

8533 RIVER DISTRICT CROSSING - "Parcel 15"
(COMPLETE APPLICATION)
DE418328 - 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 an 18-storey mixed use building consisting of retail use on portions of the first 4 storeys and a total of 258 dwelling units over 3 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. Improving residential entry/mews/parking entry relationship

- **Urban Design Panel: Support**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418328 submitted, the plans and information forming a part thereof, thereby permitting the development of an 18-storey mixed use building consisting of retail use on portions of the first 4 storeys and a total of 258 dwelling units over 3 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.2.17);

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 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 bring more warmth to the black tone area of the tower without losing the contrast between the dark and light tower elements;

Note to Applicant: While the contrast between the black and white components of the tower is an important part of the expression, the black glass seems out of context and reads more as a corporate component rather than residential.

- 1.5 design development to improve the relationship between the mid-rise residential entry, the mews, and the parking access, reducing conflicts between pedestrians and vehicles;
- 1.6 design development to improve the extent of landscaping in the mews;
- 1.7 design development to create a more robust expression to the 'piling' element where it becomes a support structure along the west mews elevation;
- 1.8 design development to enhance the quality, materials, and lighting of the large soffit area on the west mews approaching the mid-rise residential entry;

Note to Applicant: This substantial soffit area will be a major element in the approach to the mid-rise residential entry and the view of the development to passers-by on Sawmill Crescent.

- 1.9 design development to the west elevation of the mid-rise to allow the terraced section and the northerly section to read more distinctly;

Note to Applicant: Consideration should be given to bringing the red corrugated metal down the elevation to the residential entry area.

- 1.10 design development to further accentuate and enhance the residential entries; and
- 1.11 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 15 irregular
Site Area	-	-	Parcel 15 1.20 ha → 129,171 ft. ²
Floor Area ¹	<p>All Uses Combined 1,932,002 ft.² All Dwelling Uses Combined 1,513,391 ft.² All Office Uses Combined 155,457 ft.²</p> <p>Cultural & Recreational, Institutional, Office, Retail and Service Uses 163,434 ft.²</p> <p><i>Allocated for Sub-Area 1</i></p> <p>Parcel 15 Retail 56,650 ft.² Residential 236,612 ft.² Subtotal 293,262 ft.²</p> <p>Parcel 16.1 Retail 22,604 ft.² Residential 60,838 ft.² Subtotal 83,442 ft.²</p> <p>Parcel 17 Retail 62,646 ft.² Residential 258,183 ft.² Subtotal 320,829 ft.²</p> <p>Parcel 18.1 Retail 21,528 ft.² Residential 64,734 ft.² Subtotal 86,262 ft.²</p> <p><i>Allocated Total</i></p> <p>Parcel 15 293,262 ft.² Parcel 16.1 83,442 ft.² Parcel 17 320,829 ft.² Parcel 18.1 86,262 ft.² Total 783,795 ft.²</p>	-	<p>Proposed 785,223 ft.² Maximum 783,795 ft.² Overage 1,428 ft.²</p> <p>Parcel 15 Retail Store 60,212 ft.² Residential 236,872 ft.² Subtotal 297,084 ft.²</p> <p>Parcel 16.1 Retail Store 18,550 ft.² Residential 61,072 ft.² Subtotal 79,622 ft.²</p> <p>Parcel 17 Grocery Store 46,339 ft.² Retail Store 13,279 ft.² Residential 260,098 ft.² Subtotal 319,716 ft.²</p> <p>Parcel 18.1 Retail Store 23,691 ft.² Residential 65,110 ft.² Subtotal 88,801 ft.²</p> <p><i>Proposed Total</i></p> <p>Parcel 15 297,084 ft.² Parcel 16.1 79,622 ft.² Parcel 17 319,716 ft.² Parcel 18.1 88,801 ft.² Total 785,223 ft.²</p>
Balcony ²	<p>Open 8% x 236,872 ft.² = 18,950 ft.² Enclosed 50% x 18,950 ft.² = 9,475 ft.² (for residential floor area/dwelling units in the first 9 storeys and fronting on Marine Way only) Open Only 12% x 236,872 ft.² = 28,425 ft.²</p>	-	Open 26,681 ft. ² (11%)
Height ³	<p>17 storeys/185.8 ft. Uppermost Floor (40%) 2,672 ft.²</p>	-	<p>18 storeys/185.5 ft. (@ SE corner) Level 18 2,988 ft. (44.7%)</p>

Parking ⁴	<i>Retail Uses</i> -- - Small Car (25%) 29 Visitor 52 <i>Residential</i> 343 - Small Car (25%) 84	<i>Retail Uses</i> 109 - Disability 6 Visitor 26 <i>Residential</i> 297 - Disability 10 Shared Vehicle/Space 2	<i>Retail Uses</i> Standard 95 Small Car 17 Disability <u>3</u> Total 115 Visitor (2 disability) 47 <i>Residential</i> Standard 291 Small Car 31 Disability <u>16</u> Total 338 Shared Vehicle/Space 2
Bicycle Parking ⁵	- Vertical (30%) 101	Class A Class B Retail 11 6 Residential <u>323</u> <u>18</u> Total 334 24 Horizontal (50%) 170 - Lockers (20%) 68 Electrical Outlets 167 Clothing Lockers 16	Class A Class B Retail 12 6 Residential <u>327</u> <u>12</u> Total 339 18 Horizontal 238 Vertical 105 Lockers 0 Electrical Outlets 0 Clothing Lockers 10
Loading ⁶	-	Class A Class B Class C Retail 0 3 2 Resid. <u>0</u> <u>1</u> <u>0</u> Total 0 4 2	Class A Class B Class C Retail 0 4 0 Residential <u>0</u> <u>1</u> <u>0</u> Total 0 5 0
Amenity	Precinct Total 75,350 ft. ²	-	Parcel 15 3,663 ft. ² Parcel 16.1 672 ft. ² Parcel 17 20,039 ft. ² Parcel 18.1 <u>645 ft.²</u> Total 25,019 ft. ²
Unenclosed Outdoor Areas	1% x 236,944 ft. ² = 2,369 ft. ²	-	Parcel 15 1,604 ft. ² Parcel 16.1 531 ft. ² Parcel 17 1,742 ft. ² Parcel 18.1 <u>619 ft.²</u> Total 4,496 ft. ²
Unit Type			93 - one-bedroom 161 - two-bedroom 4 - three-bedroom 258 units total

Notes:

¹**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.

²**Note on Balcony:** Additional exclusion between 8% and 12% is at the discretion of the DP Board. Staff believes the proposed additional exclusion satisfies the criteria.

³**Note on Height:** Standard Condition A.1.2 seeks a reduction in the maximum height (number of storeys) and confirmation of the proposed height when established City building grades become available. The uppermost floor must not exceed 40% of the floor area below it. Height is measured to the top of the roof slab above the uppermost floor.

⁴**Note on Parking:** Standard Condition A.1.4 seeks an increase in the number of disability parking spaces.

⁵**Note on Bicycle Parking:** Standard Condition A.1.5 seeks a reduction in the number of vertical bicycle spaces and an increase in the number of Class B bicycle spaces for the residential use. Standard Condition A.1.6 seeks the provision of electrical outlets for the Class A bicycle spaces. Standard Condition A.1.7 seeks an increase in the number of clothing lockers.

⁶**Note on Loading:** The application is deficient two Class C loading spaces. Standard conditions A.1.6 and A.2.21 require compliance with the required loading or provision of alternate arrangements.

• **Legal Description**

Lot: 25
District Lot: 330 & 331
Plan: EPP31354

• **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 site is known as Parcel 15 within the Area 1 'Town Square Precinct' of East Fraser Lands (EFL), now commonly known as the 'River District'. Parcel 15, along with Parcels 17, 16.1, 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 St. 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 m²) of retail, a community centre, a school and several childcare centres.

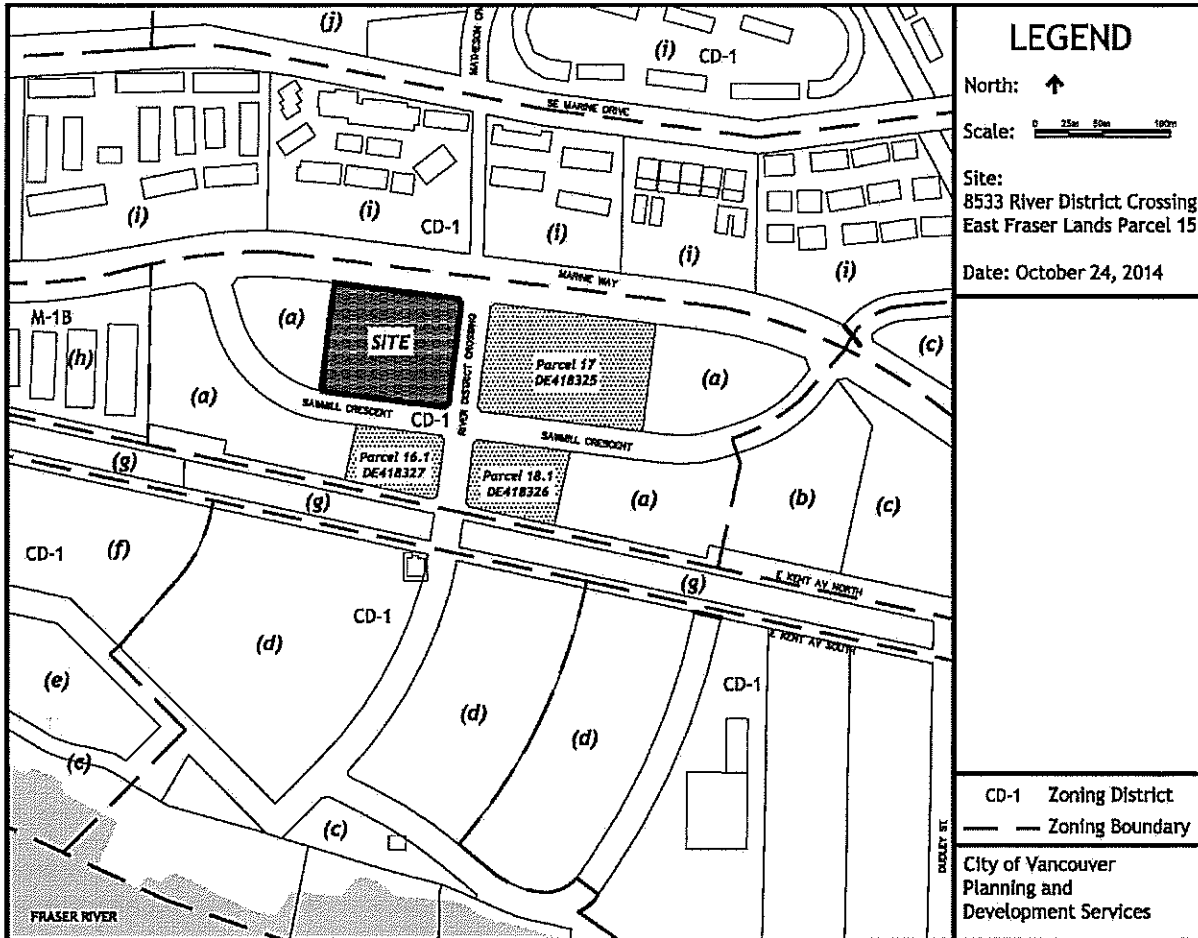
There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park. A CP rail line bisects the site.

Parcel 15 and the Town Square Precinct is 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, which 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:

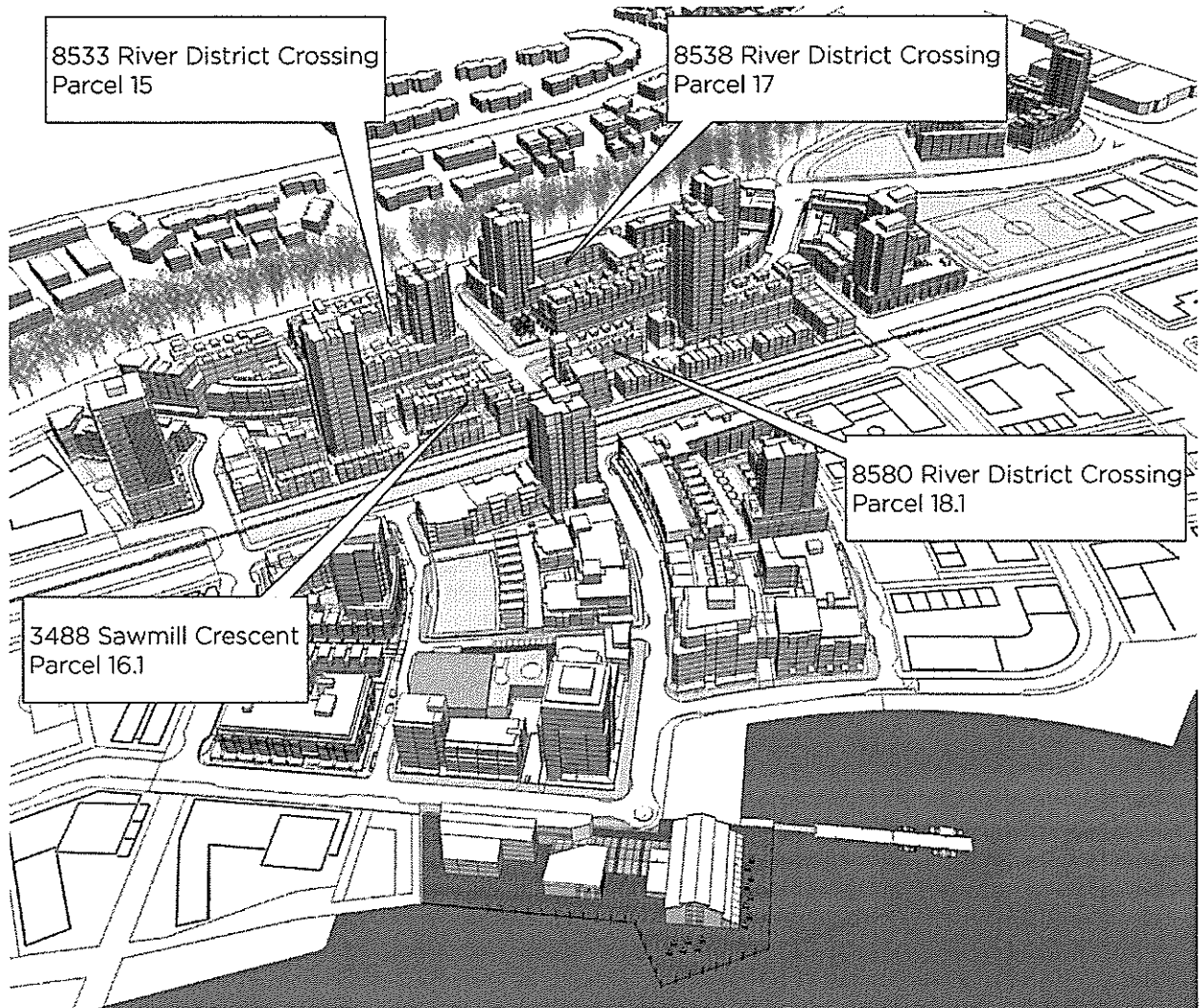


Figure 1: Illustrative massing Area One at Town Square

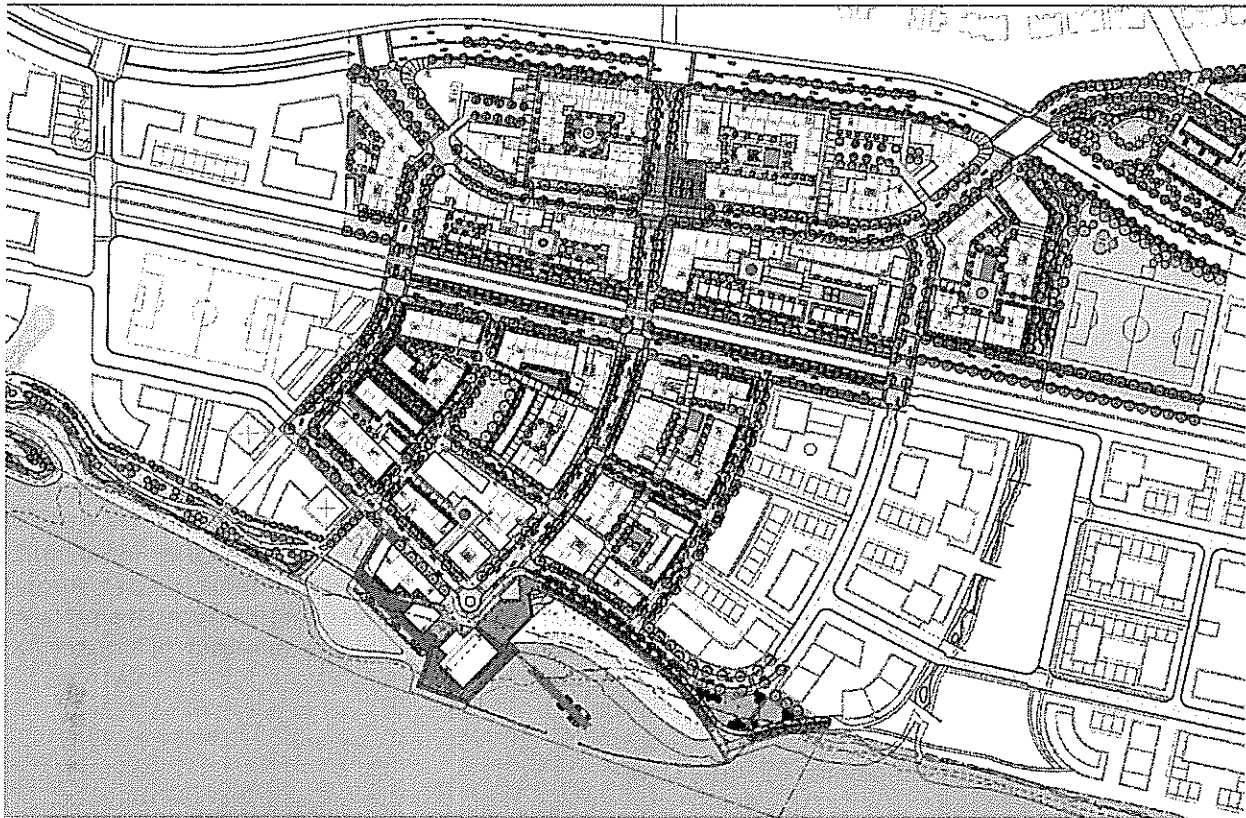


Figure 2: Illustrative Public Realm Plan Area One

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 m²) of commercial space.

Parcel 15 is located at the northwest corner of the Town Square public open space. The proposed development is comprised of a 17 storey tower, a 10 storey mid-rise building, a 6 storey single loaded residential building, two storey townhouses on Marine Drive, and a two storey commercial form above street-oriented retail. All are organized around an upper level roof-top common space for residents. The retail will likely be comprised of a mid-sized anchor such as a pharmacy, with individual retail storefronts along River District Crossing and Sawmill Crescent. Underground parking and loading are accessed off a mews on the west side of the parcel.

Parcel 15 has approx. 60,212 sq. ft. (5,593.7 m²) of retail. There are 258 residential units and approximately 236,872 sq. ft. (22,005.4 m²) of residential. The tower floor plate proposed is approximately 7,000 sq. ft. (650.3 m²).

- 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 m²). The floor area for all dwelling uses, combined, must not exceed 1,513,390.7 sq. ft. (140,594 m²). 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 15 is located, must not exceed 163,433.8 sq. ft. (15,183 m²). 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 m²).

Building Heights: The building height for Parcel 15 is not to exceed 17 storeys and 185.8 ft. (56.62 m). As per Section 6.2, if the uppermost level of the building consists of the upper floors of two storey dwelling units, does not exceed 40% of the floor area below it, and provides rooftop access to private outdoor space and usable roof area, it is not considered as a storey for the purposes of measuring building height.

2. East Fraser Lands 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

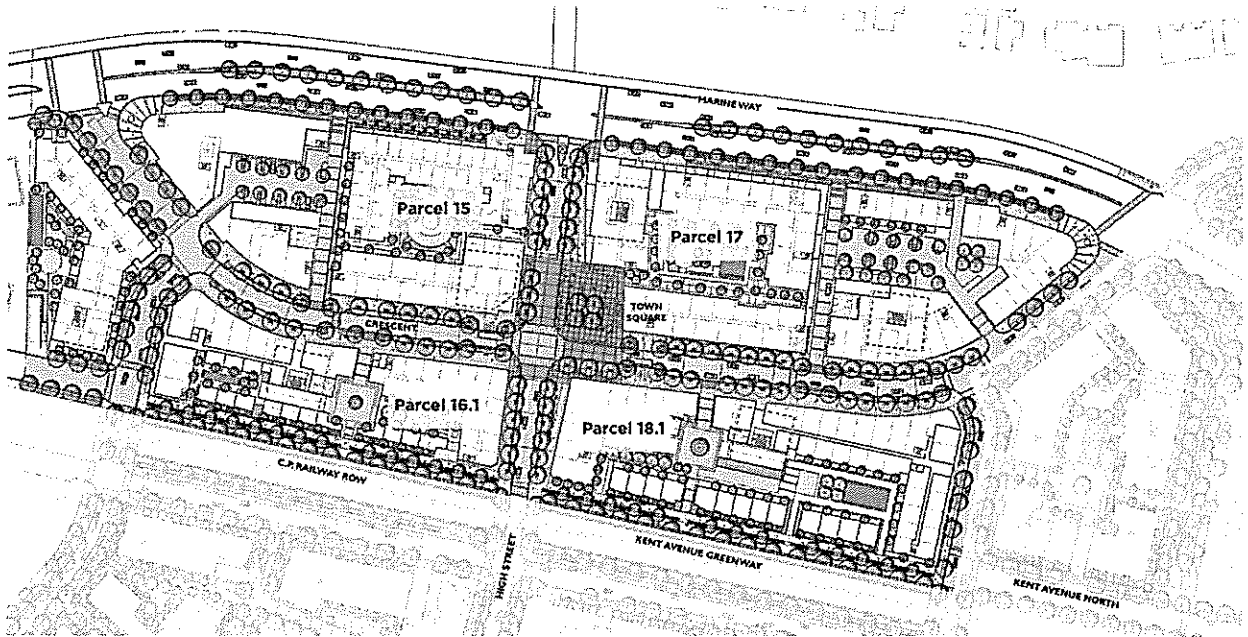


Figure 3: Illustrative Town Square Precinct Concept from Design Guidelines

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

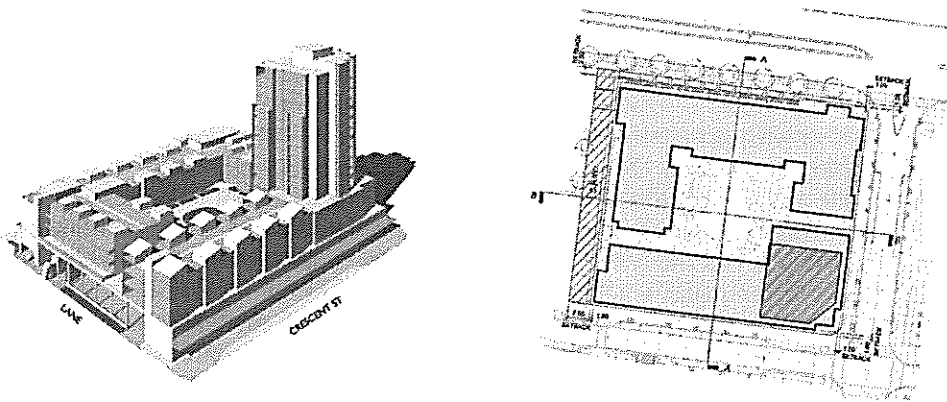


Figure 4: Illustrative form of development Parcel 15

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 15 is 56,650 sq. ft. (5,262.8 m²) of commercial/retail, and 236,612 sq. ft. (21,981.3 m²) of residential. 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 15 as follows:

Parcel 15 Urban Design Role:

It creates a formal entry (with Parcel 17) to High Street and anchors east corner of Town Square with a 17 storey tower; distinctive volume at NE corner mirrors Parcel 17 to reinforce the sense of threshold to the development

Parcel 15 Characteristics:

- Frontage on High Street, Town Square and Crescent calls for a strong urban expression;
- Ground floor and private outdoor space for residential uses at marine Way frontage to be raised above sidewalk level to provide a more comfortable separation from the street;
- Generous garden deck over ground floor commercial provides a lush green semi-private outdoor amenity for residents; private garden patios at perimeter and garden plots in the centre take full advantage of this space for urban gardeners; and
- Lane at west side provides access to inner block, commercial and residential loading as well as underground parking ramp; pavers provide a surface reflecting the mixed pedestrian/vehicular use of the lane.

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 15 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. Tower guidelines limit floor plates, as outlined in the rezoning conditions response. 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. Upper level terraces and sculpting is encouraged to create architectural interest and contribute to skyline.

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:

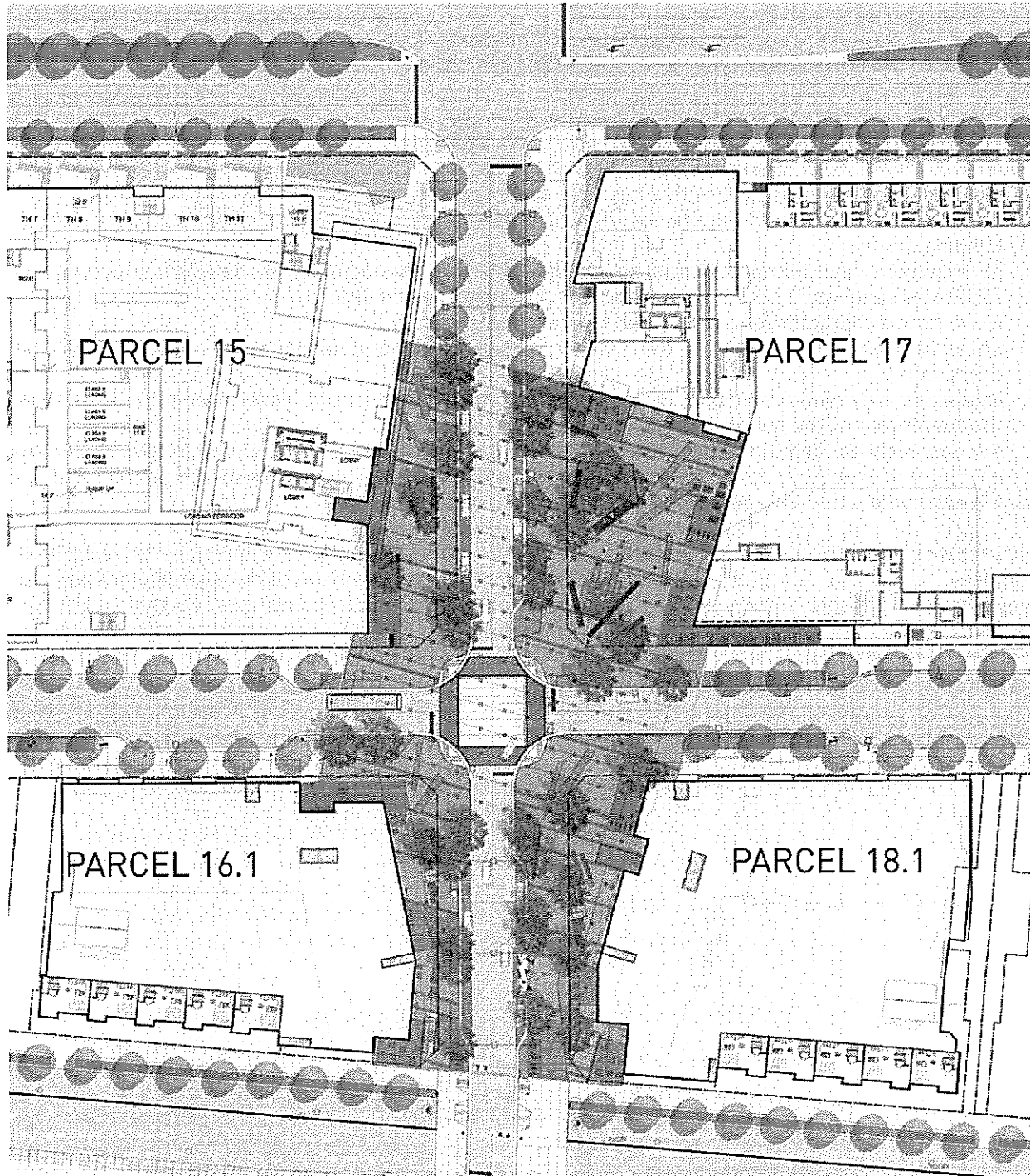


Figure 5: Town Square reconfigured and enlarged to engage all four parcels



Figure 6: 8533 River District Crossing - Parcel 15, view NW from 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 grocery retail, and residential frontages.

Conditions of Use: The proposal complies with the requirements for family oriented units with 161 two bed and 3 three bed units for a total of 64% 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 for this site. At the time of rezoning, Parcel 15 was identified as a location for an air space parcel to accommodate 107,639 sq. ft. (10,000 m²) of affordable housing units as part of the overall residential development on the block. Similarly, Parcel 13 was also identified for an air space parcel for affordable housing as part of a larger strata residential development. Subsequently, staff and Park Lane have worked together to modify the agreements as part of enactment to accommodate the affordable housing together on Parcel 13, achieving a 'dirt site' for affordable housing.

Density: The proposed floor space of 236,872 sq. ft. (22,005.4 m²) of residential and 60,212 sq. ft. (5,593.7 m²) 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. The building design takes advantage of the section of the by-law that allows an additional uppermost level beyond 17 storeys provided it consists of the upper floors of two storey dwelling units, does not exceed 40% of the floor area below it, and provides rooftop access to private outdoor space and usable roof area.

Public Realm:

Parcel 15 shapes and animates the Town Square together with Parcels 17, 16.1 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.2.17).

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.

Streetscape improvements along Marine Way include a central treed median and treed, well planted side boulevards which will help improve livability and the pedestrian experience along this busy arterial.

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. While much of the mews frontage is taken up with service, loading and parking access, the southern end of the mews has been wrapped with retail storefronts and the residential entry to the 10 storey mid-rise activating this end of the mews. Recommended Condition

1.5 seeks further design development to the mews and to enhance the design and relationship between the residential mid-rise entry and the parking entry.

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. This challenge has been met and addressed in the grade change alongside Parcel 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.

Built Form and Architectural Expression:

The illustrative built form in the Design Guidelines for Area One envisioned a 17 storey tower at the southeast corner of the block with 3 to 4 storeys of residential in a full perimeter block form above a retail commercial base. One of the rezoning conditions sought design development to articulate and shape the tower form in a manner that optimizes solar access to the Town Square. A preliminary design presented at the Urban Design Panel workshop in June largely followed the design guideline massing and rezoning condition, however, the Urban Design Panel was concerned that appropriate sunlight access to the square could not be achieved with the tower in this location. The Panel recommended that the tower be relocated.

In response to this concern, the architects substantially reconfigured Parcel 15 in the development application. The tower has been repositioned significantly northward, and massing along Sawmill Crescent has been reduced in the interests of maximizing late afternoon sun on the square. The relocated density has been accommodated in a 10 storey north-south mid-rise building, stepped to the south, and a 6 storey component on Marine that is single loaded to optimize the livability of units.

The design further varies from the guideline massing to create a two storey commercial retail component, suitable for office and restaurant use at the second and third levels, with access to the south east corner of the landscaped roof deck overlooking the Town Square.

Staff supports the proposed massing changes and believe that a superior response to the public interest of sunlight access on the Town Square has been achieved. Additionally, the changes enhance the livability of the residential units through increased access to sunlight and views, and reduced exposure to Marine Way. The changes also increase the available area, usability and outlook from the common roof-top open space.

As per the guidelines two storey residential townhouses activate the frontage along Marine Way and wrap the 'back of house' for commercial uses within the block. For enhanced livability, the townhouses are setback approximately 17 ft. with private gardens and are raised approximately 2 to 3 ft. above grade.

Tower floor plates proposed are 7,000 sq. ft. (650 m²). Staff supports the proposed floor plates with rationale as described further in the Response to Urban Design Rezoning Conditions of Approval section of this report.

The design guidelines ask that the architecture reflect the industrial past of the site and the working river. In the Town Square workshop with the Urban Design Panel, it was thought that architecturally, an authentic and robust response is needed, particularly at the lower and podium levels, and that the

architecture and forms should consider the simplicity of industrial buildings. At upper levels the Panel thought buildings could be more straight forward. Materiality was stressed.

The building program is expressed in the articulation of retail, residential and commercial components. The materials are drawn from an industrial palette of brick, concrete, steel and glass. Weathered steel pylons surround the retail podium and carry around the western façade of the building as structural elements. The steel pylons recall the pilings and dolphins of the working river. The simplicity of industrial buildings has been expressed in the simple punch-wall form that characterizes much of the tower and the mid-rise. Exterior treatments include simple claddings and structure including formed concrete, corrugated sheet metal, and brick masonry.

The tower is visually split into two contrasting components in colour and form. This strategy directly responds to the guidelines regarding strong sculpting and clean expression of elements in towers. While the contrast is an important access of this approach, the black glass component seems out of context and tends to read as more corporate than residential expression. Recommended Condition 1.4 seeks design development to bring more warmth to the black tone area of the tower without losing the contrast between the dark and light tower elements.

The entry to the mid-rise residential is located on the west mews, just past the entry to the underground parking. Design development is sought in Recommended Condition 1.5 to improve the relationship between the mid-rise residential entry, the mews, and the parking access, reducing conflicts between pedestrians and vehicles. Recommended Condition 1.6 asks for enhancement of the mews through enhanced and expanded landscaping.

Further design development is also sought in the area to create a more robust expression to the 'piling' element where it becomes a support structure along the west mews elevation, as per Recommended Condition 1.7. Recommended Condition 1.8 seeks design development enhancing the quality, materials, and lighting of the large soffit area these 'piles' support.

• **Response to Urban Design 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 1: Design development to reduce tower floor plates above the 9th storey to a maximum of 605 m², including all interior floor space but excluding exterior balconies, except, at the discretion of the Director of Planning, an increase to 650 m² may be considered where the proposed building demonstrates all of the following:

- a) exceptional green building design, particularly in the area of energy performance. Exceptional green building design and energy performance will be assessed relative to evolving city standards at time of each development permit application;*
- b) exceptional architectural design. While all buildings at EFL are expected to achieve a high standard of quality, materiality and architectural design, taller, larger buildings should be exceptional. Particular emphasis should be placed on articulation to de-emphasize perceived building mass;*
- c) contextually appropriate massing. An increase in building floor plate should be suitable to the localized urban design condition and the role of the building within the overall plan. It should not adversely affect sun on public places, or the perceived scale of buildings adjacent to important public places.*

Note to applicant: It is anticipated that there will be a variety of tower floor plate sizes in response to the unique conditions, placement, and role that each tower plays. Consideration should be given to relocating building floor space to mid-rise massing that further enhances definition and overlook of

the street and public places. Allowance must be made at upper levels for reduced floor plate sizes to enable useable outdoor space, and sculpting and capping of tower elements.

Applicant Response: Given the six year delay in proceeding with the Town Centre due to the economic challenges of concrete high-rise development in this area, planning believes the proposed larger floor plate of 650m² is important to the viability of the projects. The massing is contextually appropriate, especially with the reworking of Parcel 15 to enhance afternoon and evening sun on the plaza. With respect to the architecture, as per the Urban Design Panel advice, affordability is key and these buildings should be 'straight forward' with an emphasis on materiality with greatest attention paid to the lower and podium levels. The project will meet the requirements of the River District Green Building Strategy.

Staff Assessment:

Planning believes the proposed floor plates and tower design are an appropriate response in this location and have met the intent of the rezoning condition.

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.

Applicant Response: Response: CRU's wrap anchor stores with shallower depths. Larger CRU at corner of Marine Way and River District Crossing meets 15m depth.

Staff Assessment:

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

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 m² to 1500 m² \ medium size stores are not to exceed a floor area of 2350 m².

Applicant Response: 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: Anchor tenant is oriented towards plaza. Smaller retailers orient to Sawmill Crescent and/or River District Crossing. Parking entrance is off the lane.

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 10: *Design development to articulate and shape tower form in a manner that optimizes solar access to the Town Square.*

Note to applicant: This may be accomplished by articulation and shaping of the floor plate that meets the maximum allowable area or reallocating some tower floor space within the parcel, or to another parcel in the precinct.

Applicant Response: A great deal of attention has been paid to Solar access on the Town square. The Tower (building #1) has been deliberately positioned "away" from the South East corner and the "terrace" building (building #2) has been carefully stepped to ensure maximum solar penetration into the Town square. This particular issue has been a major driving force of the design of parcel 15.

Staff Assessment:

Planning supports the architects for significantly reworking, shaping and locating the massing of the entire project, not just the tower form, to maximize afternoon and evening sun on the Town Square.

• **Response to 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 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. Secondary spaces including building frontages and entries are while secondary to the main Town Square, carefully detailed and articulated to enhance the pedestrian experience. Plantings and hardscape are provided to support the overall objectives of the Master Plan.

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 (8-0)

- **Introduction:** Pat St. Michel, Development Planner, introduced the proposal for a site in the East Fraser Lands area (River District) in the southeast corner Vancouver between Kerr Street and Boundary Road, Marine Way and the Fraser River. As well a CP rail line bisects the site. She mentioned that in June, the Panel provided comprehensive advice and input to the evolving designs of the Town Square area the River District in a non-voting workshop. Subsequently, a complete development application for Parcel 17 and 18.1 were reviewed and supported by the Panel in October. This review is for the Development Permit application for Parcel 15. Ms. St. Michel gave some of the background on the development.

Ms. St. Michel mentioned that Wesgroup and Parklane are initiating development of the mixed-use central neighbourhood with the Parcels 15, 16.1, 17, and 18.1 and associated public realm that together form the 'Town Square'. At previous meetings and the workshop the Panel reviewed the Town Square, its key design elements and the reshaping and expansion of this 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. The Town Square is between Marine Way and the rail-line, at the intersection of the High Street or River District Crossing and Sawmill Crescent. River District Crossing is a shopping street which will lead down to the riverfront, and will be a second important public place and focus of the area. A further amount of retail will be located on River District Crossing leading to and located on the riverfront. Along the north side of the rail line will be a pedestrian greenway and off-street bicycle route.

Ms. St. Michel went on to describe Parcel 15 noting that it is located at the northwest corner of the Town Square public open space. The proposed development is comprised of a 17-storey tower, a 10-storey mid-rise building, a 6-storey single loaded residential building, two storey townhouses on Marine Way, and a 2-storey commercial form above street-oriented retail. All are organized around an upper level roof-top common space for residents. The retail will likely be comprised of a mid-sized anchor such as a pharmacy, with individual retail storefronts along River District Crossing and Sawmill Crescent. Underground parking and loading are accessed off a mews on the west side of the parcel. Besides the retail, Parcel 15 will have 258 residential units.

Ms. St. Michel gave a summary of the workshop held in June and noted that the Panel affirmed some directions and refinements for the Town Square workshop. This included support for the reshaping of the plaza, an authentic and robust response for the lower and podium levels and concern for the location of the tower on Parcel 15 with respect on shadowing impacts on the Town Square.

Ms. St. Michel mentioned that Parcel 15 has been substantially reconfigured to address the Panel's concern and to ensure afternoon sun on the Town Square. As well the tower has been repositioned significantly northward and massing along Sawmill Crescent has been reduced in the interest of maximizing late afternoon sun on the square. The relocated density has been accommodated in a north-south mid-rise building, stepped to the south and a 6-storey component on Marine Way that is single loaded to optimize the livability of the units.

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

- The reconfiguration of the form and massing of the proposed development since the workshop, and in particular how this responds to Panel advice regarding increasing afternoon sun on the Town Square.

- Response to the guidelines and panel advice regarding materiality, and considering the simplicity of the architecture and forms of industrial buildings.
- The design and expression of the mid-section and entry area of the mid-rise building facing the mews.

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Stu Lyon, Architect, further described the proposal and mentioned that there is a maximum height on the site and the tower reaches that maximum. They moved the tower northward to get as much sunlight as possible on the Town Square. They have also articulated the retail from the residential expression. Mr. Lyon mentioned that the townhouses along Marine Way have been raised and set back to allow for some landscaped screening.

Paul Goodwin, Architect, described the material palette noting that it reflects the industrial past. He added that the materials are comprised of formed concrete, corrugated sheet metal and masonry.

Gerry Eckford, ETA Landscape Architect, described the landscaping plans and mentioned that it references back to the industrial heritages along the river. There is a water feature on the corner and industrial themed timber seating. The units along Marine Way have a step up off the grade and there is some landscape screening around the front of the unit. The loading area has pavers with bands and planters have been added around the amenity building along with some seating and bicycle racks. The podium level has entrances to the residential and commercial units along with private patios and the children's play is located in the central portion. As well in the south end where there will be a lot of sunlight is a common area with barbeque space, garden plots and a deck area that overlooks the main plaza.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to improve the residential entries;
 - Consider bringing more warmth to the black tone area of the tower without losing the contrast between the two tower elements;
 - Design development to the mid-rise building to resolve the proportions and the materiality, especially with the white brick element;
 - Design development to improve the relationship between the mid-rise residential entry, the mews, and the parking access, reducing conflicts between pedestrians and vehicles;
 - Improve the quality of materials and extent of landscaping in the mews;
 - Consider a more robust expression to the piling element where it becomes a support structure along the west mews elevation;
 - Consider the quality and materials of the large soffit area on the west mews approaching the mid-rise residential entry;
 - Design development to push the energy performance of the buildings beyond the current proposal.
- **Related Commentary:** The Panel supported the proposal and thought the applicant had done an excellent job of reshaping the massing and shifting the tower. The panel thought the proposal was a superior response with respect to industrial references and materials reflecting the historical context of the site.

The Panel thought the applicant had paid a lot of attention to sunlight access on the town square but thought the future large tower to the south might cast more shadows and will need to be carefully considered in its form and placement. The Panel supported the material palette and liked the use of corrugated metal and the introduction of wood. However, they thought the black

spandrel glass on the tower had a dark and corporate feel to it. The Panel appreciated the contrast it gave to the white tower element but thought more warmth could be brought to the expression. Several panel members thought the west elevation of the mid-rise needed further consideration, such as bringing the red colour down the elevation allowing the terraced section and the northerly section to read more distinctly. Many panel members commented on the white brick component and its awkward resolution. One panel member thought the north elevation of the mid-rise was flat and would benefit from more robust differentiation between planes of contrasting material and colour.

Panel members thought the all entrances to the residential were a little underwhelming. It was noted that the eastern residential entrance is too similar to the commercial entrances. They wanted to see the entry points celebrated with either some landscaping or other element that would make them stand out.

A couple of Panel members noted that the westerly mews was mostly hard surface and thought it could be softened with some landscaping. It was suggested that the area around the loading docks needed some design development considering pedestrian traffic through the area. Further consideration should be given to the relationship between the mid-rise residential entry and the parking entry.

The Panel thought the piling expression along the commercial frontages was successful, but was not working well as it turned the corner to the mews and became a structural support. Most of the Panel thought the column expression was not robust enough with one Panel member suggesting the addition of a whole bunch of piles together in a manner similar to dolphins seen in the working river. The panel also pointed out the extensive soffit areas exposed in this area and how important the materials, detailing and lighting of these elements would be to the experience of the building.

Regarding sustainability the panel expressed concern regarding the results of the proposed energy modeling and thought that the project was not aiming high enough in energy performance. It was thought the project was falling short of the original intent in the East Fraser Lands of being a model of sustainability.

- **Applicant's Response:** Mr. Lyon thanked the Panel for their good comments and said he would work with the ideas.

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.2.13 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.2.10). 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.2.9 requires provision of a public bike share station on one of the four parcels of the Town Square. Standard Condition A.2.10 requires a revised cycling strategy that considers Public Bike Share.

Primary and secondary decorative catenary lighting ceiling are proposed for River District Crossing and Sawmill Crescent. An overhead suspended 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 festival lighting ceiling is also proposed to cover the Town Square. This treatment is not part of the primary road lighting (see Standard Condition A.2.17 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 18 storey mixed use building 165 units (64% of total) with 2 or more bedrooms (comprised of 161 2-bedroom units, 4 3-bedroom units) which may be suitable for families with children, the High Density Housing for Families with Children Guidelines therefore apply.

An indoor amenity room is provided the ground floor, adjacent to the lobby of building #2. Design development is needed to add wheelchair accessible washroom with baby change table, storage closet and kitchenette. An amenity room is provided on Level 2 of building #1. Design development is needed to adding wheelchair accessible washroom with baby change table, storage closet and kitchenette. (see Standard Condition A.1.31)

Consistent with the guidelines, plans include a rooftop outdoor common area adjacent to the amenity room on level 2 which features a large sod lawn. The lawn is a soft surface suitable for a range of children's play activity and includes grassy mounds and a net play structure all of which provide opportunities for creative and motor-skills developing play for children with a range of ages.

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 2nd floor podium level with some of the necessary supporting infrastructure including composter, and a potting bench. Design development is needed to include a tool storage chest / shed, and clarification is needed that an irrigation system / hose bib location for urban agriculture plots will be provided (see Standard conditions A.1.32 and A.1.23).

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 Fraserlands to Marine Drive. Therefore, traffic volumes on Marine Drive between Marine Way and Boundary 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.

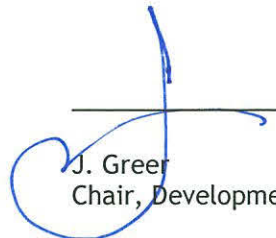
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks relaxation of loading Class C spaces. The Staff Committee supports the proposed relaxations considering the additional information requested and the conditions contained in this report.

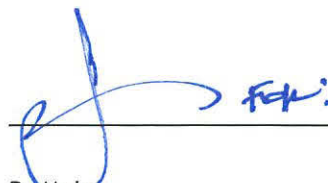
The Staff Committee supports this application and is satisfied that this proposal is consistent with the East Fraser lands Design Guidelines, and with the conditions proposed, will meet the design development conditions established and approved by Council.



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 6 (Building Height) of the CD-1 (566) By-law;

Note to Applicant: The uppermost level of the two-storey dwelling units on the 17th floor exceeds 40% of the floor area below. Make modifications to the height calculations and design grades as shown on drawing A3.14 to coincide with the City building grades when they become available. 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 the roof parapet wall.

A.1.3 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 column sizes and encroachments into the parking spaces on the underground parking levels. Add wheel stops to back-to-back and perpendicular parking spaces and number all parking spaces consecutively.

A.1.4 compliance with Section 4.8.4 (Required Disability Parking Spaces) of the Parking By-law;

Note to Applicant: Six disability parking spaces are required for the retail use. 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.

A.1.5 compliance with Section 6.2 (Table or Number of Required Off-Street Bicycle Spaces) and Section 6.3.13 (Horizontal and Vertical Bicycle Spaces) of the Parking By-law;

Note to Applicant: A total of 18 Class B bicycle spaces are required for the residential use. Reduce the number of vertical Class A bicycle spaces to not more than 30%. All vertical Class A bicycle spaces must be placed against a wall.

A.1.6 compliance with Section 5.2 (Off Street Loading Spaces) of the Parking By-Law for retail and residential uses or other such arrangements acceptable to the Director of Planning in consultation with the General Manager of Engineering Services;

Note to Applicant: If a relaxation is sought, supporting material must be submitted (see Standard Condition A.2.21).

A.1.7 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.1.8 compliance with Section 6.5 (Clothing Lockers) of the Parking By-law;

Note to Applicant: Eight clothing lockers are required for each gender for a total of 16 clothing lockers.

A.1.9 compliance with Section 10.21 (Dwelling Units) of the Zoning and Development By-law;

Note to Applicant: The studio guest suite on level 2 must have a minimum floor area of 398 sq. ft. with a full kitchen.

- A.1.10 clarification of the use of all amenity spaces, service rooms and void spaces in the underground parking levels and access to the balconies/terraces from the dwelling units;
- A.1.11 provision of gridlines and perimeter dimensions on the floor plans, section locations on all parking plans, and site dimensions, correction of proper street names where applicable, clarification of roof finishes, architectural features and access to the balconies/terraces from the dwelling units, and updated statistics on the cover sheet, including legal description and civic address;
- A.1.12 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.1.13 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.1.14 submission of one set of updated, color-coded, sealed and signed FSR drawings with detailed statistics that reconciles with the proposed project;
- A.1.15 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.1.16 submission of larger scale details and information on key building components including canopies, screening elements, overhangs, projections, fences, gates etc.;
- A.1.17 consideration to further improve the energy performance of the building;

Note to Applicant: The Urban Design Panel expressed concern regarding the results of the proposed energy modeling and thought that the project was not aiming high enough in energy performance. It was thought the project was falling short of the original intent in the East Fraserlands of being 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 expected energy performance has advanced since that time.

- A.1.18 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold Equivalency with a minimum of 6 optimize energy points, 1 water efficiency point and 1 storm water point or surface water management point;

Note to Applicant: In addition to the LEED® Canada for Homes 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 LEED® features detailed on the plans.

- A.1.19 completion of a compliance strategy and timeline that outlines the documentation process required to achieve LEED® Gold equivalent including reference to appropriate documentation at Building Permit and Occupancy Permit stages;
- A.1.20 indication on plans and annotation of potential demising of ground-floor retail space into CRU's;

Note to Applicant: Potential demising is required to illustrate the intentions of the guidelines which call for CRU's designed to wrap the anchor store, and anchor store entries located on River District Crossing ('High Street' in the guidelines).

Standard Landscape Conditions

- A.1.21 improvements to pedestrian access and openness at the plaza at the corner of Marine Way and River District Crossing;

Note to Applicant: Further information is required with regard to grading. Minor adjustments in the benches and decking adjacent the River District Crossing frontage may be necessary to present a clear path to building entrances of 2 m width minimum.

- A.1.22 improvements to the urban agriculture program, as follows:
- (a) increase the size and quantity of garden plots and planters (Note: this can be done by amalgamating into larger planters or increasing the number of planters substantially;
 - (b) provide plan details and written program for tool storage, additional site furniture, hose bibs, compost facilities and gardening work station space;
- A.1.23 provision of an efficient irrigation system for all planted areas and individual hose bibs to be provided for all patios of 100 sq. ft. or greater;

Note to Applicant: Provide symbols for hose bibs and irrigation line source locations. Provide a bolded highlighted note on the plans that the irrigation is to be provided. See also Standard Condition A.1.32.

- A.1.24 provision of detailed landscape grading plan(s) for the plaza at the corner of Marine Way and River District Crossing;
- A.1.25 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.1.26 refinement of the landscape plan submission, as follows:
- (a) correction in the printing of graphic layers (for example, sheet L7.0);
 - (b) provision of large scale planting plans and improved clarity (Note: each plant symbol must be easily identifiable and appended to the plant list. It is recommended to use a larger scale and omitting any shading applied to plant symbols);

- 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 provision of additional programming information and large scale details for the “fishnet webbing and climbing vines” feature at the podium level;
- A.1.29 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. Sheet L7.1 to indicate the heights of fences and gates.

- A.1.30 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.1.31 design development to each of the amenity rooms on the ground level and level 2 to add a storage closet and kitchenette, and to add a wheelchair accessible washroom equipped with a baby change table; and
- A.1.32 design development to the urban agriculture area on the podium level 2, to include a tool storage chest or shed, and to provide clarification re: irrigation system / hose bib location(s) for urban agriculture plots (see also Standard Condition A.1.23).

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 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a surface Statutory Right of Way (SRW) on the mews on the west side of the property;
- 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 17 and Development Parcel 18.1
- 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 East
- i. Crescent Street East Road Works
- j. Temporary vehicular route

A.2.4 provision of letter of credit to secure the Owner's Parks works as listed in the Town Square Park Agreement CA3663471-CA3663479;

A.2.5 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for the subdivision of Lot 25;

Note to Applicant: There is a no-development covenant (CA3663545-CA3663547) until Lot 25 is subdivided into 2 development parcels prescribed in the rezoning.

A.2.6 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [2] Shared Vehicle(s) and the provision and maintenance of [2] 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 2 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,
- (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, and
- (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 9.5 ft. (2.9 m).

A.2.7 provision of access agreement between the site and the adjacent property, Parcel 14, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services is required to be registered on title prior to occupancy;

A.2.8 provision of public realm design to the satisfaction of the General Manager of Engineering Services and 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.2.9 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.2.10 provision of a revised cycling strategy to the satisfaction of the City Engineer detailing the following:

- a. sufficient public realm design demonstrating how cyclists access the Town Square plaza from the Kent Avenue greenway,
- b. generous Class B bicycle parking located in both the development and public property within the Town Square, and
- c. integration of public bike share;

- A.2.11 provision of generous Class B bicycle parking in the Town Square;

- A.2.12 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.2.13 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 replace any landscaping or structures to provide minimum width in road right of way.

- A.2.14 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 15 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.2.15 provision of a detailed grading plan;

Note to Applicant: Drainage for all plaza areas must be retained within property lines.

- A.2.16 provision of a legible street level planting plan on drawing L5.0 at 1/8"=1'-0" scale.

Note to Applicant: The submitted drawings are too small and too dark to be able to review. Concern related to plants that will grow to encroach upon the adjacent sidewalk.

- A.2.17 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.2.18 arrangements for the ongoing operation and maintenance of the proposed lighting system 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 Condition A.2.13, 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.2.19 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.2.20 reconfiguration of the vehicle parking layout relative to bicycle parking room access;

Note to Applicant: The layout as proposed has the potential for visitors and residents to improperly park their vehicles and thereby impede or block access to the bicycle parking rooms.

A.2.21 provision of loading as required by the Parking By-Law;

Note to Applicant: Staff have received a rationale for relaxation of 1 Class C and 1 Class B loading space. The application is deficient by 2 Class C loading spaces. If further relaxation is requested, rationale must be submitted - supported by a loading review signed and sealed by the professional engineer - to the satisfaction of the City Engineer.

A.2.22 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. provision of a section drawing showing the minimum vertical clearance for the main ramp, all security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances with the minimum vertical clearance should be noted on plans. 2.3 m (7.5 ft.) of vertical clearance is required for access and maneuvering to all disability spaces. 3.8 m (12.5 ft.) of vertical clearance is required for Class B loading spaces and maneuvering and 4.3 m (14.1 ft.) of vertical clearance is required for Class C.

- b. provision of a plan showing the maneuvering for the largest delivery vehicles that will be used to service the site.

Note to Applicant: Show the routing to and from Marine Way for the largest Class B and Class C trucks coming to and exiting from the site. This is to confirm that all required truck turning movements and access can be accommodated on the proposed street network and that there are no conflicts with parked vehicles. Show all required maneuvering for each of the Class B spaces on site to confirm independent loading access and that additional stall widths and loading throats are not required.

- c. provision of a plan showing the internal loading access for both the residential and commercial uses;
- d. provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and additional design elevations along the new N-S lane, and within the parking areas;

Note to Applicant: This information is required to calculate the slope and cross fall of the parking ramp and the parking and loading areas. The maximum slope and cross fall for loading and parking areas is 5%.

- e. remove the outside corner cut on the parking ramp at gridline J/10 to achieve 2-way flow on the ramp;

Note to Applicant: This condition occurs on multiple levels.

- f. provision of directional signage at the bottom of the ramp to direct drivers to the commercial, residential, carshare and visitor parking as there is no circulation on the P1 level;
- g. modification the access to the bike room at gridline L/10 on drawing A-2.03 as parked vehicles would restrict access;

Note to Applicant: This condition occurs on multiple levels. Consider pulling the wall back and having the door exit south.

- h. provision of automatic door openers for all Class A bicycle access;
- i. modification the location or orientation of the bike rack at gridline G/2 on drawing A-3.01 to provide additional space for pedestrians.

Note to Applicant: Bikes in the rack would force pedestrians to step out into the maneuvering aisle, conflicting with vehicles accessing the loading spaces.

Please contact Dave Kim of the Neighbourhood Parking and Transportation Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://former.vancouver.ca/engsvcs/parking/admin/developers.htm>)

A.2.23 clarification of garbage pick-up operations;

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.2.24 relocation of the trash receptacle shown on drawing LDP1.01 onto private property;

A.2.25 submission of a canopy application directly to the Engineering Services is required;

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

A.2.26 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.2.27 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 Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw 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 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 spaces of 3,663 sq. ft. (340.3 m²), 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 of 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 12th 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.

D.P. APPLICATION

SEPTEMBER 03, 2014

RIVER DISTRICT - TOWN SQUARE

PARCEL 15

DE418328

RECEIVED
CITY OF VANCOUVER

SEP 03 2014

COMMUNITY SERVICES
DEVELOPMENT SERVICES

wesgroup



PWL partnership

gbl

Appendix C; page / of 63

DRAWING LIST

SHEET NO.	TITLE	SCALE
A-001	PROJECT STATISTICS	N.T.S.
A-002	CONCEPT PLAN	N.T.S.
A-003	CONCEPT PLAN	N.T.S.
A-004	SURVEY	N.T.S.
A-101	SITE PLAN	1/8" = 1'-0"
A-102	SECTION A-A	1/8" = 1'-0"
A-103	SECTION B-B	1/8" = 1'-0"
A-104	SECTION C-C	1/8" = 1'-0"
A-105	SECTION D-D	1/8" = 1'-0"
A-106	SECTION E-E	1/8" = 1'-0"
A-107	SECTION F-F	1/8" = 1'-0"
A-108	SECTION G-G	1/8" = 1'-0"
A-109	SECTION H-H	1/8" = 1'-0"
A-110	SECTION I-I	1/8" = 1'-0"
A-111	SECTION J-J	1/8" = 1'-0"
A-112	SECTION K-K	1/8" = 1'-0"
A-113	SECTION L-L	1/8" = 1'-0"
A-114	SECTION M-M	1/8" = 1'-0"
A-115	SECTION N-N	1/8" = 1'-0"
A-116	SECTION O-O	1/8" = 1'-0"
A-117	SECTION P-P	1/8" = 1'-0"
A-118	SECTION Q-Q	1/8" = 1'-0"
A-119	SECTION R-R	1/8" = 1'-0"
A-120	SECTION S-S	1/8" = 1'-0"
A-121	SECTION T-T	1/8" = 1'-0"
A-122	SECTION U-U	1/8" = 1'-0"
A-123	SECTION V-V	1/8" = 1'-0"
A-124	SECTION W-W	1/8" = 1'-0"
A-125	SECTION X-X	1/8" = 1'-0"
A-126	SECTION Y-Y	1/8" = 1'-0"
A-127	SECTION Z-Z	1/8" = 1'-0"
A-128	SECTION AA-AA	1/8" = 1'-0"
A-129	SECTION BB-BB	1/8" = 1'-0"
A-130	SECTION CC-CC	1/8" = 1'-0"
A-131	SECTION DD-DD	1/8" = 1'-0"
A-132	SECTION EE-EE	1/8" = 1'-0"
A-133	SECTION FF-FF	1/8" = 1'-0"
A-134	SECTION GG-GG	1/8" = 1'-0"
A-135	SECTION HH-HH	1/8" = 1'-0"
A-136	SECTION II-II	1/8" = 1'-0"
A-137	SECTION JJ-JJ	1/8" = 1'-0"
A-138	SECTION KK-KK	1/8" = 1'-0"
A-139	SECTION LL-LL	1/8" = 1'-0"
A-140	SECTION MM-MM	1/8" = 1'-0"
A-141	SECTION NN-NN	1/8" = 1'-0"
A-142	SECTION OO-OO	1/8" = 1'-0"
A-143	SECTION PP-PP	1/8" = 1'-0"
A-144	SECTION QQ-QQ	1/8" = 1'-0"
A-145	SECTION RR-RR	1/8" = 1'-0"
A-146	SECTION SS-SS	1/8" = 1'-0"
A-147	SECTION TT-TT	1/8" = 1'-0"
A-148	SECTION UU-UU	1/8" = 1'-0"
A-149	SECTION VV-VV	1/8" = 1'-0"
A-150	SECTION WW-WW	1/8" = 1'-0"
A-151	SECTION XX-XX	1/8" = 1'-0"
A-152	SECTION YY-YY	1/8" = 1'-0"
A-153	SECTION ZZ-ZZ	1/8" = 1'-0"
A-154	SECTION AA-AA	1/8" = 1'-0"
A-155	SECTION BB-BB	1/8" = 1'-0"
A-156	SECTION CC-CC	1/8" = 1'-0"
A-157	SECTION DD-DD	1/8" = 1'-0"
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A-161	SECTION HH-HH	1/8" = 1'-0"
A-162	SECTION II-II	1/8" = 1'-0"
A-163	SECTION JJ-JJ	1/8" = 1'-0"
A-164	SECTION KK-KK	1/8" = 1'-0"
A-165	SECTION LL-LL	1/8" = 1'-0"
A-166	SECTION MM-MM	1/8" = 1'-0"
A-167	SECTION NN-NN	1/8" = 1'-0"
A-168	SECTION OO-OO	1/8" = 1'-0"
A-169	SECTION PP-PP	1/8" = 1'-0"
A-170	SECTION QQ-QQ	1/8" = 1'-0"
A-171	SECTION RR-RR	1/8" = 1'-0"
A-172	SECTION SS-SS	1/8" = 1'-0"
A-173	SECTION TT-TT	1/8" = 1'-0"
A-174	SECTION UU-UU	1/8" = 1'-0"
A-175	SECTION VV-VV	1/8" = 1'-0"
A-176	SECTION WW-WW	1/8" = 1'-0"
A-177	SECTION XX-XX	1/8" = 1'-0"
A-178	SECTION YY-YY	1/8" = 1'-0"
A-179	SECTION ZZ-ZZ	1/8" = 1'-0"
A-180	SECTION AA-AA	1/8" = 1'-0"
A-181	SECTION BB-BB	1/8" = 1'-0"
A-182	SECTION CC-CC	1/8" = 1'-0"
A-183	SECTION DD-DD	1/8" = 1'-0"
A-184	SECTION EE-EE	1/8" = 1'-0"
A-185	SECTION FF-FF	1/8" = 1'-0"
A-186	SECTION GG-GG	1/8" = 1'-0"
A-187	SECTION HH-HH	1/8" = 1'-0"
A-188	SECTION II-II	1/8" = 1'-0"
A-189	SECTION JJ-JJ	1/8" = 1'-0"
A-190	SECTION KK-KK	1/8" = 1'-0"
A-191	SECTION LL-LL	1/8" = 1'-0"
A-192	SECTION MM-MM	1/8" = 1'-0"
A-193	SECTION NN-NN	1/8" = 1'-0"
A-194	SECTION OO-OO	1/8" = 1'-0"
A-195	SECTION PP-PP	1/8" = 1'-0"
A-196	SECTION QQ-QQ	1/8" = 1'-0"
A-197	SECTION RR-RR	1/8" = 1'-0"
A-198	SECTION SS-SS	1/8" = 1'-0"
A-199	SECTION TT-TT	1/8" = 1'-0"
A-200	SECTION UU-UU	1/8" = 1'-0"

COMMERCIAL AREA FOR SUB-AREA 1

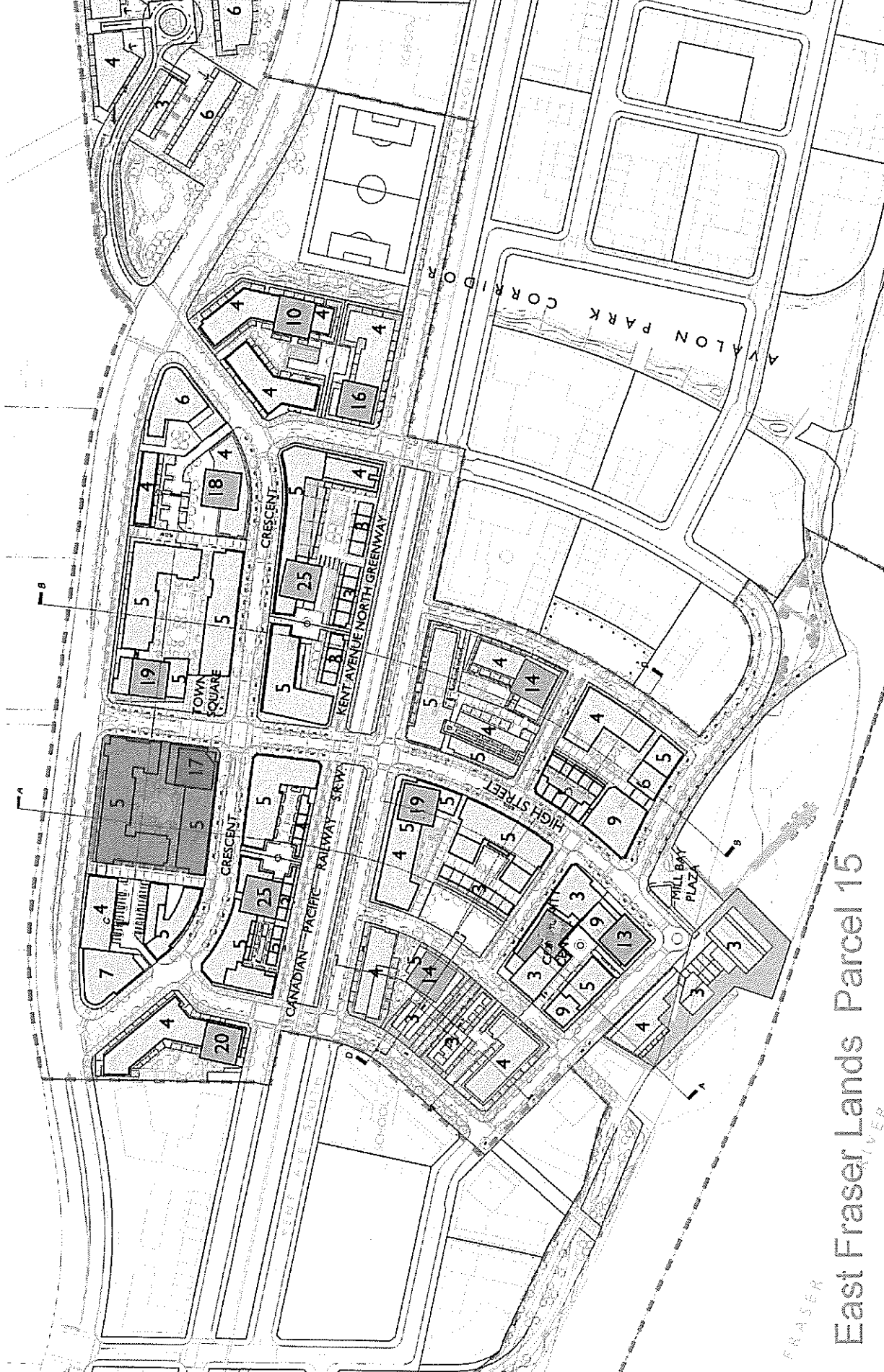
Item	Area (sq. ft.)	Volume (cu. ft.)	Weight (lb.)
1. Concrete	10,000	10,000	10,000
2. Steel	5,000	5,000	5,000
3. Brick	15,000	15,000	15,000
4. Mortar	10,000	10,000	10,000
5. Lumber	20,000	20,000	20,000
6. Insulation	10,000	10,000	10,000
7. Glass	10,000	10,000	10,000
8. Paint	10,000	10,000	10,000
9. Other	10,000	10,000	10,000
Total	100,000	100,000	100,000

PARCEL 15 - PARKING, BIKES AND, LOADING

Item	Area (sq. ft.)	Volume (cu. ft.)	Weight (lb.)
1. Concrete	10,000	10,000	10,000
2. Steel	5,000	5,000	5,000
3. Brick	15,000	15,000	15,000
4. Mortar	10,000	10,000	10,000
5. Lumber	20,000	20,000	20,000
6. Insulation	10,000	10,000	10,000
7. Glass	10,000	10,000	10,000
8. Paint	10,000	10,000	10,000
9. Other	10,000	10,000	10,000
Total	100,000	100,000	100,000

PARCEL 15 - STATISTICS

Item	Area (sq. ft.)	Volume (cu. ft.)	Weight (lb.)
1. Concrete	10,000	10,000	10,000
2. Steel	5,000	5,000	5,000
3. Brick	15,000	15,000	15,000
4. Mortar	10,000	10,000	10,000
5. Lumber	20,000	20,000	20,000
6. Insulation	10,000	10,000	10,000
7. Glass	10,000	10,000	10,000
8. Paint	10,000	10,000	10,000
9. Other	10,000	10,000	10,000
Total	100,000	100,000	100,000



East Fraser Lands Parcel 15

RIVER DISTRICT
1000 SQUARE
PARCEL 15
MID-USE DEVELOPMENT
CONTEXT PLAN

DATE: 10/10/2018
BY: J. DAVIES
SCALE: 1:125

Parcel 15 - River District
Design Rationale - Development Permit Application, September 3,
2014

These Wikipedians are from mostly poorer communities in South East Asia, where they are currently being prepared by NGOs to take on the role of teachers and administrators that we have a variety of professional and commercial ones. A more up-to-date Wikipedia on South Asia will provide primary sources for the community (as a new high school might well require).

World Bank and European Commission (1996) *Environmentally poor countries: how to improve them*. Washington, DC: World Bank.

The Secret of Steve Wozniak's Test Run is shown by a number of signs including:

The Master Plan and College Southtown
The project is guided by extensive design guidelines. The guidelines advanced a fully developed commercial and residential image for every fragment of the site, a single house at 217
historic of the south and corner of the site, and a comprehensive of upper level third historic historic town housing existing existing guest house.

The shared plan of the adjacent public square and parking. During the course of the Master Plan consultation and prior to the completion of the Master Plan, the residents of the adjacent public square and parking had already been consulted on the proposed plan.

These authors suggest that the use of a single, standard, and well-validated measure for assessing the extent of the child's exposure to violence may be an effective method for identifying children at greatest risk for exposure to violence and for providing them with appropriate interventions.

1994, but they are predicted to be further increasing after 2000, after the year 2000, to 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2

The study is relevant to the ground stage building programme by illustrating technological issues relating to transport and structural conditions and implications for the design process.

The western edge of the project, designed to accommodate the existing and scheduled transportation improvements, is a major transportation corridor and adjacent commercial corridor. The existing project is a multi-lane highway and is a high-volume corridor. The existing project is a multi-lane highway and is a high-volume corridor.

The desire to locate upper-level commercial space in support of the station park. The affordable commercial space for the two levels of the ground floor. The lower floor would house commercial space up into a second and third floor. This space has been selected to maximize the use of public transit, both as an independent entrance for the commercial building and as an entry to the station from the park.

The district is a poor historic farming estate including at least 1000 to 1500, green woods, and orchards in pasture.

The primary reason for the shift was generally towards the south and the Tropic of Cancer. This is the warm side of the development where the hot winds from the tropical ocean hit the land first, the winds and gusts of the Kuroshio current, and the equatorial jet and squalls which arrive from the south-west. We have experienced a shift in the Tropic line, the latitude and gusts of the Kuroshio current, and the equatorial jet and squalls which arrive from the south-west. We have experienced a shift in the Tropic line, the latitude and gusts of the Kuroshio current, and the equatorial jet and squalls which arrive from the south-west. We have experienced a shift in the Tropic line, the latitude and gusts of the Kuroshio current, and the equatorial jet and squalls which arrive from the south-west.

tasks. The teacher Marlene Niles building was largely hidden, seen just often, playing little supervision and means not from the policy to take the right, and the result. We have further

[illegible]

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 103–110

It is important to note that the results of this study are based on a convenience sample of students who were recruited through a variety of sources, including social media, and may not be representative of the entire student population. Additionally, the study did not control for other factors that may influence the results, such as the students' level of motivation or their prior knowledge of the topic. Therefore, the results should be interpreted with caution and used as a guide for further research.

comparisons. Two additional scenarios are examined in this first section of the Building at 44 North Street case study: (1) the building is a low-rise office building, and (2) the building is a low-rise residential building. The comparison of the two scenarios is shown in Table 1.

This is a finding that is tied to a sequence of other more complex results on educational equity structures. Expanded equity and a robust equity plan of old times. The jury will be out.

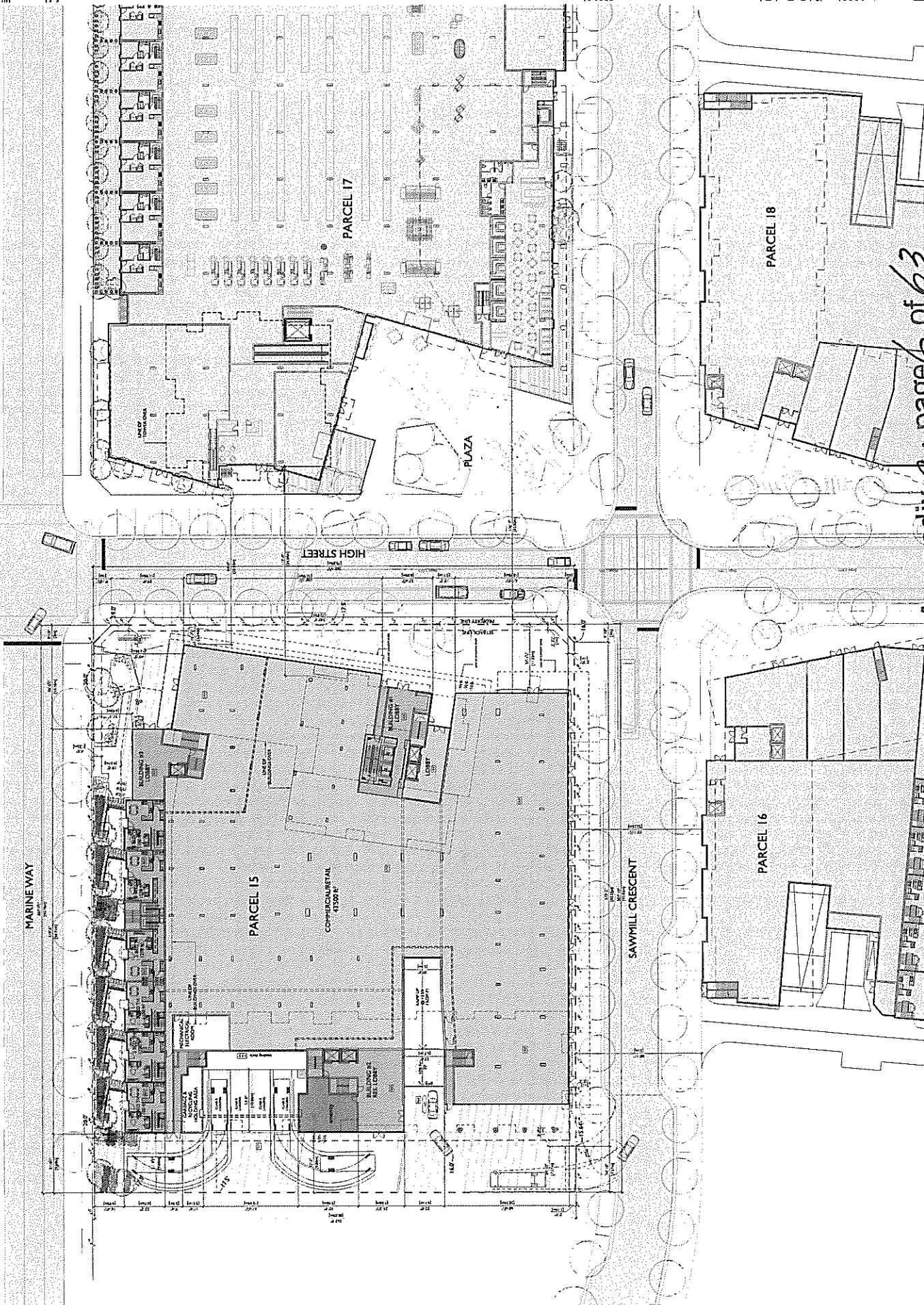
Managers are concerned that, without good Assembly, the critical path would be too long. They are also concerned that, without good Assembly, the critical path would be too long. They are also concerned that, without good Assembly, the critical path would be too long.

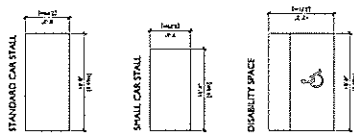
References

6307



RESIDENTIAL
COMMERCIAL
AVENUE



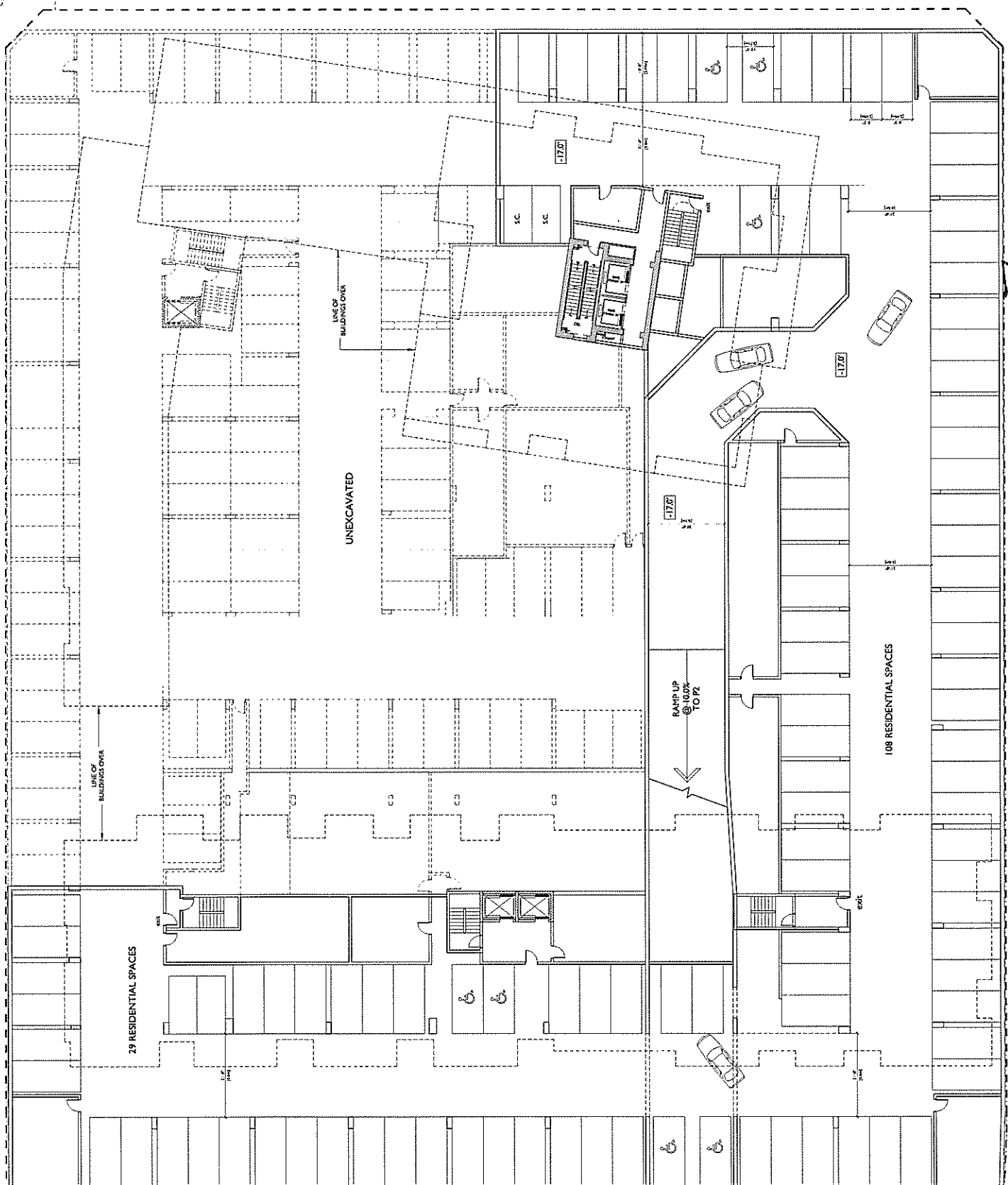


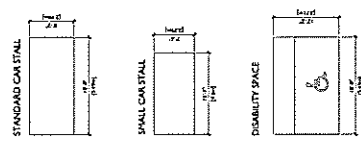
NOTES:
 1. SEE SITE SPECIFIC NOTES FOR ALL DIMENSIONS.
 2. ALL DIMENSIONS ARE IN FEET AND INCHES.
 3. DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.



RIVER DISTRICT
 10000 10th Avenue
 PARCEL 15
 MIXED-USE DEVELOPMENT
 PARKING - P3

DATE: 08/14/2018
 DRAWN BY: J. HARRIS
 CHECKED BY: M. HARRIS
 PROJECT NO: 1425



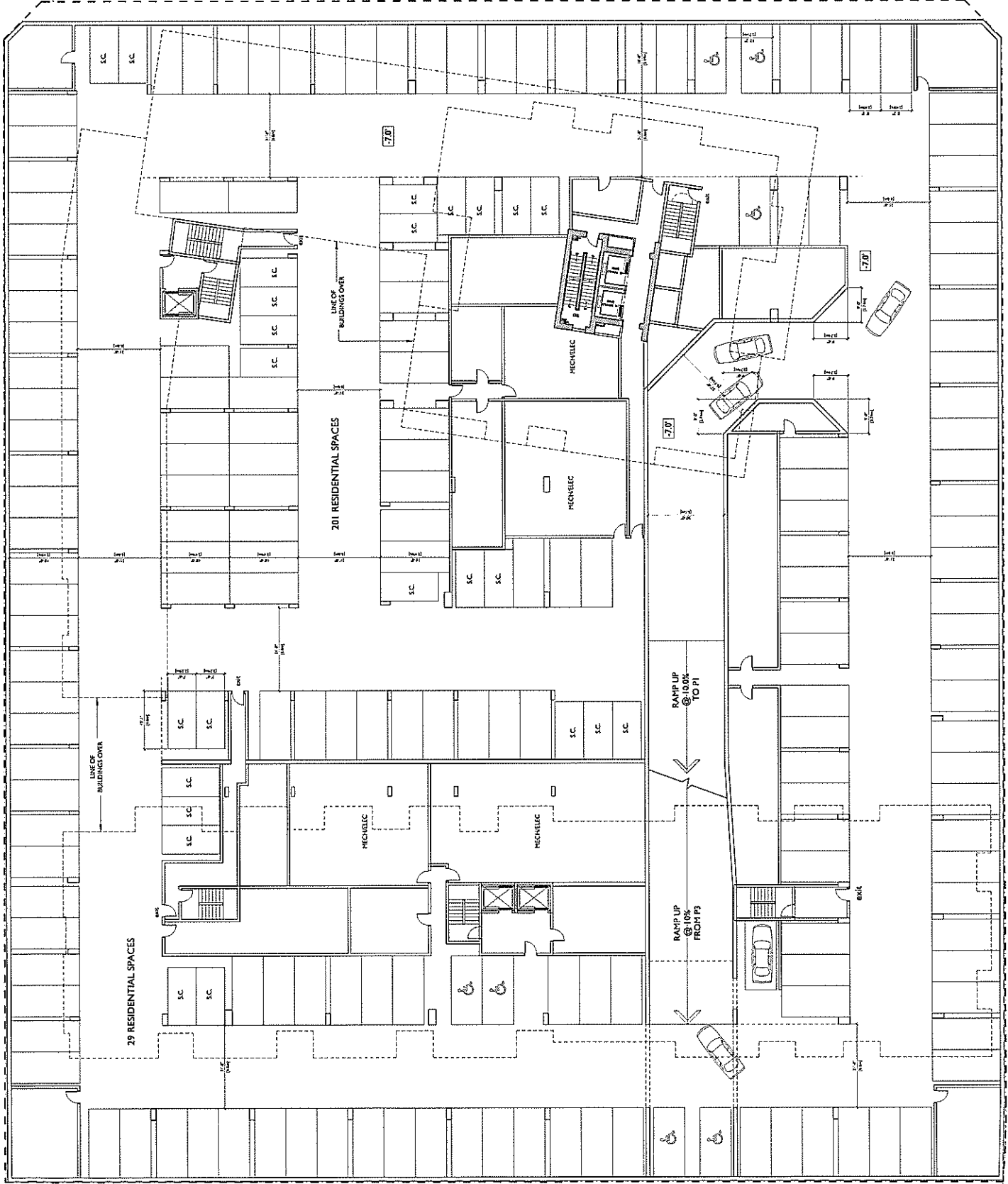


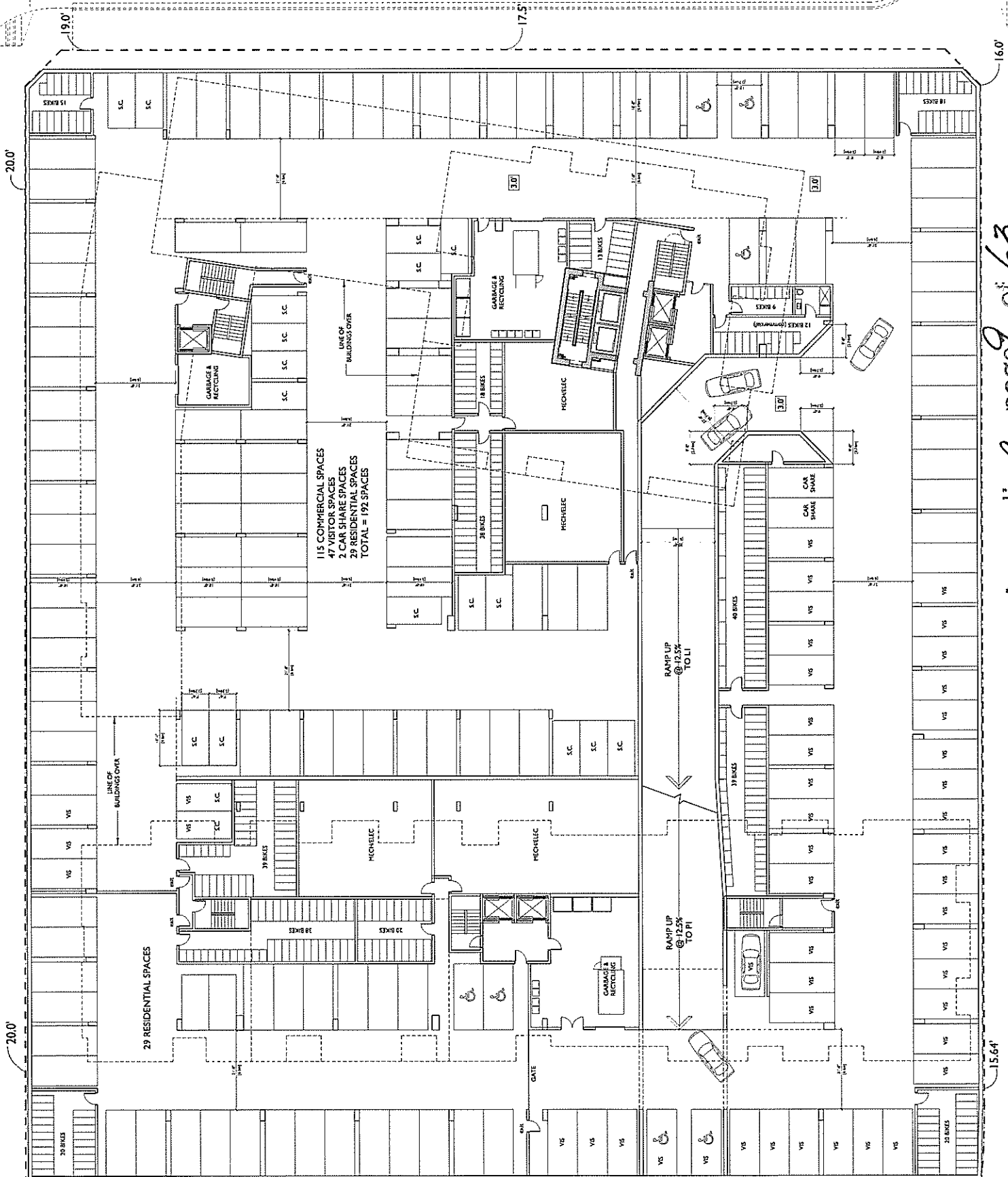
NOTES:
1. SEE SITE PLAN FOR EXISTING UTILITIES.
2. SEE SITE PLAN FOR EXISTING EASEMENTS.



RIVER DISTRICT
TOWNHOUSE
PARCEL 15
HOUSE DEVELOPMENT
PARKING - P2

DATE: 10/1/2020
BY: [Signature]
SCALE: 1/8" = 1'-0"

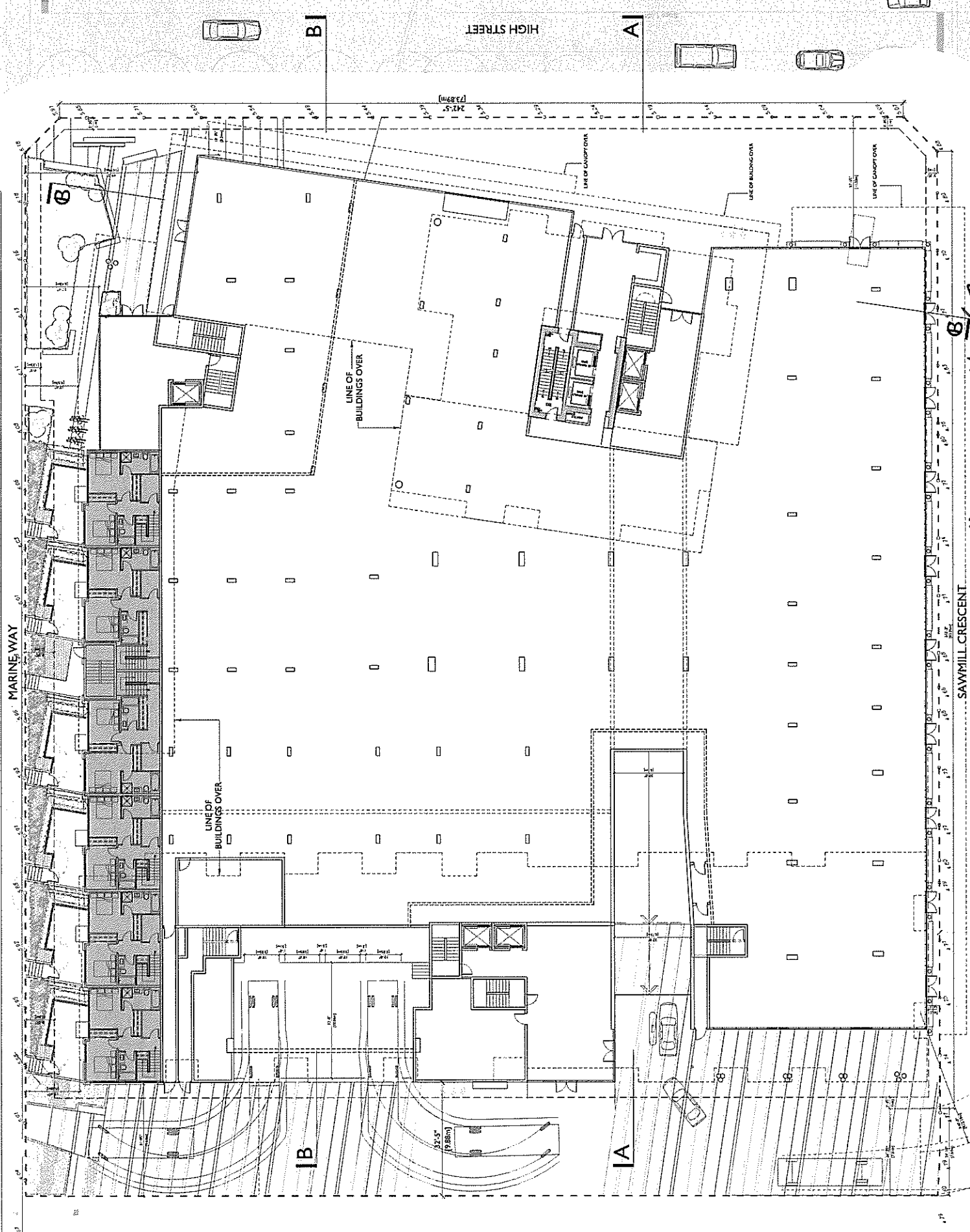






RIVER DISTRICT
1000 SQUARE
PARCEL 15
KINDREUSE DEVELOPMENT
LEVEL 1

1425
1425
1425



MARINE WAY

gbl

WESGROUP
10000 W. 10TH AVENUE, SUITE 100
DENVER, CO 80231
TEL: 303.733.1000
WWW.WESGROUP.COM

wesgroup

RESIDENTIAL
COMMERCIAL
AMENITY

DATE: 10/1/14
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
PROJECT: 1425



RIVER DISTRICT
TOWN SQUARE
PARCEL 15
MID-USE DEVELOPMENT
LEVEL 2
DATE: 10/1/14
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
PROJECT: 1425

A-3.02



MARINE WAY

gbl

wesgroup

RESIDENTIAL
COMMERCIAL
AFFINITY

REVISIONS
DATE
BY
CHECKED
APPROVED



RIVER DISTRICT
1000 SAWMILL
PARCEL 15
MIXED USE DEVELOPMENT
LEVEL 3

DATE
BY
CHECKED
APPROVED
1425

A-3.03

B

HIGH STREET

A

C

void

void

Building #1

Building #3

Building #2

SAWMILL CRESCENT

Appendix C ; page 3 of 63

B

A

B

A

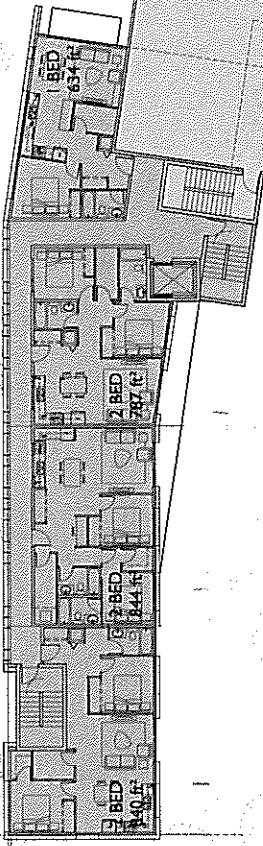
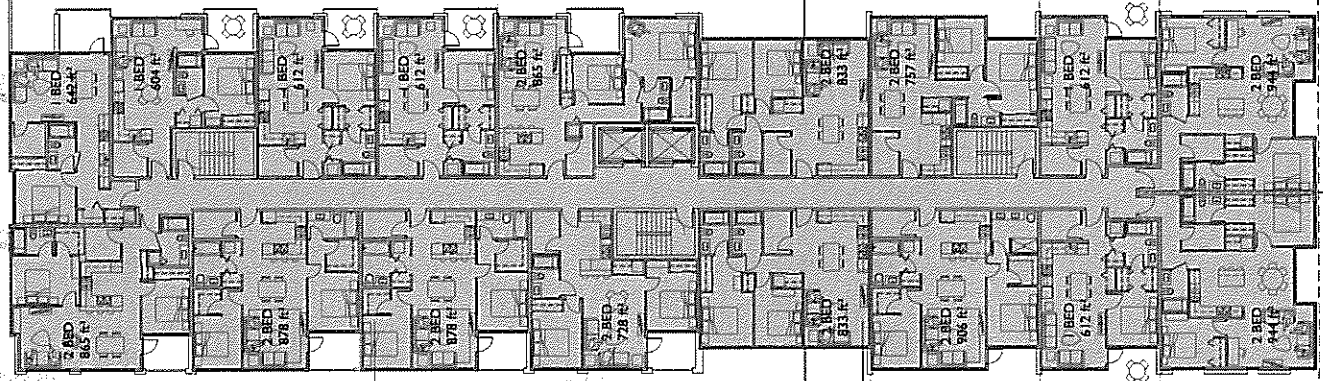
HIGH STREET

Building #3

Building #2

Building #1

COMMERCIAL/RETAIL
9'500 ft²



RIVER DISTRICT
100%
PARCEL 15
MIXED USE DEVELOPMENT
LEVEL 4

MARINE WAY

gbl

wesgroup

RESIDENTIAL
COMMERCIAL
AMENITY

DATE: 10/1/2014
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
PROJECT: 1425



RIVER DISTRICT
TOWN SQUARE
PARCEL 15
MEDIUM DENSITY DEVELOPMENT
LEVEL 5

DATE: 10/1/2014
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
PROJECT: 1425

A-3.05



Appendix C: page 5 of 63

SAWMILL CRESCENT











MARINE WAY



- RESIDENTIAL
- COMMERCIAL
- APARTY

NOTES:
1. SEE PLAN FOR UNIT LAYOUTS
2. SEE PLAN FOR UNIT LAYOUTS
3. SEE PLAN FOR UNIT LAYOUTS



RIVER DISTRICT
TOWN SQUARE
PARCEL 15
MID-USE DEVELOPMENT
LEVELS 11 to 16

DATE: 10/1/11
BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"

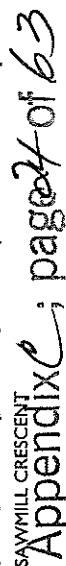
A-3.11



SAWMILL CRESCENT Appendix C; page 2 of 63

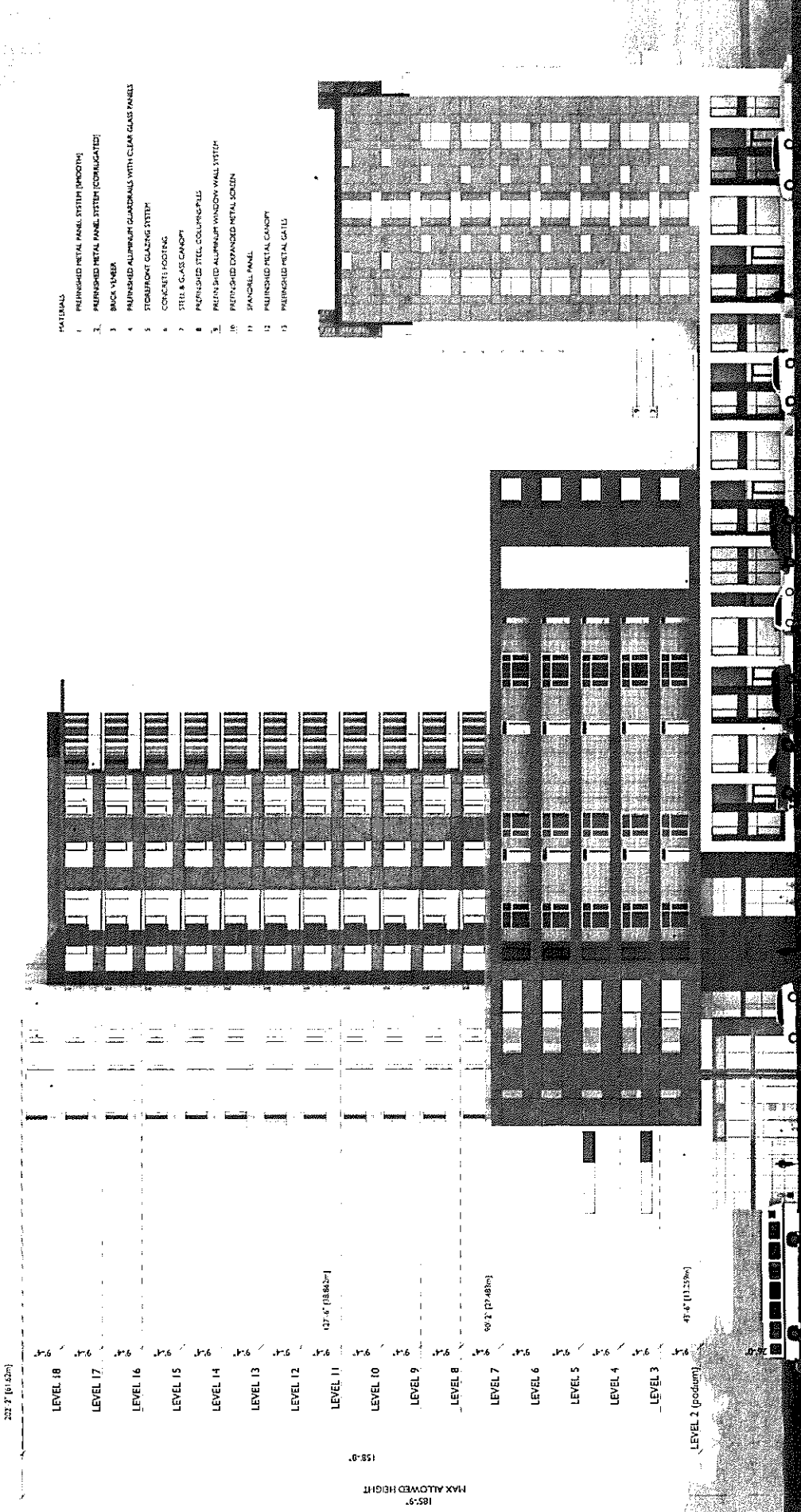






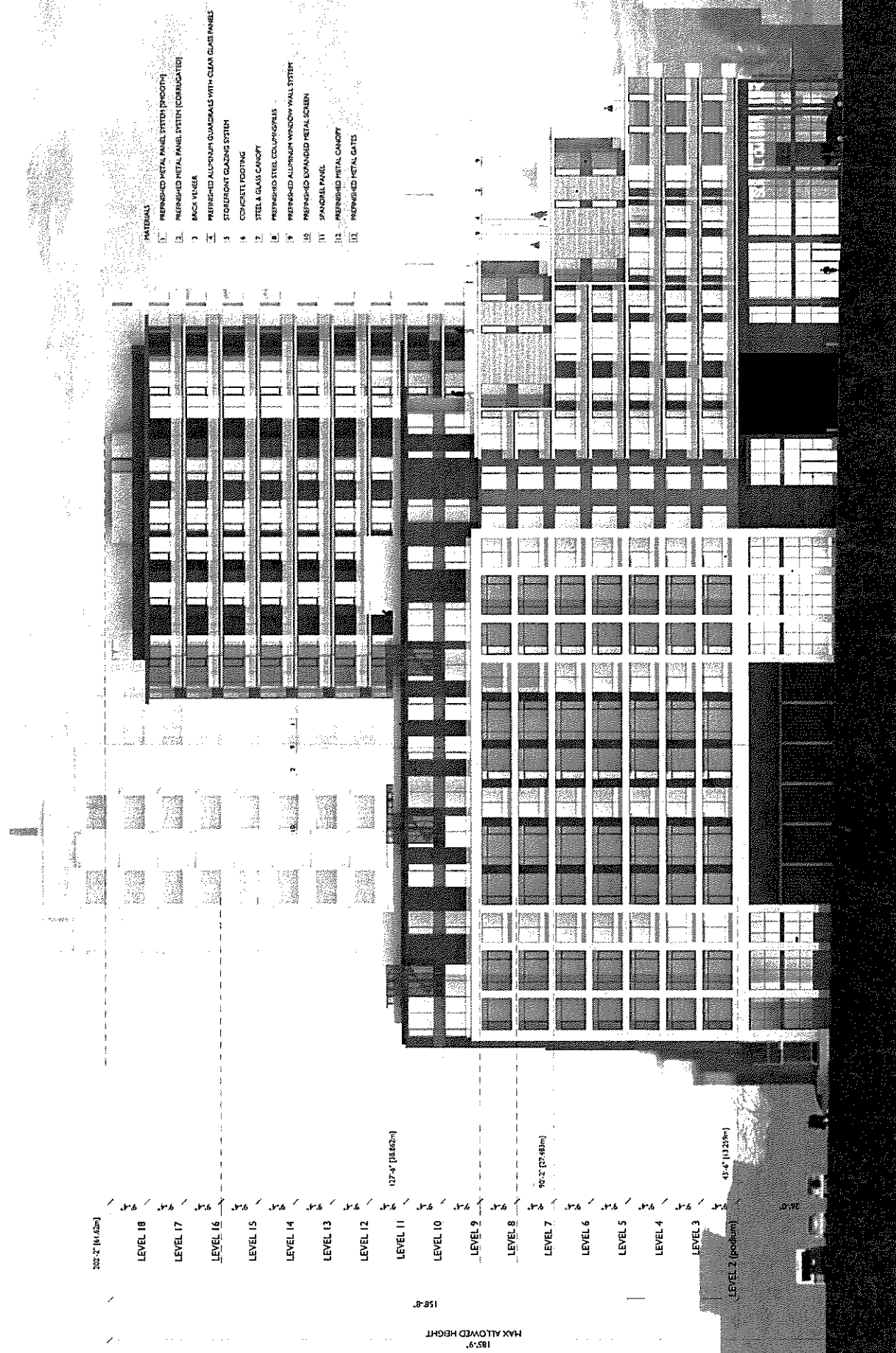


- MATERIALS
- 1. PRIMERED METAL PANEL SYSTEM (SMOOTH)
 - 2. PRIMERED METAL PANEL SYSTEM (CORRUGATED)
 - 3. BACK V-SHEAR
 - 4. PRIMERED ALUMINUM GLAZERIALS WITH CLEAR GLASS PANELS
 - 5. STAINLESS STEEL GLAZING SYSTEM
 - 6. CONCRETE FOOTING
 - 7. STEEL & GLASS CANOPY
 - 8. PRIMERED STEEL COLUMNS
 - 9. PRIMERED ALUMINUM WINDOW WALL SYSTEM
 - 10. PRIMERED EXPANDED METAL SCREEN
 - 11. STAINLESS STEEL PANEL
 - 12. PRIMERED METAL CANOPY
 - 13. PRIMERED METAL GATE

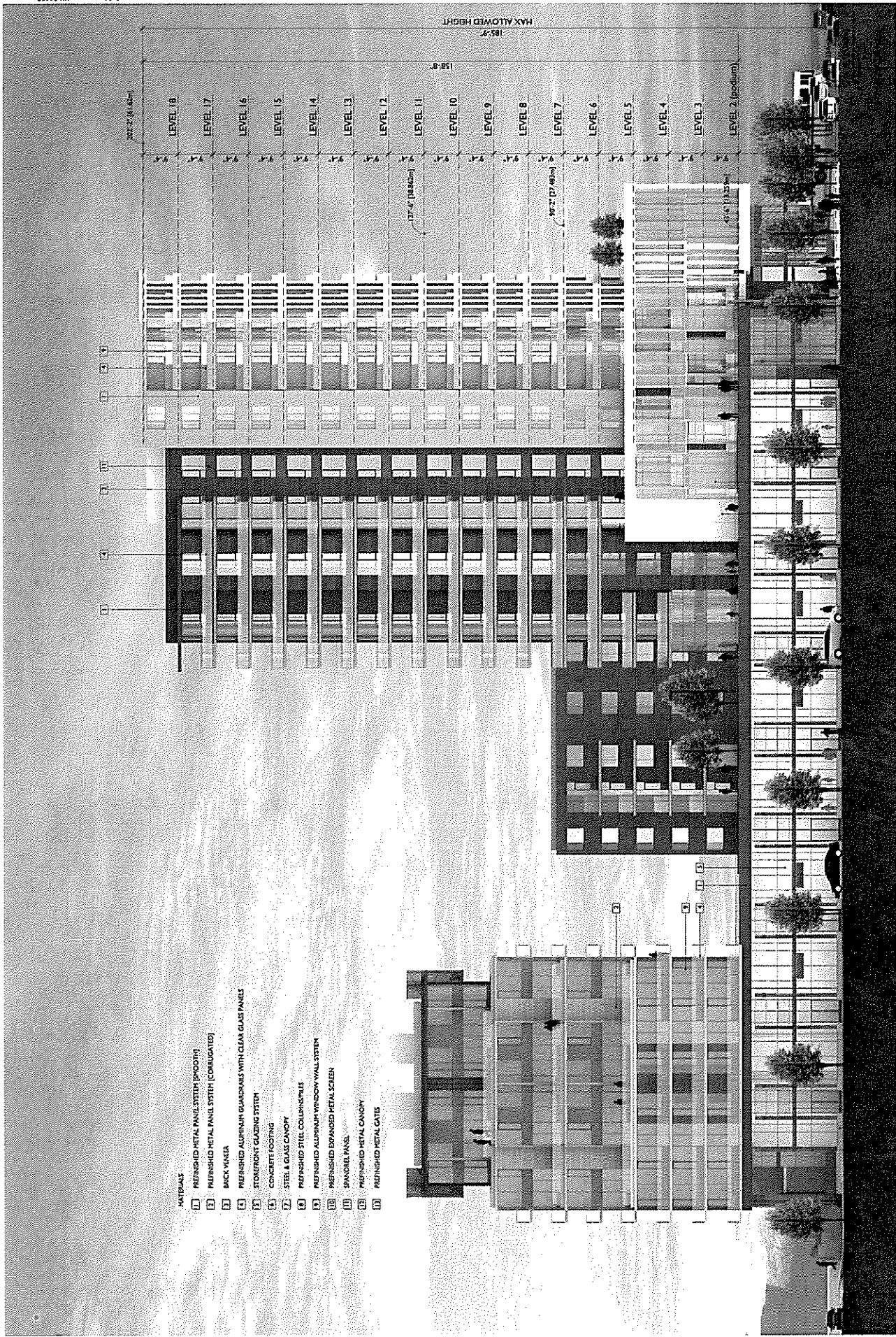


OUTLINE OF PARKING

Appendix C page 26 of 63



Appendix C: page 2 of 63



OUTLINE OF PARKING

UTULINE OF PACKING

Appendix C; page 28 of 63

202'-2" (61.5m)

LEVEL 18

LEVEL 17

LEVEL 16

LEVEL 15

LEVEL 14

LEVEL 13

LEVEL 12

LEVEL 11

LEVEL 10

LEVEL 9

LEVEL 8

LEVEL 7

LEVEL 6

LEVEL 5

LEVEL 4

LEVEL 3

LEVEL 2 (podium)

MAX ALLOWED HEIGHT
185'-9"

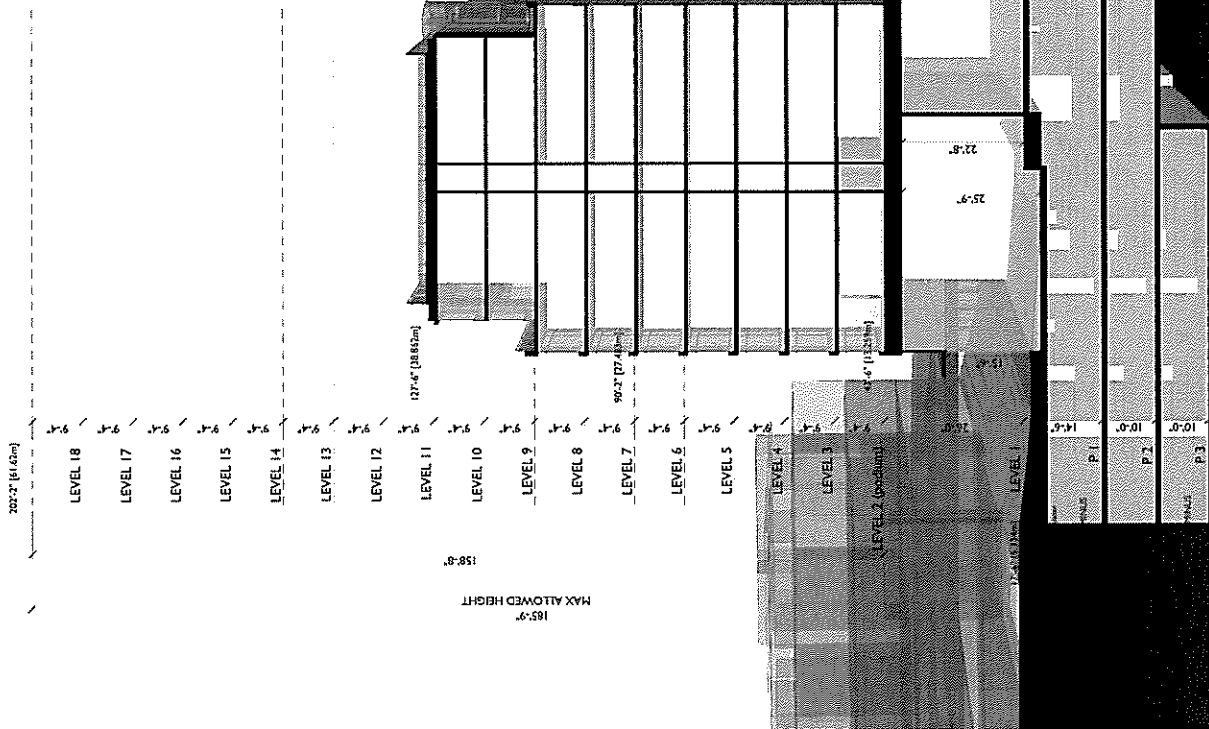
158'-0"

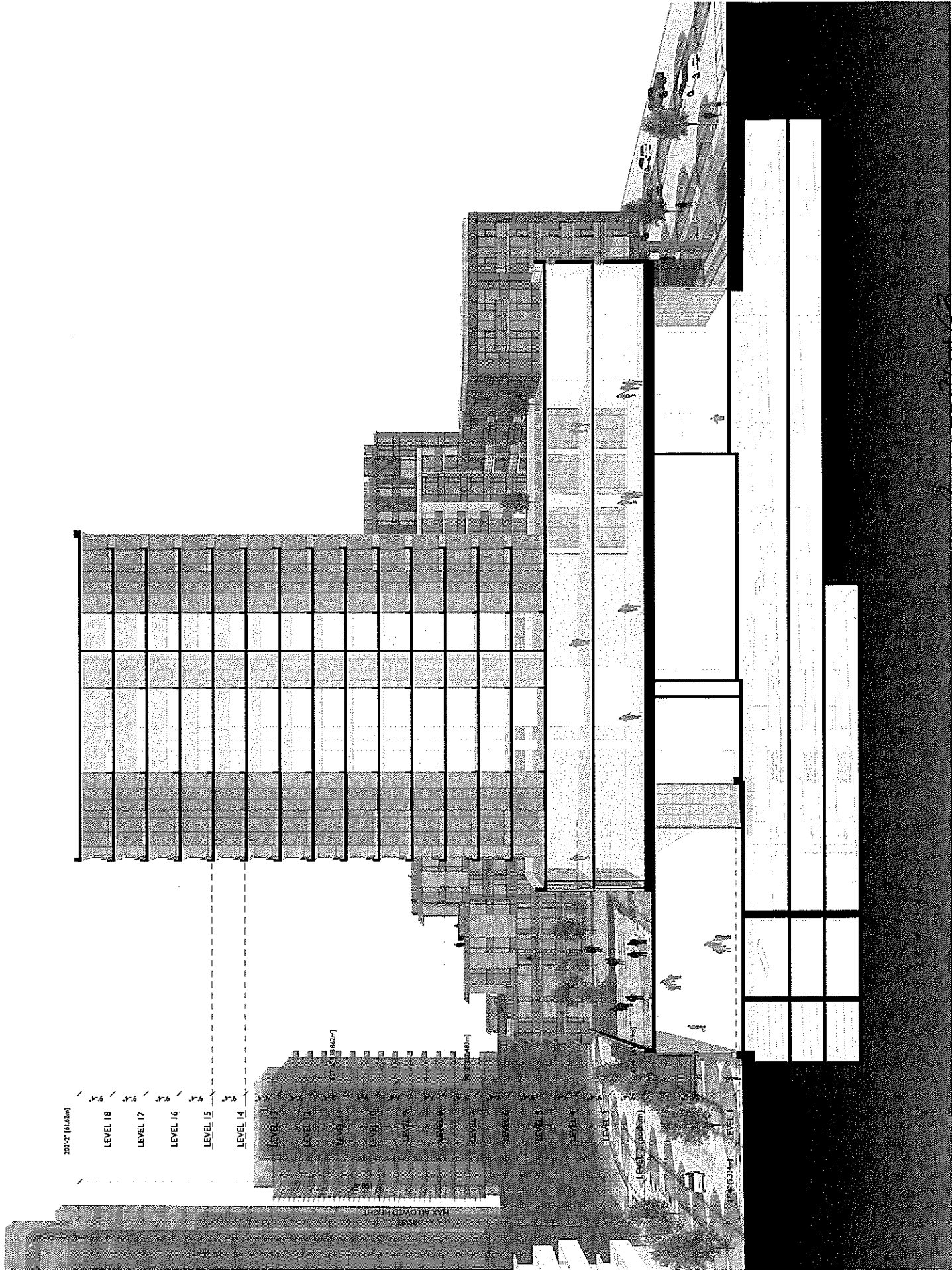
127'-6" (38.89m)

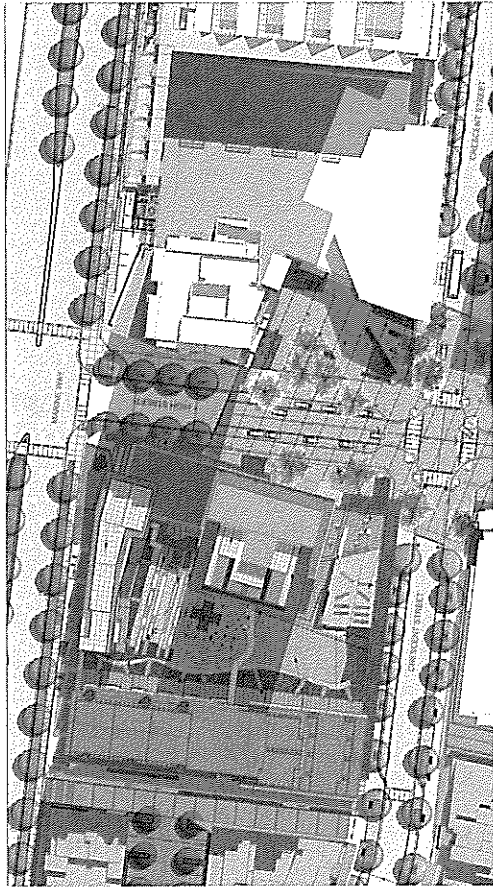
90'-1" (27.46m)

47'-5" (13.15m)

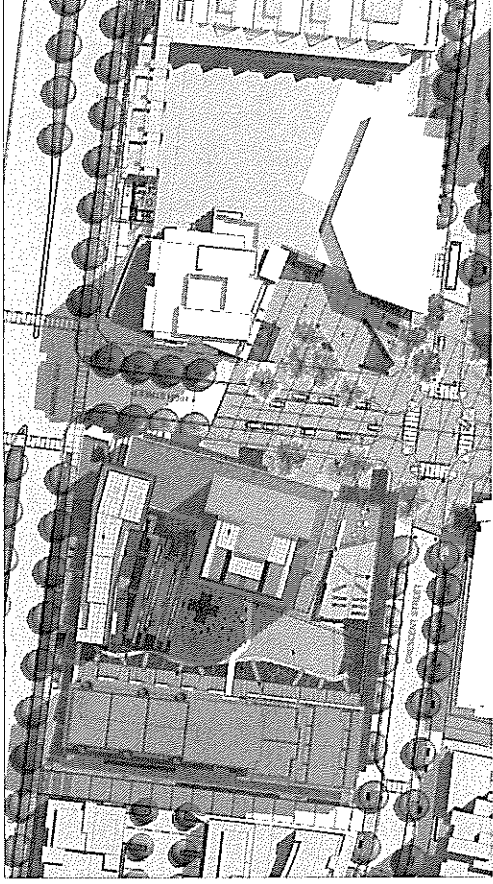
LEVEL 2 (podium)



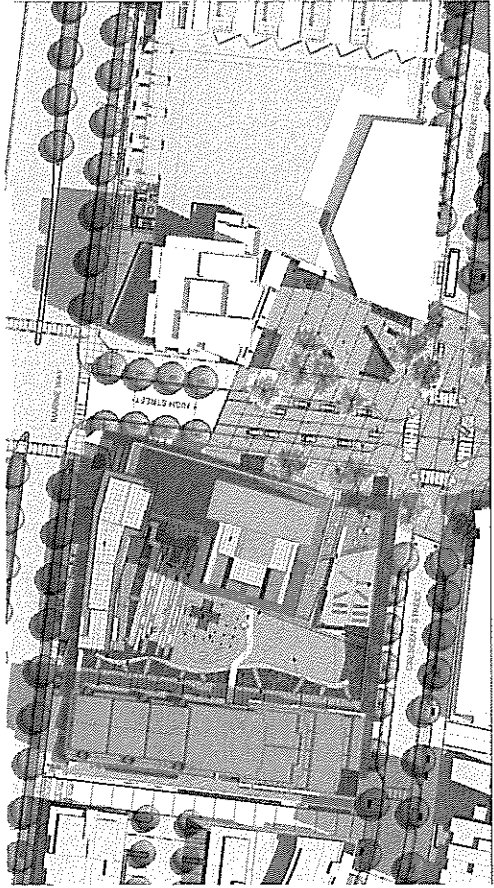




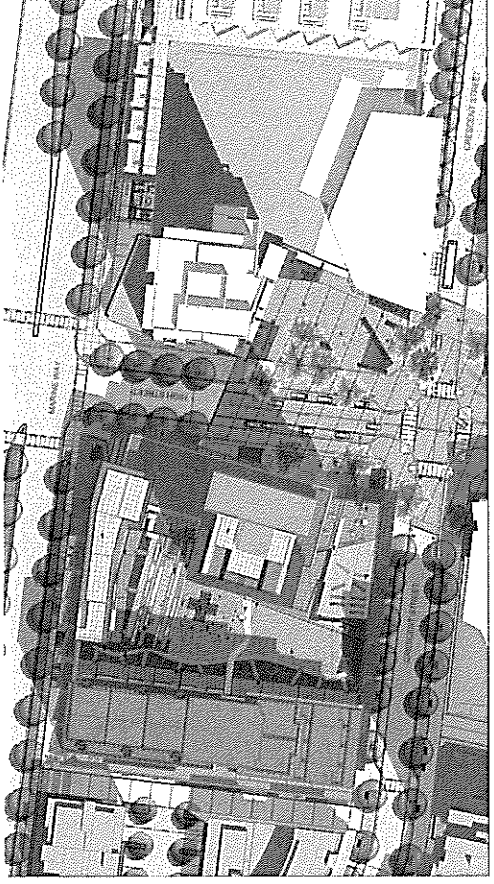
10 AM



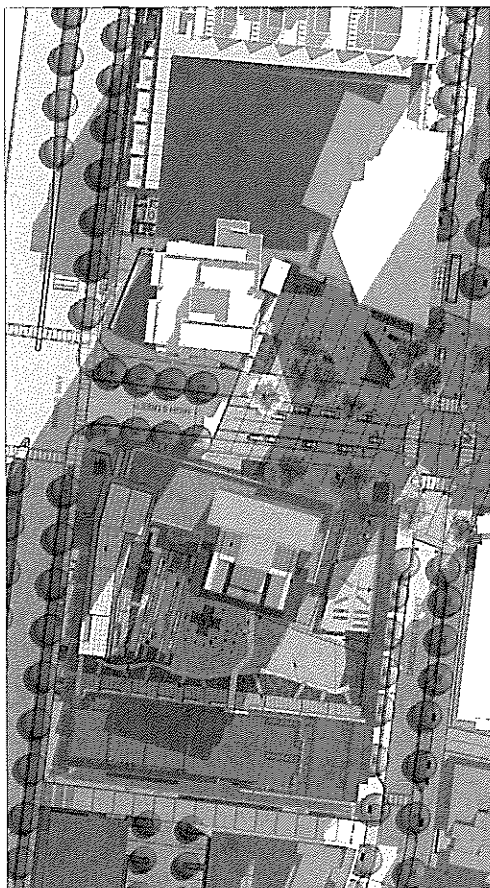
NOON



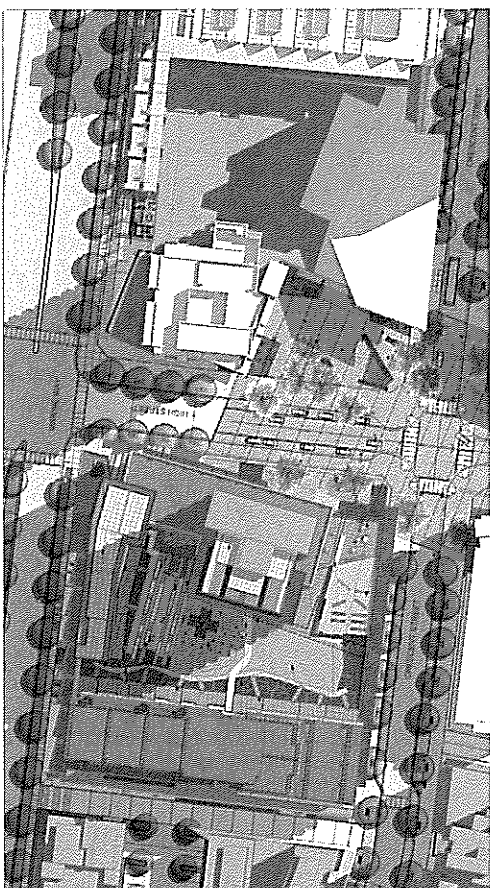
2 PM



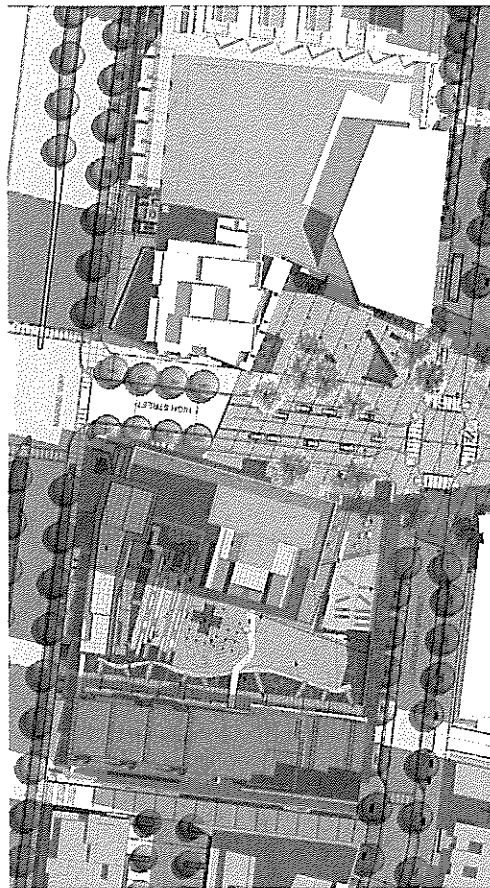
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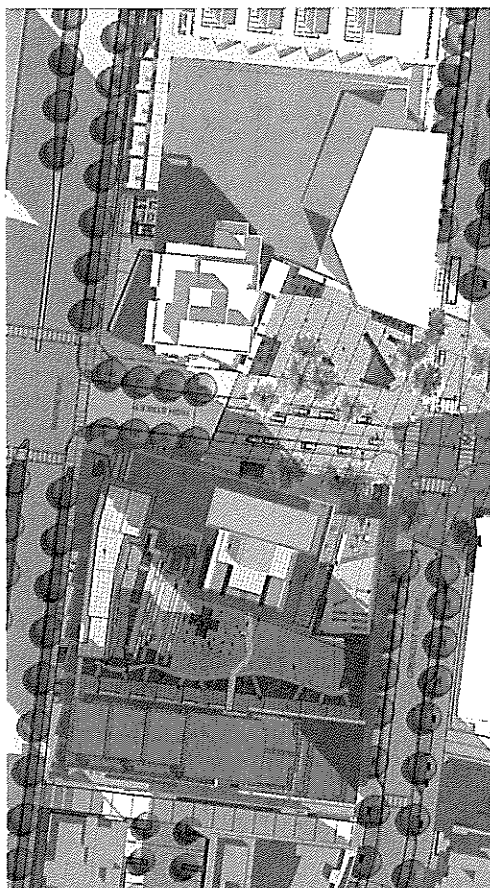
10 AM



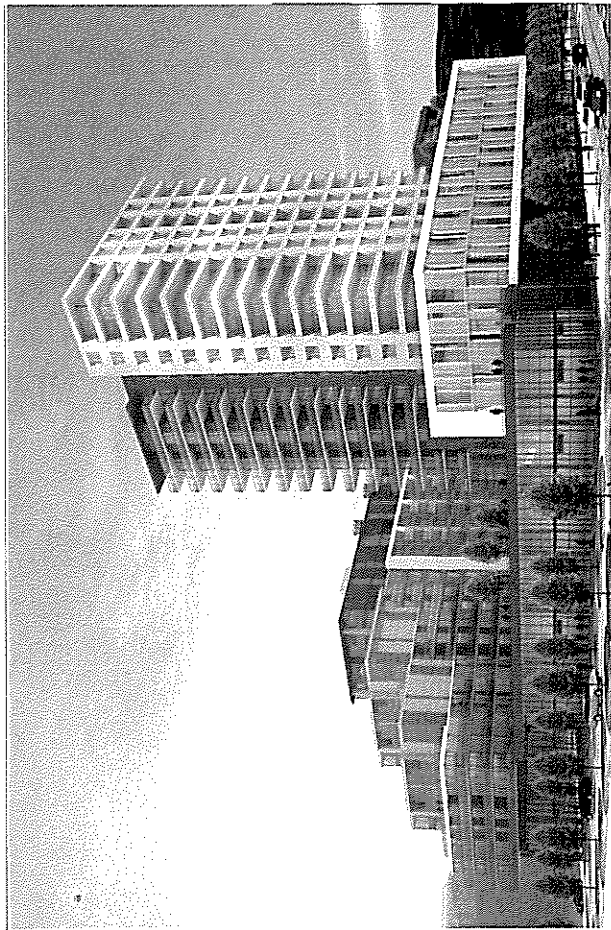
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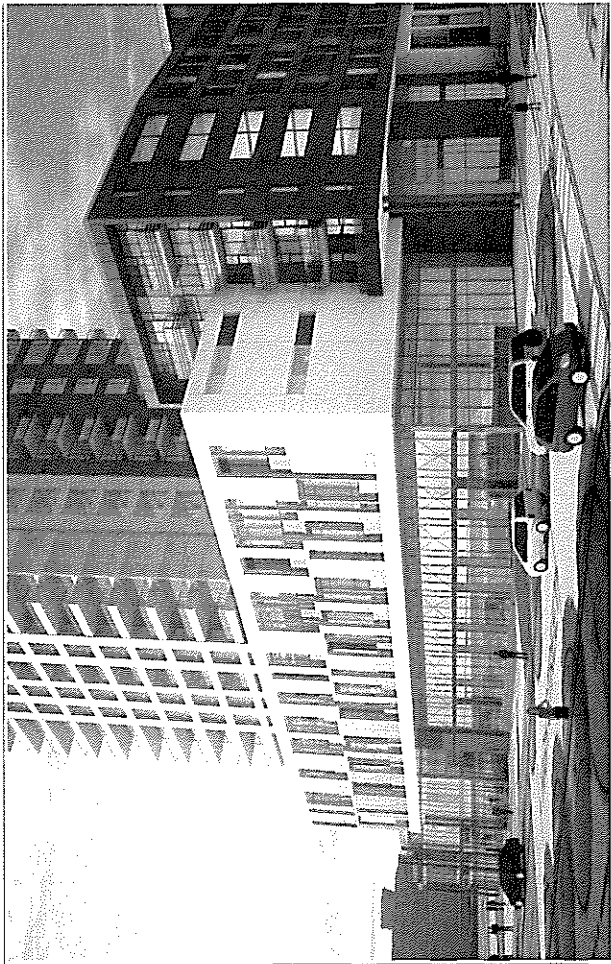
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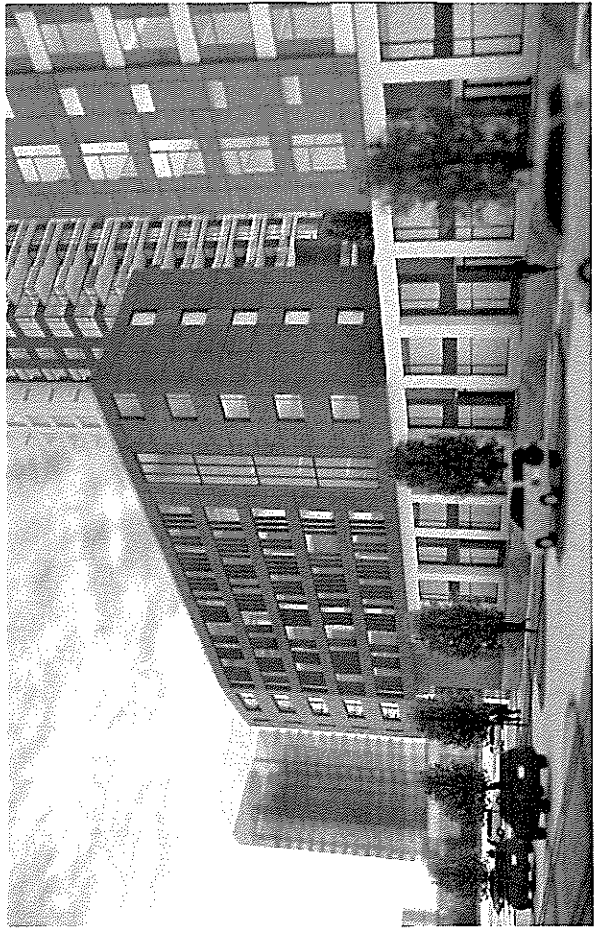
4 PM



SOUTH EAST CORNER



NORTH EAST CORNER



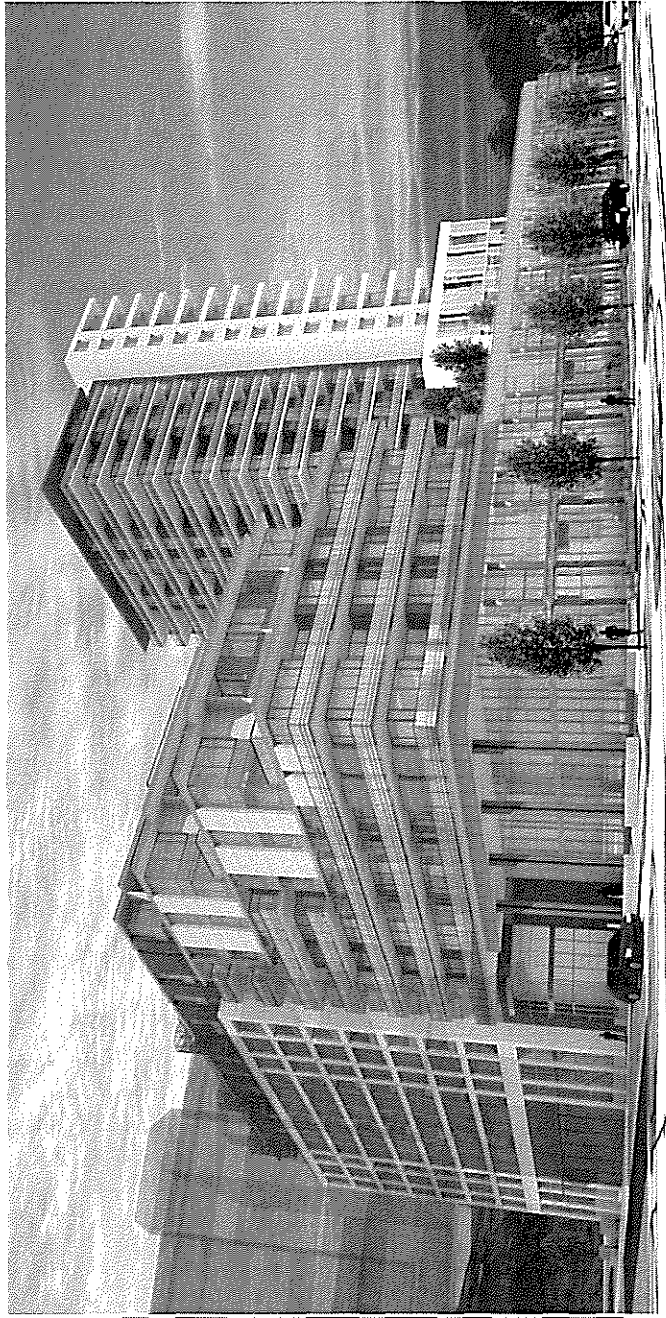
NORTH STREET VIEW



NORTH WEST CORNER



WEST STREET VIEW



SOUTH WEST CORNER

RIVER DISTRICT - PARCEL 15
for Wesgroup

Civic Address:
Legal Description:

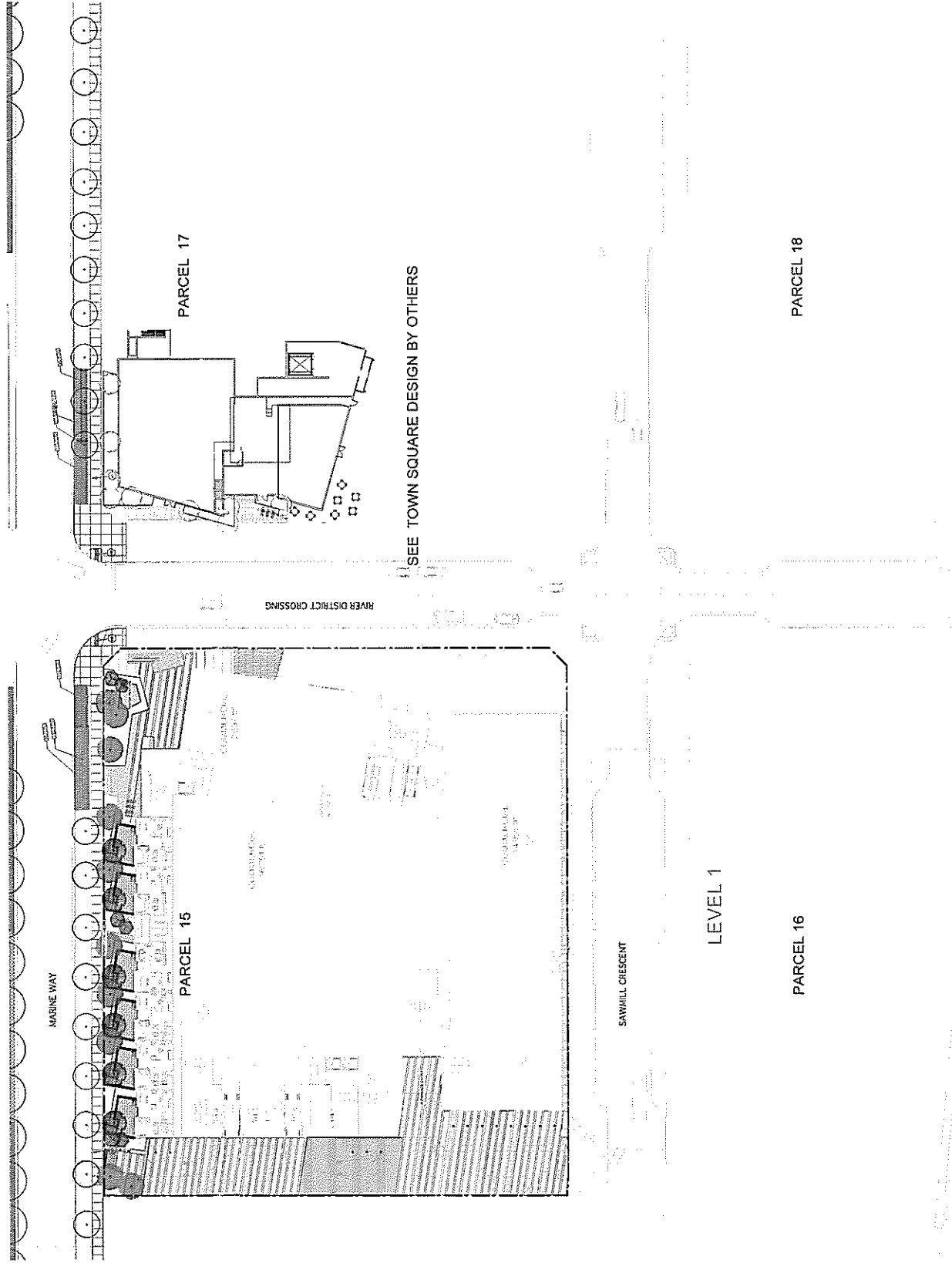


Owner:
Architect:
Consultants:
Electrical:
Civil:
Structural:
Landscape: eta landscape architecture inc.

ISSUED FOR: DP: 3 September, 2014

LANDSCAPE:

Sheet No.	Sheet Name
L1.0	Site Context Plan
L2.0	Landscape Plan - Street level
L2.1	Landscape Plan - Podium level
L2.2	Landscape Plan - level 5
L2.3	Landscape Plan - level 5, 7, 9, 11, 18
L3.0	Grading Plan - Street level
L3.1	Grading Plan - Podium level
L4.0	Lighting Plan - Street Level
L4.1	Lighting Plan - Podium level
L5.0	Planting Plan - Street level
L5.1	Planting Plan - Podium level
L5.2	Planting Plan - level 5, 7, 9, 11, 18
L6.0	Landscape Sections - Street level
L6.1	Landscape Sections - Street level
L6.2	Landscape Sections - Podium level
L7.0	Landscape Details
L7.1	Landscape Details
L7.2	Landscape Details
L7.3	Notes and Schedules
L8.0	Precedent Images



Project Name: River District Parcel 15
 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

Scale: 1" = 20'-0"
 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

Project Name: River District Parcel 15
 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

Project Name: River District Parcel 15
 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

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 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

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 Project Number: 15-001

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 Project Number: 15-001

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 Project Number: 15-001

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 Date: 12/1/11
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 Checked by: [Name]
 Project Number: 15-001

Project Name: River District Parcel 15
 Date: 12/1/11
 Drawn by: [Name]
 Checked by: [Name]
 Project Number: 15-001

Appendix C: page 3 of 63

MARINE WAY

Area west of P/L
outside of scope

Private pavers with
vegetated screen

Lower seating area
with timber bench

5 class B bicycle
racks - residential
Wooden timber
bench

Wooden timber
barrier

Concrete pavers in
banding pattern

Offsite work by others
6 class B bicycle
spaces - residential

Water feature
Replant planting to attract
pollinators and improve
water conditions

Bench wraps corners
of planter

Paving integrates High
Street treatment

RIVER DISTRICT CROSSING

5 class B bicycle racks
- commercial

Revision Date Reason for Change

No	Date	Reason for Change
1	12/11/14	Initial design
2	02/11/14	Revised design
3	02/11/14	Revised design

Professional Seal

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1000 River District Crossing
1000 River District Crossing
1000 River District Crossing
1000 River District Crossing
1000 River District Crossing

Project
River District
Parcel 15

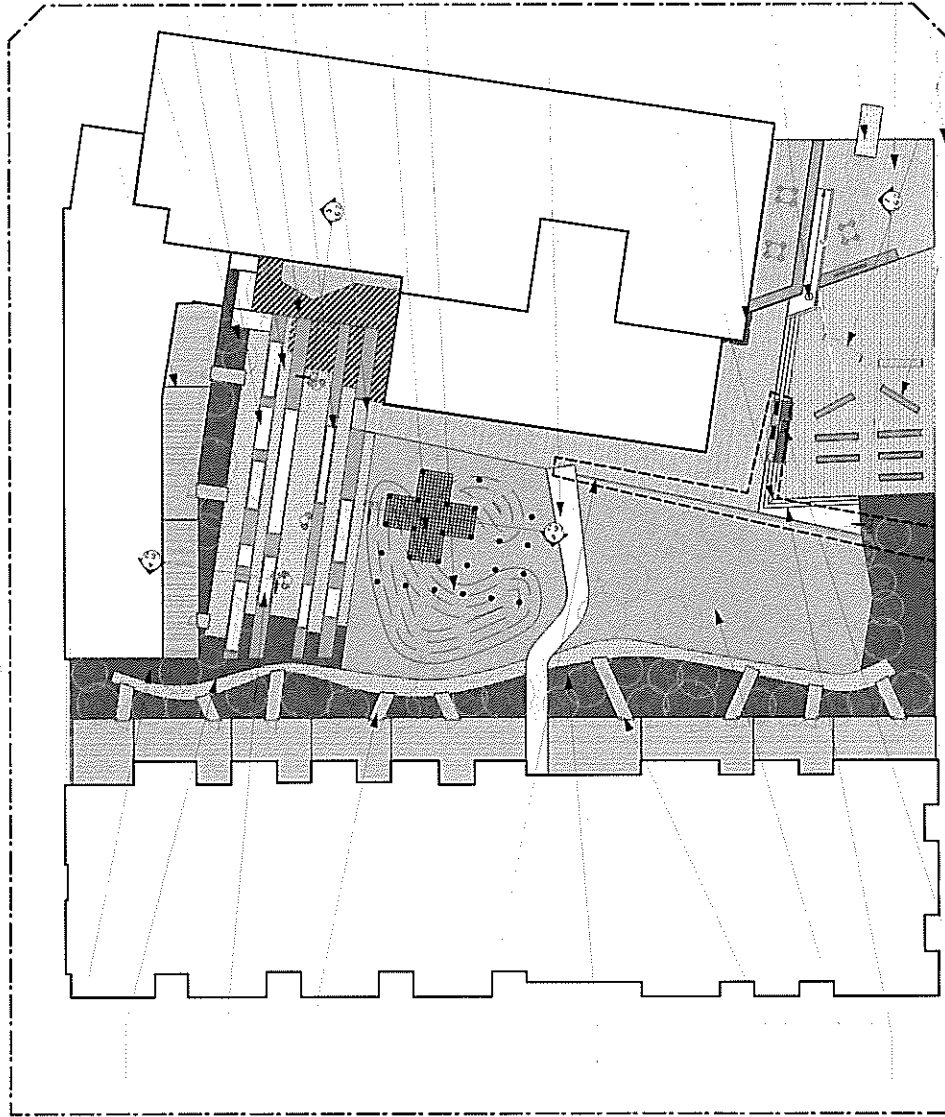
Client
Street level
Concept Plan

Page

SAWYILL CRESCENT

Project Number	Sheet No.
21439	1100 - 1 of 2
21439	1100 - 1 of 2
21439	1100 - 1 of 2
21439	1100 - 1 of 2
21439	1100 - 1 of 2

MARINE WAY



Residential shade garden

Gravel crush path winds through planting to connect to garden areas

Skylight to lower level double as entry highlights to residences in evening

Timber decks extend from private patio to extend into courtyard "floating"

Anchor with fish net wire mesh

River edge planting

Bridge deck connects through to lawn

Open lawn area for unprogrammed play/recreation

Stairs lead to sunken urban agriculture area

Double-sided BBO and composting area

Private patios with privacy screen

Passive alfresco garden

Concrete paver pad

Gravel crush path

Private deck for commercial tenants

Skylight to lower level Decking wraps around west face of building to south side - takes advantage of shade and sun

Custom fish net play structure

Grassy mound for play

Path slice through open lawn area to connect buildings

Stairs to sunken garden double as seating platform

Vegetated wall on 2 sides of building provides opportunity for urban agriculture

Ramp at 5% to sunken urban agriculture/seating area

Canilevered pier

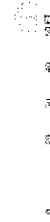
Promitory with ramp for access, room for open-air dining

Guard rail as per architect

Urban agriculture/seating area

Urban agriculture planters

SAWMILL CRESCENT



Project Name	SAWMILL CRESCENT
Client	SAWMILL CRESCENT
Architect	SAWMILL CRESCENT
Scale	1/8" = 1'-0"
Sheet No.	20
Project No.	20000000
Revision	1.0
Project Date	20000000
Project Location	SAWMILL CRESCENT

Sheet No. 20
Project Name
SAWMILL CRESCENT

Sheet No. 20
Project Name
SAWMILL CRESCENT

Project Name

Project Name

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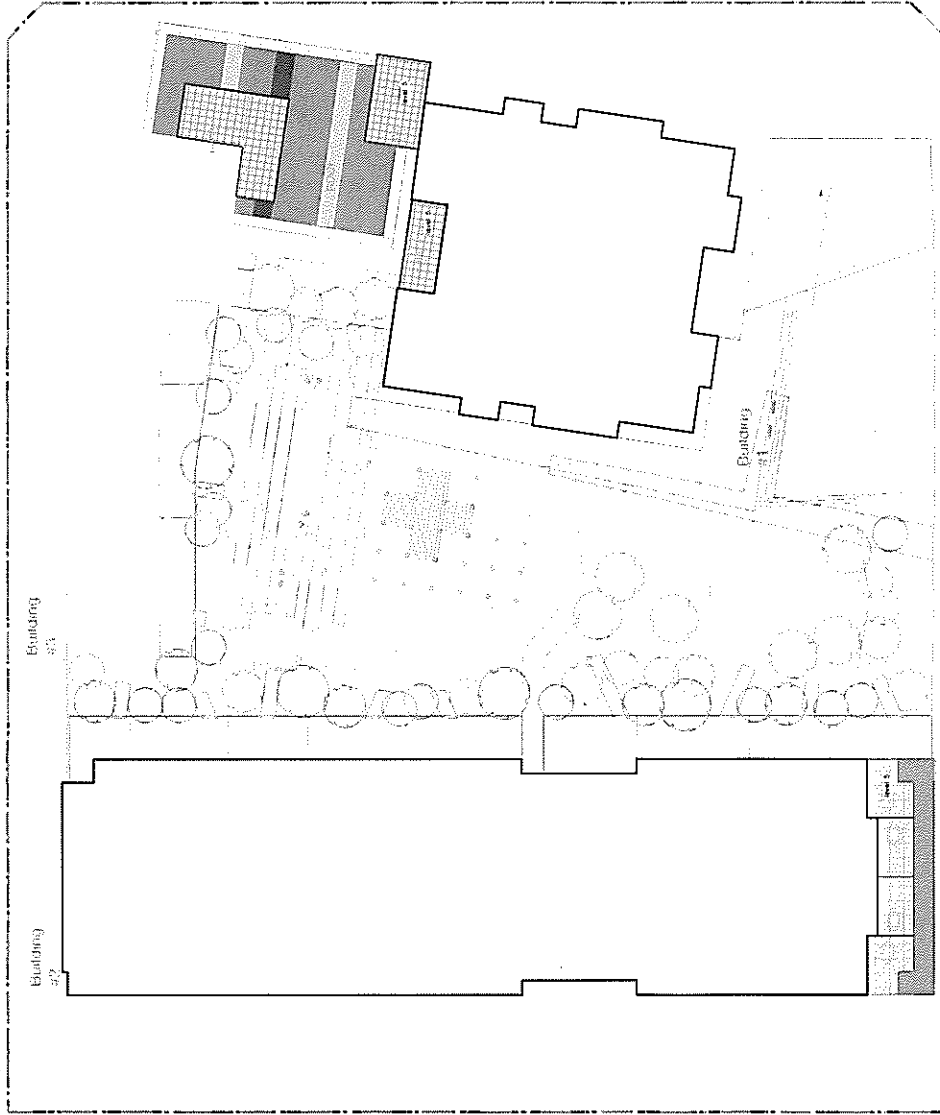
Project Name

Project Name

Project Name

Project Name

MARINE WAY



RIVER DISTRICT CROSSING

SAWMILL CRESCENT

Revised: 04/11/11
Date: 04/11/11
Revised: 04/11/11

Revised: 04/11/11
Date: 04/11/11
Revised: 04/11/11

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Project
River District
Parcel 15

Drawn By: [Name]
Roof Top
Concept Plan - lev 5

Page

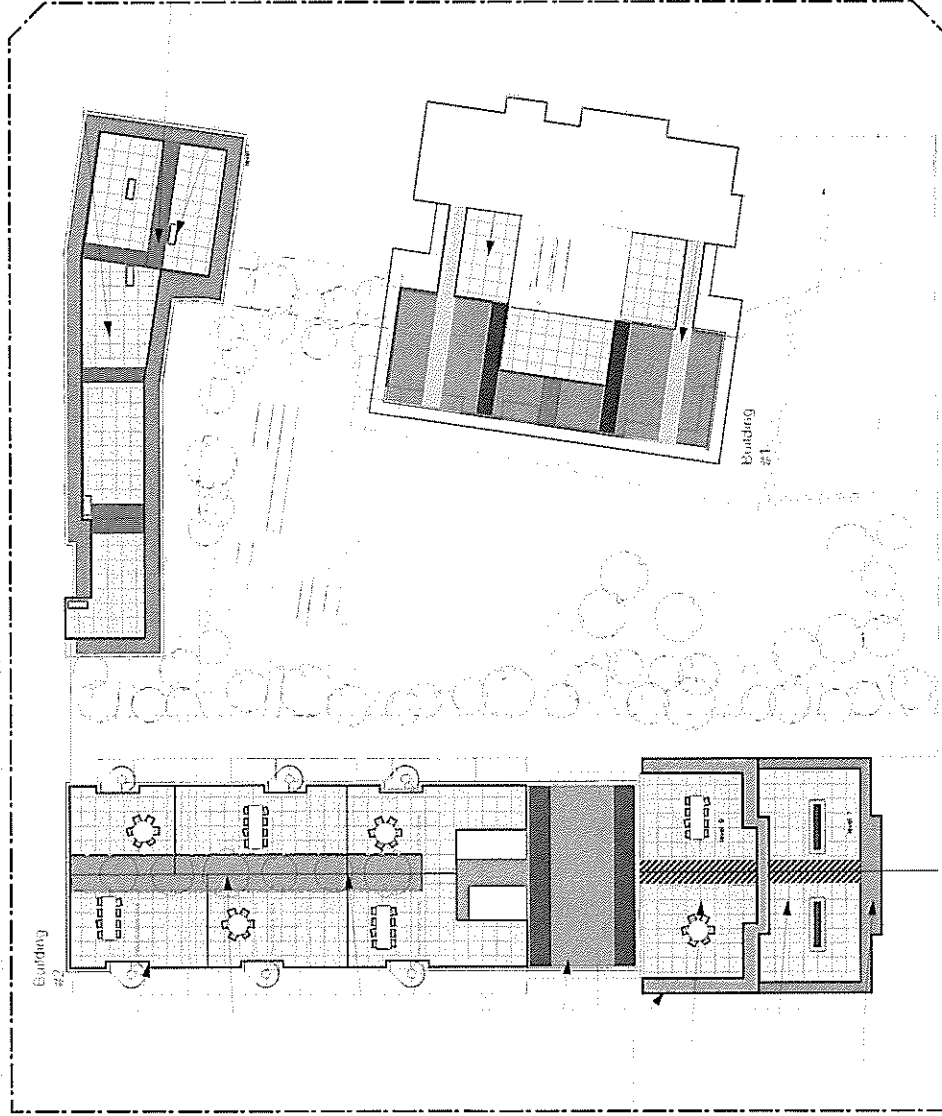
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Drawing No: 21403-01
Revision: 1
Date: 04/11/11



0 10 20 30 40 50 FT

Appendix C: page 40 of 63

MARINE WAY



SAWMILL CRESCENT

Private roof decks -
green roof planting at
level 18, 19, 20, 21
hatches and guard rail
as per architect

Private roof with
planters and privacy
screen between
residents

Roof access hatch as
per architecture

Private patio level 18,
guard rail as per
architecture

Extensive green roof
wraps around private
decks on level 18

Guard rail as per
architect

Small trees in planters
for screening and
privacy between units
with low overgreen

Privacy screen

Extensive Green roof
with sedum bands

Guard rail as per
architect

Private patios -
furnishings by owner

Private patios

Small shrubs in
planter mounds
with soil depth

RIVER DISTRICT CROSSING

Revised	Date	Revised Notes
1	10/11/11	10/11/11

Rev	Date	Notes
1	10/11/11	10/11/11
2	10/11/11	10/11/11
3	10/11/11	10/11/11

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Vancouver, BC V6P 1A6
Canada
Tel: 604.681.1100
Fax: 604.681.1101
Email: info@eta.ca
Web: www.eta.ca

Architect's Seal for use on architectural drawings
Architect's Seal for use on architectural drawings
Architect's Seal for use on architectural drawings

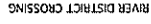
Project
River District
Parcel 15

Drawing Title

Roof Top
Concept Plan Levels 7,9,11
& 18

Scale

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٥٦٤

1603 West 2nd Avenue
Baltimore, MD 21204
Tel: 410-528-1436
Fax: 410-528-1438
E-mail: info@wsls.com

the same way as the other two, but the results are not as clear as in the other two cases.

24-13-01
River District
Parcel 15

Drawing Title
Street level
Grading Plan

2020

Printed Message
 of
 Sent by
 at
 Received at
 of
 at
 201402231

MARINE WAY



RIVER DISTRICT CROSSING

SAWHILL CRESCENT

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Project No.	22-142731
Revision	1.3.1
Date	10/11/2022
Author	J. L. Smith
Checker	J. L. Smith
Project Name	SAWHILL CRESCENT

Revision	Date	Revised Notes
1	10/11/2022	Initial Design
2	10/11/2022	Final Design
3	10/11/2022	Final Design

Sheet	1
Project	SAWHILL CRESCENT
Sheet	1
Project	SAWHILL CRESCENT

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503.228.1100
www.eta-architect.com

Architect: eta-architect.com
Engineer: eta-architect.com
Landscape Architect: eta-architect.com
Civil Engineer: eta-architect.com
Surveyor: eta-architect.com

Project:
River District
Parcel 15

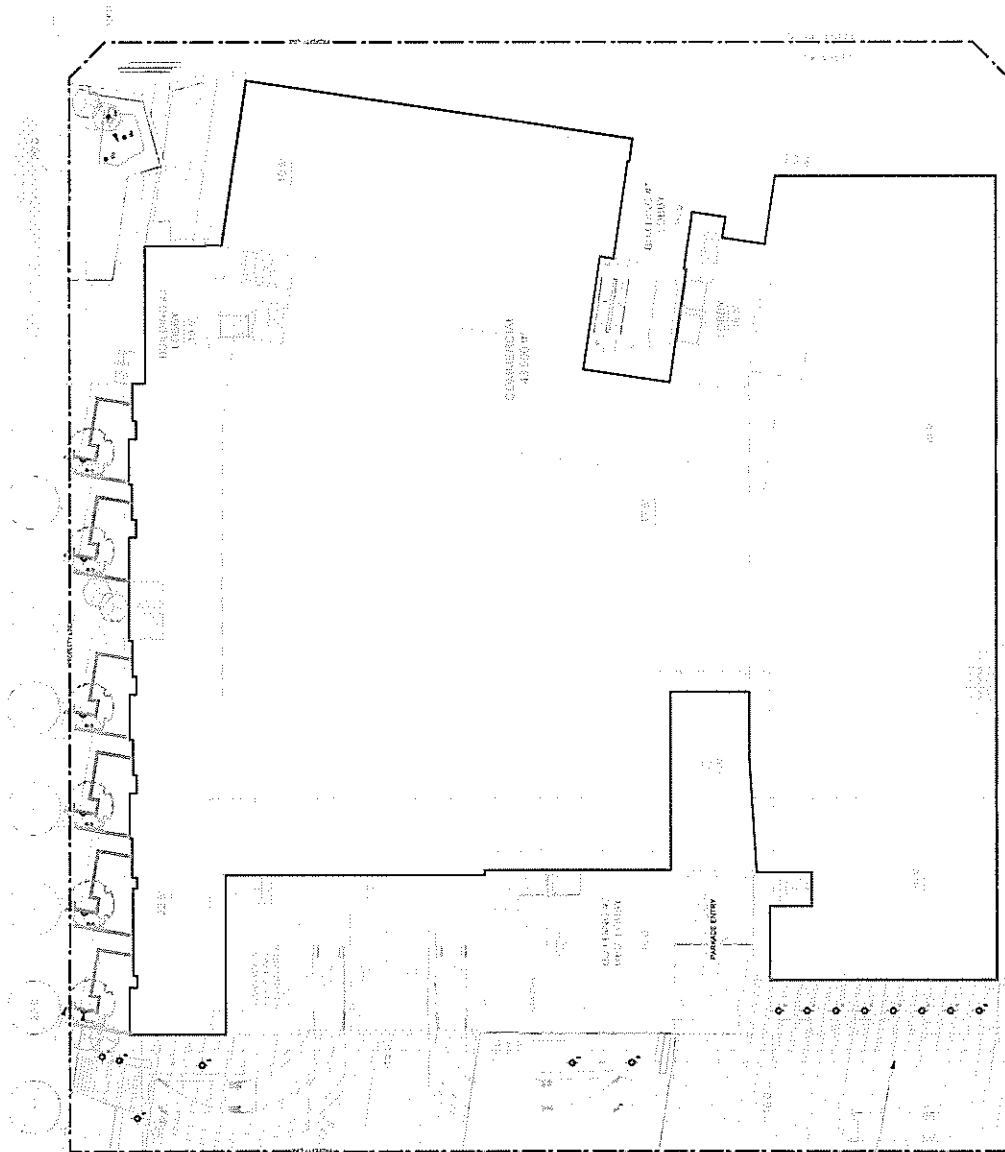
Grading Plan:
Podium Level
Grading Plan

Appendix C; page 43 of 63

MARINE WAY

Address sign light, typ

Strip light mounted to retaining wall, typ



Underwater light to enhance water feature, provide wayfinding element

RIVER DISTRICT CROSSING

43,650 SF

10,000 SF

10,000 SF

PARADE ENTRY

SAWMILL CRESCENT

Revision Date

Rev	Date	Revised Notes
1	07/11/14	Initial Design
2	07/11/14	Final Design
3	07/11/14	Final Design

Project Name

eta

1000 River District Crossing
1000 River District Crossing
1000 River District Crossing
1000 River District Crossing
1000 River District Crossing

Project
River District
Parcel 15

Design Firm
Street Level
Lighting Plan

1/14/14

Project Name	1000 River District Crossing
Project No.	11107-1-1-01
Scale	1/4" = 1'-0"
Sheet No.	14.0
Sheet Count	25

Project Date
07/11/14
07/11/14

Stairlight's side
mounted to retaining
wall, typ.

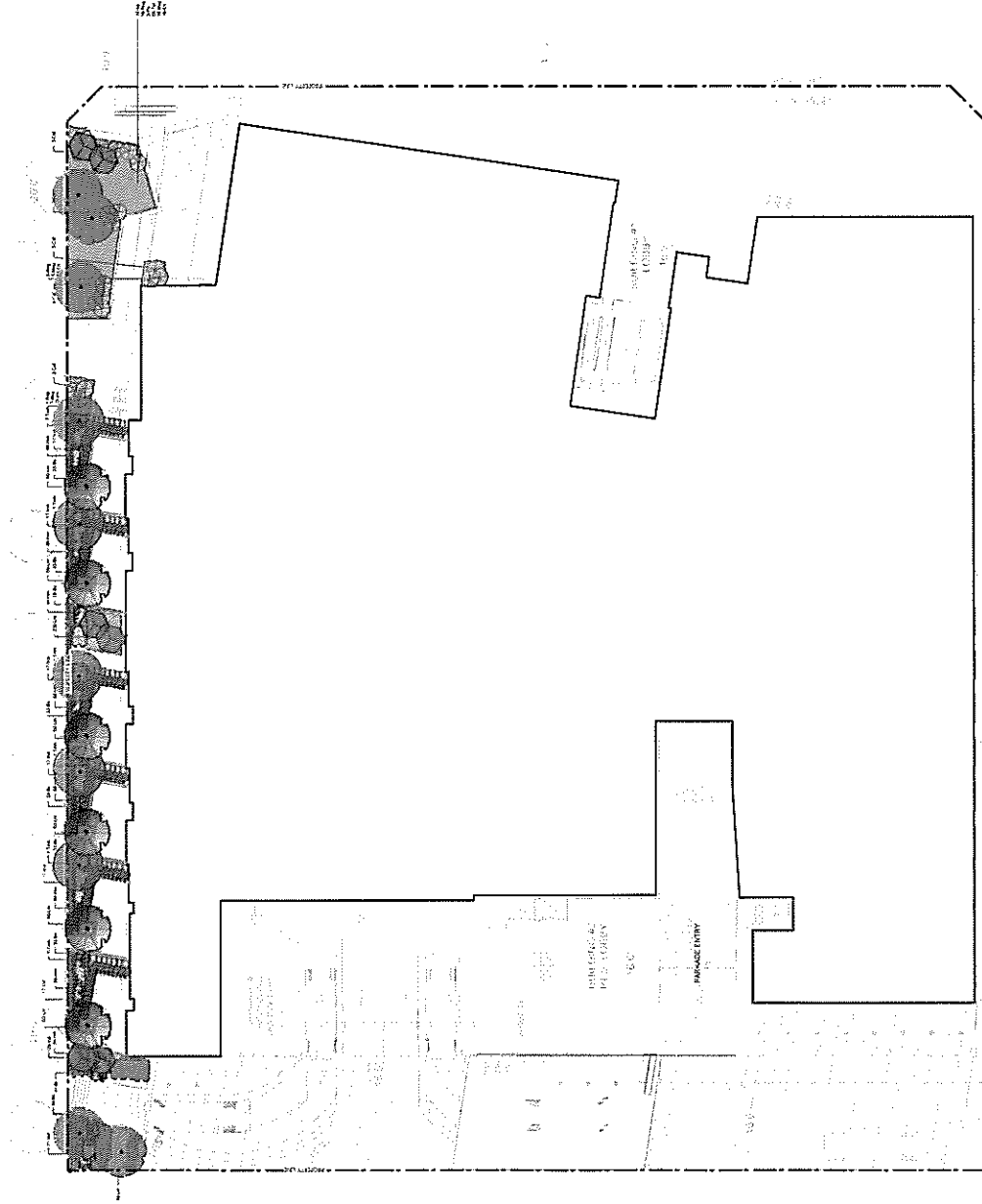
Starlights side
mounted to retaining
wall to light ramp, typ

Printed on: 2014/07/21
 Date: 07
 Patient's ID: N
 Exam ID: N
 Exam Name: 37°C + 5-Q
 Patient's Name: 214208
 Print Date: 214208

Paul Davis
6-25/14
41439, Little, Nippon 2414, CR, 29 cm

Appendix ^e 45 ; page of 63

MARINE WAY



RIVER DISTRICT CROSSING

Revised: Date: Revised Notes:

Sheet: Date: Sheet Notes:
A 8/11/14 New 42' Street Frontage
B 8/11/14 New 42' Street Frontage
C 8/11/14 New 42' Street Frontage

Professional Seal

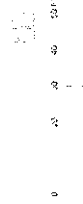
eta

1000 West 20th Avenue
Denver, CO 80202
Phone: 303.733.1100
Fax: 303.733.1101
www.eta.com

Project:
River District
Parcel 15

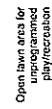
Drawing Title:
Street Level
Planting Plan

Scale:



SAWMILL CRESCENT

Project:
River District
Parcel 15
Drawing Title:
Street Level
Planting Plan
Scale:
1" = 40'-0"



Promitory with ramp for access, room for open-air dining

SAYMILL CRESCENT

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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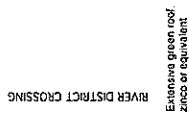
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 Name: L5.1
 Location: 1116' + 1-27
 Reading No: 20
 Date: 2014-05-23

2014-2015
 2014-2015
 2014-2015

Appendix C, page 47 of 63

the two separate interventions (page 11, lines 170 and 171) again.

Drawing File
Podium Level
Planting Plan



10000 West 2nd Avenue
Broomfield, CO 80020
(303) 440-1450
- (303) 440-1450
- (303) 440-1450

the 1970s/80s and 1990s, and the 1980s/90s and 2000s.

**River District
Parcel 15**

Roof Top Planting Plan

MSM

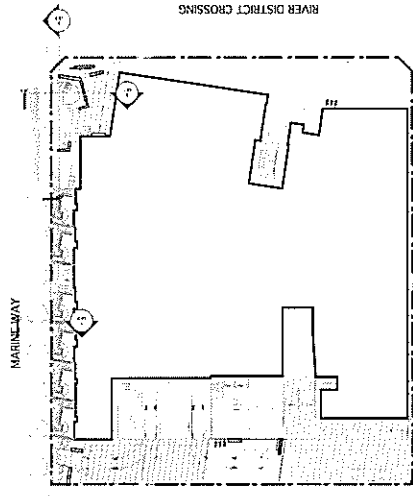
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21438
Date
T/10' = 1
Class 1/10

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SAWMILL CRESCENT

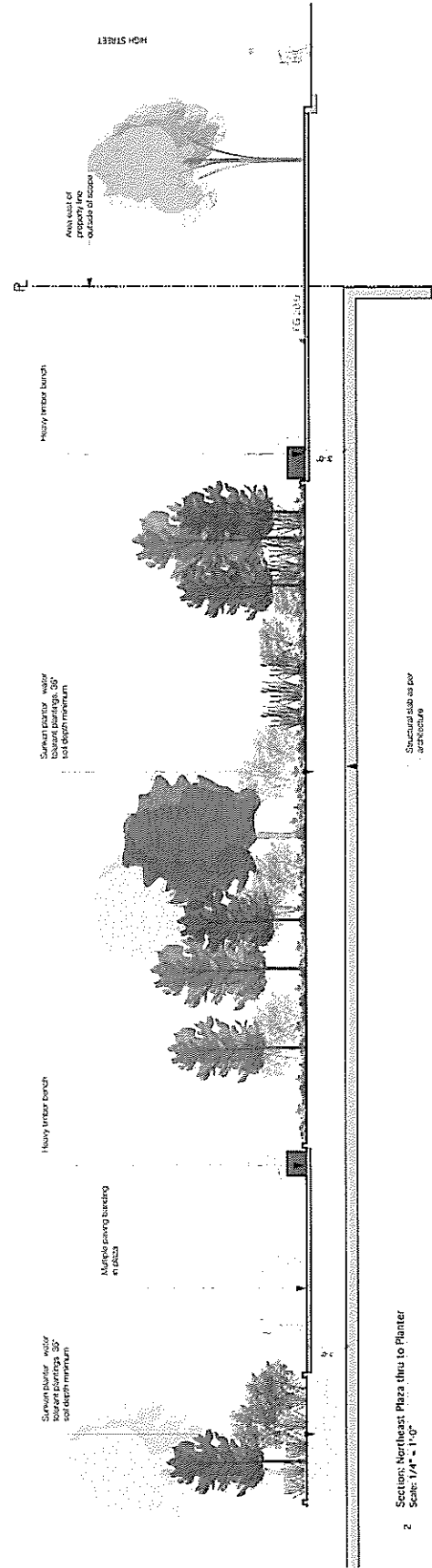
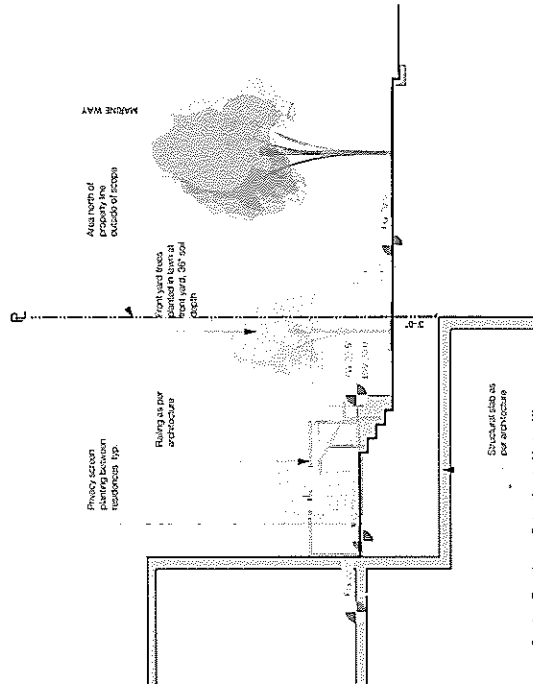
Appendix C, page 48 of 63

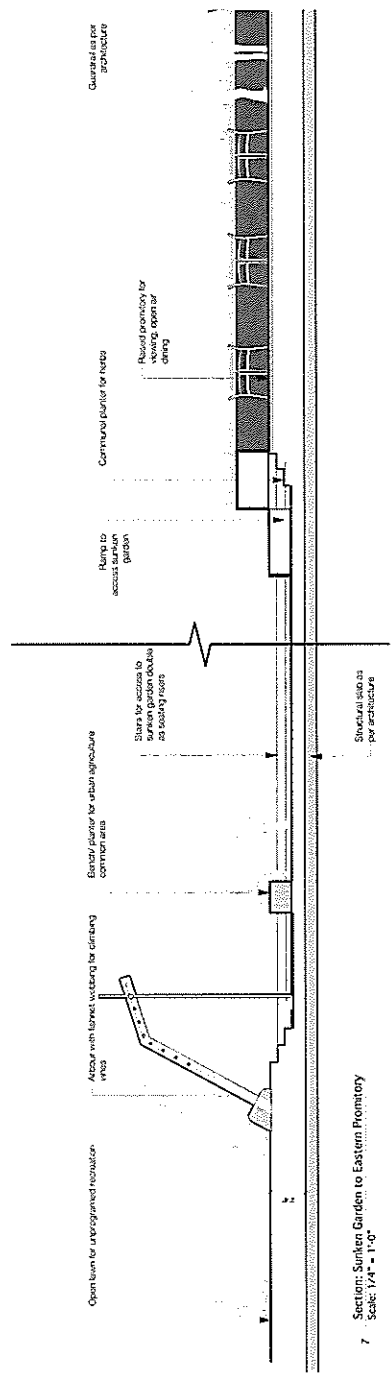
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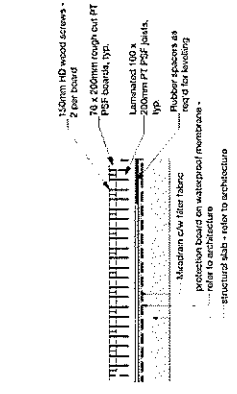


SAYMILL CRESCENT

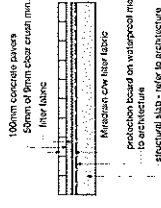
KEY PLAN



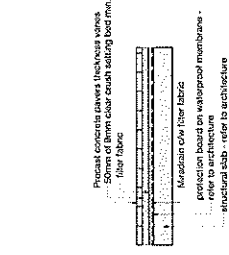




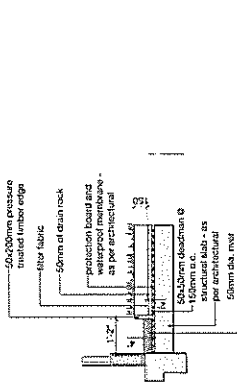
4 Detail, Ipe decking on slab
Scale: 1/2" = 1'-0"



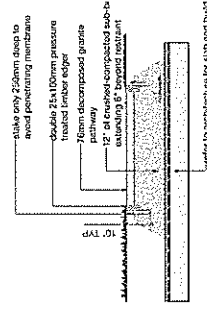
square.



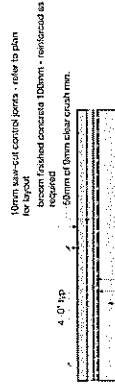
2 Detail Pedestrian pavers on slab
Scale 1/2" = 1'-0"



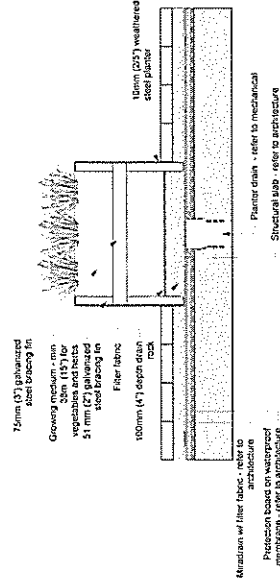
Detail: Drain strip on slab
 $t = 5 - 0.6 \sqrt{f'_c} = 1.9''$



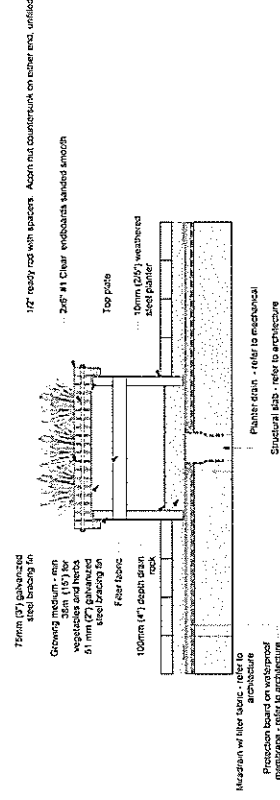
6 : Detail: Aggregate pathway on slab
Scale: 10" = 1'-0"



5. Detail Concrete paving on slab
Scale 1/2" = 1'-0"

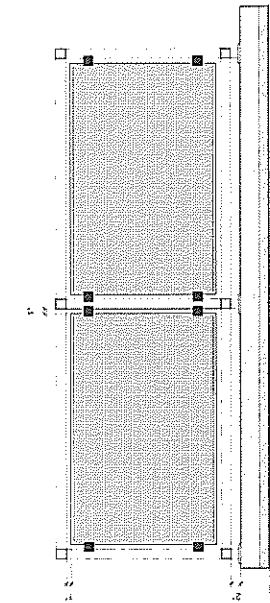


6 Data: Metal urban agriculture planter on slab
Scale: 1" = 1'-0"

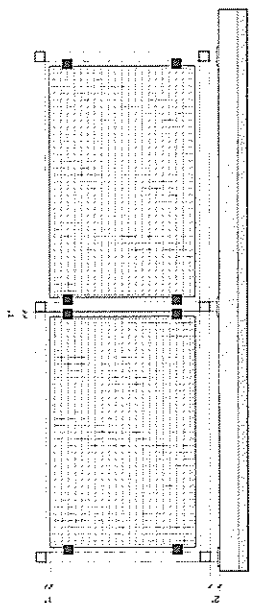


9. Detail: Metal urban agriculture bench on slab with embedded bench
Scale: 1" = 1'-0"

Rev	Date	Revised By	Revised For
1	04/2020	04/2020	04/2020
2	04/2020	04/2020	04/2020
3	04/2020	04/2020	04/2020

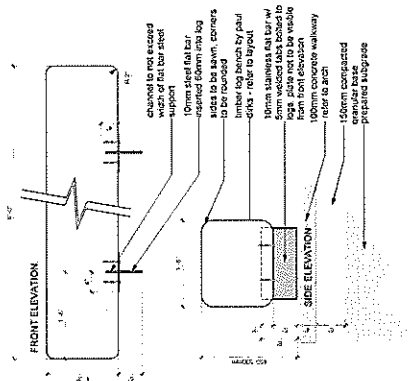


- TYPICAL ASSEMBLY - GROUND FLOOR GATE**
- Top Rail: 2" x 2" x 0.05"
 - Bottom Rail: 2" x 2" x 0.05"
 - Trim: 1/2" x 1/2" x 0.05"
 - Posts: 4" x 4" x 0.05"
 - Hinges: Heavy Duty - galvanized hardware, Stanley or better
 - Latches: Heavy Duty - galvanized hardware, Stanley or better
 - Slapshot Rails: 2" x 2" x 0.05"
- NOTE**
- To be supplied for consultant review
 - Metal and color to match quadrant
 - Shop drawings to be provided



- TYPICAL ASSEMBLY - PODIUM LEVEL GATE**
- Top Rail: 2" x 2" x 0.05"
 - Bottom Rail: 2" x 2" x 0.05"
 - Trim: 1/2" x 1/2" x 0.05"
 - Posts: 4" x 4" x 0.05"
 - Hinges: Heavy Duty - galvanized hardware, Stanley or better
 - Latches: Heavy Duty - galvanized hardware, Stanley or better
 - Slapshot Rails: 2" x 2" x 0.05"
- NOTE**
- To be supplied for consultant review
 - Metal and color to match quadrant
 - Shop drawings to be provided

1 Detail Fence and Gate for Townhouses at ground floor
 Scale: 1" = 1'-0"



3 Detail Timber log bench
 Scale: 1" = 1'-0"



4 Image: Cordia bike rack - Forms and Surfaces

eta

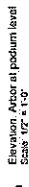
1000 West 2nd Street
 Suite 100
 Portland, OR 97204
 Phone: 503.444.1444
 Fax: 503.444.1445
 Email: info@eta.com

Project:
 River District
 Parcel 15

Drawing Title:
 Landscape Details

Rev	Date	Revised By	Revised For
1	04/2020	04/2020	04/2020
2	04/2020	04/2020	04/2020
3	04/2020	04/2020	04/2020

Project Name: River District Parcel 15
 Drawing Title: Landscape Details
 Scale: 1" = 1'-0"

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Landscape Details

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 Date: 20

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Case	Date	Where happening
4	8/2/14	about 100 ft from river
5	8/20/14	about 100 ft from riparian meadow

Project Management

Knowledge and Practice

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www.fishbase.org

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Project
River District
Parcel 15

Observed Time

Notes and Schedules

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15/03/14
Time: 09:54:12, Modified: 23/04/2014 09:57:00

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NOTE: ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE BC LANDSCAPE STANDARDS FOR LEVEL 2 'GROOMED' LANDSCAPE TREATMENT. LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

PLANT LIST: PODIUM	PLANT ID	QTY	LATIN NAME	COMMON NAME	SPACING	SCHEDULED SIZE	NOTES
THREES	21			Vine Maple	as shown	17' tall height	full bushy plants
Acacia	8		<i>Acacia pumila</i> var. <i>arborescens</i> Blomquist	Japanese Maple	as shown	12' tall height	multi-stemmed, full and bushy
Amc	12		<i>Acer palmatum</i> 'Sagami'	Japanese Maple	as shown	5' tall DBH	full bushy plants
Bir	5		<i>Betula nigra</i>	river birch	as shown	3'-4' stem diam	low branching very heights
Spa	6		<i>Cornus alba</i> 'Flavida'	Japanese Spirea	as shown	4'-12' DBH	multi-stemmed
SIRIUS/SUPERIUMS							
Pt	429		<i>Populus alba</i> 'Lemonita'	Japanese Sycamore	as shown	#1 cool	full bushy plants
Pa	160		<i>Populus tremula</i>	Osaka Poplar	as shown	#2 cool	full bushy plants
Hq	160		<i>Hydrangea quercifolia</i> 'snow queen'	Japanese Hydrangea	as shown	#1 cool	full bushy plants
Hy	160		<i>Hydrangea serrata</i>	Japanese Hydrangea	as shown	#2 cool	full bushy plants
Heh	109		<i>Hebe x hybrid</i>	Japanese weeping plants	as shown	#2 cool	full bushy plants
Heh	351		<i>Hebe x hybrid</i> Royal Heritage Japan	Royal Heritage Japan	as shown	#2 cool	full bushy plants
Ca	658		<i>Cassia japonica</i>	Sailor	as shown	#2 cool	full bushy plants
Ca	658		<i>Cassia japonica</i>	Japanese Cassia	as shown	#2 cool	full bushy plants
Do	160		<i>Dryopteris filix-mas</i> 'Heaven's Variety'	American Fern	as shown	#1 cool	full bushy plants
Do	160		<i>Dryopteris filix-mas</i>	American Fern	as shown	#1 cool	full bushy plants
Cl	167		<i>Cornus florida</i>	floridum dog hardy holly fern	as shown	#1 cool	full bushy plants
Ba	167		<i>Betula nigra</i>	European Wild Dog	as shown	#1 cool	full bushy plants
Hy	167		<i>Hydrangea serrata</i>	Japanese Hydrangea	as shown	#1 cool	full bushy plants
Pa	2402		<i>Populus tremula</i>	European Wild Dog	as shown	#1 cool	full bushy plants

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ITEM NUMBER	ITEM DESCRIPTION	SITE	MODEL	MANUFACTURER	HIGHLIGHT	COLOR	QTY
1	PAVING STONE	Urban	Urban	Urban	Urban	Urban	Urban
2	PAVING STONE	Urban	Urban	Urban	Urban	Urban	Urban
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12	PAVING STONE	Urban	Urban	Urban	Urban	Urban	Urban
13	PAVING STONE	Urban	Urban	Urban	Urban	Urban	Urban



Historical context



Site furnishings



Urban Agriculture



Rain Gardens, Bridges



Podium Patios and
Shade Gardens

Project	Site	Precedent Images
1	1	1

Page	Date	Revised Notes
1	1/1/11	1/1/11
2	1/1/11	1/1/11
3	1/1/11	1/1/11

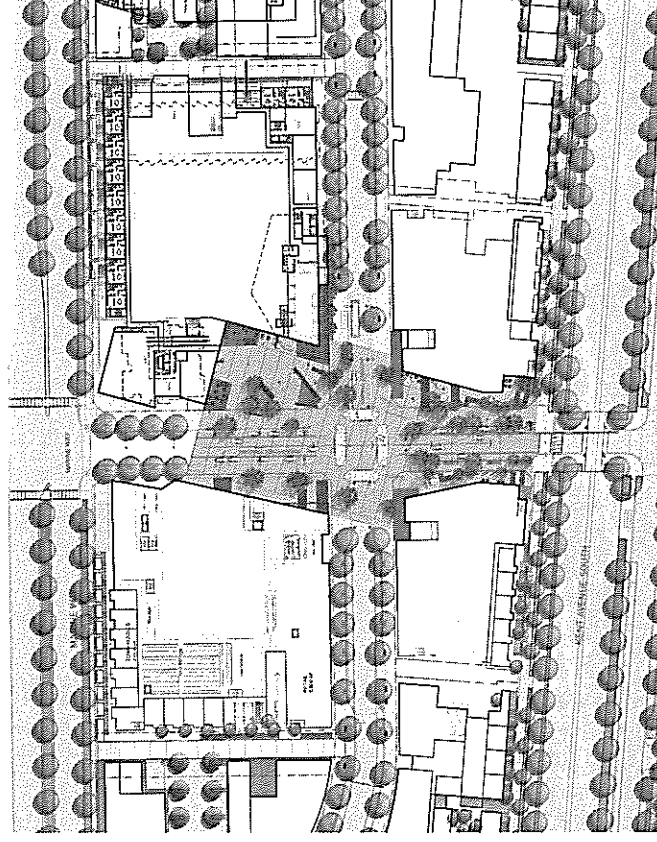
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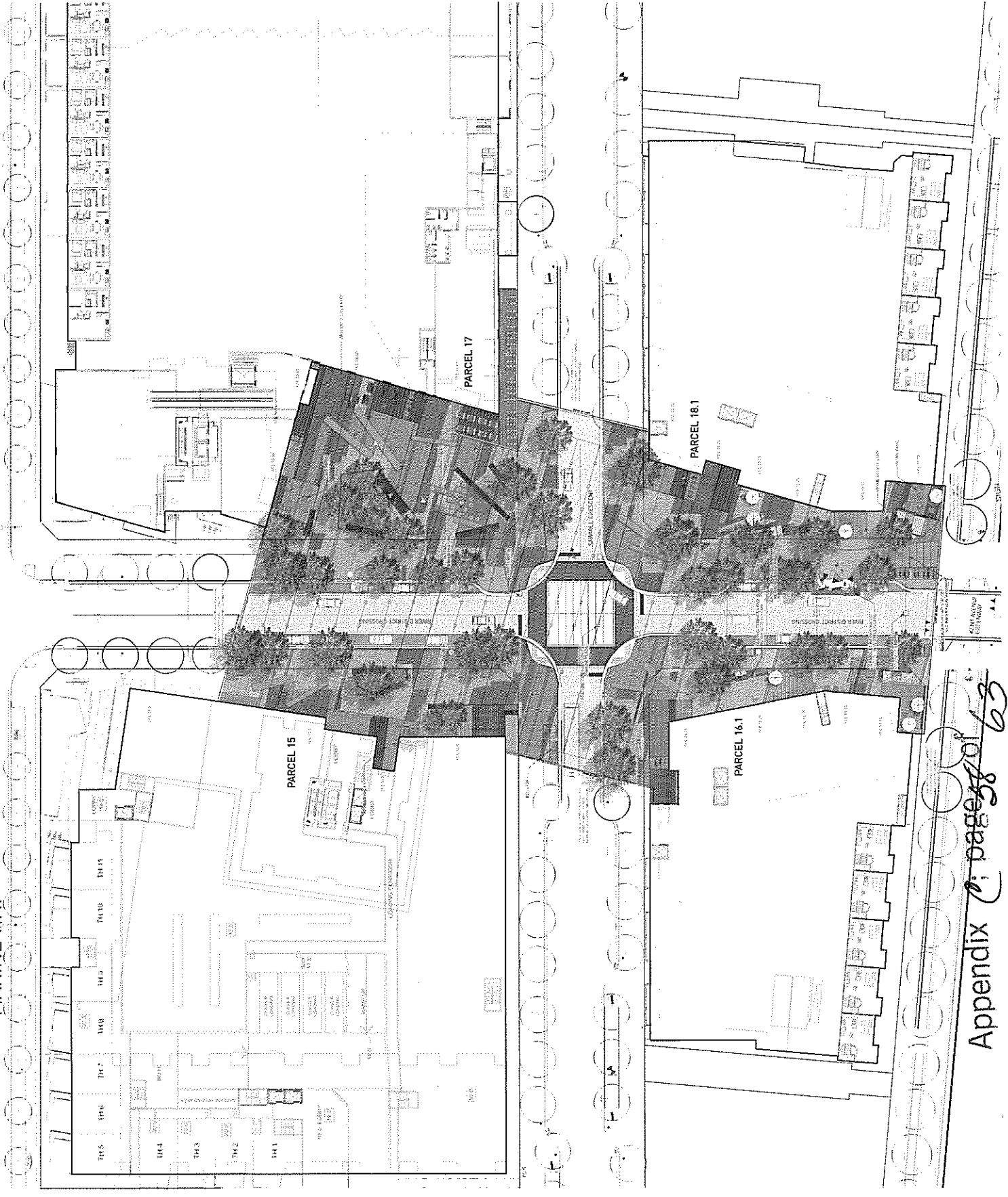
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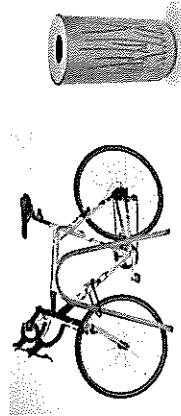
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River District Town Square - PARCEL 15

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 - TOWN SQUARE
LDP 4.01	LANDSCAPE SECTION AND PERSPECTIVES
LDP 7.01	DESIGN RATIONALE







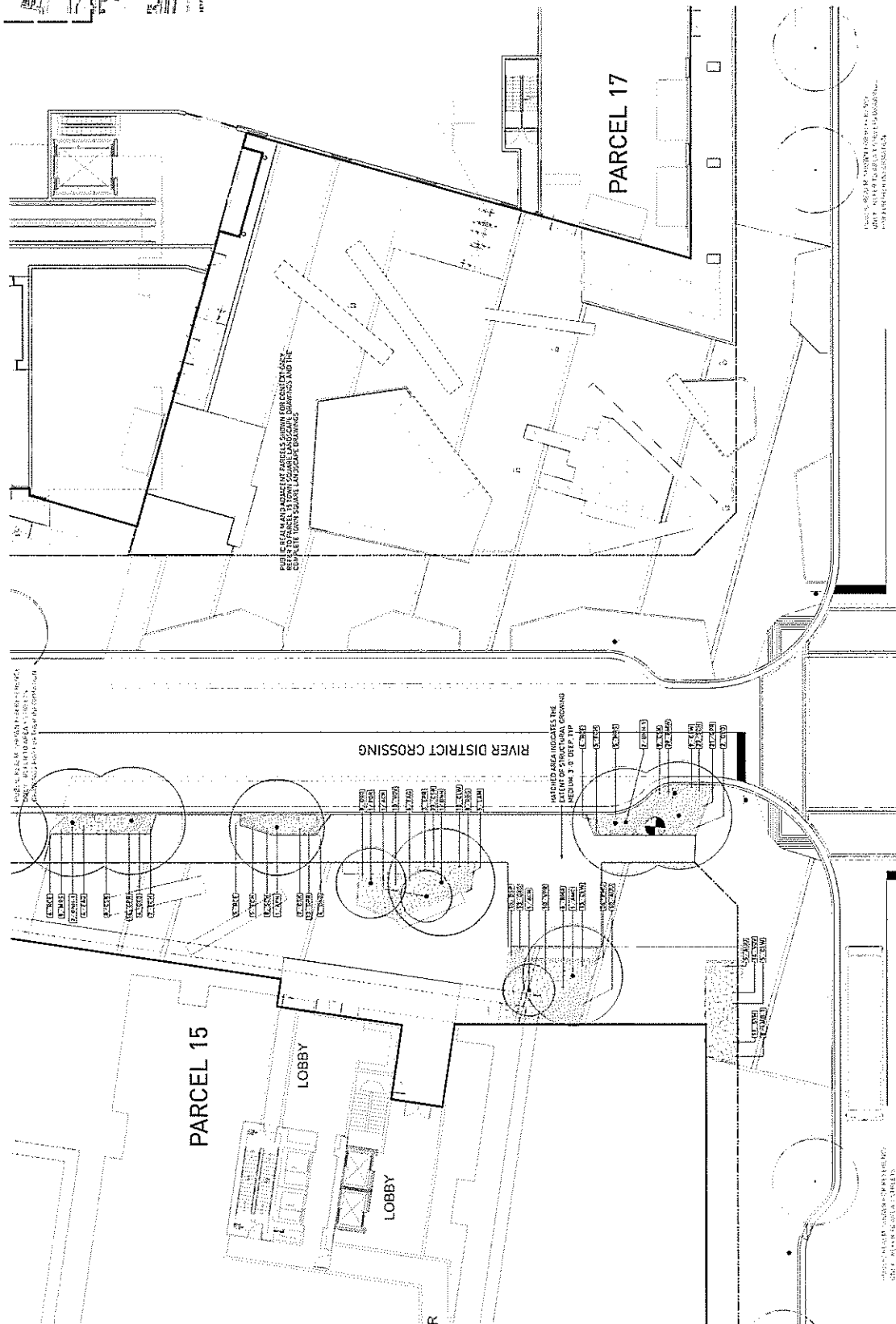
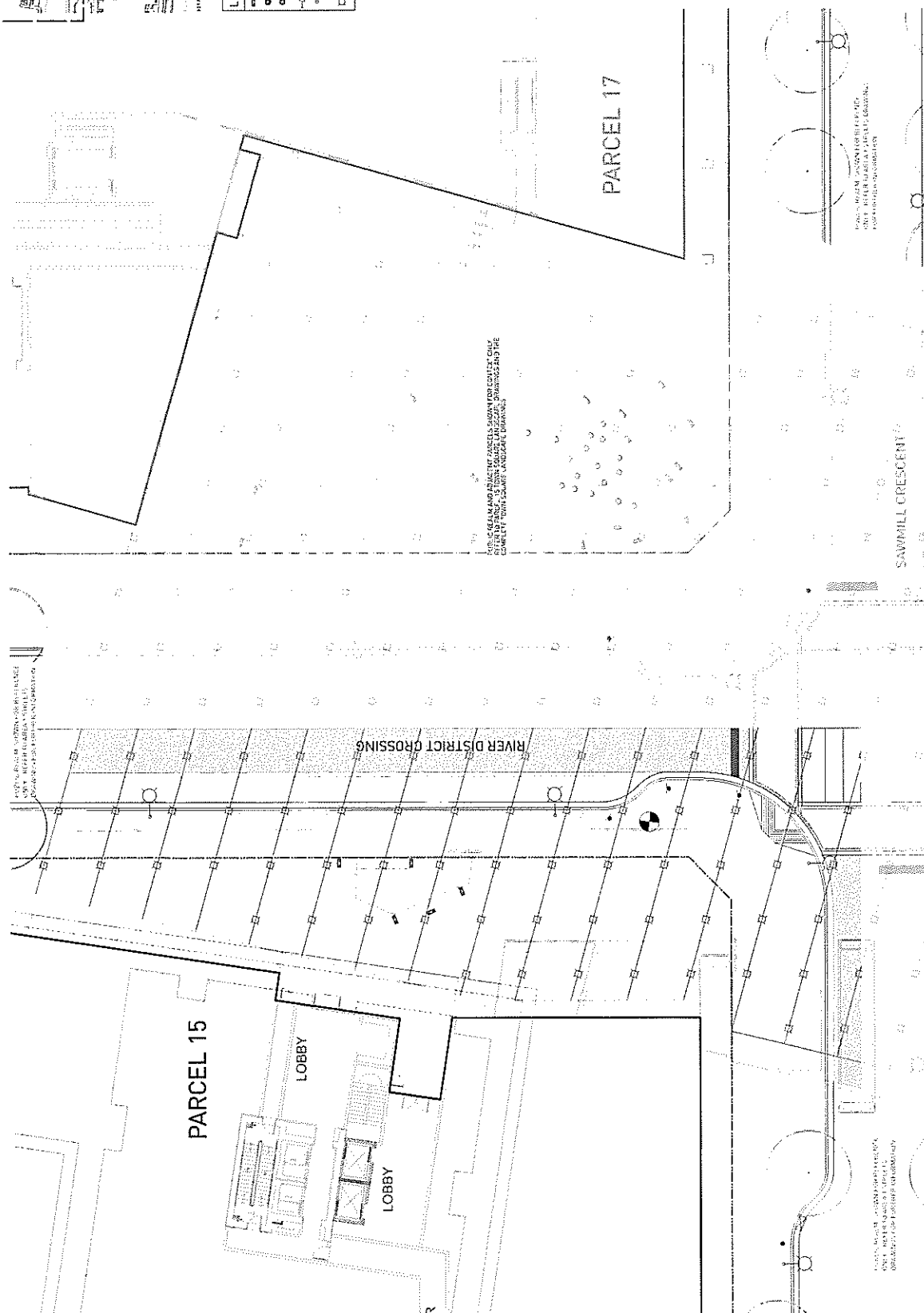


Chart List	City	Geographical Name	Common Name	Scheduled Size	Spacing	Remarks
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the 1970s, the 1980s, and the 1990s. The 1970s were a time of great change for the world, and the 1980s and 1990s were times of great change for the United States. The 1970s were a time of great change for the world, and the 1980s and 1990s were times of great change for the United States.

Parcel 15 – River District

Design Rationale – Development Permit Application, September 3, 2014

River District is a new master planned community in South East Vancouver. Land is currently being prepared to accommodate a network of roads and development sites that will host a variety of residential and commercial uses. A new signalized intersection on Marine Way will provide primary access to the community via a new High Street which will connect Marine Way with the Fraser River. Parcel 15 of River District sits at the entrance to High Street where it connects to Marine Way.

Parcel 15 is programmed for a mix of uses including 56,000 square feet of commercial area, 500 underground parking spaces and approximately 256 residential units arrayed in both mid rise and tower forms.

The form of development has been driven by a number of factors including:

The Master Plan and Design Guidelines

This project is guided by extensive design guidelines. The guidelines indicated a fully developed commercial and residential edge on three frontages of the site, a single tower of 17 stories at the south-east corner of the site, and a circumference of upper level four storey podium level housing enclosing rooftop green space.

The skewed plan of the adjacent public square and precinct.

During the review of the Master Plan consideration was given to the orientation of the urban plaza adjacent this site. The conclusion of this discussion yielded a skewed plaza form. As a primary frontage on this plaza, we concluded that the east podium and tower should be angled to establish and reinforce the plaza alignment.

The desire to maximize the hours of sunlight shed on the public realm and private outdoor spaces

The success of the primary urban plaza to our east will be predicated in a large part on the sunlight entering the plaza. Although this was a consideration in the master planning phase, we found that the tower location could be improved to admit late afternoon sunlight into the plaza. The tower was moved north and the entire south frontage of Parcel 15 was reduced to allow low angle afternoon sunlight to penetrate into the plaza.

The desire to animate the ground edge building perimeter by locating commercial space along High Street and Sawmill Crescent and townhouses on the north facade.

Commercial frontage dominates Sawmill Crescent and High Street and is only interrupted by residential and office entrances and necessary building exits. A larger tenant may be located off High Street with a presence to the public square. A series of slightly elevated two storey townhouses have been located as indicated in the master plan along Marine Way. The western edge of the project, despite having to

accommodate the loading and vehicular movements, nevertheless supports a major residential entrance and additional commercial frontage. The residential entrance provides sightlines and access to Sawmill Crescent via a high undercut in the building above.

The desire to locate upper level commercial space to support the eastern plaza.

The allowable commercial space for this site exceeds the capacity of the ground floor. We have thus moved some commercial space up onto a second and third floor. This space has been oriented to overlook the main public plaza, both as an appropriate overview for the commercial tenants and to enhance the mix of uses on the plaza frontage.

The desire to deliver liveable housing units including as much access to view, green space, and daylight as possible.

The primary views off the site are generally towards the south and the Fraser River. This is the sunny side of the development where the flat plane of the river delta hosts the industrial action on the Fraser River, the comings and goings of the Vancouver Airport, and the weather patterns and sunsets which arrive from the south west. We have endeavoured to provide as many residential units as possible with this view. The form of the western residential mid rise is directly attributable to capturing outlooks towards the south. The smaller Marine Way building has single loaded, open corridors, allowing cross ventilation and views out from the suites to both the south and the north. We have further eliminated podium housing from the southern edge of the project for reasons already explained regarding shadow casting on the public square, but also so as not to encumber outlooks from units on the north side of the development and to allow sunshine to penetrate into the shared podium green space.

The detailing/materiality of the development

The Fraser River neighbourhood and especially the industrial precedents of this site have driven the thinking around finishes and detailing. The industrial river built environment trends towards a rather random assembly of structures with very simple forms, singular uses, robust materials, and expressive structure. We have endeavoured to capture some of these attributes in our much more densely composed community as follows:

Different building uses are expressed in the composition. This is especially true where the upper level commercial component projects boldly between the retail frontage and the residential tower. The residential tower thus sits atop the commercial podium which again sits atop the commercial podium. Also, the five storey north residential building balances off the two storey townhouse podium along Marine Way. The larger buildings have additionally been expressed as a composition of separate parts. The high rise tower is expressed as two adjoining forms, each deriving inspiration from view orientation and solar exposure. The mid rise consists of a combination framed component and balcony driven horizontal component. Two storey terrace townhouses embedded in the mid section of the building also have their own expression.

Building forms are quite squared off and simple. The composition is a stacked up collection of different pieces

The retail frontage is clad in a system of pile-like piers complete with an articulated canopy structure, suspended signage and a robust concrete grade beam. The piers act as an arcade below the western mid rise building directing visitors to the building lobby. The piers also reappear on the Marine Way side of the project where they are essential support for the overhanging residential building as well as a gateway element into the new High Street precinct.

Materials are concrete, corrugated steel, dimensional steel, window wall, masonry, and metal panel. These are robust materials that should withstand the weathering of the riverside environment.

Parcel 15 Landscape Design Rationale

This Design Rationale is consistent with the East Fraserlands Guidelines adopted by the City of Vancouver.

Public Realm

Parcel 15 is situated in Vancouver between Kerr Street and Boundary Road and forms the west half of the gateway into the new River District Community. Entering the community off Marine Way on the north, the new high street called River District Crossing forms the east boundary. This high street will bring to the community a vibrant commercial and pedestrian prioritized zone that will connect to the Fraser River. Parcel 15's main residential and commercial entrances front onto River District Crossing. To the south is Sawmill Crescent with additional commercial entries. The Sawmill Crescent frontage is an extension of the offsite public realm treatment. The west edge of Parcel 15 is a pedestrian mews that connects Marine Way with Sawmill Crescent and provides pedestrian access to the Building 2 residential lobby, as well as the parking entry and loading access. A terraced landscape zone has been provided at the north end of the mews. It will also service the lot to the east when it is developed. Six stepped townhouses are located along the Marine Way frontage, as well as the Building 3 residential lobby and a commercial entry. The commercial frontage at the east end includes a plaza with a water feature and substantial plantings to act as a gateway element. Plantings along the Marine Way frontage are more formal at the townhouses and more natural at the gateway. Marine Way is currently being re-constructed to include landscaped islands and boulevards to improve the experience and announce the entrance to Vancouver for westbound movements. With on-street parking during off-peak hours, a boulevard of trees and plantings, signalized intersections and townhouse doors and patios, it will be a completely different environment from what it is today.

Animation of the public realm is a primary directive of the district and in this case every effort has been made to accomplish this. Primary commercial and residential entries connect directly to River District Crossing and the Town Square. Augmenting this with bike racks, benches and planters provides further animation and encourages social interactions. Allowing parking on Marine Way in off hours and direct access to the raised townhouses ensures that this busy frontage will have pedestrian activity. Even the lane on the west is envisioned as performing double duty as both a vehicular zone and a pedestrian access from Marine Way to Sawmill Crescent. The onsite treatments for Parcel 15 take their references from the Town Square design without diminishing the primary character of the Square.

Podium

The podium level landscape area is formed by the three building forms. An 11 story stepped residential building along the west side, a seven story residential building on the north side and an eighteen story mixed use midrise on the east side. The eastern building contains both the parcel amenity and commercial uses fronting the podium landscape. The design focuses on the complex relationship between the natural and industrial contexts of the Fraser River. Natural forms and materials interplay with industrial forms and materials to create a rich and diverse series of multipurpose spaces. The north end of the courtyard acknowledges its shady orientation with shade gardens in a geometric configuration. Coloured skylights provide light into the commercial space below as well as provide a sense of whimsy and references to river barges. A small commercial patio is provided at the north east corner. Residential patios are provided with generous patios connected across a rain garden to the main circulation route and common amenity spaces. The children's play area focuses on a net element suggesting fish nets nestled into an organic landscape form. An open lawn common for spontaneous and unprogrammed use completes the central axis of the space. The amenity hardscape is located in the sunny south end of the court and wraps around the south end of the midrise to provide space for social functions, outdoor dining and urban agriculture. A second commercial patio is provided at the building edge.

Roof Terraces

Upper level terraces have been provided on all three buildings for the private use of units below. All other roof areas are green roofs.

Identity

Throughout Parcel 15, the landscape strives to speak to the rich history of the area by bringing onto the site high quality materials referencing the river's diverse natural, cultural and industrial vocabulary.

Sustainability

- Native and non-native adapted plant material ensuring less water demand, particularly where on-slab planting occurs.
- Permeable surfacing off-slab to facilitate water infiltration.
- Increased soil volumes on slab that will retain and reduce the release rate of water into the larger system.
- High efficiency irrigation system to further reduce potable water consumption in the landscape.
- Small scale urban agriculture with composting abilities with educational potential.
- Use of durable materials.
- Green roof.
- The heat island effect is mitigated by large areas of planting on the podium and rooftops.
- The provision of numerous bike racks around the site and a 'fix it' station in the town square encourages biking.
- Landscape lighting will be low level and have cutoffs to minimize light spillage into other areas.