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4333 Cambie Street

Vancouver, BC

RAI JOB NO: 23-82

Rezoning Booklet - September 18, 2024

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▲ 1: Main Entrance from Cambie East View

Aria Pacific Development
Introduction of the Ownership :



Aria Pacific Development is a highly reputable development company that specializes in creating innovative, sustainable, and community-focused projects across the region. The company's commitment to excellence and dedication to transforming the architectural landscape of Vancouver is commendable. With a wealth of experience and expertise in the design and architecture industry, Aria Pacific Development takes pride in creating architectural designs that leave a lasting impression by seamlessly blending form and function.

One of Aria Pacific Development's completed projects in Cambie Corridor is the Savoy at Queen Elizabeth Park, which is a testament to urban luxury and parkside living. This six-storey concrete development boasts 64 thoughtfully designed condominiums and townhomes, offering a range of urban 1-2-3 bedroom layouts to suit diverse lifestyles.



Aria Pacific Development's ongoing efforts to redefine urban living with its upcoming project at 4261 Cambie Street & 503 W27th Avenue are highly commendable. The company's focus on enhancing urban living experiences is a reflection of its commitment to the community and its vision to create sustainable and innovative projects.



4333 Cambie Street Proposal
Introduction:

The proposal for 4333 Cambie Corridor is coming at an unusual time. While the Cambie Corridor Plan has been in place for many years, setting out detailed building heights, density, and design guidelines, the provincial government has recently introduced legislation that will change all of this.

More specifically, this property is located within the Tier 2 radius of the King Edward Canada Line transit station. It will allow a 12-storey building height and 4 FSR, rather than the 6-storey and 2.5 FSR guideline under the current zoning. Since there are numerous uncertainties associated with the proposed changes, this application is being submitted under the current zoning and design guidelines. However, some relaxations are being proposed.

Given that this development comprises an entire block, efforts have been made to break it up into a number of individual elements coming together to form a cohesive and harmonious composition. It proposes a balance between contrasting elements within the design, while maintaining overall unity and coherence.

Alignment with Cambie Corridor Plan: The proposed rezoning closely follows the guidelines outlined in the current Cambie Corridor Plan, with the intention to facilitate the development of transit-oriented, mixed-use multi-family strata-titled residential housing.

Overall, the design proposal emphasizes a thoughtful approach to urban development that seeks to integrate natural motifs related to the nearby park, while promoting transit-oriented living, and contributing positively to the surrounding community.

4333 Cambie Street Proposal
Vision:

The proposal for 4333 Cambie Corridor is aligned with the broader goals set forth in the Cambie Corridor Plan, which aims to accommodate growth with mid-rise mixed-use residential buildings. The proposal's vision resonates with the objectives of the plan in the following ways:

Mid-rise Residential Buildings: The proposal comprises a mixed-use mid-rise residential building as a central element of the development, which accommodates increased density while maintaining a human scale and street-level active commercial interaction.

Forming a Spine Along Arterials: The vision emphasizes using a mid-rise building to create a spine along Cambie Street, with softer expression along West 27th Avenue, and West 28th Avenue. However, given the building's length, it is broken up with differing architectural character, both along the street and as the building rises.

Overall, the vision for the proposal at 4333 Cambie Corridor reflects a commitment to urban design principles that prioritize pedestrian-friendly streetscapes, transit accessibility, and responsible growth management.

4333 Cambie _East view from Cambie Street



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Historic Context :

The South Cambie region of Vancouver has a rich history that is distinguished by its delayed development in comparison to other parts of the city. Prior to World War II, the South Cambie area remained virtually untouched, preserving its natural state. Notable constructions in the region included a golf course near West 49th and Cambie in 1926, along with some institutional buildings such as hospitals and boarding schools.

Subsequently, the post-war era witnessed a surge in development in the area, particularly in the wooded regions of Oakridge. The city's Jewish community migrated south along Oak Street, resulting in significant development around West 41st and Oak, including the establishment of the Jewish Community Centre.

The 1950s saw the Canadian Pacific Railway open its lands to development, resulting in a residential boom in the area. Most of the development was comprised of single-family homes, with the Oakridge Centre shopping mall constructed in 1959 serving as a focal point for the burgeoning community.

Despite its later development, South Cambie has

undergone significant changes in recent years.

Many of the original bungalow homes constructed in the 1950s and 1960s have been exchanged for larger multi-level residences, reflecting the changing demographics and housing trends.

Presently, South Cambie continues to evolve, with the Oakridge Centre mall serving as a significant attraction for residents and visitors alike. Additionally, Langara College located east of Cambie on West 49th plays an essential role in the community by providing educational services to thousands of students.

The construction of the Canada Line along Cambie Street, concluded in August 2009, further transformed the area by improving connectivity and accessibility for residents and commuters.

The existing scenario of the Oakridge Centre area is currently under review, with proposals to modify the 2007 Policy Statement that outlines a redevelopment plan for the site. This suggests that further changes and developments are in store for South Cambie, as the region continues to adapt and grow.



Little Mountain Quarry Early 1900's, Archive Item # DIST P145



◀ Cambie Street looking north at Queen Elizabeth Park, 1958
Source:
City of Vancouver Archives, CVA 392-3)



▲ B.C.E.R. Cars being loaded at Little Mountain Quarry, 1907
Archives Item# DIST P129
Source:
Vancouver Archives



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Site Context :

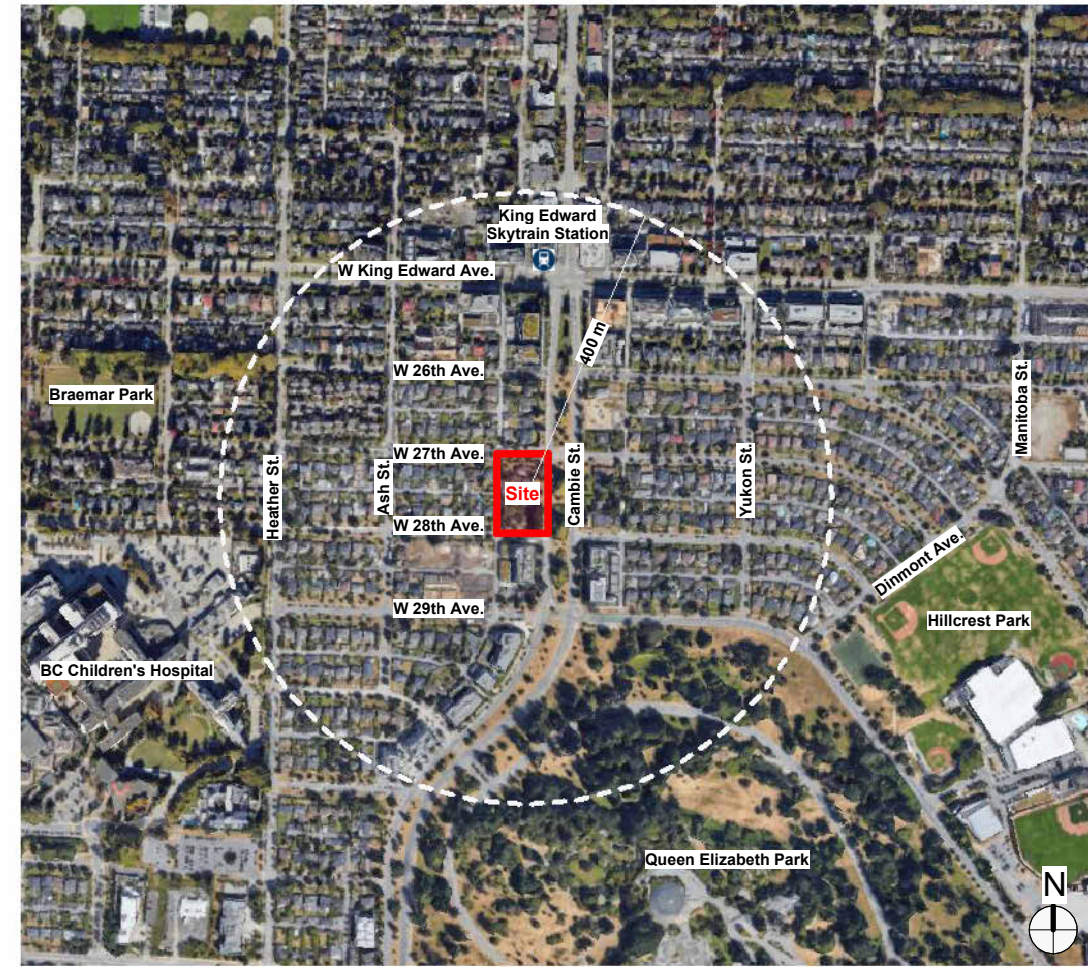
Since the introduction of the Canada Line to the Cambie Corridor in 2009, there has been a noticeable shift in attention and development interest towards Cambie Street. Despite maintaining its boulevard character, which was established under the Harland Bartholomew plan of 1929, Cambie Street has seen an increase in usage intensity, as demonstrated by its park-like quality and the addition of the Canada Line Skytrain. This transformation highlights the growing importance of the corridor as a transportation hub.

Currently, station sites along the corridor, including the nearby King Edward Skytrain Station, are underdeveloped compared to the surrounding neighborhoods. Although these neighborhoods have a low density, the city has an opportunity to leverage its investment in transit infrastructure by implementing

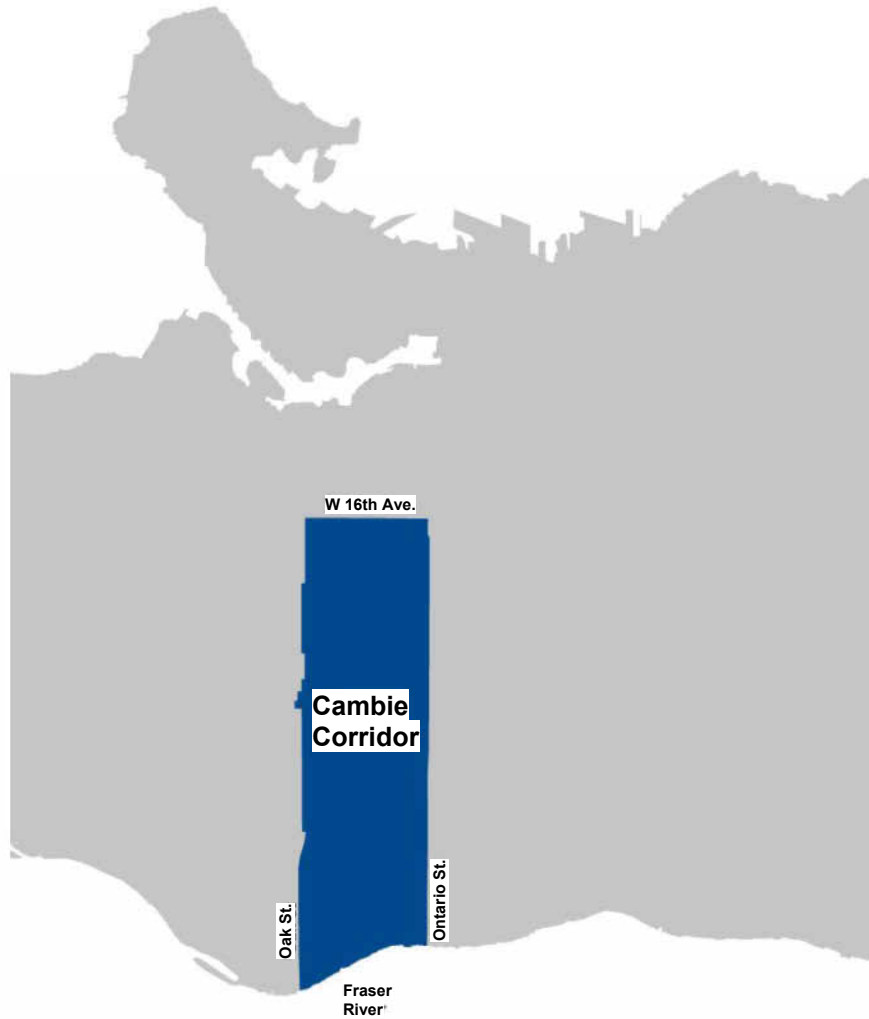
higher density and intensity of uses within the critical 400-meter walking distance of each transit station.

Located on the south of W 27th Avenue, north of W 28th Avenue, and Cambie St, the proposed project at Cambie Street involves the construction of a six-storey 100 % market residential building. The site, which is highly accessible to public transportation users due to its proximity to the King Edward Skytrain Station, is presently occupied by four single-family homes.

By capitalizing on the transit-oriented development potential of the Cambie Corridor and strategically locating the proposed project within walking distance of the Canada Line, Aria Pacific Development aims to contribute to the ongoing evolution and densification of this vital transportation corridor while providing desirable residential options for Vancouver residents.



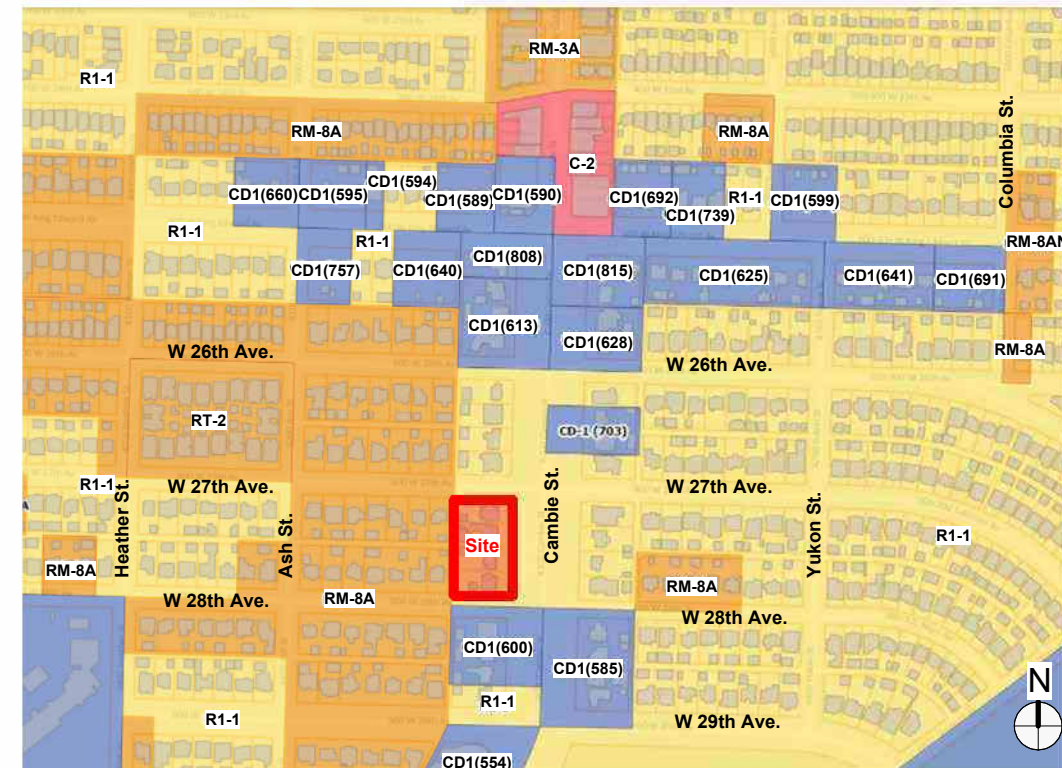
Context Plan



Zoning Legend

- Commercial
- Comprehensive Development
- Historical Area
- Industrial
- Limited Agriculture
- Residential
- Residential Inclusive
- Residential Rental

City of Vancouver Zoning Map



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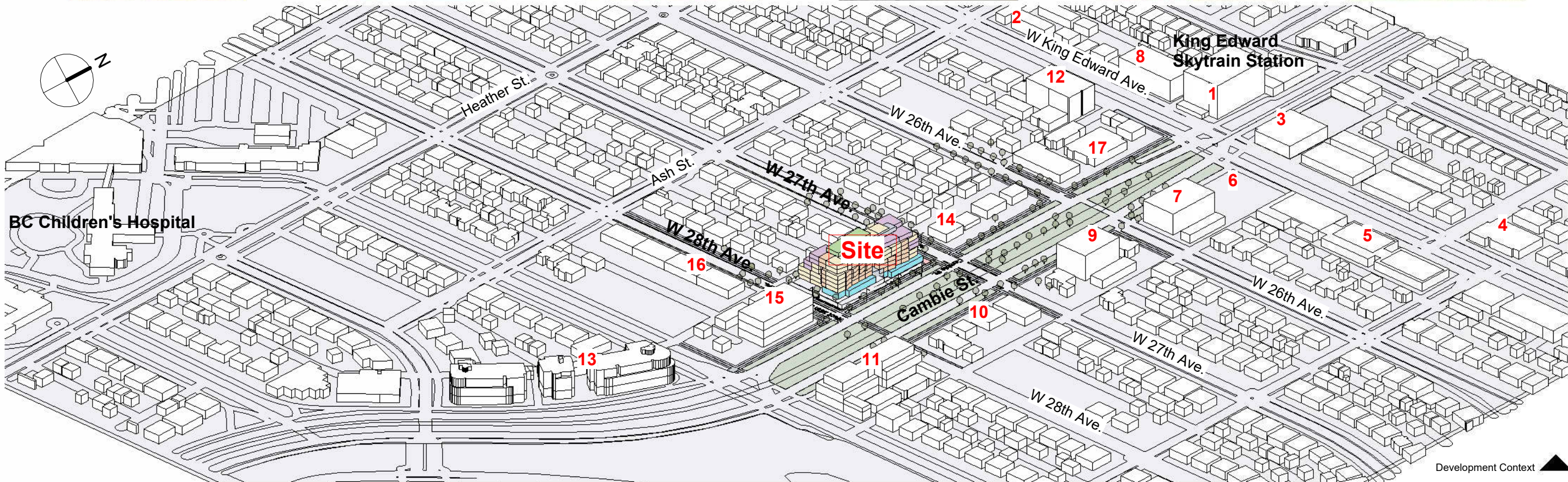
Development Context :

With the adoption of the Cambie Corridor Plan, a number of development proposals have emerged in the South Cambie Neighbourhood.

1. **4099 Cambie Street (King Edward):**
Mixed-Use development with height of 88 ft (27 m) and a density of 3.52 FSR.
2. **587-599 W King Edward:**
A three-storey townhouse development with a proposed density of 1.53 FSR.
3. **467-495 W King Edward**
A six-storey market residential development with a density of 2.38 FSR.
4. **357-391 W King Edward:**
A four-storey multi-family development with 1.82 FSR
5. **408-488 W King Edward:**
A six-storey assisted living centre with 2.27 FSR

6. **4118-4163 Cambie Street:**
A six-storey strata residential development with density of 2.94 FSR.
7. **4162-4188 Cambie Street:**
A six-storey development with height of 64 ft (19.5 m) density of 2.56 FSR.
8. **563-571 W King Edward (Cambie Street):**
A strata residential development with height of 73.6 ft (22.4 m) and a density of 2.43 FSR.
9. **4238-4262 Cambie Street:**
A six-storey strata development with a density of 2.75 FSR *by Aria Pacific Development.*
10. **4338-4362 Cambie Street:**
A six-storey strata development with a density of 2.75 FSR.
11. **4412-4488 Cambie Street (W 29th Ave):**
A six-storey strata development with a height of 79.9 FT (24.35 m) and a density of 2.6 FSR.

12. **526-548 and 512 W King Edward:**
Two six-storey strata and rental residential development with density of 2.35 and 3.0 FSR.
13. **4533-4591 Cambie Street (W 29th):**
A six-storey strata development with height of 60 ft (18.35 m) density of 2.5 FSR.
14. **4261 Cambie Street (503 W 27th Ave):**
A strata residential development with height of 77.5 ft (23.6 m) and a density of 2.79 FSR by
15. **4427 Cambie Street:**
A six-storey strata development with a density of 2.75 FSR *by Aria Pacific Development.*
16. **538-582 W 28th Ave:**
A three-storey townhomes development.
17. **538-582 W 28th Ave:**
Two six-storey development.



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Development Context

A00-04

Planning Policy Context :

The following text outlines the planning policy context for the South Cambie area in Vancouver, including several key city policy directives that shape development in the region.

One such policy directive is the "Guidelines for High-Density Housing for Families with Children," which was adopted by the council in March 1992. This policy pertains to the design and livability of family-oriented units, including the provision of exterior and interior amenity spaces.

Another policy directive is the "Riley Park/South Cambie Community Vision," which the council approved in November 2005 to provide general planning directions for the area.

The "Greenest City Initiative" is a recent council initiative that includes "quickstart" recommendations highlighting opportunities that could be implemented within the Cambie Corridor planning program. This initiative prioritizes a small carbon footprint, clean air and water, abundant parks and green spaces, locally produced food, an absence of toxic hotspots, a transport system dominated by walking, cycling, and transit, and compact, mixed-use neighborhoods.

In May 2012, the council approved a policy requiring projects applying for conditional approval to meet the same general standards for livability by complying with Section 4.10 of the zoning bylaw. Floor plans may include a sleeping area that is located away from a window or balcony so long as there are no partitions or other elements around the sleeping area, providing access to daylight, views, and ventilation in dwelling units.

The "Cambie Corridor Plan," which the council approved in July 2009, includes seven principles: providing land use that optimizes the investment in transit, a complete community, a walkable and cyclable corridor of neighborhoods seamlessly linked to public transit, focusing intensity, mix, and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy, and public amenity, providing a range of housing choices and affordability, balancing city-wide and regional goals with the existing community and its context, and ensuring job space and diversity.

Finally, the "Green Buildings Policy for Rezoning," which the council amended in April 2017, sets minimum standards for projects requiring rezoning. These projects are required to choose either a Near Zero Emissions or Low Emissions Green Buildings.



Cambie Transit Corridor Legend

- Skytrain Station Radius
- Phase 2 Core Area
- Public Facilities Site

← Cambie Transit Corridor

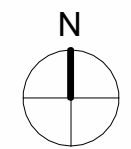
→ Cambie Transportation Context

Walking Distance

- 5 Min. - 400 m
- 10 Min. - 800 m
- Parks
- Bike Route
- Bus Stop
- Skytrain Station

Parks

- 1 Shaughnessy Park
- 2 Heather Park
- 3 Douglas Park
- 4 Braemar Park
- 5 Queen Elizabeth Park
- 6 Oak Meadow Park
- 7 Devonshire Park



Transportation Context

Since the introduction of the Canada Line to Cambie Corridor in 2009, Cambie Street has become the focus of development and attention, surpassing other north-south arterials. The Canada Line has exceeded expectations, boasting an average of 110,000 riders per day. Despite the increase in usage, the corridor maintains its boulevard character established in 1929 and its park-like quality. Consequently, station sites along the corridor remain underdeveloped. To capitalize on this successful transit intervention, several sites have been identified for redevelopment and densification. The city must leverage the investment in transit infrastructure and implement a density and intensity of uses within the critical 400 m walking distance of any transit station, even in currently low-density neighborhoods.

South Cambie is a highly sought-after neighborhood in close proximity to the Cambie and Broadway commercial zones, exceptional schools, healthcare facilities, boutique shopping, and parks. The area has transitioned from a vehicle-oriented suburb to a pedestrian-oriented regional center. This proposal offers housing, which is in high demand in the area and an essential component of the Cambie Corridor plan.



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Planning Policy Context - Sub_Area Policies

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Sub-Area Policies - King Edward to 29th Avenue

- Use:** Mixed-Use Residential
- Density:** Up to 2.0 or 3.0 FSR
- Height:** 4 - 22 Storey

For the proposed 4333 Cambie Mixed-Use project, the plans have been revised from the earlier submission to better meet the needs of local residents by providing continuous retail at grade along Cambie Street. This enhancement supports the neighborhood's demand for more retail space, ensuring a vibrant and accessible streetscape.

While the specific types of retail tenants have yet to be determined, a neighborhood cafe is proposed for the southerly corner of the site. No restaurant uses are currently planned, but the retail mix may include health-oriented businesses and other uses that complement the existing retail along Cambie Street and King Edward Avenue.

This revised plan ensures the project aligns with the community's evolving needs and supports the area's vision for a dynamic and connected commercial corridor.

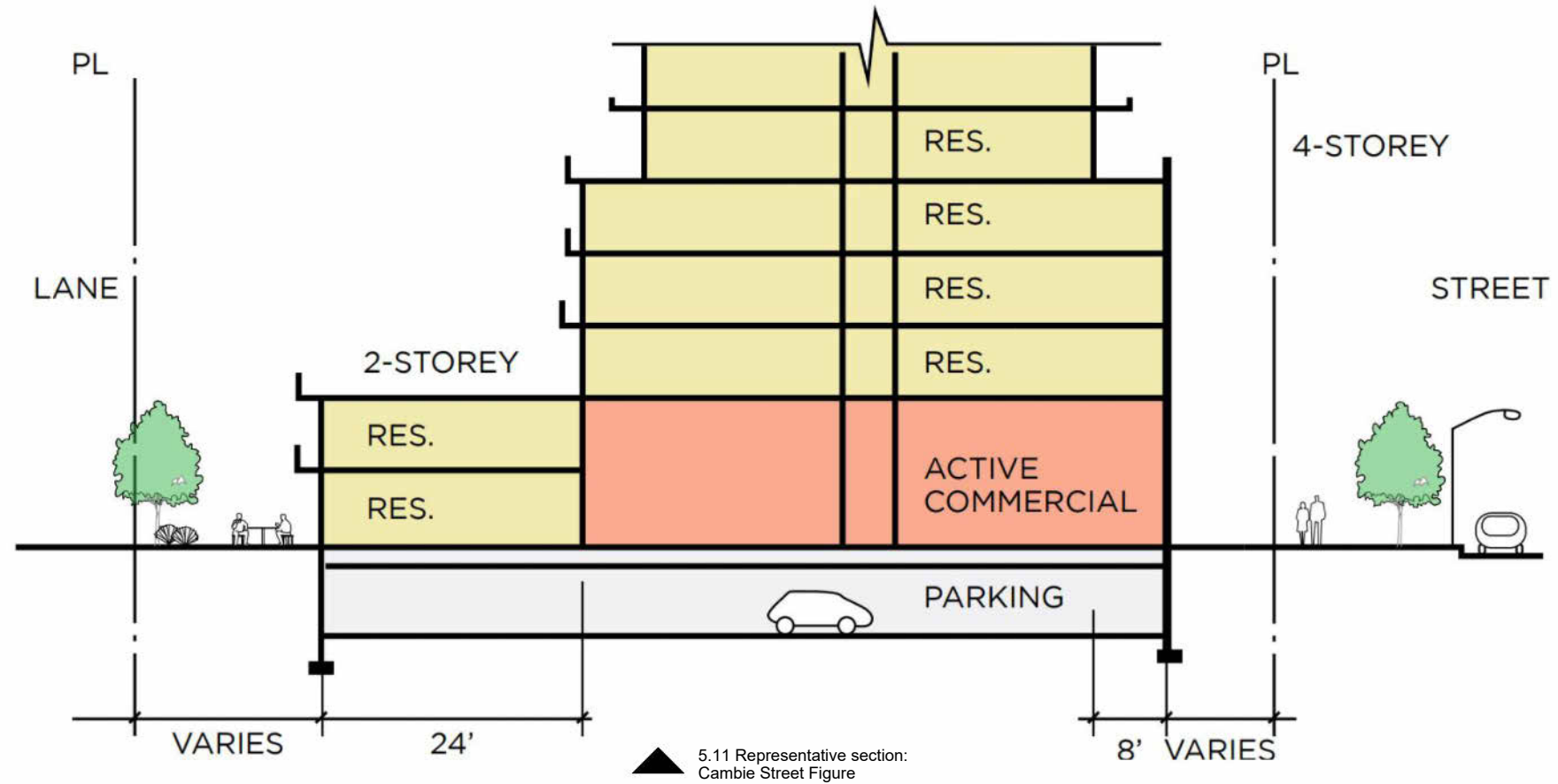
Cambie Corridor Design Guidelines

The 4333 Cambie Mixed-Use project will support the vibrant commercial activity of the Cambie Corridor by integrating retail spaces on the ground floor with residential units above, creating a dynamic and pedestrian-friendly streetscape. This project aims to enhance the retail experience by providing a continuous street enclosure, promoting pedestrian interest along the arterial. The development will maintain harmony with adjacent residential areas by complying with zoning bylaw guidelines, ensuring privacy and mitigating visual impacts.

The building height for 4333 Cambie will vary to reflect its position within the corridor, with taller sections closer to key transit hubs and mid-rise elements dominating the structure. This ensures the project complements the surrounding neighborhood while providing opportunities for higher density.

5.2.1: To support commercial activity, the retail spaces on the ground floor will have generous interior heights, with a minimum floor-to-floor height of 4.6 m (15 ft). This provides flexibility for a wide range of shops and services.

5.2.2: The building includes a partial additional storey for rooftop amenity spaces, provided these spaces are connected to outdoor amenities. The additional height stepped back from the building's edges to reduce its visibility from street level, ensuring the design remains pedestrian-friendly while maximizing usability.



5.11 Representative section: Cambie Street Figure

Architecture:

The mixed-use building will be designed to be legible and visually appealing, with retail units that are appropriately scaled to the street and arranged in a vertical rhythm to break down the overall scale while offering a variety of unit sizes to attract diverse tenants.

Retail Frontages:

5.2.13: To enhance the viability of the retail space, the project will feature a minimum 4.6 m (15 ft) floor-to-floor height on the ground floor, ensuring spacious and flexible commercial units.

5.2.14: Retail frontages will be transparent, creating a strong connection between public and private spaces, enhancing the overall shopping and pedestrian experience.

5.2.15: Retail frontages will be scaled to the pedestrian environment, with unit widths ranging between 4.6 to 12.2 m (15–40 ft), ensuring entrances are welcoming and appropriately scaled for a walkable, shopping street.

5.2.16: The building will integrate continuous weather protection, such as awnings, which will be designed to match the overall architectural style. Weather protection will be at least 1.8 m (6 ft) deep and positioned at a height of 2.7 m (9 ft), providing comfortable coverage for pedestrians.

Building Design:

5.2.17: The project will feature a unified architectural concept, incorporating both variation and consistency in facade treatment. Authentic, high-quality design details will be prioritized to align with the Cambie Corridor's character.

5.2.18: A clear hierarchy will be expressed in the building's design, with a distinct base, middle, and top. The ground-floor retail will be clearly visible and pedestrian-scaled, with awnings and signage integrated into the overall design.

5.2.19: Variety in the architectural treatment will be encouraged across the building, ensuring the design avoids repetition and fosters an interesting streetscape.

By adhering to these guidelines, the 4333 Cambie Mixed-Use project will contribute to the character of Cambie Street, offering a well-scaled, engaging, and functional space that enhances both the retail experience and the surrounding public realm.

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Sub-Area Policies - King Edward to 29th Avenue and Design Guidelines

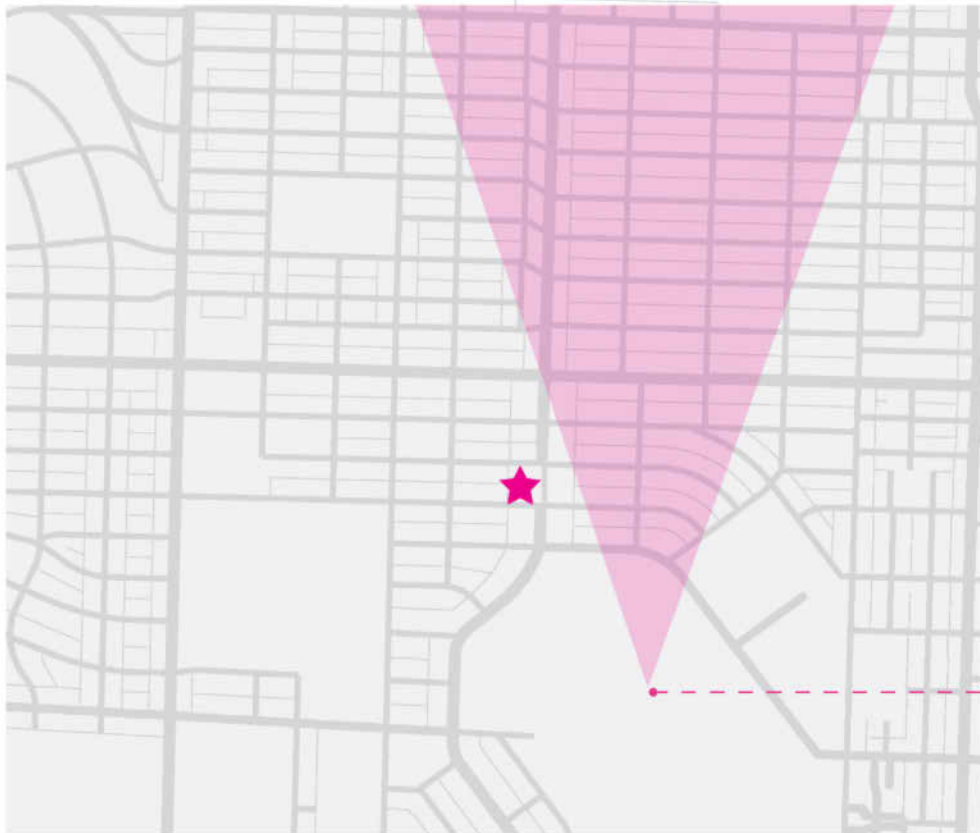
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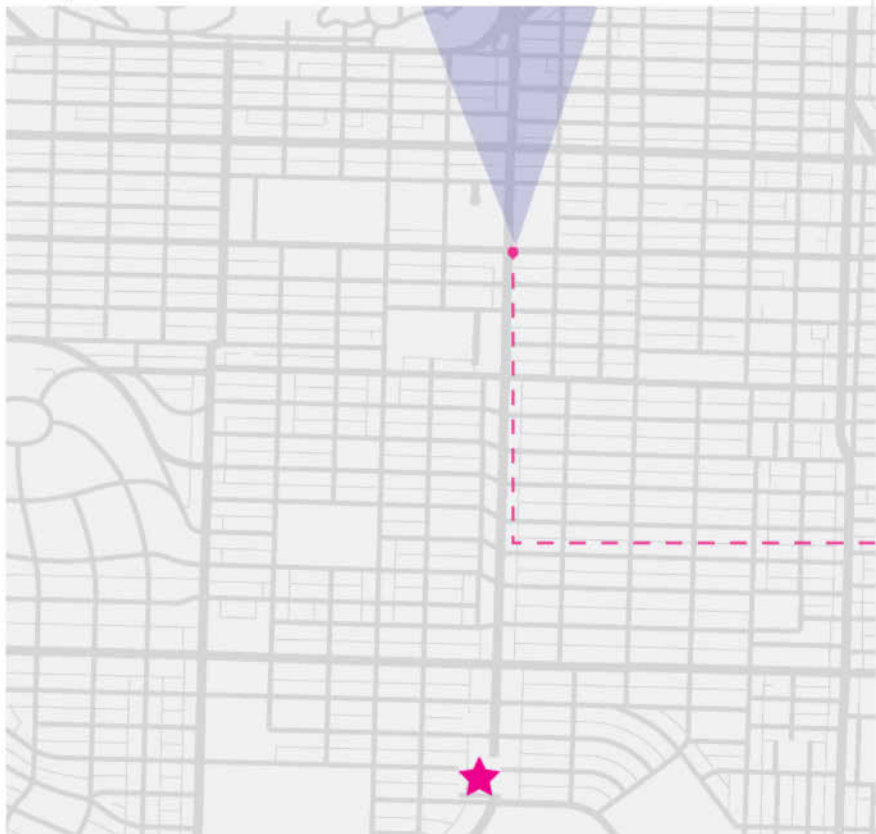
A00-06



▲ The site falls outside the Queen Elizabeth View Cone.
 Reference: Page 5 for the protection guidelines, specifically view cone 3.1 from Queen Elizabeth Park to Downtown.

The proposed development will not impact the view cone north of the site at Cambie and 10th Avenue.

▼ Reference: Page 5 protection guidelines for the view cone located on Cambie Street between 10th/11th and towards North Shore.



View Context

Located on elevated terrain, the upcoming venture at 4333 Cambie boasts awe-inspiring vistas towards both the east and west from its upper levels. The primary objective of the project is to offer unobstructed views to all those in the vicinity. Notably, the rooftop patios can be fashioned to fully capitalize on the remarkable panoramic scenery presented by this site.



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SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

Members of Architectural Institute of B.C.

NO.	DATE	DESCRIPTION
1	September 18, 2024	Issued for Rezoning

PROJECT

4333 Cambie Street

Vancouver, BC

View Context

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-07

Liveability Policies

The following guidelines have been established for high-density housing intended for families with children. Initially adopted in March 1992, these guidelines were subsequently amended in September 2020 with the aim of addressing specific policies relating to high-density, family-oriented housing.

Guidelines for project planning:

Sites for high-density housing should be located within walking distance of essential amenities, including an elementary school and its outdoor play area, a daycare center, an after-school care facility, a community center, and a grocery shop. Additionally, these sites should be within 0.4 km walking distance to a playground and public transit stop. It is essential that housing for families with children is protected from conflicts with the surrounding neighborhood and that it is compatible with surrounding development. Finally, there should be a sufficient number of family units in the project to facilitate social interaction among children.

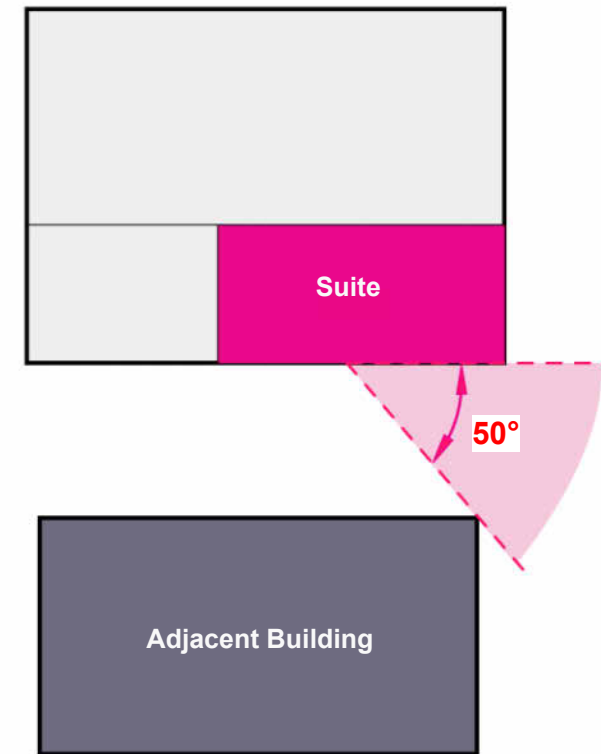
Guidelines for project design:

In the design of high-density housing for families with children, it is crucial to establish a clear hierarchy of spaces within each development, with both common outdoor space and indoor amenity space. Appropriate open space should be provided to meet the onsite needs of both children and adults. Children of all ages should have easy access to appropriately designed landscape play areas, and the design of these spaces should accommodate the supervision requirements of small children. Pedestrian circulation routes should be designed to enhance security, and indoor amenities should be provided in a room not less than 27.9 SM [300.31 sq ft] in area and equipped to permit a range of activities. Finally, secure indoor parking areas should be made available for residents.

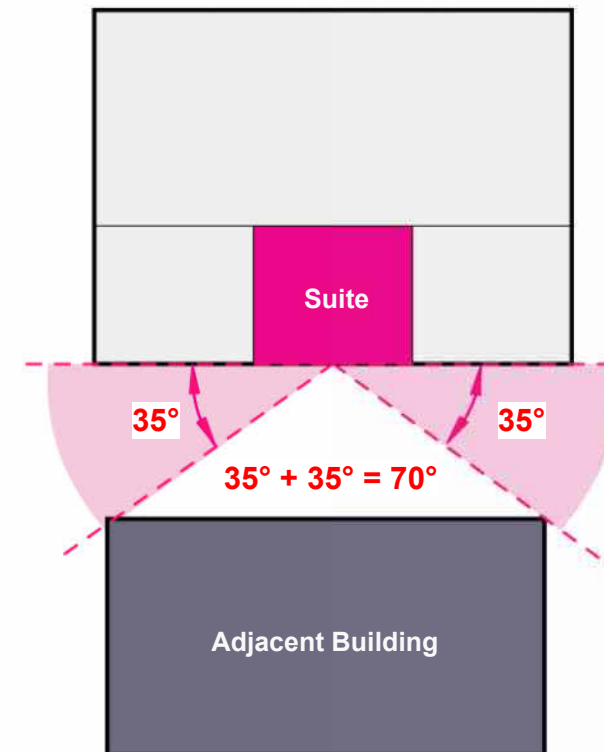
Daylight angle policy:

All habitable rooms in buildings used for residential purposes must have at least one window on an exterior wall. The window must be located to ensure that a plane or planes extending from the window and formed by an angle of 50 degrees, or 2 angles with a sum of 70 degrees, is unobstructed over a distance of 24.0M. The plane or planes should be measured horizontally from the center of the bottom of the window.

Liveability Policies Option 1



Liveability Policies Option 2



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Liveability Policies

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-08

Rezoning Information

17-Sep-24

Civic Address:	506 West 27th Avenue	4339 Cambie Street	4361 Cambie Street	4387 Cambie Street
Legal Description:	Lot 8 Block 720 District Lot 526 Group 1 New Westminster District Plan 6539 Parcel PID 007-090-536	Lot 9 Block 720 District Lot 526 Group 1 New Westminster District Plan 6539 Parcel PID 003-650-278	Lot 10 Block 720 District Lot 526 Group 1 New Westminster District Plan 6539 Parcel PID 010-871-438	Lot 11 Block 720 District Lot 526 Group 1 New Westminster District Plan 6539 Parcel PID 010-871-471
Site Area:	Sq. ft. Sq.m.	Sq. ft. Sq.m.	Sq. ft. Sq.m.	Sq. ft. Sq.m.
	10,109 939.2	10,110 939.2	10,112 939.4	10,113 939.5

Total Site Area:	sq.ft.	sq.m.
	40,444	3,757.4

Zoning	Current	Proposed
	RS-1 Residential Inclusive district	CD1 Comprehensive Development

Height	storey	feet	meter
	Permitted Proposed		
	6+1(Retail) 7	89	27.0

Setback	Required	Provided
	feet meter	feet meter
Cambie St. (East)	10 - 15 3 - 4.6	12 3.7
Lane (West)	6 1.8	12 3.7
27th Ave. (North)	10 - 15 3 - 4.6	12 3.7
28th Ave. (South)	10 - 15 3 - 4.6	12 3.7

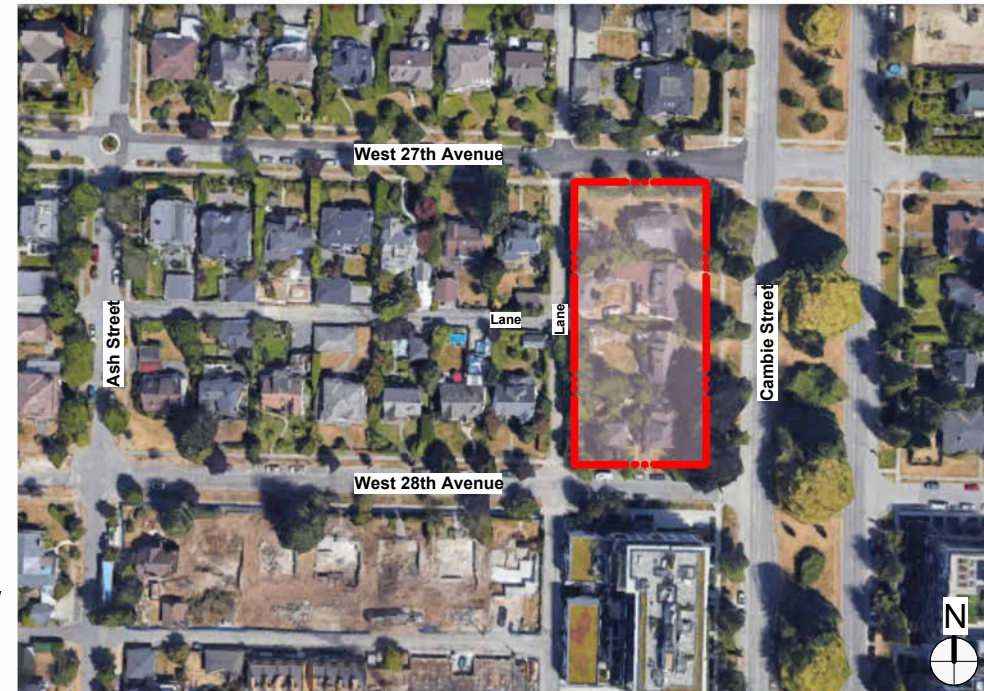
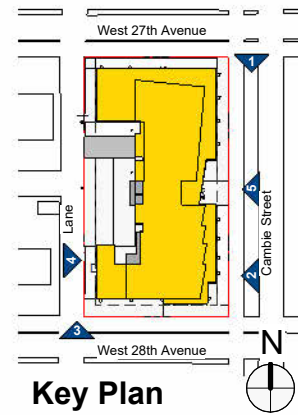
Stepback	Required	Provided
	feet meter	feet meter
Cambie St. (East)	8 2.4	8 2.4
Lane (West)	8 2.4	8 2.4
Level 3 and 4	8 2.4	8 2.4
Level 5 and 6	8 2.4	8 2.4
27th Ave. (North)	8 2.4	8 2.4
28th Ave. (South)	8 2.4	8 2.4

Floor Space Ratio Calculation:

Floor Space Ratio Calculation:	sq.ft.	sq.m.
Gross Floor Area	133,636	12,415.1
City of Vancouver FSR Exempt	13,926	1,293.7
FSR Calculated Area	119,710	11,121.4
Proposed Floor Space Ratio (FSR)	2.96	

Unit Mix	Units Count	Net Saleable Area		%
		sq.m.	sq.ft.	
1 Bedroom	51	3,002.7	32,321.1	39%
2 Bedroom	63	5,665.0	60,978.0	48%
3 Bedroom	16	1,782.0	19,181.1	12%
Total Units	130	10,449.8	112,480.3	100%

Note:
The calculation for 2 bedrooms includes the addition of four townhouses result of the inclusion of commercial space.



Site Photos



1: View from intersection of 27th Ave. and Cambie St. Bust Stop



2: View from intersection of 28th Ave. and Cambie St.



3: View from intersection of 28th Ave. and Lane



4: View from Lane

Lower Level FSR Exempted Area Break-Down:

City of Vancouver FSR Exempt (Wall Thickness, Storage, Indoor Amenity, Service, Commercial)			
Name	Area sq.ft.	Area sq.m.	Notes
Level 1 - Lower			
Storage	40 ft²	3.7 m²	Townhouse 1 Storage
Storage	40 ft²	3.7 m²	Townhouse 2 Storage
Wall Thickness	49,473 ft²	4.6 m²	Townhouses Wall Thickness
Commercial Bicycle Storage	257,767 ft²	23.9 m²	Bicycle Storage is the result of adding the commercial space
End-of-Trip Facility	306,157 ft²	28.4 m²	End-of-Trip Facility is the result of adding the commercial space
Private Garage	779,138 ft²	72.4 m²	Private Garage is the result of adding the commercial space
Commercial	5,059,905 ft²	470.1 m²	Commercial spaces and their circulation areas as bonuses areas are exempted from the Floor Space Ratio (FSR) calculation

Upper Level FSR Exempted Area Break-Down:

City of Vancouver FSR Exempt (Wall Thickness, Storage, Indoor Amenity, Service, Commercial)			
Name	Area sq.ft.	Area sq.m.	Notes
Level 1 - Upper			
Wall Thickness	20,912 ft²	1.9 m²	
Wall Thickness	27,163 ft²	2.5 m²	
Storage	40 ft²	3.7 m²	Townhouse 3 Storage
Storage	40 ft²	3.7 m²	Townhouse 4 Storage
Wall Thickness	49,76 ft²	4.6 m²	
Moving	375,515 ft²	34.9 m²	
Private Garage	638,932 ft²	59.4 m²	Private Garage is the result of adding the commercial space
Waste and Recycle	895,374 ft²	83.2 m²	
Commercial	5,011,948 ft²	465.6 m²	Commercial spaces and their circulation areas as bonuses areas are exempted from the Floor Space Ratio (FSR) calculation
Total FSR Exempt Lower and Upper Level 1	13,632,045 ft²	1,266.5 m²	

Mixed-Use Area Calculation

Level	Use	Gross Floor Area		Net Saleable Area		Circulation/Common		Gross to Net Efficiency %	Geodetic Elevation ft.	Notes
		sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.			
Lower Level 1	Commercial	5,780.0	537.0	4,722.8	438.8	1,057.2	98.2	82%	251'-6"	Geodetic elevation varies per site topography. GFA includes loading corridor, end-of-trip facility, and bicycle storage.
Lower Level 1	Townhouses	3,284.4	305.1	2,675.5	248.6	608.9	56.6	81%	253'-6"	GFA includes private garage, exit stair and service. NSA includes TH1(956 sq.ft.)+TH2 (940 sq.ft.) and private garage (779 sq.ft.).
Upper Level 1	Commercial	4,932.6	458.3	4,176.9	388.0	755.7	70.2	85%	261'-6"	Geodetic elevation varies per site topography. GFA includes service and loading corridor.
Upper Level 1	Townhouses	5,977.0	555.3	2,670.3	248.1	3,306.7	307.2	45%	262'-8"	GFA includes a private garage, exit stair, main entrance lobby, mailroom, and W/R. NSA includes TH3 (1,079 sq.ft.)+TH4 (953 sq.ft) and private garage (639 sq.ft.).
Level 1	Residential	11,146.0	1,035.5	9,673.8	898.7	1,472.2	136.8	87%	265'-6"	
Level 2	Residential	21,508.1	1,998.2	19,229.6	1,786.5	2,278.5	211.7	89%	275'-6"	
Level 3	Residential	21,651.8	2,011.5	19,378.7	1,800.3	2,273.2	211.2	90%	285'-6"	
Level 4	Residential	19,543.1	1,815.6	17,466.3	1,622.7	2,076.8	192.9	89%	295'-6"	
Level 5	Residential	19,394.0	1,801.8	17,341.3	1,611.1	2,052.8	190.7	89%	305'-6"	
Level 6	Residential	15,008.4	1,394.3	13,109.1	1,217.9	1,899.3	176.5	87%	315'-6"	
Level 7	Residential	12,671.2	1,177.2	10,705.9	994.6	1,965.3	182.6	84%	325'-6"	
Penthouse	Amenity	3,451.3	320.6						335'-6"	Exempt from FSR calculation, GFA includes mechanical penthouse.
Total		144,348.1	13,410.4	121,150.1	11,255.2	19,746.7	1,834.5	88%		Gross to Net Efficiency excludes Lower and Upper Level 1 Townhouses and Commercial.

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PROJECT

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Vancouver, BC

Project Information and Floor Area Space Calculation

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-09a

Commercial Area Calculation

Level	Use	Gross Floor Area		Net Saleable Area		Circulation/Common		Gross to Net Efficiency	Geodetic Elevation	Notes
		sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	%	ft.	
Lower Level 1	Commercial	5,780.0	537.0	4,722.8	438.8	1,057.2	98.2	82%	251'-6"	Geodetic elevation varies per site topography. GFA includes loading corridor, end-of-trip facility, and bicycle storage.
Upper Level 1	Commercial	4,932.6	458.3	4,176.9	388.0	755.7	70.2	85%	261'-6"	Geodetic elevation varies per site topography. GFA includes service and loading corridor.
Total		10,712.6	995.2	8,899.7	826.8	1,812.9	168.4	83%		

Residential Area Calculation

Level	Use	Gross Floor Area		Net Saleable Area		Circulation/Common		Gross to Net Efficiency	Geodetic Elevation	Notes
		sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.	%	ft.	
Lower Level 1	Townhouses	3,284.4	305.1	2,675.5	248.6	608.9	56.6	81%	253'-6"	GFA includes private garage, exit stair and service. NSA includes TH1(956 sq.ft.)+TH2 (940 sq.ft.) and private garage (779 sq.ft.).
Upper Level 1	Townhouses	5,977.0	555.3	2,670.3	248.1	3,306.7	307.2	45%	262'-8"	GFA includes a private garage, exit stair, main entrance lobby, mailroom, and W/R. NSA includes TH3 (1,079 sq.ft.)+TH4 (953 sq.ft) and private garage (639 sq.ft.).
Level 1	Residential	11,146.0	1,035.5	9,673.8	898.7	1,472.2	136.8	87%	265'-6"	
Level 2	Residential	21,508.1	1,998.2	19,229.6	1,786.5	2,278.5	211.7	89%	275'-6"	
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Level 6	Residential	15,008.4	1,394.3	13,109.1	1,217.9	1,899.3	176.5	87%	315'-6"	
Level 7	Residential	12,671.2	1,177.2	10,705.9	994.6	1,965.3	182.6	84%	325'-6"	
Penthouse	Amenity	3,451.3	320.6						335'-6"	Exempt from FSR calculation, GFA includes mechanical penthouse.
Total		133,635.5	12,415.1	112,250.4	10,428.4	17,933.8	1,666.1	88%		Gross to Net Efficiency excludes Lower and Upper Level 1 Townhouses.

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Vancouver, BC

Floor Area Space
Calculation

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-09b

City of Vancouver Section 4
Off street Parking Space Regulations
January 2024

Off Street Parking Requirements	Rate	Dwelling or Area	Required Stall	Provided Stall	Bylaw
Residential Visitor	Minimum of an additional 0.05 parking spaces for every Dwelling Maximum of an additional 0.1 parking spaces for every Dwelling	130	Minimum 7 Maximum 13	Maximum 13	4.1.15
Residential Dwellings Less than 50 sq.m. (538.2 sq.ft.)	A minimum of 0.5 space for every dwelling unit that has less than 50 sq.m. (538.2 sq.ft.) of gross floor area, and,	n/a	n/a	n/a	4.2.1.13
Residential Dwellings between 50 sq.m. (538.2 sq.ft.) and 180 sq.m. (1,938 sq.ft.)	for every dwelling unit that has 50 sq.m. (538.2 sq.ft.) or more of gross floor area, at least 0.6 space for every dwelling unit	130	78	78	4.1.10 4.2.1.13
	plus one space for each 200 sq.m. (2,153 sq.ft.) of gross floor area, calculated in the same manner as the floor space ratio of the applicable district schedule	11,248 sq.m. (121,073 sq.ft.)	57	57	
Residential Dwellings with gross floor area greater than 180 sq.m. (1,938 sq.ft.)	except that, for every dwelling unit which has a gross floor area of 180 sq.m. (1,938 sq.ft.) or greater, there need be no more than 1.5 spaces for every dwelling unit.	n/a	n/a	n/a	4.2.1.13
Total Off Street Parking			Minimum 142 stalls Maximum 148 stalls	148 stalls	

Note:
Four parking spaces have been provided in private garages for the four townhouses as a result of including commercial space.

City of Vancouver Section 4
Off street Parking Space Regulations
January 2024

Accessible Parking Spaces	Rate	Dwelling or Area	Required Stall	Provided Stall	Bylaw
Residential	multiple dwelling use, there must be at least one accessible parking space for each building that contains at least seven residential units and	7	1	1	4.1.14 4.8.4.(a)
	an additional 0.034 space for each additional dwelling unit	123	5	5	
Total Accessible Parking Spaces included in total Off Street Parking		130	6	7	

Number of Small Car Spaces	Rate	Stalls	Permitted Stall	Provided Stall	Bylaw
Residential	Maximum 25% of the total parking spaces	148	37	17	4.1.7

City of Vancouver Section 5
Off street Loading Space Regulations
January 2024

Number of Loading Spaces	Rate	Dwelling or Area	Required Loading	Provided Loading	Bylaw
Residential Class A	At least one space for 50 to 299 dwelling units	130	1	1	5.1.6 5.2.1
Residential Class B	At least one space for 100 to 299 dwelling units	130	1	1	5.5.1.2 5.5.4

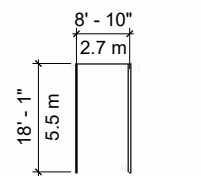
City of Vancouver Section 6
Off street Bicycle Space Regulations
January 2024

Number of Bicycle Spaces	Rate	Dwelling or Area	Required	Provided	Bylaw
Residential Class A	A minimum of 1.5 spaces for every dwelling unit under 65 sq.m. (700 sq.ft.)	45	68	68	6.1.5 6.2.1.2 6.3.1 6.3.5 6.3.9 6.3.10 6.3.13 6.3.13A 6.3.22
	A minimum of 2.5 spaces for every dwelling unit over 65 sq.m. (700 sq.ft.) and under 105 sq.m. (1,130 sq.ft.)	72	180	180	
	A minimum of 3 spaces for every dwelling unit over 105 sq.m. (1,130 sq.ft.)	13	39	39	
Residential Class B	A minimum of 2 spaces for any development containing at least 20 dwelling units, and	20	2	2	
	one additional space for every additional 20 dwelling units.	110	6	6	
Total Class A Bicycle Spaces			287	287	
Total Class B Bicycle Spaces			8	8	
Total Bicycle Spaces			295	295	
Minimum number of Oversized Spaces included in total Bicycle Space (5% of Total)			15	16	6.3.9
Minimum number of Bicycle Lockers included in total Bicycle Space (10% of Total)			30	35	6.3.13A

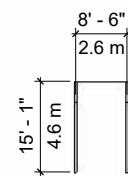
City of Vancouver Section 7
Off street Passenger Space Regulations
January 2024

Number of Passenger Spaces	Rate	Dwelling or Area	Required	Provided	Bylaw
Dwelling Class A	A minimum of one space for any development with 50 to 125 dwelling units	130	1	1	7.2.1 73.2
Dwelling Class B	No Requirement	n/a	n/a	n/a	
Dwelling Class C	No Requirement	n/a	n/a	n/a	

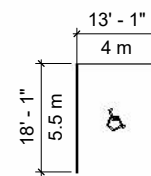
Off Street Parking Spaces



Standard Parking Stall
Vertical Clearance:
2.0 m (6'-6")

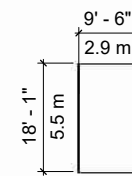


Small Car Stall
Vertical Clearance:
2.0 m (6'-6")

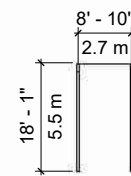


Accessible Stall
Vertical Clearance:
2.3 m (7'-6")

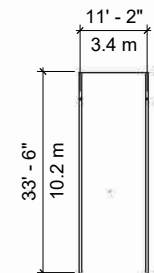
Off Street Passenger and Loading Spaces



Class A Passenger
Vertical Clearance:
2.3 m (7'-6")

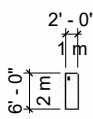


Loading Class A
Vertical Clearance:
2.3 m (7'-6")

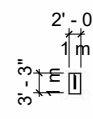


Loading Class B
Vertical Clearance:
3.8 m (12'-6")

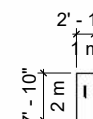
Off Street Bicycle Spaces



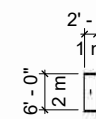
Class A Bicycle
Horizontal
Vertical Clearance:
1.9 m (6'-3")
Aisle Width:
1.2 m (4'-0")



Class A Bicycle
Vertical Clearance:
1.9 m (6'-3")
Aisle Width:
1.2 m (4'-0")



Class A Bicycle
Oversized
Vertical Clearance:
1.9 m (6'-3")
Aisle Width:
1.5 m (5'-0")



Class A Bicycle and Class B
Locker
Vertical Clearance:
1.9 m (6'-3")
Aisle Width:
1.2 m (4'-0")

Horizontal Bicycle
B-H
Total Horizontal Bicycle : 170
*Accounts for 6 Bicycle Space in the building main entrance

Vertical Bicycle
B-V
Total Vertical Bicycle : 72

Oversized Bicycle
B-CH
Total Oversized Bicycle : 16

Bicycle Locker and Class B
B-L
Total Oversized Bicycle : 35

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Statistics - Residential
Off-Street Parking and
Bicycle Space
Calculations

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-10a

City of Vancouver Section 6
Off street Parking Space Regulations
January 2024

Off Street Parking Requirements	Rate	Dwelling or Area	Required Stall	Provided Stall	Bylaw
Commercial Retail	A minimum of one space for each 100 square metres of gross floor area up to 300 square metres, and one additional space for each additional 50 square metres of gross floor area.	827	14	8	4.2.5. 4.2.5.1

City of Vancouver Section 6
Off street Bicycle Space Regulations
January 2024

Number of Bicycle Spaces	Rate	Dwelling or Area	Required	Provided	Bylaw
Retail and Services Class A	A minimum of one space for each 340 square metres of gross floor area (3,660 sq.ft.)	1000	3	3	6.2.5 6.2.5.1
Retail and Services Class B	A minimum of 6 spaces for any development containing a minimum of 1,000 square metres of gross floor area (10,764 sq.ft)	1000	6	6	
Total Bicycle Spaces			9	9	
Minimum number of Oversized Spaces included in total Bicycle Space (5% of Total)			1	1	6.3.9
Minimum number of Bicycle Lockers included in total Bicycle Space (10% of Total)			1	1	6.3.13A

End of Trip Facilities	Rate	Class A	Required	Provided	Bylaw
Retail and Services	Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided, and shall be a minimum of 45centimetres in depth, 30 centimetres in width and 90 centimetres in height no more than 50% of the lockers and 180 cm in height with respect to at least 50% of the lockers	6	8	8	6.5. 6.5.1.
Total Bicycle Spaces			8	8	

City of Vancouver Section 6
Off street Bicycle Space Regulations
January 2024

Use	Minimum Number of Fixtures			Bylaw
	Water Closets	Wash Basins	Showers	
Retail and Service Uses	1 water closet for every 10 Class A bicycle spaces	1 wash basin for any development requiring between 5 and 10 Class A bicycle parking spaces	1 shower for any development requiring between 5 and 10 Class A bicycle spaces	6.5A 6.5.3. 6.5.4.

There shall be no less than 1 grooming station for each shower provided, and each station shall be: 6.5.5
 (a) separate from the wash basin;
 (b) equipped with a mirror and an electrical outlet;
 (c) equipped with a counter top with a minimum width of 600 mm and a minimum depth of 250 mm.

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PROJECT

4333 Cambie Street

Vancouver, BC

Statistics - Commercial
Off-Street Parking and
Bicycle Space
Calculations

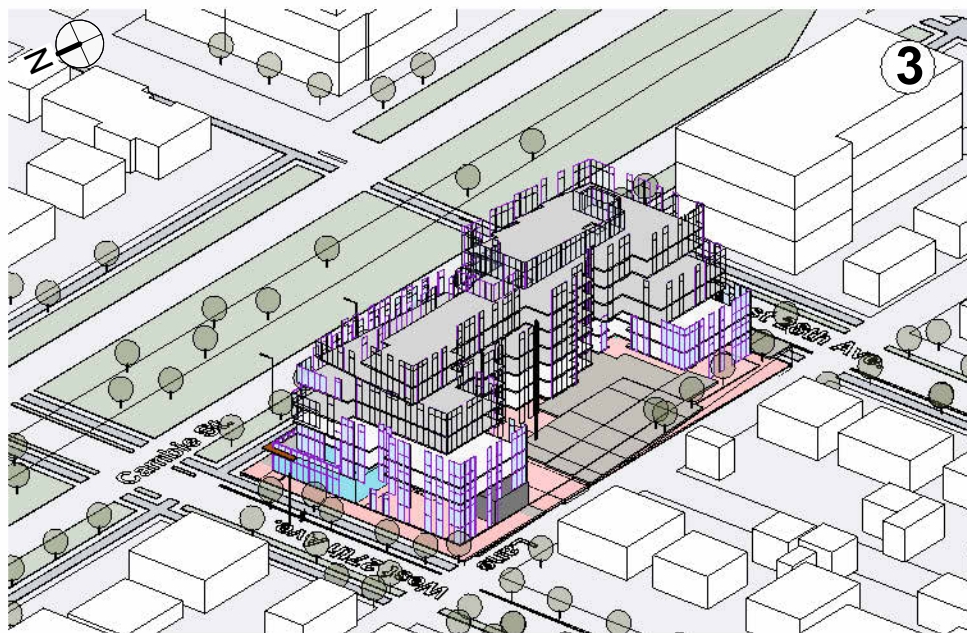
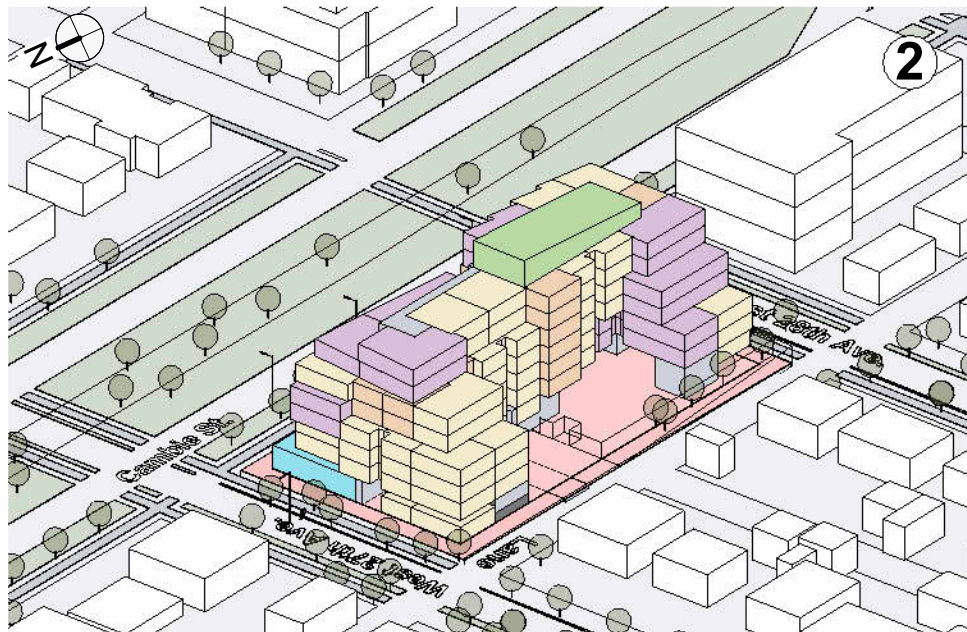
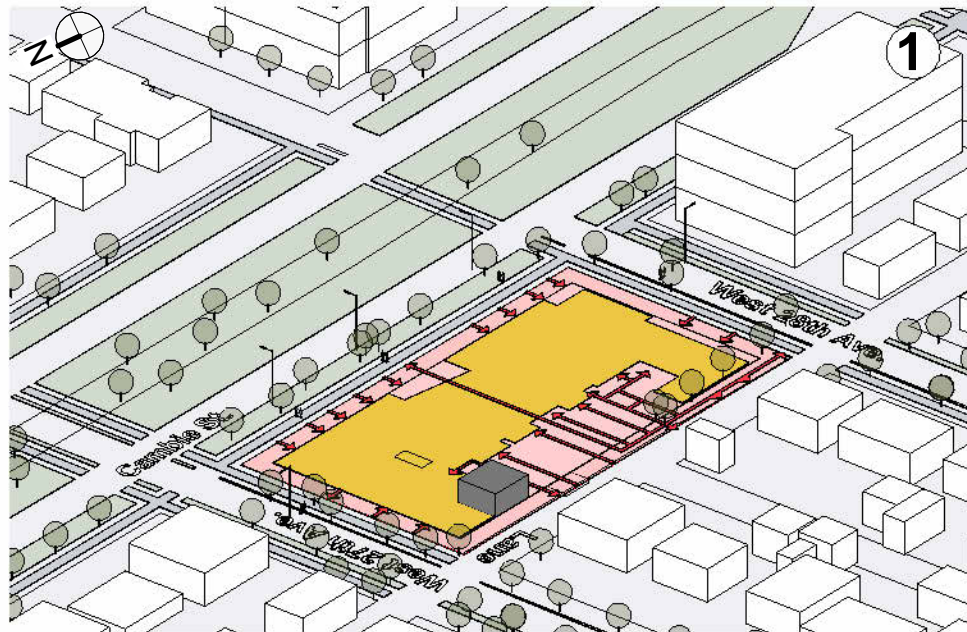
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DATE September 18, 2024

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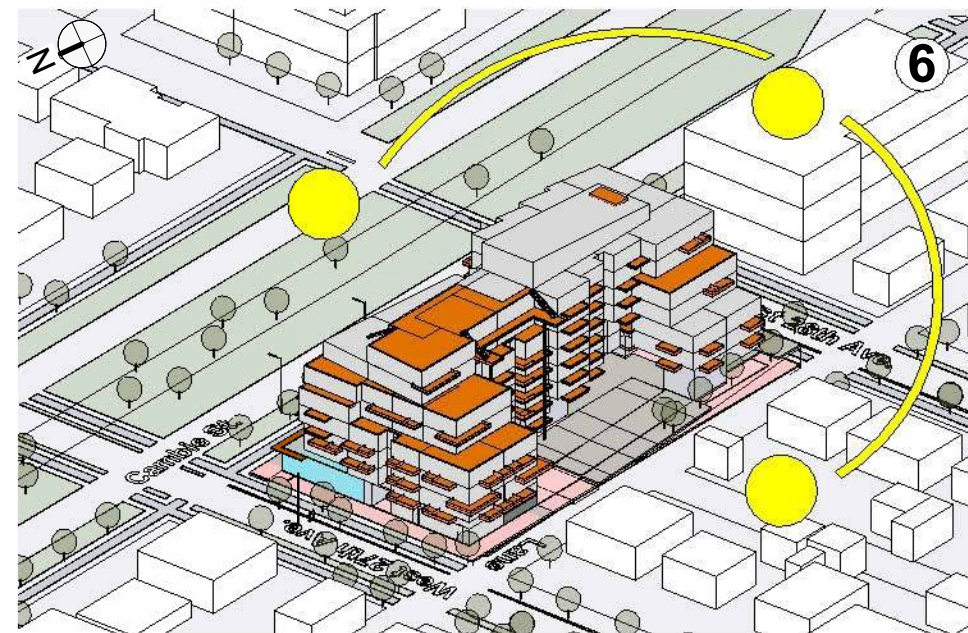
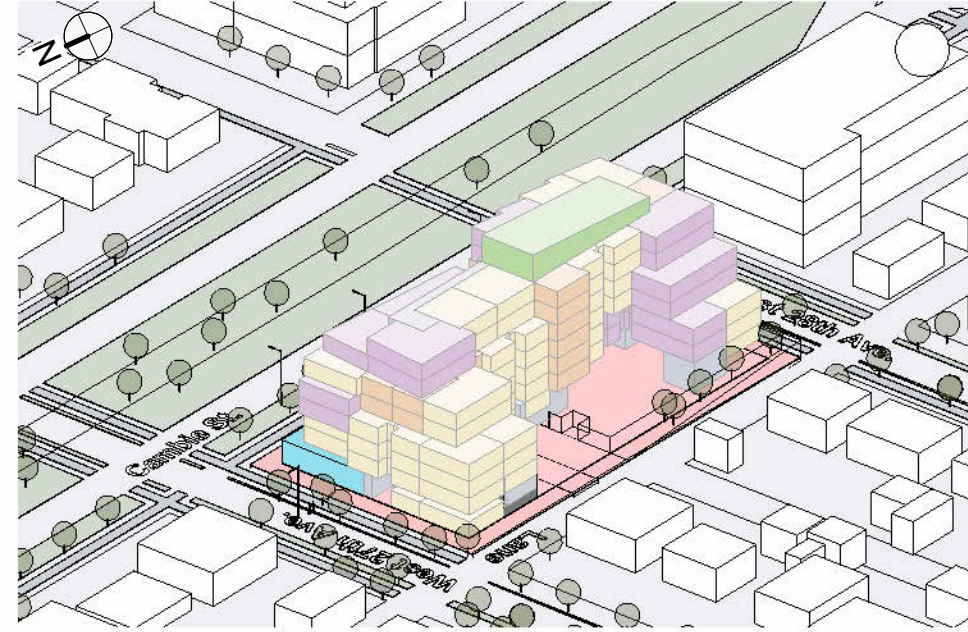


5.1 Residential Buildings on Arterial: Mid-Rise Form and Massing:

- 1) The proposal includes a standard footprint setback for the creation of courtyard, green spaces, and retaining existing trees within the development. This approach prioritizes the creation of open, communal and life safety exiting areas within the site as well.
- 2) Proposals' Standard Massing Form Aligns with Cambie Corridor Plan. It features a prominent six-storey building block facing Cambie Street. The design strategy incorporates a step-back at level 4 towards the adjacent streets, W 27th Avenue and W 28th Avenue. The building height step-down and decreases to two storeys as it approaches the Lane.
- 3) The proposed design utilizes a layered methodology to produce a captivating visual effect. The concept strongly emphasizes human scale and pedestrian-friendly elements, intended to promote a sense of community. The inclusion of varied textures on the base, middle, and top elevates the visual experience, while transparency fosters a welcoming and connected atmosphere through large glazed facade.
- 4-5) Notches are incorporated into the massing of the building along W 27th Avenue, W 28th Avenue, and the lane. These notches break up the massing of the structure, reducing its visual bulk; and facilitate the planting of new trees on the site. This consideration reflects an effort to preserve greenery and maintain the ecological balance within the development area.
- 6) The proposal uses decks strategically to provide visual interest and passive shading for the building. Decks break up the visual massing of the structure, creating a sense of depth and layering. They also provide passive shading for the interior spaces, reducing solar heat gain and improving thermal comfort. Decks also serve as outdoor living spaces, enhancing the quality of life within the development. Incorporating both glass and baluster railings in a design create a visually dynamic aesthetic.

Legend:

- Setback Zone / Courtyard
- Building Footprint
- Decks
- Layered Design
- Connectivity
- One Bedroom
- Removed Area for Planting New Trees
- Two Bedroom
- Three Bedroom
- Amenity



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PROJECT

4333 Cambie Street

Vancouver, BC

**Cambie Corridor Plan _
05 Built Form Guidelines
_ Form and Massing**

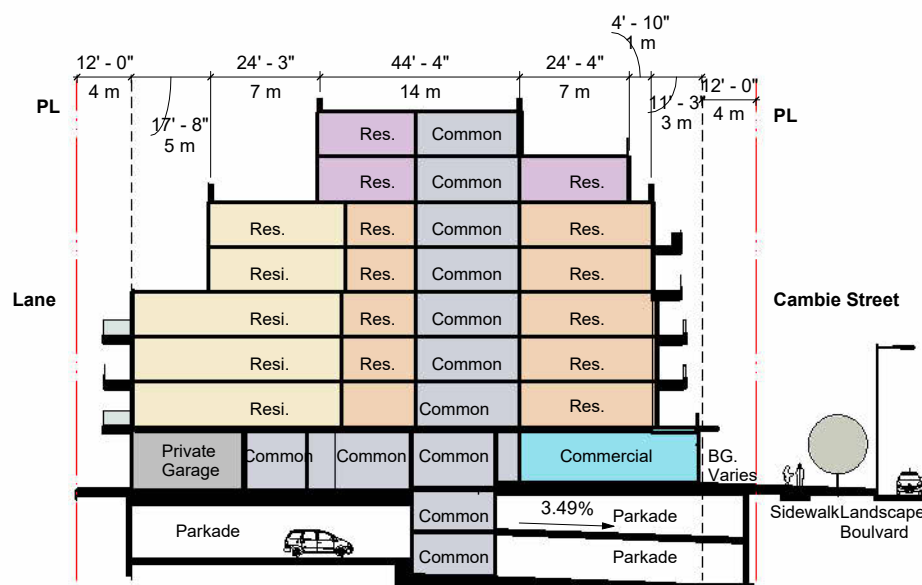
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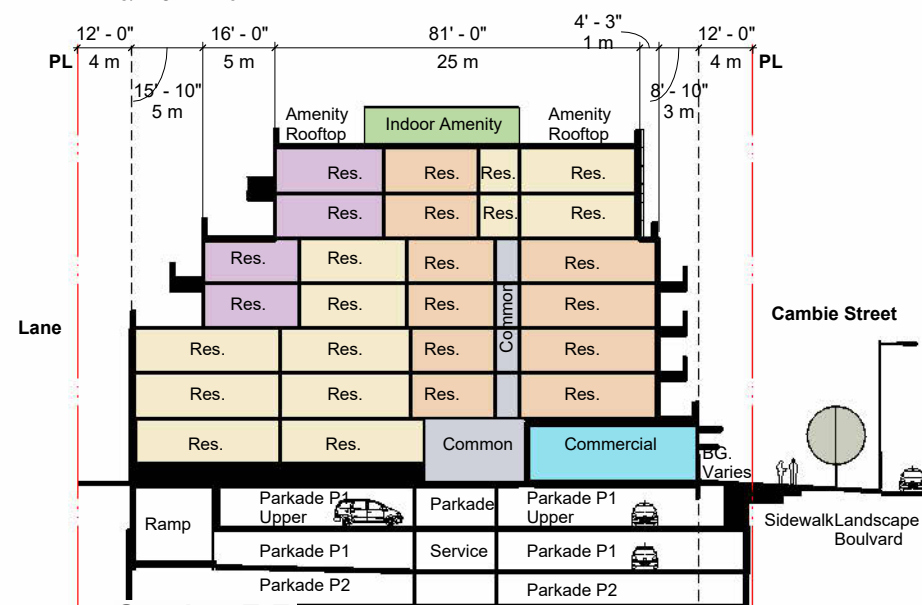
SCALE 3/128" = 1'-0"

DATE September 18, 2024

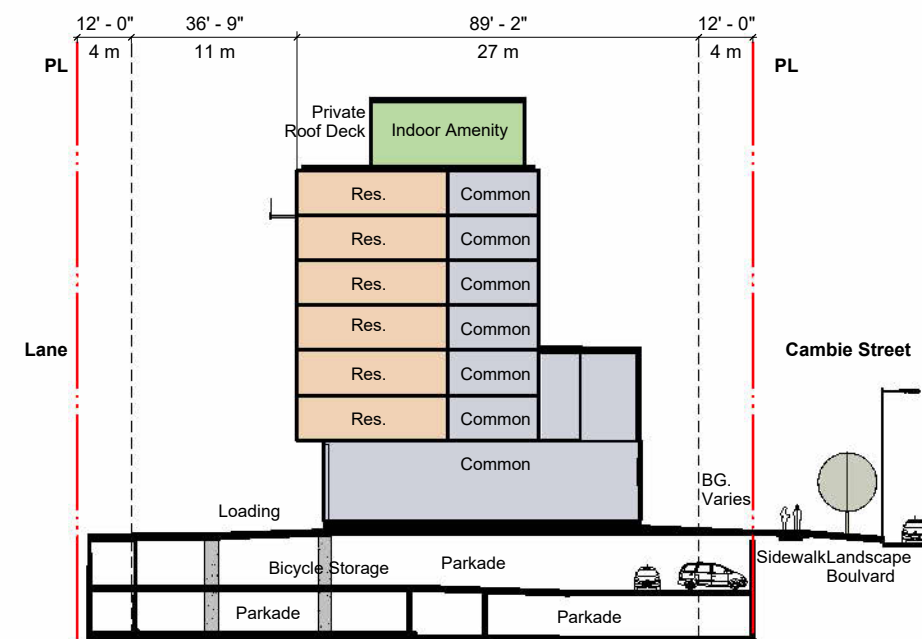
A00-11



Section D-D
3/128" = 1'-0"



Section E-E
3/128" = 1'-0"



Section F-F
3/128" = 1'-0"



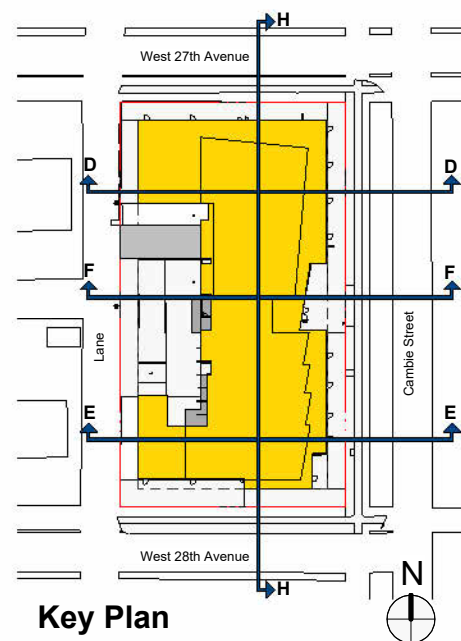
Cambie Corridor Plan
05 Built Form Guidelines
5.2 Mixed-Use Buildings on Arterials: 4 to 22 Storeys
Building Height, Setbacks, Step Backs and Street Wall

The 7-storey mixed-use design proposal for 4333 Cambie Corridor, plus an amenity penthouse and rooftop, aligns well with the guidelines outlined in the Cambie Corridor Plan. The active commercial space along Cambie Street creates a cohesive streetwall design that integrates well with the surrounding area, providing legible and appropriately scaled retail units. These units offer a vertical rhythm and a range of sizes, contributing to a dynamic urban environment. Additionally, the incorporation of four ground level townhouses enhances the streetscape, resulting in a continuous streetwall along 27th and 28th Avenue..

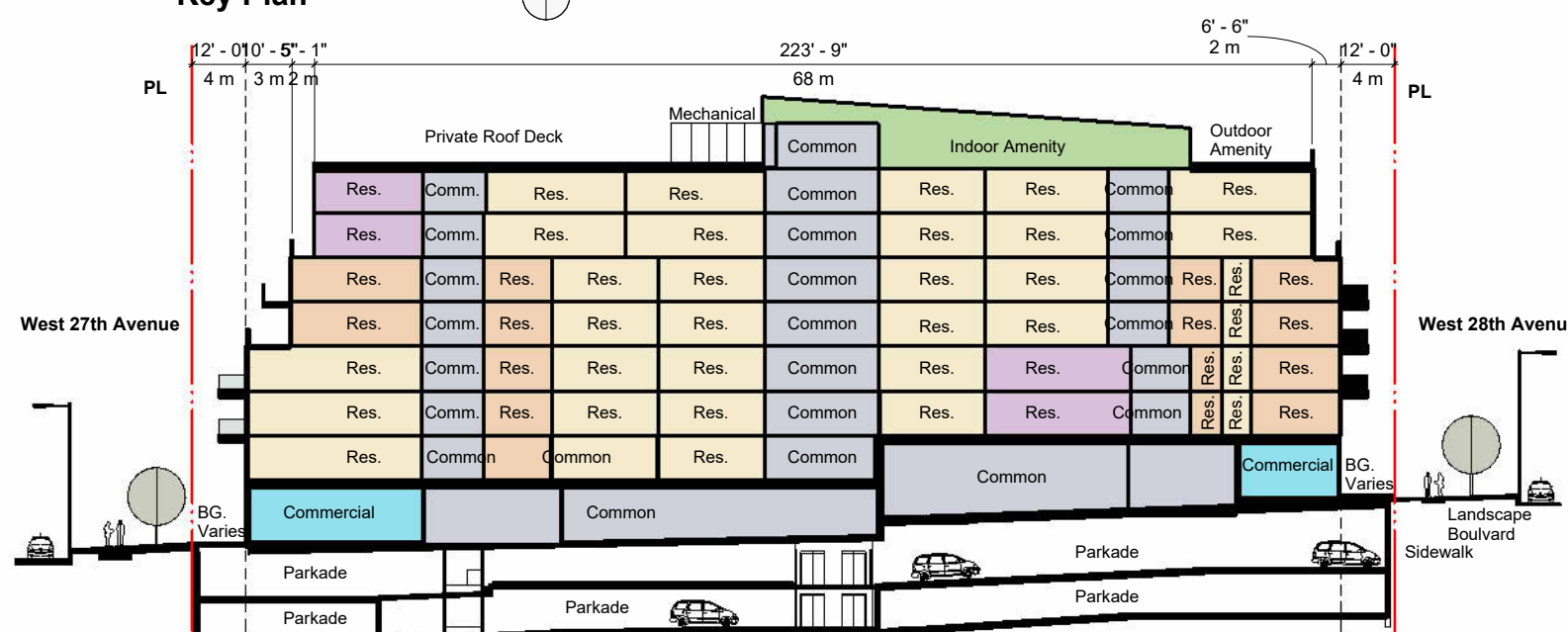
Building Height: The proposal generally adheres to the predominant building height of 7 storeys along the Cambie Corridor, taking into account the sloping topography of the site. This ensures consistency with the overall scale and character of the surrounding neighborhoods. Retail space floor to floor height provided 14 ft. along Cambie Street.

Partial Storey for Amenity Spaces: A partial storey for a common rooftop amenity space is proposed as permitted under the Cambie Corridor Plan, provided that it is contiguous with common outdoor amenity space. The proposal aligns with this guideline. Furthermore, the proposed penthouse amenity is stepped back from the facades of the building to minimize its appearance from street level. The penthouse amenity area's glazed curtain walls provide a modern aesthetic.

Rooftop Outdoor Space: The proposal also includes a common outdoor space on the rooftop, as permitted by the Cambie Corridor Plan. This rooftop amenity space will offer landscaping, seating and entertaining areas.



Key Plan



Section H-H
3/128" = 1'-0"

**Cambie Corridor Plan
Response**

The proposal for 4333 development closely aligns with the planning principles and objectives of the Cambie Corridor Plan as outlined below:

Principle 1: Provide land use that optimizes the investment in transit

The proposal's proximity to the King Edward Canada Line Station, located within 400 meters, allows for optimal transit access for residents.

Principle 2: Provide a complete community

The proposal's provision of one, two, and three-bedroom market housing options, all located within walking distance of rapid transit, contributes to the creation of a diverse and inclusive community, as envisioned in the Cambie Corridor Plan.

Principle 3: "Create a walkable and cycleable corridor of neighborhoods seamlessly linked to public transit"

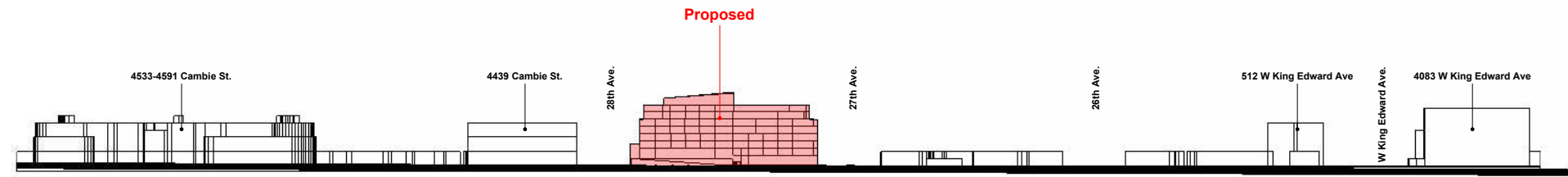
The proposal's location near the King Edward Canada Line Station enhances walkability and access to public transit, thus promoting the creation of a walkable and bikeable corridor.

Principle 4: Focus intensity, mix, and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy, and public amenity

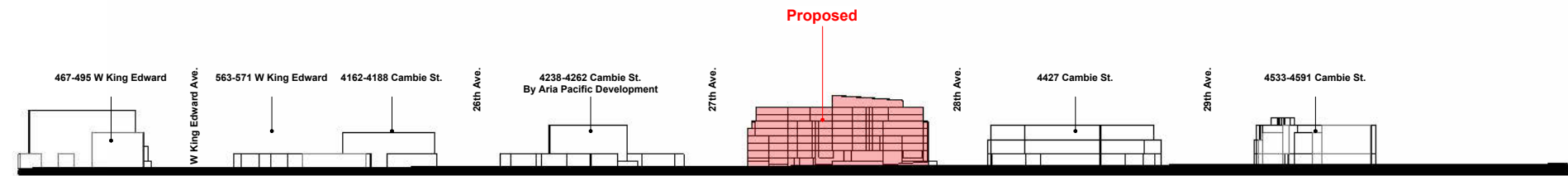
The proposal's compliance with Vancouver's Green policy for Rezoning underscores its dedication to sustainable development. It also aligns with the principle of focusing community activity around transit hubs.

Principle 5: Provide a range of housing choices and affordability

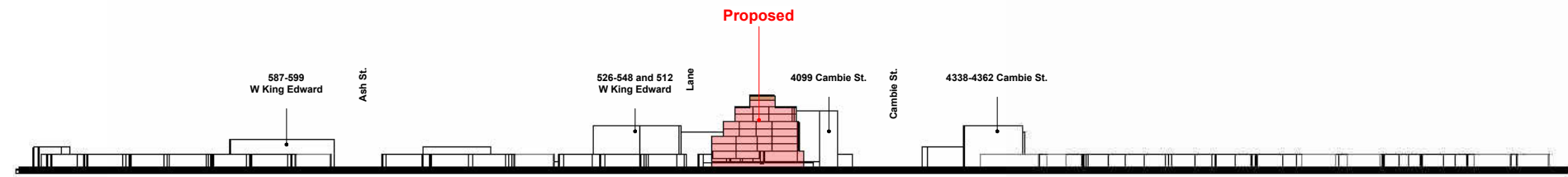
The proposal offers smaller 1-bedroom units located directly on rapid transit, as well as over 60% of 2 and 3-bedroom units. This ensures a broad range of housing choices, including more affordable options suitable for families, in line with the principle of promoting housing affordability and variety.



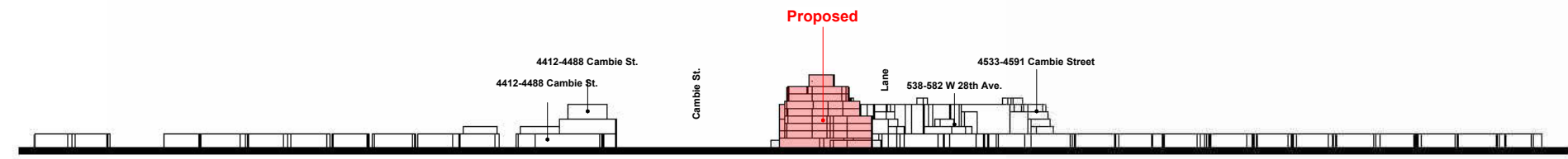
Streetscape View from Cambie - Looking West



Streetscape View from Lane - Looking East



Streetscape View from 28th Ave - Looking North



Streetscape View from 27th Ave - Looking South

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4333 Cambie Street

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**Cambie Corridor Plan
Response and
streetscape Sections**

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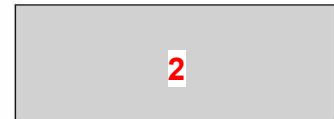
A00-13



East View - From Cambie Street



1 Window Wall Vision Glass - Clear



2 Window Wall Vision Glass - Tinted Gray



3 Curtain Wall Vision Glass - Tinted Dark Gray



4 Aluminum Composite Panel - Alucobond _ Alabaster White



5 Aluminum Composite Panel - Alucobond _ Basalt Gray



6 Architectural Fins, Battens, and Balusters _ Wood Look



Material Palette

The design of the material palette represents a modern and contemporary style. It is a combination of metal, and glass elements, with dark and white metal panels creating a striking contrast. The design features high-performance glazing system, wood look vertical fins, and battens that contribute to a sleek and modern appearance. The design of the material palette exudes modern and contemporary vibes, combining metal and glass elements with contrasting dark and white metal panels. This high-performance glazing system is further enhanced by wood-look vertical fins and battens, resulting in a sleek and refined aesthetic.



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Materials

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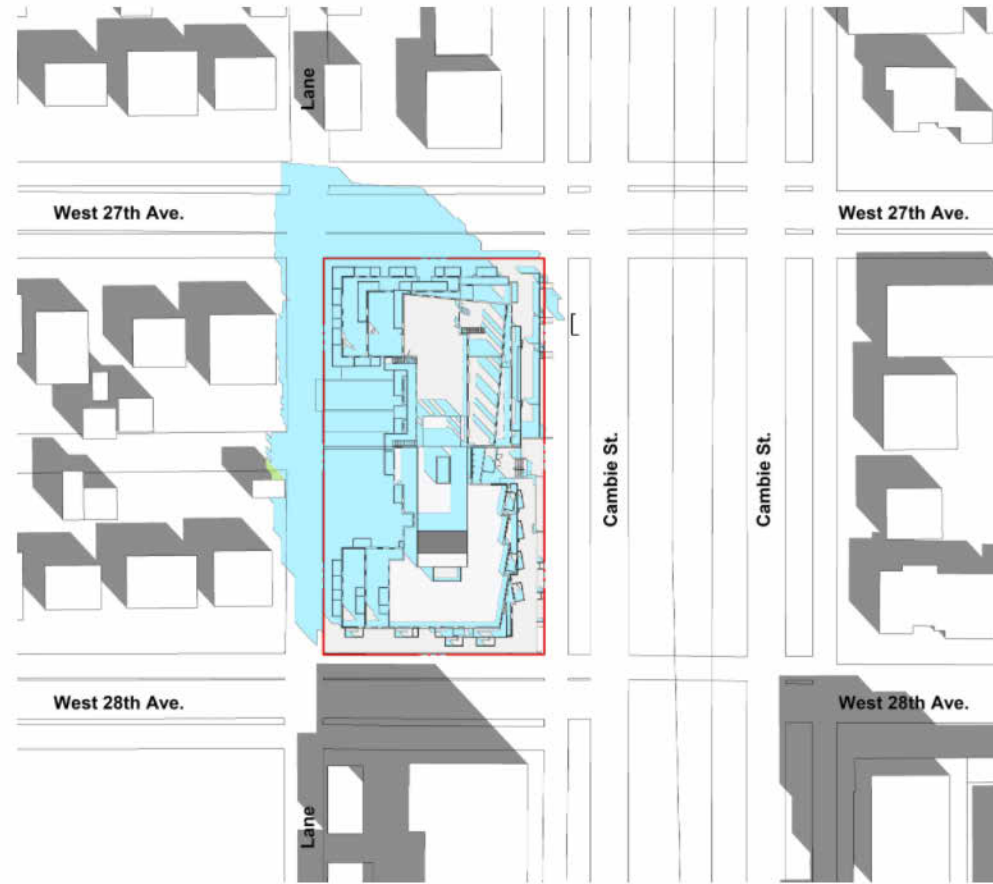
PROJECT 23-82

SCALE

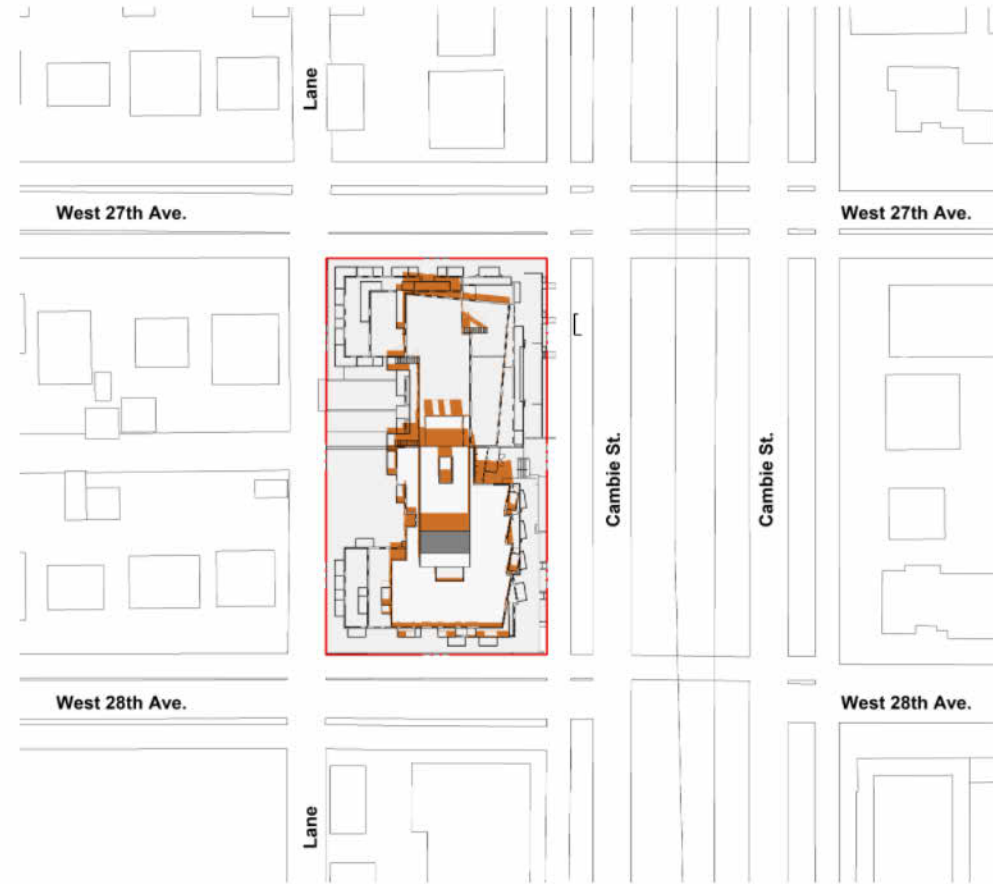
DATE September 18, 2024

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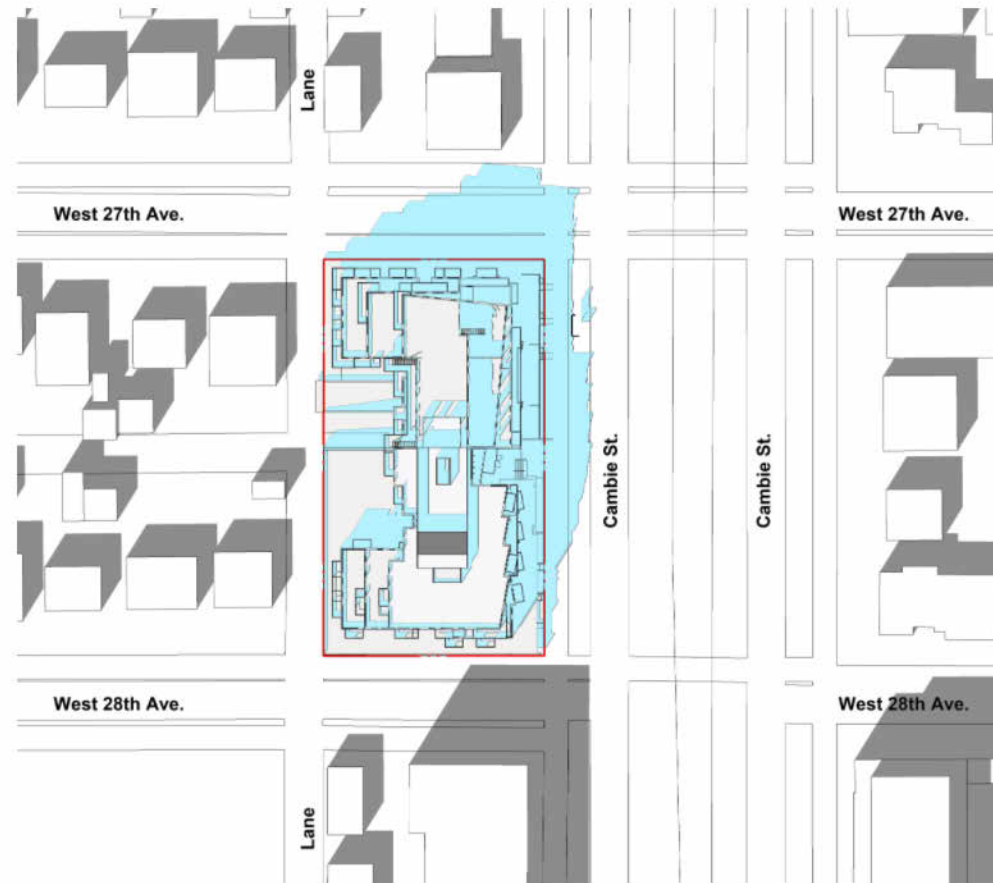
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10 am



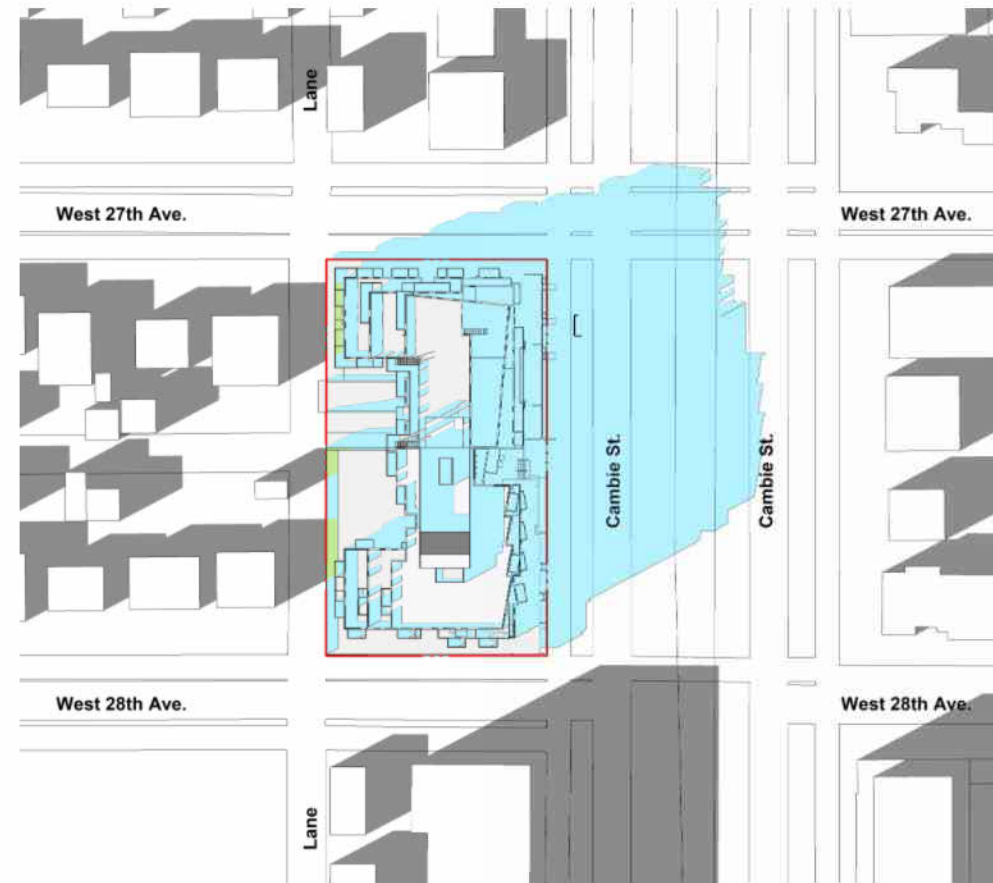
March 21
12 pm



March 21
2 pm



March 21
4 pm



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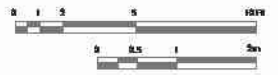
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- Property Line
- Shadow Study
- Overlap Shadow



PROJECT

4333 Cambie Street

Vancouver, BC

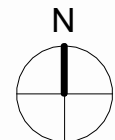
Shadow Study March 21

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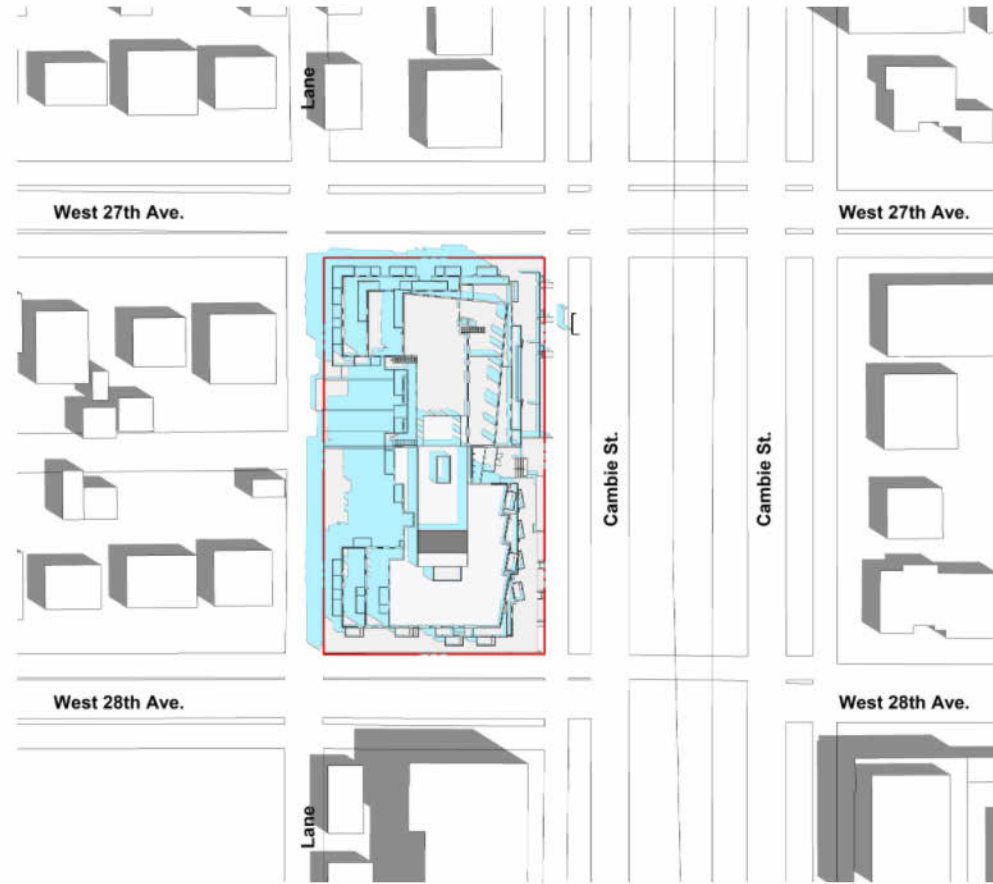
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DATE September 18, 2024

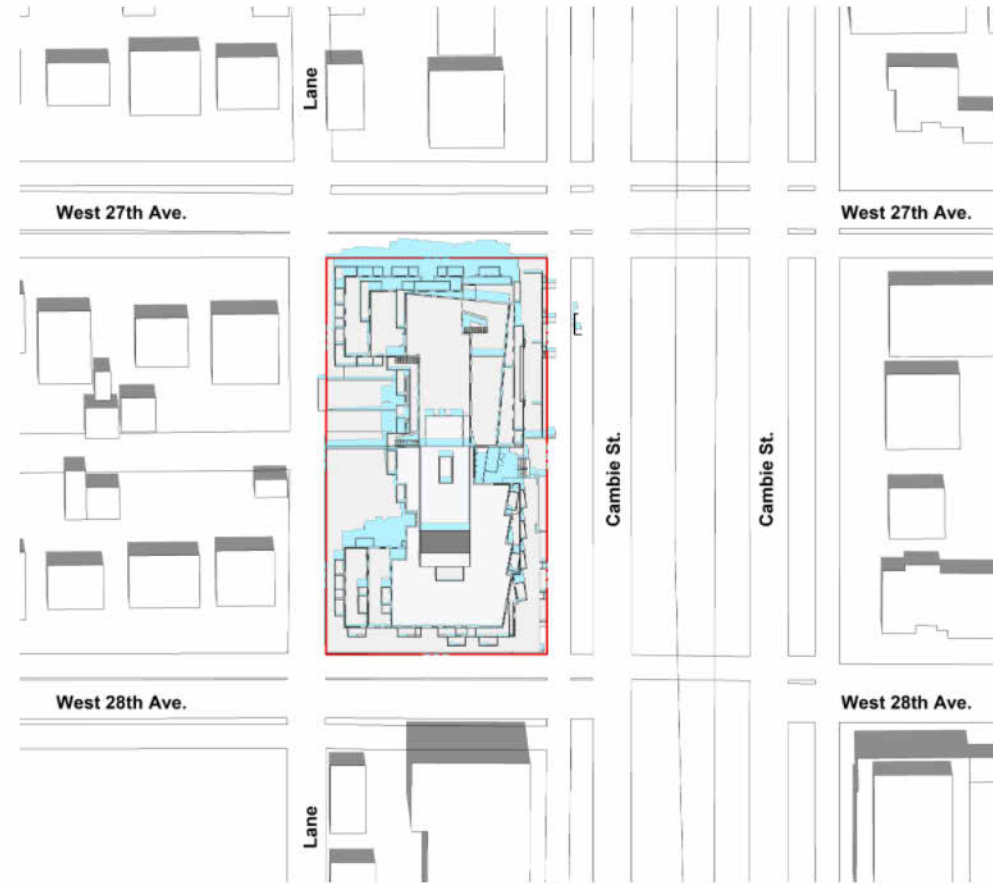


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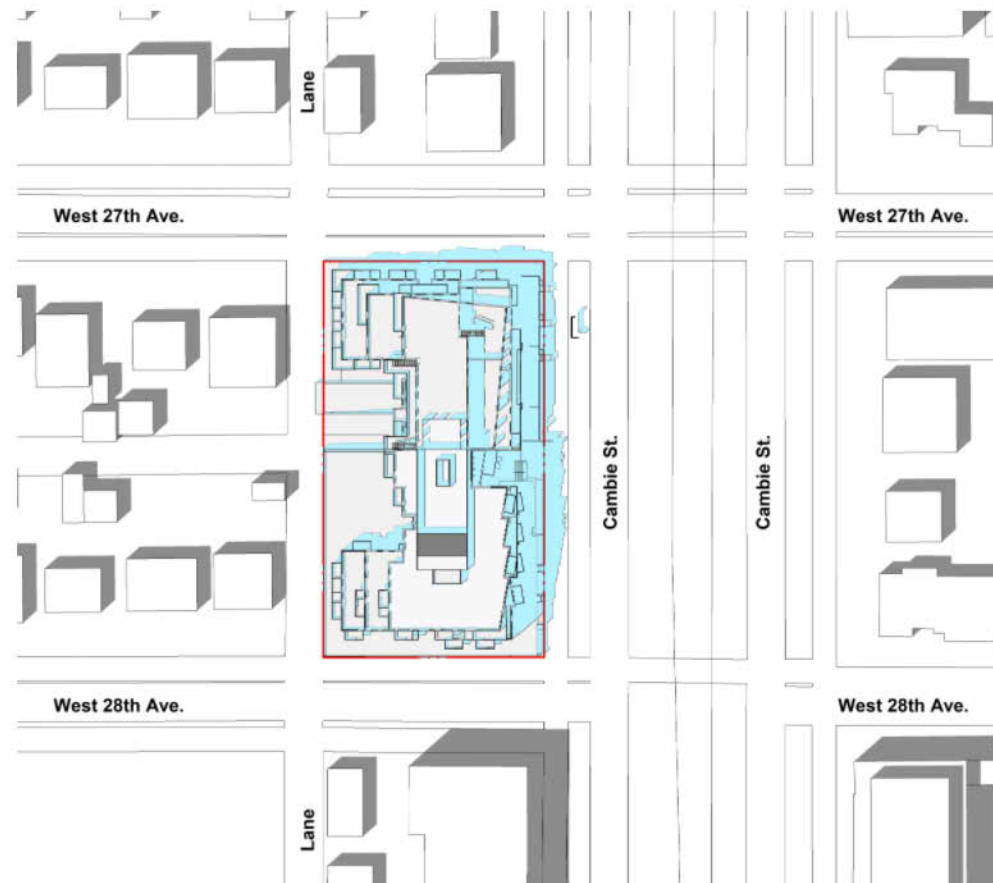
June 21
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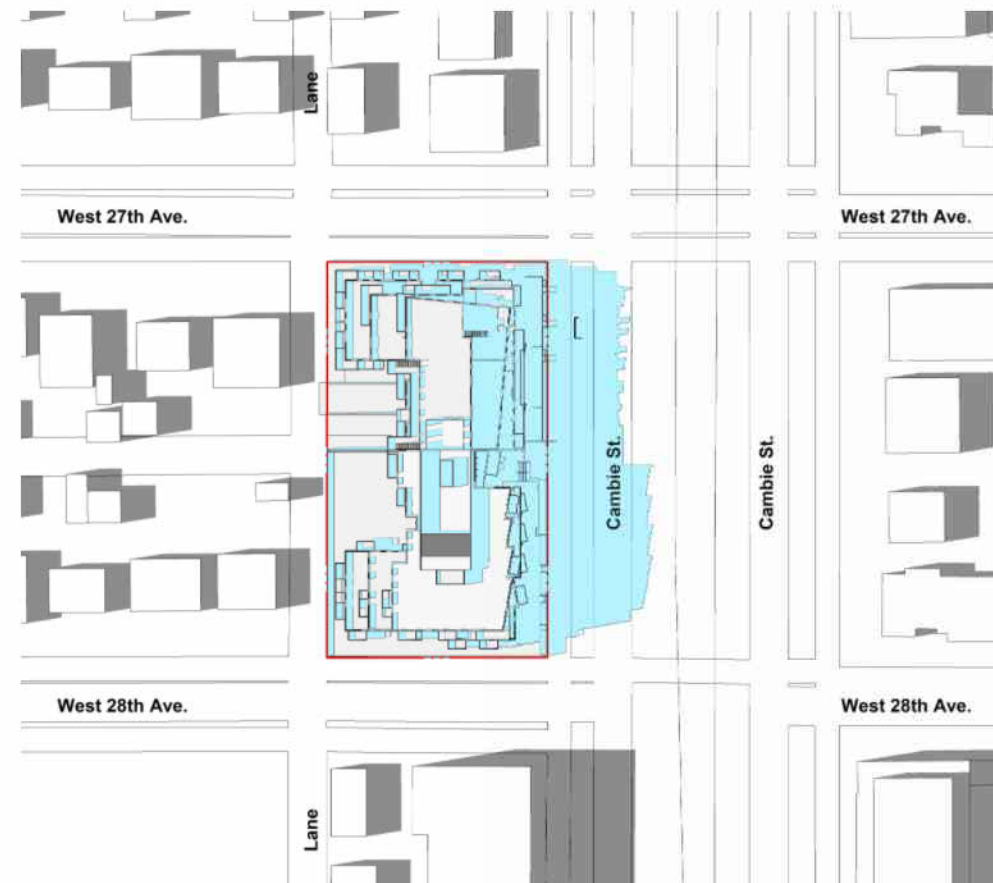
June 21
12 pm



June 21
2 pm



June 21
4 pm



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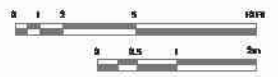
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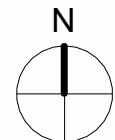
Shadow Study June 21

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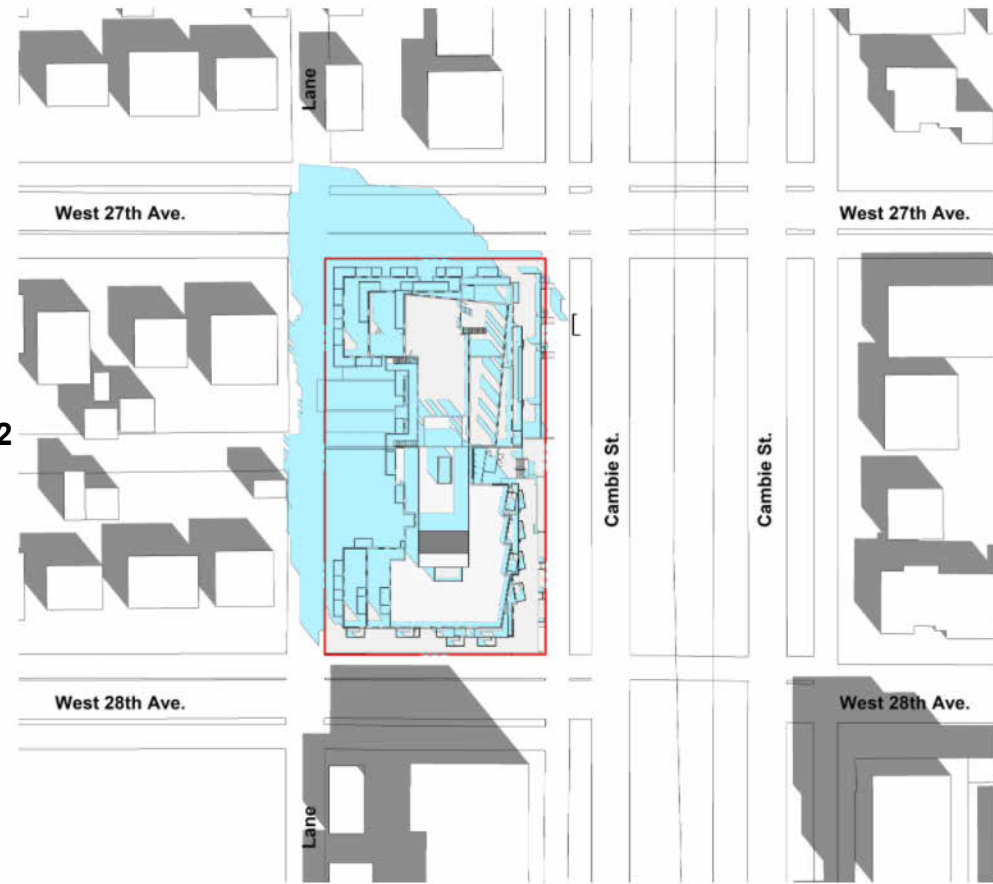
SCALE

DATE September 18, 2024



A00-16

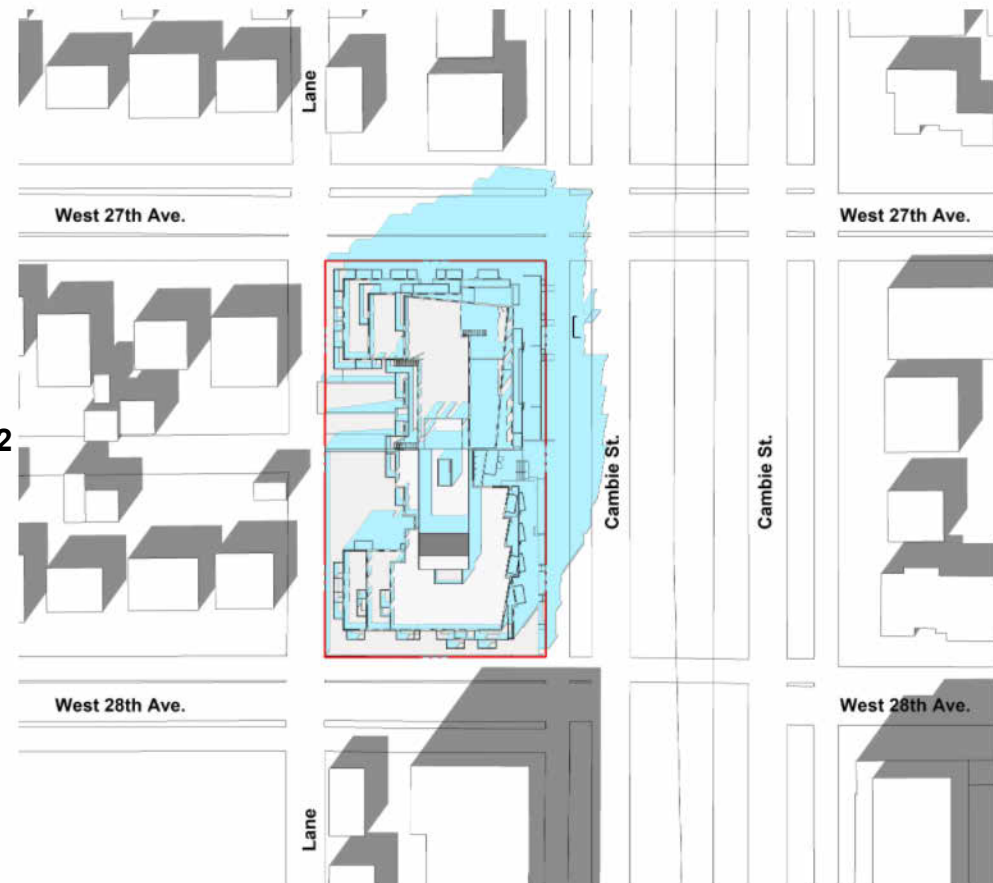
September 22
10 am



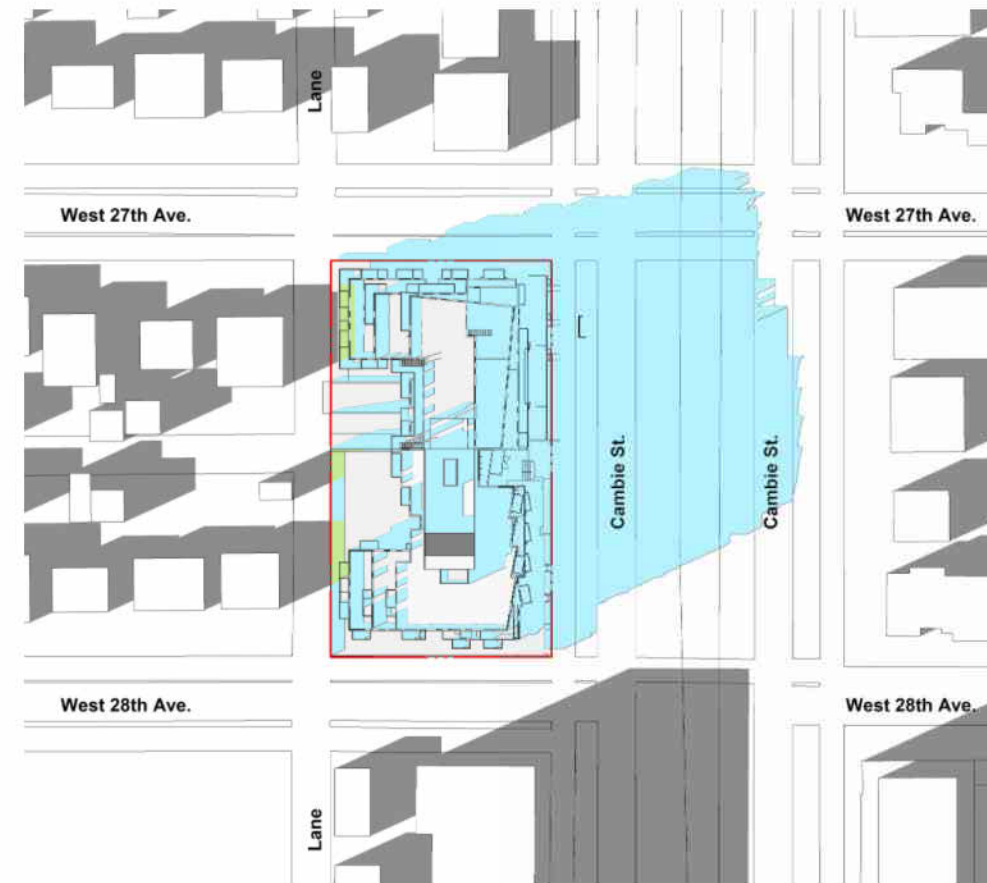
September 22
12 pm



September 22
2 pm



September 22
4 pm



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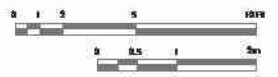
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- Property Line
- Shadow Study
- Overlap Shadow



PROJECT

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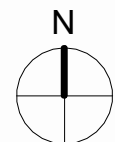
Shadow Study
September 22

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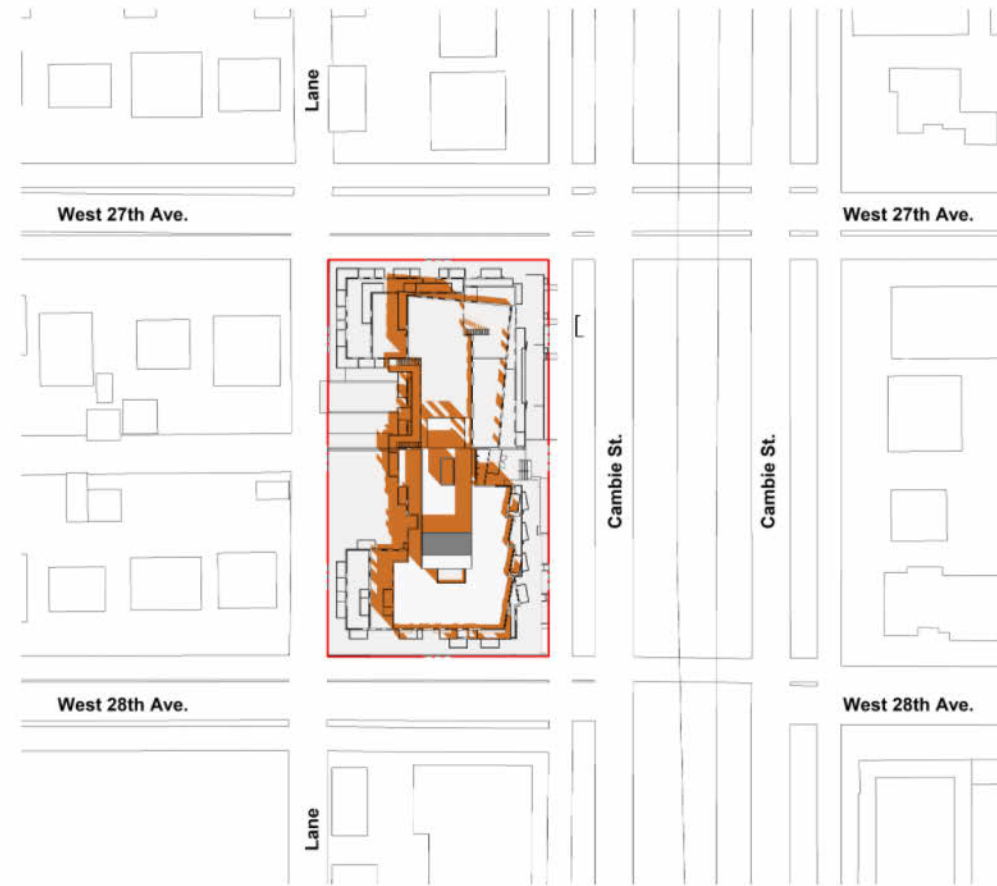
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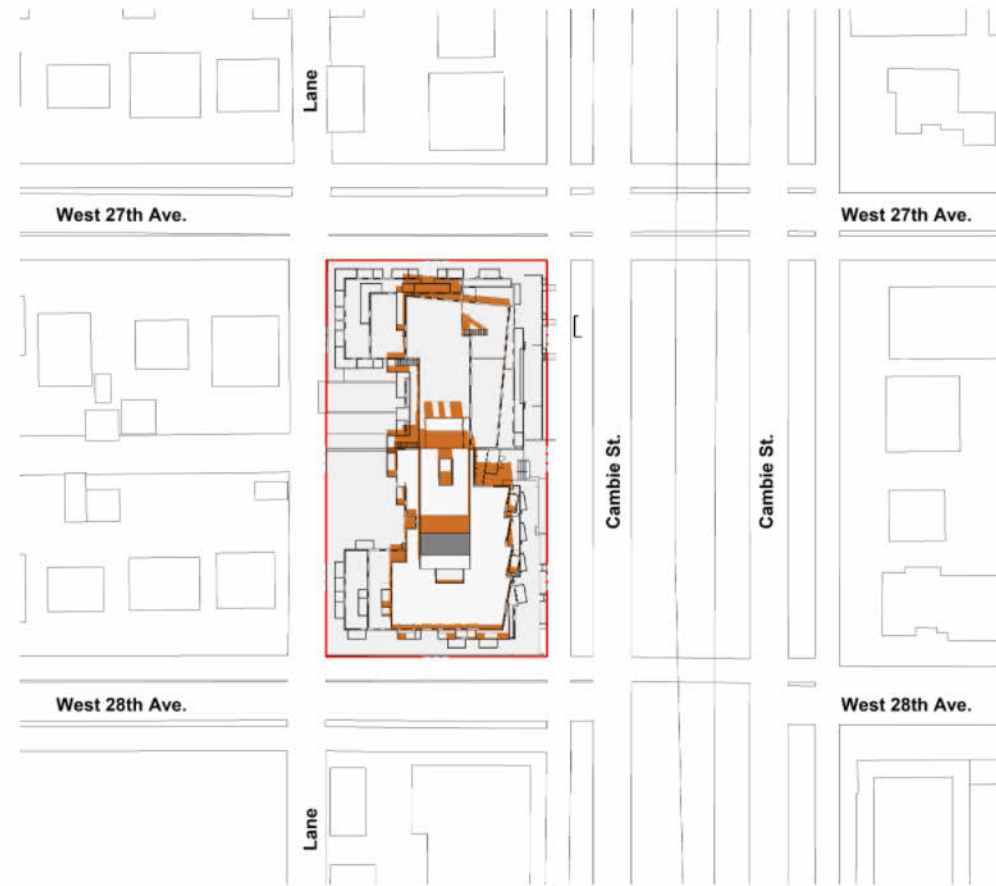


A00-17

Level 6
Equinox
10 am



Level 6
Equinox
12 pm



Level 6
Equinox
2 pm



Level 6
Equinox
4 pm



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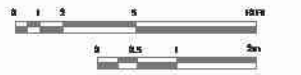
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- Property Line
- Shadow Study Equinox Level 6



PROJECT

4333 Cambie Street

Vancouver, BC

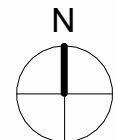
Additional Shadow
Study _ Equinox Level 6

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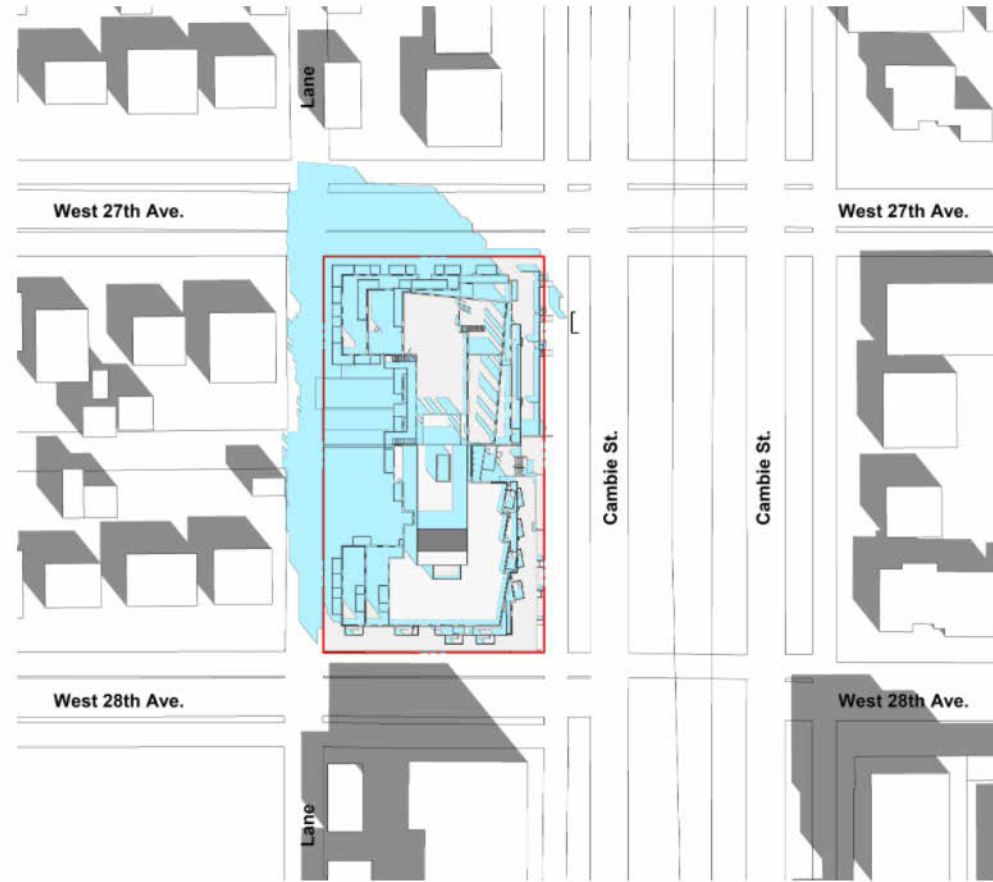
SCALE

DATE September 18, 2024



A00-18

Penthouse Equinox
10 am



Penthouse Equinox
12 pm



Penthouse Equinox
2 pm



Penthouse Equinox
4 pm



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NO.	DATE	DESCRIPTION
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- Shadow Study Equinox Penthouse



PROJECT

4333 Cambie Street

Vancouver, BC

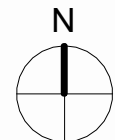
Additional Shadow Study _ Equinox Penthouse

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PROJECT 23-82

SCALE

DATE September 18, 2024



A00-19



CLIENT



ARIA PACIFIC
DEVELOPMENT INC

CONSULTANT

RAFI ARCHITECTS INC.



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SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

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NO.	DATE	DESCRIPTION
1	September 18, 2024	Issued for Rezoning

PROJECT

4333 Cambie Street

Vancouver, BC

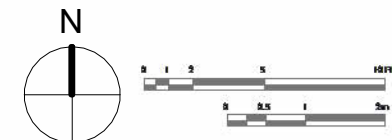
Proposed Development
Views Key Plan

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PROJECT 23-82

SCALE 1" = 40'-0"

DATE September 18, 2024



A00-20



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PROJECT

4333 Cambie Street

Vancouver, BC

View from Cambie Street - East View 21

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-21



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PROJECT

4333 Cambie Street

Vancouver, BC

View from Cambie
Street - Residential Main
Entrance View 22

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-22



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PROJECT

4333 Cambie Street

Vancouver, BC

View From Cambie and
27th ave - North East
View 23

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PROJECT 23-82

SCALE

DATE September 18, 2024

A00-23



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PROJECT

4333 Cambie Street

Vancouver, BC

View From Cambie and
28th ave - South East
View 24

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PROJECT 23-82

SCALE

DATE September 18, 2024

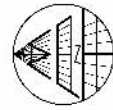
A00-24

**SURVEY PLAN OF LOTS 8, 9, 10 AND 11 ALL OF BLOCK 720 DISTRICT LOT 526
GROUP 1 NEW WESTMINSTER DISTRICT PLAN 6539**

V-23-18015-TPG

FOR NEW CONSTRUCTION
 PLAN IDENTIFIERS (P-28): 007-098-248 (LOT 8)
 003-556-278 (LOT 9)
 003-556-279 (LOT 10)
 003-571-271 (LOT 11)

CIVIC ADDRESSES:
 #436 WEST 27TH AVENUE (LOT 8)
 #4339 CAMBIE STREET (LOT 9)
 #4351 CAMBIE STREET (LOT 10)
 #4357 CAMBIE STREET (LOT 11)
 VANCOUVER, B.C.

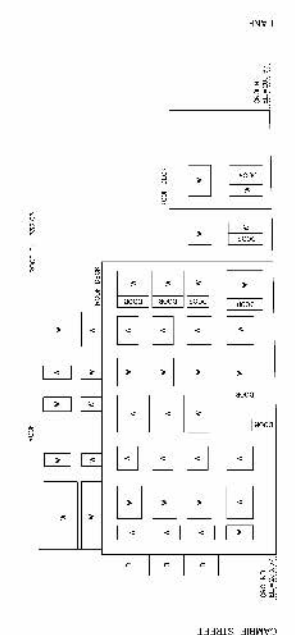
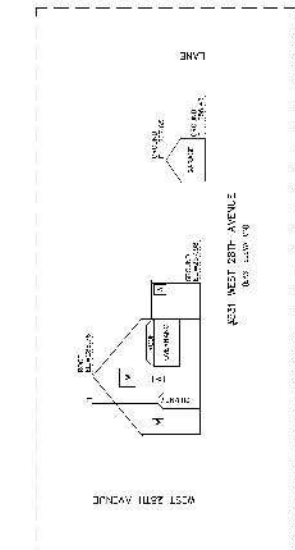
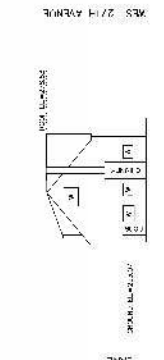
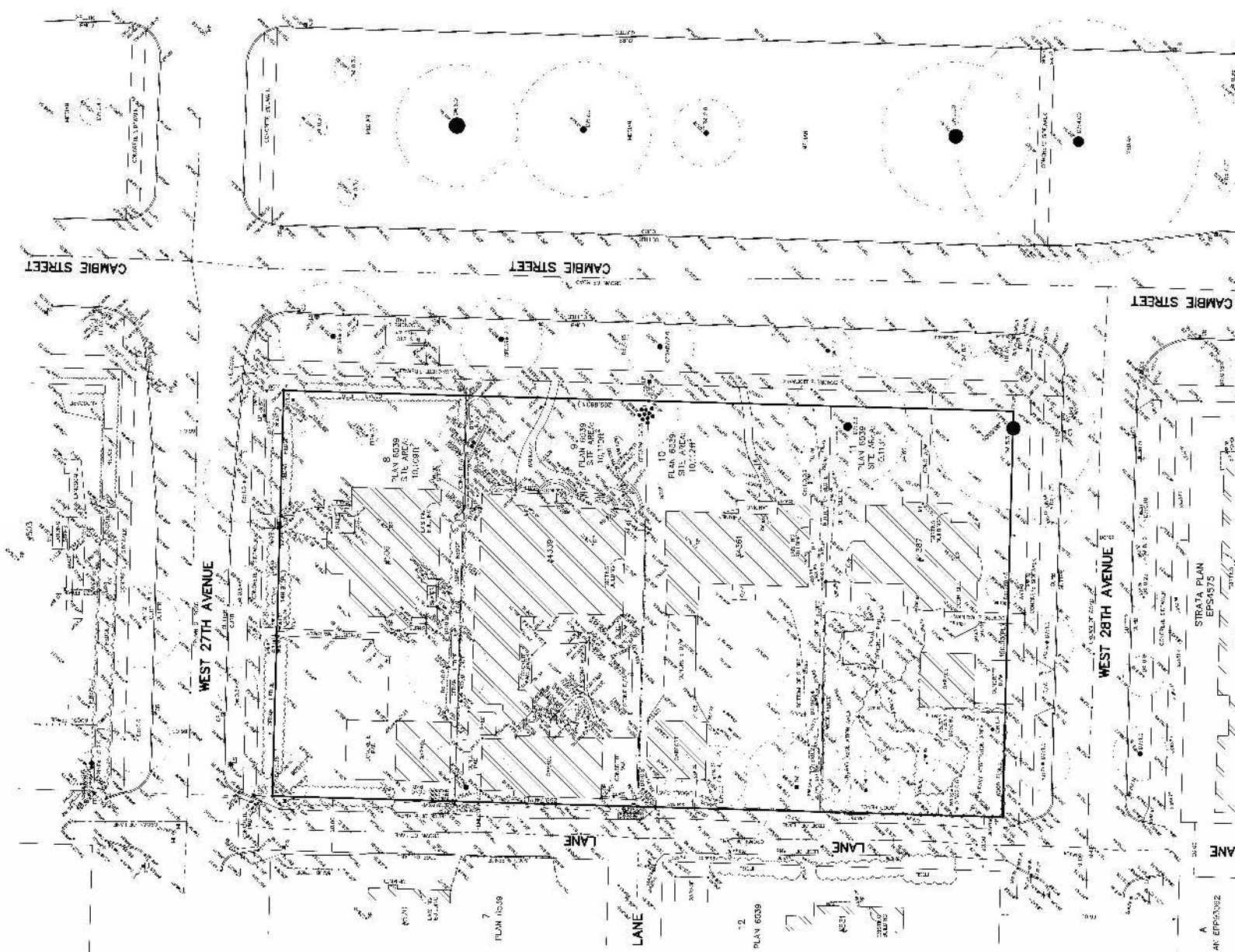
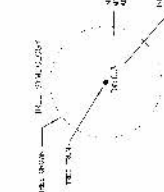


LEGEND
 1" = 20' 1" = 40' 1" = 80'

- 1. NEIGHBOURHOOD
- 2. LOT
- 3. STRATA UNIT
- 4. EXISTING CONSTRUCTION
- 5. EXISTING CONSTRUCTION TO REMAIN
- 6. EXISTING CONSTRUCTION TO BE DEMOLISHED
- 7. EXISTING CONSTRUCTION TO BE RECONSTRUCTED
- 8. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES
- 9. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT
- 10. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION
- 11. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL
- 12. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION
- 13. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 14. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 15. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 16. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 17. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 18. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 19. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION
- 20. EXISTING CONSTRUCTION TO BE RECONSTRUCTED WITH CHANGES AND ENLARGEMENT AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION AND REMOVAL AND ADDITION

NOTES:
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

LOT #	AREA (SQ. M)
8	2,150.0
9	2,150.0
10	2,150.0
11	2,150.0
TOTAL AREA	8,600.0



MAISON PECK & TOPPERS
 SURVEYORS & ENGINEERS
 1100 WEST 27TH AVENUE
 VANCOUVER, B.C. V6L 1A5
 TEL: 604-271-1111
 FAX: 604-271-1112
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NO.	DATE	DESCRIPTION
1	September 18, 2024	Issued for Rezoning

PROJECT
4333 Cambie Street

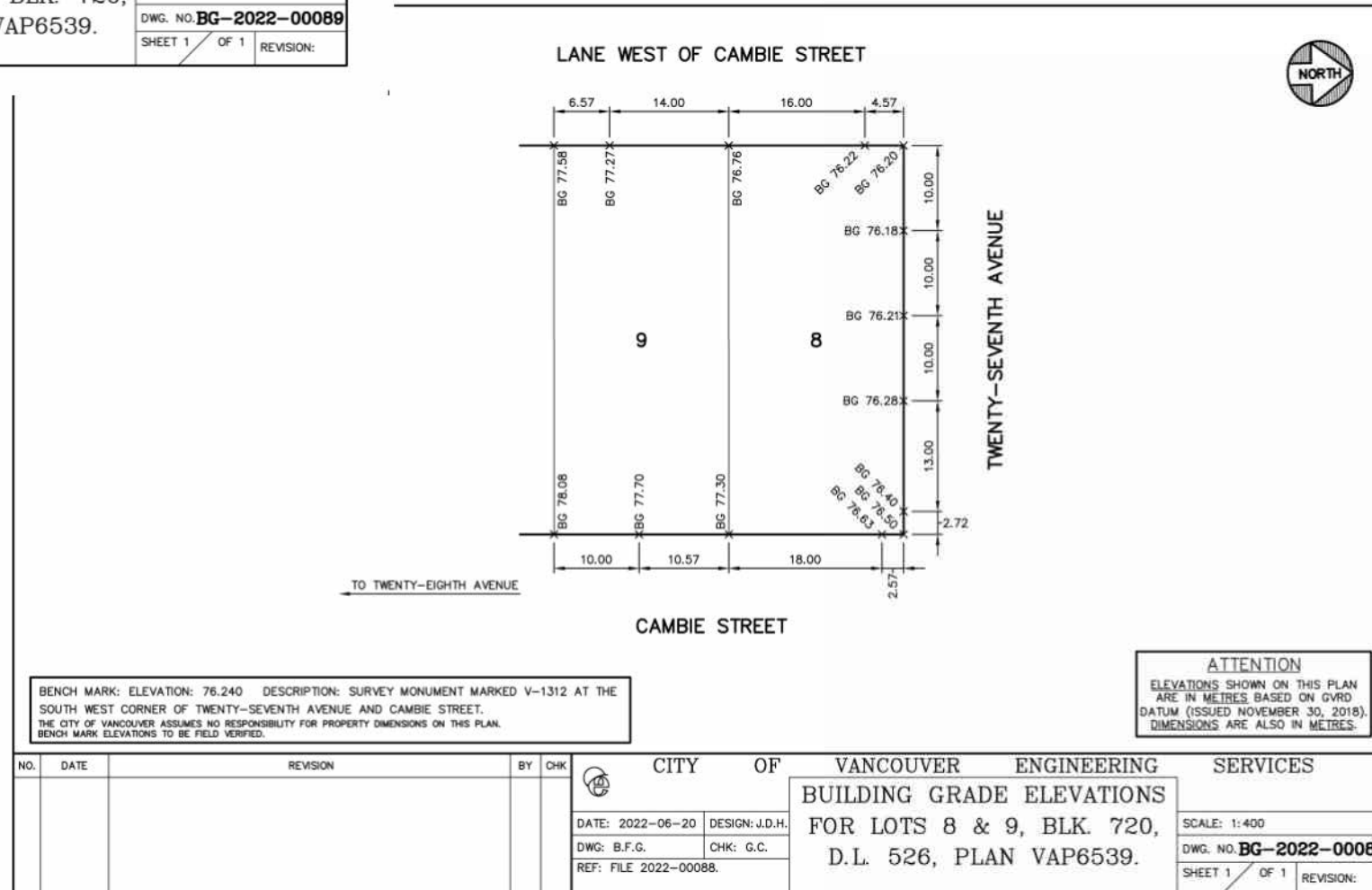
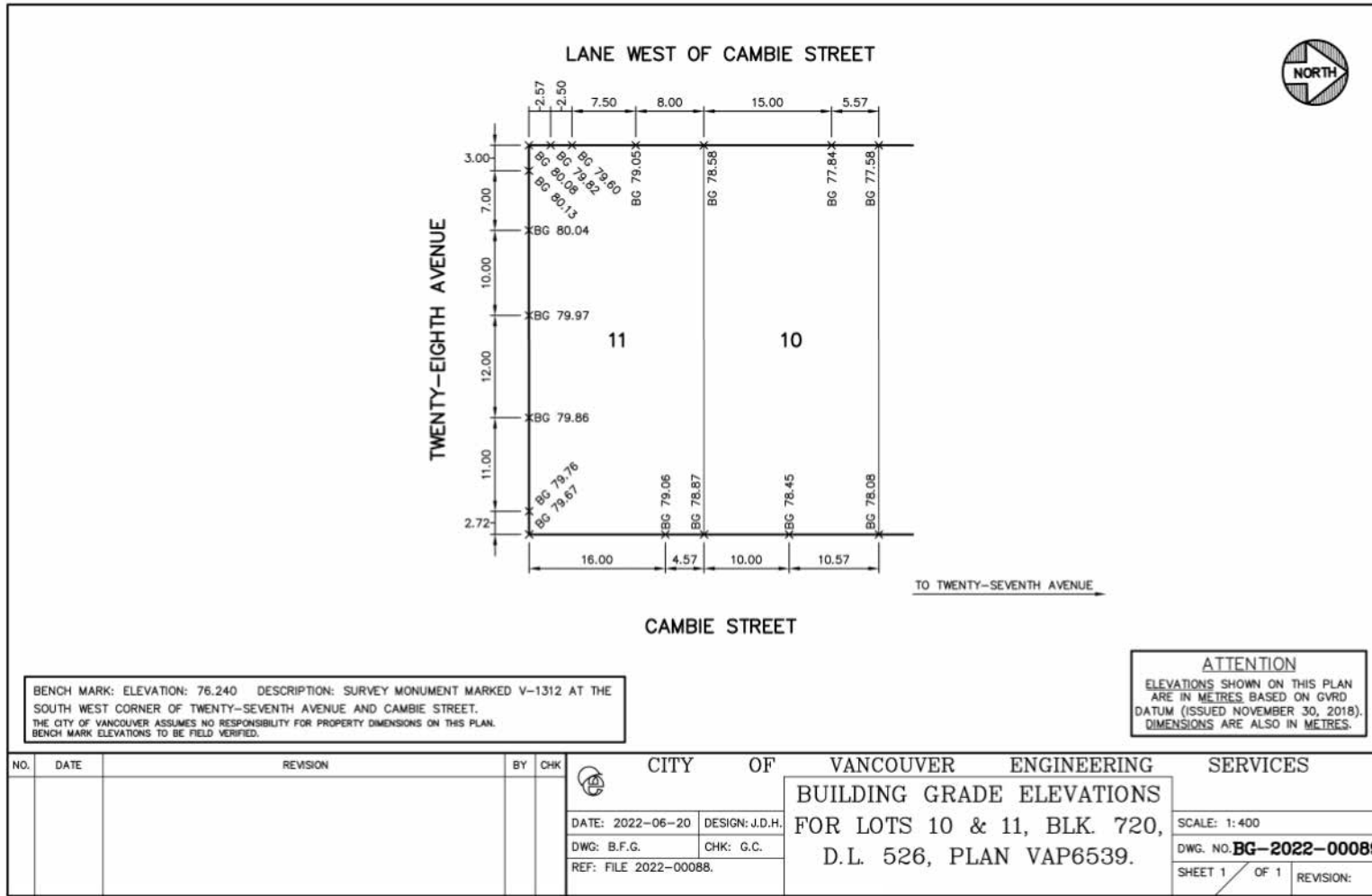
Vancouver, BC

Survey

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PROJECT	23-82
SCALE	N.T.S.: 1"=0'
DATE	September 18, 2024

A10-01



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NO. DATE DESCRIPTION

PROJECT

4333 Cambie Street

Vancouver, BC

Building Grade Elevations

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PROJECT 23-82

SCALE

DATE September 18, 2024

A10-02

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NO.	DATE	DESCRIPTION
1	September 18, 2024	Issued for Rezoning

PROJECT

4333 Cambie Street

Vancouver, BC

Building Grades

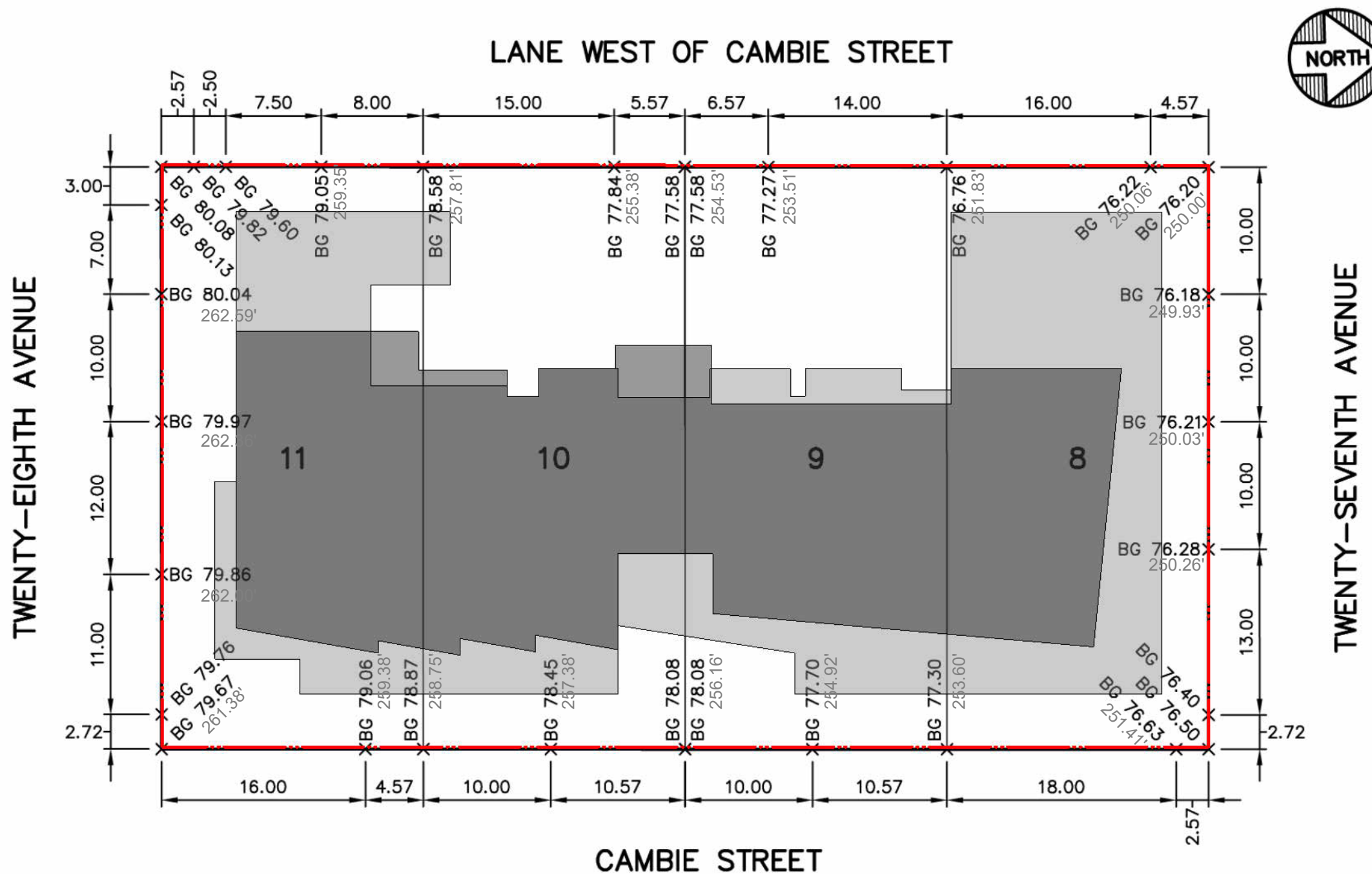
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PROJECT 23-82

SCALE 1/32" = 1'-0"

DATE September 18, 2024

A10-03





LIFESTYLES DESIGNED
LANDSCAPE ARCHITECTURE

MAHSA AZARI
MAHSA@LIFESTYLESDESIGNED.COM
CELL: 778-919-7783

PROJECT:
4333 CAMBIE ST
VANCOUVER, BC

DRAWING DATE:
SEP 16, 2024

DRAWING STAGE:
REZONING

REV	DATE	ISSUED FOR
MARCH 5, 2024	REVIEW W ARCH	INFORMATION
MARCH 8, 2024	REVIEW W ARCH	INFORMATION
MARCH 15, 2024	REZONING PERMIT	REZONING PERMIT
RI	SEP 16, 2024	REZONING PERMIT

LANDSCAPE SITE PLAN

SCALE: 3/64" = 1'-0"



L-I.0IRI

A10-04



WEST 27TH AVE

CAMBIE STREET

WEST 28TH AVE



LANDSCAPE CONCEPT INSPIRATION IMAGES

LEGEND

BC +277.6'	BUILDING GRADE		EXISTING TREES TO BE RETAINED
+278.00'	PROPOSED GRADE		PROPOSED TREES
FG	FINISHED GRADE		
TW	TOP OF WALL		
BW	BOTTOM OF WALL		
R	STAIRS RISERS		

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SUITE ONE
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PROJECT

4333 Cambie Street

Vancouver, BC

Overall Site Plan

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PROJECT 23-82

SCALE 1/32" = 1'-0"

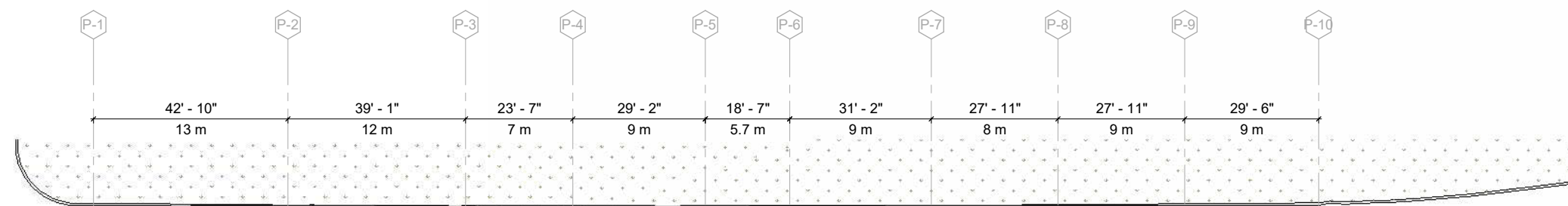
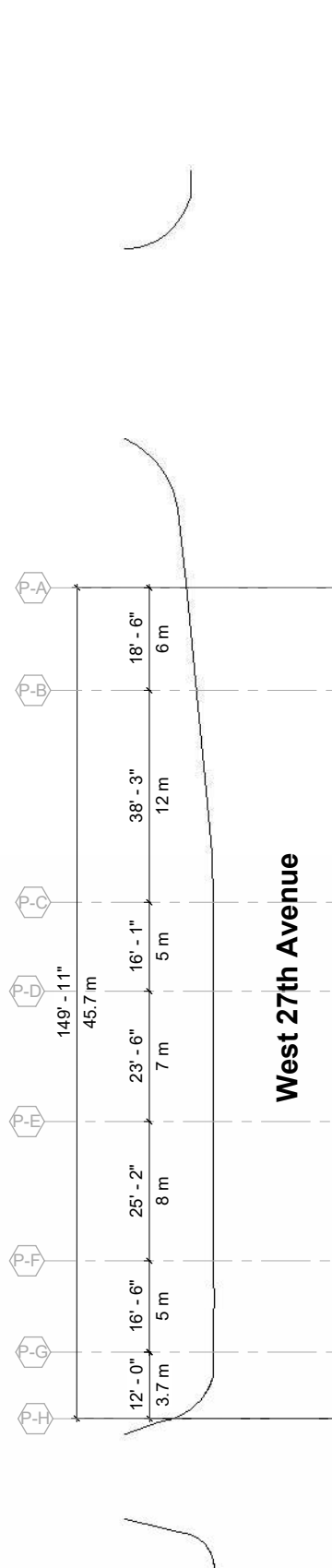
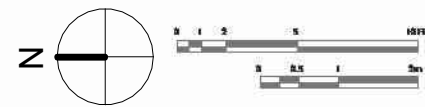
DATE September 18, 2024

A10-05



Legend:

- Property Line
- Setback
- Stepback
- Power Pole
- Main Entrance
- Parkade Access Ramp



West 27th Avenue

West 28th Avenue

Cambie Street

Lane

Residential Main Entrance
Geo: 256'-6"

Commercial Parking Stalls
Loading Geo: 256'-6"

Class B Loading

PARKADE ACCESS RAMP

Power Pole

Power Pole

Bus Stop

12'-0"
3.7 m
Setback

12'-0"
3.7 m
Setback

12'-0"
3.7 m
Setback

12'-0"
3.7 m
Setback

12'-0"
3.7 m
Setback

16'-0"
4.9 m
Stepback

16'-0"
4.9 m
Stepback

16'-0"
4.9 m
Stepback

16'-0"
4.9 m
Stepback

Line of levels 5&6

Line of levels 3&4

Line of levels 5&6

Line of levels 3&4

GR 256.50

3.7 m

3.7 m

3.7 m

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12'-0"

3.7 m

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PROJECT:
4333 CAMBIE ST
VANCOUVER, BC

DRAWING DATE:
SEP 16, 2024

DRAWING STAGE:
REZONING

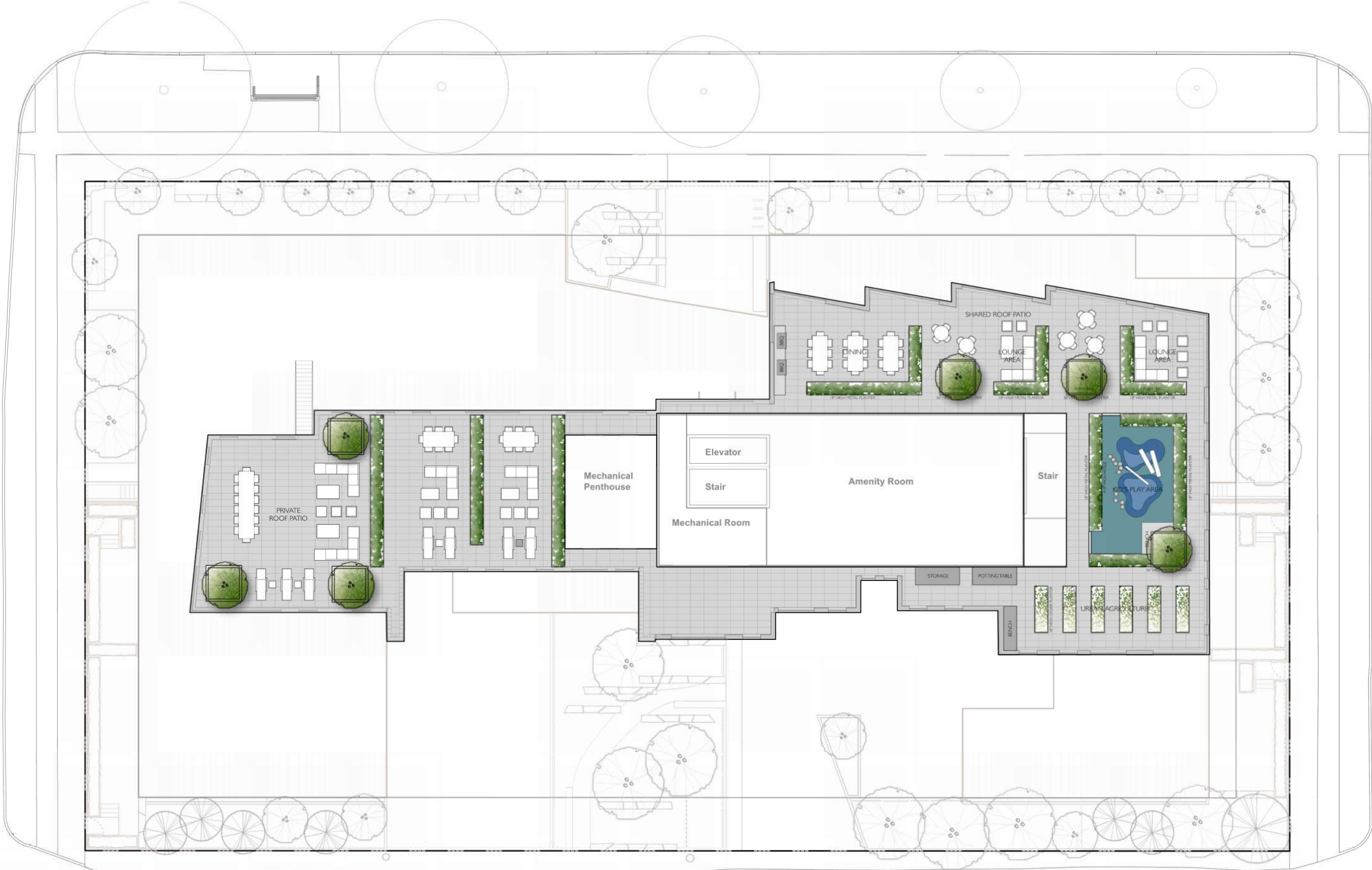
REV	DATE	ISSUED FOR
MARCH 5, 2024	REVIEW W/ ARCH	
MARCH 8, 2024	INFORMATION	
MARCH 15, 2024	REZONING PERMIT	
RI	SEP 16, 2024	REZONING PERMIT

LANDSCAPE
ROOF PLAN

SCALE: 3/64"=1'-0"



L-1.02 RI
A10-06



ROOF CONCEPT INSPIRATION IMAGES

LEGEND

- 85' x 27' 6"
- BUILDING GRADE
- + 278.00' PROPOSED GRADE
- FG FINISHED GRADE
- TW TOP OF WALL
- BW BOTTOM OF WALL
- R STAIRS RISERS
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES

Cambie Street

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SUITE ONE
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PROJECT

4333 Cambie Street

Vancouver, BC

Main Floor Plan - Lower Level 1

Legend

- Not Saleable
- Commercial
- Private Garage
- Townhome
- Townhouse

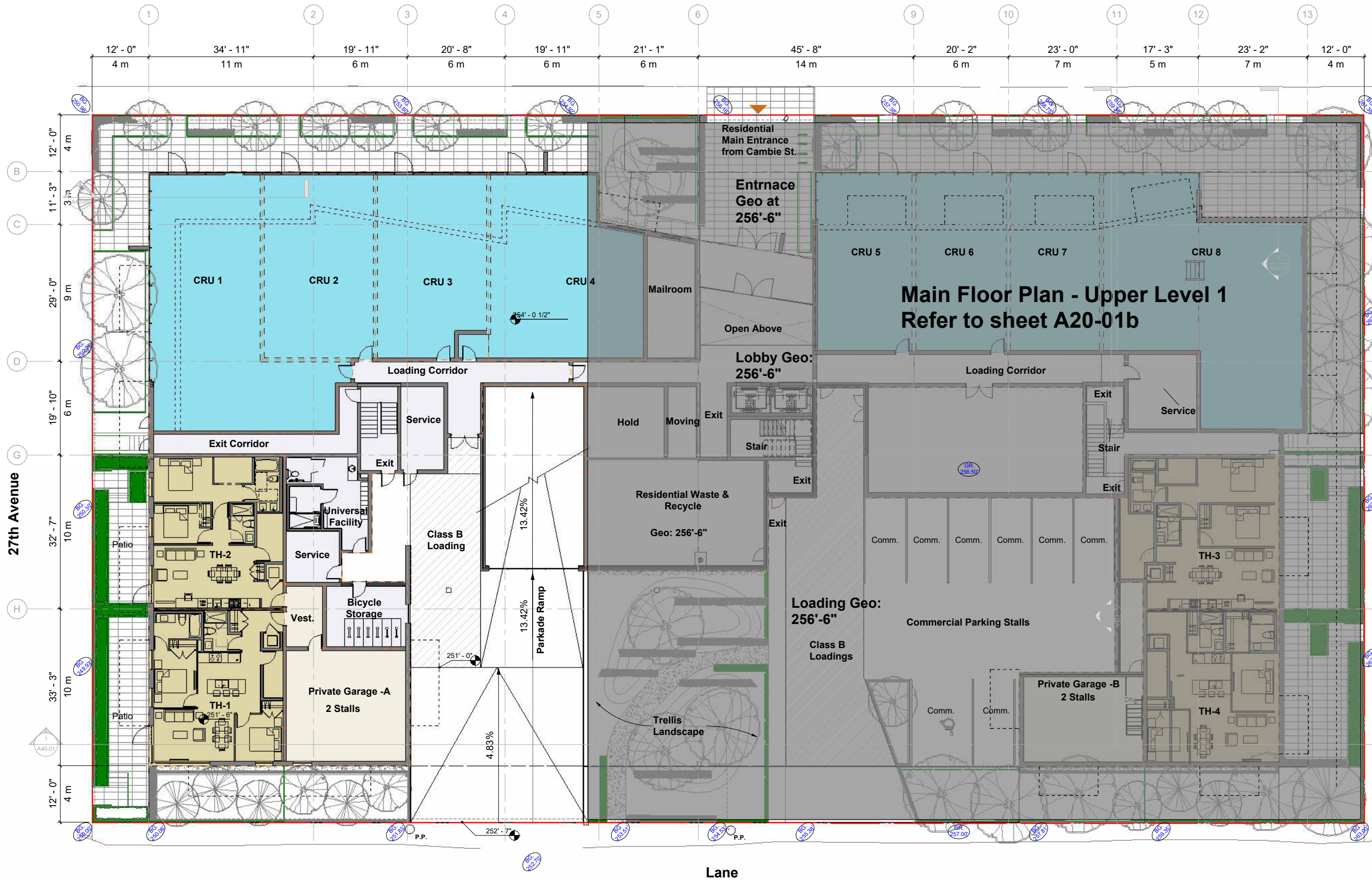
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE September 18, 2024

A20-01a

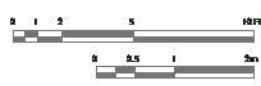
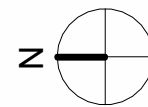


Main Floor Plan - Upper Level 1
Refer to sheet A20-01b

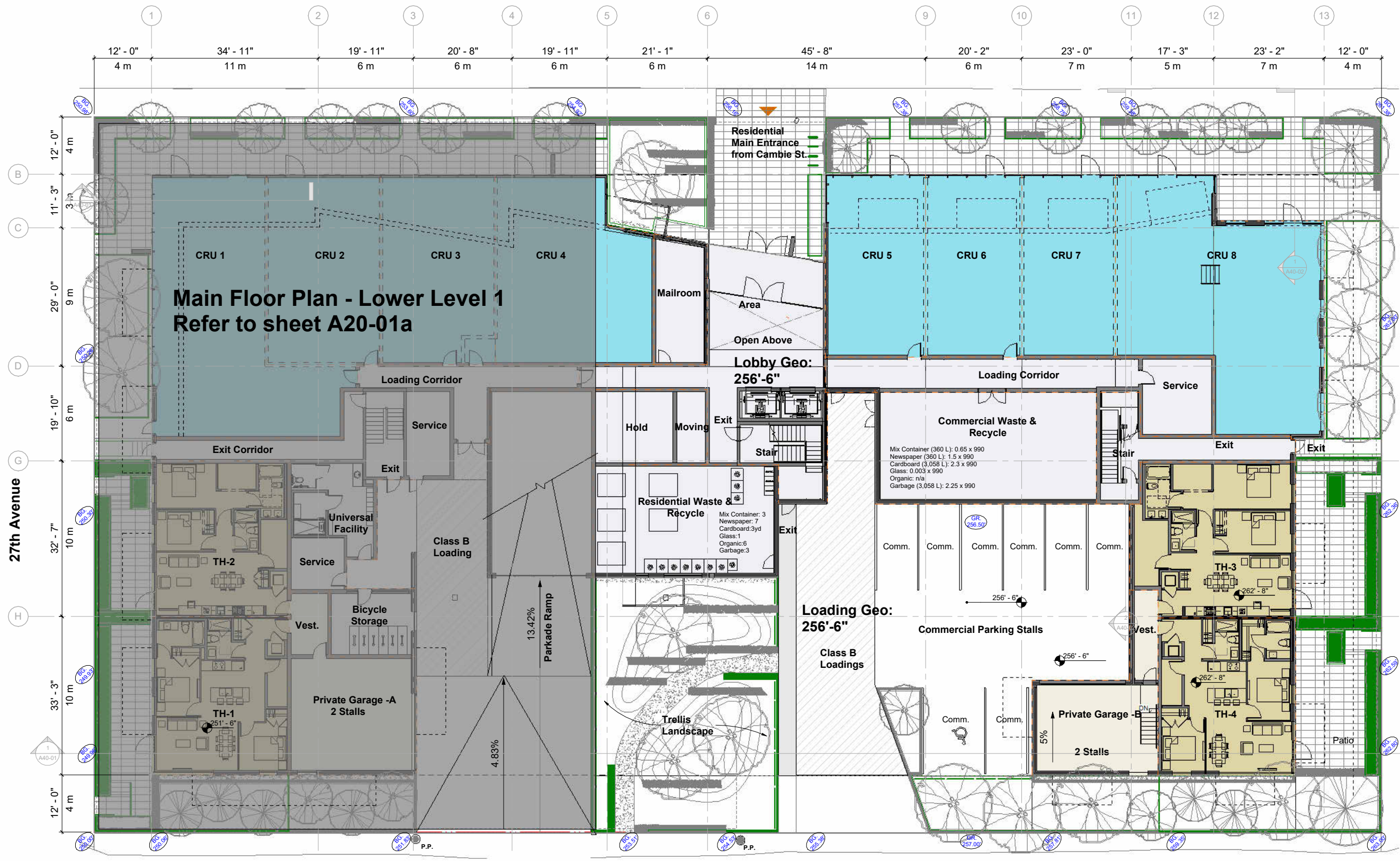
Lobby Geo: 256'-6"

Loading Geo: 256'-6"

Lane



Cambie Street



27th Avenue

28th Avenue

Lane

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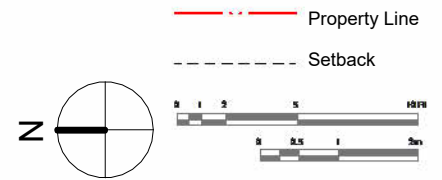
Main Floor Plan - Upper Level 1

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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE September 18, 2024



A20-01b

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4333 Cambie Street

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Main Floor Plan -Level 1

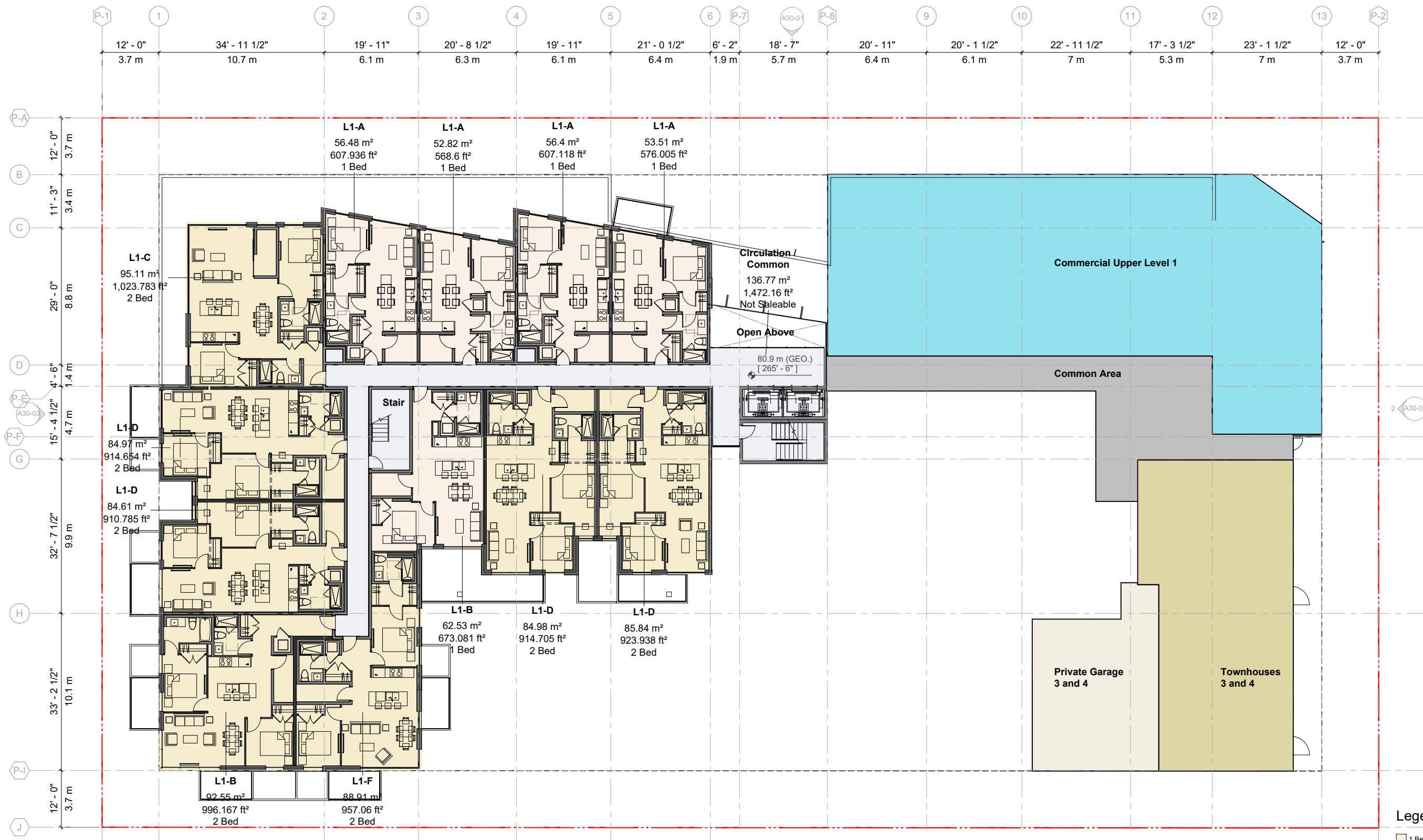
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

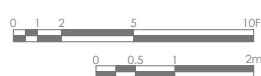
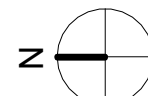
A20-01C



Legend

- 1 Bed
- 2 Bed
- Not Saleable

Property Line
Setback



A30-02



PROJECT

4333 Cambie Street

Vancouver, BC

Second Floor Plan -
Level 2

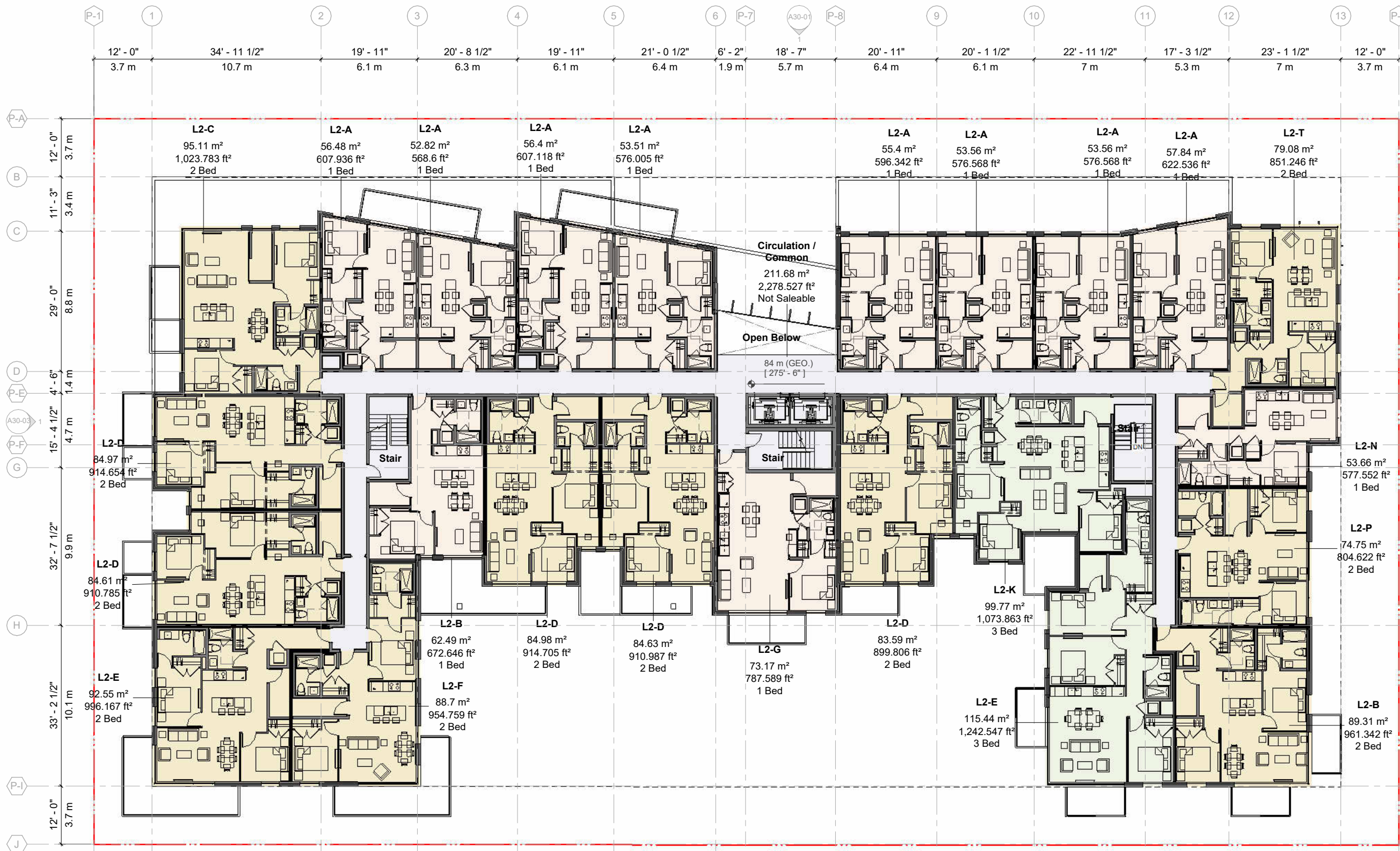
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

A20-02

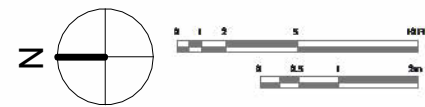


Legend

- 1 Bed
- 2 Bed
- 3 Bed
- Not Saleable

--- Property Line

--- Setback



P.P.

P.P.



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NO. DATE DESCRIPTION
1 September 18, 2024 Issued for Rezoning

PROJECT

4333 Cambie Street

Vancouver, BC

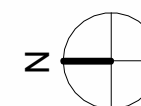
Third Floor Plan - Level 3

Legend

- 1 Bed
- 2 Bed
- 3 Bed
- Not Saleable

Property Line

Setback

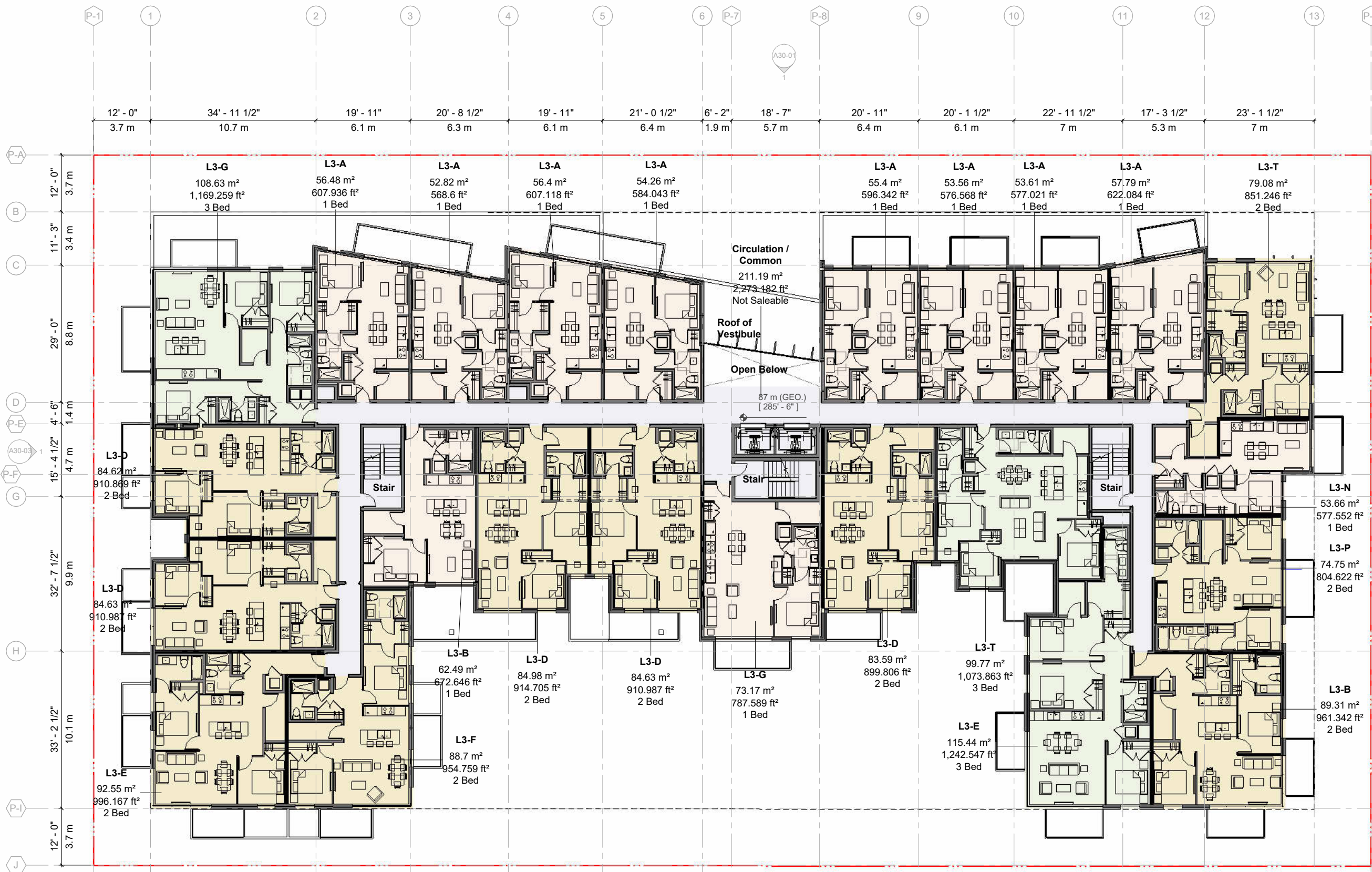


PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

A20-03



A30-02

A30-01

A30-03

A30-03

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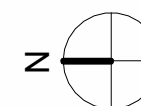
Fourth Floor Plan - Level
4

Legend

- 1 Bed
- 2 Bed
- 3 Bed
- Not Saleable

Property Line

Setback



PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

A20-04



Circulation /
Common
192.94 m²
2,076.837 ft²
Not Saleable

Roof
90.1 m (GEO.)
[295' - 6"]

Stair

Stair

Stair

A30-03

A30-02

P-1 1 2 3 4 5 6 P-7 A30-01 P-8 9 10 11 12 13 P-2

12' - 0" 34' - 11 1/2" 19' - 11" 20' - 8 1/2" 19' - 11" 21' - 0 1/2" 6' - 2" 18' - 7" 20' - 11" 20' - 1 1/2" 22' - 11 1/2" 17' - 3 1/2" 23' - 1 1/2"
3.7 m 10.7 m 6.1 m 6.3 m 6.1 m 6.4 m 1.9 m 5.7 m 6.4 m 6.1 m 7 m 5.3 m 7 m

12' - 0" 11' - 3" 29' - 0" 4' - 6" 15' - 4 1/2" 32' - 7 1/2" 33' - 2 1/2" 12' - 0"
3.7 m 3.4 m 8.8 m 1.4 m 4.7 m 9.9 m 10.1 m 3.7 m

L4-G 109.22 m² 1,175.606 ft² 3 Bed
L4-A 55.34 m² 595.689 ft² 1 Bed
L4-D 85.24 m² 917.547 ft² 2 Bed
L4-D 86.43 m² 930.302 ft² 2 Bed
L4-A 60.43 m² 650.479 ft² 1 Bed
L4-A 58.26 m² 627.126 ft² 1 Bed
L4-A 58.09 m² 625.27 ft² 1 Bed
L4-A 57.84 m² 622.608 ft² 1 Bed
L4-P 79.07 m² 851.153 ft² 2 Bed

L4-A 56.83 m² 611.689 ft² 1 Bed
L4-A 56.83 m² 611.689 ft² 1 Bed
L4-F 106.7 m² 1,148.499 ft² 2 Bed

L4-B 61.73 m² 664.428 ft² 1 Bed
L4-D 84.98 m² 914.705 ft² 2 Bed
L4-D 84.54 m² 909.959 ft² 2 Bed
L4-G 73.24 m² 788.303 ft² 1 Bed
L4-D 84.71 m² 911.809 ft² 2 Bed
L4-K 96.8 m² 1,041.911 ft² 2 Bed

L4-M 59 m² 635.028 ft² 1 Bed
L4-D 87.75 m² 944.565 ft² 2 Bed
L4-U 119.65 m² 1,287.922 ft² 3 Bed

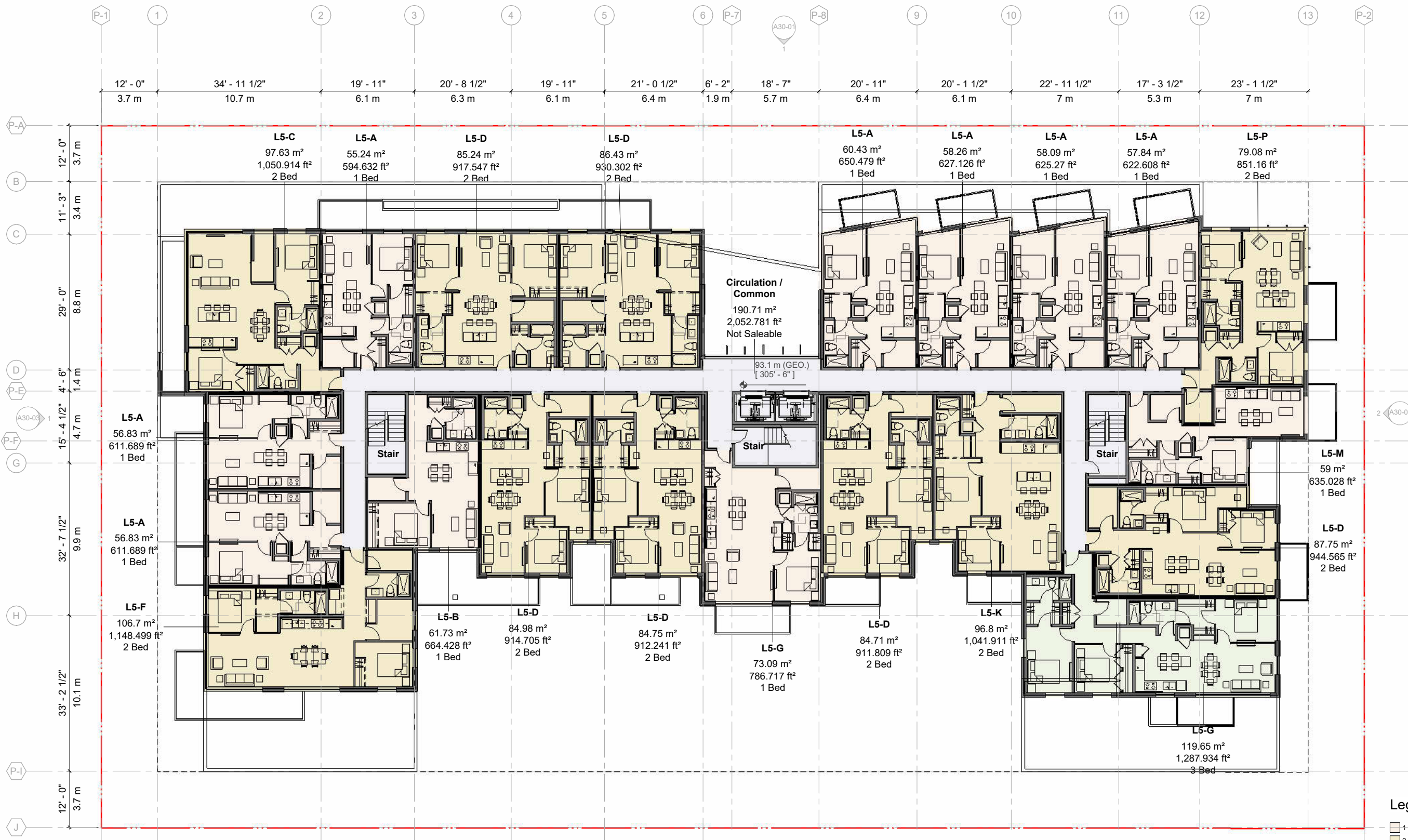


PROJECT

4333 Cambie Street

Vancouver, BC

Fifth Floor Plan - Level 5

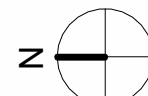


Circulation / Common
190.71 m²
2,052.781 ft²
Not Saleable

Legend

- 1 Bed
- 2 Bed
- 3 Bed
- Not Saleable

- Property Line
- Setback



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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

A20-05



PROJECT

4333 Cambie Street

Vancouver, BC

Sixth Floor Plan - Level 6

Legend

- 1 Bed
- 2 Bed
- 3 Bed
- Not Saleable

Property Line

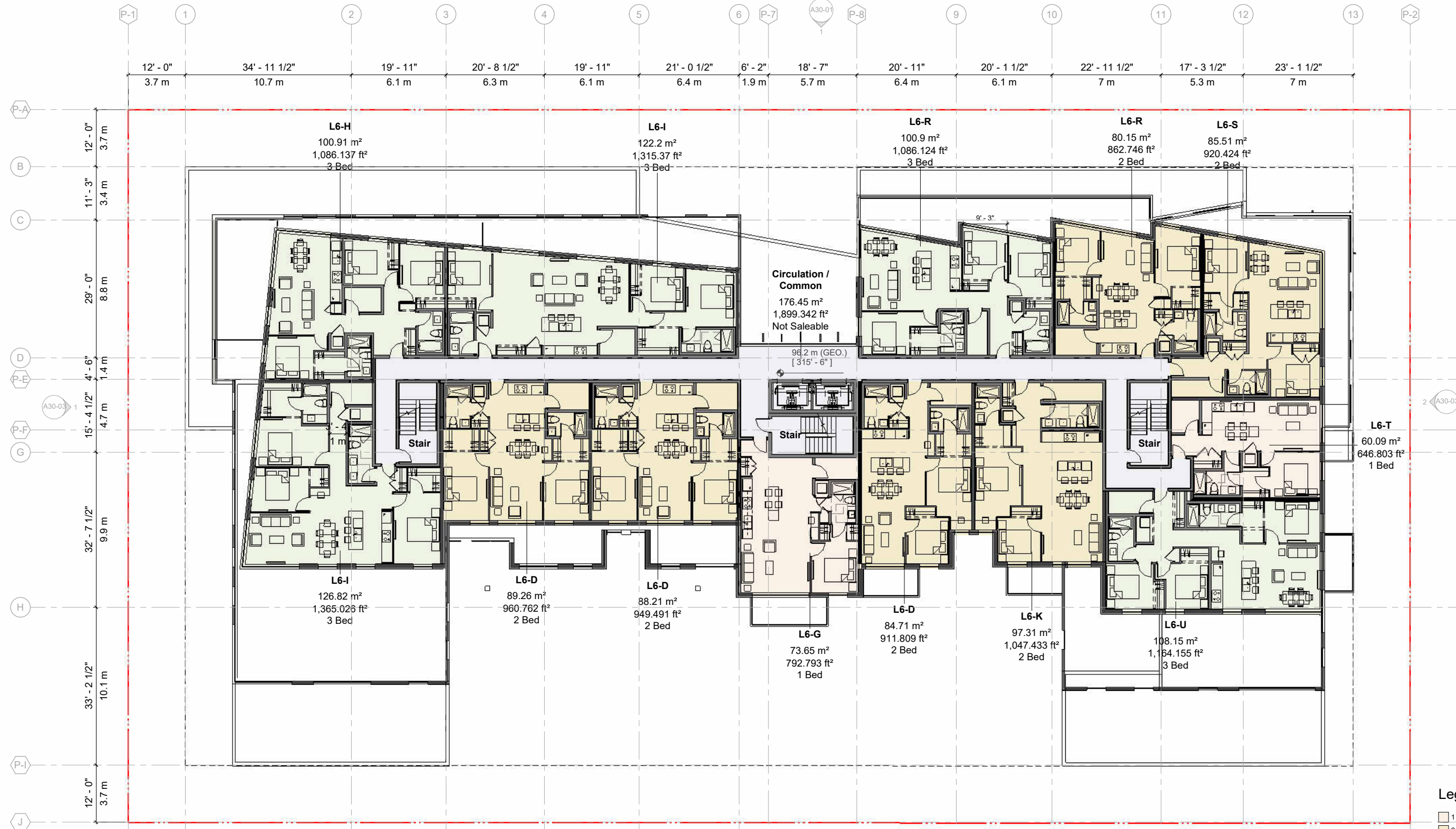
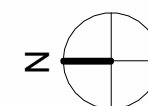
Setback

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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024



A20-06

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PROJECT

4333 Cambie Street

Vancouver, BC

Seventh Floor Plan -
Level 7

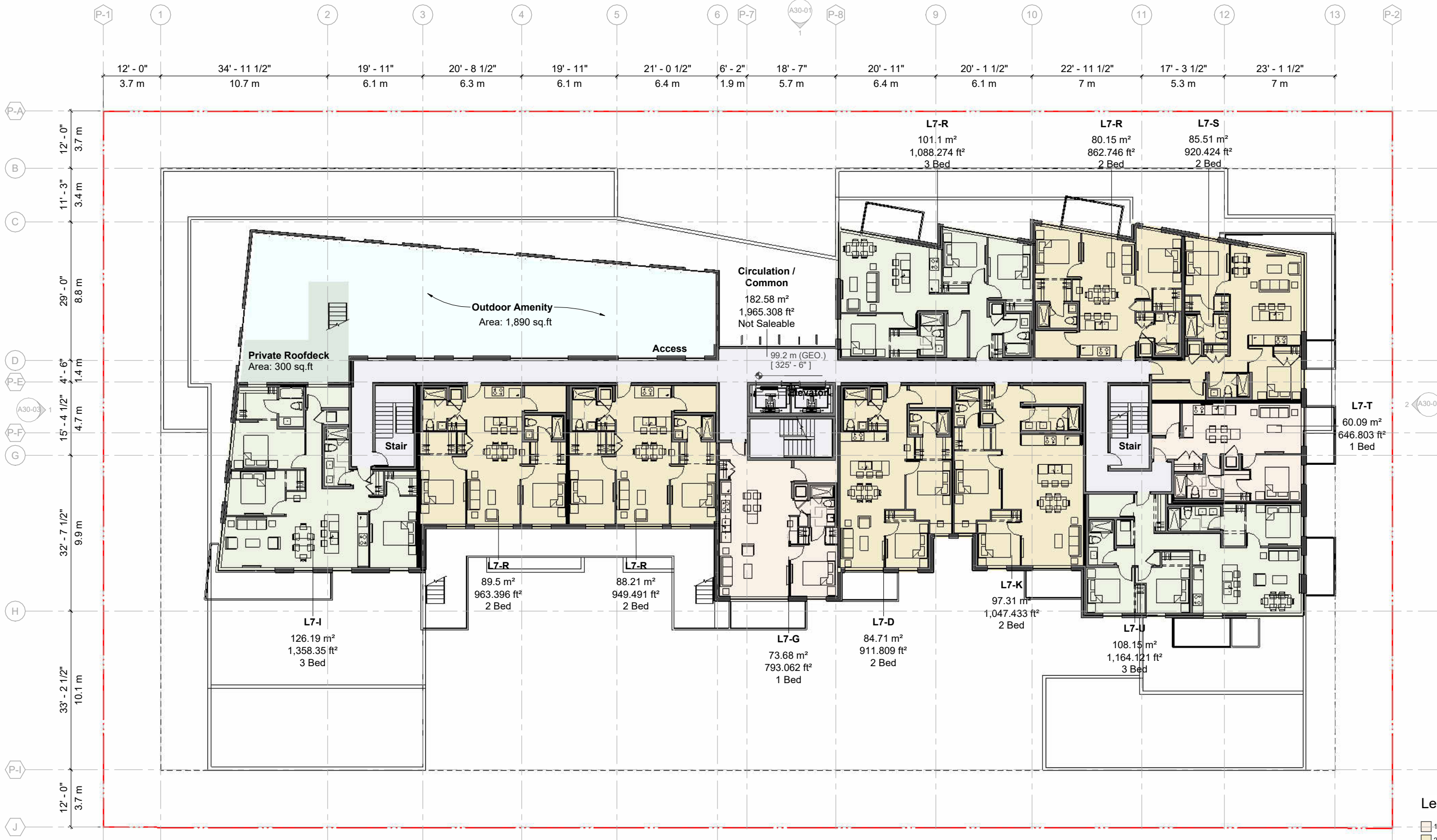
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE June 26, 2024

A20-07

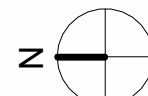


Legend

- 1-Bed
- 2-Bed
- 3-Bed
- Not Saleable

Property Line

Setback





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PROJECT
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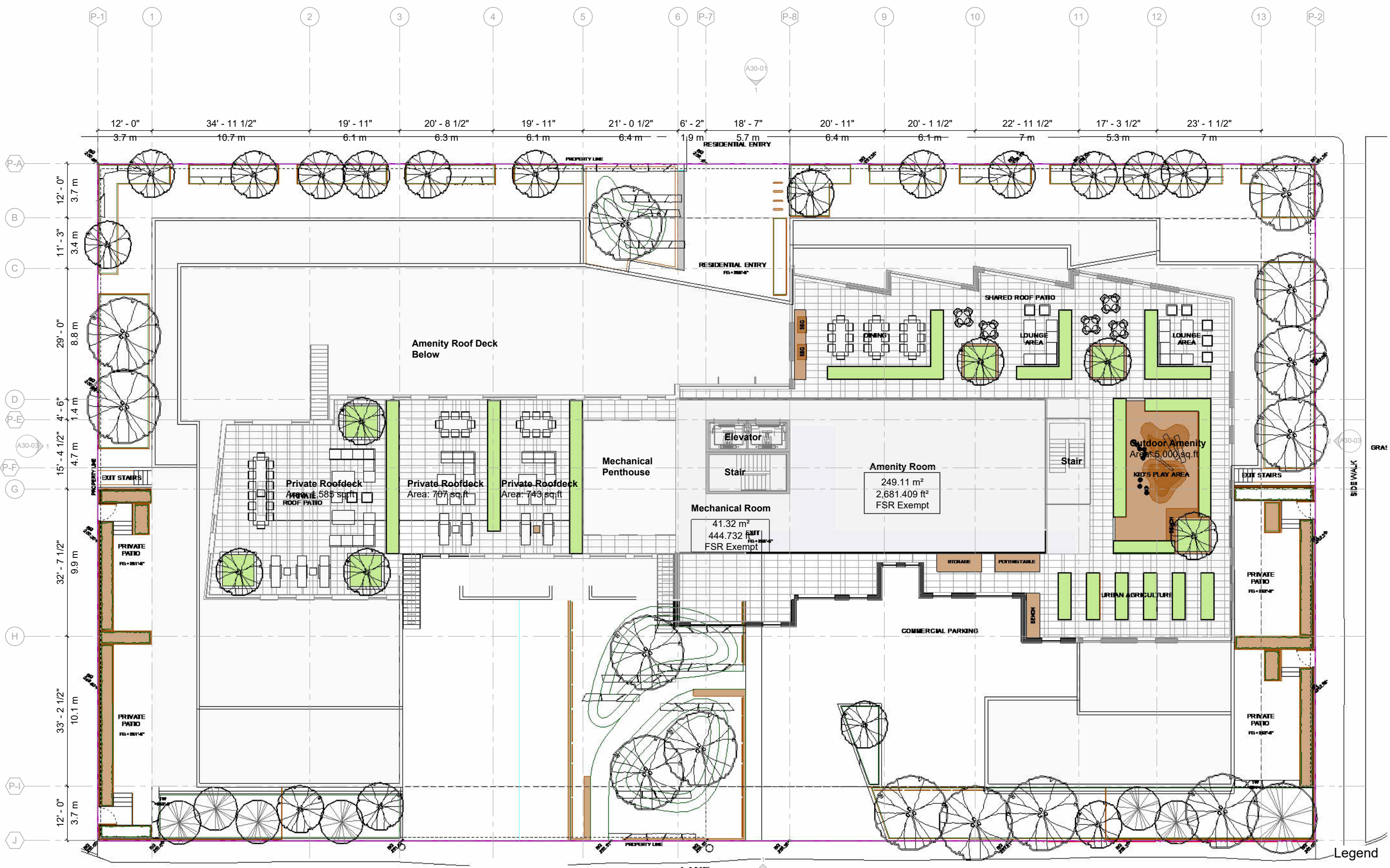
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Penthouse

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PROJECT	23-82
SCALE	3/64" = 1'-0"
DATE	June 26, 2024

A20-08

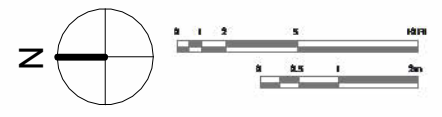


Legend

Not Saleable

Property Line

Setback



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PROJECT

4333 Cambie Street

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Parkade Level P1 Floor Plan

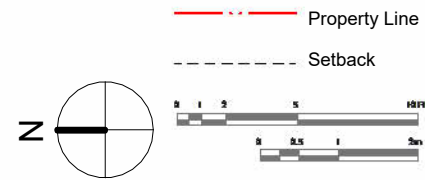
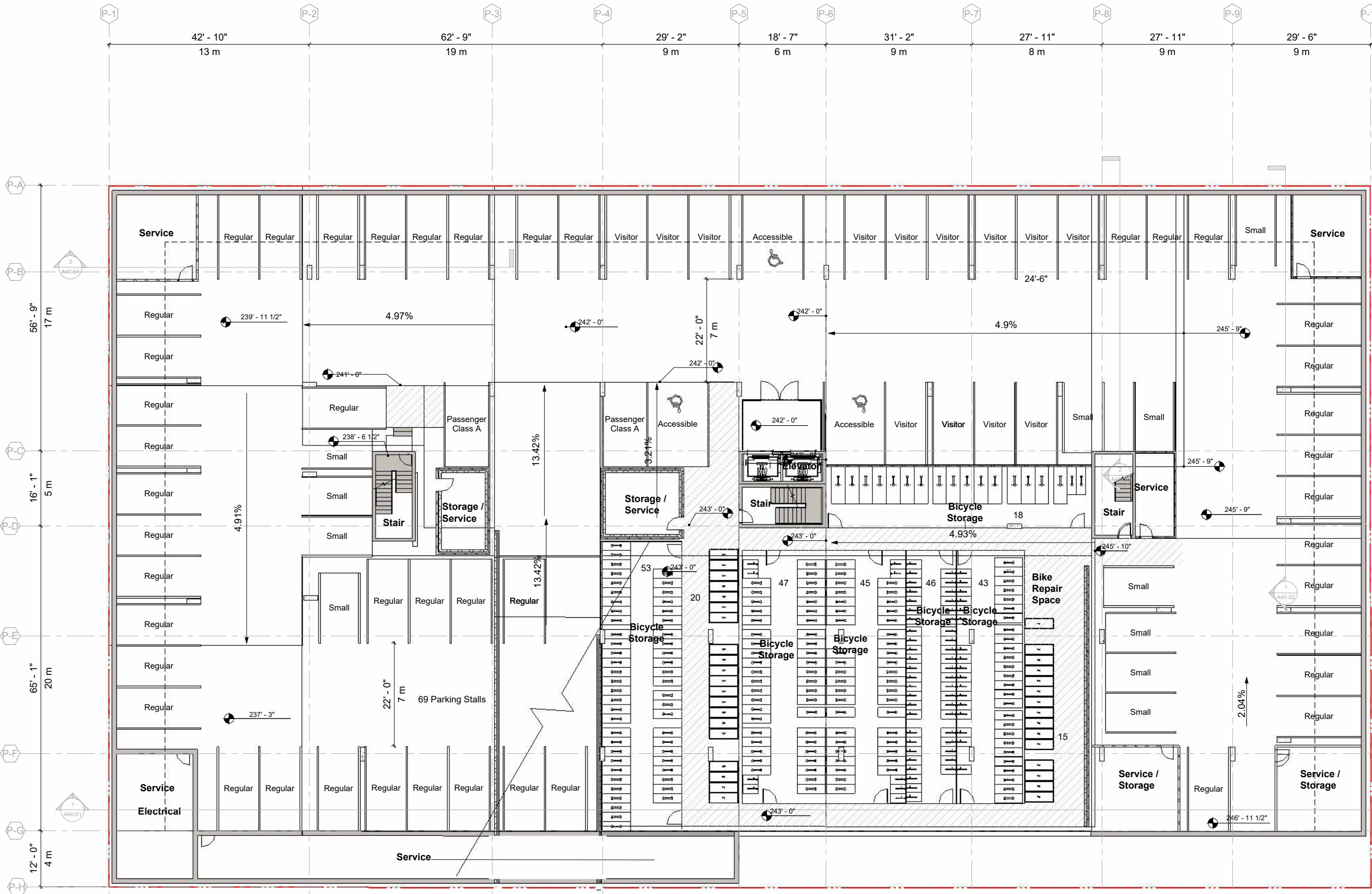
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE September 18, 2024

A20-P1



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PROJECT

4333 Cambie Street

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Parkade Level P2 Floor Plan

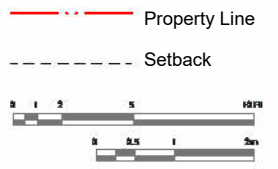
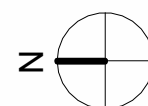
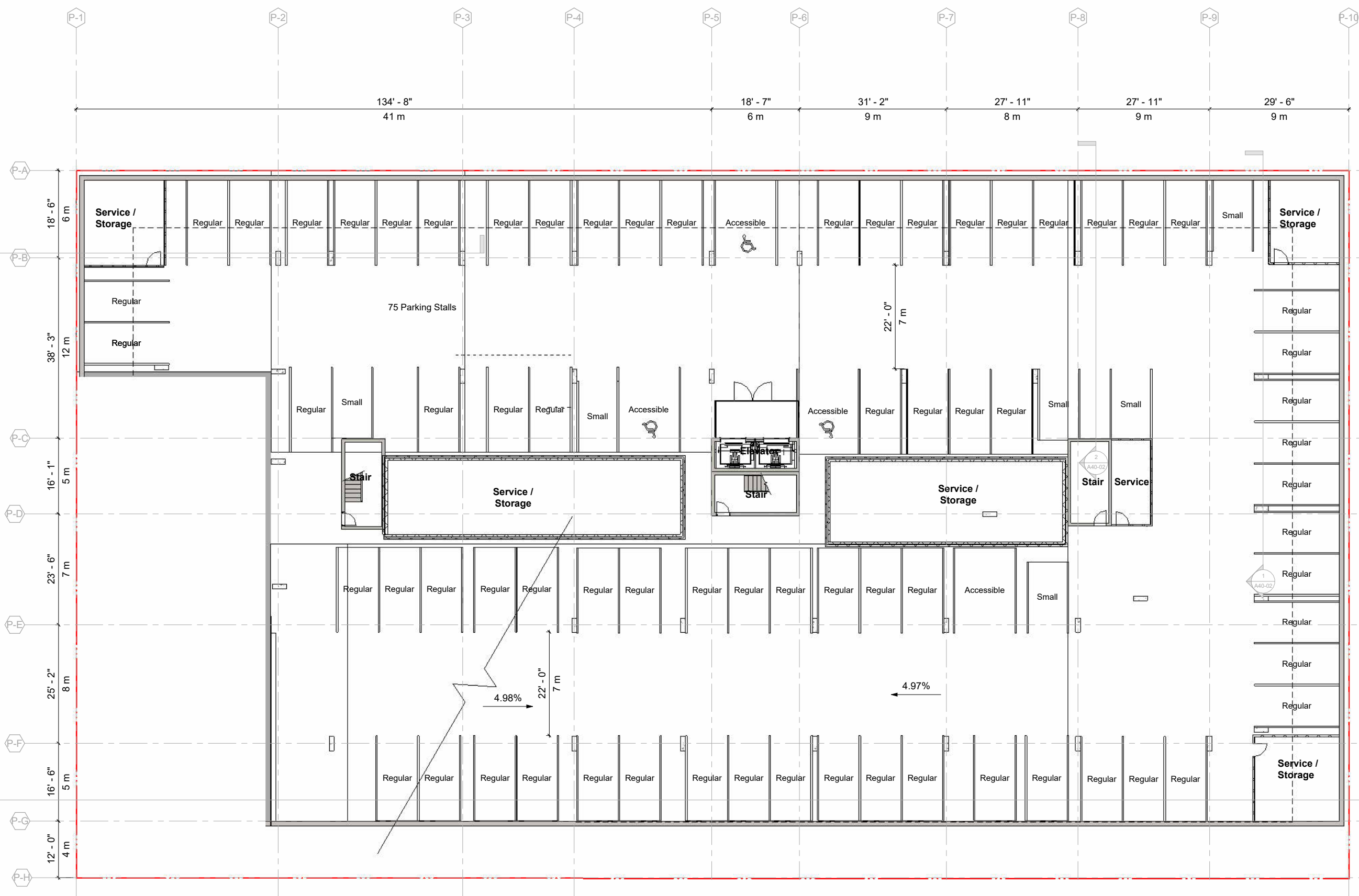
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PROJECT 23-82

SCALE 3/64" = 1'-0"

DATE September 18, 2024

A20-P2



Property Line
Setback

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NO.	DATE	DESCRIPTION
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East Elevation
3/64" = 1'-0"

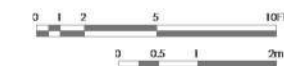
Material Legend

Mark	Material Description	Colour
1	Glazing System 1 - Window Wall - Vision Glass Panel	Clear
2	Glazing System 2 - Window Wall - Vision Glass Panel	Tinted Gray
3	Glazing System 3 - Curtain Wall - Vision Glass Panel	Tinted Dark Gray
4	Aluminum Composite Panel - Alucobond	Alabaster White
5	Aluminum Composite Panel - Alucobond	Basalt Gray
6	Architectural Battens	Wood Look
7	Balcony Railing - Type 1	Clear Glazing
8	Balcony Railing - Type 2	Baluster Railing - Wood Look
9	Balcony Railing - Type 3	Retractable Glass

Note: This design includes the option to incorporate retractable glass balconies to enhance livability, which is subject to approval by the City.

Property Line

Setback



PROJECT

4333 Cambie Street

Vancouver, BC

East Elevation

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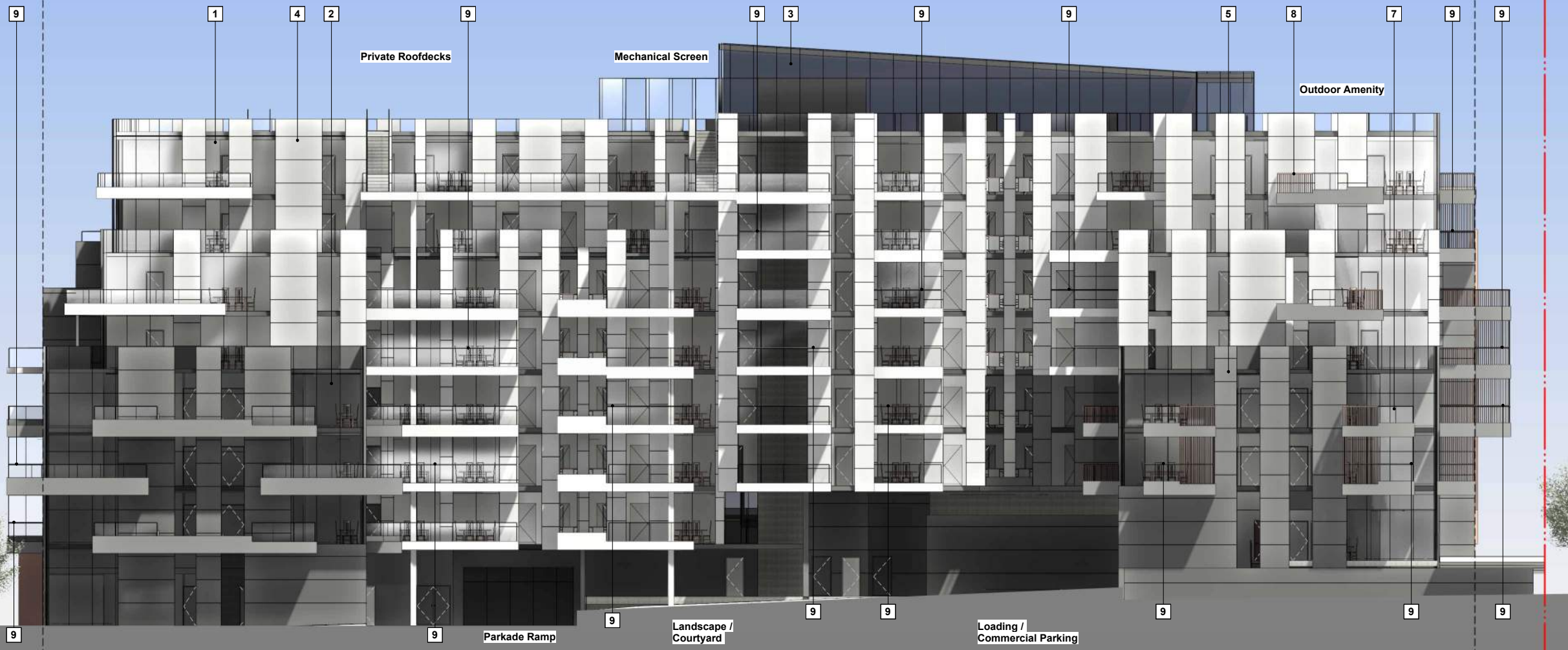
PROJECT 23-82

SCALE As indicated

DATE September 18, 2024

A30-01





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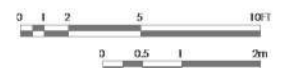
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Property Line

Setback



PROJECT

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West Elevation

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PROJECT 23-82

SCALE As indicated

DATE September 18, 2024

West Elevation
3/64" = 1'-0"

Material Legend

Mark	Material Description	Colour
1	Glazing System 1 - Window Wall - Vision Glass Panel	Clear
2	Glazing System 2 - Window Wall - Vision Glass Panel	Tinted Gray
3	Glazing System 3 - Curtain Wall - Vision Glass Panel	Tinted Dark Gray
4	Aluminum Composite Panel - Alucobond	Alabaster White
5	Aluminum Composite Panel - Alucobond	Basalt Gray
6	Architectural Battens	Wood Look
7	Balcony Railing - Type 1	Clear Glazing
8	Balcony Railing - Type 2	Baluster Railing - Wood Look
9	Balcony Railing - Type 3	Retractable Glass

Note: This design includes the option to incorporate retractable glass balconies to enhance livability, which is subject to approval by the City.



A30-02



South East View



South Elevation
3/64" = 1'-0"

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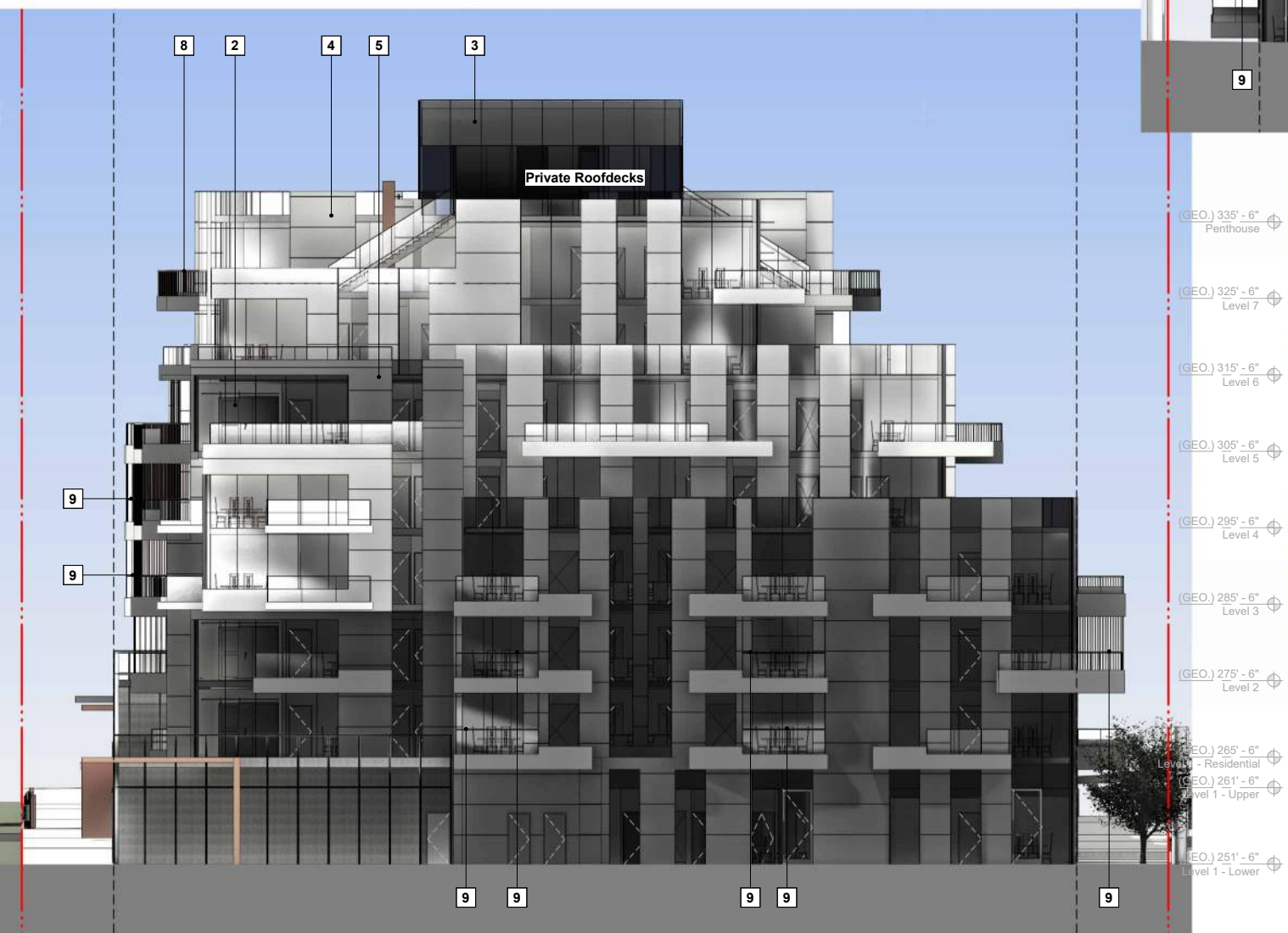
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North Elevation
3/64" = 1'-0"



North East View

Mark	Material Description	Colour
1	Glazing System 1 - Window Wall - Vision Glass Panel	Clear
2	Glazing System 2 - Window Wall - Vision Glass Panel	Tinted Gray
3	Glazing System 3 - Curtain Wall - Vision Glass Panel	Tinted Dark Gray
4	Aluminum Composite Panel - Alucobond	Alabaster White
5	Aluminum Composite Panel - Alucobond	Basalt Gray
6	Architectural Battens	Wood Look
7	Balcony Railing - Type 1	Clear Glazing
8	Balcony Railing - Type 2	Baluster Railing - Wood Look
9	Balcony Railing - Type 3	Retractable Glass

Note: This design includes the option to incorporate retractable glass balconies to enhance livability, which is subject to approval by the City.

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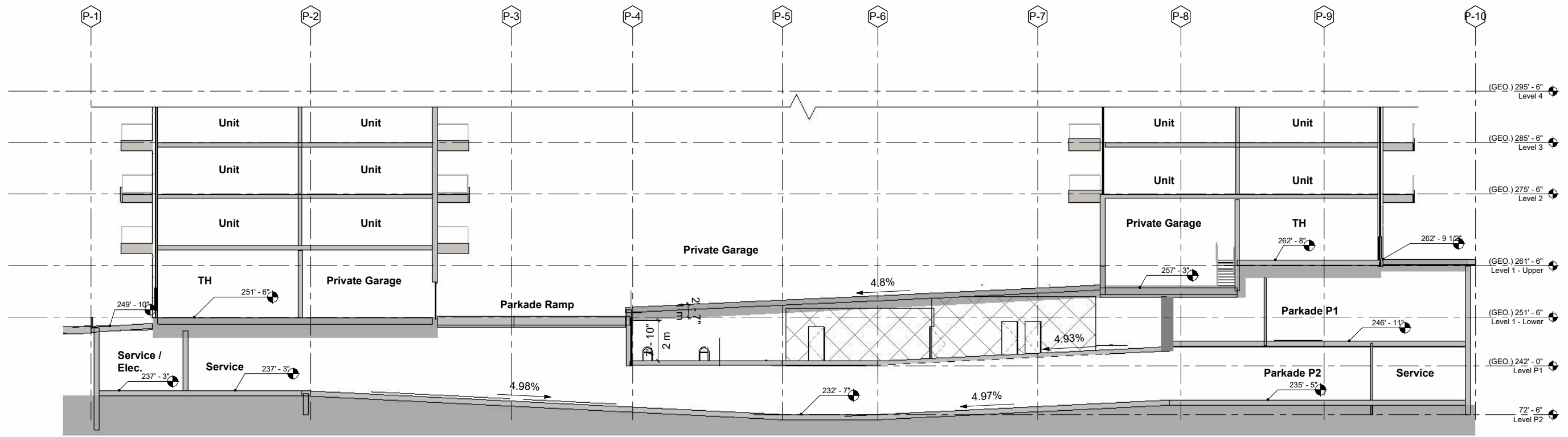
Vancouver, BC

North and South Elevations

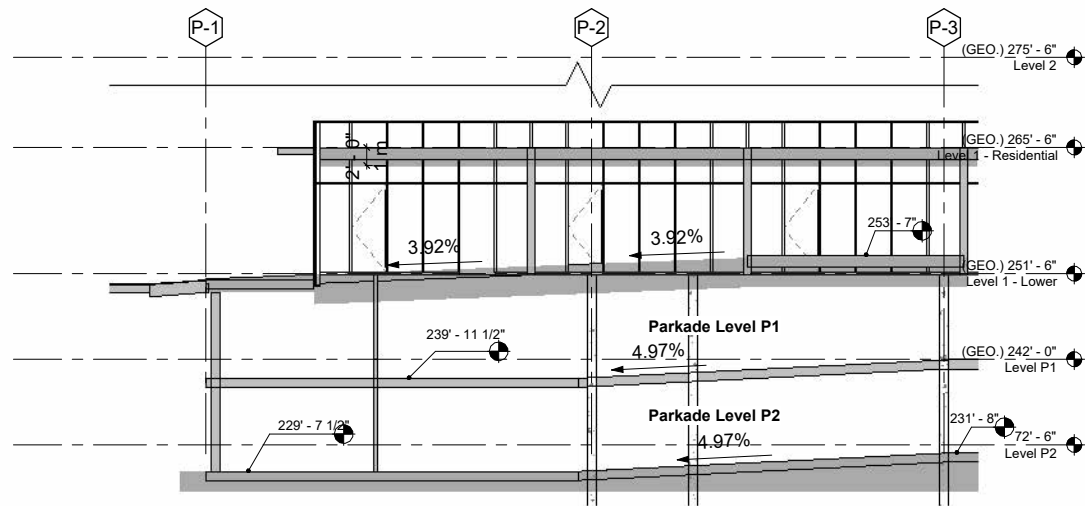
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PROJECT 23-82
SCALE As indicated
DATE September 18, 2024

A30-03



1 Section 47
3/64" = 1'-0"



2 Section 48
3/64" = 1'-0"



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Sections

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PROJECT 23-82
 SCALE 3/64" = 1'-0"
 DATE September 18, 2024

A40-01

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PROJECT

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Sections

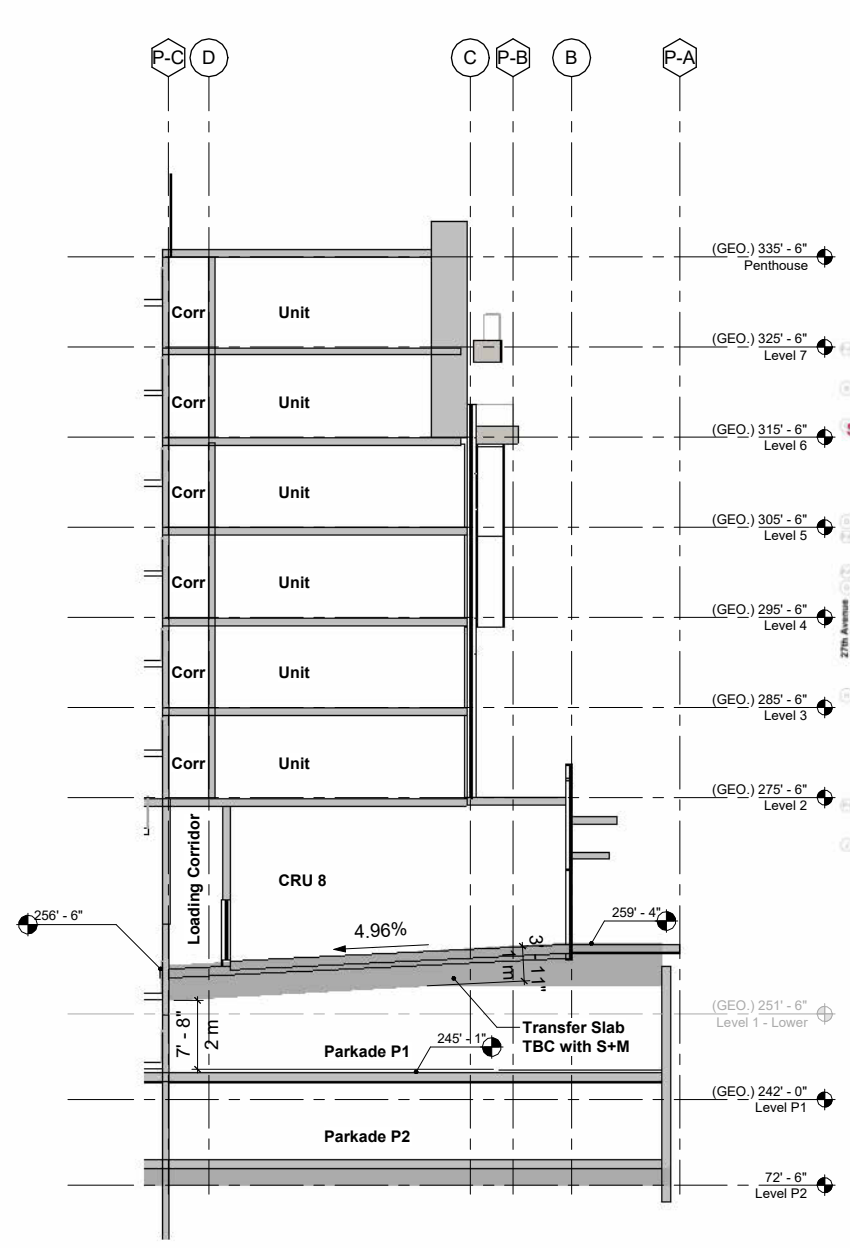
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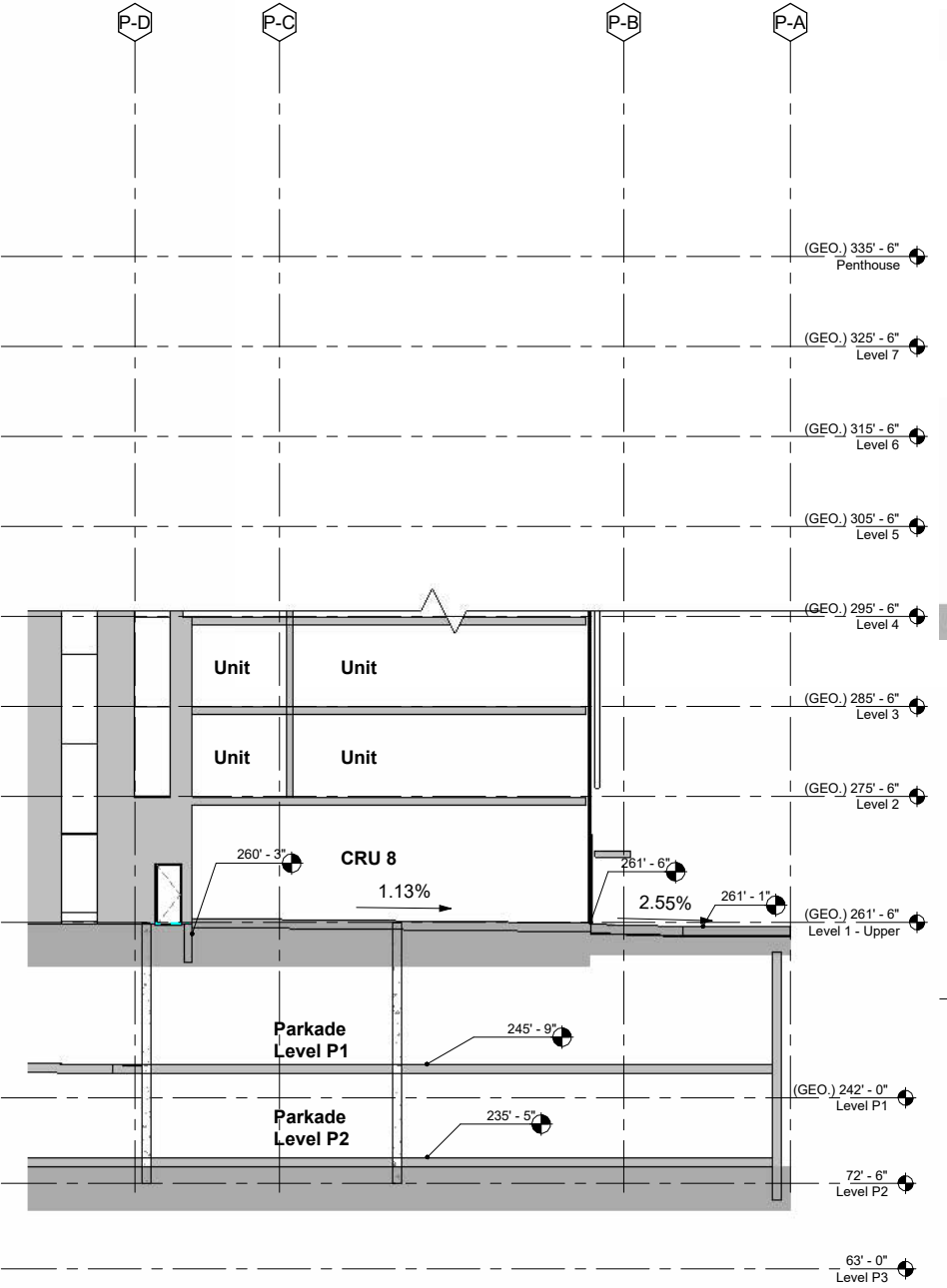
SCALE 3/64" = 1'-0"

DATE September 18, 2024

A40-02



2 Section 46
3/64" = 1'-0"



1 Section 45
3/64" = 1'-0"