

3410 KINGSWAY

Draft Rezoning Application

2026-09-21

CROMBIE / WESGROUP - 225025

Team

Client	**Crombie REIT** 610 East River Rd, Suite 200 New Glasgow, Nova Scotia Canada B2H 3S2 902-755-8100	Crombie is a leading Canadian real estate investment trust focused on the development and management of high-quality retail and mixes use properties. With a strong presence across the country, Crombie specializes in creating vibrant, community-oriented spaces that integrate commercial, residential, and public uses.
	Wesgroup Three Bentall Centre 595 Burrard Street, Suite 2000 Vancouver, British Columbia Canada V6C 0E4 604-648-1800	Founded in British Columbia over 60 years ago, Wesgroup is one of Western Canada's most established private real estate organizations, with a portfolio spanning over 7,000 homes, 100 communities, and more than 3 million square feet of commercial space. Wesgroup takes a people-focused approach to development, creating places that support the communities and businesses that inhabit them. With an integrated team of in-house experts across the development process, Wesgroup brings a collaborative, comprehensive approach to creating vibrant, lasting communities across Western Canada.
Architect	**Musson Cattell Mackey Partnership** 1066 West Hastings Street, Suite 1900 Vancouver, British Columbia Canada V6X 3X1 604-687-2990	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 in the through the realization of the Broadway Plan and beyond.
Landscape	**LOCI Landscape Architecture + Urban Design** 1738 Kingsway Vancouver, British Columbia Canada V5N 2S3 604-694-0053	Led by founding Principal Mike Enns, the studio brings nearly 20 years of experience in design, planning, and project management, serving a diverse range of developers, municipalities, institutions, and private clients across British Columbia and beyond. As a full-service practice, the studio values an adaptable and responsive approach to each project, with a focus on creating meaningful places that enhance the everyday experiences of communities and their surrounding landscapes. Inspired by the natural landscape of the West Coast, the studio's work embeds sustainable design principles, with a commitment to resilient, context-sensitive, and enduring environments.

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INTRODUCTION

Project Overview

3410 Kingsway is a proposal for a new mixed-use urban district that strengthens and revitalizes the Kingsway corridor by transforming an underutilized parking lot into a complete, connected community. The project introduces new housing, neighbourhood-serving retail, and a renewed grocery store while maintaining the established character of Kingsway. With close proximity to the Kingsway corridor and Joyce–Collingwood SkyTrain Station, the site is well connected to the surrounding neighbourhood and broader region.

Occupying a full city block, the project is proposed in multiple phases to minimize disruption to the existing grocery store and BCL, maintaining its operation for as long as possible before reintegrating it into the new development. The public realm is designed to prioritize pedestrians while maintaining appropriate vehicle access and circulation throughout the site.

The development consists of a series of urban podiums accommodating retail and service spaces along Kingsway and Tyne Street, with townhouses addressing the quieter residential streets. Residential towers rise above the podiums, providing a mix of housing options within a connected, mixed-use community.

KEY PROJECT STATS

- 1,082 units (35% family units)
- 26,000 sqft of indoor amenity
- 80,000 sqft of retail
- 1,078 below grade vehicular parking / 2,109 bike parking spots



Project Principles

1



CREATING A NEW URBAN PRECINCT

The project strengthens the existing neighbourhood by transforming an underutilized surface parking lot with commercial uses into a complete, mixed-use community with zero residential displacement. Maintaining the established character of Kingsway, the proposal introduces new pedestrian-oriented streets and neighbourhood-scale retail that enhance the existing urban fabric while creating new amenities, housing, and public realm improvements.

2



REGIONAL FOOD SECURITY

The development supports regional food security by retaining a grocery store as the central component of the community. A phased approach is intended to maintain the existing grocery store's operation for as long as possible during construction, minimizing disruption to access to essential food services, while the new development will continue providing access to fresh, healthy, and affordable food.

3



ENHANCING THE KINGSWAY EXPERIENCE

Providing a diverse range of retail spaces along Kingsway, from a full-service grocery store to smaller, neighbourhood-serving shops with active frontages and pedestrian oriented spaces will contribute to a vibrant and engaging destination for both residents and the surrounding community. Overall, the development will connect with the broader streetscape and strengthen the corridor as a lively and welcoming neighbourhood.

4



HOUSING DIVERSITY

This redevelopment proposal deliver new purpose-built rental and below-market housing without residential displacement, expanding housing choice and providing greater access to secure, attainable homes for a range of households. By introducing a mix of housing options within a well-connected, mixed-use community, the project supports affordability, accommodates diverse housing needs, and contributes to long-term neighbourhood stability and inclusivity.

5



FAMILY-FRIENDLY COMMUNITY

Support families through a mix of family-oriented housing options, integrated daycare, and safe, accessible outdoor spaces designed for all ages. Together, these elements create a welcoming and supportive environment for families, providing opportunities for children to play, learn, and grow while fostering connections between residents and the broader community.

6



TRANSIT-ORIENTED DEVELOPMENT

Leverage the project's proximity to transit, located approximately a 10-minute walk from Joyce-Collingwood SkyTrain Station, to support reduced reliance on private vehicles and encourage walking, cycling, and transit use. Improved connections to surrounding streets, amenities, and services will contribute to a more accessible, connected, and sustainable community.

CONTEXT AND ANALYSIS

Policy Overview

APPLICABLE POLICIES

- The Vancouver Plan (2022)
- Vancouver Draft Official Development Plan (2025)
- Zoning & Development Bylaw (2025)
- Rezoning Policy for Sustainable Large Developments (2018, amended 2025)
- Design and Development Guidelines (2025)
- Housing Vancouver Strategy (2017)
- Transportation 2040 (2012)
- Rental development relief program (2026)



The proposed rezoning of 3410 Kingsway is a phased community-oriented development that aligns with and advances City objectives related to housing delivery, social infrastructure, neighbourhood serving commercial space, and the creation of compete mixed-use neighbourhoods, with zero residential displacement.

The proposal aligns with city-wide policy direction set out in the ***Vancouver Plan*** and ***Draft Official Development Plan***, which identify arterial corridors such as Kingsway as appropriate locations to accommodate mixed use growth, and deliver new housing in areas well served by transit and amenities. These policies prioritize the efficient use of urban land and encourage additional residential density in proximity to frequent transit, local services, and active transportation networks.

Site specific guidance comes from the ***Zoning & Development Bylaw,*** which sets expectations for permitted uses, density, massing, and the circumstances under which site specific rezonings may be considered. The proposal responds to this by introducing a comprehensive mix of residential and community-serving commercial uses that are appropriate to the Kingsway corridor and designed in alignment with the ***Design and Development Guidelines***.

Ground-oriented retail contributes to meeting daily neighbourhood needs, enhances walkability, and activates the public realm. The variety of building program, combined with the site's proximity to the Joyce-Collingwood SkyTrain station and BC Parkway, supports transit-oriented living and reinforces the City's objectives for complete communities where residents can live, work, and access services locally.

Importantly, the rezoning achieves these public benefits with zero resident displacement as the existing site is entirely commercial. This aligns with the City's policy direction to prioritize growth on underutilized sites while protecting existing residents and community stability. The project represents an equitable and contextually responsive approach to growth, adding housing density and amenities where appropriate to strengthening the Kingsway corridor as a vibrant, mixed use neighbourhood.

Policy Analysis

Vancouver Official Development Plan (ODP)

Approved by City Council in 2022, the *Vancouver Plan* is a broad, land use strategy to guide long-term growth of the city over the next 30 years. However, the city adopted the *Vancouver Official Development Plan (ODP) in March 2026*, which executes the vision of the Vancouver Plan into a statutory by-law.

Central to the ODP is the concept of **focusing growth in areas that are well served by transit, amenities, and employment to create Neighbourhood Centres** (FG1.7). Areas influenced by nearby Rapid Transit Areas (FG1.6) should support increased density and a mix of uses that capitalize on transit accessibility and reduce reliance on private vehicles. Together these designations support development in areas that accommodate density and mixed uses while promoting walkability, access to services, and efficient infrastructure use. Planning for these areas requires balancing the demands of goods movement with the need for walking, biking, public transit, and public space.

The ODP places a strong emphasis on increasing housing supply and diversity, particularly rental housing, through policies that encourage a range of unit types while minimizing the displacement of existing renters (Housing 1.2.4, 1.6.1, 1.6.2). The Complete Neighbourhood initiative, a core objective of city planning, closely links housing delivery with employment and local economic activity. **The ODP encourages locating new high-density residential developments near to or integrated with community serving commercial space, particularly when close to shopping streets** (Economy 2.4.2, 2.4.3).

Environmental sustainability and resilience are also embedded throughout the plan. Several policies support low-carbon developments through denser housing forms, and climate responsive design including rainwater management and opportunities for urban biodiversity (Climate 3.1.1, Ecology 4.2.5, Utilities 10.3.1). Transportation policies prioritize walking, cycling, and transit use, emphasizing connected and convenient mobility networks that reduce car dependence and improve resident health. **Arterials like Kingsway are to be safe, livable, and pleasant corridors that support public life and local economy** (Transportation 5.1.1, 5.2.2). The ODP also recognizes the importance of social infrastructure in growing neighbourhoods, including the integration of childcare facilities that supports families and create employment opportunities (Childcare 6.1.1, 6.1.2). While the city has made strides towards the need for childcare, a January 2025 report notes that Vancouver is still experiencing a shortfall of 4,200 childcare spaces.

Together, the Vancouver Plan and Vancouver ODP provide a guide for accommodating growth that aligns housing, employment, mobility, ecology, and community well being.





Housing Vancouver Strategy

Vancouver's housing crisis continues to expand and negatively impact a large portion of households in the city. The *Housing Vancouver Strategy* was developed in response to that continued challenge and seeks to confront key issues such as developing the right type of housing supply, action to address land and housing speculation, and providing protections and support to preserve and expand the affordability of the existing stock of rental and non-market housing.

A key focus of the policy is enabling rental housing development near transit hubs and around arterial corridors at a scale that supports complete, inclusive neighbourhoods. This includes encouraging higher density housing in locations that can accommodate growth, integrate employment and community uses, and efficiently leverage existing and planned infrastructure. By promoting a mix of incomes, unit sizes, and housing forms, the strategy supports long term neighbourhood resilience and economic vitality. By linking housing delivery to broader city objectives, Housing Vancouver provides a coordinated policy foundation for addressing Vancouver's housing challenges over the long term.



Climate and Transportation

Vancouver's climate policy centres around the *Climate Emergency Action Plan*, *Climate 2050*, and *Climate Change Adaptation Strategy*. These documents seek to reduce carbon pollution and slow further warming while acknowledging and adapting to present and projected changes. The Climate Emergency Action Plan and Climate 2050 set ambitious targets to reduce carbon pollution, promote compact urban form, energy efficiency, and a shift away from fossil fuel dependent transportation. Climate Change Adaptation Strategy contains reactionary measures that respond to climate hazards such as extreme heat, flooding, and air quality concerns. It promotes resilient infrastructure, equitable access to cooling, and urban design strategies that strengthen neighbourhoods' capacity to respond to climate impacts over time.

Transportation 2040 supports broader climate objectives by prioritizing walking, cycling, and public transit as preferred modes for moving through the city. The plan seeks to reduce reliance on private automobiles by improving safety, comfort, and connectivity for active transportation and by integrating land use and transportation planning. Together with climate policies, it backs a transition towards complete, connected neighbourhoods that support climate mitigation, climate resilience, and sustainable mobility.



Rezoning Policy for Sustainable Large Developments

The City of Vancouver's *Rezoning Policy for Sustainable Large Developments* establishes sustainability expectations for large rezoning applications. It provides guidelines that advance City objectives in climate resilience, environmental performance and livable neighbourhoods through a holistic approach to design and implementation.

The policy requires large developments to demonstrate excellence in Sustainable Site Design; **provide access to nature, promote biodiversity, and improve urban ecology by integrating well designed green spaces.** This includes tree canopy cover, accessible



landscaped areas, planted roofs, adequate soil volumes, and rainwater management. Open spaces are expected to be thoughtfully connected both privately and to the surrounding public realm, multifunctional, and supportive of community health and wellbeing.

The policy also pursues Green Mobility goals by encouraging developments to support active forms of transportation like walking and cycling while utilizing the transit network for longer trips. Supporting active transportation methods **reduces reliance on private automobiles, contributes to emissions reduction and a higher air quality, and creates healthier communities**. A Transportation Demand Management Plan outlining infrastructure that supports electric vehicles and shared mobility is also required.

To protect municipal infrastructure and regional water systems, the policy mandates an integrated approach to Potable Water and Groundwater Management. Developments are required to address current and future water demands by conserving water and using it more efficiently. Non-potable water demands such as landscape irrigation should be addressed by retaining and managing rainwater onsite where possible rather than discharging it into City sewers.

Additionally the policy promotes Zero Waste Planning, positioning large developments as leaders in waste reduction and diversion. Projects must incorporate enhanced waste infrastructure, education programs, and operational strategies that foster ongoing waste reduction and increased diversion of products and materials from the waste stream. Strategies can include waste avoidance, re-use, compost, and recycling at a resident and operations level, facilitating on-site diversion initiatives, and occupant/public outreach, with post-occupancy reporting to ensure accountability.





Overall the policy frames sustainability as a holistic and interrelated set of responsibilities ensuring that large rezoning developments act as leaders within the community; contributing meaningfully to Vancouver's long-term environmental, social, and infrastructure objectives.

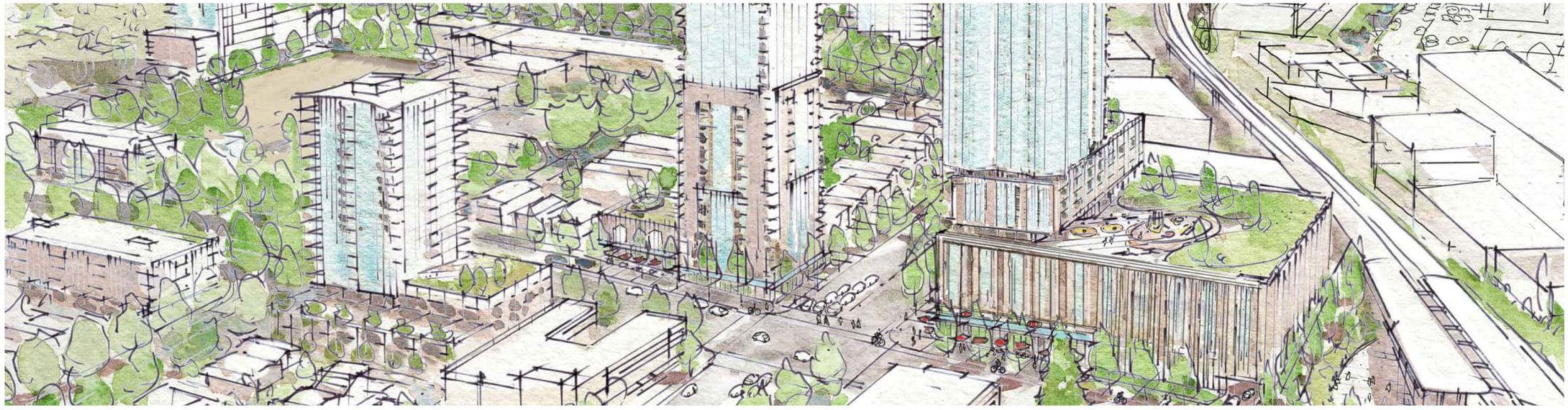
City-wide Design and Development Guidelines

The Design and Development Guidelines provide a guiding framework for the design of multi-tenant residential developments in the city of Vancouver. The Guidelines lead the growth of communities in alignment with the general principles of **livability, affordability and sustainability** by directing Site Organization and outlining requirements for Open Space, Building Massing and Design and Public Interface.

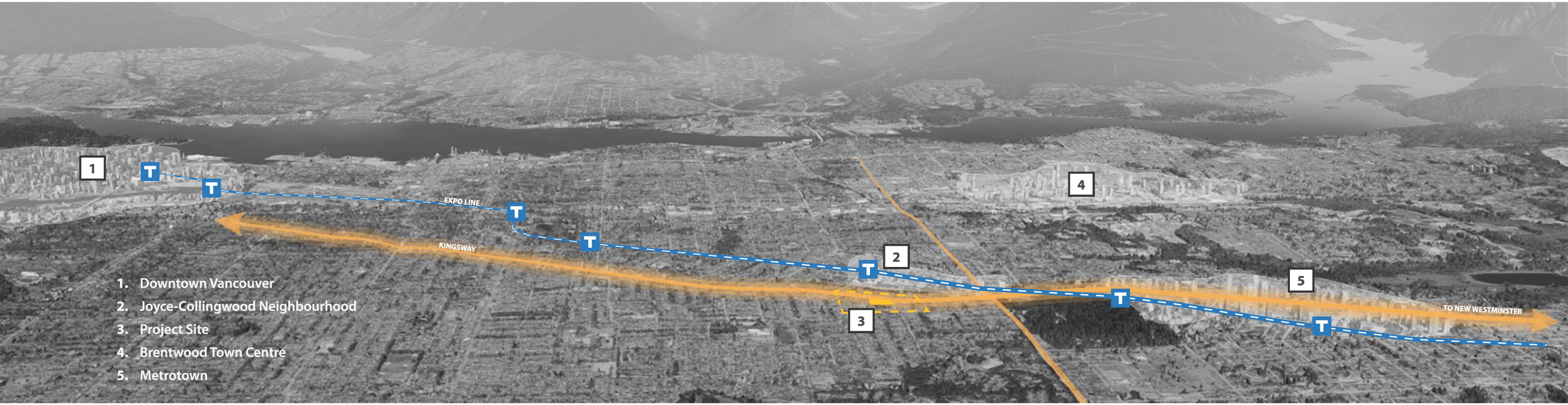
The Guidelines promote the development of an active, engaging and diverse, human-scale built environment by directing the organization of sites. Requirements for open space in the form of Privately Owned Public Space (POPS) and mid-block connections aim to break up large developments into navigable, human-scale components while improving access to natural space, views and sunlight and encouraging urban biodiversity. Uses such as retail, community uses and lobbies should be located at streets, open spaces and mid-block connections with the intent of activating these spaces. Building services should be located so as to minimize their impact on the public realm.

Building Massing and Design should respond to existing context in scale, character and materiality. The use of podiums and setbacks is encouraged to blend massing between neighbouring buildings, maintain existing streetwall patterns, and improve access to sunlight and views for pedestrians and building occupants. Development materiality and articulation at lower levels should respond to, and **enhance the existing character of the neighbourhood and pedestrian experience**.

Continuous weather protection, landscaped edges and active ground floors are identified within the Guidelines as recommended strategies to ensure an active and pedestrian friendly Public Interface between buildings and Public Realm. Through design, developments should encourage foot traffic and time spent outdoors, support local business and facilitate passive surveillance. The intent of the combined requirements is to benefit and improve public health, foster biodiversity and promote resilience of natural and urban systems.



Regional Context



Kingsway is one of Vancouver's oldest and most important transportation and commercial corridors. Originally established as Westminster Road, its distinctive diagonal route connected Vancouver and New Westminster before the surrounding street grid was established. For more than a century, Kingsway has supported the movement of people, goods, and commerce, shaping East Vancouver and creating a continuous corridor of shops, services, and neighbourhood destinations.

Today, Kingsway connects several major centres of density, including Downtown Vancouver, Brentwood Town Centre, and Metrotown, which have evolved into complete, transit-oriented communities supported by a mix of residential, employment, retail, and civic uses.

Within this regional context, Joyce–Collingwood is emerging as a rapidly intensifying node. Supported by the Expo Line, infrastructure investment, and new mixed-use development, the area is evolving into a more complete, higher-density community while retaining Kingsway's established role as a commercial and transportation corridor.

Continued growth around Joyce–Collingwood and along Kingsway can help bridge established metropolitan centres with surrounding lower-density neighbourhoods, strengthening a more connected, walkable, and resilient urban fabric.

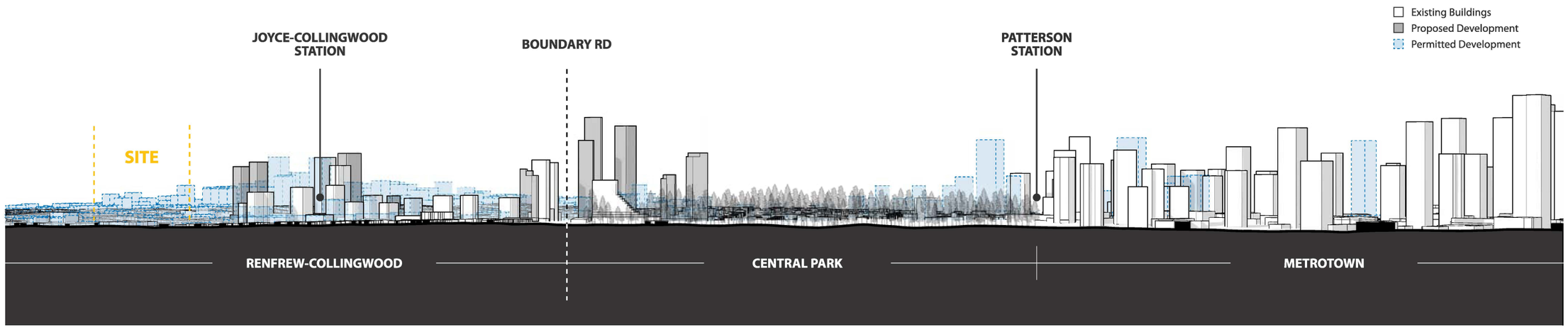
Local Context

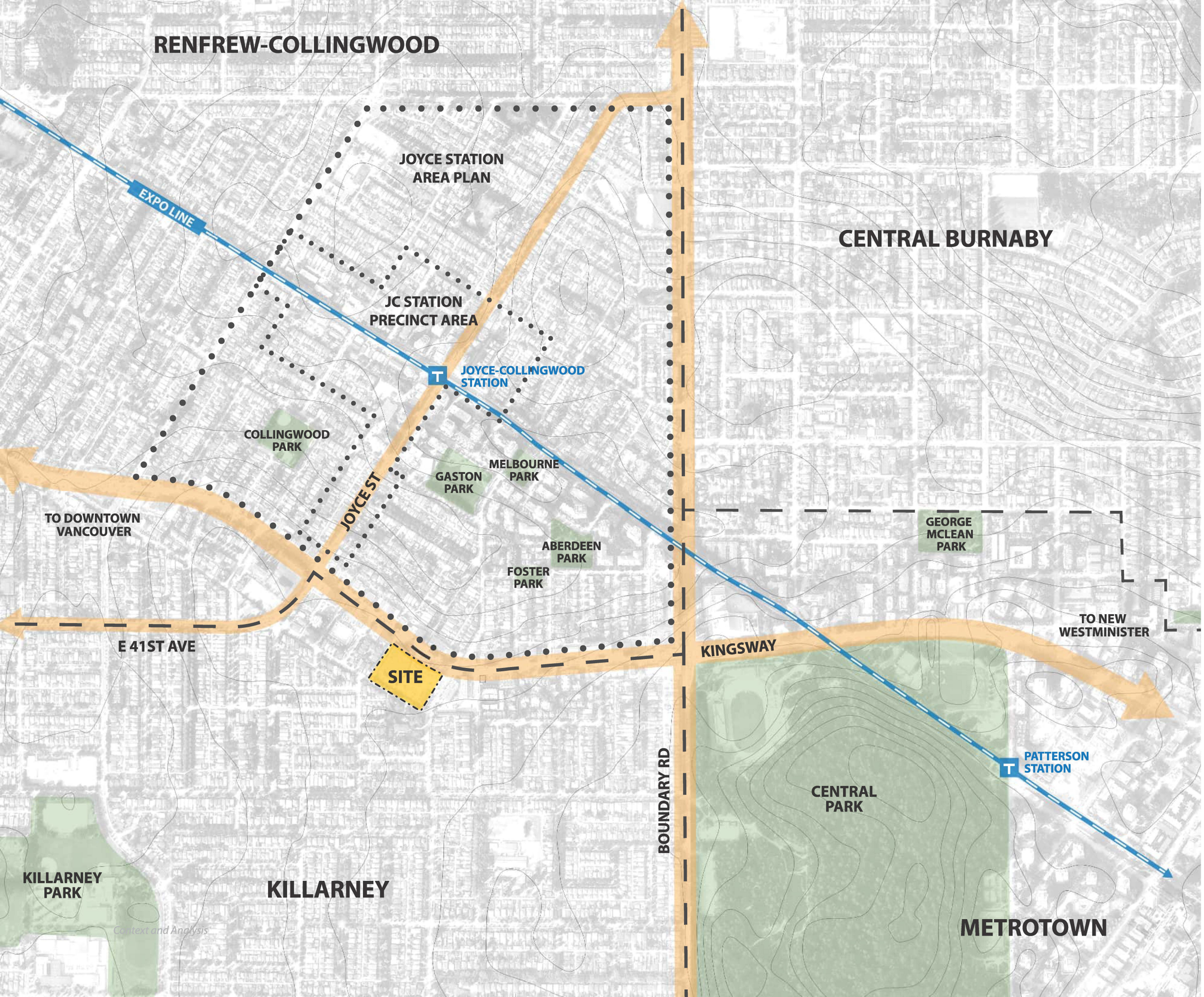
The site is situated in an area experiencing ongoing and rapid growth and transformation. Most notably, it is in close proximity to the Joyce-Collingwood SkyTrain Station, a major transit hub, as well as Metrotown, a prominent commercial and residential centre. This advantageous location is also part of the broader transit-oriented corridor along the Expo Line, making it highly accessible and well connected for commuters, residents, and businesses across Metro Vancouver. Being so close to Joyce-Collingwood, the site falls within its designated Transit-Oriented Area (TOA) radius, where planning frameworks further promote growth and intensification.

In recent years, the surrounding neighbourhood has seen a surge in high- and mid-rise developments, mixed-use projects, and public infrastructure investments. This redevelopment reflects strong housing demand, supported by evolving planning policies that encourage vertical development and more efficient land use, particularly near major transit nodes. The changing built form is reshaping the character of the area, creating a more urban, connected, and densely developed cityscape. This emerging density is most evident in new construction closest to the station.

Within this context, the site is well positioned to align with and contribute to this pattern of intensification. The increasing prevalence of taller and denser developments nearby establishes a clear precedent in terms of both scale and design, supporting the opportunity for the site to be developed in a way that integrates with and complements the surrounding density. As the neighbourhood continues to grow upward and inward, the site can play a meaningful role in reinforcing a cohesive urban fabric while maximizing its own development potential as a distinct yet integrated district.

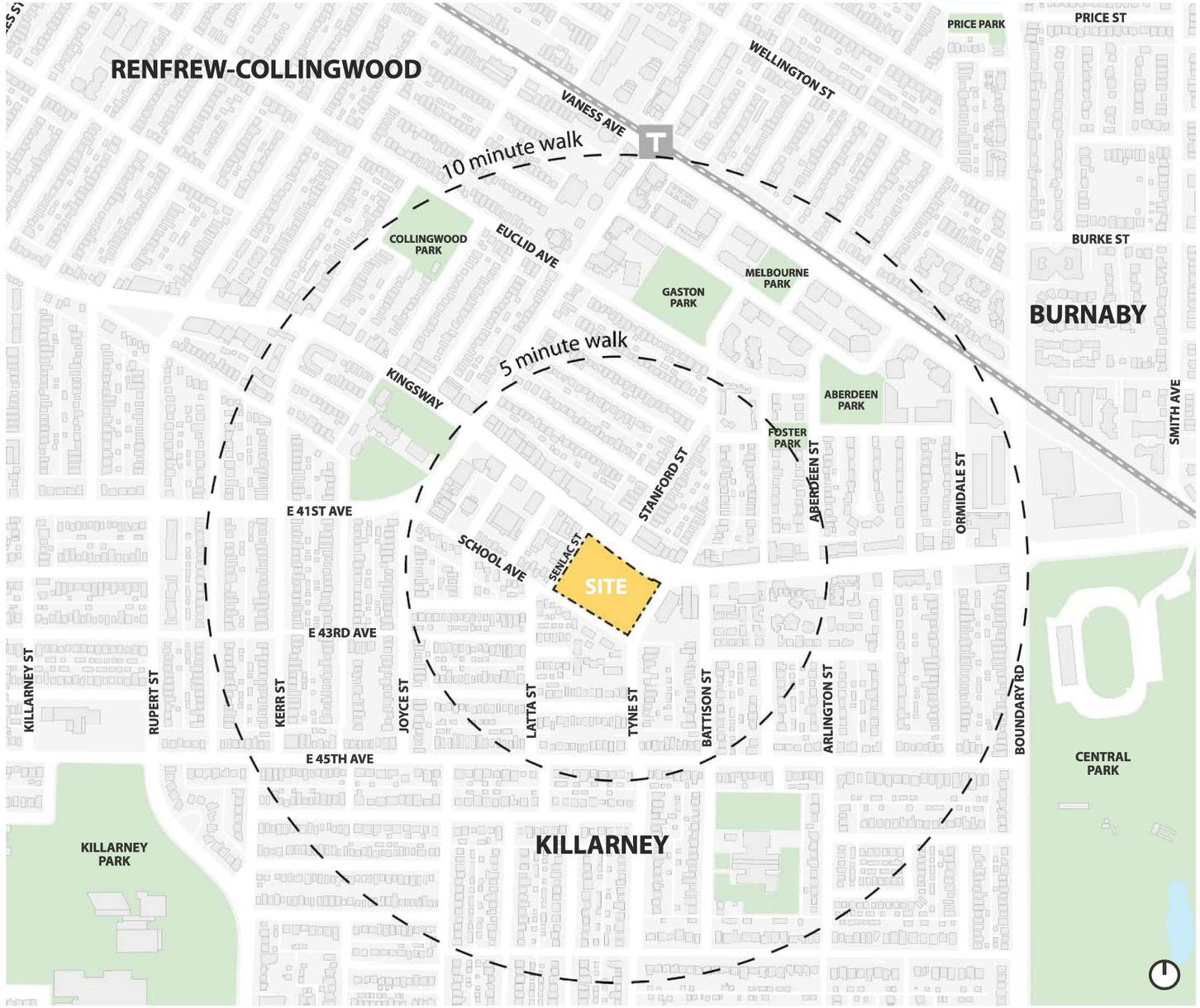
The presence of nearby amenities, including shopping centres, parks, schools, and community services, enhances the site's overall livability and appeal. Its proximity to Central Park, in particular, provides valuable access to a large urban green space that supports a range of recreational activities while offering a natural contrast to the surrounding built environment. This integration of open space within a growing urban area contributes to a balanced and high-quality living environment.





Existing Site Context

The site sits at the meeting point of Renfrew-Collingwood and Killarney, two established East Vancouver neighbourhoods with distinct urban characters. Renfrew-Collingwood has been strongly shaped by transportation and growth around the Expo Line, while Killarney is characterized by lower-density residential areas, schools, parks and community amenities. Kingsway forms an important commercial and transportation spine connecting both neighbourhoods to Vancouver and Burnaby.



3410 Kingsway occupies a full block near Vancouver's eastern boundary, at a distinctive bend in the geometry of Kingsway. Here, the long sightlines of the corridor are interrupted and the street changes direction, creating a natural point of arrival and an opportunity to establish a stronger sense of place. The bend provides an opportunity to visually narrow the corridor, encourage slower vehicle movement, and establish the site as a recognizable urban marker along Kingsway.

The site is currently occupied by a large Safeway grocery store, BC Liquor Store and expansive surface parking, reflecting the automobile-oriented development pattern that has historically characterized this portion of Kingsway. The scale of the site and its limited internal connections create a significant break in the surrounding pedestrian network.

Joyce-Collingwood Station is within walking distance to the north, where increasing residential density reflects the area's continued evolution around rapid transit. Between the station and Kingsway, established residential areas are supported by a network of parks. Along Kingsway, the existing context remains largely characterized by low-rise commercial buildings and automobile-oriented development.

Topography further shapes this condition. Grade changes between Kingsway and the residential neighbourhood to the south limit north–south movement largely to the existing street network, reinforcing the site as a barrier rather than a connection between neighbourhoods.

Redevelopment creates an opportunity to retain the important grocery use while introducing new pedestrian connections through the site, using the change in grade to create a more connected, walkable mixed-use district that better links Kingsway with the surrounding community.



COMMUNITY

1. Vancouver Public Library (Collingwood Branch)
2. Green Thumb Theatre
3. Killarney Community Centre
4. Collingwood Neighbourhood House
5. Courtyard Terrace Seniors Community
6. Collingwood Neighbourhood House - Annex

SCHOOLS

14. Sir Guy Carleton Elementary School
15. Dr. George M. Weir Elementary School
16. St. Mary's School
17. Collingwood Neighbourhood School
18. Dr. H. N. MacCorkindale Elementary School
19. Killarney Secondary School

FUTURE DEVELOPMENTS

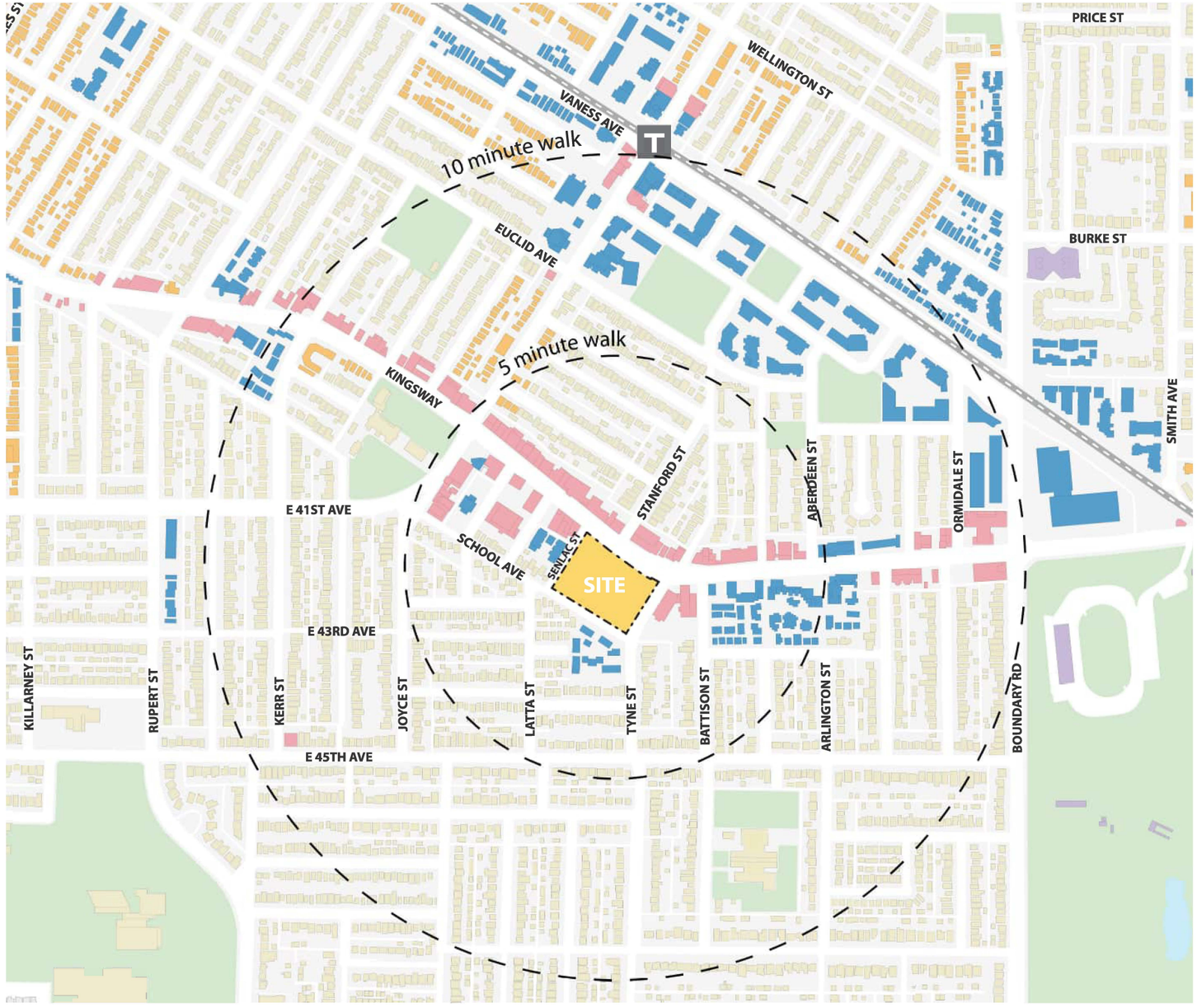
7. 2970 Kingsway
8. 3352-3386 Vanness Ave
9. 5163-5187 Joyce St (Under Review)
10. 4975-4997 Joyce St
11. 4902-4946 Joyce St (Under Review)
12. 3777-3791 Kingsway
13. 3696 Kingsway (Under Review)

PARKS

20. Collingwood Park
21. Gaston Park
22. Melbourne Park
23. Aberdeen Park
24. Foster Park
25. Price Park
26. Central Park
27. Killarney Park

LEGEND

- Rezoning Under Review
- Approved Developments
- Community Amenities
- Schools
- Parks



Existing Land Use

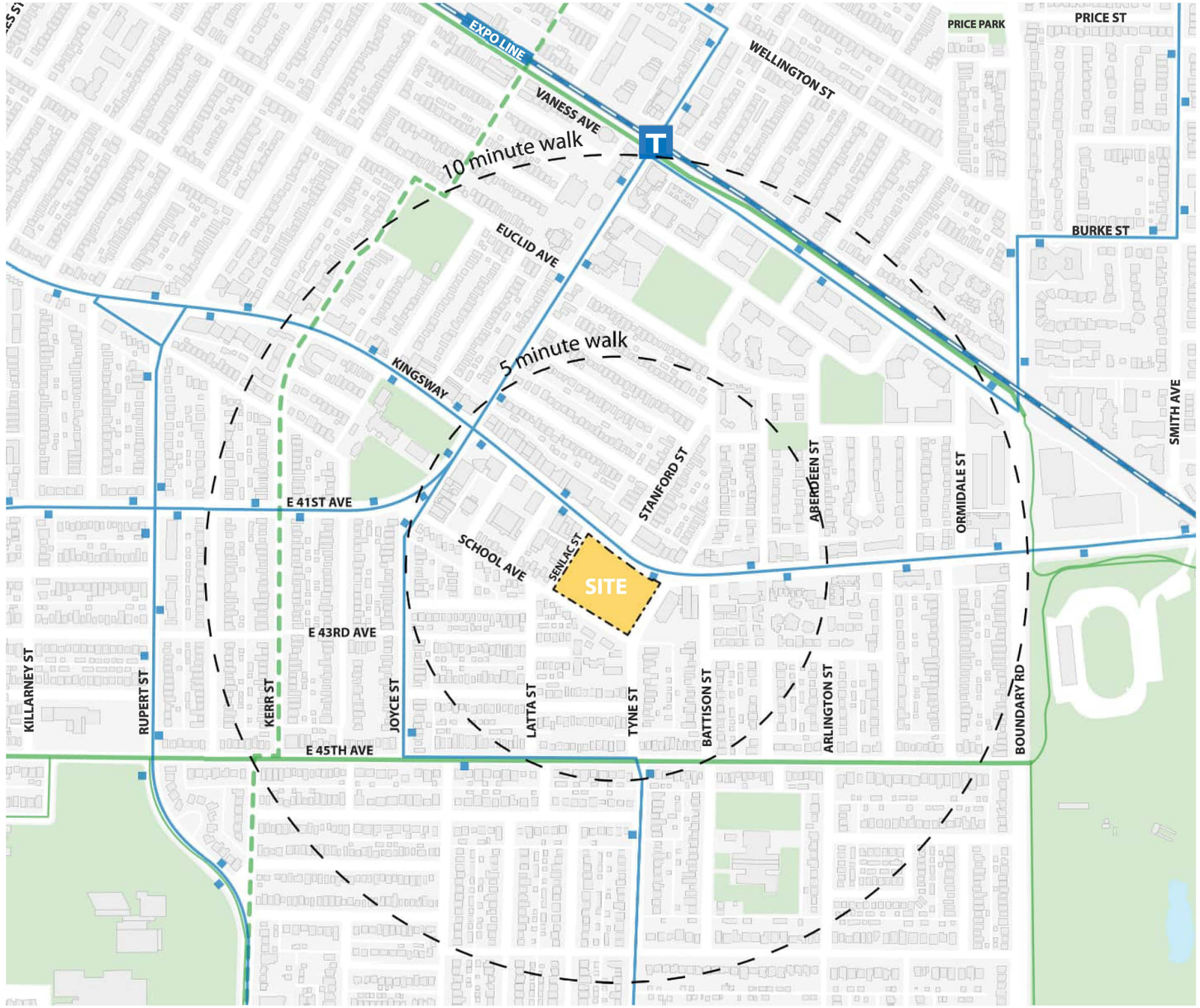
Land use patterns around the site reflect the influence of three corridors, the SkyTrain Expo Line, Kingsway, and Boundary, that travel through otherwise low density residential neighbourhoods containing a mix of non-market housing, purpose built rental housing, strata owned, duplex, and single family housing with recent rental vacancies between 0.3-2.4%. 3410 Kingsway is current zoned C-2A and contains a large grocery store and a liquor store.

Zoning patterns show a variety of development occurring around the skytrain line, centred around the Joyce-Collingwood station. The immediate area around the station is primarily zoned for Comprehensive Development, permitting building heights of up to 96.6m on certain sites.

Kingsway and the existing grocer serve as a commercial heart, offering service and retail options for the surrounding neighbourhoods of low density single family homes. Zoning permits a variety of uses up to six stories, with most buildings tending to be low rise single occupancy service and retail spaces. The site addresses both the busy streetscape along Kingsway and the quiet residential area to the south.

LEGEND

- Residential
- Residential-Multiple
- Commercial
- Public/Institutional
- Comprehensive



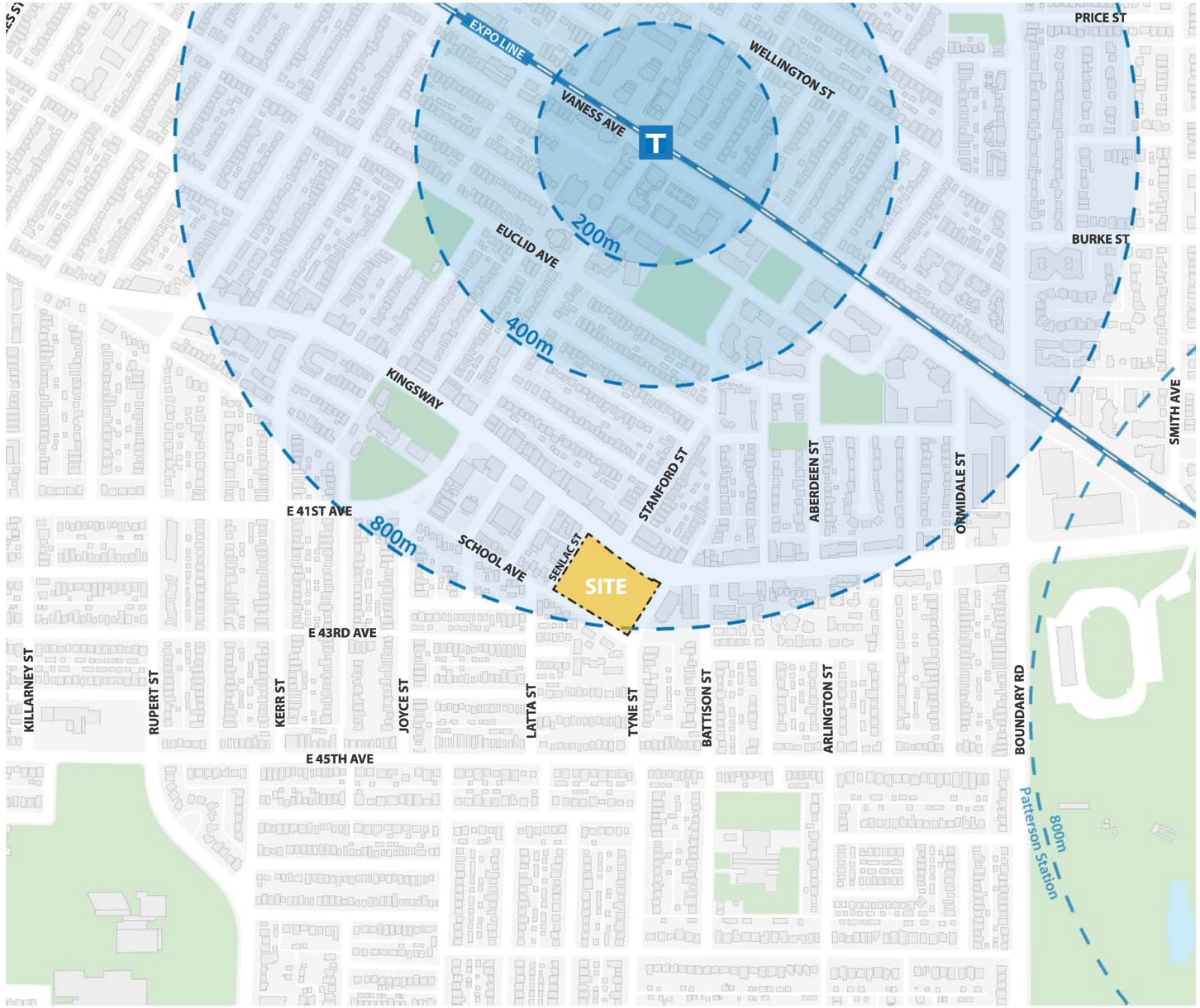
Active Transportation + Transit

The site benefits from a close proximity to the Joyce-Collingwood Expo Line SkyTrain station that connects to either Surrey or Downtown Vancouver, as well as several bus routes, including the R4 Rapid Bus to UBC and the #19 bus that connects Metrotown to Stanley Park.

Active transportation options exist in the form of the nearby BC Parkway bike corridor that parallels the Expo Line, or the east-west Ridgeway route along East 45th Avenue. Although Kingsway is a busy vehicle thoroughfare, the walkability of the area remains high owing to the street activity from numerous small businesses along it. Traffic calming measures such as one way traffic along School Avenue help to keep nearby residential streets slow and quiet.

LEGEND

- Future Greenway
- Existing Greenway
- Bus Route
- Bus Stop
- Skytrain Guideway
- Skytrain Station



Transit-Oriented Area

The Transit Oriented Area (TOA) Rezoning Policy is a provincial regulation implemented by the City of Vancouver that guides rezoning applications in proximity to rapid transit stations. The intention is to support increased density and building height in areas served by existing public transportation options such as SkyTrain stations and Bus Exchanges, and anticipates that municipalities will consider higher density building forms where they are well justified. The policy is tiered and sites within walking distance (up to 800m) of rapid transit stations such as Joyce-Collingwood are included.

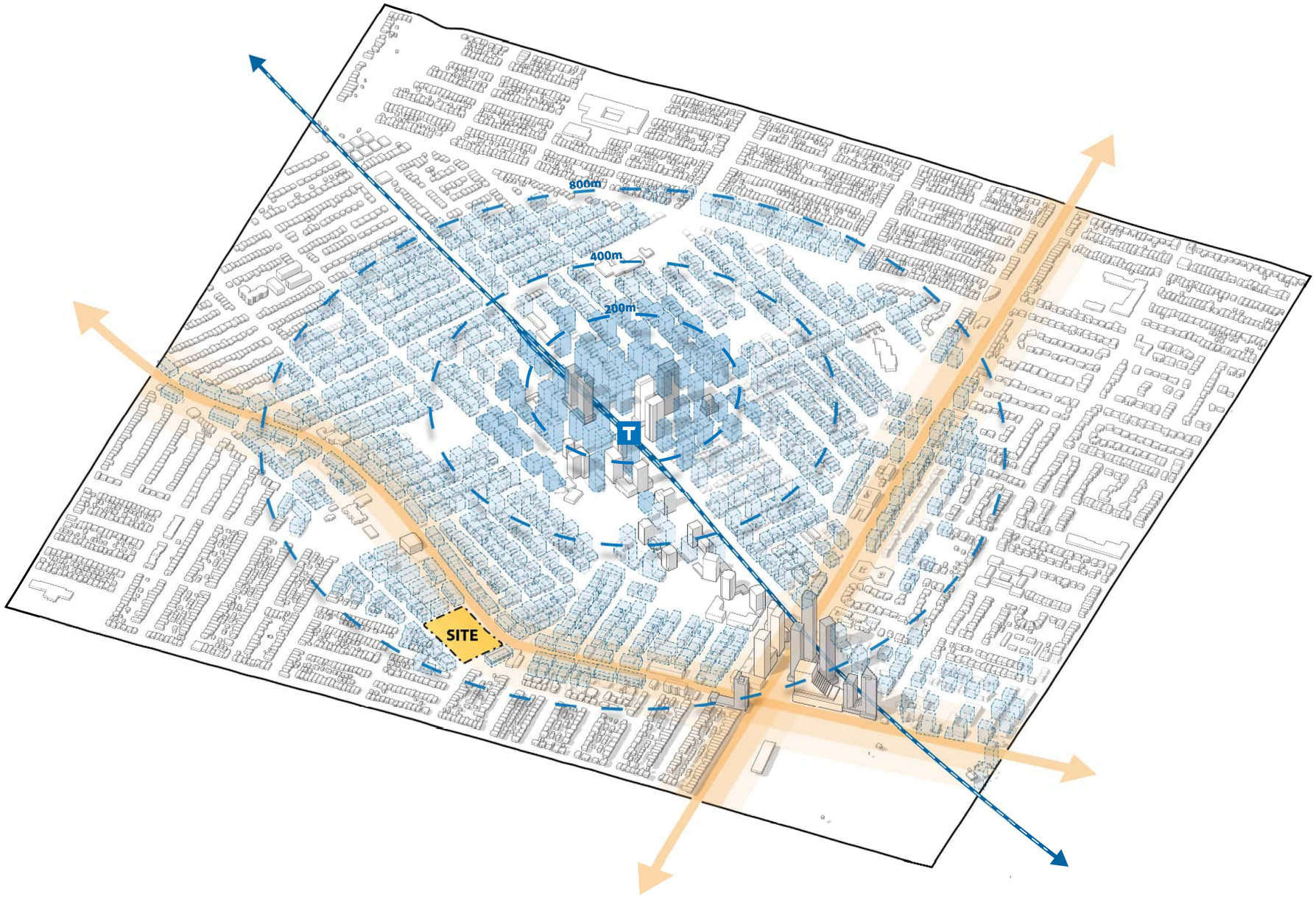
The TOA policy reinforces the appropriateness of increasing housing supply, particularly where it can contribute to complete mixed-use neighbourhoods. It also supports reduced reliance on private vehicles, including the removal of minimum residential parking requirements, which enables more efficient use of land and resources. The proposed site sits within the periphery of the Joyce-Collingwood station TOA, an approximately 10 minute walk away.

LEGEND

- Skytrain Guideway
- T Skytrain Station

Future TOA

The area around Joyce-Collingwood Station will look significantly different as the heights and densities outlined in the TOA plan influences further development.
The image represents the permissible building heights based on TOA zoning in the neighbourhood surrounding the station, and highlights the proposed site's critical location within the radius.



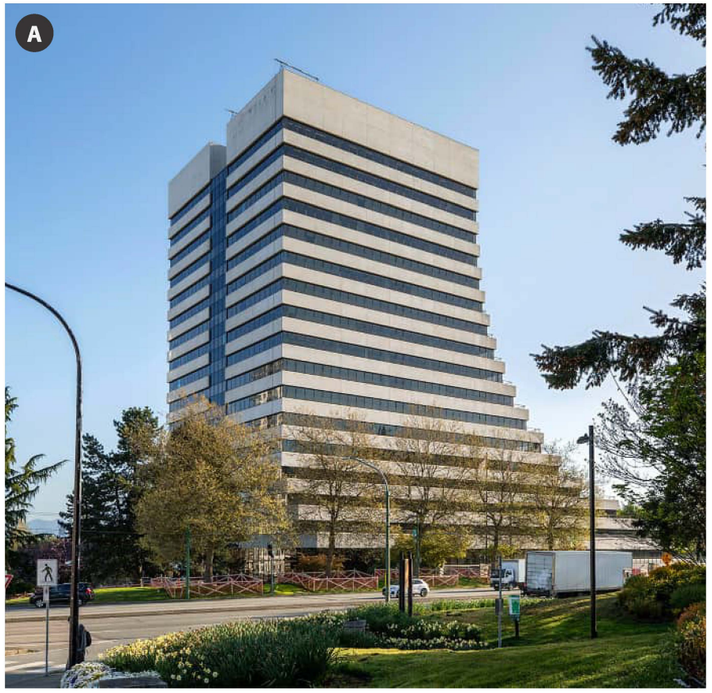
LEGEND

- TOA Radius
- Major Arterial Road
- Existing Building
- Proposed Development
- TOA-Permitted Development
- Skytrain Guideway
- Skytrain Station

Existing Urban Fabric

The surrounding urban fabric reflects the transition between Kingsway's major commercial corridor and established residential neighbourhoods. Kingsway is a key arterial, characterized by aging low-rise commercial buildings, local retail and services, and fragmented pedestrian conditions.

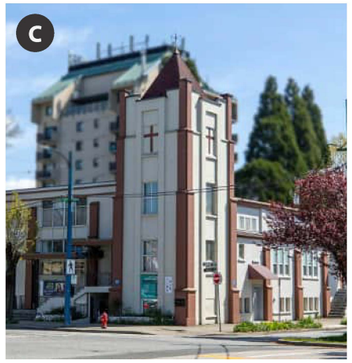
To the north, Renfrew-Collingwood is experiencing increased density around Joyce–Collingwood SkyTrain Station, with new mid- and high-rise residential and mixed-use development transitioning to lower-density neighbourhoods farther from transit. South of Kingsway, Killarney maintains a predominantly low-density residential character, with residents relying on Kingsway for retail, services, and transit access.



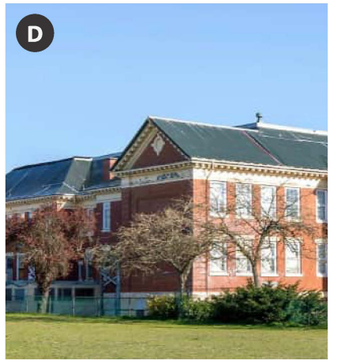
Telus Boot (3777 Kingsway)



Collingwood Village



Bethal Chinese Christian Church



Sir Guy Carleton Elementary School



Kingsway Commercial Strip



Vancouver Residential Special



Emerging Urban Fabric

Recent and emerging development along Kingsway is characterized by high-density, mixed-use forms with residential towers above active, public-facing podiums. Ground floors typically accommodate neighbourhood-serving retail and employment uses along pedestrian-oriented streets, while landscaped public spaces and interior laneways create opportunities for gathering, public art, traffic calming, and servicing away from major corridors.

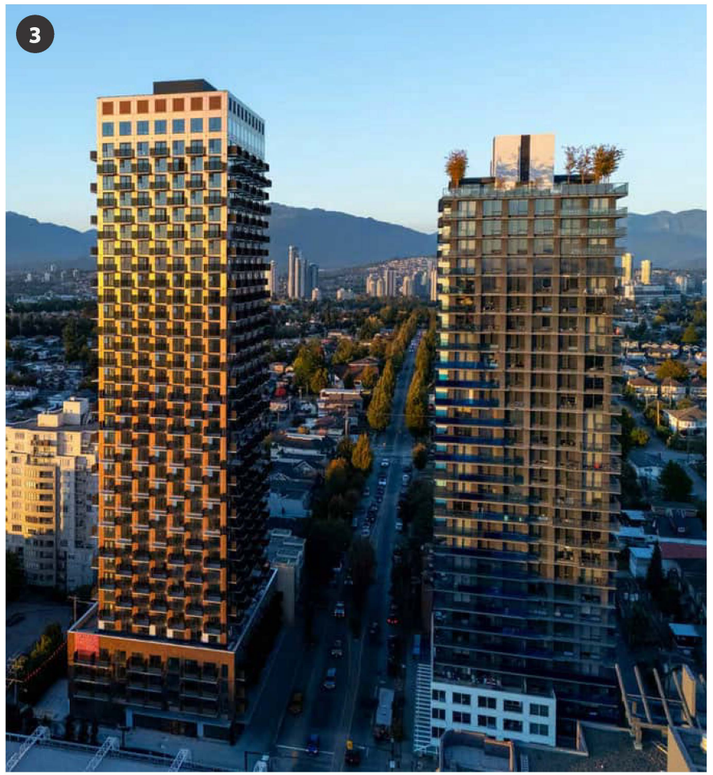
Podiums may also accommodate community-serving uses such as offices and childcare, while flexible commercial spaces support a range of local businesses. Residential amenities and landscaped podium roofs further contribute to shared outdoor space, biodiversity, and a more comfortable urban environment.



Kensington Gardens (2220 Kingsway)

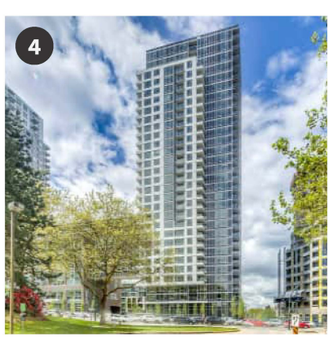


2400 Kingsway

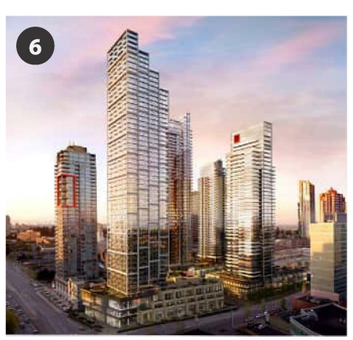


Joyce² (5083 Joyce Street)





Wall Centre Central Park (5515-5665 Boundary Road)



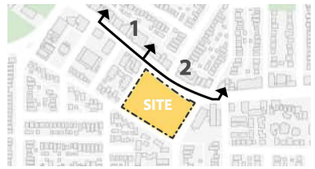
Station Square (6000 McKay Avenue)

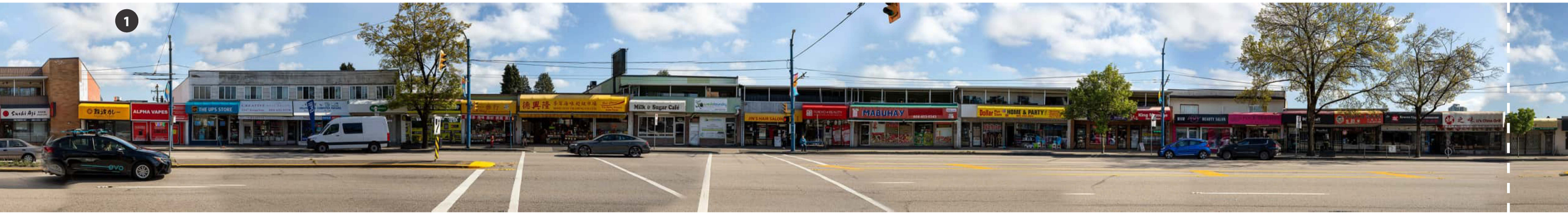


Central Park Commons (3777-3791 Kingsway)

Existing Streetscape

Kingsway North





Wessex St (Behind) *Senlac St (Behind)*



Senlac St (Behind) *Stamford St* *SITE (Behind)* *Tyne St*

Kingsway South

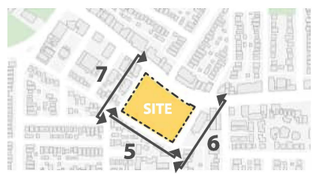




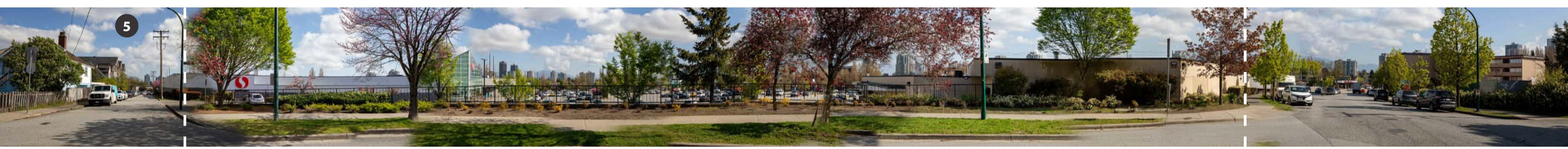
Tyne St *SITE* *Senlac St*



Wessex St *Harold St* *Joyce St*



School Ave



Senlac St *SITE* *Tyne St*

Tyne St



School Ave *SITE* *Kingsway*

Senlac St



Kingsway *SITE* *Tyne St*

Site Photographs



Views from West



View looking West, down Kingsway



View looking Southwest, towards site



View looking West, towards existing grocery store



View looking Northwest, towards site

Views from Northeast





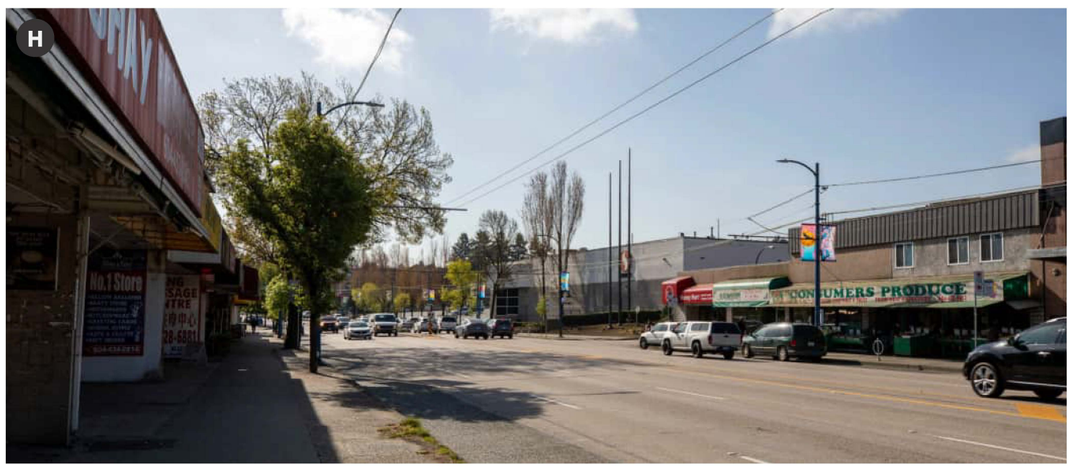
View looking South, towards site



View looking South, towards site



View looking East, towards site



View looking Southeast, down Kingsway

Context Summary

The proposed rezoning at 3410 Kingsway represents the potential transformation of an underutilized, car oriented site into a complete mixed-use urban development. Currently occupied by a grocery store, liquor store, and expansive surface parking, 3410 Kingsway functions as a local commercial hub but does not fully leverage its strategic location along Kingsway or its proximity to rapid transit.

Kingsway is a major arterial corridor that connects Downtown Vancouver to Metrotown and serves as a vital spine for movement, commerce, and daily activity. Despite this much of the corridor remains characterized by a mix of small-scale retail, service uses, and aging low-rise buildings along a fragmented pedestrian path. While Kingsway remains busy and active portions of the corridor exhibit underutilized land patterns, including surface parking and single-storey commercial that reflects historic auto oriented development.

The site is located a short walk from Joyce-Collingwood SkyTrain Station and within a designated Transit Oriented Area, where increased density is both anticipated and supported by policy. This proximity to rapid transit combined with access to cycling routes justifies a higher density form that reduces reliance on private vehicles and aligns with regional growth objectives. Public policy prioritizes such locations for higher-density development, recognizing their capacity to accommodate growth sustainably when leveraging existing infrastructure.

The combination of an arterial corridor condition, an established neighbourhood-serving retail anchor, and access to rapid transit creates an environment where potential development is well suited to address City planning objectives to delivering housing, support complete communities, and direct growth to appropriate locations.



PROPOSED DEVELOPMENT

Proposal Overview

AN EASTERN GATEWAY

3410 Kingsway occupies a particularly significant position within this history.

Located near Boundary Road and Vancouver's eastern limit, the site sits close to the point where Kingsway enters the city from Burnaby. Historically, this portion of Kingsway marked the transition between Vancouver, the communities developing around Collingwood and Central Park, and the larger regional route toward New Westminster.

Today, that gateway condition remains. Thousands of residents, workers and visitors experience this part of Kingsway as an arrival into Vancouver, yet the existing urban form does little to acknowledge its importance.

Redevelopment creates an opportunity to establish a more meaningful eastern gateway: a recognizable mixed-use district that signals arrival into Vancouver while strengthening the continuity of Kingsway as an active commercial street.

Rather than turning away from the corridor, the project embraces it—introducing new storefronts, housing, landscaping, public spaces and pedestrian activity that reinforce Kingsway's historic role as both a movement corridor and a place of commerce and community life.



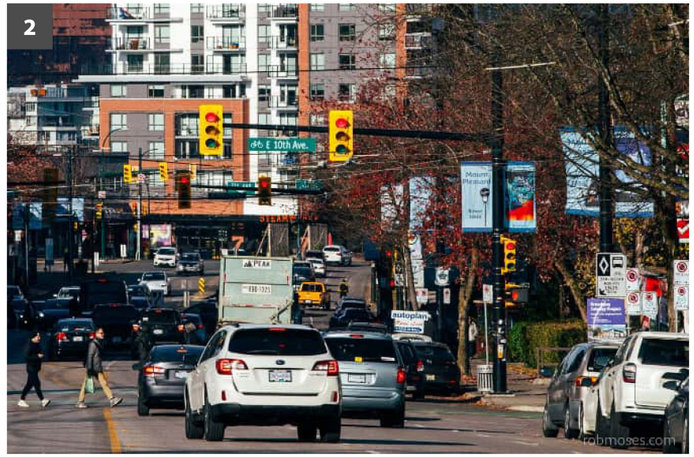
Design Principles & Rationale

From Shopping Centre to Mixed-Use District



INTRODUCING A NEW MIXED-USE DISTRICT TO EAST VANCOUVER

The redevelopment of 3410 Kingsway transforms a large, single-purpose commercial site into a **complete mixed-use district**. The proposal retains the site's role as an important shopping destination while adding new homes, public spaces, retail, services and amenities. Five residential buildings are organized around a connected network of streets, pedestrian routes and open spaces, creating a finer-grained and more walkable urban environment.



REINFORCING KINGSWAY

The proposal reinforces Kingsway's historic role as a vibrant mixed-use corridor. New retail and commercial uses animate the street, while buildings frame new public spaces and pedestrian connections. A varied skyline establishes a distinct identity appropriate to the site's scale and prominent location—creating a more active and engaging experience of Kingsway.



CREATING A PLACE, NOT A PROJECT

The master plan transforms an automobile-oriented shopping destination into a **place designed around people**. New public spaces and pedestrian routes break down the scale of the site, with retail, residential entries and amenities bringing activity throughout the day. Together, they create a new neighbourhood centre—a place to shop, live, meet, walk and gather.

4



PRESERVING AN IMPORTANT GROCERY STORE

The existing grocery store is an important community asset serving a wide area of East Vancouver. A new full-service grocery store anchors the redevelopment, retaining this essential service while integrating it into a more complete, walkable community with housing, shops and amenities.

5



HOUSING WITHOUT DISPLACING

Redeveloping an existing commercial site provides a significant opportunity to deliver new housing **without displacing existing residential tenants**. A mix of housing tenures broadens housing choice while retaining the site's important commercial role and supporting the continued growth of Renfrew-Collingwood and Killarney.

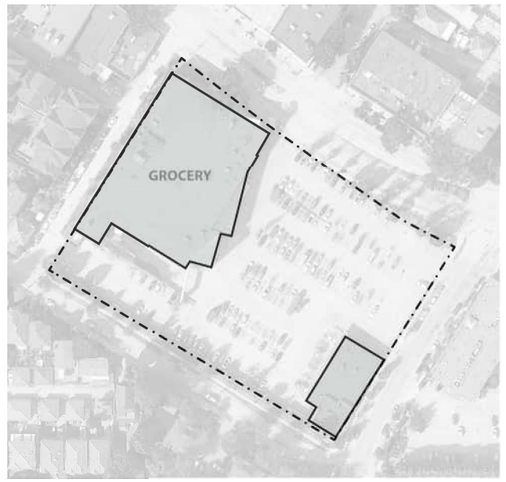
6



SERVING AS AN EASTERN GATEWAY TO VANCOUVER

Located near Boundary Road, 3410 Kingsway is one of the first major sites encountered when entering Vancouver from the east. The proposal responds with a recognizable skyline, active relationship to Kingsway and generous public realm—establishing a **new eastern gateway to Vancouver** rooted in the character of Kingsway and its continued evolution.

Phasing



Existing Site



Phase A



Phase B



Phase C

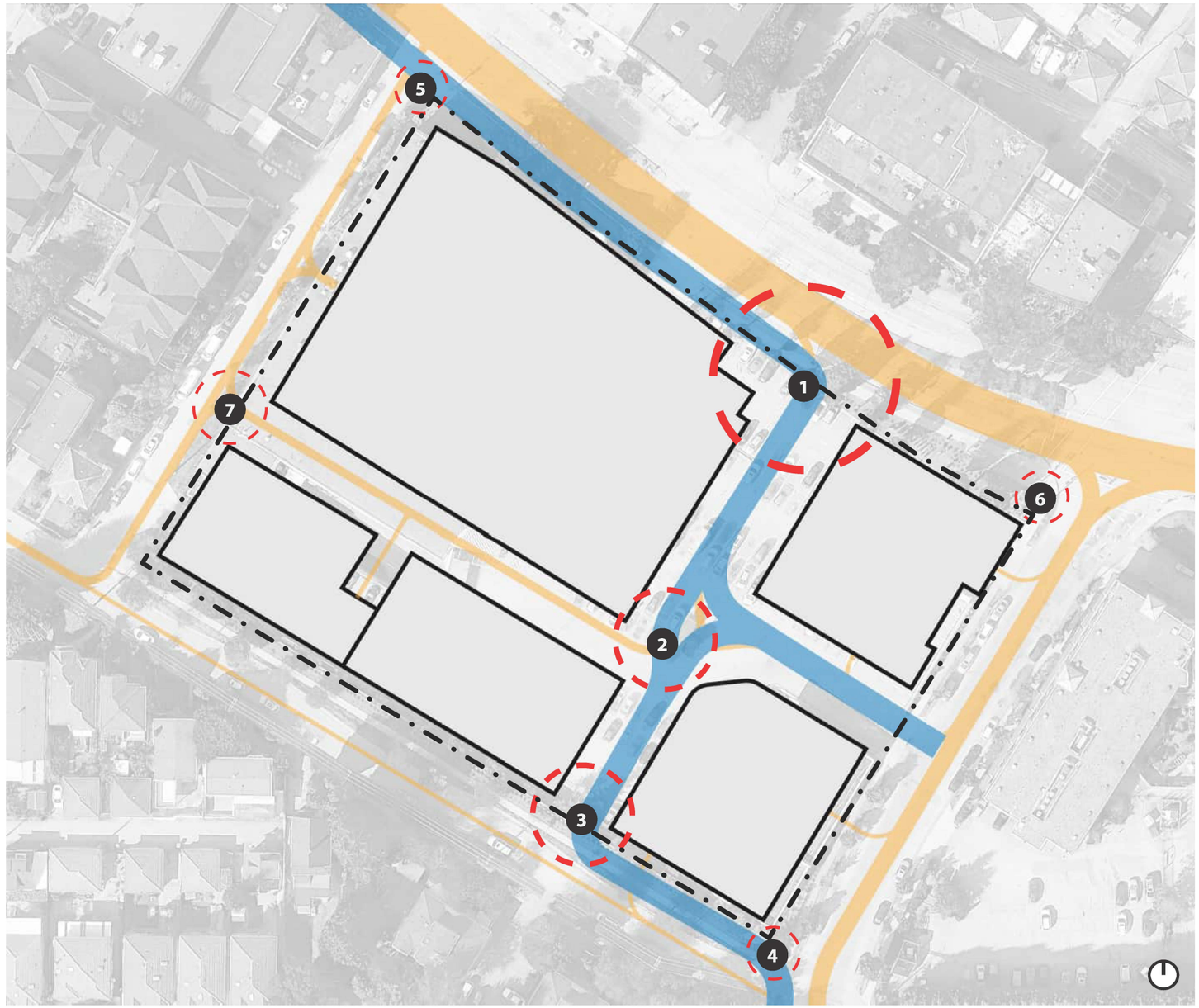


Phase D (Complete Development)

The proposed development is carefully phased to minimize disruption to the existing grocery store and maintain site access throughout construction. Phases 1 and 2 begin with Buildings 1 and 2 on the east side of the site, allowing the grocery store and surface parking to remain operational.

In Phase 3, the grocery store and surface parking will be temporarily removed to enable construction of Building 3, internal streets, and the public realm. Upon completion of Building 3, the grocery store will return to the site, with public parking provided below grade.

Buildings 4 and 5 will follow in Phase 4, completing the development through a coordinated and efficient construction sequence.



Site Analysis

Movement + Nodes

MAJOR

1. Primary entrance to site from Kingsway: critical vehicle and pedestrian access to the interior street network
2. Internal intersection: balance pedestrian and vehicle navigation, retail spill out activation, public realm usage, primary thoroughfare to SkyTrain station
3. School Avenue access: new comfortable, inviting park space with CPTED considerations, creating a north-south connection and replacing the current retaining wall

MINOR

4. School Avenue and Tyne Street access: ensuring clear sight lines and safe access
5. Kingsway and Senlac Street: welcoming pedestrian corner, compliment surrounding commercial streetscape
6. Kingsway and Tyne: critical view from Kingsway, sound mitigation, welcoming pedestrian access
7. Senlac lane: ensuring clear sight lines

LEGEND

- Nodes
- Pedestrian Movement
- Vehicular Movement



Public Realm

The interior site circulation and supporting open spaces within is the heart of the proposal. The streets will be designed with the capacity to support pedestrian movement and commercial activation, while prioritizing safety.

Wide sidewalks allow space for landscape interventions like planting or seating areas. Areas outside of retail program can be utilized for spill out activation like outdoor patios or signage without impeding pedestrian circulation.

Traffic calming measures will be implemented within the shared vehicle + pedestrian zone that reduces vehicle priority while still permitting access. Features could include physical interventions like speed humps and narrower lanes, or a modification of the ground plane using flush curbs with a consistent material across pedestrian and vehicle areas. These design strategies often result in reduced vehicle speeds and an improved pedestrian realm.

LEGEND

- Public Zone
- Shared Vehicle and Pedestrian Space
- Urban Pocket Park



Ground Floor Programming

The podium and ground plane program is site sensitive, responding to and reinforcing select existing context. The proposal skews the public facing spaces to access routes with higher traffic: the grocery store opens towards Kingsway while the retail spaces activate the internal street network.

This creates a vibrant streetscape and reduces pedestrian overflow to the surrounding low density neighbourhood. Residential lobby access and townhouse entrances face the quieter west, south, and east sides of the block.

LEGEND

- Grocery
- Residential
- Retail
- Service



Transition to Residential

As a primary thoroughfare through the city, Kingsway is an active and loud road. The site is located on the threshold between this busy artery and the quiet single family housing to the south. In this condition the site can act as a method of sound abatement, better protecting the area from the sound created by Kingsway.

Senlac Street, Tyne Street, and the proposed internal paths through the site will be routes taken by pedestrians moving to and from the neighbourhoods south en route towards Kingsway and Joyce-Collingwood Station. A significant opportunity exists to dramatically improve upon and harness existing pedestrian traffic using retail units, landscape features, and planting throughout the site.

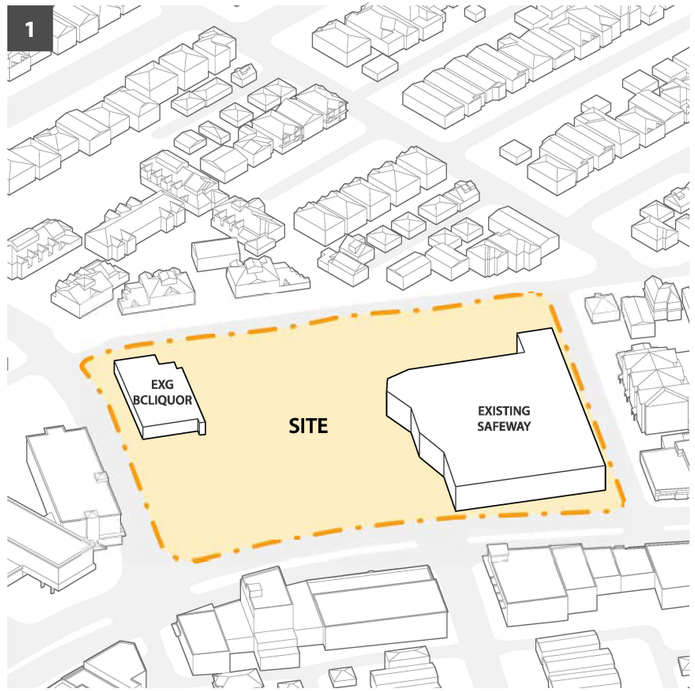


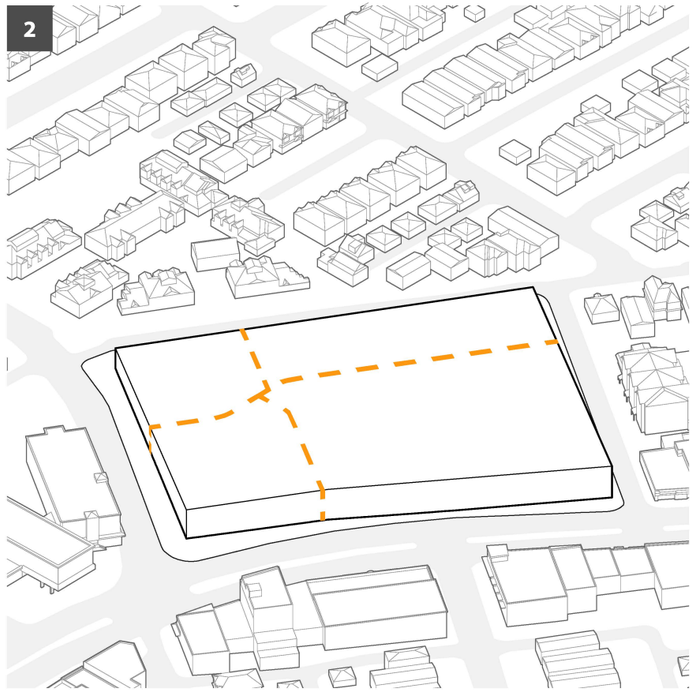
Topography

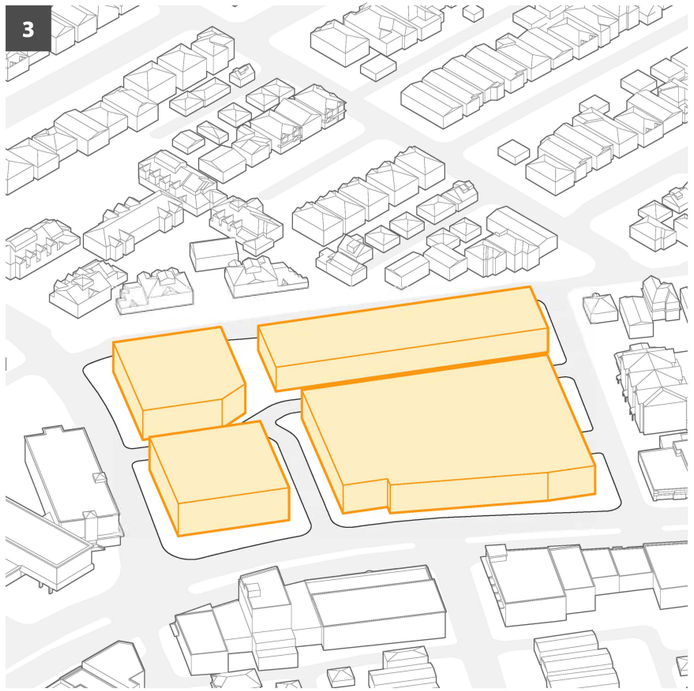
The northeast corner of the site marks the lowest point of the property, with the site gradually rising south toward School Avenue. The tallest towers are positioned along Kingsway and Tyne, reinforcing the scale and character of these major commercial streets, while the massing steps down toward School Avenue to respond to the surrounding residential context.

Along Kingsway, a continuous band of retail animates the ground floor, while the grocery store is located on the second level to accommodate loading requirements within the site's sloping topography. A pedestrian-oriented north–south connection is proposed through the site, linking Kingsway to School Avenue and creating an active route framed by retail frontages, landscaped plazas, and public gathering spaces.

Massing and Form







EXISTING SITE

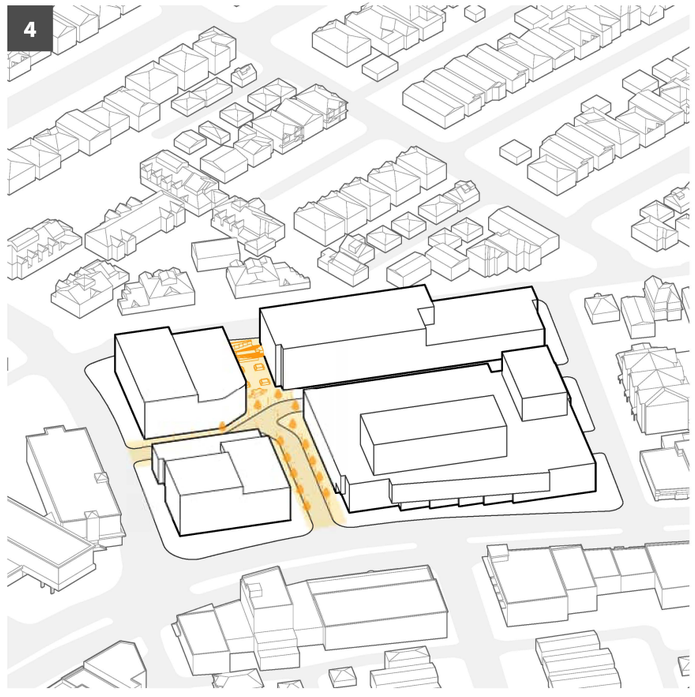
The site contains a liquor store and large grocer served by a surface parking lot. Allowing the grocer to continue operation as long as possible is an critical project driver—refer to the phasing section of the booklet for more details.

MID-BLOCK CONNECTIONS

A context-sensitive podium height is established, with new pedestrian pathways and key connection points identified to improve connectivity through the site and strengthen links to the surrounding neighbourhood. These connections are informed by site analysis and phasing to support a more walkable and accessible public realm.

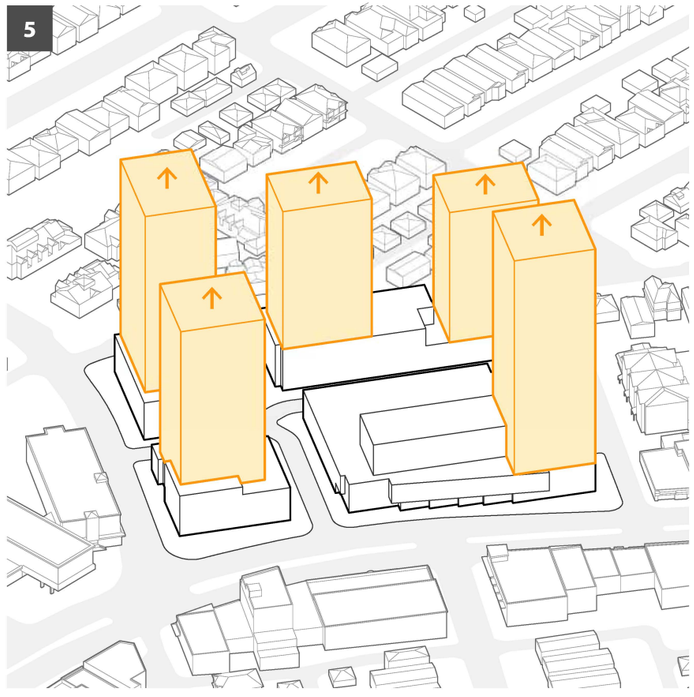
ARTICULATED PODIUM WITH COMMERCIAL

External neighbourhood context and flow diagrams inform internal programmatic adjacencies. Public and private program uses are expressed on podiums, with commercial spaces biased towards Kingsway and residential lobbies and townhouses opening south.



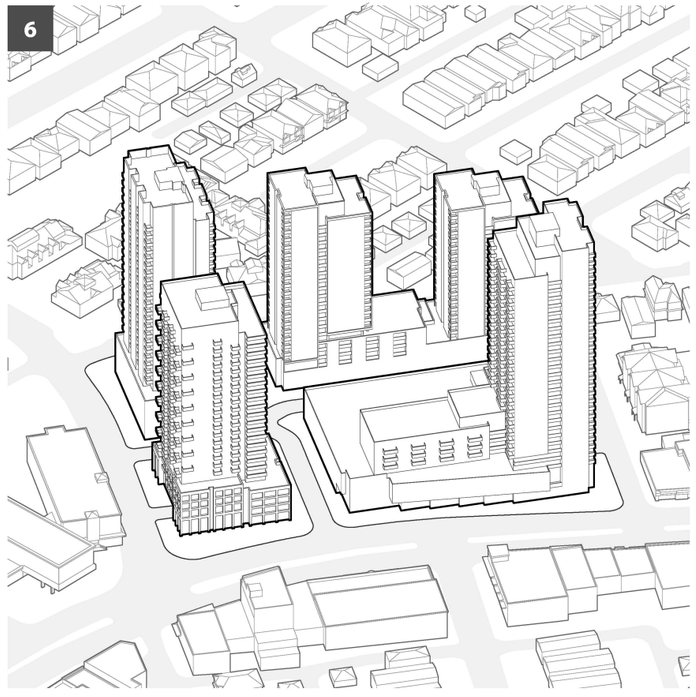
PUBLIC REALM + GREEN SPACE

Subsequent internal streetscapes strengthen placemaking by enhancing the public realm with pedestrian-focused elements and green spaces, creating inviting areas for gathering, resting, and play.



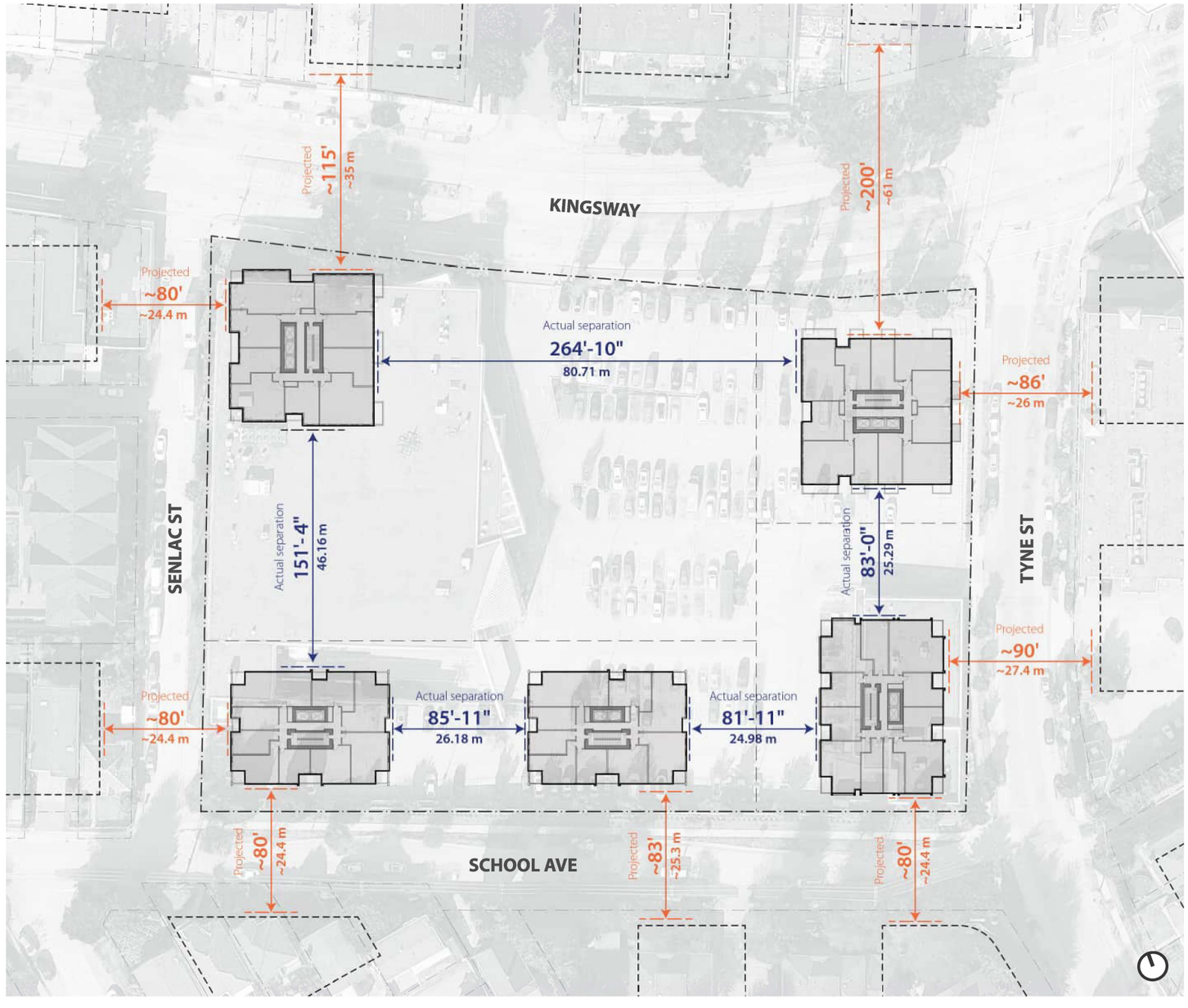
RESIDENTIAL DENSITY

Towers are extruded from the different podiums, introducing density through a range of unit types. The different tower heights directly respond to adjacent context, programming, views, and daylighting.



ARTICULATED TOWER FORM

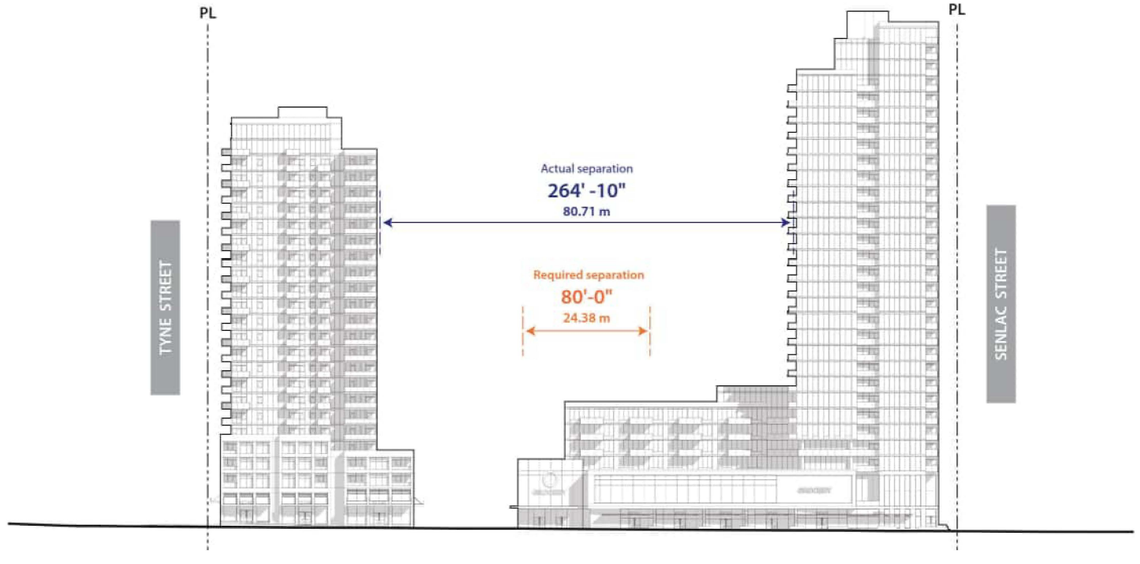
Varied tower massing and facade articulation create visual interest while better integrating into the surrounding context and neighbourhood character.



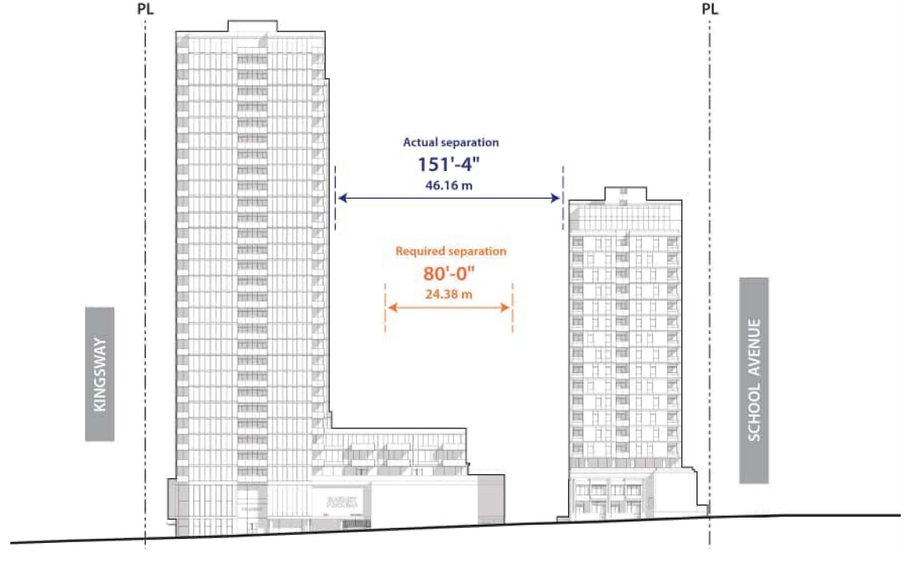
Tower Separation

This diagram illustrates the proposed tower placement in relation to surrounding existing and anticipated development. The project provides generous separation between towers, meeting or exceeding the City's 80-foot tower separation guideline to support privacy, access to daylight, and views.

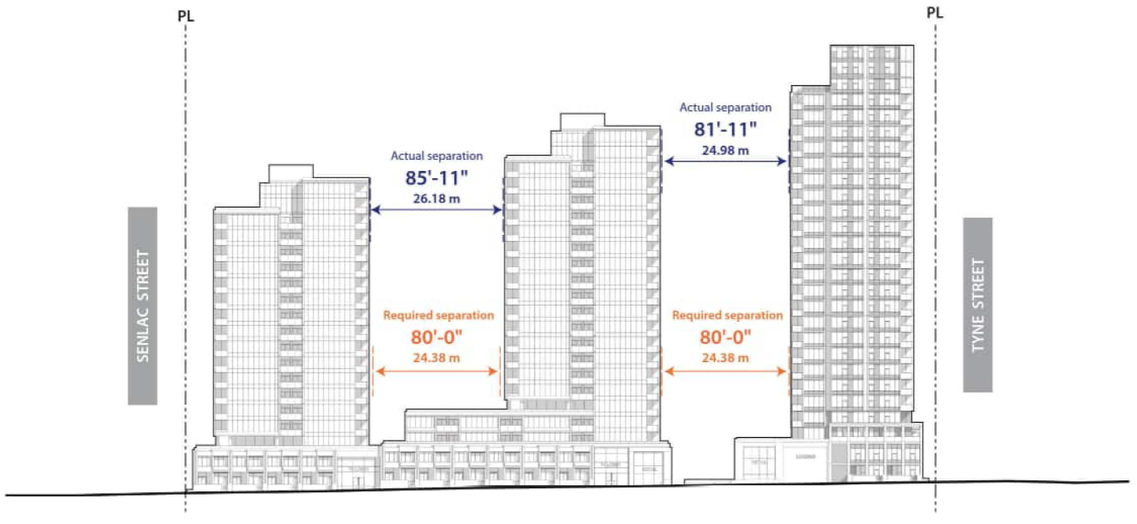
The placement and spacing of the towers are carefully considered in relation to neighbouring buildings and the surrounding urban context, contributing to a comfortable public realm and a high standard of urban livability. Together, the arrangement creates a balanced built form that allows for increased density while maintaining openness, light, and visual connections throughout the development and surrounding neighbourhood.



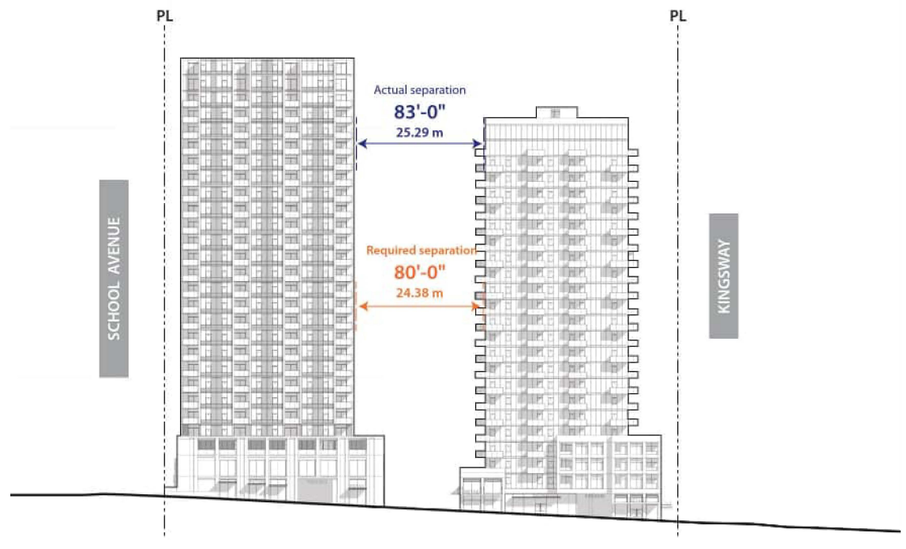
Kingsway



Senlac St



School Ave



Tyne St

Program

PHASE A

- 177,000 sqft RESIDENTIAL (231 units)
- 8,000 sqft RETAIL

PHASE B

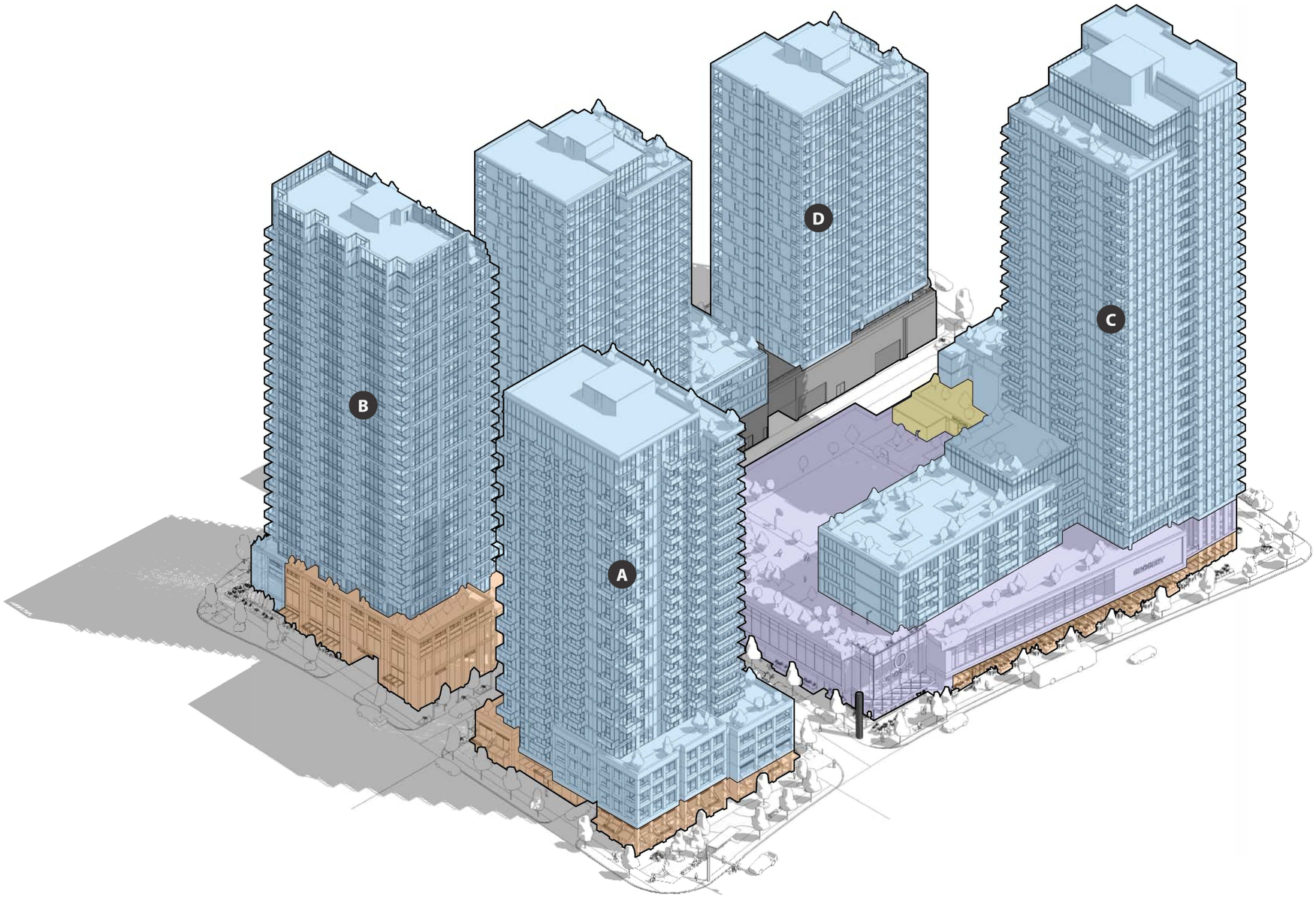
- 177,000 sqft RESIDENTIAL (248 units)
- 7,000 sqft RETAIL

PHASE C

- 236,000 sqft RESIDENTIAL (280 units)
- 47,000 sqft GROCERY
- 8,500 sqft RETAIL
- 7,000 sqft DAYCARE

PHASE D

- 242,000 sqft RESIDENTIAL (321 units)
- 2,500 sqft RETAIL

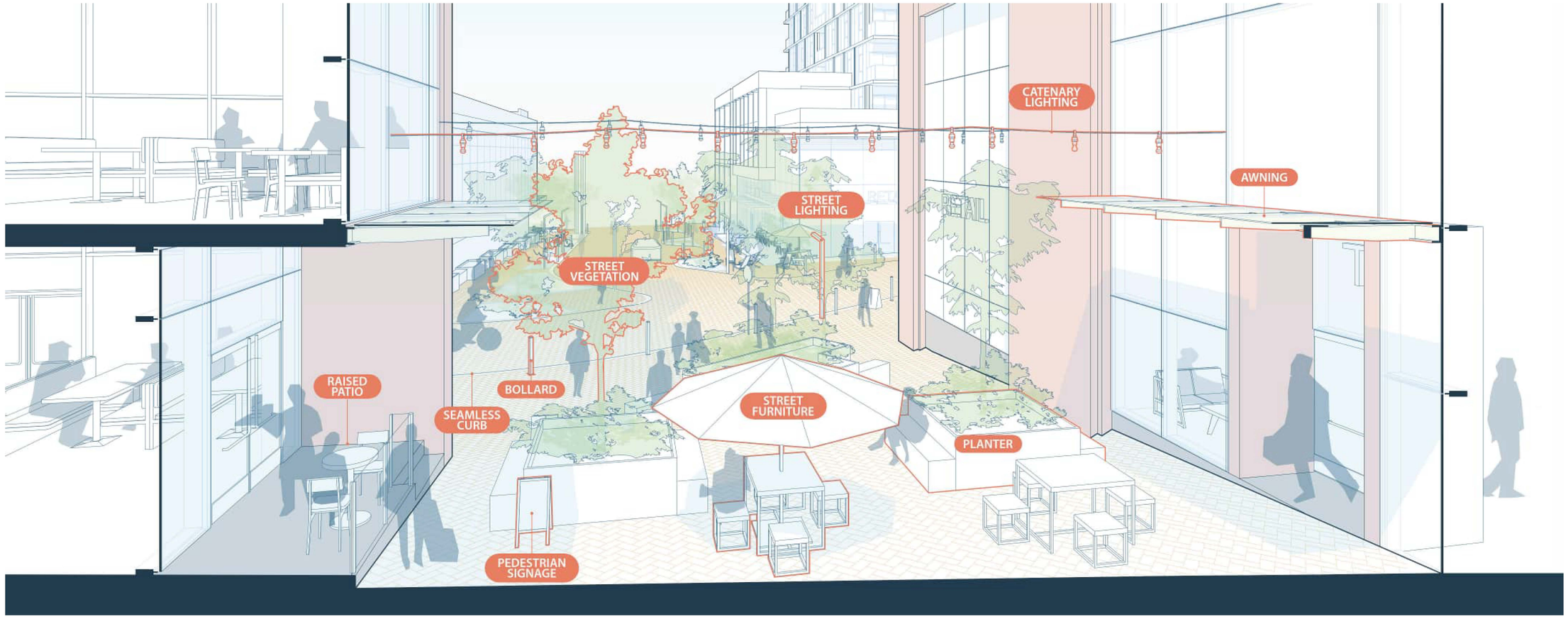


LEGEND

- Residential
- Grocery
- Retail
- Daycare
- Service

Public Realm

A vibrant urban streetscape is a key focus of the design concept. The internal streets are framed by neighbourhood-oriented commercial spaces, with raised patios and extended awnings, creating active frontages. These are complemented by a mix of programmed spill-out spaces and informal seating, including benches and integrated street furniture, encouraging social interaction throughout the day into evening. The streetscape itself uses a human-scale approach with design strategies and landscape elements such as seamless curbs, bollards, and planters to reinforce pedestrian safety and comfortability. Although being pedestrian-focused, the streets are still designed to seamlessly accommodate vehicle access and parking, making sure to balance functionality with an animated public realm.





LIGHTING

Public spaces well lit in a variety of direct and indirect ways improves safety, enhances built features, and invites day long activity.



LANDSCAPING

Deciduous trees and planter boxes bring greenery to the streetscape and act as a visual and sound buffer between occupants and uses.



SEATING

Benches and hardscaping invite formal and informal seating, allowing pedestrians to linger and more comfortably inhabit the public realm.



GROUND PLANE + INTERFACE

Changing the ground material, breaking up the pedestrian and car interface, and eliminating curbs slows vehicles and creates a pedestrian-first environment.



OVERHEAD COVER

Continuous weather protection along frontages and sidewalks allows for a comfortable pedestrian friendly experience throughout the year.



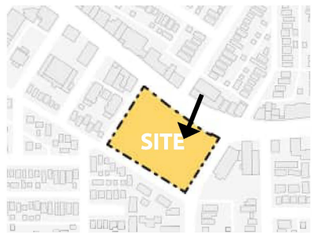
RAISED PATIO

Commercial spaces that spill out onto raised seating areas (restaurants, cafes) bring activity to the street and while still ensuring separation.



View From Internal Road Network

This view captures the project's internal streetscape, where active CRU frontages and patio seating bring activity to the pedestrian realm. Low planting and feature paving soften the streetscape and create a more comfortable, inviting environment. In the distance, catenary lighting defines a landscaped plaza, where seating among ornamental trees creates a social gathering space at the heart of the project.





View From Kingsway

The glazed grocery store entrance is framed by an inviting entry plaza with lush planting, integrated seating, feature paving, and the opportunity for a prominent feature sign that draws passersby into the new district. Convenient bike parking is located near the entrance, while trees and layered planting create a comfortable buffer between the pedestrian realm and the activity of Kingsway.





View From School Ave. And Tyne St.



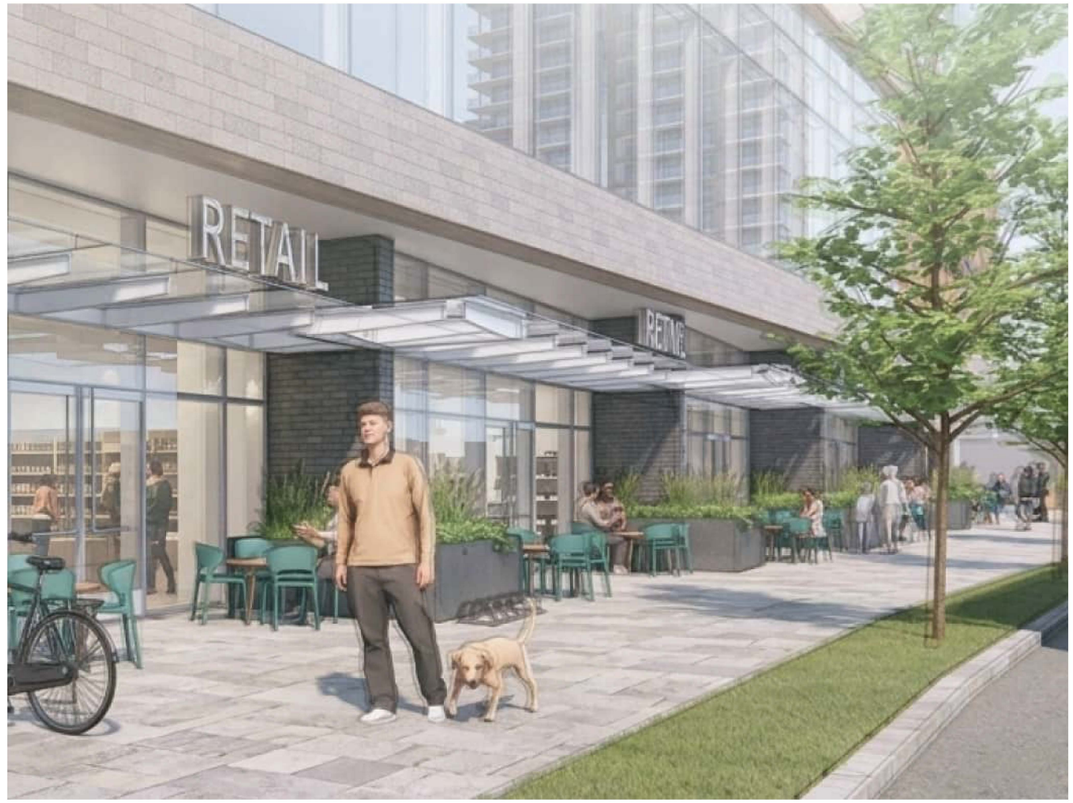
View From School Ave.

This view showcases retail frontages along Tyne Street and residential townhomes along School Avenue, reinforcing the existing residential character of the street. Trees and layered planting soften the transition between the development and surrounding homes. At the corner, proposed off-site improvements retain existing trees while introducing additional street trees and a sodded boulevard to strengthen the landscaped edge.



Along School Avenue, townhomes occupy the first two storeys of the building, supporting a more pedestrian-scaled character at this residential edge of the project. Lobby entrances are clearly defined through the building expression with generous glazing, and clear signage. A layered landscaped edge, including street trees, planting, and generous sidewalks, softens the streetscape and creates a welcoming transition to the surrounding neighbourhood.





View From Kingsway

Along Kingsway, jogged retail frontages create a vibrant pedestrian experience and reinforce the commercial character of the street. A distinct architectural frame above the retail strengthens the urban streetwall, while integrated seating and layered planting provide a comfortable buffer between the activity of Kingsway and the building.





View From Senlac St. And School Ave.

School Avenue is a quieter residential edge of the project, where two-storey townhomes establish a more intimate, pedestrian-scaled streetscape. Individual entries, landscaped terraces, and generous planting create a strong relationship between the homes and the sidewalk, while street trees and a boulevard provide a green buffer from the roadway.



Shadow Studies

Fall Equinox
(September 22)



10 a.m. (UTC -7)



12 p.m. (UTC -7)



2 p.m. (UTC -7)



4 p.m. (UTC -7)

LEGEND

- Existing Shadow
- New Shadow

Renderings



View from Kingsway and Senlac St

Proposed Development



View from Kingsway and Tyne St



View from internal road network



View from Kingsway



View from School Ave and Tyne St



View from School Ave



View from Kingsway



View from Senlac St and School Ave

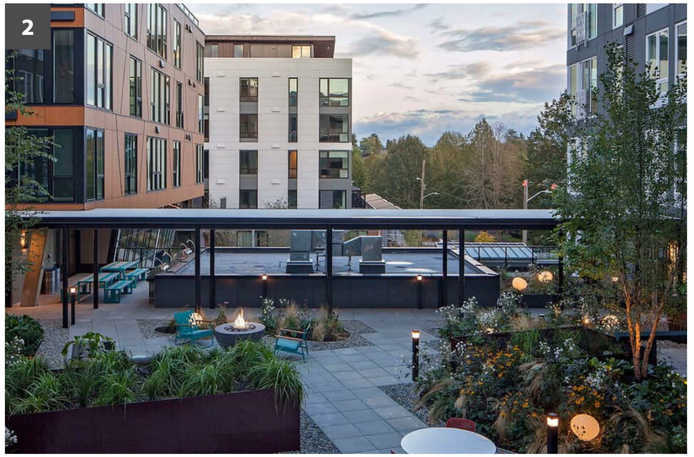
SUSTAINABILITY

Sustainability Overview



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.



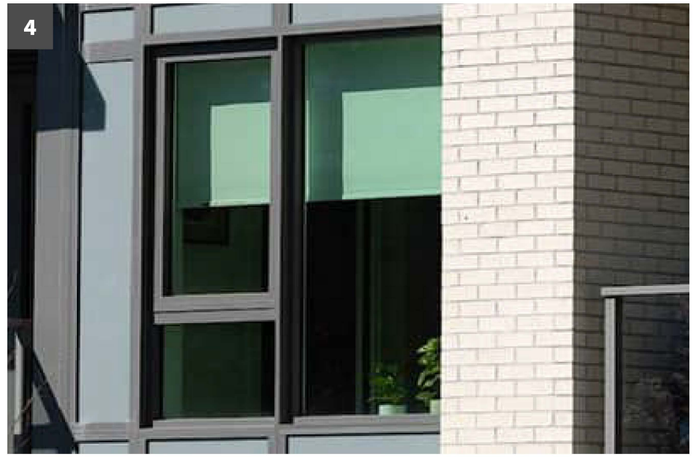
PASSIVE DESIGN STRATEGIES

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.



TRANSIT-ORIENTED MIXED-USE DENSITY

Developing higher-density housing near major transit hubs, such as the nearby Joyce-Collingwood SkyTrain Station, reduces car dependence and supports citywide sustainability goals. As a mixed-use development, this project will create a community for people to live, work, and play while contributing to lower emissions, stronger walkability, and a greener urban realm.



WINDOW TO WALL RATIO

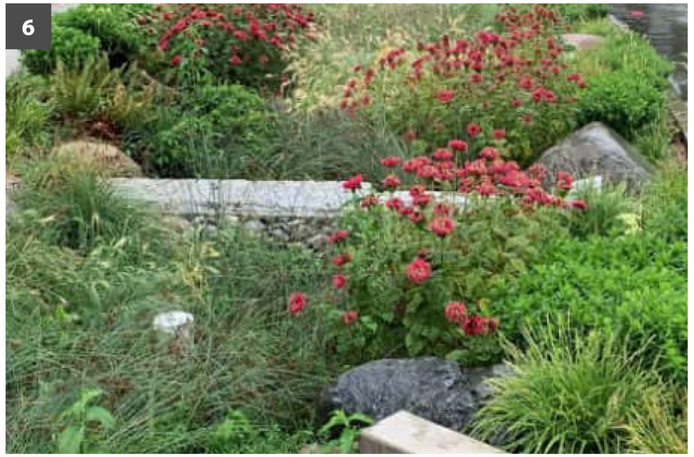
To address energy efficiency, the proposal achieves a window-to-wall ratio of ~50%. This deliberate design choice not only reduces energy consumption by minimizing heat loss and gain but also creates a harmonious balance between natural light and thermal performance.



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

Through the use of bioswales, permeable paving, and green roofs, rainwater can be captured, and carefully managed and redistributed back into city systems. Rather than quickly diverting the rainwater off-site, it can prevent urban flooding, decrease pressure on municipal infrastructure, and improve water quality by filtering pollutants.

Sustainable Large Developments

POLICY APPLICABILITY

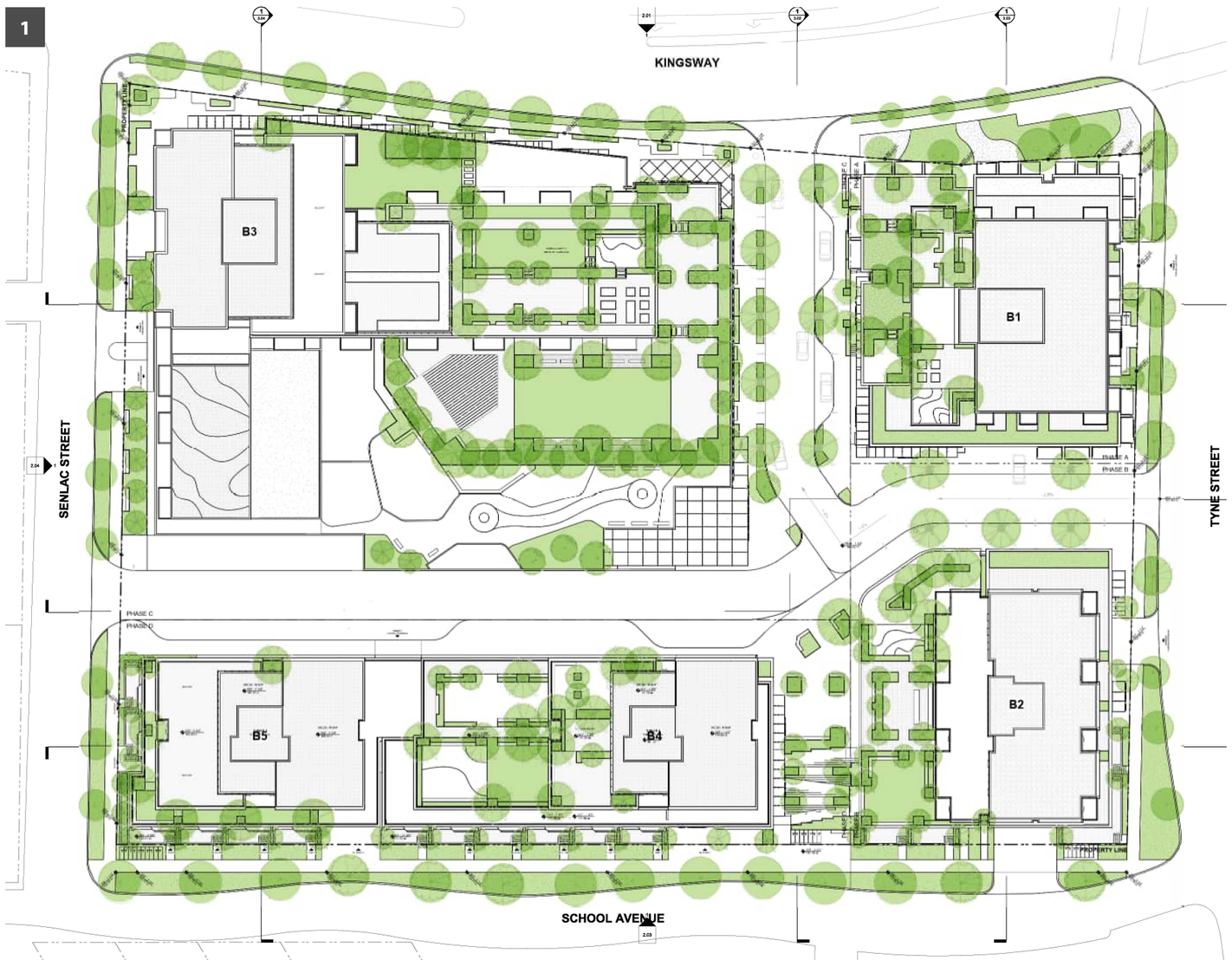
The site qualifies as a large development under the Rezoning Policy for Sustainable Large Developments. The site area of 14,597.61 m^2 (157,127 sq. ft.) exceeds the 8,000 m^2 threshold, and the proposed development floor area of 84,976 m^2 (914,670 sq. ft.) exceeds the 45,000 m^2 threshold. The site is below the 40,470 m^2 (10 acre) threshold, and accordingly the five-year food asset programming requirement and the publicly accessible electric vehicle fast charging hub requirement do not apply.

SUSTAINABLE SITE DESIGN

The project incorporates sustainable site design through connected public open spaces, increased tree canopy and planting, habitat, and improved pedestrian connections. The site's approximately 5 m grade change is addressed through a Gateway Plaza, social hub, pocket park, landscaped mews connecting Kingsway and School Avenue, and a community garden.

All five buildings provide accessible amenity roofs, with additional tower terraces and potential green roofs. New planting will strengthen habitat connections and use drought- and heat-tolerant native and adaptive species. While excavation limits retention of some existing trees, City trees identified for retention will be maintained where feasible. Soil volumes will meet or exceed the Canadian Landscape Standard, with bird-friendly measures and a dedicated dog-relief area also incorporated.

1



2



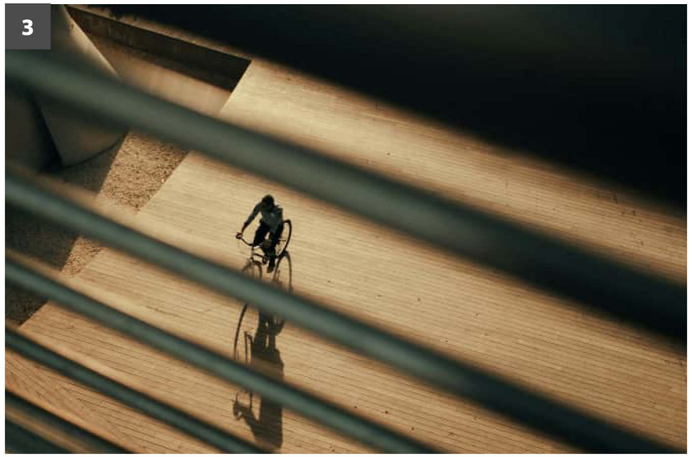
SUSTAINABLE FOOD SYSTEMS

Food security is central to the project, with the existing grocery store maintained through construction and reintegrated in Phase C. The proposal includes four key food assets:

- Food market: 47,000 sq. ft. full-service grocery store.
- Urban agriculture: Raised growing plots on podium & amenity roofs.
- Community garden: Publicly visible ground-level garden along Kingsway.
- Organics management: Composting integrated with gardens and building systems.

Resident food assets will be managed by the building operator. An urban farm and farmers market were considered but are not feasible due to space and loading requirements.

3



GREEN MOBILITY

The project prioritizes sustainable transportation. The site is within the Joyce–Collingwood Transit-Oriented Area, approximately a ten-minute walk from SkyTrain, with frequent bus service on Kingsway including the R4 RapidBus and #19. The adjacent BC Parkway and East 45th Avenue Ridgeway provide key cycling connections.

The development will provide secure long-term bicycle parking in a range of formats, an end-of-trip facility serving retail uses, bicycle repair facilities, and short-term bicycle parking at key entrances and public spaces. Bicycle parking and electric vehicle charging will be provided in accordance with the Parking By-law.

4



POTABLE WATER MANAGEMENT

The project incorporates water conservation measures to reduce demand on the City's potable water supply. Measures include high-efficiency plumbing fixtures throughout the development, drought- and heat-tolerant planting, and high-efficiency zoned irrigation designed in accordance with the City's Water Wise Landscape Guidelines.

A Water Balance will quantify building and site water inputs, uses and outputs against baseline conditions. The project will meet policy targets for reduced indoor and outdoor potable water use, including irrigation associated with extensive planting on podium structures.



RAINWATER AND GROUNDWATER MANAGEMENT

Preliminary Hydrogeological and Geotechnical Reports by GeoPacific Consultants Ltd. accompany the application and address the City's Groundwater Management Bulletin.

Site investigations anticipate fill and post-glacial soils over dense glacial till, with bedrock below the excavation. Perched groundwater may occur in sandy lenses about 5 m below grade, but significant inflows or specialized controls are not anticipated.

The development will avoid discharging groundwater from at or below the yearly high water table to City sewers. During construction, groundwater and precipitation will be collected, treated, and discharged per City requirements. Perimeter drainage will manage limited seepage, with a low risk of groundwater impacts identified.



ZERO WASTE PLANNING

The development will implement waste reduction and diversion measures across all four phases in accordance with the Sustainable Large Developments Bulletin. Dedicated waste and recycling spaces will be provided throughout the site.

Existing buildings will be deconstructed under the Green Demolition By-law, with a Recycling and Reuse Plan and phase-by-phase diversion. Each building will include waste rooms for recycling, organics and stewardship items, with internal loading-area collection.

Zero waste measures will include stewardship and repair/reuse areas, reusable dishware in shared amenities, coordinated waste collection, and garbage compactors. Clear signage, resident education and property management oversight will support ongoing waste diversion and implementation of the Zero Waste Design and Operations Plan.



RESILIENCE

The project will incorporate measures addressing disaster preparedness and climate-related risks, summarized through a resilience worksheet submitted with the application.

Heat-island mitigation measures include extensive podium and rooftop planting, new tree canopy, and heat- and drought-tolerant landscaping. These measures will provide shade, support evapotranspiration and reduce building cooling demand. Absorbent landscapes, planter boxes and on-site rainwater detention will also improve resilience to increased rainfall events.

Embodied Carbon Design Report

Part 3 Buildings

Version 2.0
Updated: 2025-10-02

Results & Compliance

Compliance Assessment

Embodied Carbon Reduction from the Benchmark (%)

The proposed design meets the embodied carbon limit	**Yes**
Minimum Reduction Required	**-100%**
Reduction Achieved	**11%**

Embodied Carbon Emissions & Limit

	Proposed	Benchmark	Limit
Total Embodied Carbon Emissions (kg CO_2e)	**28,467,471**	32,018,800	**64,037,600**
Embodied Carbon Intensity based on GFA (kg CO_2e/m^2)	355.63	400.00	800.00

Results

Proposed Design

	(Compliance)
	Required Elements
Total Embodied Carbon Emissions (kgCO_2e)	
Product (A1-A3)	21,473,212
Transport - Construction Process (A4)	899,507
Construction - Construction Process (A5)	2,535,533
Use (B1-B5)	1,204,252
End-of-Life (C1-C4)	2,354,967
Total (A-C)	28,467,471

APPENDIX:
ARCHITECTURAL DRAWINGS

Project Statistics

PROPOSED USES, SITE AREA, SETBACK, HEIGHT, PARKING SUMMARY, LOADING

LEGAL ADDRESS: LOT 1 BLOCK C PLAN LMP5899 DISTRICT LOT 37 NWD

CIVIC ADDRESS: 3400 KINGSWAY, VANCOUVER - BC | V5R 5L4

SITE AREA:
PHASE A: 1,773.39 m² (19,088.59 sq. ft.)
PHASE B: 2,167.12 m² (23,326.61 sq. ft.)
PHASE C: 7,315.67 m² (78,745.13 sq. ft.)
PHASE D: 3,341.44 m² (35,966.90 sq. ft.)

TOTAL: 14,597.61 m² (157,127.23 sq. ft.)

EXISTING ZONING: C-2A

PROPOSED USED: RESIDENTIAL & COMMERCIAL

SETBACK:

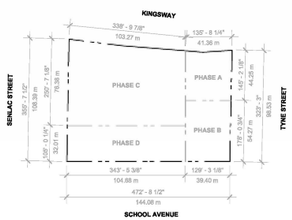
PODIUM:		TOWER:	
NORTH (KINGSWAY)	5' - 6 7/8" (1.70m)	NORTH (KINGSWAY)	10' - 9" (3.28m)
EAST (TYNE ST.)	7' - 10" (2.39m)	EAST (TYNE ST.)	13' - 1 5/8" (4.00m)
SOUTH (SCHOOL AVE.)	8' - 4 3/4" (2.55m)	SOUTH (SCHOOL AVE.)	17' - 2 3/8" (5.24m)
WEST (SENLAC)	4' - 7 1/2" (1.41m)	WEST (SENLAC)	11' - 9" (3.58m)

BUILDING HEIGHT: TOP OF PARAPET ELEVATOR / STAIR OVERRUN: 329' - 7 1/2" (100.47m)

NUMBER OF STORIES:
BLDG 1 (Phase A): 24 STORIES
BLDG 2 (Phase B): 26 STORIES
BLDG 3 (Phase C): 29 STORIES
BLDG 4 (Phase D): 21 STORIES
BLDG 5 (Phase D): 19 STORIES

FSR:
PERMITTED: **3.50 (51,092 m² / 549,945 sq. ft.)**
PROPOSED: **5.82 (84,976 m² / 914,670 sq. ft.)**

SITE DIMENSIONS:



FSR AREA BY USE:

FSR AREAS - BY USE (PHASE A)

RETAIL		RESIDENTIAL		TOTAL FSR	
ft²	m²	ft²	m²	ft²	m²
8,088	751	177,089	16,452	185,177	17,203

FSR AREAS - BY USE (PHASE B)

RETAIL		RESIDENTIAL		TOTAL FSR	
ft²	m²	ft²	m²	ft²	m²
7,051	655	177,295	16,471	184,346	17,126

FSR AREAS - BY USE (PHASE C)

RETAIL		RESIDENTIAL		TOTAL FSR	
ft²	m²	ft²	m²	ft²	m²
62,587	5,814	237,376	22,053	299,962	27,867

FSR AREAS - BY USE (PHASE D)

RETAIL		RESIDENTIAL		TOTAL FSR	
ft²	m²	ft²	m²	ft²	m²
2,622	244	242,563	22,535	245,186	22,778

FSR AREAS - BY USE (COMBINED)

RETAIL		RESIDENTIAL		TOTAL FSR	
ft²	m²	ft²	m²	ft²	m²
80,347	7,465	834,323	77,511	914,670	84,976

UNIT BREAKDOWN:

UNIT MIX (PHASE A)

STUDIO				1 BED				2 BED				3 BED				TOTAL			
AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE
61	28.4	29,726	487	81	35.1	44,166	545	66	28.6	51,710	783	23	10.0	21,338	928	231	100.0	146,940	636

FAMILY UNITS...

TOTAL	
AMOUNT	%
89	38.5%

UNIT MIX (PHASE B)

STUDIO				1 BED				2 BED				3 BED				TOTAL			
AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE
67	27.0	29,572	441	86	34.7	39,876	464	70	28.2	51,498	736	25	10.1	25,649	1,026	248	100.0	151,051	609

FAMILY UNITS...

TOTAL	
AMOUNT	%
95	38.3%

UNIT MIX (PHASE C)

STUDIO				1 BED				2 BED				3 BED				TOTAL			
AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE
72	25.5	33,047	459	107	37.9	63,855	597	74	26.2	64,281	869	29	10.3	33,659	1,161	282	100.0	194,842	691

FAMILY UNITS...

TOTAL	
AMOUNT	%
103	36.5%

UNIT MIX (PHASE D)

STUDIO				1 BED				2 BED				3 BED				TOTAL			
AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE
101	31.5	38,950	386	107	33.3	58,370	546	80	24.9	52,212	653	33	10.3	32,669	990	321	100.0	195,742	610

FAMILY UNITS...

TOTAL	
AMOUNT	%
113	35.2%

UNIT MIX (COMBINED)

STUDIO				1 BED				2 BED				3 BED				TOTAL			
AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE	AMOUNT	%	AREA	AVG. SIZE
301	27.8	131,295	436	381	35.2	206,267	541	290	26.8	219,701	758	110	10.2	113,315	1,030	1,082	100.0	688,574	636

FAMILY UNITS...

TOTAL	
AMOUNT	%
400	37.0%

GFA AND FSR AREAS:

GROSS AND FSR AREAS (COMBINED)

LEVEL	GROSS FLOOR AREA										FSR EXCLUSIONS								OUTDOOR AREA EXCL. FROM FSR			
	RETAIL UNITS		RESIDENTIAL UNIT*		COMMON		INDOOR AMENITY		SERVICE / PARKING / LOADING		TOTAL GFA		SERVICE / PARKING / LOADING		STORAGE		INDOOR AMENITY		TOTAL EXCLUSIONS		FSR AFTER EXCLUSIONS		BALCONIES		OUTDOOR AMENITY	
	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²	ft²	m²
LEVEL 1	29,331	2,725	0	0	13,289	1,235	0	0	6,969	647	49,579	4,606	6,969	647	0	0	0	0	6,969	647	42,620	3,960	0	0	0	0
LEVEL 2	44,004	4,088	8,727	811	7,421	689	0	0	2,220	206	62,371	5,794	2,220	206	0	0	0	0	2,220	206	60,152	5,588	0	0	0	0
LEVEL 3	0	0	23,125	2,148	4,013	373	0	0	0	0	27,138	2,521	0	0	3,921	364	0	0	3,921	364	23,217	2,157	764	71	0	0
LEVEL 4	7,013	652	29,783	2,767	7,964	740	14,167	1,316	0	0	58,927	5,474	0	0	1,103	102	14,167	1,316	15,270	1,419	43,656	4,056	8,284	770	34,287	3,185
LEVEL 5	0	0	41,680	3,872	7,751	720	4,093	380	0	0	53,525	4,973	0	0	509	47	4,093	380	4,602	428	48,923	4,545	3,456	321	2,971	276
LEVEL 6	0	0	38,496	3,576	7,069	657	1,863	173	0	0	47,428	4,406	0	0	509	47	1,883	173	2,372	220	45,056	4,186	4,658	433	5,207	484
LEVEL 7	0	0	38,620	3,588	6,211	577	0	0	0	0	44,831	4,165	0	0	509	47	0	0	509	47	44,323	4,118	3,826	355	0	0
LEVEL 8	0	0	30,197	2,805	5,420	504	2,989	278	0	0	38,606	3,587	0	0	0	0	2,989	278	2,989	278	35,617	3,309	2,101	195	6,287	584
LEVEL 9	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	4,770	443	0	0
LEVEL 10	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 11	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 12	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 13	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 14	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 15	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 16	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 17	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 18	0	0	30,606	2,843	5,331	495	0	0	0	0	35,937	3,339	0	0	0	0	0	0	0	0	35,937	3,339	2,299	214	0	0
LEVEL 19	0	0	28,622	2,659	5,331	495	0	0	0	0	33,953	3,154	0	0	0	0	0	0	0	0	33,953	3,154	4,026	374	0	0
LEVEL 20	0	0	25,347	2,355	4,349	404	0	0	4,257	396	33,953	3,154	4,257	396	0	0	0	0	4,257	396	29,696	2,759	1,871	174	0	0
LEVEL 21	0	0	25,347	2,355	4,349	404	0	0	640	59	30,335	2,818	640	59	0	0	0	0	640	59	29,696	2,759	1,871	174	0	0
LEVEL 22	0	0	21,922	2,037	4,349	404	1,440	134	0	0	27,711	2,574	0	0	1,440	134	1,440	134	2,880	268	24,831	2,307	1,570	146	2,027	188
LEVEL 23	0	0	20,088	1,866	3,366	313	0	0	4,257	396	27,711	2,574	4,257	396	0	0	0	0	4,257	396	23,454	2,179	1,442	134	0	0
LEVEL 24	0	0	15,793	1,467	3,421	318	1,933	180	640	59	21,786	2,024	640	59	0	0	1,933	180	2,572	239	19,214	1,785	1,014	94	2,631	244
LEVEL 25	0	0	13,198	1,226	2,158	200	0	0	5,790	538	21,147	1,965	5,790	538	0	0	0	0	5,790	538	15,356	1,427	634	59	0	0
LEVEL 26	0	0	10,834	1,006	2,163	201	0	0	798	74	13,795	1,281	798	74	0	0	0	0	798	74	12,987	1,207	634	59	0	0
LEVEL 27	0	0	6,655	618	1,172	109	0	0	5,159	479	12,986	1,206	5,159	479	0	0	0	0	5,159	479	7,827	727	634	59	0	0
LEVEL 28	0	0	6,655	618	1,172	109	0	0	640	59	8,467	787	640	59	0	0	0	0	640	59	7,827	727	634	59	0	0
LEVEL 29	0	0	3,984	370	1,471	137	0	0	0	0	5,455	507	0	0	0	0	0	0	0	0	5,455	507	2,609	242	0	0
LEVEL 30	0	0	0	0	0	0	0	0	5,455	507	5,455	507	5,455	507	0	0	0	0	5,455	507	0	0	0	0	0	0
LEVEL 31	0	0	0	0	0	0	0	0	3,738	347	3,738	347	3,738	347	0	0	0	0	3,738	347	0	0	0	0	0	0
LEVEL 32	0	0	0	0	0	0	0	0	798	74	798	74	798	74	0	0	0	0	798	74	0	0	0	0	0	0
TOTAL	80,347	7,465	695,125	64,579	145,749	13,540	26,486	2,461	41,351	3,842	989,058	91,886	41,351	3,842	6,550	609	26,486	2,451	74,387	6,911	914,670	84,976	65,491	6,084	53,411	4,962

* Includes above ground residential storage

PARKING SUMMARY:

City of Vancouver - Off-Street Parking Space Regulations

PROPOSED:

VEHICULAR PARKING (PHASE A)

RETAIL PARKING SPACES					VISITOR PARKING SPACES					RESIDENTIAL PARKING SPACES					Total
Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	
12	5	0	1	18	18	5	0	0	23	114	39	8	1	162	203

Shared Retail & Visitor Parking

VEHICULAR PARKING (PHASE B)

RETAIL PARKING SPACES					VISITOR PARKING SPACES					RESIDENTIAL PARKING SPACES					Total
Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	
14	1	0	1	16	13	12	0	0	25	125	39	9	1	174	215

Shared Retail & Visitor Parking

VEHICULAR PARKING (PHASE C)

RETAIL & GROCERY PARKING SPACES					VISITOR PARKING SPACES					RESIDENTIAL PARKING SPACES					Total
Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	
141	28	3	1	173	18	9	0	1	28	135	51	9	2	197	398

Shared Retail & Visitor Parking

VEHICULAR PARKING (PHASE D)

RETAIL PARKING SPACES					VISITOR PARKING SPACES					RESIDENTIAL PARKING SPACES					Total
Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	
5	0	0	1	6	29	2	0	1	32	159	54	10	2	225	263

Shared Retail & Visitor Parking

VEHICULAR PARKING (TOTAL)

RETAIL PARKING SPACES					VISITOR PARKING SPACES					RESIDENTIAL PARKING SPACES					Total
Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	Regular	Small	Accessible	Van Accessible	Total	
172	34	3	4	213	78	28	0	2	108	533	183	36	6	758	1,079

Shared Retail & Visitor Parking

BICYCLE SUMMARY:

City of Vancouver - Off-Street Bicycle Space Regulations (6.2.1.2) (6.2.2.6) (6.2.5.1)

PROPOSED:

	CLASS A		CLASS B	
PHASE A	Horizontal	189	Horizontal	13
	Locker	46		
	Oversize	19		
	Stacked	88		
	Vertical	116		
	Total Proposed	438		
PHASE B	Horizontal	159	Horizontal	14
	Locker	46		
	Oversize	24		
	Stacked	100		
	Vertical	137		
	Total Proposed	466		
PHASE C	Horizontal	161	Horizontal	21
	Locker	56		
	Oversize	31		
	Stacked	148		
	Vertical	159		
	Total Proposed	555		
PHASE D	Horizontal	251	Horizontal	17
	Locker	61		
	Oversize	30		
	Stacked	112		
	Vertical	134		
	Total Proposed	588		
TOTAL	Horizontal	740	Horizontal	65
	Locker	209		
	Oversize	104		
	Stacked	448		
	Vertical	546		
	Total Proposed	2047		

LOADING:

City of Vancouver - Off-Street Loading Space Regulations (5.2.1) (5.2.6)

PROPOSED:

PHASE A		
CLASS A	CLASS B	CLASS C
1	2	-

PHASE B		
CLASS A	CLASS B	CLASS C
1	2	-

PHASE C		
CLASS A	CLASS B	CLASS C
1	2	2

PHASE D		
CLASS A	CLASS B	CLASS C
2	3	-

TOTAL		
CLASS A	CLASS B	CLASS C
5	9	2

PASSENGER SPACES:

City of Vancouver - Off-Street Passenger Space Regulations (7.2.1) (7.2.2.3) (7.2.5.1)

PROPOSED:

PHASE A	
CLASS A	
STANDARD CAR	2

PHASE B	
CLASS A	
STANDARD CAR	2

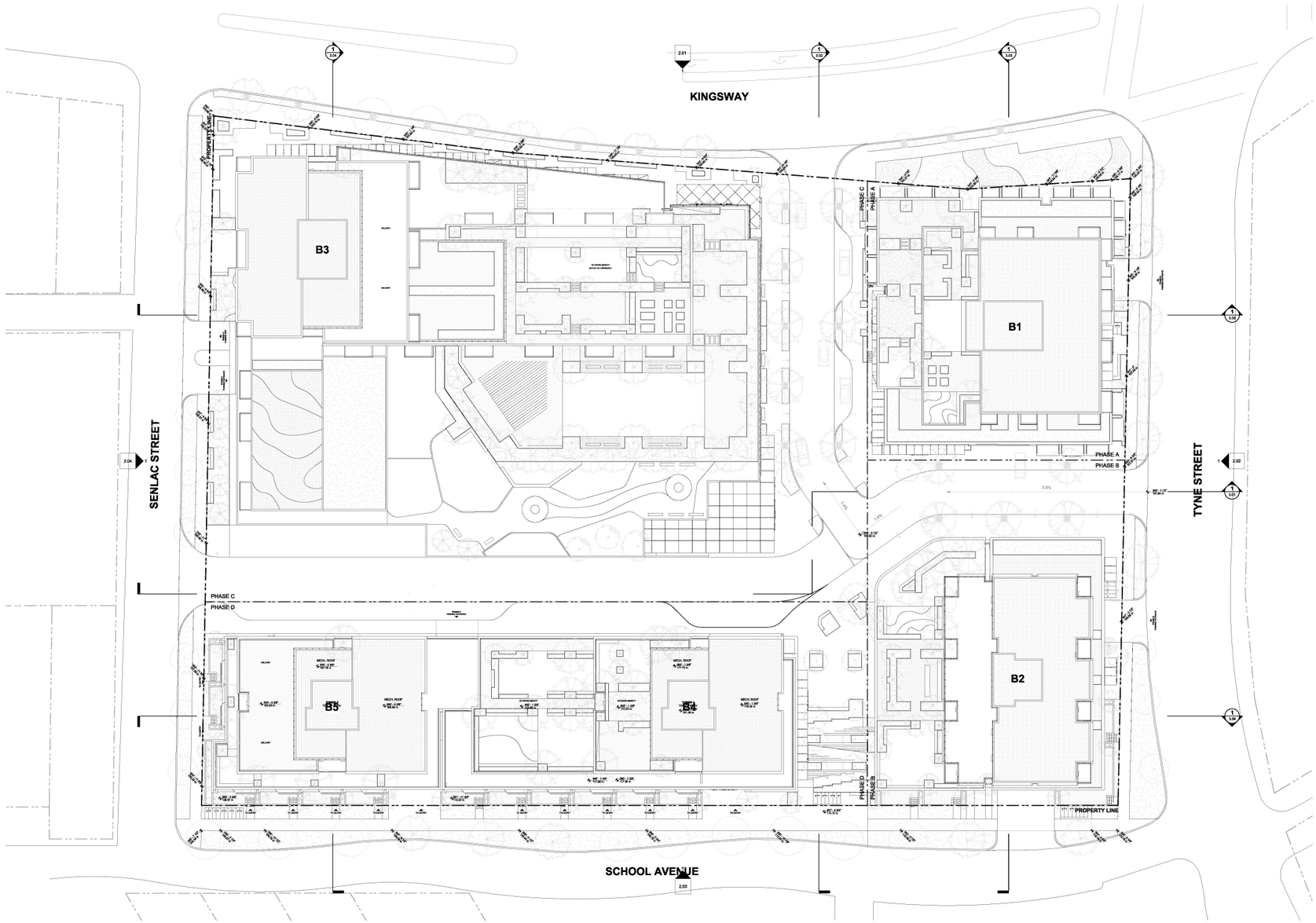
PHASE C	
CLASS A	
STANDARD CAR	2

PHASE D	
CLASS A	
STANDARD CAR	2

TOTAL	
CLASS A	
STANDARD CAR	8

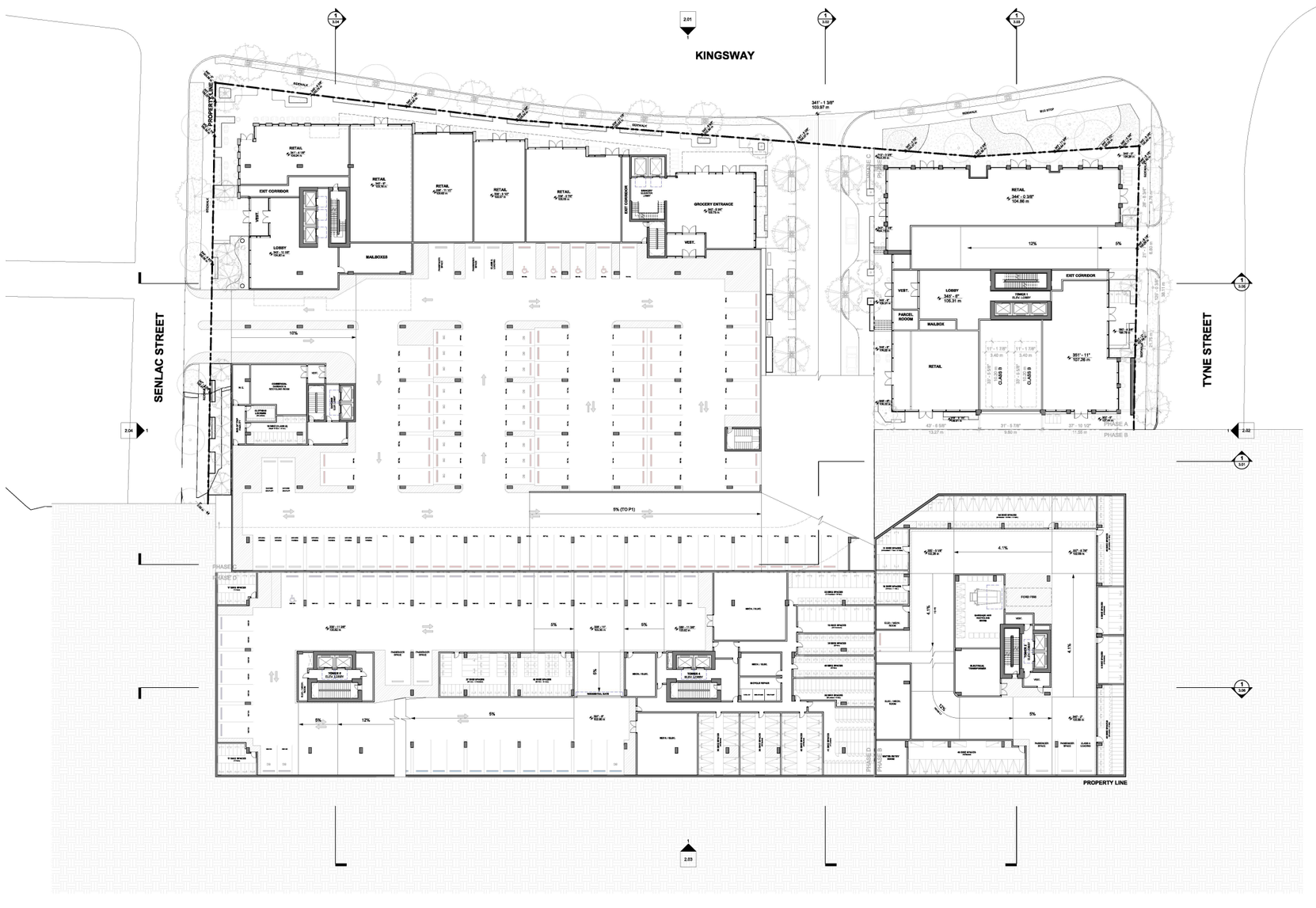
Site Plan

SCALE: 1" = 50'-0"



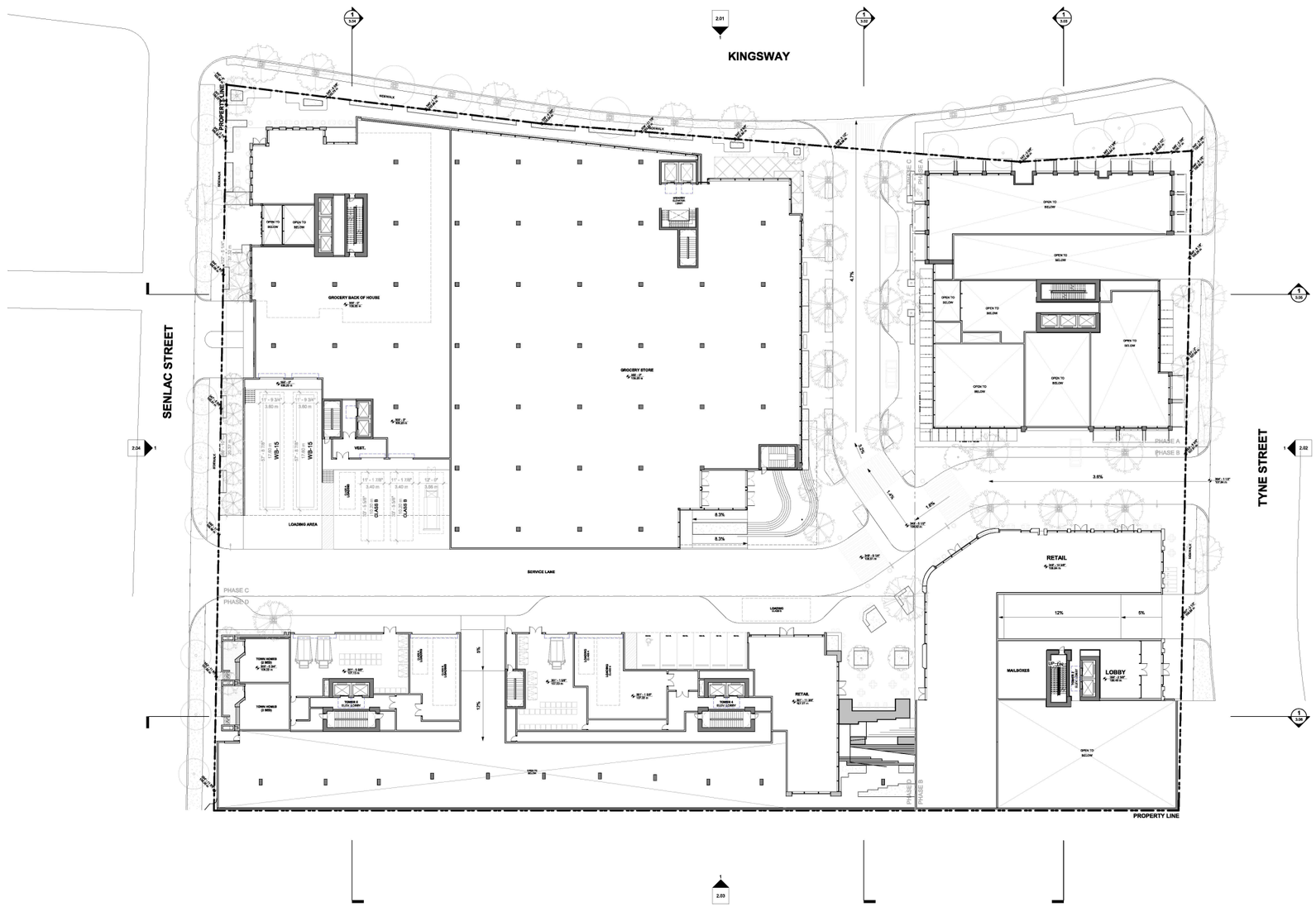
L1 Plan

SCALE: 1" = 50'-0"



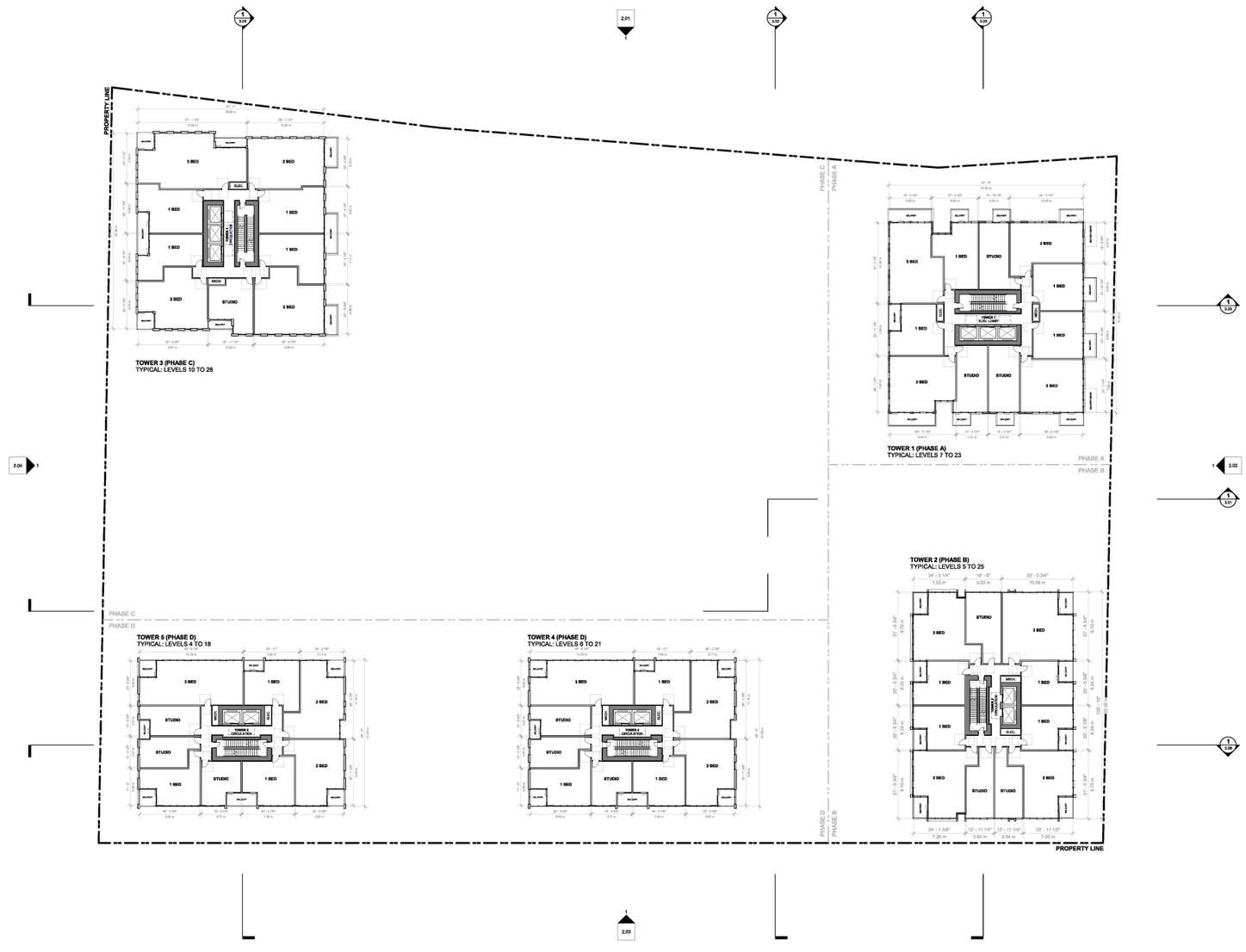
L2 Plan

SCALE: 1" = 50'-0"



Typical Tower Floor Plan

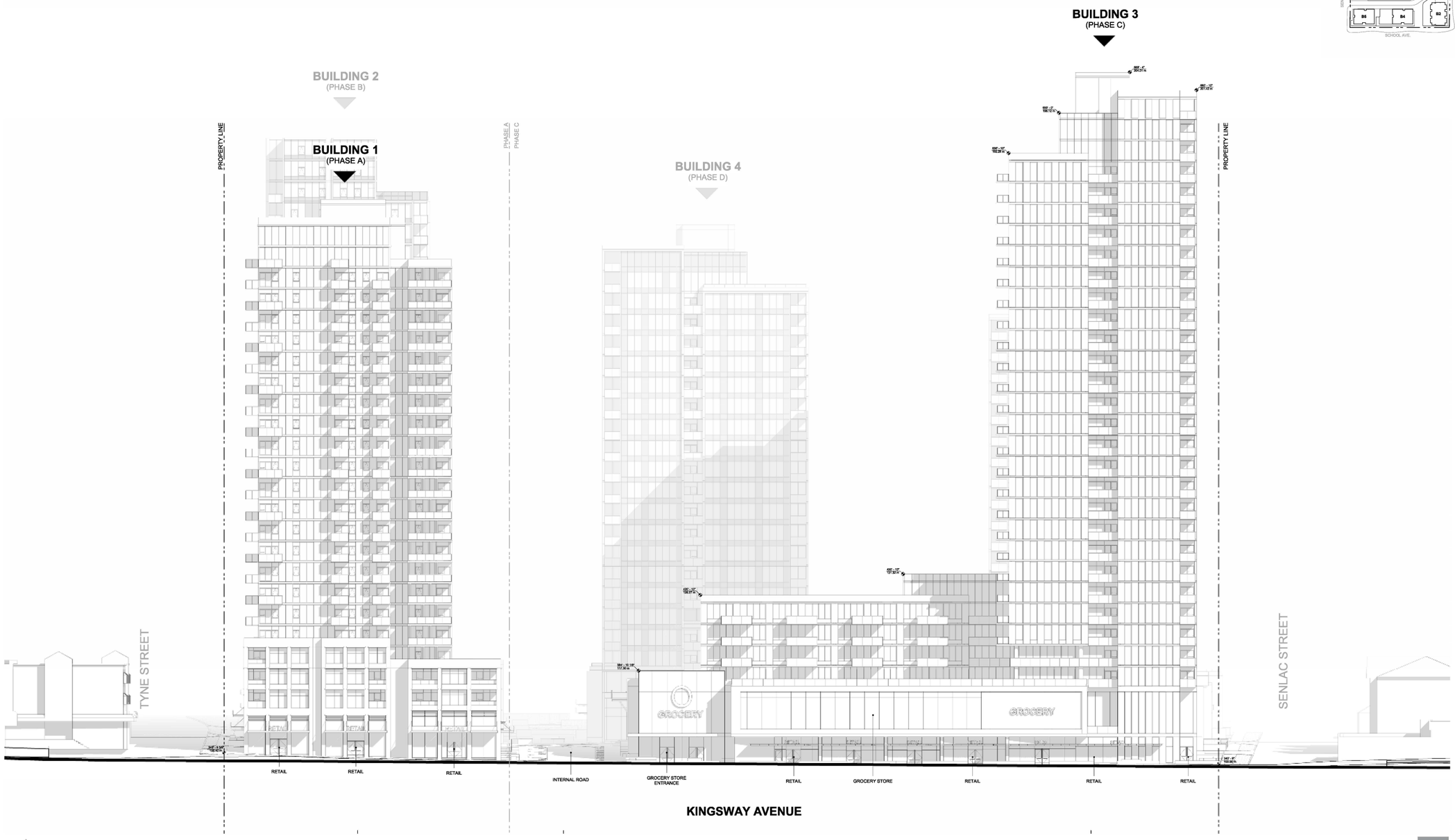
SCALE: 1" = 50'-0"



North Elevation

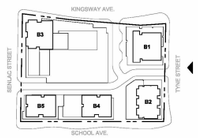
SCALE: 1" = 50'-0"

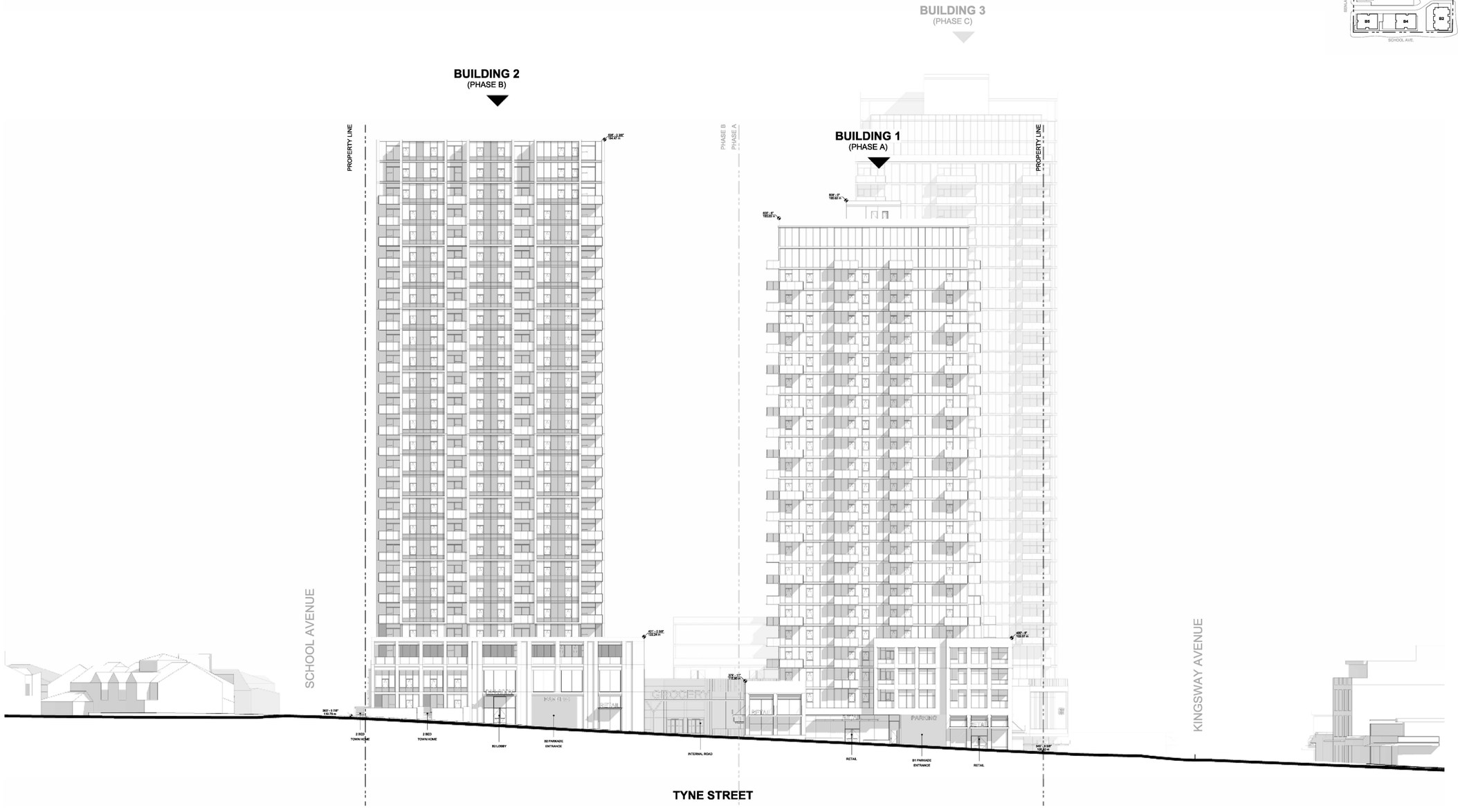




East Elevation

SCALE: 1" = 50'-0"

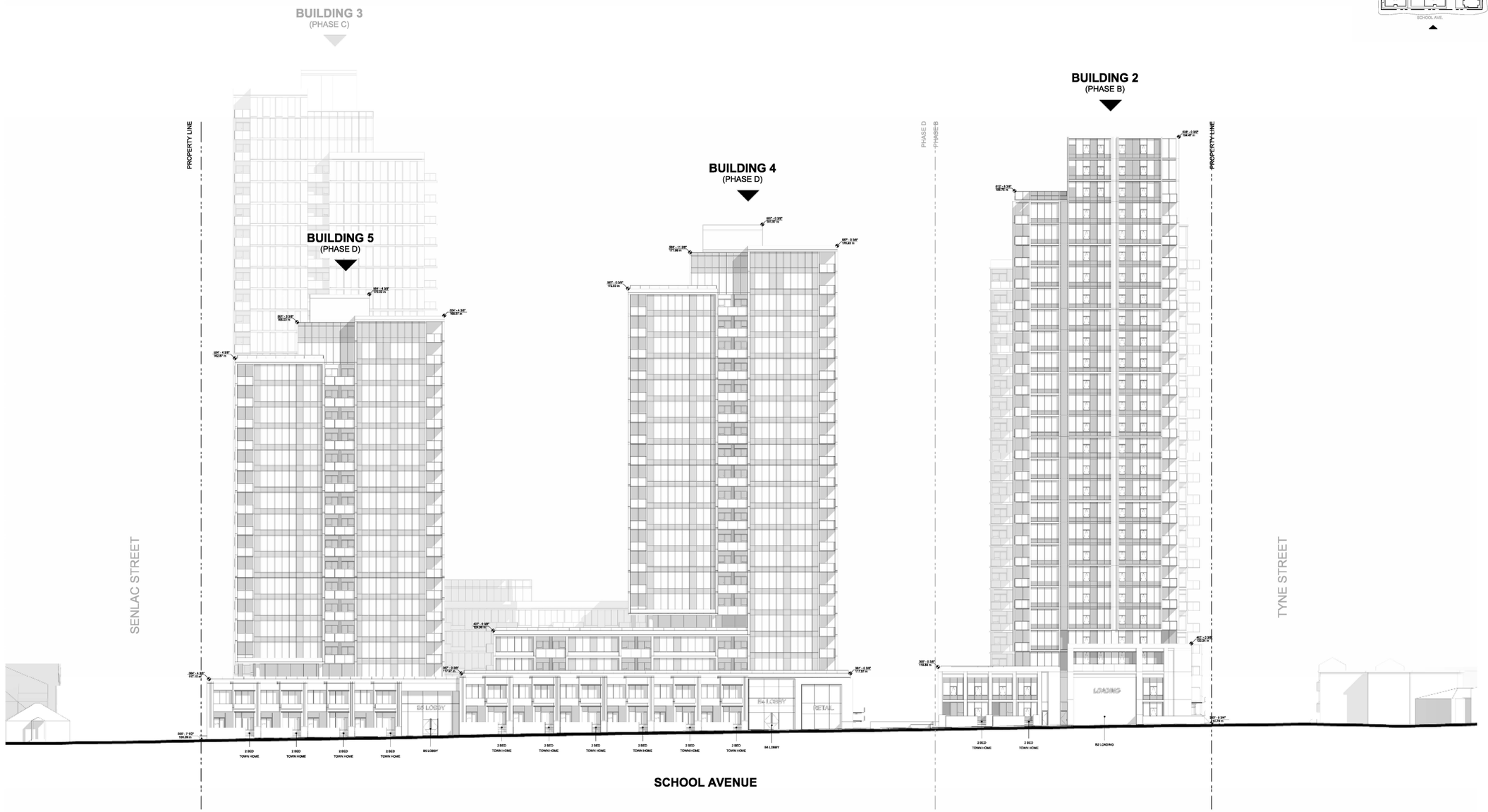




South Elevation

SCALE: 1" = 50'-0"

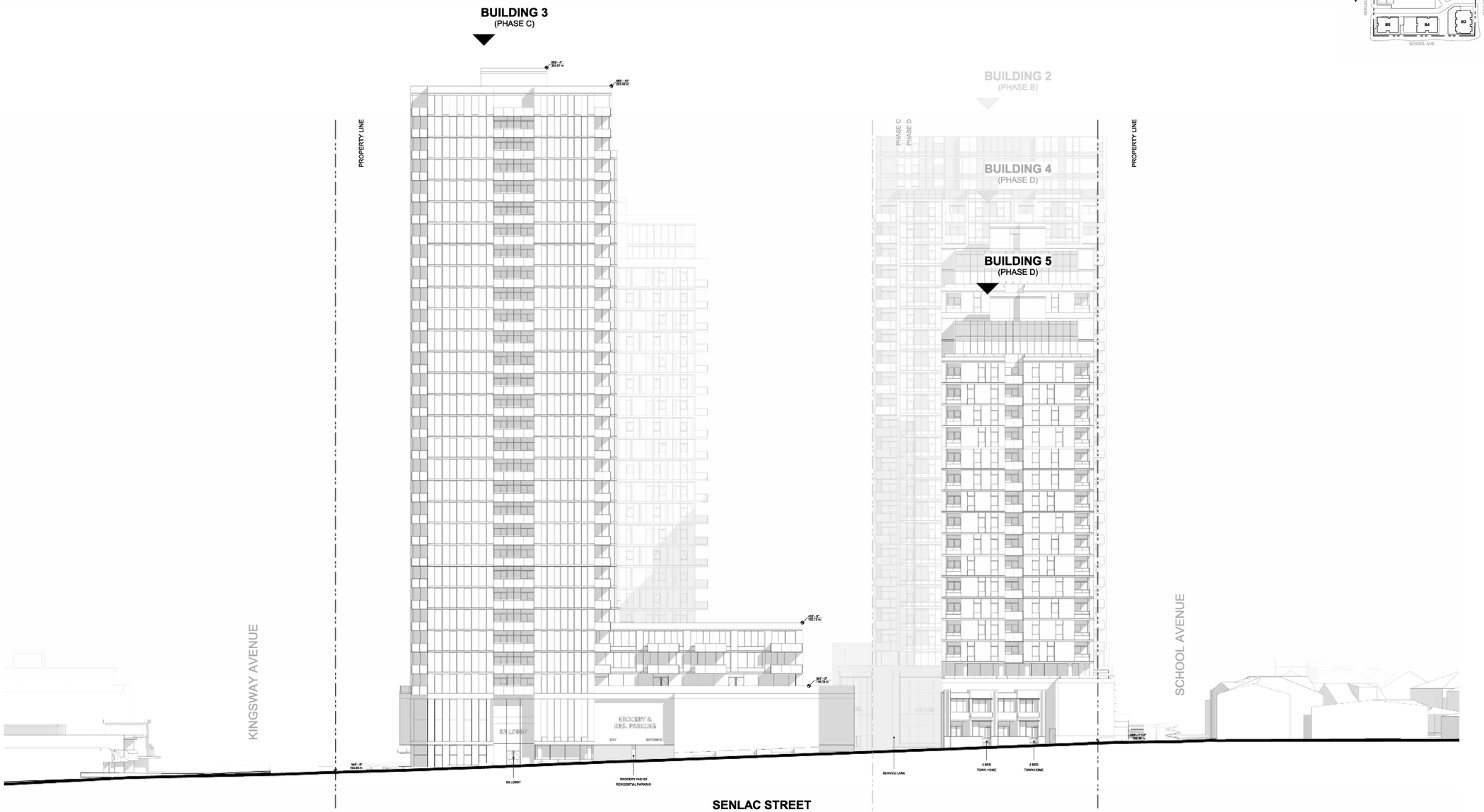




West Elevation

SCALE: 1" = 50'-0"

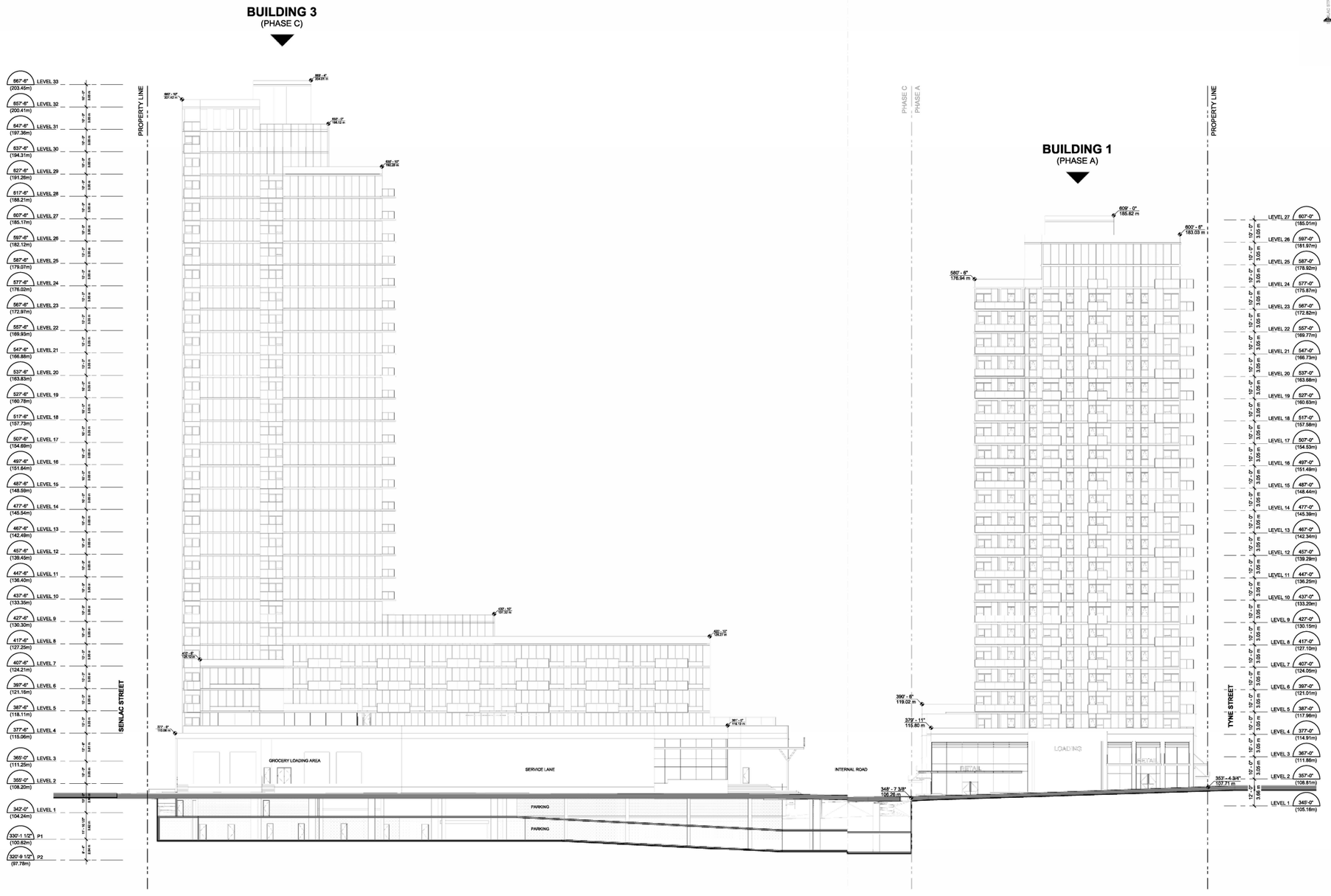




Section A

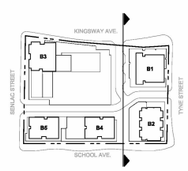
SCALE: 1" = 50'-0"

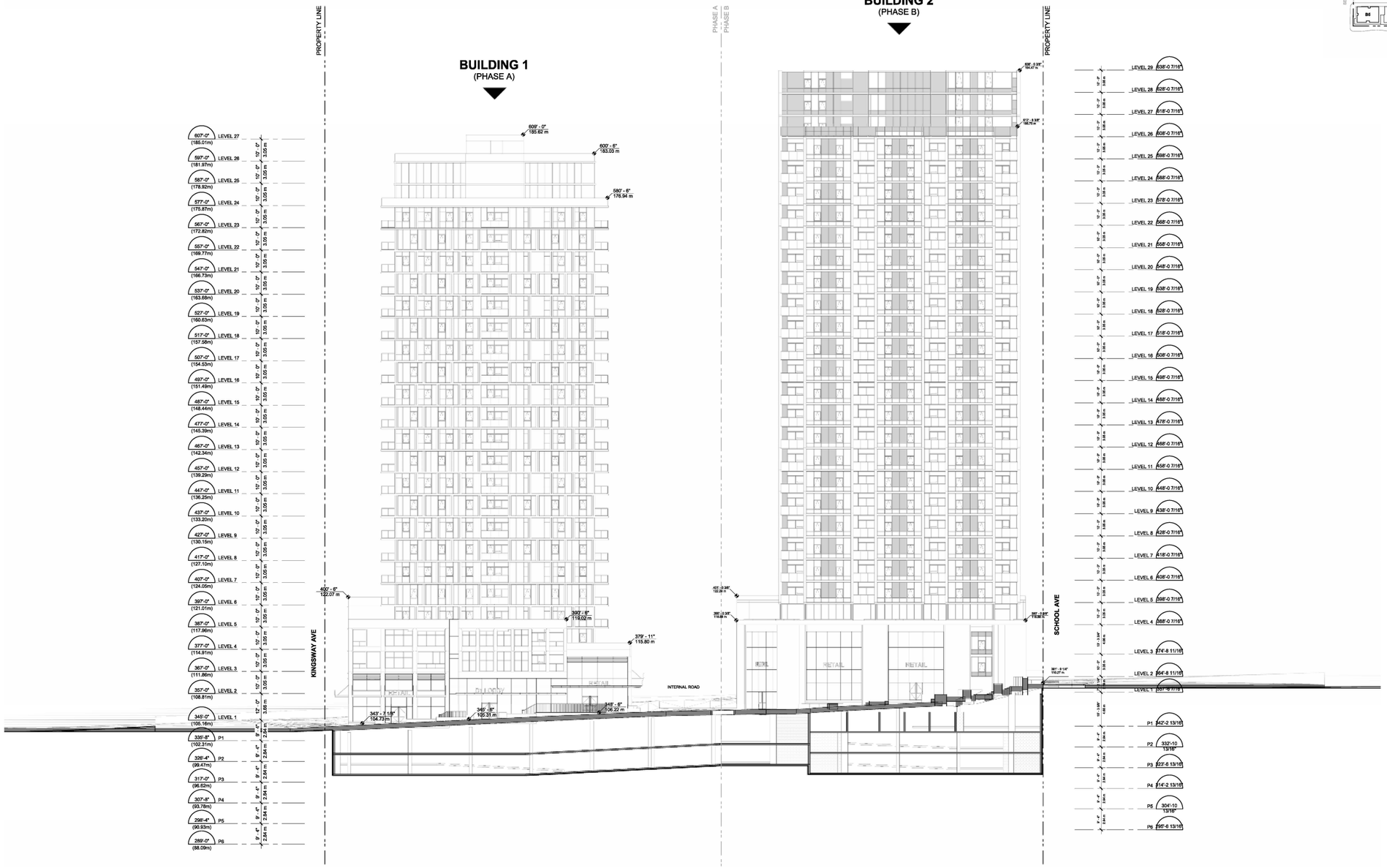




Section B

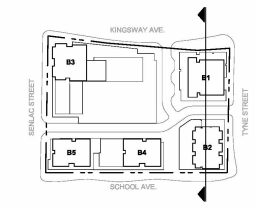
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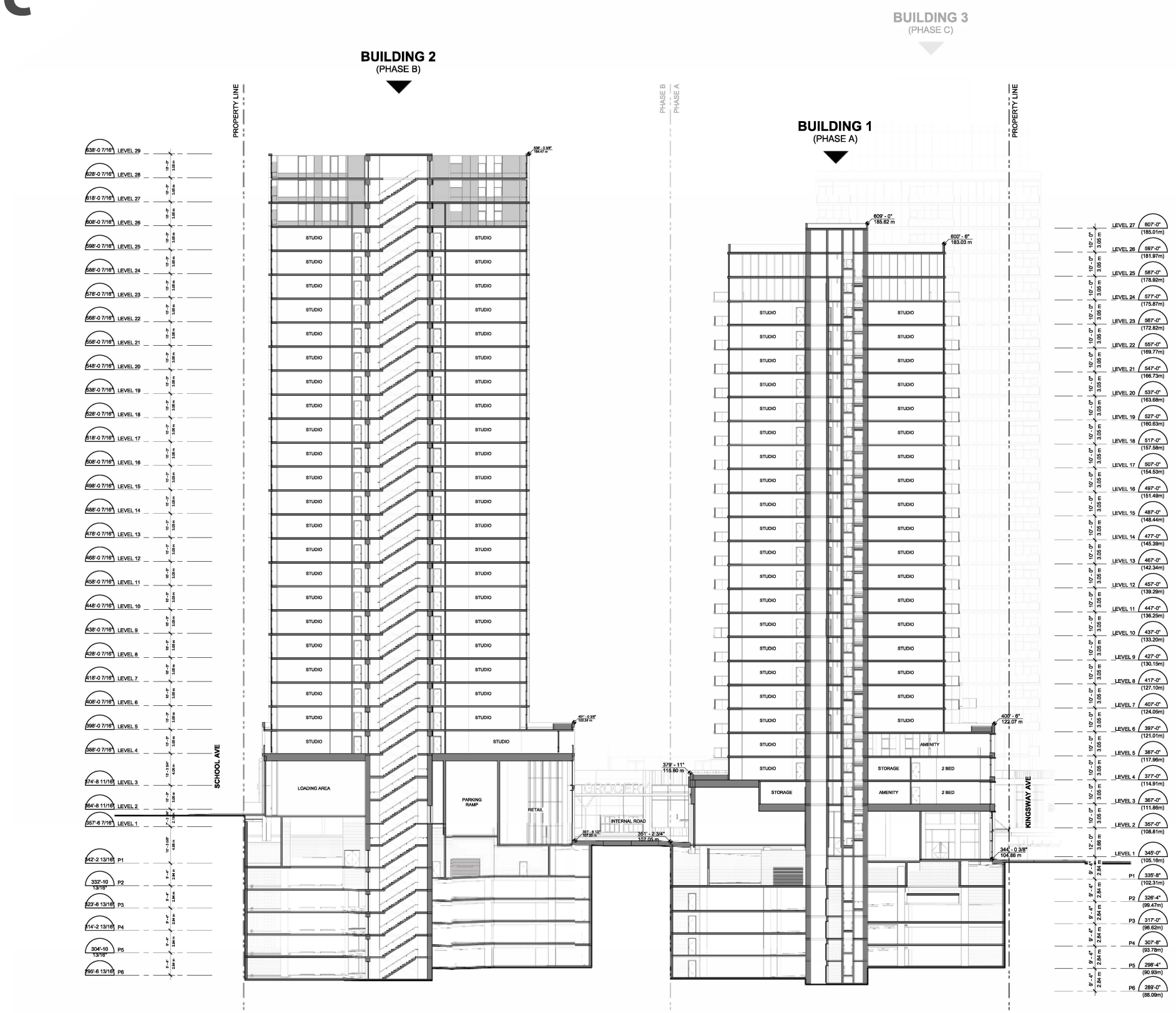




Section C

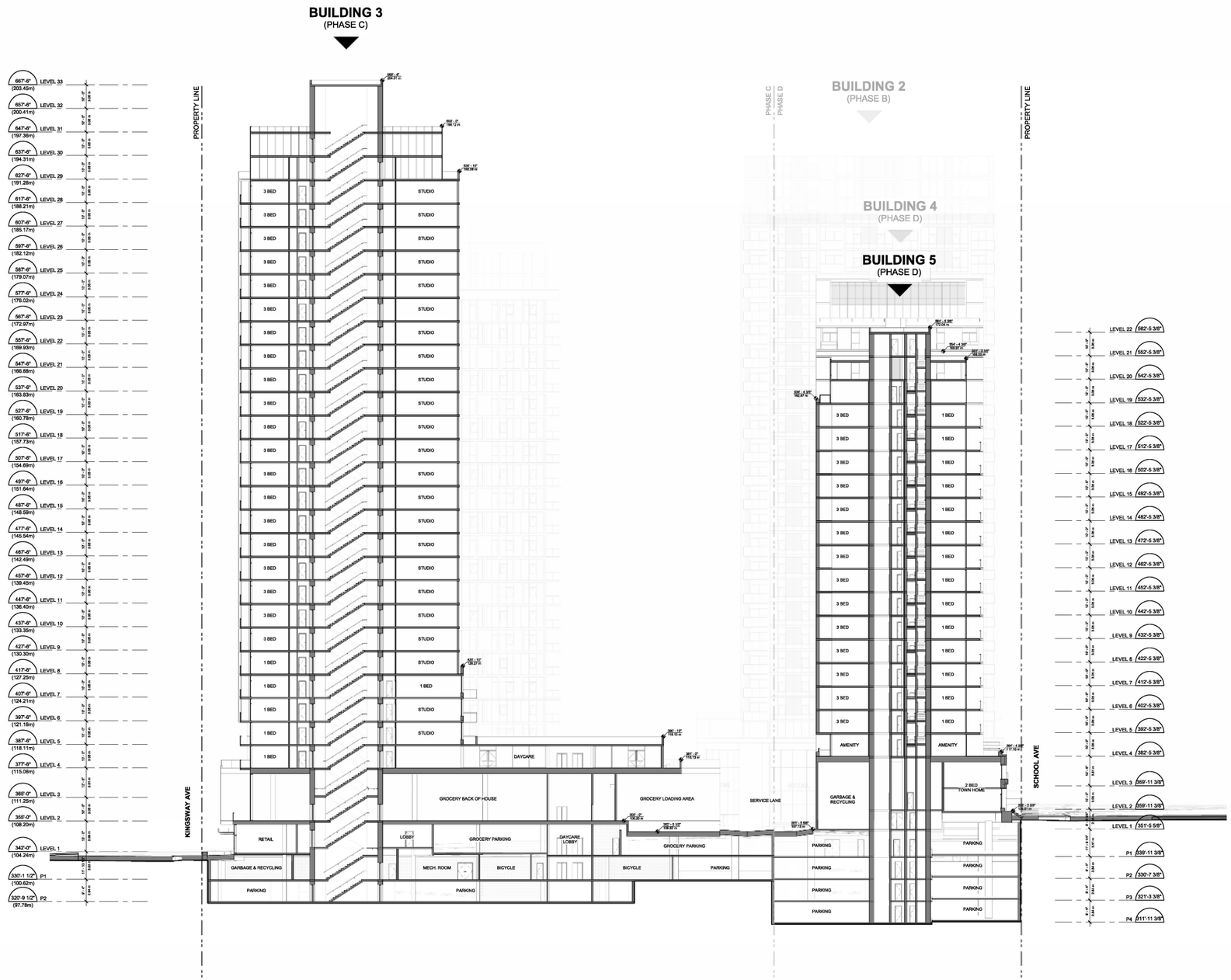
SCALE: 1" = 50'-0"





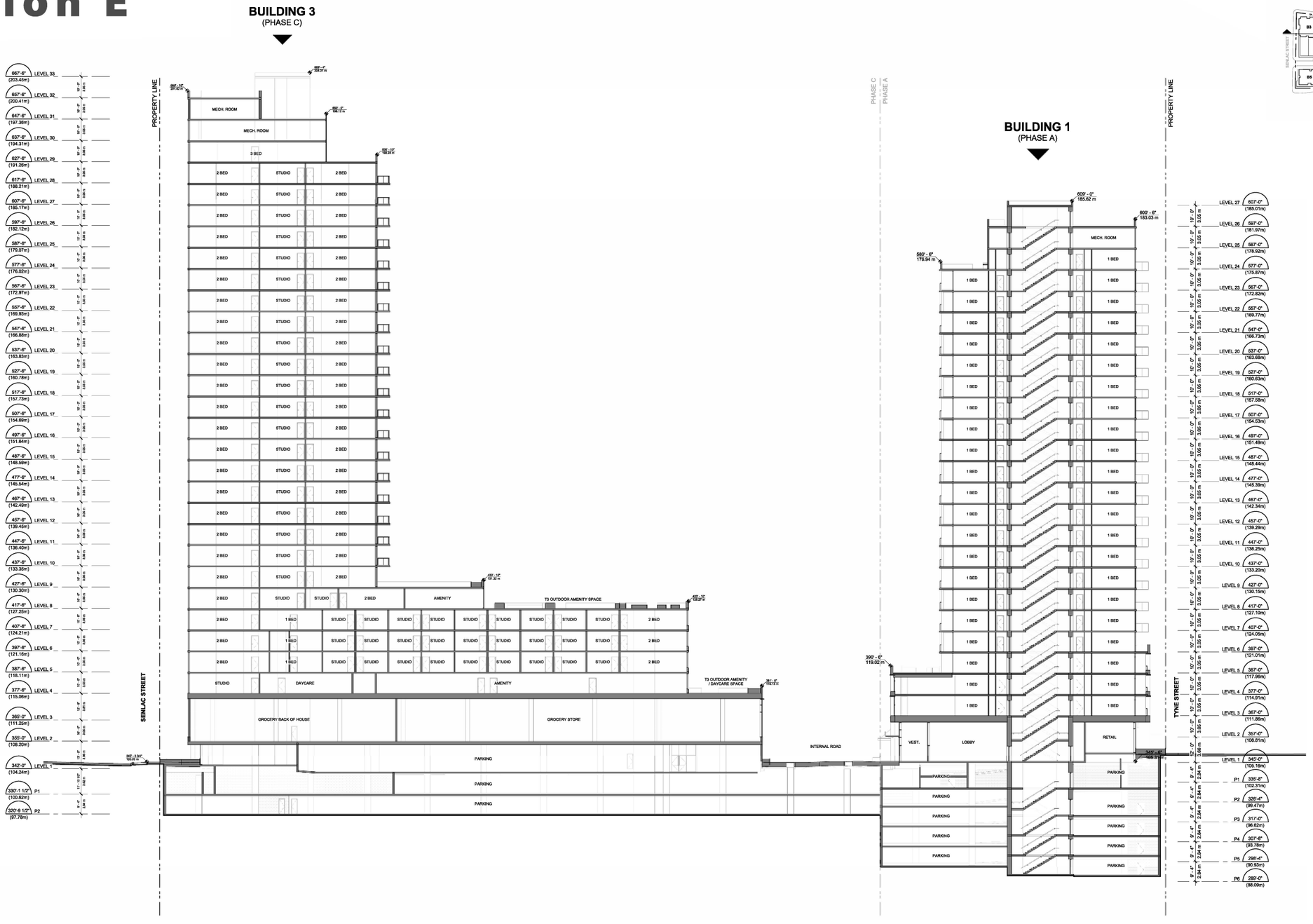
Section D

SCALE: 1" = 50'-0"


BUILDING 3
(PHASE C)
BUILDING 2
(PHASE B)
BUILDING 4
(PHASE D)
BUILDING 5
(PHASE D)
PHASE C
PHASE D
PROPERTY LINE
PROPERTY LINE
KINGSWAY AVE
SCHOOL AVE
667'-6" (203.45m) LEVEL 33
657'-6" (200.41m) LEVEL 32
647'-6" (197.36m) LEVEL 31
637'-6" (194.31m) LEVEL 30
627'-6" (191.26m) LEVEL 29
617'-6" (188.21m) LEVEL 28
607'-6" (185.17m) LEVEL 27
597'-6" (182.12m) LEVEL 26
587'-6" (179.07m) LEVEL 25
577'-6" (176.02m) LEVEL 24
567'-6" (172.97m) LEVEL 23
557'-6" (169.93m) LEVEL 22
547'-6" (166.88m) LEVEL 21
537'-6" (163.83m) LEVEL 20
527'-6" (160.78m) LEVEL 19
517'-6" (157.73m) LEVEL 18
507'-6" (154.69m) LEVEL 17
497'-6" (151.64m) LEVEL 16
487'-6" (148.59m) LEVEL 15
477'-6" (145.54m) LEVEL 14
467'-6" (142.49m) LEVEL 13
457'-6" (139.45m) LEVEL 12
447'-6" (136.40m) LEVEL 11
437'-6" (133.35m) LEVEL 10
427'-6" (130.30m) LEVEL 9
417'-6" (127.25m) LEVEL 8
407'-6" (124.21m) LEVEL 7
397'-6" (121.16m) LEVEL 6
387'-6" (118.11m) LEVEL 5
377'-6" (115.06m) LEVEL 4
365'-0" (111.25m) LEVEL 3
350'-0" (106.20m) LEVEL 2
342'-0" (104.24m) LEVEL 1
330'-1 1/2" (100.62m) P1
320'-9 1/2" (97.78m) P2
LEVEL 22 562'-5 3/8"
LEVEL 21 552'-5 3/8"
LEVEL 20 542'-5 3/8"
LEVEL 19 532'-5 3/8"
LEVEL 18 522'-5 3/8"
LEVEL 17 512'-5 3/8"
LEVEL 16 502'-5 3/8"
LEVEL 15 492'-5 3/8"
LEVEL 14 482'-5 3/8"
LEVEL 13 472'-5 3/8"
LEVEL 12 462'-5 3/8"
LEVEL 11 452'-5 3/8"
LEVEL 10 442'-5 3/8"
LEVEL 9 432'-5 3/8"
LEVEL 8 422'-5 3/8"
LEVEL 7 412'-5 3/8"
LEVEL 6 402'-5 3/8"
LEVEL 5 392'-5 3/8"
LEVEL 4 382'-5 3/8"
LEVEL 3 369'-11 3/8"
LEVEL 2 359'-11 3/8"
LEVEL 1 351'-5 5/8"
P1 339'-11 3/8"
P2 330'-7 3/8"
P3 321'-3 3/8"
P4 311'-11 3/8"
3 BED
1 BED
STUDIO
AMENITY
DAYCARE
GROCERY BACK OF HOUSE
GROCERY LOADING AREA
SERVICE LANE
GARBAGE & RECYCLING
2 BED TOWN HOME
RETAIL
LOBBY
GROCERY PARKING
DAYCARE LOBBY
GARBAGE & RECYCLING
MECH. ROOM
BICYCLE
BICYCLE
PARKING
PARKING
PARKING

Section E

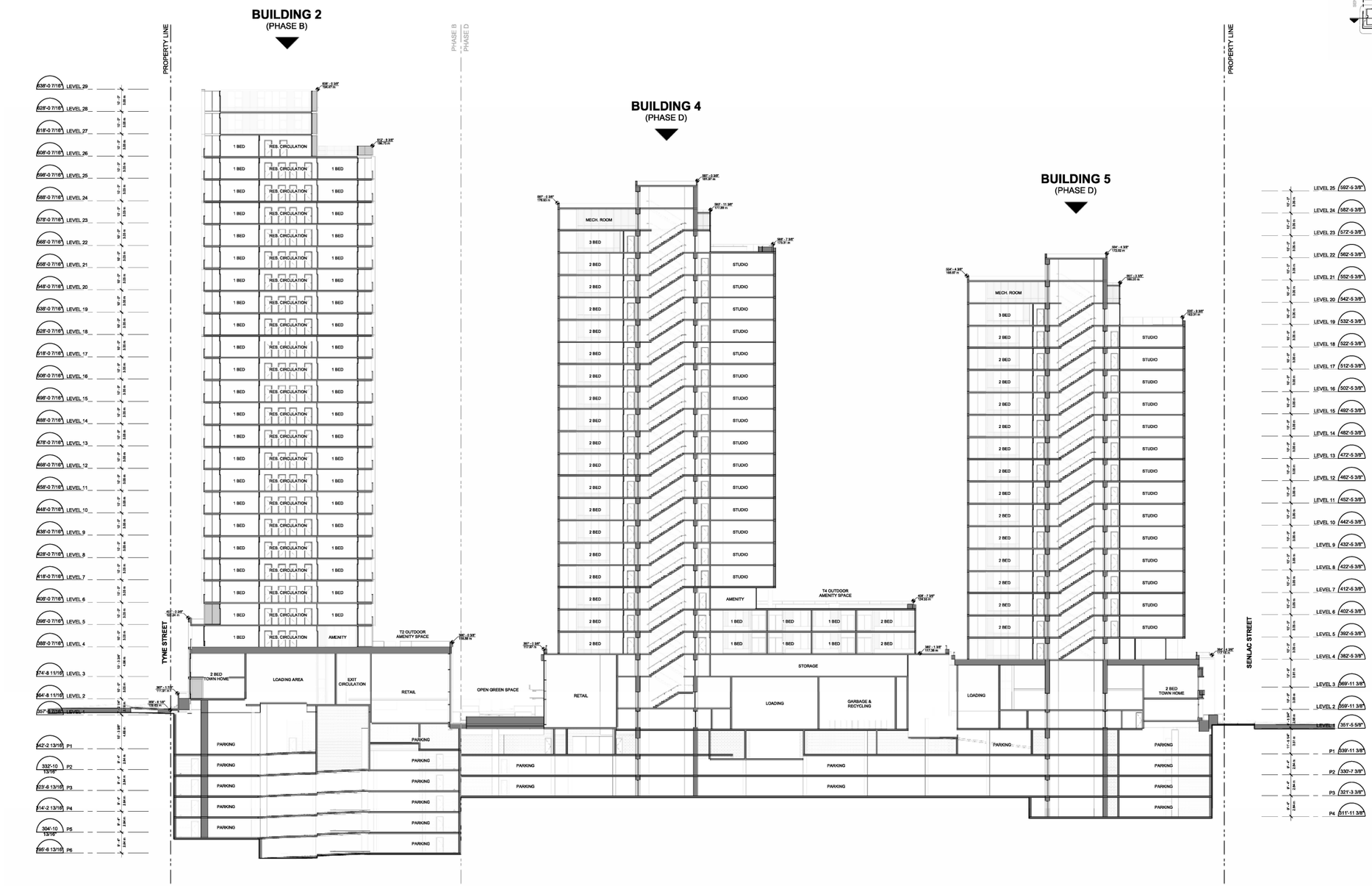
SCALE: 1" = 50'-0"



Section F

SCALE: 1" = 50'-0"





APPENDIX:
LANDSCAPE DRAWINGS

Landscape Inspiration

1



ARCHITECTURAL FORM AND GEOMETRY

2



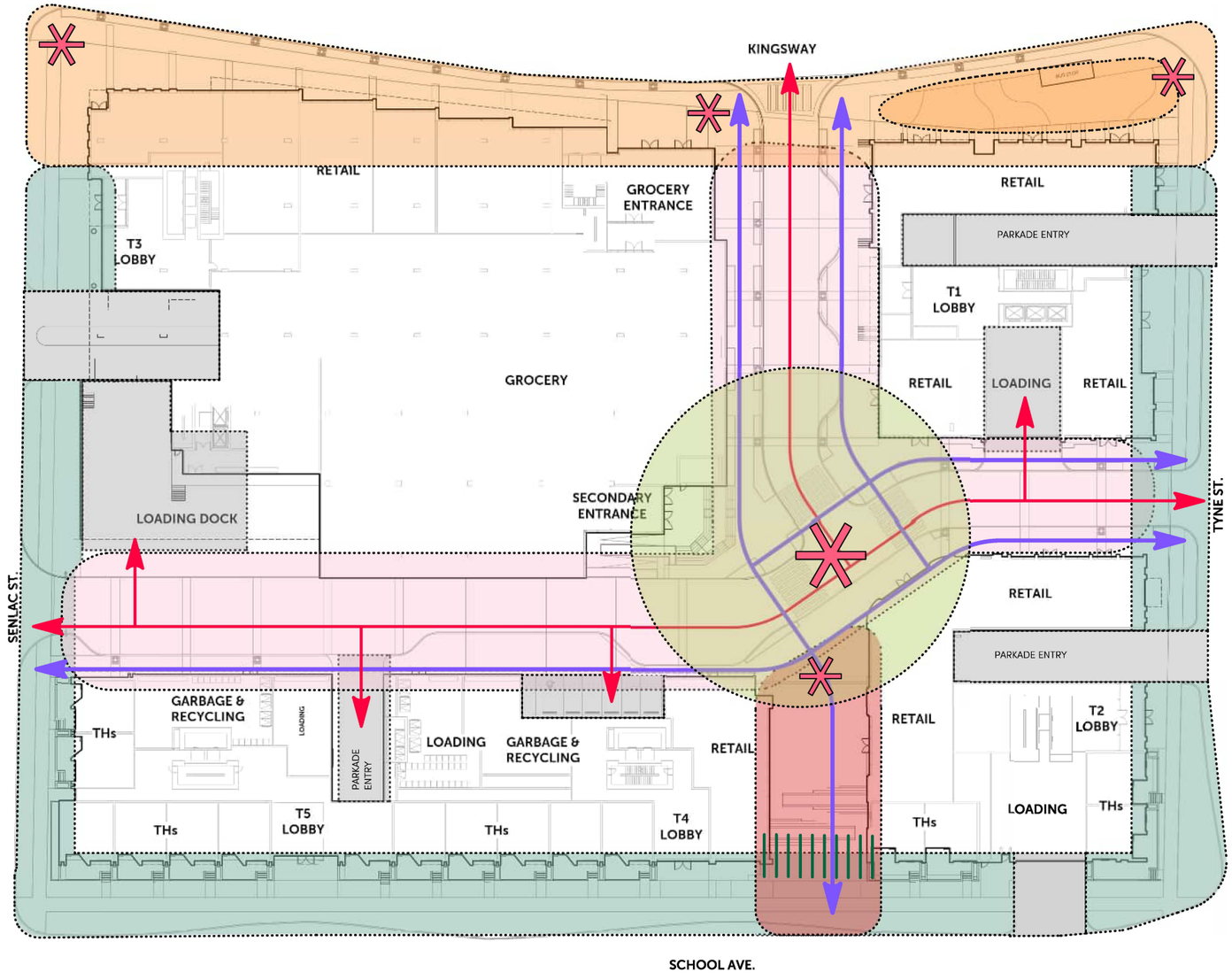
FOSTERING SOCIAL INTERACTION AND AN ACTIVATED PUBLIC REALM

3



CREATING AN URBAN SANCTUARY, A "CITY IN A GARDEN."

Program Diagram



LEGEND

KINGSWAY FRONTAGE + KEY SITE ENTRY
- Vehicular & pedestrian access
- Activated retail and commercial frontage
- Large existing offsite planting buffer
- Narrow on-site treatment

INTERNAL STREETSCAPE
- Pedestrian-oriented streetscape with vehicular traffic
- Active retail and commercial frontage
- Paving typology + street trees to create rhythm

SOCIAL HUB
- Key intersection and area of congregation
- Vehicular & pedestrian access
- Active retail and commercial frontage
- Wayfinding + visual landmarks
- Possible food hub + entertainment

FOCAL POINT
- Area of intersection
- Visual wayfinding

TYNE / SENLAC / SCHOOL FRONTAGES
- Townhome frontage + residential lobby entry
- Vehicular & pedestrian access
- Offsite improvement with new street trees
- Retain exisitng offsite trees

GATEWAY PLAZA
- Possible gathering/social space
- Opportunity for intimate space
- Address grade change from the offsite to onsite
- Public art/catenary lighting opportunity
- Accentuate views to north

LOADING / PARKADE ENTRY AREA

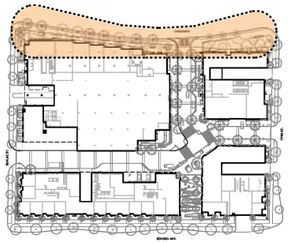
SIGNIFICANT GRADE TRANSITION

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

Ground Level Landscape Precedents

KINGSWAY FRONTAGE AREA

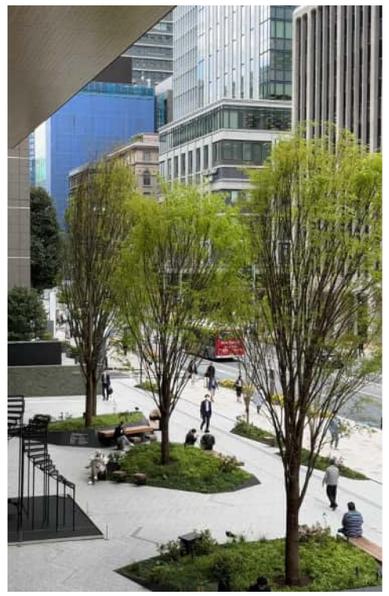










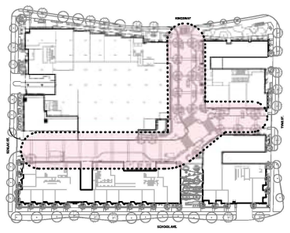




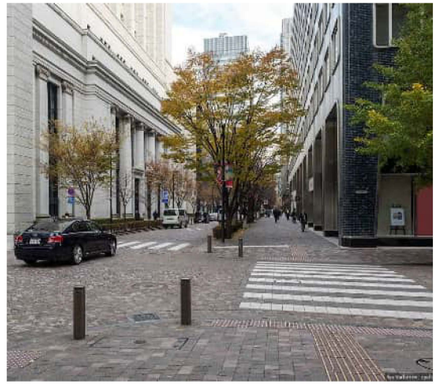




INTERNAL STREETSCAPE AREA



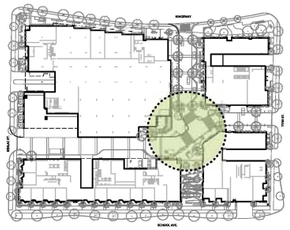








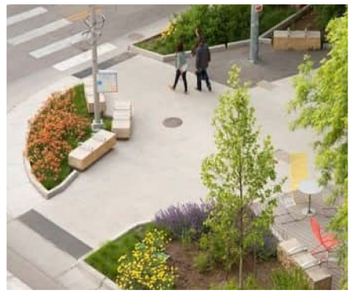
SOCIAL HUB AREA





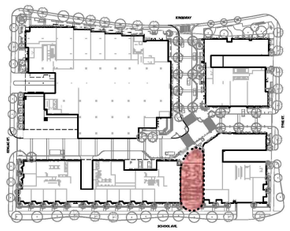


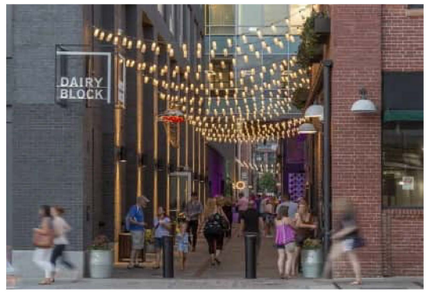




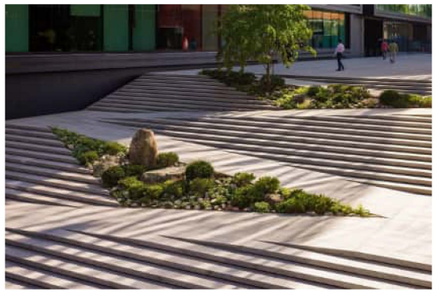


GATEWAY PLAZA AREA



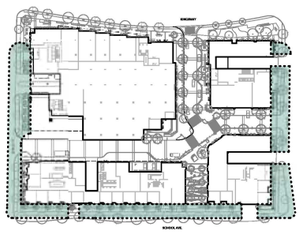




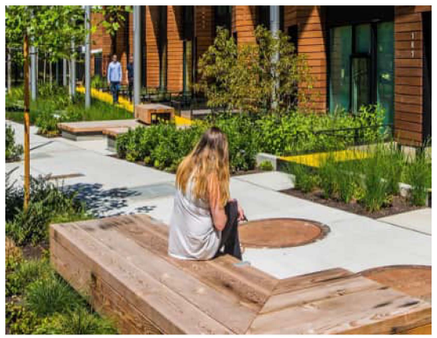




TYNE / SENLAC / SCHOOL FRONTAGES









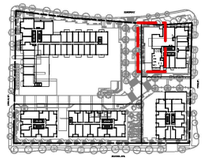


Ground Level

LEGEND

1. Offsite Improvements: Trees + Paving
2. Existing Bus Stop To Retain
3. Community Garden Corner W/Existing Trees
4. CRU Frontages: Feature Paving With Concrete Band, Movable Tables & Chairs + Perennial Planting
5. Entry Plaza: Metal Planter W/Integrated Benches, Wood Decking, Possible Signage, Bike Racks, Feature Paving
6. Retail Plaza: Seating, Planting And Signage
7. CRU Frontage Paving: Rhythmic Paving, Banding, And Planting + Light Poles And Banner Arms
8. Vehicular Paving Treatment: Unit Pavers W/Paving Band
9. Drop-Off Area
10. Raised Patio W/Planting Buffer + Movable Tables & Chairs
11. Lobby Entry W/Feature Paving + Accent Planting + Bike Racks
12. Back Of The House: Paving Treatment For Service And Loading Access + Sidewalk
13. Possible Raised Intersection W/ Bollards
14. Unique Paving For Sidewalk + Roadway
15. Pedestrian Crossing
16. Low Planting + Fixed Seating
17. Possible Food Trucks
18. Significant Grade Change = Stramp
19. Framed Mews W/ Ornamental Trees
20. Social Gathering Space W/ Catenary Lighting
21. Entry To Plaza W/ Bike Racks + Seating + Possible Signage
22. Townhomes Frontage: Private Patio W/ Planting Buffer
23. Residential Lobby Entry: Feature Paving, Raised Metal Planter W/ Integrated Wood-Top Bench, Bike Racks
24. Retail Frontage: Feature Paving + Outdoor Furniture + Planting
25. Parkade Entry, See Arch
26. Offsite Improvement: Existing Street Trees To Retain, New Street Trees W/ Tree Grates, Sodded Boulevard, Conc. Sidewalk As Per CoV Standards

Tower 1 - L5



LEGEND

A OUTDOOR DINING

1. Outdoor kitchen with BBQ and sink
2. Dining table and chairs
3. Movable tables and chairs with potted plants

B OUTDOOR LOUNGE

4. Lounge furniture with coffee tables and potted plants

C OUTDOOR GAMES

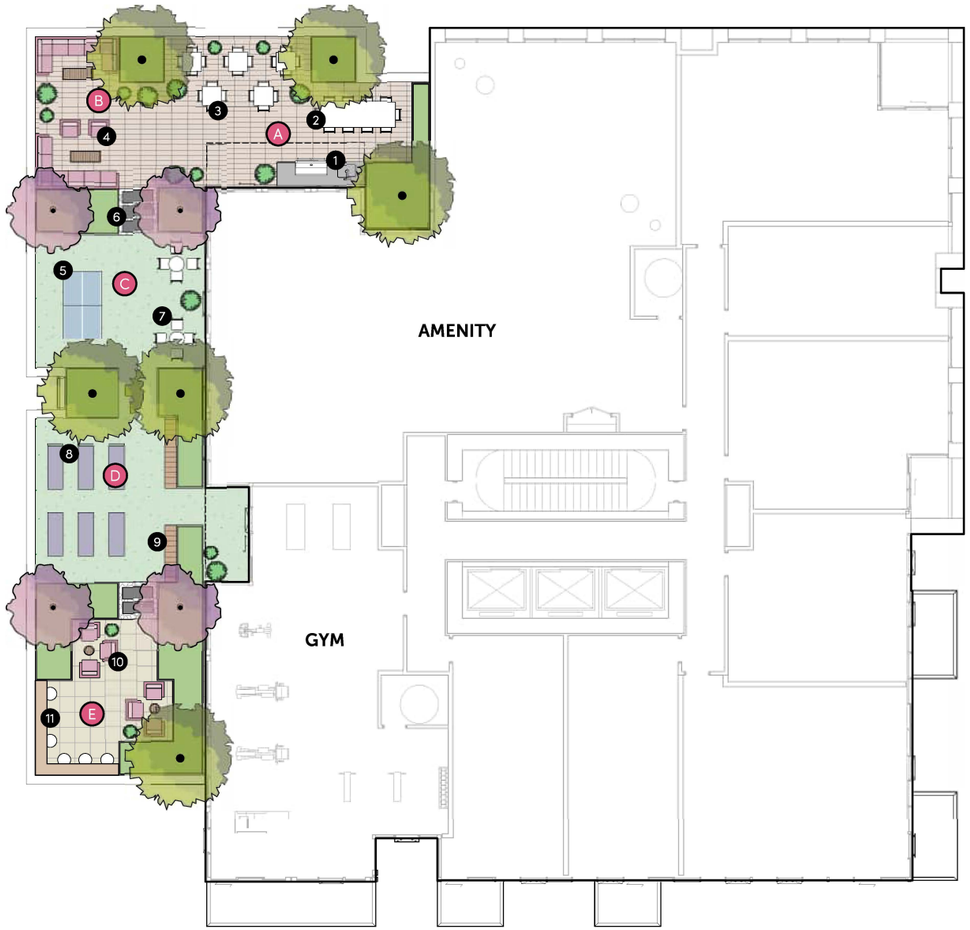
5. Outdoor ping pong table
6. Raised metal planters (typ.)
7. Movable tables and chairs

D OUTDOOR FITNESS

8. Yoga mats
9. Bench seating integrated with raised metal planter

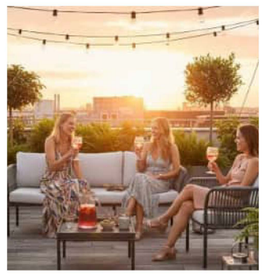
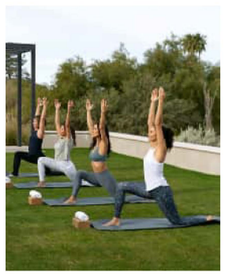
D OUTDOOR LOUNGE WITH LOOKOUT

10. Lounge furniture with coffee tables and potted plants
11. Lookout bar with seating



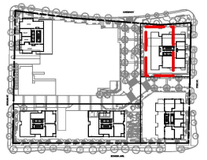
Tower 1 - Level 5 Landscape Plan



Design Precedent Images

Tower 1 - L19



LEGEND

A OUTDOOR SOCIAL AREA

1. Bar table with seating
2. Raised metal planters (typ.)
3. Lounge furniture with coffee tables and potted plants
4. Bench seating with tables and chairs

B OUTDOOR DINING

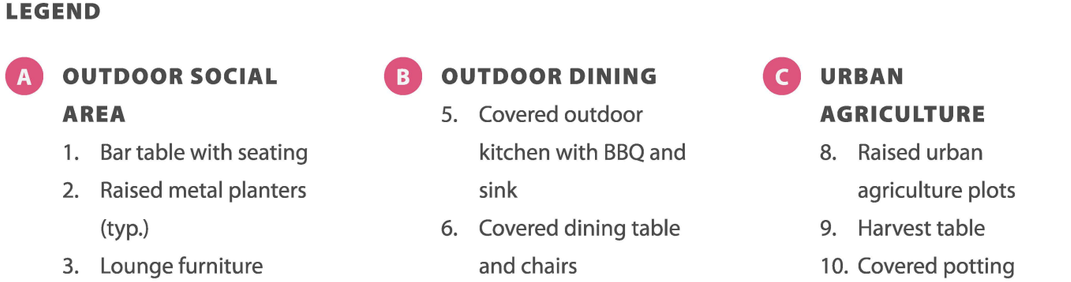
5. Covered outdoor kitchen with BBQ and sink
6. Covered dining table and chairs
7. Movable tables and chairs with potted plants

C URBAN AGRICULTURE

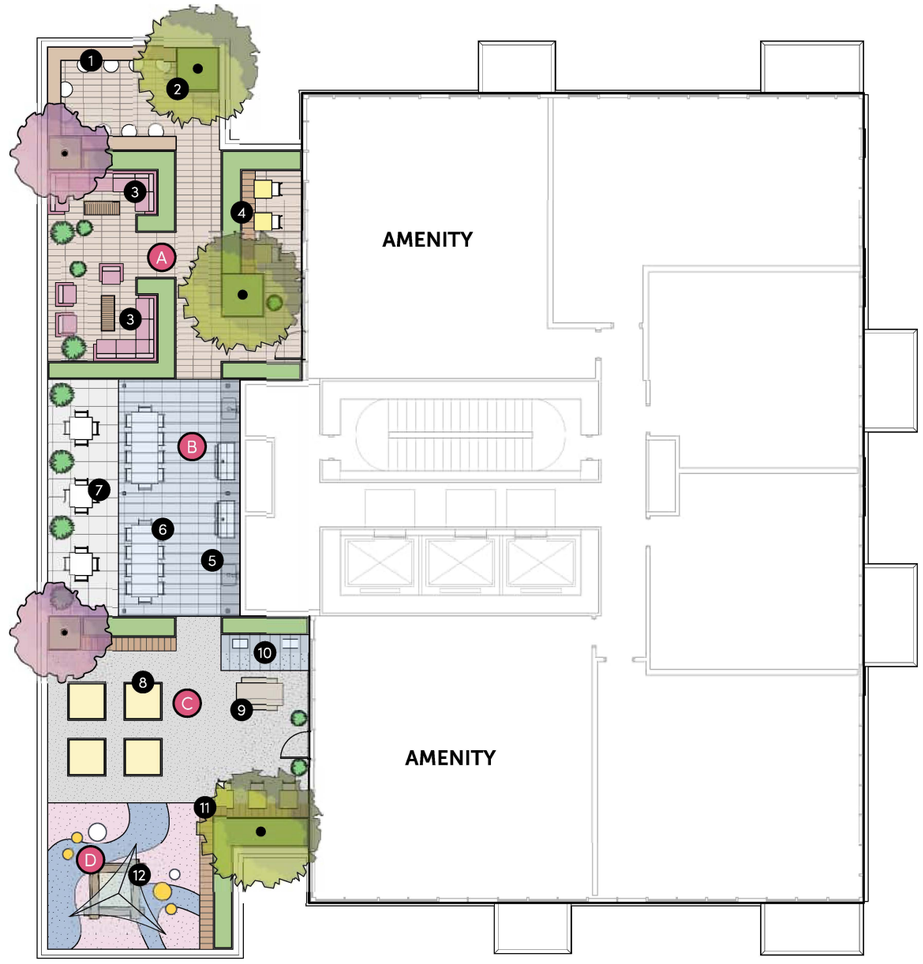
8. Raised urban agriculture plots
9. Harvest table
10. Covered potting table
11. Bench seating with tables and chairs

D KIDS PLAY

12. Kids sand play with shade structure and pip rubber surfacing

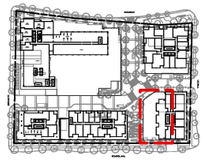


Design Precedent Images



Tower 1 - Level 19 Landscape Plan

Tower 2 - L4



LEGEND

A OUTDOOR LOUNGE

1. Bench seating platform with tables, chairs, and tree planting
2. Lounge furniture with coffee tables and potted plants
3. Raised metal planters with tree planting and mixed shrub planting (typ.)
4. Bench seating with tables and chairs

B KIDS PLAY

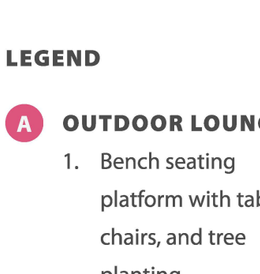
5. Natural kids play structure with pip rubber surfacing

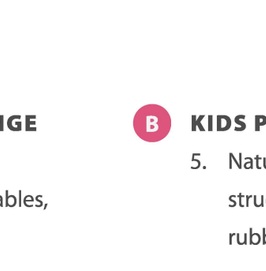
C OUTDOOR DINING

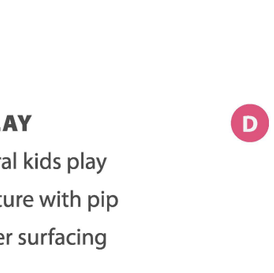
6. Outdoor kitchen with BBQ and sink
7. Dining table and chairs
8. Bar with seating
9. Bench seating integrated with metal planters

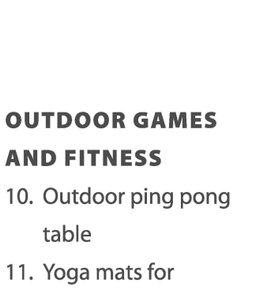
D OUTDOOR GAMES AND FITNESS

10. Outdoor ping pong table
11. Yoga mats for outdoor fitness
12. Movable tables and chairs
13. Lookout bar with seating

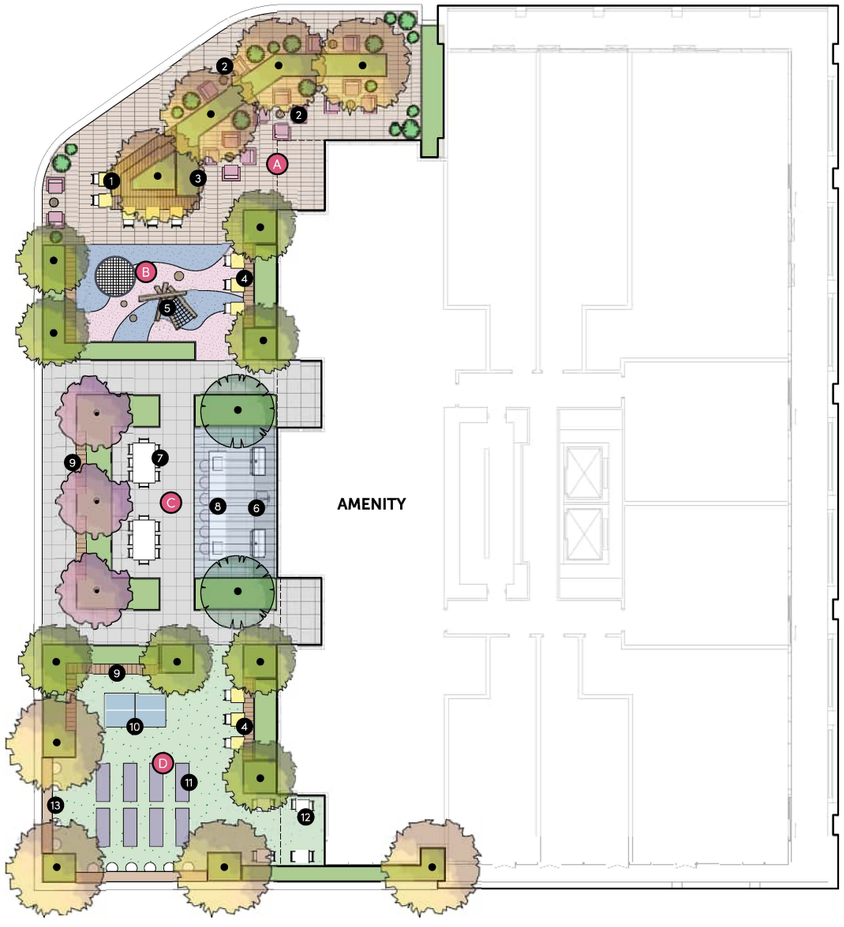






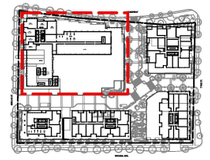


Design Precedent Images



Tower 2 - Level 4 Landscape Plan

Tower 3 - L4



LEGEND

A DAYCARE PLAYGROUND

1. Covered outdoor classroom
2. Feature play equipment
3. Sand play area
4. Nature walk area
5. Bike track
6. Stage and playhut
7. Natural play equipment
8. Playpoles and mound
9. Benches and storage

B SOCIAL AMENITY SPACE

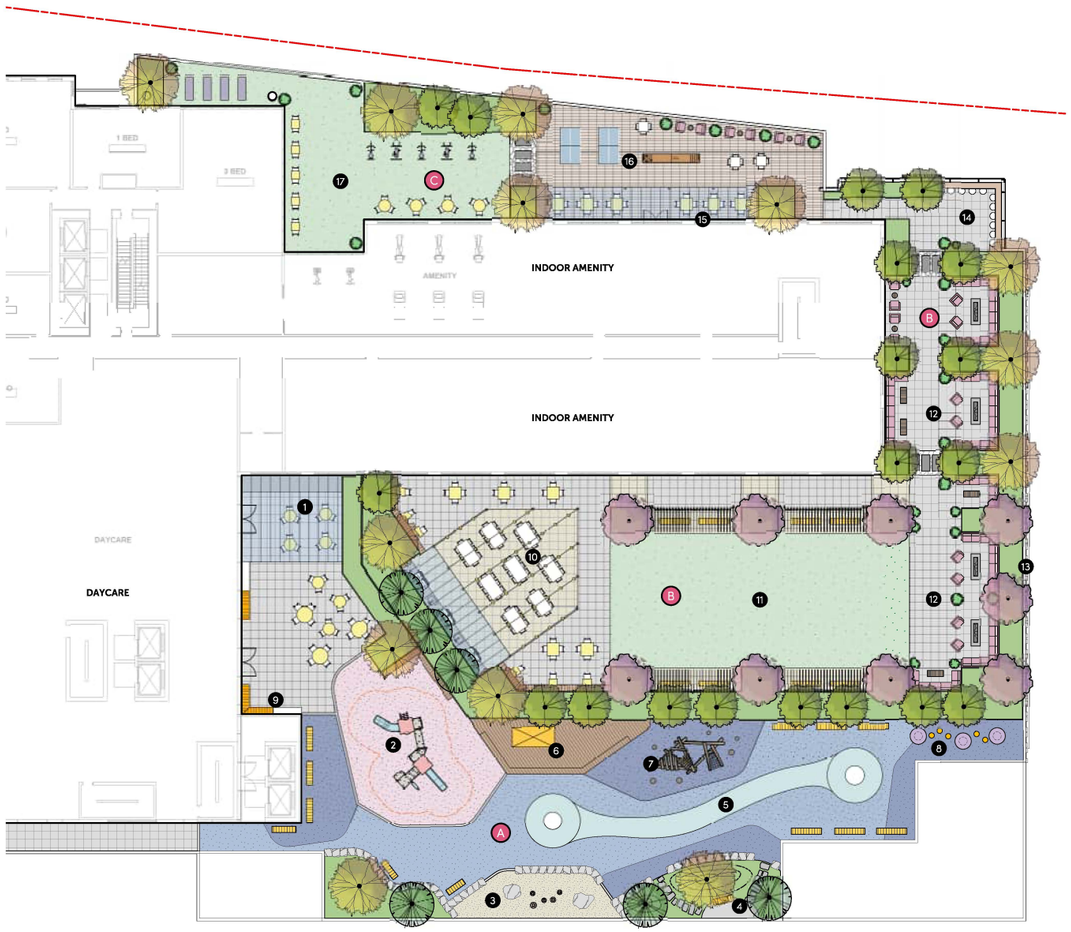
10. Covered outdoor kitchen with BBQ and dining with catenary lighting
11. Flex lawn area with perimeter seating
12. Lounge areas with fire pits and tables
13. Perimeter planter with trees
14. Viewing corner with bar table and stools

C OUTDOOR GYM AMENITY

15. Covered seating area with movable table and chairs
16. Games area (i.e. ping pong tables, shuffleboard table, etc)
17. Turf area for cool down/stretching/ exercise

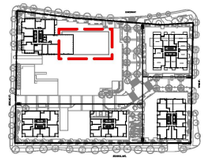


Design Precedent Images



Tower 3 - Level 4 Landscape Plan

Tower 3 - L8



LEGEND

A LOOKOUT BAR

1. Lookout bar with seating

B OUTDOOR SOCIAL AND GAMES AREA

2. Lounge chairs with coffee tables and potted plants
3. Bench seating with tables and chairs
4. Outdoor ping pong table
5. Cornhole game
6. Bench seating integrated with raised metal planter

C KIDS PLAY AREA

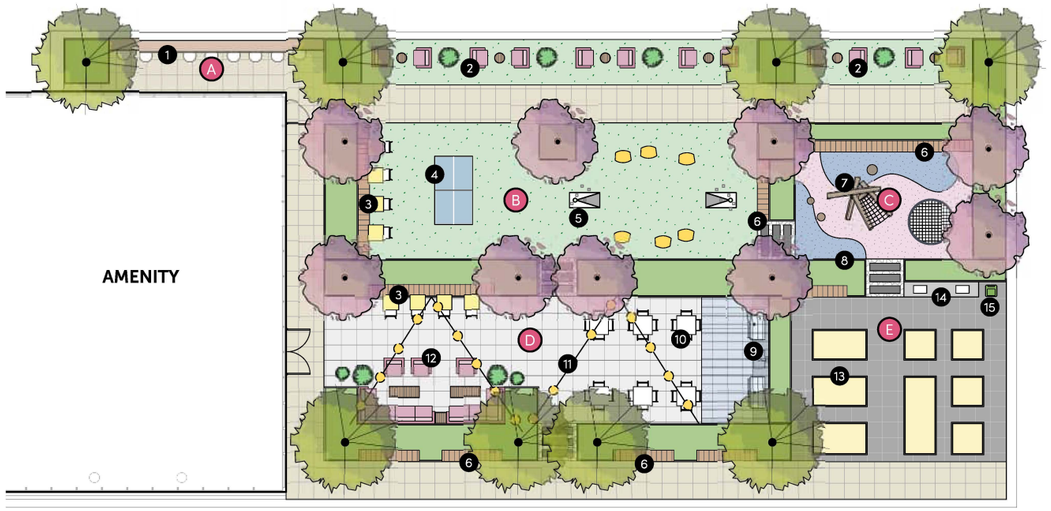
7. Natural kids play structure
8. Raised metal planters (typ.)

D OUTDOOR LOUNGE AND DINING

9. Covered outdoor kitchen with BBQ and sink
10. Movable tables and chairs
11. Catenary lighting
12. Outdoor lounge furniture with potted plants

E URBAN AGRICULTURE

13. Raised urban agriculture plots
14. Potting table
15. Composter

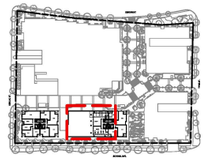


Tower 3 - Level 8 Landscape Plan



Design Precedent Images

Tower 4 - L6



LEGEND

A OUTDOOR SOCIAL AREA

1. Lounge chairs with fire pit, plants, and trellis structure above
2. Raised metal planter with integrated bench seating (typ.)

B OUTDOOR DINING AND SOCIAL

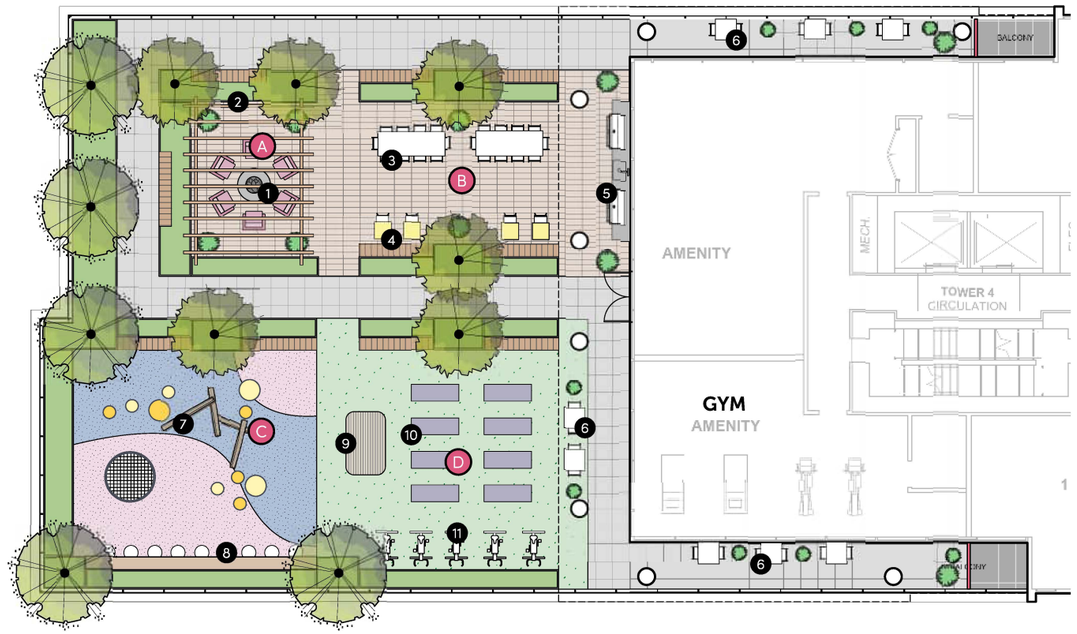
3. Outdoor dining table and chairs
4. Bench seating with tables and chairs
5. Outdoor kitchen with BBQ and sink
6. Movable tables and chairs with potted plants

C KIDS PLAY AREA

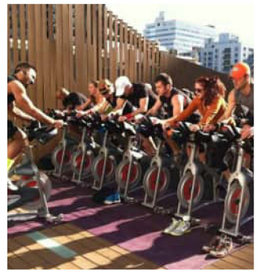
7. Nature-based kids play structure on pip rubber surfacing
8. Lookout bar and chairs

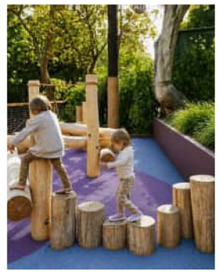
D OUTDOOR FITNESS

9. Wood platform
10. Yoga mats
11. Stationary exercise bikes



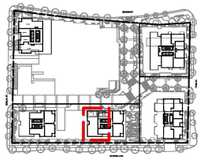
Tower 4 - Level 6 Landscape Plan






Design Precedent Images

Tower 4 - L19



LEGEND

A OUTDOOR SOCIAL AREA

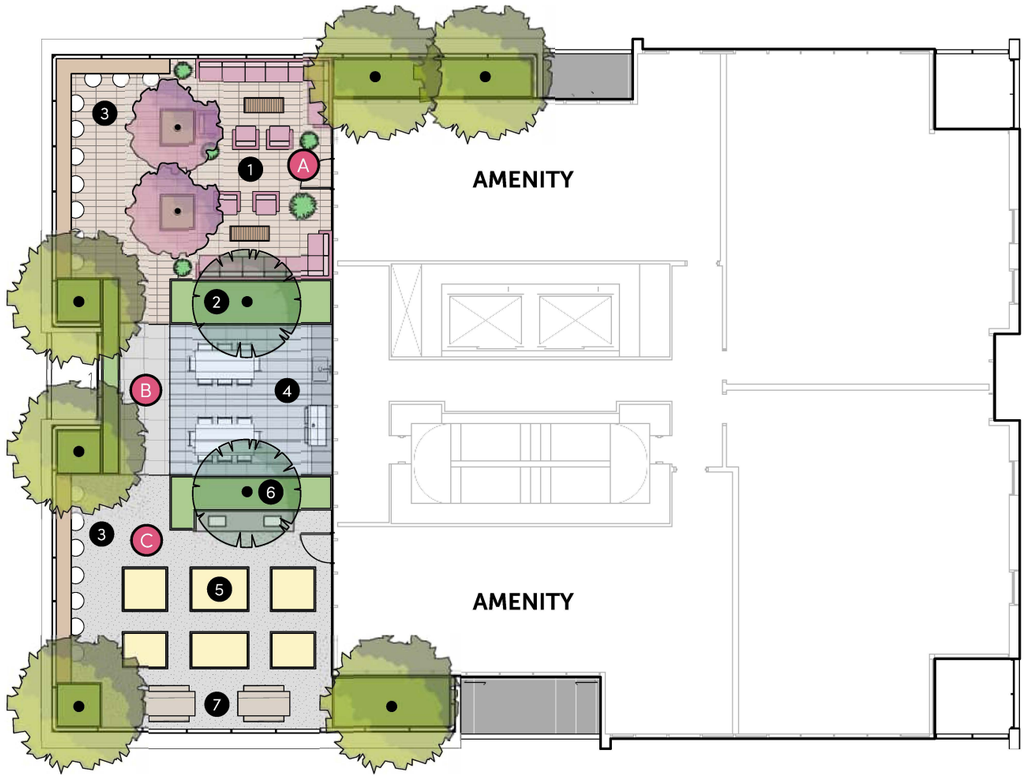
1. Lounge chairs with potted plants
2. Raised metal planter (typ.)
3. Lookout bar with seating

B OUTDOOR DINING AND SOCIAL

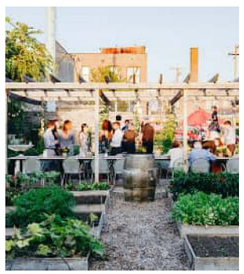
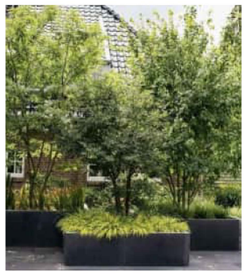
4. Covered outdoor kitchen with BBQ, sink, dining table, and chairs

C URBAN AGRICULTURE

5. Raised urban agriculture beds
6. Potting table
7. Harvest table



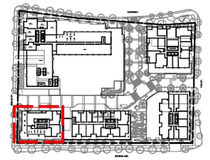
Tower 4 - level 19 landscape plan



Design Precedent Images

Tower 5 - L4



LEGEND

A OUTDOOR SOCIAL AREA

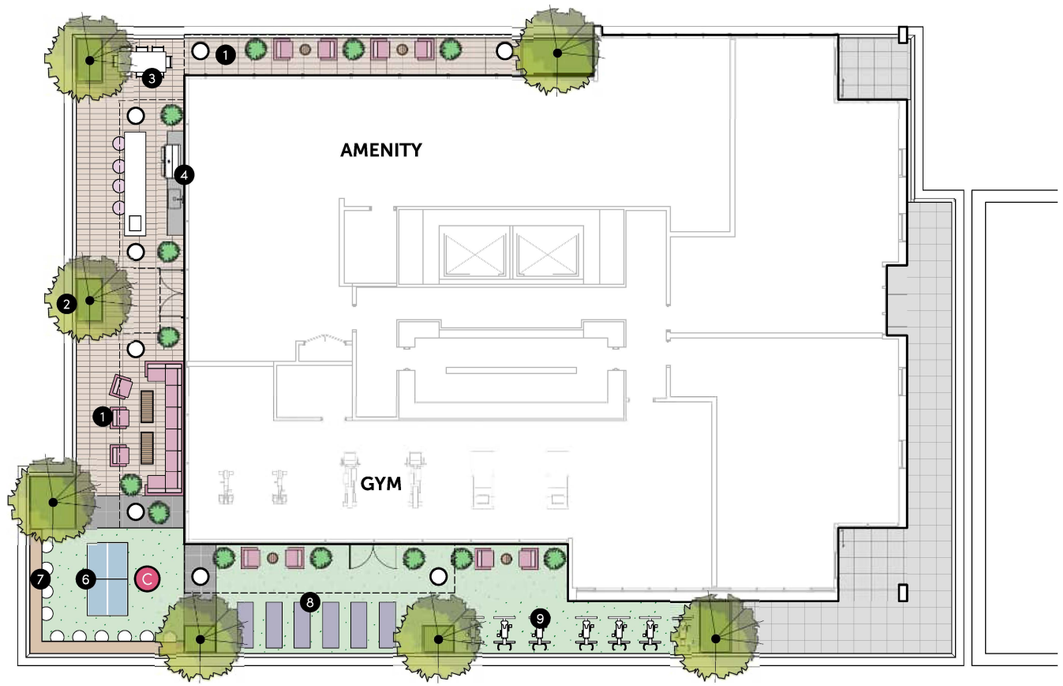
1. Lounge furniture and potted plants
2. Raised metal planter (typ.)
3. Outdoor dining table and chairs
4. Outdoor kitchen with BBQ, sink, and bar table

B OUTDOOR SOCIAL LOUNGE

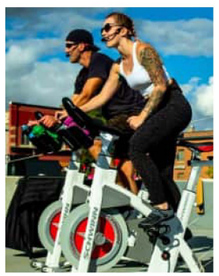
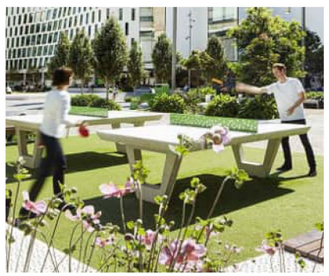
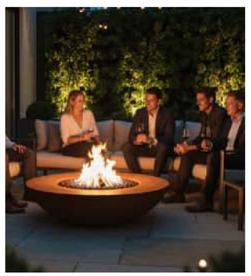
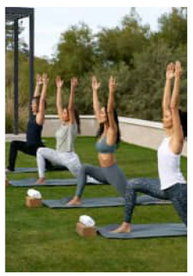
5. Outdoor lounge furniture

C OUTDOOR GAMES AND FITNESS

6. Outdoor ping pong table
7. Lookout bar and chairs
8. Yoga mats
9. Stationary exercise bikes

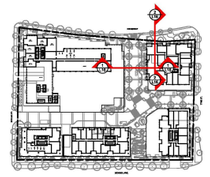


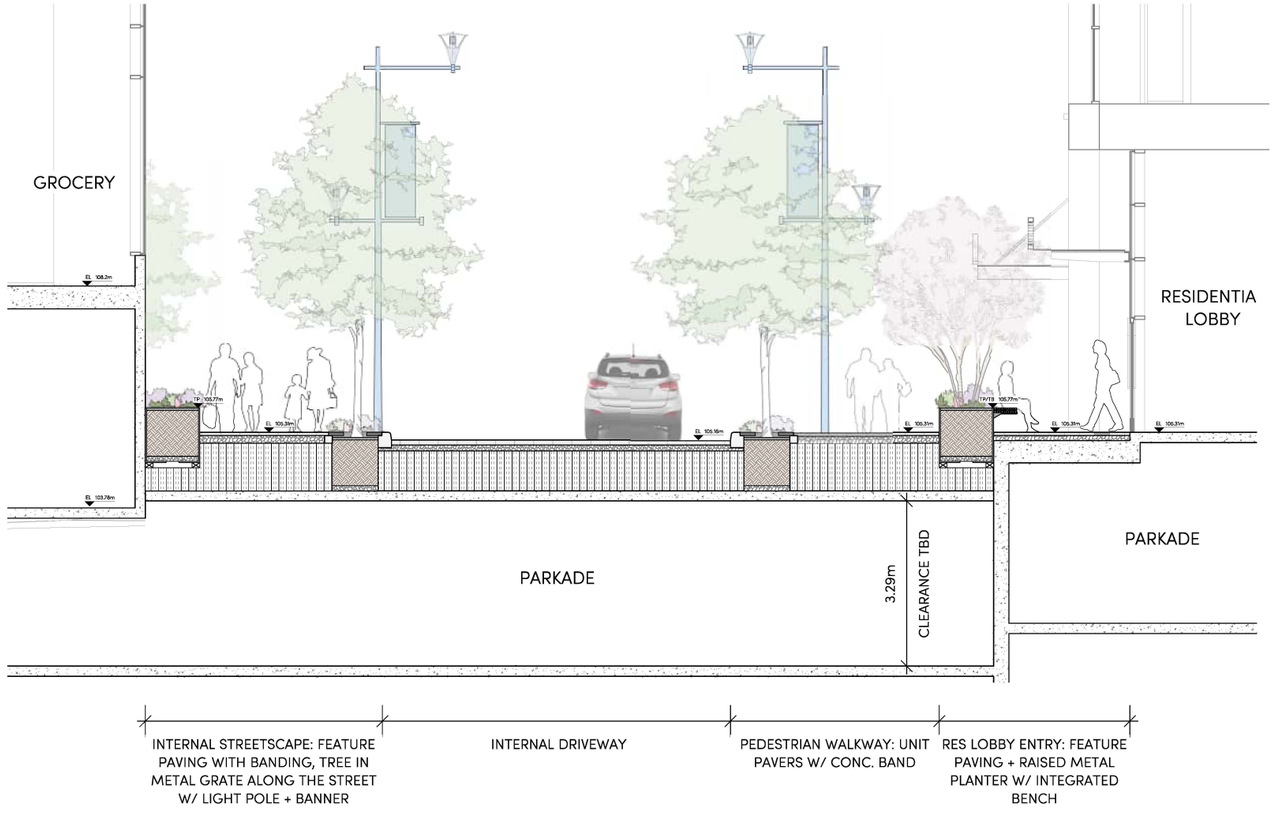
Tower 5 - level 4 landscape plan

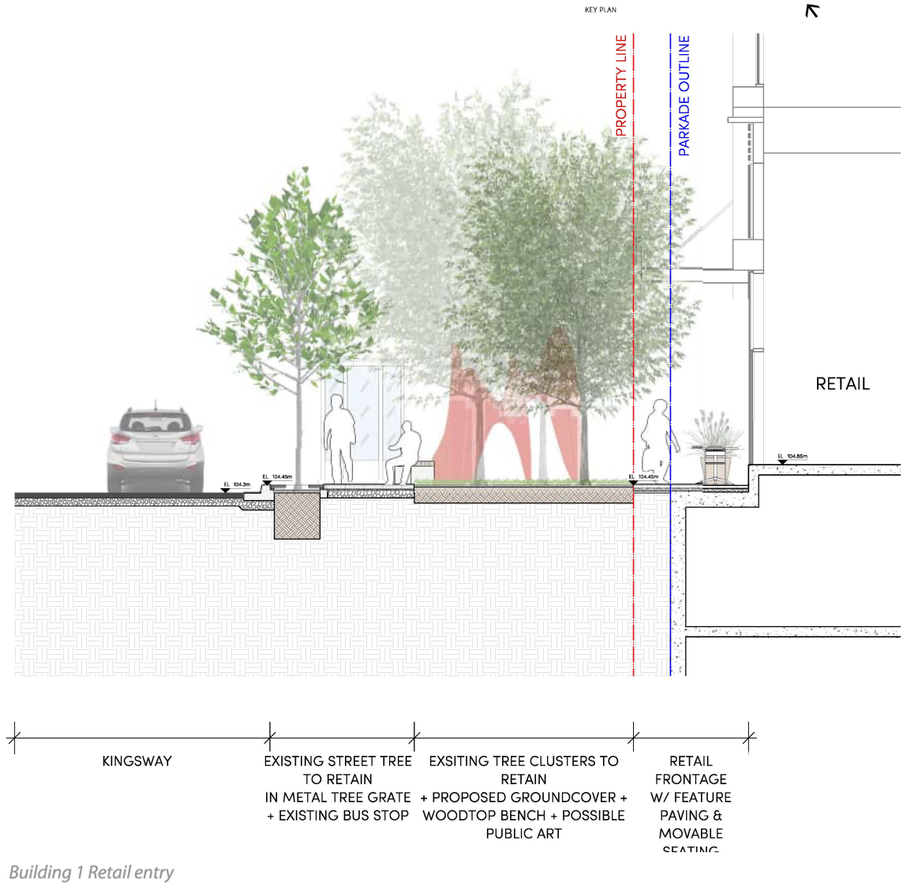
Design Precedent Images

LANDSCAPE SECTIONS

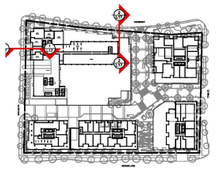


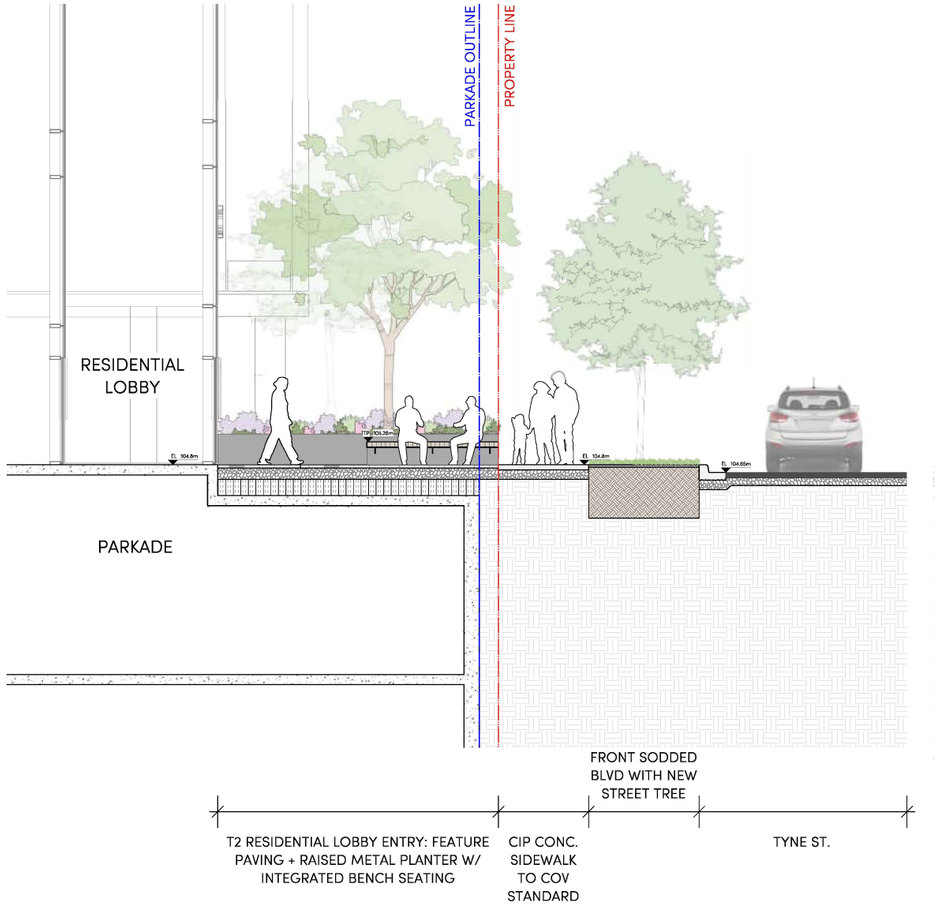


Building 1 lobby entry + internal street scape

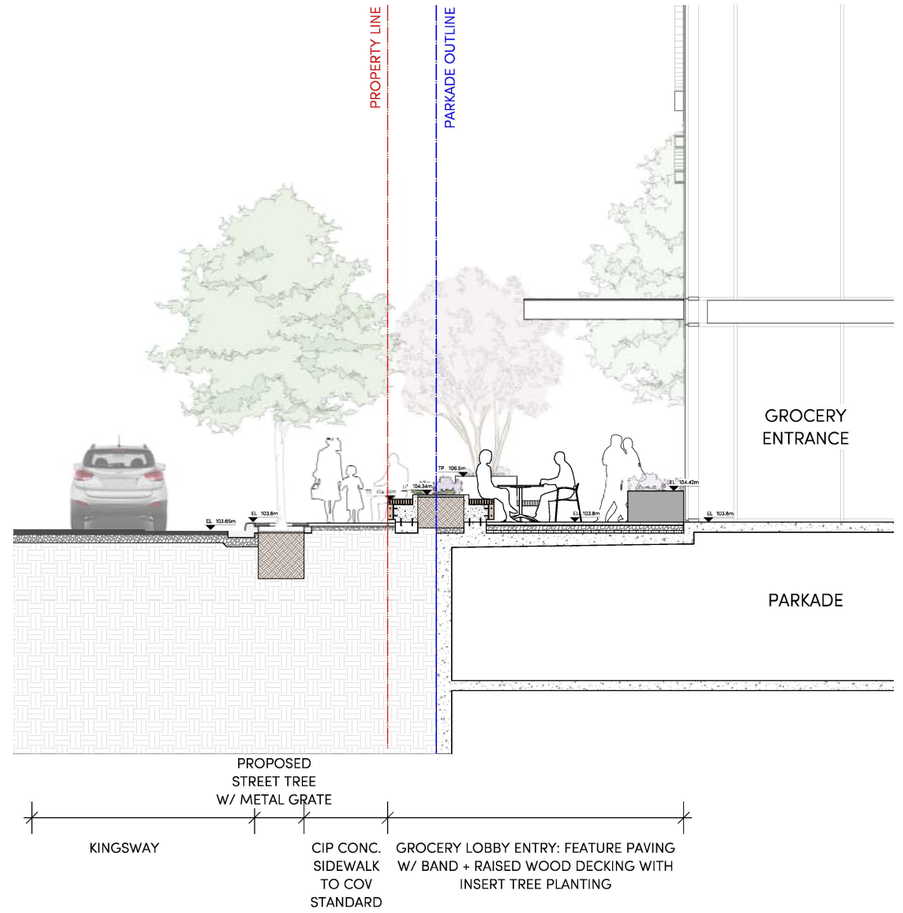


Building 1 Retail entry

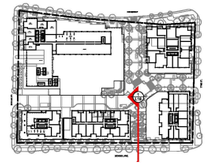


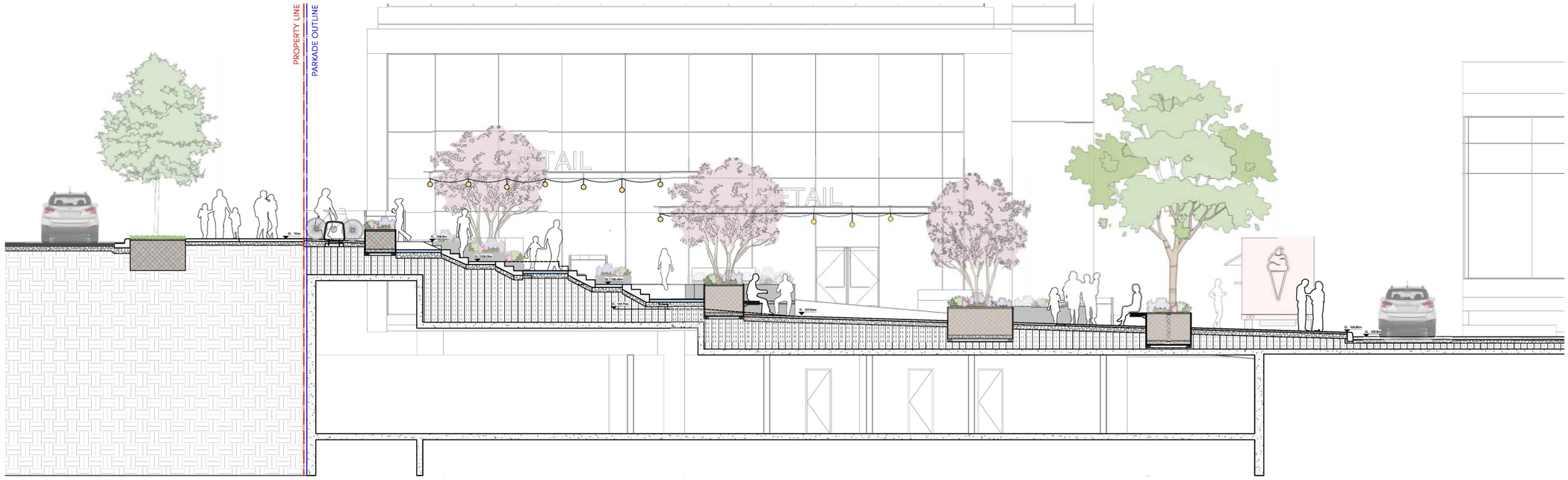


Building 2 retail entry



Building 3 grocery entry





SCHOOL AVE.	SODDED BLVD W/ EXISTING TREE TO RETAIN	CIP CONC. SIDEWALK TO COV STANDARD	GATEWAY PLAZA ENTRY: BIKE RACK + BENCH SEATING + FEATURE	STRAMP W/ INTEGRATED PLANTERS + FLOWERING TREES	GATEWAY PLAZA: FEATURE PAVING + RAISED PLANTERS W/ FLOWERING TREES + VARIOUS SEATING OPTIONS & CATENARY LIGHTING	SOCIL HUB AREA: FEATURE TREE IN RAISED METAL PLANTER W/ INTEGRATED BENCH + POSSIBLE FOOD TRUCK	INTERNAL DRIVEWAY

Gateway plaza between building 2 & building 4

Preliminary Planting Palette

DECIDUOUS TREES



Japanese Maple



Daybreak Yoshino Cherry



Saucer Magnolia



Southern Magnolia



Dawyck Green Beech



Vine Maple

CONIFER TREES



Shore Pine

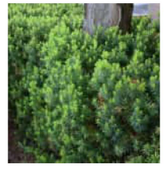
SHRUBS



Ramapo Rhododendron



Sweet Olive



Hick's' Yew



Lady's Mantle



Hino White Azalea



Dwarf Boxwood

PERENNIALS, GRASSES, GROUND COVER



Chinese Astilbe



Siberian Bugloss



Blue Cadet Plantain Lily



Bowles Golden Sedge



Japanese Sedge



Japanese Painted Fern



Orange NZ Sedge



Cushion Spurge



Pepindale Blue Fescue



Japanese Forest Grass



Cat's Meow' Catmint



Creeping Liliturf

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