

**SCHEDULE A**

**CITY OF VANCOUVER**

**EAST FRASER LANDS  
OFFICIAL DEVELOPMENT PLAN**

*(Adopted by By-law No. 9393, December 12, 2006)*

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**EAST FRASER LANDS  
OFFICIAL DEVELOPMENT PLAN****PREAMBLE****VISION FOR A SUSTAINABLE URBAN NEIGHBOURHOOD  
IN EAST FRASER LANDS****EFL description**

EFL lies in the southeast corner of Vancouver on the Fraser River, and includes the land between Kerr Street and Boundary Road south of Marine Way and a triangle shaped site north of Marine Way at Boundary Road. The rail corridor divides EFL into north and south sections.

The area around EFL was and continues to be used by local First Nations people for travel, spiritual and ceremonial purposes, and food harvesting. Permanent and seasonal settlements occurred in areas along the shoreline, particularly near freshwater sources. Prior to industrial development, streams near EFL may have experienced salmon runs of a size worth targeting by First Nations for fishing. The latticework of streams would have provided habitat for a diverse ecosystem of fauna and flora to flourish, creating good hunting and gathering grounds. Areas of low relief and seasonally swampy areas adjacent to the Fraser River were likely heavily used. Travel routes were prevalent along the shores of the Fraser River and into the interiors of landmasses such as the Burrard Peninsula and the islands of the Fraser Delta.

Industrial use of the land was enabled by filling the foreshore, altering and extending the shoreline. The White Pines Mill that occupied the EFL 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 to recall and celebrate the industrial legacy and historic memory of the site. Some of the oldest and most important archaeological sites in the Province are located no more than 10 km from EFL.

**EFL context**

Along the river immediately to the west of Kerr Street is West Fraserlands, a residential neighbourhood built in the 1980's and 1990's. Overlooking EFL from the uplands north of Marine Way is the Champlain Heights neighbourhood, developed in the 1970's and 1980's, and Everett Crowley Park which includes trails and naturalised woodland. To the east of EFL across Boundary Road is Burnaby Business Park, which contains a mixture of light industrial and office uses.

**Policy origins**

The city's Industrial Lands Strategy (1995) stated that, if the sawmill ceased operations, the city should re-evaluate the future of EFL.

**Policy process**

In May 2002, following the sawmill closure, Council instructed staff to discuss with land owners and the local community future development possibilities, to assess appropriate development forms, and to report back to Council with a policy statement for EFL.

**Policy statement**

In December 2004, Council adopted the East Fraserlands Policy Statement, which provides a framework for the creation of a complete and sustainable new community comprising a variety of housing opportunities together with a range of supporting facilities and amenities. The East Fraserlands Policy Statement establishes principles and objectives relating to land use, transportation, development density,

sustainability, urban design, and community amenities. In doing so, it provides a policy framework and direction for this ODP.

### **ODP objectives**

The objectives of this ODP are to:

- Embrace and refine the vision for EFL outlined in the East Fraserlands Policy Statement.
- Establish a foundation of planning, urban design, development, and sustainability principles and strategies to enable the development of EFL as a complete community, and to address land use and density, housing type and tenure, community amenities, access and movement, building form, layout and height, parks and open spaces, sustainability, and development phasing.
- Provide a framework for the creation of policies, zoning and other by-laws, housing programs, public facilities agreements, subdivision plans, servicing agreements, design guidelines, forms of development, development conditions, restrictive covenants, shoreline treatment and configuration, and other instruments, consistent with this ODP, to regulate development.

## SECTION 1 INTERPRETATION

### Definitions

1.1 In this instrument:

“affordable housing” means “social housing” as defined in the Vancouver Development Cost Levy By-law;

“areas”, unless the context otherwise requires, mean areas 1, 2, 3, 4, and 5, as shown on Figure 3;

“avalon park corridor” means that part of EFL more or less as shown on Figure 2;

“community energy centre use” means the use of premises as an energy supply facility that provides heat energy in the form of hot water to buildings through a distribution system;

“crescent street” means that part of EFL more or less as shown on Figure 2;

“EFL” means the land located in the southeast corner of the city on the river:

- (a) shown on Figure 1 in bold black,
- (b) including the lands between Kerr Street and Boundary Road, south of Marine Way, and a triangle site north of Marine Way at Boundary Road, and
- (c) consisting of approximately 52 hectares;

“flex uses” mean the uses set out in section 3.5.3(b);

“high street” means that part of EFL more or less as shown on Figure 2;

“kinross park corridor” means that part of EFL more or less as shown on Figure 2;

“ODP” means this instrument, being the official development plan for EFL;

“paseo” means that part of EFL more or less as shown on Figure 2;

“rail corridor” means the parcels of land within EFL, and described in Appendix A;

“town square” means that part of EFL more or less as shown on Figure 2;

“triangle site” means that part of EFL more or less as shown on Figure 2;

“river” means the Fraser River; and

“waterfront plaza” means that part of EFL more or less as shown on Figure 2.

### Imported definitions

1.2 Except for the definitions set out in section 1.1, the definitions in section 2 of the Zoning and Development By-law apply to this ODP.

### Incorporation by reference

1.3 This ODP incorporates by reference all policies and guidelines referred to herein.

**Table of contents and headings**

- 1.4 The table of contents and headings in this ODP are for convenient reference only, and are not for use in interpreting or enforcing this ODP.

**ODP provisions**

- 1.5 The provisions of this ODP apply to the whole of EFL, and to development of the whole of EFL, unless the ODP states expressly that a provision applies to a particular area.

**Figures**

- 1.6 The figures in this ODP are by way of illustration only.

**Severability**

- 1.7 A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

**Section 2  
Urban Design Principles**

**Purpose of urban design principles**

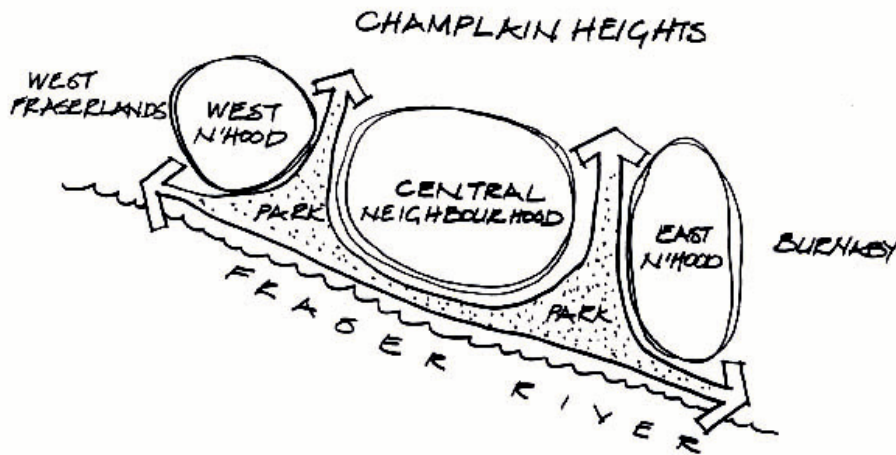
- 2.1 The purpose of the urban design principles set out in this Section 2 is to establish:
- (a) the overall vision of a complete, sustainable community, rooted in the site’s natural characteristics and complementary to the qualities of the adjacent, existing communities; and
  - (b) an urban design framework to govern more detailed planning and design at the various stages of development.

**Urban design principles**

- 2.2 The following major principles are to govern development:

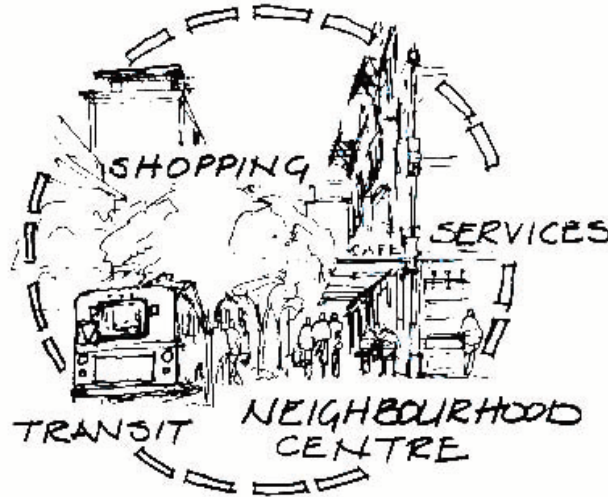
***Distinct neighbourhoods***

- 2.2.1 EFL is to consist of three distinct neighbourhoods defined by park corridors connecting new and existing communities to each other and to the river.



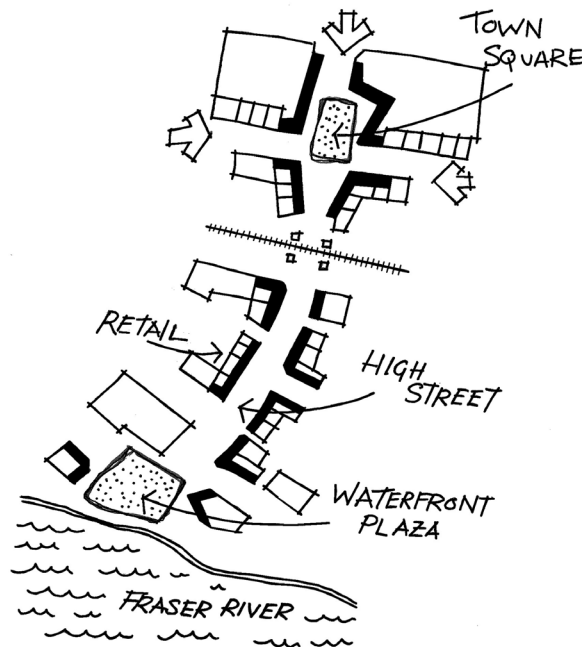
**Land use and development intensity**

2.2.2 Development intensity is to increase gradually towards a vibrant central neighbourhood, focussing more people close to shopping, community services, and transit.



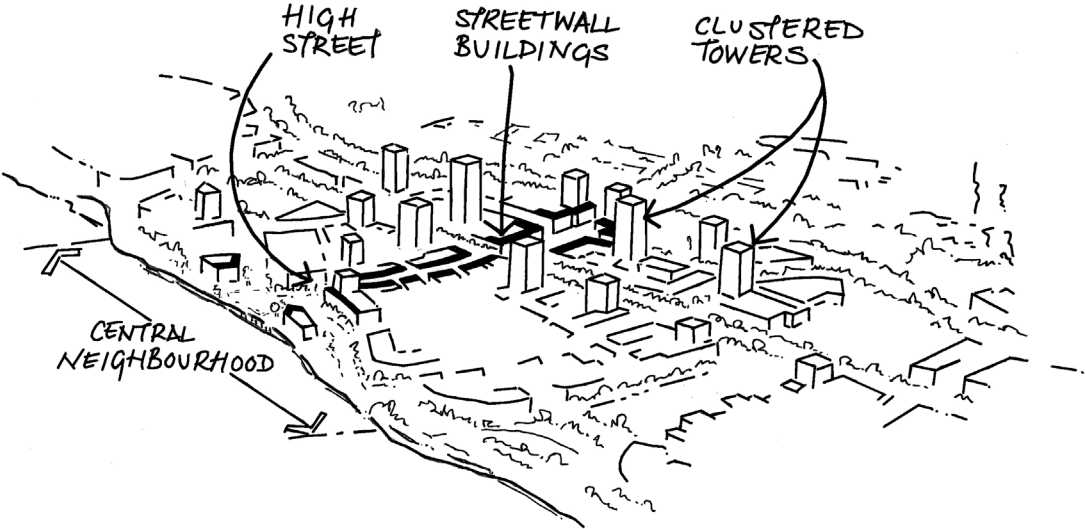
**High street**

2.2.3 A north-south high street with retail frontage is to be the spine of the central neighbourhood, anchored by a town square to the north and a waterfront plaza at the river.



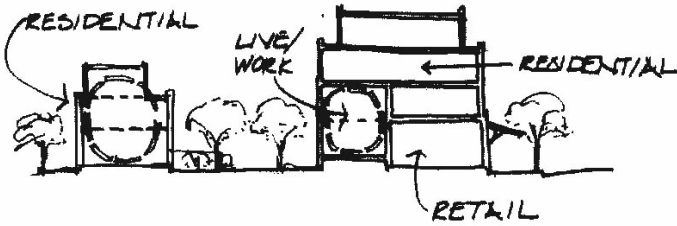
**Clustered towers**

2.2.4 The central neighbourhood is to include clustered towers, and street wall buildings are to define the pedestrian scale and character of the high street and town square.



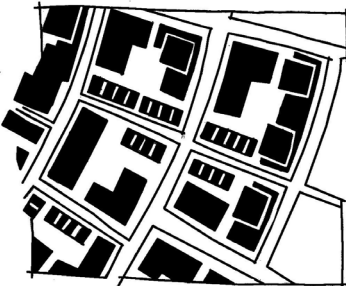
**Mixed uses**

2.2.5 Mixed use buildings and diverse housing types are to be the fundamental building blocks of a walkable, complete community.



**Mixture of building types and scales**

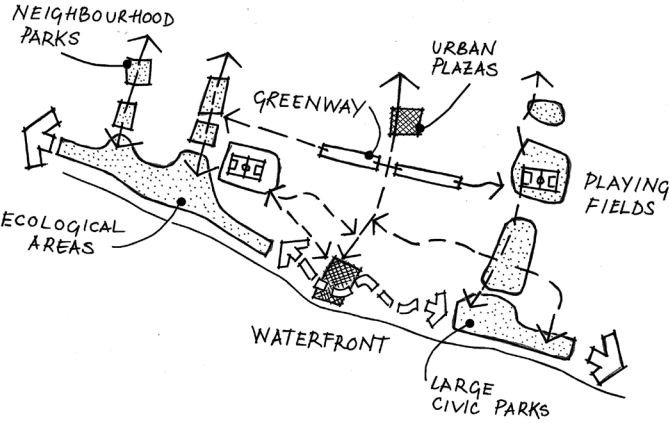
2.2.6 A rich mix of building types and scales is to create variety within blocks and neighbourhoods.





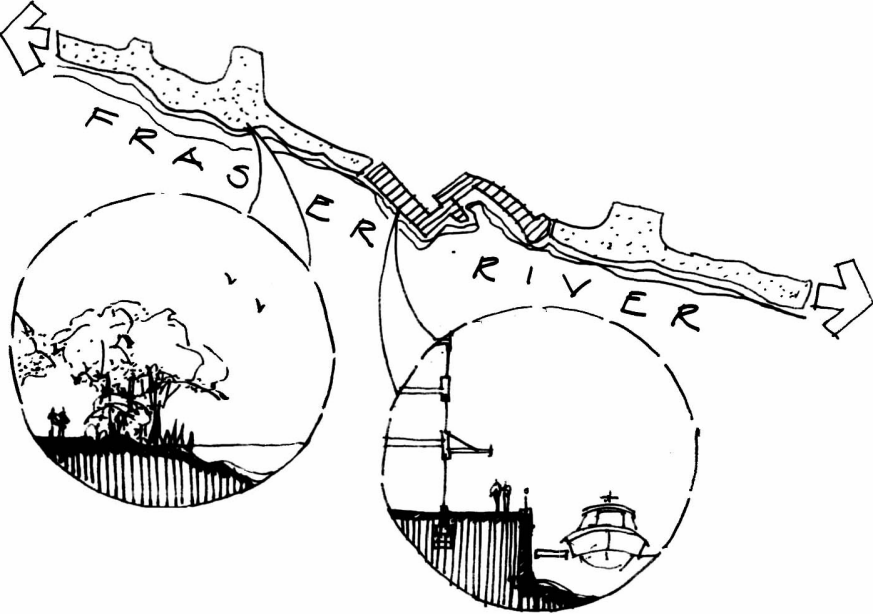
**Open space network**

2.2.7 A diverse and connected open space network is to include urban plazas, large civic parks, active playing fields, ecological spaces, and greenways.



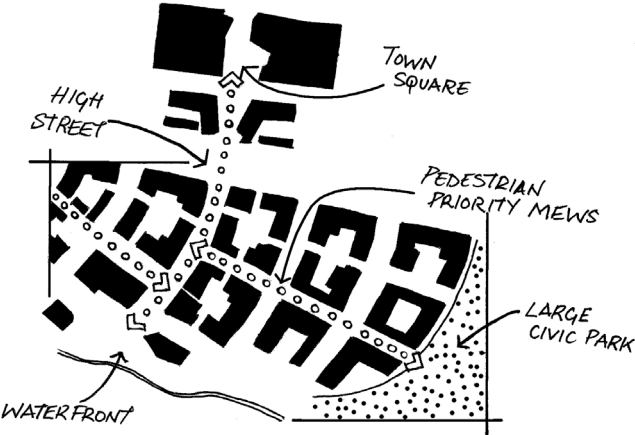
**Continuous foreshore park**

2.2.8 A continuous public foreshore park and greenway along the length of the site is to provide a variety of experiences from active urban riverfront to tranquil wildlife habitat.



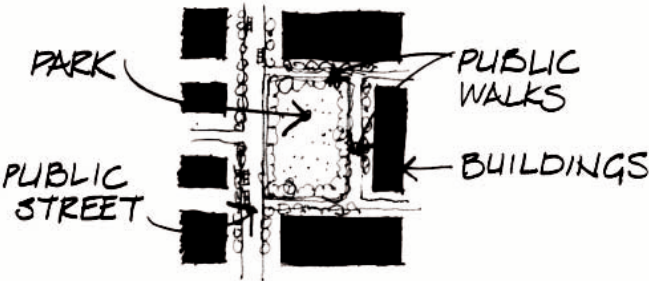
**Connecting Public Spaces**

2.2.9 Development is to include a variety of public spaces, joined by a system of pedestrian-priority connections and greenways.



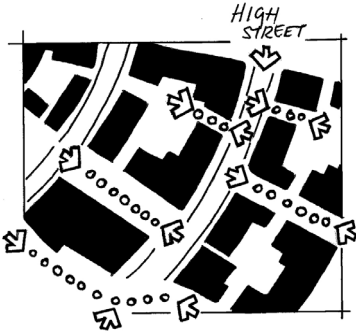
**Public edges for public spaces**

2.2.10 Buildings are to clearly define parks and open spaces, and public streets or walks are to edge parks.



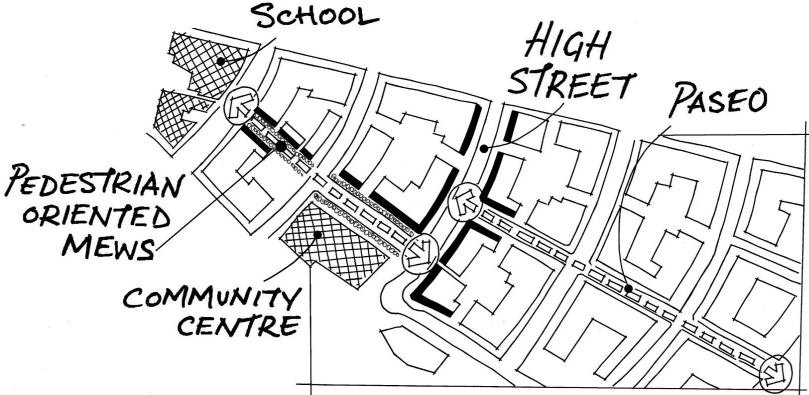
**High street connectivity**

2.2.11 A high level of permeability and connectivity is to occur at and to the high street.



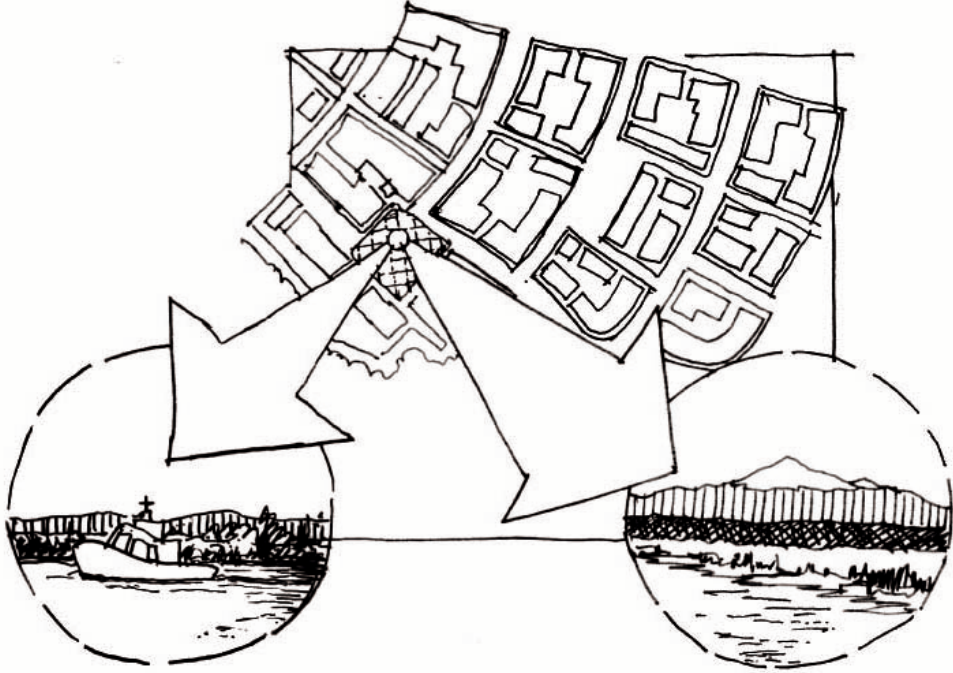
**Visual connections**

2.2.12 A pedestrian-oriented linkage to visually connect the community centre and elementary school to one another and to the high street.



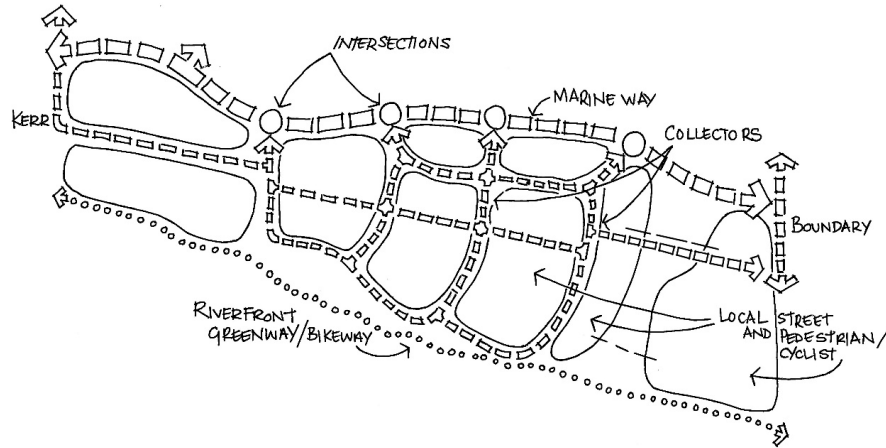
**Views**

2.2.13 Views to the river and Mount Baker are to define and orient streets and public spaces.



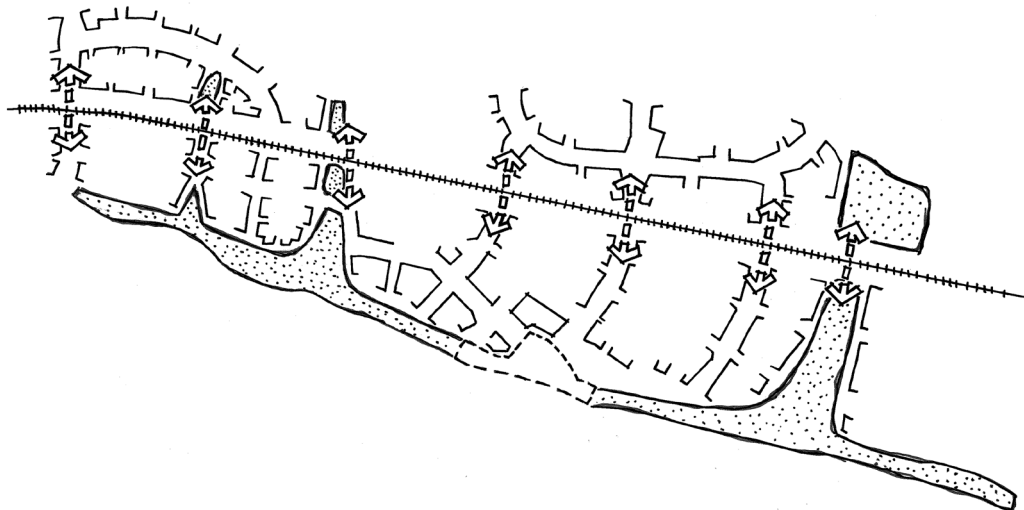
**Hierarchy of movement**

2.2.14 A clear hierarchy of movement is to emphasize walking, cycling, transit, and goods movement, and to provide for reasonable vehicle access but is to discourage through traffic from short cutting through neighbourhoods.



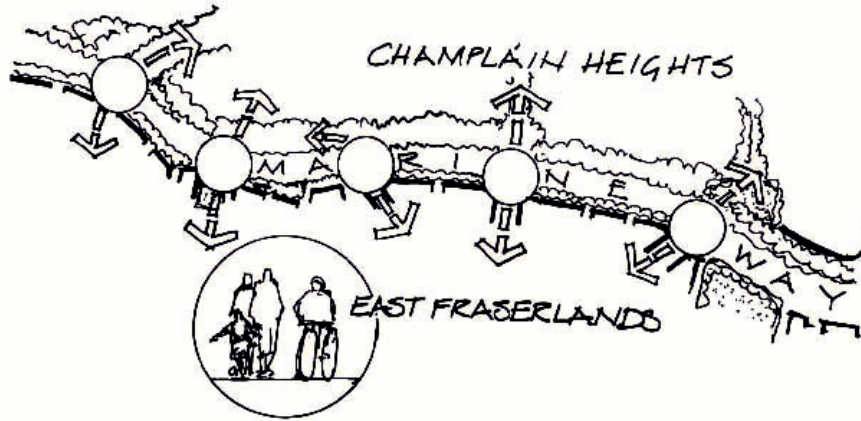
**Rail corridor**

2.2.15 The development pattern is to link the urban fabric and movement network on either side of the rail corridor.



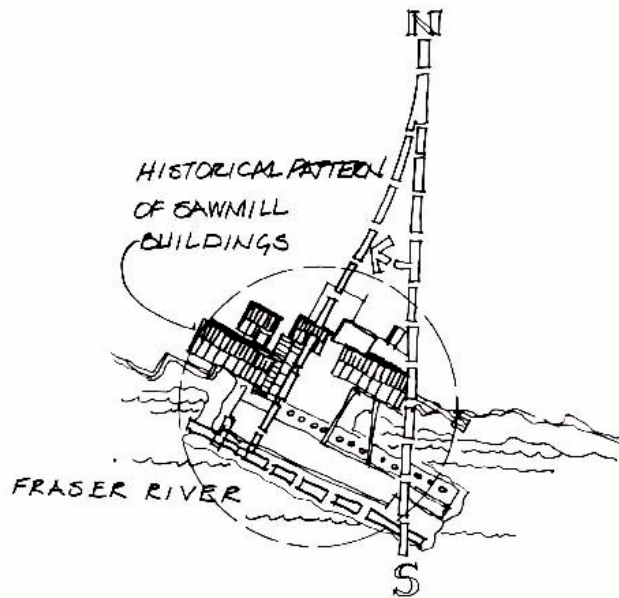
**Marine Way frontage**

2.2.16 The organization of Marine Way frontage buildings, landscaping, and access is to humanize the street and facilitate pedestrian and cycle connections to Champlain Heights.



**Historical patterning**

2.2.17 The organization, orientation, and grain of buildings around the waterfront plaza is to recall, as much as possible, the historical patterning of the sawmill buildings and industrial past of EFL.



## Section 3 Land Use

### Objectives

- 3.1 The major land use objectives of this ODP are to:
- (a) effect a change from largely vacant, brownfield land into a walkable, sustainable, mixed use community; and
  - (b) create a complete community with diverse housing choices, and supporting uses and amenities, that enable residents to live, work, learn, shop, and play within EFL.

### Strategy

- 3.2 Figures 4, 5, 6, and 7 illustrate the overall land use strategy for EFL.

### Density

- 3.3 The floor area for all uses developed after the date of enactment of this By-law, except public cultural, recreational, and institutional uses, is not to exceed 872 594 m<sup>2</sup>.

### Land use conditions

- 3.4 All uses of land in EFL are subject to this ODP, to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, to individual re-zonings, and to the conditions set out in any zoning by-law or development permit.

### Specific land uses

- 3.5 The only uses permitted in the areas are as follows:

#### *Dwelling uses*

- 3.5.1 Dwelling uses are permissible only in the areas, and:
- (a) they are to include a diverse housing mix serving a range of needs;
  - (b) the total floor area for dwelling uses in all areas is not to exceed 820 436 m<sup>2</sup>, except that if office floor area in the areas outlined with dotted lines in Figure 19 is used for dwelling units used for secured market rental housing, then the total floor area for dwelling uses in all areas is not to exceed 693 302 m<sup>2</sup>;
  - (c) at least 20% of all dwelling units, in at least 17% of the residential floor area, are to be available for affordable housing, excluding any dwelling units used for secured market rental housing that are located in the office floor area in the areas outlined with dotted lines in Figure 19;
  - (d) the city encourages integration of sites for market housing and affordable housing throughout the areas;
  - (e) for all re-zonings after [date of enactment], the objective will be to ensure that at least 10% of the residential floor area will be used for secured market rental housing, except that in Area 3, the objective will be to ensure that at least 9.4% of the residential floor area will be used for secured market rental housing;
  - (f) for all development permit applications submitted after [date of enactment], the design and layout of at least 35% of all dwelling units that are not affordable housing dwelling units must:
    - (i) be suitable for family housing,
    - (ii) include at least 25% two bedroom and 10% three bedroom units, and

- (iii) comply with Council’s “High Density Housing for Families With Children Guidelines;;
- (g) at least 50% of the affordable housing units are to be suitable for families with children;
- (h) the city encourages housing forms designed with the flexibility to incorporate defined space for potential rental accommodation within a single dwelling unit, in order to contribute to a wider range of housing options available to low and middle income households, and to accommodate households at different stages of the lifecycle; and
- (i) the residential floor area allowances set out in this section 3.5.1 and in Section 6 are to be subject to review, at the time of each re-zoning, with regard to accomplishing urban design objectives, considerations of liveability for different housing types, and compatibility with adjacent development and the public realm. Floor area exclusions are to be determined at re-zoning to ensure that floor area allowances are consistent with anticipated building massing. Floor area allowances may not be achievable if development site area is significantly reduced from the site plan illustrated on Figure 4.

### **Retail uses and service uses**

3.5.2 Retail uses and service uses are permissible as part of the mixed use central neighbourhood as indicated on Figure 5, and:

- (a) priorities are to include a balanced mix of store types and sizes, and provision for the daily retail and service needs of nearby residents;
- (b) the total floor area for retail uses and service uses is not to exceed 25 400 m<sup>2</sup>;
- (c) such uses are to include:
  - (i) one anchor grocery store,
  - (ii) one other anchor store, separated from the grocery store by a public street, having a floor area not to exceed 2 350 m<sup>2</sup>,
  - (iii) medium-sized stores, each to consist of approximately 930 m<sup>2</sup> to 1 500 m<sup>2</sup>, having a total floor area not to exceed 5 600 m<sup>2</sup>, the design and location of which are to support an active high street,
  - (iv) a range of small stores, and
  - (v) pubs, cafés, food services, and restaurants;
- (d) at the time of each re-zoning, if the assessment of urban design objectives for the high street, and the impact of retail uses on the viability of other retail districts in Victoria-Fraserview/Killarney, justify an increase in floor area, Council may consider such an increase, not to exceed 10%, for any use set out in subsection (c)(ii), (iii), (iv), or (v);
- (e) large format (‘big box’) stores and casinos are not permissible uses;
- (f) as indicated on Figure 5, the concentration of retail uses and service uses is to occur at ground floor level in mixed use buildings along the high street, central portion of the crescent street, and facing the town square and waterfront plaza;
- (g) the design of anchor stores, including entrance locations, and their location at the intersection of the high street and crescent street are to support viable retail and an active high street;
- (h) such uses, and their parking lots, fronting on or accessed directly from Marine Way, are not permissible;
- (i) access to office and other non-retail uses from Marine Way is permissible;
- (j) except that small, convenience retail stores are permissible in areas 2, 3, and 4, subject to considerations of scale and location at the time of each re-zoning;
- (k) except that one Gasoline Station – Split Island is permissible in Area 3; and
- (l) except that Public Bike Share is permissible in all areas.

### **Flex uses**

3.5.3 As indicated on Figure 5, flex uses are permissible on the parcels that front the crescent street and the paseo in areas 1 and 3, and:

- (a) the intent of allowing flex uses in areas 1 and 3 is to create an active, vibrant, and locally-oriented neighbourhood street;
- (b) such uses are to include:
  - (i) office uses,
  - (ii) live-work use,
  - (iii) institutional uses,
  - (iv) dwelling uses,
  - (v) those manufacturing, service, transportation, storage, and wholesale uses that are compatible with dwelling uses and that each re-zoning by-law expressly allows; and
  - (vi) retail uses;
- (c) the total floor area for flex uses, except institutional uses, is not to exceed 29 968 m<sup>2</sup>;
- (d) the floor area for office uses is not to exceed 14 422 m<sup>2</sup>; and
- (e) a review of the size and location of proposed flex uses is to occur at the time of each re-zoning to minimize adverse impacts on dwelling and other uses.

### ***Light industrial live-work uses***

- 3.5.4 In order to facilitate a gradual land use transition between Burnaby Business Park and EFL, light industrial live-work uses, being dwelling units combined with manufacturing, service, transportation, storage, or wholesale uses that are compatible with dwelling uses, are permissible but only in that part of area 3 adjacent to Boundary Road south of the rail corridor as indicated on Figure 5.

### ***School uses***

- 3.5.5 The areas are to include:
- (a) a K-7 elementary school site of at least 0.44 hectares to accommodate the school buildings and grounds, and ancillary functions, except the playing field, located in area 2, as indicated on Figure 6; and
  - (b) a secondary school site of at least 0.57 hectares to accommodate the school buildings and grounds, and ancillary functions, except the playing field, located in area 1, as indicated on Figure 6, and except that if, at the time of re-zoning, a review, that includes reference to the Vancouver School Board strategy for the provision of schools in Victoria-Fraserview/Killarney as a whole, determines that a school is not necessary, the site is to be available for affordable housing.

### ***Community facility uses***

- 3.5.6 Community facilities in the areas are to support and complement the other land uses, and:
- (a) are to include:
    - (i) a community centre having a floor area of at least 2 790 m<sup>2</sup>,
    - (ii) four child care facilities, each consisting of 69 spaces and having an indoor floor area of at least 764 m<sup>2</sup> and an outdoor floor area of at least 615 m<sup>2</sup>, that comply with the Childcare Design Guidelines adopted by Council on February 4, 2003, and
    - (iii) out-of-school child care centres, to include a total of 140 spaces;
  - (b) the city encourages family child care centres, especially those located within affordable housing designed for families;
  - (c) Figure 6 indicates general locations for community facilities;
  - (d) the applicable re-zonings are to identify specific locations for such community facilities; and
  - (e) community facilities, secured to the city's satisfaction for public use and benefit, are to be exempt from the calculation of floor space ratio and site coverage to the extent set out in each re-zoning by-law.



### **Parks and public open spaces**

- 3.5.7 Development is to include 11.01 hectares of parks and public open spaces in the areas, generally located as indicated on Figure 7, to serve residents, workers and visitors, and to complement the park amenities of adjacent communities, and:
- (a) each applicable re-zoning is to include establishing the boundaries of parks and public open spaces;
  - (b) calculation of park space is to include portions occupied by the riverfront greenway and bikeway, constructed inland tidal channels, public piers, the community centre, and the two regulation-sized playing fields;
  - (c) calculation of park space is to exclude foreshore lands below the high water mark, except for the channels referred to in subsection (b), school buildings and grounds, boating docks, private residential courtyards, the rail corridor, streets, landscape setbacks, including the Marine Way landscape buffer, and land required to provide access, egress, or servicing to non-park related buildings;
  - (d) the kinross park corridor is to include:
    - (i) a watercourse for rain water remediation and habitat creation,
    - (ii) native landscape planting to provide an ecological greenway between the river and Everett Crowley Park via Kinross Ravine Park,
    - (iii) a created freshwater wetland with a surface of at least 1 300 m<sup>2</sup>,
    - (iv) a seasonal biofiltration wetland, and
    - (v) a sanctuary island reserved for wildlife habitat associated with a tidal channel at the foreshore;
  - (e) the avalon park corridor is to include:
    - (i) a watercourse for rain water remediation and habitat creation, flowing along the west side of the playing field, through the park, and into the river,
    - (ii) an accessible island for human recreation with a tidal channel at the foreshore,
    - (iii) a regulation sized, lit, artificial playing field, including a freestanding field house, adjacent to the secondary school site, east of the watercourse, and
    - (iv) a drainage pump station, to deal with excess upland water;
  - (f) the land adjacent to the elementary school site is to include a regulation sized playing field;
  - (g) the width of foreshore parks, including a separated greenway and bikeway, is to be at least 15 m in areas 1 and 2, and 30 m in area 3;
  - (h) the waterfront greenway and bikeway corridor are to be wide enough to ensure functionality, especially through the central neighbourhood;
  - (i) the dimension of pathways within the parks network will be determined through re-zoning and reconfirmed as part of the detailed design and programming of parks;
  - (j) the foreshore parks and waterfront plaza are to include flood protection works; and
  - (k) apart from the requirements of subsections (d), (e), (f), (g) and (j), the design and programming of parks is to be led by the Park Board at the time of park development.

### **Interim land uses**

- 3.5.8 As development is to occur over many years, interim land uses that are compatible with adjacent development, are easily removable and of low intensity or low in capital development, do not result in a risk to the public from contaminated soils, and are subject to development permits limited to five years may be permissible in the areas. The Development Permit Board or Director of Planning may renew development permits for interim uses for subsequent terms of up to five years.

***Utility and Fire Hall uses***

- 3.5.9 As indicated on Figure 5, and to be determined at the time of each re-zoning, the areas may include:
- (a) community energy centre use in areas 1 and 3; and
  - (b) a fire hall, located north of the rail corridor with ease of access to Marine Way in areas 3 or 5.

## Section 4

### Development Patterns and Principles

#### Purpose of development patterns and principles

- 4.1 This Section 4 outlines broad development patterns and principles for EFL and for each neighbourhood in EFL, and are to provide a general framework for more detailed planning and the creation of area specific design guidelines at the time of each re-zoning. Figures 8 and 9 indicate maximum and optimum building heights respectively.

#### Central neighbourhood

- 4.2 The kinross park corridor to the west, the avalon park corridor to the east, the river to the south, and Marine Way to the north are to bound the central neighbourhood, and:

#### *Heart of EFL*

- 4.2.1 The mixed use, higher density central neighbourhood is to serve as the heart of EFL, West Fraserlands, and surrounding locales.

#### *Urban scale and character*

- 4.2.2 The central neighbourhood is to be the most urban in scale, form of development, and public realm treatment, including the riverfront edge and foreshore walk.

#### *Shops*

- 4.2.3 The shops, located in mixed use buildings with housing, office, or live-work uses above, are to focus on the high street, central portion of the crescent street, and town square.

#### *Community centre and child care facility*

- 4.2.4 The community centre and associated child care facility are to provide a civic presence, and contribute to an activity node at the southern end of the high street adjacent to the waterfront plaza.

#### *Community facilities as anchors*

- 4.2.5 The community facilities are to act as civic anchors in the central neighbourhood to complement the commercial activity.

#### *Retail frontages*

- 4.2.6 The high street and town square are to have retail frontages between Marine Way and the waterfront plaza uninterrupted by parking lots or blank walls.

#### *High street*

- 4.2.7 The high street:
- (a) is to encourage pedestrian activity through its design and public realm treatment;
  - (b) is to have a high degree of connectivity and permeability along its length to facilitate pedestrian access; and
  - (c) is to include a system of secondary lanes and courtyards at the rear of buildings to add to the richness and variety of pedestrian spaces in the central neighbourhood, and provide flexible servicing to the retail and dwelling uses.

**Urban open spaces and gathering places**

4.2.8 The waterfront plaza, town square, and paseo are to provide varied, urban open spaces and gathering places.

**Paseo**

4.2.9 The paseo will be a pedestrian prioritized street adjacent to the riverfront park. It is intended to be an intimate east/west connector through the community with flex uses along the street to activate the ground level with residential above. The paseo is parallel to the riverfront and creates a continuous public space network between the high street and the avalon park corridor.

**Transit services**

4.2.10 Transit services are to be within easy access of the town square.

**Crescent street**

4.2.11 The crescent street:

- (a) is intended to have active uses on the ground floor; and
- (b) may accommodate larger scale institutional uses so long as they contribute to the life of the street and vitality of the neighbourhood.

**Gateway sites**

4.2.12 The corner sites at the intersection of crescent street and Marine Way, and the sites on either side of the high street at Marine Way, are to create attractive gateways for the central neighbourhood.

**Tower forms**

4.2.13 Tower forms are to be situated in the central neighbourhood, generally clustered around the high street and town square, while allowing street wall buildings to define the pedestrian scale and character of these spaces.

**Building heights**

4.2.14 Buildings are to range in height from two to 28 storeys.

**Western neighbourhood**

4.3 West Fraserlands, the kinross park corridor, Marine Way, and the river are to bound the western neighbourhood, and:

**Land use and built form**

4.3.1 The western neighbourhood is to:

- (a) be primarily residential in nature;
- (b) be less dense than the central neighbourhood;
- (c) include a variety of housing forms such as rowhouses, townhouses, stacked townhouses, and low-rise apartments to complement housing in the central neighbourhood;
- (d) include buildings up to 15 storeys in locations where they reinforce urban design objectives;
- (e) provide a substantial portion of the family-oriented housing; and
- (f) create a gradual transition in scale and building type towards West Fraserlands.

***Linear park and pedestrian connection***

- 4.3.2 A north-south linear park and pedestrian connection is to bisect the western neighbourhood, and step down the sloping topography to link Marine Way and the river.

***Configuration of rowhouses***

- 4.3.3 The configuration of the rowhouses and neighbourhood green north of the rail corridor is also to take advantage of the sloping topography.

***Building heights***

- 4.3.4 Buildings are to range in height from two to 15 storeys.

***Eastern neighbourhood***

- 4.4 The avalon park corridor to the west, Boundary Road to the east, and the river to the south are to bound the eastern neighbourhood, except that it also includes the triangle site north of Marine Way, and:

***Land use***

- 4.4.1 The eastern neighbourhood is to be primarily residential in nature but is to include a neighbourhood energy centre and light industrial live-work uses at Boundary Road to provide a transition in land use from Burnaby Business Park.

***Definition of open space***

- 4.4.2 Buildings are to front onto the avalon park corridor to define this open space and take advantage of the views.

***Triangle site***

- 4.4.3 The triangle site is to be entirely residential, and is to include a mix of housing forms stepping down the slope and a lookout park that provides an open space along the pedestrian route between Champlain Heights and EFL.

***Building heights***

- 4.4.4 Buildings are to range in height from two to 23 storeys.

***Built form***

- 4.5 The following principles are to guide the built form of EFL as a whole, and the area re-zoning processes are to refine and develop such principles by creating guidelines that deal with a range of urban design issues including the massing, design, and articulation of buildings:

***Richly scaled system of blocks and buildings***

- 4.5.1 With respect to blocks and buildings:
- (a) the configuration of development is to be a richly scaled system of blocks and buildings, encouraging flexibility and incremental development, generally as illustrated on Figure 2;
  - (b) the configuration of the majority of buildings is to form perimeter blocks with dwellings placed close to the street, allowing for private courtyards contained within the block;

- (c) the design of blocks and buildings is to include physical or visual permeability, and articulation that avoids overly long frontages; and
- (d) the composition of blocks is to include integrated and varied building types and scales.

#### ***Public realm definition and animation***

- 4.5.2 Buildings are to define and animate the spaces of the public realm, including streets, parks, squares, and mews, and:
- (a) for mixed use buildings with retail uses at grade, placement of the shops is to be immediately at the edges of public sidewalks or squares, except where the retail use includes outdoor space on private land to accommodate seating or displays;
  - (b) on residential streets, building setbacks are to provide for front entry gardens and a comfortable transition from public to private space while enabling a close relationship between dwelling and street;
  - (c) residential dwellings at or near grade, including apartments, are to animate the street with individual entries; and
  - (d) the design and detail of buildings, and semi-public and semi-private open spaces, are to complement the design of the public realm, with attention given to paving, lighting, planting, driveway crossings, pedestrian entrances, pedestrian walks, seating, display windows, weather protection, garbage storage, and loading facilities.

#### ***Park corridor massing***

- 4.5.3 Buildings along the edges of the avalon park corridor and kinross park corridor are to strongly define these major open spaces with urban scale massing, generally including a six storey street wall with some taller elements up to 16 storeys along the avalon park corridor.

#### ***Riverfront massing***

- 4.5.4 With respect to riverfront massing:
- (a) as they approach the riverfront, the massing of buildings in the eastern and western neighbourhoods is to relate to the natural character of the river by creating a downward transition in scale, and by providing visual and physical connections to this significant amenity;
  - (b) the riverfront blocks are to combine varied building types such as three storey townhouses with apartments or employ setbacks at upper levels within buildings of four storeys or less and terracing of buildings greater than four storeys; and
  - (c) the buildings of the central neighbourhood riverfront are to be taller and more urban in scale than those in the eastern neighbourhood and western neighbourhood.

#### ***Marking of central neighbourhood***

- 4.5.5 With respect to taller buildings in the central neighbourhood:
- (a) the highest density residential buildings, including the towers, are to primarily cluster around the crescent street and high street in order to concentrate activity and support a vibrant central neighbourhood; and
  - (b) residential towers are to range in height from 10 to 28 storeys to create transition and variation, and to assist in marking the heart of the central neighbourhood.

#### ***Tower considerations***

- 4.5.6 With respect to towers:
- (a) buildings of 10 storeys or more are to be slender point towers, configured so as to minimise visual obstruction;

- (b) floor plates above street wall and base elements should generally not exceed:
  - (i) 605 m<sup>2</sup> for buildings up to and including 17 storeys,
  - (ii) 650 m<sup>2</sup> for buildings of 18 storeys up to and including 23 storeys, and
  - (iii) 697 m<sup>2</sup> for buildings of 24 storeys or more;
- (c) the shaping and terracing of their upper levels is to improve the visual appeal of the towers;
- (d) orientation generally is to follow orientation of the street onto which they front; and
- (e) siting generally is to allow the lower scale street wall building form to establish the scale and character of the immediate pedestrian environment.

### **Public realm**

4.5.7 In addition to park designs and normally required street designs, preparation of special public realm designs for the following areas is to occur concurrently with the applicable area re-zonings:

- (a) the riverfront greenway and bikeway;
- (b) the high street and its associated mews, lanes, and courts to the rear;
- (c) the town square;
- (d) the waterfront plaza, and associated riverfront streets and bay;
- (e) the paseo; and
- (f) the pedestrian connection between the high street, community centre, and elementary school.

### **Views**

4.5.8 With respect to views:

- (a) as illustrated on Figure 10, the most important public views across EFL are from the three existing viewpoints in Everett Crowley Park that offer panoramic views over the Fraser Delta, and the purpose of clustering taller buildings in the central neighbourhood, and maintenance of lower scale buildings in the western neighbourhood, is to minimise the impact on such views;
- (b) the siting of taller buildings within the central neighbourhood is to minimize, if possible, the impact on views of Mount Baker from the viewpoints in Everett Crowley Park;
- (c) the orientation of neighbourhood streets is to achieve views to the river, and the kinross and avalon park corridors are to open up views to the river from new on-site development and from public ways in Champlain Heights to the north;
- (d) development is to take into consideration, as much as possible, private views from existing residential development to the north, and, in particular, tower placement and design are to consider such views; and
- (e) the waterfront plaza design is to accommodate views of Mount Baker.

### **Parking**

4.5.9 To avoid the need for large surface parking lots, parking is to be on the street, underground, or in small parking courts to the rear of street wall buildings. Provision of on-street parking is to be secondary to mobility and urban design objectives.

### **Movement**

4.6 The access and movement network is to accommodate all modes of transportation, and to give priority to walking, cycling, transit, and goods movement, while providing reasonable vehicle access, with the aim of maximizing non-automobile trips consistent with City policies at the time of area rezoning.

### **Pedestrians**

- 4.6.1 As Figure 11 indicates, EFL is to have a highly walkable street and block pattern, and:
- (a) there is to be a wide choice of attractive and safe pedestrian routes both within the development and connecting to surrounding locations;
  - (b) both sides of streets are to feature pedestrian friendly sidewalks with landscaping and trees, and adjacent development is to be able to easily overlook streets;
  - (c) careful design and lighting of off-street routes is necessary to ensure safety, and clearly convey that they are public routes;
  - (d) securing at-grade pedestrian crossings of the rail corridor within the avalon park corridor and the linear park in the western neighbourhood are to occur at the time of each applicable re-zoning;
  - (e) constructing or upgrading off-site connections is to include creating safe and comfortable pedestrian crossings of Marine Way, and improving the accessibility of upland connections to Champlain Heights and Everett Crowley Park; and
  - (f) primary pedestrian connections to West Fraserlands and Burnaby are to be by way of the riverfront walkway as part of the Fraser River Greenway and along Kent Avenue North and Kent Avenue South.

### **Bikeways and greenways**

- 4.6.2 As Figure 12 indicates, EFL is to include a variety of on-street and off-street cycle routes, and:
- (a) the design of streets, as identified in Figure 12, are to be designed to safely accommodate cyclists, and determining the measures necessary to achieve this goal is to occur at the time of each applicable area re-zoning, and may include, on higher vehicle volume streets, additional roadway widths, protected cycle lanes, and cycle crossing points;
  - (b) careful design and lighting of routes is necessary to ensure safety, and that they meet current design standards when implemented;
  - (c) providing an off-street dedicated cycle path parallel to the riverfront walkway is to complete the missing section of the Fraser River Greenway between West Fraserlands and the Burnaby foreshore;
  - (d) development at completion is to include upgrading the Kent Avenue bikeway, an existing cycle route linked to the strategic bicycle network in the city and Burnaby;
  - (e) in addition to the Kerr Street bicycle lanes, connections to Southeast Marine Drive from the western neighbourhood, and by way of the triangle site, are to provide improved connections for cyclists, and their planning is to occur at the time of each applicable re-zoning;
  - (f) secure bicycle parking is to be a requirement of all new development, and determining the required level of such parking is to occur at the time of each re-zoning;
  - (g) where possible, the design of development vehicle driveways should not be accessed from streets identified as part of the cycling priority network; and
  - (h) where possible, the design of development cycling accesses should be provided from streets identified as part of the cycling network.

### **Public Bike Share**

- 4.6.3 As Figure 12 indicates, EFL is to include a number of Public Bike Share stations, and:
- (a) stations should ideally be located within a 3-5 minute walking distance, or approximately every 200-300m of one another throughout a contiguous area, prioritized around areas of high demand, residential and commercial areas, transit hubs, and the cycling network;
  - (b) stations need to be located for maximum visibility with unrestricted public access;
  - (c) the size of each bike share station is based on the relative demand expected, taking into consideration adjacent land uses, population, transit nodes, recreational destinations, and other trip generating sources; and



- (d) stations will be located on public and private lands, to be determined through detailed design and area re-zonings.

### **Universal design**

- 4.6.4 The design and construction of all pedestrian routes and bikeways is to incorporate universally accessible design principles, except if topography makes this impossible, in which case development must include alternate routes.

### **Transit**

- 4.6.5 With respect to transit:

- (a) a quality public transit system is to provide residents with an attractive alternative to the automobile;
- (b) accessible, convenient, and reliable transit service is to support the residential population and community facilities, and to decrease automobile use and reliance;
- (c) introducing new services is also to improve transit access for residents of West Fraserlands;
- (d) access to existing and future services is to be maximized through improved pathway connectivity between the EFL and the uplands areas;
- (e) the road network is to enable bus services to link the development to key destinations and transit routes in the area and region including Champlain Square, Downtown Vancouver, Richmond, Metrotown, New Westminster, Vancouver International Airport, SkyTrain, and Canada Line;
- (f) EFL is intended to provide a strong anchor for bus routes serving the area, and bus route turnaround concepts are to be provided by way of the streets as indicated in Figure 13, subject to further refinement and review by TransLink and the City as well as bus road testing;
- (g) notwithstanding the bus routes, streets as indicated in Figure 13 are to be designed to support bus routing to retain adaptability of the network;
- (h) the engineering right-of-way on South Kent Avenue immediately adjacent to Boundary Road is to be retained as a future transit priority opportunity to support bus routing into the EFL development, and to support transit operations generally;
- (i) all routes are to include bus stops designed to provide safe, comfortable, and well-overlooked waiting facilities;
- (j) the location of bus stops is to be within a five minute walk or 400 metres from the dwelling units of all residents;
- (k) development is to include sufficient space for new transit stops adjacent to transit routes, in particular if these routes are to be of higher order such as a limited stop service; and
- (l) opportunities for enhanced transit service utilizing the rail corridor and/or water based ferry and commercial marine uses should continue to be explored.

### **Street network**

- 4.6.6 With respect to the street network:

- (a) the design of the public street network identified on Figure 14 is to create an efficient circulation system which reflects the city's transportation priorities as stated in section 4.6, and to distribute traffic across EFL and onto the external road network;
- (b) as Figure 14 indicates, in addition to the existing intersections at Kerr Street and Boundary Road, four new signalized intersections are to provide primary access to the development from Marine Way;
- (c) the design of such intersections is to moderate vehicle speeds on Marine Way while maintaining sufficient traffic flow on this major arterial;
- (d) left turn movements into EFL from Marine Way are to occur from dedicated left turn lanes;

- (e) the central neighbourhood portion of Marine Way is to include a planted median if appropriate;
- (f) access into EFL from Kerr Street is to be from Kent Avenue North and from a new intersection to the south of the rail corridor;
- (g) vehicular access from Boundary Road is to be from a signalized intersection at the Kent Avenue corridor and a signalized intersection at North Fraser Way;
- (h) the design of the internal road network, especially Kent Avenue North and Kent Avenue South, and at the intersections with Kerr and Boundary, is to discourage shortcutting through EFL and West Fraserlands by traffic from Marine Way and Burnaby Business Park;
- (i) determining appropriate measures to mitigate impacts of additional vehicular traffic arising from the development on the surrounding neighbourhoods is to occur at the time of each re-zoning;
- (j) most streets are to have two-way traffic flow with one moving lane in each direction;
- (k) development is to include re-locating three existing vehicle crossings of the rail corridor and creating one new crossing;
- (l) the functional design of streets and intersections is to occur at the time of each re-zoning;
- (m) the city and approving officer are to determine, at the time of each subdivision, re-zoning or development permit application, as appropriate, whether to require the creation of streets by dedication or by statutory right of way;
- (n) design guidelines accompanying re-zonings are to include specific streetscape design, public realm, and traffic calming measures;
- (o) street dedication widths, except for lanes and the paseo, are generally 20 to 23 metres, and determination of precise widths is to occur at the time of each re-zoning; and
- (p) each re-zoning and subdivision is to give consideration to creating streets that are less than 20 metres in order to achieve urban design and functional goals, so long as those streets also meet the neighbourhood objectives of providing comfort, safety, and accessibility for all street users, street landscaping and trees, utilities and services infrastructure, and opportunities for rainwater management.

### ***Servicing***

- 4.6.7 Each re-zoning is to include a detailed loading strategy that focuses particular attention on appropriate loading requirements for retail, commercial, community, and higher density dwelling uses. Servicing and loading of individual parcels should be designed to minimize crossings of walking and cycling facilities. Vehicles reversing across walking and cycling facilities are to be avoided.

### ***Off-street parking***

- 4.6.8 With respect to off-street parking:
- (a) off-street parking is to be visually unobtrusive, and located underground or in small parking courts to the rear of buildings; and
  - (b) each re-zoning is to determine appropriate parking supply for all uses in accordance with the Parking By-Law.

## Section 5 Sustainability Strategies

### Environmental sustainability

- 5.1 The following environmental initiatives are to contribute to a sustainable community, applying green building and infrastructure design and construction practices and technologies to address energy and water use, rain water management, habitat conservation, and occupant health and well-being:

#### **Green buildings**

- 5.1.1 With respect to all buildings:
- (a) they are to comply with the green buildings policies which set a minimum baseline of environmental performance in all facets of building design and performance and is to be a required component of each re-zoning; and
  - (b) City-owned buildings will demonstrate leadership in green building design, including limits on GHG emissions and embodied carbon reductions, as established by the City at the time of building design.

#### **Energy**

- 5.1.2 Efficient use of energy is to be a key design consideration for all buildings, and:
- (a) all buildings are to meet or exceed the applicable energy efficiency and emissions requirements of the Building By-law and City policies determined at the time of re-zoning, including limits on energy use, heat loss, and GHG emissions;
  - (b) the strategy for achieving energy efficiency in buildings is to explore the following inter-related design approaches:
    - (i) passive design and conservation strategies such as building orientation and configuration to optimize solar access, balanced day lighting and natural ventilation, efficient building envelopes and windows, energy unit metering, smart user controls, and Energy Star equipment and appliances, and
    - (ii) on-site heat and electricity source and system strategies such as solar hot water, passive solar gain, and photovoltaics; and
  - (c) subject to financial feasibility, implementation of a community-wide low carbon energy system utilizing ground source, bio-mass, sanitary sewer heat recovery, solar hot water, and/or waste heat recovery, is to occur with each area rezoning, with an objective of achieving reliable and permanent GHG reductions.

#### **Water**

- 5.1.3 Efficient use of water is to be a key design consideration, and:
- (a) creating a water balance model is to be the basis for a conservation strategy for EFL's rain water and potable water systems to minimize the use of potable water from the municipal supply and manage all rain water on site;
  - (b) if irrigation is necessary, methods are to include rain water collection and high-efficiency drip irrigation;
  - (c) the city encourages native and drought tolerant planting; and
  - (d) if practical, toilets and water features are to use rain water or other non-potable alternatives.

**Rainwater**

- 5.1.4 Each area re-zoning is to include rain water management strategies, generally as illustrated on Figure 15, to incorporate:
- (a) rainwater management best practices with the objectives of harvesting and reuse, capture and cleaning prior to discharge;
  - (b) measures on private development sites including collection of rainwater from roofs, podiums and other impervious surfaces, retaining rainwater on site for irrigation and landscaping, and cleansing rainwater using green rainwater infrastructure before it is discharged;
  - (c) opportunities for rainwater conveyance to parks and public open spaces, where possible, to capture, clean and animate the public realm;
  - (d) street design to capture, clean and celebrate rainwater management to the maximum amount feasible, using green rainwater infrastructure; and
  - (e) details for how the onsite rainwater management systems meet current requirements.

**Groundwater management**

- 5.1.5 Each area re-zoning is to include a ground water management plan to ensure that development is designed to reduce groundwater extraction and discharge, and that any discharge meets all applicable environmental legislation.

**Ecology**

- 5.1.6 Ecological designs and strategies to create and enhance wildlife habitat and to support biodiversity are to be a condition of each area re-zoning, and are to include:
- (a) landscape, planting and site design that reflect local Indigenous perspectives and cultural practices, where appropriate;
  - (b) landscape design and planting to enhance opportunities for local bird and pollinator species to forage, perch and nest in;
  - (c) introducing watercourses, connected to green rainwater infrastructure, within the kinross park corridor and avalon park corridor for habitat creation, and rainwater capture and cleaning;
  - (d) creating a freshwater and biofiltration wetland in association with other riparian habitat enhancements adjacent to the foreshore between the kinross park corridor and Kerr Street;
  - (e) native landscape planting within the kinross park corridor to provide an ecological connection between the river and Everett Crowley Park by way of Kinross Ravine Park;
  - (f) restoring and enhancing fish and wildlife habitat along the river's foreshore by introducing intertidal marshes and mudflats, native riparian landscape planting, and a wildlife sanctuary island, as illustrated on Figure 16; and
  - (g) developing management plans, as appropriate, to ensure successful establishment of these ecological features.

**Sea level rise and flood management**

- 5.1.7 Each re-zoning is to incorporate measures to mitigate the impacts of climate change and sea level rise into the design of buildings, critical infrastructure, and surrounding landscaping, and the design of the foreshore parks and greenway, and:
- (a) with respect to development, all buildings are to comply with the Vancouver Building By-Law except that:
    - (i) all buildings, except those existing as of October 30, 2018 are to be designed to meet or exceed the area specific Flood Construction Level (FCL), at the time of building permit issuance, which is currently set at a minimum of 4.8 m, and

- (ii) all buildings are to be set back:
  - (A) a minimum of 7.5 m from floodwalls in the central neighbourhood, or
  - (B) 15 m to 30 m from the natural boundary, except in the eastern neighbourhood where buildings are to be set back a minimum of 30 m,
 and may include an additional building setback considering building use and adjacencies;
- (b) is to integrate continuous shoreline protection infrastructure from Boundary Road to Kerr Street that achieves a crest height of 4.8 m and incorporates soil densification where required;
- (c) is to future-proof the design of the shoreline and flood protection works to allow for at least 2 m of sea rise; and
- (d) may require statutory rights-of-way in favour of the city for shoreline and flood protection works, to be determined at the time of each rezoning.

### ***Solid waste and recycling***

5.1.8 Each area re-zoning is to include opportunities for:

- (a) separating, collecting, and storing garbage, organics, and recyclable materials;
- (b) on-site organic composting for landscaping needs; and
- (c) managing construction and demolition waste to ensure at least a 75% diversion from landfills.

### ***Transportation demand management***

5.1.9 Transportation demand management opportunities are to be a key design consideration, and each area re-zoning is to include the:

- (a) further design of the movement network to reflect the city's transportation priorities which, in descending order of importance, are pedestrians, bicycles, transit, goods movement, and automobiles; and
- (b) developing and implementing a comprehensive transportation demand management strategy aimed at minimizing automobile trips from the development, and maximizing use of sustainable modes of transport such as walking, cycling, and use of transit through measures identified in the Parking By-law, such as a travel plan, car sharing, community transit passes, wayfinding signage, comfortable and safe bus stop design, and innovative parking solutions.

### ***Light pollution***

5.1.10 Lighting for buildings, signage, and the public realm is to minimize light pollution impacts on new or existing residential properties and habitats.

### ***Social sustainability***

5.2 The intent of the following strategies is to accomplish a high level of social sustainability by considering equity, social inclusion, and security in all planning and design decisions:

### ***Diverse and affordable housing***

5.2.1 With respect to development:

- (a) affordable housing is to comprise at least 20% of all dwelling units and at least 50% of those affordable housing units are to be suitable for families with children;
- (b) units suitable for families with children are to comprise at least 35% of all dwelling units that are not affordable housing dwelling units";
- (c) the objectives of affordable housing, subject to finding alternative funding sources, are:
  - (i) for any affordable housing units not occupied by households with incomes below housing income limits ("HILs"), as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or

- equivalent publication, that rents be a maximum of 90% of average market rents for new units with the same number of bedrooms in the area; and
- (ii) to increase the ratio of affordable housing units occupied by households with incomes below HILs; and
  - (d) while there are no specific requirements for market housing, other than for families with children, the objective is to achieve a balanced household mix by accommodating a full range of age and social groups, household types and needs, with particular emphasis on housing suitable for seniors.

### **Education**

- 5.2.2 Development is to include the provision of land for an elementary school, and reservation of a site for a secondary school.

### **Health and social facilities**

- 5.2.3 Development is to provide opportunities for health care clinics, primary health care access centres, family practices, assisted living, and other social facilities.

### **Child care**

- 5.2.4 Development is to include licensed child care facilities, family child care centres, and out-of-school programs in public facilities such as schools and community centres, affordable housing designed for families, or market housing.

### **Recreation**

- 5.2.5 EFL is to include parks and public open space to meet a range of active and passive recreation needs, and a community centre providing indoor cultural, recreational, and educational opportunities.

### **Urban agriculture, food harvesting and food assets**

- 5.2.6 Each area re-zoning is to determine locations for urban agriculture, food harvesting or other food assets, including:
- a) rooftops , courtyards and/or open spaces around buildings on private development parcels;
  - b) locations within the public realm, taking into account synergies for asset management with compatible adjacent uses; and
  - c) potential for a farmers' market as part of the area 1 re-zoning, including consultation with relevant organizations to determine appropriate site design, relationship to surrounding food retail uses, and flexible programming for other public activities and events that encourage social interaction and local economic development.

### **Crime prevention**

- 5.2.7 Crime prevention through environmental design principles is to apply to all public and private developments, determinable at the time of each re-zoning and at each development permit stage in balance with other urban design objectives.

### **Universal design**

- 5.2.8 Universal design principles are to apply to the design of the public realm, including streets, sidewalks, and parks, in order to provide an accessible and inclusive environment for people of all ages and abilities.

***History and continuity***

- 5.2.9 If appropriate, the design of the public realm, buildings, and public art features are to celebrate Indigenous culture and acknowledge EFL's industrial history by integrating remaining artifacts from the mill operation on the site.

***Nations engagement***

- 5.2.10 The city is to engage with the local First Nations in the design of public amenities including the shoreline, parks, and the community centre, as well as future area re-zoning. The purpose of this is to advance principles of reconciliation and increase visibility of the Nations on the land.

***Community networks and organizations***

- 5.2.11 The city is to encourage the creation of community organizations necessary to help foster a sense of community, including a community centre association in partnership with the Vancouver Park Board, parent advisory committees, co-operative association boards, and child care centre boards.

***Community involvement***

- 5.2.12 The city is to involve the local community in each stage of planning and design and, as development progresses, to encourage mechanisms, such as neighbourhood associations, to promote ongoing public involvement in decision making.

***Economic sustainability***

- 5.3 The aim of the following measures is to create opportunities for local economic activity:

***Local business and job opportunities***

- 5.3.1 Although primarily a residential community, development is to provide a host of local business and job opportunities, including the operation of schools, community centres, child care centres, retail, service and office businesses, and live-work premises.

***Community benefits***

- 5.3.2 Development is to benefit the local economy through employment hiring practices, procurement of services and suppliers, and skills training opportunities, with a focus on positive environmental and social impacts for local Indigenous and/or equity seeking groups. Community benefits are to be determined at each area re-zoning.

***Local self-reliance***

- 5.3.3 Development is to provide a complete community where residents can address their day-to-day shopping needs without using an automobile; local products, including local produce, are available; and local delivery employs environmentally friendly methods.

***Economic Sustainability***

- 5.3.4 Sites illustrated on Figure 20 are removed from the Vancouver Utilities Development Cost By-Law No. 12183 boundary until development is substantially completed, to create a revenue source to deliver the community centre and drainage utilities required within Area 3.

## Section 6 Development Phasing

### Areas

6.1 Each area is to include the following uses and restrictions on use:

#### Area 1

6.1.1 Area 1 is to include:

- (a) residential floor area consisting of approximately 390 695 m<sup>2</sup>, except that if office floor area in the areas outlined with dotted lines in Figure 19 is used for dwelling units used for secured market rental housing, then it is to include residential floor area consisting of approximately 315 901 m<sup>2</sup>,
- (b) retail floor area consisting of no more than 25 673 m<sup>2</sup>,
- (c) flex use floor area consisting of no more than 26 758 m<sup>2</sup>,
- (d) park and public open space consisting of at least 3.5 hectares,
- (e) a community centre consisting of at least 2 790 m<sup>2</sup> adjacent to a waterfront plaza,
- (f) a 69 space child care facility located in the community centre,
- (g) 60 out-of-school spaces located in the community centre,
- (h) at least 12.8% of the residential floor area is to be available for affordable housing, and
- (i) at least 9 290 m<sup>2</sup> of the residential floor area is to be available for secured market rental housing on sites adjacent to the high street south of the rail corridor.

#### Area 2

6.1.2 Area 2, with the exception of the child care facility referred to in subparagraph (e), is to include:

- (a) residential floor area consisting of approximately 157 560 m<sup>2</sup>,
- (b) park and public open space, consisting of at least 4.2 hectares,
- (c) an elementary school site consisting of at least 0.44 hectares,
- (d) a 69 space child care facility located in the elementary school,
- (e) a 69 space child care facility located in Area 2 or within 250 m of Area 2,
- (f) 80 out-of-school spaces, 60 of which are to be within the school and 20 of which are to be within the child care facility on the school site, and
- (g) at least 14.8% of the residential floor area is to be available for affordable housing.

#### Area 3

6.1.3 Area 3 is to include:

- (a) residential, flex and light industrial live-work floor area consisting of approximately 297 180 m<sup>2</sup>,
- (b) retail and community energy centre floor area consisting of no more than 2 050 m<sup>2</sup>,
- (c) Gasoline Station – Split Island,
- (d) park and public open space consisting of at least 3.31 hectares,
- (e) a secondary school site consisting of at least 0.57 hectares,
- (f) at least 25.7% of the residential floor area is to be available for affordable housing, and
- (g) at least 27 871 m<sup>2</sup> of the residential floor area is to be available for secured market rental housing.

#### Area 4

6.1.4 Area 4 is to include:

- (a) residential floor area consisting of no more than 7 120 m<sup>2</sup>, and



- (b) at least 20% of the residential units are to be available for affordable housing.

#### **Area 5**

6.1.5 Area 5 is to include:

- (a) residential floor area consisting of no more than 17 850 m<sup>2</sup>, and
- (b) at least 20% of the residential units are to be available for affordable housing.

#### **Area 1 or Area 3**

6.1.6 A 69 space child care facility is to be included in Area 1, located in the community centre, or in Area 3.

#### **Objectives of phasing strategy**

6.2 The principal objectives underpinning the phasing strategy are to:

- (a) establish a sense of place and identity for the new community at the earliest opportunity;
- (b) ensure a balance between occupancy of dwelling units and provision of local amenities such as shops, services, community facilities, and parks;
- (c) ensure efficient construction or installation of infrastructure and utilities to support the development;
- (d) minimize disruption from construction to existing and new residents; and
- (e) ensure the economic viability of the project.

#### **Development phasing**

6.3 The anticipated sequence of phasing is to follow Phases A, B, C, D and E as shown on Figure 18, except that:

- (a) the development of Phases B and C may occur in advance of the anticipated sequence; and
- (b) the anticipated sequence is to be subject to review from time to time, always in light of the objectives set out in section 6.2, but taking into account factors such as the considerable length of the development process and market conditions prevailing at the time of the review, and, as a result of any such review, Council may refer a proposed change in sequence to public hearing.

Section 7  
Figures

Figure 1. East Fraser Lands ODP Boundaries

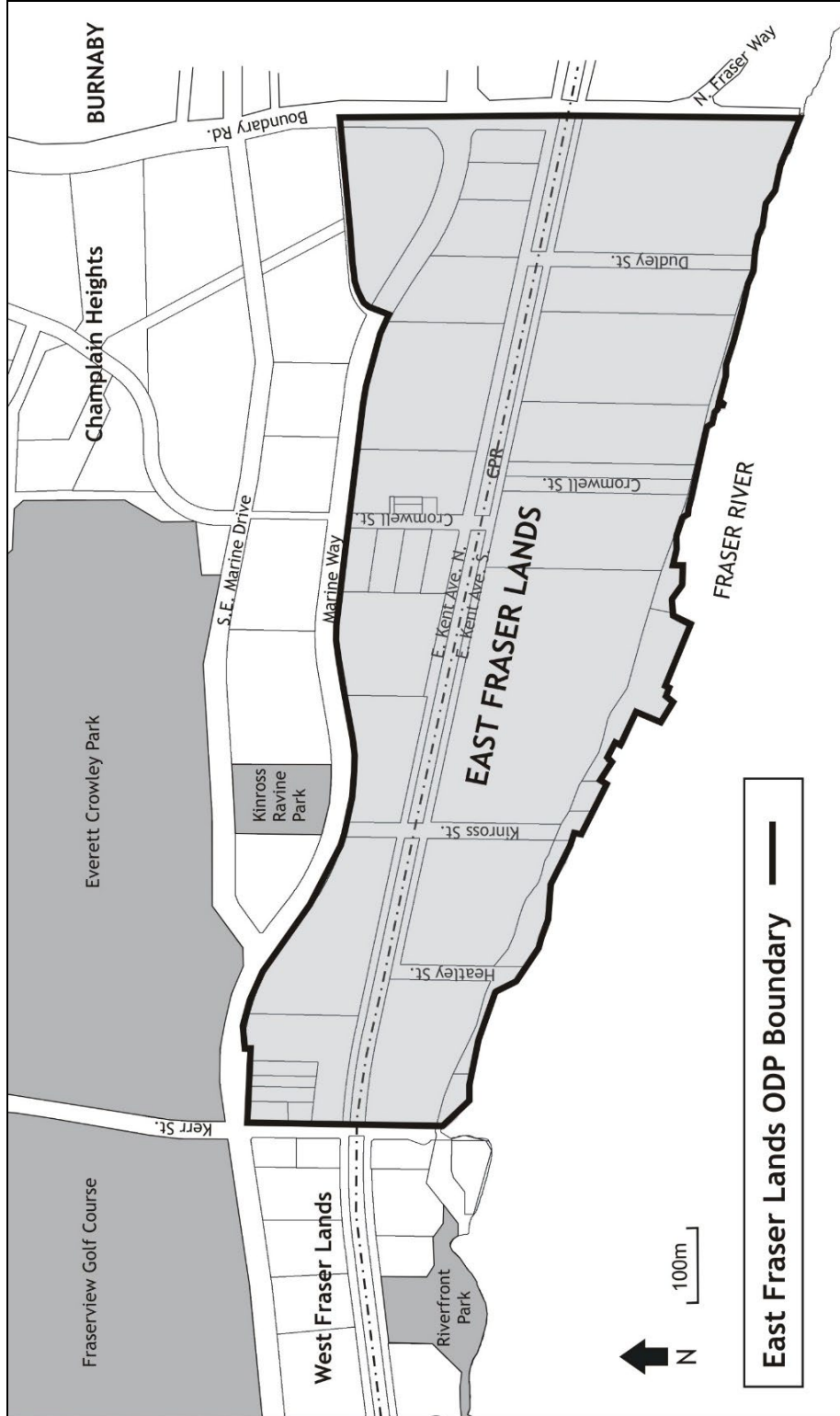
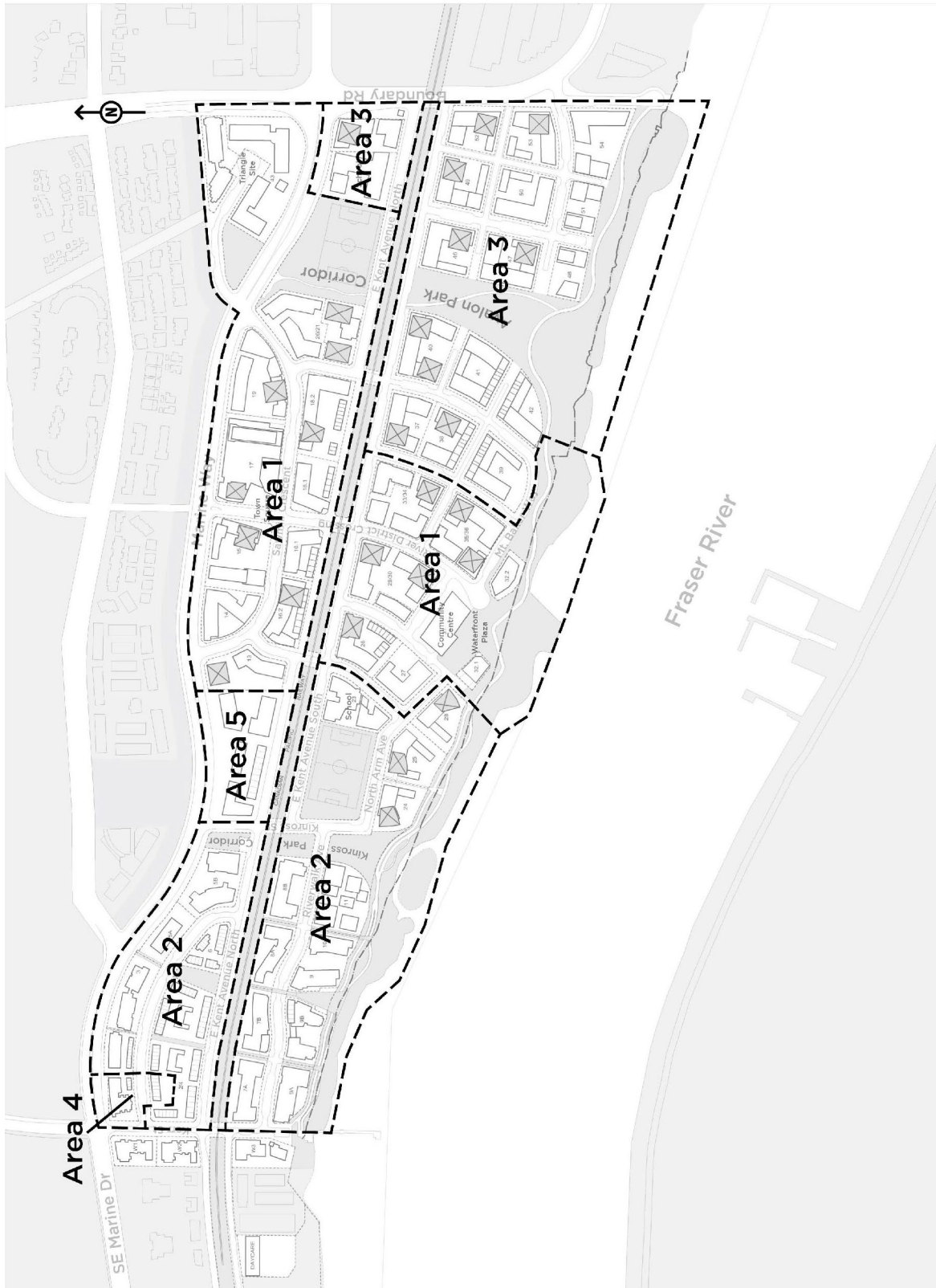


Figure 2. Illustrative Plan



Figure 3. Areas

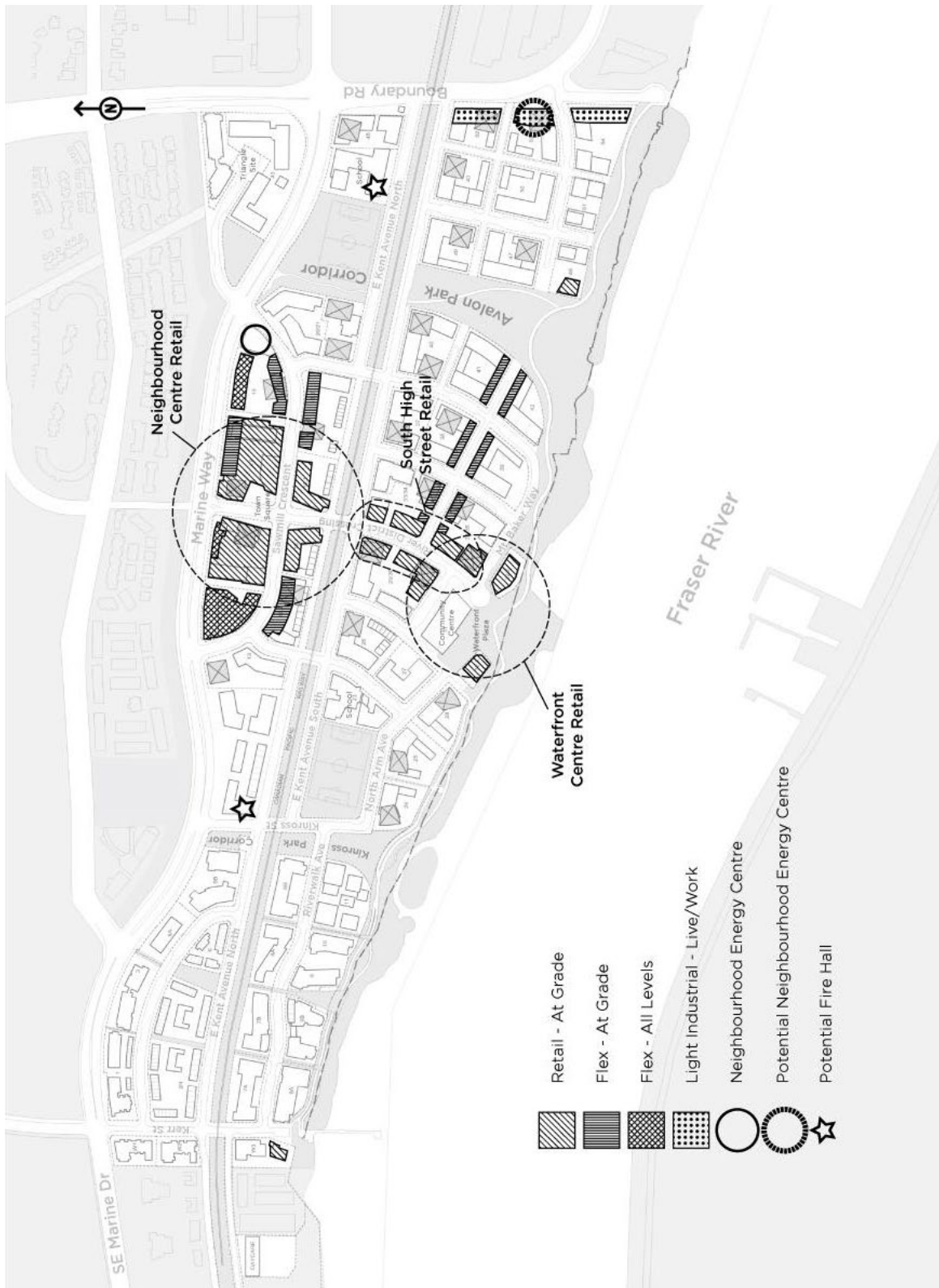




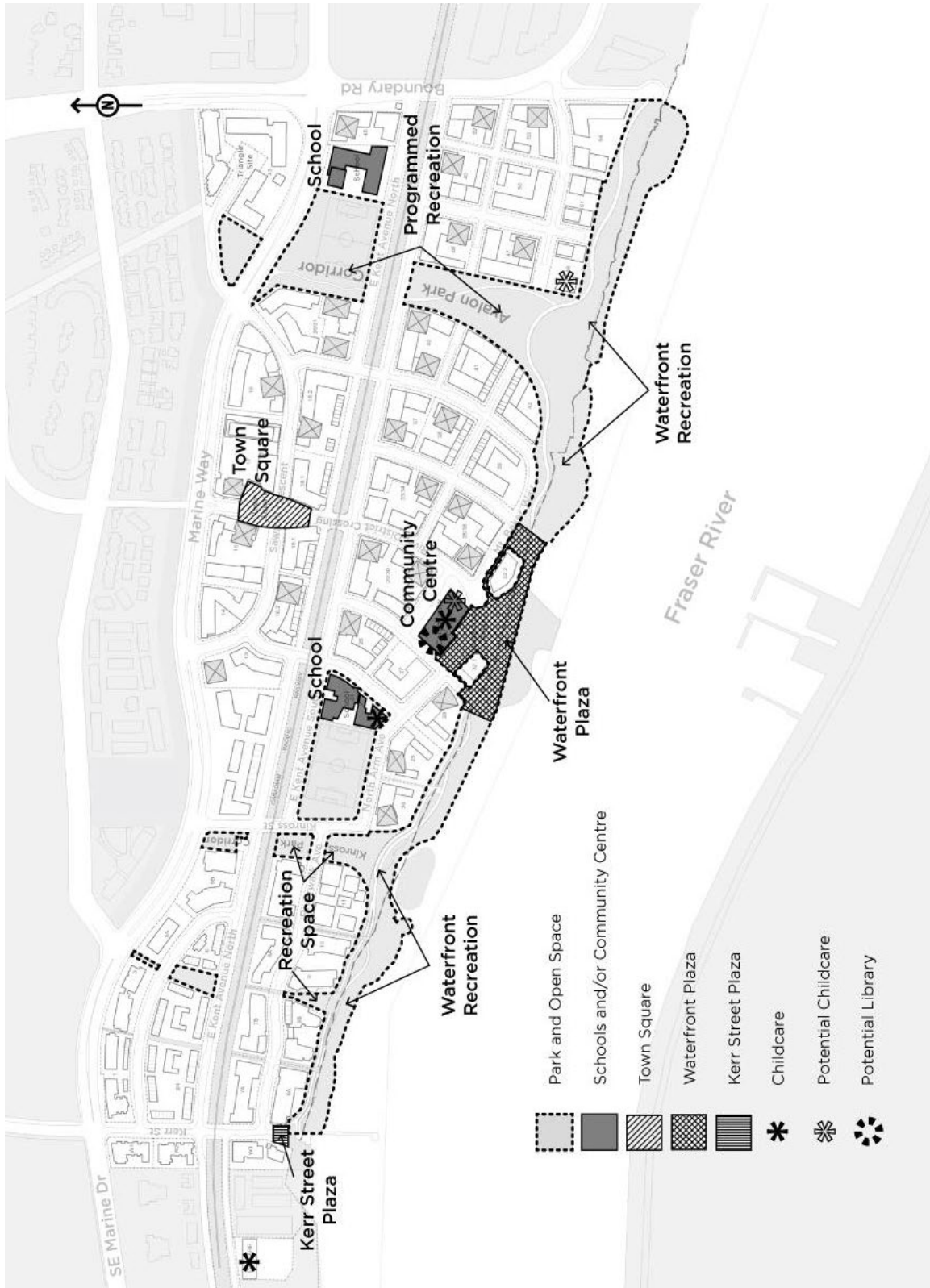
**Figure 4. Residential Uses**



**Figure 5. Retail, service, flex and light industrial live-work uses**

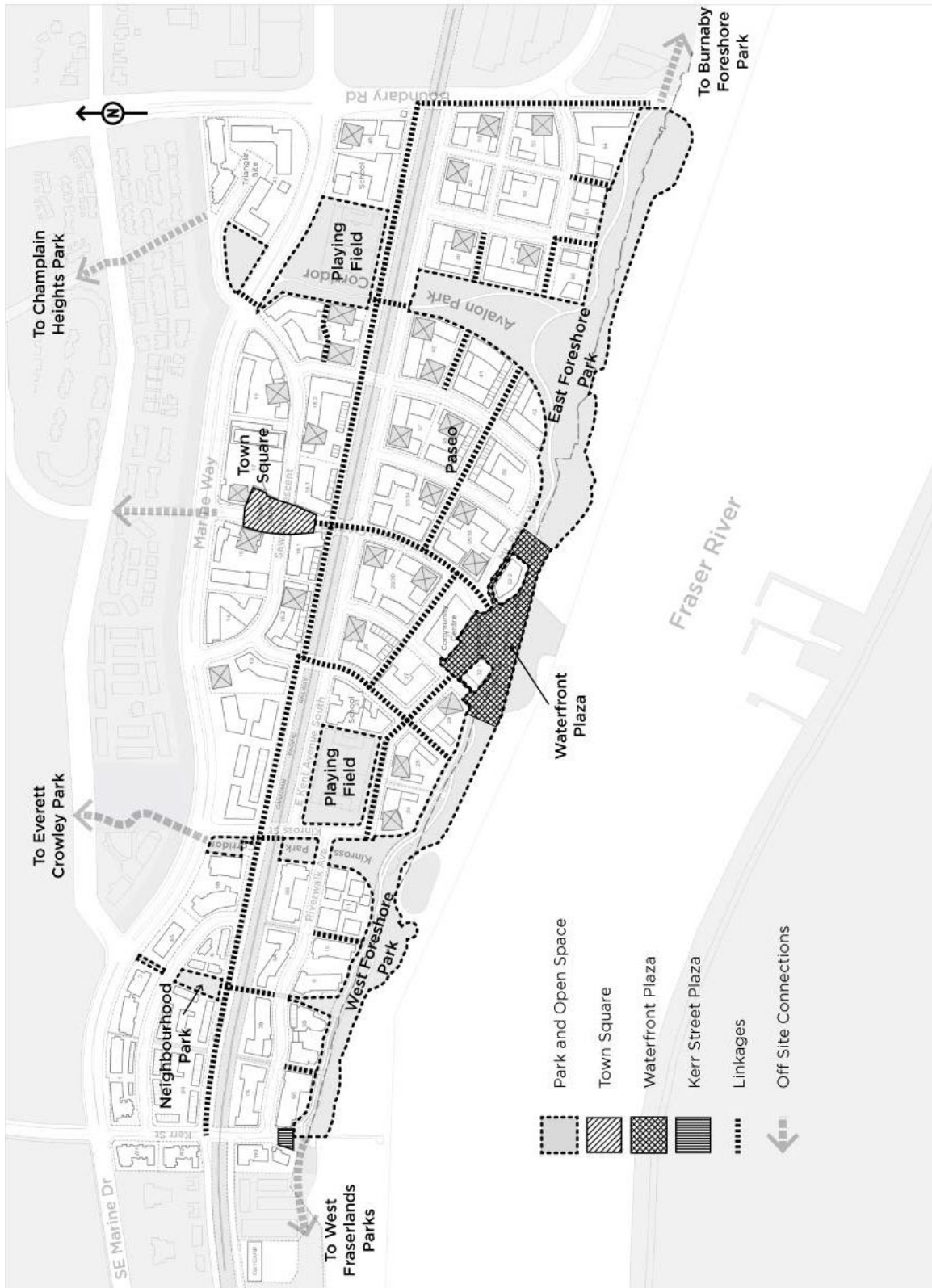


**Figure 6. Cultural, recreational, and school uses**





**Figure 7. Parks and open space**





**Figure 8. Maximum building heights**



Figure 9. Optimum building heights

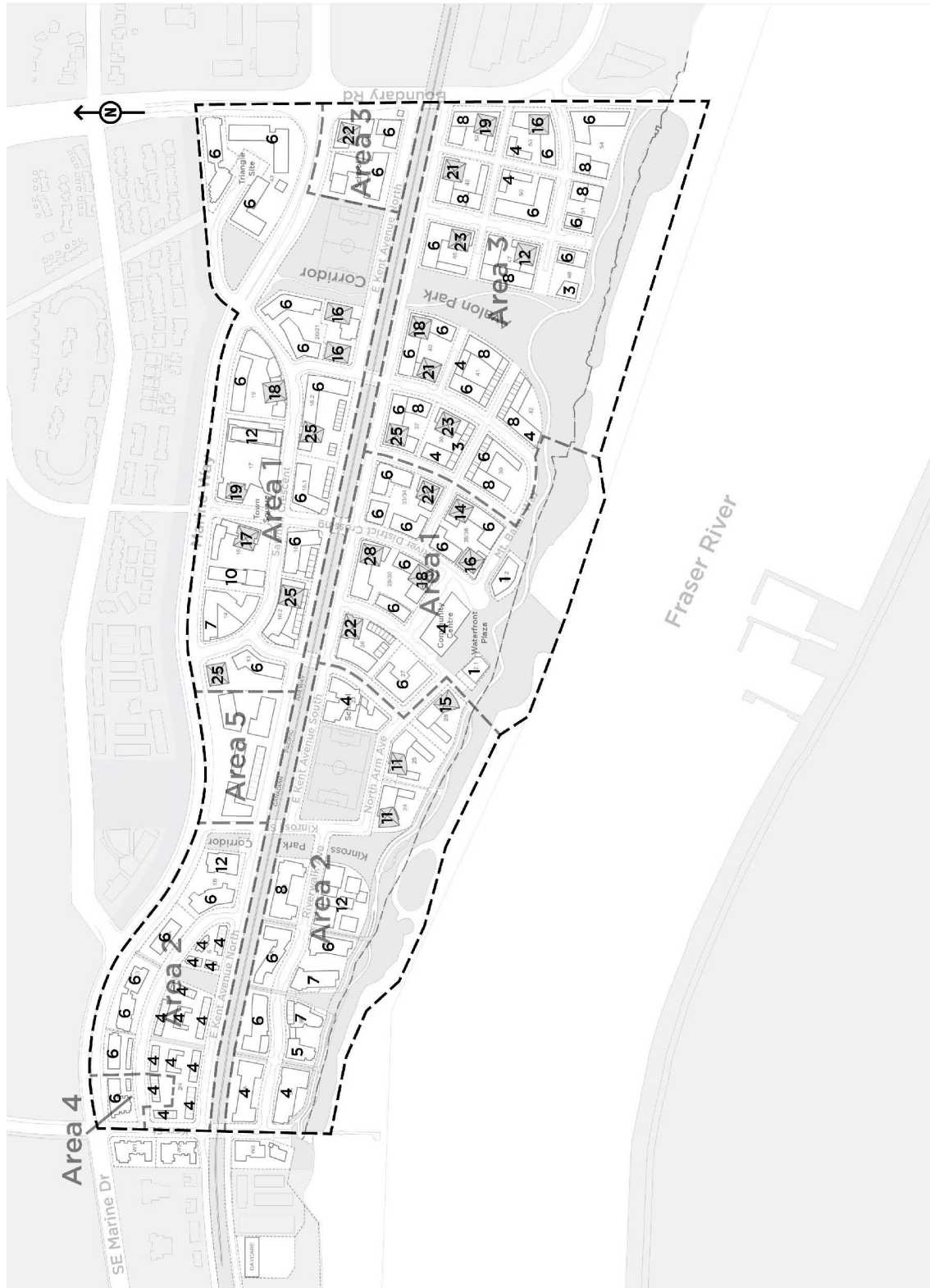


Figure 10. Public views

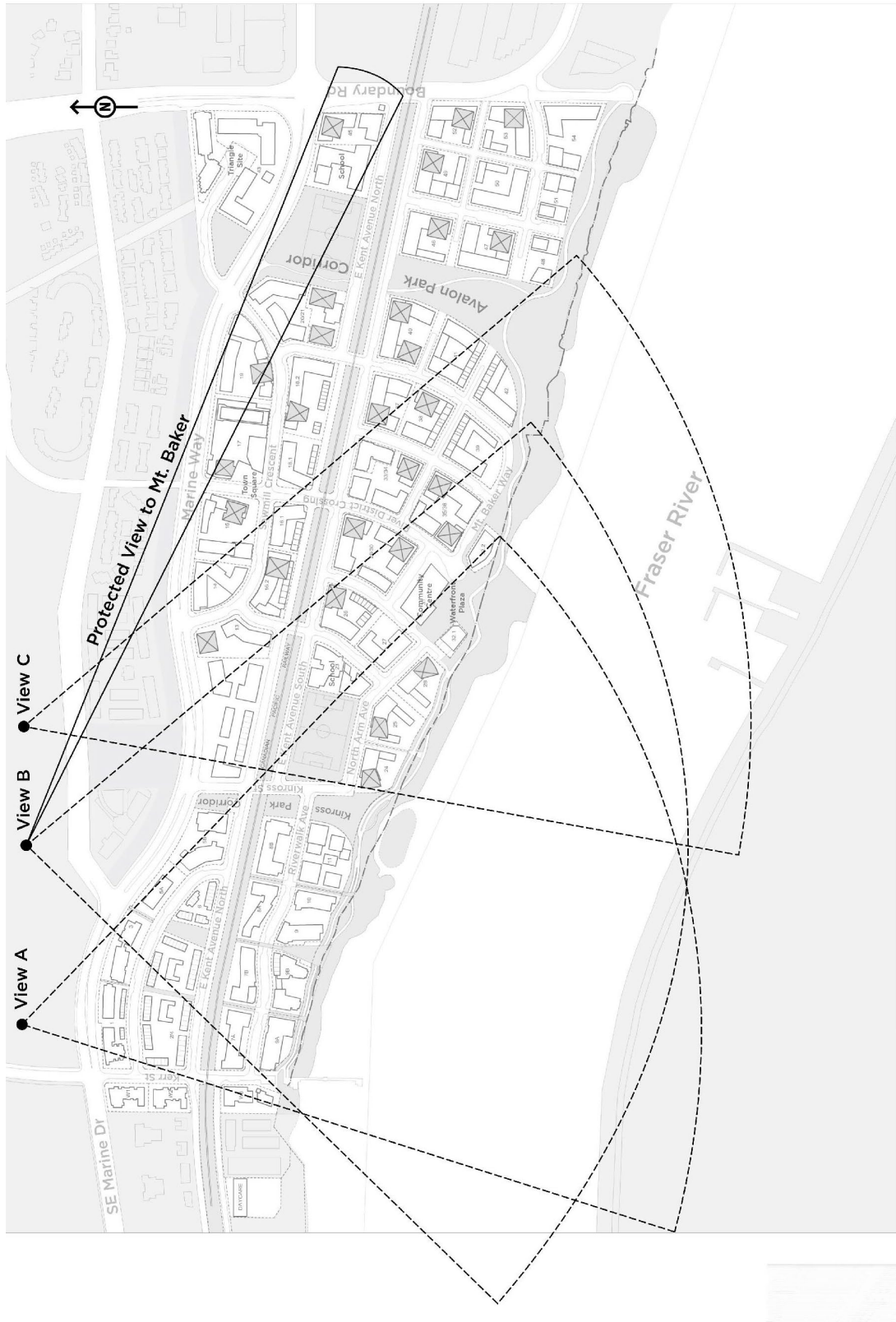




Figure 11. Pedestrian routes



Figure 12. Cycle routes

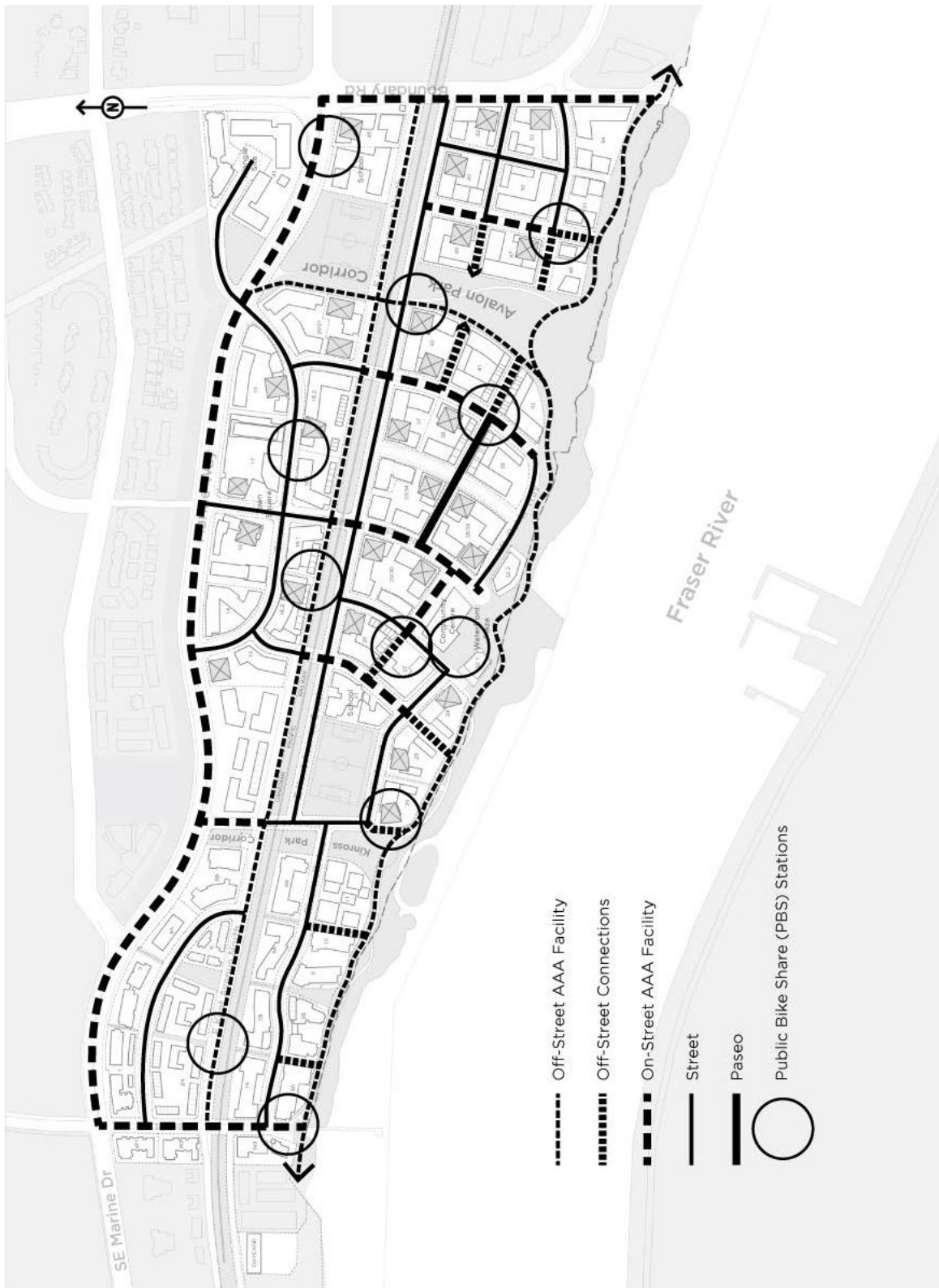
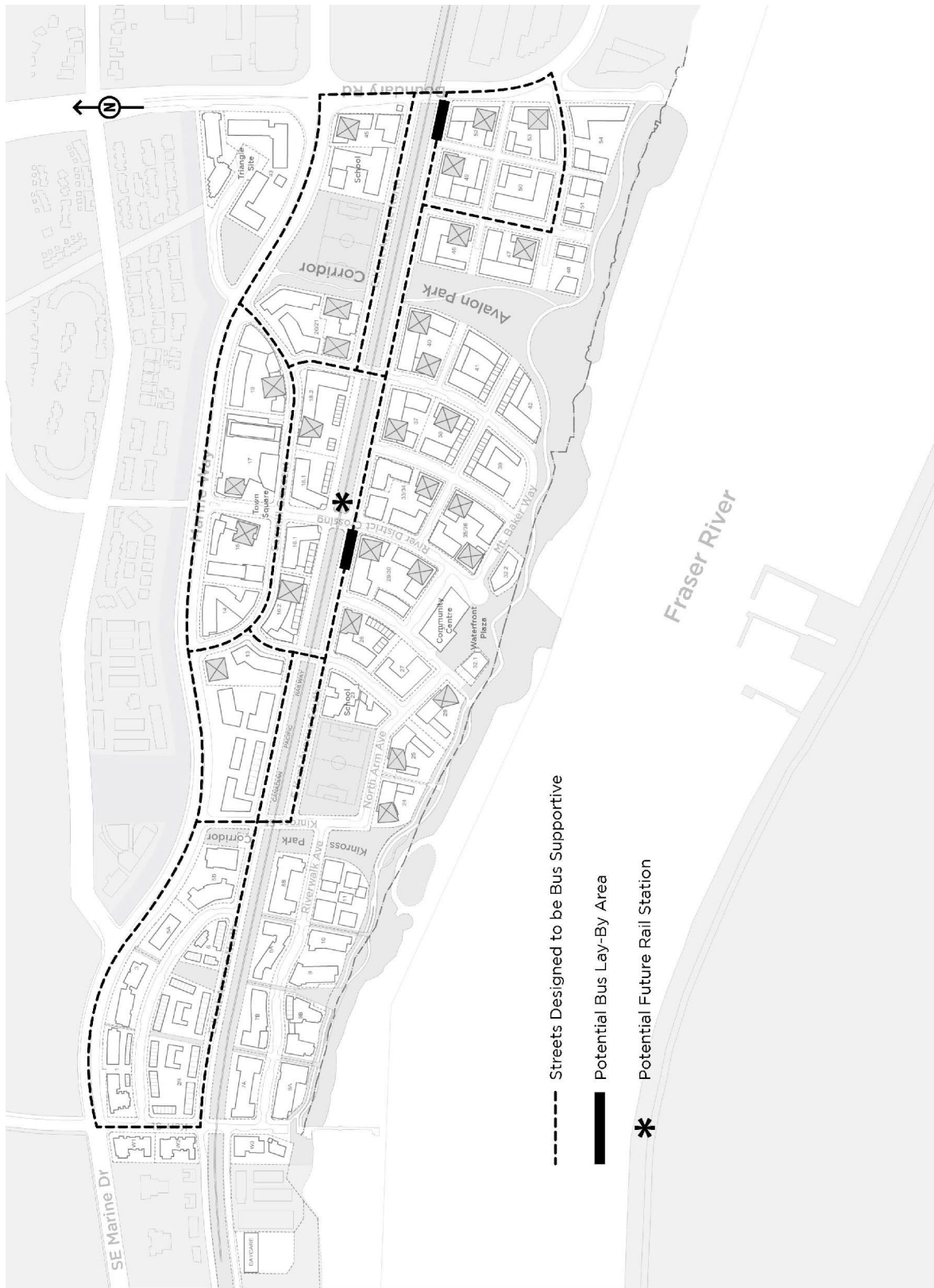
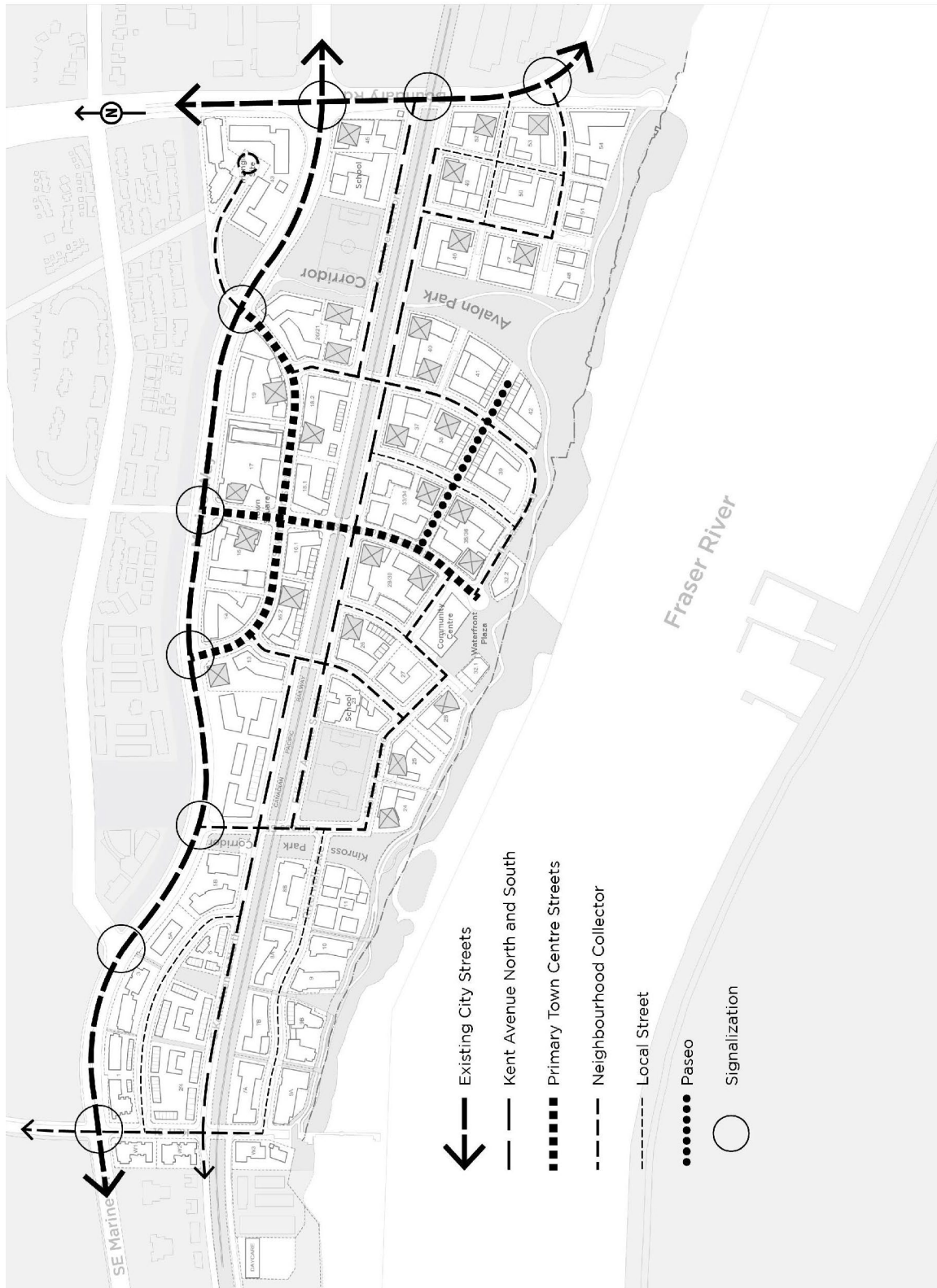


Figure 13. Transit





**Figure 14. Street network**



**Figure 15. Rain water management**





**Figure 16. Foreshore concept**

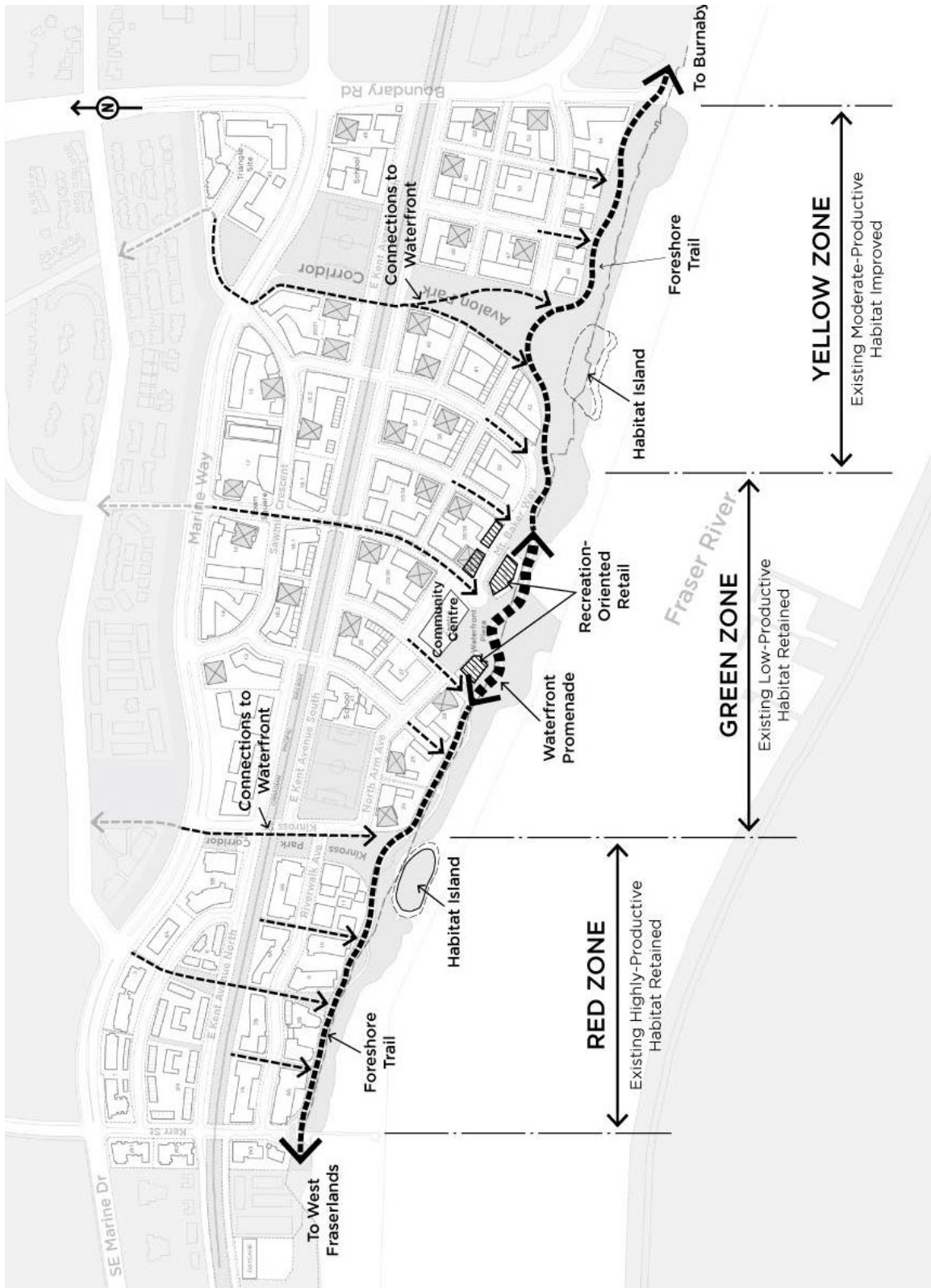


Figure 17. Affordable housing

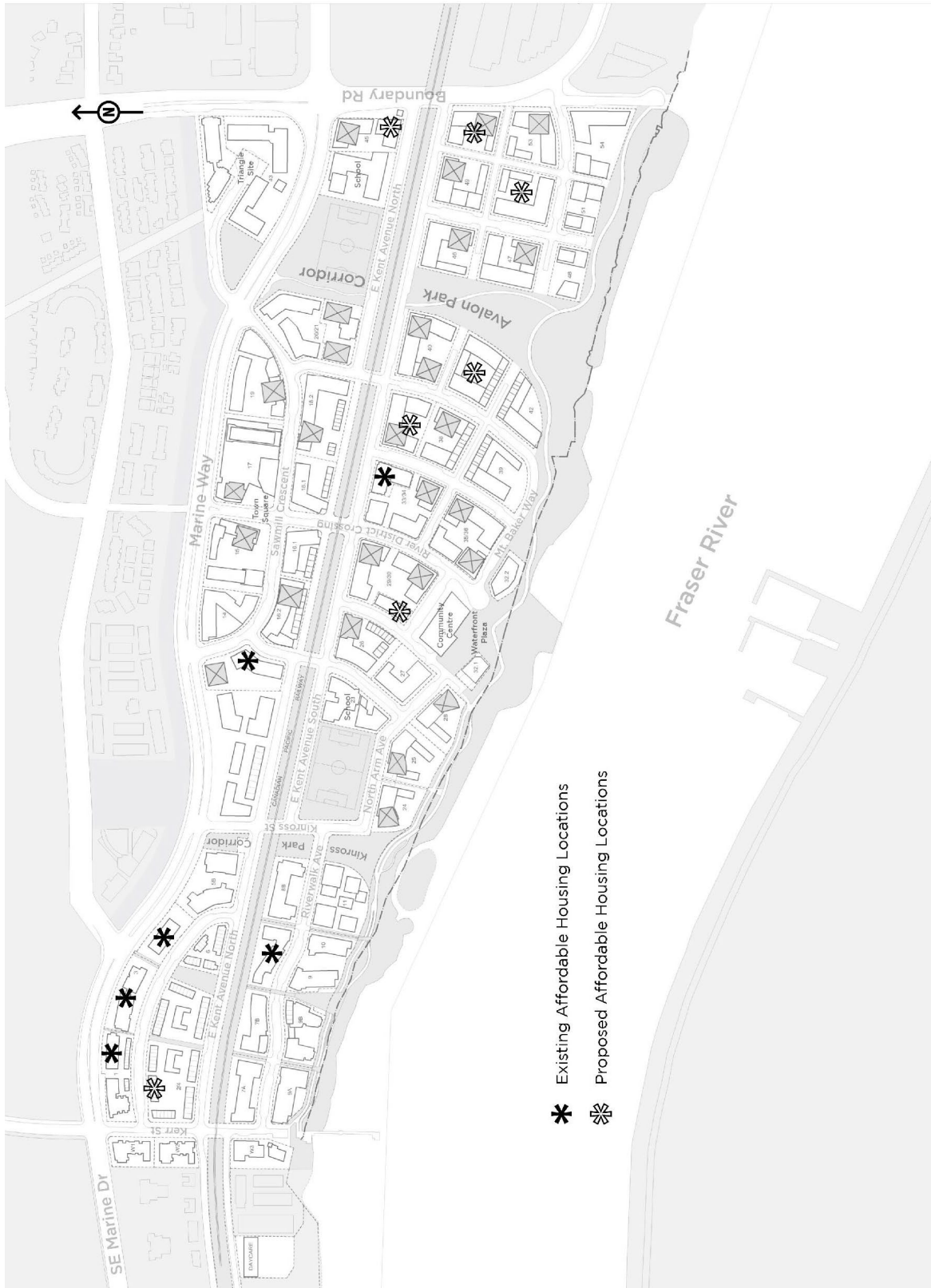


Figure 18. Development Phases

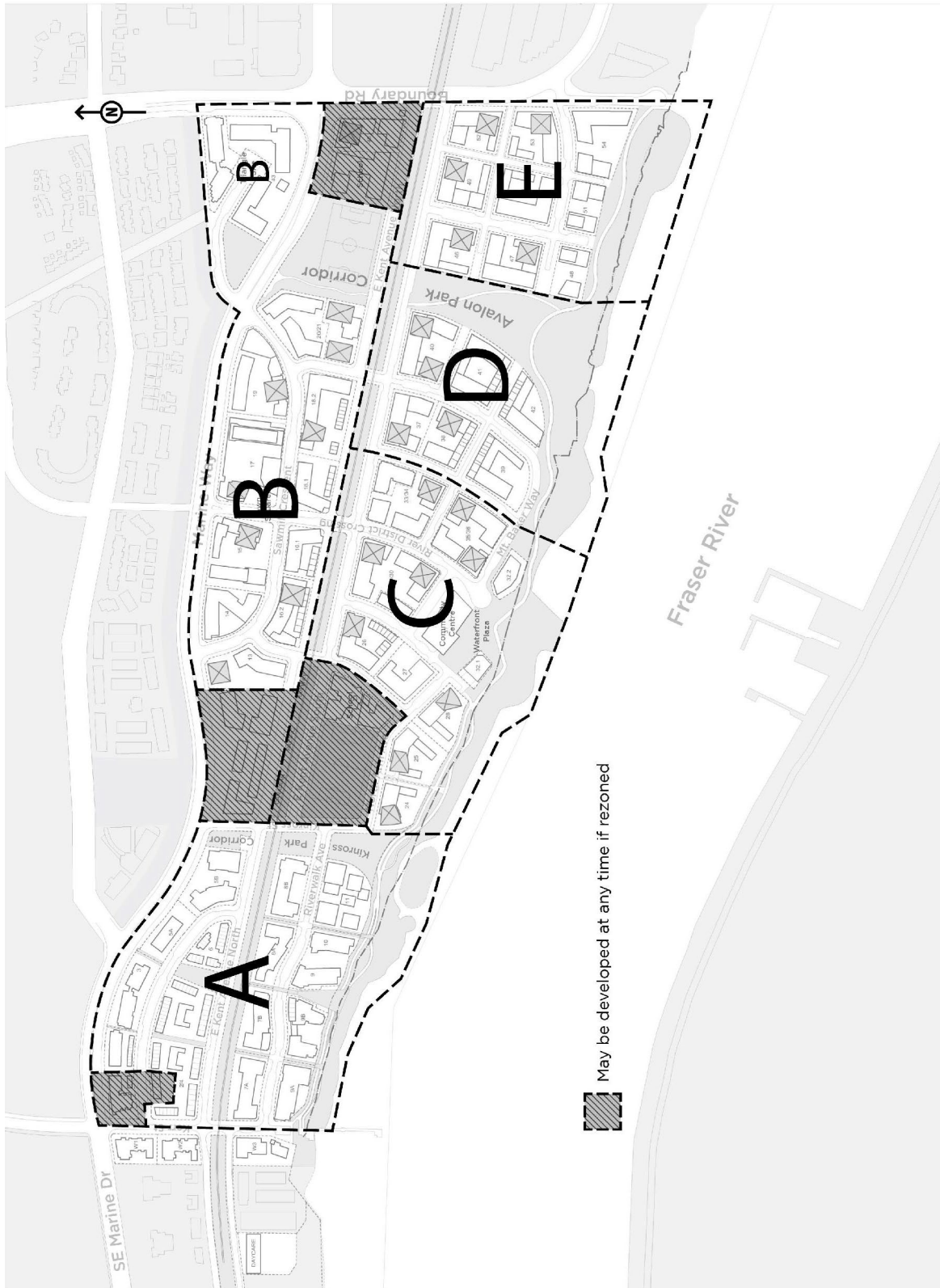




Figure 19. Areas in which office floor area may be used for secured market rental housing

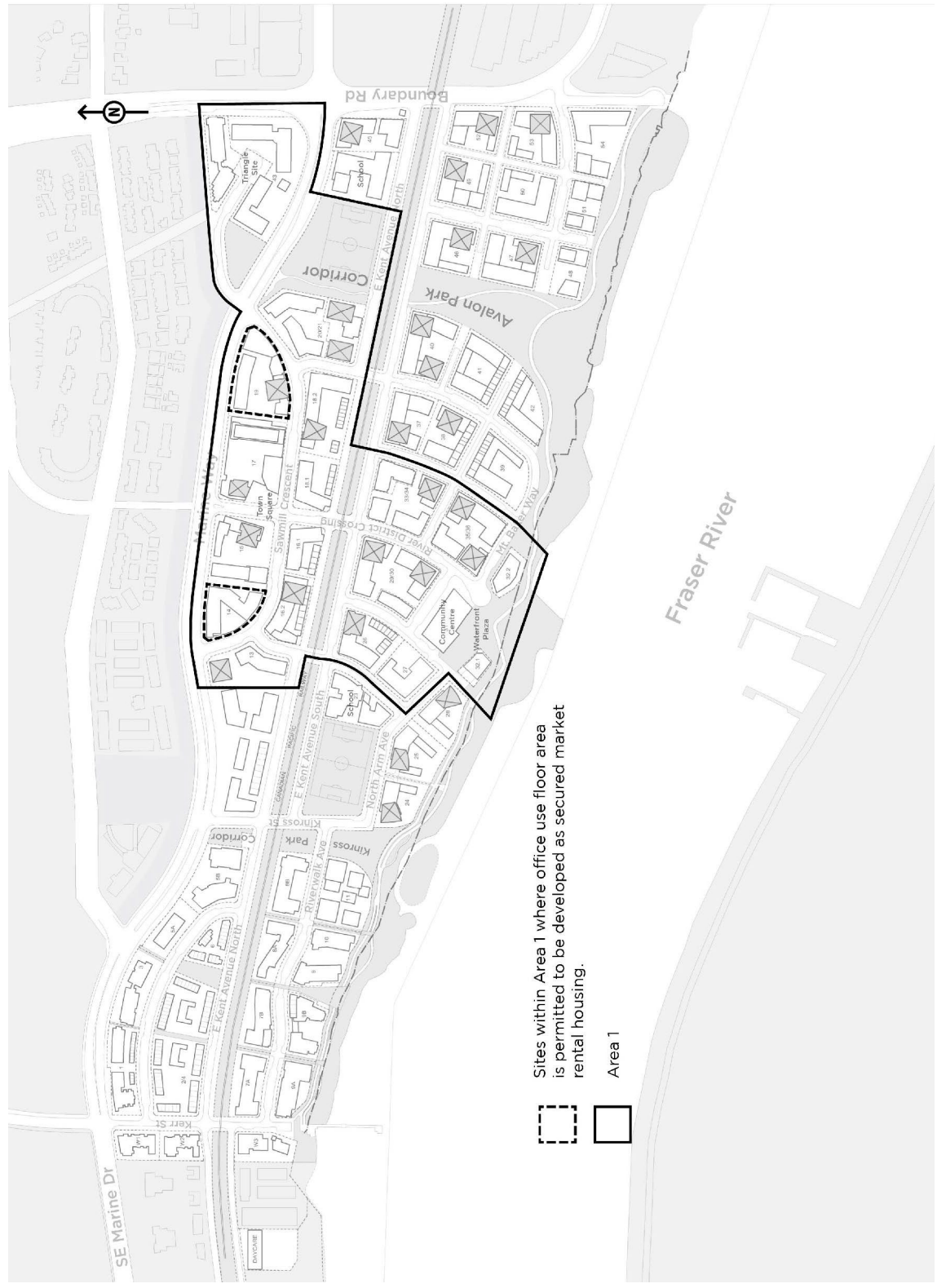


Figure 20. Area removed from the Vancouver Utilities Development Cost Levy By-law No. 12183



**Appendix A  
Rail Corridor Legal Descriptions**

Parcel Identifier: 024-297-429

Lot 61A Explanatory Plan 6270 Blocks 24 to 29 District Lot 331 Group 1 New Westminster District Plan 1477

Parcel Identifier: 024-297-470

Lot 61B Explanatory Plan 6270 Blocks 24 to 29 District Lot 331 Group 1 New Westminster District Plan 1477

Parcel Identifier: 015-305-015

That part of Block 8 shown as Right of Way on Explanatory Plan 5938 District Lot 330 Plan 455

Parcel Identifier: 015-304-507

That part of Block 9 shown coloured in red on Reference Plan 20 District Lots 330 and 331 Plan 455

Parcel Identifier: 015-304-523

That part of Block 10 shown coloured in red on Reference Plan 20 District Lots 330 and 331 Plan 455

Parcel Identifier: 015-304-574

That part of Block 17 shown coloured in red on Reference Plan 20 District Lots 330 and 331 Plan 455

Parcel Identifier: 015-304-647

That part of Block 18 shown coloured in red on Reference Plan 20 District Lots 330 and 331 Plan 455