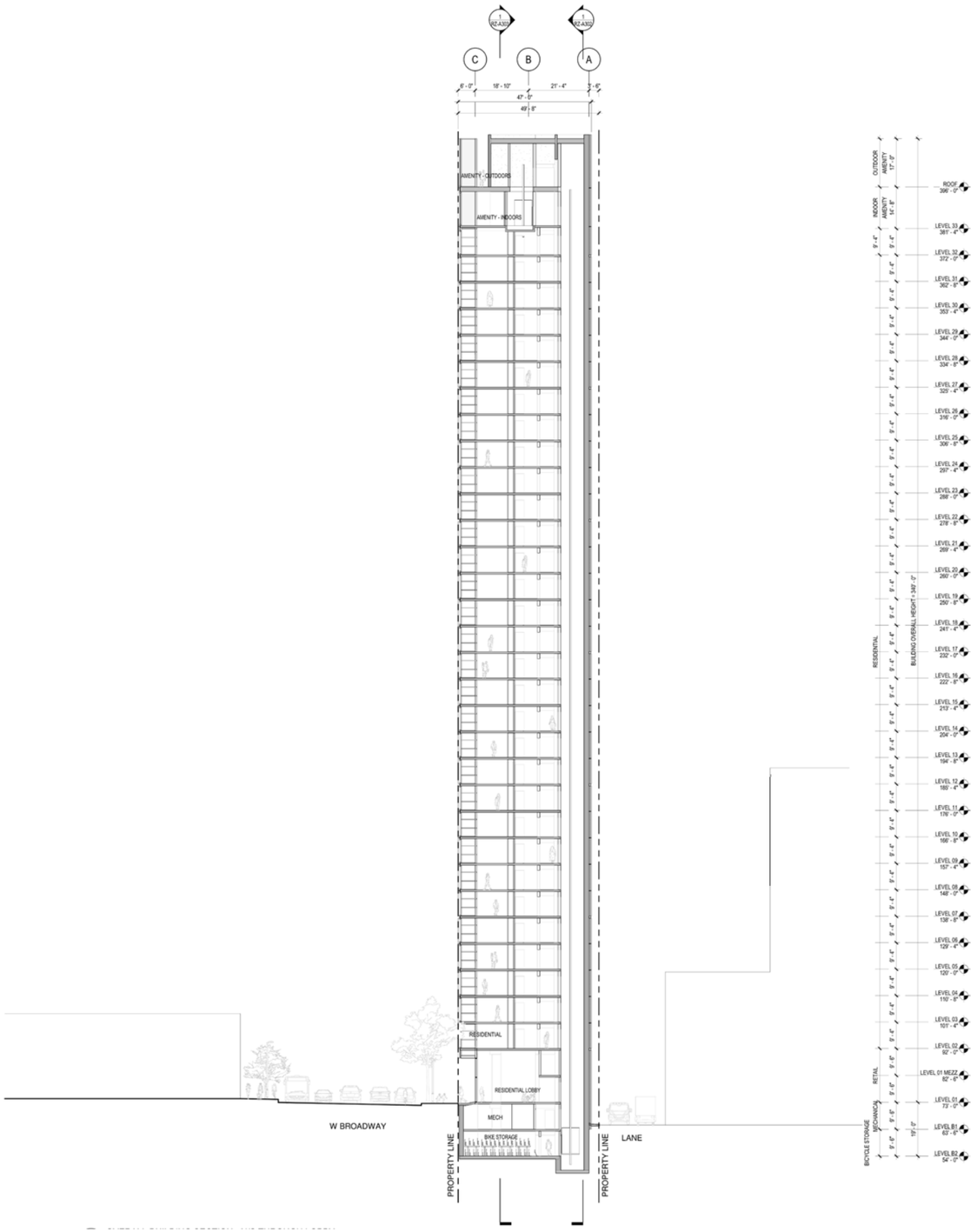
Elevation

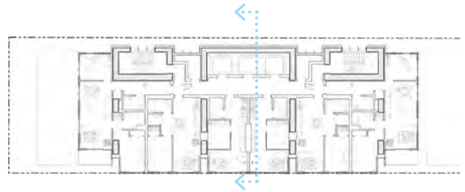
6.10.4 West Elevation



6.11 Section

6.11.1 N/S Section Through Lobby

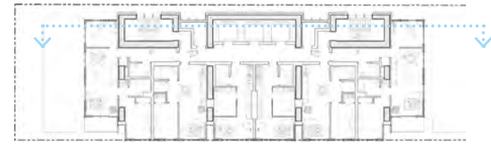


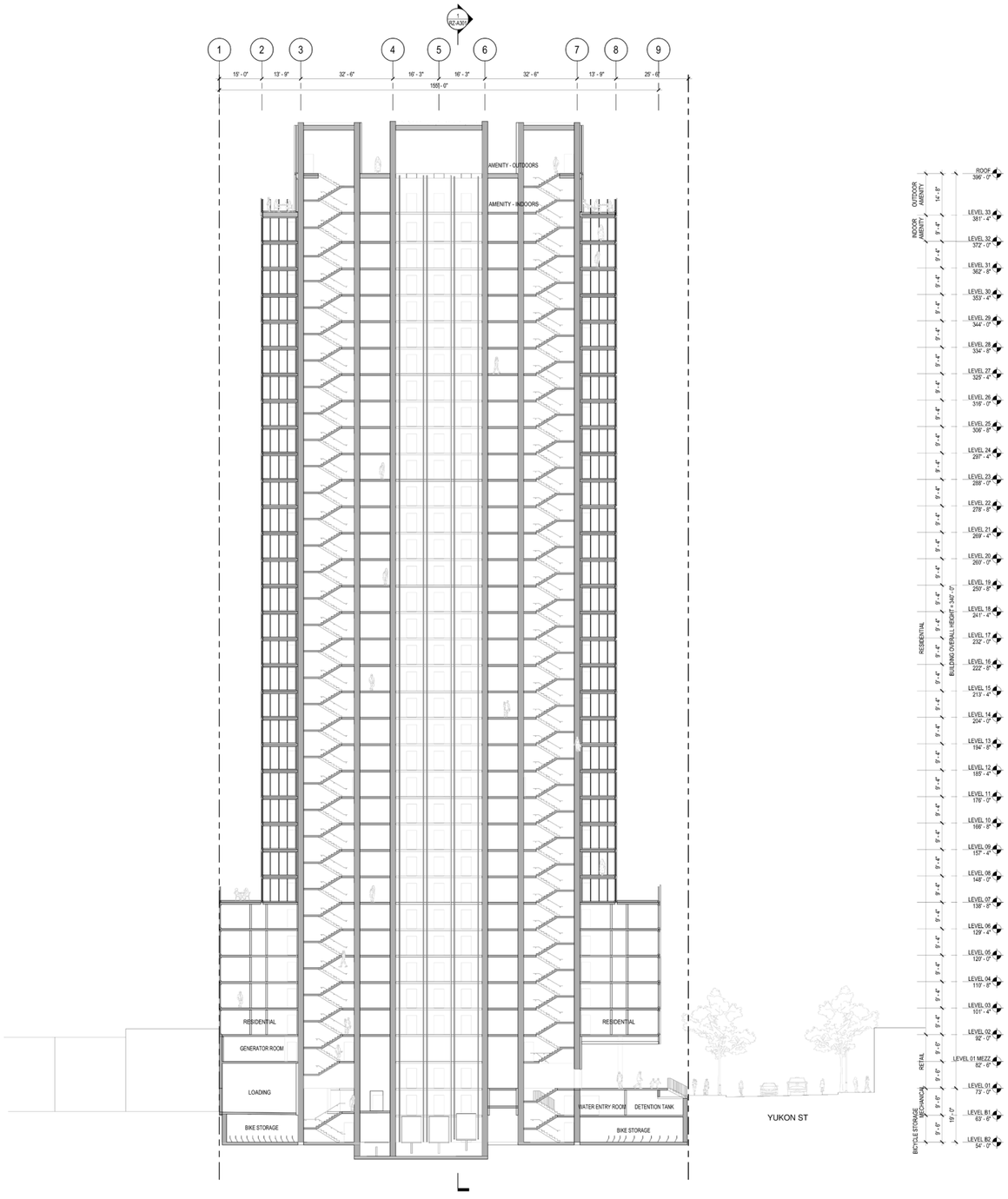


0 10 50 100ft

Section

6.11.2 E/W Section Through Core





0 10 50 100ft

6.12 Project Data Area Summary

FSR SUMMARY

LEVEL	TOTAL GFA		RETAIL				OFFICE				RESIDENTIAL											
											GFA		EXCLUSIONS								FSR	
			RETAIL GFA		RETAIL FSR		OFFICE GFA		OFFICE FSR		RESIDENTIAL GFA		AMENITY R EXCLUSION		OPEN BALCONY		SERVICES EXCLUSION				RESIDENTIAL FSR	
ROOF	1,693 ft²	176 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,693 ft²	176 m²	0 ft²	0 m²	0 ft²	0 m²	858 ft²	80 m²	1,035 ft²	96 m²		
LEVEL 33	4,643 ft²	431 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	4,643 ft²	431 m²	3,450 ft²	321 m²	0 ft²	0 m²	141 ft²	13 m²	1,052 ft²	98 m²		
LEVEL 32	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 31	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 30	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 29	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 28	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 27	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 26	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 25	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 24	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 23	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 22	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 21	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 20	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 19	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 18	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 17	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 16	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 15	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 14	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 13	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 12	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 11	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 10	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 09	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 08	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 07	5,550 ft²	516 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	5,550 ft²	516 m²	0 ft²	0 m²	152 ft²	14 m²	146 ft²	14 m²	5,404 ft²	502 m²		
LEVEL 06	6,605 ft²	614 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,605 ft²	614 m²	0 ft²	0 m²	296 ft²	28 m²	146 ft²	14 m²	6,459 ft²	600 m²		
LEVEL 05	6,605 ft²	614 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,605 ft²	614 m²	0 ft²	0 m²	296 ft²	28 m²	146 ft²	14 m²	6,459 ft²	600 m²		
LEVEL 04	6,605 ft²	614 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,605 ft²	614 m²	0 ft²	0 m²	296 ft²	28 m²	146 ft²	14 m²	6,459 ft²	600 m²		
LEVEL 03	6,605 ft²	614 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,605 ft²	614 m²	0 ft²	0 m²	296 ft²	28 m²	146 ft²	14 m²	6,459 ft²	600 m²		
LEVEL 02	6,605 ft²	614 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	6,605 ft²	614 m²	0 ft²	0 m²	296 ft²	28 m²	146 ft²	14 m²	6,459 ft²	600 m²		
LEVEL 01 MEZZ	3,507 ft²	326 m²	1,875 ft²	174 m²	1,875 ft²	174 m²	0 ft²	0 m²	0 ft²	0 m²	1,632 ft²	152 m²	0 ft²	0 m²	0 ft²	0 m²	981 ft²	91 m²	651 ft²	61 m²		
LEVEL 01	4,526 ft²	421 m²	2,597 ft²	241 m²	2,597 ft²	241 m²	0 ft²	0 m²	0 ft²	0 m²	1,929 ft²	179 m²	0 ft²	0 m²	0 ft²	0 m²	115 ft²	11 m²	1,814 ft²	169 m²		
TOTAL	191,885 ft²	17,827 m²	4,472 ft²	415 m²	4,472 ft²	415 m²	0 ft²	0 m²	0 ft²	0 m²	187,413 ft²	17,411 m²	3,450 ft²	321 m²	5,440 ft²	505 m²	6,622 ft²	615 m²	177,341 ft²	16,476 m²		

FSR CALCULATION

PERMITTED			PROVIDED		
FSR AREA			FSR AREA		
OFFICE	N/A	N/A	RESIDENTIAL	177,341 ft²	16,476 m²
RESIDENTIAL	N/A	N/A	RETAIL	4,472 ft²	415 m²
RETAIL	N/A	N/A	TOTAL	181,813 ft²	16,890 m²
TOTAL	24,750 ft²	2,293.68 m²			
SITE AREA	8,250 ft²	764.56 m²			
FSR			FSR		
OFFICE		N/A	RESIDENTIAL		21.50
RESIDENTIAL		N/A	RETAIL		0.54
RETAIL		N/A	TOTAL		22.04
TOTAL		3.0			
OPEN BALCONY			OPEN BALCONY		
AREA	21,261 ft²	1,977 m²		5,440 ft²	505 m²

DRAWING INDEX

SHEET NUMBER	SHEET NAME	ISSUED FOR REZONING QC REVIEW SET | 2025/03/28	ISSUED FOR REZONING | 2025/04/04	ISSUED FOR REZONING AMENDMENT | 2026/01/19
RZ-FSR001	PROJECT DATA AREA SUMMARY	•	•	•
RZ-FSR101	LEVELS 01 AND LEVEL 01 MEZZ FSR OVERLAY	•	•	•
RZ-FSR102	LEVELS 02-06 AND LEVEL 07-32 FSR OVERLAY	•	•	•
RZ-FSR103	LEVEL 33 AND ROOF FSR OVERLAY	•	•	•

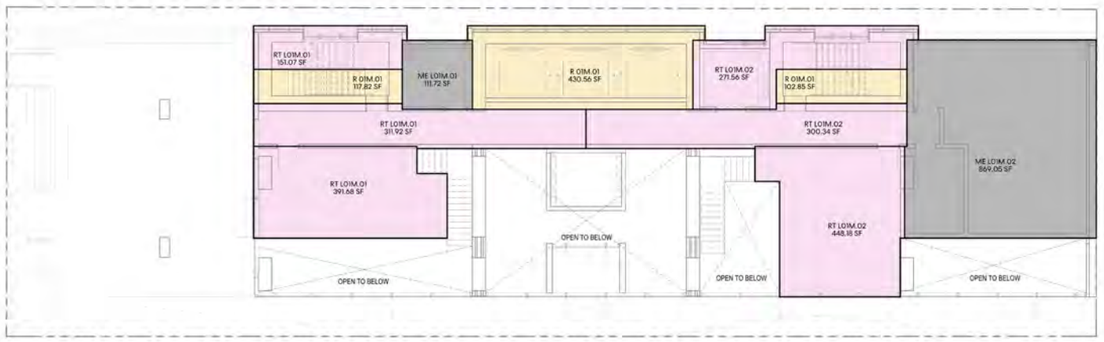
4

6.13 Floor Plan - FSR Overlay

6.13.1 Level 01 and Level 01 Mezz



1 LEVEL 01 - FSR OVERLAY
1 : 100



2 LEVEL 01 MEZZ - FSR OVERLAY
1 : 100

LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL M&E SERVICES
RT	RETAIL
OB	OPEN BALCONY

AREA SUMMARY - LEVEL 01

RESIDENTIAL	1,814 SF
FSR R AREA	1,814 SF
MECHANICAL	115 SF
FSR R EXCLUSION	115 SF
RETAIL	2,597 SF
FSR RT AREA	2,597 SF
TOTAL GFA	4,526 SF

RESIDENTIAL FSR AREA - LEVEL 01

RESIDENTIAL	R L01.01	1,814 SF
FSR R AREA		1,814 SF

RETAIL FSR AREA - LEVEL 01

RETAIL	RT L01.01	993 SF
RETAIL	RT L01.02	1,595 SF
RETAIL	RT L01.03	9 SF
FSR RT AREA		2,597 SF

M&E SERVICES FSR EXCLUSION AREA - LEVEL 01

MECHANICAL	ME L01.01	115 SF
FSR R EXCLUSION		115 SF

AREA SUMMARY - LEVEL 01 MEZZ

RESIDENTIAL	651 SF
FSR R AREA	651 SF
MECHANICAL	961 SF
FSR R EXCLUSION	961 SF
RETAIL	1,875 SF
FSR RT AREA	1,875 SF
TOTAL GFA	3,507 SF

RESIDENTIAL FSR AREA - LEVEL 01 MEZZ

RESIDENTIAL	R L01.01	1,814 SF
FSR R AREA		1,814 SF

M&E SERVICES FSR EXCLUSION AREA - LEVEL 01 MEZZ

MECHANICAL	ME L01M.01	112 SF
MECHANICAL	ME L01M.02	869 SF
FSR R EXCLUSION		981 SF

RETAIL FSR AREA - LEVEL 01 MEZZ

RETAIL	RT L01M.01	855 SF
RETAIL	RT L01M.02	1,020 SF
FSR RT AREA		1,875 SF

0 5 10 20 40ft

Floor Plans - FSR Overlay

6.13.2 Level 02-06 and Level 07-33



1 LEVEL 02-06 - FSR OVERLAY
1 : 100

LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL M&E SERVICES
RT	RETAIL
OB	OPEN BALCONY

AREA SUMMARY - LEVEL 02

RESIDENTIAL	6,459 SF
FSR R AREA	6,459 SF
MECHANICAL	146 SF
FSR R EXCLUSION	146 SF
TOTAL GFA	6,605 SF

M&E SERVICES FSR EXCLUSION AREA - LEVEL 02

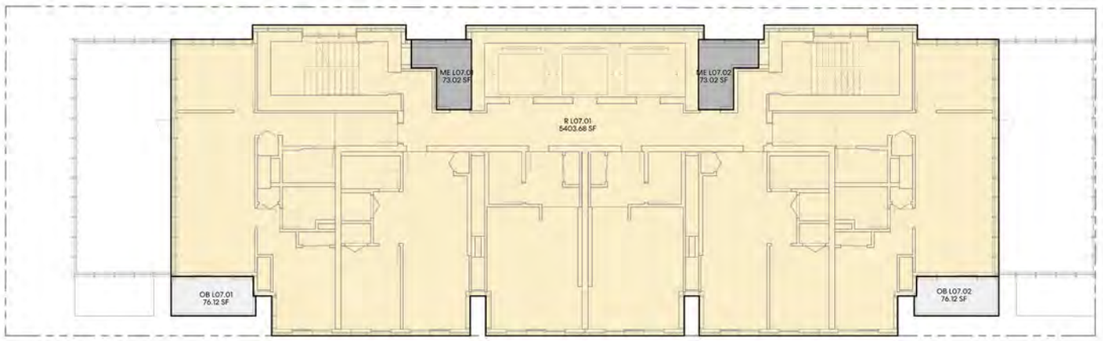
MECHANICAL	ME L02.01	73 SF
MECHANICAL	ME L02.02	73 SF
FSR R EXCLUSION		146 SF

RESIDENTIAL FSR AREA - LEVEL 02

RESIDENTIAL	R L02.01	6,459 SF
FSR R AREA		6,459 SF

OPEN BALCONY EXCLUSION - LEVEL 02

OPEN BALCONY	OB L02.01	72 SF
OPEN BALCONY	OB L02.02	76 SF
OPEN BALCONY	OB L02.03	76 SF
OPEN BALCONY	OB L02.04	72 SF
NON GFA		296 SF



2 LEVEL 07-32 FSR OVERLAY
1 : 100

AREA SUMMARY - LEVEL 07

RESIDENTIAL	5,404 SF
FSR R AREA	5,404 SF
MECHANICAL	146 SF
FSR R EXCLUSION	146 SF
TOTAL GFA	5,550 SF

M&E SERVICES FSR EXCLUSION AREA - LEVEL 07

MECHANICAL	ME L07.01	73 SF
MECHANICAL	ME L07.02	73 SF
FSR R EXCLUSION		146 SF

RESIDENTIAL FSR AREA - LEVEL 07

RESIDENTIAL	R L07.01	5,404 SF
FSR R AREA		5,404 SF

OPEN BALCONY EXCLUSION - LEVEL 07

OPEN BALCONY	OB L07.01	76 SF
OPEN BALCONY	OB L07.02	76 SF
NON GFA		152 SF

0 5 10 20 40ft

Floor Plans - FSR Overlay

6.13.3 Level 33-34



2 ROOFTOP AMENITY - FSR OVERLAY
1 : 100

LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL M&E SERVICES
RT	RETAIL
OB	OPEN BALCONY

AREA SUMMARY - LEVEL 33

RESIDENTIAL	1,052 SF
FSR R AREA	1,052 SF
AMENITY	3,450 SF
MECHANICAL	141 SF
FSR R EXCLUSION	3,591 SF
TOTAL GFA	4,643 SF

M&E SERVICES FSR EXCLUSION AREA - LEVEL 33

MECHANICAL	ME L33.01	71 SF
MECHANICAL	ME L33.02	71 SF
FSR R EXCLUSION		141 SF

RESIDENTIAL FSR AREA - LEVEL 33

RESIDENTIAL	R L33.01	393 SF
RESIDENTIAL	R L33.02	386 SF
RESIDENTIAL	R L33.03	274 SF
FSR R AREA		1,052 SF

RESIDENTIAL AMENITY EXCLUSION - LEVEL 33

AMENITY	RA L33.01	3,450 SF
FSR R EXCLUSION		3,450 SF



3 ROOF
1 : 100

AREA SUMMARY - ROOF

RESIDENTIAL	1,035 SF
FSR R AREA	1,035 SF
MECHANICAL	808 SF
FSR R EXCLUSION	858 SF
TOTAL GFA	1,893 SF

RESIDENTIAL FSR AREA - ROOF

RESIDENTIAL	R LR.01	315 SF
RESIDENTIAL	R LR.02	315 SF
RESIDENTIAL	R LR.03	406 SF
FSR R AREA		1,035 SF

M&E SERVICES FSR EXCLUSION AREA - ROOF

MECHANICAL	ME LR.01	408 SF
MECHANICAL	ME LR.02	450 SF
FSR R EXCLUSION		858 SF

0 5 10 20 40ft

6.14 Render Views

6.14.1 Aerial View from South East



Render Views

6.14.2 Eye Level View from Intersection





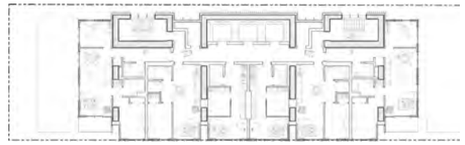
6.14.3 Eye Level View from Broadway





Render Views

6.14.4 Elevated View from W Broadway





Section 7.0

Landscape

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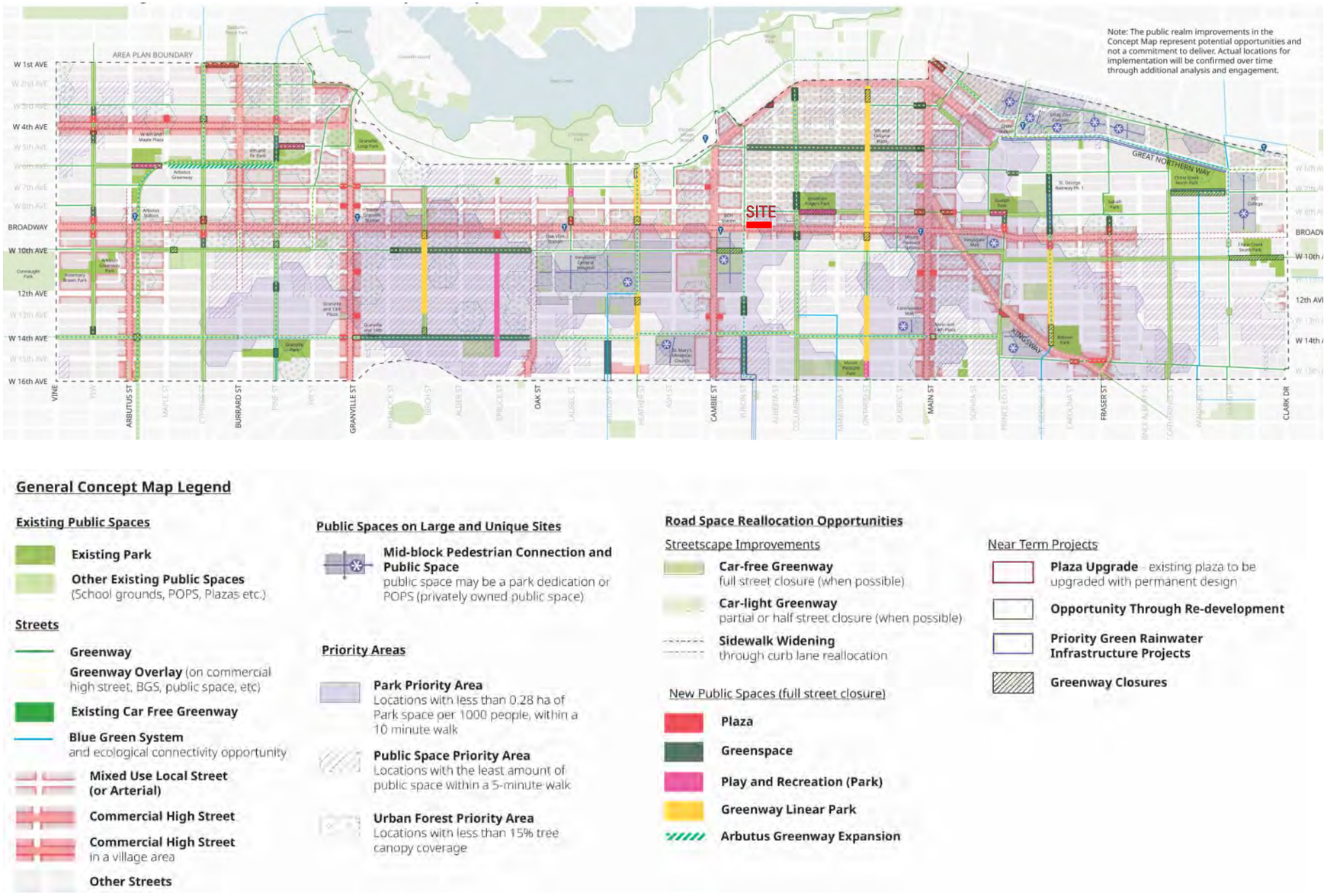
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7.1 Public Realm Network

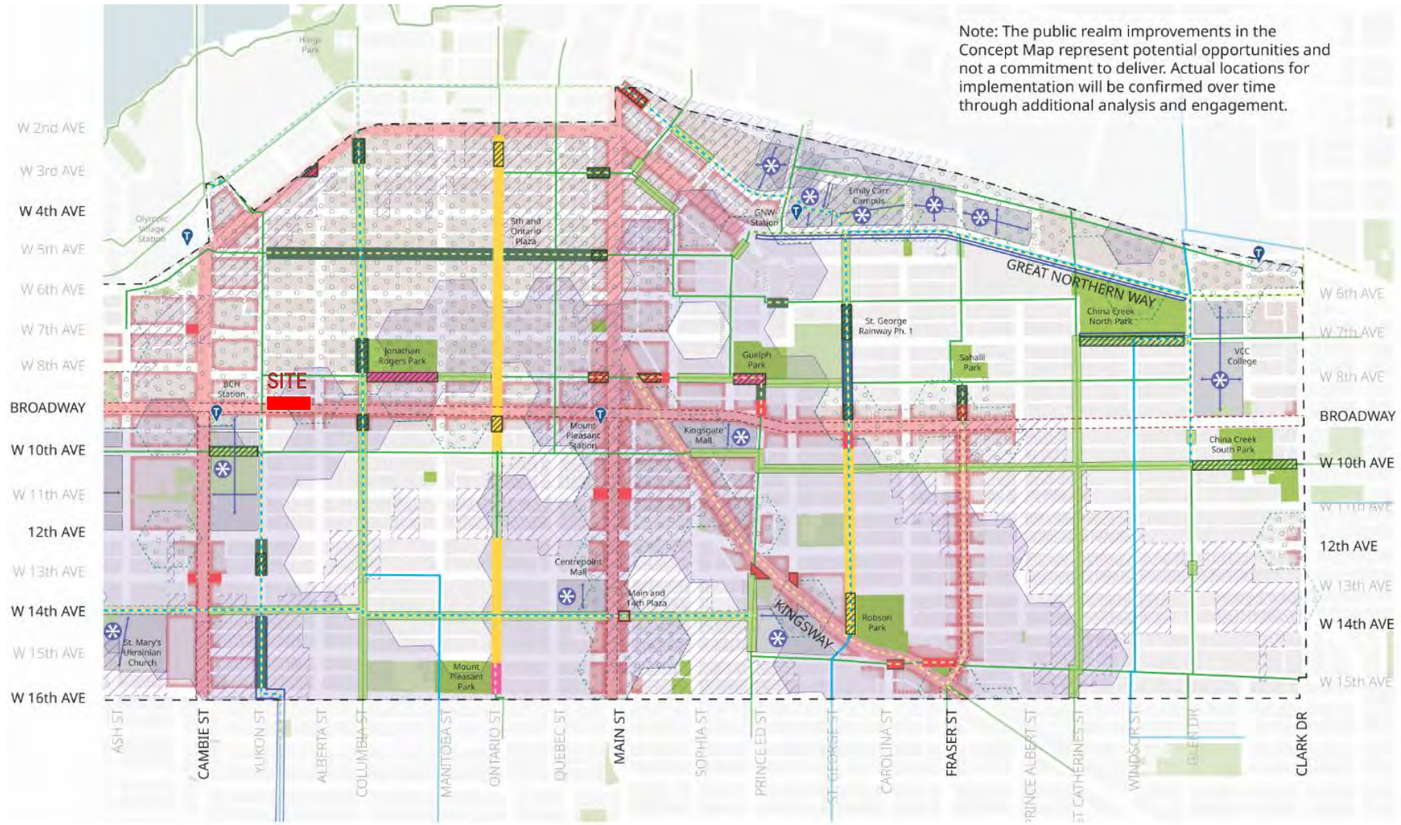
A Broadway Public Realm Plan accompanies the Broadway Plan. It is intended to guide additions and improvements to the public realm over the next 30 years, helping ensure the Broadway neighbourhoods are liveable, accessible, sustainable, and complete. It sets a foundation for the design of the public realm use. The Plan identifies what public space and street enhancements would best support the current and future needs in the Plan area and acts as a practical guide to leverage opportunities for public realm improvements.



Source: *Broadway Plan - City of Vancouver*

7.2 Mount Pleasant Public Realm

Mount Pleasant



General Concept Map Legend

Existing Public Spaces
- **Existing Park**
- **Other Existing Public Spaces** (School grounds, POPS, Plazas etc.)

Streets
- **Greenway**
- **Greenway Overlay** (on commercial high street, BGS, public space, etc)
- **Existing Car Free Greenway**
- **Blue Green System** and ecological connectivity opportunity
- **Mixed Use Local Street (or Arterial)**
- **Commercial High Street**
- **Commercial High Street** in a village area
- **Other Streets**

Public Spaces on Large and Unique Sites
- **Mid-block Pedestrian Connection and Public Space** public space may be a park dedication or POPS (privately owned public space)

Priority Areas
- **Park Priority Area** Locations with less than 0.28 ha of Park space per 1000 people, within a 10 minute walk
- **Public Space Priority Area** Locations with the least amount of public space within a 5-minute walk
- **Urban Forest Priority Area** Locations with less than 15% tree canopy coverage

Road Space Reallocation Opportunities

Streetscape Improvements
- **Car-free Greenway** full street closure (when possible)
- **Car-light Greenway** partial or half street closure (when possible)
- **Sidewalk Widening** through curb lane reallocation

New Public Spaces (full street closure)
- **Plaza**
- **Greenspace**
- **Play and Recreation (Park)**
- **Greenway Linear Park**
- **Arbutus Greenway Expansion**

Near Term Projects
- **Plaza Upgrade** - existing plaza to be upgraded with permanent design
- **Opportunity Through Re-development**
- **Priority Green Rainwater Infrastructure Projects**
- **Greenway Closures**

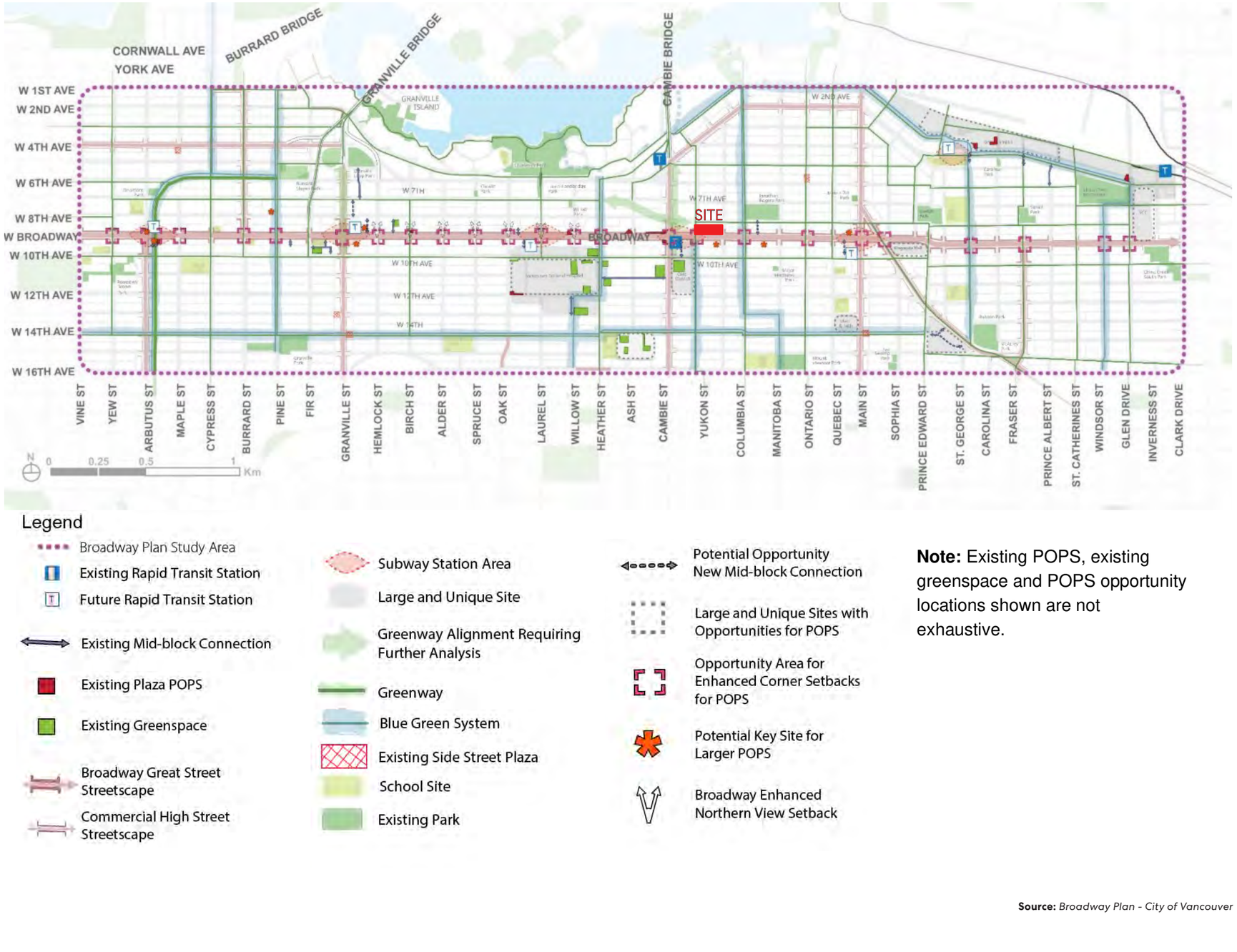
Source: *Broadway Plan - City of Vancouver*

7.3 Privately Owned Public Space (POPS)

POPS are spaces that the public is invited to use but remain privately owned and maintained. They help secure new public space through leveraging new development to deliver a range of types and sizes of publicly accessible spaces, such as plazas, expanded streetscapes (e.g. smaller passive areas for seating and gathering, bike parking, planting), green spaces, and mid-block pedestrian connections. POPS can significantly contribute to overall public space access within the Broadway Plan area.

This new development includes the opportunity of enhanced corner setbacks for POPS at the intersection of Broadway and Yukon St.

Figure 15.6 - Privately Owned Public Spaces (POPS)



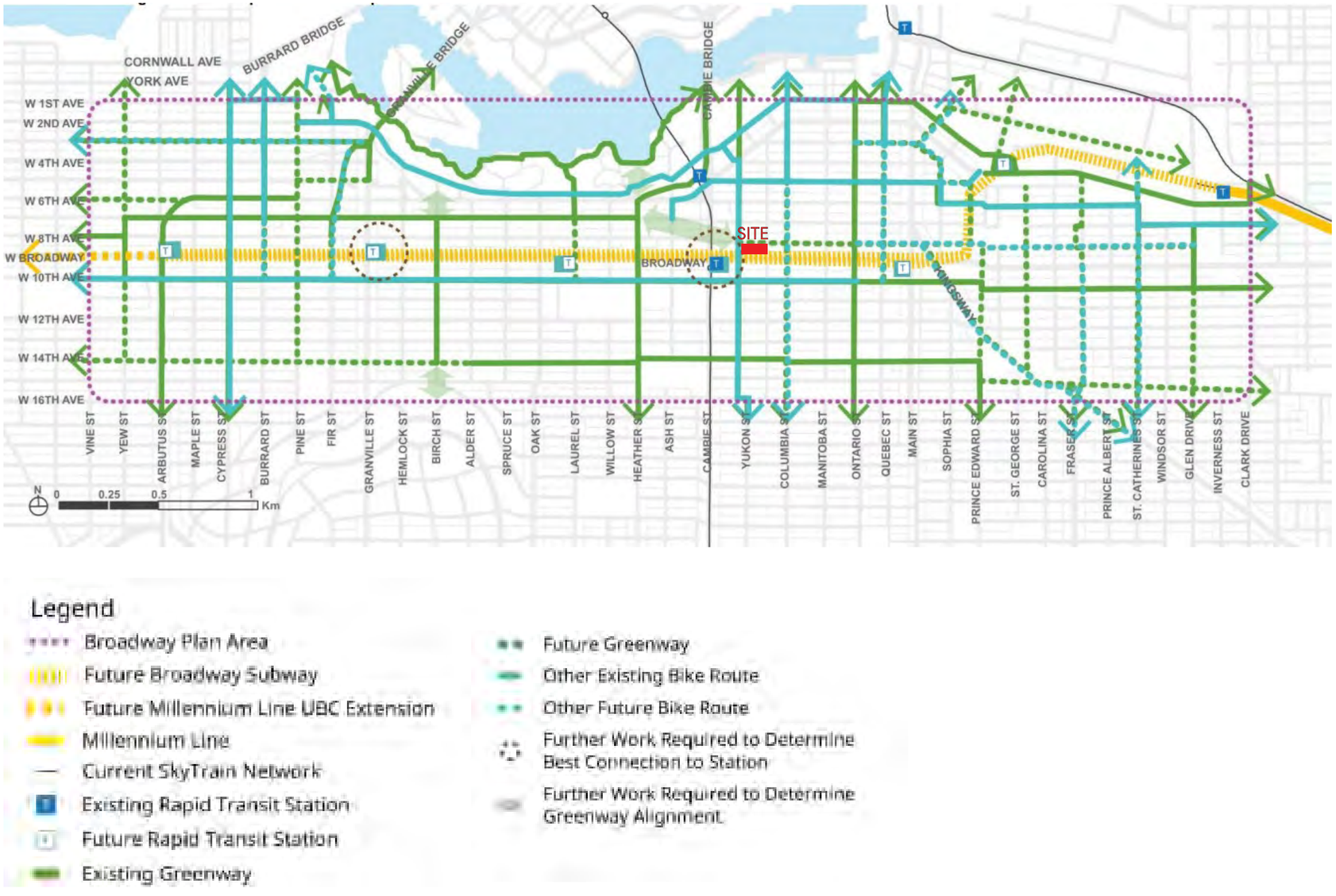
Note: Existing POPS, existing greenspace and POPS opportunity locations shown are not exhaustive.

Source: *Broadway Plan - City of Vancouver*

7.4 Cycling and Greenway Network

North Yukon St. bounded by W Broadway is in the existing cycling and greenway network.

Figure 14.2 - Future Cycling Network of the Broadway Plan Area

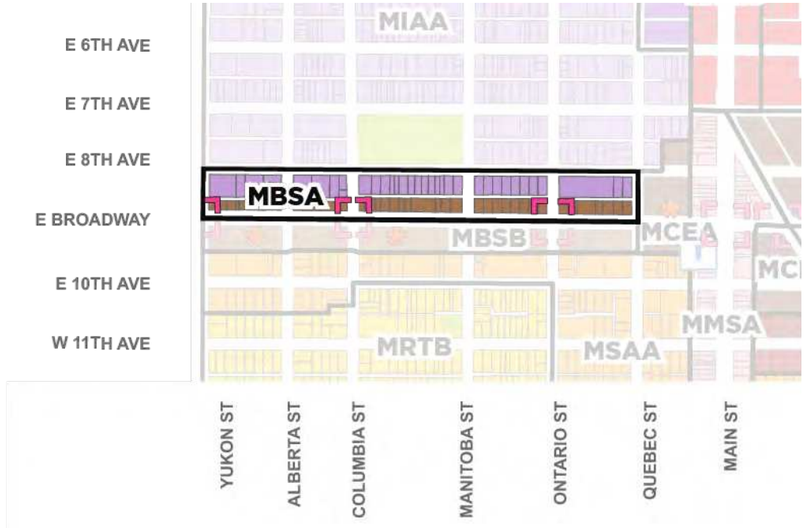


Source: *Broadway Plan - City of Vancouver*

7.5 MBSA Development Intent

7.5.1 MBSA Development Intent and Streetview

10.4 Broadway Shoulder Area East - Area A



Intent

Introduce opportunities for new housing and job space, including innovative mixed-use development with industrial uses.

CENTRE

INDUSTRIAL/ EMPLOYMENT

Legend

Opportunity Area for Enhanced Corner Setbacks for POPs

Figure 6.7 - Shoulder Area block along Broadway



Source: *Broadway Plan - City of Vancouver*

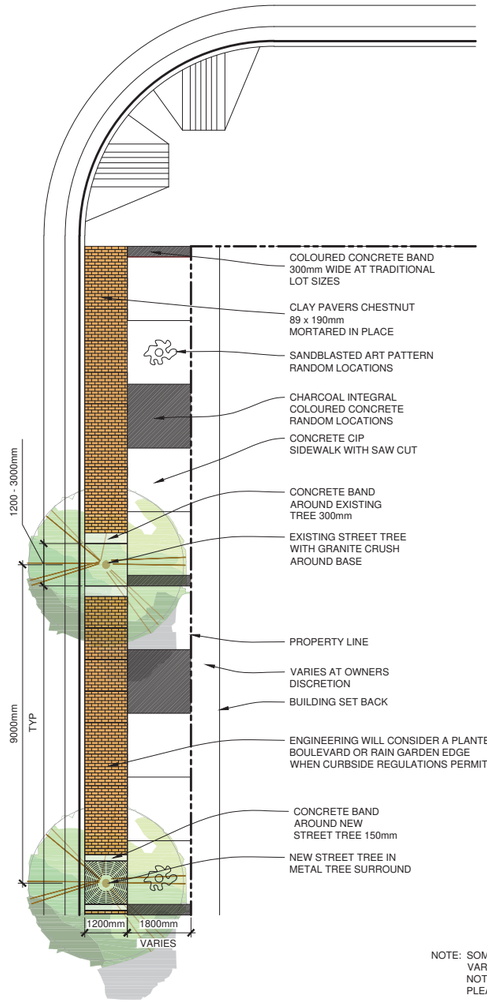
7.6 Streetscape

7.6.1 Broadway Great Street

One of the Guiding Principles for the Broadway Plan is to "Enhance Broadway as a Great Street." Transforming Broadway into a Great Street will improve the streetscape by providing wider sidewalks, more and larger trees, wider boulevards with space for seating and other amenities and space for commercial uses at building frontages.

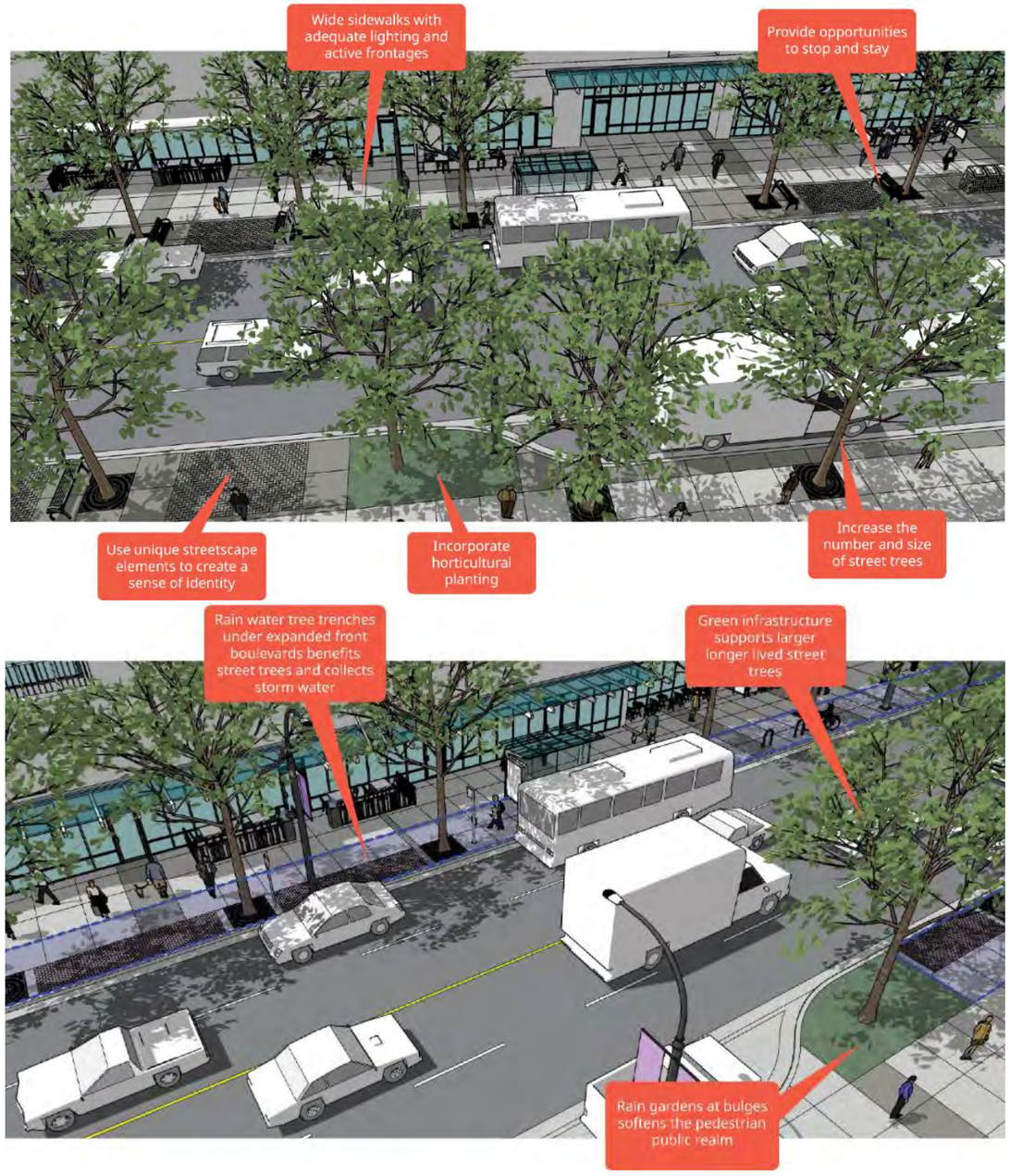
Key points are included:

1. Prioritize Universal Accessibility
2. Prioritize Pedestrian-Focused Design
3. Incorporate Green Rainwater Infrastructure
4. Future-proof the Street Design



NOTE: SOME STREETSCAPE DETAILS CAN VARY TO APPEAR RANDOM AS NOTED ABOVE AS PER THE MOUNT PLEASANT COMMUNITY PLAN

CITY OF VANCOUVER	STREETSCAPE DESIGN DETAIL MOUNT PLEASANT	SCALE: NTS DATE: 2021-02-22 REV: 3.0 SDG-24



Source: *Broadway Plan - City of Vancouver*

7.7 Existing Streetscape

7.7.1 Existing Broadway









7.7.2 Existing Yukon St. and Lane









7.8 Street Level

7.8.1 Design Concept

West Broadway

The design maintains the cohesive streetscape public realm identity of Broadway Great Street that is defined by its unique paving, street lighting, furnishings, and wide sidewalks, street trees with green infrastructure and the space for commercial uses adjacent to building.

Yukon Street

North Yukon Street bounded by Broadway is in the existing cycling and greenway network. It is proposed to provide public realm improvements to Yukon Street as per City streetscape design guidelines, including Infilling with additional street trees in order to enhance the greening of the street.

Corner Plaza

There is an opportunity area for enhanced corner setbacks for privately owned public space (POPS) at Yukon Street edge which is proposed as coffee shop entrance/frontage patio and building exit. The design of the corner plaza has developed grant stairs integrated with stepped planters and seating benches by using the existing slope on Yukon Street. This new public realm expended to both Broadway and Yukon streetscape delivers a range of small passive areas for social and gathering, green space and café patio that contribute to public space access within future Broadway Plan Area.

Lane

The lane maintains engineering functions with the standard concrete and asphalt paving.

LEGEND

1. West Broadway

- Providing Broadway Great Street streetscape public realm identity

2. Yukon Street

- Maintaining the commercial street streetscape public realm identity
- Opportunities for infill street tree planting

3. Stairs with stepped planters of corner plaza

- Stairs to bland in the slope of Yukon Street
- Stepped planters with small trees and shrubs
- Integrated seating benches

4. Upper terrace of corner plaza

- Outdoor café patio with fixed patio furniture
- Seating benches for social and gathering

5. Commercial uses adjacent to building along W. Broadway

6. Residential entrance adjacent to building along W. Broadway

7. Loading along lane

8. Lane

- Maintaining engineering functions

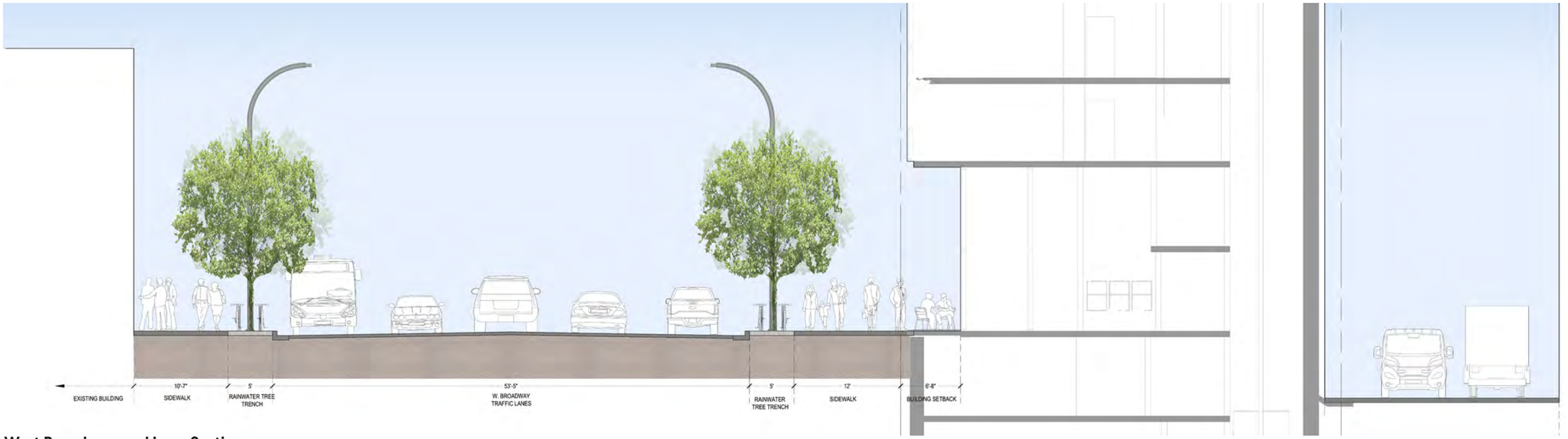
7.8.2 Street Level Context Plan



7.8.3 Street Level Site Plan



7.8.4 Street Level Sections

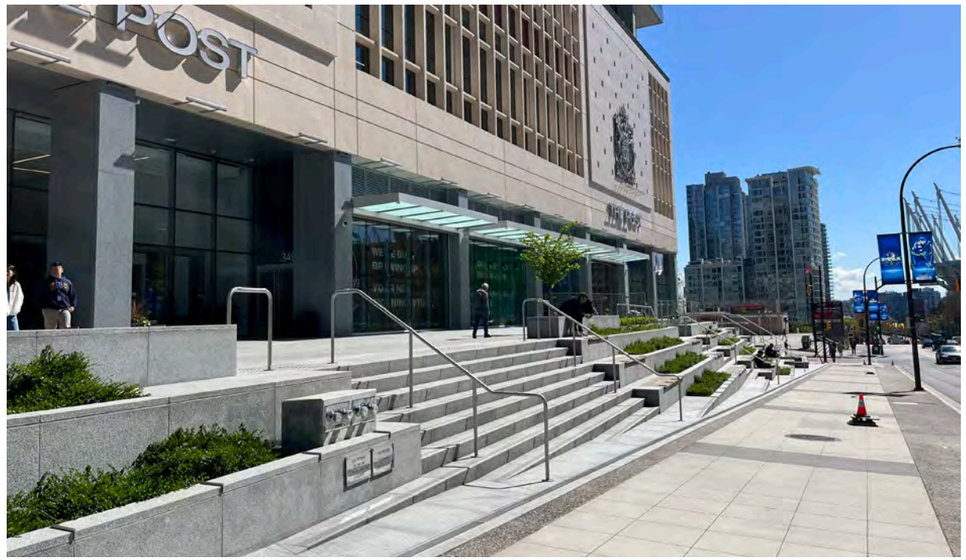


West Broadway and Lane Section

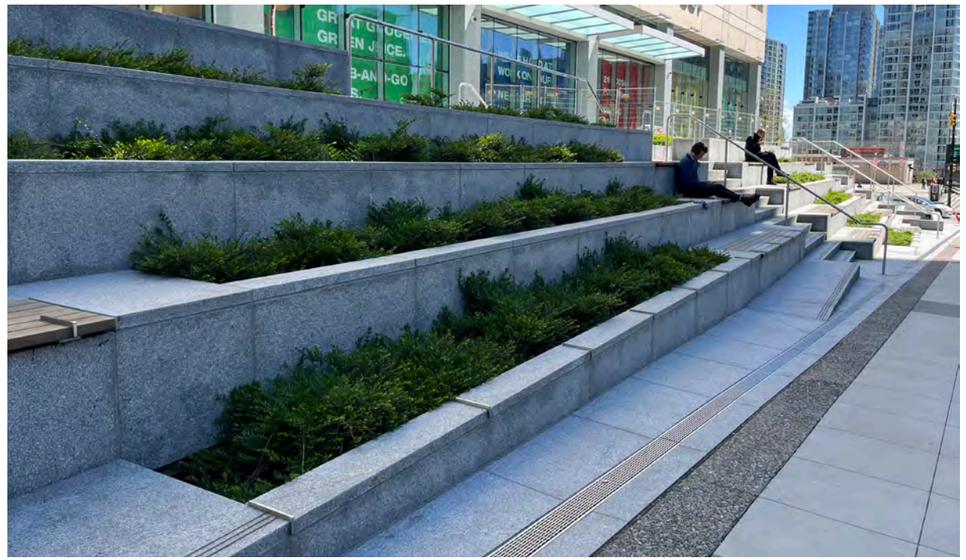


Yukon Street Section

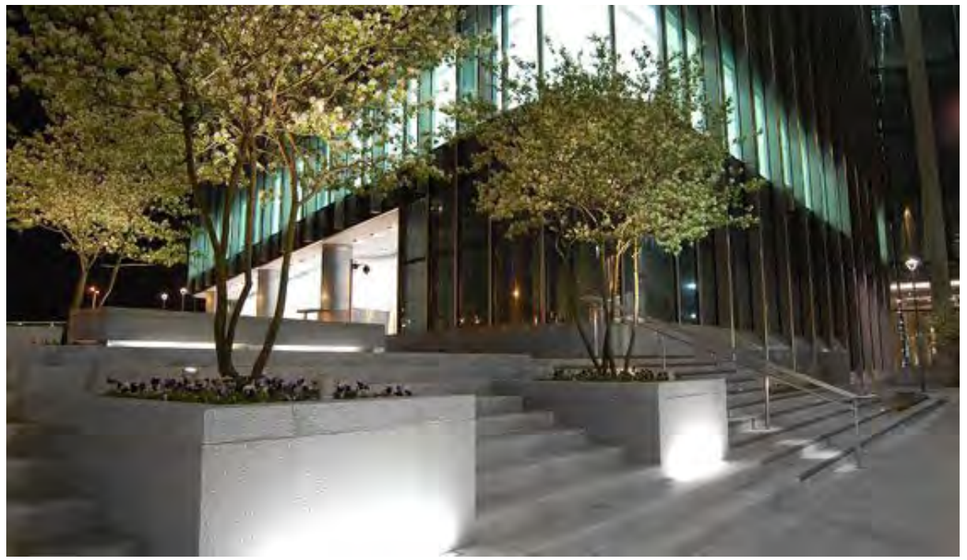
7.8.5 Street Level Precedent Images



Grant stairs with stepped planters - The Post, Vancouver



Grant stairs with stepped planters - The Post, Vancouver



Grant stairs with stepped planters



Restaurant patio at corner plaza -University Village Apartments, Seattle

Source: *Precedent Images from Pinterest and Google images*

7.9 L7 Roof Terrace

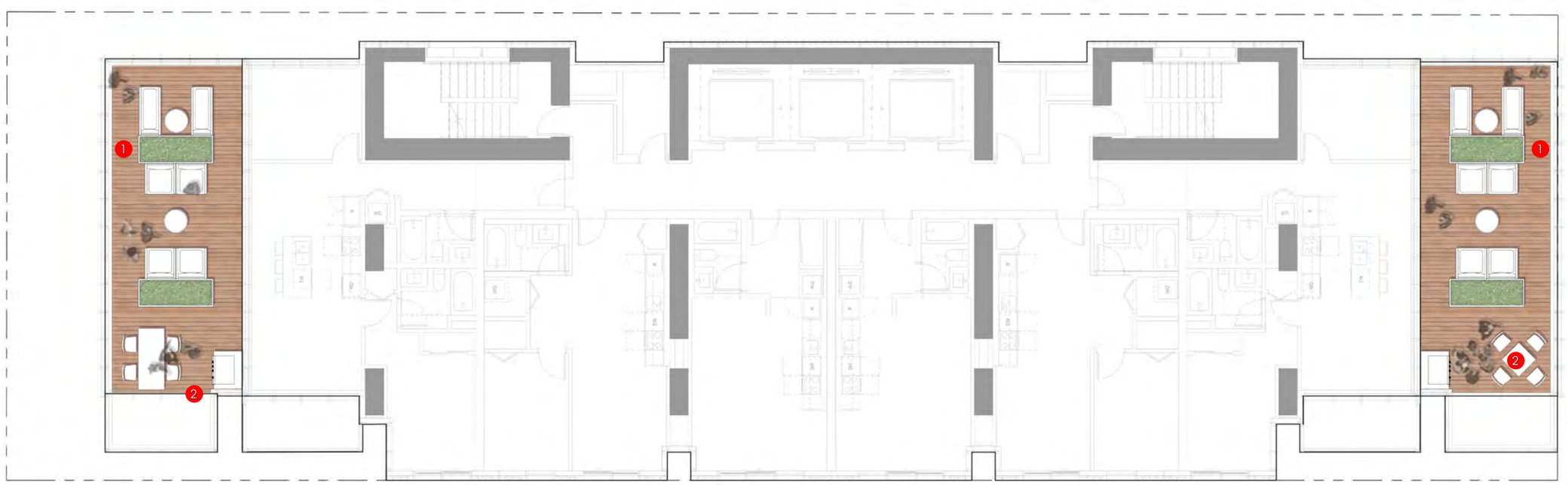
7.9.1 Design Concept

Outdoor private patios on Level 7 are provided for the easterly and westerly units

LEGEND

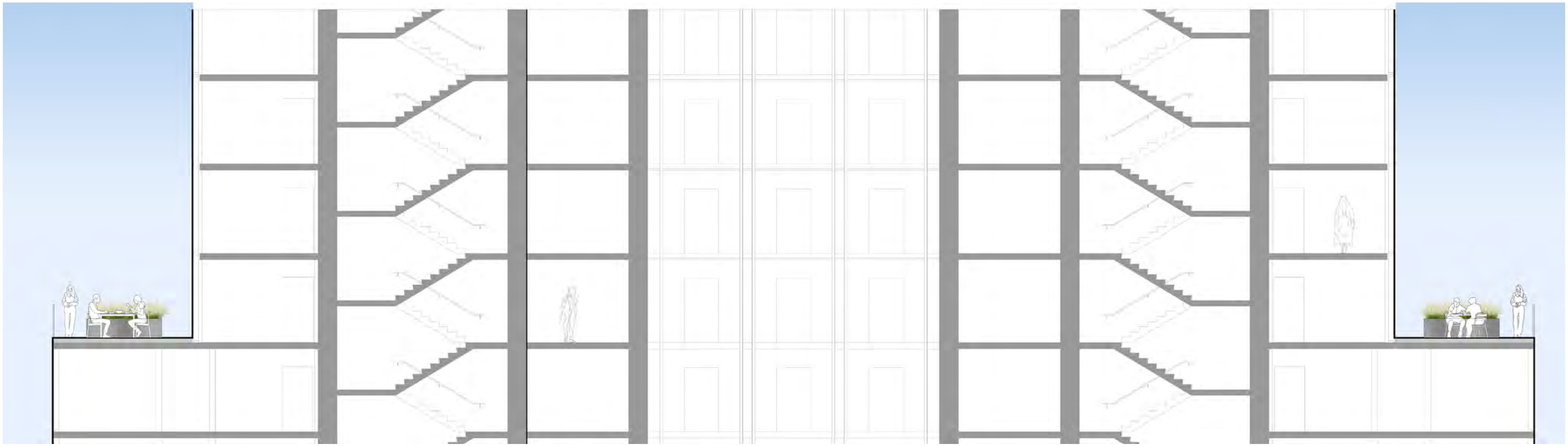
1. Outdoor private living area
2. Outdoor private dining area

7.9.2 L7 Roof Terrace Plan



0 5 20 40 ft

7.9.3 L7 Roof Terrace Section and Precedent Images



L7 Roof Section



Outdoor Private Patio on Roof Deck - Forte on the Park, Minneapolis



Outdoor Private Patio on Roof Deck - The Emerald, Seattle, WA

7.10 L33 and L34 Rootop Amenity Terrace

7.10.1 Design Concept

Level 33 and the rooftop level offers an important common area and social space for the building residents. This rooftop amenity terrace provides a range of outdoor space that will support a range of outdoor activities i.e. small groups social/gathering, BBQ, dining tables, work stations, children play equipment and enjoyment of the sun and urban agriculture. A series of planting and small trees are composed to define these interconnected spaces.

LEGEND

1. Outdoor Social Area
- Social area and gathering
- Outdoor sofa and lounge area
- Planting dividers
- Seating under trees in shade area
- View to both mountain and City
- Sun deck

2. Outdoor Kitchen
- BBQ
- Long tables/ harvest tables
- Tables and chairs
- View to City

3. Food Garden
- Edible trees, shrubs and ornamental flowers at building edge
- Garden planting boxes
- Garden shed, potting table, hose bibs and food waste bin

4. Playground
- Play equipments with required safety zone
- Parents and guardians can supervise children play from seating benches
- Seating benches under trees in shade area
- Resilient rubber surface

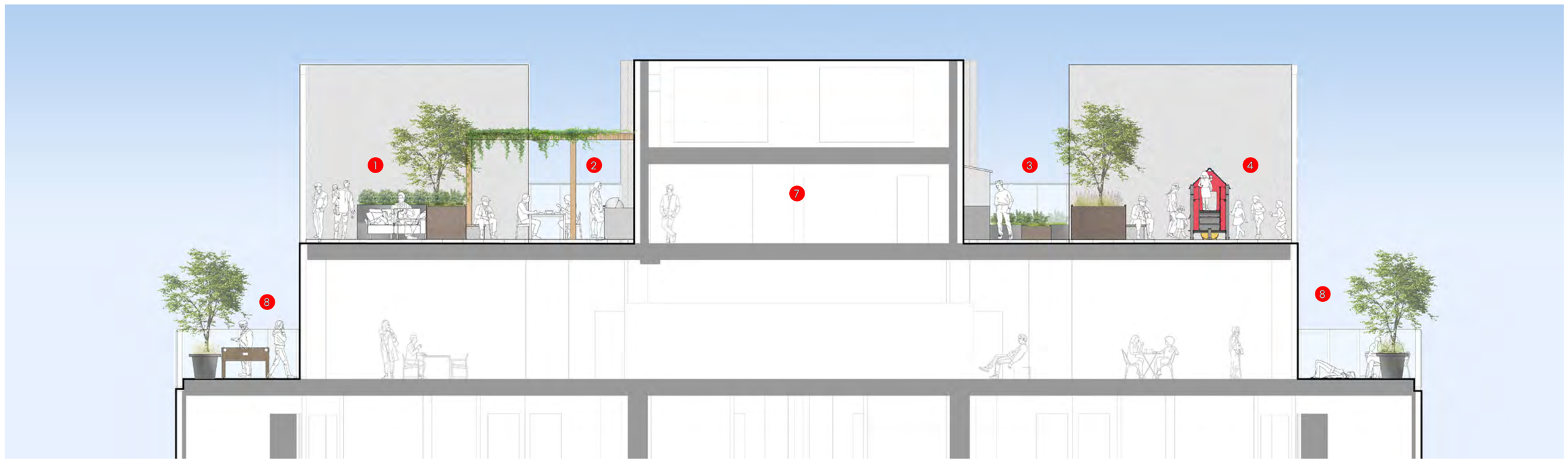
5. Flexible Area
- Potted Planting
- Study/ Work stations/Meeting
- Tables and chairs
- View to City

6. Viewpoints to mountain

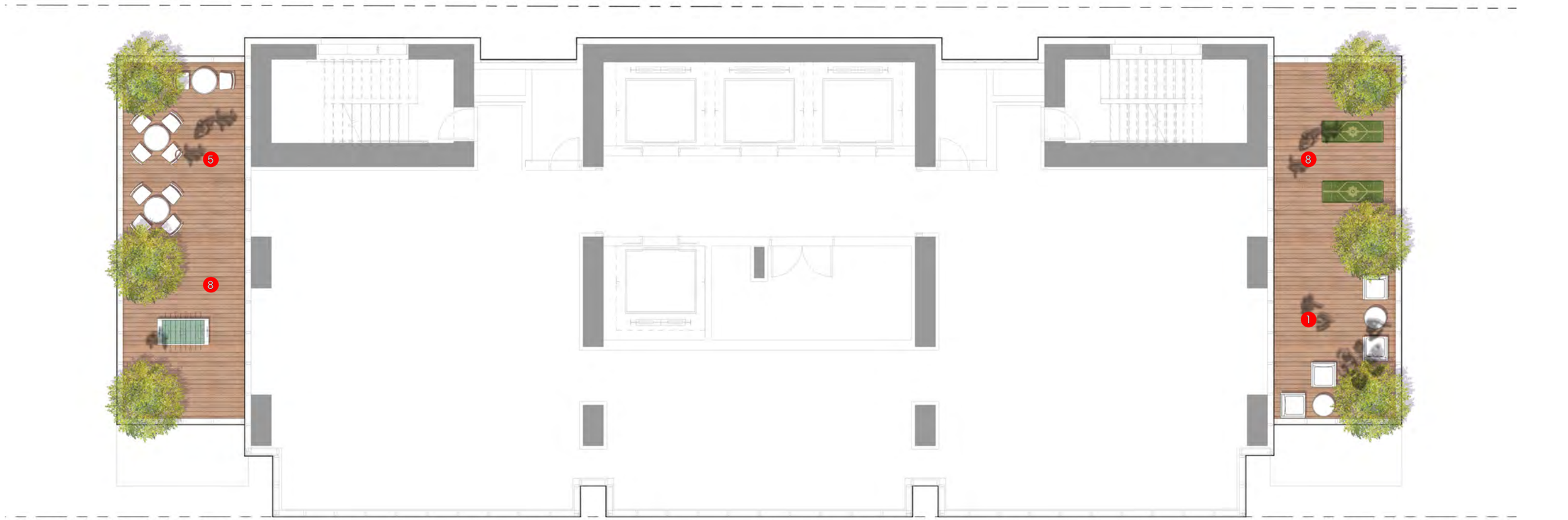
7. Mechanical Roof Deck

8. Outdoor Exercise
- Yoga
- Foosball table

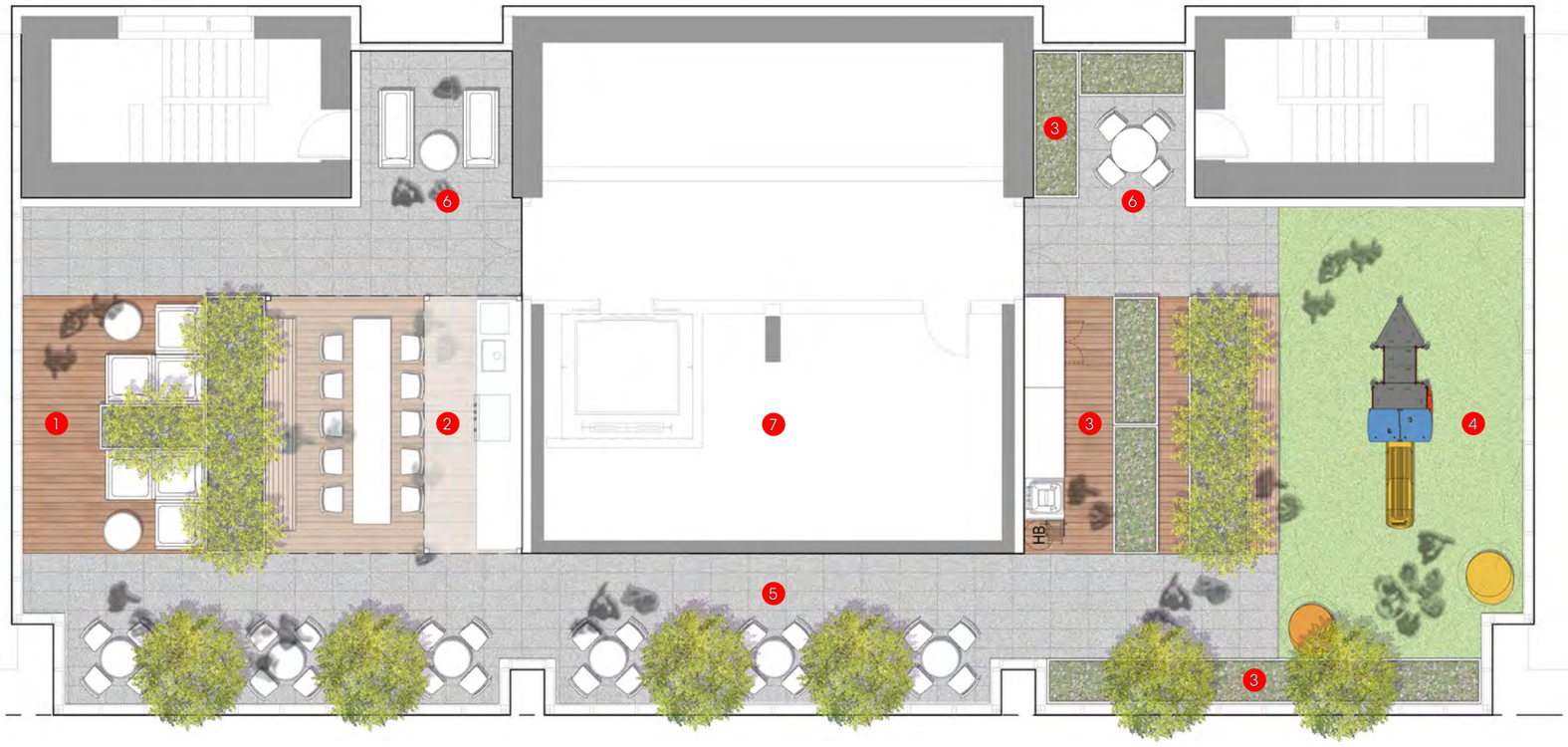
7.10.2 L33 and L34 Rooftop Amenity Terrace Section



7.10.3 Amenity Terrace Plan



7.10.4 L34 Rooftop Amenity Terrace Plan



0 5 20 40 ft

7.10.5 L33 and L34 Rooftop Amenity Terrace Precedent Images



Outdoor Kitchen and Dining Area - The Harlo Fenway, Boston Luxury Apartment Building Amenities



Outdoor Social Area - Fulton West Offices, Chicago



Playground - The Seletar Mall, Singapore



Food Garden - University Of Limerick Roof Community Garden, Ireland

Source: *Precedent Images from Pinterest and Google images*

7.11 Landscape Drawings

7.11.1 Street Level Context Plan



7.11.2 L7 Roof Terrace Plan



7.11.3 L33 Rooftop Amenity Terrrace Plan



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