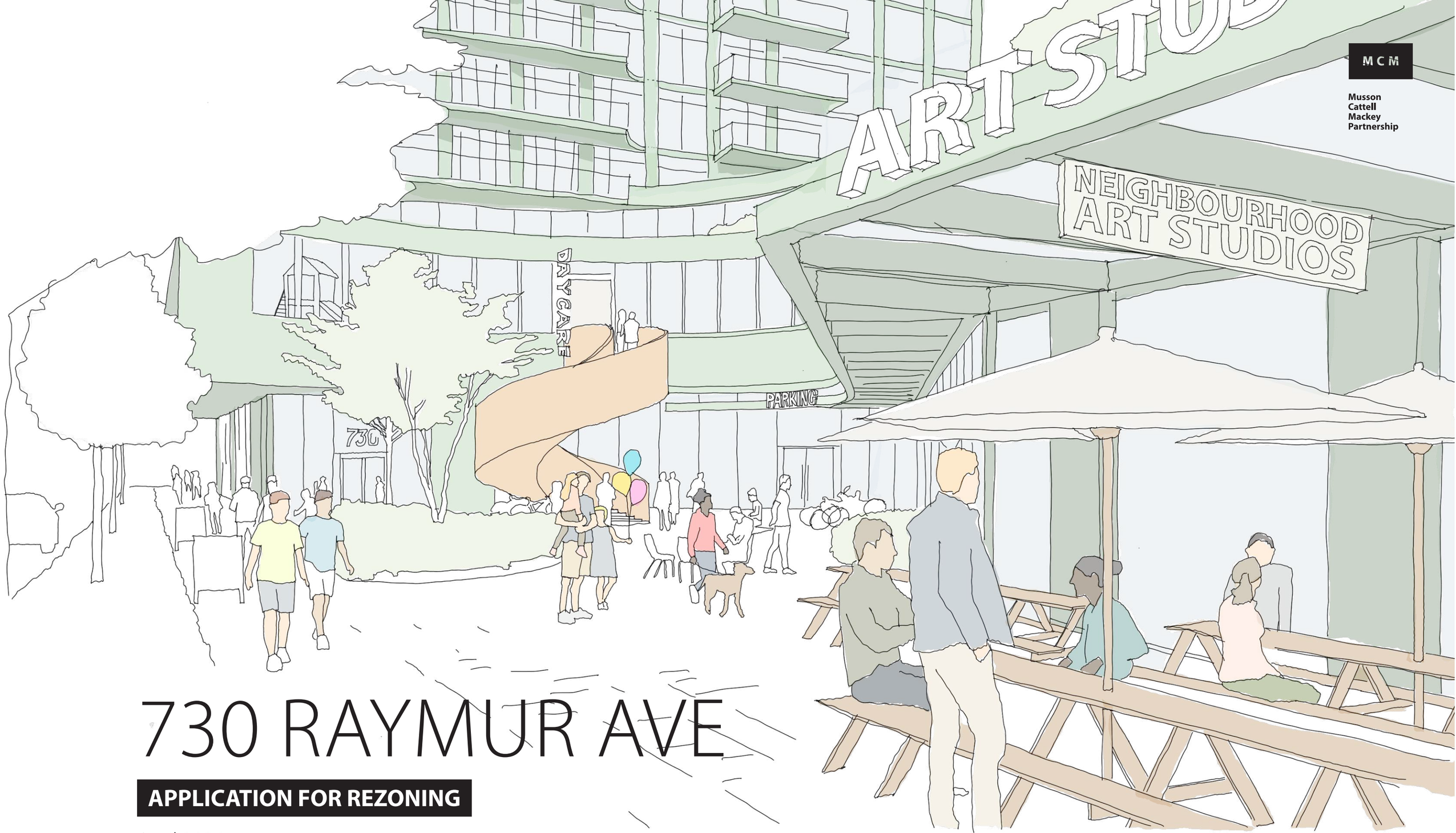


MCM

Musson
Cattell
Mackey
Partnership

730 RAYMUR AVE

APPLICATION FOR REZONING

April 2026

730 RAYMUR AVE

Project # 225036

SUBMITTED BY: MUSSON CATTELL MACKEY ARCHITECTS DESIGNERS PLANNERS

We respectfully acknowledge that this development is situated on the unceded traditional territories of the xʷməθkʷəy̓ əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. This place is the unceded and ancestral territory of the hən̓ q̓ əmiń əm̓ and Sḵwx̱wú7mesh speaking peoples, the xʷməθkʷəy̓ əm, Sḵwx̱wú7mesh, and səlilwətaɬ Nations, and has been stewarded by them since time immemorial.

PROJECT TEAM

Architect

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1066 West Hastings Street, Suite 1900
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Founded in 1965, MCM Partnership is one of British Columbia's most established architecture practices with an extensive portfolio ranging from mixed-use transit oriented, multi-family residential, and mixed use office projects. MCM is proud of its role in shaping the built form of the City of Vancouver and continues to be an active participant in this space. MCM values the strong relationship with City of Vancouver Staff, building on many successful projects in the past. We value the collaborative approach to projects between ourselves and City Staff and look forward to continuing this relationship.

Landscape Architect

PFS Studio
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604-736-5168

PFS Studio is a leading Canadian landscape architecture, urban design, and planning firm with studios in Vancouver and Toronto, known for shaping public spaces that connect people, culture, and ecology. Founded in 1993, the firm has built an international reputation for thoughtful, innovative design that blends natural and urban systems across scales, from waterfronts and parks to plazas and campus landscapes. Their collaborative process emphasizes sustainability, climate resilience, and community engagement, often working closely with stakeholders and Indigenous communities to ensure places that are culturally meaningful and environmentally robust.

Applicant

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REZONING INTENT

The Project Team is excited to bring forward our vision for 730 Raymur - a new mixed use, community oriented development designed to embrace the dynamic context of Strathcona through thoughtful and inclusive design.

The project brings together housing, childcare, cultural space, and neighbourhood serving retail in a single integrated development. The design features two residential rental towers over a highly active, community oriented podium fronting the Union / Adanac Bikeway, one of Vancouver's most significant active transportation corridors.

The proposal delivers a holistic mix of public benefits, including 436 secured rental homes, a childcare centre, arts and culture space, enhanced public realm, and public art opportunities. The architecture embraces a curving, dynamic form that creates a transitional landmark for the neighbourhood and strengthens east-west connections through this evolving part of Strathcona.

Key Project Statistics

- 2 Residential Towers over an active, community-oriented podium
- 436 Secured Market Rental Homes
- 10,400 sqft. Childcare Facility
- 4,900 sqft. Arts and Culture in kind Amenity Contribution
- 8,100 sqft. Neighbourhood Retail
- 14,600 sqft. Indoor / Outdoor Resident Amenity
- Prominent Onsite Public Art Opportunities
- 2 Levels of Below-Grade Parking



REZONING RATIONALE

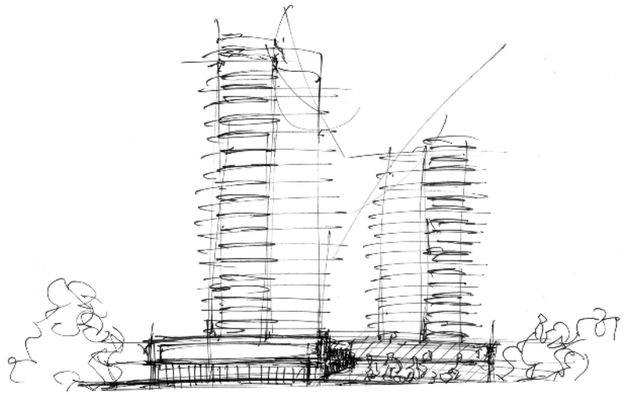
The proposed rezoning of **730 Raymur Avenue** has been informed by City of Vancouver policy and delivers clear, tangible public benefits to the Kiwassa, Strathcona and Downtown Eastside communities. The project provides a community-oriented development that advances City objectives around housing delivery, social infrastructure, cultural space, and complete neighbourhood without any residential displacement.

The proposal delivers purpose-built rental housing directly aligning with the **Vancouver Plan** and **Vancouver ODP** and the **Housing Vancouver Strategy**, both of which identify rental housing as the City's highest priority land use. The construction of the new St. Paul's Hospital and Health Campus will further strain housing demand in the local area, which a high-density residential project can help alleviate. The project also responds to **High-Density Housing for Families with Children Guidelines** by delivering a mix of 45% family rental homes in proximity to schools, parks, active transportation routes, and on-site childcare.

This project will deliver more than 100 licensed childcare spaces within a large, purpose built daycare facility. This directly addresses documented shortages in childcare supply identified in City policy and supports working families in Strathcona, the Downtown Eastside, and surrounding neighbourhoods.

The project proposes a dedicated not-for-profit arts and cultural production space, supporting the creative economy and community serving cultural uses prioritized in the Downtown Eastside Plan and the Vancouver Plan. This space provides long term, stable accommodation for local arts organizations and reinforces the area's role as a centre for cultural production, social connection, and inclusive economic activity.

Ground oriented community serving retail contributes to daily neighbourhood needs, supports walkability, and activates the street. Together with the arts & culture space and childcare, these uses establish the site as a community anchor and reinforce the City's objectives for complete, mixed use neighbourhoods where daily needs can be met locally.
Importantly, the rezoning achieves these public benefits with zero residential displacement, as the existing building is industrial in nature. This aligns with City policy direction to prioritize growth on underutilized sites while protecting existing residents and communities. The project represents an equitable approach to intensification: adding housing, services, and social infrastructure while reinforcing neighbourhood stability rather than undermining it.



730 Raymur is informed by the following City of Vancouver Policies:

- The Vancouver Plan and Vancouver ODP (2022);
- Downtown Eastside Plan (2014, amended 2024);
- High-Density Housing for Families with Children Guidelines (1992, amended 2022);
- Housing Vancouver Strategy (2017);
- Community Amenity Contributions Policy for Re-zonings (1999, last amended 2023);
- Guidelines for New Development in Proximity to Railway Operations (2013);
- Vancouver Development Cost Levy Bylaw (2008, amended 2025);
- Vancouver Utilities Development Cost Levy Bylaw (2018, amended 2025);
- Culture | Shift: Blanketing the City in Arts & Culture (2021) and
- Eastside Arts District: Seizing the Moment (2022, amended 2023)

PROJECT PRINCIPLES



MARKET RENTAL HOUSING

The project delivers a diverse mix of secure rental housing, providing more than 400 market rental homes. A high proportion of family sized units (45%) supports a varied community composition. In suite storage and private balcony spaces for each unit make life more convenient and comfortable for tenants, while generously sized indoor and outdoor amenity spaces make it easier to relax or entertain. The project helps meet Vancouver's urgent demand for rental supply while strengthening social resilience, without straining existing community services.



CHILDCARE SPACES FOR MORE THAN 100 KIDS

A 110-space childcare facility is a cornerstone of the proposal, addressing a critical shortage of early childhood care in Vancouver's east side. Designed with direct access to secure outdoor play areas and integrated into the building's podium level, the centre supports families living both within the project and in the broader community. This investment in child care enhances neighbourhood livability, enables parents and caregivers to work locally, and contributes to long-term family retention in Strathcona.



COMMUNITY ARTS AS CIVIC INFRASTRUCTURE

The project integrates an arts & culture space within the podium. The space is envisioned as a visible, accessible, and flexible civic asset that supports local creativity, cultural expression, and everyday use. Located at grade, it is directly connected to public circulation and will be designed to accommodate a range of activities. Drawing on Raymur's history of grassroots advocacy and community resilience, the arts space should prioritize openness, adaptability, and shared ownership, reinforcing the project's role as a platform for neighbourhood identity, intergenerational exchange, and ongoing community life.

PROJECT PRINCIPLES



NEIGHBOURHOOD SERVING RETAIL SPACES

Approximately 8,000 sqft. of flexible, street-oriented retail space at grade is envisioned to accommodate local serving businesses and creative Eastside makers. From bike repair and brewing to neighbourhood cafes and cultural retail, the spaces are designed to reflect the grit, character, and entrepreneurial energy of Strathcona. These uses strengthen the daily life of the community, support the cycling corridor, and help activate the public realm with services and amenities that residents value.



COMMUNITY FOCUSED COURTYARD SPACE

The building's podium is sculpted to create a courtyard space at grade; designed to prioritize transparency, animation, safety, and create an engaging public realm along pedestrian and cycling routes supported by active frontages, ample glazing, weather protection, and human-scale detailing. The space serves as a welcoming community gathering space, encouraging informal social interaction and small scale programming, while enhancing pedestrian comfort, creating a natural meeting point along the Union / Adanac Bikeway, and establishing a new neighbourhood focal point.



PUBLIC ART OPPORTUNITIES AT THE FOREFRONT

There are several opportunities throughout the project proposed to host public art that reflects the creative identity, industrial history, and cultural richness of Vancouver's East Side. These locations will be supported by architectural and landscape design to ensure they are treated as centre stage, rather than sitting in the background.

SITE & POLICY ANALYSIS

POLICY CONTEXT

VANCOUVER PLAN AND VANCOUVER ODP

The Vancouver Plan was approved by Council in 2022 and is a land use strategy to guide long-term growth of the City over the next 30 years. The City has recently finalized the Vancouver ODP, which executes on the vision of the Vancouver Plan.



LAND USE DESIGNATION

The ODP places the site within the Metro Core given its location in close proximity to the Downtown Business District. However, the policy further identifies the site as part of the Downtown Eastside Plan Area and reflects the development potential included in the DTES Plan. The site is designated for Residential Low-Rise, which allows apartments up to 6 storeys or up to 8 storeys if located within a Transit-Oriented Area (TOA).

This designation is a reflection of the outdated DTES Plan, for which partial updates were approved in December 2025, which the following pages address.

The application responds to the site's Metro Core location and the most recent DTES Plan updates.

HOUSING

The ODP identifies the site as part of an area where the City strives to protect and renew existing affordable housing.

Per the ODP: "1.2.1. Adopt supportive land use policies and zoning to enable more diverse housing of all tenures across every residential neighbourhood."

The site, while located in close proximity to social and affordable housing, is considered legacy industrial. While the existing use is industrial, regional and City policy allow for residential and residential-mixed use. The proposal does not displace existing affordable housing but contributes to an improved diversity of housing in the neighbourhood.

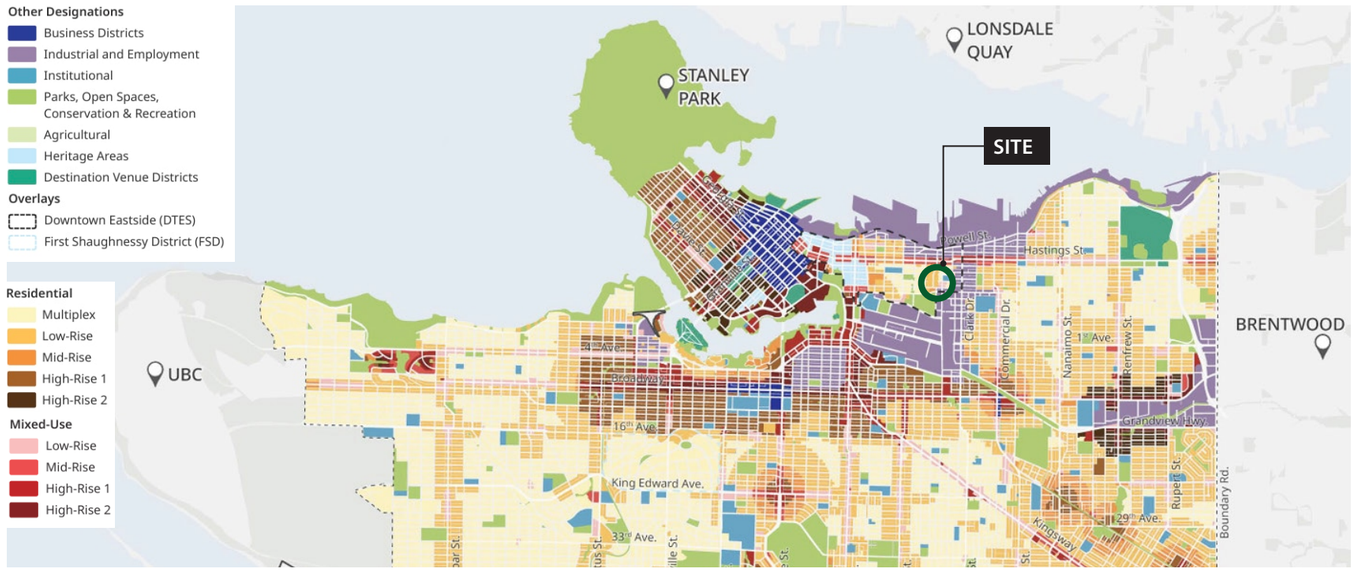


Diagram from the Vancouver Official Development Plan *showing land use, site circled*

POLICY CONTEXT

ARTS, CULTURE, AND HERITAGE
The ODP places the site within an area with a high concentration of Arts and Culture Spaces and Heritage Assets.

A number of ODP policies encourage new arts and culture spaces across the city, including:

- 8.2.4 Support the growth of diverse, affordable, accessible non-profit arts and cultural spaces city-wide
- 8.2.8 Support integration of arts and cultural spaces into new mixed-use developments, particularly in areas where existing arts or cultural spaces could be displaced

This proposal includes the provision of a not-for-profit arts & culture flexible production space. With many arts spaces in the neighbourhood not secured this provides a meaningful addition that the artist community can rely on for many decades to come.

Within a broader employment land use context, the site is also located in close proximity to industrial uses to the north and south. Recognizing this interface, the proposal includes an arts & culture production space that reflects the site's historic industrial role while supporting the neighbourhood's longstanding artist and maker community. This use contributes to employment diversity, supports cultural production, and reinforces the local economy by accommodating creative industries that are compatible with nearby industrial and employment activities.

Recognizing this context, the proposal includes an arts production space that helps to connect the site's historic industrial use and the neighbourhood's artist community.

ECONOMY
The site is identified as part of a Neighbourhood Employment area, which are mainly home to retail, personal service, and related sectors that serve customers on site. When businesses locate in residential neighbourhoods, they generally need ground floor space, preferably on corners.

The proposal includes retail spaces on the ground level to complement the residential uses and contribute to the commercial vitality of the area. Childcare spaces within the podium will generate early childhood education and auxiliary employment opportunities.

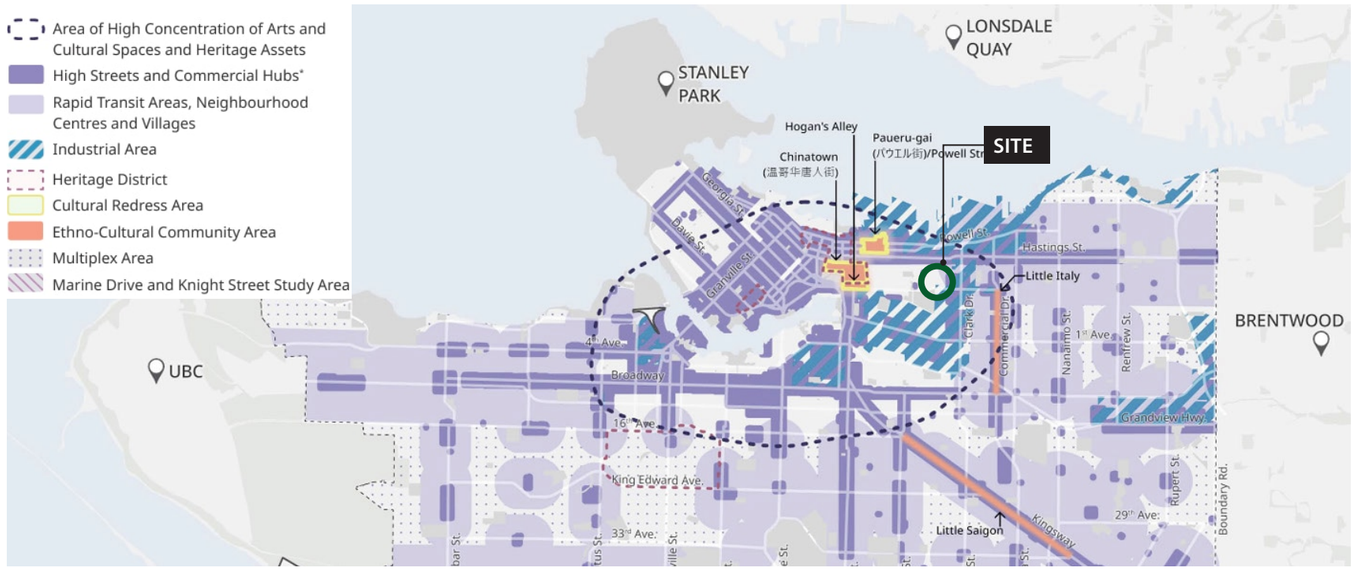


Diagram from the Vancouver Official Development Plan *showing arts, culture, and heritage areas, site circled*

POLICY CONTEXT

DOWNTOWN EASTSIDE OPPENHEIMER DISTRICT OFFICIAL DEVELOPMENT PLAN UPDATES

730 Raymur Avenue is part of the Downtown Eastside (DTES) Plan area, which was approved by council in 2014. In general, the Plan looked to achieve high rates of social housing with many development sites being subject to inclusionary zoning. This site is part of the Kiwassa area of Strathcona, where 20% social housing is required and building scale up to 70ft and 3 FSR can be achieved through rezoning.

An update to the DTES Plan was recently approved by council and, in part, it acknowledges the following:

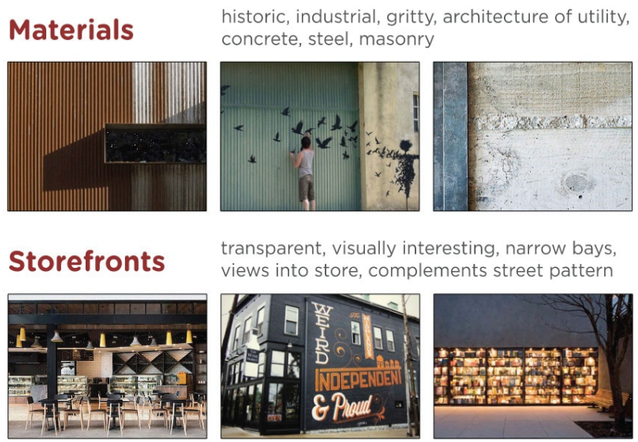
- Social housing targets identified in the original DTES Plan have been met and surpassed
- Market housing targets, including market rental, identified in the Plan have not been achieved
- Development project viability has been challenging due to limited height and density, inclusionary housing requirements for market projects, and a challenging economic climate



Downtown Eastside Plan: *"Gritty and messy"*

As a result, the City has updated policy for the DTES Oppenheimer District ODP, to allow for greater density and height as well as a lower inclusionary housing requirement to unlock development. While this policy update does not impact the Kiwassa area it is an acknowledgement of the heights and densities necessary for market rental housing projects to deliver public benefits, including social housing.

This proposal's height and density exceeds the DTES Plan but at 22 & 25 storeys, does not reach the maximum heights anticipated in the DTES Oppenheimer District given shadowing impacts on the nearby Admiral Seymour Elementary. At this scale a market rental project is economically viable and is able to contribute an alternative public benefit, which is proposed as a not-for-profit arts & culture production space.



Architectural Design Guidelines from Hastings-Kiwassa Urban Design Guidelines

SPECIFIC DTES PLAN GUIDELINES - KIWASSA / RAYMUR

- Support for rezoning industrial lands to residential use east of Raymur Avenue
- Strengthening pedestrian and bicycle connectivity east–west and north–south
- Encouragement of a special creative precinct that supports artists and creative production linked to nearby light-industrial uses
- Activation of streets through small-scale, community-serving commercial uses such as cafés and social spaces

BUILT FORM GUIDANCE – KIWASSA WEST

Architectural expression guided by four core ideas:

- A place of making
- Urban distinctiveness
- Enhanced movement
- Gritty and messy character

Program selection and public realm design activate and enhance pedestrian connectivity, while contributing to Strathcona's legacy as a place of making. The building's material palette and architectural expression draw from and compliment the local industrial built character.



Downtown Eastside Plan: *"A place of making"*

POLICY CONTEXT

HOUSING VANCOUVER THREE YEAR ACTION PLAN 2024-2026

Guided by the Vancouver Plan and Housing Vancouver Strategy, the action plan focuses on providing equitable housing across all neighborhoods of the city. One key priority, based on the Vancouver Plan, is that of Complete Neighbourhoods: "allowing opportunities for everyone to choose a livable neighbourhood that meets their needs."

The Action Plan includes key policy directions, among them the following, which directly support this proposal:

- Geographic Equity: Ensure opportunities for inclusion of low and moderate-income households, and diversify the housing stock across all neighbourhoods
- Rental Housing: Become a city for renters that provides more secure rental housing options and mitigates displacement

This proposal provides all net new market rental housing, where no existing residential tenants are displaced, diversifying the housing stock in the community with a large number of family-sized units. The scale of this proposal also allows for a public benefit to be provided on site with the proposed arts production space on the ground level. The arts space together with a large private daycare and retail on the ground level will transform this industrial site into a true community asset.

HOUSING VANCOUVER STRATEGY

The Strategy focuses on enabling the right supply of new homes, including rental, to meet the continuum of housing types. The strategy includes 10-year housing approval targets, which were updated in 2024. The new targets aim for 83,000 net new homes overall, including 30,000 purpose-built market rental.

This rezoning, with over 400 rental housing units proposed, will contribute towards these rental housing targets.

MAKING STRIDES: VANCOUVER'S CHILDCARE STRATEGY

Making Strides is a 10-year plan that establishes how the City will support the expansion of accessible, affordable, high-quality childcare in partnership with provincial and federal governments, community groups, and the non-profit sector.

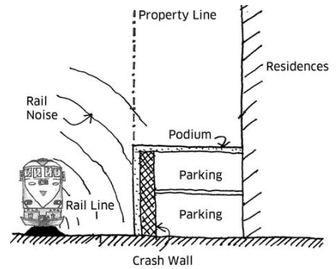
While the City has made strides towards meeting the need for childcare, an implementation update report from January 2025 notes that Vancouver is still experiencing a net shortfall of 4,200 childcare spaces.

This proposal includes a private 110-space childcare that takes advantage of generous outdoor space on the podium level. Its location, close to downtown and in close proximity to a number of arterials, means that this facility can not only meet local needs but can serve families coming into the downtown for work.

GUIDELINES FOR NEW DEVELOPMENT IN PROXIMITY TO RAILWAY OPERATIONS

This guideline is developed by the Federation of Canadian Municipalities and the Railway Association of Canada to provide best practices for planning and designing new development beside active rail corridors. They aim to reduce land-use incompatibilities by identifying and mitigating noise, vibration, and safety risks through strategies such as setbacks, acoustic and vibration design measures, safety barriers, and early consultation with railway operators.

The project incorporates a continuous crash wall along the rail interface. This structural mitigation measure directly responds to the Guidelines' emphasis on safety barriers and risk mitigation adjacent to active rail operations, helping protect future residents from potential impacts associated with the neighbouring railway corridor.



Noise abatement strategy through the use of a podium

POLICY CONTEXT

CULTURE | SHIFT: BLANKETING THE CITY IN ARTS and MAKING SPACE FOR ARTS AND CULTURE

In 2019, Council approved Culture | Shift: Blanketing the City in Arts and Culture. The integrated cultural infrastructure plan, Making Space for Arts and Culture sets key policy directions and an overall city-wide 10-year goal of securing 800,000 sqft. of cultural space that includes 650,000 sqft. of new, expanded, or repurposed space, with a focus on production space.

A CITY WITHOUT ART

This report was prepared by the Eastside Arts Society in 2019 to investigate the widespread displacement of visual artists and the rapid loss of affordable production spaces in Vancouver. The report calls for policy intervention to protect, replace, and meaningfully expand artist production space so that the city can sustain the creative communities that help define its identity.

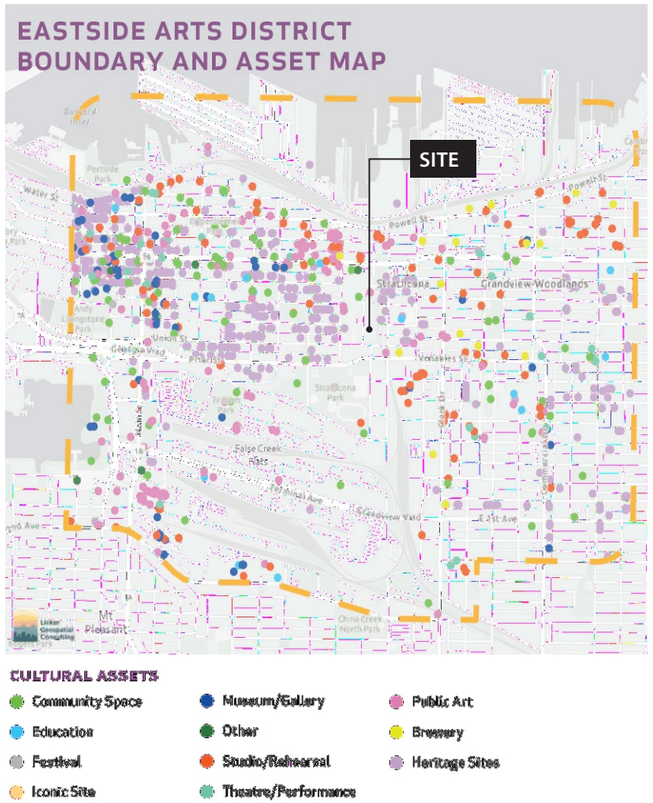


EASTSIDE ARTS DISTRICT: SEIZING THE MOMENT

This document was created by the Eastside Arts Society in 2022. "The Eastside has the highest concentration of artists, musicians, performers, and cultural producers in Vancouver and is known nationally and internationally as a vital part of Vancouver's cultural identity."

The report explores the feasibility of an Eastside Arts District and is meant to support the "City of Vancouver and the Province, as well as individual artists, arts collectives, small businesses and non-profit organizations in the arts and culture sector" to protect and expand arts spaces.

The City of Vancouver has recognized the importance of the EAS Report. Per an October 10, 2024 update report to council, the City of Vancouver is committed to working with the Eastside Arts Society on a declaration of an Eastside Arts District and "supportive actions to address the rapid loss of space", which includes exploring land use mechanisms to secure more arts production space.



Map from Eastside Arts District Seizing The Moment *showing cultural assets*

730 Raymur Avenue is located at the center of the Arts District that has been identified in the Eastside Arts Society report. The proposal includes ~5000 sqft. of arts production space at the ground level along Raymur Avenue. Upon review of City-owned not-for-profit arts production spaces secured in recent years, none are located in Strathcona. This is despite the area having a high concentration of artists and a City recognized need for new cultural space, as noted in Culture | Shift. This space, therefore, would be an important contribution towards the growth and security of the Arts District.

THE NEIGHBOURHOOD

STRATHCONA

730 Raymur Avenue is located within Kiwassa in the Strathcona neighbourhood of Vancouver. Strathcona is primarily zoned for residential usage and forms a significant portion of the Downtown Eastside.

The Downtown Eastside, also called **Q'umq'umal'ay** ("Big Leaf Maple Trees"), is one of Vancouver's oldest neighbourhoods and the historic heart of the city. It contains and borders some of the most significant areas in downtown Vancouver and has a diverse mixed-income population living in an area steeped in history. Strong ties to cultural groups foundational to the area such as the Musqueam, Tsleil-Waututh, and Squamish, Japanese-Canadians, and Chinese-Canadians are found in the neighbourhood's fabric. The area has been at the forefront of several complex social challenges since its establishment in the 1880s, typically addressed by a strong community presence.

There is a rich history to the Strathcona area, both in terms of heritage homes and buildings, but also in the people and businesses that have inhabited the area over time. The area has seen significant transformation due to infrastructure and land use changes in the mid 20th century. Historically Strathcona was a working class neighbourhood but recently the area has attracted a mix of middle class and affluent residents. Several types of residential buildings exist here, from low-density single family homes and medium-density housing developments, to recent high rise residential towers. The area is also home to family owned corner stores, artist spaces, and other small businesses.



HISTORICAL CONTEXT

ESTABLISHING THE GRID

Early urban planning in Vancouver was shaped by Western and colonial principles that imposed a Cartesian grid onto the landscape, organizing land into regular blocks and standardized single-family parcels. This system prioritized order, efficiency, and land commodification, often at the expense of existing social, cultural, and economic patterns.

Goad's Fire Insurance Map (1912) illustrates this framework, including the original alignment of Raymur Avenue running parallel to the Burrard Inlet rail line constructed in 1909. Prior to its relocation in the 1960s, the close proximity of the street and railway created compromised urban conditions that reflected the tensions inherent in this rigid planning approach.



LEGEND

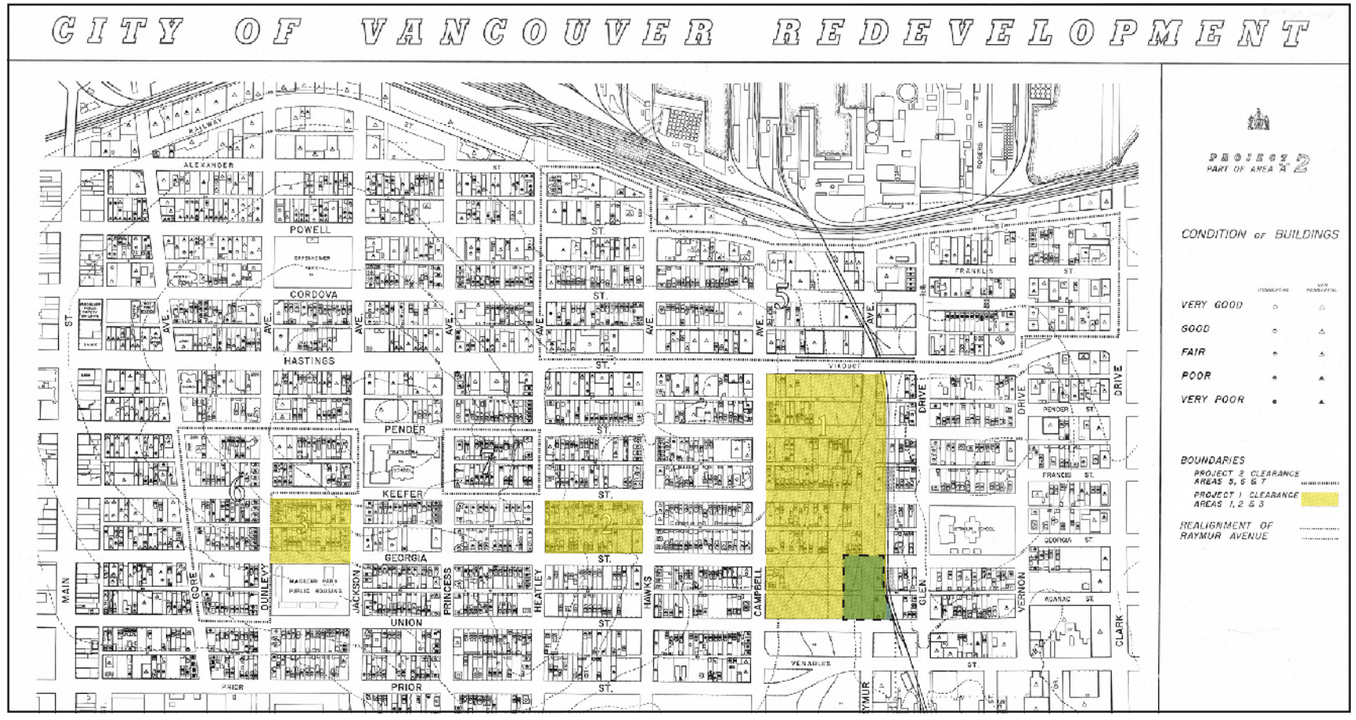
- RAILWAY
- RAYMUR AVENUE (PRE-1960 LOCATION)
- RAYMUR AVENUE (PRESENT LOCATION)

HISTORICAL CONTEXT

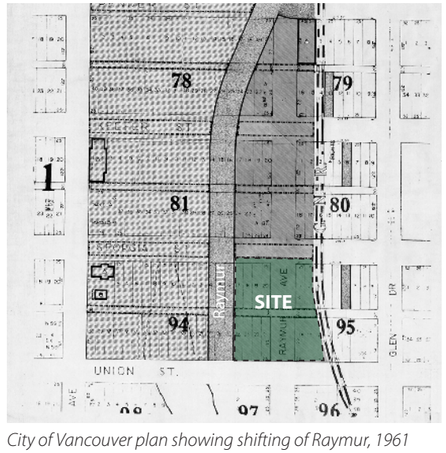
NEIGHBOURHOOD BLIGHT

Strathcona and areas east of downtown experienced prolonged disinvestment driven by industrial encroachment and major infrastructure corridors, leading planners by the mid-20th century to label these neighbourhoods as "blighted." As part of urban renewal efforts, Raymur Avenue was realigned away from the rail corridor, consolidating land into larger parcels backing onto the tracks, including what is now 730 Raymur. This enabled large scale clearance and redevelopment based on the assumption that physical renewal could resolve social challenges. The Ray-Mur Housing Project, developed in the late 1960s, embodied modernist planning ideals through superblocks, inward-facing buildings, and separation from surrounding streets, but in practice displaced residents and weakened neighbourhood cohesion.

These consequences prompted early community activism. The Raymur pedestrian overpass, secured through neighbourhood advocacy, became a key piece of social infrastructure, reconnecting residents across the rail line and symbolizing resistance to planning decisions that prioritized efficiency over daily life. This activism, culminating in the 1971 Militant Mothers of Raymur protest, helped drive a broader shift toward more community-based housing approaches, including the eventual redevelopment into Stamp's Place. Prior to clearance, the site contained approximately thirteen residential homes.



City of Vancouver Redevelopment, Condition of Buildings, *1963, site indicated*



City of Vancouver plan showing shifting of Raymur, 1961



The Militant Mothers of Raymur protesting the unsafe pedestrian conditions around the railway in the 1970s

URBAN FABRIC

ESTABLISHED CHARACTER

1. Strathcona Residential Housing
Vancouver's oldest neighbourhood, Strathcona developed around Hastings Mill beginning in the late 1800s. It has a strong heritage identity, primarily in the Victorian and Edwardian styles, with many having official designations.

2. East Hastings Street Commercial
Many well established retailers and restaurant options exist along East Hastings Street including Strathcona Beer Co., Prototype Coffee, The Garden, and Article.

3. Stamps Place
Located directly west from the proposed site is Stamps Place, a social housing development built in 1968. The 21 mid- to high-rise complex contains 375 units.

4. Parker Street Studios
The iconic warehouse where industry and the arts meet is a Vancouver landmark, hosting four floors of artists and creators diverse in style and discipline.





1. Strathcona residential housing



2. Strathcona Beer Co. (895 East Hastings Street)



3. Stamps Place (400 Campbell Avenue)



4. Parker Street Studios (1000 Parker Street)

URBAN FABRIC

RECENT ADDITIONS

5. Strathcona Village
Comprising an entire block, Strathcona Village (2018) is a blend of industrial, residential and non-market space that rises to 15 storeys above East Hastings.

6. Assembly
Located one block east of Raymur, Assembly (2024) is a mixed use development consisting of 50 courtyard townhouses above a dozen commercial strata units.

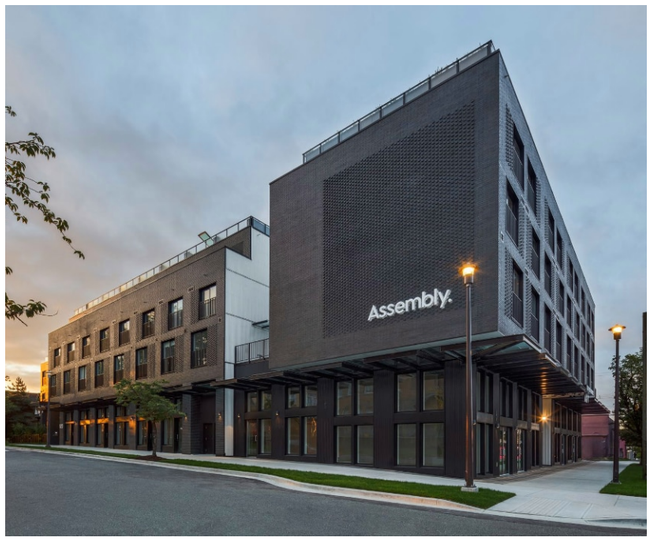
7. Villa Cathay Care Home
Completed in 2021, Villa Cathay is a ten-storey care home located directly south to the proposed site.

8. Tesla Service Facility
The electric car manufacturer's flagship British Columbia repair facility, scheduled to complete in early 2026, is located at Raymur Avenue and Venables Street.





5. Strathcona Village (983 East Hastings Street)



6. Assembly (1128 East Georgia Street)



7. Villa Cathay Care Home (970 Union Street)



8. Tesla Service Facility (908 Raymur Avenue)

URBAN FABRIC

EMERGING DEVELOPMENTS

9. 456-496 Prior Street
Located immediately adjacent the future hospital site, this development hosts two 19 storey residential towers above a 5 storey mixed use podium.

10. Ho'-kee-melh Kloshe Lum
"To Gather, Good Spirits" is a Indigenous led housing project that blends shelter accommodation and rental homes with cultural and social spaces. At 14-storeys, it is scheduled to be completed in late 2025.

11. East Village
Located just north of the site along East Hasting Street, East Village is a collection of three towers between 19 and 38 storeys, providing 924 residential units.

12. 1220-1298 East Hastings Street
The proposal is for the development of three buildings; two 12-storey market strata buildings and one 8-storey social housing building.





9. 456-496 Prior Street



10. Ho'-kee-melh Kloshe Lum (1015 East Hastings Street)



11. East Village (1030-1070 East Hasting Street)



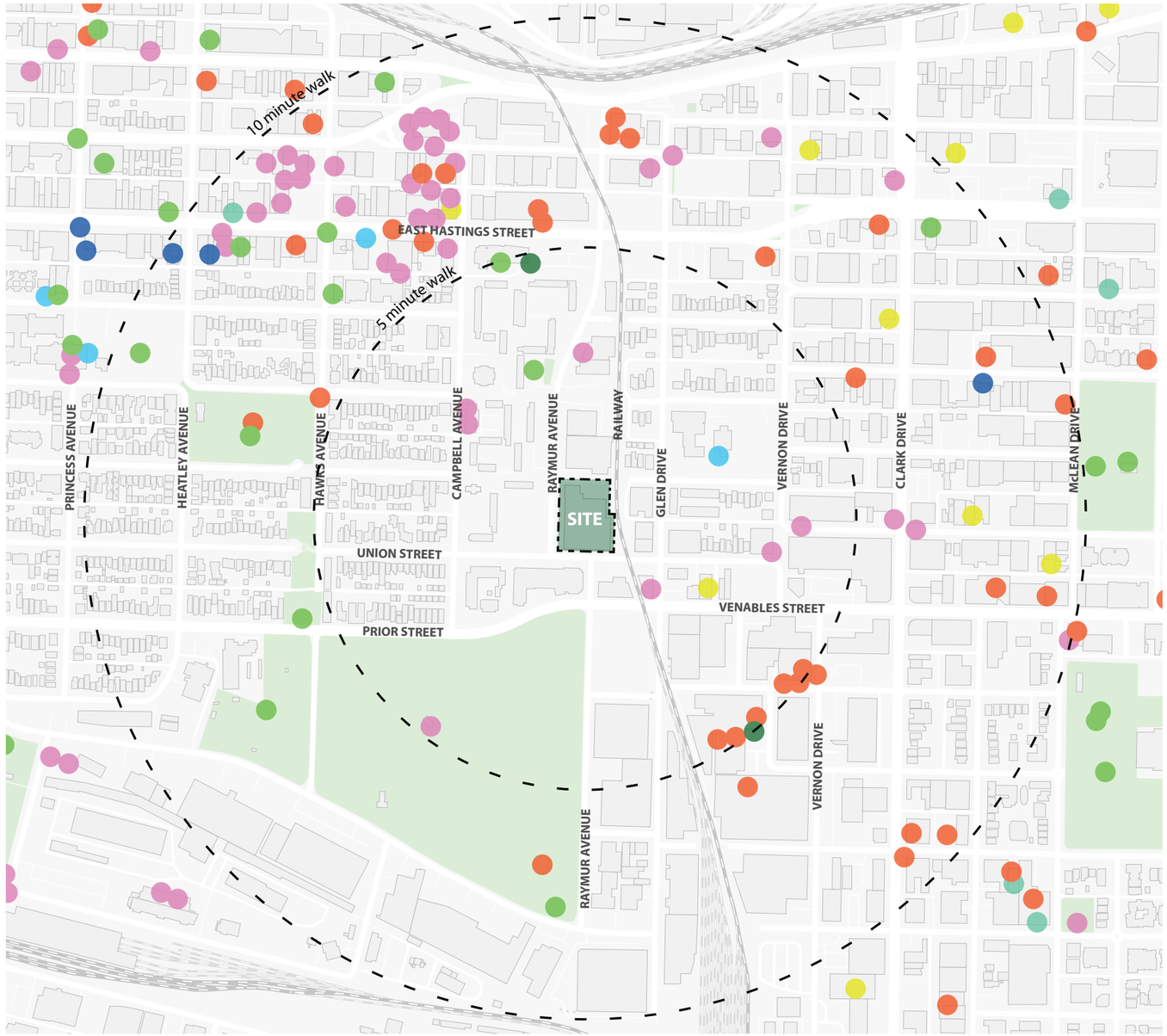
12. 1220-1298 East Hastings Street

CONTEXT DIAGRAMS

ARTS & CULTURE

730 Raymur Avenue occupies a central position within Vancouver's Eastside Arts District, an area defined by the long-standing relationship between industrial lands, production spaces, and cultural expression. Workshops, light industrial buildings, studios, and maker spaces have historically provided the adaptable, affordable environments needed for arts production, shaping a creative identity rooted in making rather than consumption.

Situated at the intersection of these working landscapes and established residential neighbourhoods, 730 Raymur is well positioned to reinforce this ecosystem. By incorporating not-for-profit arts production space within a mixed-use residential framework, the project supports the continued presence of creative activity in an area where industrial and cultural uses are deeply interconnected, contributing to the long-term resilience of the Eastside Arts District.



LEGEND

- COMMUNITY SPACE
- EDUCATION
- MUSEUM / GALLERY
- STUDIO / REHEARSAL
- THEATRE / PERFORMANCE
- PUBLIC ART
- BREWERY

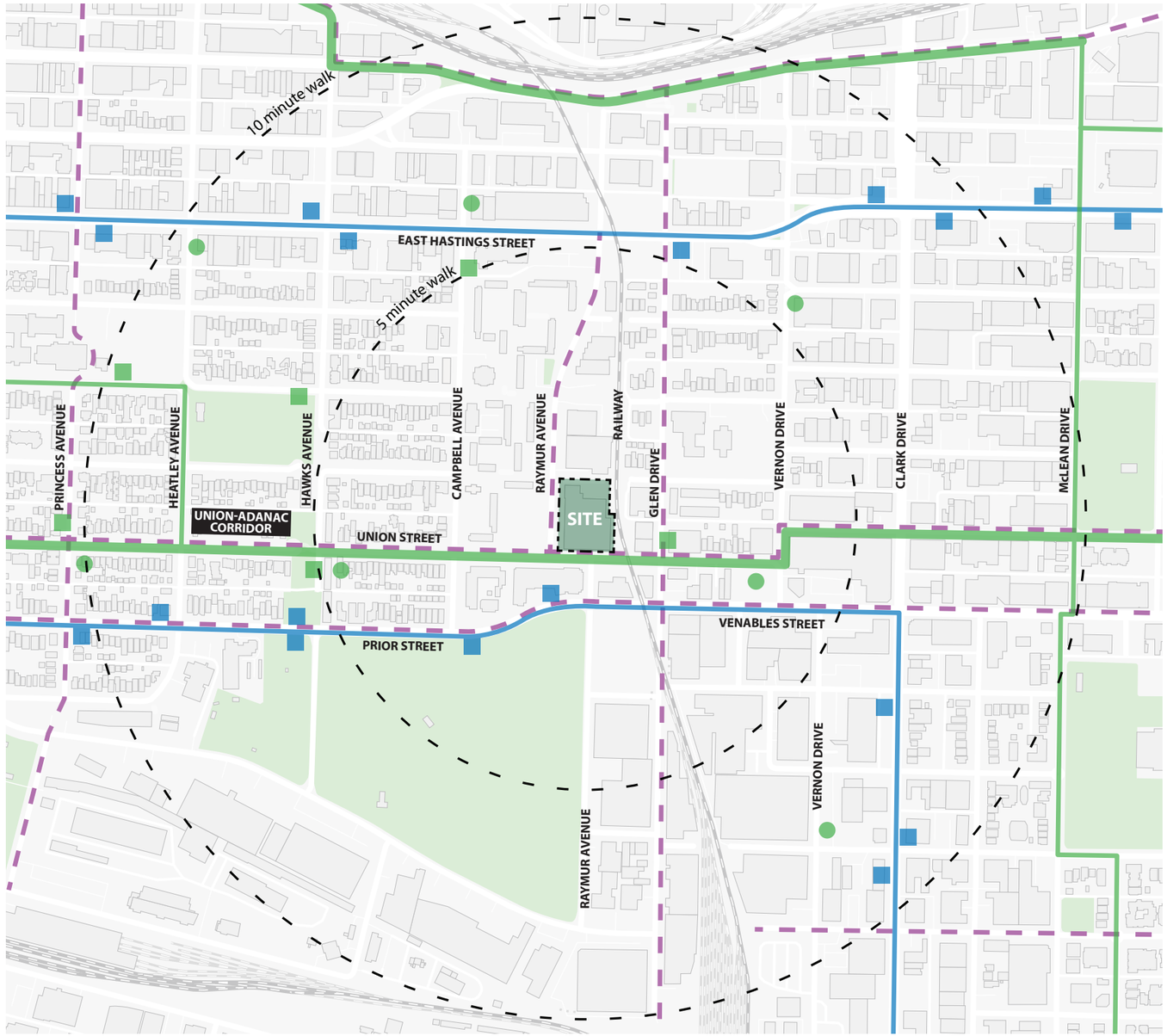
CONTEXT DIAGRAMS

ACTIVE TRANSPORTATION + TRANSIT

The site is located along the Adanac bikeway (one of the busiest and oldest in the City), providing a safe bicycle and pedestrian thoroughfare connecting Downtown to East Vancouver. Several bikeshare and e-scooter stations are located along Adanac and within a short walk of the site.

Vehicle access is permitted but heavily controlled along Union Street and diverted to Prior Street using a series of traffic calming measures. Raymur Avenue is similarly quiet, with north-south vehicle through traffic preferring nearby Campbell Avenue and Glen Drive.

The site is serviced by two bus corridors. The #22 Knight / Downtown route connects Downtown to Clark Drive along Prior Street, and several lines run along East Hastings from Downtown to north Burnaby / SFU. Both corridors are approximately a five minute walk from the building site.



LEGEND

- SHARED BIKEWAY
- BIKE SHARE STATION
- E-SCOOTER STATION
- BUS ROUTE
- BUS STOP
- NEW / IMPROVED WALKING / CYCLING ROUTES

CONTEXT DIAGRAMS

CIRCULATION - "STOP ALONG THE WAY"

The location of the site along the Union Street Greenway and close to the Prior / Venables corridor offers a wide range of movement and access options for residents and visitors while taking advantage of being within a green residential setting. Within walking distance are several city parks offering a range of program options from passive recreation to sports fields and playgrounds.

The movement corridors servicing the site travel by numerous places of interest such as well-known retail destinations, craft breweries and other food and beverage offerings. This provides an opportunity for the retail component of the proposed development to add to the neighbourhood vibrancy and become another "stop along the way" in this popular active transportation corridor.



LEGEND

- SHARED BIKEWAY
- WALKING CONNECTION
- PLACE OF INTEREST

CONTEXT DIAGRAMS

RAILWAY

The Burrard Inlet Line is a single track that runs directly east of the site connecting the Port of Vancouver to the Flats Rail Yard behind Pacific Central Station.

Owned by Burlington North Santa-Fe, it is used by a number of companies including Canadian National and Canadian Pacific for moving freight to and from the port that is destined for local, domestic, and international markets.

The line that runs through Strathcona has contributed to the urban form of the neighbourhood and is responsible for the fragmentation of the residential portion that lays to the east of the tracks. The rail line has been the subject of criticism owing to the traffic disruptions, air pollution from diesel engines, and sound concerns. It is important that the project takes these concerns into consideration.

The at-grade crossings at Union Street and Venables have been examined as candidates for a pedestrian over or underpass, but are low priorities for the City.



LEGEND

- RAILWAY
- ELEVATED CROSSING
- AT-GRADE CROSSING

EXISTING CONDITIONS

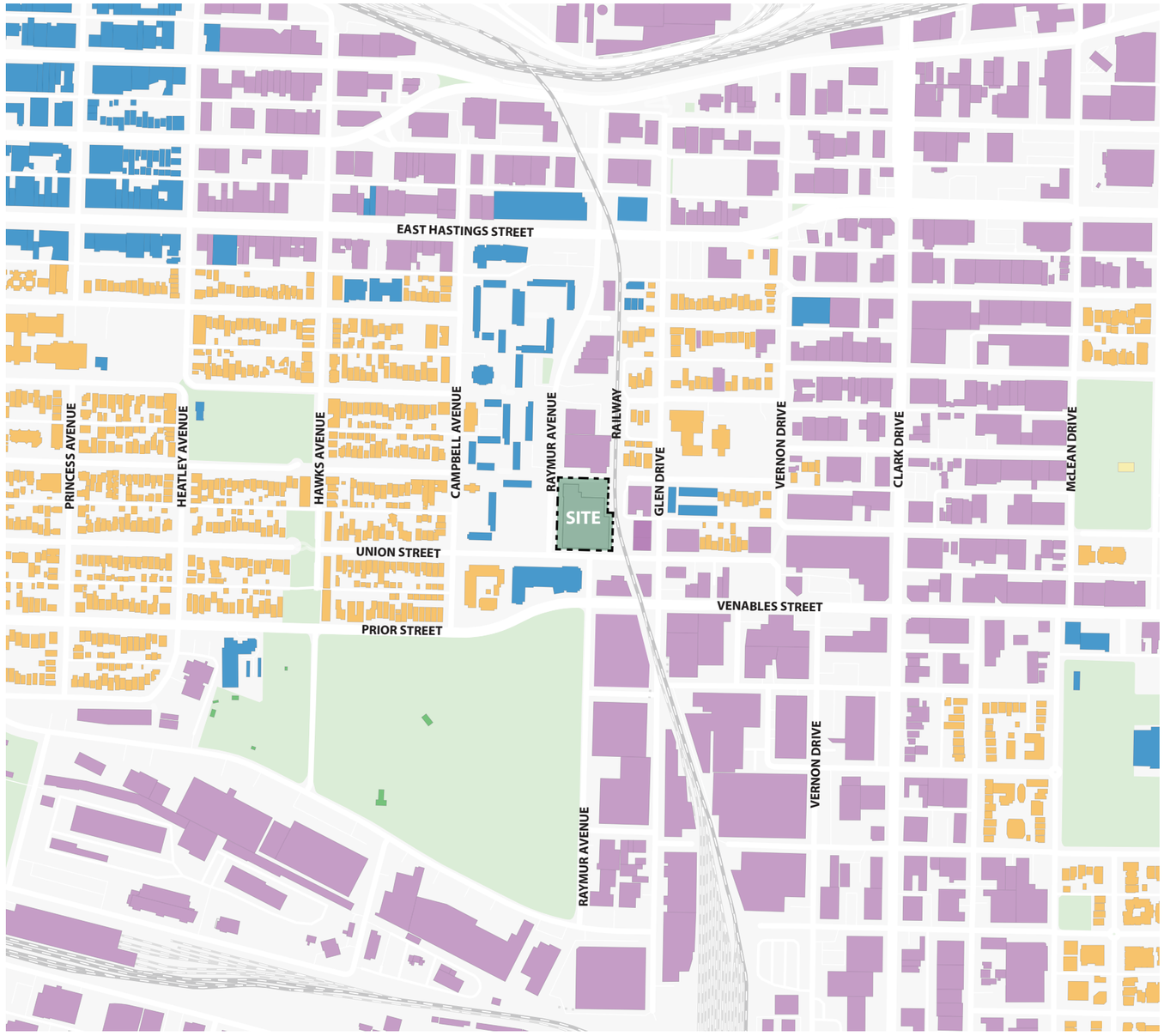
ZONING CONTEXT

730 Raymur Avenue is currently zoned I-2. Land use surrounding the site reflects the transitional character of eastern Strathcona, where historically low-density residential neighbourhoods and mid-century industrial lands are gradually accommodating more mixed-use and residential development.

The site sits at the heart of this transition, with housing to the west and light industrial to the north and east. Strathcona Park is within walking distance directly south of the site.

The surrounding housing stock includes a mix of single family dwellings, mid- and high-rise social housing developments, and recently completed or under construction high-rise residential buildings.

The neighbourhood currently exhibits sharp transitions between land uses, from single and multi-family housing to purely industrial buildings, resulting in a fragmented urban fabric that lacks cohesive focal points.



LEGEND

- RESIDENTIAL
- COMPREHENSIVE DEVELOPMENT
- INDUSTRIAL
- GREEN SPACE

EXISTING CONDITIONS



RAYMUR AVENUE STREETSCAPE



LIGHT INDUSTRIAL | **SITE** | UNION ST

UNION STREET STREETSCAPE



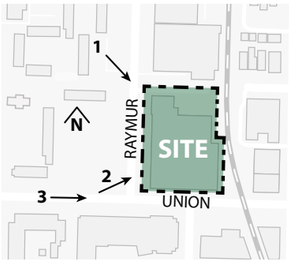
RESIDENTIAL | RAYMUR AVE | **SITE** | RAILWAY | LIGHT INDUSTRIAL

Raymur is a quiet north-south avenue that straddles mid- and high-rise social housing on the west, and light industrial on the east.

Union Street hosts a well travelled bikeway passing through quiet low- and mid-rise residential buildings to the west, and light industrial buildings to the east.

The railway to the east of the project site bisects the two faces of Union Street.

EXISTING CONDITIONS



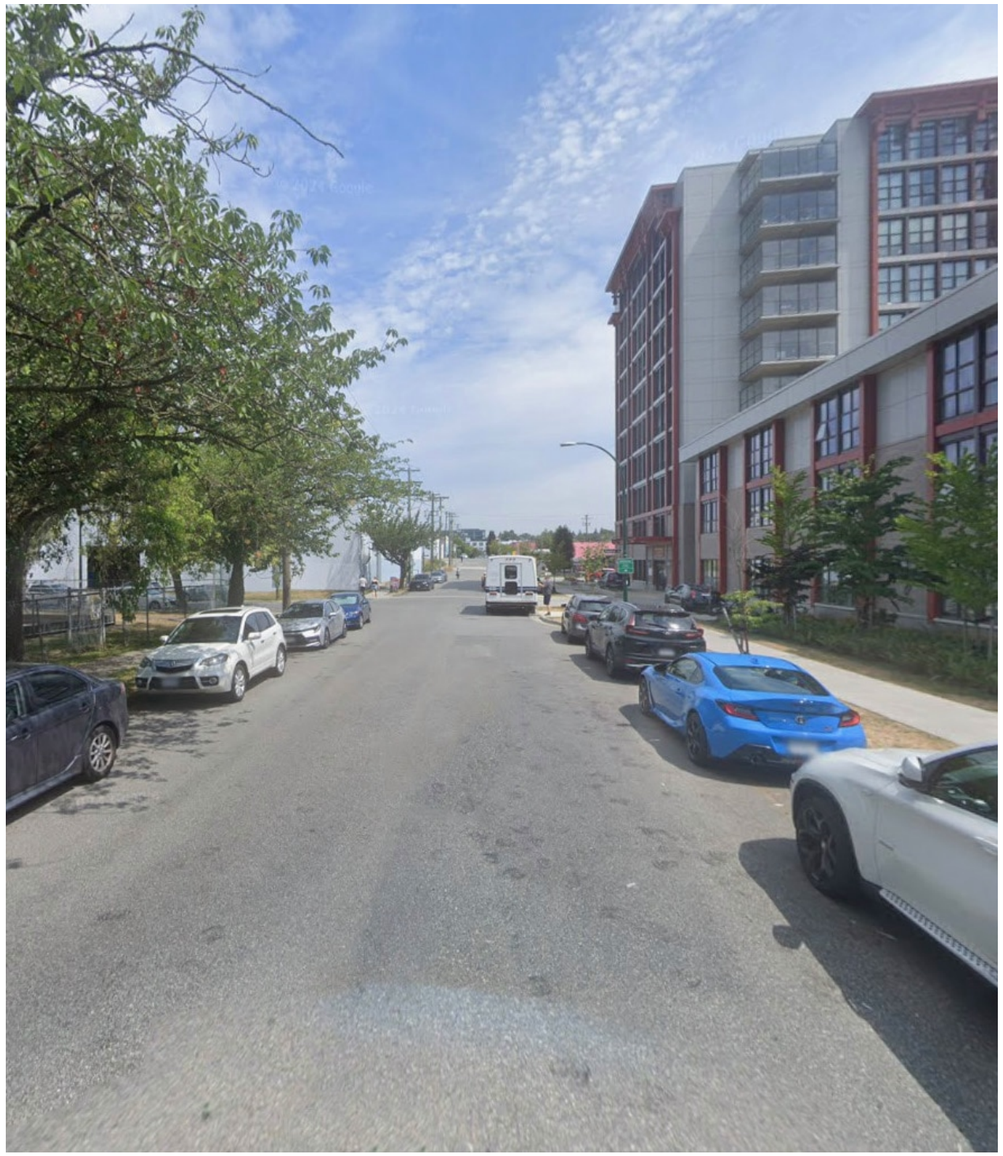
SITE PHOTOGRAPHS



(1) View looking southeast from Raymur Avenue



(2) View looking northeast from Union Street & Raymur Avenue



(3) View looking east down Union Street

EXISTING CONDITIONS



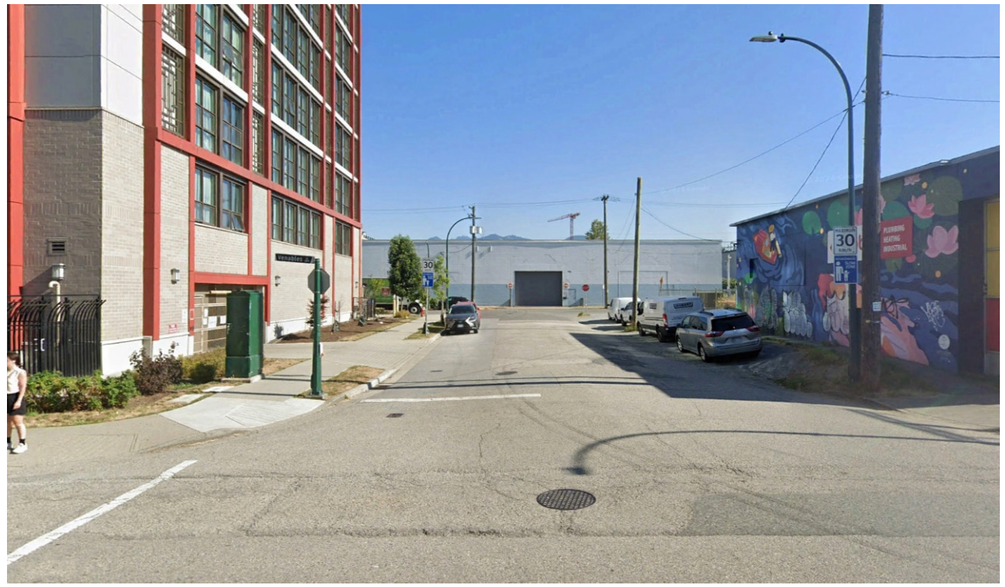
SITE PHOTOGRAPHS



(1) View looking west down Union Street



(2) View looking northwest from Union Street



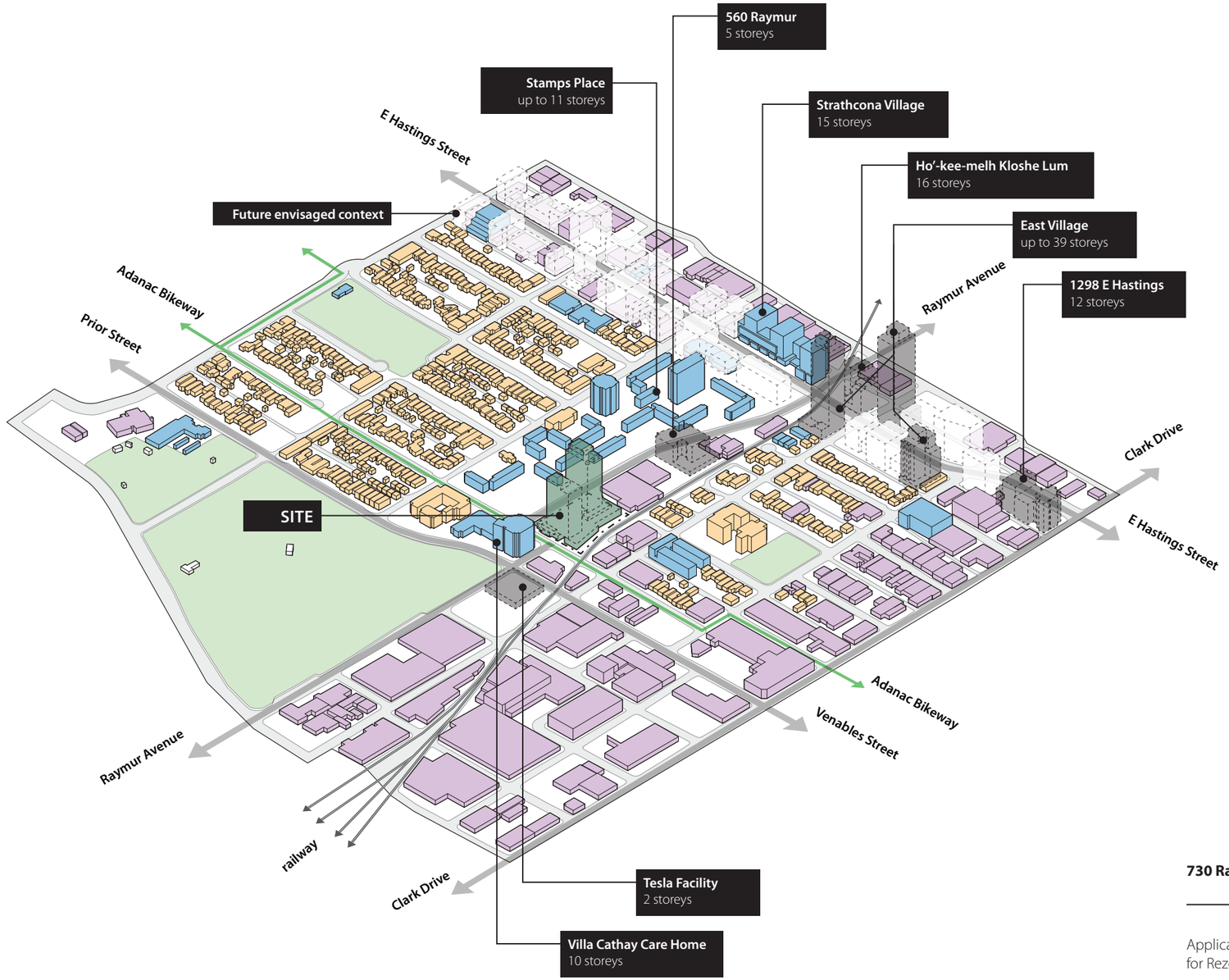
(3) View looking north from Prior / Venables Street

CONTEXT SUMMARY

URBAN CONTEXT AND OPPORTUNITY

730 Raymur Avenue occupies a pivotal position within the urban fabric of Strathcona, sitting at the intersection of multiple land uses and backing onto major infrastructure that challenges the conditions of a healthy residential neighbourhood. Located at the nexus of regional supply chain corridors and active transportation networks, the site reflects an area shaped and often compromised by a history of heavy-handed planning and infrastructural intervention, while also presenting meaningful opportunities for reinvestment and repair.

The intersection of Raymur Avenue and Union Street offers the potential for a new urban anchor that supports increased residential density and introduces community cultural space, reinforcing pedestrian activity and functioning as a distinctive "stop along the way." Aligned with contemporary planning approaches that prioritize rehabilitation, adaptive reuse, and incremental, community led change, the project represents an opportunity to replace a vacant industrial building with a human-scaled community anchor that contributes to stability, social cohesion, and a more connected Strathcona.



LEGEND

- RESIDENTIAL
- COMPREHENSIVE DEVELOPMENT
- INDUSTRIAL
- FUTURE CONTEXT
- DEVELOPMENTS IN PROGRESS
- GREEN SPACE



PROPOSED DEVELOPMENT

PROPOSAL PRINCIPLES

Support the Community

Integrate high value public benefits such as rental housing, childcare, community cultural space, and neighbourhood serving retail in a clear and visible manner and in direct response to City policy and community feedback.

Embrace the Eastside Arts Context

Embed a substantial ground-level arts production space and provide prominent opportunities for public art, reinforcing the site's role within the Eastside cultural and maker ecosystem.

Design for Safety and Inclusion

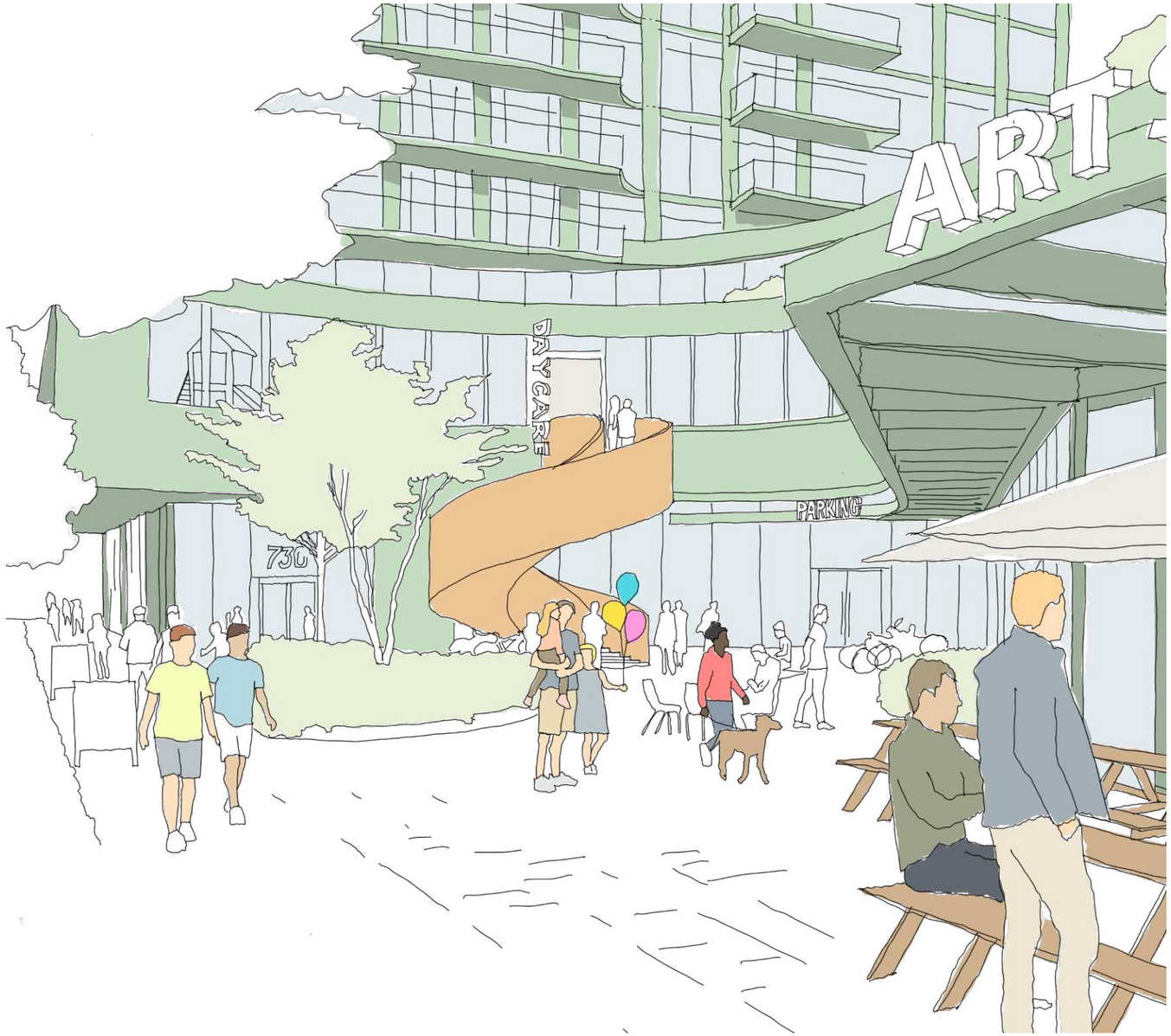
Prioritize openness, activity, and CPTED principles, with particular attention to family safety, rail adjacency, and strong physical and visual connections to surrounding streets and paths.

Lead with the Public Realm

Organize the ground plane around the Union–Adanac Bikeway, creating a recognizable stopping point with generous open space, active frontages, and safe, animated retail edges.

Maintain Human Scale

Design outward-facing, transparent architecture with active ground uses and fine-grained articulation that engages the street and strengthens neighbourhood connection.



URBAN DESIGN APPROACH

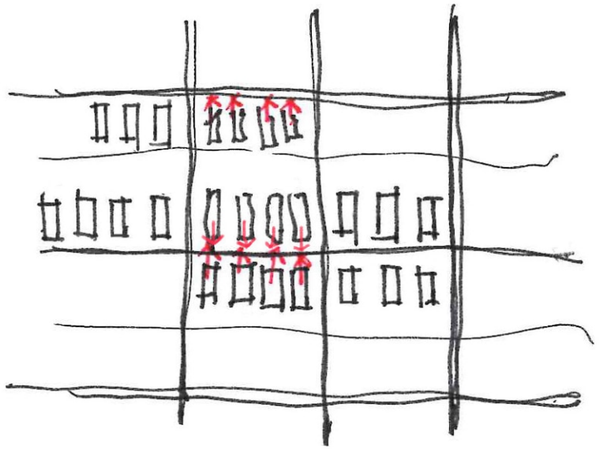
Softening the Grid, Strengthening the Community

The Strathcona neighbourhood originally developed as a series of typical Vancouver city blocks, characterized by a fine-grain urban fabric and strong street-based connections. This pattern was later disrupted by the introduction of rail infrastructure, which fractured the neighbourhood, introduced safety concerns, and severed access between homes west of the tracks and Admiral Seymour Elementary School.

Mid-century planning approaches further compounded these challenges through large scale demolition, replacing intact neighbourhood fabric with industrial buildings and inward facing housing that turned from surrounding streets and public life.

In contrast, 730 Raymur adopts an outward-facing urban design strategy that intentionally departs from these earlier planning patterns. The building is pushed to the perimeter of the site to directly engage surrounding streets, activate public edges, and animate the public realm, while simultaneously forming a protective buffer between the neighbourhood and the rail corridor.

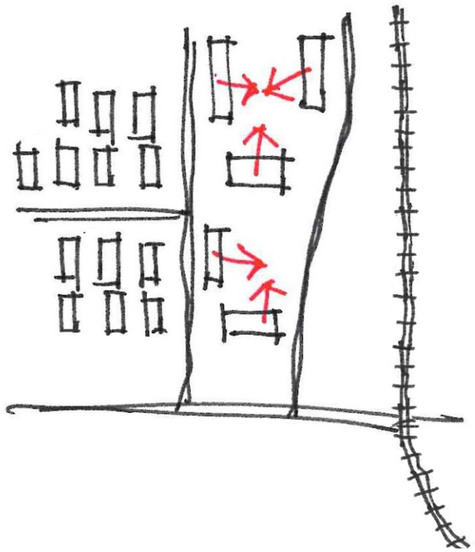
The building form is carefully carved at mid-block to create an accessible courtyard that provides clear entry into the project's complex mix of uses. This space introduces a moment of pause within the urban fabric serving both residents and those moving through the neighbourhood and re-establishes permeability, openness, and civic presence at the site.



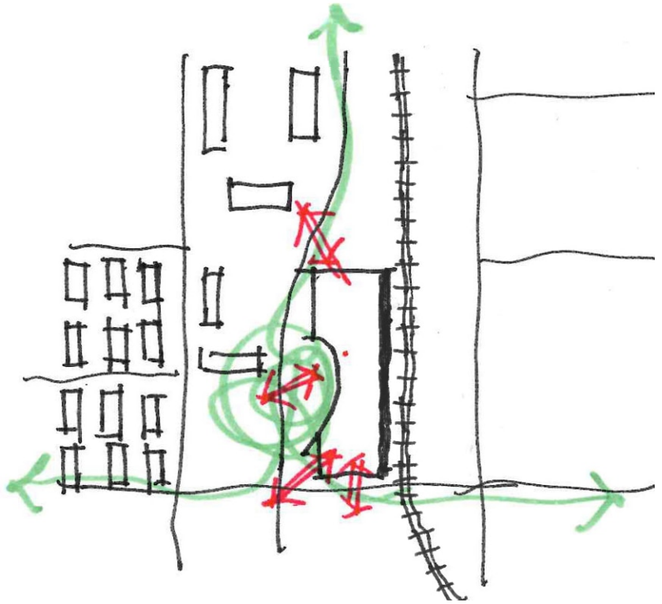
1. Establishment of the Grid



2. Disruption by the Rail



3. Introverted and disjointed growth



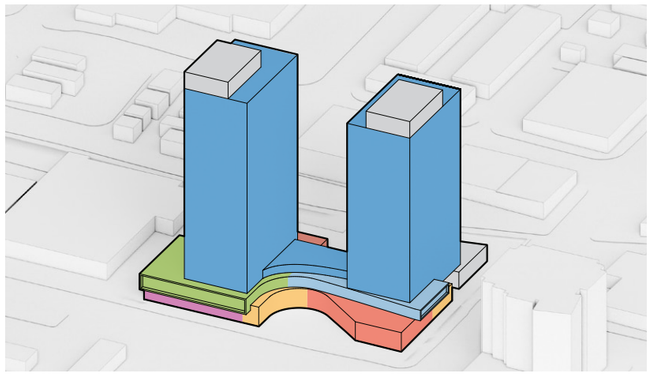
4. Community-oriented response

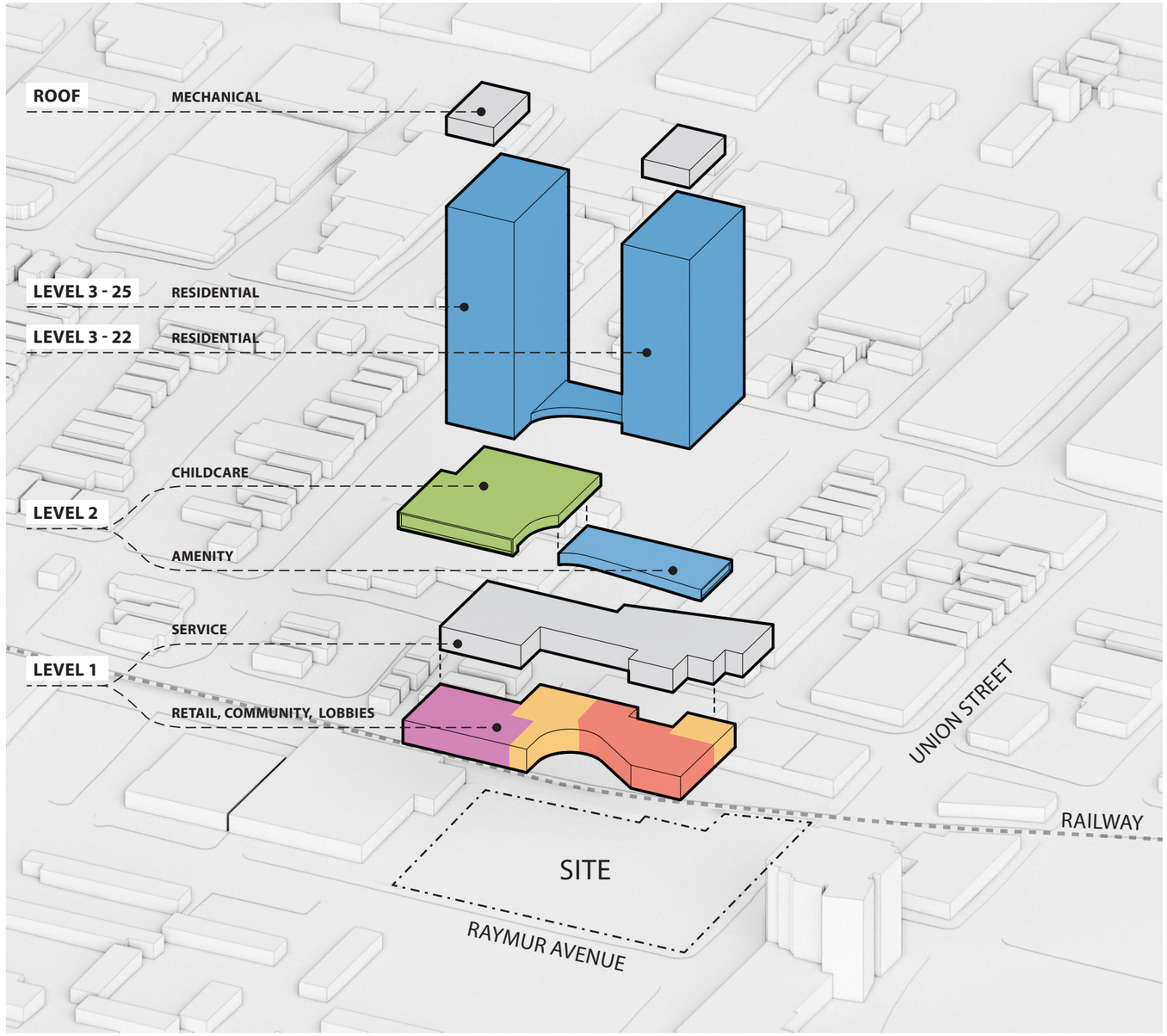
PROGRAM & UNIT MIX

PROGRAM	AREA FT² (M²)
AMENITY	8,670 (805)
RESIDENTIAL	340,760 (31,658)
CHILDCARE	10,394 (966)
RETAIL	8,146 (757)
ARTS SPACE	4,884 (454)
GFA (LESS EXCLUSIONS)	366,533 (34,052)
SITE AREA	60,894 (5,657)
FSR	6.0

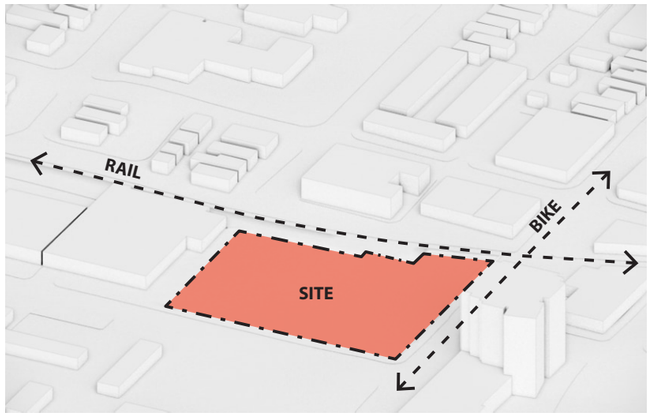
The 25- and 22-storey purpose built rental towers combined will have 436 units of the following mix:

UNIT TYPE	% OF UNITS
STUDIO	16%
1 BED	39%
2 BED	35%
3 BED	10%

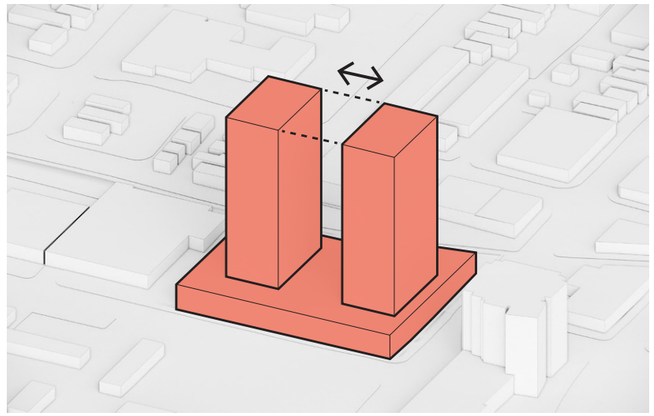




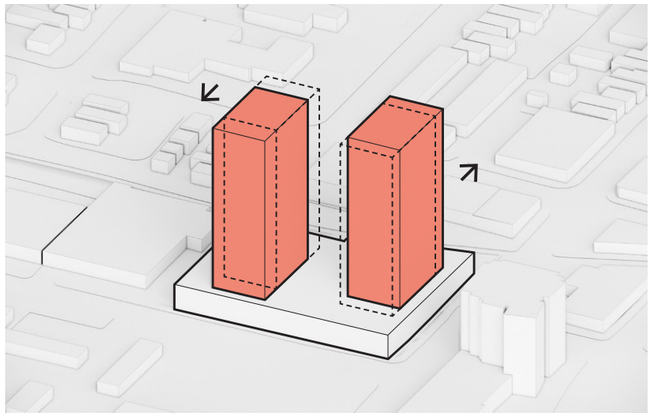
MASSING & FORM



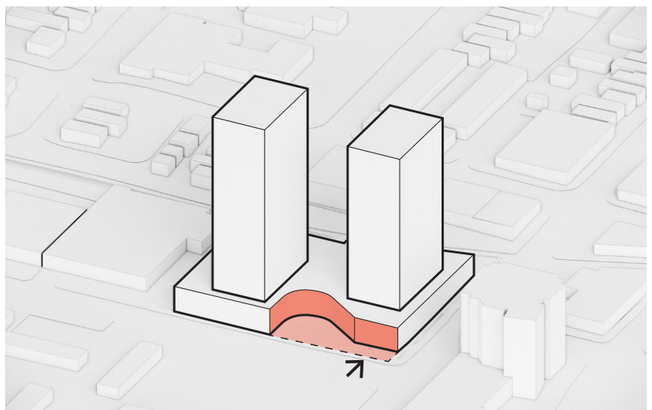
1. SITE CONSTRAINTS AND CONDITIONS
Establish the developable area on site due to the site constraints, noting especially the influence of the railway and bikeway.



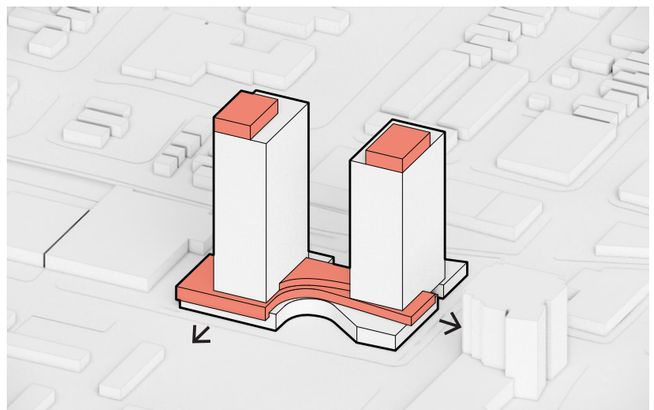
2. PODIUM AND TOWER
The podium acts as protection from the railway and buffers Raymur Avenue and the surrounding public realm. The ground plane of the site is raised, and two towers are added on top with required separation in between.



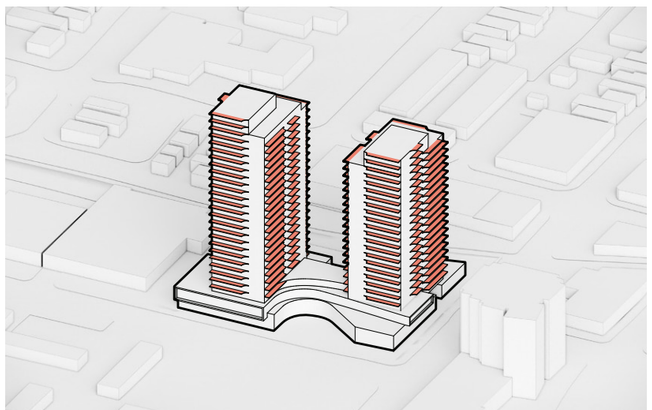
3. SHIFT + STAGGER
The south tower is slid back from the public realm, and the north slides west to eliminate shadows on Admiral Seymour Elementary. The relationship of the towers improve views and privacy between units. Heights are adjusted to create a visual hierarchy while remaining respectful of neighbours.



4. CARVE COURTYARD
The southwest corner of the podium is pulled back to invite pedestrians travelling along Union Street to slow. Further north the carve continues and deepens, is activated by landscaping, and increases visibility of site uses from the active adjacent thoroughfare.



5. STEP PODIUM, ARTICULATE PROGRAM
The podium is sculpted further, with extrusions delineating the private amenity and childcare spaces within. Amenity spaces spill onto habitable roof areas, and overhanging elements break up the massing of the podium to reduce the perceived scale. Mechanical space is added to the roof.



6. CARVE BALCONIES
The form of the balconies references the language of the courtyard's arching form, creating a 'similar but different' relationship. Their composition has a sliming effect on the tower that reduces visual bulk and creates vertical rhythm, while providing passive solar shading.

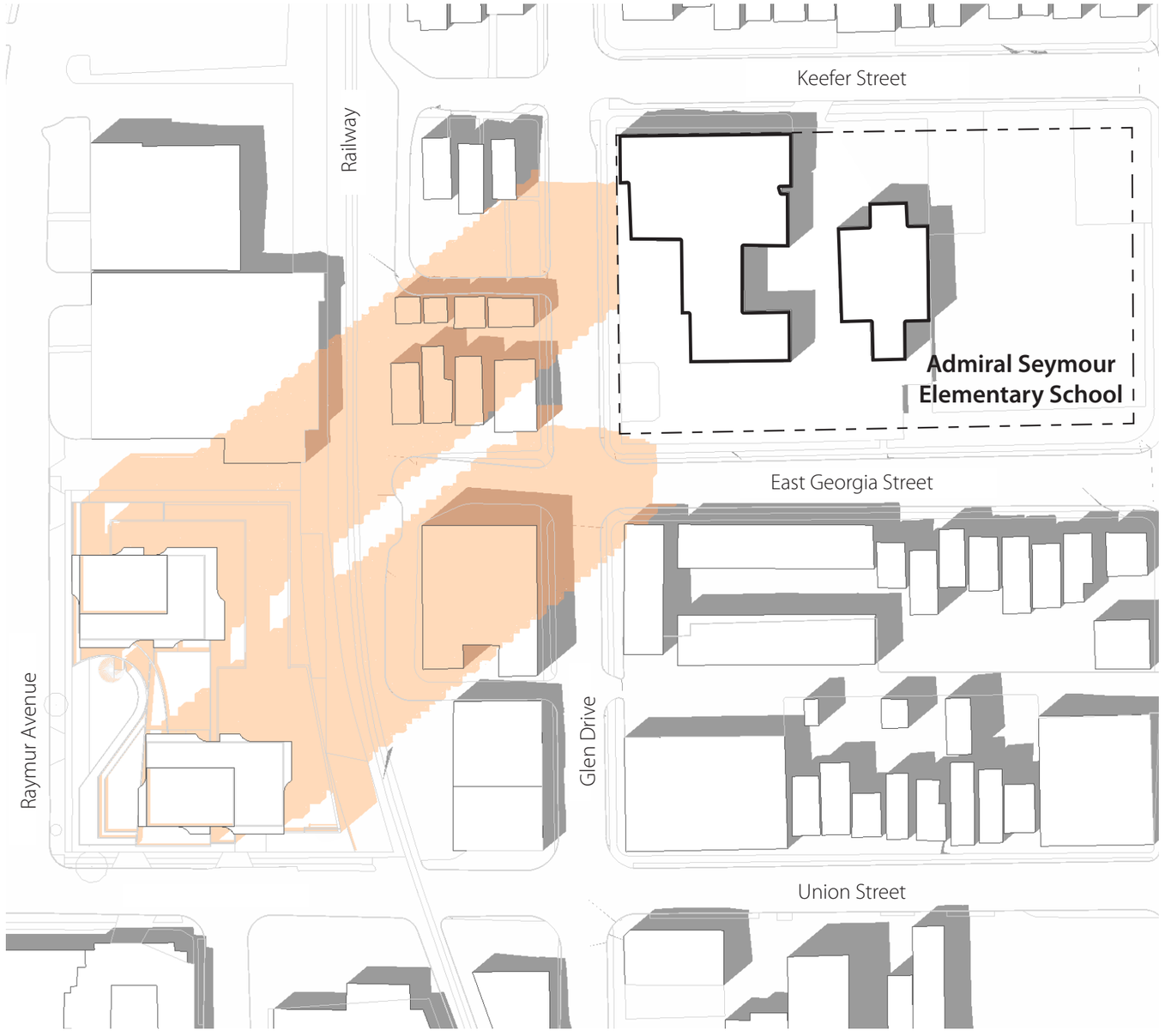
MASSING & FORM

The building form carefully considers the shadowing impacts on neighbours, specifically the Admiral Seymour Elementary School. By shifting the north tower towards the north west corner of the podium the building will not block sunlight reaching the school's grounds during opening hours. The design also relies on strategic balcony placement and a recess within the north tower floor plate to prevent shading.

Shown on right is a shadow study from the fall equinox (September 22nd) at 4pm.



Admiral Seymour Elementary School (1130 Keefer Street)



PUBLIC REALM

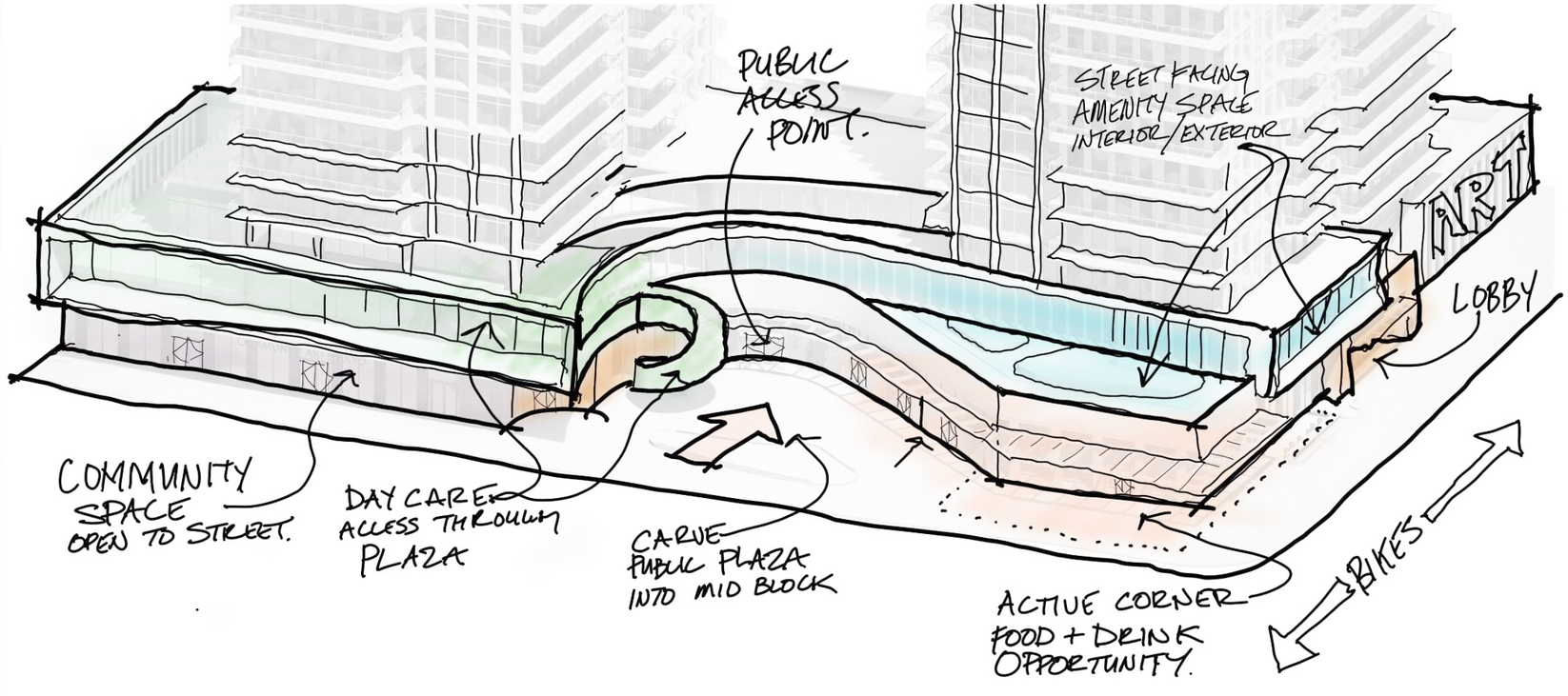
DESIGN APPROACH

Interaction with the nearby pedestrian thoroughfare has a critical influence on the public realm design for this project. The tiered three storey podium design is welcoming and human scale, inviting passing cyclists or pedestrians to slow down and engage with the commercial spaces.

Facing Union Street the residential lobby on the south elevation is recessed slightly, delineating it from the public spaces further west. Adjacent to the south tower lobby is the entrance to the parkade and service spaces. These spaces create a challenge; necessitating a durable but highly visible concrete wall that becomes more visibly digestible through a public art opportunity wrapping the podium's southeast corner.

The southwest corner has a deeper setback creating a visual connection that guides passersby into the heart of the site, while also allowing space for landscaping and spill out patio space. The west elevation facing Raymur is transparent and porus, enhancing visual interest and fostering social interaction.

This courtyard space is envisioned as accommodating and being activated by residents, shoppers, and pedestrians; a third place that encourages community engagement and enhances the local neighbourhood functioning as a unique "stop along the way" between Downtown and East Vancouver. A highlight in the courtyard is the sculptural spiral stair that provides access to the childcare program above.



PUBLIC REALM

CPTED STRATEGIES

Natural Surveillance:
Extensive glazing with clear sightlines at ground level for retail, arts & culture, and lobby spaces to ensure visibility and passive monitoring with no hidden corners or dead zones.

Residential and commercial entrances are located in highly visible, well-lit areas to discourage loitering and increase safety.

Maintenance and Management:
Durable, graffiti resistant materials used throughout the public realm and building base.

Landscaping and lighting designed to avoid creating hidden areas or maintenance heavy blind spots.

Access Control:
Controlled access points for residential, commercial, and back of house areas to limit opportunities for intrusion.

Secure bicycle storage and loading areas with restricted access and visibility from active spaces.

Territorial Reinforcement:
Clear distinction between public, semi-public, and private zones through changes in material, elevation, and landscaping.

Defined entry ways and signage that establishes a sense of oversight and stewardship, and reduces unauthorized access.

Activity Support:
Active retail and arts & culture frontages along Union Street and Raymur Avenue engage pedestrians and generate day to night activity and street presence.

Mixed-use programming and a flexible ground plane allow for art opportunities, temporary activations, patio space, and other uses that support public interaction and permit passive surveillance.

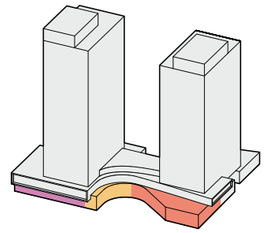
Lighting Strategy:
Utilizing well designed interior lighting and integrated architectural lighting along walkways, entrances, and facade edges to enhance visibility and reduce shadowed areas without contributing to light pollution.







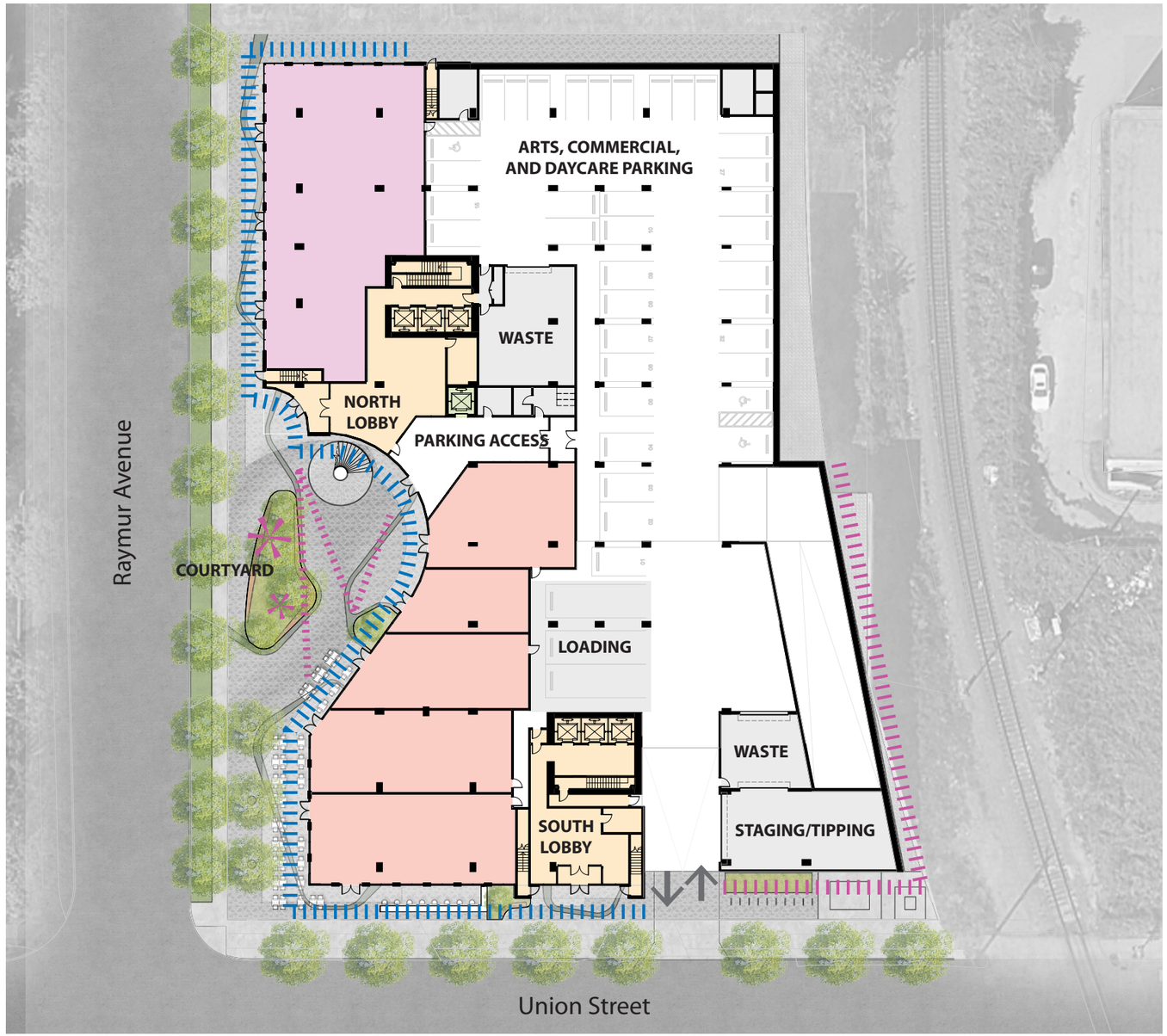
GROUND PLANE - PROGRAM



The project's ground plan responds to the significant pedestrian corridor along Union Street, providing spaces that establish a positive feedback loop of activity.

Commercial retail units, highly visible from Union Street, make up the majority of the southern portion of the ground floor. These units open to the courtyard and the Raymur / Union intersection, providing day long activation. The demising strategy is flexible; facilitating a diverse range of businesses that may occupy the space. Further north along Raymur Avenue is the arts & culture production space, visible from the public realm. Residential lobbies are clearly expressed in building massing and have a compact footprint. A walkway through the podium at grade provides elevator access to childcare above.

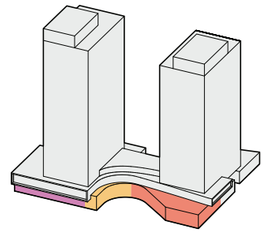
A spiral stair, echoing curvilinear design elements elsewhere in the project, acts a sculptural focal point in the courtyard; a whimsical design element that connects to the outdoor childcare space on the second floor. Public art opportunities exist along the railway wall and within the courtyard to bring further life to the building.



LEGEND

- ARTS & CULTURE
- RESIDENTIAL
- CHILDCARE
- RETAIL
- PARKING & LOADING
- PUBLIC ACTIVATION
- PUBLIC ART OPPORTUNITY

GROUND PLANE - ACCESS



The railway proximity dictates the requirement for a crash wall and low occupancy uses within 30m of the shared property line for rail proximity compliance. Proposed vehicle access to the building's parkade is via the south property line on Union Street. In the absence of a laneway, back-of-house services are located under the building (within the railway 30m zone) and concealed from the public realm, with the south offering an optimum location for a driveway given the favorable grades and proximity to the vista switch. Mitigation of the wall is accomplished through public art, bike racks, and landscaping.

Tucking the parking entrance in the southeast corner of the site, adjacent to the railway while still maintaining a safe distance, ensures the southwest corner and west face of the building remains safe, accessible, and inviting for pedestrian use. Free from service uses, the west facade and southwest corners responds to the adjacent residential uses and welcomes in passers by.

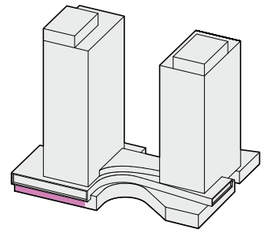
Pedestrian access to the parking area from the courtyard is provided by a bright and welcoming walkway that also directly connects to the north lobby, childcare elevator, and leasing office.



LEGEND

- ARTS & CULTURE
- RESIDENTIAL
- RETAIL
- CHILDCARE
- PARKING & LOADING

LEVEL 1 - ARTS & CULTURE

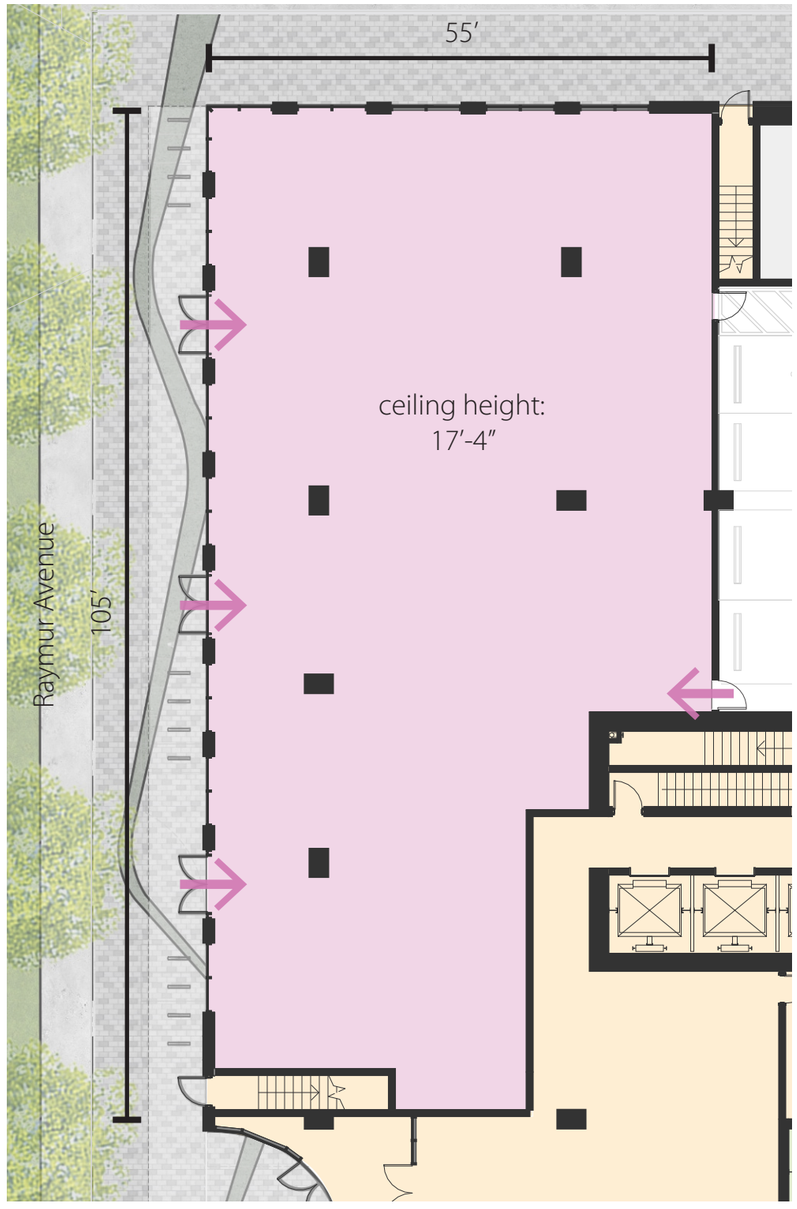


The Strathcona and Downtown Eastside neighbourhoods are recognized as culturally significant yet are underserved in terms of accessible community arts spaces. Cultural planning initiatives identify the Eastside as a critical area for sustaining artist production, cultural expression, and community based creative activity in the face of ongoing development pressures and displacement risks. These policy documents emphasize the importance of embedding arts and cultural spaces directly within new developments to support local artists, cultural organizations, and neighbourhood identity.

The proposed 4,900 sqft. community arts space is envisioned as a welcoming and highly visible ground floor amenity that functions as a neighbourhood facing cultural hub, responding to the goal of developing Kiwassa into a creative precinct. Located at grade, the space would be flexible, able to accommodate a range of uses such as workshops, exhibitions, and community programming. Generous glazing and clear sightlines reinforce transparency and public engagement, while durable materials and well lit interiors support inclusive day-to-day use. The design intent is to create a space that reflects the creative energy of the Eastside Arts District, fosters community connection, and contributes to the long term cultural vitality of the neighbourhood.

LEGEND

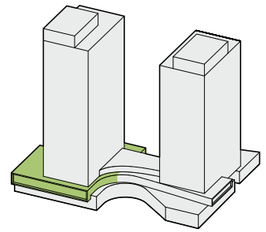
- COMMUNITY ART SPACE
- RESIDENTIAL
- SERVICE





Conceptual rendering of the arts & culture production space

LEVEL 2 - CHILDCARE



The Strathcona neighbourhood is identified as a significantly underserved area for early childhood services and childcare, with a notable gap between demand and available spaces. A 2024 needs assessment, undertaken by the Ray-Cam Cooperative, highlighted a critical need for support for young children and their families in this community and the adjacent Downtown Eastside, particularly for children under the age of 36 months.

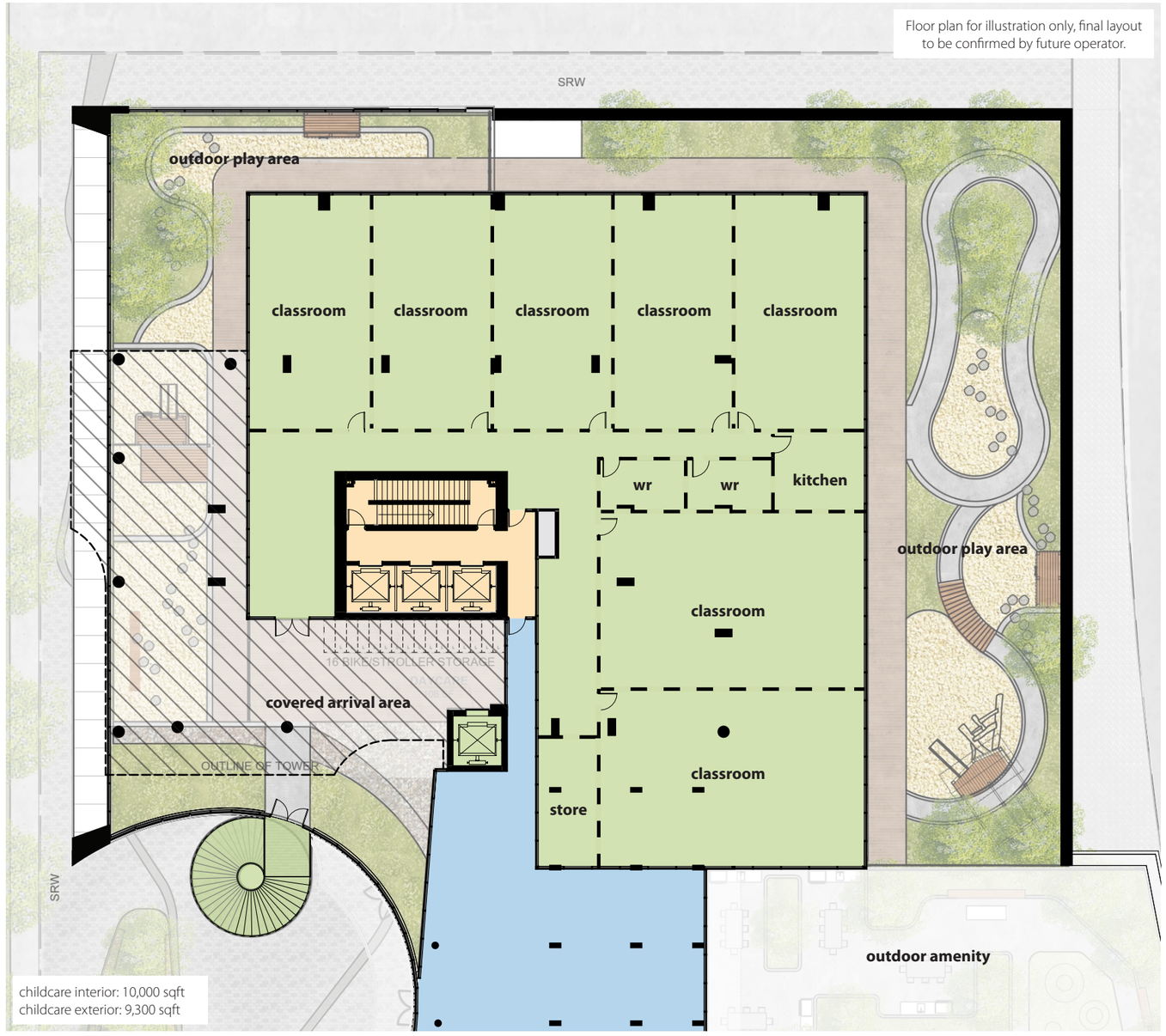
The proposed facility would have the look and feel of an approachable neighbourhood hub. The facility would be located on the second floor, and have outdoor play areas that are safe, well-lit and have an outlook over the familiar but changing neighbourhood. The interior programmed spaces themselves would have the opportunity for natural light from all sides with direct views into their adjacent play areas.

Preliminary class size and type recommendations based on the provided space and a needs assessment are expected to accommodate a total of 110 spaces:

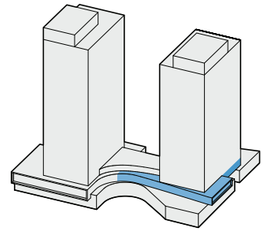
- 2 classes of 12 of 0-18 months
- 3 classes of 12 of 18-30 months
- 2 classes of 25 of 3-5 year olds

LEGEND

- CHILDCARE
- AMENITY
- CIRCULATION

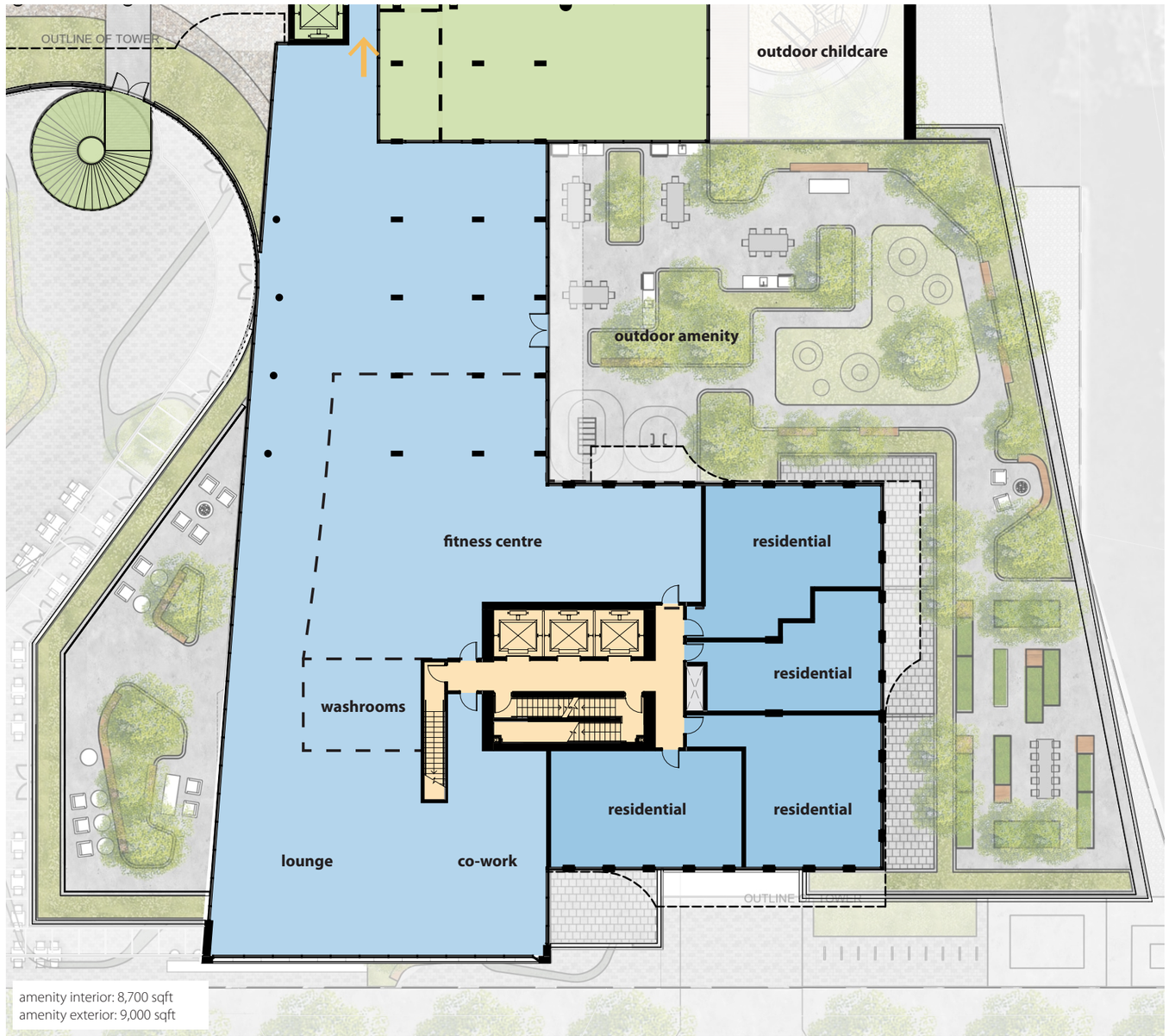


LEVEL 2 - RESIDENTIAL AMENITY



The amenity program of the podium aims to provide spaces that supplement the residential units above and is designed to allow for direct access from both tower cores. On the interior, spaces benefit from ample natural light throughout the day and a connection to the outdoor living spaces. The fitness centre sits on the east side tucked against the stair core, reducing solar gain. Program along the west takes advantage of passive solar and views of the courtyard. On south elevation a shrouds protrudes from the podium providing a unique outlook over the streetscape and breaking up the building's massing.

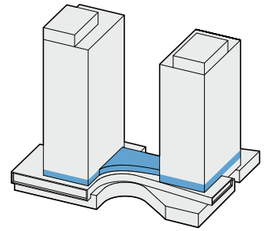
The exterior amenity on the podium offers a variety of spaces suited to communal gathering or quiet enjoyment of green space that serves both residential towers. The east side of the podium is heavily planted, reducing the perceived sound and visual noise of the railway while creating a relaxing backdrop. Conversation and lounge space is found throughout, with some of the best spots on the southwest corner. Capturing the afternoon sun, this area looks out over the courtyard and the surrounding neighbourhood.



LEGEND

- CHILDCARE
- AMENITY
- RESIDENTIAL
- CIRCULATION

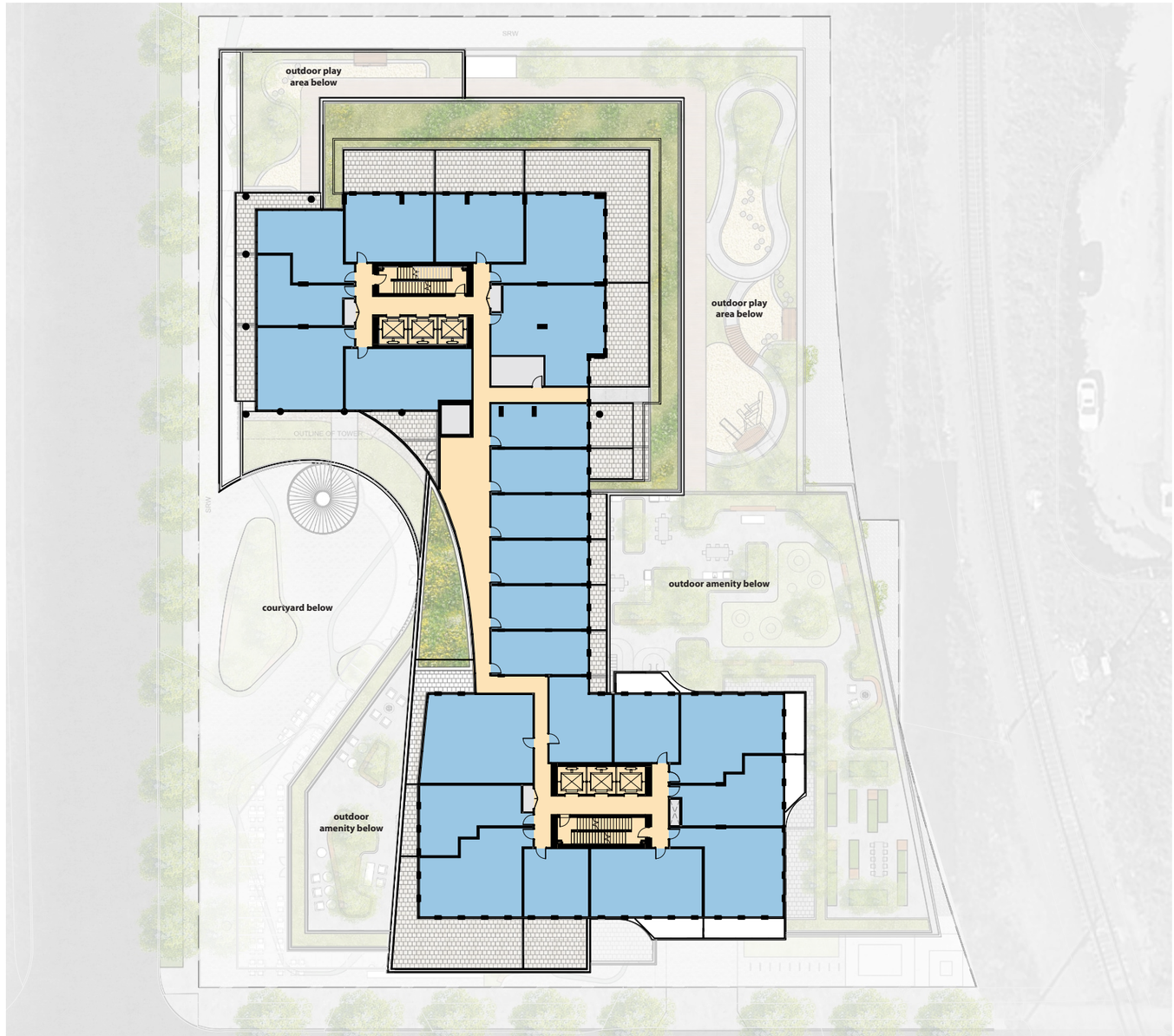
LEVEL 3 - RESIDENTIAL



The first residential level is located at the top of the podium and establishes a careful transition from the public realm and shared amenity spaces to the private residential levels above, balancing livability, privacy, and acoustic comfort while remaining visually connected to key shared spaces.

Residential units are arranged to minimize overlook where privacy is required, particularly above the childcare spaces, by utilizing a landscape buffer and avoiding balconies directly over the outdoor play areas below. Units are oriented to maintain visual connections to the landscaped amenity spaces and central courtyard, where resident overlook is beneficial. The rooftops also host a combination of expanded patios and planted sections strategically placed to support these relationships.

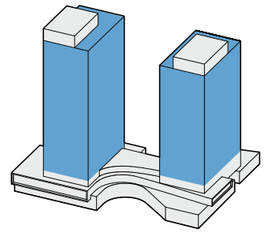
Floor plate organization ensures appropriate buffering between units while reinforcing intentional sightlines toward the courtyard and amenity deck. The layout of the floor plate establishes the organizational framework that carries upward through the tower levels above.



LEGEND

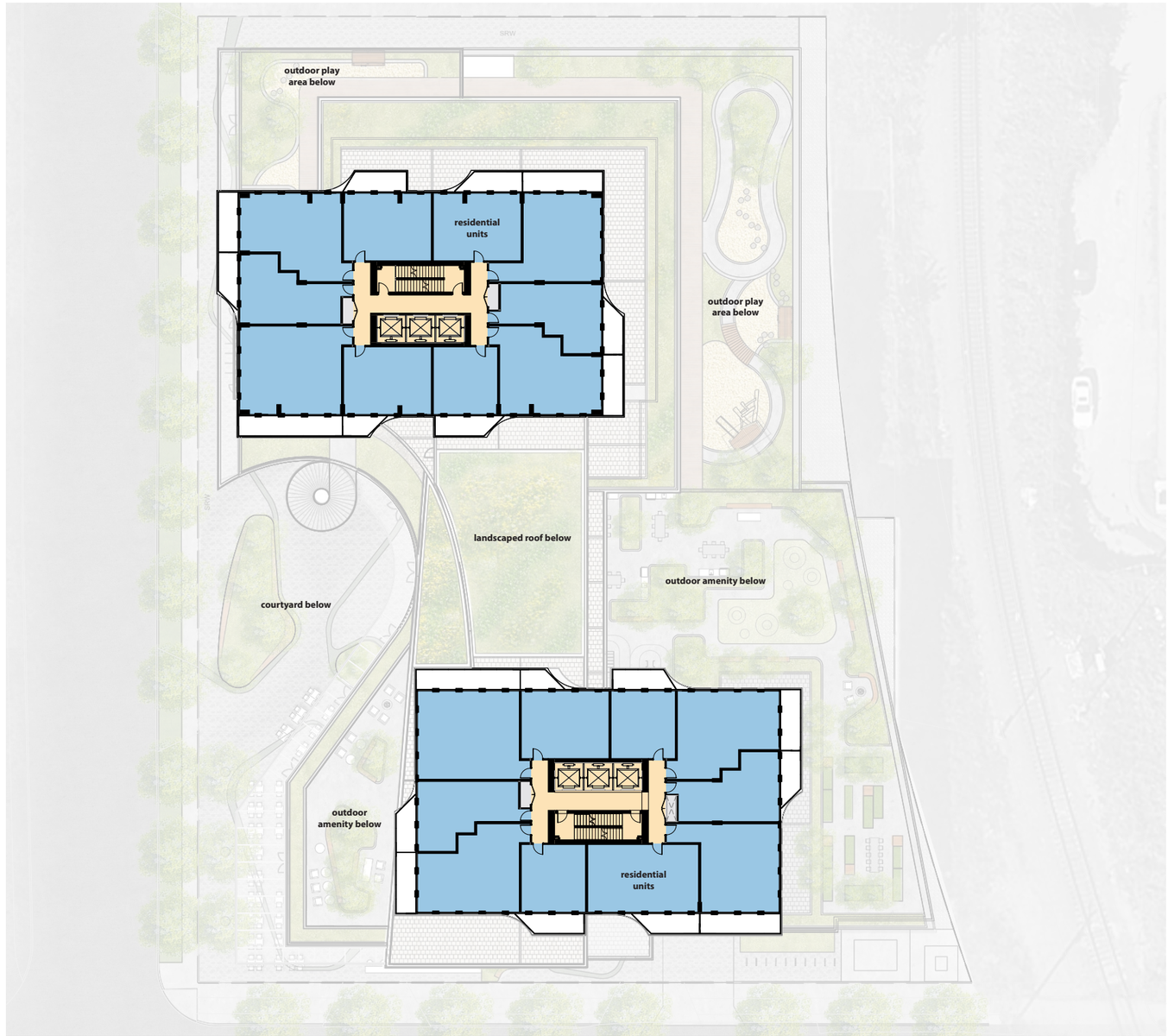
- RESIDENTIAL
- CIRCULATION
- SERVICE

TYPICAL TOWER LEVEL - RESIDENTIAL



The 25- and 22-storey towers (north and south respectively) are staggered to improve privacy between neighbours and maximize access to views, daylight, and outlooks. The floorplates contain a blend of unit types with a high percentage of family-sized units, supporting a diverse community of households. All units are provided with in-suite storage, further enhancing long-term livability and suitability for families.

The form of the balconies, sized well above minimum requirements, references the language of the courtyard's arching form, creating a 'similar but different' relationship. Balconies are carefully offset from the childcare outdoor play areas below to ensure safety and appropriate separation, while their composition has a slimming effect on the towers that reduces visual bulk and creates a clear vertical rhythm. The balcony design also contributes passive solar shading, supporting occupant comfort and overall building performance.



LEGEND

- RESIDENTIAL
- CIRCULATION
- SERVICE

MATERIALITY & ARTICULATION

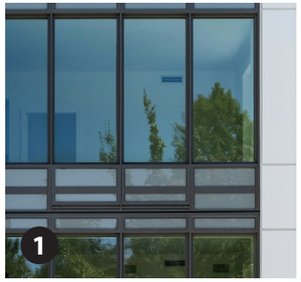
The architectural expression of the project is shaped by site-specific constraints, contextual response, and the built language of the Downtown Eastside, collectively forming a cohesive and contemporary interpretation of the area's industrial heritage.

The material palette of the project pulls from the adjacent industrial context: durable, functional, manufactured. The podium is clad in metal panel in a patined green colour paired with concrete; colours and textures that recall the rigid structures of industry and port infrastructure. Metal framed canopies further reference manufactured precedent. At podium level glazed curtain wall allows for transparency and street interface, with a silver / charcoal frame infilling the remainder of the podium and continuing vertically into the tower, where a window wall system alternates between glazing and silver / charcoal spandrel panel.

The podium addresses the two primary frontages of Raymur Avenue and Union Street. As outlined in the Public Realm section, the west side and southwest corner of the podium are significant to the way the project is utilized by the public. Although the southeast corner, eastern podium elevation, and northeast corner are opaque by necessity, the proposal envisions them being wrapped by public art that is visible from the bikeway and surrounding streets. The northwest corner of the podium is transparent but quieter, being less public facing.



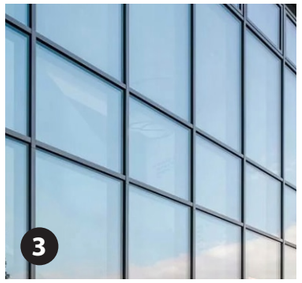
MATERIAL LEGEND



Metal Panel Window Wall System
Glass: Double Glazed, Insulated



Window Wall Glazed Spandrel
Glass: Double Glazed, Insulated
Colour: Silver & Charcoal



Curtain Wall - Vision Glazing
Glass: Double Glazed, Insulated



Composite Metal Panel
Colour: Patina Green



Composite Metal Panel
Colour: Charcoal Grey



Concrete
Colour: Grey / Mural

MATERIALITY & ARTICULATION

Above the street level the second and third levels of the podium have raised glazed sections that offer privacy for occupants while promoting eyes on the street; geometrically expressed as an extruded metal sunshade around a wall of glazing.

The tower is visually separated from the podium by Level 3, expressed as a glazed gasket, allowing both forms to read independently. The form of the balconies reference the language of the courtyard's arching form, a 'similar but different' relationship. The composition of the balconies has a sliming effect on the tower that reduces visual bulk and creates vertical rhythm, while providing passive solar shading.





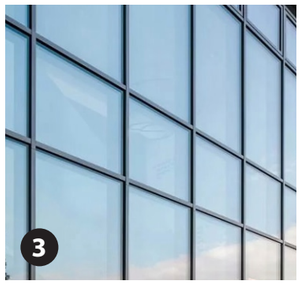
MATERIAL LEGEND



Metal Panel Window Wall System
Glass: Double Glazed, Insulated



Window Wall Glazed Spandrel
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Curtain Wall - Vision Glazing
Glass: Double Glazed, Insulated



Composite Metal Panel
Colour: Patina Green



Composite Metal Panel
Colour: Charcoal Grey



Concrete
Colour: Grey / Mural

SUSTAINABILITY MEASURES

The sustainable design strategy for 730 Raymur considers active transportation, building systems, and material selection, with a focus on reducing emissions and supporting low carbon mobility:

1. Access and facilities that supports active transportation, reducing reliance on vehicles and contributing to lower transportation emissions

- High-efficiency air source heat pumps utilized to provide space heating and cooling, significantly reducing operational greenhouse gas emissions while maintaining occupant comfort

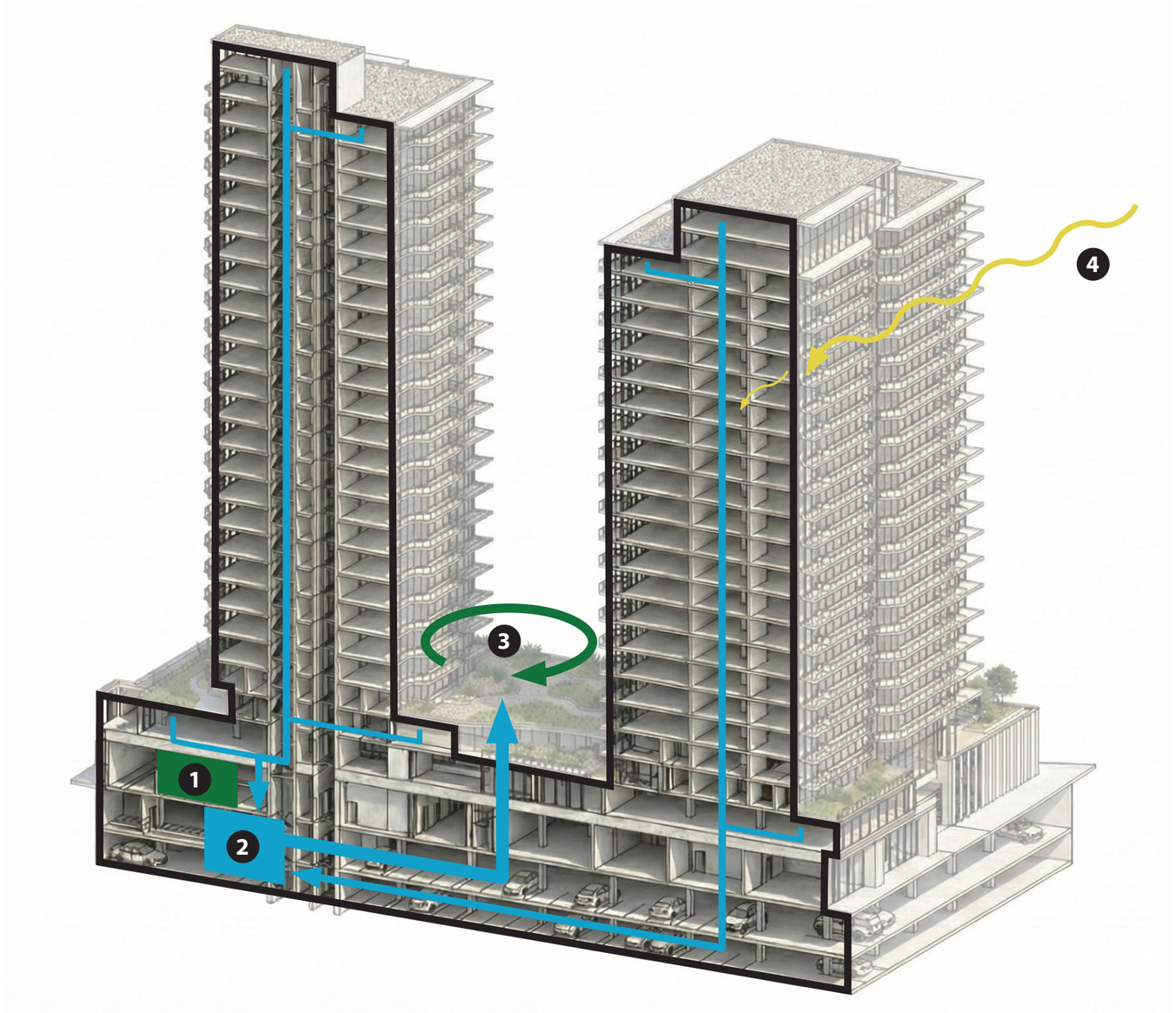
2. On-site rainwater retention tanks manage stormwater runoff by reducing peak flows, supporting site irrigation where feasible, and contributing to resilient urban water management

- Embodied carbon impacts are minimized through selection of materials and assemblies with attention paid to concrete mixes, insulation, and metals to meet City's guidelines

3. Landscaped exterior spaces designed to function as residents' living areas; contributing to urban cooling and improving microclimate conditions while supporting social interaction

- Energy modeling will be used to inform design decisions and optimize system performance, ensuring the project exceeds Vancouver Building By-law energy performance requirements

4. Envelope designed to exceed minimum thermal performance through insulation, glazing, and airtightness, reducing energy demand and improving long-term operational efficiency



Perspective section cutting through podium and tower

SUSTAINABILITY MEASURES



LANDSCAPE BIODIVERSITY

There will be significant emphasis on promoting biodiversity and nurturing a thriving ecosystem. The landscaping includes drought-resistant and heat-resistant species, and also creates a green and sustainable environment that fosters the well-being of local wildlife and supports biodiversity in the area.



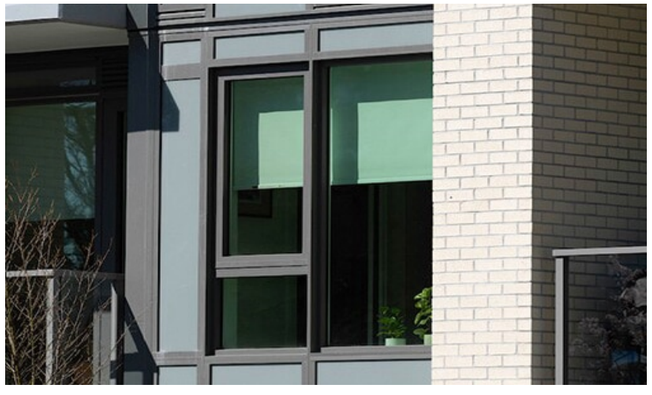
PASSIVE DESIGN STRATEGIES

The project uses passive design strategies to reduce energy demand and enhance thermal comfort, including optimized glazing to limit overheating and podium amenities that provide landscaped outdoor retreat spaces.



ACTIVE TRANSPORTATION & MIXED-USE DENSITY

Linking into and contributing to the existing pedestrian thoroughfare along Union Street is a critical piece of the project: lower emissions, stronger walkability, and a greener urban realm. Mixed-use projects create vibrant, compact communities where people can more easily live, work, and play close to home.



WINDOW TO WALL RATIO

To address energy efficiency, the proposal achieves a window-to-wall ratio of ~50%. This deliberate design choice not only reduces energy consumption by minimizing heat loss and gain but also creates a harmonious balance between natural light and thermal performance.



ENERGY EFFICIENCY & LOW CARBON BUILDING

The project will meet TEDI targets per VBBL and exceed TEUI and GHGI requirements through high-efficiency systems, including:

- Heat recovery for all suite and amenity ventilation
- Full suite cooling via central efficient air-source heat pumps



RAINWATER MANAGEMENT

The proposed parkade is set back 2.33m from Raymur Avenue, balancing rainwater management and urban forest objectives with efficient parkade design that minimizes excavation and reduces embodied carbon. Water collected on site is slowly released back into city systems or used to water site landscaping where possible.

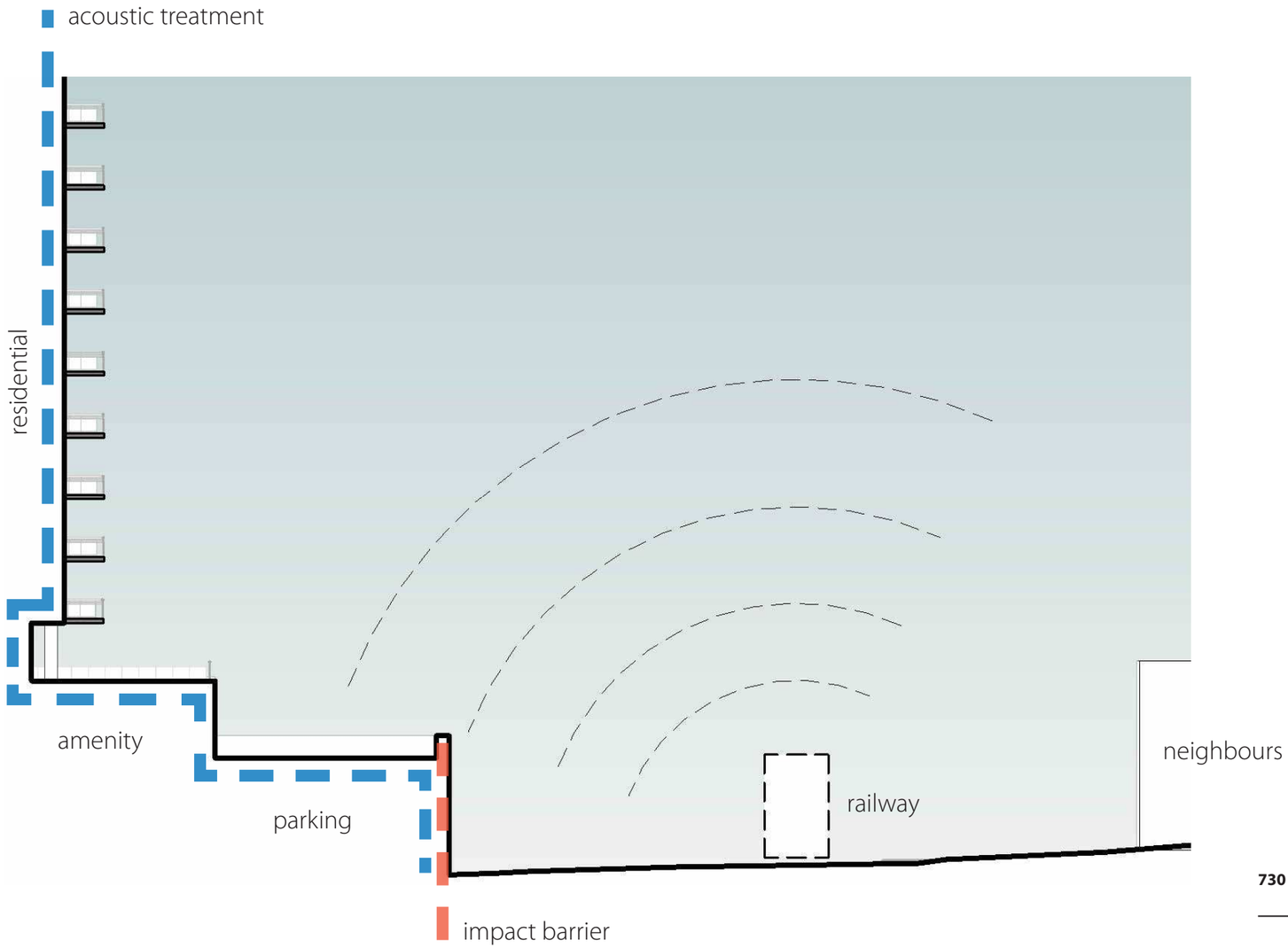
RAILWAY RESPONSE

An atypical challenge this site faces is the close proximity of the Burrard Inlet Line, an active freight railway directly to the east of the site.

The project programmatically turns away from the railway, treating it as a wall to lean back on. The podium element of the building serves many purposes across the project, but addressing the railway is a critical one. Firstly, the eastern most wall of the podium / parkade is structurally reinforced as a crash wall, serving to protect the building in the unlikely event of a derailment. The stepped podium geometry also assists with noise protection through its mass, especially on the lower floors. Additionally, the face of the podium offers a canvas to exhibit local and West Coast culture and artists through a large mural visible from Union Street.

Because the residential towers are held back from the face of the podium and biased towards the west of the site, the noise levels within the residential units will be lower. The operable and fixed glazing along the east elevation will also implement noise abating design strategies with the assistance of an acoustic consultant.

Further design measures, such as vibration mitigation and sound absorbing strategies, will be explored as the project progresses. These studies will be guided by consultants and informed by relevant policy documents, such as *Guidelines for New Development in Proximity to Railway Operations*.



Section through building and railway looking north

RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



RENDERINGS



LANDSCAPE

LANDSCAPE DESIGN RATIONALE

The ground-level landscape creates a welcoming, safe, and inclusive space for its residents and community members, particularly the art community. A 'carved-out' courtyard with strong visual connections to Union Street provides a place for pause, everyday social interaction, and engagement with the vibrant art and retail life of the neighbourhood. While open and inviting, the courtyard forms a 'social room' that is more intimate in scale, further enhanced for comfort with the addition of seating and tree canopies for shade. Lobby and daycare entries activate the perimeter of the courtyard while spaces dedicated to arts and culture enrich the retail and streetscape along Raymur Ave.

Landscape design is complemented by paving, providing legibility, intuitive wayfinding, texture, and visual interest, while maintaining a cohesive public realm experience.

The experience of the public realm is extended to the podium level through a green edge along the amenity terrace and outdoor daycare space. Architectural massing and landscape design combine to create sculpted rooftop spaces that support a variety of programs.

The design language of the amenity terrace emerges from the ground level, offering diverse experiences such as opportunities for outdoor fitness, urban agriculture, intimate and quiet seating, and social spaces with community harvest tables and small gatherings.



GROUND LEVEL CONCEPT PLAN

LEGEND

- COURTYARD
- COMMERCIAL FRONTAGE
- RESIDENTIAL ENTRY
- ARTS AND CULTURE SPACE FRONTAGE



GROUND LEVEL SPACES

Ground level landscape offers spaces of varying scales. They allow for casual social interactions and create a sense of place due to the more intimate nature of the inner courtyard.

The flexible approach to landscape design provides a great opportunity for retail units facing the intersection of Union Street and Raymur Avenue to activate this highly visible corner and add to the overall vibrancy of the neighbourhood.

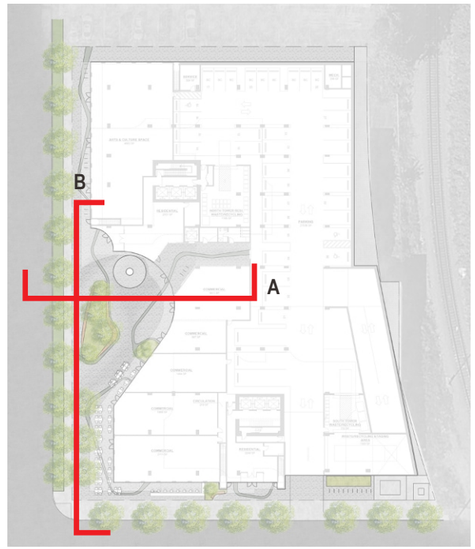
1. ARTS & CULTURE SPACE FRONTAGE
2. RESIDENTIAL LOBBY ENTRY
3. BREEZEWAY
   - DAYCARE ENTRY
   - COMMERCIAL PARKING ACCESS
   - COVERED BIKE RACKS FOR DAYCARE DROPOFF
   - PAVING PATTERN EXTENSION
4. SPECIAL PAVING PATTERN
   - DIRECTIONAL
   - STONE BANDS
   - PIXELATED CONCRETE PAVERS
5. PLANTED ISLAND
   - SEATING EDGES
   - LOW PLANTING
6. COMMERCIAL UNITS FRONTAGE
   - OPEN SPACE FOR PATIOS
   - CANOPIES FOR YEAR ROUND USABILITY
7. BAR STYLE SEATING
8. PARKING ENTRY
9. BIKE RACKS
10. PUBLIC ART/MURAL
11. LPT/VISTA SWITCH



GROUND LEVEL SECTIONS

Section A





Section B



GROUND LEVEL DESIGN ELEMENTS

Planted Islands

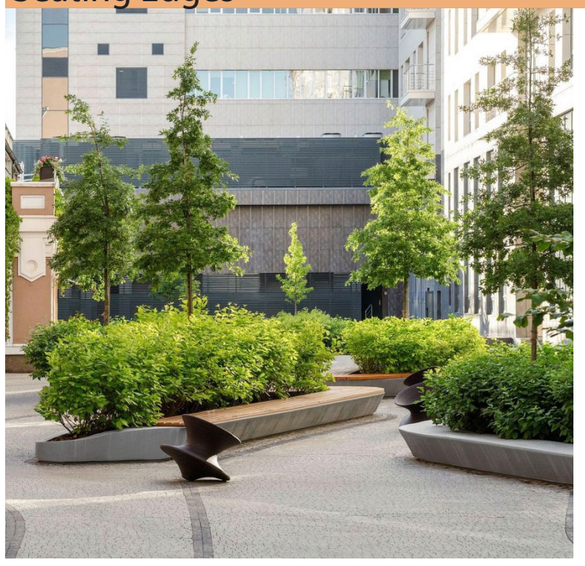


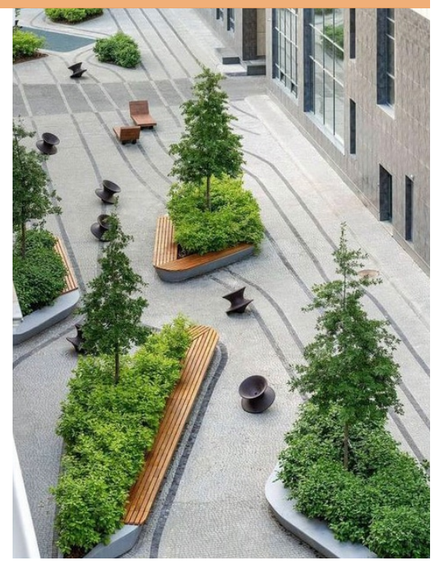




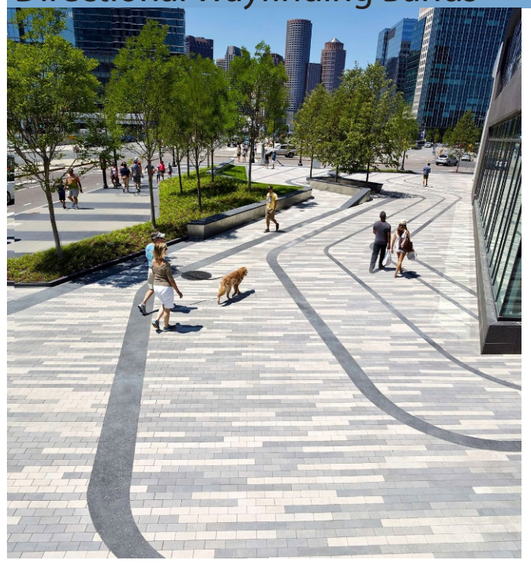


Seating Edges

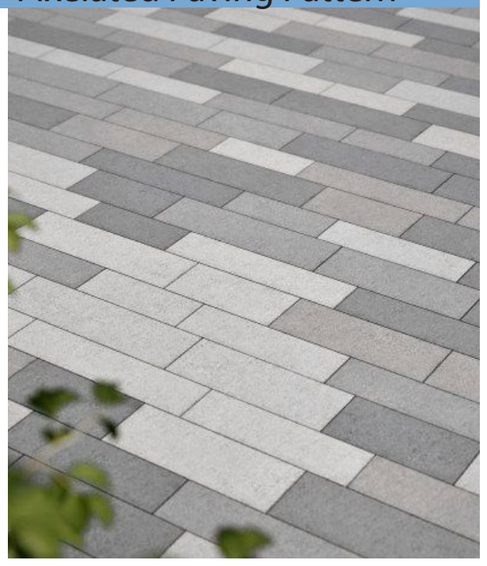




Directional Wayfinding Bands



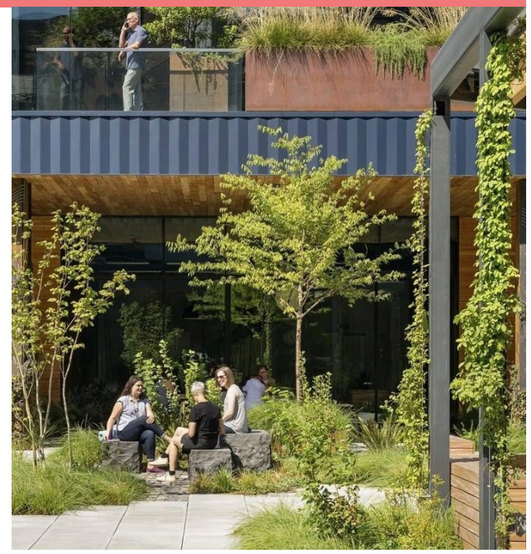
Pixelated Paving Pattern



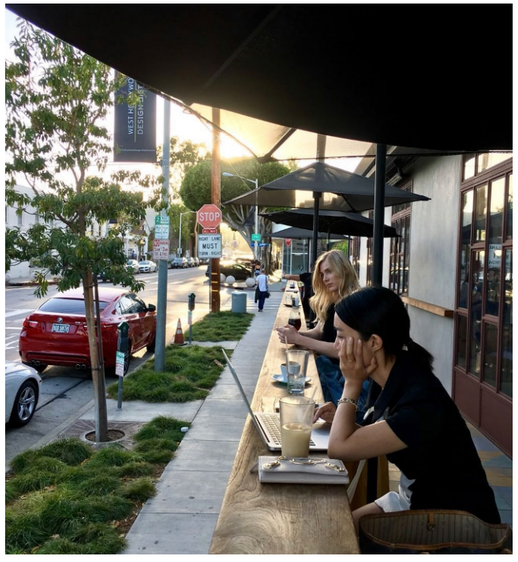
GROUND LEVEL DESIGN ELEMENTS

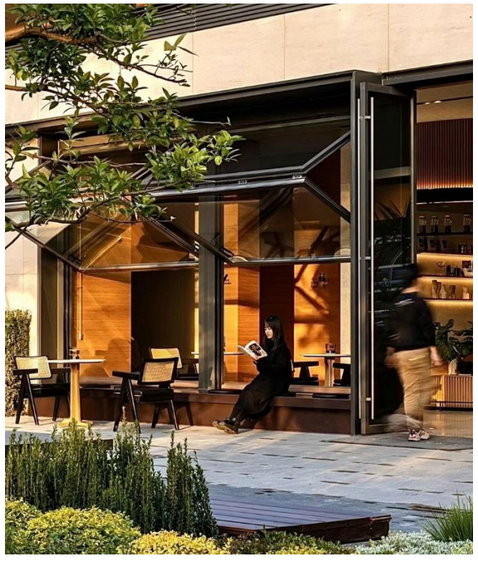
Active Edges



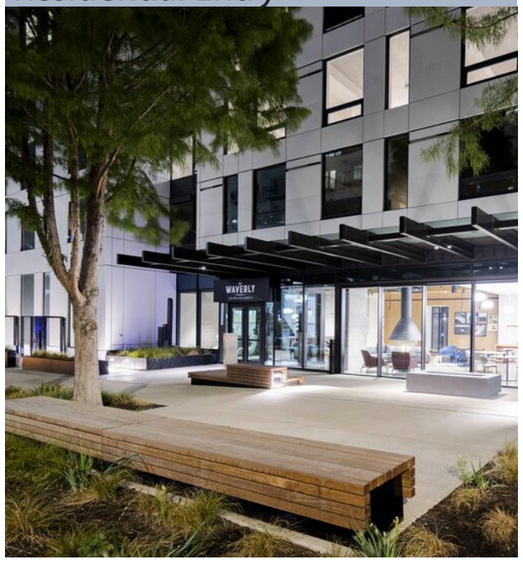




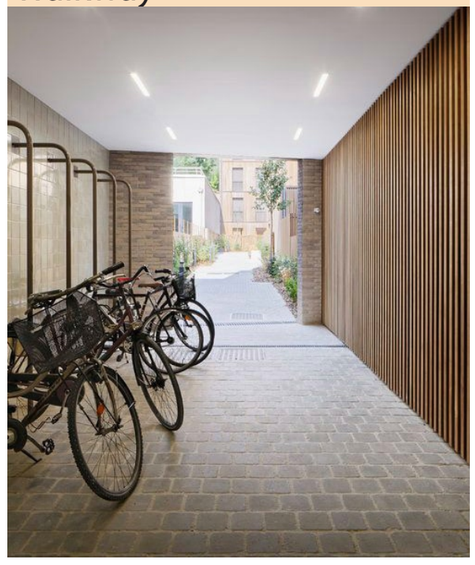




Residential Entry



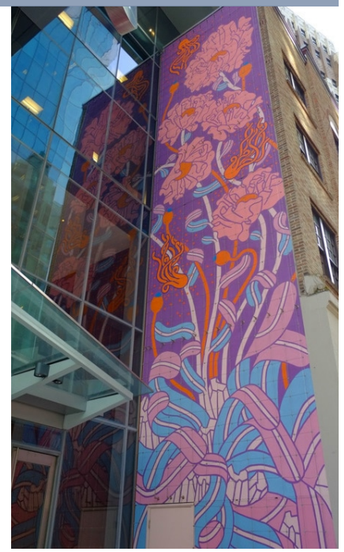
Walkway



PUBLIC ART OPPORTUNITIES

Supergraphic



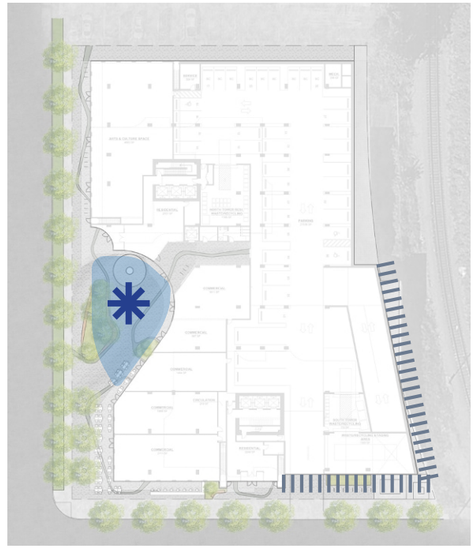


The courtyard, as well as being an everyday space for residents, provides a great opportunity for a public art installation emphasizing the development's contribution and participation in the East Vancouver art and culture scene.

Supergraphic

Free Standing

Potential for Catenary Lights or Canopy Art



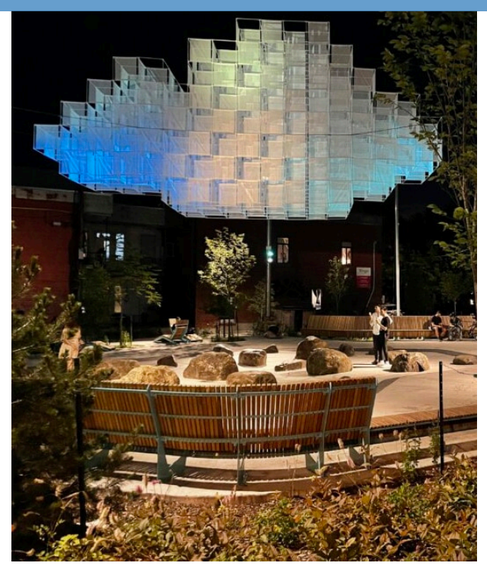
Free Standing





Catenary







LEVEL 2 CONCEPT PLAN

A significant portion of this level is dedicated to a daycare space and its associated outdoor play area. The design offers continuous indoor / outdoor relationship for the dayecare spaces while clearly defining the various functional spaces for different age groups.

The remainder of the outdoor terrace space is dedicated to residential amenities and social spaces. Architectural massing and the creation of two distinct amenity terraces, provides the opportunity to offer different experiences.

LEGEND:

DAYCARE OUTDOOR SPACE:

- INFANTS / TODDLERS
- PRESCHOOLERS
- ENTRY AREA

OUTDOOR AMENITY:

- DINING / GATHERING
- FITNESS
- LOUNGE
- MULTIUSE LAWN
- URBAN AGRICULTURE
- PRIVATE PATIOS



LEVEL 2 SPACES

Landscape design on this level focuses on outdoor social program offerings. At the east terrace, from and overall matrix of green space, smaller 'rooms' are carved out. Intimate spaces offer outdoor seating and dining opportunities. A larger more flexible spaces, creates a playful environment for families and people of all ages. Urban agriculture plots not only introduce aspects of food security, but also create a space to meet one's neighbours and share a meal at a harvest table. West terrace, overlooking the courtyard, offers more tranquil spaces within planters that can be used for work, small meetings or reading a book.

Daycare outdoor play spaces will work closely with the interior program and offer a nature-based, divers and flexible play environment.

OUTDOOR DAYCARE SPACE:

- A DAYCARE OUTDOOR SPACE PRESCHOOLERS
  - CLIMBING STRUCTURES
  - TRIKE LOOP
  - SAND BOX
  - EDIBLE PLANTING
- B DAYCARE OUTDOOR SPACE INFANTS / TODDLERS
  - CLIMBING STRUCTURES
  - SAND BOX
  - EDIBLE PLANTING

OUTDOOR AMENITY:

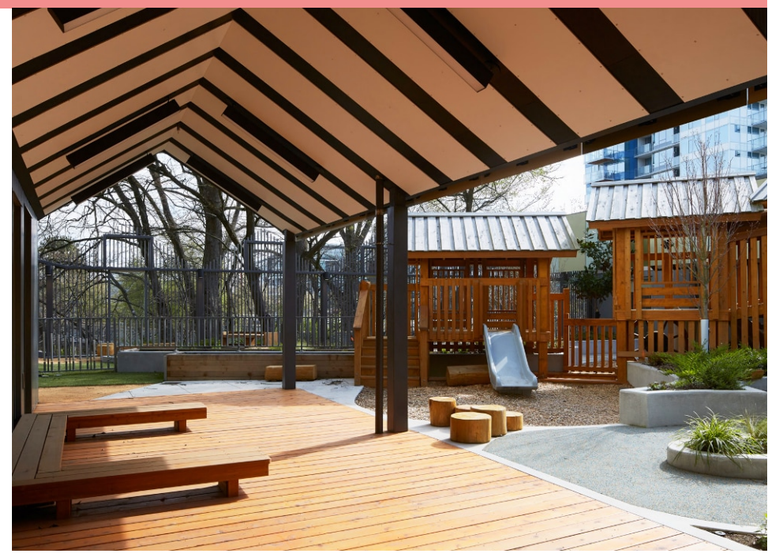
1. OUTDOOR DINING / GATHERING
   - BBQ/ OUTDOOR KITCHEN
   - LOUNGE FURNISHING
2. MULTIUSE LAWN
3. OUTDOOR FITNESS
4. PRIVATE PATIOS
5. URBAN AGRICULTURE
   - GARDEN PLOTS
   - POTTING STATION
   - HARVEST TABLE
6. OUTDOOR LOUNGE AREA
   - INTIMATE LOUNGE SPACES
   - OVERLOOKING PLAZA
7. PERIMETER PLANTER

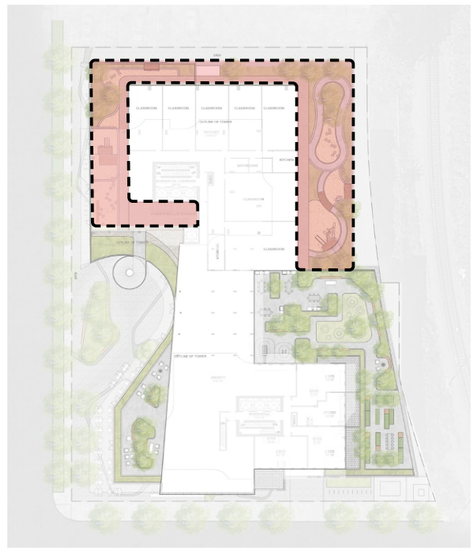


LEVEL 2 DESIGN ELEMENTS

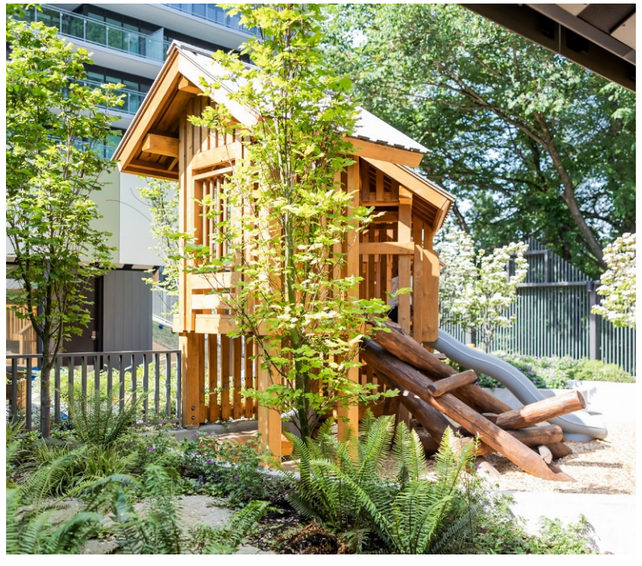
Outdoor Daycare Space











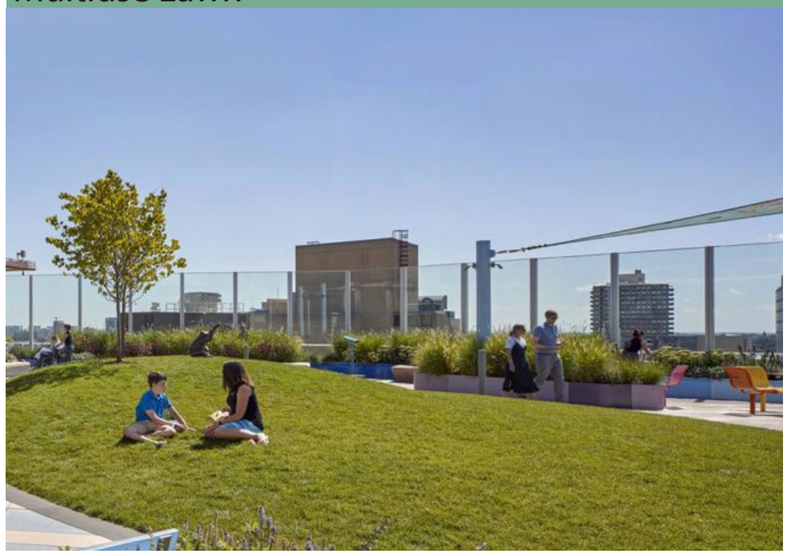


LEVEL 2 DESIGN ELEMENTS

Indoor - Outdoor Gym



Multiuse Lawn

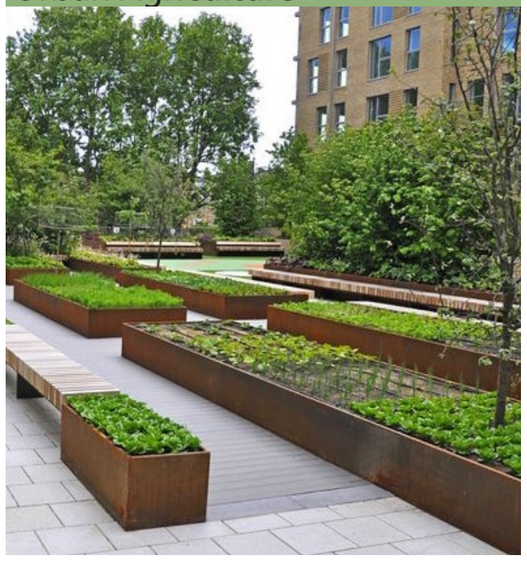




Outdoor Dining / Gathering

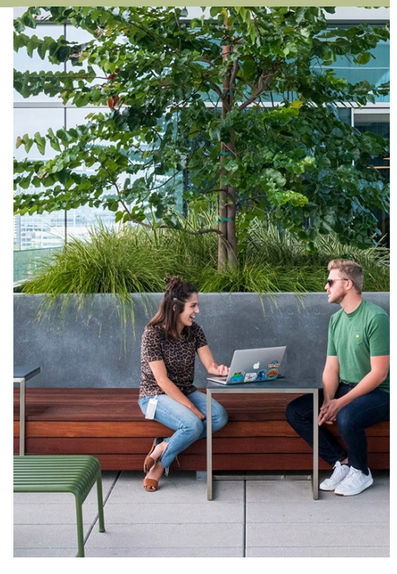


Urban Agriculture



Lounge / Outdoor Cowork Space





LEVEL 3 SPACES

On level three, outdoor private patios overlook a green roof which provides a green buffer between the patios and the outdoor daycare spaces below. The green roof, as well as being a visual amenity for the residents, greatly increase the development's resiliency and its contributions to rainwater management.

1. PRIVATE PATIOS
2. MAINTENANCE ACCESS
3. GREEN ROOF



PLANTING PALETTE

GROUND LEVEL

TREES



Gleditsia tricanthos
Honeylocust Tree



Cercidiphyllum japonicum
Katsura Tree

GROUNDCOVERS



Polystichum munitum
Sword Fern



Pachysandra terminalis
Japanese Spurge



Liriope muscari 'Monroe's White'
Monroe's White Lily Turf



Carex oshimensis 'Everillo'
Japanese Sedge

UPPER LEVELS

TREES



Cornus kousa
Chinese Dogwood



Cornus 'Stellar Pink'
Stellar Pink Flowering Dogwood



Amelanchier grandiflora
Autumn Brilliance Serviceberry



Malus transitoria 'Golden Raindrops'
Golden Raindrops Crabapple

SEASONAL SHRUBS

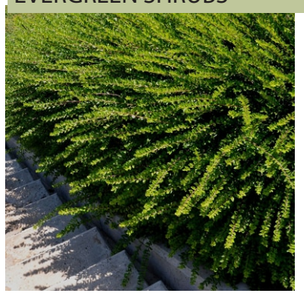


Cornus sericea
Red Twig Dogwood



Daphne 'Eternal Fragrance'
Eternal Fragrance Daphne

EVERGREEN SHRUBS



Lonicera pileata
Privet Honeysuckle

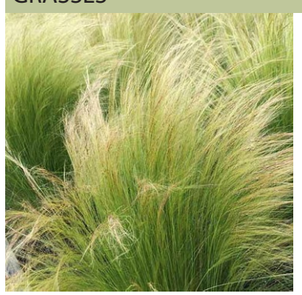


Prunus laurocerasus 'Nana'
Dwarf Cherry Laurel



Viburnum davidii
David Viburnum

GRASSES

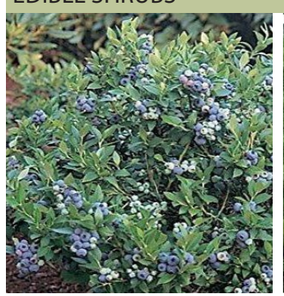


Nassella tenuissima
Mexican feather grass



Camagrotisx acutiflora
Karl Foerster grass

EDIBLE SHRUBS



Vaccinium ashei 'Premier'
Premier Blueberry



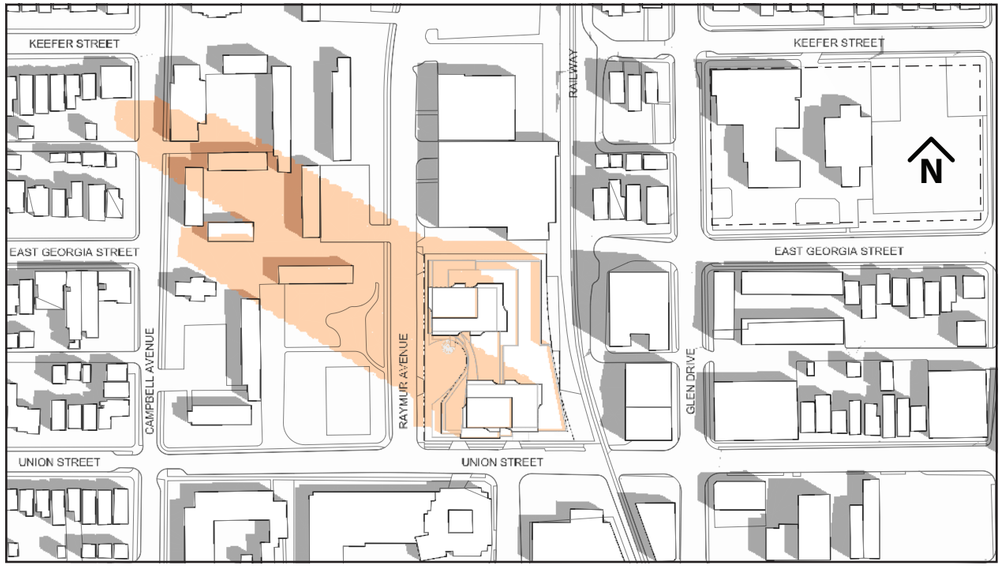
Rosmarinus officinalis
Rosemary

MCM
PFS STUDIO

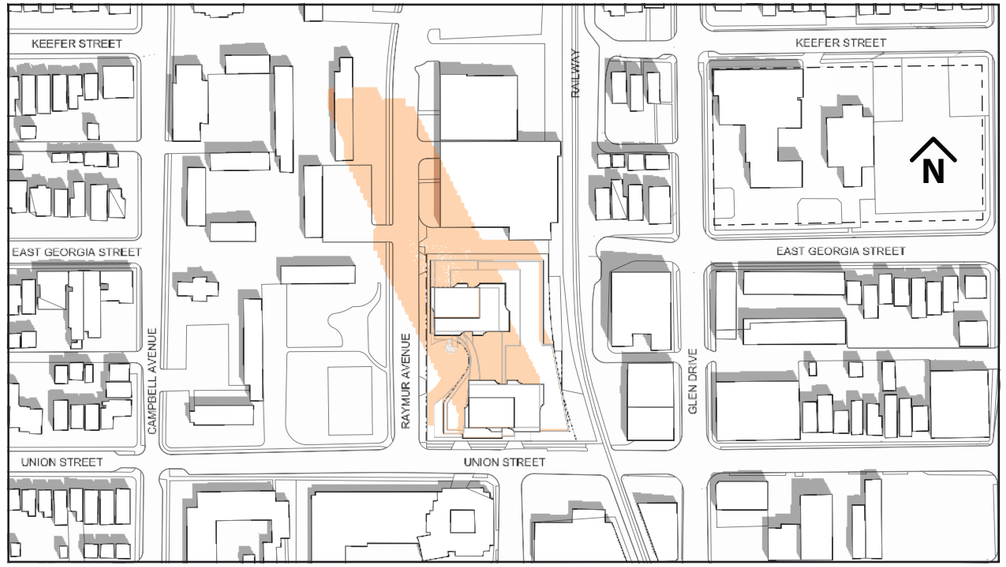
APPENDIX

SHADOW STUDIES

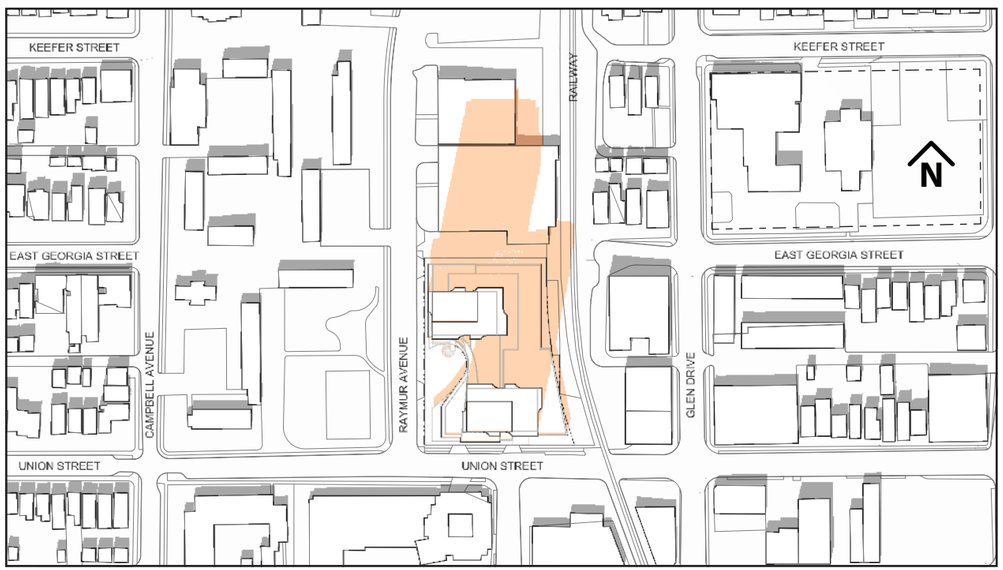
SPRING EQUINOX



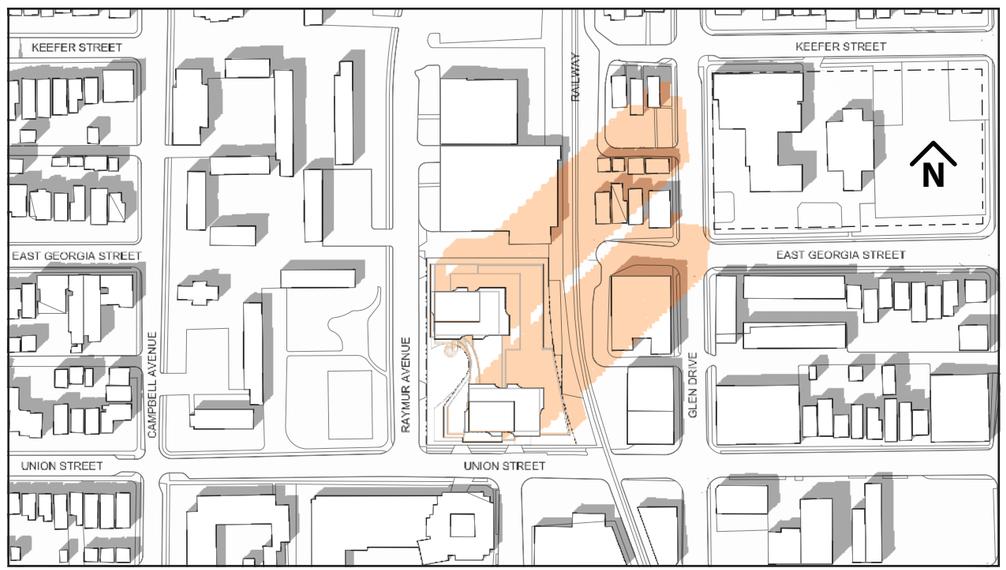
10AM PDT



12PM PDT



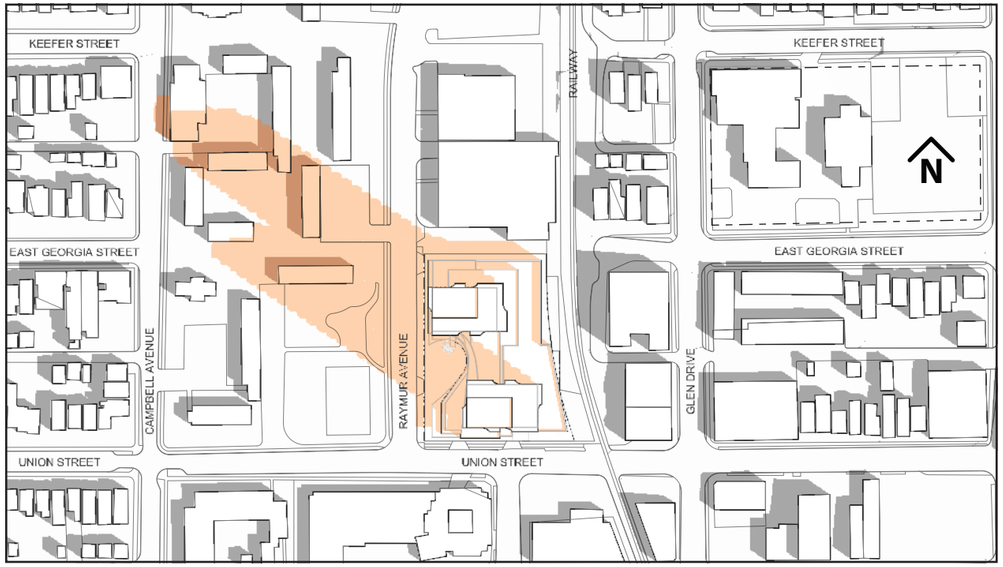
2PM PDT



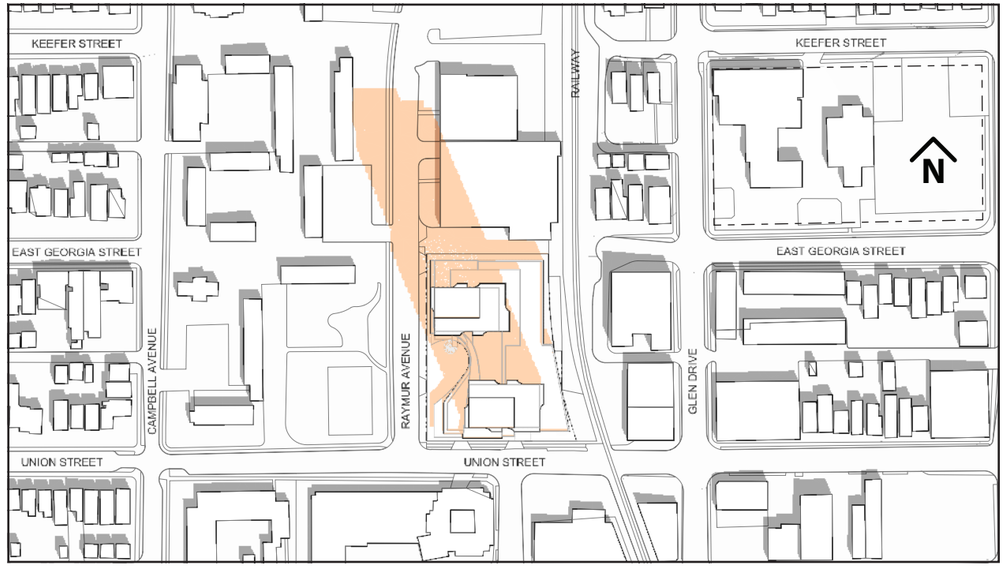
4PM PDT

SHADOW STUDIES

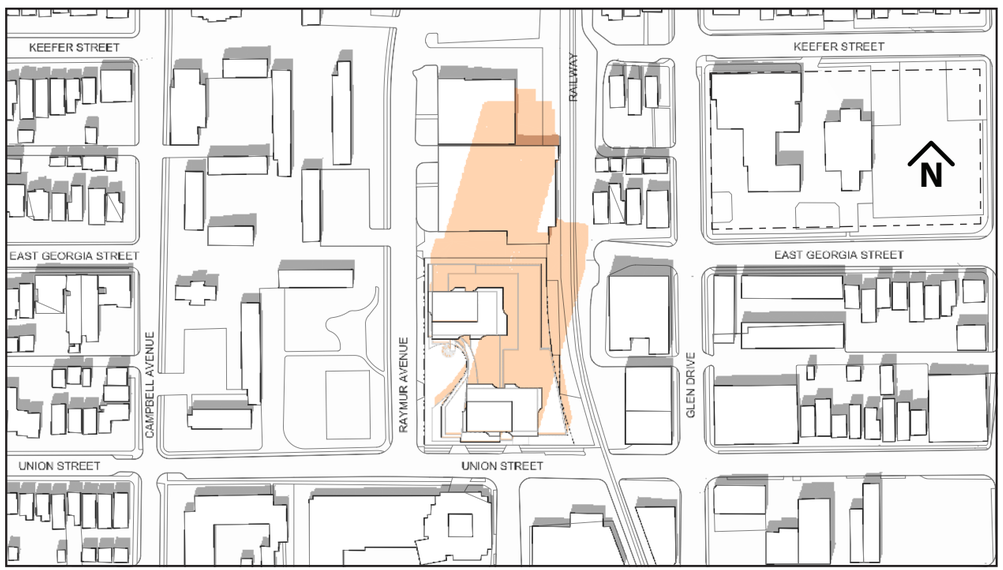
FALL EQUINOX



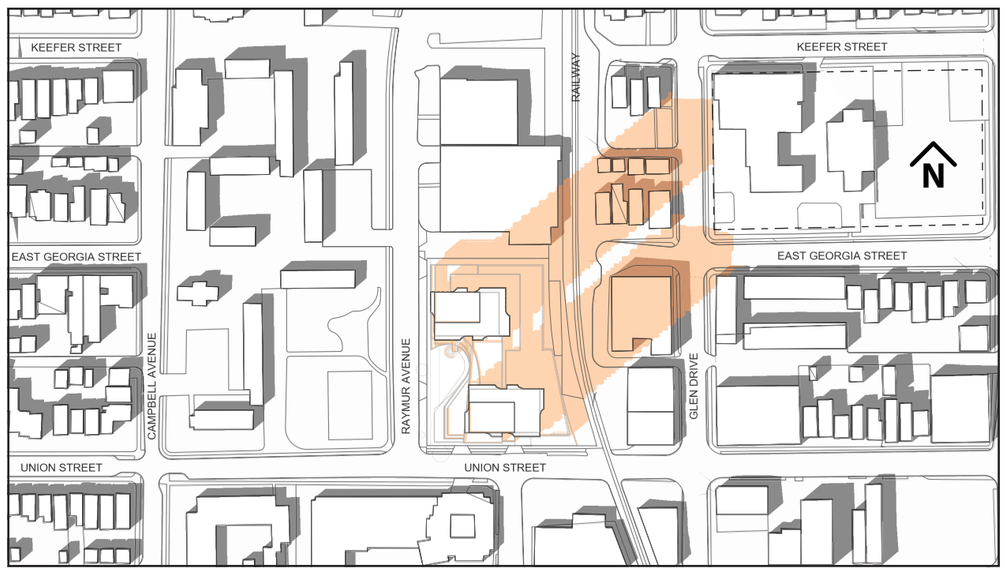
10AM PDT



12PM PDT



2PM PDT



4PM PDT

PROJECT STATISTICS

LEGAL ADDRESS: LOT 4 BLOCK 120 PLAN 13907 DISTRICT LOT 181
NEW WESTMINSTER

CIVIC ADDRESS: 730 RAYMUR AVE, VANCOUVER, BC V6A 3L2

SITE AREA: 5,657.20 m² (60,893.54 sqft.)

CURRENT ZONING: I-2

PROPOSED ZONING: CD-1

PROPOSED USES: RETAIL & RESIDENTIAL

PROPOSED FSR: 6.0

PROPOSED HEIGHT: NORTH TOWER: 25-STOREYS (RESI.), 2-STOREYS (MECH.)
BUILDING HEIGHT: 257'-9" (78.56m)
TOP OF PARAPET (T.O.P.) MECH ROOF: 277'-1" (84.46m)

SOUTH TOWER: 22-STOREYS (RESI.), 2-STOREYS (MECH.)
BUILDING HEIGHT: 227'-8" (69.39m)
TOP OF PARAPET (T.O.P.) MECH ROOF: 247'-0" (75.29m)

PARKING

ACCESSIBLE PARKING: 1 + (0.034 x 436 UNITS) = 16 SPACES (RESI.) + 3 (COMM.)

VISITOR PARKING: 22 SPACES (RESIDENTIAL)

DAYCARE STAFF PARKING: NOT REQUIRED

DAYCARE VISITOR PARKING: 12 (110 CHILDREN; 1 PER 8 CHILD SPACES) + 2 PARKING SPACES SUBSTITUTED FOR 16 BIKE/STROLLER SPACES

COMMERCIAL PARKING: 18

TENANT PARKING: 221

TOTAL PROVIDED PARKING: 279 SPACES

LOADING:

CLASS A PASSENGER: 3 SPACES (RESIDENTIAL)

CLASS A LOADING: 2 SPACES (RESIDENTIAL)

CLASS B LOADING: 3 SPACES (RESIDENTIAL)

PARKING BREAKDOWN:

RESIDENTIAL:

SMALL CAR (25% MAX)	35 SPACES
REGULAR	170 SPACES
ACCESSIBLE	16 SPACES
CLASS A PASSENGER	3 SPACES
CLASS A LOADING	2 SPACES
TOTAL:	**226 SPACES**

COMMERCIAL / ARTS & CULTURE/ DAYCARE

SMALL CAR (25% MAX)	9 SPACES
REGULAR	7 SPACES
ACCESSIBLE	3 SPACES
DAYCARE PASSENGER	12 SPACES
TOTAL:	**31 SPACES**

VISITOR:

SMALL CAR (25% MAX)	6 SPACES
REGULAR	16 SPACES
ACCESSIBLE	0 SPACES
PASSENGER	0 SPACES
TOTAL:	**22 SPACES**

TOTAL SMALL CAR SPACES:	50 SPACES
TOTAL REGULAR SPACES:	193 SPACES
TOTAL ACCESSIBLE SPACES:	19 SPACES
TOTAL PASSENGER SPACES:	15 SPACES
TOTAL CLASS A LOADING SPACES:	2 SPACES
TOTAL:	**279 TOTAL PARKING SPACES**

BICYCLE STORAGE

CLASS A BICYCLE STALLS:

RESIDENTIAL
242 (UNITS UNDER 65 m²) x 1.5 = **363 SPACE**
194 (UNITS BETWEEN 65m² - 105m²) x 2.5 = **485 SPACES**
TOTAL RESIDENTIAL CLASS A BICYCLE PARKING = **848 SPACES**

RETAIL
757 m² / 340 m² = **2 SPACES**

CULTURAL
454 m² / 500 m² = **1 SPACE**

CLASS B BICYCLE STALLS:

RESIDENTIAL
2 + 1 x (436 - 20) / 20 = **23 SPACES**

PROVIDED BICYCLE STALLS:

STACKED =	624 BIKES (156 RACKS)
LOCKERS =	89 LOCKERS
HORIZONTAL =	81 RACKS
VERTICAL =	16 RACKS
O/S =	42 RACKS
TOTAL CLASS A =	**852 BIKE SPACES**
CLASS B =	**23 BIKE SPACES**

GROSS AND FSR AREAS - RESIDENTIAL • RETAIL • DAYCARE • COMMON • AMENITY

LEVEL	GROSS FLOOR AREA														FSR EXCLUSIONS							
	RESIDENTIAL		RETAIL		DAYCARE		ARTS & CULTURE		COMMON		INDOOR AMENITY		TOTAL GFA		U. STORAGE		INDOOR AMENITY		TOTAL EXCLUSION		TOTAL FSR AREA	
	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²
LEVEL 1	4,998	464	8,146	757	97	9	4,884	454	1,335	124	0	0	19,459	1,808	0	0	0	0	0	0	19,459	1,808
LEVEL 2	4,819	448	0	0	10,193	947	0	0	0	0	8,670	805	23,682	2,200	114	11	8,670	805	8,784	816	14,898	1,384
LEVEL 3	17,866	1,660	0	0	104	10	0	0	0	0	0	0	17,970	1,669	580	54	0	0	580	54	17,390	1,616
LEVEL 23	0	0	0	0	0	0	0	0	3,375	314	0	0	3,375	314	0	0	0	0	0	0	3,375	314
LEVEL 24	0	0	0	0	0	0	0	0	3,375	314	0	0	3,375	314	0	0	0	0	0	0	3,375	314
LEVEL 26	0	0	0	0	0	0	0	0	3,375	314	0	0	3,375	314	0	0	0	0	0	0	3,375	314
LEVEL 27	0	0	0	0	0	0	0	0	3,375	314	0	0	3,375	314	0	0	0	0	0	0	3,375	314
TOTAL	27,683	2,572	8,146	757	10,394	966	4,884	454	14,837	1,378	8,670	805	74,613	6,932	693	64	8,670	805	9,363	870	65,250	6,062

GROSS AND FSR AREAS - RESIDENTIAL NORTH TOWER

LEVEL	GROSS FLOOR AREA				FSR EXCLUSIONS					
	RESIDENTIAL		TOTAL GFA		U. STORAGE		TOTAL EXCLUSION		TOTAL FSR AREA	
	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²
LEVEL 4	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 5	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 6	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 7	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 8	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 9	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 10	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 11	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 12	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 13	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 14	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 15	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 16	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 17	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 18	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 19	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 20	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 21	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 22	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 23	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 24	7,653	711	7,653	711	290	27	290	27	7,363	684
LEVEL 25	6,967	647	6,967	647	233	22	233	22	6,734	626
TOTAL	167,675	15,578	167,675	15,578	6,322	587	6,322	587	161,353	14,990

GROSS AND FSR AREAS - RESIDENTIAL SOUTH TOWER

LEVEL	GROSS FLOOR AREA				FSR EXCLUSIONS					
	RESIDENTIAL		TOTAL GFA		U. STORAGE		TOTAL EXCLUSION		TOTAL FSR AREA	
	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²
LEVEL 4	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 5	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 6	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 7	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 8	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 9	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 10	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 11	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 12	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 13	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 14	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 15	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 16	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 17	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 18	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 19	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 20	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 21	7,653	711	7,653	711	288	27	288	27	7,365	684
LEVEL 22	7,653	711	7,653	711	288	27	288	27	7,365	684
TOTAL	145,402	13,508	145,402	13,508	5,473	508	5,473	508	139,930	13,000

RESIDENTIAL UNIT MIX - NORTH TOWER

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL PER FLOOR
LEVEL 4	1	5	3	1	10
LEVEL 5	1	5	3	1	10
LEVEL 6	1	5	3	1	10
LEVEL 7	1	5	3	1	10
LEVEL 8	1	5	3	1	10
LEVEL 9	1	5	3	1	10
LEVEL 10	1	5	3	1	10
LEVEL 11	1	5	3	1	10
LEVEL 12	1	5	3	1	10
LEVEL 13	1	5	3	1	10
LEVEL 14	1	5	3	1	10
LEVEL 15	1	5	3	1	10
LEVEL 16	1	5	3	1	10
LEVEL 17	1	5	3	1	10
LEVEL 18	1	5	3	1	10
LEVEL 19	1	5	3	1	10
LEVEL 20	1	5	3	1	10
LEVEL 21	1	5	3	1	10
LEVEL 22	1	5	3	1	10
LEVEL 23	1	5	3	1	10
LEVEL 24	1	5	3	1	10
LEVEL 25	1	3	2	2	8
	22	108	65	23	218

RESIDENTIAL UNIT MIX - SOUTH TOWER

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL PER FLOOR
LEVEL 4	2	3	4	1	10
LEVEL 5	2	3	4	1	10
LEVEL 6	2	3	4	1	10
LEVEL 7	2	3	4	1	10
LEVEL 8	2	3	4	1	10
LEVEL 9	2	3	4	1	10
LEVEL 10	2	3	4	1	10
LEVEL 11	2	3	4	1	10
LEVEL 12	2	3	4	1	10
LEVEL 13	2	3	4	1	10
LEVEL 14	2	3	4	1	10
LEVEL 15	2	3	4	1	10
LEVEL 16	2	3	4	1	10
LEVEL 17	2	3	4	1	10
LEVEL 18	2	3	4	1	10
LEVEL 19	2	3	4	1	10
LEVEL 20	2	3	4	1	10
LEVEL 21	2	3	4	1	10
LEVEL 22	2	3	4	1	10
	38	57	76	19	190

GROSS AND FSR AREAS - COMBINED PARKING & SERVICES

LEVEL	TOTAL COMBINED GFA		TOTAL COMBINED EXCLUSIONS		TOTAL COMBINED FSR	
	ft²	m²	ft²	m²	ft²	m²
LEVEL P2	54,200	5,035	54,200	5,035	0	0
LEVEL P1	54,196	5,035	54,196	5,035	0	0
LEVEL 1	26,101	2,425	26,101	2,425	0	0
	134,497	12,495	134,497	12,495	0	0

GROSS AND FSR AREAS - COMBINED

LEVEL	TOTAL COMBINED GFA		TOTAL COMBINED EXCLUSIONS		TOTAL COMBINED FSR	
	ft²	m²	ft²	m²	ft²	m²
LEVEL 1	19,459	1,808	0	0	19,459	1,808
LEVEL 2	23,682	2,200	8,784	816	14,898	1,384
LEVEL 3	17,970	1,669	580	54	17,390	1,616
LEVEL 4	15,306	1,422	578	54	14,728	1,368
LEVEL 5	15,306	1,422	578	54	14,728	1,368
LEVEL 6	15,306	1,422	578	54	14,728	1,368
LEVEL 7	15,306	1,422	578	54	14,728	1,368
LEVEL 8	15,306	1,422	578	54	14,728	1,368
LEVEL 9	15,306	1,422	578	54	14,728	1,368
LEVEL 10	15,306	1,422	578	54	14,728	1,368
LEVEL 11	15,306	1,422	578	54	14,728	1,368
LEVEL 12	15,306	1,422	578	54	14,728	1,368
LEVEL 13	15,306	1,422	578	54	14,728	1,368
LEVEL 14	15,306	1,422	578	54	14,728	1,368
LEVEL 15	15,306	1,422	578	54	14,728	1,368
LEVEL 16	15,306	1,422	578	54	14,728	1,368
LEVEL 17	15,306	1,422	578	54	14,728	1,368
LEVEL 18	15,306	1,422	578	54	14,728	1,368
LEVEL 19	15,306	1,422	578	54	14,728	1,368
LEVEL 20	15,306	1,422	578	54	14,728	1,368
LEVEL 21	15,306	1,422	578	54	14,728	1,368
LEVEL 22	15,306	1,422	578	54	14,728	1,368
LEVEL 23	11,028	1,025	290	27	10,738	998
LEVEL 24	11,028	1,025	290	27	10,738	998
LEVEL 25	6,967	647	233	22	6,734	626
LEVEL 26	3,375	314	0	0	3,375	314
LEVEL 27	3,375	314	0	0	3,375	314
	387,691	36,018	21,158	1,966	366,533	34,052

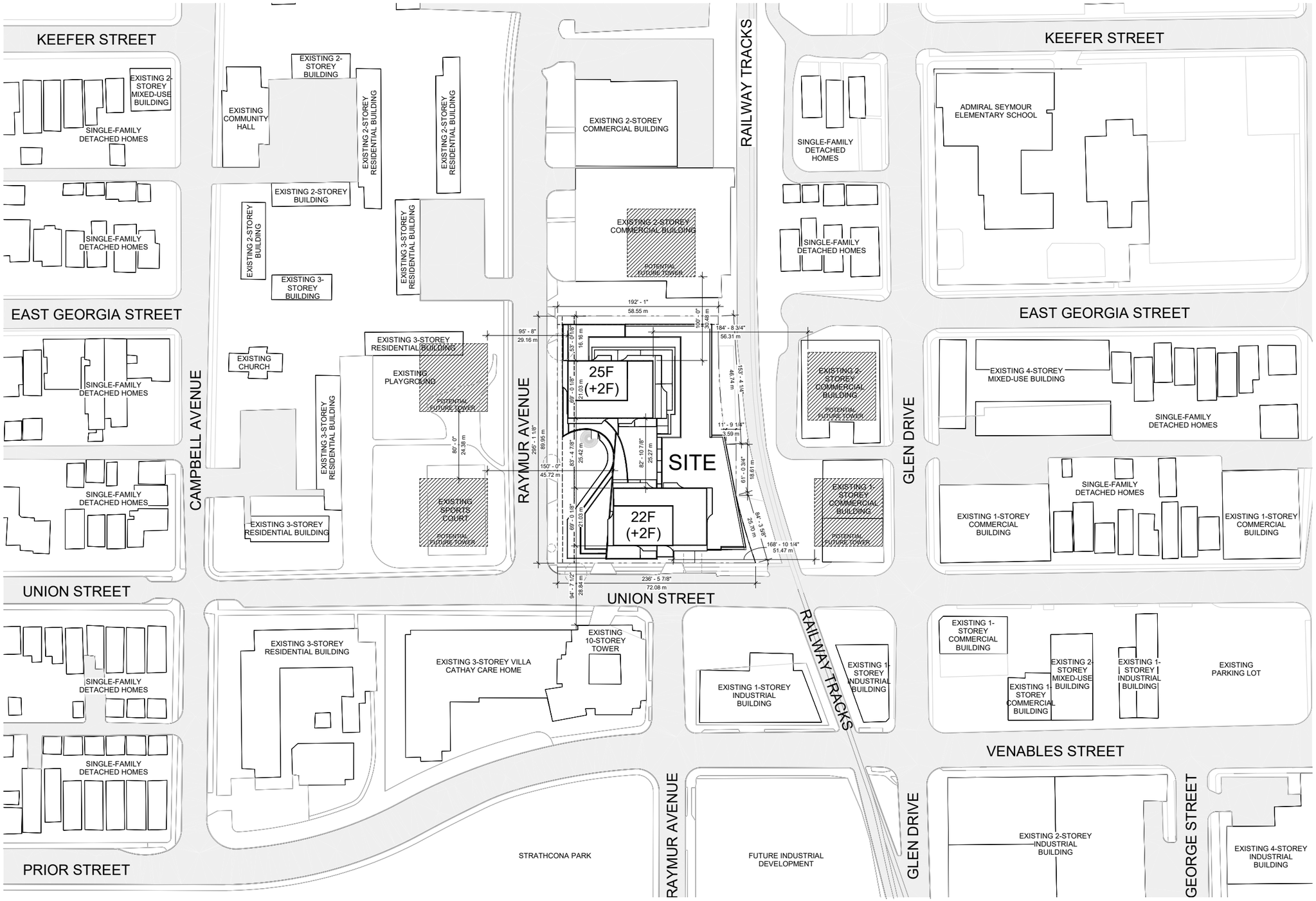
RESIDENTIAL UNIT MIX - PODIUM

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL PER FLOOR
LEVEL 2	1	0	3	0	4
LEVEL 3	10	6	8	0	24
	11	6	11	0	28

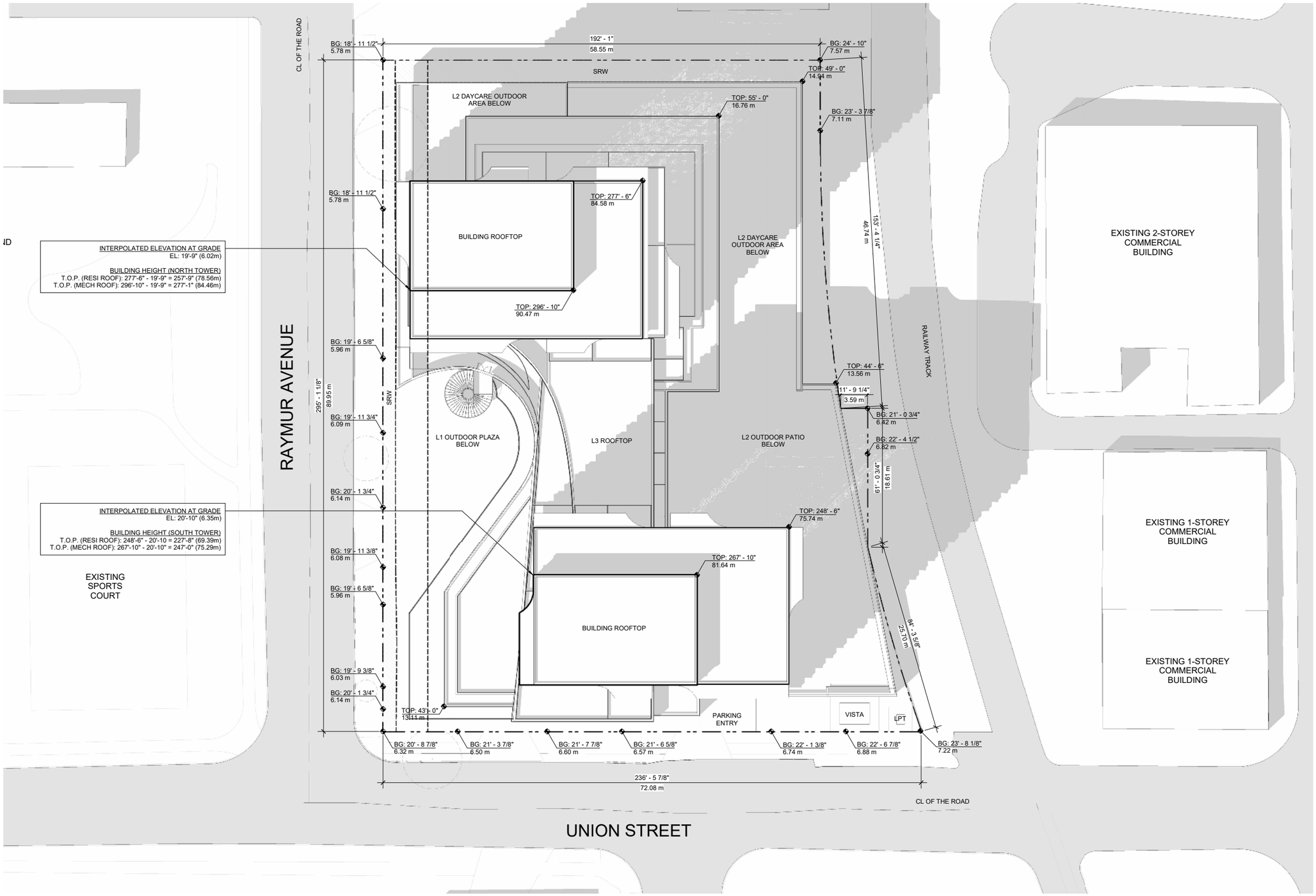
RESIDENTIAL UNIT MIX - TOTAL

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL
LEVEL 2-25	71	171	152	42	436
	16%	39%	35%	10%	

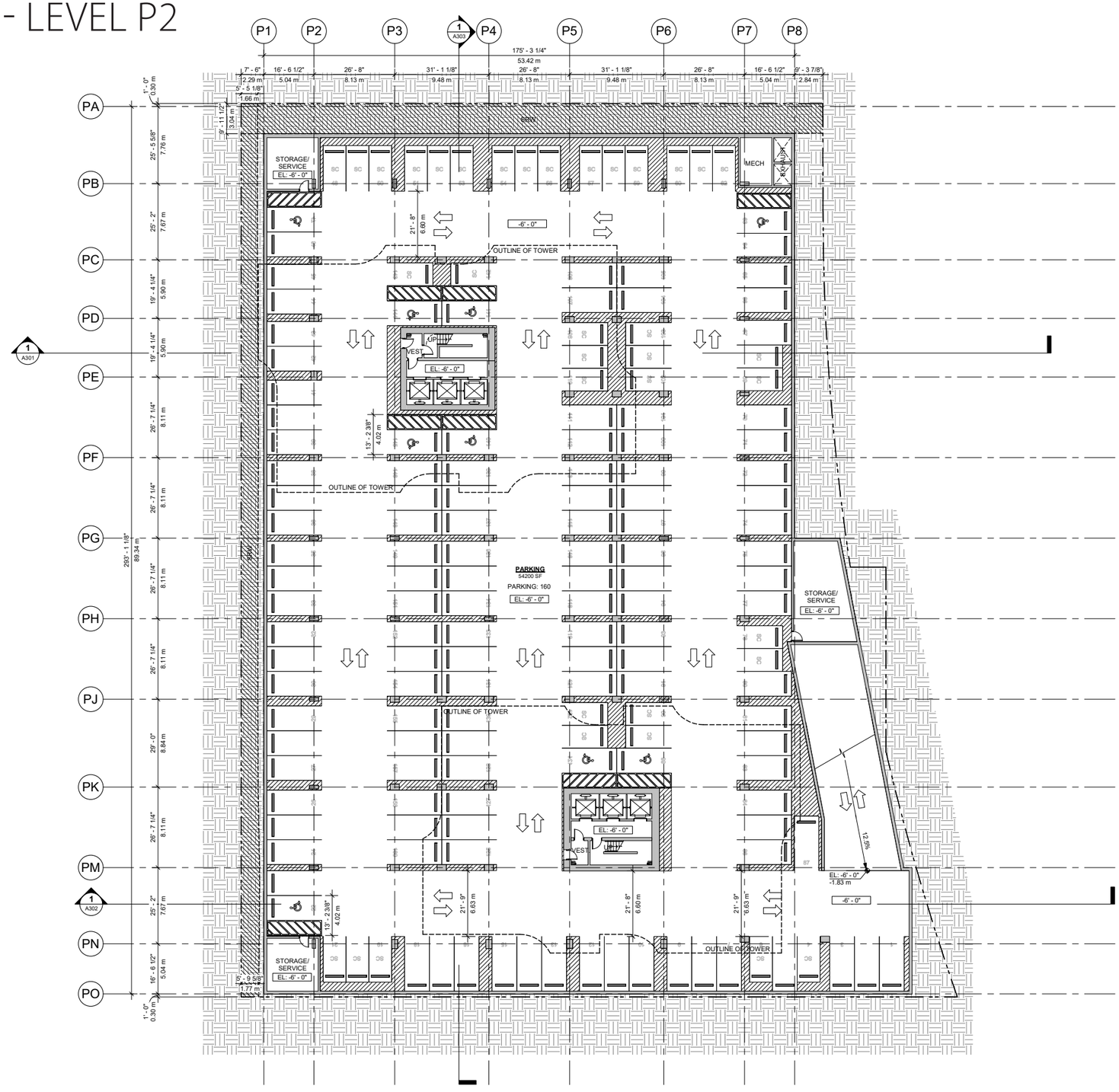
SITE PLAN - CONTEXT



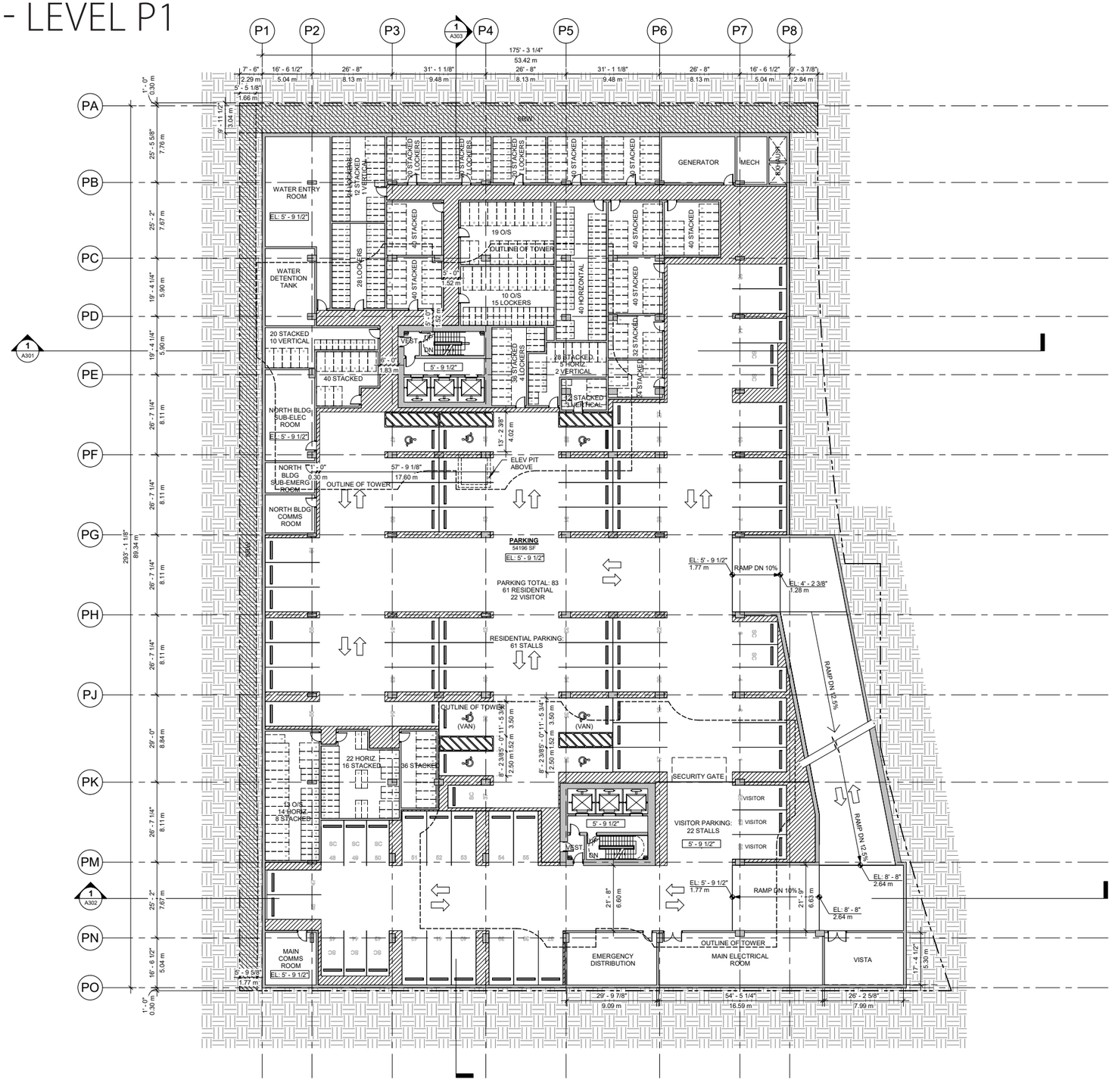
SITE PLAN - LEGAL



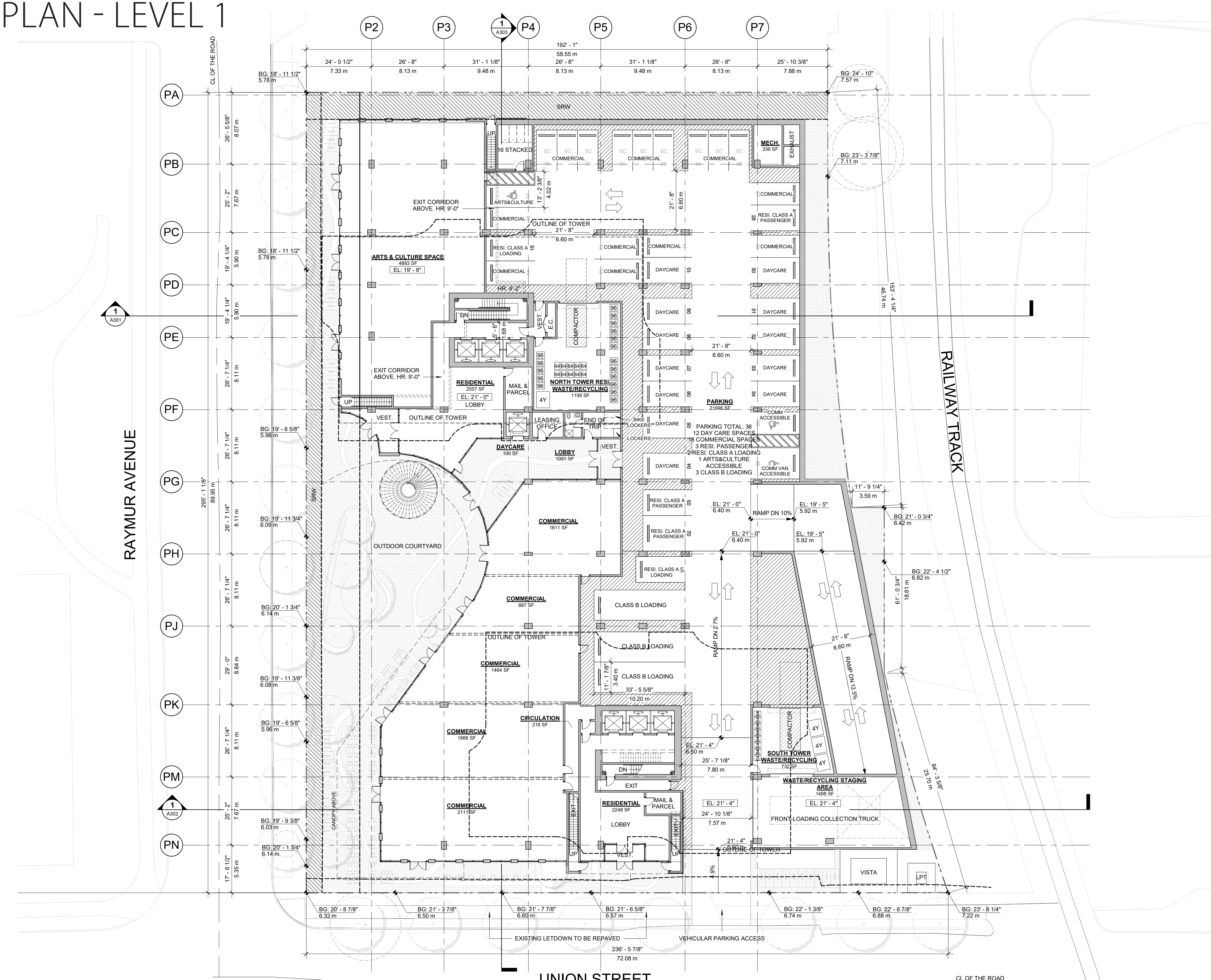
FLOOR PLAN - LEVEL P2



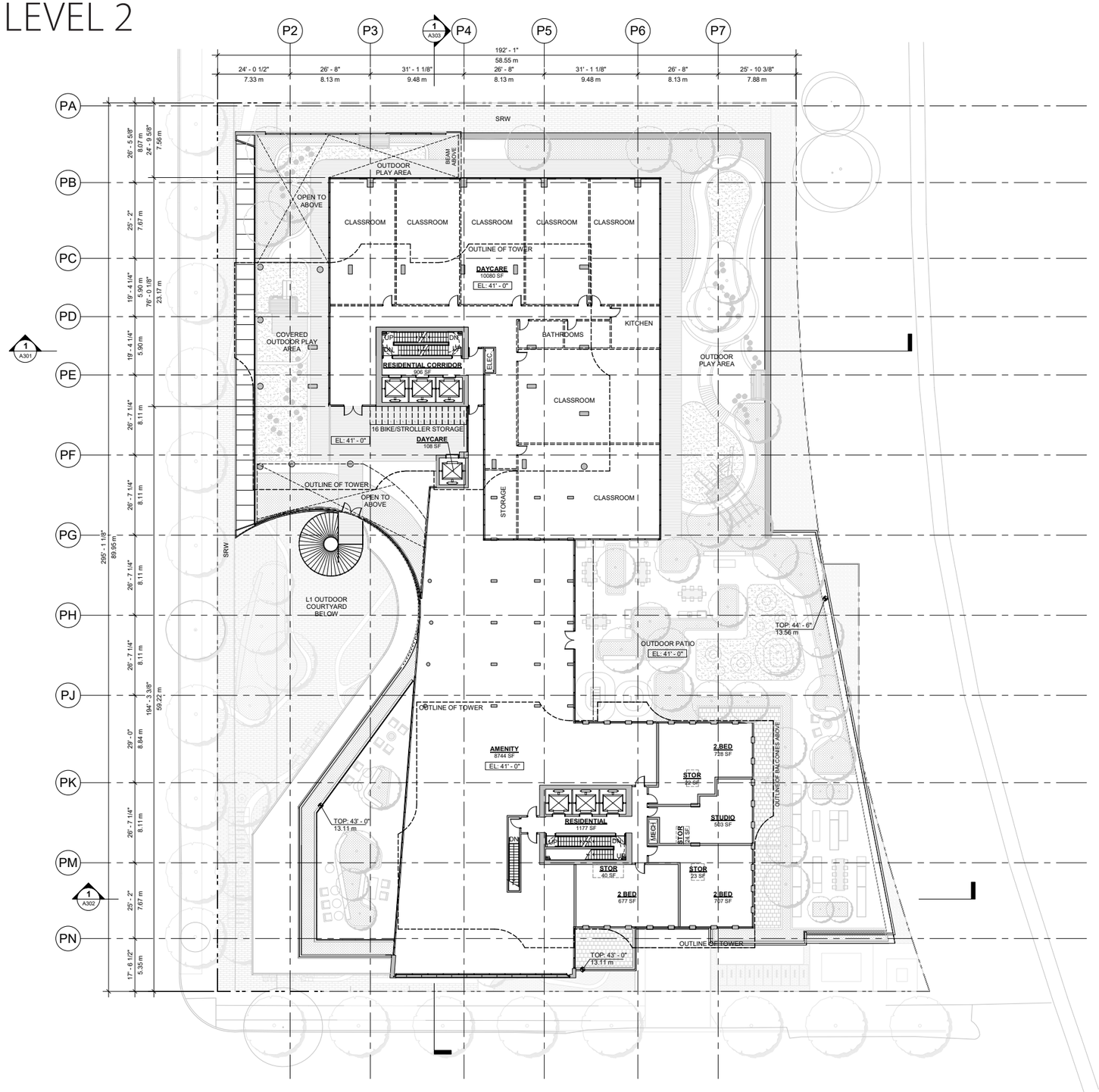
FLOOR PLAN - LEVEL P1



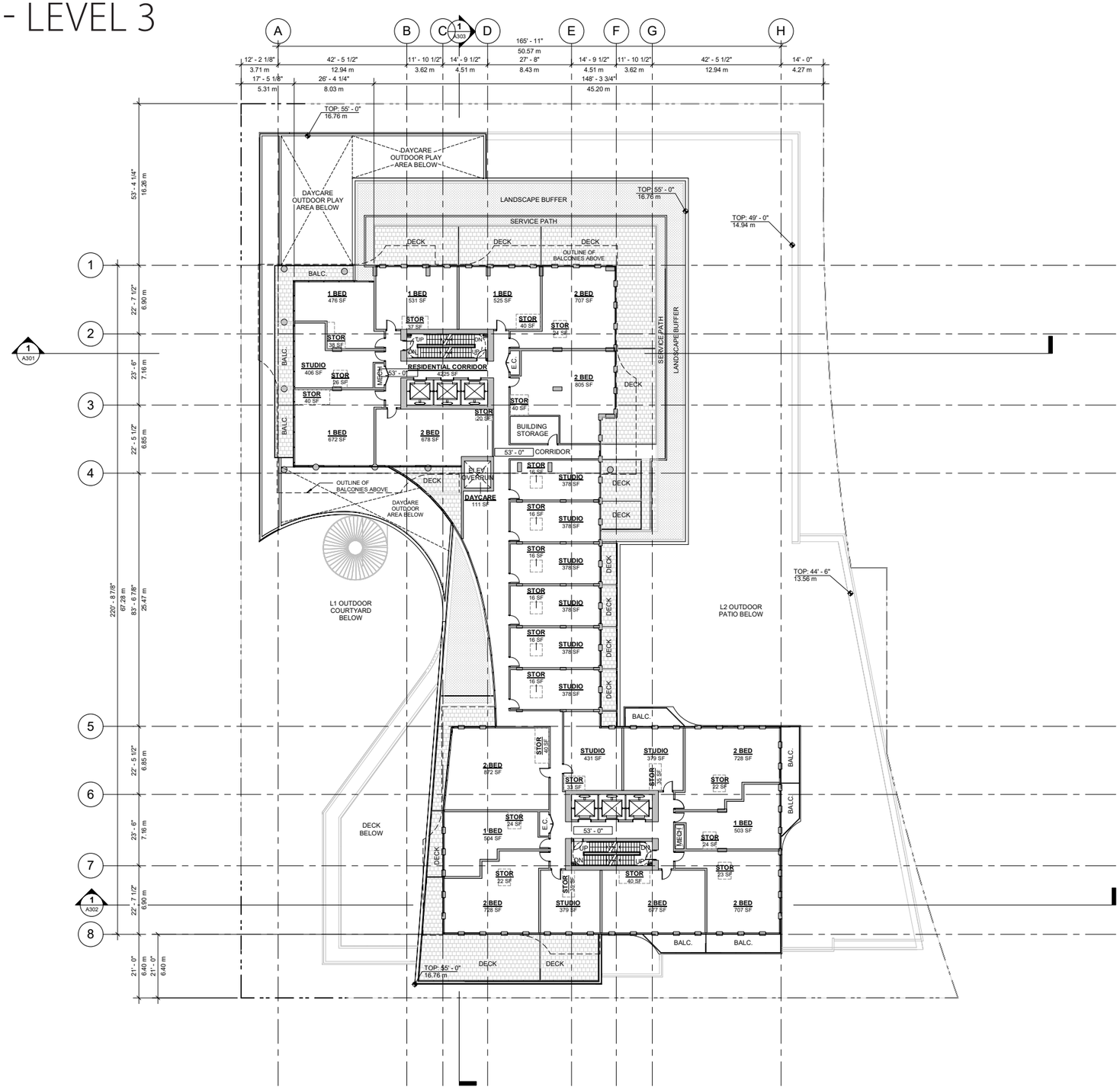
FLOOR PLAN - LEVEL 1



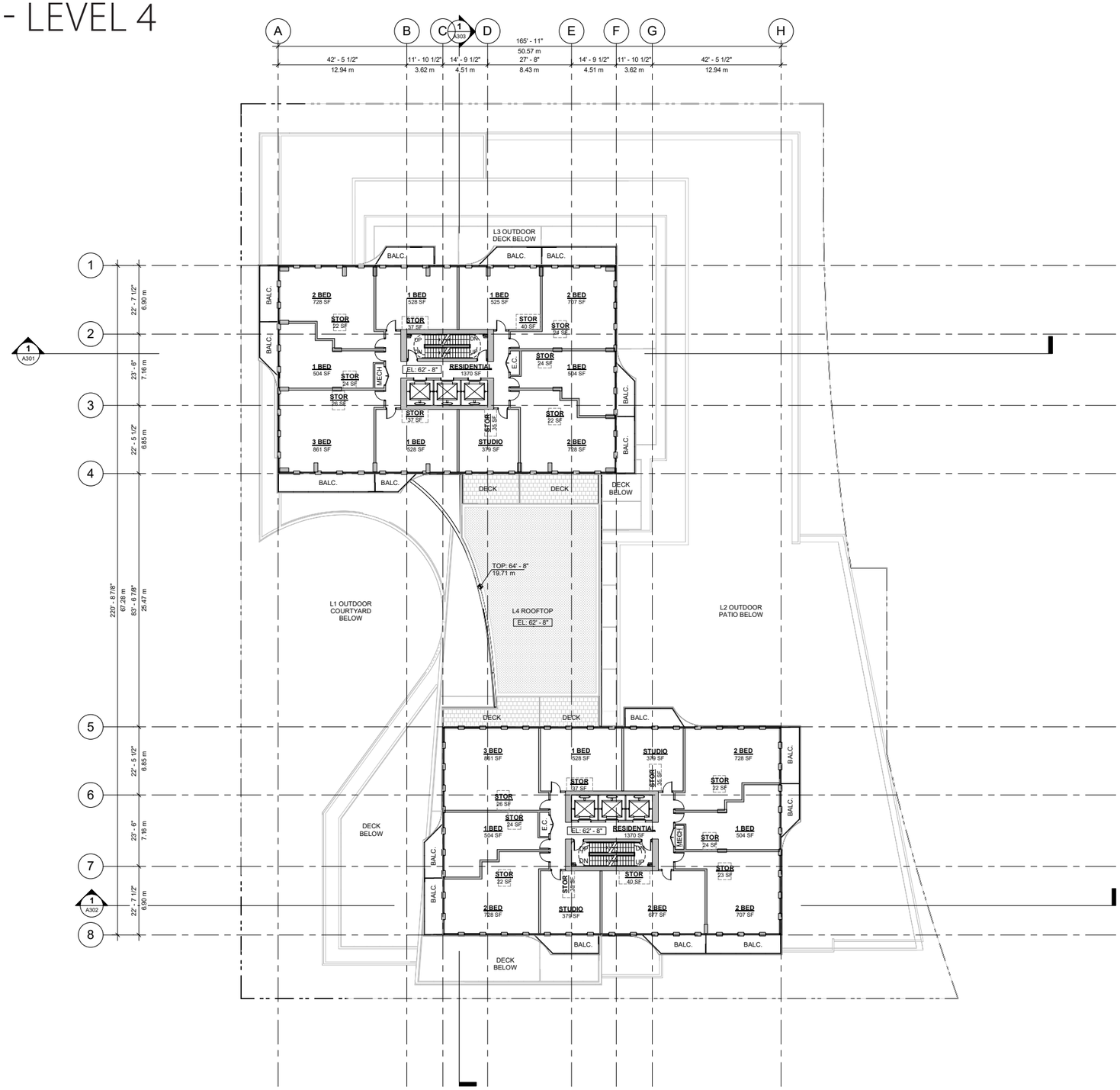
FLOOR PLAN - LEVEL 2



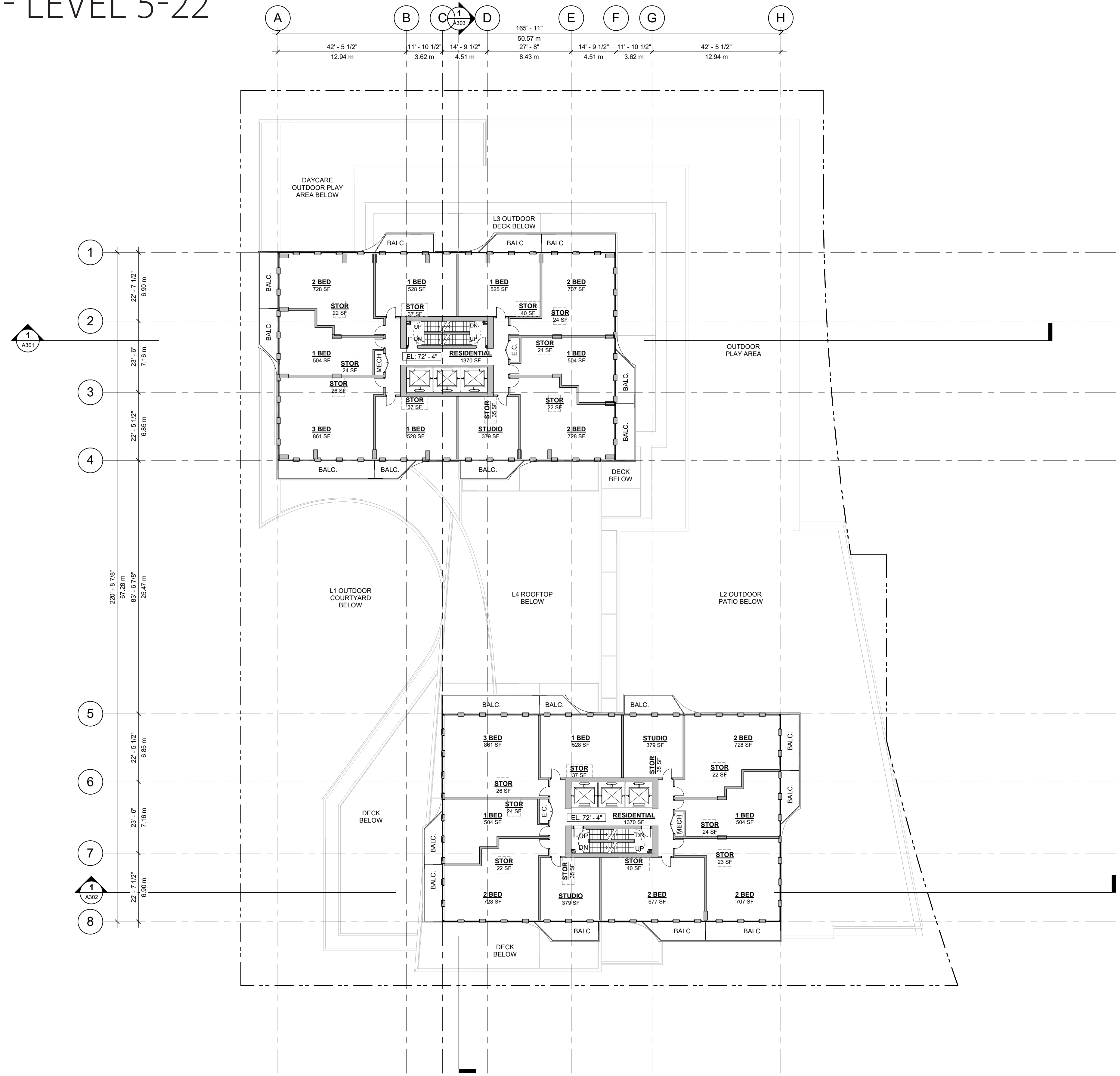
FLOOR PLAN - LEVEL 3



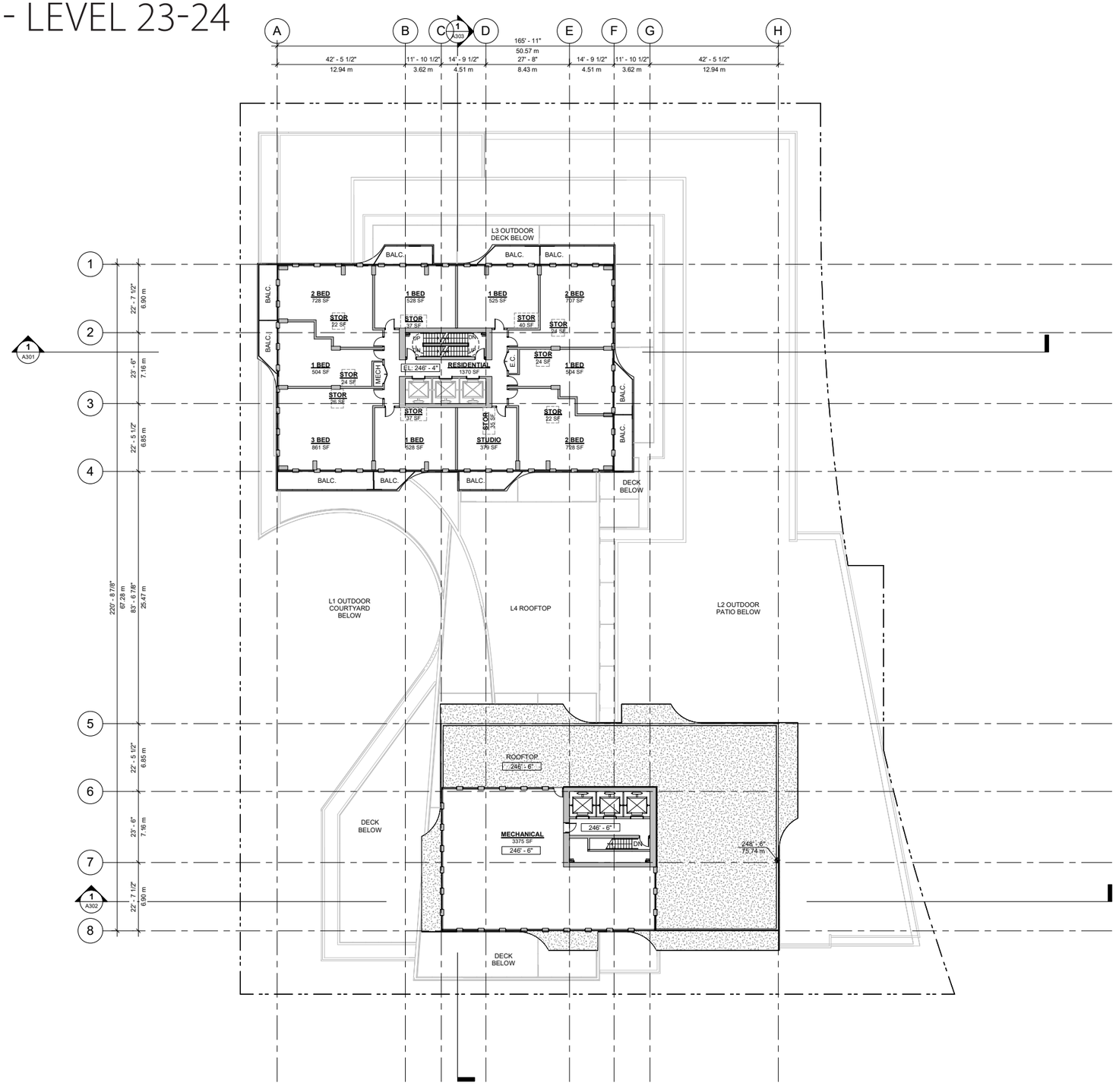
FLOOR PLAN - LEVEL 4



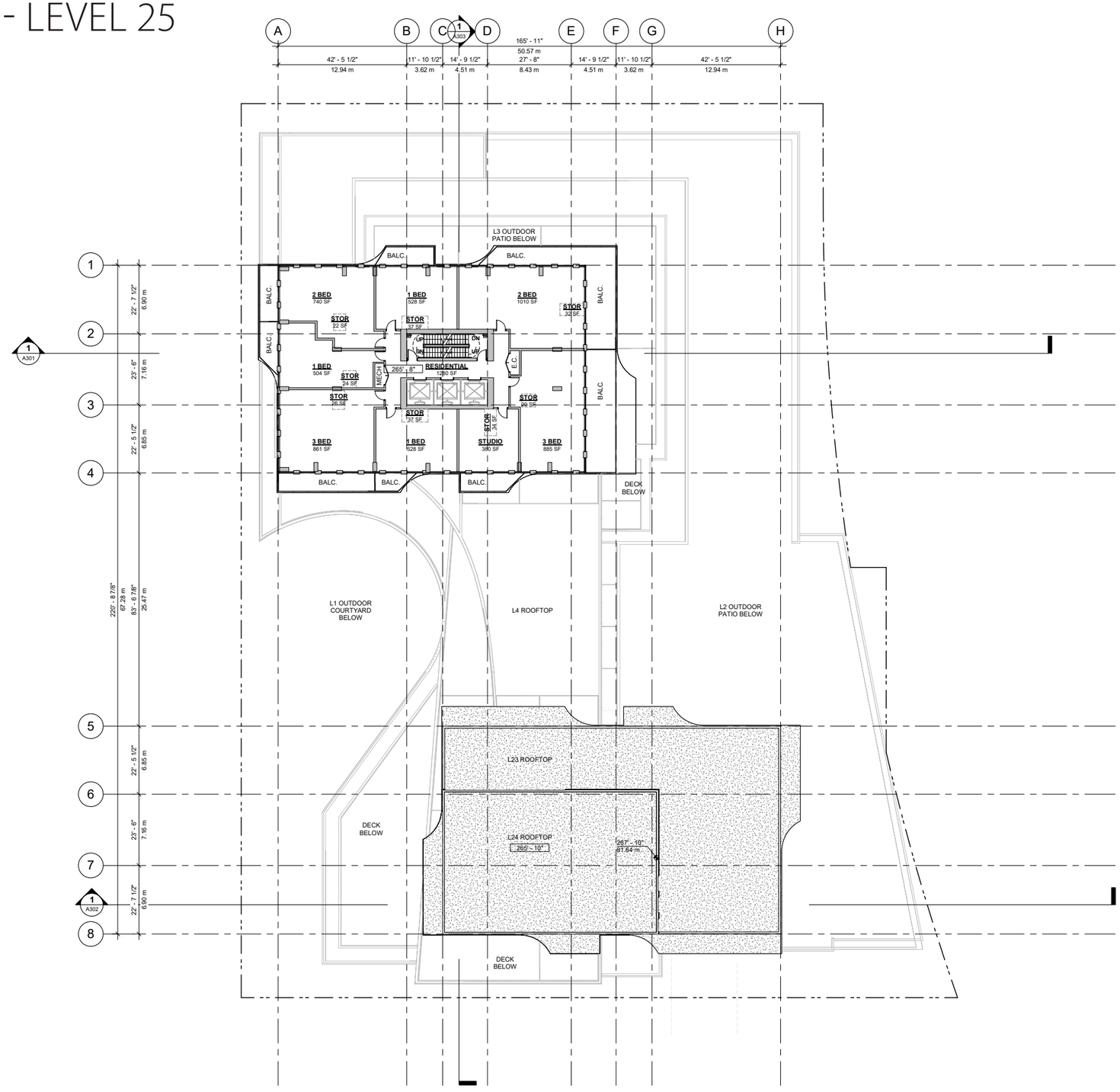
FLOOR PLAN - LEVEL 5-22



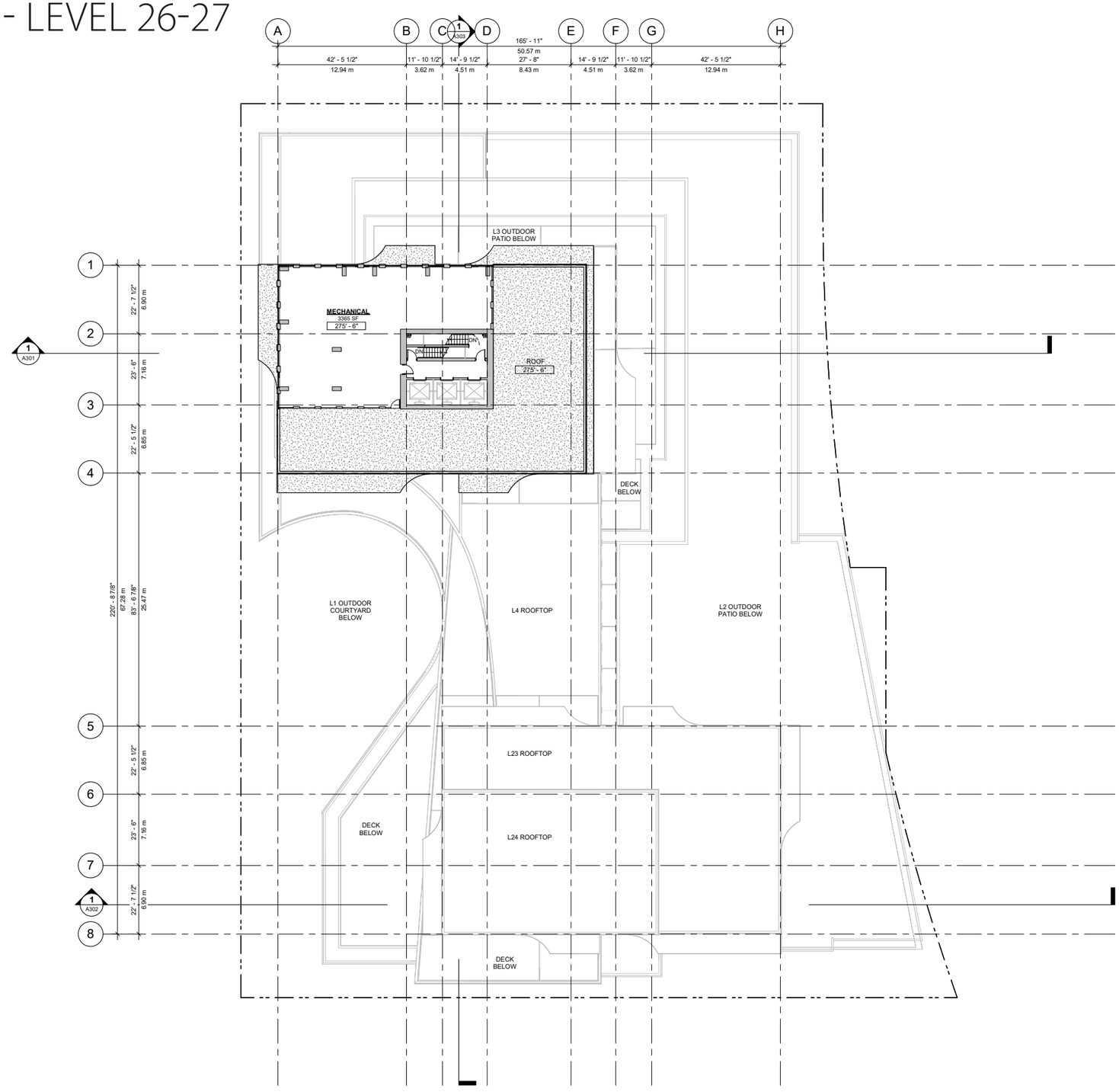
FLOOR PLAN - LEVEL 23-24



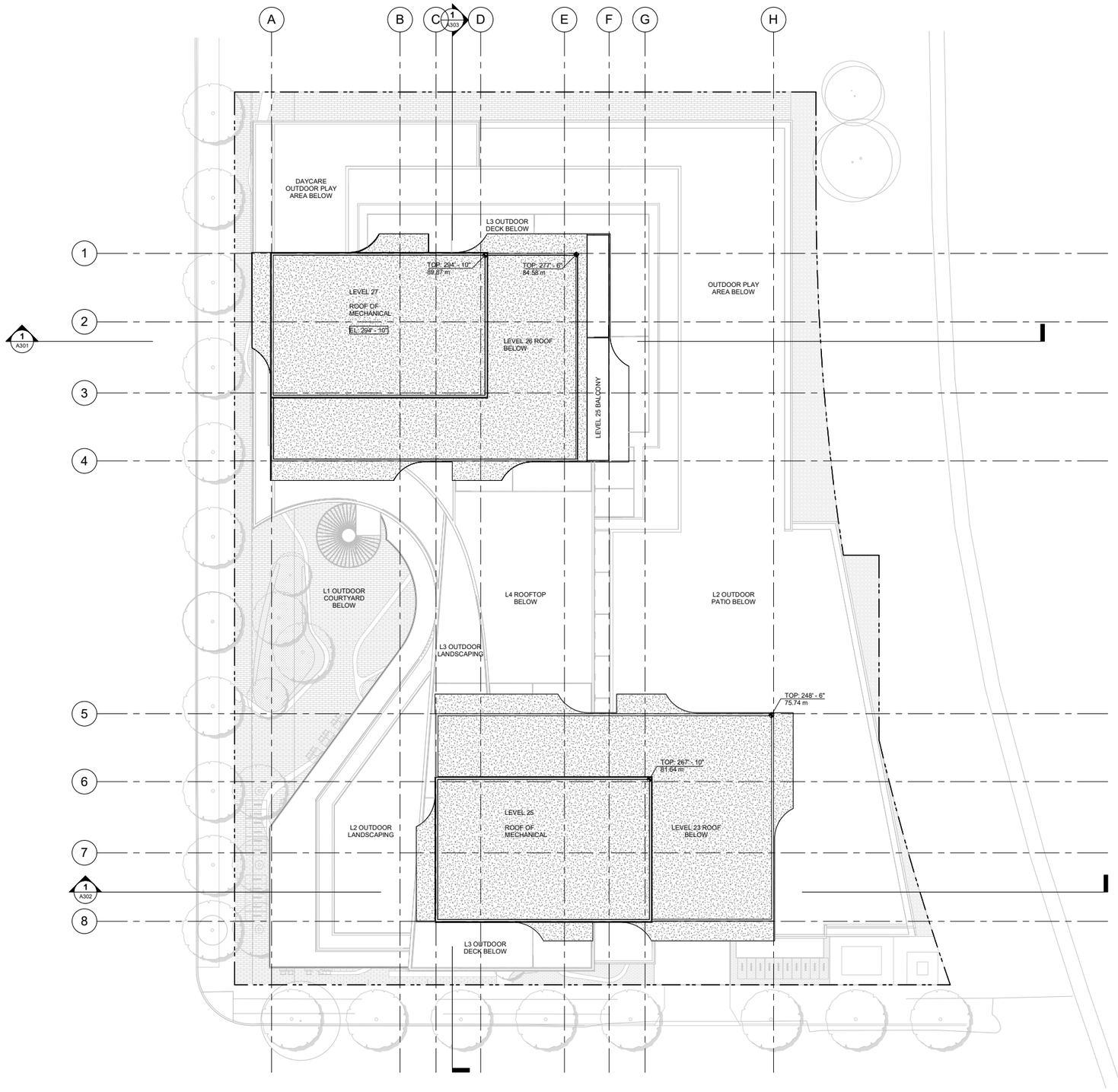
FLOOR PLAN - LEVEL 25



FLOOR PLAN - LEVEL 26-27



ROOF PLAN



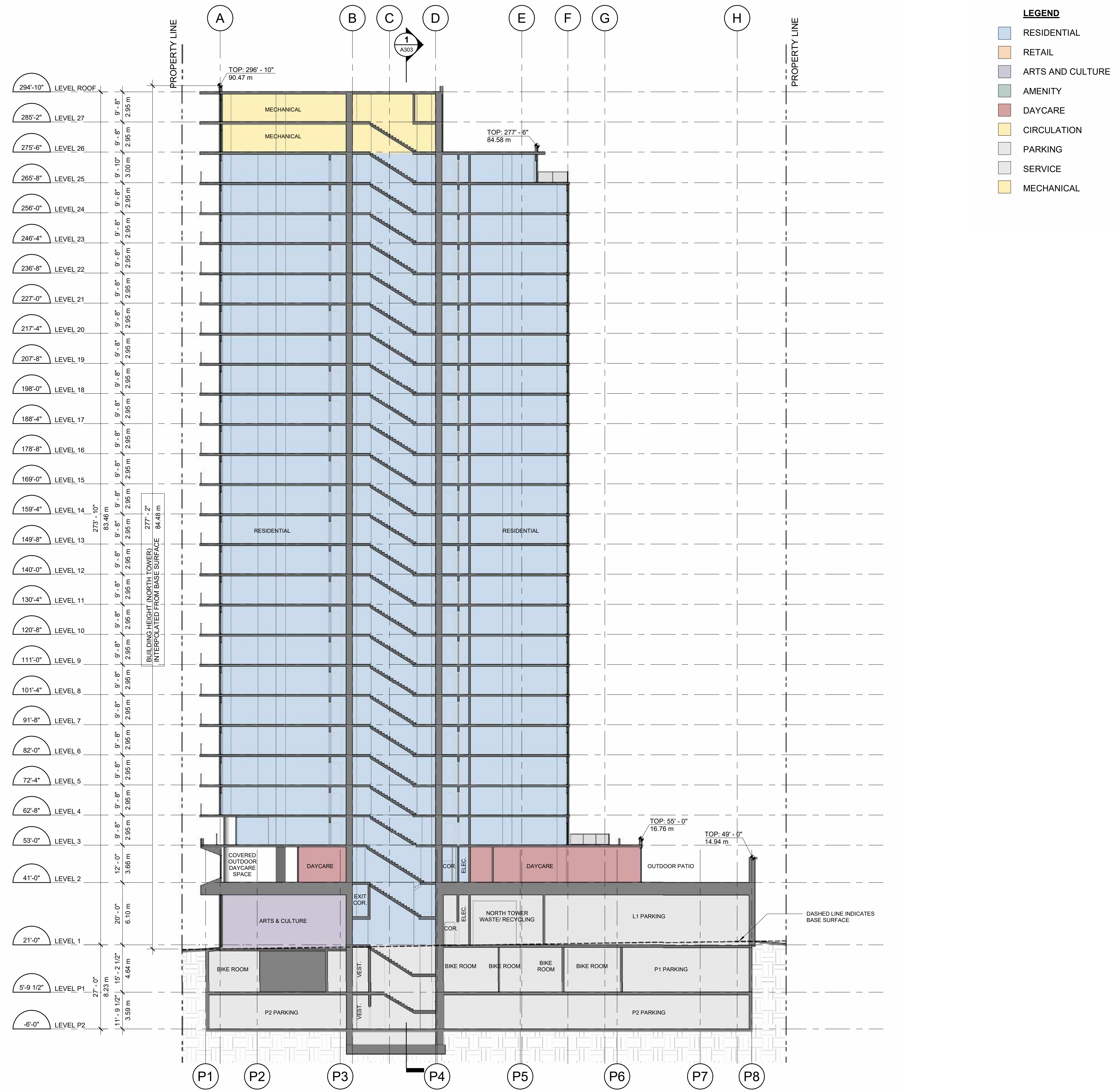
MCM

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for Rezoning

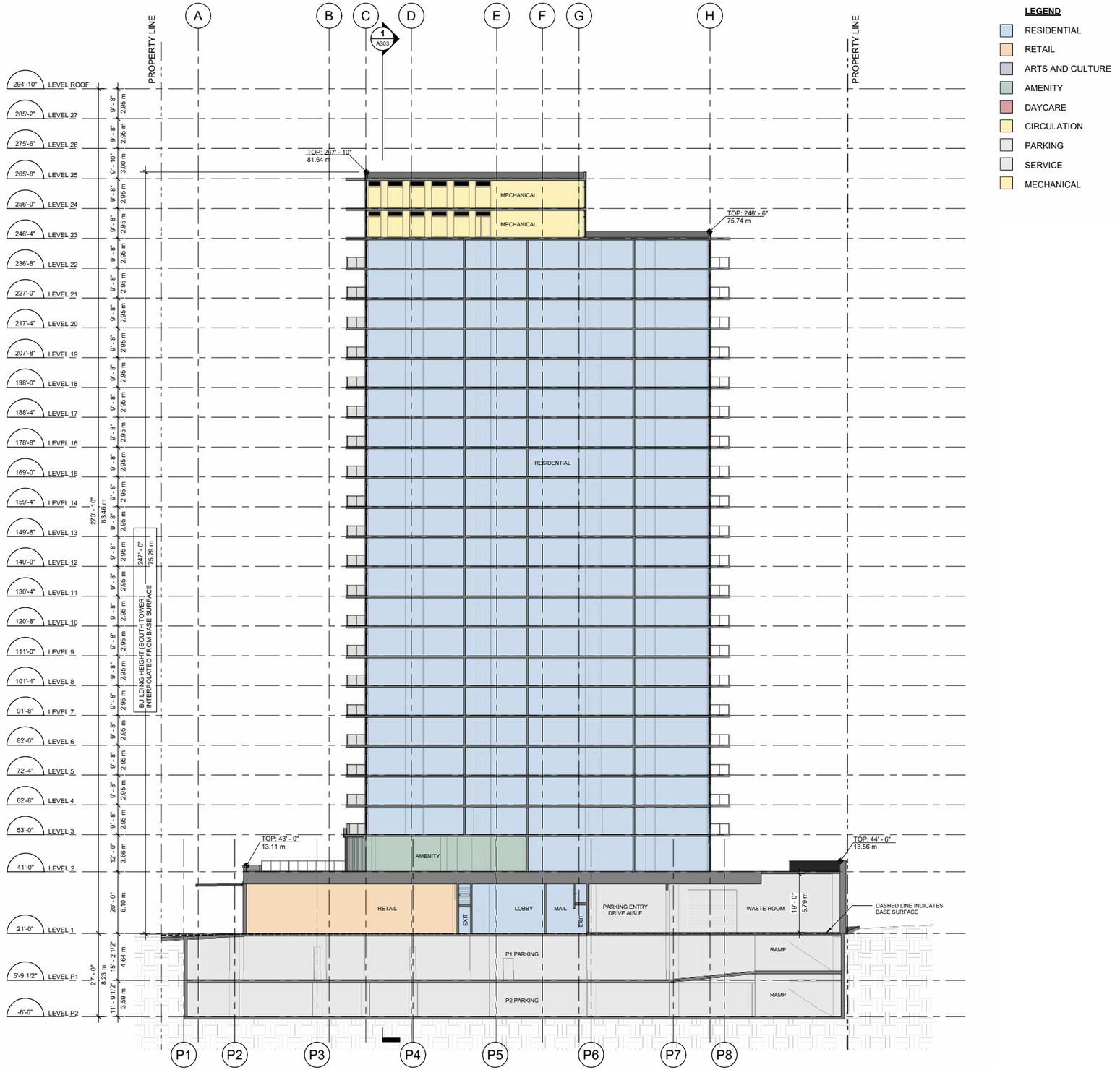
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BUILDING SECTIONS



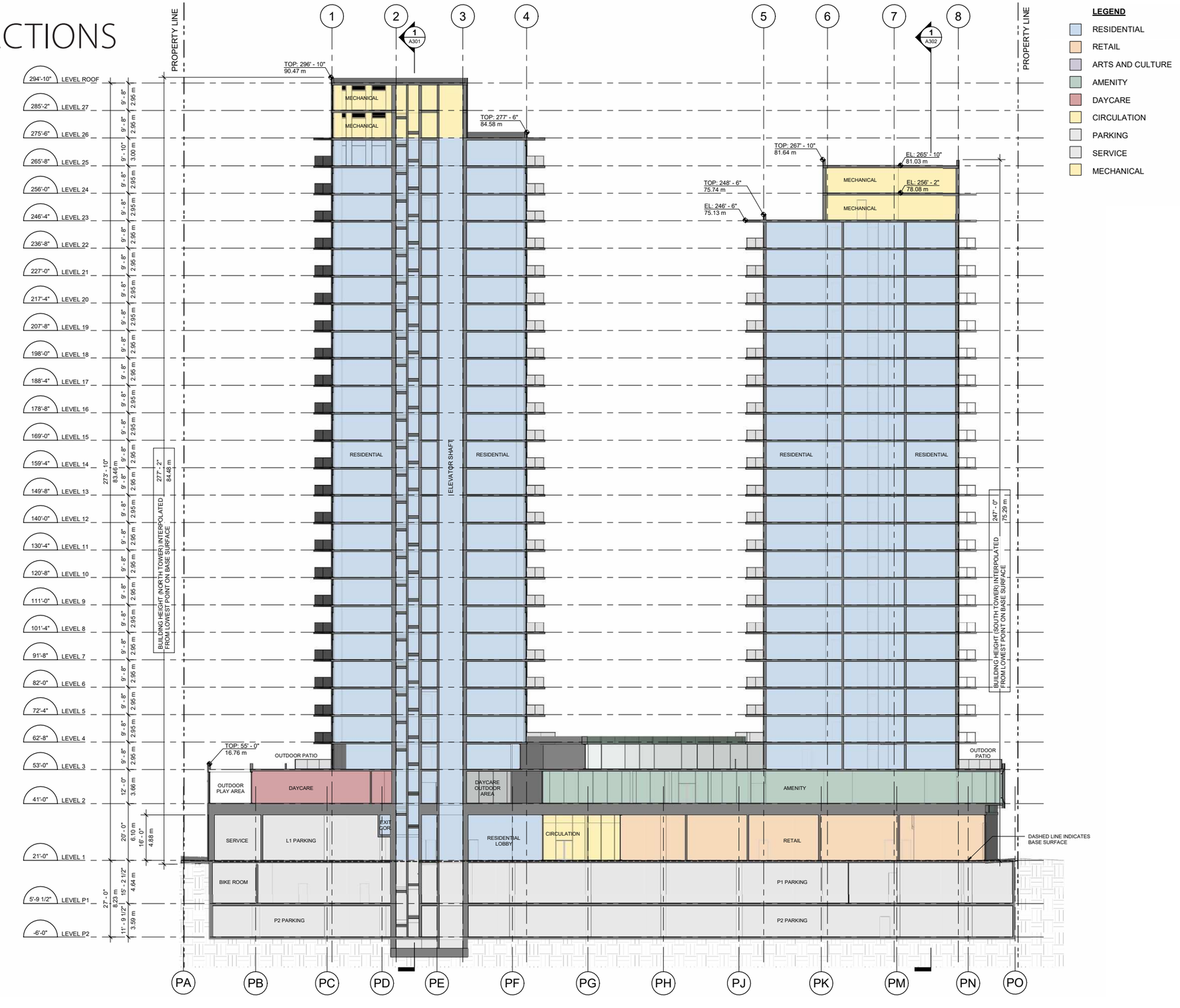
MCM

BUILDING SECTIONS



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BUILDING SECTIONS



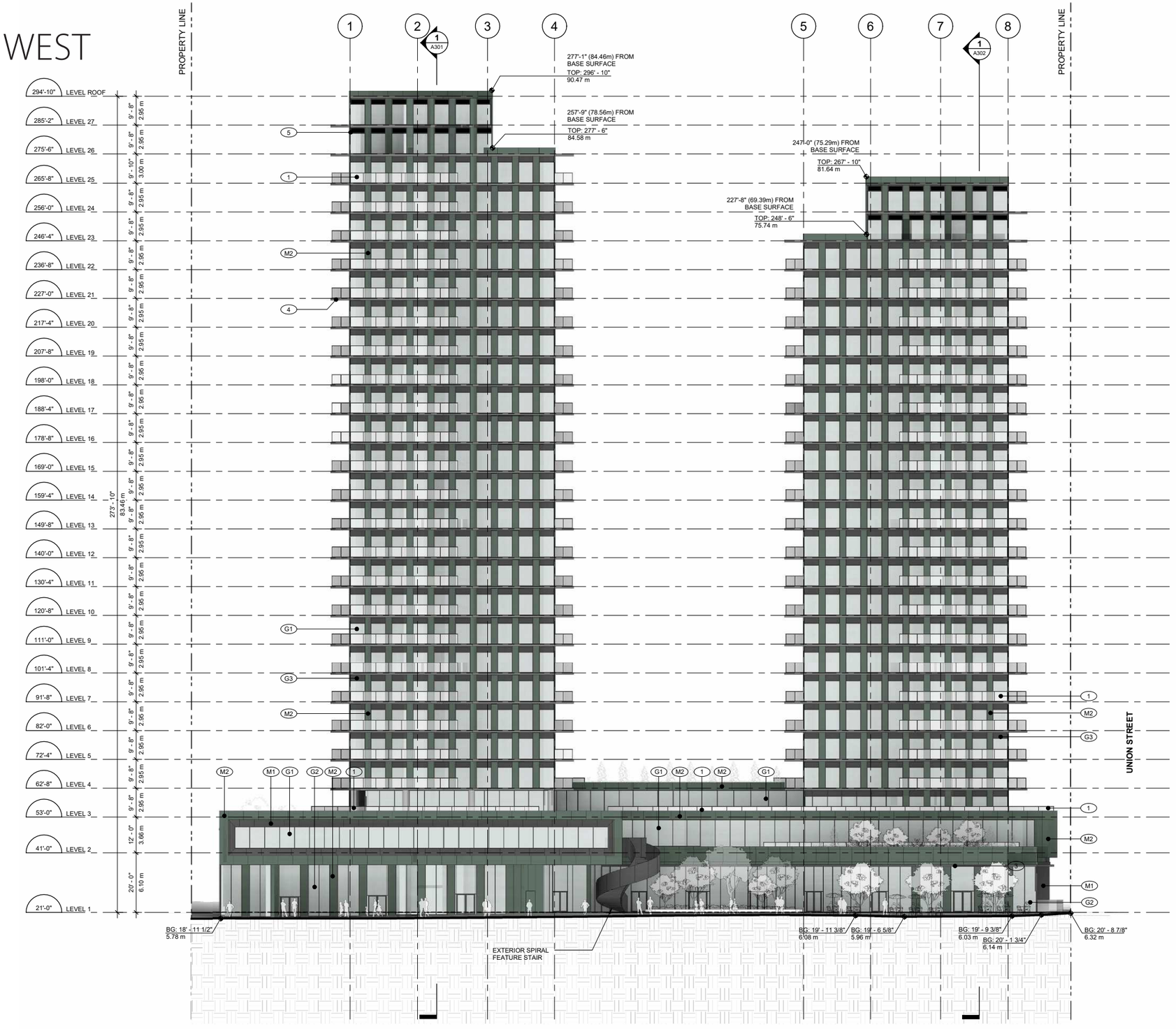
LEGEND

- RESIDENTIAL
- RETAIL
- ARTS AND CULTURE
- AMENITY
- DAYCARE
- CIRCULATION
- PARKING
- SERVICE
- MECHANICAL

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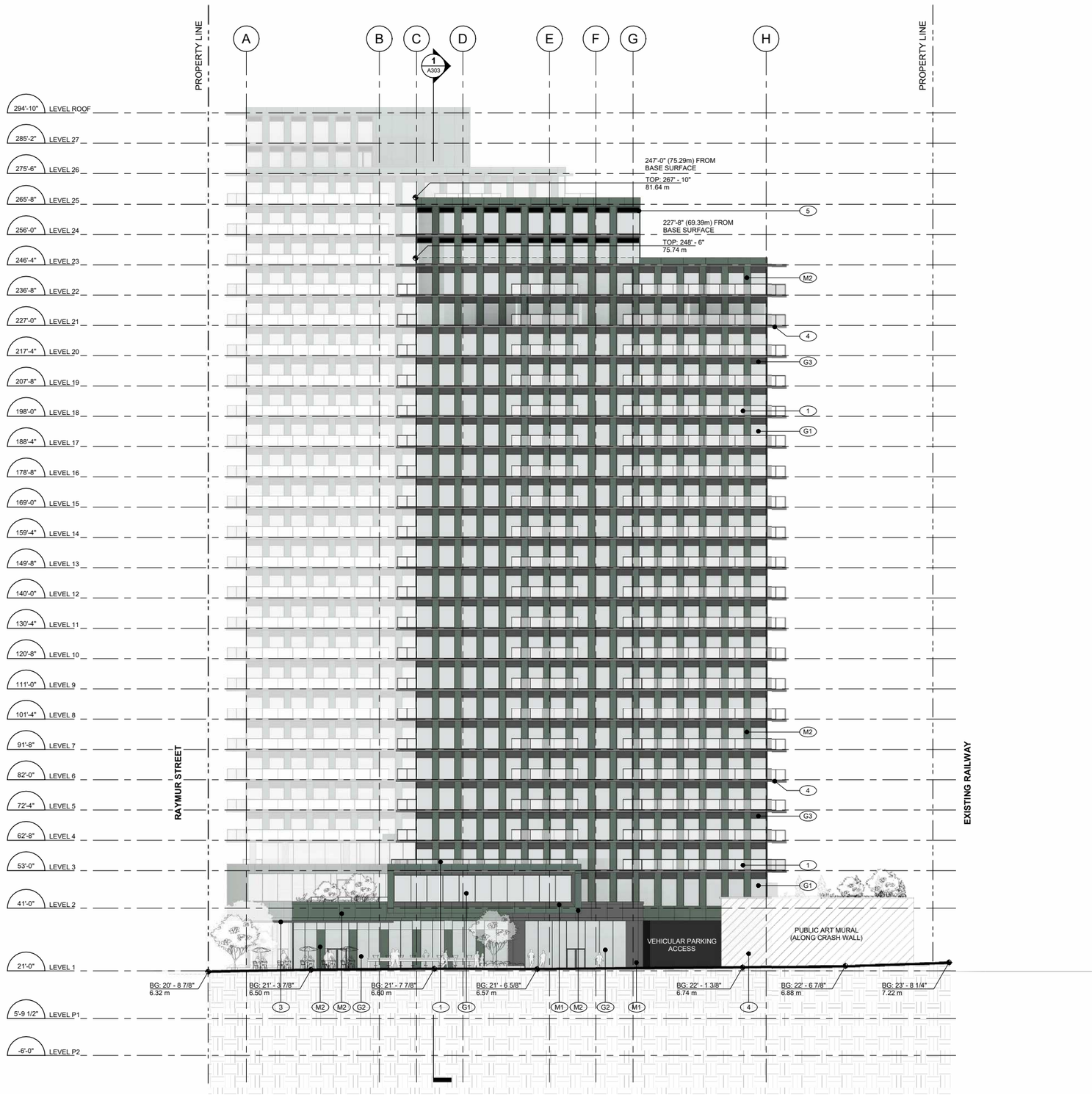
ELEVATION - WEST

MATERIAL LEGEND	
1	METAL GUARDRAIL; METAL FRAME AND CLEAR GLASS; FRAME COLOUR CHARCOAL
3	ALUMINUM AND CLEAR GLASS CANOPY; FRAME COLOUR CHARCOAL
4	PAINTED CONCRETE
5	MECHANICAL LOUVRE; COLOUR CHARCOAL
G1	WINDOW WALL; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G2	STOREFRONT WINDOW; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G3	SPANDREL GLASS; GLASS PANEL; CHARCOAL
M1	ALUMINUM COMPOSITE METAL PANEL; COLOUR CHARCOAL
M2	ALUMINUM COMPOSITE METAL PANEL; COLOUR GREEN



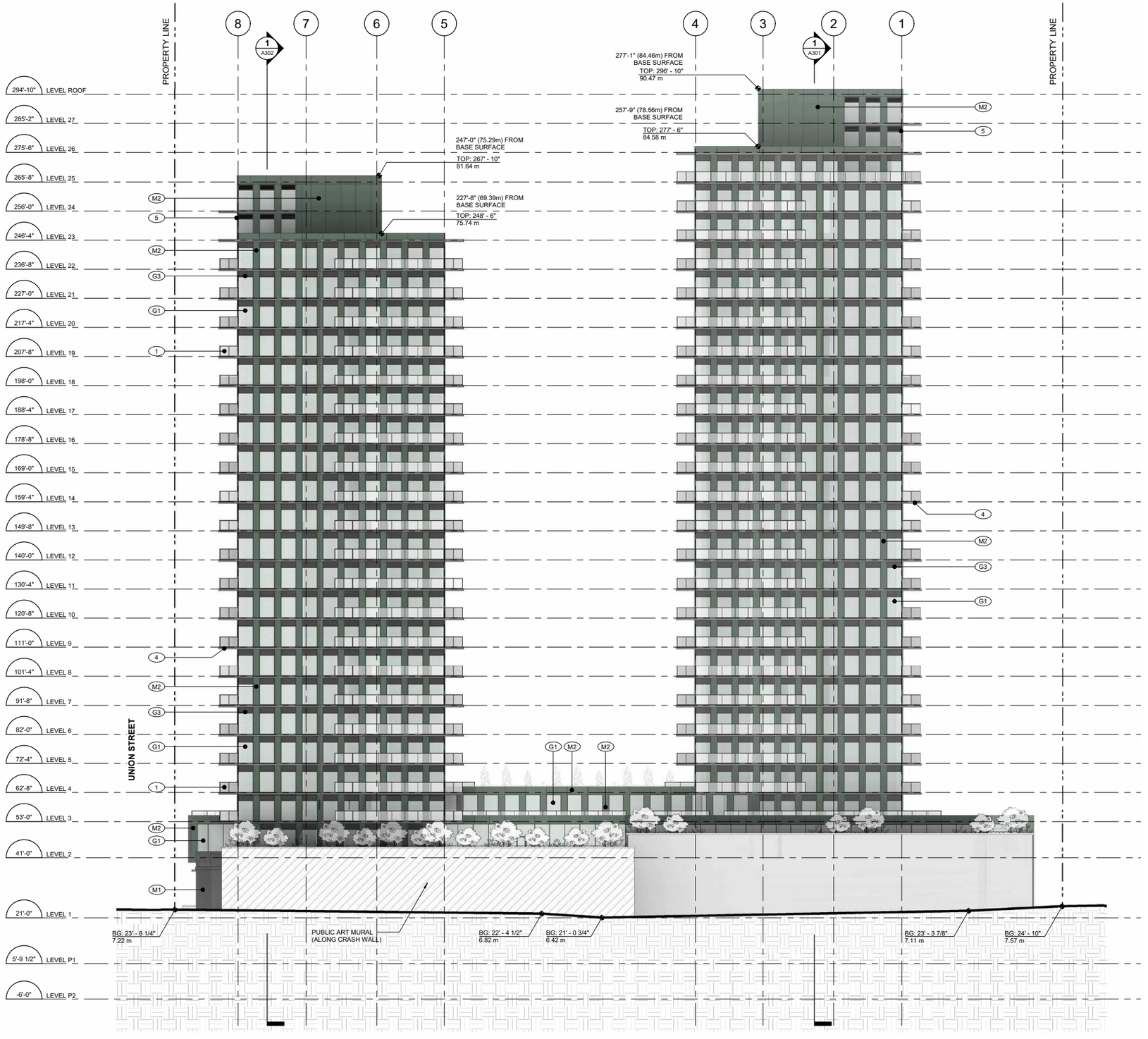
ELEVATION - SOUTH

MATERIAL LEGEND	
1	METAL GUARDRAIL; METAL FRAME AND CLEAR GLASS; FRAME COLOUR CHARCOAL
3	ALUMINUM AND CLEAR GLASS CANOPY; FRAME COLOUR CHARCOAL
4	PAINTED CONCRETE
5	MECHANICAL LOUVRE; COLOUR CHARCOAL
G1	WINDOW WALL; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G2	STOREFRONT WINDOW; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G3	SPANDREL GLASS; GLASS PANEL; CHARCOAL
M1	ALUMINUM COMPOSITE METAL PANEL; COLOUR CHARCOAL
M2	ALUMINUM COMPOSITE METAL PANEL; COLOUR GREEN



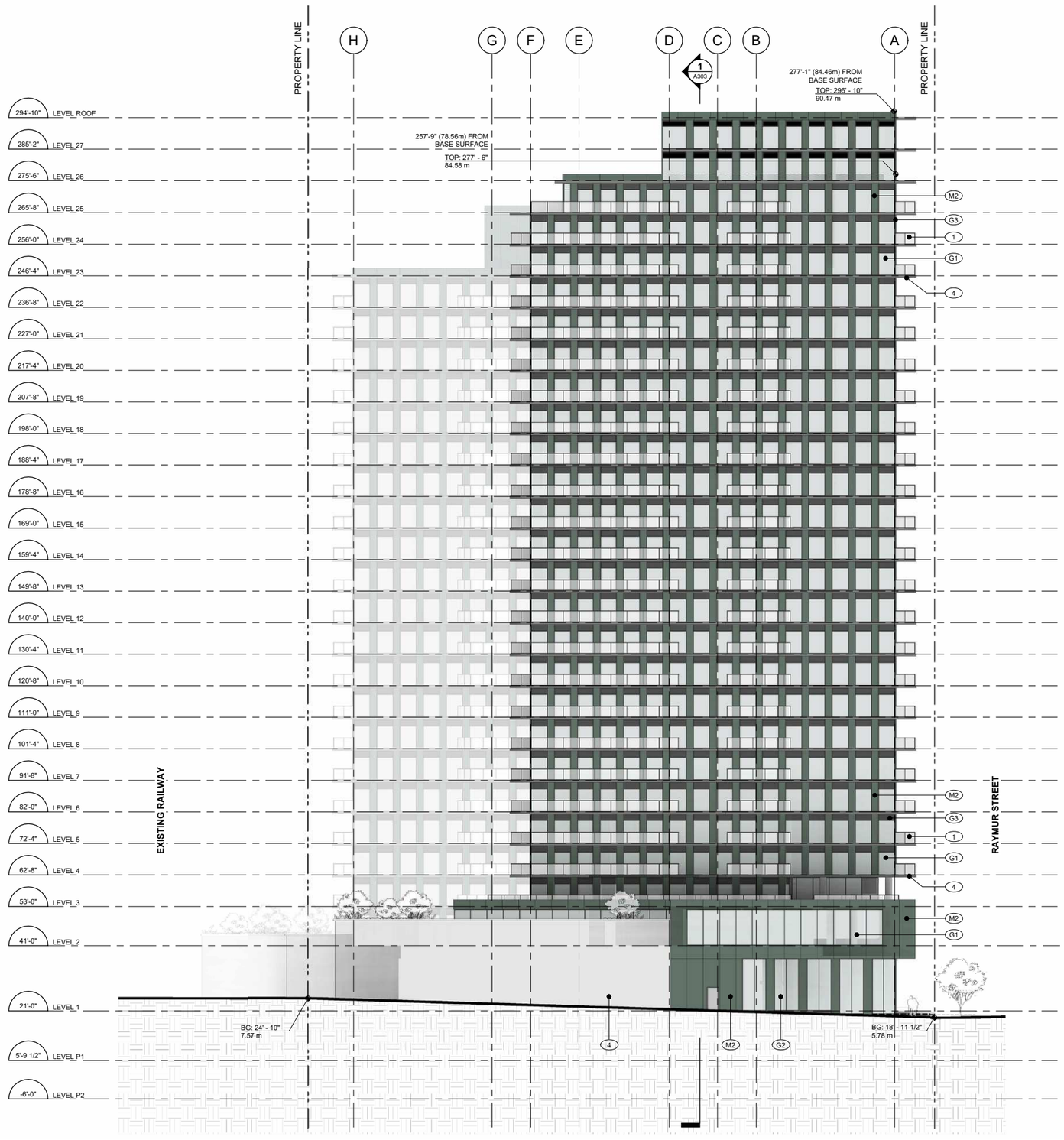
ELEVATION - EAST

MATERIAL LEGEND	
1	METAL GUARDRAIL; METAL FRAME AND CLEAR GLASS; FRAME COLOUR CHARCOAL
3	ALUMINUM AND CLEAR GLASS CANOPY; FRAME COLOUR CHARCOAL
4	PAINTED CONCRETE
5	MECHANICAL LOUVRE; COLOUR CHARCOAL
G1	WINDOW WALL; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G2	STOREFRONT WINDOW; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G3	SPANDREL GLASS; GLASS PANEL; CHARCOAL
M1	ALUMINUM COMPOSITE METAL PANEL; COLOUR CHARCOAL
M2	ALUMINUM COMPOSITE METAL PANEL; COLOUR GREEN

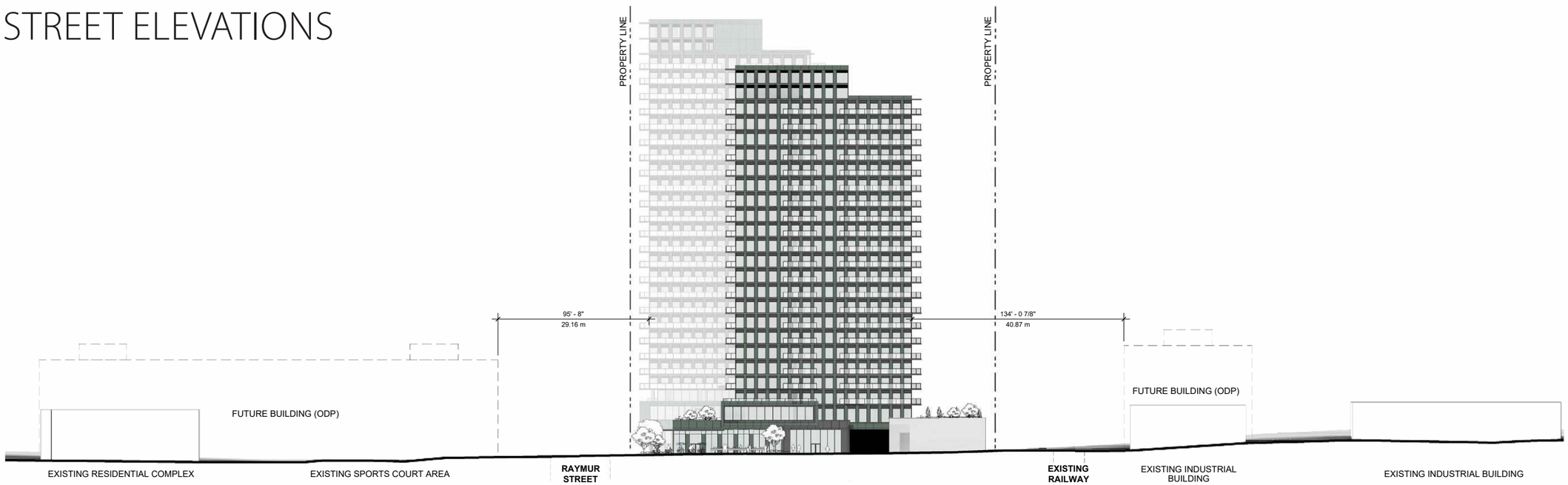


ELEVATION - NORTH

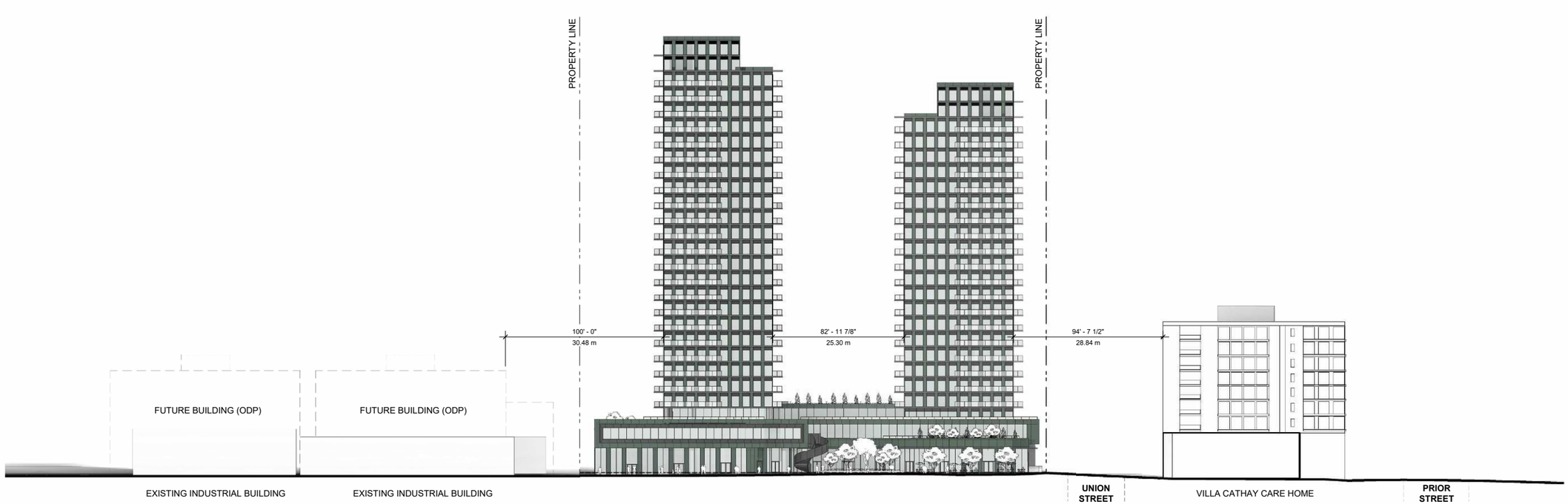
MATERIAL LEGEND	
1	METAL GUARDRAIL; METAL FRAME AND CLEAR GLASS; FRAME COLOUR CHARCOAL
3	ALUMINUM AND CLEAR GLASS CANOPY; FRAME COLOUR CHARCOAL
4	PAINTED CONCRETE
5	MECHANICAL LOUVRE; COLOUR CHARCOAL
G1	WINDOW WALL; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G2	STOREFRONT WINDOW; DOUBLE GLAZED; MULLION COLOUR CHARCOAL
G3	SPANDREL GLASS; GLASS PANEL; CHARCOAL
M1	ALUMINUM COMPOSITE METAL PANEL; COLOUR CHARCOAL
M2	ALUMINUM COMPOSITE METAL PANEL; COLOUR GREEN



STREET ELEVATIONS



1 STREETSCAPE - SOUTH ELEVATION



2 STREETSCAPE - WEST ELEVATION

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