

351 WEST 16TH AVENUE

DEDICATED RENTAL HOUSING

OPEN HOUSE PRESENTATION BOARDS



PROJECT OVERVIEW

REZONED PROPOSAL

The proposal includes two principal buildings flanking a central courtyard which will serve as the centre of shared amenities and community living.

PROJECT STATISTICS

- **1.43 FSR** (@ 6432 sf Site Area)
- 13 dedicated market rental units
- 5 family units (38%)
- 4 car parking stalls (2 small car)
- 20 bicycle stalls
- 55% Lot coverage
- 11.4m building height
- Amenities: courtyard, roof deck, veggie garden, outdoor kitchen, bathroom & bicycle workshop

Achieving greater residential density presents a challenge to the generosity of shared and communal spaces. Expansive (and seldom used) amenity rooms are less feasible on a single lot with multiple units.

To address this challenge we employed a subtractive process wherein a three-storey block of built space representing the maximum possible extents of development is thoughtfully carved in deference to site constraints. The mass is then further sculpted to fulfill programmatic needs and provide appropriate scale and character to the building. The voids and niches create opportunities for unique human-scaled gathering places and amenity features.

RESIDENTIAL UNIT AREA / FLOOR SPACE RATIO

	#BR	LVL 0	LVL 1	LVL 2	LVL 3	EXCL.	AREA (sf)	FSR per BLDG	
FRONT BUILDING	UNIT 1	1BR	685			47	638	0.71	
	UNIT 2	1BR	685			47	638		
	UNIT 3	ST	481			31	450		
	UNIT 4	ST	481			31	450		
	UNIT 5	3 BR		124	685	420	40		1189
	UNIT 6	3 BR		124	685	420	40		1189
REAR BUILDING	UNIT 7	1 BR	584			35	549	0.72	
	UNIT 8	2BR		641		25	616		
	UNIT 9	2BR		757		25	732		
	UNIT 10	1 BR		536		25	511		
	UNIT 11	1 BR			525	25	500		
	UNIT 12	2BR			761	25	736		
	UNIT 13	1 BR			536	25	511		
STAIR		101	123	123	144		491		
Room Count	20					TOTAL:	9200	1.43	

EXCLUSIONS		
AMENITY/BIKE	457	457
ELECTRICAL	74	76
MECHANICAL	76	134
		206
TOTAL		739

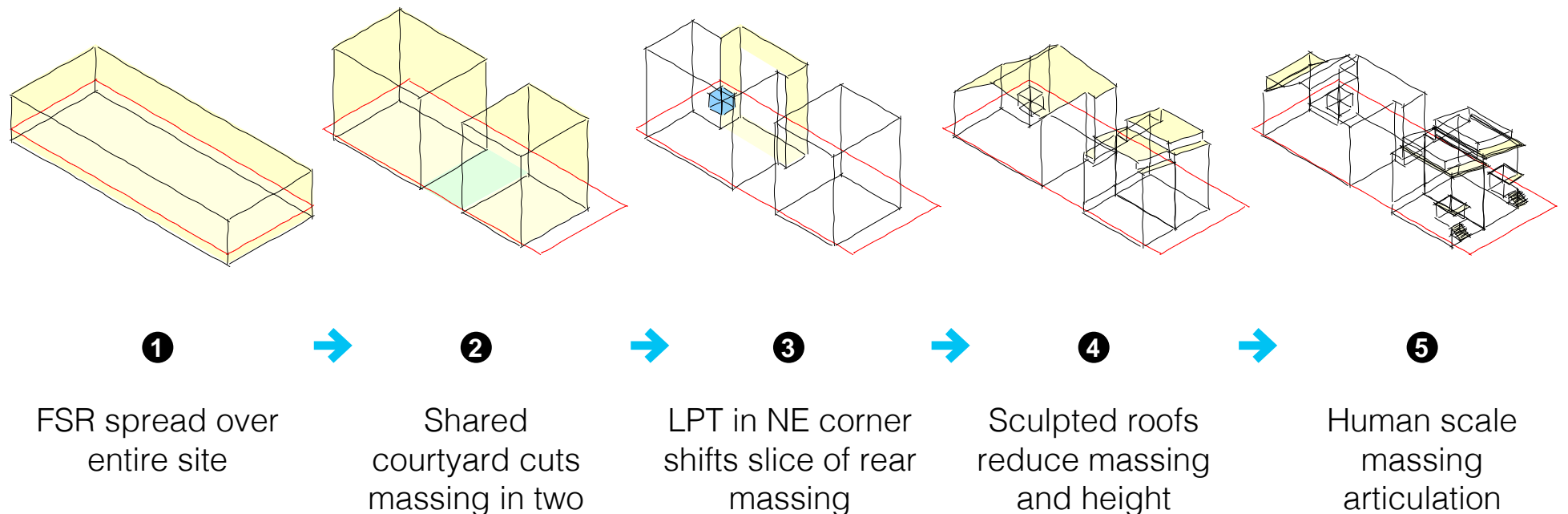
SITE AREA	6432 sf	FSR:	1.43
	601 m ²		

UNIT TYPE	#	RATIO	TOTAL SF	AVERAGE SF	DCL MAX. AVG. UNIT SIZE
STUDIO	2	15%	900	450	450 sf
1BEDROOM	6	46%	3347	558	600 sf
2BEDROOM	3	23%	2084	695	830 sf
3BEDROOM	2	15%	2378	1062	1044 sf
TOTAL UNITS	13	100%			
FAMILY UNITS	5	38%	35% TARGET		

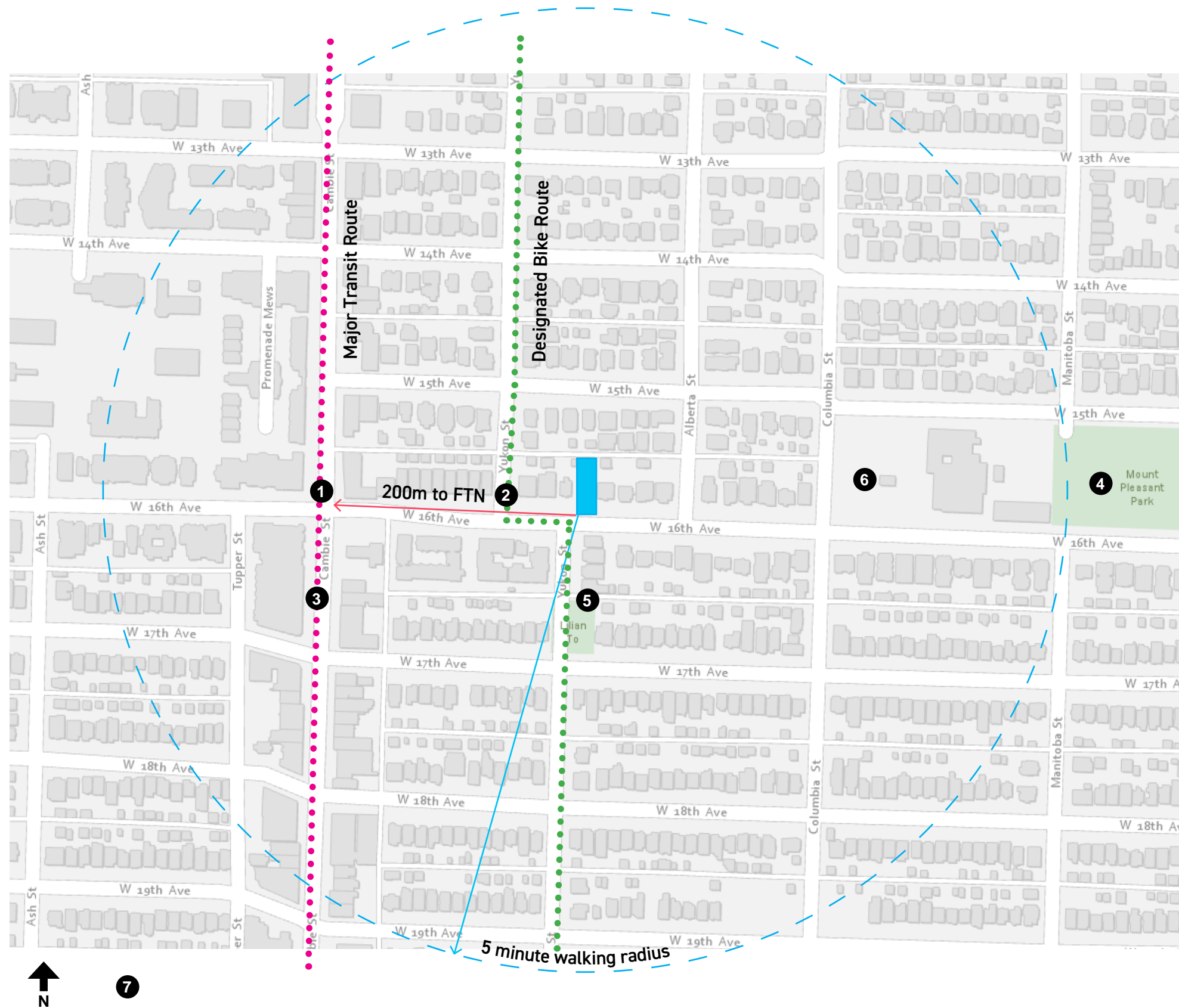
Building Height

The project is located on a sloped site, and consists of two primary buildings separated by a shared courtyard. At the lane there is a 3-storey structure, and along 16th Ave a separate 3-storey structure with a partially submerged basement containing suites accessible at grade from the courtyard.

ARTICULATING MASSING



SITE OVERVIEW



SITE SUMMARY

This Rezoning Application presents a proposal for redeveloping a 6,500 sf site in Vancouver's Mount Pleasant neighbourhood, seeking to provide high quality dedicated rental housing in a highly desirable area.

The site is part of a substantial RT zone along the south side of Mt. Pleasant, and currently holds a 2-storey duplex dating back to 1965. The site is in close proximity (walking distance / 400m) to:

- ❶ Cambie transit corridor
- ❷ Yukon Bikeway
- ❸ Cambie Village shopping area
- ❹ Mount Pleasant Park
- ❺ Lillian To Park
- ❻ Simon Fraser Elementary School
- ❼ Edith Cavell Elementary School

SITE INFORMATION

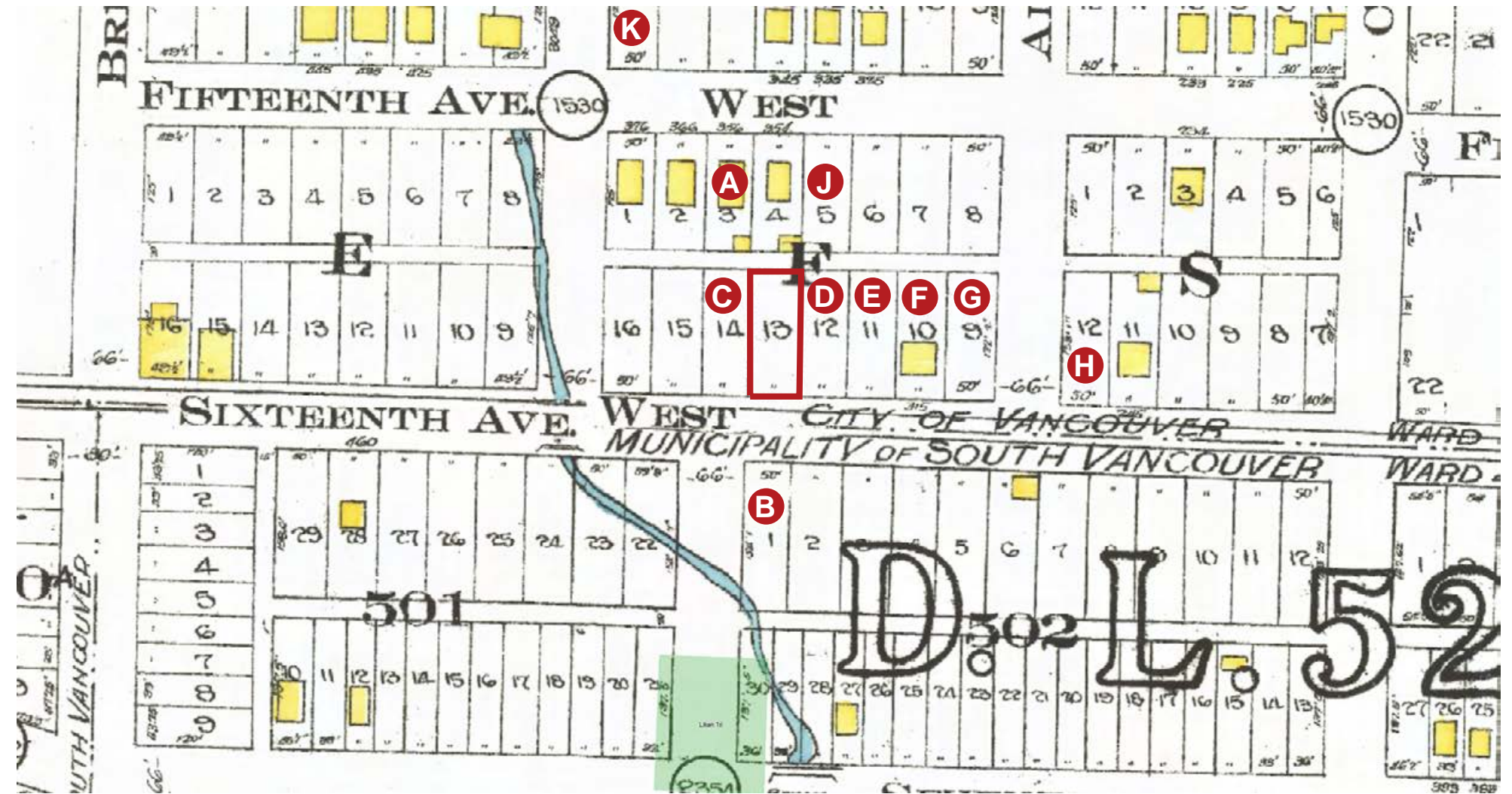
Site Address	351 West 16th Avenue, Vancouver BC V5V 3V6
Legal Address	Lot 13 Block F Plan VAP1530 District Lot 526 New Westminster NA NA NA
Current Zoning	RT-5
Site Dimensions	50' X 129.35'
Total Site Area	6,468 SF (601 SM)

SITE CONTEXT

✓ Goad's Fire Insurance Map, 1912

INSPIRATION & RESPECT NEIGHBOURHOOD CHARACTER

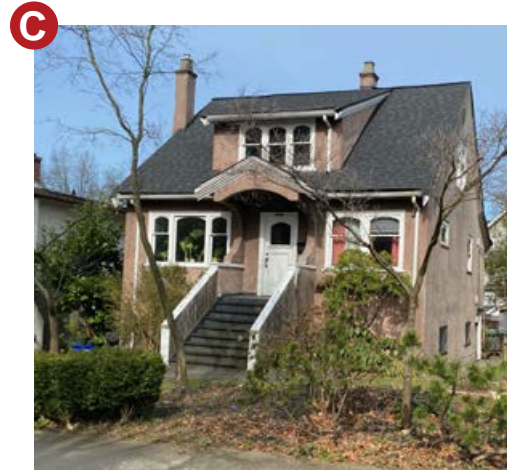
The project's massing and architectural expression is very much in keeping with—and inspired from—the surrounding buildings.



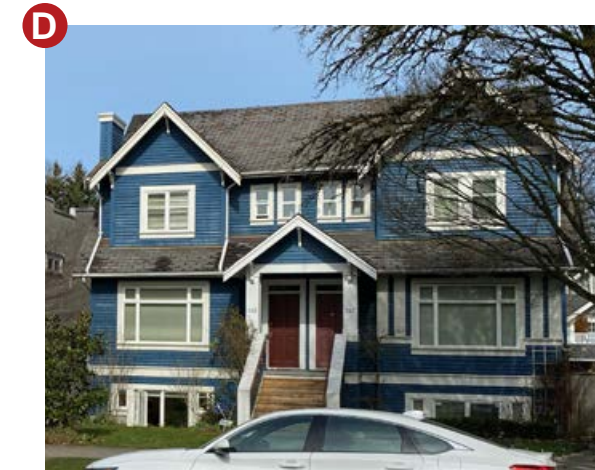
< 356 W15TH AVE
(Built 1910, renovated in 1965) Four storey expressed as 2.5 storey. Character-defining elements include front and back gabled roof, dormers, and half-sunken garden level.



< 390 W16TH AVE
(1941, updated in 2015) Duplex housing, includes a partially sunken garage the Yukon frontage. The side facade features both square and vertical window types.



< 367 W16TH AVE
(1930, improved 1960) Located directly west of the site, this building features a symmetrical design, prominent front steps to a covered porch, gable and dormer roof.



< 343 W16TH AVE
(1999) Located directly to the west of the subject property, this duplex's defining elements include a half sunken garden level with street facing light wells, a symmetrical design, centered entrance stair and porch, and striking double dormers on the street facade. 3.5 storeys with partially sunken ground level.

LANEWAY PRECEDENTS



< 305 W16TH AVE, 3181-3187 ALBERTA ST
 (1919, improved with infill units in 1990) Craftsman style house along 16th Ave. *Separate sister building (infill) along the lane / Alberta contains two units and parking.*



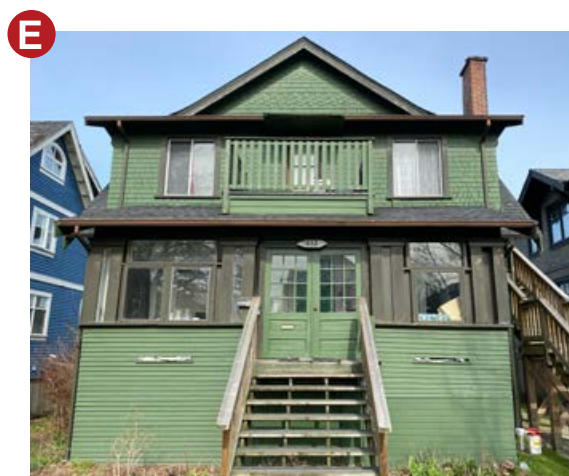
< 3118 ALBERTA ST
 (1913) A notable example of a Craftsman style house. Character-defining elements include prominent eaves, a variety of window types, contrasting colour scheme, use of *structural expression through the use of materials*, repeating decorative elements, covered porches, and prominent front steps. *3.5 levels expressed as 2.5 levels.*



Existing infill buildings along the lane between 15th and 16th Ave (15 1/2 Lane) include dwellings, garages, carports, and accessory uses.



< 315-319 W16TH AVE
 (2014) Four-plex development, 3 storey with half sunken ground level. Ground units feature *full height glazing and light wells.*

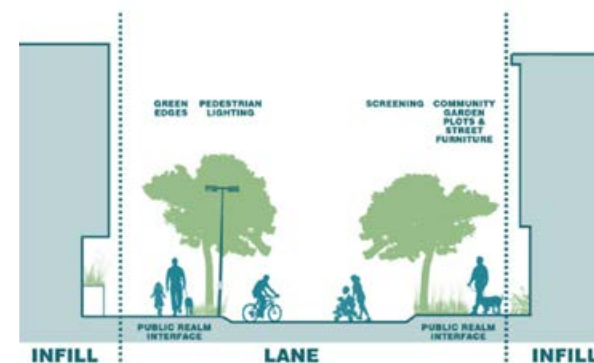


< 331-333 W16TH AVE
 (1921, improved 1965) Front gabled roof with central stair and covered porch (now enclosed). Raised half level with *side door access to second unit.*

LANEWAY ACTIVATION INFILL BUILDINGS

Infill buildings contribute to active, pedestrian friendly laneways.

This is especially pertinent on this site as residents often choose to walk east or west along the lane rather than along the busy 16th Ave arterial. Infill projects in Mole Hill, in the West End, are fitting precedents for this project.



"Through Laneways 2.0, encourage infill housing... that provides 100% market rental housing, particularly for families with children."

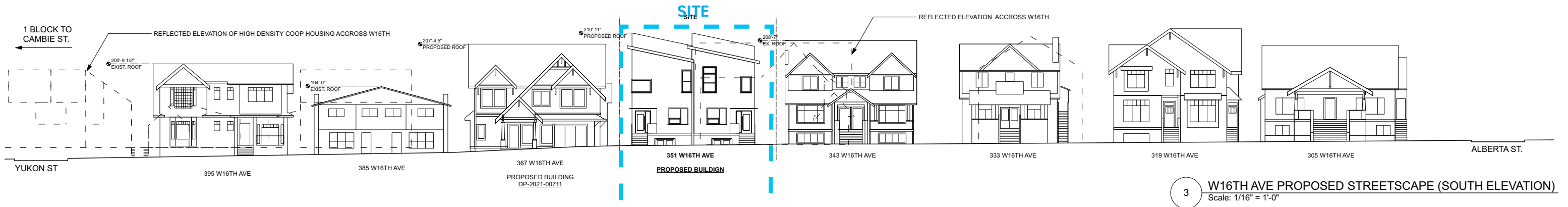
- West End Community Plan



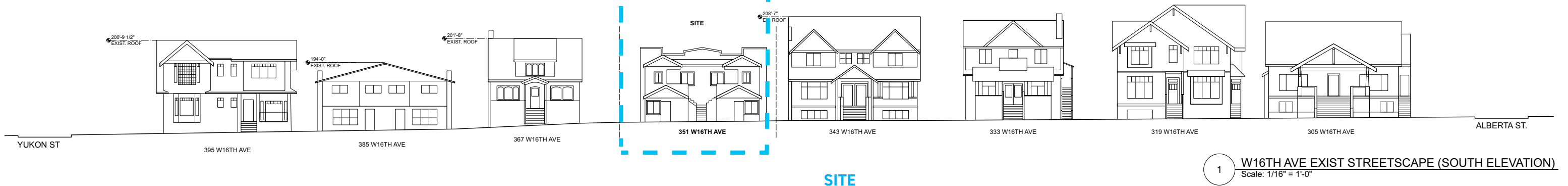
LANEWAY ACTIVATION



STREETSCAPE



2 W16TH AVE EXIST. PHOTO STREETSCAPE (SOUTH ELEVATION)
Scale: NTS



LANEWAY EXIST. PHOTO STREETSCAPE (NORTH ELEVATION)

REFERENCED CITY POLICY

RENTAL 100 / SECURED RENTAL POLICY

The City of Vancouver supports considered rezoning applications for rental housing in low density transition areas.

While this proposal was originally submitted under Rental 100, and will continue under that policy in its revised form, reference will be made throughout to the more updated and stringent guidelines of the SRP.

Both policies encourage housing developments within 1.5 blocks or 150m of an arterial that address affordability and housing choice, issues which require bold and thoughtful proposals, as well as timely results.

GREEN BUILDINGS POLICY FOR REZONING

As part of new rezoning requirements, this application will be required to meet stricter green building requirements.

Rezoning projects should be Net Zero ready in anticipation of future Step Code requirements, and are expected to employ zero emissions heating and hot water systems, achieving a greenhouse gas intensity (GHGI) of 3 kg/sm or less.

FAMILY ROOM HOUSING MIX FOR REZONING

This policy is aimed at improving diversity in housing stock, including making room for families and other larger households.

For rezoning applications for secured market rental, projects are required to include a minimum of 35 percent family units, defined as having two or more bedrooms. Three bedrooms are encouraged where possible, but there is no inclusion of a three bedroom minimum.

The Director of Planning may relax the 35% requirement for projects demonstrating hardship that would make it unable to proceed.

HIGH-DENSITY HOUSING FOR FAMILIES W/ CHILDREN

This policy provides a series of guidelines for best practices regarding housing for children, including criteria in the following areas:

- Neighbourhood compatibility
- Number and mix of housing units
- Hierarchy of spaces and privacy
- Supervised outdoor areas
- Circulation, open and amenity spaces
- Parking and storage

RM-4 DISTRICT SCHEDULE

Previous correspondence with COV Planning regarding this site has indicated that a rezoning of the site should roughly follow RM-4 in terms of form and massing.

The RM-4 District Schedule is aimed at medium density residential development achieving community and social objectives through higher floor areas.

The Director of Planning may vary any of the regulations of this Schedule under certain conditions where the Director of Planning is satisfied that the variation will serve to accomplish certain social and community goals.

PROPOSED RELAXATIONS

We are respectfully requesting the following relaxations from RM-4 zoning in keeping with the incentives for secure rental housing:

- Parking relaxation to 4 parking stalls (w/ 2 small car)
- Height relaxation, increase to 37.5 feet (11.4m)
- Site coverage relaxation to 55%
- Relaxation of front yard setback to 15' (4.5m)
- Relaxation of one side yard setback to 4' (1.2m)
- Development Cost Levy waivers: we are using current DCL average rates w/ lower prices per SF

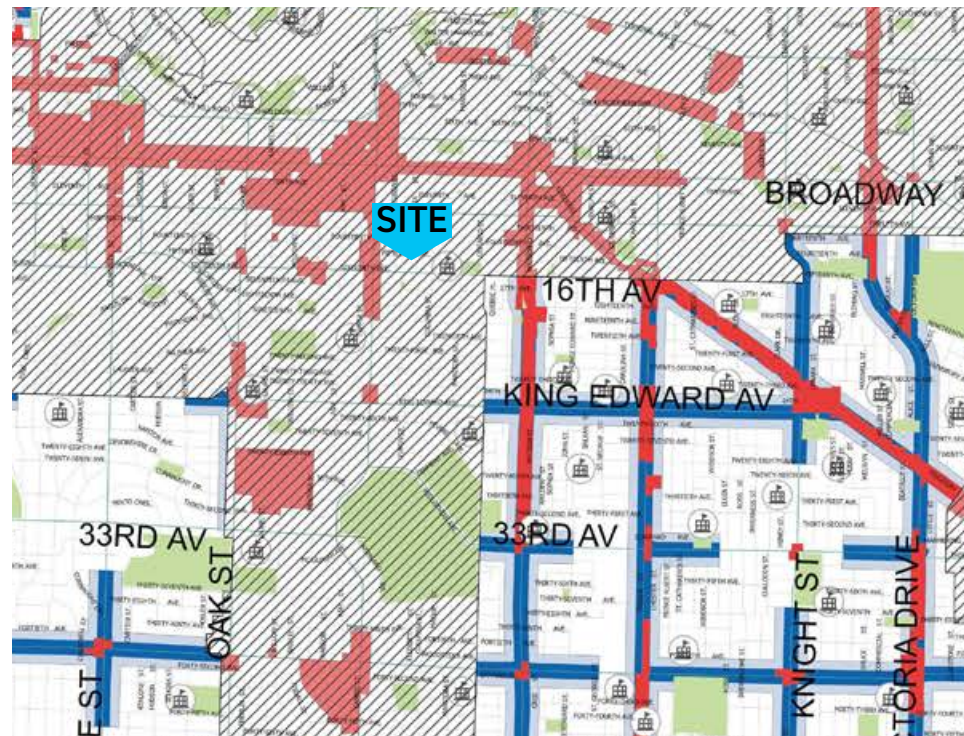
BROADWAY/CAMBIE VISION

CITY PLAN

While the Secured Rental Policy is typically aimed at rezonings that fall outside of approved community plan areas, the transitional nature of this site makes it prime candidate to explore medium scale housing typologies at the edges of major development corridors.

The site is located at the southern edge of the upcoming Broadway Plan, but is also located across 16th Ave from the northern edge of the Cambie Corridor Plan. It is therefore useful to consider both of these area plans to get a full understanding of the future of this neighborhood near the intersection of two vital public transit corridors.

The graphic below shows community plan areas hatched and eligible transition zones in blue.



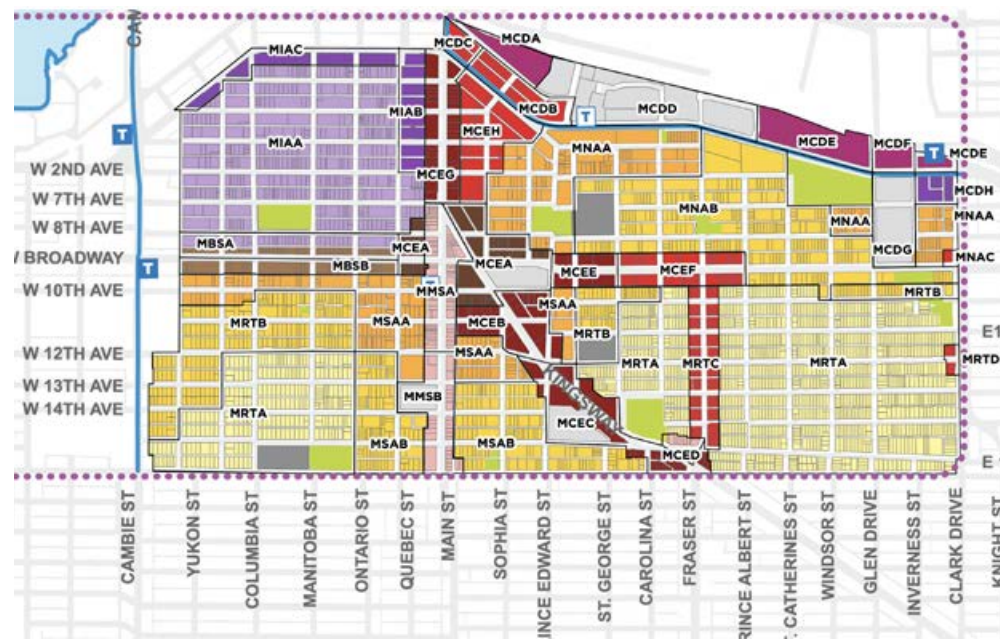
SRP Draft Eligibility Map, June 2020

BROADWAY PLAN

The ongoing Broadway Plan Study Area stretches from Clark Dr. at the east to Vine St. at the west, and from 1st Ave at its northernmost point to 16th Ave in the south. The plan largely focuses on how to guide increased density and expansion along the new Broadway Subway.

“Secured rental housing on smaller lots; 3-5 storeys; 1.0-2.4 FSR; A variety of options for different lot sizes and configurations, including multiplexes, townhouses, and low-rise apartments...”

- 2022 Draft Broadway Plan - MRTA Land Use Policies



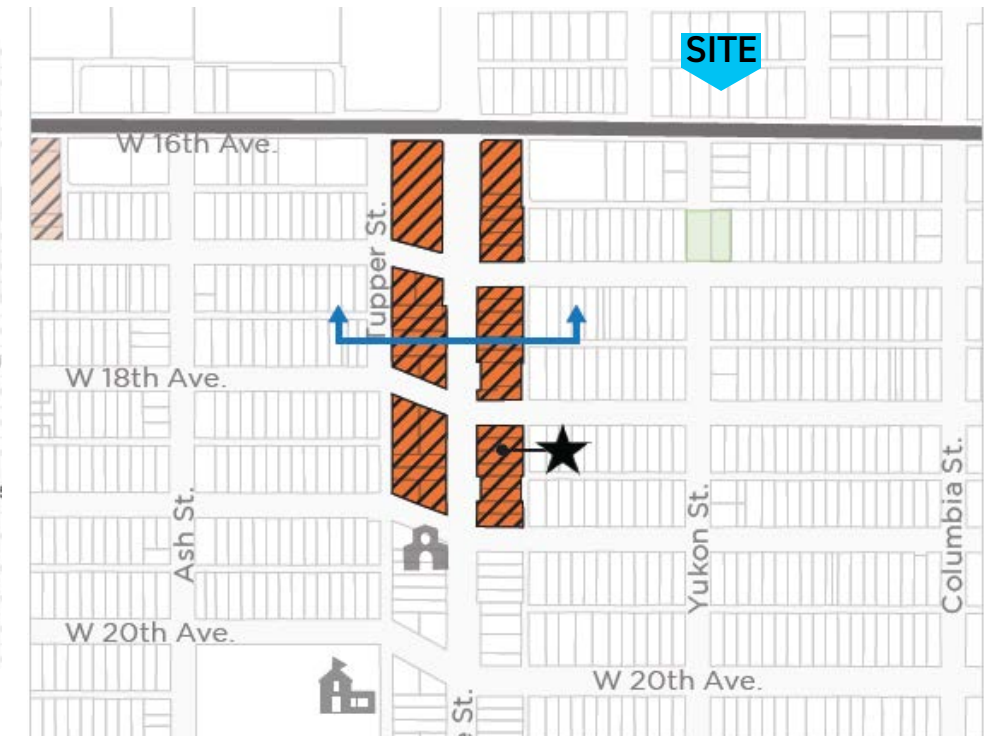
Broadway Plan - Mt. Pleasant Sub Area

CAMBIE CORRIDOR

The Cambie Plan stretches north-south from the south side of 16th Ave. all the way to the Fraser River, and east-west from Ontario St. to beyond Oak St. The Cambie Village area from 16th to 19th Ave. shows new Mixed-use development up to 6 storeys and 3.0 FSR.

“The shopping area of Cambie Village has a strong local identity and currently serves a local shopping function - complete with a grocery store, local movie theatre, restaurants, and other services...”

- Cambie Corridor Plan - Cambie Village

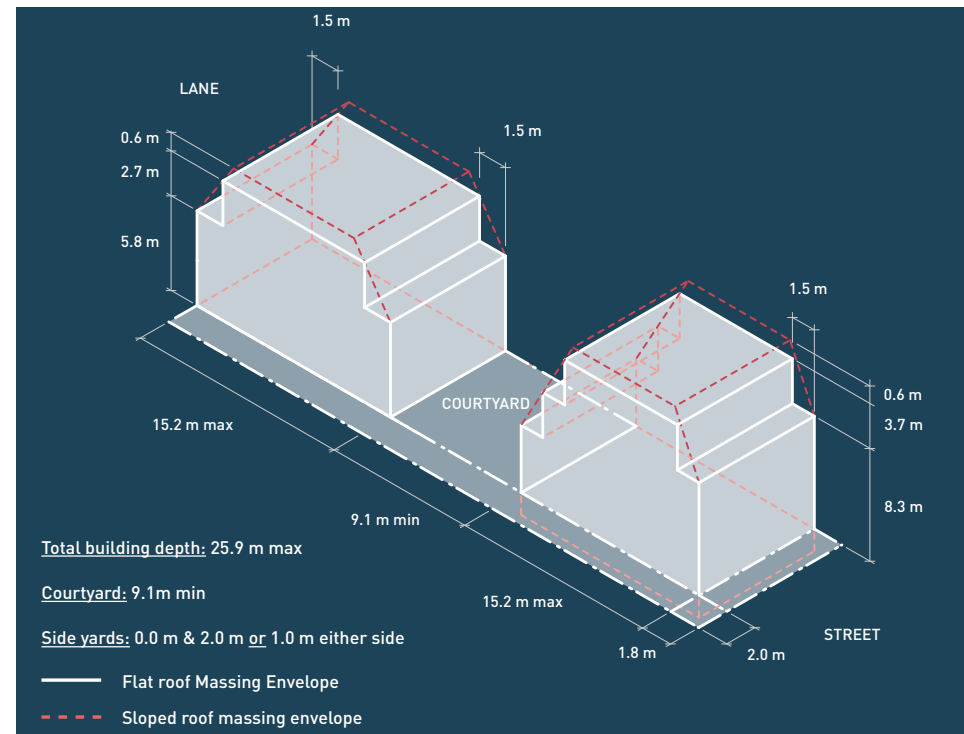


Cambie Corridor Plan - Cambie Village Sub Area

REZONING & HOUSING CHOICE

REZONING FOR THE FUTURE

Located at the intersection of two major community plans and one of the City's most established residential neighbourhoods, **this area could be considered the ultimate transitional zone**. We are confident that this rezoning meets the spirit of emerging policies and their more ambitious guidelines, and should therefore be supported as a more progressive example Rental 100, rather than "falling through the cracks" of policy change. The unique location of this site and the strict parameters that will need to be met for its successful implementation will naturally make it a case study for similar rental development in other transitional areas. In this way it will act as a valuable source of feedback for policy makers as the Broadway Plan, SRP, and City-wide plan continue to be developed.



Massing Diagram - Urbanarium Missing Middle Competition Winner

COMMUNITY ORIENTED

Emerging Directions from the Broadway Plan are indicating even higher densities and building forms than are currently proposed here. This project considers the implications of a densifying city while continuing to be guided by its local circumstances as a transitional zone proximate to major transit corridors and services.

In many ways the site is more connected to Cambie Village, even though it is included in the Broadway Plan rather than the Cambie Plan. A rezoning process will allow the development to consider its context comprehensively, and will allow innovative solutions toward housing diversity to proceed locally instead of waiting for the resolution of all sub areas within the expansive Broadway Plan.



Courtyard Living - Urbanarium Missing Middle Competition Winner

PROJECT GOALS

Realizing a medium density housing typology that can fit in with existing residential context is no easy task. The award-winning Missing Middle research of Haeccity Studio puts us in a unique position to leverage deep and sustained study of this typology toward cutting edge practical solutions.

Our goal is to implement a Missing Middle typology that creates more usable outdoor and amenity spaces through a more nuanced approach to setback and massing. The project will continue to meet the spirit of RT zones, creating diverse multi-family housing in areas with appropriate services, and respectfully acknowledge the form and character of existing building stock.



Koo's Corner - Bruce Haden + HAPA Collaborative

COURTYARD LIVING



RESPONSIVE MASSING



NEGOTIATING DENSITY, LIVABILITY & CONTEXT

The courtyard scheme starts with a 20' separation - a minimum established by Missing Middle research and 4' greater than laneway infill guidelines. We then propose moving the entire front building forward, reducing the front yard setback from 20' (RM-4) to 15', and giving this underused front yard space back to the courtyard which will be the centre of social activity.

ACCESS PATH

The 2.1m Fire Department access path is located along the east side to align with required transformer clearance along the lane (shown in red). This wider path also serves as the main residential access to laneway and courtyard units. The west side setback has been reduced to 1.2m, which will still allow for limited openings without creating fire exposure issues. The transformer clearance also allows for a PMT if needed, and could be reduced if underground electrical service eliminates the need for a pole-mounted transformer.

ROOF-SCAPE

The roof is sculpted to minimize the mass and acknowledge neighbourhood form and character. The roof of the front building is split in two shed roofs and asymmetry to make the building friendlier and lower the perceived roof line from the street, similar to other local character buildings.

The rear roof slopes down to the laneway and includes only a stair landing and small amenity area at the upper level to serve the central roof patio.

EMISSIONS REDUCTION

LOW EMISSIONS BUILDING

This proposal will pursue the Low Emissions Green Buildings path for Rezoning, and will conform to limits on heat loss, energy use, and greenhouse gases, drawing on industry best practices to create more efficient, healthy, and comfortable housing.

BUILDING CONFIGURATION

While siting and orientation are largely given by the site, the massing, layouts, and openings of the buildings are all designed to position the project for maximum performance. Reducing the cladding to floor area ratio and utilizing small punched openings will reduce heat loss while providing controlled access to light and air.

The bifurcation of the massing toward separate street and laneway buildings allows light to penetrate the site, leading to more comfortable and efficient dwelling units. Each building approaches a compact cube-like geometry to maximize heating efficiency.

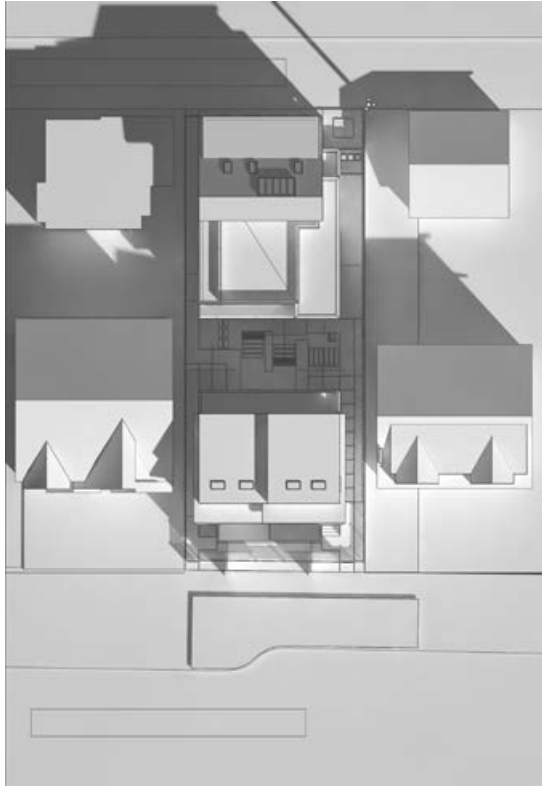
BC HYDRO

BCH power ensures energy needs come from clean, renewable sources. The project assumes underground service from a new LPT in the NW corner, directly under existing pole-mounted transformers. Appropriate PMT setbacks and access have been incorporated into the site plan. However, the building is also configured in a way that should a 6m transformer clearance still be required, the design would be able to accommodate without significant redesign.



SHADOW STUDIES

SPRING EQUINOX



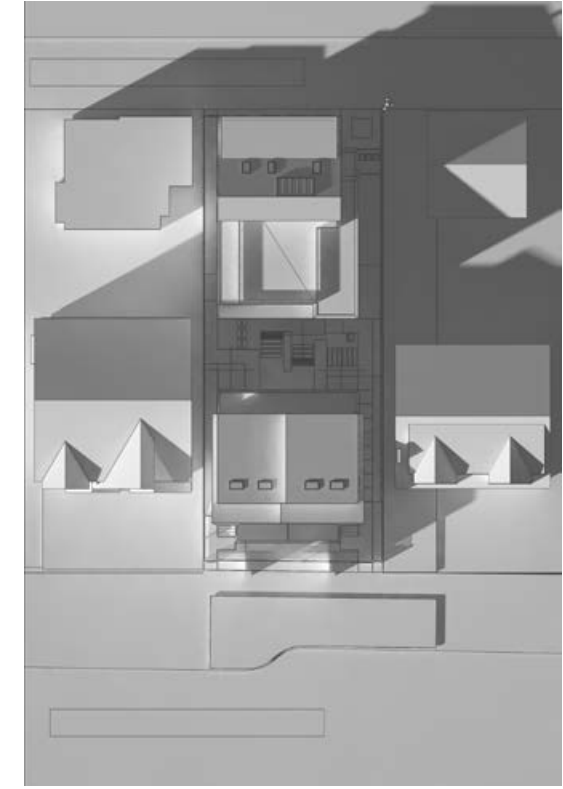
MARCH 10AM



MARCH 12PM

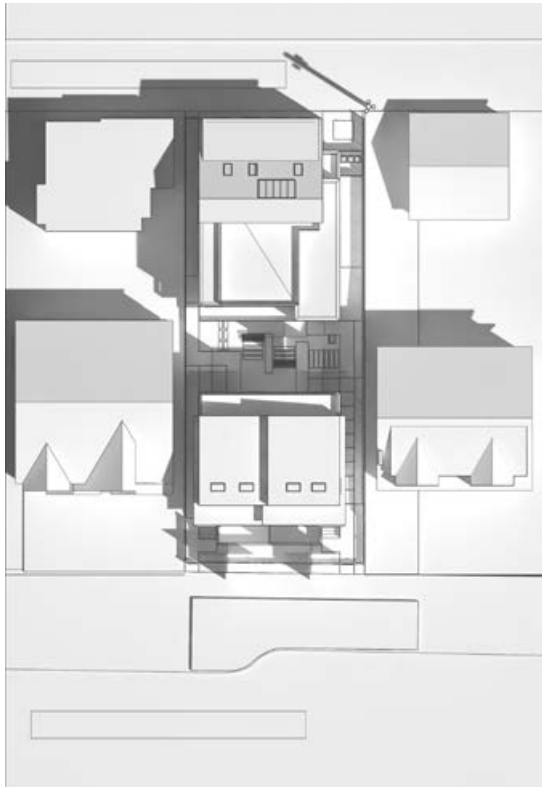


MARCH 14PM

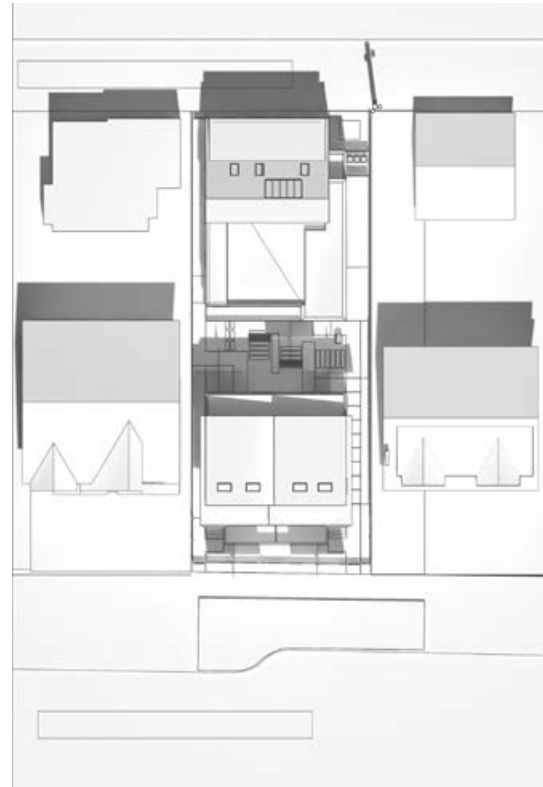


MARCH 16PM

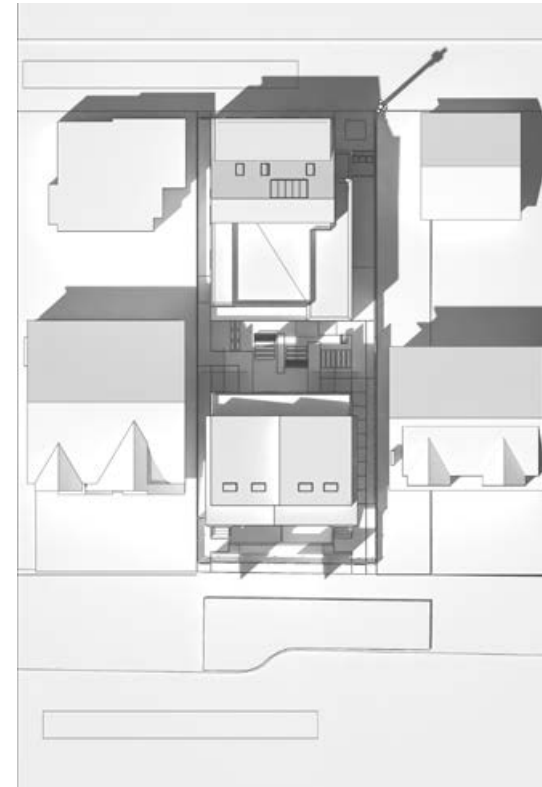
SUMMER SOLSTICE



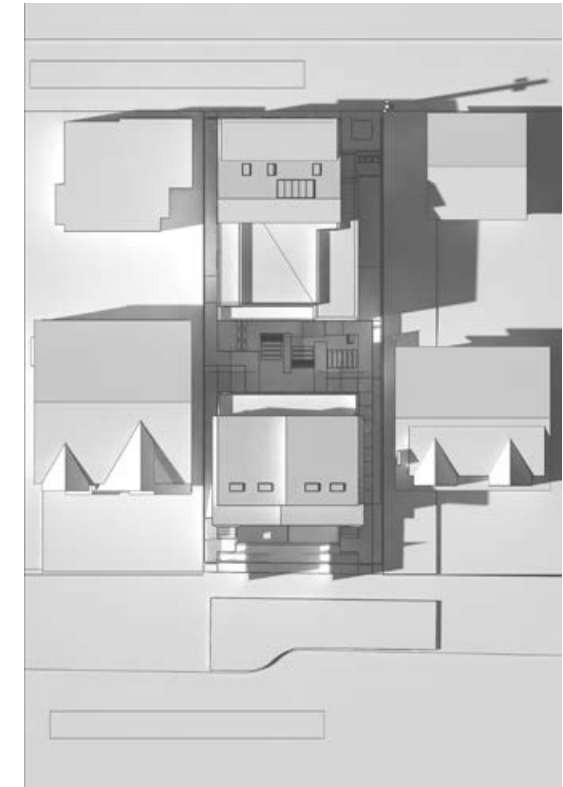
JUNE 10AM



JUNE 12PM



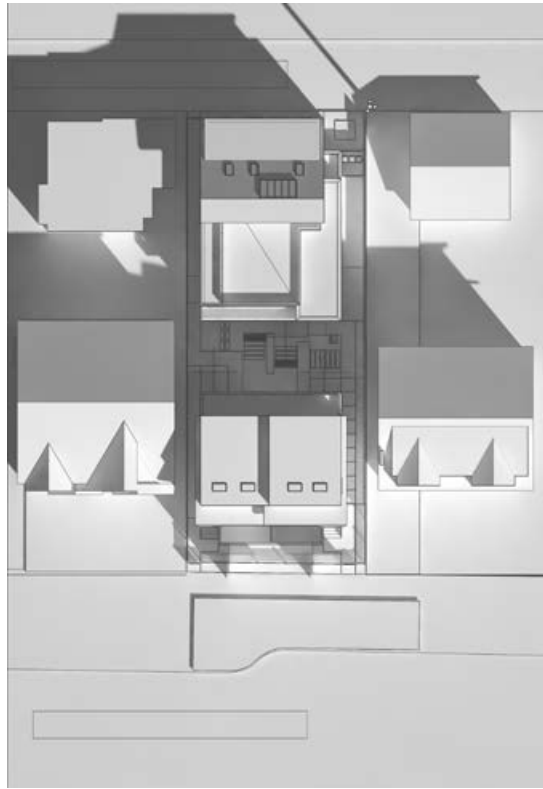
JUNE 14PM



JUNE 16PM

SHADOW STUDIES

AUTUMN EQUINOX



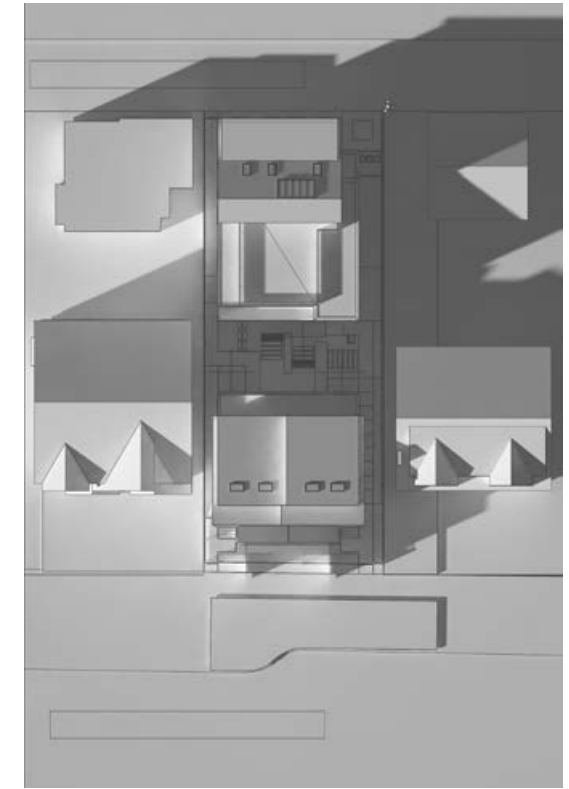
SEPTEMBER 10AM



SEPTEMBER 12PM

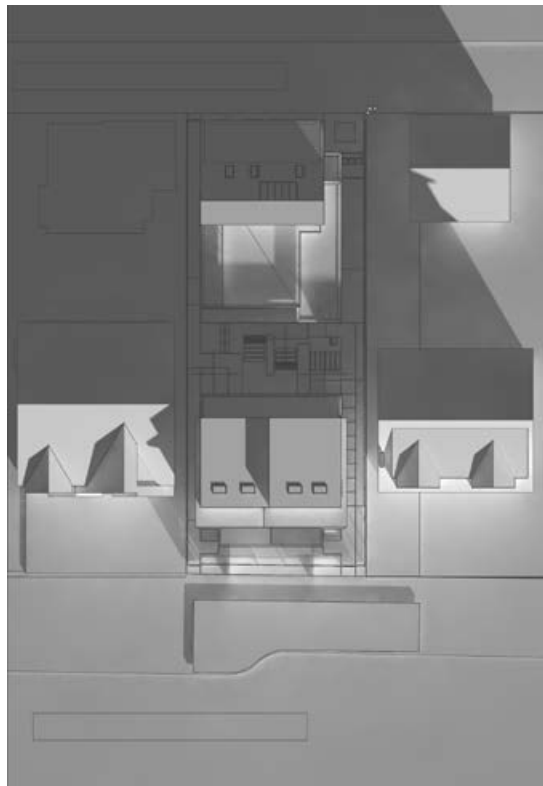


SEPTEMBER 14PM



SEPTEMBER 16PM

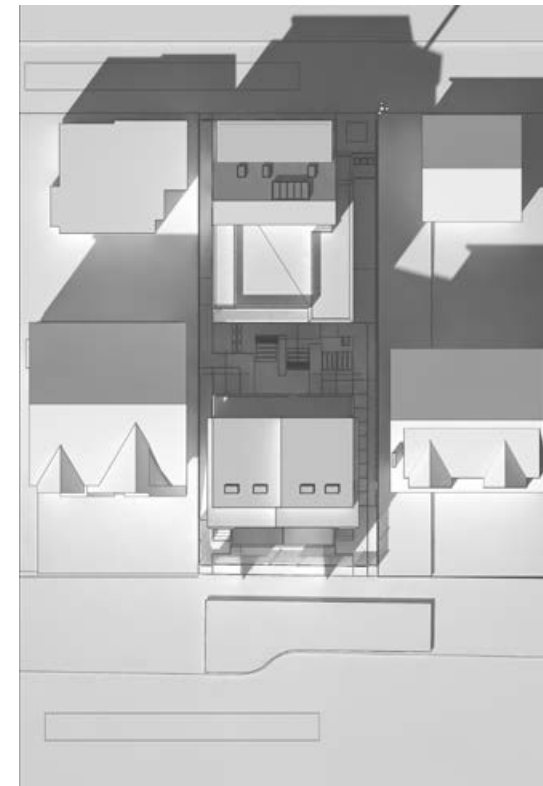
WINTER SOLSTICE



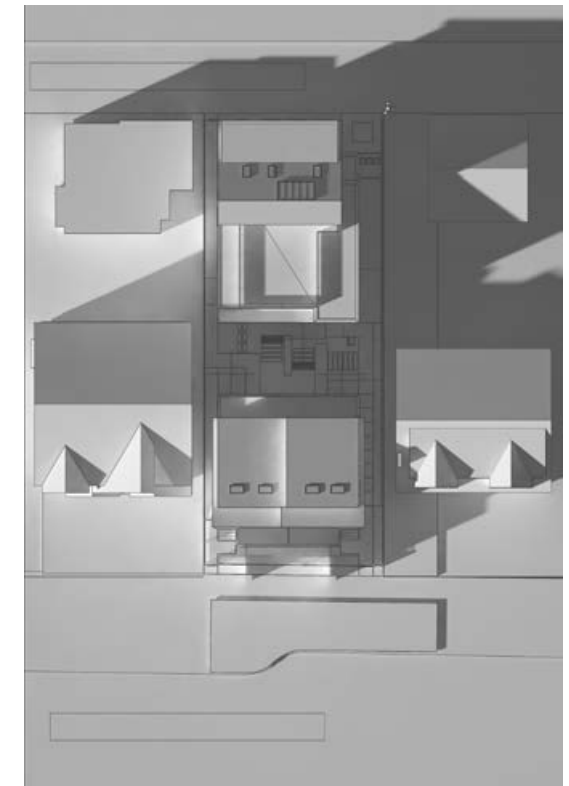
DECEMBER 10AM



DECEMBER 12PM

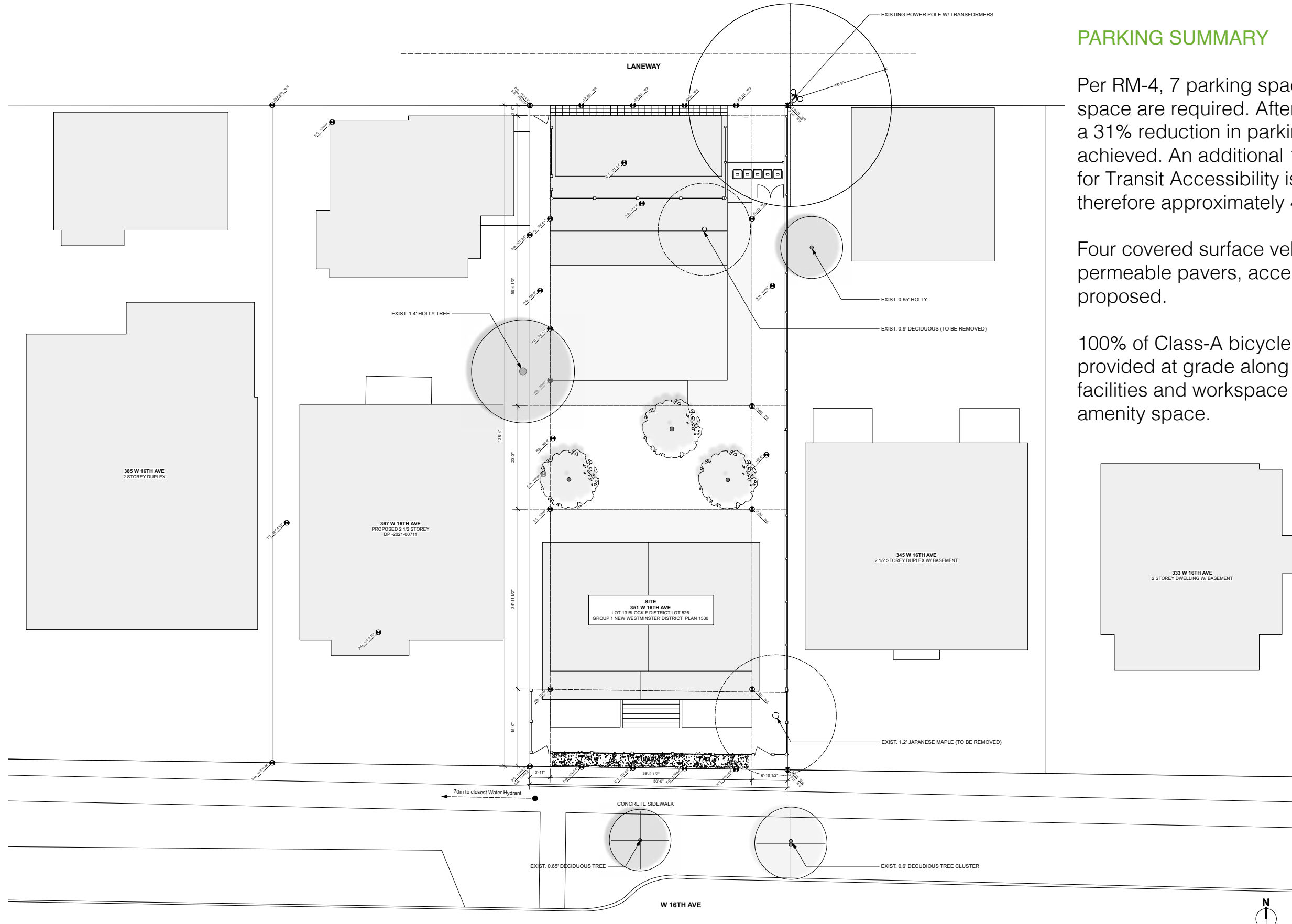


DECEMBER 14PM



DECEMBER 16PM

SITE PLAN



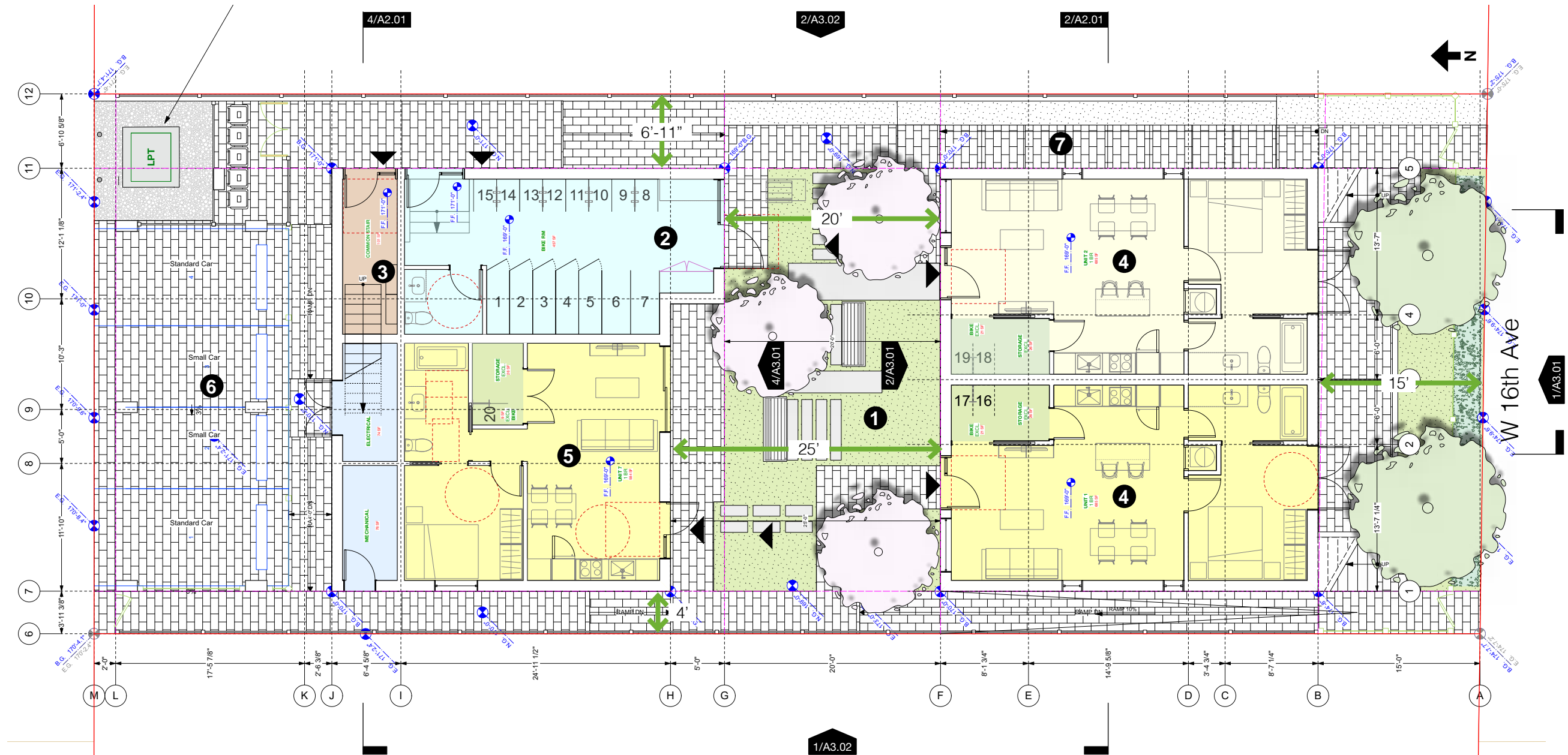
PARKING SUMMARY

Per RM-4, 7 parking spaces + 1 visitor parking space are required. After applying TDM measures, a 31% reduction in parking requirements is achieved. An additional 10% parking reduction for Transit Accessibility is available for the project, therefore approximately 4 spaces are required.

Four covered surface vehicle parking stalls, with permeable pavers, accessed from the lane, are proposed.

100% of Class-A bicycle parking (20 stalls) are provided at grade along with bicycle maintenance facilities and workspace as part of the common amenity space.

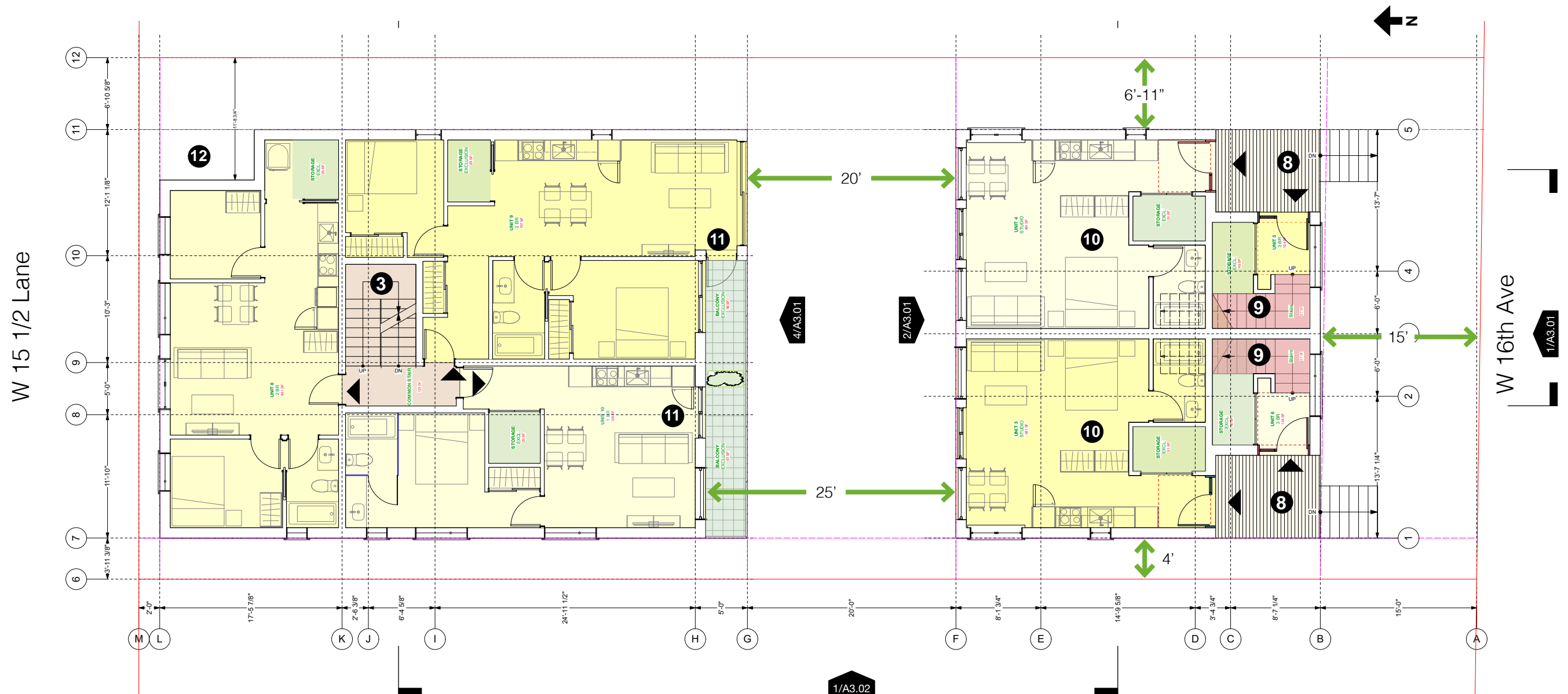
LEVEL 1 PLAN



FEATURES

- 1** Large landscaped courtyard with shared vegetable garden and outdoor kitchen amenities
- 2** Day-lit bicycle storage/workshop with ADA washroom encourages active transportation
- 3** Sky-lit stairwell to upper units and common roof deck
- 4** Two garden suites in the street-facing building accessible from grade face the courtyard
- 5** Fully ADA accessible unit with private patio
- 6** Covered parking accessed from laneway
- 7** Primary access path

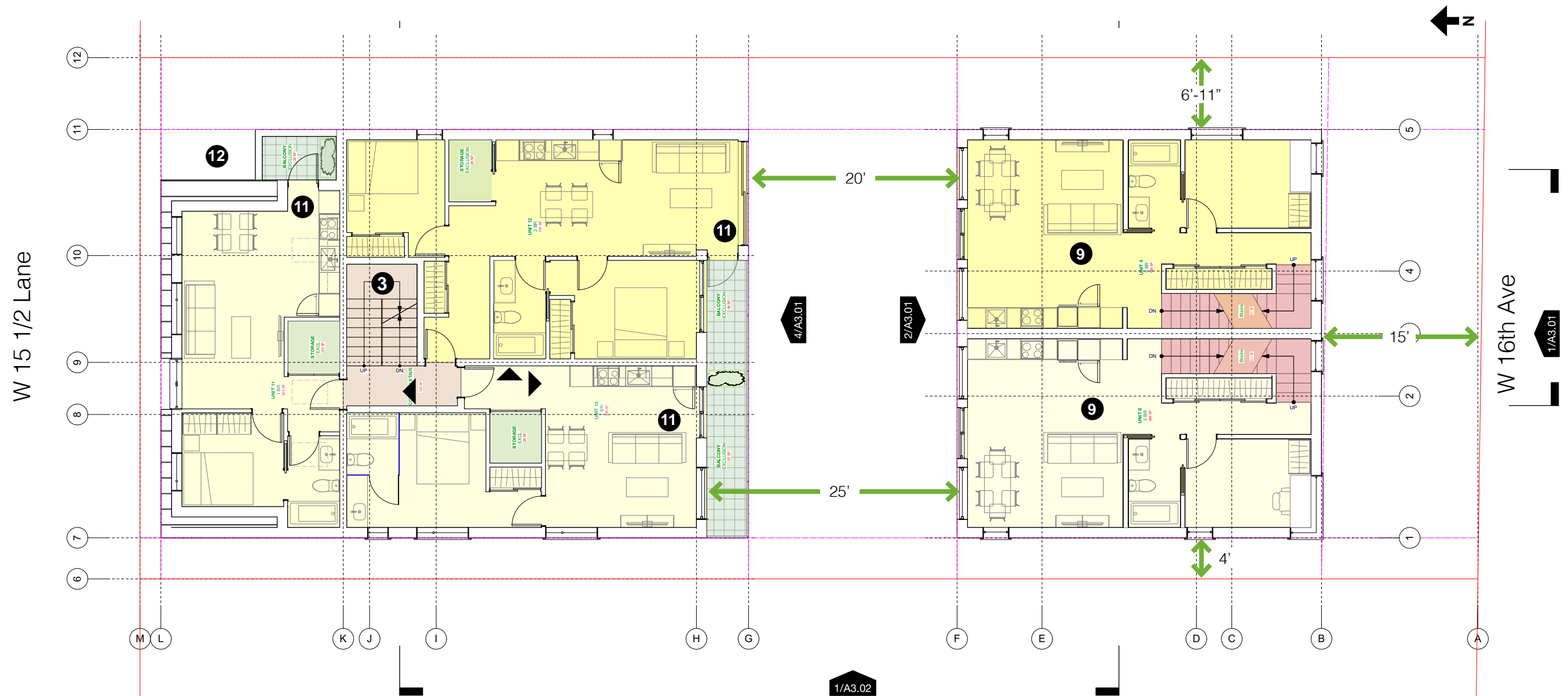
LEVEL 2 PLAN



FEATURES

- 8** Corner “notched” entrance porches, which further breaks down the massing and allows for better sight lines around the building.
- 9** Family unit with private internal stair
- 10** Open plan bachelor suites
- 11** Suites with private balcony access
- 12** Shift in building massing to accommodate BC Hydro Pad-Mounted Transformer (LPT)

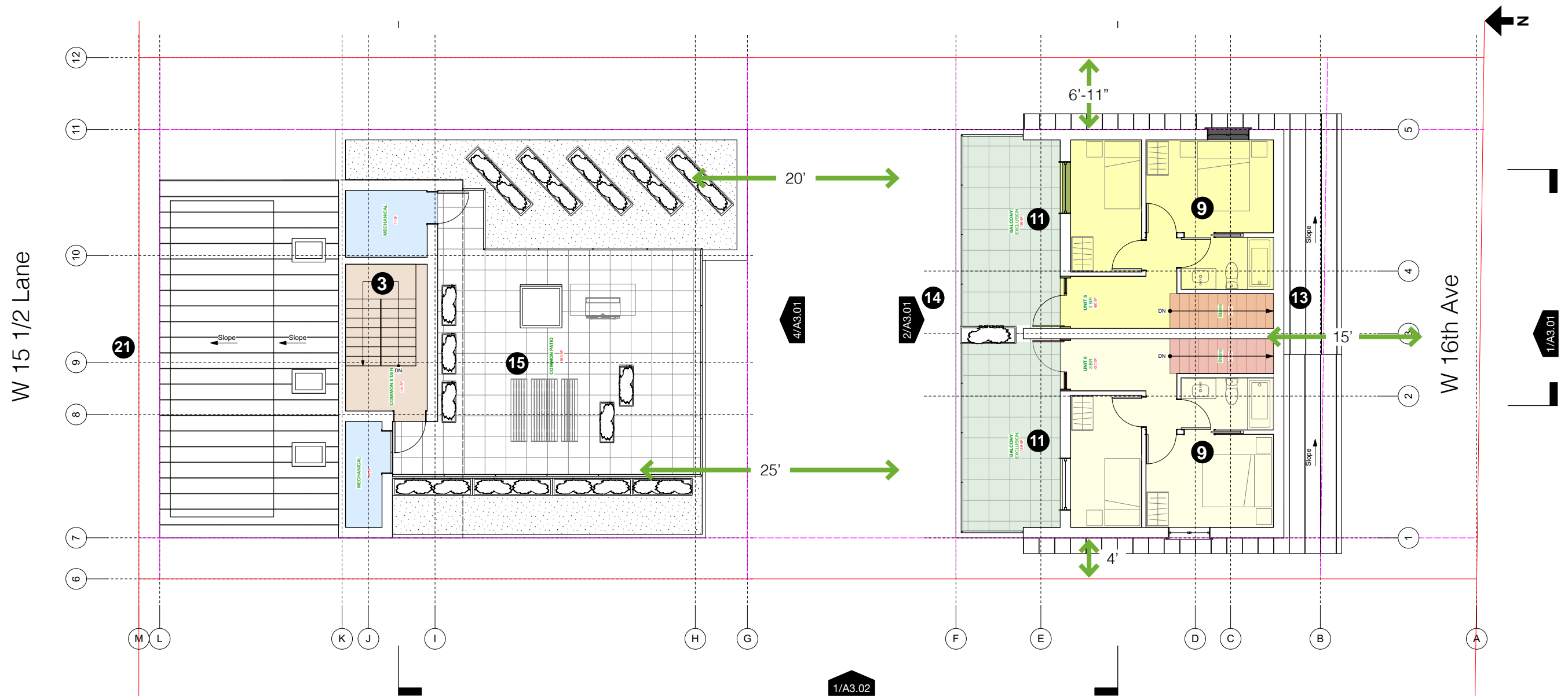
LEVEL 3 PLAN



FEATURES

- ⑨ Family unit with private internal stair
- ⑩ Open plan bachelor suites
- ⑪ Suites with private balcony access

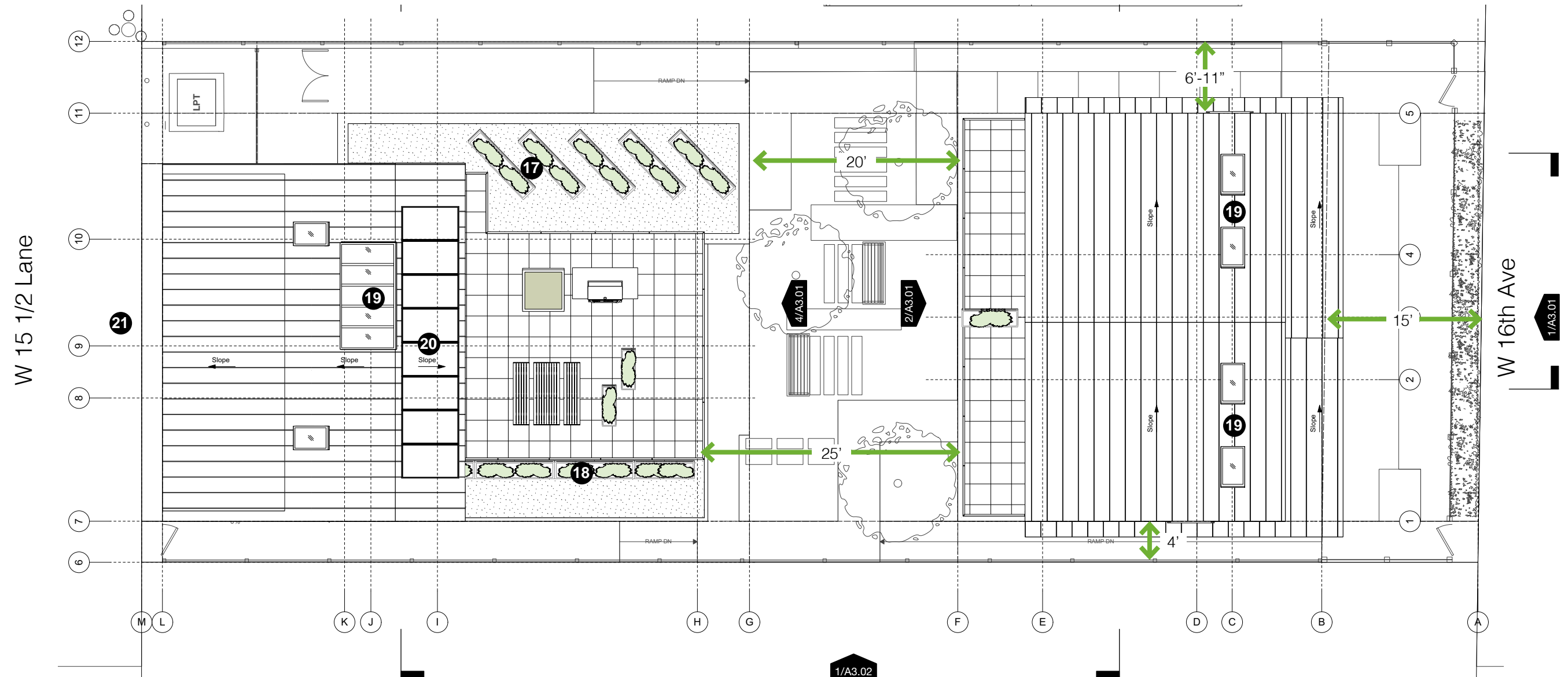
LEVEL 4 PLAN



FEATURES

- 13 Front facade is set back with two split shed roofs and asymmetry to make the building friendlier and lower the perceived roof line from the street, fitting with local character/heritage buildings.
- 14 Half-level is set back from the courtyard to reduce massing and shadowing on shared open space
- 15 Common roof top patio with mountain views and excellent sun exposure, set back and screened from side yards to minimize overlook

ROOF PLAN



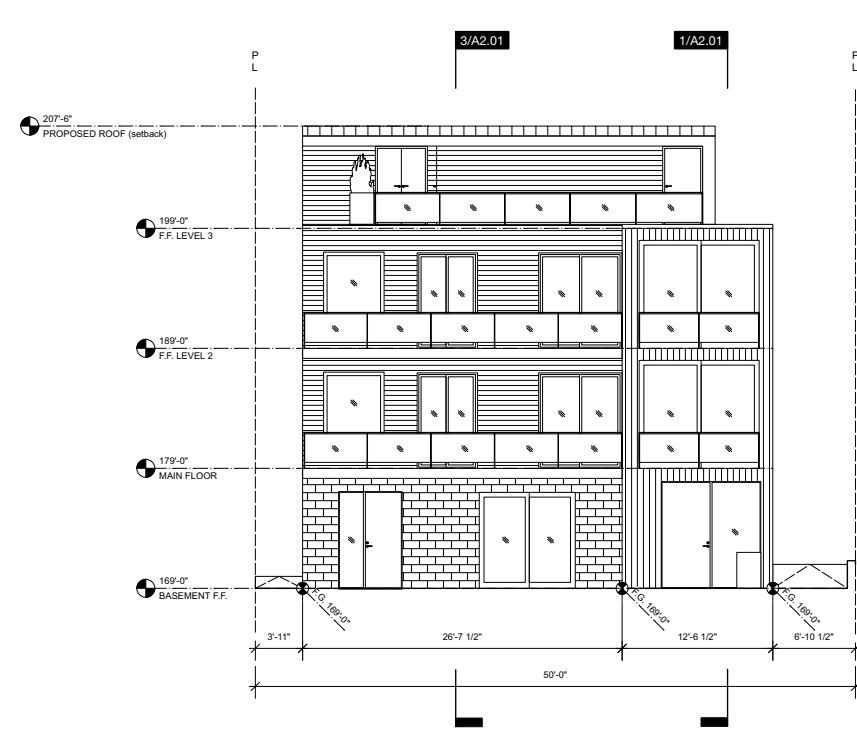
FEATURES

- 17 Privacy screening/retention planters and possible Mechanical equipment location
- 18 Privacy screening/retention planters
- 19 Venting Skylights
- 20 PV panels location
- 21 Setback partial upper storey with mansard roof with dormer

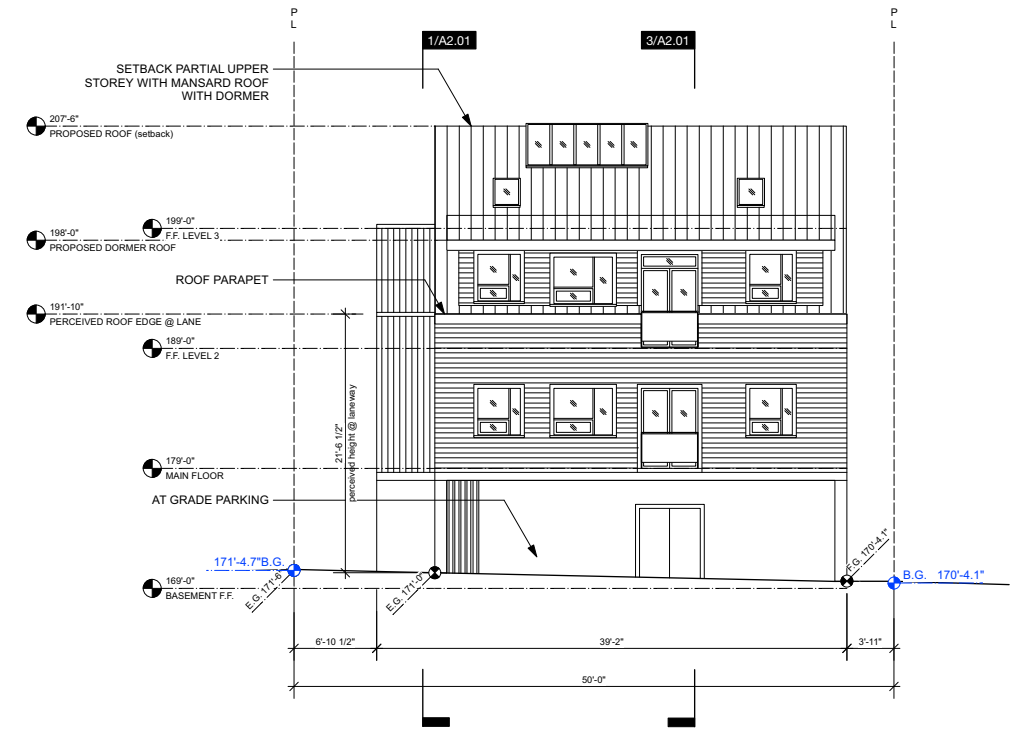
COMMON ROOFTOP PATIO



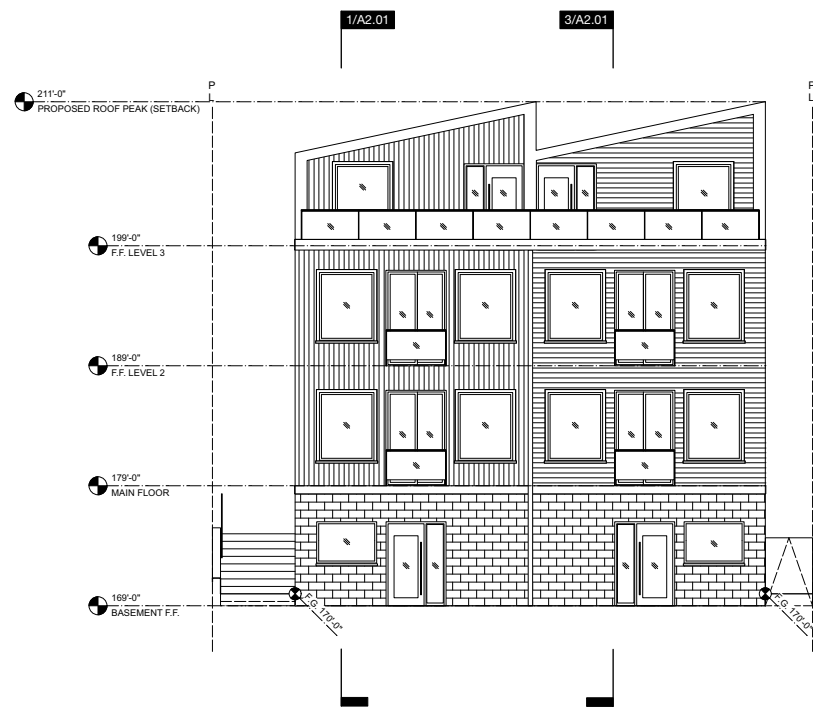
BUILDING ELEVATIONS



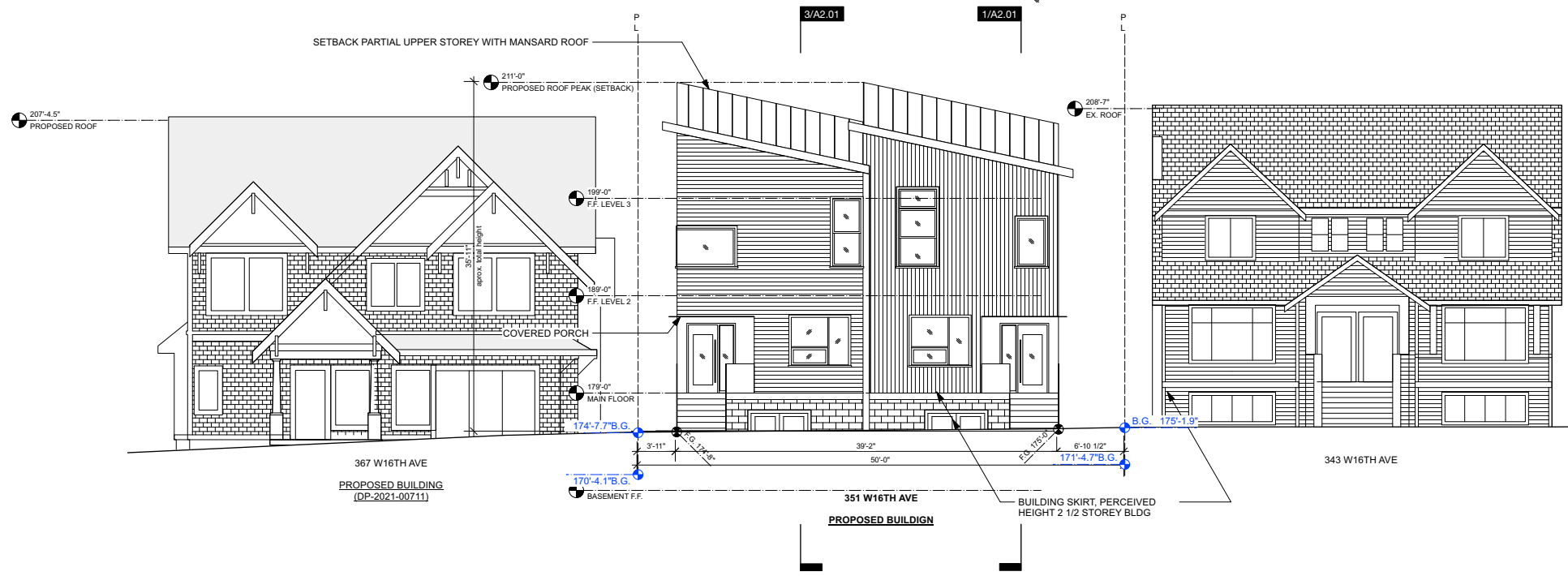
4 NORTH BUILDING - ELEVATION AT COURTYARD
Scale: 1/8" = 1'-0"



3 NORTH BUILDING - ELEVATION AT LANE
Scale: 1/8" = 1'-0"

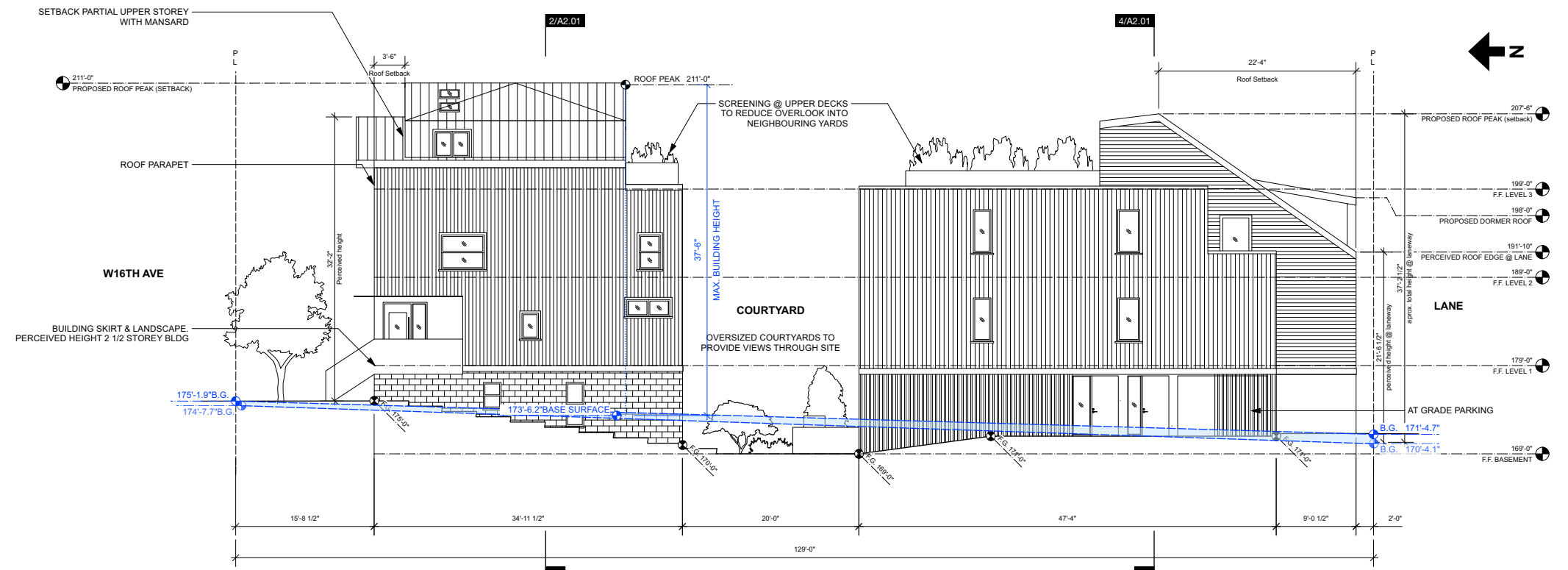


2 SOUTH BUILDING - ELEVATION AT COURTYARD
Scale: 1/8" = 1'-0"

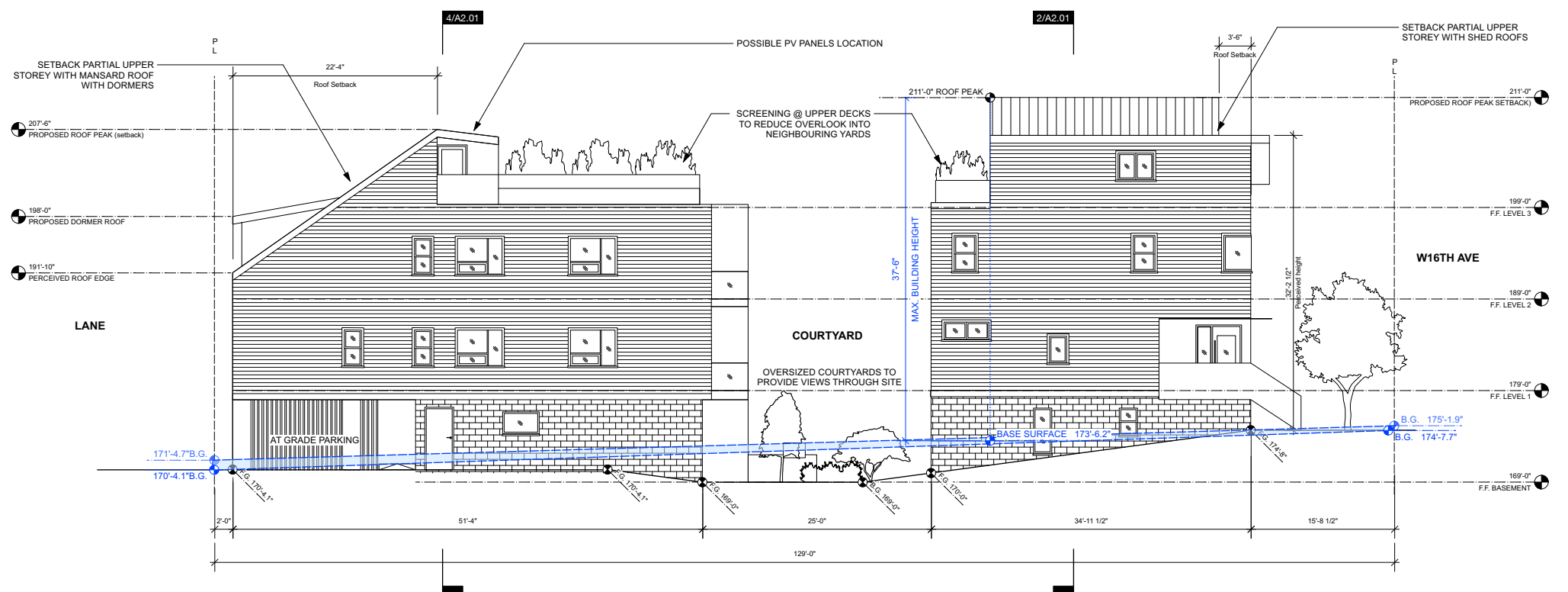


1 SOUTH BUILDING - ELEVATION AT W16th Ave.
Scale: 1/8" = 1'-0"

BUILDING ELEVATIONS

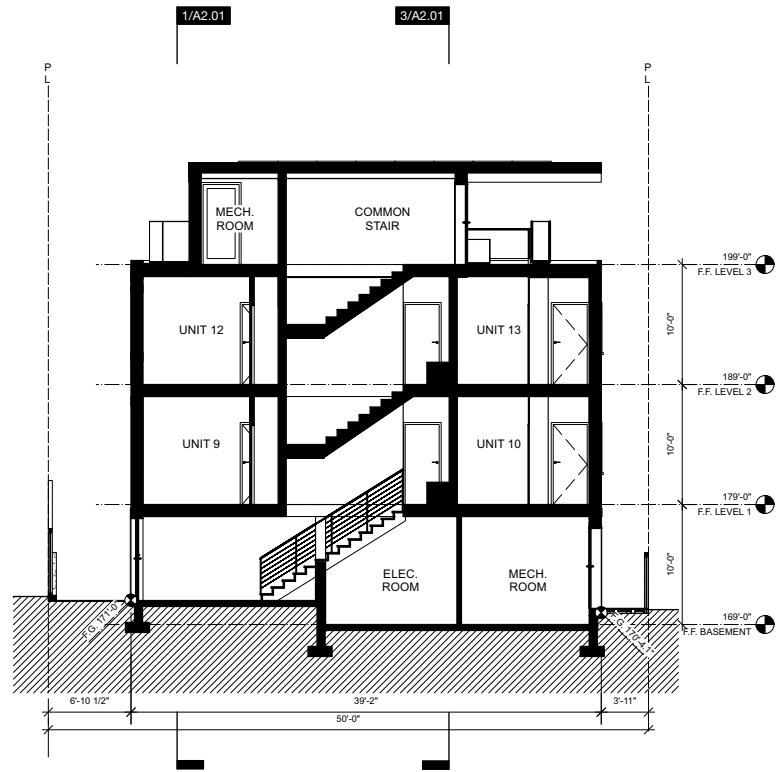


2 PROPOSED BUILDING-EAST ELEVATION
Scale: 1/8" = 1'-0"

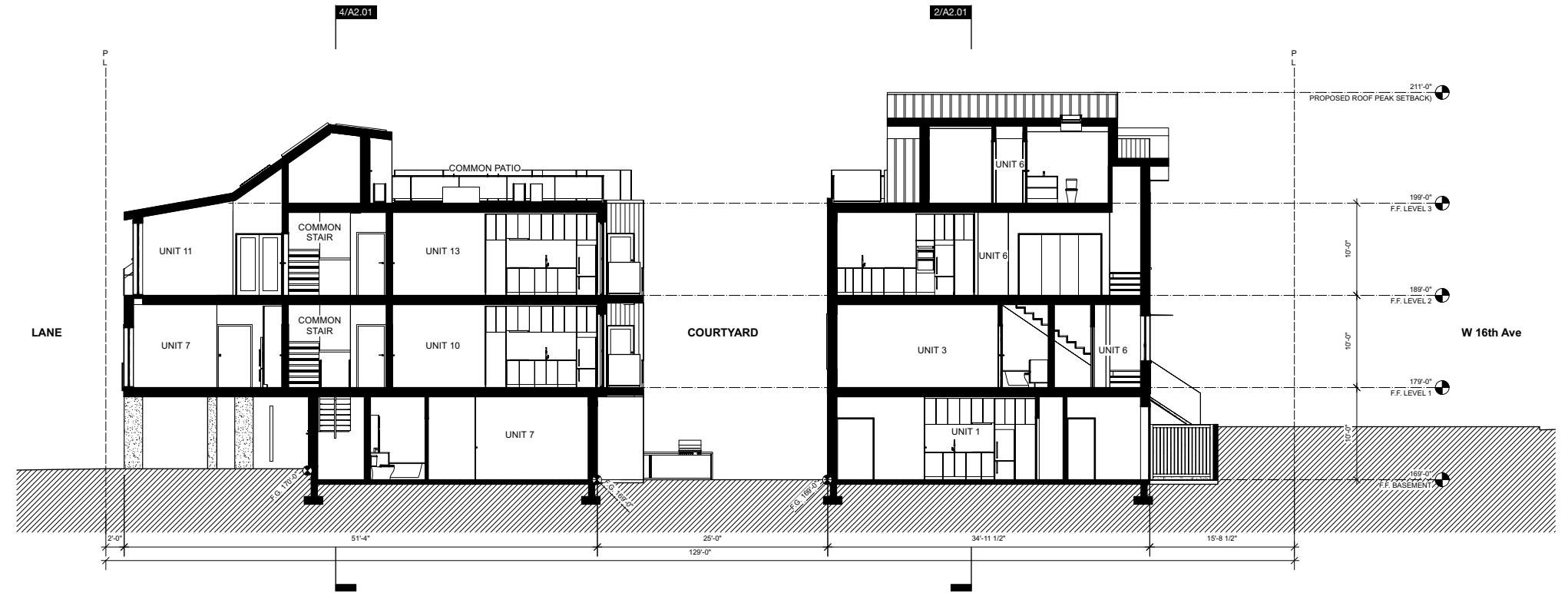


1 PROPOSED BUILDING-WEST ELEVATION
Scale: 1/8" = 1'-0"

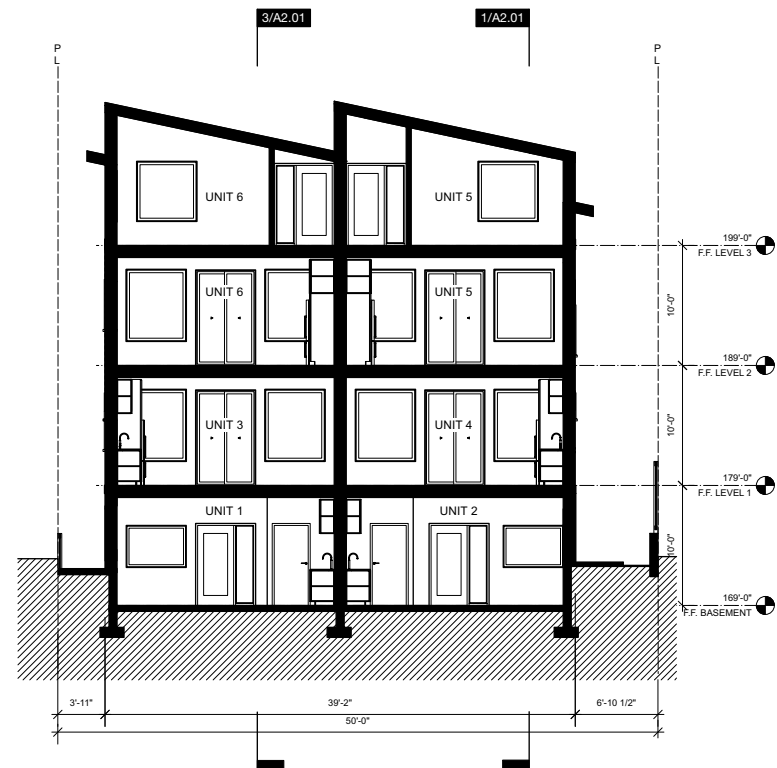
BUILDING ELEVATIONS



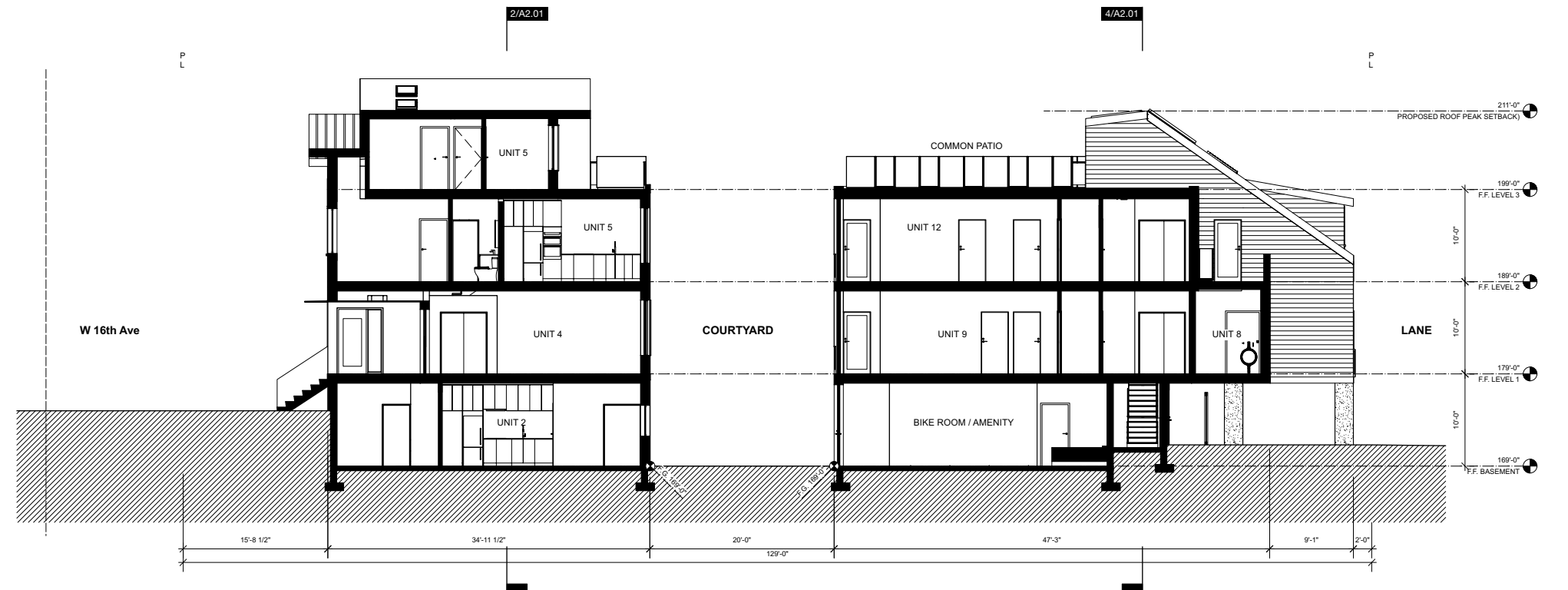
4 BUILDING SECTION
Scale: 1/8" = 1'-0"



3 BUILDING SECTION
Scale: 1/8" = 1'-0"



2 BUILDING SECTION
Scale: 1/8" = 1'-0"



1 BUILDING SECTION
Scale: 1/8" = 1'-0"

GENERAL OVERVIEW





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