Perkins&Will

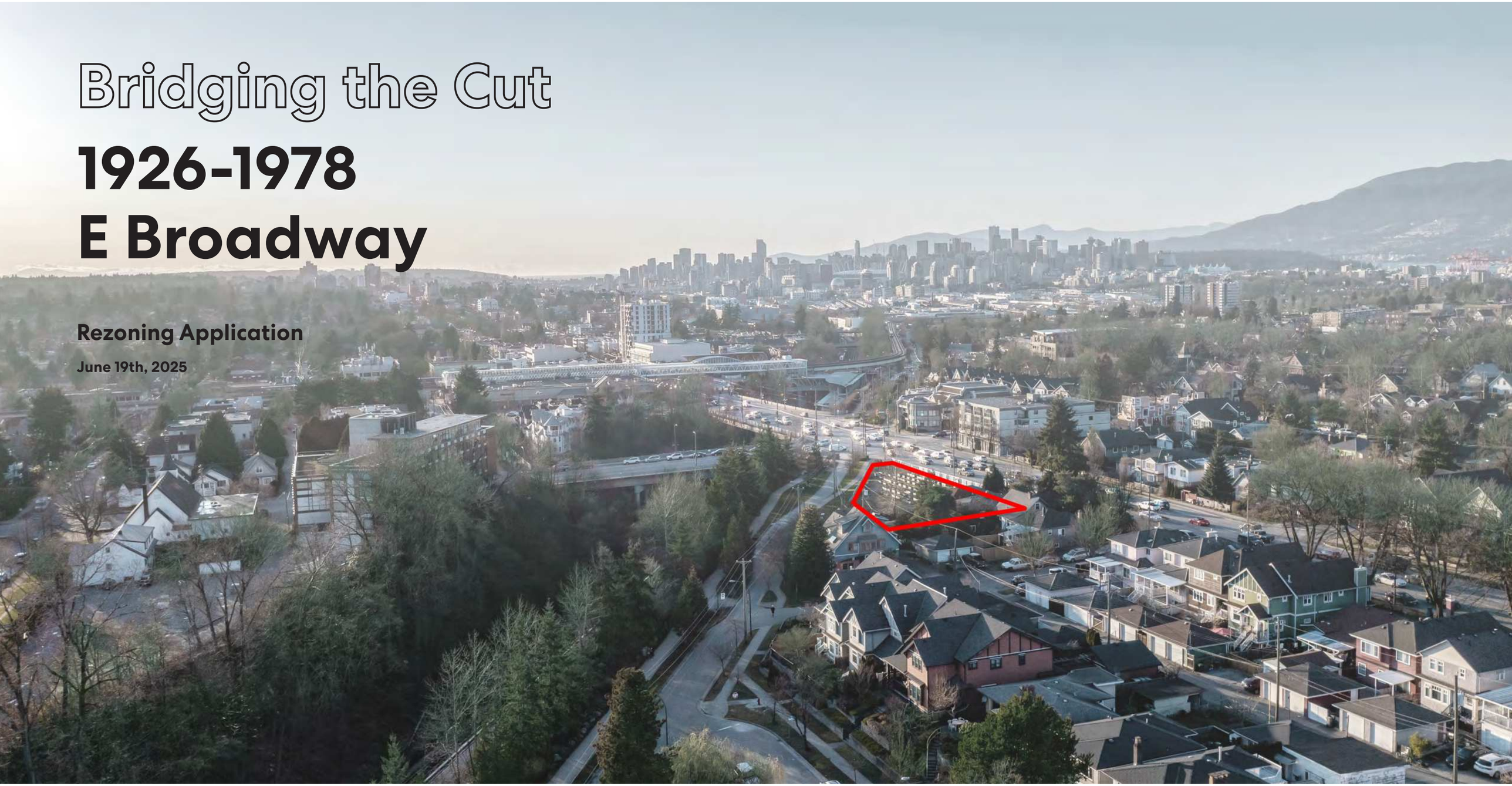
THIRD.SPACE™

Bridging the Cut

1926-1978
E Broadway

Rezoning Application

June 19th, 2025



Third Space — Broadway & Victoria

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CAFE

Section 1.0

Introduction

About Third Space.



3.™

1.1 About Third Space

What Makes Us Different.

OUR TRIPLE BOTTOM LINE APPROACH

We don't have one bottom line, we have three.
We measure success in three areas, which we call pillars, and they are equally important to us.

While we have a few objectives within each pillar, there are **three big goals** that drive us...

People.

Vancouver is facing a housing crisis. The biggest way we can support **people** in our community is by improving affordability, and we will do that by using profits from our market projects to **help build and manage below market homes.**

Planet.

Vancouver cannot thrive without a healthy **planet**. Buildings produce over 50% of all greenhouse gases in Vancouver. We have committed to becoming a **net zero company by 2050.**

Profit.

By building a diverse portfolio of well located, quality properties, we can create value and generate sustainable **profit**. This allows us to achieve our people and planet objectives – **profit with purpose.**

Build
below market homes.

Race
to net zero.

Grow
our IPP portfolio.

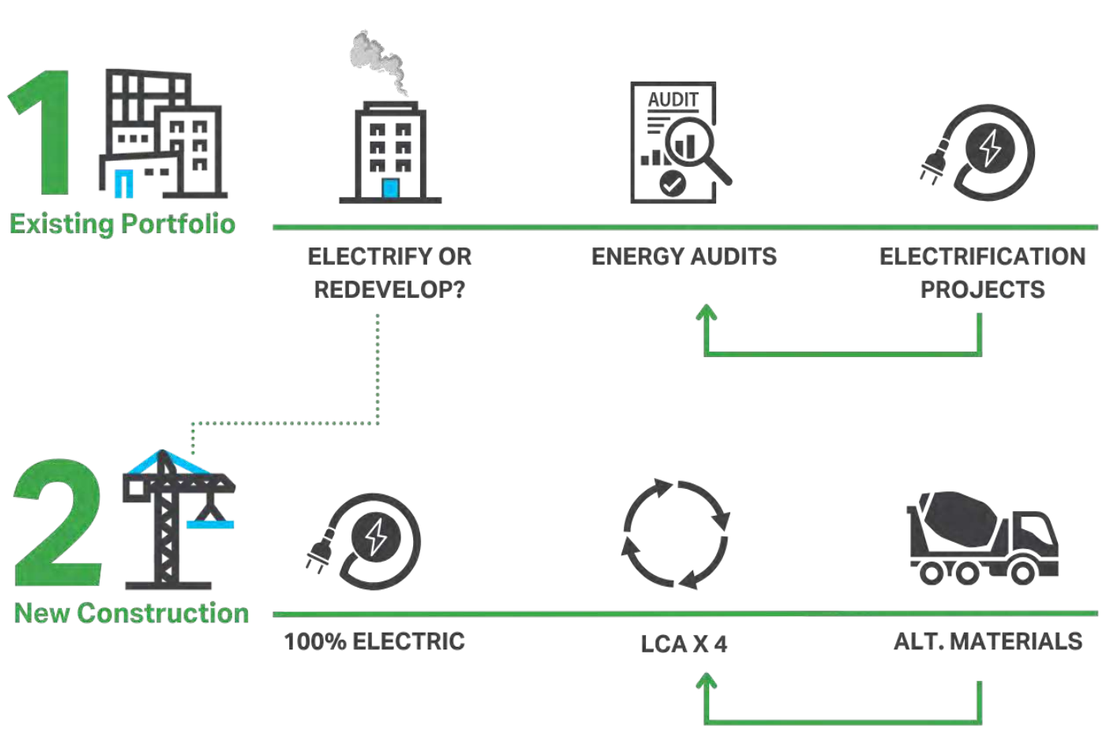
A Plan For Action.

CLIMATE CRISIS

We have committed to being a net zero company by 2050 (or sooner).

Whether through selecting the materials in our buildings, equipment we install, partners we work with or actions we take ourselves, we will pursue all available options to reach our net zero goal. Waste and water reduction targets will complement our carbon initiatives, as buildings are responsible for the majority of waste and water consumption in our region.

The evolution of this commitment is the upcoming release of our **Net Zero Transition Plan**, a framework to achieve our net zero targets.





- 1926–1978 E BROADWAY
- REZONING APPLICATION

1.2 Rezoning Intent

We are excited to submit this application to rezone 1926-1978 E Broadway. Located on the southeast corner of Broadway and Victoria, we are proposing to consolidate three properties – one vacant lot and two detached homes - into one site zoned CD-1 (Comprehensive Development) for the purpose of developing a 33 storey, secured rental development that will provide 352 homes, 20% of which will be secured at 10% below CMHC average rents for Vancouver, as well as at grade retail amenities.

Rezoning Rationale

This rezoning application is in response to evolving policy around rapid transit stations that aims to fulfill the potential of providing homes adjacent transit, where the health and environmental benefits of reduced car-dependency can be fully leveraged to simultaneously improve affordability and livability. In addition to rapid transit, the site is uniquely positioned directly to the north of the Central Valley Greenway, maximizing the potential for active transportation options while activating an under-utilized portion of important public space.

The site itself is majorily vacant and has no primary rental, ensuring that the net benefit of homes is maximized, while minimizing tenant displacement. The western portion of the site was home to a gas station, since remediated, and two detached homes are being rented out during the permitting process, resulting in the addition of 352 secured rental homes within 250 metres of Commercial-Broadway station, one of the most well connected and traveled rapid transit stations in the Lower Mainland. From this station residents can access jobs and amenities as far away as Lower Lonsdale in North Vancouver to the west, connecting through the downtown core, industrial jobs in Burnaby to the east and Marine Drive to the south, and everything in between (including the Broadway Corridor), all within a 30-minute commute.

This interconnectivity has driven rezoning policy that now mandates the acceptance of tower heights and densities and has provided the opportunity for Third Space to maximize the positive impact this site can deliver to the neighbourhood, community and city at large. Our previous rezoning application fit within the 6 storey requirements of the Grandview Woodland Plan, choosing to deliver secured rental homes with a voluntary below market rental component, even though strata ownership was the most profitable development pathway. With the adoption of Transit Oriented Area (TOA) Policy, we are resubmitting our application to address the rapidly increasing need for delivering housing, including below market housing, at scale. To thoughtfully integrate this opportunity, we have included a larger planning rationale that respects the guiding principles of both the local neighbourhood plan (The Grandview-Woodland Plan) and the City-wide plan (The Vancouver Plan), while delving into the unique opportunities and limitations of this station area that the TOA policy did not have time to investigate. These aspects are further discussed in section 03 but include studies on the geographical elements (the Grandview Cut/ Central Valley Greenway) as well as urban design guidelines (the Trout Lake View Cones) that are defining and important elements of the area but conversely limit the provision of homes where their impact can be most profound – in walking distance of rapid and active transit.

Through this study, we are proposing a 352-home secured rental development that could provide as many below market homes as the entire building previously submitted through the Grandview-Woodland plan. In addition to the secured market rental homes, the proposed development will activate and enhance both Broadway and the greenway with retail amenities and ground-oriented family homes. While the resultant height and density of this proposal does not strictly comply with policy, as highlighted in the planning rationale it is informed by recently adopted and draft policy in similar and adjacent areas while also aligning with what is required to ensure a minimally feasible development - all with the aim of fulfilling housing objectives while balancing the community benefits of views, greenspace and convenient access to transit.

We are confident that the proposed rezoning and guideline revisions strikes that balance and look forward to working with staff to progress this application. As a local development and property management company that both owns and operates their buildings, Third Space is committed to delivering these homes as quickly as permits can be issued – this is increasingly important as projections for housing starts are predicted to slow, likely worsening an already dire housing crisis. As a triple-bottom line business, this housing delivery comes with the intention to supply the aforementioned below-market units, as well as committing to all-electric, low-carbon building systems and exploring all feasible embodied carbon reduction strategies. Together, we feel this application will become a leading example of sustainable, transit-oriented development in the City, improving housing access and diversity while contributing to a thriving Vancouver.

Sincerely,

Nathan Shuttleworth

VP, Development



1.3 Development Statistics

Development Stats

HEIGHT:

33 Storey Podium Tower
- Ground Floor Commercial and Townhouses
- 5 floors Residential Podium
- 24 floors Residential Tower & Amenity

DENSITY:

13.33 FSR (274,542 sf)
352 Secured rental residential homes

USE:

Commercial and Residential

SITE:

C-1 / RT-5N

Secured Rental Unit Mix

MARKET HOMES:

281 units

BELOW MARKET HOMES:

20% of floor area at 10% below CMHC average (up to 71 units)

FSR AREA	
RETAIL	0.55
RESIDENTIAL	12.78
TOTAL FSR	**13.33**

		CLASS A		CLASS B	
BIKE PARKING		**REQUIRED**	**PROVIDED**	**REQUIRED**	**PROVIDED**
RETAIL		3	3	0	0
RESIDENTIAL		653	653	19	19
TOTAL		**656**	**656**	**19**	**19**

			PROVIDED			
VEHICLE PARKING	**REQUIRED**	**P4**	**P3**	**P2**	**P1**	**TOTAL**
RETAIL	0	0	0	0	10	10
ACC. RETAIL	1	0	0	0	1	1
PASSENGER RETAIL	0	0	0	0	0	0
RESIDENTIAL	0	51	37	7	0	95
VISITOR RESIDENTIAL	18	0	0	15	3	18
ACC. RESIDENTIAL	13	2	3	8	0	13
PASSENGER RESIDENTIAL CLASS A	2	0	0	1	0	1
TOTAL	**34**	**53**	**40**	**31**	14	**138**
SMALL CAR		6	3	12		21

			PROVIDED				
LOADING	**REQUIRED**	**P4**	**P3**	**P2**	**P1**	**1**	**TOTAL**
RETAIL CLASS B	1	0	0	0	0	1	1
RETAIL CLASS A	0	0	0	0	0	0	0
RESIDENTIAL CLASS B	2	0	0	0	0	1	1
RESIDENTIAL CLASS A	1	0	0	1	0	1	2
TOTAL	**4**	**0**	**0**	**1**	0	**3**	**4**

LEVEL	HEIGHT	PROGRAM		GFA (SF)	UNITS						
					TOWNHOUSE	3BD	2BD	1BD	JR 1BD	STUDIO	TOTAL
33	20'-2"	Mech		3,352							
32	12'-0"	Amenity		5,756							
31	9'-8"	Resi - Tower		7,967		1	3	5		2	11
30	9'-8"	Resi - Tower		7,967		1	3	5		2	11
29	9'-8"	Resi - Tower		7,967		1	3	5		2	11
28	9'-8"	Resi - Tower		7,967		1	3	5		2	11
27	9'-8"	Resi - Tower		7,967		1	3	5		2	11
26	9'-8"	Resi - Tower		7,967		1	3	5		2	11
25	9'-8"	Resi - Tower		7,967		1	3	5		2	11
24	9'-8"	Resi - Tower		7,967		1	3	5		2	11
23	9'-8"	Resi - Tower		7,967		1	3	5		2	11
22	9'-8"	Resi - Tower		7,967		1	3	5		2	11
21	9'-8"	Resi - Tower		7,967		1	3	5		2	11
20	9'-8"	Resi - Tower		7,967		1	3	5		2	11
19	9'-8"	Resi - Tower		7,967		1	3	5		2	11
18	9'-8"	Resi - Tower		7,967		1	3	5		2	11
17	9'-8"	Resi - Tower		7,967		1	3	5		2	11
16	9'-8"	Resi - Tower		7,967		1	3	5		2	11
15	9'-8"	Resi - Tower		7,967		1	3	5		2	11
14	9'-8"	Resi - Tower		7,967		1	3	5		2	11
13	9'-8"	Resi - Tower		7,967		1	3	5		2	11
12	9'-8"	Resi - Tower		7,967		1	3	5		2	11
11	9'-8"	Resi - Tower		7,967		1	3	5		2	11
10	9'-8"	Resi - Tower		7,967		1	3	5		2	11
9	9'-8"	Resi - Tower		7,967		1	3	5		2	11
8	9'-8"	Resi - Tower		7,967		1	3	5		2	11
7	18'-0"	Amenity		4,197							
6	9'-8"	Resi - Podium		13,256		2	3	7	4	1	17
5	9'-8"	Resi - Podium		13,256		2	3	7	4	1	17
4	9'-8"	Resi - Podium		13,256		2	3	7	4	1	17
3	9'-8"	Resi - Podium		13,256		2	3	7	4	1	17
2	9'-8"	Resi - Podium		13,256		2	3	7	4	1	17
1M	18'-0"	Retail	TH	2,476							
1			TH	14,550	3						3
P1	13'-9"	Parking		2,350	**3**	**34**	**87**	**155**	**20**	**53**	**352**
P2	11'-10"	Parking		1,478							
P3	8'-7"	Parking		1,471							
P4	8'-7"	Parking		1,414							
				294,525							

Unit Mix Breakdown

MARKET RENTAL	*UNIT COUNT MIX %*	*NO. OF UNITS*
ST	*21%*	*58*
1BD	*44%*	*124*
2BD	*25%*	*71*
3BD	*10%*	*28*
TOTAL (FOR AVERAGE)	*100%*	*281*

BELOW-MARKET RENTAL	*UNIT COUNT MIX %*	*NO. OF UNITS*
ST	*21%*	*15*
1BD	*44%*	*31*
2BD	*25%*	*18*
3BD	*10%*	*7*
TOTAL (FOR AVERAGE)	*100%*	*71*

1.4 Project Team

Perkins&Will

Design Architect

Since 1935, Perkins&Will have believed that design has the power to make the world a better, more beautiful place. At our Vancouver studio, a culture of collaboration fosters our creativity: we are one team with a common set of goals and values. The ideals of beauty, simplicity, functionality, and sustainability guide our work.

Discipline	Firm	Contact
Owner	Third Space Properties Inc.	Nathan Shuttleworth
Architect	Perkins&Will	Naomi Tremblay
Structure	Glotman Simpson	Harrison Glotman
Landscape	Judy Stoyko Landscape Architecture	Judy Stoyko
Mechanical	Rocky Point Engineering Ltd.	Richie Luo
Electrical	Nemetz (S/A) & Associates Ltd.	Ron De Jesus
Civil	Creus Engineering	Maddy Pos
Traffic	Step One Mobility	John Turecki
Geotechnical	Geo Pacific Consultants Ltd.	
Survey	Underhill Geomatics Ltd.	Mark Crockett
Arborist	Froggers Creek Tree Consultants Ltd.	Glen Murray
Sustainability	Perkins&Will	Amy Brander

Section 2.0

Context and Analysis

2.1 Regional Context

2.1.1 Urban Context

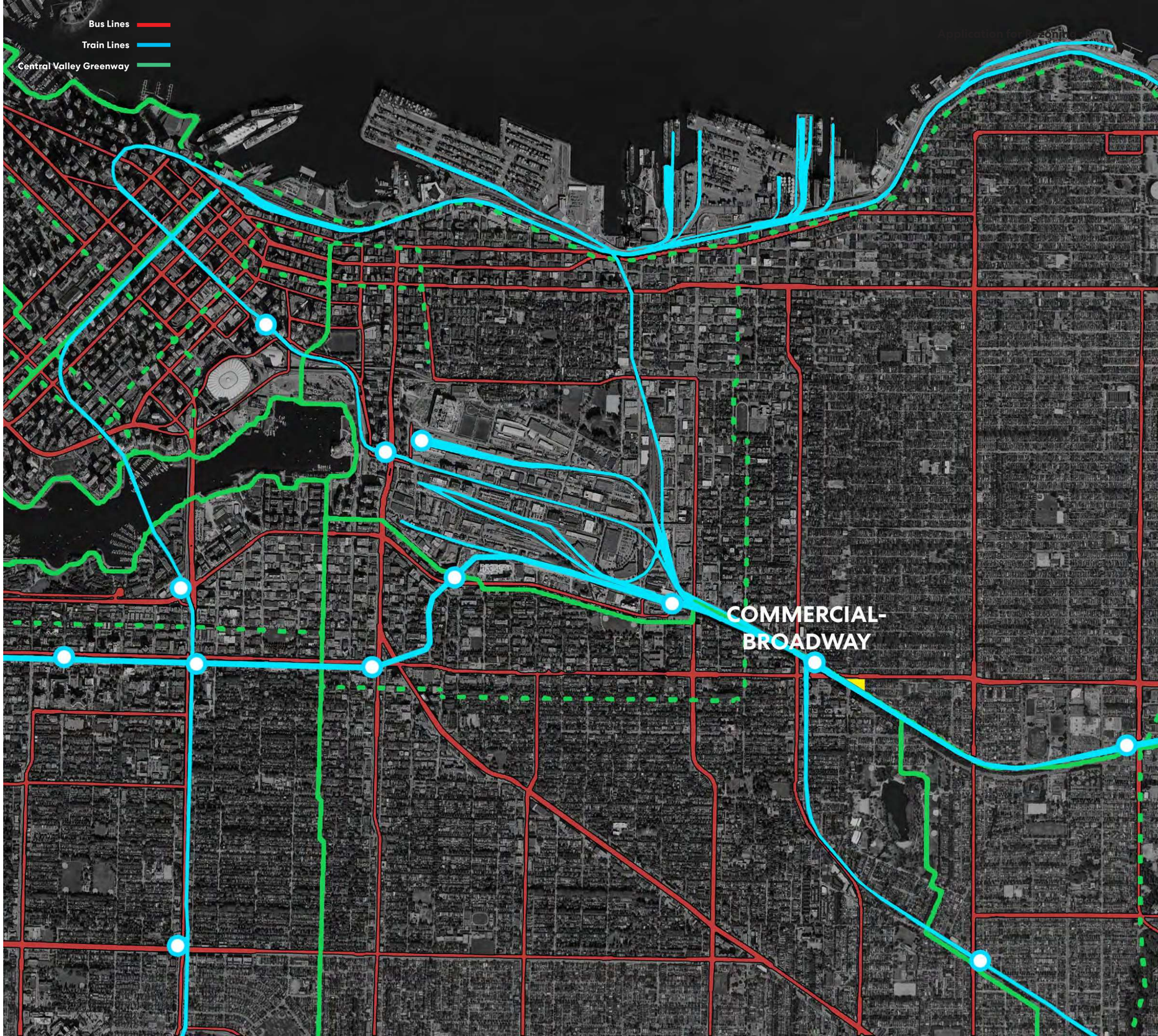
The Grandview-Woodland neighbourhood, located east of downtown Vancouver, has a rich regional and historical context. Originally part of the traditional homelands of the Musqueam, Squamish, and Tsleil-Waututh First Nations, the area had Indigenous settlements long before European colonization. Acknowledging this legacy, the neighbourhood incorporates First Nations perspectives in its future planning.

European settlement began in the late 19th century, driven by resource industries, with Commercial and Victoria Drives initially serving as timber skid roads.

The development of an inter-urban streetcar line in the 1890s transformed Grandview-Woodland into one of Vancouver's earliest "streetcar suburbs," making it a highly accessible and thriving residential and commercial hub, particularly around Commercial Drive.

In the early 20th century, the area was home to both working-class residents and wealthier landowners. Following World War II, it saw an influx of European immigrants, notably Italian and Portuguese families, who enriched its cultural fabric.

Alongside its residential growth, Grandview-Woodland maintained an industrial presence, with light and heavy manufacturing closely tied to the nearby Port of Vancouver. Today, the neighbourhood is known for its walkability, eclectic heritage buildings, independent shops, and vibrant cultural scene, reflecting its evolution from Indigenous lands into a diverse and economically active part of Vancouver.



2.1.2 Neighbourhood Context

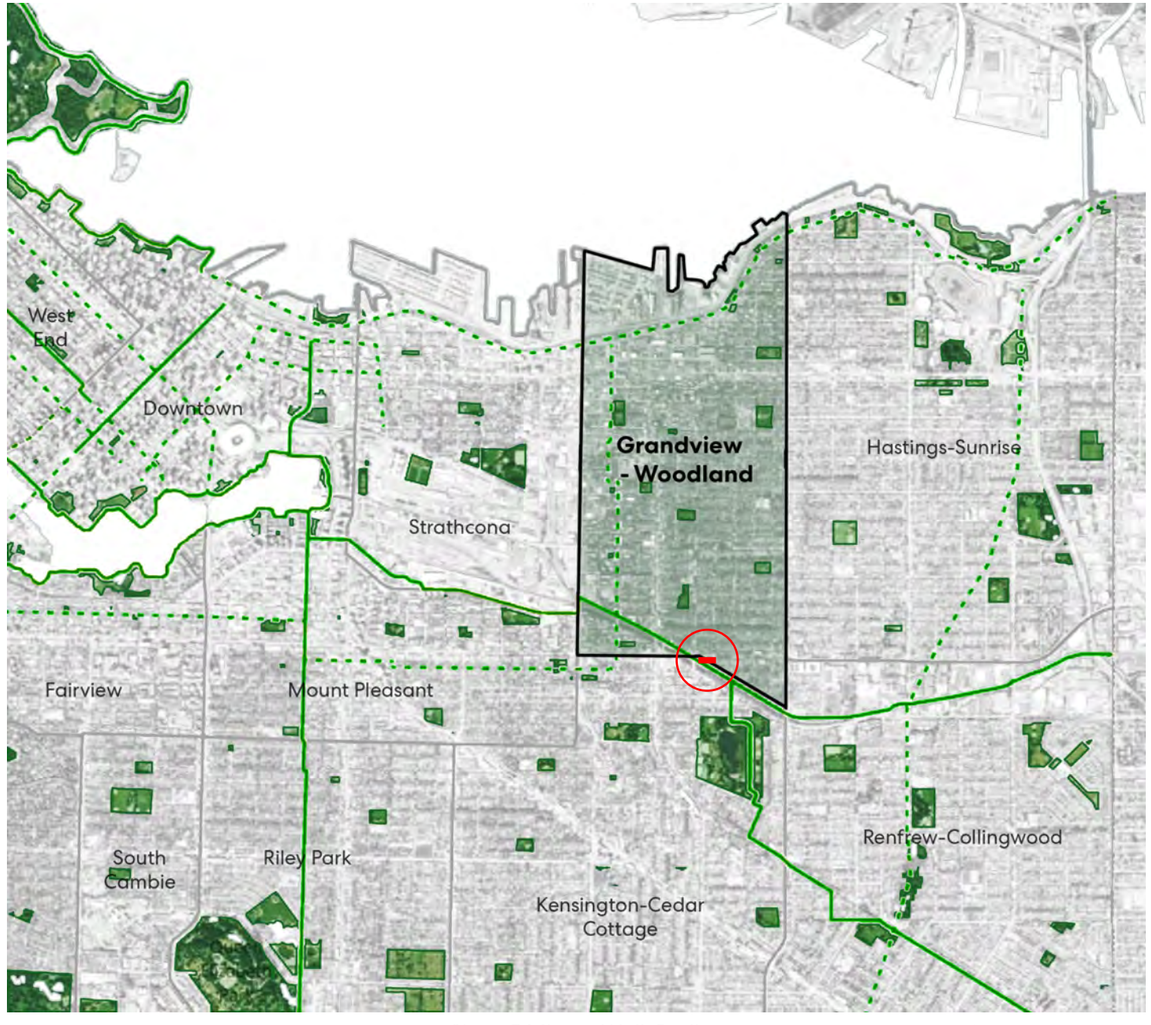
As the neighbourhood evolves, there is a strong emphasis on preserving its character while accommodating growth. The community is actively engaged in addressing key issues like housing affordability, sustainability, and inclusivity. With a high proportion of rental housing and efforts to maintain affordable options, Grandview-Woodland remains a welcoming place for people of various income levels and backgrounds. Additionally, the neighbourhood continues to value its Indigenous heritage, working toward reconciliation and ensuring that First Nations histories and cultural contributions are acknowledged and integrated into its future planning.

Marked by characteristic arterial streets such as Commercial Drive, Broadway, Hastings, and Victoria Drive, Grandview-Woodland is a lively, walkable and diverse neighbourhood featuring ample greenspace, unique retail shops, trendy cafes, breweries, and restaurants, as well as artists lofts and cultural spaces.

Despite it being a charming and desirable neighbourhood, Grandview-Woodland's population has seen decline over the last 10 years, particularly in its younger population. The stagnating growth is an anomaly in Vancouver where surrounding neighbourhoods have seen significant population increase.



Image Source: *Grandview-Woodland Community Plan (2016)*



Data Source: *VanMap, Administrative Districts and Greenways*

2.2 Existing Conditions

2.2.1 Site Description

The project site is composed of 3 legal lots fronting East Broadway and Victoria Drive. It is currently the site of a community garden on to the West, and two single-family homes to the East.

Area

The total site area is 20,597.06 sf (1,913.5 sm)

Grandview Cut

The South-West corner of the site is intersected by the Grandview cut, a deep rail corridor that cuts at roughly 30° to the orthogonal street grid.

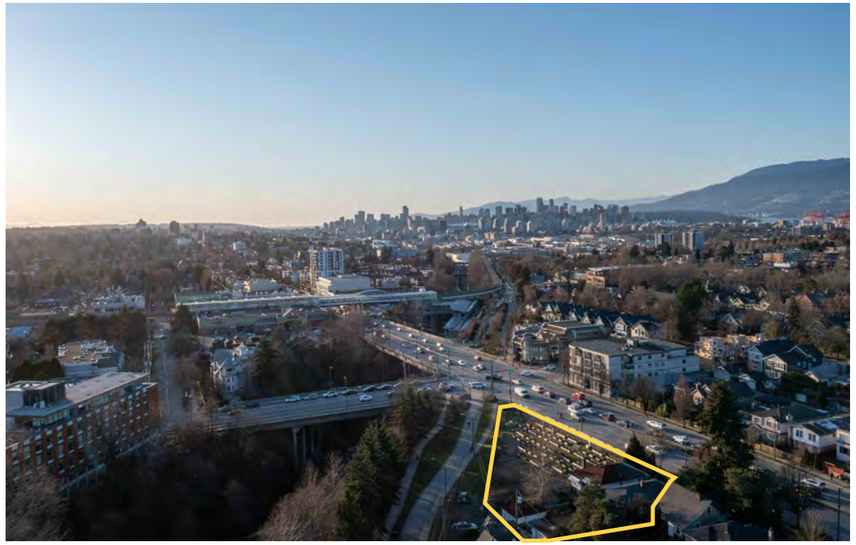
Central-Valley Greenway

The Central-Valley Greenway follows the Grandview Cut along the South-West corner of the site. This path is reserved for pedestrians and cyclists, and is part of a regional greenway linking Vancouver, Burnaby, and New Westminster.

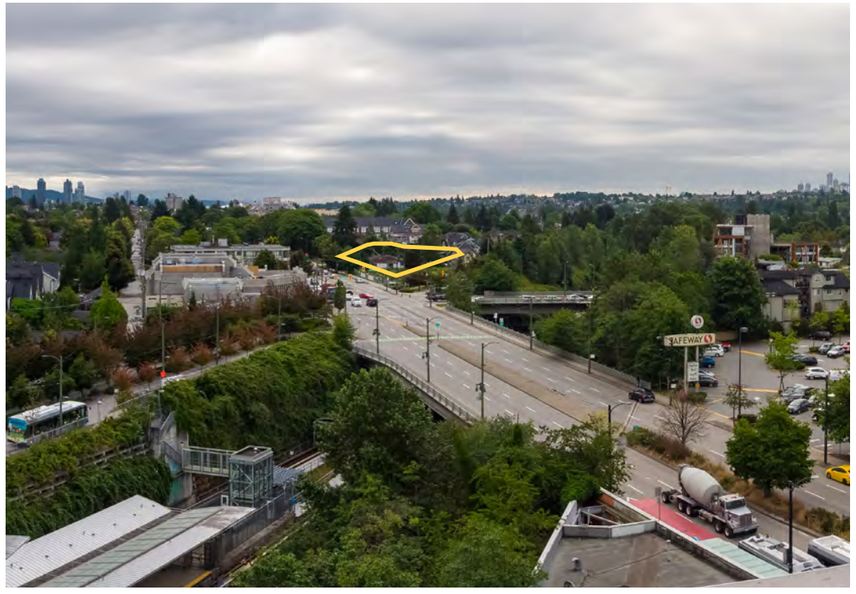


Source: *City of Vancouver, Satellite Image (2022)*

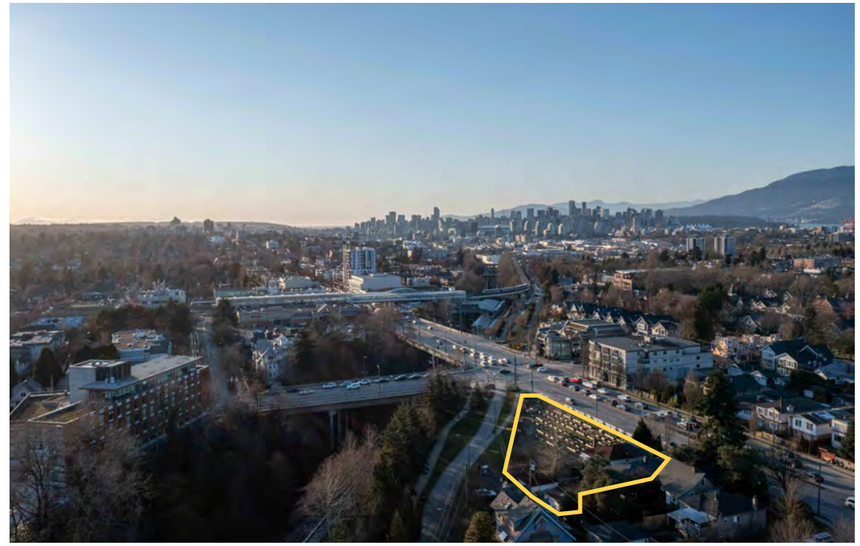
2.2.2 Aerial Images



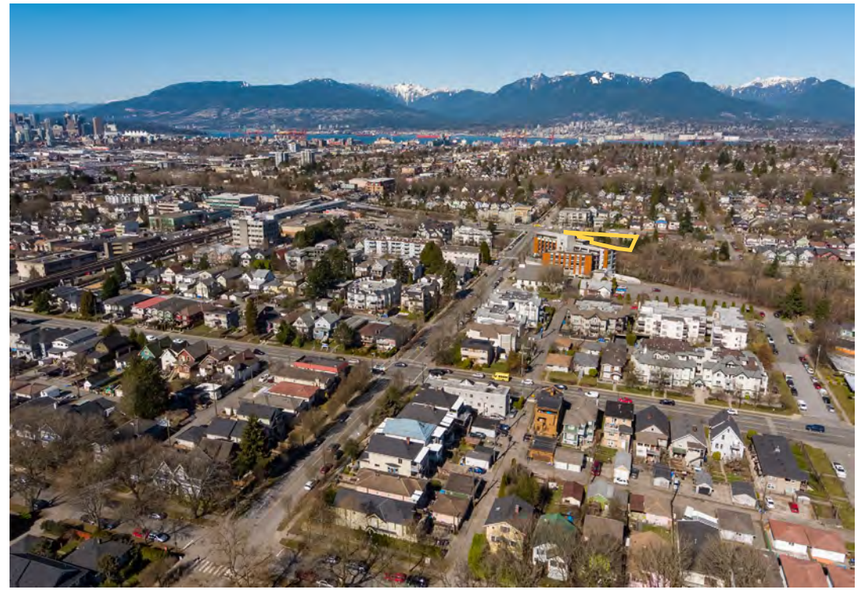
Aerial image looking NW



Aerial image looking SE



Aerial image looking NW



Aerial image looking N

2.2.3 Street Elevations



Greenway Elevation



Broadway Elevation

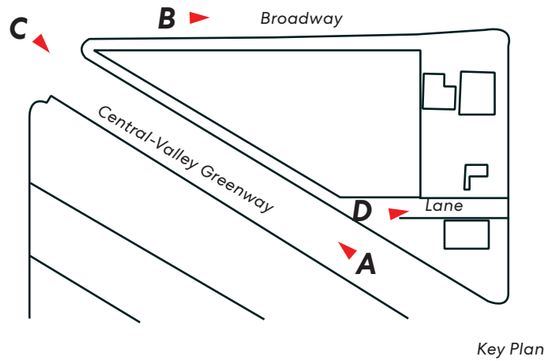
2.2.4 Context Photographs



A. Greenway Looking W



B. Broadway Looking E



Key Plan



D. Tip of Flatiron Site Looking E



D. Lane Looking E

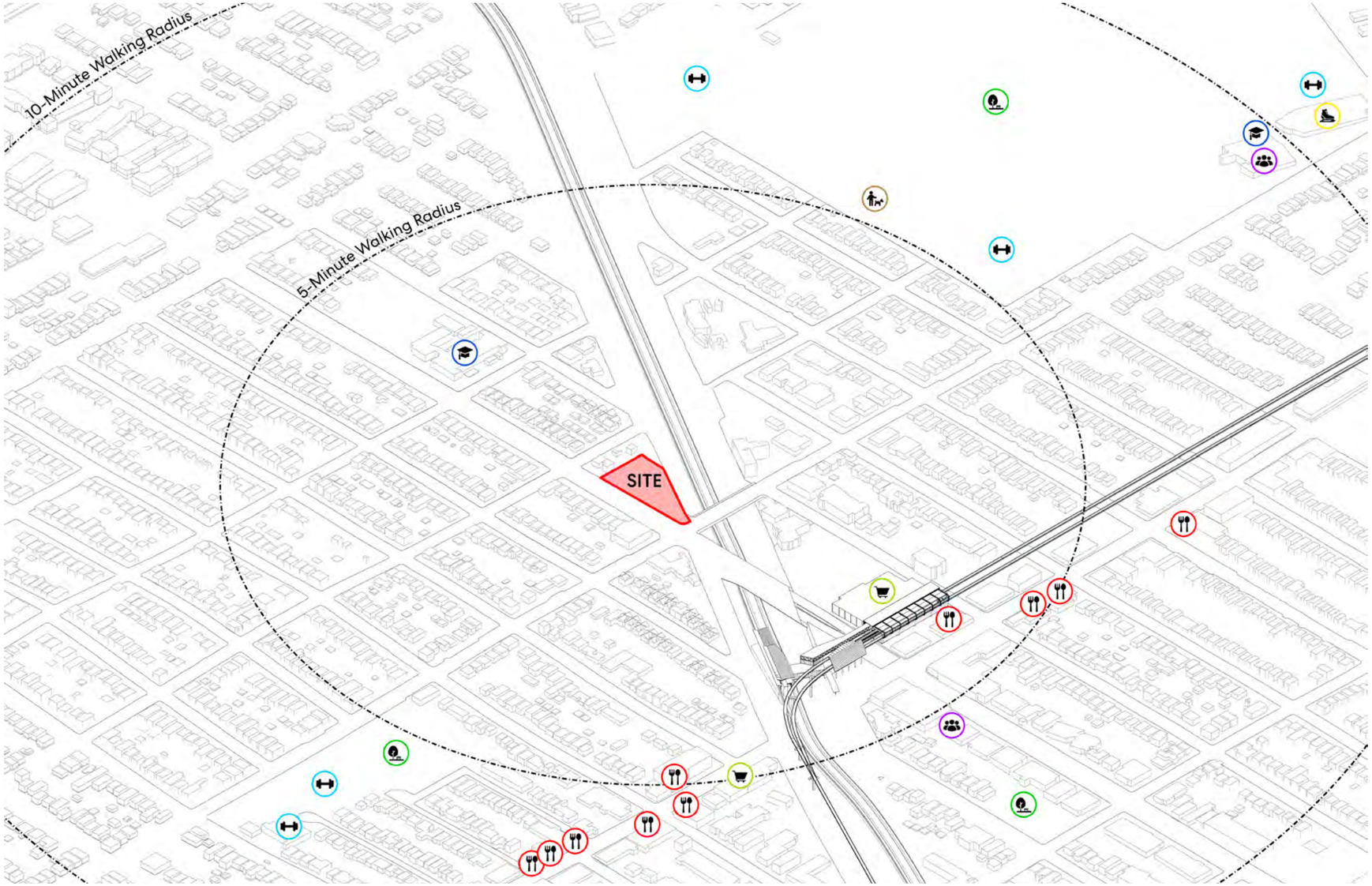
2.2.5 Neighbourhood Amenities

The site is located in a well-serviced and highly walkable neighbourhood.

The Commercial-Broadway station offers a direct line to downtown Vancouver in less than 2 stops, and is one of the busiest transit stations in the City. The site is located less than a 5 minute walk to the station, making it a highly connected and desirable site.

Beyond its accessibility to transit, the site is also steps away from Commercial drive, which offers a number of restaurants, grocery stores, and other retail stores.

Trout lake park, which is south of the site by a 5 minute walk, offers not only generous park space, but also community amenities and dog-friendly areas.



- Institution
- Licensed Care Facility
- Public Park
- Public Washroom
- Off-Leash Area
- Community Space
- Seasonal Ice Rink
- Arts & Culture
- Grocery
- Fitness & Recreation
- Food

2.3 Land Use

2.2.6 Zoning

The proposed site is a consolidation of 1926, 1970 and 1978 E Broadway sites. The current zoning for the 1926 site is C-1 and was used as a service station until the early 2000's. It currently serves as a community garden for the surrounding residents.

The adjacent 1970 and 1978 E Broadway sites are currently zoned as RT-5N. Both lots contain homes constructed in the mid 1900's.

Current Site Zoning

C-1 and RT-5N

Proposed Site Zoning

CD-1

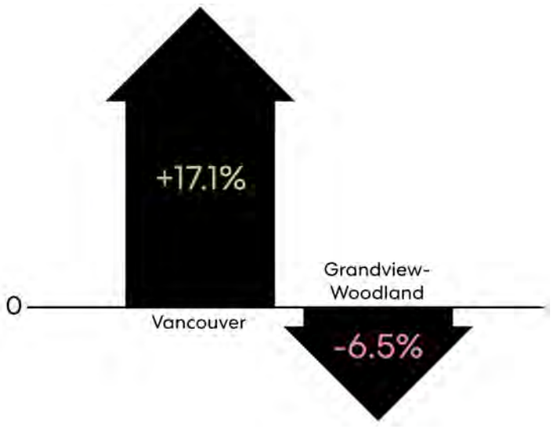


2.4 Demographics

Grandview-Woodland Plan - 2016

Notable Demographic Insights:

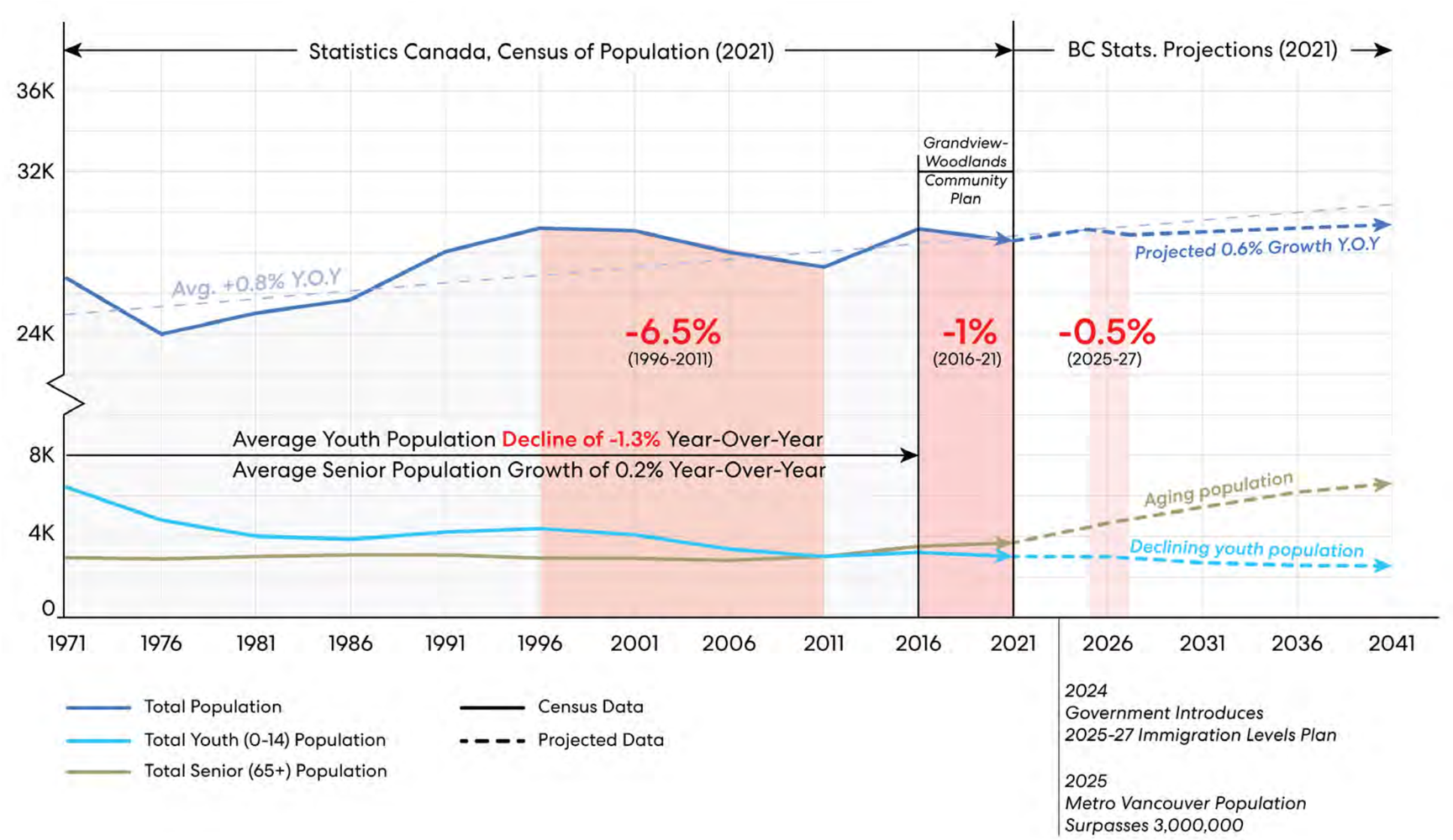
- **Stagnating Population Growth:** While Vancouver's population grew by 42% over the last 40 years, the population of Grandview-Woodland increased by less than 3%. More concerning, the neighbourhood's population declined by 6.5% between 1996 and 2011, with a loss of about 1,900 people. This trend has continued from 2016-2021 with a further decline of 1%.
- **Declining Youth Population:** The number of young people has sharply decreased. Between 1996 and 2011, the population of children aged 0-9 dropped by 35%, while those aged 10-19 declined by 23%. This trend has impacted local schools, with several operating below capacity.
- **High Rental Rates and Housing Affordability Issues:** The community continues to have a large proportion of renters (about two-thirds). In 2011, it had the highest proportion of households spending over 30% of their income on housing costs in Vancouver.



Population Change (%), 1996-2011
Source: Grandview Woodland Community Plan (2016)

Grandview-Woodland - Present

While the Grandview-Woodland plan was formally adopted in 2016, the population decline as noted in the figure below has continued. As shown below, from 2016 to 2021 there has been a further 1% reduction in population in Grandview-Woodland, further supporting the need to update the dated community plan that has been largely ineffective at tackling population growth, demographic change, housing stock, and affordability as initially intended.



Grandview-Woodland Population Trends
Sources: Statistics Canada, Census of Population; BC Stats (2024); City of Vancouver (2020)

2.5 Mobility Network

2.5.1 Transit

Commercial-Broadway station offers a direct line to downtown Vancouver in less than 2 stops, and is one of the highest-traffic transit stations in the City.

The site is located less than a 5 minute walk to the station, making it a highly connected and desirable site. Additionally, the Broadway bus line, which is a major East-West arterial bus route, runs directly in front of the site.

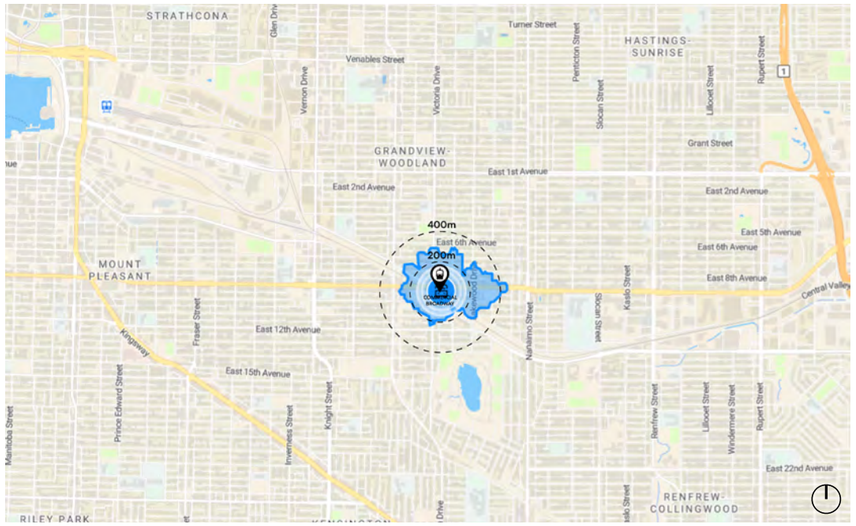


Transit Network Map

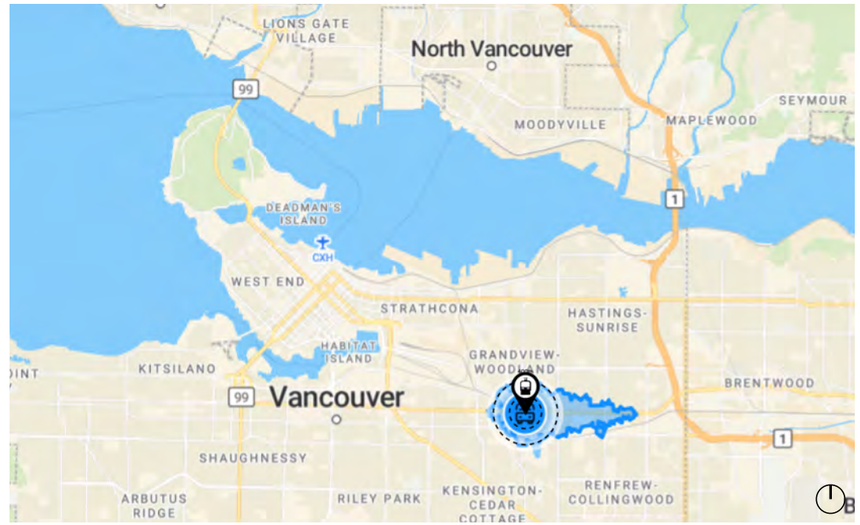
2.5.2 Transit Shed

The site is located near a major transit hub, offering excellent accessibility. It is a 5-minute walk from the Commercial-Broadway Station, where the Expo and Millenium Lines intersect. It provides direct access to key transit routes throughout Vancouver.

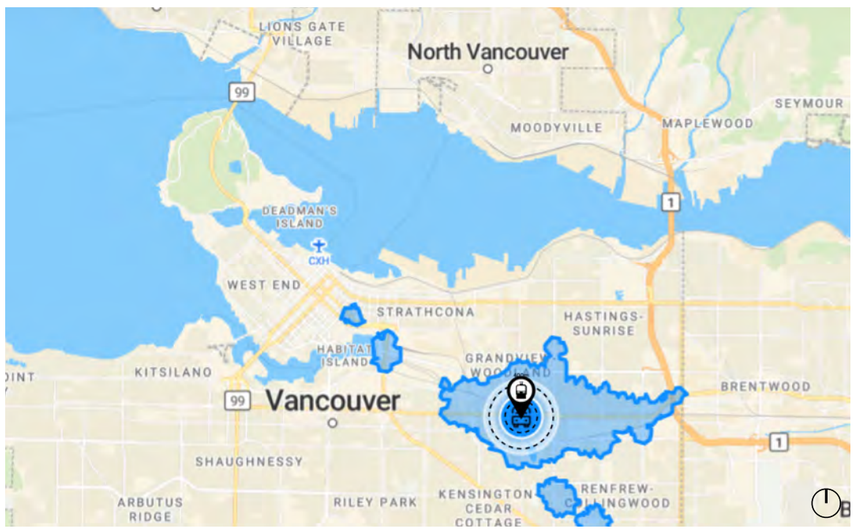
This strategic location supports the province's goal of increasing density near major transit hubs, offering a well-placed development that benefits from proximity to transit infrastructure.



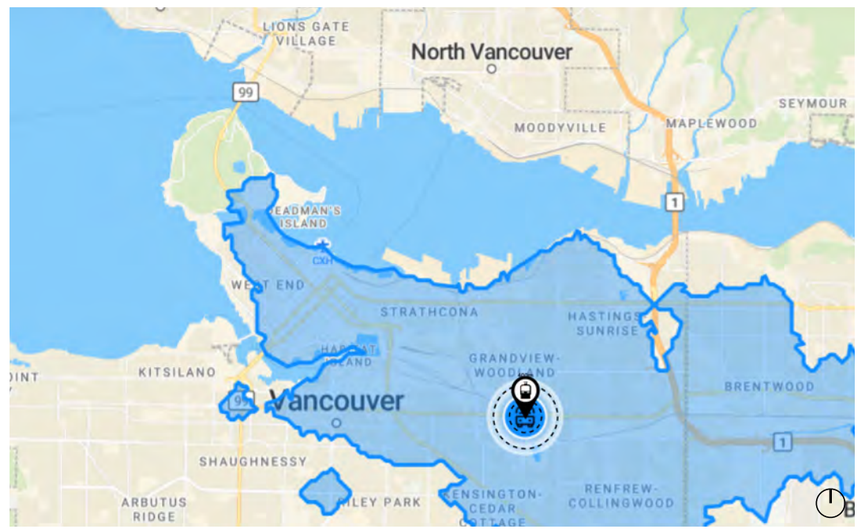
5 minute Transit Shed



10 minute Transit Shed



15 minute Transit Shed



30 minute Transit Shed

Source: *TravelTime, OpenStreetMap*

2.5.3 Green Space & Active Transport

The site is unique in that its entire west facade abuts the Central Valley Greenway bike path. Reserved only for pedestrians and bikes, this site is perfectly situated to promote active and alternative modes of transportation.

The Central Valley Greenway, which runs along the Millenium Line skytrain expansion, is part of a regional greenway linking Vancouver, Burnaby, and New Westminster. This network of dedicated cycling routes also connects several parks and green spaces.

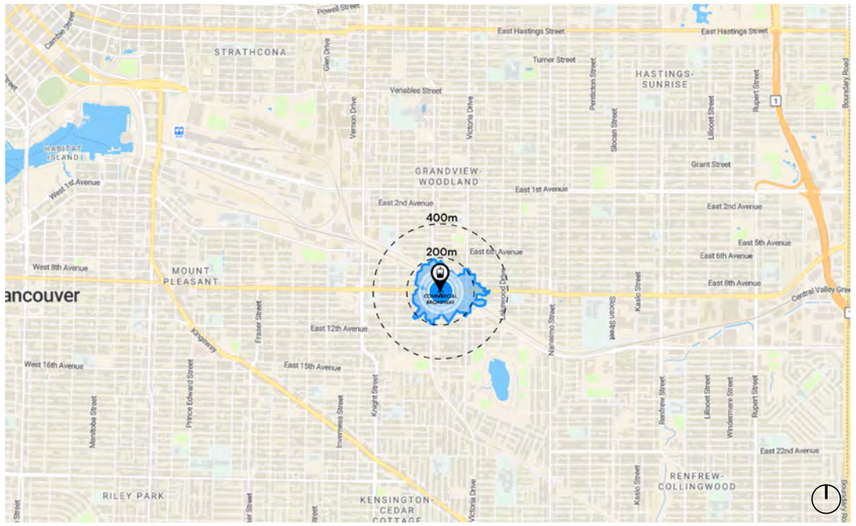


- Future Skytrain
- FTN Bus Route
- Skytrain Line
- City Established Greenway
- City Proposed Greenway
- Bike Lane
- Mobi Bike Station
- Existing Skytrain Station
- Future Skytrain Station
- Public Park
- Mobi Bike Station Zone
- Lime Scooter Service Area
- Scooter + Bike Service
- Walking Radius

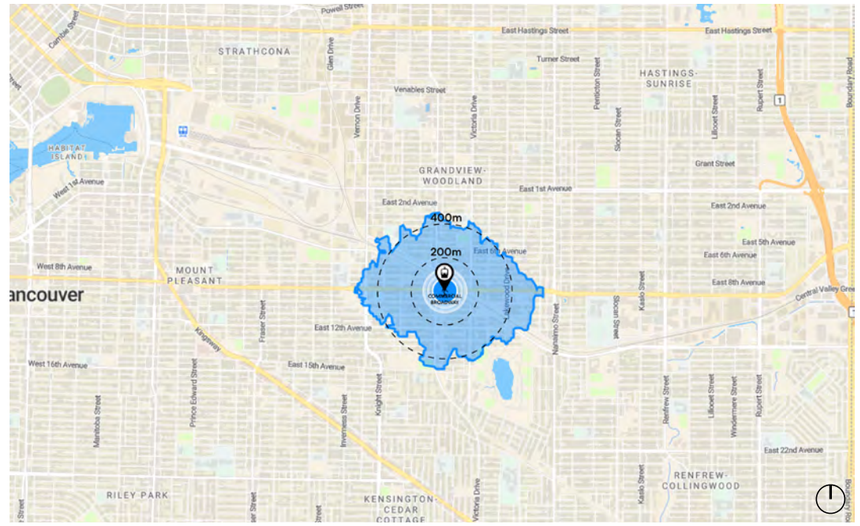
Active Transport Map

2.5.4 Walk Shed

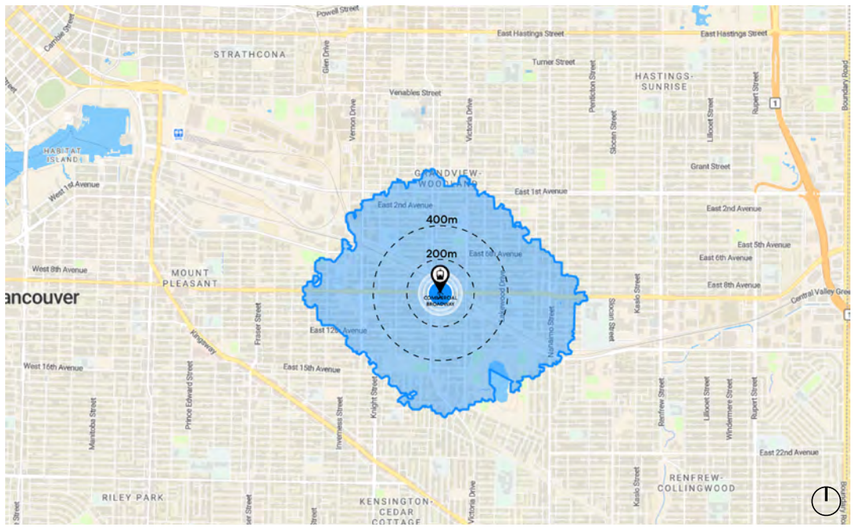
The site is situated in a highly walkable neighbourhood. Grocery stores, shops, restaurants, parks, bike paths, and other amenities are located within a 5 and 10 minute walking radius. Surrounding neighbourhoods and transit stations are accessible within a 15 and 30 minute walking radius.



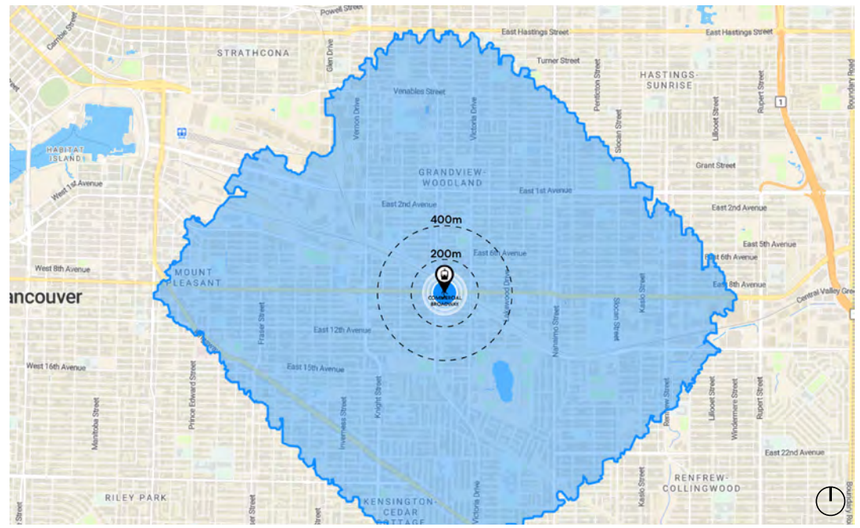
5 minute Walk Shed



10 minute Walk Shed



15 minute Walk Shed

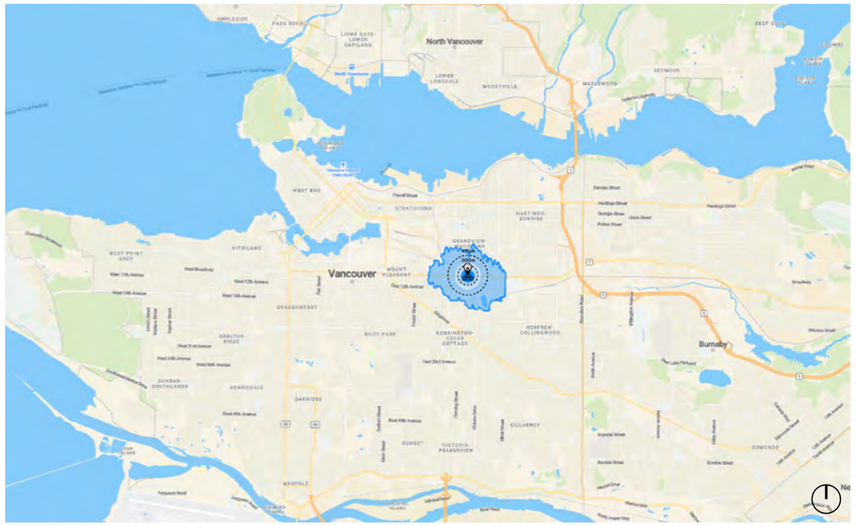


30 minute Walk Shed

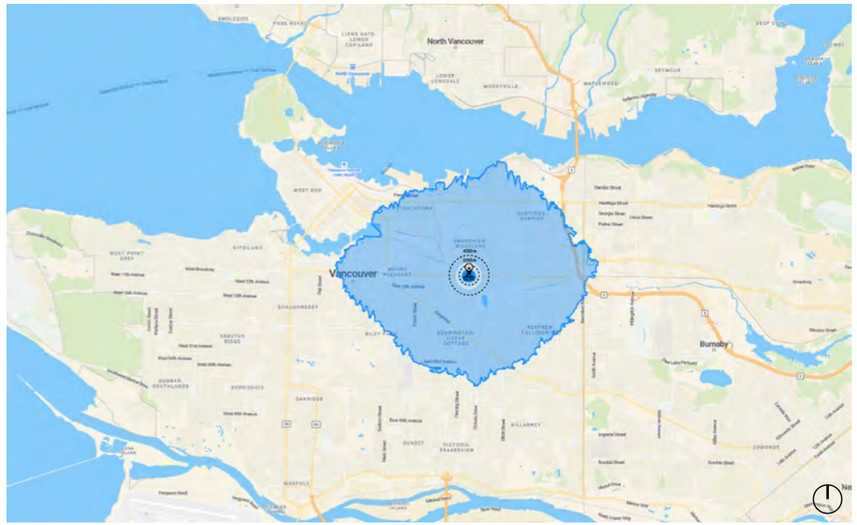
Source: *TravelTime, OpenStreetMap*

2.5.5 Cycling Shed

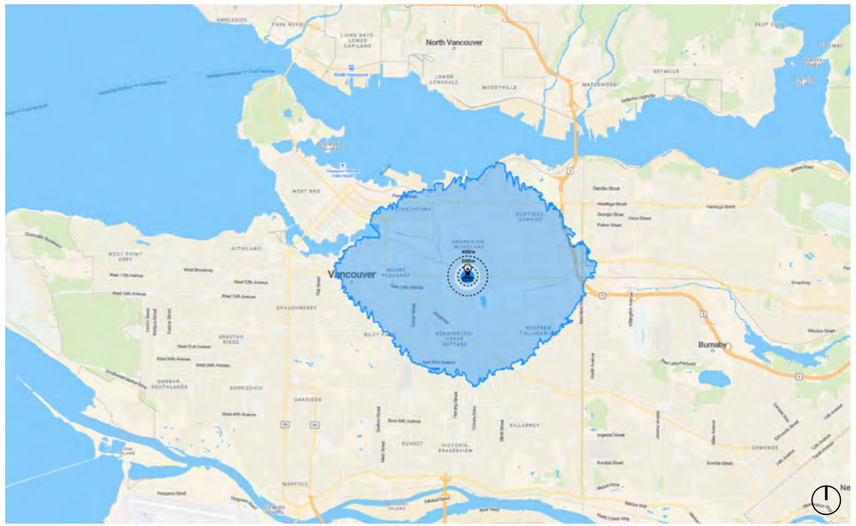
Many parts of the City can be accessed from the site within 15 minutes by bicycle, with all of downtown and parts of the greater region reachable within 30 minutes. The Central Valley Greenway, which runs directly adjacent to the site, provides exceptional bicycle connections with a complementary network of robust bike-priority streets and paths.



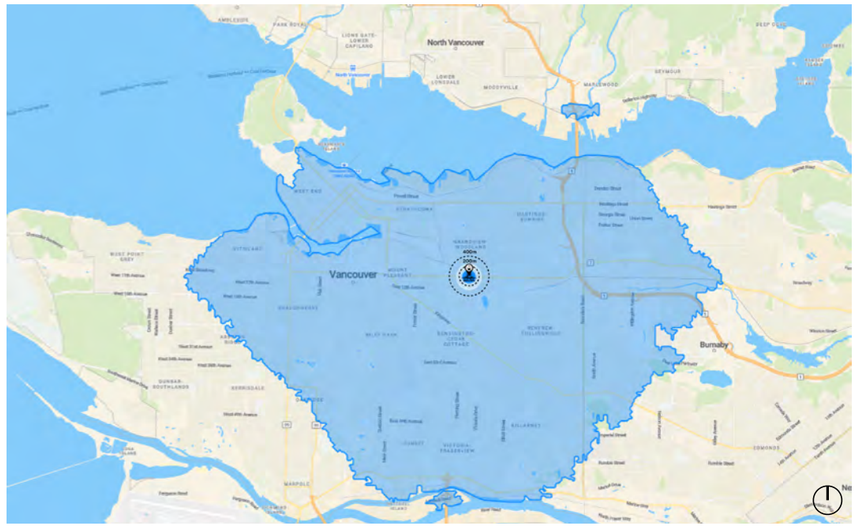
5 minute Cycle Shed



10 minute Cycle Shed



15 minute Cycle Shed



30 minute Cycle Shed

Source: *TravelTime, OpenStreetMap*

Section 3.0

Planning Rationale

3.1 Policy Context

Grandview-Woodland Plan (2016)

(6 Storeys)



District High-Density Zones

Planning Principles:

- Support the goals of Reconciliation
- **Support a range of sustainable transportation options**
- **Support a range of affordable housing options**
- Foster a robust, resilient economy
- Enhance culture, heritage and creativity
- **Achieve a green, environmentally sustainable urban pattern**
- Protect and enhance civic spaces, public parks,and green linkages
- Foster a resilient, sustainable, healthy community

Vancouver Plan (2022)

(12-25 Storeys)



City High-Density Zones

Three Foundational Principles:

- Support the goals of Reconciliation
- Resilience to withstand, adapt, and recover
- **More housing options and complete neighbourhoods**

Three Big Ideas:

- **An economy that works for all**
- Equitable approach to planning & distributed growth across neighbourhoods
- **Climate protection and restored ecosystems**

Bill 47-Transit-Oriented Areas (2024)

(min. 12-20 Storeys)



Transit Area High-Density Zones

Policy Goals:

- **Increased housing density around transit stations (min. 5.5 FAR)**
- **Build 50,000 affordable non-market units**
- **30% reduction in greenhouse gases and improved access to transit**



Summary of Key Objectives:

Housing

Provide higher-density housing centered around transit

Affordability

Housing options including non-market housing

Livability

Enhance livability with a reduction in greenhouse gases and improved access to transit stations

3.2 Grandview-Woodland Community Plan (2016)

GWCP Overview

The Grandview-Woodland Community Plan sets out a thoughtfully managed framework for future change. This plan responds to the challenges facing the community and it builds upon its potential.

This plan will guide the gradual renewal of its rental housing stock and introduce new opportunities for additional housing in strategic locations. The emphasis will be on more affordable forms of housing. The area around the Commercial-Broadway transit precinct will evolve around a new urban plaza – another "living room" for the community and a gathering place at this key focal point. It will introduce expanded opportunities for people of a various incomes and means to live within a five-minute walk of this portal to the City and the region.



Intent

GOAL: 28% increase in population with future growth anticipated to attract more young families with children into the community.

	2011	2041	% CHANGE
POPULATION	34,000	43,500	28%

Data from Grandview-Woodland Community Plan

Principles

The GWCP outlines 9 guiding principles to address the development of the neighbourhood, with the following being a summation that focuses on the most pressing needs and opportunites.

Affordability

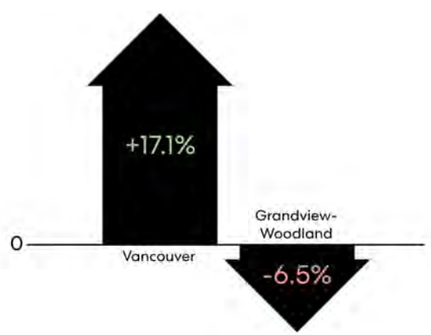
Support a range of affordable housing options to meet the diverse needs of the community

Transit

Support a range of sustainable transportation options, including those that already exist

Livability

Protect and enhance civic places, public parks and green linkages



Outcome

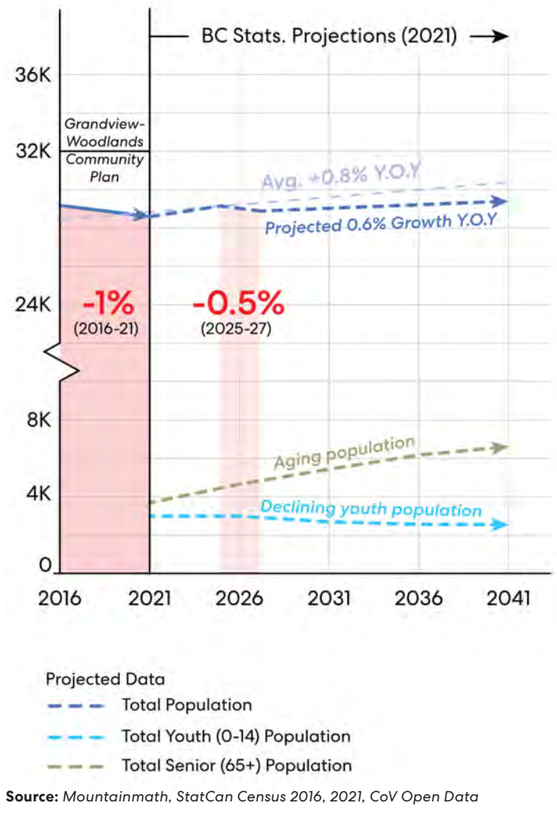
REALITY: Steady decrease of populations under 64 and lower average population growth compared to historical averages. Only 23 below-market rental units have been built since the adoption of the community plan.

	2016	2041	% CHANGE
POPULATION	28,848	35,547	23%
COMPARED TO PLAN GOALS	-5,152	-7,953	-5%

Data from BC Stats

Note: Population data is taken from *BC Stats - Population Estimates and Projections* based on the *Component/Cohort-Survival method.*

Relative Population Change by Neighbourhood 2016-2021



Source: *Mountainmath, StatCan Census 2016, 2021, CoV Open Data*

3.2.1 GWCP: Commercial-Broadway Station Precinct

Plan Intent



Source: *Grandview Woodland Community Plan*

- Become a vibrant, accessible and walkable, transit-oriented neighbourhood with a mix of land uses and scales that gives residents, workers, and visitors the highest degree of transportation accessibility of anywhere in Vancouver.
- Be centerd and oriented around a sunny, welcoming, delightful and people-friendly civic plaza that is anchored at the transit station.
- Have improved streetscapes and an improved public realm that is comfortable for pedestrians, cyclists, shoppers, commuters, residents and anyone visiting or passing through the area.
- Provide a broader array and an increased number of housing opportunities, including rental, non-market, and ownership options in a variety of forms. Leafy character streetscape will continue to showcase the heritage aspects of the neighbourhood.
- Support a mix of employment oppotunities including the new office, commercial, and retail job space at place with exceptional workforce access.

Outcome

- Limited development approvals close to transit
- Only 2 rental buildigs constructed since plan adoption (2016) in station area
- Only 23 below market rentals approved or constructed



Axonometric Diagram showing Recent Development Applications

3.3 Vancouver Plan - 2022

Vancouver Plan Overview

The Vancouver Plan is a 30-year land use strategy aimed at fostering a more livable, affordable and sustainable city by shifting to a distributed growth model to combat the lack of growth since the 2016 implementation of the Grandview-Woodland Community Plan.

The Vancouver Plan sets a clear path forward to achieve shared goals in an increasingly complex future. The City has outlined three foundational principles, and three big ideas which guide and inform strategies for development.



Intent

GOAL: Promote population growth in underutilized neighbourhoods (such as Grandview-Woodland) which do not have enough people to support local businesses and are experiencing declining populations of families with children.

- Ensure more affordable housing choices are available to ease the housing affordability crisis
- Allow for the building heights and densities necessary to deliver rental and social housing while also considering a distributed pattern of growth.
- Transform low-density neighbourhoods to include housing choice for all income groups and family types
- Leverage transit investments to support growing neighbourhoods

Big Idea 1

Equitable Housing and Complete Neighbourhoods: Ensuring all neighbourhoods have the things that matter most.

Big Idea 2

An Economy That Works for All: Ensuring a mix of housing, jobs, shope and services close to rapid transit.

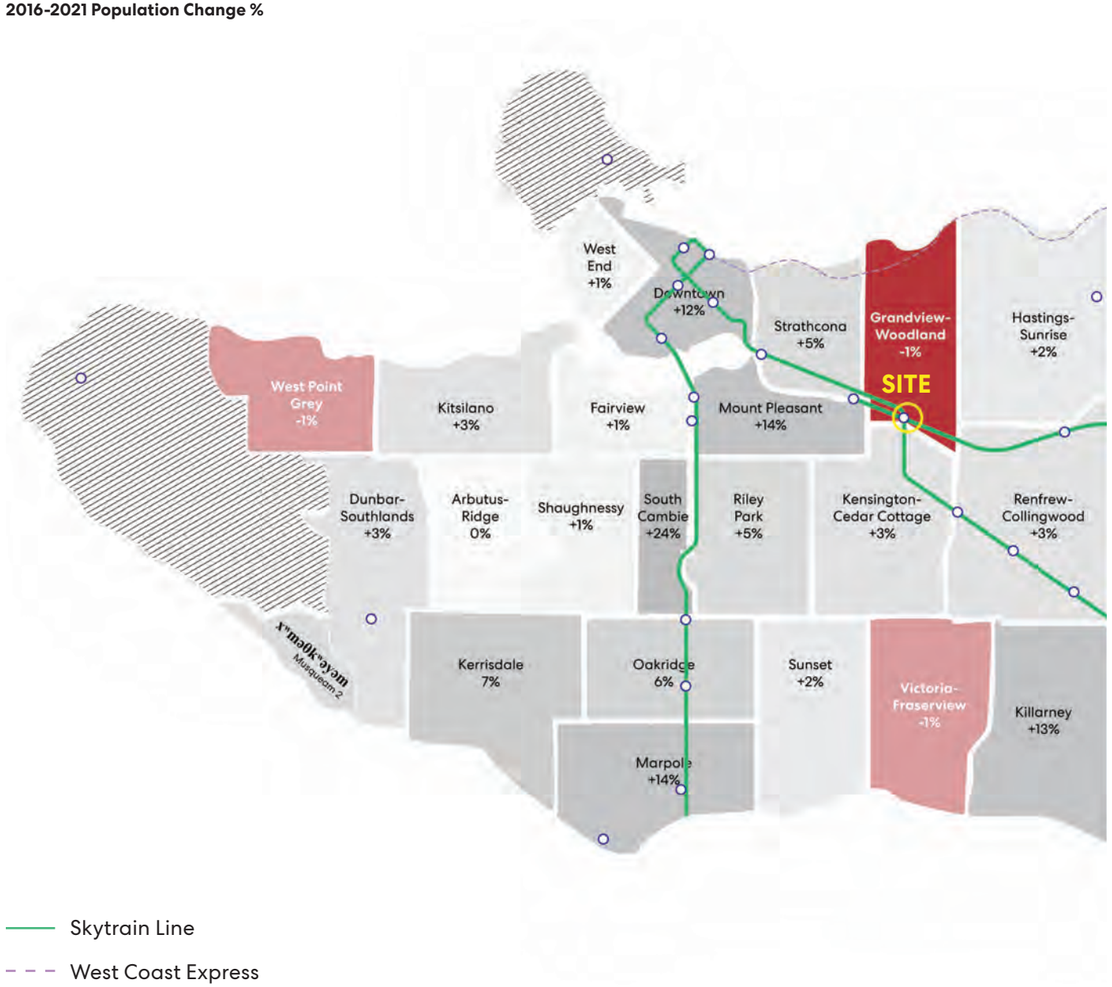
Big Idea 3

Climate Protection and Restored Ecosystems: Creating streets for people to move around by walking, rolling, biking, and taking transit.

Current Condition

REALITY: Vancouver's districts have disproportionately changed in population with three districts experiencing a population decline, including Grandview-Woodland. The main contributing factor to population decline is a lack of density and infrastructure to attract population growth.

2016-2021 Population Change %



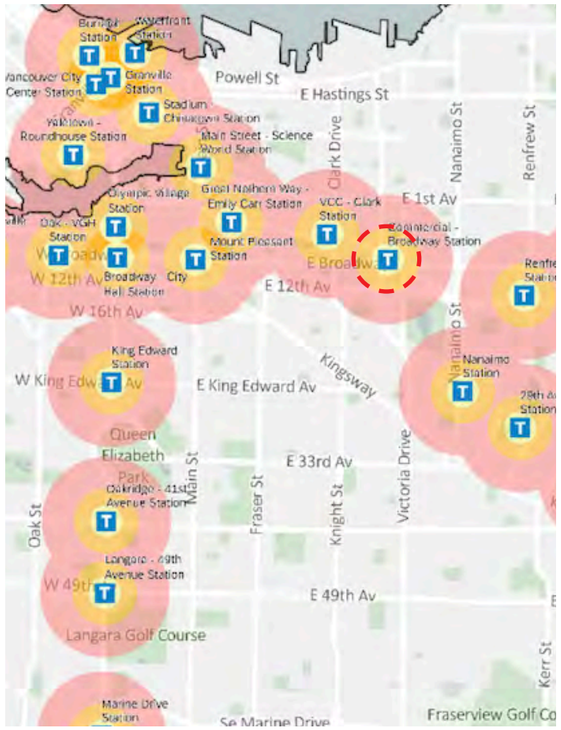
Data Source: *Statistics Canada, 2016 and 2021 Census of Population*

3.4 Transit Oriented Areas - TOA (Bill 47) - 2024

TOA (Bill 47) Overview

In November 2023, the Province introduced several Bills that seek to increase the supply of housing, including *Bill 47, Housing Statute (Transit-Oriented Areas) Amendment Act, 2023*. Bill 47 requires municipalities to designate TOAs and allow minimum heights and densities within prescribed distances of rapid transit stations.

The City of Vancouver approved the TOA rezoning policy on June 30, 2024 and designated TOA areas around transit stations. The policy outlines 3 Tiers of areas depending on its proximity from a station. In addition, the policy also removed off-street parking requirements in these areas.



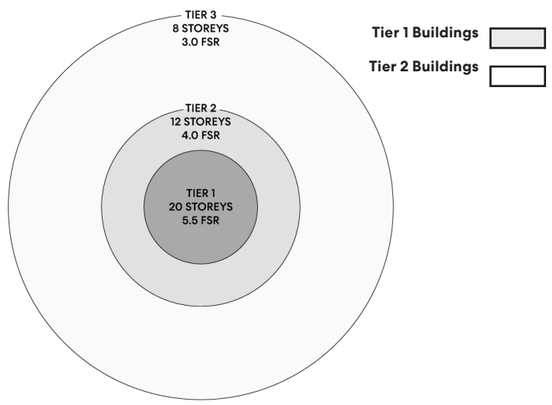
TOA areas identified by provincial regulation
Source: *CoV council report, June 12 2024*

TOA Hypothetical Buildout

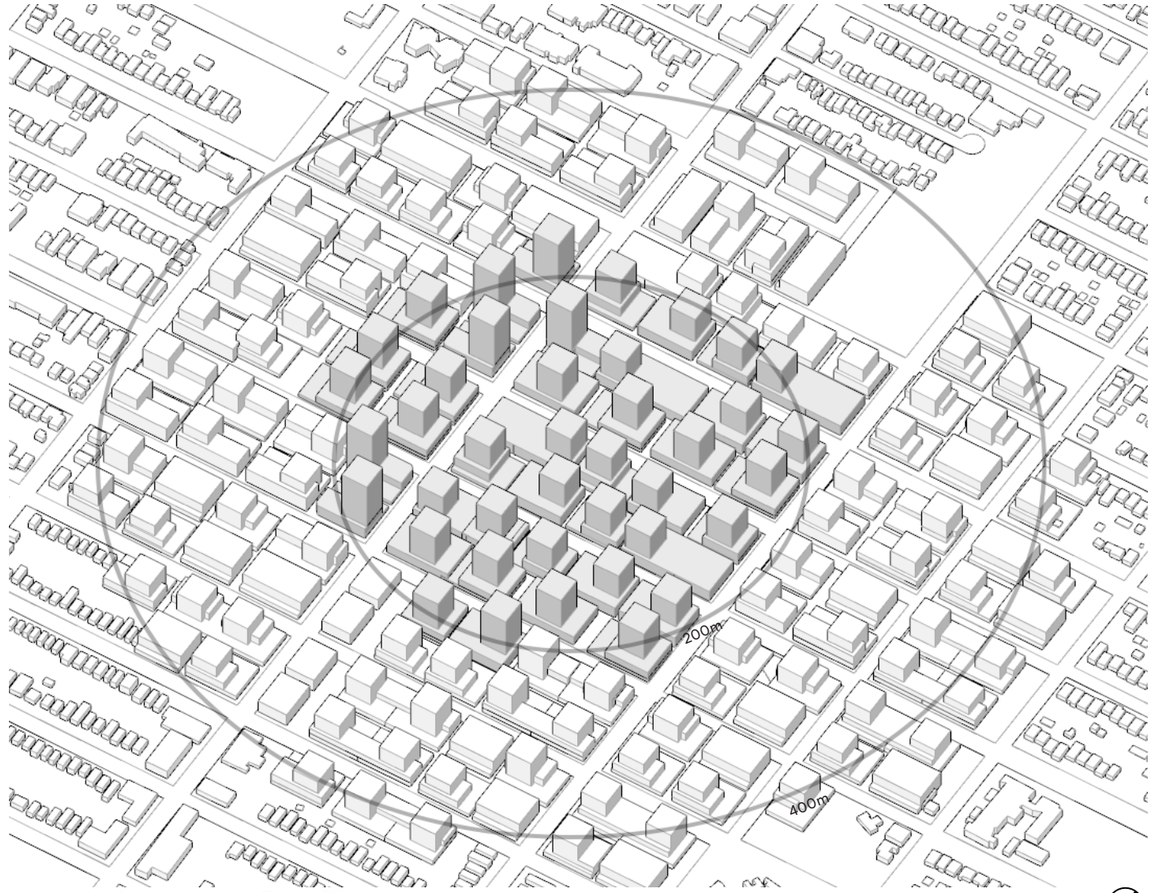
The diagram shown to the right illustrates a hypothetical Transit-Oriented Area buildout using a typical City of Vancouver street grid. This buildout shows an FSR density of 5.5 within a 200m radius of a station, and an FSR density of 4.0 within a 400m radius. The following pages will illustrate the particular challenges that the Commercial-Broadway station faces which prevent it from realizing its intended density as a Transit-Oriented node.

Outcome

Since the adoption of the policy in 2024, to our knowledge there have been no fully compliant applications, reflecting that even though allowable densities and heights have been increased, the increases have not been enough to result in feasible developments, ultimately hindering the delivery of housing where it is most impactful - adjacent to transit.



Rapid Transit TOA Tiers
Data Source: *CoV council report, June 12 2024*



Axonometric Diagram showing Typical TOA Allotments

3.5 TOA: Broadway and Commercial

3.5.1 Geographical Constraints

The Grandview Cut, with its light rail and heavy rail transit infrastructure materially impacts development potential within the Commercial-Broadway station precinct. This unique feature limits maximum density around the station compared to other TOAs in the City. The cut reduces development opportunities in both Tier 1 and Tier 2 zones, as illustrated in the diagram. Although the subject site is the second closest to the station on the south side of Broadway, following the Safeway site, it does not fall within Tier 1 and consequently has lower development potential.

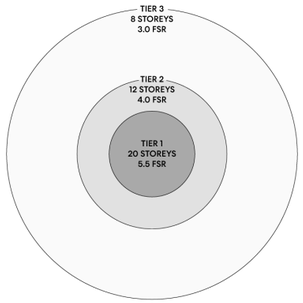
To address the unintended limitations imposed by the Grandview Cut, additional height and density should be considered for critical sites surrounding this major transit station.

TOA Homes Lost to the Cut:

-3,738

TOA Tier 1 Sites Lost to Cut
Tier 1 Homes Lost: 2,480

TOA Tier 2 Sites Lost to Cut
Tier 2 Homes Lost: 1,258



Rapid Transit TOA Tiers
Data Source: *CoV council report, June 12 2024*

Tier 1 Buildings
Tier 2 Buildings
Tier 1 Lost Area
Tier 2 Lost Area



Axonometric Diagram showing area lost within TOA to the Cut



The Granview Cut at Commerical-Broadway Station **Source:** *Google Earth*

3.5.2 Policy Constraints - View Cones

While view cones serve an important public benefit, they conversely have the potential to limit housing. In the case of the Commercial-Broadway station area, the current view cones limit the east side of the station area to less than 12 storeys (27.1), and view cone 27.2 restricts housing further east to 7 storeys or less.

Following a directive from City Council, Staff have released a revision for initial public engagement (April 2025) concentrating on maintaining views to mountain peaks while allowing more developments within the 200m station radius and policy level (12 storey) developments outside of this radius (200m-400m). These revisions, as shown in the diagrams to the right would further reduce home delivery within the 400m station radius by over 1,500 homes.

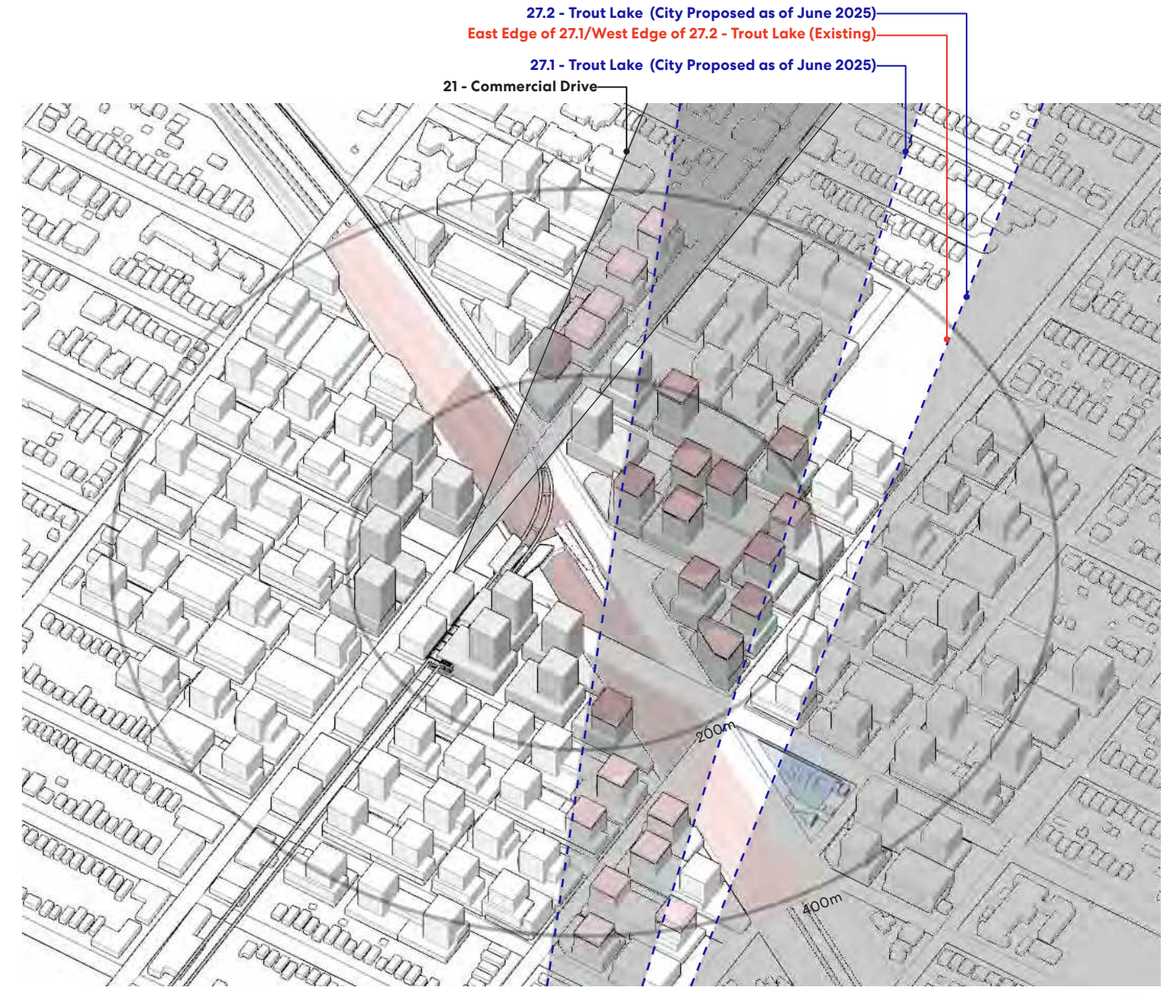
Practically, the limitation will likely be much higher as the 12 storey and 4.0 FSR densities from 200m-400m will not result in minimally viable developments.

TOA Homes lost to View Cones:

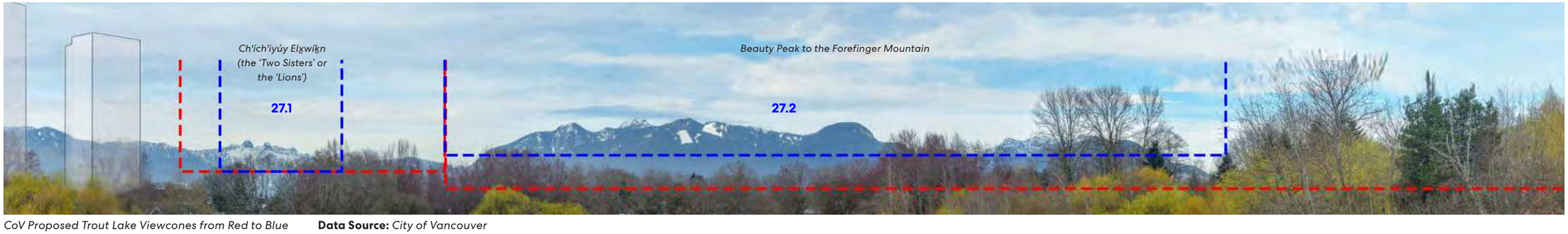
-1,315

TOA Tier 1 Sites Lost to View Cones
Tier 1 Homes Lost: 1,133

TOA Tier 2 Sites Lost to View Cones
Tier 2 Homes Lost: 486



Axonometric Diagram showing area lost within TOA to view cones



CoV Proposed Trout Lake Viewcones from Red to Blue **Data Source:** *City of Vancouver*

3.6 View Cones: Balancing Housing and Views

Overview

Vancouver's view cones are a defining element of the City's urban planning, carefully preserving sightlines to its iconic mountain and ocean views. Established in the 1980s, view cones aim to maintain visual access to natural landmarks from key public areas, safeguarding the City's scenic beauty as it grows.

However, as Vancouver faces an increasingly severe housing crisis, it has become necessary to reconsider certain view cones to accommodate the evolving needs of the City. A case in point is the revision of Cambie street view cones, where views to mountain peaks were maintained to better balance the need for housing with the benefits of views.

As analyzed on the previous page, the City has proposed revisions to the Trout Lake view cones (27.1 and 27.2) to respond to TOA policy while maintaining important views. We are proposing a revision to 27.2 that more appropriately reflects the unique context of Commercial-Broadway station area while maintaining peak mountain views, and that will increase the delivery of housing, often in closer proximity to the station than many sites in the 200m radius.

Before



After

The images show the updates to the Cambie view cones to address the need for growing density in the City. Small adjustments were made to the view cones while still keeping major views to the mountains intact. (City of Vancouver)



Figure 1: *Existing Trout Lake View Cones*



Figure 2: *City of Vancouver Proposed View Cone Changes - Initial Public Consultation Period (April 2025)*



Figure 3: *Proposed Changes to the View Cone from Blue to Pink*

3.6.1 Unlocking Homes

The City-proposed revisions to view cones 27.1 and 27.2 offer some relief to the loss of housing in this area, however it excludes a number of key sites which are closer in proximity to the Commercial-Broadway skytrain station and located along a main arterial road. Third Space's proposed 27.2 view cone revision could create up to ~1,400 homes to help offset the ~5,000 homes lost to the cut and view cones 27.1 and 21. As shown in the image below, the proposed revisions to view cone 27.2 would preserve views to the most significant parts of the North Shore mountains.

In consideration of the housing needs of the Grandview-Woodland Area and the unique geographical limitations of this station area which leads to lost housing potential, the sites opened up by view cone revisions could accommodate increased density and height beyond TOA policy; this would be more reflective of what is required to ensure feasible developments, especially when providing below market rental homes.

The draft Rupert-Renfrew Station Area Plan serves as a relevant indication of densities that would be required to ensure feasibility due to it's proximity to this area, better reflecting east-side revenue limitations.

TOA Homes lost:

-5,053

TOA Homes Lost to the Cut:

-3,738

TOA Homes lost to View Cones:

-1,315

Total Homes Regained:

+1,407

Site Area: 160,624 ft²

***** *Based on recent policy heights/densities*

City Proposed View Cones (as of June 2025)

Third Space Proposed View Cones

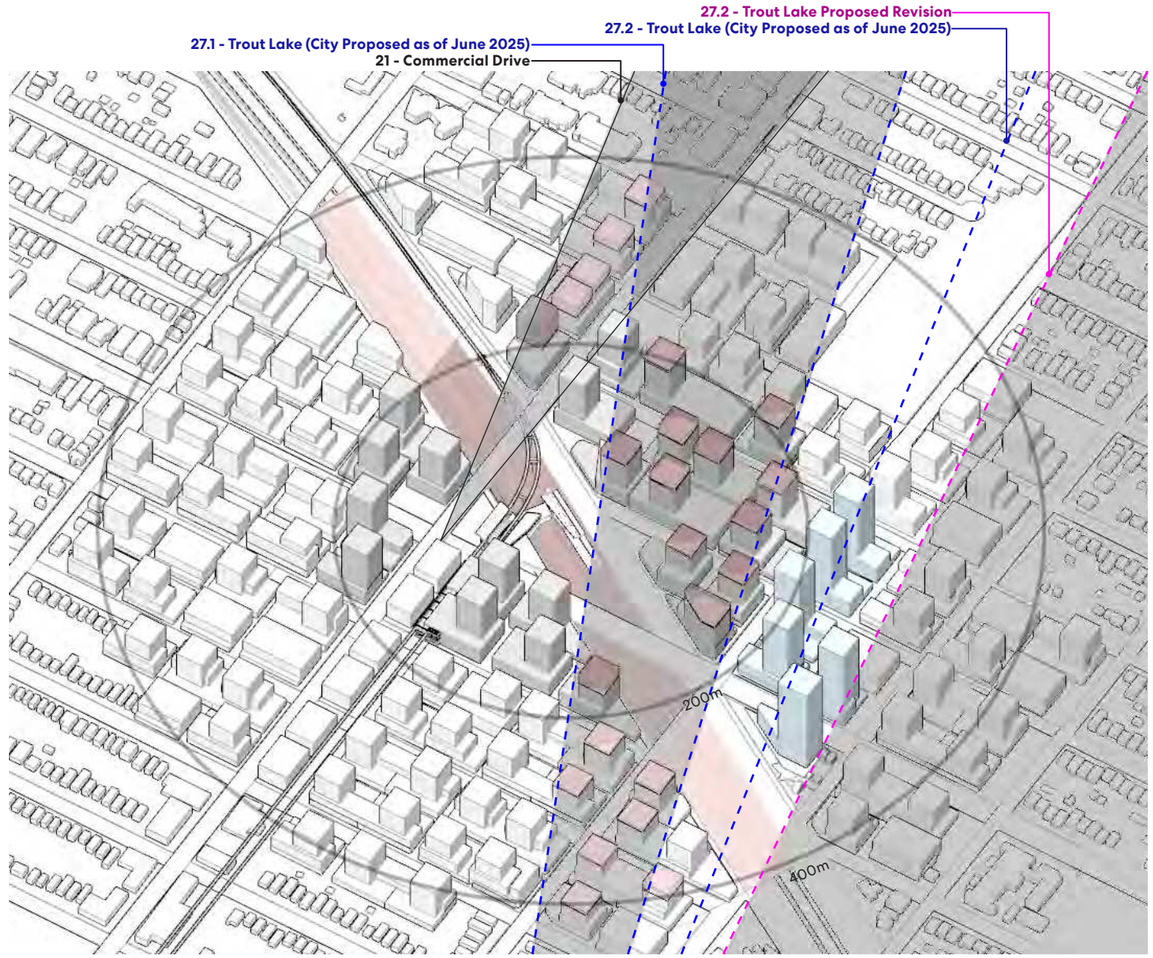
Sites Unlocked by Proposed View Cone Revision

Tier 1 Buildings

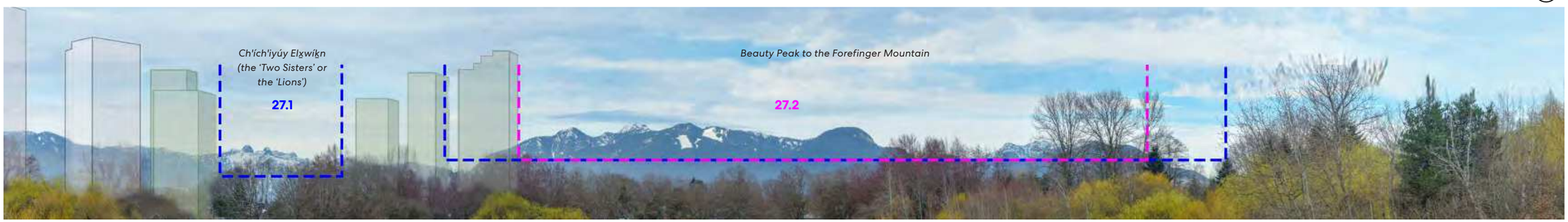
Tier 2 Buildings

Tier 1 Lost Area

Tier 2 Lost Area



Axonometric Diagram showing ares unlocked through proposed view cones



Proposed View Cones 27.1 and 27.2 - City Proposed Boundaries in Blue, 3S and PW Proposed Boundaries in Pink.

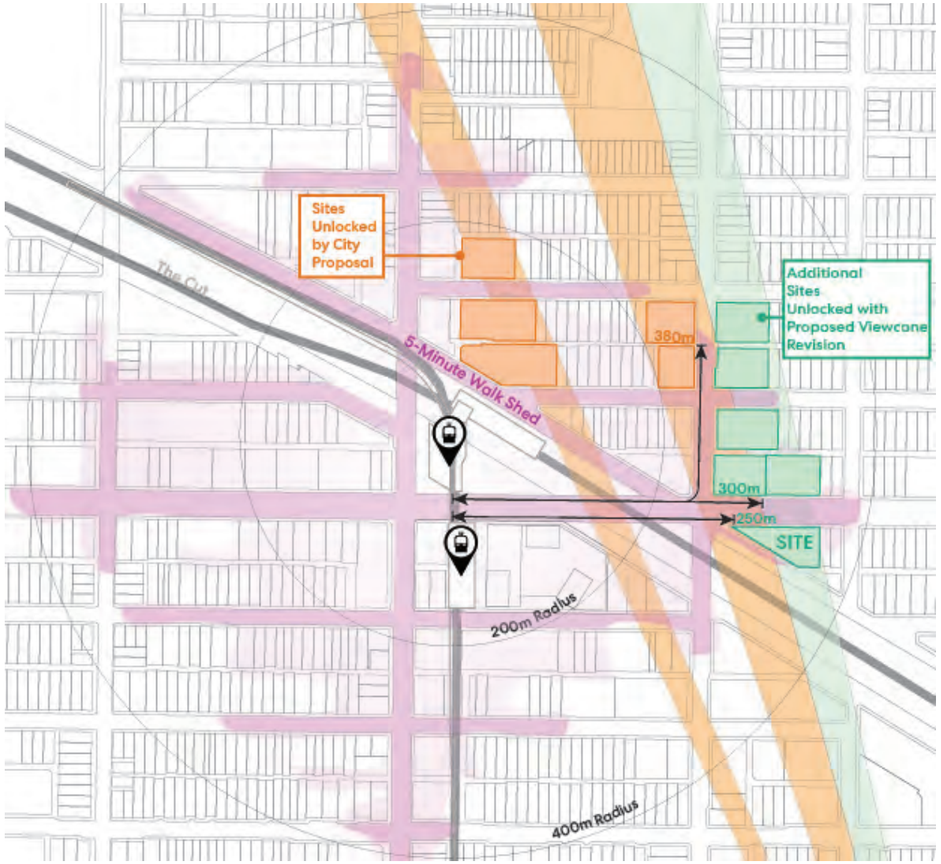
3.6.2 Station Proximity

Strategic Placement of Sites

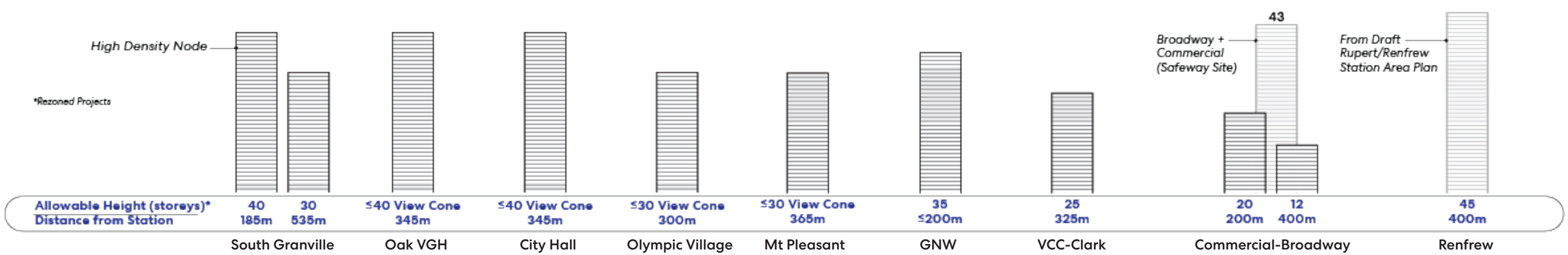
Due to the Grandview Cut, the majority of the development sites created by amending the western edge of 27.2 are closer via walking distance than sites within the Tier 1 radius. They are also closer than tower sites in the Broadway Area Plan and draft Rupert-Renfrew Plan.

Concentrating overall TOA density in the more limited tower sites opened up by both the City-proposed and our proposed view cone revisions, situated within an approximate 5 minute walking distance to the station, will result in improved development feasibility, ultimately leading to improved housing delivery and housing choice adjacent to both rapid transit and active transportation networks.

This 5 minute walking distance could also serve as rationale for maintaining higher density developments close to the transit station, while facilitating a more neighbourhood-centric transition zone. This will provide comfort that neighbourhood character is maintained even while towers, with their improved affordability, are being delivered.



Map showing walking proximity from Commercial-Broadway station to Site



3.7 Placing Housing Where It Belongs

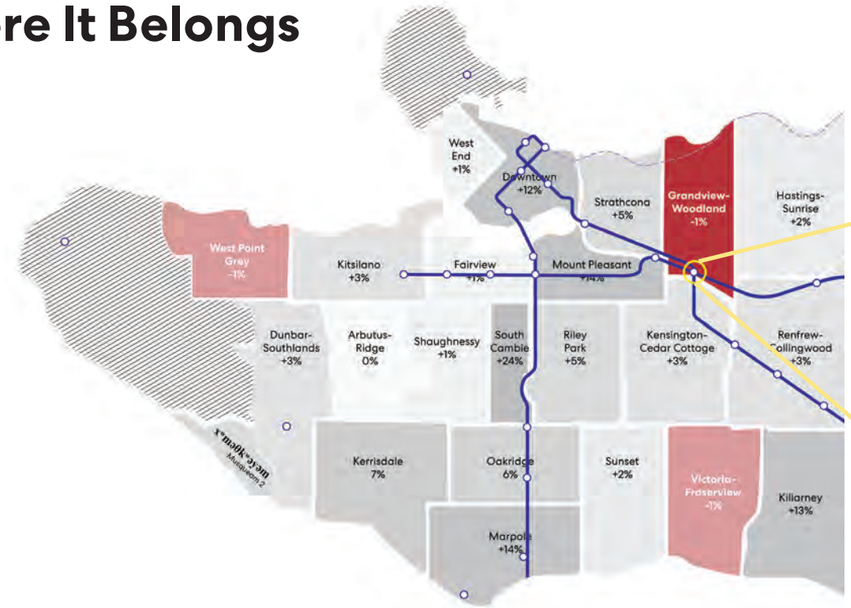
3.7.1 The Need for Density

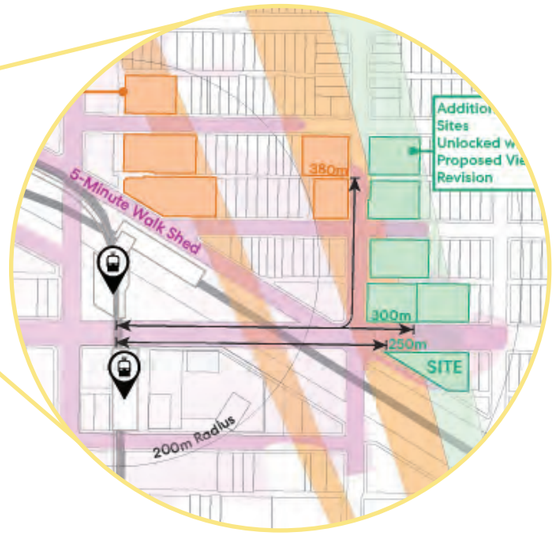
As of the 2021 census, the Grandview-Woodland area was one of only three neighbourhoods in the City with negative population growth. In 2024, Commercial-Broadway Station ranked as the third busiest Skytrain station, recording approximately 6.76 million boardings. Encouraging high density residential development within walking distance of Commercial-Broadway station will support a more equitable distribution of housing across the City while improving housing choices and affordability for the Grandview-Woodland area.

Equitable Housing and Complete Neighbourhoods

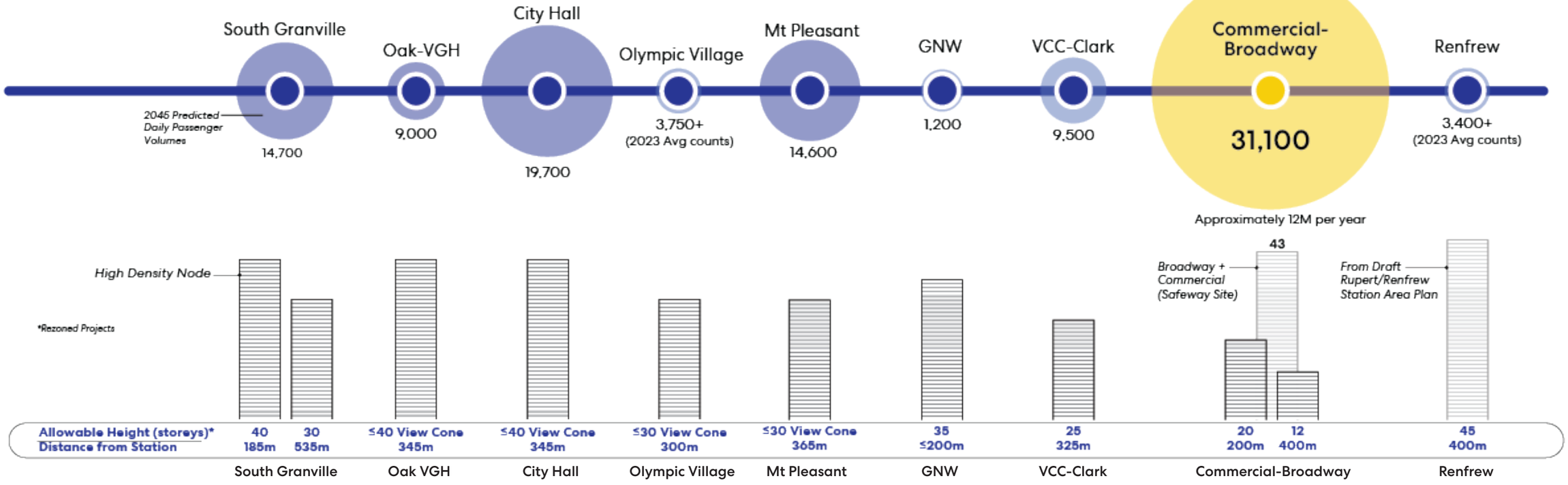
Allowing more housing options and opportunities for everyone to choose a livable neighbourhood that meets their needs. Ensuring all neighbourhoods have the things that matter most.







Source: *Vancouver Plan (2022)*



3.8 1926-1978 East Broadway - Meeting Current Needs

Policy Objectives

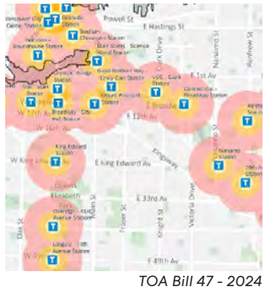
Across the 3 most relevant planning policies for this area, the common guiding principles of housing choice, diversity and affordability are paramount. Leveraging transit infrastructure is crucial in achieving these goals and simultaneously brings benefits to both livability, with convenient access to amenities, and sustainability, with reduced car dependence leading to reduced carbon emissions.



Grandview-Woodland Plan - 2016



Vancouver Plan - 2022



TOA Bill 47 - 2024

Housing:

Provide higher-density housing centered around transit

Affordability:

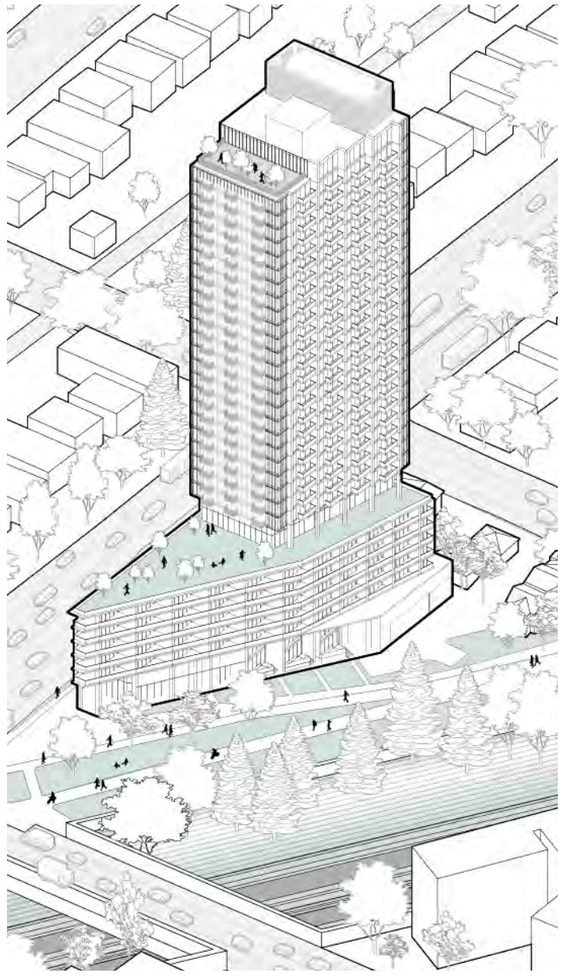
Provide accessible and affordable non-market units

Livability:

Enhance livability with a reduction in greenhouse gases and improved access to transit stations

Proposal Deliverables

This rezoning application proposes replacing a temporary community garden and two detached houses with 352 secured rental homes, including 35% family units as well as ground floor retail amenities. 20% of the residential area is proposed at below market rates - this is roughly equivalent to 71 homes. This is over 3 times as many below-market homes that have been built since the adoption of the Grandview-Woodland Plan in 2016.



Housing:

352 secured rental homes with no primary rental displacement

(2 single family homes rented out during permit phase)

Affordability:

20% of homes at 10% below CMHC city-wide average rents

(~40% Below starting market rents)

Livability:

All-electric, low-carbon development adajacent multiple low-carbon transportation options

3.8.1 Housing and Affordability

Housing



Our Plan:

- Deliver 352 new homes
- Diversify Housing Stock including for moderate income households

Why Here?

This application proposes 352 total secured rental homes, This is a net increase of 348 homes, as the site is predominantly vacant. Only 4 secondary rental units currently exist in the 2 existing detached homes on the site. Within these 352 homes, 35% are family homes, including 10% of total homes with 3 bedrooms. All homes will be within walking distance of daily amenities, transit and multiple bike routes.

Why Now?

Grandview-Woodland's continued declining population, despite numerous plans and city attempts to bring density into the neighbourhood, show that existing policy is not meeting the goals or needs of the community. Waiting even longer to implement policy in line with this application could mean years before Grandview-Woodland begins to see a resurgence in its population. This could negatively impact the neighbourhood's resilience and ability to adapt to the ever-changing needs of the City.

Broadway and Victoria:

+352



Affordability



Our Plan:

- Build 20% (~71 Below Market homes) at 10% below CMHC City-wide Average Rents.

At 10% below CMHC City Wide Average rents, the rent for 20% of the building will be almost 40% below starting market rents, enabling a larger range of people to call this building home. In addition to the rent discount, the location, with both transit and amenities within walking distance, provides the potential for further reduction in living expenses due to reduced car dependence. Together, this proposal will improve affordability and access to housing, helping Vancouver meet the goal of providing equitable housing opportunities throughout the City.

3.8.2 Livability

Our Plan:

- **Encourage Sustainable Transportation**
- **Reduce Embodied Carbon**
- **Promote Health and Well-Being**

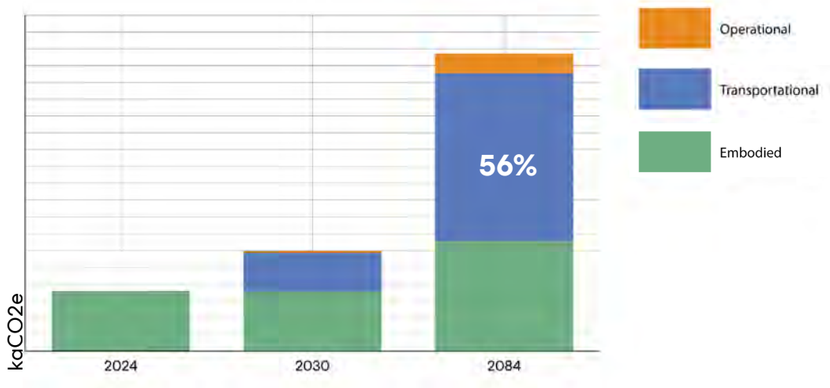
The project includes a reduction in the amount of vehicle parking relative to standard residential projects, providing 0.35 on-site parking spaces per unit. This strategy recognizes the benefits of locating housing directly adjacent to active and public modes of transportation in creating an active low-carbon community. Limiting the amount of below-grade parking also decreases excavation depth and concrete volumes, resulting directly in embodied carbon reductions for the project.

In addition to parking reductions, the number of homes that can be delivered on the site is optimized by increasing the size of tower floor plates. The larger floor plate results in an improved area-to-volume ratio which benefits operational performance, and helps to reduce embodied carbon through a more optimal building core relative to the number of homes provided. The project's baseline embodied carbon performance has been quantified using life cycle assessment (LCA) tools and will continue to be quantified and optimized through the design process to reduce embodied carbon impacts.

Building Density Close to Transit Leads To...

Reduced carbon emissions related to housing

Refer to the graphic below for a break down of emissions in 2024, 2030 and 2084 by type of emissions: embodied, transportation and operational. **By 2084, transportation emissions will make up 56% of emissions associated with the design, construction and occupancy of towers in an urban setting**. Building in an area that is pedestrian friendly and close to transit requires less reliance on vehicles, additionally, in locations where the grid is clean, and the building is electrified, a focus on reducing transportation emissions can be more impactful than other strategies aimed at reducing operational carbon.



Graph showing carbon impact associated with embodied, operational, and transportational carbon over the span of 60 years. Data source: *Field, J, Introba. Reshaping How We Live and Move: How Tall, Urban Towers and Suburban Communities Can Realize 1.5 Degrees Ambitions. Available at: https://issuu.com/deepgreenengineering/docs/reshaping_how_we_live_and_move?fr=xGAEgASgBPf81NTU (Accessed: 11 June 2025).*

Improved Livability, Health, and Well-Being

Active forms of transportation have consistently been shown to provide significant health benefits to individuals and society as a whole. A Danish study titled "Changes in Cycling and Incidence of Overweight and Obesity among Danish Men and Women" which showed that continued cycling over a period of 5 or more years was associated with lower odds of obesity. The Broadway and Victoria site is situated less than a 5-minute walk from transit, amenities, and a dedicated greenway and bike paths, allowing residents to sustain healthier and lower carbon lifestyles. The following positive impacts associated with active transportation have been identified:

- **Increased Lifespan**
- **Money Saved**
- **Reduced Carbon Emissions**
- **Increased Productivity**
- **Greater Sense of Connection to Community**

Section 4.0

Design Rationale

4.1 Design Concept

Centered at the convergence of East Broadway, Victoria Drive, and the Grandview Cut, the proposed flatiron building emerges as a landmark at the center of one of Grandview-Woodland's busiest intersections. Navigating two different street interfaces: the bustling commercial nature of East Broadway to the North, and the quaint pedestrian and cyclist-oriented Central Valley Greenway to the South, this proposal responds to its surrounding condition in its massing and architectural expression,

Key themes of housing, affordability, livability, and transportation put the human experience of residents and the public at the forefront of all design decisions for this proposal. Units are designed to maximise living spaces and kitchens, with views and access to daylight prioritized. Large amenity spaces, located at the podium and tower roof levels, feature a range of amenity options and access to the outdoors.

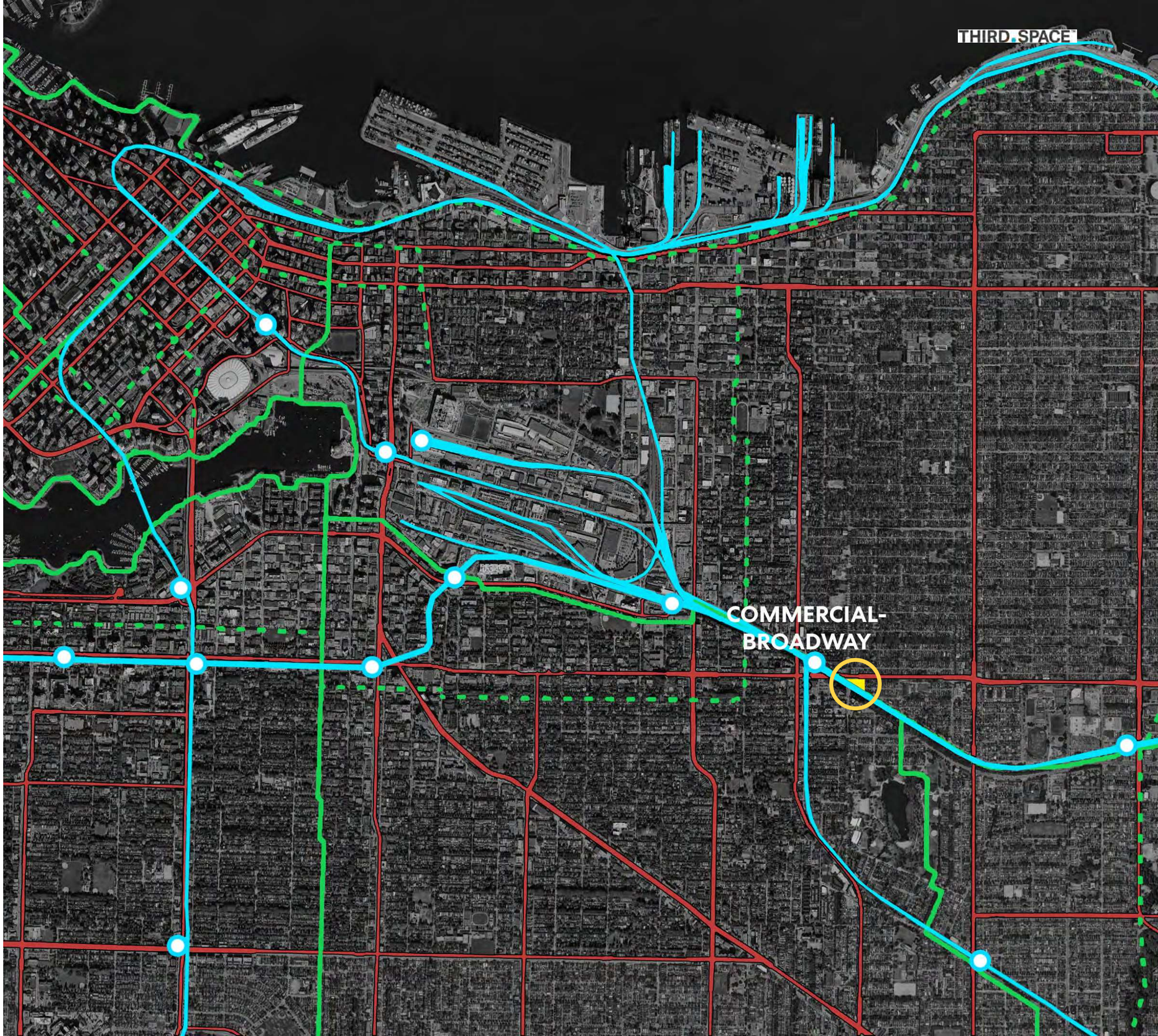
At grade, the podium is activated with CRUs along Broadway, which wrap the corner and allow activity to spill onto the Greenway. Along the Greenway, the 6-storey podium frames the edge of the Greenway at an appropriate scale, while pedestrians and cyclists are invited to engage with the project's active frontage at grade

This proposal aims to contribute to the heart of the community. It will be a place where renters, a historically transient community, can cultivate roots and build a home. This will ensure that Grandview-Woodland continues to thrive as a diverse, resilient, and vibrant community.



4.2 Transportation

The central key theme to this propsal lies in its unique location. Transit-oriented developments have proven to be a sustainable way to develop and grow cities. This site, located within 5 minutes of one of Vancouver's biggest transit hubs, embodies the key goals of transit-oriented growth. Not only that, but the site's adjacency to a bike path and greenway makes it an optimally connected site.



Skytrain Line*

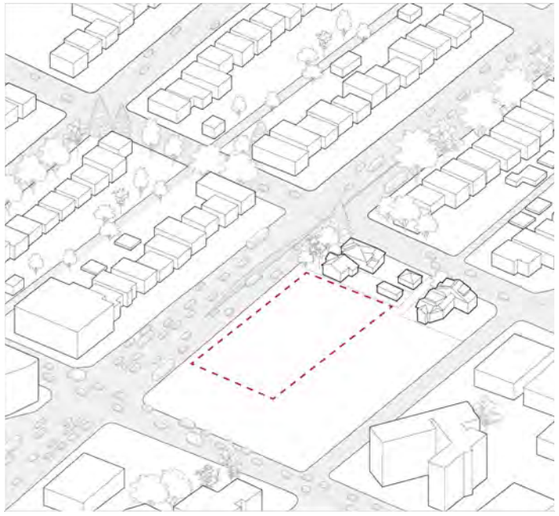
Bus Routes

Central Valley Greenway

**Including 2027 Millenium Line Extension*

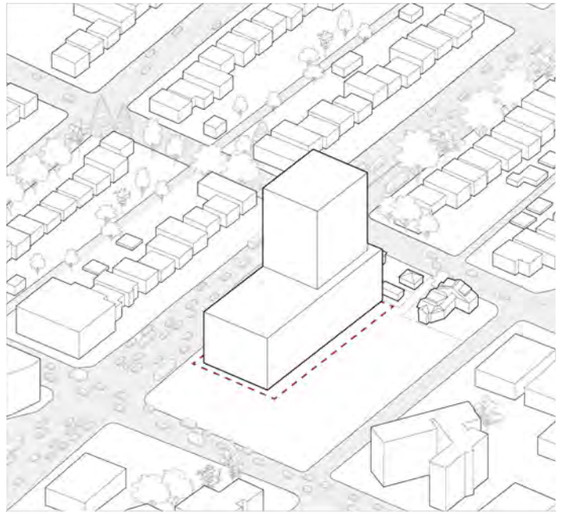
Data Sources: *Open Street Maps, City of Vancouver*

4.3 Form Development



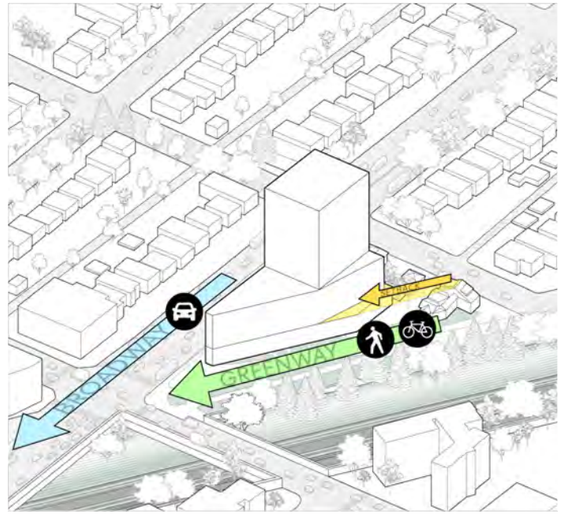
Typical Site

A typical site in this area is rectangular. As a rectangle, this site would measure approximately 271' x 122'.



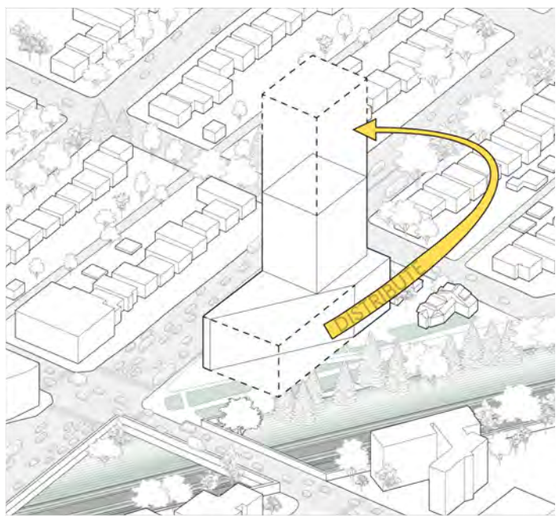
Minimum Feasible Development

When the minimum floor area required to provide below-market units is distributed on a typical rectangular site, the result is a 16-storey tower-podium with a 6-storey base. The resulting density is 8.12 FSR.



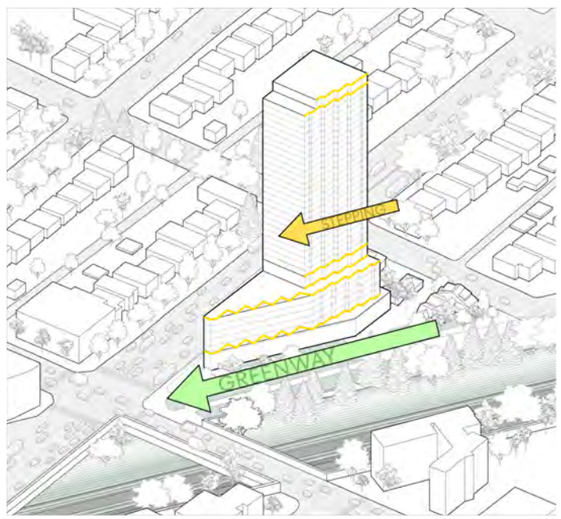
Site Constraints

This site is bi-sected diagonally by the Grandview Cut, creating a triangular site with a unique south condition. The podium massing steps back to respond to the height of the neighbouring homes.



Relative Density

Due to the unique geometry of this site, the same floor area, on the smaller, triangular site is 13.33. While this seems high, it is not materially different than a rectangular site at 8.12 FSR. The additional tower height accounts for approximately 154 homes lost to the Cut.



Stepping at the Greenway

Both the tower and the podium scallop and step along the Greenway. The simple gesture creates a reduced visual appearance of the tower along the Greenway and breaks down the scale of the podium, creating a more pedestrian friendly experience as compared to a monolitic setback.



Neighbourhood Character

The proposed massing is shaped by its context creating an activated ground plane with generous amenity spaces offering ample access to daylight. It maintains a sizeable separation from potential future tower development.


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residences

4.4 Street Level Characteristics

4.4.1 Neighbourhood Character

The proposal is sensitive to the surrounding context and character of the neighbourhood. The proposal draws inspiration from the character of the neighbourhood scale and rich material textures. The 6-storey podium is fitting to surrounding contextual buildings, particularly along Broadway. The stepping of the podium face along the Greenway breaks down the scale of the massing and creates a porosity and softness.

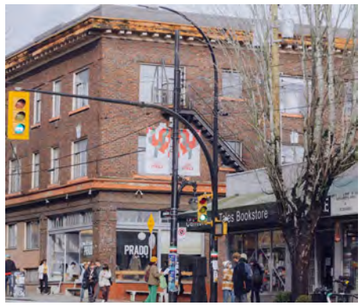










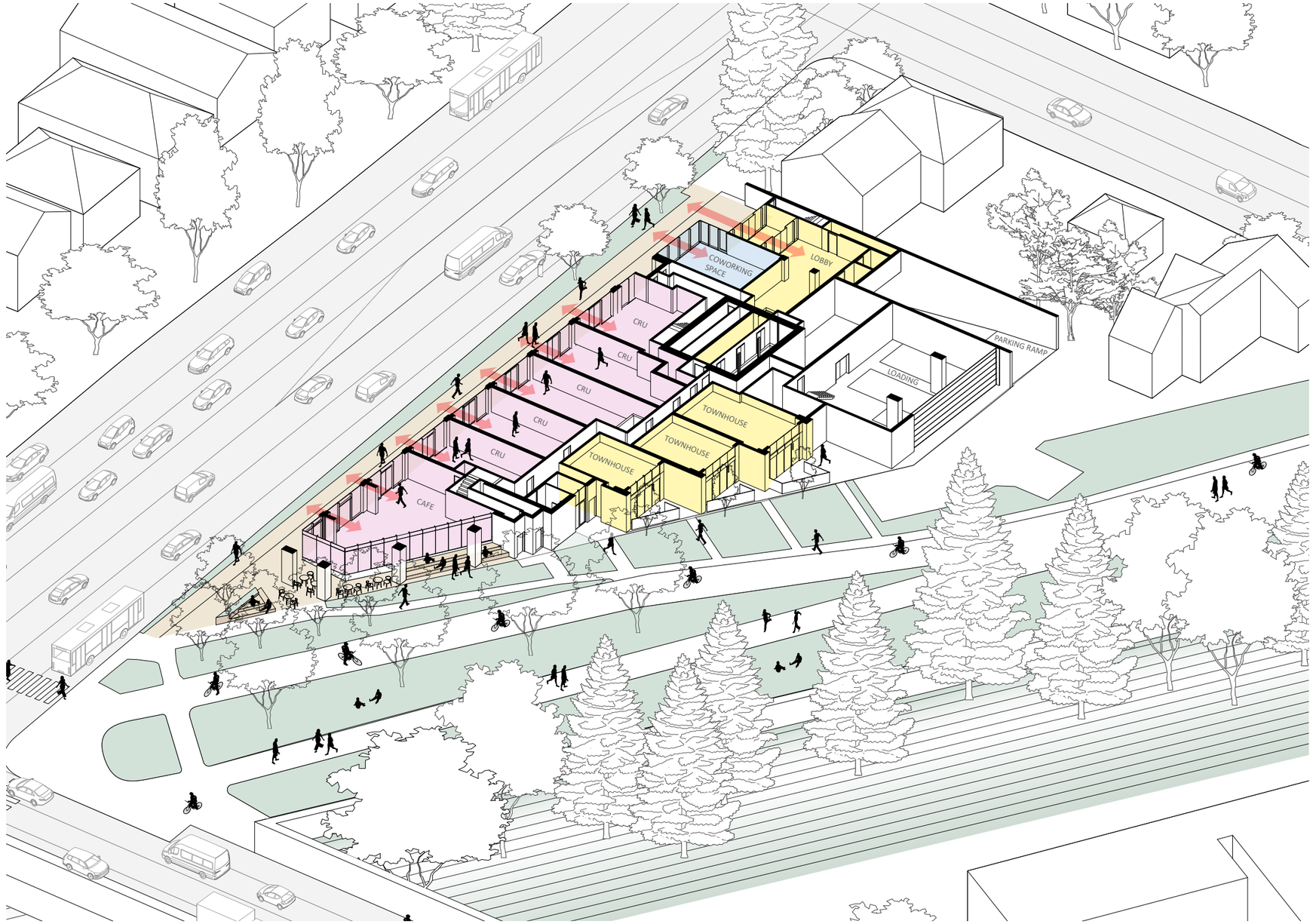






4.4.2 Activating the Ground Plane

The ground floor program responds to the unique characteristics of its adjacencies and animates the street. To the North, Commercial Retail Units line the busy Broadway thoroughfare. The development is setback from the North property line to create a generous sidewalk along Broadway. To the South, the softness and pedestrian-oriented Central Valley Greenway is met with outdoor seating areas, greenery, and ground-oriented townhomes. The activity from within the development allows for spillout onto the Greenway in a way that is conducive to a vibrant, walkable, and activated street edge.



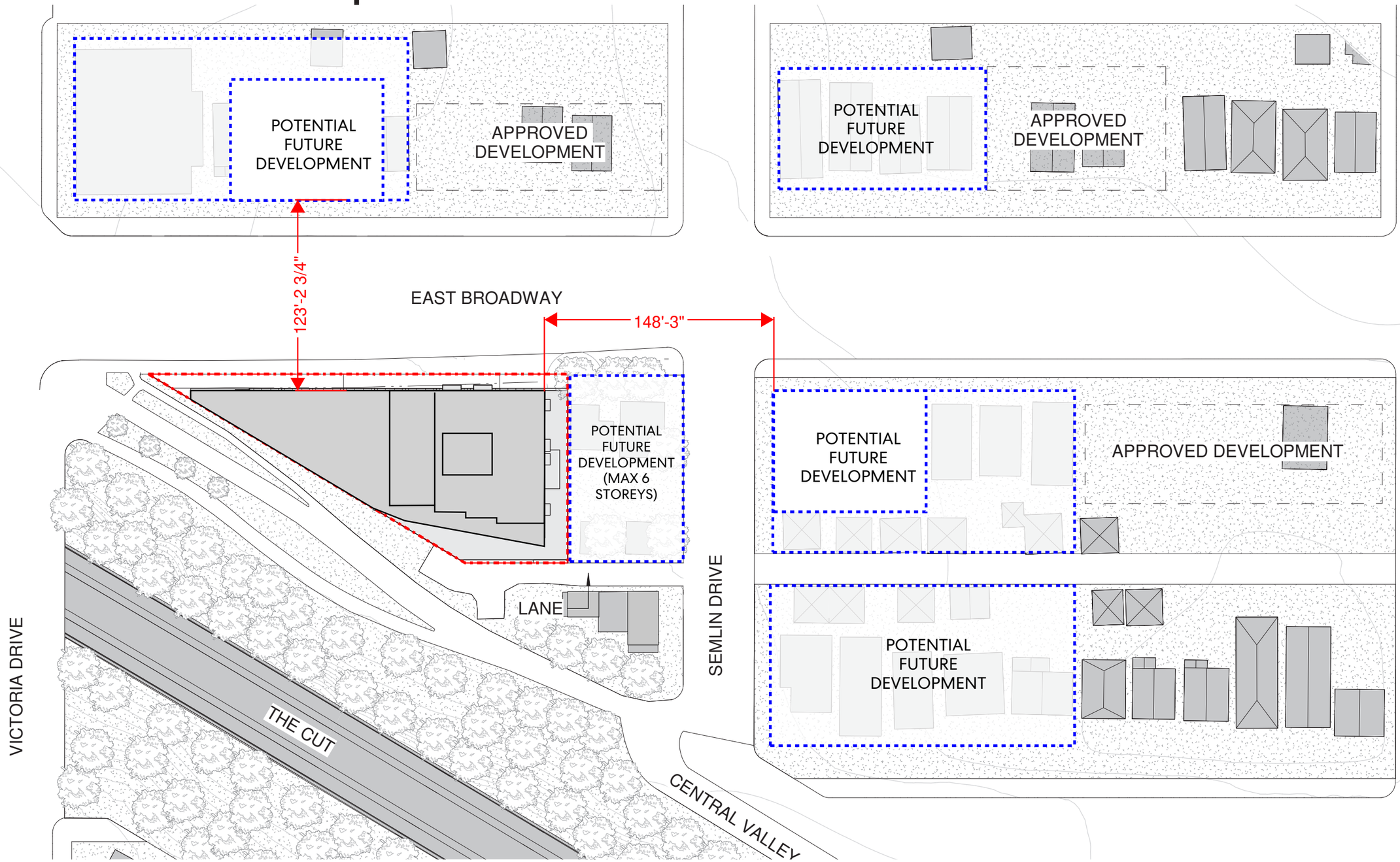
4.4.3 The Grandview Cut

The Grandview Cut is a key defining element of this site. Striking diagonally through what would otherwise be a rectangular development, it gives this project its landmark flatiron shape and creates a focal point at the junction between Broadway and the Greenway. The podium edge scallops and the tower steps accordingly, to create a porous and textured interface along the Greenway and Cut. The defining landscape of the Greenway is extended from the Cut, into the site, and into the amenity spaces terracing up the building. This continuation of greenery creates a lush and friendly environment that is appropriate to the character and scale of Grandview-Woodland.




Residencies
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4.5 Site Plan and Tower Separation



Existing Rezonings and Developments

4.6 Adjacent Site Development Potential

Tower Development Potential on Adjacent Site

The City of Vancouver requires an 80' tower separation, and incorporating a 40' setback on the adjacent lot makes a tower development on the adjacent site unfeasible.

Min Frontage Required for Development in GWCP

36.5m (120') minimum.

Current Frontage of Adjacent Site

20.1m (66') x 34.6m (118')

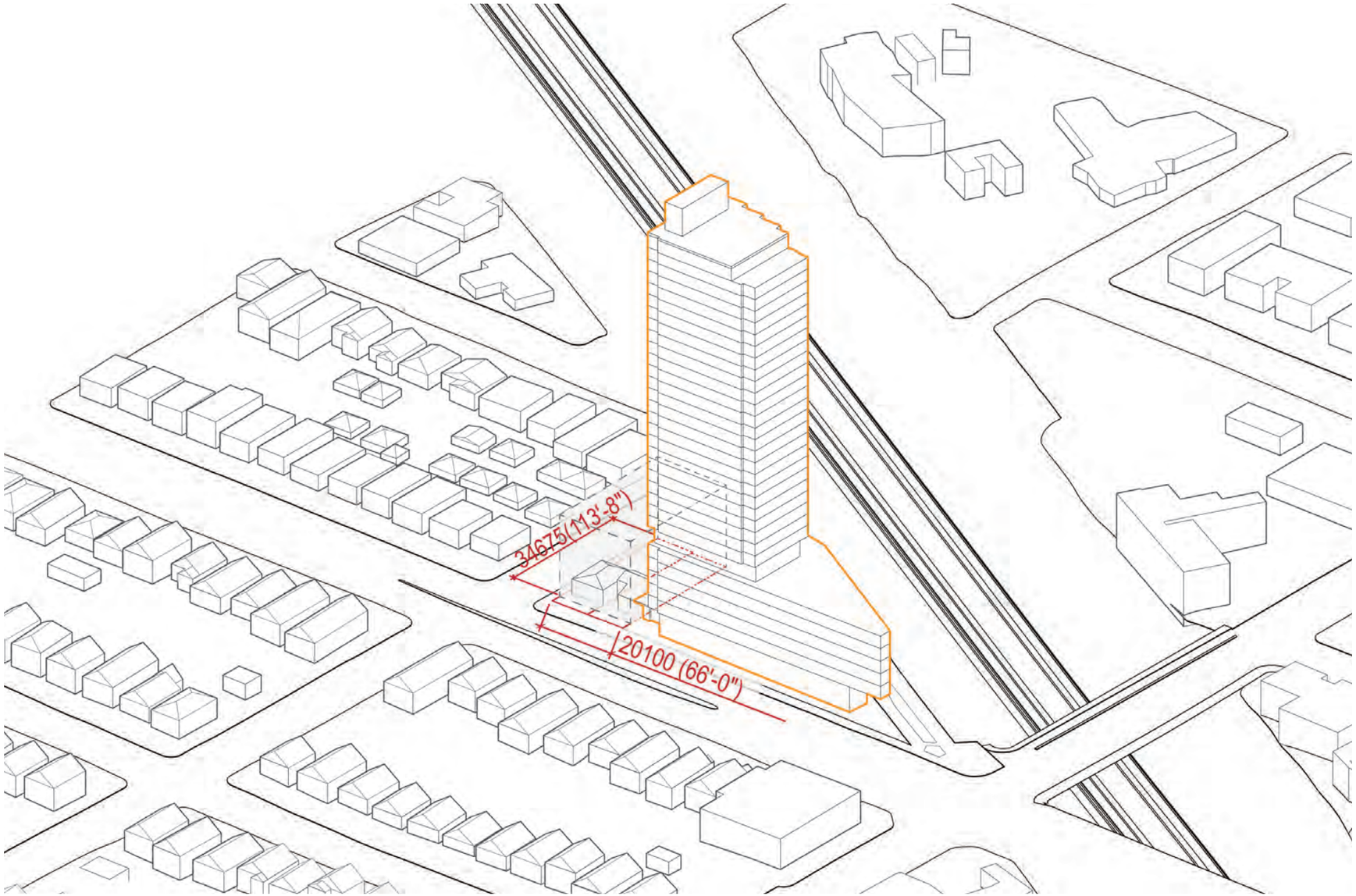
The frontage of the adjacent lot does not meet the minimum requirement of the GWCP above once a front setback is added for a 5.5m sidewalk, so the land cannot be developed as per the guidelines of the GWCP.

Min Frontage Required for Development in TOA

All Tower Sites (12 storeys and above): 45.7m (150')

Corner Sites: 40.2m (132')

For the reasons above, the adjacent lot can only be developed through the district schedule for RT-5N zoning which allows a maximum height of 3 stories for a front facing building or a variance. If a variance is applicable, a 6 storey building with limited parking is possible on the site as shown in the original rezoning application. The proposed development, thus, does not unreasonably hinder the development of the adjacent lot.



4.7 Renderings




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Section 5.0

Architectural Drawings

5.1 Statistics and Bylaw Analysis

PROJECT INFORMATION			
PROJECT NAME	Broadway and Victoria		
CIVIC ADDRESS	1926-1978 EAST BROADWAY, VANCOUVER, BC		
LEGAL DESCRIPTION		028-909-259 LOT A, BLOCK 163, DISTRICT LOT 264A, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN EPP 23602 015-328-821 LOT 9, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 163, DISTICT LOT 264A, PLANS 384 AND 1771 012-712-345 LOT 10, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 163, DISTRICT LOT 264A, PLANS 384 AND 1771	
ZONING	C-1, RT-5 (CD-1 PROPOSED)		
SITE DIMENSIONS	78 m (256') Broadway x 37 m (122') Semlin		
SITE AREA	20,597.06 SF (1,913.5 SM)		
SITE COVERAGE	77.0%		
SETBACK		**MIN REQUIRED (C-1)**	**PROVIDED**
TOWER	EAST BROADWAY	0' (0 m)	11'-10" (3.61 m)
	EAST PROPERTY LINE	0' (0 m)	14'-8" (4.5 m)
	LANE	25' (7.6 m)	26'-4" (8.0 m)
	CENTRAL VALLEY GREENWAY	25' (7.6 m)	156' (47.6 m)
BASE	EAST BROADWAY	0' (0 m)	9'1" (2.77 m)
	EAST PROPERTY LINE	0' (0 m)	0' (0 m)
	LANE	(3') 0.9 m FROM C.L. OF LANE	6'-8" (2.0 m)*from P.L.
	CENTRAL VALLEY GREENWAY	0' (0 m)	0' (0 m)
		MAXIMUM ALLOWED (C3-A)	**PROVIDED**
	BUILDING HEIGHT	30.2 ft (9.2 m)	348'-6" (106.22 m)*
	FSR	3.0	13.29
	USES	RESIDENTIAL/ COMMERCIAL	RESIDENTIAL/ COMMERCIAL

UNIT MIX AND COUNTS													
	Podium				**Tower**				**Total**				
	#/ Floor	**# Floors**	**Total**	**% of Mix**	**#/ Floor**	**# Floors**	**Total**	**% of Mix**	**Grand Total**	**% of Mix**			**Family Mix**
Studio	1	5	5	1%	2	24	48	14%	**53**	15%	21%		
Jr 1 Bed	4	5	20	6%	0	24	0	0%	**20**	6%			
1 Bed	7	5	35	10%	5	24	120	34%	**155**	44%	44%		
2 Bed/1Bath	0	5	0	0%	0	24	0	0%	**0**	0%	25%	Min.	35%
2 Bed/2Bath	3	5	15	4%	3	24	72	20%	**87**	25%		Prov.	**35%**
3 Bed	2	5	10	3%	1	24	24	7%	**34**	10%	10%		
2 Bed Townhouse	3	1	3	1%	0	24	0	0%	**3**	1%	1%		
Units per Floor			**88**		**11**		**264**		**352**		100%		

All units are secured rental: 80% market rental and 20% below market rental

PARKING

REQUIRED							PROVIDED*	
RESIDENTIAL PARKING	BYLAW REFERENCE Vancouver Off-Street Parking Space Regulations June 2024	UNITS	GFA (ft²)	GFA (m²)	MAX	MIN	**PARKING SPACE**	
REQUIRED PARKING (4.1.1)	No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the City, except for the following….						RESIDENTIAL TOTAL	95
	(a) visitor parking spaces, in accordance with section 4.1.3; and….							
	(b) accessible parking spaces, in accordance with section 4.1.4….							
VISITOR PARKING (4.1.3)	(a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit	352			35	18	VISITOR	18
RES ACCESSIBLE (4.1.4)	For each multiple dwelling or live-work use, there must be at least one accessible parking space for each building that contains at least seven residential units…..	352				1	ACCESSIBLE (RESIDENTIAL)	13
	….and an additional 0.034 space for each additional dwelling unit	345				12	**RESIDENTIAL TOTAL**	**126**
RETAIL PARKING	BYLAW REFERENCE Vancouver Off-Street Parking Space Regulations June 2024	UNITS	GFA (ft²)	GFA (m²)	MAX	MIN		
PERMITTED RETAIL PARKING (4.2.3)	1 space for each 46.5 m² of gross floor area.		8233	765	16		RETAIL PARKING	10
RETAIL ACCESSIBLE (4.1.4)	(b) for non-residential uses in buildings that contain at least 500 m² of gross floor area, a minimum of 1.0 spaces…		8233	765		1	ACCESSIBLE (RETAIL)	1
	…plus an additional 0.4 spaces for each 1,000 m² of gross floor area,					0	**RETAIL TOTAL**	**11**
							TOTAL	**137**

LOADING

REQUIRED						PROVIDED*	
CLASS A	BYLAW REFERENCE Vancouver Off-Street Loading Space Regulations June 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	**CLASS A SPACES**	
RESIDENTIAL (5.2.1)	Class A: At least one space for 50 to 299 dwelling units, and at least one additional space for any portion of each additional 200 dwelling units.	352			1	RESIDENTIAL	2
RETAIL (5.2.6)	Class A: No requirement		8233	765	0	RETAIL	0
	CLASS A TOTAL				1	**TOTAL**	**2**
CLASS B	BYLAW REFERENCE Vancouver Off-Street Loading Space Regulations June 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	**CLASS B SPACES**	
RESIDENTIAL (5.2.1)	Class B: At least one space for 100 to 299 dwelling units; a minimum of one additional space for 300 to 499 dwelling units.	352			2	RESIDENTIAL	*1
RETAIL (5.2.6)	Class B: A minimum of one space for the first 2325 m² of gross floor area plus one space for any portion of the next 2325 m²		8233	765	1	RETAIL	1
	CLASS B TOTAL				3	**TOTAL**	**2**

*reduced residential Class B loading provided due to constraints at lane. Additional Class A Loading Space is provided to offset loading requirements.

PASSENGER SPACES

REQUIRED						PROVIDED*	
CLASS A	BYLAW REFERENCE Vancouver Off-street Passenger Space Regulations June 2024	UNITS	GFA (ft²)	GFA (m²)	MIN	**CLASS A PASSENGER SPACES**	
RESIDENTIAL (7.2.1)	A minimum of 1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units.	352			2	RESIDENTIAL	2
RETAIL (7.2.5.1)	A minimum of one space for each 4000 m² of gross floor area		8,233	765	0	RETAIL	0
	CLASS A TOTAL				2	**TOTAL**	**2**
CLASS B	BYLAW REFERENCE Vancouver Off-street Passenger Space Regulations June 2024				MIN	**CLASS B PASSENGER SPACES**	
RESIDENTIAL (7.2.1)	No requirement.				0	RESIDENTIAL	0
RETAIL (7.2.5.1)	No requirement.				0	RETAIL	0
	CLASS B TOTAL				0	**TOTAL**	**0**
CLASS C	BYLAW REFERENCE Vancouver Off-street Passenger Space Regulations June 2024				MIN	**CLASS C PASSENGER SPACES**	
RESIDENTIAL (7.2.1)	No requirement.				0	RESIDENTIAL	0
RETAIL (7.2.5.1)	No requirement.				0	RETAIL	0
	CLASS C TOTAL				0	**TOTAL**	**0**

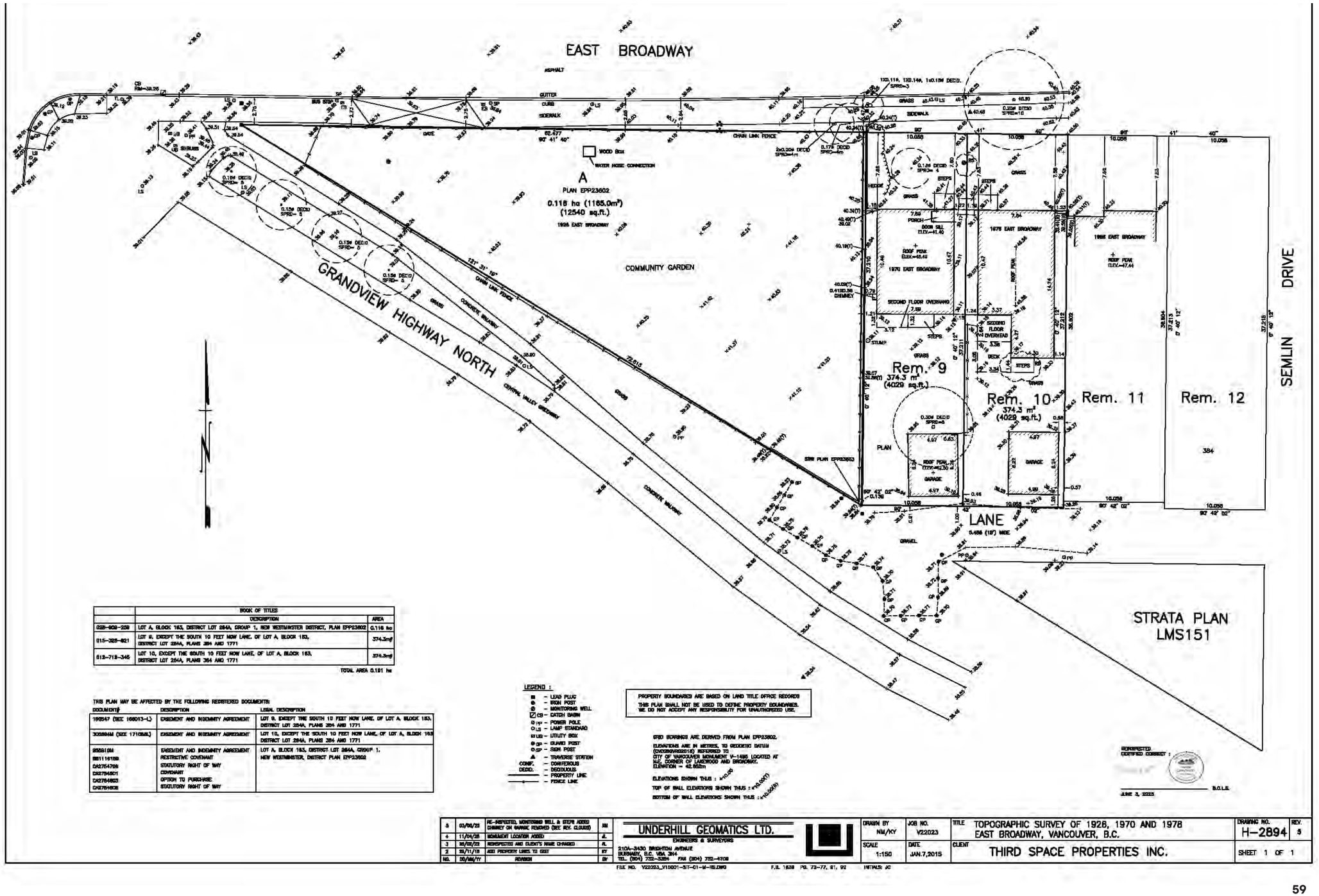
BICYCLE PARKING

REQUIRED							PROVIDED	
CLASS A	BYLAW REFERENCE Vancouver Off-street Bicycle Space Regulations June 2024	UNITS	GFA (sqft)	GFA (m²)	MIN	MAX	**CLASS A BICYCLE PARKING**	
RESIDENTIAL (6.2.1.2)	A minimum of 1.5 spaces for every dwelling unit under 65 m²	228			342		HORIZONAL OVERSIZED	33
	A minimum of 2.5 spaces for every dwelling unit over 65 m² and under 105 m²	123			308		HORIZONTAL STACKED	154
	A minimum of 3 spaces for every dwelling unit over 105 m²	1			3		VERTICAL	200
RETAIL (6.2.5.1)	A minimum of one space for each 340 m² of gross floor area		8,233	765	3		LOCKERS	54
	CLASS A TOTAL				**656**		CLASS A BICYCLE PARKING	215
CLASS A BIKE PARKING ALLOCATION	BYLAW REFERENCE Vancouver Off-street Bicycle Space Regulations June 2024	CLASS A SPACES			MIN	MAX	**SUB TOTAL**	**656**
HORIZONTAL OVERSIZED (6.3.9)(5.3.3)	Min 5% of provided spaces	656			33		**CLASS B BICYCLE PARKING**	
HORIZONTAL STACKED (6.3.13)	Max 60% of provided spaces in combination with vertical stalls					197	HORIZONTAL - RACK	0
VERTICAL (6.3.13)	Max 30% of provided spaces					197	**SUB TOTAL**	**19**
LOCKERS (6.3.13A)	Min 10% of provided spaces				131			
CLASS B	BYLAW REFERENCE Vancouver Off-street Bicycle Space Regulations June 2024	UNITS	GFA (sqft)	GFA (sqm)	MIN	MAX	**CLASS A AND CLASS B TOTAL**	**675**
RESIDENTIAL (6.2.1.2)	A minimum of 2 spaces for any development containing at least 20 dwelling units	352			2			
	one additional space for every additional 20 dwelling units	332			17			
RETAIL (6.2.5.1)	A minimum of 6 spaces for any development containing a minimum of 1,000 m² of gross floor area		8,233	765	0			
	CLASS B TOTAL				**19**			

END OF TRIP FACILITIES

REQUIRED					PROVIDED
CLOTHING LOCKERS	BYLAW REFERENCE Vancouver Off-street Bicycle Space Regulations June 2024	CLASS A SPACES	MIN	MAX	**END OF TRIP FACILITIES**
CLOTHING LOCKERS (6.5.1)	A minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces (Non-dwelling use)	3	4		CLOTHING LOCKERS 4
CLOTHING LOCKER ALLOCATION					WATER CLOSETS 0
HALF HEIGHT (6.5.1)	No more than 50% of lockers			2	WASH BASINS 0
FULL HEIGHT (6.5.1)	At least 50% of lockers		2		GROOMING STATION 0
WATER CLOSETS	Vancouver Off-street Bicycle Space Regulations June 2024	CLASS A SPACES	MIN	MAX	
RETAIL (6.5A)	1 water closet for every 10 Class A bicycle spaces up to 50 spaces	3	0		
	and one for every 20 spaces above 50	0	0		
	WATER CLOSET TOTAL		**0**		
WASH BASINS	Vancouver Off-street Bicycle Space Regulations June 2024	CLASS A SPACES	MIN	MAX	
RETAIL (6.5A)	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces….	3	0		
	….plus one for every additional 20 spaces up to 50 spaces….	0	0		
	….and one for every 40 spaces above 50	0	0		
	WASH BASIN TOTAL		**0**		
SHOWERS	Vancouver Off-street Bicycle Space Regulations June 2024	CLASS A SPACES	MIN	MAX	
RETAIL (6.5A)	1 shower for any development requiring between 5 and 10 Class A bicylce spaces….	3	0		
	….plus one for every 40 spaces above 10	0	0		
	SHOWER TOTAL		**0**		
GROOMING STATIONS	Vancouver Off-street Bicycle Space Regulations June 2024		MIN	MAX	
GROOMING STATIONS (6.5.5)	There shall be no less than 1 grooming station for each shower provided, and each station shall be separate from the wash basin		0		
	GROOMING STATION TOTAL		**0**		

5.2 Site Survey



	BOOK OF TITLES	
	DESCRIPTION	AREA
028-909-259	LOT A, BLOCK 183, DISTRICT LOT 264A, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN EPP23602	0.118 ha
015-328-821	LOT 9, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 183, DISTRICT LOT 264A, PLANS 264 AND 1771	374.3m²
013-719-345	LOT 10, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 183, DISTRICT LOT 264A, PLANS 264 AND 1771	374.3m²

TOTAL AREA 0.191 ha

THIS PLAN MAY BE AFFECTED BY THE FOLLOWING REGISTERED DOCUMENTS:

DOCUMENT(S)	DESCRIPTION	LEGAL DESCRIPTION
169547 (SEE 169013-L)	EASEMENT AND INDEMNITY AGREEMENT	LOT 9, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 183, DISTRICT LOT 264A, PLANS 264 AND 1771
308884M (SEE 171058L)	EASEMENT AND INDEMNITY AGREEMENT	LOT 10, EXCEPT THE SOUTH 10 FEET NOW LANE, OF LOT A, BLOCK 183 DISTRICT LOT 264A, PLANS 264 AND 1771
859819M BB1116189 CA2754799 CA2754801 CA2754803 CA2754805	EASEMENT AND INDEMNITY AGREEMENT RESTRICTIVE COVENANT STATUTORY RIGHT OF WAY COVENANT OPTION TO PURCHASE STATUTORY RIGHT OF WAY	LOT A, BLOCK 183, DISTRICT LOT 264A, GROUP 1, NEW WESTMINSTER, DISTRICT PLAN EPP23602

LEGEND :

- ⊞ – LEAD PLUG
- ● – IRON POST
- ◉ – MONITORING WELL
- ☑ CB – CATCH BASIN
- ⊘ PP – POWER POLE
- ○ LS – LAMP STANDARD
- ▭ UB – UTILITY BOX
- ⊕ SP – GUARD POST
- ⊙ SP – SIGN POST
- ▲ – TRAVERSE STATION
- CONIF. – CONIFEROUS
- DECID. – DECIDUOUS
- ——— – PROPERTY LINE
- ——— – FENCE LINE

PROPERTY BOUNDARIES ARE BASED ON LAND TITLE OFFICE RECORDS
THIS PLAN SHALL NOT BE USED TO DEFINE PROPERTY BOUNDARIES.
WE DO NOT ACCEPT ANY RESPONSIBILITY FOR UNAUTHORIZED USE.

GRID BEARINGS ARE DERIVED FROM PLAN EPP23602.

ELEVATIONS ARE IN METRES, TO GEODETIC DATUM (VANCOUVER1955.10) REFERRED TO CITY OF VANCOUVER MONUMENT V-1495 LOCATED AT N.E. CORNER OF LANEWOOD AND BROADWAY. ELEVATION = 42.852m

ELEVATIONS SHOWN THUS : +40.00

TOP OF WALL ELEVATIONS SHOWN THUS : +(40.00(T))

BOTTOM OF WALL ELEVATIONS SHOWN THUS : +(40.00(B))

REPRESENTED
CERTIFIED CORRECT :

B.C.L.S.

JUNE 3, 2025

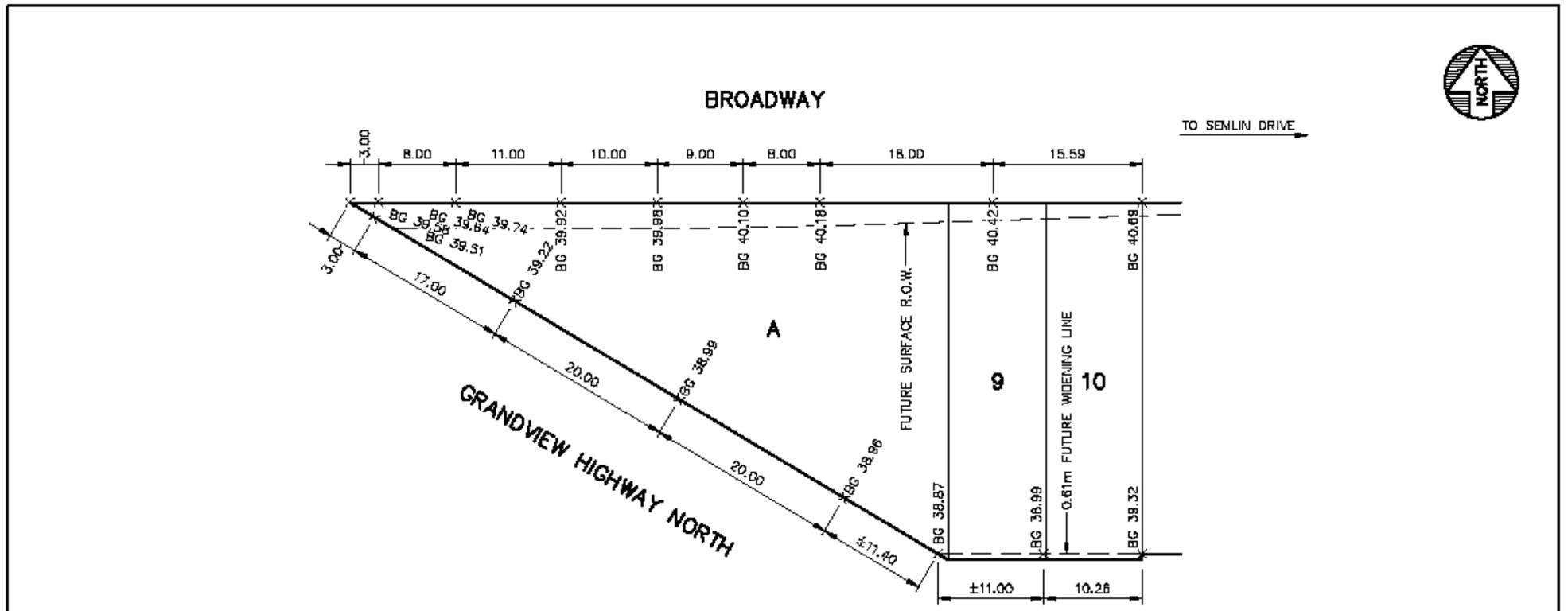
No.	DD/MM/YY	REVISION	BY
5	03/06/25	RE-INSPECTED, MONITORING WELL & STEPS ADDED CHIMNEY ON GARAGE REMOVED (SEE REV. CLOUDS)	NM
4	11/04/25	MONUMENT LOCATION ADDED	JL
3	25/02/22	REINSPECTED AND CLIENT'S NAME CHANGED	AL
2	29/11/18	ADD PROPERTY LINES TO EAST	HY

UNDERHILL GEOMATICS LTD.
ENGINEERS & SURVEYORS
210A–3430 BRIGHTON AVENUE
BURNABY, B.C. V5A 3H4
TEL. (604) 732–3284 FAX (604) 732–4708

FILE NO. V22023_V15001-ST-01-M-REL.DWG F.B. 1638 PG. 73–77, 81, 92 INITIALS JC

DRAWN BY	JOB NO.	TITLE	DRAWING NO.	REV.
NM/KY	V22023	TOPOGRAPHIC SURVEY OF 1926, 1970 AND 1978 EAST BROADWAY, VANCOUVER, B.C.	H–2894	5
SCALE 1:150	DATE JAN.7,2015	CLIENT THIRD SPACE PROPERTIES INC.	SHEET 1 OF 1	

5.3 Building Grades



BENCH MARK: ELEVATION: 38.355 DESCRIPTION: SURVEY MONUMENT MARKED V-4152 AT THE NORTH EAST CORNER OF BROADWAY AND VICTORIA DRIVE.
THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR PROPERTY DIMENSIONS ON THIS PLAN. BENCH MARK ELEVATIONS TO BE FIELD VERIFIED.

ATTENTION
ELEVATIONS SHOWN ON THIS PLAN ARE IN METRES BASED ON GVRD DATUM (ISSUED MARCH 31, 2005). DIMENSIONS ARE ALSO IN METRES.

NO.	DATE	REVISION	BY	CHK

CITY OF VANCOUVER ENGINEERING SERVICES

BUILDING GRADE ELEVATIONS FOR LOTS A, 9 & 10, BLK. 163, D.L. 264A, PLANS EPP23602, 384 & 1771.

DATE: 2020-10-23 | DESIGN: M.P.
DWG: B.F.G. | CHK: J.D.H.
REF: FILE 2020-00159.

SCALE: 1:400
DWG. NO. **BG-2020-00159**
SHEET / OF | REVISION:

5.4 Shadow Studies



EQUINOX 10 AM



EQUINOX 12 PM



EQUINOX 2 PM



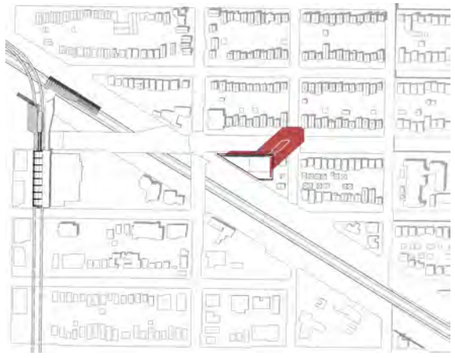
EQUINOX 4 PM



SUMMER SOLSTICE 10 AM



SUMMER SOLSTICE 12 PM

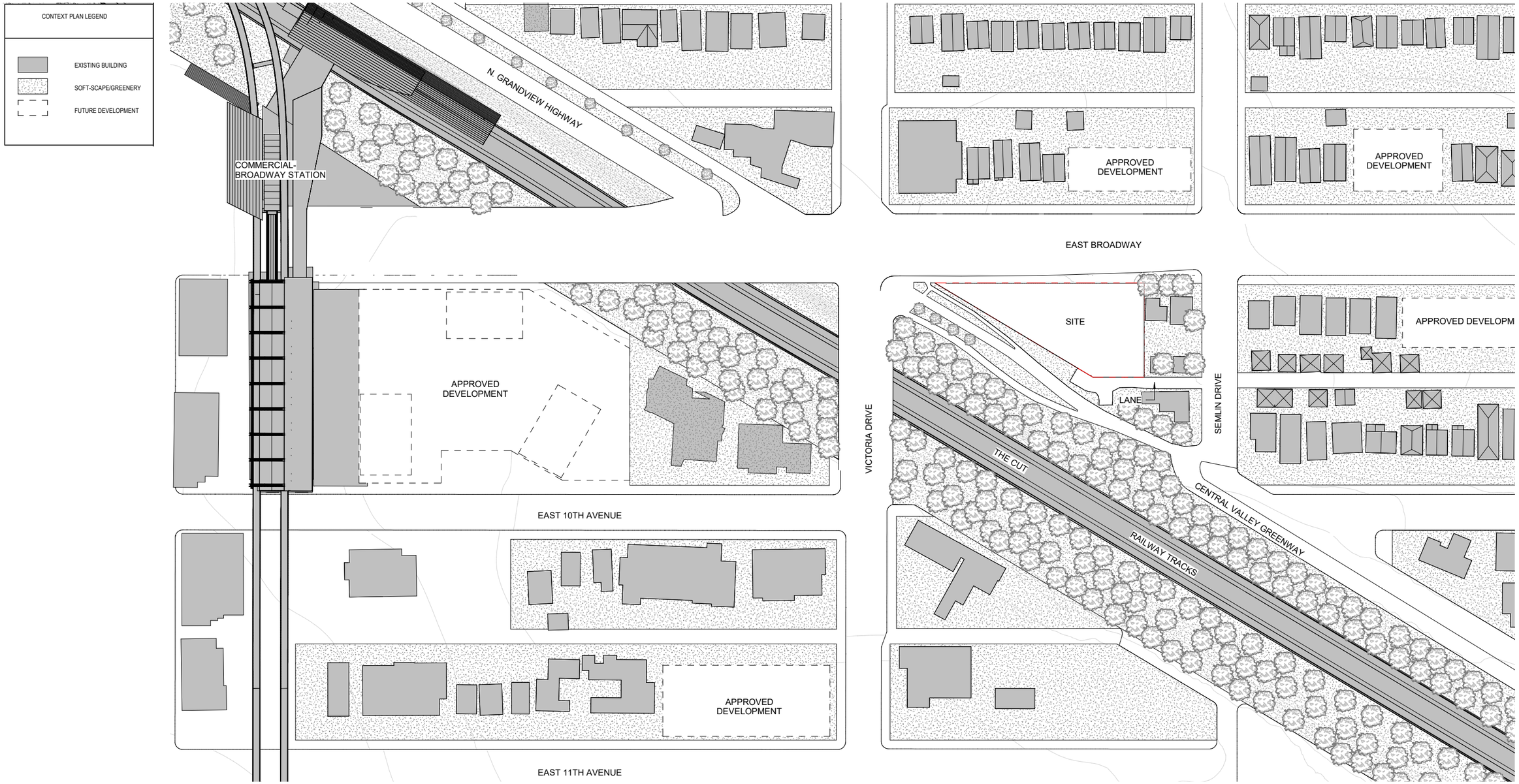


SUMMER SOLSTICE 2 PM



SUMMER SOLSTICE 4 PM

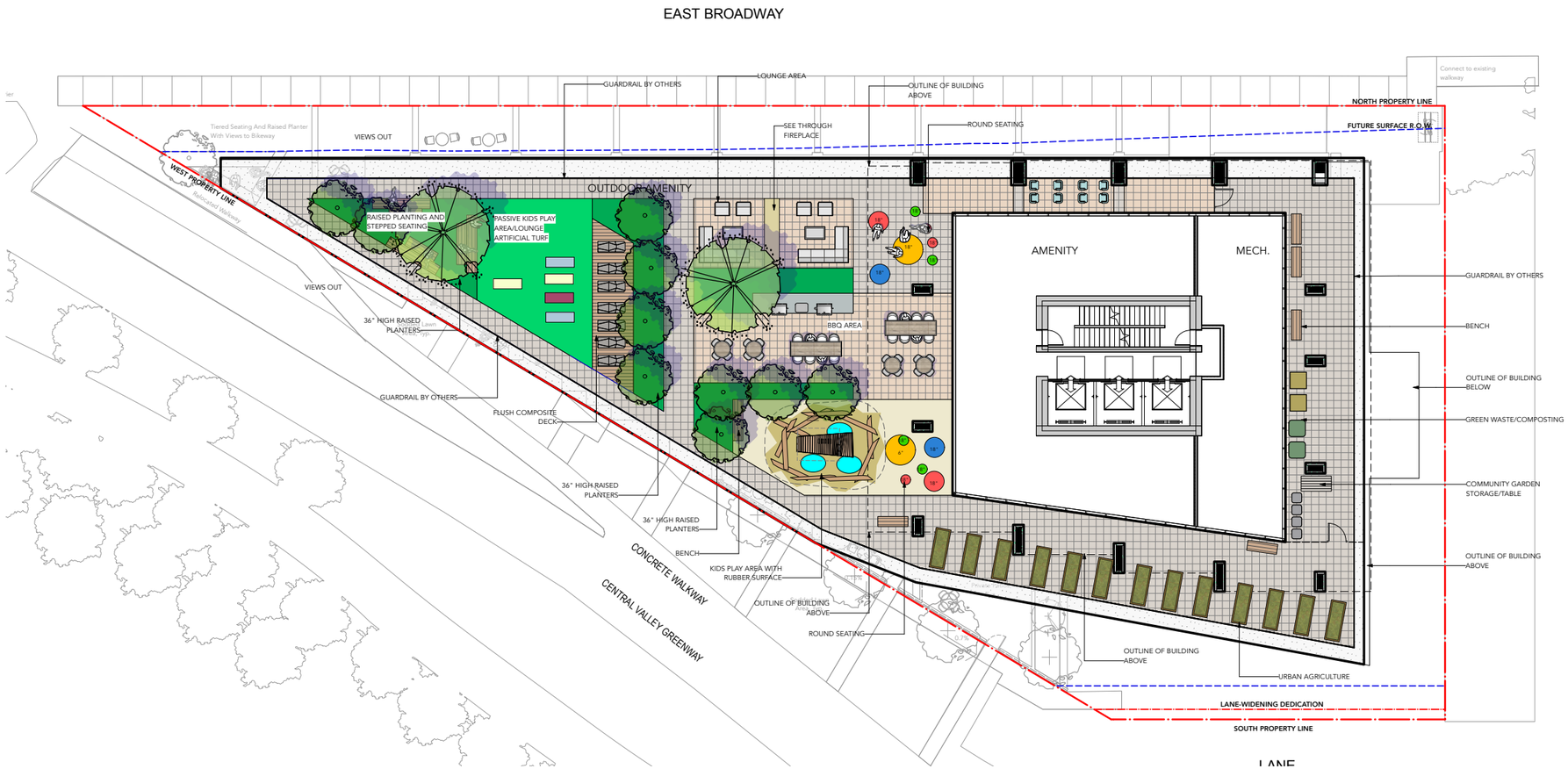
5.5 Site Plan


CONTEXT PLAN LEGEND
EXISTING BUILDING
SOFT-SCAPE/GREENERY
FUTURE DEVELOPMENT
N. GRANDVIEW HIGHWAY
COMMERCIAL-
BROADWAY STATION
APPROVED
DEVELOPMENT
EAST 10TH AVENUE
APPROVED
DEVELOPMENT
EAST 11TH AVENUE
APPROVED
DEVELOPMENT
APPROVED
DEVELOPMENT
EAST BROADWAY
SITE
LANE
VICTORIA DRIVE
SEMLIN DRIVE
APPROVED DEVELOPM
THE CUT
CENTRAL VALLEY GREENWAY
RAILWAY TRACKS

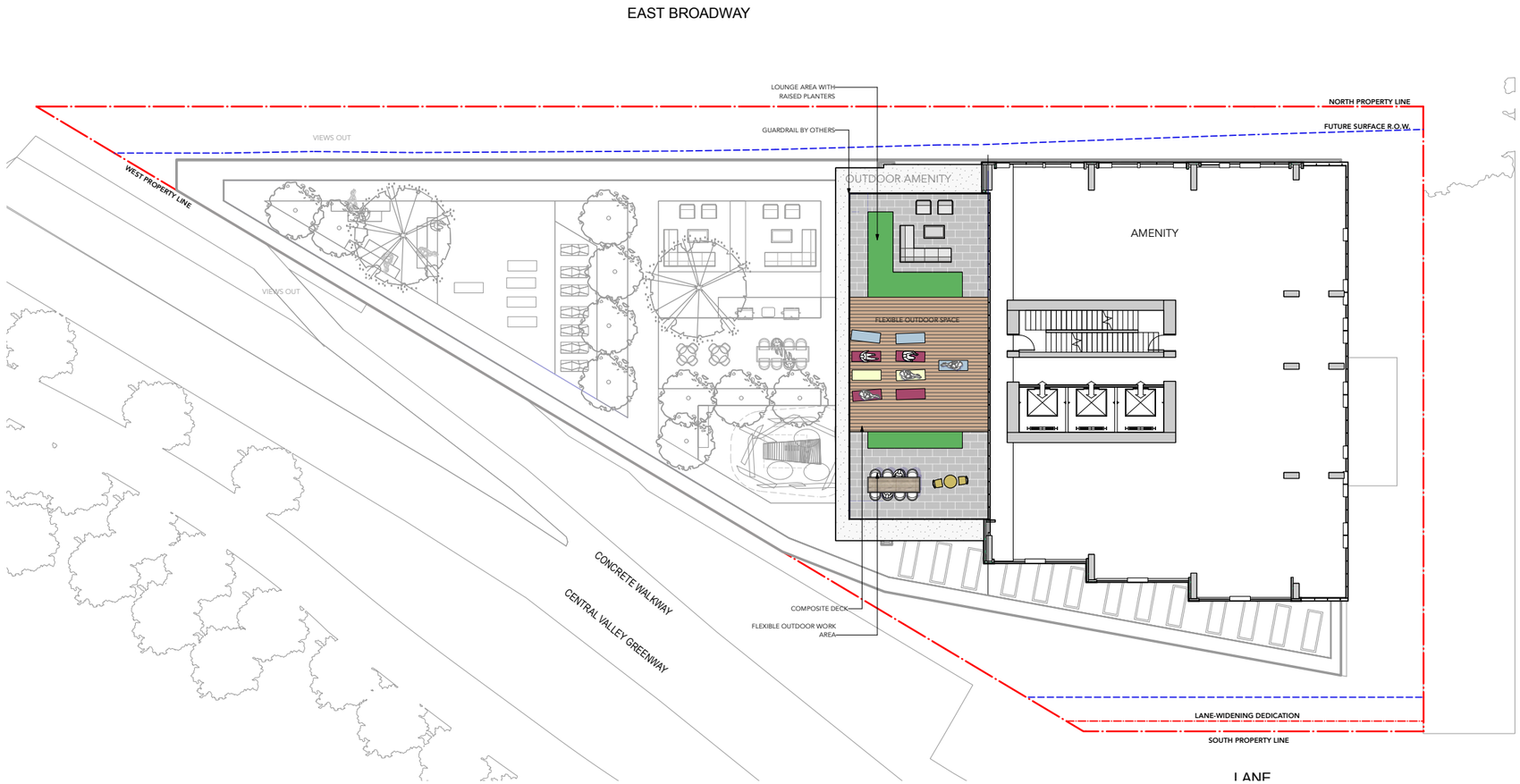
5.6 Landscape Plan - Ground Floor



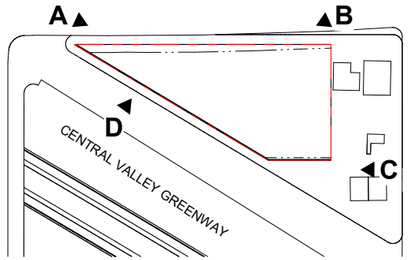
5.7 Landscape Plan - 07 Amenity



5.8 Landscape Plan - 32 Amenity



5.9 Context Photos



1 SITE PHOTOS KEY PLAN
1" = 80'-0"



A. EAST BROADWAY, LOOKING SOUTH-EAST



B. BROADWAY, LOOKING SOUTH-WEST

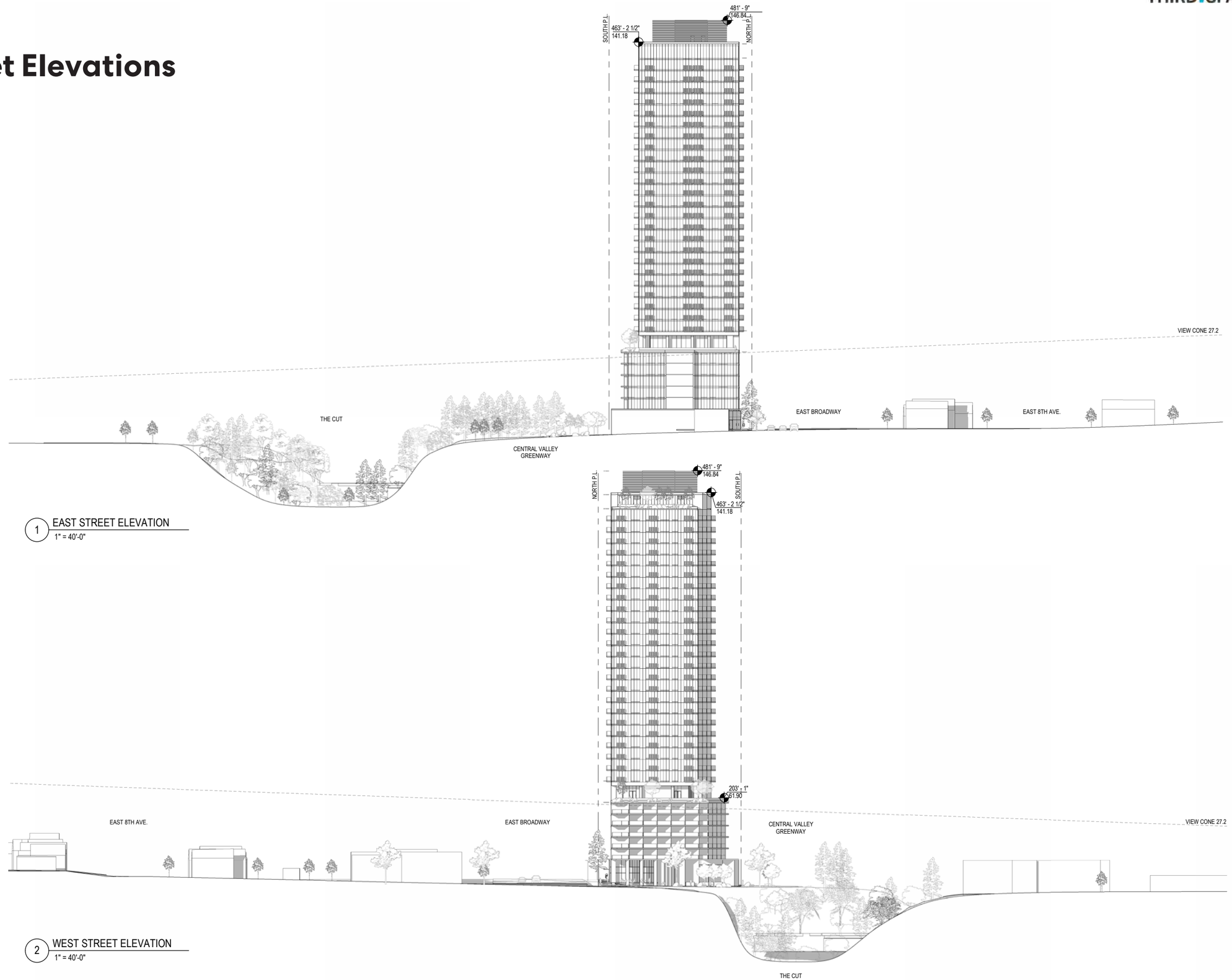


C. LANE, LOOKING WEST



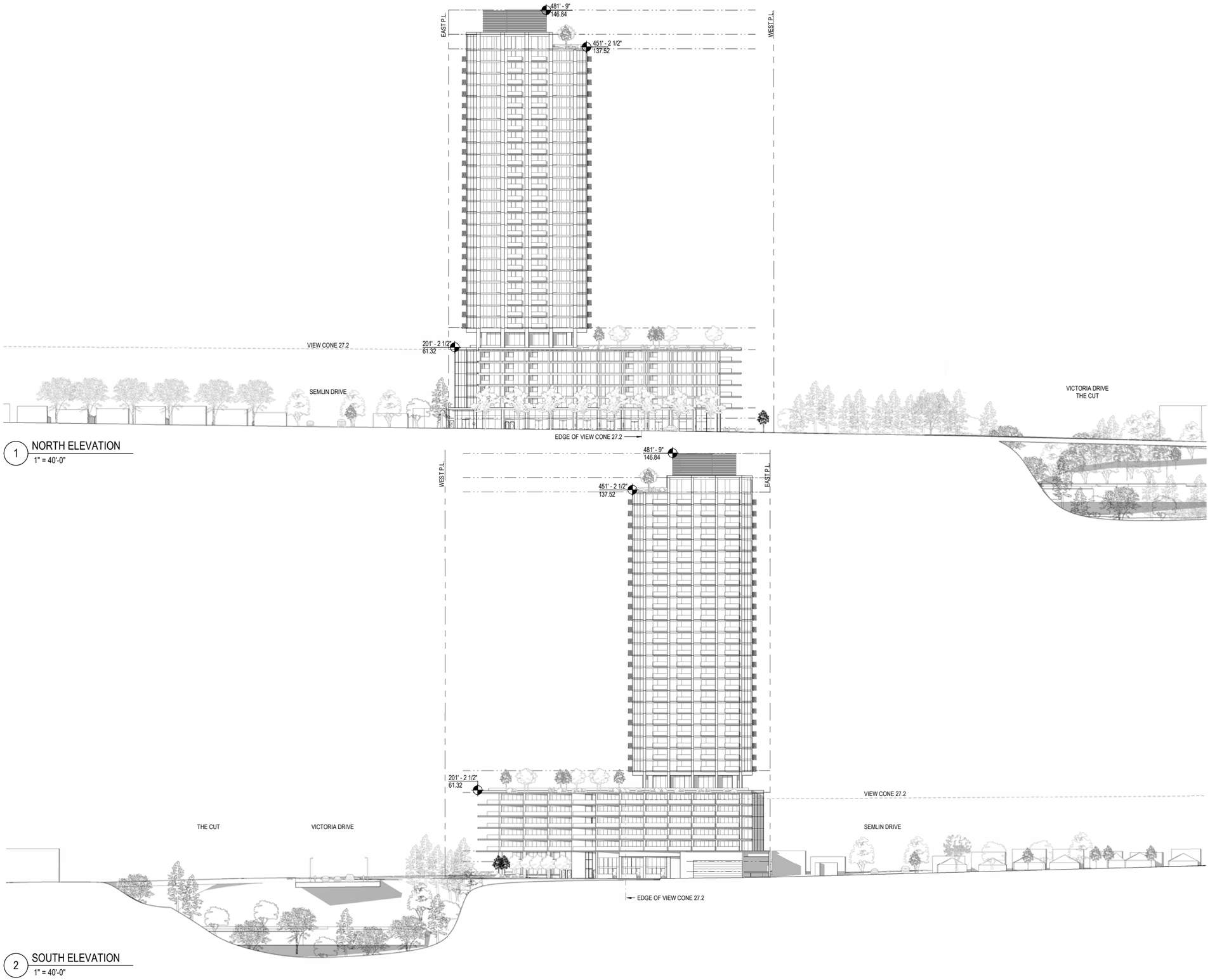
D. CENTRAL VALLEY GREENWAY, LOOKING NORTH-EAST

5.10 Street Elevations



1 EAST STREET ELEVATION
1" = 40'-0"

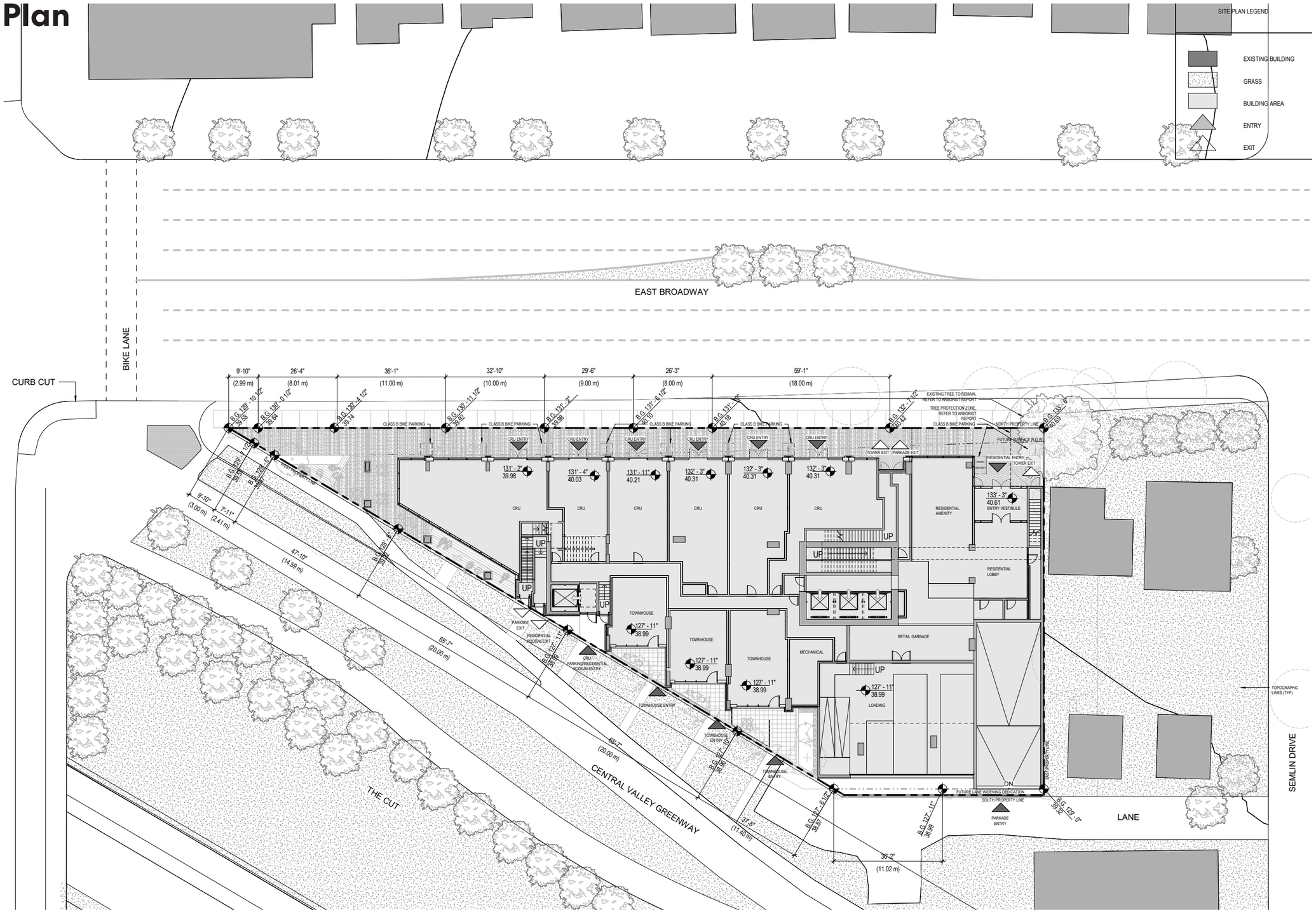
2 WEST STREET ELEVATION
1" = 40'-0"



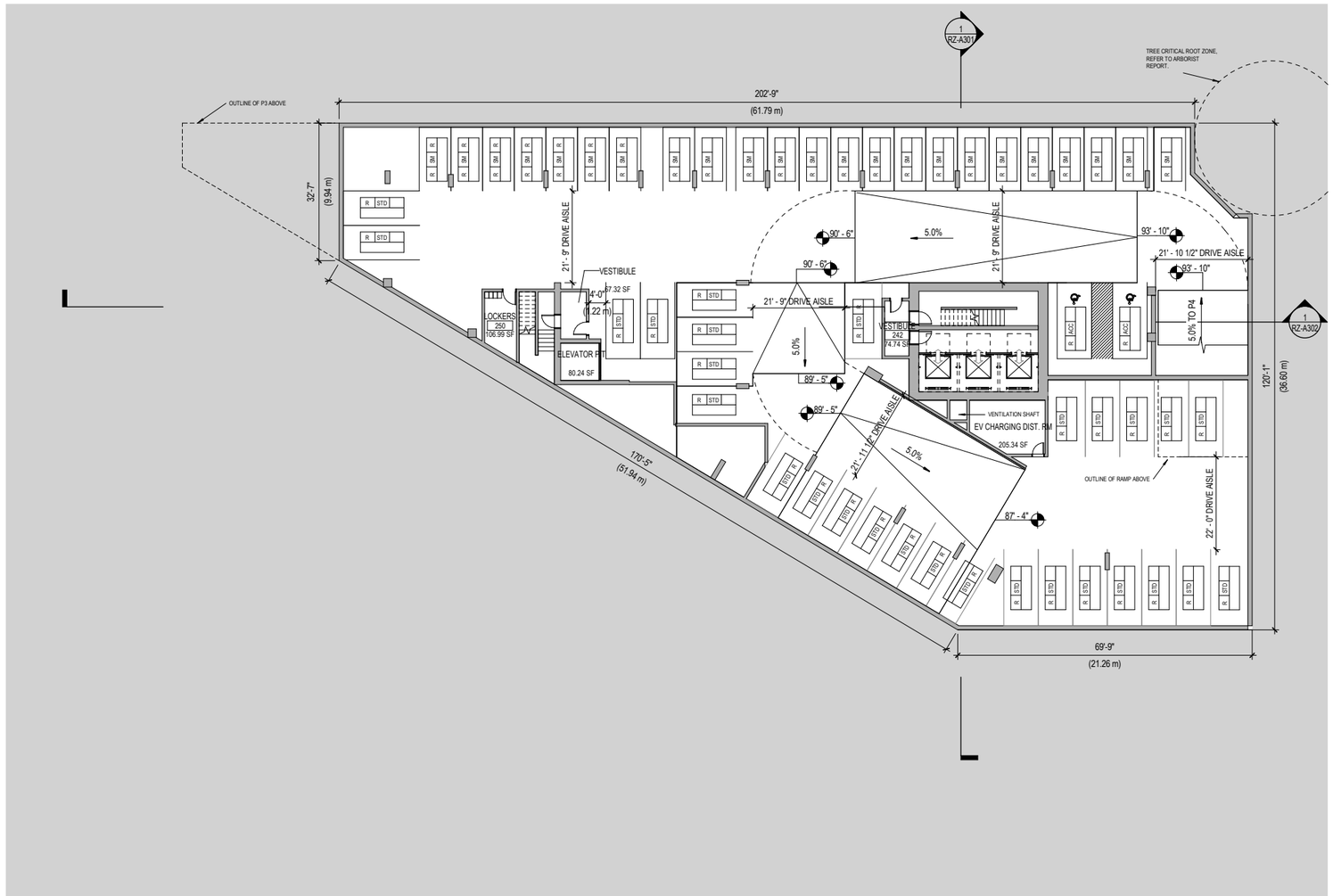
1 NORTH ELEVATION
1" = 40'-0"

2 SOUTH ELEVATION
1" = 40'-0"

5.11 Site Plan



5.12 Parking Plan -P4



PARKING TAG

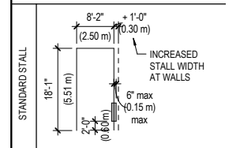
1	2	3

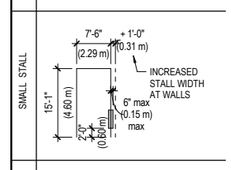
1. TYPE: RESIDENTIAL (R)
RESIDENTIAL VISITOR (V)
RETAIL (RT)
PASSENGER LOADING (PL)
LOADING (L)

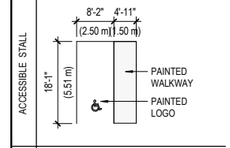
2. SIZE: STANDARD (STD)
SMALL (SM)
ACCESSIBLE (ACC)
LOADING CLASS A (CL A)
LOADING CLASS B (CL B)

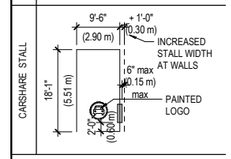
3. ELECTRIC VEHICLE CHARGING (EV)

VANCOUVER PARKING BYLAW
PARKING STALL REQUIREMENTS









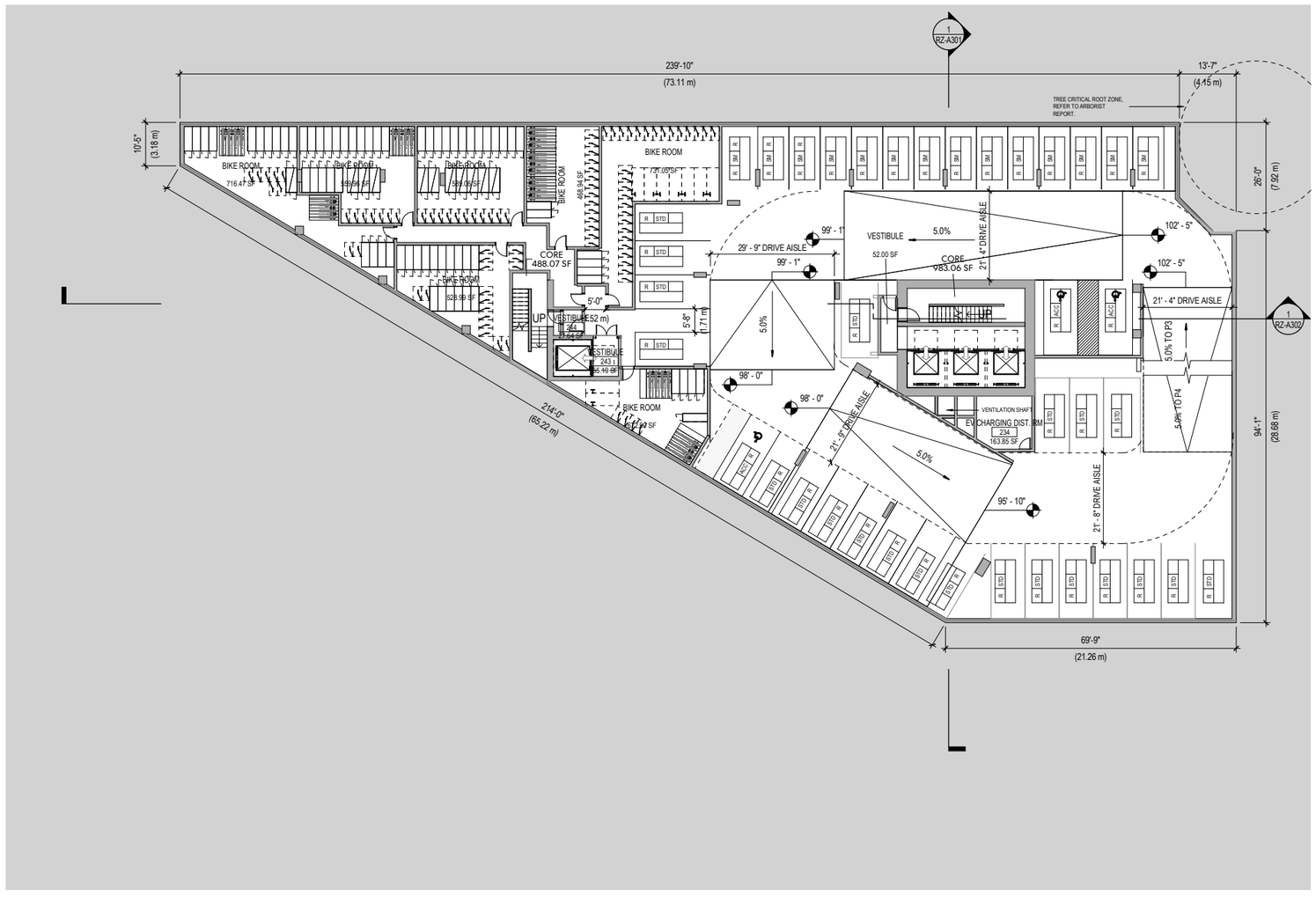
1. NOTE: 10% OF ASSIGNED PARKING STALLS TO BE EV

PARKING SCHEDULE - P4

Parking Use	Parking Size	Count
R	ACC	2
R	SM	23
R	STD	28

TOTAL: 53

5.13 Parking Plan -P3



PARKING TAG

1	2	3

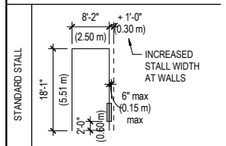
1. TYPE: RESIDENTIAL (R)
RESIDENTIAL VISITOR (V)
RETAIL (RT)
PASSENGER LOADING (PL)
LOADING (L)

2. SIZE: STANDARD (STD)
SMALL (SM)
ACCESSIBLE (ACC)
LOADING CLASS A (CL A)
LOADING CLASS B (CL B)

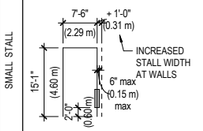
3. ELECTRIC VEHICLE CHARGING (EV)

VANCOUVER PARKING BYLAW
PARKING STALL REQUIREMENTS

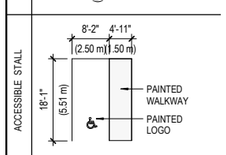
STANDARD STALL



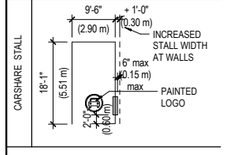
SMALL STALL



ACCESSIBLE STALL



CARSHARE STALL



1. NOTE: 10% OF ASSIGNED PARKING STALLS TO BE EV

PARKING SCHEDULE - P3

Parking Use	Parking Size	Count
R	ACC	3
R	SM	14
R	STD	23

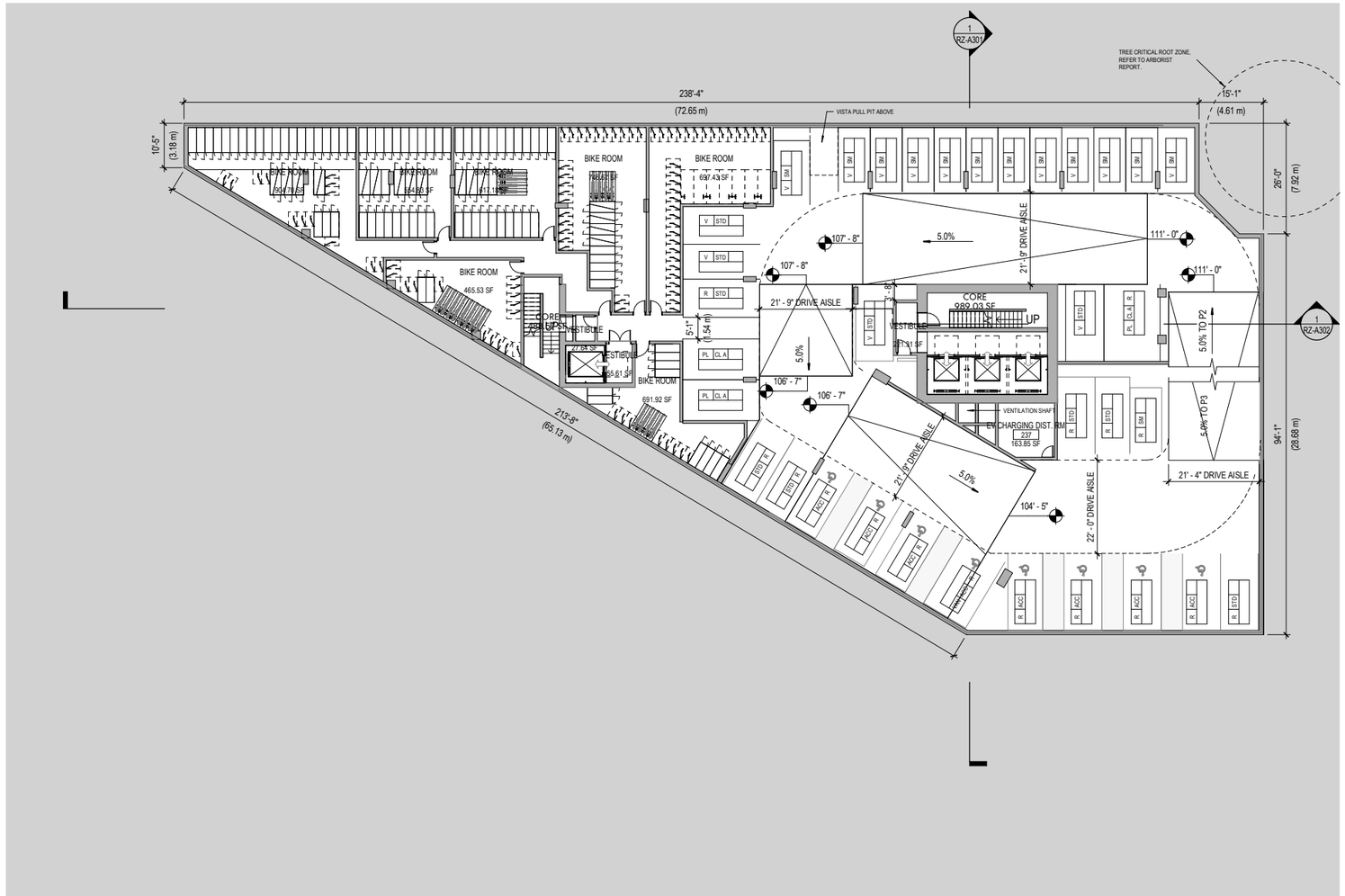
TOTAL: 40

BIKE PARKING SCHEDULE - P3

Count
227

TOTAL: 227

5.14 Parking Plan -P2



PARKING TAG

1	2	3

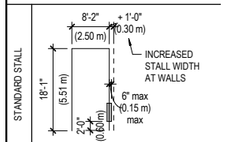
1. TYPE: RESIDENTIAL (R)
RESIDENTIAL VISITOR (V)
RETAIL (RT)
PASSENGER LOADING (PL)
LOADING (L)

2. SIZE: STANDARD (STD)
SMALL (SM)
ACCESSIBLE (ACC)
LOADING CLASS A (CL A)
LOADING CLASS B (CL B)

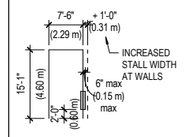
3. ELECTRIC VEHICLE CHARGING (EV)

VANCOUVER PARKING BYLAW
PARKING STALL REQUIREMENTS

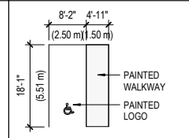
STANDARD STALL



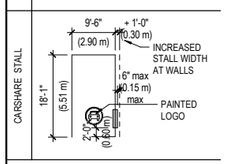
SMALL STALL



ACCESSIBLE STALL



CARSHARE STALL



1. NOTE: 10% OF ASSIGNED PARKING STALLS TO BE EV

PARKING SCHEDULE - P2

Parking Use	Parking Size	Count
PL	CL A	3
R	ACC	8
R	SM	1
R	STD	6
V	SM	11
V	STD	4

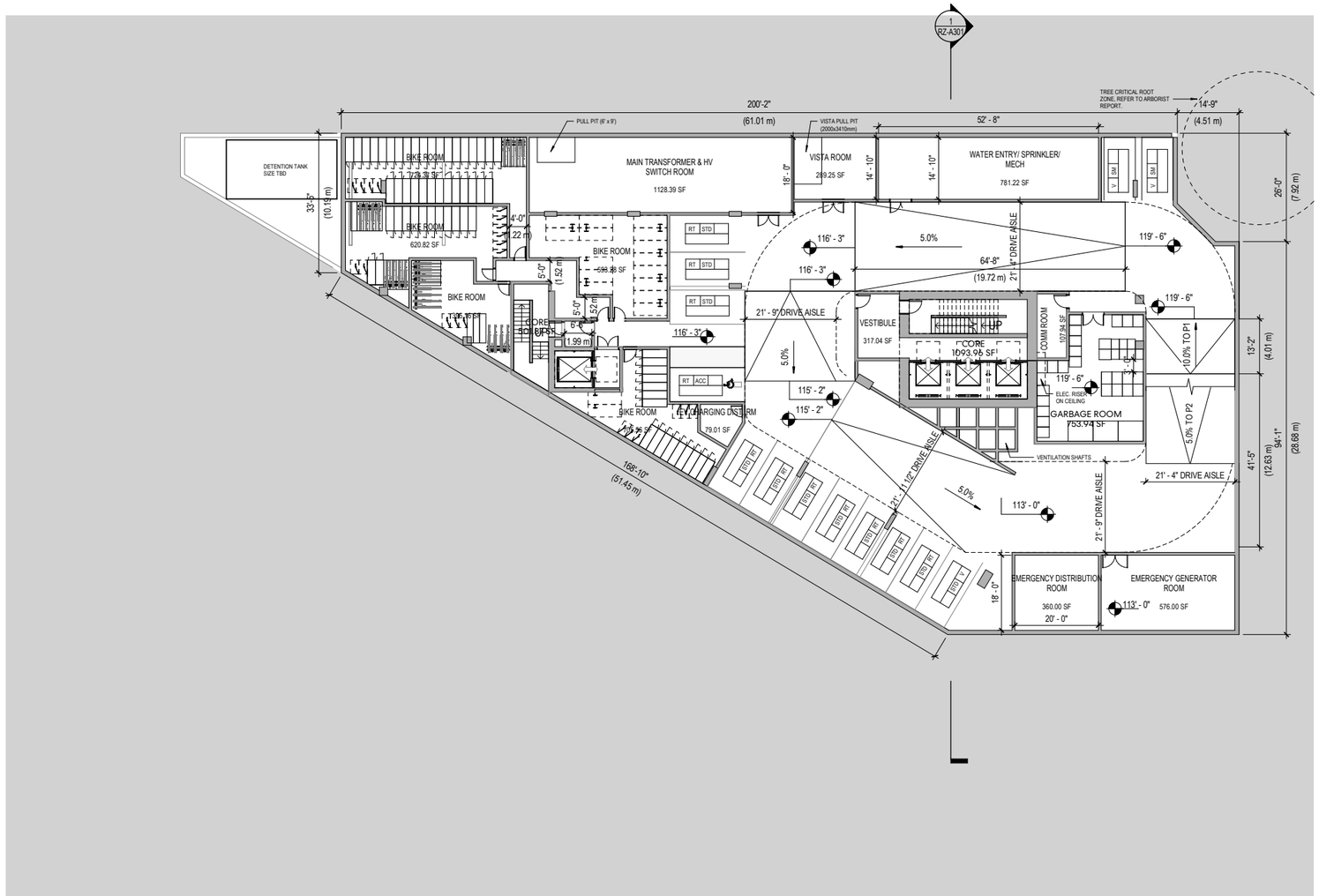
TOTAL: 33

BIKE PARKING SCHEDULE - P2

Count
235

TOTAL: 235

5.15 Parking Plan -P1



PARKING TAG

1	2	3

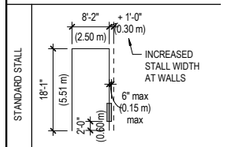
1. TYPE: RESIDENTIAL (R)
RESIDENTIAL VISITOR (V)
RETAIL (RT)
PASSENGER LOADING (PL)
LOADING (L)

2. SIZE: STANDARD (STD)
SMALL (SM)
ACCESSIBLE (ACC)
LOADING CLASS A (CL A)
LOADING CLASS B (CL B)

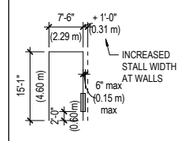
3. ELECTRIC VEHICLE CHARGING (EV)

VANCOUVER PARKING BYLAW
PARKING STALL REQUIREMENTS

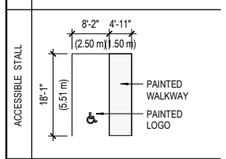
STANDARD STALL



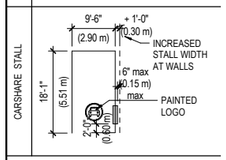
SMALL STALL



ACCESSIBLE STALL



CARSHARE STALL



1. NOTE: 10% OF ASSIGNED PARKING STALLS TO BE EV

PARKING SCHEDULE - P1

Parking Use	Parking Size	Count
RT	ACC	1
RT	STD	10
V	SM	2
V	STD	1

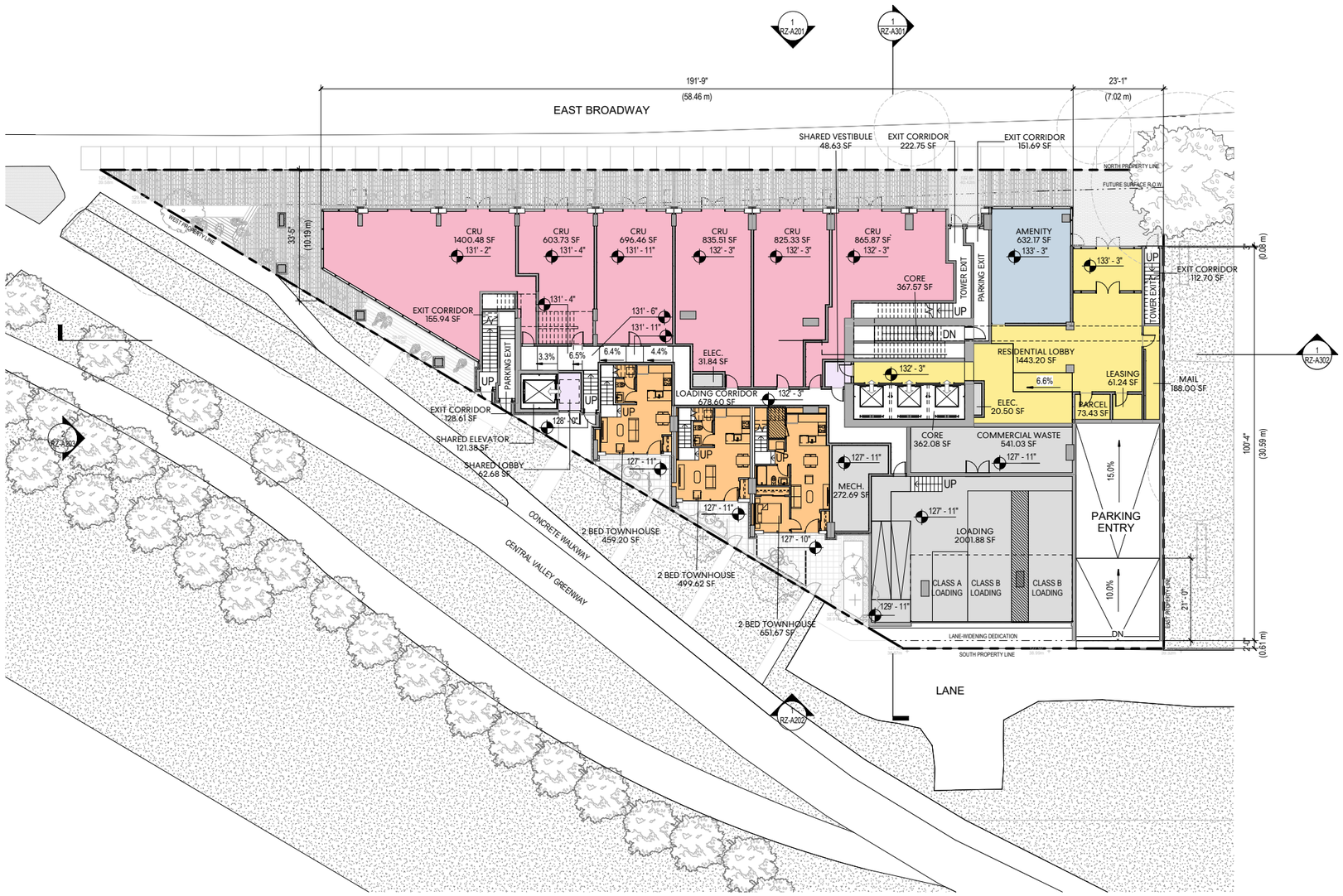
TOTAL: 14

BIKE PARKING SCHEDULE - P1

Count
119

TOTAL: 119

5.16 Floor Plan - 01



SOFTSCAPE

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

RESIDENTIAL

JR 1 BED AND STUDIO

1 BED

2 BED

3 BED

RETAIL

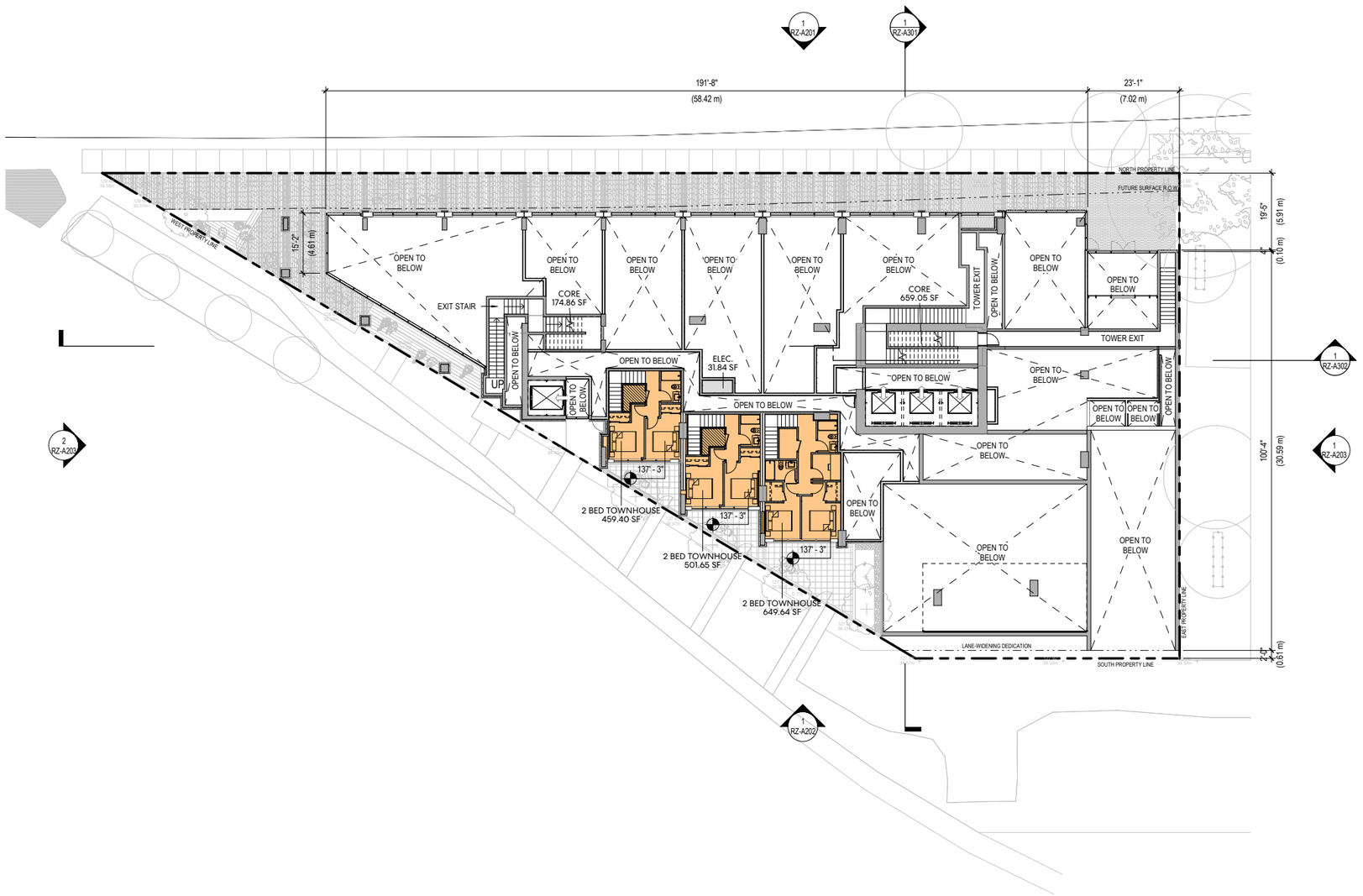
BACK OF HOUSE

AMENITY

OUTDOOR AMENITY

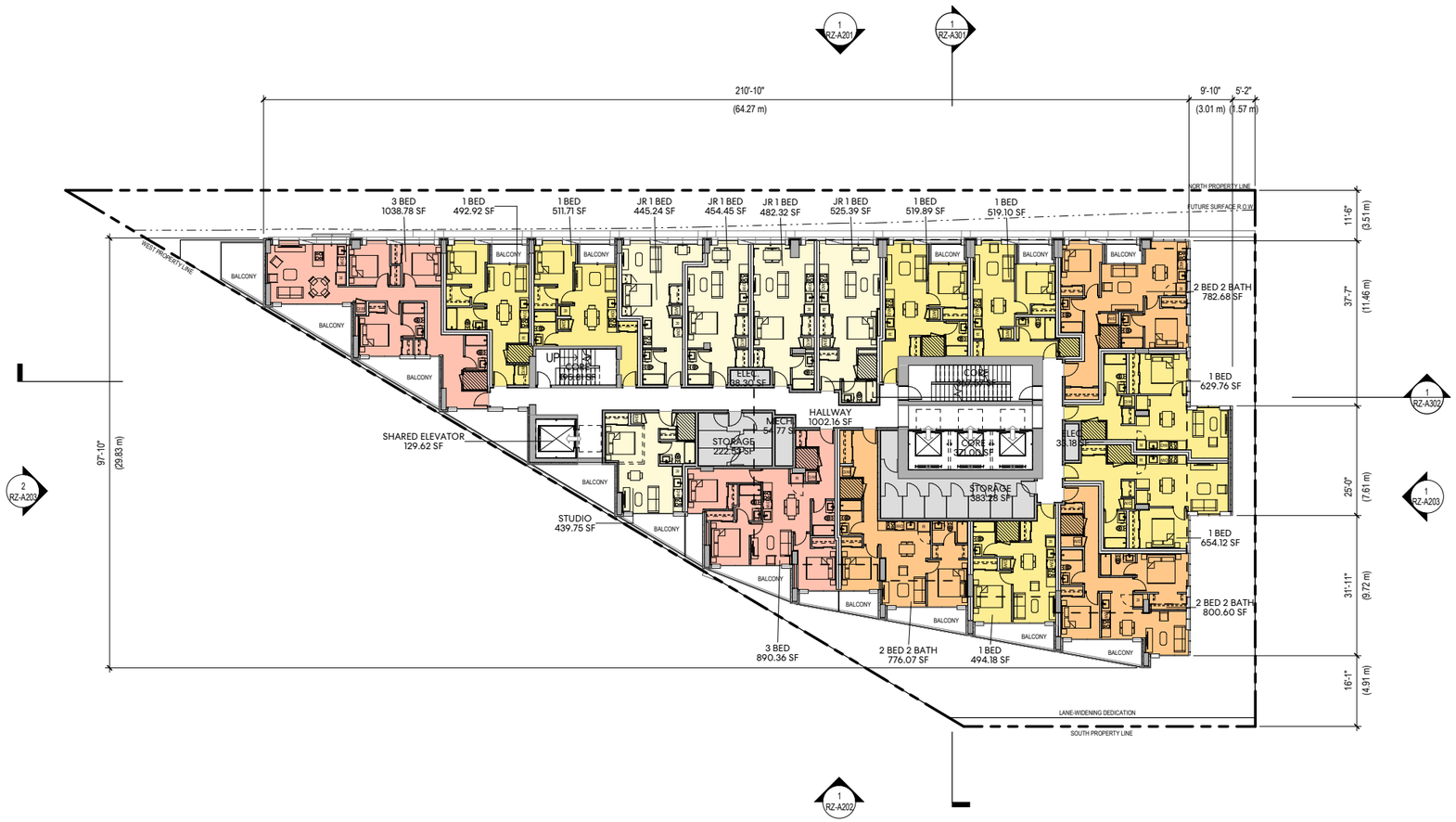
STORAGE

5.17 Floor Plan - 01M



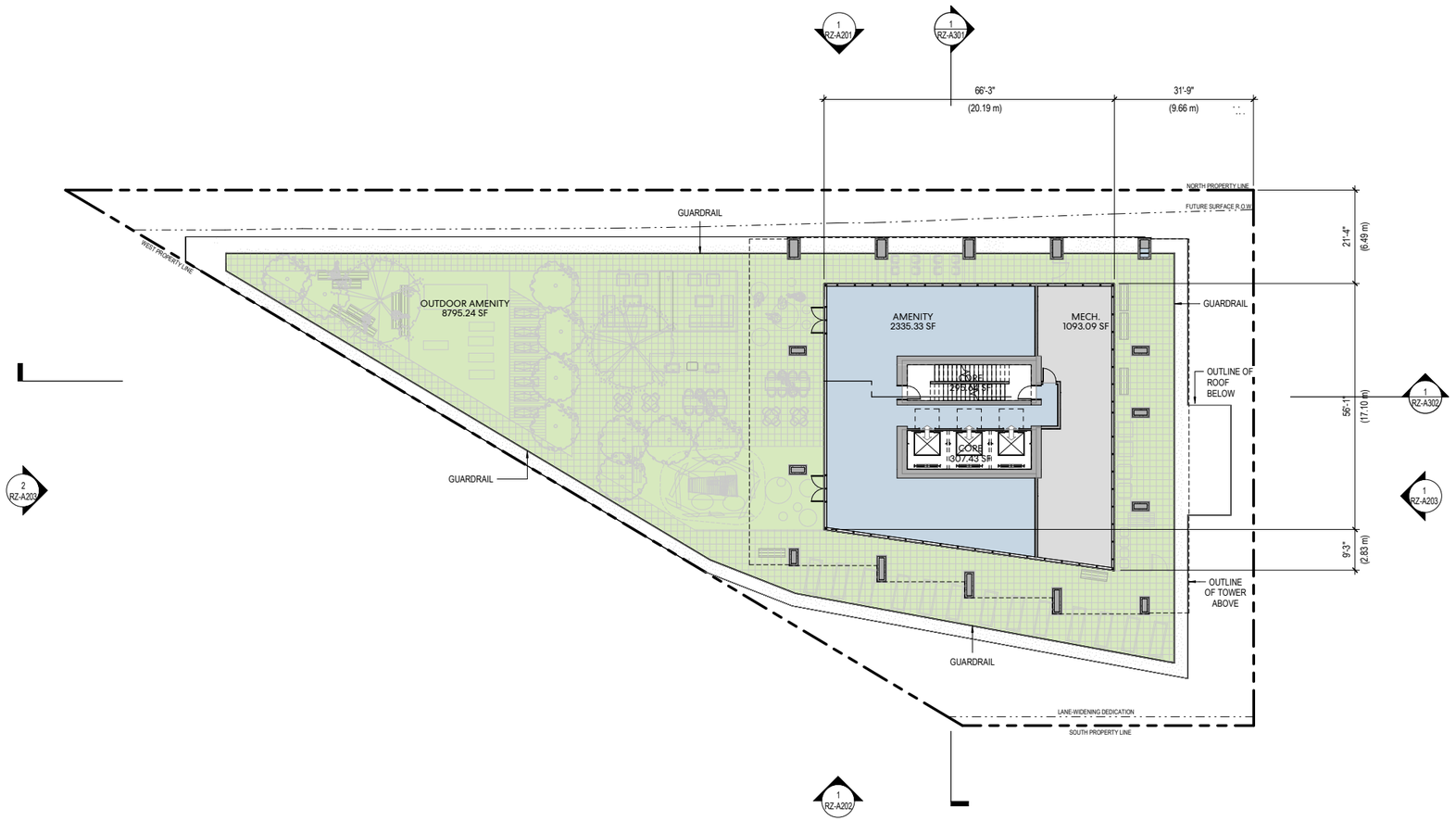
- SOFTSCAPE
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- RESIDENTIAL
- JR 1 BED AND STUDIO
- 1 BED
- 2 BED
- 3 BED
- RETAIL
- BACK OF HOUSE
- AMENITY
- OUTDOOR AMENITY
- STORAGE

5.18 Floor Plan - Podium



- SOFTSCAPE
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- RESIDENTIAL
- JR 1 BED AND STUDIO
- 1 BED
- 2 BED
- 3 BED
- RETAIL
- BACK OF HOUSE
- AMENITY
- OUTDOOR AMENITY
- STORAGE

5.19 Floor Plan - 07 Amenity



SOFTSCAPE

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

RESIDENTIAL

JR 1 BED AND STUDIO

1 BED

2 BED

3 BED

RETAIL

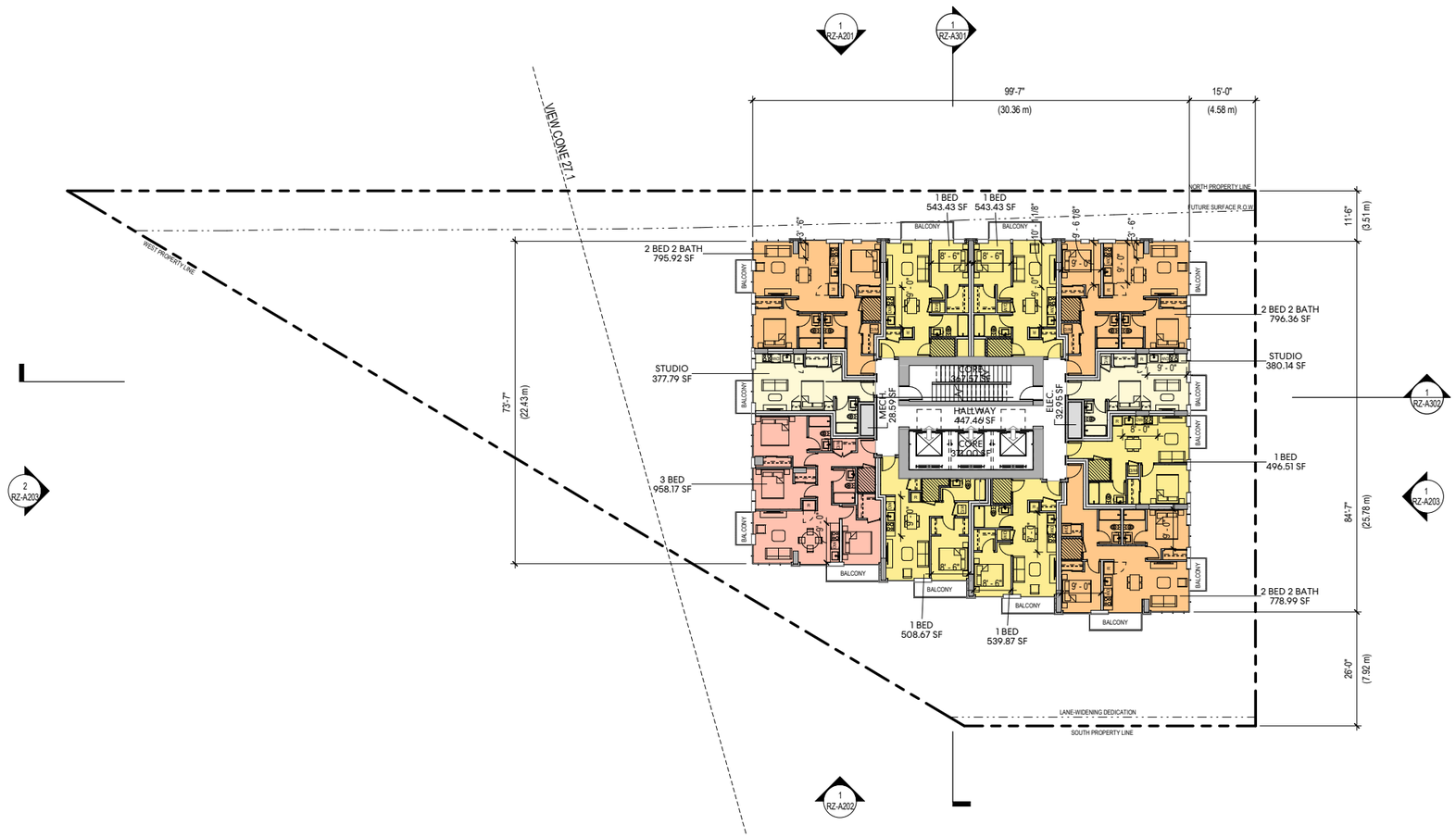
BACK OF HOUSE

AMENITY

OUTDOOR AMENITY

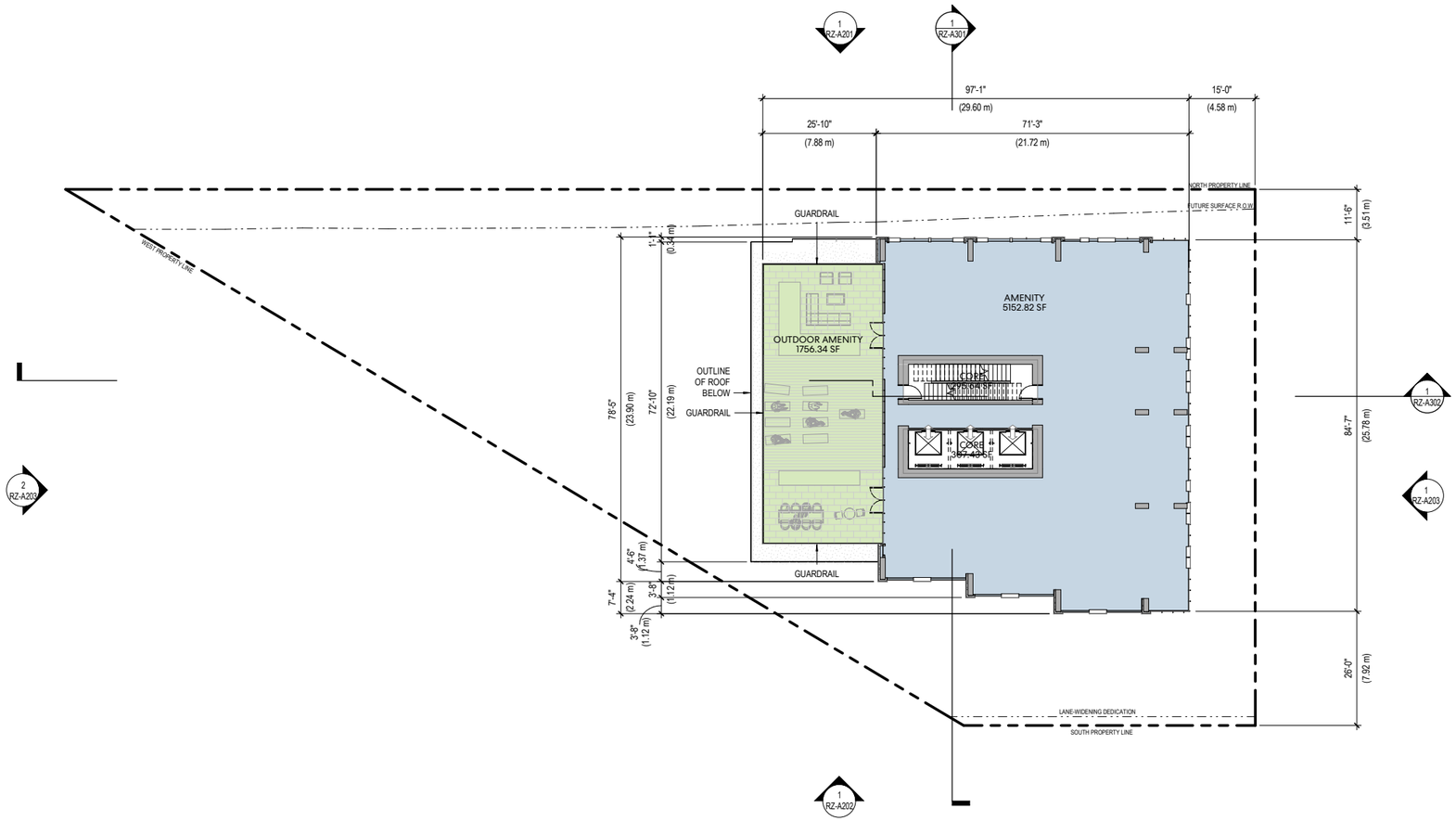
STORAGE

5.20 Floor Plan - Tower



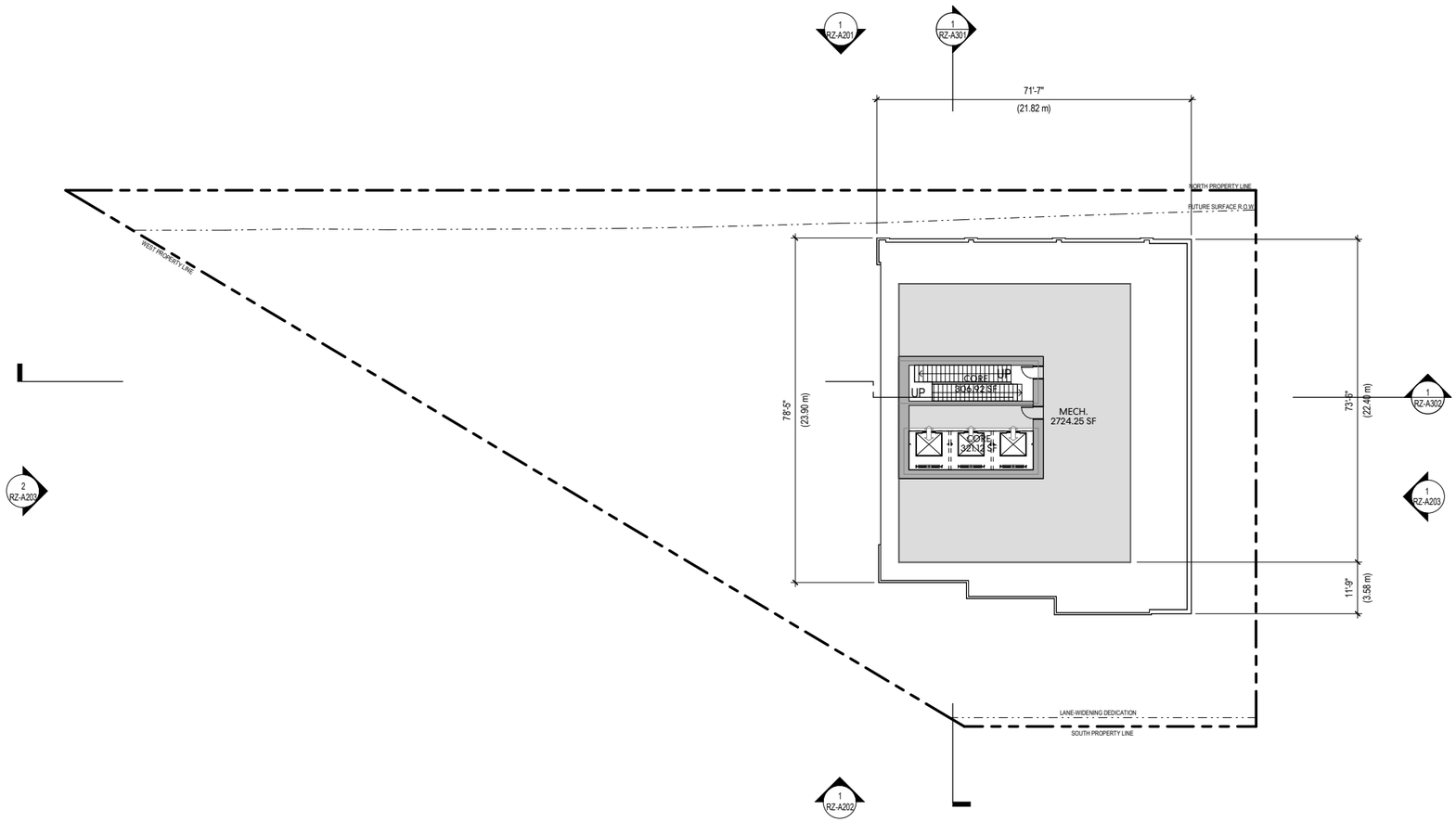
- SOFTSCAPE
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- RESIDENTIAL
- JR 1 BED AND STUDIO
- 1 BED
- 2 BED
- 3 BED
- RETAIL
- BACK OF HOUSE
- AMENITY
- OUTDOOR AMENITY
- STORAGE

5.21 Floor Plan - 32 Amenity



- SOFTSCAPE
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- RESIDENTIAL
- JR 1 BED AND STUDIO
- 1 BED
- 2 BED
- 3 BED
- RETAIL
- BACK OF HOUSE
- AMENITY
- OUTDOOR AMENITY
- STORAGE

5.22 Floor Plan - Mechanical



SOFTSCAPE

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS

RESIDENTIAL

JR 1 BED AND STUDIO

1 BED

2 BED

3 BED

RETAIL

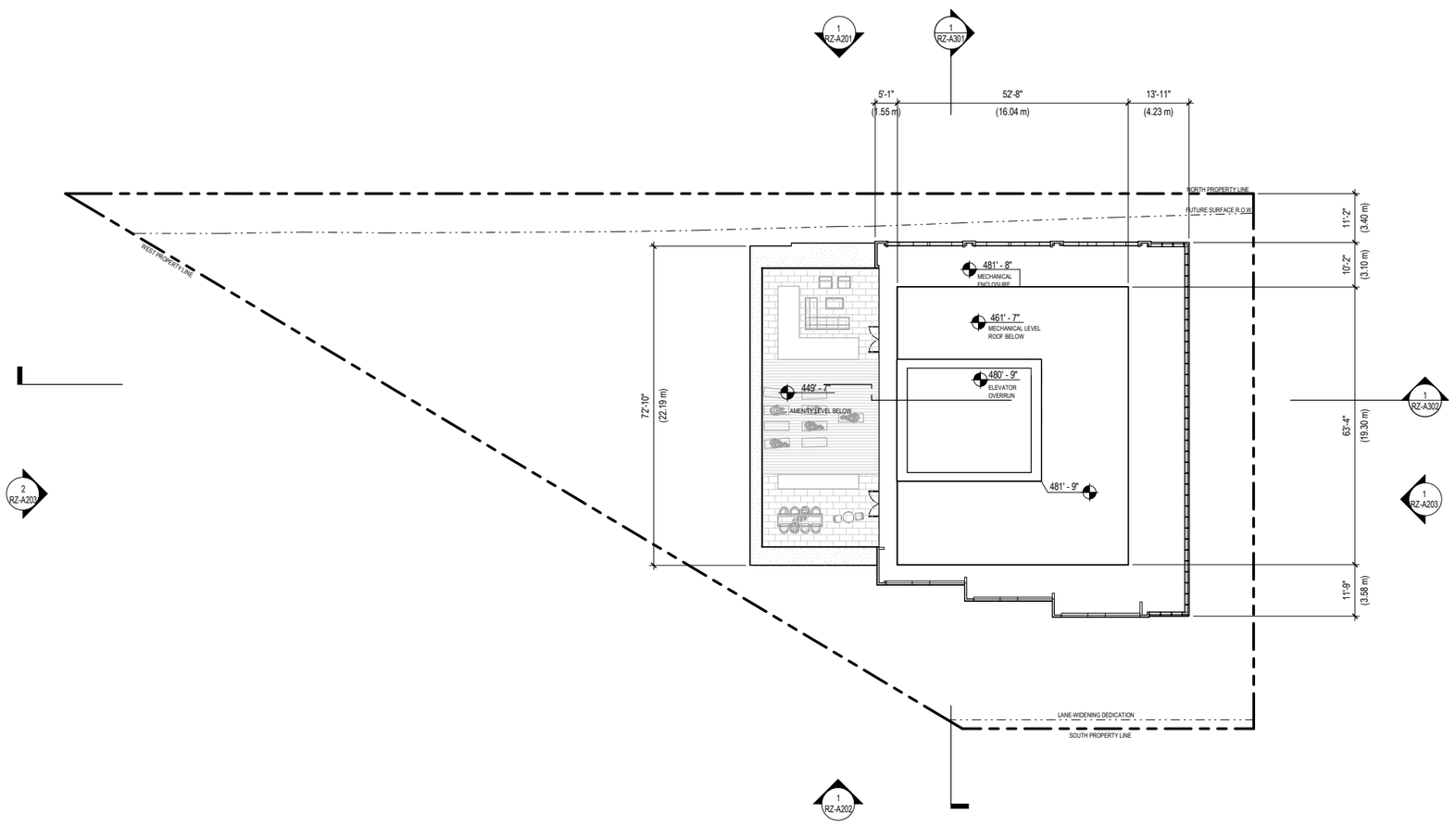
BACK OF HOUSE

AMENITY

OUTDOOR AMENITY

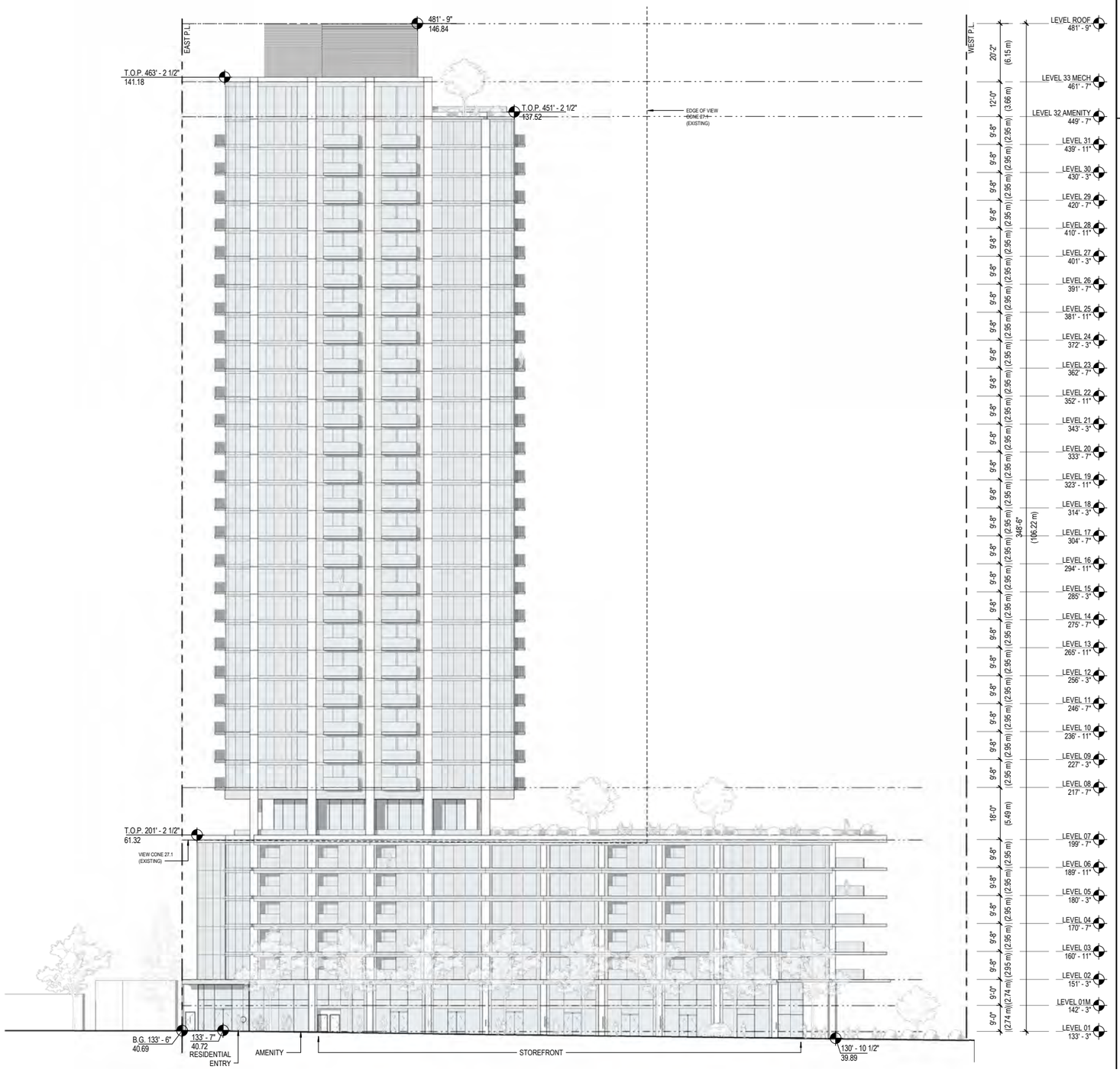
STORAGE

5.23 Floor Plan - Roof

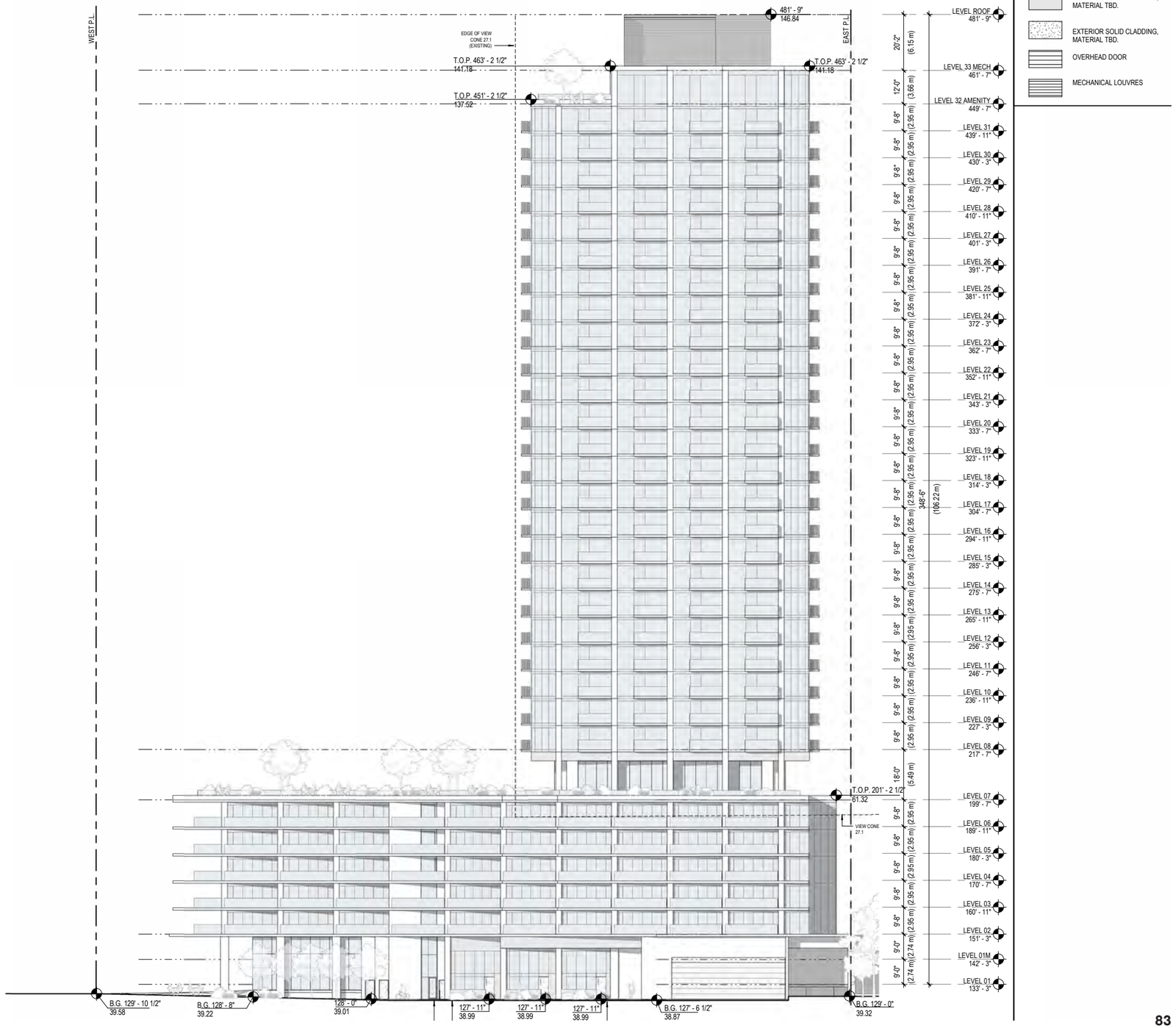


- SOFTSCAPE
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- LANDSCAPING PAVERS, REFER TO LANDSCAPE DRAWINGS
- RESIDENTIAL
- JR 1 BED AND STUDIO
- 1 BED
- 2 BED
- 3 BED
- RETAIL
- BACK OF HOUSE
- AMENITY
- OUTDOOR AMENITY
- STORAGE

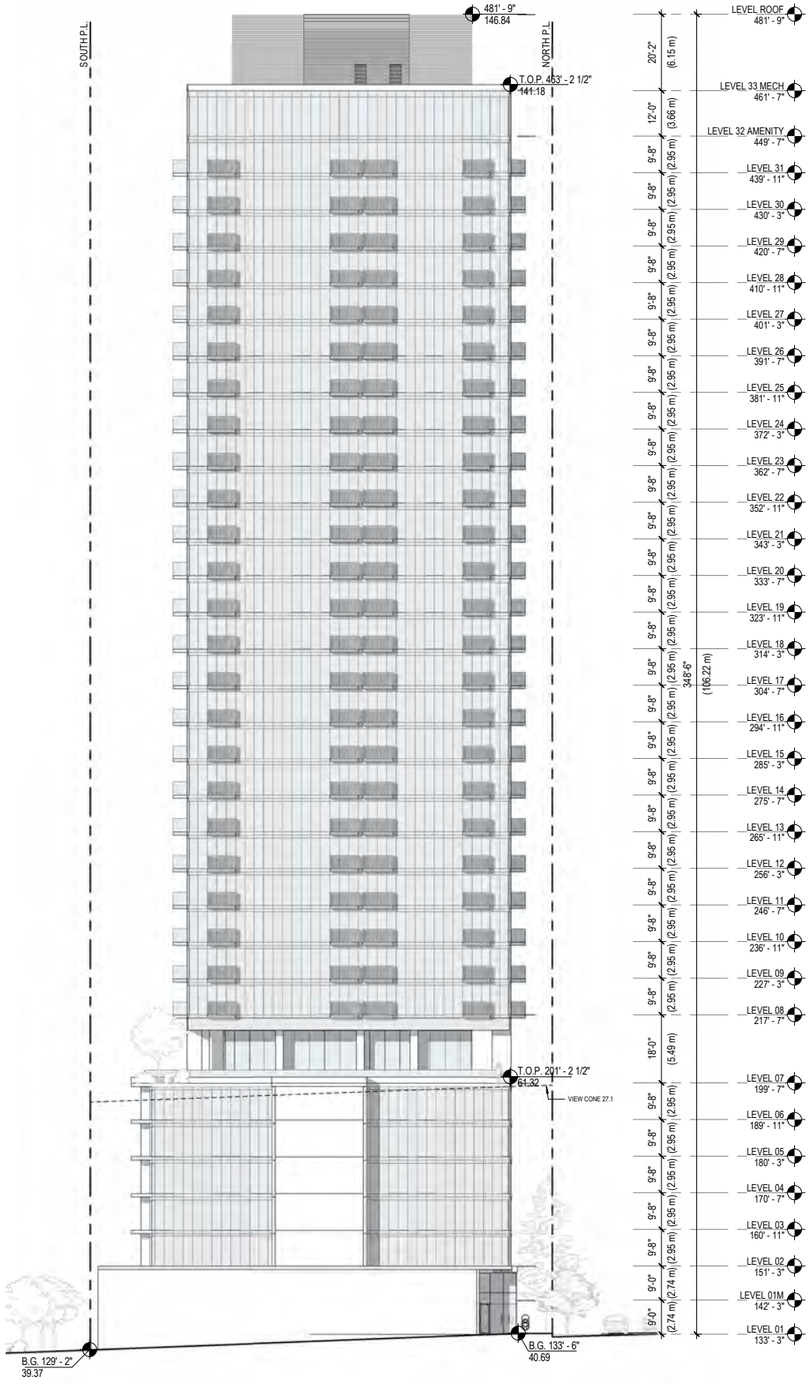
5.24 Elevation - North

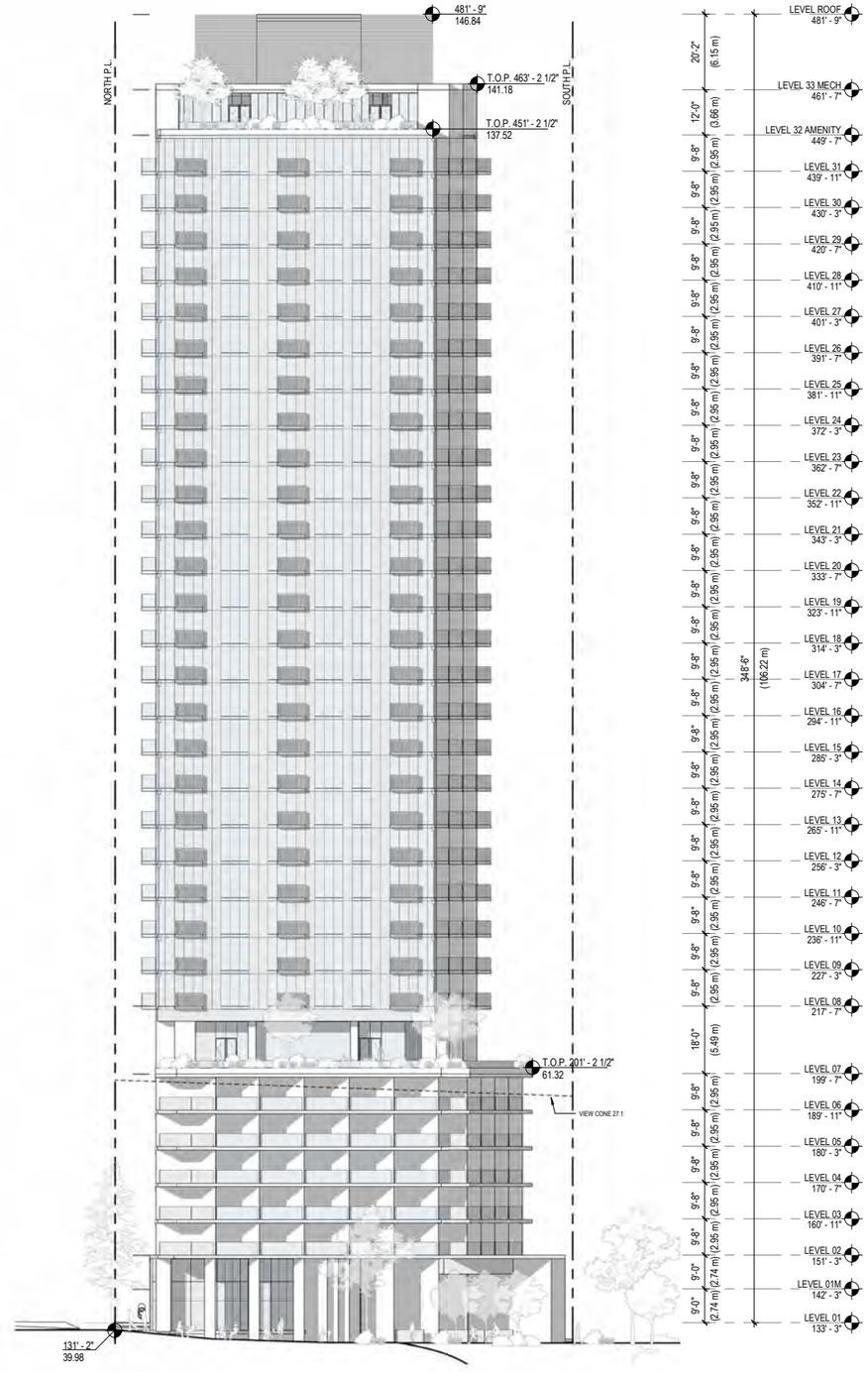


5.25 Elevation - South



5.26 Elevation - West and East

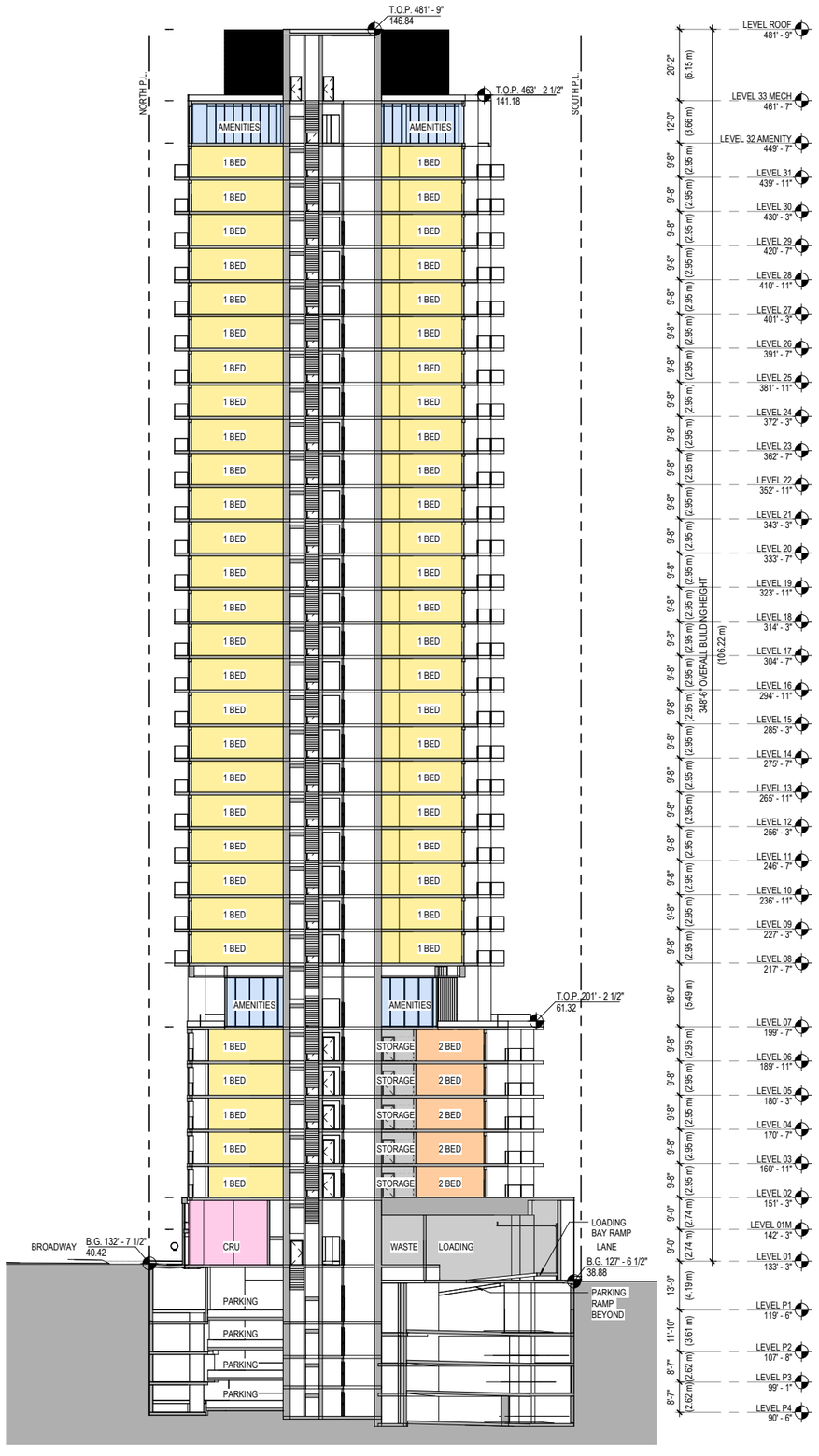




ELEVATION LEGEND

- GLASS
- EXTERIOR SOLID CLADDING, MATERIAL TBD.
- EXTERIOR SOLID CLADDING, MATERIAL TBD.
- OVERHEAD DOOR
- MECHANICAL LOUVRES

5.27 Section N-S

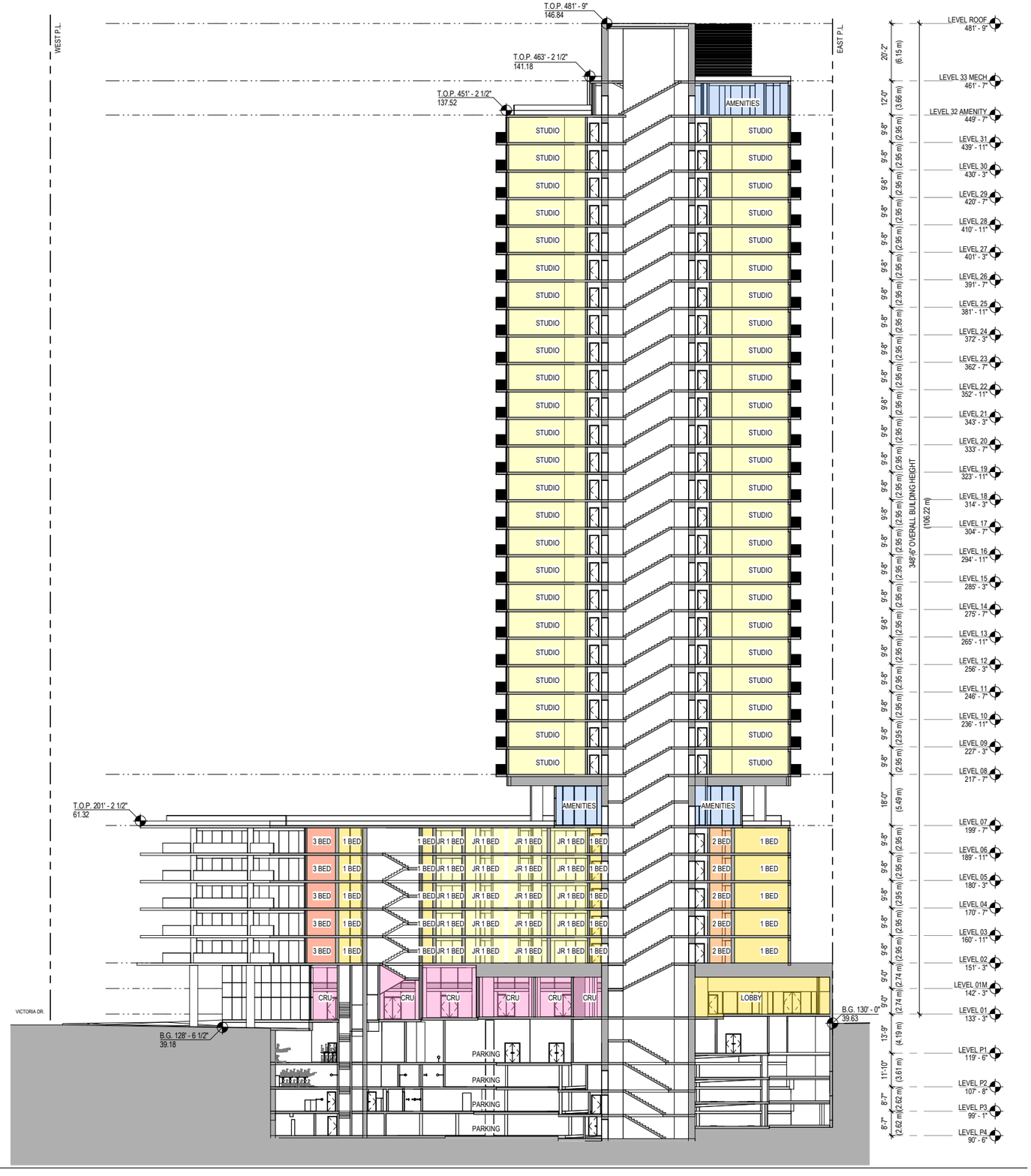


THIRD.SPACE

SECTION LEGEND

- RETAIL
- STUDIO/ JUNIOR 1 BED
- 1 BED/ RESIDENTIAL LOBBY
- 2 BED
- 3 BED
- AMENITY

5.28 Section E-W



1 E-W SECTION
1" = 20'-0"

SECTION LEGEND

- RETAIL
- STUDIO/ JUNIOR 1 BED
- 1 BED/ RESIDENTIAL LOBBY
- 2 BED
- 3 BED
- AMENITY

5.29 FSR Summary

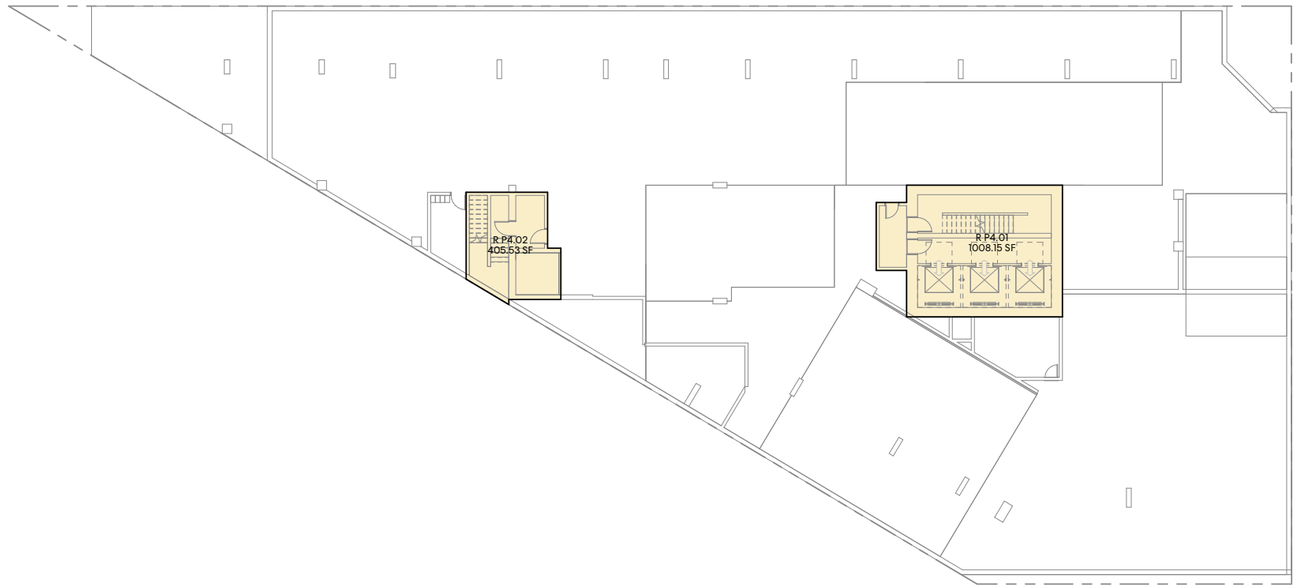
FSR SUMMARY

LEVEL	TOTAL GFA		RETAIL				RESIDENTIAL													
							GFA		EXCLUSIONS						FSR					
			RETAIL GFA		RETAIL FSR		RESIDENTIAL GFA		AMENITY R EXCLUSION		OPEN BALCONY		STORAGE R EXCLUSION		RESIDENTIAL FSR		MECHANICAL FSR		TOTAL FSR	
LEVEL ROOF	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²
LEVEL 33 MECH	3,352 ft²	311 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	3,352 ft²	311 m²	3,352 ft²	311 m²
LEVEL 32 AMENITY	5,756 ft²	535 m²	0 ft²	0 m²	0 ft²	0 m²	5,756 ft²	535 m²	5,756 ft²	535 m²	1,756 ft²	163 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²
LEVEL 31	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 30	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 29	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 28	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 27	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 26	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 25	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 24	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 23	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 22	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 21	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 20	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 19	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 18	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 17	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 16	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 15	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 14	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 13	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 12	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 11	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 10	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 09	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 08	7,967 ft²	740 m²	0 ft²	0 m²	0 ft²	0 m²	7,967 ft²	740 m²	0 ft²	0 m²	481 ft²	45 m²	234 ft²	22 m²	7,733 ft²	718 m²	0 ft²	0 m²	7,733 ft²	718 m²
LEVEL 07	4,197 ft²	390 m²	0 ft²	0 m²	0 ft²	0 m²	3,051 ft²	283 m²	3,051 ft²	283 m²	8,795 ft²	817 m²	0 ft²	0 m²	0 ft²	0 m²	1,146 ft²	106 m²	1,146 ft²	106 m²
LEVEL 06	13,256 ft²	1,231 m²	0 ft²	0 m²	0 ft²	0 m²	13,256 ft²	1,231 m²	0 ft²	0 m²	996 ft²	93 m²	989 ft²	92 m²	12,267 ft²	1,140 m²	0 ft²	0 m²	12,267 ft²	1,140 m²
LEVEL 05	13,256 ft²	1,231 m²	0 ft²	0 m²	0 ft²	0 m²	13,256 ft²	1,231 m²	0 ft²	0 m²	996 ft²	93 m²	989 ft²	92 m²	12,267 ft²	1,140 m²	0 ft²	0 m²	12,267 ft²	1,140 m²
LEVEL 04	13,256 ft²	1,231 m²	0 ft²	0 m²	0 ft²	0 m²	13,256 ft²	1,231 m²	0 ft²	0 m²	996 ft²	93 m²	989 ft²	92 m²	12,267 ft²	1,140 m²	0 ft²	0 m²	12,267 ft²	1,140 m²
LEVEL 03	13,256 ft²	1,231 m²	0 ft²	0 m²	0 ft²	0 m²	13,256 ft²	1,231 m²	0 ft²	0 m²	996 ft²	93 m²	989 ft²	92 m²	12,267 ft²	1,140 m²	0 ft²	0 m²	12,267 ft²	1,140 m²
LEVEL 02	13,255 ft²	1,231 m²	0 ft²	0 m²	0 ft²	0 m²	13,255 ft²	1,231 m²	0 ft²	0 m²	996 ft²	93 m²	989 ft²	92 m²	12,266 ft²	1,140 m²	0 ft²	0 m²	12,266 ft²	1,140 m²
LEVEL 01M	2,476 ft²	230 m²	0 ft²	0 m²	0 ft²	0 m²	2,476 ft²	230 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	2,476 ft²	230 m²	0 ft²	0 m²	2,476 ft²	230 m²
LEVEL 01	14,550 ft²	1,352 m²	8,039 ft²	747 m²	8,039 ft²	747 m²	6,511 ft²	605 m²	627 ft²	58 m²	501 ft²	47 m²	0 ft²	0 m²	5,883 ft²	547 m²	0 ft²	0 m²	13,922 ft²	1,293 m²
LEVEL P1	2,350 ft²	218 m²	1,094 ft²	102 m²	1,094 ft²	102 m²	1,256 ft²	117 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,256 ft²	117 m²	0 ft²	0 m²	2,350 ft²	218 m²
LEVEL P2	1,478 ft²	137 m²	0 ft²	0 m²	0 ft²	0 m²	1,478 ft²	137 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,478 ft²	137 m²	0 ft²	0 m²	1,478 ft²	137 m²
LEVEL P3	1,471 ft²	137 m²	0 ft²	0 m²	0 ft²	0 m²	1,471 ft²	137 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,471 ft²	137 m²	0 ft²	0 m²	1,471 ft²	137 m²
LEVEL P4	1,414 ft²	131 m²	0 ft²	0 m²	0 ft²	0 m²	1,414 ft²	131 m²	0 ft²	0 m²	0 ft²	0 m²	0 ft²	0 m²	1,414 ft²	131 m²	0 ft²	0 m²	1,414 ft²	131 m²
TOTAL	294,525 ft²	27,362 m²	9,133 ft²	849 m²	9,133 ft²	849 m²	280,893 ft²	26,096 m²	9,435 ft²	877 m²	27,572 ft²	2,562 m²	10,549 ft²	980 m²	260,910 ft²	24,239 m²	4,498 ft²	418 m²	274,542 ft²	25,506 m²

FSR CALCULATION

PERMITTED			PROVIDED		
FSR AREA			FSR AREA		
MECHANICAL	N/A	N/A	4,498 ft²	FSR M AREA	418 m²
RESIDENTIAL	N/A	N/A	260,910 ft²	FSR R AREA	24,239 m²
RETAIL	N/A	N/A	9,133 ft²	FSR RT AREA	845 m²
TOTAL	61,791.18 ft²	5,740.59 m²	274,542 ft²		25,503 m²
SITE AREA	20,597.06 ft²	1,913.52 m²			
FSR			FSR		
MECHANICAL	N/A		MECHANICAL		0.22
RESIDENTIAL	N/A		RESIDENTIAL		12.67
RETAIL	N/A		RETAIL		0.44
TOTAL	3.0		TOTAL		13.33
OPEN BALCONY			OPEN BALCONY		
AREA	33,918 ft²	3,151 m²		27,572 ft²	2,562 m²
13% OF ALLOWABLE FSR AREA					

5.30 FSR Plan - P4



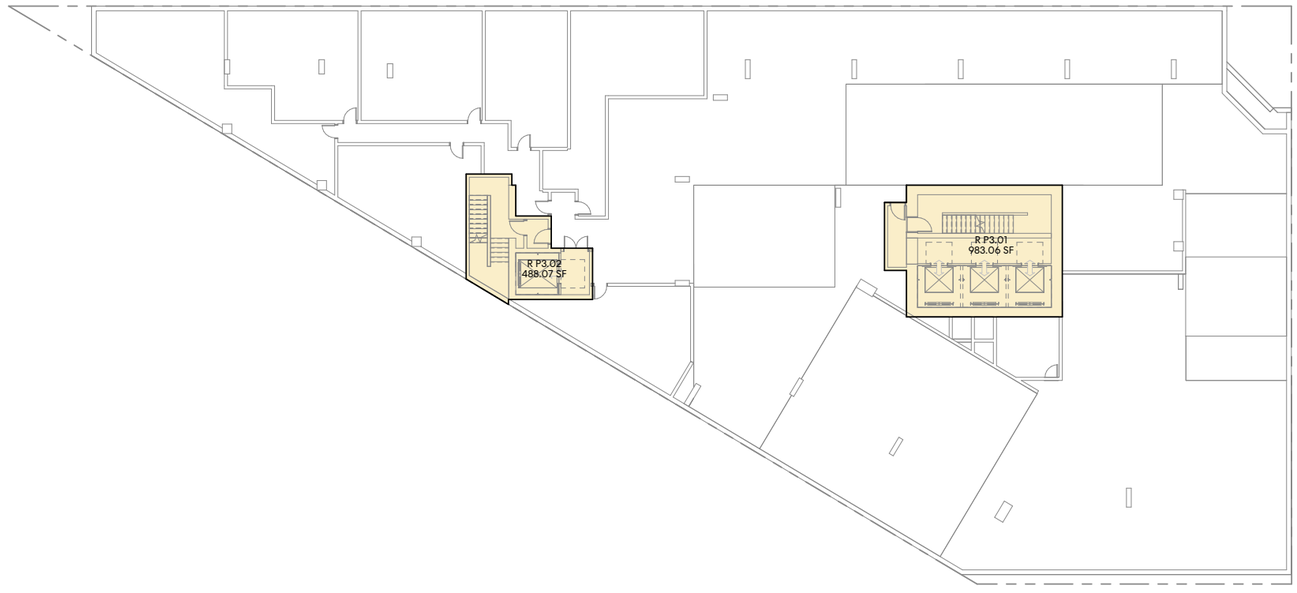
LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL P4 FSR

RESIDENTIAL	1,414
FSR AREA	1,414

5.31 FSR Plan - P3



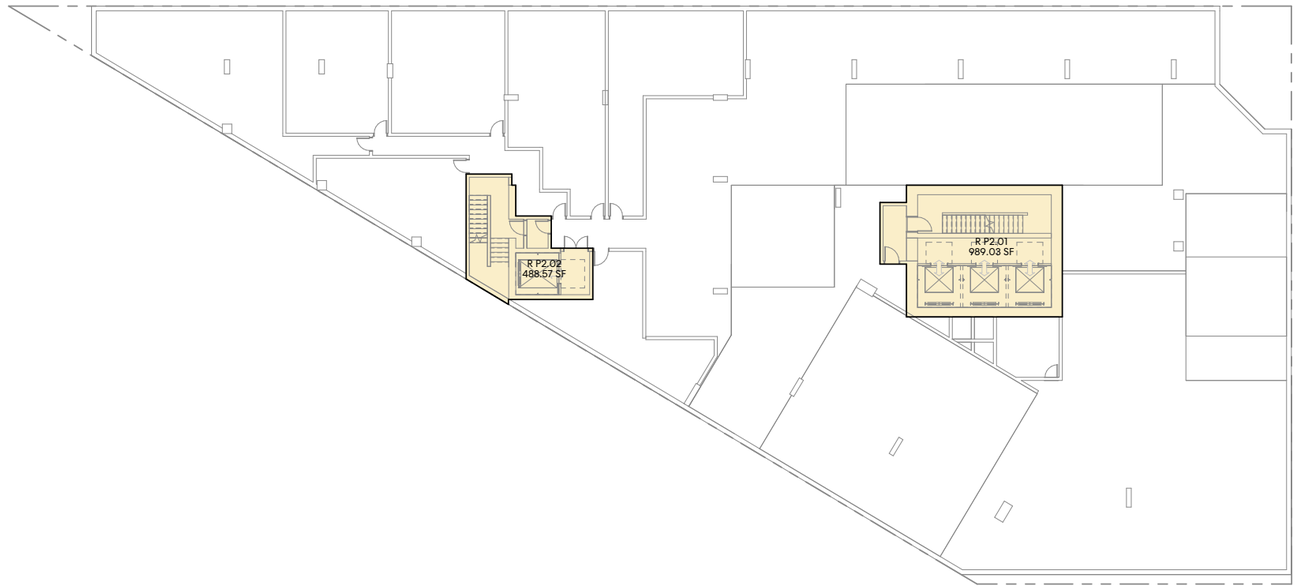
LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL P3 FSR

RESIDENTIAL	1,471
FSR AREA	1,471

5.32 FSR Plan - P2



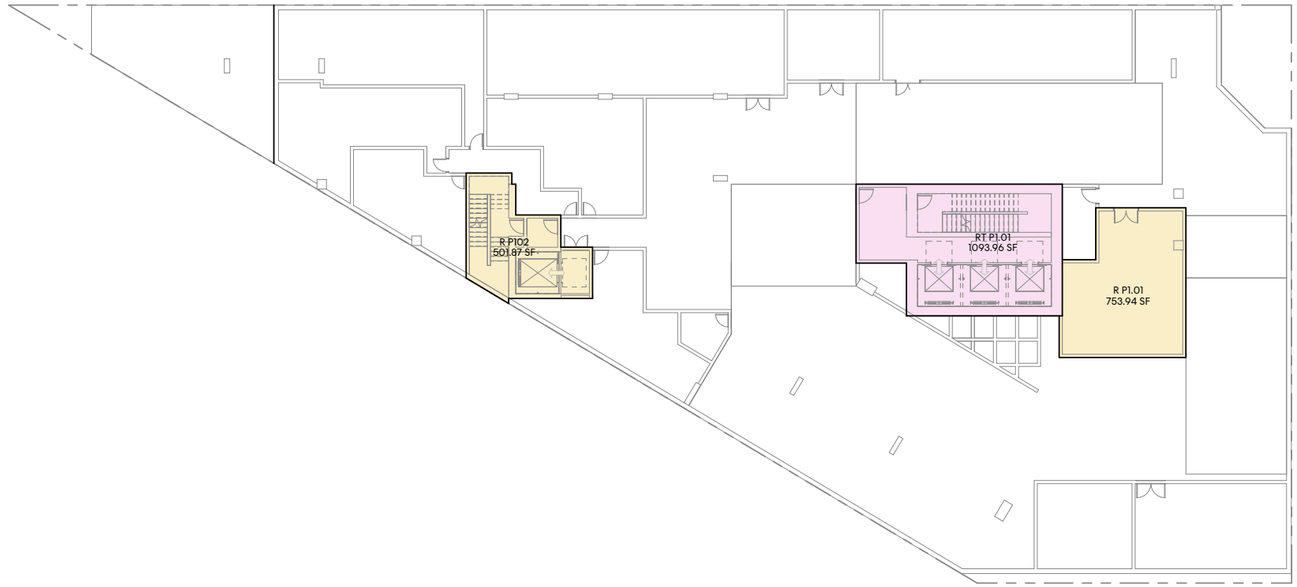
LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL P2 FSR

RESIDENTIAL	1,478
FSR AREA	1,478

5.33 FSR Plan - P1



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL P1 RETAIL FSR

RETAIL	1,094
FSR AREA	1,094

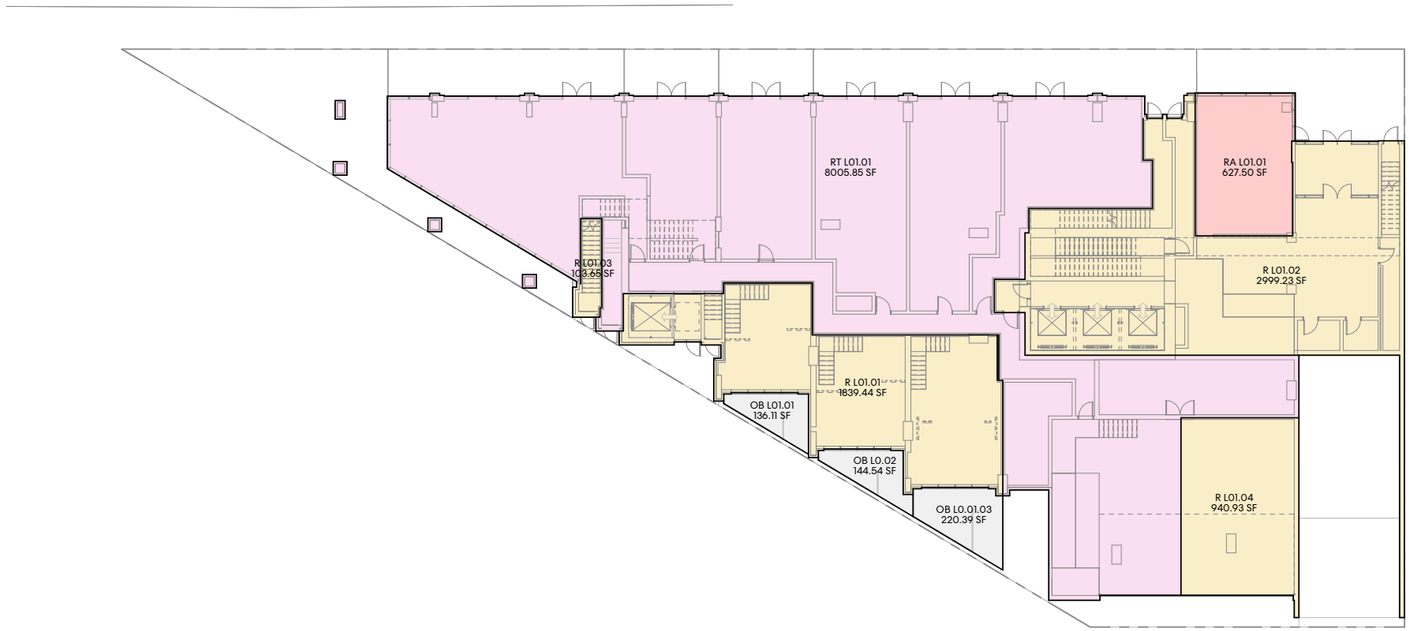
AREA SUMMARY - LEVEL P1 RESIDENTIAL FSR

RESIDENTIAL	1,256
FSR AREA	1,256

AREA SUMMARY - LEVEL P1 FSR

RESIDENTIAL	1,256
RETAIL	1,094
FSR AREA	2,350

5.34 FSR Plan - 01



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 01

RESIDENTIAL	5,883
AMENITY	627
RETAIL	8,039
TOTAL GFA	14,550

AREA SUMMARY - LEVEL 01 RESIDENTIAL FSR

RESIDENTIAL	R L01.01	1,839
RESIDENTIAL	R L01.02	2,999
RESIDENTIAL	R L01.03	104
RESIDENTIAL	R L01.04	941
FSR R AREA		5,883

AREA SUMMARY - LEVEL 01 RETAIL FSR

RETAIL	RT L01.01	8,039
FSR RT AREA		8,039

AREA SUMMARY - LEVEL 01 FSR

RESIDENTIAL	R L01.01	1,839
RESIDENTIAL	R L01.02	2,999
RESIDENTIAL	R L01.03	104
RESIDENTIAL	R L01.04	941
RETAIL	RT L01.01	8,039
FSR AREA		13,922

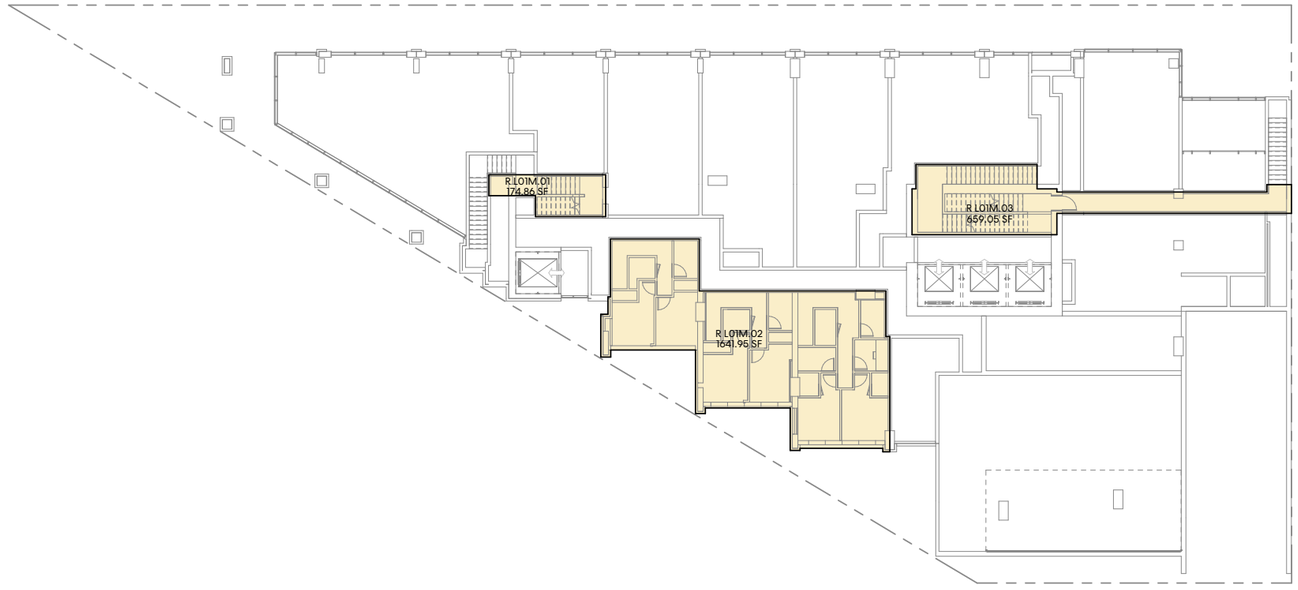
RESIDENTIAL AMENITY EXCLUSION - LEVEL 01

AMENITY	RA L01.01	627
FSR R EXCLUSION		627

OPEN BALCONY EXCLUSION - LEVEL 01

OPEN BALCONY	OB L01.01	136
OPEN BALCONY	OB L0.02	145
OPEN BALCONY	OB L0.01.03	220
NON GFA		501

5.35 FSR Plan - 01M



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

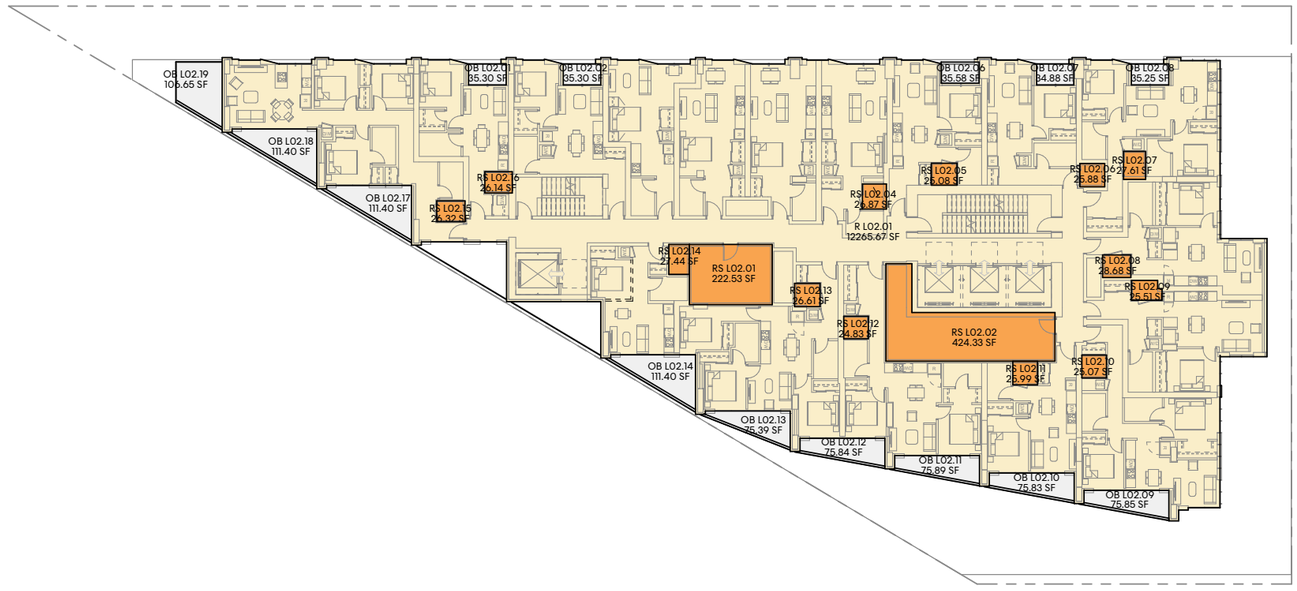
AREA SUMMARY - LEVEL 01M GFA

RESIDENTIAL	2,476
TOTAL GFA	2,476

AREA SUMMARY - LEVEL 01M FSR

RESIDENTIAL	R L01M.01	175
RESIDENTIAL	R L01M.02	1,642
RESIDENTIAL	R L01M.03	659
FSR R AREA		2,476

5.36 FSR Plan - Podium



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 02-06 GFA

RESIDENTIAL	12,266
STORAGE	989
TOTAL GFA	13,255

AREA SUMMARY - LEVEL 02-06 FSR

RESIDENTIAL	R L02.01	12,266
FSR R AREA		12,266

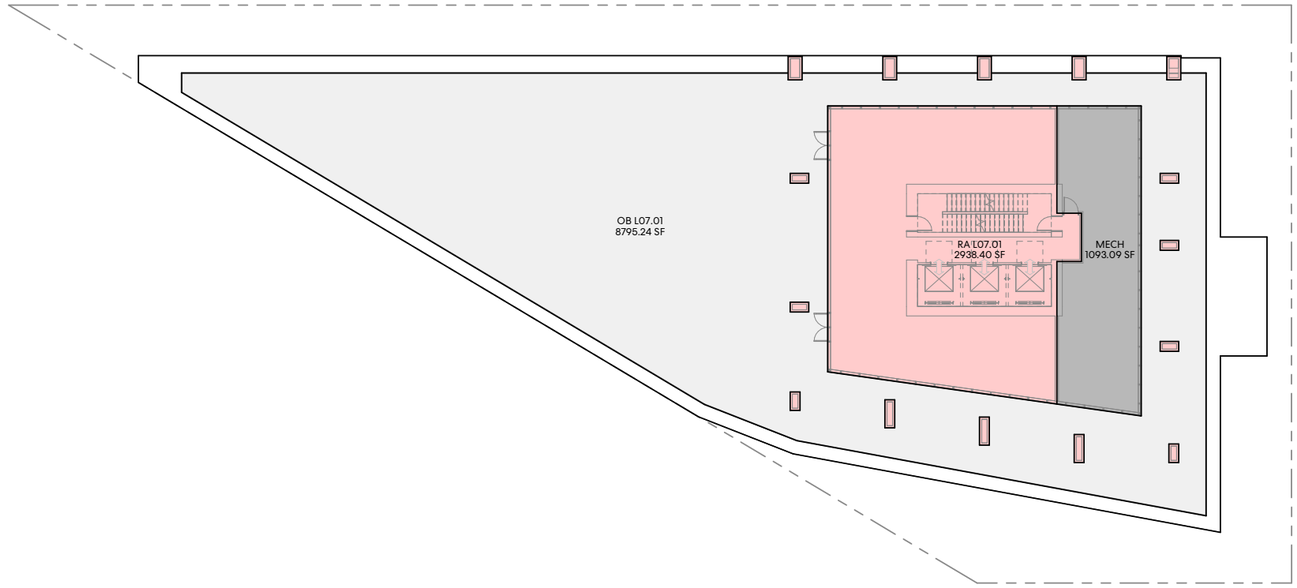
STORAGE EXCLUSION - LEVEL 02-06

STORAGE	RS L02.01	223
STORAGE	RS L02.02	424
STORAGE	RS L02.04	27
STORAGE	RS L02.05	25
STORAGE	RS L02.06	26
STORAGE	RS L02.07	28
STORAGE	RS L02.08	29
STORAGE	RS L02.09	26
STORAGE	RS L02.10	25
STORAGE	RS L02.11	26
STORAGE	RS L02.12	25
STORAGE	RS L02.13	27
STORAGE	RS L02.14	27
STORAGE	RS L02.15	26
STORAGE	RS L02.16	26
FSR R EXCLUSION		989

OPEN BALCONY EXCLUSION - LEVEL 02-06

OPEN BALCONY	OB L02.01	35
OPEN BALCONY	OB L02.02	35
OPEN BALCONY	OB L02.06	36
OPEN BALCONY	OB L02.07	35
OPEN BALCONY	OB L02.08	35
OPEN BALCONY	OB L02.09	76
OPEN BALCONY	OB L02.10	76
OPEN BALCONY	OB L02.11	76
OPEN BALCONY	OB L02.12	76
OPEN BALCONY	OB L02.13	75
OPEN BALCONY	OB L02.14	111
OPEN BALCONY	OB L02.17	111
OPEN BALCONY	OB L02.18	111
OPEN BALCONY	OB L02.19	107
NON GFA		996

5.37 FSR Plan - 07 Amenity



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 07

MECHANICAL	1,093
AMENITY	3,104
TOTAL GFA	4,197

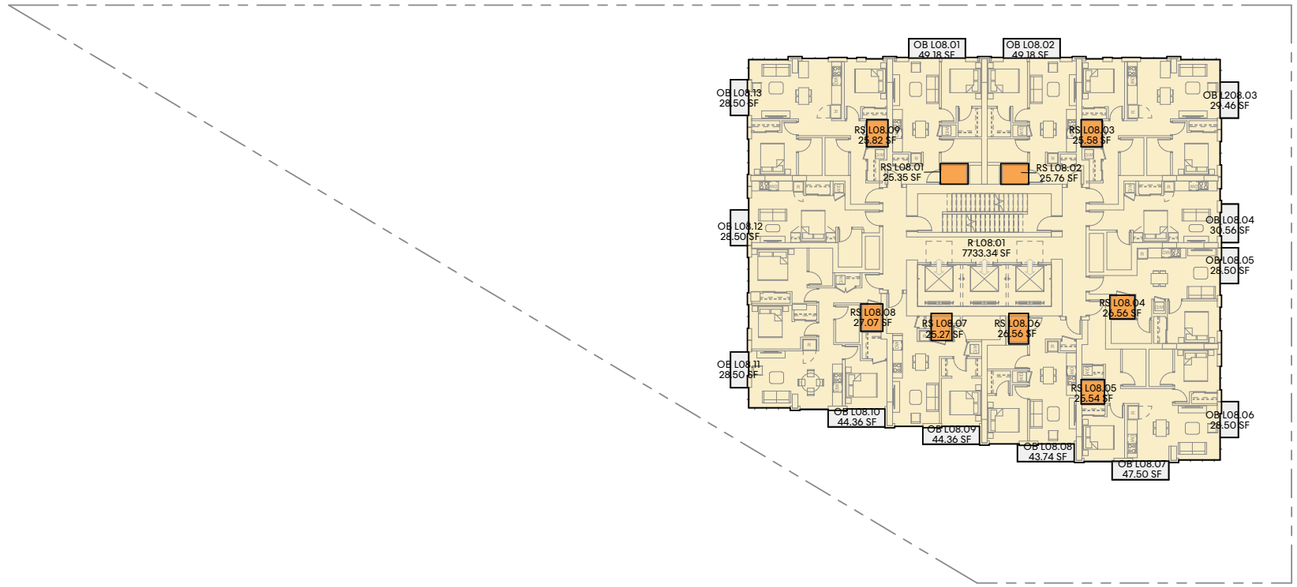
AMENITY EXCLUSION - LEVEL 07

AMENITY	RA L07.01	3,104
FSR R EXCLUSION		3,104

OPEN BALCONY EXCLUSION - LEVEL 07

OPEN BALCONY	OB L07.01	8,795
NON GFA		8,795

5.38 FSR Plan - Tower



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 08-31 GFA

RESIDENTIAL	7,733
STORAGE	233
TOTAL GFA	7,967

AREA SUMMARY - LEVEL 08-31 FSR

RESIDENTIAL	R L08.01	7,733
FSR R AREA		7,733

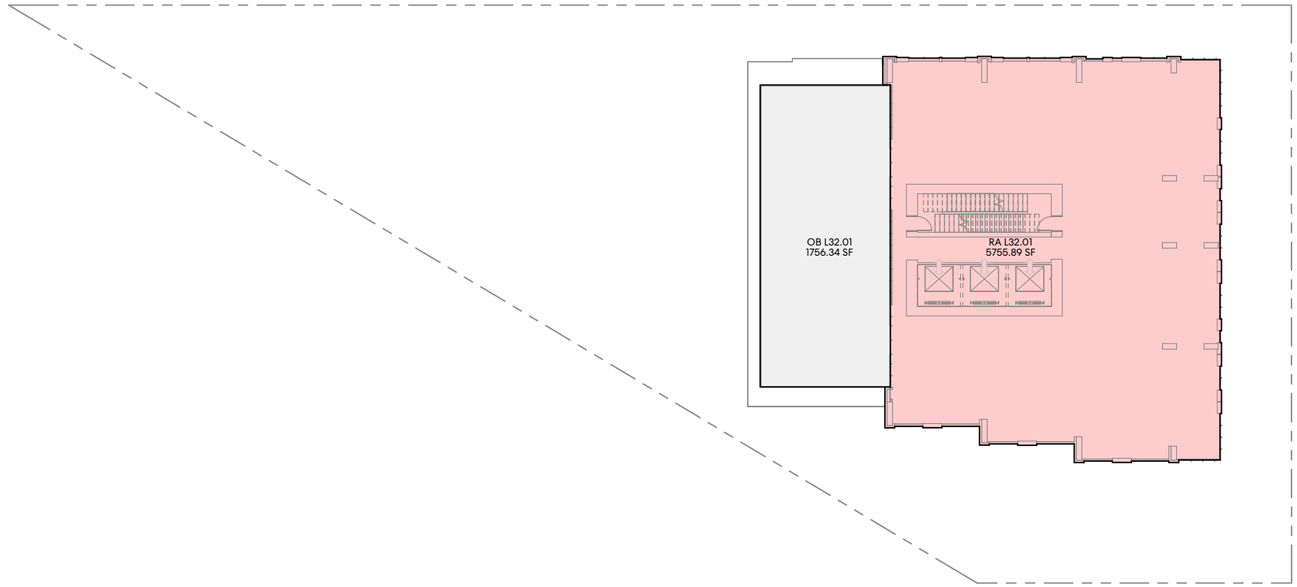
STORAGE EXCLUSION - LEVEL 08-31

STORAGE	RS L08.01	25
STORAGE	RS L08.02	26
STORAGE	RS L08.03	26
STORAGE	RS L08.09	26
STORAGE	RS L08.04	27
STORAGE	RS L08.05	26
STORAGE	RS L08.06	27
STORAGE	RS L08.07	25
STORAGE	RS L08.08	27
FSR EXCLUSION		233

OPEN BALCONY EXCLUSION - LEVEL 08-31

OPEN BALCONY	OB L08.01	49
OPEN BALCONY	OB L08.02	49
OPEN BALCONY	OB L208.03	29
OPEN BALCONY	OB L08.04	31
OPEN BALCONY	OB L08.05	28
OPEN BALCONY	OB L08.06	28
OPEN BALCONY	OB L08.07	48
OPEN BALCONY	OB L08.08	44
OPEN BALCONY	OB L08.09	44
OPEN BALCONY	OB L08.10	44
OPEN BALCONY	OB L08.11	28
OPEN BALCONY	OB L08.12	28
OPEN BALCONY	OB L08.13	28
NON GFA		481

5.39 FSR Plan - 32 Amenity



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 32 GFA

AMENITY	5,756
TOTAL GFA	5,756

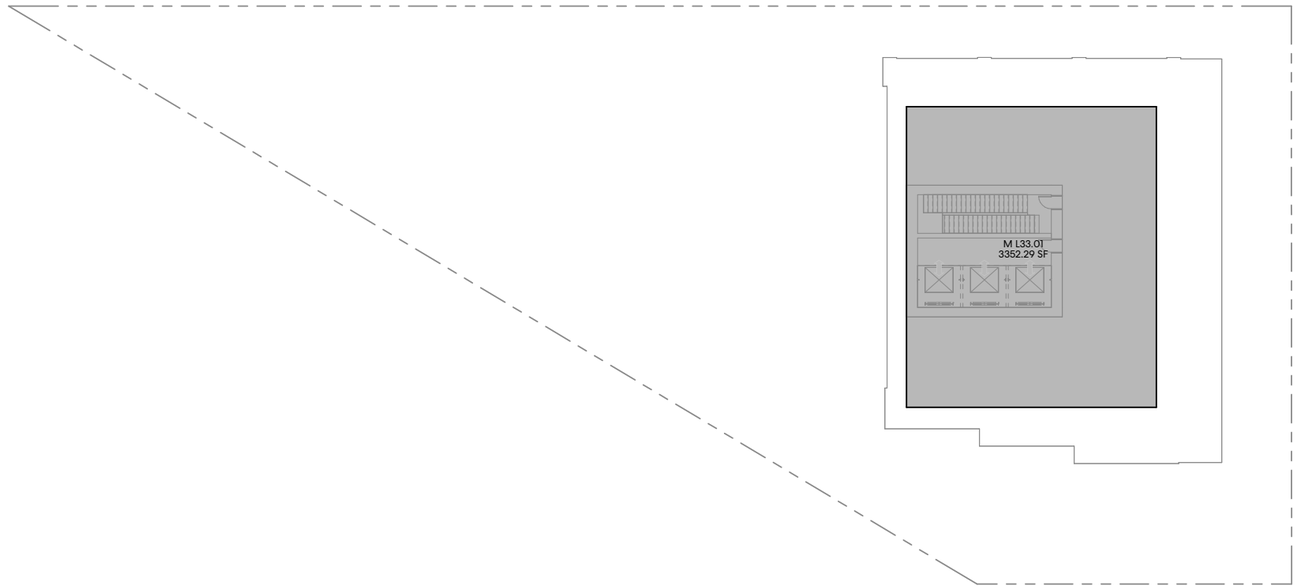
AREA SUMMARY - LEVEL 32 FSR

AMENITY	RA L32.01	5,756
FSR R EXCLUSION		5,756

OPEN BALCONY EXCLUSION - LEVEL 32

OPEN BALCONY	OB L32.01	1,756
NON GFA		1,756

5.40 FSR Plan - 33 Mechanical



LEGEND

R	RESIDENTIAL
RA	RESIDENTIAL AMENITY
RS	RESIDENTIAL STORAGE
RT	RETAIL
OB	OPEN BALCONY
M	MECHANICAL

AREA SUMMARY - LEVEL 33 GFA

MECHANICAL	3,352
TOTAL GFA	3,352

AREA SUMMARY - LEVEL 33 FSR

MECHANICAL	M L33.01	3,352
FSR M AREA		3,352

Section 6.0

Sustainability and Resilience

6.1 Sustainability Strategies

Sustainable Transport

1. Active Transit
Provide thoughtful access to the greenway and first-class bike facilities to prioritize walking, biking and outdoor recreation.

2. Public Transit
Encourage the use of public transportation by prioritizing connections to transit hubs and reducing parking availability to lower carbon emissions associated with transport.

3. Electrification
Provide electric bike parking outlets as well as EV ready infrastructure for all homes to reduce carbon emissions and establish resiliency.

4. Parkade Reduction
Reduce concrete and reinforcement volume through efficient parkade layout and smaller parking footprints to reduce the project's Global Warming Potential (GWP).

5. Complete Community
Locate buildings near active and public transit to create a compact community which benefits from reduced traffic congestion and better air quality.

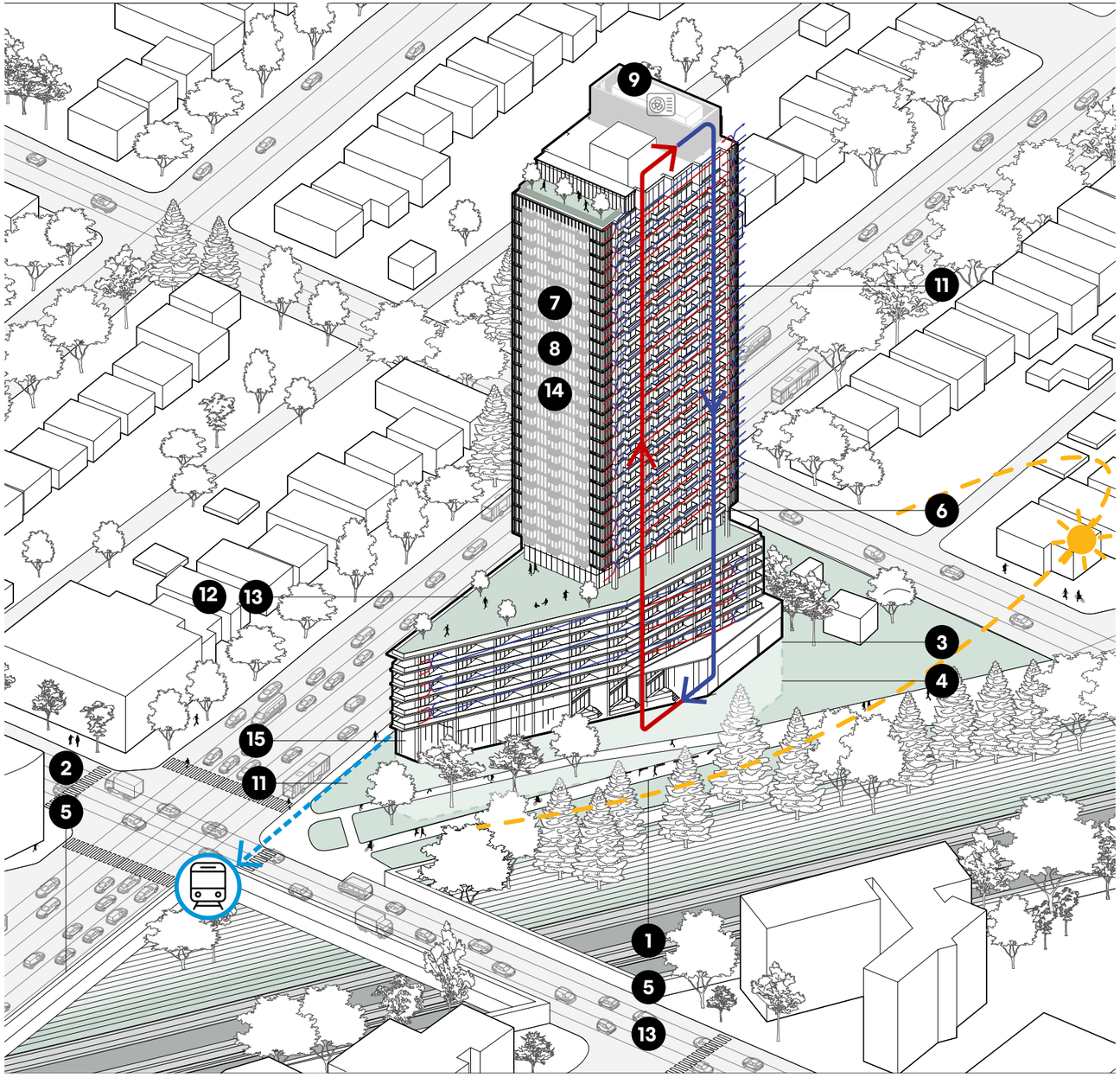
Carbon Leadership

6. Reduce Embodied Carbon
Reduce embodied carbon and construction complexity through efficiencies in structural design and reduction of transfer structures.

7. Specify Low-Carbon Materials
Specify low-carbon materials and products verified through third party verified Environmental Product Declarations (EPDs) where feasible.

8. Minimize Energy Demand
Prioritize passive design strategies to reduce the building's energy demand.

9. Reduce Refrigerants
Procure HVAC systems with low GWP refrigerants and implement maintenance and installation plans that reduce refrigerant leakage.



10. Electrification
Electrified building systems reduce reliance on fossil fuels and operational carbon.

Enhanced Livability

11. Performance Informed Design
Use performance analysis to optimize balcony design and window-to-wall ratios encouraging occupant access to daylight and improvedthermal comfort.

12. Social Equity
Design for all, creating equitable, inclusive and inviting spaces for a people with different abilities and from different cultural and socioeconomic backgrounds.

13. Culture and Community Connectivity
Connect occupants to nature through accessible roof terraces and access to the greenway.

14. Health and Well-being
Prioritize healthy materials and good indoor air quality to support human health and well-being.

15. Economic Opportunities
Provide employment generating ground floor retail spaces that contributes to a sense of vibrancy and street animation while supporting regional economic growth.

16. Thermal Comfort
Doors at balconies enhance connection to the outdoors and offer opportunities for natural ventilation.

6.2 Green Building Policy for Rezoning



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

This page provides an explanation of how the project is meeting the Green Building Policy for Rezoning last amended November 27, 2024.

1. Reporting of Green and Resilient Building Measures

Embodied Carbon Limits

All buildings shall meet or exceed embodied carbon reduction targets according to building type, height, and materiality as compared to a concrete baseline building.

This will be demonstrated through completion of a Life Cycle Assessment and Embodied Carbon reported out for each building in kg CO2/ m² for a 60-year design life.

RESPONSE:

The project team assessed embodied carbon of the envelope and stucture using OneClick LCA. A baseline LCA model was built in accordance with the National Whole Building Life Cycle Assessment Practitioners Guide and the City of Vancouver addendum last amended April 14th 2025. Interior Construction was reported separately in alignment with the City of Vancouver Industry Leadership Credits.

Embodied Carbon of the baseline building is projected to be 406 kgCO_2e/m². To meet a 10% reduction in embodied carbon compared to the baseline WBLCA or a absolute target of 360 kgCO_2e/m² at Building Permit the project will implement a series of reduction strategies centered around reducing material volume and procuring low-carbon materials.

Please refer to the Embodied Carbon Design Report for more details.

2. Resilient Buildings Planning Worksheet

To strengthen the City's resilience against earthquakes, extreme weather, temperature fluctuations, and sea level rise, while enhancing disaster preparedness and social connections. This involves completion of the Resilient Buildings Planning Worksheet to summarize the level of resilience planning undertaken by the project and to identify proposed strategies.

RESPONSE:

The project team assessed the project's risks, impacts, and mitigation strategies for the buildings and infrastructure on site and completed a single Resilient Buildings Planning Worksheet. Medium and High risks were identified during a resilience planning workshop and strategies to mitigate risk for a 2100 future climate scenarios, wildfire smoke, rainwater related flooding, and earthquakes were considered.

The majority of strategies are multi-disciplinary in nature and will be incorporated into the project during the Design Development phase. The project team will continue to evaluate current and future climate projections to design a solutions that can meet current needs and adapt to a changing climate.

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

3. Enhanced Commissioning

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

RESPONSE:

A Commissioning Authority will be retained, and the project will submit a copy of the Commissioning Plan at the Building Permit Stage, and draft Commissioning Report at Occupancy Permit, and a final Commissioning Report at Post Occupancy.

Please refer to the Owner's letter of commitment for more details.

4. Energy System Sub-Metering

Provide separate metering for each energy utility as well as sub-metering of all major end-uses and major space uses within each building. Create an Energy Star Portfolio Manager account for each building.

RESPONSE:

A separated whole-building metering will be provided for each utility connection. Additionally, all major energy and water uses will be sub-metered. An energy sub-metering design will be provided at the Building Permit Stage.

Please refer to the Owner's letter of commitment for more details.

6.3 Embodied Carbon Analysis

6.2.1 Embodied Carbon

Analysis

Perkins&Will completed a baseline WBLCA using Oneclick LCA for structure, envelope and interior construction. Embodied carbon is calculated using standard assumptions according to the National Whole Building Life Cycle Assessment Practitioners Guide and the City of Vancouver addendum last amended April 14th 2025.

The 33- storey tower and 5-storey podium structure is cast in place conventionally reinforced concrete. The building is window-wall construction with the following assumptions: double glazed window, tower wall aluminium exterior cladding and podium wall brick exterior cladding. The Parkade is cast in place conventionally reinforced concrete.

Results

The project's estimated baseline GWP is **406 kgCO_2e/m^2**.

Graph 1 shows GWP by Material. The three highest contributing materials to GWP include concrete, rebar and mullions. Concrete accounts for 60%, reinforcement 20% and mullions 11% of the total GWP, totalling 91% .

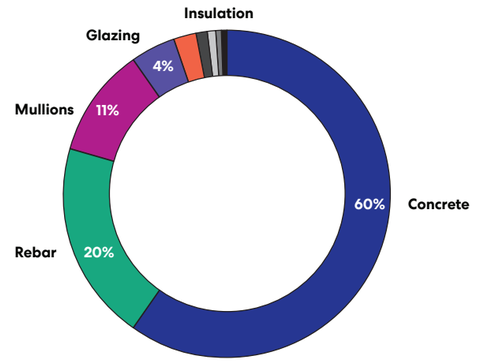
Concrete's contribution to GWP was explored in more detail. Graph 2 shows GWP by Concrete Element. Shear walls and suspended slabs make up more than 78% of the GWP of concrete elements.

The project's estimated baseline GWP including interior construction is 437 kgCO_2e/m^2. Graph 3 shows GWP by material including Interior Construction. Interior construction includes ceilings, partition walls, and flooring. Interior Construction is the fourth highest contributing material to GWP following concrete, rebar and mullions and accounts for 7% of the project embodied carbon.

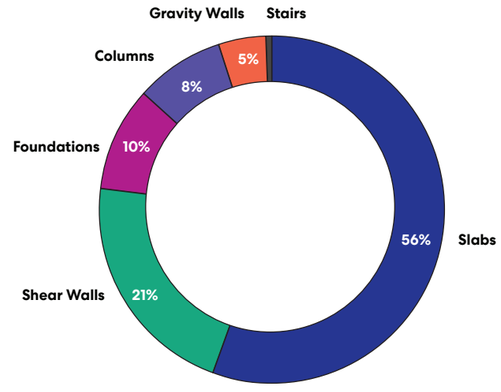
Strategies to Reduce Embodied Carbon:

To meet the embodied carbon requirements that will be in effect at the time of project's Building Permit, the design team has started to identify opportunities to reduce embodied carbon. From Rezoning to Building Permit application the project team will explore design strategies to reduce the total embodied carbon of the buildings:

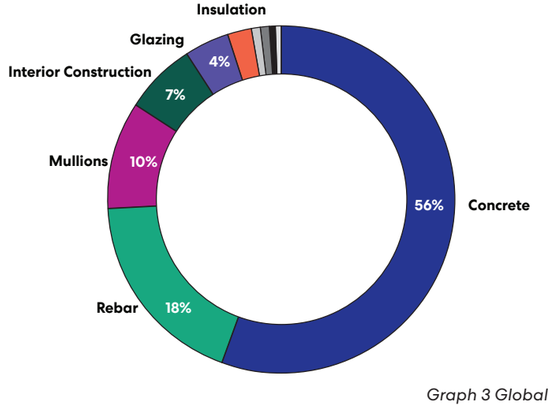
- Explore efficiencies in parking layouts to eliminate a parkade floor or a portion of the parkade.
- Optimize the structure for refinement in reinforcement rates and member sizes.
- Stack vertical elements to eliminate or reduce the size of transfer structures.
- Work closely with the structural engineers, concrete suppliers, and the general contractor to explore opportunities for specifying 56-day or 90-day concrete strengths to reduce cement volumes, in particular, slabs and shear walls.
- Review envelope material using the EC3 tool to inform the specification of lower carbon material options, in particular, aluminum mullions.



Graph 1 Global Warming Potential by Material



Graph 2 Global Warming Potential by Concrete Element



Graph 3 Global Warming Potential by Material Including Interior Construction

Section 7.0

Appendix

7.1 GWCP: Summary

GWCP Plan Principles

Cluster and mix land uses close to transit infrastructure, existing shopping streets, neighbourhood centres, employment zones and areas where significant sustainability gains are best achieved. In doing so, ensure that areas of higher density are thoughtfully integrated.

As a mixed use building, this proposal reflects the intent of the GWCP, providing ground floor commercial uses, that provide convenient amenity to the neighbourhood, and residential uses in an underutilized location without negative shadowing impacts to the greenway.

Maximize opportunities to reduce greenhouse gas emissions through the integration of land use, transportation and energy.

The project's high density in close proximity (within a 5 min walk) to one of the busiest transit hubs in the lower mainland will help reduce reliance on personal transportation and maximise the reduction of green house gases.

Increase and diversify the housing stock by providing a range of housing forms, unit types and sizes. For low-to moderate-income households this would include social housing, secured market rental houses, secondary rental, as well as more affordable options for ownership.

The project provides a range of unit types and sizes ranging from studio apartments to 3 bedroom units in an area that is still predominantly single family homes. The number of 2-bed unit provided are 25% while the 3-bed units are 10% of the total unit mix. 20% of the residential floor area (up to 71 homes) in the building will also be below market homes at 10% below the City wide CMHC average, contributing to housing affordability and rental stock in the City.

Enhance and support community vitality and the local economy by working to preserve the lower-scale quality and form of the heart of Grandview-Woodland – the core area of Commercial Drive – while also supporting other key shopping areas in the community.

The 33-storey proposal brings essential density to the area near the Commercial-Broadway station. While policy allows for up to 12 storeys, the site's proximity to the station and the Safeway site (with applications for 37-44 storeys) justifies greater height. The design ensures a smooth transition from high-density development to the lower-scale neighbourhood, aligning with the area's growing transit-oriented focus.

Develop upon the exceptional opportunities available to optimize a transit-oriented community recognizing that Grandview-Woodland is home to one of the most significant rapid transit interchanges in the region. Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.

The project is strategically located at one of the busiest transit nodes in the City, making it a key contributor to the development of a transit-oriented community. Situated just a 5 minute walk from the transit station and immediately adjacent to a bus stop and bike path, this largely vacant site is a unique opportunity that is well-integrated into the urban transportation network, offering convenient access to multiple modes of transit.

The design incorporates a second-floor setback on all sides, creating a more human-scaled and inviting ground-level environment. This thoughtful approach enhances the pedestrian experience while maintaining a sense of openness and connectivity. By adding density in such a transit-rich area, the project aligns with the City's vision for sustainable, accessible urban growth, encouraging greater use of public transit, cycling, and walking.

Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles and social connectedness.

The site features a 5.5-meter front setback from the curb, allowing for a generous sidewalk that enhances the pedestrian experience. This setback, combined with retail spaces at ground level that front on both Broadway and the Greenway will help activate and animate the street, fostering an engaging and vibrant public realm.

Even more concerning, however, is recent census data that show that Grandview-Woodland's population has been falling, with an overall decrease of about 1,900 people (or -6.5%) over the past 15 years.

The proposal justifies its height and density by providing much-needed housing in a neighbourhood with a declining population, aligning its growth with other city areas and offering a range of housing options.

Commercial-Broadway Station Precinct

With one of the highest levels of transit service in the region, people in this area are no more than a ten-minute walk from the rapid transit station. The plan envisions a mixed-use community centered on a vibrant new urban plaza at the SkyTrain Station. Expanded opportunities for a wide diversity of people to live, work, shop and gather in this area are introduced.

The project increases density at one of the City's most significant and busiest transit nodes, where two major lines intersect. Its location at a bustling traffic intersection and adjacent to a busy bicycle greenway further underscores the need for added density. Moreover, the project's form is consistent with the neighbourhood context, as future towers in the neighbourhood will be at least 20 storeys and within a 5 min walk of the project.

Become a vibrant, accessible, and walkable, transit-oriented neighbourhood with a mix of land uses and scales that gives residents, workers, and visitors the highest degree of transportation accessibility of anywhere in Vancouver.

The project intends to strategically maximize density on irregular site footprint to create a vibrant place to shop and live, supported by rooftop amenities, ground level retails and services, and convenient access to various modes of transit.

Provide a broader array and an increased number of housing opportunities, including rental, non-market, and ownership options in a variety of forms. Leafy character streetscape will continue to showcase the heritage aspects of the neighbourhood.

The residential component of the project will be entirely secured rental and will offer 20% of the residential floor area as affordable rental units, in addition to meeting the family mix requirement of 25% two-bedroom and 10% three-bedroom units. To preserve existing trees on the site, an arborist report was conducted to identify which trees could be retained. As a result, adjustments were made to the underground parking and foundation plans to facilitate this preservation.

7.2 TOA Bill 47: Summary

TOA Tiers

Tier 1 sites (< 200m from a station) are allowed up to 20 storeys and 5.50 FSR.
Tier 2 sites (200-400m from station) are allowed up to 12 storeys and 4.00 FSR.
Tier 3 sites (400-800m from station) are allowed up to 8 storeys and 3.00 or 3.40 FSR).

The proposed Site falls under Tier 2 of this policy as it is between 200-400m from a transit station. The proposal is asking a further relaxation to 33 storeys and 13.33 FSR. The proposed height and density of 33 storeys and 13.33 FSR is reflective of its proximity to one of the most important transit nodes in the City, and emerging City of Vancouver policy. Additionally, significant area lost to the Cut and View Cones necessitates additional density on the sites which are unlocked by revised view cones.

The Commercial-Broadway station area is also unique as development sites within both the 200m and 400m radius are highly constrained by existing transit infrastructure. Achieving comparable housing targets to less restricted Transit Oriented Areas supports the rationale for increased buildings heights and corresponding density (see **Section 5.2.1**)

Where TOA Tiers 1, 2 and 4 are not located within an existing area plan, refer to the Broadway Plan for built form guidelines, or city-wide design guidelines if approved by Council.

The project references density and height relaxations as stipulated in the broadway plan due to its close proximity to the station and the significance of the transit hub.

Housing

100% of the residential floor area is secured rental with a minimum 20% of the net residential area provided as below-market rental. Starting rents and rents at turnover for below-market rental units should be at a minimum 20% discount from CMHC city-wide average rents.

The proposal is a 100% secured rental building and provides 20% of the net residential area as below-market rental in compliance with this policy.

Enhanced tenant relocation and protection requirements, as per Section 12.1 of the Broadway Plan, will apply for all applications that are being considered under this policy.

The current residential homes on the site, containing 4 units, have tenants with lease terms ranging from 1-6 years. The tenants have been notified of the intention to develop. The owner will be meeting all the obligations under the tenant relocation and protection policy.

Commercial Uses

Where the existing zoning (e.g., C-2) or an existing area plan policy requires commercial uses (e.g. at-grade commercial, second floor office space, or a specific FSR for commercial space), this will also be required for proposals being considered under this policy.

The proposal includes ground floor commercial as per the GWCP area plan and complies with this policy.

Any existing amount of commercial space on a site should be replaced, achieving no net loss of retail/service space through redevelopment.

The existing site has no commercial use. The proposed development introduces new commercial spaces, enhancing the vibrancy and economic activity of the neighbourhood, thus contributing to the local economy.

Urban Forest and Ecology

Applications should maximize tree retention, design to accommodate new trees, and large specimen replacement trees to support a healthy urban forest canopy and reduce urban heat island effects, improve biodiversity and the local micro-climate, and support targets identified in Vancouver's Urban Forest Strategy.

The current rezoning application includes an arborist report focused on preserving most of the trees on-site. To accommodate this, design modifications have been made to the underground parkade and foundation plans to ensure the retention of an existing tree.

Underground structures should be avoided within building setbacks. This will aim to protect existing trees where possible, and the space may also be used for green rainwater infrastructure strategies, soil retention and increased planting space.

The proposed design features an underground parkade that extends to the property line. This approach is necessary to provide sufficient bike parking and a reasonable amount of vehicular parking, given the irregular shape of the site. Complying with the setback requirements would render the parkade unfeasible and impractical for the development

7.3 Broadway Plan: Summary

Approved by Vancouver City Council in June 2022, the Broadway Plan is a comprehensive area plan which focuses on opportunities to integrate new housing, jobs, and amenities around the new Broadway Subway. The principal objective of the Broadway Plan is to realize development potential on the new subway station sites, particularly as a response to the demand for affordable and rental housing. This goal will help the City respond to new priorities and needs over the next 30 years.

The Broadway Plan provides important guidance to our site due to its close proximity to the station. The plan is particularly relevant in terms of building heights, density, and traffic/transportation planning.

Commercial-Broadway Station is a key node within the City's public transit infrastructure and one of the busiest in both Vancouver and western Canada. When comparing the development strategy outlined in the Broadway Plan with the provisions of the Grandview-Woodland Community Plan (GWCP) and the proposed residential density in this amendment, it is evident that increasing residential density at this site is both justified and logical.

Plan Directions - Centres - Station Areas

The station areas will typically have a mix of high-density housing and major employment spaces as well as shops, services and amenities, with building heights of up to 30 to 40 stories. Streetscape improvements, active ground commercial uses and gathering places will foster a lively public realm and integrate with the new subway stations.

The proposed mixed-use building prioritizes retail and rental residential uses and seeks a variance for increased density and height at this key transit node, consistent with similar developments highlighted in the Broadway Plan. The plan designates high-density areas around station nodes, typically spanning several blocks. This proposal suggests that the Commercial-Broadway Station should also incorporate a high-density area extending a few blocks, which would encompass the proposed site.

Broadway Plan - Built Form and Site Design

Locating the tallest buildings within a short distance of rapid transit stations

The proposed site, which is the second site east of the station itself, is within a 5min walking radius of the Commercial Broadway station and is requesting a height variance of 33 storeys to align with the goals of this plan.

Protecting important views to the mountains, ocean, downtown skyline, and other landmarks.

The development massing encroaches on the Trout Lake view cone, as further detailed in **Section 5.5** of the report. However, since the Trout Lake view cone is currently under review, we recommend revising the view cone to better align with the TOA policy, while still preserving key view, as successfully accomplished recently with revision to view cones 9.1 and 9.2 near Cambie and Broadway.

The minimum frontage or a site with a tower is generally 45.7m (150') unless specifically identified.

With 70m (230') of site length facing E Broadway and 68m (223') of site length facing the greenway, the proposal meets the minimum frontage requirements.

Figure 11.7 - General Height Map



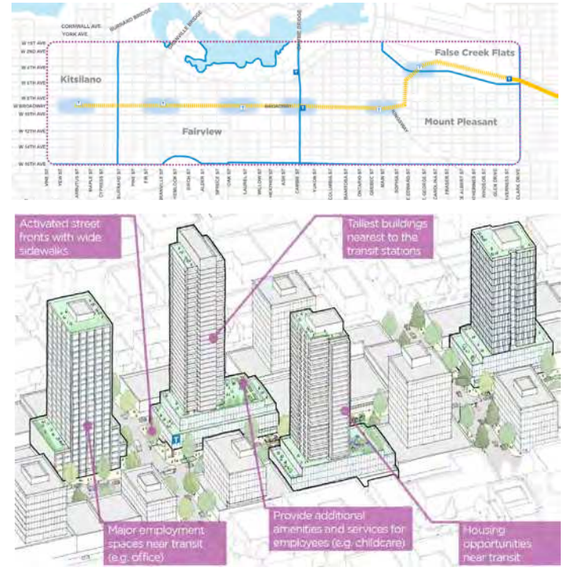
Building setbacks are intended to generally reinforce the existing or anticipated street wall, support liveability, and mitigate transitions between taller forms and adjacent properties.

The proposed building will adhere to the setbacks from the GWCP to maintain and contribute to a generous public realm.

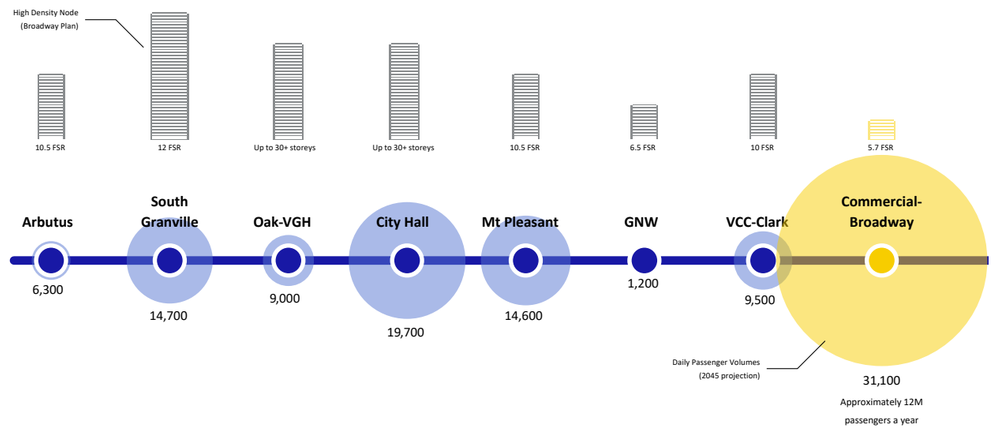
The interface between commercial uses at grade and the public realm should be designed to create a safe, welcoming and attractive pedestrian experience.

The proposal features an active retail ground floor at the intersection of the sidewalk, roads, and the greenway, creating a dynamic street-level experience. The design includes a small patio at the corner of the site, fostering a synergy between retail and pedestrian activity. Additionally, the project incorporates elements along the greenway to enhance the cyclist experience, contributing to the overall vibrancy of the area.

Figure 6.3 - Centres - Station Areas



Diagrams from the CoV Broadway Plan showing station areas, height maps and future heights around major stations.



Station passenger volumes and Broadway Plan densities

7.4 Other Applicable Policies

Vancouver Plan (2050)

The Vancouver Plan is a visionary long range land use plan to guide growth and change over the next 30 years. It establishes a unified vision for the future land use of the City, with supportive policies that will help Vancouver become a more livable, affordable, and sustainable city with a strong economy where people and nature thrive. A city that is inclusive, diverse, and works for everyone.

The main aspirations of the plan are:

- Equitable Housing and Complete Neighbourhoods
- An Economy that works for all
- Climate Protection and Restored Ecosystems

Equitable Housing and Complete Neighbourhoods

Ensure more affordable housing choices are available to ease the housing affordability crisis.

The project provides high density housing in a neighbourhood with a large amount of low density single family homes. Of the 352 rental units added, 20% of the residential floor area (up to 71 homes) in the building will be below market homes at 10% below the City wide CMHC average.

Transform low-density neighbourhoods to include housing choice for all income groups and family types.

The proposal includes a 33-storey residential tower with ground-floor retail and an amenity level above a mid-rise podium. It will add 352 homes, 35% of which will be two- and three-bedroom units for families. This project increases residential density near a major transit hub in the lower mainland.

Leverage transit investments to support growing neighbourhoods.

The project is located within 250m or a 3-4 minute walk of Commercial Broadway Station, a major transit station, where 2 skytrain lines intersect and will only be a stop away from the future Broadway line connection at VCC Clark.

Protect neighbourhood assets, like affordable rental housing, local businesses, arts and culture, and places for social gatherings

The proposed site consolidates three parcels. One corner site is currently vacant and used as a community garden. The other two sites contain small single-family homes with renters. These will be replaced by 352 rental units in the new development. The owner will comply fully with the tenant relocation and protection policy.

Direction L1.5: Rapid Transit Areas

Rapid transit areas are generally within a 10-minute walk of existing or future rapid transit stations. Locating jobs and purpose built rental housing near transit moves the City closer to a zero carbon future, is important for accessibility, and offers an economic advantage for people who rely on transit as a lower cost transportation option.

The project is located within a three-minute walk of a major transit station and is adjacent to a greenway to the south, a bike path along Victoria Drive, and a nearby bus station. These connections will improve accessibility and reduce automobile dependence for future residents, linking the site effectively to all major parts of the City.

Housing. Protect and renew existing affordable housing and expand opportunities for diverse housing options with an emphasis on purpose-built market and below-market rental and social housing.

The project provides 352 new rental units with 20% of the units at 10% below city wide CMHC average. 10% of the units are 3-Bed units and 25% are 2-Bed units.

Housing. Enable ground-oriented Missing Middle housing options such as multiplexes and townhouses.

The project may include townhouses on the ground floor on the South side flanking the greenway to optimize the unique triangular geometry of the site. This will be explored further in the next stages.

Consider requirements for ground floor retail commercial and office above close to the transit station and explore opportunities to introduce compatible industrial uses.

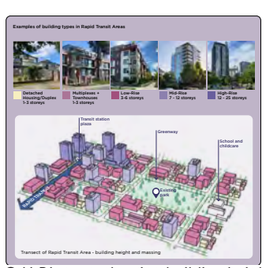
The ground floor of the proposal is retail commercial use creating a more vibrant public realm and expanding employment uses and services in the neighbourhood.

Aim for a more distributed (versus concentrated) pattern of development that allows for mid to high-rise buildings (generally 12-18 storeys, with taller buildings in strategic locations) close to the station and also off of main streets.

The proposal seeks a variance for added density and height of 13.33 FSR and 33 floors at a critical location close to a transit station and a major intersection of the City.

Allow for a mix of building types and tenures on every block with heights and densities generally decreasing further from the station.

The proposed site is the closest site to the transit station after the Safeway site, justifying and necessitating the added height and density at this location.



CoV, Diagram showing building height and massing at Rapid Transit Areas

Family Room: Housing Mix Policy for Rezoning Projects

Policy 1: Rezoning applications that include any residential strata housing are required to include a minimum of 35 percent family units (units having two or more bedrooms), including a minimum of 10 percent three-bedroom units and a minimum of 25 percent two-bedroom units.

Or

Policy 1: Rezoning applications for secured market rental projects are required to include a minimum of 35 percent family units with two or more bedrooms.

35% of the rental units in the proposed development are family units which will comply with the "High Density Housing for Families with Children Guidelines."

High Density Housing for Families with Children Guidelines (1992)

The High-Density Housing For Families With Children Guidelines are intended to be used in conjunction with the Zoning and Development By-Law or an official development plan for new conditional approval residential developments, both market and non-market, of 75 and more units per hectare in density, which are designed specifically for families with children. The intent of the guidelines is to address the key issues of site, building and unit design which relate to residential livability for families with children.

The project will comply with the "High Density Housing for Families with Children Guidelines" and provide a variety of amenity spaces along with 6' deep balconies for family units.

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

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

CLIMATE EMERGENCY (2019)

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

1. A set of six (6) "Big Moves" that will guide the City's work in response to the climate emergency:
- Walkable City
- Active Transportation and Transit
- Zero Emissions Vehicles
- Heat Pumps
- Embodied Carbon
- Negative Emissions

2. A package of fifty-three (53) Accelerated Actions that build on the climate action that the City has taken to date. These are aligned with the Big Moves.

Green Building Policy for Rezoning (2022)

In order to decrease the energy demands and carbon footprint of Vancouver's building stock the City has implemented and updated a policy that requires all Rezoning Applications to meet a total of 6 policy requirements:
1. Energy & Emissions Performance Limits
2. Embodied Carbon
3. Enhanced Commissioning
4. Energy System Sub-Metering & Reporting
5. Integrated Rainwater Management and Green Infrastructure
6. Resiliency Planning Worksheet

Healthy City Strategy (2015)

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

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

Transportation (2040)

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

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

Urban Forest Strategy (2014)

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

Any existing street trees will be assessed and retained whenever needed, and augmented by pockets of landscaping at grade and the roof top terrace.

Biodiversity Strategy (2016)

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

Proposal will incorporate rooftop planting or green roof with native species to promote biodiversity.

Rainwater Strategy (2019)

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

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