



REFERRAL REPORT

Report Date: January 6, 2026
Contact: Tess Munro
Contact No.: 604.871.6168
RTS No.: 18366
VanRIMS No.: 08-2000-20
Meeting Date: February 3, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Amendment: CD-1 (566) East Fraser Lands Town Square Precinct: 3575 Sawmill Crescent and CD-1 (567) East Fraser Lands Waterfront Precinct: 8711 River District Crossing and 3522 East Kent Avenue South

Recommendation to Refer

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

Recommendations for Public Hearing

A. THAT the application by Wesgroup Properties Inc. ("Wesgroup"), on behalf of Park Lane River District Developments Ltd., the registered owner of the lands located at:

- 3575 Sawmill Crescent [*PID 031-993-273; Lot 58 District Lot 331 Group 1 New Westminster District Plan EPP121389*];
- 8711 River District Crossing [*PID 029-292-298; Lot 37 District Lots 330 and 331 Group 1 New Westminster District Plan EPP31354 except Plans EPP91177 and EPP123096*]; and
- 3522 East Kent Avenue South [*PID 029-292-310; Lot 38 District Lot 331 Group 1 New Westminster District Plan EPP31354*];

to amend CD-1 (566) East Fraser Lands Town Square Precinct By-law No.10941 and CD-1 (567) East Fraser Lands Waterfront Precinct By-law No.10943, to permit the transfer of density between parcels, to increase tower heights, and to enable above-grade parking on Parcels 19.1, 33/34 and 35/36;

FURTHER THAT the draft by-laws to amend CD-1(566) By-law 10941 and CD-1(567) By-law No. 10943, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Boniface Oleksiuk Politano Architects, received July 16, 2025;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the amended CD-1 By-laws referenced in Recommendation A and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT, subject to approval of the amended CD-1 By-laws referenced in Recommendation A, the draft amendment to the East Fraser Lands Official Development Plan By-law No. 9393, prepared for the Public Hearing in accordance with Appendix D, be approved in principle.
- D. THAT, at the time of enactment of the amended CD-1 By-law referenced in Recommendation A, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for approval the updated East Fraser Lands Design Guidelines.
- E. THAT Recommendations A to D be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

This report evaluates an application to amend CD-1 (566) and CD-1 (567) By-laws to permit changes in Area 1 of the East Fraser Lands (“EFL”) community. This amendment is focused on:

- a) re-location of underground parking to above-grade which results in an increase to

- building heights for specific towers;
- b) transferring the affordable/social housing obligation from Parcel 34 to a stand-alone site on Parcel 30;
- c) transferring the permitted rental density from Parcel 33/34 to Parcel 19.1;
- d) providing miscellaneous housekeeping amendments to correct the 'live-work' use.

Figure 1: Parcelization Plan



There will be no change to the overall permitted floor area as above-grade parking will be excluded from density calculations and the density will be redistributed between the two CD-1 areas.

This application is generally consistent with the intent to deliver a range of housing in the East Fraser Lands community and to address site-specific construction challenges related to a high groundwater table in this area. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

Context and Background

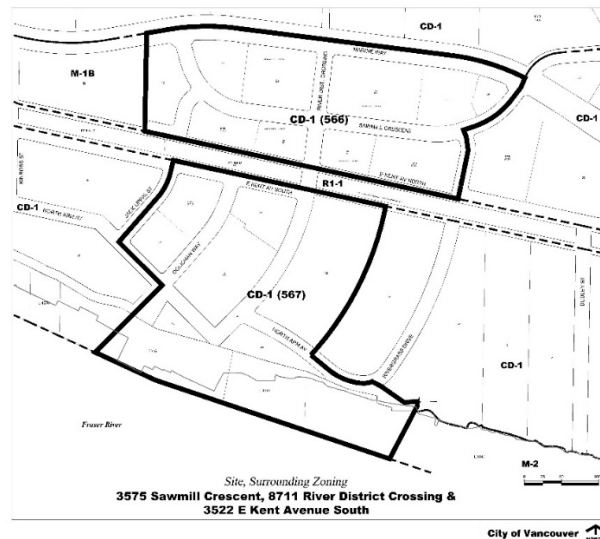
1. Site and Context

The EFL community, also referred to as the River District, is a 128-acre site located in southeast Vancouver next to the Fraser River, bound by Kerr Street and Boundary Road south of Marine Way, as well as a triangle-shaped site north of Marine Way at Boundary Road. Redevelopment of the site has been underway since 2002 following closure of the White Pines Sawmill.

EFL is surrounded by established neighbourhoods and land uses that shape its context and connectivity. To the west lies West Fraser Lands, a residential community developed in the 1980s and 1990s, while to the north, Champlain Heights and Everett Crowley Park overlook the site from the uplands, offering residential and recreational amenities. Across Boundary Road to the east is Burnaby Business Park, a light industrial and office area, framing EFL

within a mix of urban, natural, and employment-oriented environments along the riverfront.

Figure 2: Site and Surrounding Zoning



2. Policy Context

- **East Fraser Lands Official Development Plan (“EFL ODP”)** –The subject sites are governed by the EFL ODP that establishes policies, design guidelines, housing, and public benefit priorities for the area. To assist with project phasing, EFL is divided into five areas that anticipate subsequent rezoning applications to enable development that aligns with the ODP. Build-out of Area 1 is well underway, aside from the parcels in this rezoning application. Majority of the development in Area 2 has been completed, with four parcels remaining nearest to the river. Area 3 is under consideration for rezoning. Area 4 and 5 are not owned by this Applicant. The focus of this rezoning application is related to Area 1, which impacts two CD-1 zones.
- **CD-1 (566) and CD-1 (567), By-laws No. 10941 and 10943, respectively, and associated Design Guidelines** – Two CD-1 zones cover the parcels under consideration for this application. They enable development of the unbuilt remainder parcels in Area 1, which form the mixed-use core of the EFL neighbourhood.
 - CD-1 (566) is known as the ‘Town Square Precinct’ and includes 10 parcels in the heart of the community. A mix of uses with a combined maximum floor area of 183,111 sq. m (1,970,990 sq. ft.) is permitted.
 - CD-1 (567) is known as the ‘waterfront precinct’ and includes nine parcels south of the rail corridor. A mix of uses with a combined maximum floor area of 145,114 sq. m (1,561,994 sq. ft.) is permitted.
- **Housing Needs Report** – The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and

the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

Discussion

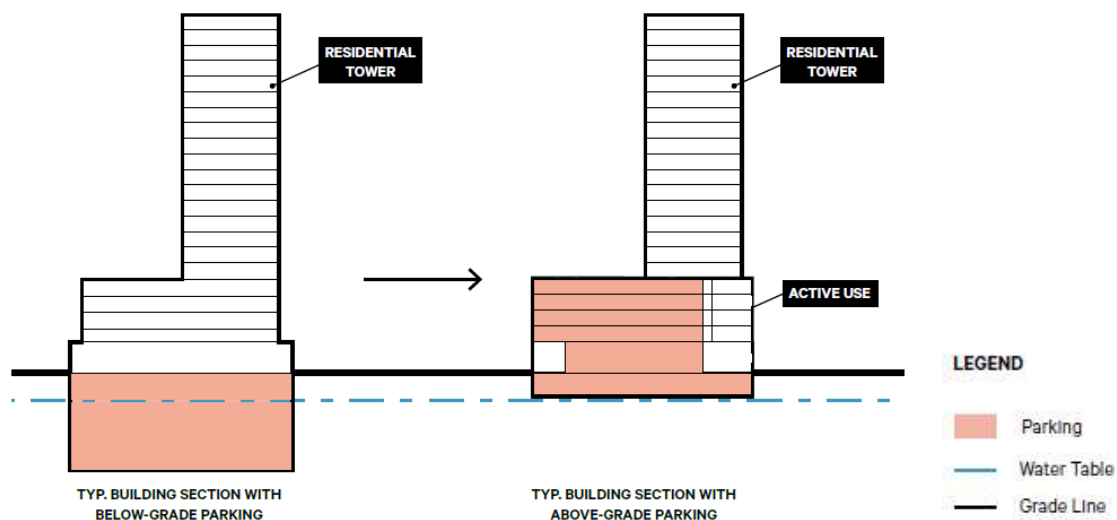
1. Proposal

River District's proximity to the Fraser River and high-water table creates significant technical and financial challenges for below-grade construction, which are becoming more complex as development density increases. These site conditions, coupled with continued expectations for substantial parking in an area not yet well served by rapid transit, requires site-specific responses to enable development in this area to continue.

The proposal is for an amendment to the two CD-1 zones for the remaining parcels in Area 1. The changes are to re-locate below-grade parking to above grade, to transfer the affordable housing obligation and density between sites, and to adjust building heights.

First, relocating a portion of the required parking from deep underground levels up to the lower parts of the buildings changing space use within interior courtyards to above-grade parking (see Figure 3). This approach keeps the overall amount of parking the same but avoids the need for very deep excavation. Area planning goals will be maintained by ensuring that parking is hidden from the street or public plazas by wrapping it with commercial or residential uses on primary streets and maintaining walkable, active frontages, while making construction more practical and financially feasible.

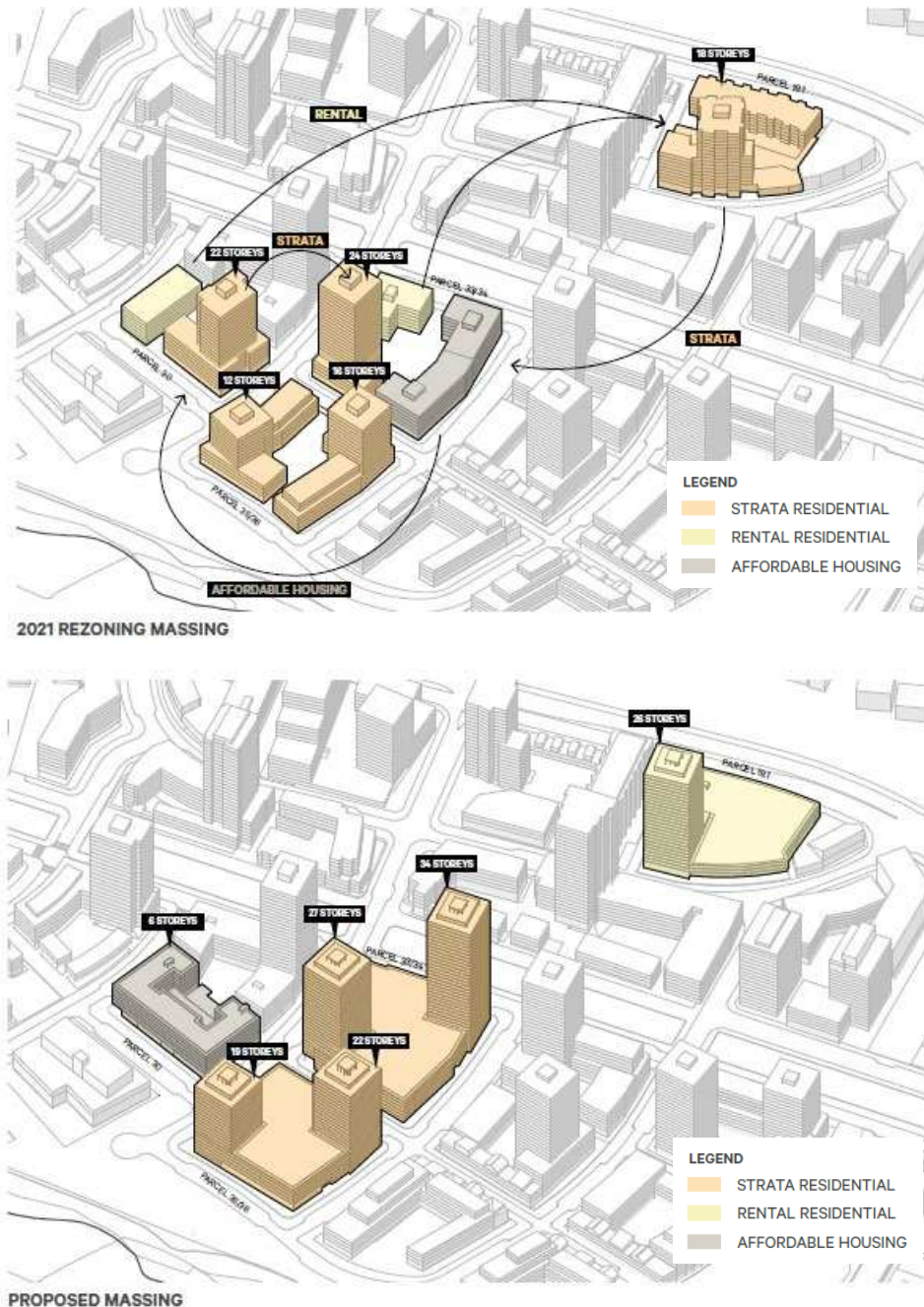
Figure 3: Proposed Re-Location of Parking Structure



Second, to enable this volumetric shift and maintain efficient floor plates for the parking structures, the remaining density permitted under Area 1 will need to be re-distributed between the undeveloped CD-1 sites, with the floor area allocated to below-grade parking being accommodated within the podium levels. Per Figure 4, key changes include transferring the affordable housing requirement from Parcel 34 to a dedicated site on Parcel 30, shifting rental

density from Parcels 33/34 to Parcel 19.1, and revising maximum heights—increasing Parcels 19.1, 33/34, and 35/36, and decreasing Parcel 30.

Figure 4: Proposed Denisty Swap and Massing – Approved vs Proposed



2. Form of Development

In assessing urban design performance, staff considered the built form expectations of the EFL ODP.

Form of Development – As a result of the volumetric shift of the underground parking to above ground, adjustments have led to significant changes in the original form of development, summarized below:

- Change in the block massing configuration, from a general courtyard typology at grade to solid high podiums and tower developments.
- Reduction in the overall provision of open space, including the loss of open space between buildings (courtyards).
- Addition of a new tower.
- Increases to building heights; and
- Significant tower floor plate size increases.

The specific parcel changes are as follows:

Parcel 19.1 – Located on the north side of Area 1, facing Marine Way, the proposal includes removing all strata floor area for this parcel, replacing it entirely with rental floor area. The revised design features a 26-storey tower located at the southwest corner (an increase from 18 storeys), with floor plates increasing from 650 sq. m (7,000 sq. ft.) to 744 sq. m (8,000 sq. ft.) with a four-storey podium. The podium accommodates parking and is partially wrapped by active uses to maintain an engaging street frontage. Ground-level retail is proposed along Sawmill Crescent to animate the public realm and enhance pedestrian interest.

Parcel 30 – Located at the center of Area 1 and across from the community centre site, the proposal consolidates the social housing floor area required in Area 1 onto this parcel, by reconfiguring the approved massing. The previously approved 20-storey strata building and six-storey rental building will be replaced by a new standalone six-storey social housing building. This proposed six-storey design reduces shadow impacts and is anticipated to complete the existing courtyard partially configured by the building on Parcel 29. In accordance with the EFL ODP and Area 1 Design Guidelines, retail is proposed at grade along the River District Crossing High Street to foster vibrant street-level engagement.

Parcel 33/34 – These parcels are located along High Street at the edge of Area 1 and the future Area 3. Originally planned for a mix of strata, rental, and social housing, the proposal is now for a residential strata tower to accommodate floor area transferred from Parcel 30. The revised design for Parcel 33/34 introduces a new 34-storey tower, which will cast extra shadow onto the public and private realms, at the northeast corner and increases the height of the southwest tower from 24 to 27 storeys, with floor plates expanded from 697 sq. m (7,500 sq. ft.) to 744 sq. m (8,000 sq. ft.). The two towers are connected by a six-storey podium that incorporates parking and is partially wrapped by residential units to create an active and engaging street frontage. The massing relationship between towers on Parcel 33/34 and those on adjacent Parcels 35/36 reinforces a tiered transition of building heights toward the waterfront. At grade, retail along High Street, is proposed as well as other active uses at the perimeter of the building.

Parcel 35/36 – These parcels are located along High Street at the edge of Area 1 and the future Area 3. The proposal includes increased height of the southwest tower from 12 to 19 storeys and the northeast tower from 16 to 22 storeys, with floor plates expanded from 605 sq. m (6,500 sq. ft.) to 744 sq. m (8,000 sq. ft.) to offset residential area lost to above-grade parking. The towers are linked by a six-storey podium. The revised design for Parcel 35/36 maintains

ground-level retail to activate the public realm and enhance pedestrian interest. Above-grade parking is partially enclosed by residential uses, effectively mitigating potential adverse impacts on the streetscape.

Height and Floor Plate Size – The maximum building height specified by the EFL ODP is 28 storeys with maximum floor plate size of 697 sq. m (7,500 sq. ft.). All proposed buildings comply with the height regulation, except for the new 34-storey tower proposed at the northeast corner of parcel 33/34. Given the context of the area, the increased height of this tower is considered

	Permitted Under Existing Zoning	Proposed
Maximum Height	Parcel 19.1: 18 storeys Parcel 30: 28 storeys Parcels 33 and 34: 23 storeys Parcels 35 and 36: 16 storeys	Parcel 19.1: 26 storeys Parcel 30: 6 storeys Parcels 33 and 34: 34 storeys Parcels 35 and 36: 22 storeys

appropriate to its surroundings. An ODP amendment will be needed to increase the maximum permitted height. A summary of the parcel specific height changes are provided in Table 1.

Additionally, all proposed towers have a floor plate size of 744 sq. m (8,000 sq. ft.). The increase in floor plate size contributes to incrementally wider shadows and a reduction of the anticipated amount of openness to sky as experienced from the public realm.

Table 1: Proposed Heights

Density – This rezoning application maintains the approved density. It proposes a strategic redistribution of the existing density across the four remaining parcels within Area 1 to accommodate the proposed above grade parking.

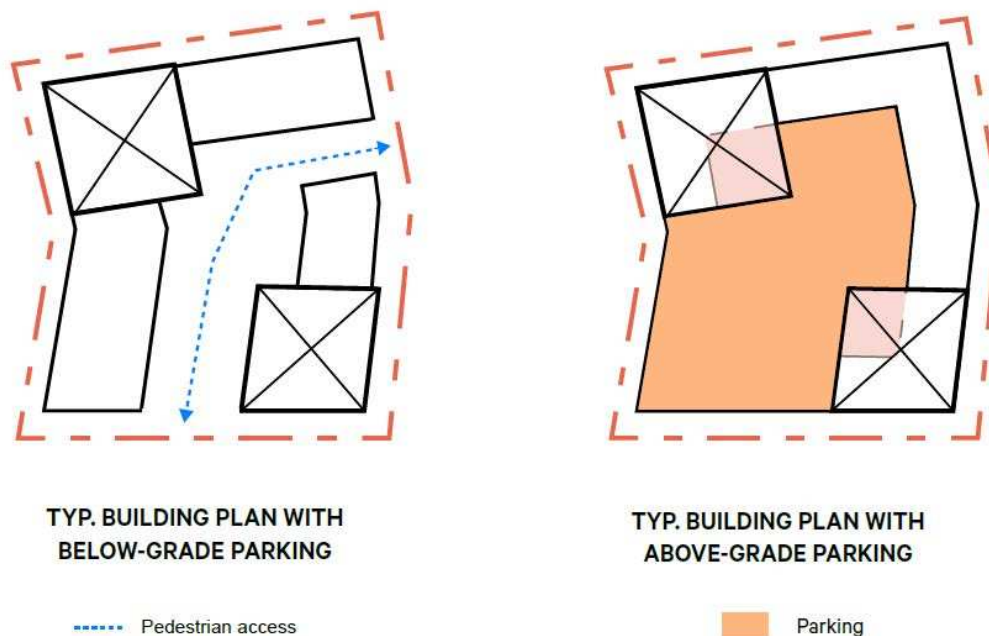
Public Realm and Public Realm Interface – The ODP envisions an animated public realm with generous semi-public open spaces between buildings (courtyards) that allow for an exceptionally high site permeability for residents to walk across parcels as well as an engaging building interface. As a result of the proposed above grade parking, this open space between buildings will be lost, reducing the variety of the open spaces of the area and therefore, the associated smaller scale and varied character. Additionally, the increased pathways for residents to reach the shoreline will also be reduced and, consequently, limited to the street grid. Staff note here, however, that the street blocks measure approximately 250 ft. in length, which are dramatically shorter than typical Vancouver street blocks in most of the city, which usually measure 400 or 500 ft. in length, and with intervening public lanes. In comparison with typical Vancouver blocks the resulting amount of permeability of these blocks, without the courtyards, is considered comparable to typical Vancouver standards. Rezoning conditions seek consideration to enhance the public space network with widened sidewalks, plazas and open spaces if possible, to be explored during the Development Permit phase,

In terms of the public realm interface, the proposal will also have impacts on certain streets in several ways, including that the proposed higher podiums will make streets incrementally more

spatially enclosed and that the exposed facades of parking structures will diminish activation and vibrancy of the streets.

Considering that exposed parking contributes generally to a relatively inactive building interface with the public realm, and the applicant's need for development viability, Staff have worked to balance the amount of wrapping of parking garage with active uses and have prioritized the wrapping against facades that face the most important pedestrian realms, generally consistent with the street grid hierarchy shown in the EFL Guidelines. Therefore, conditions are introduced to reduce the impacts on the quality of the public realm interface on the streets of highest importance for community life.

Figure 5: Site Permeability Diagrams



Urban Design Panel (UDP) – The UDP reviewed this application in a non-voting workshop on September 17, 2025, and provided suggestions for future stages of development. Refer to the [full meeting minutes](#) for the Panel's comments and recommendations. The following summarizes the Panel's key comments regarding the proposed massing and building heights:

- Break up the massing to create a more visually engaging form, taking into account the proposed uses for the sites;
- Consider designing rooftops as accessible parks, with connections that link them to ground-level public spaces; and
- Incorporate playful, informal, and sculpted spaces to enhance user experience and activation.

Staff have included conditions in Appendix B to respond to Panel comments.

Refer to the rezoning [application booklet](#) for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to

the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

4. Housing

Affordable Housing

Background:

To ensure that EFL is a mixed income, sustainable, and diverse community, the EFL ODP requires that 20% of all units be secured as affordable housing that meets the city-wide definition of social housing. The proposed locations of the affordable housing sites are identified on Figure 17 of the EFL ODP, which is to be amended to reflect the tenure shifts proposed in this application. Option-to-purchase agreements for the existing sites were secured through the prior rezonings of Areas 1 and 2. These options grant the City the right to purchase the housing sites for \$35 per buildable sq. ft., inflated from 2006 to the time of purchase. The right to exercise these options to purchase will be triggered as the surrounding market development advances.

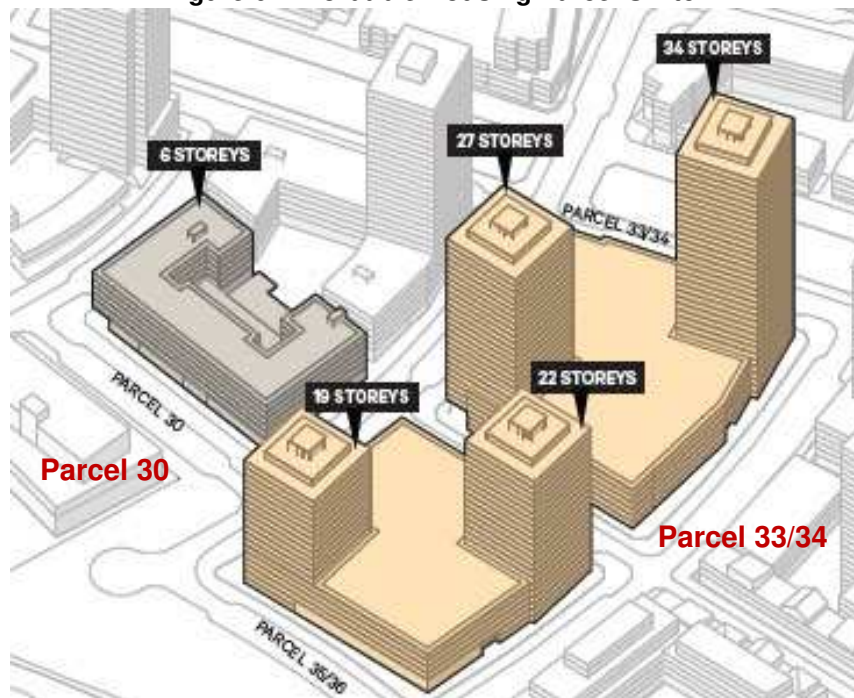
The original 2008 rezoning of Area 1 secured a minimum of 7,455 sq. m (80,245 sq. ft) of affordable housing on Parcel 33/34. The City maintains the option-to-purchase agreement for the original floor area at the above-noted purchase price. The subsequent 2022 rezoning of Area 1 secured an additional 5,110 sq. m (55,000 sq. ft.) of affordable housing floor area for Parcel 33/34, to be purchased by the City for a nominal amount of \$10.00. This results in a combined net affordable housing floor area of 12,601 sq. m (135,636 sq. ft.) currently secured on Parcel 33/34.

Social housing on City-owned sites will be delivered by the City's Non-Market Housing Development (NMHD) office and their respective development and non-profit partners. NMHD will explore options to deliver deeper levels of affordability, subject to senior government funding and financing. Previous projects in EFL have achieved deeper levels of affordability than the required minimum.

Affordable Housing Shift:

As part of the proposed density and tenure shifts in Area 1, an affordable housing site is to be relocated from Parcel 33/34 to Parcel 30. This will allow Parcel 33/34 to be consolidated with parking delivered above-grade, while enabling NMHD to develop Parcel 30 as a standalone six-storey affordable housing building with one level of underground parking. The new Parcel 30's social housing site area will be approximately 3,606.3 sq. m (38,818 sq. ft.) with the exact site size to be refined through subdivision.

Figure 6: Affordable Housing Parcel Switch



Since Parcel 30 fronts the High Street, ground floor retail will be required in accordance with EFL urban planning principles which envision a continuous retail frontage between the town centre and waterfront. Due to inclusion of the retail component and the slightly irregular lot, preliminary site planning indicates that Parcel 30 may not be able to accommodate the full 12,601 sq. m (135,636 sq. ft.) of social housing required on Parcel 30 (summarized in Table 2).

During the detailed design phase, staff will confirm the building design and, if the full 12,601 sq. m (135,636 sq. ft.) cannot be accommodated, Staff will recommend a solution involving another affordable housing parcel currently in the design phase in Area 2 (Parcel 1) which could absorb the remaining floor area. This would be subject to Council consideration of a subsequent City-initiated rezoning process for Area 2. The CD-1 and rezoning conditions included in Appendix B would allow for the remaining floor area to be delivered on another City-owned affordable housing parcel in EFL, subject to Council approval. This flexibility would support development viability in Area 1, while ensuring that the overall affordable housing requirement is maintained across EFL.

Table 2: Affordable Floor Area Transfer Summary

Approved affordable housing floor area on existing Parcel 33/34	Anticipated affordable housing floor area on proposed Parcel 30	Area 1 affordable housing floor area proposed to be transferred to another EFL Area (i.e. Parcel 1, Area 2)
12,601 sq. m (135,636 sq. ft.)	10,403 sq. m (111,975 sq. ft.)	2,198 sq. m (23,661 sq. ft.)

Secured Market Rental Housing

In 2021, as part of the EFL 10-Year Review, the EFL ODP was amended to include a 10% rental housing requirement, aligned with the *Rezoning Policy for Sustainable Large Developments*. For Area 1, the requirement is for 9,290 sq. m (100,000 sq. ft.) of rental housing, which recognized existing approvals and incremental delivery of rental in Area 1. The 2022 Area 1 zoning amendment secured the delivery of the 9,290 sq. m of rental floor area on Parcel 30 and 33 within the Area 1 Waterfront Precinct. This application proposes to transfer this rental housing obligation from Parcel 30 and 33 to Parcel 19.1 in the Area 1 Town Centre Precinct.

Purpose-built rental housing offers permanent rental housing and security of tenure, unlike rented condominiums or basement suites in the secondary rental market. All residential floor area on Parcel 19.1 would be secured as rental housing through a Housing Agreement and/or a Section 219 Covenant for the longer of 60 years and the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units. Conditions related to securing the units are contained in Appendix B.

Strata Housing

In exchange for the rental floor area, the strata floor area previously proposed for Parcel 19.1 is to be transferred to Parcel 33/34. This shift in tenure will help reduce the development complexity of Parcel 33/34 and Parcel 19.1 by maintaining the same tenure type within each building, while continuing to support a mix of housing options in Area 1.

Housing Mix

The EFL ODP requires that 35% of units within each building must be suitable for families with children, and that 10% of the units must have at least 3 bedrooms. Social housing buildings are required to have 50% of the units for families with children. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

Tenants

As there are no existing residential units on the site, a Tenant Relocation Plan is not required.

5. Transportation and Parking

As a result of the shift in massing, most of the parking levels will be contained within the core of the podium, with provision to permit one level below-grade if needed. Access to the parkade will remain at grade per the original rezoning approval.

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law. Parking reductions may be considered at the development permit stage with acceptable Transportation Demand Management (TDM) measures.

6. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with a digital model, an online comment form, and question and answer (Q&A) period. Refer to the application webpage <https://www.shapeyourcity.ca/3522-e-kent-ave-s-8711-river-dist-crossing>.

In total, approximately 109 submissions were received. Comments supported the mix of housing and uses and recognized that the proposal is a practical approach to achieve development feasibility without adding more density. Concerns included impacts on traffic and parking, neighbourhood character, views, and access to sunlight. It was expressed that the heights are too tall and does not align with what was promised to residents in the area. Members of the public also sought clarification on what is being proposed. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

7. Public Benefits

- **Development Cost Levies (DCLs):** Since this proposal does not alter the floor area for strata housing, market rental housing or social housing, approval of this text amendment is not anticipated to change the DCLs to be collected, waived or exempted.
- **Community Amenity Contributions (CAC):** As the proposal does not result in additional floor area, no CAC contribution is anticipated. A CAC package for Area 1 was [originally approved by Council in 2008 \(RTS 07255\)](#). It was [amended by Council in 2022 \(RTS 14931\)](#).
- **Public Art:** As the application proposes no additional floor area, no public art contribution is required.

Financial Implications

The proposed CD-1 text amendment will not result in a change to anticipated Development Cost Levies, Community Amenity Contributions, or Public Art contributions.

Conclusion

This application is generally consistent with the intent to deliver a range of housing in the East Fraser Lands while addressing site specific construction challenges related to a high groundwater table in this area and increases development viability. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 By-law in Appendix A subject to conditions contained in Appendix B.

* * * * *

DRAFT BY-LAW TO AMEND TWO CD-1 BY-LAWS

Note: The by-laws attached to this by-law to amend the CD-1 zoning to two areas will be prepared generally in accordance with the provisions listed in those by-laws, subject to change and refinement prior to posting.

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, amends as follows:

1. This by-law amends the two by-laws attached to this by-law as Schedule A and Schedule B.
2. 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.
3. This by-law is to come into force and take effect upon enactment.

SCHEDULE A

East Fraser Lands Town Square Precinct By-law No. 10941 for 3575 Sawmill Crescent DRAFT By-law to amend CD-1 (566)

Note: A By-law to amend CD-1(566) will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the indicated provisions of By-law No. 10941.
2. In section 5, Council:
 - (a) renumbers sections 5.3 through 5.13 as 5.4 through 5.14, respectively;
 - (b) adds a new section 5.3 in the correct numerical order as follows:

“5.3 In sub-area 2, the floor area for secured market rental housing, must not be less than 9 290 m².”
 - (c) in section 5.13, Council:
 - (i) in subsection (e), strikes out “section 5.10(c)” and substitutes “section 5.11(c)”, and
 - (ii) in subsection (h):
 - A. strikes out “section 5.10(b)” and substitutes “section 5.11(b)”, and
 - B. strikes out “; and” and substitutes “;”;

(d) in subsection (i)(ii), strikes out “.” and substitutes “; and”; and

(e) adds a new section (j) in the correct alphabetical order as follows:

“(j) where floors are used for off-street parking, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing above base surface, those floors or portions thereof so used, which are above base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m.”

(f) in section 5.14, strikes out “section 5.11 or 5.12” and substitutes “section 5.12 or 5.13”.

3. In the table in section 6.1, in the line for Development Parcel 19, Council:

(a) under the column for “Number of storeys” strikes out “18” and substitutes “26”; and

(b) under the column for “Maximum building heights in metres”, strikes out “59.62” and substitutes “80.0”.

SCHEDULE B
East Fraser Lands Waterfront Precinct By-law
No. 10943 for 8711 River District Crossing and
3522 East Kent Avenue South

Note: A By-law to amend CD-1(567) will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the indicated provisions of By-law No. 10943.

2. In section 5, Council:

(a) strikes out subsection 5.4;

(b) renumbers sections 5.3 as 5.4;

(c) adds a new section 5.3 as follows:

“5.3 The floor area for all dwelling uses other than social housing, must not exceed 123,152 m².”;

(d) in section 5.4, strikes out “must not be less than 12 601 m²” and substitutes “must not be less than 10 403 m² and must not exceed 12 601 m²”.

(e) in section 5.5:

(i) adds “live-work use,” after “institutional uses,” and

(ii) strikes out “6 724” and substitutes “7 918”; and

(f) in section 5.12:

- (i) in subsection (g), strikes out “; and” and substitutes “;”,
- (ii) in subsection (h)(ii), strikes out “.” and substitutes “; and”; and
- (iii) adds a new subsection (i) in the correct alphabetical order as follows:

“(i) where floors are used for off-street parking, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing above base surface, those floors or portions thereof so used, which are above base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m.”

3. In the table in section 6.1, Council:

(a) in the line for Development Parcel 33 and 34:

- (i) under the column for “Number of Storeys”, strikes out “23” and substitutes “34”, and
- (ii) under the column for “Maximum building height in metres”, strikes out “76.0” and substitutes “104.0”; and

(b) in the line for Development Parcel 35 and 36:

- (i) under the column for “Number of Storeys”, strikes out “16” and substitutes “22”, and
- (ii) under the column for “Maximum building height in metres”, strikes out “55.0” and substitutes “68.0”.

* * * * *

APPENDIX B

CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Boniface Oleksiuk Politano Architects, received on July 16, 2025.

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

- 1.1 Design development to improve the overall public realm and public open space, including through:
 - (a) Consider enhanced setbacks for public plazas or public realm interventions (POPS) in strategic locations to allow for functional pedestrian open spaces for gathering and seating or meandering to replace the objective of achieving a high level of permeability at grade anticipated in the ODP (i.e. on parcels adjacent to high streets). Spaces may either be carved out of or form part of the podium but should be integrated into a cohesive architectural concept for the parcel and subject to urban design performance.
 - (b) Providing a publicly accessible, ground-level, open-to-sky pedestrian midblock connection between Parcel 29 and Parcel 30, featuring unobstructed sightlines from Road B to the High Street. The connection must maintain a minimum width of 10.0 m (33 ft.), with Parcel 30 providing any remaining width not accommodated by Parcel 29.
 - (c) Consider relocating the proposed vehicle access and loading areas from Road G to Road B.
 - (d) Consider a visual and physical connection between the courtyard north of Parcel 30 and the community center by introducing a double-height breezeway.

Note to applicant: The intent is to compensate for the overall proposed loss of open space in the site's courtyards, originally contemplated in the ODP.

- 1.2 Design development to improve the massing of the proposed buildings, including through:

- (a) Providing tower floor plates of approximately 8,000 sq. ft. maximum.
- (b) Minimize wide building frontages by breaking up the streetwall at the tower-podium connection, minimizing repetition, introducing varied setbacks, and notching the building form to incorporate and integrate open spaces—all of which contribute to a more engaging and pedestrian-friendly streetscape.
- (c) Where possible providing additional setbacks on the upper floors (floors 5 and 6) of the podium facing the waterfront and Paseo Avenue to improve scale, solar exposure and views.

Note to applicant: The intent is to reduce the bulk and to enhance the urban scale, streetscape and the pedestrian experience.

1.3 Design development to minimize exposed above grade parking facing the streets with the following strategies:

- (a) For parcel 19.1, the façade facing Sawmill Crescent should be fully wrapped with active uses. The façade facing Marine way should be wrapped with active uses at the ground floor at minimum.
- (b) For parcel 33/34, the façade facing River District Crossing should be fully wrapped with active uses. The façade facing Paseo should be wrapped with active uses at the ground floor at minimum.
- (c) For parcel 35/36, façade facing River District Crossing and Mill Bay Road should be fully wrapped with active uses, façade facing Paseo should be wrapped with active uses at the ground floor at minimum.

Note to applicant: The intent is to reduce adverse impacts on the streetscape and enhance the livability of residential units with visual exposure to these façades. Visual screening of any exposed above-grade parking, or the use of other strategies such as increased setbacks, should be implemented to minimize impacts on the public realm.

1.4 Design development to provide appropriate building setbacks.

Note to applicant: This may be achieved by Maintaining the setbacks outlined in the approved EFL Design Guidelines – Area1 for all Parcels and enhance them where possible.

1.5 Design development to minimize shadowing on Parcel 31.

Note to applicant: This can be achieved by shifting the tower at the southwest corner of Parcel 35/36 back to its original location and introducing a setback from the southern property line. Refer to Park Board Condition 1.9.

Landscape

1.6 Design development to demonstrate clear and effective strategies for delivering a high-quality public realm, focused on improving the pedestrian experience of spaces and connections at ground level. This includes, but is not limited to:

- (a) River District Crossing Improvements - active building frontages with opportunities for retail patios, public seating, on-site trees and planting (if feasible), and other unique design elements such as paving and lighting.

Note to applicant: The intent is for the design to support a vibrant public life along the entire frontage of this street and reinforce its role as the primary connection between the Town Square to the north and the future Community Centre/Waterfront Plaza to the south. Landscape design features may be needed to mitigate flood control levels as well, avoiding high/blank retaining walls and accessibility issues near building entries.

- (b) Road G and Paseo between Parcels 33/34 and 35/36 shall incorporate planting, paving, and related design measures to reinforce key east–west connections. Where possible, vehicular access to parkade facilities should generally be avoided on these streets. Where required due to development feasibility or phasing, secondary access points may be permitted, provided impacts to the public realm are minimized and primary road frontages are avoided for vehicular access.
- (c) Pedestrian midblock connection between Parcel 29 and Parcel 30 – trees and planting, paving treatments and other design features such as wayfinding, pedestrian lighting and seating and to make this connection more inviting.

Note to applicant: This condition may require additional building setback on Parcel 30 for a comfortable pedestrian experience, which may result in a minor reduction in achievable floor area.

- (d) Provision of residential patios complete with planted areas and trees (if feasible) to improve the pedestrian experience and provide a buffer to the ground level residential units.

Note to applicant: Refer to Urban Design Condition 1.3 (iii).

- 1.7 Design development of the podium level courtyards of all parcels to create high-quality outdoor spaces that support a variety of activities and users. The courtyards should prioritize tree planting that contributes to urban forest canopy, greenspace, play areas, seating areas and dog runs. Ensure design strategies to deter geese from nesting are incorporated to address potential concerns from YVR airport.

Note to applicant: The area is already well served by a variety of existing and planned public spaces at grade. As a result—and because the podium-level spaces will no longer function as public connectors through large parcels due to above-grade parking—the preferred approach is to treat these podium spaces as communal amenities for building occupants, unless they can be designed to be clearly visible and easily accessible from the street.

- 1.8 Provide cross sections for each street with the Development Permit application, clearly illustrating proposed public realm improvements.

Note to applicant: Sections should be drafted at approximately 1:100 scale and clearly indicate property lines, building frontages/setbacks, grade changes, curb locations etc.

Housing

- 1.9 Provision of confirmation that the family unit mix will be consistent with the requirements set out in the East Fraser Lands Official Development Plan through all stages in the development application process.
- 1.10 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) an outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
 - (b) a minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
 - (c) a multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
 - (d) a balcony for each unit with 1.8 m by 2.7 m minimum dimensions (S. 4.3.2).

Parks

- 1.11 Design development to minimize shadowing of Parcel 31 and other parks between the spring and fall equinoxes from 10am to 4pm.

Note to applicant: Parcel 31 (the Community Centre site and plaza) is designated as park space. Solar access for park parcels should generally align with or improve upon that shown in the shadow study submitted with this application. Refer to Urban Design Condition 1.5 and Solar Access Guidelines for Areas Outside of Downtown.

Engineering

- 1.12 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent to the MRN, as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement>) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

- 1.13 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the Building Permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

- 1.14 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after Building Permit issuance.

Note to applicant: Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.15 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.
- 1.16 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.17 Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation if proposed vehicle access conflict with existing pole locations.

Note to applicant: Vehicle access to the site must be unobstructed. Pole relocation proposals must include submitted letters from the appropriate public utility companies confirming that relocation is possible.

- 1.18 Provision of a crossing design applications to the satisfaction of the General Manager of Engineering Services, prior to Development Permit (DP) issuance.

Note to applicant: Submission of a crossing application is required. Please review the City's construction and design manuals and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles, street trees or underground utility is impacted by the crossing design and location.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

- 1.19 Gates/doors are not to swing more than 0.3 m (1 ft.) over the property lines or into the SRW area.
- 1.20 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:
- (a) Display of the following note(s):
 - (i) "This plan is "**NOT FOR CONSTRUCTION**" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."
 - (ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".
 - (b) Existing locations of:
 - (i) Street furniture; and

Note to applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."
 - (ii) Poles and guy wires.

Note to applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.
 - (c) All proposed streetscape materials on City property to be City standard materials.

Note to applicant: Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the Development Permit

application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City design guidelines and construction standards.

- 1.21 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

Note to applicant: Engineering has not completed a formal review of this simplified rezoning application. Any comments based upon architectural or landscape drawings received as part of this application are provided as guidance and a formal review by Engineering will only be provided through the Development Permit application process.

- 1.22 Provision of parking access, per [Parking By-law Section 4](#) and the [Design Supplement](#):

- (a) Safe, functional parkade access interface with the City right-of-way, including:
 - (i) One parking and loading access per building;
 - (ii) Loading and parkade access must be located to reduce, to the greatest extent possible, any vehicular access across pedestrian and cyclist oriented mews and pathways.

- 1.23 Provision of the following information as part of the drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;
- (b) all types of parking and loading spaces individually numbered and labelled;
- (c) dimension of any/all column encroachments into parking stalls;
- (d) identification of all columns in the parking layouts;
- (e) dimensions for typical parking spaces;
- (f) dimensions of additional setbacks for parking spaces due to columns and walls;
- (g) dimensions of maneuvering aisles and the drive aisles at the parkade entrance and all gates;
- (h) section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates;

Note to applicant: These clearances must consider mechanical projections and

built obstructions

- (i) details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans;
- (j) areas of minimum vertical clearances labelled on parking levels;
- (k) design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances;

Note to applicant: The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

- (l) indication of the stair-free access route from the Class A bicycle spaces to reach the outside;

Note to applicant: Stair ramps are not generally acceptable.

- (m) Loading and parkade access must be located so to eliminate or reduce to the greatest extent possible any vehicular access across pedestrian and cyclist oriented mews and pathways.

- 1.24 This development will be required to provide on-site rainwater management in accordance with Building By-law requirements (Book II, Division B, Article 2.4.2.5).

Note to applicant: The applicant will be required to demonstrate compliance with these requirements at the Building Permit application stage. See vancouver.ca/rainwater for more information.

- 1.25 Provision of a complete hydrogeological study, as required by the Zoning and Development By-law (Section 4.3.4), which addresses the requirements outlined in the Groundwater Management Bulletin, including but not limited to:

- (a) A groundwater management plan and/or impact assessment.
- (b) Construction-related and permanent groundwater management, including quantitative estimates (in litres per minute) of anticipated construction and permanent (post-construction) groundwater discharge rates for City approval.

Note to applicant: Every effort shall be made to prevent or limit the long-term discharge of groundwater to the sewer system.

The City shall be notified immediately of any changes that may be material to the City's review of the submitted final hydrogeological study (e.g. if the proposed excavation depth increases). Email the City at groundwater@vancouver.ca.

- (c) An updated Impact Assessment to confirm that there are no significant risks from groundwater extraction/diversion.

Note to Applicant: Construction-related discharge to the sewer must be measured and reported to the City. This monitoring must include daily average

flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the issuance of a Building Permit for excavation. To remove the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

This site is located within the Province of BC's Flowing Artesian Conditions Well Drilling Advisory area. A qualified contractor should be retained and take the necessary precautions associated with the potential flowing artesian conditions at this location. Contact groundwater@vancouver.ca if flowing artesian conditions are encountered and controlled, however, contact 3-1-1 if there is uncontrolled groundwater flow and/or flooding. For additional information see: https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/water-wells/flowing_artesian_advisory_-_vancouver_bc_final.pdf

Please be advised that at the Building Permit Stage, the City expects that the geotechnical risks associated with dewatering peat during construction (i.e., potential impacts beyond the property line given the presence of compressible soils and the associated zone of influence) will be addressed in the geotechnical report.

Note to Applicant: For sites located in areas of known peat outside of the development site, any peat to be retained post-development shall not be dewatered due to the associated risk of offsite settlement.

- 1.26 Compliance with the Zoning & Development By-law (Section 4.3.5), to the satisfaction of the City, by limiting groundwater discharge into the City collection system and limiting environmental impacts by incorporating:

- (a) Measures to limit groundwater discharge into the City collection system.
- (b) Measures to limit or reduce environmental impacts from groundwater diversion.
- (c) Measures to prevent offsite subsidence caused by dewatering.

Note to applicant: Any groundwater discharges to City infrastructure must be in compliance with the City's Sewer and Watercourse Bylaw, Metro Vancouver bylaws, and all applicable Provincial and Federal legislation. A Waste Discharge Permit may be required and a City Engineer will approve an authorized rate of discharge to the sanitary sewer.

- 1.27 Provision of a sewer abandonment plan by the Developer's Engineer that details the abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

- 1.28 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

- 1.29 A Key Plan shall be submitted by the applicant and approved by the City prior to any third party utility drawing submissions. It is highly recommended that the applicant submit a Key Plan to the City for review as part of the Building Permit application. Third party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

- (a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
- (b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>

- 1.30 Show all City supplied building grades and entranceway design elevations on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

Building Grade designs have not been finalized. Building Grade applications have not been started for parcels 33/34 and 35/36. New road designs will need to be completed in order to progress building grade designs. Finalized building grades are required prior to DP application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

<https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx>.

City Issued Building Grades are valid up to 5 years after issued date. After 5 years, Building Grades must be re-validated with additional review fees (see above link).

- 1.31 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services.

Note to applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the street. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

<https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf>

- 1.32 Provision of generous and continuous weather protection on all street frontages

Note to Applicant: A Canopy application for all new canopies that may encroach onto City property is required. Canopies must be fully demountable and drained to the buildings internal drainage systems.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 2.1 Per the 2018 EFL Report Engineering Condition of By-law Enactment #1:

“Obtain approval of and deposit for registration of an updated subdivision plan that creates updated parcels and roads, generally as defined in the East Fraserlands Design Guidelines document and provides for delivery to the City, revised roads and lands for parks and open space (which includes the waterfront walkway/bikeway).”

Note to applicant: Revisions to the subdivision plan and parcel locations must comply with Section 75 of the Land Title Act [RSBC 1996] with respect to access to water provisions. Further design development will be needed if waterfront tenure cannot be achieved

Update existing legal agreements as required to append the updated subdivision plan and reflect any consequential amendments.

The above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299. Proposed Area 1 – Waterfront Precinct subdivision plan identifies necessary parcels and roads.

2.2 Per 2018 EFL Report Engineering Condition of By-law Enactment #8:

“Provision of Statutory Rights of Way (SRW) in favor of City Engineer, at least 10 m in width, center over the existing storm main in the Road B street end, south of North Arm Ave, for utility and public access purposes.”

Note to applicant: Above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299. Proposed Area 1 – Waterfront Precinct subdivision plan secures a dedication greater than 10 m over the existing storm main in Road B, and provided such dedication is made this condition will be considered satisfied.

2.3 Per 2018 EFL Report Engineering Condition of By-law Enactment #3:

“Revisions to the Shoreline Works Agreement to incorporate changes to the subdivision plan. Shoreline Works are to include structures, including a flood wall, if necessary in Area 1 Central Waterfront, to the satisfaction of the City Engineer in consultation with the General Manager of Parks and Recreation.

Provision of Statutory Rights of Way (SRWs), minimum 7.5 m (24.6 ft.) clear width measured from the toe of the shoreline works or floodwall, in favour of City Engineer for shoreline works, maintenance and installation. Structures will be maintained by City Engineer; walkways will be maintained by the applicable owner under public access SRW's, where applicable.”

Note to applicant: The above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299.

This site is entirely contained within the floodplain of the Fraser River. The minimum FCL for the site is 4.8 m. Areas below this FCL such as underground parking may be at risk to coastal flooding as surface water could flow into access ramps. Flood mitigation measures may be needed to address this flood risk. Note that the FCL elevation only accounts for coastal flooding and does not account for internal overland flooding due to rainfall. Rainfall-induced flooding may occur for areas below the FCL.

The applicant is required to submit shoreline flood protection design and construction in Area 1 which adheres to all current day requirements, including the City's Shoreline

Flood Protection Design Reference and the EGBC Professional Practice Advisory for Electrical Engineering Considerations in Flood-Resilient Design of Buildings.

2.4 Per 2018 EFL Report Engineering Condition of By-law Enactment #4:

“Make arrangements to convey to the City such propriety rights in lands to be used for public open spaces, parks, roads, walkways/bikeways and the community centre as considered appropriate by the City Manager.”

The above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299. Proposed Area 1 – Waterfront Precinct subdivision plan identifies necessary dedications and SRWs required to meet this condition.

2.5 Per 2018 EFL Report Engineering Condition of By-law Enactment #5:

“Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services in consultation with the Park Board to enter into a no development covenant on Parcels 32.1, 32.2, 35, and 36 until such time as the City or Wesgroup Properties can secure tenure of the portion of park in the Provincial foreshore lease, at no cost to the City. The City and Wesgroup agree to collaboratively explore the benefits of a direct lease between the City and the Province for the foreshore park. However, the City acknowledges that this may not be achievable. Further, if tenure cannot be achieved by either party, an alternate parcel configuration may need to be considered to accommodate a continuous waterfront walkway/bikeway outside of the leasehold area.”

Note to applicant: above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299. A direct lease between the City and the Province is still outstanding. Wesgroup to prepare tenure application, including management plan, for the Province on behalf of City.

2.6 Per 2018 EFL Report Engineering Condition of By-Law Enactment #6:

“Revision of Statutory Right of Way (SRW) agreements for public access to reflect:

- (a) Continuous waterfront bike and pedestrians connection, paths to be at least 4.0 m (13.1 ft.) wide each, plus additional width for separation and clearances.

Note to applicant: The intent is for this walkway and bikeway to be primarily on public land; there may be constrained located which require SRW's on private lands.

Changes to parcel forms of development and passageways traversing parcels, as required, to meet the intent of the adopted design guidelines.”

Note to applicant: The above condition secured through Lot 38 No Development Covenant registered in the Land Title Office under CA7574300-301 and Lot 37 No Development Covenant registered in the Land Title Office under CA7574298-299. Detailed design to occur through park design process for riverfront park and the community centre plaza.

- 2.7 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “Services”) such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

- (a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to applicant: Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by Ron Wong & Associates Inc. dated 2025-10-01, no water main upgrades are required to service the development.

Should the development require water service connections larger than servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

- (b) Provision of a new water main and associated appurtenances in Mews B, between River District Crossing and “Road C”; this water main was not included in previously City reviewed servicing plans.

Note to applicant: An existing Services Agreement is in place to secure the delivery of the roadworks and associated infrastructure including water infrastructure in the Waterfront Precinct. This condition of rezoning does not reduce the conditions established in the existing Services Agreement and is confirmation of these requirements.

- (c) Provision of two frost free public drinking fountains to the satisfaction of the GMES in the Waterfront Precinct Area. The locations of the drinking fountains shall be determined in consultation with the City Engineer.
- (d) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to applicant: Pending City of Vancouver Council Approval, the Vancouver Building Bylaw will be modified on January 1st, 2026. The onsite rainwater release rate requirement is anticipated to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements, pending Council approval. More information is available at vancouver.ca/rainwater.

Implementation of development(s) at 3480 and 3522 East Kent Avenue South require the following in order to improve sewer flow conditions.

Local Servicing Upgrade:

- (i) Construct 86 m of 300 mm SAN main on River District Crossing from proposed MH_S22 to proposed MH_S21 fronting Parcel 29/30.
- (ii) Construct 21 m of 375 mm SAN main on River District Crossing from proposed MH_S21 to MH_GDCDVE (MH_S11 in the InterCAD Sanitary Sewer Design Brief).

Note to applicant: Development to be serviced to the proposed 300 mm and 375 mm SAN sewers and the existing 1200 mm and 1350 mm STM sewers on River District Crossing.

- (e) Provision of street trees where space permits.

Note to applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the

City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft long and 18 in. deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

- (f) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.
- (g) Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.
- (h) Provision of written confirmation that all required electrical plants will be provided within private property.

Note to applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Housing

- 2.8 Further to the Affordable Housing Condition established pursuant to the original rezoning application approved by City Council in principle on September 16, 2008 and amended by a subsequent rezoning application approved by Council in principle on July 12, 2022, and which condition is secured by the No Development Covenant registered on title to Lot 38 under registration numbers CB1483170-71 (the “Existing Condition”), the Owner shall make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, the General Manager of Real Estate and Facilities Management and the Director of Legal Services for the delivery of a fee simple dirt site (Parcel 30) comprising approximately 3,606.3 sq. m (38,818 sq. ft) of land, exact area to be confirmed through subdivision. To secure this condition the applicant will enter into agreements with the City which include, but may not be limited to the following requirements, all to be satisfied at no cost to the City:

- (a) Make arrangements to create a stand-alone Parcel 30 through subdivision;
- (b) Applicant will deliver a subdivision plan to create Parcel 30 which has been approved by the Approving Officer and the General Manager of Planning, Urban Design and Sustainability, the General Manager of Real Estate and Facilities Management and the Director of Legal Services prior to the earlier of the issuance of the occupancy permit for Parcel 29 and the issuance of the development permit for Parcel 33/34;
- (c) Parcel 30 must have a valid Certificate of Compliance for the proposed housing development, confirmed by a letter from an Approved Professional. Parcel 30 to provide a minimum net Social Housing floor

area of 12,601 sq. m (135,636 sq. ft.). The 5,110 sq. m. (55,000 sq. ft.) of net new Social Housing floor area, added by the rezoning application approved by Council in principle on July 12, 2022, is to be secured by the City at no additional cost under the Existing Condition (i.e. the purchase price will not increase or be affected by the additional 5,110 sq. m. (55,000 sq. ft.) of density), and if any portion of this floor area cannot be delivered on Parcel 30 it may be delivered on another parcel within the East Fraser Lands ODP area identified for social housing at the discretion of the City.

- (d) The City will be entitled to withhold the Option Price, less \$10.00, for Parcel 30, if at the time that the Option is exercised, the construction of the Community Centre is less than 90% complete or Wesgroup is found to be in non-compliance with the terms of the construction contract, as verified by a 3rd Party Architect, and may be withheld until completion of the community centre to the satisfaction of the General Manager, Real Estate and Facilities Management and the General Manager, Finance, Risk and Supply Chain Management. Withholding of any payment in accordance with this section will not preclude the City from taking ownership, possession and control of Parcel 30. The City's option to withhold payment will be more particularly set out in the Construction and Transfer Agreement for the community centre; and
- (e) Except as set out above, the terms of the Option to Purchase shall be on terms and conditions for the Existing Condition, as set out in the No Development Covenant registered on title to Lot 38 in the Land Title Office under registration numbers CB1483170-71.

The condition above shall be in lieu of, and as a substitution for the Affordable Housing Condition secured over Lot 38 pursuant to the No Development Covenant registered on title to Lot 38 in the Land Title Office under registration numbers CB1483170-71.

(the "**Affordable Housing Condition**")

- 2.9 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant securing all residential units located on Parcel 19.1 as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, with a minimum net residential floor area of 9,290 sq. m (100,000 sq. ft.), for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

Note to Applicant: The secured market rental housing to be secured on Parcel 19.1 by the condition above will be in lieu of, and as a replacement for, the Rental Housing Condition secured on Lot 37 pursuant to No Development Covenant registered on title to Lot 37 in the Land Title Office under registration numbers CB1483168-9.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

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APPENDIX C
DRAFT By-law to amend East Fraser Lands Official Development Plan
By-law No. 9393 regarding amendments consequential to amendments
made to CD-1 (566) East Fraser Lands Town Square Precinct and
CD-1 (567) East Fraser Lands Waterfront Precinct

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the indicated provisions of Schedule A of the East Fraser Lands Official Development Plan By-law No. 9393.
2. In section 4, Council:
 - (a) in subsection 4.2.14, strikes out “28” and substitutes “34”;
 - (b) in subsection 4.5.5, strikes out “28” and substitutes “34”;
 - (c) adds a new subsection 4.5.10 in the correct numerical order as follows:

“4.5.10 Where specific technical challenges (e.g. ground conditions and significant groundwater challenges) exist that make construction below one level of below-grade parking infeasible, above-grade parking may be considered if the following conditions are met:

 - (a) the impact of such technical challenges must be demonstrated in a technical memo for each parcel prepared by a licensed professional engineer, submitted at the time of re-zoning;
 - (b) the levels of structured parking above grade do not exceed the podium heights approved in the design guidelines for each area; and
 - (c) the above grade parking can be integrated into the podiums including wrapping with active or engaging uses (e.g. retail, service or residential), and without significant impacts to public realm including parks, except that minor relaxations for wrapping on Parcels in Area 1 and 2 that cannot be shifted due to previous subdivision may be explored at the time of re-zoning or development permit, if supported by the Director of Planning.”
 - (d) in subsection 4.6.8(a), adds “within the podium of buildings,” following the words “and located underground,”.
3. In section 6, Council:
 - (a) In subsection 6.1.1 (i), strikes out “on sites adjacent to the high street south of the rail corridor.”

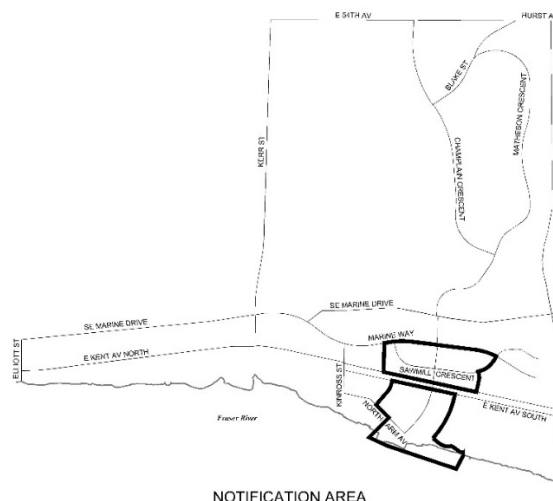
4. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.
5. This By-law is to come into force and take effect on the date of its enactment.

* * * * *

APPENDIX D ADDITIONAL INFORMATION

Public Consultation Summary

Event	Date(s)	Details
Webpage published	August 15, 2025	https://www.shapeyourcity.ca/3522-e-kent-ave-s-8711-river-dist-crossing
Postcard mailed	September 8, 2025 (Approximate)	8,052 notices mailed
Site sign installed	August 28, 2025	n/a
Online comment form	August 2025 to October 2025	87 submissions • 24 responses support • 48 responses opposed • 15 responses mixed
Question and Answer (Q&A) period (2 weeks)	September 10, 2025 to September 23, 2025	542 page views
Other input (phone calls, direct emails, etc.)	August 2025 to October 2025	7 submissions
Total webpage views	August 15, 2025 to October 16, 2025	858 page views
Total Submissions (Comments submitted + questions asked + other input methods)		109 submissions



A summary of public input is provided below, organized by topic.

Areas of support:

- **Amenities:** Provision of amenities and services for a complete neighbourhood.
- **Housing:** Support for more affordable housing and housing in general.
- **General support:** The proposal supports the feasibility of the development and the delivery of amenities without increasing density. Above grade parking is a more sustainable option as it requires less excavation and results in lower embodied carbon.

Areas of concern:

- **Amenities and services:** There are not enough amenities and services to support the existing community nor the additional residents the proposal will bring in. The River District needs a school, community centre, parks, dog park and retail space. These are amenities that have been promised to the community and not yet delivered.
- **Height and density:** Too tall and too dense. Higher buildings will negatively affect livability and change the neighbourhood character. The River District will feel like downtown Vancouver.
- **Policy:** Residents moved into the community based on the understanding of a certain height, view and neighborhood feel. This proposal is not what was promised to residents. Residents should not be made to shoulder the impact of development changes resulting from financial constraints of the developer.
- **Sunlight and views:** The proposed development will block access to sunlight and impacts protected views. Building heights should decrease towards the Fraser River.
- **Traffic and parking:** Above grade parking will worsen traffic congestion in the area as it promotes ground level vehicle activity which in turn affects pedestrian safety. There is not enough street parking in the area and adding density will make it worse. These issues are further exacerbated by a lack of transit services which force residents to rely on cars.
- **Public consultation:** The proposal is unclear and uses inaccessible language. In particular, what does 'density' refer to?

Response to Public Comments

1. The East Fraser Lands Official Development Plan (ODP) anticipates a community centre and childcare centre to be delivered in Area 1, along with additional park space and other community serving uses throughout the rest of the areas. Timing is dependant on the completion of residential developments to assist with project funding. The developer is to deliver a community centre and co-located childcare in Area 1 and will explore entering into a Park Development Agreement, to the satisfaction of the Park Board, to deliver the community centre plaza at the same time as the community centre.

2. Staff are undertaking a review of design requirements for new multi-family housing including looking at trends in the size of units proposed, and considering opportunities to address unit livability through the upcoming Citywide Development Guidelines while balancing development viability.
3. TransLink the region's primary operator of transit services. While the City does not have the authority to implement additional capacity, new routes, or stations, the City works with TransLink to support infrastructure requirements and amenities for transit (stops, shelters, etc.), advocate for increasing services, and work to improve transit priority.
4. TransLink is currently undertaking Transport 2050 to identify the long-range for transportation in the region, which is likely to include considerable increases in transit priority and higher-order transit. While the City continues to prioritize and work with TransLink to improve transit, implementation and timing of improvements is subject to direction and funding from TransLink.
5. A new elementary school has been identified in the East Fraser Lands Official Development Plan and land has been set aside for it's future use. The timing of construction is dependent on Vancouver School Board (VSB) funding. VSB has identified the elementary school as a priority site in it's [5 year capital planning submission](#) to the Ministry of Education.
6. A Transportation Assessment and Management Study (TAMS) was submitted by the applicant's Engineers with the rezoning application. The TAMS provides a forecast of the estimated vehicle trips generated by the proposed site. This rezoning amendment is not anticipated to increase traffic over the original approved rezoning.
7. The proposed development is required to comply with the Parking By-law with respect to off-street vehicle parking spaces and required to provide a Transportation Demand Management plan that will help to reduce development demand for vehicle trips and parking. The City will continue to monitor parking in the area, and residents may contact the Engineering Department via 3-1-1 regarding on-street parking enquiries and requests.
8. Staff and the applicant responded to members of the public who sought clarification on the proposal. The project description and the site plan on the Shape Your City webpage were updated to provide more detail.

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APPENDIX E REZONING APPLICATION SUMMARY

Property

Address	Parcel Identifier (PID)	Legal Description
3575 Sawmill Crescent	031-993-273	Lot 58 District Lot 330 Group 1 New Westminster District Plan EPP121389
8711 River District Crossing	029-292-298	Lot 37 District Lots 330 and 331 Group 1 New Westminster District Plan EPP31354, except Plans EPP91177 and EPP123096
3522 East Kent Avenue South	029-292-310	Lot 38 District Lot 331 Group 1 New Westminster District Plan EPP31354

Applicant Team

Applicant	Wesgroup Properties Inc.
Developer	Wesgroup Properties Inc.
Architect	Boniface Oleksiuk Politano Architects
Property Owner	Park Lane River District Developments Ltd.

Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1	Amended CD-1
Site Area	22,835 sq. m (245,794 sq. ft.)	22,835 sq. m (245,794 sq. ft.)
Land Use	Mixed-use	Mixed-use
Maximum Height	Parcel 19.1: 18 storeys (59.62 m) Parcel 30: 28 storeys (87.0 m) Parcels 33 and 34: 23 (76.0 m) Parcels 35 and 36: 16 (55.0 m)	Parcel 19.1: 26 storeys (80.0 m) Parcel 30: 6 storeys (22.0 m) Parcels 33 and 34: 34 storeys (104.0 m) Parcels 35 and 36: 22 storeys (68.0 m)
Floor Area	CD-1 566: 183,111 sq. m (1,970,990 sq. ft.) CD-1 567: 145,114 sq. m (1,561,994 sq. ft.)	CD-1 566: 183,111 sq. m (1,970,990 sq. ft.) CD-1 567: 145,114 sq. m (1,561,994 sq. ft.)

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