

## ADDITIONAL INFORMATION

### 1. Site Background

East Fraserlands (EFL) is located in the southeast corner of the city of Vancouver on the Fraser River. It includes the land between Kerr Street and Boundary Road south of Marine Way, as well as a triangular site north of Marine Way at Boundary Road. The entire EFL site comprises approximately 52 hectares (128 acres) of land currently zoned for industrial use, of which 21 hectares (52 acres) is being considered for rezoning in this report. A Canadian Pacific Rail (CPR) corridor bisects the main site south of Marine Way into north and south sections. The land south of the rail corridor was in use by the Canadian White Pines Sawmill until its closure in 2001 and is now owned by ParkLane Homes. Majority of the land north of the rail corridor was previously owned by the City of Vancouver, but was sold to ParkLane Homes following approval of the ODP. The remaining lands north of the rail corridor are in 3<sup>rd</sup> party private ownership and are either vacant or in industrial use.

The proposed rezoning site (Area 1) forms the 'central neighbourhood' of the future East Fraserlands community. The adjacent areas east and west of the rezoning site are anticipated to be rezoned in the order illustrated in Figure 3, Section 7 of the ODP, and will be predominantly residential use.

### 2. Transit

An accessible and reliable transit service is critical to support the development. The transit strategy is based on bus routes that link EFL to Skytrain, Canada Line and other destinations and the potential long-term use of the rail corridor and river for ferry service. City staff continue to work closely with Translink to facilitate early transit service for Area 1 residents in EFL.

3. Letter from Translink



**TransLink**  
1600 - 4720 Kingsway  
Burnaby, BC V5H 4N2  
Canada  
Tel 604-453-4500  
Fax 604-453-4637  
www.translink.bc.ca  
South Coast British Columbia  
Transportation Authority

May 29, 2008

Mr. Paul Pinsker  
Community Transportation Engineer  
CITY OF VANCOUVER  
453 West 12th Avenue  
Vancouver BC V5Y 1V4

Our File No. 0155-01  
General Correspondence

FILE #  
830 300 E Fraser  
Lands

Dear Mr. Pinsker:

**Re: Transit Service to East Fraser Lands**

TransLink is aware of the priority the City is attaching to the inclusion of transit service in the East Fraser Lands. Such support of sustainable transportation in a new community, with an anticipated population of well over 10,000 residents at build-out, is most laudable. We appreciate having been consulted on the design of the development's street network to ensure that it will be able to support a transit network that provides good coverage and operating characteristics.

As you may be aware, TransLink is engaged in the development of a long-term planning and funding strategy and can not currently commit to any expanded transit services after 2009. Consequently, any expansion of transit service to East Fraser Lands will be subject to the availability of transit resources and a review of expansion priorities. However, we are aware that this development is of such a scale that it should well exceed the thresholds set in TransLink's Transit Service Guidelines for the establishment of a new service. For reference, the applicable guideline is as follows:

*Following are key conditions that should be met for introducing regular Bus services in new development areas:*

- *Minimum density of 30 residents per hectare or 25 jobs per hectare as measured over a minimum developed area of 10 hectares.*
- *There is an adequate road and pedestrian access system that provides for safe access and efficient operation of Bus service.*

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COPIES

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- *It is projected that the area would generate at least 250 total person trips (by auto, bike or bus) for each additional Bus service hour that would be required to provide new service to the area.*

*In applying these Guidelines, consideration will also be given to the socio-economic characteristics of the community and other factors such as travel demand management programs that may affect potential transit ridership.*

Thus while we are unable to commit to providing service at this time, we fully anticipate that the East Fraser Lands will easily meet the thresholds for a new transit service and so will be a priority area when considering the allocation of available expansion resources when occupancy begins. To this end, TransLink will be initiating a sub-area plan for the East Fraser Lands and neighbouring Big Bend area of Burnaby in 2009 that will further identify transit needs and priorities in these growing areas.

Yours truly,



Graeme Masterton  
Manager, Transit Planning

#### 4. City's Letter to Translink



ENGINEERING SERVICES  
T.R. Timm, P.Eng., General Manager

June 11, 2008

File No.: 830 300 E Fraser Lands

Graeme Masterton  
Manager, Transit Planning  
TransLink  
1600 - 4720 Kingsway  
Burnaby, BC V5H 4N2

Dear Mr. Masterton:

**RE: Transit Service to East Fraserlands**

Thank you for your letter of May 29, 2008, regarding anticipated transit services for East Fraserlands. We will be going to City Council next month with staff's Referral Report to Public Hearing for rezoning the first phase of this major project. The entire site comprises approximately 52 hectares (128 acres) of land currently zoned for industrial use, of which 21 hectares (52 acres) is now being put forward. This first phase alone anticipates over 350,000 square metres of total development, including nearly 50,000 square metres of non-residential use. Clearly a development of this scale will require substantial transit services to meet the community's demands, with first occupancies anticipated in 2011.

It was a pleasure meeting with your staff Rachel Jamieson and Ian Fisher to examine route possibilities for introducing various transit services into the new community. Only with these services can we fulfill the City's vision for East Fraserlands as a functional, model sustainable community. We at the City of Vancouver look forward to working together further in the years ahead in planning the timely introduction of these vital transit services.

Yours truly,

A handwritten signature in cursive script that reads "Paul M. Pinsker".

Paul M. Pinsker, P.Eng.  
Community Transportation Engineer

tel: 604.873.7917  
fax: 604.871.6119  
paul.pinsker@vancouver.ca

/pmp

## 5. Vancouver School Board Comments

The Vancouver School Board provided the following comments on June 5, 2008:

Funding application for the Year 2011-2013 for a new elementary school at East Fraserlands was included in the Vancouver School Board's 2008 5-year Capital Plan submission to the Ministry of Education. The funding year was based on our calculation of potential student yield from the available information of occupancy of new housing in the East Fraserlands area.

## 6. Environmental Health

The Environmental Health Division has reviewed the rezoning application and provided the following comments on August 29, 2007:

- The City's acoustical criteria shall form part of the Zoning By-law, and an Acoustical Consultant's report shall be required which assesses noise impacts on the site and recommends noise mitigating measures.
- If a Community Care Facility (adult or child care) is proposed, plans will be submitted for approval to C.C.F.L.
- The Noise Control By-law requires amendment at time of enactment of Zoning By-Law to include this CD-1 or new zoning district in Schedule B.
- The City shall seek relief from Transport Canada's Canadian Rail Operating Rules that require railway engines to whistle at public crossings at grade within this new residential development area.

## 7. Fire Protection Engineer's Comments

Vancouver Fire & Rescue Services have reviewed the rezoning application for East Fraserlands and provide the following comments on April 3, 2008:

- Parcel 18:
  - Fire Department access required to townhouses - Fire Department response point required.
  - Fire Department responds to street address - addresses will be required for all townhouses.
  - At Fire Department response point, fire alarm annunciator panel and fire Department connection for sprinkler (/ standpipe) system required.
  - Access into interior courtyard area with large fire vehicles may be difficult / tight and may require further review.
- Parcel 16:
  - Fire Department access required to townhouses - Fire Department response point required.
  - Fire Department responds to street address - addresses will be required for all townhouses.

- At Fire Department response point, fire alarm annunciator panel and fire Department connection for sprinkler (/ standpipe) system required.
  - Access into interior courtyard area with large fire vehicles may be difficult / tight and may require further review. Note location of entry ramps down into underground parkade.
  - Fire Department access required to townhouses behind commercial / residential.
- Parcel 20/21: Ensure Fire Department access to townhouses to rear (east end of Parcel 21)
- Parcel 27: Provide Fire Department access on woonerf. Minimum width for Fire Department access route is 6 m. The Fire Department is prepared to review a reduction to this width provided the 'pinch points' are localized, with removable bollards, and are not at Fire Department access points to buildings. Please provide a more detailed layout of the woonerf indicating the location of these 'pinch points', clear widths, and lengths for Fire Department review and comment.
- Parcel 29/30: Fire Department access required to 3-storey townhouses at western portion of development.
- Parcel 32A,B: Please note maximum travel distance from street curb (Mt Baker Road / High Street turnaround) is 15 m to principal entrance door of two commercial / retail buildings.
- Parcel 43: Private access route must comply with Fire Department access requirements.
- CP Railway ROW: will cut off access to Parcels 26, 27, 29/30, 31, 32, 33/34, 35, & 36. This would occur should a train block the street access to the above parcels when fire vehicles respond to an emergency from Firehall #5, located at 54<sup>th</sup> Avenue and Kerr Street. Therefore from Kerr Street, a roadway shall be extended on the south side of the CP Railway ROW such that fire vehicles can respond from the west to the above parcels of land.

8. Letter from Parklane regarding Vancouver Fraser Port Authority lands

**PARKLANE**  
H O M E S

Four Bentall Centre  
Suite 2000, 1055 Dunsmuir St  
Vancouver, BC V7X 1L5  
Tel: 604.648.1800  
Fax: 604.648.2868  
www.parklane.com

April 17, 2008

City of Vancouver  
453 West 12<sup>th</sup> Ave.  
Vancouver, BC  
V4Y 1V4

Attn: Kirsten Robinson  
Planner

**Re: East Fraserlands**

Dear Kirsten,

Regarding the untitled lands located south of the ParkLane property along the riverfront, please be advised that we have had several meetings with The Vancouver Fraser Port Authority to move beyond what was outlined in their "Approval in Principal" dated October 5, 2006.

As you know, the Port controls leases on these areas on behalf of the Province.

We understand the City's preference for a freehold transfer of the future parkland to the City. If this is not achievable, the City may be willing to accept a long term lease for the parkland.

We have discussed this issue with our legal council and land surveyors and they are of the opinion that raising title to this land is possible.

The Port has indicated that they would like to retain a one foot strip of land adjoining the river, should we be able to raise title to these lands and transfer them to the City. We understand that the City supports this in concept. In addition, the Port has also indicated that should the lands be leased to the City on a long term basis (75 – 99 years), the annual rent would be a nominal sum.

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We will be arranging a joint meeting of the Port and City staff to further discuss the next steps in the near future.

~~ParkLane is committed to reaching an agreement with The Port that achieves the City's goals prior to enactment of the Phase 1 rezoning.~~

Yours truly,

A handwritten signature in black ink, appearing to read "B. Tedford".

Brent Tedford  
Development Manager

## 9. Letter from Fraser River Estuary Management Program



June 11, 2008

Vancouver Fraser Port Authority  
400 - 625 Agnes Street  
New Westminster, BC  
V3M 5Y4

By e-mail ([nures.kara@vfp.ca](mailto:nures.kara@vfp.ca))

Attention: Nures Kara, Environmental Manager - River

Re: FREMP CPR# 0706F030; Parklane White Pines Development Ltd. -  
East Fraser Lands Development Project, Vancouver, BC - Fraser River North Arm

### PROJECT REVIEW

Reference is made to the subject application sent to the Fraser River Estuary Management Program (FREMP) Environmental Review Committee (ERC) for a coordinated environmental review.

Reference is also made to the following documents:

- The letter to V. Jones of North Fraser Port Authority from G. Williams of GL Williams & Associates Ltd. dated June 26, 2007 regarding the application for the East Fraserlands development and attachments.
- The Fraser River Estuary Management Program Coordinated Project Review Common Application Form signed by G. Williams on behalf of WesGroup Income Properties LLP dated June 26, 2007 and attachments.
- The Memo to D. Hasselmann of BIEAP/FREMP from G. Williams of GL Williams & Associates Ltd. dated June 26, 2007 regarding "East Fraserlands Project Backgrounder" and attachments.
- The letter to B. Tedford of WesGroup Income Properties Limited Partnership from G. Lee of Scacor Environmental Inc. dated May 28, 2007 regarding "Status - Former Weyerhaeuser Canadian White Pine Sawmill Remediation Project" and attachments.
- The GL Williams & Associates Ltd. report "East Fraser Lands, City of Vancouver Property, Habitat Inventory" dated June 14, 2007.
- The InterCAD Services Ltd. report "Rainwater Management Plan for East Fraser Lands" dated May 2007.
- The Moffatt & Nichol "East Fraserlands" Drawings:
  - Drawing No. 5380-FS-400 Sheet 1 of 6 "Foreshore Site Plan Ground Improvements And Revetments" Rev. L dated Feb2007.

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- Drawing No. 5380-FS-401 Sheet 2 of 6 "Foreshore Revetments Plans And Sections" Rev. F dated Feb20/07.
- Drawing No. 5380-FS-402 Sheet 3 of 6 "Foreshore Revetments Plans And Sections" Rev. O dated May3/07.
- Drawing No. 5380-FS-403 Sheet 4 of 6 "Foreshore Revetments Plans And Sections" Rev. O dated May3/07.
- Drawing No. 5380-FS-404 Sheet 5 of 6 "Foreshore Revetments Plans And Sections" Rev. J dated May3/07.
- Drawing No. 5380-FS-405 Sheet 6 of 6 "Foreshore Revetments Plans And Sections" Rev. G dated May3/07.
- The PWL Partnership Landscape Architects Inc. Project "East Fraserlands" Drawings:
  - Drawing No. LSK-01 "Site Wide Premp Landscape Plan" dated 2007/03/14.
  - Drawing No. LSK-02 "Site Wide Premp Landscape Plan" dated 2007/03/14.
  - Drawing No. LSK-03 "Site Wide Premp Landscape Plan" dated 2007/03/14.
  - Drawing No. LSK-04 "Site Wide Premp Landscape Plan" dated 2007/03/14.
  - Drawing No. LSK-05 "Site Wide Premp Landscape Plan" dated 2007/03/14.
- The GL Williams & Associates Ltd. documents "Table 1. Confirmed habitat balance sheet showing existing and compensation areas for East Fraserlands development (Oct. 16, 2007)." and "Table 2. Confirmed habitat balance for Phases 1 and 2 (October 17, 2007)." which shall amend the above referenced information as applicable.
- The GL Williams & Associates Ltd. report "East Fraserlands Eulachon Spawning Habitat Criteria Report" dated January 12, 2008.
- The Moffatt & Nichol in association with GL Williams & Associates Ltd. "East Fraserlands" Drawings:
  - Drawing No. 5380-FS-406 Sheet 1 of 2 "Conceptual Eulachon Spawning Areas Plan and Sections" Rev. A dated Jan22/08.
  - Drawing No. 5380-FS-407 Sheet 2 of 2 "Conceptual Eulachon Spawning Areas Plan and Sections" Rev. A dated Jan22/08.

From the above referenced documents, the PREMP ERC understands that Parklans White Pines Development Ltd. is proposing to undertake works and activities to develop the property at 3450 Kent Avenue South, Vancouver, BC (the "site"). The works and activities and related works and activities will include alteration of the upland adjacent to and of the intertidal foreshore and sub-tidal riverbed in the Fraser River North Arm at the site (the "Project") including, but not limited to, the following:

- i. The construction of buildings and associated infrastructure such as roads and utilities including a rain management system.
- ii. The construction of a riprap revetment on the upland, intertidal foreshore and sub tidal riverbed of the Fraser River North Arm at the site.
- iii. The construction of bulkheads, pile-supported structures and a float on and in the Fraser River North Arm at the site.
- i. The construction of compensatory fish habitat on upland of and intertidal foreshore in the Fraser River North Arm at the site. This aspect will include, but not be limited to, the creation of riparian

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Vancouver Fraser Port Authority  
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Yours sincerely,

Environmental Review Committee



Per: Project Review Coordinator

cc:  M. Willcox, BC Ministry of Environment  
 A. Au, Environment Canada  
 J. Macle, Transport Canada NWPD  
 B. Naito, Fisheries and Oceans Canada

DFO C&P Field Supervisor, DFO Richmond/Delta in Steveston (facs: 604.664.9255)

B. Tedford, Parklane White Pines Development Ltd.  
Suite 2000, Four Bentall Centre  
1055 Dunsmuir Street, PO Box 49150  
Vancouver, BC V7X 1J1

G. Williams, GL Williams & Associates Ltd. (facs: 604.944.1544)

## 10. EFL Green Building Strategy and LEED Project Checklist

### SUSTAINABILITY AND BUILDINGS

The green building strategy for the East Fraserlands will achieve a minimum baseline of environmental performance in all facets of building design and construction. This strategy applies to all residential, mixed-use, commercial, and institutional developments in EFL. This strategy is founded on the principles of the LEED® green building assessment as well as the Built Green™ program, which provide robust tools to guide development of a variety of green building types. Based on its type, each building will be designed and target performance according to a minimum LEED Gold equivalent or Built Green Gold equivalent with an Energuide 80. While registration and certification with the LEED and Built Green programs is not mandatory, the community centre will achieve LEED Gold certification.

### MEASURING GREEN BUILDING PERFORMANCE

The several types of buildings associated with this project will have particular characteristics related to the LEED and Built Green rating systems, including:

#### Built Green Rating Systems

The Built Green Homes and MS&RT (Multi) systems provide a comprehensive method of measuring the green strategies used in the project. Points are awarded from each of the eight areas of the checklist to give a cumulative total. Each separate category has minimum point totals that must be met.

The low and mid-rise wood frame construction residential buildings within this project will achieve Built Green Gold and will go beyond the Built Green requirements to provide an Energuide score of 80.

#### LEED Green Building Rating System

The LEED rating system offers a comprehensive approach to green building design. The following LEED scorecard have been prepared based on two types of credits:

- a. Credits that will be targeted as a minimum (indicated under the column heading "Mandatory");
- b. All other credits will be investigated and selected according to the specific building context and program to meet the LEED Gold level (39 points).

#### LEED Canada-NC 1.0 Project Checklist

Table Key:	Required credit consistent with Vancouver GBS	
Sustainable Sites	14 Points	Vancouver GBS 08/09 VBBL 08/09 Mandatory  4

Prereq 1	Erosion & Sedimentation Control	Required	Y
Credit 1	Site Selection ***		
Credit 2	Development Density		1
Credit 3	Redevelopment of Contaminated Site		
Credit 4.1	Alternative Transportation, Public Transportation Access		1
Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms		1
Credit 4.3	Alternative Transportation, Alternative Fuel Vehicles		1
Credit 4.4	Alternative Transportation, Parking Capacity		
Credit 5.1	Reduced Site Disturbance, Protect or Restore Open Space		
Credit 5.2	Reduced Site Disturbance, Development Footprint		
Credit 6.1	Stormwater Management, Rate and Quantity		
Credit 6.2	Stormwater Management, Treatment		
Credit 7.1	Heat Island Effect, Non-Roof		
Credit 7.2	Heat Island Effect, Roof		
Credit 8	Light Pollution Reduction		
Water Efficiency		5 Points	2
Credit 1.1	Water Efficient Landscaping, Reduce by 50%		1
Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation		
Credit 2	Innovative Wastewater Technologies		
Credit 3.1	Water Use Reduction, 20% Reduction		1
Credit 3.2	Water Use Reduction, 30% Reduction		
Energy & Atmosphere		17 Points	3
Prereq 1	Fundamental Building Systems Commissioning	Required	
Prereq 2	Minimum Energy Performance	Required	Y
Prereq 3	CFC Reduction in HVAC&R Equipment	Required	Y
Credit 1	Optimize Energy Performance 20%	1 to 10	2
Credit 1.2	Optimize Energy Performance 30%		
Credit 1.3	Optimize Energy Performance 40%		
Credit 1.4	Optimize Energy Performance 50%		
Credit 1.5	Optimize Energy Performance 60%		
Credit 2.1	Renewable Energy, 5% *		
Credit 2.2	Renewable Energy, 10% *		
Credit 2.3	Renewable Energy, 20% *		
Credit 3	Best Practice Commissioning		
Credit 4	Ozone Protection		1
Credit 5	Measurement & Verification **		
Credit 6	Green Power		
Materials & Resources		14 Points	3

Prereq 1	Storage & Collection of Recyclables	Required	Y
Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof		
Credit 1.2	Building Reuse: Maintain 95% of Existing Walls, Floors, and Roof		
Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements		
Credit 2.1	Construction Waste Management: Divert 50% from Landfill		1
Credit 2.2	Construction Waste Management: Divert 75% from Landfill		1
Credit 3.1	Resource Reuse: 5%		
Credit 3.2	Resource Reuse: 10%		
Credit 4.1	Recycled Content: 7.5% (post-consumer + ½ post-industrial)		
Credit 4.2	Recycled Content: 15% (post-consumer + ½ post-industrial)		
Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally		
Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally		
Credit 6	Rapidly Renewable Materials		
Credit 7	Certified Wood		
Credit 8	Durable Building		1
<b>Indoor Environmental Quality</b>		<b>15 Points</b>	<b>8</b>
Prereq 1	Minimum IAQ Performance	Required	Y
Prereq 2	Environmental Tobacco Smoke (ETS) Control****	Required	Y
Credit 1	Carbon Dioxide (CO <sub>2</sub> ) Monitoring		
Credit 2	Ventilation Effectiveness		
Credit 3.1	Construction IAQ Management Plan: During Construction		
Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy		
Credit 4.1	Low-Emitting Materials: Adhesives & Sealants		1
Credit 4.2	Low-Emitting Materials: Paints and Coating		1
Credit 4.3	Low-Emitting Materials: Carpet		1
Credit 4.4	Low-Emitting Materials: Composite Wood and Laminate Adhesives		1
Credit 5	Indoor Chemical & Pollutant Source Control		
Credit 6.1	Controllability of Systems: Perimeter Spaces		1
Credit 6.2	Controllability of Systems: Non-Perimeter Spaces		
Credit 7.1	Thermal Comfort: Compliance		1
Credit 7.2	Thermal Comfort: Monitoring		
Credit 8.1	Daylight & Views: Daylight 75% of Spaces		1
Credit 8.2	Daylight & Views: Views 90% of Spaces		1
<b>Innovation &amp; Design Process</b>		<b>5 Points</b>	<b>2</b>
Credit 1.1	3 stream waste diversion		1
Credit 1.2	Urban Agriculture		1
Credit 1.3	Innovation in Design		

Credit 1.4	Innovation in Design	
Credit 2	LEED® Accredited Professional	
<b>Mandatory Credits</b>		<b>22</b>
Certified 26-32 points Silver 33-38 points Gold 39-51 points Platinum 52-70 points		

- \* The City of Vancouver will accept the EFL NEU as equivalent to satisfaction of this credit.
- \*\* The City of Vancouver will accept in-suite energy use displays
- \*\*\*The City of Vancouver will accept a negotiated standard that differs from LEED
- \*\*\*\* All conditions of the credit apply however no mechanical testing will be required.

### GENERAL CONDITIONS

Additional conditions are to be met by the development teams for this project:

- The development parcels for this project will connect to a proposed Neighbourhood Energy Utility (NEU) should the proposed NEU be approved and implemented by the time of development.
- No electrical baseboards will be used in this project for heating residential suites. Some electrical base board heaters may be used in appropriate locations such as utility rooms in the parkade.
- All domestic appliances installed in residential units that are applicable to the Energy Star™ program will have an Energy Star™ label.
- Provide for individual in-suite metering for energy use. Meter displays will be in a prominent location to encourage usage and improve effectiveness.
- No natural gas fireplaces are to be installed within dwelling units. Ornamental non-combustion fireplaces are permitted if they are not heat producing.
- Heat recovery from large retailers such as grocery stores will be part of the LEED Gold initiatives.
- Provide a green roof over concrete structures, excluding the tops of towers. Such roofscapes should be highly programmable, useable and accessible.
- Provide three streams of waste removal both in-suite and in-building for the development parcel (regular garbage, recyclable materials and organics). The development site is to provide adequate space and infrastructure to accommodate three streams of waste removal including fully outfitted areas that can be made active upon implementation of an organics collection system.
- Twenty percent of all residential parking spaces (excluding visitor parking) will have electric outlets for electric vehicle.

### COMPLIANCE

Each development will provide a compliance strategy and timeline that outlines the documentation process required to achieve LEED NC-1 Gold and/or Built Green Gold equivalent, including reference to appropriate documentation at development permit, building permit and occupancy permit stages.

11. Excerpt from InterCAD report (August 29, 2007)

The following is an excerpt from the InterCAD study regarding options 2 and 3 for conveyance of water originating along Avalon Park Corridor, augmented by storm and rainwater runoff, to the Fraser River.

**Option 2**

Since the open channel on the north side of Marine Way was considered to be not feasible, a second option was developed. The second option would require construction of a sump manhole over the existing 900mm diameter storm sewer in the south boulevard of Marine Way. A controlled pumping system would be installed in the manhole to pump stormwater up out of the main into the on-site channel in East Park (see attached drawing SK03).

This is the least sustainable option explored and, even though the estimated construction cost appears less than other options, it carries indeterminate long term costs for pump operation and maintenance.

**Option 3**

The third option would provide flow by gravity instead of pumping. As with Option 1, a flow splitter manhole would be constructed on the existing main in the Cromwell right-of-way north of Marine Way (see attached drawing SK04). Low flows would be directed into a pipe that would be constructed across Marine Way then east in the south boulevard discharging into the open channel in East Park. Due to existing services in Marine Way, this pipe may have to function as a syphon.

12. Letter from ParkLane regarding rail crossings



Four Retail Centre  
Suite 2000, 1015 Dunsmuir St  
Vancouver, BC V7Z 1L3  
Tel: 604.648.1800  
Fax: 604.648.2968  
www.parklane.com

May 28, 2008

City of Vancouver  
453 West 12<sup>th</sup> Ave.  
Vancouver, BC  
V4Y 1V4

Attn: Carli Edwards, P. Eng.  
Projects Branch Manager  
Engineering Services

**Re: East Fraserlands**

Dear Carli,

Regarding the three proposed new rail crossings within the Phase 1 rezoning area, in order to move beyond the "Approval in Principal" letter from CP Rail dated March 17, 2006, we have engaged Delcan to complete the crossing design work.

We understand the importance of the pedestrian crossing that will connect the north and south sections of Avalon Park. Although this crossing will not be necessary for Phase 1, it is being considered in the current negotiations.

Delcan specializes in the design of transportation infrastructure and they have successfully completed rail projects for us in the past. They will also be responsible for reviewing the proposed designs with the City, CPR and Transport Canada.

We expect to have design drawings ready for your review by mid June.

We understand the City's goal of retaining seniority at the new High Street crossing and the placement of new Right of Way agreements for the other crossings. The City would like a full width dedication for High Street (21.5m) and would like CPR to be responsible for maintaining the infrastructure and signage. Parklane will work diligently towards these goals.

We understand that we are required to facilitate the legal agreements that will be required for these crossings prior to enactment of the Phase 1 rezoning.

Yours truly,

Brent Tedford  
Development Manager

### 13. Minutes of the Urban Design Panel (April 25, 2007)

#### EVALUATION: SUPPORT (7-0)

**Introduction:** Dan Sirois, Project Planner, introduced the proposal for a rezoning to permit the first phase of a mixed use development proposed for East Fraserlands on the former Canadian White Pine Saw Mill site. The ODP was approved by Council in November last year. Parklane Homes is the owner of the land. The vision for the future development of the lands includes a diverse community which is environmentally sustainable. Phase 1 proposed to develop a retail district focused on High Street, community centre, childcare, parks, affordable housing and improvements to the foreshore of the Fraser River.

Patricia St. Michel, Urban Design Planner, further described the overall development and asked the Panel to give advice on the following areas:

Waterfront precinct - publicness of the waterfront:

- The replacement of retail at the waterfront with live-work and residential. Are there other more public uses or strategies that should be considered that would better support the waterfront as a vital public place?
- The relationship between the live-work building at the waterfront (Parcel 32) and the public riverfront walk and bikeway.

Crescent/High Street relationship:

- Comment on the relationship between retail on the Crescent and the High Street.
- What can be done in the public realm, and through other means to draw people across the tracks to south High Street and the riverfront?

Marine Way:

- Comment on Marine Way public realm section, and the liveability of residential and live-work as proposed.

Form Massing and Height:

- General comment on tower massing and height.
- The prominence and scale relationship of tower on west neighbourhood park (Parcel 26).
- Comment on massing at waterfront square, and the scale and form of the 12 storey tower on the square (Parcel 31).
- Panel comment regarding height of towers (higher than typically expected for the number of storeys indicated).

Mr. Sirois and Ms. St. Michel took questions from the Panel.

**Applicant's Introductory Comments:** James Cheng, Architect, clarified the overall plan for the development including the urban design concept and sustainability measures. Mr. Cheng noted that they started with the public realm first as they wanted to create a walkable community and take advantage of the natural qualities of the site. The layout of the streets was planned to allow for views down to the river.

Rob Barrs described the sustainability initiatives planned for the entire development including rainwater management and green building technologies.

Chris Sterry, Landscape Architect, described the landscape plans for the development noting the plans for urban agriculture.

Joyce Drohan, Architect, described housing typologies and architectural character for the development.

The applicant team took questions from the panel.

Several Panel members expressed concern regarding the scope and importance of the rezoning and the lack of time allotted for the panel's review and felt that the panel's comments may be cursory and too limited in detail.

These concerns were discussed with staff and the applicant team and it was decided that panel members would provide commentary on what the "next steps" should be for future project review by the Urban Design Panel that would allow for more detailed consideration.

**Panel's Consensus on Key Aspects:**

- The project is both ambitious as well as thoughtful and considerate in terms of its process;
- Design Development of the Marine Way section, interface and uses to achieve a more fine grained detail and better integration with the neighbouring city fabric;
- Develop a stronger design rationale for tower locations that reinforces and better relates to the ground-oriented public realm plan;
- The waterfront building is the anchor on the water and needs to have more intense public uses to better draw people to the water's edge;
- Consider celebrating the history of the site, water and riverfront uses to better animate the riverfront public spaces and develop the site's own unique sense of place in the city;
- Consider a restaurant on the water and other public uses that encourage afternoon and evening activities;
- Consider possible tower shadow impacts on the waterfront public space; and
- Consider developing the adjacent park spaces early which would add a great amenity to the area.

**Related Commentary:** After reviewing the model and posted drawings, the Panel commented as follows:

The Panel unanimously supported the project and agreed that it was an incredibly ambitious project for the architect team and the developer and was to be commended for all their hard work.

Most of the Panel thought the idea of live/work on the water was not very convincing and wouldn't help to animate the waterfront and felt there are other alternatives. The Panel suggested adding something that connects with the industrial use of the water front, something that would bring people down to the water. They thought this was a great opportunity for a place of celebration such as a museum, theatre, public market or other venue that would draw people. One Panel member suggested having a restaurant out over the water. One Panel member suggested a ferry that goes up river to New Westminster similar to the ones in False Creek. Also one Panel member suggested the applicant should look at the shadow impacts on the waterfront as people will want to spend sunny days and evenings there.

The Panel suggested the applicant build in enough flexibility and a little grittiness into the development for a mature look that won't create an instant village. The Panel agreed that incremental and flexible use and density needs to go all the way through the site and include the retail on High and Crescent Streets. They suggested limiting the CRU's on Crescent and having flex space for offices and keep retail to High Street. A couple of Panel members suggested having retail on Marine Way instead of residential. They also thought the success and diversity of the retail will be a key piece and would make the development more sustainable.

The panel suggested a number of strategies to help draw people across the tracks to south High Street and the riverfront including: a great retail mix, public art, iconic architecture, landscape gestures, public safety and public transit access, but noted that it was mostly dependant on the success of the riverfront program.

The Panel had some concerns about residential uses on Marine Way and suggested planting trees that would screen and buffer the street from the rest of the development. One Panel member suggested having affordable housing and setting the traffic lights to slow down the traffic. Another Panel member thought that liveability on Marine Way meant affordability and suggested smaller units. Several members of the Panel thought that the public realm wasn't adequate at 6 meters and agreed with staff's comments about a double row of trees to soften the area.

Regarding form and massing, the Panel thought there was a strong vision for the area and thought the tower massing looked better in the rezoning model which has a more random approach but the heights looked better in the ODP model. Several Panel members thought the towers didn't seem to be completely resolved in the development and encouraged the applicant to develop a stronger rationale for the composition that is understandable when viewed from the public realm. They liked the smaller tower on the park.

The Panel had no issue with the height of the towers given the scale of the development. A couple of Panel members suggested putting the community centre at the base of the tower.

The Panel commended the applicant for their plans regarding sustainable measures. The Panel also thought public art opportunities especially at the water edge were a good idea. Regarding landscaping, one Panel member suggested having as much landscaping that grows big and fast around the tracks to give a more mature look to the area. The Panel thought the public realm would be an important part of the development and would like to see more fine grained spaces between the buildings and a greater emphasis on the two public spaces.

Some of the Panel would like to see the development come back to the Panel as a workshop while other members would rather see individual parcels come back as a development permit for comments from the Panel. The panel members supported the idea suggested by Mr. Cheng that future reviews by the panel would occur on a precinct by precinct basis.

**Applicant's Response:** Mr. Cheng thanked the Panel for being able to grasp such a large and complex project and said he was looking forward to coming back with one precinct at time to the Panel. Mr. Shearing said he didn't get the opportunity very often to publicly thank his consultant team. He thanked them for doing an extraordinary job in putting the project together and looked forward to seeing the results of their labour.

#### **14. Minutes of the Bicycle Advisory Committee (April 16, 2008)**

East Fraserlands 5:50-6:10

Kirsten Robinson, Major Projects Group, and Matthew Holm, Engineering Services, presented a proposal for Phase 1 of the East Fraserlands, including a proposed bikeway strategy, and changes requested by staff.

##### **Highlights:**

- description of area and location in the city;
- timeline and history of process; hoping to go to Council in June;
- package includes a public realm plan, and
- overview of ODP and proposed bikeways.

In discussion it was noted:

- would be an idea to move the bike lane next to the curb behind the rows of parked cars;
- consider other ways of separating bikes lanes from vehicles;
- need to plan for separation between pedestrian and bike trails;
- consider door-to-door cycling routes, and
- plan seems generally incomplete as there is no mention of modal share, cycling/pedestrian facilities are to be determined at a later stage, enshrines on-street parking, there is lack of bicycle parking in the plan, and there is a need to provide proper cycling facilities to move people from the outset.

Ms. Robinson and Mr. Holm, along with Scott Edwards, Manager - Greenways and Neighbourhood Transportation, Peter Stary, Engineering Services responded to questions regarding identification of rail line crossings, separation of bike paths from other modes of transportation, bicycle parking, and placement of bike lanes.

15. Public Art Committee Minutes (March 10, 2008):

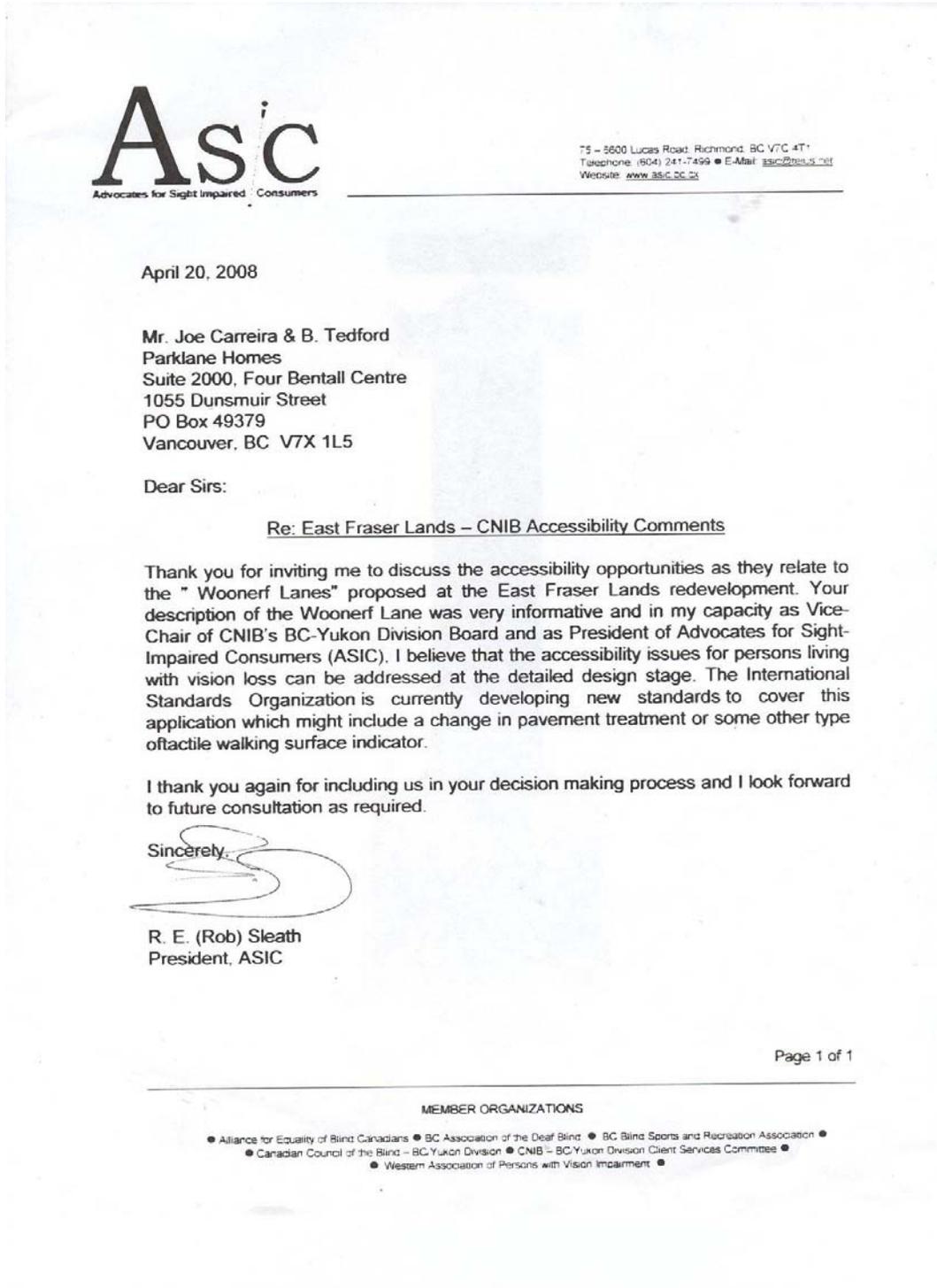
Barbara Cole, Public Art Consultant, and Norm Shearing, ParkLane Homes, provided an overview on the East Fraser Lands, proposed a preliminary public art plan (*on file*) and responded to questions.

RESOLVED

THAT the Public Art Committee recommends approval of the East Fraser Lands preliminary public art plan as presented at its meeting on March 10, 2008; and THAT staff seek to ensure that all City and other public buildings on the East Fraser Lands contribute to the Public Art Program.

CARRIED UNANIMOUSLY

16. CNIB Accessibility Comments



## 17. Sustainability Matrix East Fraserlands Sustainable Development Commitments Matrix

The following table outlines ParkLane’s commitments on its sustainable development strategy as applicable to the Area 1 rezoning.

Commitment	Discussion	Implementation tool
<b>1. Land use for a complete, diverse community</b>		
<b>High density community</b>	<ul style="list-style-type: none"> <li>EFL will be a high density community in a relatively suburban context</li> <li>Future community with a smaller footprint</li> <li>Reflects principles of Ecodensity</li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Conditions</li> <li>Design Guidelines</li> <li>ODP</li> </ul>
<b>Brownfield site</b>	<ul style="list-style-type: none"> <li>EFL is developed on a former industrial contaminated site</li> <li>River shoreline, soil and groundwater remediation</li> <li>Restoration of foreshore &amp; tidal land</li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Conditions</li> <li>Legal Agreements</li> </ul>
<b>1.1 Housing diversity</b>	<ul style="list-style-type: none"> <li>EFL will provide a range of housing types for a diversity of ages, family sizes and incomes:               <ul style="list-style-type: none"> <li>20% of residential units in EFL will be dedicated to affordable housing; - a portion will be dedicated in the Area 1 rezoning.</li> <li>35% of all residential units will be suitable for families</li> <li>Live/work units</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>ODP</li> <li>Design Guidelines</li> </ul>
<b>1.2 Commercial diversity for jobs and shopping</b>	<ul style="list-style-type: none"> <li>EFL will offer a range of commercial spaces for businesses including:               <ul style="list-style-type: none"> <li>Office space</li> <li>Retail space (including an anchor food store)</li> <li>Live/work space</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Design Guidelines</li> <li>ODP</li> </ul>
<b>1.4 Recreation and amenity uses</b>	EFL will provide in Area 1, a community centre, two childcare facilities and a range of outdoor public open space for a variety of recreation needs; including a lit artificial turf playing field, a beach, and a significant part of the shoreline walk and bikeway.	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Design Guidelines</li> <li>Conditions</li> </ul>
<b>2. Transportation innovations</b>		
<b>2.1 Access by adjacency to daily needs [Air emissions]</b>	<ul style="list-style-type: none"> <li>EFL’s land use patterns allow every home to be within approximately 5 mins walking distances from daily goods and services. Area 1 focuses primarily on the commercial core of the neighbourhood with immediately surrounding</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> <li>Subdivision Plan</li> </ul>

<b>reduction; less traffic]</b>	residential areas which will all meet this goal.	
<b>2.2 Pedestrian orientation</b>	<ul style="list-style-type: none"> <li>A full pedestrian circulation network will be provided connecting all areas of the community through sidewalks, pedestrian mews/streets, greenways and parks pathways.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>Conditions</li> <li>Subdivision Plan</li> </ul>
<b>2.3 Interconnected street network</b>	<ul style="list-style-type: none"> <li>EFL's streets will be structured roughly around a grid pattern that maximizes the interconnectedness of the streets and thereby the pedestrianization of the neighbourhood. These connections will be established over EFL's buildout.</li> <li>Street network includes pedestrian mews, woonerfs ("living streets"), Kent Ave Greenway, foreshore &amp; pier with exclusive use by pedestrians &amp; bikes.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>Conditions</li> <li>Subdivision Plan</li> </ul>
<b>2.4 Bicycle facilities</b>	<ul style="list-style-type: none"> <li>A bicycle network is provided throughout the site with a variety of on-street and off-street east-west and north-south routes both connecting internally and externally.</li> <li>A commuter along Kent Avenue North and a recreational route along the riverfront will be provided.</li> <li>Initial bicycle network elements will be provided in Area 1</li> <li>Bicycle facilities will be provided in all buildings and in key public open space areas.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Parking By-law</li> <li>Design Guidelines</li> </ul>
<b>2.5 Transit</b>	<ul style="list-style-type: none"> <li>A transit network will be structured to provide a convenient transit stop within a 5 minute walk of every home in the neighbourhood. This network will evolve over the development's buildout starting with initial service in Area 1 including standard buses and potentially community transit services.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>TransLink will determine servicing</li> </ul>
<b>2.6 Future railway transit stop</b>	<ul style="list-style-type: none"> <li>In anticipation of potential future rail transit along the Marpole spurline there is a location identified for a future railway stop. The design of the pier is flexible enough to accommodate a dock which could support a river taxi, should such a service become feasible in the future.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>ODP</li> </ul>
<b>2.7 Traffic calming</b>	<ul style="list-style-type: none"> <li>Street design will take into account traffic calming principles and practices, narrower streets and a network of pedestrian-oriented streets including woonerfs ("living streets").</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>CD-1 By-law</li> <li>Conditions</li> </ul>
<b>2.8 Parking reductions</b>	<ul style="list-style-type: none"> <li>EFL will investigate opportunities to reduce vehicular use through strategies including reduced parking requirement for residential buildings, subsidized membership for auto-</li> </ul>	<ul style="list-style-type: none"> <li>CD-1 Bylaw</li> <li>Parking By-law</li> </ul>

club/car-share systems and transit passes.		
<b>2.9 Underground parking</b>	<ul style="list-style-type: none"> <li>The majority of parking will be provided underground to support an active public realm with pedestrian linkages. There is street parking to support a vibrant public realm in the commercial areas.</li> </ul>	<ul style="list-style-type: none"> <li>Parking By-law</li> <li>CD-1 By-law</li> <li>Design Guidelines</li> </ul>
<b>2.10 Shared car program</b>	<ul style="list-style-type: none"> <li>A shared car program will be promoted throughout the site, recognizing that the developer has limited control over this program for many sites.</li> </ul>	<ul style="list-style-type: none"> <li>Parking By-law</li> <li>CD-1 By-law</li> </ul>
<b>3. Green buildings</b>		
<b>3.1 Green building strategy</b>	<ul style="list-style-type: none"> <li>EFL will include a comprehensive green building approach for Area 1 rezoning based on LEED gold equivalent or Built Green gold equivalent for all buildings in the development.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>3.2 LEED</b>	<ul style="list-style-type: none"> <li>EFL has committed to meeting LEED Gold equivalent for all applicable buildings</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>3.3 Built Green</b>	<ul style="list-style-type: none"> <li>EFL has committed to meet the equivalent of a Built Green Gold standard for all wood construction buildings deemed appropriate for the Built Green program.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>3.4 Energy performance</b>	<ul style="list-style-type: none"> <li>Commitment to reduce energy consumption within EFL and meet the City's mandatory requirements to achieve a high level of energy performance</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>3.5 Green roofs</b>	<ul style="list-style-type: none"> <li>All parkade roofs, the concrete roofs of retail and the roofs of concrete buildings (excluding high-rise), will be designed as green roofs.</li> </ul>	<ul style="list-style-type: none"> <li>Condition s</li> <li>Design Guidelines</li> </ul>
<b>4. Landscape design</b>		
<b>4.1 Recreation diversity</b>	<ul style="list-style-type: none"> <li>The landscape in EFL will provide a wide range of recreational opportunities in formal and informal spaces and corridors. Parks and open spaces will be programmed to meet these opportunities in design development.</li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Conditions</li> <li>ODP</li> </ul>
<b>4.2 Accessibility</b>	<ul style="list-style-type: none"> <li>The public realm in EFL will reference principles of Universal Design to enable accessibility</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> <li>Conditions</li> </ul>
<b>4.3 Ecosystem areas</b>	<ul style="list-style-type: none"> <li>The landscape will provide a site-wide network of ecosystem areas that protect and enhance local biodiversity. Opportunities for rainwater</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>

	<p>conveyance through a network of bioswales will be explored in design development.</p> <ul style="list-style-type: none"> <li>The north section of Avalon Park corridor is to be completed.</li> </ul>	
<b>4.4 Rivers edge habitat</b>	<ul style="list-style-type: none"> <li>A riverfront riparian protection and enhancement area will be created through significant additional salmon-rearing habitat areas at the river's edge, a wetland, and a sanctuary island for birds and small amphibians</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>4.5 Songbird habitat</b>	<ul style="list-style-type: none"> <li>The landscape will be designed using guidelines to encourage urban habitat for songbirds wherever possible.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> </ul>
<b>4.6 Heritage</b>	<ul style="list-style-type: none"> <li>A statement of significance was prepared. Artifacts from the site's history including elements from the sawmill that used to occupy the site will be integrated into the landscape design. This will occur over all phases of the development, starting with the waterfront in Area 1.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>4.7 Safety</b>	<ul style="list-style-type: none"> <li>CPTED principles will be used in the building and public realm design to enhance public safety.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> </ul>
<b>4.8 Rainwater</b>	<ul style="list-style-type: none"> <li>A comprehensive rainwater management plan has been developed for EFL that will include implementation of rainwater gardens and bioswales, permeable pavers and ecosystem based runoff management.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>4.9 Water wise planting</b>	<ul style="list-style-type: none"> <li>Native and drought tolerant plantings will be used in private landscaped gardens.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> </ul>
<b>4.10 Minimal light pollution</b>	<ul style="list-style-type: none"> <li>The landscape design will utilize strategies for minimizing light pollution from buildings, landscape and signage lighting.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> </ul>
<b>4.11 Solar access</b>	<ul style="list-style-type: none"> <li>Providing good solar access to public parks, open spaces, roads &amp; private outdoor spaces has formed the basis of the public realm design.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>4.12 Views</b>	<ul style="list-style-type: none"> <li>Key views to Mt Baker from Everett Crowley park are protected.</li> <li>Placement of towers and mid-rise to optimize views for all residents.</li> <li>Waterfront plaza view of river and Mt Baker.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>5. Green infrastructure</b>		
<b>5.1 Energy strategy</b>	<ul style="list-style-type: none"> <li>A district heating system, based on a large portion of renewable heat sources is being</li> </ul>	<ul style="list-style-type: none"> <li>Combined research with</li> </ul>

	<ul style="list-style-type: none"> <li>considered to service all buildings within EFL.</li> <li>A feasibility study has been carried out by Parklane and the City of Vancouver.</li> </ul>	<ul style="list-style-type: none"> <li>CoV</li> <li>Conditions</li> </ul>
<b>5.2 Water efficiency</b>	<ul style="list-style-type: none"> <li>Buildings and landscapes will be designed to minimize water use through selecting high efficiency appliances and fixtures in buildings and through water-wise landscape design.</li> </ul>	<ul style="list-style-type: none"> <li>Green Building Strategy</li> <li>Design Guidelines</li> </ul>
<b>5.3 Rainwater strategy</b>	<ul style="list-style-type: none"> <li>Rainwater will be celebrated as an amenity in the landscape design where possible, managed and cleaned before release into the river.</li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>
<b>5.4 Solid waste reduction</b>	<ul style="list-style-type: none"> <li>Buildings will be designed to support 3-stream separation (recyclables, organic waste &amp; other waste).</li> </ul>	<ul style="list-style-type: none"> <li>Green Building Strategy</li> </ul>
<b>5.5 Construction waste strategy</b>	<ul style="list-style-type: none"> <li>A construction waste management plan will be implemented for all buildings on the site at the time of construction, ensuring over 75% diversion of construction waste from the landfill.</li> </ul>	<ul style="list-style-type: none"> <li>Green Building Strategy</li> </ul>
<b>5.6 Existing materials recycling</b>	<ul style="list-style-type: none"> <li>Existing asphalt and concrete that was on the site prior to redevelopment will be recycled.</li> </ul>	<ul style="list-style-type: none"> <li>Green Building Strategy</li> </ul>
<b>6. Local food systems</b>		
<b>6.1 Grocery store and restaurants</b>	<ul style="list-style-type: none"> <li>A location for a grocery store and restaurants will be provided in the commercial areas within easy walking distance of all homes in Area 1.</li> </ul>	<ul style="list-style-type: none"> <li>CD-1 By-law</li> <li>Design Guidelines</li> </ul>
<b>6.2 Farmers market</b>	<ul style="list-style-type: none"> <li>The waterfront plaza will be designed to support a farmers market.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> </ul>
<b>6.3 Urban agriculture</b>	<ul style="list-style-type: none"> <li>Communal gardening will be considered on public land and principles of edible or productive landscaping will be used in the landscape design where appropriate.</li> <li>Urban agriculture policies will apply for private development.</li> </ul>	<ul style="list-style-type: none"> <li>Design Guidelines</li> </ul>
<b>7. Social health and community amenity</b>		
<b>7.1 Childcare</b>	<ul style="list-style-type: none"> <li>Childcare facilities [49 &amp; 69 spaces] will be provided in Area 1 according to the City's guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>Childcare Agreement</li> <li>ODP</li> </ul>
<b>7.2 Waterfront amenities</b>	<ul style="list-style-type: none"> <li>A range of waterfront amenities will be provided including: <ul style="list-style-type: none"> <li>A waterfront walkway and bikeway with</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Conditions</li> <li>Design Guidelines</li> </ul>

	<p>natural and built areas linking neighbourhoods on either side of EFL:</p> <ul style="list-style-type: none"> <li>○ a beach area;</li> <li>○ a possible dock; and</li> <li>○ a range of park and natural spaces.</li> </ul>	
<b>7.3 Public art</b>	<ul style="list-style-type: none"> <li>• A Public art fund for public art initiatives within EFL will be established.</li> </ul>	<ul style="list-style-type: none"> <li>• Public Art Agreement</li> <li>• Design Guidelines</li> </ul>
<b>7.4 Library contribution</b>	<ul style="list-style-type: none"> <li>• A contribution will be made to the City for neighbourhood library needs as part of the Area 1 amenity package.</li> </ul>	<ul style="list-style-type: none"> <li>• Library Agreement</li> </ul>
<b>8. Economic development</b>		
<b>8.1 Commercial diversity</b>	<ul style="list-style-type: none"> <li>• A range of commercial spaces (size, location, type) will be included in the commercial high street area of EFL to provide a diversity of businesses, jobs and shopping or service opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• CD-1 By-law</li> <li>• Design Guidelines</li> </ul>
<b>8.2 Live/work</b>	<ul style="list-style-type: none"> <li>• Building forms and zoning will be offered to support live/work units in Phase 1.</li> </ul>	<ul style="list-style-type: none"> <li>• CD-1 By-law</li> <li>• Design Guidelines</li> </ul>
<b>9. Education</b>		
<b>9.1 Institutional &amp; educational uses</b>	<ul style="list-style-type: none"> <li>• Elementary and secondary school sites are proposed in future phases of development. The elementary school is an important part of a complete community at EFL.</li> <li>• Additional educational elements may be found in the interpretive aspects in the public realm and landscaping.</li> </ul>	<ul style="list-style-type: none"> <li>• ODP</li> <li>• CD-1 By-law</li> <li>• Design Guidelines</li> </ul>

## 18. Public Consultation

Public engagement and consultation has continued to an important part of the East Fraserlands project.

### *The East Fraserlands (EFL) Committee*

This rezoning application has been comprehensively reviewed by the EFL Committee, a neighbourhood committee with long standing involvement in the project. City staff would like to thank the EFL Committee for their remarkable efforts in representing community interests throughout the rezoning process and significantly contributing to

the review and refinement of the rezoning application. The EFL Committee has provided their comments to include as part of this rezoning.

#### *Open Houses*

Two open houses were held for the EFL rezoning application which gave the public an opportunity to view the plans and 3-D models, ask questions and provide comments to staff and the applicant.

**Sunday, May 27<sup>th</sup>, 2007**

1pm - 4pm

Champlain Mall

3200 E. 54<sup>th</sup> Avenue

**Wednesday, May 30<sup>th</sup>, 2007**

4pm - 7pm

Champlain Community Centre

3350 Maquinna Drive

In preparation for these open houses, a rezoning notification letter was mailed to surrounding property owners on May 11<sup>th</sup>, 2007 and rezoning signs were placed at six different locations on the site. An advertisement for public open houses ran in the May 25<sup>th</sup> edition of the Vancouver Courier. City staff, the proponent and consultants were on-hand to discuss the rezoning proposal and to answer questions. A total of 44 people signed in at these events and 13 comments forms were completed. A far greater number of people attended the open house than reflected in the number of sign-in sheets received.

The comment form produced for the open houses was designed to elicit input on the different aspects of the rezoning proposal. The responses to the rezoning application were very positive. The majority of the comments from respondents indicated that the goals set out in the ODP were reflected in the rezoning proposal. The following summarizes key comments received from the public at the two open houses:

#### 1- Sustainability

- Ensure the provision of public transit
- Recycling facility should be available on-site

#### 2- Retail Strategy

- Should have speciality foods, deli bakery, high-end clothing, pharmacy
- Farmers market, high-end food/grocery store
- Good mix of stores, concern regarding size of large store and the negative impact on small retailers
- Smaller, non-chain stores
- Provide family oriented restaurants
- Provide liquor store and gift shop
- Basic neighbourhood serving goods but not too much retail
- Provide a good non-chain coffee shop
- Provide speciality shops such as clothing, food, and sporting goods

- Provide a farmer's market, fresh seafood shop
  - Provide take-out food restaurants
- 3- Waterfront
- Some concern regarding noise from pub
  - Opportunities to fish on pier at waterfront would be desirable
  - Provide boat launch facility
  - Should have fewer businesses at waterfront
  - Should include space for arts centre, small performance space
  - Provide bicycle rental shop
  - Provide picnic areas
  - Provide outdoor seating
  - Waterfront should celebrate site's history and have a marine focus
  - Provide opportunities for music, live theatre, art
  - Consider public market similar to Granville Island market
- 4- Public Realm
- Public realm proposed achieves the goals set out in the ODP
- 5- Built form
- Buildings on High Street too high
  - Concern about towers blocking views
- 6- Parks and Open Space
- Not enough open space near river
- 7- Amenities
- Early delivery of school to attract more families
  - Affordable housing ratio too high
- 8- Transportation
- GVRD and City should approach CPR to use rail line for a street car system to connect New West Skytrain Station to Canada Line
  - Separation of walking and cycling paths
  - Establish ferry service connecting to Canada Line and other neighbourhoods (Westminster Quay, Granville market)
  - Consider overpass to connect pedestrians to EFL from Champlain Heights
- 9- Other
- Concern that noise on Marine Way will worsen with new traffic lights
  - Sound barrier along Marine Way would mitigate traffic noise

## 19. East Fraserlands Committee

### E A S T F R A S E R L A N D S C O M M I T T E E

July 14, 2008

Dear Mr. Mayor and Members of Council:

The East Fraserlands (EFL) Committee submits this letter to Council in support of the attached CD1 Rezoning application with a sense of accomplishment, aware that key elements to a sustainable 'complete' community in southeast Vancouver await future fulfilment. Much has been achieved, yet much potential remains to be fully realized. The latter includes 20% affordable and supportive housing, a neighbourhood energy utility (NEU), comprehensive public transit service, an elementary and (in time) secondary school, and more, all happily given more-or-less encouraging signs thus far. The EFL Committee has been hard at work since 2002, but we are by no means done. Nor, needless to say, are our representatives on City Council, and on Councils to follow.

You have here received a first rezoning application created by ParkLane and its consultants ably led by VP Norm Shearing, elaborated through the diligent work of several City departments, with an additional 'filter' lent by an open, consensus-based subcommittee of the Victoria-Fraserview/Killarney (VFK) CityPlan Committee. For our part the EFL Committee has done its utmost to ensure 'sustainability' in the EFL, in our terms 'the best possible integration of the social and natural for the 21<sup>st</sup> century and beyond.' We hope and expect that 'green' standards set in the EFL will be surpassed by future rezonings, and by other projects in Vancouver and elsewhere. Today we have collaboratively accomplished what we can, imagining ourselves in the shoes of future fellow citizens, encouraged to believe our efforts have been successful by several regional and national awards for the project, mainly for project elements related to sustainability. Importantly, some of those awards have been for the process, others for the as-yet-conceptual product.

To 'the process' we request your attention for a moment, in our appreciation and as a reminder to you and to future Councils, for the heartbeat of sustainability in real terms is being created month after month, year after year in the East Fraserlands planning process. Its Policy Statement, Official Development Plan, and now its CD1 Rezoning application, from a community perspective have all been guided by an abiding commitment to our children, and theirs. Many times a strictly economic and/or 'scientific' view has offered a flat 'No' to parts of the EFL plan which now appear simply sensible: if not for Committee determination there would be no streams, no wetland or islands, no full-sized community centre, the list goes on. All were once for long periods 'unfeasible' or 'unaffordable' – as truly future-oriented 'green building' standards were until a few weeks ago. The good, hopeful news for the EFL project, and instructively for others, is that 'No' was not the last word.

An earlier Council established community standing in the EFL planning process in 2003, after more than a year of deepening community frustration over a plan suited to the 1950's, and the current Council has enhanced that standing and contribution particularly through the efforts of neighbourhood planners Matt Shillito, Dan Sirois, Kirsten Robinson, Andrea Tang, urban designer Patricia St. Michel, and senior planner Tom Phipps. Council should take great pride from making real community participation possible through extremely effective professional support. Without this Council's assistance our efforts could not have amounted to much, or counted much, and the EFL

project would have been much the poorer for it. We thank you for resisting the current trend toward informing citizens what will be done to them cynically re-packaged as ‘consultation’ not only for ourselves, but on behalf of thousands of future citizens of our City, for whom we have presumed to imagine and dream and plan a community as best we can. According to the Urban Development Institute, the Canadian Institute of Planners and other estimable bodies, our ‘best’ has been theirs as well. Credit is due to all participants, most certainly including yourselves.

This first rezoning application takes award-winning ideas a large step closer to reality. In our view it remains true both to previous thinking and to future possibilities. Aware that more and better ideas will evolve and be needed to make the East Fraserlands a truly sustainable community, partly in ways that we cannot yet entirely foretell, today we respectfully ask for your support and approval of a very strong CD1 rezoning application.

Sincerely,

The East Fraserlands Committee: Chair Sharon Saunders, Vice Chair Milt Bowling, Vice Chair Steve Lloyd, and Members Abby Soh, Andrea Rolls, Anne Svendsen, Bert Massiah, Daniel Chung, Karen Larcombe, Les Brown, Lorna Gibbs, Nick Lum, Noreen Takahashi, Sally Teich, Sue Tucker, and Terry Kirstiuk.

## 20. Applicant’s Comments



To Mayor and Council

In November 2006 the East Fraserlands (EFL) ODP was unanimously supported by this Council in a little over two hours. It was an amazing accomplishment for a project of this size and complexity to have so successfully met the goals and aspirations of Council, the Community, the City, and ParkLane Homes. It was particularly gratifying for those individuals who had dedicated themselves to the planning of this inspiring new community.

Since that time, we have continued to work with both City staff and the local community in preparing the first phase rezoning. At approximately 52 acres and 3.8 million square feet of density, this is one of the largest and perhaps most complex rezonings in the City’s history. With the commitment of City staff, the dedication of the East Fraserlands Committee, and an outstanding group of design professionals, the first phase of EFL reaches and in many instances surpasses the goals set in the ODP.

At the risk of not capturing everyone, ParkLane Homes would like to thank the following individuals who played key roles in the rezoning process:

**City Staff**

Planning: Tom Phipps, Kirsten Robinson, Matt Shillito, Patricia St. Michel, Andrea Tang  
Engineering: Carli Edwards, Matthew Holm, Paul Pinsker  
Parks: Alan Duncan  
Social Planning: Vickie Morris, Christine Tapp  
Housing Center: Daniel Naundorf  
Sustainability Office: David Ramslie  
Office of Cultural Affairs: Bryan Newson

**Community**

VFK Committee: Sharon Saunders, Steve Lloyd, Milt Bowling, Lorna Gibbs, Daniel Chung, Les Brown, Bert Massiah, Noreen Colbert, Anne Svendsen, Sue Tucker, Abby Soh, Nick Lum, Terry Kirstiuk

**Consultants**

Urban Design/Architecture: James KM Cheng Architects Inc.  
James Cheng, Joyce Drohan, Wayne Pai  
Architecture/Green Building: Hughes Condon Marler Architects  
Karen Marler, Roger Hughes, Graig Lane, Michel Labrie  
  
Public Realm: PWL Partnership Landscape Architects Inc.  
Chris Sterry, Lisa Ujimoto  
Roads and Services: InterCAD Services Ltd.  
Don Young  
Transportation: Bunt & Associates Engineering Ltd.  
Paul Dorby  
Environment: G L Williams & Associates Ltd.  
Gary Williams  
Rainwater: KSA Consultants Ltd.  
Kim Stephen  
  
Public Realm Lighting: Pivotal Lighting Design  
Jeff Miller  
Retail: Patty Xenos Design  
Patty Xenos, Isabelle Gosselin

ParkLane Homes looks forward to working with City Staff on the next design and construction phases of East Fraserlands.