

8580 RIVER DISTRICT CROSSING - "Parcel 18.1"
(COMPLETE APPLICATION)
DE418326 - 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 5 storey mixed use building containing retail on the ground floor and a 3 storey townhouse podium and a total of 65 dwelling units over 2 levels of underground parking with vehicular access the lane.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

• **Issues:**

1. Coordination of streetscape and public realm treatments across property lines
2. Proving out catenary lighting systems and overhead festival lighting system
3. Phasing of construction and associated street and other public realm improvements

• **Urban Design Panel: Support**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418326 submitted, the plans and information forming a part thereof, thereby permitting the development of a 5 storey mixed use building containing retail on the ground floor and 65 dwelling units over 2 levels of underground parking with vehicular access 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, signed and sealed, shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

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

Note to Applicant: Detailed drawings for the public realm street design of River District Crossing and Sawmill Crescent are currently under review. Final approval of the design within the public street right-of-way may result in a need for some adjustments to publicly accessible adjoining areas on the Parcel 18.1 property to provide some continuity of the public realm across the property line.

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

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

- 1.3** provision of a phasing plan indicating anticipated construction phases and sequence, along with associated street and other public realm improvements necessary to serve the development and the area, both temporary and final, to the satisfaction of the General Manager of Engineering Services, Director of Planning and 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. While the proposed phasing would not be legally require the construction of an interim Kent Avenue design providing for vehicular, cyclist and pedestrian movement, guard rail protection along the rail corridor, and fire and pedestrian access for the town houses will be required. The significant difference between existing and future grade due to increased Flood Construction Levels (FCL's) and any exposed wall surfaces must be addressed in an interim solution. Refer to Standard Conditions A.2.17 and Appendix C (Processing Centre - Building Comments) for further information.

- 1.4** 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 the area, as well as the introduction of soft landscaping where possible.

- 1.5 design development to strengthen the connection between the retail and the residential expression of the proposal;

Note to Applicant: Options to consider include breaking or eliminating the heavy band on top of the retail.

- 1.6 consideration to provide an overall simplification, perhaps a reduction in the number of elements or combining bays into larger two storey projections;

- 1.7 design development to coordinate resubmission with refinements to the elevations presented at Urban Design Panel;

- 1.8 consideration to enhance the fish scale expression by reflecting the thinness as a quality of the skin;

- 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 design development to provide screening and gates at the loading area to enhance the pedestrian experience of the mews, overhangs, projections, fences, gates, etc.

- 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 18.1	irregular
Site Area	-		-	Parcel 18.1	0.361 ha → 38,859 ft. ²
Floor Area ¹	All Uses Combined	1,932,002 ft. ²	-	Proposed	785,223 ft. ²
	All Dwelling Uses Combined	1,513,391 ft. ²		Maximum	783,795 ft. ²
	All Office Uses Combined	155,457 ft. ²		Overage	1,428 ft. ²
	Cultural & Recreational, Institutional, Office, Retail and Service Uses	163,434 ft. ²			
	<i>Allocated for Sub-Area 1</i>				
	Parcel 15			Parcel 15	
	Retail	56,650 ft. ²		Retail Store	60,212 ft. ²
	Residential	236,612 ft. ²		Residential	236,872 ft. ²
	Subtotal	293,262 ft. ²		Subtotal	297,084 ft. ²
	Parcel 16.1			Parcel 16.1	
	Retail	22,604 ft. ²		Retail Store	18,550 ft. ²
	Residential	60,838 ft. ²		Residential	61,072 ft. ²
	Subtotal	83,442 ft. ²		Subtotal	79,622 ft. ²
	Parcel 17			Parcel 17	
	Retail	62,646 ft. ²		Grocery Store	46,339 ft. ²
	Residential	258,183 ft. ²		Retail Store	13,279 ft. ²
	Subtotal	320,829 ft. ²		Residential	260,098 ft. ²
			Subtotal	319,716 ft. ²	
	Parcel 18.1		Parcel 18.1		
	Retail	21,528 ft. ²	Retail Store	23,691 ft. ²	
	Residential	64,734 ft. ²	Residential	65,110 ft. ²	
	Subtotal	86,262 ft. ²	Subtotal	88,801 ft. ²	
	<i>Allocated Total</i>		<i>Proposed Total</i>		
	Parcel 15	293,262 ft. ²	Parcel 15	297,084 ft. ²	
	Parcel 16.1	83,442 ft. ²	Parcel 16.1	79,622 ft. ²	
	Parcel 17	320,829 ft. ²	Parcel 17	319,716 ft. ²	
	Parcel 18.1	86,262 ft. ²	Parcel 18.1	88,801 ft. ²	
	Total	783,795 ft. ²	Total	785,223 ft. ²	
Balcony ²	Open	8% x 65,110 ft. ² = 5,209 ft. ²	-	Open	5,680 ft. ² (9%)
	Open	12% x 65,110 ft. ² = 7,813 ft. ²			
Height ³	25 storeys/264.5 ft.		-	5-Storey Mid-rise + 3-storey Townhouse Module/Top of Roof Stair (@ SW corner) 73.3 ft.	

Parking ⁴	<i>Retail Uses</i> - Small Car (25%) 10 Visitor 13 <i>Residential</i> Small Car (25%) 23	<i>Retail Uses</i> 41 - Disability 2 Visitor 7 <i>Residential</i> 79 Disability 3 Shared Vehicle/Space 1	<i>Retail Uses</i> Standard 28 Small Car 11 Disability <u>2</u> Total 41 Visitor 7 <i>Residential</i> Standard 65 Small Car 25 Disability <u>3</u> Total 93 Shared Vehicle/Space 0
Bicycle Parking ⁵	- Vertical (30%) 26	Class A Class B Retail 4 6 Residential <u>81</u> <u>6</u> Total 85 12 Horizontal (50%) 44 - Lockers (20%) 18 Electrical Outlets 43 Clothing Lockers 6	Class A Class B Retail 6 6 Residential <u>82</u> <u>6</u> Total 88 12 Horizontal 48 Vertical 18 Lockers 22 Electrical Outlets 42 Clothing Lockers 3
Loading ⁶	-	Class A Class B Class C Retail 0 2 1 Resid. <u>0</u> <u>0</u> <u>0</u> Total 0 2 1	Class A Class B Class C Retail 0 2 0 Residential <u>0</u> <u>0</u> <u>0</u> Total 0 2 0
Amenity	Precinct Total 75,350 ft. ²	-	Parcel 15 3,663 ft. ² Parcel 16.1 672 ft. ² Parcel 17 20,039 ft. ² Parcel 18.1 <u>645</u> ft. ² Total 25,019 ft. ²
Unenclosed Outdoor Areas	1% x 65,110 ft. ² = 651 ft. ²	-	Parcel 15 1,604 ft. ² Parcel 16.1 531 ft. ² Parcel 17 1,742 ft. ² Parcel 18.1 <u>619</u> ft. ² Total 4,496 ft. ²
Unit Type	-	-	18 - one-bedroom 38 - two-bedroom <u>9</u> - three-bedroom 65 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: Standard Condition A.1.3 requires reduction in the maximum number of parking spaces allowed for residential use. Standard Condition A.1.4 seeks a reduction in the number of small car spaces for the retail and residential uses. Standard Condition A.1.5 seeks the provision of a shared vehicle and parking space.

⁵Note on Bicycle Parking: Standard Condition A.1.8 seeks an increase in the number of electrical outlets. Standard Condition A.1.9 seeks an increase in the number of clothing lockers.

⁶Note on Loading: The application is deficient one Class C loading space. Standard conditions A.1.5, A.2.18 and A.2.19 require compliance with the required loading or provision of alternate arrangements.

• **Legal Description**

Lot: 30
District Lot: 331
Plan: EPP31354

• **History of Application:**

14 09 03 Complete DE submitted
14 10 22 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 18.1 within the Area 1 'Town Square Precinct' of East Fraser Lands (EFL), now commonly known as the 'River District'. Parcel 18.1, along with Parcels 15, 17, and 16.1, 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.

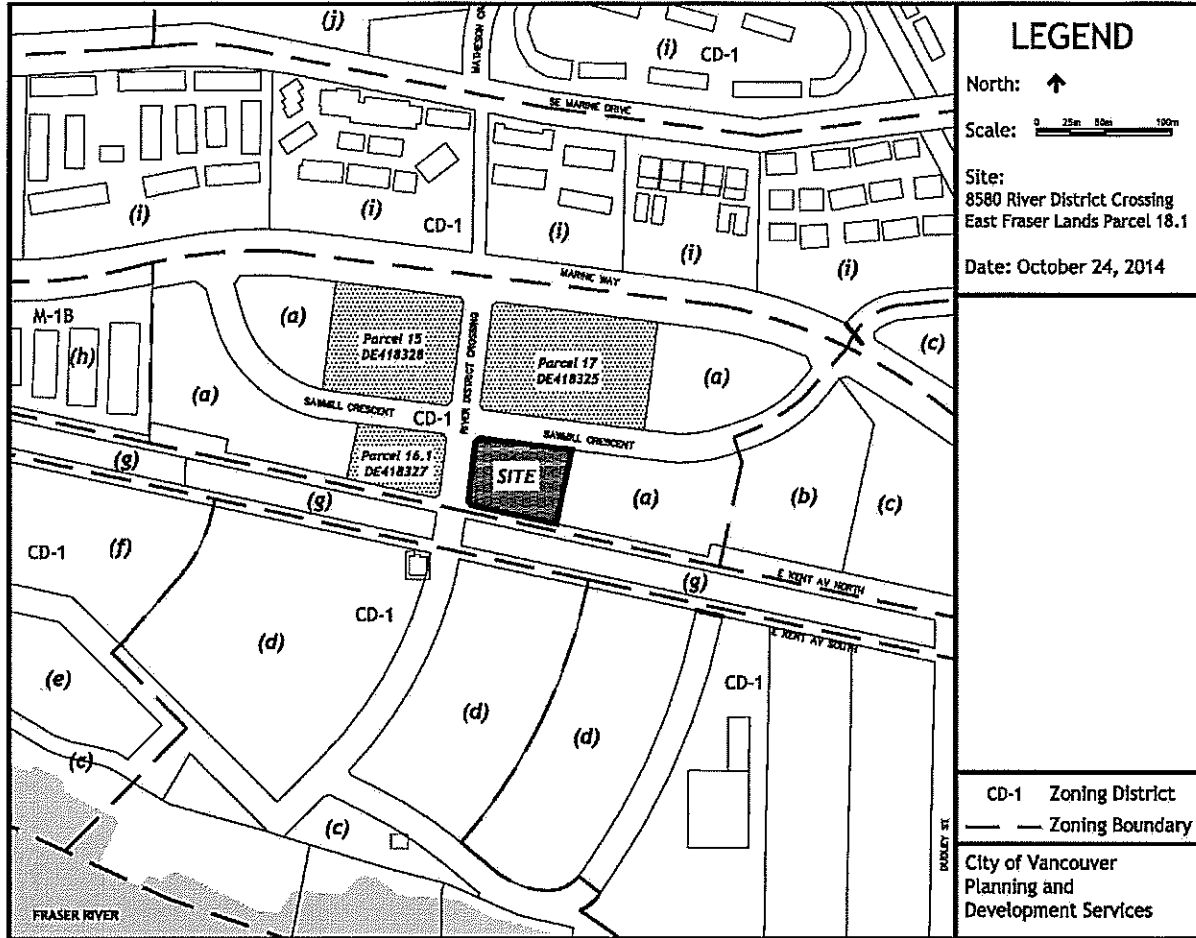
There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park. A CP rail line bisects the site.

Parcel 18.1 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:

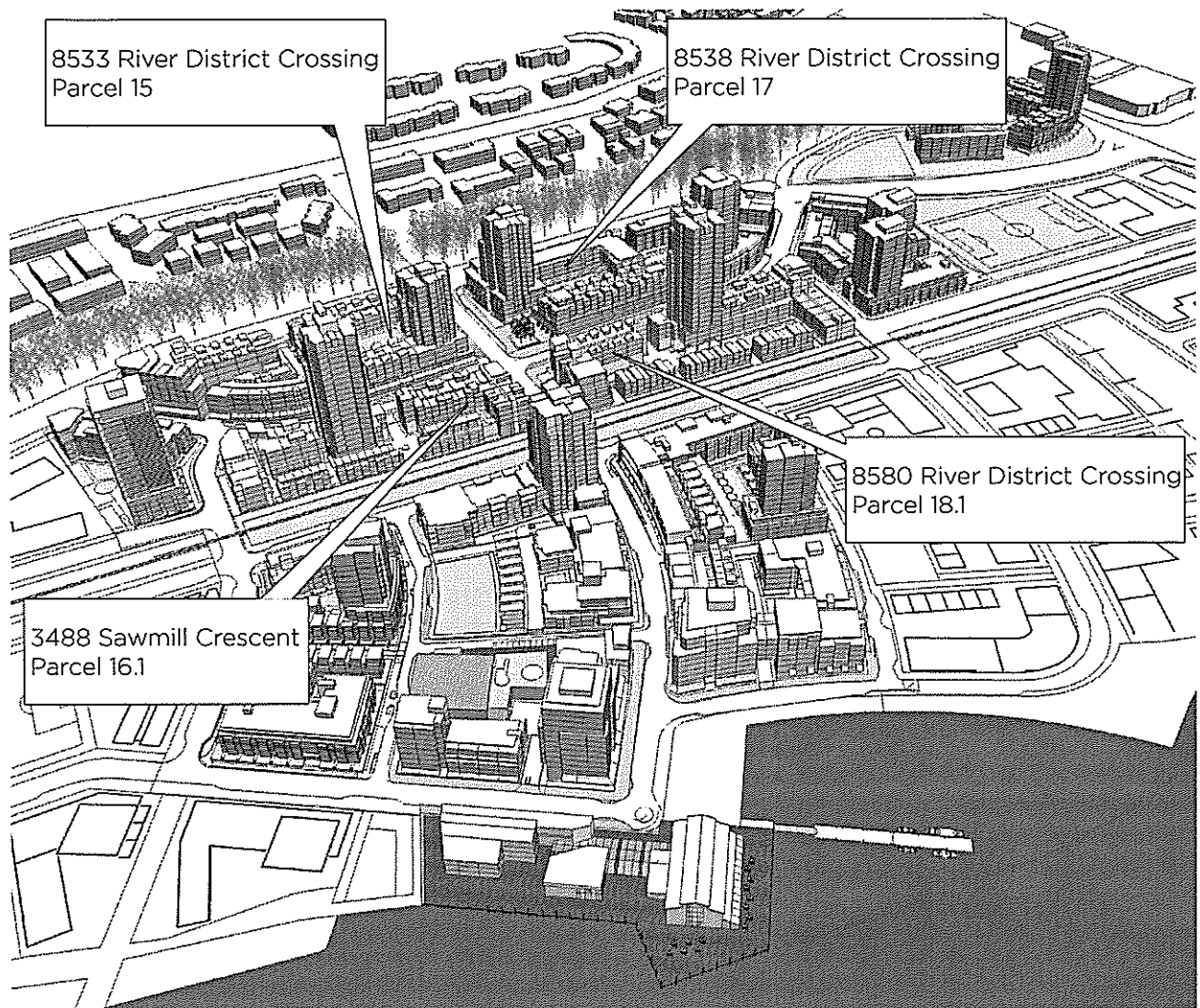


Figure 1: Illustrative massing Area One at Town Square

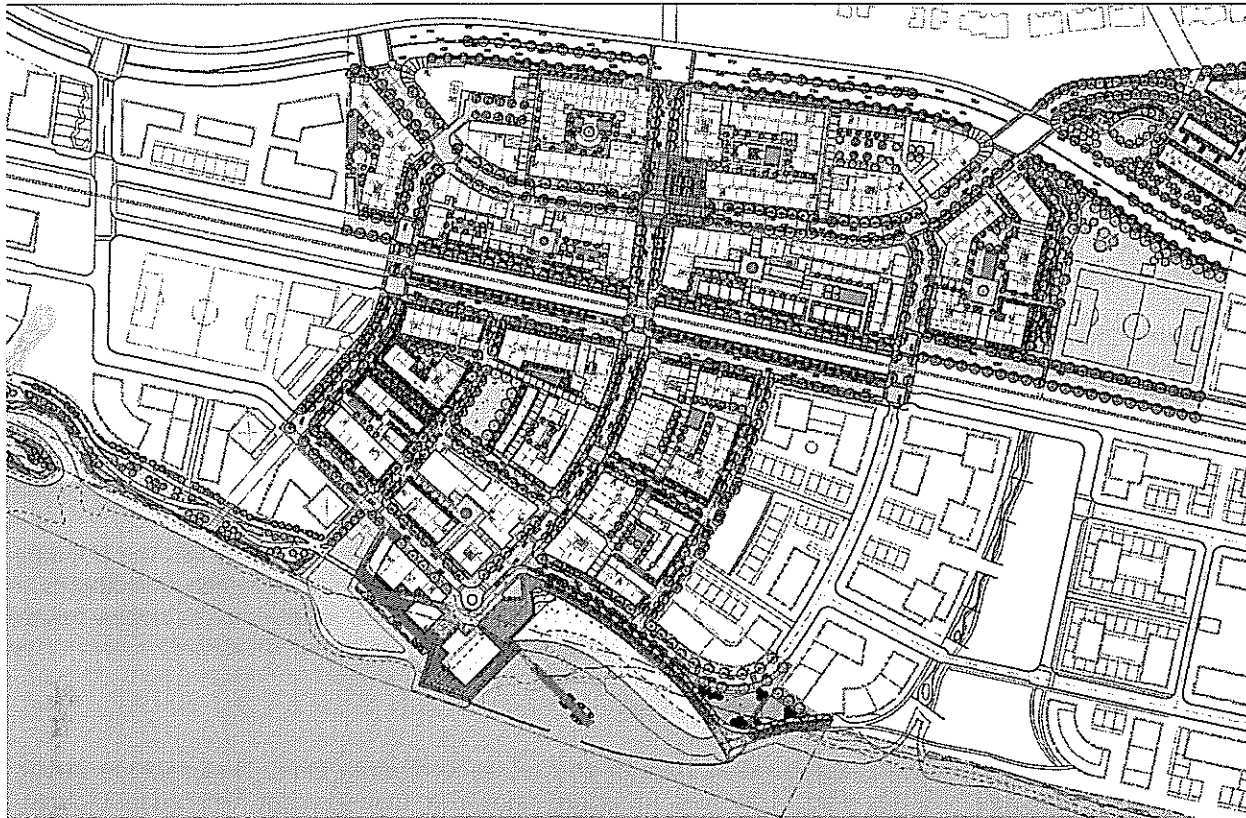


Figure 2: Illustrative Public Realm Plan Area One

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 162,071 sq. ft. (15,056.4 m²) of commercial space.

Parcel 18.1 is located at the southeast corner of the Town Square public open space. The proposed development is comprised of a 5 storey mixed use building with retail at the base and 4 storeys of residential above. The retail will be comprised of a small anchor and individual retail storefronts all accessed from River District Crossing. The southern edge is wrapped by 3 storey townhouses fronting onto the Kent Avenue Greenway which will provide an off street separated route for pedestrians and cyclists. An upper level roof-top common space for residents is located above the retail and between the residential apartments and townhouses. Underground parking and loading are accessed off a mews on the east side of the parcel.

Parcel 18.1 has approximately 23,691 sq. ft. (2,200.9 m²) of retail and 65,110 sq. ft. (6,048.7 m²) of residential in 65 units.

- **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 18.1 is located, must not exceed 163,433.8 sq. ft. (15,183 m²). Amenity areas including day care facilities, recreation facilities, and meeting rooms must be excluded from computation of floor area to a maximum of 75,350 sq. ft. (7,000 m²).

Building Heights: Parcel 18.1 is one of two components that together make up Parcel 18. The building height specified in the by-law applies to Parcel 18.2 immediately to the east which anticipates a residential tower of maximum 25 storeys and 264.5 ft. (80.62 m). The guidelines as noted below illustrated a 4 to 5 storey mixed use building with 3 storey townhouses on Parcel 18.1.

- 2. East Fraser Lands CD-1 Guidelines for Area One**

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

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

Section A - Public Realm Plan

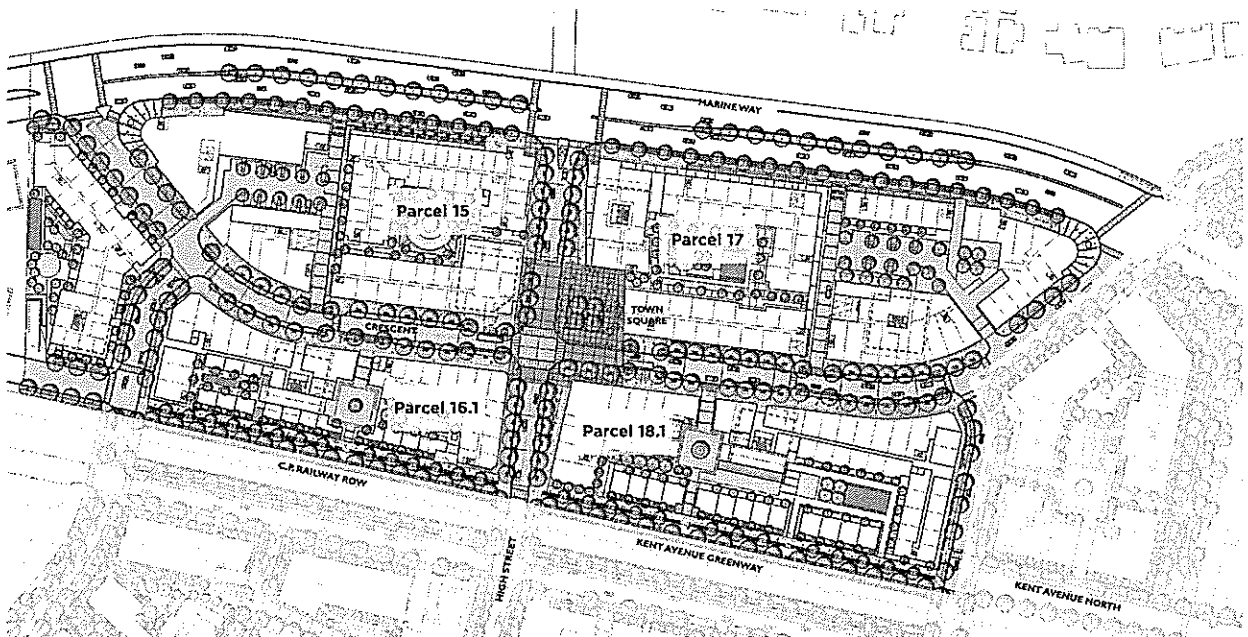


Figure 3: Illustrative Town Square Precinct Concept from Design Guidelines

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

Section B: Built Form and Parcelization

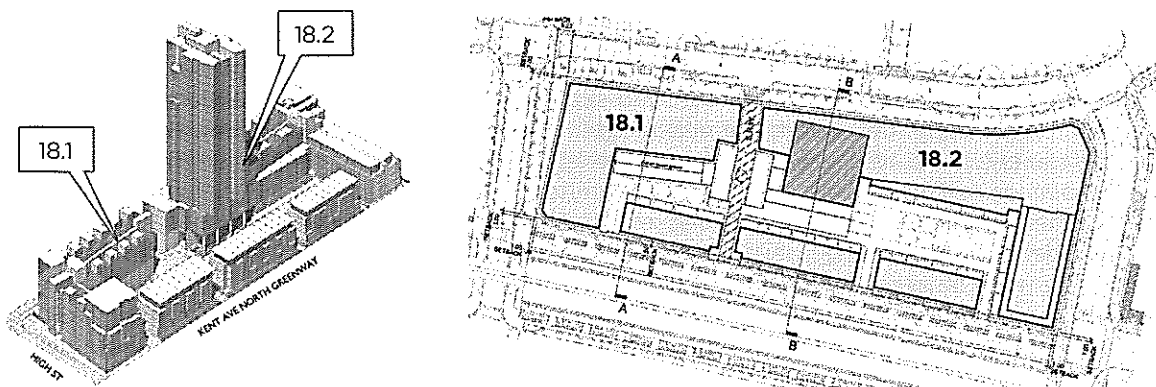


Figure 4: Illustrative form of development Parcel 18.1

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

allocation of floorspace for Parcel 18.1 is 21,528 sq. ft. (2,000 m²) of commercial/retail, and 348,611 sq. ft. (32,386 m²) of residential combined with the residential component of the tower and low-rise of future Parcel 18.2 development. The guidelines note that floor space can be reallocated between parcels provided the intent of the guidelines is met.

In addition, the guidelines describe the Urban Design Role and Characteristics of each parcel, with Parcel 18.1 as follows:

Parcel 18.1 Characteristics:

- South frontage gives strong definition to Kent Avenues Greenway: townhouse forms extend neighbourhood character of Parcel 16. Setback provides a comfortable separation from adjacent pedestrian traffic as well as opportunities for planting and seating
- Mid-block court similar to Parcel 16, flanked by semi-private garden spaces - possible location for garden plots supporting urban agriculture.
- High Street (now River District Crossing) frontage is angled to open view from Town Square to High Street (now River District Crossing) and vice versa;
- Prominent form of 'magnet' retail space at SW corner provides a strong visual connection from High Street (now River District Crossing) south of CP ROW.

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

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

The following are the 10 Principles for Architectural Design:

1. Rich architectural diversity within a cohesive urban fabric;
2. A unique architecture that captures the history of the site;
3. A contemporary architecture with a high degree of livability and acknowledgement of place;

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

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

- Response to Applicable By-laws and Guidelines:

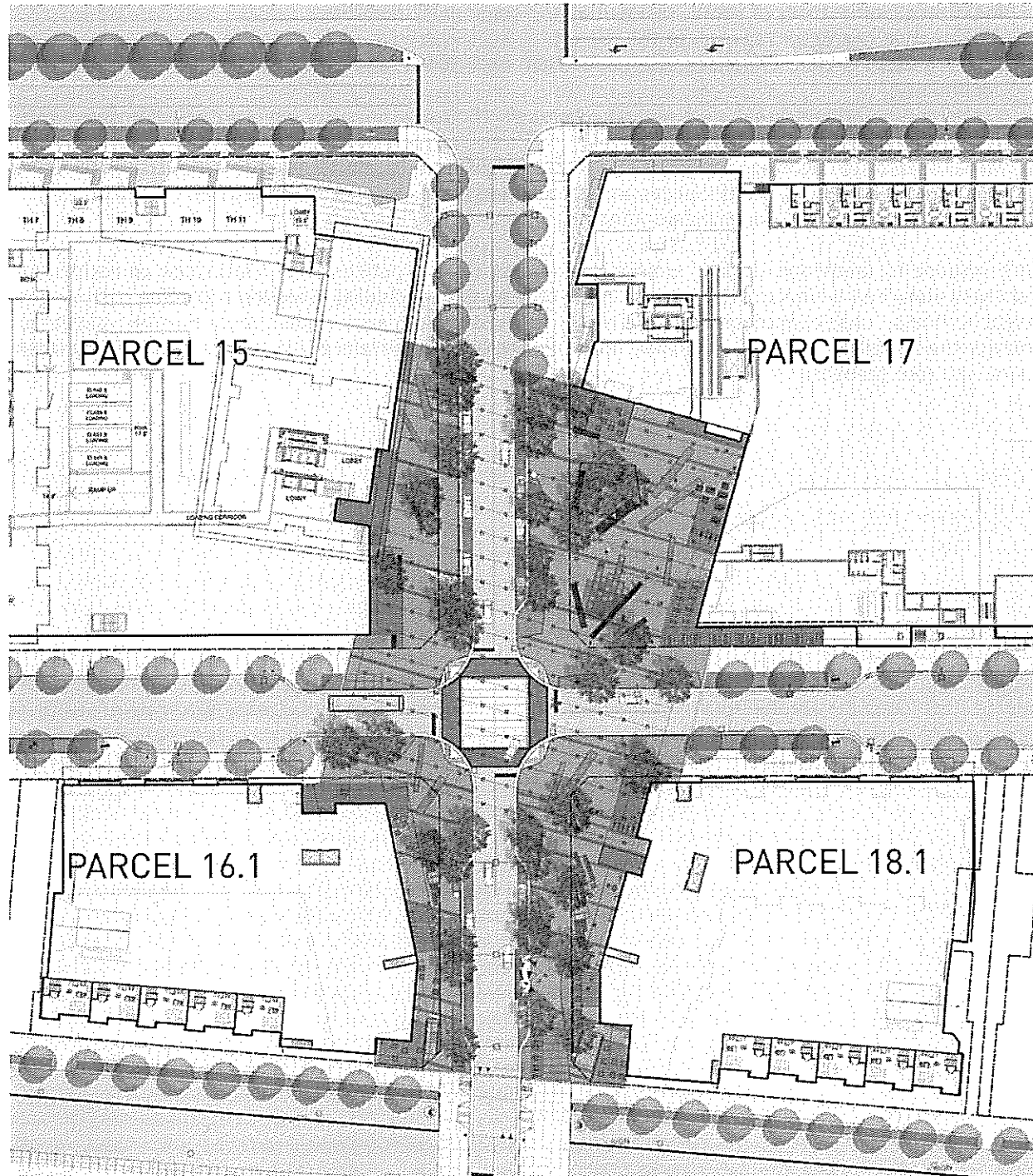


Figure 5: Town Square reconfigured and enlarged to engage all four parcels



Figure 6: 8580 River District Crossing - Parcel 18.1, view SE 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 retail, and residential frontages. Smaller street-oriented retail spaces and the entry to the larger anchor or 'magnet' retail space address and activate River District Crossing as per the guidelines.

Conditions of Use: The proposal complies with the requirements for family oriented units with 38 two bed and 9 three bed units for a total of 72.3% 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 or required for this site.

Density: The proposed floor space of 65,110 sq. ft. (6,048.7 m²) of residential and 23,691 sq. ft. (2,200.9 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 is an appropriate refinement of the massing illustrated in the guidelines.

Public Realm:

Parcel 18.1 shapes and animates the Town Square together with Parcels 15, 17 and 16.1. 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.2.11).

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

A two-way off-street bike route will be accommodated on the southeast of the Town Square area adjacent to Parcel 18.1. This will provide a safe off-street route for cyclists from the Kent Avenue Greenway to the grocery store and other shops on Parcel 17. The bike route will be designed with an organic form and edges defined by 'islands' of planting consistent with the design approach of the Town Square. See Standard Condition A.2.7.

Detailed drawings for the public realm street design of River District Crossing and Sawmill 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, Standard Condition A.2.17 and Processing Centre - Building Comments in Appendix C requires a phasing plan indicating anticipated construction phases and sequences, along with associated temporary and final street and other public realm improvements to ensure appropriate fire access, vehicular, cyclist and pedestrian movement and urban design quality in the area throughout the construction phases.

Service and parking access for the development will be accessed along a mews secured with a surface Statutory Right of Way (SRW) on the east side of the block.

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

Since the rezoning of Area One in 2008, Flood Construction Levels (FCL's) in the area have been raised by over a metre to 15.7 ft. (4.8 m). As such, public realm plans and building designs have to be adjusted somewhat to meet the new measures. While most streets and park space elevations are being raised to protect these public spaces in the longer term and to provide an appropriate relationship to the new ground floor levels of development, transitions are required to meet the unchanging elevation of the CP rail-line. The flood construction level means that all retail and residential spaces must be at

this higher level, and as such grade changes need to be effected within the public realm, rather than having the retail levels step with grade as would typically be required. This challenge has been met and addressed in the grade change alongside Parcels 16.1 and 18.1 as an 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:

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

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

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

The building establishes a five-storey streetwall to define the Town Square space. The 'fish scales' concept has been interpreted as 'metal skin with punched openings'. Gaps between panels are coloured in bright yellow and orange to enliven the facades and contrast muted exterior colours. Towards the south, the residential component of the building starts to float off the end of the retail base and emphasizes the approach from the south. Undersides of soffits and balconies are painted orange as a way to emphasize these horizontal planes. While successful in its expression, the Urban Design Panel thought it would benefit from an overall simplification, some further consideration of colours which recede versus those that advance, and enhancement of the fish scale expression by reflecting the thinness as a quality of the skin (see Recommended Condition 1.7).

Recommended Condition 1.5 requests design development to strengthen the connection between the retail and the residential expression of the proposal including considering breaking or eliminating the heavy horizontal band expressed above the retail.

The materials proposed are metal panels, cementitious panels and plank siding, clear anodized vertical metal siding, cedar soffits and glass railings. Plaza materials include heavy timber wood decking and board-formed concrete walls. The materials are an appropriate response to the guidelines and support the architectural concept.

Recommended Condition 1.10 seeks further design development of the loading area along the mews to improve to the pedestrian experience and CPTED response.

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

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

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

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

Applicant Response: Complies

Staff Assessment:

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

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

Note to applicant: Medium-size stores are to range in size from 930 m² to 1500 m² \ medium size stores are not to exceed a floor area of 2350 m² •

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

Staff Assessment:

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

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

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

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

Staff Assessment:

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

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

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

Staff Assessment:

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

• **Conclusion:**

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

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 22, 2014, and provided the following comments:

EVALUATION: SUPPORT (5-0)

- **Introduction:** Pat St. Michel, Development Planner, reminded the Panel that in June, they had the opportunity to provide comprehensive advice and input to the evolving design of the Town Square area of East Fraser Lands (River District) in a non-voting workshop. They also reviewed and supported the Development Permit application for Parcel 17.

The proposal is for a 5-storey building that forms the southeast corner of the Town Square. Ms. St. Michel described the area around the Town Square and its immediate context. She 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. Wesgroup/Park Lane is initiating development of the mixed-use central neighbourhood with four projects and associated public realm that together form the Town Square which 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. 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, an 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. The proposal is for a 5-storey mixed-use building with retail at the base and four levels of residential above with 65 units. Parcel 18.1 forms the southeast edge of the Town Square and is an important parcel in effecting the transition from the lower levels defined by the rail-line and the increased flood plain protection level of 4.8m. As a result all retail and residential spaces need to be at this higher level and grade changes need to be affected within the public realm, rather than having retail levels step with the grade.

Ms. St. Michel reminded the Panel that at the Workshop, this parcel, and Parcel 16.1 took the approach of reflecting the riverine nature of the site in its architecture. She then gave a summary of their comments from that meeting.

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

- Response to advice from the Town Square workshop regarding further development of the grade change and the opportunity it presents for a special retail edge and transitions to this space.
- Response to Advice from the Town Square workshop regarding framing the square and strengthening the High Street (now River District Crossing) retail vs. the Crescent (now Sawmill Crescent).
- Response to the guidelines and general advice from the Town Square workshop that architecturally an authentic and robust response is needed, particularly at the lower levels, and the importance of materiality.
- The evolution of the fish scales reference in the architecture.

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Taizo Yamamoto, Architect, further described the proposal and mentioned that the reason for the plaza shape was to minimize the distance from the plaza to River District Crossing coming south. They wanted the mouth of the plaza to be at the intersection with the greenway, the bike path and the pedestrian walkway. In terms of the basic layout, he noted that the retail focus is towards River District Crossing. As well the anchor tenant will be oriented to River District Crossing whereas originally it was oriented more to Sawmill Crescent. The residential entry is also oriented to River District Crossing. The townhouses front the pedestrian greenway and are elevated slightly. A pedestrian mews shares the loading and vehicular access allowing a link through the site from Sawmill Crescent to the greenway. Mr. Yamamoto described the architecture and noted that they have made a more continuous streetwall that reinforces the plaza.

Bruce Hemstock, Landscape Architect, described the landscaping plans and explained that they wanted to take some of the geometry that is found on the street and in the building and take it up into the courtyard space. As well they wanted to respond to the industrial nature of the site with the use of materials. Individual access to the townhouses is with a metal stair with plantings for a sense of a green space opposite the greenway. He described the landscaping in the courtyard and noted hedges along the private patios. There is also urban agriculture with berry plants and a large lawn area. The pathway loops around the courtyard and there is a timber amenity deck with a barbeque and timber structure. The upper roof decks are private patios for the top floor units.

Margot Long, Landscape Architect, described the plans for the plaza. She noted that this portion of the plaza is the fun portion due to the grade change. They have been able to create a variety of different spaces within the plaza. The concrete walls that address the grade change will be heavy board formed concrete with some metal piers. As well there will be an open metal railing and stairs and seating terraces along the edge. They worked with Engineering on the bike path and have done a variety of different options for how the bike path will work. A bike station is included with a water fountain and bike repair station.

Robin Petri, Developer, mentioned that they are working on the sign plan for the whole development. They will be integrated and there will be a consideration for both the pedestrian and vehicular traffic. They will be using industrial materials such as heavy timber and metal that is reflective of the working river.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to strengthen the connection between the retail and the residential expression of the proposal;
 - Consider overall simplification, perhaps a reduction in the number of elements or combining the bays into larger two storey projections
 - Consider the relative values of colours that recede versus those that come forward and how they are used on the different components
 - Consider enhancing the fish scale expression by reflecting the thinness as a quality of the skin
 - Design development to reinforce and announce the residential entry;
- **Related Commentary:** The Panel supported the proposal and responded well to the guidelines.

The Panel thought that generally the retail addressed the edge conditions successfully. However some Panel members thought the retail expression seemed disconnected from the residential above although they thought the massing achieved the intended framing. It was thought the heavy band on top of the retail could be eliminated or broken to create a better connection. Regarding the notion of fish scales, the Panel thought the reference was somewhat obtuse and that there might be too many different types of architectural vocabulary. It was thought that the use of orange

colour within the recessed areas recalled the orange inner flesh behind the grey outer scales of the fish. A couple of Panel members wanted to see the bay elements be two storeys as they seemed a bit small. One Panel member mentioned that this might help to organize the buildings and give a more robust character.

The Panel thought the expression of the industrial nature of the area was well done using a honest and contemporary interpretation.

They agreed that the strongest elevation because of its simplicity and that it also represented the industrial character of the area, was the townhouse expression. One Panel member suggested connecting the vocabulary of the upper floors to the retail and picking one strong expression and as well to reduce the amount of materials down to only three at the most. The Panel thought the use of yellow would be successful but thought there might be too much grey on the proposal.

Some Panel members thought the lobby entrance for the residential was poorly announced in the building.

The Panel supported the landscaping and thought the formation of the public open space was successful. They agreed that the transition down to the south elevation was reasonably successful and that the grade change worked with the combination of stairs and double height wood elements. However, one Panel member thought the higher wall towards the southern end was less successful and although it worked well as a patio divided the plaza. There was some concern regarding the mixing of pedestrians and cyclists and felt that issue still needed to be resolved.

- **Applicant's Response:** Mr. Yamamoto said the Panel offered a lot of good suggestions and that they will continue working with staff.

ENGINEERING SERVICES

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

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

On October 31, 2012, the City adopted Transportation 2040, which provides strategic direction on walking, cycling, Transit, vehicles, and goods movement. Goals around cycling provide guidance to expand cycling networks for all ages and abilities and to bring people efficiently to destinations. Given the Town Square is proposed as a major commercial destination, a revised cycling strategy is required that demonstrates safe, convenient, and effective connections from the Kent Avenue Greenway and the Town Square plaza (see Standard Condition A.2.7). 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.2.6 requires provision of a public bike share station on one of the four parcels of the Town Square. Standard Condition A.2.7 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. 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 (See Standard Condition A.2.11 and Recommended Condition 1.2). 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 CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS

High Density Housing for Families with Children

The proposed 5 storey mixed use building 47 units (72.3% of total) with 2 or more bedrooms (comprised of 38 2-bedroom units, 4 3-bedroom units and 5 3-bedroom townhouses) which may be suitable for families with children, the High Density Housing for Families with Children Guidelines therefore apply.

An indoor amenity room with washroom is provided on level 3. Design development is needed to ensure the washroom is wheelchair accessible and to add a baby change table. Further design development is needed to improve the multi-functionality of the room by adding a storage closet specifically for the multipurpose room and a kitchenette (refer to Standard Condition A.1.30).

Consistent with the guidelines, plans include a rooftop outdoor common area on level 3 including a large sod lawn. The lawn is a soft surface suitable for a range of children's play activity. Further design development is needed to provide opportunities for creative and motor-skills developing play for children with a range of ages. (play equipment is neither necessary nor encouraged, but landscape features which encourage creative play and motor skills development such as boulders, logs, pathways, water-play elements, sand-play etc. are encouraged) (Refer to Standard Condition A.1.31)

Urban Agriculture Guidelines for the Private Realm

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

Plans for Parcel 18.1 include accessible roof top garden planters on the 3rd floor with the necessary supporting infrastructure including composter, hose bib, and a potting bench. A tool storage closet is provided off the adjacent multi-purpose amenity room.

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.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

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; and
- 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 [and Official Development Plan (*if applicable*)] 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 A1.0-H to coincide with the City building grades when they become available;

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

A.1.3 compliance with Section 7(a)(iv) (Parking, Loading and Bicycle Spaces) of the CD-1 (566) By-law for multiple dwelling use;

Note to Applicant: Reduce the maximum number of parking spaces allowed for residential use. Clarify the vertical clearance of, disability parking spaces, including all entrances, exits, drive aisles, other access to off-street disability parking spaces, and egress therefrom. Clarify column sizes and encroachments into the parking spaces on the underground parking levels. Add wheel stops to the perpendicular parking space on parking level P2.

A.1.4 compliance with Section 4.1.8 (Number of Small Car Spaces) of the Parking By-law for retail and residential uses;

Note to Applicant: Reduce the number of small car spaces by one space for retail use and two spaces for residential use.

A.1.5 compliance with Section 5.2 (Off Street Loading Spaces) of the Parking By-Law for retail uses or other such arrangements acceptable to the Director of Planning in consultation with the General Manager of Engineering Services;

Note to Applicant: the application is deficient by one Class C loading space. If a relaxation is sought, supporting material must be submitted (see Standard Condition A.2.19).

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

Note to Applicant: A car share agreement is required. Please contact Brent Dozzi of the Neighborhood Parking and Transportation in Engineering Services for more details. See also Standard Condition A.2.3.

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

Note to Applicant: Clarify and provide details of the bike stack rack for required Class A bicycle spaces, to the satisfaction of the General Manager of Engineering Services. Clarify Class B bicycle spaces on the ground floor plan and landscape plan. All vertical bicycle spaces must be placed against a wall. See also Standard Condition A.2.21.

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

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

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

Note to Applicant: Three clothing lockers are required for each gender for a total of six clothing lockers.

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

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

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

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

- A.1.13 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.1.14 submission of one set of updated, color-coded, sealed and signed FSR drawings with detailed statistics that reconciles with the proposed project;

- A.1.15 submission of an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

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

- A.1.16 submission of larger scale details and information on key building components including canopies, screening elements, overhangs, projections, fences, gates etc.;

- A.1.17 consideration to further improve the energy performance of the building;

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

- A.1.18 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving Built Green Gold Equivalency with an Energuide score of 80;

Note to Applicant: In addition to the Built Green Gold checklists, provide a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations.

Both checklist and description should be incorporated into the drawing set and significant Built Green features detailed on the plans.

- A.1.19 completion of a compliance strategy and timeline that outlines the documentation process required to achieve Built Green Gold equivalent with an Energuide score of 80 including reference to appropriate documentation at Building Permit and Occupancy Permit stages;

Standard Landscape Conditions

- A.1.20 provision of detailed landscape grading plan(s);

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

- A.1.21 increase the size of planters (and add trees at a quantity of one tree per patio) on the outside edge of the private patios on the podium level;

Note to Applicant: The planters widths should be increased to be minimum 2 foot wide (inside dimension) with contiguous soil volumes.

- A.1.22 design development to the open lawn area and BBQ area of the podium level to enhance the edge condition by adding additional site furniture and ensuring that planting between the common space and semi-private patios is layered to ensure privacy;

- A.1.23 increase in the size of the planters on the roof top patios;

Note to Applicant: Respecting the limitations of load on the structure.

- A.1.24 refinement of the architectural and landscape sections to clearly indicate and dimension the relationship between the slab, soil volumes, tree root ball, and planters on slab to verify that sufficient soil volumes are provided;

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

- A.1.25 provision of an efficient irrigation system for all planted areas and individual hose bibs to be provided for all patios of 100 sq. ft. or greater;

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

- A.1.26 clarification of the urban agriculture program;

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

- A.1.27 provision of detailed elevations of all vertical landscape structures;

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

- A.1.28 landscape sections to indicate the street tree planting condition (for example, special soils, public realm treatment, dimensions, soil volumes) for all sides of the building facing a street;
- A.1.29 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 ft. (2.4 m) long and 18 inches (0.45 m) in deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

Social Policy

- A.1.30 design development to the amenity room on the ground level to add a storage closet and kitchenette, and to ensure the washroom is accessible and is equipped with a baby change table; and
- A.1.31 design development to the common outdoor amenity area to provide opportunities for creative and motor-skills developing play activity for children with a range of ages.

Note to Applicant: Play equipment is neither necessary nor encouraged, but landscape features which encourage creative play and motor-skills development such as boulders, logs, pathways, water-play elements, sand-play etc. are encouraged.

A.2 Standard Engineering Conditions

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

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

- A.2.2 provision of 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 High Street (now River District Crossing)
- g. Traffic Signal and Left Bay on Marine Way at Crescent (now Sawmill Crescent) street East

h. Crescent (now Sawmill Crescent) Street East Road Works

- A.2.3 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [1] Shared Vehicle(s) and the provision and maintenance of [1] Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), [with such parking spaces to be in addition to the minimum parking spaces required by the Parking Bylaw], on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- a. provide 1 Shared Vehicle(s) to the development for a minimum period of [3 years],
 - b. enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s),
 - c. provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles,
 - d. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s),
 - e. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle,
 - f. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions, and
 - g. provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 9.5 ft. (2.9 meters). See also Standard Condition A.1.6.

- A.2.4 provision of Statutory Right of Ways for public access for secondary pathway agreements (CA3663368-CA3663376 & CA3663377-CA3663385) works;
- A.2.5 provision of a reciprocal access agreement between the site and the adjacent property, Parcel 18.2, to be registered on title prior to occupancy;
- A.2.6 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station;

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

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

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

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

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

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

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

A.2.7 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 and
- b. generous Class B bicycle parking located in both the development and public property within the Town Square.

A.2.8 provision of generous Class B bicycle parking in the Town Square;

A.2.9 deletion of portions of footings shown on page A4.1 (Section 2-2) that encroach onto City street;

A.2.10 provision of public realm design and necessary arrangements to the satisfaction of the General Manager of Engineering Services, Director of Planning, and the Director of Legal Services;

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

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

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

A.2.12 arrangements for the ongoing operation and maintenance of the proposed lighting 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.2.11, arrangements may be necessary to address the catenary system conditions. This secondary lighting system will not be part of the City's street lighting system and will be operated and maintained by the property owner in perpetuity.

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

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

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

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

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

- A.2.15 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.2.16 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 18.1 without Road Design drawings to the satisfaction of the General Manager of Engineering Services. Building Grades will not be issued for the proposed laneway; design to be to the satisfaction of the General Manager of Engineering Services.

- A.2.17 arrangements to the satisfaction of the General Manager of Engineering Services for the provision of a sidewalk and the continued operation of the bikeway in the Kent Avenue North alignment;

Note to Applicant: Townhouses are proposed to have front doors on Kent Avenue North which is currently unimproved. At a minimum, a sidewalk and separation from the bike path must be provided for those residents to exit their building safely. The operation of the Kent Avenue North bikeway must also be maintained.

- A.2.18 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the sharing of the commercial loading spaces with the residential strata;

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

- A.2.19 provision of a more detailed loading analysis by a Transportation consultant which explains the expected loading demand and recommends the number and type of loading spaces to adequately serve the size and number retail spaces on the site all to the satisfaction of the General Manager of Engineering Services in consultation with the Director of Planning;

A.2.20 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The following items are required to meet the Parking and Loading Design Supplement:

- a. modify column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement;

Note to Applicant: A column 2 ft. (0.6 m.) in length must be set back 2 ft. (0.6 m) from either the opening to or the end of the parking space. A column 3 ft. (0.9 m) long may be set back 1 ft. (0.3 m).

- b. provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances;

Note to Applicant: The ramp slope must not to exceed 5% where required for truck maneuvering.

- c. provision of a minimum 20 ft. (6.1 m) wide residential overhead security gate;

Note to Applicant: Relocation of the emergency "man door" will be required. An 18 ft. (5.5 m) wide opening as shown is insufficient for two vehicles to safely pass.

- d. clarification of whether an emergency "man door" is required within the overhead security gates for the townhouse garages;

- e. confirmation and show turning swaths that a 30 ft. (9.1 m) long SU-9 truck can access the lane from either the west or east on Sawmill Crescent clearly demonstrating that the landscaping and trees encroaching into the laneway do not affect truck turns from the west;

Note to Applicant: Benches and planters must not conflict with truck turning movements.

- f. clarification and note on plans the dimensions of the largest truck that the loading bays are intended to accommodate and show turning swaths demonstrating independent truck ingress and egress;

- g. modification of the design of the loading spaces to accommodate the largest size of vehicle expected at the site which should at minimum be an SU-9 truck;

Note to Applicant: The standard 0.9 ft. x 2.6 ft. (3.0 m x 8.5 m) loading space with a loading throat of 68 degrees is designed to accommodate a truck of approximately 25 ft. (7.6 m) and not that of an SU-9 (approximate 30 ft. length) or MSU (approximately 33 ft. length.) The plans indicate the truck manoeuvring beyond the bricked lane and over the adjacent parking ramp;

- h. provision of the maximum width of overhead door at the rear of the loading bays to allow flexibility in the stopping position of the truck and not require it to be stopped in close proximity to the wall;

- i. provision of design elevations on both sides of the loading bays at their front and rear;

Note to Applicant: The slope and cross fall of the loading spaces is not to exceed 5%.

- j. provision of a service corridor from the rear of the loading spaces through the large CRU to the smaller CRU's along River District Crossing and to connect to the residential lobby to facilitate resident move-in/out;
- k. parking and loading spaces should be numbered, dimensioned and labeled on the drawings as commercial or residential spaces;
- l. modification column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement noting the following:
 - i. A column 2 ft. (0.6 m) in length must be set back 2 ft. (0.6 m) from either the opening to or the end of the parking space. A column 3 ft. (0.9 m) long may be set back 1 ft. (0.3 m);
 - ii. 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. Provide a minimum 1 ft. (0.3 m) setback from the drive aisle for all columns;
 - iii. Dimension all columns encroaching into parking stalls;
- m. clearly label each visitor parking space located on the P1 parking level with the label "Visitor";
- n. modification of the parking ramp design. The following must be addressed:
 - i. Consider providing a corner cut in right angle turn of parking entry ramp for an adequate turning radius;
 - ii. Provision of measures to improve visibility of oncoming cars around building structure and through right angle turns to & from ramps;
- o. provision of vehicle wheel stops for stalls located near the entrance to the bicycle parking room to ensure that vehicles do not block the entrance;

A.2.21 provision of Class A bicycle parking in compliance with the requirements of the Parking By-law;

Note to Applicant: "Stacked" bicycle spaces are not counted as additional spaces for the purposes of meeting the minimums required in the Parking By-Law. See also Standard Condition A.1.7.

A.2.22 clarification of garbage pick-up operations;

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

A.2.23 submission of a canopy application directly to the Engineering Services is required;

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

A.2.24 removal of utilities and the release of Statutory Right of Way CA3663405-410 prior to issuance of a building permit is required;

A.2.25 removal of utilities and the release of Statutory Right of Way CA3663412-417 prior to issuance of a building permit is required;

A.2.26 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 space (meeting room) of 619 sq. ft. (57.5 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.

Processing Centre - Building Comments

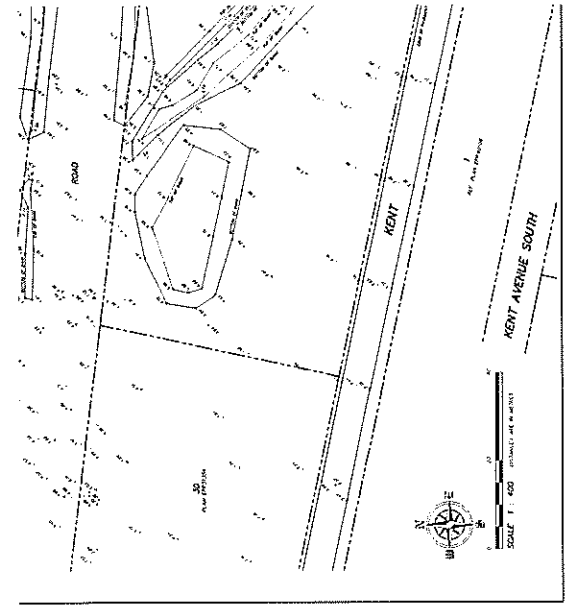
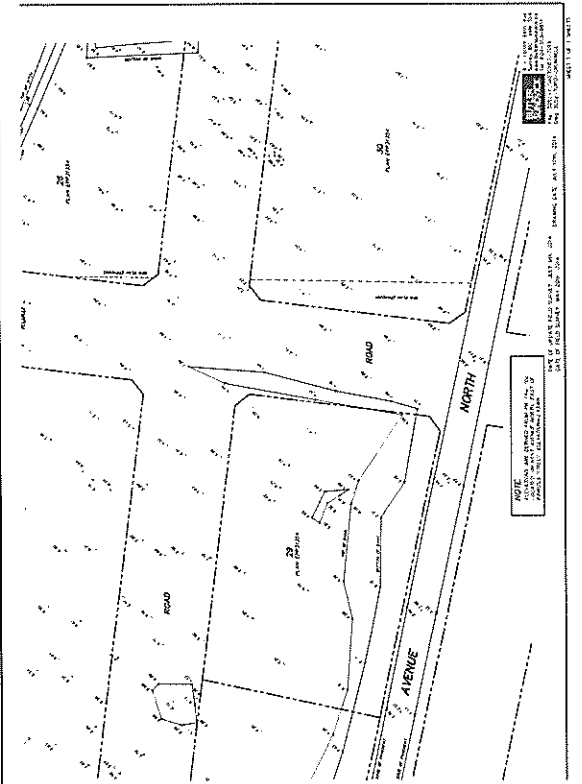
The following comments are for the building itself and are based on the preliminary drawings prepared by Yamamoto Architecture dated September 4, 2014 and submitted for development permit application. This is a preliminary review in order to identify issues that do not comply with the Vancouver Building Bylaw (VBBL) and includes a review of Subsection 3.2.5. "Provisions for Firefighting".

1. Prior to issuance of any building permit for Parcel 18.1.:
 - a. Water supply per 3.2.5.7. must be provided for Parcel 18.1.
 - b. Fire lanes and access routes per 3.2.5.4., 3.2.5.5., and 3.2.5.6. to be completed
2. During construction:
 - a. For Building over 3-storeys in building height, standpipes are to be installed progressively; and must be operational before construction of the building exceeds 3-storeys above grade. Sprinkler/standpipe permit application for the temporary/permanent standpipe system will be required to be submitted to James Hook, Sprinkler Project Coordinator. The plans will be distributed to Fire for review at that time. We could accept any of the following options:
 - Wet standpipe hooked up to the city water supply, with freeze protection.
 - Dry standpipe with each riser having an isolation valve at a manifold at the Siamese connection.
 - Dry standpipe with each riser provided with a Siamese connection at a location accessible from the access route.
 - b. Exposure protection for the adjacent buildings during construction will be required. A Construction Fire Safety Plan that addresses the risk and includes a proposal to mitigate the risk is required.
3. Prior to Occupancy Permit issuance:
 - a. Paths of travel for firefighter per 3.2.5.5., and 3.2.5.6. be completed.

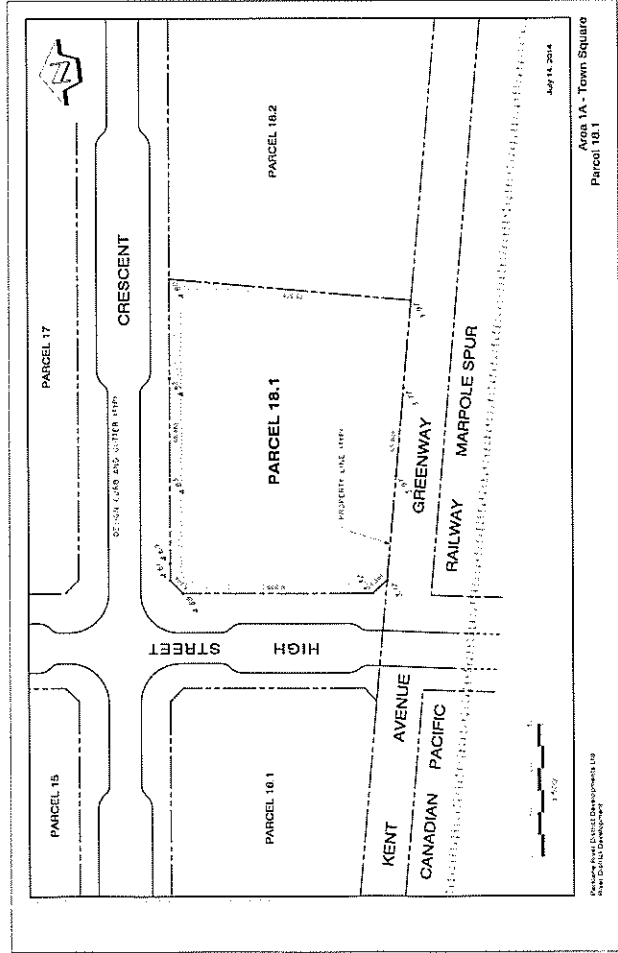
*Items marked with an asterisk have been identified as serious non-conforming Building Bylaw issues.

Written confirmation that the applicant has read and understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

Applications for building permit made on or after January 1, 2015 must comply with the requirements of Vancouver Building Bylaw #10908, available at <http://former.vancouver.ca/ctyclerk/cclerk/20140401/documents/bylaw18-19.pdf>.



SURVEY PLAN
SCALE 1:500



DESIGN GRADES PLAN
SCALE 1:500

THESE DESIGN GRADES PROVIDED BY VANCOUVER ENGINEERING LTD.
DO NOT REPRESENT THE OFFICIAL BUILDING GRADATIONS DETERMINED BY CITY ENGINEERING
TO BE REPLACED WITH OFFICIAL BUILDING GRADATIONS WHEN DETERMINED BY CITY ENGINEERING

NO.	DATE	BY/NO.	COMMENT
1	10/10/10	10/10/10	10/10/10

PROJECT: RIVER DISTRICT (18.1)
MIXED USE DEVELOPMENT

LOD 101
VANCOUVER, B.C.

Yamamoto
Architecture Inc.

TOPOGRAPHICAL SURVEY PLAN
& BUILDING GRADATIONS

SCALE	DATE	BY/NO.	COMMENT
1:400	10/10/10	10/10/10	10/10/10
1:500	10/10/10	10/10/10	10/10/10
1:1000	10/10/10	10/10/10	10/10/10
1:2000	10/10/10	10/10/10	10/10/10

Appendix D ; page 2 of 41



EXISTING SITE
- FUTURE TOWN SQUARE: VIEW TOWARDS WEST



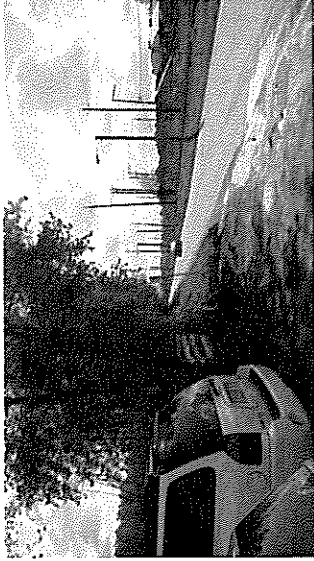
EXISTING SITE
- FUTURE RIVER DISTRICT CROSSING: VIEW TOWARDS SOUTH



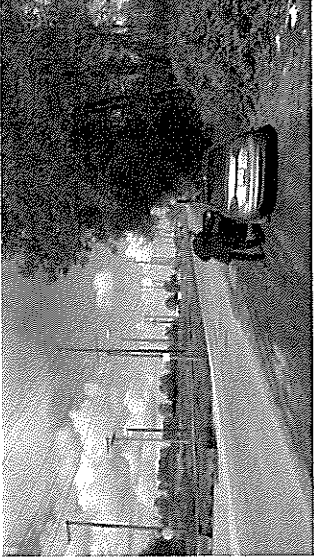
EXISTING SITE
- FUTURE TOWN SQUARE: VIEW TOWARDS EAST



EXISTING SITE
- FUTURE DISTRICT CROSSING: VIEW TOWARDS NORTH



EXISTING SITE
- FUTURE RIVER DISTRICT CROSSING AT KENT AVENUE NORTH: VIEW TOWARDS EAST



EXISTING SITE
- FUTURE RIVER DISTRICT CROSSING AT KENT AVENUE NORTH: VIEW TOWARDS WEST

NO.	DATE	REVISIONS

CONSULTANT
YAMAMOTO ARCHITECTURE INC.
1000 WEST 10TH AVENUE, SUITE 100
VANCOUVER, BC V6H 2Y6
TEL: 604-681-1111
WWW.YAMAMOTOARCHITECTURE.COM

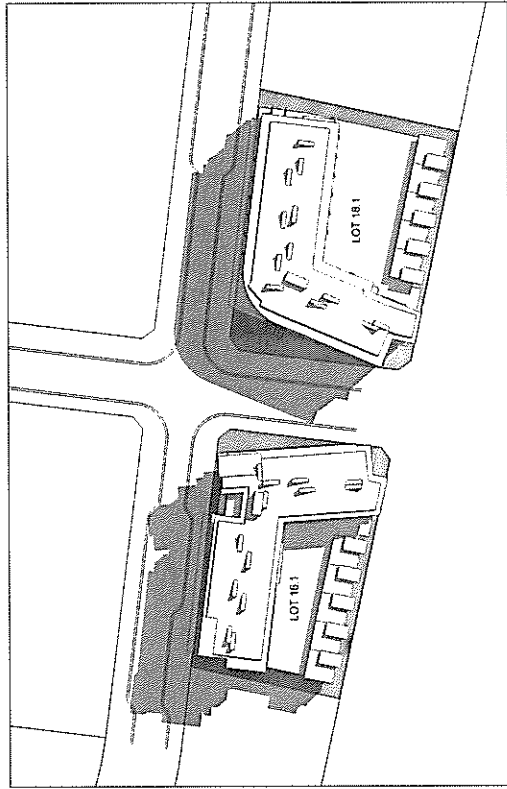
LOT 111
VANCOUVER, B.C.

Yamamoto
Architecture Inc.

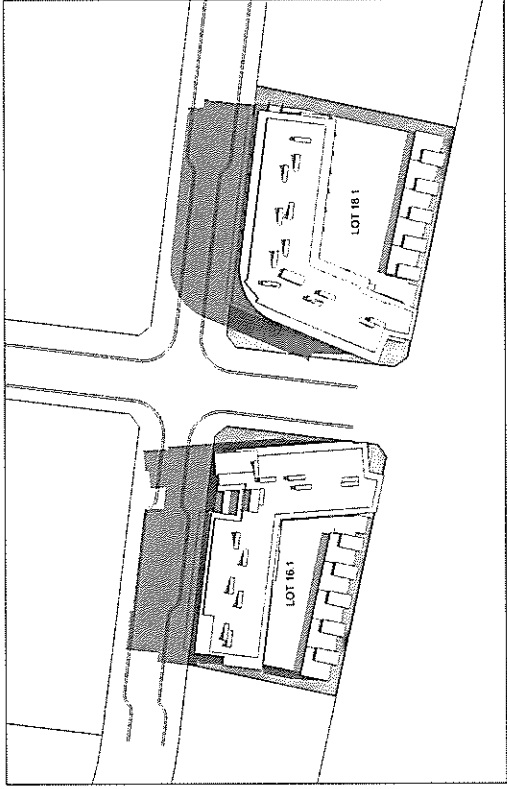
DATE: 10/10/2018
DRAWN: J. YAMAMOTO
CHECKED: J. YAMAMOTO
SCALE: 1:100

SITE PHOTOS
LOT 111

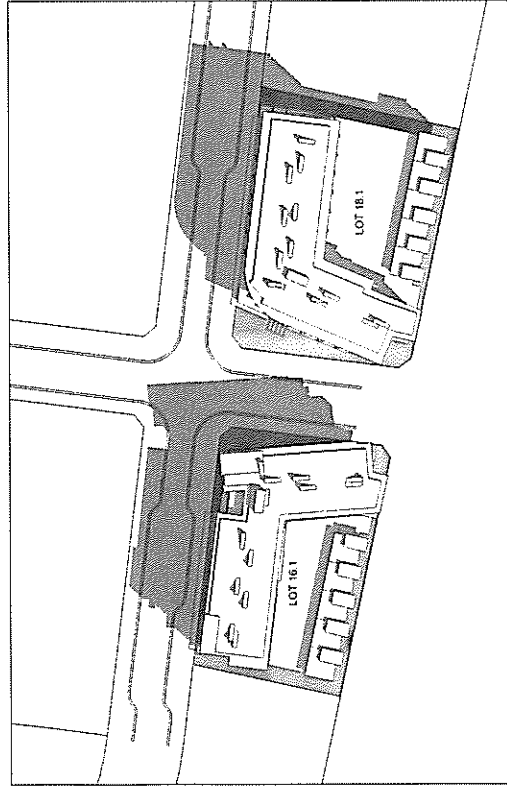
SCALE	SHEET NO.
DATE: 10/10/2018	A0.3
DRAWN: J. YAMAMOTO	OF
CHECKED: J. YAMAMOTO	11



SEPTEMBER 23 - 10:00



SEPTEMBER 23 - 12:00



SEPTEMBER 23 - 14:00 (EQUINOX)

↑ SHADOW ANALYSIS
SCALE 1"=50'-0"

NO.	DATE	REVISION
1		CONSIDER

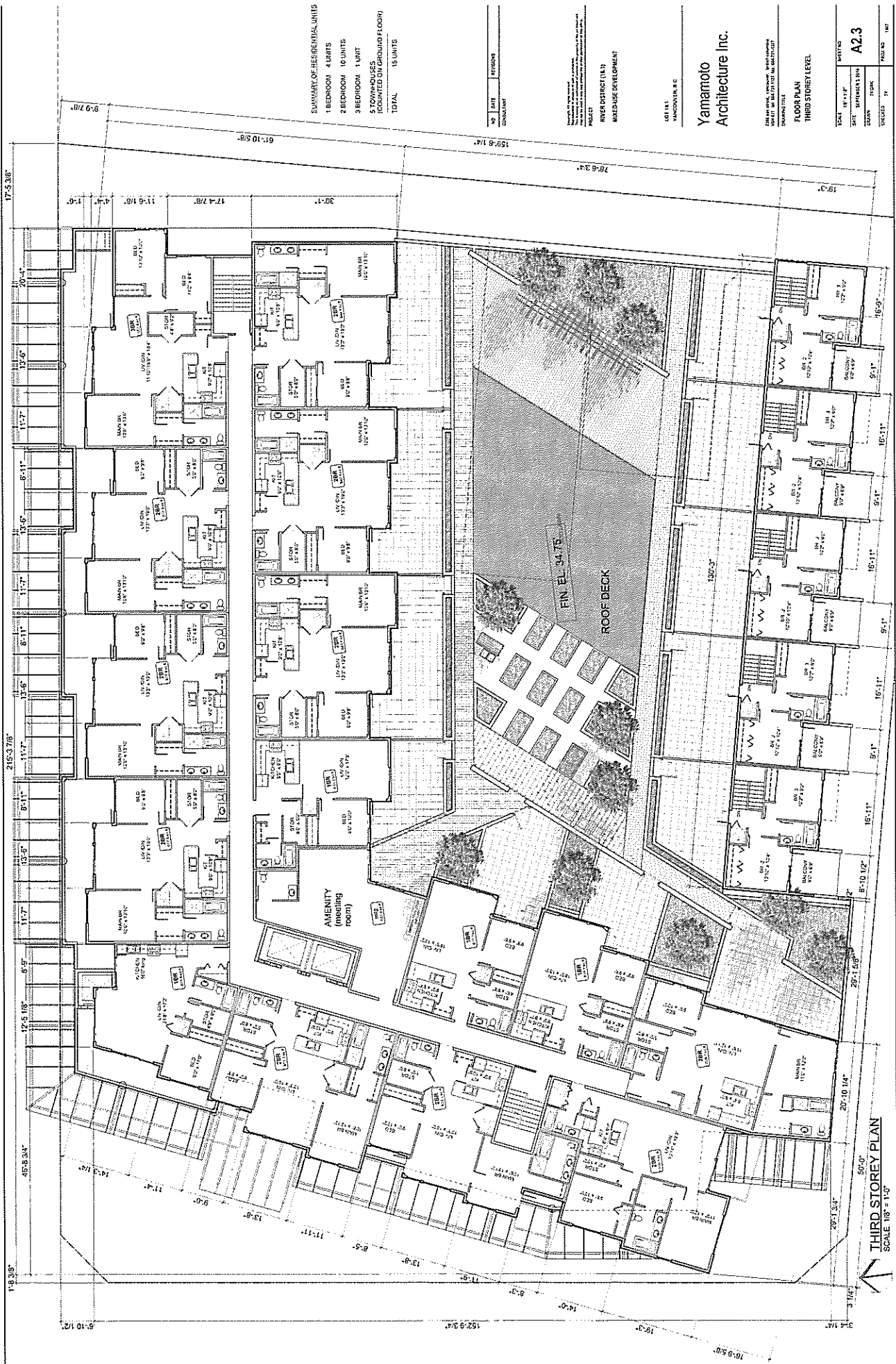
PROJECT
RIVER DISTRICT (S.E.)
MIXED-USE DEVELOPMENT

LOT 16.1
16.1 ACRES, A.C.

Yamamoto
Architecture Inc.

DATE: 10/10/2023
DRAWN: J. YAMAMOTO
CHECKED: J. YAMAMOTO
SHADOW ANALYSIS

TOTAL	1"=50'-0"	SHEET NO.	
DATE	SEPTEMBER 23, 2023	SCALE	A0.5
DESIGN	1"=50'-0"	PROJECT	
PROJECT	1"=50'-0"	OF	





SUMMARY OF RESIDENTIAL UNITS

1 BEDROOM	5 UNITS
2 BEDROOM	10 UNITS
3 BEDROOM	1 UNIT
TOTAL	16 UNITS

NO.	DATE	REVISIONS

PROJECT
RIVER DISTRICT (E. 1)
MIXED-USE DEVELOPMENT

LOT 84
VANCOUVER, B.C.

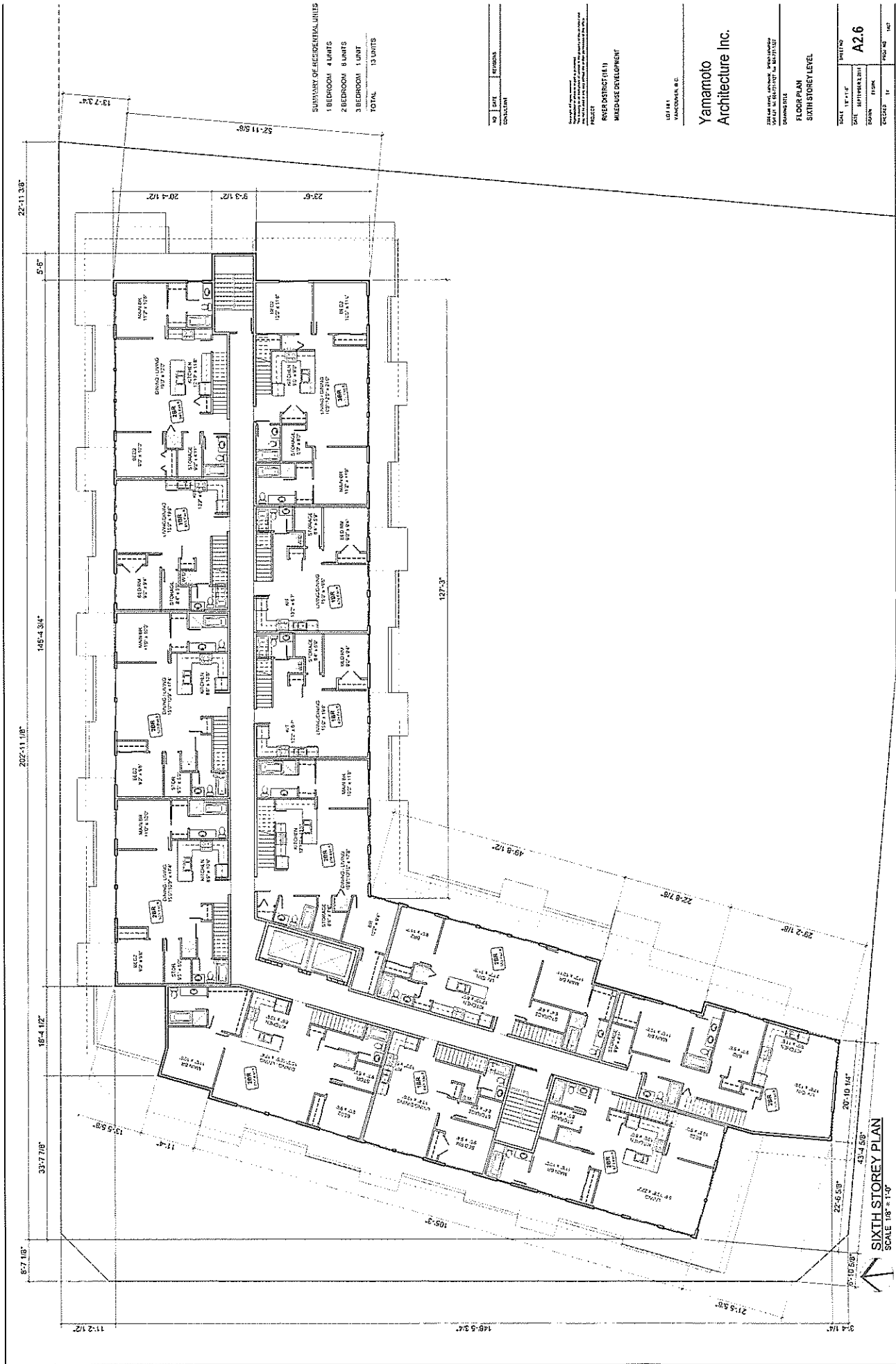
Yamamoto
Architecture Inc.

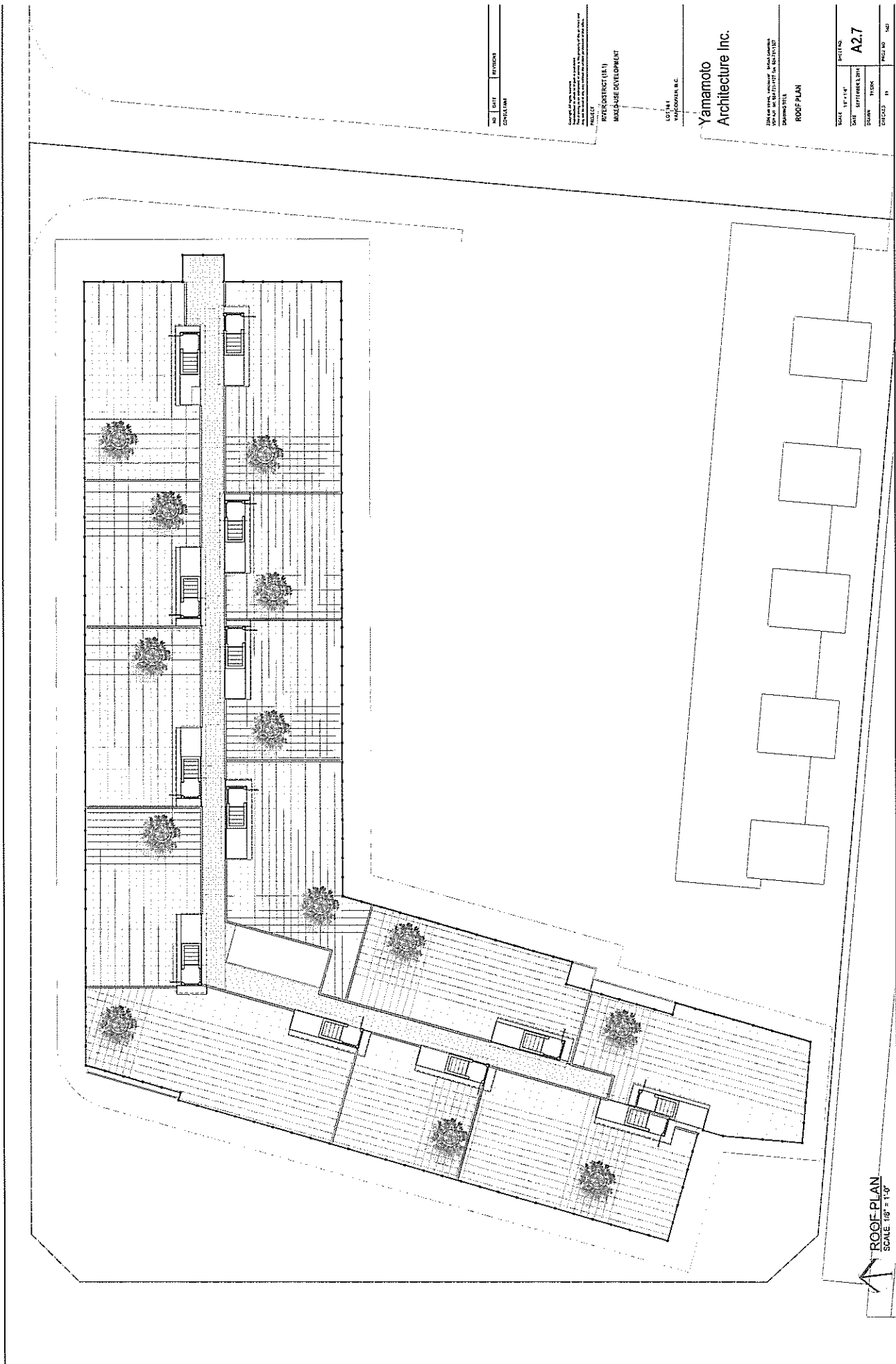
DATE: 04-11-2017
DRAWN BY: [Name]
CHECKED BY: [Name]

FLOOR PLAN
FOURTH STOREY LEVEL

SHEET NO.	A2.4
DATE	SEPTEMBER 2017
SCALE	1/8" = 1'-0"
DRAWN BY	[Name]
CHECKED BY	[Name]

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





ROOF PLAN
SCALE 1/8" = 1'-0"

NO.	DATE	BY/CHKD
1	08/14/14	CON/SLM

THIS PLAN IS THE PROPERTY OF YAMAMOTO ARCHITECTURE INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF YAMAMOTO ARCHITECTURE INC.

PROJECT

INTERIOR (1A.1)

MADEUSE DEVELOPMENT

LISTEN

YAMAMOTO ARCHITECTURE INC.

Yamamoto
Architecture Inc.

DATE: SEPTEMBER 3, 2014

DESIGNED BY: YAMAMOTO ARCHITECTURE INC.

ROOF PLAN

SCALE	1/8" = 1'-0"	SHEET NO.	A2.7
DATE	SEPTEMBER 3, 2014	PROJECT NO.	11000
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.	CHECKED BY	11
PROJECT NO.	11000	DATE	11/14/14

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ELEVATION KEY NOTES:

- 1 VERTICAL METAL Siding
- 2 METAL AND GLASS CLADDING
- 3 INSIDE - LAP SIDING - COLOR 2
- 4 VINYL WINDOW ON DOOR
- 5 ALUMINUM WINDOW
- 6 STONE FRONT
- 7 CLEAR-SEALED CONCRETE
- 8 PAINTED FASCIA
- 9 METAL RIVET
- 10 METAL CORNER
- 11 STEEL AND GLASS CANOPY
- 12 METAL EXT. DOOR WITH GLAZED PANEL
- 13 METAL PANEL
- 14 METAL ADDRESS LETTERS
- 15 CLEAR SEALED CONCRETE BASE
- 16 5.5 WIRE TON GREEN SCREEN
- 17 COMPOSITE PANEL

OPTIONAL
ROLL-UP DOOR

1-1

2-2

3-3

4-4

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13-13

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261-261

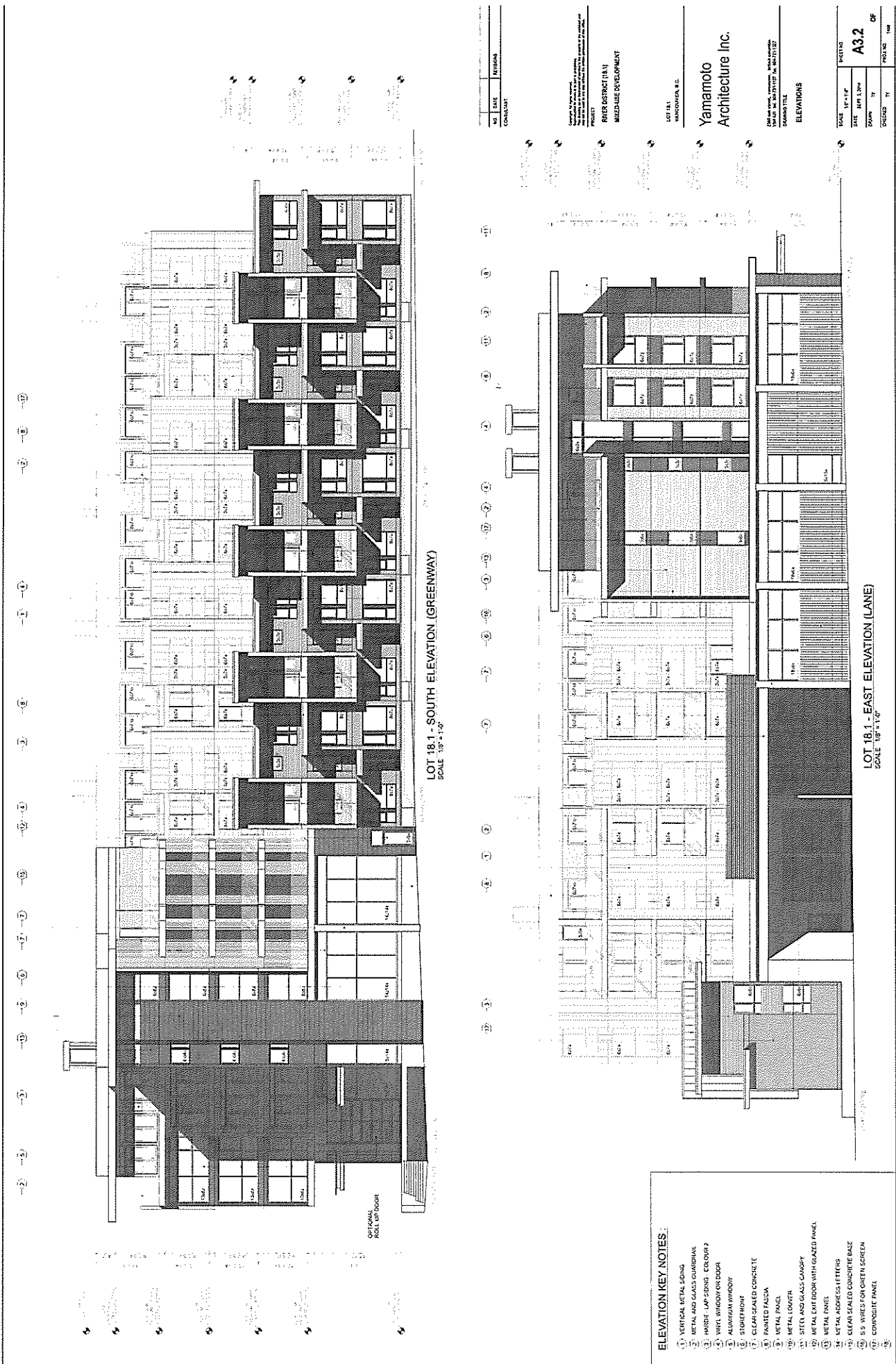
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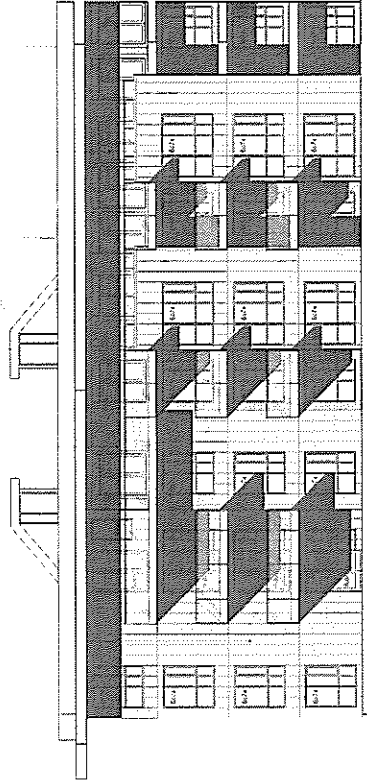
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266-266

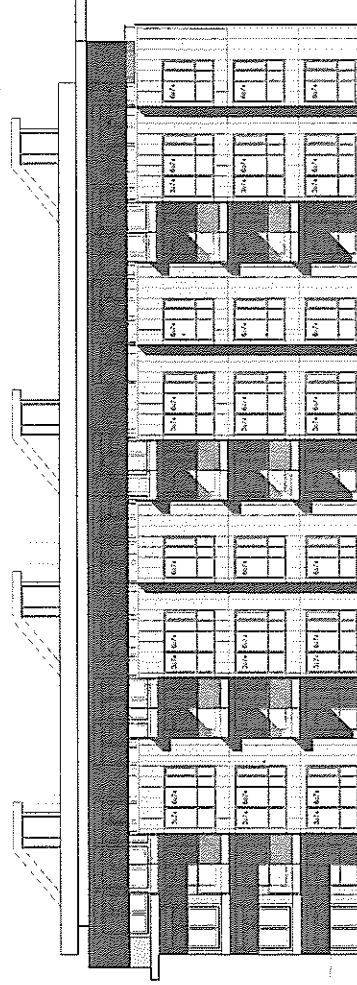


ELEVATION KEY NOTES:

1. VERTICAL METAL SIDING
2. METAL AND GLASS GUARDRAIL
3. HARBIC LAP SIDING - COLOR #2
4. VINYL WANDGUY OR DOOR
5. ALUMINUM WINDOW
6. BRICK FRONT
7. CLEAR SEALED CONCRETE
8. PAINTED FASCIA
9. METAL PANEL
10. METAL LOUVER
11. STEEL AND GLASS CANOPY
12. METAL EXIT DOOR WITH GLAZED PANEL
13. METAL PANEL
14. METAL ADDRESS LETTERS
15. CLEAR SEALED CONCRETE BASE
16. S.S. WELCH FOR GREEN SCREEN
17. COMPOSITE PANEL



LOT 18.1 - EAST COURTYARD ELEVATION
SCALE 3/32" = 1'-0"



LOT 18.1 - SOUTH COURTYARD ELEVATION
SCALE 3/32" = 1'-0"

NO.	DATE	REMARKS
1	10/10/2023	...
2	11/10/2023	...
3	12/10/2023	...
4	13/10/2023	...
5	14/10/2023	...
6	15/10/2023	...
7	16/10/2023	...
8	17/10/2023	...
9	18/10/2023	...
10	19/10/2023	...
11	20/10/2023	...
12	21/10/2023	...
13	22/10/2023	...
14	23/10/2023	...
15	24/10/2023	...
16	25/10/2023	...
17	26/10/2023	...
18	27/10/2023	...
19	28/10/2023	...
20	29/10/2023	...
21	30/10/2023	...
22	31/10/2023	...
23	01/11/2023	...
24	02/11/2023	...
25	03/11/2023	...
26	04/11/2023	...
27	05/11/2023	...
28	06/11/2023	...
29	07/11/2023	...
30	08/11/2023	...
31	09/11/2023	...
32	10/11/2023	...
33	11/11/2023	...
34	12/11/2023	...
35	13/11/2023	...
36	14/11/2023	...
37	15/11/2023	...
38	16/11/2023	...
39	17/11/2023	...
40	18/11/2023	...
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55	03/12/2023	...
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85	02/01/2024	...
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96	13/01/2024	...
97	14/01/2024	...
98	15/01/2024	...
99	16/01/2024	...
100	17/01/2024	...

PROJECT

INTER-CONTRACT (18.1)


MOBILE-USE DEVELOPMENT

LOT 18.1

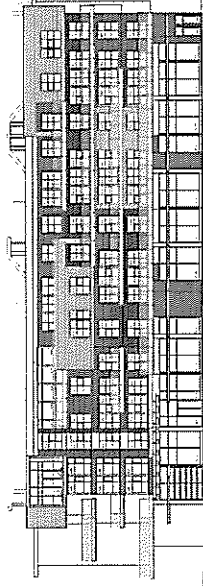
Yamamoto
Architecture Inc.

STILL PLANNING?
 1300 East 47th Avenue, Denver, 80231
 303-733-1237 Fax: 303-733-1237

EQUATIONS

SCALE	1" = 1'		OF
DATE	MAY 5, 2014		
DRAWN	TY		
CHECKED	TY		
PROJECT NO.		SHEET NO.	

**FUTURE
25 STOREY
TOWER**



LANE

STREETSC
SCALE 1" = 20'-0"

**FUTURE
25 STORE
YOWER**

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Information is shown as far as is practical.
This drawing is for guidance only. It is not intended to be used as a basis for any other work without the written permission of the author.

PROJECT

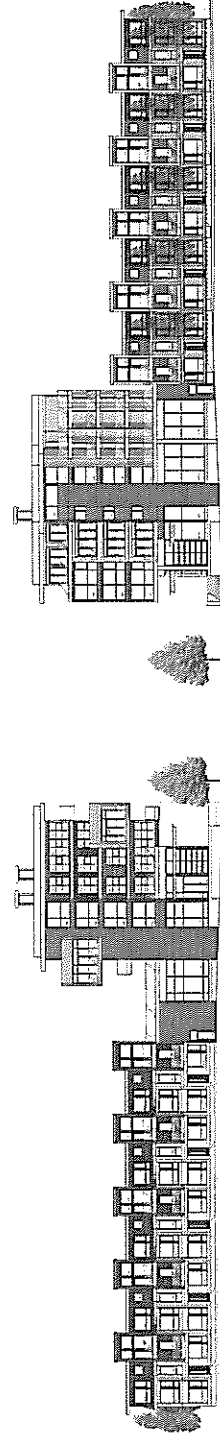
RAZER DISTRICT (1A.1)

MIXED-USE DEVELOPMENT

LQF 18.1
VANCOUVER, B.C.

Yamamoto
Architecture Inc.

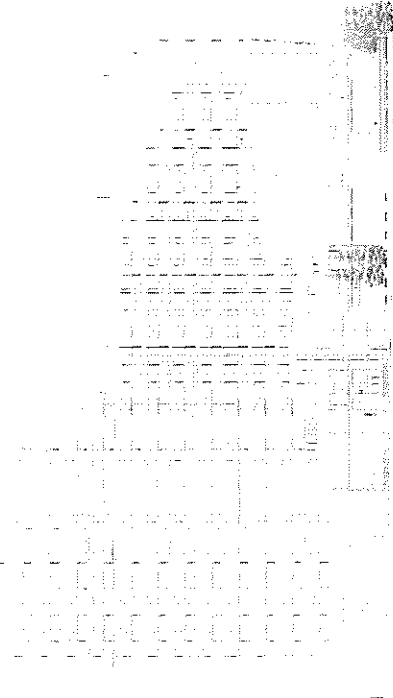
2344 4th Street, Vancouver, British Columbia
VAN V1T 1M2 TEL: 604-271-1127 FAX: 604-271-1227
www.mcmaster.ca



RIVER DISTRICT CROSSING

STREETSCAPE
SCALE 1" = 20'-0"

SCALE	1" = 30'	<div style="text-align: center;"> <h1>A3.4</h1> <h2>OF</h2> </div>	PROJ. NO.	5408
SHEET	NO. 1716			
DATE	NOV 1, 1916			
DESIGN	TR-36			
ENGINEER	TY			



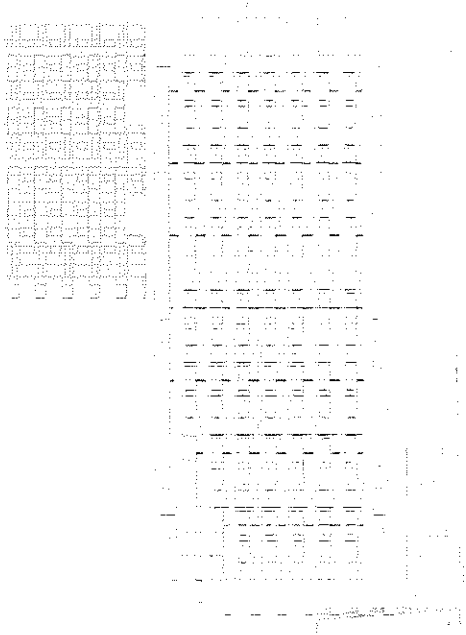
PARCEL 17

SAWMILL CRESCENT

PARCEL 18.1

KENT AVENUE NORTH

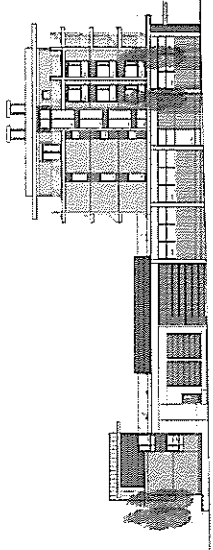
STREETSCAPE ELEVATION (RIVER DISTRICT CROSSING)
SCALE 1" = 20'-0"



SAWMILL CRESCENT

PARCEL 17

STREETSCAPE (LANEWAY)
SCALE 1" = 10'-0"



KENT AVENUE NORTH

PARCEL 18.1

NO.	DATE	REVISION

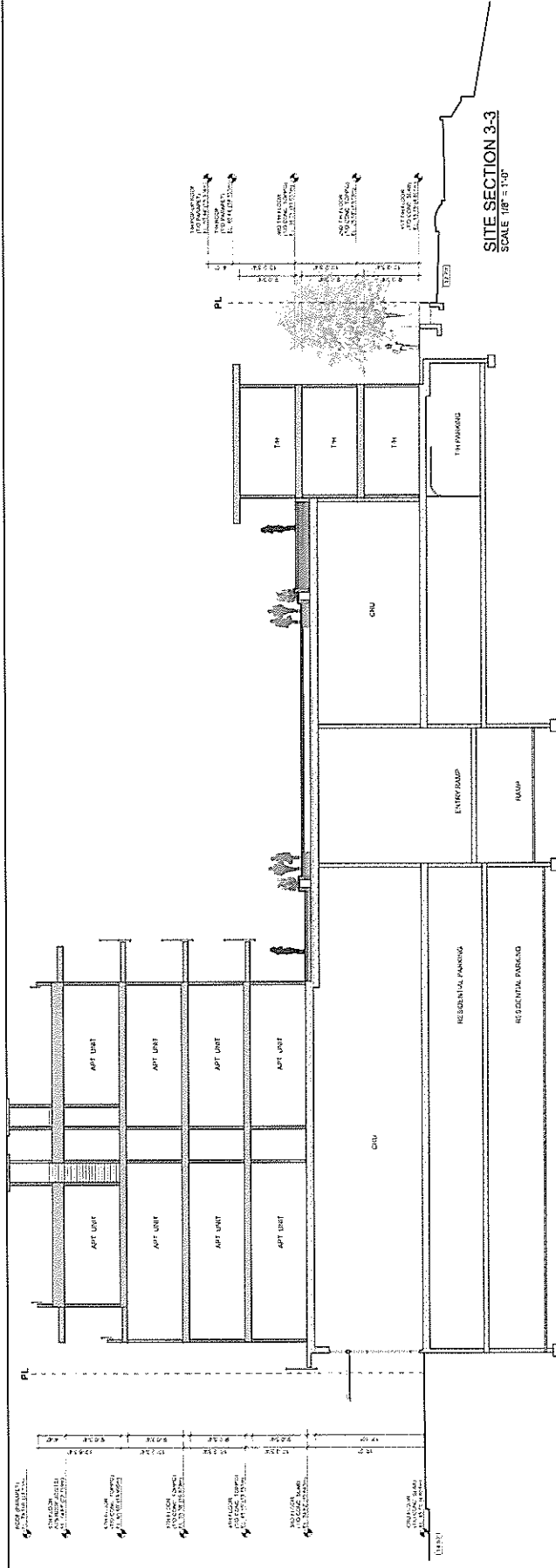
PROJECT
RIVER DISTRICT (18.1)
MIXED-USE DEVELOPMENT

LOFT 18.1
YAMAMOTO, A.C.

Yamamoto
Architecture Inc.

STREETSCAPE ELEVATIONS
LOTS 18.1 & LOT 17

SCALE	1" = 10'-0"	SHEET NO.	1
DATE	SEP 1, 2014	PROJECT NO.	100-100-000
DRAWN BY			
CHECKED BY			



SITE SECTION 3-3
SCALE 1/8" = 1'-0"

NO.	DATE	REVISION
1	01/11/2023	ISSUED FOR PERMIT
2	02/14/2023	REVISED PER COMMENTS
3	03/01/2023	REVISED PER COMMENTS
4	03/15/2023	REVISED PER COMMENTS
5	03/28/2023	REVISED PER COMMENTS
6	04/11/2023	REVISED PER COMMENTS
7	04/25/2023	REVISED PER COMMENTS
8	05/08/2023	REVISED PER COMMENTS
9	05/22/2023	REVISED PER COMMENTS
10	06/05/2023	REVISED PER COMMENTS
11	06/19/2023	REVISED PER COMMENTS
12	07/03/2023	REVISED PER COMMENTS
13	07/17/2023	REVISED PER COMMENTS
14	07/31/2023	REVISED PER COMMENTS
15	08/14/2023	REVISED PER COMMENTS
16	08/28/2023	REVISED PER COMMENTS
17	09/11/2023	REVISED PER COMMENTS
18	09/25/2023	REVISED PER COMMENTS
19	10/09/2023	REVISED PER COMMENTS
20	10/23/2023	REVISED PER COMMENTS
21	11/06/2023	REVISED PER COMMENTS
22	11/20/2023	REVISED PER COMMENTS
23	12/04/2023	REVISED PER COMMENTS
24	12/18/2023	REVISED PER COMMENTS
25	12/31/2023	REVISED PER COMMENTS

PROJECT
RIVER STREET (E.L.)
MIXED-USE DEVELOPMENT

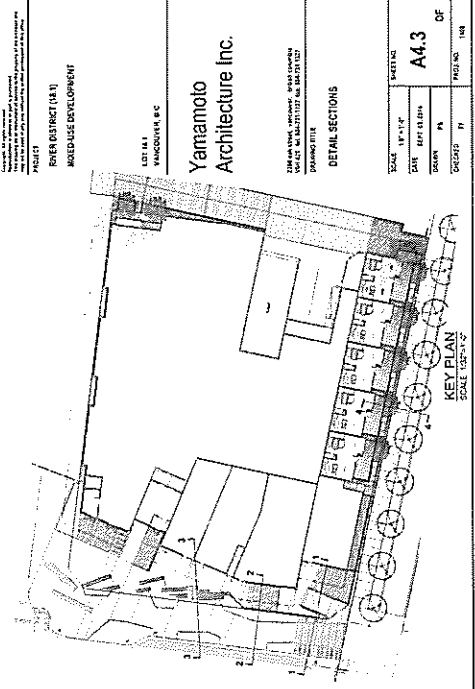
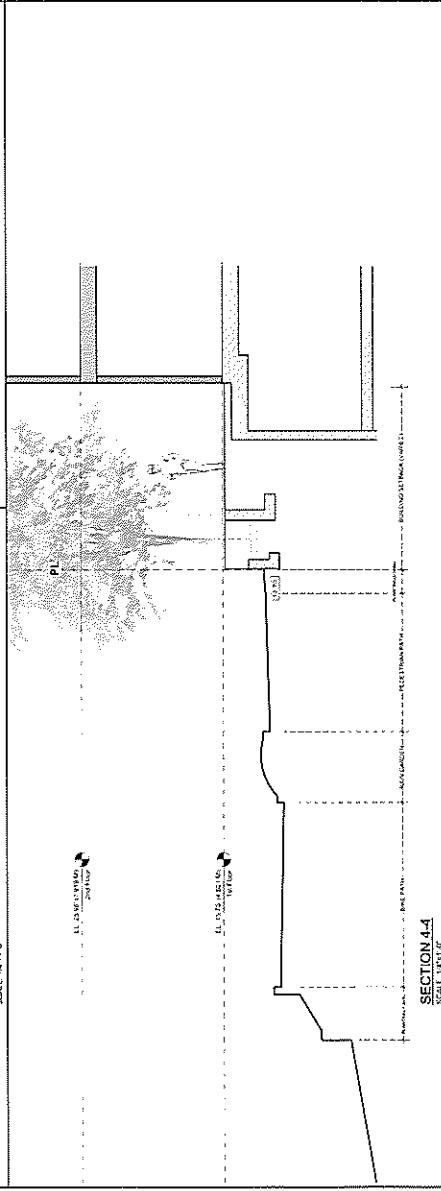
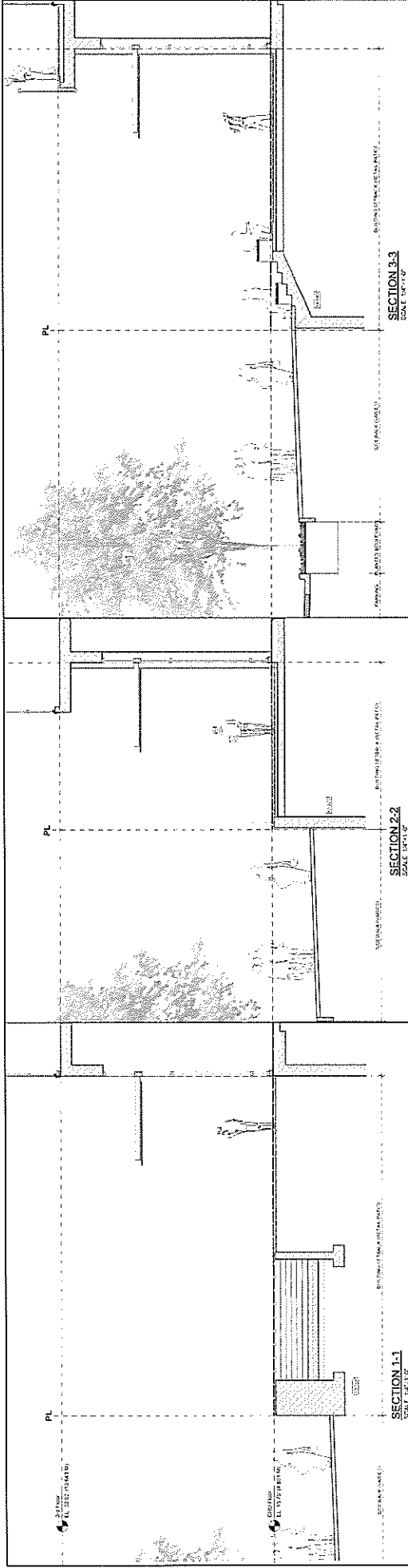
DESIGNER
YAMAMOTO ARCHITECTURE INC.

Yamamoto
Architecture Inc.

DATE: 01/11/2023
DRAWN BY: J. YAMAMOTO
CHECKED BY: J. YAMAMOTO
SCALE: 1/8" = 1'-0"

SITE SECTIONS

SCALE	DATE	BY	OF
1/8" = 1'-0"	01/11/2023	J. YAMAMOTO	01
1/8" = 1'-0"	02/14/2023	J. YAMAMOTO	02
1/8" = 1'-0"	03/01/2023	J. YAMAMOTO	03
1/8" = 1'-0"	03/15/2023	J. YAMAMOTO	04
1/8" = 1'-0"	03/28/2023	J. YAMAMOTO	05
1/8" = 1'-0"	04/11/2023	J. YAMAMOTO	06
1/8" = 1'-0"	04/25/2023	J. YAMAMOTO	07
1/8" = 1'-0"	05/08/2023	J. YAMAMOTO	08
1/8" = 1'-0"	05/22/2023	J. YAMAMOTO	09
1/8" = 1'-0"	06/05/2023	J. YAMAMOTO	10
1/8" = 1'-0"	06/19/2023	J. YAMAMOTO	11
1/8" = 1'-0"	07/03/2023	J. YAMAMOTO	12
1/8" = 1'-0"	07/17/2023	J. YAMAMOTO	13
1/8" = 1'-0"	07/31/2023	J. YAMAMOTO	14
1/8" = 1'-0"	08/14/2023	J. YAMAMOTO	15
1/8" = 1'-0"	08/28/2023	J. YAMAMOTO	16
1/8" = 1'-0"	09/11/2023	J. YAMAMOTO	17
1/8" = 1'-0"	09/25/2023	J. YAMAMOTO	18
1/8" = 1'-0"	10/09/2023	J. YAMAMOTO	19
1/8" = 1'-0"	10/23/2023	J. YAMAMOTO	20
1/8" = 1'-0"	11/06/2023	J. YAMAMOTO	21
1/8" = 1'-0"	11/20/2023	J. YAMAMOTO	22
1/8" = 1'-0"	12/04/2023	J. YAMAMOTO	23
1/8" = 1'-0"	12/18/2023	J. YAMAMOTO	24
1/8" = 1'-0"	12/31/2023	J. YAMAMOTO	25



NO.	DATE	REVISION
1		CONCEPT

PROJECT	
EVEN DISTRICT (18-1)	
MOD-USE DEVELOPMENT	

DESIGNER	
YAMAMOTO ARCHITECTURE INC.	

PROJECT LOCATION	
1000 W. 10TH STREET, SUITE 100, DENVER, CO 80202	

DATE	
10/10/2017	

DRAWING TITLE	
DETAIL SECTIONS	

SCALE	1/8" = 1'-0"
DATE	10/10/2017
DRAWN	PA
CHECKED	PA
SHEET NO.	A4.3
OF	108

River District Parcel 18.1

LANDSCAPE PLANS - ISSUED FOR DP

PREPARED BY PWL PARTNERSHIP

SEPTEMBER 3, 2014

DRAWING LIST :

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

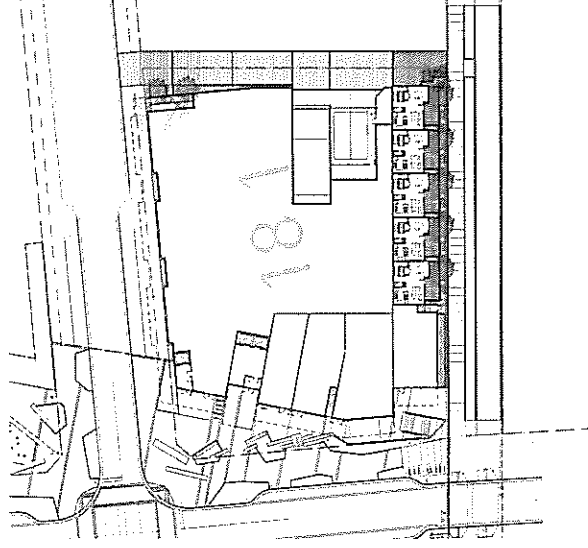


PWL partnership

wesgroup

PWL Partnership Landscape Architects Inc.
1201 River 1 East Avenue - Suite 200
150 West Beaver Street
North York, Ontario M2H 2Y9
www.pwlpartnership.com
416-491-1111
1-800-388-0112

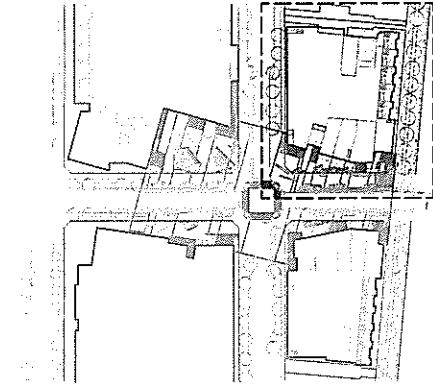
Yamamoto
Architecture Inc.



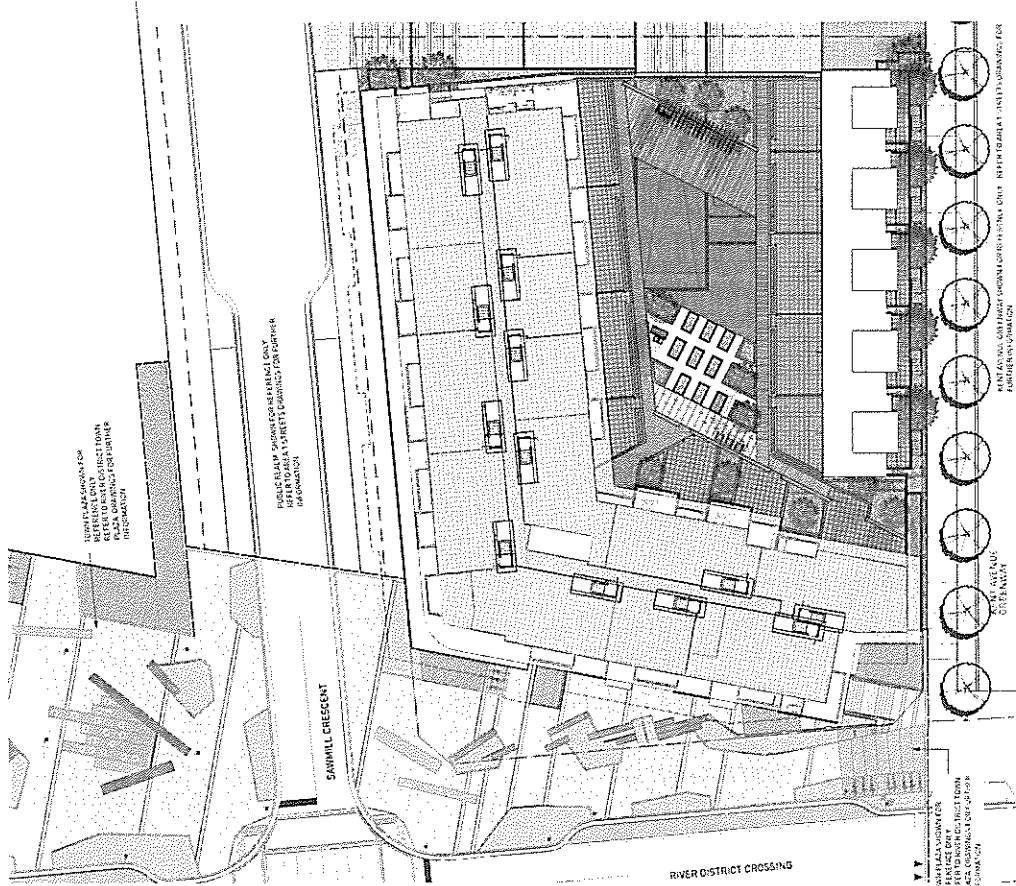


PWL Architecture

1000 West Madison Avenue, Suite 100
Chicago, IL 60606
Tel: 312.467.1000
Fax: 312.467.1001
www.pwlarch.com



KEY PLAN



NO.	DATE	REVISION
1	2/14/14	FOR CLIENT REVIEW
2	2/14/14	FOR CLIENT REVIEW

PROJECT
RIVER DISTRICT (18.1)
MIXED-USE
DEVELOPMENT

LOT 18.1
1800 SOUTH LAKE STREET, S.E.

Yamamoto
Architecture Inc.

1000 West Madison Avenue, Suite 100
Chicago, IL 60606
Tel: 312.467.1000
Fax: 312.467.1001
www.pwlarch.com

LANDSCAPE
KEY PLAN

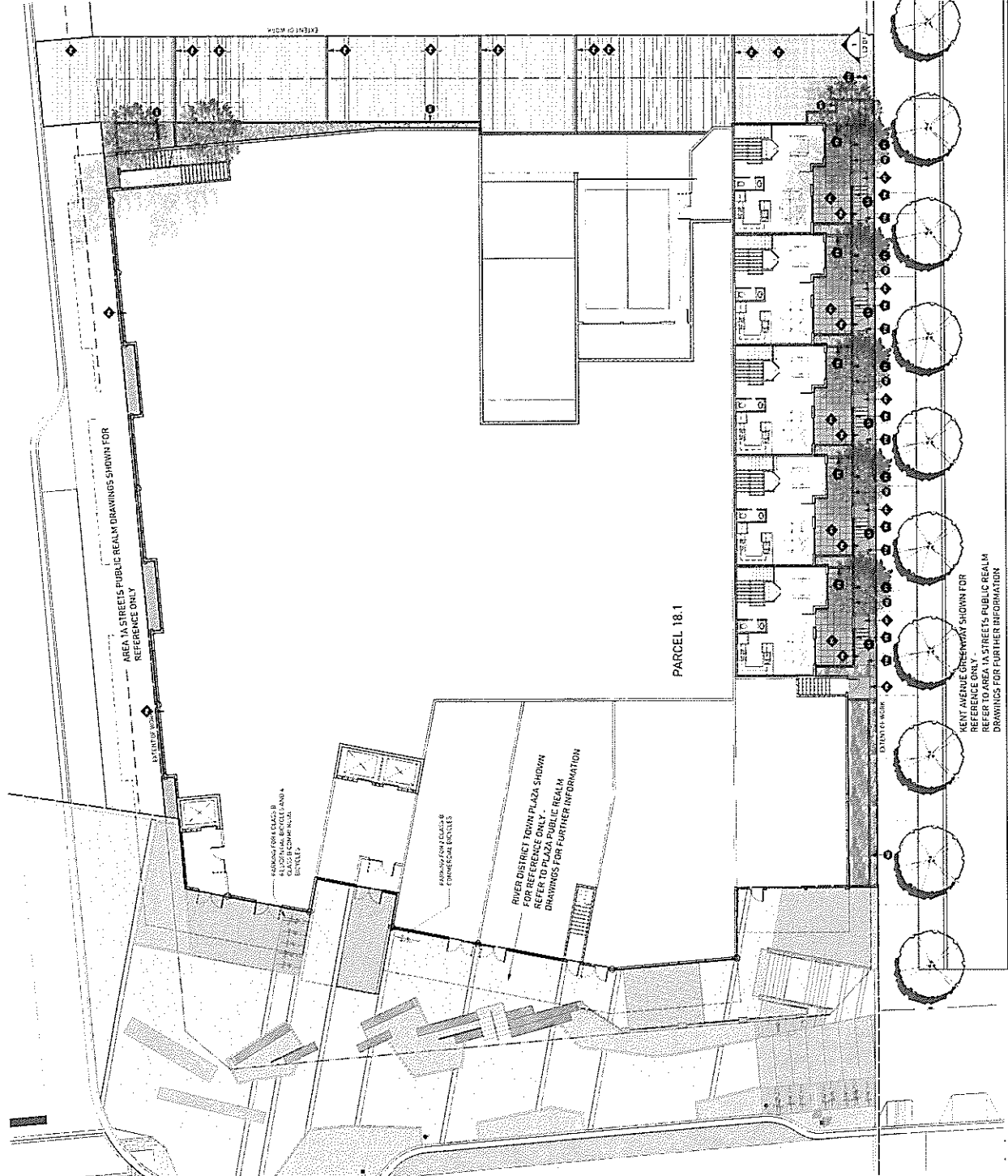
SCALE	1" = 10'
DATE	2/14/14
DRAWN	JP
CHECKED	BA
PROJECT NO.	1000

PAVING LEGEND	
KEY	DESCRIPTION
1	Hydroseeded Grass/Pine
2	Timber Deck
3	Unit Paved Walkway
4	Per Gravel
5	Wood Deck/Patio
6	Grass in Plant Concrete Paving
7	Multi-Grass and Planting
8	Concrete Unit Pavers

HARDSCAPE LEGEND	
KEY	DESCRIPTION
9	Grass Concrete Pad
10	Grass Concrete Walk

FURNISHINGS LEGEND	
KEY	DESCRIPTION
11	Plant Container
12	Road Screen
13	Plant Container Screen (See Detail 18.1.10)
14	Planter
15	Barbecue
16	Green Unwired Plastic Planter
17	Timber Paving Bench, Concrete
18	Wood Planter Box
19	Chair
20	Table
21	Planting Bed, Concrete
22	Planter

LIGHTING LEGEND	
KEY	DESCRIPTION
23	Wall Light



NO.	DATE	REVISION
1	01/11/11	PROJECT
2	01/11/11	PROJECT

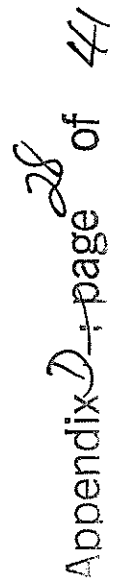
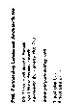
PROJECT
RIVER DISTRICT (18.1)
MIXED-USE
DEVELOPMENT

LOT 18.1
MIXED-USE DEVELOPMENT

Yamamoto
Architecture Inc.

LANDSCAPE PLAN
GROUND LEVEL (18.1)

SCALE	DATE	DATE	DATE
1" = 10'	1/11/11	1/11/11	1/11/11
DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE



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



THE PARTNERSHIP
1000 10th Ave NW
Suite 1000
Atlanta, GA 30309
404.525.1100
WWW.PARTNERSHIP.COM



LANDSCAPE LEGEND	
KEY	DESCRIPTION
1	Grass
2	Grass
3	Grass

FURNISHINGS LEGEND	
KEY	DESCRIPTION
1	Benches
2	Benches
3	Benches

PAVING LEGEND	
KEY	DESCRIPTION
1	Asphalt
2	Asphalt
3	Asphalt

PROJECT
RIVER DISTRICT (R&I)
WHEELAGE
DEVELOPMENT

OWNER
Yamamoto
Architecture Inc.

DATE
10/10/2017

SCALE
1"=10'

PROJECT NO.
1000

SHEET NO.
1.03

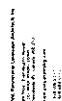
DATE
10/10/2017

SCALE
1"=10'

PROJECT NO.
1000

SHEET NO.
1.03

DATE
10/10/2017



NO.	DATE	REVISIONS
2	2016-02-23	ISSUED FOR DP
1	2016-05-18	FOR CANT REVIEW

1. **Author's name:** _____
2. **Title:** _____
3. **Journal:** _____
4. **Volume:** _____
5. **Issue:** _____
6. **Page(s):** _____
7. **Year:** _____
8. **DOI:** _____
9. **URL:** _____
10. **Accession Number:** _____
11. **Keywords:** _____
12. **Abstract:** _____
13. **Notes:** _____
14. **References:** _____
15. **Comments:** _____

PLANTING GENERAL NOTES

- [illegible]

NOTE FOR PLANT LIST REFER TO SHEET L1.05

SCALE	3 1/2" x 1 1/4"	SHEET NO.	L1.04	PAGE NO. 1853
DATE	AUG 14, 1974			
DESIGN	63			

Yamamoto
Architecture Inc.

2208 6th Street, N.E. 404-286-8329
www.404.org 800-888-3333 404-286-8329

PLANTING PLAN
GROUND LEVEL 118.1

PLANTING PLAN
GROUND LEVEL L19.1

Age Group	Percentage
18-29	85%
30-49	80%
50-69	75%
70+	70%

Scale	Subject
1	1
2	2
3	3
4	4
5	5
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100	100

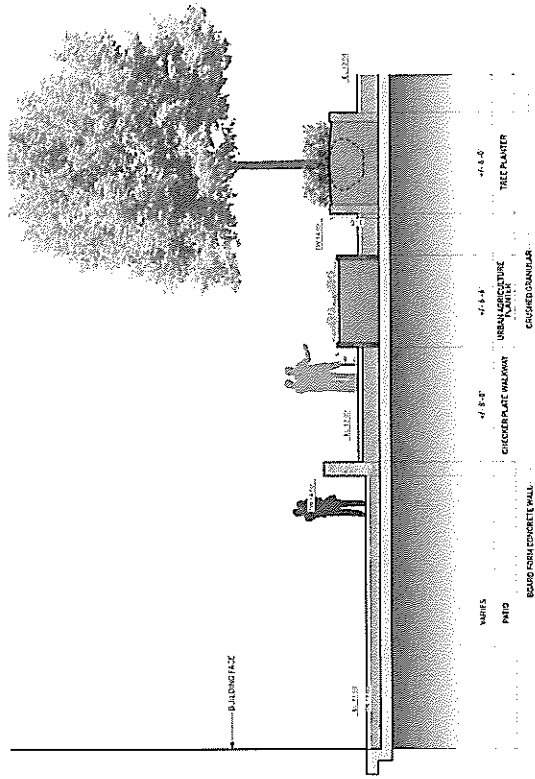
DATE	2/22/00
TIME	1400

DATE: Aug 14, 2018
PAGE: 20

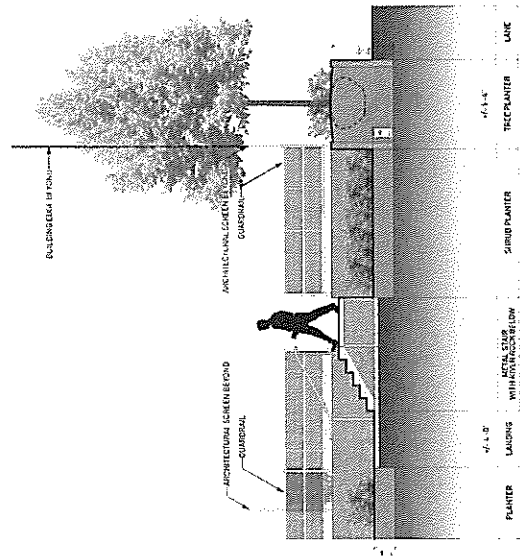
Geology	Geology
Physics	Physics

Category	Sub-category	Value
Total	Sum of all categories	100%
	Average value	50%

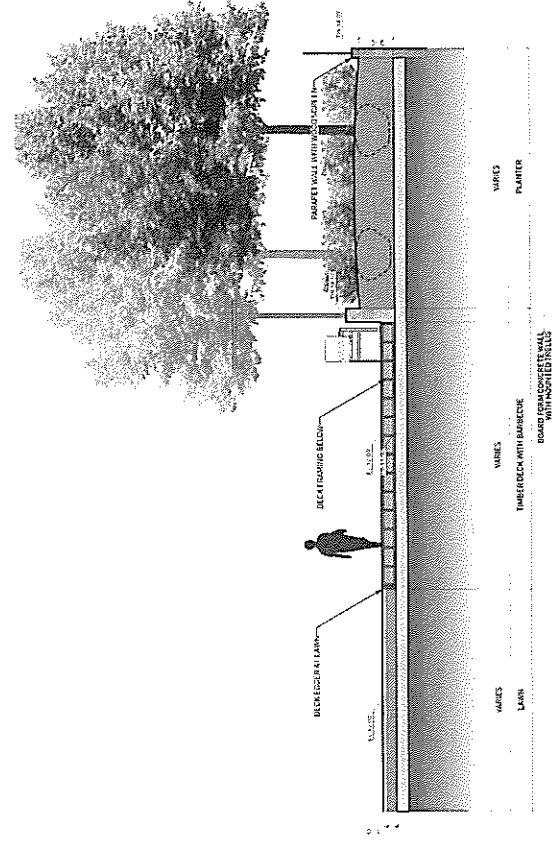
Appendix D page 30 of 41



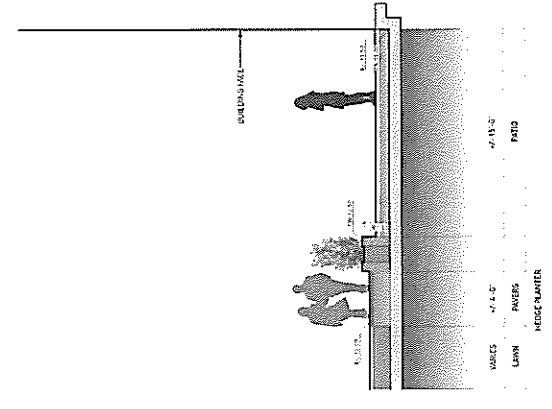
(2) Section B - Padium Level



Section A - Ground Level



Section 1 + Podium Level



(3) Section C - Medium Level

NO	DATE	REVISION
1	11/28/2012	FOR CDRAL REVIEW
2	12/28/2012	FOR CDRAL REVIEW

Examples for right-to-left text:
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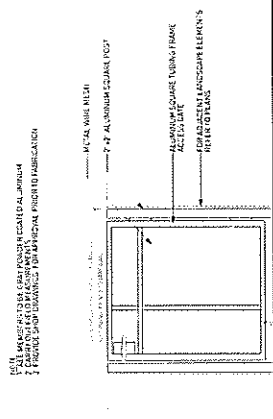
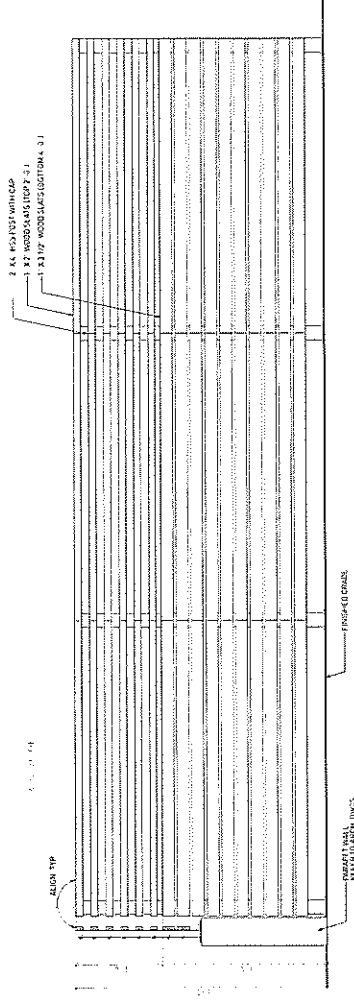
PROJECT
 RIVER DISTRICT (18.1)
 MIXED-USE
 DEVELOPMENT

LOT 14.3
VANCOUVER, B.C.

**Yamamoto
Architecture Inc.**

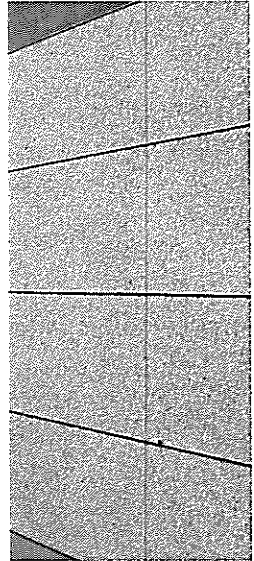
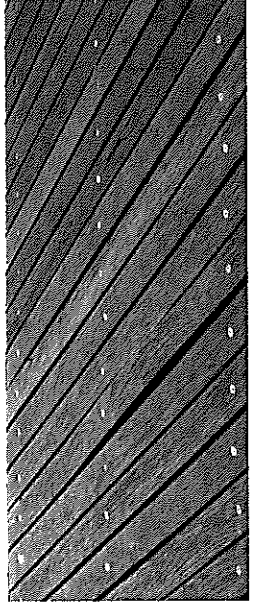
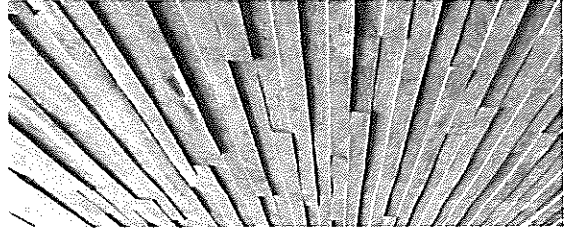
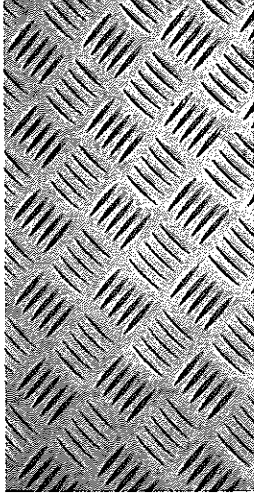
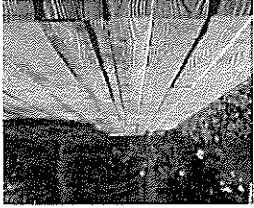
2108 MAIN STREET, WILMINGTON, DE 19804
YES WE CAN! 800 771-7177 FAX 856 771-7127

SCALE	As Shown	DATE	AUG 14, 2014	PROJECT NO.	1818
DRAWN BY	GP	CHECKED BY	BN		
L2.01					



(2) Wood Screen Detail

(1) Glass Detail



3	SCREENS	BRASS/STAINLESS
1	SCREENS	BRASS/STAINLESS
NO	SCREENS	BRASS/STAINLESS

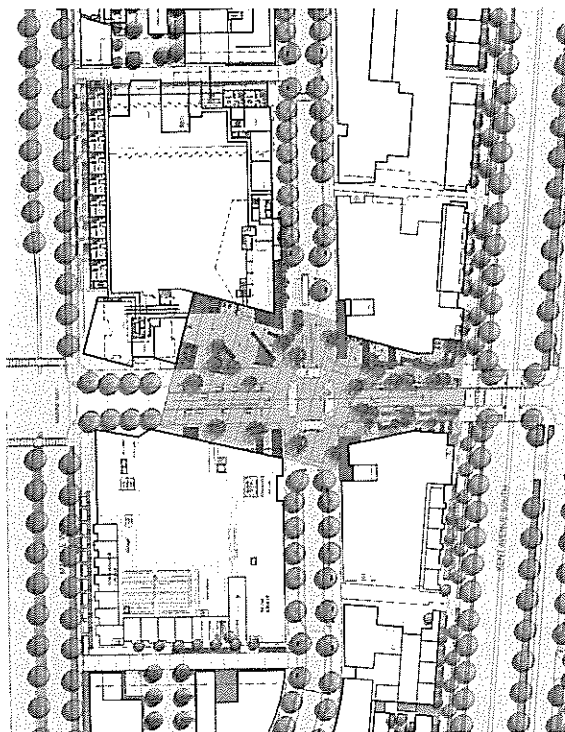
PROJECT
 RIVER DISTRICT (K/I)
 MIXED USE
 DEVELOPMENT

1000 WEST 1ST AVENUE, SUITE 100
 PORTLAND, OREGON 97204
Yamamoto
 Architecture Inc.

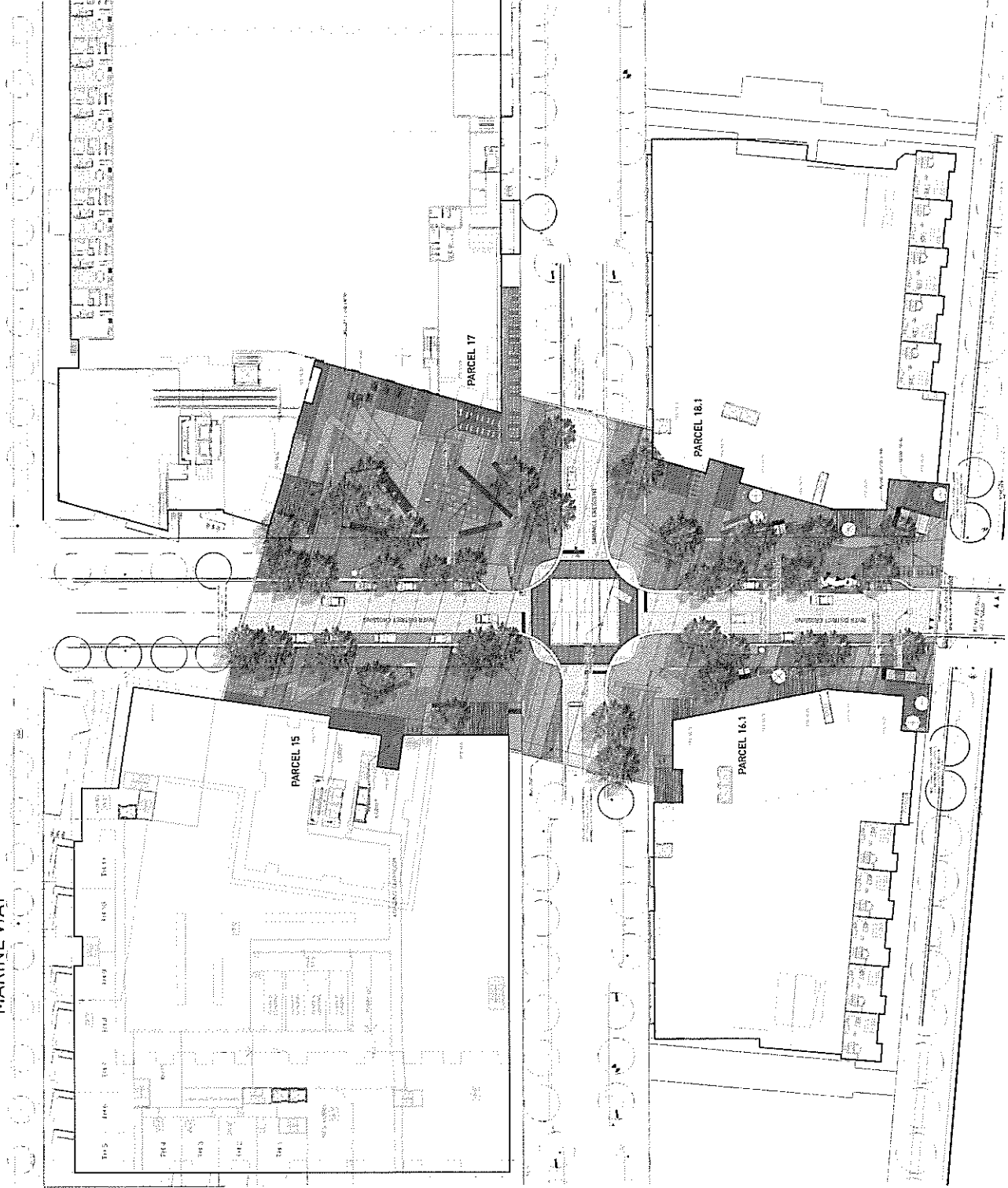
DATE: 01/11/11
 DRAWN BY: J. YAMAMOTO
 CHECKED BY: J. YAMAMOTO

SCALE	DATE	BY	NO.
1/8"	AUG 13, 1916	KS	1349

- | | | |
|--------------|-------|----------------------------|
| DRAWING LIST | COVER | LANDSCAPE CONTEXT PLAN |
| LDP-000 | | |
| LDP-001 | | |
| LDP-101 | | MATERIALS AND GRADING PLAN |
| LDP-201 | | PLANTING PLAN |
| LDP-301 | | LIGHTING PLAN |
| LDP-401 | | LANDSCAPE SECTIONS |
| LDP-501 | | LANDSCAPE PERSPECTIVES |
| LDP-701 | | DESIGN RATIONALE |



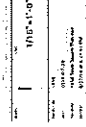
MARINE WAY



wesgroup

RIVER DISTRICT
TOWN SQUARE
Parcel 18.1

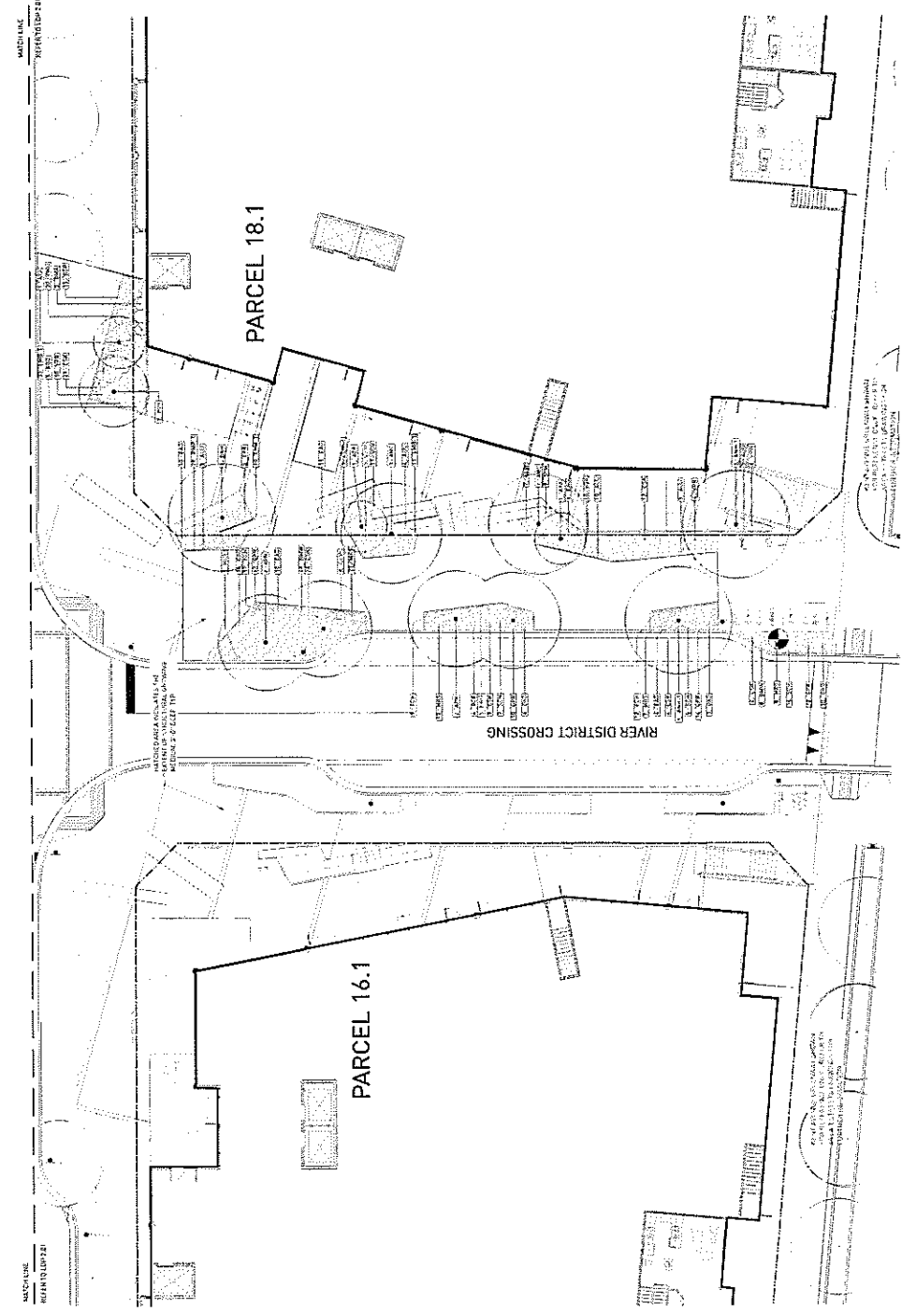
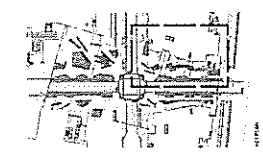
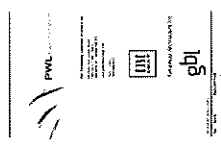
LANDSCAPE CONTEXT
PLAN



LDP 1.00



LDP1.01



wesgroup

RIVER DISTRICT
CROSSING
PARCEL 16.1

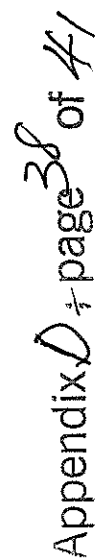
PLANNING
PLAN

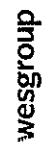
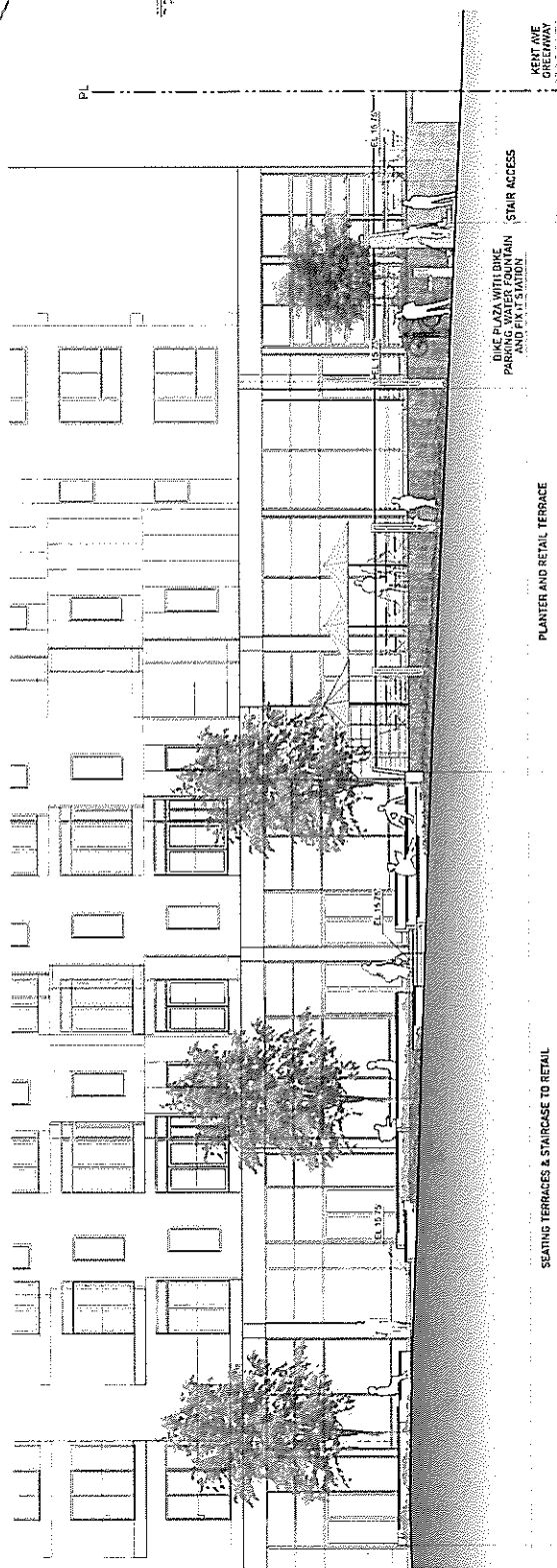
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DATE: 10/1/10
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

LDP2.01

Parcel ID	Owner	Address	Area (sq ft)	Value	Notes
16.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 16.1
18.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 18.1
19.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 19.1
20.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 20.1
21.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 21.1
22.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 22.1
23.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 23.1
24.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 24.1
25.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 25.1
26.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 26.1
27.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 27.1
28.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 28.1
29.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 29.1
30.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 30.1
31.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 31.1
32.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 32.1
33.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 33.1
34.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 34.1
35.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 35.1
36.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 36.1
37.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 37.1
38.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 38.1
39.1	West Group	1000 River District Crossing	100,000	\$1,000,000	Parcel 39.1
40.1	Gardner Construction	1000 River District Crossing	100,000	\$1,000,000	Parcel 40.1





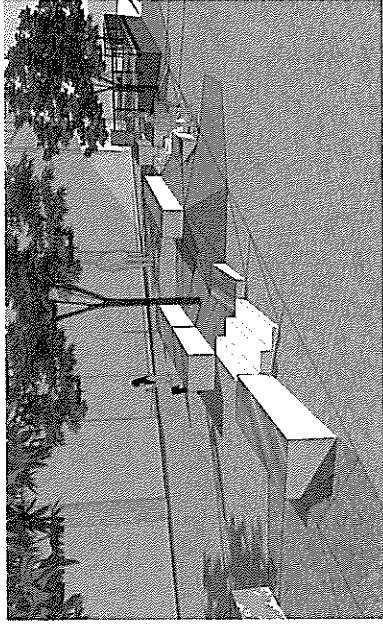
RIVER DISTRICT
LOWE SQUARE
Parcel 1B.1

LANDSCAPE
SECTIONS

100

[illegible]

LDP4.01



Yamamoto Architecture Inc.

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

Parcel 18.1 - Design Rationale

Context

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

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

Relationship to River District Crossing and Waterfront Precinct

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

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

Minimum Flood Plain Elevation

Since adoption of the East Fraserlands Design Guidelines, a new Flood Plain Elevation of 4.8M has been established. However, the roadway elevation of River District Crossing descends as it moves south from the Town Square in order to meet the elevation of the CP Railroad tracks.

As a result, the retail fronting River District Crossing at the southern portion of Parcels 16.1 and 18.1 is significantly higher than the sidewalk adjacent to the street. The proposed solution is to set the buildings further back from the sidewalk, and establish another raised pedestrian area at the level of the raised retail. Both the lower sidewalk and upper pedestrian areas merge into one level surface at the northern portion of the site and create a dynamic character to the extended Town Square Plaza.

Town Square – Proposed Reconfiguration

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

The approach to the Town Square was presented at a Preliminary Urban Design Panel Workshop on June 18th where the Panel supported the reshaped plaza as proposed and at the UDP for Parcel 17 on October 8, 2014.

The revised concept maintains the criteria set out in the East Fraserlands Guidelines:

- Connection of Town Square across parcels 17, 15, 16.1, and 18.1
- ***Complies and is enhanced by proposed Town Square design. Buildings on all four parcels have been shifted to frame the new, larger Square.***

- Retail frontage along High Street and Crescent.
- ***Complies and is enhanced by retail frontage facing a raised outdoor patio on the southwest corner of Parcel 18.1. Additional retail mini-plazas at southeast corner of Parcel 16.1 and southwest corner of Parcel 18.1 overlooking the Kent Avenue Greenway***
- Townhouses fronting Kent Avenue Greenway
- ***Complies***
- Pedestrian access through site from Crescent to Kent Avenue Greenway via mews
- ***Complies***
- Residential parking access and loading off rear mews
- ***Complies***
- Internal courtyard space
- ***Complies, open courtyard space is provided on top of the ground floor retail and on top of the loading and parking ramp areas.***

Parcel 18.1 - Design Guidelines

The Guidelines set out the following criteria for Parcel 18.1:

- South frontage gives strong definition to Kent Avenue corridor – townhouse forms extend neighbourhood character of Parcel 16 – a generous setback provides a comfortable separation from adjacent pedestrian traffic as well as opportunities for planting and seating.
- ***Complies, townhouses are located along the North Kent Avenue Greenway. Setback of townhouses allows for private ground floor patios, and grade change between pedestrian greenway and patio level further emphasizes the transition from public to private space.***
- Mid-block court similar to Parcel 16, flanked by semi-private garden spaces – possible location for garden plots supporting urban agriculture; a variety of pedestrian routes through the block offer good permeability and the opportunity for passersby to enjoy these green spaces; fire access addressed as a paved linear terrace, integrated with the overall mid-block landscape design.
- ***Partially complies. It is not possible to provide a ground level courtyard while achieving the target retail FSR and providing sufficient CRU depths. Comments regarding firefighter access and at grade garden plots refer to Parcel 18.2. Pedestrian route provided through shared lane between Parcels 18.1 and 18.2.***
- High Street frontage is angled to open view from Town Square to High Street and vice versa; this area is dedicated R.O.W.
- ***Complies. The angle is increased beyond the Guidelines as part of the redesigned Plaza and as a way to mitigate the change in elevation between the sloping River District Crossing and the upper pedestrian level adjacent to the retail stores.***
- Frontage at Crescent and Road "D" is more urban in character with 1m setback from the property line; a modest planting area and steps up to a recessed entry offer additional separation from the street on Road "D".
- ***Not Applicable, applies to the eastern edge of Parcel 18.2***
- Prominent form of 'magnet' retail space at SW corner provides a strong visual connection from High Street south of CPR R.O.W.
- ***Complies, prominent outdoor space is provided to encourage spilling out of retail uses out onto a deck overlooking the greenway and to activate the southwest corner of the site. With the redesigned plaza, this corner works with the southeast corner of Parcel 16.1 to provide a "gateway" directly into the plaza.***

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

The Parcel follows the basic form of development set up in the guidelines, both in terms of building massing and program. The majority of the ground floor space is allocated for retail space with frontage onto River District Crossing and Sawmill Crescent. With the new plaza shape, the frontage along the River District Crossing opens up towards the intersection of River District Crossing and Sawmill Crescent. Smaller retail spaces are proposed along River District Crossing in order to maintain pedestrian interest and activate the plaza.

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

Upper Residential Levels

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

- Private Yard Space
- Passive Recreation
- Urban Agriculture

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

Retail treatment

The ground floor retail is conceived as a vertical component of the sidewalk, with materials that relate to the paving and sidewalk surfacing. In this way, the sidewalk treatment is "folded-up" onto the face of the building to create a layered, three-dimensional experience for pedestrians. As River District Crossing moves south, it slopes down to meet the grade of the CP Rail right of way. The floodplain elevation of 4.8M establishes the minimum elevation for the retail spaces, so as the roadway falls away, the sidewalk splits into two portions; one that follows the roadway and one that is maintained at the level of the retail space. This split provides an opportunity for elements that provide more variety within the plaza, and refer back to the history of the site. Some proposed elements include board-formed retaining walls, mounded planters, stepped concrete and timber benches, concrete stairs, and cable system guardrails. At the southwest corner of the site, a raised pier at the level of the retail provides an optimal, south-facing plaza that will encourage retail uses to spill out facing the greenway.

Townhouses

Along the Kent Avenue North Greenway, the three-storey townhouses are designed with a smaller scale and more vertical organization to reflect the individual townhouse units. The townhouse design is more restrained than the mid-rise in order to set up a street-wall for the Greenway that can be extended harmoniously with future townhouses to be developed with Parcel 18.2. The same materials for the mid-rise are also used for the townhouses, to create a unified treatment for the entire parcel.

Architectural Concept, Form and Massing

Architectural Concept

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

Organizing Principles

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

Simplify building shape to reinforce the shape of the Town Square Plaza.

The curve of the building has been eliminated to emphasize the edge of the Town Square Plaza. The new geometry works with the massing of the amenity structure on Parcel 17 and forms a gateway into the Town Square when approached from Sawmill Crescent from the East. The simpler building form provides a more quiet backdrop to the plaza and sets up an urban street wall.

Simplify the "scales" and improve exposure and views.

The scales have been reinterpreted as a metal skin with punched openings. A simpler building form has been employed and emphasis is shifted to the gaps between the metal planes. The recessed areas and balcony soffits are painted bright yellow and orange to reveal colour and warmth behind the more industrial and muted exterior surface. An additional layer of projecting, dark-grey volumes create further interest and depth to the façade.

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

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

Emphasize the horizontality between the ground floor retail and second floor residential, and the horizontality of the roof plane as a way to accentuate the change in grade across the site.

Along Sawmill Crescent and at the northern portion of the site, the slab separating the ground floor retail and upper floor residential is articulated. Towards the south, the residential component of the building starts to float off the end of the retail base and provides a dramatic gateway to the site from the south. The undersides of soffits and balconies are painted orange as a way to emphasize these horizontal planes. At the underside of the large roof overhang, a wooden slat soffit creates some warmth to the building that provides contrast to the metallic cladding.

River District Parcel 18.1 Landscape Design Rationale

4.0 Approach To Landscape Design

Context and Character

The overall landscape design for Parcel 18.1, which includes both the ground level landscape and the podium level courtyard, embraces the CD-I Guidelines by developing a strong landscape expression that reflects the past heritage of the site along the Fraser River. Materials including board form concrete for landscape walls, concrete unit pavers, timber and metal checker plate paving as well as metal for unit entry stairs and railings respond to the industrial heritage of the site.

Private / Public Realm Interface

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

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

Sustainability

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

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

4.3 Site Specific Characteristics

4.3.2 Residential Frontages

Residential Expression/ Changes In Grade/ Visual Connections

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

Materials

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

Useable Outdoor Space/ Privacy and Neighbourliness

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

4.3.3 Common Garden Courts and Roof Gardens

General Design and Character

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

Passive Recreation

The semi private courtyard is accessed by all residents of the building via the amenity room/ amenity patio at the northwest corner of the courtyard. An open lawn area for passive play or relaxation and adjacent timber deck with overhead metal and wood trellis, board form concrete feature wall, seating and BBQ make up the passive recreation spaces. The BBQ deck is located at the eastern end of the courtyard to maximize the available sunlight and minimize potential disruption to adjoining residential units.

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

Children's Play

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

Private Yard Space

The courtyard design is comprised of a private patio zone around the perimeter providing outdoor space for each of the adjacent units. This concept responds to the Design Guideline idea of designing private spaces 'like street frontages'. Each patio has direct access to the courtyard. Privacy is achieved through a combination of screens and hedge planting.

Urban Ecology

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

Urban Agriculture

The amenity patio leads to the urban agriculture area at the west end of the courtyard via a checker plate surfaced seating area backed by a board form concrete wall. The location of the urban agriculture adjacent to the lawn area supports the interaction of the children's activity on the lawn while the parent(s) are gardening. Both hard landscape elements respond to the historical industrial character of the site. The urban agriculture plots are augmented with small fruit bearing trees under planted with blueberries and strawberries.

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

Rainwater Management

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