


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 19, 2021</u>
<input type="checkbox"/> Other:	Date: _____

  
 Dept.  
 Manager

  
 GM/  
 Director

  
 CAO

## The District of North Vancouver REPORT TO COUNCIL

June 30, 2021  
 File: 08.3060.20/037.18

**AUTHOR: Casey Peters, Senior Development Planner**

**SUBJECT: 2050-2070 Marine Drive (Marvel Developments)  
 Update on Project Revisions – Rezoning Application**

**RECOMMENDATION:**

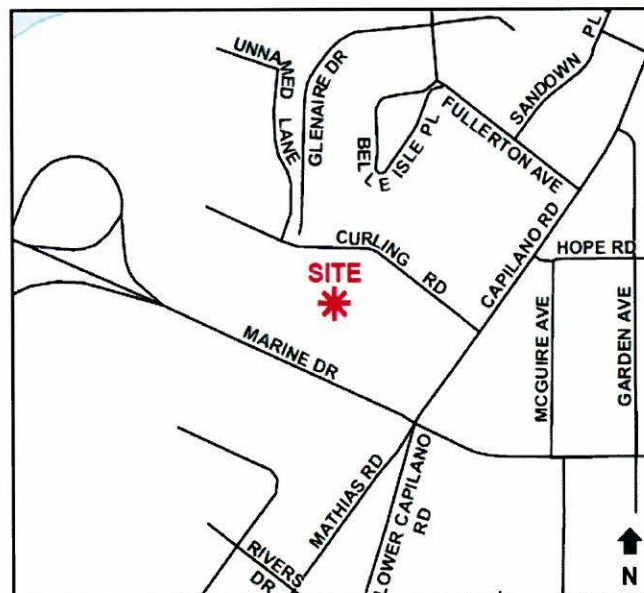
THAT Council direct staff to prepare bylaws regarding the consideration of this application for rezoning for a mixed-use development in the Lions Gate Village Centre.

**REASON FOR REPORT:**

On November 23, 2020, Council reviewed the proposed rezoning application and referred the project back to staff for further discussion with the applicant.

Since that time, staff have worked with the applicant team to review possible adjustments to the project, and the applicant has made a number of revisions.

The purpose of this report is to highlight for Council the project changes, and to request direction to prepare the necessary bylaws to allow the rezoning for the project to be considered by Council.



**BACKGROUND:**

Due to the size of the Report to Council considered at the November 23, 2020 meeting, the document is provided via a direct link below, rather than as a physical attachment:

<http://app.dnv.org/OpenDocument/Default.aspx?docNum=4572316>

The same information is also available through the Council Agenda webpage at Agenda Item 3.4. The full November 23, 2020 Council meeting agenda package is available at the link below:

<https://app.dnv.org/OpenDocument/Default.aspx?docNum=4573341>

Council member comments from the “early input” review included a number of topic areas. For reference, these topics and comments have been summarized below:

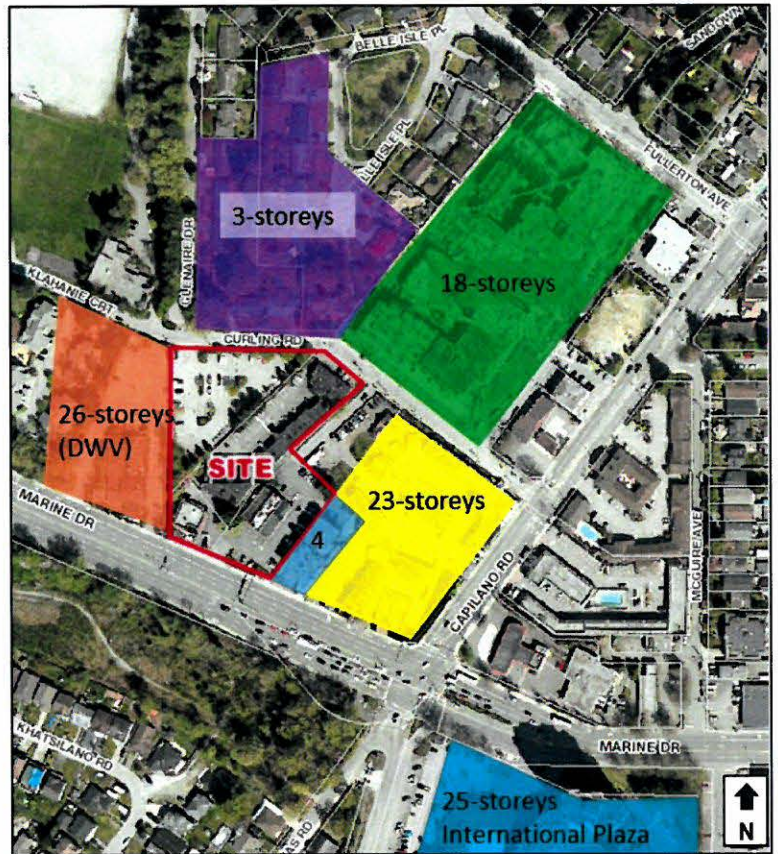
- **Housing Mix:** An appreciation was noted for the non-market rental units in the project, but concern was indicated that the proposed housing mix included too much strata housing and not enough housing choices.
- **Building Height:** Some concern was expressed regarding the height of the 29-storey high-rise building.
- **Green Building Measures:** Desire was expressed to see greater sustainability measures included in the project.
- **Pace of Development:** Some concern was expressed regarding the amount of construction underway in the Lions Gate Village Centre.
- **Podium Design:** Some concern was expressed that the podium at the base of the high-rise building was too tall.
- **Vehicle Parking and Traffic:** Concern was expressed regarding the amount of parking provided (a total of 349 parking stalls) and the anticipated impact on traffic in the area.
- **Outdoor Open Space:** Desire was expressed to see more landscaped open space.

**ANALYSIS:**

Site and Surrounding Area

The 1.05 hectare (2.6 acre) site comprises the existing “Travelodge Hotel”, “Denny’s” restaurant, and “Pho Japolo” restaurant, as well as the parking lot of the now demolished “Earl’s” restaurant.

The site is located between Marine Drive and Curling Road, west of Capilano Road. Surrounding properties include the “Grouse Inn” redevelopment (23 storeys – under construction) and an existing four-storey commercial building to the east, townhouse developments to the north (under construction), the “Larco” redevelopment to the northeast (18 storeys), and a residential redevelopment to the west in West Vancouver (26 storeys - under construction).



**PROPOSAL:**

Project Description:

IBI Architects has applied on behalf of Marvel Developments (Lions Gate Village) Ltd. to redevelop the existing commercial sites to create a development with a total of 326 units, including 208 strata units, 77 market rental units, 41 non-market rental units, and a small commercial unit, all in a mix of buildings ranging from 4 to 27 storeys in height.

The proposal includes the following elements:

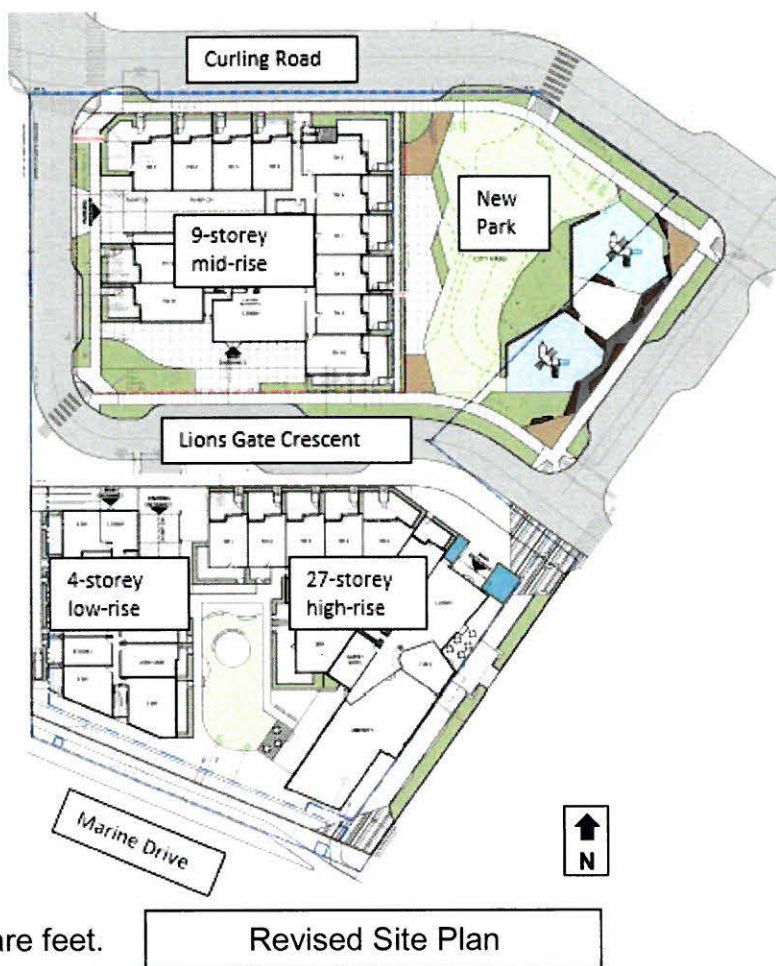
- a 27-storey building in the southeast portion of the site with a small commercial component on the ground floor and a mix of market rental units (77 units) and strata units (159 units);
- a four-storey building in the southwest portion of the site with 41 non-market rental units;
- a nine-storey building in the northwest portion of site with 51 strata units; and
- a new park in the northeast portion of the site.

Project Evolution:

The project as presented to Council in November of 2020 was formatted as a 299 unit development with 264 strata units and 35 units of non-market rental. The project has since been revised to a 326 unit development including 208 strata units, 41 non-market rental units, and 77 market rental units.

The revisions propose an increase in overall unit count, an increase in non-market rental units, the addition of market rental units, a smaller proportion of strata units, lock-off suites, a “rent-to-own” program, and discounts for locals and essential workers.

A small commercial component has been added to the project and is located at the ground floor of the 27-storey building. This commercial floor area is proposed as a café with a floor area of approximately 52 m<sup>2</sup> or 562 square feet.



The table below summarizes the changes to the proposal since the project was reviewed by Council in November of 2020.

	<b>“Early Input” Proposal</b>	<b>Revised Proposal</b>	<b>Change</b>
Total units	299	326	+27 units
- # of Strata units	264 (88%)	208 (64%)	-56 units
- # of Market Rental units	0 (0%)	77 (23%)	+77 units
- # of Non-market rental	35 (12%)	41 (13%)	+6 units
Commercial Sq. ft.	0	52m <sup>2</sup> (562 sq. ft.)	+ 562 sq. ft.
High-rise height	29	27	-2 storeys
Mid-rise height	6	9	+3 storeys

Project Updates by Topic Area:

Key changes to the proposal following the review by Council in November of 2020 are noted by topic area below.

**Housing Mix:**

Rental units:

The adjustments to the project result in 6 additional non-market rental units above those proposed in the project in November of 2020, for a total of 41 non-market rental units. The project has also added 77 market rental units to be located within the 27-storey building. The 118 rental units constitute just over 36% of the housing units in the project.

The approach to the 41 rental units to be provided at non-market rates has not changed. The non-market units are comprised of 8 studio units, 8 one-bedroom units, 21 two-bedroom units, and 4 three-bedroom units. The applicant is targeting rents for the non-market units between 6% to 16% below the Metro Vancouver median rents as published in the CMHC Rental Market Survey (2020). A summary of the rents proposed for the non-market rental units is included in the table below:

Unit Type	Number of Units	Metro Vancouver median rents from CMHC (2020)	Proposed Rent ( % below Metro median)	DNV median rents from CMHC (2020)	Proposed Rent ( % below DNV median)
Studio	6	\$1,250	\$1,100 (12%)	\$1,309	\$1,100 (16%)
1 bedroom	15	\$1,390	\$1,200 (14%)	\$1,600	\$1,200 (25%)
2 bedroom	15	\$1,650	\$1,525 (8%)	\$2,080	\$1,525 (27%)
3 bedroom	5	\$1,850	\$1,725 (7%)	\$2,475	\$1,725 (31%)

The creation of 118 rental units at a mix of market and non-market rents represents an opportunity to significantly increase the supply of purpose-built rental stock in the District.

Lock-off suites:

The revised submission proposes that up to 10% of the strata units are to include “lock-off suites”. The lock-off suite is a small unit, with a minimum area of 24 m<sup>2</sup> (260 sq. ft.) that forms part of the larger unit but has a separate entrance from the common corridor. These suites cannot be sold separately from the remainder of the unit but can function either as part of the unit, or be operated as a rental suite.

Workforce housing:

The revised submission proposes that 5% of the strata units be offered for sale to first-responders and other essential workers employed within the District. These units would be offered for sale at 10% below market and this 10% discount would be secured on title to ensure that any future resale of the unit would reflect a similar discount. It is anticipated that the program would be administered by an acceptable non-profit housing organization.

Rent-to-own:

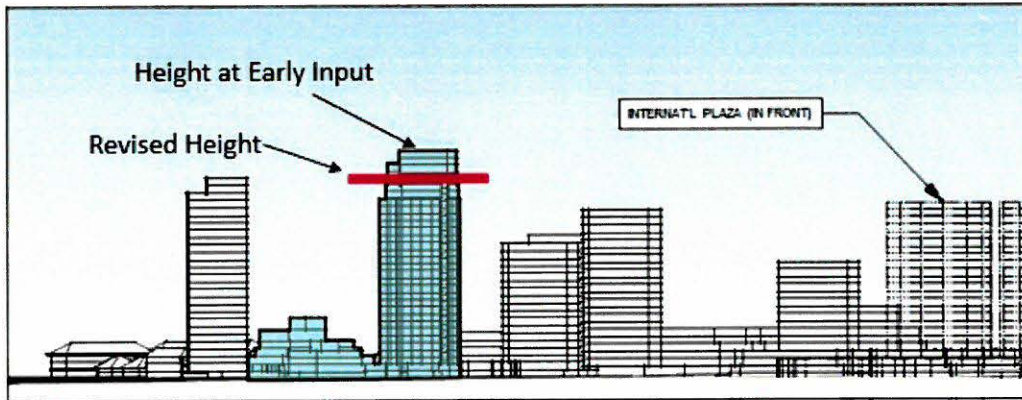
The revised submission proposes a “rent-to-own” program including up to 5% of the strata units in a mix of one and two-bedroom layouts. It is anticipated that the program would be modelled after the “rent-to-own” program that was approved by Council on June 21, 2021 for the project at 904 Lytton Street (Seymour Estates).

Locals First:

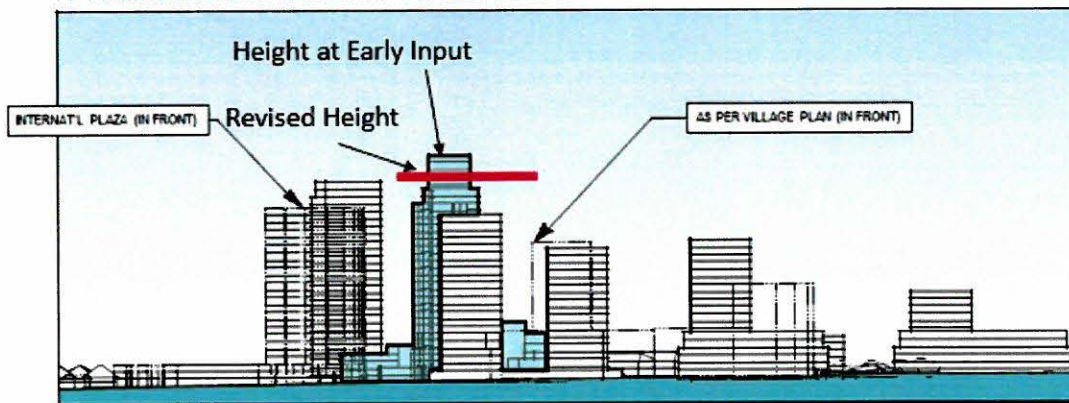
The revised submission proposes to offer the strata units for sale first to people who live, work, or own a business in the District. This offer would be for a 30 day period and the units would be priced at 5% below market prices for that period. Buyers would sign an agreement stating that they or a family member would be living in the unit and agree that the unit cannot be left vacant or resold within two years of purchase.

**Building Heights:**

The revised proposal has reduced the height of the 29-storey building by two storeys and 7 floors of the building are now proposed as market rental units. The mid-rise building has increased in height from 6 storeys to 9 storeys. The red lines on the images below indicate the reduction in height of the high-rise from the proposal reviewed by Council in November of 2020.

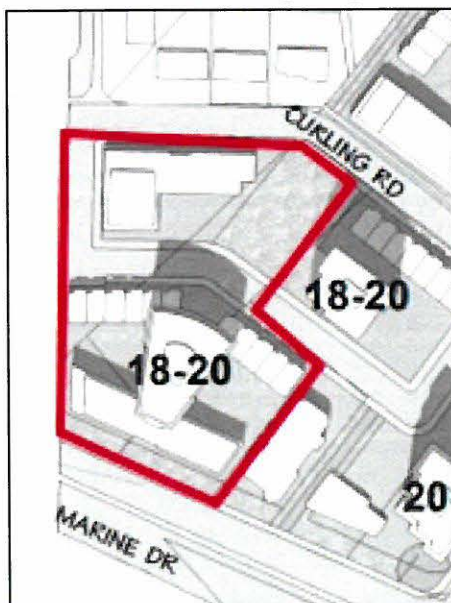


**A - A: MARINE DRIVE NORTH STREETSCAPE**

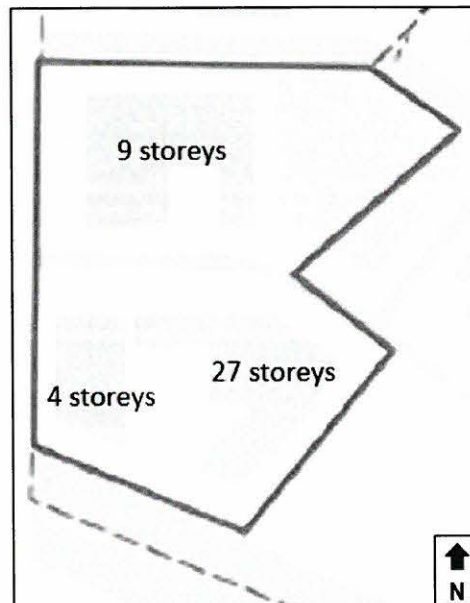


**B - B: CAPILANO ROAD WEST STREETSCAPE**

Building heights in the project have been considered in the context of the approved Lower Capilano Marine Village Centre Implementation Plan (Lions Gate Plan) which identifies a mix of building heights of 18 to 20 storeys for this site.



Lions Gate Plan: height map



Proposed building heights

The proposal includes a mix of building heights with lower building forms in the north portion of the site (9 storeys proposed in contrast to the 18-20 storeys anticipated in the Plan) and in the south-west portion of the site (4 storeys proposed). A higher building form is proposed in the south-east portion of the site (27 storeys proposed in contrast to 18-20 storeys anticipated in the Plan).

The proposed 27-storey building is being considered for the following reasons:

- there are significant contributions of land from this project resulting in a smaller developable area,
- a shorter building would result in a bulkier building,
- the project has been designed with a variety of heights to better integrate into the surrounding area instead of proposing multiple high-rise buildings, and
- the upper floors of the new high-rise design have been terraced to reduce its bulk and to enhance its appearance.

### **Green Building Measures:**

Concern was expressed during Council's review regarding the sustainability approach and the potential for the use of fossil fuels in the project.

The District's Construction Bylaw has been amended to update the District's approach to Energy Step Code and Greenhouse Gas Intensity (GHGI) Targets, with an implementation date of July 1, 2021. The update includes a two-tiered system that requires all Part 3 residential new construction to meet either Step 4 under the BC Step Code, or meet Step 3 and include a Low Carbon Energy System (LCES), with the LCES having an emission target of less than 3 kgCO<sub>2</sub>e/m<sup>2</sup>/yr (kilograms carbon dioxide equivalent, per square meter, per year).

The applicant has considered the District's Community Energy and Emissions Plan (CEEP) and Council's recent declaration of a Climate Emergency and has updated their mechanical approach for the project to commit to the following project components:

- The buildings will not use any fossil fuels in their heating and cooling systems, or plumbing system and will meet or exceed the Energy Step Code and Greenhouse Gas Intensity (GHGI) Targets. The non-market rental housing building will meet "Passive House" standards, which will reduce operating costs of this building and support affordability. The potential energy savings will be in the order of \$25 to \$30 per month for studio and one-bedroom units, and \$50 to \$60 per month for 2- and 3-bedroom units.
- The project will include parking spaces for local car share companies including Modo and Evo and the applicant is open to creating a bike share station as the new e-bike program unfolds.
- Low-carbon concrete with fly ash cement will be specified wherever concrete is used.



Other site planning and building designs features include:

- Siting of buildings to take advantage of passive solar gain and shading to optimize both winter heating and summer cooling.
- The use of sustainable, green building materials and avoidance of materials containing harmful chemicals such as hydrochlorofluorocarbons or extruded polystyrene.
- Use of high-performance window frames, glazing units and exterior doors and low volatile organic compound (VOC) building products.
- An energy efficient building design including a highly-insulated building envelope resistant to air leakage.

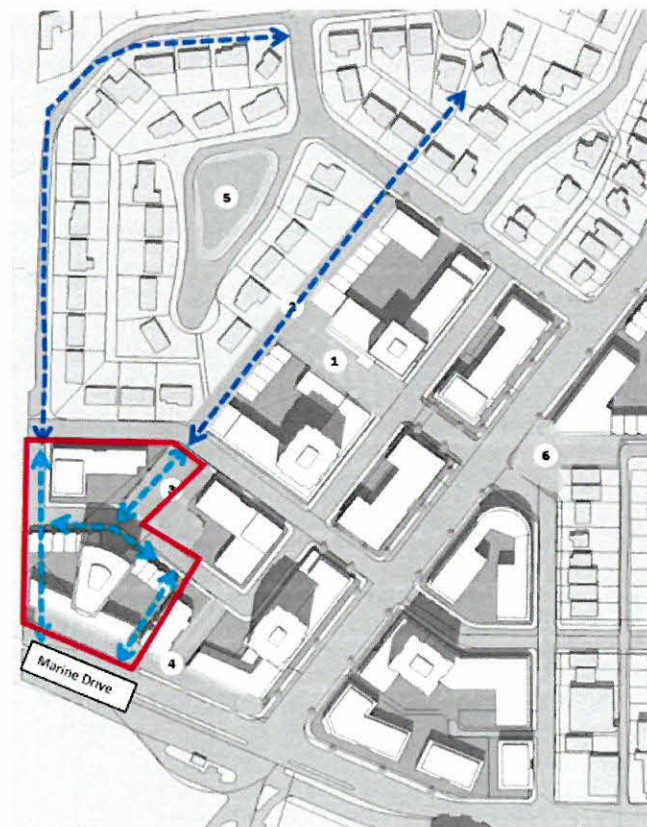
Buildings will include the following additional features to assist in energy and resource conservation:

- Energy efficient lighting
- "Energy Star" appliances
- Low flow and low flush plumbing fixtures
- Programmable thermostats
- Rainwater detention facilities
- Drought-resistant landscape selections to reduce outdoor water usage

**Pace of Development:**

The vision for the Lions Gate Village Centre is to serve as a gateway to the District and function as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities, and a range of housing options. Several projects have been approved that contribute towards this vision.

The proposal would address this vision by adding additional housing options and recreational opportunities in the form of a new park. In addition, the project contributes to improvements to the transportation network with new roads, sidewalks, and bicycle lanes. The project also eliminates existing driveways from Marine Drive to better accommodate Rapid Bus transit.



New Pedestrian connections

The revised project results in an increase in land contribution from the project compared to the version shared at Early Input. In total, approximately 44% of the site is proposed to be dedicated as road or park, or secured with access agreements for the pedestrian network and important servicing connections.

The applicant will need to submit a detailed Construction Management Plan including details on timing as it relates to other development sites in the area. Depending on the plan, staff could consider implementing timing restrictions in the Development Covenant as were used in Edgemont Village to stagger the timing of construction relative to other projects in the neighbourhood.

**Podium Design:**

The proposal includes a podium at the base of the high-rise building which has been redesigned to ensure a pedestrian-friendly scale. The podium is comprised of 6, two-storey townhouses which will assist in animating the public realm.

A café with an outdoor terrace has been added to the ground floor adjacent to the high-rise building lobby and the amenity space. The café and amenity space are designed to enhance social interaction of residents living in different portions of the project.



Artist's illustration of revised podium



Artist's illustration of proposed café and outdoor seating area

**Vehicle Parking and Traffic:**

Parking is proposed in a two-level underground parking garage for each of the north and south portions of the site. Access to the parking on the north portion is proposed to be from Lions Gate Crescent at the west side of the site. Access to the parking on the south portion is proposed to be from the south side of Lions Gate Crescent (both shown in red on the image to the right).

The applicant has reviewed the parking needs for the project and considered the District’s recently-adopted policy regarding alternative vehicle parking rates, which recommends approximately 343 parking spaces for this project.

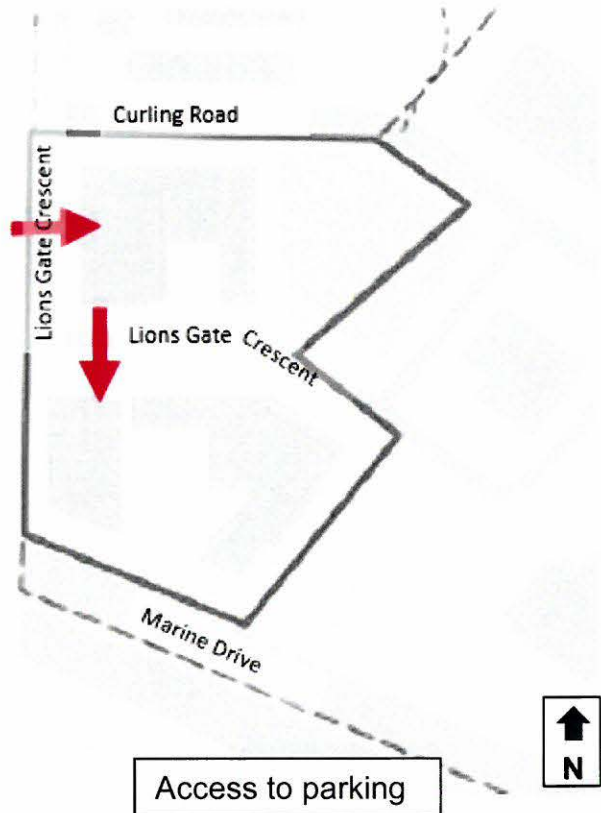
The proposal at Early Input included 349 parking spaces (inclusive of visitor parking). The applicant has not changed the number of parking spaces but the unit count has increased from 299 units to 326 units. In addition, considerable car-share, bicycle parking, electric vehicle, and E-bike charging facilities are proposed to assist in off-setting reliance on private automobiles.

With the modest increase in unit count, the residential parking ratio proposed has decreased from approximately 1.17 spaces per unit (including visitor parking) to 1.07 spaces per unit (inclusive of visitor and commercial parking). The applicant has proposed providing energized outlets capable of supporting “Level 2” electric vehicle charging for all residential parking spaces.

The proposal includes bicycle storage in each of the underground parkades with opportunities for e-bike charging. Staff will continue to work with the applicant to identify opportunities for bicycle parking on the site, with final figures to be provided at time of consideration of bylaw introduction.

**Outdoor Open Space:**

The revised proposal includes an increase in the amount of land dedicated for the north-south portion of Lions Gate Crescent and this change has been accommodated without reducing the amount of land dedicated as park. The park dedication proposed is 1,400 m<sup>2</sup> (15,070 sq. ft.) and will be added to the 567 m<sup>2</sup> (6,108 sq. ft.) of park dedication

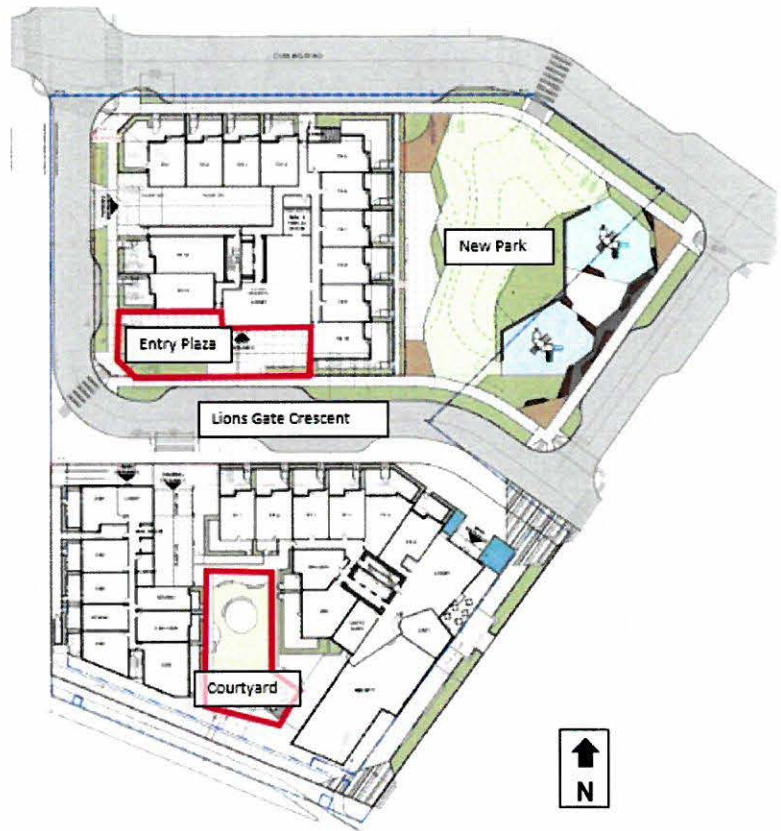


achieved with the Grouse Inn project to the east. The result is a proposal to create a new Curling Park of approximately 1,967 m<sup>2</sup> (21,172 sq. ft.).

In addition to the new Curling Park, the proposal includes a planted buffer between the public and private realms as well as key pedestrian linkages through the site. A landscaped courtyard is proposed on the south portion of the site between the two buildings and a generous entry plaza is proposed on the south side of the mid-rise building on the north portion of the site.

**Summary:**

Changes to the project include adjustments to the height of the proposed buildings, the total number of units and mix of housing types by tenure, the additional of a small commercial space, and changes to the proposed sustainability features of the project.



The proposal addresses a number of OCP goals and policies including:

- “Support the provision of passive and active outdoor recreational opportunities within reasonable walking distance of every neighbourhood”
- “Encourage and facilitate a broad range of market, non-market and supportive housing”
- “Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units”
- “Focus a higher proportion of affordable housing in designated growth areas”
- “Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to: including a portion of affordable rental or ownership units as part of the project”

The application also responds to the District’s “Rental and Affordable Housing Strategy” by addressing the following two goals:

- Goal 1: Expand the supply and diversity of housing.
- Goal 2: Expand the supply of new rental and affordable housing

**CONCLUSION:**

The applicant for this proposed development has considered the comments made by Council during the November 23, 2020 "Early Input" review of the proposal. A number of adjustments have been made to the proposal to bring it into better alignment with Council's priorities, particularly with regard to housing tenure, the increase in market and non-market rental housing, and climate action responses. The project as amended assists in the implementation of the District's Official Community Plan objectives as well as the Lower Capilano Marine Village Centre Implementation Plan (Lions Gate Plan) and proposes a mix of housing types, including market rental, non-market rental, and strata with innovative housing options such as rent-to-own and lock-off suites.

The information in this report has been prepared to present the application revisions to Council and to seek Council's direction on how to proceed with Council consideration of this application.

**Options:**

The following options are available for Council's consideration:

1. Direct staff to prepare bylaws regarding the consideration of this application for rezoning for a mixed-use development in the Lions Gate Village Centre; or
2. Refer the project back to staff for further discussion with the applicant.

Respectfully submitted,



Casey Peters  
Senior Development Planner

Attachment:

1. Project Plans Showing Revisions

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
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<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input checked="" type="checkbox"/> Planning			

## Comparison of Site Plans



**Before**

### Key Design Changes

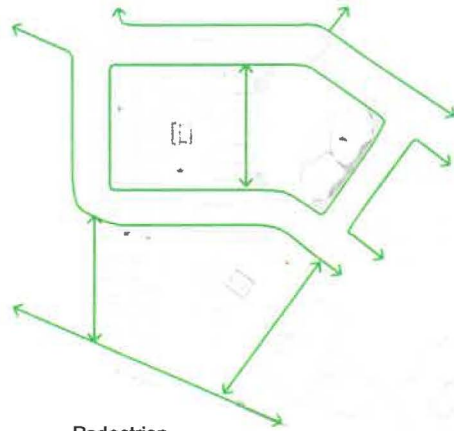
- Realigned north-south Lions Gate Crescent
- Reduced tower height and new rental units
- Redesigned midrise building
- Increased non-market rental units
- New café
- Refined townhouse podium



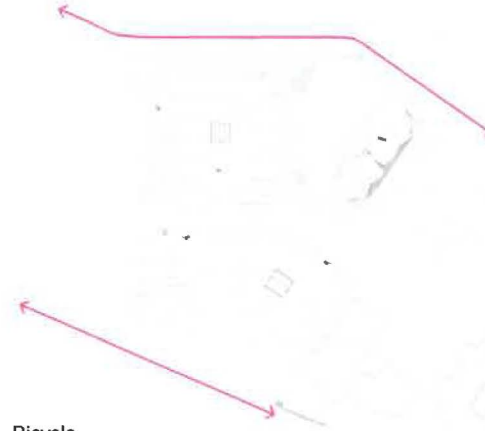
**After**



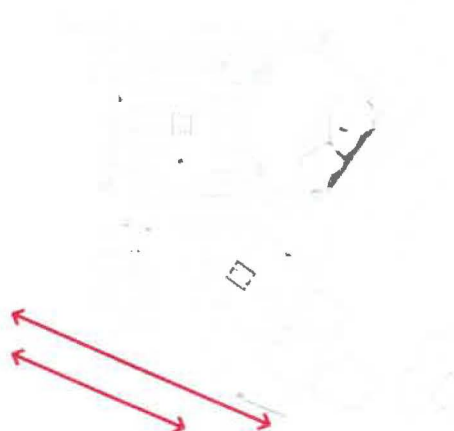
## Transportation options within and around the site



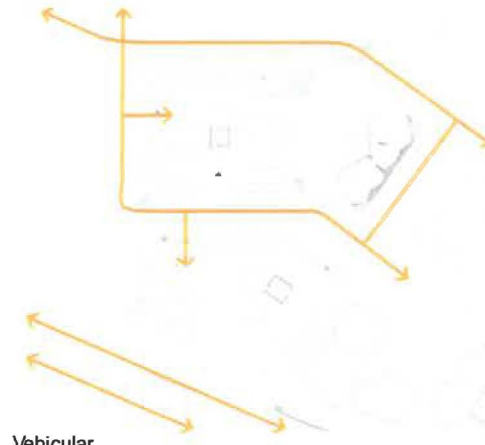
Pedestrian



Bicycle



Transit



Vehicular



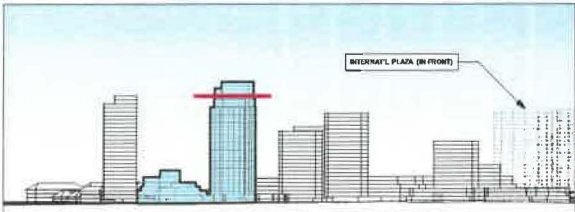
Given the site's location within a master-planned new Village Centre on a frequent transit network, the transportation options give priority to pedestrians, cyclists and transit, rather than conventional reliance on the private automobile



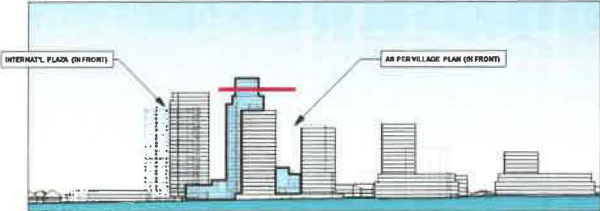


# Massing Context - View from Lions Gate Bridge

## Bird's-eye Views



A - A: MARINE DRIVE NORTH STREETSCAPE



B - B: CAPILANO ROAD WEST STREETSCAPE

Redline indicates the reduction of two floors



## Aerial views



*View looking northwest with Park West and Sentinel towers 'ghosted in' and Larco's Capilano Residences to the north*



*View looking southeast with Park West and Sentinel towers 'ghosted in' and Larco's Capilano Residences to the north*

Street view looking west along Marine Drive



Before



After

Aerial view looking south-east



*Aerial view of proposed tower massing looking south-east. 26-storey Sentinel Tower to the west, 23-storey Park West and 25-storey International Plaza towers to the east.*

## Public realm illustrations: tower podium & café



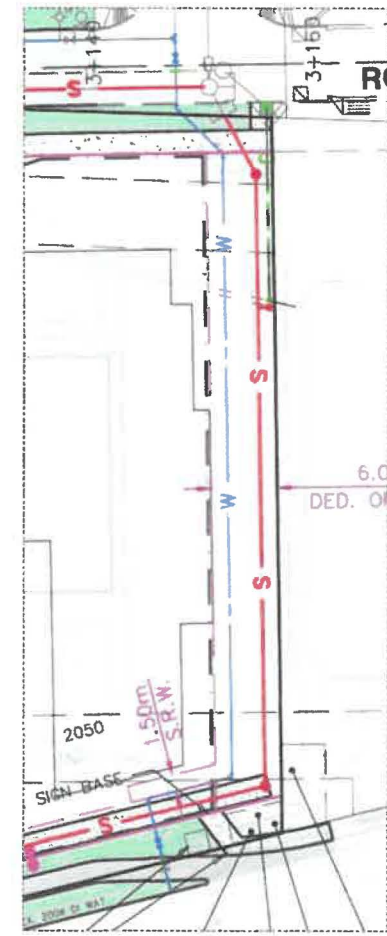
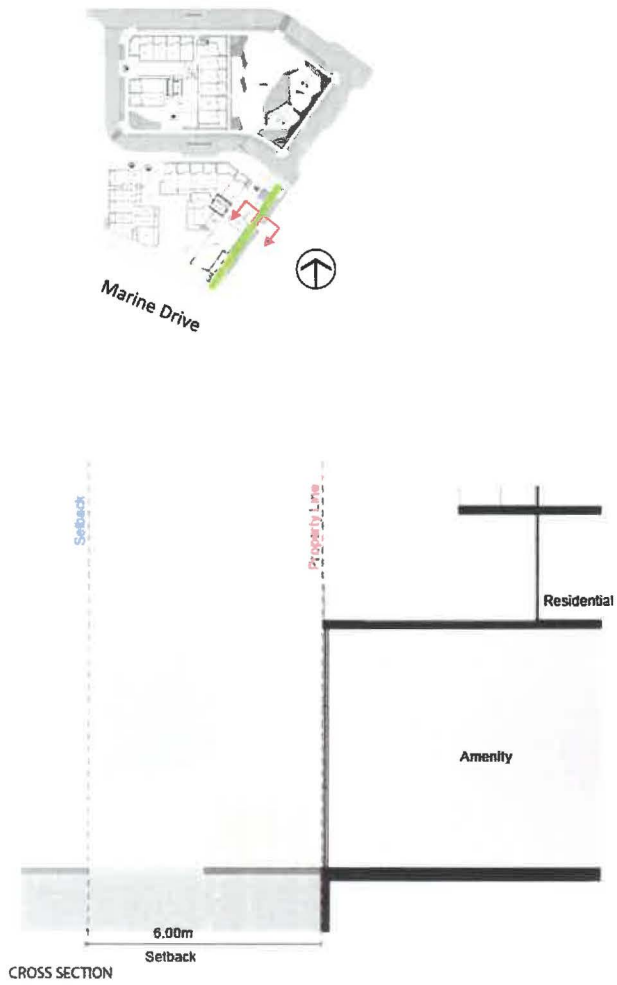
1. Artist's illustration of revised townhouse podium at base of tower, providing 'eyes on the street'



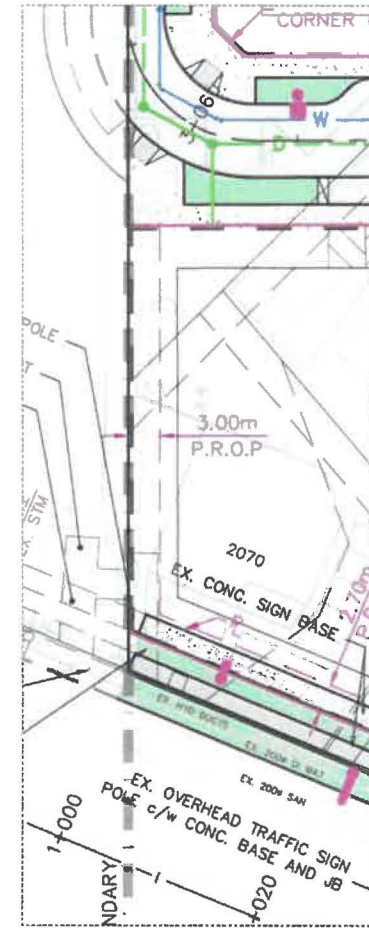
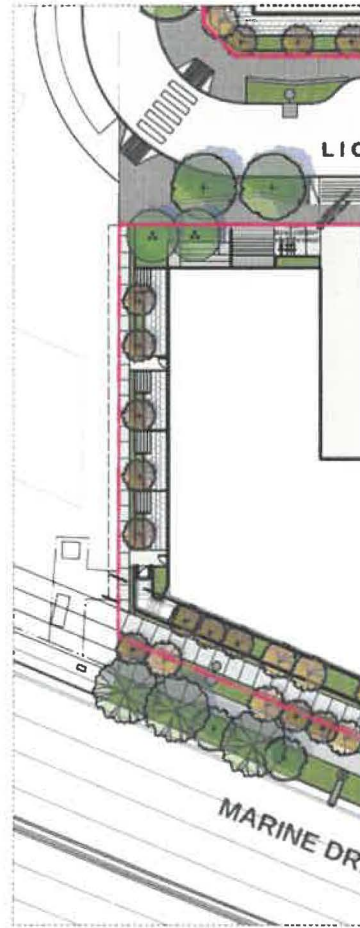
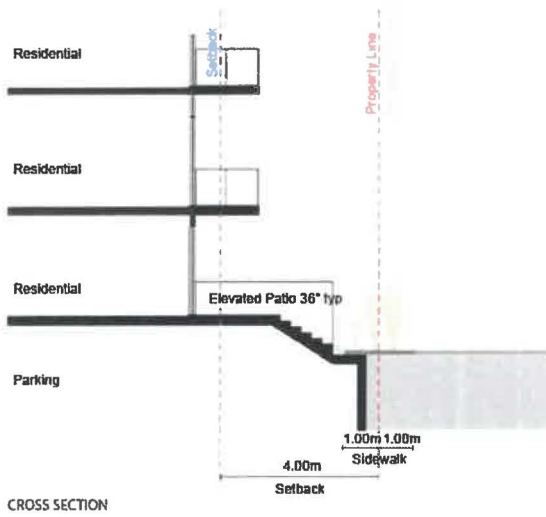
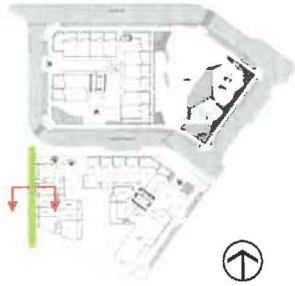
2. Artist's illustration of proposed new café and outdoor seating area, designed to foster greater social integration among owners and renters within the community

## Pedestrian Linkages to Marine Drive - East side

In addition to completion of the park, another important benefit of completing the Travelodge redevelopment will be the provision of two important pedestrian links connecting the neighbourhood to Marine Drive



# Pedestrian Linkages to Marine Drive - West side



# The Midrise Building

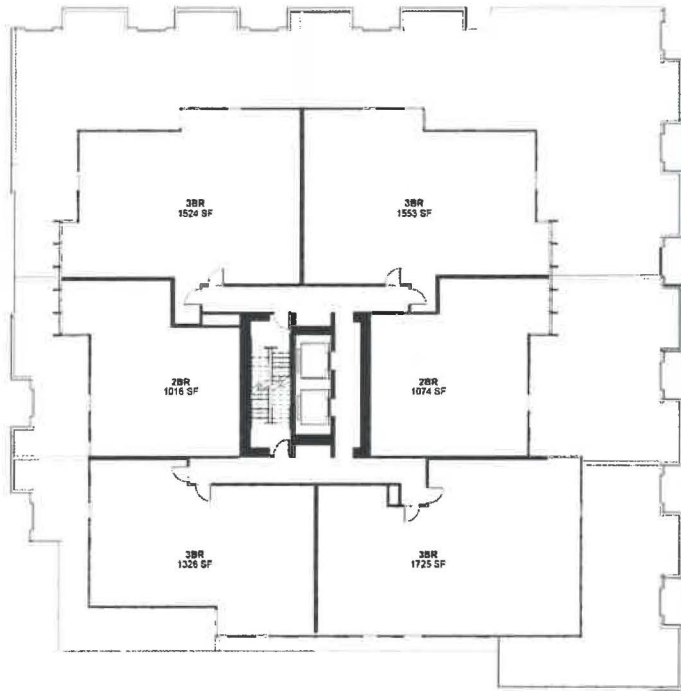


To enhance the pedestrian experience around the site and park and provide 'eyes on the street' two-storey townhouse style homes are provided at the base of the building along Curling Road and the Park.





# The Midrise Building

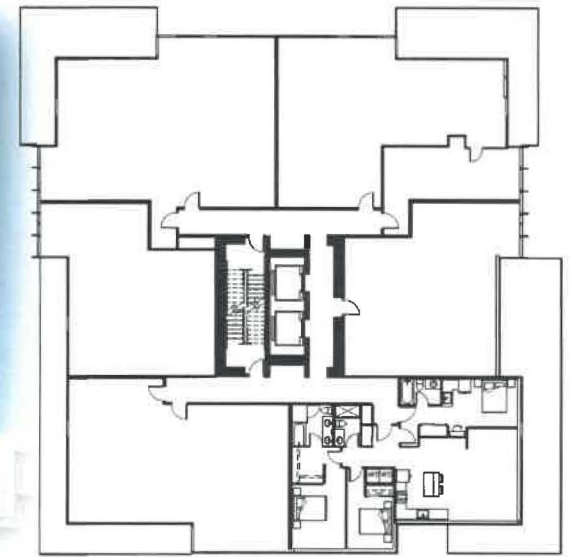


Level 3



Artist's illustration of midrise building looking north-west across the park

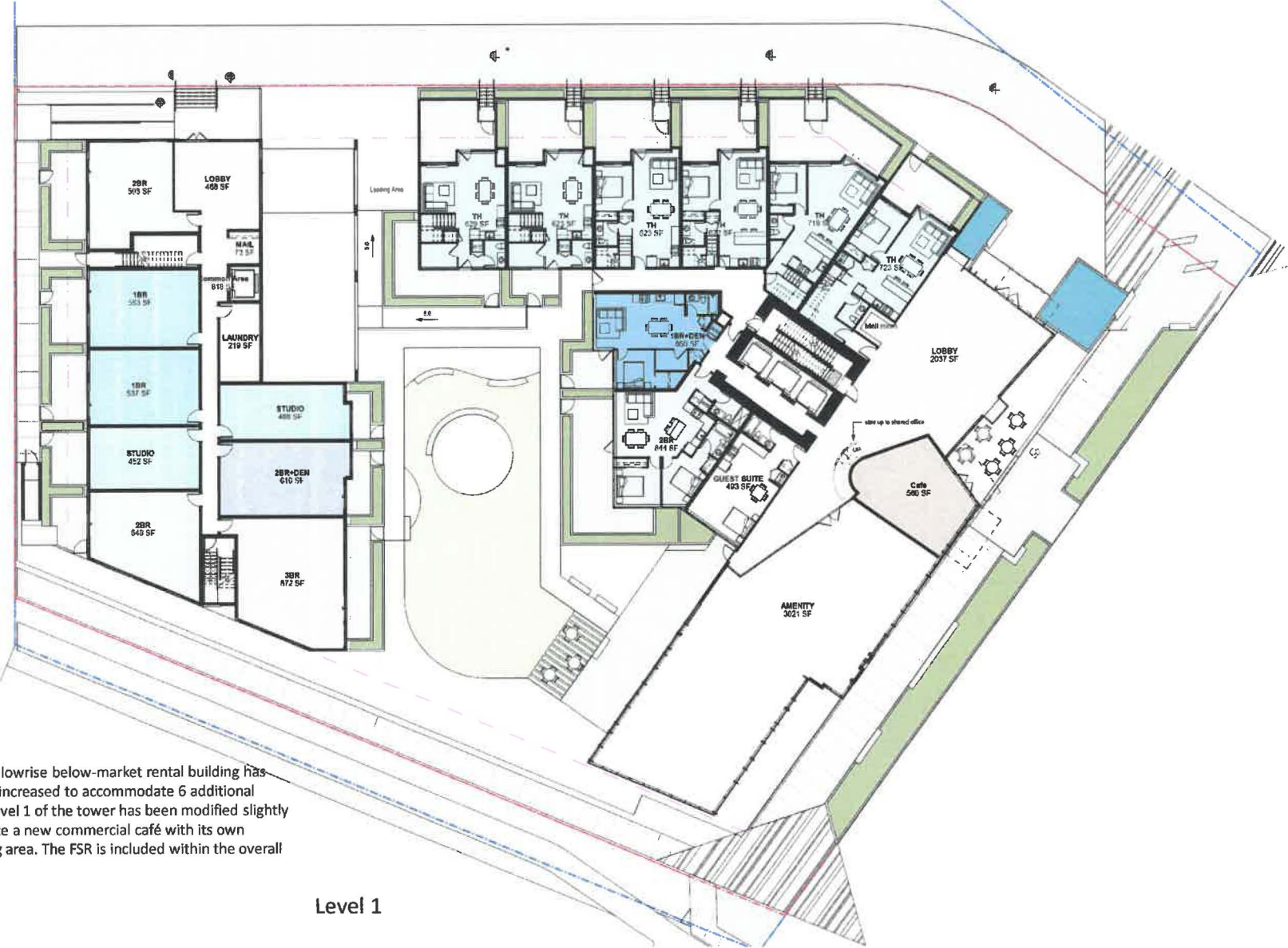
This 9-storey midrise building has been redesigned to cater to those households, especially empty-nesters and seniors, who prefer not to live in a highrise. It features larger two- and three-bedroom suites, some of which will incorporate 'lock-off' rental suites. It also offers larger balconies to appeal to those moving out of single-family homes. As noted, the building also includes 10 two-storey townhouse style homes fronting along Curling Road and the park. The building entry and address is on Lions Gate Crescent.



Typical Floor Plan



# The Lowrise Building and Tower



The area of the lowrise below-market rental building has been modestly increased to accommodate 6 additional rental suites. Level 1 of the tower has been modified slightly to accommodate a new commercial café with its own outdoor seating area. The FSR is included within the overall building area.

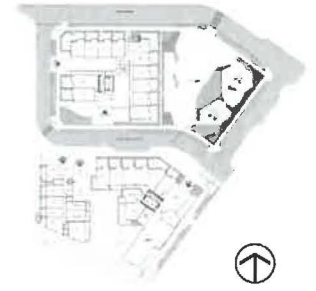
Level 1



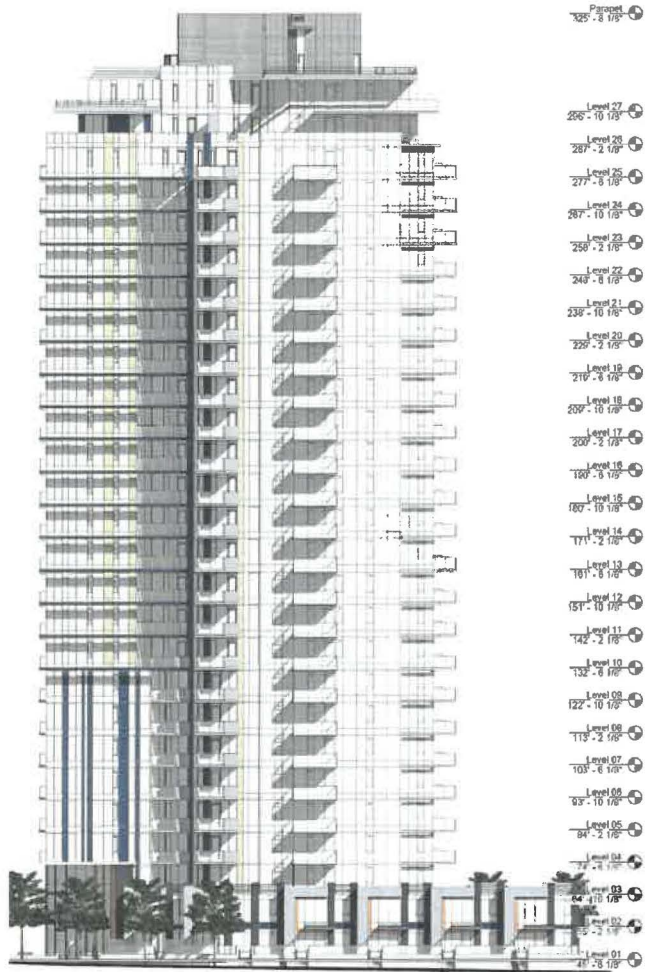
# The Tower - overall elevation north



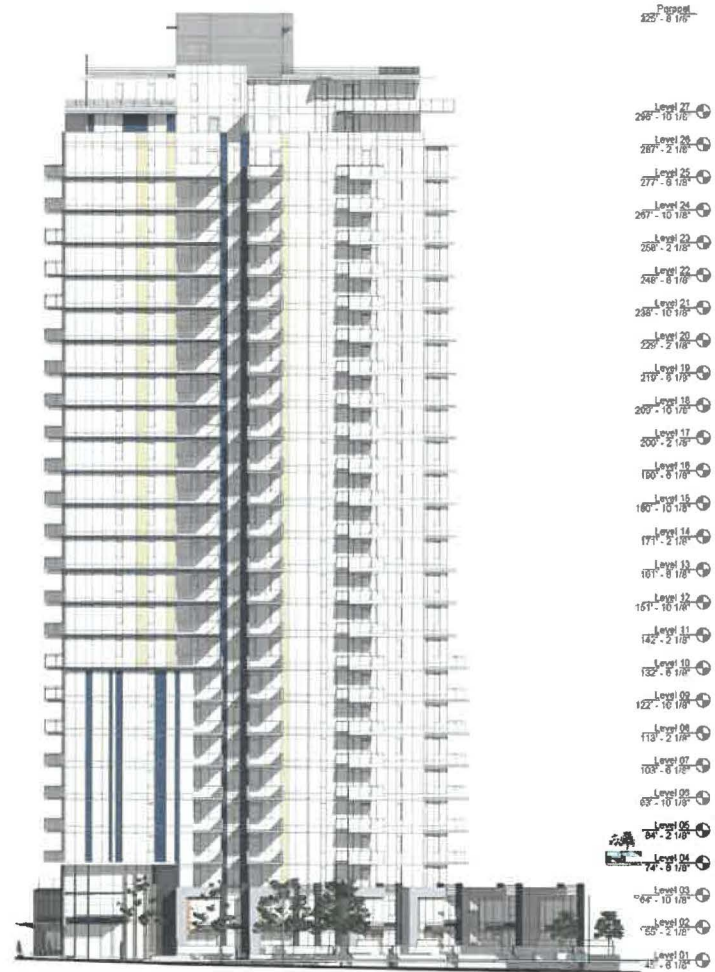
- Roof 325' - 8 1/8'
- Level 27 290' - 10 1/8'
- Level 26 287' - 2 1/8'
- Level 25 277' - 6 1/8'
- Level 24 267' - 10 1/8'
- Level 23 258' - 2 1/8'
- Level 22 248' - 6 1/8'
- Level 21 238' - 10 1/8'
- Level 20 229' - 2 1/8'
- Level 19 219' - 6 1/8'
- Level 18 209' - 10 1/8'
- Level 17 200' - 2 1/8'
- Level 16 190' - 6 1/8'
- Level 15 180' - 10 1/8'
- Level 14 171' - 2 1/8'
- Level 13 161' - 6 1/8'
- Level 12 151' - 10 1/8'
- Level 11 142' - 2 1/8'
- Level 10 132' - 6 1/8'
- Level 09 122' - 10 1/8'
- Level 08 113' - 2 1/8'
- Level 07 103' - 6 1/8'
- Level 06 93' - 10 1/8'
- Level 05 84' - 2 1/8'
- Level 04 74' - 6 1/8'
- Level 03 64' - 10 1/8'
- Level 02 55' - 2 1/8'
- Level 01 45' - 6 1/8'



# The Tower - overall elevation north and north-east



1 Tower Elevation North  
DPC-04 Scale: 1/8" = 1'-0"



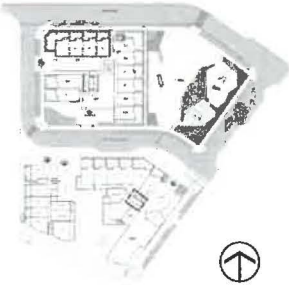
2 Tower Elevation North East  
DPC-04 Scale: 1/8" = 1'-0"



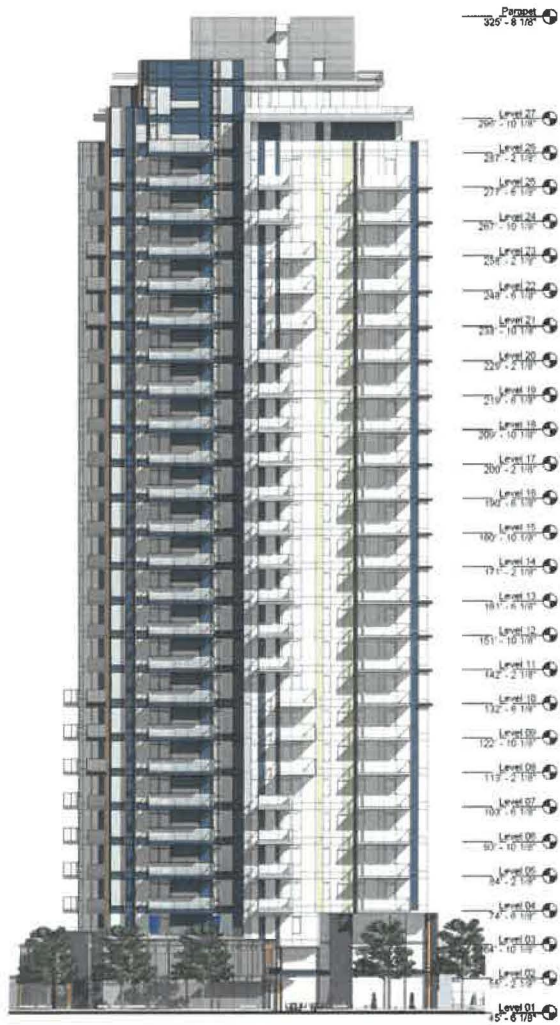
The Tower - overall elevation south-west



The Tower - overall elevation west (with lowrise building in foreground)



# The Tower - overall elevation south-east and south-west

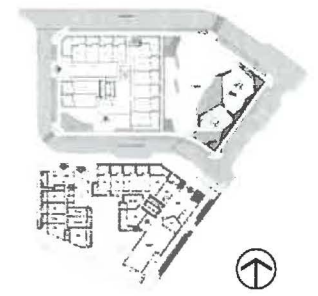


1 Tower Elevation South East  
 DP2-09  
 Scale: 1/16" = 1'-0"



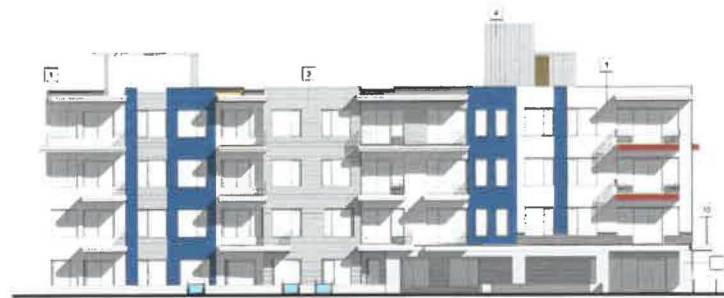
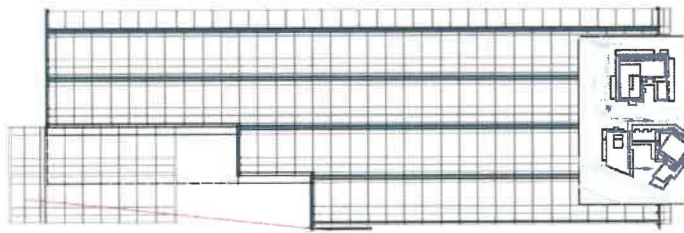
2 Tower Elevation South West  
 DP2-05  
 Scale: 1/16" = 1'-0"

# The Tower - overall elevation west

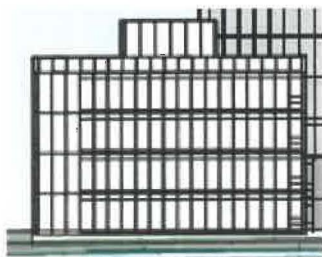




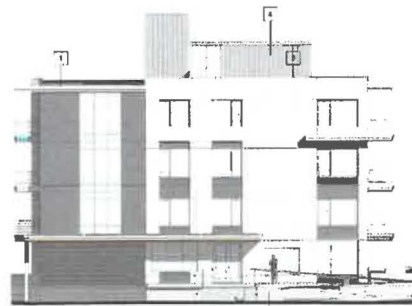
# The Lowrise Non-Market Rental



EAST ELEVATION



Before



NORTH ELEVATION

After

**MATERIAL LEGEND**

- 1 FINE COBALT HARDE FINELLTÄGIGT VITVÄTT
- 2 FINE COBALT HARDE FINELLTÄGIGT VITVÄTT (BIFARB)
- 3 STÄNKRETTA METALL FÄRGER (VITVÄTT)
- 4 ALUMINIUMKORNER (VITVÄTT)
- 5 FARBENLÖST VITVÄTT (VITVÄTT)
- 6 FARBENLÖST VITVÄTT (VITVÄTT)
- 7 FARBENLÖST VITVÄTT (VITVÄTT)
- 8 FARBENLÖST VITVÄTT (VITVÄTT)
- 9 FARBENLÖST VITVÄTT (VITVÄTT)
- 10 FARBENLÖST VITVÄTT (VITVÄTT)
- 11 FARBENLÖST VITVÄTT (VITVÄTT)
- 12 FARBENLÖST VITVÄTT (VITVÄTT)

# The Lowrise Non-Market Rental Building - West and South Elevations



- MATERIAL LEGEND**
- 1 FIBRE CEMENT HARDBE PANEL ( COLOUR: WHITE )
  - 2 FIBRE CEMENT HARDBE PANEL WOOD PATTERN ( COLOUR: BROWN )
  - 3 CORRUGATED METAL PANEL - HORIZONTAL ( COLOUR: GREY )
  - 4 CORRUGATED METAL PANEL - VERTICAL ( COLOUR: GREY )
  - 5 ALUMINUM QUADRAL W/ FROSTED GLAZING ( COLOUR: )
  - 6 RESIDENTIAL VINYL WINDOW FRAMES ( COLOUR: ) W/ CLEAR GLAZING
  - 7 RESIDENTIAL ALUM WINDOW FRAMES ( COLOUR: ) W/ CLEAR GLAZING AND SPANDREL GLASS ( COLOUR: )
  - 8 RESIDENTIAL VINYL SLIDING DOOR ( COLOUR: ) W/ CLEAR GLAZING
  - 9 RESIDENTIAL VINYL AWNING WINDOW ( COLOUR: ) W/ CLEAR GLAZING
  - 10 WOOD FRAME AND GLASS CANOPY ( TRANSLUCENT GLASS )
  - 11 PAINTED CAST-IN PLACE CONCRETE ( COLOUR: )
  - 12 METAL FLASHING ( COLOUR: )

**SOUTH ELEVATION**

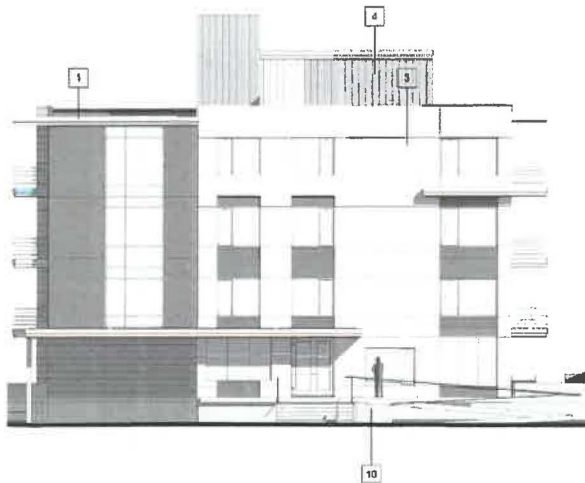


**WEST ELEVATION**

# The Lowrise Non-Market Rental Building - North and East Elevations



EAST ELEVATION

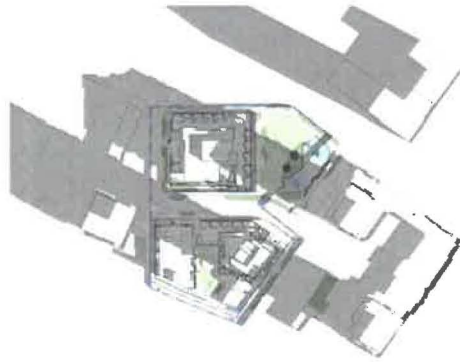


NORTH ELEVATION

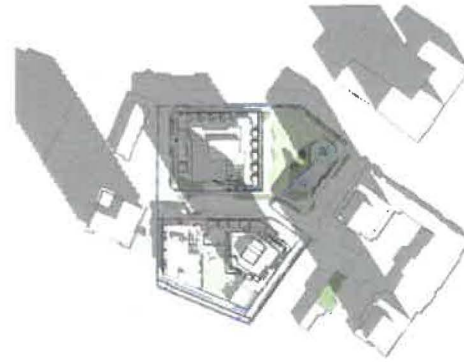
### MATERIAL LEGEND

- 1 FIBRE CEMENT HARDIE PANEL ( COLOUR: WHITE )
- 2 FIBRE CEMENT HARDIE PANEL WOOD PATTERN ( COLOUR: BROWN )
- 3 CORRUGATED METAL PANEL - HORIZONTAL ( COLOUR: GREY )
- 4 CORRUGATED METAL PANEL - VERTICAL ( COLOUR: GREY )
- 5 ALUMINIUM GUARDRAIL W/ Frosted GLAZING ( COLOUR: )
- 6 RESIDENTIAL VINYL WINDOW FRAMES ( COLOUR: ) W/ CLEAR GLAZING.
- 7 RESIDENTIAL ALUM. WINDOW FRAMES ( COLOUR: ) W/ CLEAR GLAZING AND SPANDREL GLAZING ( COLOUR: )
- 8 RESIDENTIAL VINYL SLIDING DOOR ( COLOUR: ) W/ CLEAR GLAZING.
- 9 RESIDENTIAL VINYL SLIDING WINDOW ( COLOUR: ) W/ CLEAR GLAZING.
- 10 WOOD FRAME AND GLASS CANOPY ( TRANSLUCENT GLASS )
- 11 PAINTED CAST IN PLACE CONCRETE ( COLOUR: )
- 12 METAL FLASHINGS ( COLOUR: )

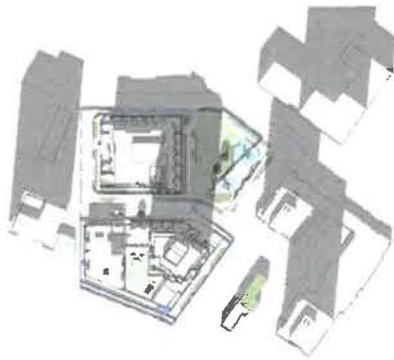
# Shadow Studies



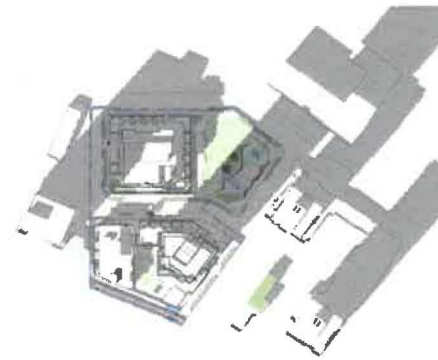
① SHADOW STUDY SPRING 10 AM  
1" = 100'-0"



② SHADOW STUDY SPRING 12 PM  
1" = 100'-0"



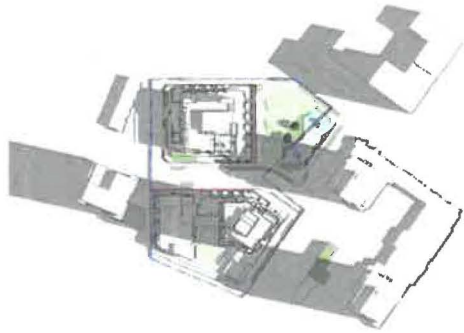
③ SHADOW STUDY SPRING 02 PM  
1" = 100'-0"



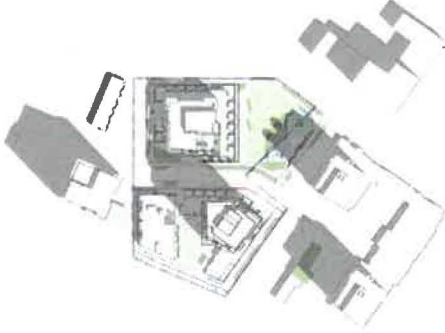
④ SHADOW STUDY SPRING 04 PM  
1" = 100'-0"



# Shadow Studies



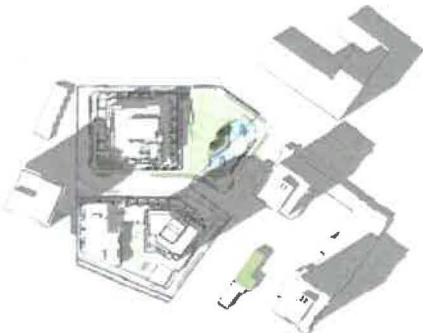
SHADOW STUDY SUMMER 10 am  
1" = 100'-0"



SHADOW STUDY SUMMER 12 pm  
1" = 100'-0"



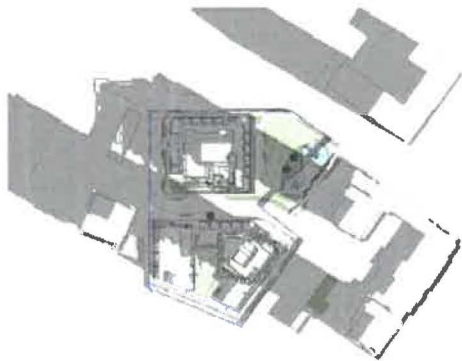
SHADOW STUDY SUMMER 02 pm  
1" = 100'-0"



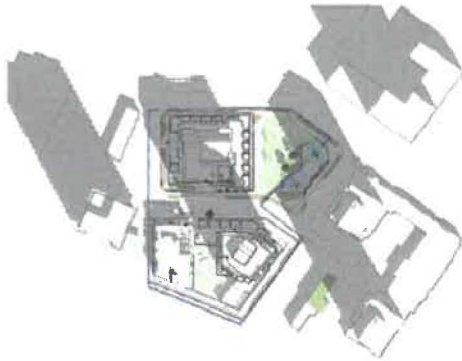
SHADOW STUDY SUMMER 04 pm  
1" = 100'-0"



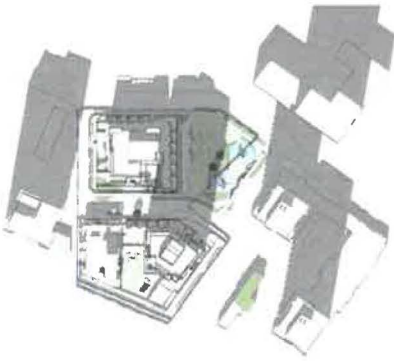
# Shadow Studies



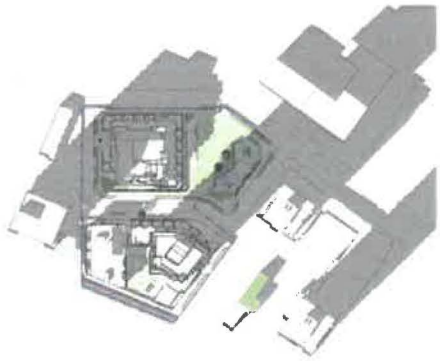
SHADOW STUDY FALL 10 am  
1" = 100'-0"



SHADOW STUDY FALL 12 pm  
1" = 100'-0"



SHADOW STUDY FALL 02 pm  
1" = 100'-0"



SHADOW STUDY FALL 04 pm  
1" = 100'-0"



## Amenity spaces for a post-COVID world

As noted during the Council workshop, renters and owners are seeking greater levels of social integration in new developments. There is also a need for different kinds of amenity spaces as a result of the greater likelihood of working from home, and concerns about transmission of disease.

As a result, it is proposed that rather than offer swimming pools and hot tubs, this development will offer workspaces both inside the apartments, but also as part of the common area, where all residents, both renters and owners can find greater peace and quiet, as well as a conference room for larger meetings and gatherings. These spaces will be in addition to other amenity areas that are traditionally required by residents of new multi-family developments.

As more and more apartment dwellers have pets, there is also a desire for dog-washing facilities within developments such as this, along with workshop spaces where residents can do woodworking, fix an appliance or paint something, as they might do in a single-family home.

For these reasons, it is proposed that a larger area of amenity spaces be provided, on the understanding that these will not be for commercial purposes. The one exception is a small café that is proposed to foster greater social integration and be included in the building's FSR calculation.



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