

August 30, 2024

City of Kelowna | Development Planning 1435 Water Street Kelowna, BC V1Y 1J4

Attention: Ms. Jocelyn Black, Urban Planning Manager, City of Kelowna

### RE: Development Rationale – Rezoning Application 1481, 1491 & 1495 D'Anjou Street, 1230, 1240, 1250, 1260, 1270, 1280, 1290 & 1296 Bernard Avenue, and 1488 Richmond Street

Dear Ms. Black:

Further to our prior correspondence with Development Planning, we herewith submit this development rationale letter, application form and fee, and attachments in support of a Rezoning Application for the above reference properties.

### Introduction

The purpose of the rezoning application is to facilitate the development of two, 6-storey residential rental apartments that are generally consistent with the objectives of the Official Community Plan 2040 ("OCP 2040").

The subject properties are 12 adjacent legal lots between D'Anjou and Richmond Streets on the north side of Bernard Avenue (the "Site"). Bernard Avenue is a major east-west arterial roadway designated as a Transit Supportive Corridor and serviced by, or in immediate proximity to, multiple bus routes (routes 10, 5 and 9). The Site has a combined area of 100,096 square feet (~2.3 acres or 0.93 hectares) and is currently zoned MF1 *Infill Housing*. The Site and immediate neighbourhood are designated as "Core Area Neighbourhood" in OCP 2040 supporting higher densities as properties redevelop.

The Site presently hosts 12 single-family homes. The surrounding properties include singlefamily homes to the north; a mix of single-family and low-rise apartments to the east; a mix of low-rise residential apartments and a church to the south; and single-family homes, duplexes, future mid-rise apartments, the 16-storey Centuria Tower, and convenience commercial to the west. The Site is within 400 metres of Bankhead, Richmond, and Duggan Parks, and only a short walk to Parkinson Recreation Park in the Parkinson Recreation Centre, Lombardy Park, and Martin Park. Based on pre-application discussions and meetings with Development Planning and Engineering, we understand the proposed form of development is supportable. The enclosed submission reflects our discussions with Staff.

### Site Plan

The proposed development will result in the consolidation of the 12 properties to one contiguous lot to construct two, 6-storey wood frame market rental apartment buildings. 361 homes are proposed with off-street vehicle and bicycle parking with a host of amenities to provide much needed rental housing for the community. The property has undergone a detailed analysis of its development and marketing potential, taking into consideration current market conditions and trends in Kelowna. As well, the development proposal has been influenced by the preliminary discussions with Planning and Engineering staff.

The development consists of two buildings oriented towards Bernard Avenue and wrapping the corners of both D'Anjou Street and Richmond Street. The main entrances to the buildings will be located on D'Anjou Street and Richmond Street, respectively, to mitigate traffic impacts on Bernard Avenue associated with parcel and food deliveries to the Site. The proposal contemplates that the City will allow for an on-street loading stall on both D'Anjou Street and Richmond Street near the lobby entrances for this purpose. Six covered short-term bicycle stalls are proposed at each lobby entrance, along with secure parcel delivery rooms. A central landscaped plaza with a new transit shelter provides a visual separation between the buildings on Bernard Avenue and a convenient secondary access point to each building for transit users, cyclists and pet owners. Six additional short-term bicycle stalls are proposed at each secondary entrance, as well as a conveniently located and centralized bike/pet wash and bike repair station.

On D'Anjou Street, the building has a 16.5m setback from the adjacent property to the north versus the 4.5m required in the Zoning Bylaw. Driveway access to the parkade is provided in this area so that the driveway is well set back from Bernard Avenue, and D'Anjou Street has less traffic than both Bernard Avenue and Richmond Street. Setting the building back allows for two car-share surface parking stalls outside the secure parkade, as well as vertical clearance for onsite garbage & recycling pickup. A screened and fenced garbage staging area is provided on the north side of the driveway. On days when garbage/recycling is collected, a support vehicle will pull the bins from the centrally located garbage room within the parkade to the staging area, then return the bins once collection is complete.

### Building Massing, Landscaping and Engineering

The building massing responds to the existing street edges to provide a vibrant pedestrian interface with gates, raised patios and front doors facing the boulevards on Bernard Avenue, D'Anjou Street and Richmond Street. The raised patios allow for contiguous soil beneath to provide the soil volume necessary to support a healthy urban tree canopy. Small and medium-sized trees are used in the front and flanking yards adjacent to the boulevards rather than large trees to minimize competition with the boulevard trees. Large trees are proposed to be planted in the rear yard setback; however, an existing sanitary main in this area will prevent installation until such a time as it is decommissioned in accordance with the City's engineering plans for this

area. As discussed in the pre-application process, the applicant intends to provide security for the trees shown within the sanitary SRW so that adequate funds are available to plant the trees once the sanitary line is removed.

Orienting the buildings towards the street edges not only provides an attractive relationship between the public and private realm at street level, but also separates the massing from the neighbouring properties to the north. A north-facing courtyard at the second-floor level and a rooftop deck provide shared outdoor amenity spaces for residents of the building to enjoy.

At ground level, the street-fronting face of the building is set back a minimum of 2m from the property line (typically 2.5m), with building articulation to 4.3m. Levels 2 to 6 are set back a minimum of 3m from the property line (not including balcony projections) with similar articulation of the façade. Rather than stepping back the building face 3m per the Zoning Bylaw which has negative structural and building envelope/energy efficiency implications, Integra Architecture will use articulating facades and roof elements, as well as variations in projections, materials, and colours to create the desired aesthetic. This variance request will be expounded at the time of DP application.

A ~2m road dedication on Bernard Avenue and a ~1m road dedication on Richmond Street are provided further to City Engineering requirements to allow for the future expansion of those roads and boulevards. An existing FortisBC pad mount transformer servicing neighbouring homes in the community will be relocated from the corner of Bernard Avenue and D'Anjou Street to the northwest corner of the Site to accommodate 5m corner cuts at both Bernard Avenue & D'Anjou Street and Bernard Avenue & Richmond Street as requested by Engineering. A stormwater retention tank is proposed in the parking garage to manage post-development flows into the municipal stormwater sewer system.

### Unit Mix

The building will provide 361 apartments consisting of 122 studios (33.8%), 113 one-bedroom / one-bedroom plus flex (31.3%), 92 two-bedroom / two-bedroom plus flex (25.5%), and 34 three-bedroom (9.4%) homes. Units are sized to balance livability and attainability, with certain units featuring flex spaces to provide 'work from home' opportunities. The unit mix will be further expounded at the time of DP application.

### Amenities

All units and floors will be accessible via elevators from the main entrances and the parking garage. Each building will feature a furnished lobby with six adjacent visitor bicycle stalls, secure parcel delivery rooms, and Canada Post compliant mailboxes.

Between the buildings, a central green plaza and a new transit shelter are proposed. Secondary entrances to the building from the central plaza feature six visitor bicycle stalls as well as a conveniently centralized pet/bike wash room and bike repair station. Two large amenity areas planned as co-working spaces overlook the central plaza. Other amenities such as a workshop and leasing/caretaker office are proposed for the efficient management of the building longterm. Level 2 of the building includes a shared social amenity lounge with kitchen, dining & entertainment facilities, a fitness facility with universal washroom, and an outdoor courtyard area to foster a sense of community. In addition, a rooftop deck will improve livability and foster social interaction, providing all residents the opportunity to enjoy views and access to sunlight in a spacious outdoor environment.

All units will feature private outdoor spaces to promote occupant health and comfort.

### Active Transportation

The Site's location on Bernard Avenue, which is only a short walk from Gordon Drive, (both wellestablished Transit Supportive Corridors), provides opportunity for active transportation. To promote active transportation, the building will feature bike parking in accordance with the City's Bonus Long Term Residential standards, including:

- Wall-mounted racks located behind regular parking stalls: 90 bike parking stalls;
- Ground-anchored racks in secure bike parking rooms: 78 bike parking stalls;
- Secure single bike lockers (1.8m x 0.6m): 21 bike parking stalls;
- Secure double bike lockers (1.8m x 1.2m): 312 bike parking stalls.

The parking garage will feature a centralized bike/pet wash and bike repair room equipped with tools, a commercial grade pump, and access to water. To support frequent transit, a new bus stop and shelter is proposed mid-block on the Bernard Avenue frontage. Terms of Reference for a Traffic Impact Assessment ("TIA") were provided by City Engineering on August 12, 2024, and Bunt & Associates has since been commissioned to prepare the TIA and Parking Study which will form part of the DP application.

### Parking

The main access point to the Site will be an all turns movement driveway to and from D'Anjou Street at the northwest corner of the property, located away from the intersection of Bernard Avenue. Locating the access on a side street eliminates eight existing driveway connections onto the Bernard Avenue Transit Supportive Corridor. The development will provide adequate off-street resident and visitor vehicle parking to meet the anticipated demand for the project. A total of 361 parking stalls are proposed to service the 361 homes (1:1 ratio of parking stalls to units). This number represents a three-stall reduction to the 364 stalls required in the Zoning Bylaw. Of note:

- Two large co-working spaces are proposed, and OCP 2040 Policy 5.19.1 encourages parking requirement relaxations where co-working space contributes to lower rates of vehicle ownership;
- The Zoning Bylaw contemplates reduced residential parking rates for sites on Transit Supportive Corridors, a corresponding reduction in the visitor parking requirements is not contemplated. It is anticipated that visitors to the development will also use public transit.

Two off-street car share stalls, accessible to the public, are proposed outside the entrance to the parking garage. Modo has confirmed they would enter an agreement to provide two car-share

stalls to the Site. Electric vehicle charging infrastructure will be provided to the car share stalls and certain residential stalls in the parkade in accordance with Zoning Bylaw requirements.

### Site Use & Density Summary

- Two 6-storey residential rental buildings are proposed in alignment with the OCP.
- The proposed Floor Area Ratio of 2.35 is consistent with a 6-storey built form and prescribed within the MF3r zone via the Public Amenity & Streetscape and Rental Housing Bonuses. This aligns with the objective of providing higher density development along Transit Supportive Corridors.
- The site coverage of all buildings has been reduced from 74% at the time of our preapplication to 66.96% in response to feedback received from staff – a small variance to the required 65%.
- The site coverage of all buildings, structures, and impermeable surfaces is 78.33% versus the 85% permitted in the Zoning Bylaw.

### Site and Building Design

The following items highlight the design elements of this proposal:

Siting:

- The building design meets the minimum setback requirements relative to the site depth and other constraints (i.e., sanitary sewer).
- The entry lobbies are clearly visible from the fronting streets in accordance with CPTED principles to facilitate building access, safety, and a sense of place.

Urban Interface:

- The building massing provides a strong presence with primary building facades oriented towards all street frontages. The introduction of a central courtyard gathering space provides a visual break along the Bernard Avenue frontage.
- Ground level homes elevated above the sidewalk will provide "eyes on the street" to the Bernard Avenue, D'Anjou Street, and Richmond Street frontages.

Height:

• The buildings are 6-storeys in height consistent with Policy 5.2.1 & 5.2.2 of OCP 2040 which discourage underdevelopment of properties along Transit Supportive Corridors.

Architecture:

- Award-winning architect, Integra Architecture, has been engaged to design the development. The specifics of the design and building performance features will form part of the Development Permit application.
- The buildings provide universal accessibility to and throughout the development.

Landscape & Sustainable Infrastructure:

- Van Der Zalm & Associates Landscape Architecture ("VDZA") has been engaged to design the landscaping for the project. Their designs will be submitted as part of the Development Permit application.
- Appropriate native and drought-resistant vegetation, trees, and plants will be introduced to the site through the proposed redevelopment. Stormwater will be managed through the planting medium throughout the development and complemented by a stormwater detention tank located in the parking garage.
- Trees have been placed to accent the urban edge, provide privacy to neighbours, and expand the City's urban tree canopy coverage while complementing the building design. Zoning Bylaw requirements in respect of the number of trees and soil volumes are met in the current design. An existing sanitary sewer line limits the landscaping that can be planted along the north boundary, and as such, security will be provided to the City for future planting once the sewer line is decommissioned.
- A courtyard on level 2 and a rooftop amenity are provided to encourage social interaction. The programming of these spaces will form part of the DP submission.

In closing, we are confident this proposal is consistent with the objectives of the Official Community Plan and will complement the neighbourhood and support the City's growth. The high-quality building design and massing will improve the urban environment along this key transportation corridor, while providing much-needed rental housing to the City of Kelowna.

We trust that you will find this submission satisfactory, and we look forward to working with you to advance this submission through the approval process.

Please contact us should you require additional information or would like to meet to discuss the particulars of the application.

Respectfully submitted, Denciti Development Corp. acting on behalf of Denciti Bernard LP

Simon Bodlack Director, Development

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Guadalupe Font Senior Development Manager

Copies: Steve Watt; Integra Architecture Kim McNamee; VDZA



# **Bernard Assembly Issue 1.0 - REZONING**

**CIVIC ADDRESSES:** 1481, 1491 & 1495 D'ANJOU STREET, KELOWNA, BC 1230, 1240, 1250, 1260, 1270, 1280, 1290 & 1296 BERNARD AVENUE, KELOWNA, BC 1488 RICHMOND STREET, KELOWNA, BC

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A-0.100	Data
A-0.200	Zoning OCP
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A-2.100	Level 1 Floor Plan
A-2.200	Level 2 Floor Plan
A-2.300	Level 3-5 Floor Plan
A-2.400	Level 6 Floor Plan
A-2.500	Roof Plan
A-2.600	Level P1 Parking Plan
A-2.700	Site/ Landscape Plan

## **CONTACT LIST**

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SURVEYOR	Vector Geomatics 111-810 Clement Ave Kelowna, BC, V1Y 0J7	Tyler Fox	250.868.0172	tyl
GEOTECHNICAL	Geopacific Consultants Ltd. 1340 St. Paul Street Kelowna, BC, V1S 1A7	Roberto Avendano	604.439.0922	av



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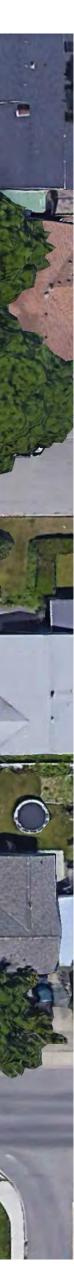
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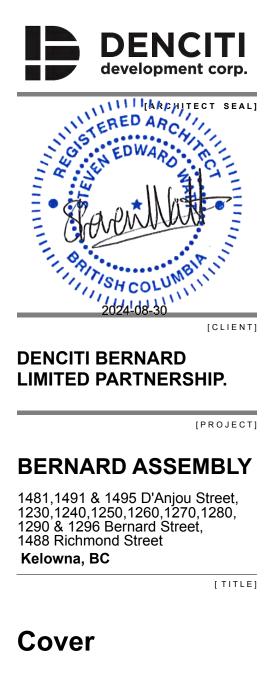
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Starking Side Yatid (Richmond St):         2.0 m         2.0 m         (Ground Oriented)           Starking Side Yatid (Richmond St):         3.0 m         3.0 m         (Non Ground Oriented)           Starking Side Yatid (Richmond St):         4.5 m         4.5 m         (Non Ground Oriented)           Star Yatid (Noth @ Drahpu St):         4.5 m         5.0 m         Star Yatid (Noth @ Drahpu St):         3.0 m           Star Yatid (Noth @ Drahpu St):         3.0 m         3.0 m         Star Yatid (Noth @ Drahpu St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         3.0 m         Star Yatid (Noth @ Drahpu St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         3.0 m         Star Yatid (Noth @ Richmond St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         3.0 m         Star Yatid (Noth @ Richmond St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         3.0 m         Star Yatid (Noth @ Richmond St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         3.0 m         Star Yatid (Noth @ Richmond St):         3.0 m           Star Yatid (Noth @ Richmond St):         3.0 m         100.05.5 SF         9.290.18 m <sup>4</sup> Star Yatid (Noth @ Richmond Star Yat	Flanking Side Yard (D' Anjou St):						
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New Yad (kohn (b) Bennard):         4.5 m         4.5 m           War Yad (kohn (b) Richnond S):         4.5 m         5.0 m           New Yad (kohn (b) Richnond S):         3.0 m         6.0 m           Side Yad (kohn (b) Richnond S):         3.0 m         3.0 m           SSUE:         Rezoning           SSUE:         Rezoning           SSUE:         2024 08-28           STE AREA	Flanking Side Yard (Richmond St):						
View Y and Nothin © DYAnjuu SYI:         4.5 m         5.0 m           Site Y and Nothin © DYAnjuu SYI:         3.0 m         5.0 m           Site Y and Nothin © DYAnjuu SYI:         3.0 m         5.0 m           Site Y and Nothin © DYAnjuu SYI:         3.0 m         5.0 m           SSUE:         Rezoning         2.0 m         3.0 m           SSUE:         2024-08-28         2024-08-28         2024-08-28           STEE AREA         2.208 Across         100,095.5 SF         8.209.18 m <sup>2</sup> Total Gross Sto Area         2.208 Across         100,095.5 SF         8.209.18 m <sup>2</sup> Total Gross Sto Area         2.208 Across         100,095.5 SF         TBC         457.14 m <sup>2</sup> Steffer Area         0.113 Acres         4.920.6 SF         TBC         457.14 m <sup>2</sup> Steffer Area         0.212 Acres         49.247 SF         TBC         44.92 m <sup>2</sup> Steffer Area (Developable Arma)         0.212 Acres         85,930.3 SF         TBC         7,983.16 m <sup>2</sup> Steffer Area (Developable Arma)         0.262 Acres         85,930.3 SF         TBC         7,983.16 m <sup>2</sup> Steffer Area (Developable Arma)         0.826 Acres         2,502.39 SF         TBC         7,983.16 m <sup>2</sup> Steffer Area (Developable A				(No	on Ground Oriented)		
View Y wing Richmond Sty:         4.5 m         5.0 m           Style Yand (Gale QD Napu):         3.0 m         3.0 m           SSUE:         Rezoning           SSUE:         2024-08-28   STE AREA STE AREA Store State Yand (West @ Richmond St):         3.0 m           Old Close State Area         2.298 Acres         9.299.18 m²           Old Close State Area         2.298 Acres         9.299.18 m²           Old Close State Area         2.298 Acres         9.290.18 m²           Ster Area         2.298 Acres         9.290.18 m²           Old Close State Area         0.011 Acres         4.920.6 SF         TBC         449.2 m²           Ster Area (Sevelope Bernard Area         0.011 Acres         4.920.6 SF         TBC         44.92 m²           Ster Area (Developable Area)         1.982 Acres         85.930.3 SF         TBC         44.92 m²           Ster Area (Developable Area)         1.982 Acres         85.930.3 SF         TBC         7.983.18 m²           Ster Area (Developable Area)         1.982 Acres         85.930.3 SF         TBC         7.983.18 m²           Ster Area (Developable Area)         1.982 Acres         85.930.3 SF         TBC         7.983.18 m²           Ster Area (Developable Area)         1.982 Acres         2.50.23.8 SF							
side Vard (Vest @ Richmond SI; 3.0 m 3.0 m SSUE: Rechmond SI; SSUE: Rechmond SI; SSUE: 2024-08-28 STEAREA TOTAL STORE A RADE TOTAL STORE A RADE TOTAL STORE A RADE TOTAL STORE A RADE STEAREA TOTAL STORE A RADE STEAREA STEAREA TOTAL STORE A RADE STEAREA ST							
side Vari (Wast @ Richmond St):         3.0 m         3.0 m           SSUE:::::::::::::::::::::::::::::::::::							
OPE         202408.28           STEE REE           STEE R	Side Yard (West @ Richmond St):						
OPE         202408.28           STEE REE           STEE R	ISSUE:	Rezoning					
Ordal Site Area         2.298 Acres         100,095.5 SF         9.299.18 m²           Total Gross Site Area         2.298 Acres         100,095.5 SF         9.299.18 m²           T6C by Survey	DATE:	-					
Ordal Site Area         2.298 Acres         100,095.5 SF         9.299.18 m²           Total Gross Site Area         2.298 Acres         100,095.5 SF         9.299.18 m²           T6C by Survey	SITE AREA						
total Gross Site Area         2.98 Acres         100,095.5 SF         9,299.18 m <sup>2</sup> TBC by Survey	Total Site Area						
TBC by Sarvey           Dedications           TBC by Sarvey           Colspan="2">Colspan="2"           Colspan="2">Colspan="2"           Colspan="2"	Total Gross Site Area	2.298 Acres		100,095.5 SF		9,299.18 m <sup>2</sup>	
Jamma Ave         0.113 Acres         4.920.6 SF         TBC         457.14 m <sup>2</sup> 2.0m Dedication, 5m x 5m comer cut at D'Anjou & Richmond, SROW for 10m x 2.75m bus stop)         843.5 SF         TBC         44.92 m <sup>2</sup> Nom Dedication, 5m x 5m comer cut at D'Anjou & Richmond, SROW for 10m x 2.75m bus stop)         843.5 SF         TBC         44.92 m <sup>2</sup> Nom Dedication)         0.011 Acres         483.5 SF         TBC         44.92 m <sup>2</sup> Nom Dedication)         0.212 Acres         9.244.7 SF         TBC         858.86 m <sup>2</sup> Now Ole value y + Telus)         0.212 Acres         85.930.3 SF         TBC         7,983.18 m <sup>2</sup> FLOOR AREA RATIO (FAR)         7,983.18 m <sup>2</sup> 7,983.18 m <sup>2</sup> 7,983.18 m <sup>2</sup> Aaximum FAR         1.80         180,172.0 SF         16,738.5 m <sup>2</sup> Oublic Amenity & Streetscape Bonus         0.25         25,023.9 SF         2,324.8 m <sup>2</sup> Value Affordable Housing Bonus         0.30         30,028.7 SF         2,789.8 m <sup>2</sup> Aaximum Total Floor Area         2.35         235,025.23 SF         21,837.4 m <sup>2</sup> Proposed Floor Area         2.35         235,056.23 SF         21,837.4 m <sup>2</sup> Droposed Floor Area         2.35         235,056.23 SF         21,837.4 m <sup>2</sup> <td>* TBC by Survey</td> <td></td> <td></td> <td></td> <td></td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td></td>	* TBC by Survey					· · · · · · · · · · · · · · · · · · ·	
Advisor         Server cut at D'Anjou & Richmond, SROW for 10m x 2.75m bus stop)           Richmond Street         0.011 Acres         483.5 SF         TBC         44.92 m <sup>2</sup> 1.0m Dedication)	Dedications						
Richmond Street         0.011 Acres         483.5 SF         TBC         44.92 m <sup>2</sup> 1.0m Dedication)         0.212 Acres         9,244.7 SF         TBC         858.86 m <sup>2</sup> SROW (Sanitary + Telus)         0.212 Acres         9,244.7 SF         TBC         858.86 m <sup>2</sup> Ide Site Area (Developable Area)         1.962 Acres         85,930.3 SF         TBC         7,983.18 m <sup>2</sup> FLOOR AREA RATIO (FAR)           Jase Density         1.80         180,172.0 SF         16,738.5 m <sup>2</sup> 2.324.8 m <sup>2</sup> Vublic Amenity & Streetscape Bonus         0.25         25,023.9 SF         2.324.8 m <sup>2</sup> Aaximum Total Floor Area         2.35         235,224.5 SF         21,853.1 m <sup>2</sup> Proposed Flor	Bernard Ave	0.113 Acres		4,920.6 SF	ТВС	457.14 m <sup>2</sup>	
1.0m Dedication)         SROW (Sanitary + Telus)       0.212 Acres       9,244.7 SF       TBC       858.86 m <sup>3</sup> Jet Site Area (Developable Area)       1.962 Acres       85.930.3 SF       TBC       7,983.18 m <sup>2</sup> CLOCR AREA RATIO (FAR)	(2.0m Dedication, 5m x 5m corner	cut at D'Anjou & Richmond, SROW fo	or 10m x 2.75m bus stop)				
SROW (Sanitary + Telus)         0.212 Acres         9,244.7 SF         TBC         858.86 m <sup>2</sup> Itel Site Area (Developable Area)         1.962 Acres         85,930.3 SF         TBC         7,983.18 m <sup>2</sup> Itel Site Area (Developable Area)         1.962 Acres         85,930.3 SF         TBC         7,983.18 m <sup>2</sup> Itel Site Area (Developable Area)         1.962 Acres         85,930.3 SF         TBC         7,983.18 m <sup>2</sup> Itel Site Area (Developable Area)         1.962 Acres         85,930.3 SF         TBC         7,983.18 m <sup>2</sup> Itel Site Area (Developable Area)         1.80         180,172.0 SF         16,738.5 m <sup>2</sup> 16,738.5 m <sup>2</sup> Sase Density         1.80         180,172.0 SF         16,738.5 m <sup>2</sup> 2,324.8 m <sup>2</sup> Sase Density Streetscape Bonus         0.25         25,023.9 SF         2,324.8 m <sup>2</sup> Sental or Affordable Housing Bonus         0.30         30,028.7 SF         2,789.8 m <sup>2</sup> Aaximum Total Floor Area         2.35         235,224.5 SF         21,853.1 m <sup>2</sup> Proposed FAR         Itel Area         235,056.23 SF         21,837.4 m <sup>2</sup> Based on gross site area         Itel Site Area         Itel Site Area           BUILDING HEIGHT         Allowed         Proposed  <	Richmond Street	0.011 Acres		483.5 SF	TBC	44.92 m <sup>2</sup>	
Let Site Area (Developable Area)       1.962 Acres       85,930.3 SF       TBC       7,983.18 m <sup>2</sup> FLOOR AREA RATIO (FAR)       ////////////////////////////////////	(1.0m Dedication)					2	
FLOOR AREA RATIO (FAR)         Maximum FAR         Base Density       1.80       180,172.0       SF       16,738.5 m <sup>2</sup> Public Amenity & Streetscape Bonus       0.25       25,023.9       SF       2,324.8 m <sup>2</sup> Rental or Affordable Housing Bonus       0.30       30,028.7       SF       2,789.8 m <sup>2</sup> Atximum Total Floor Area       2.35       235,224.5       SF       21,853.1 m <sup>2</sup> Proposed FAR	SROW (Sanitary + Telus)						
Maximum FAR         Base Density       1.80       180,172.0       SF       16,738.5 m <sup>2</sup> Public Amenity & Streetscape Bonus       0.25       25,023.9       SF       2,324.8 m <sup>2</sup> Rental or Affordable Housing Bonus       0.30       30,028.7       SF       2,789.8 m <sup>2</sup> Alaximum Total Floor Area       2.35       235,224.5       SF       21,853.1 m <sup>2</sup> Proposed FAR       Proposed Floor Area       2.35       235,056.23       SF       21,837.4 m <sup>2</sup> BUILDING HEIGHT       Allowed       Proposed       Proposed       Proposed		) 1.962 Acres		85,930.3 SF	TBC	7,983.18 m <sup>2</sup>	
Base Density         1.80         180,172.0         SF         16,738.5 m²           Public Amenity & Streetscape Bonus         0.25         25,023.9         SF         2,324.8 m²           Rental or Affordable Housing Bonus         0.30         30,028.7         SF         2,789.8 m²           Aaximum Total Floor Area         2.35         235,224.5         SF         21,853.1 m²           Proposed FAR         Proposed Floor Area         2.35         235,056.23         SF         21,837.4 m²           BuilLDING HEIGHT         Allowed         Proposed         Proposed         Proposed	FLOOR AREA RATIO (FAR)						
Public Amenity & Streetscape Bonus0.2525,023.9SF2,324.8 m²Rental or Affordable Housing Bonus0.3030,028.7SF2,789.8 m²Maximum Total Floor Area2.35235,224.5SF21,853.1 m²Proposed FARProposed Floor Area2.35235,056.23SF21,837.4 m²based on gross site areaBUILDING HEIGHTAllowedProposed							
Rental or Affordable Housing Bonus     0.30     30,028.7     SF     2,789.8 m²       Maximum Total Floor Area     2.35     235,224.5     SF     21,853.1 m²       Proposed FAR       Proposed Floor Area     2.35     235,056.23     SF     21,837.4 m²       BuilLDING HEIGHT     Allowed     Proposed	Base Density						
Maximum Total Floor Area     2.35     235,224.5     SF     21,853.1 m <sup>2</sup> Proposed FAR       Proposed Floor Area     2.35     235,056.23     SF     21,837.4 m <sup>2</sup> Proposed Floor Area     2.35     235,056.23     SF     21,837.4 m <sup>2</sup> BUILDING HEIGHT     Allowed     Proposed							
Proposed FAR Proposed Floor Area 2.35 235,056.23 SF 21,837.4 m <sup>2</sup> based on gross site area BUILDING HEIGHT Allowed Proposed							
Proposed Floor Area     2.35     235,056.23     SF     21,837.4     m <sup>2</sup> based on gross site area     BUILDING HEIGHT     Allowed     Proposed		2.35		235,224.5 SI	·	21,853.1 m <sup>2</sup>	
based on gross site area BUILDING HEIGHT Allowed Proposed	Proposed FAR				_		
BUILDING HEIGHT Allowed Proposed	Proposed Floor Area * based on gross site area	2.35		235,056.23 SI		21,837.4 <b>m</b> <sup>2</sup>	
	BUILDING HEIGHT		(6 Storevs)		· ·	(6 Storeys)	
			(0 0101030)			(0.00030)	
	Floor Areas	Gross Floor Area (S	<u>_`</u>				

Floor Areas			
	Gross Floor	Area (SF)	
Level	Resedential	Exclusions	Total
P1	0.0	0.0	0.0
Level 1	26,377.05	8,183.7	18,193.4
Level 2	49,626.00	8,708.6	40,917.4
Level 3	49,446.55	5,460.2	43,986.4
Level 4	49,446.55	5,460.2	43,986.4
Level 5	49,446.55	5,460.2	43,986.4
Level 6	49,446.55	5,460.2	43,986.4
Roof	599.80	599.8	0.0
Area Totals	274,389.05	39,332.8	235,056.2

### Apartment Unit Areas

Linit Tunoo	Unit Areas (Avg)			Number of l	Jnits / Floor			Total Units	Total Unit Area		% of Units
Unit Types	SF	L1	L2	L3	L4	L5	L6	Total Units	SF	m <sup>2</sup>	% OF OTHES
Unit S1 - Studio	480.00	7	9	8	8	8	8	48	23040.0	2140.5	13.3%
Unit S2 - Studio	543.75	2	0	0	0	0	0	2	1087.5	101.0	0.6%
Unit S3 - Studio	473.07	12	0	0	0	0	0	12	5676.8	527.4	3.3%
Unit S4 - Studio	568.00	0	12	12	12	12	12	60	34080.0	3166.1	16.6%
Unit B1 - 1 Bedroom	555.54	11	0	0	0	0	0	11	6110.9	567.7	3.0%
Unit B2 - 1 Bedroom + Flex	668.04	0	12	12	12	12	12	60	40082.4	3723.8	16.6%
Unit B3 - 1 Bedroom + Flex	581.10	0	2	2	2	2	2	10	5811.0	539.9	2.8%
Unit B4 - 1 Bedroom + Flex	707.63	0	4	4	4	4	4	20	14152.6	1314.8	5.5%
Unit B5 - 1 Bedroom + Flex	677.99	0	0	2	2	2	2	8	5423.9	503.9	2.2%
Unit B6 - 1 Bedroom	527.55	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit B7 - 1 Bedroom	627.77	0	0	1	1	1	1	4	2511.1	233.3	1.1%
Unit C1 - 2 Bedroom	740.90	0	1	1	1	1	1	5	3704.5	344.2	1.4%
Unit C1a - 2 Bedroom	715.09	0	1	1	1	1	1	5	3575.5	332.2	1.4%
Unit C2 - 2 Bedroom + Flex	735.02	0	2	0	0	0	0	2	1470.0	136.6	0.6%
Unit C2a - 2 Bedroom + Flex	792.43	0	0	2	2	2	2	8	6339.4	589.0	2.2%
Unit C3 - 2 Bedroom	799.37	0	1	1	1	1	1	5	3996.9	371.3	1.4%
Unit C4 - 2 Bedroom	780.28	2	0	0	0	0	0	2	1560.6	145.0	0.6%
Unit C5 - 2 Bedroom	707.63	0	6	6	6	6	6	30	21228.9	1972.2	8.3%
Unit C6 - 2 Bedroom	681.85	0	2	2	2	2	2	10	6818.5	633.5	2.8%
Unit D1 - 2 Bedroom + Flex	841.01	0	4	4	4	4	4	20	16820.2	1562.6	5.5%
Unit D2 - 2 Bedroom + Flex	799.75	0	1	1	1	1	1	5	3998.8	371.5	1.4%
Unit F1 - 3 Bedroom	1012.94	0	2	2	2	2	2	10	10129.4	941.1	2.8%
Unit F2 - 3 Bedroom	1000.40	0	2	0	0	0	0	2	2000.8	185.9	0.6%
Unit F3 - 3 Bedroom	1084.71	0	0	2	2	2	2	8	8677.7	806.2	2.2%
Unit F4 - 3 Bedroom	994.13	0	0	2	2	2	2	8	7953.0	738.9	2.2%
Unit F5 - 3 Bedroom	954.77	0	1	1	1	1	1	5	4773.9	443.5	1.4%
Unit F6 - 3 Bedroom	1077.55	1	0	0	0	0	0	1	1077.6	100.1	0.3%
Unit Totals		35	62	66	66	66	66	361	242101.8	22492.0	100%

	No. F	Percentage								
Studio Bed / 1 Bed + Flex	122 113	33.8% 31.3%								
2 Bed / 2 Bed + Flex	92	25.5%								
Bedroom Fotal	34 361	9.4% 100.0%								
COMMON / PRIVATE AMEN		·								
			Required		Р	roposed				
Private Outdooor - Micro/Studio Private Outdooor - 1 Bedroom/ 1E	Bed+Flex	7.5 m <sup>2</sup> / Stud 15.0 m <sup>2</sup> / 1 Be			m <sup>2</sup> m <sup>2</sup>	SI SI				
Private Outdooor - 2 Bedroom/ 2		25.0 m <sup>2</sup> / 2 Be	ed 269.1 SF		m²	SI	F			
Private Outdooor - 3 Bedroom		25.0 m <sup>2</sup> /3 Be	ed 269.1 SF		m²	SI	F			
Private Outdoor Amenity					$3,596.7 \text{ m}^2$	38714.4 SI		1.20		
common Indoor Amenity common Outdoor Amenity					468.9 m <sup>2</sup> 1,696.0 m <sup>2</sup>	5046.9 SI 18255.9 SI		1.30 4.70	m2 per unit m2 per unit	
linimum Common Amenity (4m2/		1444.0 m <sup>2</sup>	15543.1 SF		2,164.9 m <sup>2</sup>	23302.9 SI		6.00	m2 per unit	
OFF-STREET PARKING	Total	5760.0 m <sup>2</sup>	62000.1 SF		5761.6 m <sup>2</sup>	62017.3 SI	-			
JFF-STREET PARKING										
partment Parking	0.0.0	Spaces Per Bachelor U	nit		109.80 Spaces R	equired				
	1.0 S	Spaces Per 1 Bed			113.00 Spaces R	equired				
		Spaces Per 2 Bed Spaces Per 3 Bed			101.20 Spaces R 47.60 Spaces R					
			Subtot		371.60 Spaces R	equired		-141 - 17 -		
				10%			Rental Tenure Out	side Urb		
			Total		-10.00 Car Share 319.44 Spaces R	Stalls [2]		314	Spaces Provided	
				rounded)	319.44 Spaces R 319 Spaces R	•			Car Share Stalls Provided	_
/isitor Parking	0.44.0	Snaces Dor Linit			50 54 80000 5	auirad				
/isitor Parking	0.14 S	Spaces Per Unit		10%	50.54 Spaces R -5.05 Reduction		Rental Tenure Out			
			Total Total (	rounded)	45.49 Spaces R 45 Spaces R	-		45 \$	Spaces Provided	
lax. Visitor Small Cars Allowed	0% o	of Provided Spaces		. Juniueuj	0 Spaces M		inclusive	0 5	Spaces Provided	* inclusive
lax. Small Cars Allowed Total	50% o	of Provided Spaces			180 Spaces M	ax. * <i>i</i>	inclusive	176 5	Spaces Provided	* inclusive
									of Provided Spaces	-
Total Parking (Residential+Vis	sitor)		Total		364 Spaces R	equired		361 5	Spaces Provided	
otal Parking Ratio	_				Stalls : Uni	ts		1:	1	
					210101 011					
Loading Residential Loading Required					n/a Spaces R	equired				
Accessible Parking										
Total Combined Parking Spaces					361 Spaces P					
Accessible Parking /an Accessible Parking		Space For Every 301-4 Space For Every 301-4			7 Spaces R 2 Spaces R		inclusive		Spaces Provided Spaces Provided	
				*7	The number of van-a				n required accessible parking sp	aces
EV Charging Provision		Energized Outlet/Unit w 75% Reduction for Ren			314 <b>79</b> Required			79 F	Provided	
Parking Space Dimensions	Required (Width	n x Length x Height)								
		x 6.0m (19.69 FT) x								
Standard Space	2.5m (8.20 FT)	x 4.8m (15.75 FT) x								
Standard Space Small Cars Accessible	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT)	) x 6.0m (19.69 FT) x								
Standard Space Small Cars Accessible	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT)									
Standard Space Small Cars Accessible Van Accessible	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x								
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions /in. Drive Aisle Width	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4")								
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions /in. Drive Aisle Width	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4")								
Standard Space Small Cars Accessible Van Accessible Vin. Distance to Obstructions Vin. Drive Aisle Width Vin. Drive Aisle Width (45 degrees	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4")								
Standard Space Small Cars Accessible /an Accessible Min. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4")								
Standard Space Small Cars Accessible /an Accessible Min. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.5m (21.33 FT)	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bo	2.3m (7.55 FT)		176.25 Spaces R					
Standard Space Small Cars Accessible /an Accessible Min. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.5m (21.33 FT) 0.75 B 0.75 F	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4")	2.3m (7.55 FT)		176.25 Spaces R 69.00 Spaces R 34.00 Spaces R	equired			279 Stalls Required	
Standard Space Small Cars Accessible /an Accessible /lin. Distance to Obstructions /lin. Drive Aisle Width /lin. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.5m (21.33 FT) 0.75 B 0.75 P 1.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") Sicycle Stalls Per 0-1 Be Per 2 Bed Unit Per 3 Bed Unit	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R	equired equired			279 Stalls Required	
Standard Space Small Cars Accessible /an Accessible /lin. Distance to Obstructions /lin. Drive Aisle Width /lin. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.5m (21.33 FT) 5.5m (21.33 FT) 0.75 B 0.75 P 1.00 P 1.25 B 1.50 F	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Be Per 2 Bed Unit Per 3 Bed Unit Per 2 Bed Unit	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired			279 Stalls Required	
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions /in. Drive Aisle Width /in. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.5m (21.33 FT) 5.5m (21.33 FT) 0.75 B 0.75 P 1.00 P 1.25 B 1.50 F	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Be Per 2 Bed Unit Per 3 Bed Unit Bicycle Stalls Per 0-1 Be	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R	equired equired equired equired			279 Stalls Required 500 Stalls Required 221 [Difference for both	
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions /in. Drive Aisle Width /in. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.3.5m (21.33 FT) 0.75 B 0.75 P 1.00 P 1.25 B 1.50 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit Per 3 Bed Unit Per 3 Bed Unit	2.3m (7.55 FT) ed Unit ed Unit		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired			500 Stalls Required 221 [Difference for bo	
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions /in. Drive Aisle Width /in. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5.3.5m (21.33 FT) 0.75 B 0.75 P 1.00 P 1.25 B 1.50 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Be Per 2 Bed Unit Per 3 Bed Unit Per 2 Bed Unit	2.3m (7.55 FT) ed Unit ed Unit		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired	39 Rack 21 Lock		500 Stalls Required	
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5 3.5m (21.33 FT) 5 3.5m (21.33 FT) 1.00 P 1.25 B 1.50 P 2.00 P 2.00 P 1.21 A 1.25 A 1.2	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired		ers	500 Stalls Required 221 [Difference for bc 78 Stalls Provided	28% 8% 32%
Parking Space Dimensions Standard Space Small Cars Accessible Van Accessible Van Accessible Min. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential Provided [towards basic Requiren	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5 3.5m (21.33 FT) 5 3.5m (21.33 FT) 1.00 P 1.25 B 1.50 P 2.00 P 2.00 P 2.00 P 1.25 B 1.50 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired	21 Lock	ers ers	500       Stalls Required         221       [Difference for bc         78       Stalls Provided         21       Stalls Provided	28% 8%
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5 3.5m (21.33 FT) 5 3.5m (21.33 FT) 1.00 P 1.25 B 1.50 P 2.00 P 2.00 P 2.00 P 1.25 B 1.50 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit Per 4 Bed Unit Per 4 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 6 Bed Unit Per 6 Bed Unit Per 7 Bed Vita Per	2.3m (7.55 FT)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired	21 Lock 45 Lock	ers ers	500Stalls Required221[Difference for bc78Stalls Provided21Stalls Provided90Stalls Provided	28% 8% 32% 68%
Standard Space         Small Cars         Accessible         /an Accessible         /an Accessible         /lin. Distance to Obstructions         /lin. Drive Aisle Width         /lin. Drive Aisle Width (45 degrees)         BICYCLE STALLS         Bicycle Spaces         Required Long Term Residential         Bonus Long Term Residential         Provided [towards basic Requirent	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5 3.5m (21.33 FT) 5 3.5m (21.33 FT) 1.00 P 1.25 B 1.50 P 2.00 P 2.00 P 2.00 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit Per 4 Bed Unit Per 4 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 6 Bed Unit Per 6 Bed Unit Per 7 Bed Vita Per	2.3m (7.55 FT) ed Unit ed Unit ed Unit el locker e locker Regular car stall)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired	21 Lock 45 Lock	ers ers s	500       Stalls Required         221       [Difference for box         78       Stalls Provided         21       Stalls Provided         90       Stalls Provided         90       Stalls Provided	28% 8% 32% 68% 32%
Standard Space Small Cars Accessible /an Accessible /in. Distance to Obstructions Min. Drive Aisle Width Min. Drive Aisle Width (45 degrees BICYCLE STALLS Bicycle Spaces Required Long Term Residential Bonus Long Term Residential	2.5m (8.20 FT) 2.3m (7.55 FT) 3.7m (12.13 FT) 4.8m (15.75 FT) 0.2m (0.66 FT) ( 6.5m (21.33 FT) 5 3.5m (21.33 FT) 5 3.5m (21.33 FT) 1.00 P 1.25 B 1.50 P 2.00 P 2.00 P 2.00 P 2.00 P	) x 6.0m (19.69 FT) x ) x 6.0m (19.69 FT) x (8") ) (21'-4") ) (21'-4") ) (21'-4") Bicycle Stalls Per 0-1 Bic Per 2 Bed Unit Per 3 Bed Unit Per 4 Bed Unit Per 4 Bed Unit Per 4 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 5 Bed Unit Per 6 Bed Unit Per 7 Bed Victor Per 7 Be	2.3m (7.55 FT) ed Unit ed Unit ed Unit el locker e locker Regular car stall)		69.00 Spaces R 34.00 Spaces R 293.75 Spaces R 138.00 Spaces R	equired equired equired equired	21 Lock 45 Lock 90 Rack	ers s ers	500       Stalls Required         221       [Difference for box         78       Stalls Provided         21       Stalls Provided         90       Stalls Provided         90       Stalls Provided         279       Sub Total	28% 8% 32% 68% 32%

	Unit Areas (Avg)			Number	of Units / Floor			<b>T</b> . ( . ) ( ) . ( . )	Total Ur	nit Area	04 - 5 1 1 - 1 -
Unit Types	SF	L1	L2	L3	L4	L5	L6	Total Units	SF	m²	% of Units
Jnit S1 - Studio	480.00	5	5	5	5	5	5	30	14400.0	1337.8	8.3%
Unit S2 - Studio	543.75	1	0	0	0	0	0	1	543.8	50.5	0.3%
Unit S3 - Studio	473.07	6	0	0	0	0	0	6	2838.4	263.7	1.7%
Unit S4 - Studio	568.00	0	6	6	6	6	6	30	17040.0	1583.1	8.3%
Unit B1 - 1 Bedroom	555.54	6	0	0	0	0	0	6	3333.2	309.7	1.7%
Unit B2 - 1 Bedroom + Flex	668.04	0	6	6	6	6	6	30	20041.2	1861.9	8.3%
Unit B3 - 1 Bedroom + Flex	581.10	0	1	1	1	1	1	5	2905.5	269.9	1.4%
Unit B4 - 1 Bedroom + Flex	707.63	0	2	2	2	2	2	10	7076.3	657.4	2.8%
Unit B5 - 1 Bedroom + Flex	677.99	0	0	1	1	1	1	4	2712.0	251.9	1.1%
Unit B6 - 1 Bedroom	527.55	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit B7 - 1 Bedroom	627.77	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit C1 - 2 Bedroom	740.90	0	1	1	1	1	1	5	3704.5	344.2	1.4%
Unit C1a - 2 Bedroom	715.09	0	1	1	1	1	1	5	3575.5	332.2	1.4%
Unit C2 - 2 Bedroom + Flex	735.02	0	1	0	0	0	0	1	735.0	68.3	0.3%
Unit C2a - 2 Bedroom + Flex	792.43	0	0	1	1	1	1	4	3169.7	294.5	1.1%
Unit C3 - 2 Bedroom	799.37	0	1	1	1	1	1	5	3996.9	371.3	1.4%
Unit C4 - 2 Bedroom	780.28	1	0	0	0	0	0	1	780.3	72.5	0.3%
Unit C5 - 2 Bedroom	707.63	0	4	4	4	4	4	20	14152.6	1314.8	5.5%
Unit C6 - 2 Bedroom	681.85	0	1	1	1	1	1	5	3409.3	316.7	1.4%
Unit D1 - 2 Bedroom + Flex	841.01	0	2	2	2	2	2	10	8410.1	781.3	2.8%
Unit D2 - 2 Bedroom + Flex	799.75	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit F1 - 3 Bedroom	1012.94	0	1	1	1	1	1	5	5064.7	470.5	1.4%
Unit F2 - 3 Bedroom	1000.40	0	1	0	0	0	0	1	1000.4	92.9	0.3%
Unit F3 - 3 Bedroom	1084.71	0	0	1	1	1	1	4	4338.8	403.1	1.1%
Unit F4 - 3 Bedroom	994.13	0	0	1	1	1	1	4	3976.5	369.4	1.1%
Unit F5 - 3 Bedroom	954.77	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit F6 - 3 Bedroom	1077.55	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit Totals		19	33	35	35	35	35	192	127204.6	11817.7	53%

Apartment Unit Areas [Eas	01			Niumin e C							
Unit Types	Unit Areas (Avg)				Units / Floor			Total Units	Total Ur		% of Units
	SF	L1	L2	L3	L4	L5	L6	-	SF	m²	
Unit S1 - Studio	480.00	2	4	3	3	3	3	18	8640.0	802.7	5.0%
Unit S2 - Studio	543.75	1	0	0	0	0	0	1	543.8	50.5	0.3%
Unit S3 - Studio	473.07	6	0	0	0	0	0	6	2838.4	263.7	1.7%
Unit S4 - Studio	568.00	0	6	6	6	6	6	30	17040.0	1583.1	8.3%
Unit B1 - 1 Bedroom	555.54	5	0	0	0	0	0	5	2777.7	258.1	1.4%
Unit B2 - 1 Bedroom + Flex	668.04	0	6	6	6	6	6	30	20041.2	1861.9	8.3%
Unit B3 - 1 Bedroom + Flex	581.10	0	1	1	1	1	1	5	2905.5	269.9	1.4%
Unit B4 - 1 Bedroom + Flex	707.63	0	2	2	2	2	2	10	7076.3	657.4	2.8%
Unit B5 - 1 Bedroom + Flex	677.99	0	0	1	1	1	1	4	2712.0	251.9	1.1%
Unit B6 - 1 Bedroom	527.55	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit B7 - 1 Bedroom	627.77	0	0	1	1	1	1	4	2511.1	233.3	1.1%
Unit C1 - 2 Bedroom	740.90	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit C1a - 2 Bedroom	715.09	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit C2 - 2 Bedroom + Flex	735.02	0	1	0	0	0	0	1	735.0	68.3	0.3%
Unit C2a - 2 Bedroom + Flex	792.43	0	0	1	1	1	1	4	3169.7	294.5	1.1%
Unit C3 - 2 Bedroom	799.37	0	0	0	0	0	0	0	0.0	0.0	0.0%
Unit C4 - 2 Bedroom	780.28	1	0	0	0	0	0	1	780.3	72.5	0.3%
Unit C5 - 2 Bedroom	707.63	0	2	2	2	2	2	10	7076.3	657.4	2.8%
Unit C6 - 2 Bedroom	681.85	0	1	1	1	1	1	5	3409.3	316.7	1.4%
Unit D1 - 2 Bedroom + Flex	841.01	0	2	2	2	2	2	10	8410.1	781.3	2.8%
Unit D2 - 2 Bedroom + Flex	799.75	0	1	1	1	1	1	5	3998.8	371.5	1.4%
Unit F1 - 3 Bedroom	1012.94	0	1	1	1	1	1	5	5064.7	470.5	1.4%
Unit F2 - 3 Bedroom	1000.40	0	1	0	0	0	0	1	1000.4	92.9	0.3%
Unit F3 - 3 Bedroom	1084.71	0	0	1	1	1	1	4	4338.8	403.1	1.1%
Unit F4 - 3 Bedroom	994.13	0	0	1	1	1	1	4	3976.5	369.4	1.1%
Unit F5 - 3 Bedroom	954.77	0	1	1	1	1	1	5	4773.9	443.5	1.4%
Unit F6 - 3 Bedroom	1077.55	1	0	0	0	0	0	1	1077.6	100.1	0.3%
Unit Totals	1	16	29	31	31	31	31	169	114897.2	10674.3	47%

Note 1: Unit areas are measured to the CL of Party Walls, Exterior of sheathing for Exterior Walls, Exterior of Exterior Concrete Walls, Exterior of Stud / Sheating of Shaft Walls; Wall Furouts are not included (exterior walls with a width greater than 6") Note 2: The proposed FAR & GFA excludes Parking Areas, Open to Below Spaces, Patios and Balconies

SITE COVERAGE OF ALL BUILDINGS		
Note: See Sheet A-8 for Overlays		
Maximum Building Site Coverage	65.0% 65,062.10 SF	6,044.47 m <sup>2</sup>
Proposed Building Site Coverage	66.96% 67,019.56 SF	6,226.32 m <sup>2</sup>
** Note: Building	Site Coverage does not include: bay windows, roof overhangs, & floor overhangs	
SITE COVERAGE OF ALL BUILDINGS, ST	IRUCTURES, AND IMPERMEABLE SURFACES	
Note: See Sheet A-8 for Overlays		
Maximum Site Coverage	85.0% 85,081.21 SF	7,904.30 m <sup>2</sup>
Proposed Site Coverage	78.33% 78,409.62 SF	7,284.49 m <sup>2</sup>
Notes:		





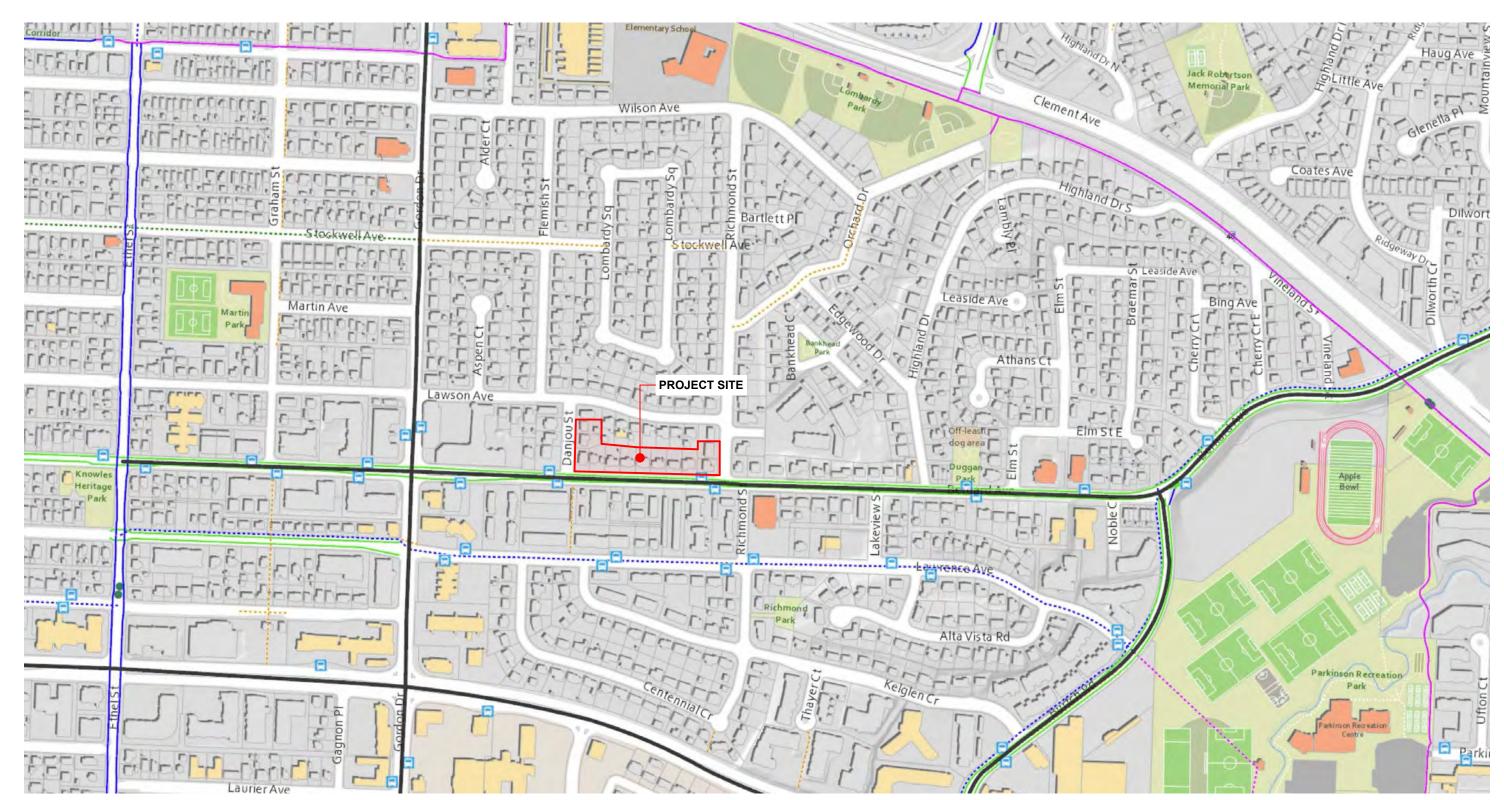
### [PROJECT] 23630 [SCALE] N:0167 scale Friday, August 30, 2024 [ISSUE] Issue 1: Rezoning

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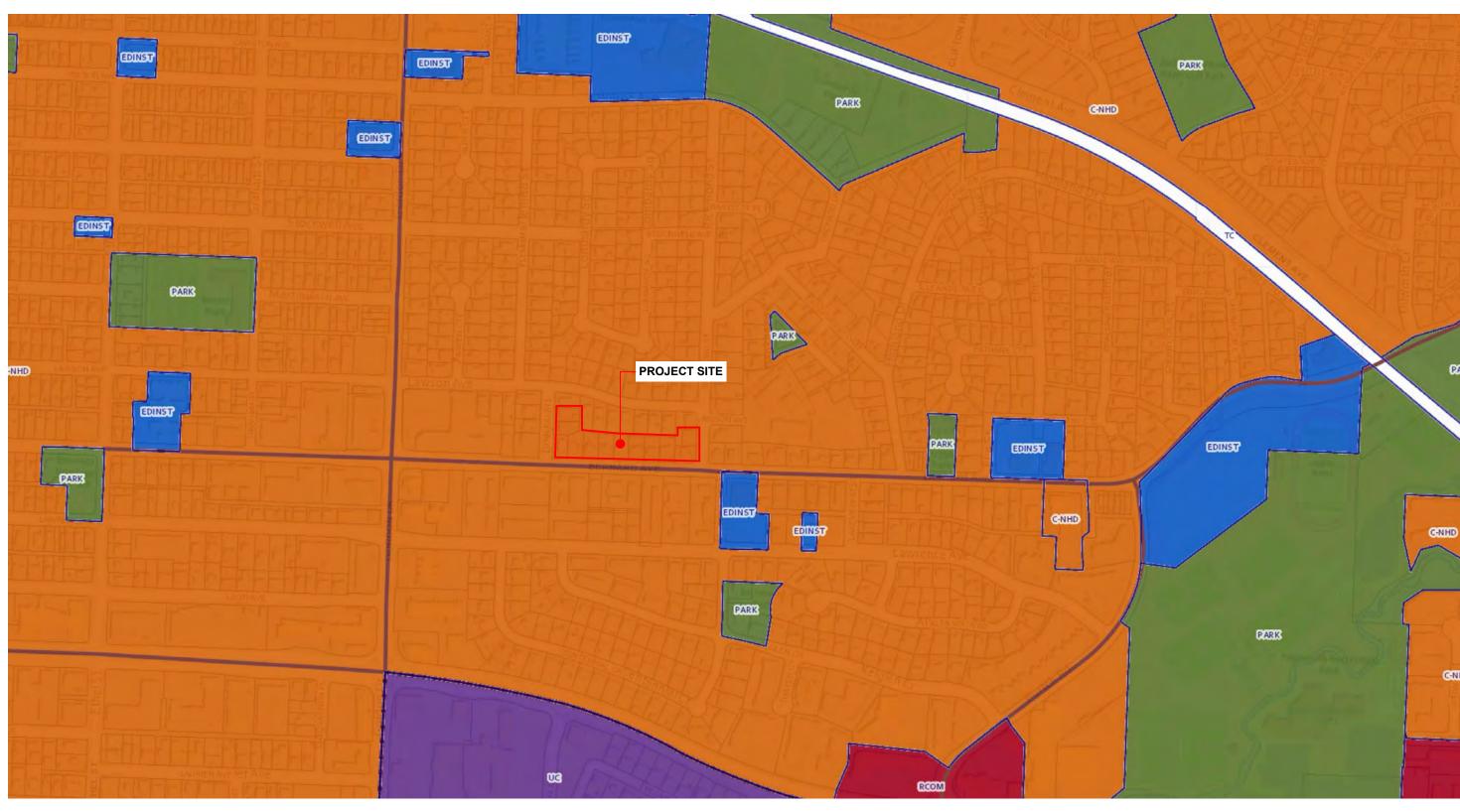
[DRAWING] A-0.100

MF3 MF3 P2	MF2
MF1 meters Stockwell Ave	by et t
MF1 P2artin P2artin Ave	
MF2 MF3 MF3r PROJECT SITE	Ath
MF3 MF2 MF3 MF3 MF3	Hieach og aren P3 uggan Park
MF2 MF2 C2CA1 MF3 MF3 MF2 P2 P2 P2 P2 P2 P2 P2	
MF3 MF1 MF3 Lawren	ice Ave
MF3	ta Vista Rd
MF3 MF3 MF3 CA1dt P2	MF3
MF1bMF1 MF2 MF3	1-

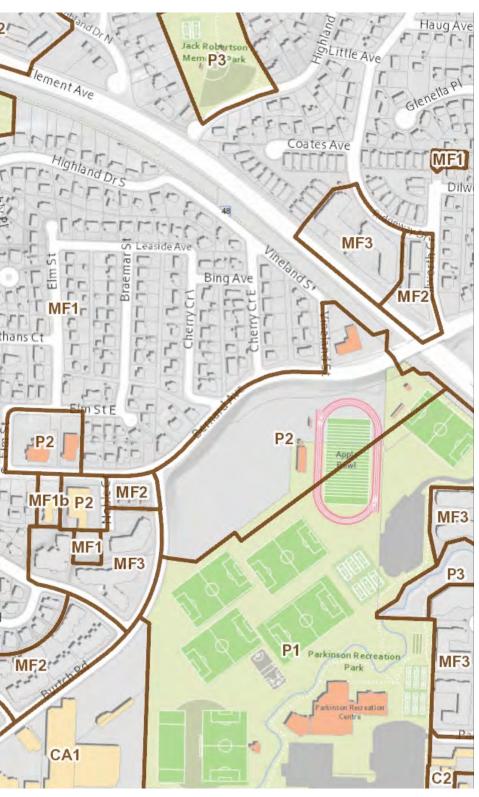
## 01 Existing Zoning



02 Transportation Map



03 OCP Map



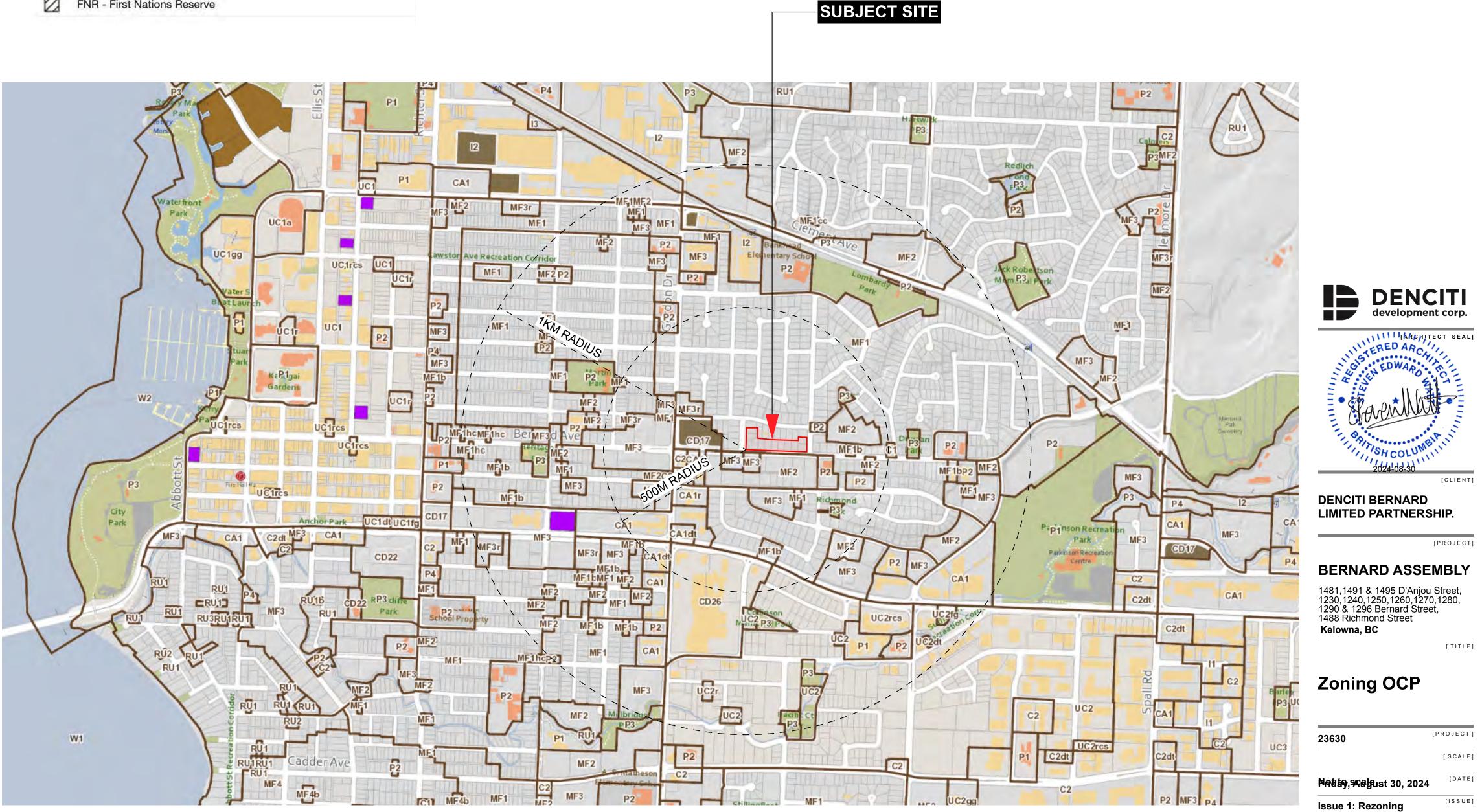
## PROPOSED: MF3r

1.8 FSR (BASE DENSITY)

+ 0.25 PUBLIC AMENITY & STREETSCAPE BONUS + 0.30 RENTAL OR AFFORDABLE HOUSING BONUS

MAX. HEIGHT 6 STOREY (22M)

٠	OCP	2040 Future Land Use						
		UC - Urban Centre						
		VC - Village Centre						
		C-NHD - Core Area Neighbourhood						
		C-HTH - Core Area - Health District						
		S-RES - Suburban Residential						
		S-MU - Suburban Multiple Unit						
		R-RES - Rural Residential						
		R-AGR - Rural - Agricultural & Resource						
	RCOM - Regional Commercial Corridor							
		NCOM - Neighbourhood Commercial						
		IND - Industrial						
		EDINST - Education / Institutional						
		PARK - Park and Open Space						
		REC - Private Recreational						
		NAT - Natural Area						
		TC - Transportation Corridor						
		PSU - Public Service Utilities						
		FNR - First Nations Reserve						



04 Existing Zoning of City Centre



[DRAWING] A-0.200



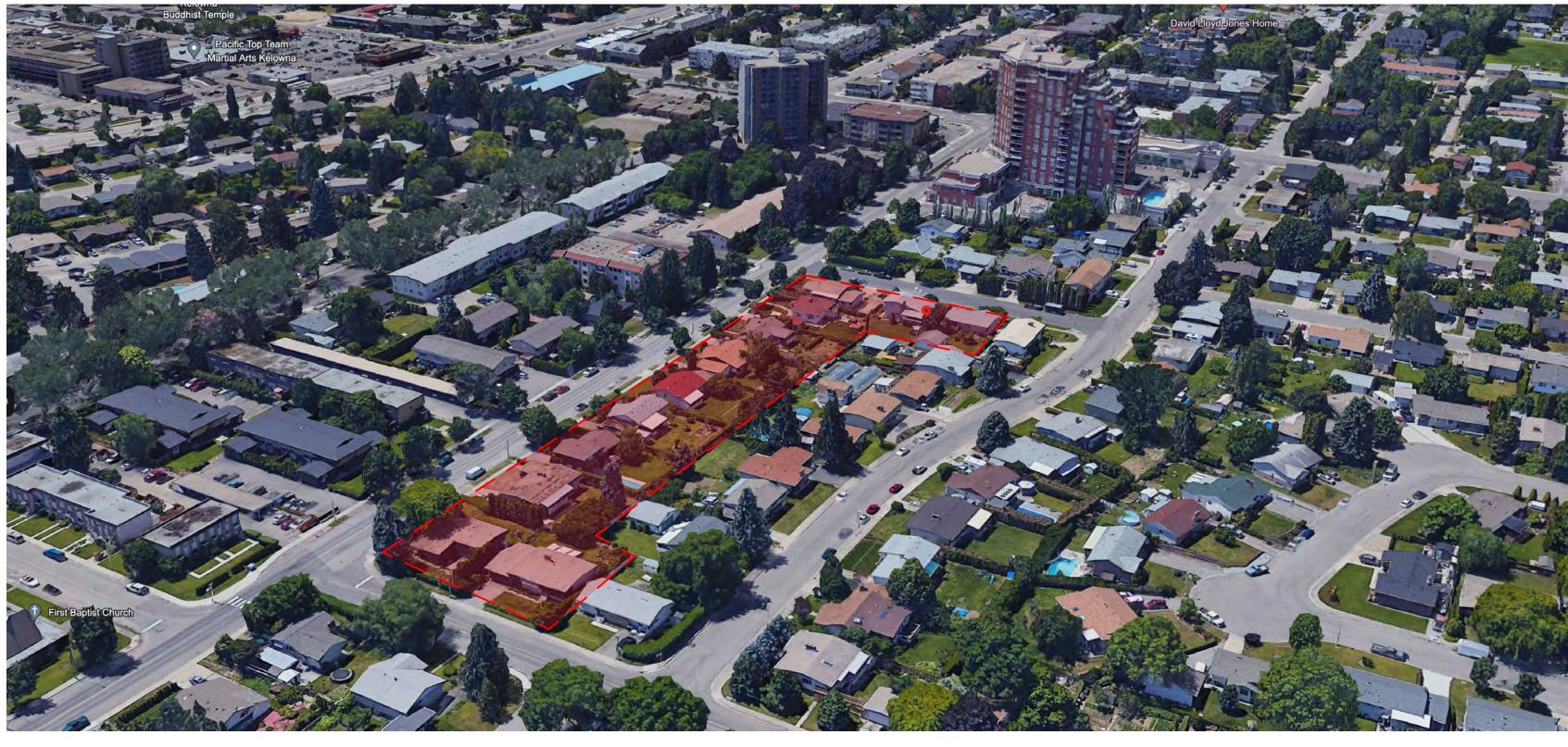
Imagery Map



South-East Aerial Perspective of Site



North-West Aerial Perspective of Site



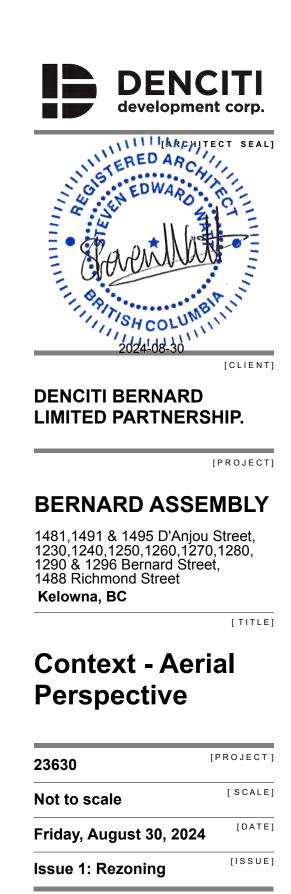
North-East Aerial Perspective of Site



South-WestAerial Perspective of Site







[DRAWING]



Imagery Map



**1** CONTEXT PHOTO







CONTEXT PHOTO



**2** CONTEXT PHOTO







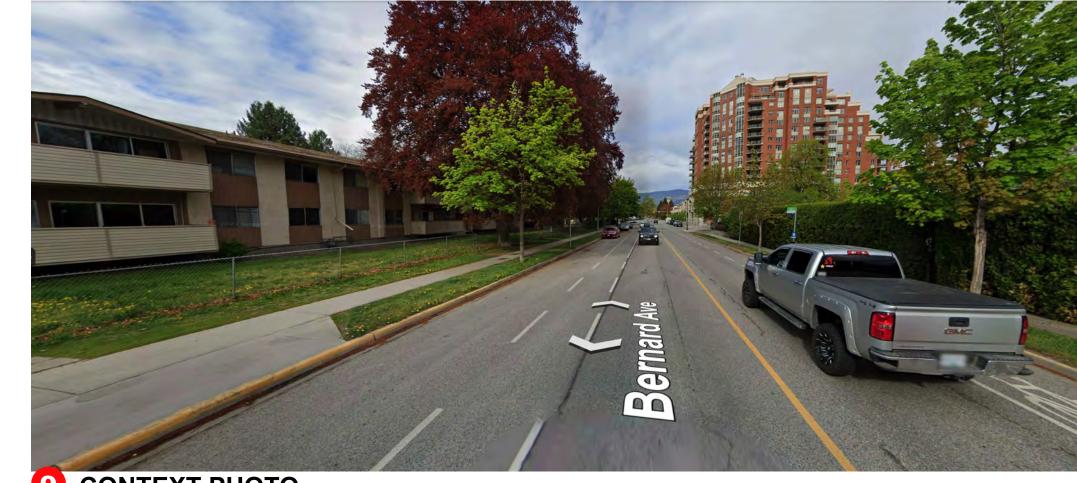
**8** CONTEXT PHOTO



**3** CONTEXT PHOTO







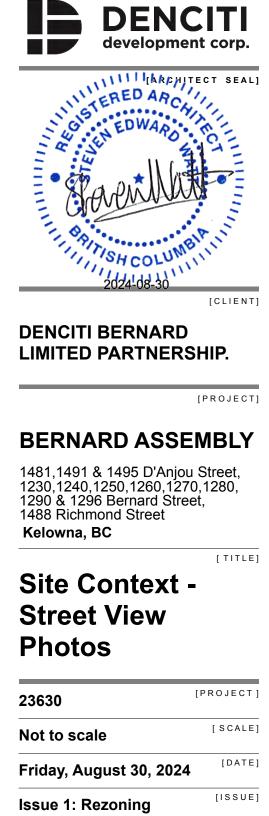
9 CONTEXT PHOTO





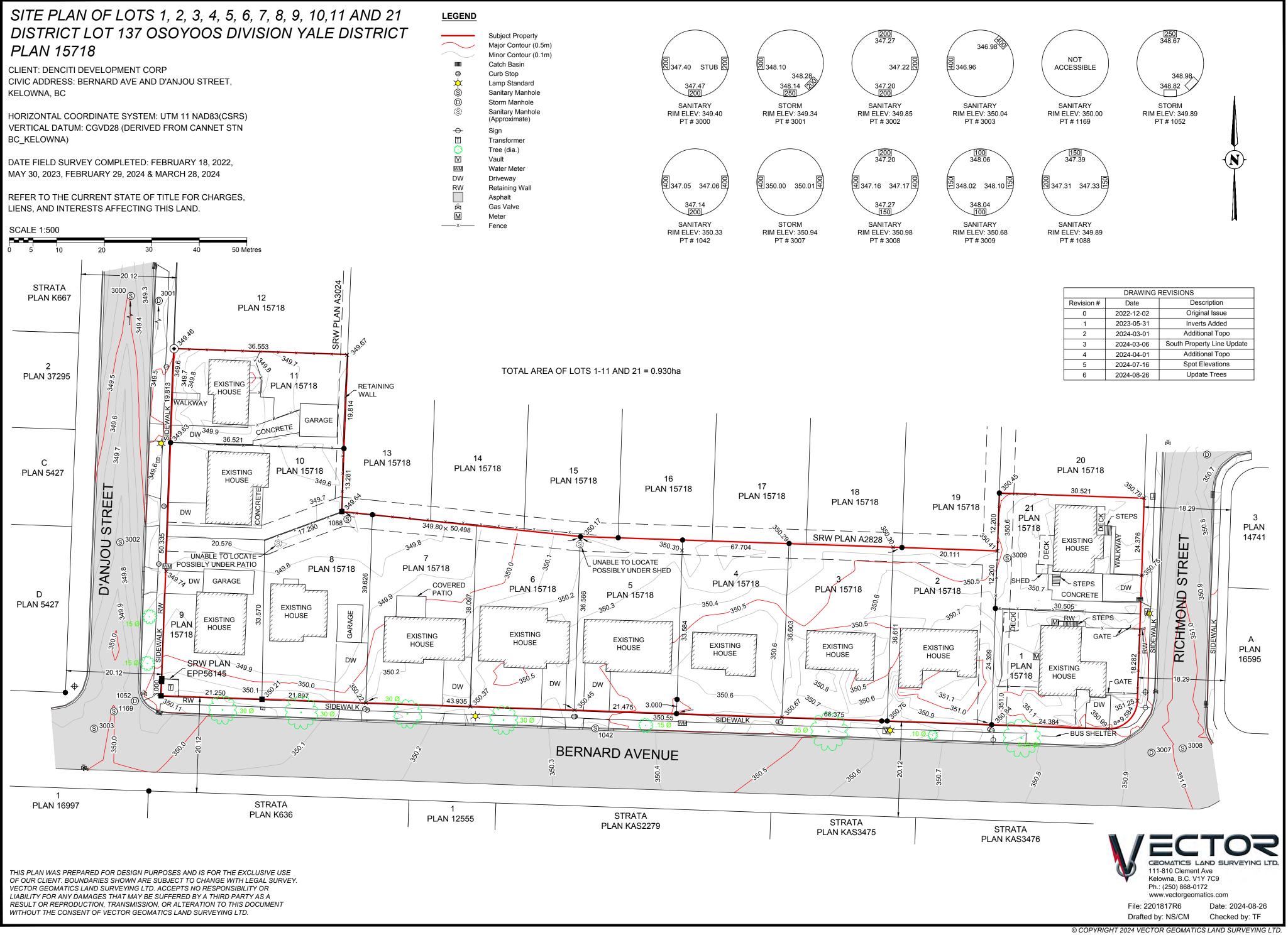




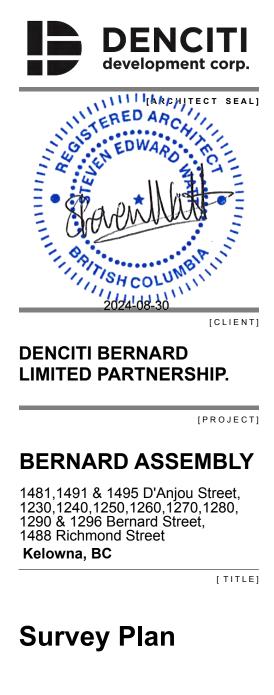


[DRAWING]

# PLAN 15718







[PROJECT] 23630 [SCALE] 1:500 [DATE] Friday, August 30, 2024 [ISSUE] Issue 1: Rezoning [DRAWING]

### DESIGN RATIONALE

### PROPOSAL

Rezoning to MF3r to permit a 361-unit purpose-built rental development along a transit supportive corridor including studios (122), one-bedroom & one-bedroom plus flex (113), two-bedroom & two-bedroom plus flex (92) and three-bedroom units (34). This proposal is consistent with the OCP. Zoning of the property and the immediate neighbourhood has recently been amended to MF1. Floor Area ratio proposed meets the permitted 2.35 including the available public amenity and streetscape bonus (0.25) and the Rental or Affordable Housing bonus (0.3) above the base FAR of 1.80.

### SITING

The site is located in the southwest of the Glenmore sector of Kelowna in the Bankhead neighbourhood. The project is an assembly of 12 lots stretching from 1481 D'Anjou Street in the west, along Bernard Avenue to 1488 Richmond Street to the East. The assembly is located along a frequent transit corridor, bordered by a single-family residential neighbourhood to the north, and a mix of single family and low-rise apartments to the east. One block west (adjacent to single-family homes) is a mixed-use, high-density development (16 storeys) and commercial uses running north-south along Gordon Drive. Older, 2-4 storey medium density multi-residential buildings can be found to the south across Bernard Avenue. The site is generally flat with a slight fall towards the west. An existing sanitary SROW is partially located on the property, currently servicing all the single family lots enclosed by Bernard Avenue, D'Anjou Street, Lawson Avenue and Richmond Street, except for 1221 Lawson Avenue. The SROW will be partially discharged, and the sanitary line realigned to allow an efficient use of the land for the subject assembly.

### The proposed development responds to the below site constraints:

- Access site access from the Transit Supportive Corridor is discouraged in the OCP. - High water table – restricts depth of excavation and ultimate parking yield as well as potential soil volumes for new trees.
- Existing and proposed sanitary SROW along the north PL restricts developable area. - Site shape & depth – inefficient to accommodate a regular parking arrangement.
- Transit Supportive Corridor A bus shelter pad & SROW is required on Bernard Avenue, reducing the developable area. This proposal includes a relocated bus shelter pad to the central plaza area mid-block.

### PEDESTRIAN FRIENDLY / HUMAN SCALED DEVELOPMENT

Along D'Anjou Street, Bernard Avenue & Richmond Street, residential ground-oriented units have been maximised. Ground level units will vary from 0.6m to 1.2m elevation above the street for privacy and "eyes on the street". The space between the building and the public realm will include raised patios, planters with trees, individualised stairs and gates to each of the ground-oriented units. Two buildings are contemplated, connected by a single-level, above grade parking structure (necessitated by the high water table). Each building has a

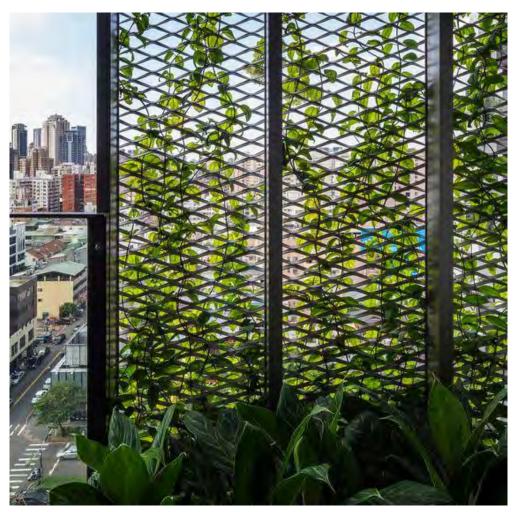
PRECEDENT IMAGERY







GENEROUS BALCONIES + WEST COAST MODERN STYLE + NATURAL MATERIALS



PARKADE WALL SCREENING + LANDSCAPE FENCE + PLANTERS



Garbage & recycling collection will occur in an open-air area of the site at the North end on the property off D'Anjou Street. A common garbage room in the parkade is provided in a central location to serve both buildings. This will require that bins/totes will be moved to a staging area on the morning of collection days, then returned to the garbage room.

Visitors to the building by car, will park in the covered "at grade" parking level accessed off D'Anjou Street and, by clear wayfinding strategies, be directed out of the parkade to the plaza towards the secondary entry to each building.

Architecturally, a contemporary West Coast design expression is contemplated including large windows, roof overhangs and generous balconies. Projecting balconies on the South & West façades will also serve as solar shading devices for the South & West facing units. The building massing will be broken down into smaller portions along the building length through architectural focus on the corners and entries and vertical breaks formed by the firewalls.

The zoning bylaw allows for a 2m setback for ground-oriented units and 3m for remaining portions of the building such as exit stairs, amenities, lobbies. This proposal is compliant in this respect for Level 1 but provides an increased setback (typically 2.5m) due to the desire for larger patio private outdoor space and to accommodate the City of Kelowna required soil volumes to allow for trees. Indented plans also increase this setback to 4.3m. The first level

main lobby fronting the secondary D'Anjou & Richmond Streets, while secondary access, centrally located on Bernard Avenue each side of a new plaza, is also provided to both buildings to provide a more direct relationship to the relocated bus shelter. Each lobby clearly landmarks the residential entrance which contains Canada post, parcel services, and a leasing/care-taker office. Amenities, currently contemplated as co-workspaces, are located by the plaza and secondary accesses. Parkade entry and garbage/recycling collection occur off D'Anjou Street, away from the busier Bernard Avenue.

Though loading is not a requirement, a loading stall for each building is proposed for each building in lieu of street parking on D'Anjou Street and Richmond Street close to the building lobbies. This is to facilitate easier move-in/out of tenants monthly, as well as parcel and food deliveries, without seriously compromising the development potential of this property. These locations are viewed as the most advantageous for the project given that Bernard Avenue is not an option for access/loading.

Two carshare stalls are contemplated close to D'Anjou Street, accessible to the public in the open-air portion of the site.

### **ARCHITECTURE + MATERIALITY**

A compact and efficient building form is sought to improve energy efficiency and construction as well as remaining cost effective.

will create a podium look with an emphasis on expression of the individual ground-oriented units.

A building setback of 3m is required in the zoning bylaw, for non-ground-oriented residential/other, applicable to all levels of the building above the first storey. The proposal is compliant in this respect.

A building step back is also required in the zoning bylaw, to occur anywhere above the second storey in buildings of 5 storeys or more. Rather than a consistent step back, this proposal contemplates a varied step back between 0.0m & 1.5m, relative to the 3.0m setback, for building articulation along the streetscape. This step back will occur at all levels 2-6, with Level 1 having a 2.0m setback for ground-oriented units. The step back will be exaggerated further through the architectural expression of the balconies to ensure a varied streetscape while maintaining a stacking design to maximise construction, cost, energy and structural efficiency, crucial to the delivery of a purpose-built rental building. Step backs will be over-ruled at key corners of the building to create a stronger urban design element/landmark.

The material palette anticipated is muted, with the use of soft and warm greys & whites, and accents of warm wood appearing materials. Use of high-value materials such as brick and architectural concrete are to be used sparingly, at key residential touch points.

The above grade parkade exposure to the North elevation will be mitigated through landscaping and architectural wall treatment.

### AMENITY SPACES

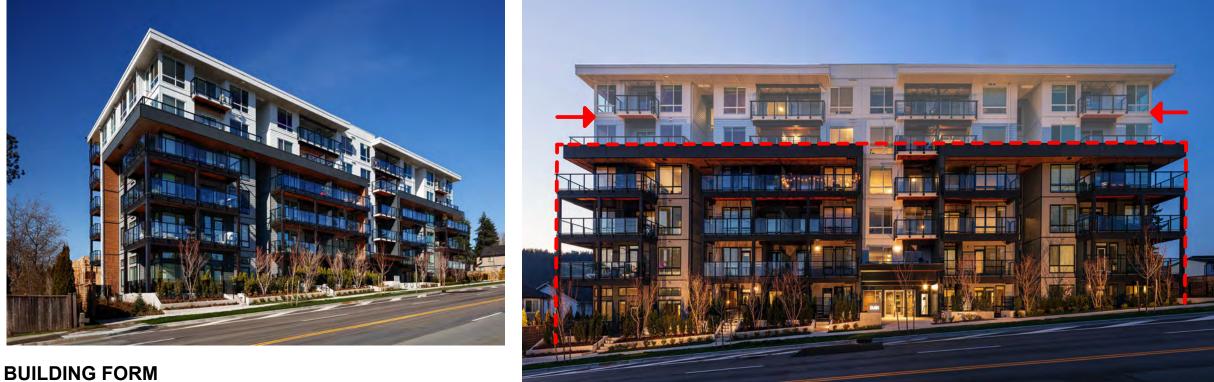
The project proposes a generous array of different amenities for the enjoyment of the residents. At grade, a new, public plaza will be created between the two building entrances to provide a landmark entry point and a break in the street wall, allowing for passive recreational activities. It is in this location that the transit stop will be relocated from the East side of the site, ideally located for the residents of this development. Each building has common amenity uses at grade off the lobby (co-workspaces being one contemplated provision). At the podium level on the North side of the building and with some South exposure over the plaza, a landscaped courtyard amenity space will be provided with various active & passive recreational opportunities. An indoor amenity room in each building is also provided at the podium level. These, still to be programmed, may include a social lounge, opening out to BBQ terrace, a gym etc.

A shared rooftop amenity terrace is also proposed, to be programmed with both active and passive uses, including some shaded area for summer gatherings.





**BUILDING FORM** FEATURE CORNERS + LANDMARK / MEMORY POINT



PERCEIVED STEP BACK + ENERGY EFFICIENT MASSING







**ROOF TOP AMENITY** COMMUNAL SEATING + SHADE STRUCTURE

### PARKING

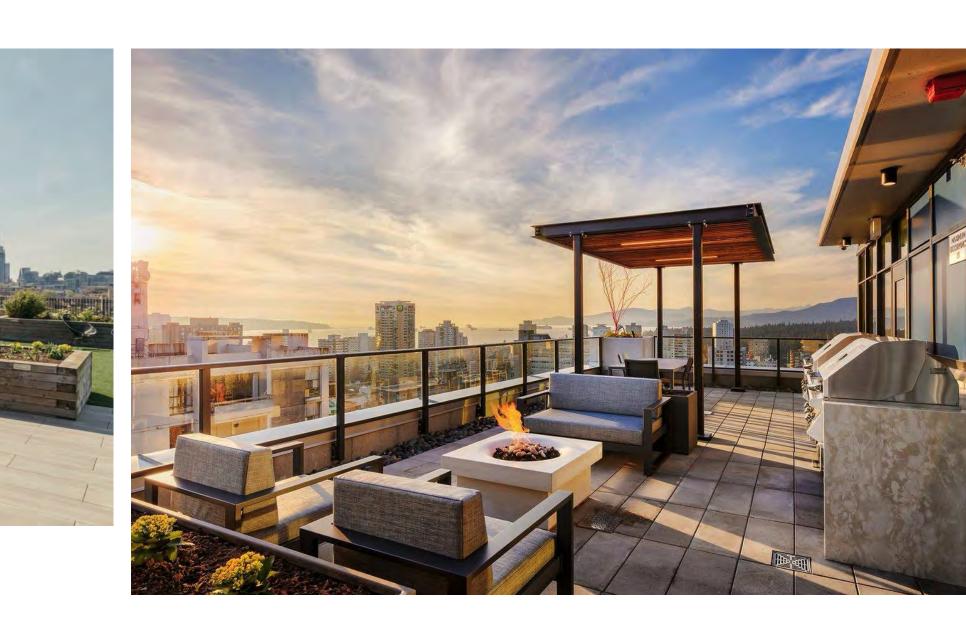
Due to a high-water table, the project is limited to one full level of parking below grade. An additional level of parking is provided at grade, served by an entry off D'Anjou Street. The ground-oriented units arranged along the public edge serve to screen the parking from public view on the public street facades. With all stalls combined, a ratio of 1 stall per unit is proposed (3 stalls fewer than the total zoning bylaw requirement with reductions for rental tenure, long-term bicycle parking bonus and car share). Bike parking will be provided in convenient locations within the parking structure in various provisions including ground anchored racks, lockers and wall-mounted over regular stalls. This project is taking advantage of the increased bicycle parking bonus car parking reduction. Small car stalls proposed are fewer than the maximum permitted.

### VARIANCES

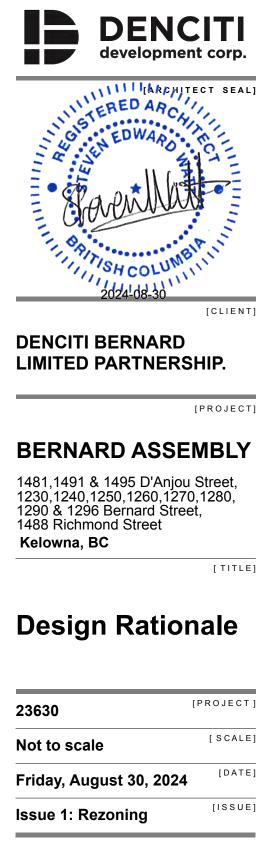
- 1. Car parking Total required parking deficiency of 3 stalls.
- Justification: The proposed total car parking equates to 1 stall per residential unit. This is a comfortable ratio for the proposed rental tenure unit size mix and there is recent precedent of support at the City of Kelowna for this ratio. Exceptionally convenient access to transit and the provision of co-work spaces are anticipated to contribute to lower rates of vehicle ownership.
- 2. Building step back varying from zero to 1.50m rather than 3.0m. Justification: Based on OCP Form & Character guidelines, an energy efficient building form is proposed which also provides efficiency in structure and plumbing services. As a purpose-built rental, a minimum number of floor plans are also desired for efficiency & construction costs. There are many architectural solutions to achieve the same objective, and these will be explored during the detail design stage. Some examples are included as precedent imagery.
- 3. Site Coverage of 66.96% 1.96% above permitted. Justification: Given the challenges to develop this site, specifically the high water table, meeting with building site coverage of 65% maximum has proved extremely difficult while balancing all other objectives.



**BUILDING FORM GRAND ENTRY LOBBY** 







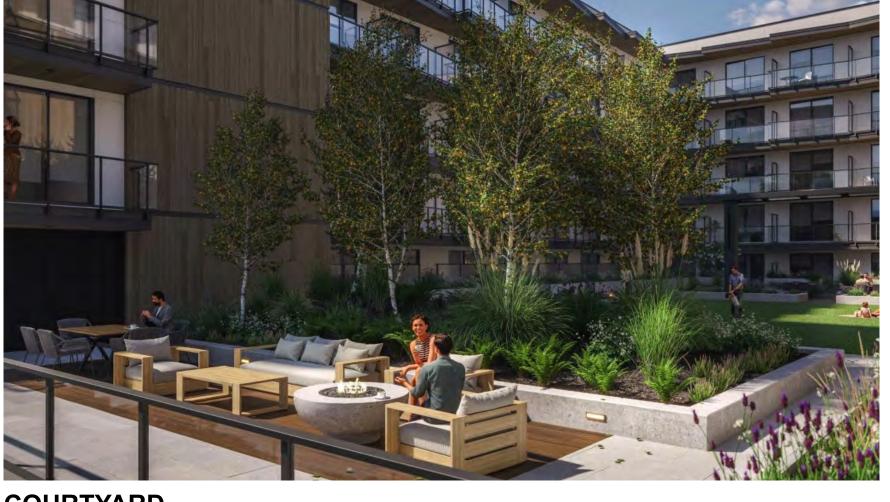
[DRAWING]





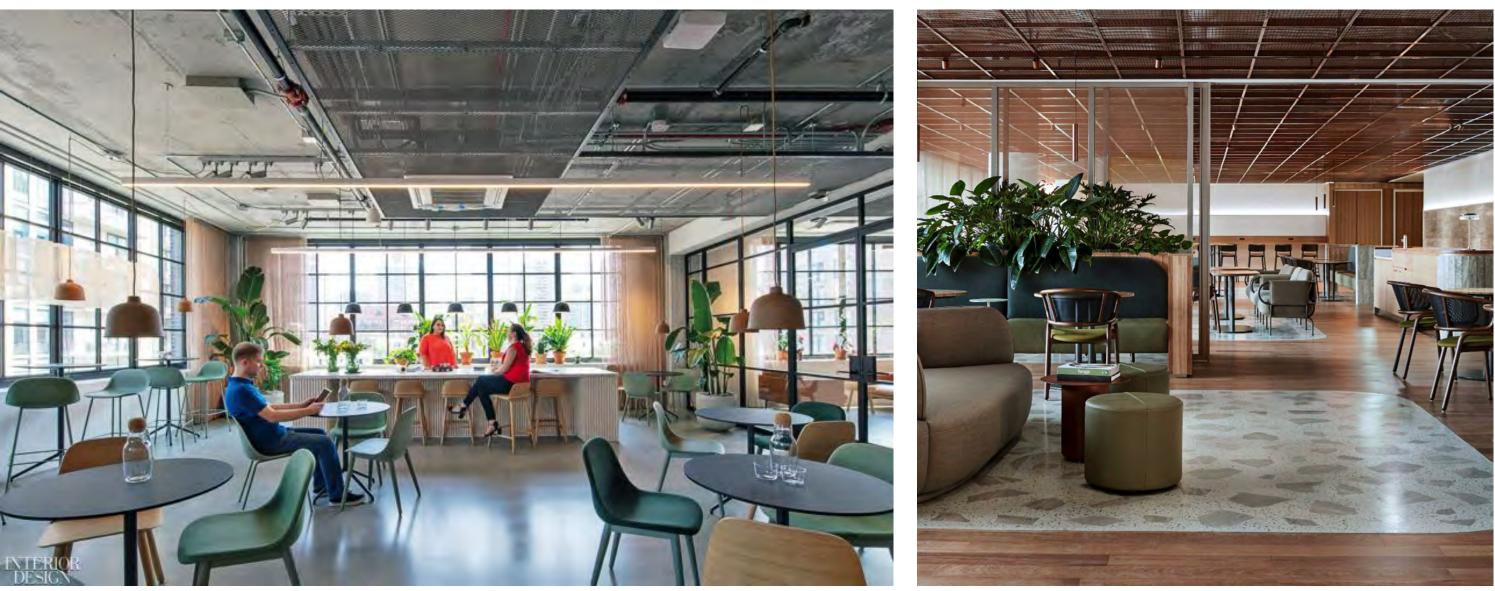






COURTYARD RESIDENTIAL LOUNGE





CO-WORK SPACE MEETING ROOMS + CAFE STYLE SEATING





CENTRAL PLAZA PUBLIC SEATING + GREEN SPACE



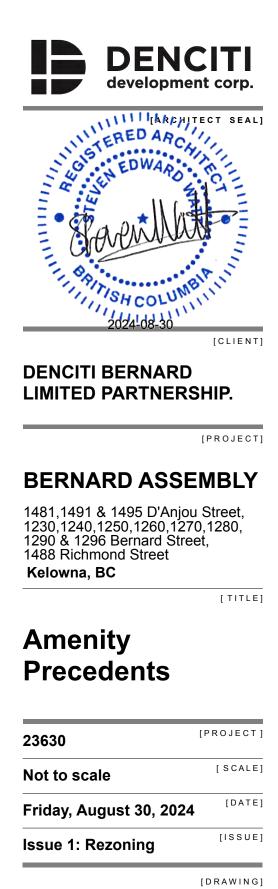
INDOOR AMENITY

FITNESS CENTRE

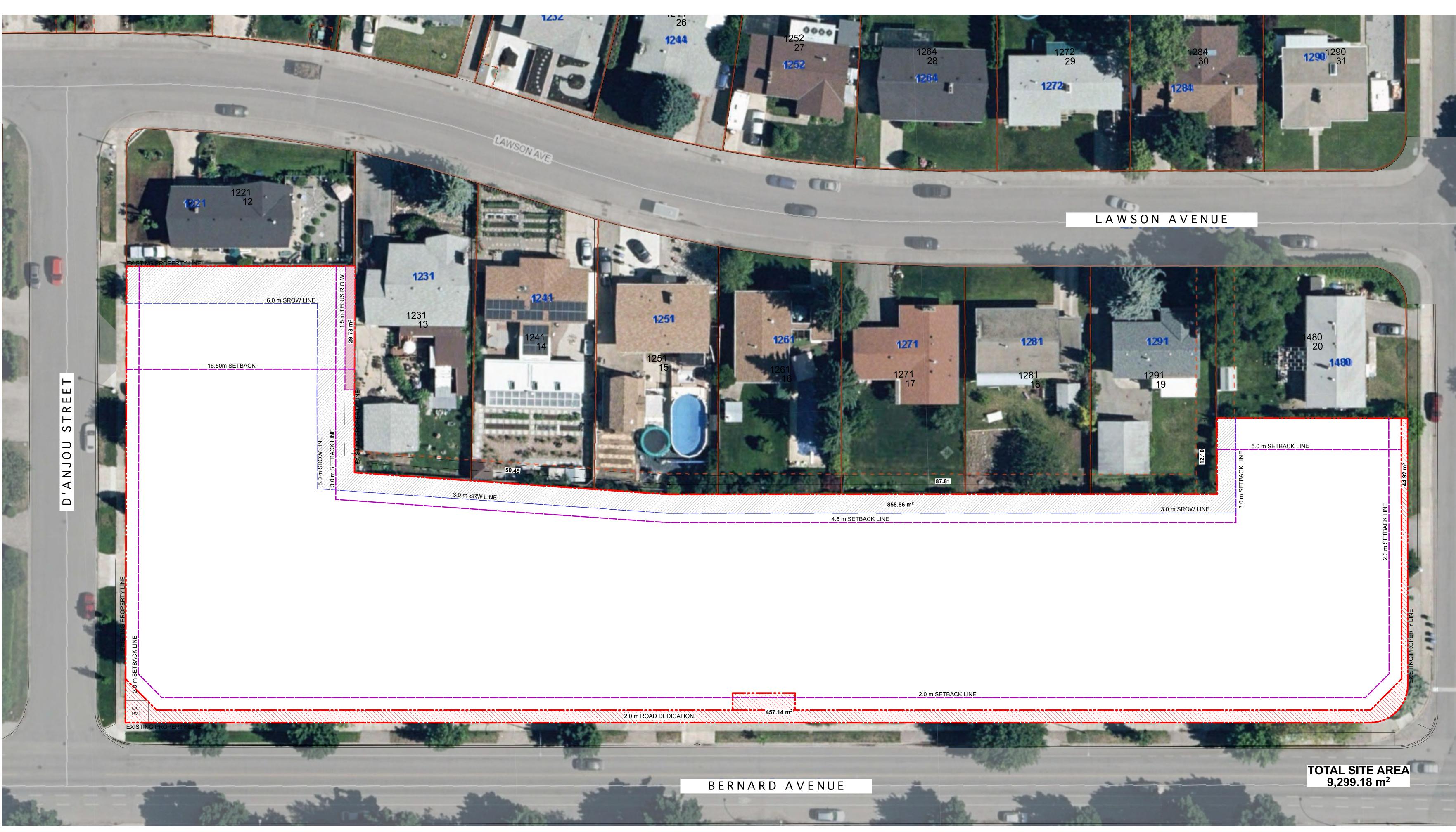


OUTDOOR AMENITY BARBEQUE LOUNGE





A-0.700







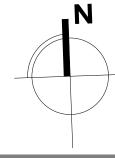
TELUS ROW

ROAD DEDICATION / SROW





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[PROJECT TEAM]

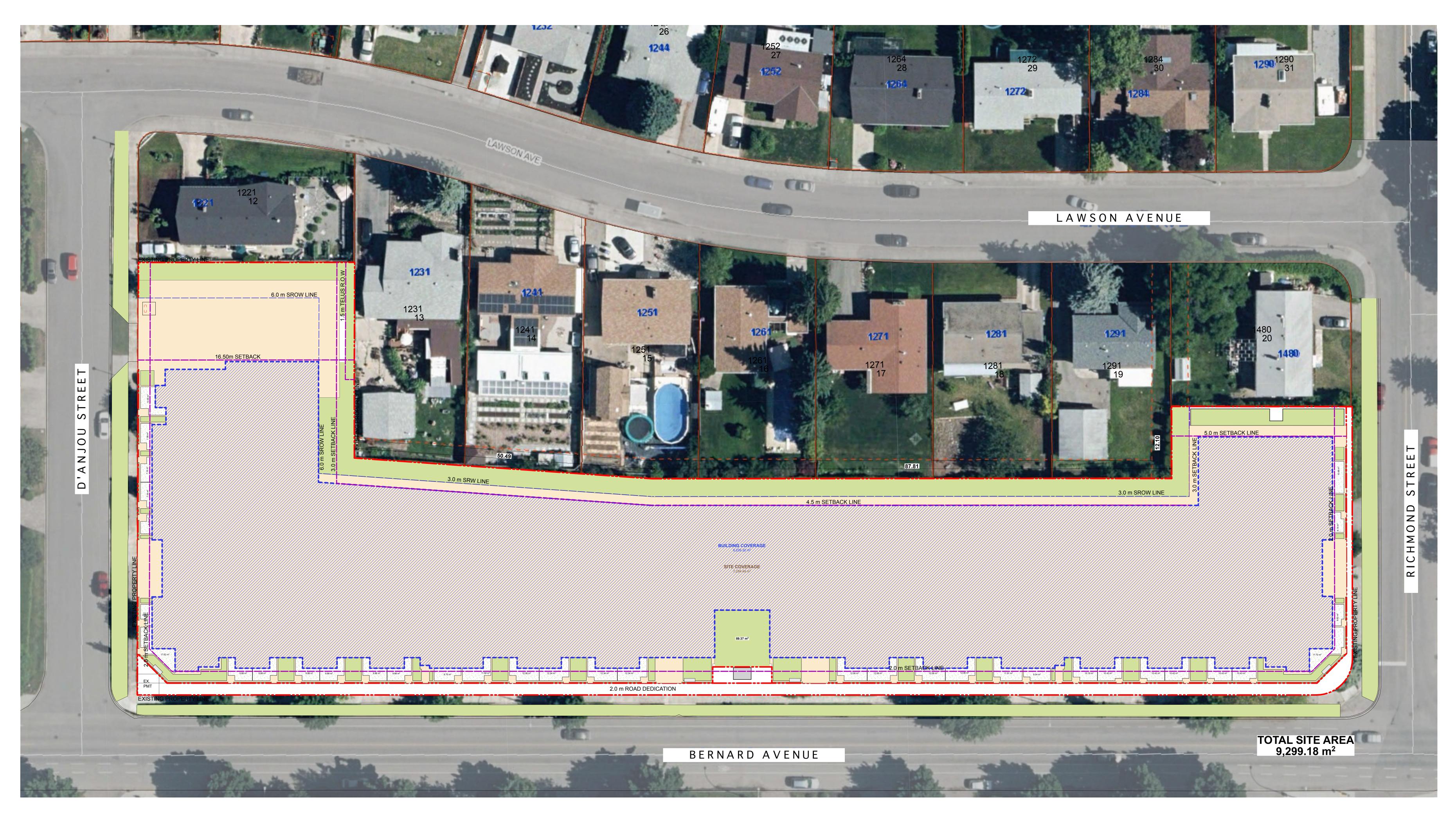


BERNARD ASSEMBLY 1481,1491 & 1495 D'Anjou Street, 1230,1240,1250,1260,1270,1280, 1290 & 1296 Bernard Street, 1488 Richmond Street **Kelowna, BC** [TITLE]

## Base Plan

23630	[PROJECT]
1:250	[SCALE]
Friday, August 30, 2024	[DATE]
Issue 1: Rezoning	[ISSUE]
	[DRAWING]

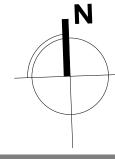
[DRAWING] A-1.100



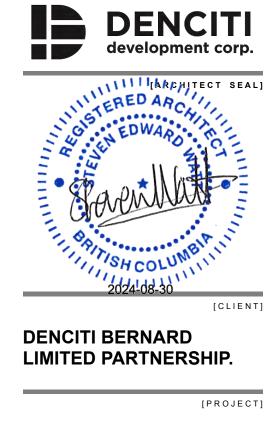




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[PROJECT TEAM]

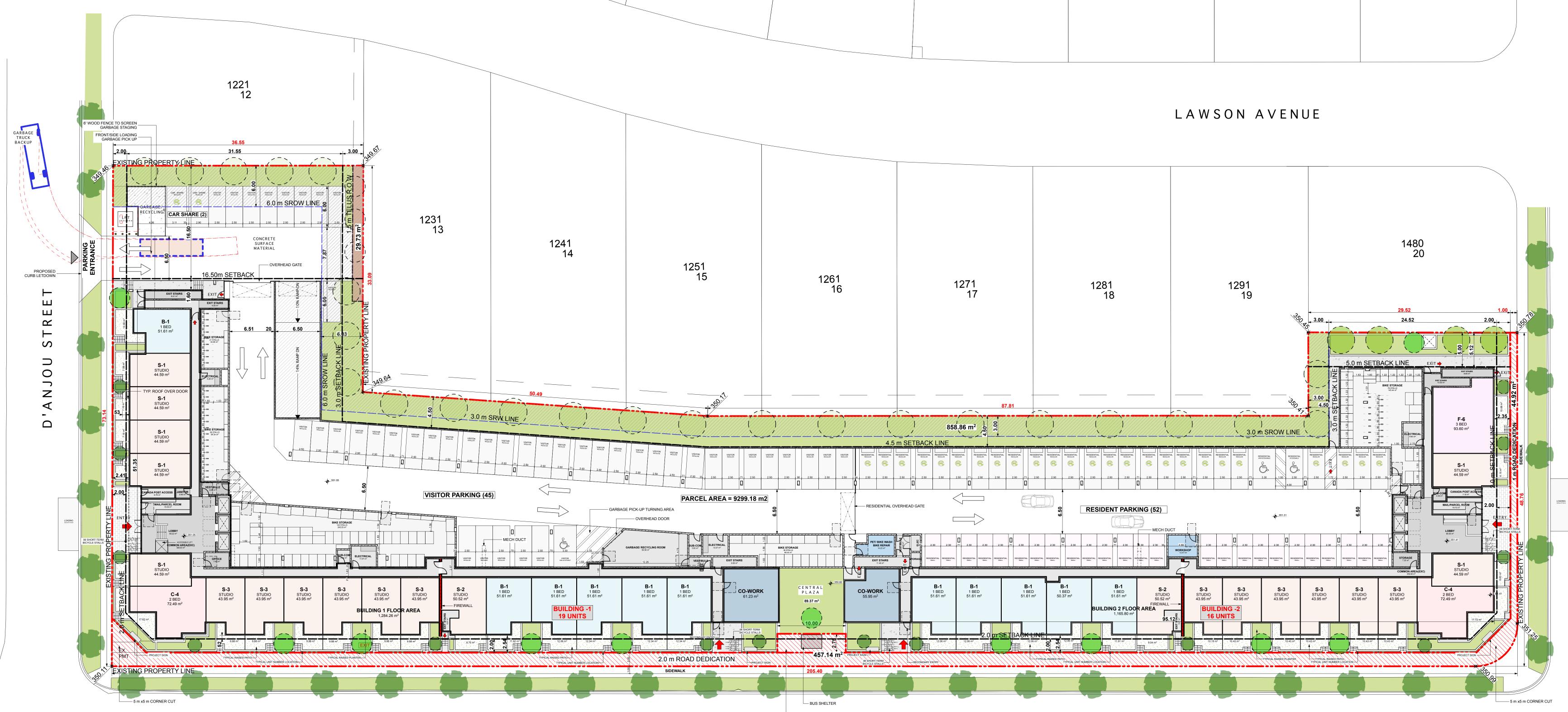


**BERNARD ASSEMBLY** 1481,1491 & 1495 D'Anjou Street, 1230,1240,1250,1260,1270,1280, 1290 & 1296 Bernard Street, 1488 Richmond Street **Kelowna, BC** [TITLE]

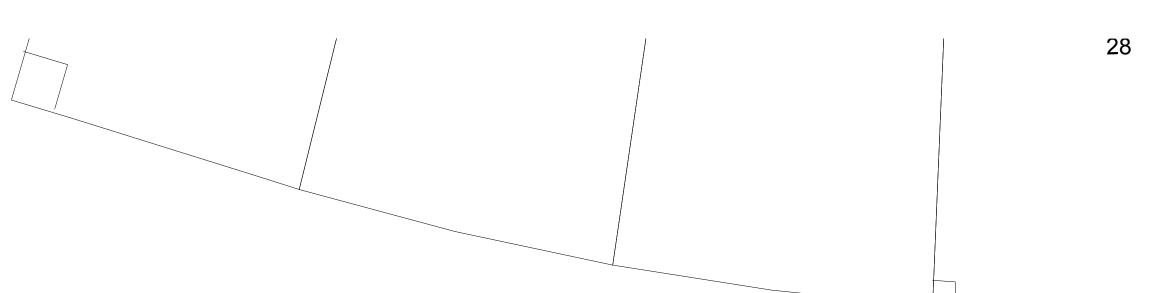
## Site Coverage

23630	[PROJECT]
1:250	[SCALE]
Friday, August 30, 2024	[DATE]
Issue 1: Rezoning	[ISSUE]
	[DRAWING]

A-1.200





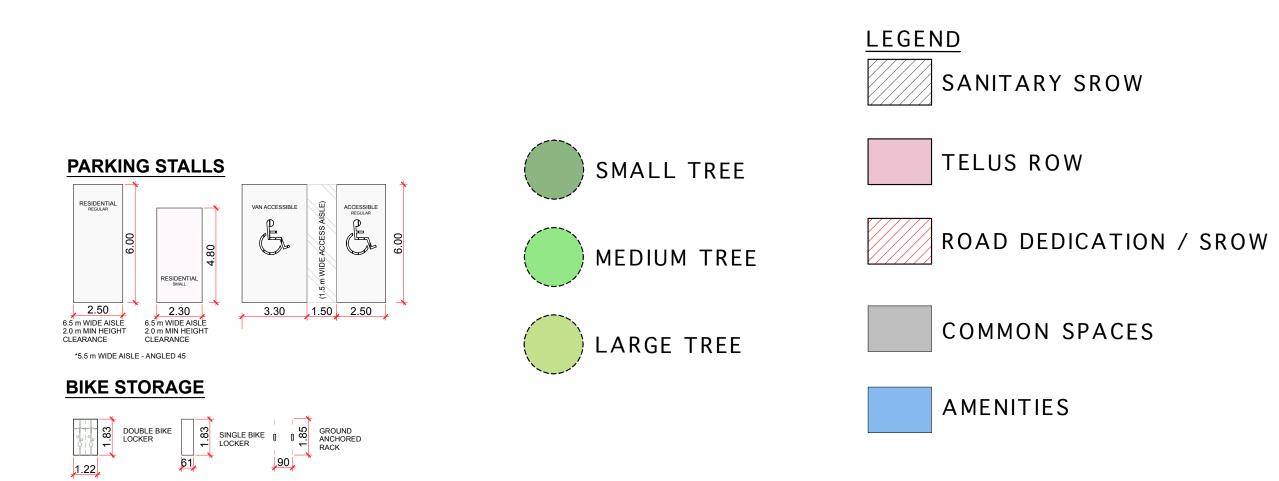


BERNARD AVENUE

———— BUS STOP SROW (10.0m x 2.75m)

29	30	31

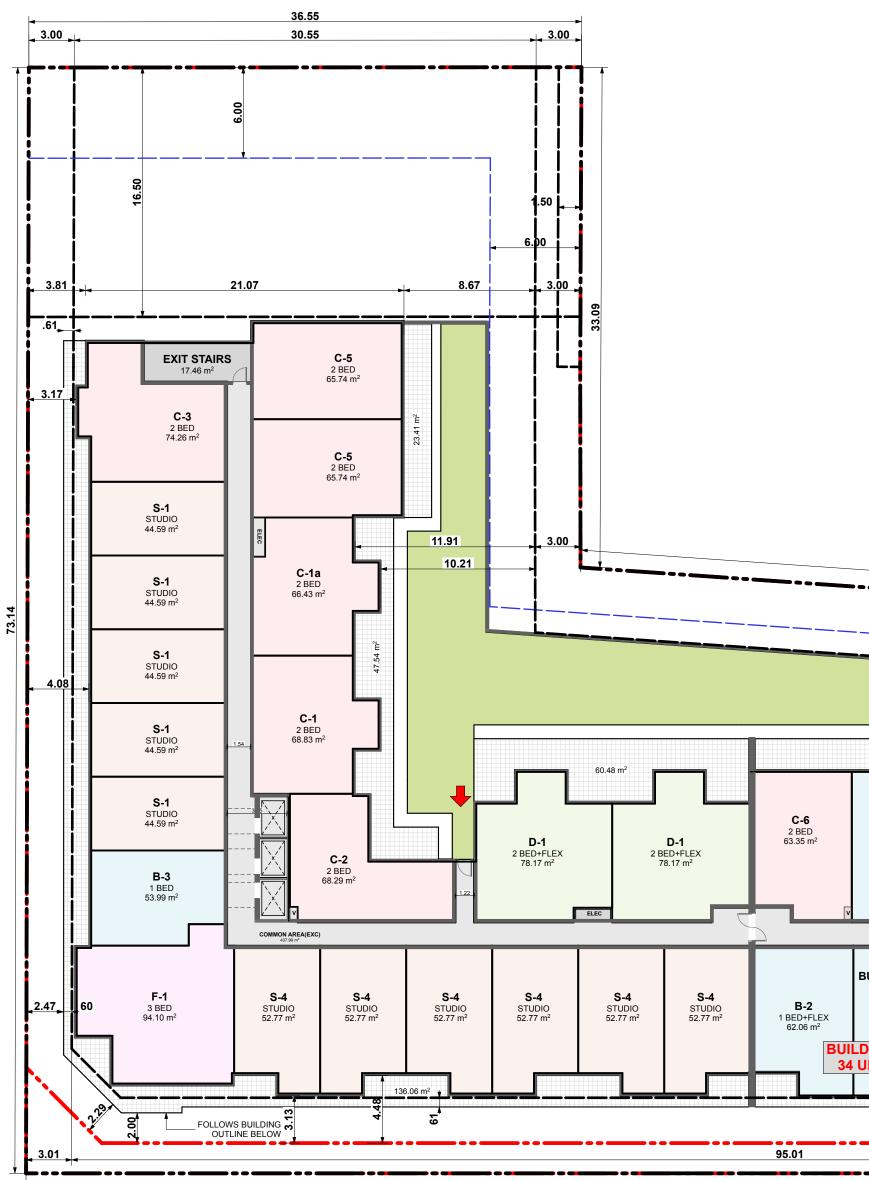
TOTAL SITE AREA 9,299.18 m<sup>2</sup>







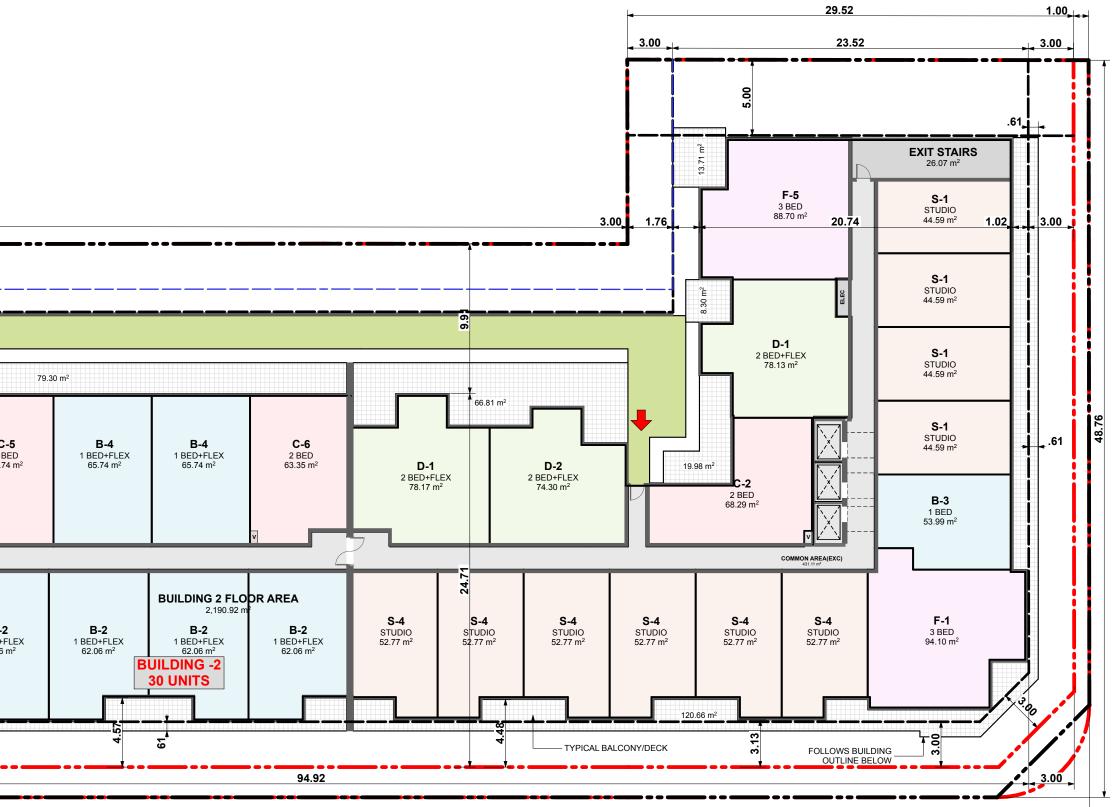






	37.81
Bit         Bit <th><u>/.81</u></th>	<u>/.81</u>
OUTDOOR AMENITY 806.76 m <sup>2</sup>	
66.42 m <sup>2</sup>	
B-4 1 BED+FLEX 65.74 m <sup>2</sup> B-4 1 BED+FLEX 65.74 m <sup>2</sup> C-5 2 BED 65.74 m <sup>2</sup>	<b>C-</b> 2 BE 65.74
EXIT STAIRS 23.18 m <sup>2</sup> EXIT STAIRS	
BUILDING 1 FLOOR AREA 2,419.48 m <sup>2</sup> B-2 1 BED+FLEX 62.06 m <sup>2</sup> B-2 1 BED+FLEX B-2 1 BED+F	<b>B-2</b> 1 BED+FI 62.06 n
	m²
205.40	



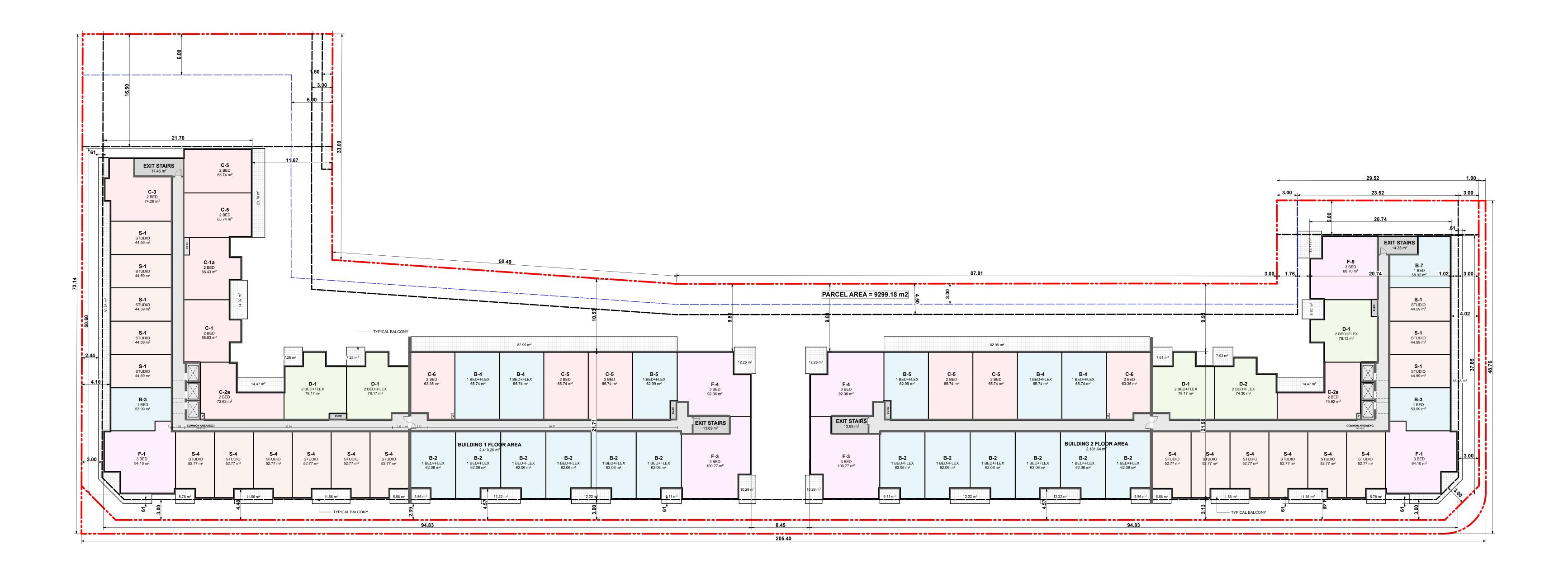






[DRAWING]

A-2.200





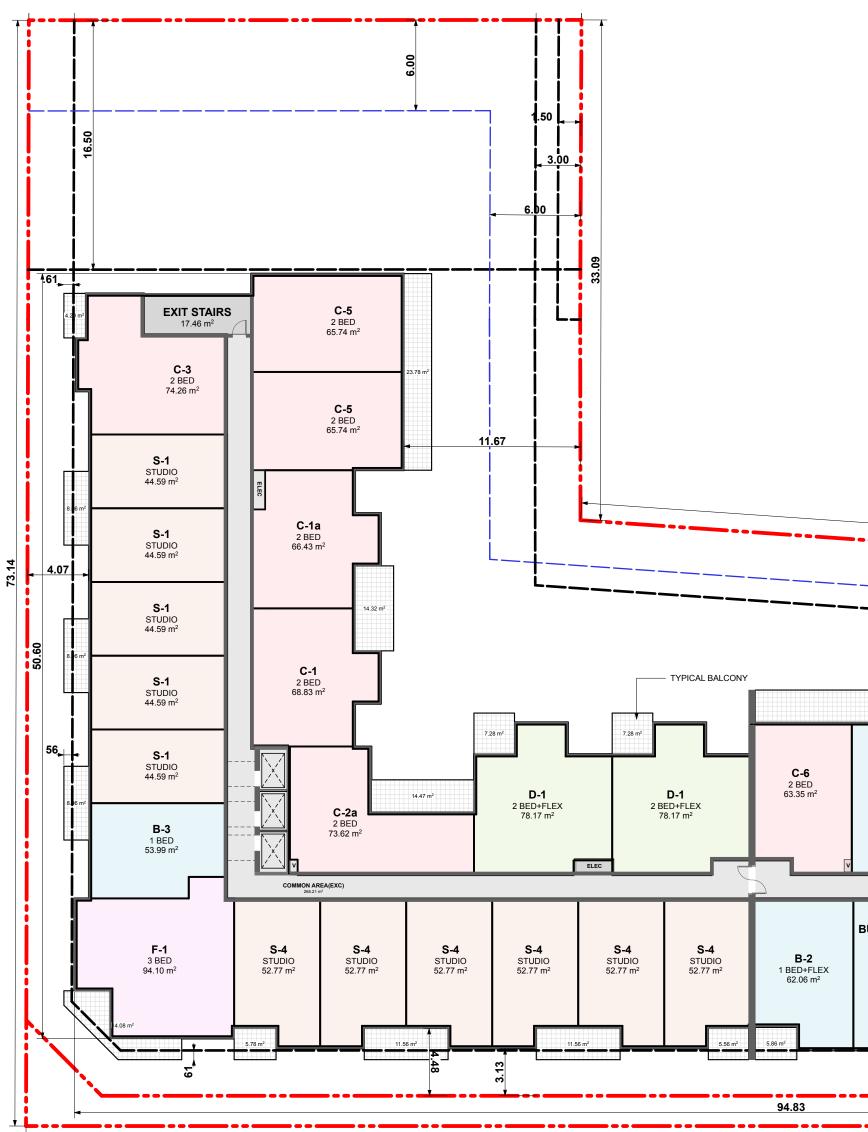






23630 [PROJECT] 1:250 [SCALE] Friday, August 30, 2024 [DATE] Issue 1: Rezoning [ISSUE]

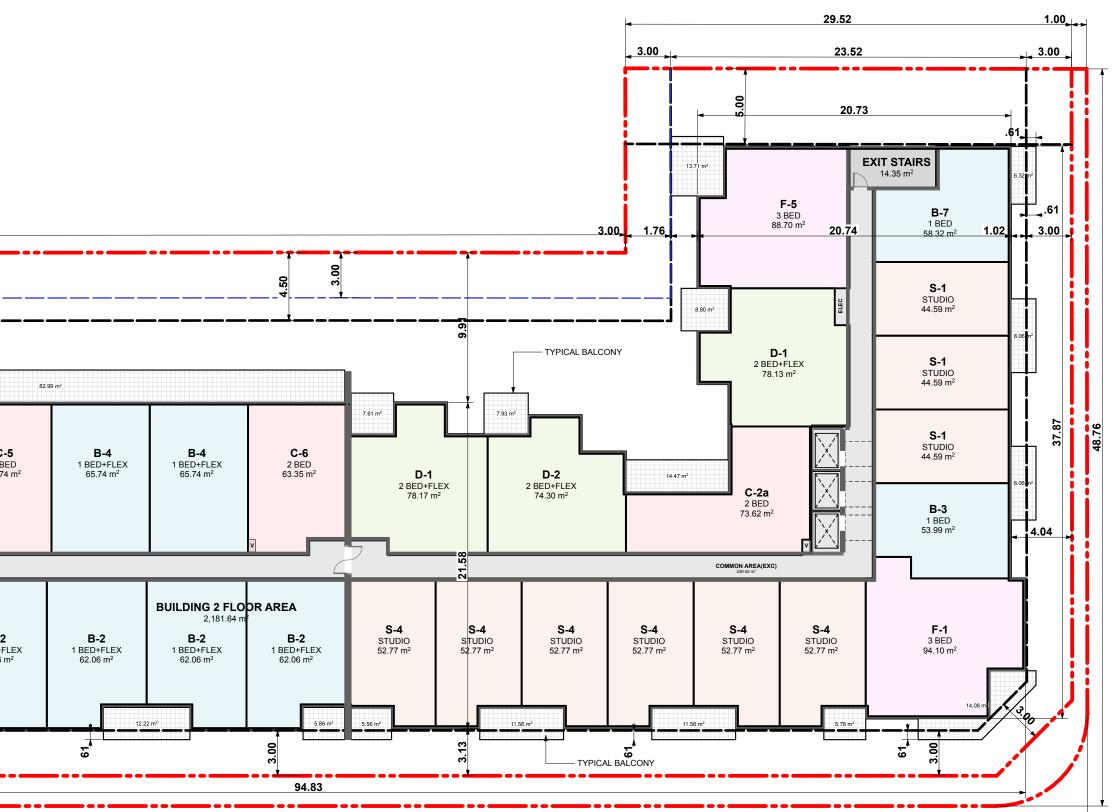
**A-2.300** 





	50.49											87.81
								Ρ/	ARCEL AREA = 9	9299.18 m2		
	82.9	9 m²	10.5		<u>&amp;</u> σ				<b></b>			
<b>B-4</b> 1 BED+FLEX 65.74 m <sup>2</sup>	<b>B-4</b> 1 BED+FLEX 65.74 m <sup>2</sup>	<b>C-5</b> 2 BED 65.74 m <sup>2</sup>	<b>C-5</b> 2 BED 65.74 m <sup>2</sup>	<b>B-5</b> 1 BED+FLEX 62.99 m <sup>2</sup>	<b>F-4</b> 3 BED 92.36 m <sup>2</sup>	12.26 m²		12.26 m²	<b>F-4</b> 3 BED 92.36 m <sup>2</sup>	<b>B-5</b> 1 BED+FLEX 62.99 m <sup>2</sup>	<b>C-5</b> 2 BED 65.74 m <sup>2</sup>	<b>C-5</b> 2 BED 65.74 m
			21.71	ELE	EXIT STAIRS 13.69 m <sup>2</sup>				EXIT STAIRS 13.69 m <sup>2</sup>			
BUILDING 1 FLO 2,410.20 m B-2 1 BED+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BE0+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BED+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BED+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BED+FLEX 62.06 m <sup>2</sup>	<b>F-3</b> 3 BED 100.77 m <sup>2</sup>	ĺ			<b>F-3</b> 3 BED 100.77 m <sup>2</sup>	<b>B-2</b> 1 BED+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BED+FLEX 62.06 m <sup>2</sup>	<b>B-2</b> 1 BED+FLE) 62.06 m <sup>2</sup>
		29 4 59 4 59 4 12 12 12 12 12 12 12 12 12 12	22 m <sup>2</sup>	6.11 m <sup>2</sup>		10.29 m²		10.29 m <sup>2</sup>		6.11 m <sup>2</sup>	12.2	22 m <sup>2</sup> 57
						► <b>•</b> • •	8.45 205.40	•				

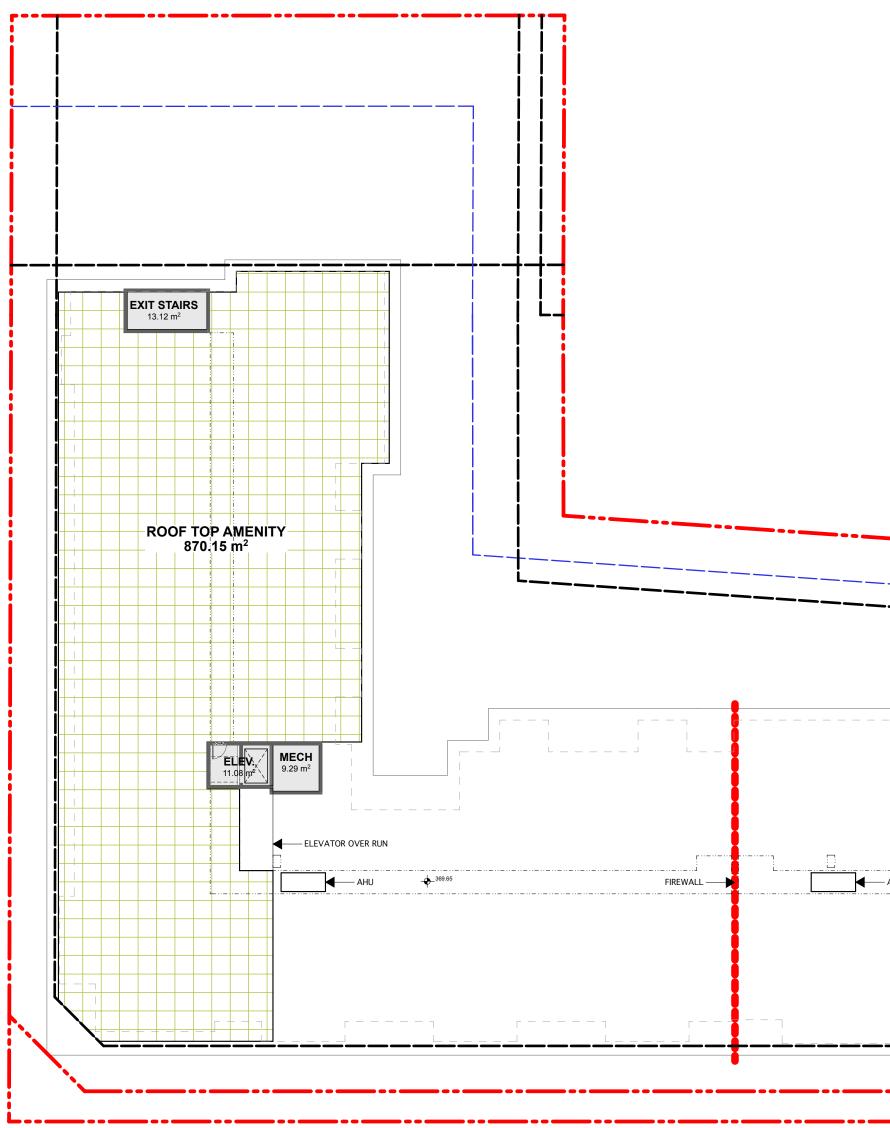








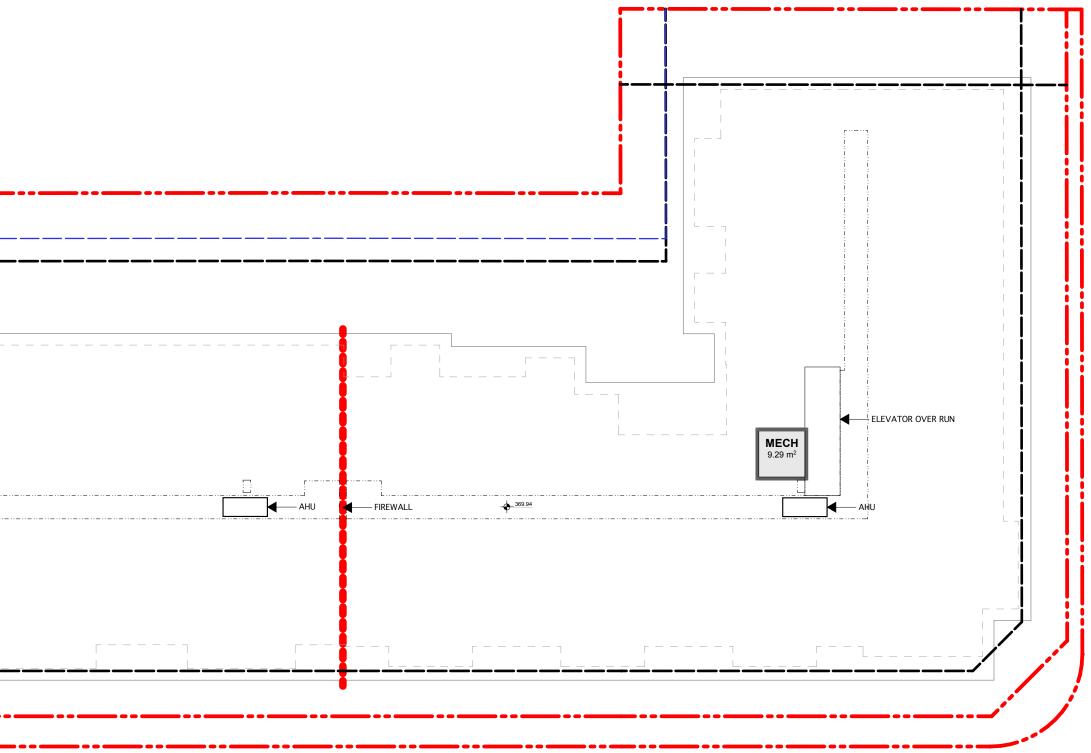
Issue 1: Rezoning [DRAWING] A-2.400





	PARCEL AREA = 9299.18 m2
AHU • 360.65	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓







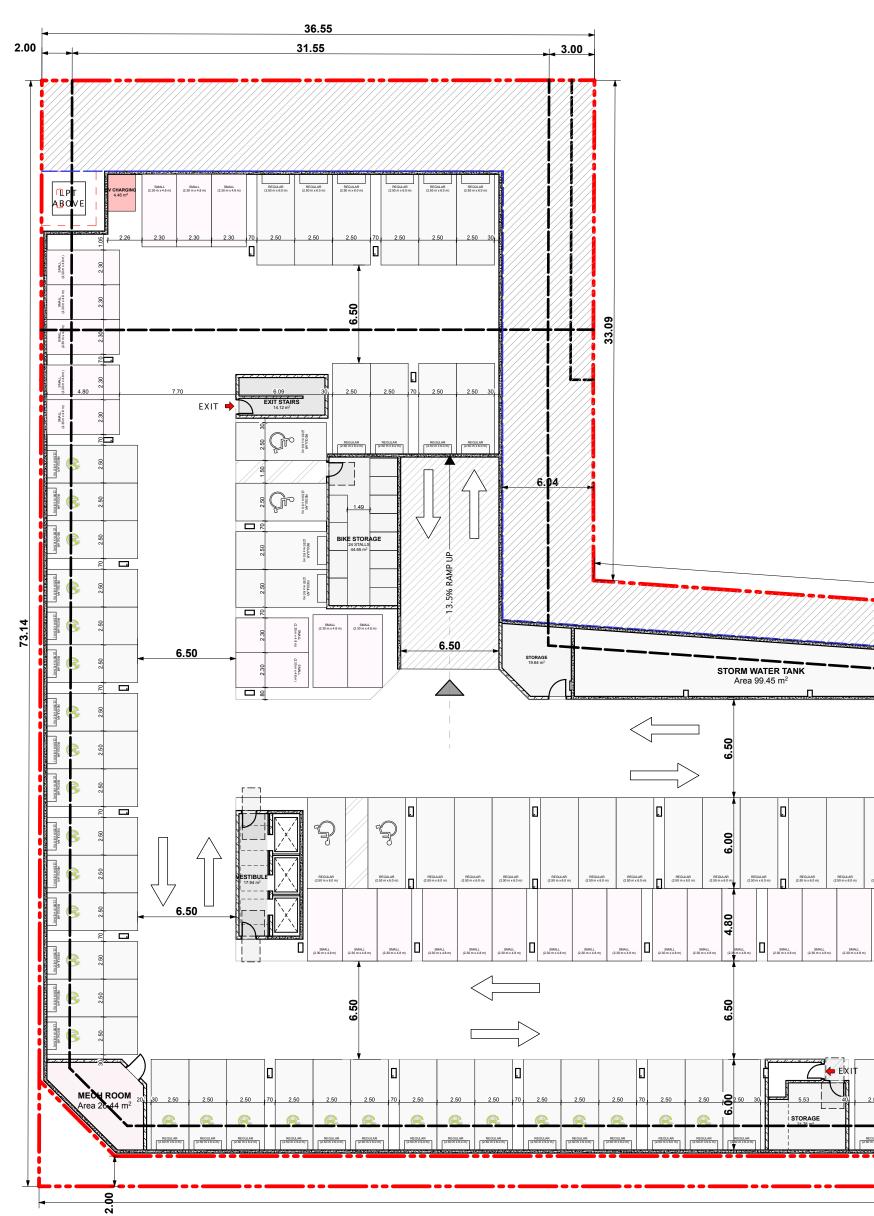


1481,1491 & 1495 D'Anjou Street, 1230,1240,1250,1260,1270,1280, 1290 & 1296 Bernard Street, 1488 Richmond Street **Kelowna, BC** 

## Roof Plan

23630	[PROJECT]
1:250	[SCALE]
Friday, August 30, 2024	[DATE]
Issue 1: Rezoning	[ISSUE]
	[DRAWING]

[DRAWING]





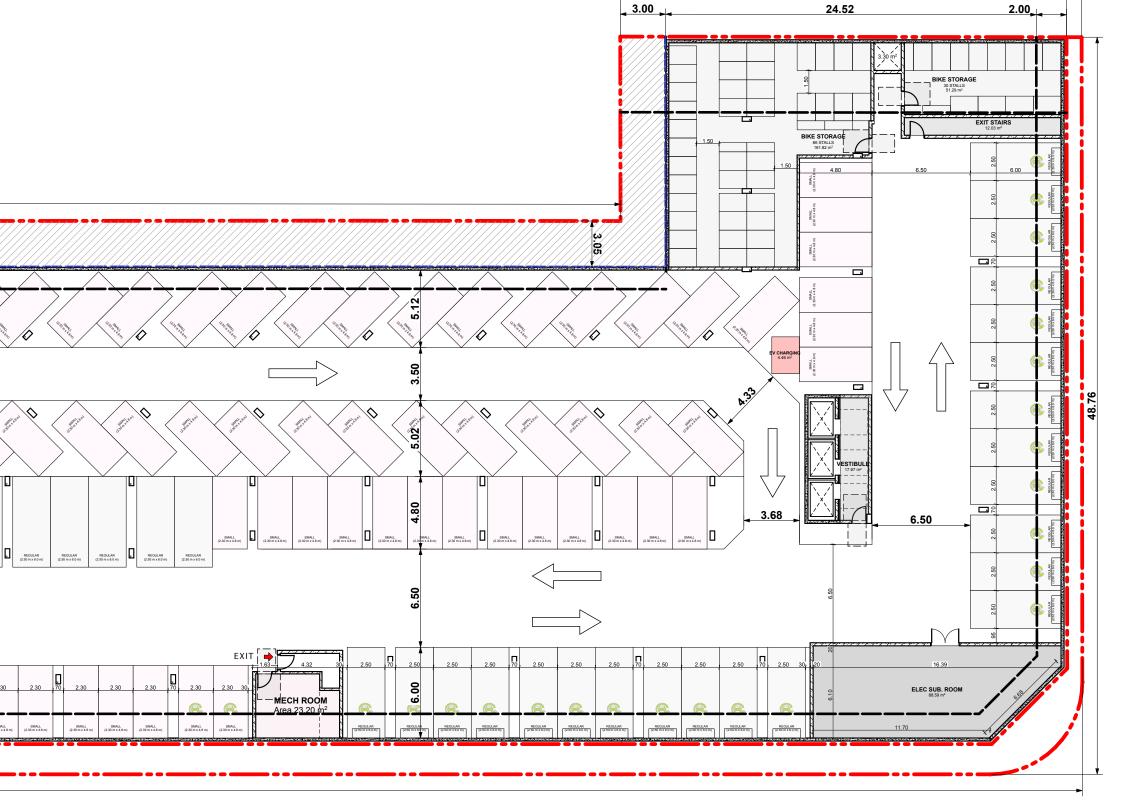
1 Level P1 Parking Plan



Bike Lockers Proposed

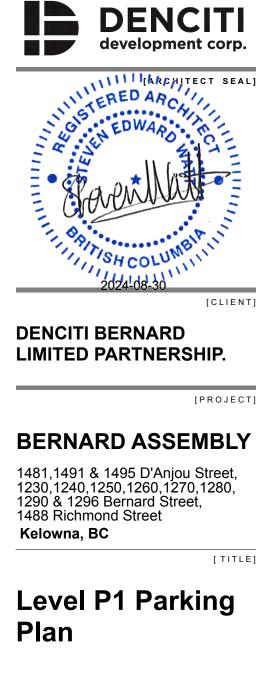
50.49		87.82
	865.25 m <sup>2</sup>	
	PARCEL AREA = 9299.18 m2	
BEARM D D D D D D D D D D D D D D D D D D D		
		LLAR REGULAR +60m) (200m+60m)
	RESIDENT PARKING(262)	
		SMALL (230 m x 48 m) (2.20 m x 48 m)

205.40



29.52

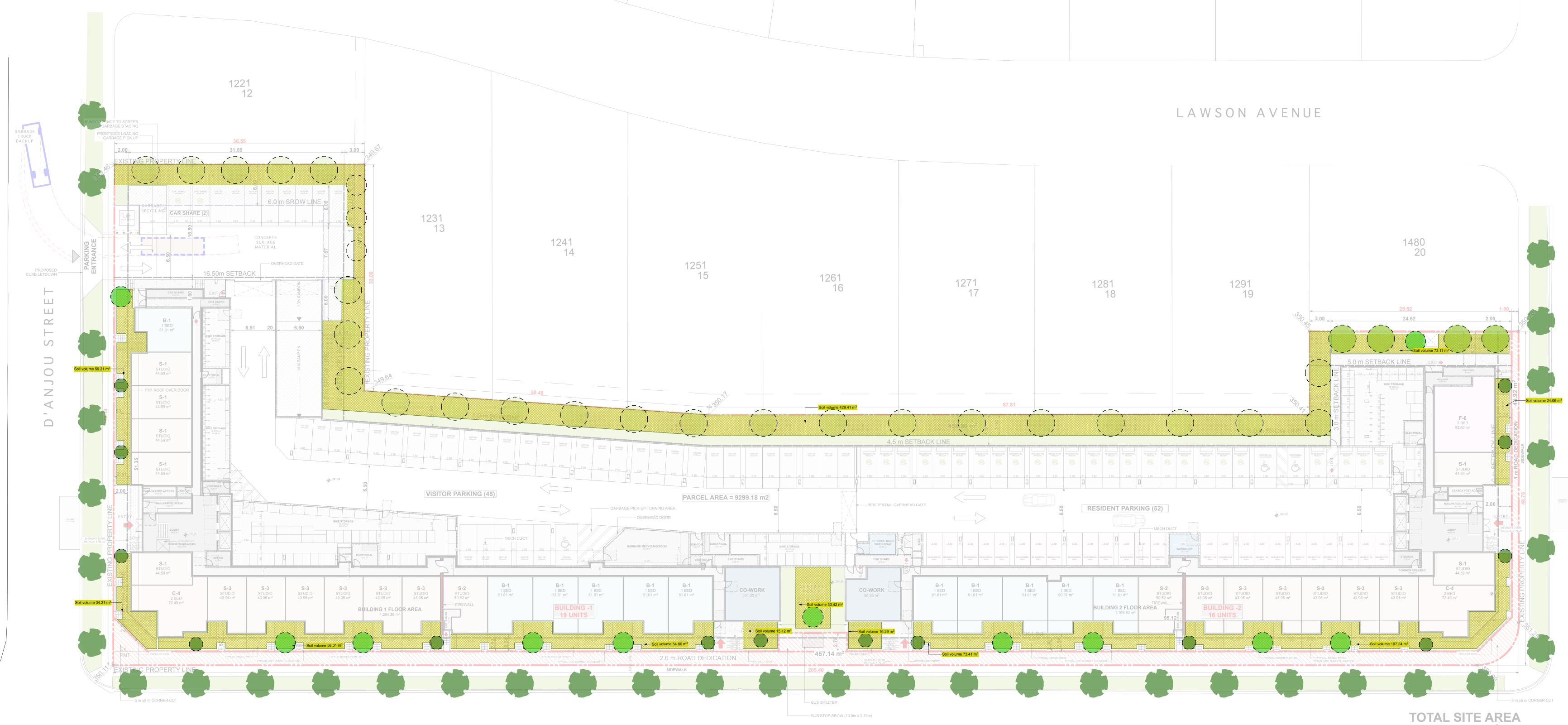




[PROJECT] 23630 \_\_\_\_\_ [SCALE] 1:250 [DATE] Friday, August 30, 2024 [ISSUE] Issue 1: Rezoning 

[DRAWING]

A-2.600





Total Linear Meters of Site Landscape Areas = 559.6m\* Minimum number of trees to be planted on site = 56

Based on the tree size ratio, the trees REQUIRED for the site is: Large (50% of 56) = 28 min.

Small (25% of 56) = 14 max. Medium (25% of 56) = 14 (min./ no max.)

Based on the required ratios, the trees PROPOSED for the site is: Large (50% of 56) = 28

- Small (25% of 56) = 14
- Medium (25% of 56) = 14

NOTE: SOIL VOLUMES INDICATED ON THIS PLAN ARE MAXIMUMS BASED ON THE AREAS SHOWN AND MAY NOT BE REQUIRED IN FULL TO MEET MINIMUM ZONING BYLAW REQUIREMENTS. MORE DETAIL WILL BE PROVIDED AT DEVELOPMENT PERMIT.



BERNARD AVENUE

29	30	31

9,299.18 m<sup>2</sup>

