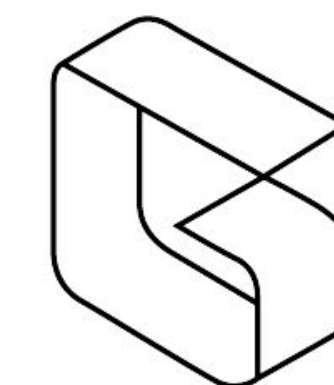
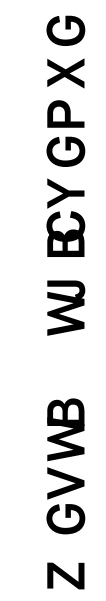
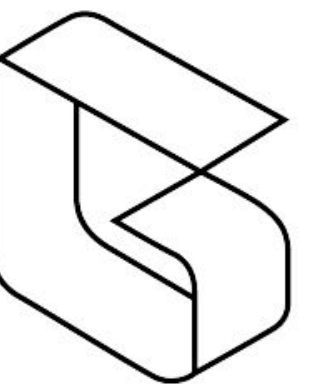


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RTQLGEVB		
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FTCY K0 B0WGB		
O GbbCPH0B0XGNRNP		
UECNB 5 B 004 4		UJ 00V0Q0B
FCVGB 50 49 5.		C6[50
FTCY PB V0		
EJ GEMFB B	RTQLFP0B 5046	





A circle with a horizontal radius pointing to the right. Two other radii originate from the center, one pointing up and to the left, and the other pointing down and to the left, such that the angle between these two radii is 60 degrees.

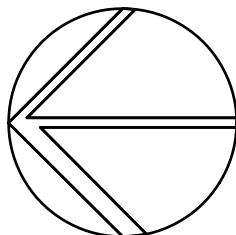


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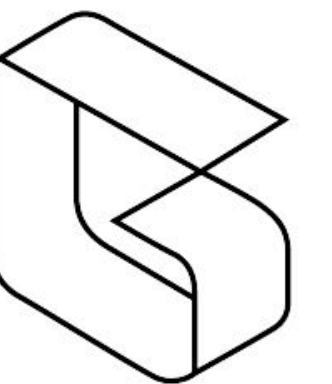
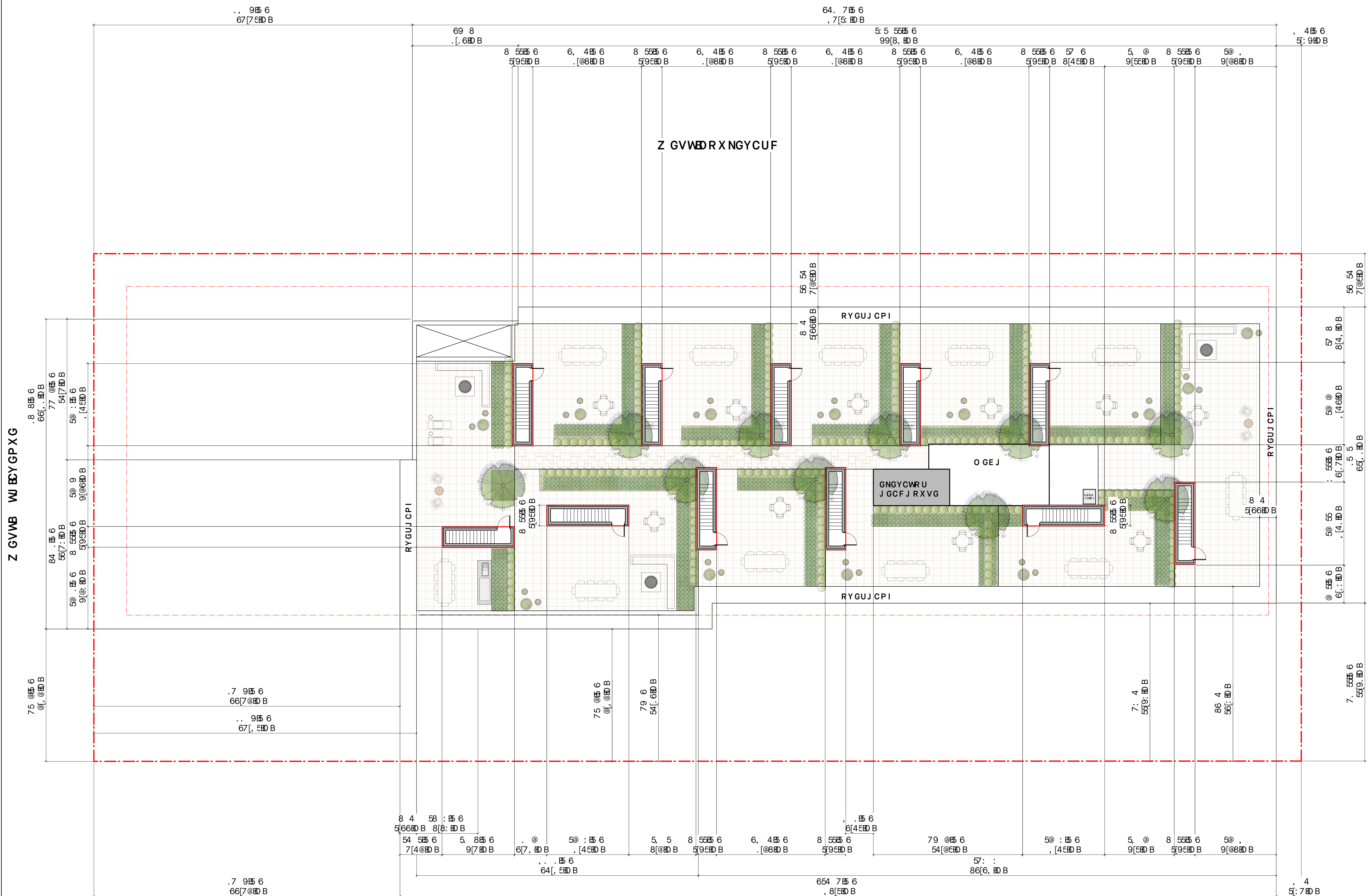
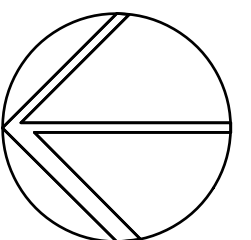


HKW NGYGNENCP
VECNG B BB



Z GVWB WJ EYGPXG

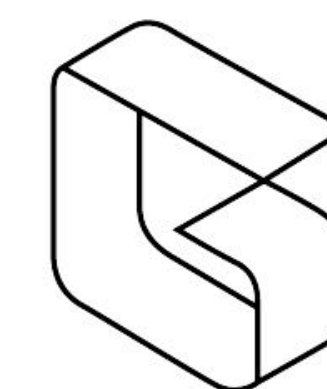
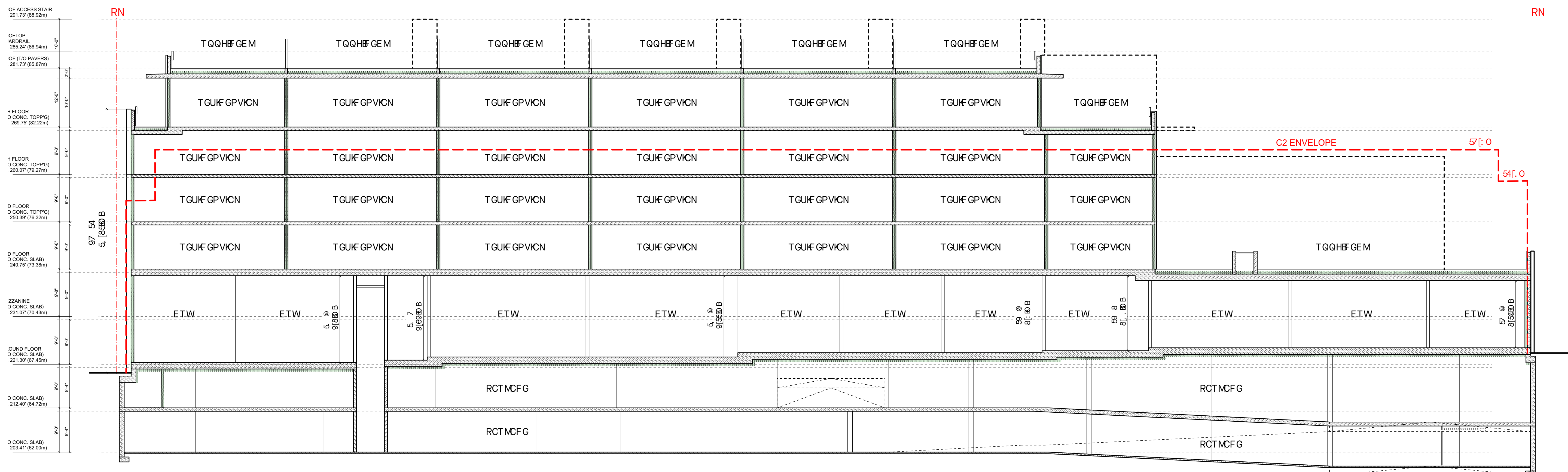
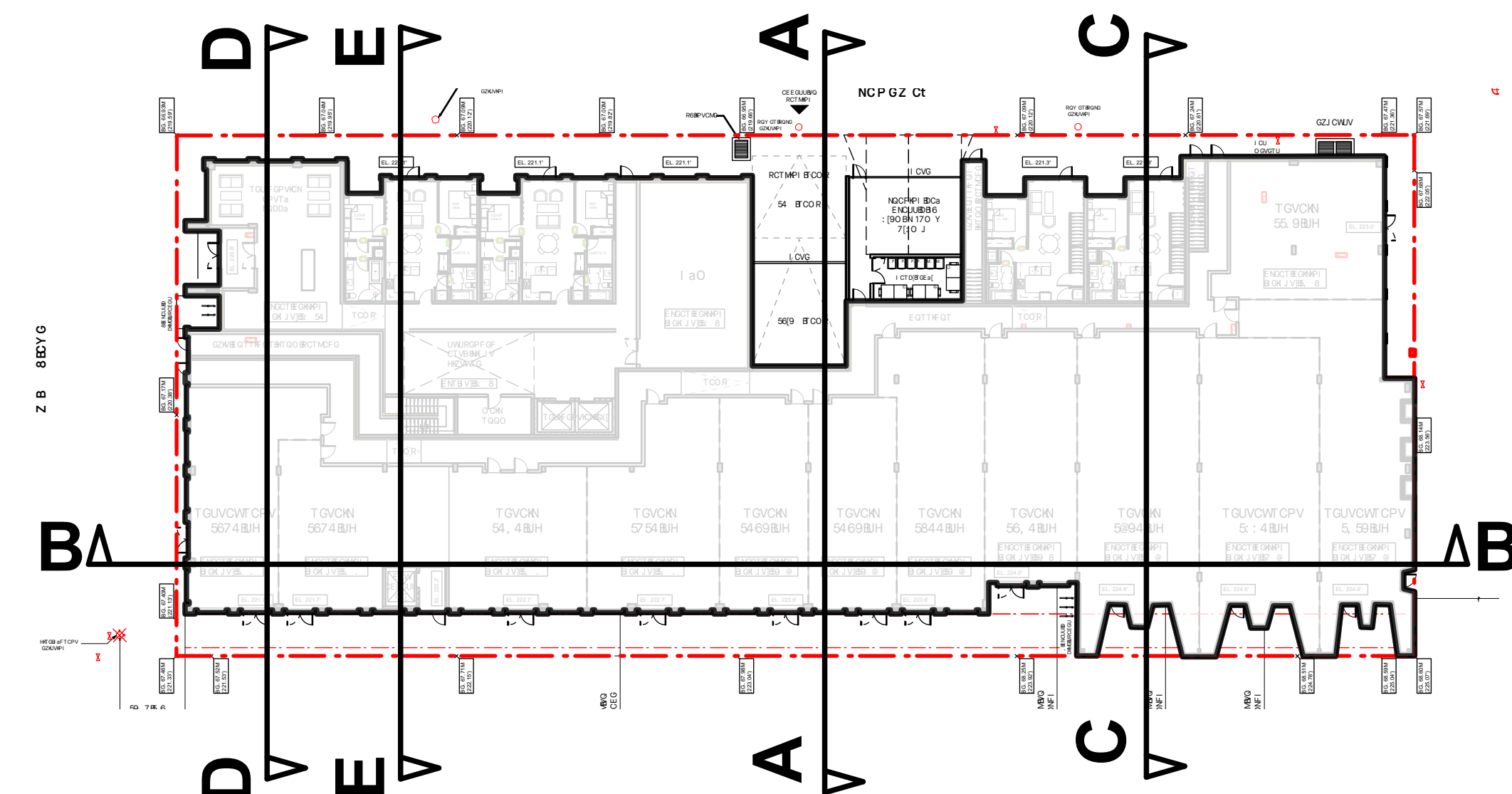
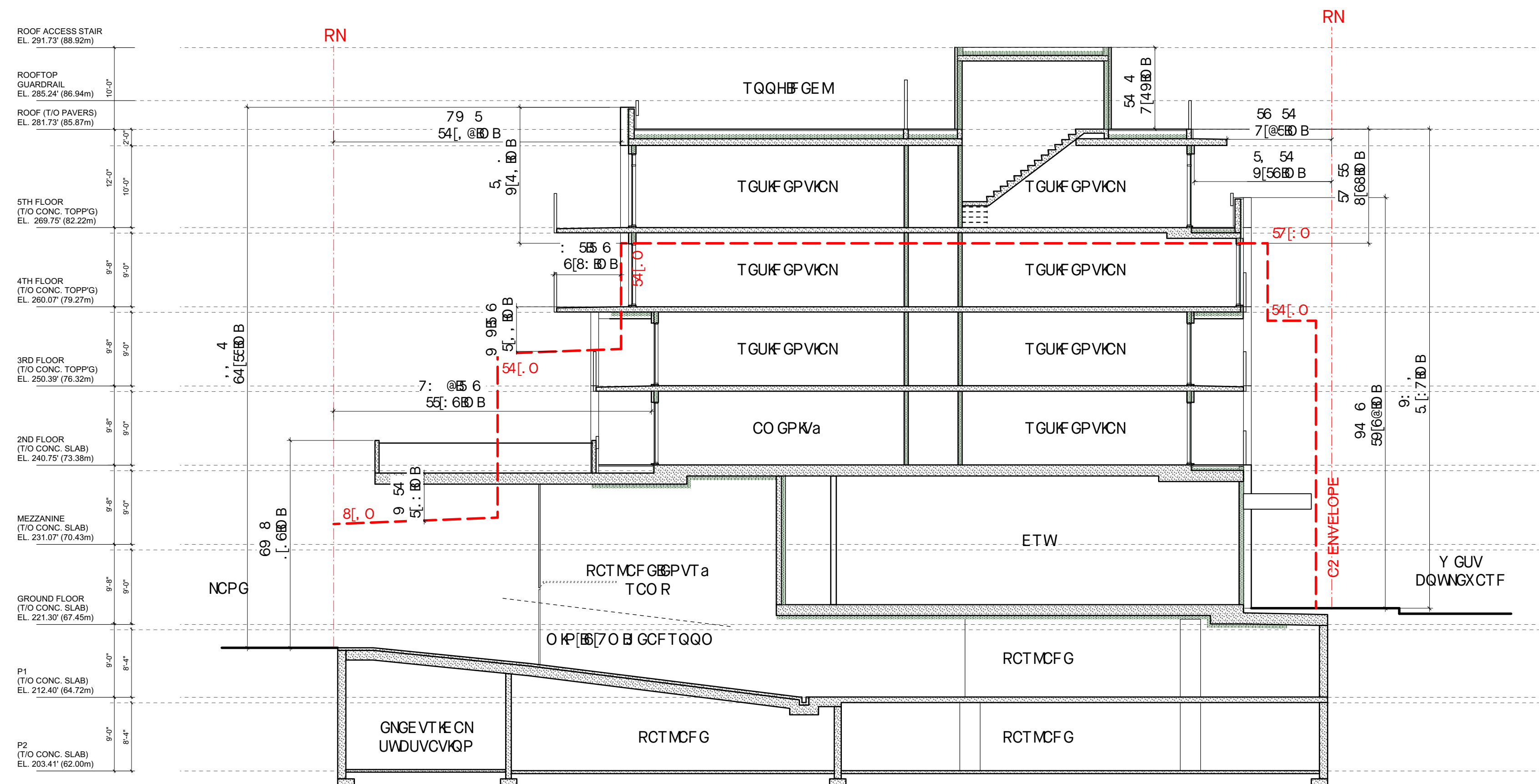
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YAMAMOTO ARCHITECTURE		
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O11gf Wg[...]		
, 547 B 5556 GUVBQWNGXCTF		
FTCY K[...] HKVJ NGYGNENCP		
UECNGB 5 B 4 4	WJ EYGPXG	
FOVGB 5@ 48 6@	C6[9	
FTCY PB Va		
EJGEVGB B	RTQLPGB 5@46	

[illegible]

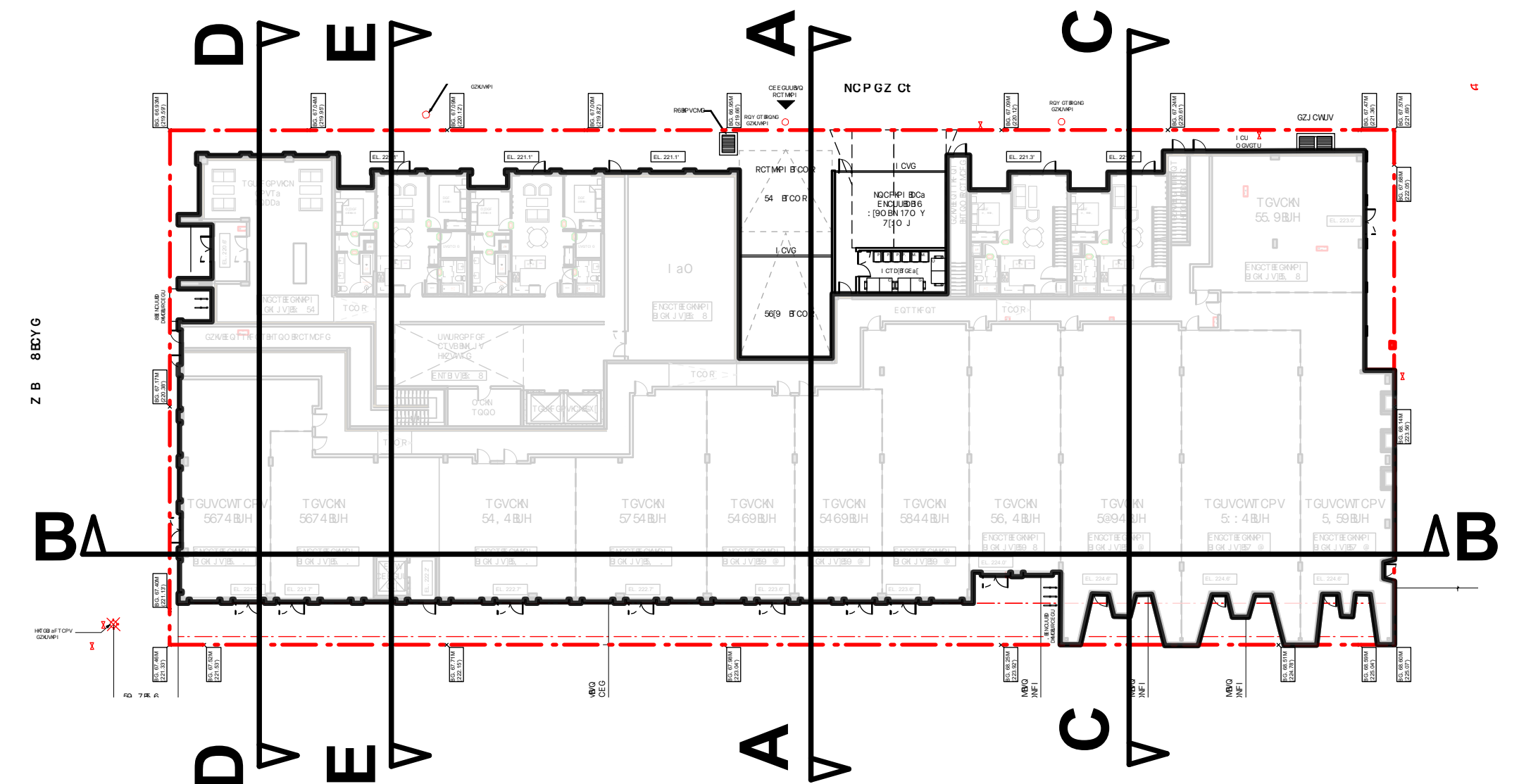


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- 49 RCPVGFEEQPETGVGBBQVCEJ BU/QPG
4. RCPVGFEEQPETGVGBBQVCEJ ID/GVNE NCFPI
4. OGVNE NCFECPGRaB' HJ BNMOPCVGFBUQH/HV
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- 4@ OGVNEPFB' NCUUB VCTFTCNBIFCTMBTQPBg
- 54 OGVNCRCPGNE NCFPI B'FCTMBTQPBg
- 55 URPCFTGB' NcbPI
- 56 ENGCTBU/GNCFEQPETGVG
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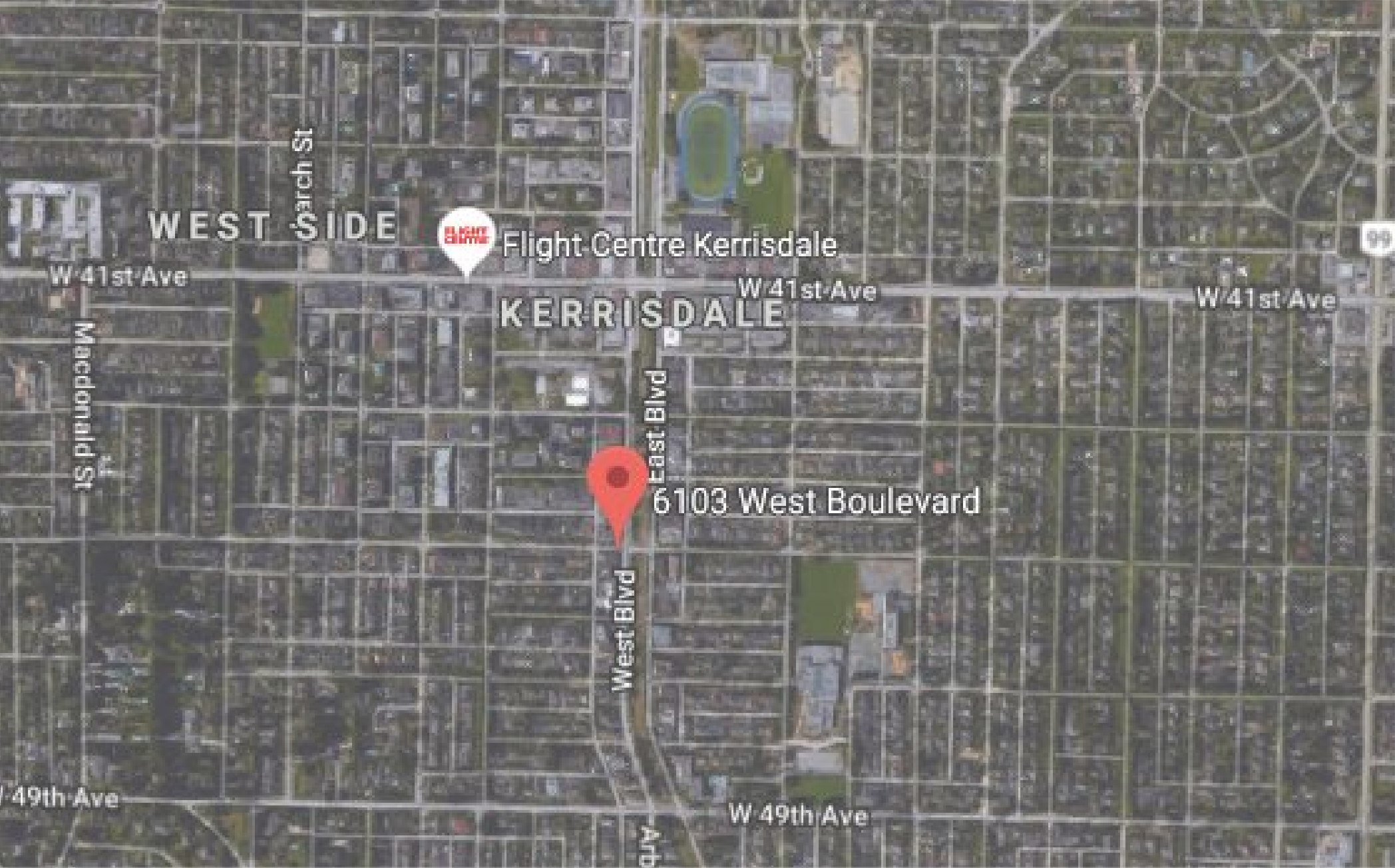
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<p>FTCY KPI BANGB</p> <p>DYK6F KPI B6NG6V6K6PU</p>		
<p>UECNGB 7 76 B B 4</p> <p>FCVGB 5@ 49 5,</p> <p>FTCY PB Va</p>		<p>UJ G6V6F6B</p> <p>C7 [7</p>
<p>EJ G6M6FB B</p>		<p>RTGL6F6B 5646</p>



PGB	FVGB	KUJNB
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DWKFI BJGEVKPU		
UECHC 7 76 B B 4		UJGVFPGB
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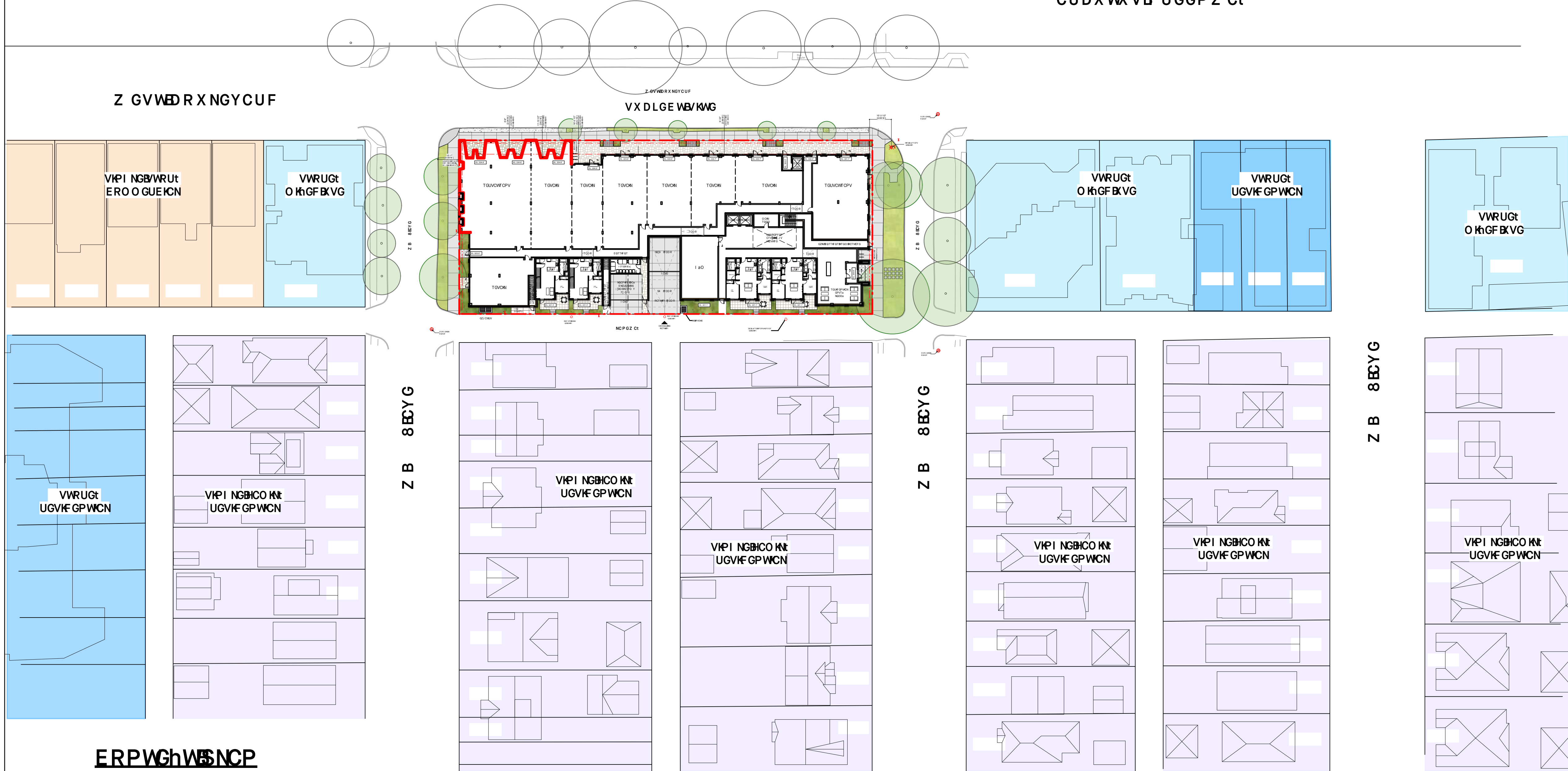


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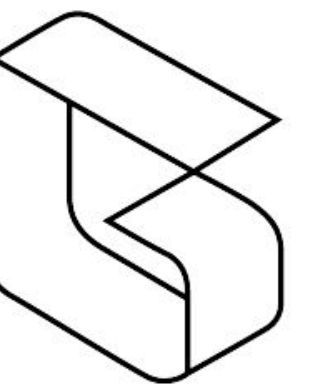


ERP W Gh W B CS
VE CNG B PW

CUDXWVB UGGPZ Ct



PQB	FCVGB	KUJVB
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, 547 B 50B9 GUVB0WNBXC7F		
FTCY 0B1 0B0B0B		
EQPVGVZ0BNCP		
UECNB	5 B 0B4 4	U G0V0B0B
FCVGB	50 @ 49 5,	C5[7
FTCY PB	Va	
EJ GENFB	B	RT0LGPB 50B6



- 45 UVPGBKMG
- 46 OGVNCRCPGBTHO
- 47 CNMOPWO B' KPQY B' CNBlaUVGO B'FCTMBTQPBg
- 48 EWVOPB' CNBIFCTMBTQPBg
- 49 RCPVGFEEQPETGVGBBQJ CVEJ BU/QPG
4. RCPVGFEEQPETGVGBBQJ CVEJ ID/GVNE NCFPI
4. OGVNE NCFECPGRaB' HJ BNMOPCVGFBUQH/HV
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- 4@ OGVNEPFB' NCUUB VCTFTCNBIFCTMBTQPBg
- 54 OGVNCRCPGNE NCFPI B'FCTMBTQPBg
- 55 URCPTGB' NcbPI
- 56 ENGCTBU/GNCFEQPETGVG
- 57 OGVNE NCFBUQH/HV
- 58 RCPVGFEEQPETGVGBUQH/HV
- 59 OGVNBRMGVB CVG
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PGB	FCVGB	KUWGB
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~~BYIGZ BHURO FL GVWDRXNGYCUF BB/XDLGEWB/KAG~~
VE CNG BPW/



~~BYKZ BURO B GVWDRXNGYCUFBB/XDLGEWB/KAG~~
VECNG BPW/



FLGVWB WBCYGBBRRMPLCBVXDLGEWB/KWG
VE CNG B'WW



~~ERUPGURHZ GVWB WICPFCPCG~~
VECNG PW



BYGZ BURO B K NCPGZ Ct
VE CNG BW



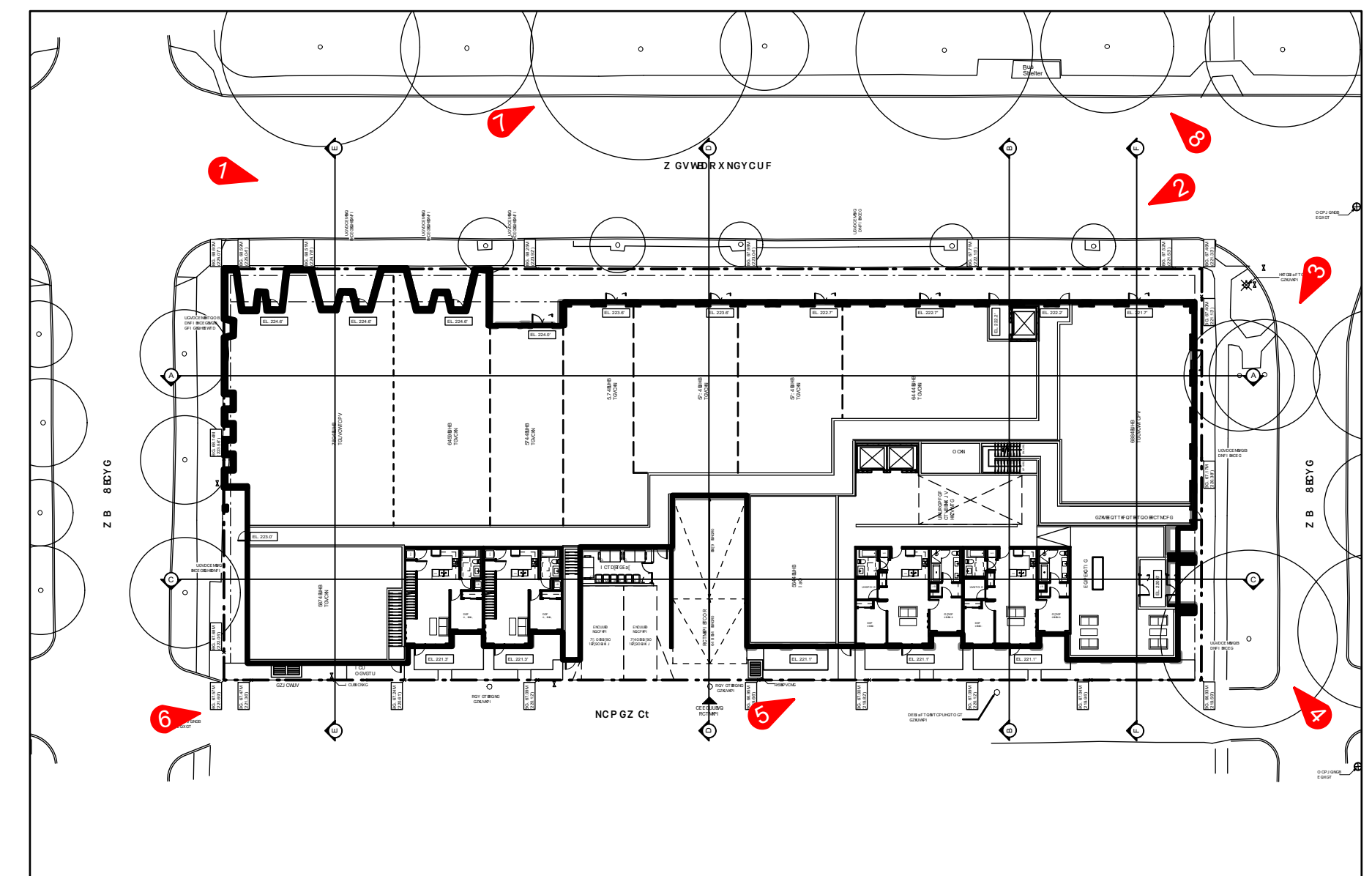
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~~VE CNG PW~~



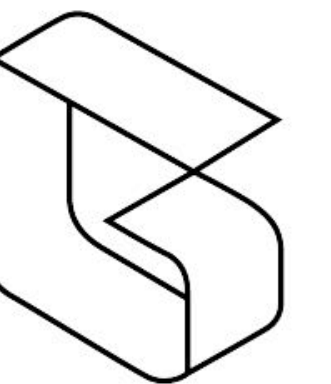
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VECNG B/W



~~PLGVWDRXNGYCUFCEURVVBXDLGEWB/KG~~
VECNGBPW



MGt SNCP
VE CNG BPW

[illegible]

STATISTICS

CIVIC ADDRESS:	6103, 6191 WEST BOULEVARD, VANCOUVER, BC			
CURRENT ZONING:	C-2			
TOTAL SITE AREA:	3,280.9 SQ.M.	=	(35,316.0 SQ.FT.)	(0.811 ACRES)
<u>BUILDING COVERAGE</u>				
PROPOSED:	2,550 SQ.M.	=	(27,452 SQ.FT.)	78%
<u>BUILDING HEIGHT</u>				
PROPOSED:	20 M	=	(64.96 FT)	5 STOREYS
<u>FLOOR SPACE RATIO</u>	EXISTING ZONING / ALLOWABLE		PROPOSED	
4.7.1(a)	2.50 FSR	88,290.0 SQ.FT.	97,070.0 SQ.FT.	2.75 FSR
<u>PROPOSED FLOOR AREA :</u>				
1ST FLOOR COMM.	1,784.1 SQ.M.	(19,204.0 SQ.FT.) +		
1ST FLOOR RES.	552.3 SQ.M.	(5,945.0 SQ.FT.) +	160.0 SQ.FT. (STORAGE)	
			1,442.0 SQ.FT. (AMENITY)	
1ST FLOOR MEZ	495.6 SQ.M.	(5,335.0 SQ.FT.) +	160.0 SQ.FT. (STORAGE)	
2ND FLOOR :	1,732.0 SQ.M.	(18,643.0 SQ.FT.) +	680.0 SQ.FT. (STORAGE)	
			660.0 SQ.FT. (AMENITY)	
3RD FLOOR :	1,792.7 SQ.M.	(19,297.0 SQ.FT.) +	680.0 SQ.FT. (STORAGE)	
4TH FLOOR :	1,368.2 SQ.M.	(14,727.0 SQ.FT.) +	480.0 SQ.FT. (STORAGE)	
5TH FLOOR :	1,207.6 SQ.M.	(12,999.0 SQ.FT.) +	0.0 SQ.FT. (STORAGE)	
ROOF :	85.5 SQ.M.	(920.0 SQ.FT.) +		
TOTAL :	9,018.0 SQ.M.	(97,070.0 SQ.FT.) +	(4,262.0 SQ.FT.)	
<u>TOTAL FSR AREA :</u>	97,070.0 SQ.FT.		0.95%	
<u>EXCLUDED BALCONY AREA:</u>				
ALLOWED:	586.9 SQ.M.	(6,318 SQ.FT. = 8% OF RESIDENTIAL FSR)		
PROPOSED:	305.4 SQ.M.	(3,287 SQ.FT. = 8% OF RESIDENTIAL FSR)		

UNIT MIX - SCHEME 1

	1 BED	2 BED	2 BED+D	3 BED	TOTAL
	685-735 SF	825-900 SF	950-1050 SF	1100-1350 SF	
1F+M		4	2		6
2F		13	4		17
3F	1	13	4		18
4F		8	1	3	12
5F		7		4	11
TOTAL	1	45	11	7	64
TARGET	13 20%	19 30%	22 35%	10 15%	
ACTUAL	2%	70%	17%	11%	

, 547 , 5@5BY GUV@QVWGXCTF]@H@QQT@TGC@JVO O CTa							
PCOG	I URXPFB@NRRU	O GOOCPP@BNRRU	PFB@NRRU	UF@NRRU	W@BNRRU	W@BNRRU	WRVCN
Er p p gvelc@vgc@t Bx	5@-648[4@t Bx	4[4@t Bx	4@t Bx	4@t Bx	4@t Bx	4@t Bx	5@-648[4@t Bx
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Cp gq 2@vgc@1eo wlr q	5886[4@t Bx	4[4@t Bx	, , 4[4@t Bx	4[4@t Bx	4[4@t Bx	4[4@t Bx	6-644[4@t Bx
Uur vci g@vgc@1eo wlr q	: 4[4@t Bx	5, 4[4@t Bx	, , 4[4@t Bx	, : 4[4@t Bx	, 44[4@t Bx	4[4@t Bx	6-644[4@t Bx
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Pgx@vgc	67=: . [4@t Bx	9-779[4@t Bx	5-@: 7[4@t Bx	5@-6@, [4@t Bx	58=: 4, [4@t Bx	56-@@@[4@t Bx	@8-44: [4@t Bx
Dc@r q2@vgcBGCw@P'r vk	4[4@t Bx	4[4@t Bx	@, 4[4@t Bx	5-@6[4@t Bx	6@9[4@t Bx	74@[4@t Bx	7-495[4@t Bx
Dc@r q2@vgcBY gwe@lr xk	4[4@t Bx	6@, [4@t Bx	5, 9[4@t Bx	, @8[4@t Bx	5-769[4@t Bx	797[4@t Bx	6-@97[4@t Bx

VEHICLE PARKING:

6918 SQ. M	64 UNITS	8953 SQ.M	
RESIDENTIAL STALLS REQUIRED (MINIMUM)			
0.6 SPACES PER UNIT > 50 SM (4.2.1.13)	RESIDENTIAL SPACES	=	38 SPACES
1 SPACE PER 200 SM GFA (4.2.1.13)		=	45 SPACES
5% OF TOTAL NUMBER OF UNITS	TOTAL RESIDENT PARKING :		83 SPACES
	VISITOR SPACES	+	3 SPACES
	TOTAL RESIDENT + VISITOR PARKING :	=	86 SPACES (MINIMUM)
1236 SQ.M.			
RETAIL STALLS REQUIRED			
RETAIL AS PER 4.2.5.1: 3 SPACES FOR 1ST 300 SQ.M. + 1 SPACE / 50 SM ADDITIONAL		=	22 SPACES
TOTAL RETAIL REQUIRED :			22 SPACES
537 SQ.M.			
RESTAURANT STALLS REQUIRED			
REST. AS PER 4.2.5.11: 2 SPACES FOR 1ST 100 SQ.M. + 1 SPACE / 10 SM ADDITIONAL		=	45 SPACES
TOTAL RESTAURANT REQUIRED :			45 SPACES
ACCESSIBLE STALLS REQUIRED			
RESIDENTIAL AS PER 4.8.4(a): 1 FOR FIRST 7 UNITS + 0.034 SPACES / EACH ADDITIONAL UNIT:		=	2 SPACES
COMMERCIAL AS PER 4.8.4(b):		=	2 SPACES
	TOTAL ACCESSIBLE REQUIRED :		4 SPACES
TOTAL PARKING (MINIMUM):		=	153 SPACES
RESIDENT. SMALL PARK'G SPACES ALLOWED AS PER 4.1.8: 25% OF TOTAL RESIDENT. PROVIDED:		=	0 SPACES OF TOTAL (MAXIMUM)
COMM. SMALL PARK'G SPACES ALLOWED AS PER 4.1.8: 25% OF TOTAL COMM. PROVIDED:		=	32 SPACES OF TOTAL (MAXIMUM)
MIN. ELECTRIC VEHICLE CHARGING STALLS	100% OF PROVIDED SPACES	=	3 SPACES OF TOTAL (MINIMUM)
PASSENGER SPACES REQUIRED			
RESIDENTIAL AS PER 7.2.1: 1 FOR FIRST 50 - 125 UNITS			1 SPACE
PARKING PROVIDED			
RESIDENTIAL STALLS			129 SPACES
VISITOR STALLS			3 SPACES
COMMERCIAL STALLS			67 SPACES
TOTAL PARKING PROVIDED:			199 SPACES
	RESIDENTIAL SMALL PARKING SPACES PROVIDED:	=	8 SPACES 6 % OF REQ.
	RESIDENTIAL TWO CAR GARAGES	=	11 GARAGES
	RESIDENTIAL THREE CAR GARAGES	=	2 GARAGES
	COMMERCIAL SMALL PARKING SPACES PROVIDED:	=	8 SPACES 12 % OF REQ.
	ELECTRIC VEHICLE SPACES PROVIDED:	=	199 SPACES 100 % OF SPACES
	RESIDENTIAL ACCESSIBLE SPACES PROVIDED:	=	2 SPACES
	COMMERICAL ACCESSIBLE SPACES PROVIDED:	=	2 SPACES
PASSENGER SPACES PROVIDED			1 SPACE

LOADING:

		REQUIRED	PROVIDED
DWELLING USE			
CLASS A AS PER 5.2.1:	NO REQUIREMENT	=	0 SPACES 0 SPACES
CLASS B AS PER 5.2.1:	NONE FOR LESS THAN 100 UNITS	=	0 SPACES 0 SPACES
CLASS C AS PER 5.2.1:	NO REQUIREMENT	=	0 SPACES 0 SPACES
	TOTAL:		0 SPACES 0 SPACES
1298 SQ.M.			
COMMERCIAL (RETAIL)			
CLASS A AS PER 5.2.5:	NO REQUIREMENT	=	0 SPACES 0 SPACES
CLASS B AS PER 5.2.5:	1 SPACE FOR FIRST 465 SQ.M.	=	2 SPACES 2 SPACES
	+ 1 SPACE FOR PORTION OF NEXT 1,860 SQ.M.		
CLASS C AS PER 5.2.5:	1 SPACE FOR 2,000 - 5,000 SQ.M.	=	0 SPACES 0 SPACES
	TOTAL:		2 SPACES 2 SPACES

BICYCLE PARKING:

		REQUIRED	PROVIDED
RESIDENTIAL			
CLASS A AS PER 6.2.1.2	1.5 SPACES PER UNIT < 700 SF	=	2 SPACES
	2.5 SPACES PER UNIT > 700 SF < 1130 SF		130 SPACES
	3 SPACES PER UNIT > 1130 SF		33 SPACES
			165 SPACES
	BIKE SPACE IN STORAGE LOCKER (HORIZ.) (MIN 10%)	=	MIN 17 OF TOTAL 49 SPACES
	HORIZONTAL SPACES IN BIKE ROOMS	=	71 SPACES
	(TOTAL HORIZONTAL SPACES)	=	120 SPACES
CLASS A AS PER 6.3.13	STACKED SPACES (UP TO 60% OF TOTAL)	=	MIN 99 OF TOTAL 52 SPACES
	OVERSIZED SPACES (MIN 5%)	=	MIN 8 OF TOTAL 8 SPACES
	VERTICAL SPACES IN BIKE ROOMS (MAX 30%)	=	MAX 50 OF TOTAL 46 SPACES
	TOTAL:	=	165 174 SPACES
	TOTAL W/ ELECTRICAL OUTLET (50%)	=	83 OF TOTAL 87 SPACES OF TOTAL
CLASS B AS PER 6.2.5.1:	2 FOR 1ST 20 UNITS, 1 PER ADDITIONAL 20	=	4 SPACES 4 SPACES (BIKE RACKS AT GRADE)
COMMERCIAL			
CLASS A AS PER 6.2.5.1:	1 SPACE PER 340 SQ.M.	=	5 SPACES 5 SPACES
CLASS B AS PER 6.2.1.2	6 SPACES PER DEVELOPMENT	=	6 SPACES 6 SPACES (BIKE RACKS AT GRADE)



PGBFOVGBKUNGB

Er s24i ku@B@H kwe@pvgwgf @B
Tgsu r f e@r @B@B kr q@B @B@B c@B@B v kr d@Bgf [
W@B@B v@l q@B @B@B@B@B v p g@B @B@B@B@B@B@B@B v qvg@B @B
k@B@B@B@B@B@B@B @B c@B@B @B@B@B v@r @B@B@B c@B@B kr v @B@B
O v@B@B g@B @B@B q@B @B@B@B @B@B

YAMAMOTO
ARCHITECTURE

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646B@7@B@B@B k@B@B@B g
Xc@B@B ygv@B@B@B@B@B@B@B
VB B 48B75@B6. @B@B B 48B75@B76.

RT@B@BVB

O l1gf Wg@B@B@B@B sp g@B

, 547 B 5@B@B GUV@QVWGXCTF

FTCY @B @B@B@B
UV@B@B@B@B@B

UE@NB 5 B @B4 4W@B@B@B@B

FOVGB 5@B 49 5.

FTCY PB Va

EJ@B@B@B BRT@B@B@B 5@B46

C55

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[illegible]