



EAST FRASER LANDS - AREA 1

REZONING TEXT AMENDMENT

14 AUGUST 2025

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EXECUTIVE SUMMARY

Overview

River District is a 130-acre master-planned community in Southeast Vancouver. Planning began in 2002, with the Official Development Plan (ODP) adopted in 2006 and the first rezonings approved in 2008 and 2010. Since the start of construction in 2012, over 4,500 residents have moved in, with an expected full build-out population of 18,000–20,000—approximately one in every forty Vancouverites by 2050.

As a master plan developer, Wesgroup takes a long-term, phased approach to delivering this community, shaped by evolving market conditions, policy frameworks, and infrastructure demands. Our track record reflects adaptability, strong working relationships with the City, and a commitment to building complete communities. A recent example of this is Wesgroup assuming the City’s former responsibility to fund and deliver the River District Community Centre through the 2021 rezoning.

However, a growing set of challenges—construction cost escalation, inflation, interest rate increases, revenue stagnation, and changing City policies—have placed significant strain on project viability. Of particular concern is the impact of groundwater conditions on below-grade parking, which is increasingly incompatible with the site’s geography and financial feasibility.

Considering these challenges, a solution-oriented approach for continued development in River District is the reason for this application. ***This rezoning application doesn’t ask for more density. Instead, it proposes redistributing existing density in four remaining parcels in Area 1: 19.1, 30, 33/34, and 35/36. It also seeks higher building heights on three of these parcels to accommodate the new plan.***

The Challenge

The River District sits adjacent to the Fraser River, with a high water table just 12–15 feet below finished grade. This necessitates complex and costly below-grade excavation techniques—specifically cut-off wall systems (90–120 ft deep), dewatering, soil densification, and specialized waterproofing. As density has increased—especially in Area 1 near the Waterfront—parking structures have grown to five or six levels below grade, compounding technical risk, construction

timelines, and financial exposure.

Concurrently, evolving City policy on groundwater management now restricts long-term sump pumping and prohibits storm system discharge of groundwater, while policy shifts have expanded bike storage and amenity space allocations within P1 levels. These changes force projects deeper underground, further exacerbating cost and feasibility challenges.

At the same time, the River District remains relatively undeserved by rapid transit. While future improvements may ease reliance on vehicles, current market expectations still require the delivery of a significant amount of parking to support residential and commercial uses.

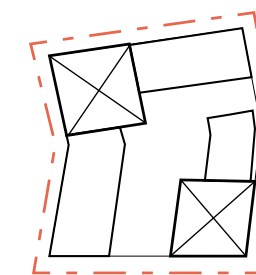
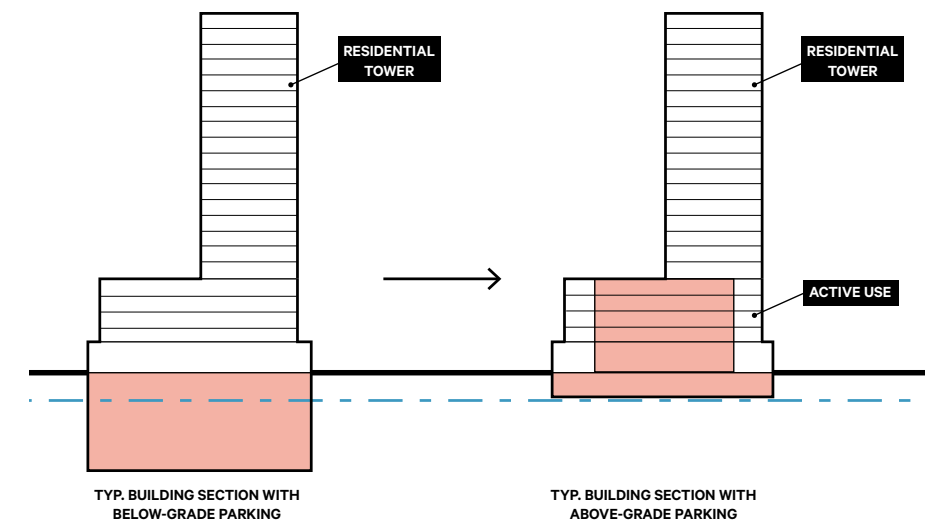
Despite our best efforts to proceed, several recent projects have demonstrated that even streamlined underground approaches are no longer viable. Without a fundamental shift, future development—and delivery of promised community benefits—will stall.

In parallel, construction cost escalation continues to be a major factor, compounded by additional pressures such as Metro Vancouver’s increasing Development Cost Charges (DCCs). These rising costs come at a time when revenues are flat, further widening the gap between financial feasibility and delivery capacity.

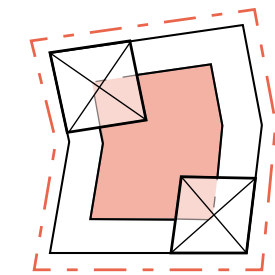
The Proposal: A Volumetric Shift

Wesgroup is seeking a text amendment to existing zoning bylaws to allow a volumetric shift of required parking from deep below-grade locations (below P1) into upper levels of podiums, utilizing interior courtyard spaces. This adjustment maintains compliance with the ODP’s guiding principles and enables continued, viable development. The remaining parcels in River District’s Area 1 have larger block structures that allow for double-loaded parking layouts to be fully internalized, preserving active frontages and walkable streetscapes. By reallocating the same parking volume above P1, we avoid unnecessary excavation, reduce project complexity, and align with current policy objectives.

We acknowledge that this shift has urban design implications, but we believe they are outweighed by the clear and growing challenges to viability. Without this adaptation, we do not see a feasible path forward for delivering future housing and community infrastructure. In our view, the benefits—both at the site level and for the broader community—significantly outweigh the trade-offs.



TYP. BUILDING PLAN WITH BELOW-GRADE PARKING



TYP. BUILDING PLAN WITH ABOVE-GRADE PARKING

LEGEND

- Parking
- Water Table
- Grade Line

Key Benefits

- **Sustainability:** Reduced excavation and trucking; no drawdown of the water table; avoidance of long-term groundwater management.
- **Cost & Risk Reduction:** Eliminates the most expensive and risky construction components; shortens timelines and improves financing confidence.
- **Policy Alignment:** Supports evolving groundwater and resiliency policy directions; enables better integration of stormwater and bike parking facilities.
- **Livability:** Enhanced podium-level open space, better unit-to-parking access, lower strata fees, and improved affordability. In addition, the proposed design internalizes loading within the podium enhancing the pedestrian environment.
- **Schedule Efficiency:** This approach significantly reduces the total construction duration, minimizing disruption to adjacent residents and accelerating delivery timelines.
- **Continued Community Delivery:** Restores feasibility for housing, the Community Centre, and Urgent Care Centre delivery. A viable project also ensures we can continue to contribute to area amenities and DCC obligations but most importantly, we can deliver the housing we we're planning to deliver.

Drawbacks

While the proposed volumetric shift offers significant benefits, it is not without challenges:

- **Urban Design and Form Complexity:** Implementing the shift from deep underground parking to podium-level courtyards may introduce design challenges in achieving approved densities within acceptable height and massing limits. Maintaining active frontages and wrapping all podium elements—while accommodating loading and service functions—requires careful balance and ongoing flexibility.
- **Foundation Complexity:** Although cut-off walls are avoided, foundations must still reach firm till approximately 100 feet deep, requiring more complex and costly structural solutions than standard foundations at shallower depths.
- **Phasing and Project Scale:** The success of the concept often depends on consolidating parcels that were originally planned to be phased separately. This increases project scale and risk if built concurrently, or adds complexity if phasing must still occur under new design conditions.

- **Access and Functional Layout:** Larger, consolidated sites demand more nuanced coordination of parking, loading, and building cores. Aligning these functions with the road and cycling network—while minimizing access impacts—requires detailed study.
- **Policy Implications:** This is a first-of-its-kind approach in Vancouver. It may require policy adaptation or flexibility to accommodate evolving site conditions and ensure the public interest is maintained without becoming overly restrictive for future projects.

Site-Specific Implementation

With all of the above considered, we have landed on a concept that builds on the benefits of the overall approach outlined above, while limiting the drawbacks, and building on the goals of the original ODP and the subsequent rezonings to date.

In Area 1, this approach has enabled strategic reallocation: NMHD/VAHA has moved from Parcel 34 to Parcel 30, allowing Parcels 33/34 to consolidate and deliver above-grade parking as proposed. NMHD is in support of this move underscoring the alignment of this approach with broader housing delivery. Parcel 30, requiring only a single below-grade level, can proceed under its original form. Other parcels have been adapted to align with the same development principles in a manner consistent with the ODP and responsive to today's policy and market conditions.

Conclusion & Path Forward

This rezoning application is a practical response to shifting realities. It preserves the intent of the ODP, improves project sustainability, and restores economic viability, thereby ensuring continued housing delivery and fulfillment of major community commitments.

We are confident this approach strikes the right balance of technical feasibility, policy alignment, and design integrity. We look forward to collaborating with City Staff and Council to progress this necessary amendment and keep River District growing as a resilient, complete community for Vancouver's future.



Scope of this Rezoning Proposal and Design Guidelines

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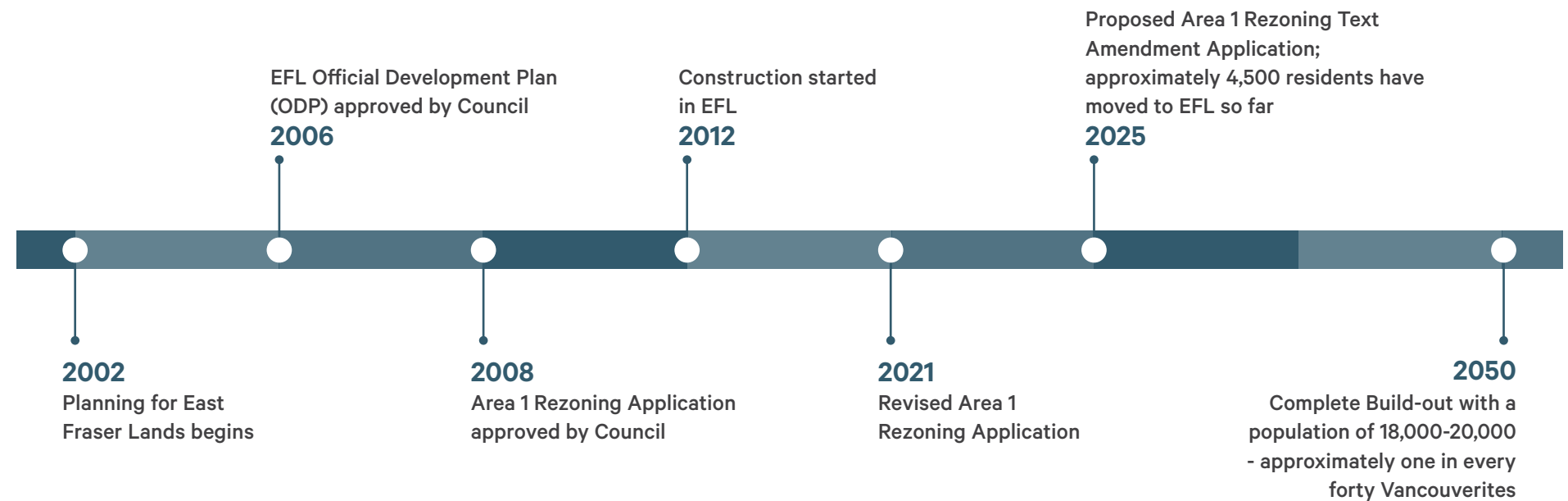
1.1 PROJECT OVERVIEW

River District is a 130-acre master-planned community in Southeast Vancouver. Planning began in 2002, with the Official Development Plan (ODP) adopted in 2006 and the first rezonings approved in 2008 and 2010. Since the start of construction in 2012, over 4,500 residents have moved in, with an expected full build-out population of 18,000–20,000—approximately one in every forty Vancouverites by 2050.

As a master plan developer, Wesgroup takes a long-term, phased approach to delivering this community, shaped by evolving market conditions, policy frameworks, and infrastructure demands. Our track record reflects adaptability, strong working relationships with the City, and a commitment to building complete communities. A recent example of this is Wesgroup assuming the City’s former responsibility to fund and deliver the River District Community Centre through the 2021 rezoning.

However, a growing set of challenges—construction cost escalation, inflation, interest rate increases, revenue stagnation, and changing City policies—have placed significant strain on project viability. Of particular concern is the impact of groundwater conditions on below-grade parking, which is increasingly incompatible with the site’s geography and financial feasibility.

Considering these challenges, a solution-oriented approach for continued development in River District is the reason for this application. *This rezoning application doesn’t ask for more density. Instead, it proposes redistributing existing density in four remaining parcels in Area 1: 19.1, 30, 33/34, and 35/36. It also seeks higher building heights on three of these parcels to accommodate the new plan.*



Abridged Project Timeline

1.2 WHY ABOVE GRADE PARKING AT RIVER DISTRICT?

Continued development in the River District is important for several reasons: the City of Vancouver to meet urgent housing needs and provide supporting infrastructure, and the community to benefit from planned amenities like a community centre, healthcare services, parks, and retail. However, River District is at a critical juncture, and continued development is threatened by complex site conditions, especially its proximity to the Fraser River.

The River District sits adjacent to the Fraser River, with a high water table just 12–15 feet below finished grade. This necessitates complex and costly below-grade excavation techniques—specifically cut-off wall systems (90–120 ft deep), dewatering, soil densification, and specialized waterproofing. As density has increased—especially in Area 1 near the Waterfront—parking structures have grown to five or six levels below grade, compounding technical risk, construction timelines, and financial exposure.

Concurrently, evolving City policy on groundwater management now restricts long-term sump pumping and prohibits storm system discharge of groundwater, while policy shifts have expanded bike storage and amenity space allocations within P1 levels. These changes force projects deeper underground, further exacerbating cost and feasibility challenges.

At the same time, the River District remains relatively under-served by rapid transit. While we hope for more rapid transit that may ease reliance on vehicles, current market expectations still require the delivery of a significant amount of parking to support residential and commercial uses.

Despite our best efforts to proceed, several recent projects have demonstrated that even streamlined underground approaches are no longer viable. Without a fundamental shift, future development—and delivery of promised community benefits—will stall.

In parallel, construction cost escalation continues to be a major factor, compounded by additional pressures such as Metro Vancouver’s increasing Development Cost Charges (DCCs). These rising costs come at a time when revenues are flat, further widening the gap between financial feasibility and delivery capacity.

Overall, the River District is reliant on the shift to above-grade parking to help reduce costs, restore project viability, and improve overall sustainability of the development.



1.2.1 SUSTAINABILITY IMPLICATIONS OF ABOVE GRADE PARKING

Above-grade parking offers several broader benefits such as reduced embodied carbon by avoiding deep concrete structures, lower construction impact on surrounding residents, and minimized disruption to the local water table and ecological systems. Estimated numbers reflecting these benefits are summarized below. These are further elaborated in the attached appendix - Preliminary Sustainability Analysis.

Reduced Embodied Carbon

Eliminating secant walls alone will result in reducing over 10,000m³ of concrete and 200m³ of reinforcing steel. This equates to roughly 9,230 metric tonnes CO₂e of upfront emissions, which is approximately equal to:

- approximately 50 years of building operational emissions
- 115 kgCO₂e/m² (based on 2021 RZ combined total FSR of 33,907 m² for P33/34)
- 1/3rd of the absolute embodied carbon target for the entire building

Lower construction impact on surrounding residents

Switching to an above-grade parkade (with only one level of underground parking) will result in saving over 44,000m³ of earth to be excavated and hauled to Abbotsford, which requires;

- 50% decrease in excavation emissions
- 2,000 less truck transfer loads
- Shorten excavation schedule by over 6 months

By removing the need for excavation there will be a reduction in noise and community impact, carbon emissions, and overall reduction in environmental impact

Minimized disruption to the local water table and ecological systems

Keeping the foundation above the water table would;

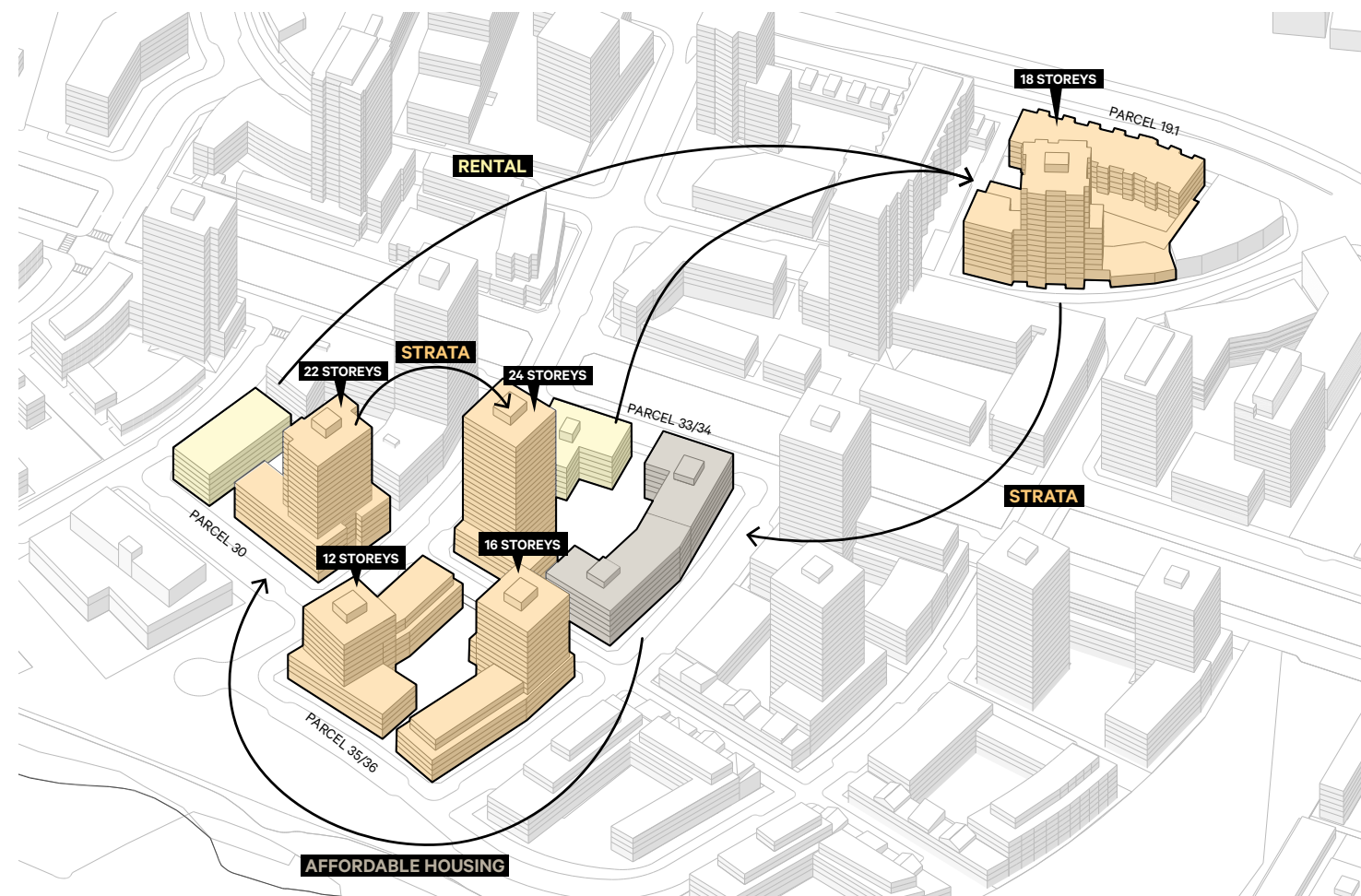
- Significantly reduce the amount of groundwater being pumped out of the excavation site
- Reduce the need to treat said water, and associated policy issues with introducing treated groundwater into the storm system
- Reduce the impact on local water table and surrounding vegetation



1.3 PROPOSED DENSITY SWAP AND MASSING

This rezoning application doesn't ask for more density. Instead, it proposes redistributing existing density in four remaining parcels in Area 1: 19.1, 30, 33/34, and 35/36. It also seeks higher building heights on three of these parcels to accommodate the new plan. This has been illustrated below.

- Rental density from Parcel 30 and Parcel 33/34 will be transferred to Parcel 19.1
- Strata density from Parcel 30 and Parcel 19.1 transferred to Parcel 33/34
- Affordable housing density moved from Parcel 33/34 to Parcel 30
- No transfer of density on Parcel 35/36.



2021 REZONING MASSING

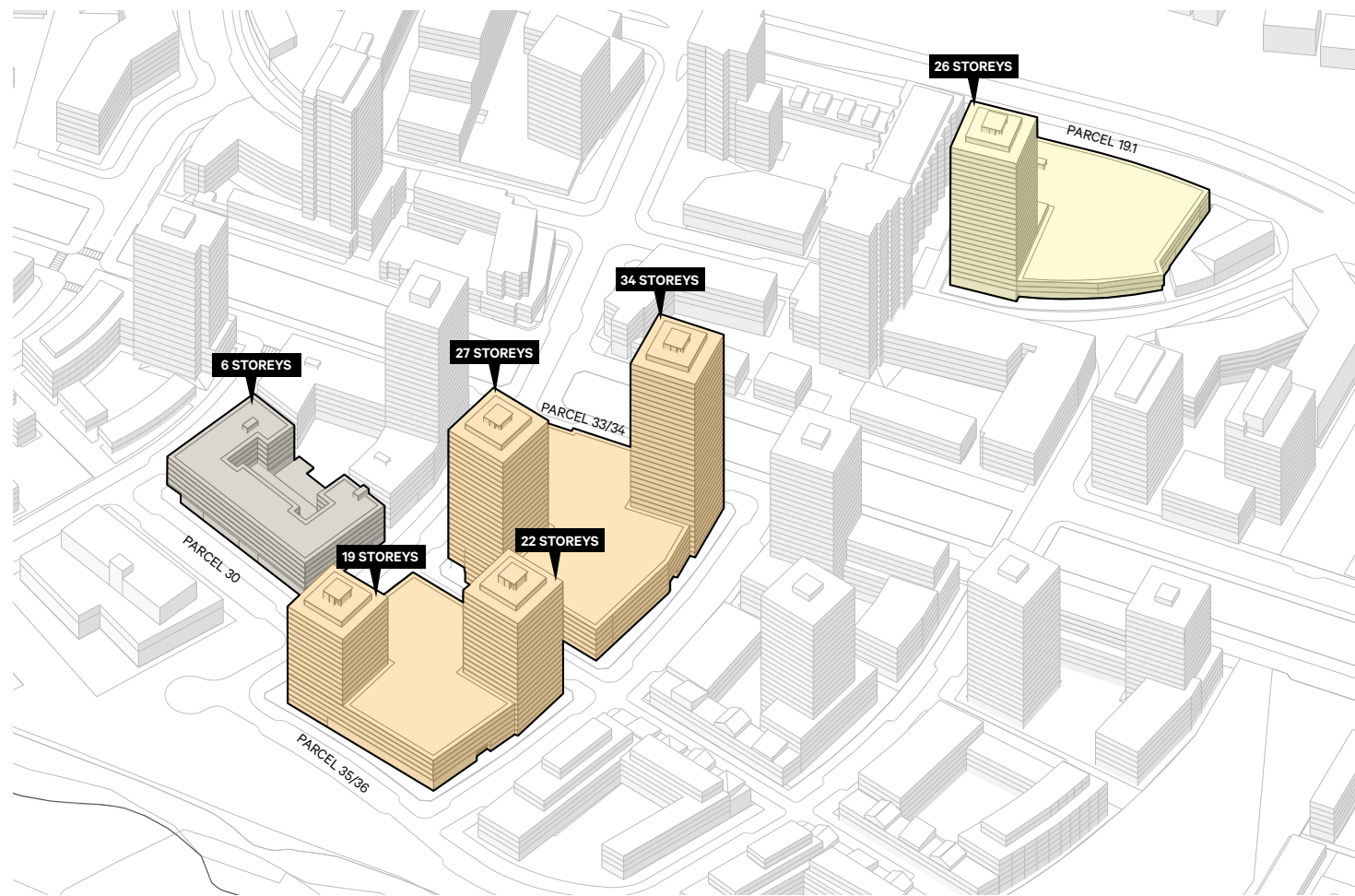
Affordable Housing on Parcel 30

NMHD/VAHA has moved from Parcel 34 to Parcel 30, allowing Parcels 33/34 to consolidate and deliver above-grade parking as proposed. NMHD is in support of this move underscoring the alignment of this approach with broader housing delivery. Parcel 30, requiring only a single below-grade level, can proceed under its original form. Other parcels have been adapted to align with the same development principles in a manner consistent with the ODP and responsive to today's policy and market conditions.

LEGEND

- STRATA RESIDENTIAL
- RENTAL RESIDENTIAL
- AFFORDABLE HOUSING

1.3 PROPOSED DENSITY SWAP AND MASSING



PROPOSED MASSING

What has stayed the same?

- Overall Density for each Use
- Street Network
- Commercial and Retail locations
- Podium Heights

What has changed?

- Building Heights
- Parking is above grade
- Location of affordable and rental housing
- Addition of Healthcare Facility

LEGEND

- STRATA RESIDENTIAL
- RENTAL RESIDENTIAL
- AFFORDABLE HOUSING

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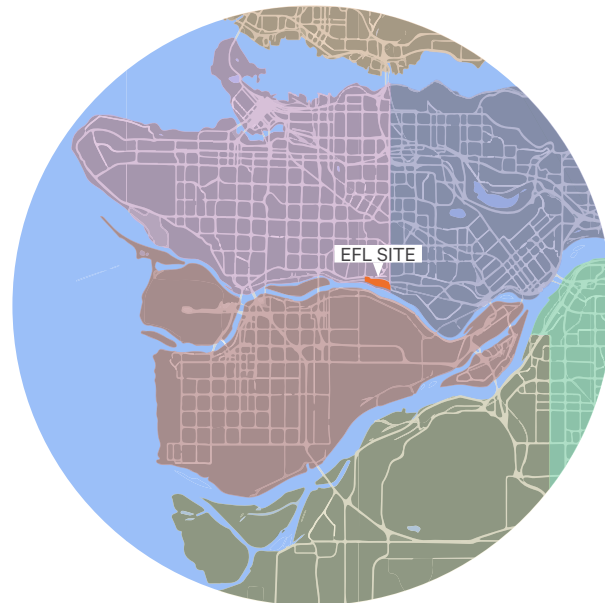


2.1 CONTEXT MAP

Metro Vancouver

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

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



City of Vancouver

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

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



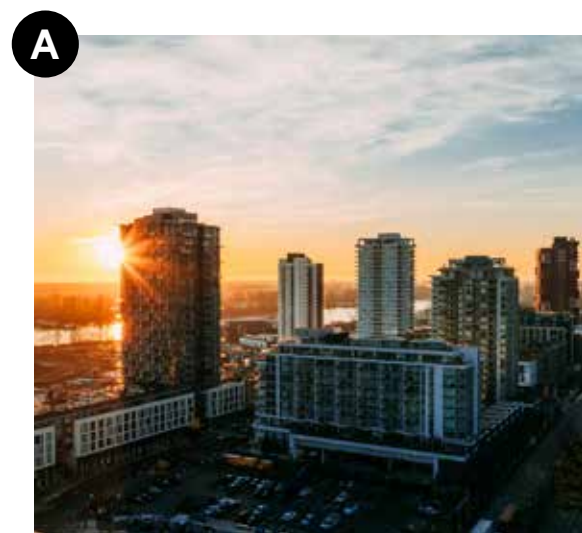
East Fraser Lands Local Context

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

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



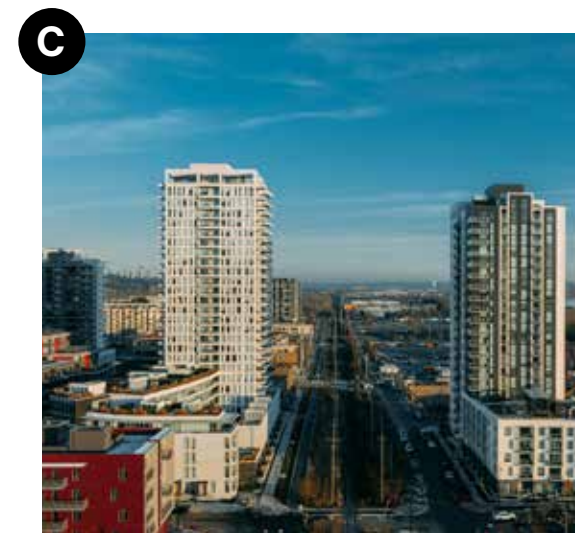
2.2 SITE PHOTOS & EXISTING CONDITIONS



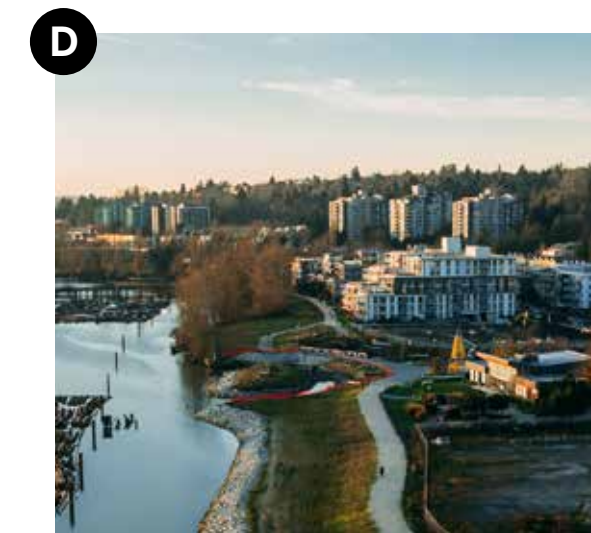
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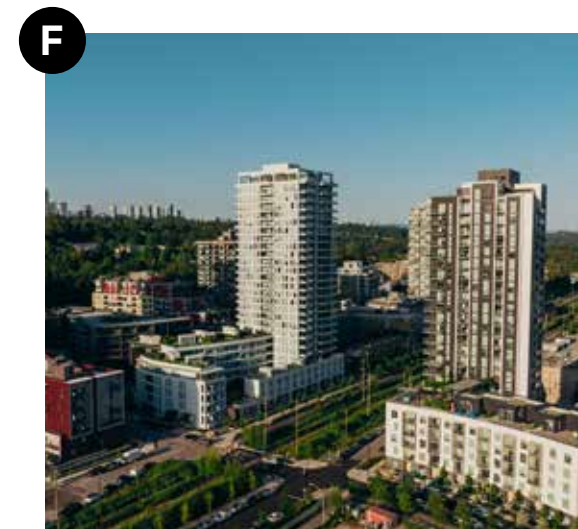
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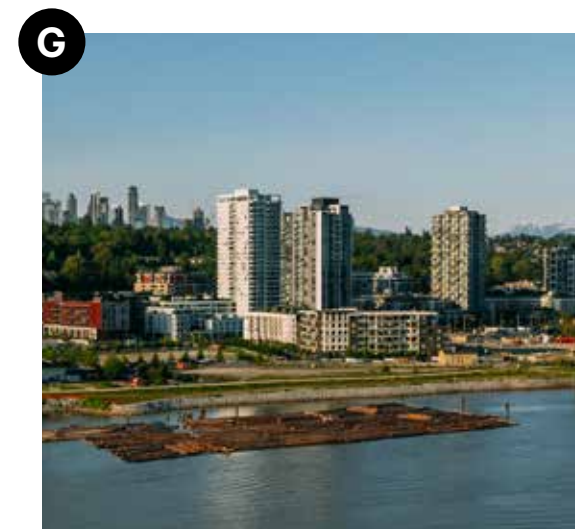
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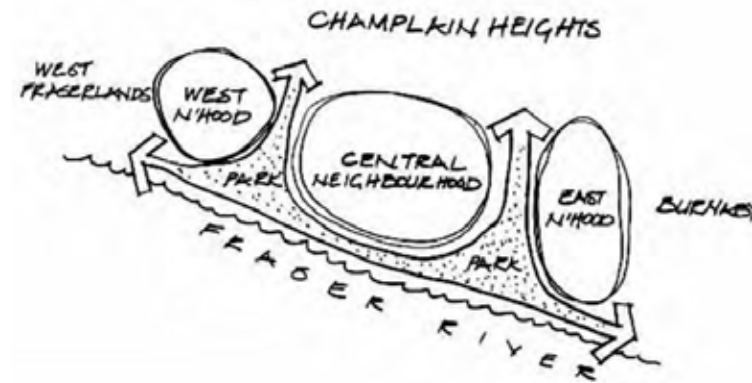


KEY PLAN

2.3 ODP URBAN DESIGN PRINCIPLES

The EFL ODP sets urban design principles that guide development for the neighbourhood. While this document proposes a rezoning in order to secure development feasibility of four parcels in Area 1 and increased heights for those parcels, the proposal remains in alignment with ODP. In this regard, this step in the process does not represent a departure from City policy or a special ask.

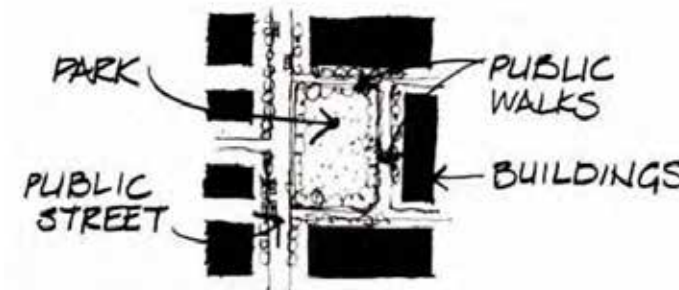
While the rezoning approval is based on consistency with additional policies, consistency with the ODP is a starting point. As an overview and introduction to the broad alignment with City policy, this section describes how the Area 1 Plan meets the aspirations of the City.



DISTINCT NEIGHBOURHOODS

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

Area 1 Plan: The proposed plan does not alter previously proposed park corridors and road networks that would connect existing communities to each other and to the river.



PUBLIC EDGES

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

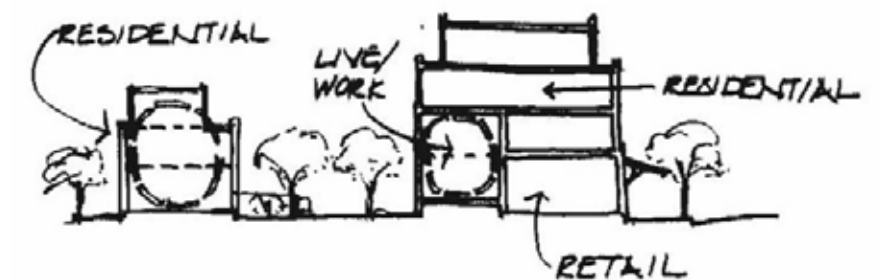
Area 1 Plan: The Area 1 Plan demonstrates this alignment which may be further enhanced through design guidelines.



LAND USE AND DEVELOPMENT INTENSITY

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

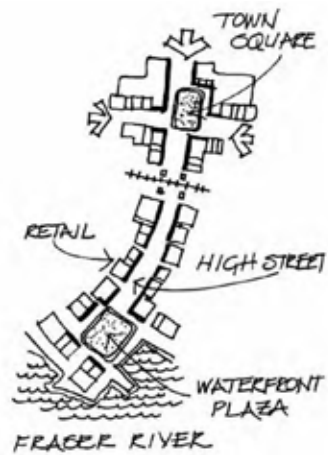
Area 1 Plan: The proposed plan makes no changes to allowable density.



MIXED USES

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

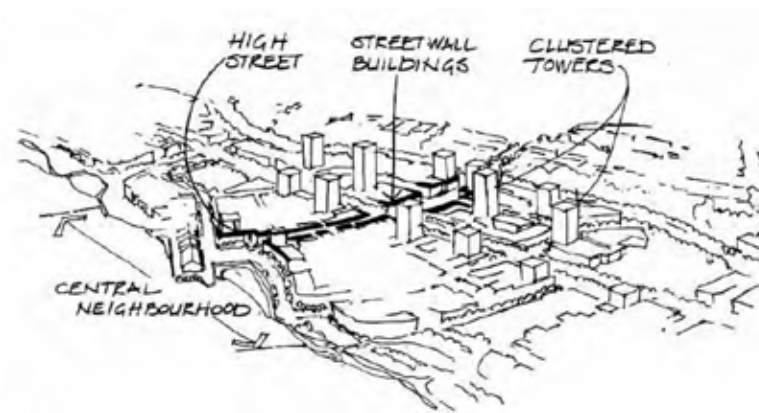
Area 1 Plan: The proposed plan makes no changes to allowable density of building uses or housing types. This shall remain consistent with the ODP.



HIGH STREET

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

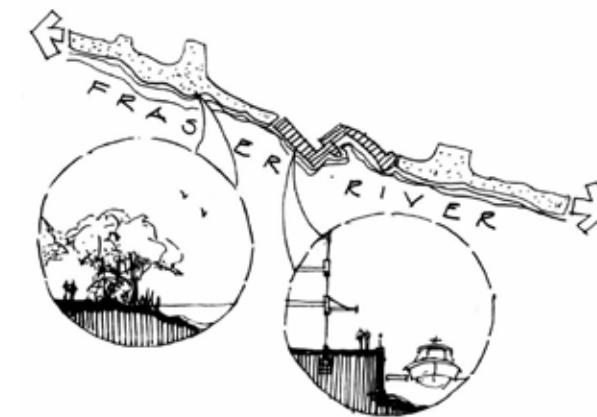
Area 1 Plan: The proposed plan is in alignment with this principle. Retail frontage on high street has been maintained in the proposed plan.



CLUSTERED TOWERS

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

Area 1 Plan: The proposed plan is in alignment with this principle, and in fact further emphasizes the high street character by placing more height on Parcel 33/34 and 35/36.



CONTINUOUS FORESHORE PARK

EFL ODP: A continuous public Foreshore Park and greenway along the length of the site is to provide a variety of experiences from active urban riverfront to tranquil wildlife habitat.

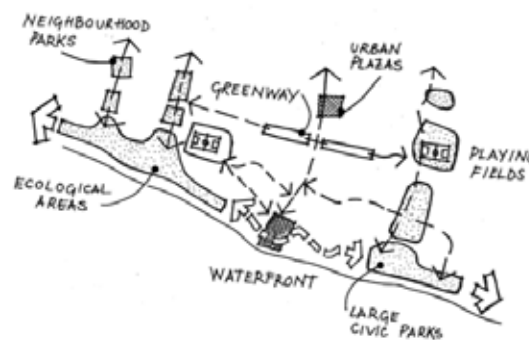
Area 1 Plan: The proposed plan indicates no changes to the Foreshore Park.



MIXTURE OF BUILDING TYPES AND SCALES

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

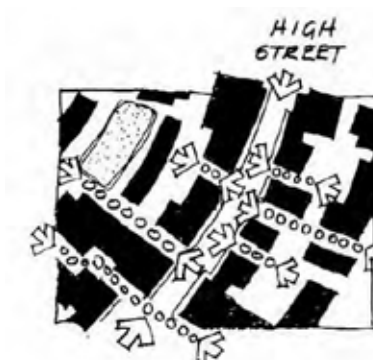
Area 1 Plan: Much like the diagram included in the ODP, proposed development for Area 1 incorporates a range of typologies on a block by block basis.



OPEN SPACE NETWORK

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

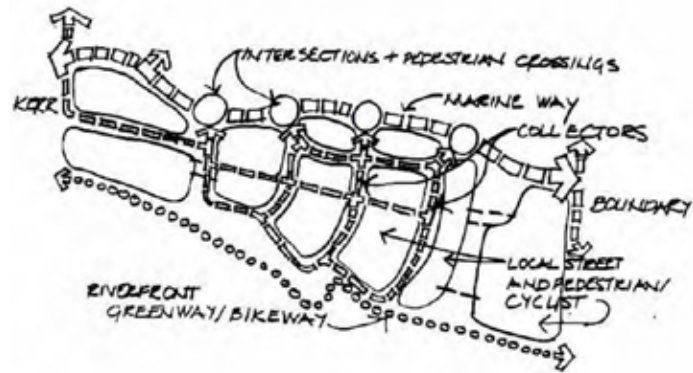
Area 1 Plan: The proposed plan indicates no changes to the open space network indicated in this diagram.



HIGH STREET CONNECTIVITY

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

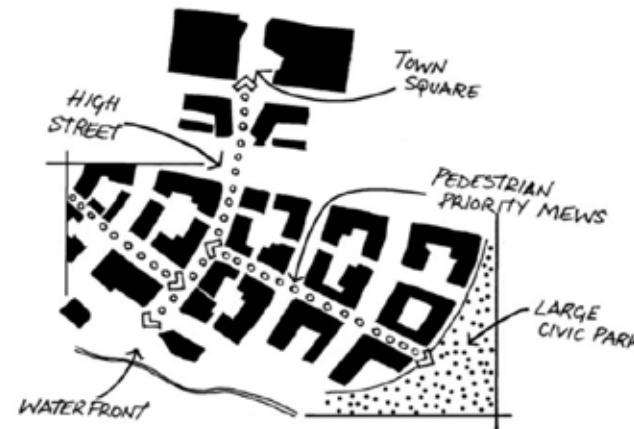
Area 1 Plan: The Area 1 Plan compromises on some mid-block connections to the high street from the eastern parcels (33/34 and 35/36). However, permeability has been achieved on the western parcels by placing a 6-storey building on Parcel 30.



HIERARCHY OF MOVEMENT

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

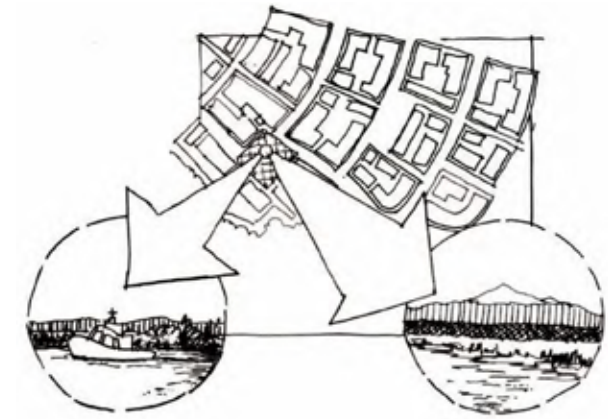
Area 1 Plan: The proposed plan indicates no changes to street design or hierarchy.



CONNECTING PUBLIC SPACES

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

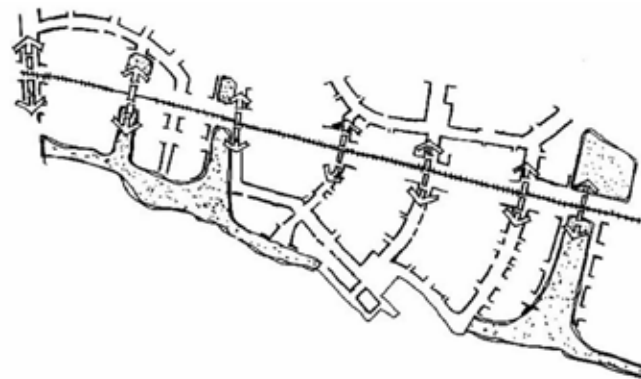
Area 1 Plan: The proposed plan indicates no changes to connecting public spaces indicated in this diagram.



VIEWS

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

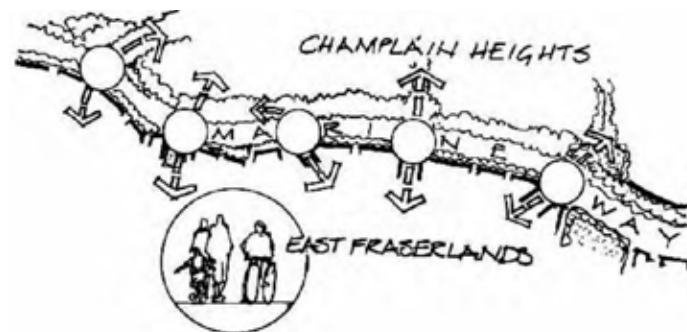
Area 1 Plan: The proposed plan indicates no changes to street orientation or public spaces.



RAIL CORRIDOR

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

Area 1 Plan: The proposed plan indicates no changes to rail corridor crossings.



MARINE WAY FRONTAGE

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

Area 1 Plan: Only one parcel of Area 1 interfaces with Marine Drive Frontage. Through design guidelines, the facade, landscape and other design elements will reinforce the ODP Principle.



VISUAL CONNECTIONS

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

Area 1 Plan: The proposed plan indicates no changes to visual connections outlined in the above diagram.

3.0 FORM OF DEVELOPMENT

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3.1 OVERALL EFL PLAN

3.1.1 NEIGHBOURHOOD PLAN



Overall EFL Plan highlighting Area 1

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

Area 1

Area 1 is envisioned to be the heart of the East Fraser Lands and is the central neighbourhood. It is an active commercial and social neighbourhood core with residents and visitors contributing to its vitality. Build out of Area 1 is well underway, aside from the parcels in this rezoning application.

Area 2

Majority of the development in Area 2 has been completed. Above-grade parking is being explored for the remaining undeveloped parcels.

Area 3

Area 3 is currently undeveloped and would form the final phase of development at River District. The design of Area 3 is currently under progress.

Area 4

Not owned by Wesgroup Properties.

Area 5

Not owned by Wesgroup Properties.

3.1.2 DEVELOPMENT PROGRESS

Until December 2024, roughly 4,000 residents, of the total anticipated population of approximately 18,000 - 20,000, have moved into EFL. The project is generally on schedule to achieve 50% build-out by 2025. It is anticipated that full build out of the plan, including Area 3, will take another 20-25 years.

- LEGEND**
- Constructed
 - Under Construction
 - Design in Process
 - Extent of this Rezoning
 - River District
 - Area 1



Development Progress of various parcels in East Fraser Lands

3.1.3 PUBLIC REALM PLAN



Public Realm Plan for East Fraser Lands

3.2 STREET NETWORK PLAN



Street Networks in East Fraser Lands

3.2.1 CYCLING ROUTES PLAN



- LEGEND**
- Off-Street AAA Facility
 - Off-Street Connections
 - On-Street AAA Facility
 - Street
 - Paseo

Cycling Routes in East Fraser Lands

3.2.2 PEDESTRIAN CIRCULATION



LEGEND

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

Pedestrian Circulation in East Fraser Lands

3.2.3 TRANSIT ROUTE DIAGRAM



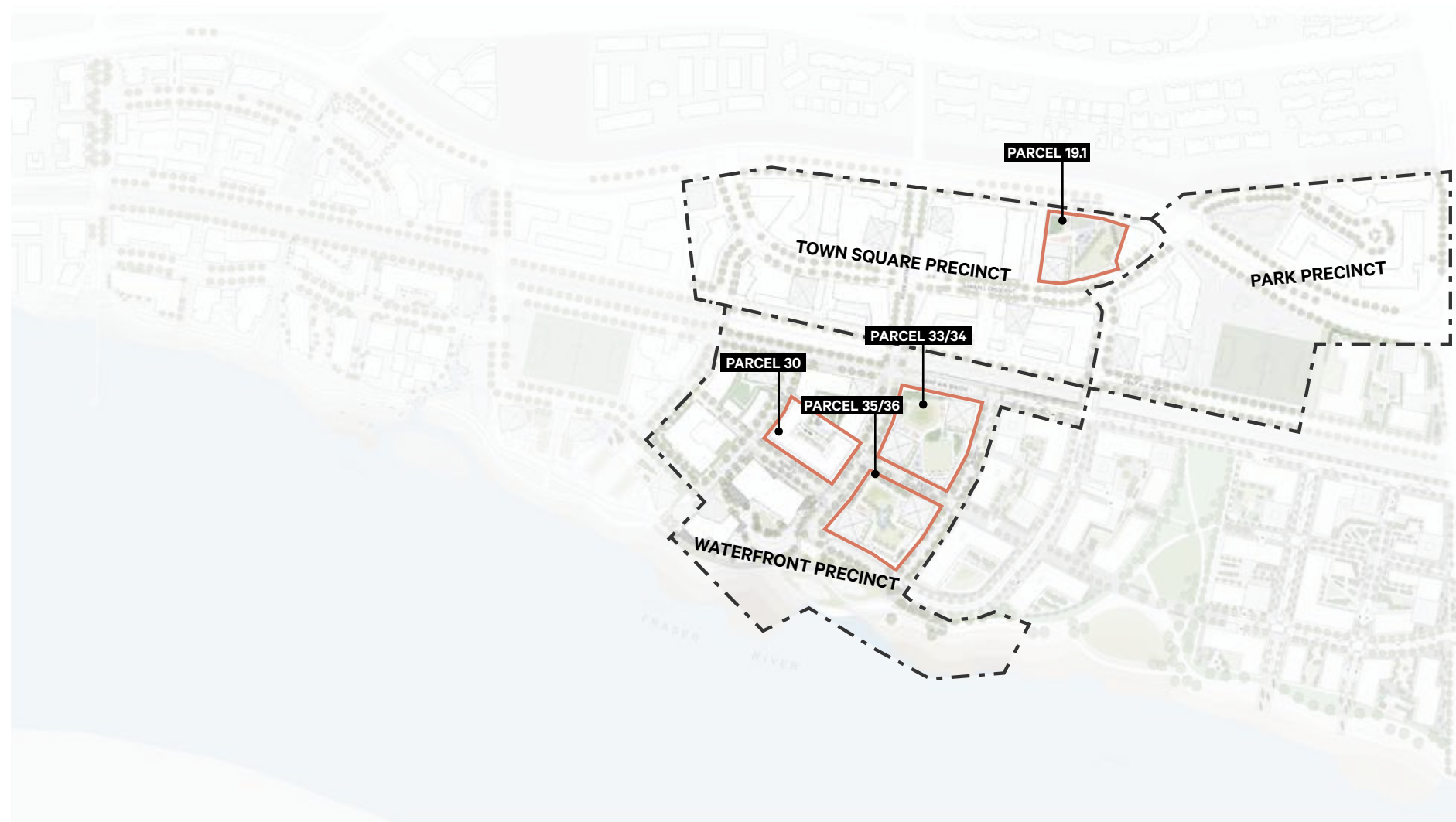
LEGEND

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

Transit Routes in East Fraser Lands

3.3 AREA 1 PLAN

3.3.1 AREA 1 PRECINCTS



Three Character Precincts in Area 1

Area 1 has three character precincts

Waterfront Precinct

This precinct unites the emerging community with the Fraser River, making the riverfront an inseparable part of the East Fraser Lands experience. As the ‘soul’ of the project, the Waterfront Precinct includes the pedestrian-oriented River District Crossing that gently curves, opening views out to the river, and terminates at a highly active and unique Waterfront Plaza.

Town Centre Precinct

The town square precinct is an active commercial and social neighbourhood core with residents and visitors contributing to its vitality.

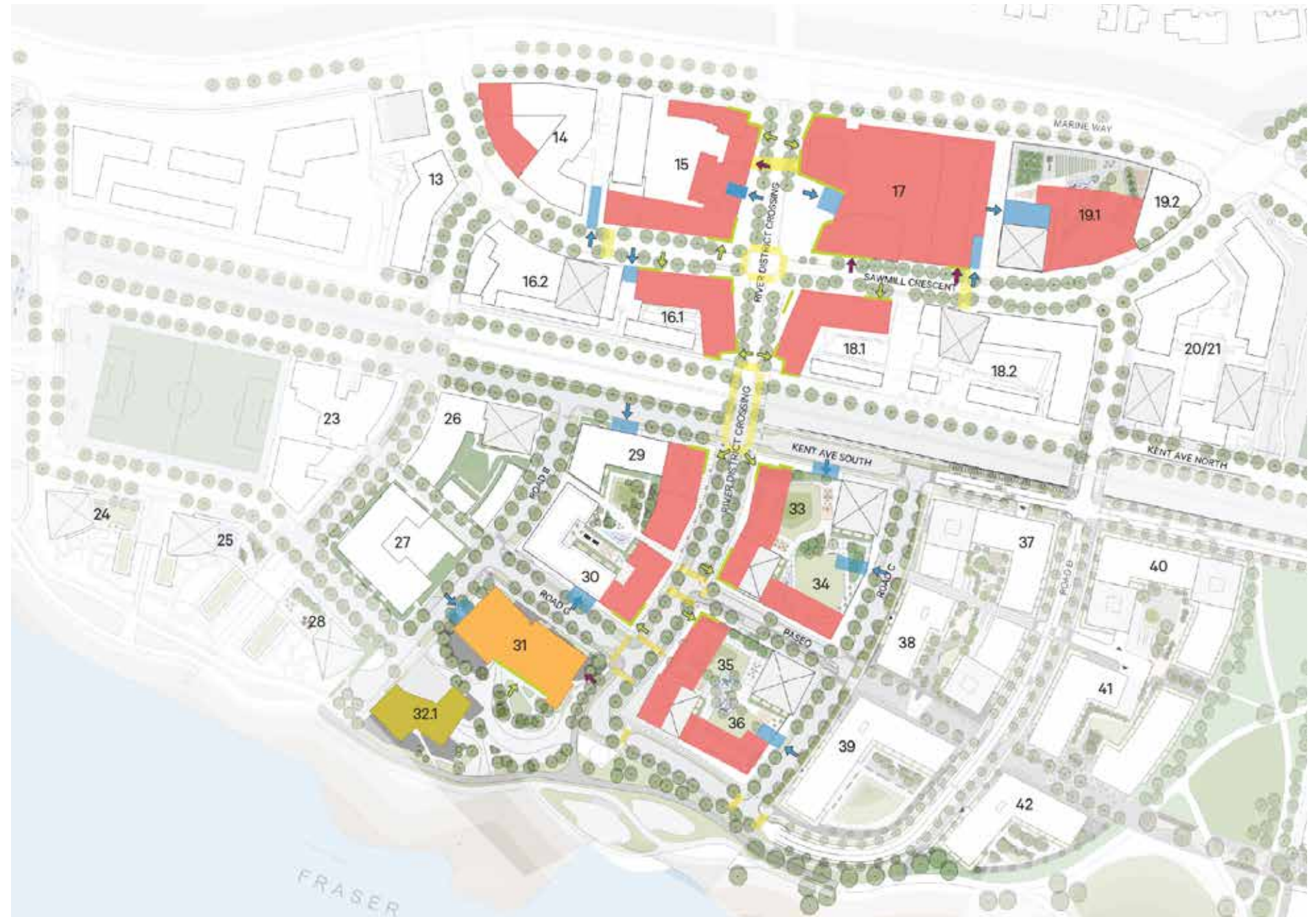
Park Precinct

As indicated in the name, the park precinct provides a significant portion of the park space allocated to Area 1 of EFL.

3.1.3 RETAIL PLAN

Retail within Area 1 is focused along River District Crossing, reinforcing the high street character and feel.

- LEGEND**
- COMMERCIAL
 - RESTAURANTS
 - COMMUNITY
 - PEDESTRIAN CROSSING
 - MAGNET STOREFRONT
 - PUBLIC PARKING
 - ANCHOR ENTRANCE
 - MAGNET STOREFRONT ENTRANCE
 - PARKING ENTRANCE



Retail Plan for East Fraser Lands

4.0 REZONING DEVELOPMENT PARCELS

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4.1 OVERALL SUMMARY AND STATISTICS

This rezoning application doesn't ask for more density. Instead, it proposes redistributing existing density in four remaining parcels in Area 1: 19.1, 30, 33/34, and 35/36. It also seeks higher building heights on three of these parcels to accommodate the new plan. This has been illustrated below.

- Rental density from Parcel 30 and Parcel 33/34 will be transferred to Parcel 19.1
- Strata density from Parcel 30 and Parcel 19.1 transferred to Parcel 33/34
- Affordable housing density moved from Parcel 33/34 to Parcel 30
- No transfer of density on Parcel 35/36.

Parcel No.	Residential						Retail		Total	
	Strata		Rental		Affordable		sq.ft.	sq.m.	sq.ft.	sq.m.
	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.				
Parcel 19.1	-	-	207,572	19,284	-	-	15,000	1,394	222,572	20,678
Parcel 30	-	-	-	-	135,636	12,601	10,805	1,004	146,441	13,605
Parcel 33/34	464,807	43,182	-	-	-	-	18,925	1,758	483,732	44,940
Parcel 35/36	300,331	27,902	-	-	-	-	33,004	3,066	333,335	30,968



KEY PLAN

4.2 PARCEL 19.1

- Tower located on the southwest corner of the parcel to minimize shadow impacts to adjacent neighbourhood to the north of River District.
- Increased tower height to provide residents with a large unencumbered outdoor amenity area, instead of putting density in a bulky podium. Previously, there was a consideration for the Mount Baker View Cone from Everett Crowley Park but that is no longer listed as a protected view cone further allowing for an increase in tower height on this parcel.
- Tower floorplate of 8,000 SF to be considered on this parcel to reduce height of the tower.
- Above grade parking wrapped with active uses along Sawmill Crescent, Marine Way and the Lane. As Parcel 19.2 is the District Energy Centre, residential units would not face towards it.
- Loading for the Energy Centre (Parcel 19.2) is required from lane, bisecting the uses at grade on Parcel 19.1 and adding additional design constraint.
- A double height facility for possible healthcare purposes located at ground level facing Sawmill Crescent street.
- 6-storey podium height allowance to allow for flexibility in future design stages.
- Residential lobby facing Sawmill Crescent and a secondary lobby facing either the lane or Marine Way.
- Waste management for this parcel will feature on-site staging with offsite tipping on the lane.

USES	MAX. STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
Market Rental	26	207,572	19,284
Commercial Retail	1	15000	1,394
Parcel Total		222,572	20,678



KEY PLAN

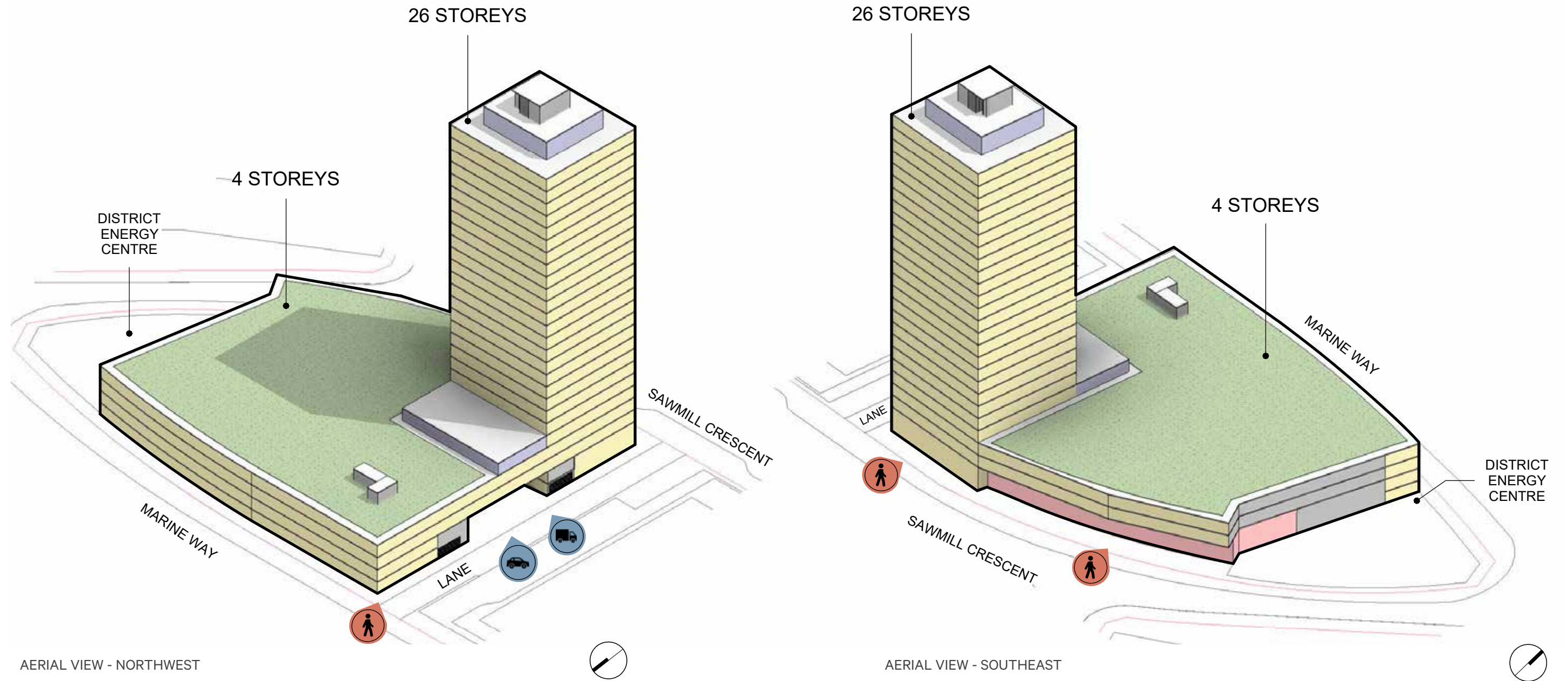


PREVIOUS PLAN



PROPOSED SITE PLAN

4.2 PARCEL 19.1

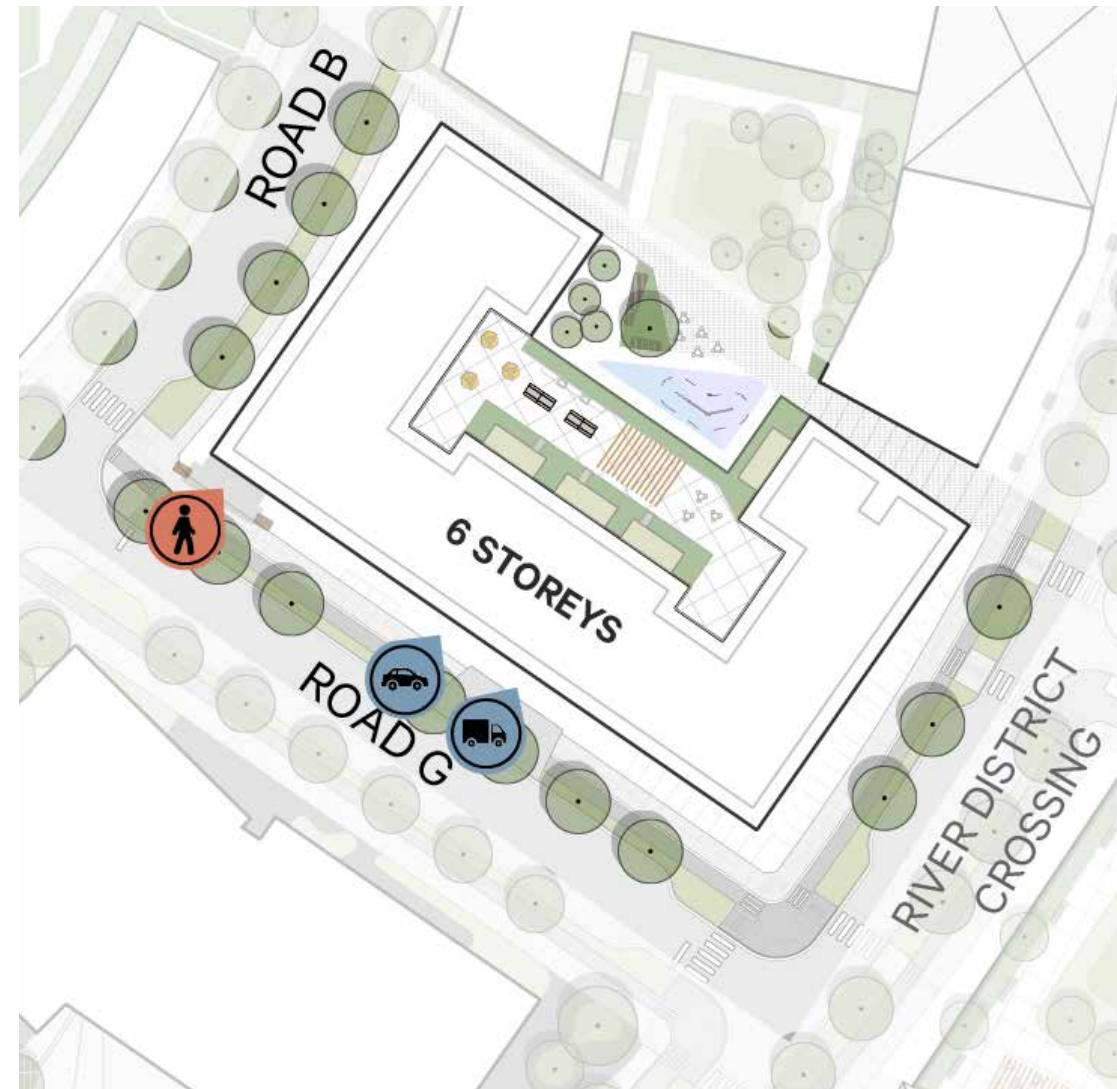


- LEGEND**
- COMMERCIAL
 - RENTAL RESIDENTIAL
 - AMENITY
 - PARKING

4.3 PARCEL 30

- Parcel 30 to be a standalone dirt site for affordable housing/below market housing development.
- It supports the courtyard and significant open space on Parcel 29 as the proposed 6-storey form would reduce shadow impacts.
- Residential lobby at the corner of Road B and Road G.
- Retail units along River District Crossing contribute to the high street character.
- Waste management for this parcel will feature on-site staging with offsite tipping on Road G.

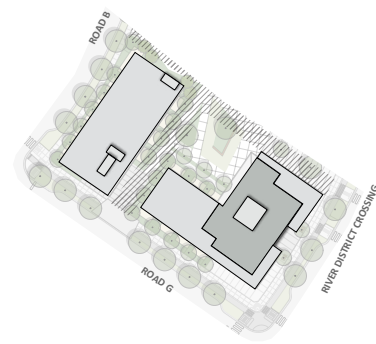
USES	MAX. STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
Affordable Housing	6	135,636	12,601
Commercial Retail	1	10,805	1,004
Parcel Total		146,441	13,605



PROPOSED SITE PLAN

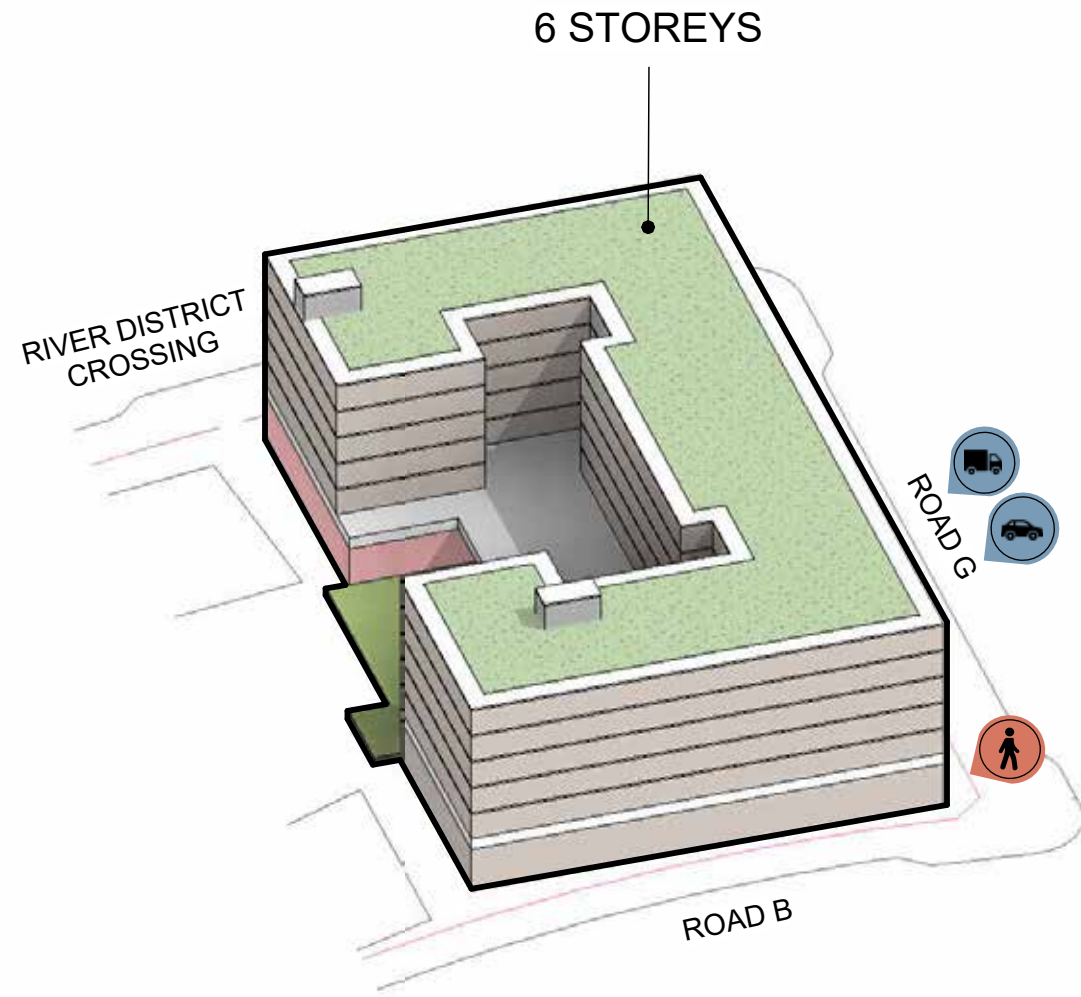


KEY PLAN

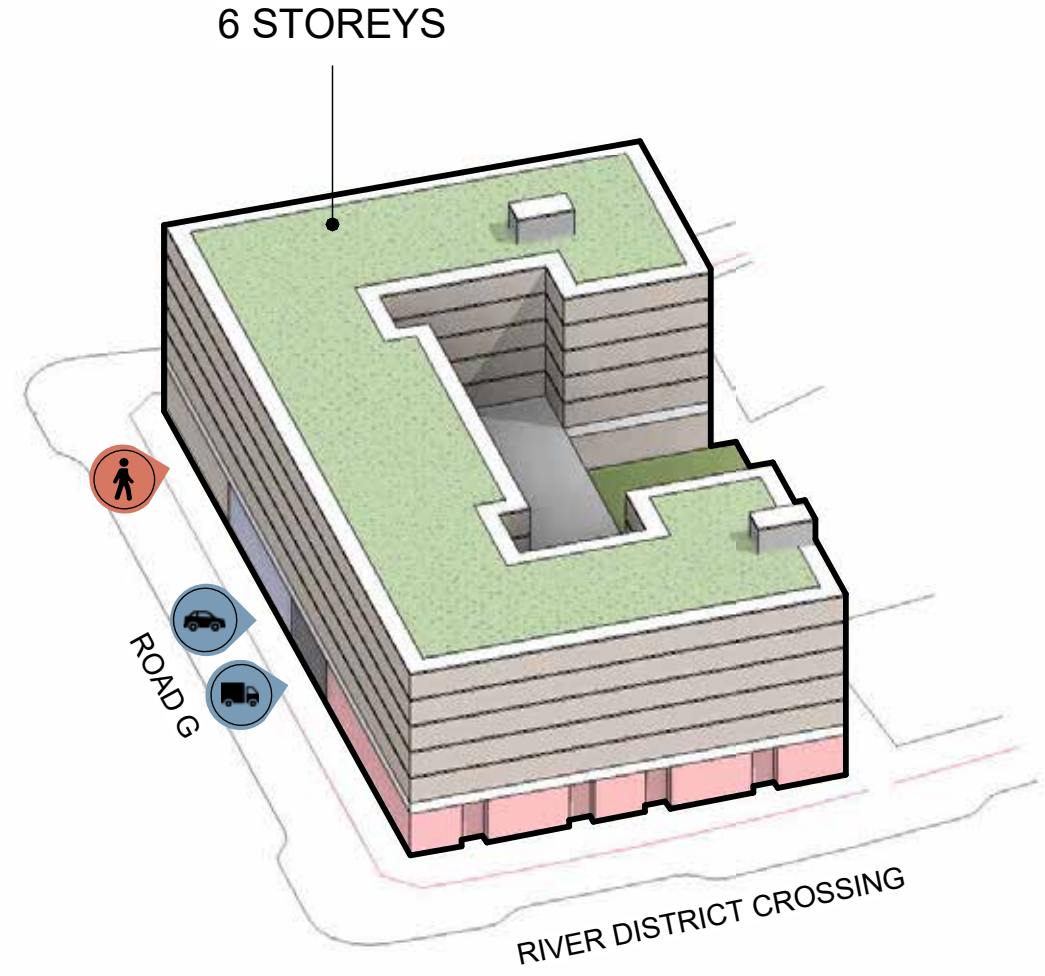


PREVIOUS PLAN

4.3 PARCEL 30



AERIAL VIEW NORTHWEST



AERIAL VIEW SOUTHEAST

- LEGEND**
- COMMERCIAL
 - AFFORDABLE HOUSING
 - AMENITY

4.4 PARCEL 33/34

- Tower located on the southwest and northeast corners for optimal tower separation and privacy of residential units.
- Residential lobbies activating street corners.
- Retail units along River District Crossing contribute to the high street character.
- Vehicle entry along Road C and Kent Ave South to prioritize east west pedestrian and bicycling movements on Mews B.
- Waste management for this parcel will feature on-site staging with offsite tipping on Road C.
- Above grade parking wrapped with active uses.
- Tower floorplate of 8,000 SF to be considered on this parcel to reduce height of the tower.

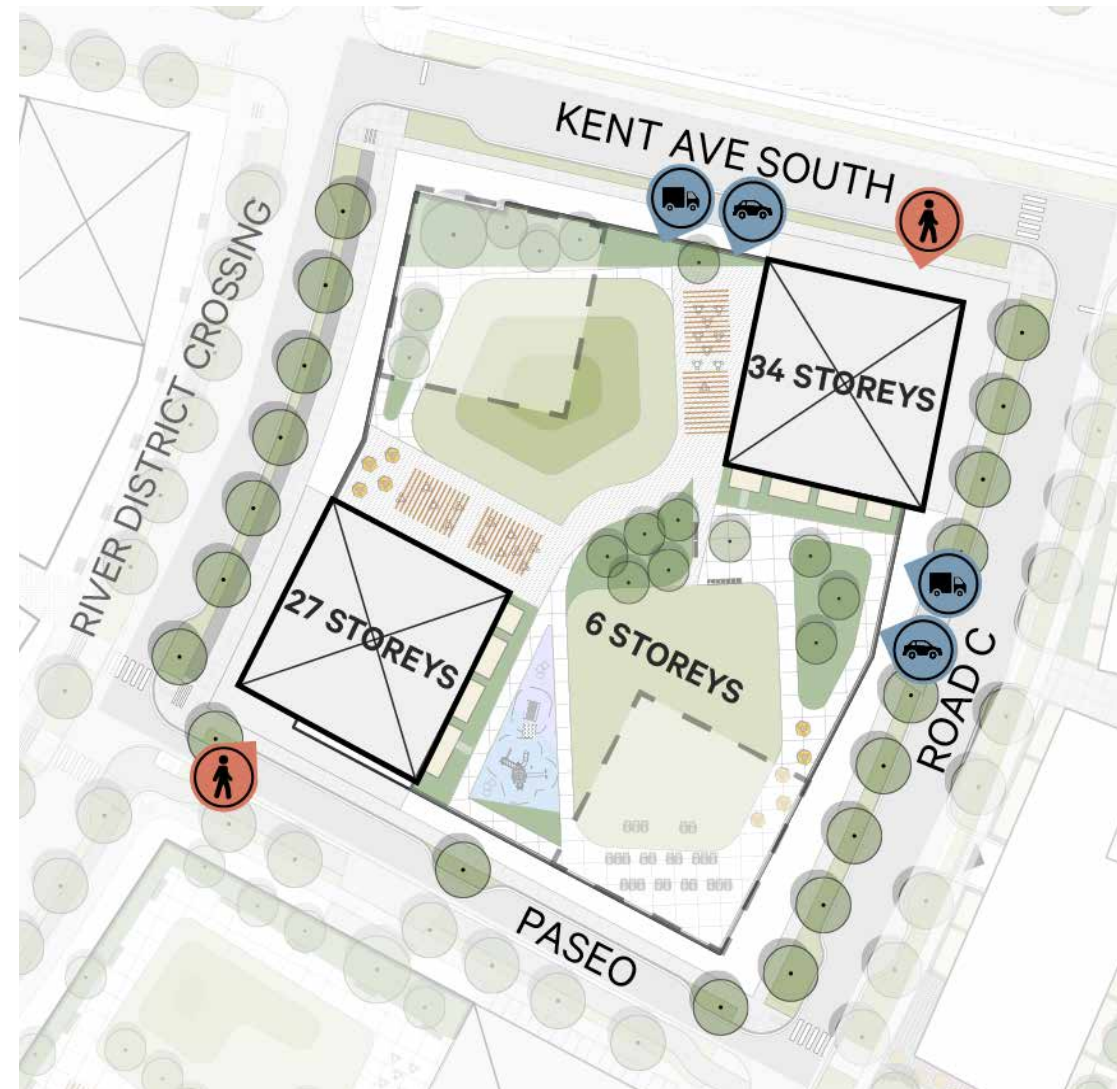
USES	MAX. STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
Residential - Strata	34	464,807	43,182
Commercial Retail	1	18,925	1,758
Parcel Total		483,732	44,940



KEY PLAN



PREVIOUS PLAN



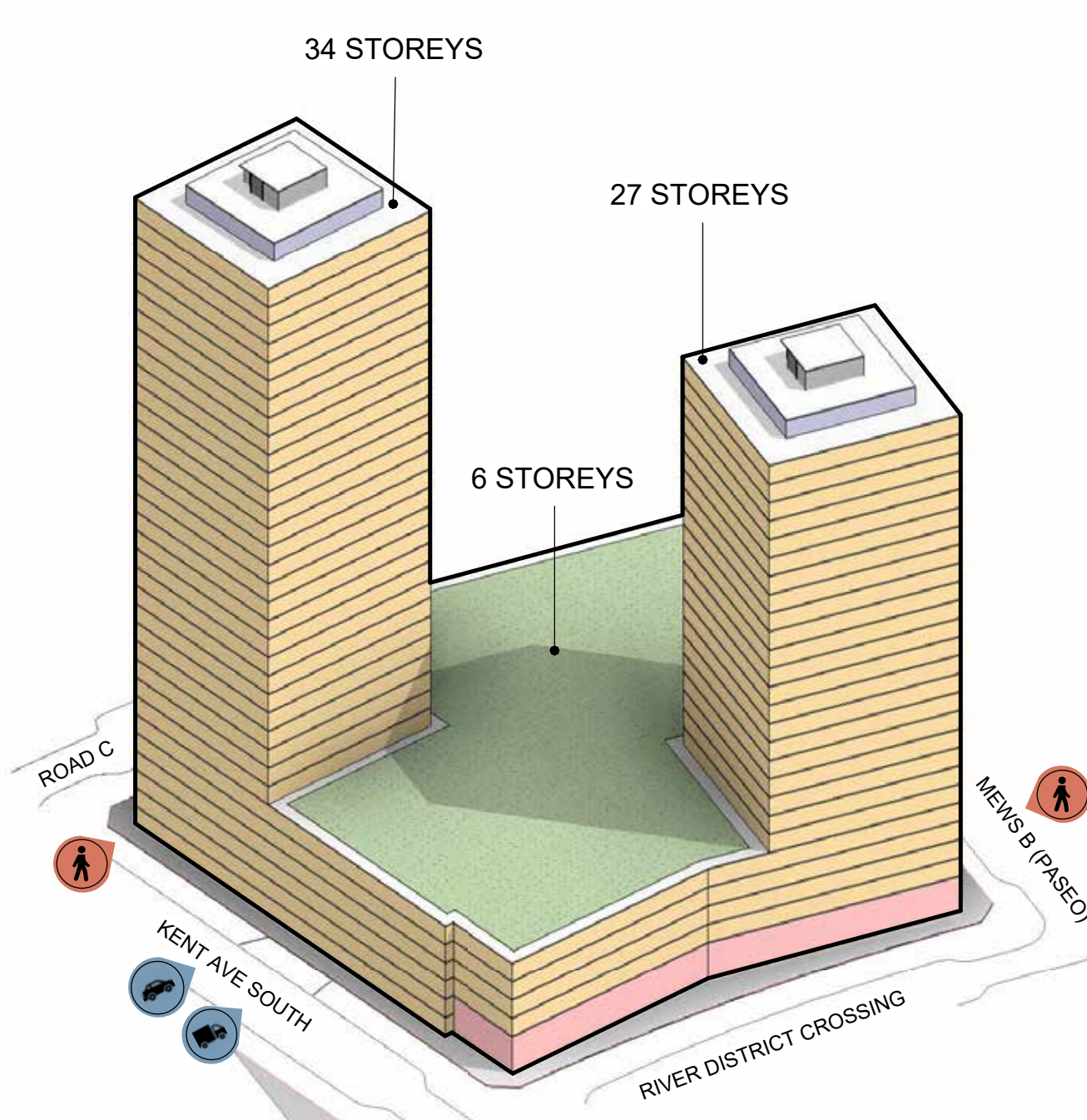
PROPOSED SITE PLAN



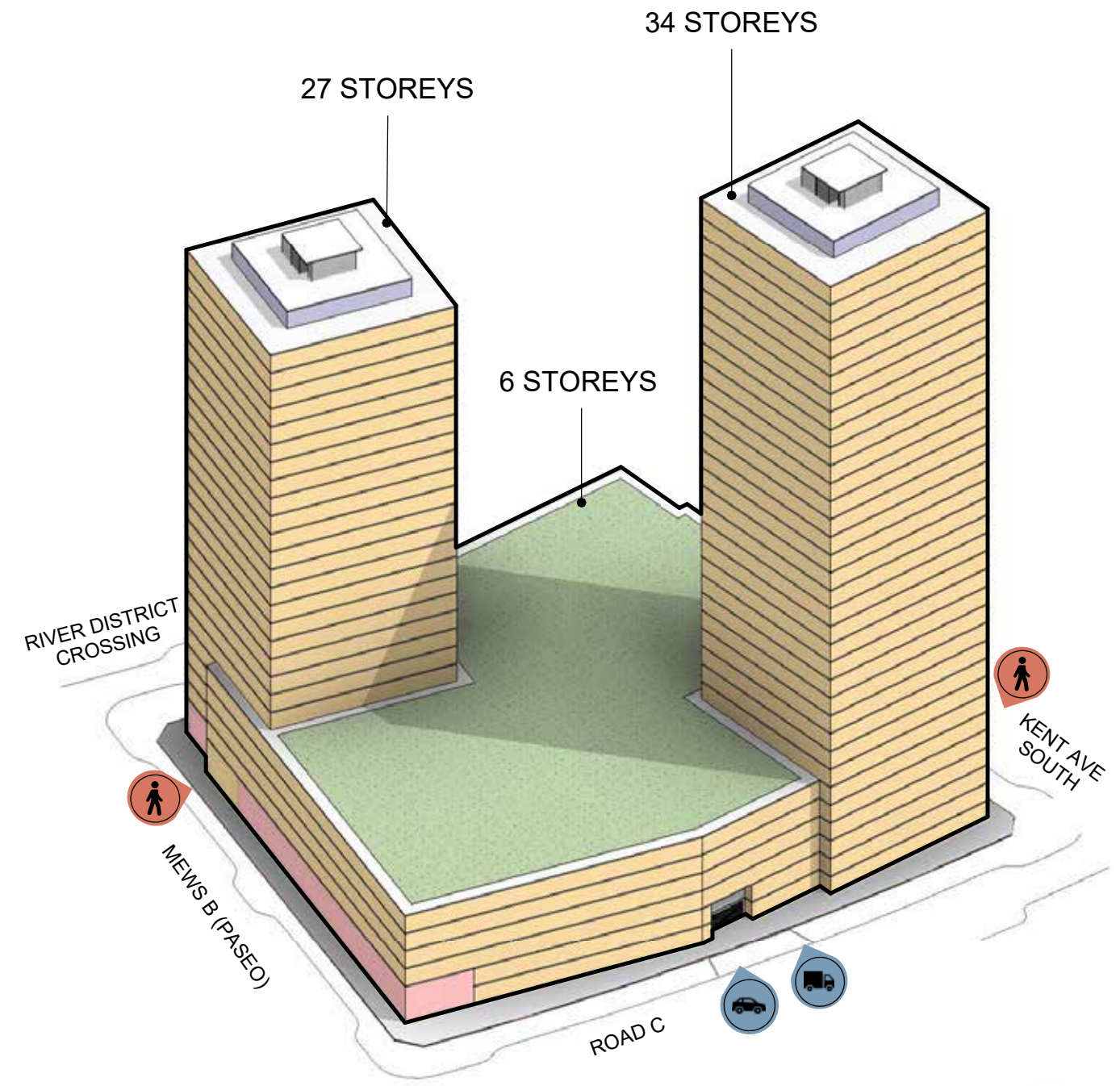
LEGEND

- [- - -] POTENTIAL ALTERNATE TOWER LOCATION

4.4 PARCEL 33/34



AERIAL VIEW - NORTHWEST



AERIAL VIEW - SOUTHEAST

- LEGEND**
- COMMERCIAL
 - STRATA RESIDENTIAL
 - AMENITY

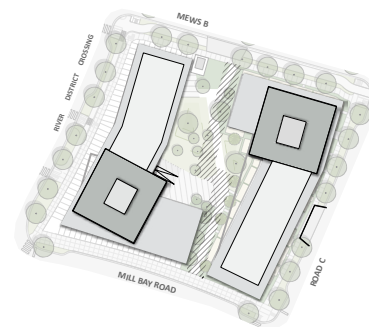
4.5 PARCEL 35/36

- Tower located on the southwest and northeast corners for optimal tower separation and privacy of residential units
- Residential lobbies activating street corners.
- Retail units along River District Crossing contribute to the high street character and wrapping the corner along Mill Bay Road facing the water.
- Vehicle entry along Road C to prioritize east west pedestrian and bicycling movements.
- Waste management for this parcel will feature on-site staging with offsite tipping on the Road C.
- Above grade parking wrapped with active uses.
- Tower floorplate of 8,000 SF to be considered on this parcel to reduce height of the tower.

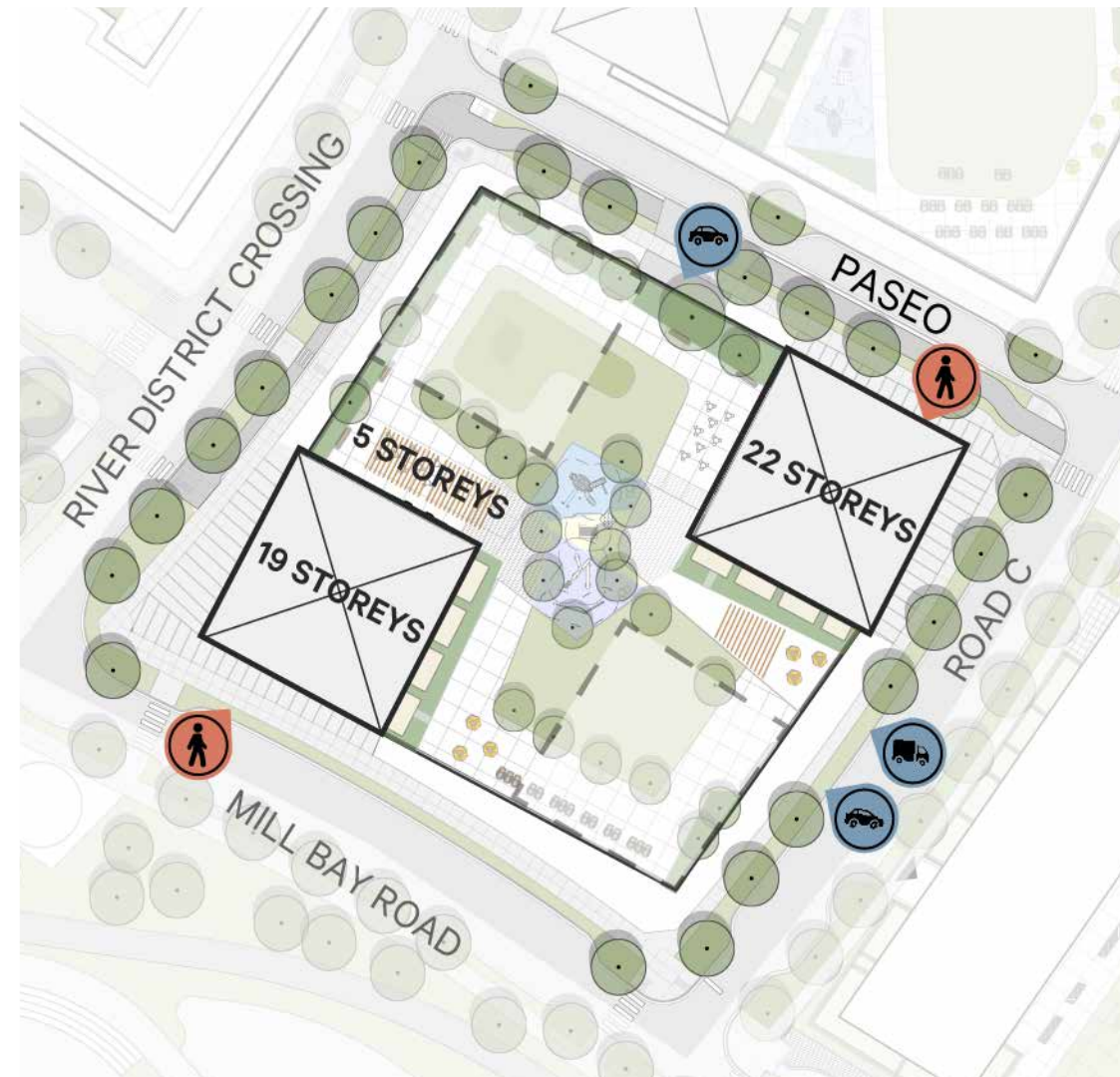
USES	MAX. STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
Residential - Strata	22	300,331	27,902
Commercial Retail	1	33,004	3,066
Parcel Total		333,335	30,968



KEY PLAN



PREVIOUS PLAN



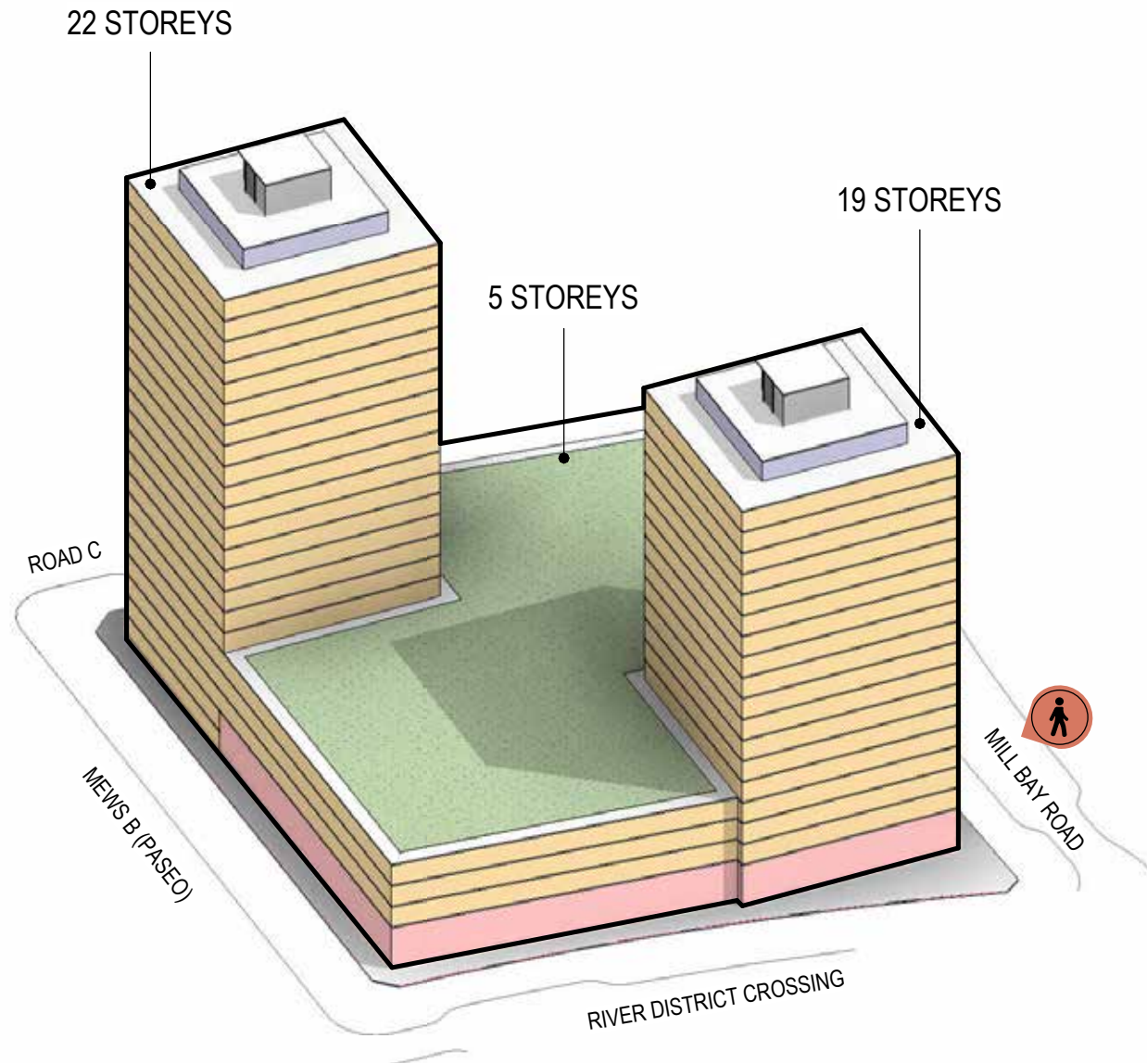
PROPOSED SITE PLAN



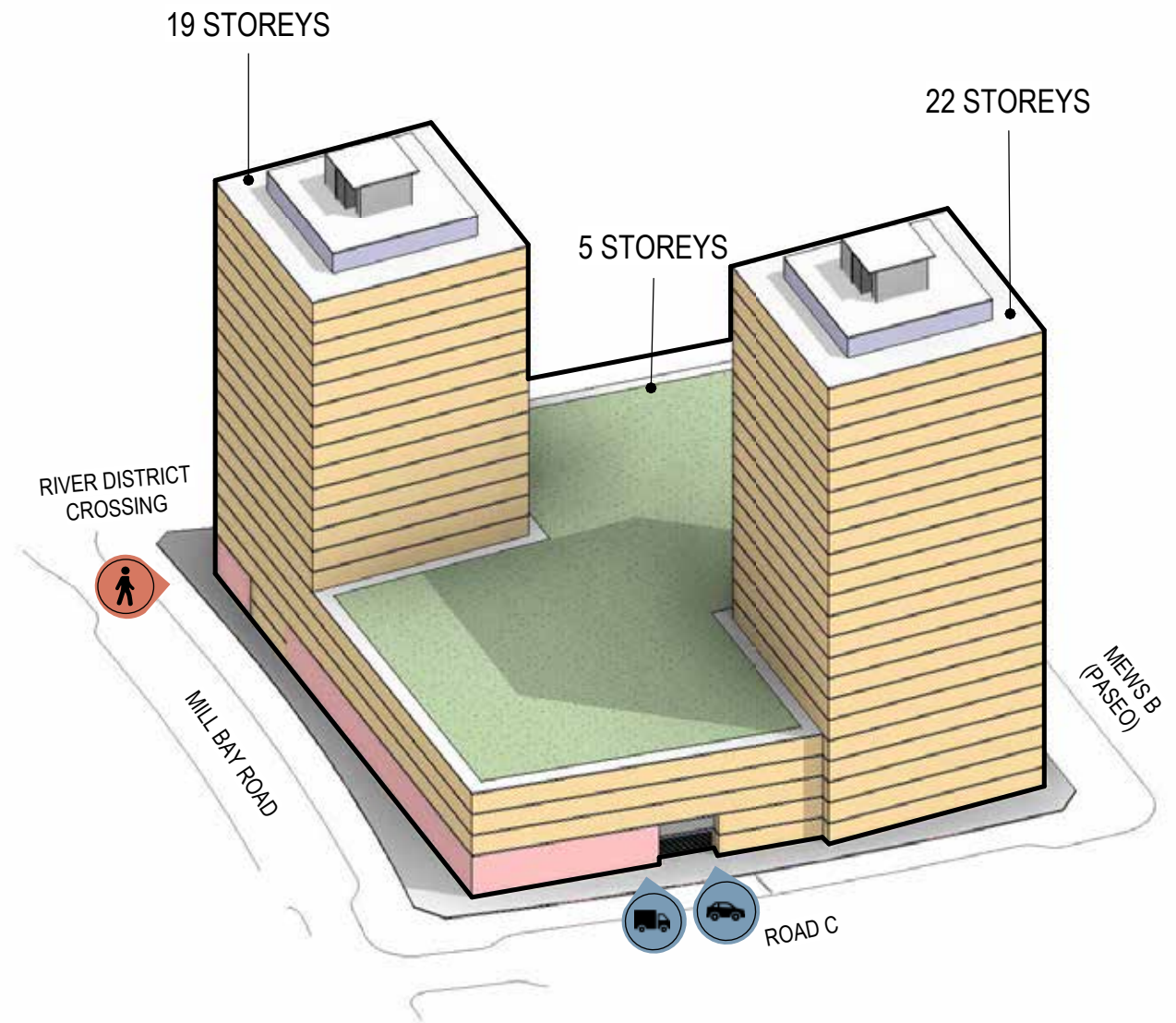
LEGEND

- [- - -] POTENTIAL ALTERNATE TOWER LOCATION

4.5 PARCEL 35/36



AERIAL VIEW - NORTHWEST



AERIAL VIEW - SOUTHEAST



- LEGEND**
- COMMERCIAL
 - RENTAL RESIDENTIAL
 - AMENITY

4.6 SHADOW STUDIES



JUNE 21 - 10 AM



JUNE 21 - 12 PM



JUNE 21 - 2 PM



JUNE 21 - 4 PM

Shadow Studies from June 21 indicate the following key take-aways:

- The summer shadowing has a relatively minimal impact.
- In the morning, there is a slight shadow cast on River District Crossing. This is in line with the previous submission.
- In the afternoon, the railway experiences some shadowing, but this is consistent with the shadows cast by existing towers.

4.6 SHADOW STUDIES



MARCH 21 - 10 AM



MARCH 21 - 12 PM



MARCH 21 - 2 PM



MARCH 21 - 4 PM

Shadow Studies from March 21 indicate the following key take-aways:

- In spring, Parcels 33/34 cast shadows onto projects within the Area 1 Town Centre Precinct.
- In the morning, River District Crossing experiences some shadowing, consistent with the previous submission.
- In the late afternoon, towers from this rezoning update reach close to Promontory Park and the eastern sports field (North Avalon Park), but they do not introduce substantial additional shadowing beyond what the existing buildings create.

4.6 SHADOW STUDIES



SEPTEMBER 21 - 10 AM



SEPTEMBER 21 - 12 PM



SEPTEMBER 21 - 2 PM

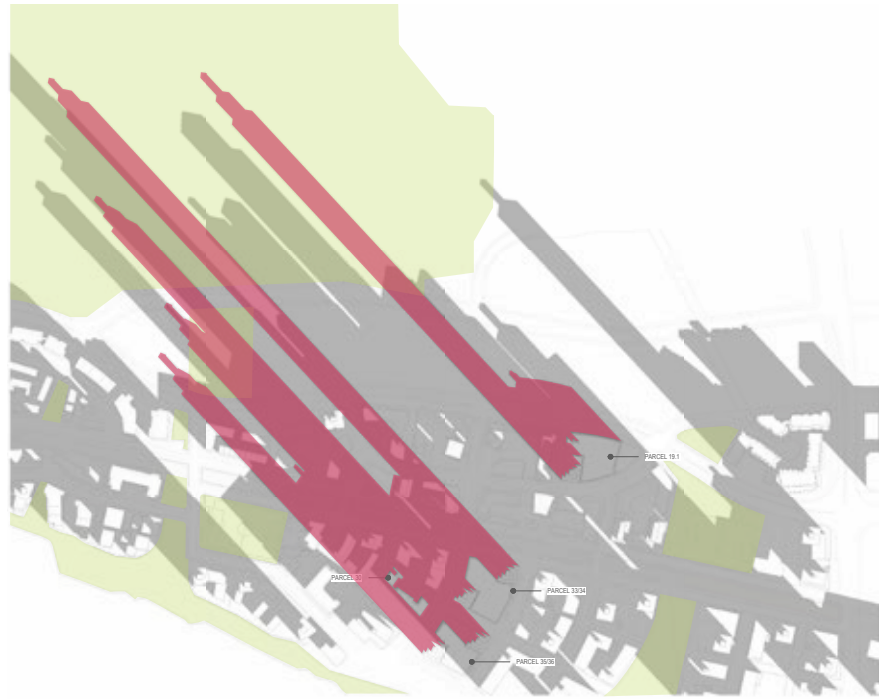


SEPTEMBER 21 - 4 PM

Shadow Studies from September 21 indicate the following key take-aways:

- In fall, Parcels 33/34 cast shadows onto projects within the Area 1 Town Centre Precinct.
- In the morning, River District Crossing experiences some shadowing, consistent with the previous submission.
- In the late afternoon, towers from this rezoning update reach close to Promontory Park and the eastern sports field (North Avalon Park), but they do not introduce substantial additional shadowing beyond what the existing buildings create.

4.6 SHADOW STUDIES



DECEMBER 21 - 10 AM



DECEMBER 21 - 12 PM



DECEMBER 21 - 2 PM



DECEMBER 21 - 4 PM

- Shadow Studies from December 21 indicate the following key take-aways:
- Winter shadowing is significant in both the morning and afternoon. This aligns with the previous rezoning and is also unavoidable outcome given the proposed density.

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5.0 APPENDIX

- 5.1 Preliminary Sustainability Analysis
- 5.2 Geotechnical Report
- 5.3 Civil Report
- 5.4 Transportation Review

