

8538 RIVER DISTRICT CROSSING - "Parcel 17"
(COMPLETE APPLICATION)
DE418325 - 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 the site with a 19-storey mixed use building with a 3-storey podium containing retail and grocery store on the first 2 storeys and a total of 296 residential 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 street lighting and overhead festival light ceiling
3. Phasing of construction and associated street and other public realm improvements
4. Enhancing industrial references in the architecture and main site signage
5. Enhancing mews and loading area design

- **Urban Design Panel: Support**
-

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418325 submitted, the plans and information forming a part thereof, thereby permitting the development of a 19-storey mixed use building with a 3-storey podium containing retail and grocery store on the first 2 storeys and a total of 296 residential 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, to the satisfaction of the General Manager of Engineering Services and the General Manager of Planning and Development Services;

Note to Applicant: Detailed drawings for the public realm street design of River District Crossing and Saw Mill 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 17 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.2.13);

Note to Applicant: Staff are supportive in principle of the festival light ceiling concept subject to further design development as described 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 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 playfulness and boldness to the architectural expression, and to strengthen the industrial expression at lower levels;

Note to Applicant: While the overall expression and simplicity was well received and supported by the Urban Design Panel, it was thought that the tower and mid-rise could

be bolder, and that the details and elements at the lower levels could be pushed to further express industrial references.

- 1.5 design development to the 'main gateway' signage to better express the context and industrial references of the area;

Note to Applicant: The major sign at the corner of River District Crossing and Marine Way as currently proposed reads as part of the architectural expression of the Parcel 17 building, highly similar to the roof-top forms for the townhouses along Marine way. The expression of this signage element should be distinct from the building and speak more to the larger identity and industrial references of the site.

- 1.6 design development to the roof-top open space to relocate the proposed rooftop play area closer to and visible from the amenity building;

- 1.7 design development to wrap the townhouse expression, landscape and outlook around the northeast corner of the building to the mews;

- 1.8 design development to improve the mews and loading area;

Note to Applicant: Further consideration should be given to the lighting, materials, gates and screening in this area. Soft landscaping at the north end of the mews should be expanded where possible.

- 1.9 consideration of the placement of public art in the Town Square area; and

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.

- 1.10 consideration to provide more interactive landscape elements in the Town Square area that create opportunities for informal play.

- 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 17 irregular
Site Area	-	-	Parcel 17 0.977 ha → 105,167 ft. ²
Floor Area ¹	<p>All Uses Combined 1,932,002 ft.²</p> <p>All Dwelling Uses Combined 1,513,391 ft.²</p> <p>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</p> <p>Retail 56,650 ft.²</p> <p>Residential <u>236,612</u> ft.²</p> <p>Subtotal 293,262 ft.²</p> <p>Parcel 16.1</p> <p>Retail 22,604 ft.²</p> <p>Residential <u>60,838</u> ft.²</p> <p>Subtotal 83,442 ft.²</p> <p>Parcel 17</p> <p>Retail 62,646 ft.²</p> <p>Residential <u>258,183</u> ft.²</p> <p>Subtotal 320,829 ft.²</p> <p>Parcel 18.1</p> <p>Retail 21,528 ft.²</p> <p>Residential <u>64,734</u> ft.²</p> <p>Subtotal 86,262 ft.²</p> <p><i>Allocated Total</i></p> <p>Parcel 15 293,262 ft.²</p> <p>Parcel 16.1 83,442 ft.²</p> <p>Parcel 17 320,829 ft.²</p> <p>Parcel 18.1 <u>86,262</u> ft.²</p> <p>Total 783,795 ft.²</p>	-	<p>Proposed</p> <p>Maximum 785,223 ft.²</p> <p>Overage <u>783,795</u> ft.²</p> <p>1,428 ft.²</p> <p>Parcel 15</p> <p>Retail Store 60,212 ft.²</p> <p>Residential <u>236,872</u> ft.²</p> <p>Subtotal 297,084 ft.²</p> <p>Parcel 16.1</p> <p>Retail Store 18,550 ft.²</p> <p>Residential <u>61,072</u> ft.²</p> <p>Subtotal 79,622 ft.²</p> <p>Parcel 17</p> <p>Grocery Store 46,339 ft.²</p> <p>Retail Store 13,279 ft.²</p> <p>Residential <u>260,098</u> ft.²</p> <p>Subtotal 319,716 ft.²</p> <p>Parcel 18.1</p> <p>Retail Store 23,691 ft.²</p> <p>Residential <u>65,110</u> ft.²</p> <p>Subtotal 88,801 ft.²</p> <p><i>Proposed Total</i></p> <p>Parcel 15 297,084 ft.²</p> <p>Parcel 16.1 79,622 ft.²</p> <p>Parcel 17 319,716 ft.²</p> <p>Parcel 18.1 <u>88,801</u> ft.²</p> <p>Total 785,223 ft.²</p>
Balcony ²	<p>Open 8% x 260,098 ft.² = 20,808 ft.²</p> <p>Enclosed 4% x 260,098 ft.² = 10,404 ft.²</p> <p>(for residential floor area/dwelling units in the first 9 storeys and fronting on Marine Way only)</p> <p>Open Only 12% x 260,098 ft.² = 31,212 ft.²</p>	-	Open 26,029 ft. ² (10%)
Height ³	19 storeys/205.4 ft. (top of roof slab) View Cone @ NW corner maximum elevation - 215.55 ft. (65.7 m)	-	19-storey Tower + 2-storey Townhouse Module/197.25 ft. (top of glass screen @ west elevation) - elevation 215.11 ft.

Parking ⁴		Retail Uses	22	Commercial	
		Grocery Store	170		
		Total	192	Standard	186
Small Car (25%)	47	Disability	3	Small Car	0
				Disability	3
				Total	189
Visitor	58	Visitor	30	Visitor	30
Residential	368	Residential	318	Residential	
				Standard	353
Small Car (25%)	92	Disability	11	Small Car	4
				Disability	12
				Total	369
		Shared Vehicle/Space	2	Shared Vehicle/Space	2
Bicycle Parking ⁵	-	Class A	Class B	Class A	Class B
		Retail	11	Retail	12
		Residential	370	Residential	370
		Total	381	Total	382
Vertical (30%)	114	Horizontal (50%)	191	Horizontal	186
		Lockers (20%)	76	Vertical	122
		Electrical Outlets	191	Lockers	74
		Clothing Lockers	16	Electrical Outlets	191
				Clothing Lockers	7
Loading ⁶	-	Class A	Class B	Class C	Class C
		Retail	0	Retail	0
		Resid.	0	Residential	0
		Total	0	Total	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	645 ft. ²
				Total	25,019 ft. ²
Unenclosed Outdoor Areas	1% x 260,098 ft. ² = 2,601 ft. ²	-	-	-	-
				Parcel 15	1,604 ft. ²
				Parcel 16.1	531 ft. ²
				Parcel 17	1,742 ft. ²
				Parcel 18.1	619 ft. ²
				Total	4,496 ft. ²
Unit Type	-	-	-	-	-
				141 - one-bedroom	
				123 - two-bedroom	
				32 - three-bedroom	
				296 units total	

Notes:

¹Note 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.

²Note 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.

³Note on Height: Standard Condition A.1.2 seeks confirmation of the proposed height when established City building grades become available.

⁴Note on Parking: Parking requirements for residential use are based on the unit floor areas. Standard Condition A.1.3 seeks an increase in the minimum required number of off-street parking spaces for the commercial uses. Standard Condition A.1.4 seeks a reduction in the maximum number of off-street parking spaces allowed for the residential use.

⁵Note on Bicycle Parking: Standard Condition A.1.5 seeks a reduction in the number of vertical bicycle spaces. Standard Condition A.1.6 seeks an increase in the number of bicycle lockers. Standard Condition A.1.7 seeks an increase in the number of clothing lockers.

⁶Note on Loading: Engineering supports a relaxation of 1 Class C loading space based on the analysis submitted by Bunt&Associates dated November 20, 2014.

• **Legal Description**

Lot: 26
District Lot: 331
Plan: EPP31354

• **History of Application:**

14 09 03 Complete DE submitted
14 10 08 Urban Design Panel
15 01 14 Development Permit Staff Committee
15 01 28 Development Permit Staff Committee

• **Site:** The subject site is known as Parcel 17 within the Area 1 'Town Square Precinct' of East Fraser Lands (EFL), now commonly known as the 'River District'. Parcel 17, along with Parcels 15, 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.

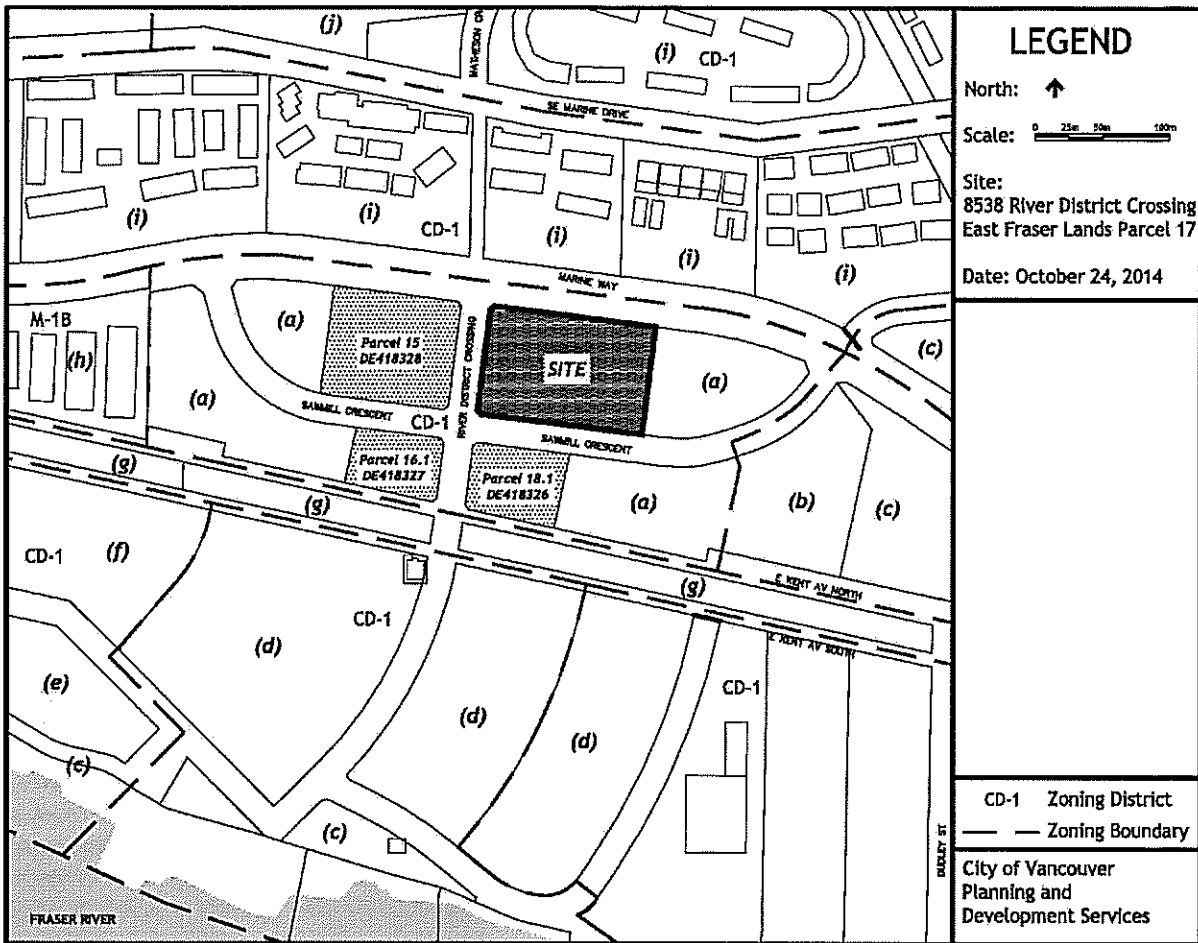
There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park. A CP rail line bisects the site.

Parcel 17 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:

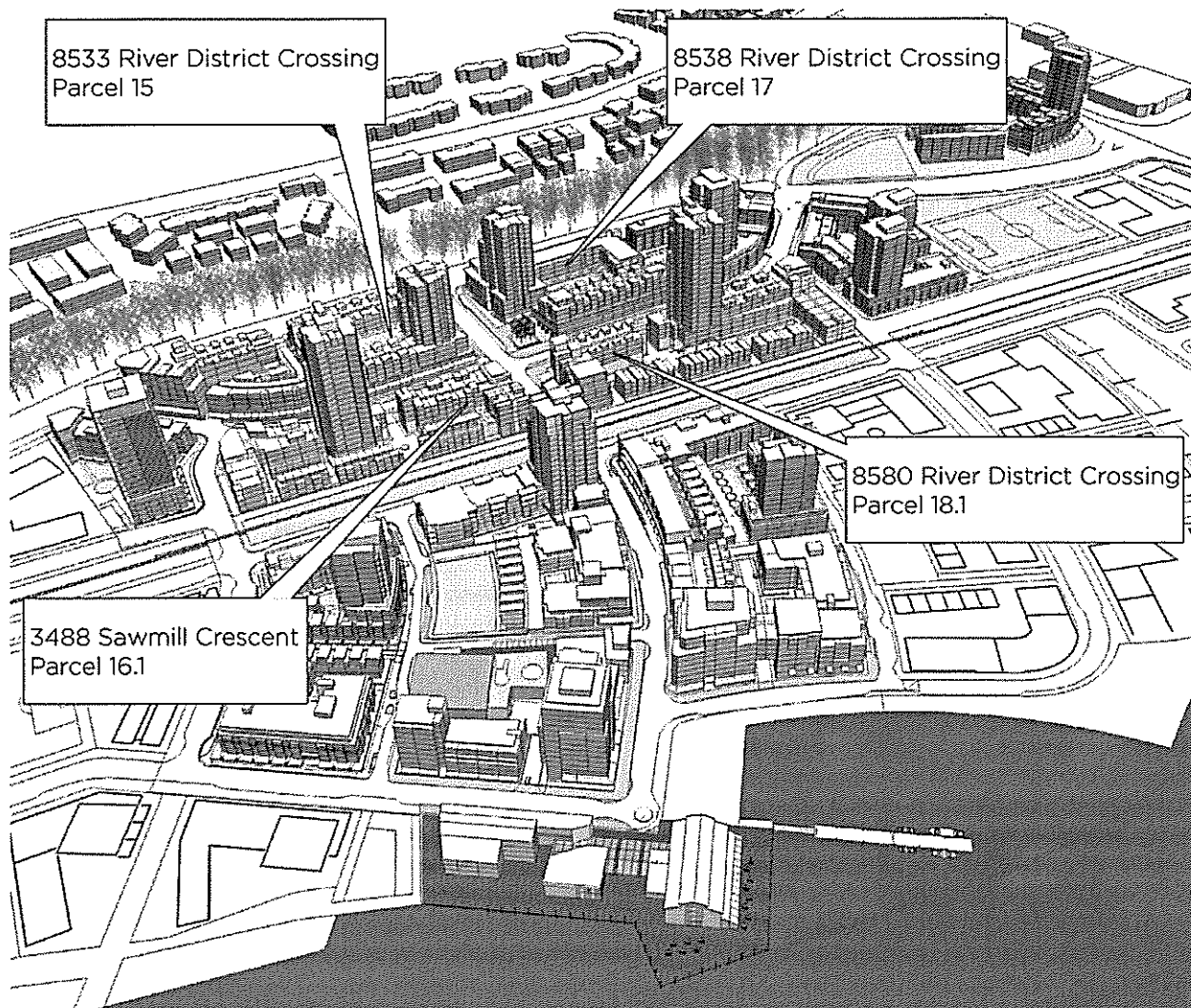


Figure 1: Illustrative massing Area One at Town Square

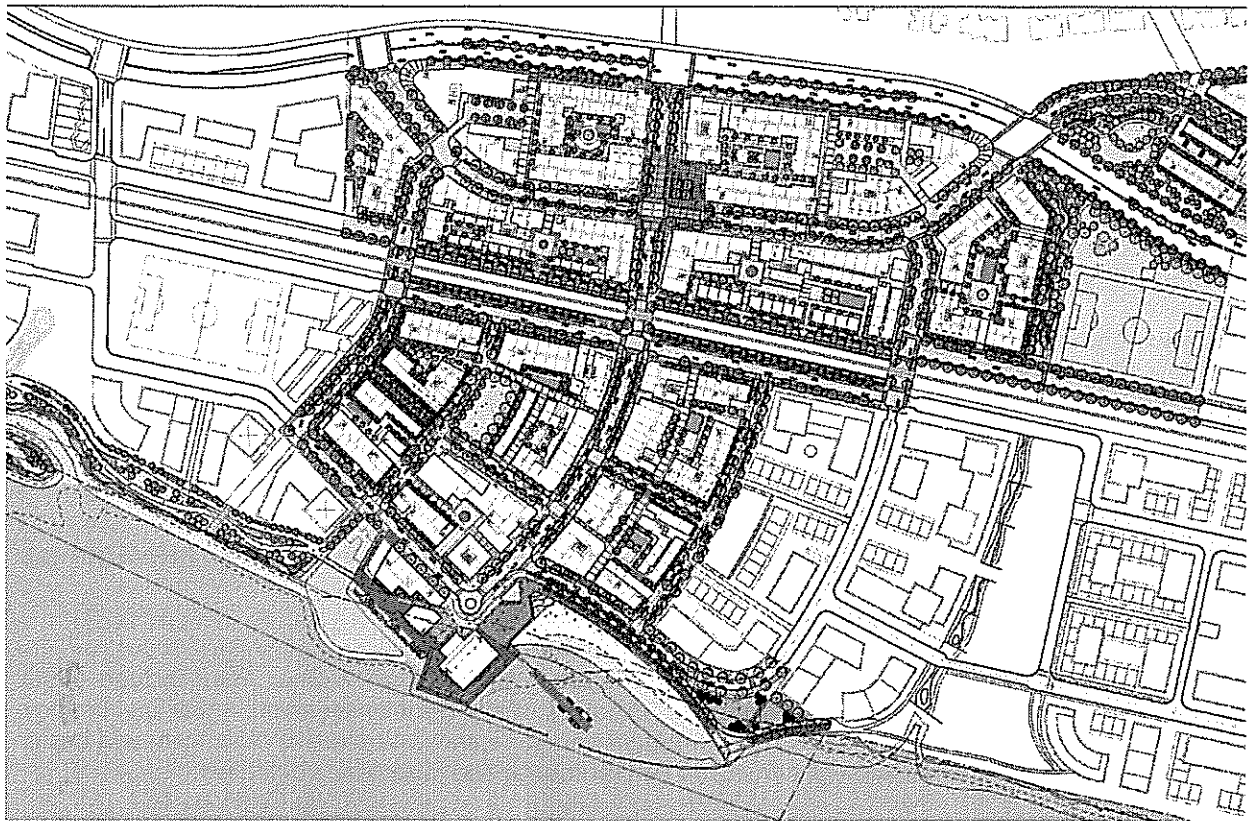


Figure 2: Illustrative Public Realm Plan Area One

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 17 is the development with the largest portion of the Town Square public open space. The overall form of development includes a tower of 19 storeys, a midrise building of 10 storeys, townhouses along Marine Way and an amenity space in a distinct structure to serve all four Town Square developments. Parcel 17 will bring 59,618 sq. ft. (5,538.7 m²) of retail to the area including a major grocery store, along with several restaurants and street-oriented commercial retail units.

A view cone from Everett Crowley to Mount Baker crosses over the north eastern corner of the tower and has been reflected in the shaping of the uppermost levels.

There are 296 residential units and approximately 260,098 sq. ft. (24,163.1 m²) of residential. Tower floor plates proposed are 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 with 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 17 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. (7,000m²).

Building Heights: The building height for Parcel 17 is not to exceed 19 storeys and 205.4 ft. (62.61 m).

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

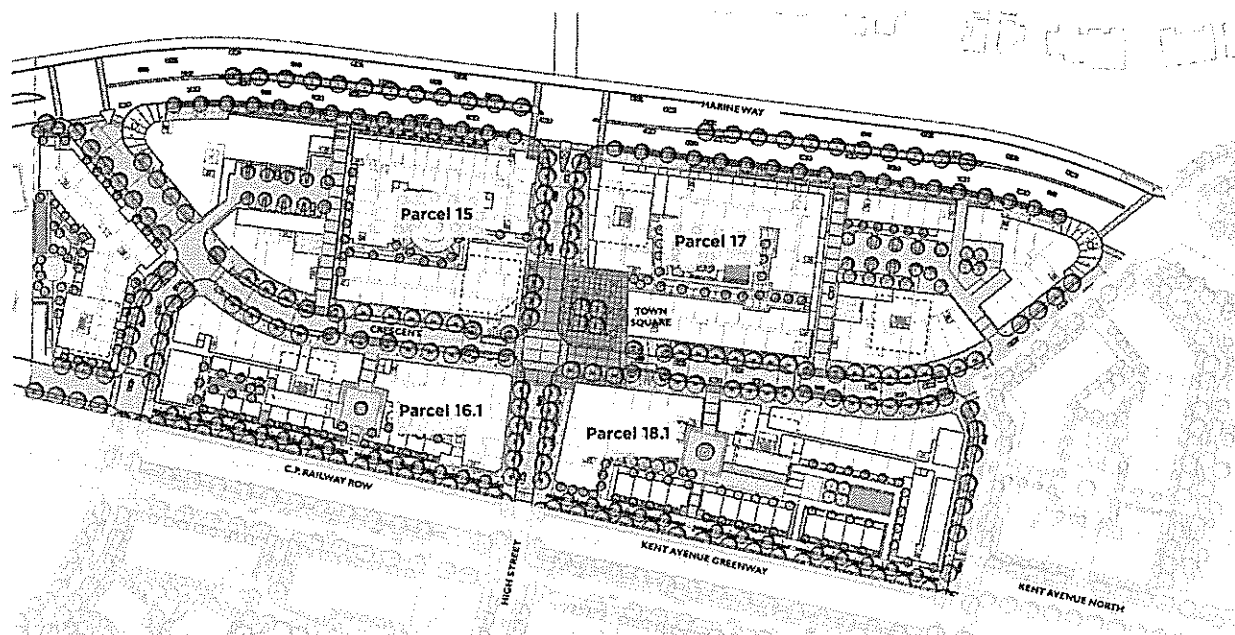


Figure 3: Illustrative Town Square Precinct Concept from Design Guidelines

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 Saw Mill 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

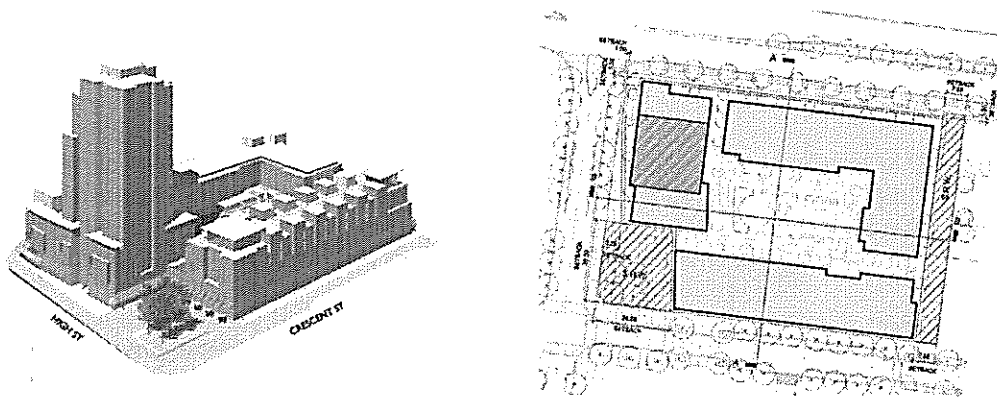


Figure 4: Illustrative form of development Parcel 17 located at Town Square

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 17 is 62,646 sq. ft. (5,819.8 m²) of commercial/retail, and 258,183 sq. ft. (23,985.2 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 17 as follows:

Parcel 17 Urban Design Role:

- The Town Square parcel defines the precinct's key outdoor space with a strong streetwall and a 19 storey tower flanking the north side;
- vibrancy of Town Square supported by generous, sunny areas for outdoor seating, food and beverage uses in the surrounding retail spaces, broad canopies offering weather protection, balconies and decks offering overlooks above and vertical access from underground parking ensuring steady pedestrian traffic.

Parcel 17 Characteristics:

- Vertical access to be given a strong visual presence on the square - a 'beacon' on the square
- East side of formal entry to High Street (River District Crossing); distinctive architectural form and expression at NW corner is a visual cue and invitation to the precinct uplands; this angle also provides a direct view to the Town Square from Marine Way and mirrors a similar angle in Parcel 18 - this angle and Town Square to be public right-of-ways;
- Refer to Parcel 15 for approach to Marine Way frontage, garden deck, lane and access to parking and loading;

- 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;
- Lane provides access to inner block, commercial and residential loading as well as underground parking ramp;
- Grocery store entry to be close to Town Square at Crescent (Sawmill Crescent) frontage;
- An important public view from Everett Crowley Park will be maintained across the development site. Refer to maximum elevations indicated on ground level plan.

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 17 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:

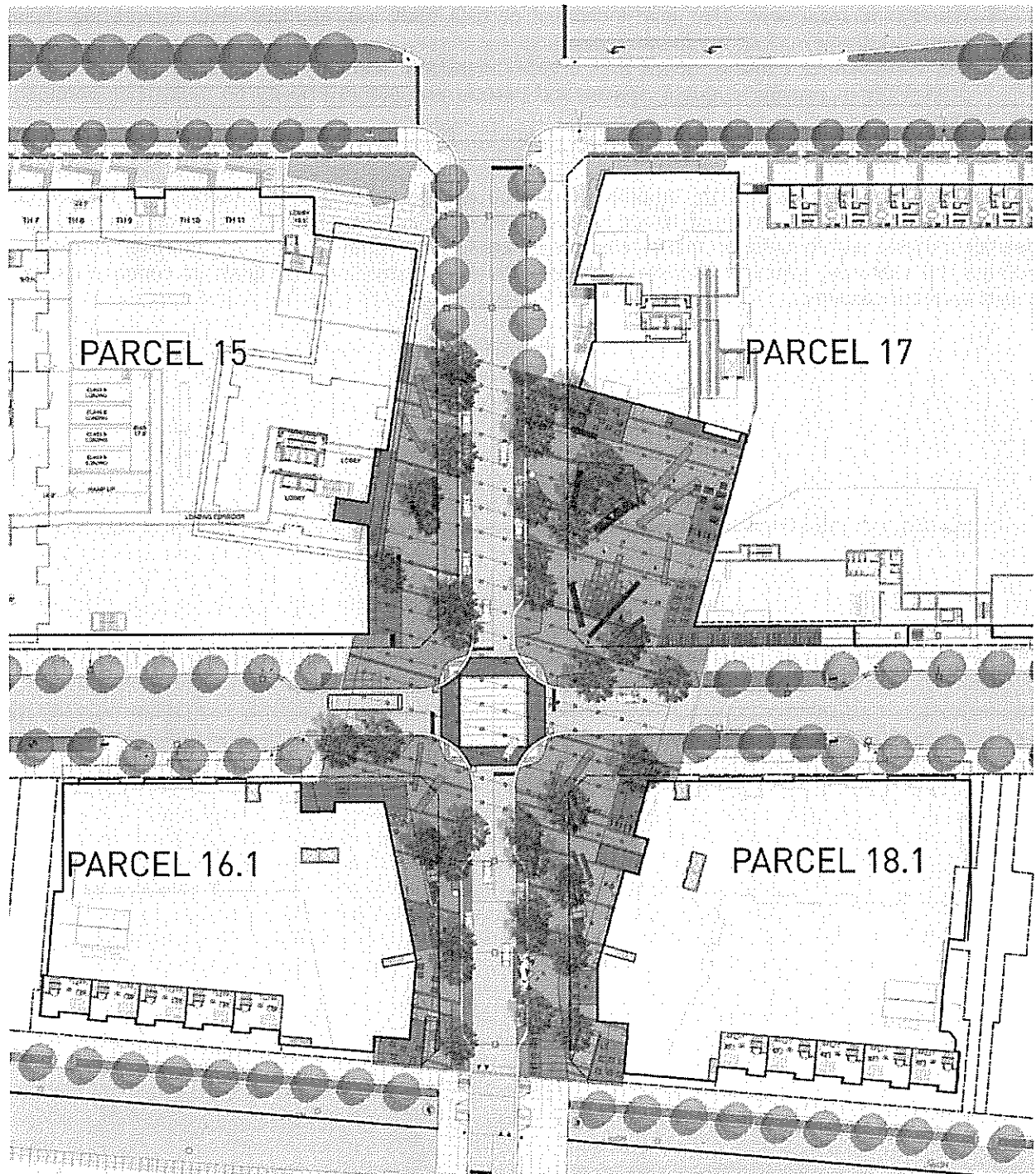


Figure 5: Town Square reconfigured and enlarged to engage all four parcels



Figure 6: 8538 River District Crossing - Parcel 17, view NE 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 123 two bed and 32 three bed units for a total of 52.3% 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 which is consistent with the intended location and provision of affordable housing in the area.

Density: The proposed floor space of 260,098 sq. ft. (24,163 m²) of residential and 59,618 sq. ft. (5,528.7 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 and with the view cone across the site providing a view from Everett Crowley Park to Mount Baker.

Public Realm:

Parcel 17 shapes and animates the Town Square together with Parcels 15, 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 festival 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 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.2.13).

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 Saw Mill Crescent are currently under review. Recommended Condition 1.1 requires 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 Statutory Right of Way (SRW) on the east 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 townhouses and gardens activating this end of the mews. Recommended Condition 1.8 seeks further design development to the mews including wrapping the Marine Way townhouses around to activate the northern end of the mews.

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, but are seeking further design development of the main signage element integrated with the Parcel 17 building at the corner of Marine Way and River District Crossing (see Recommended Condition 1.5).

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 19 storey tower with 3 to 4 storeys of residential in a full perimeter block form above a retail commercial base. The proposed design approach has been modified to replace the 3 to 4 storey perimeter block residential with a north/south oriented 10 storey mid-rise. An amenity building of approximately 20,039 sq. ft. (1,861.7 m²) to serve the residents of the four Town Square developments has been introduced as a distinct architectural form on the southwest corner above the retail and overlooking the Town Square public open space, and with a presence and access to the common roof-top open space. Staff supports the proposed massing changes and believes they enhance the livability of the 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 residential townhouses line the frontage of Marine Way. For enhanced livability, the townhouses are setback approximately 15 ft. (4.6 m) with private gardens and are raised approximately 2 to 3 ft. (0.6 to 0.9 m) above grade. These units also have private roof decks and direct access to the common roof-top open space.

Tower floor plates proposed are 6,996.8 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. A public view cone from Everett Crowley Park crosses the site and is reflected in the shaping of the tower at the uppermost levels.

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 proposed design of the tower generally reflects the guidelines and the input from the urban design panel in its simplicity, and the main industrial elements are reflected in the amenity building and ground level public realm interface. As suggested in the guidelines, the slimness of the tower is emphasized through the inclusion of a strong vertical element along its south west corner. The simple orthogonal geometries of the tower are contrasted on the southern face by angled balconies that reflect the orientation of the Town Square.

The mid-rise building steps and terraces at the north and south ends reducing shadowing and the sense of scale as viewed from the street. The sawtooth patterning of the building face and can be seen in its repetition and form as reference to the past of the site.

The architecture and materiality of the amenity building most clearly expresses the industrial aesthetic in its strong and simple form, vertical board-formed concrete columns, standing seam walls and metal details. Throughout the development, a neutral colour palette with natural materials such as stone walls and wood soffits are intended to reflect a West Coast modern aesthetic. Wood elements are restricted to soffit areas where they will be most protected, yet visible from the public realm.

Staff believes that the architectural expression of the project is generally successful, but as per the advice of the Urban Design Panel, would benefit from a greater playfulness and boldness along with a strengthened industrial expression at lower levels (see Recommended Condition 1.4).

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

Not all conditions of 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 designs 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.

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

Applicant Response: 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 believe the retail depths and configurations meet the intent of the condition

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

Note to applicant: Medium-size stores are to range in size from 930 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: Complies. 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 14: Design development to ensure that the underground parking area under the town square will support and sustain large scale tree plantings.

Applicant Response: The Town Square is designed to support and sustain large scale tree plantings. Methods used to maximize soil volume include provision of a minimum of 3'0" depth to the top of parkade slab below tree plantings, generous planted area sizes, and incorporation of structural growing medium in order to create continuous growing medium volumes.

Staff Assessment:

Staff concur that this condition has been met.

• **Response to Landscape Rezoning Conditions of Approval:**

Not all conditions of 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.

Staff Response:

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.

The overall landscape plan for the Townhouse Square and Parcel 17 is high quality and in keeping with the East Fraser Lands Design Guidelines. As a unifying element, the Townhouse Square will be a unique and identifiable hub for community activity. Riverine themes are reflected in the shapes of planting islands, benching, surface patterns and raised decking. In consideration of bird habitat, the planting design is particularly strong.

The podium level green roof contains a diversity of spaces for active and passive activities, including urban agriculture, child play and park-like open lawn areas edged with trees. The residential townhouses have generous semi-private patios with plantings that provide screening and amenity.

• **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 October 8, 2014, and provided the following comments:

EVALUATION: SUPPORT (6-0)

- **Introduction:** Pat St. Michel, Development Planner, introduced the proposal for Parcel 17 in the River District. She reminded the Panel that in June they participated in a non-voting workshop for the evolving designs of the Town Square of East Fraser Lands, or the River District. She described the context for the area noting that the River District is located in the southeast corner of Vancouver between Kerr Street, Boundary Road, Marine Drive and the Fraser River. There are over 130 acres of land and one mile of riverfront. Ultimately there will be over 25 acres of park, 7 million square feet of residential development, 250,000 square feet 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 river front park. A CP rail line bisects the site. Ms. St. Michel noted that the Town Square is located in Area One, or the central neighbourhood which is the higher density mixed use neighbourhood that will be the heart of the district. Area One was rezoned in 2008 and was intended to be the first phase of development. However, the recession of 2008 did not support the construction of the higher density mixed use developments envisioned for this area. Subsequently Area 2 or the western neighbourhood was rezoned in 2010 to enable lower density and in particular, wood-frame development to proceed. To date all development in the River District has been in the Area Two western residential neighbourhood.

Ms. St. Michel mentioned that Wesgroup and Parklane are initiating development of the mixed use central neighbourhood with 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 square feet of commercial space.

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, 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.

Ms. St. Michel described Parcel 17 noting that it is the development with the largest portion of the Town Square public open space. The overall form of development as proposed is consistent with the materials presented at the Urban Design Panel workshop and includes a tower of 19-storeys, a midrise building of 10-storeys, townhouses along Marine Way and an amenity space in a distinct structure to serve all four Town Square developments. Parcel 17 is a keystone development that will bring 60,000 square feet of retail to the area including a major grocery store, along with several restaurants and CRU's. A view cone from Everett Crowley to Mount Baker crosses over the north eastern corner of the tower and has been reflected in the shaping of the uppermost levels. There will be 296 residential units and approximately 260,000 square feet of residential space. Tower floor plates proposed are approximately 7,000 square feet.

Ms. St. Michel reminded the Panel the consensus comments from the workshop which included support for the reshaping of the plaza; support for the massing changes to Parcel 17; the grade change alongside Parcel 16 and 18 as an unique opportunity for a special retail edge; an authentic and robust response and concern regarding the location of the Tower on Parcel 15 as it relates to shadow impacts on the Town Square. She added that while not the subject of this meeting, Parcel 15 has been substantially reconfigured to address the Panel's concerns regarding shadow impacts on the square.

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

- The public realm: the relative importance of different elements in the Town Square to the experience of the River District and the economic success of the area.

- Comments and advice from the Town Square workshop regarding the design of Parcel 17 including the liveability of townhouse units on Marine Way.
- Response to the guidelines and advice regarding materiality and considering the simplicity of the architecture and forms of industrial buildings.
- The signage and wayfinding study including the corner gateway sign element.

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Margot Long, Landscape Architect, described the plans for the streetscape and mentioned that the high street is split into two characters and as well on Sawmill Crescent. For the most part the street experience is a standard streetscape and will have large trees. The idea is that it will change at the plaza which will extend all the way down to the greenway. On Marine Way, the median and the boulevard will be richly planted that creates more of a garden character. Ms. Long mentioned that the plaza design hasn't changed much since the last review. It is a large flexible space and the water play at the corner will have jets that will turn off and will be a flush condition so the space can be used for events. She added that all the plants will focus on the song bird strategy with colours that will change seasonally. The paving will be simple pavers in the plaza so that vehicles can drive over the street along with timber seating and metal edges to retain the plantings. The catenary lights will be on double poles across the plaza all the way down from Marine Way that will ultimately run down to the river. She mentioned that they are looking at a variety of different fixtures for the street lighting.

Martin Bruckner, Architect, further described the proposal and mentioned that there are some improvements being made to Marine Way. The character of the frontage is more urban as the townhouses are set back with a landscape boulevard on city property. He noted that there will be an acoustical study around livability and they may have to use mechanical ventilation for some of the units. In addition, the townhouses will have direct access to a shared common space. Mr. Bruckner described the architecture and mentioned that the design of the buildings is very simple and distinctive in their shape and massing. He mentioned that they have completed a sustainability workshop with the team to determine an energy model. As well he described the material and colour palette noting the use of wood as a nod to the mill that was once on the site.

Daryl Tyacke, Landscape Architect, described the overall landscaping plans for the proposal and mentioned that each of the townhouses has a generous terrace. The screening separating the terrace from the public realm will have some additional trees to add some privacy from the street. The material for the planters is galvanized steel that carries the idea of the industrial past. On the east side of the building there is a mews that serves as loading for the grocery store as well as for garbage collection and parkade entry. It will also be a pedestrian corridor as a means of accessing Sawmill Crescent from Marine Way. On the southeast corner there are two townhouses that are raised above the mews that will have substantial planting. Around the south side there will be seating and bike racks as well as a bike repair station. The podium has an amenity space plus children's play and urban agriculture. A green roof is planned for the amenity building and on the roof of the low-rise will be private terraces with screening around the edges.

Barry Marshall described the wayfinding and signage strategy and mentioned that they are working on an overall master sign plan for all stages of the entire site.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Consider allowing the paving to run from the plaza into the street;
 - Design development to catenary lighting;
 - Design development to find ways to improve the mews and loading area;
 - Design development to simplify the design of the boulevard treatment;

- Design development to wrap the townhouses around the corner to the mews, and to reconsider rooftop access stair locations in relation to the private rooftop open spaces;
 - Design development to add more playfulness and boldness to the architectural expression;
 - Design development to better express the industrial nature of the site in the architectural expression;
 - Design development to make the major site sign better express the context and industrial references of the area, and to be more distinct from the architecture of the building.
- **Related Commentary:** The Panel supported the proposal and thought it was a great presentation.

The Panel supported the paving but wanted to see it be more continuous and run through the public realm and even into the street. There was a request from the members that Engineering be brought into that discussion. With regards to the mews and the loading area, there were a number of Panel members who thought that it was weak and perhaps an opportunity lost. It was suggested that this could be an area for kids play with one Panel member suggesting that there were a number of ways to activate that space to enliven the neighbourhood.

There were a number of Panel members who suggested the boulevard treatment at the plaza had a number of competing ideas. They thought the catenary lighting would be successful and creates an area that is well defined and perhaps the trees in the boulevard aren't working in concert with that lighting. Panel noted that the catenary lighting was supported but needed significant design development.

The boulevard at Marine Way is essential with a couple of Panel members suggesting it not be grass but a lush landscaping. The Panel supported the townhouses along Marine Way and thought they would be successful. They thought the raised elevation and grade space was beneficial and the relationship to the street had improved. They also thought the roof access worked better but thought the relationship to the stair core needed some refinement. There was a suggestion that the townhouses wrap around the corner and that eyes on the street and lane were important.

The Panel supported the material palette and liked the simplicity of the architecture. Most of the Panel thought the industrial forms hadn't been successful in relating to the historical context for the area, but questioned whether this was essential. Some panel members thought some of the devices being used could be expressed with more integrity, clarity and in a bolder way to express this better.

Some of the Panel wanted to see a bolder expression with a couple of Panel members mentioning that the references seemed a bit decorative and not as integral as they would like to see on the building. As well there is a bit of a homogenous reading in some of the architectural devices and that the reading of the different buildings with different materials and devices would help the project overall.

With regards the tower forms and mid-rise forms the Panel thought there could be a little more playfulness and boldness. They also thought the major identifying sign seemed out of scale and not necessarily distinctive enough for the overall district.

- **Applicant's Response:** Mr. Bruckner thanked the Panel for their comments and Ms. Long added that the comments were helpful.

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.2.17 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.2.6). Current discussions with the applicant are to provide for a separated cycle path integrated with the landscape design on the east side of River District Crossing which crosses Sawmill Crescent. Transportation 2040 also calls for provision of a public bicycle system. The neighbourhood will have separated cycling facilities along the river, Kent Avenue north, and between Kent North and the Town Square. As the major commercial centre and destination within East Fraser Lands, Staff are recommending a Public Bike Share station be accommodated on one of the four parcels that front the Town Square. Staff expects to work with the applicant moving forward to develop a plan that strategically locates future Public Bike Share stations within the East Fraser Lands neighbourhood. Standard Condition A.2.5 requires provision of a public bike share station on one of the four parcels of the Town Square. Standard Condition A.2.6 requires a revised cycling strategy that considers Public Bike Share.

Primary and secondary decorative lighting ceiling are proposed for River District Crossing and Sawmill Crescent. An overhead suspended catenary lighting system is proposed for the primary lighting system on both River District Crossing and Sawmill Crescent. The system is similar to what is contained in the Public Realm Plan. Engineering supports the implementation of this system however further details are required to determine whether they will meet the technical requirements of the street and the long-term maintenance needs of the City. A secondary decorative 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.2.13 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

AMENITY ROOMS AND PLAY AREAS

The proposed mixed use development includes a total of 155 units with two or more bedrooms (52.3 % of total units - comprised of 123 2-bedroom and 32 3-bedroom units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this development.

Consistent with the guidelines, the proposed tower portion of the development has a 499 sq. ft. (46.4 m²) multi-purpose amenity room with washroom and storage closet. Design development is needed to ensure the washroom is accessible and to add a baby change table (see Standard Condition A.1.27). Design development is needed to the multi-purpose amenity room to add a kitchenette (See Standard condition A.1.28).

Also consistent with the Guidelines a common outdoor amenity area is provided on level 2 adjacent to the indoor common amenity area. It includes a lawn and a children's play area with crawl/balancing logs and a net climbing structure on soft surfacing, all which provide a range of opportunities for creative and motor skills developing play. Plans for the outdoor common amenity area also include an outdoor dining table and BBQ.

Plans for Level 2 proposes an indoor common amenity complex which includes, fitness gym, indoor pool, squash court, amenity lounge, yoga studio, and indoor kids amenity play room. As the scale of this facility is substantial it is unclear whether this amenity is ancillary to the residential use on the site or is a separate commercial enterprise, or is meant to serve as a precinct wide residential amenity. Clarification of its intended use and access is sought (see Standard condition A.1.29).

URBAN AGRICULTURE

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 "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments, and seek the necessary supporting infrastructure.

Consistent with these Guidelines, Plans include planters which provide opportunities for urban agriculture on the L2 podium. Design development is needed to include the infrastructure necessary to support urban agricultural activity by residents, including, tool storage, a potting bench, a compost bin for yard waste, and to clarify hosebib locations (see Standard condition A.1.30).

ENVIRONMENTAL PROTECTION BRANCH

The Environmental Protection Branch indicates that the Final Determination, dated September 4, 2007, for lands located at 3520 - 3680 Marine Way was received. The lands identified are not a contaminated site. The information provided indicates that the site does not contain concentrations of substances that exceed Contaminated Sites Regulation prescribed standards for residential land and urban park land soil use and freshwater aquatic life water use.

PROCESSING CENTRE - BUILDING

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

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

NOTIFICATION

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

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

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

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

Staff Response:

Regarding family units, the proposal exceeds the requirements for 35% dwelling units suitable for family housing set out in the CD-1 zoning. Staff continues to engage in discussions with Translink regarding provision of improved transit to the area, and the new road network is designed to accommodate future bus routes and stops within the Town Square area. The mixed use Town Square area will provide a shopping and services destination for the local area with opportunities for uses such as medical clinics.

The proposed development is well connected to major arterials Marine Way and Boundary Road and no new road connections will link East Fraser Lands to Marine Drive. Therefore, traffic volumes on Marine Drive between Marine Way and Boundary 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.

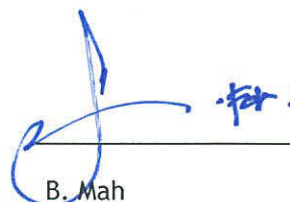
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

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 a loading Class C space. 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 modifications to the height calculations and design grades as shown on drawing A0.09 (tower) to coincide with the City building grades when they become available;

Note to Applicant: Provide a copy of the official City building grades plan. Clarify maximum height and view cone height on the elevations.

- A.1.3 compliance with Section 4.2.5 (Commercial parking) of the Parking By-law;

Note to Applicant: The minimum required number of off-street parking spaces for the retail stores and grocery store is 192 parking spaces. Provide wheel stops for all back-to-back and perpendicular parking spaces.

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

Note to Applicant: Reduce the number of parking spaces to not exceed the maximum. Clarify the vertical clearance of disability parking spaces, including all entrances, exits, drive aisles, other access to off-street disability parking spaces, and egress therefrom. Clarify location of parking space #031 on parking level P1 west. Provide wheel stops for all back-to-back and perpendicular parking spaces.

- A.1.5 compliance with Section 6.3.13 (Horizontal and Vertical Bicycle Spaces) of the Parking By-law;

Note to Applicant: The maximum number of vertical bicycle spaces is 114 bicycle spaces. Vertical bicycle spaces must be placed against a wall. All bicycle spaces should be numbered consecutively and shall be located no lower than the first complete parking level below grade. Provide a minimum of 70% horizontal Class A bicycle spaces for the commercial use, to the satisfaction of the General Manager of Engineering Services.

- A.1.6 compliance with Section 6.3.13A (Minimum Number of Bicycle Lockers) of the Parking By-law;

Note to Applicant: A total of 76 bicycle lockers are required.

- A.1.7 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.1.8 clarification of the intended use of the amenity building, provision of section locations on all floor plans, correction of proper street names where applicable, clarification of roof finishes, architectural features and access to the balconies/terraces, setbacks of the parking structure and floor levels from the property lines, updated statistics on the cover sheet, including legal description and civic address, and increase in font size for legibility where applicable;

- A.1.9 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.1.10 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.1.11 deletion of all proposed signage or notation on plans stating: "All signage are shown for reference only and are not approved under this Development Permit.";

Note to Applicant: Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits. The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

- A.1.12 submission of one set of updated, color-coded, sealed and signed FSR drawings with detailed statistics that reconciles with the proposed project;

- A.1.13 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.1.14 submission of larger scale details and information on key building components including canopies, screening elements, overhangs, projections, fences, etc.;

Note to Applicant: Further information is particularly needed for canopies along the retail frontages and at entry points to the major retail. Canopies should ensure an appropriate level of weather protection.

- A.1.15 provision of complete annotation of materials on building elevations including extensive wood soffit areas and board-formed concrete columns;

- A.1.16 provision of updated drawings to reflect revised elevations presented to the Urban Design Panel, including in particular the revised elevations of the townhouses along Marine Way;

- A.1.17 consideration to provide greater outlook, light and opening doors to north wall of the yoga studio in the amenity building;

- A.1.18 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 in the area. It was thought that some projects were falling short of the original intent in the East Fraser Lands 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.1.19 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.1.20 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;

Standard Landscape Conditions

- A.1.21 provision of an arborist report to comment of choice of tree species in the Town Square (private property);

Note to Applicant: Large canopied trees are encouraged to provide bird habitat and amenity. Special attention is required to review to the choice of *Acer macrophyllum* (Big leaf maple) and *Betula nigra* 'heritage' (River birch) as feature trees. These trees may have special planting and maintenance requirements in this bioclimatic zone.

- A.1.22 provision of detailed landscape grading plan(s);

Note to Applicant: With emphasis on the Town Square and the podium level. Sheet L2.0 and LDP1.01 should be further detailed.

- A.1.23 further 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 should be dimensioned accurately with regard to the depiction of the slab, soil volumes on slab and through planters. This can be done by refining the graphic depiction of the slab using finer lines, adding 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). Planting conditions should meet or exceed the BCLNA Landscape Standard.

- A.1.24 provision of detailed elevations of all vertical landscape structures;

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

- A.1.25 exploration of options to soften the mews and loading area;

Note to Applicant: Consider planting strips at grade, vine pockets, green walls and hanging plants established at the podium level.

- A.1.26 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".

Social Policy

- A.1.27 design development to the proposed L2 amenity room washrooms to confirm universal accessibility and to add a baby change table;
- A.1.28 design development to the multi-purpose amenity room to add a kitchenette;
- A.1.29 clarification of the intended use/access of the amenity complex, (i.e. Is this a commercial use or is intended for use only by residents, and if this is a residential amenity, is it intended for only this building or surrounding buildings, and under what terms would it be made available?); and
- A.1.30 design development to include the infrastructure necessary to support urban agricultural activity by residents including, tool storage, a potting bench, a compost bin for yard waste, and clarification of hose bib locations.

A.2 Standard Engineering Conditions

- A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a plaza agreement and surface Statutory Right of Way (SRW) for public access on the Town Square;

Note to Applicant: It is anticipated that the SRW will be defined to exclude outdoor seating areas associated with restaurants. Provision of a topographic survey of the plaza area and a reference plan in registrable form is required prior to occupancy.

- A.2.2 provision of Statutory Right of Ways for public access for secondary pathway agreements (CA3663359-CA3663367) works prior to occupancy;
- A.2.3 provision of letter of credit to secure the Owner's works as listed in the Services Agreement CA3663323-328;

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

- a. Adjacent Road Works for Development Parcel 17 and Development Parcel 18.1,
 - b. Boundary Pump station and Sanitary Connection,
 - c. Storm Outfall,
 - d. Temporary Bike and Pedestrian Path,
 - e. Temporary Marine Way Sidewalk,
 - f. Traffic Signal and Left Bay on Marine Way at River District Crossing (High Street),
 - g. Traffic Signal and Left Bay on Marine Way at Crescent street East,
 - h. Crescent Street East Road Works.
 - A.2.4 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. (2.9m).

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

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

Location: The station should be located on Parcel 17 on private property while still clearly visible to the public with 24/7 public access. The preferred location is along the Marine Way commercial frontage near the intersection of River District Crossing.

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

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

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

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

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

- A.2.6 provision of a 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.2.7 provision of generous Class B bicycle parking in the Town Square;

A.2.8 clarification is required as to the raised, stepped feature shown encroaching over the south property line on page A3.14. This item does not appear on any plan view;

A.2.9 removal of utilities and release of Statutory Right of Way CA3663405-410 prior to the issuance of a building permit is required;

Note to Applicant: The Cromwell Utilities agreement restricts development over the closed portions of Cromwell Street (as shown on Statutory Right of Way Plan EPP40095) until all utilities are removed or relocated to the satisfaction of the General Manager of Engineering Services and the agreement discharged.

A.2.10 provision of public realm design to the satisfaction of the General Manager of Engineering Services, Director of Planning and 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.2.11 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.2.12 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 17 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.2.13 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.2.14 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.2.15 clarification of surface finish on public and private property on Marine Way;

Note to Applicant: Standard surface finish requirements will be applied on public property for sidewalks, boulevards, plantings.

- A.2.16 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, standards materials should be used as much as possible on public property.

- A.2.17 provision of the following minimum sidewalk widths:

- a. on River District Crossing, a minimum 15.1 ft. (4.6 m.),
- b. on Sawmill Crescent, a minimum of 6.9 ft. (2.1 m.)

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

- A.2.18 provision of a detailed grading plan to clarify the drainage for the plaza;

Note to Applicant: Five area drains are indicated without elevations for the whole plaza. Drainage from the plaza must be collected within the site.

- A.2.19 provision of a topographic survey of the plaza area and a reference plan in registrable form prior to occupancy;

- A.2.20 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 17 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.2.21 provision of a reciprocal access agreement in favour of the adjacent property, Parcel 19.1, to be registered on title prior to occupancy
-

- A.2.22 modifications to the bulge and rain garden at the commercial driveway crossing shown on drawing A1.04 and coordinate with the Town Square 95% geometric submission

Note to Applicant: design will be approved as part of the detailed street design. Turning movements for the largest delivery vehicle must be accommodated (see also condition A.2.23).

- A.2.23 provision of a loading management plan to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: all loading activities are to occur off-street. Class C loading operations must be demonstrated to be contained within the site. Routing and turning movements for Class C vehicles must be provided between Marine Way and site. Show all required maneuvering for each of the Class B spaces to confirm independent loading access and that additional stall widths and loading throats are not required.

- A.2.24 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 provisions of the Parking By-law and the Parking and Loading Design Supplement.

- provision of an improved section drawing A4.06 showing the minimum vertical clearance for the main ramp, all security gates, and loading bays;

Note to Applicant: Provide a section of the Class C loading space and note the 14.1 ft. (4.3 m) of minimum vertical clearance. Show all O/H gates for the loading bays and parking ramp to confirm the required vertical clearance is being provided.

- Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bays, 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%.

- Provision of an improved plan showing the internal loading access for both the residential and commercial uses;
- Provision of directional signage at the bottom of the ramp on P1 to direct drivers to the commercial, residential, carshare and visitor parking spaces;
- Modification of column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement;
- Provide a minimum 1 ft. (0.3m) setback from the drive aisle for all columns. A column 2 ft. (0.6 m) in length must be set back 2 ft. (0.6 m) from either the opening to or the end of the parking space and a column 3' long may be set back 1 ft. (0.3 m);

Note to Applicant: The columns adjacent to stalls 317-330 on P3 along gridline 12 are located within the maneuvering aisle. Consider shifting the stalls 1' to the east to align the parking spaces with the eastern edge of the columns with a 22' maneuvering aisle. For

stalls with no column setback from the maneuvering aisle, ensure that there are no column encroachments into these stalls.

- Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4 ft. (1.2 m) from the end of the stall;

Note to Applicant: Examples of stalls requiring additional width are stall 268 on P3, stalls 1, 3, 4, 5, 6, 8 and 9 on P2. As stalls 4 and 5 have both a column set back more than 4' and a wall on the other side, 9.5 ft. (2.9 m) of stall width is required.

- Provision of a 9 ft. x 9 ft. (2.7 m x 2.7 m) corner cut at gridline D/13 and D/16 on P1 to provide 2 way flow;

Note to Applicant: Corner cuts are required to provide adequate radii for continuous two-way traffic flow where 200 or more vehicles are being served.

- Provision of a 'stairs free' bicycle access from the Class A spaces on P1 to the parking ramp;

Note to Applicant: Ramping the corridor and raising the bike rooms at gridline M/17 on drawing A1.03 would achieve this.

- Provision of automatic door openers for all Class A bicycle access;
- Provision of all required Class A bicycle spaces on P1;
- Provision of a direct circulation route from P2 to P3;

Note to Applicant: Currently vehicles going from P2 to P3 are required to drive past stall 124. Consider relocating stalls 29, 30, 115 and 116 on P2, moving the drive aisle to gridline I/13, installing an O/H gate and providing a corner cut on the ramp to achieve this.

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.2.25 a canopy application is required. Canopies must be fully demountable and meet the requirements of the Building By-law;

A.2.26 relocate the trash receptacle shown on drawing LDP1.01 onto private property;

A.2.27 clarification of garbage pick-up operations; and

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

A.2.28 The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 10, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.3 This approval does not in any way constitute a representation or warranty that the necessary approval of the Form of Development 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 20,039 sq. ft. (1 861.7 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.

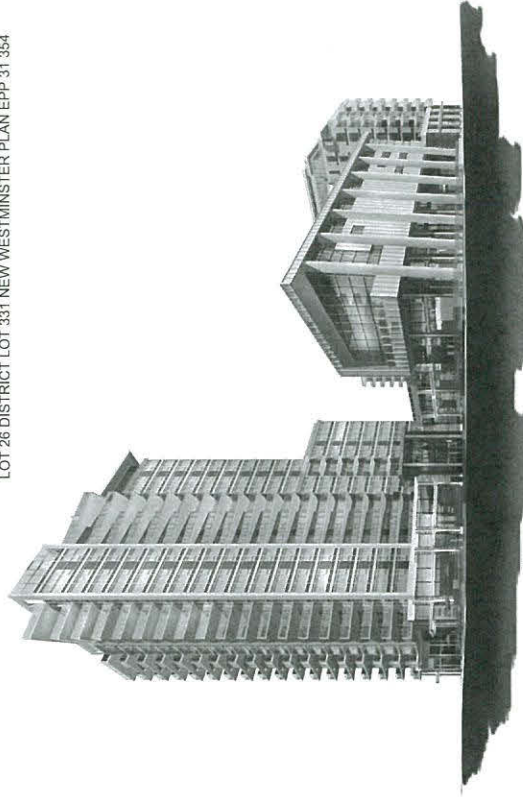
- B.2.6 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure 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.
-

DRAWING LIST

- A0.00 DESIGN RATIONALE
A0.01 CONTEXT PHOTOS
A0.02 CONTEXT PLAN
A0.03 STATISTICS
A0.04 SITE PLAN
A0.05 SHADOW STUDY
A0.06 SETBACK DIAGRAM
A0.07 BUILDING GRADES
A0.08 BASE POINT CALCULATION-TOWER
A0.10 BASE POINT CALCULATION MIDRISE
A0.11 BASE POINT CALCULATION AMENITY
A0.12 VIEW ANALYSIS
A0.13 STREETSCAPE ELEVATIONS
A1.01 PARKING P3
A1.02 PARKING P2
A1.03 PARKING P1
A1.04 LVL 01 PLAN
A1.05 LVL 01 MEZZ PLAN
A1.06 LVL 02 PLAN
A1.07 LVL 03 PLAN
A1.08 LVL 04 PLAN
A1.09 LVL 05-08 PLAN
A1.10 LVL 09 PLAN
A1.11 LVL 10 PLAN
A1.12 LVL 11 PLAN
A1.13 LVL 12 PLAN
A1.14 LVL 13-18 PLAN
A1.15 LVL 19 PLAN
A1.16 LVL MECH PLAN
A1.17 LVL MACHINE RM PLAN
A1.18 ROOF PLAN
A2.01 PARKING P3 WEST PLAN
A2.02 PARKING P3 EAST PLAN
A2.03 PARKING P2 WEST PLAN
A2.04 PARKING P2 EAST PLAN
A2.05 PARKING P1 WEST PLAN
A2.06 PARKING P1 EAST PLAN
A2.07 LVL 01 WEST PLAN
A2.08 LVL 01 EAST PLAN
A2.09 LVL 01 MEZZ WEST PLAN
A2.10 LVL 01 MEZZ EAST PLAN
A2.11 LVL 02 WEST PLAN
A2.12 LVL 02 EAST PLAN
A2.13 LVL 03 WEST PLAN
A2.14 LVL 03 EAST PLAN
A2.15 LVL 02 & 03-08 MID RISE PLAN
A2.16 LVL 09 & 10 MID RISE PLAN
A2.17 LVL 11 PENTHOUSE MID RISE PLAN & ROOF PLAN
A2.18 LVL 02 & 03 - 08 TOWER PLAN
A2.19 LVL 09 & LVL 10-18 TOWER PLAN
A2.20 LVL19 PENTHOUSE TOWER PLAN & MECHANICAL ROOF DECK
A2.21 MACHINE ROOM TOWER PLAN
A2.22 ROOF WEST PLAN
A2.23 ROOF EAST PLAN
- A3.01 SOUTH ELEVATION
A3.02 EAST ELEVATION
A3.03 NORTH ELEVATION
A3.04 WEST ELEVATION
A3.05 TOWER SOUTH ELEVATION
A3.06 TOWER EAST ELEVATION
A3.07 TOWER NORTH ELEVATION
A3.08 TOWER WEST ELEVATION
A3.09 MIDRISE SOUTH ELEVATION
A3.10 MIDRISE EAST ELEVATION
A3.11 MIDRISE NORTH ELEVATION
A3.12 MIDRISE WEST ELEVATION
A3.13 AMENITY - SOUTH & NORTH ELEVATION
A3.14 AMENITY - EAST & WEST ELEVATION
A4.01 SECTION A
A4.02 SECTION B
A4.03 SECTION C
A4.04 SECTION D
A4.05 SECTION E
A4.06 PARKING & LOADING SECTIONS

RIVER DISTRICT PARCEL 17

3520 MARINE WAY, CITY OF VANCOUVER, BC
LOT 26 DISTRICT LOT 331 NEW WESTMINSTER PLAN EPP 31 354



DE4 18325



ARCHITECT



IBI/HB
ARCHITECTS

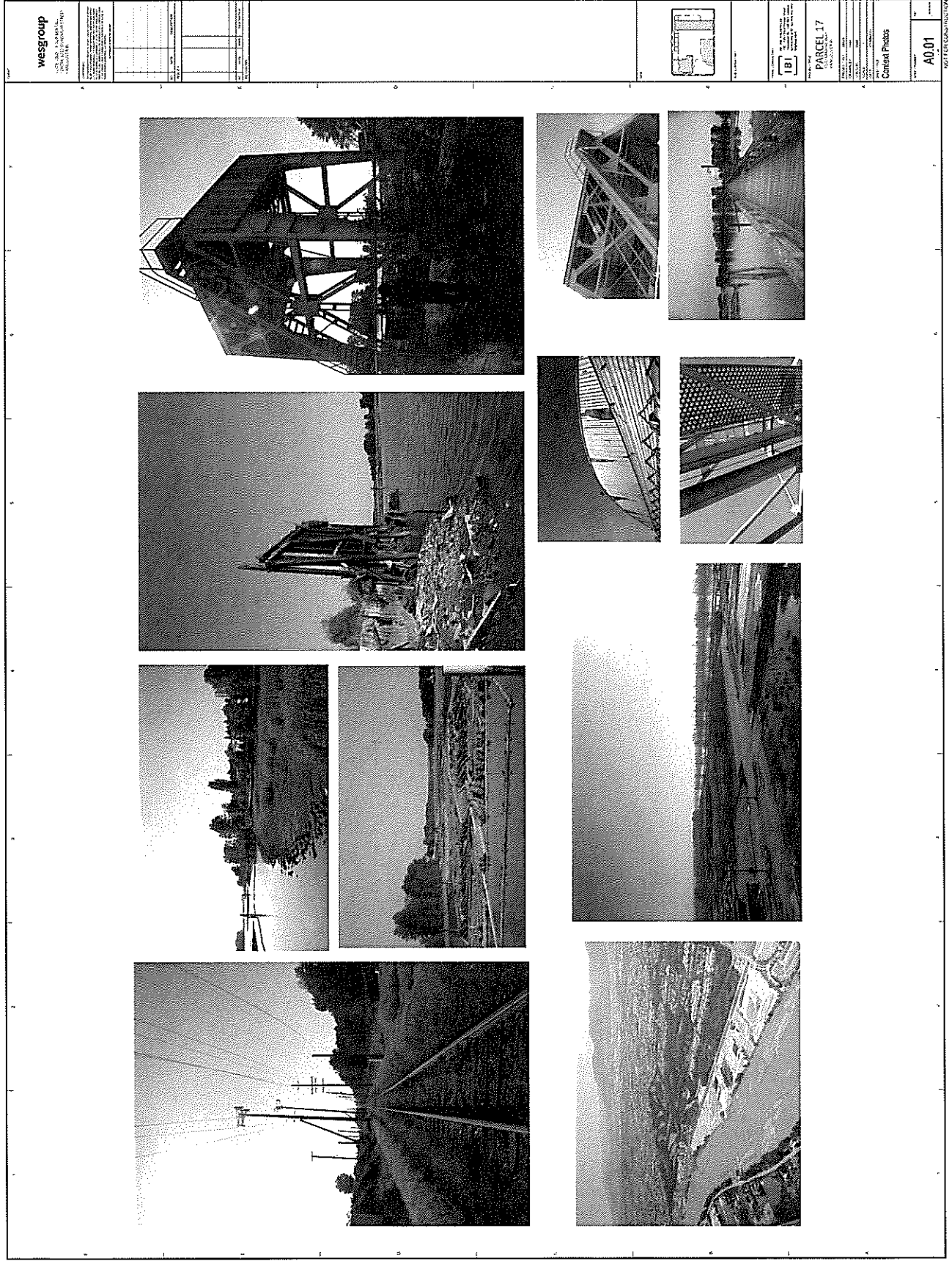
eta
ENVIRONMENTAL
TERRACON

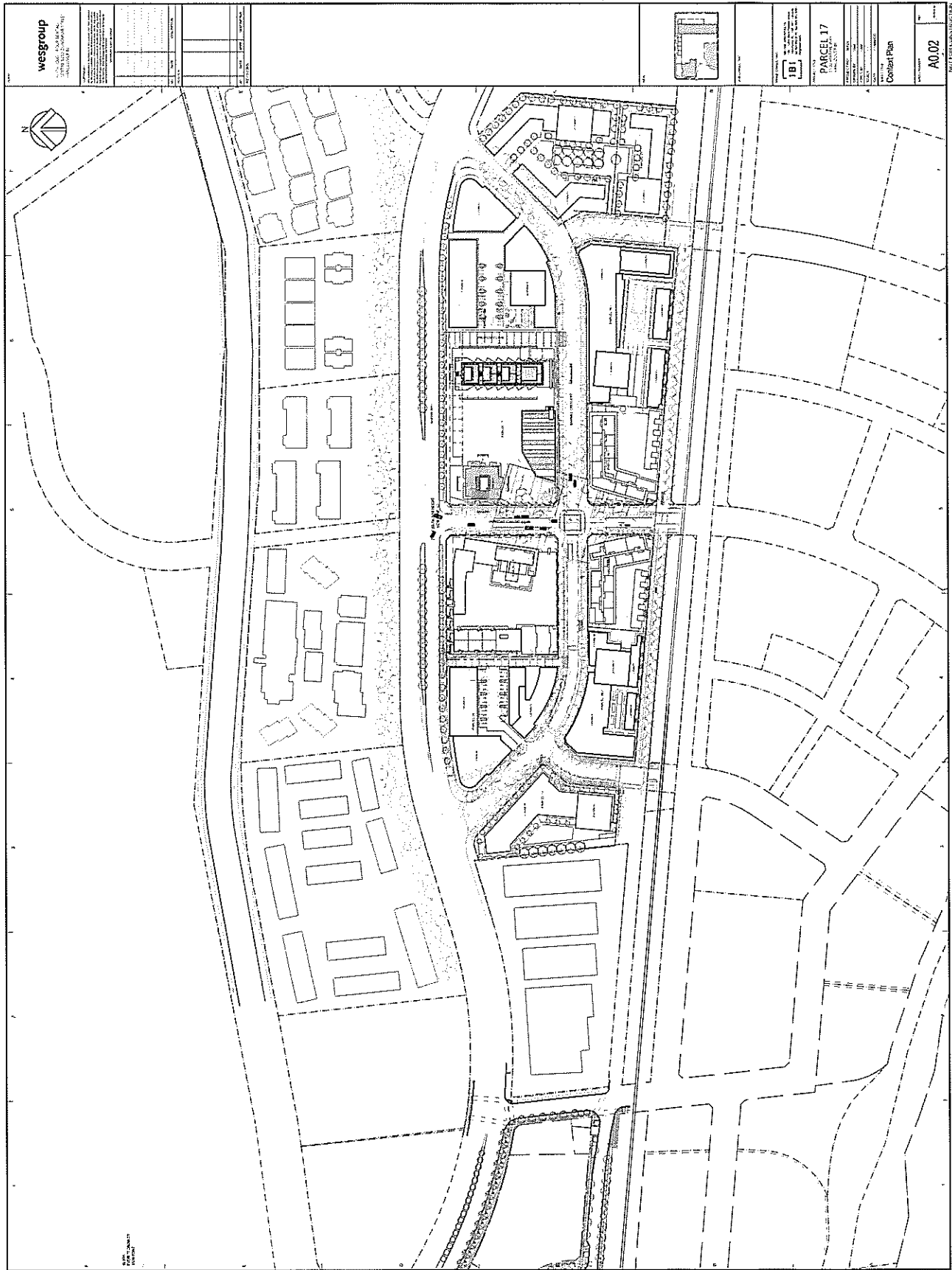
1100 Burrard Street
Vancouver, BC Canada V6C 1B1
Tel: 604.683.8300 Fax: 604.683.8302
www.eta.ca

wesgroup

Client:
1100 Burrard Street
Vancouver, BC V6C 1B1, Canada
Tel: 604.683.8300 Fax: 604.683.8302
www.wesgroup.ca

Submitted for Complete DP August 29th 2014





WESGROUP
PROJECT: 1515 Avenue 17
LOCATION: 1515 Avenue 17, West Vancouver, BC
SUBJECT: 1515 Avenue 17, West Vancouver, BC
DATE: 15/01/2017
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

1. The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law.

2. The design of the bicycle spaces (including bicycle racks, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of the Parking By-law.

3. 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.

4. Mechanical equipment (ventilators, generators, compactors and exhaust systems) shall be designed and located to minimize noise impacts on the neighborhood and comply with Noise By-law No. 6555.

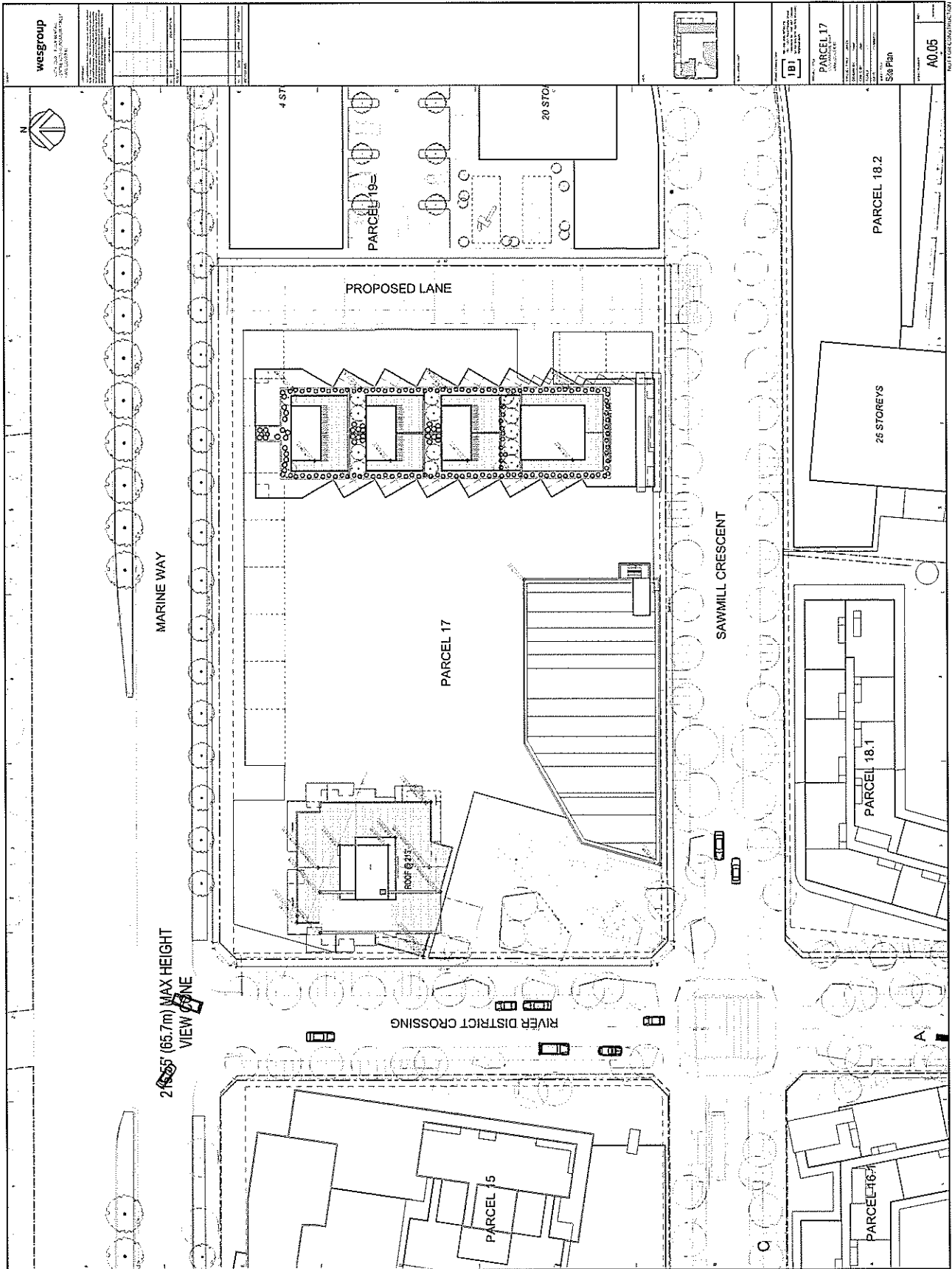
5. The architectural measures shall be incorporated into the final design and construction based on the consultant's recommendations as concurred with or amended by the medical health officer and the fire department.

6. The entire project shall include enhanced accessibility provisions.

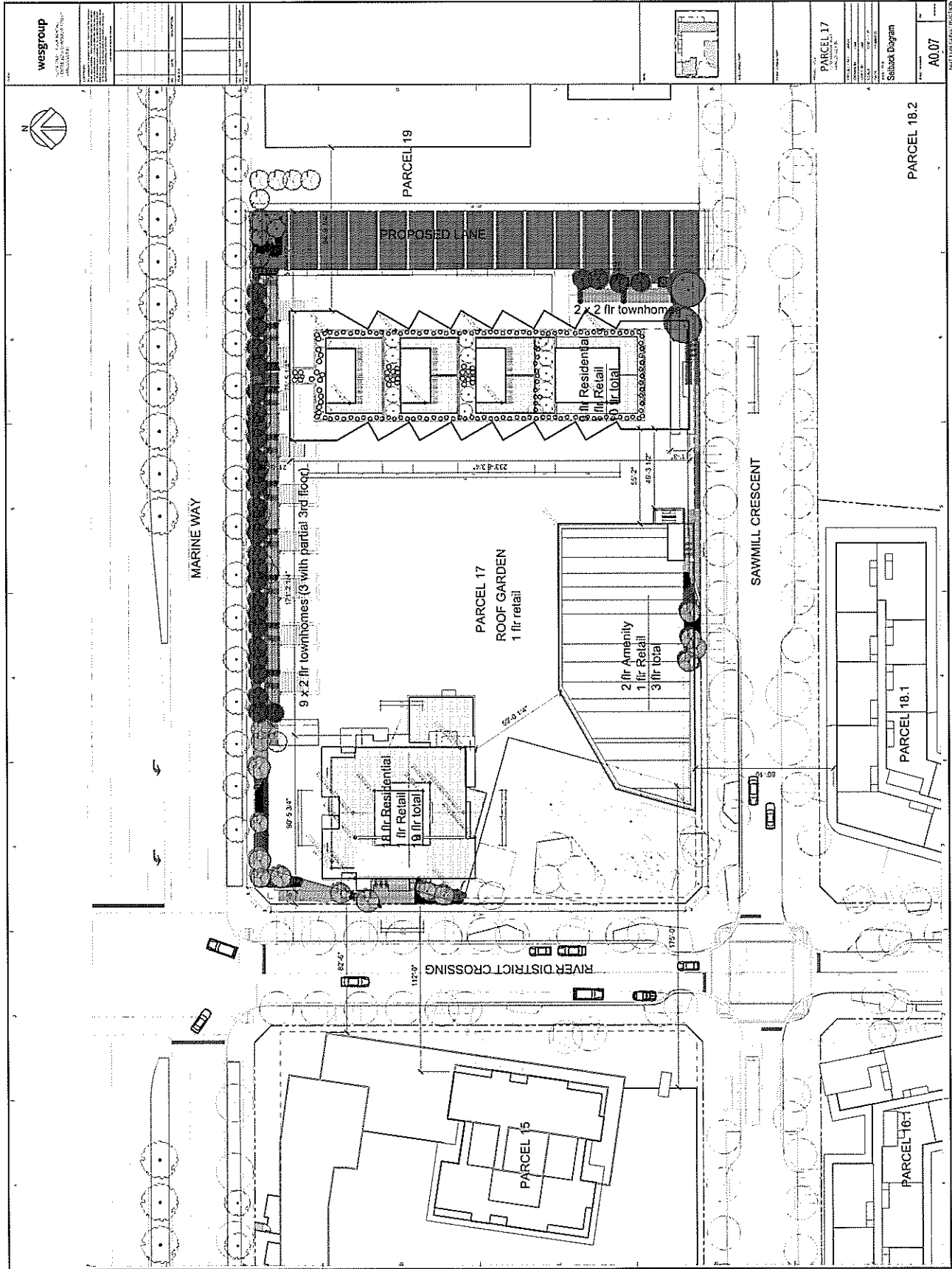
Gross Area										Exclusions										# of Units			
FIR to FIR Height	Height	Commercial			Sub Total	Amenity	Residential	Total	FSR	Exclusions			Sub Total	FSR	3Bd	2Bd	3Bd	Total	Open Balcony				
		Food Store	General Retail	Storage						Storage	Amenity	Wall Exclusion											
T.O.P	228.00	-	-	-	-	-	271	271	-	-	-	-	-	-	-	-	-	-	33				
Mech	229.00	-	-	-	-	-	6,042	6,042	-	-	-	-	-	-	-	-	-	-	1,066				
10	12.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
9	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
8	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
7	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
6	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
5	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
4	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
3	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
2	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
Mech	12.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
1	10.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
Total	-	-	-	-	-	-	147,511	227,066	-	-	-	-	-	-	57	78	20	155	16,834				

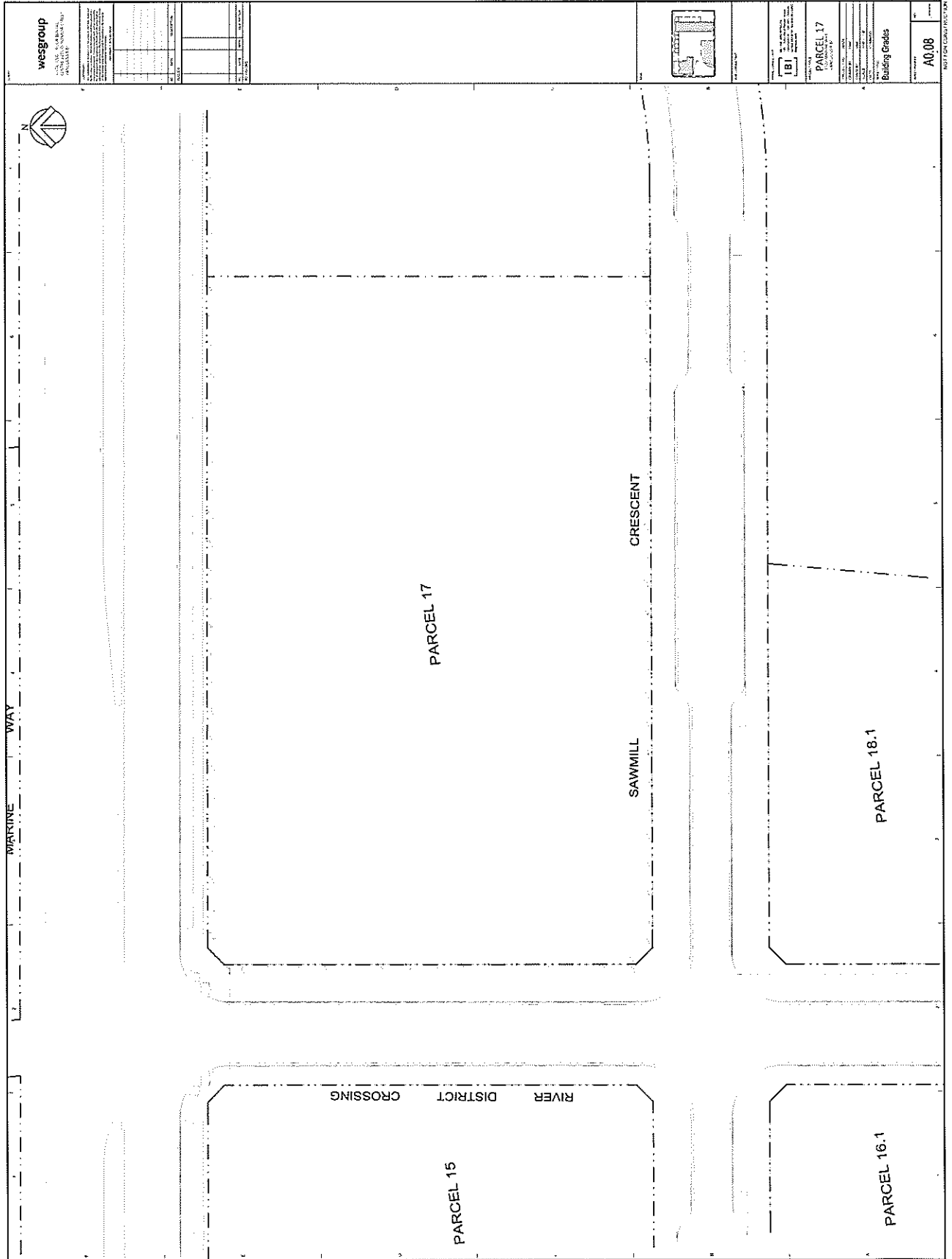
Gross Area										Exclusions										# of Units			
FIR to FIR Height	Height	Commercial			Sub Total	Amenity	Residential	Total	FSR	Exclusions			Sub Total	FSR	3Bd	2Bd	3Bd	Total	Open Balcony				
		Food Store	General Retail	Storage						Storage	Amenity	Wall Exclusion											
T.O.P	228.00	-	-	-	-	-	271	271	-	-	-	-	-	-	-	-	-	-	33				
Mech	229.00	-	-	-	-	-	6,042	6,042	-	-	-	-	-	-	-	-	-	-	1,066				
10	12.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
9	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
8	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
7	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
6	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
5	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
4	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
3	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
2	9.17	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
Mech	12.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
1	10.00	12.00	12.00	12.00	36.00	36.00	6,042	6,042	-	36.00	36.00	36.00	72.00	72.00	-	-	-	-	8				
Total	-	-	-	-	-	-	147,511	227,066	-	-	-	-	-	-	57	78	20	155	16,834				

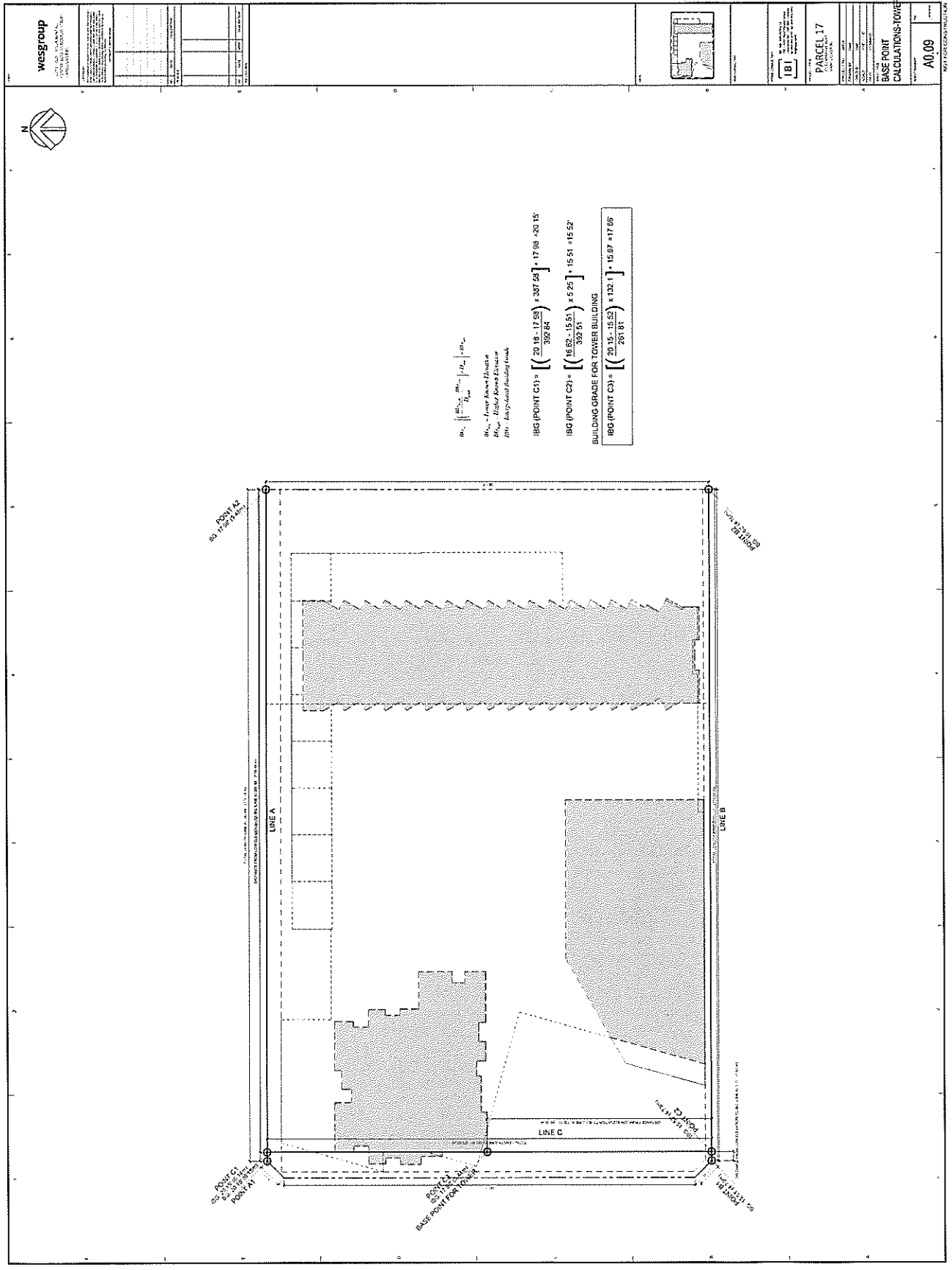
Appendix C page of 97

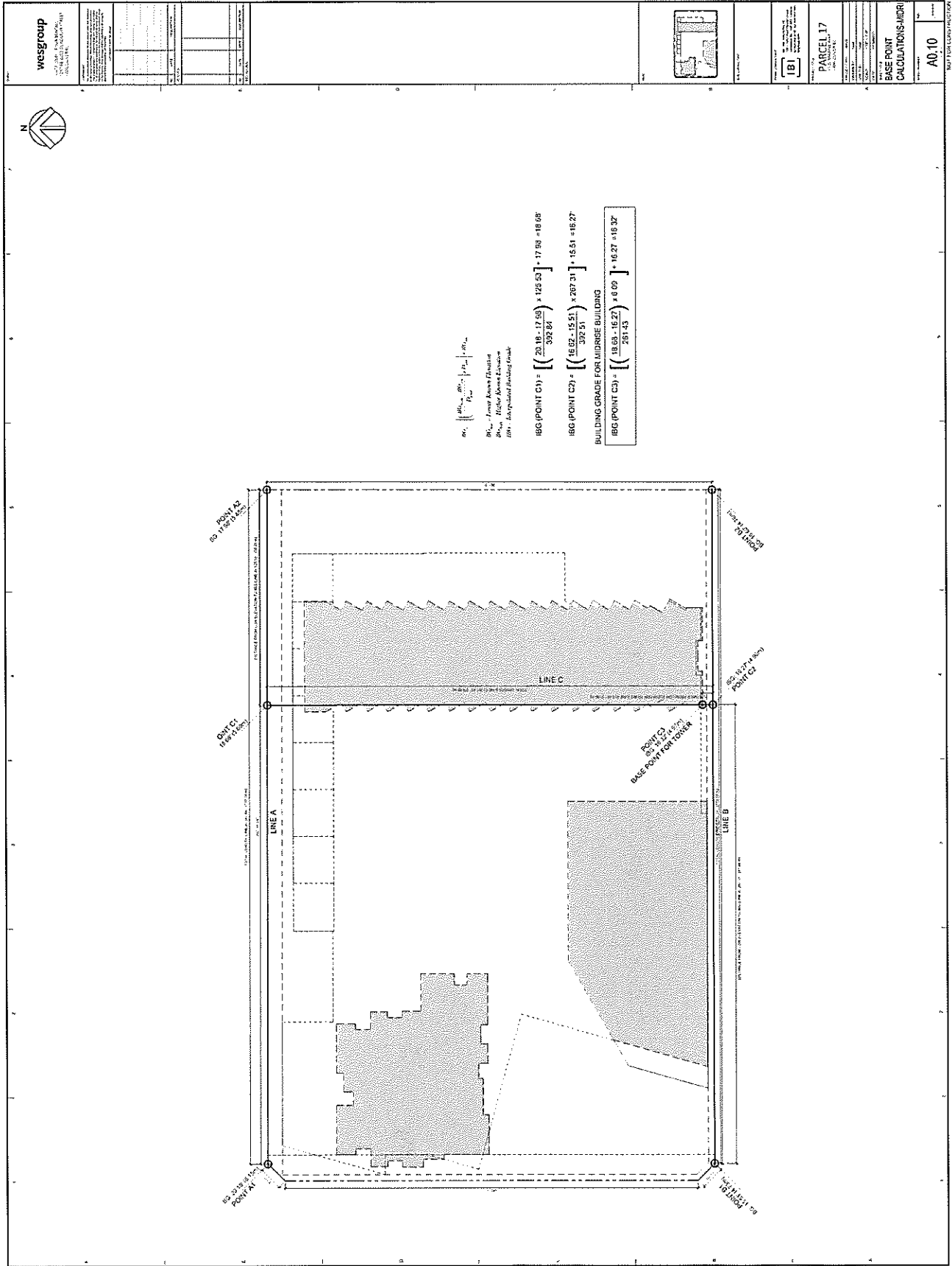


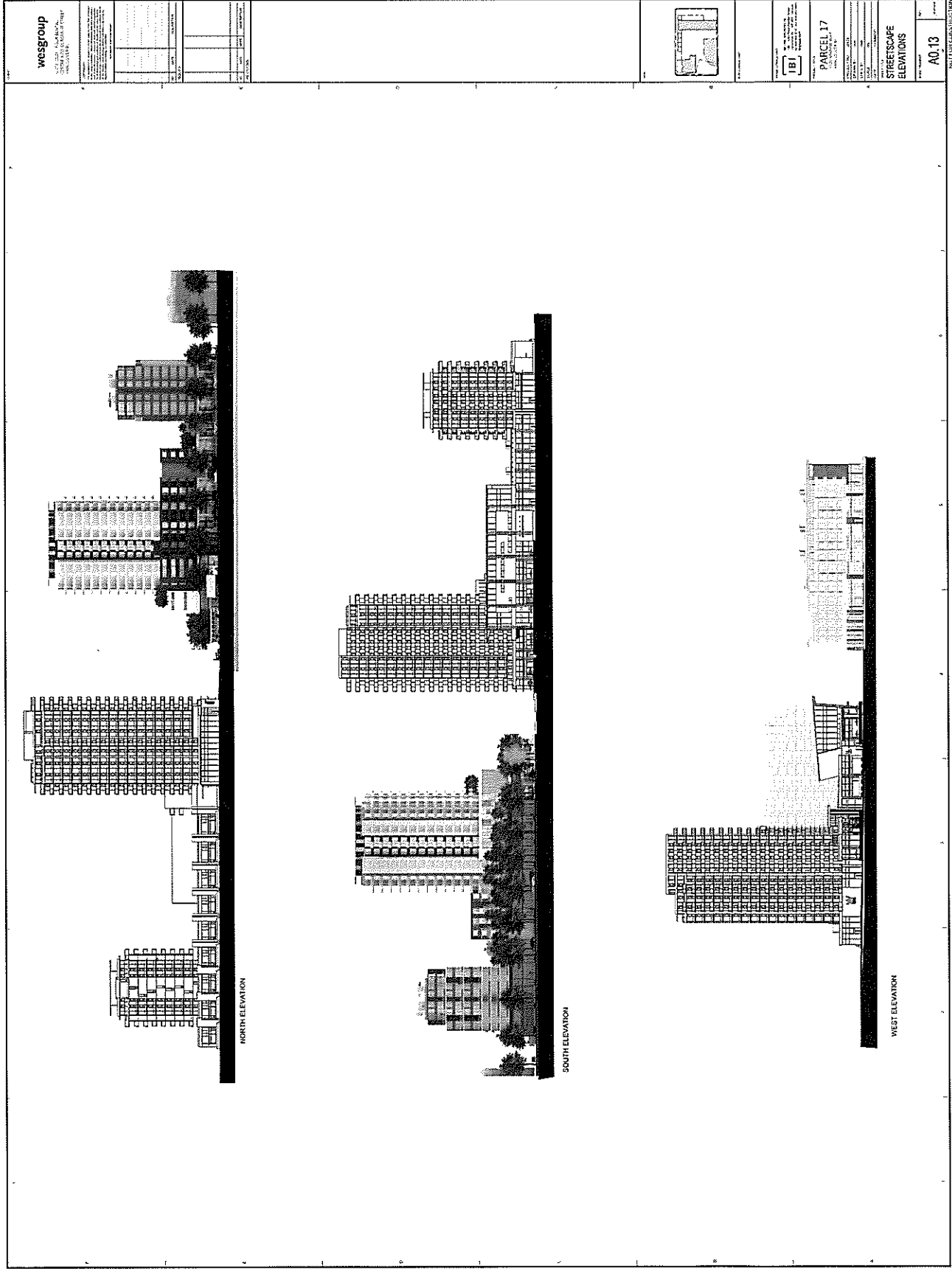
Appendix C page 7 of 27

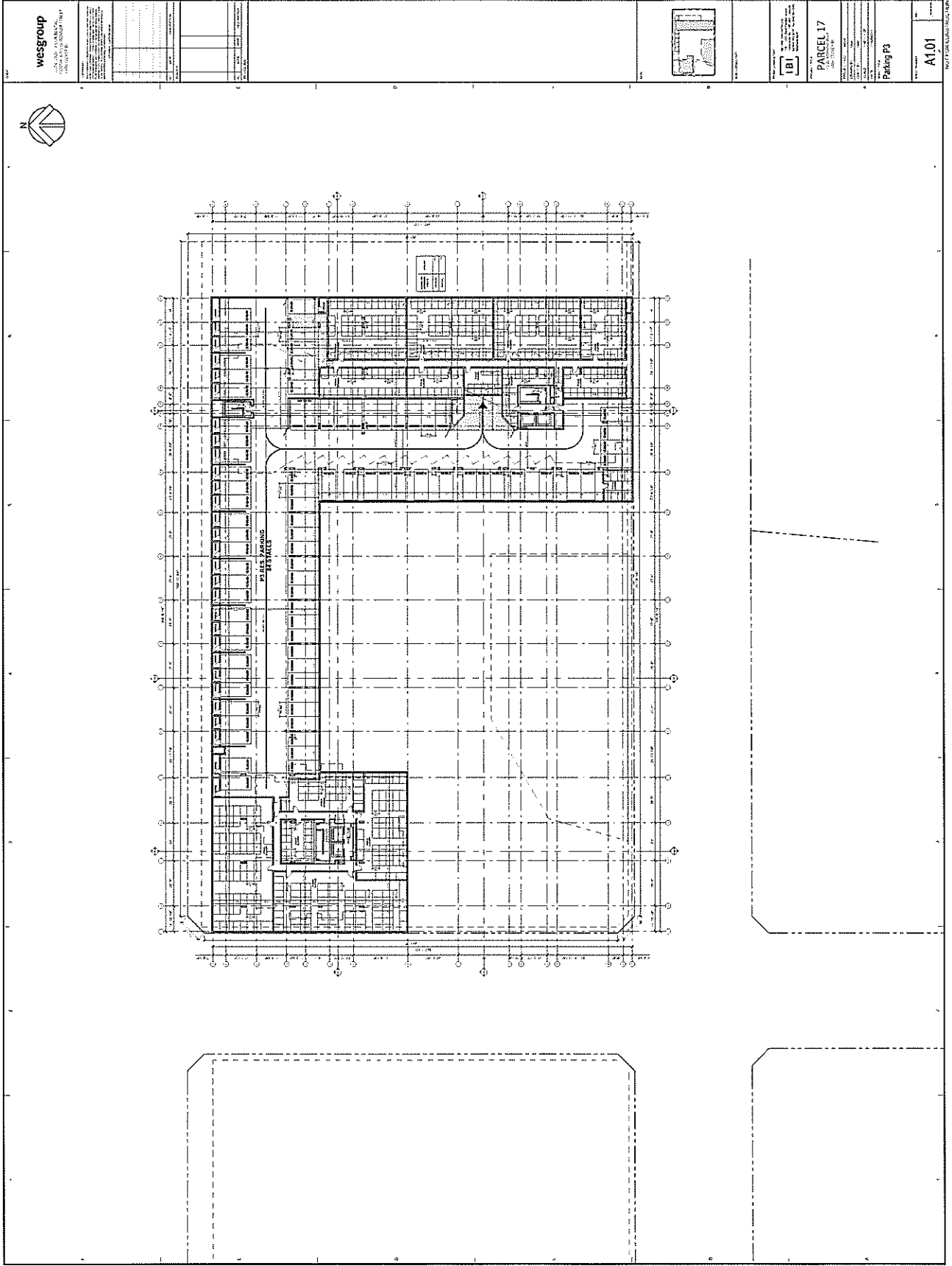




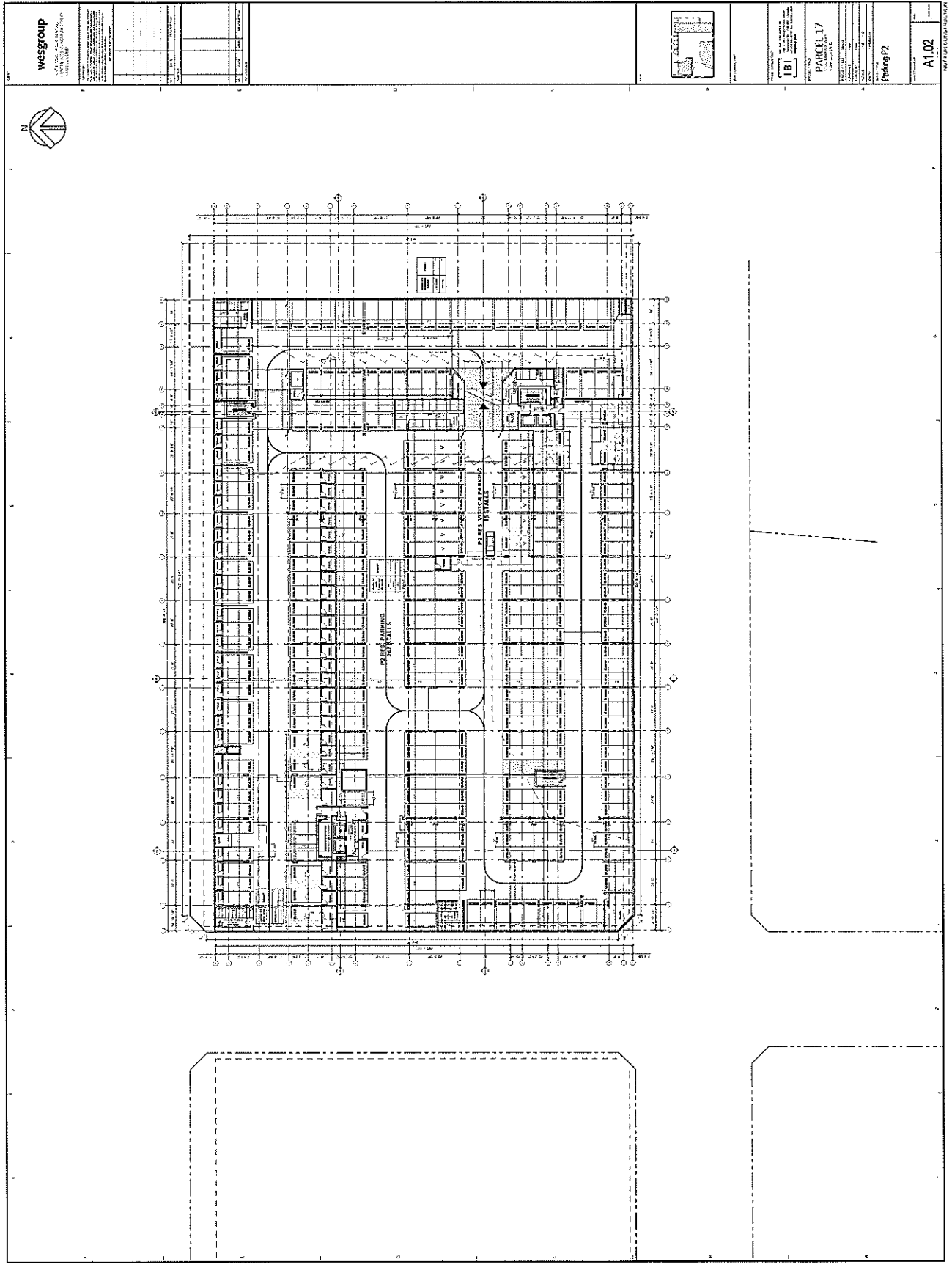


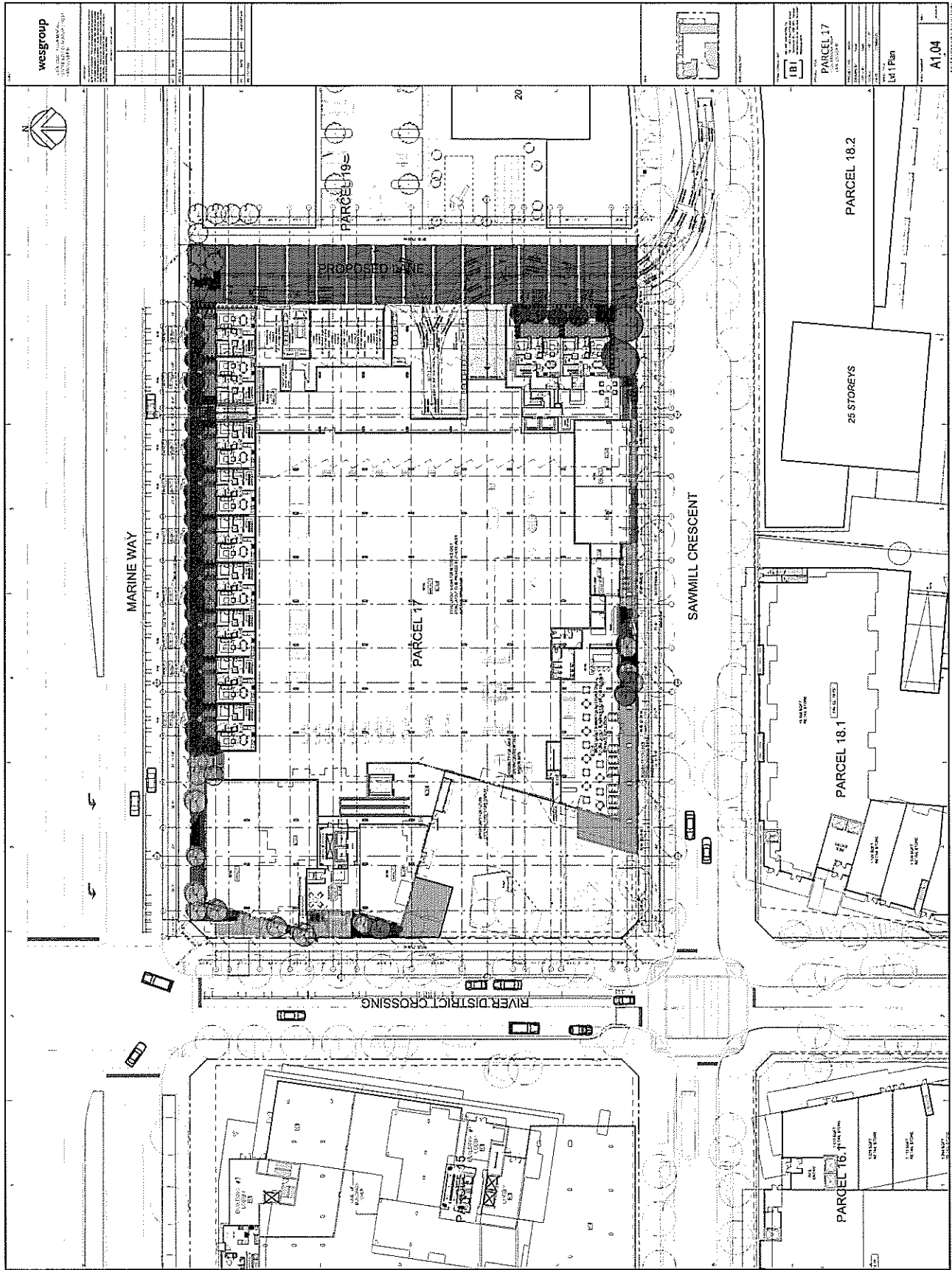


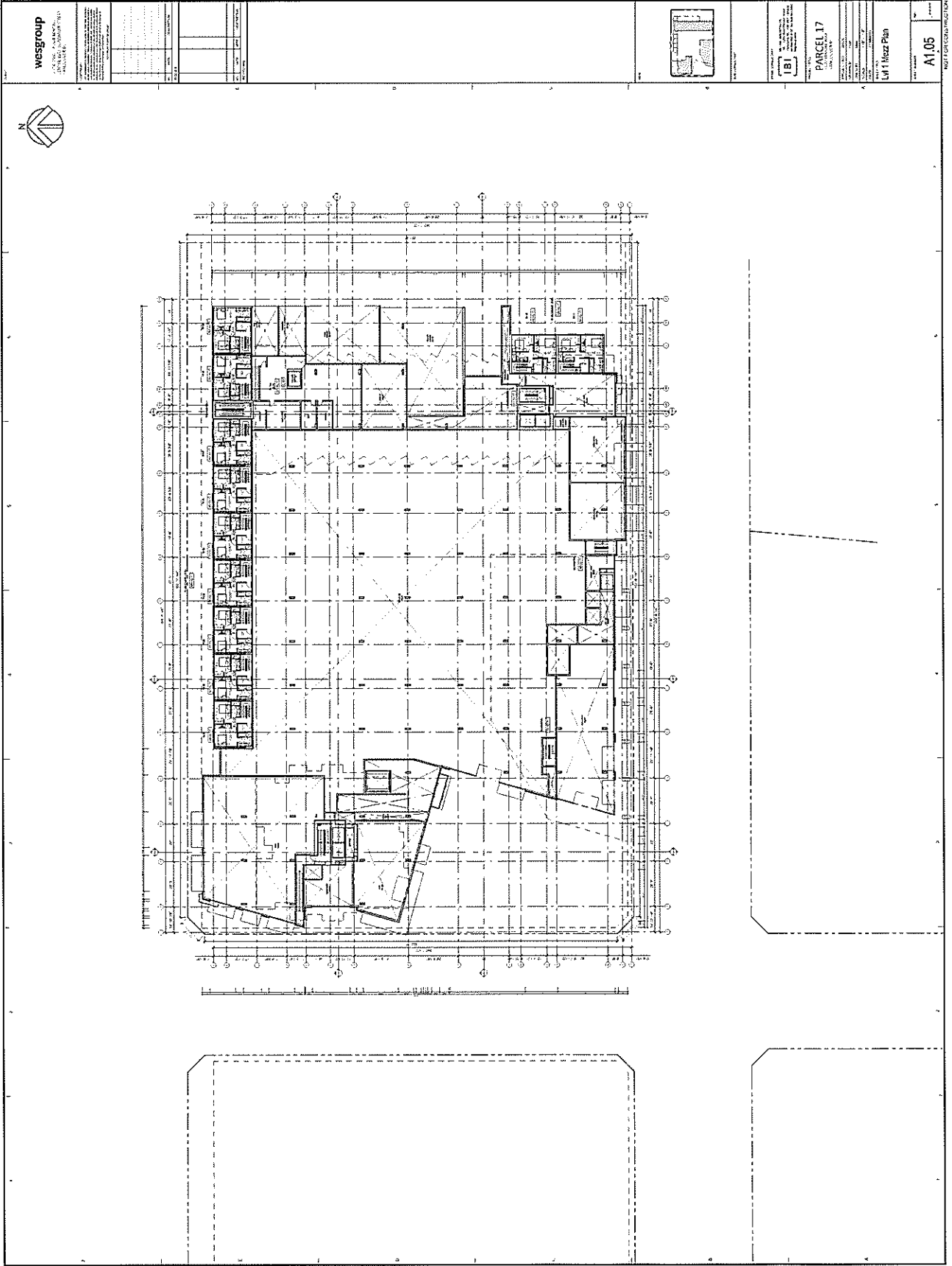




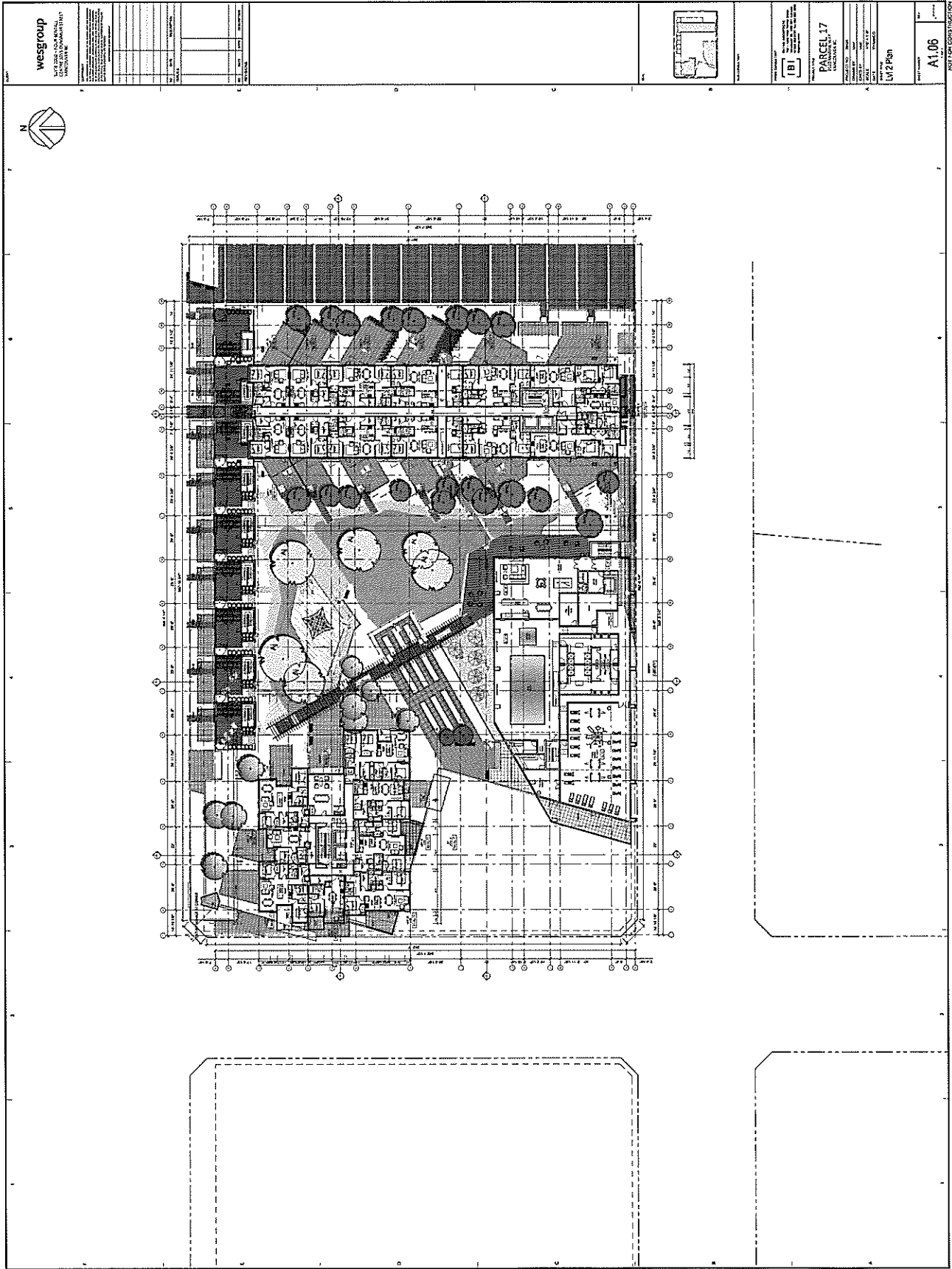
Appendix C; page 6 of 97



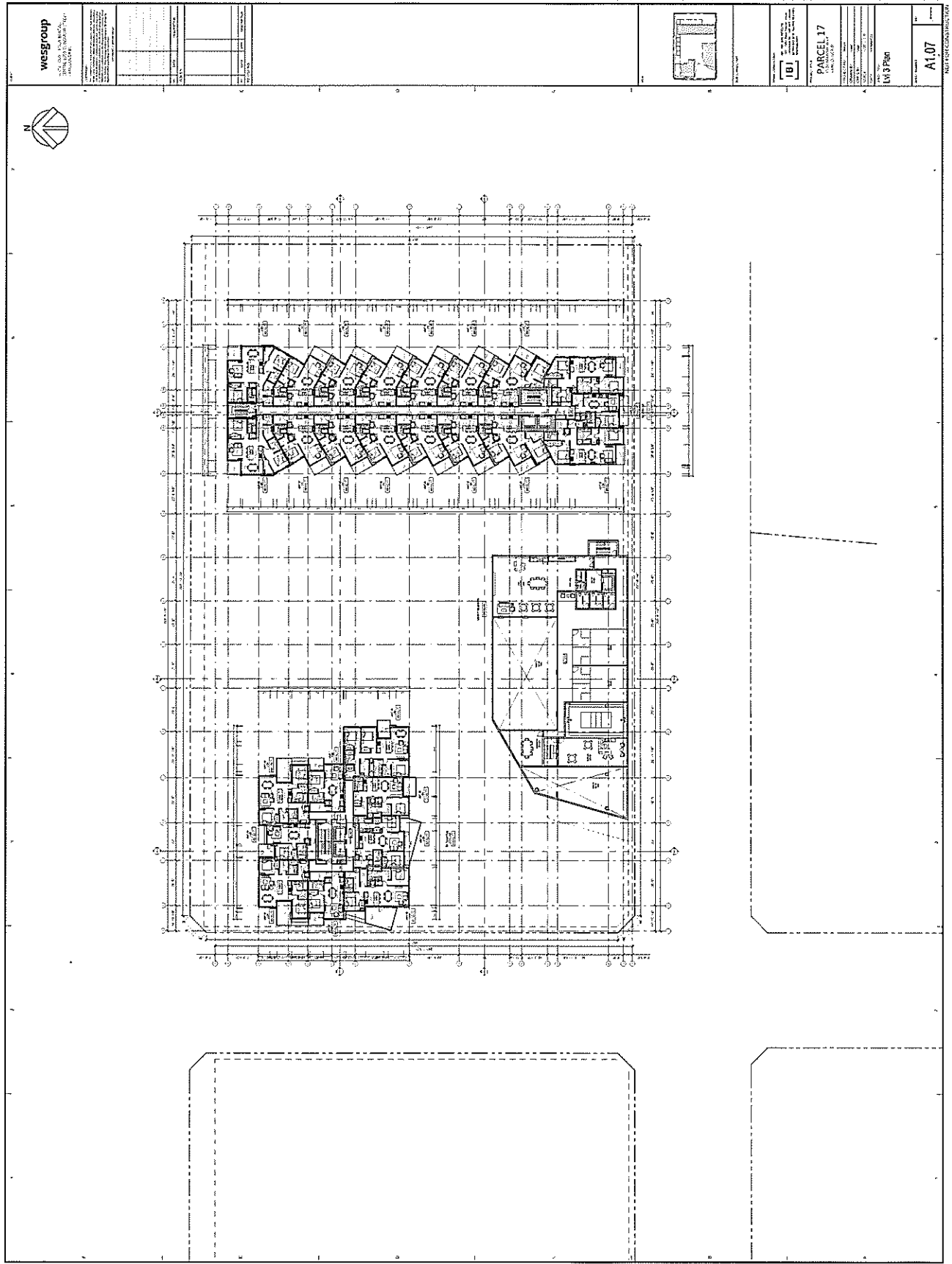


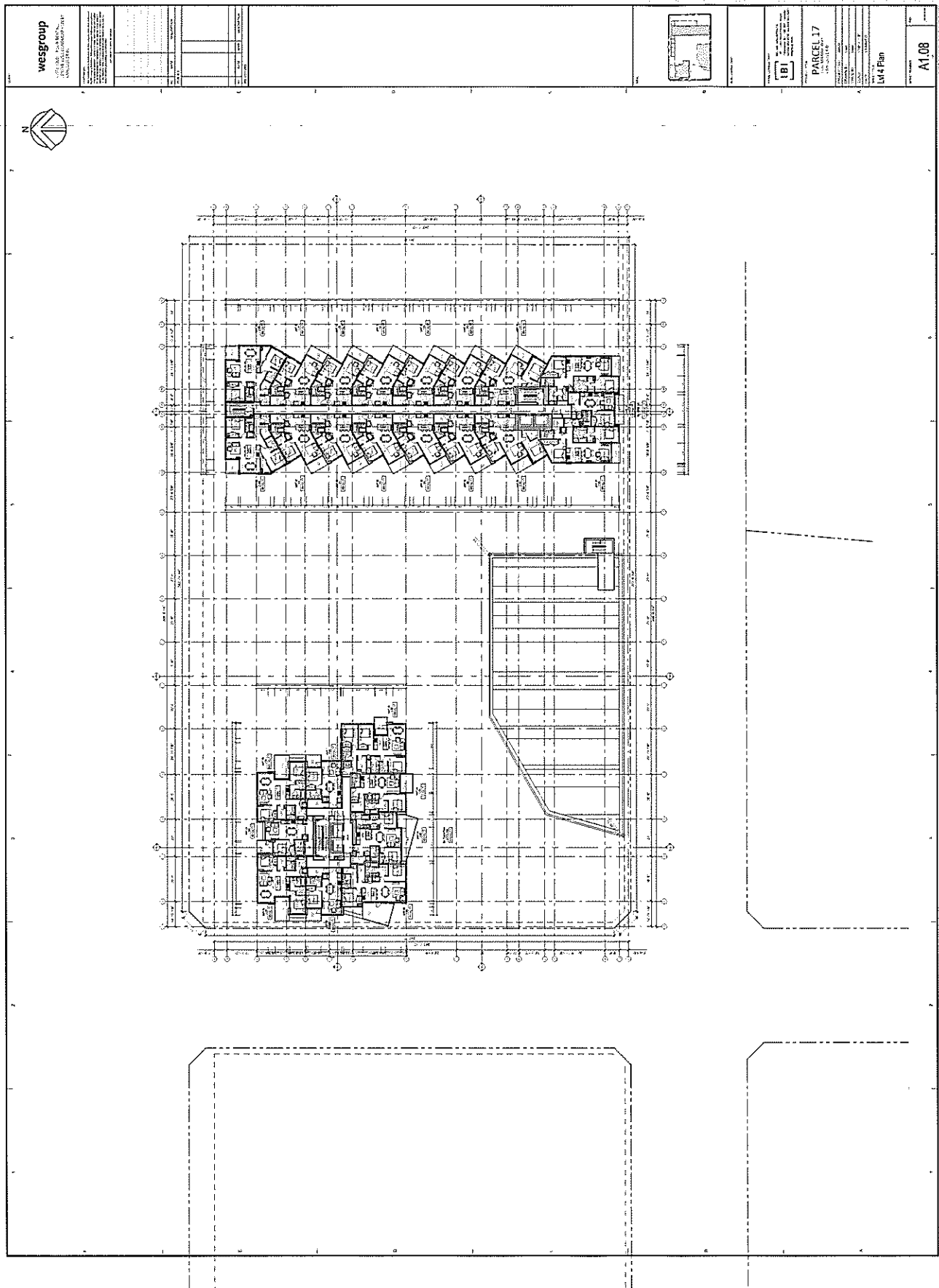


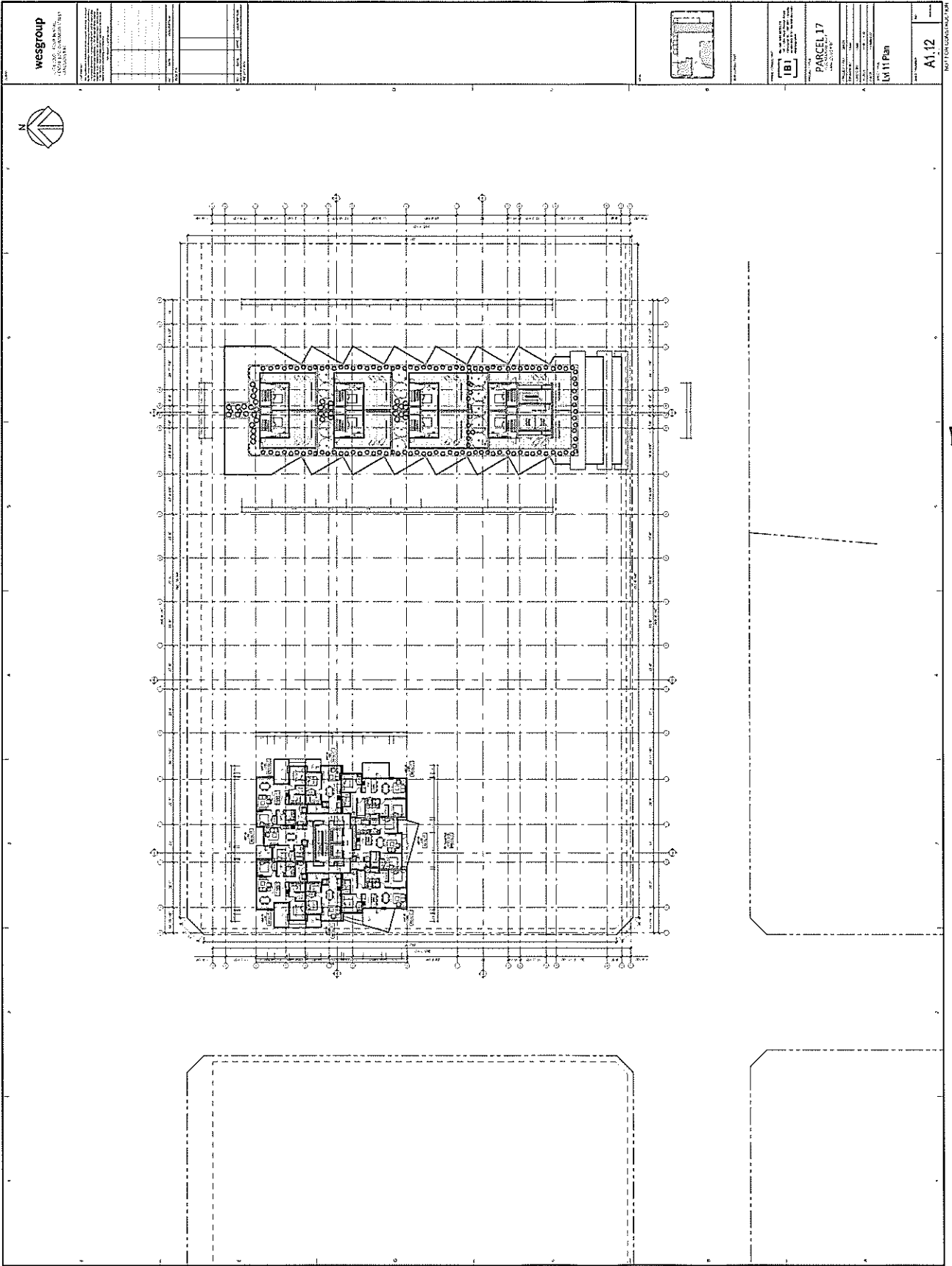
Appendix C, page 200 of 97



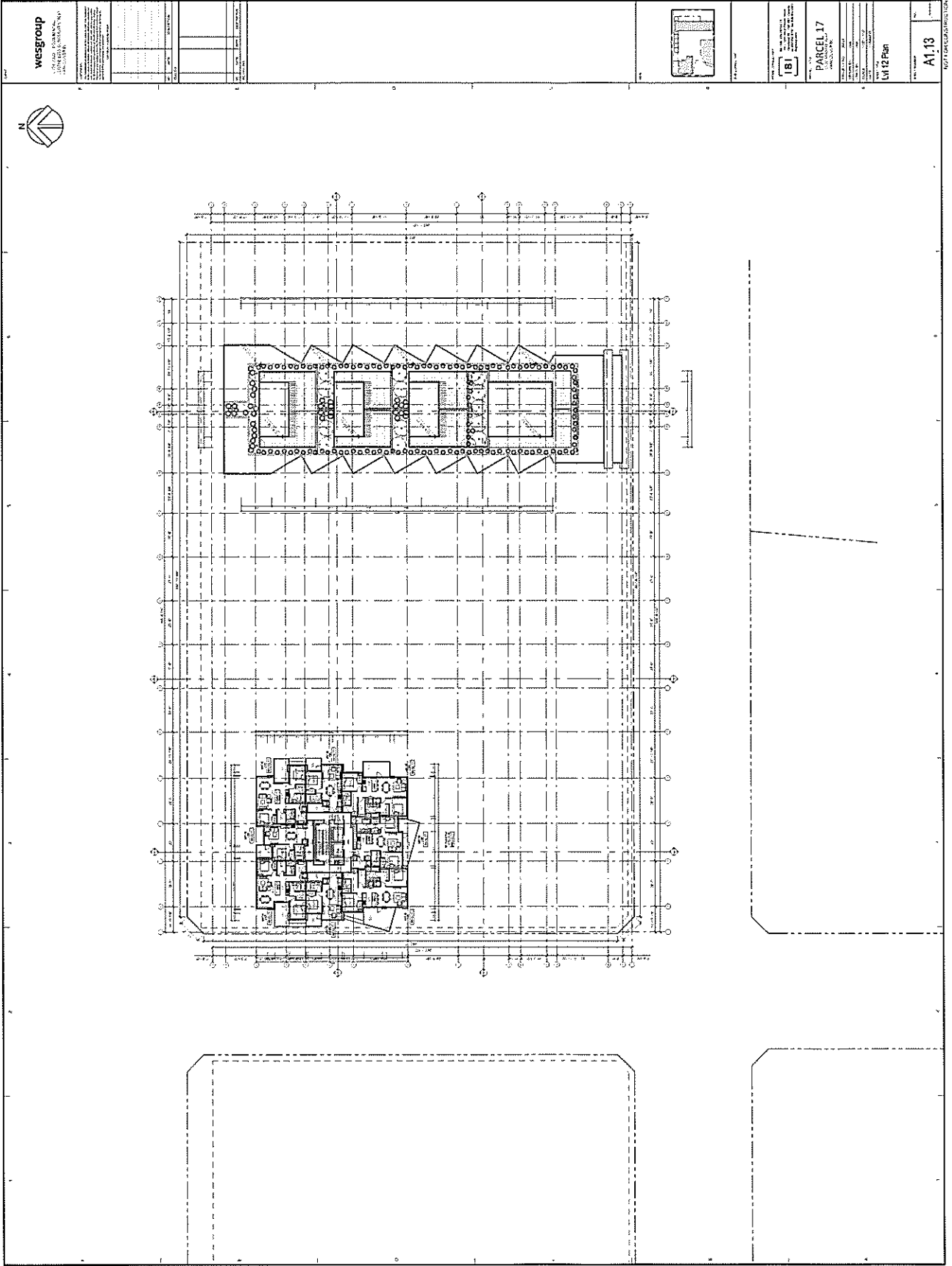
Appendix C; page 2 of 97



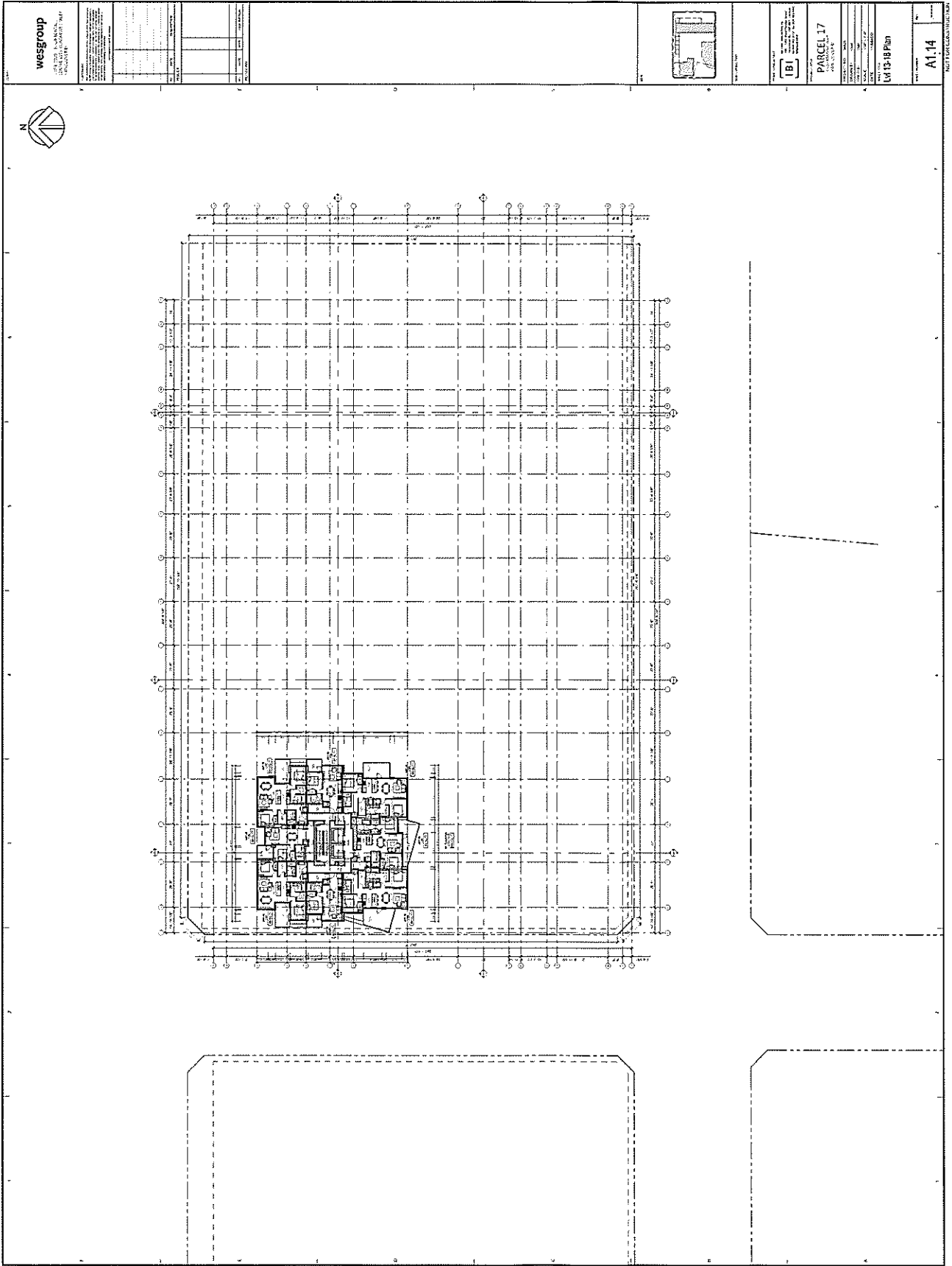




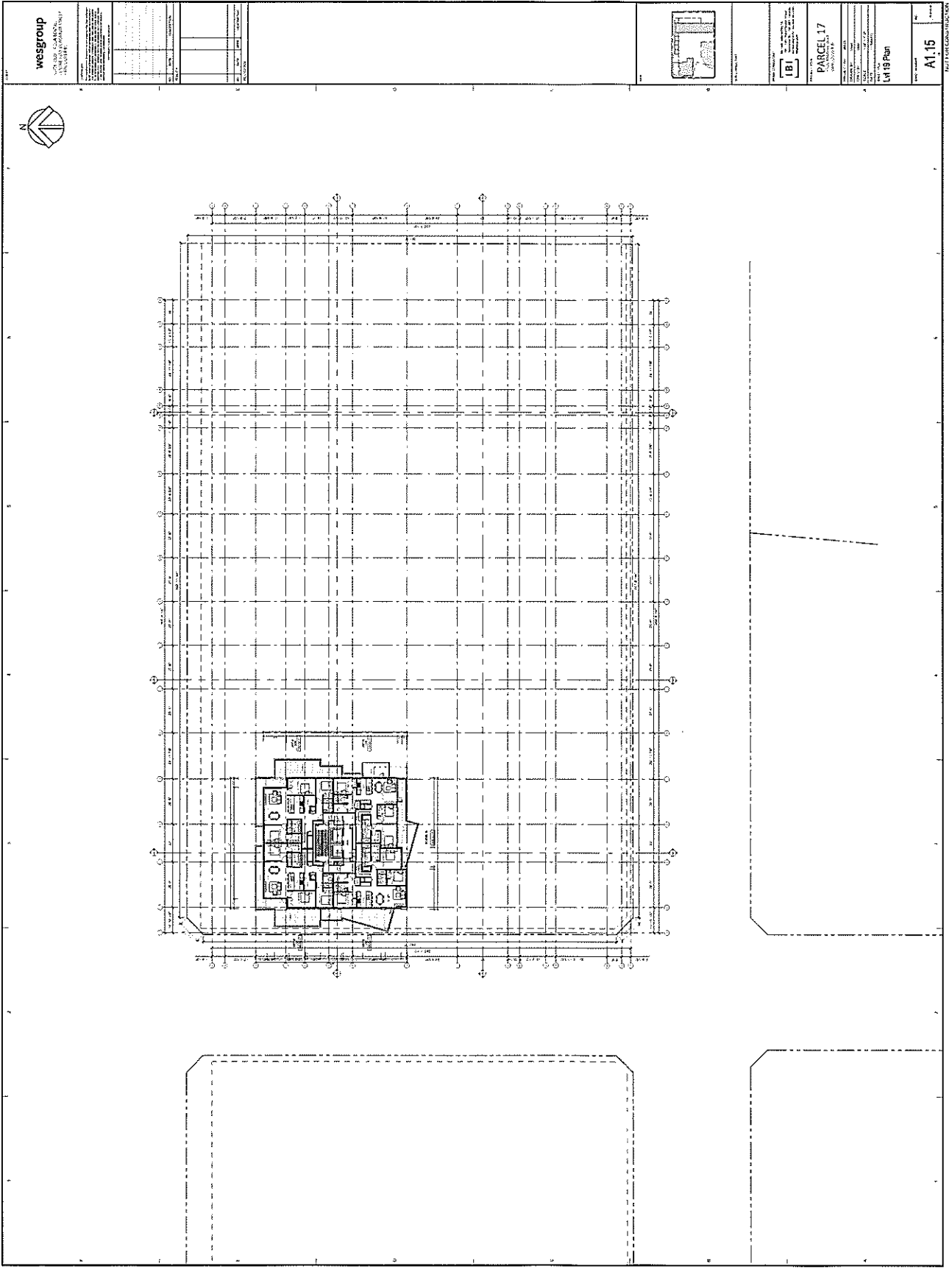
Appendix C: page 27 of 97



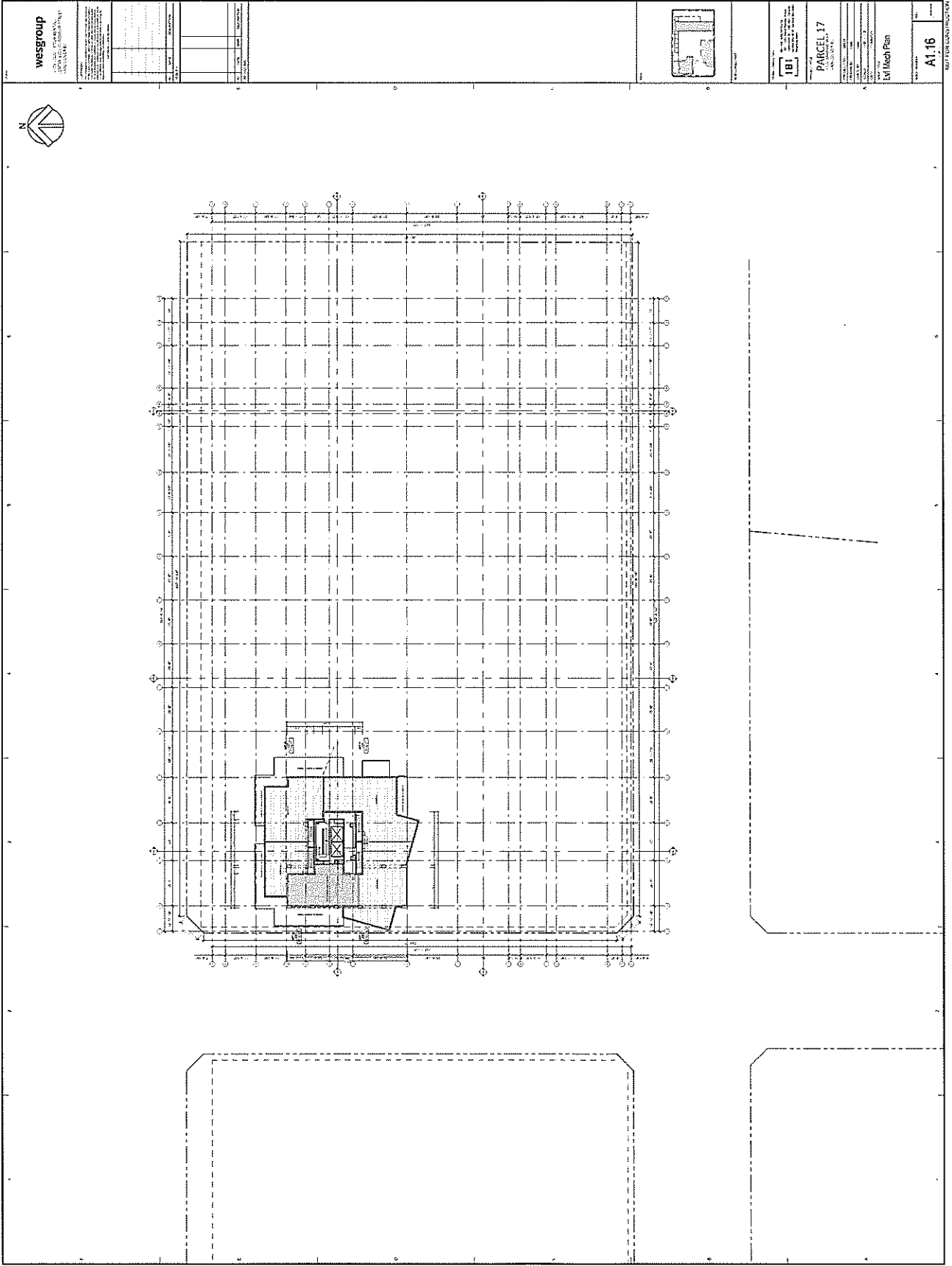
Appendix C page 28 of 97

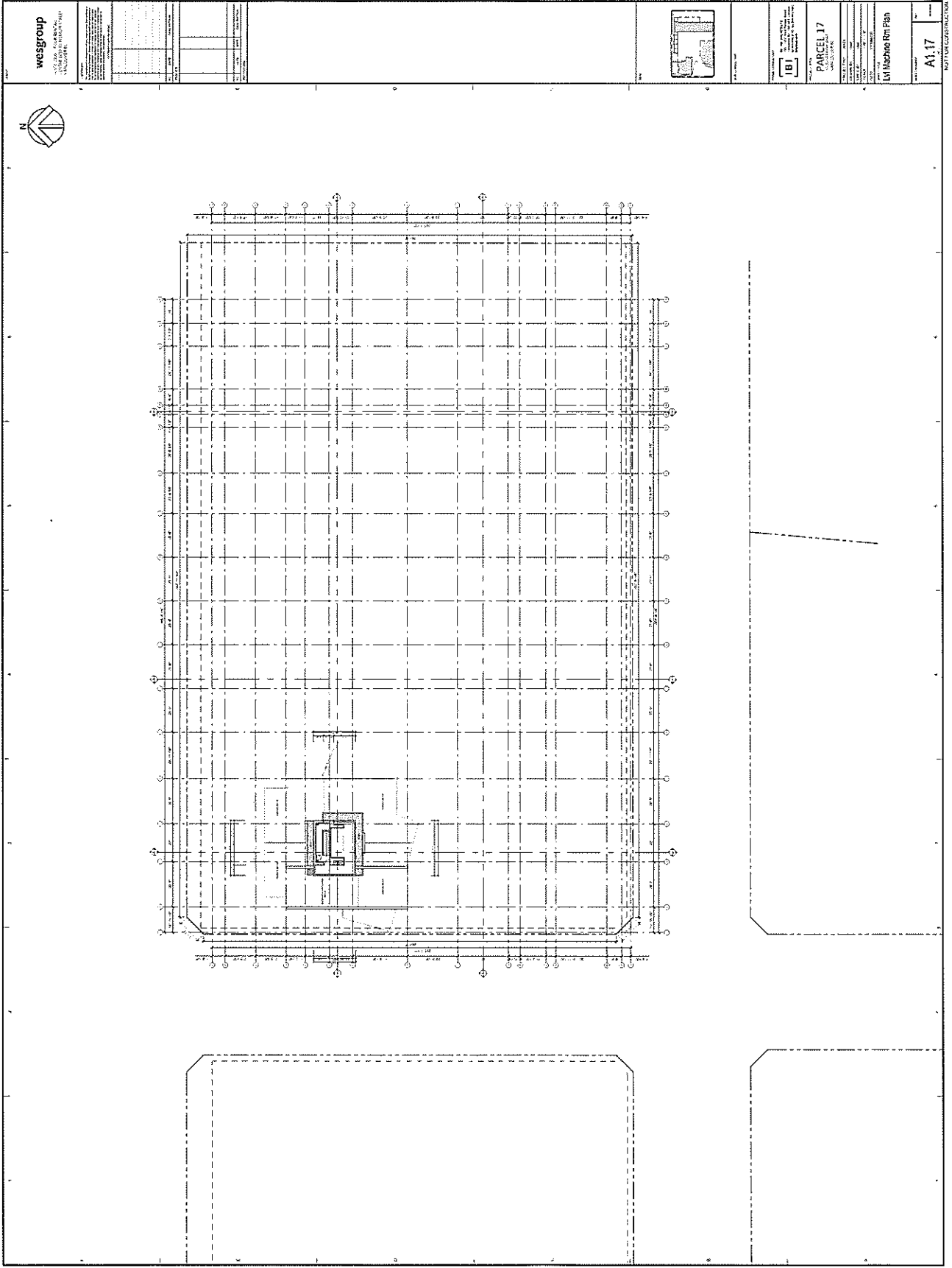


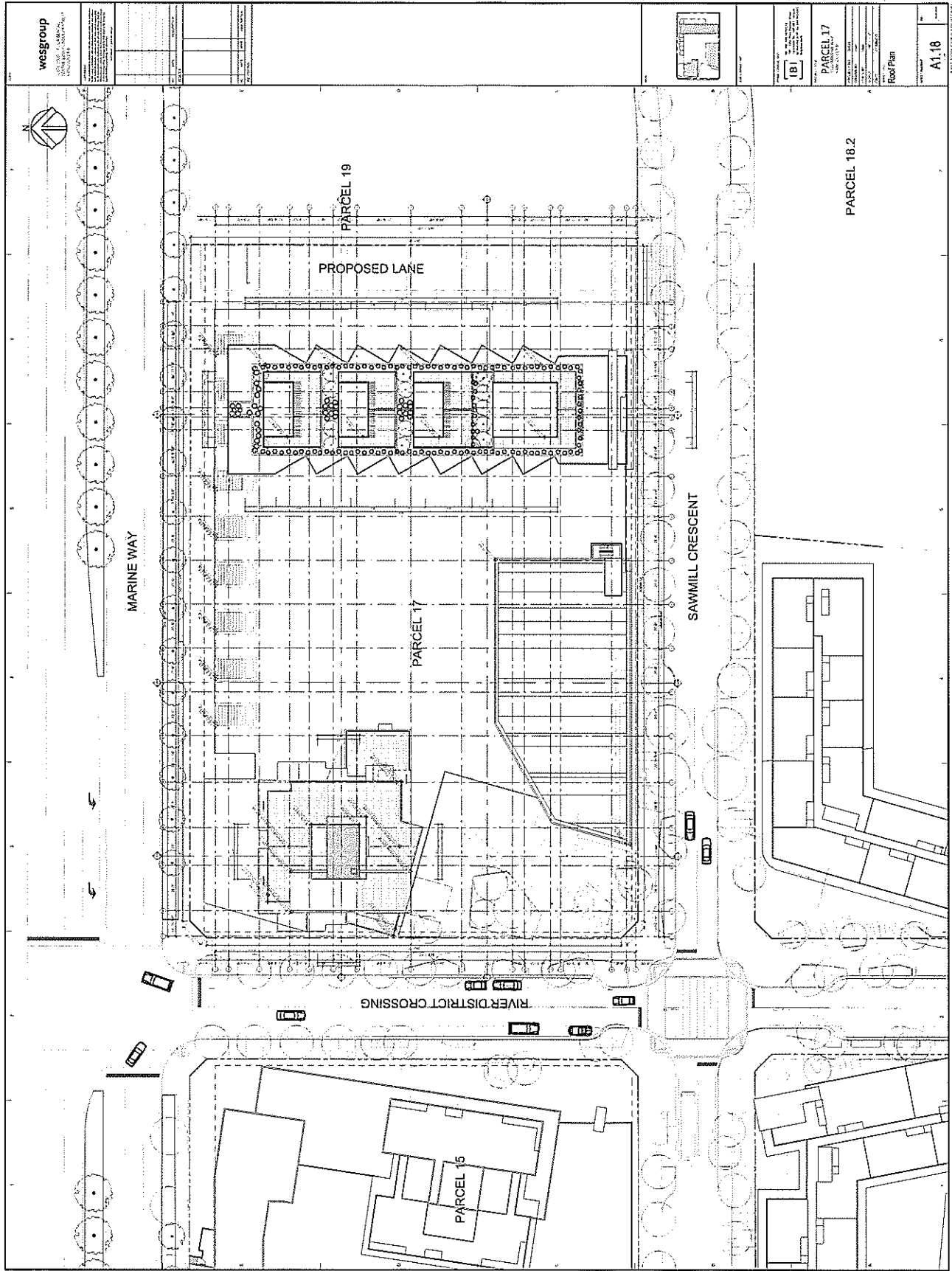
Annex C, page 29 of 97

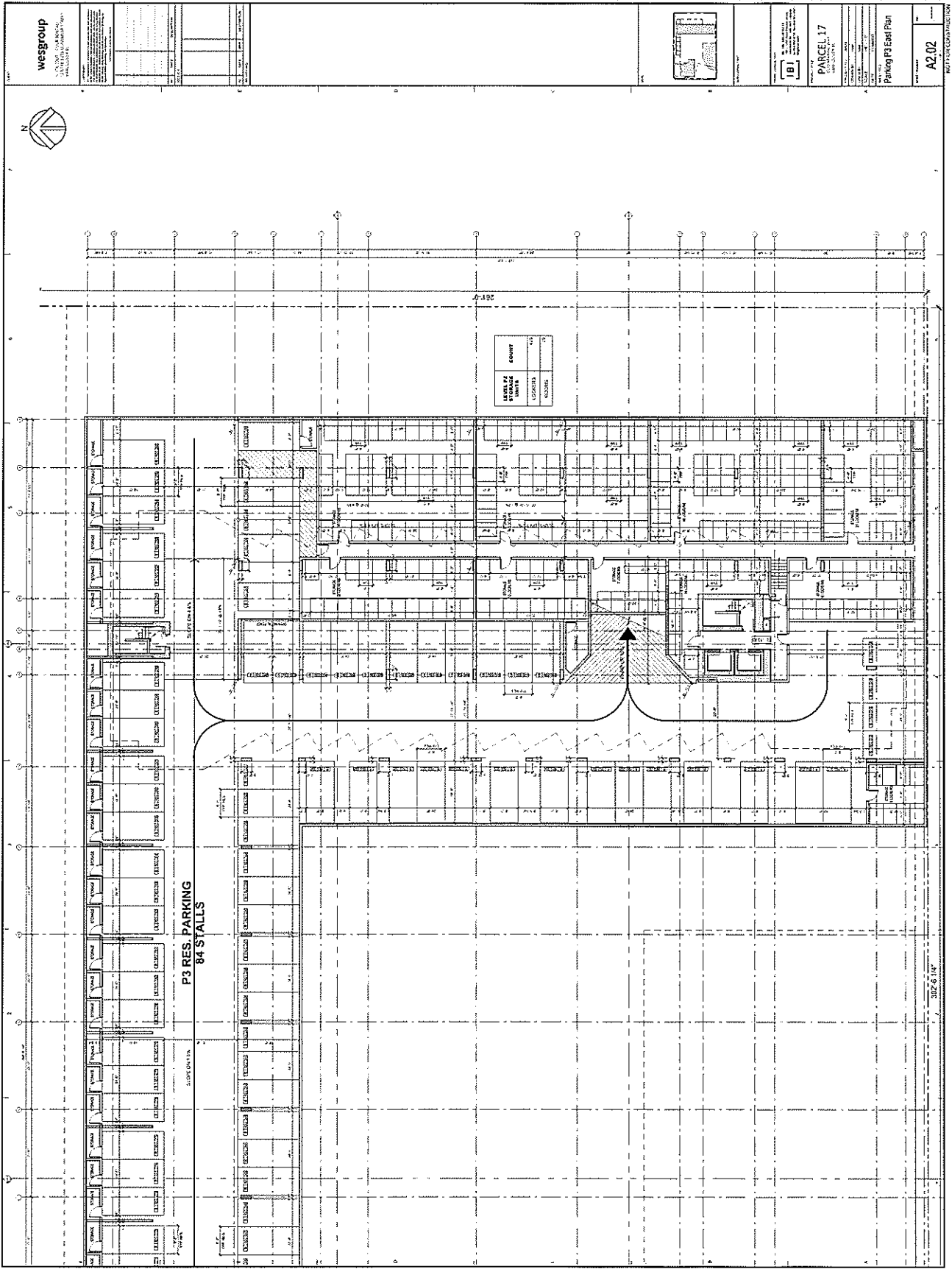


Appendix C, page 30 of 97

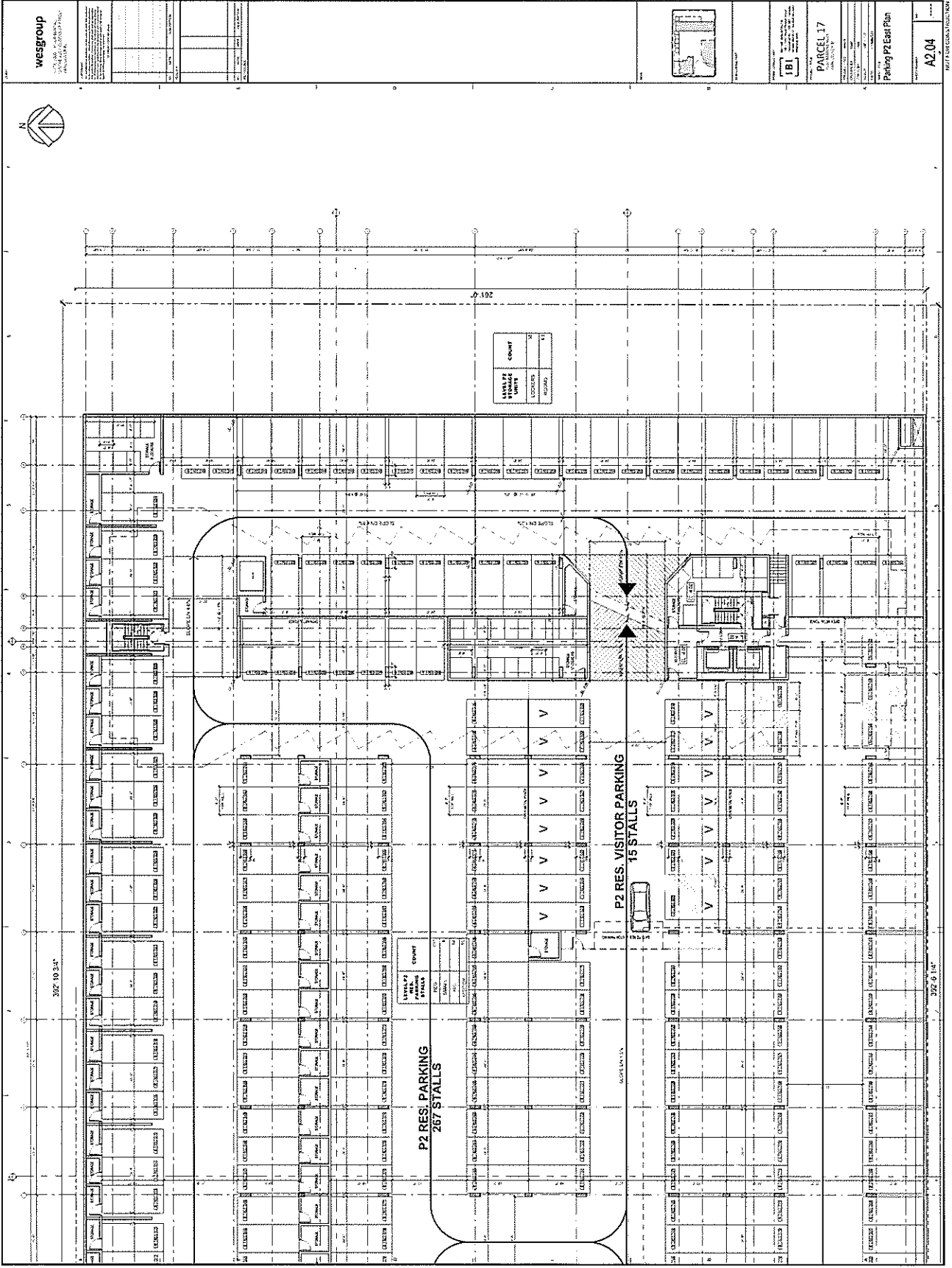


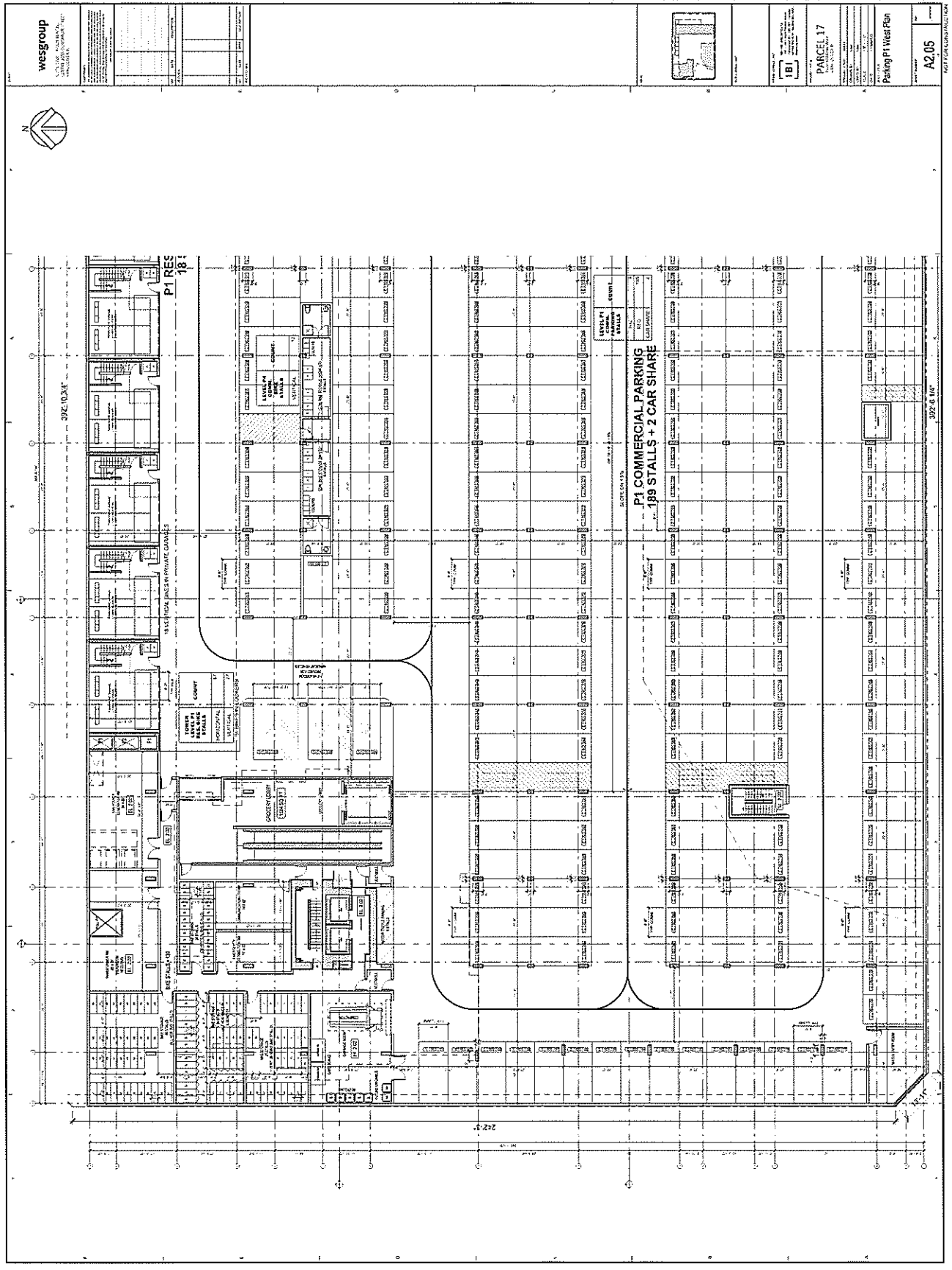






Appendix C; page 36 of 97





westgroup
LANDSCAPE ARCHITECTS
1000 15th Avenue, Suite 1000
Denver, CO 80202
Tel: 303.733.1000
Fax: 303.733.1001
www.westgroup-landscape.com



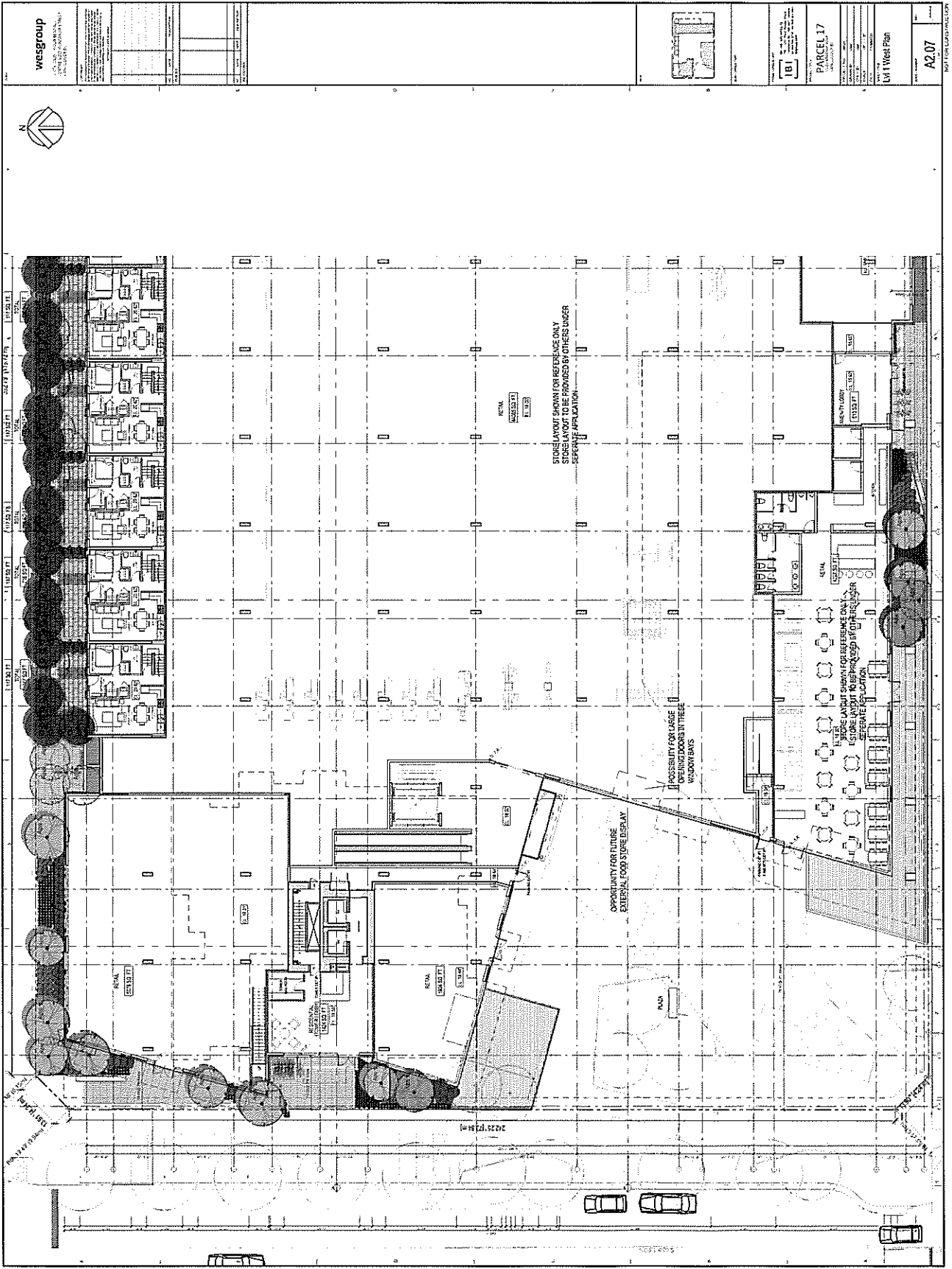
IBI
INTERNATIONAL
BUILDING
DESIGN
INC.
1000 15th Avenue, Suite 1000
Denver, CO 80202
Tel: 303.733.1000
Fax: 303.733.1001
www.ibi.com

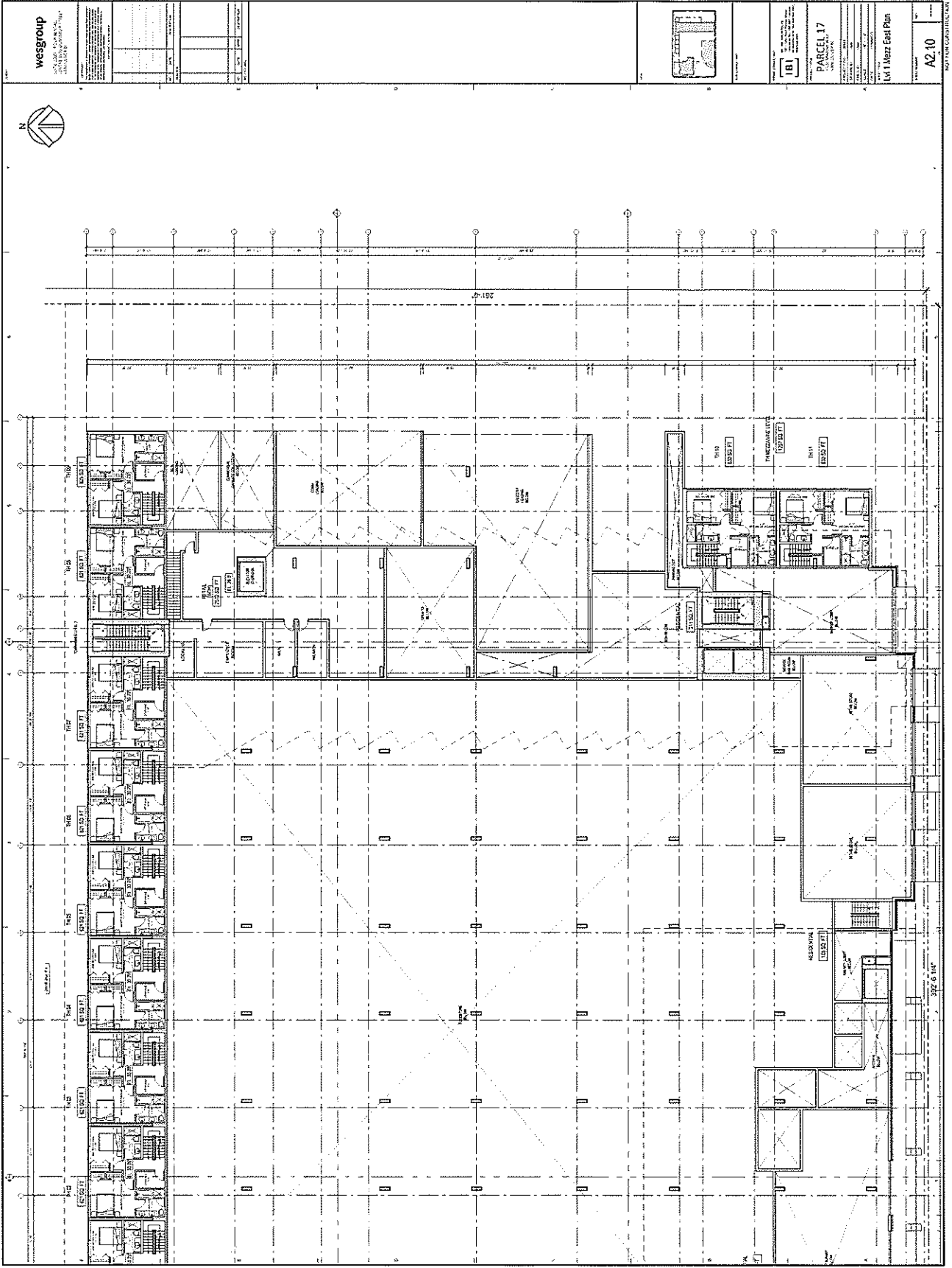
PARCEL 17
1000 15th Avenue, Suite 1000
Denver, CO 80202

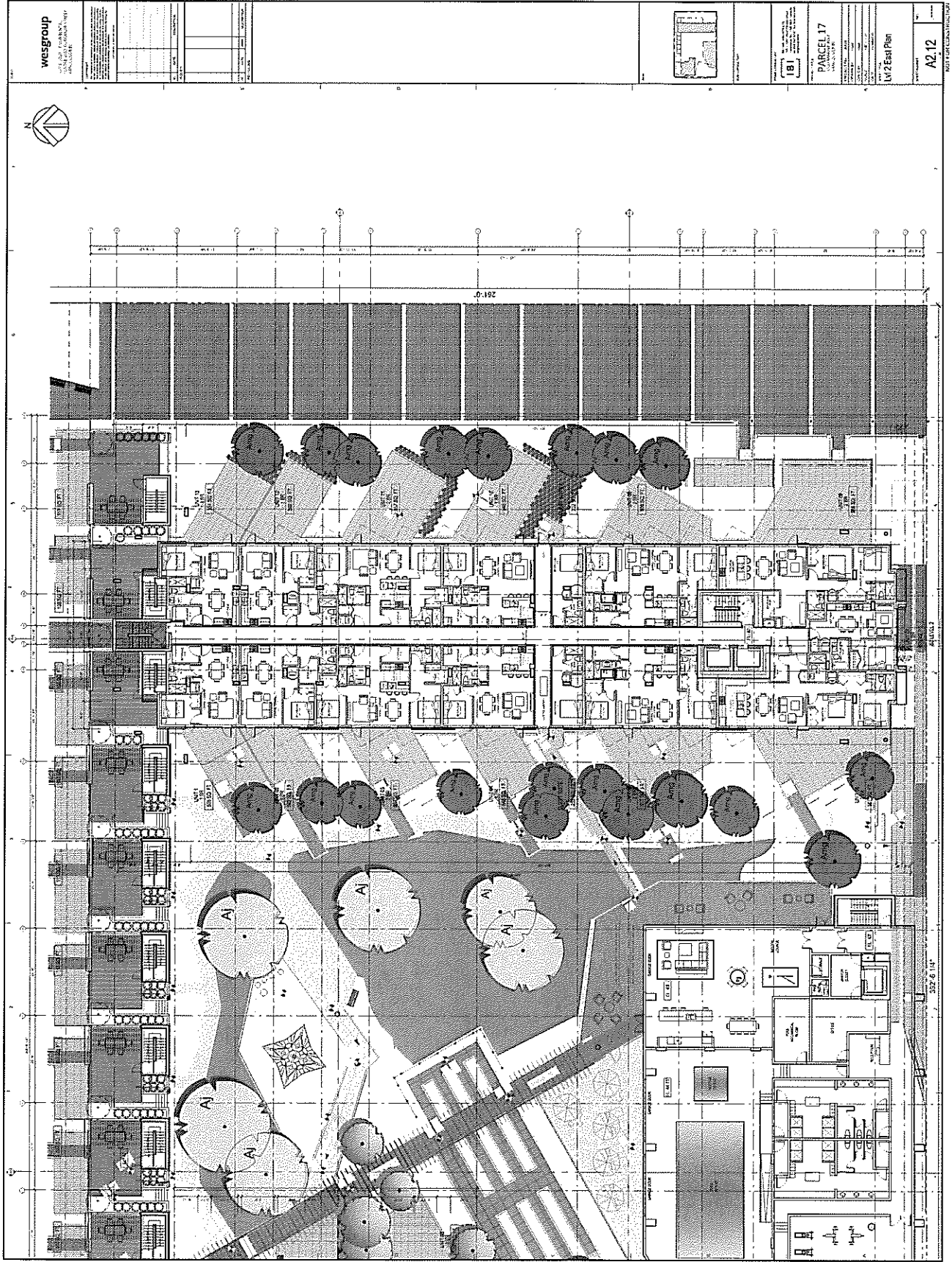
Paving P1 West Plan

A2.05

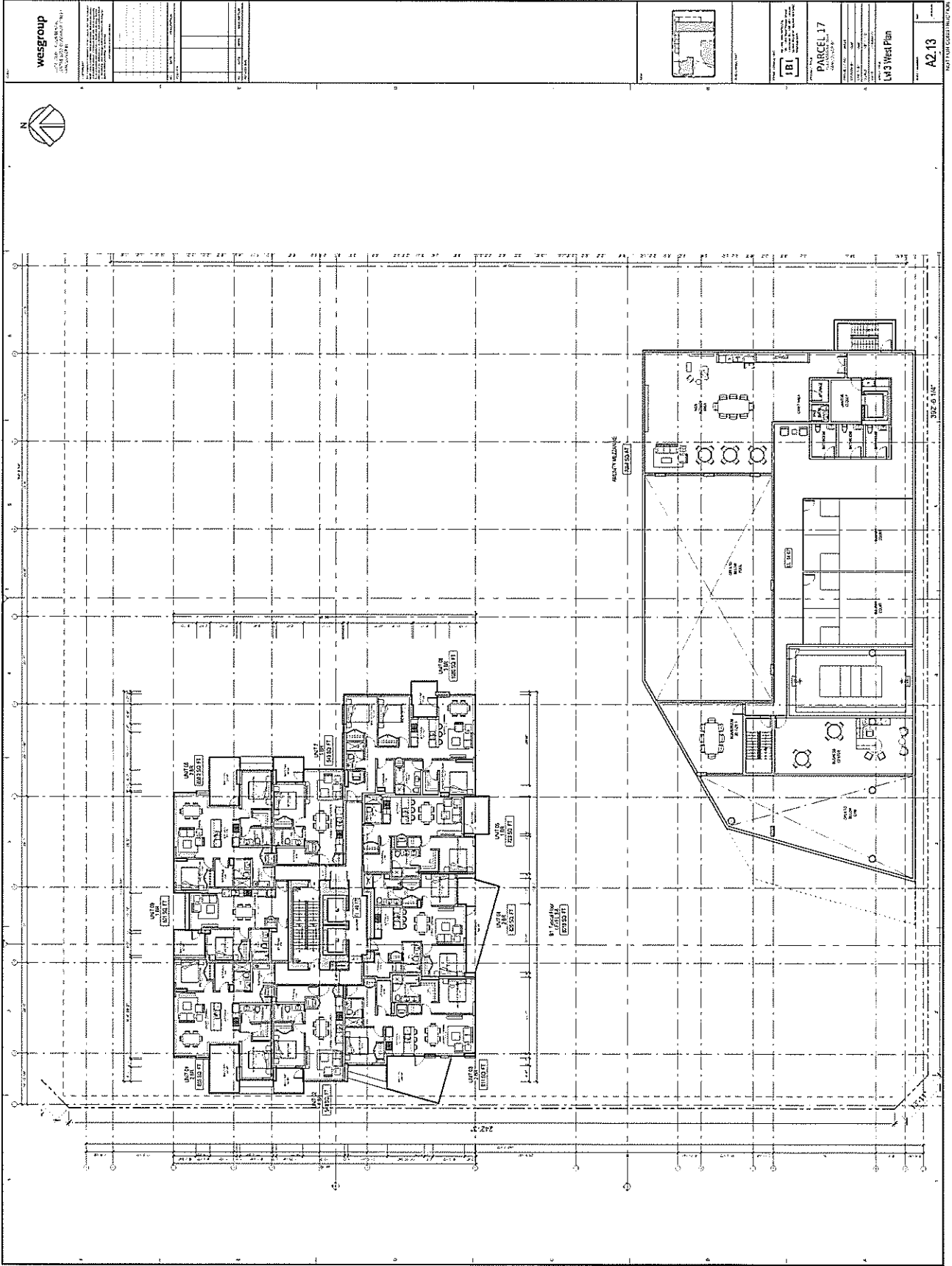
Appendix C: page 38 of 97



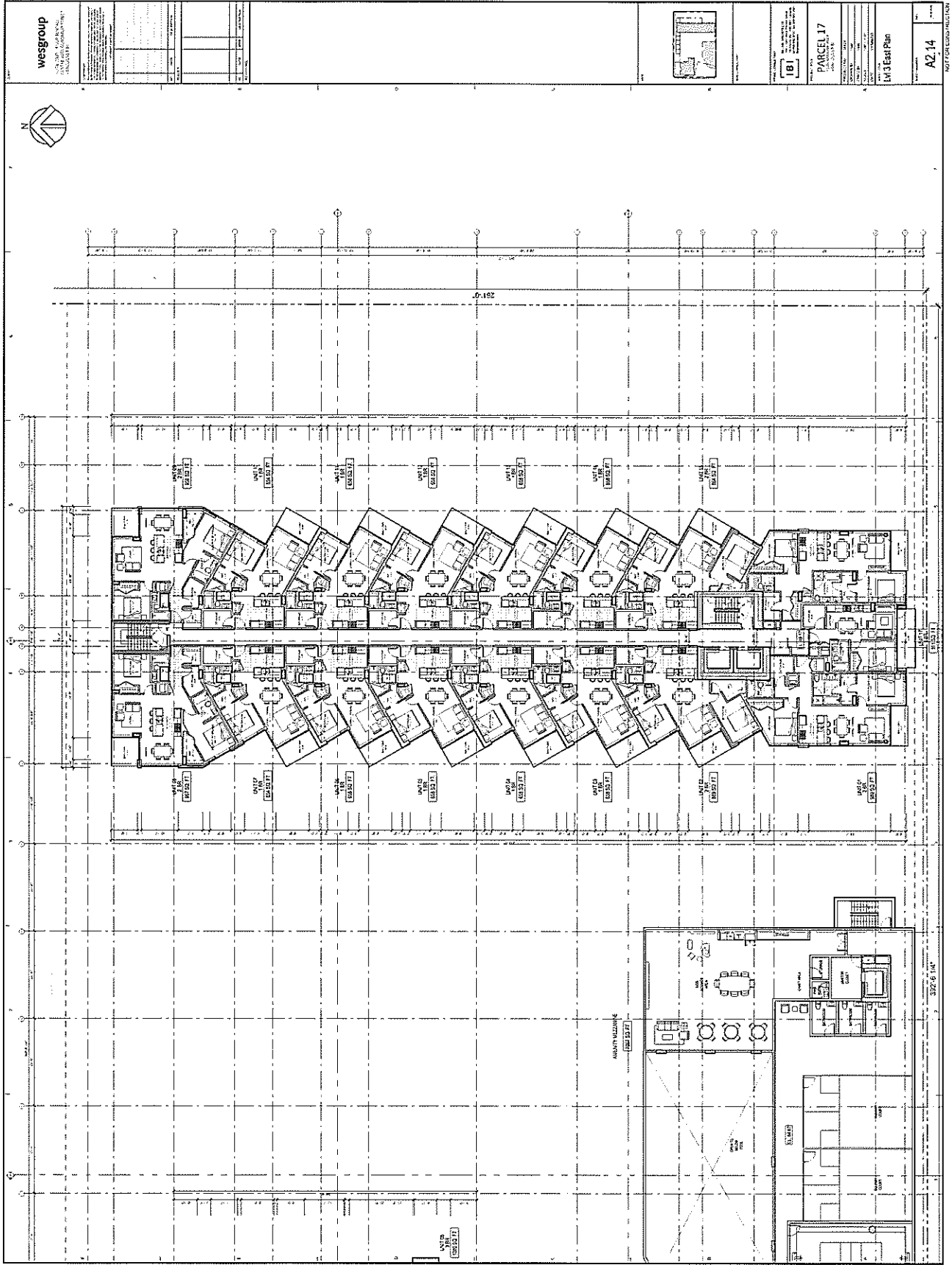


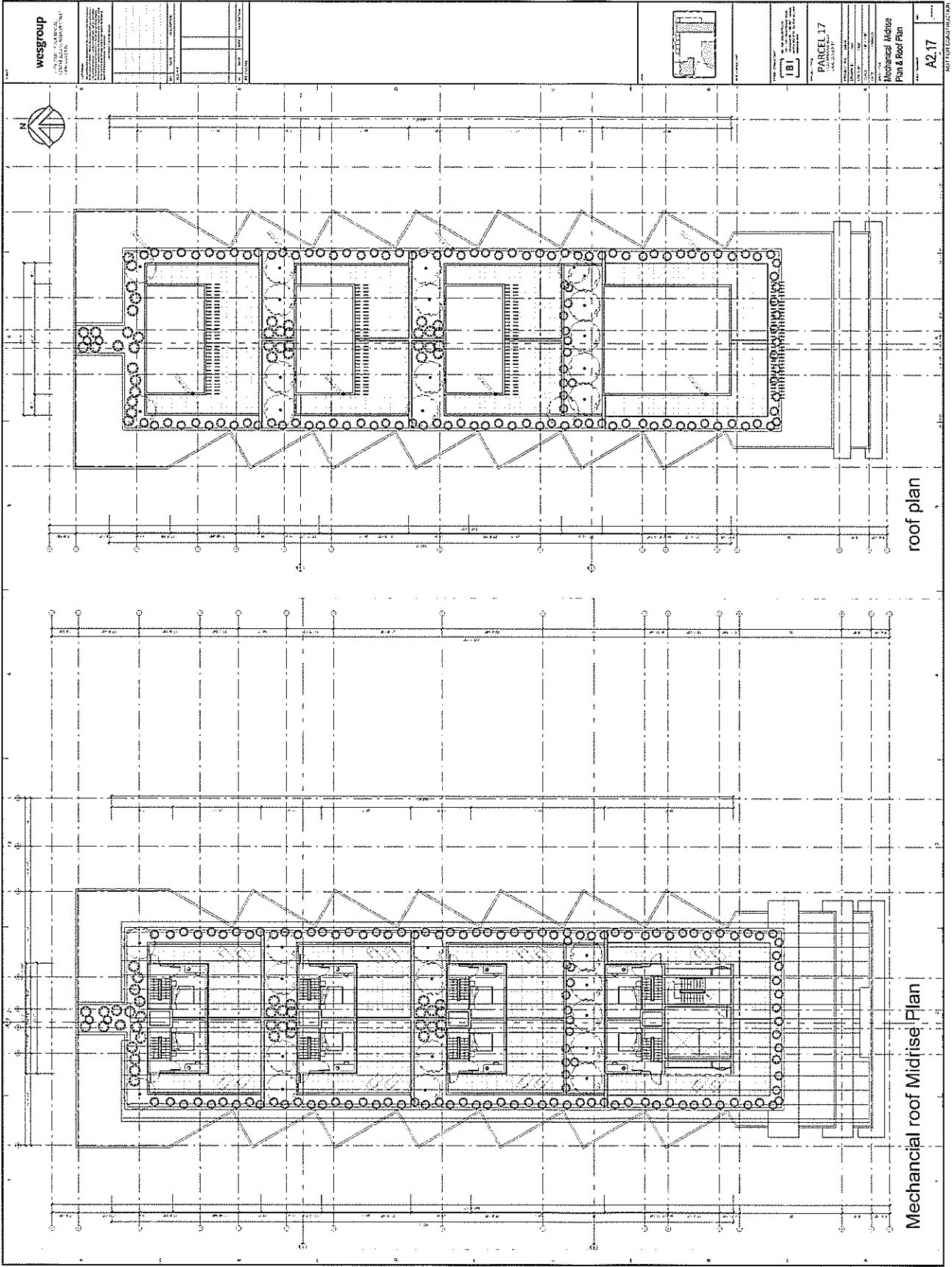


Appendix C page 45 of 97

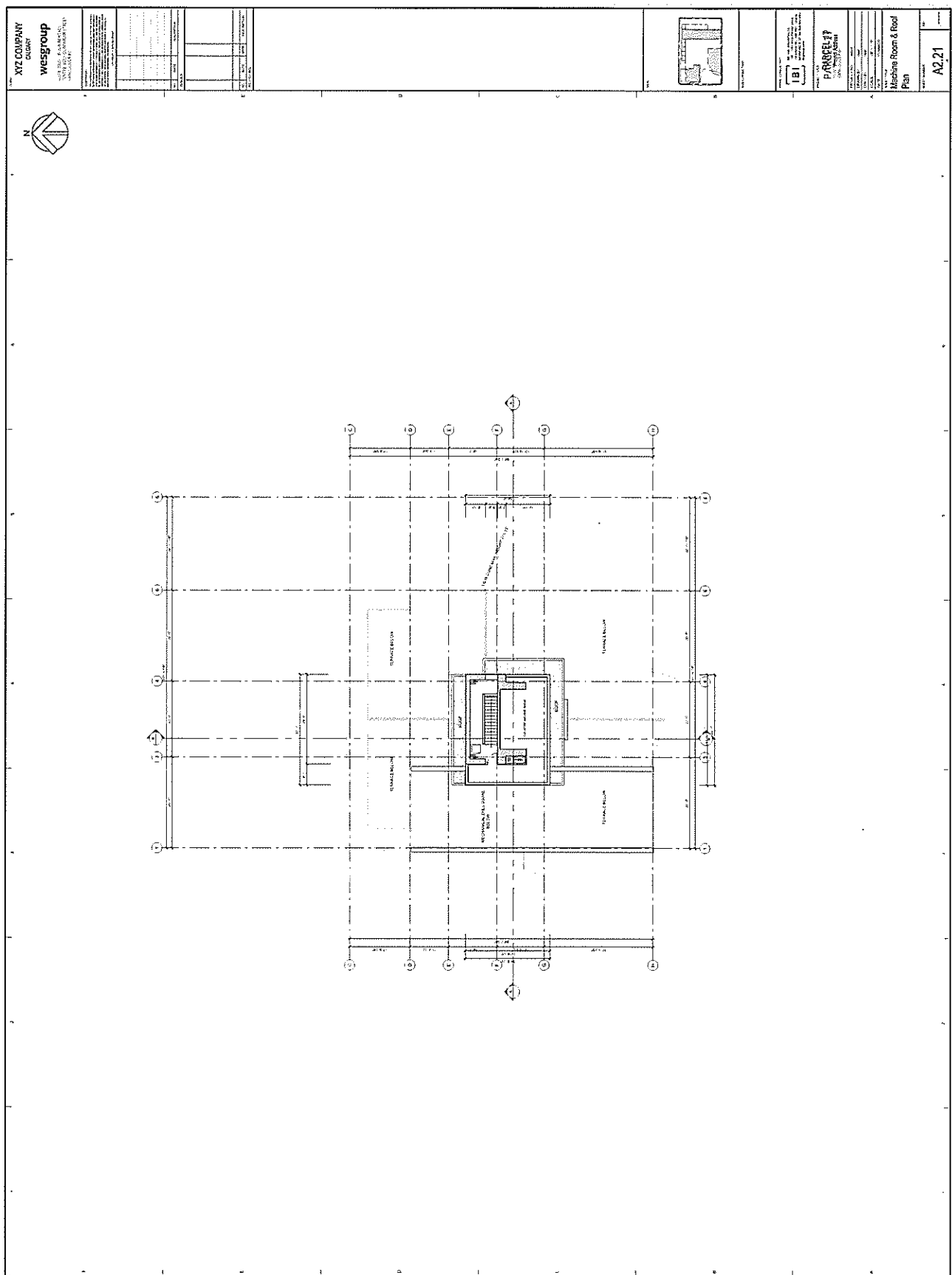


Appendix C page 46 of 97

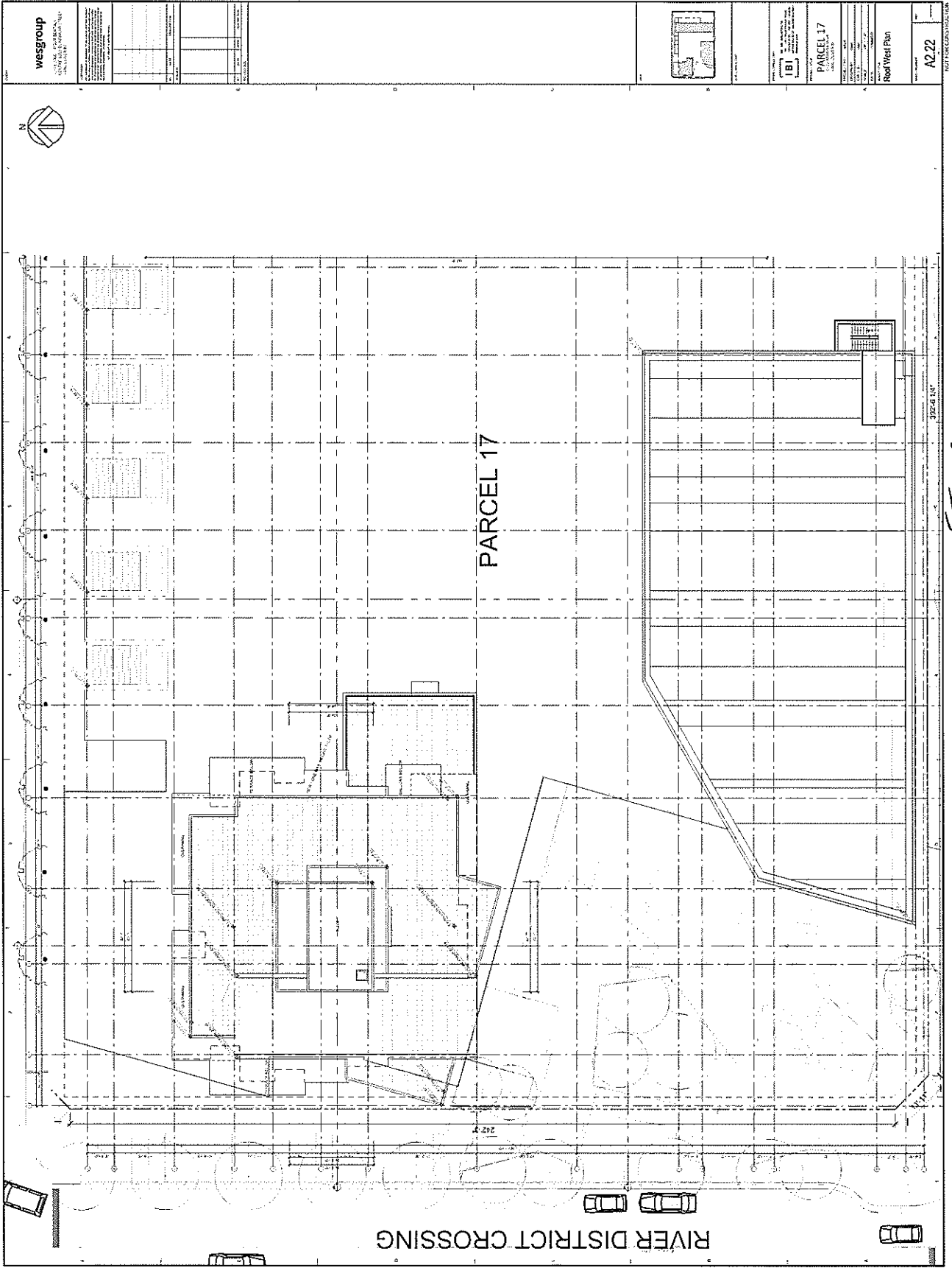




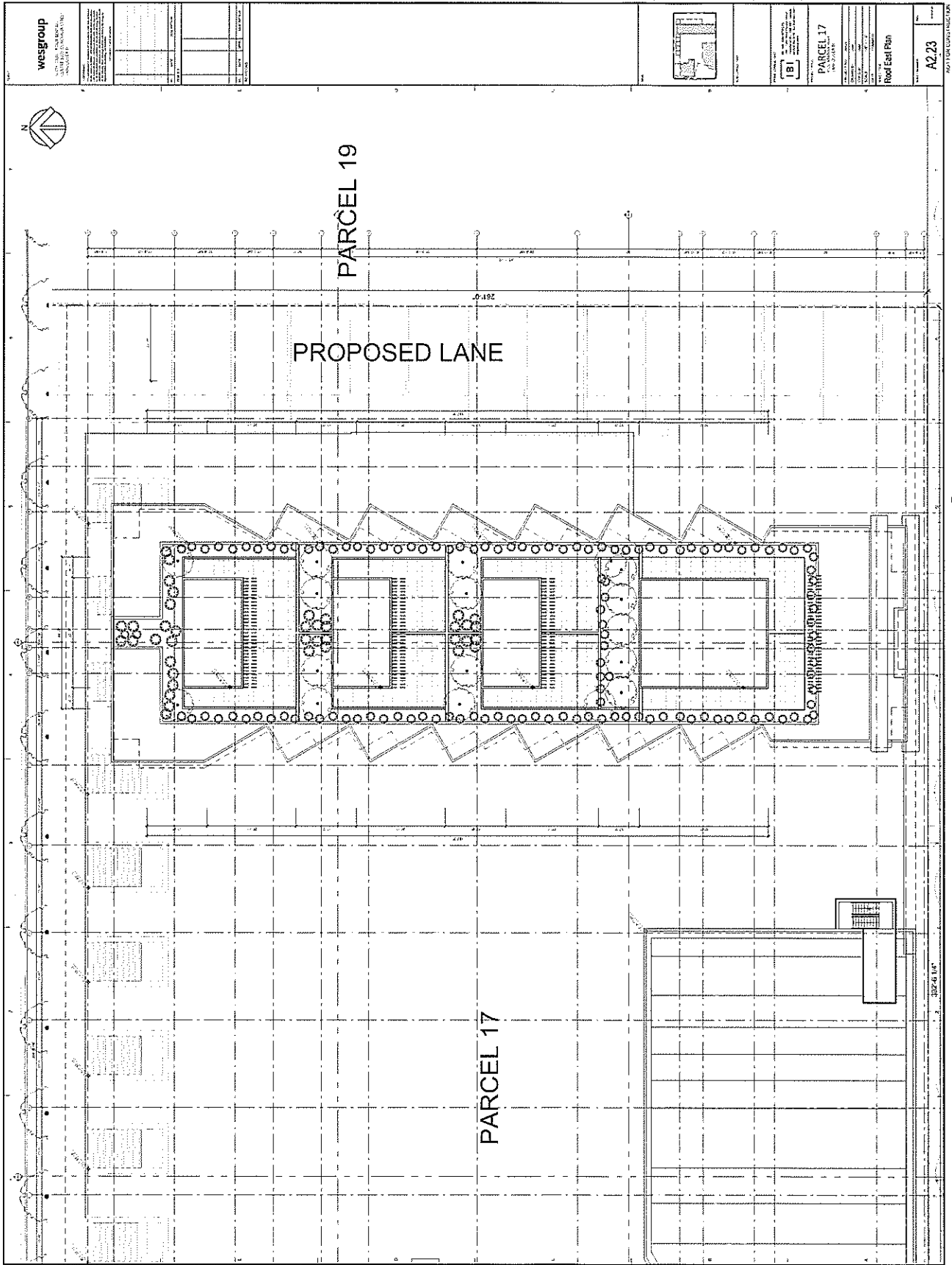
Appendix C page 52 of 97

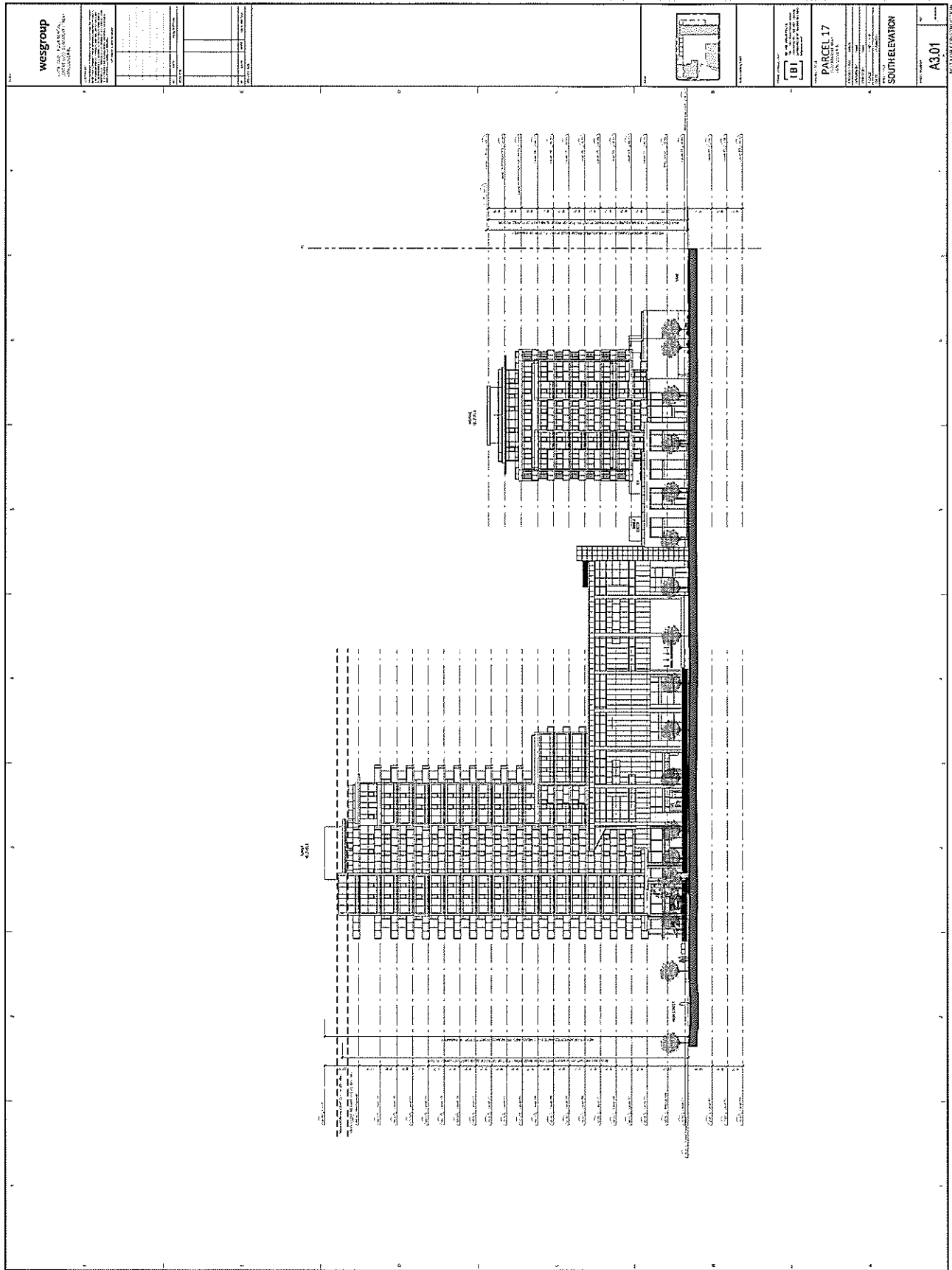


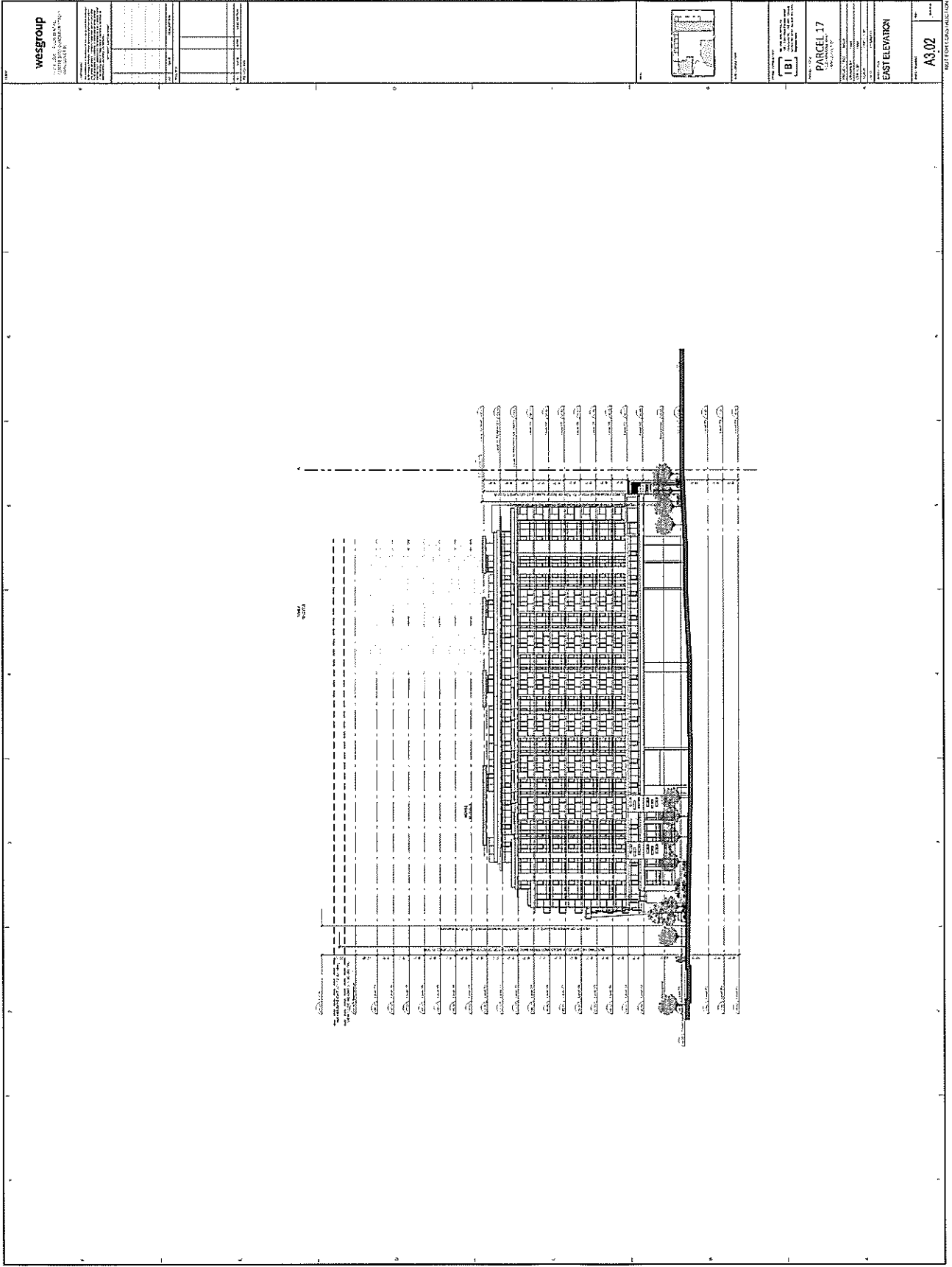
Appendix C, page 54 of 97

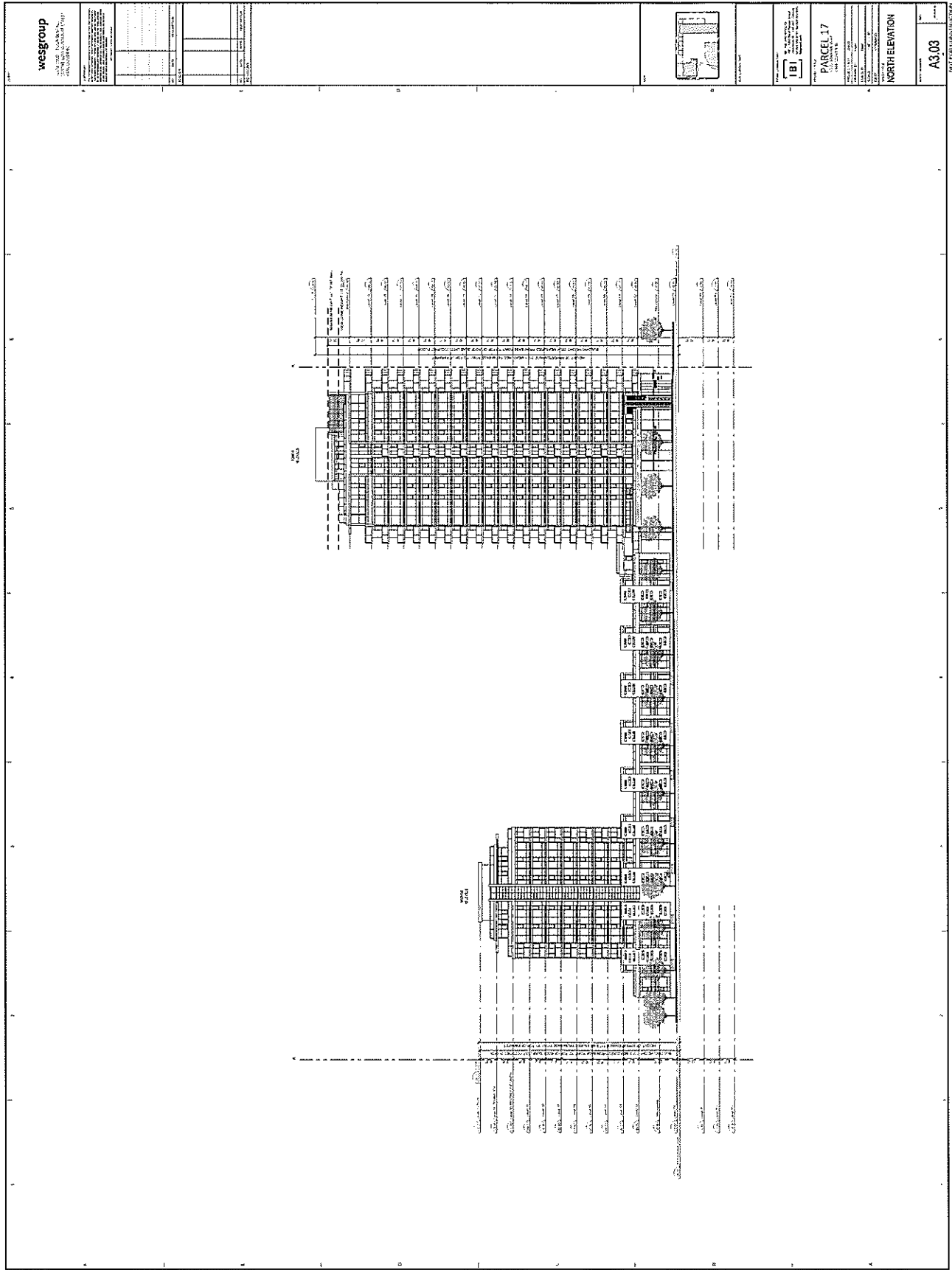


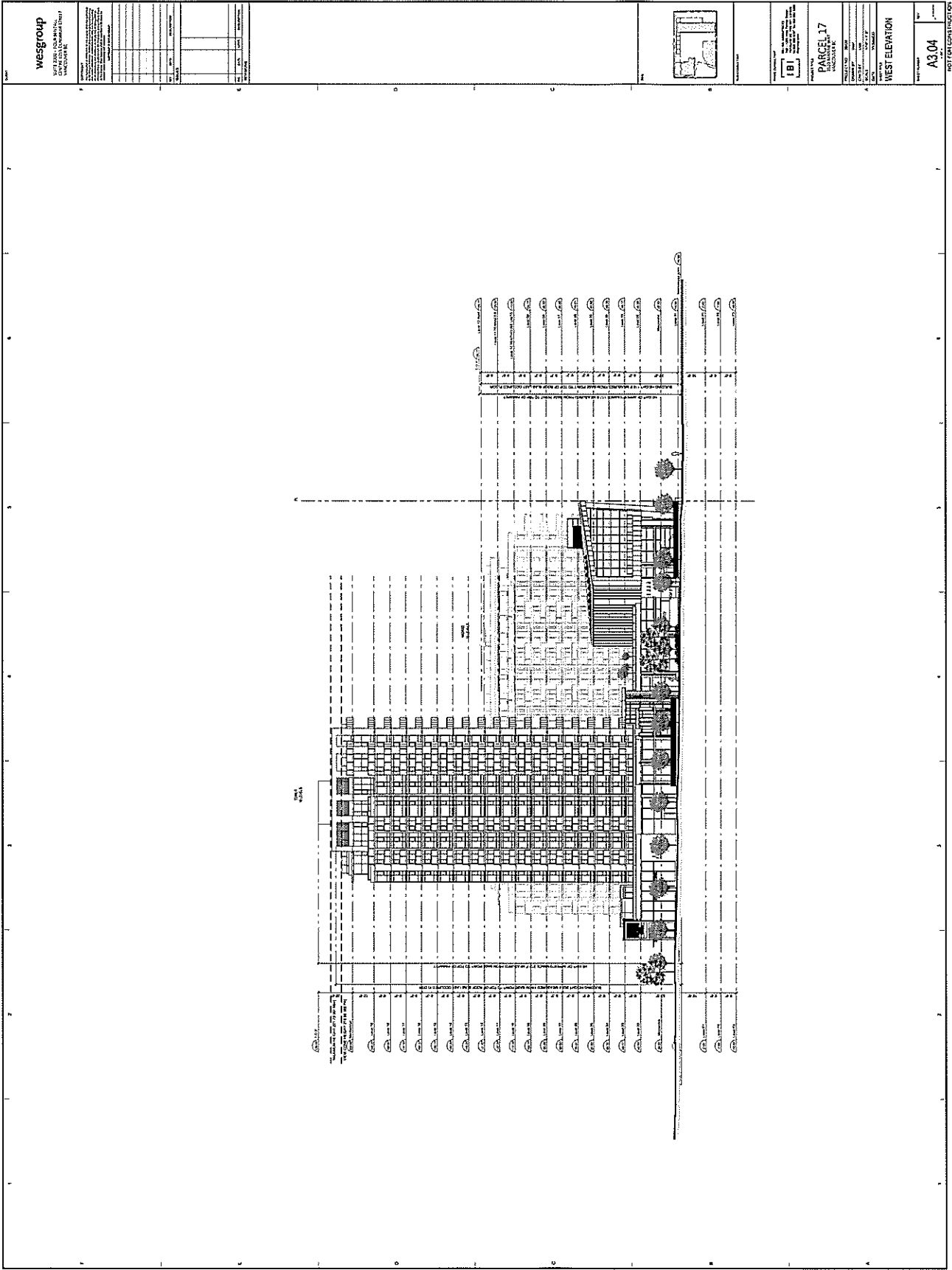
Appendix C; pages of 97



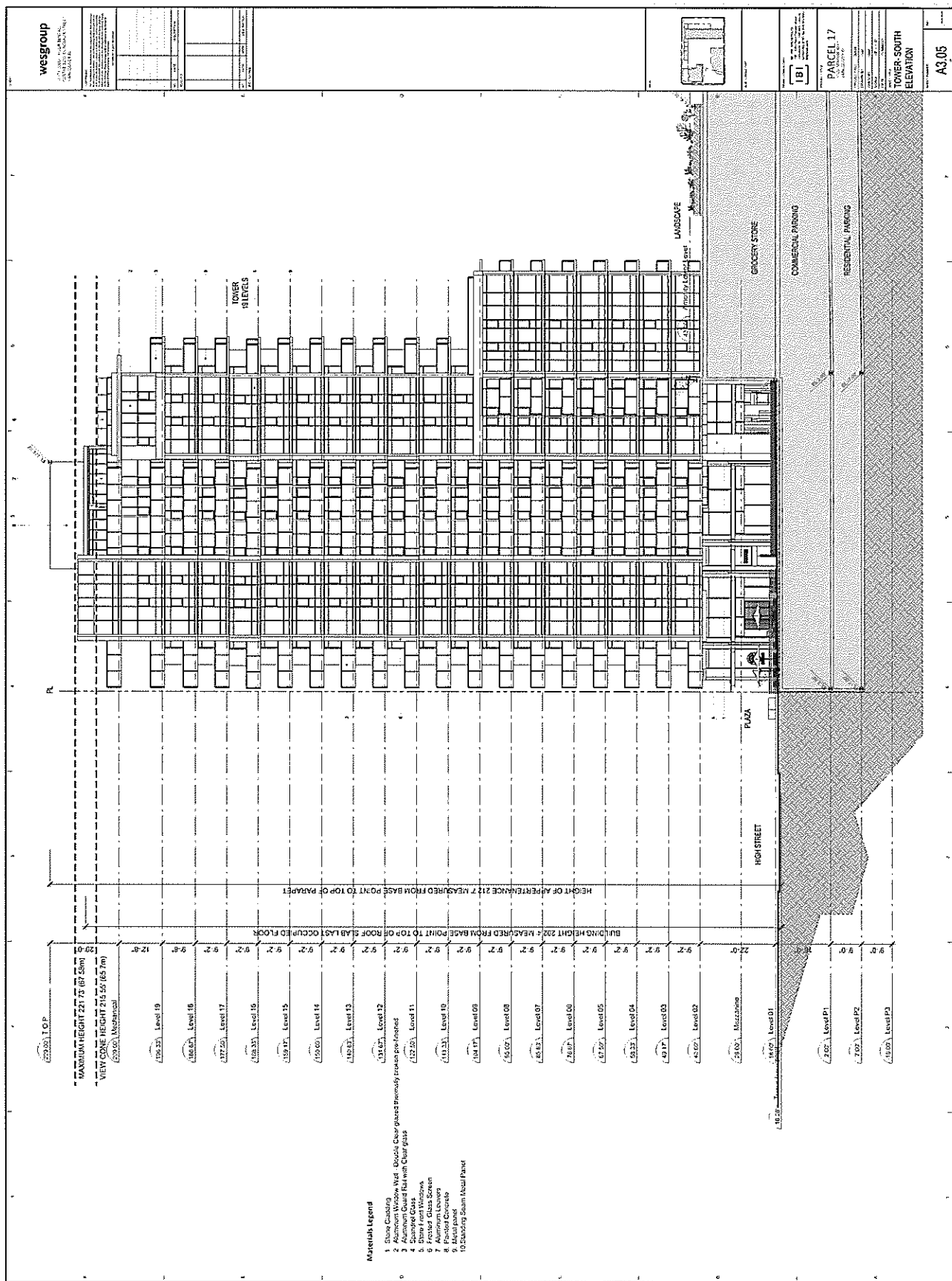


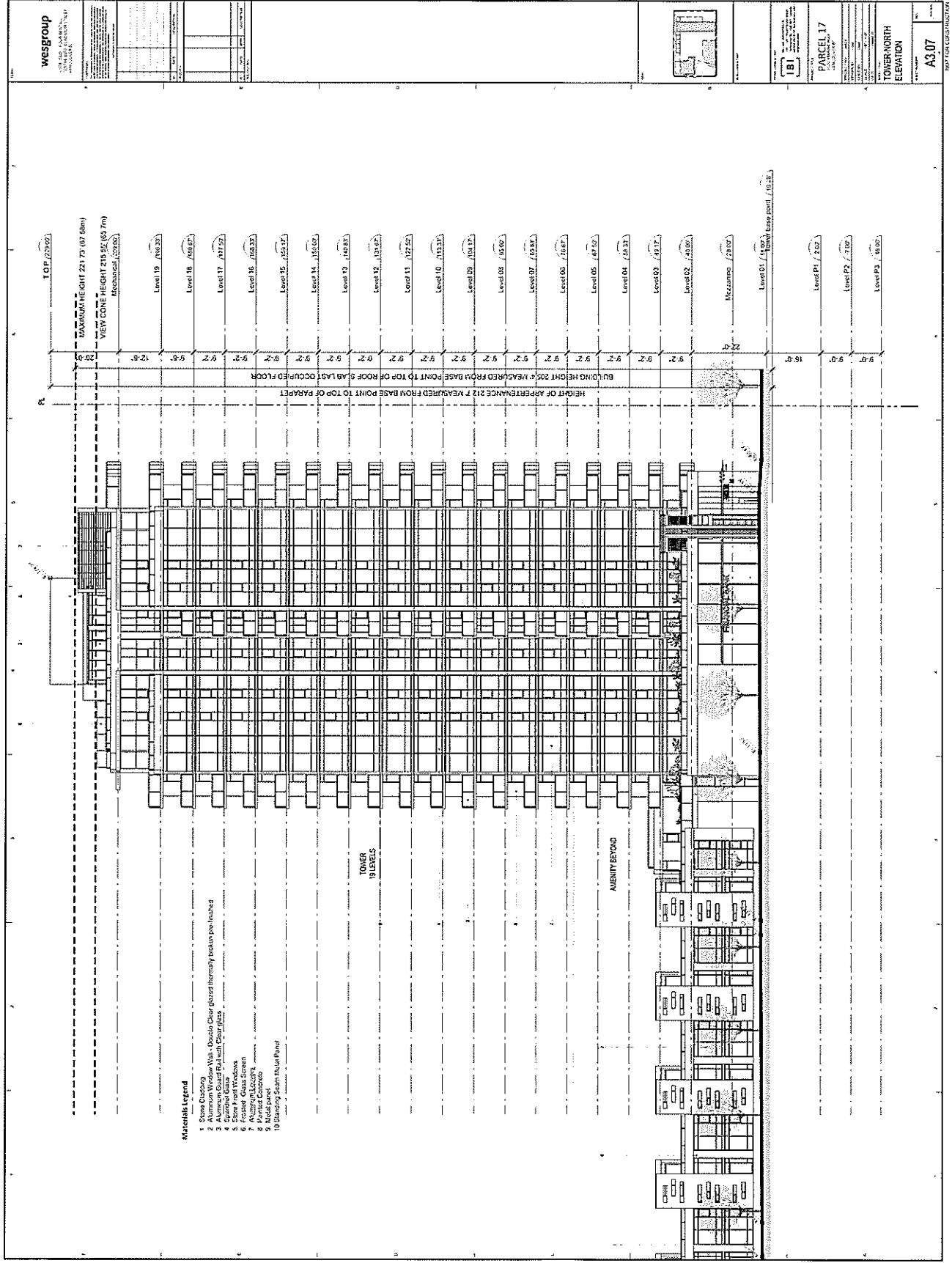




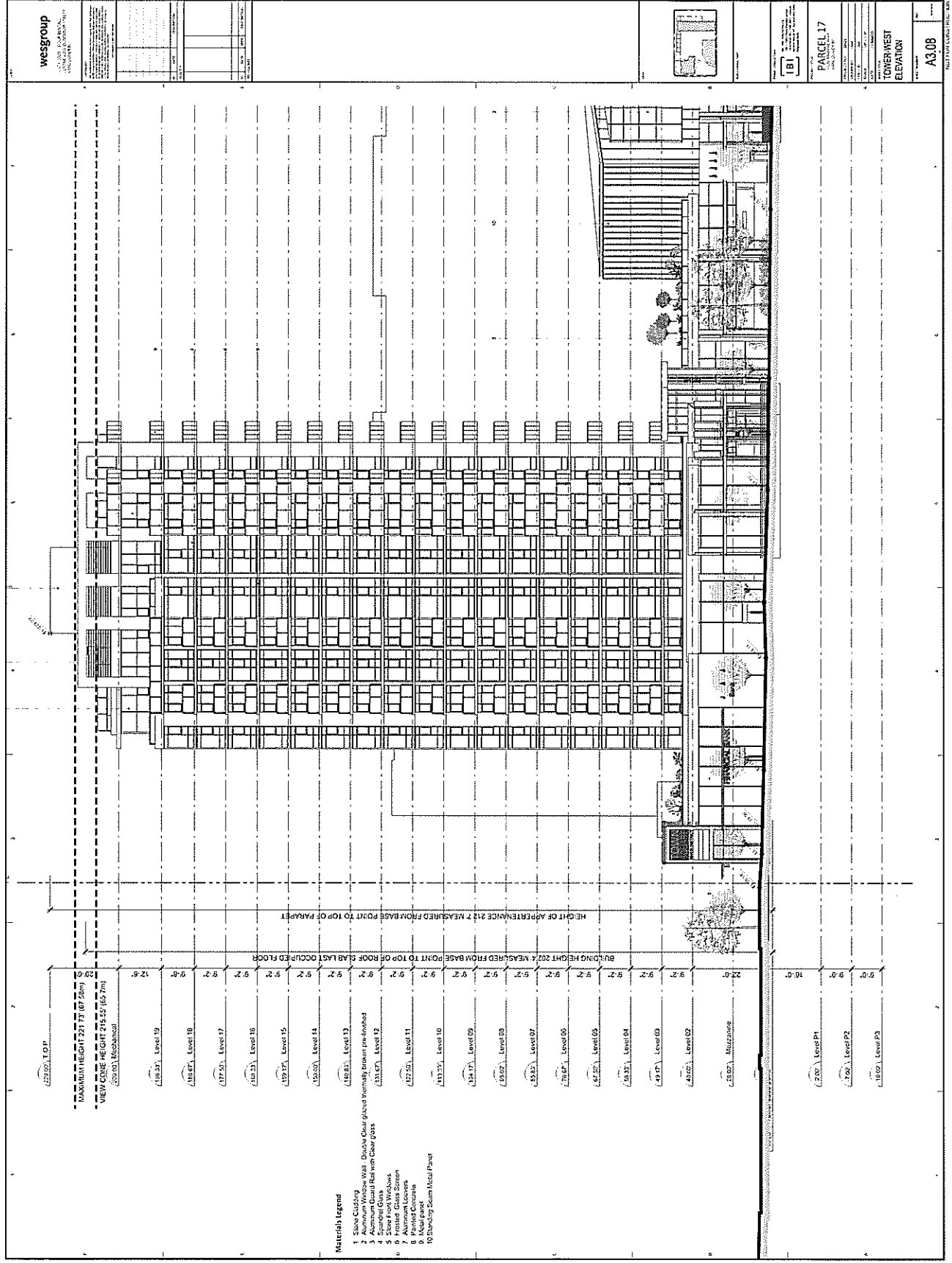


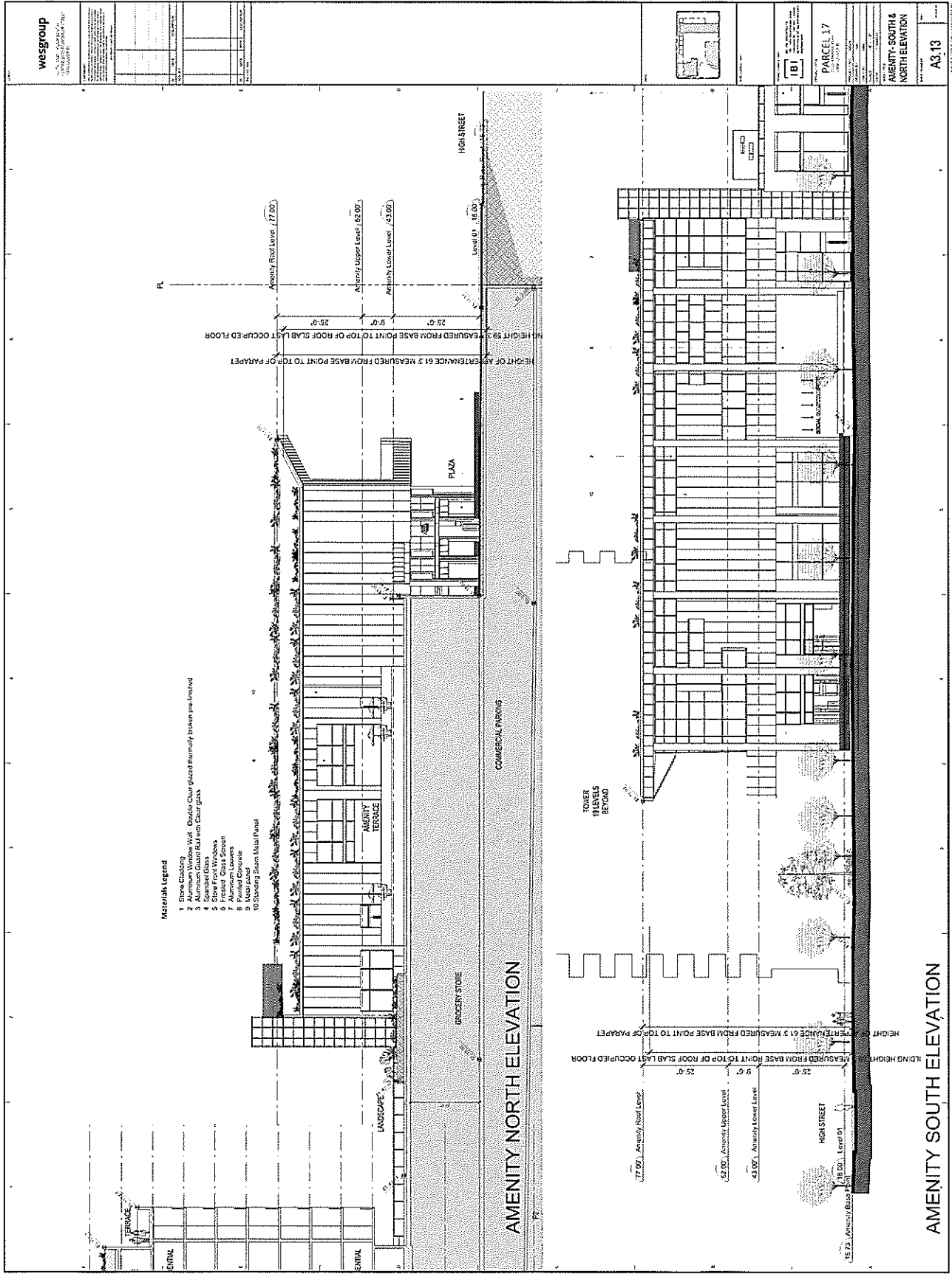
Appendix C, page 97

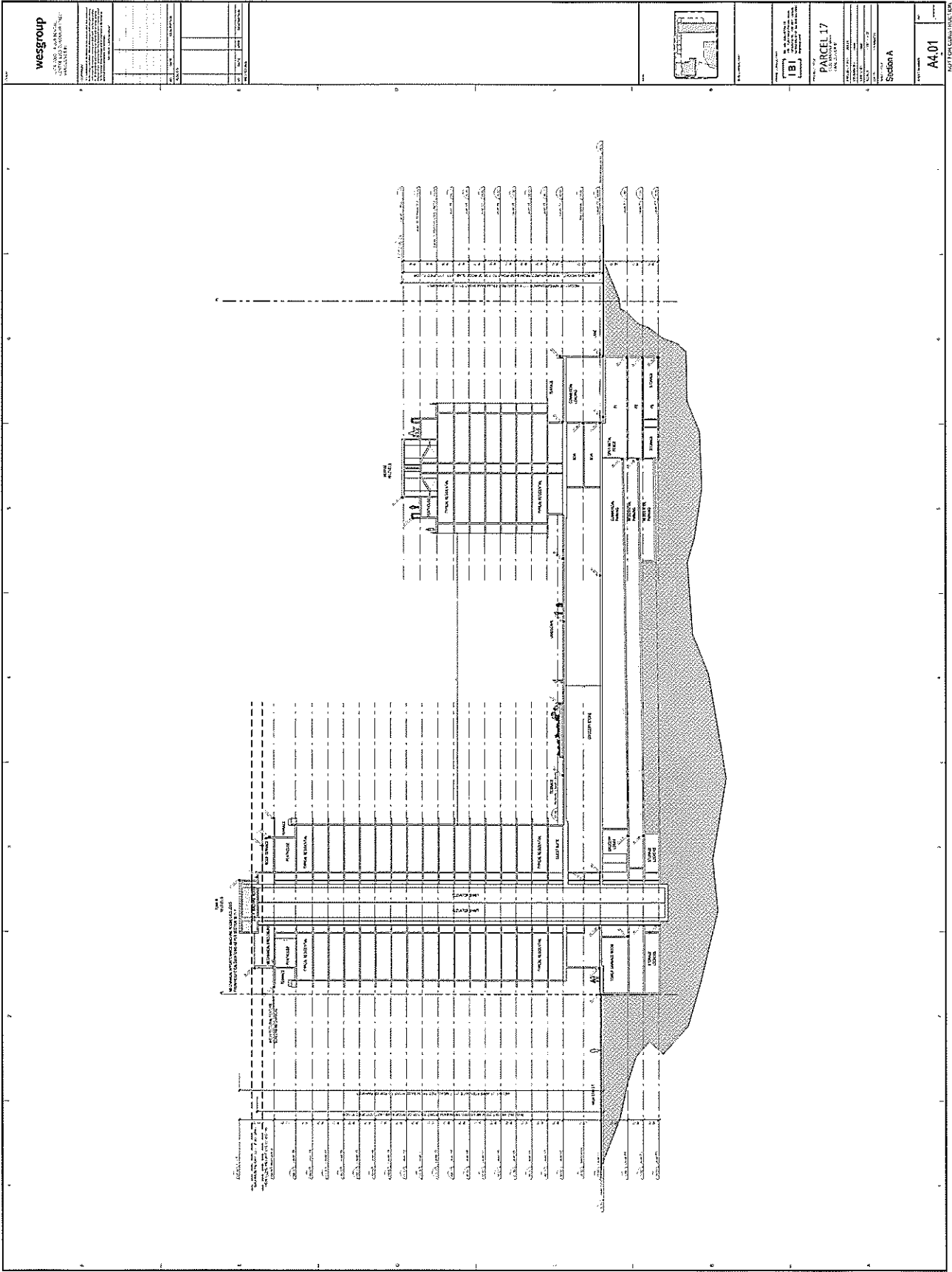




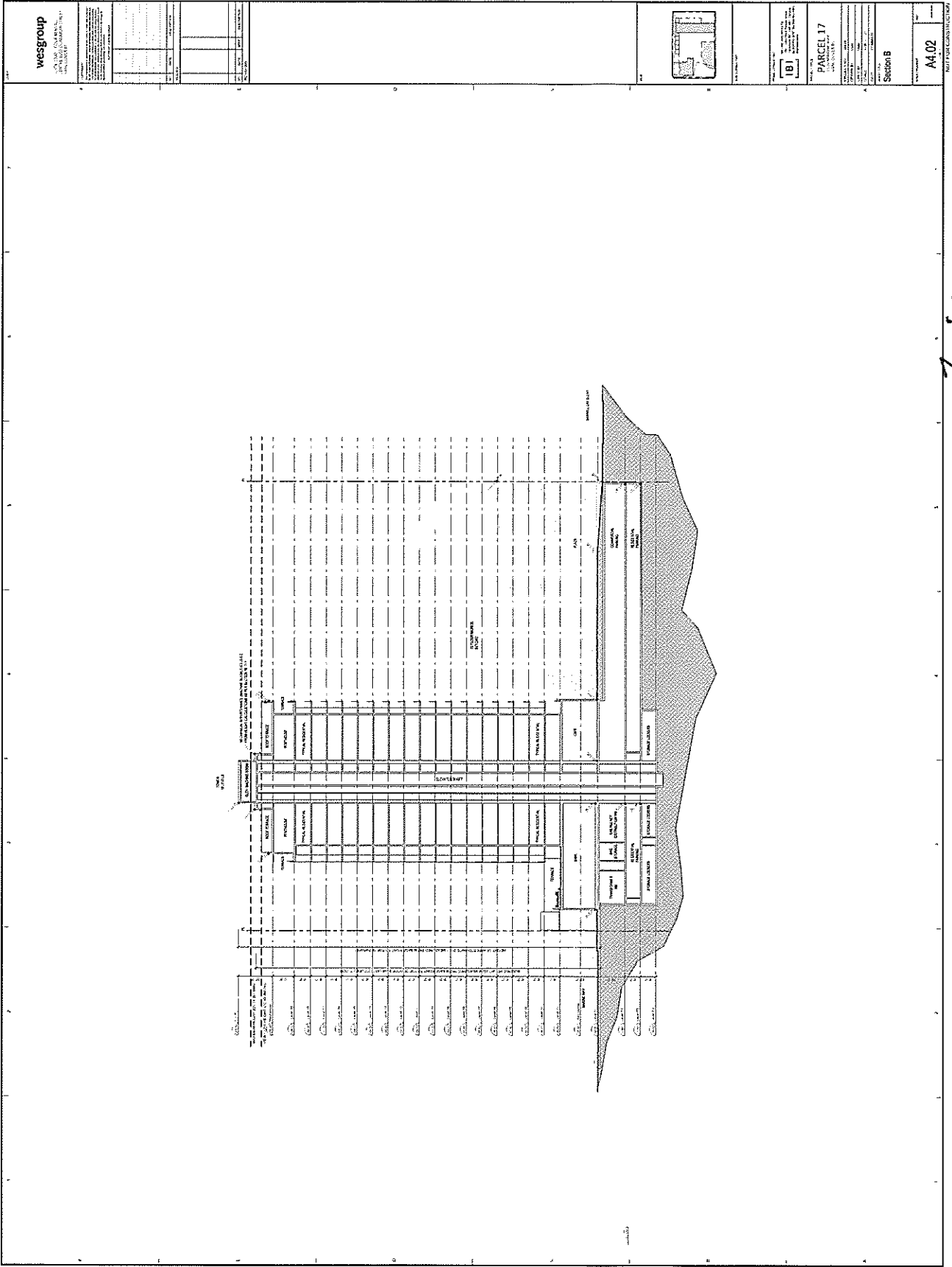
Appendix C page 63 of 97



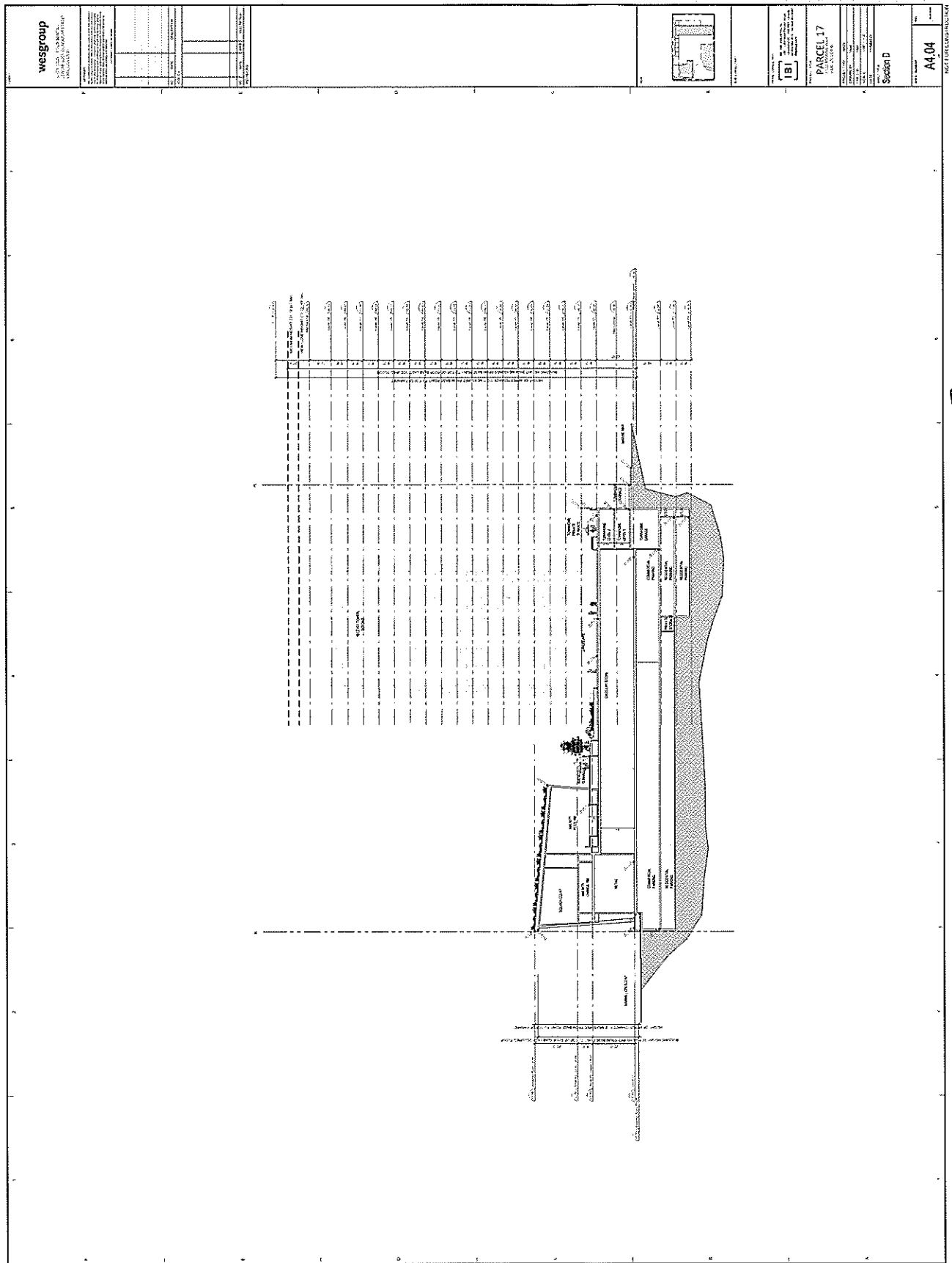


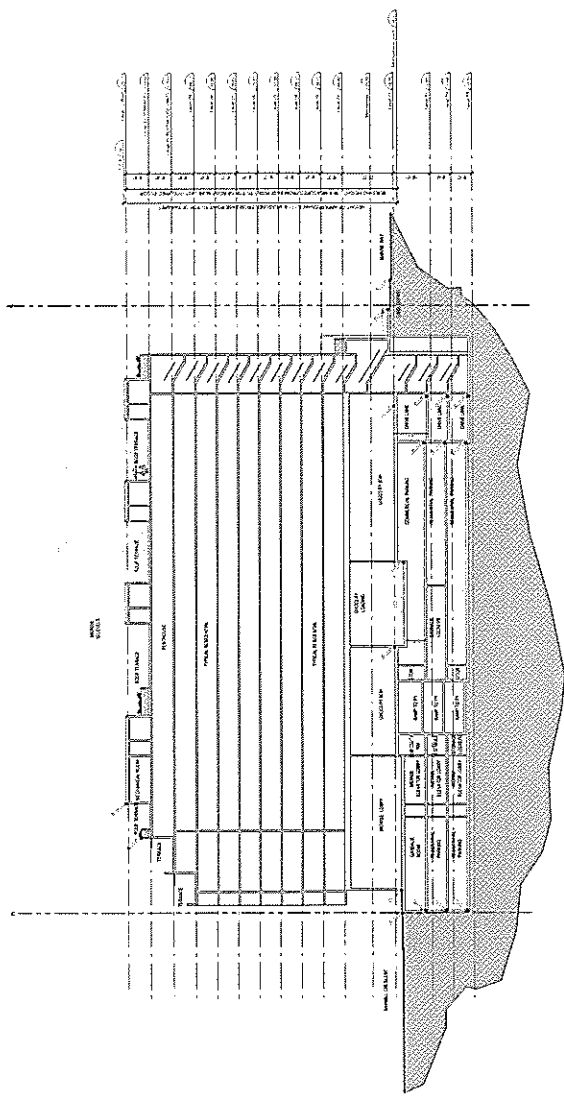


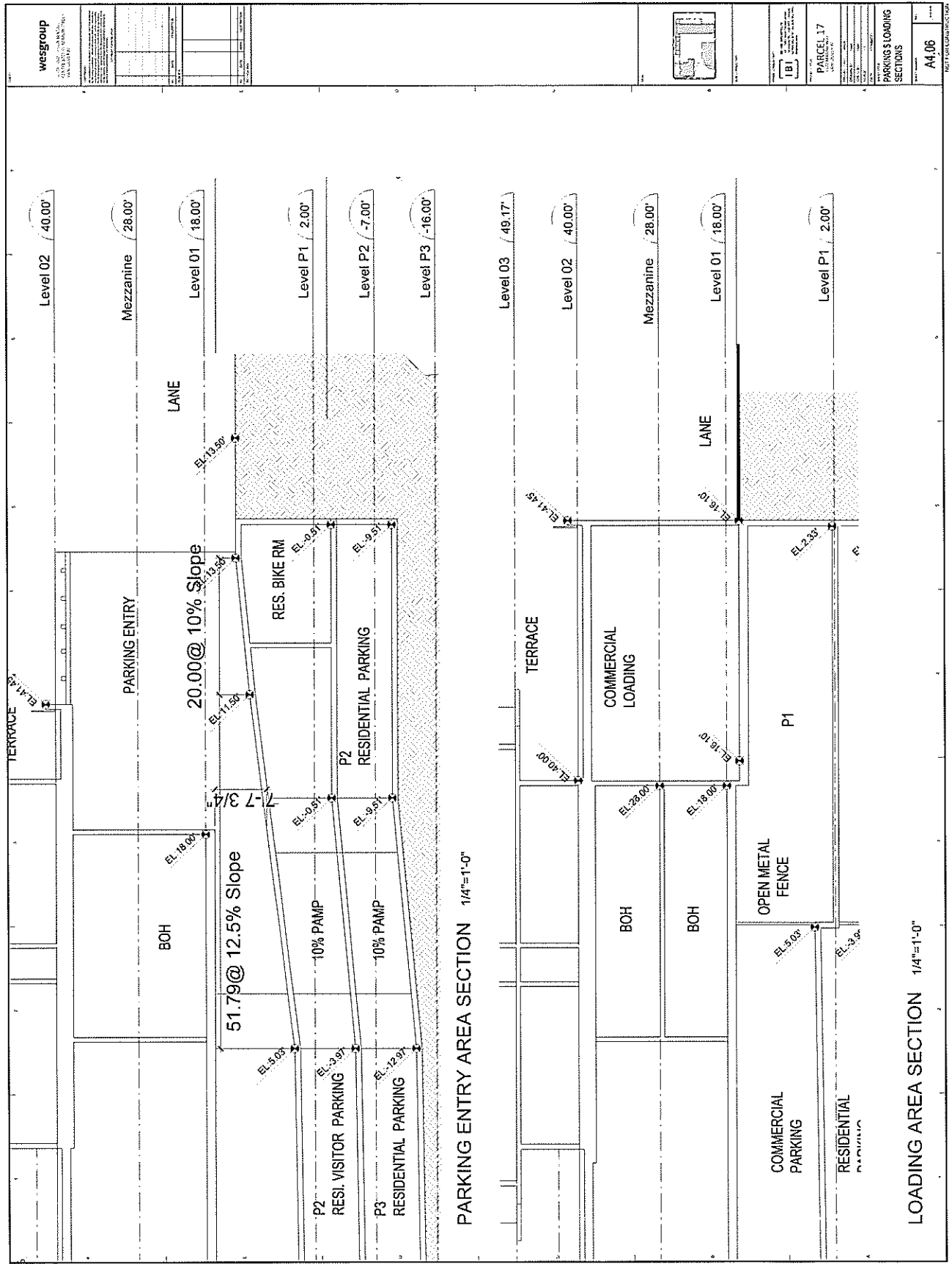
Appendix C, page 710, 97



Appendix C: page 20 of 97







pendix C; page 97 of 97

River District • Parcel 17
for Developer/Owner

Civic Address:
Legal Description:



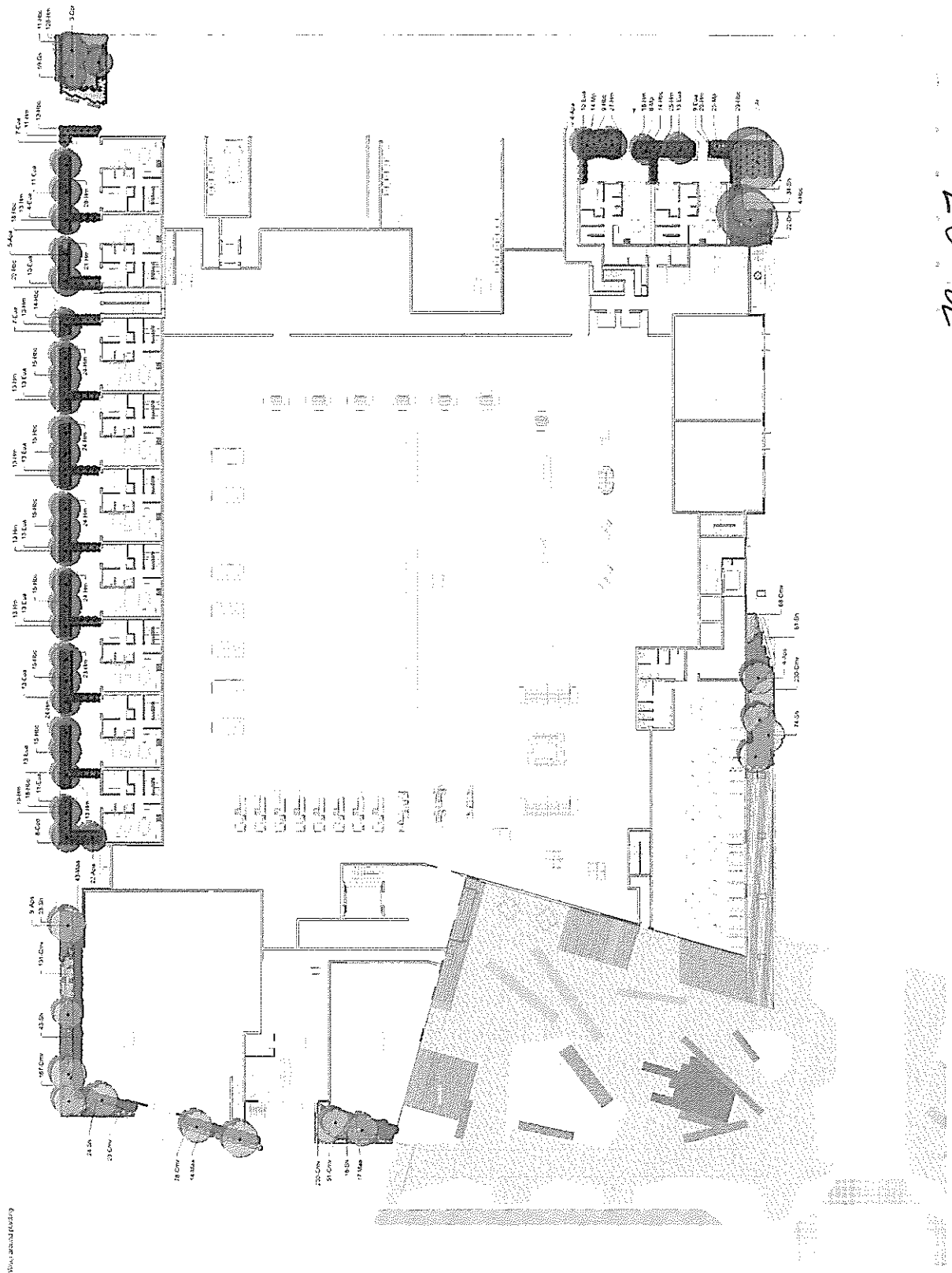
Owner: Wesbuild
Architect: IBI
Consultants:
Electrical:
Civil:
Structural:
Landscape: eta landscape architecture inc.

ISSUED FOR DP Sep 03,2014

LANDSCAPE:

Sheet No.	Sheet Name
L1.0	Hard Landscape- Grade Level
L1.1	Soft Landscape- Grade Level
L2.0	Hard Landscape- Podium Level
L2.1	Soft Landscape- Podium Level
L3	Landscape- Roof Level
L4	Details/ Sections
L5	Details/ Sections
L6	Lighting- Grade Level
L7	Lighting Podium Level
L8	Lighting- Roof Level
L9	Schedules/ Notes
L10	Images

View around building



Notes:
 1. All dimensions are to the centerline of the road or the centerline of the lot.
 2. All dimensions are to the centerline of the road or the centerline of the lot.
 3. All dimensions are to the centerline of the road or the centerline of the lot.

Project: 21337

eta
 Environmental Technology Associates, Inc.
 1000 West 2nd Avenue
 Suite 100
 Portland, OR 97204
 Phone: 503.222.1100
 Fax: 503.222.1101
 Email: info@eta-inc.com
 Website: www.eta-inc.com

Project:
 River District
 Parcel 17
 1000 West 2nd Avenue
 Suite 100
 Portland, OR 97204
 Phone: 503.222.1100
 Fax: 503.222.1101
 Email: info@eta-inc.com
 Website: www.eta-inc.com

Ground Floor
Soft Landscape
Plan

1000 West 2nd Avenue
 Suite 100
 Portland, OR 97204
 Phone: 503.222.1100
 Fax: 503.222.1101
 Email: info@eta-inc.com
 Website: www.eta-inc.com

Project:
 21337
 Date: 11/10/11
 Project: 21337
 Date: 11/10/11
 Project: 21337
 Date: 11/10/11

1	Scale: 1/8" = 1'-0"
2	Scale: 1/4" = 1'-0"
3	Scale: 1/2" = 1'-0"
4	Scale: 3/4" = 1'-0"
5	Scale: 1" = 1'-0"

Proposed Use:

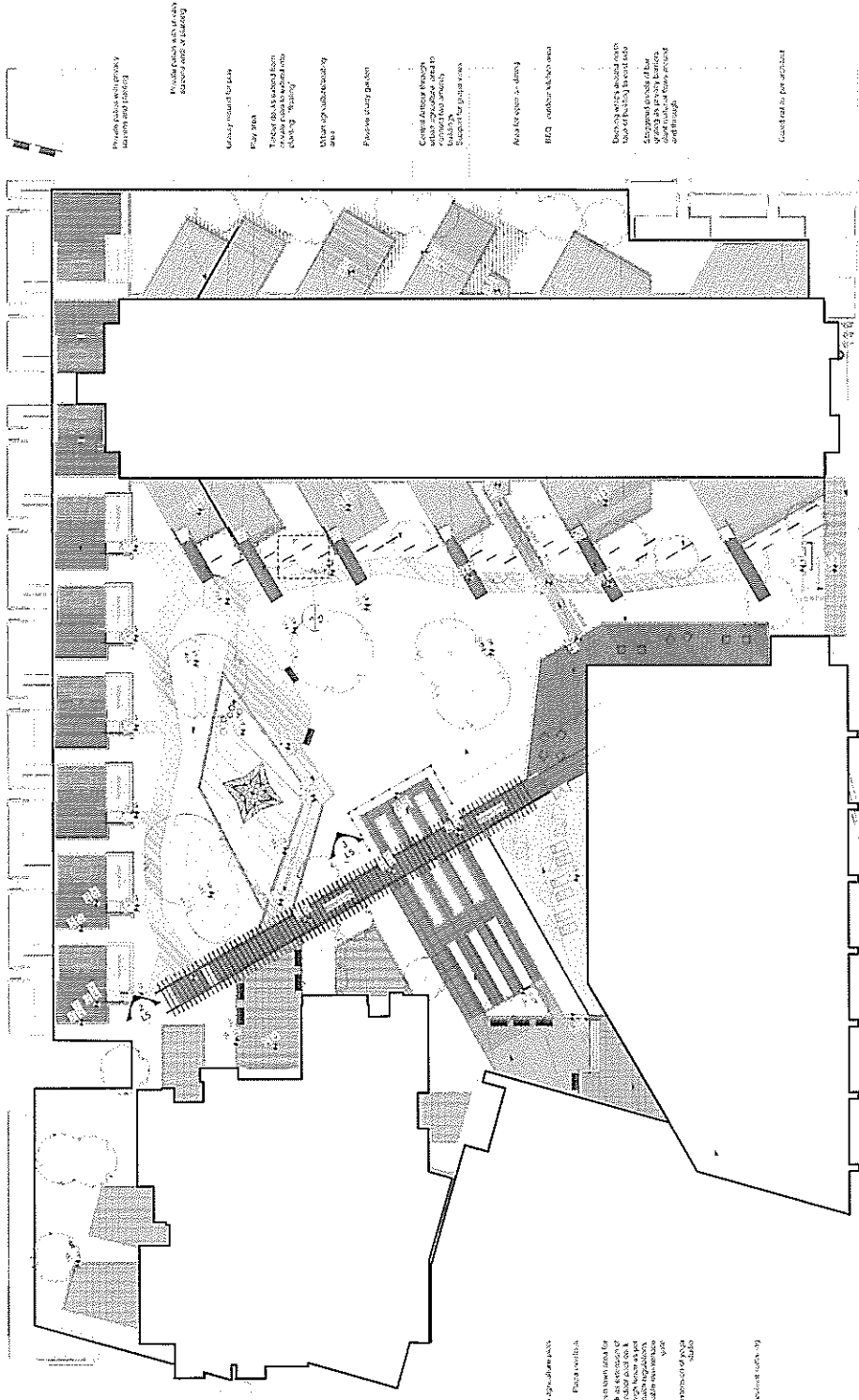
eta

Project Name:
 Address:
 City:
 State:
 Zip:

Project:
 River District
 Parcel 17

Drawing Title:
 Podium Level
 Concept Plan

1	Scale: 1/8" = 1'-0"
2	Scale: 1/4" = 1'-0"
3	Scale: 1/2" = 1'-0"
4	Scale: 3/4" = 1'-0"
5	Scale: 1" = 1'-0"



Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

Provide public access to existing building

North Arrow
 Scale: 1/8" = 1'-0"

Appendix C; page 80 of 97

Code	Description
1	100' Deep 12' High
2	100' Deep 12' High
3	100' Deep 12' High
4	100' Deep 12' High
5	100' Deep 12' High

Professional Seal

eta
 ENGINEERING & ARCHITECTURE

1000 West 12th Street
 Suite 100
 Portland, OR 97204
 Phone: 503.222.1234
 Fax: 503.222.1235
 Email: info@eta-arch.com

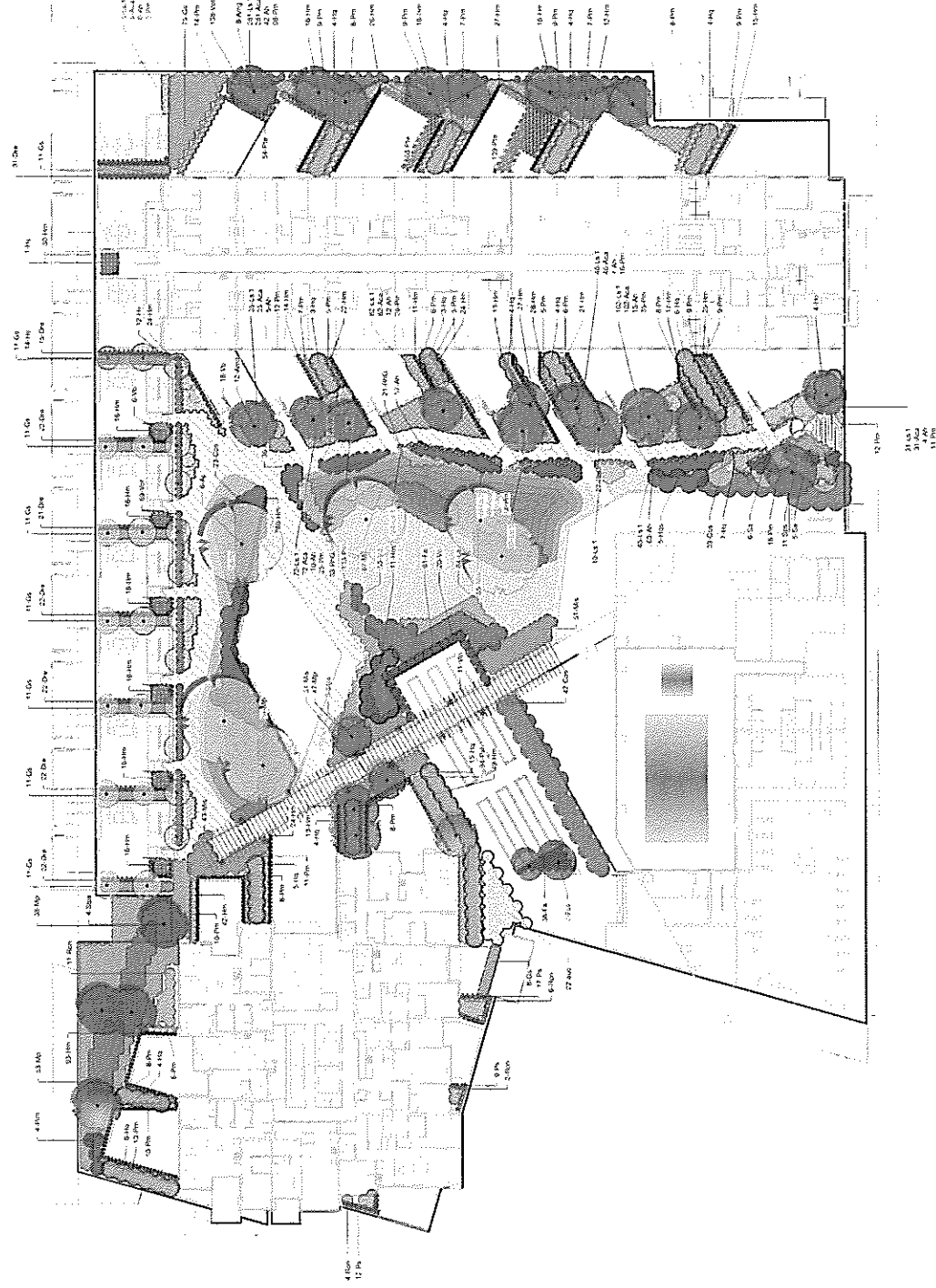
For information only. This is a conceptual drawing and not a final design. It is subject to change without notice. The client is responsible for obtaining all necessary permits and approvals.

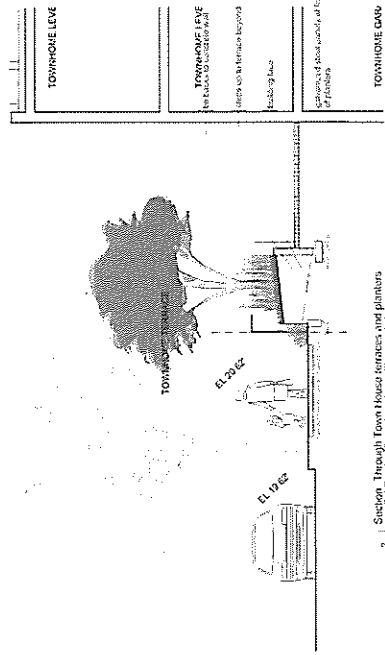
**River District
 Parcel 17**

**Podium Level
 Concept Plan**

10/10/2017

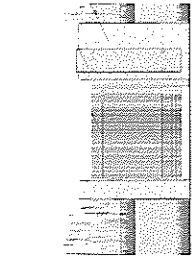
Project Name	River District Parcel 17
Location	1000 West 12th Street, Portland, OR
Scale	1/8" = 1'-0"
Sheet No.	L2.1
Sheet Count	12
Author	2014-05-01
Checker	
Designer	
Project Manager	





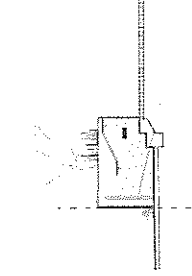
2 | Section Through Town House services and planters
Scale: 1/4" = 1'-0"

Standard 1/2" square bar grating
galvanized steel address plate
lower concrete floor and grating
concrete for curb



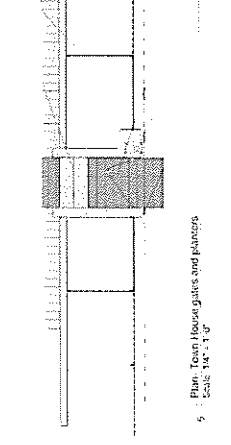
4 | Detail: Town House gates
Scale: 1/2" = 1'-0"

Galvanized steel address plate
lower concrete floor and grating
concrete for curb
Standard 1/2" square bar grating
galvanized steel address plate
lower concrete floor and grating
concrete for curb



5 | Section Through Town House entry gate
Scale: 1/4" = 1'-0"

Standard 1/2" square bar grating
galvanized steel address plate
lower concrete floor and grating
concrete for curb



7 | Section Through Town House to entry gate showing interior spaces and
Scale: 1/4" = 1'-0"

eta ENGINEERING & ARCHITECTURE

1000 West 10th Street
Suite 100
Portland, OR 97204
503.228.1111
www.eta-architect.com

Project:
River District
Parcel 17

Client: [Name]
Sections/Details

1/4" = 1'-0"

Project:	21337
Client:	1116" x 1'-0"
Scale:	1/4" = 1'-0"
Date:	2/14/2017
Author:	[Name]

1/4" = 1'-0"

Region	Country	Estimated No. of People	Estimated No. of People
A	20,000,000	Estimated No. of People	Estimated No. of People
B	10,000,000	Estimated No. of People	Estimated No. of People
C	5,000,000	Estimated No. of People	Estimated No. of People
D	1,000,000	Estimated No. of People	Estimated No. of People

et al
for the Department of Agriculture

5250 River 2nd Avenue
Baltimore, MD 21206
- 504.763.4309
- 504.763.4118
- www.504.net

Product Name: **2-437**

Product No: **1707-1-1-07**

OR **1707-1-1-07**

Revised By: **1707-1-1-07**

Date: **1707-1-1-07**

Product Code: **1707-1-1-07**

Product Name: **2-437**

Product No: **1707-1-1-07**

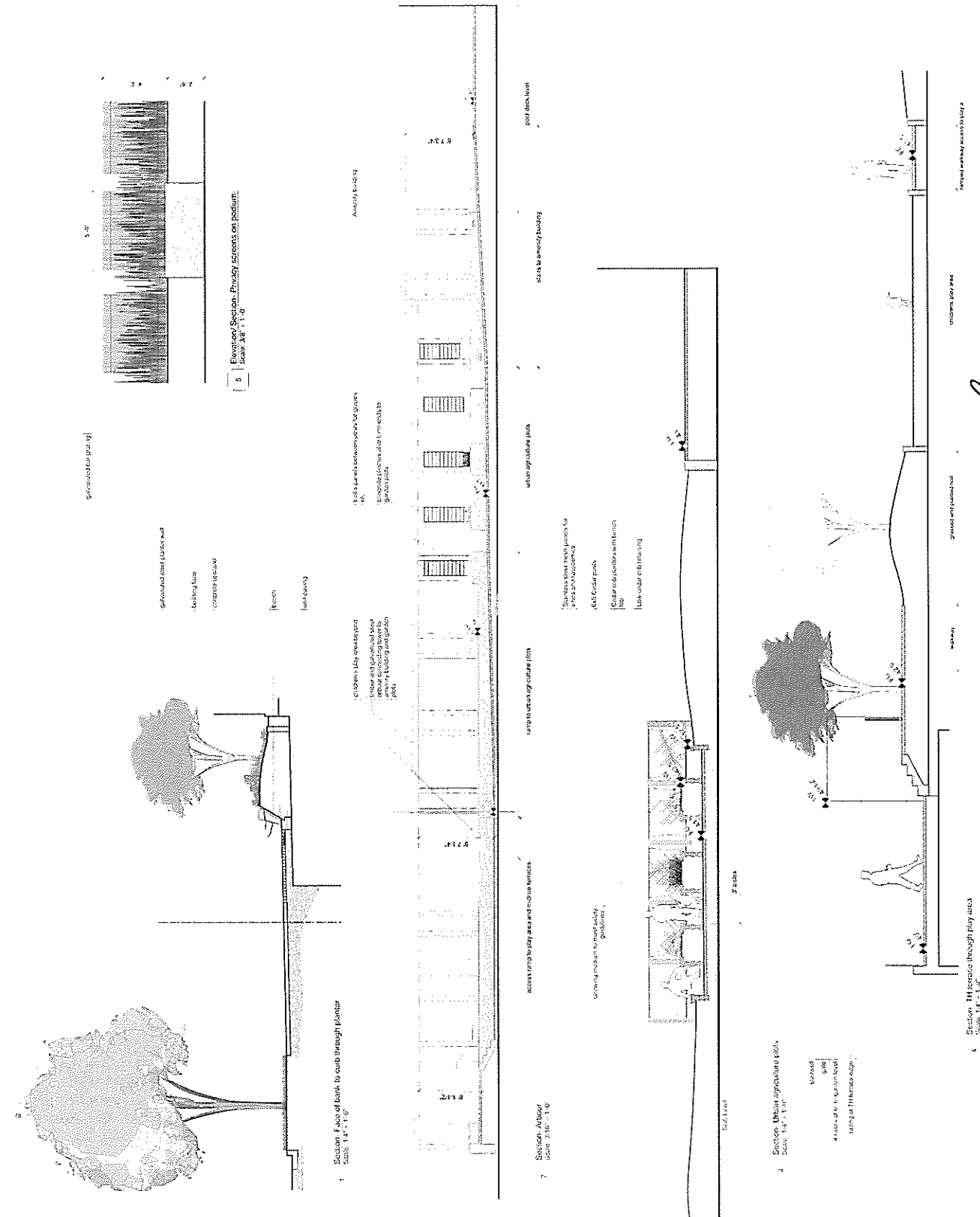
OR **1707-1-1-07**

Revised By: **1707-1-1-07**

Date: **1707-1-1-07**

Product Code: **1707-1-1-07**

Sections/Details



Sp. Name	Genus	Number for Sale
A	Small Red	1000
B	Small Red	1000
C	Small Red	1000

td
The following are the names of the

13543 Road 204 Avenue 10
Winchester Bt. Canada Y8B 1H4

1534 1663 = 1329
1534 1663 = 1329

© 2007 Blackwell Publishing Ltd

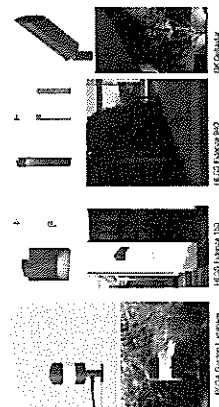
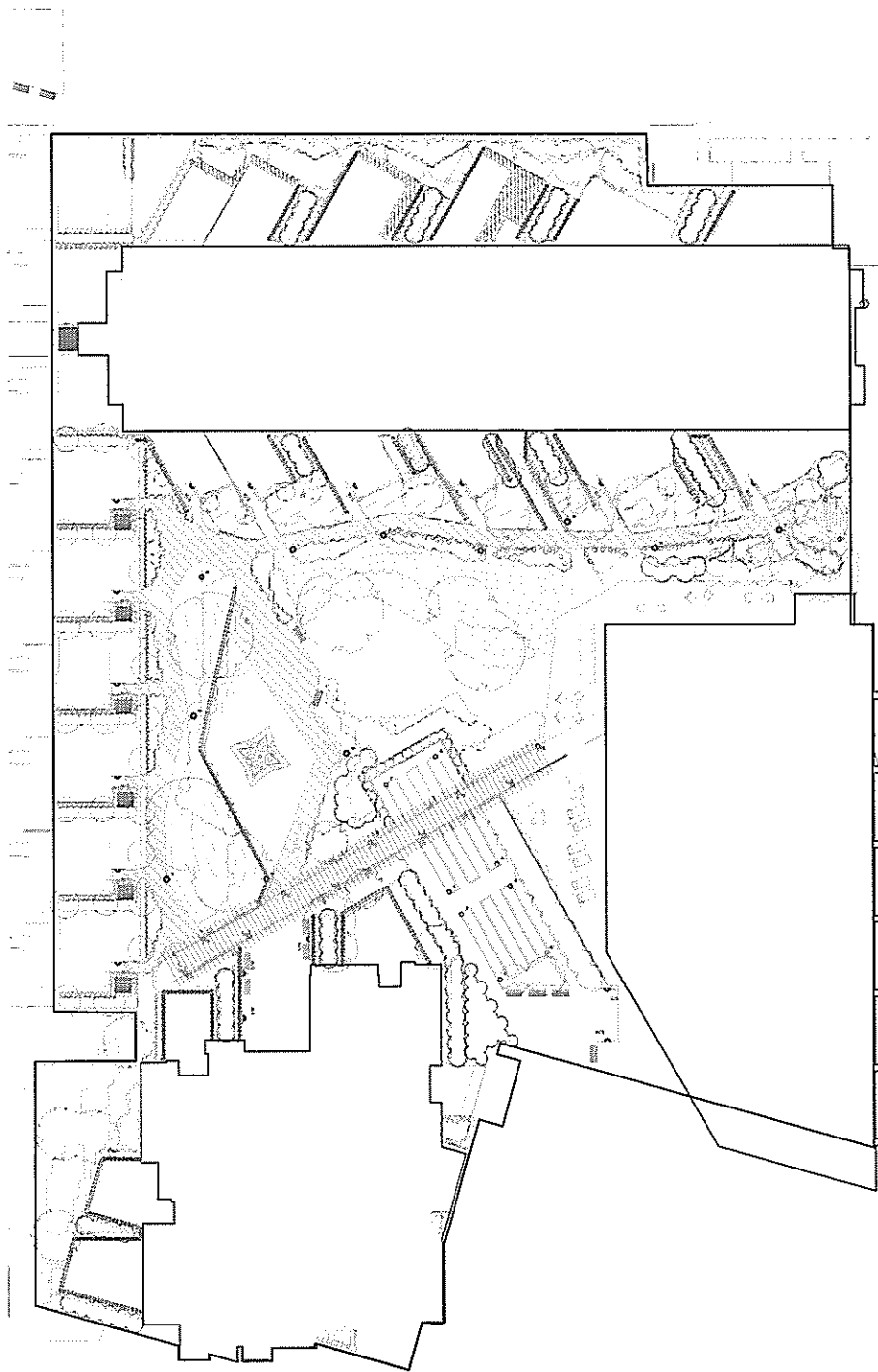
From *manager*, one to his usual 10 employees.

[illegible]

6-23867
River District
Parcel 17

Podium Level
Lighting Plan

Project Manager	Project ID
Project No.	2347
Client	Global
Submitted By	L.H.G. + T.C.
Reviewed By	1.76' x 1.42'
Date	Drawing No.
2014-08-27	1.7.0
	a
	12



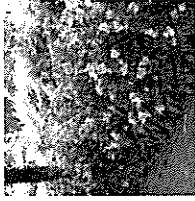
11/15/2005, 10:00 AM

- | | | | |
|----|---|---|-------------------|
| 1 | 0 | CHANGES IN LABORABLE, U.S. GA. SECURE HAVE | Multiplied in the |
| 2 | 0 | PLANS MADE, OF DED APPROVED PERIOD | |
| 3 | 0 | WALL, LIMITED TO 1975, 1976, 1977, 1978, 1979 | |
| 4 | 0 | AMERICAN, LED, 1975, 1976, 1977, 1978, 1979 | |
| 5 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 6 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 7 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 8 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 9 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 10 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 11 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 12 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 13 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 14 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 15 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 16 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 17 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 18 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 19 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 20 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 21 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 22 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 23 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 24 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 25 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 26 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 27 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 28 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 29 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 30 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 31 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 32 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 33 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 34 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 35 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 36 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 37 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 38 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 39 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 40 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 41 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 42 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 43 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 44 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 45 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 46 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 47 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 48 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 49 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 50 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 51 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 52 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 53 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 54 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 55 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 56 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 57 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 58 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 59 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 60 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 61 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 62 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 63 | 0 | AMERICAN, 1975, 1976, 1977, 1978, 1979 | |
| 64 | 0 | AMERICAN, 1975, 1976 | |

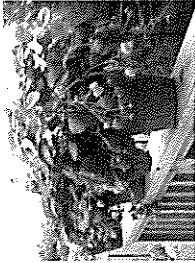
Appendix C, pages 88 of 97

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

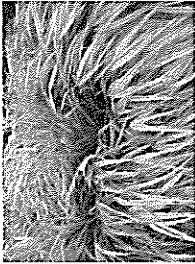
Planting



Mahonia repens



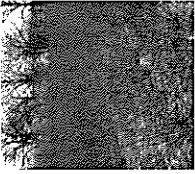
Fragaria ananassa



Hakonechloa macrochaeta



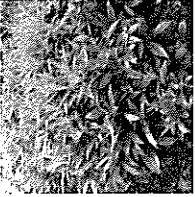
Hosta Blue Color



Cornus sericea

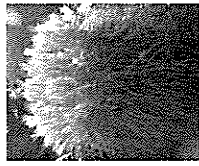


Anemone x hybrida

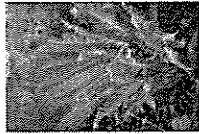


Senecio nemoralis

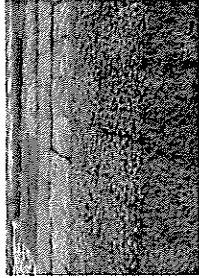
Scale: 1:100
Date: 10/10/10
Project: 10/10/10
Client: 10/10/10
Architect: 10/10/10
Landscape: 10/10/10
Photographer: 10/10/10



Morpurhus sphenus



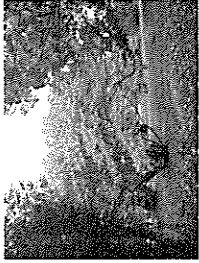
Polygala maritima



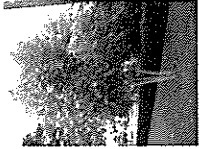
Salix Green Roof



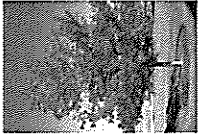
Festuca Green Roof



Betula nigra

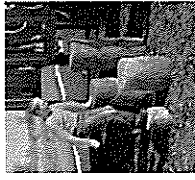


Acer platanum October Glory



Acer rubrum

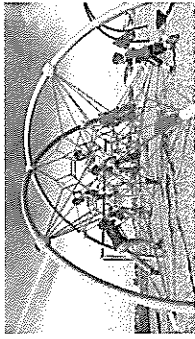
Play Area and Site Furniture



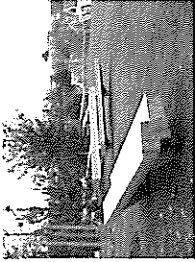
Slipping Toys - Landscape Structures



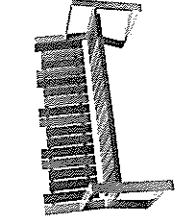
Coast Log - Landscape Structures



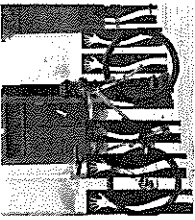
Net Climbing Structure - Landscape Structures



Treeco Bench - Landscape Forms



Lakeland Stone Bench - Landscape Forms



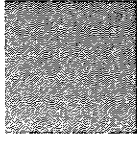
Tuff Bar Rock - Landscape Forms

Scale: 1:100
Date: 10/10/10
Project: 10/10/10
Client: 10/10/10
Architect: 10/10/10
Landscape: 10/10/10
Photographer: 10/10/10

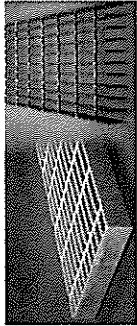
Materials



Fa 11 Bike Repair Station - Dora.com



Guaranteed metal

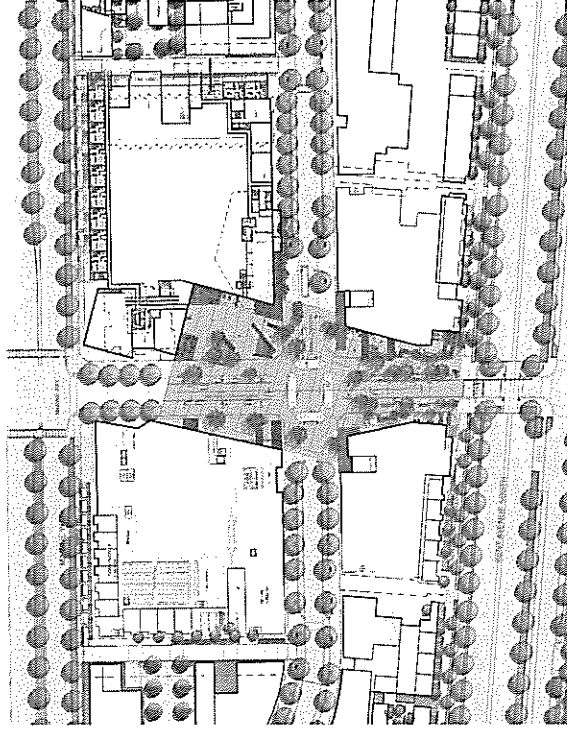


Bar Grading

Scale: 1:100
Date: 10/10/10
Project: 10/10/10
Client: 10/10/10
Architect: 10/10/10
Landscape: 10/10/10
Photographer: 10/10/10

River District Town Square PARCEL 17

- DRAWING LIST
- LDP 0.00 COVER
- LDP 0.01 LANDSCAPE CONTEXT PLAN
- LDP 1.01 MATERIALS AND GRADING PLAN
- LDP 2.01 PLANTING PLAN - TOWN SQUARE NORTH
- LDP 3.01 LIGHTING PLAN - TOWN SQUARE NORTH
- LDP 4.01 LANDSCAPE SECTIONS
- LDP 5.01 LANDSCAPE PERSPECTIVES
- LDP 7.01 DESIGN RATIONALE



Professional Work Limited
 10000 10th Avenue NW
 Suite 100
 Edmonton, Alberta T6E 1A1
 Canada
 Tel: (780) 443-1111
 Fax: (780) 443-1112
 Email: info@pwl.ca
 Website: www.pwl.ca

501

RIVER DISTRICT
 TOWN SQUARE
 PARCEL 17

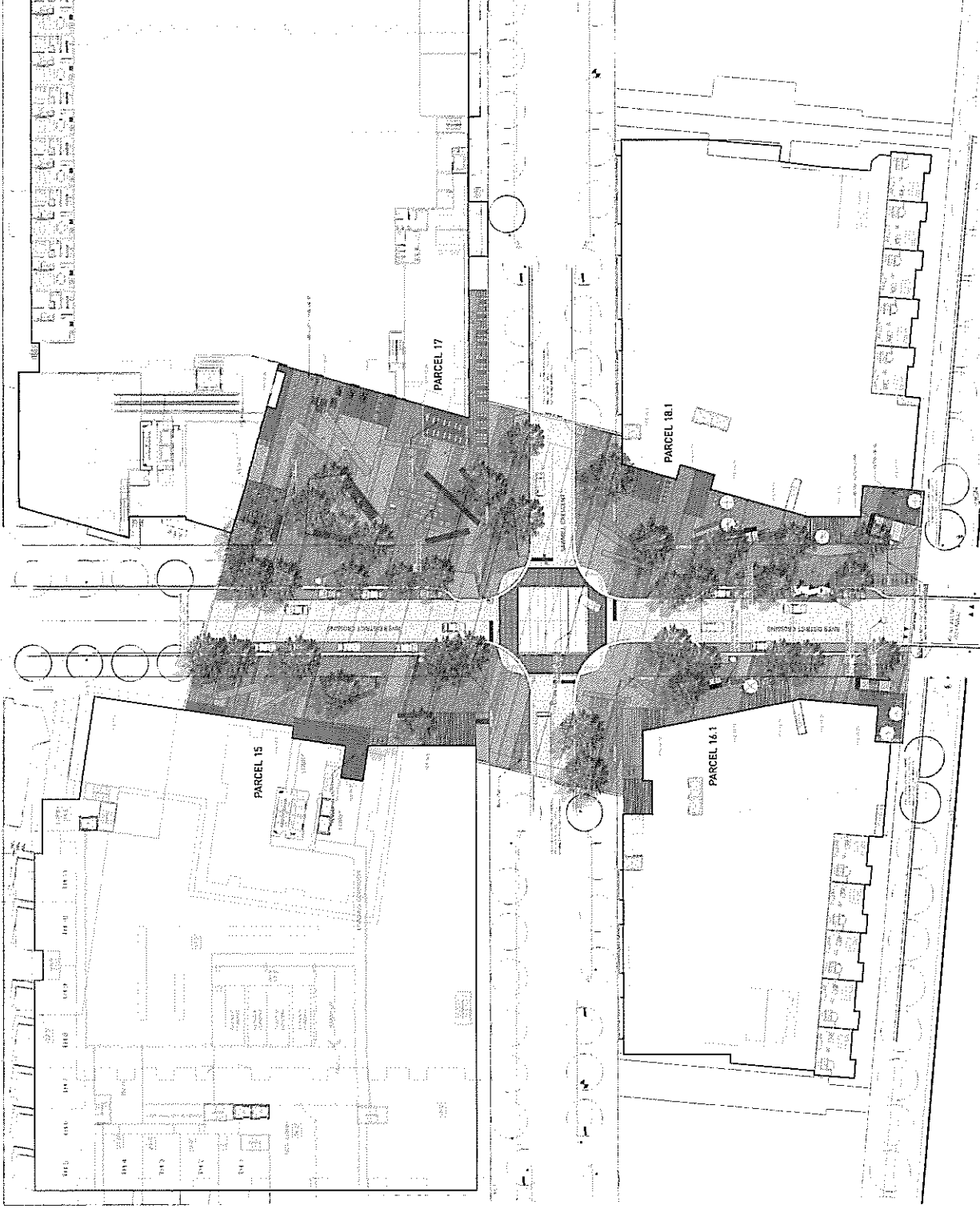
COVER

1:100

DATE: 10/14/2014
 DRAWN BY: J. L. L. L.
 CHECKED BY: J. L. L. L.
 APPROVED BY: J. L. L. L.

LDP 0.00

MARINE WAY



wesgroup

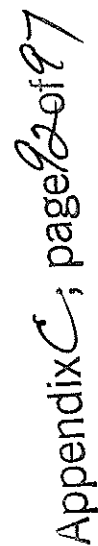
RIVER DISTRICT
DOWN SQUARE
Parcel 17

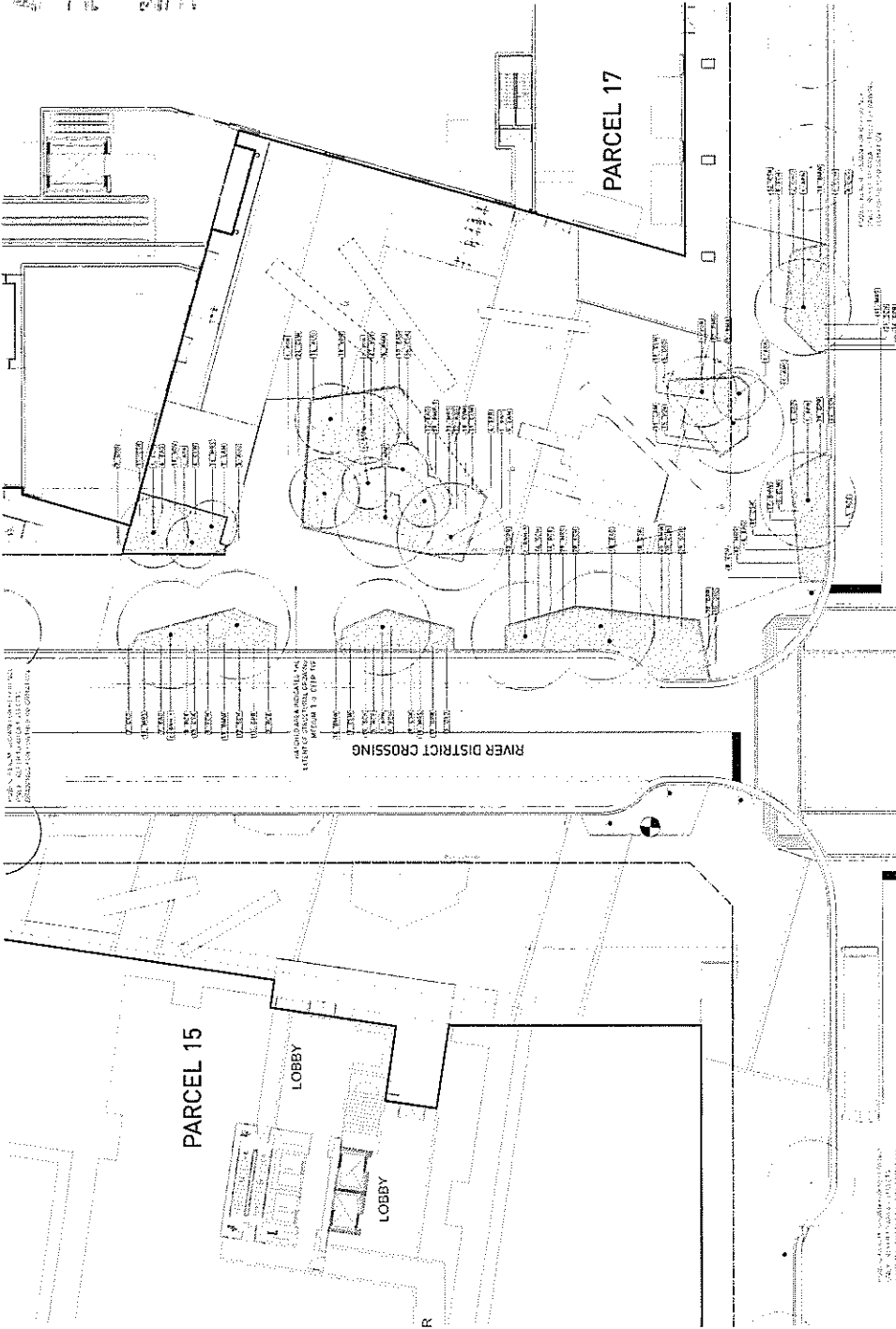
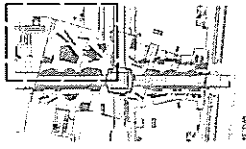
LANDSCAPE CONTEXT
PLAN

1/16" = 1'-0"

DATE: 01/14/14
DRAWN BY: [illegible]
CHECKED BY: [illegible]
APPROVED BY: [illegible]

LDP 1.00





Plant List	Qty	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
1	1	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
2	2	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
3	3	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
4	4	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
5	5	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
6	6	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
7	7	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
8	8	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
9	9	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
10	10	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
11	11	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
12	12	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
13	13	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
14	14	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
15	15	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
16	16	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
17	17	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
18	18	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
19	19	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
20	20	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
21	21	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
22	22	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
23	23	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
24	24	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
25	25	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
26	26	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
27	27	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
28	28	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
29	29	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
30	30	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
31	31	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
32	32	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
33	33	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
34	34	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
35	35	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
36	36	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
37	37	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
38	38	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
39	39	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
40	40	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
41	41	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
42	42	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
43	43	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
44	44	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
45	45	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
46	46	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
47	47	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
48	48	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
49	49	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes
50	50	Plant Name	Comments	Plant Size	Plant Spacing	Plant Notes

wesgroup

RAVER DISTRICT
CROSSING
Parcel 17

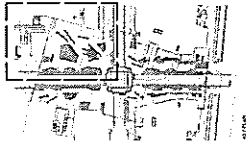
PLANNING
PLAN

1/8" = 1'-0"

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

LDP2.01

Appendix C, page 93 of 97



LIGHTING KEY

●	EXISTING LIGHT
○	PROPOSED LIGHT
○	PROPOSED LIGHT - 100' RADIUS
○	PROPOSED LIGHT - 200' RADIUS
○	PROPOSED LIGHT - 300' RADIUS
○	PROPOSED LIGHT - 400' RADIUS
○	PROPOSED LIGHT - 500' RADIUS
○	PROPOSED LIGHT - 600' RADIUS
○	PROPOSED LIGHT - 700' RADIUS
○	PROPOSED LIGHT - 800' RADIUS
○	PROPOSED LIGHT - 900' RADIUS
○	PROPOSED LIGHT - 1000' RADIUS



wesgroup
 RIVER DISTRICT
 LIGHTING PLAN
 PART 11

LIGHTING PLAN
 1/8" = 1'-0"
 DATE: 11/11/11
 DRAWN BY: J. L. BROWN
 CHECKED BY: J. L. BROWN
 APPROVED BY: J. L. BROWN
 LDP3.01

NOT TO SCALE
 THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.

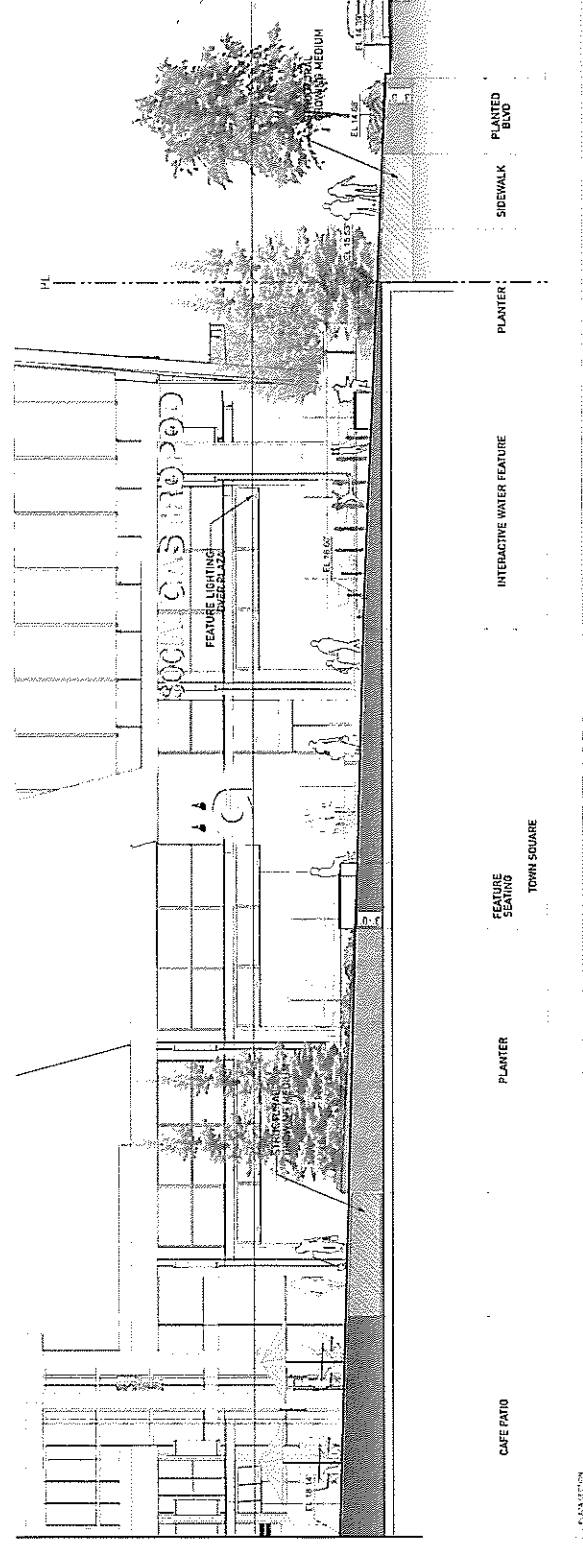
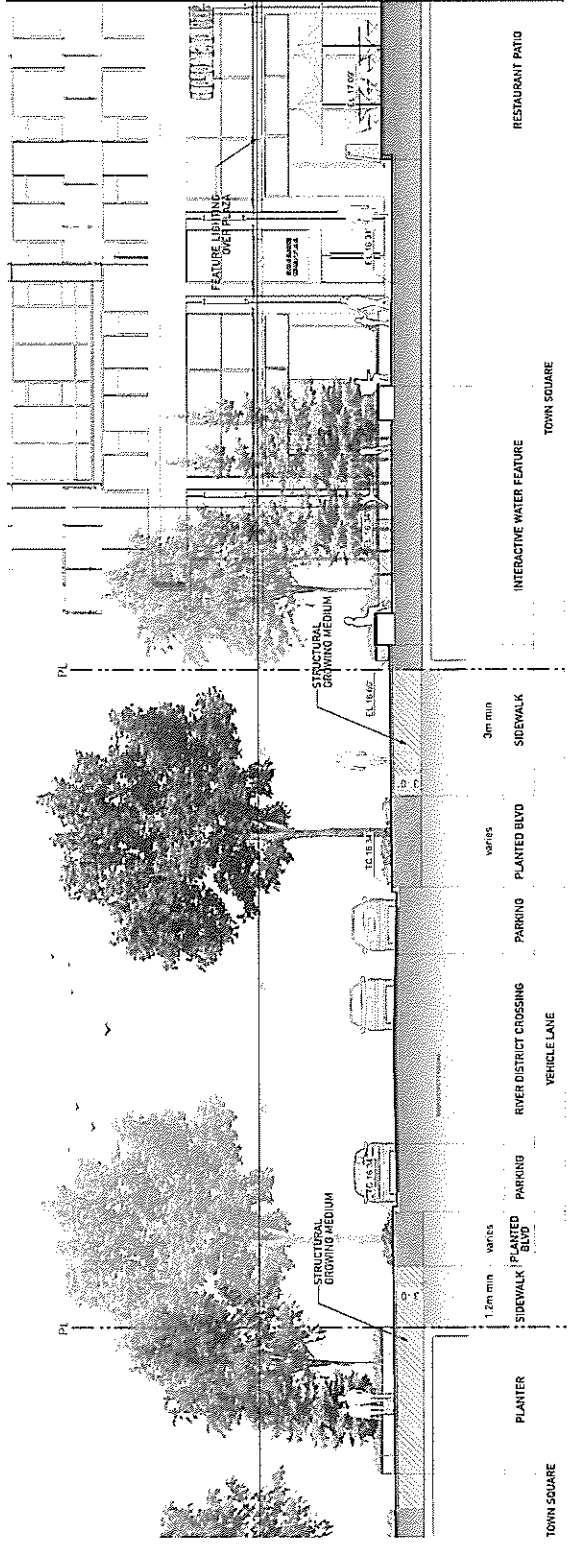




Figure 1: Landscape Architecture

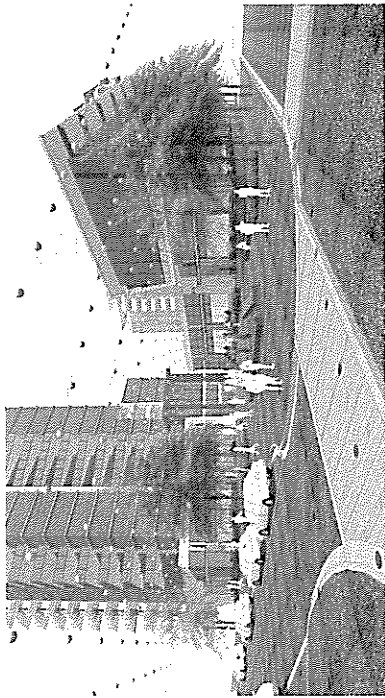


Figure 2: Landscape Architecture

Location

Parcel 17 lies at the 'Heart' of the new East Fraser Lands Community. It is seen as the active neighbourhood commercial core of the area, a hub where visitors and residents contribute to its vitality. To the North is Marine way, a main arterial road; which is undergoing traffic measures that will calm it and bring a more pedestrian friendly atmosphere. To help bring about this goal, this frontage is treated with a row of three storey townhomes, which bring eyes to the street and create a safe public realm. The new 'high street' called River District Crossing, lies to the west; forming a retail street that links Marine Way to the Fraser River; while, Sawmill Crescent running along the south edge will bring a mix of residential & commercial uses. A new Lane is proposed along the east edge. This will have loading for grocer, retailers and residents along with parking entries for this parcel and the future parcel to the East that shares this frontage.

Grade level Project Components

The streets surrounding parcel 17 are seen as primarily pedestrian oriented with retail focus on the High street, residential on Marine way and a mix of residential and commercial along the Crescent. A town square is envisioned at the South West corner of the parcel; creating an open space which anchors the north portion of the community. The corner of River District Crossing and Marine way is seen as a ceremonial entry point to the High street. To mark this function the building mass at grade, angles slightly to open up a wider mouth for landscaping and to provide room for an iconic entry structure. This is envisioned as a pylon that integrates with the façade of the corner retailer providing a structure to fix signage for community and key retailers. Surrounding the Town Square open space, are two retail units with outdoor patios, and a grocery store. The grocery store frontage is seen as active and open; composed of an entry tower which brings shoppers into the store and into the vertical circulation to the parking below grade; The remaining frontage is intended to be glazed; with the potential to physically open these glazed portions to the square with 'garage' style doors.

Along the Crescent, the corner retailer's patio space wraps to face the street, providing an active frontage. The remaining façade is made up of street oriented retail units, and lobbies for the midrise, and amenity buildings. Two townhomes face east at the lane edge, encouraging safety and bringing a pedestrian friendly feeling to this shared vehicle / pedestrian space.

Built Form

The project is composed of four parts, a podium, tower, midrise and amenity structure, each architecturally distinct yet blending into a cohesive overall development. The two storey podium is composed of townhomes, and double height retail units, with all loading and parking entries on the East side (the lane). The streetscape of the podium is broken down into 20' bays with stone clad columns dividing the frontage, which give opportunity for street lighting, banners and sign blades. Retail stores are glazed with opportunities for large opening windows. The large retailer's non-active frontages are covered by more active retail units and other active uses.

The 19 storey tower on the North West corner marks the entry to the town-centre and its open space. It is a simple and honest concrete and glass tower whose unit plans are all orthogonal and efficient. To bring architectural interest and to mark the open space's kinked form the south balconies are angled at 16 degrees. Floor plates above the 9th floor have been reduced in size; yet still remain economical, at 650sm gross area. This plate size, important for the projects viability, is made visually slim through the inclusion of a strong vertical element along its south west corner; and a stepping back of the remainder of the penthouse level.

Townhomes run the length of Marine Way after the corner retailer. These townhomes have their living/ dining at grade next to generous outdoor area with planting buffer to street. Reduced

fenestration along North edge increases occupant sense of privacy and mitigates noise issues. Units have access to third floor roof terrace that is well shielded from exposure to street with connection to roof deck.

A 10 storey midrise is proposed, running North South along the East edge of the podium. It is expressed as a 'floating' volume above the podium with racked triangular bays angling views towards the South and keeping glass away from strong westerly and easterly sunlight in late afternoon and early morning. The building, terraces to the North and South to reduce its impact on the two fronting streets; and to bring further open space to these frontages. Its orientation allows for maximum building separation on site and between neighbouring future developments to the East.

The final component is the concrete three storey amenity building which serves residents of the building and the greater neighbourhood. Its form references the industrial sheds seen historically in the area, with standing seam metal cladding and glass as its main façade elements and strong vertical concrete board formed columns at 20' bays, along its south edge, supporting a cantilevered roof clad in metal panel with a cedar tone; reflecting the neighbourhood's historic focus on the lumber industry.

Accessibility

Vancouver's accessibility guidelines have been consulted in the design of the buildings; all public, semi-public and semi-private spaces and amenities are accessible. All residential units (other than townhomes) are fully accessible as per accessibility guidelines.

Safety and Security / CPTED

Guiding principles of Crime Prevention Through Environmental Design have been applied to all levels of the project. Glazed lobbies; ground floor units, amenities and Streetwall buildings provide ample eyes on street. Elevator lobbies are clearly visible from the street with no obscured sightlines. All buildings will have centralized security system and care and attention has been paid to avoid hidden areas and to provide sufficient lighting to keep occupants and visitors safe and comfortable. Landscape and fencing keep public from accessing private spaces of residents. The parkade is underground with walls and ceilings painted white to enhance visibility. All doors into stairways will incorporate large viewing panels and sidelights to maximize visibility.

High Density Housing for Families with Children Guidelines compliance

Project is composed of a good mix of 1,2 & 3 bedroom units. 2 & 3 bedroom units concentrated in townhomes, and low podium levels especially at 2nd floor garden amenity. Penthouse units also have generous private outdoor space

Materials

Throughout the project, high quality, materials have been chosen that are both durable and cost effective. The tower and midrise are mainly window wall with clear and opaque glass in aluminum frames; with exposed concrete elements honestly expressing the buildings structure. References to the location and site history have been focused on the first four floors of the project in the podium and amenity structure. Here we find stone columns, landscape and architectural details; and materials that refer to the industrial heritage of the area. The amenity building will feature concrete columns that have been board formed with a wood grain; metal cladding references shed architecture historically present in area and wood toned soffit at amenity and tower, midrise roof will further hint at the areas roots In the lumber industry.

Visual Permeability

- North-South visual permeability to upland neighbours to the North of our development, orientation of buildings and significant building separations allow people north of site to see through development
- Design legible and appropriate pedestrian-friendly streets
- Maintain a sense of privacy for residents while avoiding CPTED issues

Strong Sense of Architectural and Landscape Identity

- Iconic and high quality architectural and landscape response to acknowledge the site as being part of "Heart" of community
- Architectural and landscape design to reinforce engagement with the site's context.
- High quality architectural and landscape material response that speaks of its location.
- Architectural composition and character which balances emphasis on horizontality of its elements with its verticality while maximizing visual transparency, and sense of lightness.
- Celebrate the sense of arrival to the neighbourhood
- Accommodates activities/amenities for residents' wellness, relaxation and social connections.

Affordability and Encouragement of Diverse Community

- Family oriented housing with townhomes along Mews & Marine Way
- further 'grade' oriented housing on podium roof next to children's play and direct connection to roof top amenity
- garden plots for residents on roof top for urban agriculture
- mix of small 1bds, 2bds and 3 bd units

Engagement of the Public Realm

- Activation of street interface with townhouse entrance stoops and raised private terraces along marine way and the lane.
- Retail frontages broken down in scale with columns, lighting, signage blades, and details.
- Large retailer fronted by smaller retail units, many with outdoor patio spaces.

Parcel 17 Landscape Design Rationale

Public Realm

Parcel 17 is situated in Vancouver between Kerr Street and Boundary Road and forms the east 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 west boundary. This street will bring to the community a vibrant commercial and pedestrian friendly zone that will connect to the Fraser River. Parcel 17's main residential and commercial entrances front onto this zone. To the south is Sawmill Crescent with additional commercial and residential entries. The vocabulary of the Town Square informs the treatment of the frontage along Sawmill Crescent without replicating it. The east edge is a pedestrian mews that duals as a loading and parkade access lane. Fronting onto it are two townhouses. These are separated vertically from the lane and will have planting to soften the proximity to the lane's activities. It will also service the lot to the east when it is developed. The lane ends in a small parkette giving the lane a terminus and screening it from Marine Way. The north frontage along Marine Way is primarily townhouses with step up entries and raised planters separating them from the sidewalk and busy street. 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. To this end the architect has, as previously mentioned, placed the commercial and residential entries onto the main

activity zone as well as outdoor patio spaces that wrap corners and link directly to the Town Square. Augmenting this with bike racks, benches and planters give reason for pause and socializing even outside the main square. 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 east is envisioned as performing double duty as both a vehicular zone and a pedestrian access from Marine Way to Sawmill Crescent. Keeping the materials in the lane consistent throughout and at the same plane, alerts pedestrians to the double duty of the lane. It is hoped that in the off hours when trucks are not using the space north of the parkade entry, the lane will become a hard surface play area, perhaps for kids' street hockey.

Podium

Four separate buildings face onto the podium level amenity green space- the highrise at the NW corner, the top level of the townhouses, the midrise to the east and the amenity building on the south. Each building and or private terrace has direct access to the green space. A central pergola of timber and steel forms a spine from which the main spaces and activities are organized. As a grade difference occurs between several of the buildings, walkways form gentle ramps and each area is readily accessible. Specific programmed areas include an amenity terrace for the tower, an adjacent childrens' play area, urban agricultural plots, and the large deck at the amenity building. Included are several areas of unprogrammed lawn and wider than usual paved walkways to encourage a range of play and socializing opportunities.

Terraces fronting the greenspace will have screening and either step up or down to the walkways.

All lighting will be low level.

Identity

Throughout Parcel 17, the landscape strives to speak to the history of the area by bringing onto the site high quality materials suggesting an industrial vocabulary and

native plant material such as may have existed on the site or elsewhere in the community.

Sustainability

- Native and native adapted plant material ensuring less water demand, particularly where on-slab planting occurs
- Permeable surfacing off- slab to facilitate water infiltration.
- Large soil volumes on slab that will retain and slow-release water into the larger system.
- High efficiency irrigation system to further reduce water consumption in the landscape.
- Small scale urban agriculture with composting abilities and 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 'fixit' station in the town square encourages biking.
- Landscape lighting will be low level and have cutoffs to minimize light spillage into other areas.