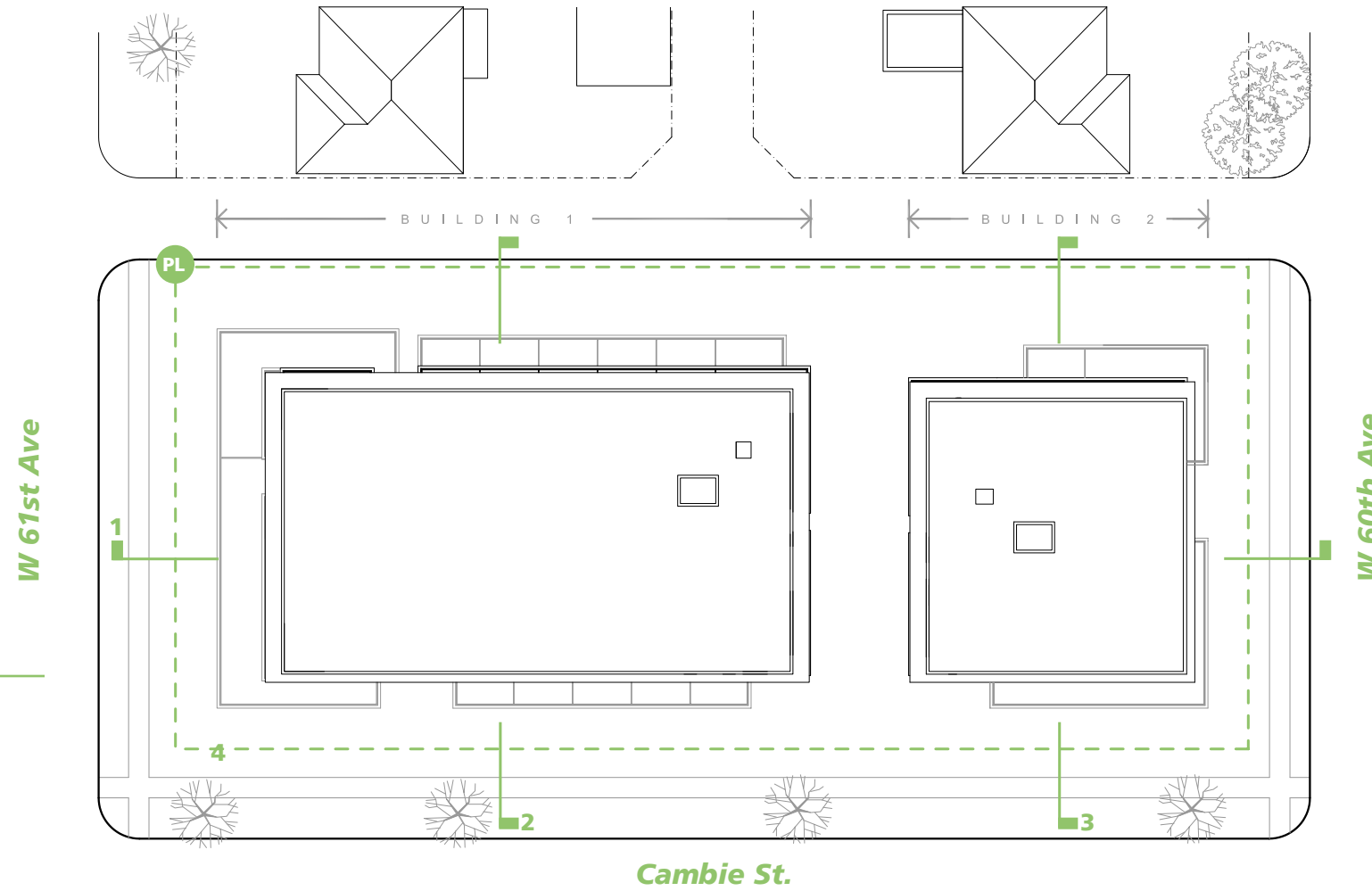
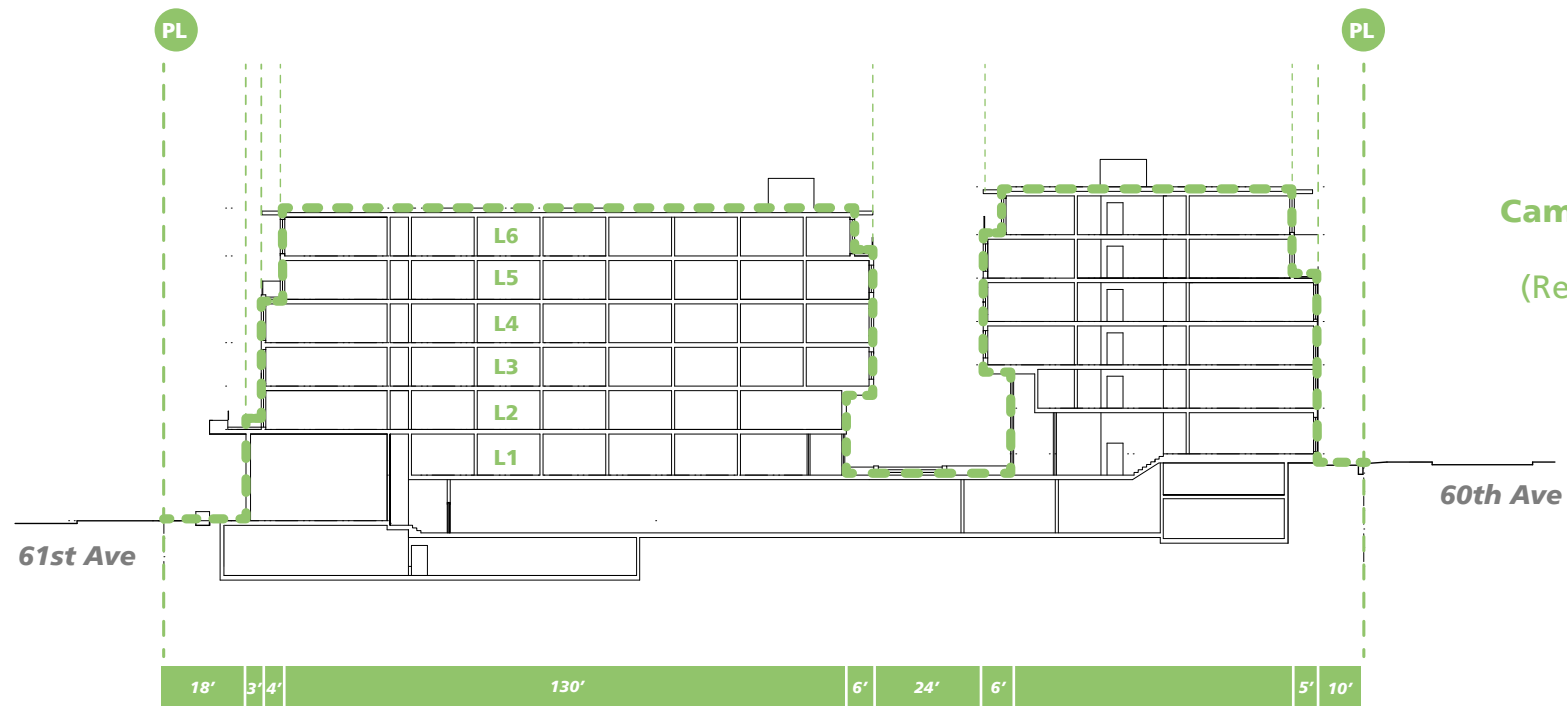


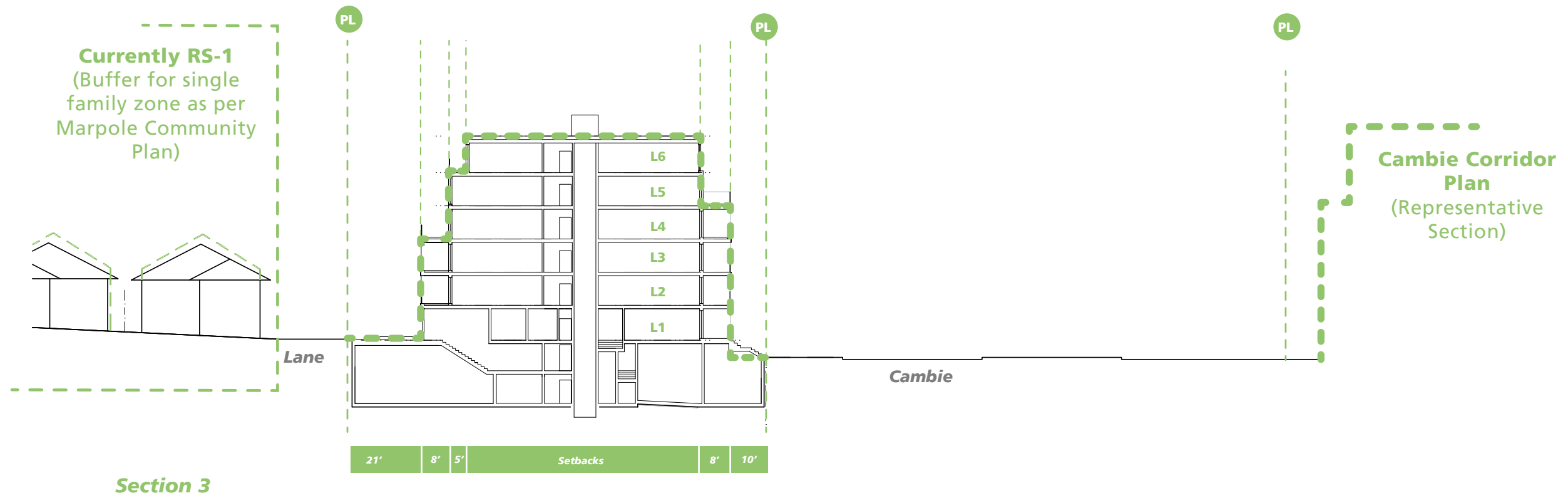
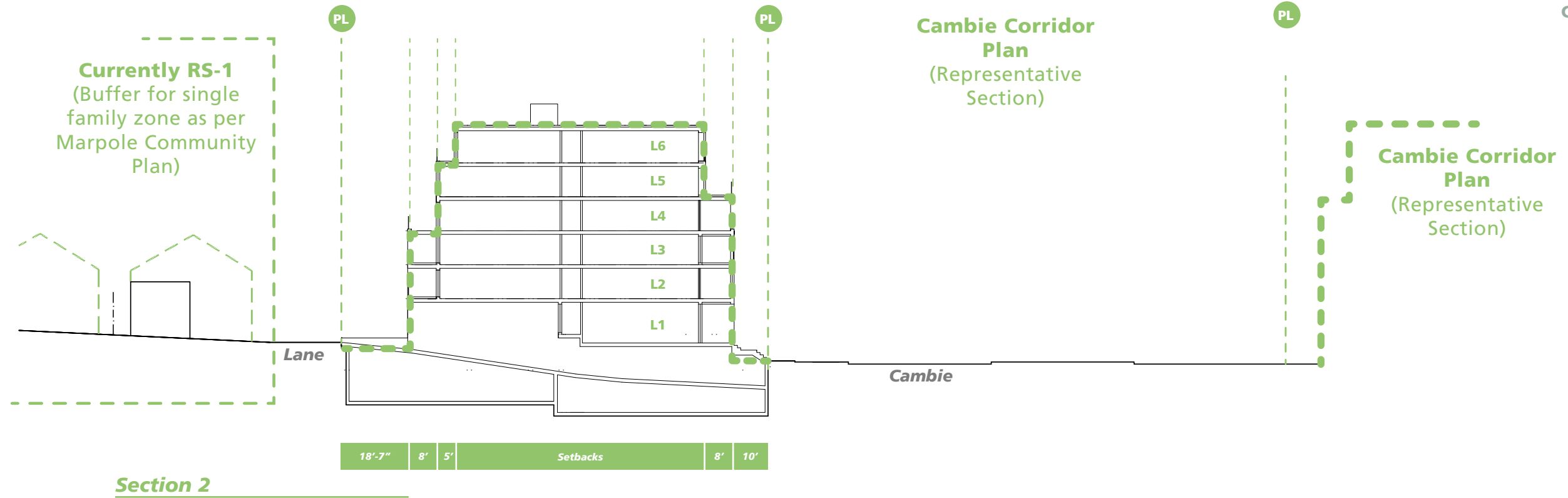
Key Plan



Section 1



Cambie Corridor
Plan
(Representative
Section)



1.0 Building Height
Allowed **Proposed**

6 Storeys —> 6 Storeys

2.0 Commercial Retail Spaces
Allowed **Proposed**

Not supported in this area —> None

3.0 Building Stepbacks and Street Wall
Recommended **Proposed**

8 - 12' at L4 facing Cambie. —> 8' at L4 along Cambie

Transitional scale to the lane as per Representative Section (section 4.54) —> 8' at L3
5' at L5

Building steps and shoulders should wrap to flanking elevations Building steps and shoulders wrap to flanking elevations.

4.0 Building Setbacks
Recommended **Proposed**

10 - 15' —> 10' - 18' along Cambie.
10' - 15' at 60th Ave.
18' at 61st

5.0 Building Frontage
Allowed **Proposed**

150 ft. maximum frontage —> 145 ft.

6.0 Separation Between Buildings
Allowed **Proposed**

24 ft. minimum —> 36' at base, 24' at L3-L5, 32' at L6

7.0 Relationship to Finished Grade and Public Realm
Recommended **Proposed**

Needs to careful consideration to respond to existing site topography. Singular retaining walls should be avoided. —> Landscape walls are carefully articulated as a participating architectural feature that defines the edge of the building and reveal the topography of the site.

Continuous parking structures should not be evident above natural grade.

Patio entrances from the public realm should be accommodated —> Patio entrances from the street are provided.

8.0 Entrances and Aspect
Recommended **Proposed**

Buildings should include separate units with individual entrances facing the street. —> Ground oriented units (mostly family units) are provided along the east, north and west perimeter of the building.

Building Entrances should be clearly recognizable and should be appropriately scaled to the street and neighbourhood. —> The main entrance to both buildings is located in the communal courtyard. Locating the entrance, as well as the amenity space, at this point helps animate the entry

8.0 Parking
Allowed **Proposed**

Should be accessed from the lane. Underground and not visible from the street. —> Parking is provided underground and accessed from the lane at the lower end of the site to minimize its impact on the perimeter of the building.