CITY OF VANCOUVER

EAST FRASER LANDS
OFFICIAL DEVELOPMENT PLAN
(Adopted by By-law No. 9393, December 12, 2006)
# Table of Contents

**PREAMBLE**

**SECTION 1**

**INTERPRETATION**

1.1 Definitions  
1.2 Imported definitions  
1.3 Incorporation by reference  
1.4 Table of contents and headings  
1.5 ODP provisions  
1.6 Figures  
1.7 Severability

**SECTION 2**

**URBAN DESIGN PRINCIPLES**

2.1 Purpose of urban design principles  
2.2 Urban design principles  
  2.2.1 Distinct neighbourhoods  
  2.2.2 Land use and development intensity  
  2.2.3 High street  
  2.2.4 Clustered towers  
  2.2.5 Mixed uses  
  2.2.6 Mixture of building types and scales  
  2.2.7 Open space network  
  2.2.8 Continuous foreshore park  
  2.2.9 Neighbourhood greens  
  2.2.10 Public edges for public spaces  
  2.2.11 High street connectivity  
  2.2.12 Visual connections  
  2.2.13 Views  
  2.2.14 Hierarchy of movement  
  2.2.15 Rail corridor  
  2.2.16 Marine Way frontage  
  2.2.17 Historical patterning

**SECTION 3**

**LAND USE**

3.1 Objectives  
3.2 Strategy  
3.3 Density  
3.4 Land use conditions  
3.5 Specific land uses  
  3.5.1 Dwelling uses  
  3.5.2 Retail uses and service uses  
  3.5.3 Flex uses  
  3.5.4 Light industrial live work uses  
  3.5.5 School uses  
  3.5.6 Community facility uses  
  3.5.7 Parks and public open spaces  
  3.5.8 Interim land uses
SECTION 4
DEVELOPMENT PATTERNS AND PRINCIPLES

4.1 Purpose of development patterns and principles

4.2 Central neighbourhood
   4.2.1 Heart of EFL
   4.2.2 Urban scale and character
   4.2.3 Shops
   4.2.4 Community centre and child care facility
   4.2.5 Community facilities as anchors
   4.2.6 Retail frontages
   4.2.7 High street
   4.2.8 Urban open spaces and gathering places
   4.2.9 Transit services
   4.2.10 Crescent street
   4.2.11 Gateway sites
   4.2.12 Tower forms
   4.2.13 Building heights

4.3 Western neighbourhood
   4.3.1 Land use and built form
   4.3.2 Linear park and pedestrian connection
   4.3.3 Configuration of rowhouses
   4.3.4 Building heights

4.4 Eastern neighbourhood
   4.4.1 Land use
   4.4.2 Organization around neighbourhood green
   4.4.3 Definition of open space
   4.4.4 Triangle site
   4.4.5 Building heights

4.5 Built form
   4.5.1 Richly scaled system of blocks and buildings
   4.5.2 Public realm definition and animation
   4.5.3 Park corridor massing
   4.5.4 Riverfront massing
   4.5.5 Marking of central neighbourhood
   4.5.6 Tower considerations
   4.5.7 Public realm
   4.5.8 Views
   4.5.9 Parking

4.6 Movement
   4.6.1 Pedestrians
   4.6.2 Bikeways and greenways
   4.6.3 Universal design
   4.6.4 Transit
   4.6.5 Street network
   4.6.6 Servicing
   4.6.7 Parking levels
   4.6.8 Off street parking
SECTION 5
SUSTAINABILITY STRATEGIES

5.1 Environmental sustainability
  5.1.1 Green buildings
  5.1.2 Energy
  5.1.3 Water
  5.1.4 Rain water management
  5.1.5 Ecology
  5.1.6 Sea level rise and flood management
  5.1.7 Solid waste and recycling
  5.1.8 Transportation demand management
  5.1.9 Light pollution

5.2 Social sustainability
  5.2.1 Diverse and affordable housing
  5.2.2 Education
  5.2.3 Health and social facilities
  5.2.4 Child care
  5.2.5 Recreation
  5.2.6 Urban agriculture
  5.2.7 Crime prevention
  5.2.8 Universal design
  5.2.9 History and continuity
  5.2.10 Community networks and organizations
  5.2.11 Community involvement

5.3 Economic sustainability
  5.3.1 Local business and job opportunities
  5.3.2 Construction
  5.3.3 Local self reliance

SECTION 6
DEVELOPMENT PHASING

6.1 Introduction
6.2 Objectives of phasing strategy
6.3 Areas
  6.3.1 Area 1
  6.3.2 Area 2
  6.3.3 Area 3
  6.3.4 Area 4
  6.3.5 Area 5
  6.3.6 Area 6
SECTION 7
FIGURES

Figure 1: East Fraser Lands ODP Boundaries
Figure 2: Illustrative plan
Figure 3: Sub 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: Community centre and waterfront plaza

Appendix A Rail Corridor Legal Descriptions
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 Canadian White Pine sawmill used the land south of the rail corridor until the mill closed in 2001. This site is now vacant. Most of the land north of the rail corridor is also vacant, and covered with recent second growth bush. Industrial and storage uses occupy various small parcels, and the rail corridor accommodates rail use. The current zoning for most of the land is industrial M2 and M1-B.

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. Building on this policy direction, the Community Vision for Victoria-Fraserview/Killarney, adopted by Council in January 2002, stated that, if the sawmill closed, the city “should initiate a major study of future uses of this area which should include consideration of a range of housing options including rowhouses, townhouses and apartments along with required park space, waterfront walkways, schools and other public facilities and services required for the future population”.

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;

“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;

“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, greenways, and neighbourhood greens.

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.
Neighbourhood greens

2.2.9 Development is to include a string of neighbourhood greens, each as a focal point and organizing element in its neighbourhood, connected by a system of pedestrian-priority mews 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 mews is 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 724,779 m².

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 676,529 m²;
(c) at least 20% of all dwelling units are to be available for affordable housing;
(d) the city encourages integration of sites for market housing and affordable housing throughout the areas;
(e) at least 35% of all dwelling units are to be suitable for families with children, in accordance with the Guidelines for High-Density Housing for Families with Children adopted by Council on March 24, 1992;
(f) at least 50% of the affordable housing units are to be suitable for families with children, included as part of the overall family housing requirement;
(g) 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
(h) 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.
Retail uses and service uses

3.5.2 Retail uses and service uses are permissible only in area 1 as part of the mixed use central neighbourhood, 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 23 350 m²;
(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 m²,
   (iii) medium-sized stores, each to consist of approximately 930 m² to 1 500 m², having a total floor area not to exceed 5 600 m², 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; and
(k) except that one Gasoline Station – Split Island is permissible in Area 3.

Flex uses

3.5.3 As indicated on Figure 5, flex uses are permissible only on lands that adjoin the crescent street and Marine Way in the central neighbourhood in areas 1 and 2, and:

(a) the intent of allowing flex uses in areas 1 and 2 is to create an active, viable, locally-oriented neighbourhood centre;
(b) such uses are to include:
   (i) office uses including a health care facility,
   (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 use accessory to, and in the same building as, a principal use;
(c) the total floor area for flex uses, except institutional uses, is not to exceed 24 900 m²;
(d) the floor area for office uses is not to exceed 14 422 m²;
(e) for the purpose of establishing public amenity requirements within EFL, the present assumption is that the residential and live-work components of flex uses are to be no greater than 16 500 m² but if, at the time of the area 2 re-zoning, such components are greater or smaller than 16 500 m², the public amenity requirements are to undergo adjustment; and

(f) 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 m²,

(ii) three child care facilities, each consisting of 69 spaces and having an indoor floor area of at least 764 m² and an outdoor floor area of at least 615 m², that comply with the Childcare Design Guidelines adopted by Council on February 4, 2003,

(iii) one child care facility consisting of 49 spaces and having an indoor floor area of at least 555 m² and an outdoor floor area of at least 475 m², that complies with the Childcare Design Guidelines adopted by Council on February 4, 2003,

(iv) 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 10.2 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 m²,
   (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 linked to rain water from Marine Way and run-off from the Avalon Pond in Everett Crowley Park, 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, and
   (iii) a regulation sized, lit, artificial playing field, including a freestanding field house, adjacent to the secondary school site, east of the watercourse,
(f) the land adjacent to the elementary school site is to include a regulation sized, turf playing field;
(g) the minimum size of neighbourhood greens is to be 1 000 m²;
(h) the width of foreshore parks, including a separated greenway and bikeway, is to be at least 15 metres;
(i) the waterfront greenway and bikeway corridor are to be wide enough to ensure functionality, especially through the central neighbourhood; and
(j) apart from the requirements of subsections (d), (e), (f), (g) and (h), the design and programming of parks is to occur at the time of each applicable development permit application.

**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.
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 with its restaurant, café and pub uses, dock structures, and bay.

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 including an east to west pedestrian-priority mews system that runs the length of EFL; and
(c) is to include a system of secondary mews and lanes 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 neighbourhood parks to the east and west of the high street are to provide varied, urban open spaces and gathering places.

**Transit services**

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

**Crescent street**

4.2.10 The crescent street:

(a) is to include flex uses, except on parcels flanking the town square, which are to have retail at 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**

4.2.11 The flat-iron sites created at the meeting of the 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**

4.2.12 Tower forms are to be situate in the central neighbourhood, 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**

4.2.13 Buildings are to range in height from two to 25 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 light industrial live-work uses at Boundary Road to provide a transition in land use from Burnaby Business Park.

Organization around neighbourhood green

4.4.2 Organization of the eastern neighbourhood is to be around a centrally located neighbourhood green.

Definition of open space

4.4.3 Taller buildings are to front onto the avalon park corridor to define this open space and take advantage of the views.
Triangle site

4.4.4 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

4.4.5 Buildings are to range in height from two to 18 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;
(d) the composition of blocks is to include integrated and varied building types and scales; and
(e) a typical block may contain four to six storey apartment buildings along the street, with more intimately scaled two and three storey townhouses lining pedestrian-priority mews.

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 and mews, 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 four to six storey street wall with some taller elements up to 12 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 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 25 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 obtrusion, with floor plates above street wall and base elements generally
       not exceeding 605 m²;
   (b) the shaping and terracing of their upper levels is to improve the visual appeal of the
       towers;
   (c) orientation generally is to follow orientation of the street onto which they front; and
   (d) 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 public mews; 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 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 focus on 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.

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 as stated in the City of Vancouver Transportation Plan, adopted by Council in May 1997.

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 all streets is to safely accommodate cyclists, and determining the measures necessary to achieve this goal is to occur at the time of each applicable re-zoning, and may include, on higher vehicle volume streets, additional roadway widths, dedicated cycle lanes as in the case of Kent Avenue bikeway, and cycle crossing points;
   (b) providing a 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;
   (c) development at completion is to include upgrading the Kent Avenue bikeway, an existing commuter cycle route linked to the strategic bicycle network in the city and Burnaby;
   (d) 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; and
   (e) 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.

Universal design

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

Transit

4.6.4 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) the road network is to enable bus services to link the development to key destinations and transit routes in the region including Downtown Vancouver, Richmond, Metrotown, New Westminster, Vancouver International Airport, SkyTrain, and Canada Line;
   (e) a review of the neighbourhood bus system as part of the 2010 Area Transit Plan is to determine the optimum combination of bus routes to serve the development, as well as residents of Victoria-Fraserview/Killarney;
   (f) as Figure 13 indicates, bus routes serving EFL are to use the northern portion of the high street, Kent Avenue North and crescent street, and, subject to review by Translink and the city, may also use portions of Kent Avenue South;
   (g) all routes are to include bus stops, and, in particular, bus stops within easy reach of the town square to provide safe, comfortable, well-overlooked waiting facilities;
   (h) the location of bus stops is to be within a five minute walk or 400 metres from the dwelling units of all residents;
   (i) if EFL includes a transit route that connects to the Canada Line at Marine Drive Station and to New Westminster, development is to include sufficient space for a new transit stop adjacent to such transit route; and
   (j) the design of floating docks at the waterfront plaza is to be adaptable for use by future ferry services and commercial marine uses.
Street network

4.6.5 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) access from Boundary Road is to be from Kent Avenue North and from two new intersections south of the rail corridor;

(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 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 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, which streets are to include mews and woonerfs which are local streets with a shared surface used by pedestrians, cyclists, and automobiles;

(n) the use of on-street parking and keeping lane widths to operational minimums are to help moderate vehicle speeds;

(o) design guidelines accompanying re-zonings are to include specific streetscape design, public realm, and traffic calming measures;

(p) street widths, except for lanes and mews, are to range from 18 to 22 metres, and determination of precise widths is to occur at the time of each re-zoning; and

(q) each re-zoning and subdivision is to give consideration to creating streets that are less than 20 metres or more than 22 metres wide in order to achieve urban design goals, so long as those streets also meet the neighbourhood objectives of providing a comfortable pedestrian environment, cycle, transit and private vehicle safety and accessibility, street landscaping and trees, utilities and services infrastructure, and opportunities for at-grade rain water management.

Servicing

4.6.6 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.
Parking levels

4.6.7 Each re-zoning is to determine appropriate parking levels for all uses based on innovative strategies to reduce parking demand and discourage automobile use, and to encourage sustainable transport choices while ensuring that a reasonable supply of parking is available to meet basic needs.

Off-street parking

4.6.8 Off-street parking is to be visually unobstrusive, and located underground or in small parking courts to the rear of buildings.
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 strategy for green buildings which is to 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;
(b) the purpose of the strategy for green buildings is to improve each building’s energy performance, water efficiency, rain water management, and indoor environmental quality; and
(c) the city is to review and update the strategy for green buildings at the time of each rezoning to reflect advancements in city building and zoning by-laws, market strategies, and available technologies with respect to green buildings.

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 Natural Resources Canada Commercial Building Incentive Program requirements for Part 3, concrete buildings and R-2000 verification for Part 9, wood frame buildings;
(b) the strategy for achieving energy efficiency in buildings is to explore the following inter-related design approaches:
(i) conservation strategies such as building orientation and configuration to maximize 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,
(ii) core system strategies such as heat pumps, hydronic slab heating systems, passive solar design, thermal storage, and building mass, and
(iii) on-site heat and electricity source and system strategies such as solar hot water, passive solar gain, and photovoltaics; and
(c) subject to investigating technical feasibility and financial viability at the time of re-zoning, implementing a community-wide heat source and system strategy such as ground source, bio-mass, sanitary sewer heat recovery, solar hot water, and waste heat recovery is to occur.
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;
(d) if practical, toilets and water features are to use rain water or other non-potable alternatives; and
(e) water conservation strategies for buildings are to include Energy Star appliances, dual flush toilets, and low-flow aerators for sinks and showerheads.

Rain water management

5.1.4 Figure 15 illustrates the following rain water management strategy:
(a) development is to embrace low impact development principles;
(b) development is to include collecting rain water from roofs, podiums and other impervious surfaces, retaining rain water on site for irrigation and landscaping, and cleansing rain water before it enters the river;
(c) if possible, rain water is to run to parks and public open spaces where it can animate the public realm;
(d) rain gardens in the public street system are to provide further opportunities to clean water before it enters the river; and
(e) a rain water management plan for each area is to be a condition of each re-zoning.

Ecology

5.1.5 Ecological strategies to create and enhance wildlife habitat to support bio-diversity are to be a condition of each re-zoning, and are to include:
(a) introducing watercourses for rain water management and habitat creation within the kinross park corridor and avalon park corridor;
(b) 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;
(c) 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;
(d) 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; and
(e) landscape design and planting to enhance opportunities for bird species to forage.

Sea level rise and flood management

5.1.6 Each re-zoning is to incorporate measures to mitigate the impacts of climate change and sea level rise into the design of buildings 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 high water mark, 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 1m of additional sea level rise by 2100; 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

5.1.7 Each 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

5.1.8 Each 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 such as a travel plan, car sharing, community transit passes, wayfinding
       signage, comfortable and safe bus stop design, and innovative parking solutions.

Light pollution

5.1.9 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;
   (c) the objectives of affordable housing, subject to finding alternative funding sources, are:
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

5.2.6 With respect to urban agriculture:

(a) the city encourages opportunities for growing food on roofs, in courtyards, and in other open spaces around buildings;

(b) determining the potential locations for growing food is to occur at the time of each re-zoning;

(c) development is to include exploring opportunities for edible landscaping within both public and private realms including parks, with priority given to locations of highest residential density; and

(d) development is to include exploring the 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 buildings, the public realm, and public art features are to celebrate EFL’s history as a significant industrial mill site, as well as its earlier human history; and the public art strategy is to explore opportunities to re-use the remaining artifacts from the mill operation.

Community networks and organizations

5.2.10 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

5.2.11 The city is to involve the 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.

Construction

5.3.2 Construction is to provide a host of employment and skills training opportunities.

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.
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 299 528 m²,
(b) retail floor area consisting of no more than 23 350 m²,
(c) flex use floor area consisting of no more than 24 900 m²,
(d) park and public open space consisting of at least 3.5 hectares,
(e) a community centre consisting of at least 2 790 m² adjacent to a waterfront plaza generally as illustrated in Figure 19,
(f) a 69 space child care facility located in the community centre,
(g) a 49 space child care facility located on Parcel 19,
(h) 60 out-of-school spaces located in the community centre, and
(i) at least 12.9% of the residential floor area is to be available for affordable housing.

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 m²,
(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 and light industrial live-work floor area consisting of approximately 194 471 m²,
(b) small convenience retail stores,
(c) Gasoline Station – Split Island,
(d) park and public open space consisting of at least 2.5 hectares,
(e) a secondary school site consisting of at least 0.57 hectares, and
(f) at least 25.1% of the residential floor area is to be available for affordable housing.
Area 4

6.1.4 Area 4 is to include:

(a) residential floor area consisting of no more than 7,120 m², 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 m², and
(b) at least 20% of the residential units are to be available for affordable housing.

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.
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. Community centre and waterfront plaza
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