

Built form and Massing.

The site is presently used as a surface parking lot.

The site is located near Burrard Street adjacent to a 20 storey tower to the east and 2 towers 15 and 20 storeys tall located south across Burnaby Street. The neighbouring buildings to the west are typically 4 storeys wood frame.

The development contains 21 residential units with 25% designated as family dwellings. Each unit has their own private balcony or patio space, with the top floor having access to private rooftop decks.

The design proposes a 4 storey façade with its fifth floor set back from the street and the lane respecting the scale of the existing neighbourhood four storey buildings. This set back will also mitigate the impact of shadows on the surrounding neighbourhood.

Sustainability Design Strategy

The project will meet the requirement of ASHRAE 90.1-2010.

The building envelope has been designed to maximize daylighting within the suites, while controlling unwanted solar gain through the careful placement of windows and balcony overhangs.

Thermal bridging will be reduced by controlling the window/wall ratio and by insulating the cantilevered balconies. Continuous exterior insulation and durable cladding system will provide a high performance, long lasting, envelope for the building and its residents.

There is access to nearby transit on Burrard Street and bicycle path on Burnaby Street. A bike share station and a car share for the resident would further reduce the need for private vehicles.

Landscaping has been designed to maximize the storm water infiltration. The planting material used will be indigenous species, selected for hardness and seasonality, thereby reducing the need for irrigation.



Ground plane and Pedestrian movement

The street-fronting building entrance has been enhanced with generous landscaping. The ground floor amenity space within the building has direct access to a large south facing outdoor play and amenity area. Landscaping will further reinforce the neighbourhood character, highlighting entrance and circulation paths, as well as private and public spaces

Parking.

Access to underground paking is from the lane, the development requires 13 stalls and an additional 6 stalls will be provided for the office uses located at 1022 Davie Street. A car share is proposed for the project and will be conveniently located at grade off the lane.

Secured bicycle parking will be on level P1 with additional 6 spaces allocated for visitors on grade at the entrance.

Bicycle stalls have been provided to allow and encourage pedestrian and non- vehicular traffic in the neighbourhood, while also supporting options for a healthier lifestyle.

Relaxations and variations from existing regulations

We are seeking 10% Heritage Density Transfer for the Development over the maximum 1.5 FSR.

We are propose to provide one car share for the Development to meet the minimum parking requirement.

The proposed development meets all RM-5A guidelines.

- site coverage 39% ( max 50% )
- building height 50'-1/2" ( max 60'-0" )
- building set backs
- o front yard: 14'-2 1/2" ( min 12'-1 1/2" )
- o rear yard: 12'-0" ( min 6'-10 1/2" )
- o side yard: 12'-0" ( min 6'-10 1/2" )

