EAST FRASER LANDS - AREA 3

REZONING BOOKLET
NOVEMBER 7, 2023

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This rezoning application is the culmination of multiple years of planning and urban design work that brings to life the ambitions and objectives of the Official Development Plan. Area 3 – the easternmost precinct within the River District - focusses on providing diverse housing options with shared community spaces, fostering social wellbeing, sustainability, access to amenities and locally serving retail, all within a network of connected public realm and active streets designed for walking, rolling, biking and driving. It will be a neighbourhood where residents can walk along the foreshore park, grab a coffee, drop off their kids to their daycare or school with ease and convenience. Eating fresh food is integrated into the community with access to groceries and fresh produce. Chance encounters with neighbours would be highly likely at Avalon Park or the Community Court as well as along the streets, paseo, and pedestrian links.

This document outlines the proposed approach to development in Area 3. It illustrates alignment with the ODP and describes specific attributes of each development parcel – including setbacks, height, and general location of parking and loading access. The document also includes information on our strategies to align with the City's Sustainable Large Developments Policy.



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EXECUTIVE SUMMARY

As a family-owned real estate company with over 60 years of experience, Wesgroup is proud to have built more than 7,500 homes and over 100 communities. We are excited to present our rezoning application for the development proposal known as River District Area 3 in the East Fraser lands (EFL) region.

The East Fraser Lands is a 128-acre site located in the Southeast corner of Vancouver along the Fraser River, stretching between Kerr Street and Boundary Road, south of Marine Way, as well as a triangular site north of Marine Way at Boundary Road. The planning process at EFL has been ongoing since 2002 following the closure of the White Pines Sawmill.

Each step in the process has been a collaborative effort between the Community, City staff, and Wesgroup.

The development in Area 2, the western neighborhood, is mostly finished, with a variety of housing options, new streets, and infrastructure substantially completed. Area 1, the central neighborhood, is currently under development and consists of the Town Square Precinct, Waterfront Precinct, and Park Precinct. Significant retail, restaurants, shops, and services have opened in Area 1, marking a major milestone in the creation of this new community. Development efforts in Area 1 are now extending south of the rail corridor to River District Crossing (High Street), which will bring more shops and services to support the growing community. Approximately 4,000 residents have moved into EFL, out of an expected population of around 12,500 based on the original ODP (Official Development Plan). EFL is on track to achieve 50% build-out by 2025, and full build-out, including Area 3, is anticipated to take another 20-25 years.

Our vision for this proposal is to transform an underutilized site into a vibrant, eco-friendly, accessible, and thoughtfully planned master-planned community. It will include various uses such as residential strata housing, rental housing, affordable housing, commercial spaces of varying sizes, flex spaces, and daycare facilities. We anticipate that the Area 3 Rezoning Application will be among the City of Vancouver's largest scale projects, delivering the most net-new homes to the City, with zero displacement of existing tenants. The Area 3 rezoning application is anticipated to deliver over 3500 new homes, including approximately 400 market rental units and approximately 950 affordable housing units.

Key Policies within East Fraser Lands include:

1. **East Fraser Land Policy Statement (2004) -** The EFL Policy Statement envisions a complete and sustainable community including a variety of housing opportunities with a range of supporting amenities
2. **East Fraser Lands Official Development Plan (2006) -** The EFL ODP includes approximately 7.8 million square feet of development including, housing, shops and services, local-serving office, a network of parks and plazas, childcare centers, school sites, a community center, and sites to accommodate 1.2 million square feet of affordable housing. The EFL ODP guides land use, density, height, public benefits, transportation, built form and character, sustainability and development phasing. As approved, the new neighbourhood will be home to approximately 12,500 people when the community is built out.
3. **Area Rezonings (2008 and 2010) -** the first CD-1 Rezoning (Area 1), including the Town Square, Waterfront, and Park Precincts, were approved by Council along with associated Design Guidelines at Public Hearing in September 2008 and enacted in 2014. The CD-1 Rezonings for the western neighbourhood (Area 2) and Design Guidelines, were approved by Council at Public Hearing in December 2009 and enacted in 2010.
4. **East Fraser Lands Public Amenity Financial Plan and Strategy (2010) -** this policy established a strategy to deliver the package of amenities envisioned in the EFL ODP. In order to deliver the amenities necessary to support the new community, the financial strategy committed the City to reinvesting the equivalent of all CACs and DCLs generated from the FL ODP and the vacant sites in the West Fraser Lands to fund the delivery of the public benefit package (ie parks, childcare facilities, affordable housing, and community center). The financial strategy also establishes that Wesgroup is obligated to provide site servicing, soil remediation, shoreline works, land for the roads, schools, parks and open space, childcare and the community center, and secure rail crossings and rights.
5. **East Fraser Lands ODP and Public Amenity Financial Plan and Strategy – 10 Year Review and Update (2021) -** this review proposed to update evolving city policy, as well as proposed revisions to the Area 1 and Area 3 Master Plan which among other benefits, would increase housing opportunities and provide additional public amenities to support additional residents. The proposed EFL ODP Amendments enable:
    - Alignment with Current City Policy : based on a staff review of policy approved since the ODP was enacted in 2006, a number of changes are recommended which update the ODP language and plan requirements, without creating substantial impacts to the existing approvals
    - Master Plan Review and Update: these amendments to the ODP result from revisioning the master plan for Area 1 and Area 3. This work included increasing allowable density, adjusting building heights, redesigning street networks, increasing the waterfront park and other amenities to support new population and reflect transportation needs in the area.

This application takes the concepts and vision currently supported in the EFL ODP (2021) through a rezoning process. Per the ODP, the application aims to increase the amount of floor area in Area 3 from 194,471sm to 296,780sm. Buildings are organized to frame Avalon Park corridor and new north-south streets. Lower buildings are primarily located on minor east-west streets to optimize solar performance in courtyards. Buildings step down in height toward the Fraser River, as originally intended in the plan. Affordable Housing and rental housing sites are identified throughout the site.

We look forward to continued collaboration with City staff, Council members, and the broader community as we continue the development and completion of the East Fraser Lands Community.

East Fraser Lands Development Progress

Development of EFL has been underway since 2010. Most of the development in Area 2 (the most western neighbourhood) has been completed. A variety of housing options, new streets and other infrastructure in Area 2 are substantially completed.

Build out of Area 1 (the central neighbourhood) is also underway. Area 1 is comprised of the Town Square Precinct, the Waterfront Precinct, and the Park Precinct. Prominent retail, restaurants, and shops and services have been opened marking a significant milestone in the creation of the new community. Development efforts in Area 1 have now shifted south of the rail corridor to River District Crossing, which will bring a variety of shops and services to support the new community. The Park Precinct is now complete and the only remaining Parcel 19 is the last remaining site in Town Square Precinct to be under construction.

Area 3 is currently undeveloped and forms the basis for this rezoning application. To date, roughly 4,000 residents of the total anticipated population of approximately 12,500 (based on original ODP) have moved in to the EFL. The EFL is on schedule to achieve 50% build-out by 2025. It is anticipated that full build out of the plan, including Area 3 will take another 20-25 years.

The Area 3 Rezoning Application will propose to bring among the most net-new homes to the City of Vancouver including market condo, market rental, and affordable housing, without the displacement of any existing tenants or homeowners. As such, we anticipate that this application will be a top priority in helping the City achieve its housing targets in the coming years.

We hope that this package illustrates Wesgroup's commitment to creating a vibrant, sustainable, amenity-rich community down at the River District and we look forward to continuing our work with City of Vancouver Staff and Council on this exciting project as we work to build out the remainder of the East Fraser Lands Community.



Conceptual View of East Fraser Lands Area 3



1.0 INTRODUCTION AND POLICY OVERVIEW

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1.1 OVERVIEW OF EFL ODP PROCESS

In June 2017, Council endorsed a planning program to review the development of the EFL. Planning and development of the ODP has been underway since 2002. The EFL ODP Update guides land use, density, building height, public benefits, transportation, built form and character, sustainability and development phasing. The purpose of the EFL 10-Year ODP Review was to update these guiding documents to reflect new city policies and standards, adapting to changing environmental conditions, increase housing options in response to the housing crisis, and to improve and expedite the delivery of public benefits.

The EFL The EFL 10-Year Review concluded with a package of recommended amendments to the EFL ODP and CD-1 Bylaws to respond to the changing conditions over the last decade, including the following changes with respect to Area 3:

- Increasing density in Area 3 from 194,471sm (2.1M sf) of primarily residential density by 104,358sm (1,123,303sf), for a new total of 296,780sm (3.2Msf). This new density is proposed to include the following:
    - 27,870sm (300,000sf) of market rental housing
    - 20,462sm (220,250sf) of affordable housing
    - 78,822sm (581,000sf) of market housing
    - 2,050sm (22,053sf) of other uses such as commercial
- +2 acres (0.81ha) of additional park space
- Increased Amenity Package (between Area 1 and Area 3) including additional childcare spaces, a field house in Avalon Park, identification of sites for library and firehall (subject to funding availability)

The 2021 ODP also provides an update to the EFL Public Amenity Financial Plan and Strategy to pursue removal of the EFL from the City-wide Utilities DCL Boundary in exchange for the in-kind delivery of the Community Centre in Area 1 and required drainage works in Area 3.

In 2021, the East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy was referred to Council to achieve the following:

- Update and align the ODP with select Council policies and directions approved since 2006
- Allow for additional 422,442sf of floor area in Area 1 to increase housing options; including:
    - 100,000sf of secured rental housing
    - 55,000sf of social housing
    - 267,442sf of market housing
- Allow for an additional 1,123,303 sf ft of floor area and adjustments to the plan in Area 3; and
- Increased the required public amenities by adding 20 childcare spaces, two acres of park, a park fieldhouse, transportation improvements, and 20% of the additional residential units to be for affordable housing.

This subject rezoning of Area 3, proposes to:

- **Increase the density in Area 3 from 194,471sm (2.1M sf) of primarily residential density by 104,358sm (1,123,303sf), for a new total of 296,780sm (3.2Msf). This new density is proposed to include the following:**
    - **27,870sm (300,000sf) of market rental housing**
    - **20,462sm (220,250sf) of affordable housing**
    - **78,822sm (581,000sf) of market housing**
    - **2,050sm (22,053sf) of other uses such as commercial**
- **Establish EFL Area 3 Design Guidelines**

In summary, the Area 3 Rezoning application seeks to approve the additional density proposed in the 2021 ODP Update and provide the additional community benefits including rental housing, affordable housing, and park space.

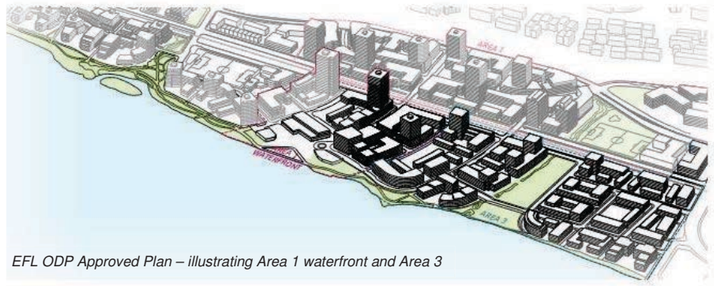
The Area 3 Rezoning Application includes 4 Affordable Housing sites (identified as Parcels 37, 41, 50, and 52), as well the market rental sites on Parcels 47a and 49. It adds 220,250sf (20%) of affordable housing of the total newly added 1,101,250sf of residential density.

The application proposes an increase in retail and community energy centre combined density above what was contemplated in the ODP by 30473 sf.

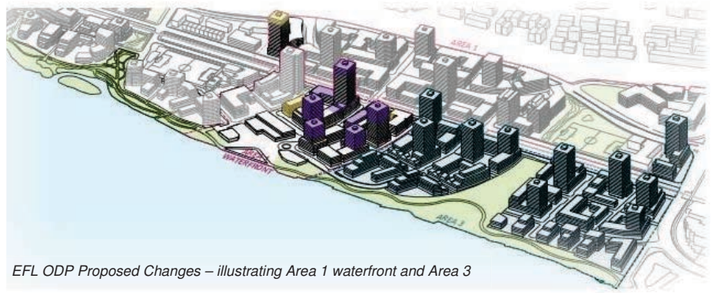
The application responds to the City's Large Sustainable Sites, however the percentage requirement for the affordable housing condition was established as part of the CAC negotiation and new density added as part of the 2021 ODP Update (20%). The ODP 10-year review considered new targets for affordable housing which are being met as part of this application.

Important Note:
The City of Vancouver informed Wesgroup that there is an error in the Zoning bylaw for the Affordable Housing requirement for Area 3. The bylaw section 6.1.3f notes that 25.6% of residential floor area is to be available for affordable housing. This should be 23.6%. A summary of this error is described in attached Appendix F and has been confirmed by the City of Vancouver. As such this rezoning application complies with the delivery of 23.6% of residential floor area to be available for affordable housing.

The above-noted changes form the basis of this rezoning application and are in-line with the goals and changes proposed in the 2021 Official Development Plan. The purpose of this Area 3 rezoning application is to approve the additional density proposed in the 2021 ODP Update.



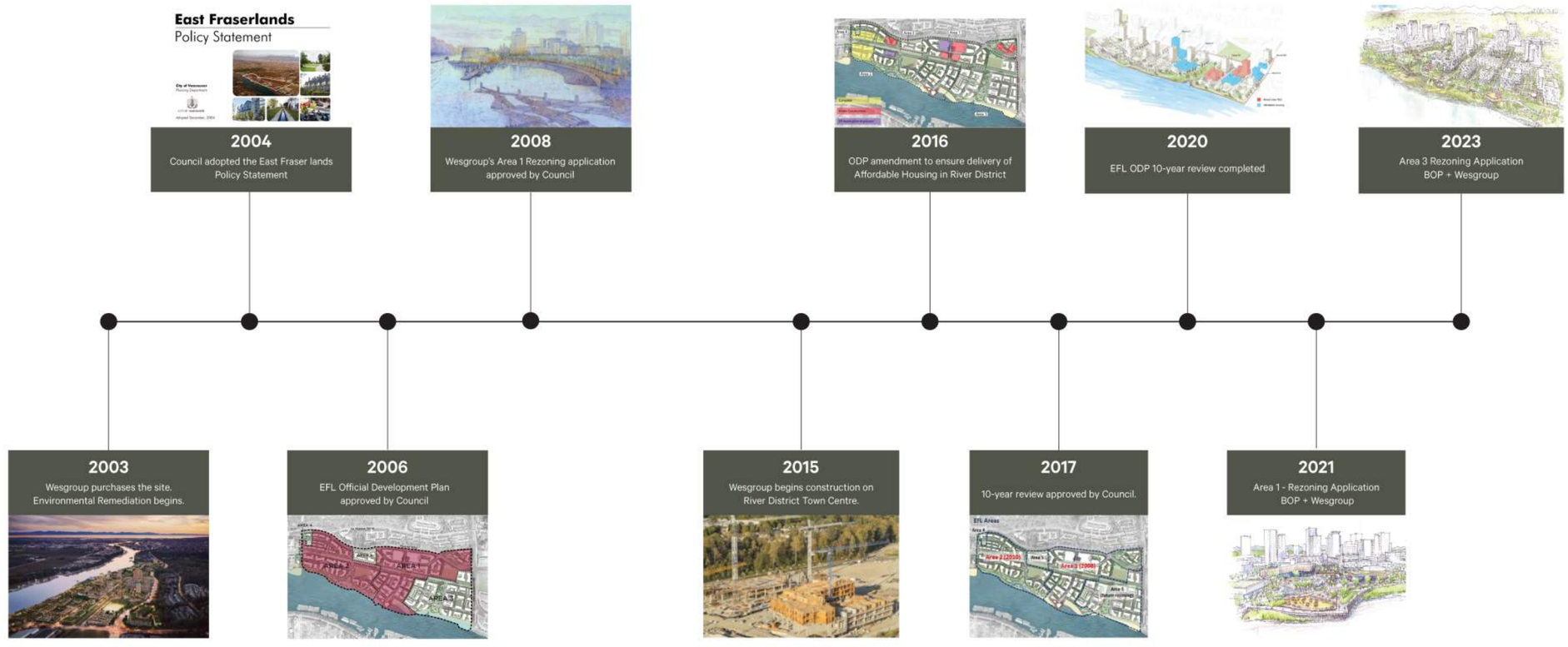
EFL ODP Approved Plan – illustrating Area 1 waterfront and Area 3



EFL ODP Proposed Changes – illustrating Area 1 waterfront and Area 3

Approved EFL Plan Changes, 10-year ODP Review

1.2 PROJECT TIMELINE



1.3 REZONING INTENT

The purpose of this Area 3 rezoning application is to approve the additional density proposed in the 2021 ODP Update. It aims to increase the permitted density and to broaden approved land-uses for neighbourhood serving commercial in Area 3. These updates are in alignment with the EFL ODP and are accompanied by an urban design framework that advances the objectives and policy for both EFL and the City at Large.

The new zone will allow for the following updates to the plan:

- the overall permitted developable area within Area 3 is increased by 104, 358 m2 (1,123,303 ft2) for a total of 292, 337 m2 (3,146,688 ft2)
- 27,870 m2 (300,000 ft2) of the total development is proposed as secure market rental housing;
- 20, 462 m2 (220,250 ft2) of the additional density is proposed as affordable / social housing, spread across four of Parcels;
- building heights are increased to 25 storeys (within a limited number of towers) from the 23 storey existing maximum while maintaining a predominant mid-rise form throughout the area;
- expansion of permitted commercial uses to provide neighbourhood serving retail east of Avalon park.

The Area 3 Rezoning Applications looks to develop 17 individual parcels within the site. This includes 6 sites West of Avalon Park and 11 sites East of Avalon Park. Among these sites, four sites are identified as the locations for affordable housing per the locations identified in the ODP. The affordable Housing sites are defined as Parcels 37, 41, 50, and 52. Furthermore, two sites are identified as market rental housing sites. These sites are identified as Parcel 47a and 49.

Area 3 Application as it relates to ODP Bylaw 6.1.3

Per Bylaw 6.1.3.a, the total residential, flex and light industrial, live-work floor area being delivered as part of this application consists of 297,104sm density, which is compliant with the bylaw.

Per Bylaw 6.1.3b, the total retail and community energy centre floor area consists of 4,881sm of density, which exceed the 2,050sm requirement of the bylaw by approx. 2,831sm. A rationale for this increase can be found on Section 9.3 of this booklet.

Per Bylaw 6.1.3.c, the Area 3 Rezoning Application includes the existing Gasoline Station.

Per Bylaw 6.1.3.d, the Park and Open Space provided as part of the Area 3 Rezoning application meets the 3.31ha requirement of the bylaw. Please see attached Appendix I for the EFL Park Count.

Per Bylaw 6.1.3.e, the secondary school site consist of at least 0.57hectares and is included as part of this Area 3 Rezoning Application.

Per Bylaw 6.3.1.f The total affordable housing being delivered across Parcels 37, 41, 50, and 52 include 741,922sf of density and some additional flex area at Parcel 41 and 52. This equates to 23.6% of the residential floor area in Area 3.

Important Note:
The City of Vancouver informed Wesgroup that there is an error in the Zoning bylaw for the Affordable Housing requirement for Area 3. The bylaw section 6.1.3f notes that 25.6% of residential floor area is to be available for affordable housing. This should be 23.6%. A summary of this error is described in attached Appendix F and has been confirmed by the City of Vancouver. As such this rezoning application complies with the delivery of 23.6% of residential floor area to be available for affordable housing.

Per Bylaw 6.3.1.g, the total market rental housing being delivered across Parcel 47A and 49 include 300,184sf of secured market rental housing and is compliant with the minimum 27,781sm outlined in the bylaw.

The changes proposed in this rezoning submission aim to strike a balance between advancing the project in alignment with the EFL ODP without inadvertently impacting the previous approvals and the overall policy context. In working through the rezoning process, the application will:

- meet or exceed updated housing requirements for family housing;
- identify site and buildings for secured market rental housing;
- identify site and buildings for affordable housing;
- provide desirable local-serving retail to residents of Area 3.
- demonstrate overall feasibility of the proposed design.

The development plan for Area 3 outlined in Section 3 of this report is the outcome of an urban design and public engagement effort that builds on previous policy, accounts for new updates, and maintains alignment and consistency with the EFL ODP.



Scope of this Rezoning Proposal and Design Guidelines

2.0 SITE ANALYSIS

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2.1 HISTORICAL SUMMARY

The East Fraser Lands site is embedded in layers rich in history and meaning.

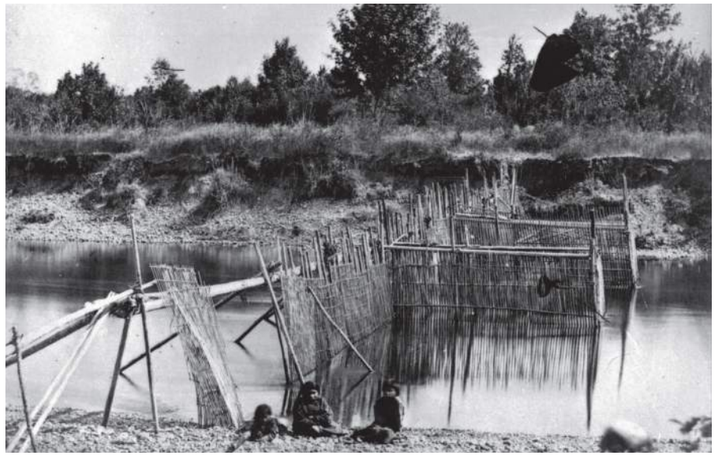
Formerly, a sawmill site on Vancouver's Fraser River flats in the southeast corner of Vancouver, it is bounded by the North Arm of the Fraser River; Boundary Road; South-East Marine Drive; and Kerr Street. The large site is bisected by the CPR Railway line and by E. Kent Street North and South, which run along either side of the tracks.

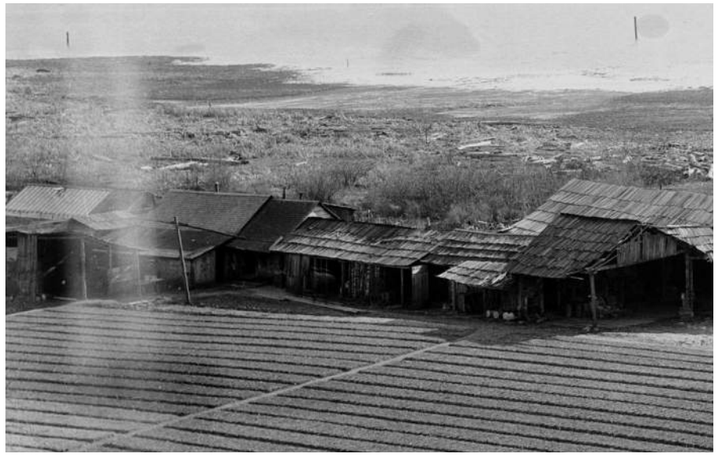
The historic place is located within the traditional territory of the Musqueam First Nation. An archaeological assessment has been completed and no archaeological sites have been recorded. Nevertheless, for thousands of years the Fraser River and its tributary streams were the scene of an intense annual salmon fishery that drew people from all over the region. In the 19th Century, the site was used by European settlers who took advantage of the site's adjacency to the Fraser River using it for agricultural purposes and raising cattle. By the early 20th Century, the land was subdivided and the BC Electric Railway established an interurban line between Eburne (Marpole) and New Westminster, leasing and electrifying the CPR tracks. With rail service, the site began to industrialize. A sprawling sawmill complex developed over the next several decades.

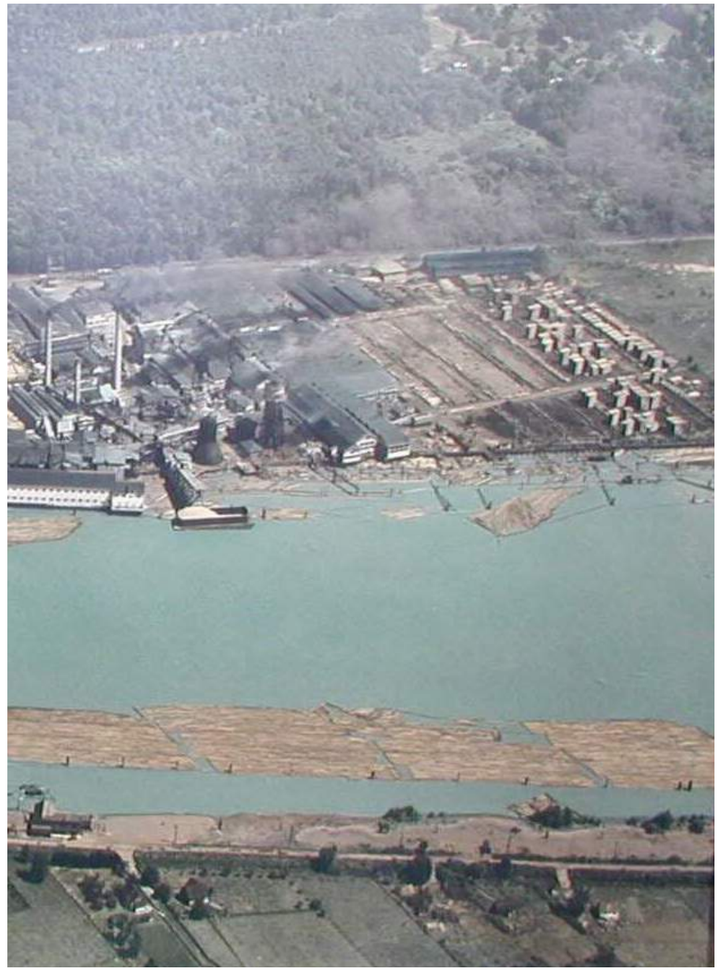
The White Pines Sawmill that occupied the East Fraser Lands site for much of the last century represents an important stage in the history of British Columbia and the Fraser River. Although the mill was dismantled in 2004, leaving few vestiges of its existence, there are still various opportunities within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

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

The historic aspects of the White Pine Mill – industrial installations and structures, and elements of the working river- provide references for development a memorable architectural character for EFL. Many of the buildings designed and built to date at EFL have been influenced (and continue to be influenced) by the nature of the precinct to which it belongs and historic references.







2.2 CONTEXT MAP

Metro Vancouver

The East Fraser Lands (EFL) are centrally located within the Metro Vancouver Region. Located at the southeaster corner of the City of Vancouver along the Fraser River, the EFL interface with employment lands in the City of Burnaby to the east and industrial and agricultural lands in the City of Richmond - across the Fraser River - to the south.

The neighbourhood is consistent with the General Urban designation in Metro 2050 and, through redevelopment, advances many of its goals. The focus of growth along Major Transit Networks, the expansion of the supply and diversity of housing, and the coordination of land use and transportation - including cycling infrastructure - are all examples of ways in which the EFL is advancing regional goals.

City of Vancouver

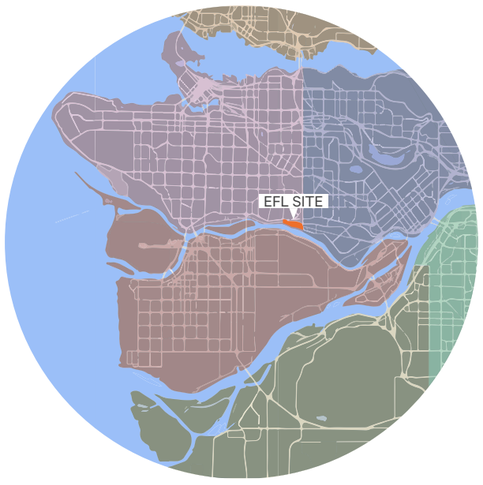
The presence of a mixed-use community along Vancouver's Fraser River is unique in a City most often thought of in terms of its ocean and harbour edges. The EFL's connection to the Fraser - along with its responsibility to contribute to a broader strategy of climate change resilience as water levels rise - defines the community.

Additional influences on the site include Marine Way as a major transportation corridor, the interface with the City of Burnaby's high tech Glenlyon Park neighbourhood, and the traversing CP Rail line along the Kent Avenue corridor.

East Fraser Lands Local Context

The 52 hectares (128 acres) of land that comprise the EFL includes area between Kerr Street and Boundary Road south of Marine Way. While the parks and public riverfront developed as part of the EFL are predominant elements of the public realm, the EFL also benefits from nearby proximity to Kinross Ravine Park, Everett Crowley Park, Champlain Heights Park, and the Fraserview Golf Course. Riverway Sports Complex and Golf Course in Burnaby - as well as Central Park - influence the local context as well.

Transit connections along Marine Way to SkyTrain stations in Burnaby and Vancouver (Expo Line) and west to Marine Gateway (Canada Line) further contextualize the site as do nearby schools and community services. By and large, the surrounding neighbourhood context in the City of Vancouver is predominantly residential with some commercial uses occurring east of the neighbourhood in Burnaby.







East Fraser Lands Local Context

The East Fraser Lands site is divided into 5 Areas, defined below.

Area 1
Area 1 is envisioned to be the heart of the East Fraser Lands and is the central neighbourhood. Build out of Area 1 is well underway.

Area 2
Majority of the development in Area 2 has been completed.

Area 3
Area 3 is currently undeveloped and would form the final phase of development at River District. It comprises of key green amenities like Avalon Park and the east end of Foreshore Park. It is primarily residential in nature with some mixed use parcels of neighbourhood serving retail and amenities.

Area 4
Not owned by Wesgroup Properties.

Area 5
Not owned by Wesgroup Properties.



Extent of EFL and 5 Areas within the development

2.3 PARCELIZATION PLAN

This application will outline land use, massing and further outline design guidelines for the 17 individual parcels located in Area 3 boundary of the East Fraser Lands.

Area 3 is composed of three precincts, each with its own distinctive identity:

- The Avalon Park Precinct,
- The Community Court Precinct, and
- The Shoreline Precinct

Each precinct is uniquely positioned within the larger context of River District. The context leads to distinct urban design frameworks guiding this document and the future design of Area 3.

This application outlines details of development parcels and public realm elements in all the three precincts.

These precincts will be further described in Section 6.0 of this Rezoning Booklet





Conceptual View of Shoreline Park along Area 3

2.4 SITE PHOTOS & EXISTING CONDITIONS



Aerial View of the Current Site Conditions when looking Northwest



Aerial View of the Current Site Conditions when looking Southeast



3.0 PROJECT VISION AND PLANNING PRINCIPLES

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3.1 AREA 3 - VISION

At its heart, the vision for Area 3 is to complete a great waterfront neighbourhood. With much of the remaining areas of EFL completed, under construction, or in detailed design, Area 3 represents the final portion of a comprehensive master plan in the making for more than two decades.

More specifically, the vision for Area 3 is a highly livable, ecological, and socially inclusive community. Its urban design is rooted in planning principles that seek to establish a complete community with:

- local serving retail;
- diverse housing options;
- foster social well being;
- a welcoming public realm;
- local amenities, and;
- a sustainable, zero-waste future.

These planning principles not only link back to the direction set forth in the ODP but also provide a high-level framework in which the Area 3 Plan is nested. Each and every aspect of the vision for Area 3 relates back to these six principles and, by extension, established City policy.

The proposed plan for Area 3 is defined by three major 'moves' that are the foundation of the urban design framework. These 'moves' include:

- the creation of a direct link - a 'paseo' - connecting the High Street to the river;
- the creation of a neighbourhood 'hotspot' for Area 3 residents with local serving retail and community services;
- the creation of a 'community court' - a collection of publicly accessible open spaces and laneways which can 'flex' for community events and special social gatherings.

These three major 'moves' are supported by five design drivers that further define the urban design framework and structure plan for Area 3. In turn, the plan is rounded out with careful consideration to urban design elements such as ecology, connections, housing diversity, edges, amenities, and the public realm.

Comprehensively, these 'moves,' design drivers, and urban elements combine to create something that is more than the sum of its parts. The plan is composed so as to realize a vision of a neighbourhood where:

- neighbours meet and encounter each other during day to day activities;
- a diversity of ages and socioeconomic groups mix and mingle;
- all residents live just one block from a bicycle route and no more than two blocks from a major public park;
- the river informs the experiences and qualities of place including both public access along the shore and ecological aspects to park design;
- the river is 'ever-present' in the community through the creation of sight lines to the Fraser and a landscape that reflects the local hydrology;
- a high quality public realm consists of more than just parks but also includes well designed streets, street ends, shared semi-private spaces, and connections;
- streets and laneways welcomes people first, enhance the cyclist experience as well as cyclist safety, and is flexible enough to accommodate occasional special events and community socials; and
- buildings reinforce public spaces by positive orientation and welcoming street facades.

The vision expressed in this proposed plan is not a new one. It is derived from the ODP and complimented by other city policies and requirements that direct the project to best practices in green building design, sustainable food systems, zero-waste, mobility options (including pedestrian and cycling priority) and social connections.

The following pages describe all components of the plan.



3.2 PLANNING PRINCIPLES

As a bridge to the policy and objectives outlined in the EFL ODP, five key planning principles were established to help guide the development of the Area 3 Plan. Each of these five principles serve the purpose of creating a complete community that enables residents to live in diverse housing types while easily accessing amenities such as neighborhood shopping, parks and open spaces, community amenities, and transit. This fosters a community where all the needs of its residents can be met.



DIVERSE HOUSING OPTIONS

The Area 3 Plan incorporates a diversity of housing options. This means planning for a range of housing types as well as a range of housing tenancies. By distributing townhouses, live-work / flex units, city homes / flats, and tower units throughout the plan, a mix of housing types will contribute to attracting a mix of housing tenants.

Housing options should be secured through means that go beyond the physical design of the buildings. Through agreements the rezoning will secure non-market and secure market rental housing.



SUSTAINABILITY

A comprehensive integration of sustainability strategies, including high-performance green buildings and site-wide initiatives will be included in Area 3.

The proposed plan will include a broad range of strategies directly addressing sustainability including mobility strategies, food security, rainwater management, district energy and green buildings. The plan will emphasize those aspects most conducive to design at the neighbourhood scale / master plan scale. Additional measures may be committed to in general terms but not defined specifically until the Development Permit stage (for example, green building initiatives related to materials will not be determined at this stage as materials are not yet specified).



FOSTER SOCIAL WELLBEING

Through the urban design framework, social wellbeing may be addressed through the creation of public amenities, community services, and semi-public shared spaces. These places - along with other destinations such as commercial retail and key pedestrian connections- will be configured so as to foster the likelihood of chance encounters between neighbours. Additionally, the curation and configuration of shared spaces will contribute to creating spaces for community events.



A WELCOMING PUBLIC REALM

The Area 3 Plan will include a comprehensive public realm plan that prioritizes and integrates a permeable network of public spaces including bike paths, pedestrian networks, streets, waterfront pathways, plazas and parks.

A diversity of parks and open spaces are proposed to be sensitively programmed based on community needs and aspirations.



MOBILITY + LOCAL SERVICES

Design a connected mobility network that prioritizes pedestrians and cyclists. Provide local services and shopping to reduce overall demands on vehicular trips.

3.3 DESIGN RATIONALE

The Area 3 Plan is the actualization of the planning principles arranged into physical form. The proposal includes many defining features which come to life through the design of streets, distribution of massing, and the arrangement of land uses.

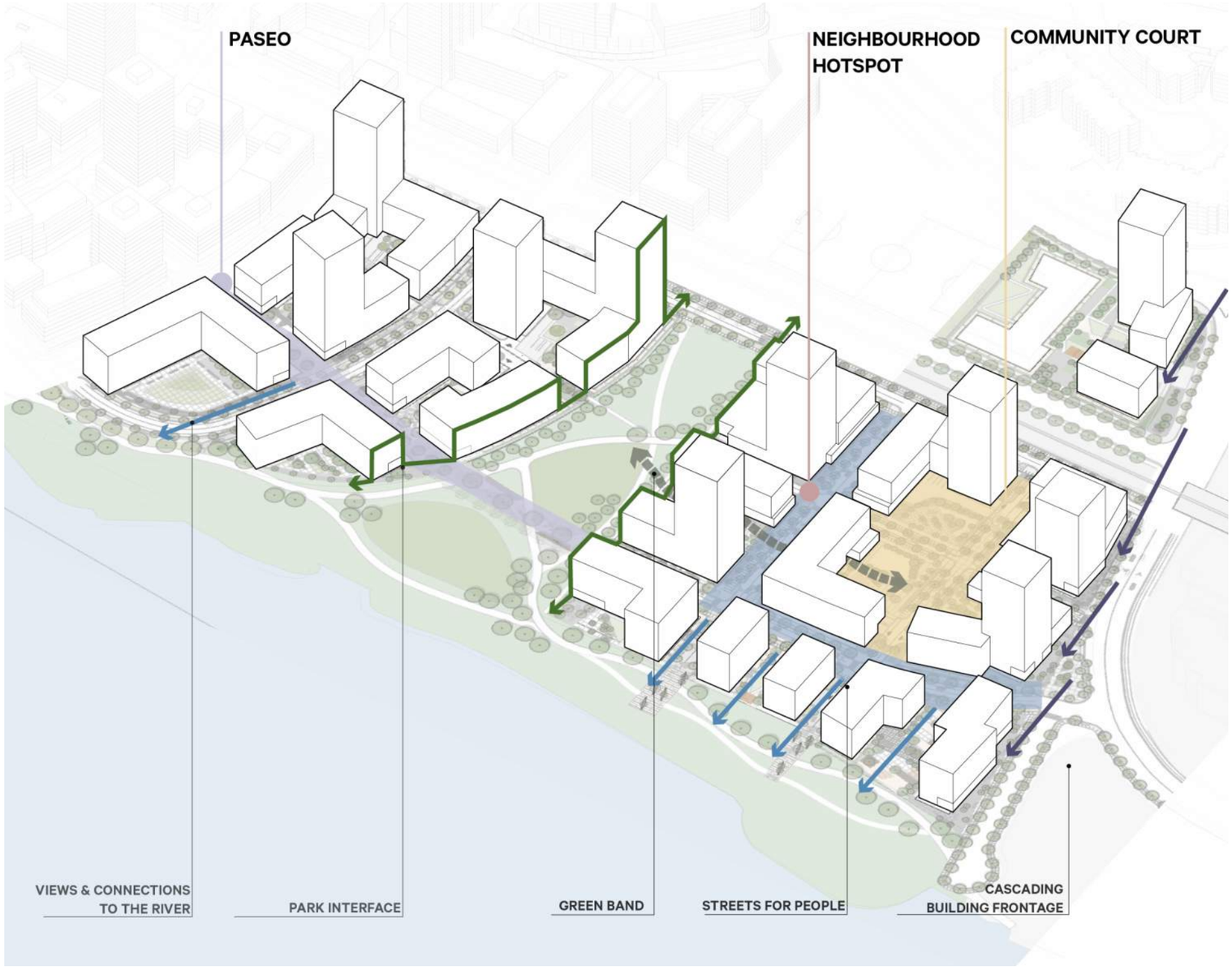
The future development of design guidelines will further reinforce the characteristics of the neighbourhood. This urban design framework plan can be described through three 'big moves' and five 'design drivers.'

Described in more detail on the subsequent pages, the 'big moves' are:

- **The Creation of a 'Paseo'** - The paseo is a people-first street designed as a visual and physical connection between the high street and Area 3, traversing Avalon Park and terminating at a community magnet.
- **Curating a 'Neighbourhood Hotspot'** - Not a high street and not a community services hub, the neighbourhood 'hotspot' is the convergence of residential lobbies, local serving retail, daycare, and pedestrian priority routes. A place where many visit on a daily basis, it is a hub of activity.
- **A Shared 'Community Court'** - Through distinctive laneway design, landscape of shared semi-public spaces, and coordinated programming of adjacent development parcels, a shared community courtyard is proposed to host day to day activities as well as special, community events.

Additional 'Design Drivers' contribute to the plan. Though their impact is less pronounced than the 'major moves,' they are nevertheless key design elements which shape the urban design. These are:

- **Views and Connections to the River -** Buildings along the shoreline are arranged to maintain strong visual connections to the river;
- **Positive Park Interface -** Buildings along Avalon Park have a positive public interface with the park;
- **Green Band -** A combination of visual linkages, pedestrian passages, and landscape reinforce an additional layer of 'green' within the neighbourhood;
- **Streets for People -** Through streetscape design and coordinate parking / loading access, a network of people-priority streets is established;
- **Cascading Buildings -** A 'cascade' of view termini occurs along Boundary Road given the unique curving street geometry. Treating the slow reveal of multiple view termini with distinctive north face architecture will contribute to a unique 'edge' to the community and the City of Vancouver.



PASEO



The Paseo is a pedestrian oriented street framed by flexible spaces. These streets are designed so that the people who live along the street may define the activity within it through spill out space and direct frontage to the sidewalk.

The Paseo links the high street to Avalon Park. Its terminus is a community magnet incorporated into a mixed-use project east of Avalon, creating a draw from the High Street and an additional point of interest along the public waterfront.

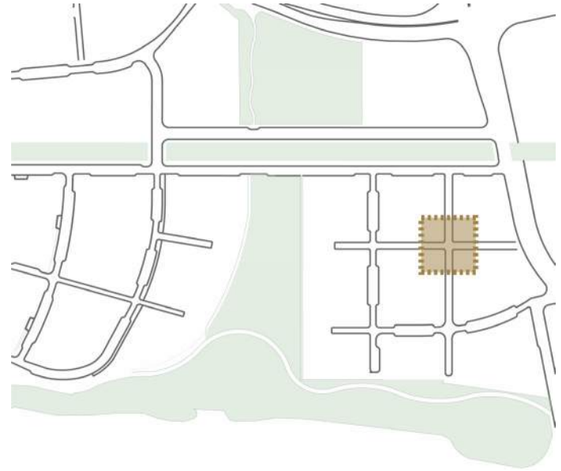
NEIGHBOURHOOD HOTSPOT



Area 3 is well served by local serving business and services. These are steered towards a community 'hotspot.' Essentially a hub of activity - but not one which is saturated with and defined by consumer activity - the neighbourhood hotspot occurs at the intersection of the major neighbourhood street (Road D) and a unique pedestrian priority laneway (Lane P2). It is a place where people converge and day-to-day activity occurs.

The high activity level is generated through the convergence of the grocer's entry, a residential tower lobby, a daycare, and additional small scale retail. The pedestrian connection to Avalon Park at the western end of Lane P2 further entices people to pass through this hot spot.

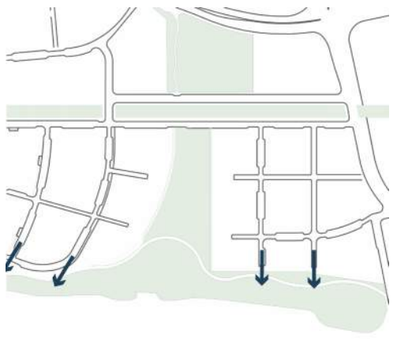
COMMUNITY COURT



A key tenet of early stage planning for Area 3 was to develop a physical urban form that would stimulate and foster social connections. Although originally conceived as a series of individual and intimate courtyards, the plan has evolved to craft a series of contiguous semi-public spaces into a greater more public whole.

Each of four half-open courtyards are oriented towards the intersection of Lane P2 and Lane N. This creates a larger shared space. Both lanes are elevated to courtyard level at the intersection, contributing both to traffic calming and a holistic sense of shared space. Driveways are pushed to the furthest north and south extremes to facilitate occasional lane closures for special events.

VIEWS AND CONNECTIONS TO THE RIVER



Pathways and street networks throughout the site are designed to allow for ease of public access to the waterfront either by foot, bike, or car. Building heights are designed to drop from west to east and north to south to provide more residents with views of the waterfront. Most importantly, building footprints on parcels along the shoreline will be arranged so as to maximize visual porosity to the river from the street.

PARK INTERFACE



A shared natural amenity space gives all residents within the neighbourhood a backyard to enjoy. The park, in turn, benefits from a positive interface with nearby buildings. This 'positive interface' is typically created through the direct orientation - with generous setbacks - of units to the park. However, it is also achieved by an abundance of pedestrian links at each street, lane, and driveway end.

GREEN BAND



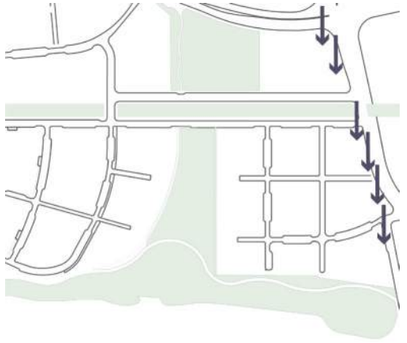
The green band is an additional layer of public realm that links Avalon Park to the Community Court. It is a secondary network to the streets and lanes and it traverses at least three development sites. The link will be designed for pedestrian access though this may be time limited. At all times, a visual link and supporting river landscape will provide meaning, character, and an attractive living quality to the community.

STREETS FOR PEOPLE



The two primary streets within Area 3 are both designed with pedestrians and cyclists as priority users. Even though Road D and Road M both are the main vehicular circulation routes in Area 3, driveway access points are minimized and bicycle infrastructure is developed. By creating vehicle access points of laneways and shared drives, the total number of potential conflict points between vehicles and people is minimized.

CASCADING BUILDING FRONTAGES



The eastern boundary of Area 3 - in fact, the eastern boundary of the City of Vancouver - is a street which curves slightly as it approaches the Fraser River. This creates the possibility for a unique arrival experience and 'edge' condition as a series of buildings, many of them tower, will be gradually 'revealed' as one travels along the street, effectively creating a 'cascade' of view termini. The north facades of each of these building will contribute significantly - and, if coordinated, dramatically - to a memorable urban edge and distinctive arrival experience.

3.3 MASTERPLAN ELEMENTS



CONNECTIONS

A key element driving the vision for River District is creating connections, whether this is allowing for spaces where the community can connect with one another, or allowing for an ease to connect with neighbourhood amenities, such as the park and the riverfront, pathways and spaces will be provided throughout the area to foster these connections.



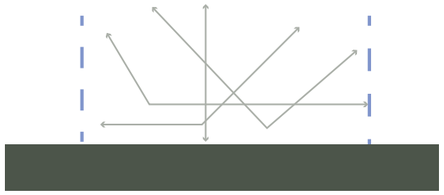
DIVERSE HOUSING

A key element driving the vision for River District is to provide townhouses, low- and mid-rise apartments, and tower forms and allow for different uses within those different forms. There is a diverse mix of market, rental, and affordable housing being provided across the sites as well as live/work uses being anticipated along the Paseo and fronting Boundary Road.



NEIGHBOURHOOD AMENITIES

The vision of the masterplan is to create neighbourhood amenities like green spaces, easily accessible bike routes, commercial retail, and provide a daycare. These amenities allow for a more complete neighbourhood, granting ease of access to community needs.



EDGES

The riverfront and park edge are key elements with the River District Masterplan. The park and river edge are great amenities within the site and should be celebrated. A key element within the design of River District is aligning the buildings along Avalon Park as well as allowing easy access to the river front edge.



PUBLIC REALM

A comprehensive public realm plan is being proposed that prioritizes and integrates a permeable network of public spaces including bike paths, pedestrian networks, streets, waterfront pathways, plazas and parks.



ECOLOGY

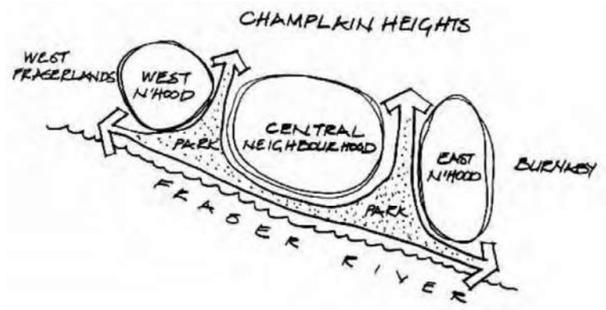
The ecology of the site is guiding the design of River District. The river front is a key element of the site and will be celebrated. A comprehensive rainwater management plan and sustainability strategies will also be implemented to protect the ecology of the site for years to come.

3.4 ALIGNMENT WITH ODP

The EFL ODP sets seventeen urban design principles that guide development for the neighbourhood. While this document proposes a rezoning in order to increase density, expand land-uses, and increase height, the proposal remains in alignment with ODP. Each of the seventeen principles in the OFP has been met, furthered, or untouched by this rezoning. In this regard, this step in the process does not represent a departure from City policy or a special ask. Instead, it is the actualization of previously agreed to policies, strategies, goals, and objectives.

While the rezoning approval is based on consistency with additional policies, consistency with the ODP is a starting point. Alignment with the Rezoning Policy for Sustainable Large Developments as well as the Green Building Policy (as well as Step Code) is also important and described in Section 8 of this document. As an overview and introduction to the broad alignment with City policy, this section describes how the Area 3 Plan meets the aspirations of the City.

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



DISTINCT NEIGHBOURHOODS

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

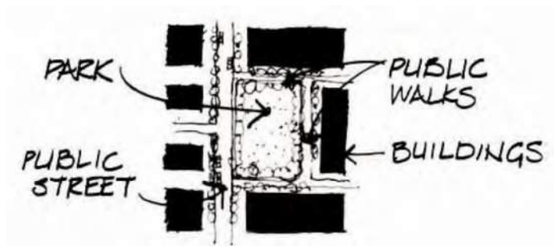
Area 3 Plan: The proposed plan reinforces the idea of three distinct neighbourhoods. In particular, the unique parcel size and resulting built form east of Avalon park creates distinctive qualities from the rest of the River District. Additionally, the presence of local-serving retail and services east of Avalon Park will contribute to the 'completeness' of what the ODP refers to as 'East Neighbourhood.'



LAND USE AND DEVELOPMENT INTENSITY

EFL ODP: Development intensity is to increase gradually towards a vibrant central neighbourhood, focusing more people close to shopping, community services, and transit.

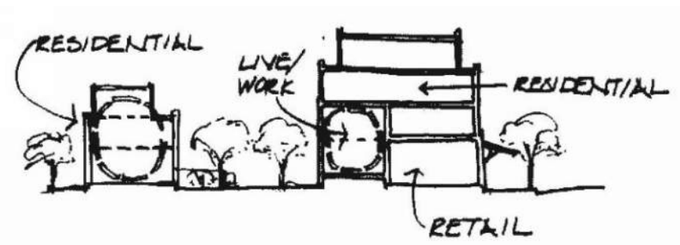
Area 3 Plan: The introduction of neighbourhood serving retail, local community services such as daycare, and a small grocer east of Avalon Park is a demonstration of alignment with this ODP principle. Additionally, the prioritization of pedestrians and cyclists support the broader objective of transit oriented development.



PUBLIC EDGES

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

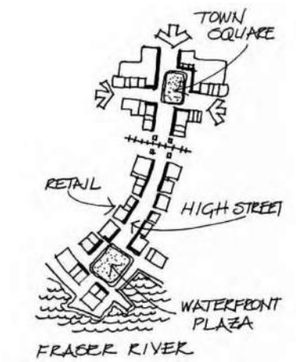
Area 3 Plan: All edges of Avalon park have clear definition through a positive public interface of buildings or pedestrian linkages. The Area 3 Plan demonstrates this alignment which may be further enhanced through design guidelines.



MIXED USES

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

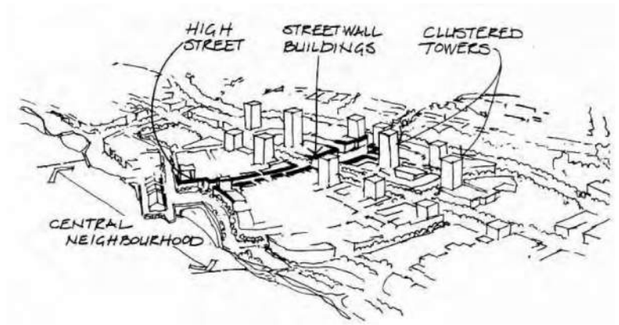
Area 3 Plan: Area 3 includes a local grocer, small scale CRUs, daycare, and a potential cafe. Housing types vary as well and include townhouses, city homes, and tower units.



HIGH STREET

EFL ODP: 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.

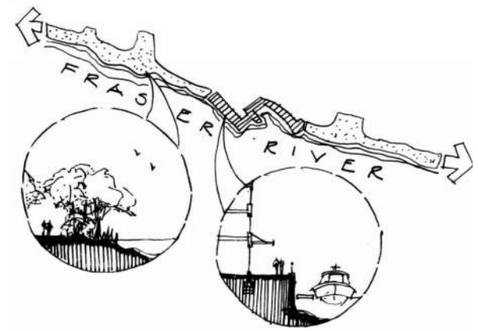
Area 3 Plan: The High Street identified in the ODP is not part of Area 3. However, the proposal reinforces this principle through the creation of the Paseo: a direct pedestrian link from the High Street to Avalon Park.



CLUSTERED TOWERS

EFL ODP: 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.

Area 3 Plan: The ODP Principle is not impacted by the Area 3 Application as it pertains to the Central Neighbourhood. However, the Area 3 Plan is considerate in its location of towers by minimizing park shadow and spacing towers so as to maximize daylight on the street and key public spaces. Moreover, it also maintains a lower-scale streetwall to create comfortable pedestrian spaces.



CONTINUOUS FORESHORE PARK

EFL ODP: 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.

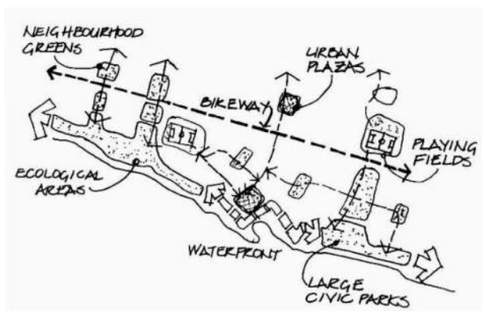
Area 3 Plan: One of the major moves of the Area 3 Plan is to create a Paseo that links the centre of the neighbourhood to a unique, active experience in Area 3. A new community magnet - possibly a small restaurant or cafe - is proposed for the southwest corner of Avalon Park. This contributes to variation in the riverfront experience distinct from the foot of high street or ecologically focused zones.



MIXTURE OF BUILDING TYPES AND SCALES

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

Area 3 Plan: Much like the diagram included in the ODP, proposed development for Area 3 incorporates a range of typologies on a block by block basis.



OPEN SPACE NETWORK

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

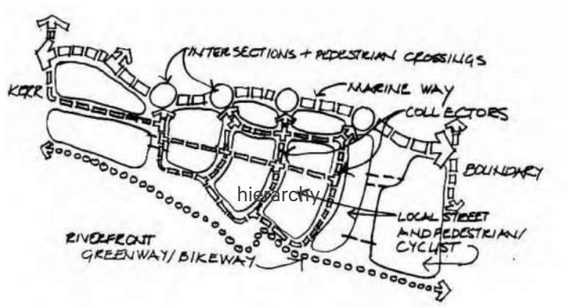
Area 3 Plan: The Community Court, the Green Band, the street end parkettes, and the expanded Avalon Park and riverfront public shoreline are all components of a rich and diverse open space network.



HIGH STREET CONNECTIVITY

EFL ODP: A high level of permeability and connectivity is to occur at and to the high street.

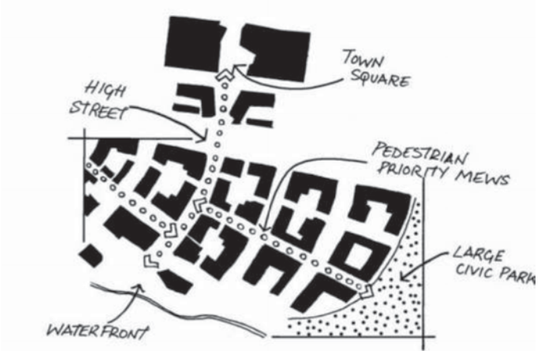
Area 3 Plan: Though this ODP principle applies to High Street which is out of Area 3, a similar principle was applied to street ends within this plan. All streets and lanes end with pedestrian access to public open space and some present unique opportunities for the design of small public parks and gathering spaces.



HIERARCHY OF MOVEMENT

EFL ODP: 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.

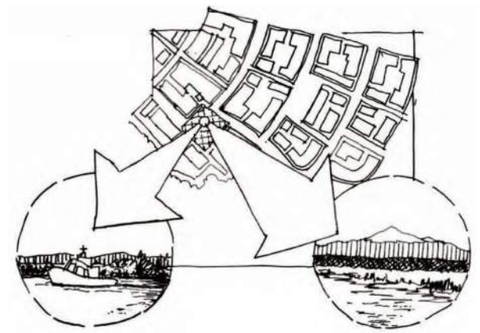
Area 3 Plan: A very small block structure and grid street and lane network contribute to ease of movement throughout Area 3 for pedestrians and cyclists. Vehicles also circulate throughout the network though the street hierarchy - secured through narrower right of ways, elevation changes, and streetscape design - helps to mitigate shortcutting.



CONNECTING PUBLIC SPACES

EFL ODP: Development is to include a variety of public spaces, joined by a system of pedestrian priority connections and greenways..

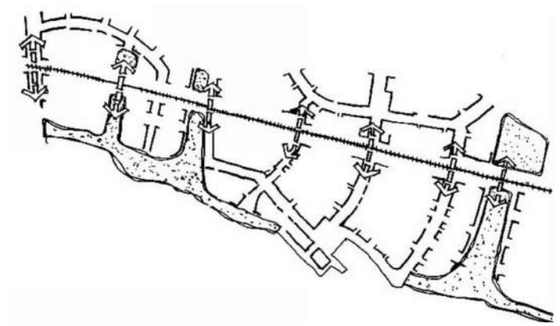
Area 3 Plan: The Paseo and Lane P2 are designed to have a strong pedestrian priority or be pedestrian only. These two corridors link primary public spaces and places of public interest such as Avalon Park and the High Street.



VIEWS

EFL ODP: Views to the river and Mount Baker are to define and orient streets and public spaces.

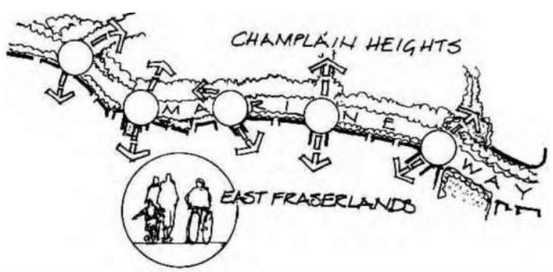
Area 3 Plan: Not only are street end views in Area 3 oriented to the river but the layout and siting of the parcels along the shoreline further increase the number and quality of views from the interior of the neighbourhood to the River.



RAIL CORRIDOR

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

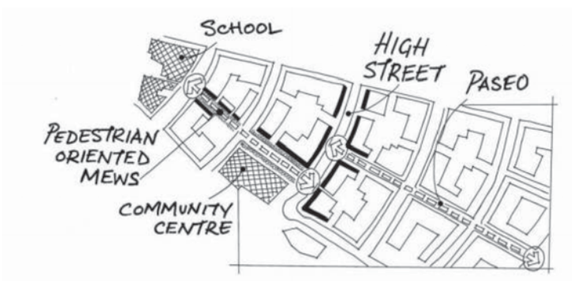
Area 3 Plan: The Area 3 Plan provides rail crossings where possible (Road D) and anticipates additional future connections at Avalon Park should there be changes in ownership of the Rail Corridor.



MARINE WAY FRONTAGE

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

Area 3 Plan: Only one parcel of Area 3 interfaces with Marine Drive Frontage. Through design guidelines, the facade, landscape and other design elements will reinforce the ODP Principle.



VISUAL CONNECTIONS

EFL ODP: A pedestrian oriented linkage to visually connect the community centre and elementary school to one another and to the high street.

Area 3 Plan: This principle does not apply to Area 3 as the community centre and elementary school are outside of its boundaries. However, the principle is applied to the other areas within Area 3 such as the Paseo, which creates a strong visual link to Avalon Park and the River from the High Street.

4.0 FORM OF DEVELOPMENT

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4.3.3 Transit Route Diagram 39



4.1 OVERALL EFL PLAN

4.1.1 SITE PLAN



Overall EFL Plan highlighting Area 3

The East Fraser Lands site is divided into 5 Areas, defined below.

Area 1
Area 1 is envisioned to be the heart of the East Fraser Lands and is the central neighbourhood. Build out of Area 1 is well underway.

Area 2
Majority of the development in Area 2 has been completed.

Area 3
Area 3 is currently undeveloped and would form the final phase of development at River District. It comprises of key green amenities like Avalon Park and the east end of Foreshore Park. It is primarily residential in nature with some mixed use parcels of neighbourhood serving retail and amenities.

Area 4
Not owned by Wesgroup Properties.

Area 5
Not owned by Wesgroup Properties.

4.1.2 EFL DEVELOPMENT PROGRESS

Until December 2020, roughly 3,500 residents, of the total anticipated population of approximately 12,500 based on the original ODP, have moved into EFL. The project is generally on schedule to achieve 50% build-out by 2025. It is anticipated that full build out of the plan, including Area 3, will take another 20-25 years.



Development Progress of various parcels in East Fraser Lands

4.2 PUBLIC REALM LANDSCAPE PLAN

Building from the success of the built portions of the EFL lands, Area 3 intends to continue a pedestrian focussed public realm throughout all three of its neighbourhood precincts. Each neighbourhood is intended to provide pedestrian priority and direct vehicle free movement to adjacent green spaces and river.

The public realm along the streetscape will include activated building frontages including commercial elements, residential expressions, and the potential for indoor amenity functions to be expressed at street level.

Street life is intended to be vibrant along the neighbourhood roads, paseos mews and lanes with weather protection at the building face as well as a robust tree canopy in the boulevard for passive social shading.

Public space will be further amplified with connection to POP and courtyard spaces situated within public ROW and development lot courtyards to provide a diverse range of amenities, furnishings and treatments and appropriated scale lighting for safety and comfort.

Ecological and social sustainability will continue to be a focal point with the Area 3 public realm design and will include green infrastructure strategies such as rain gardens and other Low Impact Development (LID) elements in the boulevards, planting to promote biodiversity and habitat as well as support open and accessible pathway networks and amenities for users of all abilities.



Public Realm Plan for East Fraser Lands

4.3 STREET NETWORK PLAN

The Public Realm for East Fraser Lands includes a hierarchy of distinct streetscapes typologies. All streets are defined by street tree plantings, rich ground plane treatments, lighting, street hardware and furnishings. An important signature component of several of the streets is the inclusion of rain gardens and bio-swales which are inherent to the rain water management strategy for the community.

A brief description of street types relevant to this Rezoning Proposal can be found below. Kindly refer to the attached Design Guidelines for EFL Area 3 for further details.

Arterial Streets
The major arterial streets that provide east-west connectivity to EFL are Marine Way, Kent Ave North and Kent Ave South. Marine Way provides the public frontage to the development. The existing street will be modified with three new signaled intersections at River District Crossing and at either end of the crescent. Kent Avenue North accommodates east-west traffic movement between the urban core of the development and more residential neighbourhoods to the east and west. Kent Avenue South includes the proposed street on the south side of the CP rail corridor and the Kent Ave Greenway.

Collector Roads
The collector roads are the primary roads accommodating local traffic movement through the development. They provide two travel lanes with parking on either one side or both sides and are fronted mostly by residential parcels.

Pedestrian Mews
As pedestrian-only routes, the pedestrian mews will be very intimately scaled and designed for pedestrian comfort, including planting and paving treatment. In some cases, these are off-street connections or SRWs between parcels that connect to the Foreshore Park or Avalon Park in Area 3.

Kent Ave Greenway
The Kent Avenue Greenway runs between Kent Ave North and Kent Ave south and provides east west movement for bikes and pedestrians. Residential units and entrances to development sites face directly onto the greenway. The greenway includes generous bike and pedestrian paths separated by a continuous landscaped median.

Feature Lanes
Two feature lanes with high-quality design features are planned within Area 3. Lane N facilitates North South movement of vehicles and supports functional aspects like loading and garbage collection for the adjacent parcels. It will be designed with suitable paving treatments and sidewalks on both sides. Lane P2 will support one-way flow of cars, while prioritizing East-West pedestrian movement between Boundary Road and Avalon Park.

Paseo
The Paseo is a feature street running east-west and connecting the high street of River District in Area 1 to Avalon park. It is a pedestrian priority street with ground-oriented ‘flex uses’ on either side.


RIVER DISTRICT CROSSING
MARINE WAY
KENT AVE NORTH
KENT AVE SOUTH
ROAD D
PASEO
ROAD M
LANE P2
LANE N
ROAD K2
FRASER
RIVER
LEGEND
Primary Town Centre Streets
Arterial Streets
Collector Streets
Vehicular Mews
Pedestrian connections on Private Mews
Kent Ave Greenway
Paseo
Feature Lanes

4.3.1 CYCLING ROUTES PLAN

A cycle-friendly environment will be created in the EFL through the development of a wide network of streets, lanes, mews, etc, all of which will have low traffic and vehicle speed. These will be interconnected with two main dedicated/marked bike routes, which run in an east-west direction, and with two parkland routes, which run in a north-south direction in the western and eastern neighbourhoods.

At EFL's final build out, it is estimated that 25,000 people will be within reasonable cycling distance of the neighbourhood centre, including the community centre and schools. In addition, the SkyTrain at Joyce Station and the future Canada Line station at SW Marine Drive / Cambie Street will both be within a 20-minute cycle from the EFL and these transit stations will be directly accessible via existing bike routes.





Conceptual Street View along the Paseo

4.3.2 PEDESTRIAN CIRCULATION



A lively and safe pedestrian environment is a major priority of this proposal, with well connected pedestrian circulation through the neighbourhood and multiple connections to the Riverside route. The proposal intends to encourage pedestrian activity facilitated by intimate block sizes and multiple connections through parcels.

Walking is expected to be the primary form of travel for short journeys and is a realistic form of travel for most people, especially over short distances, i.e. up to 2 kilometers or a 25-minute walk time. A key design principle is to create a permeable and fine-grained street and walkway network, providing pedestrians with more choice of routes than other road users. These routes connect to surrounding communities at West Fraser Lands, Champlain Heights and Marine Way Estates Business Park.

LEGEND

- Existing City Roads within EFL Development
- New Sidewalk
- Routes through Development Parcels
- Streets
- Lanes with sidewalks
- Riverside Route
- Existing External Routes
- Off-Street Pedestrian Routes
- Existing Traffic Signals

4.3.3 TRANSIT ROUTE DIAGRAM

Currently transit routes run along Boundary Road, SE Marine Drive and Marine way. The development of Area 3 will support and enhance existing transit network. As EFL is built out and reaches its expected occupancy, the neighbourhood can provide more ridership to transit routes in the surroundings. Two bus stops on Kent Avenue South are within a 5 minute walking distance route throughout the site.

East Fraser Lands could have a population of 12,000+; it could employ around 2,000 to 3,000 people in the neighbourhood centre, while another 10,000+ people per day could potentially be visitors. These figures suggest that EFL could support at least 3 bus routes with service frequencies at 15 minutes.



LEGEND

- Streets Designed to be Bus Supportive
- Potential Bus Lay-By Area
- Potential Future Rail Station

5.0 MASTERPLAN

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5.2 Housing Strategy 42
5.3 Retail Strategy 43
5.4 Land Use Strategy 44
5.5 SRW and Street Dedications 46
5.6 Site Grading 47
5.6 Shadow Studies 48



5.1 INTRODUCTION

The Area 3 Masterplan aims to enhance community connections, offer diverse housing and neighbourhood amenities supported by a high-quality public realm that respects the project's proximity to the Fraser River, its unique ecology, and its context within the East Fraser Lands and the City of Vancouver.

Development parcels are intended to be open and accessible and will provide additional porosity to the streetscape network. This open and inviting approach to private spaces will blur the often-discrete lines that emerge at the interface between public and private realm and intends to use the built form as a catalyst for community cohesion, safety and belonging.

Additionally, parks spaces, plazas and nodes will be designed to be diverse in amenity offerings and support active lifestyles through all seasons. In addition to public spaces, the strategic positioning of amenities on private land will embrace the core principles of the policy for large sustainable developments to further create a healthy and resilient neighbourhood within the East Fraser Lands.



5.2 HOUSING STRATEGY

The proposed plan for Area 3 contributes to a spectrum of housing options including purpose-built rental, family-oriented units, and a substantial affordable housing component.

Market condos and purpose-built rental buildings would be developed by Wesgroup. The affordable housing sites are provided as serviced dirt sites by Wesgroup to the City of Vancouver, for the delivery by the City. Vancouver Affordable Housing Agency (VAHA) is facilitating development of the affordable housing parcels in EFL in partnership with senior governments and non-profit housing providers.

The adjoining drawing illustrates the location of each type of housing. Each of these parcels would be designed and developed individually.



LEGEND

- RES - AFFORDABLE HOUSING
- RES - RENTAL
- RES - STRATA

5.3 RETAIL STRATEGY



Each retail space in Area 3 is strategically located to serve a larger function within this framework plan. This is largely because River District Crossing within Area 1 would be the primary commercial, high-street and is located in close proximity to Area 3.

Considering this larger context, retail uses within Area 3 shall be neighbourhood serving and help create interest and activation in key areas of the plan. Retail units along Road M, in parcels 46, 47A, and 49 help create a neighbourhood hotspot within Area 3. This is the place residents and visitors would go to shop for some daily essentials, have a coffee with a neighbour, or browse a bookstore. A small grocer on Parcel 46 would be place to shop for fresh produce or to put together a picnic to bring to Avalon Park or the shoreline in the summer.

A community magnet consisting of active uses - potentially retail on Parcel 48 establishes a strong visual connection with the Paseo and provides an activated frontage as a concluding element of the Paseo. This will draw people from the Paseo into the park and further into Area 3. This space could be a small restaurant, bakery or coffee shop with an outdoor patio adjacent to Avalon Park and facing the river.

Area 3 is largely residential focused and the provision of retail at key locations provides opportunity for chance encounters between neighbours, engage in various activities in the public realm, or simply people-watch.

LEGEND

COMMERCIAL/RETAIL

5.4 LAND USE STRATEGY

As a part of the overall East Fraser Lands development, Area 3 would be a high-quality, compact and dynamic mixed-use community. A network of public spaces throughout would weave the various uses together to create a complete community.

As seen in the adjoining drawing, retail and flex uses would animate key neighbourhood connections. Residential podiums would feature ground-oriented units throughout the site. Further refinement to building massing, land uses and areas is expected as each parcel is individually developed.



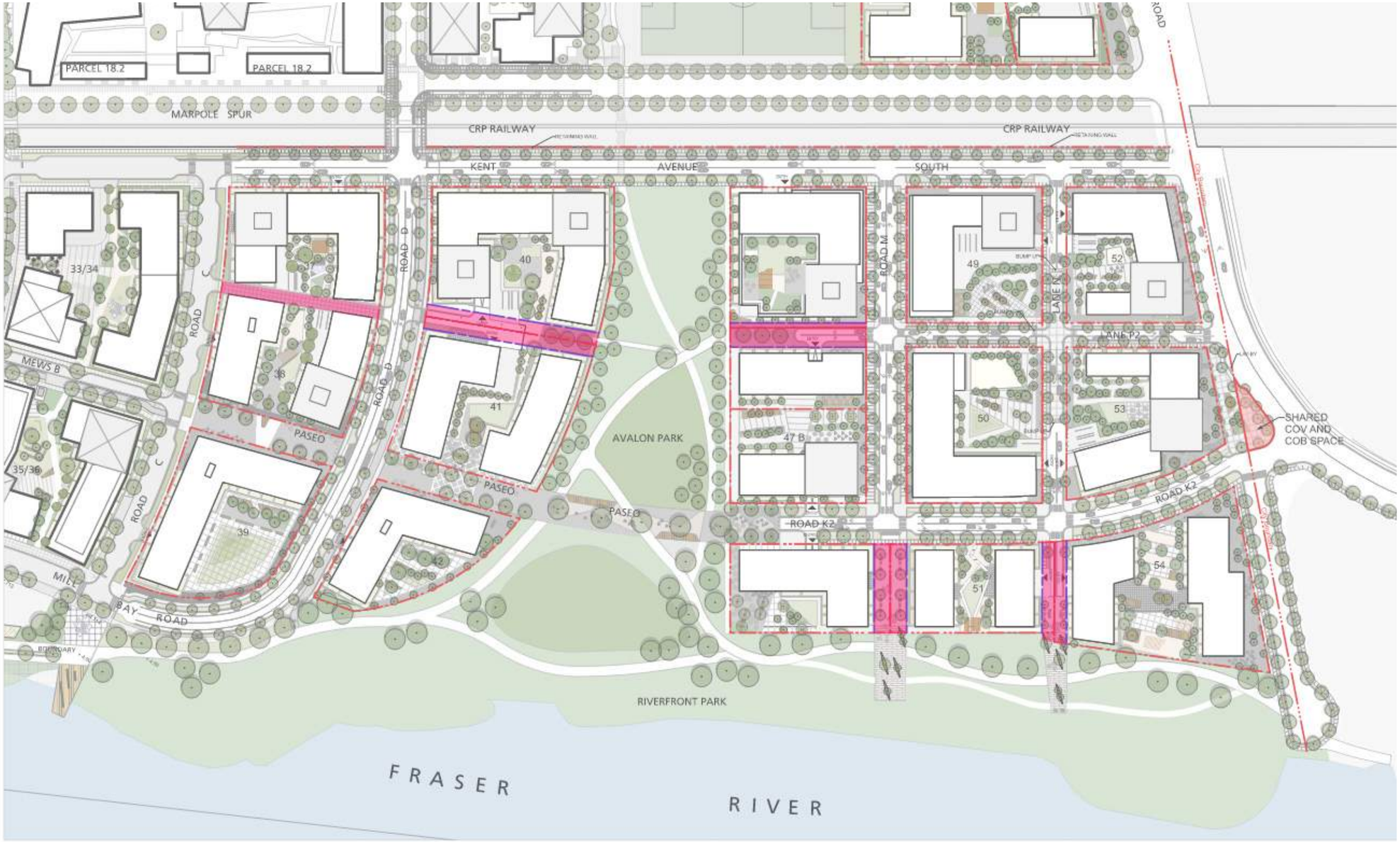
LEGEND

- COMMERCIAL/RETAIL
- FLEX
- RES - AFFORDABLE HOUSING
- RES - RENTAL
- RES - STRATA
- DAYCARE
- COMMUNITY ENERGY CENTRE

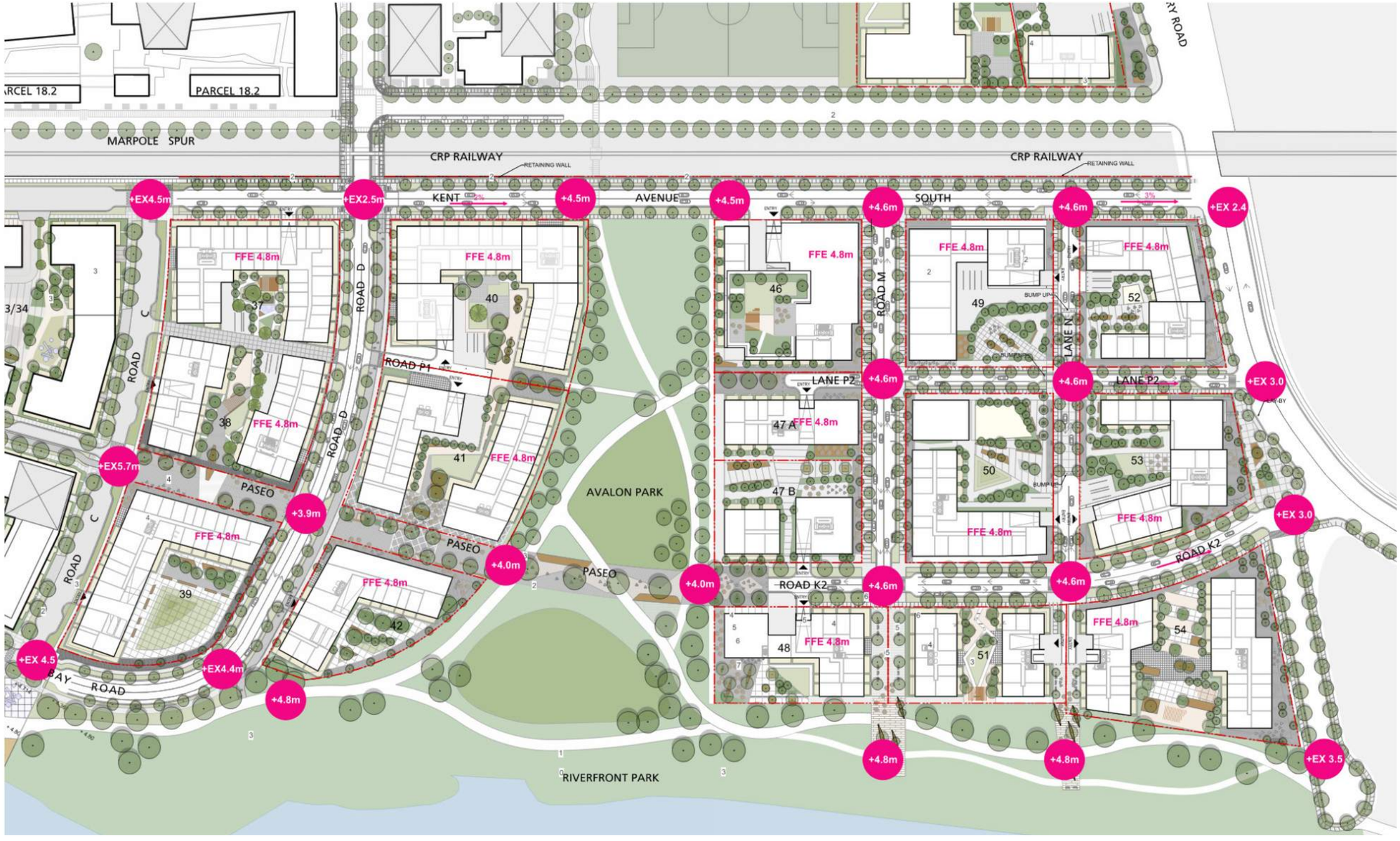


Active retail frontages along Road M contributing to the “Neighbourhood Hotspot”

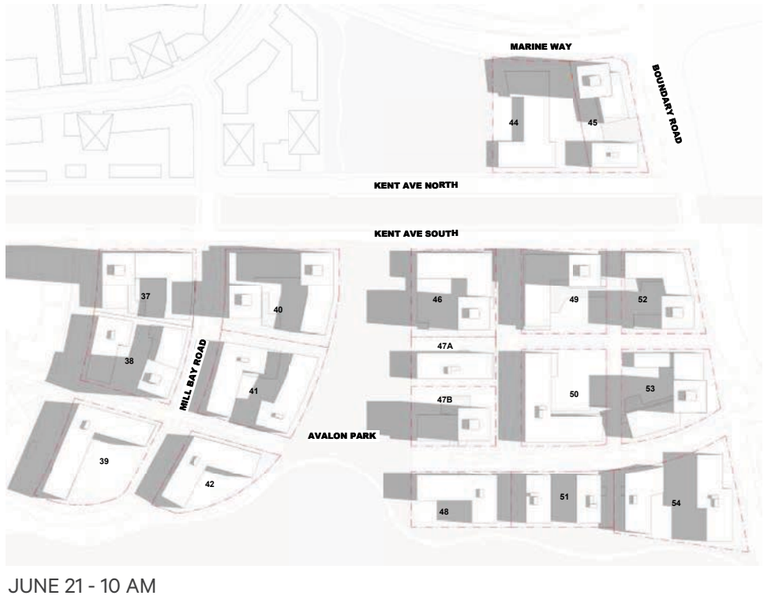
5.5 SRW AND STREET DEDICATIONS



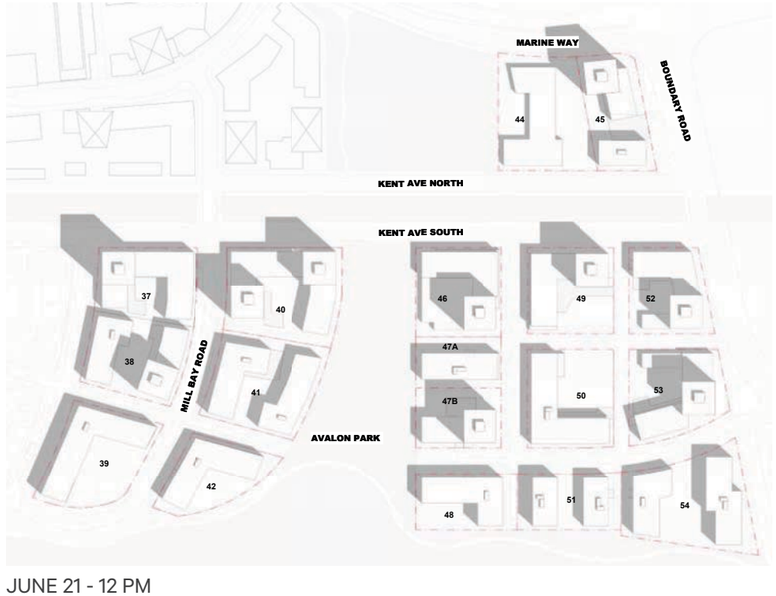
5.6 SITE GRADING



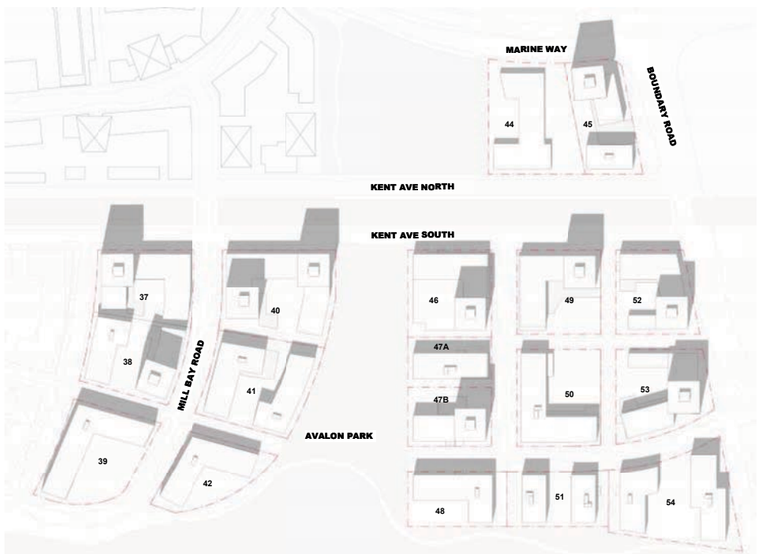
5.6 SHADOW STUDIES



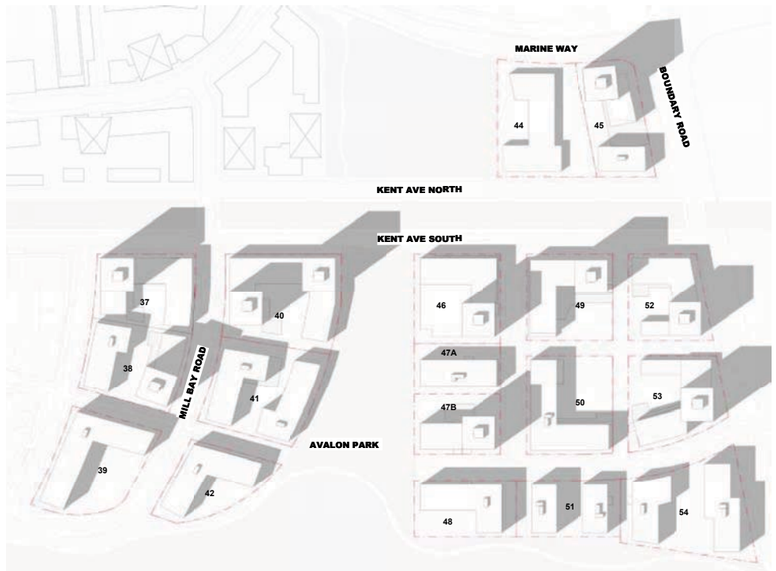
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JUNE 21 - 12 PM



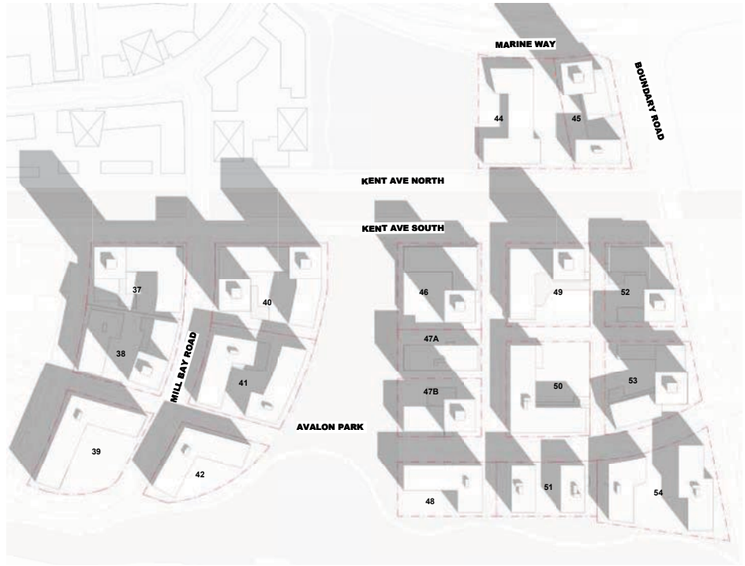
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JUNE 21 - 4 PM



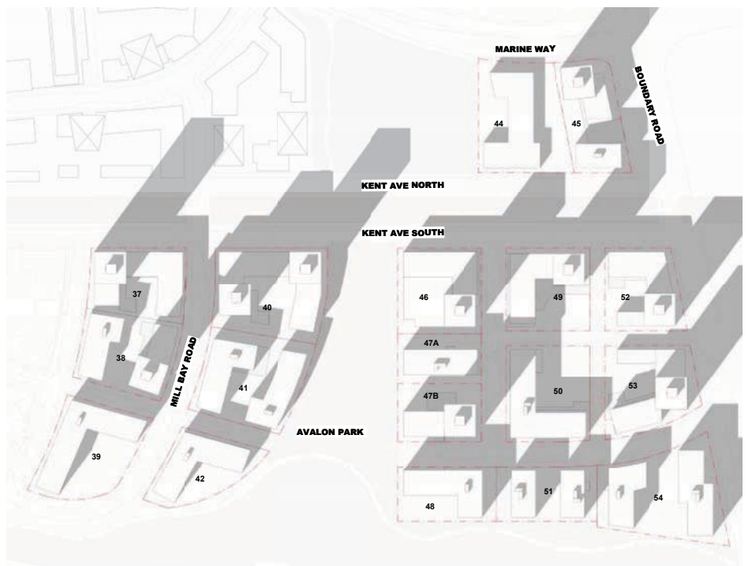
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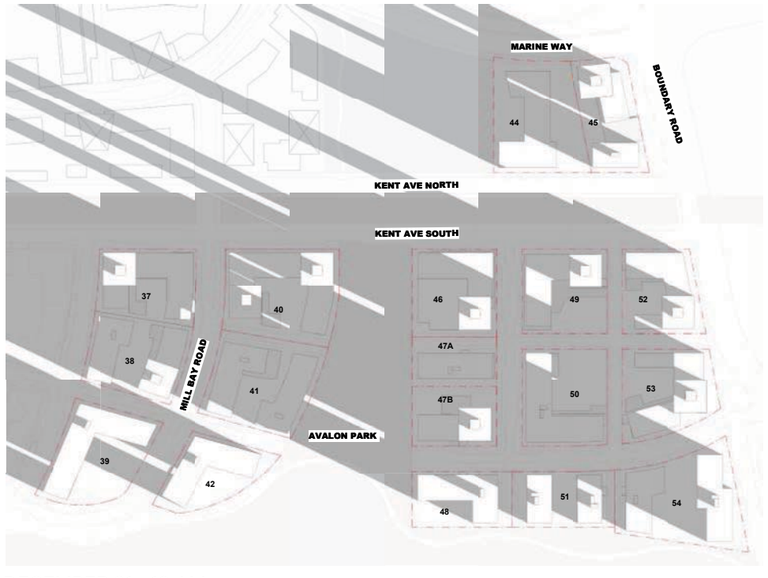
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MARCH 21 / SEPT 21 - 2 PM



MARCH 21 / SEPT 21 - 4 PM



DECEMBER 21 - 10 AM



DECEMBER 21 - 12 PM

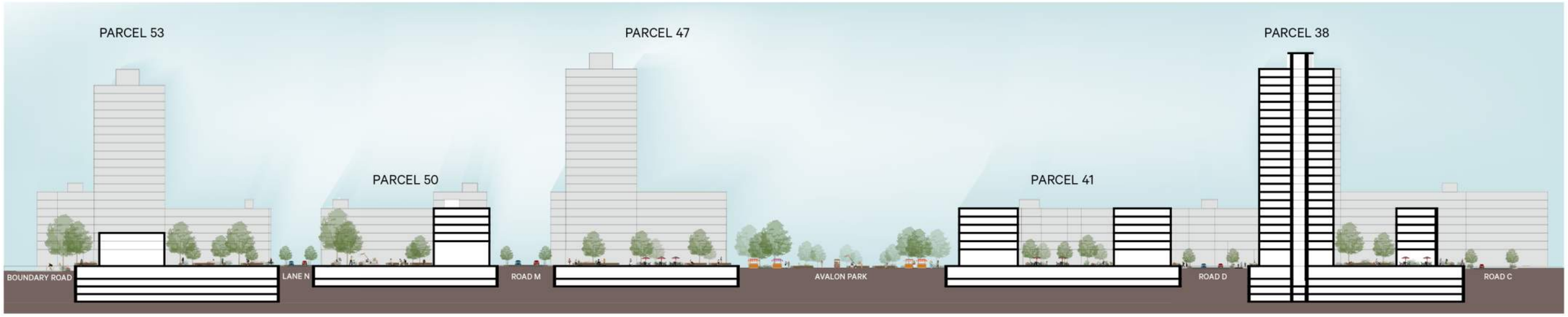


DECEMBER 21 - 2 PM

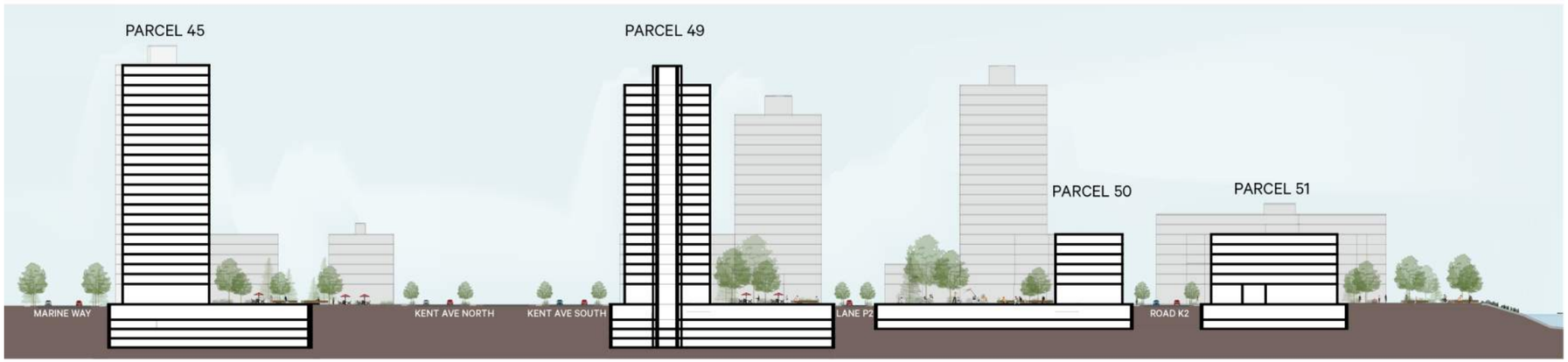


DECEMBER 21 - 4 PM

5.7 SITE SECTIONS



SECTION 1



SECTION 2



KEY PLAN