PROJECT INFORMATION

LEGAL DESCRIPTION
LOT 1 BLOCK 27
DISTRICT LOT 200A
PLAN 16479

CIVIC ADDRESS
396 EAST 2ND AVE.
VANCOUVER, BRITISH COLUMBIA
V5T 4L4

LAND USE ZONING
THIS SUBMISSION PROCEEDS UNDER THE CURRENT R5-3 ZONING.

TOTAL FLOOR SPACE
178,105 SQ. FT. (16,546.5 SQ. M.)

GROSS SITE AREA
27,791.4 SQ. FT. (2,581.9 SQ. M.)

FLOOR SPACE RATIO
6.41

GROSS FOOTPRINT
15940.75 SQ. FT. (1,480.9 SQ. M.)

SITE COVERAGE
57.35%

BUILDING HEIGHT
THE HIGHEST POINT OF THE TOWER WILL BE AT A GEODETIC ELEVATION OF 306'-0".
THE TOP OF THE TOWER PARAPET OF THE HIGHEST RESIDENTIAL FLOOR WILL BE AT A GEODETIC ELEVATION OF 284'-6".

SETBACKS
EAST 2ND AVENUE & PRINCE EDWARD STREET:
A UNIFORM SETBACK OF 3.7 M (12 FT.) IS ESTABLISHED FOR BOTH ABOVE- AND BELOW-GRADE STRUCTURES. THESE AREAS ARE RESERVED FOR LANDSCAPING, GROUND-LEVEL ACCESS, AND RAINWATER MANAGEMENT SYSTEMS DESIGNED TO SUPPORT THE URBAN TREE CANOPY.

BRUNSWICK STREET:
AN ABOVE-GRADE SETBACK OF 3.7 M (12 FT.) IS PROVIDED, WHICH INCLUDES THE 1.5 M SKYTRAIN STATUTORY RIGHT-OF-WAY. THE UNDERGROUND PARKING STRUCTURE IS DESIGNED TO UTILIZE THE SPACE BENEATH THIS SETBACK.

LANE:
AN ABOVE-GRADE SETBACK OF 3.7 M (12 FT.) IS PROVIDED; NO SETBACK IS APPLIED BELOW GRADE.

PRIMARY APPLICABLE CODES:
CITY OF VANCOUVER ZONING BYLAW
VANCOUVER BUILDING BYLAW 2019

ARCHITECTURAL DESIGN RATIONALE

To City of Vancouver
Development Permit Board
Urban Design Panel | City of Vancouver

On behalf of Fiera Real Estate Investments Limited and Marcon, Kasian Architecture is pleased to submit this Letter of Intent for the Development Permit application for the proposed development at 396 E 2nd Ave, Vancouver.

Site
The property consists of one lot, measuring approximately 2,582 sq. m. (27,791 sq. ft.). It features a frontage of approximately 50.0 m (164 ft.) along East 2nd Avenue to the north and a depth of about 40.2 m (132 ft.) along Brunswick Street to the west and Prince Edward Street to the east, with a back lane to the south.

Land Use
The proposed development consists of a 23-story secured market rental high-rise apartment building, featuring 22 residential floors and one amenity floor, with a total of 273 secured-rental residential units.
The project allocates 20% of the total dwelling units for below-market rentals. Furthermore, 37% of the below-market units and 37% of all other units are designed to be family-friendly, comprising 74 two-bedroom units and 27 three-bedroom units.

Density

The development achieves a density of 6.41 FSR (Floor Space Ratio), with a total floor area of 16,546.5 sq. m. (178,105 sq. ft.).

The floor area used to calculate the FSR is comprised of:
- **Gross Floor Area (GFA) for Residential Units:**
  13,992.5 sq. m. (150,614 sq. ft.)
- **Residential Circulation:**
  2,554 sq. m. (27,491 sq. ft.)

The following areas are excluded from the FSR calculation as per zoning regulations:
- **Indoor Amenity:**
  506 sq. m. (5,444 sq. ft.)
- **Indoor Amenity Circulation:**
  152 sq. m. (1,640 sq. ft.)
- **Above-Ground Service Area:**
  82 sq. m. (882 sq. ft.)
- **In-Suite Storage:**
  897 sq. m. (9,410 sq. ft.)
- **Common Storage:**
  104 sq. m. (1,123 sq. ft.)

Site Setbacks

The proposed setbacks have been developed to balance the objectives of the R5-3 District Schedule, the Development Design Guidelines, and the unique physical constraints of the site, including its irregular configuration, significant topography, the Broadway Subway statutory right-of-way, and future redevelopment opportunities on adjacent properties.

1.0 East 2nd Avenue and Prince Edward Street Frontages
A consistent front yard setback of **3.7 m (12 ft.)** is provided along both the East 2nd Avenue and Prince Edward Street frontages for all above and below-grade construction.

These setback areas remain free of major encumbrances, with only residential access paths, landscape planters, and associated public realm improvements located within them. The generous setbacks support **passive rainwater management**, provide sufficient soil volumes for the retention of existing trees and establishment of a healthy long-term urban tree canopy, and reinforce the City's future greenway objectives along both street frontages. Together, these elements create a well-landscaped transition between the public realm and private residential uses while enhancing the pedestrian experience.

2.0 Brunswick Street Frontage
A **3.7 m (12 ft.)** above-grade setback is maintained along Brunswick Street and incorporates the required **1.5 m Statutory Right-of-Way** associated with the Broadway Subway infrastructure. This setback preserves the landscape character and pedestrian interface along Brunswick Street while accommodating the long-term operational requirements of the adjacent rapid transit corridor.

To respond to the presence of the SkyTrain statutory right-of-way, the underground parkade extends beneath a portion of the Brunswick Street setback. As identified through the City's preliminary review, this approach helps mitigate the impact of the SkyTrain tunnel statutory right-of-way on the underground parkade layout while maintaining the full above-grade setback and public realm. The resulting configuration improves the efficiency of the underground parking layout without affecting the streetscape, landscape treatment, or future public realm improvements.

3.0 Rear Yard
The proposed rear yard configuration responds to the site's irregular shape and significant topographic constraints while supporting the approved single-tower form of development. The reduced rear yard allows the building to be organized in a manner that maintains appropriate tower separation, accommodates functional outdoor amenity areas, and preserves future redevelopment opportunities on adjacent sites.

As noted in the City's preliminary review, the proposed configuration satisfies the broader planning intent of the District Schedule by responding to the unique characteristics of the site while achieving a coordinated built form and site layout.

This section details the site setbacks for the proposed development at the intersection of East 2nd Avenue, Prince Edward Street, and Brunswick Street.

Architectural Design Rationale

Urban Design

The proposed development implements the Council-approved form of development established through the rezoning process while advancing the broader urban design objectives of the Broadway Plan and the R5-3 District Schedule.

The design responds to several unique site characteristics, including the irregular site configuration, approximately seven metres of topographic change, three public street frontages, the Broadway Subway infrastructure, future redevelopment opportunities on adjacent properties, the future Great Northern Way public plaza, and the adjacent St. Francis Xavier School.

Rather than distributing the permitted density across two towers, the proposal consolidates the allowable density into a single tower above a terraced podium. This approach reduces cumulative shadow impacts, preserves future tower development opportunities on adjacent sites, strengthens the public realm, and creates larger, more functional outdoor amenity areas while accommodating the approved residential density.

1. Building Height / Podium Massing

The proposed building height and overall massing have been carefully developed through detailed shadow studies and urban design analysis to minimize impacts on the surrounding public realm, the adjacent St. Francis Xavier School, and the future Great Northern Way public plaza.

The proposal incorporates a six-storey podium supporting a single residential tower, aligning with the LOE response letter. Although the podium exceeds the guideline recommendation, the additional podium height responds directly to the site's large and irregular configuration and allows the permitted density to be accommodated within a single tower rather than two smaller towers.

As identified by the City through the preliminary review, this approach reduces overall shadowing on the adjacent school and future public plaza while achieving the allowable density. The resulting built form provides a superior urban design outcome by reducing cumulative shadow impacts and creating a more coherent building form.

ARCHITECTURAL DESIGN RATIONALE

2. Tower Massing

The location and proportions of the tower have been carefully coordinated to respond to the surrounding urban context and future redevelopment opportunities.

The proposed tower setbacks have been established to reduce overall shadowing, facilitate efficient underground parkade access, and ensure that the building does not constrain future tower development on adjacent sites. Although portions of the tower vary from the guideline setbacks, the proposal continues to achieve the intent of the Development Design Guidelines by maintaining appropriate tower separation and supporting long-term neighbourhood redevelopment.

Similarly, while the tower dimension exceeds the preferred guideline in one direction, the slightly larger tower plate supports a viable single-tower form which, as recognized by the City, reduces overall shadow impacts when compared with a two-tower development scenario. The proposal therefore achieves the broader objectives of the Development Design Guidelines through a more efficient and contextually appropriate built form.

3. Podium Design

The proposed terraced podium responds directly to the site's significant topographic change and unusual configuration. Rather than creating a continuous deep podium, the massing has been stepped to provide generous outdoor amenity areas, improve access to daylight, and create varied landscaped terraces throughout the development.

As noted in the City's preliminary review, the increased podium depth responds to the site's topography and unusual configuration while avoiding overly deep residential units through the incorporation of substantial rear yard outdoor amenity space. The resulting podium achieves the broader objectives of livability and urban design while responding to the physical constraints of the site.

4. Tower Crown Sculpting

To minimize shadow impact, the tower's residential penthouse levels, amenity level, and mechanical rooftop have been carefully sculpted.

The typical floor plate terminates at Level 20. The two additional residential levels L21 and L22 and one amenity level are significantly set back to prevent an increase in the shadow length.

The rooftop screens have been sloped to define the tower's crown and reduce its massive, bulky appearance.

5. Façade Design & Materials

Outer and Inner Skin Strategy
Our design for the building's elevation uses an "outer and inner skin" strategy to break down its bulky appearance and create visual interest.

The **outer skin** is a combination of a lighter-warmer-toned window wall system and a ribbed metal walls cladding system, plus sloped fin walls, which partially cover the balconies. At each setback of the towers and podium, this outer skin extends to the side and upward, terminating at sloped edges. This creates multiple layers and a repeatable pattern of sloped fins at the top and sides, effectively breaking down the building's mass.

The outer skin features a series of fins of varying heights, which are attached to the mullions. This design element emphasizes the building's sloping pattern and adds visual rhythm to the facade.

The **inner skin** provides a contrast to this outer layer, offering a darker, more substantial presence and creating a sense of depth and visual rhythm across the facade.
This approach ensures the building feels lighter and more dynamic, transforming a potentially monolithic structure into a visually engaging and well-proportioned form.

Human-scaled Material Palette
Our design for the ground level prioritizes a **human-scaled material palette** to create an engaging and active streetscape.

We've moved away from a monolithic facade, opting instead for a dynamic, fine-grain material palette. These varied materials flow along the sidewalk's natural grade, creating a visual rhythm that's echoed in the building's repeatable elements—from the window walls to the sloped green walls and tiered planters. This layered approach creates a richer, more responsive experience for pedestrians.

The detailed material strategies have been specified in the material schedule and are shown on the rendered elevations.

Housing

6. Residential Dwelling Units

The proposed development will provide a total of **273 secured rental units**, including **55 below-market units** (20%).

Unit Mix
The unit mix is designed to meet community and regulatory needs, with
82 Studio units (30%),
90 one-bedroom units (33%),
74 two-bedroom units (27%), and
27 three-bedroom units (10%)

Family-Friendly Units
The combined total of **101 family-friendly units** (two- and three-bedroom) represents **37%** of the total units, surpassing the 35% minimum requirement. 35% of the market and 35% of below-market rental units have been carefully allocated to be suitable for families with children.

Accessibility and Adaptable Units
Designed with accessibility and inclusivity in mind, all units in this development are adaptable and fully compliant with the **Vancouver Building Bylaw 2019**. An accessible path will ensure seamless movement throughout the building common areas, connecting all unit entries, main entrances, and shared amenity and service areas.

7. Residential Indoor/Outdoor Amenity

The proposed development includes generous indoor and outdoor amenity spaces that exceed minimum recommendations.

Indoor Amenities
- A total of **5,444 sq. ft.** is dedicated to indoor amenity spaces.
- This includes a **main lobby (865 sq. ft.)**, **game room (872 sq. ft.)**, **fitness centre (2,133 sq. ft.)**, and a **lounge with dining and co-work spaces (1,574 sq. ft.)**.
- The total indoor space provides **20 sq. ft. per unit**, nearly double the recommended minimum of 13 sq. ft. per unit.
- The assumption is that these indoor amenity spaces and related indoor amenity circulation will be exempt from the Floor Area Ratio (FAR).

Outdoor Amenities
- The development will feature **6,490 sq. ft.** of outdoor amenity space.
- This is equivalent to approximately **24 sq. ft. per unit**, which surpasses the recommended minimum of 22 sq. ft. per unit.

The proposed amenity spaces are at three major locations:

Tower Roof top Level 23:

Indoor Amenities
The development's main indoor amenity spaces (1,574 sq. ft.) are strategically located on the tower's rooftop (Level 23).
This area is designed to be highly flexible and includes:
- A common dining area and lounge
- Entertainment spaces and a multi-purpose room
- Co-working spaces with small meeting rooms

The potential for these spaces is significant, as the smaller rooms could be converted into soundproof music rooms. This versatility allows the space to be utilized throughout the day for various activities, from professional work and studying to recreational music practice and social gatherings.

Outdoor Amenities
Adjacent to the indoor amenities, the outdoor rooftop deck will provide a dedicated space for an outdoor kitchen, dining, and reserved BBQ areas.

Podium Rooftop Level 8:
The proposed podium rooftop will serve as an adult-focused amenity space, thoughtfully designed to offer both active and passive recreation.

Indoor Amenities
- **A 2,133 sq. ft. fitness centre**

Outdoor Amenities
- **A 3,706 sq. ft. outdoor space** designed for diverse activities:
- Outdoor exercise and sports, including a yoga area and ping-pong table
- A hobby garden with staff-maintained herb beds
- An outdoor seating area for sunbathing and a separate picnic area

Parking rooftop Level 3:

The parkade's rooftop will serve as a family-friendly amenity space, offering both indoor and outdoor recreational options.

Children & Family Amenities

Indoor Amenities
- An 872 sq. ft. game lounge.

Outdoor Amenities
- A 1,450 sq. ft. children's play area.

Site Design & Sunlight Analysis

The development's central podium placement provides multiple advantages. It not only allows for ample setbacks for trees and private ground-floor patios to the north east and west, but also ensures optimal sun exposure for the children's playground to the south. As shown in the shadow study, the playground will receive sunlight from 10 a.m. to 1 p.m. on December 21, surpassing the two-hour minimum requirement. The playground will benefit from even greater sun exposure throughout the rest of the year.

Service Amenities
In addition to the recreational facilities, the development will offer a range of essential service amenities to enhance resident living. These include a **bicycle maintenance room**, a secure **mail and parcel room**, and a convenient **dog washroom**.

Storage

The proposed development prioritizes resident convenience with a total of **10,533 sq. ft. of storage space**, averaging about **40 sq. ft. per unit**. The majority of this storage is **in-suite storage** (9,410 sf), located directly within each unit, offering easy access to residents. For certain compact units, storage will be provided in shared **common storage** rooms (1,123 sf), conveniently located on the same or nearby floors.

The design ensures an equitable approach for both market and below-market rental units to receive the same amount of storage.

ARCHITECTURAL DESIGN RATIONALE

Private Outdoor Spaces

The proposed development will provide a total of **29,635 sq. ft. of private outdoor space**, consisting of **21,364 sq. ft. in balconies** and **8,271 sq. ft. in patios**. Every dwelling unit will have either a balcony or a patio with planter.

The balconies range in size from 66 sq. ft. to 116 sq. ft., with all exceeding the minimum requirement of 1.8 m x 2.7 m (6'-0" x 8'-10" = 52.3 sq. ft.).

All ground-level units and those with direct access to a roof deck (on levels 6, 7, 21, and 22) will feature a patio ranging from 104 sq. ft. to 359 sq. ft. These patios are designed to accommodate patio furniture and will be surrounded by professionally maintained landscape planters.

The development's design includes a generous landscape buffer between private and common outdoor spaces, ensuring enhanced privacy for all residents.

8. Sustainability

The proposed development is designed to achieve the energy and emissions targets outlined in **VBBL 2025 Part 10** through the Low Carbon Energy System pathway, in compliance with the City of **Vancouver Green Building Policy for Rezoning**.

Compliance Targets:
- TEUI: 130
- TEDI: 40

Key Energy Conservation Measures:
- High-performance building envelope and detailed enclosure design.
- Window wall ration to meet 60% or less.
- A fully electric mechanical system with an overall Coefficient of Performance (COP) greater than 2.
- High-efficiency heat recovery.
- 20% reduction in domestic hot water (DHW) flow through low-flow fixtures.

For a comprehensive review of the project's green and resilient building measures, please consult the following engineer's reports:
- Embodied Carbon Analysis Report
- Preliminary Energy Modelling Report
- Resiliency Checklist

Landscape Related Design Rationale

9. Tree Retention
Staff have advised that both Prince Edward Street and Brunswick Street are designated as future greenways.
Based on the arborist's report, there are a total of 46 trees, including 37 on-site trees and 7 city street trees. The proposed 12-foot setback along East 2nd Avenue and Prince Edward Street is specifically designed to facilitate tree preservation. The goal is to retain trees where the canopy does not impede the proposed development.

- **Potential Retained Trees:**
- 3 trees along Brunswick Street
- 3 trees along E 2nd Avenue

Note: All tree retention plans are subject to final confirmation by a certified arborist.
The arborist has confirmed the viability of retaining Trees 356 and C09, with the relevant notes now included in the landscape plans.

Engineering related Design Rationale

10.SkyTrain Tunnels

The proposed development is located within the **Broadway Subway Project's** construction area. The **SkyTrain tunnels** have been modeled, shoring plan and structure footing design has been provided to facilitate an integrated design review and tunnel impact assessment. Refer to the tunnel impact assessment, the design has been confirmed to have a generally acceptable impact on the tunnels under typical static loading and various seismic loading conditions.

11.Building Grade

The site features a significant grade change, with an overall height difference of approximately **7 meters (22'-9")**, more than two floors, between its lowest and highest points. The lowest point is at the intersection of E 2nd Avenue and Brunswick Street (**18.13m / 59'-6"**), and the highest is at the corner of Prince Edward Street and the back lane (**25.07m / 82'-3"**).

Based on recent city feedback regarding the building grading application, the adjacent sidewalk grades will be raised as follows:
- **E 2nd Avenue:** Approximately **70 mm (2 3/4")** higher than the existing sidewalk's back grade.
- **Brunswick Street:** Approximately **50 mm (2")** higher than the existing sidewalk's back grade.
- **Prince Edward Street:** Approximately **200 mm (8")** higher than the road's centerline.
- **Back Lane:** Approximately **90 mm (3 1/2")** higher than the road's centerline.

Pedestrian Realm Interface

The proposed development carefully addresses the updated outdoor sidewalk elevations using a strategic design approach.

- **Stepped Ground Floor:** The ground-floor elevations will step up gradually to follow the adjacent sidewalk's natural grade. Despite the site's significant **7m (22'-9")** elevation difference, this design ensures a seamless transition.

- **Surface Water:** To effectively manage surface water, all ground-floor elevations and patios are set slightly higher than the outdoor grade. This design ensures that the indoor and outdoor spaces within each unit remain flat for accessibility. The gentle slope from the patios and planters toward the sidewalk directs surface water away from the building to be collected at the property line.

Three lobbies - Accessible Connection Points

The proposed design incorporates three distinct lobbies at varying ground levels to ensure accessible connections to the adjacent sidewalks.

- **Main Entry Lobby:** The primary entrance is located off Brunswick Street. The indoor elevation of this lobby is 68'-0", with a gentle 5% slope that provides a smooth and accessible transition from the upgraded sidewalk. This space is also planned to include mail services and annunciator panels.

- **Lane Service Lobby:** Located off the back lane, this secondary lobby has an indoor elevation of **77'-6"** and connects to the back lane with a gentle **2% slope**.

  This lobby is a designated exit for Stair ST1 above grade levels, providing a discharge point at grade. The exit for the below-grade levels will be separated from this lobby and is located adjacent to it.

  This lobby is a key service point, providing access for furniture moving, waste collection, and bicycle storage. Its proximity to the Class B loading bay also ensures a continuous accessible path to the building's core.

- **Prince Edward Street Service Lobby:** This third lobby is situated off Prince Edward Street. Its indoor elevation of **74'-0"** provides a seamless and accessible connection to the upgraded sidewalk via a **2% slope**. This entrance functions as a second exit for the internal corridor and a convenient entry point for the smaller tower and podium.

12.Off-Street Parking entry

As per the comments in the LOE letter, the proposed development will provide a new parking entry off the back lane. The ramp design has been adapted to the high elevation of the lane.
- **Ramp Slope:** The ramp is designed with a approximately 10% slope for the start transition zone, a maximum slope of 15% in the middle section, and a final 10% transition at the end.
- **Grading and Parking Slope:** The design of the ground-level units is coordinated with the sidewalk's gradual grade changes. This approach lifts the unit slab above the parking entry, which in turn facilitates a smooth transition for the parking ramp. The ramp descends from an elevation of **76'-6"** at the back lane to **63'-6"** at the first underground parking level, enabling a 5% sloping parking arrangement directly below the units.

13.Off-Street Loading Space

To meet the requirements of Section 5 of the parking bylaw, the proposed development will provide two dedicated loading areas, one class A loading and one class B loading.

1. Class A Loading
The proposed development provides one **Class A loading space** to satisfy the parking bylaw requirement for projects with 50 to 299 dwelling units. The loading space is located on the first parking level and is connected to the podium's elevator lobby by an accessible path.

2) Class B Loading
In response to feedback from the city and exit coordination, the design of the Class B loading bay has been revised to enhance functionality and site compliance.

- **Relocation:** The Class B loading bay has been relocated to the east of the parking entry, ensuring it is situated entirely within the property line and does not encroach upon the back lane.

- **Parallel Loading:** The bay is now positioned in a parallel direction to the lane, which improves service truck access.

- **Unloading Area:** A dedicated **1.8m-wide unloading area** has been added to the rear of the bay. The unloading area provides a direct connection to the garbage staging area, which is strategically located at the rear of the loading bay.

- **Gentle Slope:** The loading bay and parking entry are designed to connect smoothly, with a maximum slope of 5% to match the existing grade of the back lane. This design ensures safe and efficient vehicle access.

- **Easy Access:** An accessible path with a slope of less than 2% connects the loading bay to the service lobby entry.

14.Off-Street Passenger Parking

To comply with the requirements of Section 7 of the parking bylaw, the proposed development will include **two Class A passenger parking spaces**, both situated on the first level of the parkade.

- **Accessible Space:** The first Class A passenger space measures **4 meters wide** and features an accessible parking space that is **2.5 meters wide**, with a **1.5-meter-wide accessible path** spanning its full length.

- **Standard Space:** The second Class A passenger space is **2.9 meters wide**.

15.Off-Street Bicycle Spaces

To comply with Section 6 of the Bicycle By-law, the proposed development provides **503 Class A bicycle spaces** and **15 Class B bicycle spaces.**

- **Class A Bicycle Spaces:** Each space measures a minimum of **0.6 m in width, 1.8 m in length, and 1.9 m in height.**

- **Class B Bicycle Spaces:** Spaces are provided in racks with a minimum width of **0.6 m per bicycle**. Racks will be durable, theft-resistant, and securely anchored, and designed to support the bicycle frame while allowing both the frame and front wheel to be secured.

16.Exclusions for Rain Screen Elements

The proposed development intends to seek Floor Area exclusions for exterior wall thickness.

In accordance with Section 10.15, for wall assemblies exceeding 203 mm, additional exclusions for rainscreen components may be considered up to a maximum of 152 mm, subject to verification by a Building Envelope Professional.

ARCHITECTURAL SYMBOLS & LEGENDS

ANNOTATION SYMBOLS

0 Ref / A00-00	CALL OUT REFERENCE
0 Ref / A00-00	BUILDING SECTION REFERENCE
0 Ref / A00-00	DETAIL SECTION REFERENCE
0 Ref / A00-00	BUILDING ELEVATION REFERENCE
Ref / Ref 1 Ref / A04-01 / Ref	ROOM ELEVATION REFERENCE
9	NEW PROJECT GRID LINE REFERENCE
NAME 100 000	NEW PROJECT LEVEL REFERENCE
100.000 104Zm GEO.	HEIGHT ELEVATION REFERENCE
?	KEYNOTE REFERENCE
℄	CENTRELINE REFERENCE
88	ISSUANCE ITERATION TAG
ROOM NAME 0000	ROOM REFERENCE
A000B	DOOR REFERENCE
A000B	GLAZING REFERENCE
F0.0	FLOOR ASSEMBLY TAG
W0.0	EXTERIOR WALL / INTERIOR PARTITION ASSEMBLY TAG
CI0.0 0000	CEILING ASSEMBLY TAG
R0.0	ROOF ASSEMBLY TAG

LEGEND

	MANIFOLD
	ELECTRICAL PANEL
	SECURITY BOX

LEGAL RIDER

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ARCHITECTURAL DRAWING LIST

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DP A0-002.1	RENDERS - PERSPECTIVE
DP A0-002.2	RENDERS - PRINCE EDWARD
DP A0-002.3	RENDERS - BRUNSWICK
DP A0-002.4	RENDERS - BRUNSWICK & LANE
DP A0-002.5	RENDERS - AMENITY PODIUM
DP A0-002.6	RENDERS - AMENITY TOWER
DP A0-003.1	PROJECT STATISTICS FAR & PARKING
DP A0-003.2	PROJECT STATISTICS UNIT MIX
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DP A0-005	SITE CONTEXT
DP A0-006	BLOCK STUDY
DP A1-100	SITE PLAN
DP A1-101	LEVEL P2 FLOOR PLAN
DP A1-102	LEVEL P1 FLOOR PLAN
DP A1-103.1	LEVEL 1 FLOOR PLAN
DP A1-103.2	LEVEL 1.5 FLOOR PLAN
DP A1-104	LEVEL 2 FLOOR PLAN
DP A1-105	LEVEL 3 FLOOR PLAN
DP A1-106	LEVEL 4 FLOOR PLAN
DP A1-107	LEVEL 5 FLOOR PLAN
DP A1-108	LEVEL 6 FLOOR PLAN
DP A1-109	LEVEL 7 FLOOR PLAN
DP A1-110	LEVEL 8 FLOOR PLAN
DP A1-115	ROOF PLAN
DP A2-101 W	LEVEL 1 WEST FLOOR PLAN
DP A2-101.5 E	LEVEL 1.5 EAST FLOOR PLAN
DP A2-102 W	LEVEL 2 WEST FLOOR PLAN
DP A2-103 W	LEVEL 3 WEST FLOOR PLAN
DP A2-103. E	LEVEL 3 EAST FLOOR PLAN
DP A2-105 W	LEVEL 4-5 WEST FLOOR PLAN
DP A2-105. E	LEVEL 4-5 EAST FLOOR PLAN
DP A2-106 W	LEVEL 6 WEST FLOOR PLAN
DP A2-106. E	LEVEL 6 EAST FLOOR PLAN
DP A2-107 W	LEVEL 7 WEST FLOOR PLAN
DP A2-107. E	LEVEL 7 EAST FLOOR PLAN
DP A2-108 W	LEVEL 8 WEST FLOOR PLAN
DP A2-108. E	LEVEL 8 EAST FLOOR PLAN
DP A2-109	LEVEL 9-17 FLOOR PLAN
DP A2-118	LEVEL 18-20 FLOOR PLAN
DP A2-121	LEVEL 21 FLOOR PLAN
DP A2-122	LEVEL 22 FLOOR PLAN
DP A2-123	LEVEL 23 FLOOR PLAN
DP A3-201.100	NORTH ELEVATION DP
DP A3-202.100	EAST ELEVATION DP
DP A3-203.100	SOUTH ELEVATION DP
DP A3-204.100	WEST ELEVATION DP
DP A3R-201.100	NORTH ELEVATION DP
DP A3R-202.100	EAST ELEVATION DP
DP A3R-203.100	SOUTH ELEVATION DP
DP A3R-204.100	WEST ELEVATION DP
DP A4-301	BUILDING SECTION 1
DP A4-302	BUILDING SECTION 2
DP A4-303	BUILDING SECTION 3
DP A4-304	BUILDING SECTION 4
DP A4-305	BUILDING SECTION 5
DP-101.AREA	LEVEL P2 AREA PLAN
DP-102.AREA	LEVEL P1 AREA PLAN
DP-103.1AREA	LEVEL 1 AREA PLAN
DP-103.2AREA	LEVEL 1.5 AREA PLAN SPLIT
DP-104.AREA	LEVEL 2 AREA PLAN SPLIT
DP-105.AREA	LEVEL 3 AREA PLAN
DP-106.AREA	LEVEL 4-5 AREA PLAN
DP-107.AREA	LEVEL 6 AREA PLAN
DP-108.AREA	LEVEL 7 AREA PLAN
DP-109.AREA	LEVEL 8 AREA PLAN
DP-110.AREA	LEVEL 9-17 AREA PLAN
DP-111.AREA	LEVEL 18-20 AREA PLAN
DP-112.AREA	LEVEL 21 AREA PLAN
DP-113.AREA	LEVEL 22 AREA PLAN
DP-114.AREA	LEVEL 23 AREA PLAN
DP-801	SHADOW STUDY MARCH 20 10 AM -16 PM
DP-802	SHADOW STUDY JUNE 20 SEPT 22 10PM12PM14PM15PM16PM
DP-804	SHADOW STUDY DEC 21 9AM10PM11PM12PM13PM14PM

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REV.	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW
5	2026.07.10	DEVELOPMENT PERMIT SUBMISSION	
4	2026.04.20	DEVELOPMENT PERMIT PRE-SUBMISSION	
3	2025.09.23	100% DESIGN DEVELOPMENT REVIEW UPDATE	
2	2025.07.04	100% DESIGN DEVELOPMENT REVIEW	
1	2025.02.28	50% DESIGN DEVELOPMENT REVIEW	

CONSULTANT

PERMIT STAMP

SEAL
REGISTERED ARCHITECT CONRAD RAYMOND HUTCH BRITISH COLUMBIA
2026-07-15

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DRAWING TITLE
PROJECT INFORMATION, DESIGN RATIONALE,SYMBOLS & LEGENDS

DRAWING ISSUE
DEVELOPMENT PERMIT SUBMISSION

PROJECT NO.	PLOT DATE	DRAWN
250093	2026-07-10	Author
	SCALE: As indicated	REVIEWED: Checker

DRAWING NO. DP A0-001
REVISION 5