



EAST FRASERLANDS DESIGN GUIDELINES

JUNE 12, 2008

**SAMPLE**



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INTRODUCTION TO THE DOCUMENT

### 1.0 APPLICATION AND INTENT

These Design Guidelines should be used in conjunction with the associated CD-1 By-Laws to guide development of Area 1 within the East Fraserlands (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff, Development Permit Board, and the Urban Design Panel in evaluating proposed developments. The guidelines will ensure that the public realm and individual developments are compatible with the urban design concept for this area and the overall vision for East Fraserlands (EFL). Flexibility is intended in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternate approach will produce a superior result architecturally or with respect to sustainability.

Applicants should also refer to the **East Fraserlands Policy Statement** (approved by City Council in December 2004), the **East Fraserlands Official Development Plan** (approved by City Council in November 2006), and **High Density Housing for Families with Children Guidelines**.

The site consists of 21 hectares (52 acres) of land area. It is bounded in the south by the Fraser River, to the north by Marine Way, to the east and west by future development areas within East Fraserlands and includes the triangular site north of Marine Way.

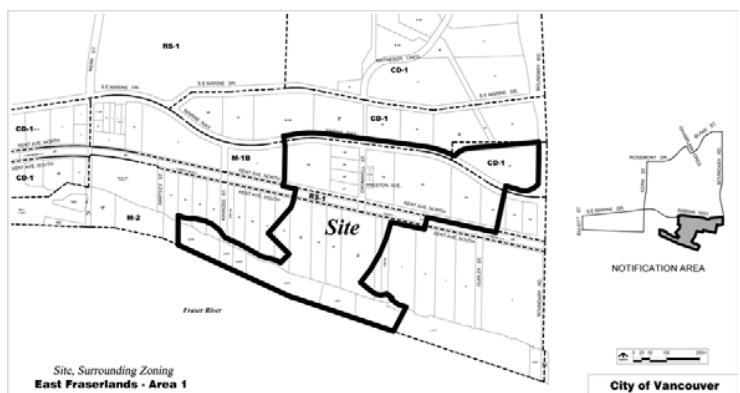


Figure 1: Area 1, East Fraserlands

## 2.0

### ORGANIZATION AND CONTENT

The Design Guidelines includes three sections to be used concurrently to guide design development:

#### **Section A – Public Realm Plan**

The Public Realm Plan is a conceptual design framework that will guide the detailed design of the public realm in Area I of EFL. This section includes public realm considerations on historical references, streetscapes, parks and open space, public realm components such as landscape, lighting, accessibility and way finding, as well as site wide sustainability strategies.

#### **Section B – Built Form and Parcelization**

This section identifies and provides development direction for the individual parcels. Illustrations and design considerations are included to guide built form and massing. These considerations include building heights, views, solar access and the urban design role and characteristics of each parcel.

#### **Section C – Character and Expression**

This section of the Guidelines provides the overall design direction intended to create a sense of place for EFL. Architecture, landscape, lighting and retail are each addressed here through design goals and principles; a range of design responses for each discipline; as well as character and key attributes of the various building typologies and public realm environments within Area I of EFL. These are illustrated with photographic examples.

3.0

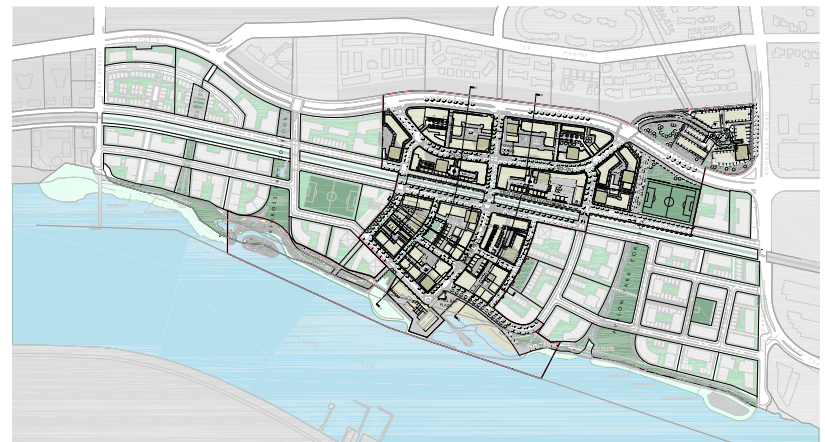
VISION

The Vision for East Fraserlands is:

*To create a complete community consistent with Vancouver's sustainability principles. The new community should provide opportunities for its residents to live, work, learn, shop and play. It should provide housing for a variety of households, ages, and income levels . . . It should be a healthy community that promotes walking, cycling, and use of transit as efficient and attractive choices. It should provide an integrated parks and open space system . . . It should promote efficient use of natural resources in its use of land . . . It should be socially and environmentally sustainable.*

*East Fraserlands Policy Statement, December 2004*

Area I, to which these Guidelines apply, forms the mixed-use core of the EFL neighbourhood and is based on the East Fraserlands Official Development Plan (ODP) and Policy Statement.



## 4.0

## KEY PRINCIPLES

**Sustainability:**

As a mixed-use walkable neighbourhood, the development will comprehensively integrate diverse environmental, social, and economic sustainability strategies including high-performance green buildings and site-wide initiatives. Site-wide initiatives include a comprehensive rainwater management plan, potential neighbourhood energy utility, fish and wildlife habitat enhancement, landscape to provide bird habitat, urban agriculture opportunities, car-sharing, non-standard parking requirements, public transit, social housing and a rich array of community amenities.

**A complete community:**

Area I will establish a vibrant mixed-use heart in East Fraserlands that enables residents to live in diverse housing types and easily access transit, neighbourhood shopping, parks and open spaces, and community amenities. The ODP calls for a tightly-knit and balanced mix of land uses in a dense urban environment that promotes the evolution of a complete community where all the needs of its future residents can be met and the young and old can grow and age in place.

**Comprehensive public realm:**

An integrated and permeable network of diverse public spaces including streets, pedestrian mews, waterfront pathways, plazas and parks is the primary organizing pattern. Including a highly permeable network that connects key places within the neighbourhood and EFL with adjacent areas, the public realm will support a highly walkable community, reflecting the City of Vancouver's top priorities of walking, biking, and transit. A diversity of parks and open spaces will be sensitively programmed based on community needs and aspirations and strategically designed with elements such as lighting, landscape, and street furniture to provide comfort and safety for all users.

**Architectural diversity & sense of place:**

Area I of EFL will include diverse architectural expressions that reflect the site's industrial history, its riverine nature, and a west coast contemporary approach. Architecture and landscape design should contribute to sustainability, liveability and a strong sense of place. Architecture, blocks, and street walls should be highly legible and designed to reinforce and enhance pedestrian experience and the public spaces onto which they front.

Refer to Section A - Public Realm Plan for more specific principles relating to public realm and Section C - Expression and Character for more detailed principles relating to architecture and landscape.

### 5.0 PRECINCTS

Area I is composed of three precincts, each with its own distinctive identity. The following describes the role, characteristics, and key public spaces of each precinct.

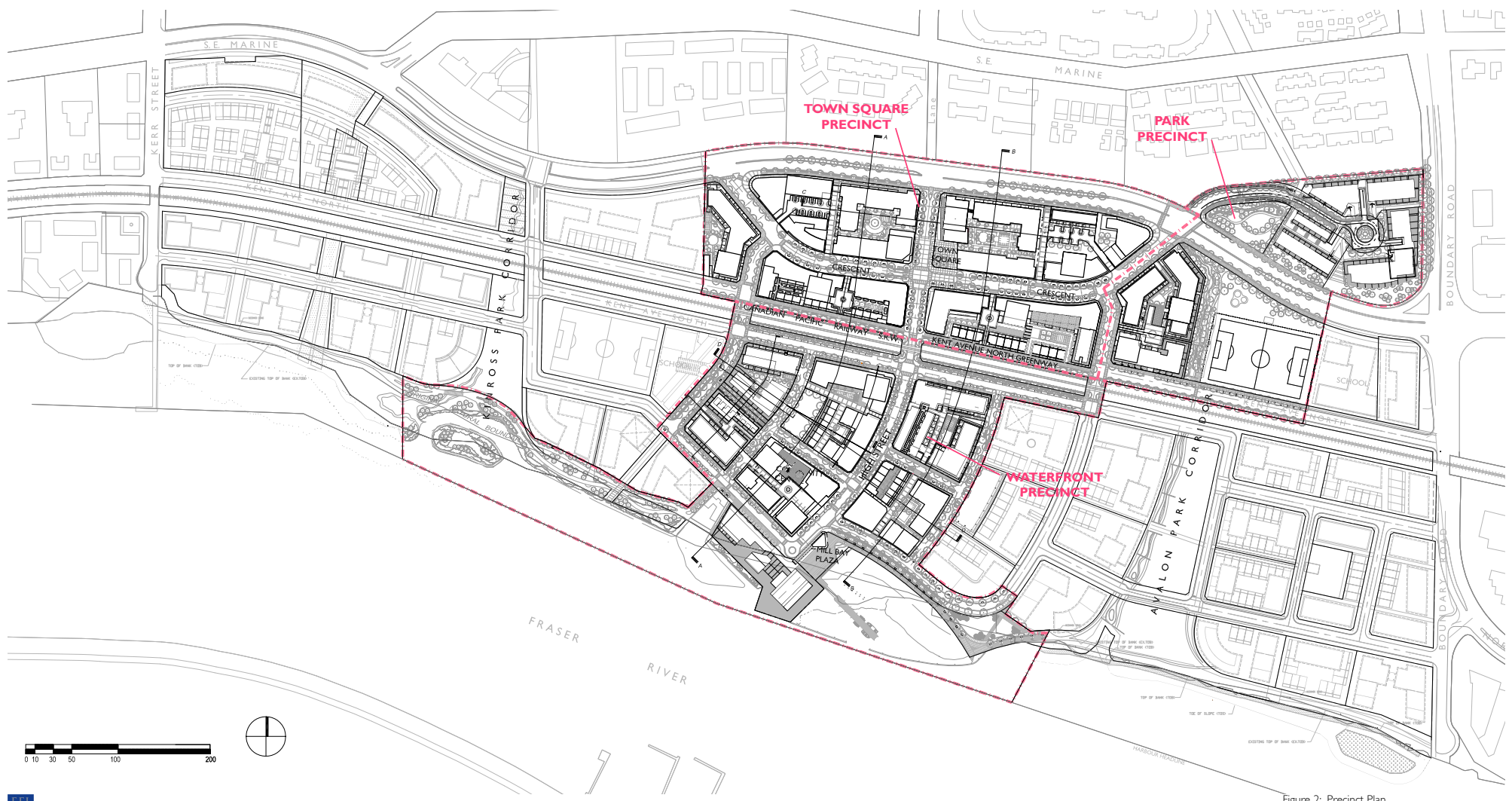


Figure 2: Precinct Plan

## 5.1 TOWN SQUARE PRECINCT

### Role

The town square precinct will be an active neighbourhood commercial and social core with residents and visitors contributing to its vitality. As the front door to EFL, the town square precinct establishes a unique arrival experience to the site. This precinct is the vibrant mixed use heart of the neighbourhood and the focus of daily needs shopping, transit access and pedestrian activity.

### Characteristics

- **Development Intensity and uses:** Development intensity increases gradually towards the town square, focussing more people close to shopping, services, and transit. Development parcels transition from higher-density mixed-use blocks at the town square to residential blocks at the perimeter with a variety of uses and commercial in between – establishing a variety of neighbourhood uses at the outset.
- **Towers:** Towers varied in height are clustered east and west of high street, with the two highest towers marking this precinct.
- **Marine Way:** The Marine Way frontage of this site will alter the perception and experience of this major arterial through an inviting urban treatment. It provides three key points of arrival – high street and both ends of the crescent street. Gateway buildings at the crescent intersections enhance the arrival experience with two distinctive 'flatiron' buildings visible from Marine Way. These towers step down to four-storey buildings, to create a strong street wall and more comfortable pedestrian experience along Marine Way. Business and medical offices and live/work uses animate the ground floor of this frontage. Office and residential uses activate the upper levels where setbacks and generous decks mitigate impact of traffic on Marine Way.
- **High Street:** An entry element (potentially a clock tower or a public art opportunity) may mark the entry onto this pedestrian-oriented street from Marine Way. The predominant four storey frontage is generally continuous from Marine Way to the CPR Crossing, opening dramatically to reveal the town square. To create continuity across the CPR right-of-way into the waterfront precinct, a similar scale and character is extended along the high street frontage south of CPR.
- **Double height ground floor retail spaces:** Double height ground floor spaces give retail and commercial space frontages a strong presence in the streetscape. These spaces are generally topped with three storeys of residential.
- **Street walls:** Street walls frame the public realm while offering a higher degree of articulation, especially at upper levels, where balconies, decks, recesses and projecting volume combine to enrich the streetscape.
- **Mount Baker view:** The view of Mount Baker from Everett Crowley Park, located north of the site, is maintained by limiting building heights to the elevation of the established view cone. Refer to Section C - 3.3 View Impact Analysis.
- **Parking:** The shopping area of this precinct will serve EFL and the surrounding community. Access to parking, while convenient and accessible will be located and designed to minimize disruption of the pedestrian realm.

### Public Spaces

- **Marine Way:** EFL's most public face flanks this well-traveled road. A series of trees in a new central median along with three new signalized intersections help mitigate the sense of a busy thoroughfare. On the south side, a row of trees, a green boulevard and private gardens create a formal urban foreground for EFL's 'front door' while offering pedestrians respite from adjacent traffic.
- **Crescent street:** Crescent street provides the first impression and establishes the unique character of this precinct. Transitioning from office and residential at Marine Way to the mixed use heart at the town square, the crescent services daily needs for residents and visitors.
- **High street:** High street is the primary north-south access and pedestrian-oriented retail street connecting the town square and waterfront precincts. Articulated street walls should facilitate views into and out of the town square. Balconies and decks at upper residential levels add architectural interest and opportunities for animation.
- **Town square:** The heart of this precinct and at the crossroads of two primary streets, the town square provides a community focus as a meeting and gathering place. Restaurants, cafes, and smaller commercial enterprises animate the square on the ground floor while three storeys of residential above further defines the space. The anchor grocery store's entry at or close to the town square, to further activate it with pedestrian activity. Wording?
- **Kent avenue greenway/CPR corridor:** The CPR right-of-way and the public spaces on either side create a generous green space between the town square precinct and the waterfront precinct. A pedestrian and cycling greenway on the north side of the corridor is lined with rain gardens and trees, overlooked by south-facing townhouses and ground-oriented dwellings.
- **Mid-block spaces:** A network of mid-block pedestrian linkages and semi-private spaces at grade will enhance the pedestrian experience, public routes, and private outdoor and indoor space at the interior of blocks.

## 5.2

## WATERFRONT PRECINCTS

**Role**

This precinct unites community with river, making the riverfront an inseparable part of the East Fraserlands experience. As the 'soul' of the project, the waterfront precinct includes the pedestrian-oriented high street that gently curves, opening views out to the river, and terminates at a highly active and unique waterfront area. The community centre, mill bay and plaza, the mill buildings, waterfront restaurants and cafes, and riverfront parks extending east and west of mill bay are key components of this vibrant waterfront. Other aspects such as the mill bay promenade, beach, deck, dock, lookout, parks and waterfront path create opportunities for people to engage the river visually and physically. Together these key elements recall the site's industrial history, embrace its riverine nature, and facilitate vibrant pedestrian activity along the waterfront.

**Characteristics**

- **High street:** High street is the central mixed use spine connecting from the town square to the waterfront and residences to the east and west to retail and the community centre. Massing, articulation, laneways and pedestrian walkways through and to high street create highly permeable blocks that facilitate pedestrian access to a network of diverse mid-block open spaces. As the key pedestrian-oriented shopping street, high street is characterized by strong public realm elements such as comfortable sidewalks, a strong canopy of street trees, benches, landscaping, rain gardens, lighting as well as local cafes, specialty stores, and restaurants. Together, these elements create a strong and unique sense of place along high street. High street terminates at the waterfront – the place where community and river meet, and the importance of the river and site's industrial past is emphasized.
- **High street retail:** Key specialty retail stores and services will be located at strategic locations to encourage pedestrian movement down to the riverfront.
- **Strong street wall:** Mixed use blocks fronting high street share aspects of town square street wall such as double height ground floor, articulated wall plane at residential levels, balconies, decks, and overlooks.
- **Inner block spaces:** Ground level residential on the rear side of high street blocks creates appealing inner block spaces that should complement the public realm network and enhance liveability for residents.
- **Treatment:** The waterfront precinct transitions from a more formal treatment at the mill bay and plaza, to a more relaxed and natural character at the mill buildings and shoreline park.
- **Mill buildings:** At the southwest edge of the bay, the mill buildings and surrounding deck recall the form and patterning of the historic mill buildings and create a distinctive place on the Fraser River. Restaurants are permitted in the mill building, over looking the river and bay. Live-work units on the west end facilitate an array of small personalized enterprises, which will add visual interest and contribute to the rich and vibrant character of the waterfront. A public art facility may also be housed in the mill buildings.
- **Waterfront buildings:** The mixed use waterfront buildings define the north and west edge of mill bay, following its arc as they step down from the westerly tower. Generous roof decks, terraces, and balconies as well as restaurants and cafes at the ground floor of the buildings offer different opportunities to enjoy the river. Buildings along foreshore park located west of mill bay, include features such as terraces, balconies, and roof decks and orientation that facilitate views and solar access.
- **Waterfront retail:** Retail uses that reinforce the river experience such as food and beverage enterprises with generous outdoor seating will help to contribute to the waterfront's vitality.

**Public Spaces**

- **Kent avenue south/CPR corridor:** As the south side of the 'promenade' that flanks the CPR, this street complements kent avenue greenway to the north.
- **Pedestrian mews:** The pedestrian mews is vehicle-free, and an important east-west pedestrian route, linking the elementary school site and the community centre. The pedestrian mews will be very intimately scaled and designed for pedestrian comfort, including planting and paving treatment that relate to the woonerf and vehicular mews.
- **Vehicular mews:** Part of the east-west pedestrian route connecting to east and west parts of the neighbourhood, the vehicular mews will be intimately-scaled with street elements such as rain gardens and decorative paver surfaces.
- **Woonerf:** Modelled after the Dutch "living streets", pedestrians, bikes, cars and other vehicles share this route. The woonerf will be designed to enable informal play and other ad hoc uses. Setbacks, frequent plantings between parking areas, and other aspects of street design will contribute to creating a comfortable and safe environment for residents, pedestrians, cyclists, and other users, in a traffic calmed environment. Two-storey residential units typically front the woonerf creating a pedestrian scale and residential presence on the woonerf. Units will have a close relationship to the woonerf, typically slightly raised above grade. Private outdoor spaces may be adjacent to the woonerf or provided in courtyard gardens, private balconies, or roof top green space.
- **Neighbourhood Park:** This neighbourhood park creates a green focus for the surrounding blocks and provides opportunities for informal play and recreational uses. As part of the east-west pedestrian mews and adjacent to the woonerf, this park acts as a foreground and extension of the community centre activity on the south edge.
- **Community Centre:** A full-size community centre as a prime public amenity, anchors the south end of the high street, waterfront plaza and the east-west pedestrian mews connecting to the elementary school site. As the focal point of community activity, the community centre will play an important role in helping to animate the waterfront plaza and give it a strong community focus.
- **Waterfront plaza:** The waterfront plaza is the central focal point and key public open space at the juncture of high street and the waterfront park and public open space system. The plaza will provide opportunities for a wide range of public activities and programmed events such as farmers' markets and performances. It will be designed to facilitate pedestrian activity throughout the year and to complement and capture synergy from activity at the community centre, high street, and surrounding residences, shops, and restaurants. The plaza and mill bay is oriented to capture and frame public views along the Fraser to Mount Baker.
- **Waterfront promenade:** East of the plaza, the promenade provides a formal edge to mill bay. The promenade will be defined by a strong stone wall along the bay, pedestrian and cycle paths separated by trees, benches, and rain gardens, and stair openings that give access to the river and the sand and cobble beach.
- **Lookout park:** Lookout park is located at the end of mill bay adjacent to the promenade. A lookout element will project over the water providing park users a dramatic view of the river.
- **Shoreline park:** More relaxed in character, the shoreline park west of mill bay will emphasize the restoration and enhancement of the foreshore ecology and enable opportunities for pedestrians to experience the natural river's edge. A multi-use path, controlled river access points and seating are informally arranged along the restored riverside green space. Shoreline restoration works include an inlet, a wetland at the base of the kinross park corridor; and a sanctuary island that will be designed to enhance ecology and wildlife habitat and to discourage access for people and pets.



## 5.3 PARK PRECINCT

### Role

As indicated in the name, the park precinct provides a significant portion of the park space allocated to Area I of EFL. A diversity of parks and open spaces including a full-sized artificial lit field and the north portion of avalon park on the main EFL site and promontory park on the west end of parcel 43 provide a rich array of programming and recreational opportunities for future residents and visitors.

As the first view of EFL westbound on both sides of Marine Way, the park precinct forms the gateway to the site and the City of Vancouver. Parcel 43 on the north side of Marine Way is a raised triangular site with townhouses, four and five storey buildings, and a tower that announces this entry. This precinct provides an extension to the future avalon park corridor, linking parcel 43 to the community upland and to the rest of EFL. Promontory park on the western end of parcel 43, offers a clear view over the park corridor to the river beyond. A strong pedestrian link to the existing communities north of the site, is created by way of a hardscaped pedestrian-cyclist path on the western edge of avalon park north, a full signalized intersection at Marine Way, and a further path through and along the edge of promontory park.

### Characteristics

- **Parcel 43:** Occupying a roughly triangular site on the north side of Marine Way, it sits several meters higher than the south part of EFL, giving it visual prominence. Low-rise and mid-rise perimeter buildings and a tower on the eastern end of the site announce EFL's entry.
- **Pedestrian link:** This precinct creates the primary pedestrian link between the main EFL development and the existing upland neighbourhood in Area I.
- **Marine Way frontage:** Marine Way will be treated as a major urban street in its section, landscape treatment, and the manner in which buildings relate to it. This section of Marine Way will receive a similar treatment on the south side as the sections in the town square precinct. Elements include a series of trees in a new central median, a new signalized intersection, a row of trees in a green boulevard and the entries and gardens of mixed use residential, live-work, and office buildings fronting the street. On the southern edge of parcel 43, a denser row of trees and landscaping provide a green edge that enhances the living environment of this residential parcel.
- **East-west connections:** Residences on parcel 20 and 21 are located adjacent to the avalon corridor water course and pedestrian/bike path. A pedestrian bridge over this water course and right-of-way through parcel 21 will provide additional public access between the avalon park corridor and the town square.

### Public Spaces

- **Avalon park north and full sized artificial lit field:** As the northern section of a future park corridor extending from Marine Way to the river, avalon park north is located between Kent Avenue north and Marine Way. An important recreational space, this park accommodates a full-sized lit artificial playing field and field house, a water course conveying water from the uplands neighbourhoods flow as well as runoff from adjacent areas along the west edge, and a pedestrian and bike path on the east side of the watercourse.
- **Promontory park:** Located on the western end of parcel 43, promontory park creates a visual extension of the avalon park corridor and enables a strong pedestrian connection between the existing upland areas and EFL. Promontory park provides a view to the river and will be terraced to enable a variety of activities including urban agriculture opportunities.

## 6.0

## HISTORICAL CONTEXT



The East Fraserlands site is embedded in layers rich in history and meaning. A statement of significance and heritage inventory was conducted for East Fraserlands in May 2008 to guide design development, use of materials, and future siting of historic resources. Please refer to this study for more information regarding the site's historical context and Section C, Items 1.2, 1.3 and 3.3 of the Guidelines for historic references and use of materials.

The entire site, of which Area 1 is a part, is a 53-hectare former sawmill site on Vancouver's Fraser River flats in the southeast corner of Vancouver. It is bounded by the North Arm of the Fraser River; Boundary Road, S.E. Marine Drive, and Kerr Street. The large site is bisected by the CPR railway line and by E. Kent Street North and South, which run along either side of the tracks.

The historic place is located within the traditional territory of the Musqueam First Nation. An archaeological assessment has been completed and no archaeological sites have been recorded. Nevertheless, for thousands of years the Fraser River and its tributary streams were the scene of an intense annual salmon fishery that drew people from all over the region. In the 19th Century, the site was used by European settlers who took advantage of the site's adjacency to the Fraser River, using it for agricultural purposes and raising cattle. By the early twentieth century, the land was subdivided and the BC Electric Railway established an interurban line between Burnaby (Marpole) and New Westminster, leasing and electrifying the CPR tracks. With rail service, the site began to industrialize. A sprawling sawmill complex developed over next several decades.

The White Pines Mill that occupied the East Fraserlands site for much of the last century represents an important stage in the history of British Columbia and the Fraser River. Although the mill was dismantled in 2004, leaving few vestiges of its existence, there are still various opportunities within the EFL development to recall and celebrate the industrial legacy and historic memory of the site.

None of the historic and iconic mill buildings remain – the only structures left are a 1970s administration building on Kent Street and a large storage building. A few large artifacts do remain however; including fluted v-rollers used to move raw logs, a traveling crane along the river to the west, and a large engine from the hog pit. These artifacts evoke memories of the large scale infrastructure that once dominated the site and images of the hustling and bustling mill activity in moving timber. Although none of these artifacts are currently identified in the Vancouver Heritage Register; these artifacts may be located in the public realm or integrated with public art as the site develops, playing an important role in remembering the site's history.

Along the shore, piles and decking reflect the central role of the river in transporting raw logs. Log booms, boom boats, and boom-men still work along the edge of the site.

7.0

DESIGN PROCESS

**7.1 Preliminary Development Permits**

Prior to considering development permits for individual blocks, those parcels identified below will be reviewed and approved as preliminary development permits generally corresponding with the precincts as outlined in section 5.0. Each preliminary development permit will be presented to the urban design panel and the development permit board for their advice and approval. Consideration may be given to reviewing a limited number of the key blocks as preliminary development permits, notably those that define and shape major public spaces, with the more peripheral blocks reviewed as full development permits.

**7.2 Naming Streets and Parks**

Names of new streets and parks within the site and referred to in these Design Guidelines are unofficial and have been identified for the purpose of reference. Streets will be officially named at the development permit stage while parks will be named as part of standard Parks Board procedures.

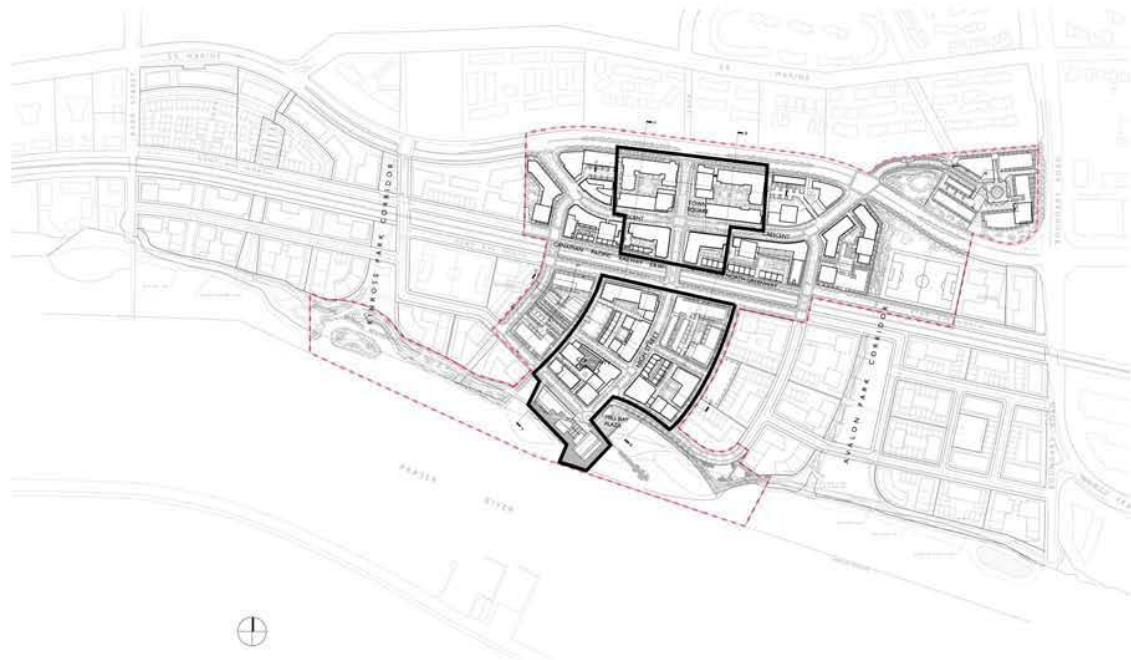


Figure 3: Overall Plan



SAMPLE



**SAMPLE**