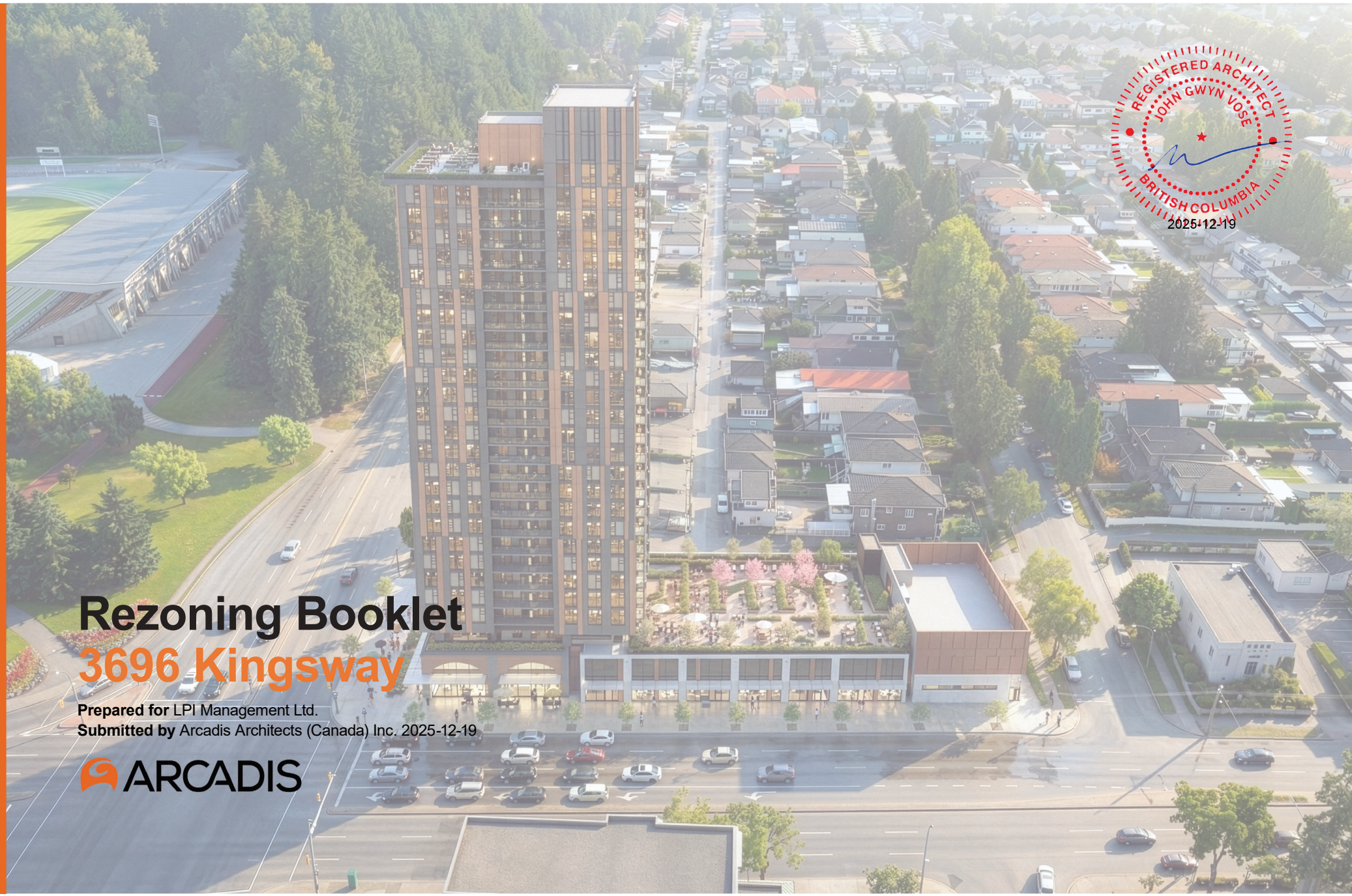


Rezoning Booklet

3696 Kingsway

Prepared for LPI Management Ltd.
Submitted by Arcadis Architects (Canada) Inc. 2025-12-19

ARCADIS

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Section 1

Rezoning Intent & Rationale

Rezoning Intent & Rationale

Rezoning Intent

On behalf of TL HEMLOCK PROPERTY INC., LPI Management Ltd. is pleased to submit a Rezoning Application for the property located at 3696 Kingsway to permit a mixed-use, purpose-built rental development with a commercial podium. The property is one of several sites in the City of Vancouver, where significant investment in fibre optic infrastructure by TELUS over the past decade is creating opportunities for redevelopment that will add much needed rental homes to many neighborhoods, like Killarney.

3696 Kingsway is currently occupied by a long-standing TELUS Central Office (CO) that houses telecommunications equipment and a surface parking lot. A new facility with a significantly reduced footprint will be constructed on the west side of the lot, providing a right-sized and disaster-proof facility for upgraded fibre optic network equipment. The existing site does not contain rental housing or commercial tenancies, therefore redevelopment will not result in any tenant displacement.

Proposal

Our proposal includes a 25-storey residential building with one level of commercial space at grade, providing over 10,000 sq. ft. of commercial space.

The building will deliver approximately 233 units of rental, adding new rental housing stock with a mix of unit sizes to meet diverse needs in the community. Indoor and outdoor amenities distributed throughout the building will enrich tenants' experience and foster community within the building.

The proposal also incorporates a new TELUS CO building and associated infrastructure upgrades to ensure a resilient telecommunications system that can service growing communities. A new facility, with a significantly reduced footprint, will be constructed on the west side of the lot, providing a right-sized and disaster-proof building for upgraded fibre optic network equipment.

The development will substantially improve the current streetscape condition at this important intersection. This will include pedestrian realm improvements as well substantial new retail components.

Sustainability measures include heat recovery from the TELUS CO, using waste heat from network equipment to provide space heating and hot water for the residential building. These measures reduce energy consumption and support the project's commitment to environmental responsibility.

Rezoning Rationale

Economic Development

The everyday lives of urban residents, including the places where they work, live, and learn, operate because of the critical infrastructure provided by public and private utilities.

In Vancouver, the migration of outdated telecommunications infrastructure from copper wires to cutting-edge fibre optic technology has been underway for over a decade. Bringing fibre optics directly to homes and businesses has ensured Vancouver remains competitive globally in attracting new investment and facilitating the growth of existing companies that depend on access to reliable and efficient telecommunications infrastructure. It's a key part of attracting economic investment and allowing local firms to grow.

The next stage of investment requires Telus to replace their current Utility Buildings with smaller, "right-sized" and sustainable buildings that reflect the modernization in telecommunications infrastructure that has occurred over the past 75 plus years. The "brains" of the Telecommunications backbone are currently housed in buildings dating back to 1950s and earlier. With the final stage of network upgrades nearing completion, the utility buildings themselves now have to be upgraded to fibre infrastructure to ensure the system's long-term capacity, resiliency and redundancy.

Policy 2.1.2 of the draft Vancouver ODP speaks to supporting Vancouver's "key industry partners and opportunities for innovation such as film, music and creative industries, tech, life sciences, tourism, climate solutions, and transportation."

Ensuring long-term system capacity for Vancouver's key industries is a direct benefit of this proposal.

In addition to its importance in economic development, this system also plays a critical role in providing community services, such as police and fire, given that 911 calls themselves require telecommunications infrastructure. This is therefore a key piece in ensuring that new and expanded community services can be delivered as communities grow.

Rezoning Intent & Rationale

Site Location

The property is situated at the intersection of Kingsway and Boundary Road, a prominent intersection between Vancouver and Burnaby, within the Killarney neighbourhood. Killarney is recognized for its diverse housing, abundant green spaces, and strong community amenities.

The property is located within 800 m of two rapid transit stops - Patterson and Joyce Collingwood. The #19 Bus, which runs past the site connects Stanley Park to Metrotown, covering a significant portion of Kingsway.

Kingsway itself is well served by a mix of retail and services, including a significant number of small retailers as well as a Safeway and parking lot in close proximity to the site. However, retail along Kingsway does not have consistent continuity, with many breaks in the retail fabric due to a mix of land uses. Low- to mid-rise development along the street has provided some influx of new residents to Kingsway but this has been modest.

The retail fabric and pedestrian environment along Kingsway can benefit from more development and improvements to public infrastructure. This proposal will provide a meaningful starting / end point to the Kingsway retail experience and additional critical mass to support the retail community.

Policy Rationale

Vancouver Plan and draft ODP

The Vancouver Plan and draft ODP identify the area around the site as Neighbourhood Centre, which support building heights up to 12 storeys.

The property however is uniquely positioned between two rapid transit stations - Patterson and Joyce Collingwood and along a Frequent Transit Network. Bus route #19, which connects Stanley Park to Metrotown via Kingsway, is slated for greater frequency of service per TransLink's 2025 Investment Plan.

The City's own policy language has acknowledged in the past that people are generally willing to walk up to 400m to utilize rapid transit but up to 800m depending on the built environment. (Cambie Corridor Plan p.9)

Taking advantage of a well connected site, public realm improvement, and the change in context on the Burnaby side of the intersection, with towers up to 60+ storeys, this location should be considered under the City of Vancouver's Rapid Transit Areas ODP designation, which would allow heights up to 26 storeys.

Joyce Collingwood Station Precinct Plan

While Boundary Road and Kingsway are two major arterials, there is little policy context on the City of Vancouver side of the intersection. Despite the street's important history as a vital travel route for Indigenous peoples and later used by settlers as a connection between New Westminster and Vancouver, there is no fulsome Vancouver policy that addresses land use along Kingsway.

However, some high-density development has taken place in close proximity to this site. In 1987, the City of Vancouver approved the Joyce Station Area Plan, which prompted the development of Collingwood Village in the 1990' - one of the first examples of transit-oriented development in Vancouver along the Expo Line. Buildings built under the Plan range from 16 to 26 storeys in height.

In 2016, the City approved the Joyce Collingwood Station Precinct Plan. The Plan was modest and it created limited opportunities for additional high-rise development around the station. Maximum tower heights around the station were set to the geodetic height of the TELUS building at Boundary and Kingsway - as had been done with the Wall Centre Central Park development - drawing a relationship between taller buildings at this strategic intersection.

With the redevelopment of the TELUS boot property and the introduction of towers up to 60+ storeys on the Burnaby side of the intersection, this context is changing significantly and sets a different tone for the neighbourhood. This application responds to the changing context, while staying within the City of Vancouver's general scale for high density transit-oriented development.

Rupert Renfrew Station Area Plan

There is general consensus that development eco
nomics on Vancouver's westside are different than on the eastside. The most recent land use policy developed for an eastside community is the Rupert Renfrew Station Area Plan approved by Council earlier this year. While the subject site is not located in this area, the anticipated scale of development and public benefits requirements are relevant.

The Rupert Renfrew Plan provides opportunities for sites up to 800 m from the stations to achieve up to 26 stories. The Plan recognizes the challenging development economics in this location and provides opportunities for 100% rental housing, with significant additional height and density available to achieve public benefits through rental projects.

This reflects the economic realities for rental housing developments at Kingsway and Boundary and is reflected in our application.

Housing Vancouver Strategy

Adopted in 2017, the Strategy focuses on the right supply of new homes, including rental, to ensure a continuum of housing types in the City of Vancouver. Updated in 2024, the housing targets associated with the Strategy aim for 83,000 net new homes approved overall, including 30,000 purpose-built market rental units. This application would contribute towards the identified rental housing targets.

Rezoning Intent & Rationale

Project Benefits

Housing:

The residential component of the proposed development consists of 233 residential rental units, including a significant portion of 2 and 3 bedroom family-sized units. All homes offer private balconies or patios. Indoor and outdoor common amenities are distributed intentionally throughout the building, enriching the lives of tenants through thoughtfully designed spaces to
work, play and socialize.

Economic Development:

The proposal incorporates a new TELUS CO building and associated infrastructure upgrades, that will facilitate critical regional network growth, strength and long term reliability. This is a critical investment that helps facilitate the growth and resiliency of Vancouver's key industries.

Sustainability:

Sustainability measures include heat recovery from the TELUS CO, using waste heat from network equipment to provide space heating and hot water for the residential building. These measures reduce energy consumption and support the project's commitment to environmental responsibility.

No Tenant Displacement:

The site is currently occupied by a TELUS utility building with no commercial or residential tenants. This means all rental and commercial space will be a net new contribution to the community.

Community Building:

Upgrades to the pedestrian realm ensure a friendly public realm for future residents and retail customers. Anchoring the development, the podium introduces over 10,000 sq. ft. of commercial space designed to activate the public realm.

These human-scaled retail frontages engage the Kingsway arterial, fostering a vibrant, transparent street edge that benefits from high visibility and proximity to rapid transit infrastructure.

New Rental Housing through Technological Innovation

TELUS is currently transitioning their copper telephone wires to fiber optics, significantly reducing the footprint of their telephone exchanges, allowing the area to be redeveloped to have space for much needed rental buildings for the community.

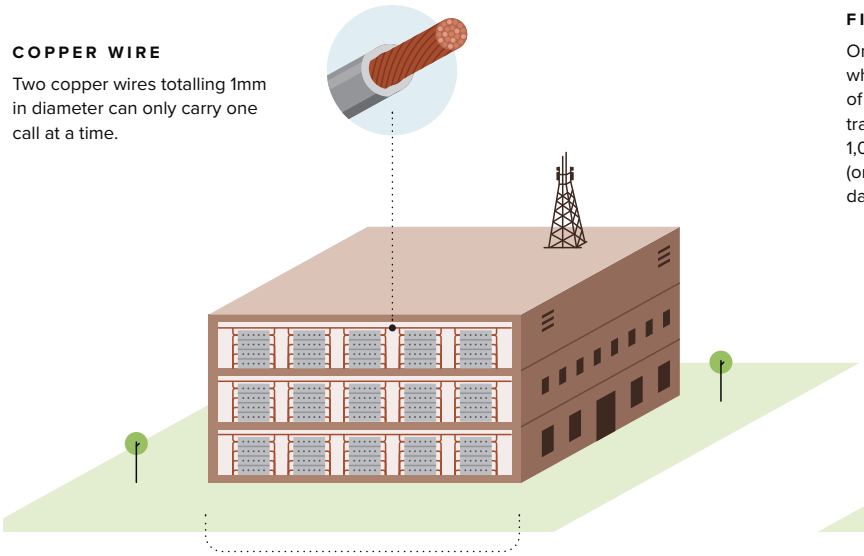
Throughout modern history, telephone exchanges have been responsible for routing phone calls, ensuring that callers are instantly connected with friends, family, businesses and emergency services.

CURRENT

Telephone Central Office

COPPER WIRE

Two copper wires totalling 1mm in diameter can only carry one call at a time.



CURRENT SITE

The current site is improved with a Central Office (CO) (also known as a Telephone Exchange) and parking lot. The CO is a 3-storey “bunker-like” structure.

COs generally contain a cable vault, line equipment, battery room, HVAC and an emergency generator. Despite its name, COs do not serve any office functions.

FUTURE

Reduced Central Office building opens up land for housing

FIBER OPTICS

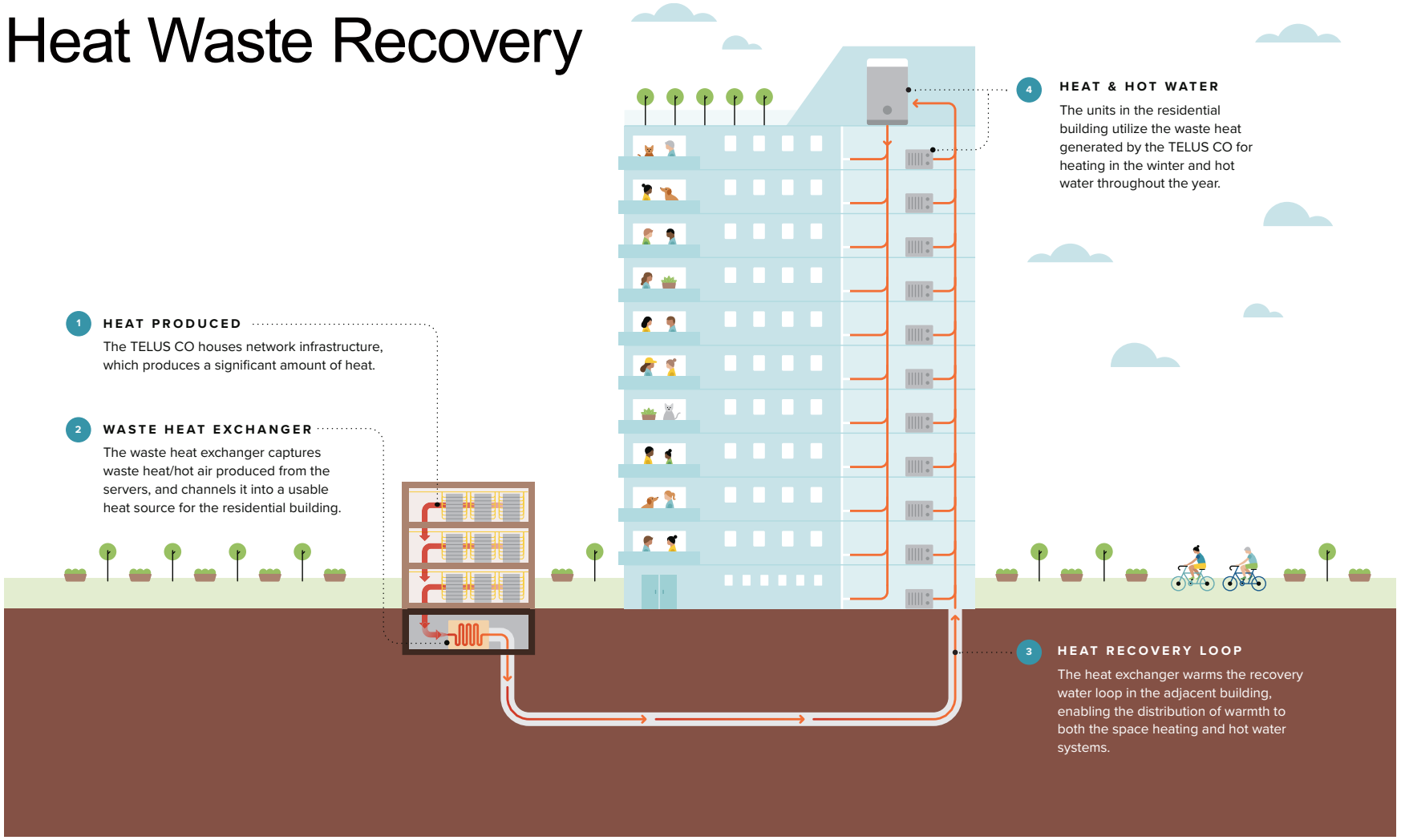
One fiber strand, which is half the width of a human hair can transmit approximately 1,000,000 phone calls (or equivalent internet data) at one time.



REDEVELOPED SITE

When the footprint of the CO is dramatically reduced, it opens up the surrounding area for new purpose built rental housing, in some cases complemented by community servicing commercial spaces.

Heat Waste Recovery



1 HEAT PRODUCED

The TELUS CO houses network infrastructure, which produces a significant amount of heat.

2 WASTE HEAT EXCHANGER

The waste heat exchanger captures waste heat/hot air produced from the servers, and channels it into a usable heat source for the residential building.

4 HEAT & HOT WATER

The units in the residential building utilize the waste heat generated by the TELUS CO for heating in the winter and hot water throughout the year.

3 HEAT RECOVERY LOOP

The heat exchanger warms the recovery water loop in the adjacent building, enabling the distribution of warmth to both the space heating and hot water systems.

Project Vision

3696 Kingsway:

Situated at the defining threshold between Vancouver and Burnaby, the vision for 3696 Kingsway is to create a building of architectural distinction that celebrates the ongoing evolution of the Killarney neighbourhood. This 25-storey development is designed to transform a high-traffic arterial intersection into a cohesive, pedestrian-oriented anchor, serving as a visual landmark that signals the entry into the City of Vancouver.

Beyond its significant skyline presence, the project is rooted in the creation of a vibrant ‘vertical village.’ By delivering a substantial volume of secured rental housing, the development addresses the city’s critical need for diverse, long-term tenure options. The design capitalizes on the site’s strategic proximity to Central Park and rapid transit networks, bridging the gap between urban intensity and residential well-being. Ultimately, 3696 Kingsway seeks to balance iconic urban form with a high-quality, amenity-rich environment that activates the streetscape and fosters a strong sense of community.









Section 2

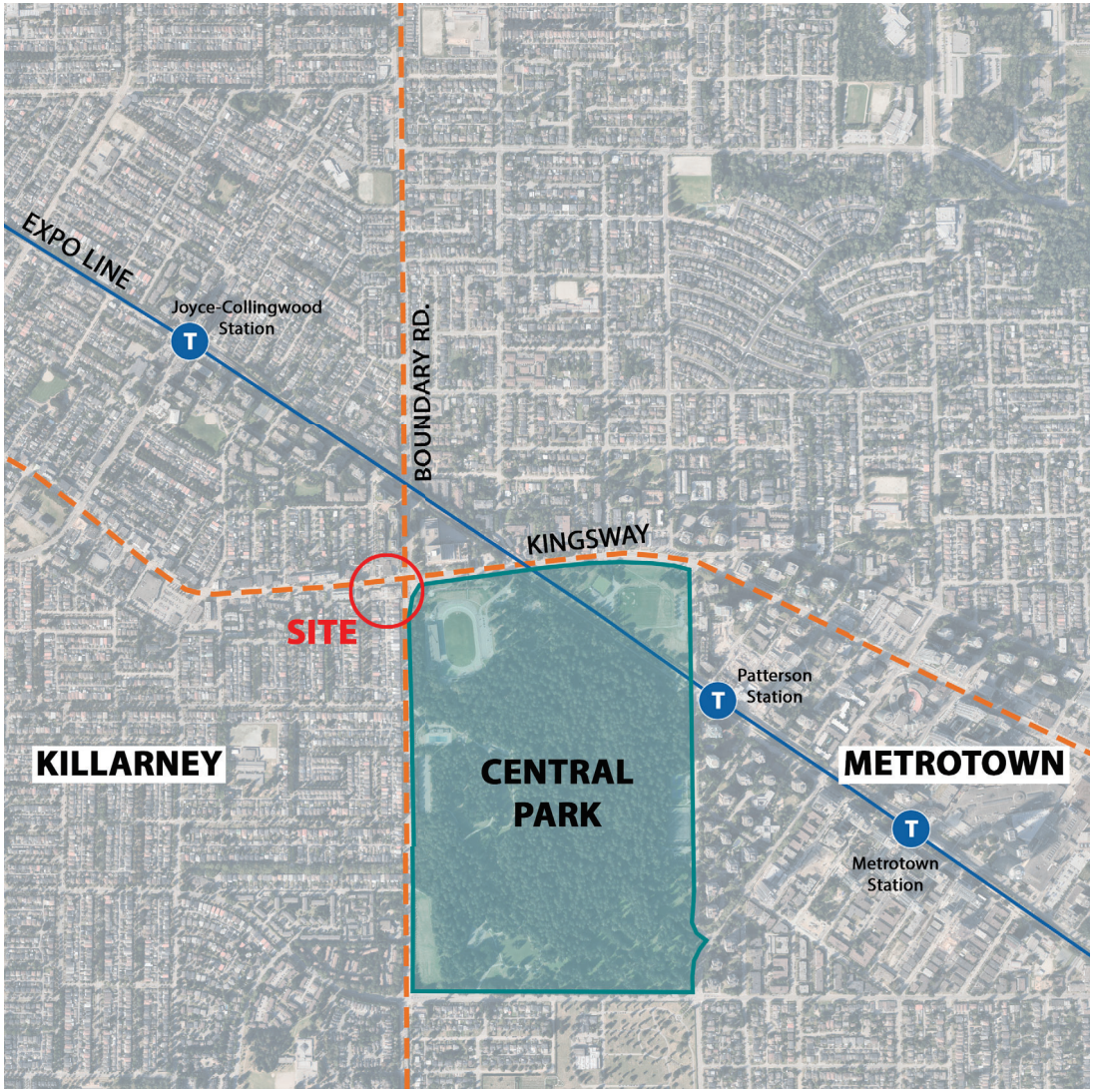
Site Context & Analysis

Context Plan

Site Location:

The site is located at the strategic intersection of Kingsway and Boundary Road, a monumental transition point between the City of Vancouver and the City of Burnaby. This intersection serves as a defining urban threshold, connecting the energetic arterial corridor of Kingsway with the expansive natural respite of Central Park. Simultaneously, the site sits at the eastern periphery of the Killarney neighborhood, a rapidly evolving node known for its transit connectivity, increasing density, and diverse cultural vibrancy.

This unique position—at the convergence of the Kingsway commercial spine, the municipal boundary line, and the Central Park precinct—gives the site both symbolic and strategic importance. It acts as a bridge between two of the region's most distinct characteristics: the intense, mobility-driven pulse of the arterial network and the established, community-focused calm of the adjacent parklands. The area is characterized by its visual prominence, evolving vertical scale, and high connectivity, making this intersection a critical landmark within East Vancouver's urban fabric. The project's placement at this cross-jurisdictional edge creates a powerful opportunity to anchor the entry into the city while integrating architectural form with the surrounding landscape and transit infrastructure.



Site Description

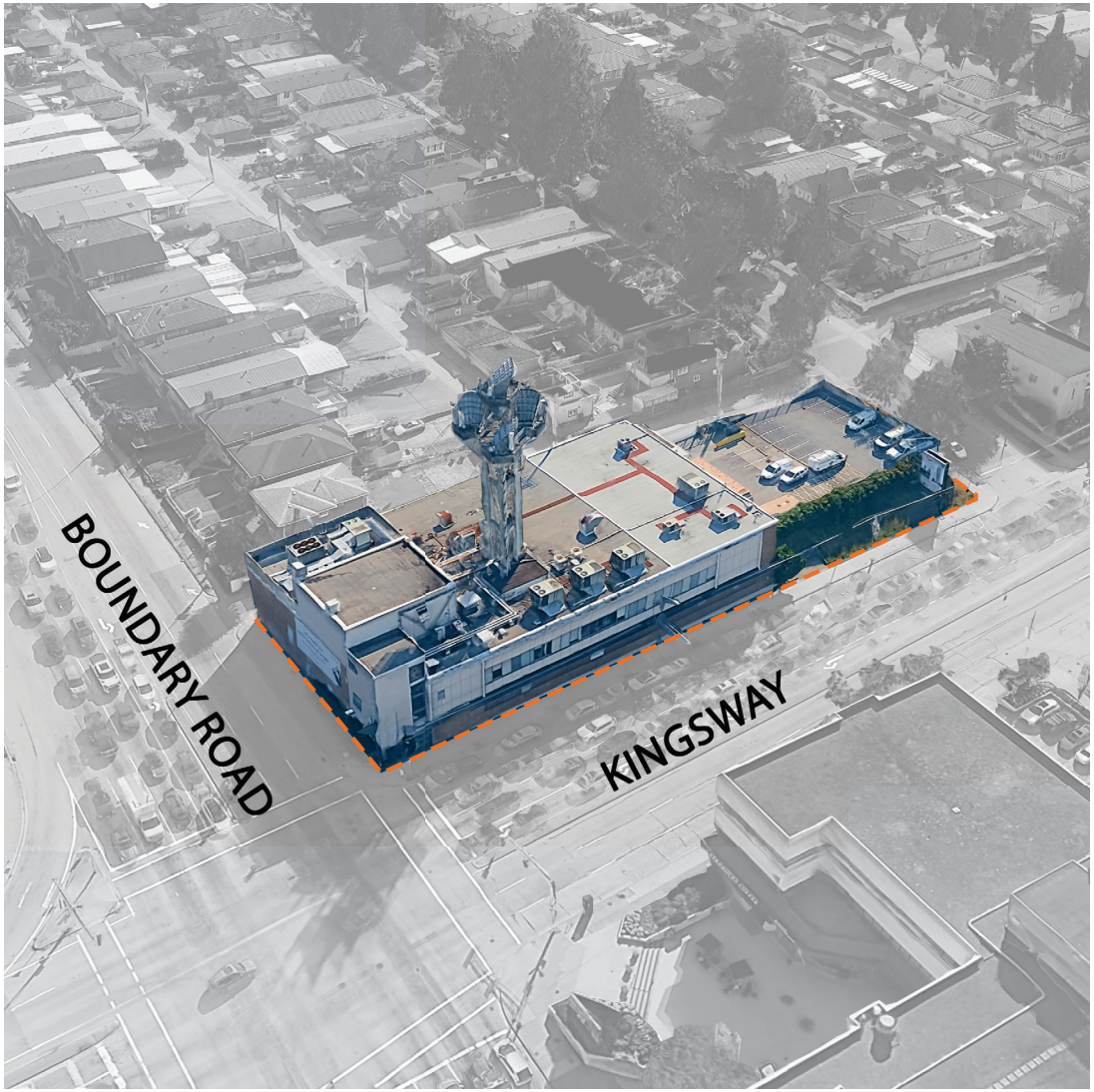
3696 Kingsway:

The Subject Site is located on the intersection of Kingsway & Boundary Road. It is positioned at the northeast apex of the triangular block that is bound by Kingsway to the North, Boundary Road to the East, and Ormidale Street to the West with a lane to the South. The site area is 28,418 sq.ft and is currently occupied by:

- Telus Central Office Building

- Surface Parking Lot

Single family homes sit adjacent to the site to the west and south of the Property line. Elsewhere in the immediate context, the expansive Central Park defines the eastern boundary across the intersection, while the Wall Centre Central Park towers establish a high-rise precedent to the north of the proposed site. The iconic 'Telus Boot' building is located across the intersection to the north-east of the site.



Site History

Kingsway & Boundary Road:

Kingsway, currently one of the busiest commercial thoroughfares connecting East Vancouver, Burnaby, and New Westminster, originated centuries ago as a vital walking path for local Salish First Nations. Before being officially paved and named Kingsway in 1913, the route was a well-trodden transportation network used by multiple Indigenous nations to access hunting grounds, harvesting areas, and temporary village sites.

When Europeans arrived, they recognized the strategic value of this existing route and co-opted it, evolving it from a wagon road in the 1860s into the major arterial highway it is today. Today, Kingsway is known as a hub of racial and cultural diversity, a characteristic that is a continuation of the road's original purpose of connecting different communities.

Kingsway's current status as a vital transition site to Vancouver is not a modern development, but rather an enduring legacy of its ancient foundations. By adapting a pre-existing, essential Indigenous transportation network that linked diverse peoples and territories, colonial forces established a crucial entryway into the city that continues to serve as a primary connector for the region's diverse populations today.



Context Photos













Site Photos













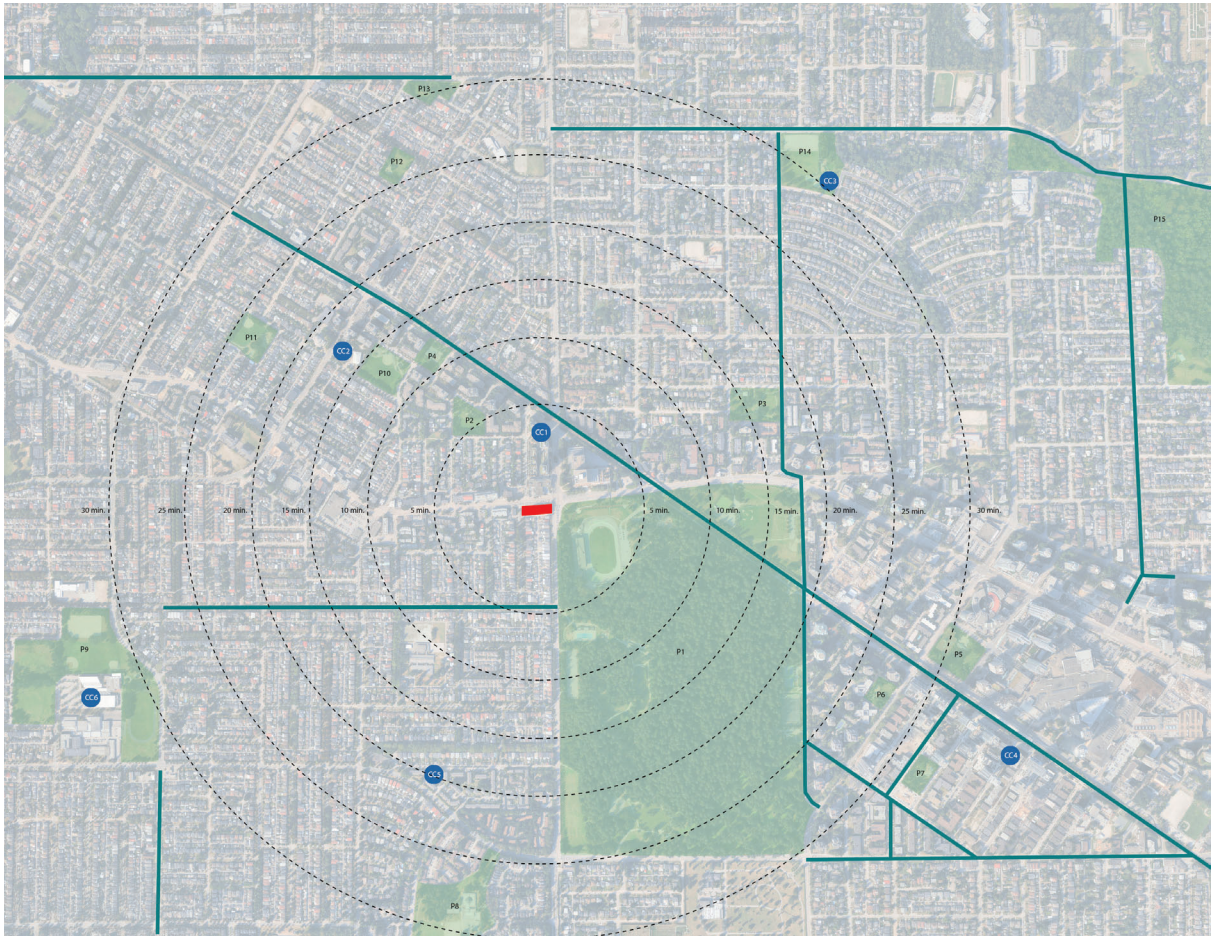
Context Diagrams

Parks, Greenways & Community Centres

The site is a short walking distance from several park and community spaces.

P1 | Central Park
P2 | Aberdeen Park
P3 | George McLean Park
P4 | Melbourne Park
P5 | Burnaby Civic Square
P6 | Kinnee Park
P7 | Maywood Park
P8 | Sparwood Park
P9 | Killarney Park
P10 | Gaston Park
P11 | Collingwood Park
P12 | Carleton Park
P13 | Cariboo Park
P14 | Wesburn Park
P15 | Deer lake Park

CC1 | Collingwood Neighbourhood House - Annex
CC2 | Collingwood Neighbourhood House
CC3 | Wesburn Community Centre
CC4 | Metrotown Community Resource Centre
CC5 | Park Place Activity Centre
CC6 | Killarney Community Centre



Legend

- Site
- Parks
- Community Centres
- Bike Route/ Greenway

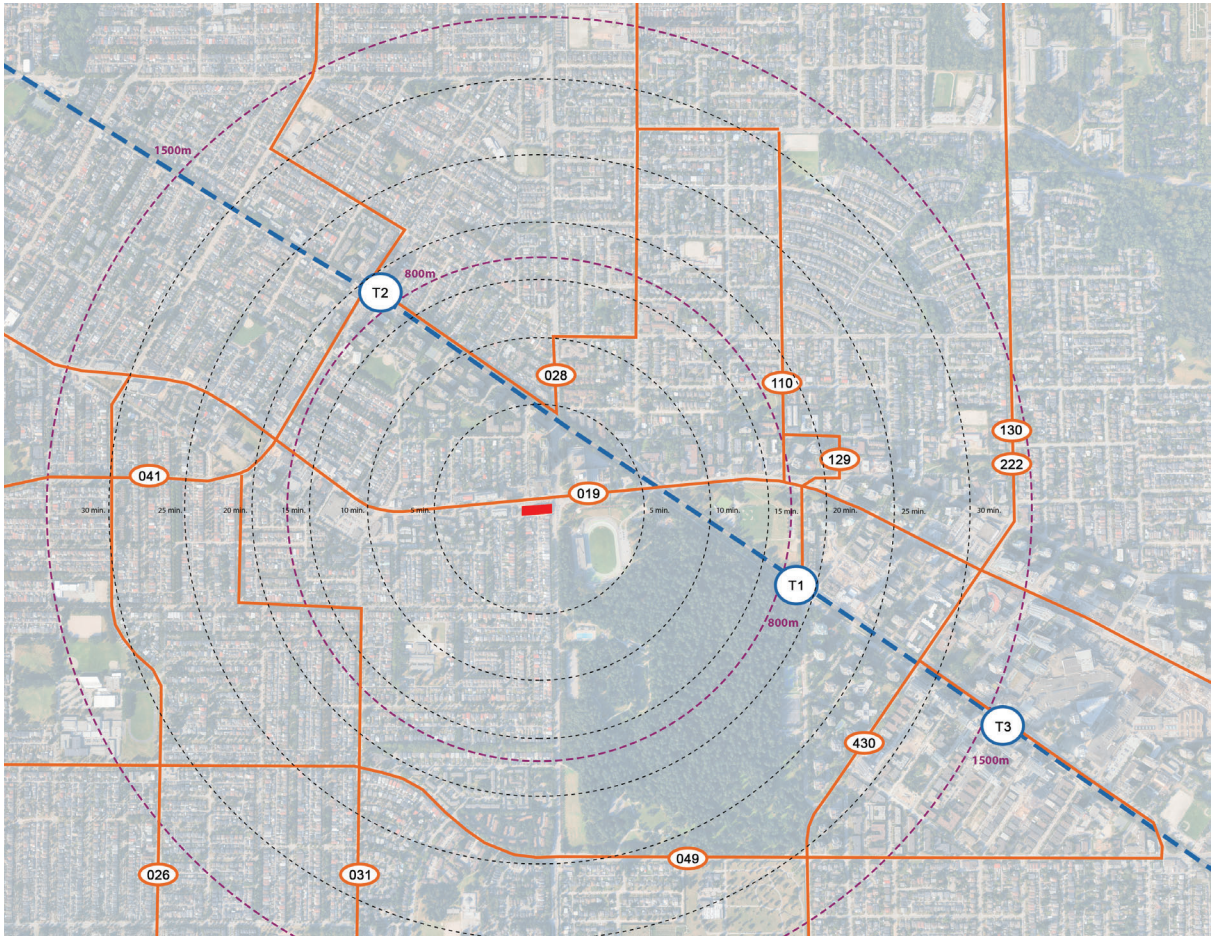
Context Diagrams

Transit

The site is particularly well located for both east-west and north-south travel across Vancouver.

T1 | Patterson Skytrain Station
T2 | Joyce-Collingwood Skytrain Station
T3 | Metrotown Skytrain Station

019 | Metrotown Station / Stanley Park route
026 | Joyce-Collingwood Station area
028 | Phibbs Exchange to Joyce Station
031 | Metrotown SkyTrain Station to the River District area
041 | Joyce Station (Expo Line) to the Crown Street
049 | Metrotown Station to UBC
110 | Lougheed Station and Metrotown Station
129 | Patterson Station and Holdom Station
130 | Metrotown Station and Phibbs Exchange (via Willingdon Avenue)
222 | Willingdon Express
430 | Richmond-Brighouse Station and Metrotown Station



Legend

- Bus Route
- Skytrain Line
- Bus Route Number
- Skytrain Station
- Distance to Skytrain Station

Context Diagrams

Transit | #19 Bus Priority Upgrades

TransLink and the City of Vancouver are making trips along one of Vancouver's busiest bus routes quicker and more reliable. The #19 serves more than four million trips each year, connecting neighborhoods from Metrotown Station to Stanley Park, but it also faces some of the most frequent delays.

TransLink and the City of Vancouver are adjusting bus stop locations, extending bus lanes, and upgrading intersections to help more people get where they need to be, on time.

The City of Vancouver is proposing to extend bus lane hours and upgrade intersections along parts of Kingsway and Main Street to help buses move smoothly through traffic and stay on time. At busy intersections, dedicated space for buses will allow them to pass through without being delayed by vehicles waiting to turn.

These proposed upgrades ensure a smooth and reliable form of transport directly adjacent to the site into downtown Vancouver.



Proposed #19 Bus Route Priority Upgrades Map

Context Diagrams

Amenities

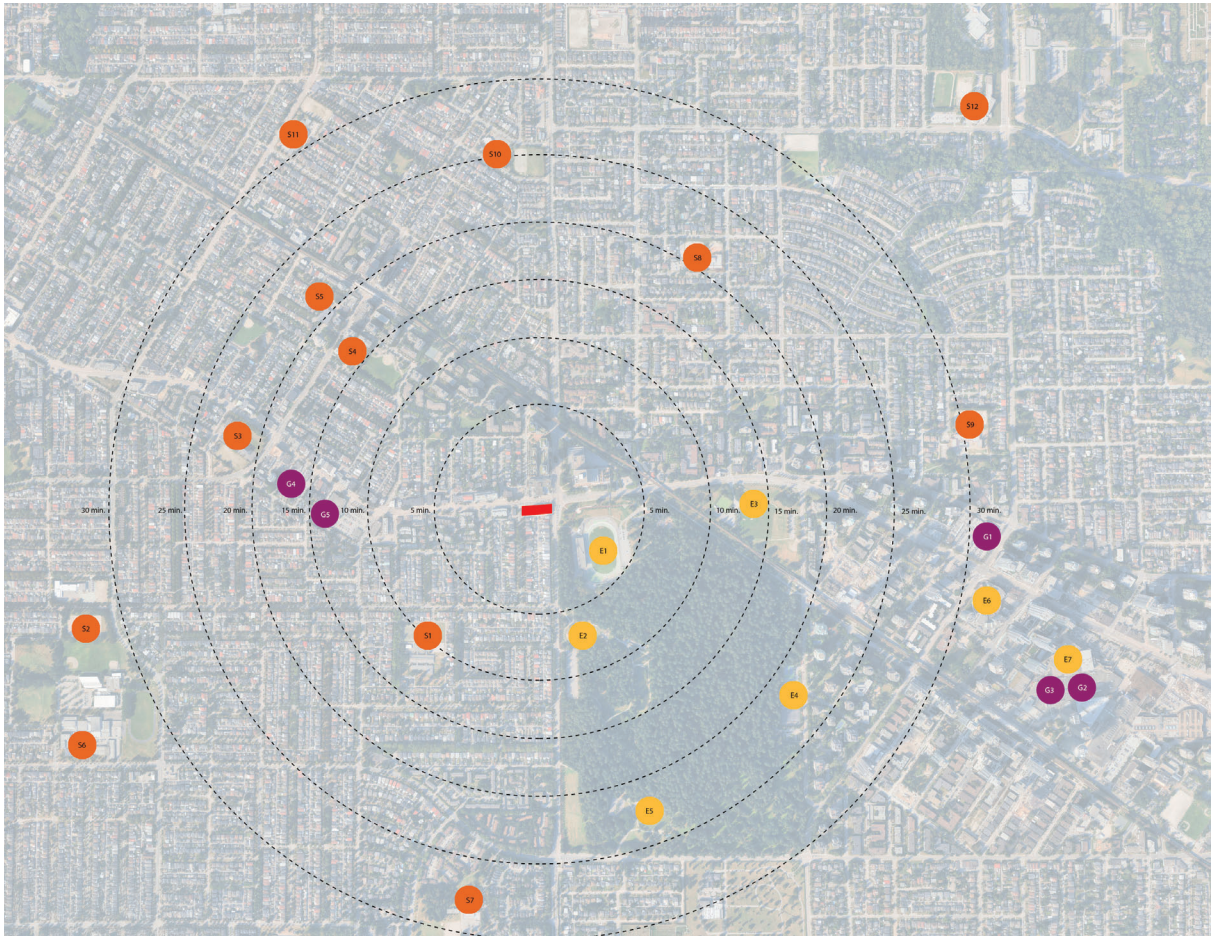
E1 | Swangard Stadium
E2 | Central Park Outdoor Pool
E3 | Central Park Baseball Field
E4 | Central Park Tennis Courts
E5 | Central Park Pitch & Putt
E6 | The Crystal Mall
E7 | Metropolis at Metrotown

G1 | Save-On-Foods
G2 | Real Canadian Superstore
G3 | T&T Supermarket
G4 | London Drugs
G5 | Safeway

S1 | Dr. H. N. MacCorkindale Elementary School
S2 | Dr. George M. Weir Elementary School
S3 | Sir Guy Carleton Elementary School
S4 | Collingwood Neighbourhood School
S5 | St. Mary's School
S6 | Killarney Secondary School
S7 | Chaffey-Burke Elementary
S8 | École Inman Elementary School
S9 | Champlain Heights Elementary School
S11 | Sir Wilfred Grenfell Elementary School
S12 | Moscrop Secondary School

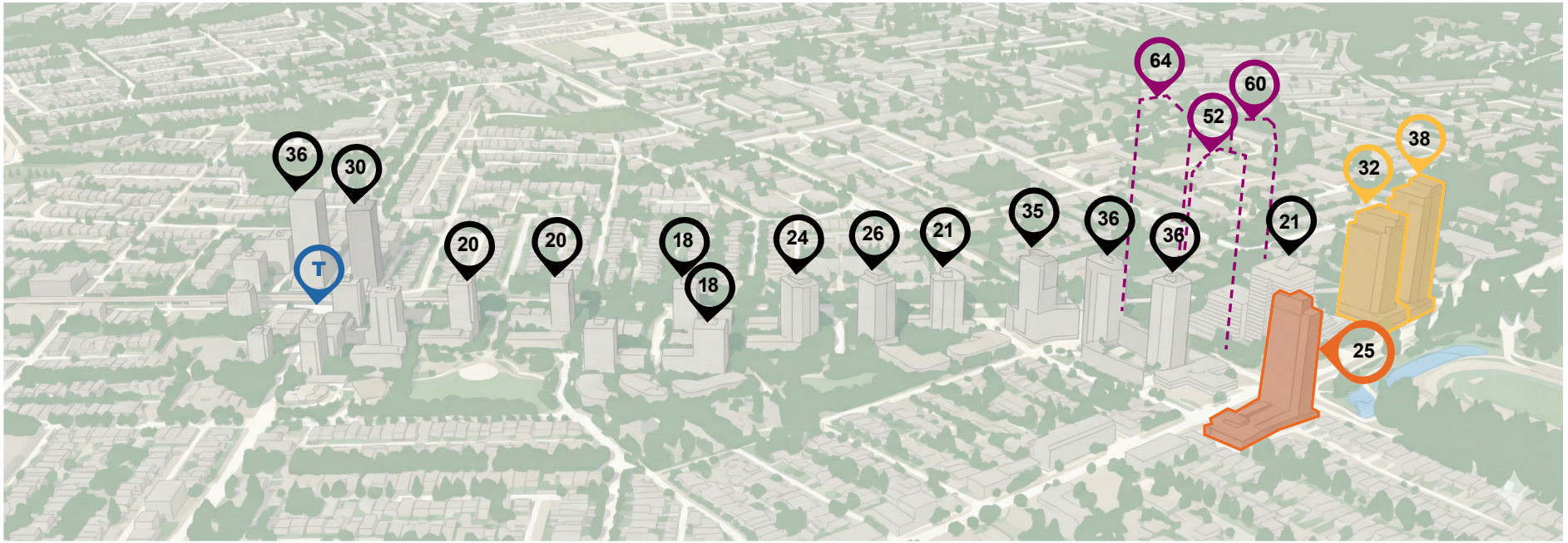
Legend

- Site
- Parks
- Community Centres
- Schools



Context Diagrams

Neighborhood Building Height Context



Legend

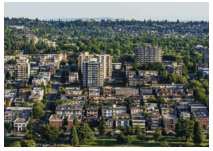
- Proposed Development
- In-Stream Developments
- Potential Future Towers
- Joyce-Collingwood Skytrain Station
- Building Height in Storeys

Section 3

Policy Context

Applicable Policies









This project proposal supports and/or complies with the following regional and municipal policies

Plan or Policy	Proposed Plan Achievements
Metro 2050 Regional Growth Plan Goals The Regional Growth Strategy will accommodate the population growth forecast of over 1 million new residents in the region in the plan's 30 year time frame. Compact, transit-oriented development patterns will help reduce greenhouse gas emissions, maximize efficient use of land, and support an effective transportation network.	**Ideal TOD Site** The location of this project near multiple skytrain stations is ideal to create a transit-oriented community while making efficient use of land and the transit network.
Vancouver Housing Strategy The City of Vancouver has a target of building 72,000 new housing units over the next 10 years, with a goal of having 65% of this new housing for renters, 50% for low earning households, and 40% family sized units.	**Advance Housing Supply** This project presents an opportunity to provide a meaningful, comprehensive housing offering with a diversity of tenures and sizes to meet the needs of residents and achieve the goals of this strategy.
Green Building Policies for Rezonings The City of Vancouver holds high expectations for building design, construction, and performance in order to meet its Greenest City goal and Climate Emergency Action Plan carbon emissions reduction targets.	**Low Impact Development** This project will seek to meet or exceed the requirements for Low Emissions Green Buildings to ensure this development contributes to the City's Green Building Targets.
Metropolitan Core Jobs and Economy Land Use Plan Identified as a "commercial hub" intended for increased commercial density, the policy anticipates job space that will be embedded into the neighborhood, mixed with residential uses, andand contribute to the economic diversity across Vancouver, especially in areas served by high capacity rapid transit.	**Growing the Local Economy** To accommodate economic diversity and job growth outside of downtown along the subway line, the proposed concept provides a total of 10,000 sq.ft of commercial space that will contribute to creating a vibrant neighborhood while meeting employment growth targets.

Applicable Policies



Vancouver Plan



Vancouver ODP (Draft)

Vancouver Plan

The Vancouver Plan 2050 is a long-term strategy adopted by the City of Vancouver to guide how the city will grow and change over the next 30 years. Centered on principles of equity, resilience, and sustainability, the plan envisions a more connected, inclusive, and climate-ready city. It focuses on creating complete, walkable neighborhoods with more housing options near transit, jobs, and amenities, while protecting natural areas and reducing carbon emissions. The plan also aims to address long-standing issues like housing affordability, social equity, and infrastructure renewal, setting a unified vision to shape Vancouver's future growth in a more balanced and integrated way.

Vancouver Official Development Plan (Draft)

The Vancouver Official Development Plan (ODP) is a statutory land use plan guiding growth and change over the next 30 years and beyond. 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 Vancouver ODP sets a clear path forward to achieve shared goals in an increasingly complex future.

3696 Kingsway | Site Designation

High Level Land Use: Neighbourhood Centre

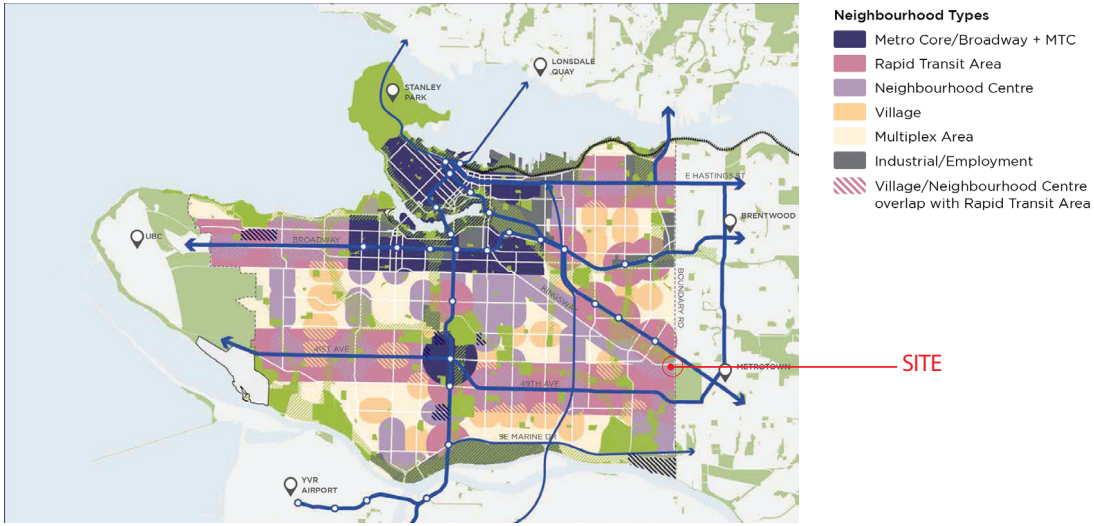
Lands designated for mixed-use are intended to support commercial uses and a variety of housing types and tenures in combination with non-residential uses. Mixed-use areas are often located along local and major shopping streets and may require continuous retail/service uses at grade.

Permitted building heights and densities will reflect the character and goals of the neighbourhood as provided by Council-approved policies or land use regulations.

Neighbourhood Type: Mixed-Use Low-Rise

While the Vancouver Plan and draft ODP currently designate the subject site as a Neighbourhood Centre with a 12-storey height datum, the site's strategic locational attributes warrant a more intensive residential density. Situated within a high-frequency transit corridor between the Patterson and Joyce-Collingwood SkyTrain stations, the site is poised to benefit from TransLink's 2025 Investment Plan upgrades to the #19 Frequent Transit Network

Furthermore, the dramatic shift in scale at the Burnaby - Vancouver interface, where heights reach 60+ storeys creates a contextual justification for increased density. Reclassifying the site under the Rapid Transit Areas ODP (allowing up to 26 storeys) would ensure a more logical transit-to-density transition and support the City's long-term housing and climate goals..



Land-Use Designation Map

Policy Future Designation

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. As more people move into these neighbourhoods, high-quality public spaces and access to amenities becomes even more important.

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.

Jobs: Enable mixed-use spaces such as business centres, co-working spaces, affordable incubator spaces, and arts and culture spaces.

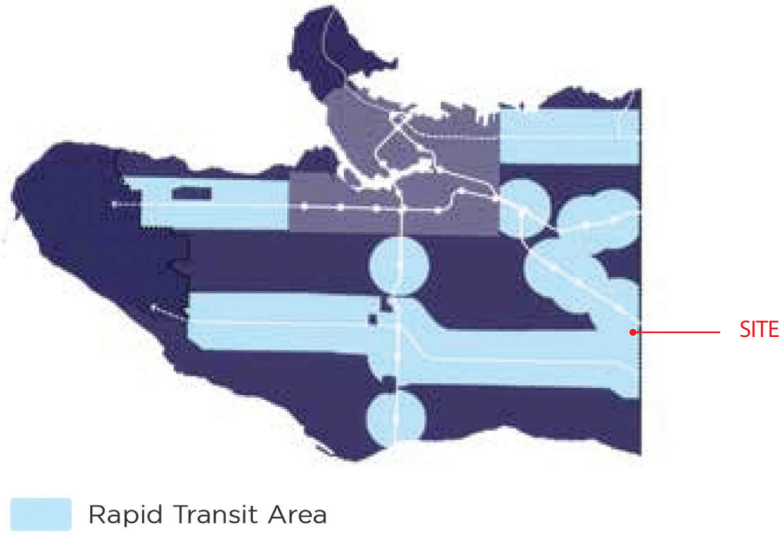
Built Form: Aim for a more distributed (versus concentrated) pattern of development that allows for mid to high-rise buildings (generally 12-18 storeys, with taller buildings in strategic locations) close to the station and also off of main streets.

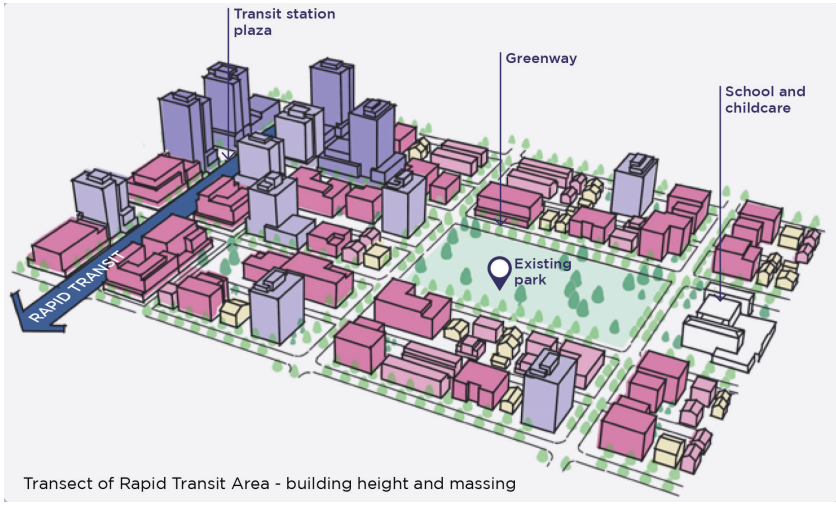
The proposed site at 3696 Kingsway should be designated as a 'Rapid Transit Area' within the Vancouver Plan 2050 due to its exceptional multimodal connectivity, which aligns with the plan's strategy to concentrate high-density residential and employment growth in locations that reduce reliance on private vehicles. This designation is primarily driven by the site's unique position within an 800-meter radius of two separate Expo Line SkyTrain stations, Joyce-Collingwood and Patterson, providing redundant access to the regional rapid transit network. Furthermore, the site's connectivity is significantly bolstered by bus priority upgrades along the major Kingsway corridor, specifically benefiting the high-frequency #19 route; this convergence of dual skytrain access and enhanced surface transit establishes the necessary infrastructure backbone to support intense development at this key intersection.



Rapid Transit Area

Areas within a 10-minute walk of a rapid transit station that provide significant employment, housing, and amenities.





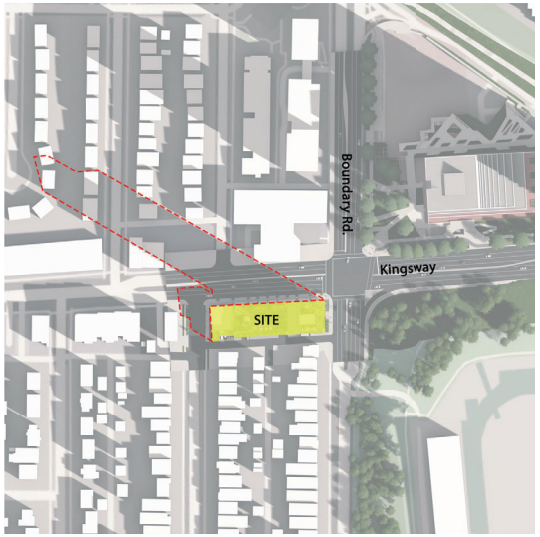
Transect of Rapid Transit Area - building height and massing

Section 4

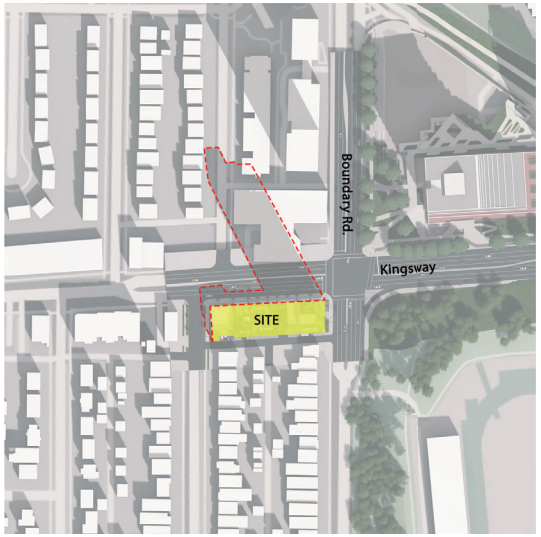
Shadow Study

Shadow Study

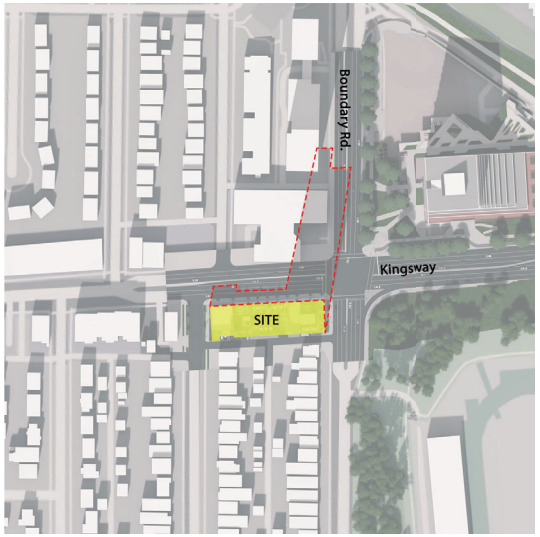
Vernal Equinox | 20 March



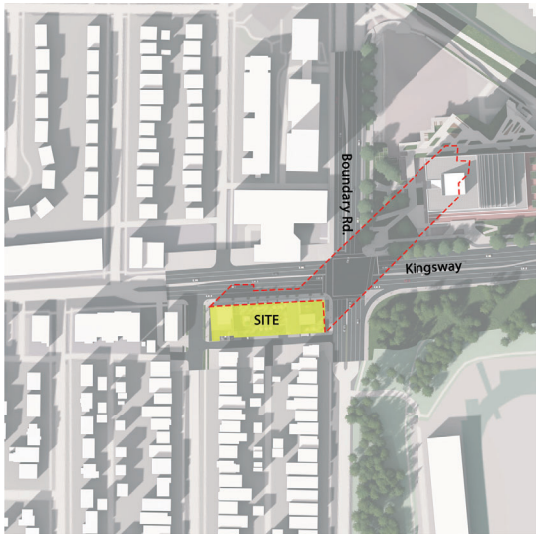
10am



12pm



2pm



4pm

Legend

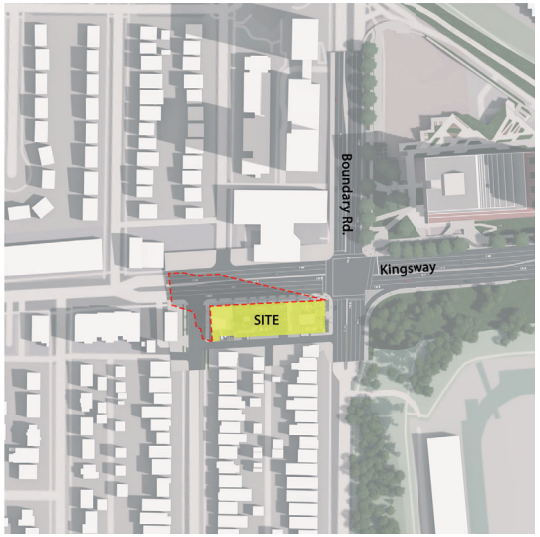
Site

Extent of Full Shadow

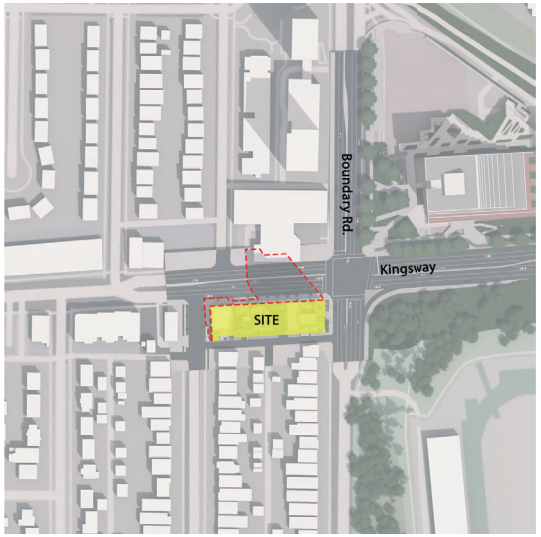
N

Shadow Study

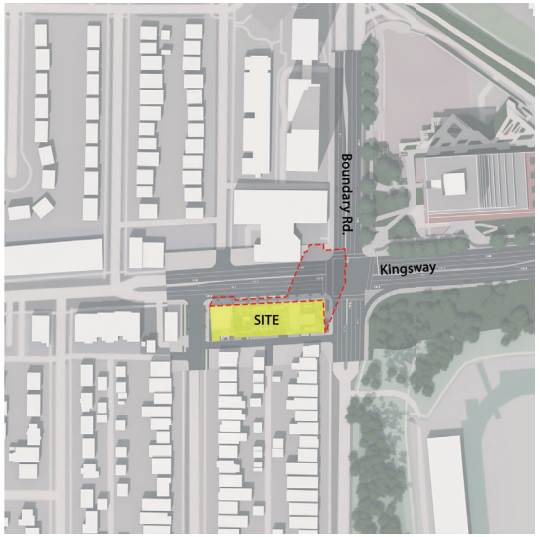
Summer Solstice | 20 June



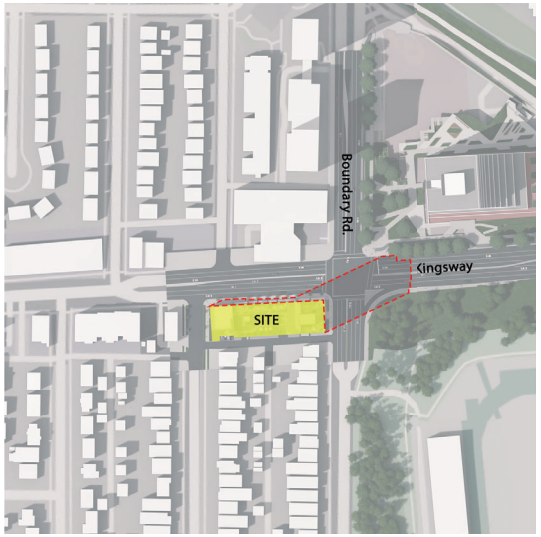
10am



12pm



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4pm

Legend

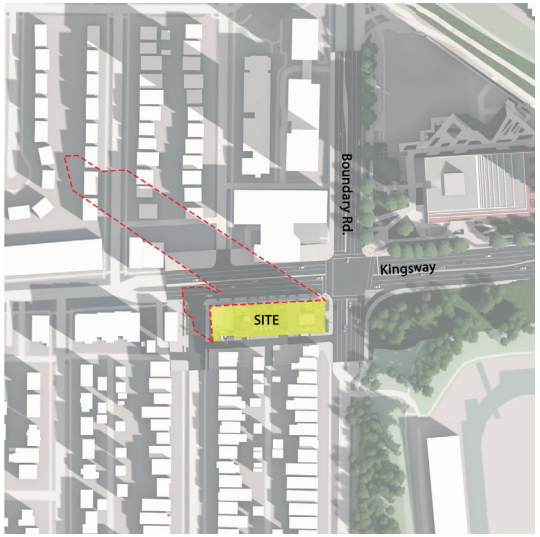
Site

Extent of Full Shadow

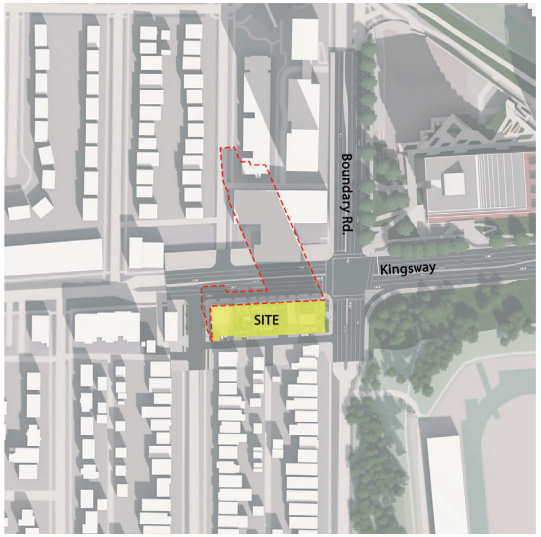
N

Shadow Study

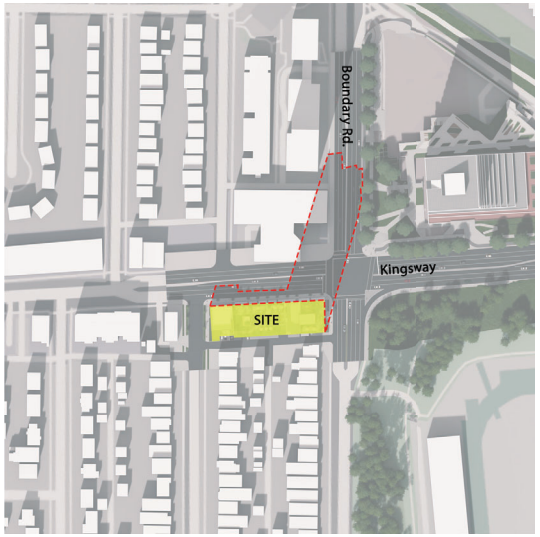
Autumn Equinox | 22 September



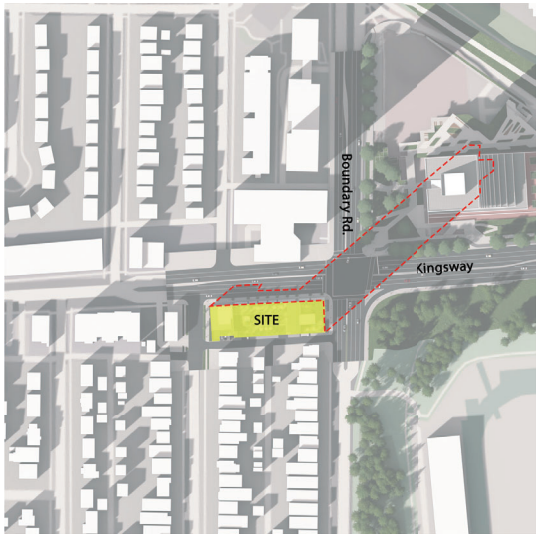
10am



12pm



2pm



4pm

Legend

Site

Extent of Full Shadow

N

Section 5

Proposed Rezoning

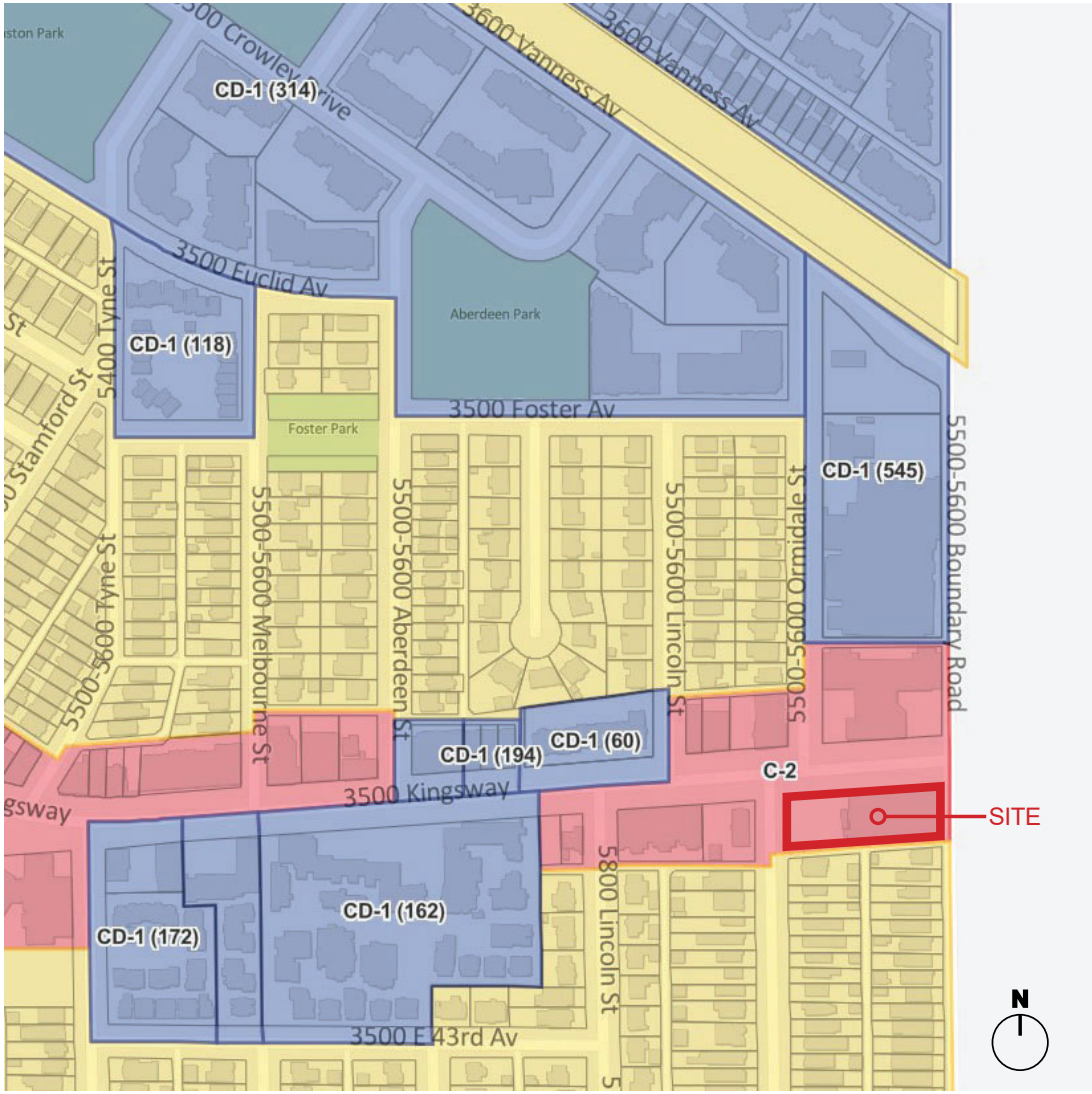
Zoning Context

C-2 Zone

The site is currently designated as C-2 Commercial District, the intent of which is to foster active, pedestrian-oriented commercial nodes along the city's major arterial corridors. Rather than the high-intensity verticality of the downtown core, C-2 zoning encourages a defined mixed-use typology, typically characterized by continuous ground-floor retail frontage with residential density above.

The goal is to support vibrant, medium-density community hubs that balance local commercial vitality with housing supply—while carefully managing the scale transition to adjacent residential neighbourhoods. This zoning ensures the site contributes to a cohesive, human-scale streetscape, reinforcing the arterial as a corridor for both transit-oriented living and neighbourhood services

Urban Design Guidelines	N/A
Plan Zoning	C-2
Designated FAR	4.0 (conditional)
Designated Height	6-Storeys
Zoned Land Uses	Residential, Retail, Office, Personal Services,
Zoning Status	Rezonings enabled (CD-1 rezoning)



Building Separation

Potential Future Context

The potential future context plan demonstrates that the proposed development maintains appropriate setbacks and spatial relationships, ensuring it does not preclude or constrain future development opportunities on adjacent parcels within the block.



Project Program

Current Use

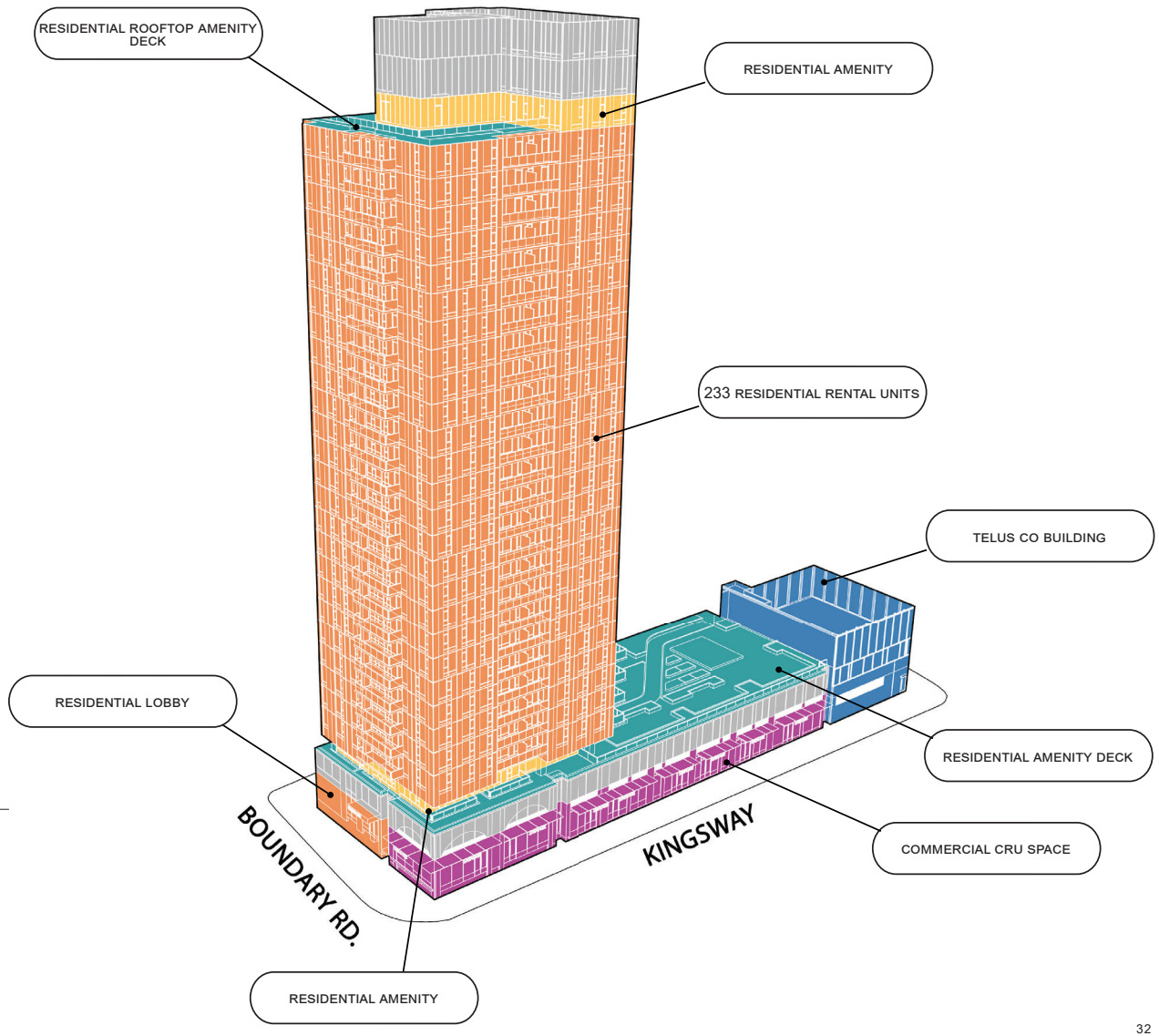
Telus Telephone Exchange Building with Surface Parking Lot

Proposed Use

- 233 Total Residential Rental Units
- 5,960 sq.ft of Indoor Residential Amenity Space
- Podium & Rooftop Outdoor Residential Amenity Deck
- 10,110 sq.ft of Commercial CRU space
- New Telus CO Building and Associated Infrastructure
- 3,990 sq.ft of New Telus CO building (0.14 FSR)
- 178,735 sq.ft of Residential Rental Building & CRU space (6.29)
- Total FSR Density of 6.43

Legend

- Commercial CRU
- Residential - Rental
- Telus C.O. Building
- Residential Amenity
- Residential Outdoor Amenity
- BOH/Mechanical/Storage



Height & Density

Proposed

This proposal for a 25-storey residential rental tower at the intersection of Kingsway and Boundary Road is submitted as a deliberate architectural response to a unique and evolving urban condition.

The design rationale is rooted in the conviction that the site's current C-2 zoning fails to acknowledge its critical role as the definitive municipal intersection separating the City of Vancouver from the City of Burnaby. A location of this prominence demands a built form capable of acting as a significant visual anchor; therefore, the proposed height is essential to mark the entry into the city with appropriate civic stature.

Contextually, the tower is designed to bridge the visual gap between the established, massive skyline of nearby Metrotown and the existing high-density cluster and proposed future redevelopment surrounding the "Telus Boot" adjacent to the site. (See P17 for Reference)

Furthermore, this significant intensification is justified by an adherence to transit-oriented development principles, capitalizing on robust connectivity via high-frequency arterial bus routes, established cycling lanes, and proximity to the SkyTrain network.

The viability of this increased density is further ensured by the site's immediate adjacency to world-class recreational amenities, including Central Park and Swangard Stadium, which will amply support the needs of a growing resident population.

Ultimately, this proposal represents a vital urban evolution, leveraging a pivotal location and excellent transit connectivity to bridge the emerging skylines of Vancouver and Burnaby with an appropriately scaled landmark tower.



1:

Density transition from Metrotown, through Central Park & Swangard Stadium to the Site of 3696 Kingsway



2:

Height and Density seamlessly transition from viewpoint of Swangard Stadium

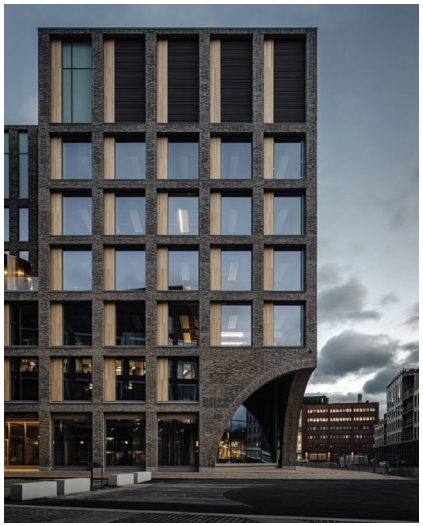
Section 6

Form Of Development

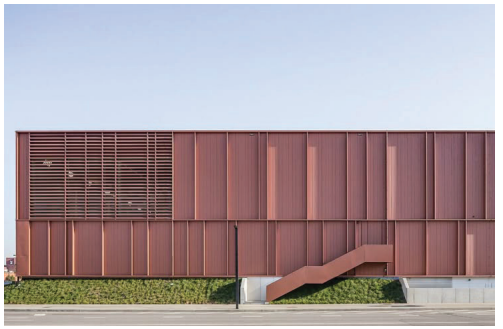
Precedents



▲The Jervis / Intracorp



▲The Urban Environment House / Lahdelma & Mahlamäki Architects



▲Swimming centre - Cloud architects

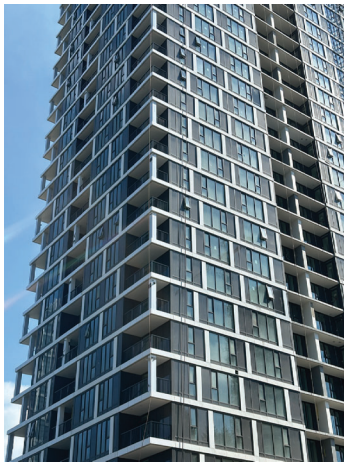
The architectural rationale for this project pays homage to the Telus Communications building that occupies the site. Binary code, fundamental to modern telecommunications, converts voice and text into a series of 1's and 0's. Architecturally, "binary" can symbolize a design approach that emphasizes duality or contrasting elements.

This concept is realized through the use of contrasting materials and the interplay of symmetry and asymmetry. The design features a juxtaposition of light concrete and dark brickwork, copper-toned metal panels and wood-toned soffits, as well as dark window-wall systems and curtain walls against dark & copper-toned metal panels. The facade detailing further enhances this theme with a mix of symmetrical and asymmetrical patterns in the dark & copper-toned metal panels.

This thoughtful integration of binary principles not only reflects the technological heritage of the site but also creates a visually dynamic and engaging structure.



◀ Kathleen / Arcadis ▶



Design Principles

Nodes

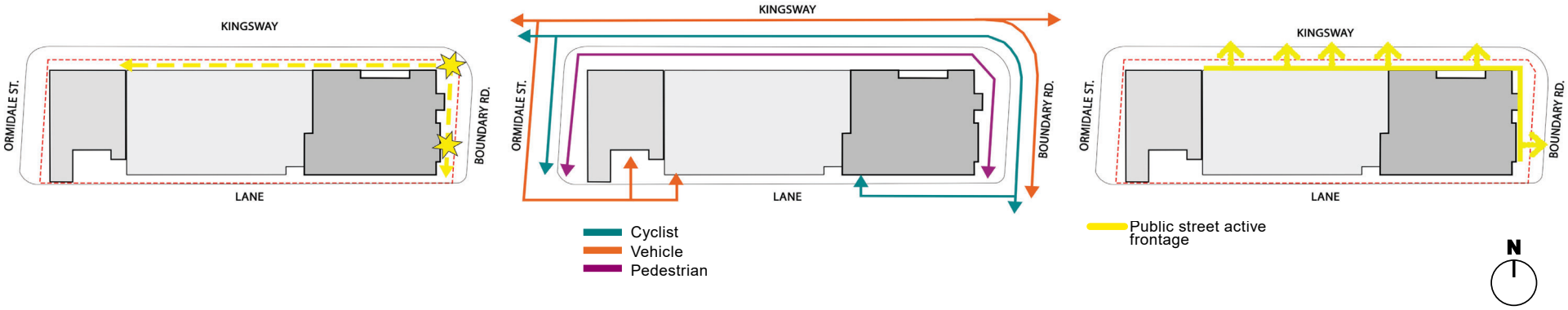
Contribute to the growing development of the Vancouver ODP

Connect

Design strong, seamless, intuitive connections for drivers, pedestrians, and cyclists.

Activate

Use streetscape design and architecture to frame public spaces.



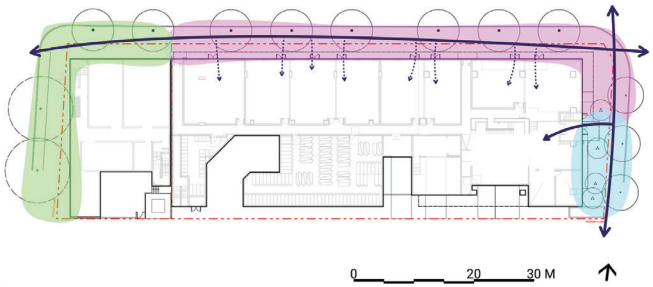
- Create points of interest along each site frontage and at the intersection of Kingsway & Boundary Road.
- Ensure that nodes are easily accessible to all users, including those with disabilities. This includes considering wider pathways, ramps, and signage
- Nodes should be designed with safety in mind, ensuring they are well-lit, monitored through passive surveillance, and free from hazards

- Create flow across the block
- Accommodate a strong pedestrian presence in accordance with the C-2 Zoning bylaws.
- Link to surrounding circulation network
- Prioritize accessibility, comfort, and safety on streets through CPTED and design standards

- Ensure building facades provide active frontage for sense of safety through passive surveillance
- Ensure human-scaled interfaces
- Soften the hardscape with planting features and art
- Provide amenities such as seating, lighting, public art, and green spaces to make the area inviting and comfortable for the public

Open Space

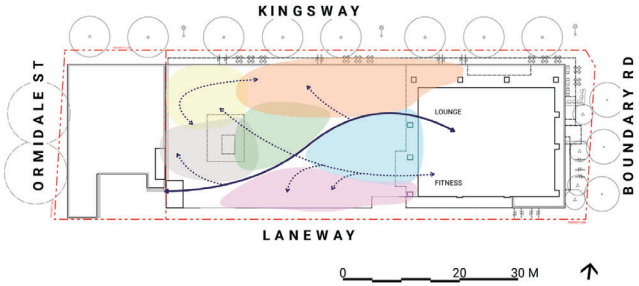
Series of Spaces: Active Street-Level Frontages



- LANDSCAPE BUFFER
- RETAIL FRONTAGE
- RESIDENTIAL ENTRY

- Carve out open areas through building recesses with feature paving, planters and seating to define key entry points
- Program wider pedestrian movement and furnishing zones to accommodate higher number of users
- Design high-quality streetscape treatments and pedestrian orientated lighting to encourage active use of the public realm

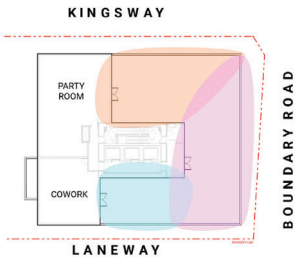
Private Open Space: L2 Amenity Podium



- GARDEN
- FLEX AREA, FITNESS, AND GAMES
- SOCIAL LOUNGE
- OUTDOOR DINING
- URBAN AGRICULTURE / EDIBLE GARDENS
- ENTERTAINMENT LOUNGE

- Provide a podium amenity deck that optimizes solar access for its users while also providing passive surveillance to the public
- Endeavor to offer an array of thoughtfully designed outdoor amenities that create opportunities for social connection and enhance the residential experience.

Private Open Space: Rooftop Amenity Deck

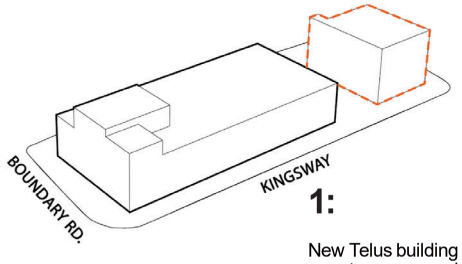


- DINING & BBQ
- VIEW LOUNGE
- BAR LOUNGE & COWORKING SPACE



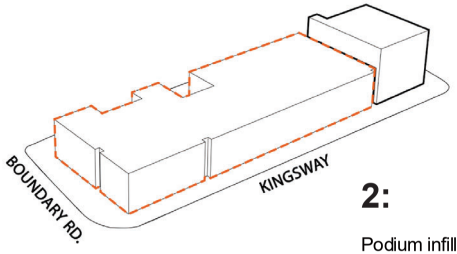
- Arrange the rooftop amenity to optimize solar exposure for outdoor areas and maximize view to Central Park.
- Continue to expand amenity options for residents that create space to gather, entertain, work and exercise in dedicated and flexibly designed spaces.

Form & Massing Moves



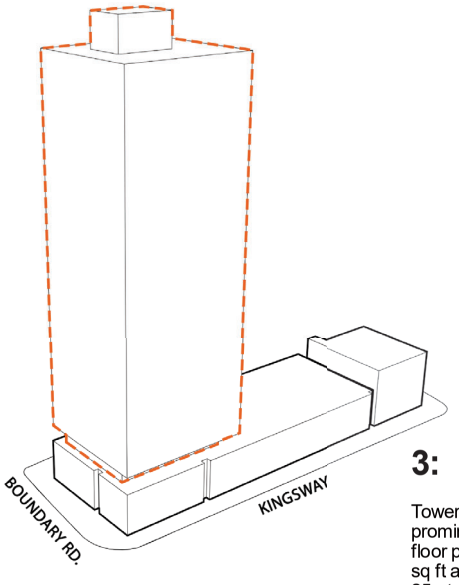
1:

New Telus building with required floor area to accommodate current and future operations stacked on west side of site, outside of existing Telus building footprint for phasing purposes.



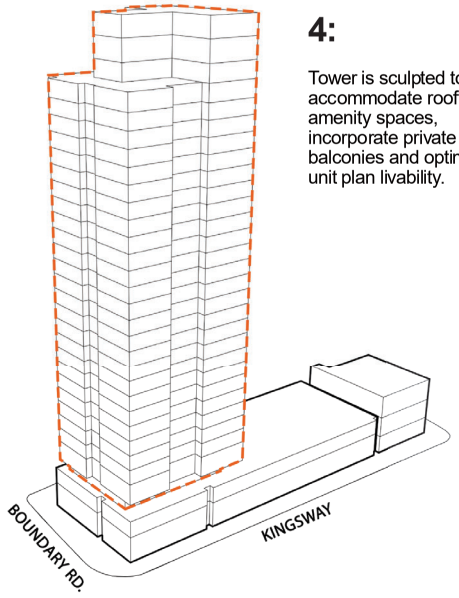
2:

Podium infills the rest of the site to maximize the floor plate and commercial CRU space fronting Kingsway & Boundary Road



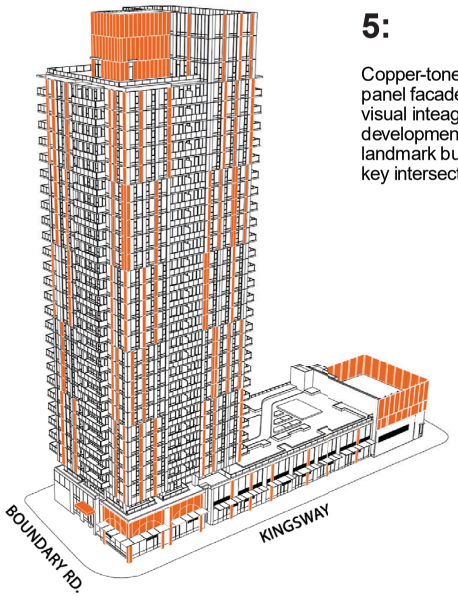
3:

Tower is stacked at prominent corner with floor plate of 7,200 sq ft and a height of 25-storeys



4:

Tower is sculpted to accommodate rooftop amenity spaces, incorporate private balconies and optimize unit plan livability.



5:

Copper-toned metal panel facade adds visual inteague to development creating landmark building at key intersection

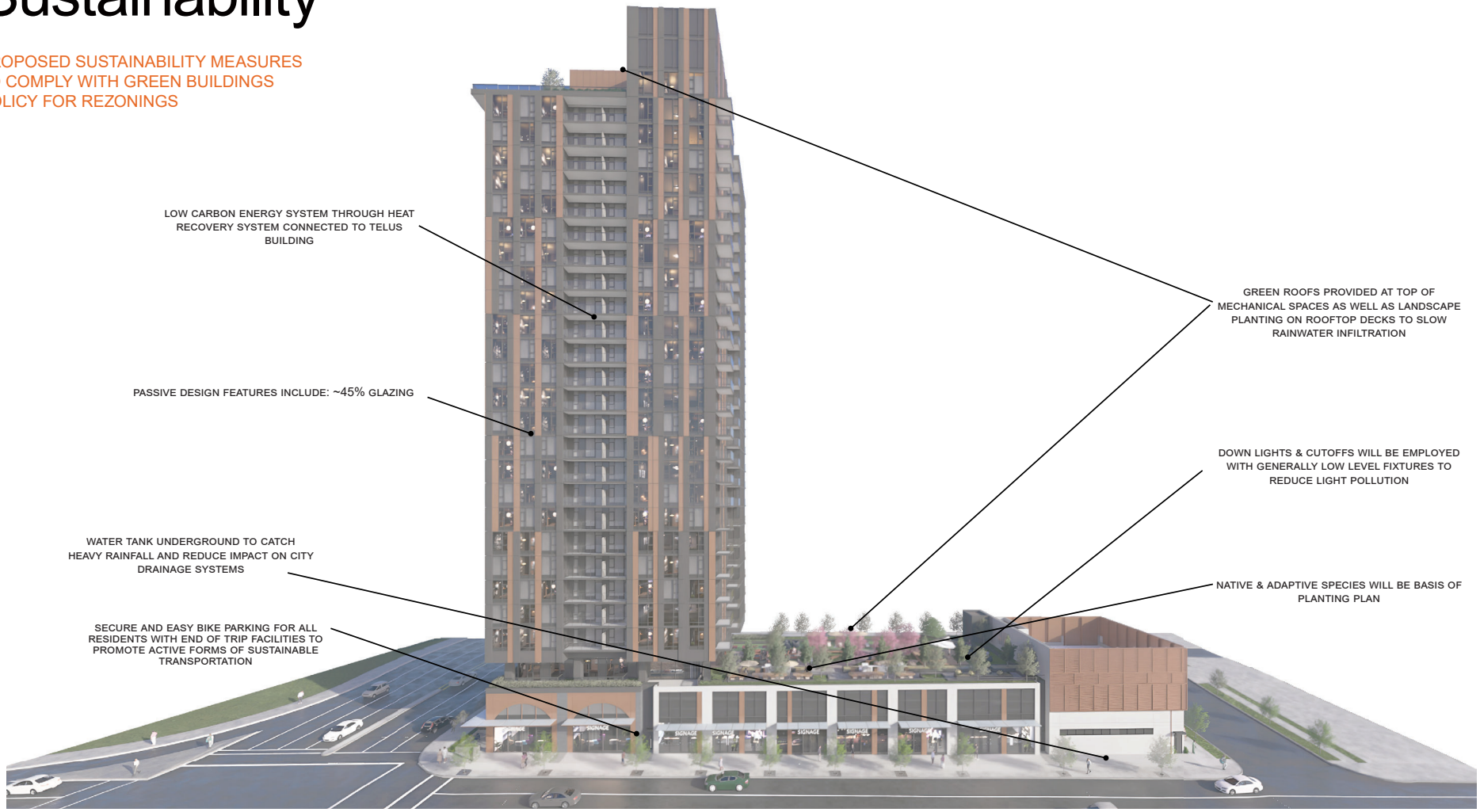


6:

Final development results in visually dynamic and engaging building

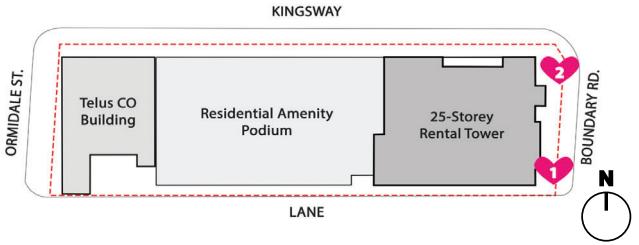
Sustainability

PROPOSED SUSTAINABILITY MEASURES TO COMPLY WITH GREEN BUILDINGS POLICY FOR REZONINGS



Public Art Opportunities

The proposed development has the following opportunities for the introduction of public art to further add to the visual appeal of the project





1 | Residential Entrance Space along Boundary Looking North-West



2 | Outdoor CRU Seating Area along Boundary looking South-West

Section 7

Architectural Rationale

Base

Ground Plane

At street level, 3696 Kingsway is designed to cultivate a distinctly human-scaled public realm, softening the intensity of the Kingsway–Boundary intersection with an active and welcoming urban edge. The podium is defined by a prominent corner commercial volume, where a series of tall, sculpted arches establishes a clear architectural identity. These arches act as a ceremonial threshold—framing the landmark café and restaurant and signalling the site as a gathering point for residents, neighbours, and passersby.

Materiality plays a crucial role in defining this pedestrian interface. The facade juxtaposes light architectural concrete framing against the weight and permanence of dark brickwork, grounding the tower with a sense of tactile solidity. Warm, copper-toned metal panels are integrated into the arch reveals and signage bands, catching the sunlight and adding a layer of sophistication that contrasts with the cooler tones of the glass and concrete.

This architectural language extends along the frontage, where the rhythm of the concrete colonnade guides pedestrian flow. Deep setbacks and high-transparency glazing blur the boundary between the sidewalk and the interior retail spaces, allowing the vibrancy of the shops to engage visually with the street. By balancing the monumental scale of the corner arches with the rhythmic consistency of the retail frontage, the ground plane fosters a sense of intimacy and pause, establishing 3696 Kingsway not just as a thoroughfare, but as a vibrant urban anchor.



Architectural Render Looking South Along Kingsway

Tower

Residential Rental Tower

The residential tower emerges seamlessly from its podium, extending the material palette and tonal warmth of the base upward to create a cohesive architectural composition. This continuity strengthens the tower's presence on the skyline, ensuring that the development reads as a unified vertical gesture rather than a series of discrete elements.

The tower's identity is defined by a deliberate duality - a calibrated contrast between deep charcoal glazing and warm, copper-toned metal fins. These vertical copper elements operate like architectural pinstripes, elongating the tower's proportions and lending a refined slenderness to its silhouette when viewed from all approaches.

Beyond simple repetition, the façade incorporates subtle shifts in the vertical metal expression, producing a controlled asymmetry that enlivens the tower's surface. This nuanced modulation - an intentional "glitch" in the patterning introduces a dynamic visual rhythm that animates the elevation throughout the day. It brings a measured narrative dimension to the façade, referencing the site's telecommunications past through a motif suggestive of cascading digital data.

Together, these elements establish the tower as a contemporary landmark at the Kingsway–Boundary intersection. Its material richness, vertical clarity, and finely detailed façade contribute a sophisticated presence that aligns with the evolving character of the Killarney neighbourhood.



Architectural Render Looking South-West at the intersection of Kingsway & Boundary



Architectural Render Looking North-West along Boundary Rd.

Tower

Tower Top

The architectural composition culminates in a highly curated rooftop level, where resident amenities and carefully integrated mechanical functions come together to form a distinctive crown for 3696 Kingsway. Rather than concealing these upper elements, the design leverages them to establish two prominent skyline moments—one oriented toward Kingsway's northern approach and the other addressing the western vista along Boundary Road.

By extending key architectural forms beyond the primary roofline, the tower achieves a more expressive and deliberate silhouette. These elevated gestures create a visually engaging summit that anchors the building on the horizon, contributing a memorable profile to the emerging urban skyline.

Along the north elevation, the tower's vertical grid is carried upward to enclose and refine the mechanical volumes, transforming functional requirements into an architectural asset. This extension reinforces the tower's overall rhythm while ensuring the top of the building feels resolved and intentional. The result is a crown that balances performance and aesthetics—an elegant termination that enhances both the building's identity and its presence within the broader Kingsway corridor.



Architectural Render Looking South Along Kingsway

Telus CO

Telus CO Building

The design of the adjacent Telus CO building transforms a utilitarian structure into a cohesive part of the overall development. Rather than treating this infrastructure component as “back-of-house,” the architecture elevates it to match the quality of the main residential tower.

The building is grounded by a solid, neutral base of architectural concrete that provides a clean backdrop for the streetscape. The defining feature, however, is the treatment of the roof level. To address the functional need to house complex systems, the design utilizes copper-toned vents and louvers to screen and obscure the mechanical equipment on the roof.

This screening element is not just functional; it is treated as a sculptural crown. The vertical rhythm of the copper louvers visually links this smaller structure to the residential tower’s facade, ensuring that the entire site reads as one unified architectural family. By wrapping necessary infrastructure in these warm, high-quality materials, the Telus CO component sits comfortably alongside the podium terrace, contributing to a polished and thoughtful urban edge



Architectural Render of Telus CO Building Looking South Along Kingsway



Architectural Render of Telus CO Building Looking South-East Along Kingsway

Section 8

Architectural Drawing Set

(Not to Scale)

PROJECT INFORMATION

PROJECT ADDRESS 3696 Kingsway, Vancouver ,BC
LEGAL ADDRESS LOT 1, EXCEPT PART IN EXPLANATORY PLAN 19072 BLOCK 14 DISTRICT LOT 49 GROUP 1 NWD PLAN 13746
PID: 008-497-630

ZONING Existing: C-2
Proposed : C-2 / CD-1

TOWER OPTION

		Imperial	Metric
SITE AREA (PROJECT)	**Phase 1**	**5,690.89**	**528.70**
	Phase 2	**22,735.94**	**2,112.24**
	Total	**28,426.83**	**2,640.94**
PROPOSED DENSITY		**182,727**	**16,975.9**

6.43 FSR

Component	Achieved FSR Area		FSR Ratio
	Imperial	Metric	
Phase 1: Hemlock CO Building	3,992	370.9	0.14
Phase 2 : Rental Tower	178,735	16,605.1	6.29
Total	182,727	16,975.9	6.43

PROPOSED UNIT COUNT **233**

Building Height

C-2
19.8m and 6 Storeys
Proposed
25 Storeys plus rooftop amenity
270.9' (82.57 m) measured from base point to the top of the roof slab

Tower Floor Plate

Proposed **7,232 sf. (671.9 sm)**

Site Coverage

N/A

Building Setback

	C2		Proposed	
	Metric	Imperial	Metric	Imperial
Front yard - Boundary Road	2.5	8.20	3.66	12.00
Front yard - Kingsway	2.5	8.20	2.5	8.20
Front yard - Ormidale Stree	2.5	8.20	0.6	2.00
Rear yard -Lane (Non-dwelling uses)	1.5	4.92	0.3	1.02
Rear yard -Lane (dwelling uses)	4.6	15.09	2.0	6.56

** Request relaxation by Director of Planing*

FSR AREA BREAKDOWN

Rental Tower

USE		GFA		EXCLUSIONS		TOTAL FSR AREA	
		Imperial	Metric	Imperial	Metric	Imperial	Metric
RESIDENTIAL RENTAL	Market	193,676	17,993.1	24,880	2,311.4	168,796	15,681.7
	Total	193,676	17,993.1	24,880	2,311.4	168,796	15,681.7
COMMERCIAL	Retail	10,110	939.2	171	15.9	9,939	923.4
	Total	10,110	939.2	171	15.9	9,939	923.4
TOTAL		203,786	18,932.3	25,051	2,327.3	178,735	16,605.1

Hemlock CO Building

USE	GFA		EXCLUSIONS		TOTAL FSR AREA	
	Imperial	Metric	Imperial	Metric	Imperial	Metric
Utility	7,830	727.4	3,838	356.6	3,992	370.9
TOTAL	7,830	727.4	3,838	356.6	3,992	370.9
PROJECT TOTAL	211,616.0	19,660	28,888.7	2,684	182,727	16,975.9

UNIT COUNT

TYPE	Studio	1 BD	2 BD	3 Bedroom	Total
Market Rental	24	117	69	23	233
Unit Mix (%)	10.3%	50.2%	29.6%	9.9%	100%
Average Unit Size (Liveable) sf.	375	438	662	774	531

VEHICLE TABULATIONS

4.1.3 Required Visitor Parking Spaces
The following number of visitor parking spaces must be provided:
(a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit

4.1.4 Required Accessible Parking Spaces
The following number of accessible parking spaces must be provided:
(a) for multiple dwelling or live-work use in buildings that contain at least seven dwelling units, a minimum of 1.0 spaces plus an additional 0.034 spaces for each additional dwelling unit; and
(b) for non-residential uses in buildings that contain at least 500 m² of gross floor area, a minimum of 1.0 spaces plus an additional 0.4 spaces for each 1,000 m² of gross floor area,
and the first accessible parking space provided, plus every tenth accessible parking space provided, must be a van-accessible parking space.

VALUES FOR TABULATING PARKING & LOADING COUNTS

Uses		Gross Floor Area	
		Imperial (sf.)	Metric (sm.)
Non-Residential Uses	Retail	9,930	923
Residential Uses	Rental	193,676	17,993

Residential Units		
	Market Rental	233
	Total	233

REQUIRED / PROPOSED TOTAL PARKING

Required

Use	Non-Residential Uses	Residential Visitor	Residential Uses	Total
Parking Rate	No requirement Except for accesible parking	Minimum 0.05 per unit	No requirement for Residential Except for accesible parking	
Parking Stalls Required	1.2	11.7	8.7	23
Rounded (up/dn)	2	12	9	

Proposed

Use	Non-Residential	Residential Visitor	Residential Uses	Total
Parking Stalls Provided	17	12	116	145
	1 per 559 SF.		0.5 per unit	

Required (Sub types - part of overall count of cars)

Use	Accessible Parking			Small Car	Electric Vehicle	
	Reg.	Van	Total			
Non-Residential Uses	1	1	2			
Residential Uses	7	1	9	Maximum 35% of total vehicles	Residential 100% Required	Non-Residential 45% Required
Total	8	2	11			

Proposed

Use	Accessible Parking			Small Car	Electric Vehicle	
	Reg.	Van	Total			
Non-Residential Uses	1	1	2			
Residential Uses	7	1	8	22	116	6
Total	8	2	10	(15%)	(100%)	(48.7%)

Floor By Floor Breakdown of Proposed Car parking

	Commercial	Residential Visitor	Residential	TOTAL	Accessible Parking			Small Car
					Reg.	Van	Total	
P1	17	12	-	29	3	2	5	3
P2	-	-	55	55	5	-	5	9
P3	-	-	61	61	-	-	-	10
TOTAL	17	12	116	145	8	2	10	22
								19%

REQUIRED / PPROPOSED LOADING

5.2.1 Dwelling Use
Class A: At least one space for 50 to 299; Class B: At least one space for 100 to 299 dwelling units

5.2.6 Retail Uses
Class A: No requirement; Class B: one space for the first 2 325 sm of GFA

Required

Type	Retail	Residential	Total
Class A Required	-	1	1
Class B required	1	1	2

Proposed

Type	Retail	Residential	Total
Class A	-	1	1
Class B	1	1	2

REQUIRED / PROPOSED PASSENGER SPACE

Passenger Spaces Section 7.2.1: A minimum of one space for any development with 50 to125 dwelling units, plus one space for every additional 150 dwelling units

Required

Type	Residential	Total
Class A Required	2	2

Proposed

Type	Residential	Total
Class A	2	2

REQUIRED / PROPOSED BICYCLE PARKING

Section 6.2.1.2 three or more dwelling units in a Mixed-Use Residential Building,
Class A : 1.5 space for unit under 65 m2 ; 2.5 space for unit 65 m2-105 m2 ; 3 space for unit over 105 m2
Class B : 2 spaces for any development with at least 20 dwelling units with an additional one space for each 20 additional dwelling units

Section 6.2.3.1 Retail
Class A: A minimum of one space for each 340 square metres of gross floor area.

Class B: A minimum of 6 spaces for any development containing a minimum of 1,000 square metres of gross floor area.

6.3.21 Electrical outlets : Each two Class A bicycle spaces must have an electrical outlet
6.5 End of Trip Facilities
6.5.1 Where Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided

6.5.2 Where Class A bicycle spaces are required for a non-dwelling use, water closets, wash basins, showers and grooming stations shall be provided

VALUES FOR TABULATING BICYCLE PARKING COUNTS

Residential Units Area (Liveable Area)	under 65 m2	65 m2 -105 m2	over 105 m2	Total
# of Units	210	23	-	233

Required

Type	Residential	Retail	Total
Long Term Bikes (Class A)	373	3	376
Short Term Bikes (Class B)	13	6	19

Required (Sub types)

Lockers (Min. 10%)	Stacked and Vertical (Max. 60%)	Accessible (Min. 5%)	BV Outlets
38	226	19	188

Residential Proposed

Type	Total
Long Term Bikes (Class A)	373
Short Term Bikes (Class B)	13

* Refer to rationale boolet and worksheet regarding proposed TDM Plan B (Mobility Infrastructure Package)

Floor By Floor Breakdown of Provided Residential Class A Bikes

	Lockers	Vertical	Stacked	Accessible Lockers	Horizontal	Sub-Total	BV Outlets
L1 Upper	131	109	-	19	114	373	187
						-	-
TOTAL	131	109	-	19	114	373	185
	35.1%	29.2%		5.1%	30.6%		

Non-Residential Provided

Type	Total
Long Term Bikes (Class A)	3
Short Term Bikes (Class B)	6

Floor By Floor Breakdown of Provided Non-Residential Class A Bikes

	Lockers	Vertical	Stacked	Accessible Lockers	Horizontal	Sub-Total	BV Outlets
L1 Lower	3	-	-	-	-	3	-

End-of-trip Facilities Required (6.5.1,6.5.4)

Uses	End-of-trip Facilities for non-residential uses			
	Water Closets	Wash Basins	Showers	Clothing Locker
Retail	0	0	0	0

End-of-trip Facilities Provided

	Clothing Locker
L1 lower	6

25-Storey Rental Tower

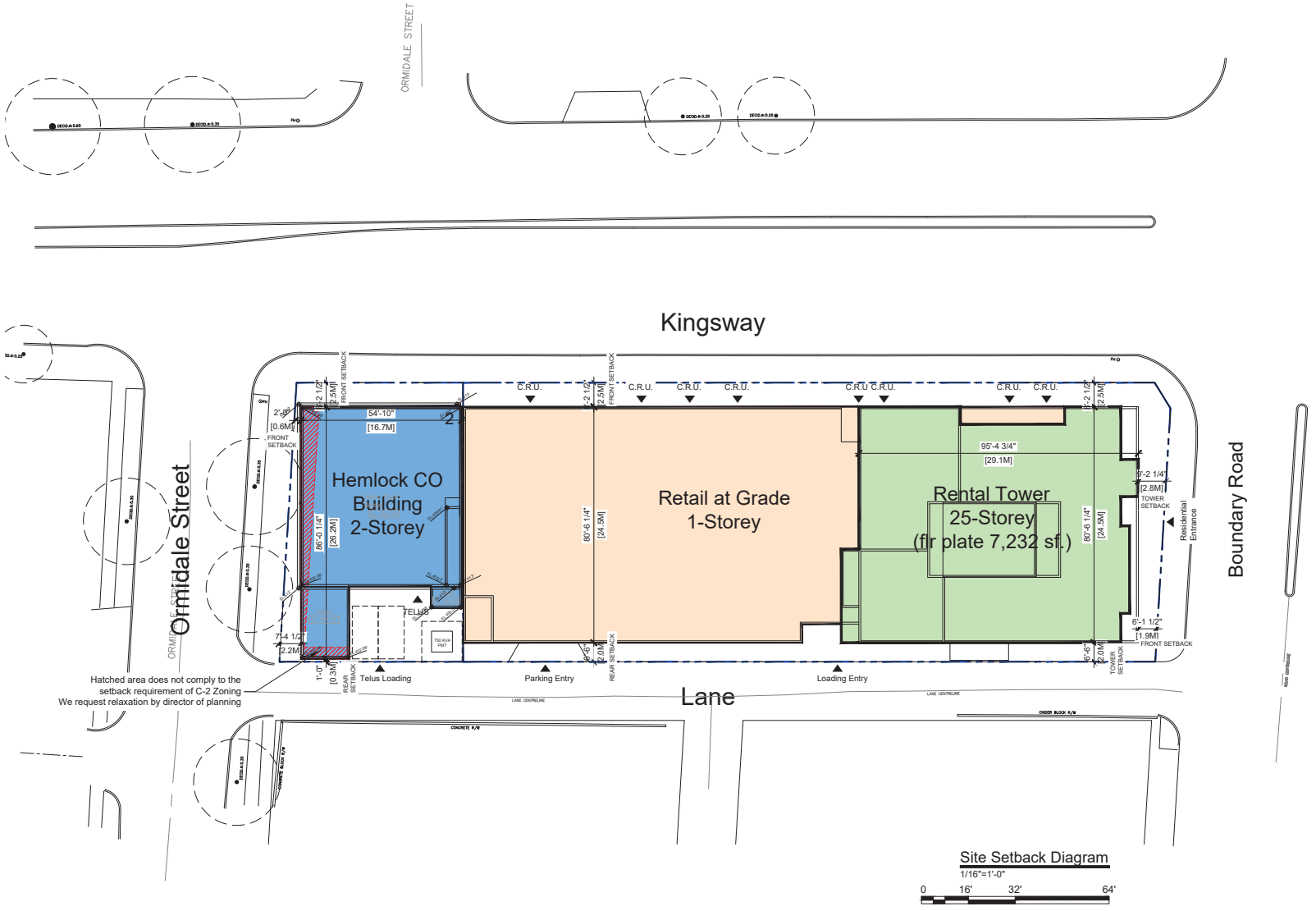
Uses	Level (s)	Gross Floor Area			Exclusions						FSR Area	OPENING BALCONY
		Commercial	Residential	Total	Amenity	In-suite Storage	Open to below	Bike Parking	Wall Exclusions	Total		
Mech L2		-	956	**956**	-	-	-	-	-	-	**956**	-
Mech L1		-	2,055	**2,055**	-	-	187	-	-	187	**1,868**	-
Roof Deck		-	3,555	**3,555**	3,555	-	-	-	-	3,555	**-**	-
Tower Typical Floor	**25**	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	24	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	23	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	22	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	21	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	20	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	19	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	18	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	17	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	16	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	15	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	14	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	13	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	12	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	11	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	10	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	9	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	8	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	7	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	6	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	5	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	4	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	3	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
Amenity / Suites	**2**	-	4,924	**4,924**	2,405	80	59	-	15	2,559	**2,365**	-
Bike Storage	**Level 1 Upper**	319	13,733	**14,052**	-	2,800	-	8,507	-	11,307	**2,745**	-
Retail / Res. Lobby	**Level 1 lower**	9,791	2,117	**11,908**	-	-	-	171	-	171	**11,737**	-
Total		**10,110**	**193,676**	**203,786**	**5,960**	**9,320**	**246**	**8,678**	**847**	**25,051**	**178,735**	14,835

Balcony / FSR= 8.30%

Unit Count					
Total	Studio	1 Bedroom	2 Bedroom	3 Bedroom	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
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10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
10	1	5	3	1	
3	1	2	-	-	
233	**24**	**117**	**69**	**23**	
100.0%	10.3%	50.2%	29.6%	9.9%	

Hemlock CO Building

Level (s)	Gross Floor Area		Exclusions	FSR Area
	Utility Use	Total	Utility Use Below Grade	
Roof	154	**154**	-	154
Level 2	3,838	**3,838**	-	3,838
Level 1	3,838	**3,838**	3,838	-
Total	**7,830**	**7,830**	**3,838**	**3,992**



Site Setback Diagram

1/16"=1'-0"

0 16' 32' 64'

$$BG_x = \left[\left(\frac{BG_{high} - BG_{low}}{D_{total}}\right) \times D_{low}\right] + BG_{low}$$

BG_{low} = Lower Known Elevation
BG_{high} = Higher Known Elevation
IBG = Interpolated Building Grade

FORMULA FOR PROVING IBG POINT C1

IBG (POINT C1) = [(369.49-369.29 / 9.83) x 8.33] + 369.29 = 369.46'

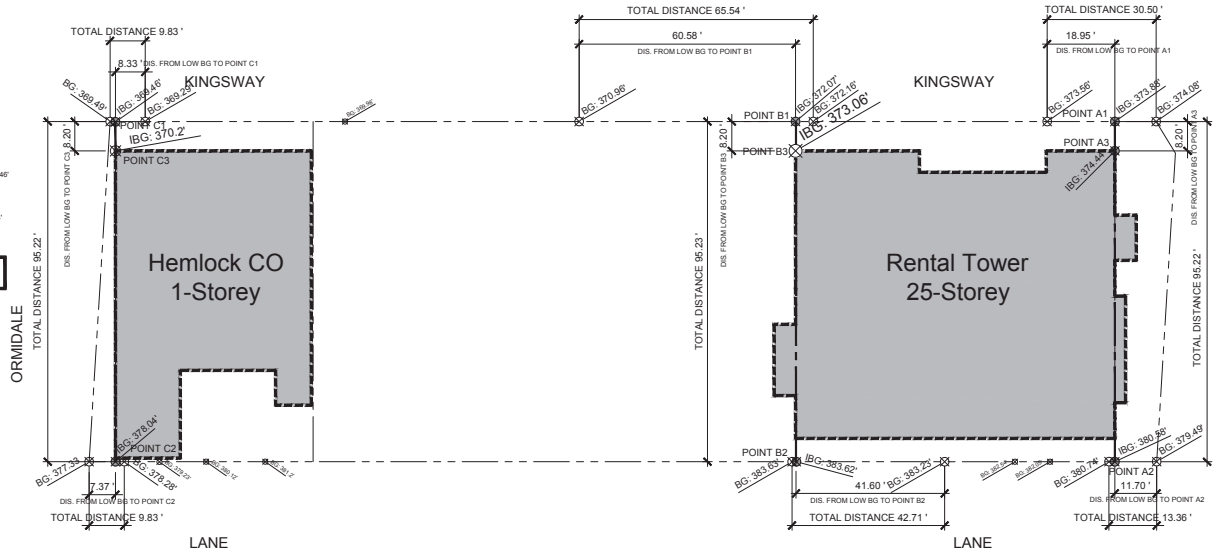
FORMULA FOR PROVING IBG POINT C2

IBG (POINT C2) = [(378.28-377.33 / 9.83) x 7.37] + 377.33 = 378.04'

FORMULA FOR PROVING IBG POINT C3

IBG (POINT C3) = [(378.04-369.46 / 95.22) x 8.20] + 369.46 = 370.2'

POINT C3 IS THE LOWEST POINT
CO BUILDING BASE POINT = 370.2'



$$BG_x = \left[\left(\frac{BG_{high} - BG_{low}}{D_{total}}\right) \times D_{low}\right] + BG_{low}$$

BG_{low} = Lower Known Elevation
BG_{high} = Higher Known Elevation
IBG = Interpolated Building Grade

FORMULA FOR PROVING IBG POINT A1

IBG (POINT A1) = [(374.08-373.56 / 30.5) x 18.95] + 373.56 = 373.88'

FORMULA FOR PROVING IBG POINT A2

IBG (POINT A1) = [(380.74-379.49 / 13.36) x 11.7] + 379.49 = 380.58'

FORMULA FOR PROVING IBG POINT A3

IBG (POINT A2) = [(380.58-373.88 / 95.22) x 8.20] + 373.86 = 374.44'

FORMULA FOR PROVING IBG POINT B1

IBG (POINT B1) = [(372.16-370.96 / 65.54) x 60.58] + 370.96 = 372.07'

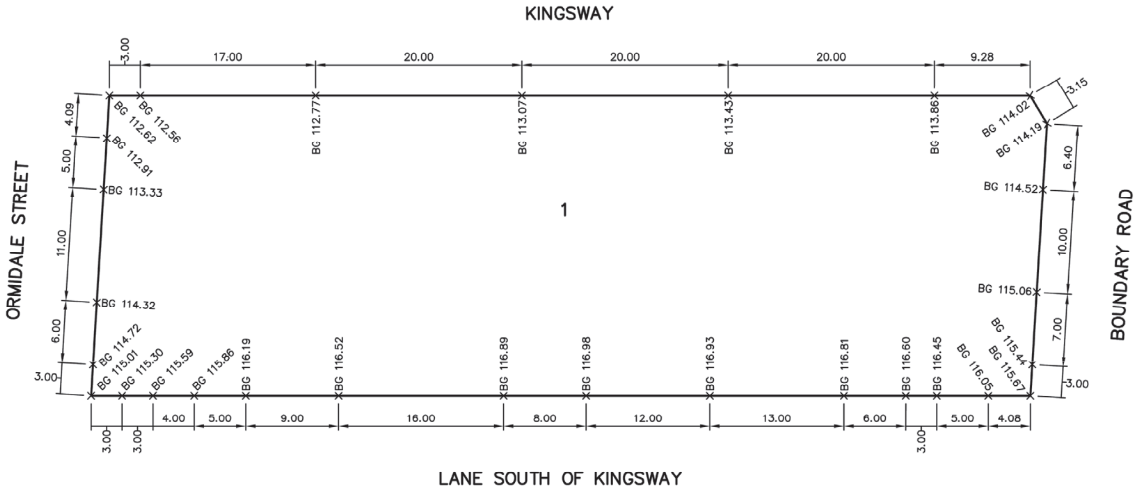
FORMULA FOR PROVING IBG POINT B2

IBG (POINT A1) = [(383.63-383.23 / 42.71) x 41.6] + 383.23 = 383.62'

FORMULA FOR PROVING IBG POINT B3

IBG (POINT B2) = [(383.62-372.07 / 95.22) x 8.20] + 372.07 = 373.06'

POINT B3 IS THE LOWER POINT
RENTAL TOWER BASE POINT = 373.06'



BENCH MARK: ELEVATION: 112.385 DESCRIPTION: SURVEY MONUMENT MARKED V-2720 AT THE NORTH WEST CORNER OF KINGSWAY AVENUE AND ORMIDALE STREET.
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 NOVEMBER 30, 2018). DIMENSIONS ARE ALSO IN METRES.

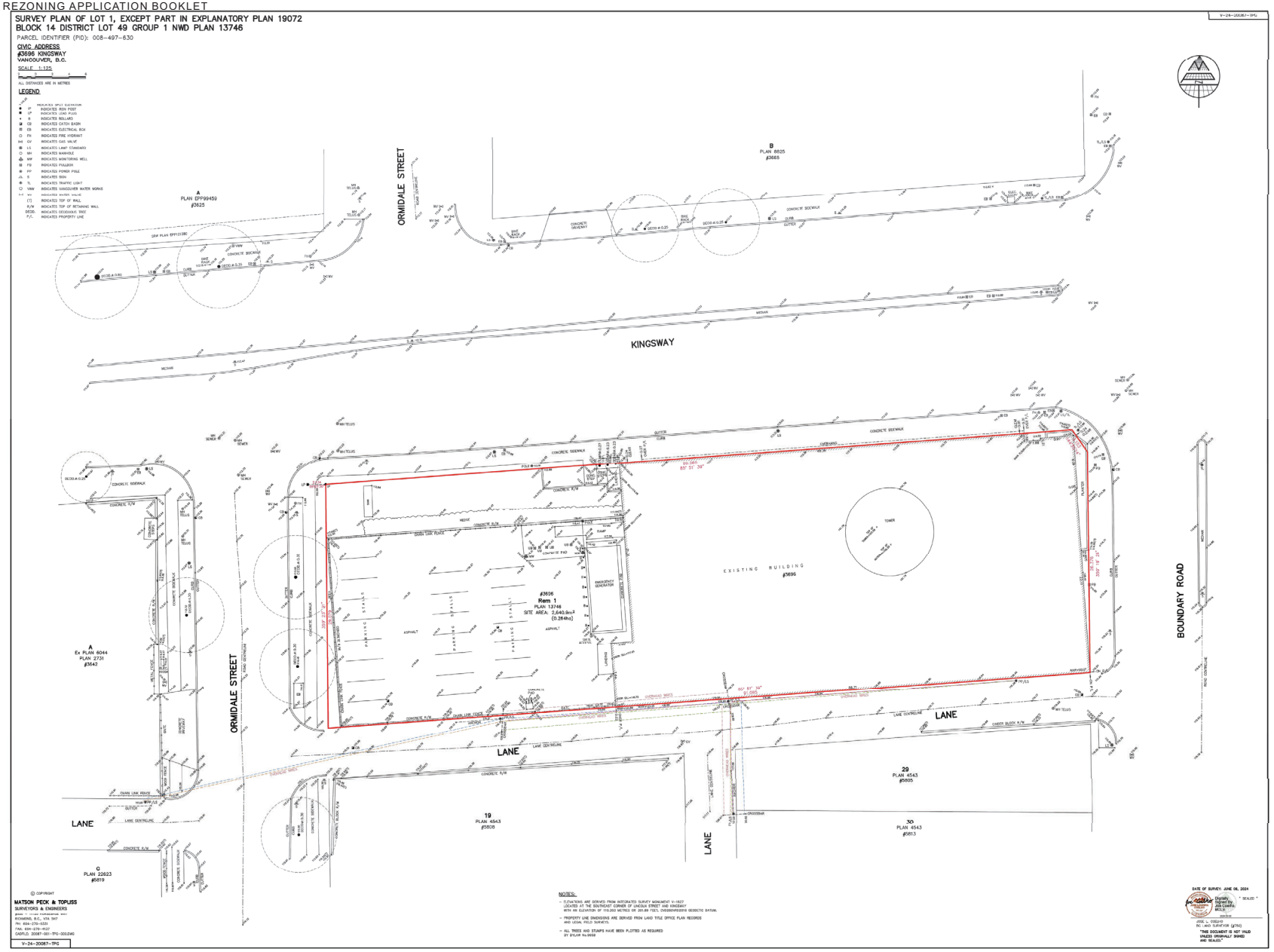
NO.	DATE	REVISION	BY	CHK

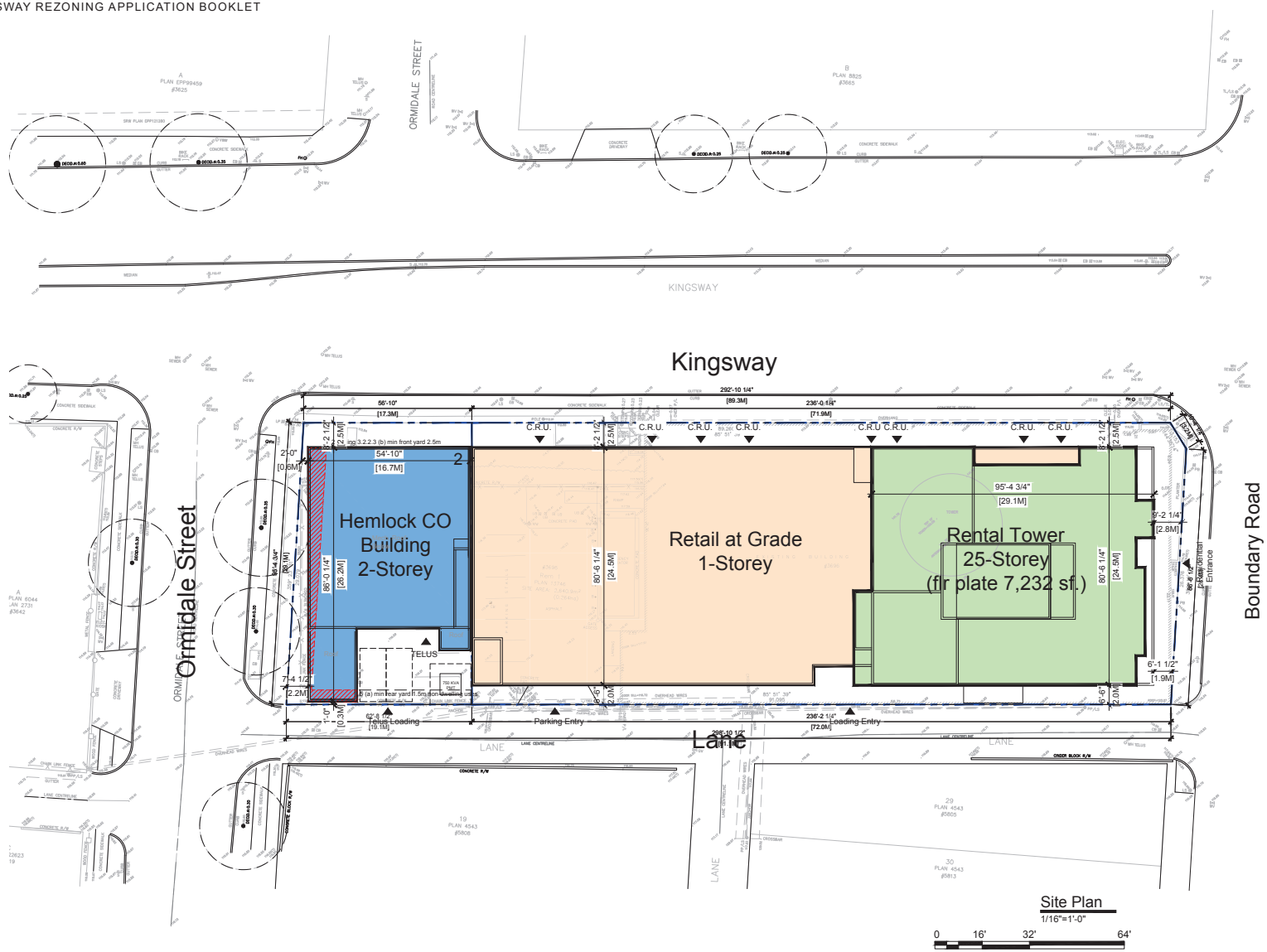
CITY OF VANCOUVER ENGINEERING SERVICES

BUILDING GRADE ELEVATIONS
FOR LOT 1, BLK. 14,
D.L. 49, PLAN VAP13746.

DATE: 2025-10-15 DESIGN: J.D.H.
DWG: P.C. CHK: G.C.
REF: FILE 2025-00090.

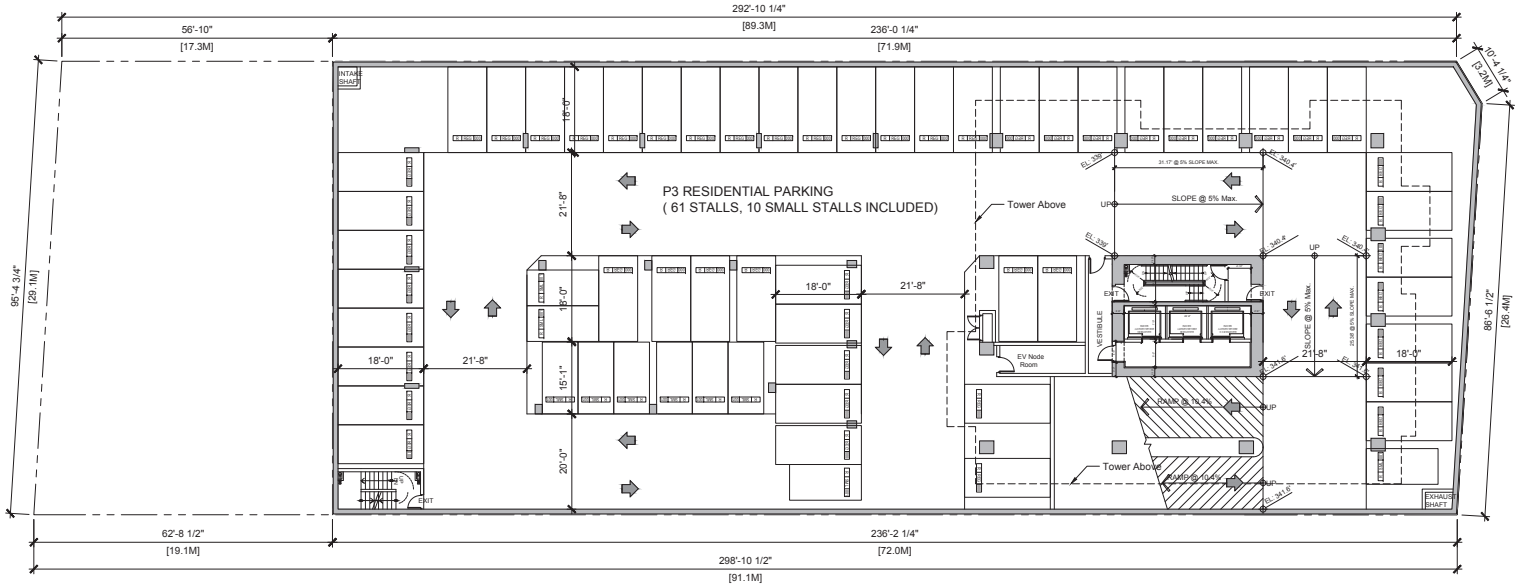
SCALE: 1:300
DWG. NO. BG-2025-00090
SHEET OF REVISION:


SURVEY PLAN OF LOT 1, EXCEPT PART IN EXPLANATORY PLAN 19072
BLOCK 14 DISTRICT LOT 49 GROUP 1 NWD PLAN 13746
PARCEL IDENTIFIER (PID): 008-497-630
CIVIC ADDRESS
#3696 KINGSWAY
VANCOUVER, B.C.
SCALE 1:125
ALL DISTANCES ARE IN METRES
LEGEND
KINGSWAY
ORMIDALE STREET
BOUNDARY ROAD
LANE
EXISTING BUILDING
#3696
#3636
Rem 1
PLAN 13746
SITE AREA: 2,640.9m²
(0.264ha)
A
PLAN EPP99459
#3625
B
PLAN 8825
#3665
A
Ex PLAN 6044
PLAN 2731
#3642
G
PLAN 22623
#3619
19
PLAN 4543
#3606
29
PLAN 4543
#3605
30
PLAN 4543
#3613
© COPYRIGHT
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
V-24-20087-TPG
NOTES:
DATE OF SURVEY: JUNE 06, 2024
"SEALED"
"THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED."



Site Plan
1/16"=1'-0"

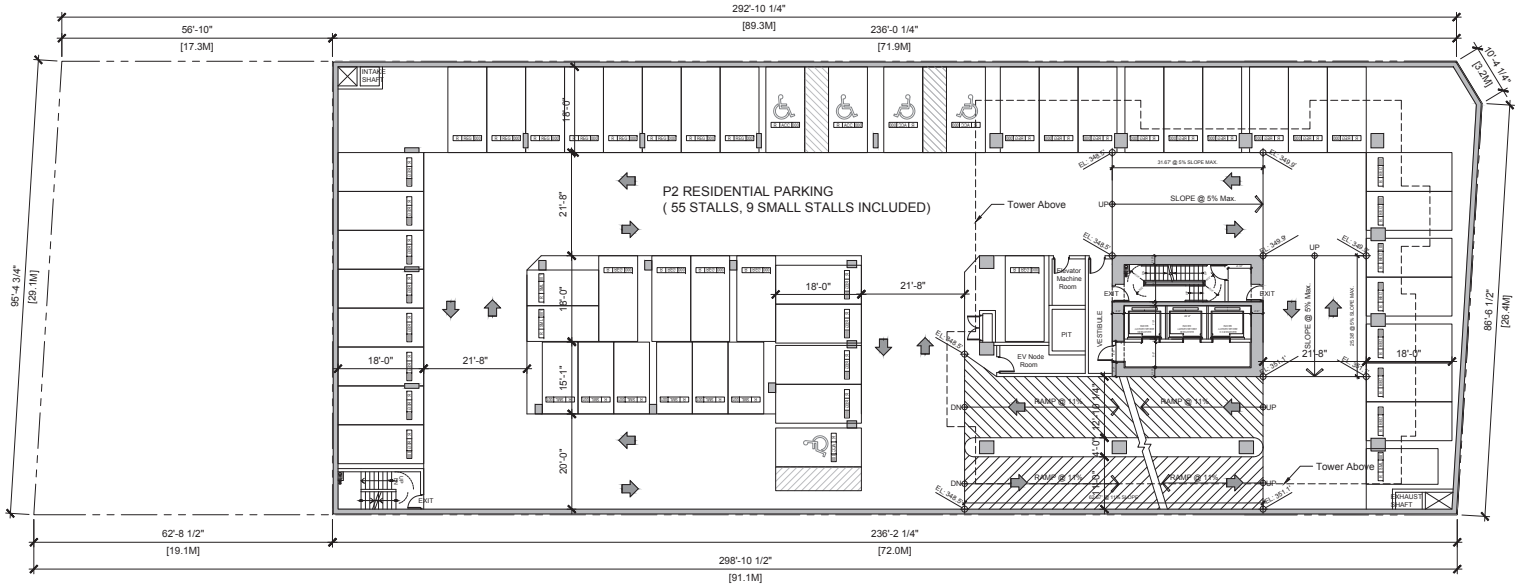
0 16' 32' 64'



P3 Parking Floor Plan

1"=12'-0"

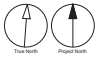
0 16' 32' 64'

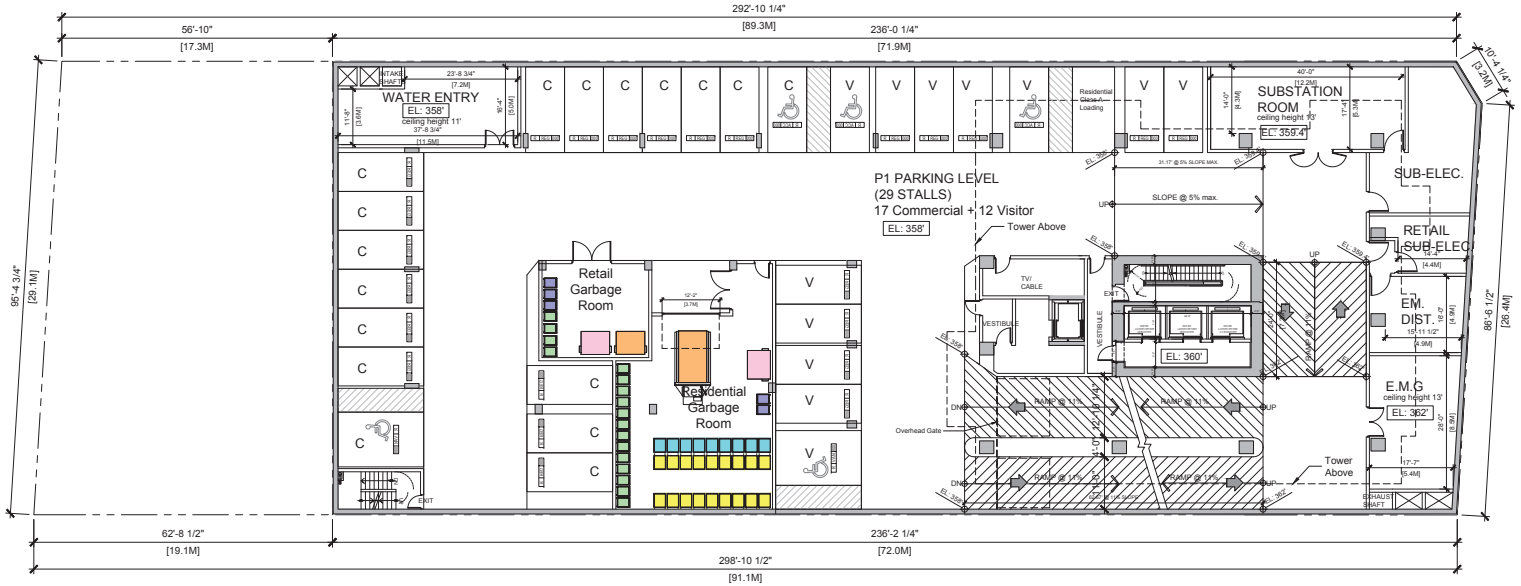


P2 Parking Floor Plan

1"=12'-0"

0 16' 32' 64'

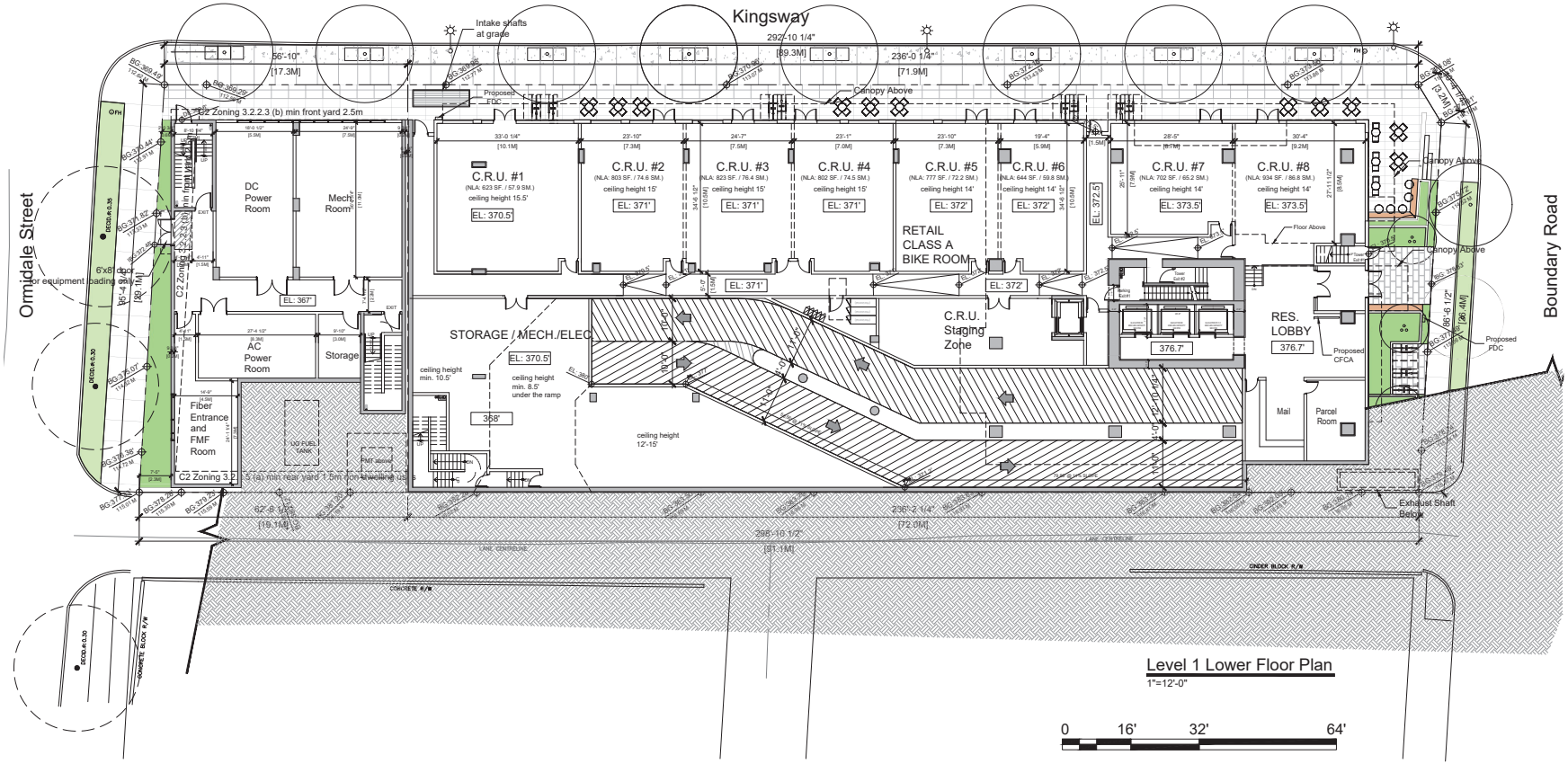


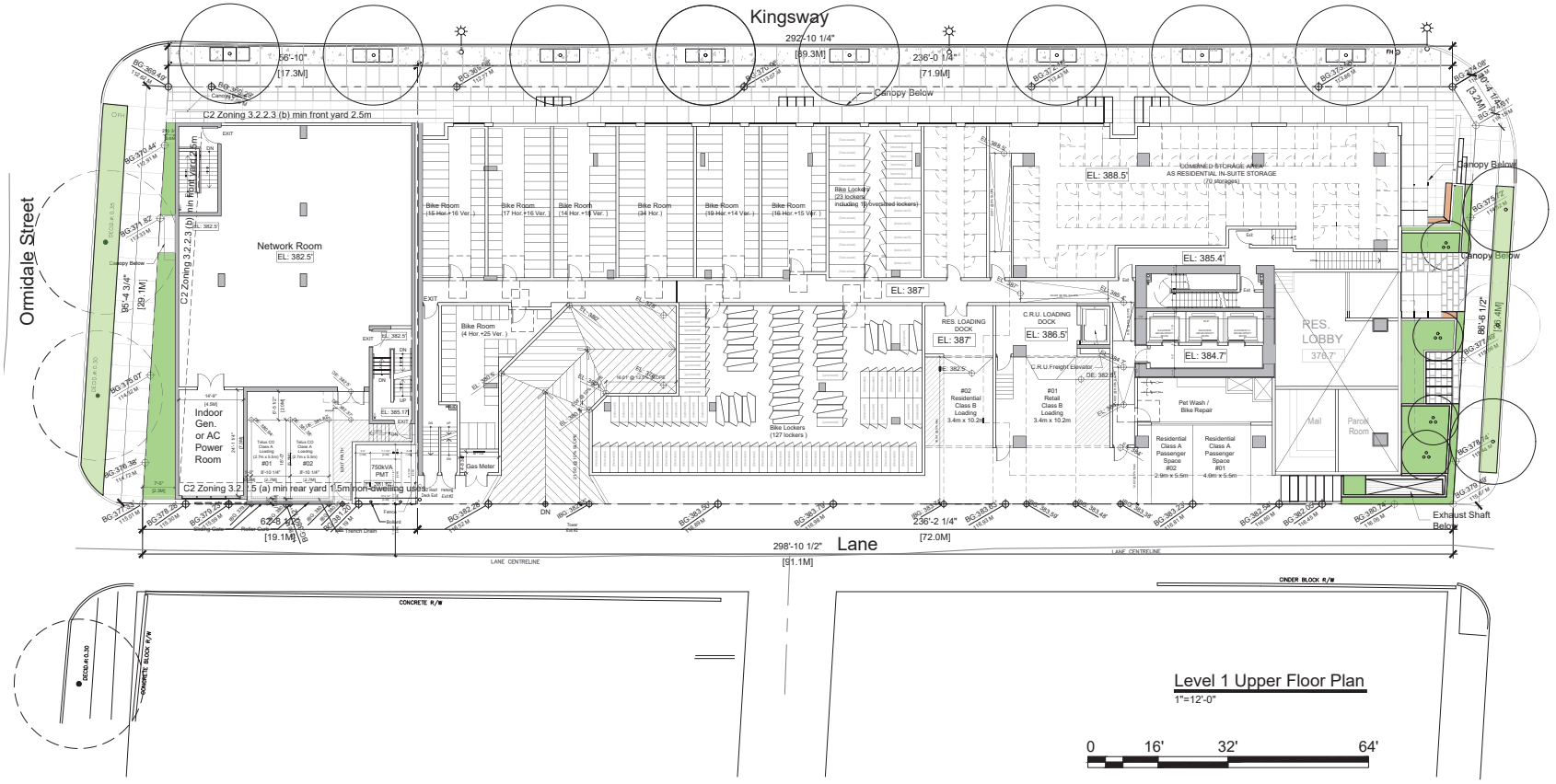


P1 Parking Floor Plan

1"=12'-0"

0 16' 32' 64'

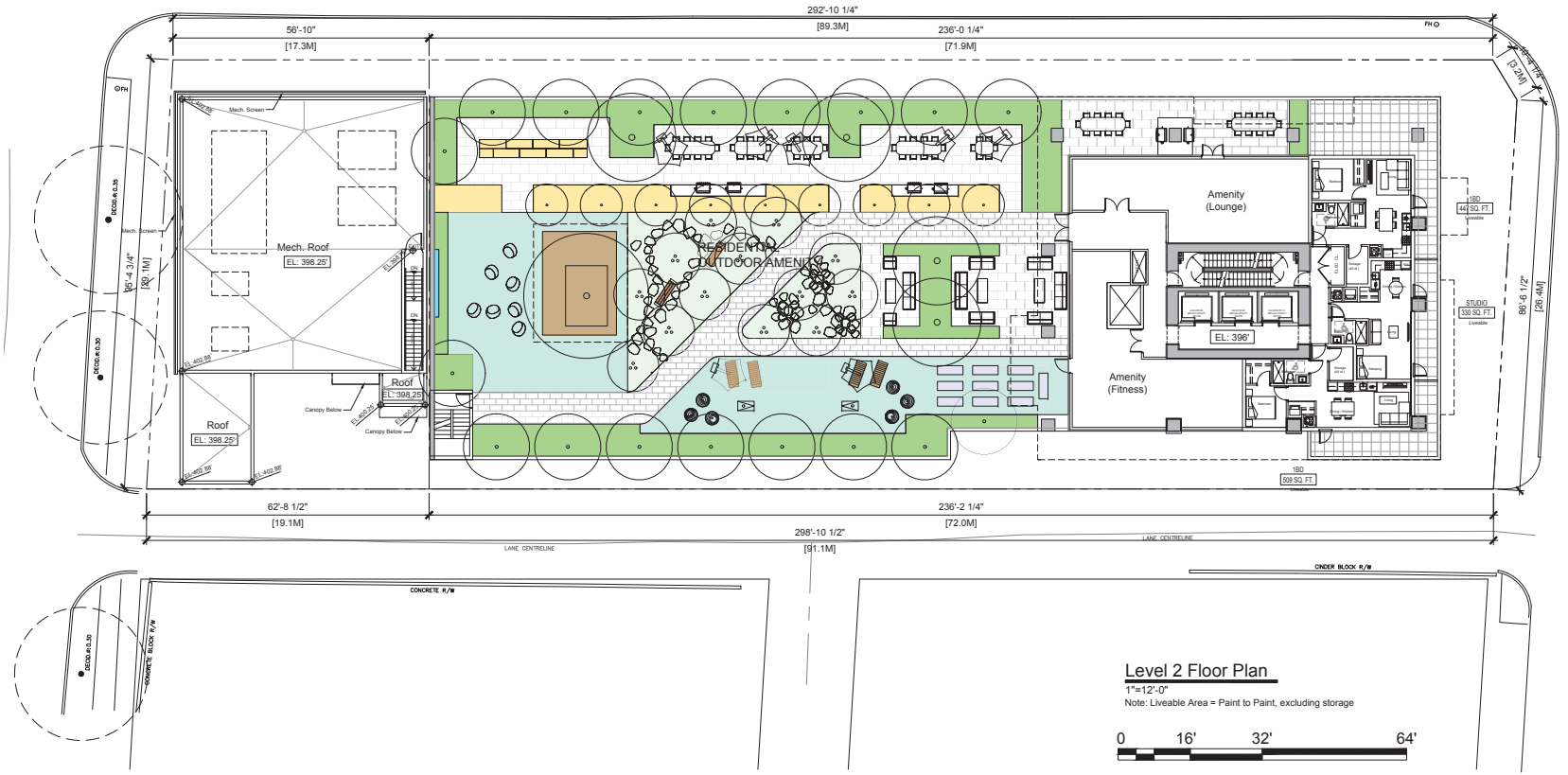

Kingsway
Omindale Street
Boundary Road
Intake shafts at grade
Proposed FDC
Canopy Above
C2 Zoning 3.2.2.3 (b) min front yard 2.5m
C2 Zoning 3.2.2.3 (a) min rear yard 1.5m for a dwelling use
C.R.U. #1
(NLA: 623 SF. / 57.9 SM.)
ceiling height 15.5'
EL: 370.5
C.R.U. #2
(NLA: 803 SF. / 74.6 SM.)
ceiling height 15'
EL: 371'
C.R.U. #3
(NLA: 823 SF. / 76.4 SM.)
ceiling height 15'
EL: 371'
C.R.U. #4
(NLA: 802 SF. / 74.5 SM.)
ceiling height 15'
EL: 371'
C.R.U. #5
(NLA: 777 SF. / 72.2 SM.)
ceiling height 14'
EL: 372'
C.R.U. #6
(NLA: 644 SF. / 59.8 SM.)
ceiling height 14'
EL: 372'
C.R.U. #7
(NLA: 702 SF. / 65.2 SM.)
ceiling height 14'
EL: 373.5
C.R.U. #8
(NLA: 934 SF. / 86.8 SM.)
ceiling height 14'
EL: 373.5
RETAIL CLASS A BIKE ROOM
C.R.U. Staging Zone
STORAGE / MECH./ELEC.
EL: 370.5
DC Power Room
Mech Room
AC Power Room
Storage
Fiber Entrance and FMF Room
UG FUEL TANK
FMF above
RES. LOBBY
376.7'
Mail
Parcel Room
Proposed CFCA
Proposed PDC
Exhaust Shaft Below
Floor Above
6'x8' door for equipment loading only
ceiling height min. 10.5'
ceiling height min. 8.5' under the ramp
ceiling height 12'-15'
292'-10 1/4" [89.3M]
236'-0 1/4" [71.9M]
56'-10" [17.3M]
62'-8 1/2" [19.1M]
236'-2 1/4" [72.0M]
295'-10 1/2" [91.1M]
LANE CENTRELINE
CONCRETE R/W
CINDER BLOCK R/W
Level 1 Lower Floor Plan
1"=12'-0"
0
16'
32'
64'
True North
Project North



Level 1 Upper Floor Plan

1"=12'-0"

0 16' 32' 64'

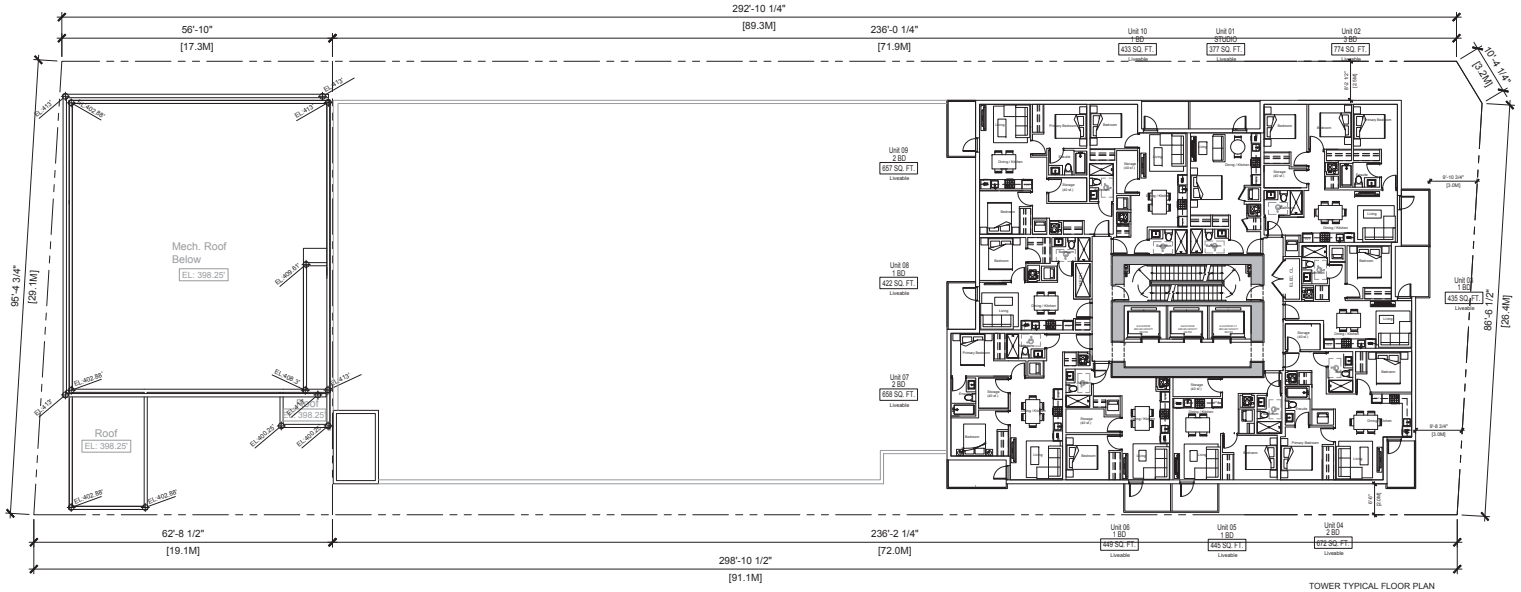


Level 2 Floor Plan

1"=12'-0"

Note: Liveable Area = Paint to Paint, excluding storage

0 16' 32' 64'



TOWER TYPICAL FLOOR PLAN
GROSS AREA :7232 SQ. FT.
(Leasable 6145 SF. Efficiency : 85.0%)

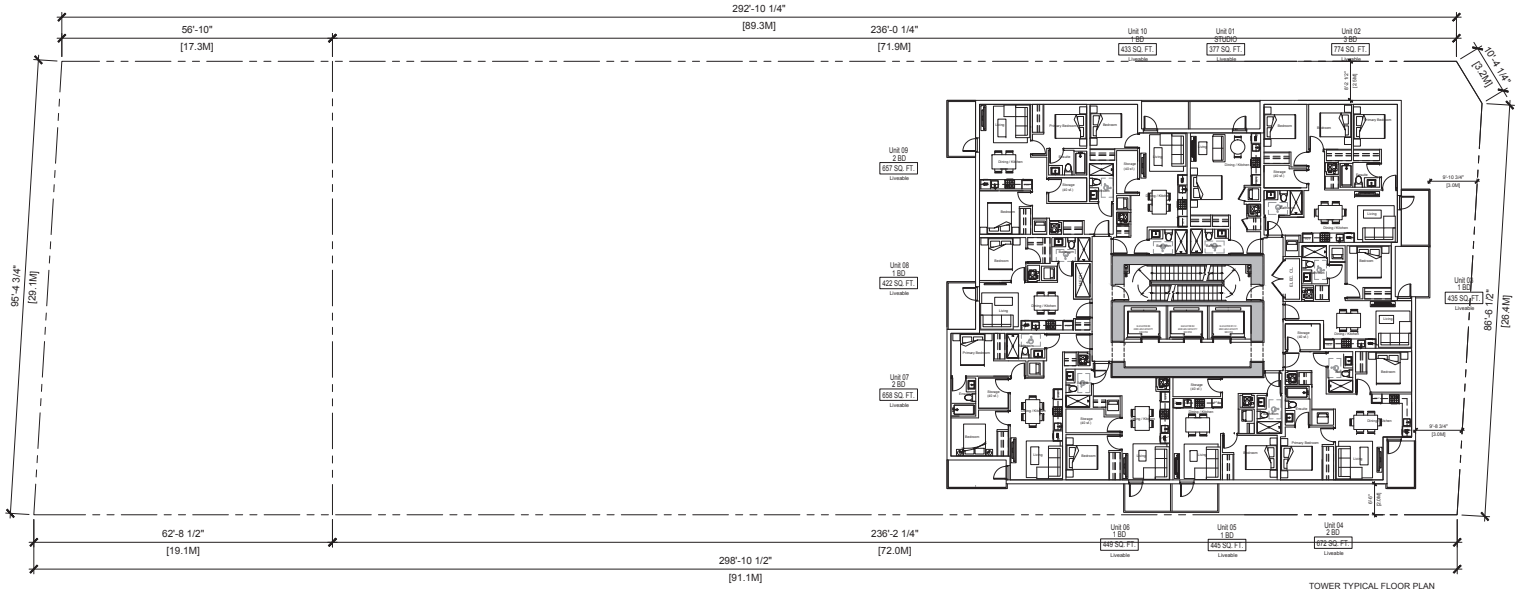
3 BD	= 1 Units
2 BD	= 3 Units
1 BD	= 5 Units
STUDIO	= 1 Units
Total	= 10 Units Per Floor

Level 3 Floor Plan

1"=12'-0"

Note: Liveable Area = Paint to Paint, excluding storage

0 16' 32' 64'



TOWER TYPICAL FLOOR PLAN
GROSS AREA :7232 SQ. FT.
(Leasable 6145 SF. Efficiency : 85.0%)

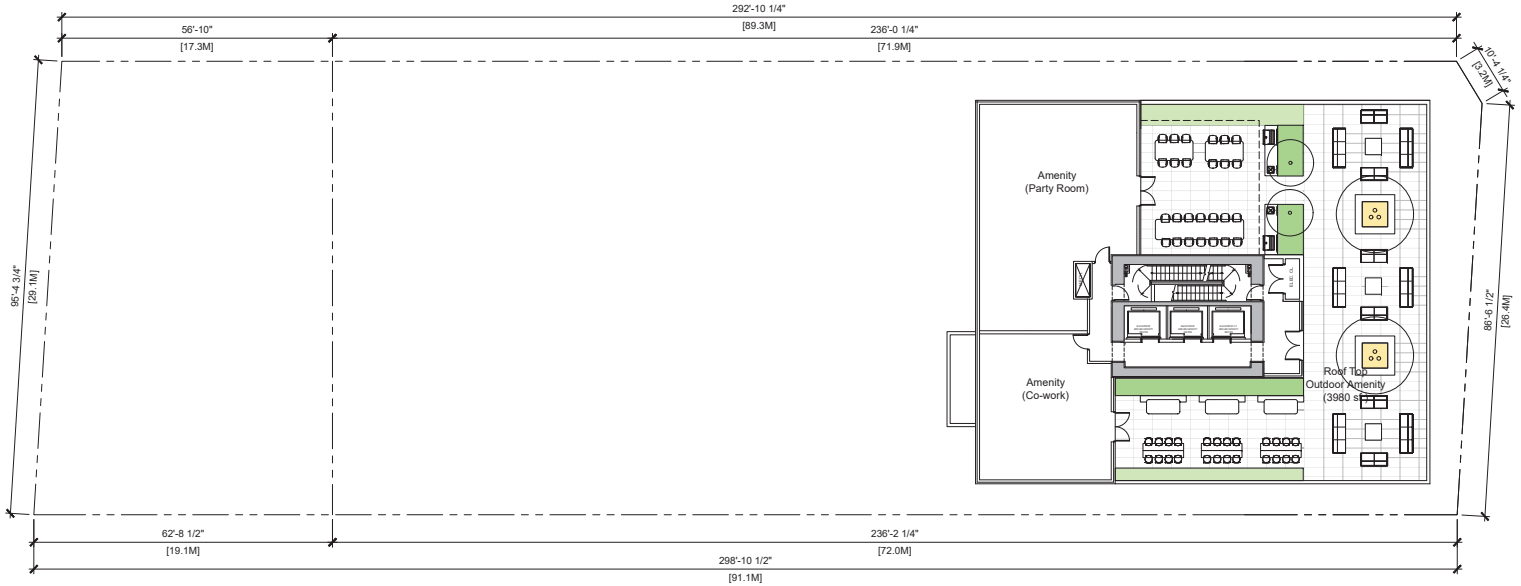
3 BD	= 1 Units
2 BD	= 3 Units
1 BD	= 5 Units
STUDIO	= 1 Units
Total	= 10 Units Per Floor

Level 4-25 Tower Typ Floor Plan

1"=12'-0"

Note: Liveable Area = Paint to Paint, excluding storage

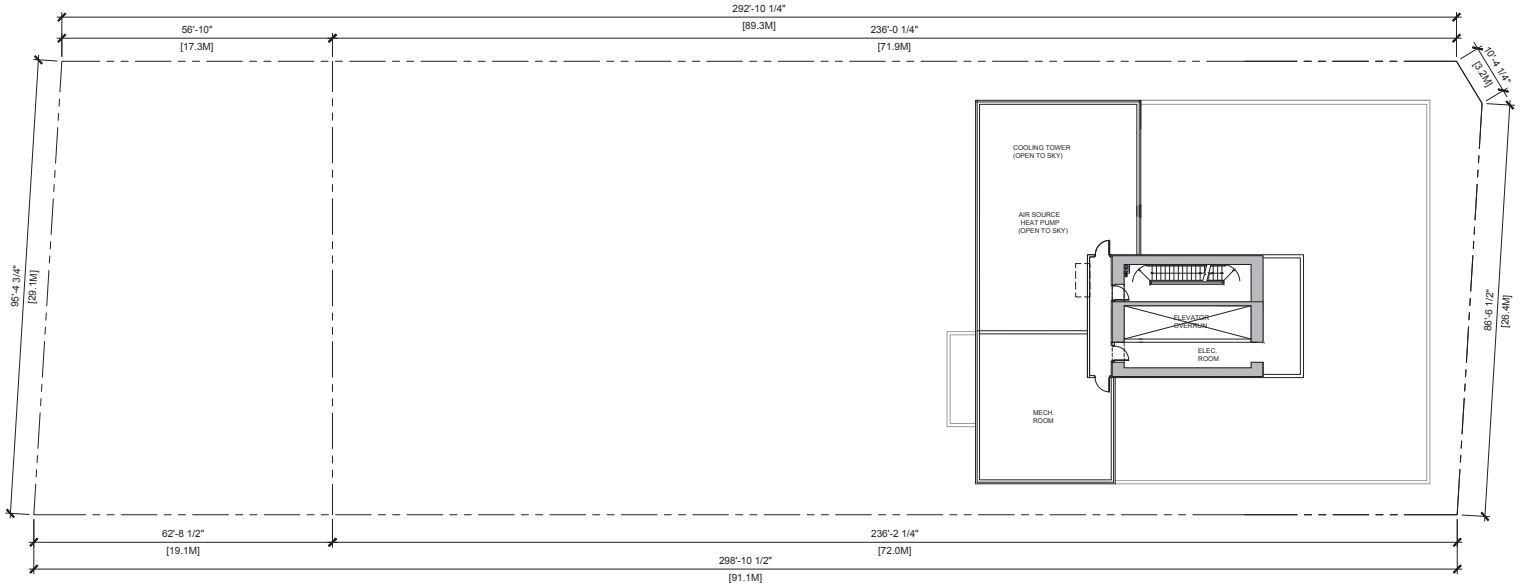
0 16' 32' 64'



Roof Deck Floor Plan

1"=12'-0"

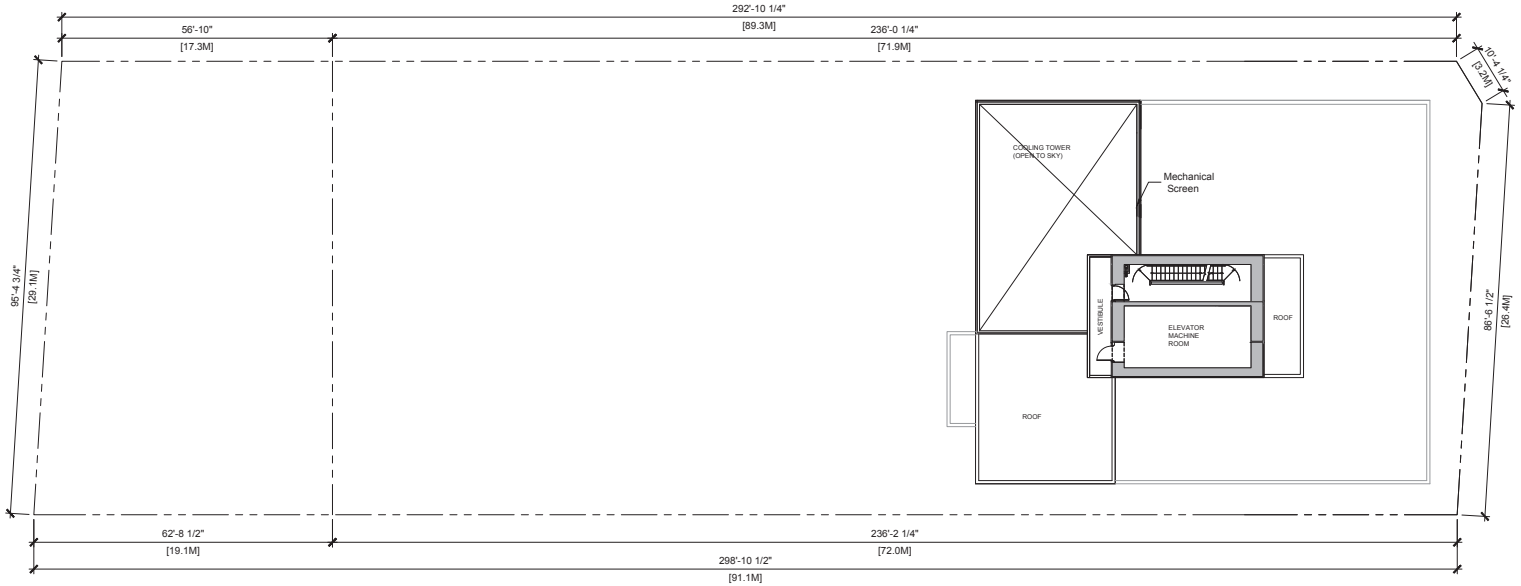
0 16' 32' 64'



Roof Mech L1 Floor Plan

1"=12'-0"

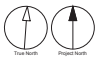
0 16' 32' 64'

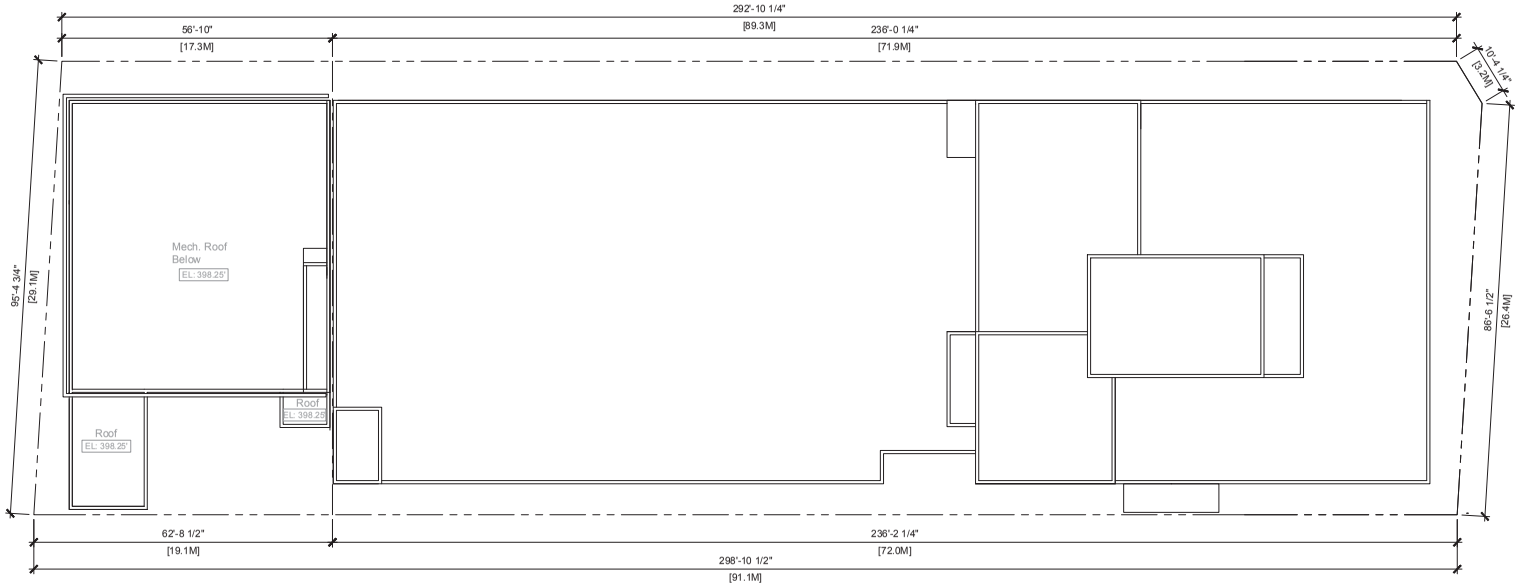


Roof Mech L2 Floor Plan

1"=12'-0"

0 16' 32' 64'

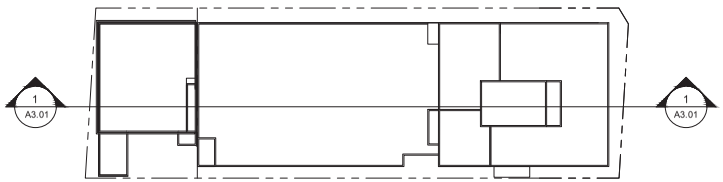




Roof Plan

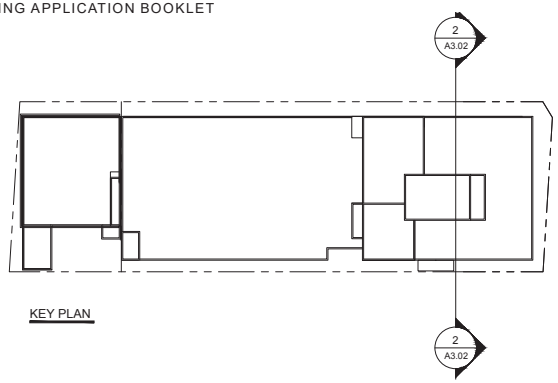
1"=12'-0"

0 16' 32' 64'


1
A3.01
1
A3.01

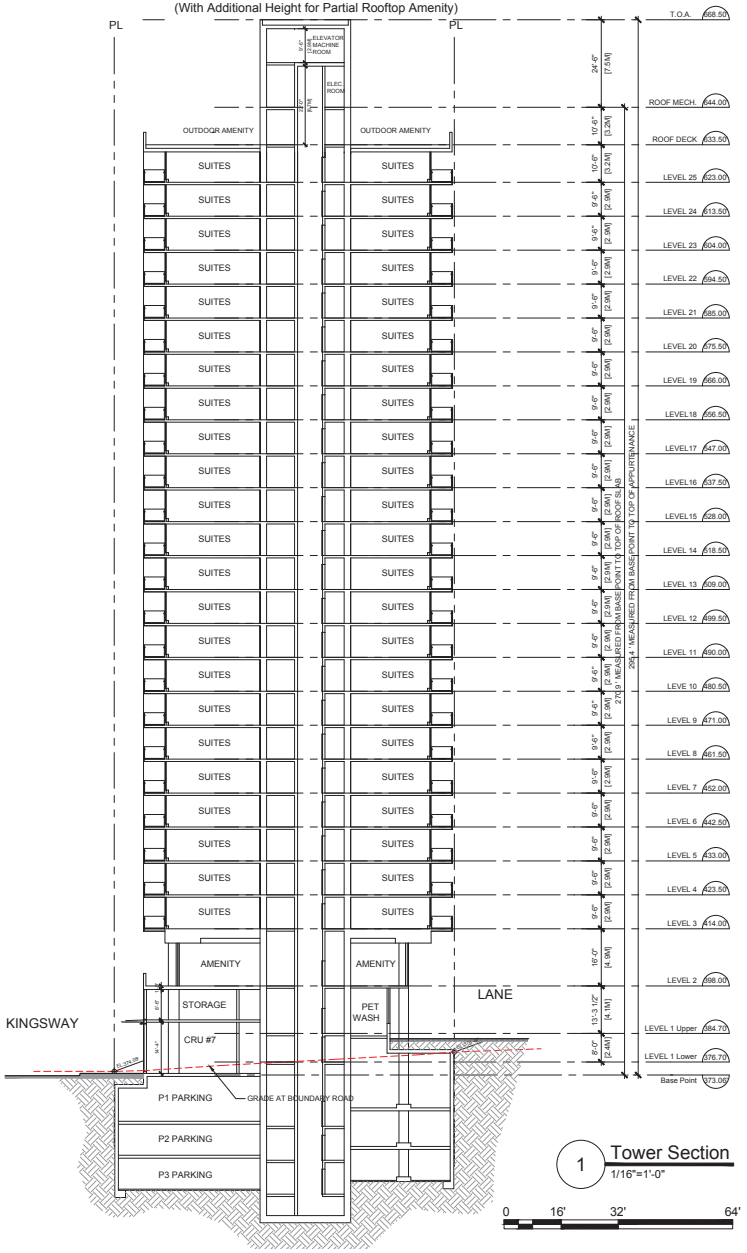
KEY PLAN

RESIDENTIAL TOWER - 25 STOREY
(With Additional Height for Partial Rooftop Amenity)
PL
PL
PL
ELEVATOR MACHINE ROOM
OUTDOOR EQUIPMENTS
AMENITY
OUTDOOR AMENITY
SUITES
T.O.A. 668.50
ROOF MECH. 644.00
ROOF DECK 633.50
LEVEL 25 623.00
LEVEL 24 613.50
LEVEL 23 604.00
LEVEL 22 594.50
LEVEL 21 585.00
LEVEL 20 575.50
LEVEL 19 566.00
LEVEL18 556.50
LEVEL17 547.00
LEVEL16 537.50
LEVEL15 528.00
LEVEL 14 518.50
LEVEL 13 509.00
LEVEL 12 499.50
LEVEL 11 490.00
LEVE 10 480.50
LEVEL 9 471.00
LEVEL 8 461.50
LEVEL 7 452.00
LEVEL 6 442.50
LEVEL 5 433.00
LEVEL 4 423.50
LEVEL 3 414.00
LEVEL 2 398.00
LEVEL 1 Upper 384.70
LEVEL 1 Lower 376.70
Base Point 373.00
24'-0" [7.18M]
10'-9" [3.24M]
10'-0" [3.24M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
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9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
9'-6" [2.89M]
16'-0" [4.9M]
13'-3 1/2" [4.1M]
8'-0" [2.44M]
279'-4" MEASURED FROM BASE POINT TO TOP OF APPURTENANCE
259'-4" MEASURED FROM BASE POINT TO TOP OF ROOF SLAB
C-2 Zone 3.2.2.2(i) Permitted Max. Building Height (13.8m)
CO BLDG T.O.A 413.00
CO BLDG ROOF 398.20
CO BLDG LEVEL 2 392.50
CO BLDG LEVEL 1 397.00
Base Point 370.20
14'-9" [4.58M]
15'-0" [4.66M]
15'-6" [4.71M]
13.3M Measured From Base Point to Top of Appurtenance
8.5M Measured From Base Point to Top of Roof Slab
CO MECH ROOF
CO LEVEL 1 UPPER
CO LEVEL 1 LOWER
GRADE AT LANE
ORMIDALE STREET
OUTDOOR AMENITY
RESIDENTIAL BIKE ROOM
BIKE ROOM
LOADING DOCK
STORAGE
COMMERCIAL BIKE ROOM
STAGING
ELEVATOR SHAFT
AMENITY
SUITES
RESIDENTIAL LOBBY
BOUNDARY ROAD
P1 PARKING
P2 PARKING
P3 PARKING
1
Overall Site Section
1/16"=1'-0"
0
16'
32'
64'



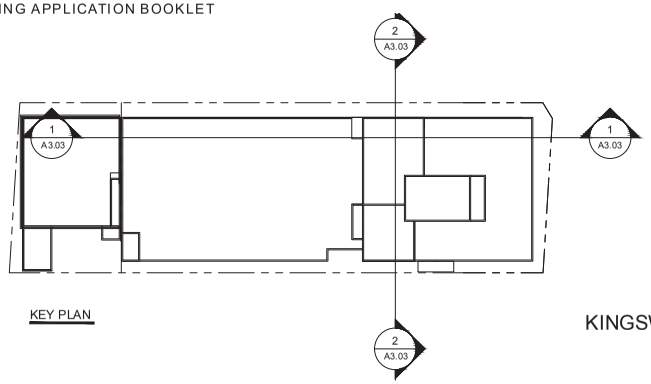
KEY PLAN

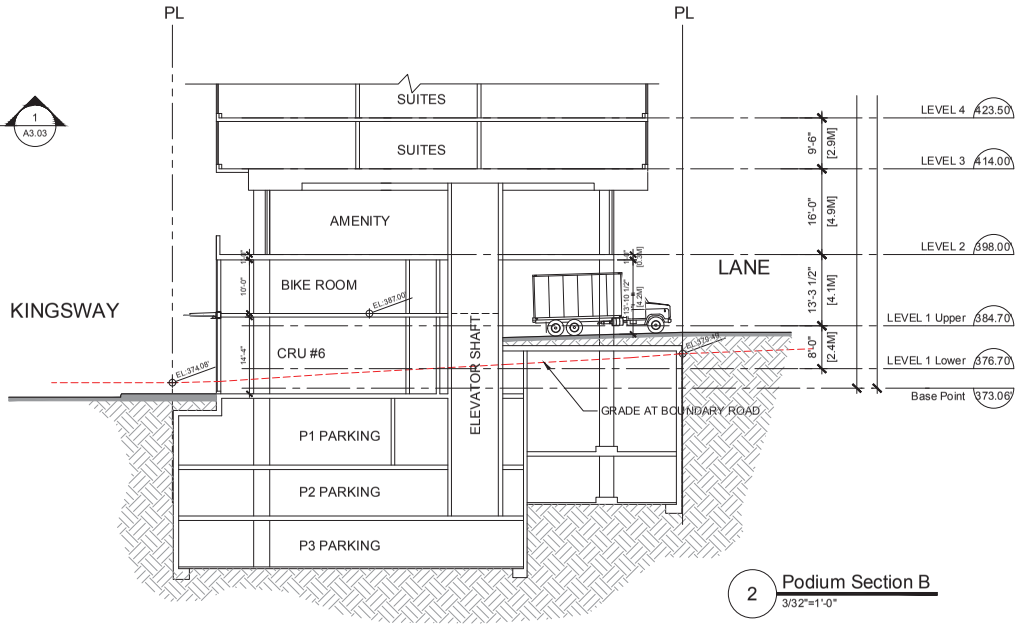
RESIDENTIAL TOWER - 25 STOREY
(With Additional Height for Partial Rooftop Amenity)



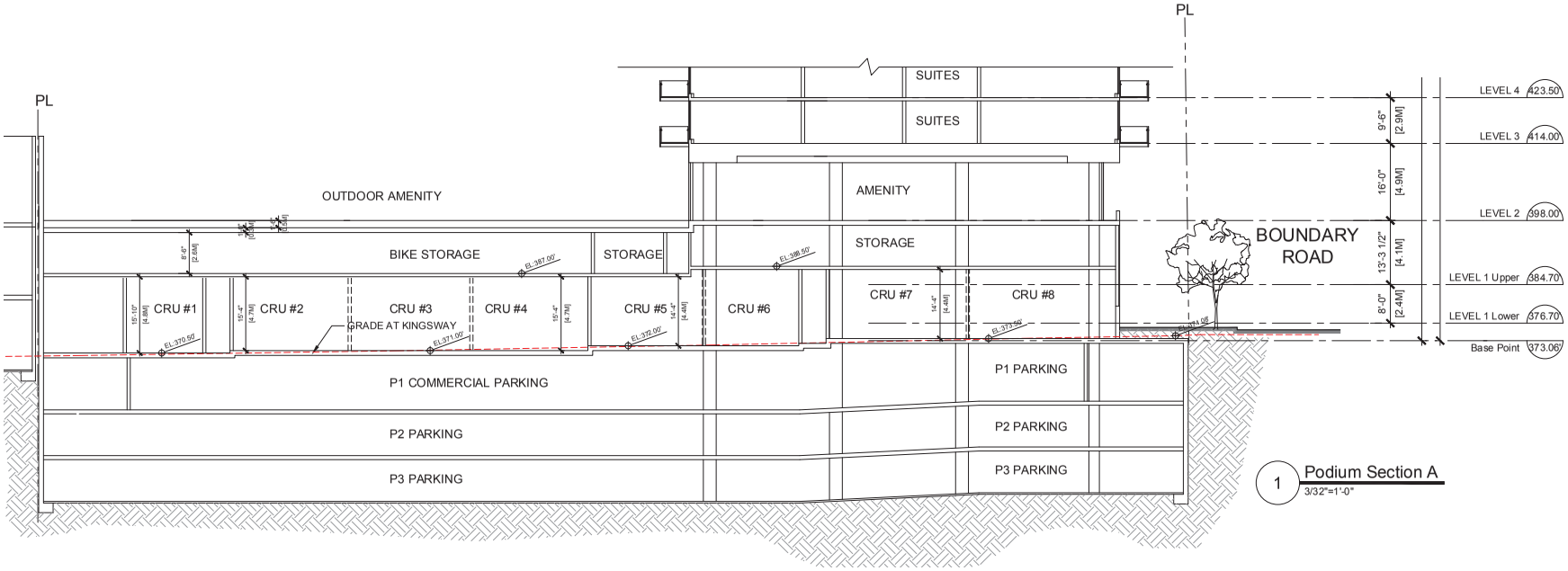
1 Tower Section
1/16"=1'-0"

0 16' 32' 64'

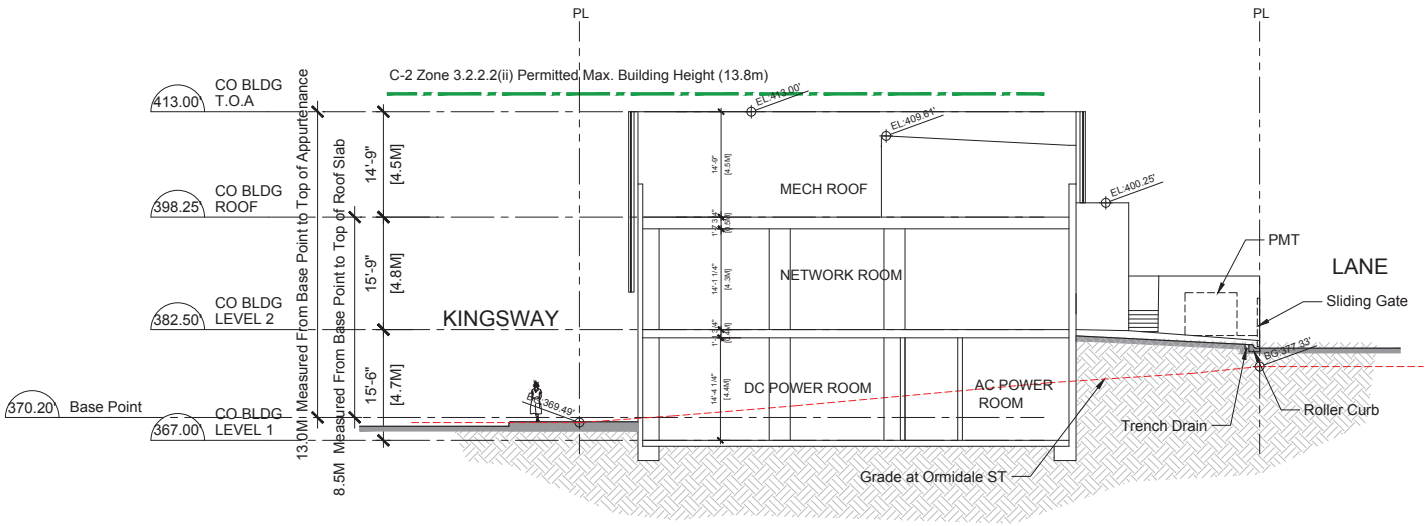




2 Podium Section B
3/32"=1'-0"



1 Podium Section A
3/32"=1'-0"



1 CO Building Section
1/8"=1'-0"

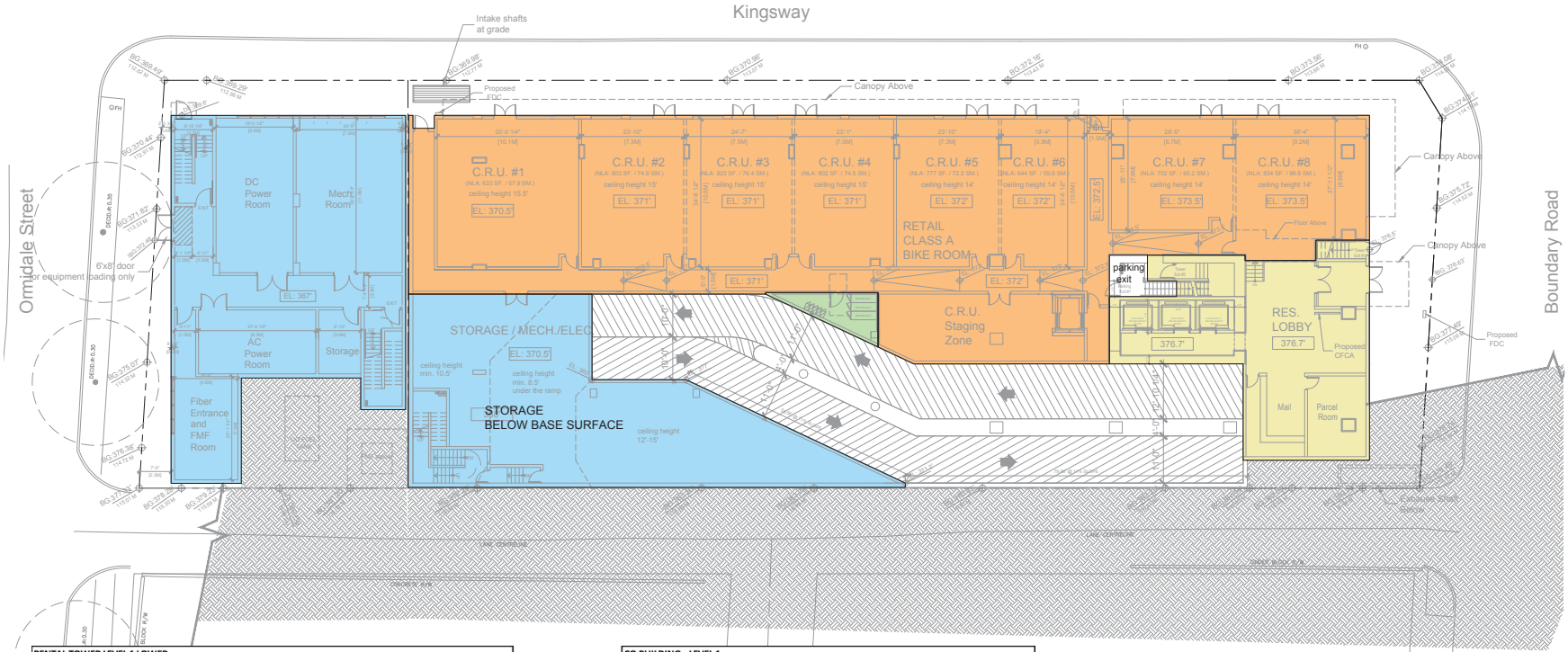
25-Storey Rental Tower

Uses	Level (s)	Gross Floor Area			Exclusions						FSR Area	OPENING BALCONY
		Commercial	Residential	Total	Amenity	In-suite Storage	Open to below	Bike Parking	Wall Exclusions	Total		
Mech L2		-	956	**956**	-	-	-	-	-	-	**956**	-
Mech L1		-	2,055	**2,055**	-	-	187	-	-	187	**1,868**	-
Roof Deck		-	3,555	**3,555**	3,555	-	-	-	-	3,555	-	-
Tower Typical Floor	**25**	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	24	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	23	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	22	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	21	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	20	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	19	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	18	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	17	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	16	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	15	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	14	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	13	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	12	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	11	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	10	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	9	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	8	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	7	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	6	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	5	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	4	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
	3	-	7,232	**7,232**	-	280	-	-	36	316	**6,916**	645
Amenity / Suites	**2**	-	4,924	**4,924**	2,405	80	59	-	15	2,559	**2,365**	-
Bike Storage	**Level 1 Upper**	319	13,733	**14,052**	-	2,800	-	8,507	-	11,307	**2,745**	-
Retail / Res. Lobby	**Level 1 lower**	9,791	2,117	**11,908**	-	-	-	171	-	171	**11,737**	-
Total		**10,110**	**193,676**	**203,786**	**5,960**	**9,320**	**246**	**8,678**	**847**	**25,051**	**178,735**	14,835

Balcony / FSR= 8.30%

Hemlock CO Building

Level (s)	Gross Floor Area		Exclusions	FSR Area
	Utility Use	Total	Utility Use Below Grade	
Roof	152	**152**	-	152
Level 2	3,838	**3,838**	-	3,838
Level 1	3,838	**3,838**	3,838	-
Total	**7,828**	**7,828**	**3,838**	**3,990**



RENTAL TOWER LEVEL 1 LOWER

TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
RESIDENTIAL	2,117	-	
RETAIL	9,791	-	
AMENITY	-	-	
BIKE PARKING	-	171	
STORAGE BELOW GRADE	3,156	3,156	
TOTAL	**15,064**	**3,327**	**11,737**

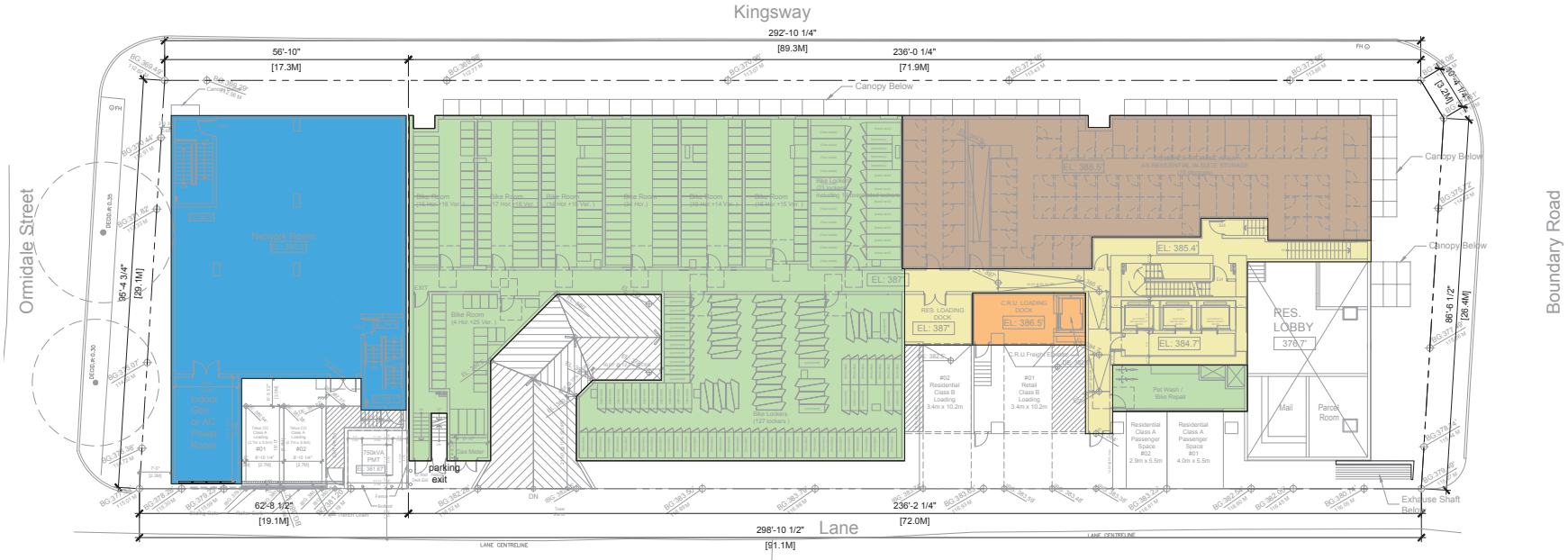
CO BUILDING - LEVEL 1

TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
UTILITY ABOVE GRADE	-	-	
UTILITY BELOW GRADE	3,838	3,838	
TOTAL	3,838	3,838	-

FAR Overlay - Level 1 Lower Floor Plan

1"=12'-0"

0 16' 32' 64'



RENTAL TOWER LEVEL 1 UPPER				
	TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	RESIDENTIAL	13,733	-	
	RETAIL	319	-	
	AMENITY		-	
	STORAGE*		2,800	
	BIKE PARKING		8,507	
	TOTAL	14,052	11,307	2,745

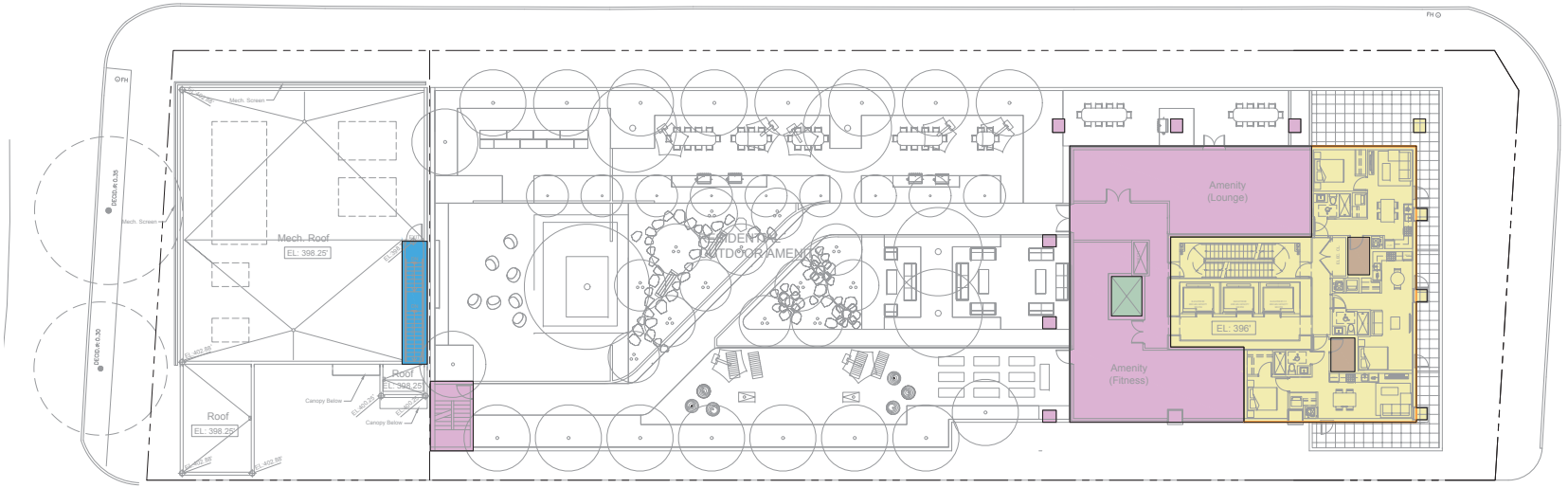
* Combined storage area for 70 units

CO BUILDING - LEVEL 2				
	TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	UTILITY ABOVE GRADE	3,838	-	
	UTILITY BELOW GRADE	-	-	
	TOTAL	3,838	-	3,838.00

FAR Overlay - Level 1 Upper Floor Plan

1"=12'-0"

0 16' 32' 64'



RENTAL TOWER LEVEL 2				
	TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	RESIDENTIAL	4,924	-	
	AMENITY		2,405	
	STORAGE		80	
	OPENING		59	
	WALL EXCLUSION		15	
	TOTAL	4,924	2,559	2,365

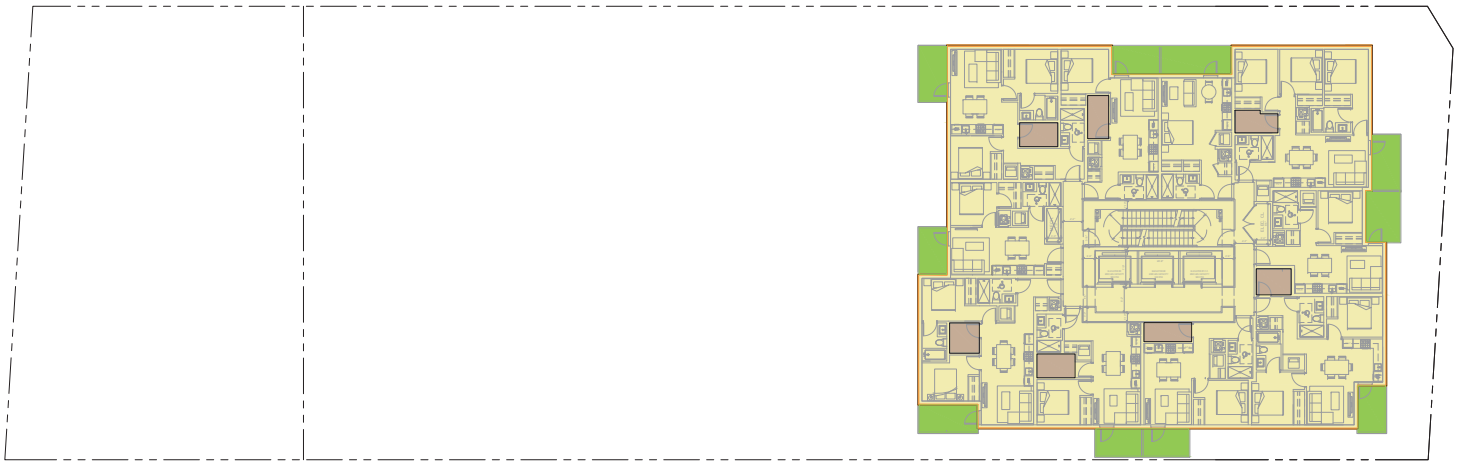
CO BUILDING -MECH ROOF				
TYPE		GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	UTILITY ABOVE GRADE	152	152	
	TOTAL	152	152	-

FAR Overlay - Level 2 Floor Plan

1"=12'-0"

0 16' 32' 64'

True North Project North

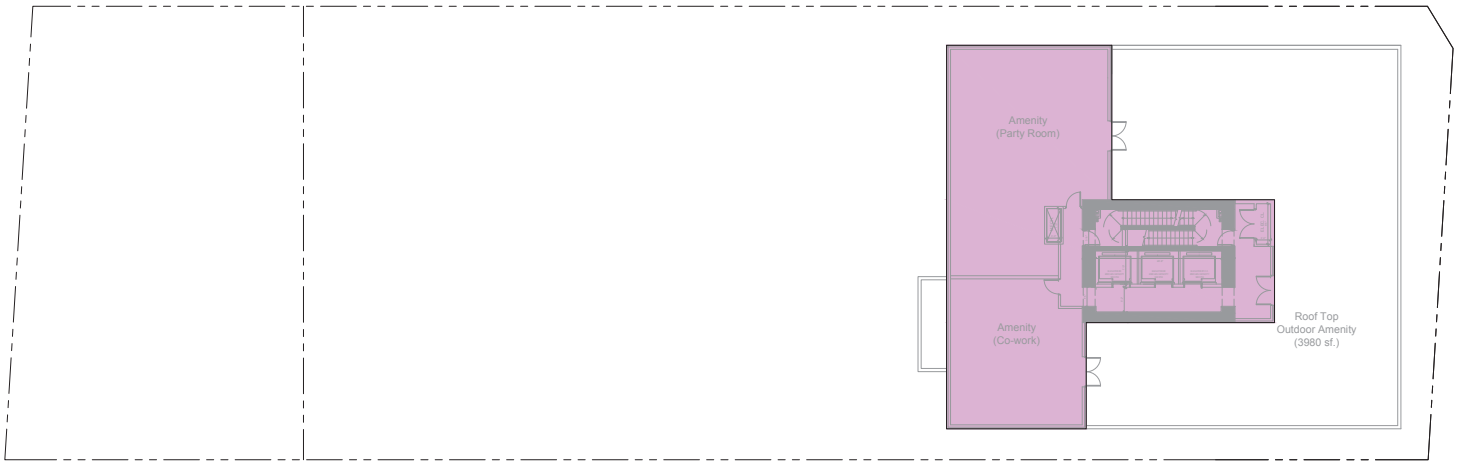


RENTAL TOWER LEVEL 3-25 (per floor)					
	TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)	OPEN BALCONY (SQ.FT.)
	RESIDENTIAL	7,232	-		
	AMENITY	-	-		
	STORAGE	-	280		
	WALL EXCLUSION	-	46		
	TOTAL	7,232	326	6,906	645

FAR Overlay - Level 3-25 Typical Floor Plan

1"=12'-0"

0 16' 32' 64'

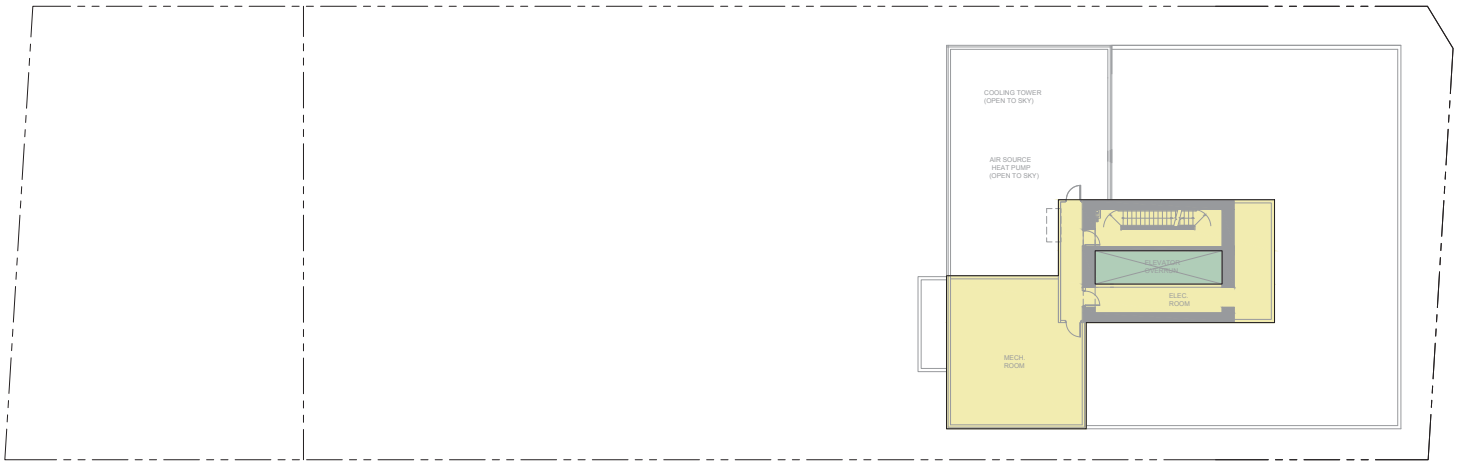


RENTAL ROOF TOP					
TYPE		GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)	OPEN BALCONY (SQ.FT.)
	RESIDENTIAL	3,555	-		
	AMENITY	-	3,555		
TOTAL		3,555	3,555	-	-

FAR Overlay - Roof Top Floor Plan

1"=12'-0"

0 16' 32' 64'

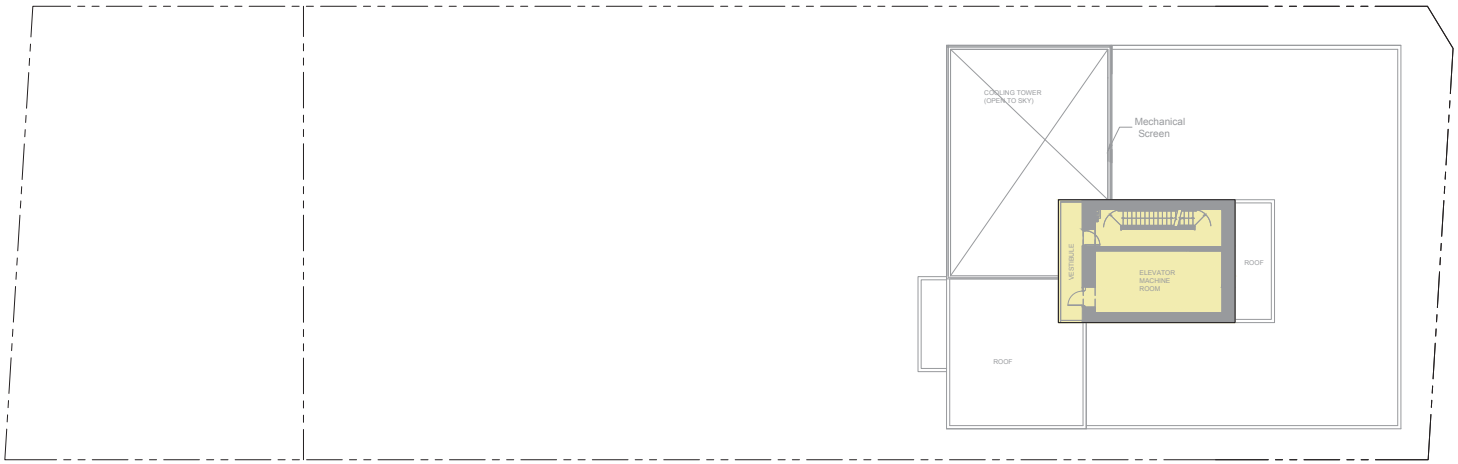


RENTAL TOWER LEVEL MECH L1				
	TYPE	GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	RESIDENTIAL	2,055	-	
	OPENING	-	187	
	TOTAL	2,055	187	1,868

FAR Overlay - Roof Mech. L1 Floor Plan

1"=12'-0"

0 16' 32' 64'



RENTAL TOWER LEVEL MECH L2				
TYPE		GROSS AREA (SQ. FT.)	EXCLUSION	FSR AREA (SQ. FT.) (Gross Area-Exclusions)
	RESIDENTIAL	956	-	
	OPENING	-	-	
TOTAL		956	-	956

FAR Overlay - Roof Mech. L2 Floor Plan

1"=12'-0"

0 16' 32' 64'



NORTH ELEVATION

MATERIAL LEGEND

W1	Curtain Wall (SSG), & Glass (Clear Blue)
W2	Aluminum Window Wall (Dark Gray), & Glass (Light Gray)
S1	Spandrel Glass (Dark Gray)
A1	Aluminum Panel (Dark Gray)
A2	Aluminum Panel (Copper-toned)
C1	Architectural Concrete (light Gray)
AL1	Aluminum Louvred Loading Gate (Copper Toned)
AL2	Acoustic Aluminum Facade Louvre (Copper-toned)
AC1	Aluminum Entrance Canopy (Dark Gray) & Glass (Clear Blue)
AC2	Aluminum Entrance Canopy (Copper-toned) & Glass (Clear Blue)
B1	Dark-toned Brickwork
R1	Aluminum Railing (Dark Gray) with Clear Glass



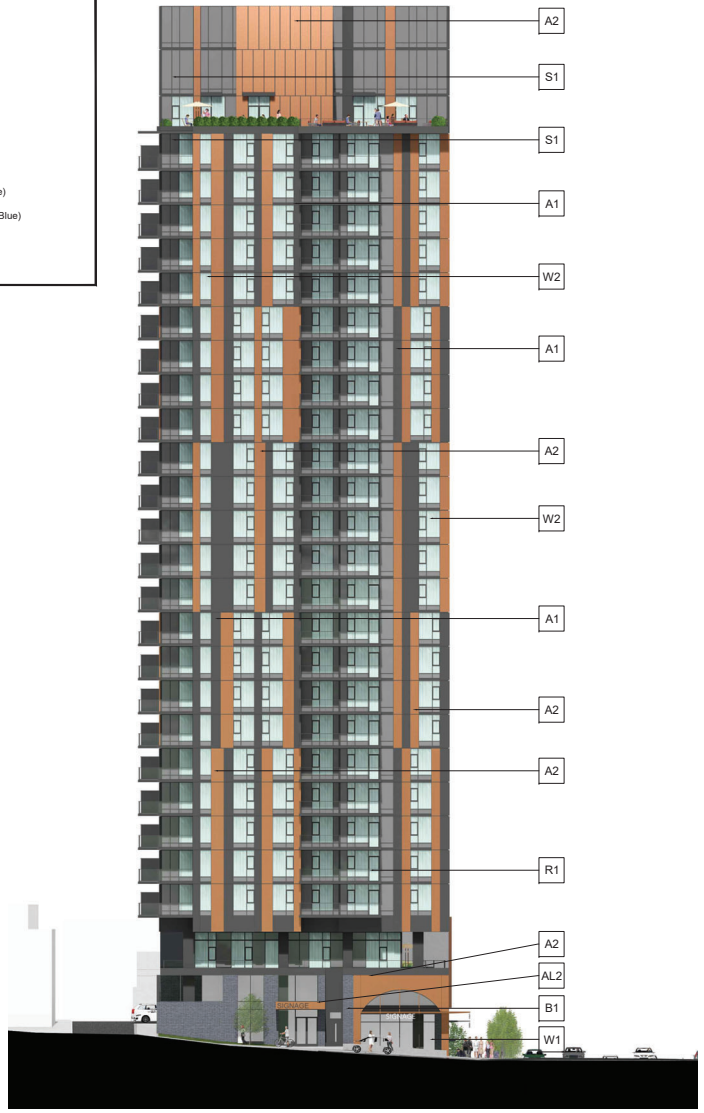
SOUTH ELEVATION

MATERIAL LEGEND

W1	Curtain Wall (SSG), & Glass (Clear Blue)
W2	Aluminum Window Wall (Dark Gray), & Glass (Light Gray)
S1	Spandrel Glass (Dark Gray)
A1	Aluminum Panel (Dark Gray)
A2	Aluminum Panel (Copper-toned)
C1	Architectural Concrete (light Gray)
AL1	Aluminum Louvred Loading Gate (Copper Toned)
AL2	Acoustic Aluminum Facade Louvre (Copper-toned)
AC1	Aluminum Entrance Canopy (Dark Gray) & Glass (Clear Blue)
AC2	Aluminum Entrance Canopy (Copper-toned) & Glass (Clear Blue)
B1	Dark-toned Brickwork
R1	Aluminum Railing (Dark Gray) with Clear Glass



WEST ELEVATION



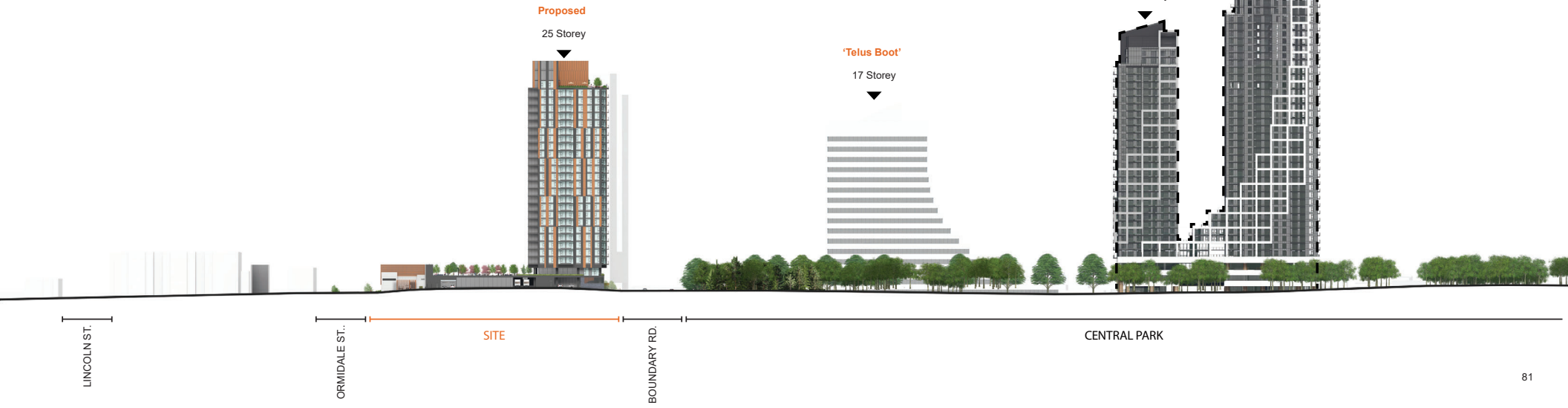
EAST ELEVATION

STREETSCAPE ELEVATIONS

Streetscape Elevation Looking South along Kingsway



Streetscape Elevation Looking North along Kingsway



STREETSCAPE ELEVATIONS

Streetscape Elevation Looking West along Boundary Rd.



Section 9

Architectural Renderings



Architectural Render Looking South from Kingsway



Architectural Render Looking South-West from the Intersection of Boundary Rd. & Kingsway



Architectural Render Looking South from Kingsway



Architectural Render Looking South-West from the Intersection of Boundary Rd. & Kingsway



Architectural Render Looking North-West from Boundary Rd.



Architectural Render Looking North-West from Boundary Rd.



Architectural Render Looking South-East Along Kingsway



Architectural Render Looking South from Kingsway



Architectural Render of Telus CO Looking South from Kingsway



Architectural Render of Telus CO Looking South-East from Kingsway



Architectural Render Looking North-West from Swangard Stadium

Section 10

Landscape Drawings

(Not to Scale)

3696 KINGSWAY

ISSUED FOR REZONING

NOVEMBER 28, 2025

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FENDI XUE, PROJECT MANAGER
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FENDI.XUE@ARCADIS.COM

LANDSCAPE DRAWING INDEX

SHEET NO.	SHEET NAME
L0.0	COVER SHEET
L0.1	INSPIRATION AND PRINCIPLES
L0.2	CONTEXT AND DIAGRAMS
L1.0	GROUND LEVEL PROGRAM AND PRECEDENTS
L1.1	GROUND LEVEL PLAN
L1.2	LEVEL 2 PROGRAM AND PRECEDENTS
L1.3	LEVEL 2 PLAN
L1.4	TOWER ROOF PROGRAM AND PRECEDENTS
L1.5	TOWER ROOF PLAN
L2.0	SOFTSCAPE PALETTE
L2.1	HARDSCAPE AND FURNISHING PALETTE
L3.0	SECTIONS



VISION

ROOTED IN ITS PROXIMITY TO CENTRAL PARK, THE LANDSCAPE DESIGN SUPPORTS A CONTEMPORARY URBAN SANCTUARY THAT RISES ABOVE KINGSWAY, OFFERING A LUSH, ELEVATED LIFESTYLE. NATURE IS WOVEN INTO THE DEVELOPMENT TO CREATE IMMERSIVE SPACES FOR SOCIALIZING, DINING, MOVEMENT, AND RELAXATION. THESE ROOFTOP LANDSCAPES COMPLEMENT THE PARK, EXTENDING ITS SPIRIT INTO A VIBRANT, EVERYDAY EXPERIENCE ROOTED IN URBAN ECOLOGY AND COMMUNITY.



PLACEMAKING

LUSH LANDSCAPE INSPIRED BY ADJACENT CENTRAL PARK

IMMERSIVE GREENERY CREATES A STRONG SENSE OF PLACE AND CONNECTION



COMMUNITY

ENCOURAGE EVERYDAY CONNECTION AND SHARED EXPERIENCE

FOSTER SOCIAL INTERACTION, RELAXATION AND CELEBRATION



URBAN NATURE

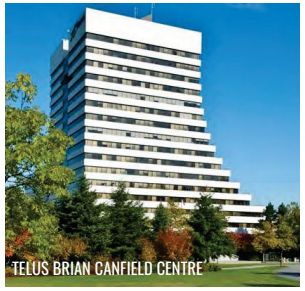
CELEBRATE LOCAL ECOLOGY IN AN ELEVATED URBAN SETTING

NATIVE AND DIVERSE PLANTING TO CREATE CONNECTIONS BETWEEN PEOPLE AND NATURE

CONTEXT





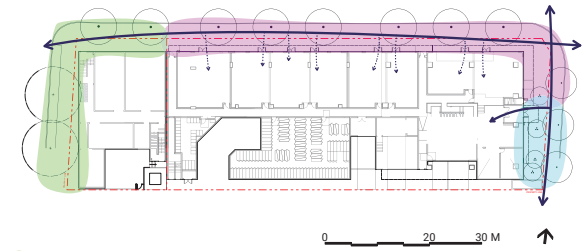




KEY BUILDINGS/DESTINATIONS

1. TELUS BRIAN CANFIELD CENTRE
2. SWANGARD STADIUM
3. VARIETY PARK PLAYGROUND
4. BASEBALL FIELD (FUTURE DESTINATION PARK)
5. GEORGE MCLEAN PARK
6. ABERDEEN PARK
7. GASTON PARK
8. MACCORKINDALE ELEMENTARY SCHOOL
9. SKYTRAIN STATION

GROUND LEVEL



- LANDSCAPE BUFFER
- RETAIL FRONTAGE
- RESIDENTIAL ENTRY



VIBRANT STREETSCAPE


RESIDENTIAL ENTRY



PUBLIC REALM

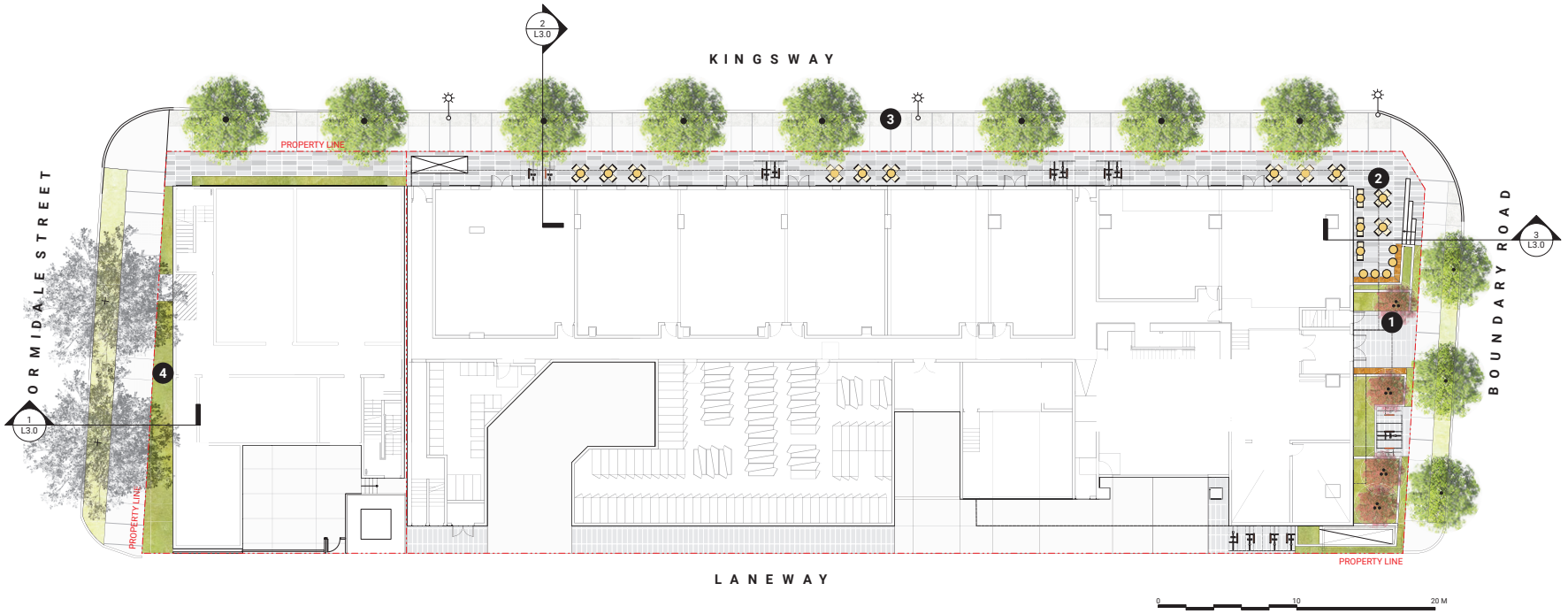

COMMERCIAL ACTIVITY

MATERIALS LEGEND

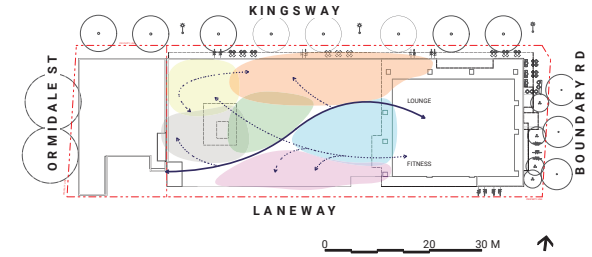
KEY	DESCRIPTION
	CITY STANDARD SIDEWALK
	RETAIL FRONTAGE UNIT PAVING
	RESIDENTIAL FRONTAGE UNIT PAVING
	CONCRETE STEPS
	SOD LAWN BOULEVARD
	PLANTING AREA
	WOOD-TOP BENCH SEATING
	BIKE RACK QTY: 15 (30 SPACES)
	PROPOSED TREE

PROGRAM

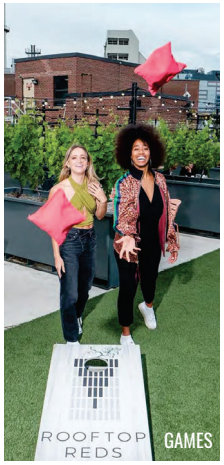
1. RESIDENTIAL FRONTAGE
2. CORNER COMMERCIAL PATIO
3. RETAIL FRONTAGE & COMMERCIAL STREETSCAPE
4. LANDSCAPE BUFFER



LEVEL 2 PODIUM AMENITY

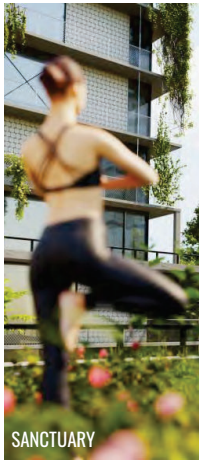


- GARDEN
- FLEX AREA, FITNESS, AND GAMES
- SOCIAL LOUNGE
- OUTDOOR DINING
- URBAN AGRICULTURE / EDIBLE GARDENS
- ENTERTAINMENT LOUNGE















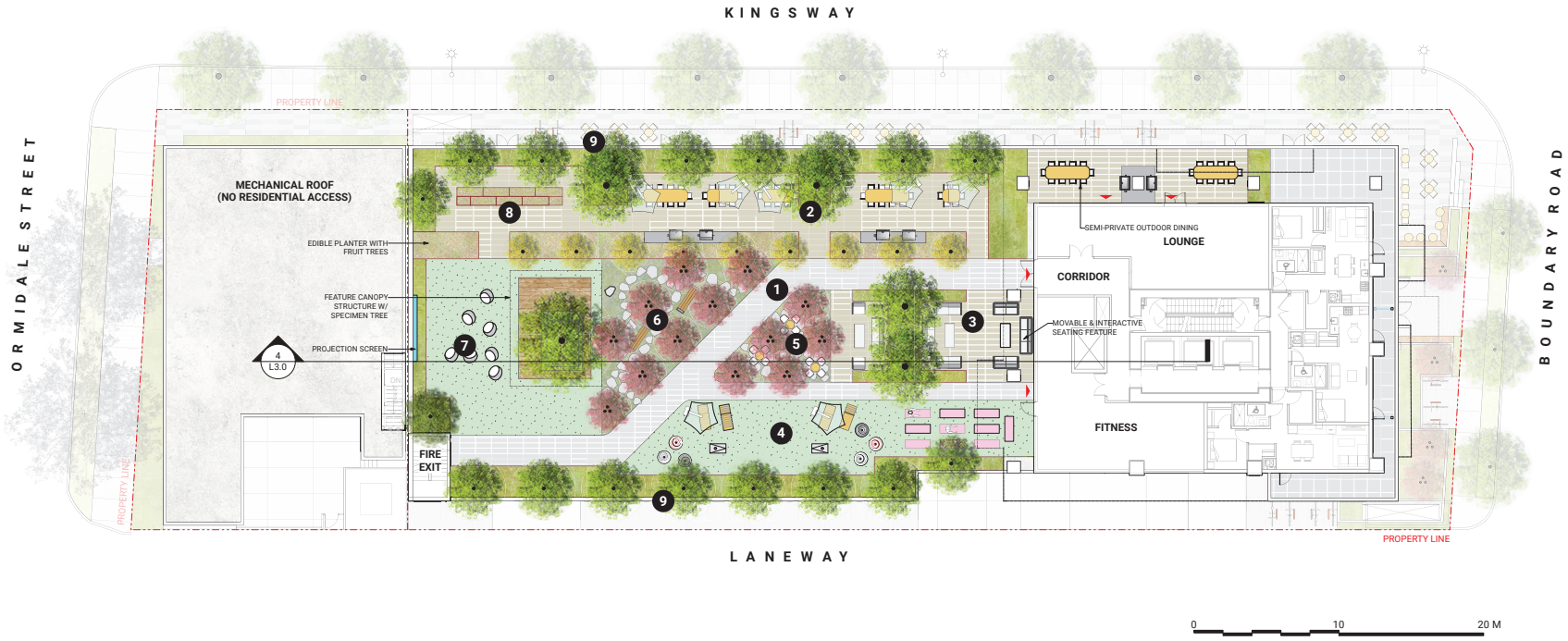
MATERIALS LEGEND

KEY	DESCRIPTION
	LOUNGE CONCRETE SLAB
	COMMON AREA CONCRETE SLAB
	PRIVATE PATIO PAVING
	ARTIFICIAL TURF
	ZEN GARDEN PLANTING
	URBAN AGRICULTURE / EDIBLE PLANTING
	RAISED PLANTER
	PROPOSED TREE
	OUTDOOR BBQ AND COUNTER
	OUTDOOR DINING TABLE AND CHAIRS
	ALL WEATHER COUCH & COCKTAIL TABLE

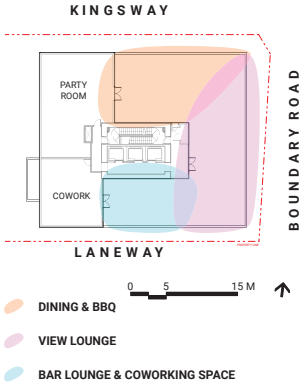
KEY	DESCRIPTION
	SUN LOUNGERS
	ALL WEATHER MOVABLE LOUNGE SEATS
	FEATURE MOVABLE CHAIRS
	OUTDOOR LAWN GAMES
	SHADE UMBRELLA

PROGRAM LEGEND

1. MAIN CORRIDOR
2. OUTDOOR DINING & BBQ
3. SOCIAL LOUNGE
4. FLEX AREA (SEATING, FITNESS & LAWN GAMES)
5. SANCTUARY LOUNGE
6. ZEN GARDEN
7. ENTERTAINMENT DECK
8. EDIBLE GARDEN
9. LANDSCAPE BUFFER / SCREENING



TOWER ROOF AMENITY











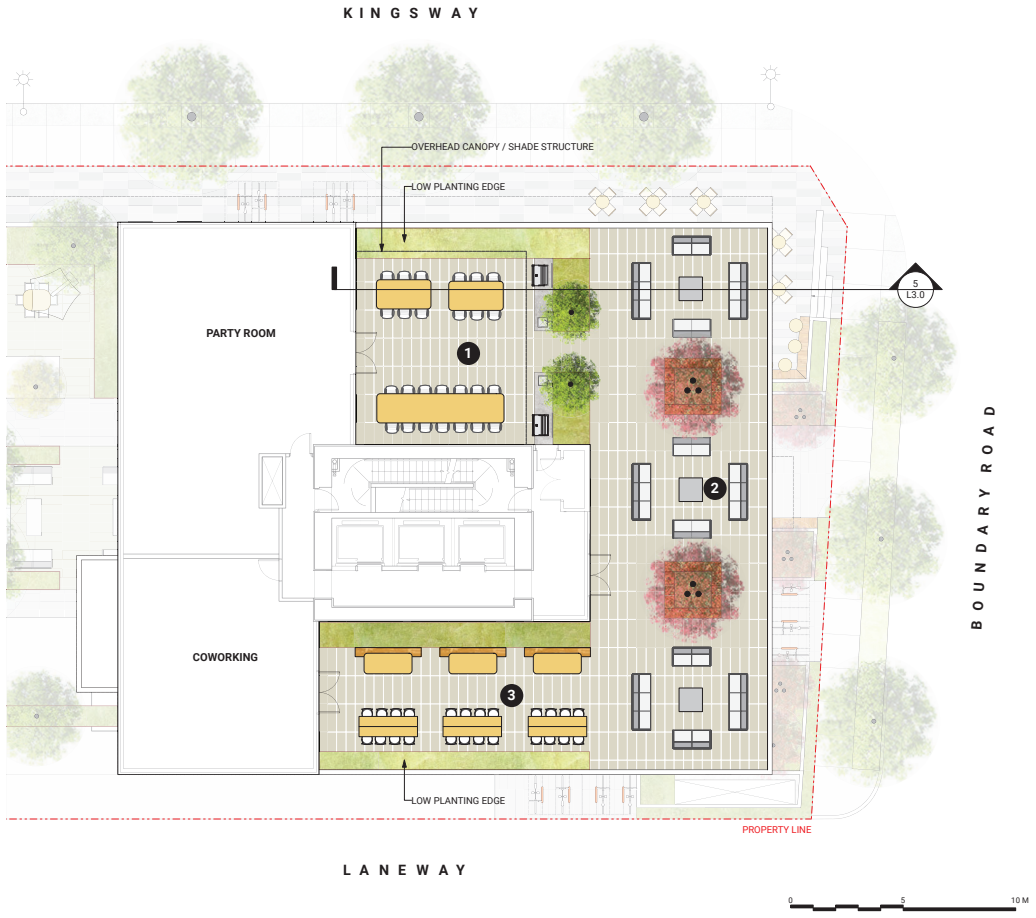


MATERIALS LEGEND

KEY	DESCRIPTION
	LOUNGE CONCRETE SLAB
	PLANTING AREA
	LOW PLANTING AREA
	OUTDOOR DINING TABLE AND CHAIRS
	OUTDOOR BAR TABLE AND STOOLS
	ALL WEATHER COUCH & COCKTAIL TABLE
	OUTDOOR BBQ AND COUNTER
	INTEGRATED WOOD-TOP SEATING
	PROPOSED TREE

PROGRAM LEGEND

1. NORTH SHORE VIEW DINING LOUNGE
2. METROTOWN SKYLINE LOUNGE
3. BAR LOUNGE & SHARED COWORKING SPACE



PRELIMINARY PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE	SPACING
STREETSCAPE PLANTING			
TREES			
TO CITY OF VANCOUVER STANDARD			
SHRUBS			
GAULTHERIA SHALLON	SALAL	#1 POT	600MM O.C.
LONICERA NITIDA	BOX HONEYSUCKLE	#3 POT	750MM O.C.
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	#2 POT	900MM O.C.
GROUNDCOVERS			
ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	#1 POT	300MM O.C.
MAHONIA REPENS	CREEPING OREGON GRAPE	#1 POT	450MM O.C.
MAHONIA NERVOSA	CASCADE OREGON GRAPE	#1 POT	450MM O.C.
FERNS			
BLECHNUM SPICANT	DEER FERN	#1 POT	450MM O.C.
POLYSTICHUM MUNITUM	SWORD FERN	#2 POT	900MM O.C.
GRASSES			
ELYMUS MAGELLANICUS	BLUE WHEAT GRASS	#2 POT	600MM O.C.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#2 POT	600MM O.C.
ROOF DECK PLANTING			
TREES			
ACER CIRCINATUM	VINE MAPLE	3-4M HT.	AS SHOWN
ACER PALMATUM 'OSAKAZUKI'	OSAKAZUKI JAPANESE MAPLE	3-4M HT.	AS SHOWN
CERCIS CANADENSIS	EASTERN REDBUD	5 CM. CAL.	AS SHOWN
PINUS CONTORTA SPP. CONTORTA	SHORE PINE	3-4M HT.	AS SHOWN
SHRUBS			
GAUTHERIA SHALLON	SALAL	#1 POT	600MM O.C.
HEBE 'EMERALD GREEN'	EMERALD GREEN HEBE	#3 POT	900MM O.C.
LONICERA NITIDA	BOX HONEYSUCKLE	#3 POT	900MM O.C.
SARCOCOCCA HOOKERIANA VAR. HUMILIS	SWEETBOX	#2 POT	900MM O.C.
GROUNDCOVERS			
ASARUM CANADENSIS	WILD GINGER	#1 POT	300MM O.C.
ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	#1 POT	300MM O.C.
MAHONIA NERVOSA	CASCADE OREGON GRAPE	#1 POT	450MM O.C.
MAHONIA REPENS	CREEPING OREGON GRAPE	#1 POT	450MM O.C.
CORNUS CANADENSIS	CREEPING DOGWOOD	#1 POT	300MM O.C.
FERNS			
ATHYRIUM FILIX-FEMINA	LADY FERN	#1 POT	450MM O.C.
BLECHNUM SPICANT	DEER FERN	#1 POT	450MM O.C.
POLYSTICHUM MUNITUM	SWORD FERN	#2 POT	900MM O.C.
ROOF DECK EDIBLE PLANTING			
TREES			
MALUS FUSCA	PACIFIC CRABAPPLE	5 CM. CAL.	AS SHOWN
PRUNUS DOMESTICA 'VICTORIA'	VICTORIA EUROPEAN PLUM	5 CM. CAL.	AS SHOWN
PLANTS			
FRAGARIA SPP	EVERBEARING STRAWBERRY	10CM POT	300MM O.C.
LAVANDULA ANGUSTIFOLIO 'HIDCOTE'	HIDCOTE LAVENDER	#1 POT	450MM O.C.
ROSMARINUS OFFICINALIS	ROSEMARY	#1 POT	300MM O.C.
RUBUS IDAEUS	EVERBEARING RASPBERRY	#1 POT	450MM O.C.
SALVIA OFFICINALIS	COMMON SAGE	#1 POT	300MM O.C.
THYMUS VULGARIS	COMMON THYME	#1 POT	300MM O.C.
VACCINIUM ANGUSTFOLIUM	LOWBUSH BLUEBERRY	#2 POT	600MM O.C.












HARDSCAPE LEGEND

1. EXPOSED AGGREGATE CONCRETE PAVING
2. SAWCUT CONCRETE PAVING
3. FEATURE PAVING AT GRADE
4. SLAB PAVER ON ROOF (12X12)
5. SLAB PAVER ON ROOF (12X24)

















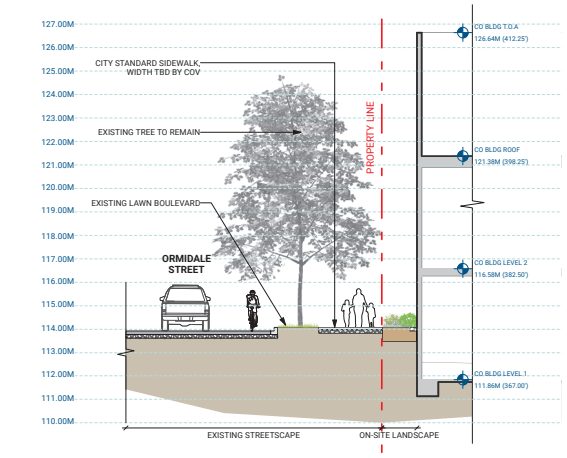




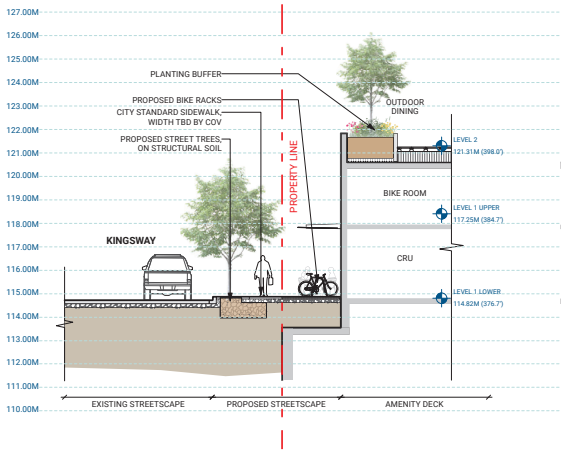


FURNITURE LEGEND

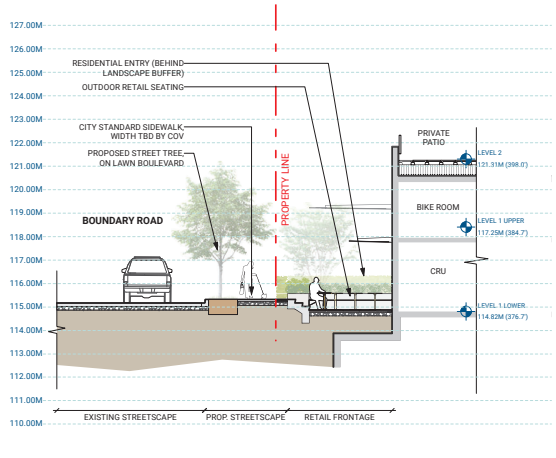
6. COVERED CANOPY
7. BIKE RACK
8. BAR TABLE AND CHAIRS
9. TABLE AND CHAIRS
10. BENCH
11. DINING TABLE



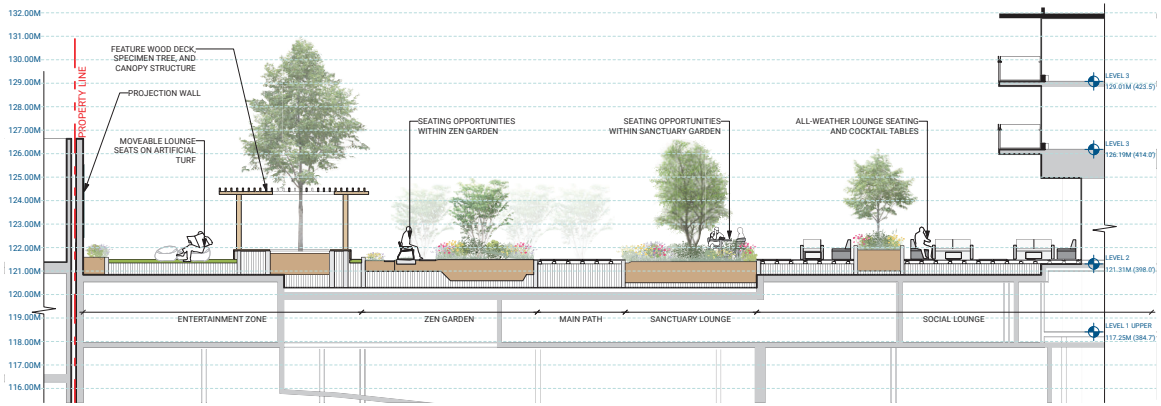
1 **ORMIDALE STREET LOOKNG NORTH**
Scale: 1:100



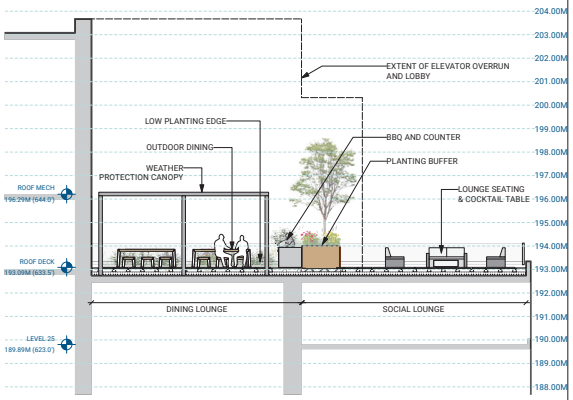
2 **KINGSWAY LOOKNG EAST**
Scale: 1:100



3 **BOUNDARY ROAD LOOKNG SOUTH**
Scale: 1:100



4 **LEVEL 2 PODIUM AMENITY LOOKING NORTH**
Scale: 1:100



5 **TOWER ROOF AMENITY LOOKING NORTH**
Scale: 1:100