

3488 SAWMILL CRESCENT - " Parcel 16.1"  
(COMPLETE APPLICATION)  
DE418327 - ZONE CD-1

PStM/AWM/BM/MS/LH

**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
M. Holm, Engineering Services  
D. Naundorf, Social Infrastructure

**Also Present:**

P. St. Michel, Urban Design & Development Planning  
B. Mah, Development Services  
M. So, Development Services

**APPLICANT:**

Park Lane River District Development  
Attention: Robin Petri  
200 -1055 Dunsmuir Street  
Vancouver, BC  
V7X 1L5

**PROPERTY OWNER:**

EFL Properties LP  
200 - 1055 Dunsmuir Street  
Vancouver, BC  
V7X 1L5

**EXECUTIVE SUMMARY**

- **Proposal:** To develop this site with a 5-storey mixed use building containing retail on the ground floor and a 3 storey townhouse podium and a total of 61 dwelling units over 2 levels of underground parking with vehicular access from the lane.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

Appendix E Applicant's Landscape Rationale

• **Issues:**

1. Coordination of streetscape and public realm treatments across property lines
2. Proving out catenary lighting systems and festival lighting system
3. Phasing of construction and associated street and other public realm improvements
4. Enhancing transitional edge along River District Crossing

- **Urban Design Panel: Support**

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE418327 submitted, the plans and information forming a part thereof, thereby permitting the development of a 5-storey mixed use building containing retail on the ground floor with 61 dwelling units over 2 levels of underground parking with vehicular access from the lane, subject to Council's approval of the Form of Development and the following conditions:

**1.0 Prior to the issuance of the development permit, revised drawings and information, sealed and signed, shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

- 1.1** design development to coordinate surface patterns, treatments, materials and planting elements in publicly accessible areas of the 'Town Square' on the development parcel with treatments in the public realm streetscape;

**Note to Applicant:** Detailed drawings for the public realm street design of River District Crossing and Sawmill Crescent are currently under review. Final approval of the design within the public street right-of-way may result in a need for some adjustments to publicly accessible adjoining areas on the Parcel 15 property to provide some continuity of the public realm across the property line.

- 1.2** design development to the proposed festival light 'ceiling' system for the Town Square, including selection of the lighting system and the design and location of support structures, building attachments and free-standing poles, to the satisfaction of the General Manager of Engineering Services and the General Manager of Planning and Development Services (See Standard Condition A.2.11);

**Note to Applicant:** Staff are supportive, in principle, of the festival ceiling light concept subject to further design development as describe above and with the completion of maintenance agreements as outlined in the Engineering's Standard Conditions. Further consideration also needs to be given to how the catenary ceiling interacts with street trees and trees planted in the Town Square.

- 1.3** provision of a phasing plan indicating anticipated construction phases and sequence, along with associated street and other public realm improvements necessary to serve the development and the area, both temporary and final, to the satisfaction of the General Manager of Engineering Services, Director of Planning and the Chief Building Official;

**Note to Applicant:** It is understood that the intended approach is to construct Parcels 17 and 18.1 as the first phase. The phasing plan must provide sufficient information to ensure the appropriate provision of fire access, vehicular, cyclist, and pedestrian movement in the area throughout the construction phases, as well as appropriate urban design response to edge conditions even though they may be temporary in nature.

- 1.4** design development to the public realm wall and transitional edge along River District Crossing to reduce the barrier and improve connections and access;

- 1.5** design development to the details of material installation, colour and material changes on surfaces and turning corners;

**Note to Applicant:** The materials proposed are supported, but further consideration should be given to where and how the materials and colours change, particularly on a

single plane surface, and how the vertical corner trim required for cementitious boarding read on the corners of elements with strong horizontality.

- 1.6 design development to strengthen the architectural expression through reviewing attributes of log-booms, accentuating horizontality and box forms, and increasing cantilevers where possible;
  - 1.7 design development to play up the canopy to announce the deck at the corner of River District Crossing and the Kent Avenue Greenway;
  - 1.8 design development to provide screening and gates at the loading area to enhance the pedestrian experience of the mews and to enhance CPTED performance; and
  - 1.9 consideration of the placement of public art in the Town Square area.
- Note to Applicant:** The Town Square was identified as one of the potential areas for public art in the East Fraser Lands Public Art Plan.
- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.
  - 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• Development Analysis:

TOWN SQUARE PRECINCT - SUB-AREAS 1, 2 & 3			
	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	Parcel 16.1 irregular
Site Area	-	-	Parcel 16.1 0.299 ha → 32,185 ft. <sup>2</sup>
Floor Area <sup>1</sup>	<p>All Uses Combined 1,932,002 ft.<sup>2</sup>  All Dwelling Uses Combined 1,513,391 ft.<sup>2</sup>  All Office Uses Combined 155,457 ft.<sup>2</sup></p> <p>Cultural &amp; Recreational, Institutional, Office, Retail and Service Uses 163,434 ft.<sup>2</sup></p> <p><i>Allocated for Sub-Area 1</i></p> <p>Parcel 15  Retail 56,650 ft.<sup>2</sup>  Residential <u>236,612</u> ft.<sup>2</sup>  Subtotal 293,262 ft.<sup>2</sup></p> <p>Parcel 16.1  Retail 22,604 ft.<sup>2</sup>  Residential <u>60,838</u> ft.<sup>2</sup>  Subtotal 83,442 ft.<sup>2</sup></p> <p>Parcel 17  Retail 62,646 ft.<sup>2</sup>  Residential <u>258,183</u> ft.<sup>2</sup>  Subtotal 320,829 ft.<sup>2</sup></p> <p>Parcel 18.1  Retail 21,528 ft.<sup>2</sup>  Residential <u>64,734</u> ft.<sup>2</sup>  Subtotal 86,262 ft.<sup>2</sup></p> <p><i>Allocated Total</i></p> <p>Parcel 15 293,262 ft.<sup>2</sup>  Parcel 16.1 83,442 ft.<sup>2</sup>  Parcel 17 320,829 ft.<sup>2</sup>  Parcel 18.1 <u>86,262</u> ft.<sup>2</sup>  Total 783,795 ft.<sup>2</sup></p>	-	<p>Proposed 785,223 ft.<sup>2</sup>  Maximum <u>783,795</u> ft.<sup>2</sup>  Overage 1,428 ft.<sup>2</sup></p> <p>Parcel 15  Retail Store 60,212 ft.<sup>2</sup>  Residential <u>236,872</u> ft.<sup>2</sup>  Subtotal 297,084 ft.<sup>2</sup></p> <p>Parcel 16.1  Retail Store 18,550 ft.<sup>2</sup>  Residential <u>61,072</u> ft.<sup>2</sup>  Subtotal 79,622 ft.<sup>2</sup></p> <p>Parcel 17  Grocery Store 46,339 ft.<sup>2</sup>  Retail Store 13,279 ft.<sup>2</sup>  Residential <u>260,098</u> ft.<sup>2</sup>  Subtotal 319,716 ft.<sup>2</sup></p> <p>Parcel 18.1  Retail Store 23,691 ft.<sup>2</sup>  Residential <u>65,110</u> ft.<sup>2</sup>  Subtotal 88,801 ft.<sup>2</sup></p> <p><i>Proposed Total</i></p> <p>Parcel 15 297,084 ft.<sup>2</sup>  Parcel 16.1 79,622 ft.<sup>2</sup>  Parcel 17 319,716 ft.<sup>2</sup>  Parcel 18.1 <u>88,801</u> ft.<sup>2</sup>  Total 785,223 ft.<sup>2</sup></p>
Balcony <sup>2</sup>	<p>Open 8% x 61,072 ft.<sup>2</sup> = 4,886 ft.<sup>2</sup>  Open 12% x 61,072 ft.<sup>2</sup> = 7,329 ft.<sup>2</sup></p>	-	Open 8,006 ft. <sup>2</sup> (13%)
Height <sup>3</sup>	25 storeys/264.5 ft.	-	5-storey Mid-rise + 3-storey Townhouse Module/Top of Roof Stair (@ SW corner) 73.3 ft.

Parking <sup>4</sup>	<i>Retail Uses</i> - Small Car (25%) 8  Visitor 12  <i>Residential</i> - Small Car (25%) 22	<i>Retail Uses</i> 31 - Disability 1  Visitor 6  <i>Residential</i> 74 - Disability 3  Shared Vehicle/Space 1	<i>Retail Uses</i> Standard 23 Small Car 7 Disability 2 Total 32  Visitor 6  <i>Residential</i> Standard 61 Small Car 23 Disability 3 Total 87  Shared Vehicle/Space 0
Bicycle Parking <sup>5</sup>	-   Vertical (30%) 25	Class A Class B Retail 3 6 Residential 76 6 Total 79 12  Horizontal (50%) 42 - Lockers (20%) 17  Electrical Outlets 42  Clothing Lockers 4	Class A Class B Retail 6 2 Residential 78 6 Total 84 8  Horizontal 62 Vertical 0 Lockers 22  Electrical Outlets 40  Clothing Lockers 3
Loading	-	Class A Class B Class C Retail 0 2 0 Resid. 0 0 0 Total 0 2 0	Class A Class B Class C Retail 0 2 0 Residential 0 0 0 Total 0 2 0
Amenity	Precinct Total 75,350 ft. <sup>2</sup>	-	Parcel 15 3,663 ft. <sup>2</sup> Parcel 16.1 672 ft. <sup>2</sup> Parcel 17 20,039 ft. <sup>2</sup> Parcel 18.1 645 ft. <sup>2</sup> Total 25,019 ft. <sup>2</sup>
Unenclosed Outdoor Areas	1% x 61,072 ft. <sup>2</sup> = 611 ft. <sup>2</sup>	-	Parcel 15 1,604 ft. <sup>2</sup> Parcel 16.1 532 ft. <sup>2</sup> Parcel 17 1,742 ft. <sup>2</sup> Parcel 18.1 619 ft. <sup>2</sup> Total 4,496 ft. <sup>2</sup>
Unit Type	-	-	16 - one-bedroom 36 - two-bedroom 9 - three-bedroom 61 units total

**Notes:**

<sup>1</sup>**Note on Floor Area:** Floor space in the Town Square CD-1 Guidelines is considered as an overall number for the area. The allocation of the floor space is generally consistent with the illustrated form of development in the guidelines.

<sup>2</sup>**Note on Balcony:** Standard Condition A.1.2 seeks a reduction in the maximum open balcony area. Additional exclusion between 8% and 12% is at the discretion of the DP Board. Staff believes the proposed additional exclusion satisfies the criteria.

<sup>3</sup>**Note on Height:** Standard Condition A.1.3 seeks confirmation of the proposed height when established City building grades become available.

<sup>4</sup>**Note on Parking:** Standard Condition A.1.5 seeks a reduction in the number of small car spaces for the residential use. Standard Condition A.1.6 and Standard Condition A.2.4 seek the provision of one shared vehicle/space.

<sup>5</sup>**Note on Bicycle Parking:** Standard Condition A.1.7 seeks compliance with the required number of Class B bicycle spaces for retail use. Standard Condition A.1.8 seeks compliance with required number of electrical outlets for Class A bicycle spaces. Standard Condition A.1.9 seeks compliance with the required number of clothing lockers for non-dwelling use.

• **Legal Description**

Lot: 29  
District Lot: 331  
Plan: EPP3154

• **History of Application:**

14 09 03 Complete DE submitted  
14 12 03 Urban Design Panel  
15 01 14 Development Permit Staff Committee  
15 01 28 Development Permit Staff Committee

• **Site:** The subject site is also known as Parcel 16.1 within the Area 1 'Town Square Precinct' of East Fraser Lands (EFL), now commonly known as the 'River District'. Parcel 16.1, along with Parcels 15, 17, and 18.1, are the parcels which together will shape and animate the Town Square public open space. Development applications for all four of these parcels are currently under consideration and review by the Development Permit Board. To the immediate west, east, and south of the four parcels are future as yet undeveloped mixed use parcels in the Town Square Precinct, and the Waterfront Precinct of the River District.

The River District is located in the SE corner of Vancouver between Kerr Street and Boundary Road, Marine Way and the Fraser River. North of the River District and Marine Way, the topography slopes upward to several existing townhouse developments, Champlain Heights, and Everett Crowley Park.

There are over 130 acres of land, and one mile of riverfront associated with the River District. Ultimately there will be over 25 acres of park, over 7 million sq. ft. of residential development, 250,000 sq. ft. (23,225 m<sup>2</sup>) of retail, a community centre, a school, and several childcare centres.

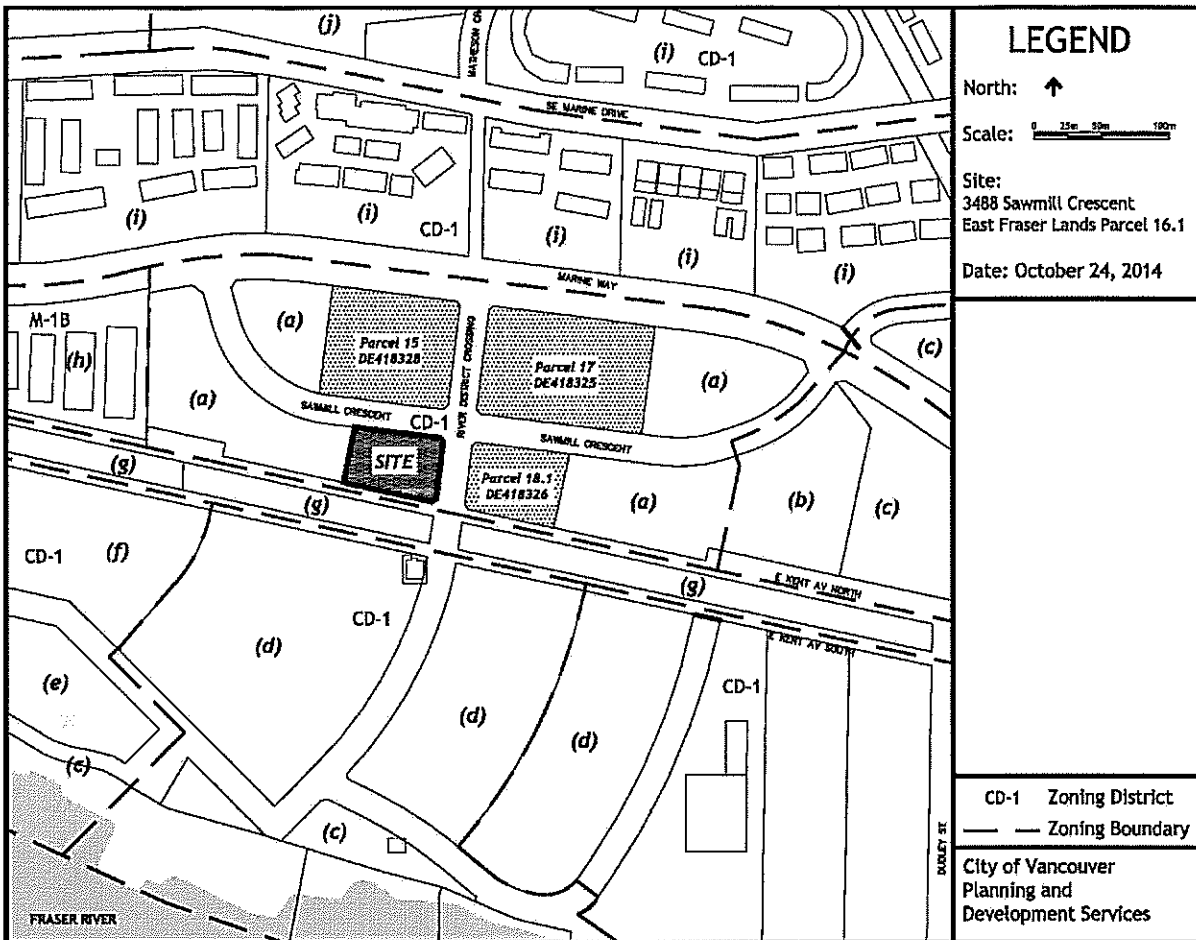
There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park. A CP rail line bisects the site.

Parcel 16.1 and the Town Square Precinct are located in Area One, or the central neighbourhood which is the higher density mixed use neighbourhood that will be the heart of the River District.

The Town Square is between Marine Way and the rail-line, at the intersection of two new streets: the High Street or River District Crossing, and Sawmill Crescent. River District Crossing is a shopping street which will lead down to the riverfront. It will be a second important public place and focus of the area. Along the north side of the rail-line will be a pedestrian greenway and off-street bicycle route that is part of the Kent Avenue Greenway/Bikeway.

• **Context:** Significant adjacent development includes:

- (a) Future mixed-use developments in the Town Square precinct
- (b) Future residential developments in the Park precinct
- (c) Future park space
- (d) Future mixed-use development in the Waterfront precinct
- (e) Future residential development in the Area 2 South
- (f) Future school and park site
- (g) CP Rail line
- (h) Existing self-storage facility
- (i) Existing town house developments
- (j) Everett Crowley Park



- Background:

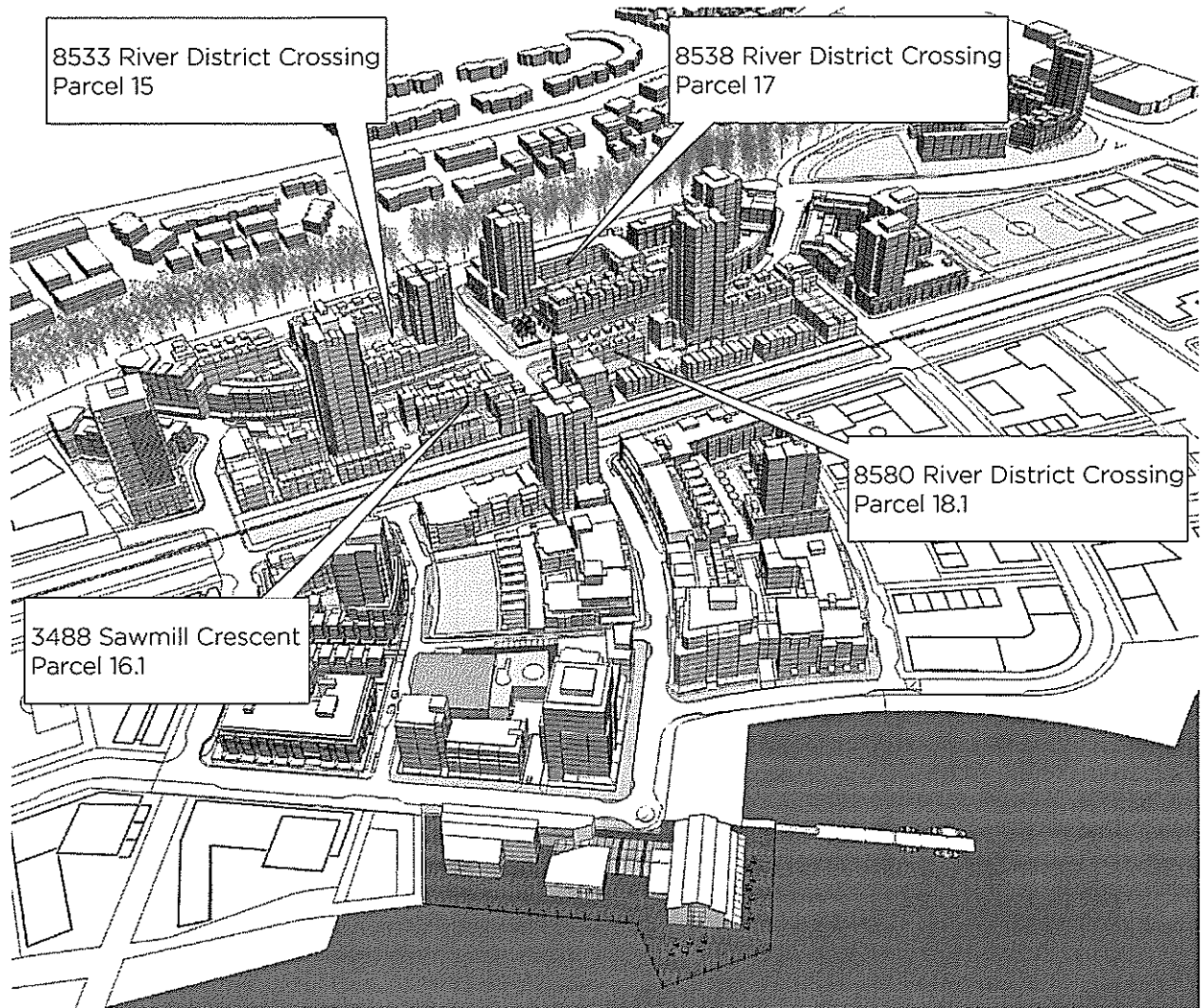


Figure 1: Illustrative massing Area One at Town Square



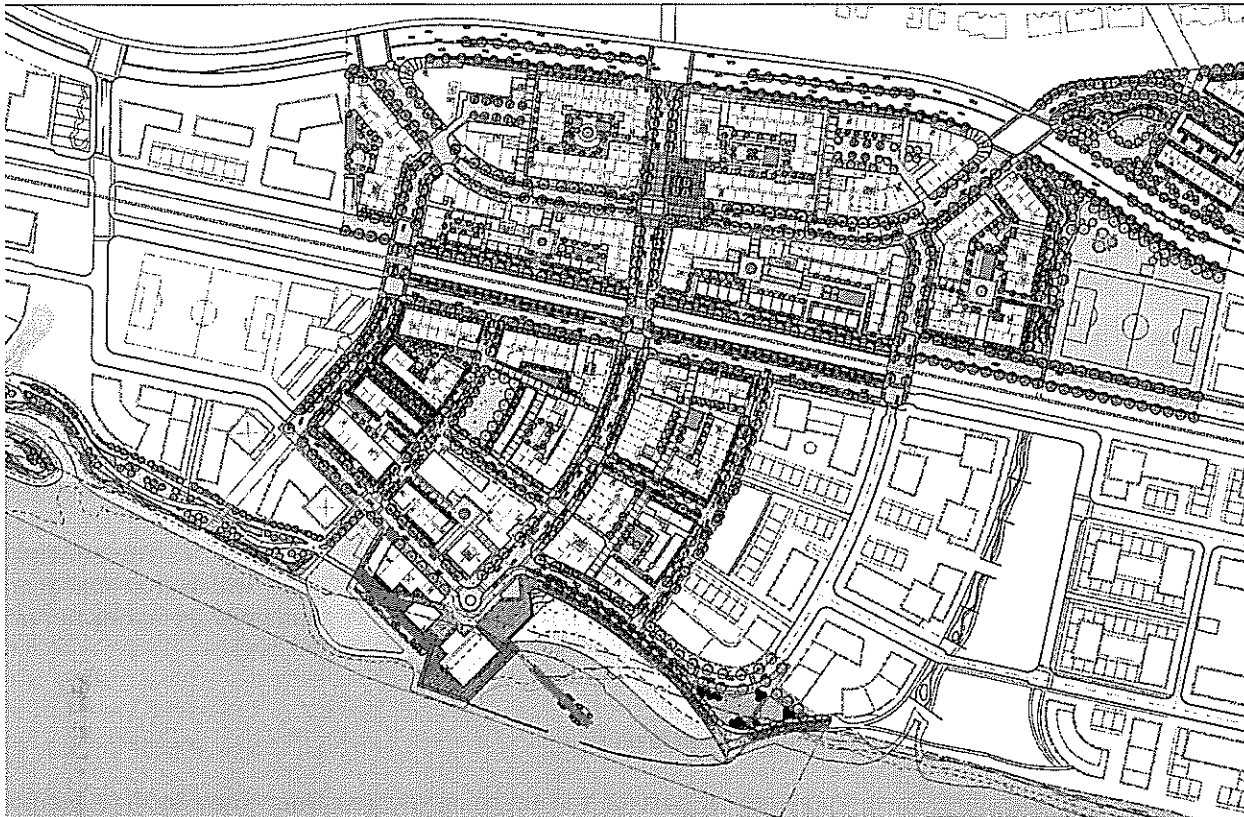


Figure 2: Illustrative Public Realm Plan Area One

Area One was rezoned in 2008, and was intended to be the first phase of development. However, the economic conditions of 2008 did not support the construction of the higher density mixed use developments envisioned for this area. Subsequently, Area Two or the western neighbourhood was rezoned in 2010 to enable lower density, and in particular, wood-frame developments to proceed. To date, all development in the River District has been in the Area Two western residential neighbourhood. Two developments are complete and occupied, another two are under construction, and a Development Permit has been approved for a fifth development.

Wesgroup/Park Lane is initiating development of the Area One mixed use central neighbourhood with the four projects and associated public realm that together form the Town Square. The Town Square will be an important public gathering place and the focus of shopping for the area. It will include a major grocery store, as well as other local-serving shops and restaurants. Altogether in the Town Square area there will be approximately 160,000 sq. ft. (14,864 m<sup>2</sup>) of commercial space.

Parcel 16.1 is located at the southwest corner of the Town Square public open space. The proposed development is comprised of a 5 storey mixed use building with retail at the base and 4 storeys of residential above. The retail will be comprised of a small anchor and individual retail storefronts all accessed from River District Crossing. The southern edge is wrapped by 3 storey townhouses fronting onto the Kent Avenue Greenway which will provide an off street separated route for pedestrians and cyclists. An upper level roof-top common space for residents is located above the retail and between the residential apartments and townhouses. Underground parking and loading are accessed off a mews on the west side of the parcel.

Parcel 16.1 has approximately 18,550 sq. ft. (1,723.3 m<sup>2</sup>) of retail and 61,072 sq. ft. (5,673.6 m<sup>2</sup>) of residential in 61 units.

- Applicable By-laws and Guidelines:

1. CD-1 (566) East Fraser Lands Area One, Town Square Precinct

**Uses:** Retail and Dwelling Units in conjunction with permitted uses in the CD-1 zone.

**Conditions of Use:** The design and layout of at least 35% of the dwelling units must be suitable for family housing, include two or more bedrooms, and comply with Council's 'High Density Housing for Families with Children Guidelines'. At least 317 dwelling units must consist of affordable housing dwelling units, of which at 40 units must be for family housing.

**Density:** The overall floor space for all uses, combined, must not exceed 1,932,002 sq. ft. (179,483 m<sup>2</sup>). The floor area for all dwelling uses, combined, must not exceed 1,513,390.7 sq. ft. (140,594m<sup>2</sup>). The floor area for all cultural and recreational uses, institutional uses, office uses, retail uses, and service uses in Sub-Area 1, in which Parcel 16.1 is located, must not exceed 163,433.8 sq. ft. (15,183 m<sup>2</sup>), Amenity areas including day care facilities, recreation facilities, and meeting rooms must be excluded from computation of floor area to a maximum of 75,350 sq. ft. (7,000 m<sup>2</sup>).

**Building Heights:** Parcel 16.1 is one of two components that together make up Parcel 16. The building height specified in the by-law applies to Parcel 16.2 immediately to the west which anticipates a residential tower of maximum 25 storeys and 264.5 ft. (80.62 m). The guidelines as noted below illustrated a 4 to 5 storey mixed use building with 3 storey townhouses on Parcel 16.1

2. East Fraser Lands (EFL) CD-1 Guidelines for Area One

Comprehensive Guidelines were approved as part of the rezoning of Area One. They include public realm plans, site-wide sustainability strategies including rainwater management, shoreline biology, songbird strategy, public art plan, heritage statement of significance, illustrative built form and design characteristics for each development parcel, and architectural and landscape guidelines.

The Guidelines are organized in three main sections: Section A - Public Realm Plan, Section B - Built Form and Parcelization, and Section C - Character and Expression. The following summarizes relevant aspects of the Guidelines that apply to this site.

## Section A - Public Realm Plan

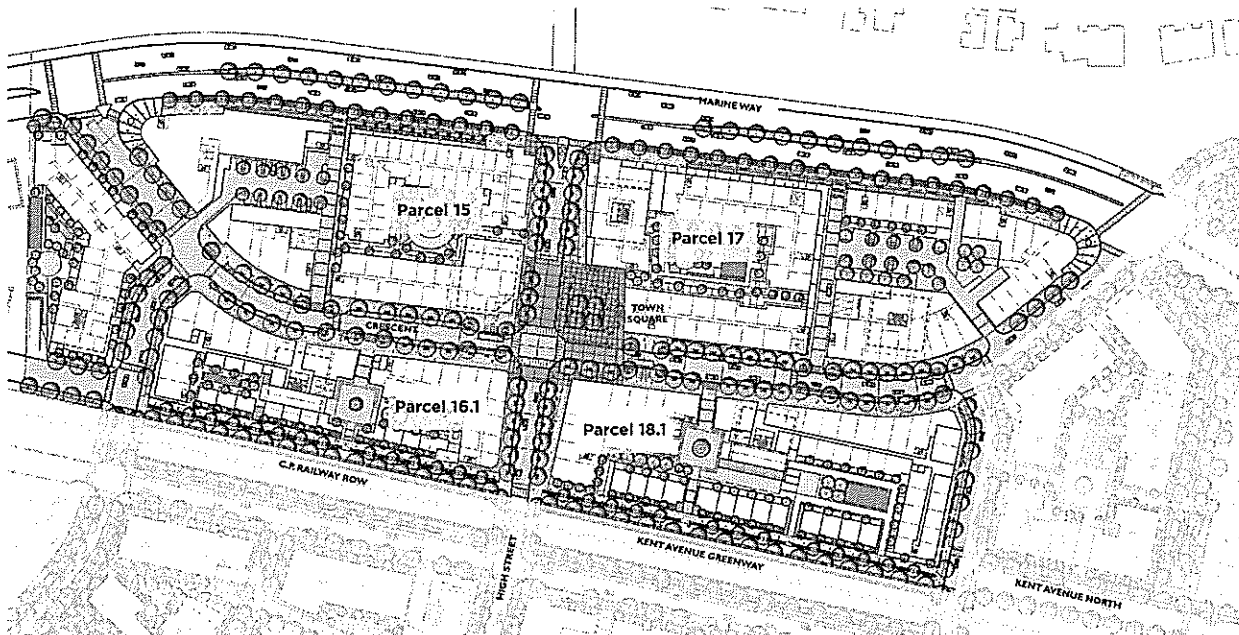


Figure 3: Illustrative Town Square Precinct Concept from Design Guidelines

The Public Realm Plan Section 4.1 describes and illustrates a preliminary concept plan for the Town Square. The Town Square is one of the main open spaces proposed at East Fraser Lands, occupying an important location at the intersection of High Street (now River District Crossing) and the Crescent (now Sawmill Crescent). Preliminary concepts included a unified paver surface extending across the town square, the two streets, and sidewalks on the adjacent parcels. The square was to be designed to support large scale trees, with small water features and public art to be considered. The edges of the square were to allow room for restaurants and cafes to spill out.

## Section B: Built Form and Parcelization

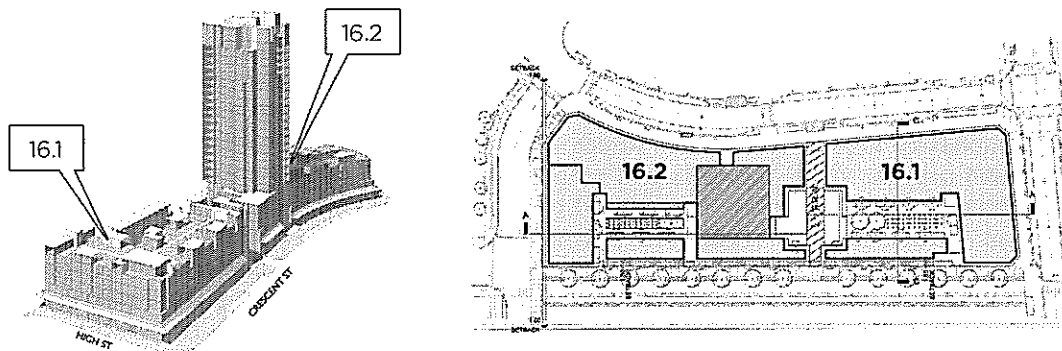


Figure 4: Illustrative form of development Parcel 16.1

The Guidelines contain an illustrative form of development for each parcel that demonstrates form and density. The guidelines state that the 3D illustrative built form is intended as a guide and modification will result from further design development during the development permit process. The guideline

allocation of floor space for Parcel 16.1 is 22,604 sq. ft. (2,100 m<sup>2</sup>) of commercial/retail, and 284,060 sq. ft. (26,389.2 m<sup>2</sup>) of residential combined with the residential component of the tower and low-rise of future Parcel 16.2 development. The guidelines note that floor space can be reallocated between parcels provided the intent of the guidelines is met.

In addition, the guidelines describe the Urban Design Role and Characteristics of each parcel, with Parcel 16.1 as follows:

**Parcel 16.1 Characteristics:**

- Crescent and High Street frontages to extend/complement approach to Parcels 15,17, and 18 - a high degree of articulation within a streetwall that holds a strong vertical line for good definition of these spaces;
- High exposure to Kent Avenue Greenway, townhouse forms along south frontage give a neighbourhood character to the adjacent Greenway while providing a strong definition for this expansive open space;
- NE corner completes greater Town Square perimeter with a pronounced volume;
- Anchor store at east end of block accessed from High Street to capitalize on more intensive activity;
- Mid-block court provides pedestrian and vehicular access; and
- Semi-private gardens at grade and garden deck above anchor store offer green open space to expand private patios and balconies at perimeter of these spaces.

**Section C - Character and Expression**

This section of the guidelines sets the direction for the architecture and landscape of the development parcels in EFL.

Section 1.0 Historical Character sets the historical context of EFL. The historic aspects of the White Pine Mill, industrial installations and structures, and elements of the working river provide references for developing memorable architectural character for EFL. The guidelines direct that building design draw from these references and reflect them with a fresh contemporary west coast expression.

Section 2.0 references the green building approach and compliance strategy for Area One, which includes targeting performance equivalent to LEED gold or Built Green Gold depending on building construction type.

Section 3.0 - Architecture begins with principles for Architectural Design, and then provides guidelines for the various building typologies in Area One. Mixed Use buildings such as Parcel 16.1 emphasize creation of a comfortable scale for a walkable shopping environment including maximizing pedestrian interest in shop front scale, design and diversity, including creative storefront merchandising and design in the larger anchor stores such as the grocery store. The multi-family residential components of the buildings emphasize ground-orientation where appropriate, articulation of building frontages to mitigate scale and provide visual interest, and setbacks at upper floors to mitigate the scale of the streetwall. Interesting roof shapes are encouraged to enrich the overall texture and visual amenity of the development. Useable green roofs are anticipated to provide an attractive environment for outdoor common space with opportunities for significant planting and urban agriculture. Reference is made to the simple, strong sculpting and clean expression of elements associated with northwest modernist design, and to the use of deep overhangs, extensive balconies, wall planes and selected areas of glazing to balance sustainable design and access to daylight and views.

Guidance is provided regarding a palette of materials and elements that capture industrial, contemporary west coast, and riverine character and expression.

The following are the 10 Principles for Architectural Design:

1. Rich architectural diversity within a cohesive urban fabric;
2. A unique architecture that captures the history of the site;

3. A contemporary architecture with a high degree of livability and acknowledgement of place;
4. A legible sustainable architecture that addresses the social as well as the environmental aspects of building design;
5. An expressive and permeable architecture that enhances the legibility of the urban structure and facilitates connectivity of retail, residential and community facilities;
6. A distinctive character for each of the three precincts in Area 1;
7. An architecture that enhances the pedestrian experience and supports the walkability of the community;
8. Landscape treatments that give individual parcels their own identity while integrating them with the framework of the public realm;
9. An approach to lighting design that creates nighttime legibility to reinforce the distinctive character of precincts, public spaces and parcels and places priority on pedestrian comfort; and
10. Integration of site-wide ecological initiatives.

With respect to landscape design, emphasis is placed on the public/private interface of residential frontages along the wide variety of street types in Area One, including direction regarding privacy and neighbourliness, usable outdoor space, changes in grade and visual connections. Further guidelines address the usability, visual enjoyment, and contribution to sustainability goals of common garden courts and roof gardens.

- Response to Applicable By-laws and Guidelines:

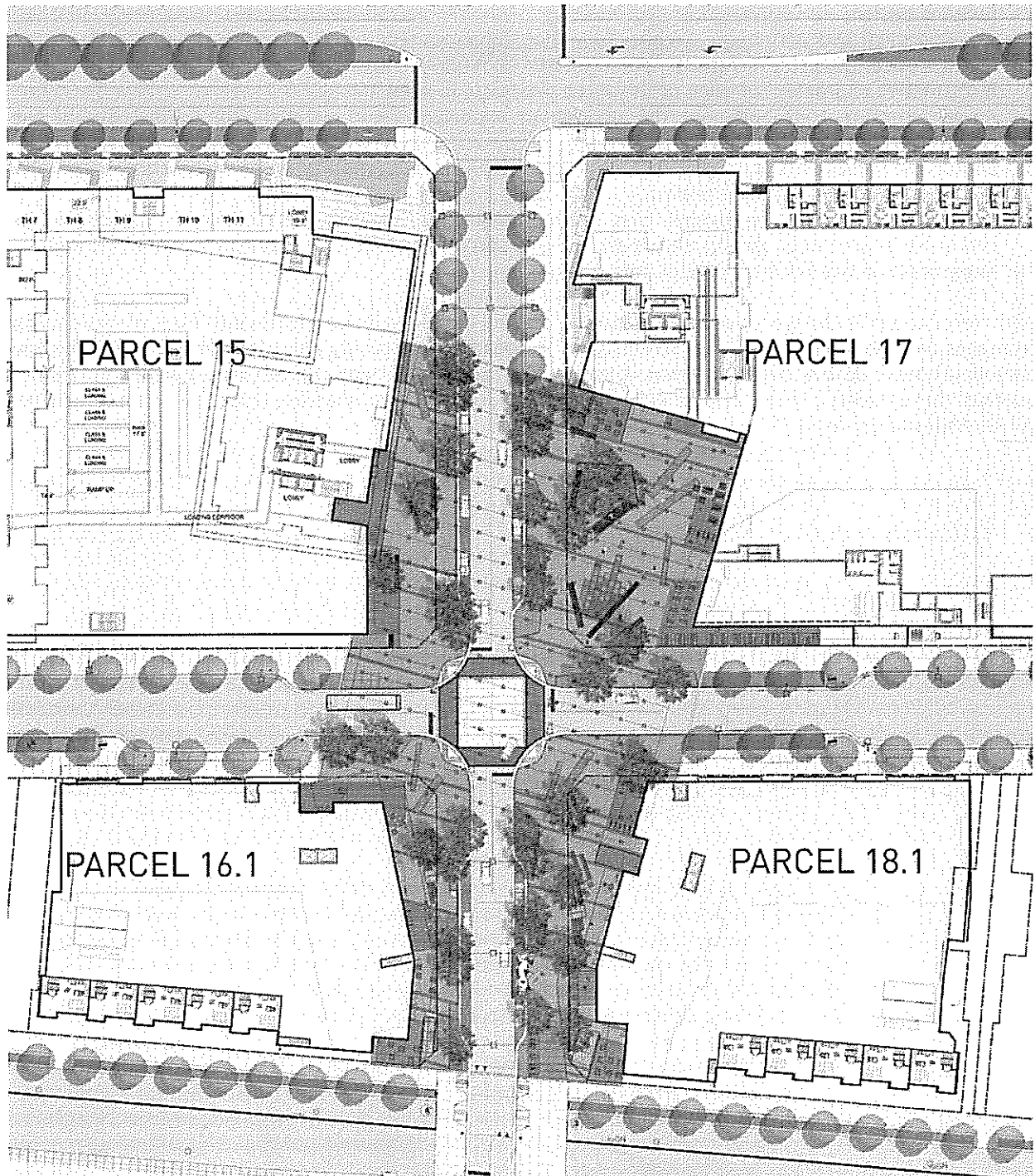


Figure 5: Town Square reconfigured and enlarged to engage all four parcels



Figure 6: 3488 Sawmill Crescent - Parcel 16.1, view SW from the Town Square

**Uses:** The proposed uses are consistent with the CD-1 By-law and the proposal meets the intent of the East Fraser Lands Area One Design Guidelines regarding the location and design of street-oriented retail spaces, anchor retail, and residential frontages. Smaller street-oriented retail spaces and the entry to the larger anchor retail space address and activate River District Crossing as per the guidelines.

**Conditions of Use:** The proposal complies with the requirements for family oriented units with 36 two bed and 9 three bed units for a total of 73.8 % of units. Amenities and children's play areas proposed are consistent with the 'High Density Housing for Families with Children Guidelines'. There are no affordable housing dwelling units proposed or required for this site.

**Density:** The proposed floor space of 61,072 sq. ft. (5,673.6 m<sup>2</sup>) of residential and 18,550 sq. ft. (1,723.3 m<sup>2</sup>) of commercial/retail is consistent with the allocation of density in the guidelines, noting that that flexibility is built in to allow some reallocation of floor space between parcels providing the intent of the guidelines is met.

**Building Heights:** The building heights and number of storeys complies with the CD-1 By-law and is an appropriate refinement of the massing illustrated in the guidelines.

#### Public Realm:

Parcel 16.1 shapes and animates the Town Square together with Parcels 15, 17 and 18.1. The designs of the buildings of the four parcels and the public realm they shape have been advanced concurrently to enable a coordinated approach and dialogue between the architecture and the public realm. Early advice was sought from the Urban Design Panel in a non-voting workshop in June 2014 to benefit from comprehensive panel advice and direction as the designs of the Town Square evolved.

One of the key moves is a reconfiguration of the Town Square public open space. The proposed Town Square has been expanded in area, reoriented, and designed to engage the four corners of Parcels 15, 16.1, 17, and 18.1. Staff fully supports this move and the benefits it brings to the creation of a destination and gathering place for the community.



The plaza design references the working river. The skewed plaza form reflects the irregular and working forms that were historically found on the Fraser River and on this site; the building forms and edges reinforce the skew and provide a varied edge condition that creates opportunities for the retailers to spill into the plaza. The islands of planting and paving patterns reflect the vegetated islands on the river and the log boom patterns that are distinct to the Fraser River and a working river environment. The timber decking paving extending from the building edges creates patio spaces and reinforces the building entrances while reflecting the piers and decking structure found on the river.

An overhead catenary lighting system is proposed as a feature 'ceiling' of lights strung across the Town Square at the skewed angle unifying the space. Street lighting consistent with the standards used to date in the River District will provide the primary lighting for safety and visibility in the area. North and south of the Town Square on River District Crossing a catenary street light system is proposed as in the guidelines. Staff supports the concept of the two catenary light systems in principle, but design development is required to prove out the systems and to ensure practicality and viability (see Recommended Condition 1.2 and Standard Condition A.2.11).

The working river design concept is expressed through irregular and organic forms and edges with clusters of trees and plantings. The continuity of expression across property lines and across the four corners is essential to making the Town Square read as one space. The use of pavers and special material bands are important parts of this expression and continuity of experience. This contrasts with the more standardized and linear treatment of sidewalks and street tree plantings in the streets leading to the Town Square.

A two-way off-street bike route will be accommodated on the southeast of the Town Square area adjacent to Parcel 18.1. This will provide a safe off-street route for cyclists from the Kent Avenue Greenway to the grocery store and other shops on Parcel 17. The bike route will be designed with an organic form and edges defined by 'islands' of planting consistent with the design approach of the Town Square.

Detailed drawings for the public realm street design of River District Crossing and Sawmill Crescent are currently under review. Recommended Condition 1.1 require design development to coordinate surface patterns, treatments, materials and planting elements in publicly accessible areas of the 'Town Square' on the development parcel with treatments in the public realm streetscape.

Recommended Condition 1.3 requires a phasing plan indicating anticipated construction phases and sequences, along with associated temporary and final street and other public realm improvements to ensure appropriate fire access, vehicular, cyclist and pedestrian movement and urban design quality in the area throughout the construction phases.

Service and parking access for the development will be accessed along a mews secured with a surface SRW on the west side of the block.

A Signage and Wayfinding strategy for the Town Square area has been provided as required in the Rezoning Conditions. In principle, Staff are satisfied with the strategy.

Since the rezoning of Area One in 2008, Flood Construction Levels (FCL's) in the area have been raised by over a metre to 15.7 ft. (4.8 m). As such, public realm plans and building designs have to be adjusted somewhat to meet the new measures. While most streets and park space elevations are being raised to protect these public spaces in the longer term and to provide an appropriate relationship to the new ground floor levels of development, transitions are required to meet the unchanging elevation of the CP rail-line. The flood construction level means that all retail and residential spaces must be at this higher level, and as such grade changes need to be effected within the public realm, rather than having the retail levels step with grade as would typically be required. This challenge has been met and addressed in the grade change alongside Parcels 16.1 and 18.1 as a unique opportunity for a special retail edge and public seating places and other features integrated into the transitions between



the levels. While generally successful, Recommended Condition 1.4 seeks design development to further enhance this edge condition on Parcel 16.1.

**Built Form and Architectural Expression:**

Parcels 16.1 and 18.1 are two related five storey mixed use developments on either side of River District Crossing by Yamamoto Architects that form the southern edges of the Town Square.

Reconfiguration and enlargement of the Town Square and increased flood control levels have resulted in substantial setbacks, an expanded pedestrian realm and skewed building faces for both parcels that vary from the originally contemplated built form in the guidelines. Staff believes that the changes have set up opportunities for unique form and expression that have been well met in the proposed buildings.

In response to the guidelines regarding reflecting the historical industrial and working river context of the site, this parcel and its companion Parcel 18.1 looked to the river for inspiration in the architecture - Parcel 16.1 the log booms and stacked timber, and Parcel 18.1 fish scales. The Urban Design Panel thought this approach resulted in innovative architecture that took up the challenge with respect to the design guidelines.

The building establishes a five-storey streetwall to define the Town Square space. The horizontality works as a counterpoint to Parcel 18.1 and the interplay of geometries and relatively random rhythm of horizontal components reflects the incidental composition of log booms. The design interprets the industrial heritage of the site in a contemporary way through simple volumes, punched windows, and materials which reference industrial buildings including plank siding and standing seam metal panels. Projecting box-out elements reinforce the 'stacked timber' architectural concept and provide variation and interest along the façade. While successful in its expression, the Urban Design Panel thought there was an opportunity to strengthen the architectural expression through reviewing attributes of log-booms, accentuating horizontality and box forms, and increasing cantilevers where possible. Recommended Condition 1.6 asks for consideration of this opportunity.

The materials proposed are standing seam metal panel, cementitious plank siding metal panels and fritted glass. Plaza materials include heavy timber wood decking and board-formed concrete walls. The materials are appropriate to the architectural concept and are consistent with the guidelines, however Recommended Condition 1.5 asks for design development to the details of material installation, colour and material changes on surfaces and turning corners. The colour palette is somewhat muted and should go further with respect to supporting the design concept. Recommended Condition 1.5 addresses this by requesting a revisit of the colour palette to provide greater contrast and boldness and to create a dialogue of colour with the companion 5 storey building across River District Crossing.

The southeast corner of the building announces the Town Square approaching from the south and design development (Recommended Condition 1.7) is sought to make the rather standard canopy in this location a special element.

Recommended Condition 1.8 seeks further design development of the loading area along the mews to improve to the pedestrian experience and CPTED response.

• **Response to Urban Design and Landscape Rezoning Conditions of Approval:**

Not all conditions of the Rezoning are included for discussion in this section. Only conditions with relevant or remaining issues are included below.

*Rezoning condition 5: Design development of commercial units to provide adequate retail unit depth for a viable and wide range of retail and service uses with a minimum depth of 15 meters, except those CRU's wrapping the anchor tenants on Parcels 15, 16 and 17, and minor anchors in other locations.*

*Note to Applicant: To ensure a mix of retail uses and to maximize viability, variable depths will be considered to accommodate a range of retail enterprises, with a target of achieving depths of 18-21 meters wherever possible.*

**Applicant Response:** Complies

**Staff Assessment:**

Staff believes the retail depths and configurations meet the intent of the condition.

*Rezoning condition 6: Design development to ensure a mix of small and medium size retail uses to support an active high street.*

*Note to applicant: Medium-size stores are to range in size from 930 m<sup>2</sup> to 1500 m<sup>2</sup> \ medium size stores are not to exceed a floor area of 2350 m<sup>2</sup> •*

**Applicant Response:** Complies, a variety of small/medium size retail use opportunities exist along River District Crossing. Design scheme complies with wide range of retail sizes.

**Staff Assessment:**

Staff believes the retail unit sizes meet the intent of the condition.

*Rezoning condition 7: Design development to optimize pedestrian interest and retail and service use exposure along the high street by appropriately locating retail anchor tenant entries and related entrances to parking access on the high street.*

*Note to Applicant: Locate the architecturally prominent and wider primary entrance to the grocery store on Parcel 17 as close as possible to the high street while providing animating frontage on the town square. Entrance to the anchor store on Parcel 15 must be located on high street.*

**Applicant Response:** Complies, anchor tenant is oriented towards Sawmill Crescent, but with entrance from the Plaza.

**Staff Assessment:**

Staff believes the access to the retail units have been designed and located to activate and engage the 'High Street', or River District Crossing.

*Rezoning condition 16: Provision of a variety of spaces consistent with the East Fraserlands Design Guidelines (see Appendix J). Aspects to consider include special paving, lighting, planting, driveway crossings, pedestrian entrances, walkways, site furniture, weather protection, garbage storage, recycling and loading facilities.*

**Applicant Response:** The Character and materials of the Town Square override the treatment of the adjacent streets as per EFL Design Guidelines. The treatment includes special paving that extends from building faces to curbs creating a visually seamless space, large irregular planted areas with habitat enhancing plants, and a ceiling of special lighting that marks the square as a distinctive and memorable place. The design of the Town Square supports flexibility between daily use and special events as well as helps to define retail edges via the use of paving and seating elements.

**Staff Assessment:**

Staff supports the comprehensive approach taken in the reconfiguration, shaping, and treatment of the Town Square and the engagement of the four corners in this important public space.

• **Conclusion:**

The proposal is generally well resolved, and staff supports the changes from the preliminary form of development presented at Public Hearing. Staff recommends approval of this development application subject to the conditions noted in this report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on December 3, 2014, and provided the following comments:

**EVALUATION: SUPPORT (8-1)**

- **Introduction:** Pat St. Michel, Development Planner, introduced the proposal for 5-storey mixed-use development on Parcel 16.1 in the River District, a development in the southeast corner of the city. This proposal will form the southern edges of the Town Square. The proposal is for retail at the base and four levels of residential above with 75 units. As well there are 3-storey townhouses along the Kent Avenue Greenway on the south side of the parcel and an upper level garden courtyard is provided for residents. She noted that immediately to the west will be a 25-storey residential building, one of the two tallest buildings in the River District. Parcel 16.1 forms the southwest edge of the Town Square and is an important parcel in effecting the transition from the lower levels defined by the rail-line, and the increased flood plain protection level of 4.8 meters. This means that all retail and residential spaces need to be at a higher level and grade changes need to reflect this within the public realm, rather than having retail levels step with grade as is usually requested. Ms. St. Michel noted that this parcel, and its companion parcel 18.1, took the approach of reflecting the riverine nature of the site in its architecture: Parcel 16.1 with the log booms and Parcel 18.1 with the fish scales.

Ms. St. Michel explained that the Panel had identified several consensus comments at the workshop relevant to the project. This included support for the reshaping of the plaza, the grade change is a unique opportunity for a special retail edge, a more robust response is needed to the lower and podium levels and that the proposal should reference the simplicity of industrial buildings. As well they thought the retail and anchor entries should focus on the High Street and the lane should be treated as a pedestrian mews.

Advice from the Panel on this application is sought on the following:

- The further development of the ground level and transitional edge along River District Crossing.
- The materiality of the project, specifically the use of Hardi-plank siding.

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Taizo Yamamoto, Architect, further described the proposal and mentioned that they have tried to establish smaller grain retail along the main high street. He added that they wanted the ground plane to anchor both buildings and they have tried to carry some of those elements up into the building. In describing the architecture, Mr. Yamamoto noted that the tower elements on both buildings create a bookend to the gateway entrance to the plaza from the south. As well they wanted to keep a similar form with the townhouses so there is a common language along the southern edge while using the fish scale expression on the facades. He described the materials noting the use of hardi lap siding to keep a fine horizontal texture on the base walls and then that changes colour to emphasis a stacking. The projecting volumes would be standing seam metal and within the box is a fine grain of a shadow of the standing seams. The glaze guard rails have horizontal frit. He noted that with the challenge of the slope across the site they have introduced raised piers on the southeast corner allowing for good sunlight exposure. The courtyard will have a southwest exposure and the horizontal balconies help for solar shading.

Bruce Hemstock, Landscape Architects, described the landscaping plans and mentioned that there is a board formed concrete wall that runs along the high street which they thought could become an element in the courtyard space. There are wood screens and hedges on the north side of the courtyard. The indoor amenity space has a small outdoor patio with a barbeque and some seating and then there is a lawn area. On the west side are garden plots for urban agriculture space and seated around the planted area are food bearing plants and trees.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to the public realm wall and transitional edge to reduce the barrier and improve connections and access;
  - Design development to play up the canopy to announce the deck at the corner;
  - Consider details of material installation, colour and material changes on surfaces and turning corners;
  - Strengthen the expression through reviewing attributes of log-booms, accentuating horizontality and boxes, and increasing cantilevers;
  - Revisit the colour to create greater contrast and boldness and to create a dialogue of colour with the companion 5 storey building.
- **Related Commentary:** The Panel supported the proposal and liked the composition and strength of the scheme.

The Panel supported the small scale retail and the manner in which it relates to River District Crossing. However, the wall and the termination of the retail as it comes down to the rail line, requires some design development. The wall contradicts the flow and functionality of the corner. Some Panel members thought that improving this area included playing up the canopy in order to announce the entry better or looking at a change in the deck and fence. They thought the deck could be more like a pier while announcing the corner in a stronger way.

The Panel thought that the awnings were quite plain and out of context and thought the materials and the manner in how they relate to the ground plane could be simplified. They wanted to see a

greater connection between the building and the ground plane similar to how the fish scale building relates to the ground plane.

With respect to the material palette, the Panel supported the material choices but had some concerns on how the hardi board was being used and how it will turn the corner on the building. They were also concerned with the colour change and suggested that it might work better if it was accompanied with a change in texture instead.

With the exception of a couple of Panel members, Panel didn't understand the metaphor for the building, but thought that the expression worked regardless and captured the industrial sense the guidelines look for. Although they liked the boxes and the horizontality they wanted to see that idea pushed further by extending the cantilever and considering cutting the ends of boxes at different angles. Some panel members suggested chamfering this building to reinforce the SW edge of the Town Square.

There were a number of comments with respect to the authenticity of the log boom expression. They wanted to see a simplification of the materials in order to more clearly illustrate the idea. As well they thought the expression should have a roughness to it. Balcony rails could be set back further from the edges above the boxes to let the boxes read more strongly. Colour tags could be introduced like those seen on log booms.

The Panel thought the applicant should revisit the colour palette as well as they thought the colours were a little muted. They didn't want the applicant to copy the fish scale building but that they have a dialogue with each other. Colour could be introduced to the interiors of the boxes, and it could be used strengthen the depth and contrast between elements.

Some panel members commented that the energy performance of the building should go further.

- **Applicant's Response:** Mr. Yamamoto said he appreciated the comments. He added that they are challenged by the property line for the cantilever but there might be other ways lengthen it.

## ENGINEERING SERVICES

The public realm plan proposes enhanced treatments and plantings to be coordinated throughout the plaza, creating a visually seamless connection across public and private property. The EFL - Town Square public realm plan created at rezoning proposed higher levels of surface treatments and landscaping on both private and public property. Changes in acceptable street treatments and plantings since public hearing in 2008 reflect City's ability to maintain infrastructure; as a result, the City may seek arrangements for the surrounding commercial to maintain enhanced infrastructure. Where maintenance agreements are not possible and/or practical, Engineering may seek reduced specialty treatments seeking accent features to create a coherent, integrated public realm.

In order to create consistent legibility throughout the City and to provide comfortable surfaces for all users, smooth surfaces for pedestrians and cyclists are typically required within primary sidewalk and bike facilities. Standard Condition A.2.14 requires the minimum widths for primary sidewalk areas.

On October 31, 2012, the City adopted Transportation 2040, which provides strategic direction on walking, cycling, transit, vehicles, and goods movement. Goals around cycling provide guidance to expand cycling networks for all ages and abilities and to bring people efficiently to destinations. Given the Town Square is proposed as a major commercial destination, a revised cycling strategy is required that demonstrates safe, convenient, and effective connections from the Kent Avenue Greenway and the Town Square plaza (see Standard Condition A.2.17). Current discussions with the applicant are to provide for a separated cycle path integrated with the landscape design on the east side of River District Crossing which crosses Sawmill Crescent. Transportation 2040 also calls for provision of a

public bicycle system. The neighbourhood will have separated cycling facilities along the river, Kent Avenue north, and between Kent North and the Town Square. As the major commercial centre and destination within East Fraser Lands, Staff are recommending a Public Bike Share station be accommodated on one of the four parcels that front the Town Square. Staff expects to work with the applicant moving forward to develop a plan that strategically locates future Public Bike Share stations within the East Fraser Lands neighbourhood. Standard Condition A.2.5 requires provision of a public bike share station on one of the four parcels of the Town Square. Standard Condition A.2.17 requires a revised cycling strategy that considers Public Bike Share.

Primary and secondary decorative lighting ceiling are proposed for River District Crossing and Sawmill Crescent. An overhead suspended catenary lighting system is proposed for the primary lighting system on both River District Crossing and Sawmill Crescent. The system is similar to what is contained in the Public Realm Plan. Engineering supports the implementation of this system however further details are required to determine whether they will meet the technical requirements of the street and the long-term maintenance needs of the City. A secondary decorative lighting ceiling is also proposed to cover the Town Square. This treatment is not part of the primary road festival lighting (see Standard Condition A.2.11 and Recommended Condition 1.2). Prior to supporting the implementation of this lighting, several issues need to be resolved regarding connection to buildings, conflicts with trees and primary lamp standards, and maintenance; the City may seek arrangements for the developer to operate and maintain the specialized system. Engineering does not support the decorative lighting to be attached or powered from the primary lighting.

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

## LANDSCAPE

The recommendations of Landscaping are contained in the prior-to conditions noted in Appendix A attached to this report.

## HOUSING POLICY

### High Density Housing for Families with Children

The proposed 6 storey mixed use building 45 units (73.8% of total) with 2 or more bedrooms (comprised of 36 2-bedroom units, 4 3-bedroom units and 5 3-bedroom townhouses) which may be suitable for families with children, the High Density Housing for Families with Children Guidelines therefore apply.

An indoor amenity room with washroom is provided on level 3. Design development is needed to ensure the washroom is wheelchair accessible and to add a baby change table. Further design development is needed to improve the multi-functionality of the room by adding a storage closet specifically for the multipurpose room and a kitchenette (see Standard condition A.1.29).

Consistent with the guidelines, plans include a rooftop outdoor common area on level 3 including a large sod lawn. The lawn is a soft surface suitable for a range of children's play activity. Further design development is needed to provide opportunities for creative and motor-skills developing play for children with a range of ages. (play equipment is neither necessary nor encouraged, but landscape features which encourage creative play and motor skills development such as boulders, logs, pathways, water-play elements, sand-play etc. are encouraged) (see Standard condition A.1.30).

### Urban Agriculture Guidelines for the Private Realm

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Guidelines encourage edible landscaping and shared gardening opportunities in private developments.

Plans include accessible roof top garden planters on the 3rd floor with some of the necessary supporting infrastructure including composter, and a potting bench. A tool storage closet is provided off the adjacent multi-purpose amenity room. Clarification is needed that a composter and irrigation system/ hose bib for urban agriculture plots will be provided (see Standard conditions A.1.31 and A.1.24).

### **ENVIRONMENTAL PROTECTION BRANCH**

The Environmental Protection Branch indicates that the Certificate of Compliance dated July 25, 2007 was received for the lands identified and located at 3350 and 3420 Marine Way, 8541 Cromwell Street, and 3455 East Kent Avenue North. The lands identified have been satisfactorily remediated to meet Contaminated Sites Regulation prescribed standards for residential land soil use.

### **PROCESSING CENTRE - BUILDING**

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

### **NOTIFICATION**

Two site signs were placed and their installation verified on September 24, 2014. On September 17, 2014, 1433 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. As part of the neighbourhood notification process, an Open House event was held on October 6, 2014.

A total of approximately 90 people attended the Open House and 4 comment forms were received. 2 of those comments forms indicated support while the other 2 provided the following suggestions:

- i. more family units;
- ii. diverting traffic to have less vehicle travel to Marine drive;
- iii. provide more public transit in the area;
- iv. provide more community services ie. gas stations and medical clinics in the area.

To date, no other written responses have been received from our postcard / site signs notification.

#### **Staff Response:**

Regarding family units, the proposal exceeds the requirements for 35% dwelling units suitable for

family housing set out in the CD-1 zoning. Staff continues to engage in discussions with Translink regarding provision of improved transit to the area, and the new road network is designed to accommodate future bus routes and stops within the Town Square area. The mixed use Town Square area will provide a shopping and services destination for the local area with opportunities for uses such as medical clinics.

The proposed development is well connected to major arterials Marine Way and Boundary Road and no new road connections will link East Fraser Lands to Marine Drive. Therefore, traffic volumes on Marine Drive between Marine Way and Boundary Road are not expected to change significantly with the development of these parcels. In addition, the new signals along Marine Way will be coordinated for east-west vehicle traffic to maintain flow and minimize diversion to alternate routes.

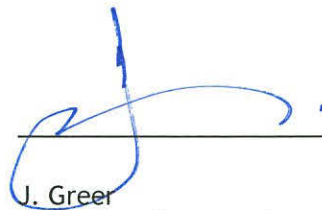


**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council

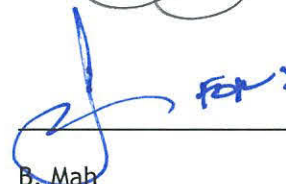
The Staff Committee supports this application and is satisfied that this proposal is consistent with the East Fraser lands Design Guidelines, and with the conditions proposed, will meet the design development conditions established and approved by Council.



J. Greer  
Chair, Development Permit Staff Committee



P. St. Michel  
Senior Development Planner



B. Mah  
Project Coordinator

Project Facilitator: M. So

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit:

### A.1 Standard Conditions

A.1.1 The proposed form of development can and does become approved by City Council;

A.1.2 compliance with Section 5.12(a) of the CD-1 (566) By-law;

**Note to Applicant:** Balcony area exclusions are based on the residential floor area being provided and do not include any commercial floor area.

A.1.3 modifications to the height calculations and design grades as shown on drawing A1.0-H to coincide with the City building grades when they become available;

**Note to Applicant:** Provide a copy of the official City building grades plan. Elevations of the roof parapet are not consistent with the building elevations and site sections. Clarify the elevation of roof guardrail.

A.1.4 compliance with Section 7(a)(iv) (Parking, Loading and Bicycle Spaces) of the CD-1 (566) By-law for multiple dwelling use;

**Note to Applicant:** Clarify the vertical clearance of disability parking spaces, including all entrances, exits, drive aisles, other access to off-street disability parking spaces, and egress therefrom. Clarify column sizes and encroachments into the parking spaces on the underground parking levels. Add wheel stops to back-to-back and perpendicular parking spaces.

A.1.5 compliance with Section 4.1.8 (Number of Small Car Spaces) of the Parking By-law for residential use;

**Note to Applicant:** Reduce the number of small car spaces by one space.

A.1.6 provision of one shared vehicle and parking space;

**Note to Applicant:** A car share agreement is required. Please contact Brent Dozzi of the Neighborhood Parking and Transportation in Engineering Services for more details. See also Standard Condition A.2.4.

A.1.7 compliance with Section 6.2 (Table or Number of Required Off-Street Bicycle Spaces) of the Parking By-law;

**Note to Applicant:** Six Class B bicycle spaces are required for the retail use. Clarify Class B bicycle spaces on the ground floor plan and landscape plan. Add dimensions to the bicycle spaces and lockers. Clarify and provide details of the bike stack rack for required Class A bicycle spaces, to the satisfaction of the Manager of Engineering Services. See also Standard Condition A.2.15.

A.1.8 compliance with Section 6.3.21 (Electrical Outlets) of the Parking By-law;

**Note to Applicant:** One electrical outlet is required for every two Class A bicycle spaces.

A.1.9 compliance with Section 6.5 (Clothing Lockers) of the Parking By-law;

---

**Note to Applicant:** Two clothing lockers are required for each gender for a total of four clothing lockers.

A.1.10 provision of gridlines and section locations on all floor plans, correction of proper street names where applicable, clarification of roof finishes, architectural features and access to the terrace on the 6<sup>th</sup> floor, and inclusion of drawing list/updated statistics on the cover sheet, including legal description and civic address;

A.1.11 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.12 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

**Note to Applicant:** Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

A.1.13 submission of one set of updated, color-coded, sealed and signed FSR drawings with detailed statistics that reconciles with the proposed project;

A.1.14 submission of an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

**Note to Applicant:** Add notation on plans stating: "Adequate and effective acoustic separation shall be provided between the commercial and residential portions of the building."

A.1.15 submission of larger scale details and information on key building components, including privacy screens, canopies, screening elements, overhangs, projections, fences, gates etc.;

A.1.16 consideration to further improve the energy performance of the building;

**Note to Applicant:** The Urban Design Panel has expressed concern about the energy performance of several projects in East Fraser Lands, recognizing that at the time of rezoning EFL was intended to be a model of sustainability. While technically the proposal may meet the energy criteria set out at the time of rezoning, it should be recognized that expectations regarding energy performance have advanced since that time.

A.1.17 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving Built Green Gold Equivalency with an Energuide score of 80;

**Note to Applicant:** In addition to the Built Green Gold checklists, provide a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. Both checklist and description should be incorporated into the drawing set and significant Built Green features detailed on the plans.

A.1.18 completion of a compliance strategy and timeline that outlines the documentation process required to achieve Built Green Gold equivalent with an Energuide score of 80 including reference to appropriate documentation at Building Permit and Occupancy Permit stages;

---

### Standard Landscape Conditions

A.1.19 provision of detailed landscape grading plan(s);

**Note to Applicant:** further attention should be paid to the architectural and landscape plans to ensure that grades and spot elevations are depicted throughout open space areas.

A.1.20 increase in the size of the tree planters on the roof top patios;

**Note to Applicant:** respecting the limitations of load on the structure.

A.1.21 increase in the width of the hedge planter on the podium level to 2 ft. (0.6 m) minimum width (inside dimension);

A.1.22 provision of additional trees in the planters located on the edge of the southern patios on the podium level;

A.1.23 refinement of the architectural and landscape sections to clearly indicate and dimension the relationship between the slab, soil volumes, tree root ball, and planters on slab to verify that sufficient soil volumes are provided;

**Note to Applicant:** The architectural sections must be dimensioned accurately with regard to the depiction of the slab, soil volumes on slab and through all planters on slab. This can be done by refining the graphic depiction of the slab using finer lines, illustrating root balls, soil profile and dimensions. Include all sides of the building, common areas, landscapes on slab and outer edges of the parking level (P1). The landscape plan sections should include root balls, voiding, slab insulation (where applicable). Planting conditions should meet or exceed the BCLNA Landscape Standard.

A.1.24 provision of an efficient irrigation system for all planted areas and individual hose bibs to be provided for all patios of 100 sq. ft.(9.3 m<sup>2</sup>) or greater;

**Note to Applicant:** Provide symbols for hose bibs and irrigation line source locations. An irrigation note has been provided on the plans.

A.1.25 Clarification of the urban agriculture program, as follows:

**Note to Applicant:** Provide plan details and written program for tool storage, additional site furniture, hose bibs, compost facilities and gardening work station space;

A.1.26 provision of detailed elevations of all vertical landscape structures;

**Note to Applicant:** This includes, but not limited to, trellis, arbor, patio gates/fences, privacy screens, columns (play area), gate posts, benches. Dimensions and materials should be clearly labeled.

A.1.27 landscape sections to indicate the street tree planting condition (for example, special soils, public realm treatment, dimensions, soil volumes) for all sides of the building facing a street;

A.1.28 new street trees to be provided adjacent to the development site, where possible, to be confirmed prior to the issuance of the building permit.

**Note to Applicant:** Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Park Board, ph: 604.257.8587 for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity and tree species

---

to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

## Housing Policy

A.1.29 design development to the amenity room on the ground level to add a storage closet and kitchenette, and to ensure the washroom is accessible and is equipped with a baby change table;

A.1.30 design development to the common outdoor amenity area to provide opportunities for creative and motor-skills developing play activity for children with a range of ages; and

**Note to Applicant:** Play equipment is not necessary, nor encouraged, but landscape features which encourage creative play and motor-skills development such as boulders, logs, pathways, water-play elements, sand-play etc. are encouraged.

A.1.31 provision of a composter and irrigation system/hose bib for urban agriculture.

## A.2 Standard Engineering Conditions

A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a plaza agreement and statutory right of way for public access for the Town Square Plaza;

**Note to Applicant:** Provision of a topographic survey of the plaza area and a reference plan in registrable form is required prior to occupancy.

A.2.2 provision of Statutory Right of Ways for public access for secondary pathway agreements (CA3663341-CA3663349) works prior to occupancy;

A.2.3 provision of letter of credit to secure the Owner's works as listed in the Services Agreement CA3663323-328;

**Note to Applicant:** This parcel triggers substantial portions of the Owner's Works listed in the EFL Area 1 Town Square Services Agreement, which include, but are not limited to, the following:

- a. Adjacent Road Works for Development Parcel 15 and Development Parcel 16.1
- b. Boundary Pump station and Sanitary Connection
- c. Storm Outfall
- d. Kent Ave North Greenway
- e. Temporary Bike and Pedestrian Path
- f. Temporary Marine Way Sidewalk
- g. Traffic Signal and Left Bay on Marine Way at High Street
- h. Traffic Signal and Left Bay on Marine Way at Crescent street West
- i. Crescent Street West Road Works
- j. Temporary vehicular route

A.2.4 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [1] Shared Vehicle(s) and the provision and maintenance of [1] Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), [with such parking spaces to be

---

in addition to the minimum parking spaces required by the Parking Bylaw], on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (a) provide 1 Shared Vehicle(s) to the development for a minimum period of [3 years];
- (b) enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
- (c) provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
- (d) make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- (e) provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
- (f) registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.
- (g) provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

**Note to Applicant:** Shared vehicle spaces are required to be a minimum width of 8.8 ft. (2.9 m). See also Standard Condition A.1.6.

- A.2.5 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station;

**Size:** At minimum, a station size of 82 ft. x 13.1 ft. (25 m x 4 m) (linear configuration) should be accommodated.

**Location:** The station should be located on private property while still clearly visible to the public with 24/7 public access. The preferred location is along the Marine Way commercial frontage near the intersection of River District Crossing.

**Surface treatment:** A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

**Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

**Sun exposure:** No vertical obstructions to maximize sun exposure as station operate on solar power. Ideally the station should receive 5 hours of direct sunlight a day.

**Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. (The PBS vendor will be responsible for the on-going cost of electricity to operate the station.)

**Note to Applicant:** At a minimum, a site should be provided on one of the parcels that form the Town Square (15, 16.1, 17, and 18.1).

- A.2.6 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review;
-

**Note to Applicant:** Due to the type and extent of proposed landscaping in the public realm, maintenance agreements may be required to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services.

- A.2.7 provision of revised design to the satisfaction of the General Manager of Engineering Services upon issuance of Building Grades by Engineering Services;

**Note to Applicant:** EFL Town Square Road Design is undergoing a separate review process through Engineering Services, in parallel to this application. Typically, DE applications are not accepted without Building Grades having already being issued by Engineering Services. Building Grades cannot be issued for Parcel 16.1 without Road Design drawings to the satisfaction of the General Manager of Engineering Services. Building Grades will not be issued for the proposed laneway; design to be to the satisfaction of the General Manager of Engineering Services.

- A.2.8 provision of a reciprocal access agreement between the site and the adjacent property, Parcel 16.2, to be registered on title prior to occupancy;

- A.2.9 provision of public realm design and necessary arrangements to the satisfaction of the General Manager of Engineering Services, Director of Planning, and the Director of Legal Services;

**Note to Applicant:** Public Realm Design provided in this application is for information only; Public Realm Design will be reviewed and approved through Engineering Services during the Road Works Design Review Process. Comments provided through this application are considered preliminary and only provided as they impact the proposed private property design. Arrangements may be required to provide for long-term maintenance provisions to the satisfaction of the General Manager of Engineering Services.

- A.2.10 provision of a detailed grading plan including curb and gutter elevations and area drains locations and elevations;

- A.2.11 provision of details of the public realm lighting design including proposed primary catenary lighting and secondary festival lighting to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Engineering is supportive of the catenary lighting system as part of the primary street lighting system subject to meeting design and maintenance conditions such as meeting lighting levels, structural requirements, height restrictions, and life cycle procurement. It is the responsibility of the applicant to ensure the proposed design considers regulatory framework that governs electrical systems crossing private and public property. The secondary festival lighting will not be part of the City's street lighting system, will be privately powered, owned and operated by the Applicant in perpetuity and will not be mounted to City lamp standards.

- A.2.12 arrangements for the ongoing operation and maintenance of the proposed lighting systems to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;

**Note to Applicant:** If the Applicant is unable to meet the design and maintenance conditions of Standard Condition A.2.11, arrangements may be necessary to address the catenary system conditions. This secondary lighting system will not be part of the City's street lighting system and will be operated and maintained by the property owner in perpetuity.

- A.2.13 clarification on the transition between public and private property within the public realm. Public realm design to be provided to the satisfaction of the General Manager of Engineering
-

Services and Director of Planning; design will be approved under a separate design review process through Engineering Services;

**Note to Applicant:** Applicant to provide consideration of long term maintenance requirements of the public realm design within public property. Transitions between public and private property should be seamless, and although some aspects of the public realm on private property can be carried through to public property, standard materials should be used as much as possible on public property.

- A.2.14 provision of minimum 6.9 ft. (2.1 m) clear width for pedestrians within road right of way, clear of any obstructions including street furniture, landscaping, lighting, or structures;

**Note to Applicant:** Minimum pedestrian width must be provided clear of any obstructions or changes in direction. Applicant is to remove or relocate any landscaping or structures to provide minimum width in road right of way.

- A.2.15 provision of Class A bicycle spaces as per the Parking By-Law;

**Note to Applicant:** Stacked bicycle spaces cannot be used to count as 2 spaces towards the required bicycle spaces.

- A.2.16 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for the sharing of the commercial loading spaces with the residential strata;

**Note to Applicant:** Should the connection to the residential lobby be possible, we would like residential access to the commercial loading at mid-month and at month-end with arrangements to facilitate reasonable residential access.

- A.2.17 provision of a revised cycling strategy to the satisfaction of the City Engineer detailing the following:
- sufficient public realm design demonstrating how cyclists access the Town Square plaza from the Kent Avenue greenway;
  - provision of generous Class B bicycle parking located in both the development and public property within the Town Square; and
  - integration of public bike share;

- A.2.18 provision of generous Class B bicycle parking in the Town Square;

- A.2.19 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

**Note to Applicant:** The following items are required to meet the parking and loading design supplement:

**a) Bicycle Room, Bike Racks and Bikeways:**

- clarification if bicycle racks are proposed for public property, if so a separate application to the General Manager of Engineering Services is required,

**Note to Applicant:** Class B bicycle parking (bike racks) supplied on public property cannot be counted towards the on-site by-law requirement that would apply to this project.

- modification of access to the bicycle parking,



**Note to Applicant:** Provide automatic door openers on the doors providing access to the bicycle room(s).

- iii. provision of a more direct access to the main parking ramp.

**Note to Applicant:** consider provision of a route which minimizes travel through the commercial parking area. The adjacent stairway vestibule could provide access to the residential parking area.

#### b) On-site Loading

- i. modify the loading spaces to enable independent truck ingress and egress to and from the loading spaces for the maximum size of truck intended to utilize the spaces and clearly label the largest truck on the plan with an expected truck size not less than 30 ft. length (SU-9);

**Note to Applicant:** modifications may include setting back the loading spaces further into the building, increasing the width of the second loading space, and providing a wider double loading throat so that the truck can turn wholly within the lane and need not drive over the sidewalk at the edge of the bricked lane as shown on the plans. The minimum loading dimensions of 32.3 ft. 2 91.5 ft. (3 m x 8.5 m) and the 68 degree throat, as well as no additional second loading bay width with 28 ft. manoeuvring aisle are intended for a single unit truck with approximately 24 ft. length.

- ii. clarify and provide the dimensions of the largest truck the loading bays are intended to accommodate and revise the turning swath shown on plans as necessary;
- iii. provision of a service corridor from the rear of the loading spaces to the smaller CRU's along River District Crossing and to connect to the residential lobby to facilitate resident move-in/out;
- iv. maximize the width of the overhead doors at the rear of the loading spaces to allow flexibility in the positioning of the stopped truck.

**Note to Applicant:** As shown the trucks must be stopped very close to the wall of the parkade.

- v. consider provision of at least one dock leveler to enable the unloading of trucks with varying heights
- vi. clarification and note on plans the provision of an overhead security gate to secure the loading spaces.

#### c) Parking Ramps

- i. provision of design elevations on both sides of the parking ramp at all break points, at both sides of the front and back of the loading bays, and at all entrances.
- ii. provision of improved visibility of oncoming vehicles:
  - Through the area in front of the residential garbage room;
  - Through the right angle turn on the P1 to P2 parking ramp including consideration to provide a corner cut enabling improved two-way vehicle movement;
  - Around the right angle turn in the commercial parking area beyond the residential elevators and including consideration to provide a corner cut through room adjacent the elevator machine room.

- iii. provision of a railing adjacent the lower section of main parking ramp which has a 10% slope.

**Note to Applicant:** this is within a commercial parking area and is required to prevent attempted driving over the side of the ramp.

- iv. clearly label the design elevations on the parking ramp section 2-2 on page A4.1

d) Parking Layout

- i. modification of column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement
  - A column 2 ft. (0.6 m) in length must be set back 2 ft. (0.6 m) from either the opening to or the end of the parking space. A column 3 ft. (0.9 m) long may be set back 1ft. (0.3 m)
  - Dimension all columns encroaching into parking stalls

- ii. modification of the placement of the parking spaces along the southerly edge of the P2 parking level;

**Note to Applicant:** these 12 parking spaces should be relocated adjacent to the ramp to enable a car to enter the manoeuvring aisle without difficulty;

- iii. provision of a minimum 20 ft. (6.1 m) wide overhead security gate located between the residential and commercial parking area;
- iv. modify the placement of the entry door to the commercial elevator vestibule and shorten the length of the adjacent wall to provide an improved transition by decreasing the abrupt change in the commercial vehicle drive aisle;
- v. clearly label the 6 residential visitor parking spaces both on the plans and at the site.

Please contact Rob Waite of the Neighbourhood Parking and Transportation Branch at 604-873-7217 for more information.

A.2.20 delete portions of footings shown on page A4.1 that encroach onto City street;

A.2.21 delete the at-grade planter shown within the walkway at the SW corner of the site such that a minimum 6.6 ft. (2 m.) wide walkway can be provided;

A.2.22 removal of utilities and the release of Statutory Right of Way (CA3663412-417) prior to issuance of a building permit are required;

A.2.23 removal of existing utilities under the Cromwell Utilities Statutory agreement CA3663405-410 to the satisfaction of the General Manager of Engineering Services and discharge of the SRW prior to building permit;

A.2.24 removal of existing utilities under the Kent Ave North Utilities Statutory agreement CA3663405-410 to the satisfaction of the General Manager of Engineering Services and discharge of the SRW prior to building permit;

A.2.25 submission of a canopy application is required;

---

**Note to Applicant:** Canopies must be fully demountable and meet the requirements of the Building By-law.

A.2.26 clarification of garbage pick-up operations; and

**Note to Applicant:** Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

A.2.27 The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

---

**B.1 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 10, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.3 This approval does not in any way constitute a representation or warranty that the necessary approval of the Form of Development or enactment of the rezoning will be granted by Council. All proceedings by the applicant prior to action by Council are therefore at his/her own risk.
- B.1.4 Notwithstanding compliance with the foregoing condition nos. 1.0, A.1 and A.2, the Development Permit for this application cannot be issued until Council has first approved the Form of Development.
- B.1.5 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.6 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.4 All services, including telephone, television cables and electricity, shall be completely underground.
- B.2.5 Amenity space (meeting room) of 672 sq. ft. 62.4 m<sup>2</sup>, excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities located in this project shall be made to all residents and occupants the building;

AND

---

Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents and users of this building.

- B.2.6 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.7 A qualified environmental consultant shall be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work at the site.
  - B.2.8 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
  - B.2.9 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
-



DE418327

## STATISTICS:

CIVIC ADDRESS:  
LEGAL DESCRIPTION:  
ZONING:

TOTAL SITE AREA:

BUILDING HEIGHT:

DENSITY:

CD-1.5.1

## PARCEL 16.1

3489 E KENT AVENUE NORTH  
LOT 79, DISTRICT LOT 331, NEW WESTMINSTER DISTRICT, PLAN EPS/154  
CD-1 (600) East Fraser Corridor, Town Square Precinct By-law No. 16041

2,992.2 SQ.M. = (32,207.5 SQ. FT.)

25 STONEYS (90.62 M.)

REQUIRED ALLOWABLE

PROVIDED

5 STONEYS (22.4M.)

BUILDABLE DENSITY =

83,342.0 SQ. FT.

TARGET RESIDENTIAL =

60,839.0 SQ. FT.

TARGET COMMERCIAL =

22,000.0 SQ. FT.

1,723.4 SQ.M.

1,723.4 SQ.M.

241.5 SQ.M.

241.5 SQ.M.

202.1 SQ.M.

202.1 SQ.M.

206.4 SQ.M.

206.4 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

## VEHICLE PARKING:

## PARCEL 16.1

7 (600) MINIMUM UNITS LESS THAN 112.5 SQ.M. (1,217 SQ. FT.) G.F.A. REQUIRE 1 SPACE PER 75 SQ.M.  
7 (600) MINIMUM UNITS MORE THAN 112.5 SQ.M. (1,217 SQ. FT.) G.F.A. REQUIRE 1.5 SPACES PER UNIT.  
7 (600) MINIMUM VISITOR PARKING REQUIRE 0.1 VISITOR SPACES PER UNIT.  
7 (600) MAXIMUM UNITS LESS THAN 130.0 SQ.M. (1,399 SQ. FT.) G.F.A. TO HAVE NO MORE THAN 1 SPACE PER 65 SQ.M.  
7 (600) MAXIMUM UNITS MORE THAN 130.0 SQ.M. (1,399 SQ. FT.) G.F.A. TO HAVE NO MORE THAN 2 SPACES PER UNIT.  
7 (600) MAXIMUM VISITOR PARKING TO BE NO MORE THAN 0.1 VISITOR SPACES PER UNIT.

RESIDENTIAL STALLS REQUIRED (MINIMUM)

VISITOR SPACES

TOTAL RESIDENT + VISITOR PARKING

RESIDENTIAL SPACES

VISITOR SPACES

TOTAL RESIDENT + VISITOR PARKING

TOTAL COMMERCIAL REQUIRED

ACCESSIBLE STALLS REQUIRED

1 FOR FIRST 7 UNITS + 0.04 SPACES / EACH ADDITIONAL UNIT

TOTAL ACCESSIBLE REQUIRED

TOTAL PARKING (MAXIMUM)

25% OF TOTAL REQUIRED

MIN. ELECTRIC VEHICLE CHARGING STALLS

PARKING PROVIDED

VISITOR STALLS

COMMERCIAL STALLS

TOTAL PARKING PROVIDED

ELECTRIC VEHICLE SPACES PROVIDED

RESIDENTIAL ACCESSIBLE SPACES PROVIDED

COMMERCIAL ACCESSIBLE SPACES PROVIDED

TOTAL

NO REQUIREMENT

NONE FOR LESS THAN 100 UNITS

NO REQUIREMENT

TOTAL

NO REQUIREMENT

CLASS A AS PER 4.2.2

CLASS B AS PER 4.2.2

CLASS C AS PER 4.2.5

RELAXATION REQUESTED FOR CLASS C DOWNSIDE SPACE

BICYCLE PARKING:

DOWNSIDE USE (MULTIPLE DWELLING)

CLASS A AS PER 4.2.1.2

1.25 SPACES / UNIT

Bike space in 1st floor locker (100 sq.m.)

Horizontal spaces in bike rooms

Vertical spaces in bike rooms

Total (w/ electrical outlet (50%))

6 SPACES PER DEVELOPMENT

1 SPACE FOR EACH 500 SQ.M.

6 SPACES PER DEVELOPMENT

CLASS B AS PER 4.2.1.1

CLASS C AS PER 4.2.1.1

CLASS D AS PER 4.2.1.1

CLASS E AS PER 4.2.1.1

CLASS F AS PER 4.2.1.1

CLASS G AS PER 4.2.1.1

CLASS H AS PER 4.2.1.1

CLASS I AS PER 4.2.1.1

CLASS J AS PER 4.2.1.1

CLASS K AS PER 4.2.1.1

CLASS L AS PER 4.2.1.1

CLASS M AS PER 4.2.1.1

CLASS N AS PER 4.2.1.1

## STATISTICS:

CIVIC ADDRESS:  
LEGAL DESCRIPTION:  
ZONING:

TOTAL SITE AREA:

BUILDING HEIGHT:

DENSITY:

CD-1.5.1

## PARCEL 16.1

3489 E KENT AVENUE NORTH  
LOT 79, DISTRICT LOT 331, NEW WESTMINSTER DISTRICT, PLAN EPS/154  
CD-1 (600) East Fraser Corridor, Town Square Precinct By-law No. 16041

2,992.2 SQ.M. = (32,207.5 SQ. FT.)

25 STONEYS (90.62 M.)

REQUIRED ALLOWABLE

PROVIDED

5 STONEYS (22.4M.)

BUILDABLE DENSITY =

83,342.0 SQ. FT.

TARGET RESIDENTIAL =

60,839.0 SQ. FT.

TARGET COMMERCIAL =

22,000.0 SQ. FT.

1,723.4 SQ.M.

1,723.4 SQ.M.

241.5 SQ.M.

241.5 SQ.M.

202.1 SQ.M.

202.1 SQ.M.

206.4 SQ.M.

206.4 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

## STATISTICS:

CIVIC ADDRESS:  
LEGAL DESCRIPTION:  
ZONING:

TOTAL SITE AREA:

BUILDING HEIGHT:

DENSITY:

CD-1.5.1

## PARCEL 16.1

3489 E KENT AVENUE NORTH  
LOT 79, DISTRICT LOT 331, NEW WESTMINSTER DISTRICT, PLAN EPS/154  
CD-1 (600) East Fraser Corridor, Town Square Precinct By-law No. 16041

2,992.2 SQ.M. = (32,207.5 SQ. FT.)

25 STONEYS (90.62 M.)

REQUIRED ALLOWABLE

PROVIDED

5 STONEYS (22.4M.)

BUILDABLE DENSITY =

83,342.0 SQ. FT.

TARGET RESIDENTIAL =

60,839.0 SQ. FT.

TARGET COMMERCIAL =

22,000.0 SQ. FT.

1,723.4 SQ.M.

1,723.4 SQ.M.

241.5 SQ.M.

241.5 SQ.M.

202.1 SQ.M.

202.1 SQ.M.

206.4 SQ.M.

206.4 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

## STATISTICS:

CIVIC ADDRESS:  
LEGAL DESCRIPTION:  
ZONING:

TOTAL SITE AREA:

BUILDING HEIGHT:

DENSITY:

CD-1.5.1

## PARCEL 16.1

3489 E KENT AVENUE NORTH  
LOT 79, DISTRICT LOT 331, NEW WESTMINSTER DISTRICT, PLAN EPS/154  
CD-1 (600) East Fraser Corridor, Town Square Precinct By-law No. 16041

2,992.2 SQ.M. = (32,207.5 SQ. FT.)

25 STONEYS (90.62 M.)

REQUIRED ALLOWABLE

PROVIDED

5 STONEYS (22.4M.)

BUILDABLE DENSITY =

83,342.0 SQ. FT.

TARGET RESIDENTIAL =

60,839.0 SQ. FT.

TARGET COMMERCIAL =

22,000.0 SQ. FT.

1,723.4 SQ.M.

1,723.4 SQ.M.

241.5 SQ.M.

241.5 SQ.M.

202.1 SQ.M.

202.1 SQ.M.

206.4 SQ.M.

206.4 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.

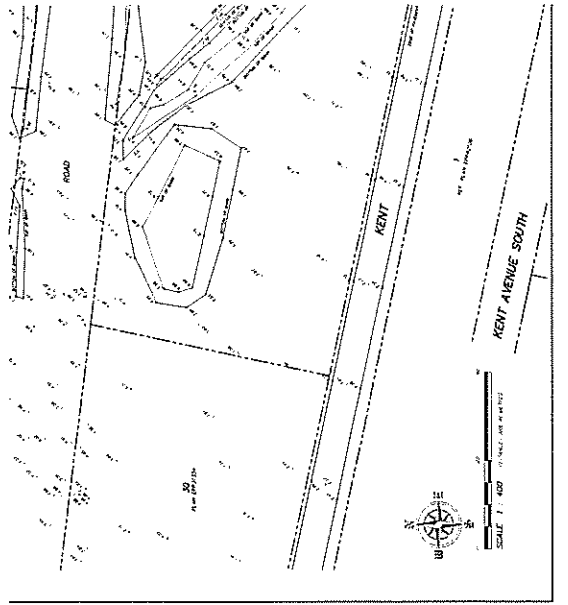
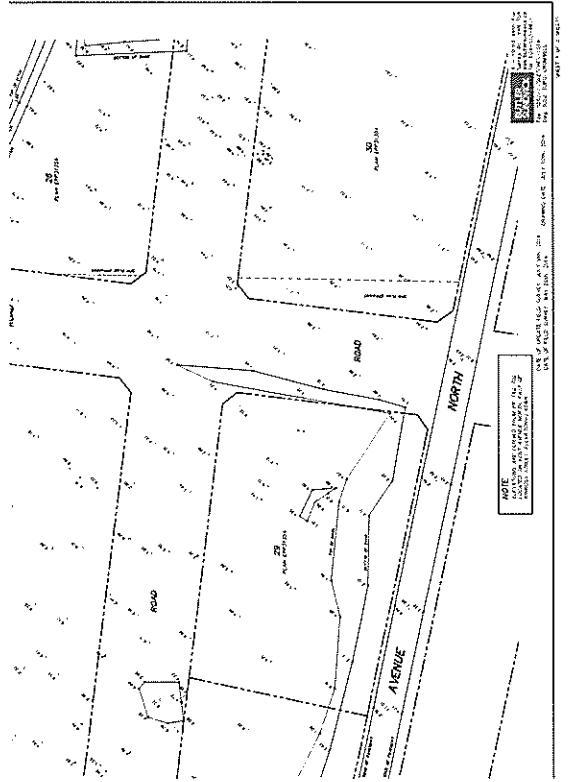
1,266.1 SQ.M.

1,266.1 SQ.M.

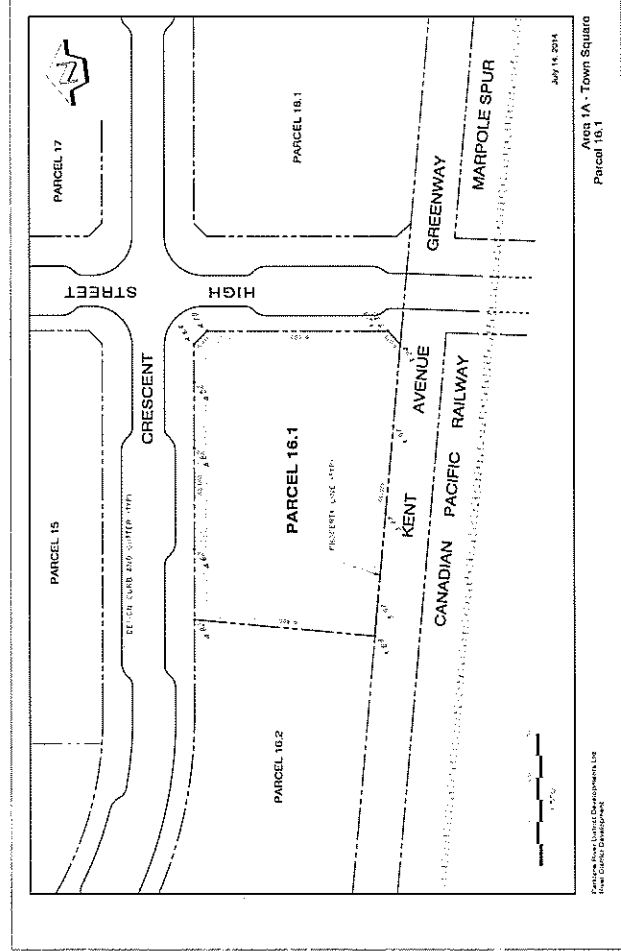
1,266.1 SQ.M.

1,266.1 SQ.M.

1,266.1 SQ.M.



**SURVEY PLAN**  
SCALE 1:500



**DESIGN GRADES PLAN**  
SCALE 1:500

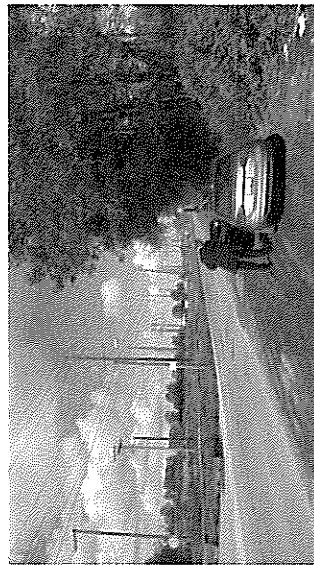
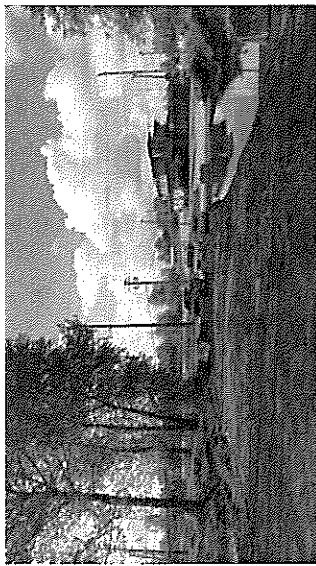
NO.	DATE	REVISION
1	15 JUL 2014	ISSUED FOR PERMIT
2	15 JUL 2014	ISSUED FOR PERMIT
3	15 JUL 2014	ISSUED FOR PERMIT
4	15 JUL 2014	ISSUED FOR PERMIT
5	15 JUL 2014	ISSUED FOR PERMIT
6	15 JUL 2014	ISSUED FOR PERMIT
7	15 JUL 2014	ISSUED FOR PERMIT
8	15 JUL 2014	ISSUED FOR PERMIT
9	15 JUL 2014	ISSUED FOR PERMIT
10	15 JUL 2014	ISSUED FOR PERMIT
11	15 JUL 2014	ISSUED FOR PERMIT
12	15 JUL 2014	ISSUED FOR PERMIT
13	15 JUL 2014	ISSUED FOR PERMIT
14	15 JUL 2014	ISSUED FOR PERMIT
15	15 JUL 2014	ISSUED FOR PERMIT
16	15 JUL 2014	ISSUED FOR PERMIT
17	15 JUL 2014	ISSUED FOR PERMIT
18	15 JUL 2014	ISSUED FOR PERMIT
19	15 JUL 2014	ISSUED FOR PERMIT
20	15 JUL 2014	ISSUED FOR PERMIT
21	15 JUL 2014	ISSUED FOR PERMIT
22	15 JUL 2014	ISSUED FOR PERMIT
23	15 JUL 2014	ISSUED FOR PERMIT
24	15 JUL 2014	ISSUED FOR PERMIT
25	15 JUL 2014	ISSUED FOR PERMIT
26	15 JUL 2014	ISSUED FOR PERMIT
27	15 JUL 2014	ISSUED FOR PERMIT
28	15 JUL 2014	ISSUED FOR PERMIT
29	15 JUL 2014	ISSUED FOR PERMIT
30	15 JUL 2014	ISSUED FOR PERMIT
31	15 JUL 2014	ISSUED FOR PERMIT
32	15 JUL 2014	ISSUED FOR PERMIT
33	15 JUL 2014	ISSUED FOR PERMIT
34	15 JUL 2014	ISSUED FOR PERMIT
35	15 JUL 2014	ISSUED FOR PERMIT
36	15 JUL 2014	ISSUED FOR PERMIT
37	15 JUL 2014	ISSUED FOR PERMIT
38	15 JUL 2014	ISSUED FOR PERMIT
39	15 JUL 2014	ISSUED FOR PERMIT
40	15 JUL 2014	ISSUED FOR PERMIT
41	15 JUL 2014	ISSUED FOR PERMIT
42	15 JUL 2014	ISSUED FOR PERMIT
43	15 JUL 2014	ISSUED FOR PERMIT
44	15 JUL 2014	ISSUED FOR PERMIT
45	15 JUL 2014	ISSUED FOR PERMIT
46	15 JUL 2014	ISSUED FOR PERMIT
47	15 JUL 2014	ISSUED FOR PERMIT
48	15 JUL 2014	ISSUED FOR PERMIT
49	15 JUL 2014	ISSUED FOR PERMIT
50	15 JUL 2014	ISSUED FOR PERMIT
51	15 JUL 2014	ISSUED FOR PERMIT
52	15 JUL 2014	ISSUED FOR PERMIT
53	15 JUL 2014	ISSUED FOR PERMIT
54	15 JUL 2014	ISSUED FOR PERMIT
55	15 JUL 2014	ISSUED FOR PERMIT
56	15 JUL 2014	ISSUED FOR PERMIT
57	15 JUL 2014	ISSUED FOR PERMIT
58	15 JUL 2014	ISSUED FOR PERMIT
59	15 JUL 2014	ISSUED FOR PERMIT
60	15 JUL 2014	ISSUED FOR PERMIT
61	15 JUL 2014	ISSUED FOR PERMIT
62	15 JUL 2014	ISSUED FOR PERMIT
63	15 JUL 2014	ISSUED FOR PERMIT
64	15 JUL 2014	ISSUED FOR PERMIT
65	15 JUL 2014	ISSUED FOR PERMIT
66	15 JUL 2014	ISSUED FOR PERMIT
67	15 JUL 2014	ISSUED FOR PERMIT
68	15 JUL 2014	ISSUED FOR PERMIT
69	15 JUL 2014	ISSUED FOR PERMIT
70	15 JUL 2014	ISSUED FOR PERMIT
71	15 JUL 2014	ISSUED FOR PERMIT
72	15 JUL 2014	ISSUED FOR PERMIT
73	15 JUL 2014	ISSUED FOR PERMIT
74	15 JUL 2014	ISSUED FOR PERMIT
75	15 JUL 2014	ISSUED FOR PERMIT
76	15 JUL 2014	ISSUED FOR PERMIT
77	15 JUL 2014	ISSUED FOR PERMIT
78	15 JUL 2014	ISSUED FOR PERMIT
79	15 JUL 2014	ISSUED FOR PERMIT
80	15 JUL 2014	ISSUED FOR PERMIT
81	15 JUL 2014	ISSUED FOR PERMIT
82	15 JUL 2014	ISSUED FOR PERMIT
83	15 JUL 2014	ISSUED FOR PERMIT
84	15 JUL 2014	ISSUED FOR PERMIT
85	15 JUL 2014	ISSUED FOR PERMIT
86	15 JUL 2014	ISSUED FOR PERMIT
87	15 JUL 2014	ISSUED FOR PERMIT
88	15 JUL 2014	ISSUED FOR PERMIT
89	15 JUL 2014	ISSUED FOR PERMIT
90	15 JUL 2014	ISSUED FOR PERMIT
91	15 JUL 2014	ISSUED FOR PERMIT
92	15 JUL 2014	ISSUED FOR PERMIT
93	15 JUL 2014	ISSUED FOR PERMIT
94	15 JUL 2014	ISSUED FOR PERMIT
95	15 JUL 2014	ISSUED FOR PERMIT
96	15 JUL 2014	ISSUED FOR PERMIT
97	15 JUL 2014	ISSUED FOR PERMIT
98	15 JUL 2014	ISSUED FOR PERMIT
99	15 JUL 2014	ISSUED FOR PERMIT
100	15 JUL 2014	ISSUED FOR PERMIT

Yamamoto  
Architecture Inc.

TOPOGRAPHICAL SURVEY PLAN  
& BUILDING GRADES PLANS

A0.2



[illegible]

Conservation of riparian resources.  
Rehabilitation of waters to be used for agriculture.  
This is a listing of an inventory of studies in the progress of the authors and  
they have to consider the only subject for multiple publication of this listing.

LOFTLEY  
VANCOUVER, B.C.

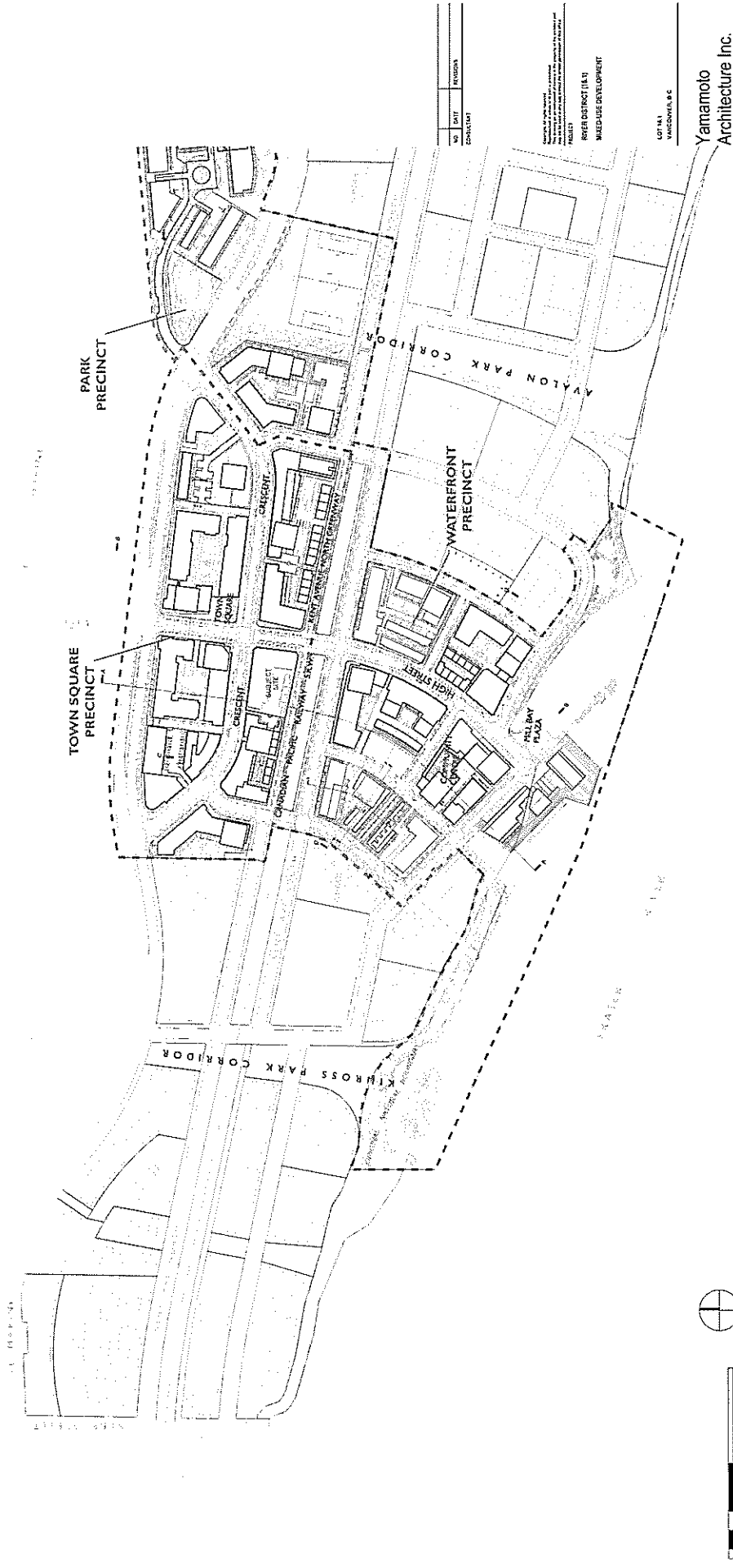
Yamamoto  
Architecture Inc.

**SAMPLE TITLE**

**SITE PHOTOS**

**LOT 15.1**

SCALE	IN	DATE	SEPT 3 2004	NO. 104	OF 1
SHEET NO. A0.3					

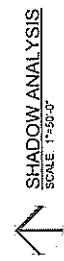
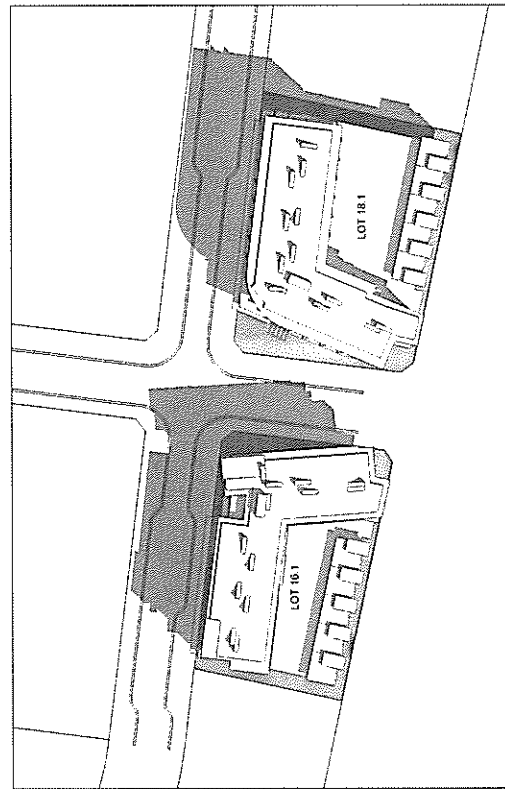
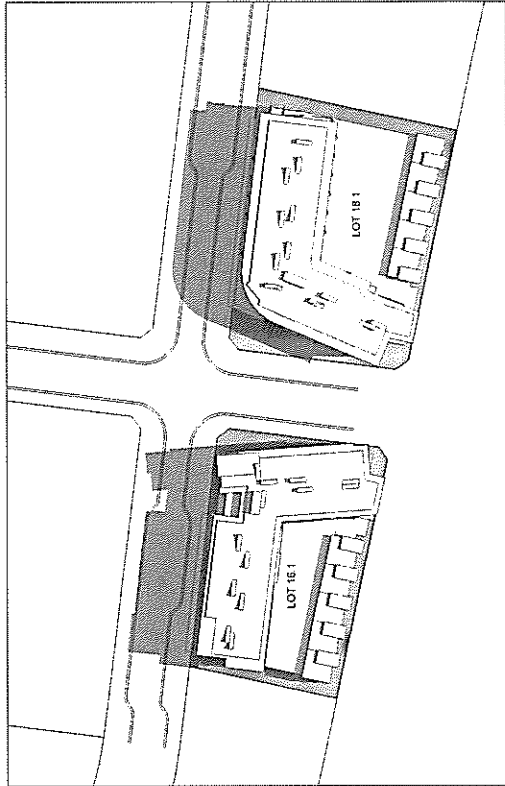
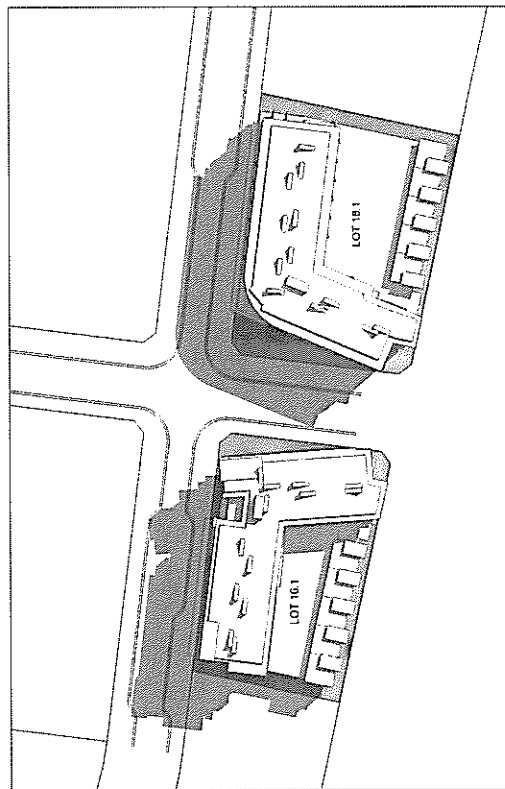


SITE CONTEXT PLAN  
 SCALE: 1/8" = 1'-0"

SCALE	1/8" = 1'-0"
DATE	SEPTEMBER 1, 2011
BY	YAMAMOTO
NO. OF SHEETS	1
SHEET NO.	1

PROJECT	WATERFRONT DEVELOPMENT
CLIENT	RYER DISTRICT (14.1)
DESIGNER	YAMAMOTO ARCHITECTURE INC.
DATE	SEPTEMBER 1, 2011

LOT 141  
 LOT 142  
 LOT 143  
 LOT 144  
 LOT 145  
 LOT 146  
 LOT 147  
 LOT 148  
 LOT 149  
 LOT 150  
 LOT 151  
 LOT 152  
 LOT 153  
 LOT 154  
 LOT 155  
 LOT 156  
 LOT 157  
 LOT 158  
 LOT 159  
 LOT 160  
 LOT 161  
 LOT 162  
 LOT 163  
 LOT 164  
 LOT 165  
 LOT 166  
 LOT 167  
 LOT 168  
 LOT 169  
 LOT 170  
 LOT 171  
 LOT 172  
 LOT 173  
 LOT 174  
 LOT 175  
 LOT 176  
 LOT 177  
 LOT 178  
 LOT 179  
 LOT 180  
 LOT 181  
 LOT 182  
 LOT 183  
 LOT 184  
 LOT 185  
 LOT 186  
 LOT 187  
 LOT 188  
 LOT 189  
 LOT 190  
 LOT 191  
 LOT 192  
 LOT 193  
 LOT 194  
 LOT 195  
 LOT 196  
 LOT 197  
 LOT 198  
 LOT 199  
 LOT 200



NO	CALL	REVISIONS
CONSTANT		

**PROJECT**

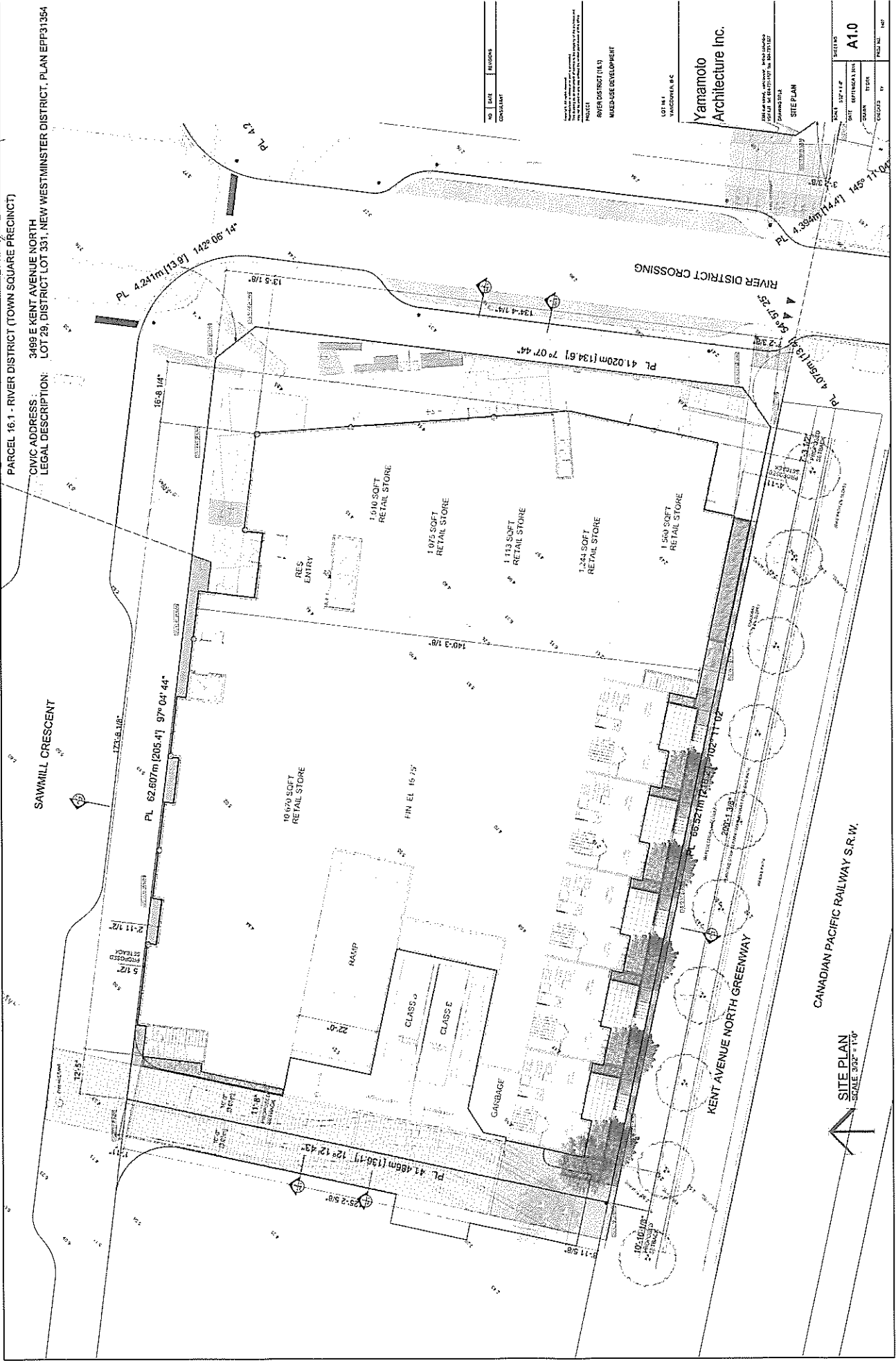
MIXED-USE DEVELOPMENT

191107  
UNCLASSIFIED

Yamamoto  
Architecture Inc.

2355 6th Ave. N. N.W. Coon Rapids, MN 55433  
612/438-7311 fax 612/438-7312

NAME	P. A. D.	SHEET NO
DATE	SEPTEMBER 2014	A0.5 OF
COLOR	BLACK	
CORRECTED BY		SHEET NO 1407

















RESIDENTIAL UNITS  
 1 BEDROOM 5 UNITS  
 2 BEDROOM 9 UNITS  
 3 BEDROOM 1 UNIT  
 TOTAL 15 UNITS

NO.	DATE	REVISION
1	08/11/17	CONCEPT

PROJECT  
 OVERSEAS CONTRACT (R&I)  
 MIXED-USE DEVELOPMENT

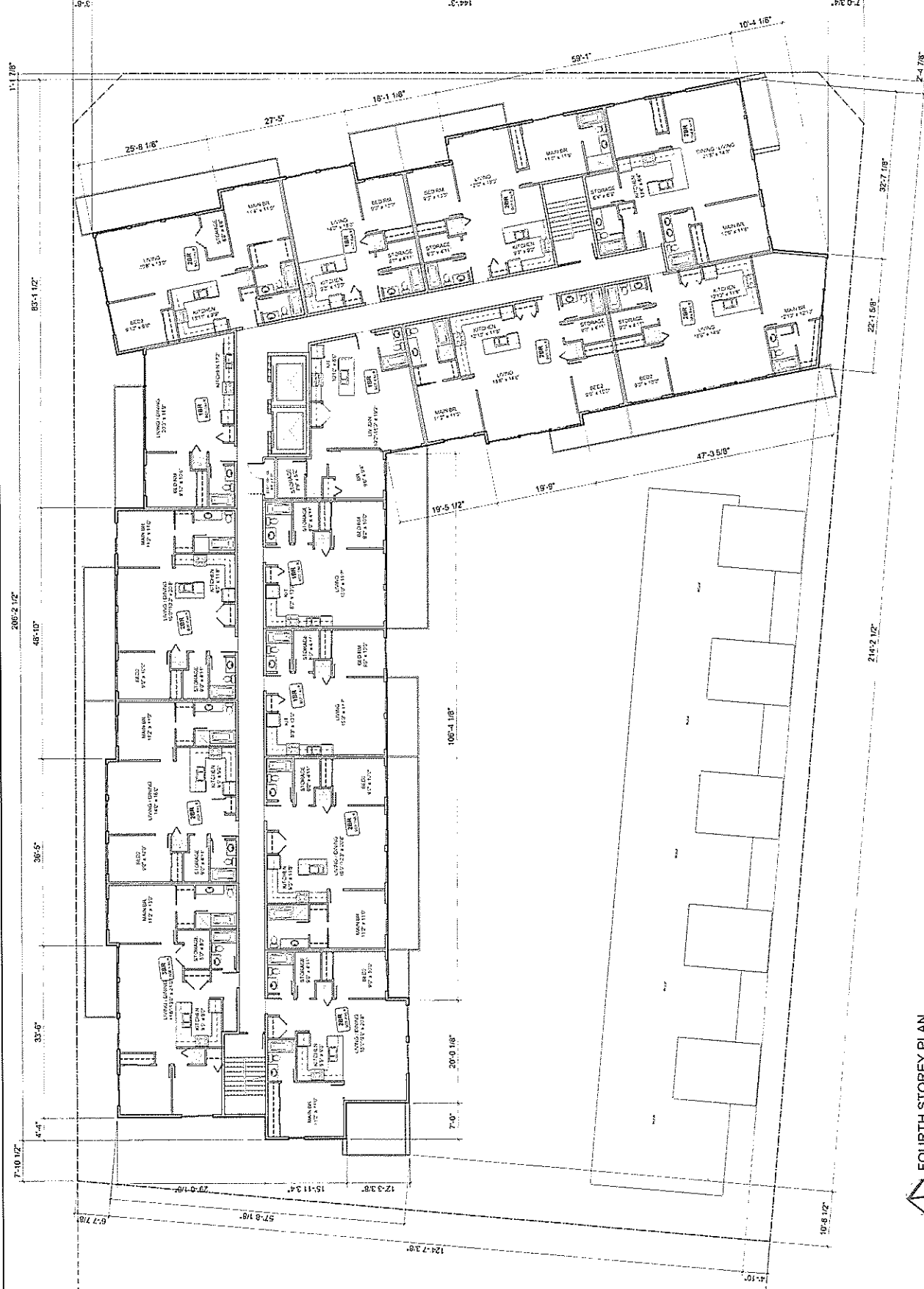
LOT #1  
 10000000000000000000

Yamamoto  
 Architecture Inc.

10000000000000000000  
 10000000000000000000  
 10000000000000000000

FLOOR PLAN  
 FOURTH STOREY LEVEL

SCALE	1/8" = 1'-0"
DATE	08/11/17
DRAWN	YK
CHECKED	YK



FOURTH STOREY PLAN  
 SCALE 1/8" = 1'-0"

Appendix C: page 3 of 40



SUMMARY OF RESIDENTIAL UNITS

1 BEDROOM UNITS	11 UNITS
2 BEDROOM UNITS	11 UNITS
3 BEDROOM UNITS	1 UNIT
TOTAL	23 UNITS

NO.	DATE	REVISION
1	01/11/2017	ISSUED FOR PERMIT

PROJECT  
RIVER CREST (II.1)  
MIXED-USE DEVELOPMENT

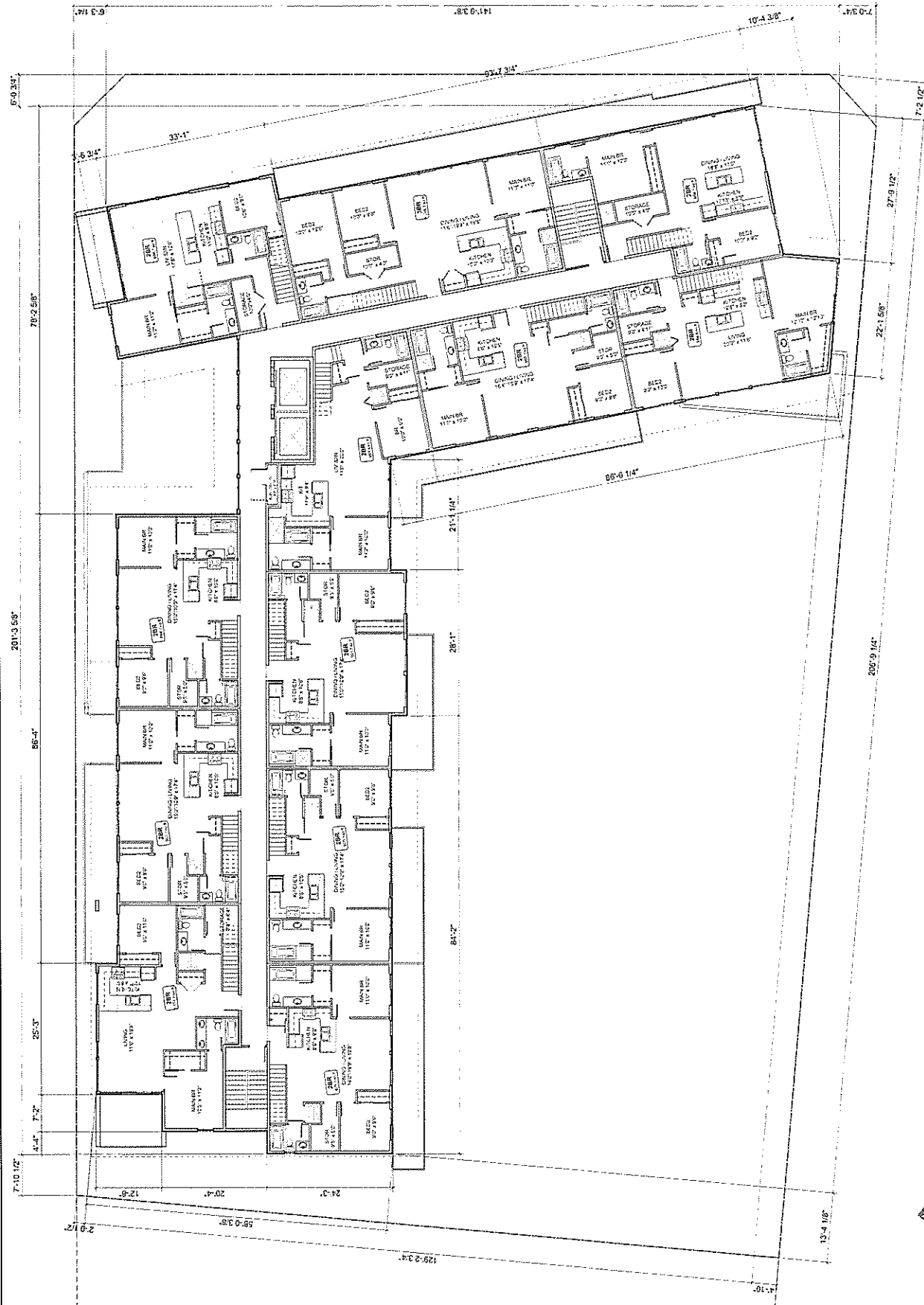
OWNER  
Yamamoto  
Architecture Inc.

DATE  
01/11/2017

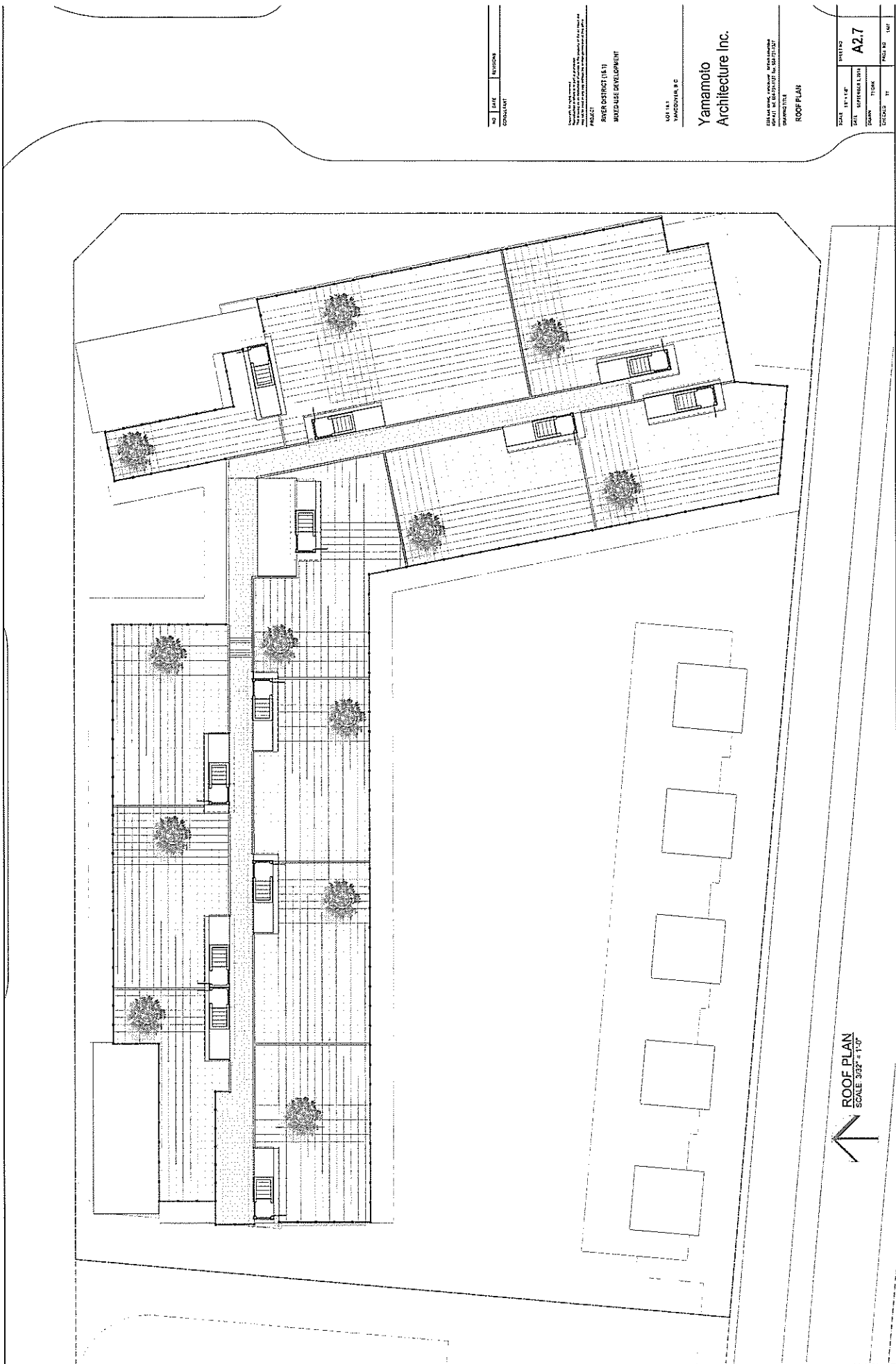
SCALE  
1/8" = 1'-0"

FLOOR PLAN  
SIXTH STOREY LEVEL

DATE	01/11/2017
SCALE	1/8" = 1'-0"
PROJECT	RIVER CREST (II.1)
OWNER	Yamamoto Architecture Inc.
DESIGNER	Yamamoto Architecture Inc.
DATE	01/11/2017



SIXTH STOREY PLAN  
SCALE 1/8" = 1'-0"



ROOF PLAN  
SCALE 3/32" = 1'-0"

NO.	DATE	REVISION
1	01/11/17	CONCEPT

PROJECT	OWNER	ARCHITECT
RIVER STREET (S. 1)	YAMAMOTO ARCHITECTURE INC.	YAMAMOTO ARCHITECTURE INC.

LOT 1.1	PROJECT NO.	DATE
1.1	1.1	01/11/17

SCALE	DATE	REVISION
1" = 1'-0"	01/11/17	CONCEPT

PROJECT	OWNER	ARCHITECT
RIVER STREET (S. 1)	YAMAMOTO ARCHITECTURE INC.	YAMAMOTO ARCHITECTURE INC.

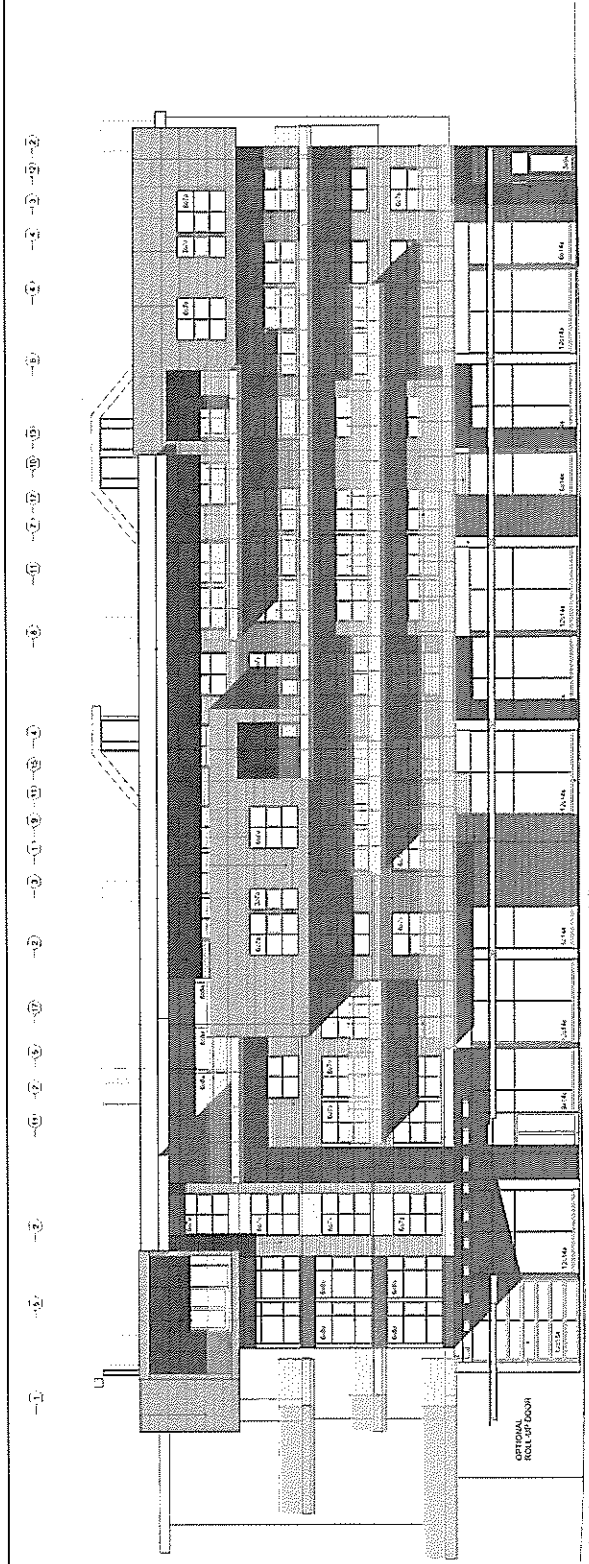
  

LOT 1.1	PROJECT NO.	DATE
1.1	1.1	01/11/17

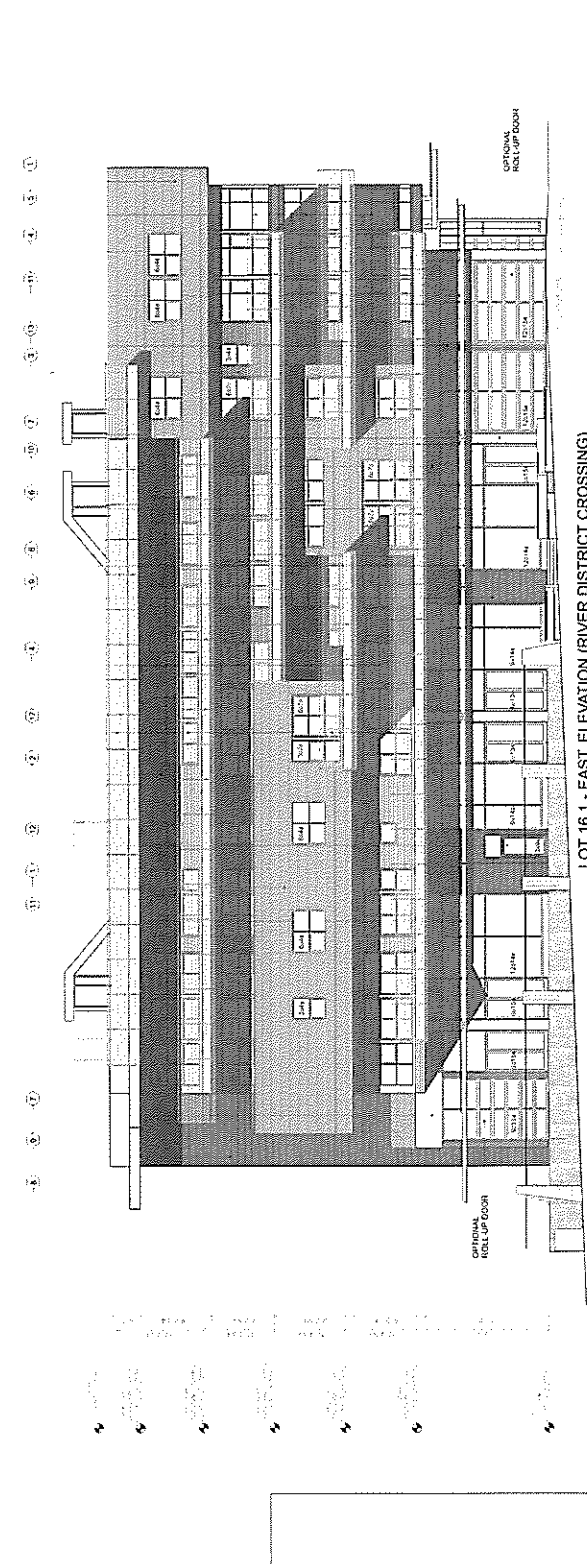
  

SCALE	DATE	REVISION
1" = 1'-0"	01/11/17	CONCEPT

Appendix C: page 16 of 40



LOT 16.1 - NORTH ELEVATION (SAWMILL CRESCENT)  
SCALE 1/8" = 1'-0"



LOT 16.1 - EAST ELEVATION (RIVER DISTRICT CROSSING)  
SCALE 1/8" = 1'-0"

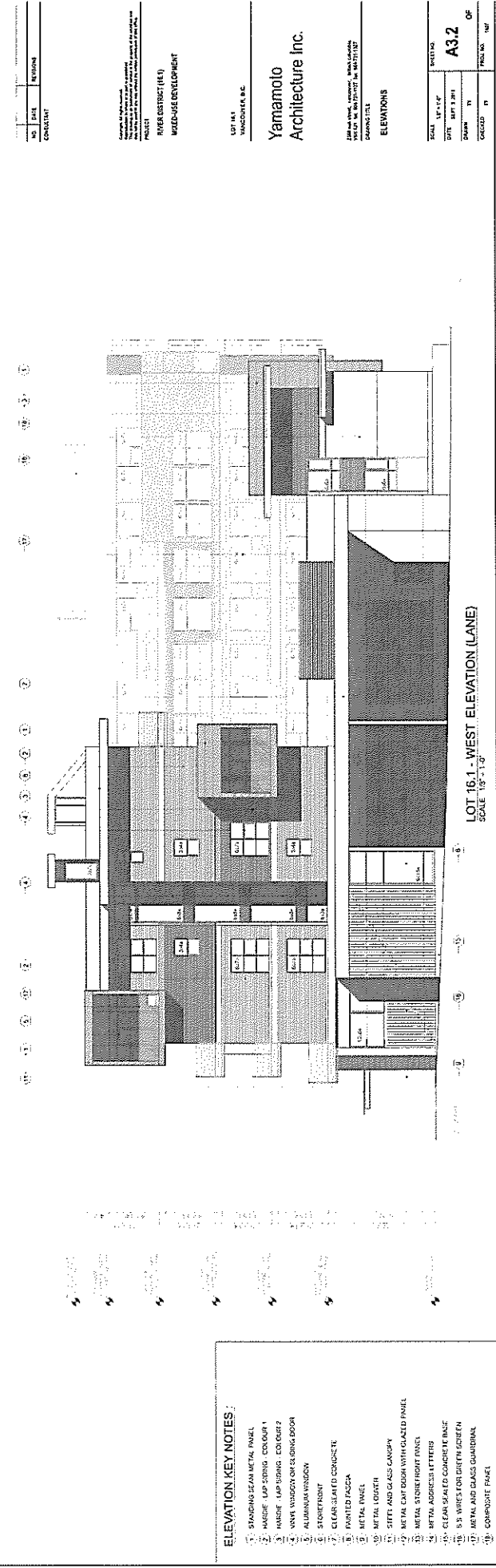
- ELEVATION KEY NOTES:**
- 1. STANDING SEAM METAL PANEL
  - 2. HARBOR LAP SIDING - COLOUR 1
  - 3. HARBOR LAP SIDING - COLOUR 2
  - 4. METAL WINDOW OR CLADDING DOOR
  - 5. ALUMINUM WINDOW
  - 6. STOREFRONT
  - 7. CLEAR SEALER CONCRETE
  - 8. PAINTED FASCIA
  - 9. METAL PANEL
  - 10. METAL LOOKER
  - 11. STEEL AND GLASS CANOPY
  - 12. METAL EXIT DOOR WITH GLAZED PANEL
  - 13. METAL STOREFRONT PANEL
  - 14. METAL ADDRESS LETTERS
  - 15. CLEAR SEALER CONCRETE BASE
  - 16. 5.5 INCHES FOR GREEN SCREEN
  - 17. METAL AND GLASS GUARDRAIL
  - 18. COMPOSITE PANEL

NO.	DATE	REVISION

PROJECT: RIVER DISTRICT (16.1)  
 MOD: HOUSE DEVELOPMENT  
 LOT 16.1  
 YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.  
 1000 WEST 10TH AVENUE, SUITE 100  
 VANCOUVER, BC V6H 1A5  
 TEL: 604-681-1111  
 FAX: 604-681-1112  
 WWW.YAMAMOTOARCHITECTURE.COM

SHEET NO.	A3.1
DATE	NOV 1 2011
DESIGNER	TY
CHECKED	TY
SCALE	1/8" = 1'-0"



- ELEVATION KEY NOTES:**
- 1 STANDING SEAM METAL PANEL
  - 2 HANGING LAP SIDING COLOUR 1
  - 3 HANGING LAP SIDING COLOUR 2
  - 4 HANGING LAP SIDING COLOUR 3
  - 5 HANGING LAP SIDING COLOUR 4
  - 6 ALUMINUM VINYL
  - 7 STONEFRONT
  - 8 CLASHED TO CONCRETE
  - 9 PAINTED FACIA
  - 10 METAL PANEL
  - 11 METAL LOUVER
  - 12 SPLIT AND GLASS CANOPY
  - 13 METAL CANT DASH WITH GLAZED PANEL
  - 14 METAL STONEFRONT PANEL
  - 15 METAL ADDRESS LETTERS
  - 16 CLEAN SEAM TO CONCRETE BASE
  - 17 3/8" WIRE FOR DEPTH SCREEN
  - 18 METAL AND GLASS GUARDRAIL
  - 19 COMPOSITE PANEL

NO.	DATE	REVISION
1		CONSTANT

Yamamoto Architecture Inc. 1000 W. 10th Avenue, Suite 100 Vancouver, BC V6H 1T7 TEL: 604.681.1111 WWW.YAMAMOTOARCHITECTURE.COM	
PROJECT	RIVER DISTRICT (H.E.)
USE	MIXED-USE DEVELOPMENT
LOT NO.	16.1
ARCHITECT	Yamamoto Architecture Inc.

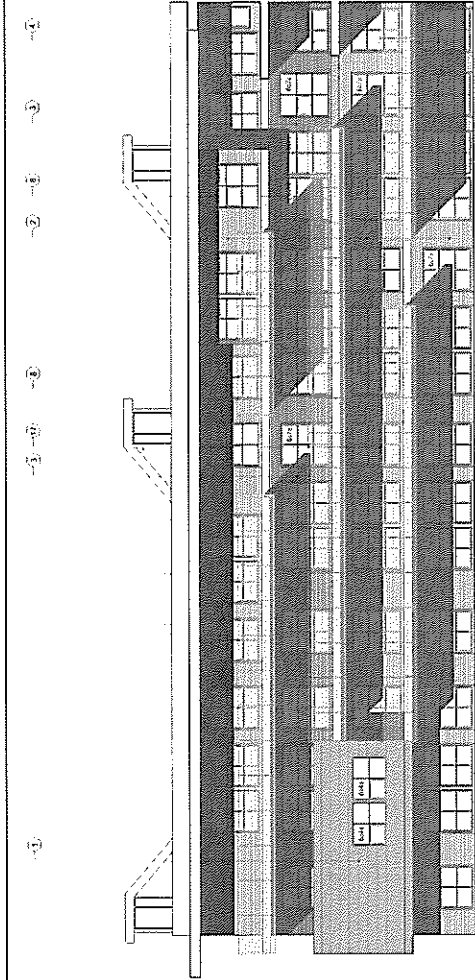
  

SCALE	1/8" = 1'-0"
DATE	2017.01.11
DESIGNER	YI
CHECKED BY	YI

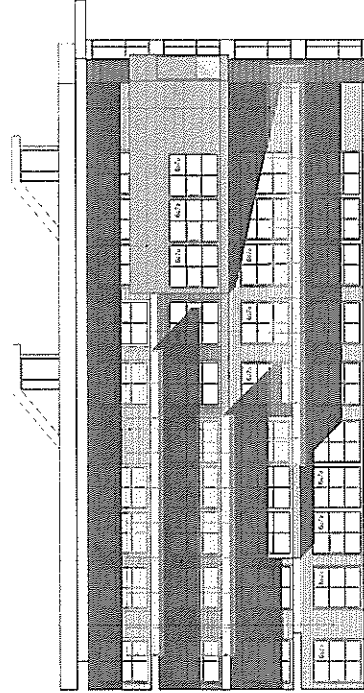
  

SHEET NO.	A3.2
OF	107





LOT 16.1 - SOUTH COURTYARD ELEVATION  
SCALE: 1/8" = 1'-0"



LOT 16.1 - WEST COURTYARD ELEVATION  
SCALE: 1/8" = 1'-0"

# ELEVATION KEY NOTES:

1. STANDING SEAM METAL PANEL
2. HARDIE LAP SIDING - COLOUR 1
3. HARDIE LAP SIDING - COLOUR 2
4. METAL SHACKLE OR SLIDING DOOR
5. ALUMINUM HANGON
6. STOREFRONT
7. CLEAR SEALED CONCRETE
8. PRINTED FASCIA
9. METAL PANEL
10. METAL DOOR
11. STEEL AND GLASS CANOPY
12. METAL EXIT DOOR WITH GLAZED PANEL
13. METAL STOREFRONT PANEL
14. METAL ADDRESS LETTERS
15. CLEAR SEALED CONCRETE BASE
16. 5.5 WHEELS FOR GREEN SCREEN
17. METAL AND GLASS RANGING
18. COMPOSITE PANEL

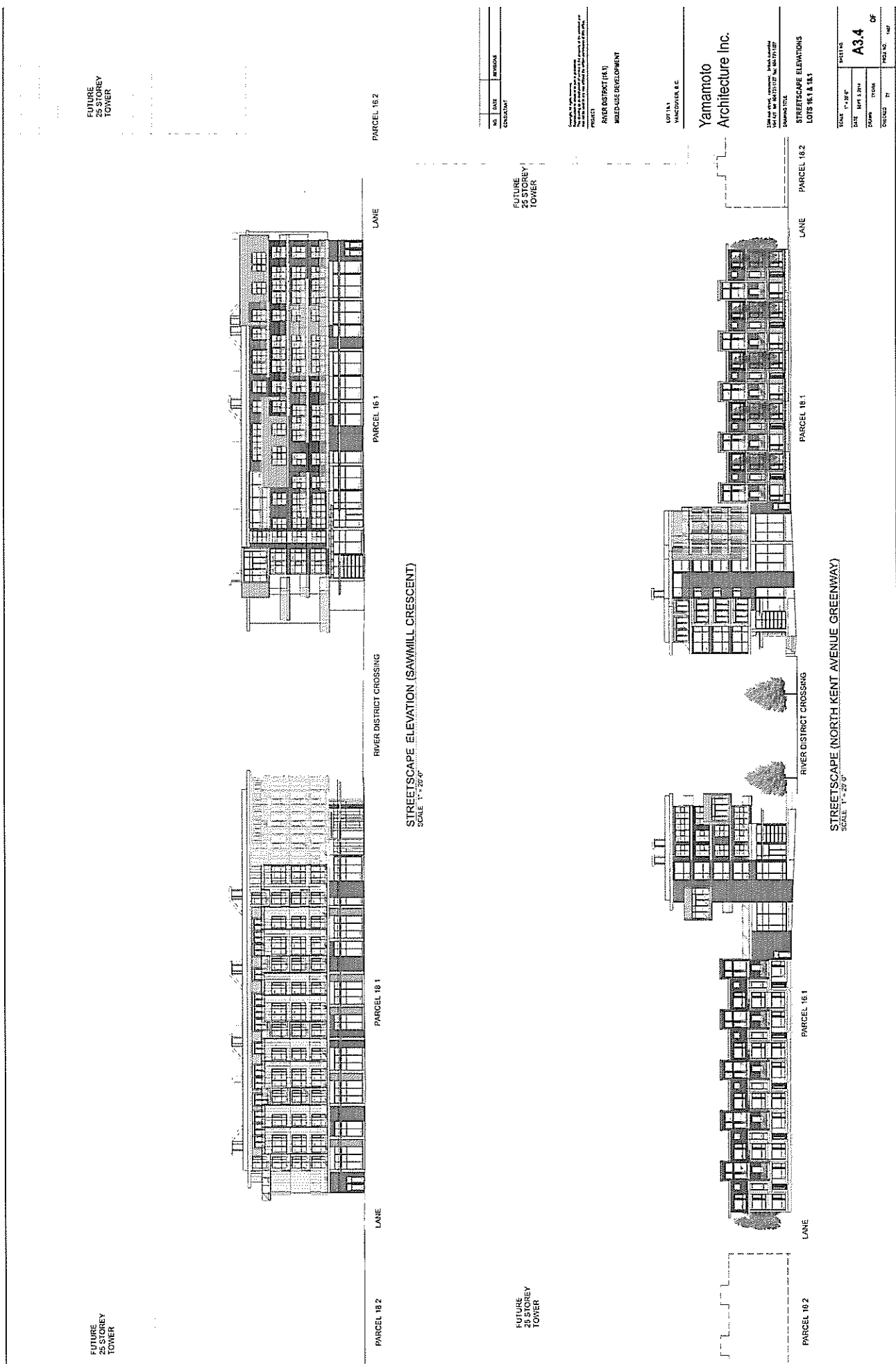
NO.	DATE	REVISION

PROJECT  
MIXED-USE DEVELOPMENT  
BASED DISTRICT (H.I.)

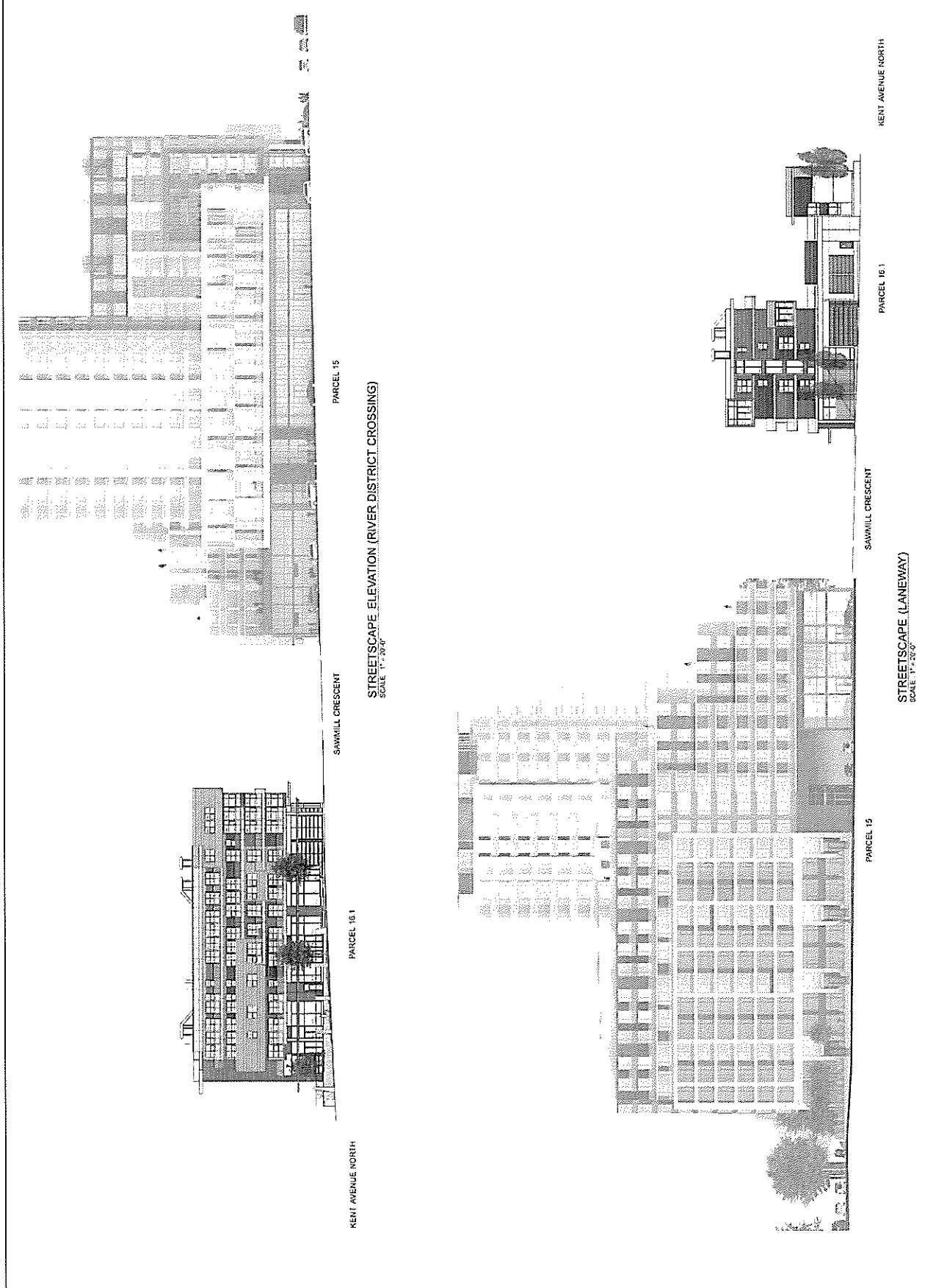
LOT 16.1  
VANCOUVER, B.C.  
**Yamamoto**  
Architecture Inc.

ELEVATIONS  
DATE: 10/10/2017  
DRAWN BY: [Name]  
CHECKED BY: [Name]

SCALE	1/8" = 1'-0"
DATE	10/10/2017
DRAWN	TY
CHECKED	TY
PROJECT	16.1
OF	A3.3



Appendix C; page 40 of 40



NO.	DATE	REVISION
1	10/1/2020	CONCEPT

PROJECT: RIVER DISTRICT (18.1)  
MIXED-USE DEVELOPMENT  
ARCHITECT: YAMAMOTO ARCHITECTURE INC.

DATE: 10/1/2020  
PROJECT: RIVER DISTRICT (18.1)

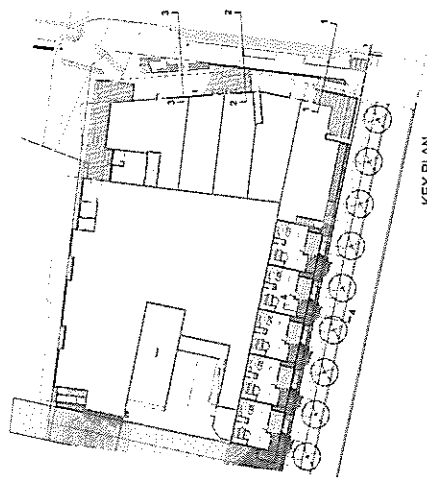
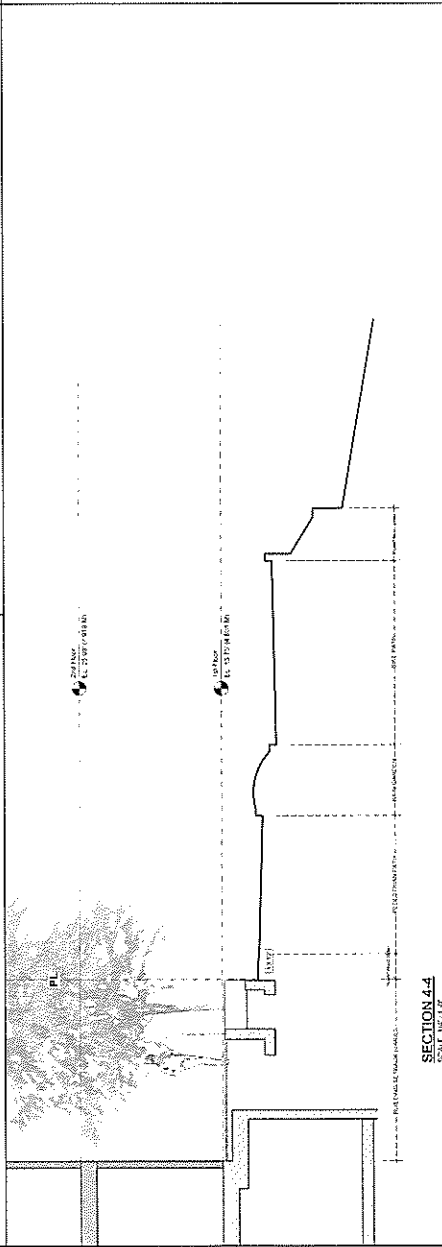
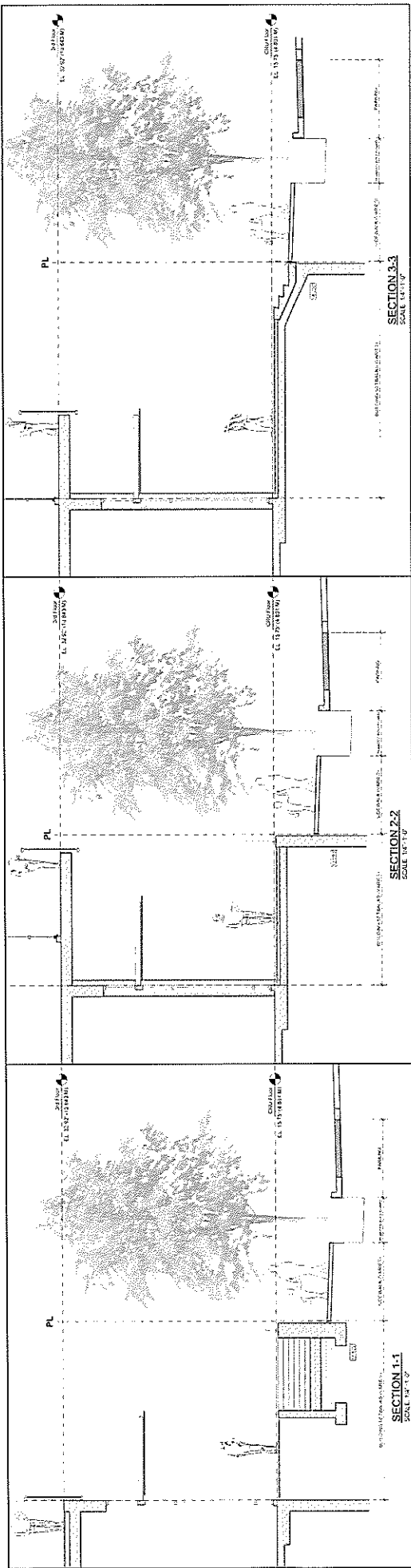
Yamamoto  
Architecture Inc.

1000 Kent Avenue North, Suite 100  
Kent, WA 98090  
PHONE: (206) 461-1111  
WWW.YAMAMOTOARCHITECTURE.COM

DATE	10/1/2020
CITY	SEATTLE, WA
STATE	WA
CHECKED	10/1/2020
SCALE	1"=20'-0"
PROJECT	RIVER DISTRICT (18.1)
ARCHITECT	YAMAMOTO ARCHITECTURE INC.







LOT 16.1 - DETAIL SECTIONS  
SCALE 1/4" = 1'-0"

NO.	DATE	REVISION
CONSULTANT		

PROJECT	
RIVER DISTRICT (16.1)	
MIXED-USE DEVELOPMENT	
LOT 16.1	
Yamamoto Architecture Inc.	
1000 W. 10th Avenue, Suite 1000 Vancouver, BC V6H 1T7 Tel: 604.681.1111 Fax: 604.681.1112	
DETAIL SECTIONS	
SCALE	1/4" = 1'-0"
SHEET NO.	A4.3
SECTION	16
OF	16

# River District Parcel 16.1

## LANDSCAPE PLANS - ISSUED FOR DP

PREPARED BY PWL PARTNERSHIP

SEPTEMBER 3, 2014

### DRAWING LIST

L0 01	AREA KEY PLAN
L1 01	LAYOUT AND MATERIALS PLAN - GROUND LEVEL
L1 02	LAYOUT AND MATERIALS PLAN - PODIUM LEVEL
L1 03	LAYOUT AND MATERIALS PLAN - ROOFTOP LEVEL
L1 04	PLANTING PLAN - GROUND LEVEL
L1 05	PLANTING PLAN - PODIUM LEVEL
L2 01	SECTIONS
L3 01	DETAILS AND CHARACTER IMAGES

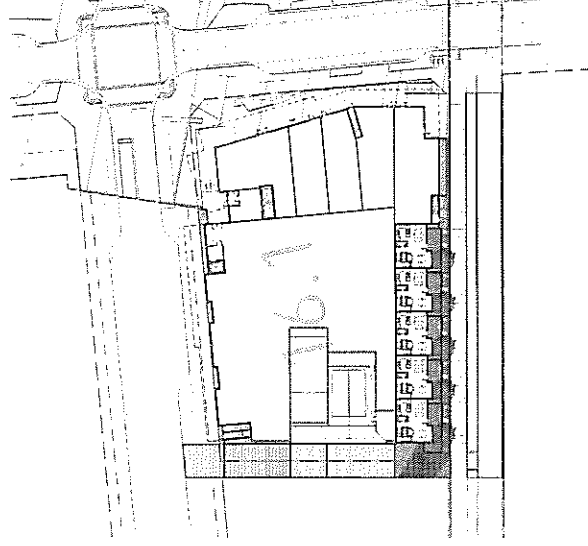


**PWL partnership**

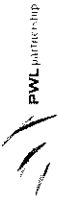
PWL Partnership Landscape Architects Inc.  
 525 West 1st Avenue  
 10th West Tower Suite 210  
 Vancouver BC Canada V6C 2P9  
 www.pwlpartnership.com  
 Tel: 604.681.1111  
 Fax: 604.681.1114

**wesgroup**

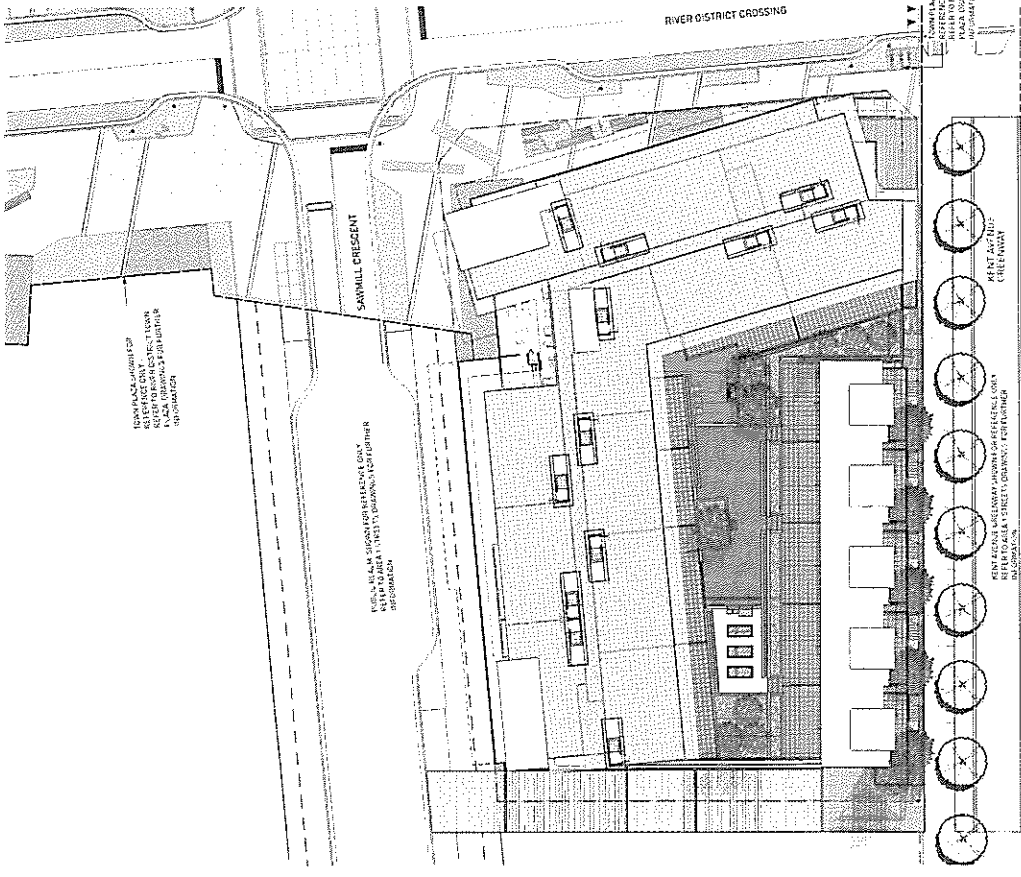
**Yamamoto**  
 Architecture Inc.



Appendix C; page 25 of 40



PWL PARTNERSHIP  
PWL PARTNERSHIP ARCHITECTS LLP  
1000 BROADWAY, SUITE 2000  
NEW YORK, NY 10018  
TEL: 212 691 1000  
WWW.PWLPARTNERSHIP.COM



KEY PLAN

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/07/2018
2	ISSUED FOR PERMIT	08/07/2018
3	ISSUED FOR PERMIT	08/07/2018

PROJECT  
RIVER DISTRICT (16.1)  
MIXED-USE  
DEVELOPMENT

LOF 16.1  
LANDSCAPE & SITE PLAN

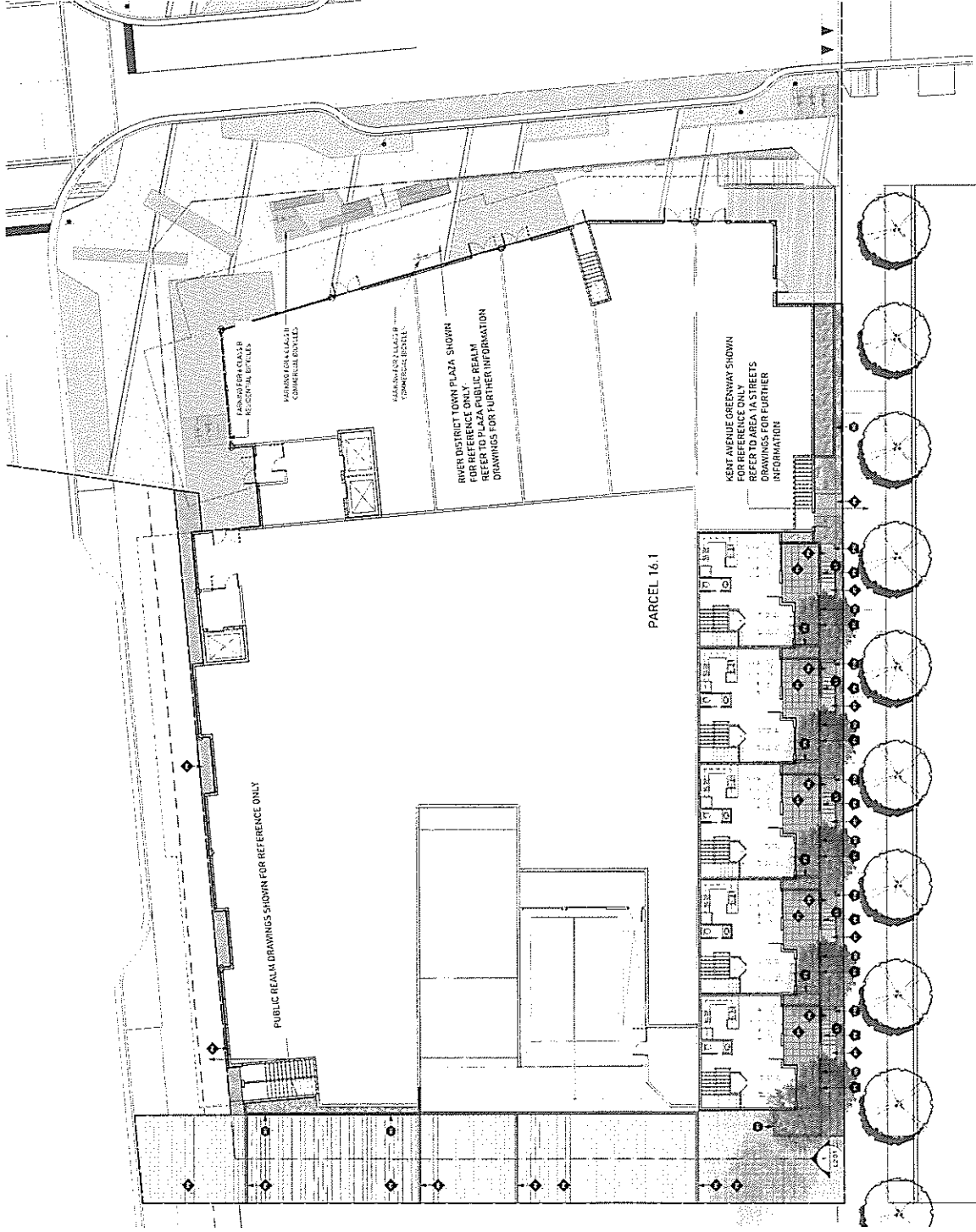
Yamamoto  
Architecture Inc.

DATE: 08/07/2018  
BY: YAMAMOTO ARCHITECTURE INC.  
PROJECT NO.: 16.1-01

LANDSCAPE  
KEY PLAN

SCALE	1" = 10'
DATE	AUG 14, 2018
DESIGN	YAMAMOTO
PROJECT NO.	16.1-01





PAYING LEGEND	
KEY	DESCRIPTION
◆	Pre-Approved Land Deal
◆	Tenant Deal
◆	Non-Fluent Withdrawn
◆	Not Closed
◆	Multi-Creder Deal
◆	Deal in Place, Credit in Pending
◆	Realtor's Deal and Land
◆	Corporate in Process



HARDSCAPE LEGEND	
KEY	DESCRIPTION
	CONCRETE
	GRAVEL












FURNISHINGS LEGEND	
KEY	DESCRIPTION
	Solid Color swatch
	Wood swatch
	Antique Green Swatch swatch
	Glass swatch
	Brass swatch
	Faded Green Swatch swatch
	Faded Green Swatch swatch
	Char swatch
	White swatch
	White swatch

LIGHTING LEGEND	
KEY	DESCRIPTION
23	WALL LIGHT

SCALE	1:31" = 1'-0"	NOTING	
DATE	Aug 14, 2016	L1.01	
OWNER	NY		
ENGINEER	RM	PAGE NO	1415

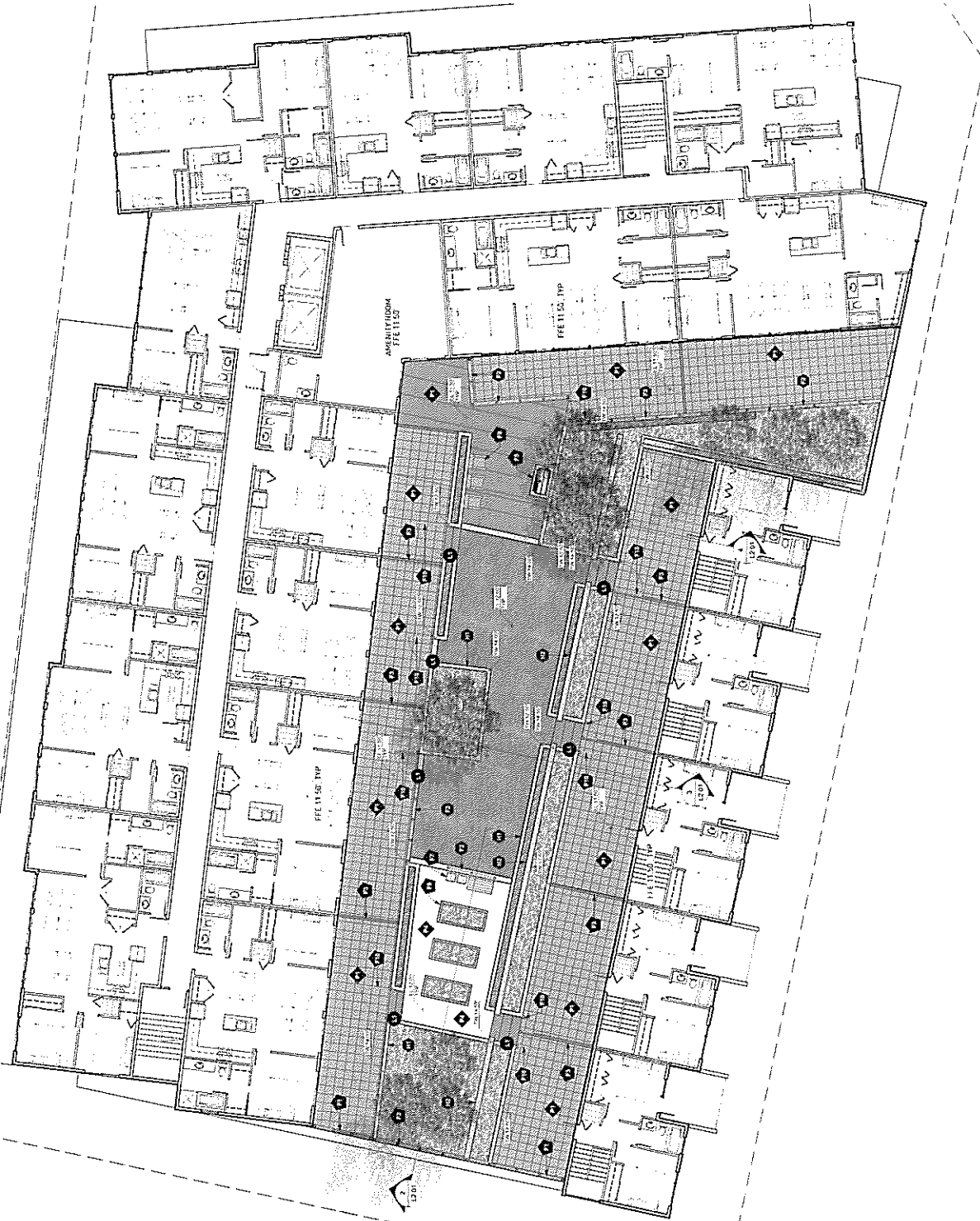
[illegible]

HARDSCAPE LEGEND	
KEY	DESCRIPTION
	CIP Concrete Wall
	Guard Farm Concrete Wall

FURNISHINGS LEGEND	
KEY	DESCRIPTION
	Meal Canteen
	Wood Screen
	Anti-Corrupt Screen See Corrupt #3, Sample 10
	Trigon
	Dabacus
	Teacher's Learning Center Monitor
	Teacher's Learning Center Monitor With Windows
	Chair
	Monitor
	Computer See Corrupt #4, Sample 12B
	Board

LIGHTING LEGEND		DATE	BY
KEY	DESCRIPTION		
1	WALL LIGHT		

SCALE	10" = 1'-0"	SHEET NO.	L1.02	PROJ. NO.	1413
DATE	AUG 14, 2014				
DESIGN	RS				
CHECKED	BN				



NOTE: HOSE BIBS AND NATURAL GAS CONNECTIONS TO BE PROVIDED ON ALL PATIOS. TYP

PAVING LEGEND	
KEY	DESCRIPTION
1	Hydroponics Sub Base
2	Gravel Deck
3	Unit Paver Walkway
4	Pkg. Island
5	Wood Decking Floor
6	Cast-In-Place Concrete Planting
7	Water Collection and Leaching
8	Concrete and Plaster

HARDSCAPE LEGEND	
KEY	DESCRIPTION
9	Gravel Deck
10	Base of Earth Deck with Water

FURNISHINGS LEGEND	
KEY	DESCRIPTION
11	Metal Cantilever
12	Wood Decking
13	Planting Bed (See Notes 1 & 2)
14	Planter
15	Planter Box
16	Planter Box with Ag. Media & Planter
17	Wooden Planting Enclosure Compartment with Iron BS
18	Chair
19	Table
20	Board



1	PROJECT	HYDROPONICS
2	DATE	10/10/2018

PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

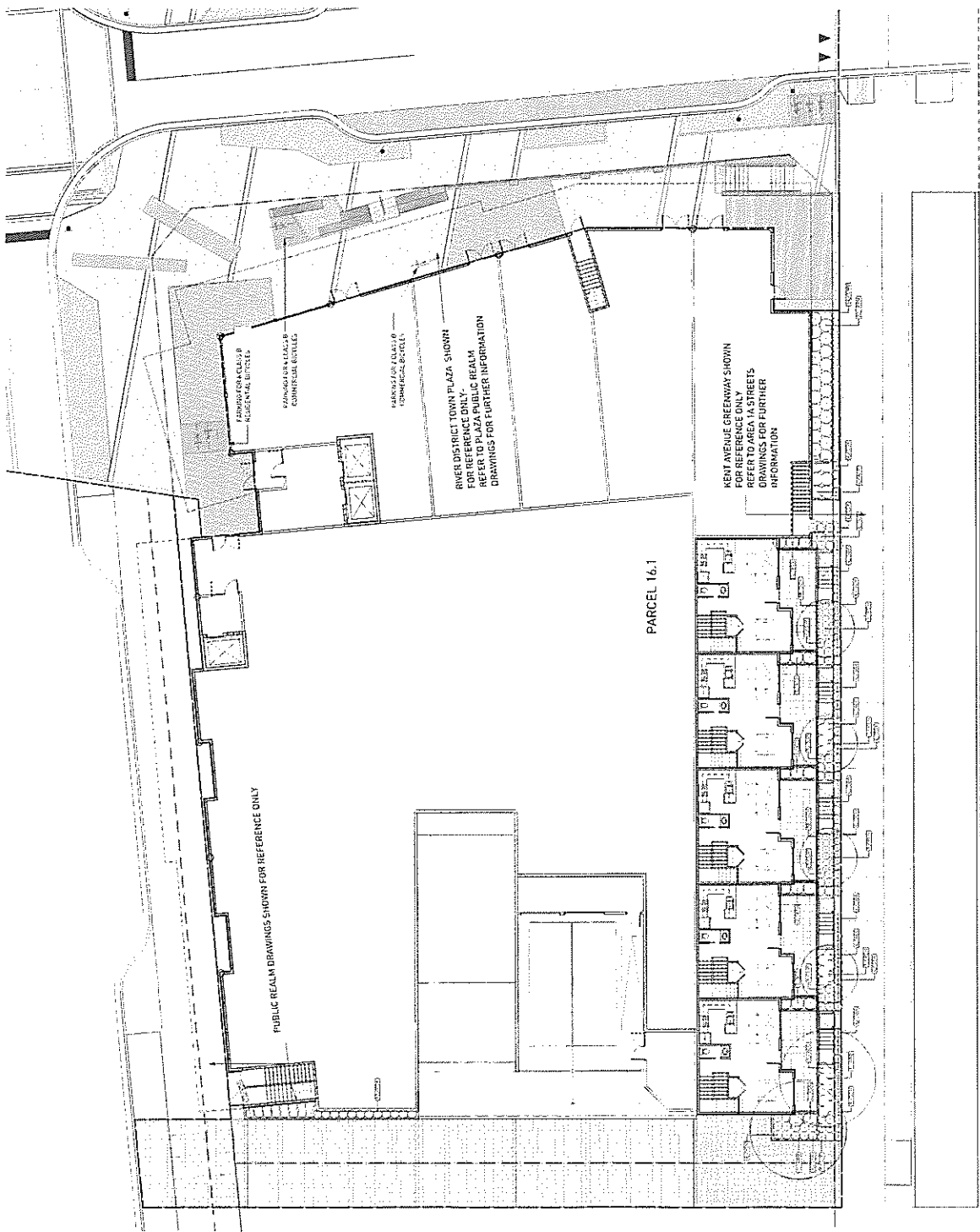
PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS  
 PROJECT: HYDROPONICS

1	PROJECT	HYDROPONICS
2	DATE	10/10/2018



NO.	REVISION	DATE	BY
1	ISSUED FOR PERMIT	01/11/11	YAMAMOTO
2	ISSUED FOR PERMIT	01/11/11	YAMAMOTO

**PROJECT**  
 PRINCE DISTRICT (16.1)  
 MIXED-USE  
 DEVELOPMENT

**LOT 16.1**  
 PARCELS 16.1 & 16.2

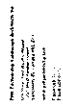
**Yamamoto Architecture Inc.**

**PLANTING PLAN**  
 GROUND LEVEL (L1.0)

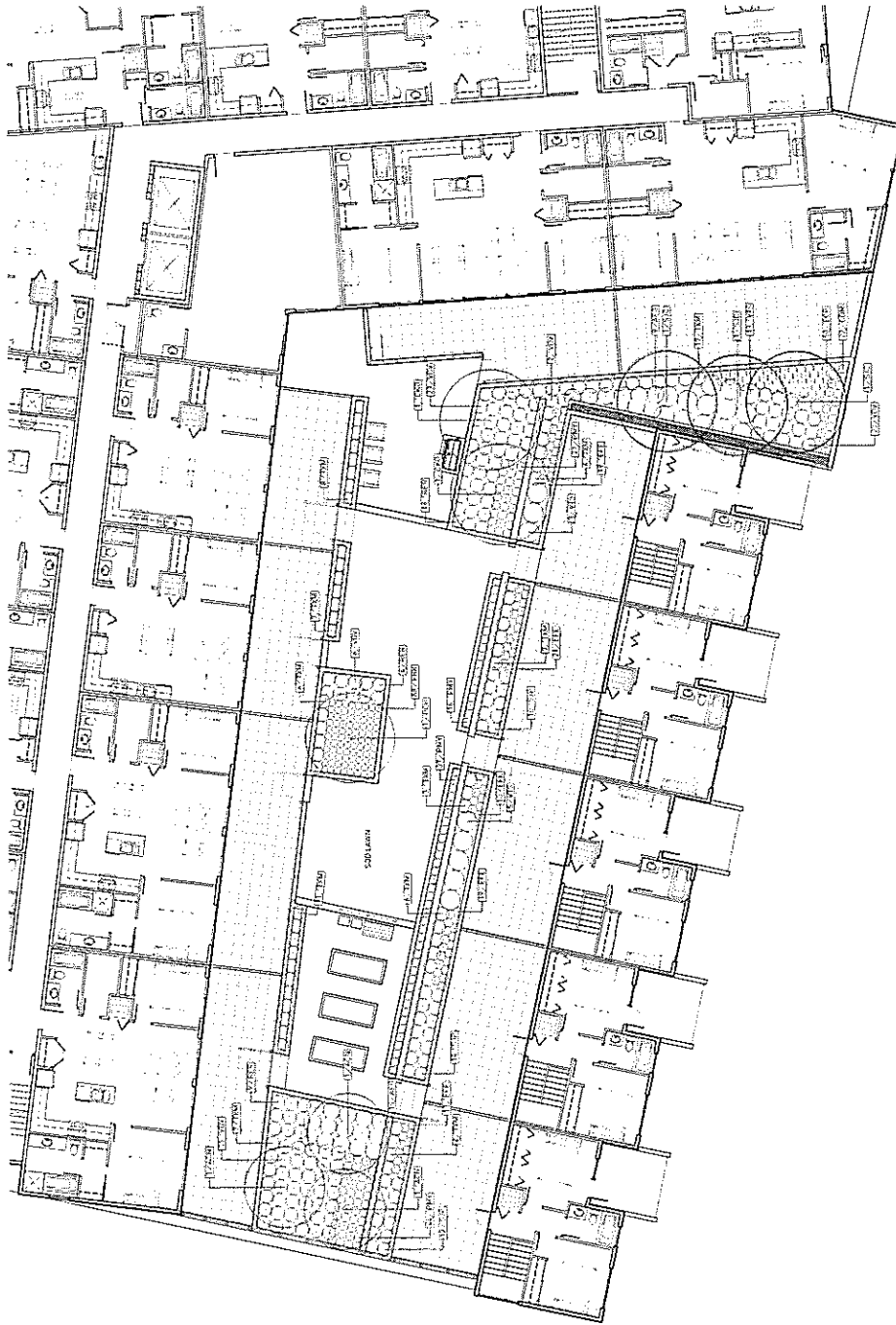
TOTAL	111.00
DATE	01/11/11
SCALE	1"=10'
PROJECT	16.1
DATE	01/11/11
SCALE	1"=10'
PROJECT	16.1

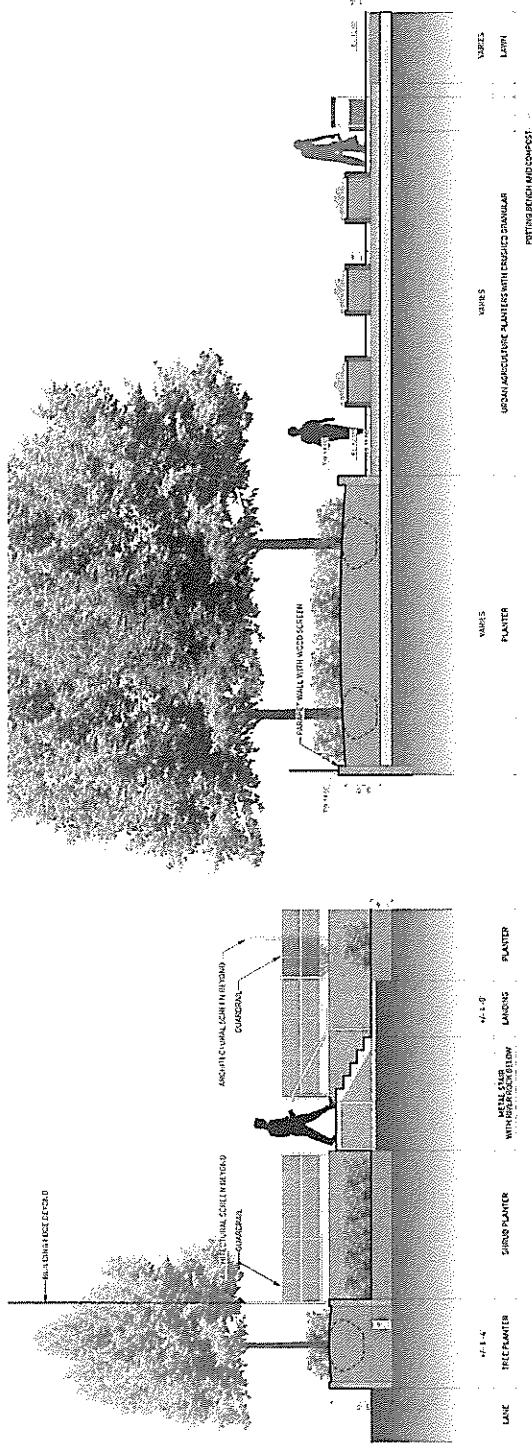
- PLANTING GENERAL NOTES**
1. ALL PLANTING TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS AND THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  2. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  3. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  4. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  5. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  6. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  7. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  8. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  9. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  10. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  11. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  12. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  13. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  14. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  15. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  16. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  17. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  18. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  19. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".
  20. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION" AND "THE LATEST EDITIONS OF THE "MANUAL OF VEGETATION".

NOTE FOR PLANT LIST REFER TO SHEET L1.05



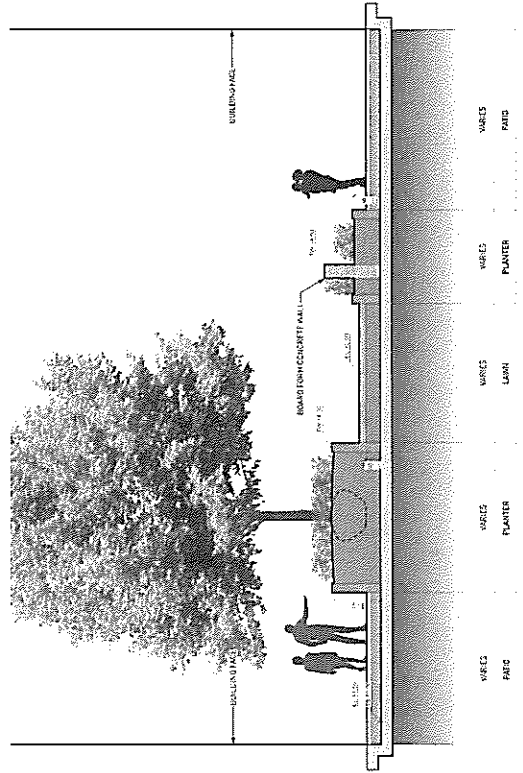
SCALE	1" = 1' 0"	PROJECT NO.	1645
DATE	AUG 14, 1914		
PLAN NO.	15		
		L1.05	

[illegible][illegible]

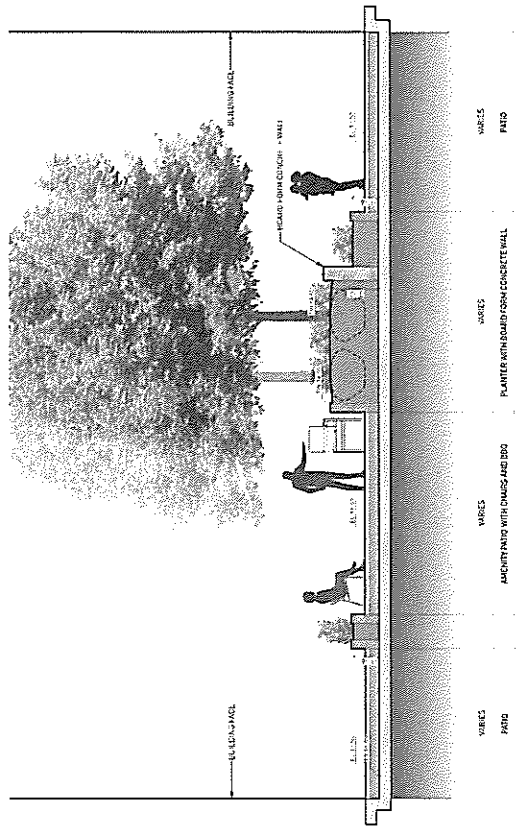


1 Section A - Ground Level  
 1/4\"/>

2 Section B - Podium Level  
 1/4\"/>



3 Section C - Podium Level  
 1/4\"/>



4 Section D - Podium Level  
 1/4\"/>

1	PROJECT	1000 WEST 10TH
2	DATE	10/10/2014
3	BY	ARCHITECT
4	SCALE	AS SHOWN

PROJECT  
 RIVER DISTRICT (N.Y.)  
 MIXED-USE  
 DEVELOPMENT

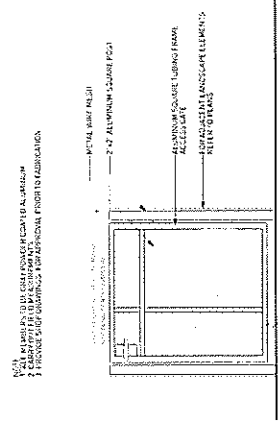
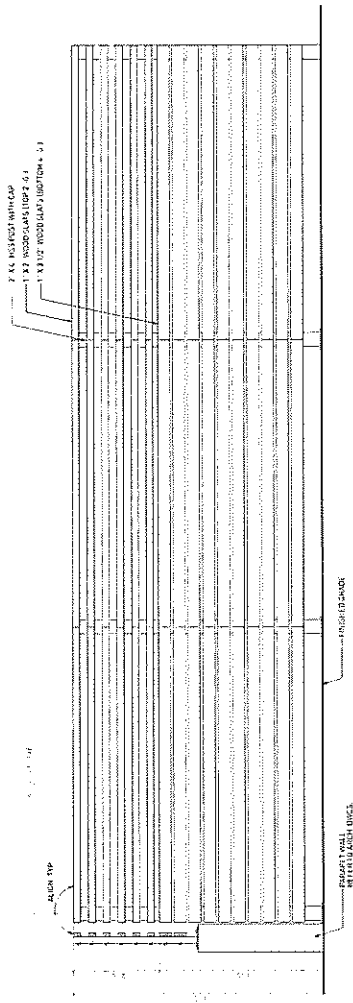
LOT 10.1  
 1000 WEST 10TH

**Yamamoto**  
 Architecture Inc.

1000 West 10th Avenue, Suite 100  
 Denver, CO 80202  
 Tel: 303.733.1111  
 Fax: 303.733.1112  
 www.yamamotoarch.com

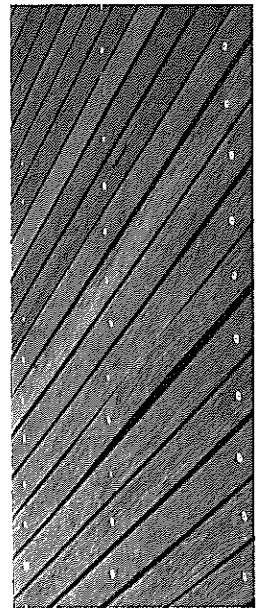
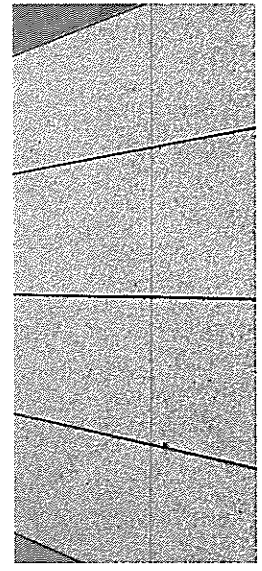
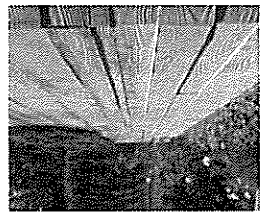
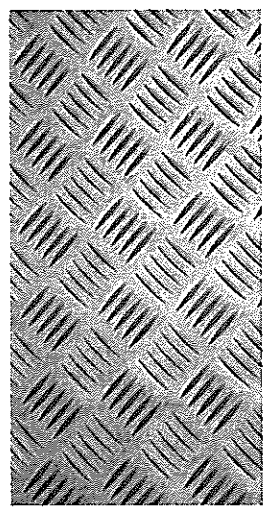
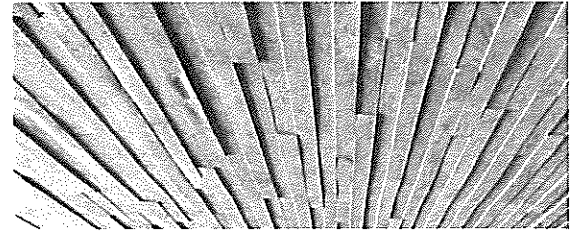
SECTION	SECTION
SECTION	SECTION
SECTION	SECTION
SECTION	SECTION

DATE	10/10/2014
DATE	10/10/2014
DATE	10/10/2014
DATE	10/10/2014



1. Glass Detail

2. Wood Screen Detail



NO.	REVISION	DATE	BY	FOR
1	2018.01.15	2018.01.15	2018.01.15	2018.01.15

PROJECT  
 RIVER DISTRICT (18.1)  
 MIXED-USE  
 DEVELOPMENT

YAMAMOTO  
 ARCHITECTURE INC.

DETAILS AND CHARACTER IMAGES

DATE	BY	FOR
2018.01.15	2018.01.15	2018.01.15



# River District Town Square PARCEL 16.1

- DRAWING LIST
- LDP 0.00

COVER
- LDP 0.01

LANDSCAPE CONTEXT PLAN
- LDP 1.01

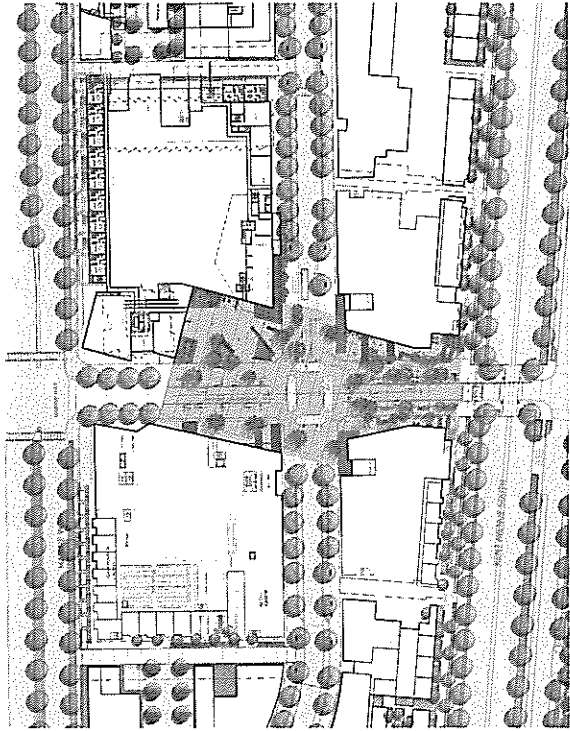
MATERIALS AND GRADING PLAN
- LDP 2.01

PLANTING PLAN
- LDP 3.01

LIGHTING PLAN
- LDP 4.01

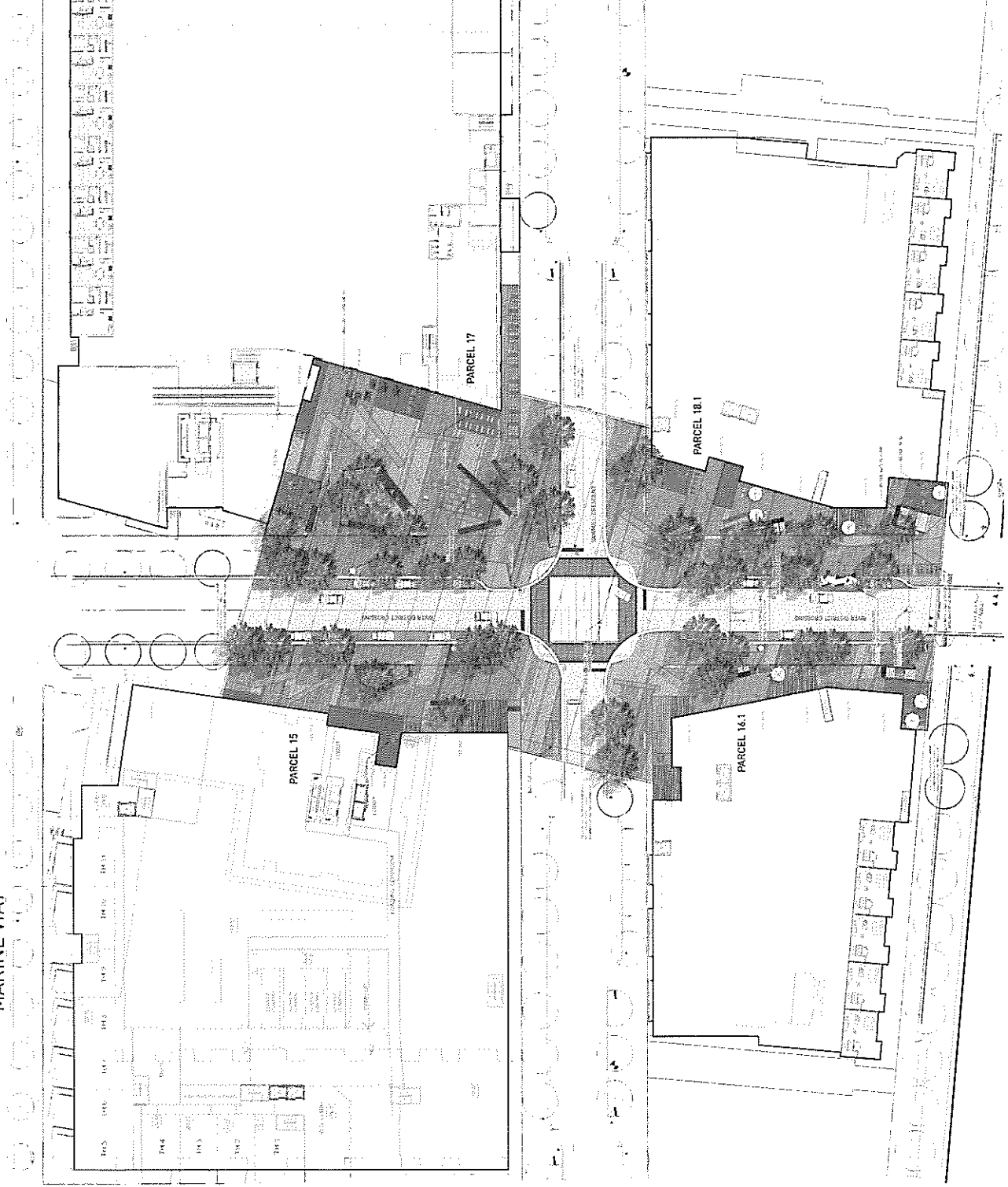
LANDSCAPE SECTIONS
- LDP 7.01

DESIGN RATIONALE





MARINE WAY



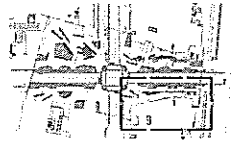
wesgroup

WATER DISTRICT  
TOWN SQUARE  
Parcel 16.1

LANDSCAPE CONTEXT  
PLAN

1/15/15

LDP 1.00

[illegible]

HARDSCAPE	
▲	Gravelly texture
▲	woodland
▲	discoloration
▲	dark green, 100% opaque

[illegible][illegible]

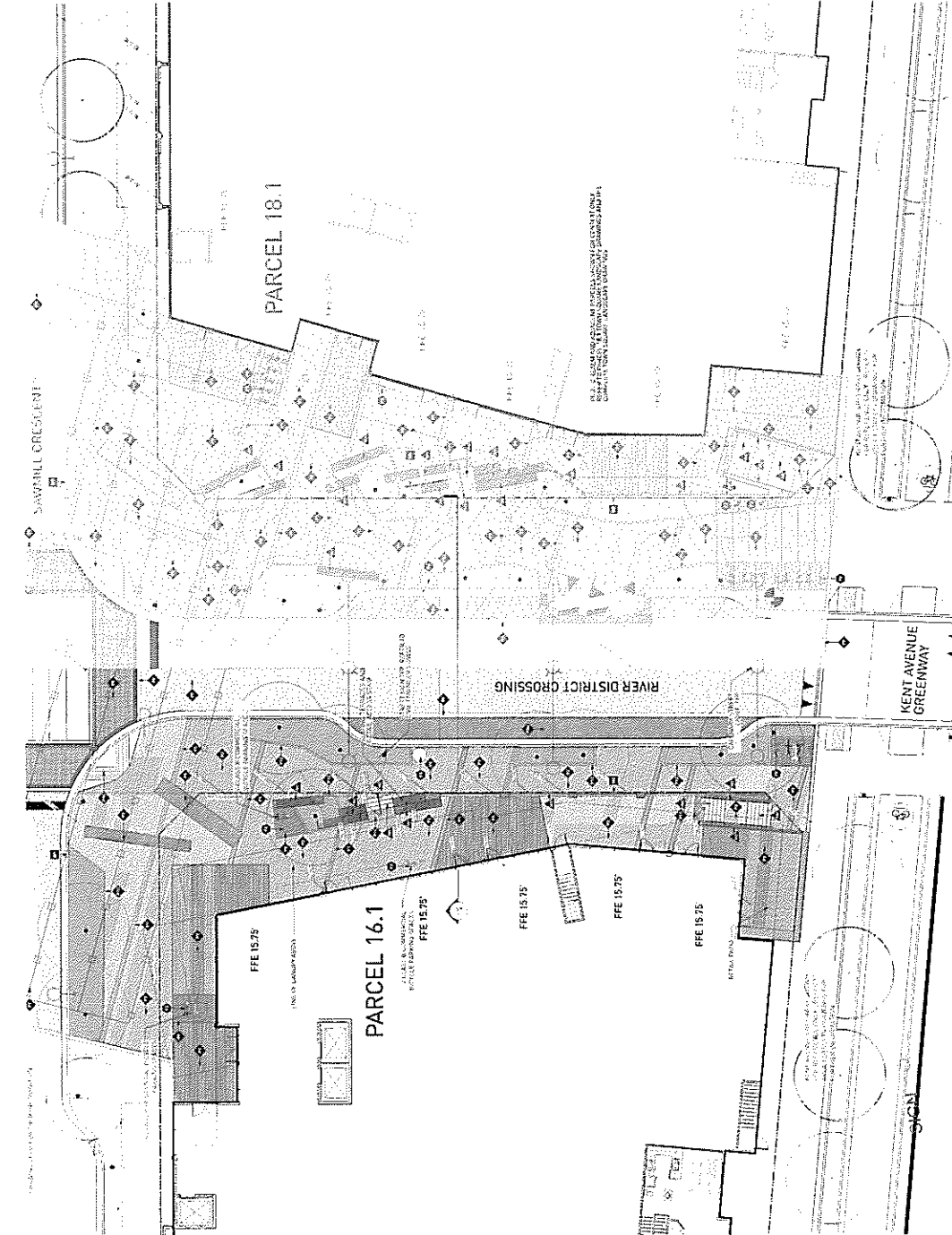
**wesgroup**

**RIVER DISTRICT  
TOWNS SQUARE  
Parcel 16.1**

## MATERIALS AND GRADING PLAN

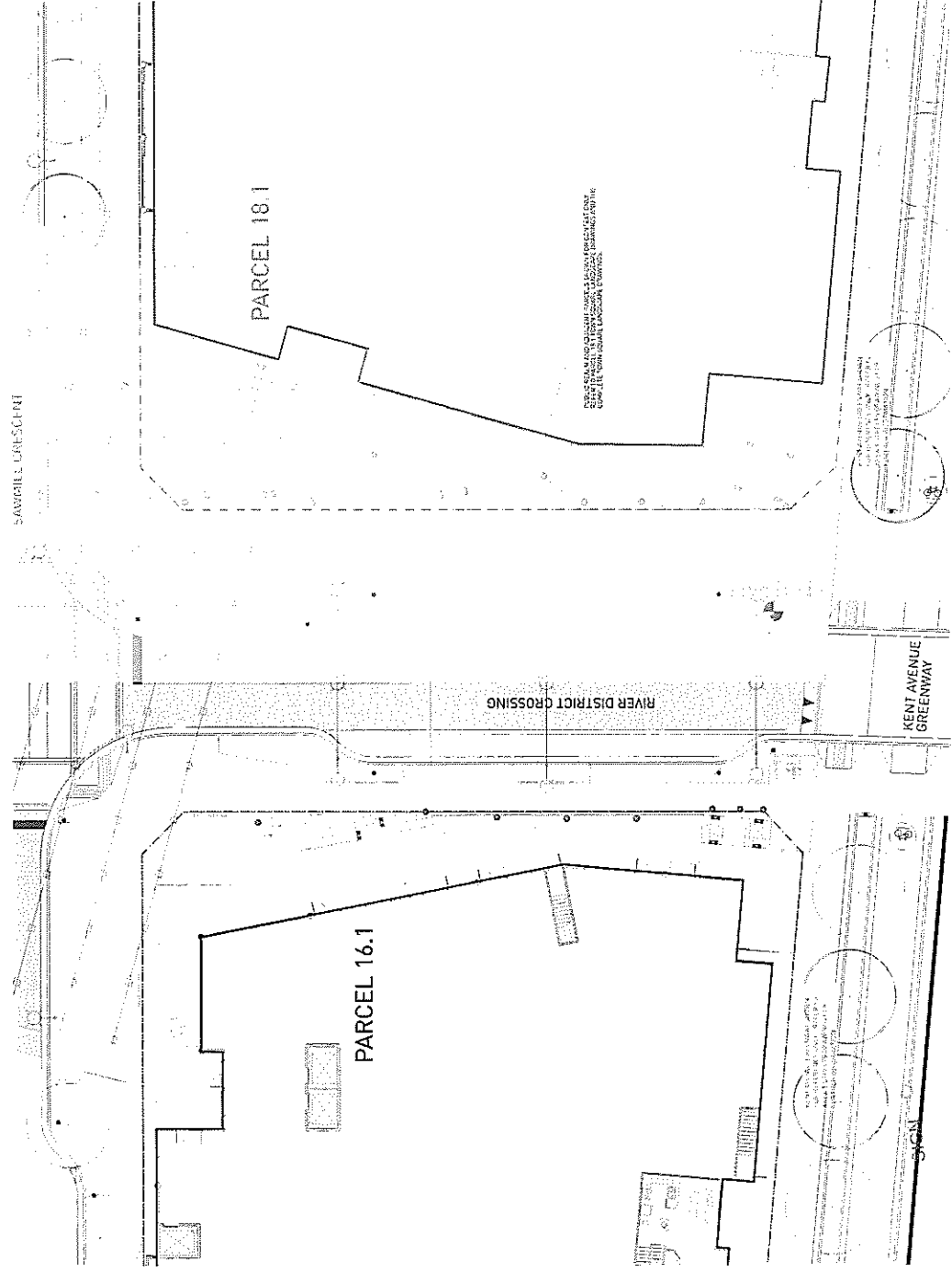
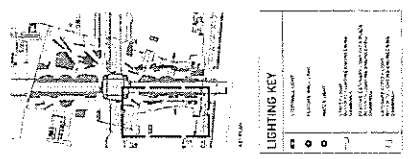
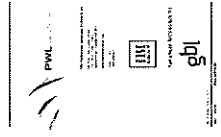
Wavelength (nm)	Fluorescence Intensity (a.u.)
280	0.00
300	0.00
320	0.00
340	0.00
360	0.00
380	0.00
400	0.00
420	0.00
440	0.00
460	0.00
480	0.00
500	0.00
520	0.00
540	0.00
560	0.00
580	0.00
600	0.00
620	0.00
640	0.00
660	0.00
680	0.00
700	0.00
720	0.00
740	0.00
760	0.00
780	0.00
800	0.00

LDP1.01



© 1995 by The McGraw-Hill Companies, Inc. All rights reserved. Printed in the United States of America. This publication is protected by copyright. Any unauthorized reproduction or distribution of this work without the express written permission of The McGraw-Hill Companies, Inc. is prohibited. For more information, contact The McGraw-Hill Companies, Inc., 1221 Avenue of the Americas, New York, NY 10020-1346.





**wesgroup**

RIVER DISTRICT  
TOWN SQUARE  
PARCEL 18.1

LIGHTING  
PLAN

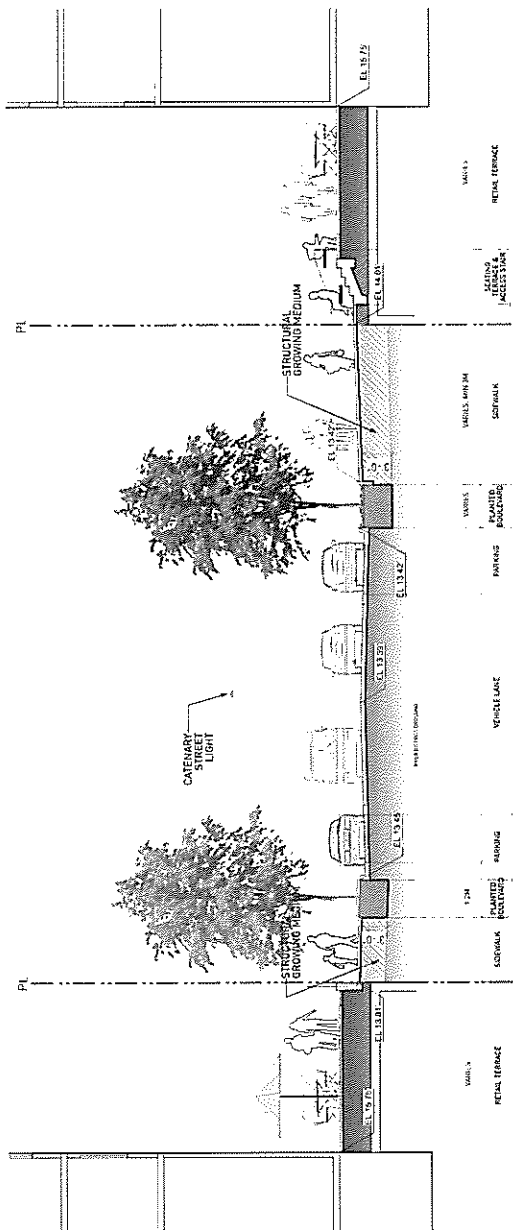
1/8"=1'-0"

DATE: 10/1/2014  
BY: [Signature]  
CHECKED: [Signature]  
APPROVED: [Signature]

LDP3.01

NOTES:  
1. ALL PLANTING SHALL BE INSTALLED BY THE END OF THE PROJECT.  
2. ALL PLANTING SHALL BE MAINTAINED BY THE OWNER.  
3. ALL PLANTING SHALL BE REPLACED IF DAMAGED OR DEAD.  
4. ALL PLANTING SHALL BE WATERED REGULARLY.  
5. ALL PLANTING SHALL BE FERTILIZED REGULARLY.  
6. ALL PLANTING SHALL BE PRUNED REGULARLY.  
7. ALL PLANTING SHALL BE MONITORED FOR PESTS AND DISEASES.  
8. ALL PLANTING SHALL BE REPORTED TO THE OWNER IMMEDIATELY.  
9. ALL PLANTING SHALL BE REPAIRED IMMEDIATELY.  
10. ALL PLANTING SHALL BE REPLACED IMMEDIATELY.

Appendix C: page 38 of 40





## **Yamamoto Architecture Inc.**

2386 oak street vancouver b.c. V6H 4J1 phone: 604-731-1127 fax: 604-731-1327 e-mail: tyarch@shaw.ca

### **Parcel 16.1 - Design Rationale:**

#### **Context:**

Parcel 16.1 occupies the southwest corner of the River District Town Square, in the heart of the Town Square Precinct. The site is bounded by River District Crossing to the east, Sawmill Crescent to the north, and Kent Avenue North Greenway to the south. While the site forms the southern edge of the Town Square, along with Parcel 18.1 it serves as a gateway to the Town Square in its southern approach from River District Crossing.

The East Fraserlands Design Guidelines have indicated this as a site for mid-rise mixed-use, with townhouses fronting the Kent Avenue North Greenway. Tower sites are located to the north on Parcel 15, to the northeast on Parcel 17, to the west on Parcel 16.2, and further to the east on parcel 18.2. We have been designing Parcel 18.1 in parallel with Parcel 16.1, and have been working closely with the Architects of Parcels 15 and 17 to ensure a cohesive vision for the Town Square.

#### **Relationship to River District Crossing and Waterfront Precinct**

River District Crossing is meant to be an active pedestrian street that links the nodes of Mill Bay Plaza with the Town Square Plaza. Visual connections linking the Town Square with River District Crossing south of the Greenway are desired. However, there is a significant distance to travel along River District Crossing over Kent Avenue North Greenway and the CP Rail right of way. As a result, the strategy adopted by the team, and reflected in the Development Permit Application, is to bring the mouth of the Town Square Plaza to the edge of the Kent Avenue Greenway.

From the south, the ends of the L-shaped buildings on Parcels 16.1 and 18.1 create a gateway into the Town Square Plaza. The mid-rise forms provide an urban – scale street wall while serving as a podium to the overall massing of the Town Square Precinct, and to the towers located on Parcels 15, 17, 16.2, and 18.2.

#### **Minimum Flood Plain Elevation**

Since adoption of the East Fraserlands Design Guidelines, a new Flood Plain Elevation of 4.8M has been established. However, the roadway elevation of River District Crossing descends as it moves south from the Town Square in order to meet the elevation of the CP Railroad tracks. As a result, the retail fronting River District Crossing at the southern portion of Parcels 16.1 and 18.1 is significantly higher than the sidewalk adjacent to the street. The proposed solution is to set the buildings further back from the sidewalk, and establish another raised pedestrian area at the level of the raised retail. Both the lower sidewalk and upper pedestrian areas merge into one level surface at the northern portion of the site and create a dynamic character to the extended Town Square Plaza.

#### **Town Square – Proposed Reconfiguration**

Conceptual design for Parcels 16.1, 18.1, 15, and 17 were done simultaneously and in collaboration with the goal of creating a coherent approach to the Town Square, and establishing a strong Town Square vision that is reinforced by all four Parcels. While the Master Plan suggested a Town Square Plaza mostly confined on Parcel 17, our team's approach has been to expand the size of the Town Square Plaza, and alter the geometry to improve visual connections to and from River District Crossing south of Kent Avenue and the CP Rail right of way.

The approach to the Town Square was presented at a Preliminary Urban Design Panel Workshop on June 18th where the Panel supported the reshaped plaza as proposed and at the UDP for

Parcel 17 on October 8, 2014, and the UDP for Parcel 18.1 on October 22, 2014.  
The revised concept maintains the criteria set out in the East Fraserlands Guidelines:

- Connection of Town Square across parcels 17, 15, 16.1, and 18.1
- ***Complies and is enhanced by proposed Town Square design. Buildings on all four parcels have been shifted to frame the new, larger Square.***
- Retail frontage along High Street and Crescent.
- ***Complies and is enhanced by retail frontage facing a raised outdoor patio on the southeast corner of Parcel 16.1. Additional retail mini-plaza at southwest corner of Parcel 18.1 overlooking the Kent Avenue Greenway***
- Townhouses fronting Kent Avenue Greenway
- ***Complies***
- Pedestrian access through site from Crescent to Kent Avenue Greenway via mews
- ***Complies***
- Residential parking access and loading off rear mews
- ***Complies***
- Internal courtyard space
- ***Complies, open courtyard space is provided on top of the ground floor retail and on top of the loading and parking ramp areas.***

## Parcel 16.1 - Design Guidelines

The Guidelines set out the following criteria for Parcel 16.1:

- Crescent and High Street frontages to extend / complement approach to Parcels 15, 17 and 18 – a high degree of articulation within a streetwall that holds a strong vertical line for good definition of these spaces
- ***Complies – horizontally organized streetwall along River District Crossing establishes a strong vertical plane that works at the scale of the Town Square. Visual interest is provided by variations within the vertical plane created by box-out elements and linear, fritted glass balconies.***
- High exposure to Kent Avenue corridor – townhouse forms along south frontage give a neighbourhood character to the adjacent Greenway while providing a strong definition for this expansive open space.
- ***Complies, townhouses are located along the North Kent Avenue Greenway. Setback of townhouses allows for private ground floor patios, and grade change between pedestrian greenway and patio level further emphasizes the transition from public to private space.***
- NE corner completes greater Town Square perimeter with a pronounced volume
- ***Complies – A projecting volume with added ceiling height on the northeast corner provides a focal point to the building when viewed from the Town Square and from Sawmill Crescent.***
- Anchor Store at east end of block accessed from High Street to capitalize on more intensive activity
- ***Complies – The Anchor store is accessed from the extension of the plaza westward down Sawmill Crescent. The new orientation and width of the Town Square creates an active zone which extends further west than in the Guideline design.***
- Mid-block court provides pedestrian and vehicular access; ramp immediately west of court gives access to underground parking for entire parcel; NB: two phase development of this parcel may



- call for a second ramp
- ***Complies. Space is provided for a pedestrian mews which is also used for loading and parking access. It will feature high quality landscape which is detailed further in a later section of this booklet.***
- Semi-private gardens at grade and garden deck above anchor store offer green open space to expand private patios and balconies at perimeter of these spaces.
- ***Complies – Townhouses have semi-private gardens fronting the Kent Avenue North Greenway. All townhouses and apartments at the commercial deck have semi-private decks that front onto a communal green space. Ample balconies on all levels provide exterior space for each unit.***
- Frontage on Road "A" is more urban in character with minimal setbacks to allow for some planting; stairs up to recessed front doors offer a degree of privacy.
- ***Not Applicable, applies to the western edge of Parcel 16.2***

***Note: the Guidelines were written with the idea that the retail would step to follow River District Crossing as it moved south. With the adoption of the new Minimum Flood Plain Elevation, a larger setback has been provided along River District Crossing to provide additional space for pedestrian circulation.***

### **Program and Site Planning**

The Parcel follows the basic form of development set up in the guidelines, both in terms of building massing and program. The majority of the ground floor space is allocated for retail space with frontage onto River District Crossing and Sawmill Crescent. With the new plaza shape, the frontage along the River District Crossing opens up westwards at the intersection of River District Crossing and Sawmill Crescent. The resulting plaza shape provides more focus and activity further west down Sawmill Crescent where the entrances to the Retail Anchor store and residential lobby are proposed. Smaller retail spaces are proposed along River District Crossing in order to maintain pedestrian interest and activate the plaza.

Retail loading and underground parking access is provided off of the shared lane on the western portion of the site. This lane also provides pedestrian connectivity through the site from Sawmill Crescent to the Kent Avenue North Greenway. One full level with a partial second level of underground parking is provided. Retail and Visitor parking, as well as all required bicycles are provided on the first underground parking level. Residential parking is provided on both levels in areas secured by gates. Each of the five townhouses has an individual, secure garage with direct access into the townhouse unit above.

### **Upper Residential Levels**

Above the retail, four levels of apartments front River District Crossing and Sawmill Crescent. This four storey apartment component is in an "L" shape which forms the north and east boundary of a courtyard on the roof of the retail space. From the courtyard, different types of outdoor amenity space is provided for residence including:

- Private Yard Space
- Passive Recreation
- Urban Agriculture

Five three-storey townhouses are proposed along Kent Avenue North Greenway, and create a one-story edge to the southern edge of the raised courtyard. Each townhouse will have an outdoor patio space within the courtyard accessed from the third level of the townhouse.

### **Retail treatment**

The ground floor retail is conceived as a vertical component of the sidewalk, with materials that relate to the paving and sidewalk surfacing. In this way, the sidewalk treatment is "folded-up" onto the face of the building to create a layered, three-dimensional experience for pedestrians. As River District Crossing moves south, it slopes down to meet the grade of the CP Rail right of way. The floodplain elevation of 4.8M establishes the minimum elevation for the retail spaces, so as the roadway falls away, the sidewalk

splits into two portions; one that follows the roadway and one that is maintained at the level of the retail space. This split provides an opportunity for elements that provide more variety within the plaza, and refer back to the history of the site. Some proposed elements include board-formed retaining walls, mounded planters, stepped concrete and timber benches, concrete stairs, and cable system guardrails. At the southeast corner of the site, a raised pier at the level of the retail provides an optimal, south-facing plaza that will encourage retail uses to spill out facing the greenway. The south-facing plaza will announce the continuation of retail uses along River District Crossing across Kent Avenue and the CP Rail Right of Way.

### **Townhouses**

Along the Kent Avenue North Greenway, the three-storey townhouses are designed with a smaller scale and more vertical organization to reflect the individual townhouse units. The townhouse design is more restrained than the mid-rise in order to set up a street-wall for the Greenway that can be extended harmoniously with future townhouses to be developed with Parcel 16.2. The same materials for the mid-rise are also used for the townhouses, to create a unified treatment for the entire parcel.

### **Architectural Concept, Form and Massing**

As a starting point for the building design, we have looked to the River for inspiration, and have been developing the design for Parcel 18.1 in parallel with the design for Parcel 16.1. Both lots have important roles in defining the space of the Town Square Plaza, while providing gateway buildings to the plaza from the south. For Parcel 18.1 the initial image of silver fish scales has been reinterpreted in a more simple way to inform our current design. For Parcel 16.1 we have used the image of stacked timbers to inform our design, and have interpreted this to shape the mid-rise building.

Our objective with the Parcel 16.1 mid-rise is to create a horizontal expression that provides a simple yet dynamic backdrop to the plaza. The scale of the horizontal elements relates to the scale of the plaza, while subtle projections within the massing create interest at the pedestrian scale. The stacked timber concept is reinforced by the horizontal cladding materials, including standing-seam metal siding for the larger projecting elements, cementitious lap siding for the recessed building walls, and fritted glass guardrails.

### **Organizing Principles**

In developing the design presented at preliminary UDP, we have revisited the Design Guidelines and implemented many of the Panel's comments for both Parcels 16.1 and 18.1. Moving forward, the principles that are guiding the project are as follows:

#### **Simple building shape to reinforce the shape of the Town Square Plaza.**

The building establishes a five-storey streetwall to define the Town Square space. The horizontality of the building works as a counterpoint to the vertical rhythm established in the Parcel 18.1 building.

#### **Interpret the industrial heritage of the site in a contemporary way.**

The building is made of up simple volumes with punched windows. Materials reference industrial buildings and include plank siding and standing seam metal panels. Projecting box-out elements reinforce the "stacked timber" architectural concept and provide variation and interest along the façade.

#### **Improve the relationship of the plaza adjacent to the building and the sidewalk adjacent to River District Crossing as it drops and moves to the south.**

As River District Crossing moves towards the south and drops relative to the minimum flood plain elevation, a series of cascading benches, stairs and landscaped areas provide a visual connection and access across the two levels. At the southern edge and at the biggest grade change, a board-formed concrete wall provides texture and pedestrian interest. A wide, south-facing stairway provides access to the upper plaza area, and creates an informal sitting area facing the Kent Avenue Greenway.

#### **Emphasize the horizontality between the ground floor retail and second floor residential,**

**and the horizontality of the roof plane as a way to accentuate the change in grade across the site.**

Along Sawmill Crescent and River District Crossing, the residential component of the building appears to float off the retail base and provides a dramatic gateway to the site from the south. A projecting element on the northeast corner of the top story provides a focal point when viewed from the Town Square. Continuous balconies with fritted glass guardrails reinforce the horizontality of the building and provide texture and contrast to the warm coloured siding materials.

## River District Parcel 16.1 Landscape Design Rationale

---

### 4.0 Approach To Landscape Design

#### Context and Character

The overall landscape design for Parcel 16.1, which includes both the ground level landscape and the podium level courtyard, embraces the CD-I Guidelines by developing a strong landscape expression that reflects the past heritage of the site along the Fraser River. Materials including board form concrete for landscape walls, concrete unit pavers, timber and metal checker plate paving as well as metal for unit entry stairs and railings respond to the industrial heritage of the site.

#### Private / Public Realm Interface

The ground level landscape design responds to the goal of 'complimentary and supportive of adjoining public realm landscapes' by providing individual private patios and direct connections from the private realm to the public realm. Residential townhome patios along the south edge of the site adjacent to the greenway provide 'eyes on the path' and a residential presence adjacent to this public realm path.

The ground plane treatment of concrete unit pavers/ concrete banding and adjacent planting of the east lane, which connects Sawmill Crescent to the Kent Avenue Greenway encourages a sense of directness, permeability and public safety for all residents of the River District. The aesthetic ground plane treatment recognizes the importance of pedestrian priority in an area that also accommodates parkade entry and loading.

#### Sustainability

Ample planting on both the ground level and podium level courtyards contributes to the overall goals of bio-diversity as well as creating seasonal interest, softening the building edge bringing the scale of the structure down to a human level.

The growing medium will contribute to the storm water management goals of the River District by detaining storm water in its mass, releasing it slowly after a peak storm event. The plant material has been selected for it's ability to resist drought however all planting on slab will be irrigated with a high efficiency automated irrigation system to ensure long-term health. The high efficiency irrigation system will reduce the irrigation water demand by 50% over a conventional system. Material selection will focus on robust, durable materials manufactured locally.

### 4.3 Site Specific Characteristics

#### 4.3.2 Residential Frontages

##### Residential Expression/ Changes In Grade/ Visual Connections

Each town home unit facing the Kent Avenue Greenway will contribute to the overall sense of residential expression by providing unique outdoor spaces for each unit visible from the greenway. Entry gates and stairs will provide separation of the public and private realm, address plaques and lighting to reinforce the sense of residential front doors fronting a public open space.

##### Materials

Board formed concrete walls and heavy metal railings, fences and gates form the primary landscape materials at the public private realm interface.

##### Useable Outdoor Space/ Privacy and Neighbourliness

Each town home will have an outdoor space in the form of a unit paver patio overlooking the greenway with a plant bed backed by an architectural privacy screen separating each unit's outdoor space. 'Layered' planting adjacent to the greenway including small ornamental trees, shrubs, groundcover and vines and along with the hard landscape elements will define the 'character of the street edge'.

### 4.3.3 Common Garden Courts and Roof Gardens

#### General Design and Character

The elevated podium courtyard has been developed to 'achieve a distinct sense of character and identity'. The strong lines created by the individual patios reinforce the architectural form while large raised planters punctuate the courtyard interior to create a dynamic space by breaking from the building form.

#### Passive Recreation

The semi private courtyard is accessed by all residents of the building via the amenity room/ amenity patio at the northeast corner of the courtyard. An open lawn area for passive play or relaxation and adjacent unit paver patio with individual character chairs, for seating and BBQ make up the passive recreation spaces. The BBQ deck is located at the eastern end of the courtyard in close proximity to the amenity room.

The design response respects the natural systems, provides opportunities for urban agriculture, social interaction in the form of primarily passive spaces, contributes to bio diversity of the urban environment and through its diverse plant palette supports the site wide songbird strategy. The podium level courtyard is comprised of a series of rooms all interconnected by common walkways.

#### Children's Play

A formal children's play area has not been provided. We envision the perimeter walkway as an opportunity for a tricycle circuit, the lawn as an open play zone and the paved surfaces as opportunities for sidewalk games.

#### Private Yard Space

The courtyard design is comprised of a private patio zone around the perimeter providing outdoor space for each of the adjacent units. A bold board formed concrete feature wall forms along with layered planting forms the edge of the south patios. A combination of planters and wood and metal screens forms the edge of the north patios. This concept responds to the Design Guideline idea of designing private spaces 'like street frontages'. Each patio has direct access to the courtyard. Privacy is achieved through a combination of screens and hedge planting.

#### Urban Ecology

A wide range of plants, planting depths and a variety of trees and tree sizes have been incorporated in the design of the elevated courtyard space. Flowering time, deciduous versus evergreen and fruit forming plant types were considered and incorporated within the design to provide opportunities for songbirds and insects.

#### Urban Agriculture

The urban agriculture area is located at the west end of the courtyard to take advantage of sun exposure. Its adjacency to the lawn area supports the interaction of the children's activity while the parent(s) are gardening. The crushed stone paving and raised heavy timber garden plot surrounds respond to the historical industrial character of the site. The urban agriculture plots are augmented with small fruit bearing trees under planted with blueberries and strawberries within a larger planted area to the west. Support elements

including composting facility and potting bench (tool storage is located in a closet in the amenity room) are located within the urban agriculture zone.

#### Rainwater Management

The growing medium will contribute to the storm water management goals of the River District by detaining storm water in its mass, releasing it slowly after a peak storm event. The plant material has been selected for it's ability to resist drought however all planting on slab will be irrigated with a high efficiency automated irrigation system to ensure long-term health. The high efficiency irrigation system will reduce the irrigation water demand by 50% over a conventional system.