SIGHTLINE PROPERTIES ARCADIS

PROJECT NO. 30258905

REZONING APPLICATION

Kaslo and Broadway

Prepared for Sightline Properties
Submitted by Arcadis Architects (Canada) Inc.
December 2025



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1 Introduction

1.1 Project Team

1.2 Project Location / Context

1.3 Streetscape Panorama

1.1 Project Team

Developer	SIGHTLINE PROPERTIES	Sightline Properties 400-1505 West 2nd Ave. Vancouver, BC V6H 3Y4
Architect	ARCADIS	Arcadis Architects Canada Inc. 100-1285 West Pender Street, Vancouver BC V6E 4B1
Landscape	loci	LOCI Landscape Architecture + Urban Design 1738 Kingsway Vancouver, BC V5N 2S3
Civil	APLIN MARTIN	Aplin Martin 1818–1177 West Hastings St Vancouver, BC V6E 2K3
Electrical	NEMETZ (S/A) & ASSOCIATES LTD. CONSULTING ENGINEERS	Nemetz (S/A) & Associates Ltd. 2009 West 4th Ave. Vancouver, BC V6J 1N3
Geotechnical	GEOPACIFIC	GeoPacific Consultants Ltd. 1779 West 75th Ave. Vancouver BC V6P 6P2
Arborist	ACL GROUP	ACL Group - Arbortech Consulting A125-6286 203 St, Langley, BC V2Y 3S1
Transportation	CTS	CTS Traffic Engineering Specialists 101A-1952 Kingsway Ave. Port Coquitlam, BC V3C 6C2

1.2 Project Location / Context

Central Location



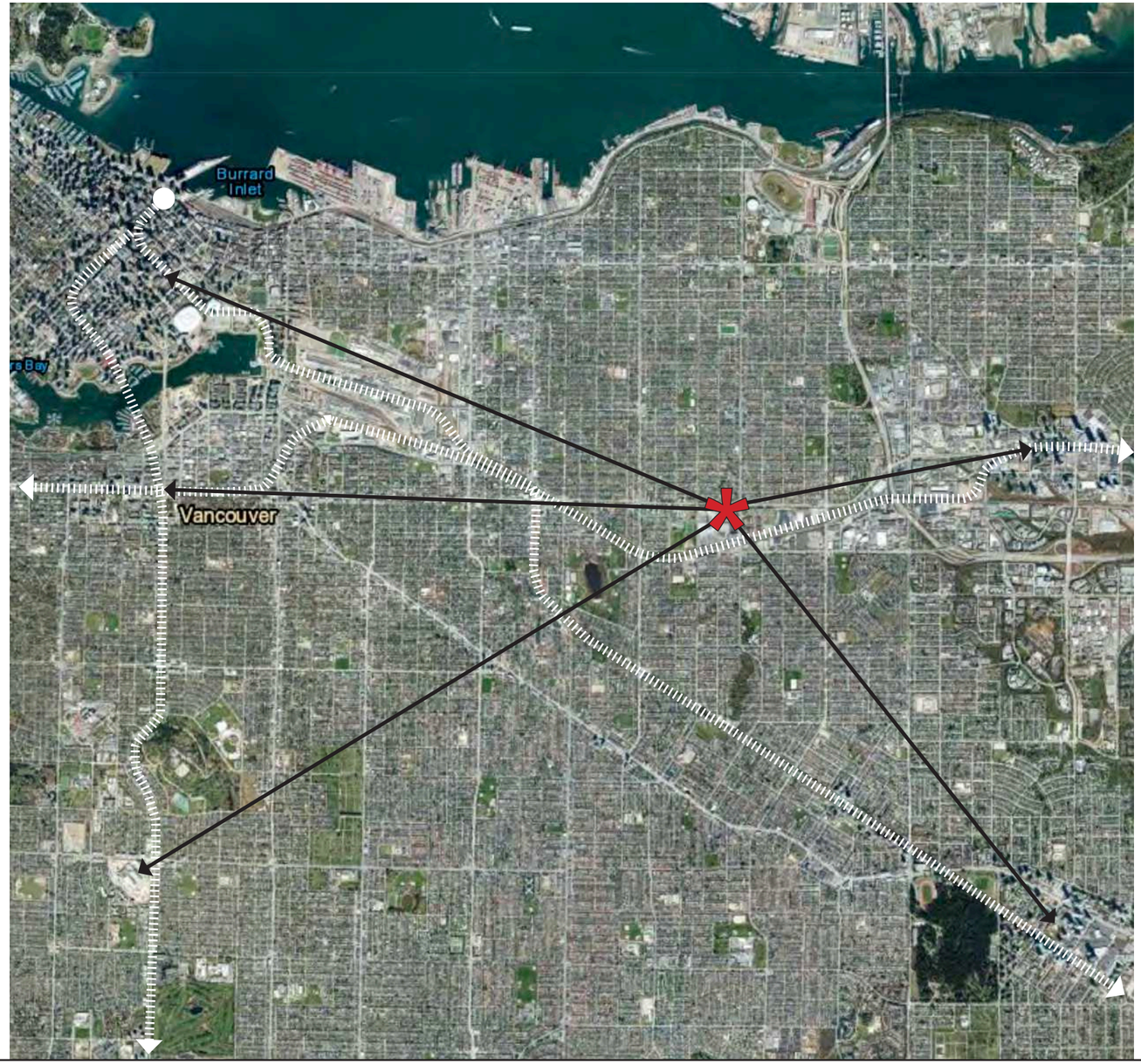
5km from Downtown Vancouver



5km from Broadway @ Cambie



6km from Oakridge / Heather Lands / OTC





3km from Brentwood Town Centre



5km from Metrotown

1.2 Project Location / Context

Introduction

The site is located within the northern portion of Renfrew-Collingwood neighbourhood, and is bound by Kaslo Street and the lane that runs west of Renfrew Street, Broadway and 10th Avenue.

The site consists of 26 residential parcels, which when combined with the east-west portion of City of Vancouver laneway, includes a total site area of 133,300 sq. ft. (3.06 acres). There are no community uses currently on-site.

The following are the some of the current uses adjacent to the site:

- To the north - residential and the Hastings-Sunrise Neighbourhood
- To the south – primarily employment lands: institutional, commercial, professional services. Limited residential along 10th Avenue.
- To the east – primarily employment lands: institutional uses (Broadway Tech Centre); limited residential along Renfrew.
- To the west - community and employment lands / institutional uses: (VIVO Media Arts Centre, West coast Family Centres, Broadway Church, CityReach Care Society)

As outlined in the Rupert and Renfrew Station Area Plan, the surrounding employment lands are to be protected, with no ability for housing to be included in future redevelopments. As such, the site offers an exceptional location for housing to serve both surrounding land uses and the region at-large.



1.2 Project Location / Context

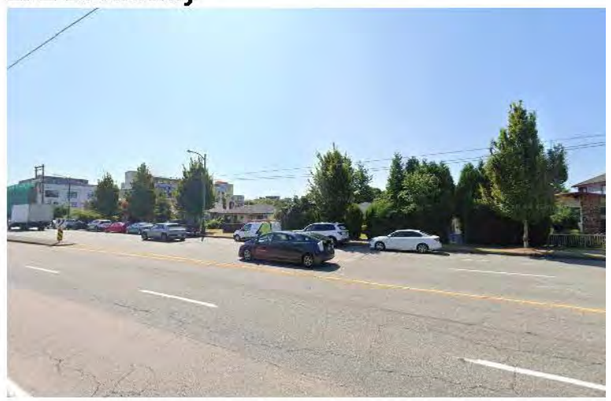
Site Photos



1. Broadway & Kaslo



2. E Broadway



3. E Broadway& Lane



4. Lane



5.E 10th & Lane



6.E 10th



1.3 Streetscape Panorama

Street View : South side of East Broadway



LANE — SITE — KASLO ST.

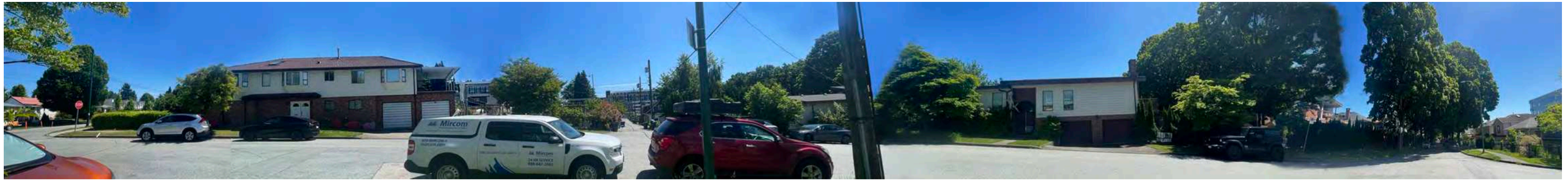
Street View : North side of E 10th Ave.



KASLO ST. — SITE — LANE

1.3 Streetscape Panorama

Street View : East side of Kaslo St



E. BROADWAY ····· SITE ····· E. 10TH AVE.

Street View : West side of Lane



SITE

2 Site Analysis

2.1 Existing Transportation Network

2.2 Surrounding Developments

2.3 Surrounding Open Spaces

2.4 Site Features

2.1 Existing Transportation Network

The site is strategically situated with exceptional connectivity to the surrounding transportation network.

SkyTrain:

Located within 250 m (5 minute walk) from the Renfrew SkyTrain Station, the site has exceptional connectivity to Burnaby / Port Moody / Coquitlam and the Broadway corridor once the current SkyTrain project is complete (anticipated before completion of the first phase of this proposed development).

Bus:

The site is within 100m of both the eastbound and westbound 99 B-Line stops on Broadway. In addition, the #9, #N9 and #27 routes run adjacent to the project along Broadway. Route #16 runs along Renfrew Street, which provides connections to Kingsway, as well as a lengthy westbound route that loops around downtown and then heads south along Arbutus towards Marine Drive.

Bike:

The site is within 250 m of both the Central Valley Greenway, providing east-west connectivity, and the Slocan route, providing north-south connectivity.

Personal Vehicles / Trucks:

Major roadways are proximal to the site along Broadway and Renfrew Street. Access to Highway 1 is nearby (~ 2 km) via 1st Avenue and Grandview Highway.

Pedestrian:

The site does not currently have sidewalks along Kaslo or 10th Avenue, and has limited sidewalk facilities along Broadway. The proposed development includes enhanced sidewalks surrounding the site on all public streets to ensure pedestrian mobility is prioritized, especially along Kaslo, which is anticipated to become a major pedestrian connection route with the SkyTrain.



LEGEND

- SITE BOUNDARY
- EMPLOYMENT LANDS
- MAJOR ROADS
- LOCAL STREETS
- LANEWAY
- PEDESTRIAN PATHS
- BICYCLE PATHS
- RENFREW SKYTRAIN STATION
- SKY TRAIN ROUTE
- FREQUENT BUS ROUTE (EVERY 15 MINUTES DURING PEAK HOURS)
- BUS STOP

2.2 Surrounding Developments

Public Facilities

Adjacent to the site are several schools, most of which are within a 10-minute walking radius. This includes two schools to the east (Vancouver Technical Secondary School and the Laura Secord Elementary School) and three schools to the south (Avante School, Westside Montessori Academy, and St. Jude's).

Renfrew Park, Renfrew Library, and the Community Centre are located further south, with outdoor opportunities for ball hockey, off-leash dog parks, football fields, lacrosse, and softball. The park also has an indoor swimming pol, a wading pool, and playgrounds.

In Development and Planned Construction

There are four notable development in close proximity to the site, which include:

- East of the site: Renfrew Village, a 6-story mixed use building
- East of the site: Renfrew Quarter, a 4-story mixed use building
- South of the site: 2710 Kaslo St., a 7-storey college and office building
- Northeast of the site - 2406 Renfrew St, a potential 6-story mixed use building

Zoning

The site is zoned R1-1, with the majority of surrounding uses being either the same zoning (north), industrial (west) or CD-1 zones. The recently approved Rupert & Renfrew Station Area Plan will govern future land uses for the neighbourhood (see Section 4).





LEGEND

- SITE BOUNDARY
- EMPLOYMENT LANDS BOUNDARY
- GROUNDWATER PROTECTION ZONE
- CURRENT DEVELOPMENT APPLICATIONS
- MAJOR ROADS
- LOCAL STREETS
- LANEWAY
- OPEN SPACE
- COMMERCIAL

2.3 Surrounding Open Spaces

Neighbouring Park Amenities

Existing park space within a 10-minute walk lacks any naturalized/ ecological spaces, substantial tree canopies and immersive garden spaces

VANCOUVER TECHNICAL SCHOOL

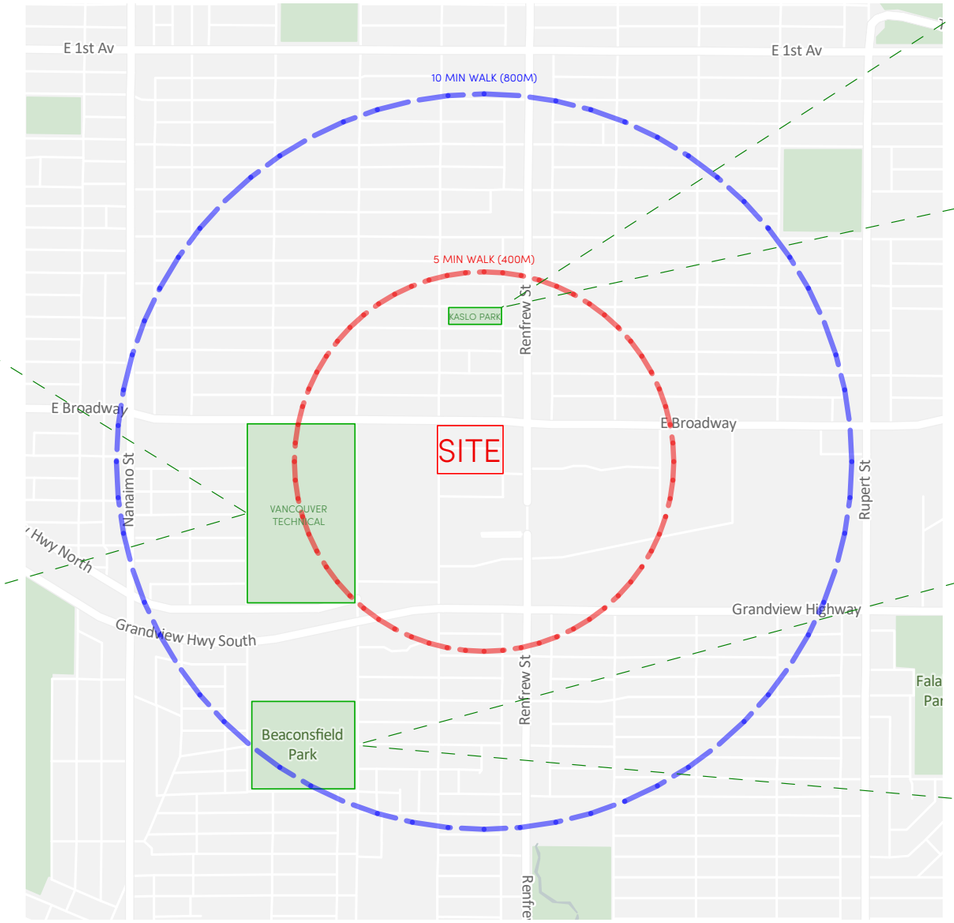
- TRACK/TURF FIELD
- MULTI TENNIS COURTS
- LARGE OPEN LAWN
- SPARCE CANOPIES
- NO FORESTED OR NATURALIZED AREAS



TURF FIELD - LOOKING NORTH



SCHOOLYARD LAWN - LOOKING SOUTH EAST





FROM LANE - LOOKING EAST

KASLO PARK

- STEEP GRADE W/ LARGE FIELD
- TENNIS COURTS
- SPARCE CANOPIES
- NO NATURALIZED AREAS



FROM LANE - LOOKING SOUTHWEST



COMMUNITY GARDEN - LOOKING WEST

BEACONSFIELD PARK

- GRASS/GRAVEL FIELD
- COMMUNITY GARDEN
- PLAYGROUND



CENTREFIELD - LOOKING EAST

2.4 Site Features

Existing Grades

There are significant grades across the site, sloping primarily down from Broadway to 10th Ave. The highest elevation is at the northwest corner of E Broadway and Kaslo St, and the lowest at the southeast corner of E 10th Ave and internal lane, with a grade change of ~26 ft (8m). Existing grades along Broadway are relatively flat, which is favourable for retail frontage accessibility.

Existing Trees

There are limited trees of value within the private lots. On City lands, the trees along 10th Avenue are very large and intended to be retained. The trees along Kaslo and Broadway are not consistently planted, so while jurisdiction over the public realm rests with the City, it is recommended to create a consistent planting scheme along both frontages.



LEGEND OF GRADE (M)

- 47.00-48.00
- 46.00-47.00
- 45.00-46.00
- 44.00-45.00
- 43.00-44.00
- 42.00-43.00
- 41.00-42.00
- 40.00-41.00
- 39.00-40.00
- 38.00-39.00

LEGEND OF TREE ASSESSMENT

- DENOTES A TREE IN GOOD CONDITION
- DENOTES A TREE IN FAIR CONDITION
- DENOTES A TREE IN POOR CONDITION

3 Rezoning Proposal

3.1 Design Rationale & Vision

3.2 Project Description & Summary Statistics

3.3 Subdivision Plan

3.4 Ground Floor Uses Plan

3.5 Outdoor Space Program

3.6 Stacked Project Uses & Stats

3.7 Tower Placement & Separation; Podium Heights

3.8 Pedestrian Circulation

3.9 Parking & Loading Access

3.10 Skyline Diagrams Showing Development Heights

3.11 Shadow Analysis

3.12 Renderings

3.1 Design Rationale & Vision

Response to the Rupert & Renfrew Station Area Plan

The proposed development is responding to top priorities outlined in the Rupert and Renfrew Station Area Plan, Vancouver Plan, and other City priorities. The intent is to create a complete neighbourhood, increasing social connections, providing local retail and employment opportunities, and ensuring the provision of amenities to support the growth of the community.

BIG IDEA #1

Equitable Housing and Complete Neighbourhoods

- The 4 towers provide 1,959 units, with up to 28.45% of residential density identified as rental housing. The project, once fully built out, helps meet the City's housing target of 83,000 new homes over the next ten years.
- At least 20% of the rental residential floor area counted towards the floor space ratio will be provided as below-market rental housing for moderate-income households.
- 35% of residential units will be 2 or 3 bedrooms, benefiting families.
- The project provides a mix of housing types, including townhomes, low-rise and high-rise apartments.
- The site proposed different outdoor and indoor amenities accessible to all residents. These amenities, focused on the health and wellbeing of future residents, will decrease the impact on public community centres in particular.
- There are publicly accessible plazas and open spaces, benefiting the community at-large.
- A child-care facility with an outdoor play area at the southwest will support future families

BIG IDEA #2

An Economy that Works for All

- Retail opportunities will be provided along E Broadway, with space suitable for a convenience store, restaurants, cafes or other retail uses supporting the future community.
- A child daycare will provide skilled jobs, and support parents who are struggling to find suitable childcare options in support of their employment.
- The housing will support the employment lands, though providing homes that are walking distance from a myriad of job types.

BIG IDEA #3

Climate Protection & Restored Ecosystems

- The central green space is programmed with native and edible plants, supporting native bird and pollinator species.
- The sidewalk along Broadway is widened, and new sidewalks are proposed along Kaslo and 10th Avenue, increasing pedestrian mobility.
- An internal walking loop is created across the site, with a secondary connection from Broadway to 10th Ave.
- Existing mature street trees at E 10th Avenue are protected, and new trees are proposed along Kaslo, Broadway and internal to the site.
- Podium rooftops are programmed with community gardens and soft green spaces that support the livelihood of the community.







3.1 Design Rationale & Vision



Ground Floor Design Rationale

“COMPLETING” THE COMMUNITY

Activating uses have been programmed along the Broadway and 10th Ave frontages. Neighbourhood retail is proposed along the length of Broadway, with significant setbacks and an enhanced sidewalk, creating a vibrant urban retail experience. Along 10th Avenue, a new child daycare is planned at the southwest corner of the site to take advantage of the southern exposure and solar access throughout the year. Residential townhomes are planned along the remainder of 10th Ave, creating a local street character.

Kaslo Street, with its significant grade change, will have a variety of interesting open spaces and landscape treatment, ensuring visual interest, places to sit, and wildlife habitat.

The laneway to the east is the major loading route for all buildings (as well as the buildings to the east), with a large loading zone for the northern two buildings that will provide loading for both residential units as well as retail uses. This loading area is at grade along the laneway, eliminating the need to have a long, dangerous ramp. A smaller loading area for the southern two buildings is provided underground, in addition to parking access for retail and residential uses. Taken together with the adjacent buildings to the east, the laneway will serve as a major vehicular access route.

Architectural Design Rationale

The proposed master plan is composed of a four-phase development, with each parcel introducing a distinct tower and podium configuration.

At the heart of this vision is the north-west tower with rental units, a striking 45-storey structure that will serve as the signature element of the entire project and Rupert and Renfrew area when approaching from the west of the site. Positioned to command views and visibility along East Broadway, this landmark tower will establish a bold presence and act as a visual anchor for the new development.

Its prominence is intentional, marking the beginning of a transformative urban shift in an area currently characterized by low-rise residential buildings. As the tallest element in the plan, the signature tower will collectively shape a new skyline for the neighborhood together with the other phases.

Special attention will be given to sculpting the tops of the towers to create a distinctive and memorable silhouette, enhancing the identity of the development when viewed from a distance and contributing to a refined urban form.

Each phase will contribute to a cohesive, integrated urban fabric, balancing vertical density with human-scale podiums that encourage street-level interaction.

Natural toned palette of colors and materials will be used on the building exterior, allowing the project to blend harmoniously with its surrounding context while still offering a distinct architectural expression. The materiality emphasizes warmth, texture, and durability, supporting a cohesive streetscape character and a timeless design identity.

Throughout the development, sustainable design principles will be embedded in both architecture and infrastructure, supporting energy efficiency, and long-term community well-being. This master plan represents not only a physical transformation but also a new chapter in the evolution of the district.

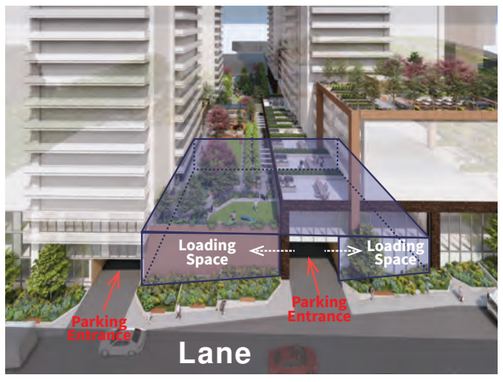
The Heart of the Development

At the centre of the development is a new, publicly accessible open space that is designed to provide a tranquil, naturalized experience for residents and neighbours throughout the community. As there are several sports fields and open lawns in the surrounding area, the intent of the central open space is to provide places to sit and congregate and get away from the hustle and bustle of city life, where users can enjoy the sounds of birds and the wind blowing through the leaves. Programming includes wildlife habitat, edible landscaping, a child play area, covered seating, and lookout points to the south. Residential units with private patios face onto the central open space, providing “eyes on the streets” to enhance safety, while also creating a neighbourhood feel. The eastern half has a face-to-face dimension of ~82 feet, which is consistent in scale to 4th Ave or Granville Street downtown, while the western half has expansive views off to the south. Taken together, the central open space will provide a unique outdoor experience within the City.

In addition to the programmatic nature of the open space, the intent is to limit grade changes from Broadway, providing a virtually flat, fully accessible space that connects from the corner of Kaslo and Broadway, south to the central open space, and back to Broadway at mid-block.

A mid-block north-south pathway is provided that connects Broadway to 10th Ave. In order to screen the previously mentioned loading bay, the north south walkway is framed with amenity uses that are accessible to all residents in the new development, further enhancing safety, and providing visual interest to those both indoors and outside.

A ramp as well as staircase is provided at the western end to connect with Kaslo, while a feature staircase is provided to the south to connect with the 10th Ave, which is almost 20 feet lower than the central open space elevation.







3.2 Project Description & Summary Statistics

Description

The proposed development features four residential towers arranged around a central east-west open space that provides a strong pedestrian connection through the site and serves as a shared community focal point.

Summary

The northwest building is the tallest, rising 45 stories with a 6-storey podium, anchoring the site and contributing to the overall vertical rhythm of the plan. To the northeast, a second tower stands at 41 stories with a matching 6-storey podium, creating a balanced presence along the northern edge. The southwest building includes a 2-storey podium with a 41-storey tower, while the southeast building rises 39 stories with a 4-storey podium, forming a dynamic but cohesive massing composition across the site.

Together, the buildings deliver approximately 1,959 new homes, with a total residential area comprising 1,376,350 square feet of condominiums. To support a diverse and inclusive community, 28.45% of the total residential area will be used for rental housing. Of the rental area, 20% will be offered at below-market rates. This ensures that lower-income residents can also access quality housing and be part of the community.

The Vancouver Building Bylaw refers to building height as the number of storeys between the roof and the floor of the first storey. Mechanical equipment, elevator machine rooms and any related equipment may exceed the building height at the discretion of the Director of Planning. This site is under the Rapid Transit Area A of the Rupert and Renfrew Area plan, which allows for High-Rise Mix Used Residential Developments with a minimum of 20% below market rental to have a maximum height of up to 45 storeys.

The 133,300 square foot site is planned with a FSR of 10.5, and includes 23,300 square feet of retail and childcare space, along with 46,000 square feet of private residential amenities. Active frontages along Broadway and a dedicated childcare facility on 10th Avenue help integrate the development into the urban fabric.

New and expanded pedestrian infrastructure reinforces walkability and accessibility throughout the block, supporting a livable and inclusive urban community.

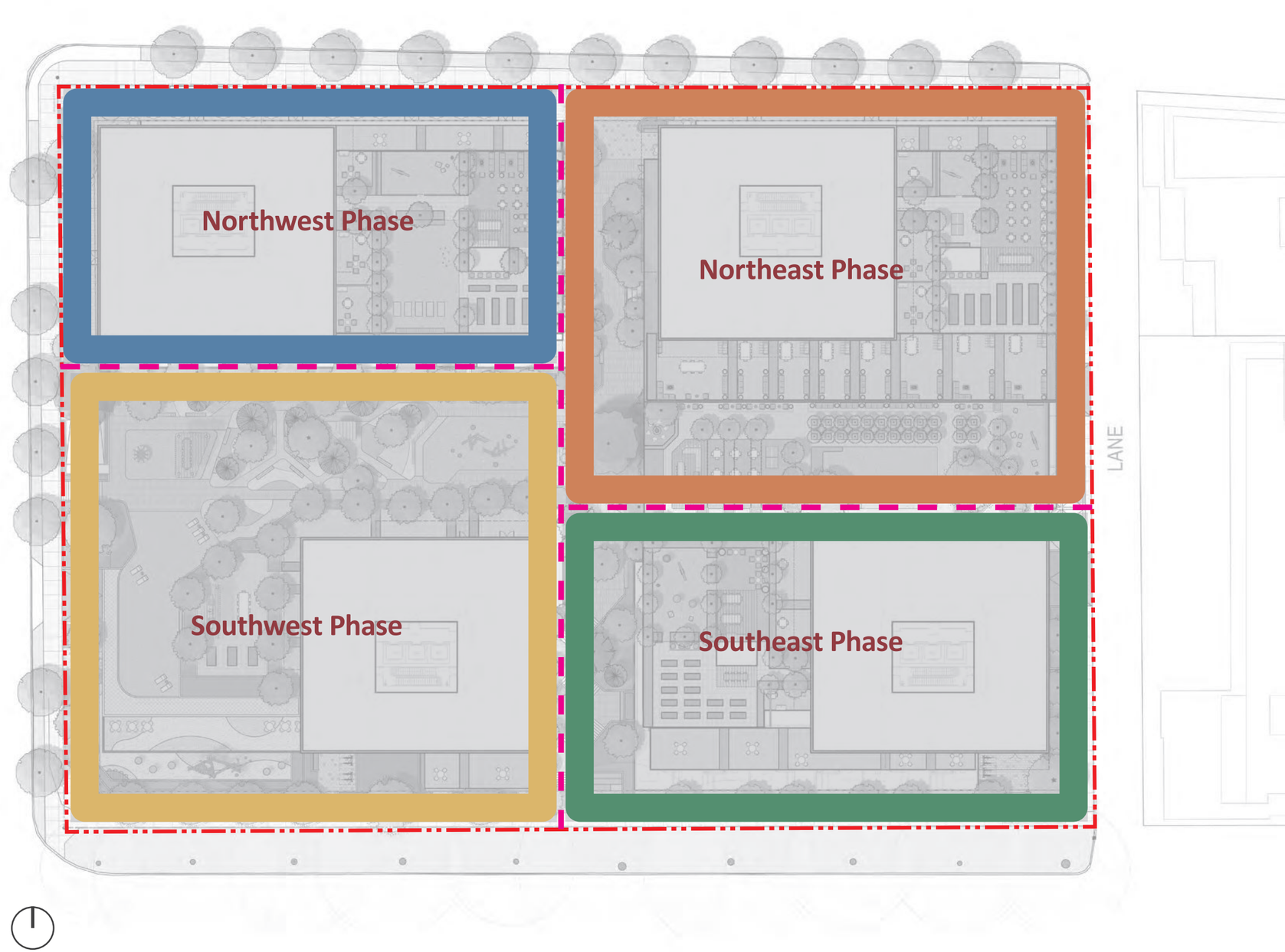


3.3 Subdivision Plan

Phasing Plan

The site is intended to be developed in four phases, with the first phase anticipated in the southeast. The phasing will allow for gradual build out and appropriate construction staging. Existing residents can remain on-site until such time as the construction schedule requires.

Each phase of the development will include its own dedicated bike parking. Loading areas will be shared between parcels, with key infrastructure built out in earlier phases.



LEGEND

- PHASE LINE
- PROPERTY LINE

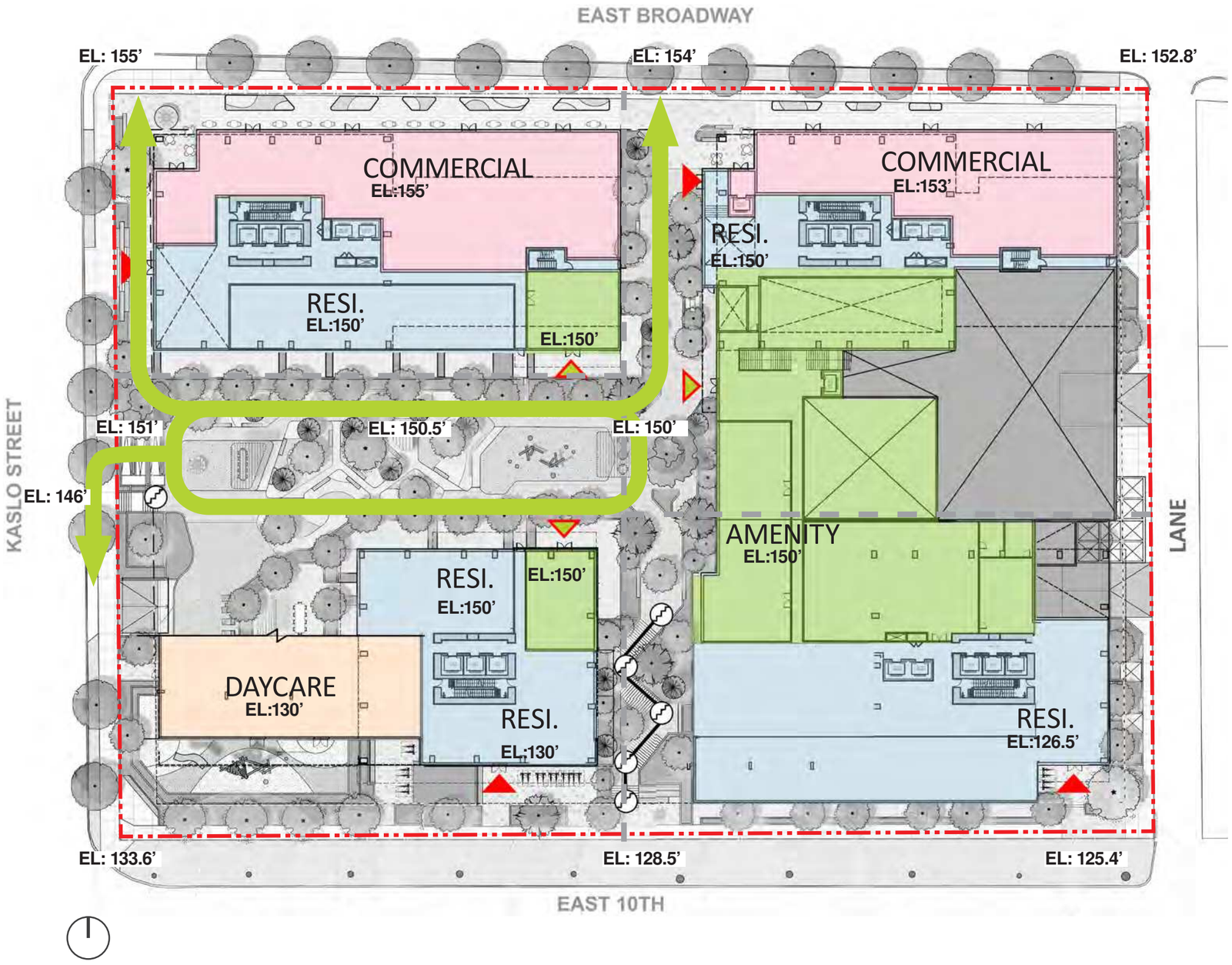
3.4 Ground Floor Uses Plan

Ground Floor Uses:

Ground floor uses are intended to animate and provide “eyes on the street”. Broadway will be a retail high-street experience, with a mid-block north-south central pathway animated by amenity uses. The east-west portion of the internal walkway and 10th Avenue will have a residential feel, with stoops/ patios that face the street/walkway.
The child daycare is located in the southwest corner of the site, where sunlight access is maximized. The traffic-calmed nature of 10th Avenue will provide a tranquil environment for young children to play outdoors.
A large amenity space provides a range of activity options for residents, including courts, a gym, pool, meeting and working spaces, music rooms, and dining areas. On the private amenity podium roof, a variety of collective work spaces and party/activity rooms will create a lively experience for residents.

Accessible Path:

Proposed development incorporates a thoughtfully planned accessible path of travel that ensures ease of movement for all individuals, including those with disabilities or using mobility aids. This continuous and obstruction-free route reflects the principles of barrier-free design, which are fundamental to creating inclusive and equitable public environments. The path has been carefully integrated into the site’s natural topography: beginning at the middle of East Broadway, it gradually slopes downward toward the central open space, providing a gentle transition without compromising accessibility. The east-west section of the internal walkway is designed to be nearly flat, maintaining a smooth and comfortable experience for users. As the path approaches Kaslo Street, it again gently ascends toward the northeast corner at the intersection of East Broadway and Kaslo Street. This deliberate and seamless integration ensures that people navigating within the site, as well as those simply passing through, will benefit from a fully accessible and welcoming environment that prioritizes inclusivity and ease of access.



LEGEND

- COMMERCIAL SPACE
- INDOOR AMENITY SPACE
- RESIDENTIAL SPACE
- CHILD CARE FACILITY
- PROPERTY LINE
- ACCESSIBLE PATH
- STAIR CONNECTION
- RES. LOBBY ACCESS
- AMENITY ACCESS

3.5 Outdoor Space Program

Floor Plan - L1

The overall design approach for the ground level landscape and public realm aims to create a “City in the Garden” experience for users with an emphasis on native plant gardens and tranquil outdoor spaces.

Along E. Broadway, with layered landscaping transition into the site, key activated public plazas at the various gateways are established, providing gathering spaces and chances, inviting users into the internal public realm areas and helping activated adjacent retail spaces.

Moving into the internal public realm, users can enjoy large open spaces for picnicking and flex play, playground with park pavilion and edible-garden themed areas. Amenity is accessed from the intersection of the public realm

A large tree in terra firma will be planted at the intersection of the public realm and another at the southwest corner of the northwest parcel along Kaslo. Townhouses are provided in between, south of the northwest parcel, accessing from the public realm.

There’s no podium at SW parcel, which improves solar access, enlarges public open space and creates private building outdoor amenity space on ground floor.



PROPERTY LINE

LARGE TREE ON NATIVE SOIL

DAYCARE OUTDOOR SPACE

PUBLICLY ACCESSIBLE OUTDOOR SPACE

PRIVATE BUILDING AMENITY OUTDOOR SPACE

PRIVATE PATIOS

3.6 Stacked Project Uses & Stats

Project Uses

The site, sloping down from north to south, contains four towers, with taller towers located north of the site and lower towers to the south of the site. The signature tower is at the northeast phase, along Broadway.

At grade, the north towers include commercial spaces with small entrances and opportunities for outdoor seating.

The child daycare, located in the southwest, is in a tranquil area with the best solar access across the development.

Stats

	MARKET STRATA			RENTAL	RESI. TOTAL
	SE TOWER	SW TOWER	NE TOWER	NW TOWER	
Gross	358,334 SF	354,877 SF	404,486 SF	426,108 SF	1,543,805 SF
Net Area	317,611 SF	324,972 SF	342,173 SF	391,594 SF	1,376,350 SF
FSR	2.38	2.44	2.57	2.94	10.33
%	71%			29%	100%
Unit Count	443 units	460 units	483 units	573 units	1,959 units
Storeys	39 Storeys	41 Storeys	41 Storeys	45 Storeys	

	RETAIL	DAYCARE	GRAND TOTAL
Gross Buildable	15,000 SF	8,300 SF	1,567,105 SF
Net Area	15,000 SF	8,300 SF	1,399,650 SF
FSR	0.11	0.06	10.50

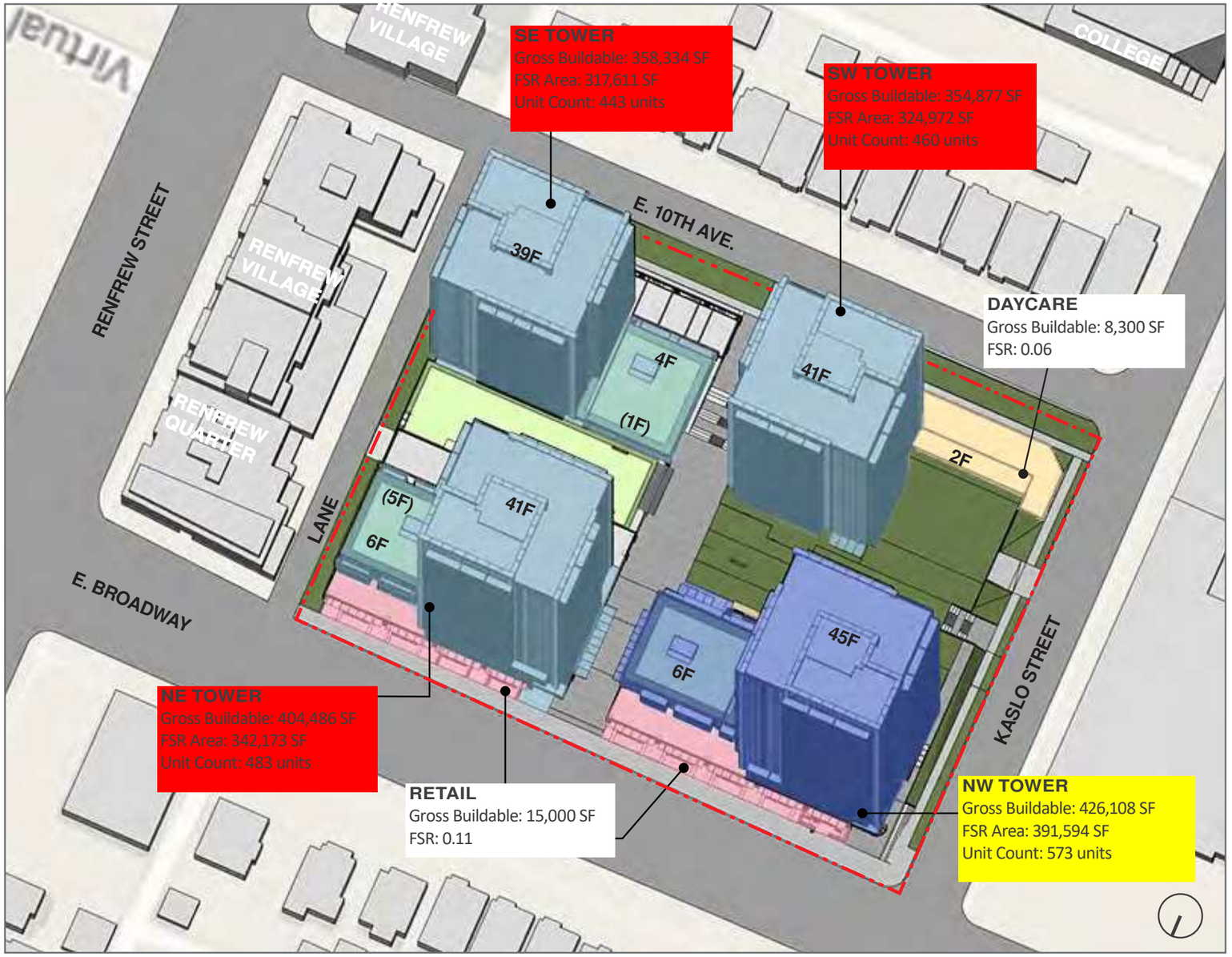
PROPERTY LINE

RETAIL

RESIDENTIAL MARKET

DAYCARE

RESIDENTIAL RENTAL



Aerial view of site looking from E Broadway to south-east

3.7 Tower Placement & Separation; Podium Heights

Tower Placement and Separation

Towers are strategically placed across the site to ensure adequate separation (minimum 80’ separation), including to the parcels to the east.

The tower placement allows for a future tower to be constructed on the parcel fronting Renfrew.

The strategic staggering of the towers maximizes views and minimizes potential overlook.

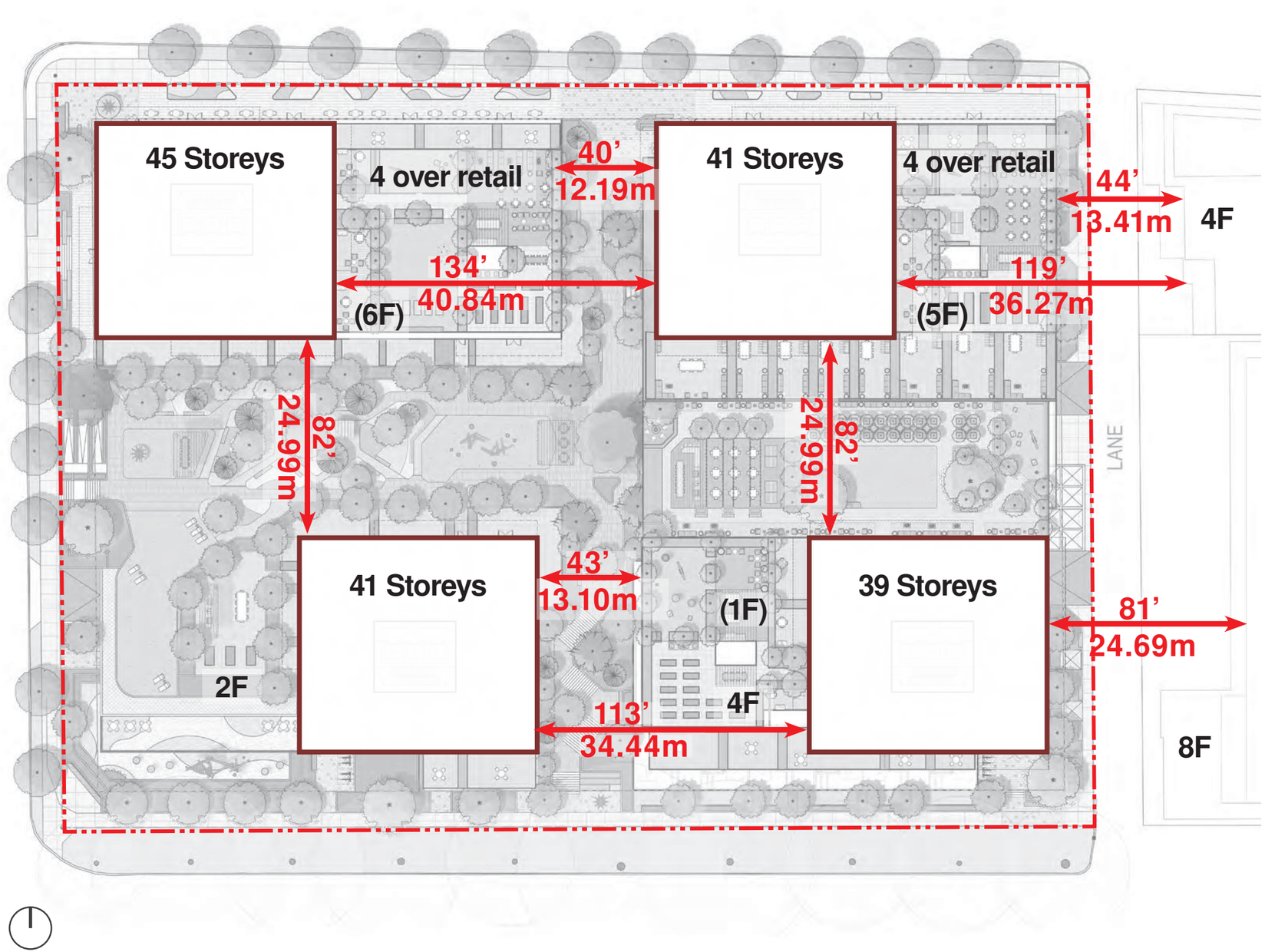
Podium Heights

The podium along on East Broadway are 5 storeys tall (4 residential floors over retail). The western podium is 6 storeys tall along the central courtyard.

The Southeast podium on East 10th Ave is 4 storeys tall along East 10th and 1 storey tall along the outdoor amenity space.

The Southwest podium is 2 storeys tall along East 10th Ave with a stacked daycare program.

This arrangement of podium heights allows for the central open space to have great solar access and expansive views to the south.



LEGEND

- PROPOSED TOWER OUTLINE
- PROPERTY LINE
- PRIMARY ROAD
- SECONDARY ROAD
- LANE

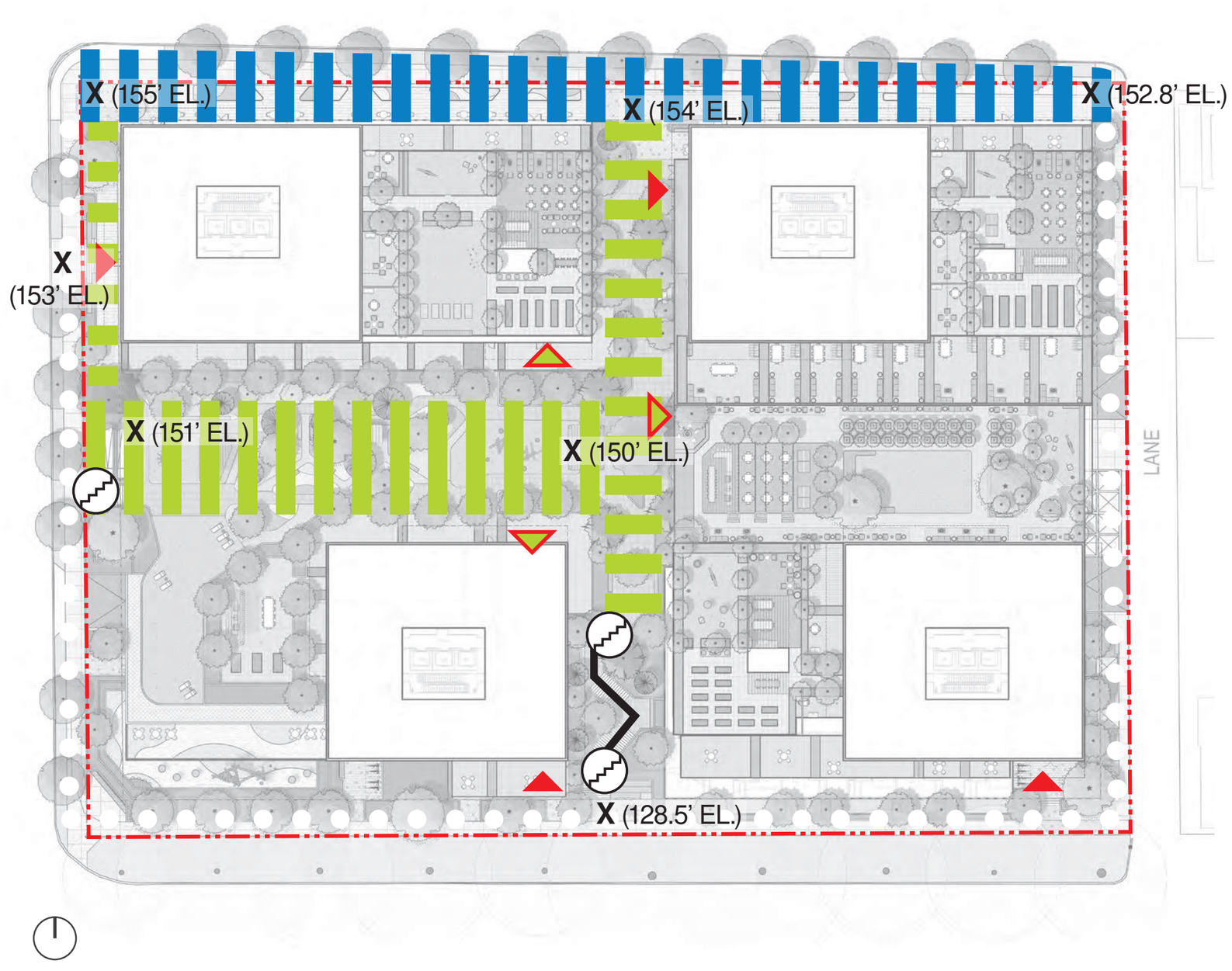
3.8 Pedestrian Circulation

Peripheral Pedestrian Circulation

An expanded sidewalk is planned along Broadway, ensuring a high quality retail experience, with opportunities for seating and landscaping.
Along Kaslo, a new sidewalk is proposed within the City right of way, consistent with the sidewalk designed south of the development, while a secondary pathway on private land provides an accessible connection between the northwest corner of the site to the central open space.
A new sidewalk is proposed on 10th Avenue on private land, ensuring the protection of the existing mature trees within the City owned boulevard.

Internal Pedestrian Circulation

Within the development, significant care has been taken to provide an accessible loop from Broadway at Kaslo, connecting to the central open space, and back to Broadway at mid-block.
Both a staircase and accessible walkway are proposed at the western end fo the central open space, connecting with Kaslo.
Given the significant grade change between the central open space and 10th Avenue at mid-block, a grand staircase is proposed.



LEGEND

- ENHANCED EXISTING SIDEWALK
- NEW SIDEWALK / CIRCULATION
- ACCESSIBLE PATHWAY
- STAIR CONNECTION
- RES. LOBBY ACCESS
- AMENITY ACCESS
- PROPERTY LINE
- PRIMARY ROAD
- SECONDARY ROAD
- LANE

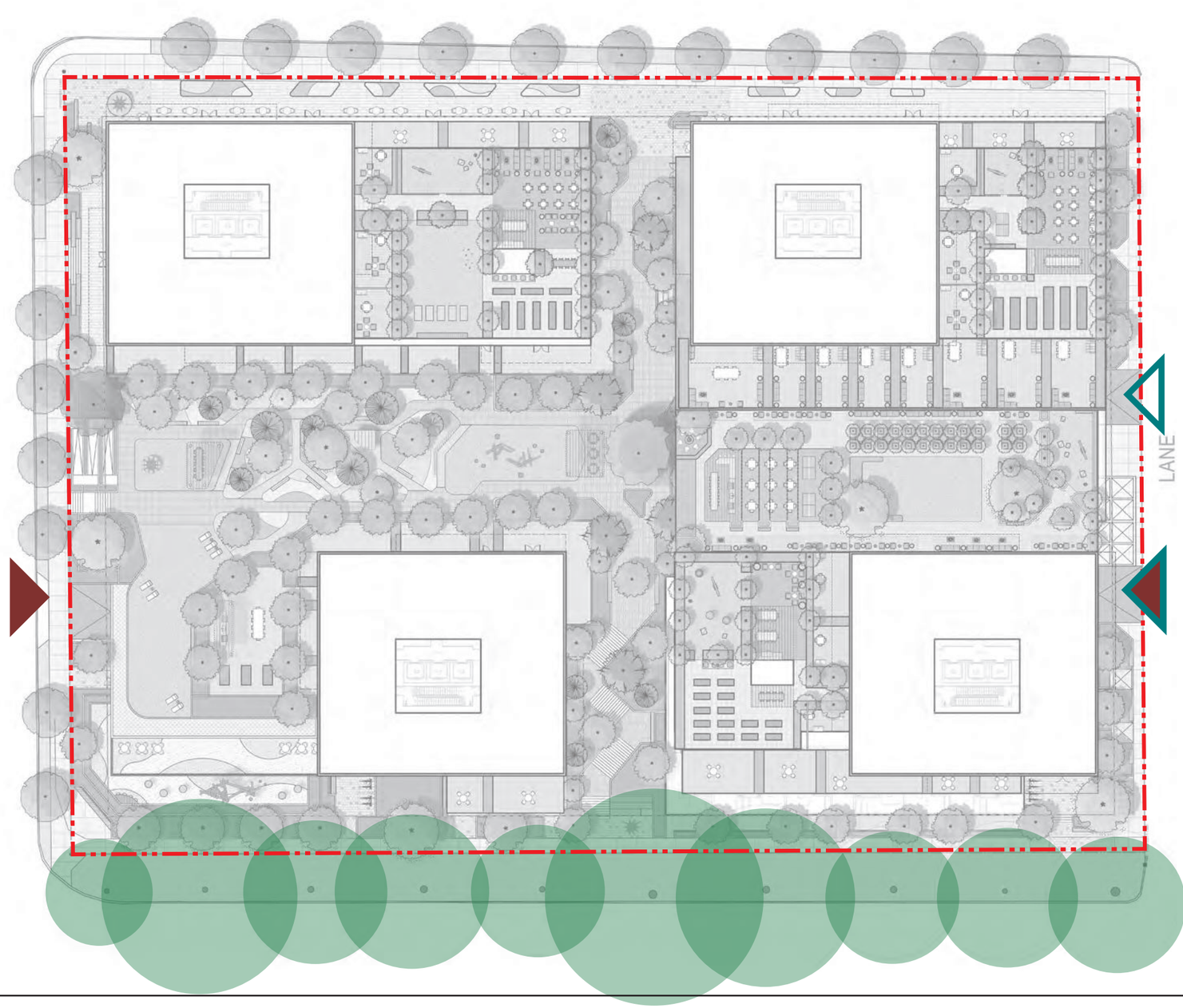
3.9 Parking & Loading Access

Vehicular / Bike Storage Access

Vehicular and bike parking access is proposed from both Kaslo and the eastern laneway. Providing access from 10th Ave is not considered given the large mature trees within the City boulevard.
Retail parking is assumed to be provided in the northeast parcel, with access from the laneway.

Loading & Garbage Pick-up Access

Loading is provided for all buildings from the eastern laneway.
A large at-grade loading bay within the northeast parcel will provide safe loading access for the two northern buildings and retail uses.
Loading for the two southern buildings will be provided via an access point associated with the southeast building.

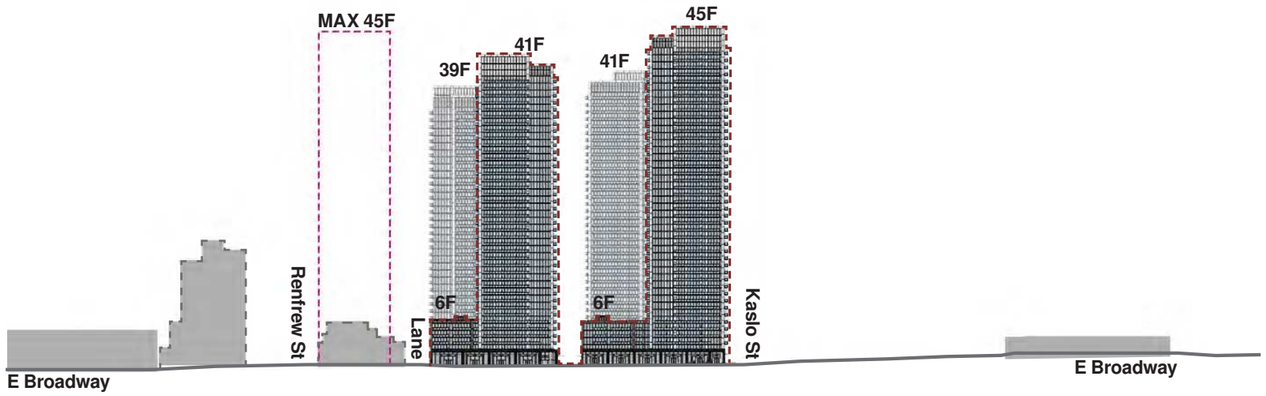


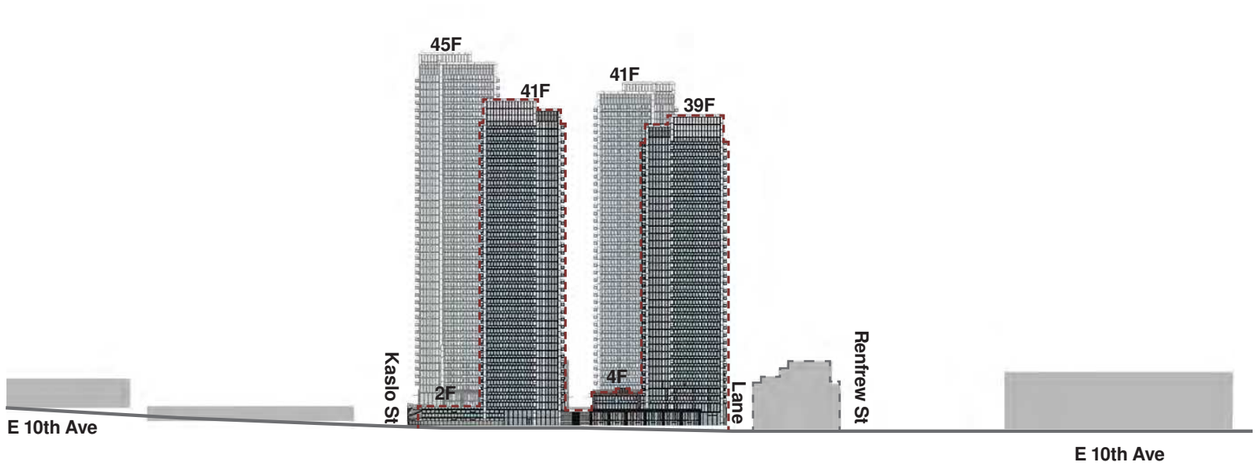
LEGEND

- RES. PARKING ACCESS
- LOADING ACCESS
- PROPERTY LINE
- PRIMARY ROAD
- SECONDARY ROAD
- LANE

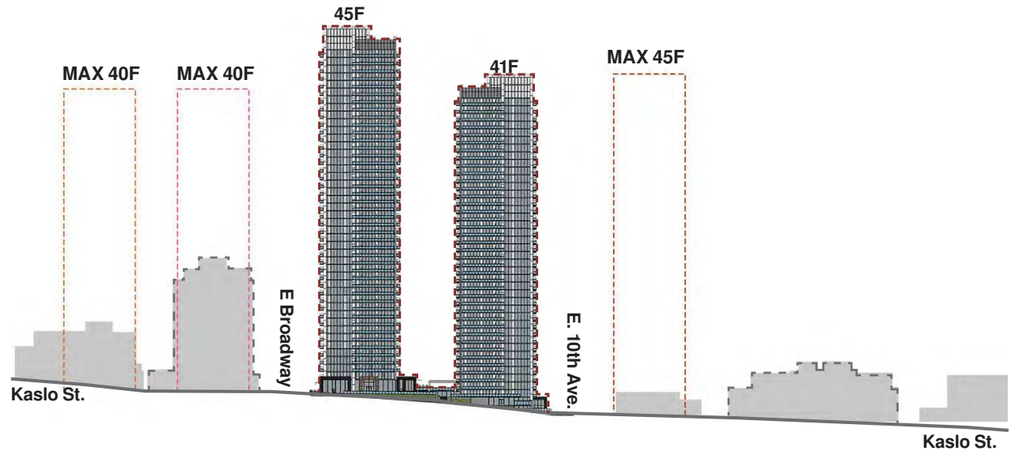
3.10 Skyline Diagrams Showing Development Heights

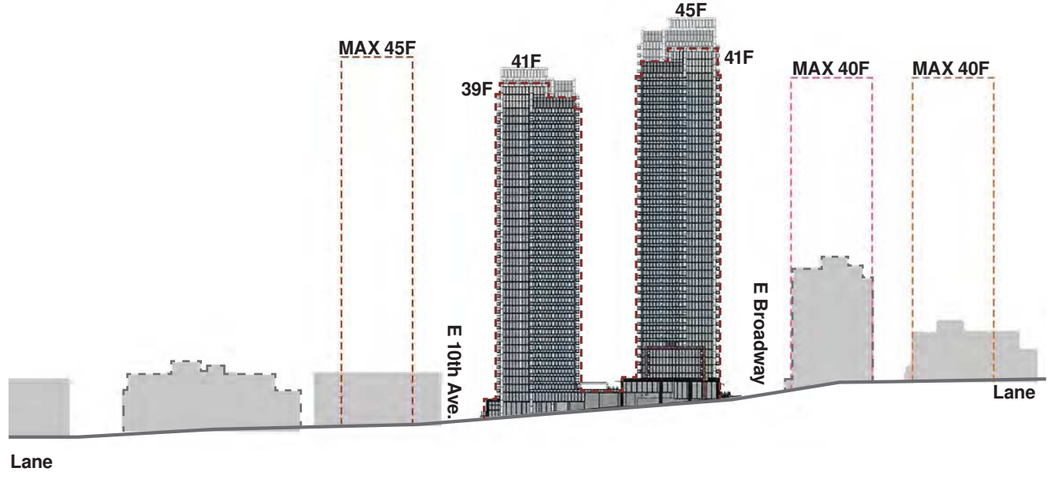
E Broadway & E 10th Ave





Kalso Street & Lane





LEGEND

MIXED-USE RESIDENTIAL - HIGH-RISE (RRASP JULY 2025)

- RAPID TRANSIT AREA A (29-45 STOREYS)
- RAPID TRANSIT AREA B (22-40 STOREYS)

RESIDENTIAL - HIGH-RISE (RRASP JULY 2025)

- RAPID TRANSIT AREA A (29-45 STOREYS)
- RAPID TRANSIT AREA B (22-40 STOREYS)

3.11 Shadow Analysis

Summer Solstice

June 22nd, 10am



June 22nd, 12pm



June 22nd, 2pm



June 22nd, 4pm



3.11 Shadow Analysis

Fall Equinox

Sept. 21st, 10am



Sept. 21st, 12pm



Sept. 21st, 2pm



Sept. 21st, 4pm



3.11 Shadow Analysis

Spring Equinox

Mar. 21st, 10am



Mar. 21st, 12pm



Mar. 21st, 2pm



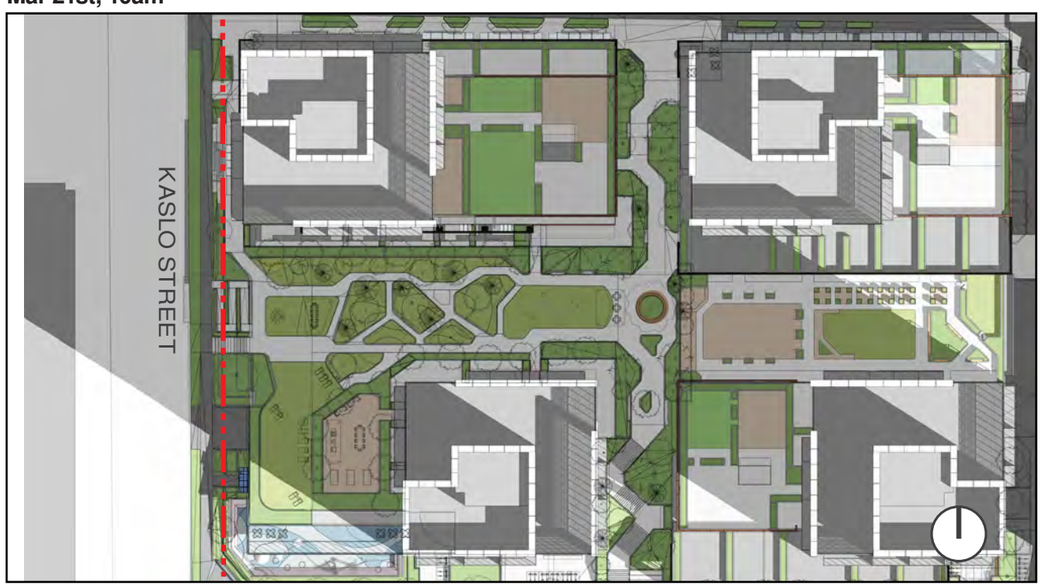
Mar. 21st, 4pm



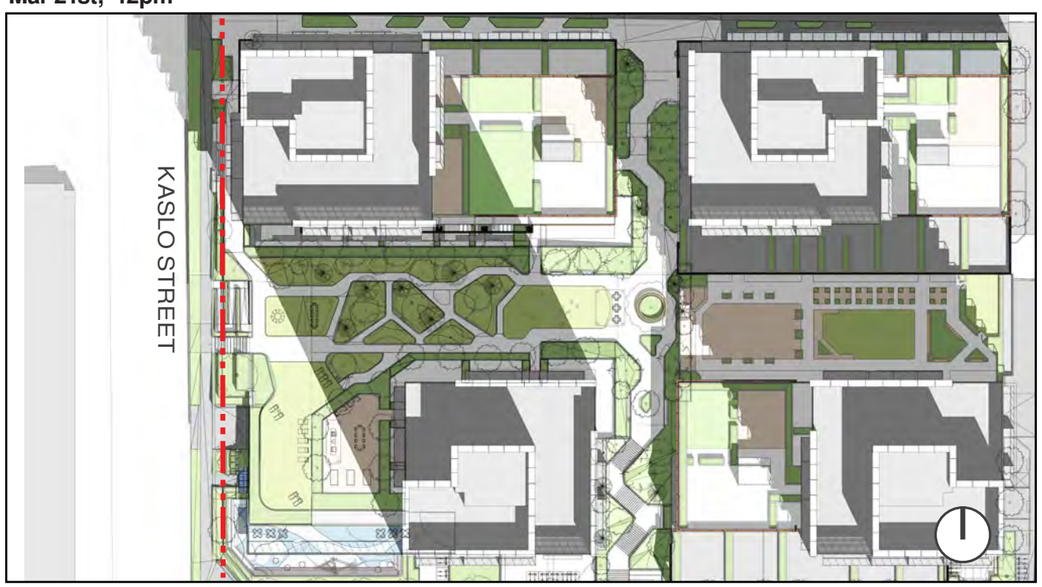
3.11 Shadow Analysis

Central Open Space - Spring Equinox

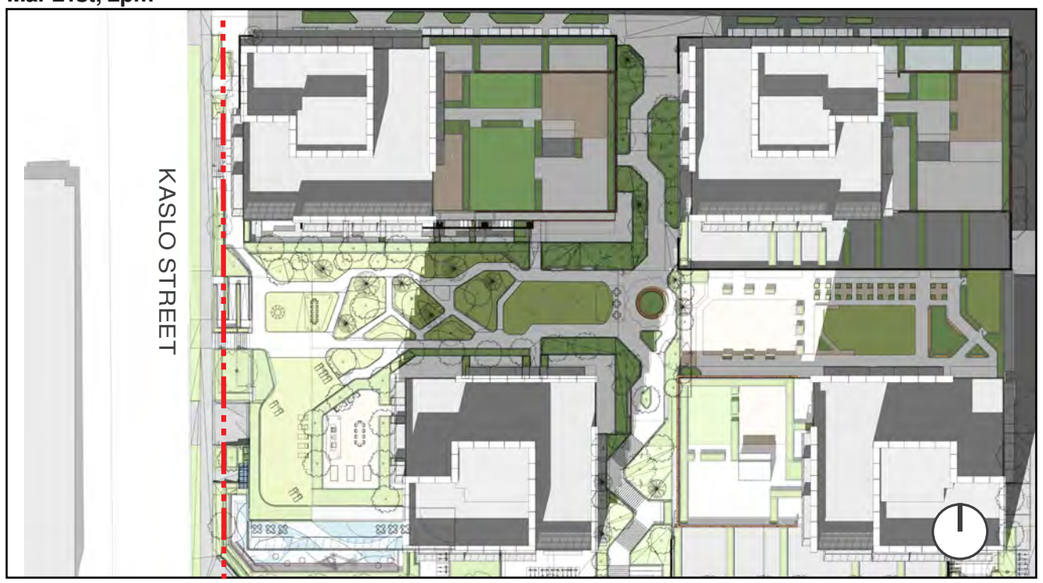
Mar 21st, 10am



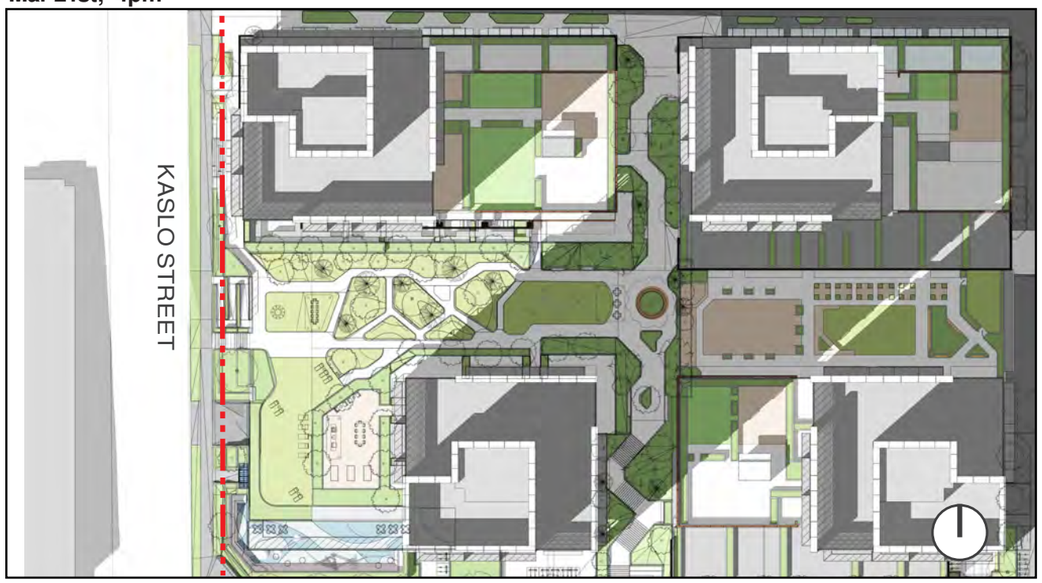
Mar 21st, 12pm



Mar 21st, 2pm



Mar 21st, 4pm



3.11 Shadow Analysis

Central Open Space - Summer Solstice

June 22nd, 10am



June 22nd, 12pm



June 22nd, 2pm



June 22nd, 4pm



3.11 Shadow Analysis

Childcare - Winter Solstice

Dec. 22nd, 11am



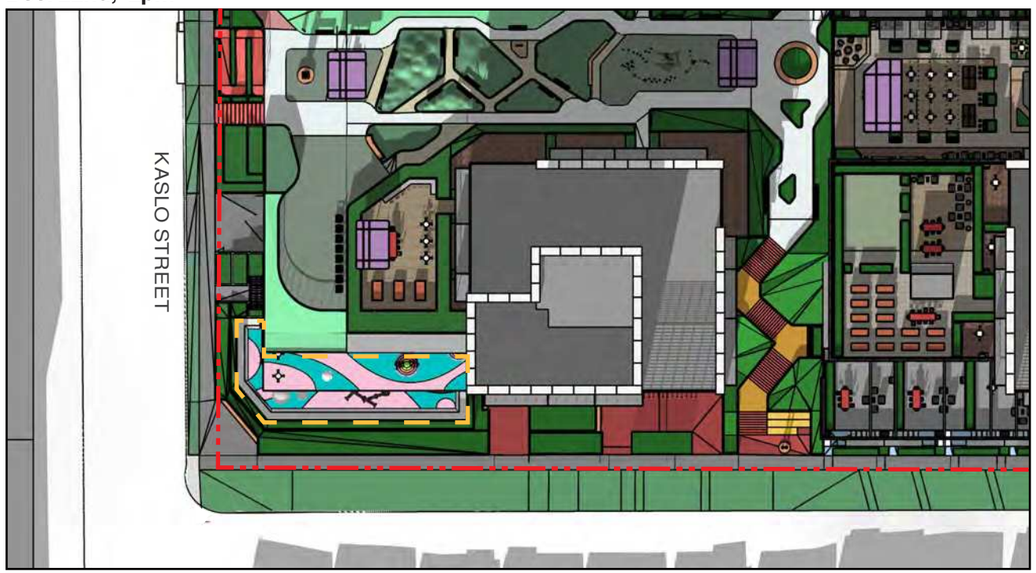
Dec. 22nd, 12pm



Dec. 22nd, 1pm

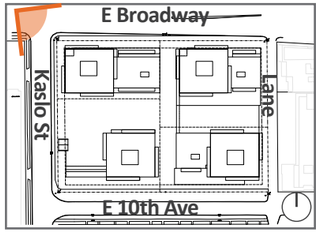


Dec. 22nd, 2pm



3.12 Renderings

Broadway & Kaslo

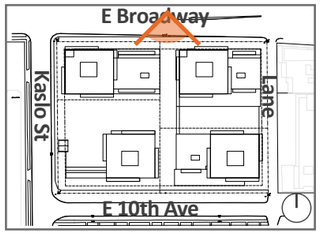




Street view of corner plaza looking from E Broadway and Kaslo Street

3.12 Renderings

Broadway at Mid-Block Path

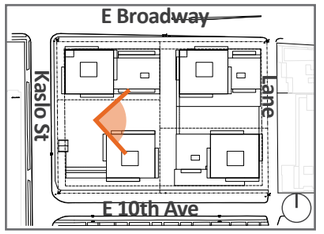




Street view of central urban walkway looking from E Broadway

3.12 Renderings

Central Open Space and Amenity Access Intersection

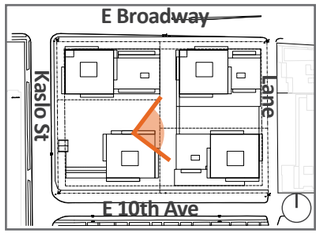




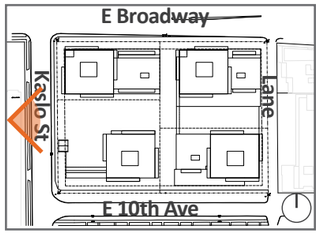
Perspective view looking to the courtyard

3.12 Renderings

East Outdoor Amenity







3.12 Renderings

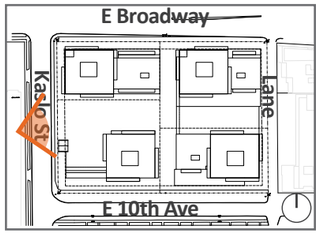
Central Open Space from Kaslo

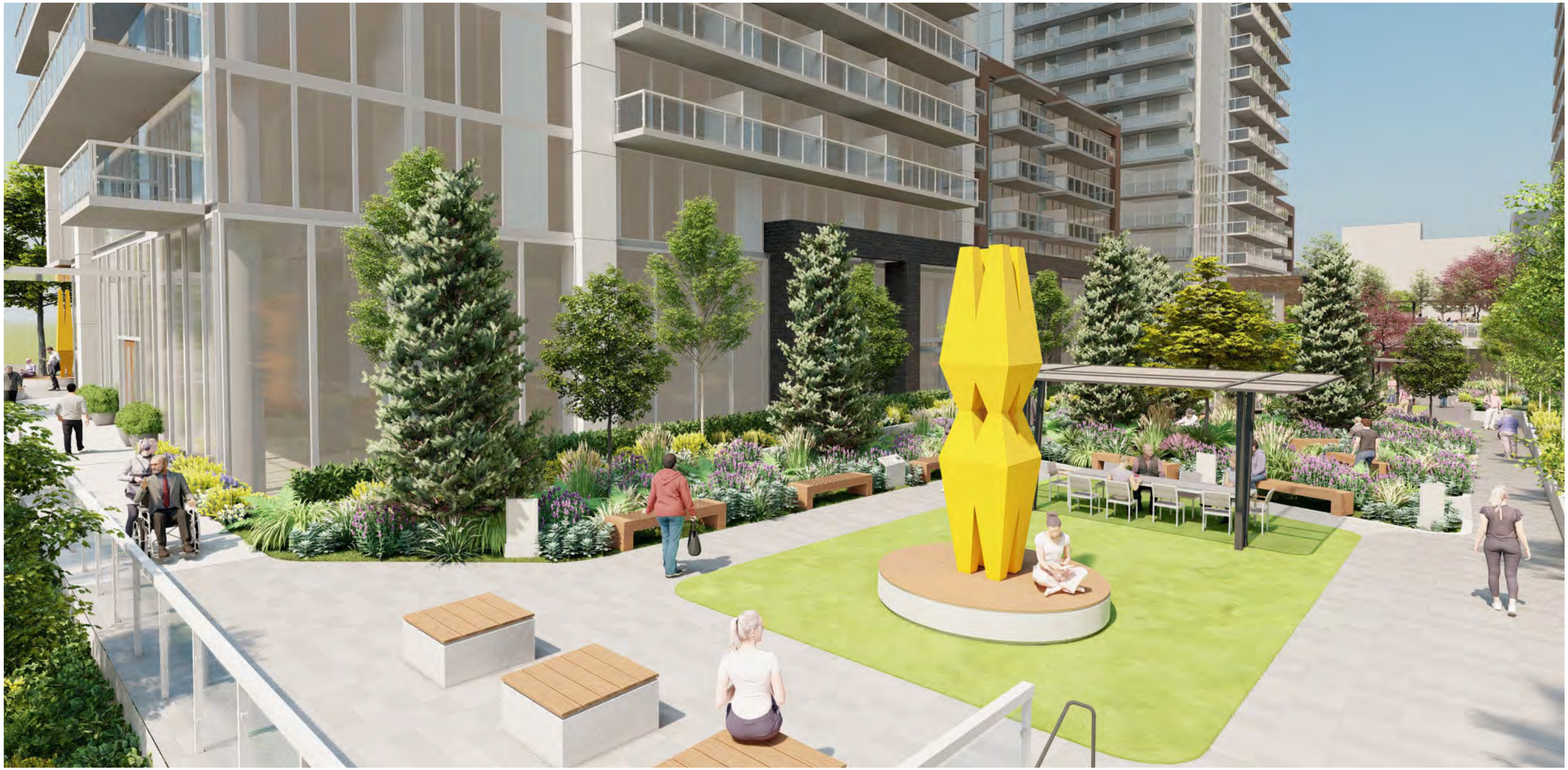


Perspective view looking to the courtyard

3.12 Renderings

West of Public Mews

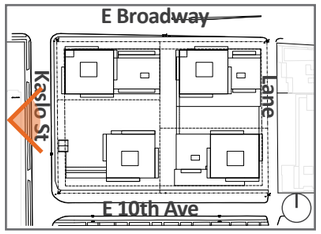




Street view looking to the east amenity from public mews

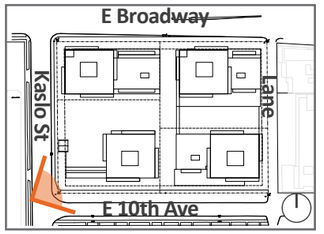
3.12 Renderings

West Entries to Public Mews along Kaslo





Perspective view looking to the courtyard



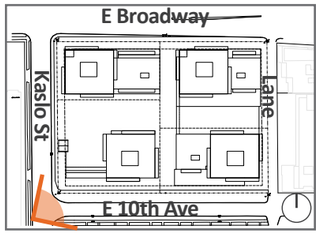
3.12 Renderings

Southwest Outdoor Amenity and Daycare Outdoor Amenity



3.12 Renderings

Kaslo & 10th

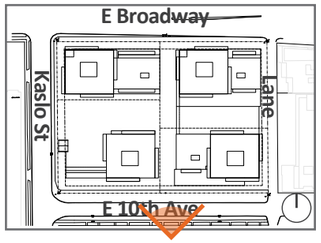




Street view looking to the east amenity from public mews

3.12 Renderings

10th Ave at Mid-Block Path





Street view of central urban walkway looking from E 10th Avenue

4 Policy Context & Responses

4.1 Vancouver Plan & Metro 2050

4.2 City of Vancouver Housing Strategy & Targets

4.3 Green Buildings Policy

4.4 Rupert & Renfrew Station Area Plan

4.5 Rupert & Renfrew Station Area Plan - Unique Sites



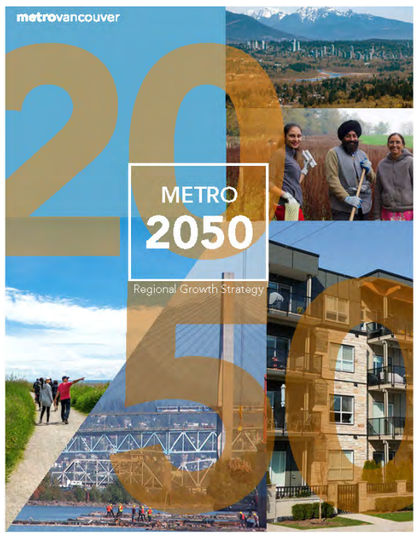
4.1 Vancouver Plan & Metro 2050

Complete Neighbourhoods

The Vancouver Plan defines a complete neighbourhoood as one that includes “all the resources required to meet most residents’ daily needs within a short walk or roll – shops, restaurants, flexible work spaces, internet, community services, housing, transit, schools, parks, and other features.”

As the site is surrounded by employment lands, the intend of the proposed development is to supplement and supports the employment uses by providing:

- ✓ 1,959 units of new housing, including 28.45% of the residential gross floor area as a rental building.
- ✓ Local shops along Broadway, offering services and resources for residents and employees alike.
- ✓ A 73-space child daycare (Infant / Toddler (12x2), Age 3-5 (25), School Age 5-12 (24))
- ✓ A large indoor amenity space for residents, which includes extensive exercise facilities (gym, pool and hot tub, half-court, pickleball, bowling), as well as party / multipurpose rooms and co-working space. All of which takes pressure off City infrastructure.
- ✓ A large outdoor central open space accessible to all, offering space for quiet contemplation, edible landscaping, and children’s play.
- ✓ Improved pedestrian infrastructure surrounding the development.





RRSAP - Map 2.4 - Employment Lands Sub-Areas Map

LEGEND

- SITE PROPERTY LINE
- EMPLOYMENT LANDS SUB-AREAS:
- GENERAL URBAN
- CAMPUS MIXED- EMPOLYMENT
- STILL CREEK MIXED-EMPOLYMENT (POTENTIAL TO INCLUDE LAT FORMAT RETAIL
- PUBLIC SCHOOL
- STILL CREEK COORIDOOR
- PARK
- GROUNDWATER PROTECTION AREA
- RAPID TRANSIT
- RAPID TRANSIT STATION

4.2 City of Vancouver Housing Strategy & Targets

Strategy & Targets







Housing Vancouver Strategy(2017)

In 2017, Council adopted the wide-reaching and innovative Housing Vancouver Strategy, along with 10-year housing approval targets (2017-2026) and a 3-year action plan (2018-2020).
The strategy strives for an equitable housing system by:

- Shifting housing delivery to rental to address the most pressing needs
- Building more family-friendly options to ensure a diverse range of housing types that meet current and future demands

10-Year Housing Targets (2024-2033)

Approval of 83,000 New Homes: The city of Vancouver has a target to approve 83,000 new homes across Vancouver in the next 10 Years:

- 40% of new homes are family-sized housing
- 75% of new homes are rental housing
- 20% of new homes are below-market, including social, supportive, co-op, and developer-owned below-market rental housing
- Increased of missing middle options, for example townhomes and multiplexes

3-Year Action Plan (2024-2026)

The 3-Year Action Plan supports the Housing Vancouver Strategy, the Vancouver Plan and Council's strategic priorities. Notable actions include:

- Plan for and accommodate existing and future housing need
- Diversify the housing stock across all neighbourhoods
- Allow more housing opportunities through area planning, including rental, below-market rental
- Become a city for renters that provides more secure rental housing options and mitigates displacement

Project Compliance - General

FAMILY-SIZED HOUSING

→ 35% of units will be 2- or 3-bedrooms, creating much needed family-sized housing.

RENTAL HOUSING

→ 28.45% of the residential gross floor area is being delivered in a rental building.

BELOW-MARKET RENTAL HOUSING

→ 20% of the rental area will be at below-market rents.

MISSING MIDDLE HOUSING

→ Townhomes are provided along 10th Avenue and the central courtyard.

Project Compliance - 3 Year Action Plan

ACCOMMODATE EXISTING AND FUTURE HOUSING NEEDS

→ The project delivers 1,959 new housing units in various phases, allowing for additional housing stock to be added as demand requires

DIVERSIFY THE HOUSING STOCK ACROSS ALL NEIGHBOURHOODS

→ The project provides townhome, lowrise (podium) and highrise apartments into the Rupert & Renfrew neighbourhood, which is predominantly comprised of single family homes.

BECOME A CITY FOR RENTERS

→ The project will provide between 550-575 new secured rental units.

4.3 Green Buildings Policy

Policy

The City of Vancouver's Green Buildings Policy for Rezoning requires developments undergoing rezoning to meet sustainable building standards that align with the city's climate and housing goals. The policy aims to reduce carbon emissions, improve energy efficiency, and promote resilience in new developments.

For CD-1 rezoning applications, the policy mandates compliance with key sustainability measures, including:

- Embodied Carbon Design Report: Developments must conduct a Whole-Building Life Cycle Assessment (LCA) to evaluate and minimize embodied carbon emissions in building materials.
- Resilient Building Planning Worksheet: Projects must complete the Resilient Building Planning Worksheet to access climate risks and integrate mitigation strategies.
- Enhanced Commissioning: A third-party Commissioning Authority (CxA) must oversee the commissioning process to ensure buildings meet energy efficiency and performance standards.
- Energy System Sub-Metering: Buildings must include main and sub-metering systems to track energy consumption, supporting long-term optimization.

Response

An embodied carbon report, resilient building planning worksheet, and signed letter confirming Sightline Properties' committment to the requirements of Enhanced Commissioning and Energy System Sub-Metering have been prepared and submitted with the rezoning application.

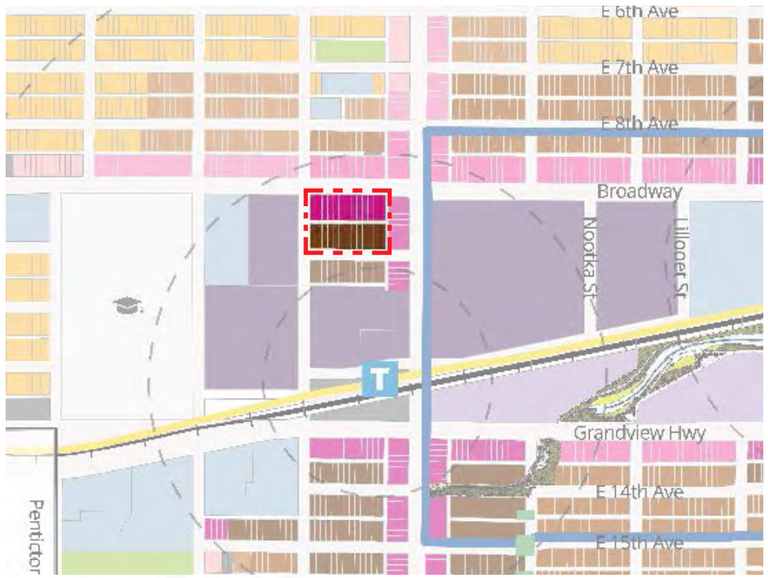
4.4 Rupert & Renfrew Station Area Plan

The development concept builds upon the newly adopted Rupert & Renfrew Station Area Plan (RRSAP) as outlined below.

Land Use & Heights

The site is designated as Rapid Transit Area A (29-45 Storeys) high-rise, with mixed-use residential along Broadway and residential along 10th Avenue. The proposed development adheres to these height and use designations.

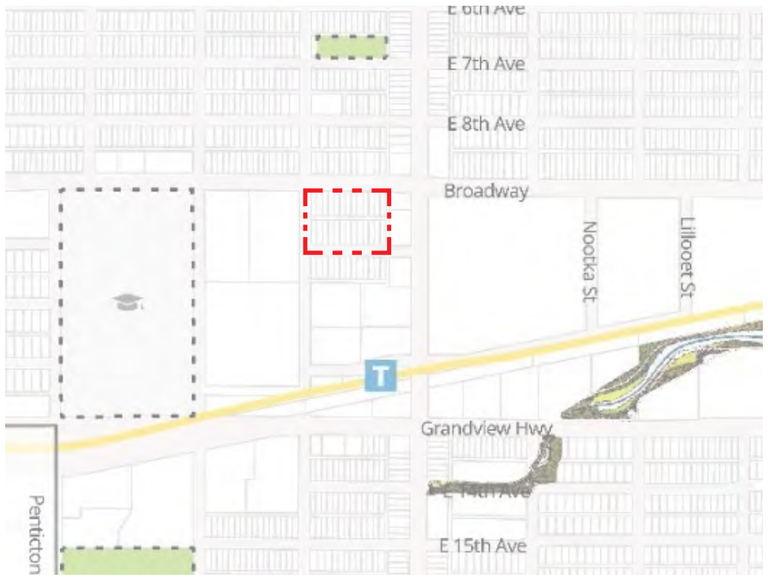
Rupert & Renfrew Station Area Plan: Land Use Map



Shadow Impact

The site is one block east of Van Tech school, and two blocks south of Kaslo Park, both of which are designated as Solar Consideration sites. The shadow studies do not reveal shadowing of either site.

Rupert & Renfrew Station Area Plan: Solar Access Reference Map



Additional RRSAP Policies & Responses

RUPERT & RENFREW STATION AREA PLAN POLICY	RESPONSE
Housing Policy 3.1.1.2	Ground floor townhouses are provided along 10th Avenue and the central open space.
Economy Policy 3.2.1.7	A large amenity package is provided for residents.
Economy Policy 3.2.1.8	Ground level retail is provided along Broadway; a daycare is provided along 10th Avenue.
Ecology Policy 3.3.1.2	The enhanced tree canopy is intended to support birds and other wildlife.
Ecology Policy 3.3.1.6	The site offers opportunity for consistent street trees along Broadway and Kaslo.
Ecology Policy 3.3.1.7	Trees in terra firma where feasible; deep soil volumes on podium decks to ensure tree health and longevity.
Transportation Policy 3.4.1.17	New sidewalks are planned along 10th Avenue and Kaslo Street.
Community Infrastructure Policy 3.5.1.8	Edible landscaping is provided in the central open space for all to enjoy, and community garden plots are provided for all residential buildings.
Arts, Culture and Heritage Policies 3.6.1.9-3.6.1.11	The applicant welcomes the opportunity to work with local artists and support public art on-site.
Public Space Policy 3.7.1.2	Several smaller plazas along the street frontages are provided, as well as a large publicly accessible central open space.
Public Space Policy 3.7.1.4	New sidewalks with opportunities for seating and access to nature are provided surrounding the site. The large central open space is designed to be accessible from Broadway, with a ramp connection to Kaslo.
Public Space Policy 3.7.1.9	A large, publicly accessible green space is provided central to the development

4.5 Rupert & Renfrew Station Area Plan - Unique Sites

As the site area exceeds 8,000 square meters (1.98 acres), it qualifies as a unique site under the policy, which requires responses to additional policy objectives that are outlined below.

Housing & Other Land Use

The project includes strata (71.55% residential gross floor area) and rental housing (28.45% of residential gross floor area). Of the rental housing, 20% will be at below market rental rates.

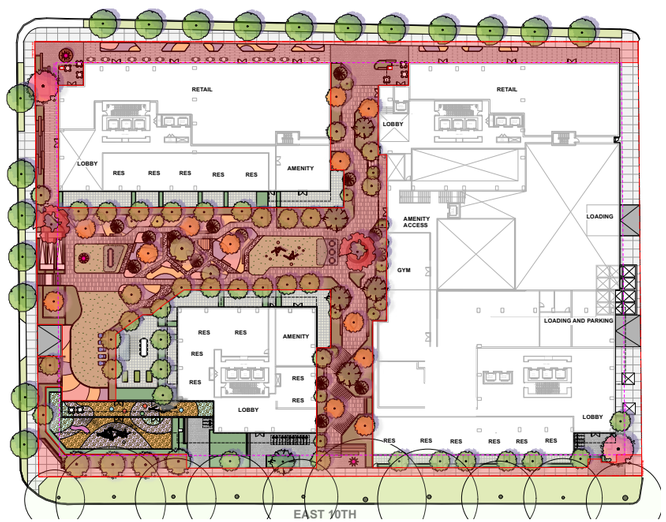
See also Section 4.1 regarding Complete Neighbourhoods.

Amenities

There are no existing amenities on site; however, the project contemplates a large amenity space for residents that will alleviate pressure on nearby public community centres and facilities.

Open Space / Public Space

The project provides a large central open space, enhanced sidewalks, and terraced landscaping along Kaslo, which taken together represent almost 30% of the site area as public open space. The central open space and enhanced sidewalks along Broadway are accessible and made contiguous through the provision of two connecting pathways.



30.5% of total site area is proposed as public open space.

Walking/Biking/Active Transportation/Mobility

Pedestrian Pathways – the development includes a north-south connecting pathway mid-block, and an east-west pathway that connects from Kaslo to the north-south pathway. In addition, new sidewalks are proposed on City land along Kaslo, as well as a statutory right-of-way along 10th Ave. The central open space is accessible from Broadway and Kaslo.

Active Transportation – the project includes ~3600 new Class A bike stalls on upper levels of the parkade, and is strategically situated in very close proximity to both the Central Valley Greenway and Slocan bike routes.

Additional TDM Measures – the applicant intends to implement TDM Plan B and/or Plan C, which will be confirmed at the time of Development Permit application for each parcel.

Childcare

A private child daycare is proposed in the southwest corner of the site, providing 73-space child daycare (Infant / Toddler (12x2), Age 3-5 (25), School Age 5-12 (24)) to residents in the development and surrounding neighbourhood.

Social & Cultural Assets

Public art will be provided at high visibility and strategic locations within the central open space and other key nodes.

Sustainable Food Systems

The proposal includes two food assets:

- **Edible Landscaping** – Provided within the central courtyard and the terracing landscaping along Kaslo, edible plants will be planted in various locations, serving as food assets and learning opportunities for adults and children who are exploring the courtyard space. In addition, the landscape will include plants that are favourable for pollinators, improving the overall health of the food assets throughout the neighbourhood. Where appropriate, signage will be provided for educational purposes.
- **Community Gardens** – Provided on all 4 podium rooftops, these gardens will allow residents of the opportunity to grow their own food and build community. The community gardens will be adjacent to other outside amenity spaces, further enhancing their role as community building features.

While not noted as a food asset in the Sustainable Large Developments Bulletin, the project includes **covered picnic benches** in the central open space to allow residents to share meals together throughout the year.

A review of the other food assets outlined in the Sustainable Large Developments Bulletin, and why they are not feasible in this project includes:

- Urban Farm – insufficient space to be able to provide an urban farm while also maintaining an open space that is accessible for the broader community.
- Community Kitchen – as these facilities are typically provided in association with either a neighbourhood house or community center, where additional programming is provided to the broader community, a community kitchen is not deemed suitable in the development.
- Community Food Market & Farmers Market – similar to the urban farm, there is insufficient space to be able to provide a community food market without compromising the intended character of the central open space.
- On-site Organics Management – there is limited space within the underground parking structure to be able to accommodate on-site organics management. In addition, odour and pest control would be challenged in such a dense urban development.

Potable Water Management

Potable water use will be minimized, in adherence with the guidance within the Sustainable Large Developments Bulletin. The project will include efficient fixtures, and will encourage retail and commercial uses to use no-flush urinals. Signage within the amenity spaces will be installed, encouraging residents to conserve water. Drought tolerant plants will be prioritized, and drip irrigation will be utilized to minimize the need for potable water within the outdoor areas.

Rainwater and Groundwater Management

A preliminary hydrogeological study has been completed and submitted with the rezoning application, which identifies the characteristics of the site and potential mitigation measures. No significant concerns are noted in the study. Additional work will be carried out, in line with the Groundwater Management Bulletin, as the project progresses through the development process.

Zero Waste Planning

The project will strive to maximize waste diversion through the placement of large recycling areas in the parkades, and through the provision of mixed waste / recycling containers within the open spaces, building lobbies and common areas. Signage will be installed encouraging residents to recycle.

5 Landscape & Amenities

5.1 Landscape Design Inspiration + Thematics

5.2 Overall Landscape Concept Plan

5.3 Publicly Accessible Landscape Program Plan

5.4 Ground Level Landscape

5.5 Sections & Elevations

5.6 Private Amenity Landscape

5.7 Podium Roof Landscape



5.1 Landscape Design Inspiration + Thematics



"CITY IN A GARDEN" - URBAN FOREST / POCKETS OF NATURE



INTERACTIVE PARK SPACE - NATIVE SPECIES AND EDIBLE LANDSCAPES



TRANQUIL COMMUNITY HUB

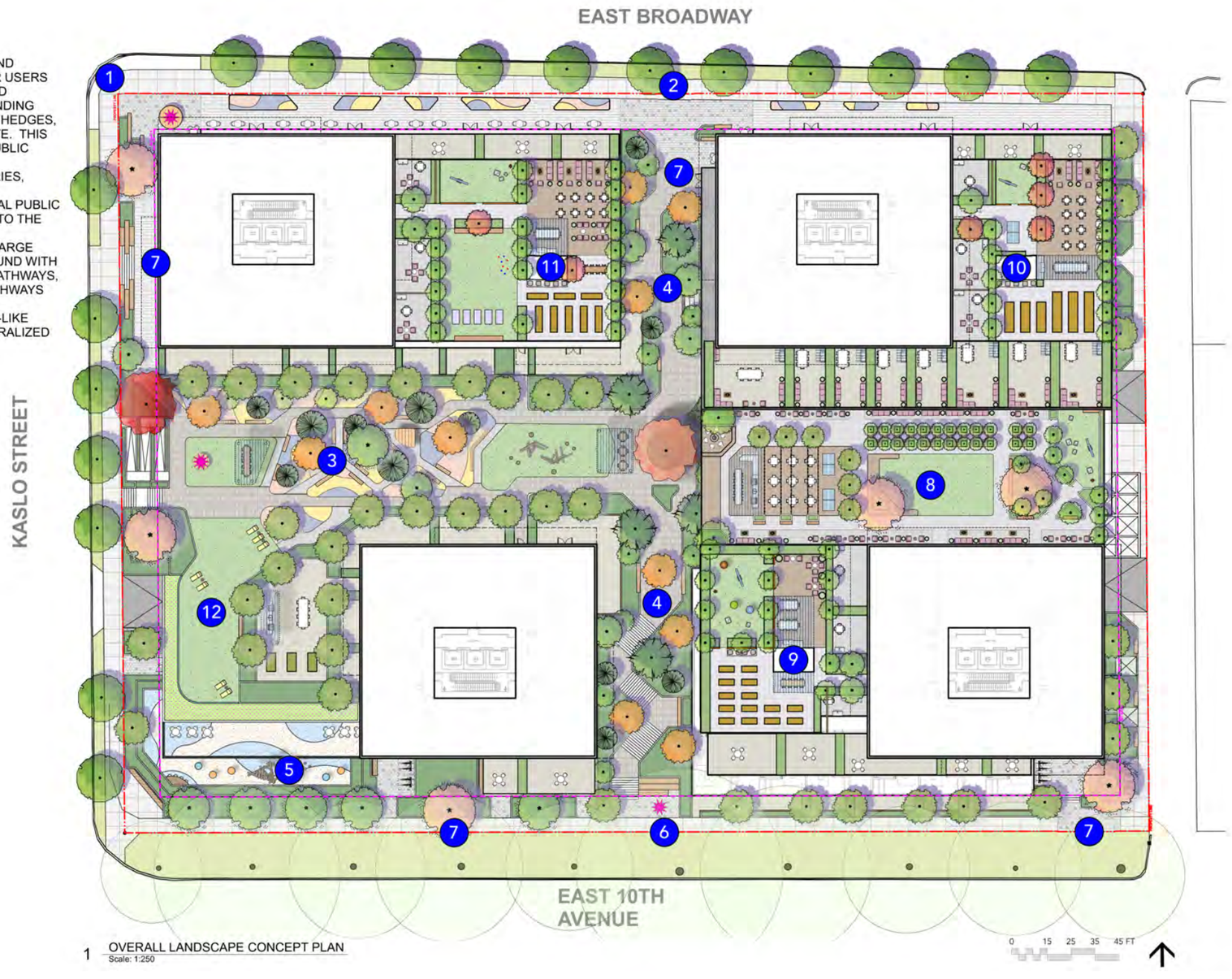
5.2 Overall Landscape Concept Plan

DESIGN RATIONALE

THE OVERALL DESIGN APPROACH FOR THE GROUND LEVEL LANDSCAPE AND PUBLIC REALM AIMS TO CREATE A "CITY IN THE GARDEN" EXPERIENCE FOR USERS WITH AN EMPHASIS ON EDIBLE LANDSCAPES, NATIVE PLANT GARDENS, AND TRANQUIL OUTDOOR SPCAES. EACH PERIMETER FRONTAGE OF THE BOUNDING STREETS ARE CHARACTERIZED BY LANDSCAPE WALLS, SHRUB PLANTING, HEDGES, AND TREES TO CREATE LAYERED AND INVITING TRANSITIONS INTO THE SITE. THIS APPROACH IS FURTHER AUGMENTED BY ESTABLISHING KEY ACTIVATED PUBLIC PLAZAS AT THE VARIOUS GATEWAYS INTO THE SITE, WITH THE FOCUS AT HIGH-VISIBLE CORNERS AND MID-BLOCK CONNECTIONS. THESE KEY ENTRIES, PROGRAMMED AS GATHERING SPACES WITH FEATURE PAVING, SEATING, ORNAMENTAL PLANTING AND PUBLIC ART, INVITE USERS INTO THE INTERNAL PUBLIC REALM AREAS AND HELP ACTIVATE ADJACENT RETAIL SPACES. MOVING INTO THE INTERNAL OPEN SPACES, USERS CAN ENJOY A VARIETY OF NATURALIZED EXPERIENCES AIMED TO PROMOTE A STRONG CONNECTION TO NATURE: LARGE OPEN SPACES FOR PICNICKING AND FLEX-PLAY, A NATURALIZED PLAYGROUND WITH A PARK PAVILION, AN EDIBLE-GARDEN THEMED AREA WITH MEANDERING PATHWAYS, FRUIT TREES AND NATIVE SHRUBS, AND ASSORTED "FOREST-THEMED" PATHWAYS LINED WITH CONIFERS, DECIDUOUS TREES AND PATHWAY BENCHES. COLLECTIVELY, THESE SPACES PROVIDE A RELAXING AND TRANQUIL PARK-LIKE SPACE FOR RESIDENTS AND PUBLIC ALIKE, ADDING A MUCH NEEDED NATURALIZED AMENITY TO THE SURROUNDING COMMUNITY.

KEY LEGEND

1. KASLO / BROADWAY RETAIL PLAZA + PUBLIC SEATING
2. BROADWAY MID-BLOCK PEDESTRIAN PLAZA
3. FOREST-THEMATIC NATIVE EDIBLE GARDEN, PICNIC AREA AND KID PLAYGROUND - PUBLIC ACCESS
4. PUBLIC MEWS ALONG N/S CONNECTOR
5. PRIVATE OUTDOOR DAYCARE AMENITY
6. 10TH AVE MINI PLAZA + SITE ENTRY
7. RESIDENTIAL LOBBY ENTRY
8. LEVEL 2 COMMON AMENITY DECK
9. SE TOWER SOCIAL AMENITY DECK
10. NE TOWER SOCIAL AMENITY DECK
11. NW TOWER SOCIAL AMENITY DECK
12. EXTENDED PUBLICLY ACCESSIBLE GREEN SPACE



1 OVERALL LANDSCAPE CONCEPT PLAN
Scale: 1:250

5.3 Publicly Accessible Landscape Program Plan

PUBLIC RETAIL PLAZA

- GATHERING SPACES ADJACENT TO RETAIL
- HIGHLY VISIBLE + GATEWAYS TO THE SITE
- INTRO TO LANDSCAPE MATERIALS + SITE TREATMENTS

BROADWAY CRU FRONTAGE

- BUFFER PLANTING + TREES + POSSIBLE RAIN GARDENS
- POSSIBLE SEATING
- BUILDING SETBACKS

CENTRAL GREEN SPACE

- PODIUM ADJACENT TO AMENITY ROOMS + GYMS
- MAJOR SITE INTERSECTION + PASSIVE RECREATION + GATHERING
- VISUALLY ACCESSIBLE FROM MULTIPLE VANTAGE POINTS
- "CITY IN A GARDEN" THEMATIC

GREEN GATHERING, FOREST WALK W/ EDIBLE GARDENS

- LAWN + PICNIC AREAS
- SMALLER INTIMATE SOCIAL SPACE W/ LUSH PLANTING + SHADE TREES
- BUFFERS TO TOWNHOME PATIOS
- ACCESS TO KASLO + BROADWAY

GRADE TRANSITIONS ZONES

- STAIR CLUSTERS W/ LANDINGS + SEATING
- TERRACED PLANTERS
- ACCESSIBLE ROUTE WHERE POSSIBLE

DAYCARE PROGRAMMING

- AGE-APPROPRIATE LANDSCAPE AND PLAY STRUCTURE
- TAKE ADVANTAGE OF GRADE CHANGE ALONG WEST PLAZA
- NATURALIZED ELEMENTS

RESIDENTIAL FRONTAGE

- PRIVATE PATIOS W/ BUFFER PLANTING
- POSSIBLE RAIN GARDENS + WATER COLLECTION (10TH AVE, IF FEASIBLE)

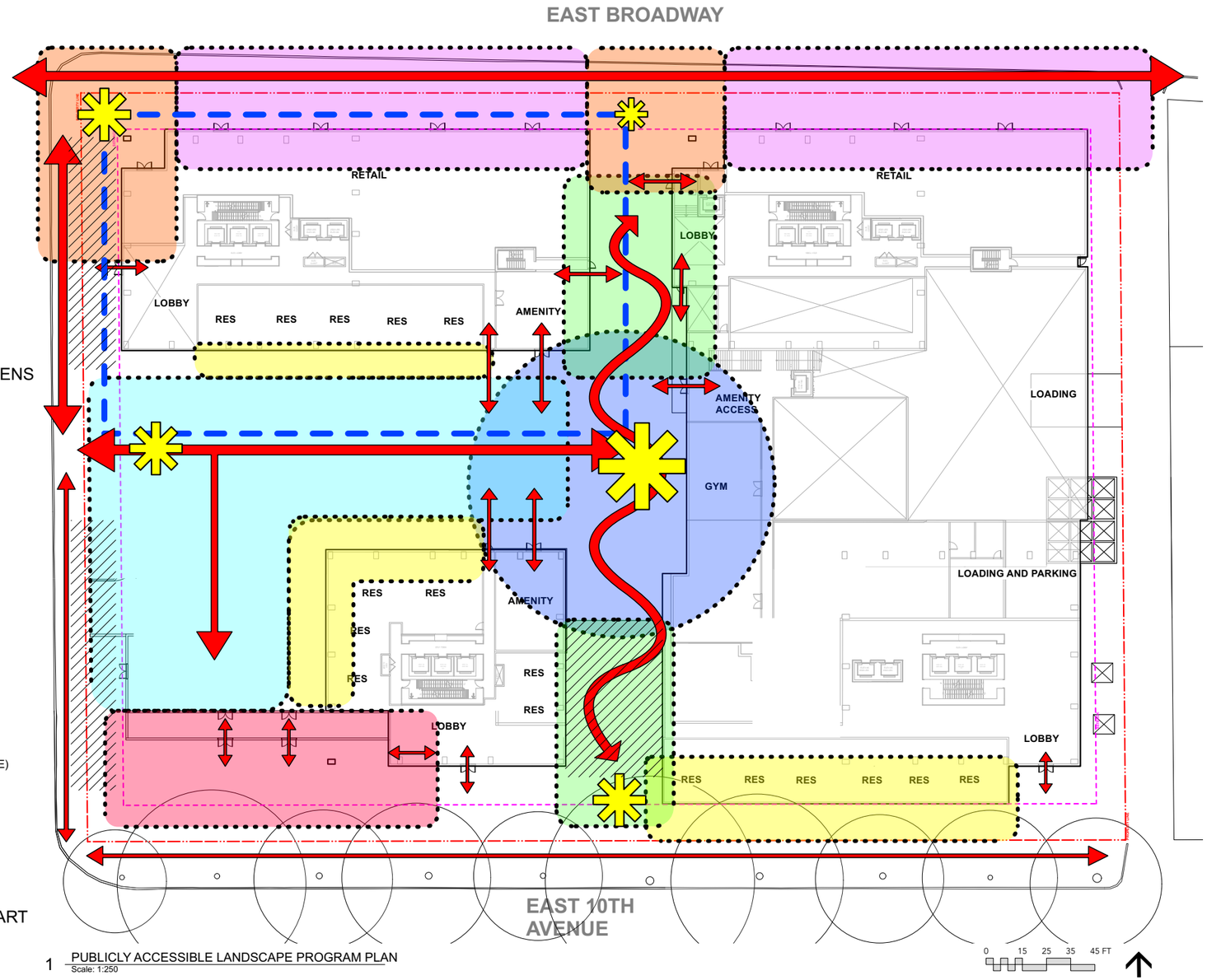
PRIMARY CIRCULATION

SECONDARY CIRCULATION

ACCESSIBLE CIRCULATION

ACCESSIBLE FOCAL POINT / POSSIBLE PUBLIC ART

SIGNIFICANT GRADE CHANGE

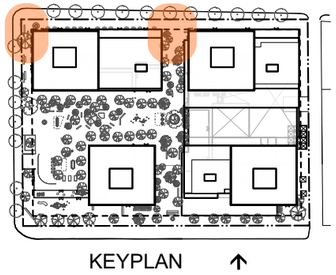


1 PUBLICLY ACCESSIBLE LANDSCAPE PROGRAM PLAN
Scale: 1:250

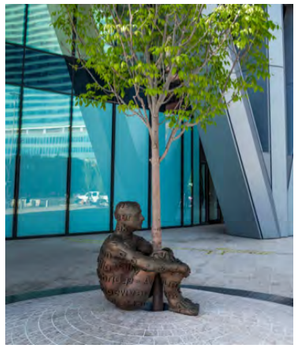
5.4 Ground Level Landscape

Precedents

PUBLIC RETAIL PLAZA





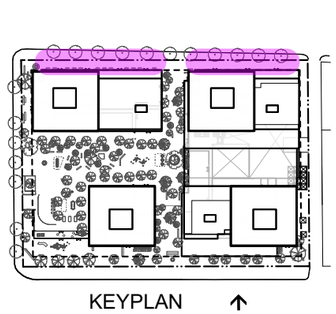




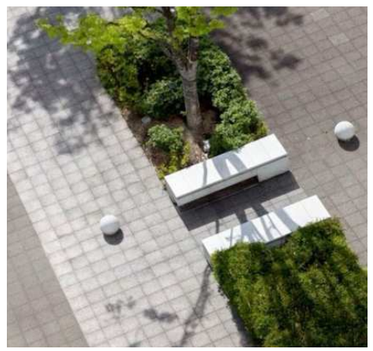




BROADWAY CRU FRONTAGE





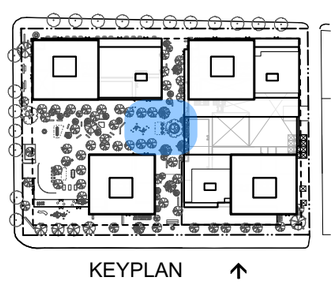








CENTRAL GREEN SPACE







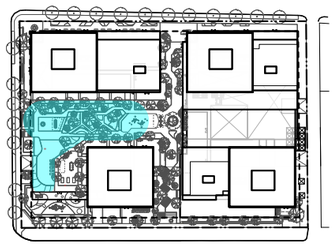




5.4 Ground Level Landscape

Precedents

LINEAR GARDEN / FOREST WALK

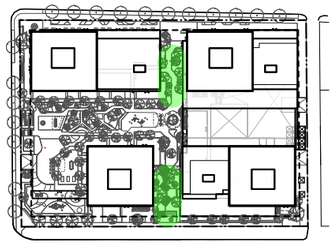








GRADE TRANSITIONS / MEWS

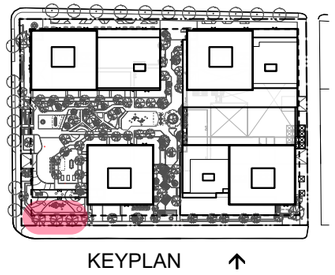








DAYCARE

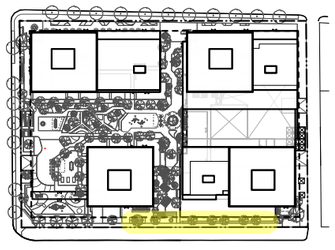









TOWNHOME FRONTAGE









5.4 Ground Level Landscape

Concept Plan

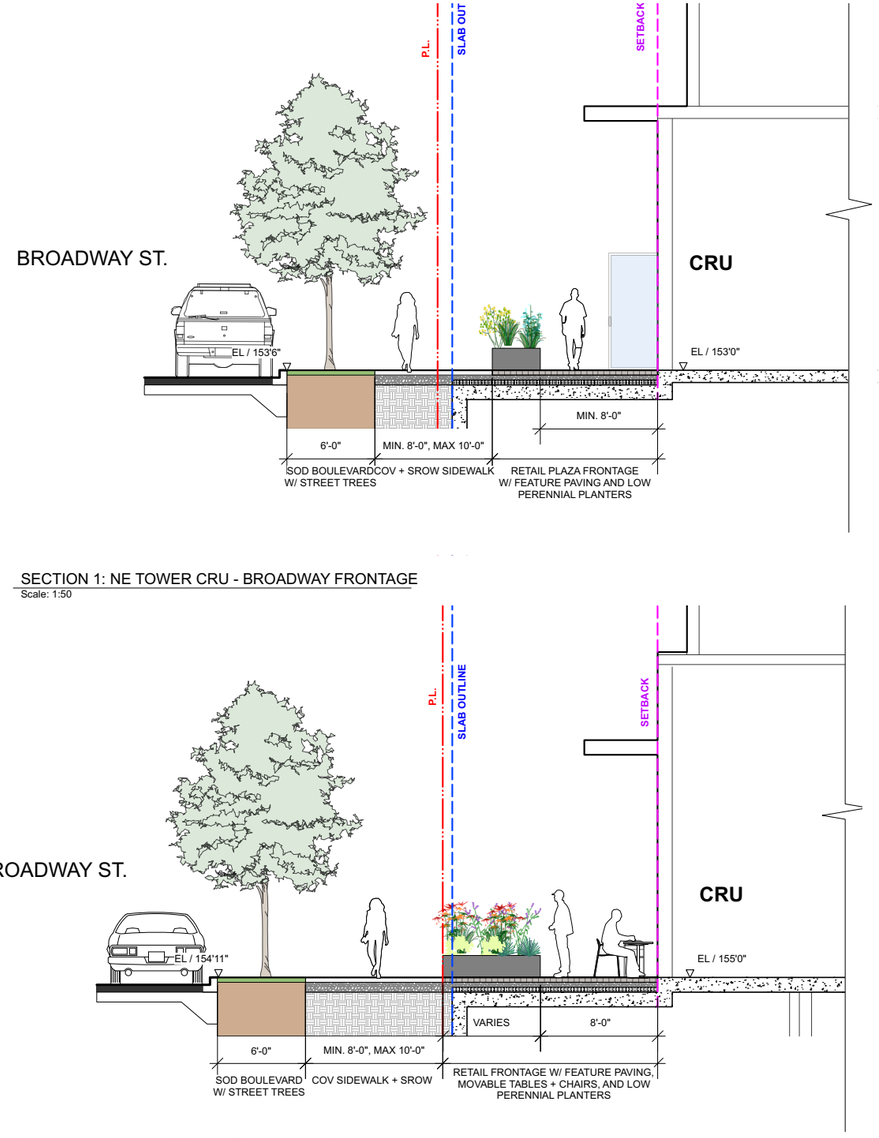
KEY LEGEND

1. KASLO / BROADWAY RETAIL PLAZA W/ SEATING, FEATURE PAVING, PUBLIC ART
2. KASLO LOBBY FRONTAGE: SEAT STEPS, FEATURE PAVING, DROP-OFF
3. BROADWAY RETAIL FRONTAGE: OFFSITE TREES / GRASS BLVD, ONSITE RAIN GARDENS, LOW PLANTING, MOVEABLE FURNITURE.
4. MIDBLOCK PEDESTRIAN PLAZA: PUBLIC ART, SEATING, CAFE PATIO, ACCESS TO N/S SRW
5. GARDEN PATHWAY W/ INTEGRATED SEATING, FOREST THEMATIC + LUSH PLANTING
6. GYM AMENITY ACCESS + MAIN PODIUM LANDING
7. FEATURE TREE AND SEATING - SITE LANDMARK
8. TERRACED GARDENS W/ STAIRS + LANDINGS AND FOREST GARDEN THEMATICS - ACCESS TO WEST 10TH AVE
9. 10TH AVE MINI-PLAZA W/ SEATING + PUBLIC ART
10. CHILDREN'S PLAYGROUND - NATURE PLAY WITH ALL-WEATHER CANOPY + TABLES
11. NATIVE PLANTING AND EDIBLE GARDENS W/ CRUSHED GRANULAR PATHWAYS
12. OPEN LAWN W/ ALL-WEATHERED CANOPY + RAISED PUBLIC ART ON SOCIAL DECK, HARVEST TABLE
13. ACCESSIBLE RAMP W/ RAILINGS ON PLANTERS - NORTH FEATURE TREE ON NATIVE SOIL
14. STAIRS TO KASLO STREET
15. TERRACED PLANTERS TO ADDRESS GRADE CHANGES
16. DAYCARE PRIVATE OUTDOOR SPACE
17. RESIDENTIAL LOBBY ENTRY
18. TOWNHOME FRONTAGE W/ PRIVACY SCREENS + POSSIBLE RAIN GARDENS
19. SW TOWER PRIVATE AMENITY DECK
20. LANE ACCESS WITH PLANTING AND SEATING



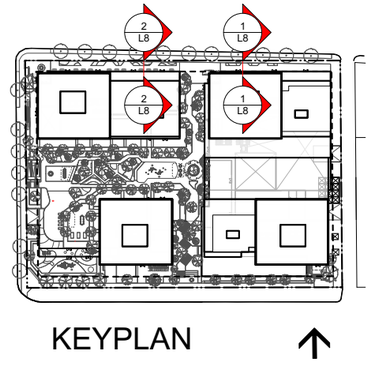
5.5 Sections & Elevations

Broadway Frontage



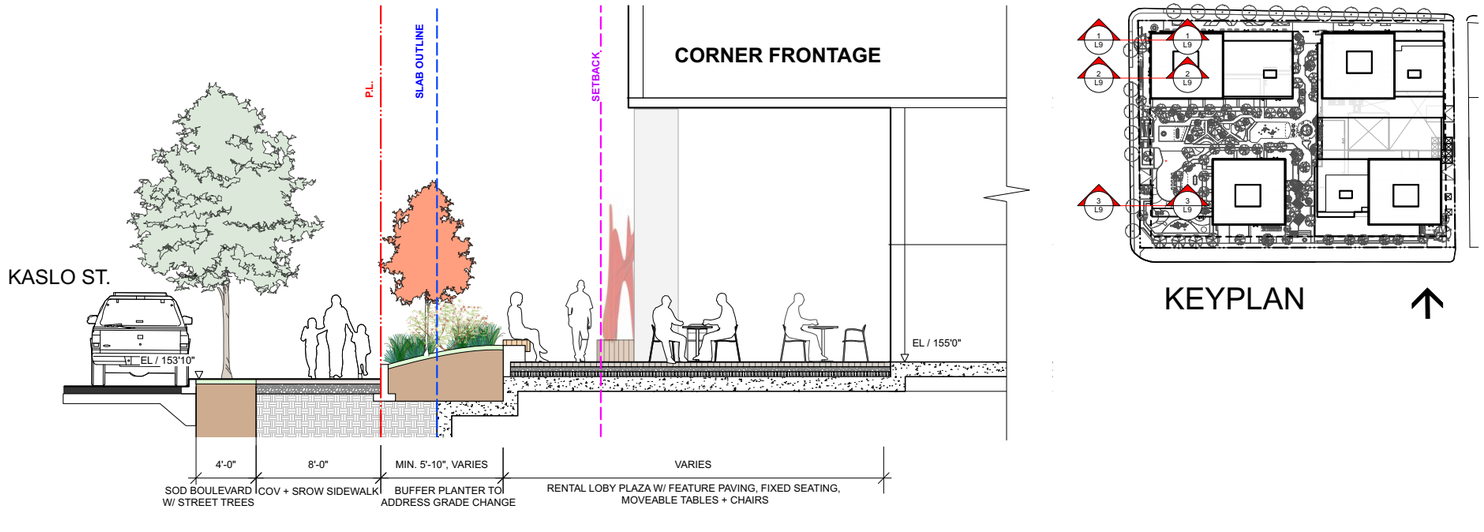
1 SECTION 1: NE TOWER CRU - BROADWAY FRONTAGE
Scale: 1:50

2 SECTION 2: NW TOWER CRU - BROADWAY FRONTAGE
Scale: 1:50

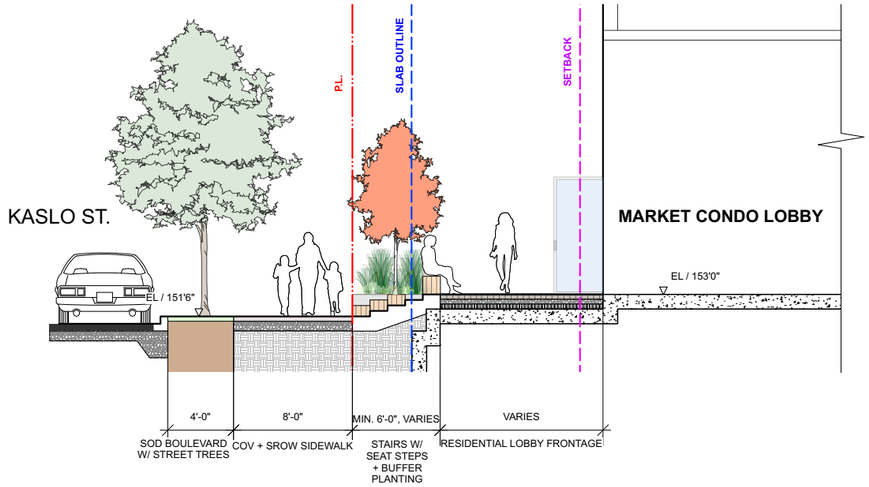


5.5 Sections & Elevations

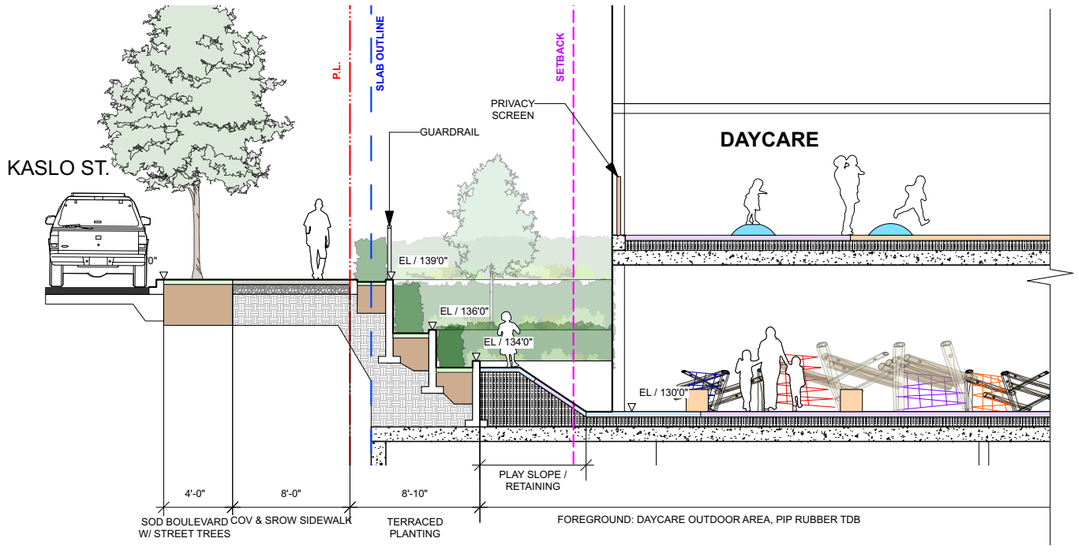
Kaslo Frontage



1 SECTION 3: NW TOWER CORNER PLAZA
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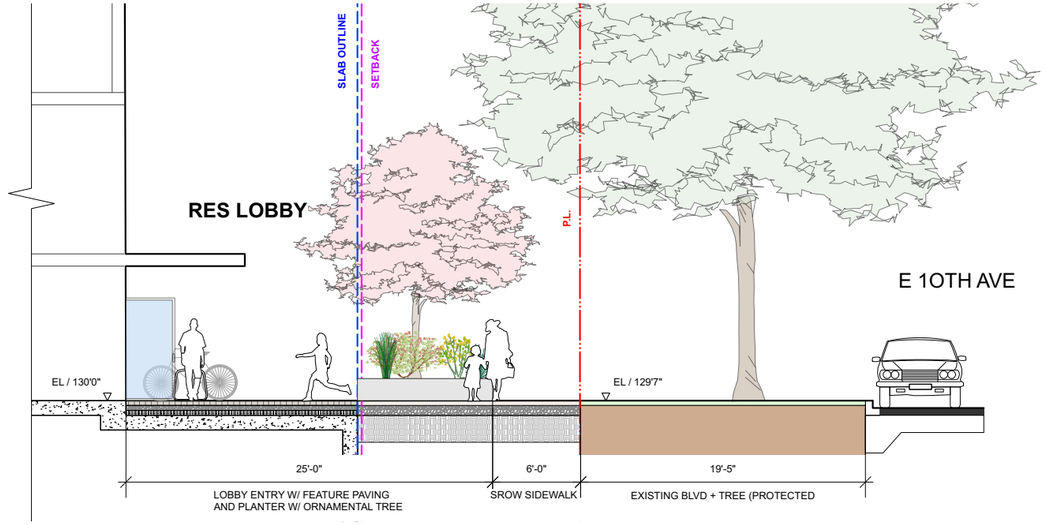
2 SECTION 4: SW TOWER RESIDENTIAL LOBBY
Scale: 1:50



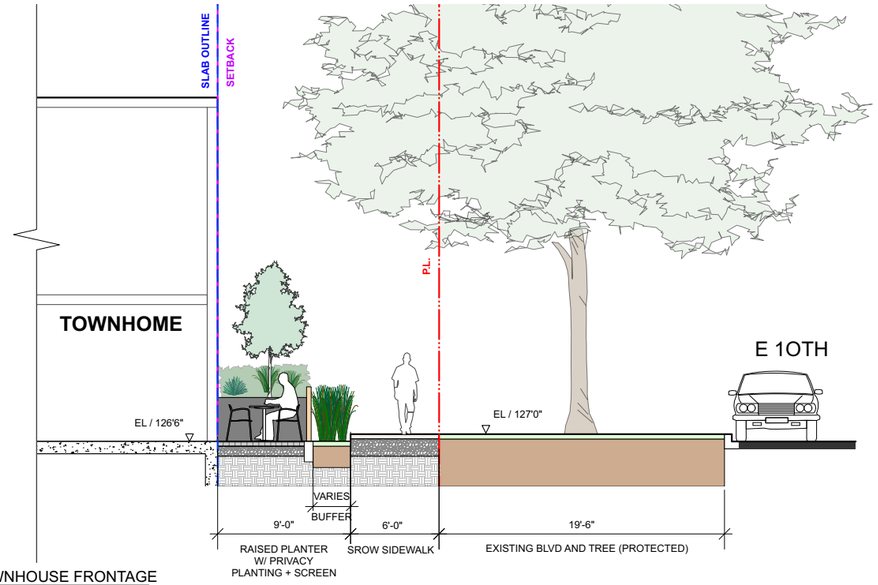
3 SECTION 5: SW TOWER DAYCARE
Scale: 1:50

5.5 Sections & Elevations

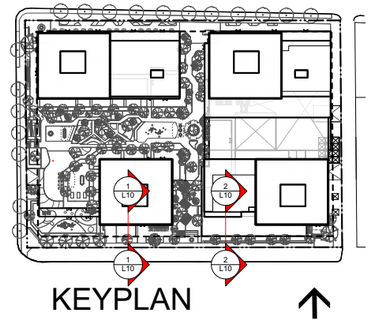
E 10th Ave. Frontage



1 SECTION 6: SW TOWER RESIDENTIAL LOBBY
Scale: 1:50

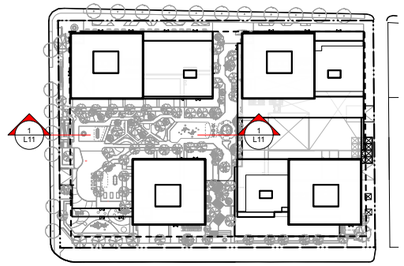


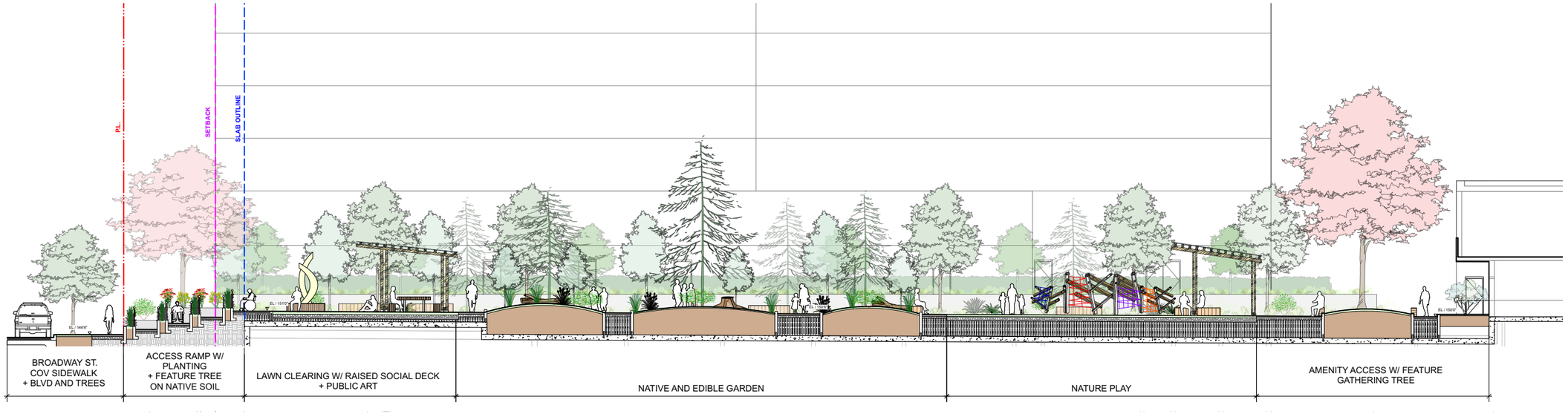
2 SECTION 7: SE TOWER TOWNHOUSE FRONTAGE
Scale: 1:50



5.5 Sections & Elevations

East to West Connection

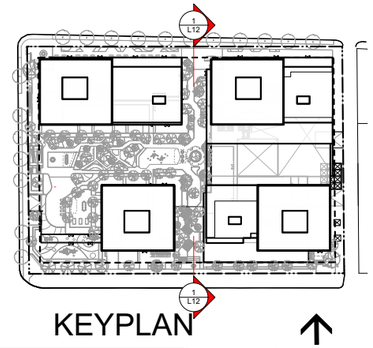


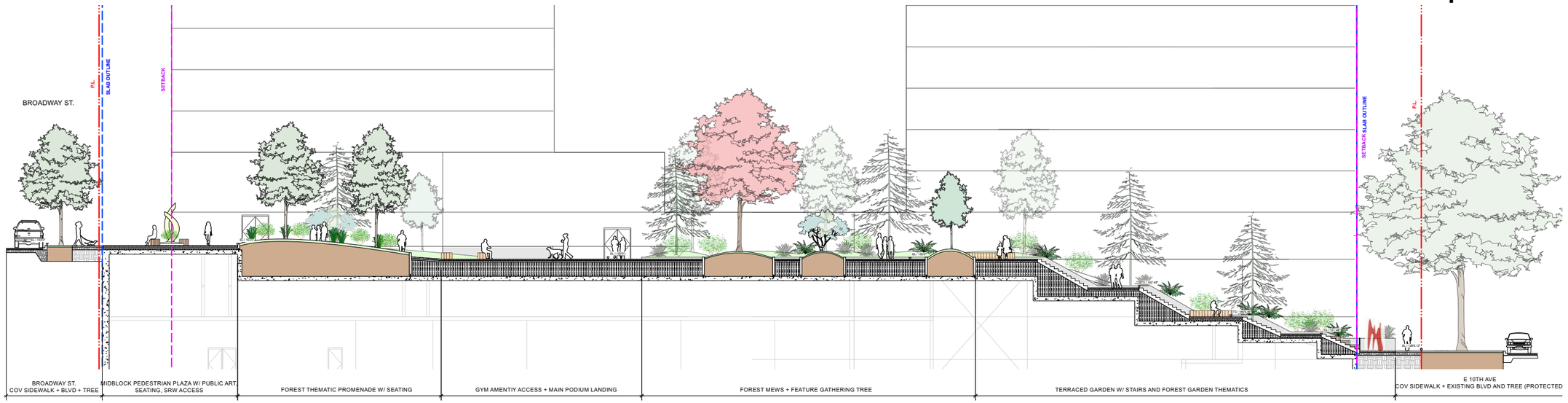


1 SECTION 8: EAST TO WEST CONNECTOR
Scale: 1:100

5.5 Sections & Elevations

North to South Connection

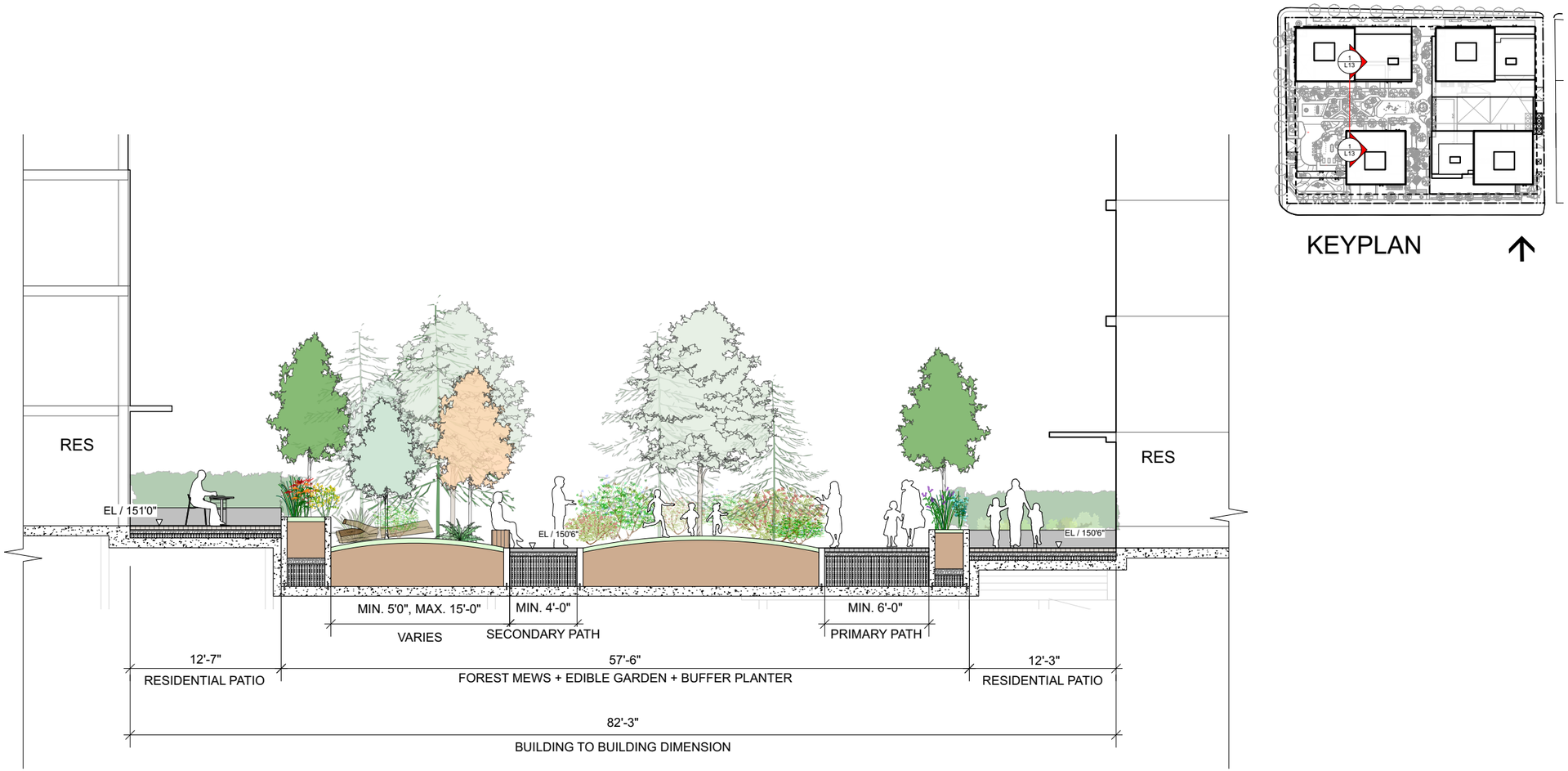




1 SECTION 9: NORTH TO SOUTH CONNECTION
Scale: 1:125

5.5 Sections & Elevations

Central Garden Space



1 SECTION 10: CENTRAL GARDEN SPACE
Scale: 1:50

5.6 Private Amenity Landscape

Program Plan

DESIGN CONSIDERATIONS

- ENHANCING ADJACENT INTERIOR PROGRAMS + MULTIFUNCTIONAL SPACES
- FAMILY FRIENDLY PROGRAMMING
- ALL-WEATHER FURNISHING AND AMENITY STRUCTURES FOR ALL-SEASON

ACTIVE MULTIFUNCTIONAL GATHERING SPACE

- GATHERING SPACES ADJACENT TO INTERIOR PARTY ROOMS
- KIDS PLAY W/ AREA FOR PARENTS TO LOUNGE
- VIEWS TO THE URBAN FOREST AND MEWS CORRIDOR
- CANOPY / ALL WEATHER STRUCTURE

CO-WORKING / LOUNGING SPACE

- OUTDOOR LOUNGING AND QUIET GATHERING AREA ADJECENT TO CO-WORKING SPACE
- FOR INTIMATE INTERACTION OR MEETINGS
- LUSH PLANTING AND FEATURE SCREENING TO BLOCK ADJACENT ACTIVE SPACE

CENTRAL FLEX

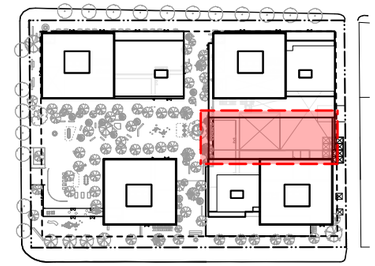
- SPACE FOR INFORMAL GAMES, PICNICS, SOCIAL GATHERINGS.

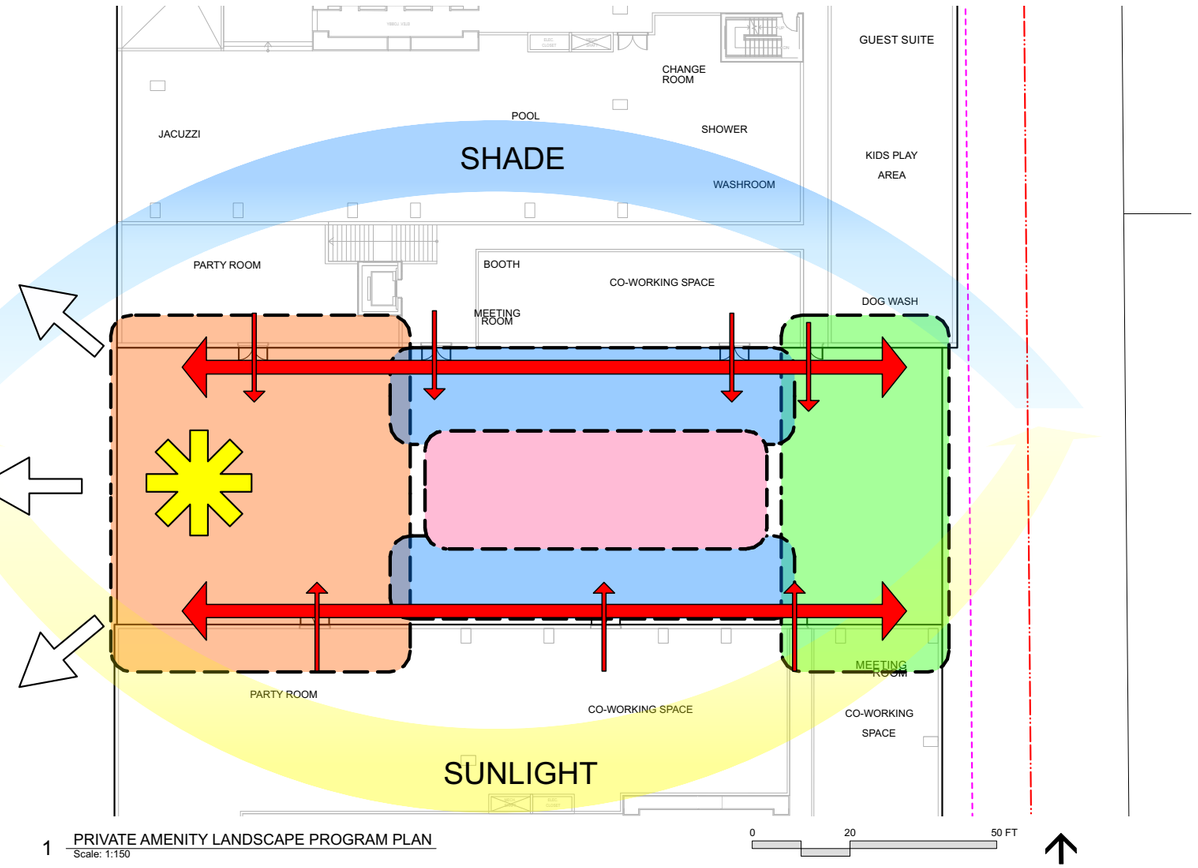
DOG RUN

- AMENITY DOG RUN ADJACENT TO LANE
- ARTIFICAL TURF AND PLAY DOG-FREINDLY PLAY EQUIPMENT
- SCREENS AND BORDERS FOR PRIVACY AND NOISE SUPPRESSION

VIEWS

CIRCULATION



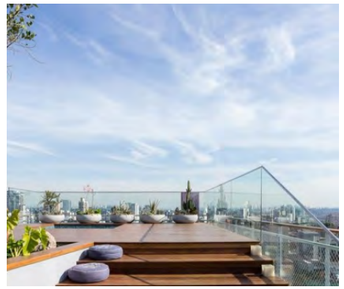


1 PRIVATE AMENITY LANDSCAPE PROGRAM PLAN
Scale: 1:150

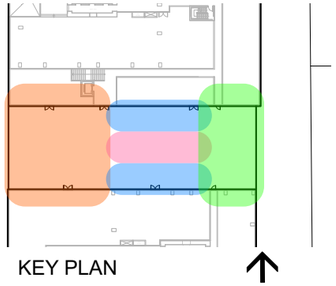
5.6 Private Amenity Landscape

Predcedent

MULTIFUNCTIONAL GATHERING SPACE





CO-WORKING / LOUNGING SPACE





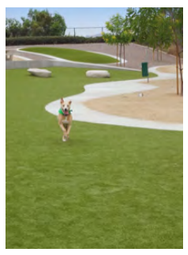

CENTRAL FLEX







DOGRUN





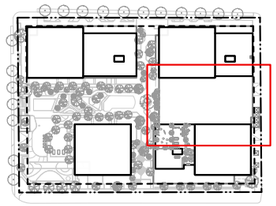


5.6 Private Amenity Landscape

Concept Plan

DESIGN RATIONALE

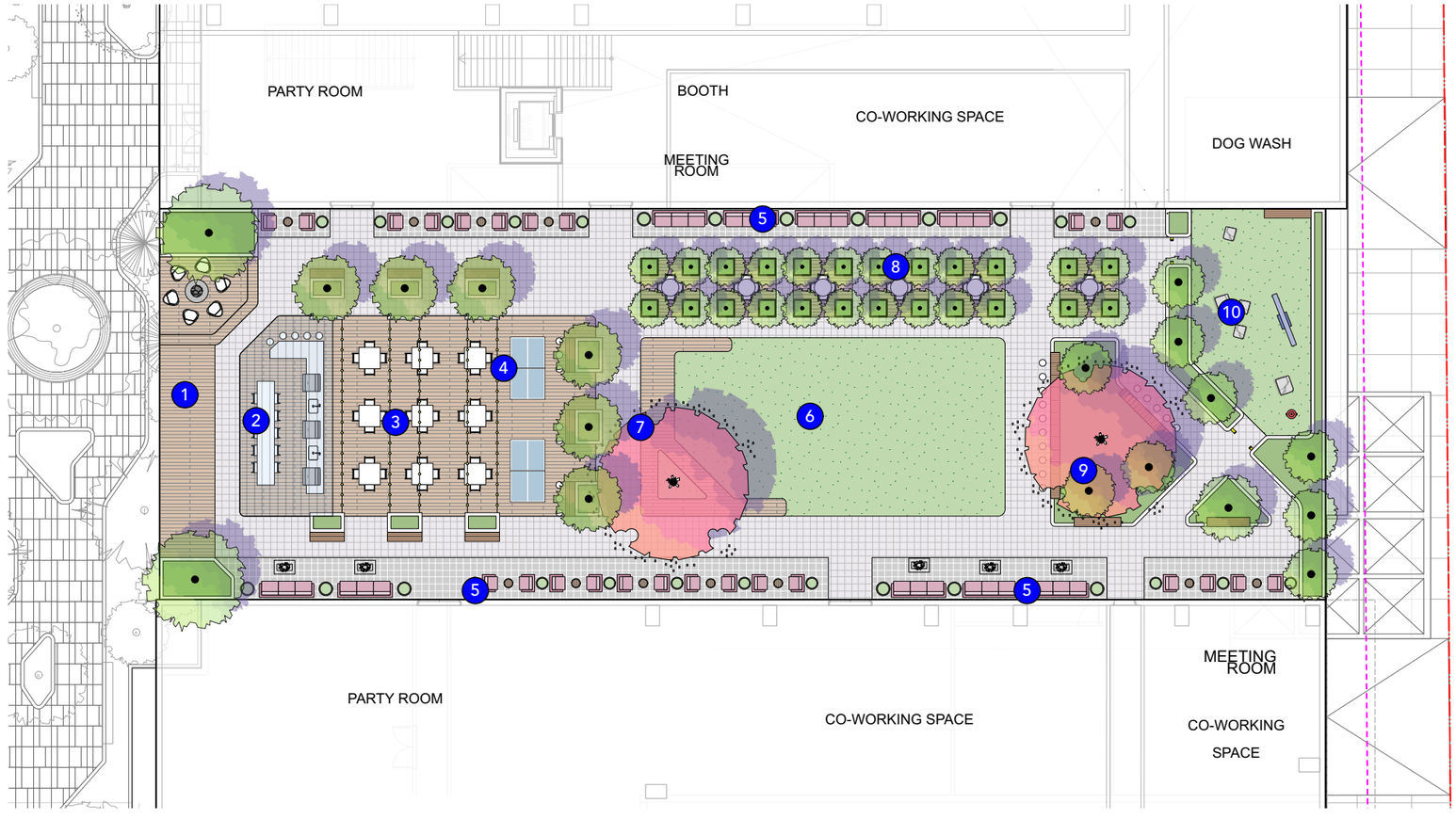
THE LEVEL 2 COMMON AMENITY DECK IS DESIGNED AND PROGRAMMED FOR USERS FROM THE ENTIRE SITE - ALL RESIDENTS WILL HAVE ACCESS TO THIS SPACE - WHICH MEANS IT NEEDS TO BE A FLEXIBLE SPACE FOR BOTH SMALL AND LARGE GATHERINGS. AS SUCH, THE PODIUM LAYOUT PROVIDES AN ASSORTMENT OF USES FOR PEOPLE OF ALL AGES AND ABILITIES: A VIEWING DECK LOOKING WESTWARD TO THE LOWER GARDEN AREAS AND SUNSET; AN OUTDOOR KITCHEN AND DINING AREA WITH A FEATURE CANOPY AND OVERHEAD LIGHTING; A VARIETY OF PERIMETER SEATING TYPES ALONG THE BUILDINGS TO STRENGTHEN THE SOCIAL CONNECTION BETWEEN INSIDE AND OUT; A LARGE OPEN LAWN AREA WITH A RAISED DECK FOR INFORMAL GAMES, PARTIES AND EVENTS; A SERIES OF INTIMATE TREE BOSQUES WITH SEATING UNDERNEATH FOR SMALL BREAK-OUT MEETINGS TO SUPPORT THE CO-WORK INTERIOR SPACES; AND A DOG RUN ADJACENT TO THE INTERIOR DOG WASH FACILITY ON THE DECK'S EAST SIDE.



KEY PLAN

KEY LEGEND

1. RAISED VIEWING DECK AND OPEN LOUNGE AREA
2. COVERED BBQ AND LONG BARS
3. MOVEABLE TABLES AND CHAIRS WITH CATENARY LIGHTING
4. GAMES AREA WITH SEATING
5. VARIOUS SOCIAL AREAS ALONG PERIMETER
6. LARGE OPEN SPACE LAWN AREA FOR INFORMAL GAMES, EVEMTS
7. RAISED DECK FOR PROGRAMMED ACTIVITIES / PERFORMANCES
8. TREE BOSQUE WITH TABLES AND CHAIRS FOR SMALL BREAK OUT MEETINGS
9. FEATURE PLANTER WITH TREES AND INTEGRATED SEATING
10. DOG RUN AREA



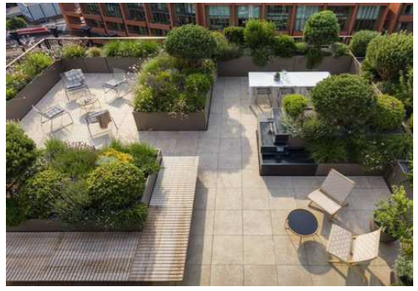
1 PRIVATE AMENITY LANDSCAPE CONCEPT PLAN
Scale: 1:100

5.7 Podium Roof Landscape

Predcedent

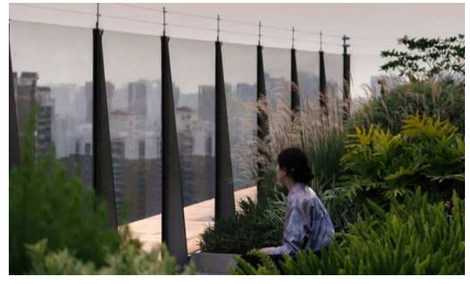












5.7 Podium Roof Landscape

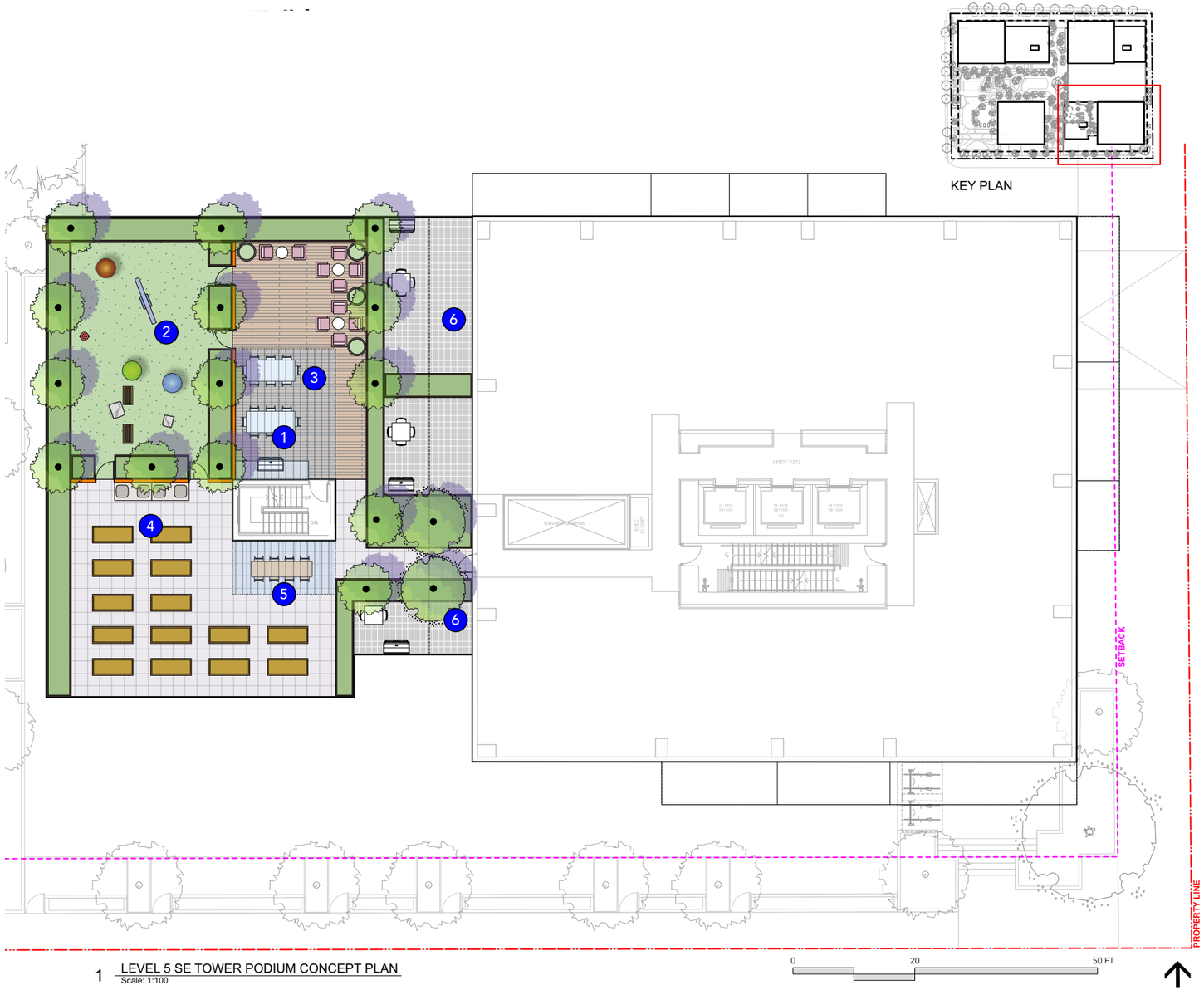
South East Podium

DESIGN RATIONALE

THE DESIGN INTENT FOR THE UPPER LEVEL PODIUMS IS TO CREATE A HIGHLY PROGRAMMED AREA FOR PEOPLE TO RELAX, DINE, GATHER AND ENJOY. PROGRAM ELEMENTS INCLUDE BBQ AND DINING AREA FOR PEOPLE TO PREPARE AND SHARE FOOD, URBAN AGRICULTURE FOR PEOPLE TO GROW THEIR OWN HERBS AND VEGETABLES AND A DOG RUN SO THE WHOLE FAMILY CAN ENJOY THE OUTDOORS TOGETHER.

KEY LEGEND

1. BBQ AREA W/ COVERED CANOPY
2. DOG RUN
3. MOVEABLE TABLES + CHAIRS
4. URBAN AGRICULTURE AREA WITH PLANTERS + POTTING TABLE
5. HARVEST TABLE W/ COVERED CANOPY
6. PRIVATE PATIO



1 LEVEL 5 SE TOWER PODIUM CONCEPT PLAN
Scale: 1:100

5.7 Podium Roof Landscape

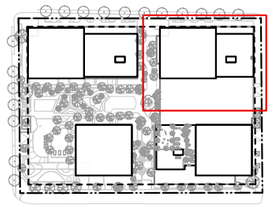
North East Podium

DESIGN RATIONALE

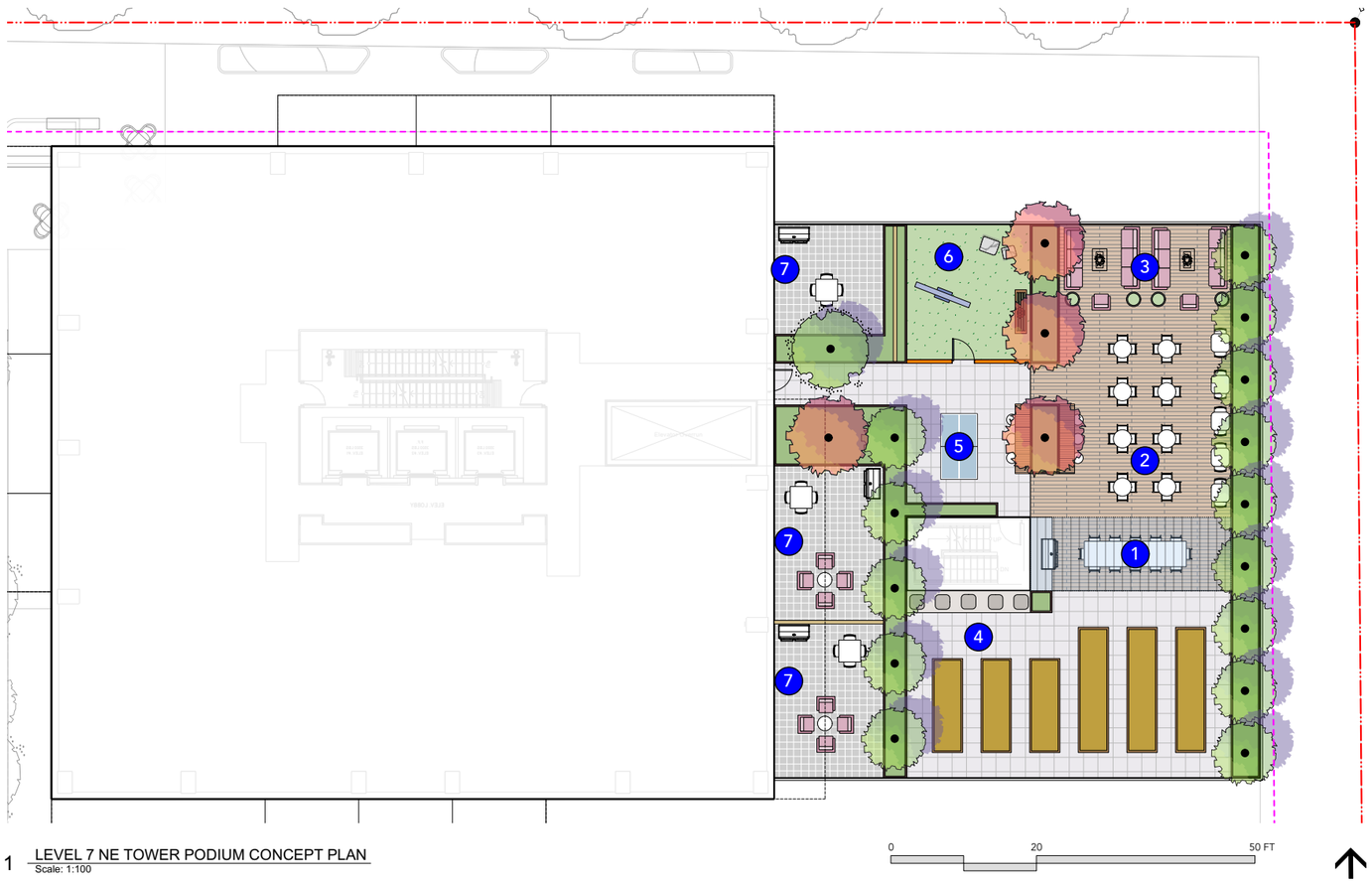
THE DESIGN INTENT FOR THE UPPER LEVEL PODIUMS IS TO CREATE A HIGHLY PROGRAMMED AREA FOR PEOPLE TO RELAX, DINE, GATHER AND ENJOY. PROGRAM ELEMENTS INCLUDE BBQ AND DINING AREA FOR PEOPLE TO PREPARE AND SHARE FOOD, URBAN AGRICULTURE FOR PEOPLE TO GROW THEIR OWN HERBS AND VEGETABLES AND A DOG RUN SO THE WHOLE FAMILY CAN ENJOY THE OUTDOORS TOGETHER.

KEY LEGEND

1. BBQ AREA WITH COVERED CANOPY
2. MOVEABLE TABLES AND CHAIRS
3. COUCH SEATING WITH FIRE PITS
4. URBAN AGRICULTURE AREA + POTTING TABLE
5. SOCIAL AREA W/ PING PONG TABLE + BAR TABLE
6. DOG RUN
7. PRIVATE PATIOS



KEY PLAN



1 LEVEL 7 NE TOWER PODIUM CONCEPT PLAN
Scale: 1:100

5.7 Podium Roof Landscape

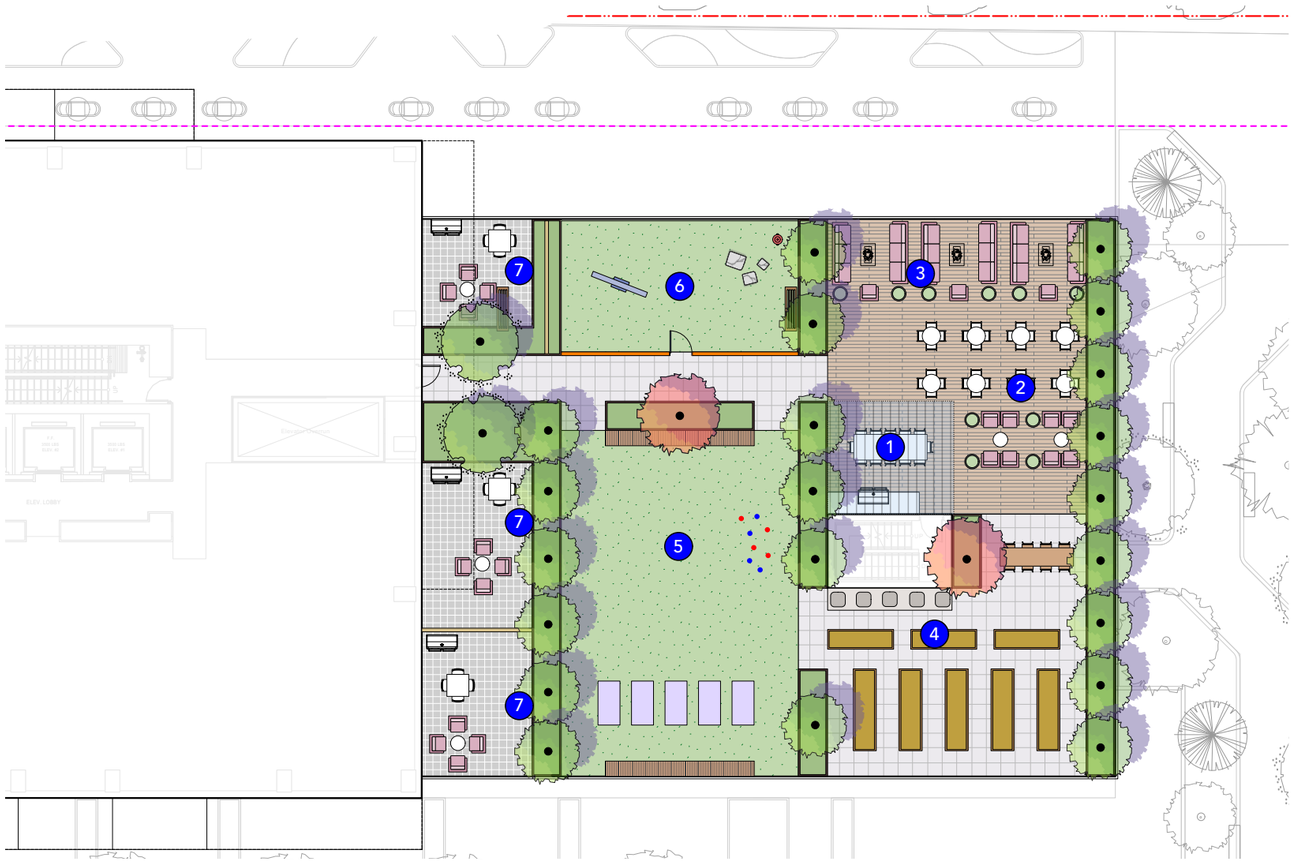
Typical Rental Podium

DESIGN RATIONALE

THE DESIGN INTENT FOR THE UPPER LEVEL PODIUMS IS TO CREATE A HIGHLY PROGRAMMED AREA FOR PEOPLE TO RELAX, DINE, GATHER AND ENJOY. PROGRAM ELEMENTS INCLUDE BBQ AND DINING AREA FOR PEOPLE TO PREPARE AND SHARE FOOD, URBAN AGRICULTURE FOR PEOPLE TO GROW THEIR OWN HERBS AND VEGETABLES AND A DOG RUN SO THE WHOLE FAMILY CAN ENJOY THE OUTDOORS TOGETHER.







1 LEVEL 7 NW TOWER PODIUM CONCEPT PLAN
Scale: 1:100

0 20 50 FT



KEY PLAN

KEY LEGEND

1. BBQ AREA WITH COVERED CANOPY
2. MOVEABLE TABLES AND CHAIRS
3. COUCH SEATING WITH FIRE PITS
4. URBAN AGRICULTURE AREA + POTTING TAB
5. OPEN SPACE WITH LAWN FOR GAMES
6. DOG RUN
7. PRIVATE PATIOS

6 Architectural Drawings

6.1 Project Statistics

6.2 Floor Plans

6.3 Elevations

6.4 Sections

6.1 Project Statistics

Overall FSR

Site Area (SF)
133,300

	Residential		Residential Total	Retail	Childcare	Total
	Market Strata	Rental				
Area (SF)	984,756.00	391,594.00	1,376,350.00	15,000.00	8,300.00	1,399,650.00
FSR	7.39	2.94	10.33	0.11	0.06	10.50
Percentage	71.55%	28.45%	100%			
# of Units	1,386	573	1959			

North West Parcel FSR

NW Parcel Tower Stats

Levels	Gross (Buildable)	Common			Rentable			Storage Exclusion (40SF)			MEP Exclusion			Amenity Exclusion	Net (FSR Area)	Efficiency
		Market Rental	BMR	Total	Market Rental	BMR	Total	Market Rental	BMR	Total	Market Rental	BMR	Total			
Elev. Mech.	1,005	804	201	1,005			-	-	-	-	-	-			1,005	0.00%
Mech.	2,862	2,290	572	2,862			-	-	-	-	2,290	572	2,862		-	0.00%
45	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
44	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
43	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
42	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
41	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
40	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
39	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
38	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
37	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
36	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
35	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
34	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
33	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
32	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
31	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
30	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
29	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
28	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
27	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
26	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
25	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
24	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
23	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
22	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
21	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
20	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
19	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
18	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
17	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
16	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
15	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
14	8,895	1,295	-	1,295	7,600		7,600	520	-	520	141	-	141		8,234	85.44%
13	8,895	860	435	1,295	5,049	2,551	7,600	320	200	520	88	53	141		8,234	85.44%
12	8,895	628	667	1,295	3,686	3,914	7,600	200	320	520	57	84	141		8,234	85.44%
11	8,895	267	1,028	1,295	1,565	6,035	7,600	80	440	520	23	118	141		8,234	85.44%
10	8,895	-	1,295	1,295		7,600	7,600	-	520	520	-	141	141		8,234	85.44%
9	8,895	-	1,295	1,295		7,600	7,600	-	520	520	-	141	141		8,234	85.44%
8	8,895	-	1,295	1,295		7,600	7,600	-	520	520	-	141	141		8,234	85.44%
7	8,925	538	1,185	1,723	2,248	4,954	7,202	120	360	480	34	98	132		8,313	80.69%
6	14,692	807	1,363	2,170	4,657	7,865	12,522	200	400	600	63	120	183		13,909	85.23%
5	14,692	807	1,363	2,170	4,657	7,865	12,522	200	400	600	63	120	183		13,909	85.23%
4	14,692	807	1,363	2,170	4,657	7,865	12,522	200	400	600	63	120	183		13,909	85.23%
3	14,692	807	1,363	2,170	4,657	7,865	12,522	200	400	600	63	120	183		13,909	85.23%
2	7,609	1,995	897	2,892	3,254	1,463	4,717	-	80	80	17	25	42		7,487	61.99%
1	8,929	5,675	-	5,675	3,254		3,254	200	-	200	69	-	69	2,399	6,261	36.44%
Total	426,108	57,725	14,322	72,047	280,884	73,177	354,061	18,360	4,560	22,920	7,341	1,854	9,195	2,399	391,594	83.09%

BMR FSR Area	81,085
BMR/Total Ratio	20.71%

6.1 Project Statistics

North West Parcel Unit Mix

1. NE Parcel Tower Stats

Levels	Studio		1 Bed		2 Bed		3 Bed		SubTotal		Total
	Market Rental	BMR	Market Rental	BMR	Market Rental	BMR	Market Rental	BMR	Market Rental	BMR	
45	4		5		3		1		13	0	**13**
44	4		5		3		1		13	0	**13**
43	4		5		3		1		13	0	**13**
42	4		5		3		1		13	0	**13**
41	4		5		3		1		13	0	**13**
40	4		5		3		1		13	0	**13**
39	4		5		3		1		13	0	**13**
38	4		5		3		1		13	0	**13**
37	4		5		3		1		13	0	**13**
36	4		5		3		1		13	0	**13**
35	4		5		3		1		13	0	**13**
34	4		5		3		1		13	0	**13**
33	4		5		3		1		13	0	**13**
32	4		5		3		1		13	0	**13**
31	4		5		3		1		13	0	**13**
30	4		5		3		1		13	0	**13**
29	4		5		3		1		13	0	**13**
28	4		5		3		1		13	0	**13**
27	4		5		3		1		13	0	**13**
26	4		5		3		1		13	0	**13**
25	4		5		3		1		13	0	**13**
24	4		5		3		1		13	0	**13**
23	4		5		3		1		13	0	**13**
22	4		5		3		1		13	0	**13**
21	4		5		3		1		13	0	**13**
20	4		5		3		1		13	0	**13**
19	4		5		3		1		13	0	**13**
18	4		5		3		1		13	0	**13**
17	4		5		3		1		13	0	**13**
16	4		5		3		1		13	0	**13**
15	4		5		3		1		13	0	**13**
14	**4**		5		3		1		13	0	**13**
13	**4**			5	3		1		8	5	**13**
12	**1**	3		5	3		1		5	8	**13**
11		4		5	2	1		1	2	11	**13**
10		4		5		3		1	0	13	**13**
9		4		5		3		1	0	13	**13**
8		4		5		3		1	0	13	**13**
7		3	1	4	1	2	1		3	9	**12**
6		3		1	3	4	2	2	5	10	**15**
5		3		1	3	4	2	2	5	10	**15**
4		3		1	3	4	2	2	5	10	**15**
3		3		1	3	4	2	2	5	10	**15**
2				1		1			0	2	**2**
1							5		5	0	**5**

	Studio		1 Bed		2 Bed		3 Bed		Total		Total
	MR	BMR	MR	BMR	MR	BMR	MR	BMR	MR	BMR	
NW	133	34	161	39	117	29	48	12	**459**	**114**	**573**
	28.98%	29.82%	35.08%	34.21%	25.49%	25.44%	10.46%	10.53%	80.10%	19.90%	

2. NW Parcel Market Rental Unit Size Range

Type	Studio	1BR	2BR+	3BR	TH
Proposed Size	37.16 m2 - 38.37 m2	41.81 m2 - 47.75 m2	65.03 m2 - 78.32 m2	74.23 m2 - 87.24 m2	108.70 m2 - 112.69 m2
	400 sf - 413 sf	450 sf - 514 sf	700 sf - 843 sf	799 sf - 939 sf	1,170 sf - 1,213 sf

3. NW Parcel Below Market Rental Unit Size Range

Type	Studio	1BR	2BR+	3BR
Proposed Size	37.16 m2 - 38.37 m2	41.81 m2 - 62.99 m2	65.03 m2 - 80.64 m2	74.23 m2 - 90.86 m2
	400 sf - 413 sf	450 sf - 678 sf	700 sf - 868 sf	799 sf - 978 sf

6.1 Project Statistics

North East Parcel FSR/ Unit Mix

1. NE Parcel Tower Stats

Levels	Gross (Buildable)	Common	Saleable	Amenity Exclusion	MEP Exclusion	Storage Exclusion (40SF)	Net (FSR Area)	Efficiency
Elev. Mech.	1,005	1,005					1,005	
Mech.	2,862	2,862			2,862		-	
41	8,895	1,309	7,586		132	480	8,283	85.28%
40	8,895	1,309	7,586		132	480	8,283	85.28%
39	8,895	1,309	7,586		132	480	8,283	85.28%
38	8,895	1,309	7,586		132	480	8,283	85.28%
37	8,895	1,309	7,586		132	480	8,283	85.28%
36	8,895	1,309	7,586		132	480	8,283	85.28%
35	8,895	1,309	7,586		132	480	8,283	85.28%
34	8,895	1,309	7,586		132	480	8,283	85.28%
33	8,895	1,309	7,586		132	480	8,283	85.28%
32	8,895	1,309	7,586		132	480	8,283	85.28%
31	8,895	1,309	7,586		132	480	8,283	85.28%
30	8,895	1,309	7,586		132	480	8,283	85.28%
29	8,895	1,309	7,586		132	480	8,283	85.28%
28	8,895	1,309	7,586		132	480	8,283	85.28%
27	8,895	1,309	7,586		132	480	8,283	85.28%
26	8,895	1,309	7,586		132	480	8,283	85.28%
25	8,895	1,309	7,586		132	480	8,283	85.28%
24	8,895	1,309	7,586		132	480	8,283	85.28%
23	8,895	1,309	7,586		132	480	8,283	85.28%
22	8,895	1,309	7,586		132	480	8,283	85.28%
21	8,895	1,309	7,586		132	480	8,283	85.28%
20	8,895	1,309	7,586		132	480	8,283	85.28%
19	8,895	1,309	7,586		132	480	8,283	85.28%
18	8,895	1,309	7,586		132	480	8,283	85.28%
17	8,895	1,309	7,586		132	480	8,283	85.28%
16	8,895	1,309	7,586		132	480	8,283	85.28%
15	8,895	1,309	7,586		132	480	8,283	85.28%
14	8,895	1,309	7,586		132	480	8,283	85.28%
13	8,895	1,309	7,586		132	480	8,283	85.28%
12	8,895	1,309	7,586		132	480	8,283	85.28%
11	8,895	1,309	7,586		132	480	8,283	85.28%
10	8,895	1,309	7,586		132	480	8,283	85.28%
9	8,895	1,309	7,586		132	480	8,283	85.28%
8	8,895	1,309	7,586		132	480	8,283	85.28%
7	8,925	1,687	7,238		123	440	8,362	81.10%
6	12,970	2,040	10,930		192	640	12,138	84.27%
5	12,970	2,040	10,930		192	640	12,138	84.27%
4	12,970	2,040	10,930		192	640	12,138	84.27%
3	12,970	2,040	10,930		192	640	12,138	84.27%
2	13,485	13,485		13,485		-	-	0.00%
1	9,565	9,565		6,909	24	-	2,632	0.00%
P1	14,334	14,334		14,334			-	0.00%
Total	**404,486**	**95,604**	**308,882**	**34,728**	**8,265**	**19,320**	**342,173**	**76.36%**

2. NE Parcel Tower Unit Mix

Levels	Studio	1 Bed	2 Bed+	Total
41	2	6	4	**12**
40	2	6	4	**12**
39	2	6	4	**12**
38	2	6	4	**12**
37	2	6	4	**12**
36	2	6	4	**12**
35	2	6	4	**12**
34	2	6	4	**12**
33	2	6	4	**12**
32	2	6	4	**12**
31	2	6	4	**12**
30	2	6	4	**12**
29	2	6	4	**12**
28	2	6	4	**12**
27	2	6	4	**12**
26	2	6	4	**12**
25	2	6	4	**12**
24	2	6	4	**12**
23	2	6	4	**12**
22	2	6	4	**12**
21	2	6	4	**12**
20	2	6	4	**12**
19	2	6	4	**12**
18	2	6	4	**12**
17	2	6	4	**12**
16	2	6	4	**12**
15	2	6	4	**12**
14	2	6	4	**12**
13	2	6	4	**12**
12	2	6	4	**12**
11	2	6	4	**12**
10	2	6	4	**12**
9	2	6	4	**12**
8	2	6	4	**12**
7	1	6	4	**11**
6	1	7	8	**16**
5	1	7	8	**16**
4	1	7	8	**16**
3	1	7	8	**16**
2				**0**
1				**0**

	Studio	1 Bed	2 Bed+	Total
NE	73	238	172	**483**
	15.11%	49.28%	35.61%	100%
		64.39%	**35.61%**	

3. NE Parcel Tower Unit Size Range

Type	Studio	1BR	2BR+
Proposed Size	37.16 m2 - 44.87 m2	46.82 m2 - 53.70 m2	46.82 m2 - 53.70 m2
	400 sf - 483 sf	504 sf - 578 sf	504 sf - 578 sf

6.1 Project Statistics

South West Parcel FSR/ Unit Mix

1. SW Parcel Tower Stats

Levels	Gross (Buildable)	Common	Saleable	Amenity Exclusion	MEP Exclusion	Storage Exclusion (40SF)	Net (FSR Area)	Efficiency
Elev. Mech.	1,005	1,005					1,005	
Mech.	2,862	2,862			2,862		-	
39	8,895	1,309	7,586		132	480	8,283	85.28%
38	8,895	1,309	7,586		132	480	8,283	85.28%
37	8,895	1,309	7,586		132	480	8,283	85.28%
36	8,895	1,309	7,586		132	480	8,283	85.28%
35	8,895	1,309	7,586		132	480	8,283	85.28%
34	8,895	1,309	7,586		132	480	8,283	85.28%
33	8,895	1,309	7,586		132	480	8,283	85.28%
32	8,895	1,309	7,586		132	480	8,283	85.28%
31	8,895	1,309	7,586		132	480	8,283	85.28%
30	8,895	1,309	7,586		132	480	8,283	85.28%
29	8,895	1,309	7,586		132	480	8,283	85.28%
28	8,895	1,309	7,586		132	480	8,283	85.28%
27	8,895	1,309	7,586		132	480	8,283	85.28%
26	8,895	1,309	7,586		132	480	8,283	85.28%
25	8,895	1,309	7,586		132	480	8,283	85.28%
24	8,895	1,309	7,586		132	480	8,283	85.28%
23	8,895	1,309	7,586		132	480	8,283	85.28%
22	8,895	1,309	7,586		132	480	8,283	85.28%
21	8,895	1,309	7,586		132	480	8,283	85.28%
20	8,895	1,309	7,586		132	480	8,283	85.28%
19	8,895	1,309	7,586		132	480	8,283	85.28%
18	8,895	1,309	7,586		132	480	8,283	85.28%
17	8,895	1,309	7,586		132	480	8,283	85.28%
16	8,895	1,309	7,586		132	480	8,283	85.28%
15	8,895	1,309	7,586		132	480	8,283	85.28%
14	8,895	1,309	7,586		132	480	8,283	85.28%
13	8,895	1,309	7,586		132	480	8,283	85.28%
12	8,895	1,309	7,586		132	480	8,283	85.28%
11	8,895	1,309	7,586		132	480	8,283	85.28%
10	8,895	1,309	7,586		132	480	8,283	85.28%
9	8,895	1,309	7,586		132	480	8,283	85.28%
8	8,895	1,309	7,586		132	480	8,283	85.28%
7	8,895	1,309	7,586		132	480	8,283	85.28%
6	8,895	1,309	7,586		123	440	8,332	85.28%
5	8,895	1,309	7,586		123	440	8,332	85.28%
4	8,895	1,309	7,586		123	440	8,332	85.28%
3	8,895	1,309	7,586		123	440	8,332	85.28%
2	8,895	1,309	7,586		123	440	8,332	85.28%
1	8,896	2,694	6,202	1,383	105	360	7,048	69.72%
P1	-					-	-	
P2	4,104	4,104		2,184		-	1,920	0.00%
Total	354,877	60,407	294,470	3,567	7,938	18,400	324,972	82.98%

2. SW Parcel Tower Unit Mix

Levels	Studio	1 Bed	2 Bed+	Total
39	2	6	4	12
38	2	6	4	12
37	2	6	4	12
36	2	6	4	12
35	2	6	4	12
34	2	6	4	12
33	2	6	4	12
32	2	6	4	12
31	2	6	4	12
30	2	6	4	12
29	2	6	4	12
28	2	6	4	12
27	2	6	4	12
26	2	6	4	12
25	2	6	4	12
24	2	6	4	12
23	2	6	4	12
22	2	6	4	12
21	2	6	4	12
20	2	6	4	12
19	2	6	4	12
18	2	6	4	12
17	2	6	4	12
16	2	6	4	12
15	2	6	4	12
14	2	6	4	12
13	2	6	4	12
12	2	6	4	12
11	2	6	4	12
10	2	6	4	12
9	2	6	4	12
8	2	6	4	12
7	2	6	4	12
6		6	5	11
5		6	5	11
4		6	5	11
3		6	5	11
2		6	5	11
1	1	4	4	9
P1				0
P2				0

3. SW Parcel Tower Unit Size Range

Type	Studio	1BR	2BR +
Proposed Size	37.16 m2 - 50.82 m2	46.82 m2 - 53.70 m2	46.82 m2 - 53.70 m2
	400 sf - 547 sf	504 sf - 578 sf	702 sf - 815 sf

	Studio	1 Bed	2 Bed+	Total
SW	67	232	161	**460**
	14.57%	50.43%	35.00%	100%
		65.00%	**35.00%**	

6.1 Project Statistics

South East Parcel FSR/ Unit Mix

1. SE Parcel Tower Stats

Levels	Gross (Buildable)	Common	Saleable	Amenity Exclusion	MEP Exlusion	Storage Exclusion (40SF)	Net (FSR Area)	Efficiency
Elev. Mech.	1,005	1,005					1,005	
Mech.	2,862	2,862			2,862		-	
37	8,895	1,309	7,586		132	480	8,283	85.28%
36	8,895	1,309	7,586		132	480	8,283	85.28%
35	8,895	1,309	7,586		132	480	8,283	85.28%
34	8,895	1,309	7,586		132	480	8,283	85.28%
33	8,895	1,309	7,586		132	480	8,283	85.28%
32	8,895	1,309	7,586		132	480	8,283	85.28%
31	8,895	1,309	7,586		132	480	8,283	85.28%
30	8,895	1,309	7,586		132	480	8,283	85.28%
29	8,895	1,309	7,586		132	480	8,283	85.28%
28	8,895	1,309	7,586		132	480	8,283	85.28%
27	8,895	1,309	7,586		132	480	8,283	85.28%
26	8,895	1,309	7,586		132	480	8,283	85.28%
25	8,895	1,309	7,586		132	480	8,283	85.28%
24	8,895	1,309	7,586		132	480	8,283	85.28%
23	8,895	1,309	7,586		132	480	8,283	85.28%
22	8,895	1,309	7,586		132	480	8,283	85.28%
21	8,895	1,309	7,586		132	480	8,283	85.28%
20	8,895	1,309	7,586		132	480	8,283	85.28%
19	8,895	1,309	7,586		132	480	8,283	85.28%
18	8,895	1,309	7,586		132	480	8,283	85.28%
17	8,895	1,309	7,586		132	480	8,283	85.28%
16	8,895	1,309	7,586		132	480	8,283	85.28%
15	8,895	1,309	7,586		132	480	8,283	85.28%
14	8,895	1,309	7,586		132	480	8,283	85.28%
13	8,895	1,309	7,586		132	480	8,283	85.28%
12	8,895	1,309	7,586		132	480	8,283	85.28%
11	8,895	1,309	7,586		132	480	8,283	85.28%
10	8,895	1,309	7,586		132	480	8,283	85.28%
9	8,895	1,309	7,586		132	480	8,283	85.28%
8	8,895	1,309	7,586		132	480	8,283	85.28%
7	8,895	1,309	7,586		132	480	8,283	85.28%
6	8,895	1,309	7,586		132	480	8,283	85.28%
5	8,895	1,309	7,586		132	480	8,283	85.28%
4	8,895	1,309	7,586		132	480	8,283	85.28%
3	8,925	1,723	7,202		123	440	8,362	80.69%
2	13,867	8,812	5,055	6,794	120	320	6,633	36.45%
1	15,793	8,722	7,071	6,701	138	400	8,554	44.77%
P1	3,943		3,943			-	3,943	100.00%
P2	9,509	5,566	3,943	1,723	54	240	7,492	41.47%
Total	**358,334**	**73,196**	**285,138**	**15,218**	**7,785**	**17,720**	**317,611**	**79.57%**

2. SE Parcel Tower Unit Mix

Levels	Studio	1 Bed	2 Bed+	Total
37	2	6	4	12
36	2	6	4	12
35	2	6	4	12
34	2	6	4	12
33	2	6	4	12
32	2	6	4	12
31	2	6	4	12
30	2	6	4	12
29	2	6	4	12
28	2	6	4	12
27	2	6	4	12
26	2	6	4	12
25	2	6	4	12
24	2	6	4	12
23	2	6	4	12
22	2	6	4	12
21	2	6	4	12
20	2	6	4	12
19	2	6	4	12
18	2	6	4	12
17	2	6	4	12
16	2	6	4	12
15	2	6	4	12
14	2	6	4	12
13	2	6	4	12
12	2	6	4	12
11	2	6	4	12
10	2	6	4	12
9	2	6	4	12
8	2	6	4	12
7	2	6	4	12
6	2	6	4	12
5	2	6	4	12
4	2	6	4	12
3	2	5	4	11
2	1	4	3	8
1	1	3	6	10
P1				0
P2			6	6

	Studio	1 Bed	2 Bed+	Total
SE	72	216	155	**443**
	16.25%	48.76%	34.99%	100%
		65.01%	**34.99%**	

3. SE Parcel Tower Unit Size Range

Type	Studio	1BR	2BR+	TH
Proposed Size	37.16 m2 - 37.16 m2	44.31 m2 - 56.95 m2	44.31 m2 - 56.95 m2	111.20 m2 - 112.69 m2
	400 sf - 400 sf	477 sf - 613 sf	675 sf - 868 sf	1,197 sf - 1,213 sf

6.1 Project Statistics

North Parcels Parking Stats

Transportation Demand Management

The applicant intends to pursue TDM Plan B and/or TDM Plan C on a parcel by parcel basis. Additional details will be provided associated with each subsequent Development Permit application.

1. NW Parcel Parking Stats

Unit Mix & Required Class A Bicycle Spaces					
	Studio	**1 Bed**	**2 Bed**	**3 Bed**	**Total**
NW	167	200	146	60	**573**
Bike Parking	1.5	for unit < 700sf	2.5	for unit > 700 sf	
	251	300	365	150	**1066**

Provided Class A Bicycle Spaces						
Provided	Horizontal	Vertical	Stacked	Oversized	Bike Locker	Total
P1	833	0	0	53	107	993
P2	73	0	0	0	0	73
Total Provided	**906**	**0**	**0**	**53**	**107**	**1066**
Requirements		**Max allowed**	**Max allowed**	**Min. req**	**Min. req**	**Total req**
		320	640	53	107	**1066**

Provided Class B Bicycle Parking	
	Provided
L1	30
Total Provided	**30**
Requirements	**Min. req**
	30

Provided Parking							
Provided	Standard	Small	Reg Acc	Van Acc	Visitor		Total
P2	25	2	5	1	0		33
P3	53	1	4	1	0		59
P4	53	1	4	1	0		59
P5	16	1	4	0	0		21
Total Provided	**147**	**5**	**17**	**3**	**0**		**172**
Requirements		**Max. 25% Small**	**Min. req**	**Min. req**	**Min. req**	**Max allowed**	
		43	17	3	29	57	

* All spaces except visitor to be equipped with EV infrastructure
* Visitor Spaces to be shared with regular parking

Class A Passenger Loading	
	Provided
P1	4
Total provided	**4**
Requirement	**Min. req**
	4

2. NE Parcel Parking Stats

Unit Mix & Required Class A Bicycle Spaces					
	Studio	**1 Bed**	**2 Bed + 3 Bed**		**Total**
NE	73	238	172		**483**
Bike Parking	1.5	for unit < 700sf	2.5	for unit > 700 sf	
	110	357	430		**897**

Provided Class A Bicycle Spaces						
Provided	Horizontal	Vertical	Stacked	Oversized	Bike Locker	Total
P1	374	0	0	45	90	509
P2	329	0	0	0	0	329
P3	59	0	0	0	0	59
Total	**762**	**0**	**0**	**45**	**90**	**897**
Requirements		**Max allowed**	**Max allowed**	**Min. req**	**Min. req**	**Total req**
		269	538	45	90	**897**

Provided Class B Bicycle Parking	
	Provided
L1	25
Total Provided	**25**
Requirements	**Min. req**
	25

Provided Parking							
Provided	Standard	Small	Reg Acc	Van Acc	Visitor		Total
P2	29	0	0	0	0		29
P3	81	6	2	1	0		90
P4	98	10	4	1	0		113
P5	101	9	4	0	0		114
P6	101	8	4	0	0		113
P7	15	8	1	0	0		24
Total Provided	**425**	**41**	**15**	**2**	**0**		**483**
Requirements		**Max. 25% Small**	**Min. req**	**Min. req**	**Min. req**	**Max allowed**	
		121	15	2	24	48	

* All spaces except visitor to be equipped with EV infrastructure
* Visitor Spaces to be shared with regular parking

Class A Passenger Loading	
	Provided
P1	3
Total provided	**3**
Requirement	**Min. req**
	3

6.1 Project Statistics

South Parcels Parking Stats

Transportation Demand Management

The applicant intends to pursue TDM Plan B and/or TDM Plan C on a parcel by parcel basis. Additional details will be provided associated with each subsequent Development Permit application.

3. SW Parcel Parking Stats

Unit Mix & Required Class A Bicycle Spaces					
	Studio	**1 Bed**	**2 Bed + 3 Bed**		**Total**
SW	67	232	161		**460**
Bike Parking	1.5	for unit < 700sf	2.5	for unit > 700 sf	
	101	348	402.5		**851.5**

Provided Class A Bicycle Spaces						
Provided	Horizontal	Vertical	Stacked	Oversized	Bike Locker	Total
P1	532	0	0	43	85	660
P2	191	0	0	0	0	191
Total Provided	**723**	**0**	**0**	**43**	**85**	**851**
Requirements		**Max allowed**	**Max alloawed**	**Min. req**	**Min. req**	**Total req**
		255	511	43	85	**851**

Provided Class B Bicycle Parking	
	Provided
P2	24
Total Provided	**24**
Requirements	**Min. req**
	24

Provided Parking						
Provided	Standard	Small	Reg Acc	Van Acc	Visitor	Total
P3	83	4	3	1	0	91
P4	94	1	3	1	0	99
P5	97	1	3	0	0	101
P6	98	1	3	0	0	102
P7	97	1	3	0	0	101
Total	**469**	**8**	**15**	**2**	**0**	**494**
Requirements		**Max. 25% Small**	**Min. req**	**Min. req**	**Min. req**	**Max allowed**
		124	15	2	23	46

* All spaces except visitor to be equipped with EV infrastructure

* Visitor Spaces to be shared with regular parking

Class A Passenger Loading	
	Provided
P1	3
Total provided	**3**
Requirement	**Min. Req**
	3

4. SE Parcel Parking Stats

Unit Mix & Required Class A Bicycle Pspaces					
	Studio	**1 Bed**	**2 Bed + 3 Bed**		**Total**
SE	72	216	155		**443**
Bike Parking	1.5	for unit < 700sf	2.5	for unit > 700 sf	
	108	324	387.5		**819.5**

Provided Class A Bicycle Spaces						
Provided	Horizontal	Vertical	Stacked	Oversized	Bike Locker	Total
P1	390	0	0	41	82	513
P2	119	0	0	0	0	119
P3	188	0	0	0	0	188
Total	**697**	**0**	**0**	**41**	**82**	**820**
Requirements		**Max allowed**	**Max allowed**	**Min. req**	**Min. req**	**Total req**
		246	492	41	82	**820**

Provided Class B Bicycle Parking	
	Provided
P2	23
Total Provided	**23**
Requirements	**Min. req**
	23

Provided Parking						
Provided	Standard	Small	Reg Acc	Van Acc	Visitor	Total
P3	22	0	0	0	0	22
P4	68	5	3	1	0	77
P5	68	5	4	1	0	78
P6	64	4	4	0	0	72
P7	64	4	3	0	0	71
Total	**286**	**18**	**14**	**2**	**0**	**320**
Requirements		**Max. 25% Small**	**Min. req**	**Min. req**	**Min. req**	**Max allowed**
		80	14	2	22	44

* All spaces except visitor to be equipped with EV infrastructure

* Visitor Spaces to be shared with regular parking

Class A Passenger Loading	
	Provided
P1	3
Total provided	**3**
Requirement	**Min. Req**
	3

6.1 Project Statistics

Retail/Childcare Parking and Loading Stats

Transportation Demand Management

The applicant intends to pursue TDM Plan B and/or TDM Plan C on a parcel by parcel basis. Additional details will be provided associated with each subsequent Development Permit application.

5. Retail Parking Stats

Retail	
CRU Area	15,000 sf
	1,393.55 m2

Provided Class A Bicycle Spaces - Retail						
Provided	Horizontal	Vertical	Stacked	Oversized	Bike Locker	Total
P1	3	0	0	1	1	5
P2	0	0	0	0	0	0
Total Provided	**3**	**0**	**0**	**1**	**1**	**5**
Requirements		**Max allowed**	**Max allowed**	**Min. req**	**Min. req**	**Total req**
		2	3	1	1	**5**

End of Trip non-dwelling - Class A Bicycle Spaces				
Provided	Clothing lockers	Water closet	Wash Basin	Shower
P1	7	**0**	1	1
Total Provided	**7**	**0**	**1**	**1**
Requirement	**Min. Req**	**Min. Req**	**Min. Req**	**Min. Req**
	7	**0**	1	1

Provided Class B Bicycle Parking	
	Provided
L1	6
Total Provided	**6**
Requirements	**Min. req**
	6

Required Parking					
Provided	Standard	Small	Reg Acc	Van Acc	Total
P1	0	0	0	0	
P2	23	6	0	1	30
Total provided	**23**	**6**	**0**	**1**	**30**
Requirement		**Max 25%**	**Min. Req**	**Min. Req**	**Total Req**
		8	0	1	30
EV Infrastructure	**EV req.**	**EV Level 2 or greater charging req.**			
	14	2			

6. Child Day Care Parking Stats

Child Day Care Facility	
Child Day Care Area	8,300 sf
	771.10 m2
Child care spaces	73 spaces

Provided Bicycle Spaces		
Provided	Class A	Class B
P1	0	12
Total Provided	**0**	**12**
Requirements	**Min. req**	**Min. req**
	0	12

Required Parking					
Provided	Standard	Small	Reg Acc	Van Acc	Total
P1	0	0	0	1	1
Total provided	**0**	**0**	**0**	**1**	**1**
Requirement		**Max 25%**	**Min. Req**	**Min. Req**	
		0	0	1	

Class A Passenger Loading	
	Provided
P1	9
Total provided	**9**
Requirement	**Min. req**
	9

7. Shared Loading Stats

Shared Loading			
Provided	Class A	Class B	Class C
Residential	10	8	0
Retail	0	1	0
Total Provide	**10**	**9**	**0**
Requirement	**Min. req**	**Min. req**	**Min. req**
Residential	10	10	0

* 1 Residential Class B loading is shared, please refer to TDM report

6.1 Project Statistics

Parking Requirements - North Parcels

PARKING AND BICYCLE SPACES: CITY REQUIREMENTS					
Use	**Bylaw**	**Definition**	**Required**		**Achieved**
Residential - North West Parcel					
Parking Spaces	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	no minimum requirement	no minimum requirement		**172**
	Vancouver Parking Bylaw 4.1.7	maximum of 25% of provide spaces can be small	max 25%		
	Vancouver Parking Bylaw 4.11.1	All parking space to equipped with EV infrastructure, excluding visitors spaces			
Visitor Spaces	Vancouver Parking Bylaw Section 4.1.3		# dwelling units	573	
		Minimum 0.05 per unit	# dwelling units x 0.05 =	**29**	**0**
		Maximum 0.10 per unit	# dwelling units x 0.10 =	**57**	
Accessible Spaces	Vancouver Parking Bylaw Section 4.1.4	1 for first 7 units + .034/unit	# dwelling units =	573	
			1 for first 7 units =	1	
			(# of dwelling) - 7 =	566	
			Remainder x 0.034 =	19	
			# Acc spaces: 1 + above =	**20**	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	1	
			Every 10th Accessible	2	
			Total Van	**3**	**3**
			Required Acc Space : # Acc space - Van spaces	**17**	**17**
Class A Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	1.5/Unit under 65m^2 2.5/Unit over 65m^2 and under 105m^2 3/Unit over 105m^2	# units under 65m2	367	
			# units under 65m^2 x 1.5	**551**	
			# units >65m2 and <105m2	206	
			# units >65m^2, <105m^2 x 2.5 =	**515**	
			sum of two above =	**1066**	**1066**
	Vancouver Parking Bylaw Section 6.3.9	No more than 30% can be vertical spaces	# number of spaces x 30%	**320**	**0**
	Vancouver Parking Bylaw Section 6.3.13	No more than 60% can be vertical and stacked	# number of spaces x 60%	**640**	**0**
		Minimum of 5% of spaces required to oversized	# number of spaces x 5%	**53**	**53**
	Vancouver Parking Bylaw Section 6.3.13A	Minimum of 10% of spaces must be bike lockers	# number of spaces x 10%	**107**	**107**
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	2 space for 20 dwelling units	# dwelling units	573	
			2 for first 20 dwelling units =	2	
		1 additional space for additional 20 units	(# dwelling units - 20 units) / 20 =	28	
			sum of two above =	**30**	**30**
Class A Passenger Loading	Vancouver Parking Bylaw Section 7.2.1	1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units	# dwelling units	573	
			1 for first 125 dwelling units =	1	
			(# of dwelling) - 125 =	448	
			Remainder / 150	3	
			1 + above	**4**	**4**
Storage: We will provided at least (1) 201 cubic foot storage space for each dwelling unit.					**573**

Residential - North East Parcel					
Parking Stalls	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	no minimum requirement	no minimum requirement		**483**
	Vancouver Parking Bylaw 4.1.7	maximum of 25% of provide spaces can be small	max 25%		
	Vancouver Parking Bylaw 4.11.1	All parking space to equipped with EV infrastructure, excluding visitors spaces			
Visitor Stalls	Vancouver Parking Bylaw Section 4.1.3		# dwelling units	483	
		Minimum 0.05 per unit	# dwelling units x 0.05 =	**24**	**0**
		Maximum 0.10 per unit	# dwelling units x 0.10 =	**48**	
Accessible Spaces	Vancouver Parking Bylaw Section 4.1.4	1 for first 7 units + .034/unit	# dwelling units =	483	
			1 for first 7 units =	1	
			(# of dwelling) - 7 =	476	
			Remainder x 0.034 =	16	
			#Acc Spaces: 1 + above =	17	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	1	
			Every 10th Accessible	1	
			Total Van	**2**	**2**
			Required Acc Space : # Acc space - Van spaces	**15**	**15**
Class A Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	1.5/Unit under 65m^2 2.5/Unit over 65m^2 and under 105m^2 3/Unit over 105m^2	# units under 65m2	311	
			# units under 65m^2 x 1.5	467	
			# units >65m2 and <105m2	172	
			# units >65m^2, <105m^2 x 2.5 =	430	
			sum of two above =	**897**	**897**
	Vancouver Parking Bylaw Section 6.3.9	No more than 30% can be vertical spaces	# number of spaces x 30%	**269**	**0**
	Vancouver Parking Bylaw Section 6.3.13	No more than 60% can be vertical and stacked	# number of spaces x 60%	**538**	**0**
		Minimum of 5% of spaces required to oversized	# number of spaces x 5%	**45**	**45**
	Vancouver Parking Bylaw Section 6.3.13A	Minimum of 10% of spaces must be bike lockers	# number of spaces x 10%	**90**	**90**
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	2 space for 20 dwelling units	# dwelling units	483	
			2 for first 20 dwelling units =	2	
		1 additional space for additional 20 units	(# dwelling units - 20 units) / 20 =	23	
			sum of two above =	**25**	**25**
Class A Passenger Loading	Vancouver Parking Bylaw Section 7.2.1	1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units	# dwelling units	**483**	**3**
			1 for first 125 dwelling units =	**1**	
			(# of dwelling) - 125 =	**358**	
			Remainder / 150	**2**	
			1 + above	**3**	
Storage: We will provided at least (1) 201 cubic foot storage space for each dwelling unit.					**483**

6.1 Project Statistics

Parking Requirements - South Parcels

Residential - South West Parcel					
Parking Stalls	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	no minimum requirement	no minimum requirement		494
	Vancouver Parking Bylaw 4.1.7	maximum of 25% of provide spaces can be small	max 25%		
	Vancouver Parking Bylaw 4.11.1	All parking space to equipped with EV infrastructure, excluding visitors spaces			
Visitor Stalls	Vancouver Parking Bylaw Section 4.1.3		# dwelling units	460	
		Minimum 0.05 per unit	# dwelling units x 0.05 =	**23**	0
		Maximum 0.10 per unit	# dwelling units x 0.10 =	**46**	
Accessible Spaces	Vancouver Parking Bylaw Section 4.1.4	1 for first 7 units + .034/unit	# dwelling units =	460	
			1 for first 7 units =	1	
			(# of dwelling) - 7 =	453	
			Remainder x 0.034 =	16	
			#Acc Spaces: 1 + above =	**17**	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	1	
			Every 10th Accessible	1	
			Total Van	**2**	2
			Required Acc Space : # Acc space - Van spaces	**15**	15
Class A Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	1.5/Unit under 65m^2 2.5/Unit over 65m^2 and under 105m^2 3/Unit over 105m^2	# units under 65m2	299	
			# units under 65m^2 x 1.5	449	
			# units >65m2 and <105m2	161	
			# units >65m^2, <105m^2 x 2.5 =	403	
			sum of two above =	**851**	851
	Vancouver Parking Bylaw Section 6.3.9	No more than 30% can be vertical spaces	# number of spaces x 30%	**255**	0
	Vancouver Parking Bylaw Section 6.3.13	No more than 60% can be vertical and stacked	# number of spaces x 60%	**511**	0
		Minimum of 5% of spaces required to oversized	# number of spaces x 5%	**43**	43
	Vancouver Parking Bylaw Section 6.3.13A	Minimum of 10% of spaces must be bike lockers	# number of spaces x 10%	**85**	85
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	2 space for 20 dwelling units	# dwelling units	460	
			2 for first 20 dwelling units =	2	
		1 additional space for additional 20 units	(# dwelling units - 20 units) / 20 =	22	
			sum of two above =	**24**	24
Class A Passenger Loading	Vancouver Parking Bylaw Section 7.2.1	1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units	# dwelling units	460	
			1 for first 125 dwelling units =	1	
			(# of dwelling) - 125 =	335	
			Remainder / 150	2	
			1 + above	**3**	3
Storage: We will provided at least (1) 201 cubic foot storage space for each dwelling unit.					460

Residential - South East Parcel					
Parking Stalls	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	no minimum requirement	no minimum requirement		320
	Vancouver Parking Bylaw 4.1.7	maximum of 25% of provide spaces can be small	max 25%		
	Vancouver Parking Bylaw 4.11.1	All parking space to equipped with EV infrastructure, excluding visitors spaces			
Visitor Stalls	Vancouver Parking Bylaw Section 4.1.3		# dwelling units	443	
		Minimum 0.05 per unit	# dwelling units x 0.05 =	**22**	0
		Maximum 0.10 per unit	# dwelling units x 0.10 =	**44**	
Accessible Spaces	Vancouver Parking Bylaw Section 4.1.4	1 for first 7 units + .034/unit	# dwelling units =	443	
			1 for first 7 units =	1	
			(# of dwelling) - 7 =	436	
			Remainder x 0.034 =	15	
			#Acc Spaces: 1 + above =	**16**	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	1	
			Every 10th Accessible	1	
			Total Van	**2**	2
			Required Acc Space : # Acc space - Van spaces	**14**	14
Class A Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	1.5/Unit under 65m^2 2.5/Unit over 65m^2 and under 105m^2 3/Unit over 105m^2	# units under 65m2	288	
			# units under 65m^2 x 1.5	432	
			# units >65m2 and <105m2	155	
			# units >65m^2, <105m^2 x 2.5 =	388	
			sum of two above =	**820**	820
	Vancouver Parking Bylaw Section 6.3.9	No more than 30% can be vertical spaces	# number of spaces x 30%	**246**	0
	Vancouver Parking Bylaw Section 6.3.13	No more than 60% can be vertical and stacked	# number of spaces x 60%	**492**	0
		Minimum of 5% of spaces required to oversized	# number of spaces x 5%	**41**	41
	Vancouver Parking Bylaw Section 6.3.13A	Minimum of 10% of spaces must be bike lockers	# number of spaces x 10%	**82**	82
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.1.2	2 space for 20 dwelling units	# dwelling units	443	
			2 for first 20 dwelling units =	2	
		1 additional space for additional 20 units	(# dwelling units - 20 units) / 20 =	21	
			sum of two above =	**23**	23
Class A Passenger Loading	Vancouver Parking Bylaw Section 7.2.1	1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units	# dwelling units	443	
			1 for first 125 dwelling units =	1	
			(# of dwelling) - 125 =	318	
			Remainder / 150	2	
			1 + above	**3**	3
Storage: We will provided at least (1) 201 cubic foot storage space for each dwelling unit.					443

6.1 Project Statistics

Parking Requirements - Retail,Childcare and Loading

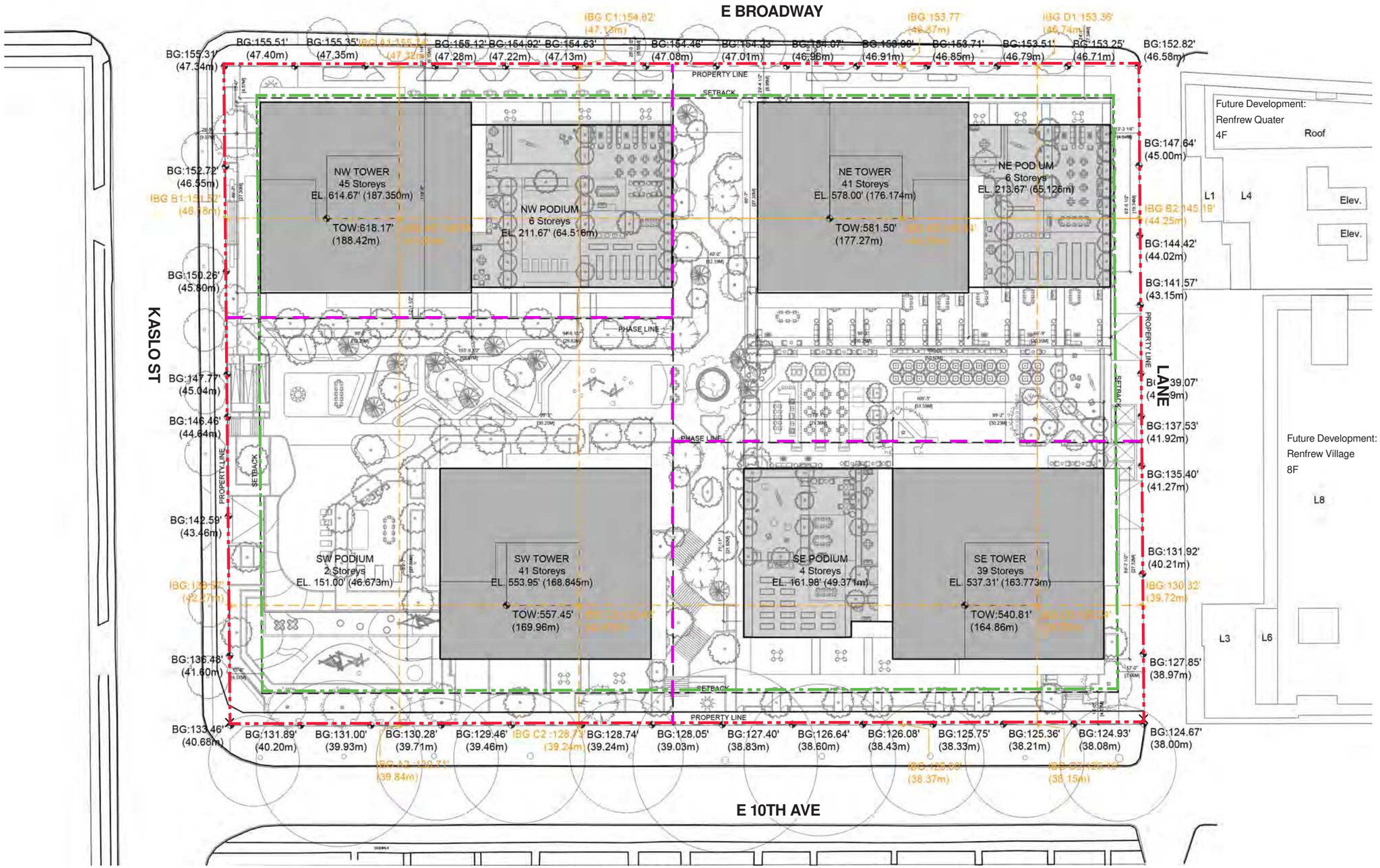
Retail					
Parking Stalls	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	No requirement	Total Retail Area - 15,000 SF (1393.55m2)	1,393.55	
	Vancouver Parking Bylaw Section 4.2.3	1 space per 46.5m2	Total Retail Area / 46.5m2	**30**	**30**
	Vancouver Parking Bylaw 4.1.7	maximum of 25% of provide spaces can be small	max 25%	8	
EV Infrastructure	Vancouver Parking Bylaw 4.11.2	45% of provided non-dwelling use spaces	Total space x 45%	**14**	
		5% of provided non-dwelling use spaces equipped with level 2 charging or higher or 2 space, which ever is greater	Total space x 5%	**2**	
HC Stalls	Vancouver Parking Bylaw Section 4.1.4	Non-Residential use that contain at least 500m2, a minimum of 1 space plus an additional 0.4 spaces for each 1000m2	Total Retail Area =	1,393.55	
			First 500m2	1	
			Total Retail Area - 500m2 =	894	
			0.4 for each 1000m2	0	
			#Acc Spaces: above + 1 =	**1**	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	**1**	
			Every 10th Accessible	0	
			Total Van	**1**	**1**
			Required Acc Space : # Acc space - Van spaces	0	**0**
Class A Bicycle Spaces	Vancouver Parking Bylaw 6.2.5.1	1 space per 340m2	Total Retail Area =	1,393.55	**5**
			Above / 340m2 =	**5**	
	Vancouver Parking Bylaw Section 6.3.9	Minimum of 5% of spaces required to oversized	# number of spaces x 5%	**1**	**0**
	Vancouver Parking Bylaw Section 6.3.13	No more than 30% can be vertical spaces	# number of spaces x 30%	**2**	**0**
		No more than 60% can be vertical and stacked	# number of spaces x 60%	**3**	**1**
	Vancouver Parking Bylaw Section 6.3.13A	Minimum of 10% of spaces must be bike lockers	# number of spaces x 10%	**1**	**1**
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.5.1	6 spaces for development over 1000m2	Total Retail Area =	1,393.55	
			Total area is over 1000m2 =	**6**	**6**
End-of-Trip Facility	Vancouver Parking Bylaw Section 6.5.1	Where Class A bicycle space is required for a non-dwelling use	Required Class A Bicycle Space =	5	
Clothing Lockers		Required Class A Bicycle Space x 1.4	Above x 1.4 =	**7**	**7**
Water Closet		1 water closet for Every 10 Class A - up to 50	less than 10	**0**	**0**
Wash Basin		1 wash basin between 5 and 10, plus 1 for 20 spaces up to 50	between 5 and 10	**1**	**1**
Showers		1 shower between 5 and 10, plus 1 for every 40 above 10	between 5 and 10	**1**	**1**

Child Care					
Parking Stalls	Vancouver Parking Bylaw Section 4.1.1 Required Parking Spaces	no requirement	no requirement		
HC Stalls	Vancouver Parking Bylaw Section 4.1.4	Non-Residential use that contain at least 500m2, a minimum of 1 space plus an additional 0.4 spaces for each 1000m2	Total Child Day Care Area 8300 SF (771.09m2)	771.09	
			First 500m2	1	
			Total Child Care Area - 500m2 =	271	
			0.4 for each 1000m2	0	
			# Acc Spaces: above + 1 =	**1**	
Van Spaces		First accessible space, plus every 10th accessible parking space provided	First Accessible Space	**1**	
			Every 10th Accessible	0	
			Total Van	**1**	**1**
			Required Acc Space : # Acc space - Van spaces	0	
Class A Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.2.6	1 space for every 17 employees	# of employees =	12	**0**
			Less than 12 employees	**0**	
Class B Bicycle Spaces	Vancouver Parking Bylaw Section 6.2.4.1	1 space for every 6 full equivalent child care spaces	# of child care spaces=	73	**12**
			# of child care spaces / 6	**12**	
Class A Passenger Loading	Vancouver Parking Bylaw Section 7.2.2.3	1 space for every 8 full-time equivalent child-care spaces	# of child care spaces =	73	**9**
			# of child care spaces / 8	9	
Shared Loading					
Dwelling use - Class A	Vancouver Parking Bylaw Section 5.2.1	minimum 1 space for 50 to 299 dwellings units, and at least 1 additional space for any portion of 200 dwelling units	total # of dwelling all 4 parcels =	1,959	
			1 space between 50 to 299	1	
			# of dwelling - 299	1,660	
			1 additional for every portion of 200	9	
			sum of two above =	**10**	**10**
Dwelling use - Class B		minimum 1 space for 100 to 299 dwellings units, a minimum of 1 space additional between 300 to 499, and at least 1 additional space for any portion of 200 dwelling units	1 space between 100 to 299	1	
			1 additional between 300 to 499	1	
			# of dwelling - 499	1,460	
			1 additional for every portion of 200	8	
			sum of two above =	**10**	**8**
Dwelling use - Class C		No requirement			
Retail use - Class A	Vancouver Parking Bylaw Section 5.2.6	No requirement			
Retail use - Class B		minimum 1 space for the first 2325 m2 plus 1 additional for any portion of next 2325 m2	Total Retail Area - 15,000 SF (1393.55m2)	1,393.55	
			first 2325 m2	**1**	**1**
Retail use - Class C		no requirement of area of less than 1900m2			

6.2 Floor Plans

Site Plan

Site Area 133,300 sq ft
FSR 10.50
FSR Area 1,399,650 sq ft



PROPERTY LINE

SETBACK LINE

PHASING LINE

INTERPOLATED BUILDING GRADE

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - P2

The residential lobbies for the south phases are located along East 10th Avenue to create a clear and active street presence with townhomes, providing a pedestrian-friendly scaled experience on the street. A public path extends from East Broadway through the middle of East 10th Avenue, improving connectivity across the site.

The daycare is located at the southwest to maximize sunlight.

Eastern parcels residential parking & loading entry and commercial parking entry from the southeast phase at lane

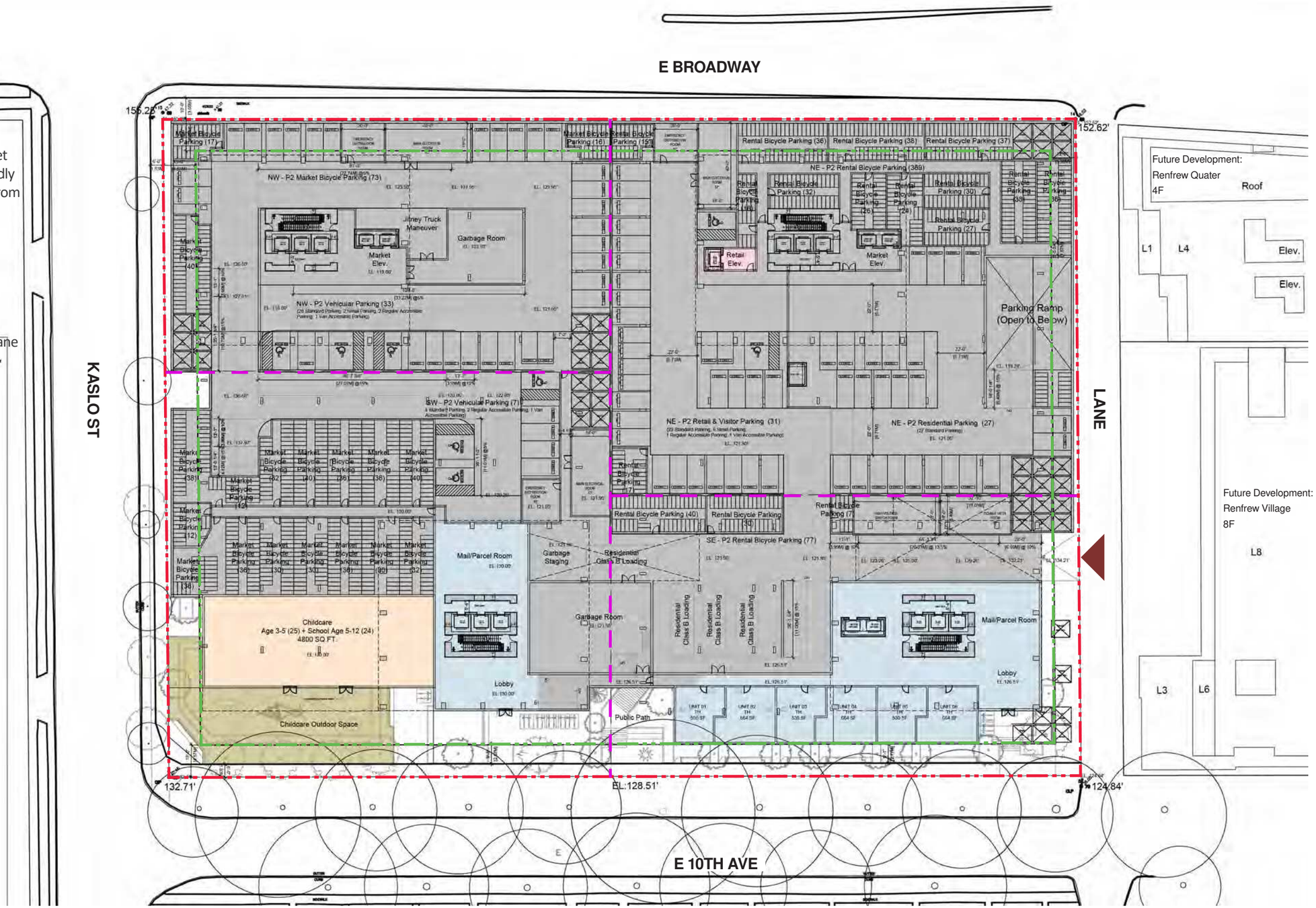
10th Avenue

Uses along 10th Avenue are at the P2 level, including townhomes, tower lobbies, and a child daycare in the southwest for optimal solar access.

Daycare drop-off for the lower level is preferred on 10th Avenue.

- PARKING&LOADING ENTRANCE
- PROPERTY LINE
- SETBACK LINE
- PHASING LINE
- RETAIL
- RESIDENTIAL
- DAYCARE
- DAYCARE OUTDOOR
- SERVICE AREA

SCALE: 1/48" = 1'-0"



6.2 Floor Plans

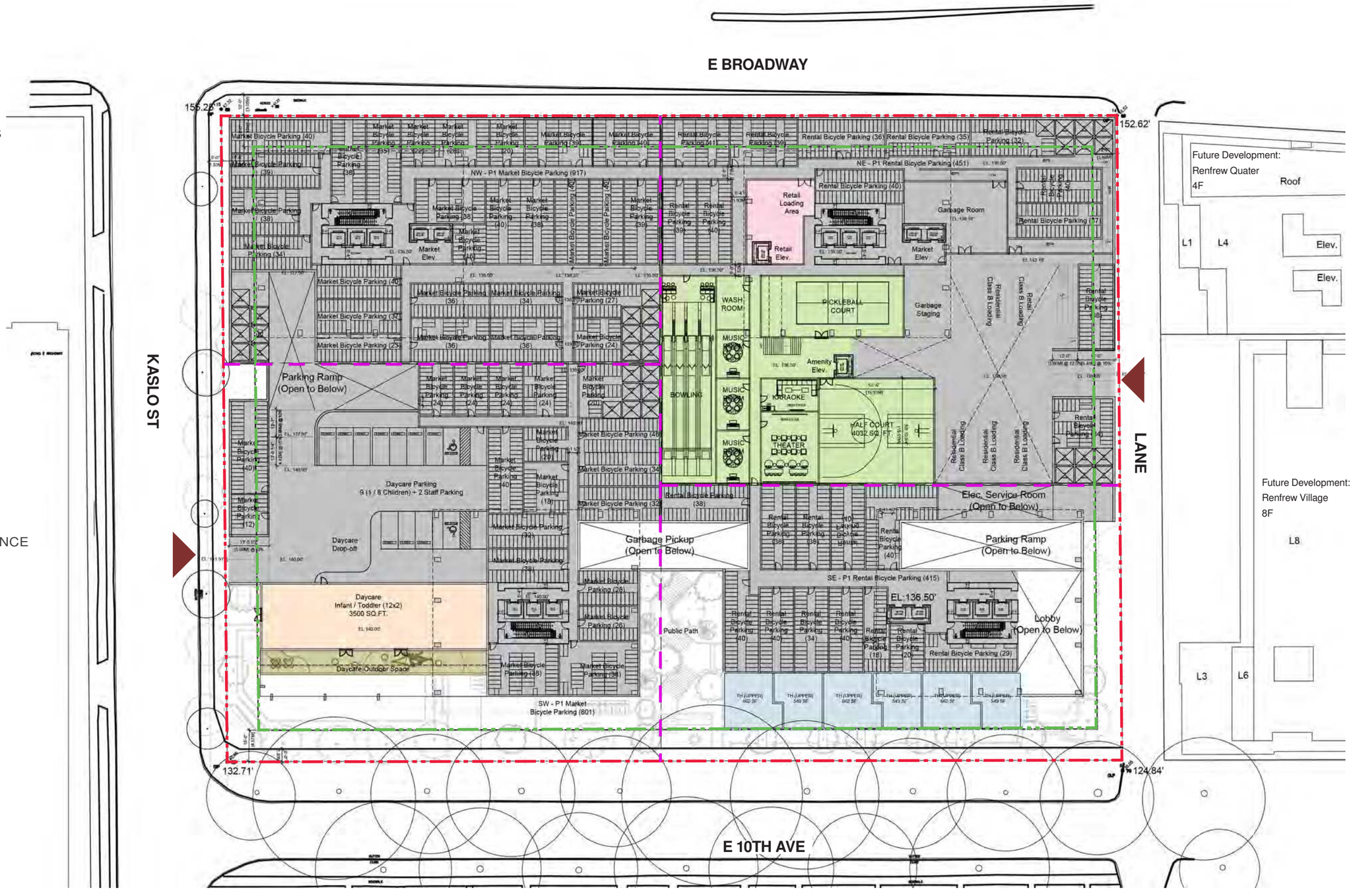
Floor Plan - P1

Commercial loading for both northern parcels is located in the northeast parcel, with at-grade access from the lane.

Residential parking entry for the western parcels is from the southwest phase accessed from Kaslo street

Amenity spaces for all parcels are provided in the northwest parcel.

The second story of the child daycare is located on P1, with a drop-off area assumed within the parkade.



PARKING&LOADING ENTRANCE

PROPERTY LINE

SETBACK LINE

PHASING LINE

RETAIL

RESIDENTIAL

AMENITY

DAYCARE

DAYCARE OUTDOOR

SERVICE AREA

SCALE: 1/48" = 1'-0"

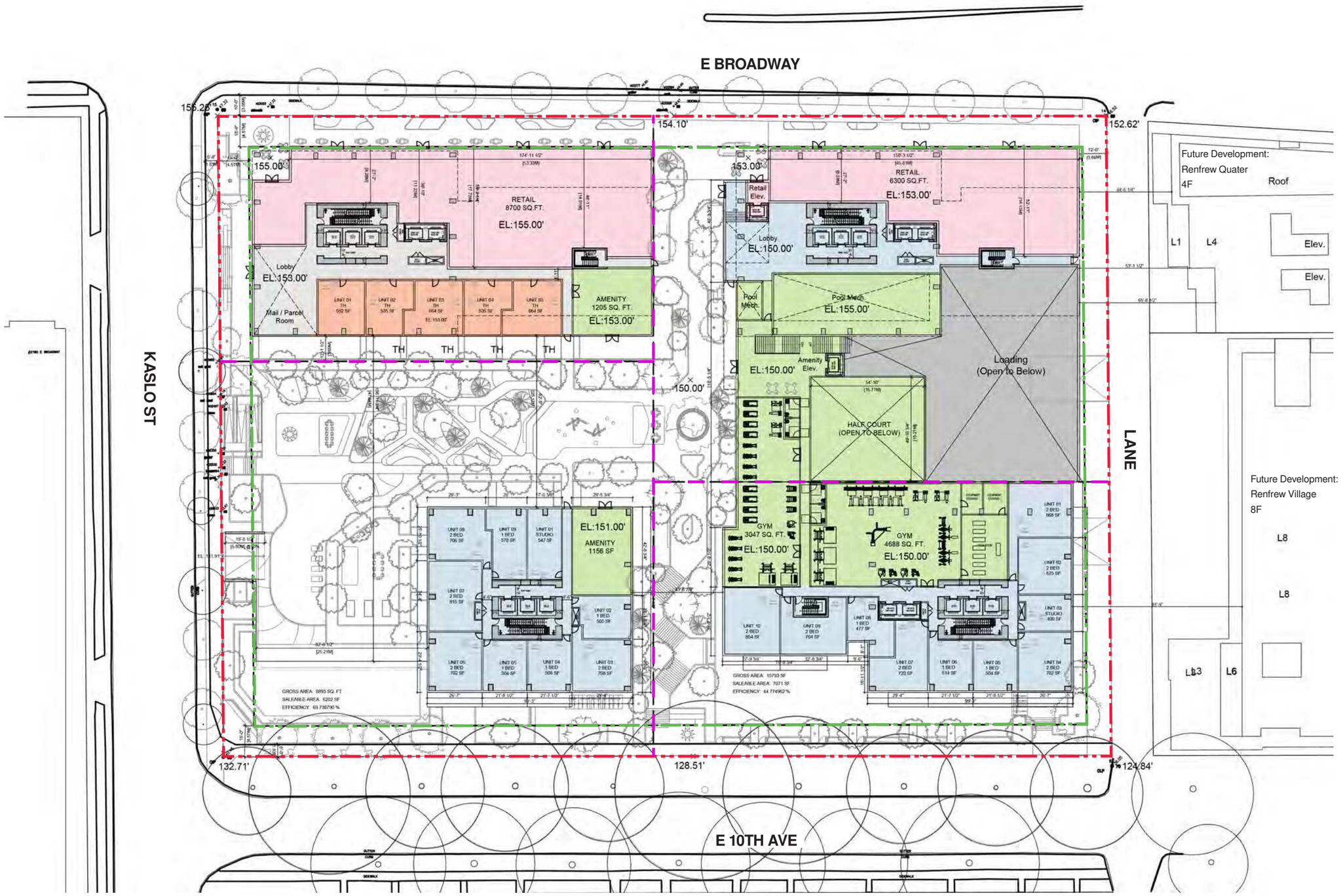
6.2 Floor Plans

Floor Plan - L1

Commercial retail units are provided along Broadway.

Amenity uses are provided at the intersection of the north-south pedestrian path and east-west open space to animate the area and provide an anchor to the site.

Residential uses and a ground floor building outdoor amenity area for the southwest parcel animate the remainder of the central open space.



PROPERTY LINE

SETBACK LINE

PHASING LINE

RETAIL

MARKET STRATA

AMENITY

MARKET RENTAL

RENTAL COMMON

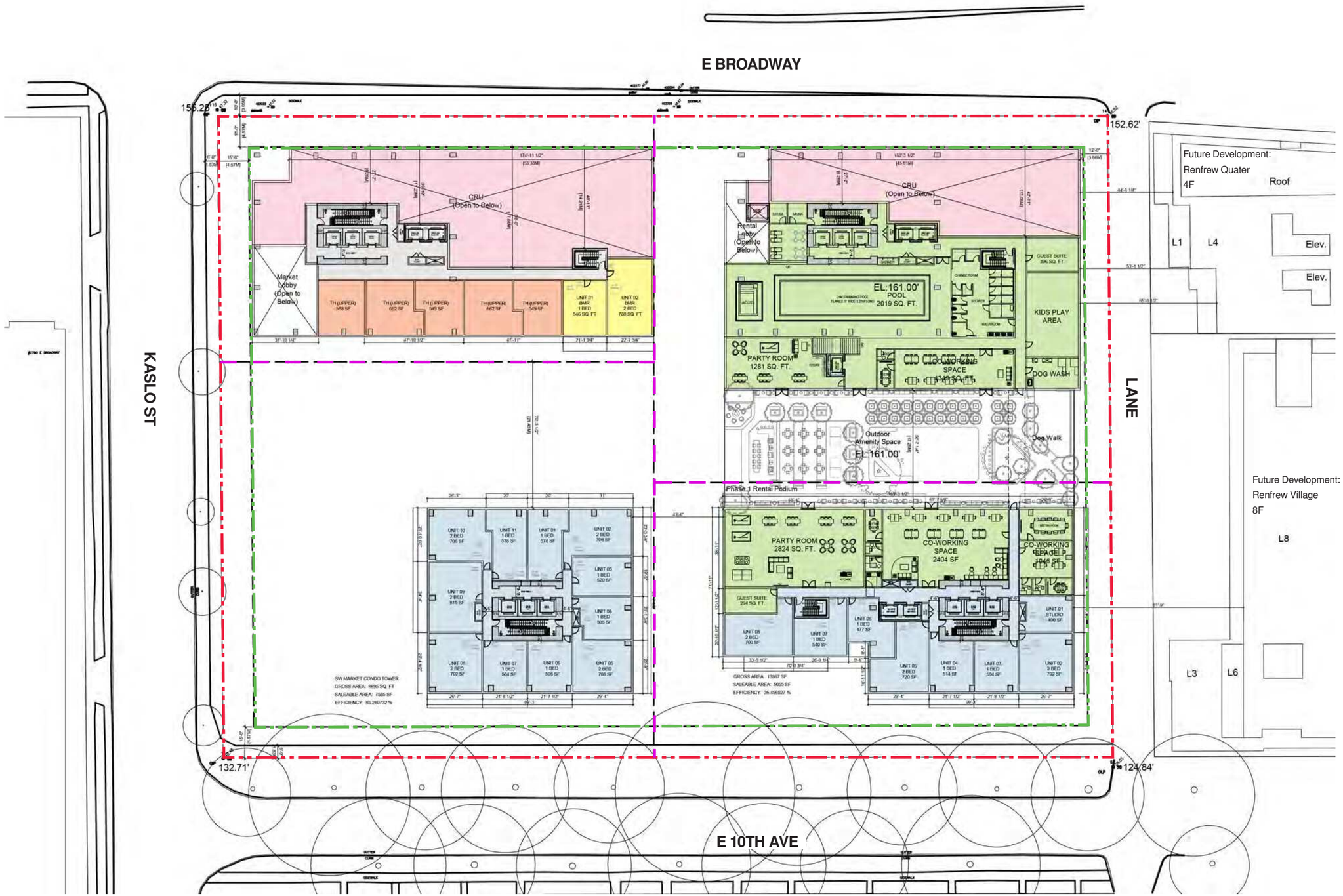
SERVICE AREA

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L2

Additional development amenity space is provided in the eastern parcels, which spill out onto a large podium deck.



PROPERTY LINE

SETBACK LINE

PHASING LINE

RETAIL

MARKET STRATA

AMENITY

BELOW MARKET RENTAL

MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L3

Outdoor amenity is provided on top of the 4-story southeast podium.



- PROPERTY LINE
- SETBACK LINE
- PHASING LINE
- MARKET STRATA
- MARKET RENTAL
- BELOW MARKET RENTAL
- RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L4-6

20% Below Market Rental units are provided throughout the NW parcel with shared common area.



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

MARKET RENTAL

BELOW MARKET RENTAL

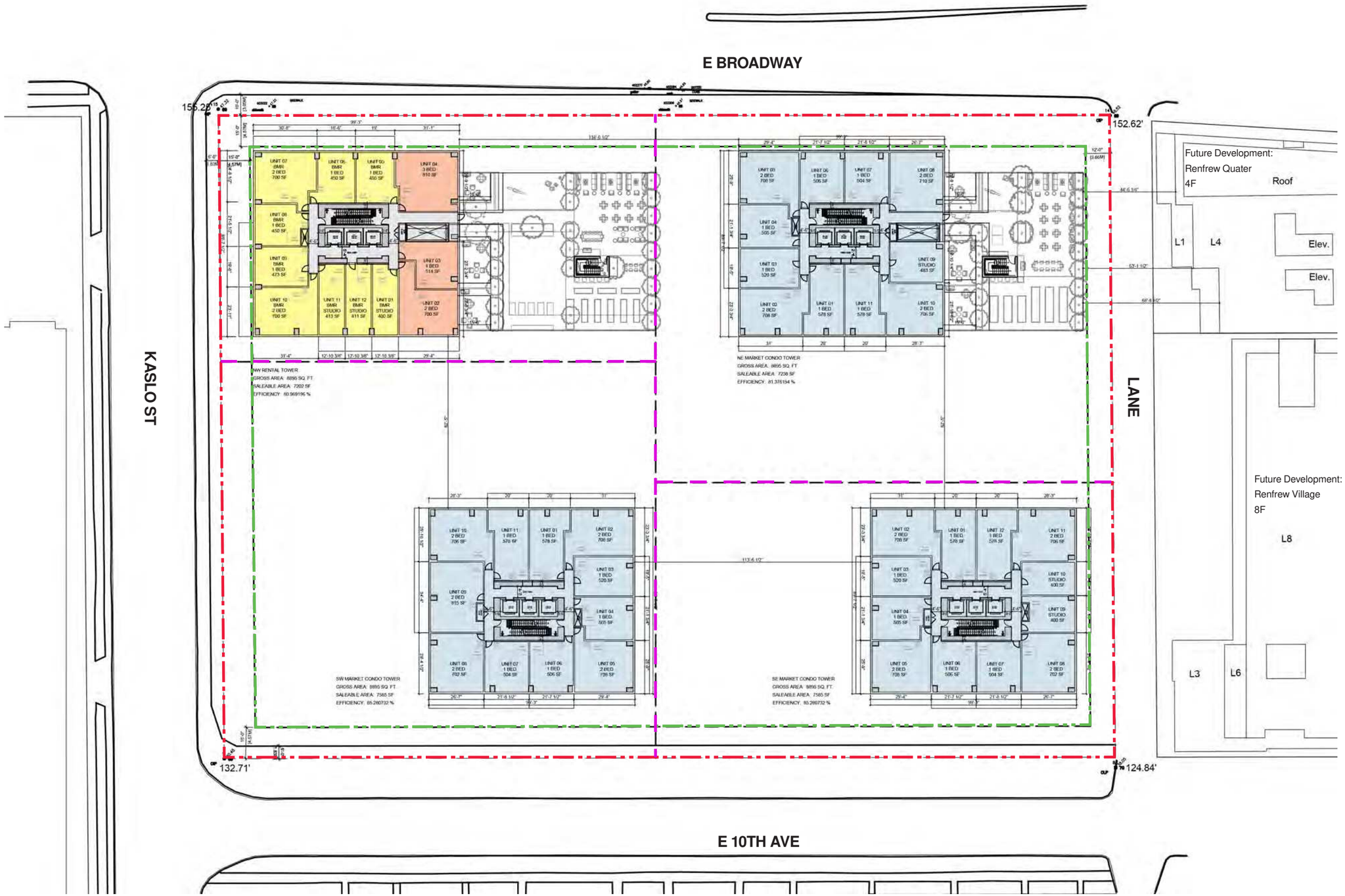
RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L7

Outdoor amenity is provided on top of the 6-story north podiums.



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

MARKET RENTAL

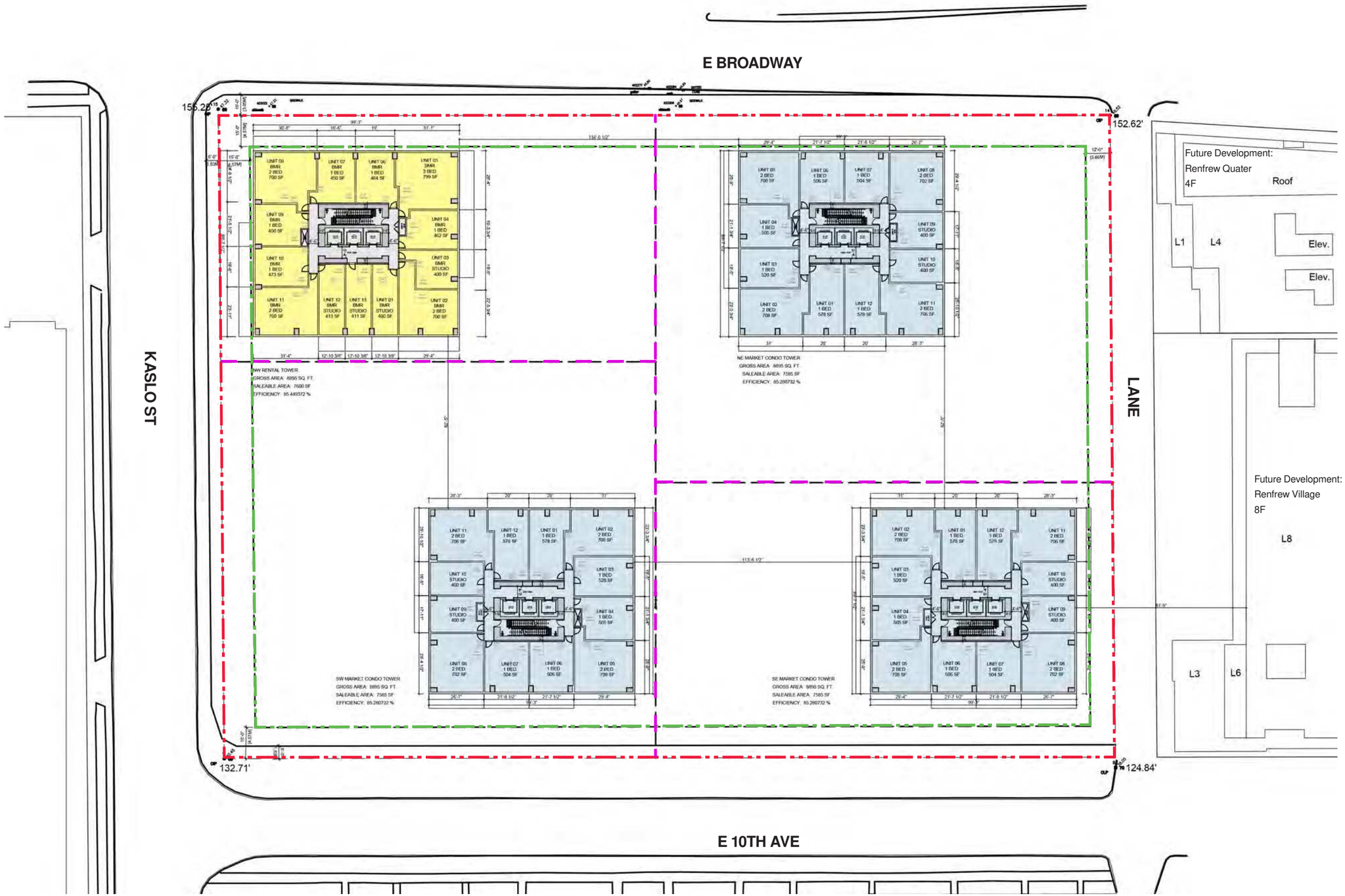
BELOW MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L8-10



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

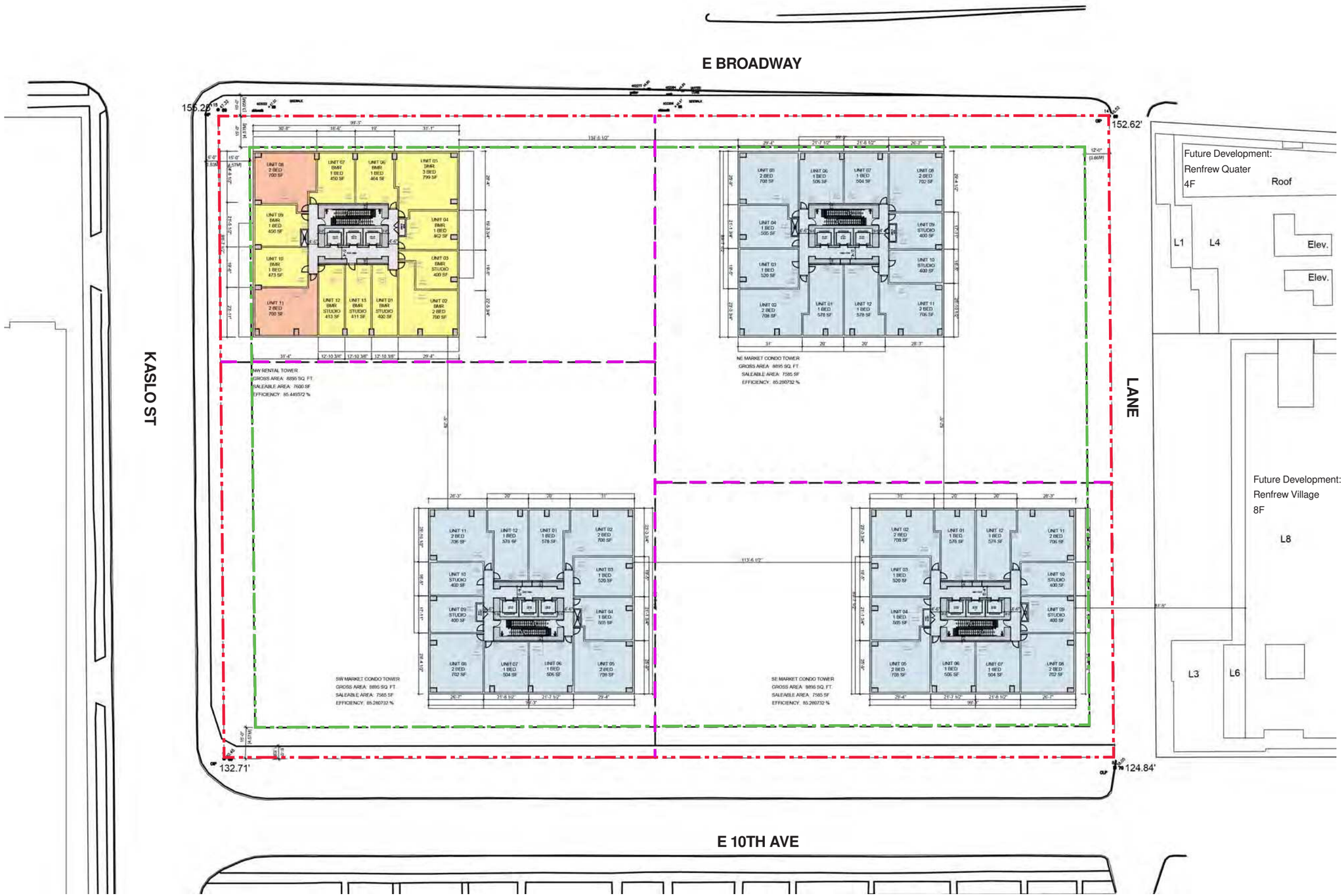
BELOW MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L11

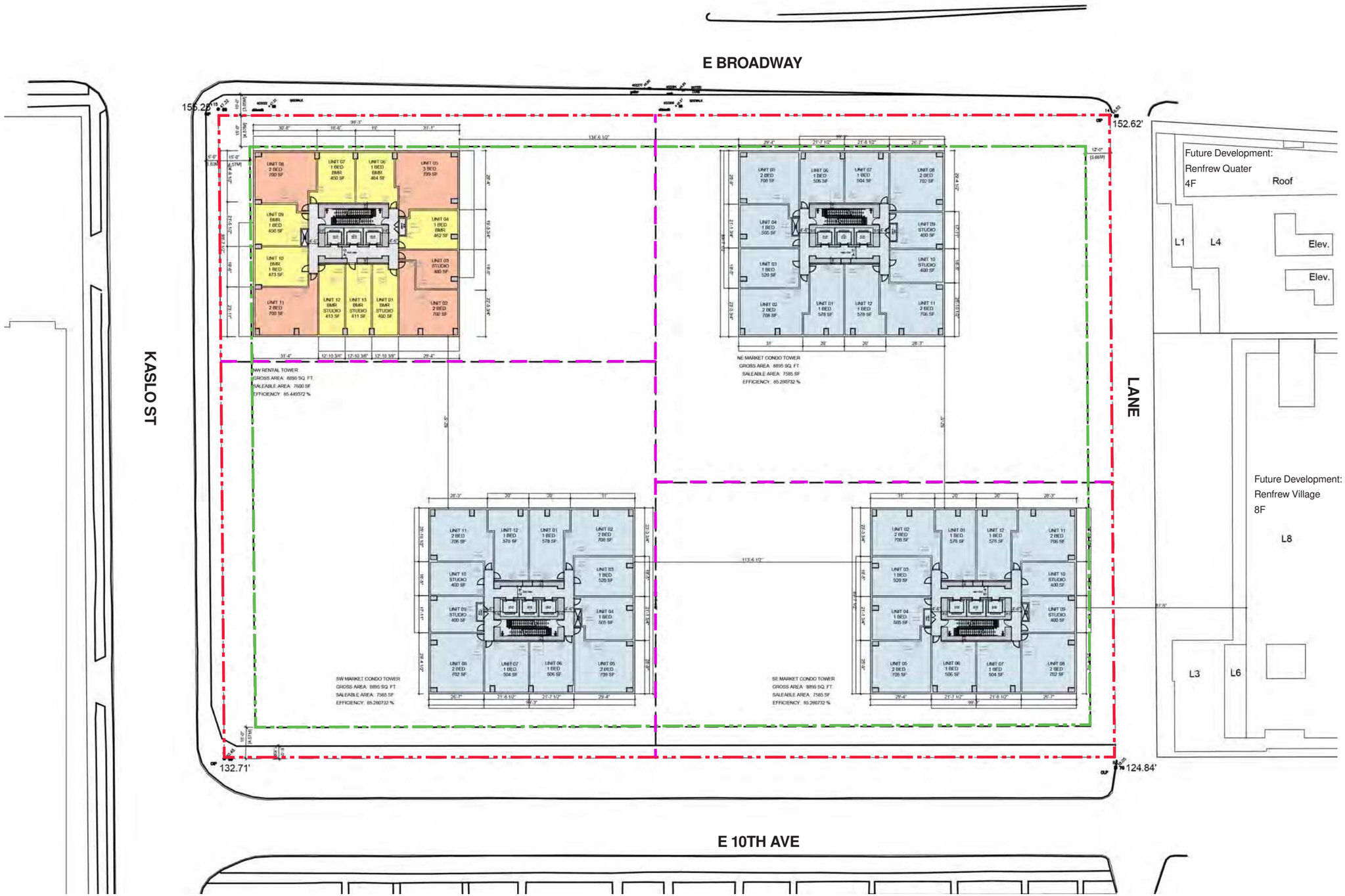


- PROPERTY LINE
- SETBACK LINE
- PHASING LINE
- MARKET STRATA
- MARKET RENTAL
- BELOW MARKET RENTAL
- RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L12

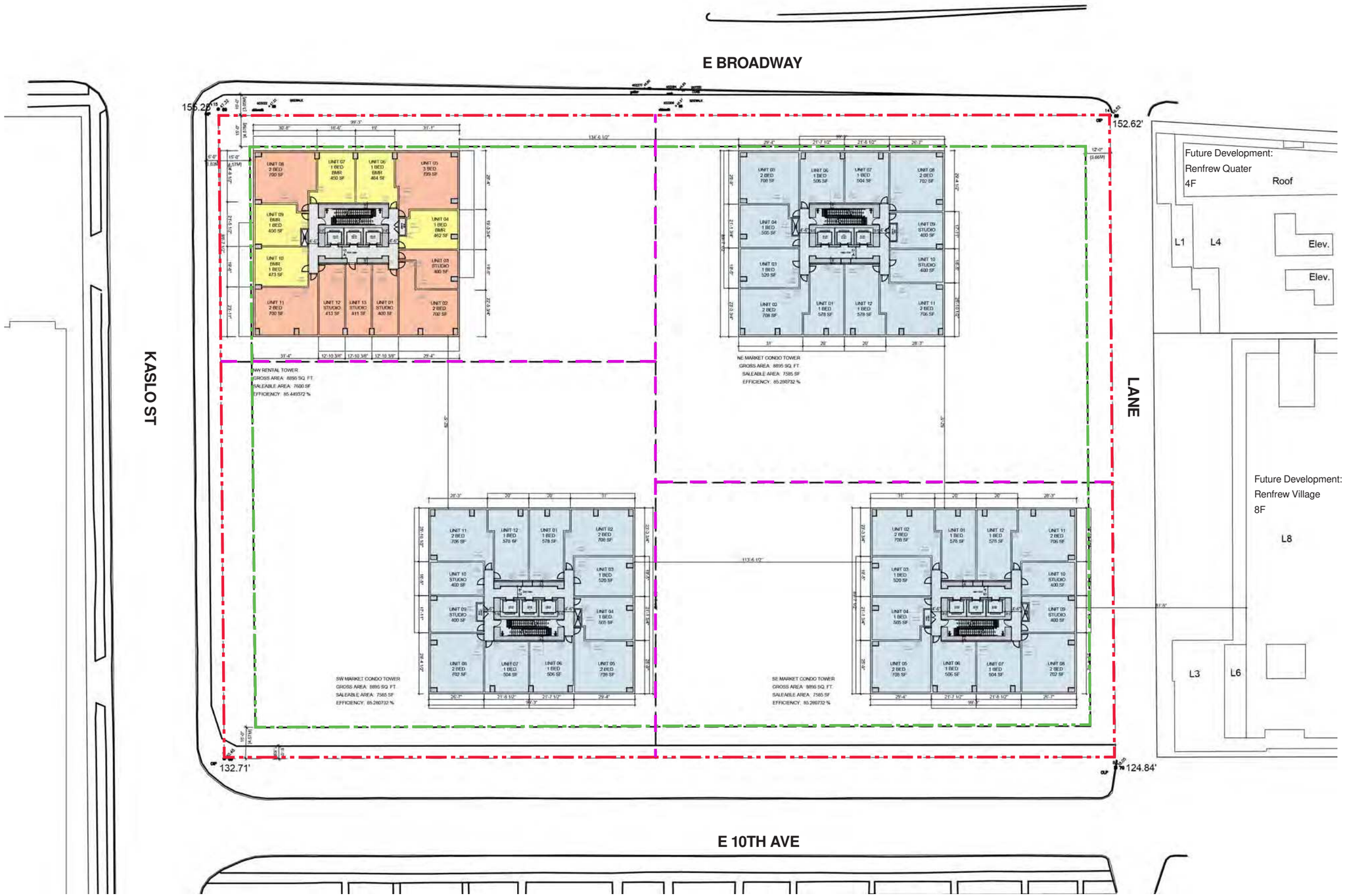


- PROPERTY LINE
- SETBACK LINE
- PHASING LINE
- MARKET STRATA
- MARKET RENTAL
- BELOW MARKET RENTAL
- RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L13

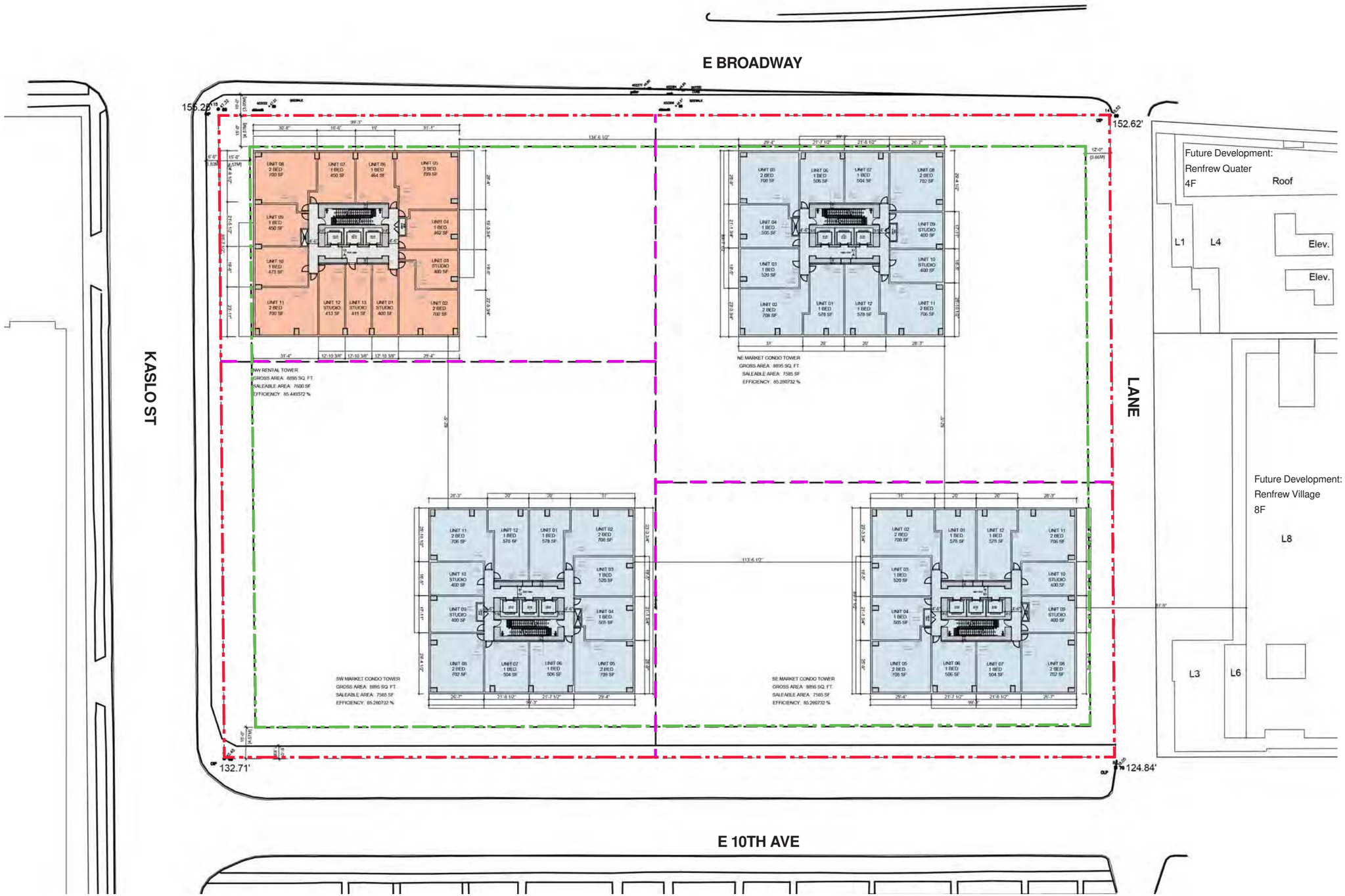


- PROPERTY LINE
- SETBACK LINE
- PHASING LINE
- MARKET STRATA
- MARKET RENTAL
- BELOW MARKET RENTAL
- RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L14-37



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

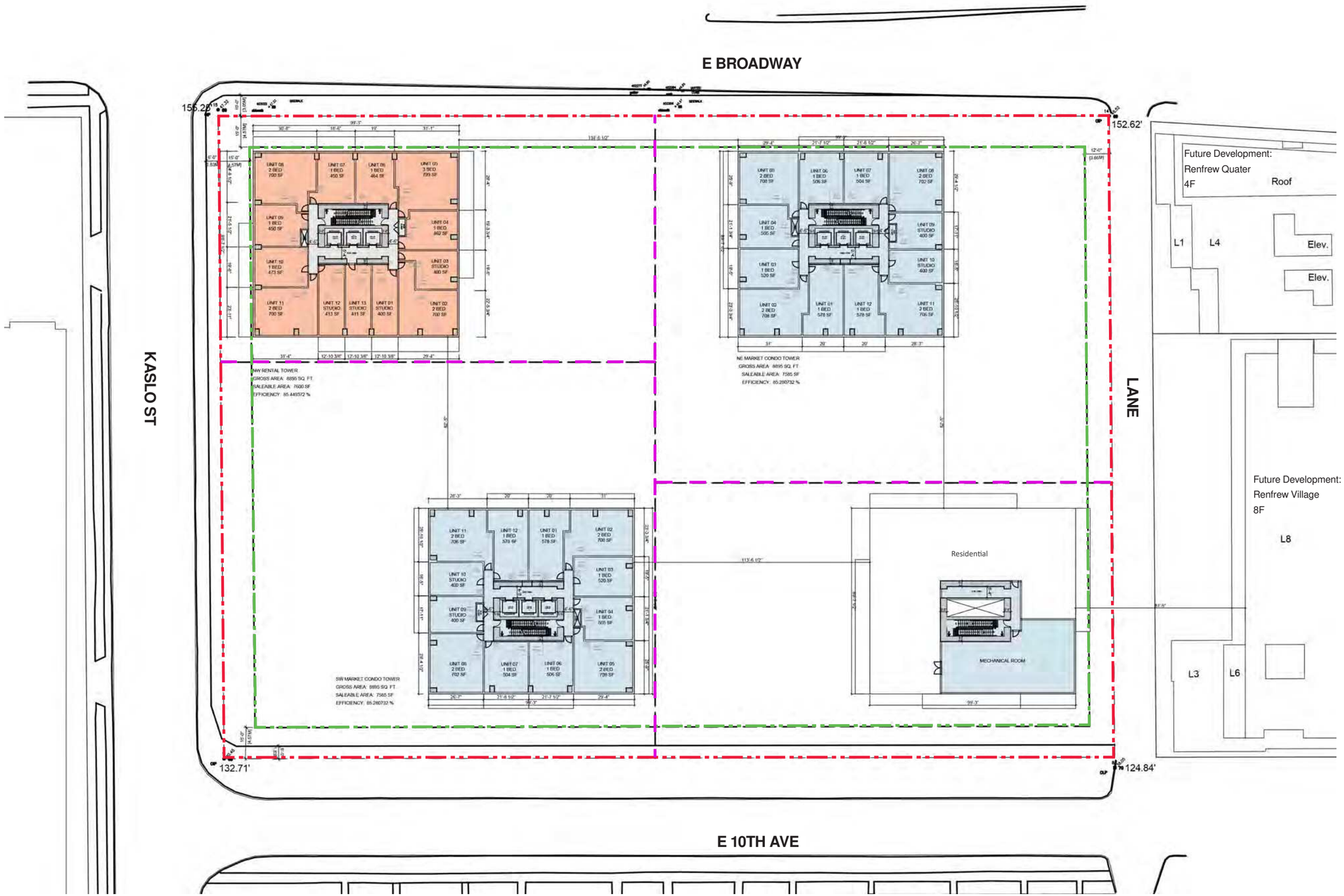
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L38



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

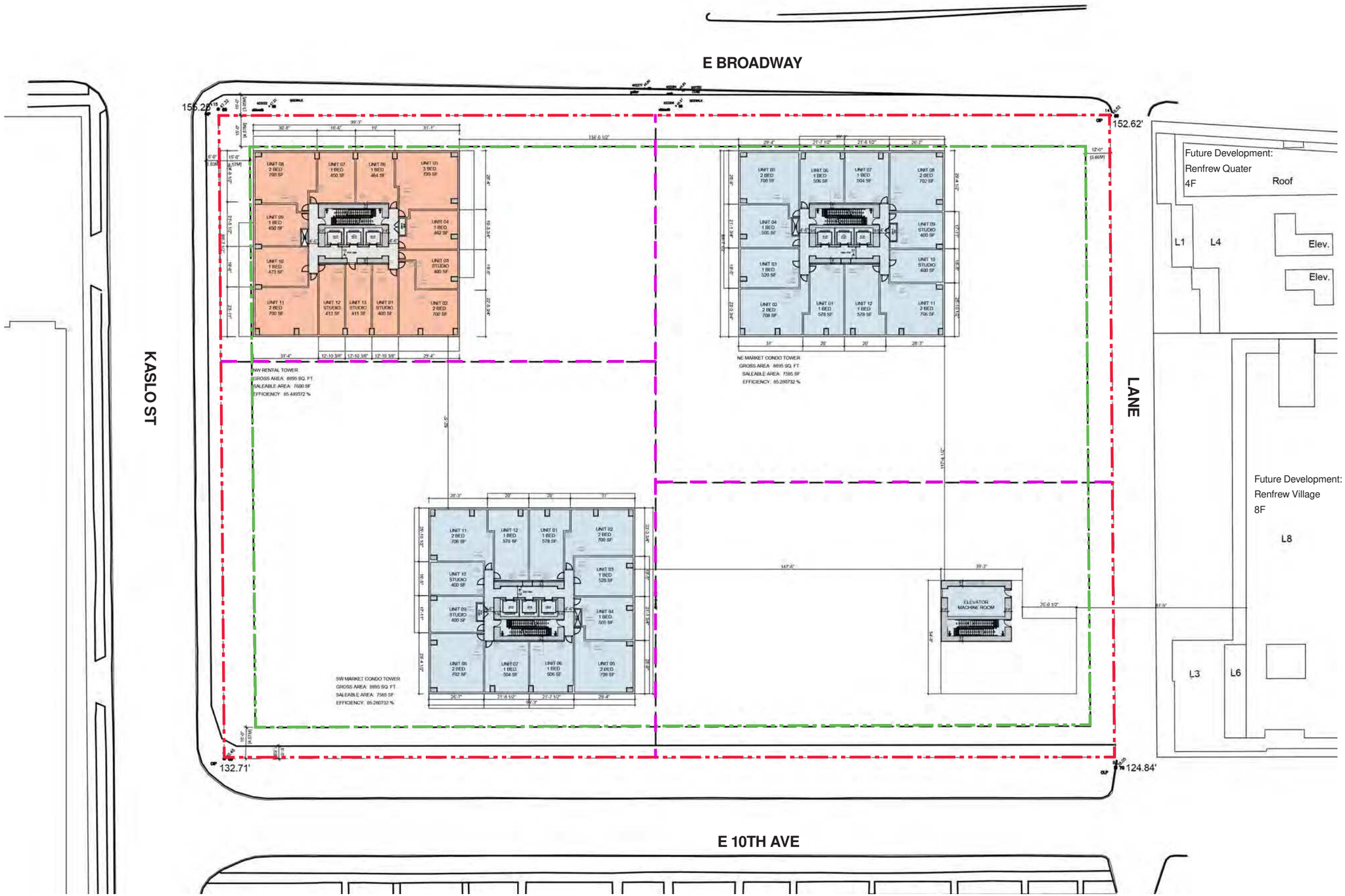
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L39



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

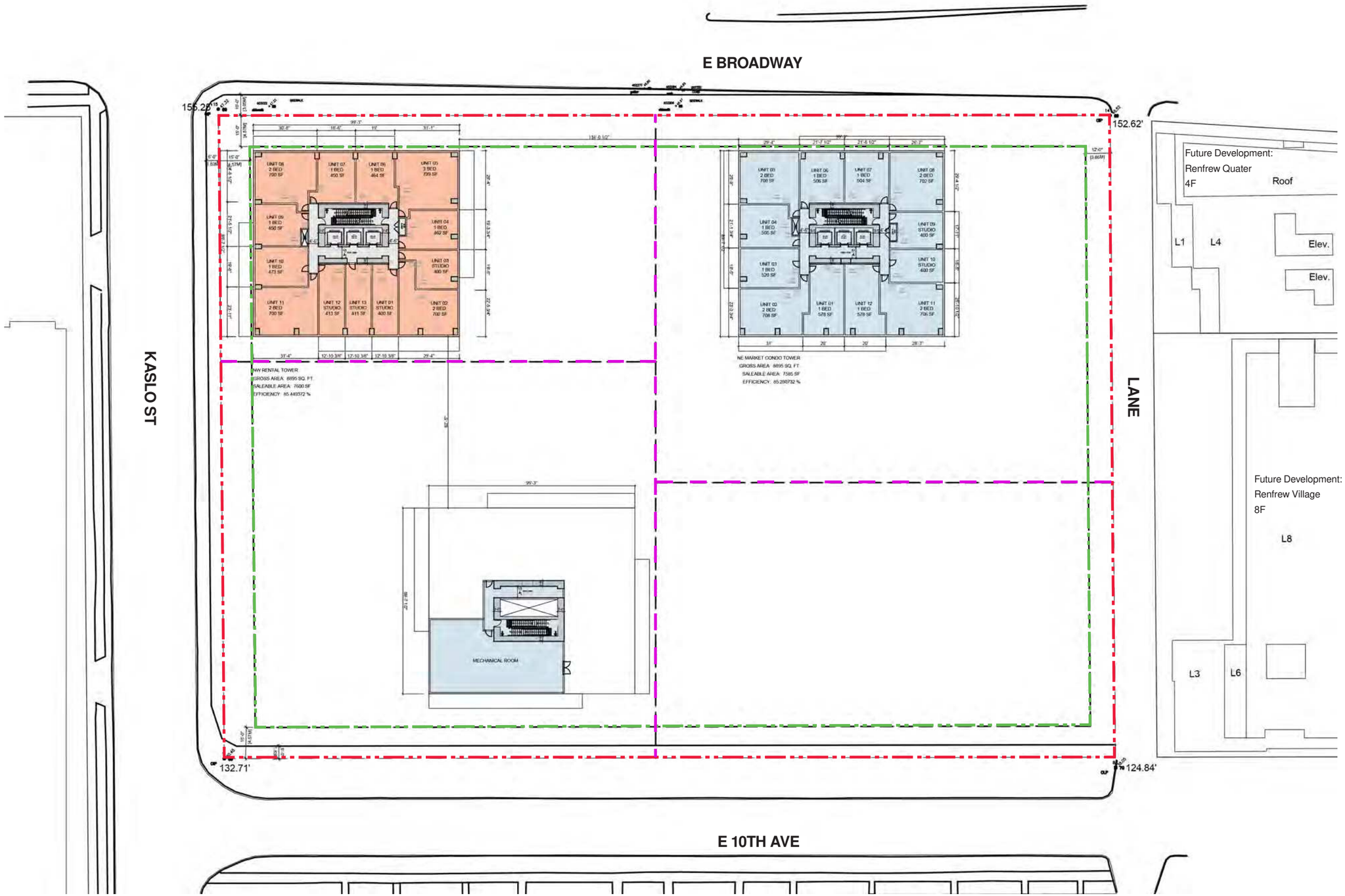
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48” = 1’-0”

6.2 Floor Plans

Floor Plan - L40



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

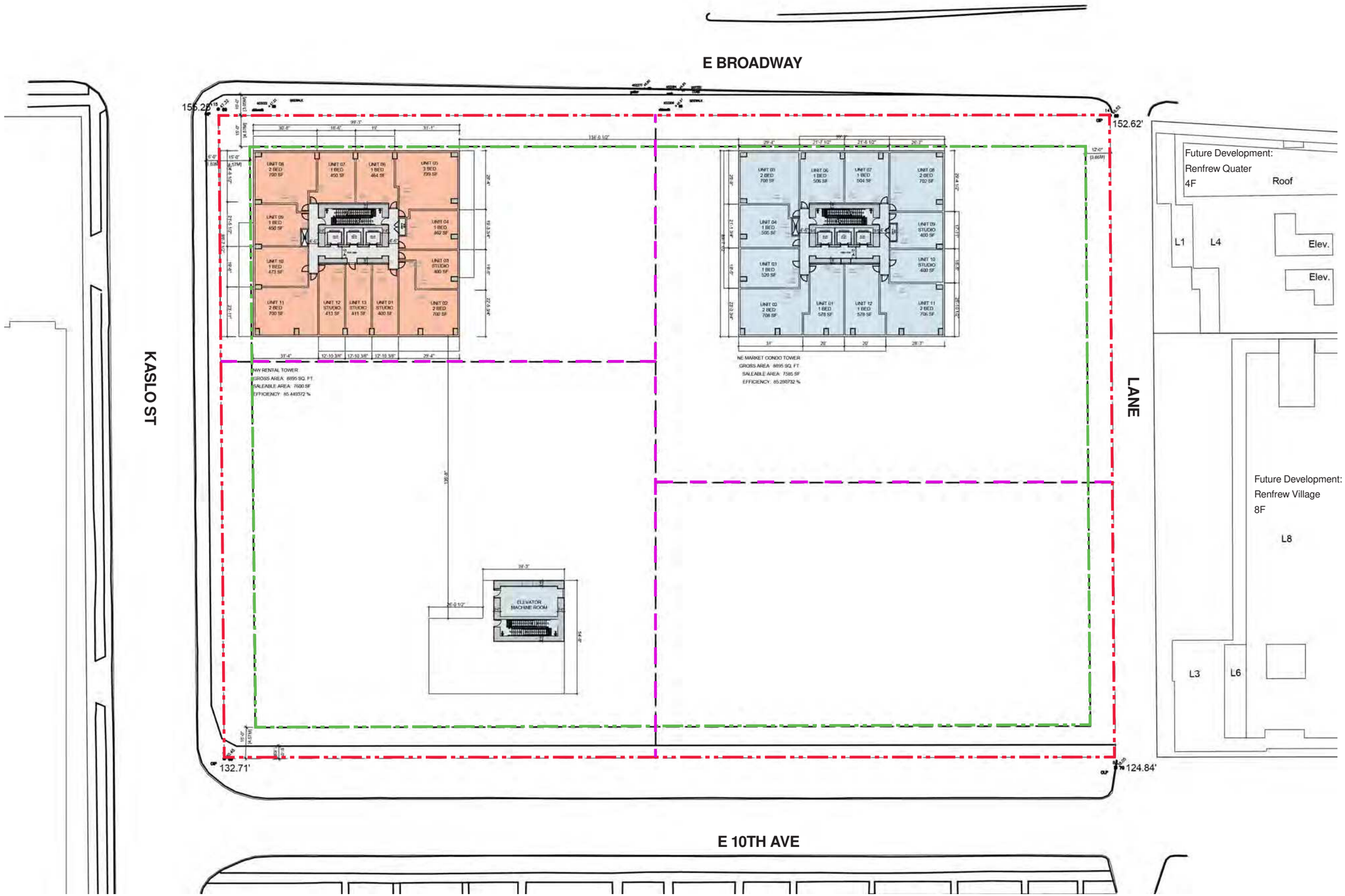
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L41



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

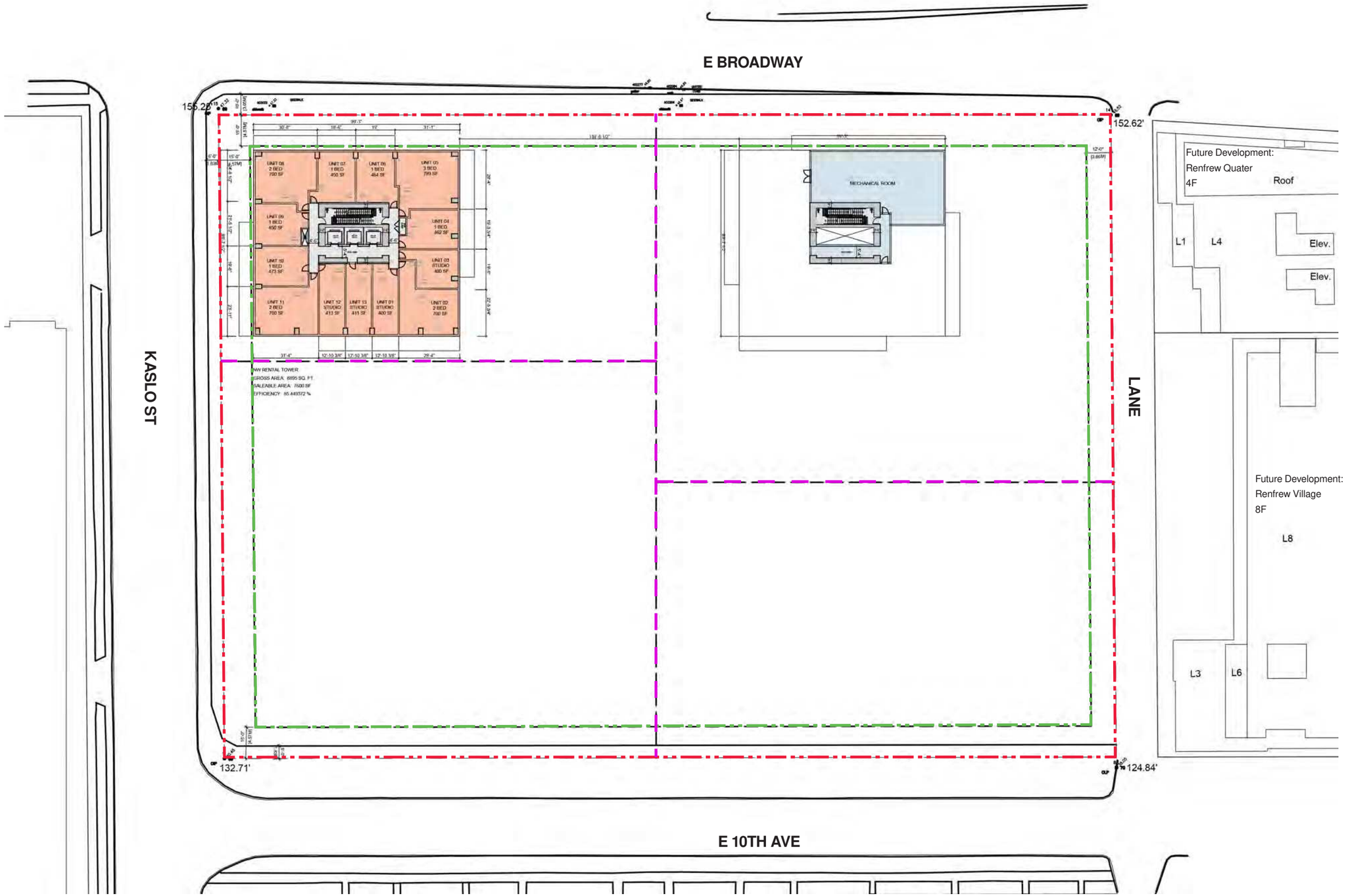
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L42



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

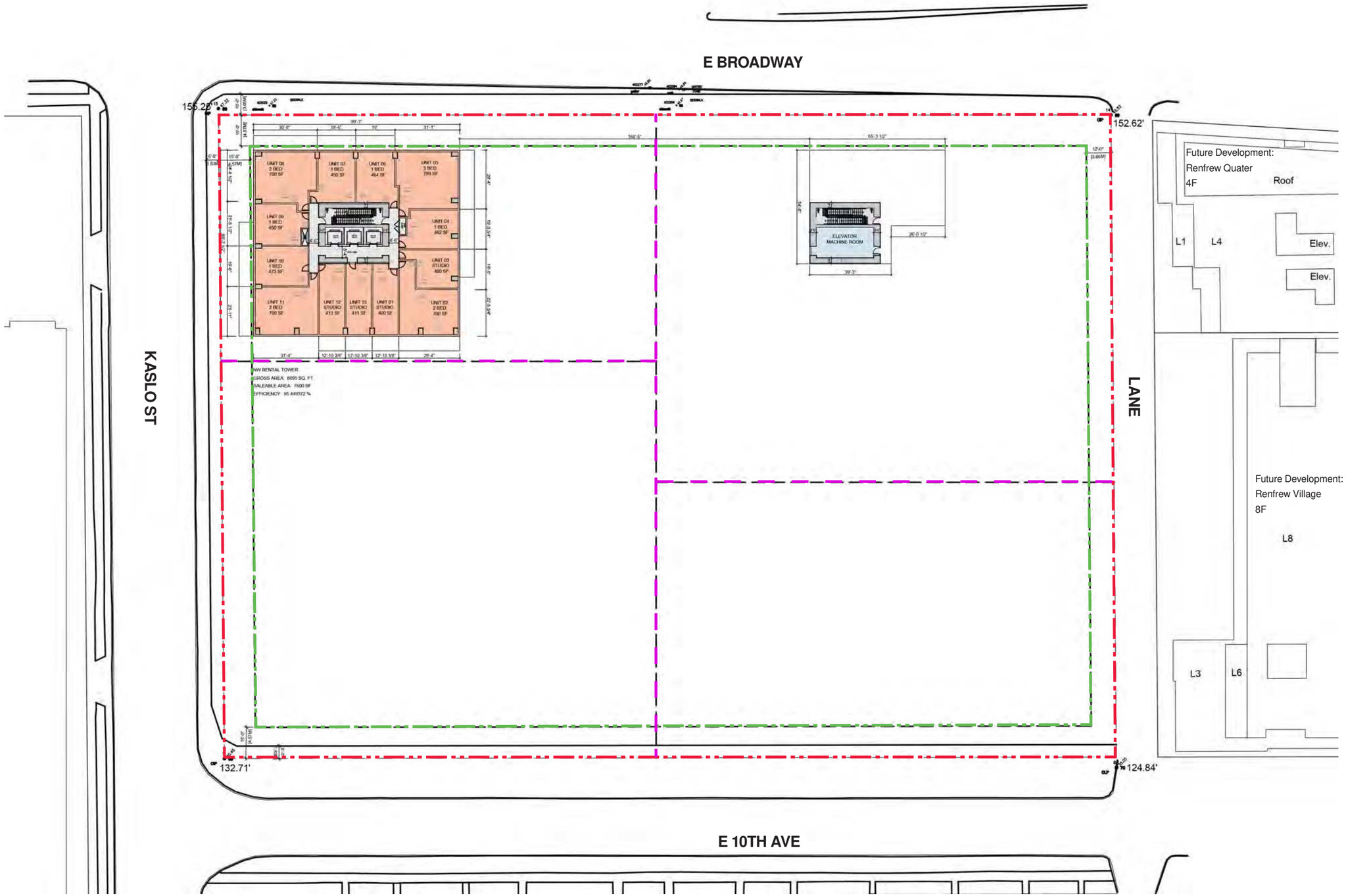
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L43



PROPERTY LINE

SETBACK LINE

PHASING LINE

MARKET STRATA

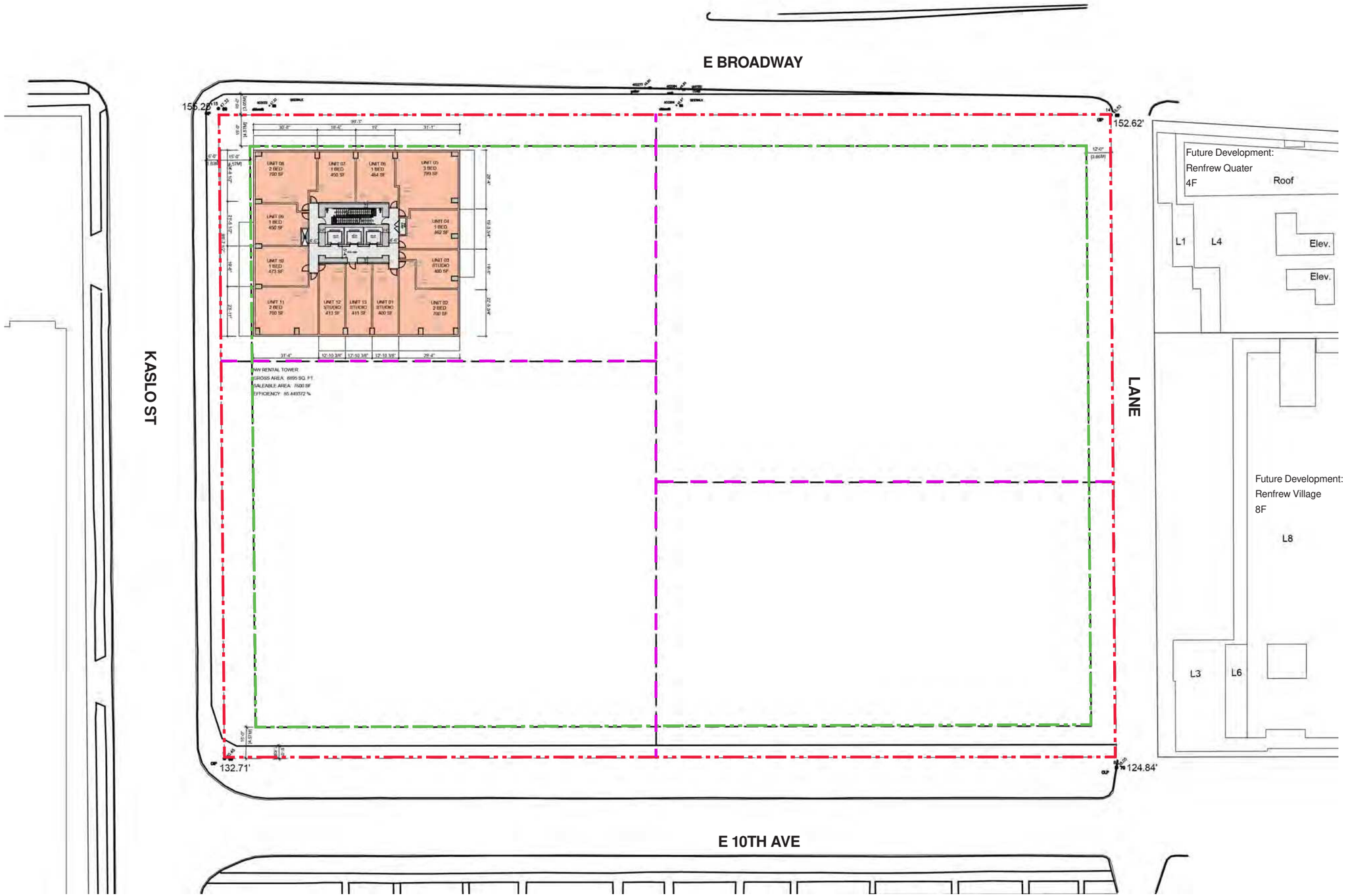
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - L44-45



PROPERTY LINE

SETBACK LINE

PHASING LINE

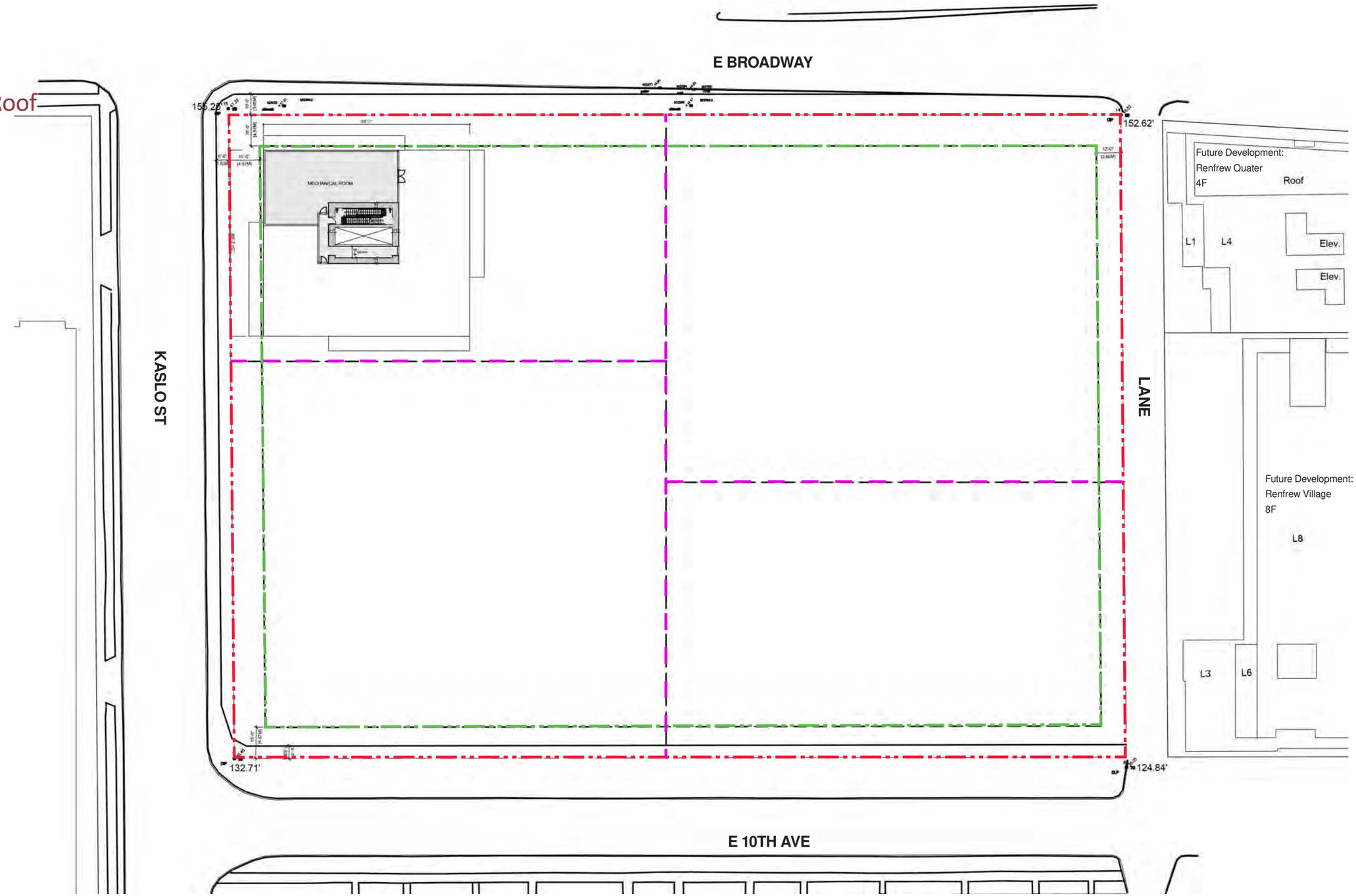
MARKET RENTAL

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - Mechanical Roof



PROPERTY LINE

SETBACK LINE

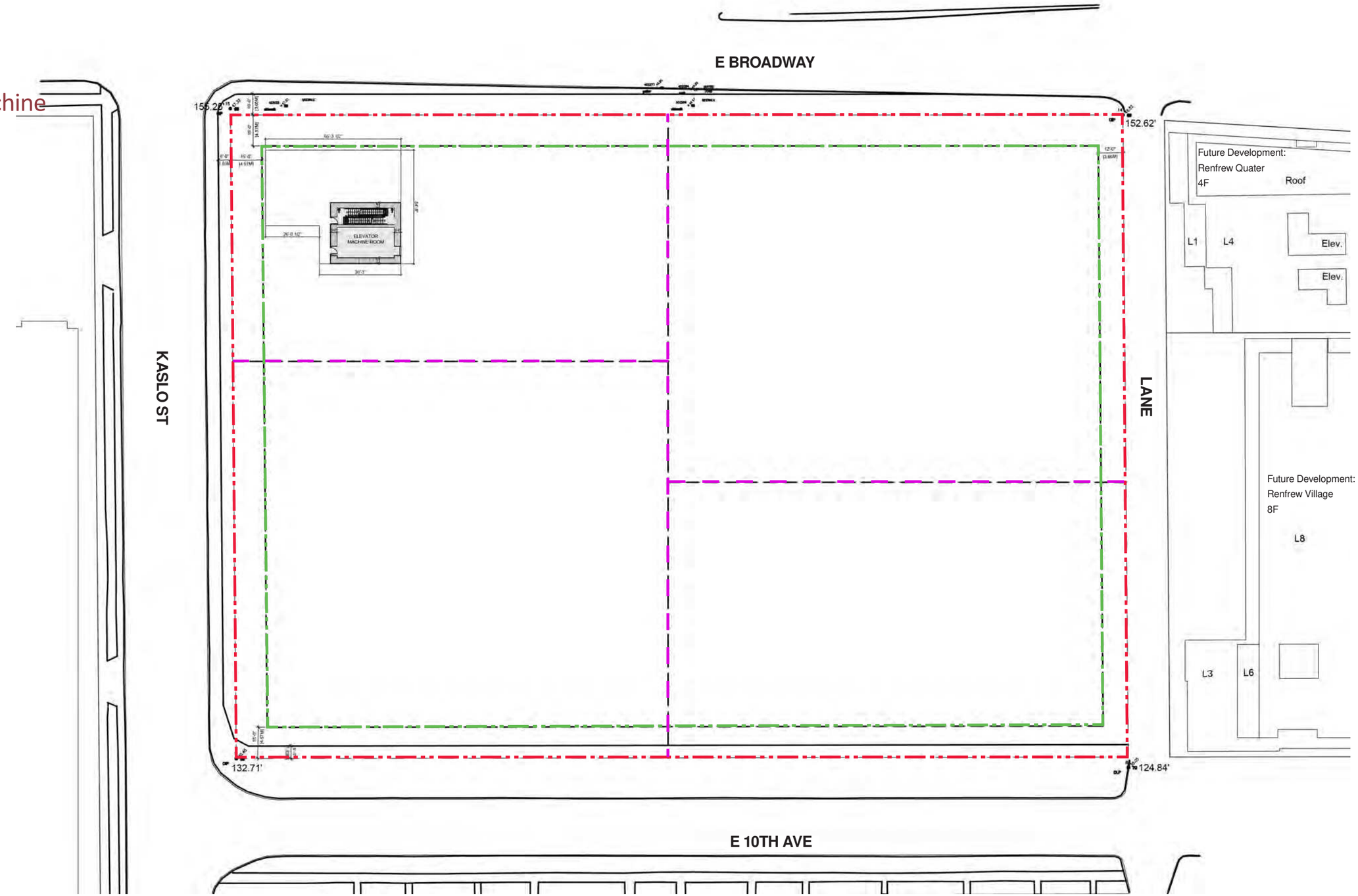
PHASING LINE

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.2 Floor Plans

Floor Plan - Elevator Machine Room



PROPERTY LINE

SETBACK LINE

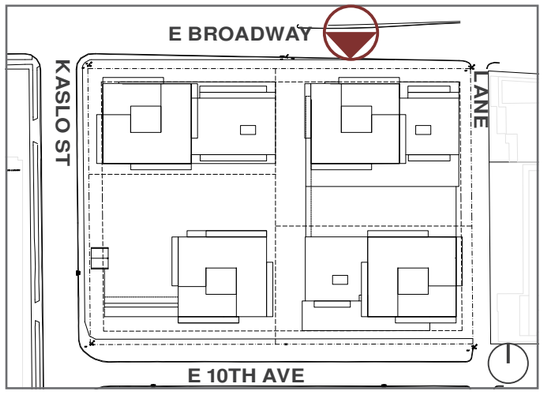
PHASING LINE

RENTAL COMMON

SCALE: 1/48" = 1'-0"

6.3 Elevation

North Elevation

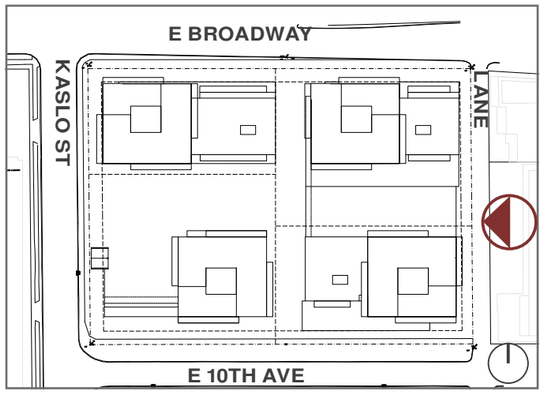




SCALE: 1/64” = 1’-0”

6.3 Elevation

East Elevation

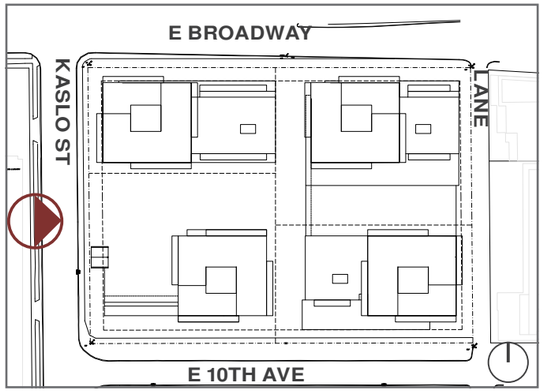


SCALE: 1/64” = 1’-0”



6.3 Elevation

West Elevation

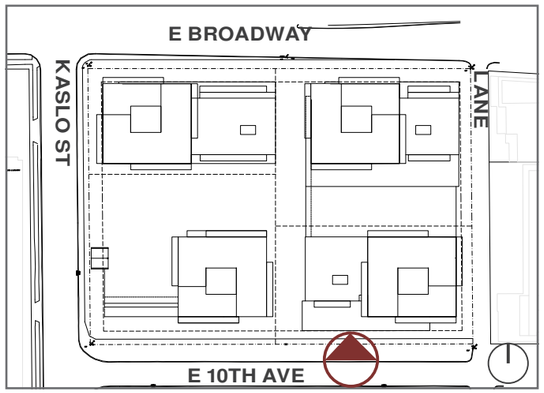




SCALE: 1/64" = 1'-0"

6.3 Elevation

South Elevation

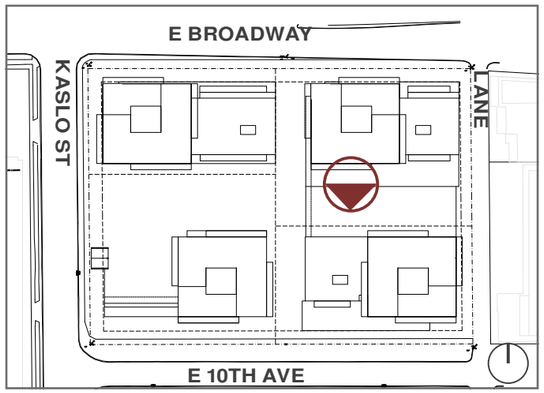




SCALE: 1/64” = 1’-0”

6.3 Elevation

South Mews Elevation

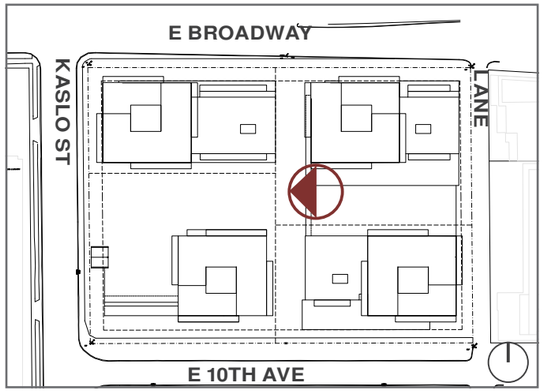




SCALE: 1/64” = 1’-0”

6.3 Elevation

West Mews Elevation

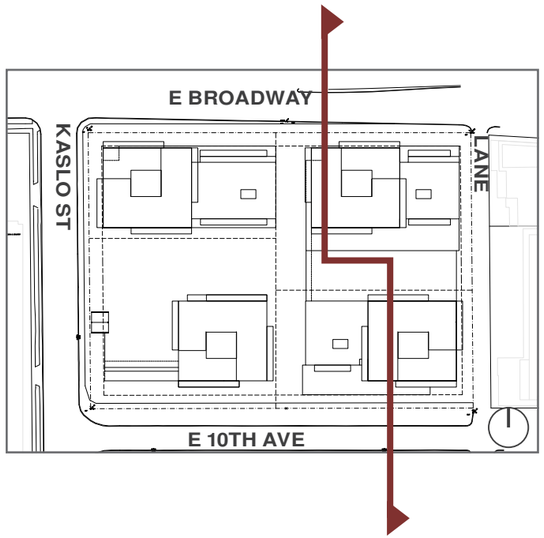


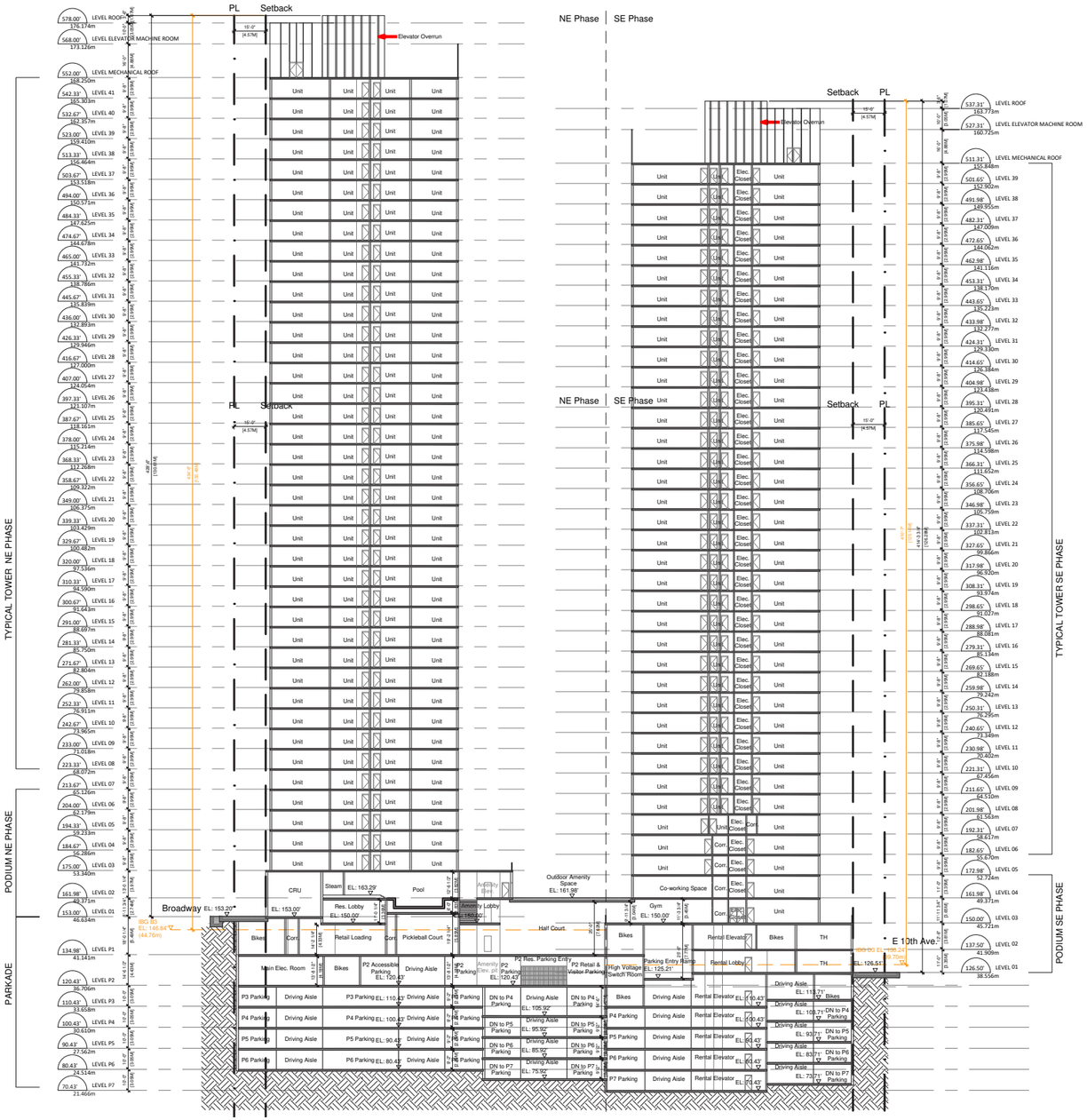


SCALE: 1/64” = 1’-0”

6.4 Section

Section A

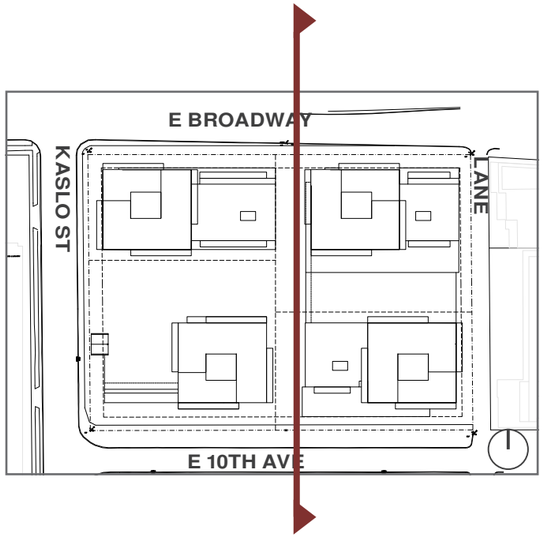




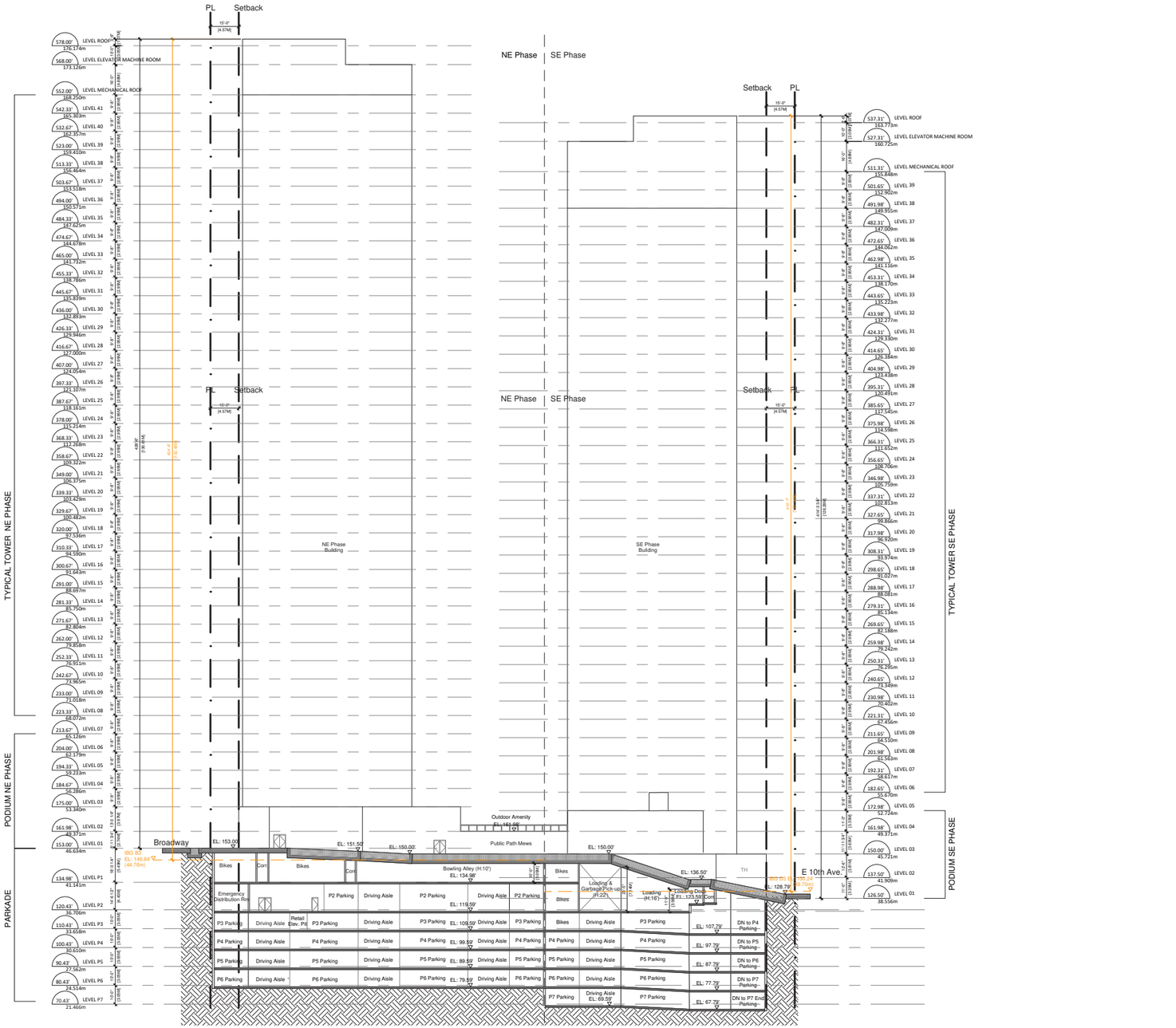
SCALE: 1/64” = 1’-0”

6.4 Section

Section B

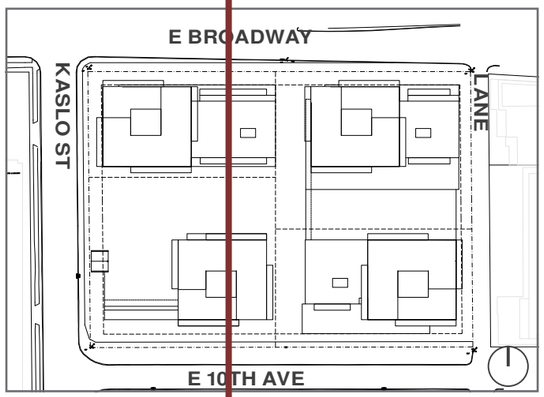


SCALE: 1/64” = 1’-0”

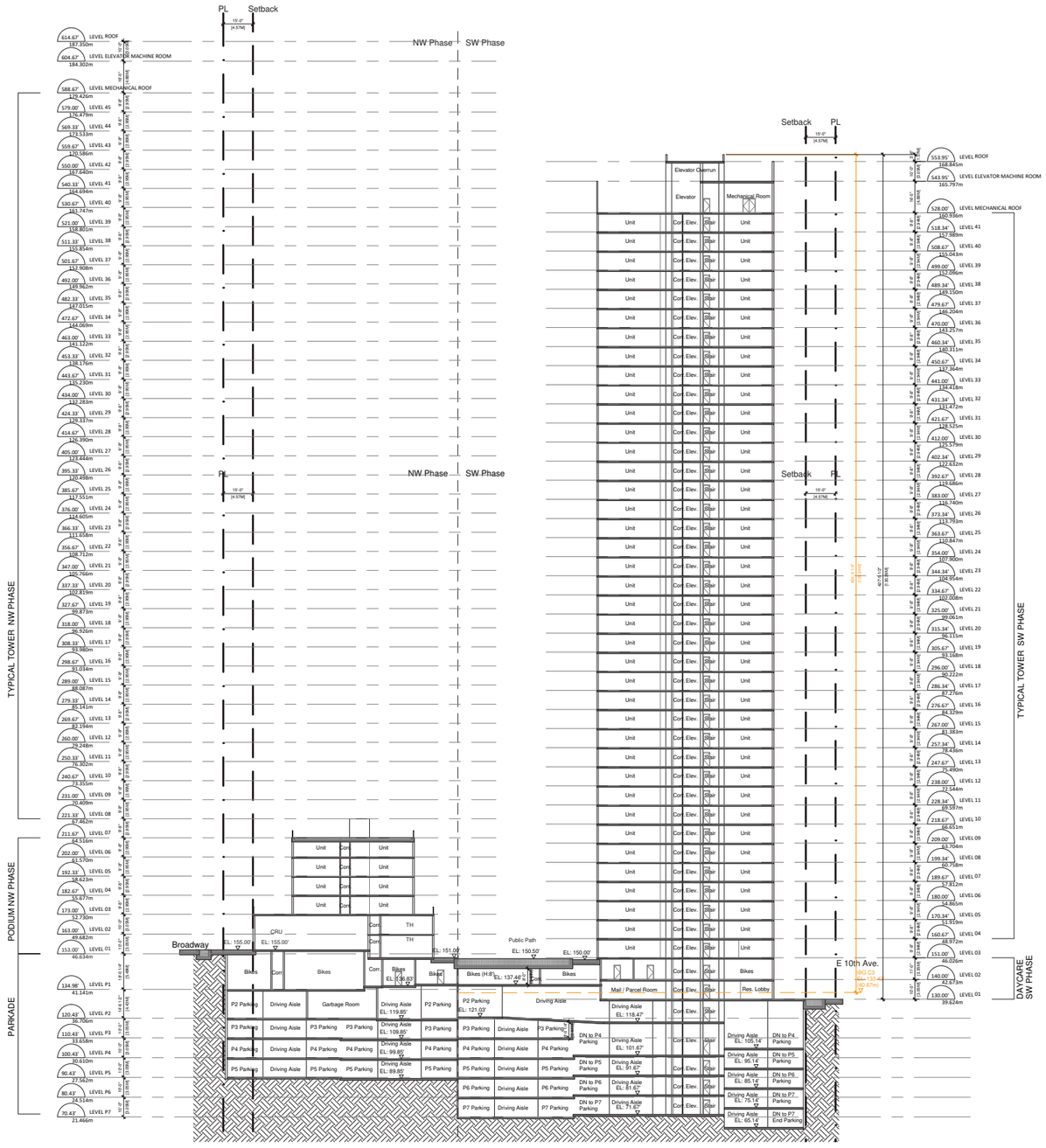


6.4 Section

Section TH

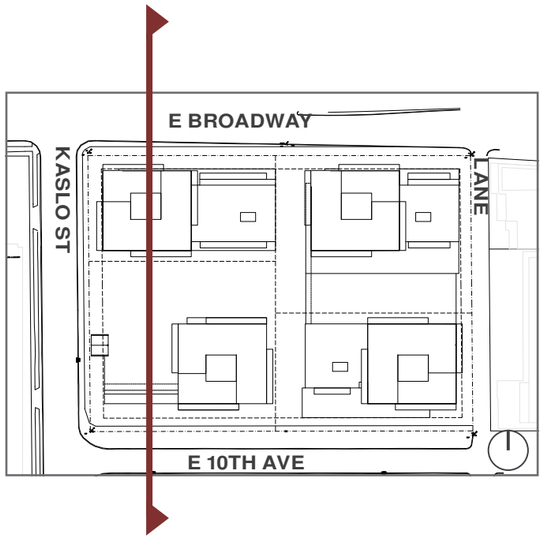


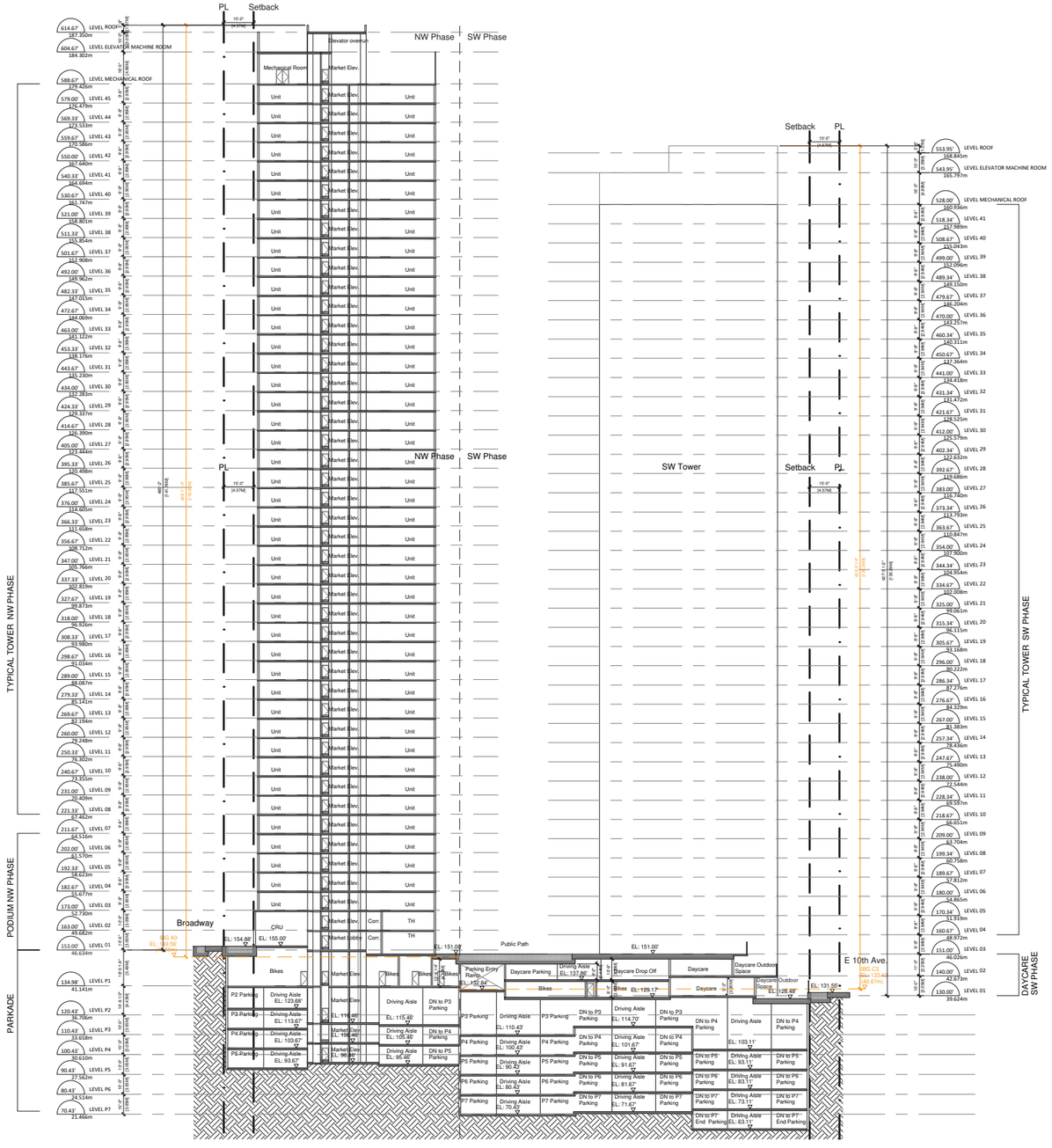
SCALE: 1/64” = 1’-0”



6.4 Section

Section C

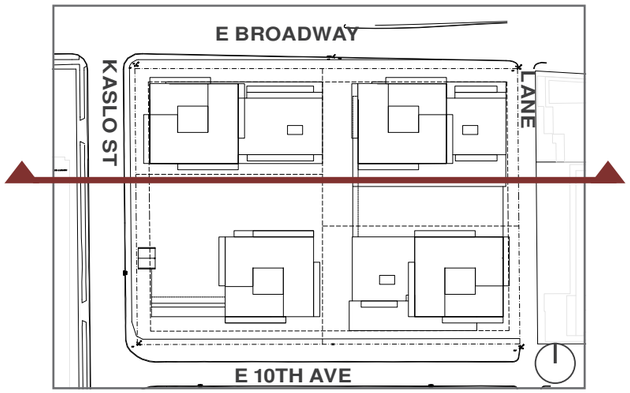




SCALE: 1/64” = 1’-0”

6.4 Section

Section D

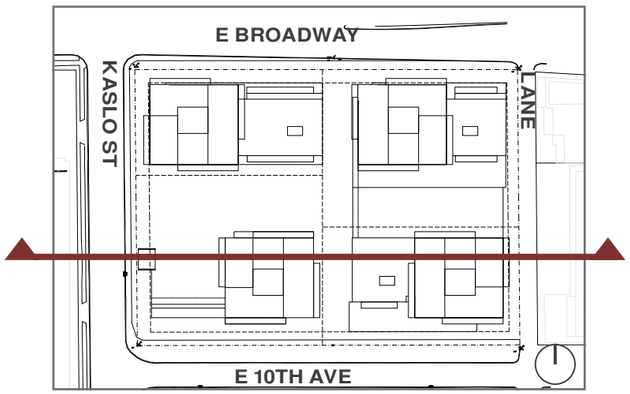


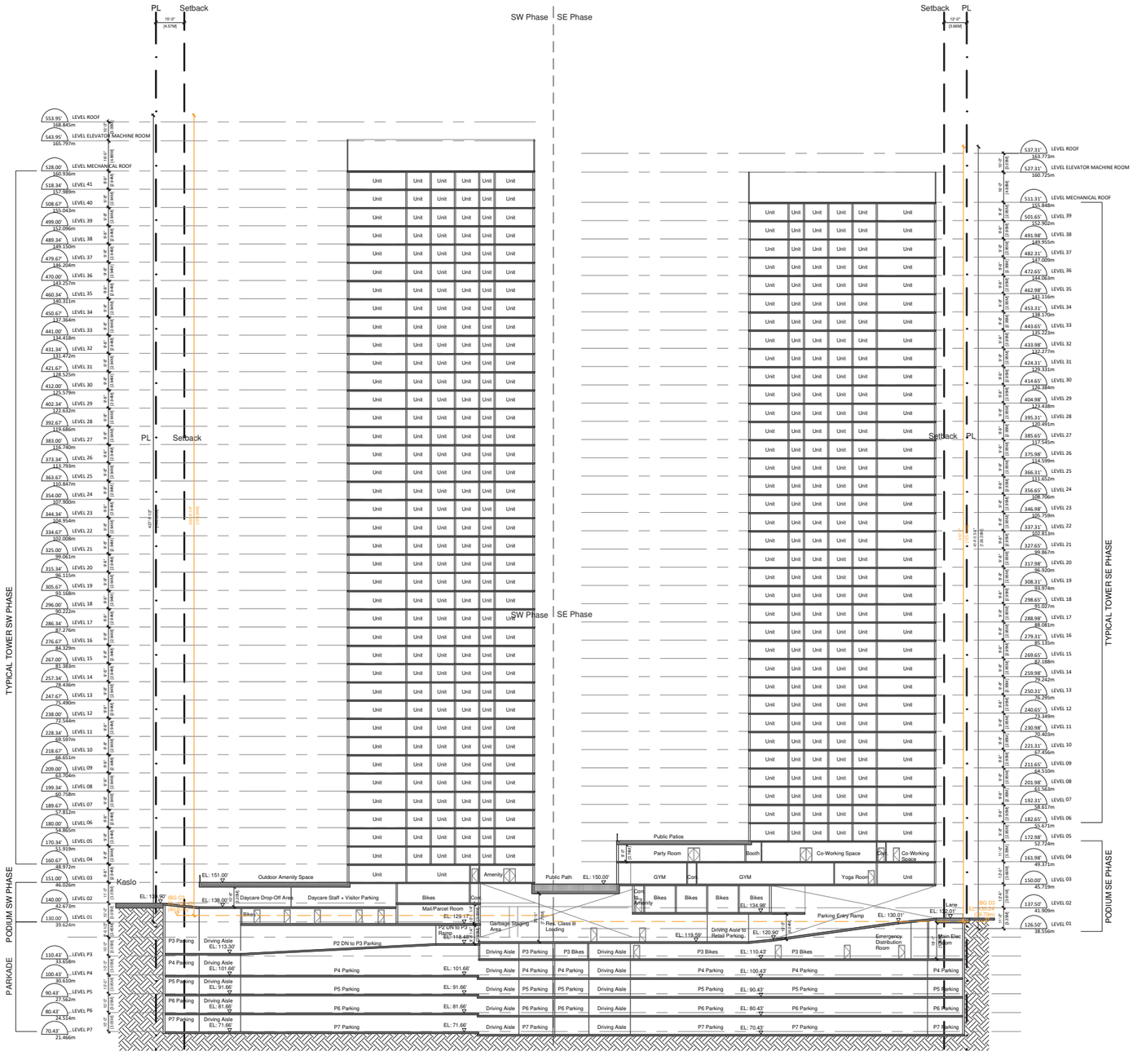
SCALE: 1/64” = 1’-0”



6.4 Section

Section E





SCALE: 1/64” = 1’-0”