



## COUNCIL REPORT

Report Date: June 23, 2026

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VanRIMS No.: 08-2000-20

Meeting Date: July 14, 2026

[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Amendment: CD-1 (499) East Fraser Lands Area 2 South: 3202-3270 Riverwalk Avenue (Parcel 11)

### Recommendations

- A. THAT the application by Wesgroup Properties Inc., on behalf of the Park Lane River District Developments Ltd., the registered owner of the lands located at 3202-3270 Riverview Walk [*PID 029-058-058; Lot 16 Block 9 District Lot 330 Group 1 New Westminster District Plan EPP23174*], to amend CD-1 (499) East Fraser Lands Area 2 South By-law No. 10195 to increase the allowable height from 12 storeys to 15 storeys for Parcel 11, be approved in principle;
- FURTHER THAT the draft to amend CD-1 (499) East Fraser Lands Area 2 South By-law No. 10195, prepared in accordance with Appendix A, be approved in principle;
- FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Boniface Oleksuik Politano Architects, received January 8, 2026, and addendum drawings received May 1, 2026;
- AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.
- B. THAT Recommendation A be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the

property owner; and

- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

## **Purpose and Executive Summary**

This report evaluates an application to amend CD-1 (499) By-law to permit additional height on Parcel 11 only, within Area 2 of the East Fraser Lands (“EFL”) community. No change to the overall permitted density is proposed.

In accordance with section 559.02(4) of the Vancouver Charter, Council is prohibited from holding a Public Hearing for a development that is consistent with all relevant official development plans including the *Vancouver Official Development Plan* and contains majority residential use.

This application is consistent with the *East Fraser Lands Official Development Plan* and addresses site-specific construction challenges related to a high groundwater table in this area. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

## **Context and Background**

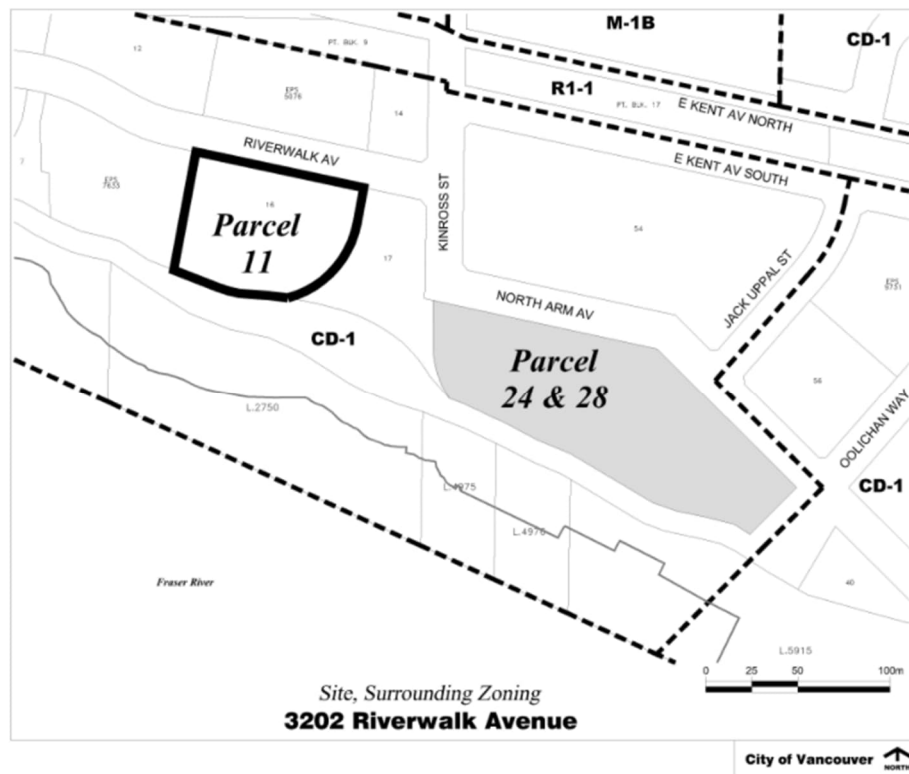
### 1. Site and Context

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

EFL is surrounded by established neighbourhoods and land uses that shape the context and connectivity of the area. To the west is West Fraser Lands, a residential community developed in the 1980s and 1990s, to the north is Champlain Heights and Everett Crowley Park overlooking the site from the uplands. Across Boundary Road to the east is Burnaby Business Park, a light industrial and office area, framing EFL within a mix of urban, natural and employment-oriented environments along the river front.

The subject site, Parcel 11, is located in Area 2 of EFL adjacent Kinross Park to the east and is surrounded by low-rise residential buildings between four and seven storeys. The site is vacant and currently excavated (Figure 1).

Figure 1: Site and Surrounding Zoning



## 2. Policy Context

- **Vancouver Official Development Plan:** The site has a Generalized Land Use (GLU) designation of Residential Mid-Rise, which supports a range of residential tenures in buildings up to 12 storeys. The site is also identified as an in-progress major project site, which means that the GLU designation shall not be used for the purposes of determining ODP consistency and that permissible land uses and building heights shall be determined through the rezoning process (FG2.1.3).
- **East Fraser Lands Official Development Plan (EFL ODP):** The subject site is governed by the *EFL ODP* that establishes policies, design guidelines, housing and public benefit priorities for the area. To assist with project phasing, EFL is divided into five areas that anticipate subsequent rezoning applications to enable development that aligns with the *ODP*. Build-out of Area 1 is well underway, and the majority of Area 2 has been completed with four parcels nearest the river remaining for redevelopment. Area 3 is under consideration for rezoning. Areas 4 and 5 are not owned by the applicant. The focus of this rezoning application is related to Parcel 11 in Area 2. The proposal is consistent with the height anticipated in the *EFL ODP*.

## Discussion

### 1. Proposal

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

The proposal is for an amendment to CD-1 (499) for Parcel 11, to increase the allowable height from 12 storeys to 15 storeys or 37.5 m (123 ft.) to 48 m (158 ft.).

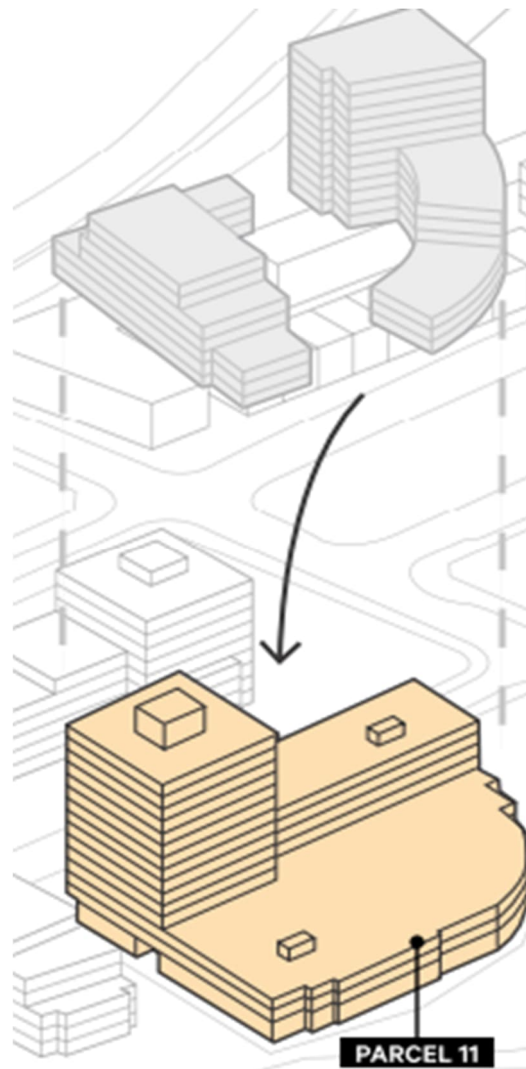
Relocating a portion of the required parking from underground levels to the lower parts of the proposed building changes the ability to include pedestrian connections through within interior courtyards due to above-grade parking. Figure 2 demonstrates the change in form as a result of the proposal. This approach keeps the overall amount of parking the same, but avoids the need for deep excavation. Area planning goals will be maintained by ensuring that parking is hidden from the street and public plazas by wrapping it with commercial or residential uses on primary streets and maintaining walkable, active frontages, while making construction more practical and financially feasible.

The applicant submitted a rezoning application that proposes amendment to Parcels 11, 24, 25, and 28 in Area 2. Staff review for the amendments to Parcels 24, 25 and 28 is currently ongoing. Council consideration of the proposed amendments for those parcels will be at a future date when reviews are complete. The applicant requested that the amendment to Parcel 11 proceed in advance of the other parcels given the current construction status of the site.

### 2. Form of Development

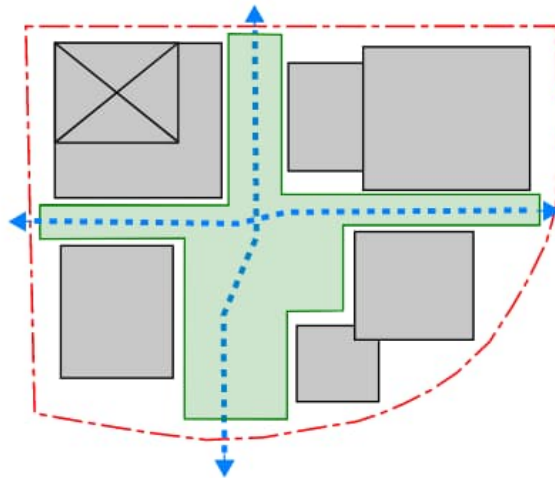
For this area, the *EFL ODP* and *Design Guidelines* envision terraced buildings framing generous garden spaces that open onto the foreshore enhancing the riverfront park experience. For this parcel, the *ODP* anticipates a courtyard form with varied building heights, including a residential tower of up to 15 storeys. The current application proposes a seven-storey mid-rise

**Figure 2: Proposed Relocation of Parking Structure (Parcel 11)**



building connected to a 15-storey residential tower, with a three-storey above-grade parking structure partially wrapped by residential uses, in place of the courtyard form.

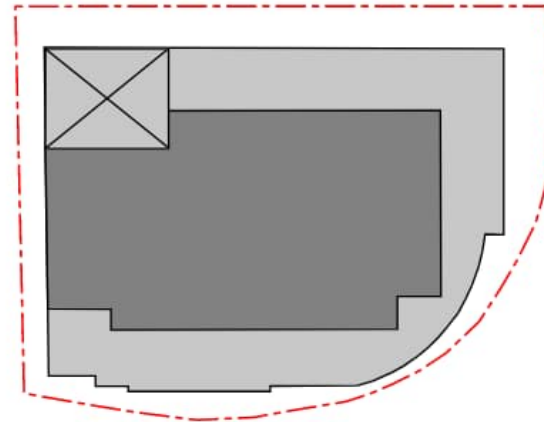
**Figure 3: Approved ODP Massing**



**GROUND FLOOR PLAN WITH BELOW-GRADE PARKING**

- Residential
- Green space
- Pedestrian Pathway
- Property Line

**Figure 4: Proposed Massing**



**GROUND FLOOR PLAN WITH ABOVE-GRADE PARKING**

- Residential
- Above-grade Parking
- Pedestrian Pathway
- Property Line



**Table 1 - Urban Design Analysis**

Criteria	Policy	Proposal	Evaluation	Response
<b>Floor Area and Density</b>	17,150 sq. m (184,601 sq. ft.)	16,689 sq. m (179,648 sq. ft.)	Compliant	Compliant
<b>Height</b>	CD-1: 12 storeys  EFL ODP: 15 storeys	15 storeys	The increase in height is primarily due to the relocation of parking from below grade to above grade. It remains within the range anticipated by the <i>ODP</i> .	Staff generally support the proposed increased building height.
<b>Building Massing - Typology</b>	Terraced mid-rise buildings with courtyard typology. (Figure 3)	Tower and mid-rise podium typology. (Figure 4)	The proposed tower does not provide the anticipated massing transition to Foreshore Park. The monolithic podium reduces permeability and limits the north-south pedestrian	Given the high-water table and the technical challenges associated with providing underground parking at this location, staff generally support the proposed replacement of

			connections and soft foreshore edge envisioned in the <i>ODP</i> . The lack of semi-private landscaped space further reduces open space diversity and the project's contribution to the foreshore character.	the courtyard with above-grade parking which is wrapped with active uses.
<b>Building Massing-Tower Floorplate</b>	<b>605 m<sup>2</sup></b> (6,500 sq. ft.)	<b>743 m<sup>2</sup></b> (8,000 sq. ft.)	The proposed tower floorplate is larger than anticipated in the <i>ODP</i> , which may result in incremental increases in shadowing and modest impacts on access to daylight and views within the surrounding public realm.	Staff have assessed the impacts as relatively minor and given its location away from the park, recommend support.
<b>Setbacks</b>	<b>5.5 m (18 ft.)</b> (southern and eastern yards)	Approx. <b>3 m</b> (southern and eastern yards)	The insufficient setback between the building and the property line results in a weak spatial transition and limited visual and physical connection to the public realm, particularly along the foreshore frontage.	Refer to Condition 1.1 for strategies to improve the transition.
<b>On-Site Open Space</b>	Provision of open space in form of a courtyard. (Figure 3)	No on-site open space is provided. (Figure 4)	The proposal does not achieve the broader public open space objectives outlined in the <i>ODP</i> , as it lacks permeability within the building massing in the form of semi-public and semi-private open spaces intended to complement the public realm, strengthen access to Riverfront Park, and enhance the overall waterfront experience.	Due to the relocation of parking from below grade to above grade, the provision of a courtyard at grade is no longer feasible. Condition of Approval 1.2 seeks to provide a commensurate area to that lost through the transition to above-grade parking.
<b>Public Realm Interface</b>	High-quality interface	Not aligned with <i>ODP</i> and Design Guidelines expectations	The continuous, unarticulated podium massing diminishes the public realm interface and doesn't transition to the foreshore as anticipated by the current masterplan. The setback is also insufficient to accommodate private patios at ground level.	Refer to Condition 1.1 for strategies to improve the public realm interface including locating more active uses on the building face, landscape screening, and increased setbacks.
<b>Livability</b>	Access to balcony, storage, Amenity, etc.	Information not provided	Provided drawings at preliminary stage are not proofing alignment with livability requirements.	Refer to Refer to Conditions 1.3 & 1.4 for strategies to secure the livability of units.

<b>Parking</b>	Underground parking (Figure 3)	Above ground parking (Figure 4)	The proposed above-grade parking is screened by residential uses along the park and shoreline, as well as at grade along Riverwalk Avenue, minimizing its visibility. Partial exposed parking is proposed to the west.	Refer to Condition 1.1 for strategies to improve the public realm interface.
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**Urban Design Panel** – A review by the Urban Design Panel was not required.

**Urban Design Summary** – Staff reviewed the site-specific conditions and have concluded that, despite the deviation from the anticipated building form, due to the current technical challenges to provide underground parking, staff support the application subject to the Urban Design conditions detailed in Appendix B.

Refer to the rezoning [application booklet](#) for drawings and the Council agenda for renderings. These drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

### 3. Housing

The proposal seeks to amend the form of development only on strata residential tenure parcels and does not propose any additional residential floor area. Therefore, there is no affordability requirement related to this application. Existing affordable housing requirements continue to be secured in the zoning and housing agreements registered on the applicable parcels.

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

**Tenants** – As the sites are undeveloped, a Tenant Relocation Plan is not required.

### 4. Policy Analysis

This section evaluates the proposed CD-1 amendment for Parcel 11 in Area 2 against the policies and objectives of the *East Fraser Lands Official Development Plan (EFL ODP)* and related direction arising from recent Area 1 rezonings approved by Council at a [Public Hearing](#) on February 24, 2026.

Parcel 11 seeks a building height of 15 storeys, consistent with the height guidance for the location in the *EFL ODP*. Parcel 11 is located in the Western Neighbourhood, where the *ODP* directs building heights to range from two to 15 storeys and allows buildings up to 15 storeys in locations where they reinforce urban design objectives and create a gradual transition in scale toward West Fraserlands (see sections 4.3.1(d), 4.3.1(f), and 4.3.4).

## 5. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

## 6. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with application materials, an online comment form, and question and answer (Q&A) period. Refer to the application webpage: [www.shapeyourcity.ca/3202-riverwalk-ave-and-3302-northarm-ave](http://www.shapeyourcity.ca/3202-riverwalk-ave-and-3302-northarm-ave)

In total, approximately **236** submissions were received. Comments supported the above grade parking and the continued development of River District. Concerns included height impacts on neighbourhood character, views, and that the project would cause overburdened infrastructure. Refer to Appendix C for a full summary of the public input collected and responses to public comments.

## 7. Public Benefits

- **Development Cost Levies (DCLs):** As the proposal does not alter the floor area, approval of the text amendment is not anticipated to change the DCLs to be collected, waived or exempted.
- **Community Amenity Contributions (CAC):** As the proposal does not result in additional floor area, no additional CAC contribution is anticipated. Public benefits established for the broader EFL neighbourhood continue to be realized through the build out of the neighbourhood, including delivery of parks and the community centre.
- **Public Art:** As the application proposes no additional floor area, no additional public art contribution is required.

## **Financial Implications**

The proposed CD-1 text amendment will not result in a change to anticipated DCLs, CACs or Public Art contribution.

## **Conclusion**

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

**APPENDIX A**  
**3202-3270 RIVERWALK AVENUE – PARCEL 11**  
**DRAFT BY-LAW TO AMEND CD-1 (499) EAST FRASER LANDS AREA 2 SOUTH**

*Note: A by-law to amend CD-1 (499) will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

1. This By-law amends the indicated provisions of By-law No. 10195.
2. In section 5.4, Council:
  - (a) in subsection (f), strikes out “and” after “access to the garden area;”;
  - (b) in subsection (g), strikes out “is acceptable.” and substitutes “is acceptable; and”;  
and
  - (c) adds a new subsection (h) in the correct alphabetical order as follows:  
“(h) where floor area used for off-street parking, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing above base surface, those floors or portions thereof so used, which are above base surface, except that the maximum exclusion for parking space must not exceed 7.3 m.”.
3. In the table in section 6.1, in the line for Development Parcel 11, Council:
  - (a) under the column for “Number of Storeys”, strikes out “12” and substitutes “15”;  
and
  - (b) under the column for “Maximum Building Heights in Metres”, strikes out “37.5”  
and substitutes “48”.

\* \* \* \* \*

## **APPENDIX B CONDITIONS OF APPROVAL**

*Note: Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the minutes for any changes or additions to these conditions.*

### **PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT**

*Note: Consideration by Council of the proposed form of development is in reference to plans prepared by Boniface Oleksuik Politano Architects, received January 8, 2026, and addendum received May 1, 2026;*

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

#### **Urban Design**

1.2 Design development to enhance the building interface with the public realm, including through the following:

- (a) Provide a minimum building setback of 5.5 m (18.2 ft.) on the south and east facades.

Note to Applicant: This includes a setback of 2.5 m (8.2 ft.) in form of Statutory Right of Way (SRW) adjacent to the property line for a park pathway. The intent of the additional 3 m (10 ft.) is to accommodate private open space for at-grade units and green space buffers. Refer to Landscape Condition 1.6, Engineering Condition 2.1, and the EFL Design Guidelines.

- (b) The façade facing Kinross Park should be fully wrapped with active uses at all levels.
- (c) Considering high-quality screening of any exposed above-grade parking, or the use of other strategies such as increased setbacks to minimize impacts on the public realm.

1.3 Design development to explore additional opportunities for on-site public open space;

Note to Applicant; The intent is to provide approximately commensurate area to that lost through the transition to above grade parking.

1.4 Design development to ensure provision of co-located indoor and outdoor amenity space.

Note to Applicant: This can be achieved by converting the parking rooftop into green open space accessible to all residents.

1.5 Design development to ensure high standards of livability of the dwelling units.

Note to Applicant: Refer to the *High-Density Housing for Families with Children Guidelines* and EFL Area 2 Design Guidelines. Ensure all units have access to storage and private outdoor space.

## **Landscape**

- 1.6 Design development to enhance the public realm interface, focused on delivering a high-quality pedestrian experience.

Note to Applicant: This may include unique paving treatments, tree planting and public seating.

- 1.7 Design development to include on-site open spaces such as residential patios and planting on all frontages to buffer private building uses from sidewalks and publicly accessible pathways.

Note to Applicant: This requires shifting the building footprint to provide additional setback along the Kinross Park edge beyond what is required for the maintenance path (refer to Engineering condition 2.1). Residential patios should be a minimum 10 ft. deep with 12 ft. preferred which includes 3-4 ft. of planting incorporated.

## **Vancouver Board of Parks and Recreation**

- 1.8 Design development to minimize shadowing on parks, including Kinross South and Kinross Middle Parks, on the fall equinox from 10 am to 4 pm.

Note to Applicant: Shadowing of all park parcels is not to exceed that shown in the amended Area 2 Rezoning submission for Parcel 11, dated May 5, 2026. Refer to the *Solar Access Guidelines for Areas Outside of Downtown*.

- 1.9 Design development to ensure that no non-park building, yard or parkade exits link directly to parklands or park pathways.
- 1.10 A maximum of one pathway connection into Kinross or Foreshore Parks from an internal collector path within Parcel 11 may be considered, subject to the approval of the General Manager of Parks and Recreation. This will only be considered if public access to the private pathway is secured through a statutory right of way.
- 1.11 Design development to ensure that any pedestrian paths along the eastern boundary of Parcel 11 do not encroach into Kinross South or Foreshore Parks or anticipate shared ownership or operation with the park.

## **Engineering**

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

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

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

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

- 1.13 The owner or representative is to contact Engineering Services at [StreetUseReview@vancouver.ca](mailto:StreetUseReview@vancouver.ca) to acquire the project's permissible street use after building permit issuance.

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

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

- 1.14 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.
- 1.15 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.16 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services as presented in the [Garbage and Recycling Storage Amenity Design Supplement](#).

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

- 1.17 Provision of design drawings, including grading plans and cross-sections, showing the interaction of existing City of Vancouver flood management infrastructure and proposed site grading and landscape design for Parcel 11 to generally meet the superdike typology described in the City's Shoreline Flood Protection Design Reference and to the satisfaction of the City Engineer.

Note to Applicant: The City's Shoreline Flood Protection Design Reference is available on the City's design guidelines and construction standards webpage:

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

Please contact the City of Vancouver flood protection review group ([enesrgfpdl@vancouver.ca](mailto:enesrgfpdl@vancouver.ca)) for more information and to submit the letter. Further design

development may be required to address this at the development permit stage as a result.

- 1.18 Submission to Engineering Services of an updated landscape plan reflecting all the public realm changes, including demonstration of:
- (a) Display of the following note(s):
    - (i) "This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."
    - (ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at [pbdevelopment.trees@vancouver.ca](mailto:pbdevelopment.trees@vancouver.ca) for inspection after tree planting completion".
  - (b) Existing locations of:
    - (i) Street furniture; and  
  
Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:  
  
"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."
    - (ii) Poles and guy wires.  
  
Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.
  - (c) All proposed streetscape materials on City property to be City standard materials.  
  
Note to Applicant: Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the development permit application. Encroachment agreements may be required for non-standard streetscape materials on City property.

- (d) Streetscape designed in compliance with “All other City areas” *Streetscape Design Guidelines*.

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

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

- 1.20 Provision of the following general revisions to architectural plans, including:

- (a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;
- (b) Identification of columns in the parking layouts;
- (c) Dimensions of columns and column encroachments into parking spaces;
- (d) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and
- (e) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

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

- 1.21 Provision of a sewer abandonment plan by the Developer’s Engineer that details the following:

- (a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

- 1.22 Provision of a complete hydrogeological study, as required by the Zoning and Development By-law (Section 4.3.8), which addresses the requirements outlined in the Groundwater Management Bulletin, including but not limited to:

- (a) A revised groundwater management plan and impact assessment.
- (b) Characterization and/or monitoring of soil and groundwater conditions above the proposed slab depth.

- (c) Construction-related and permanent groundwater management, including quantitative estimates (in litres per minute) of anticipated construction and permanent (post-construction) groundwater discharge rates for City approval.

Note to Applicant: A final hydrogeological study is only required where one or more below-ground levels are proposed and should be submitted for each proposed building.

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

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- 1.24 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

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

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

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

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

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

For more information, please contact Engineering, Streets Design Branch at [building.grades@vancouver.ca](mailto:building.grades@vancouver.ca) or call 604-871-6373.

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

## **PART 2: CONDITIONS OF BY-LAW ENACTMENT**

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

### **Engineering**

- 2.1 Provision of a 2.5 m (8.20 ft.) statutory surface right of way (SRW) for construction, maintenance and repair purposes adjacent to the Kinross Park flood wall to achieve a minimum 4.0 m (13.12 ft.) driveable crest.

Note to Applicant: The SRW can be located over structure(s) if they are designed for equipment loading and current seismic performance.

- 2.2 Provision of a modification of the existing registered Services Agreement to detail the following additional on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the Services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the Services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion.

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

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Ron Wong & Associates Inc. dated March 30, 2026, no water main upgrades are required to service the development.

The main servicing the proposed development is 300mm on Riverwalk Avenue. The maximum water service connection size is 300 mm.

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

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

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 3202 Riverwalk Avenue does not require any sewer upgrades.

Development to be serviced to the existing 250 mm SAN and 450 mm STM sewers on Riverwalk Avenue.

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

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

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

## Environmental Contamination

### 2.3 If applicable:

- (a) Submit a site disclosure statement to Environmental Services (Environmental Protection).
- (b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.
- (c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services,

including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Note to Applicant: Based on information provided in the site disclosure statement, a remediation agreement will not be required.

## **Agreements**

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

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

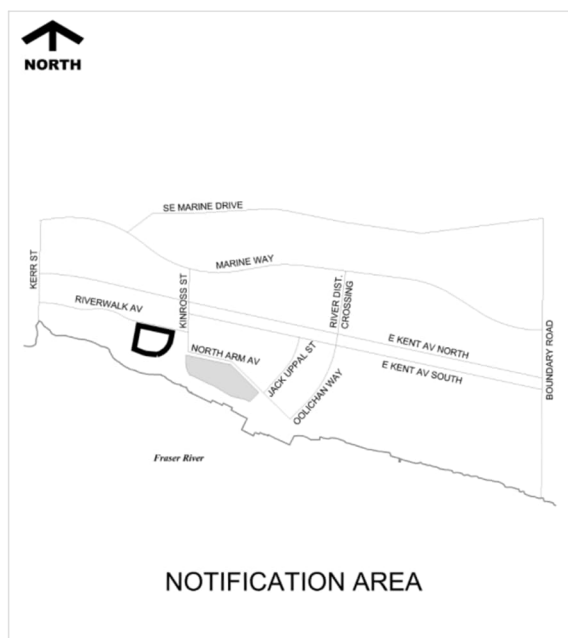
The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined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

\* \* \* \* \*

## APPENDIX C PUBLIC CONSULTATION SUMMARY

Event	Date(s)	Details
<b>Webpage published</b>	February 23, 2026	<a href="http://www.shapeyourcity.ca/3202-riverwalk-ave-and-3302-northarm-ave">www.shapeyourcity.ca/3202-riverwalk-ave-and-3302-northarm-ave</a>
<b>Postcard mailed</b>	February 27, 2026	3,309 notices mailed (approximate)
<b>Site sign installed</b>	February 27, 2026	n/a
<b>Online comment form</b>	February 2026 to March 2026	186 submissions <ul style="list-style-type: none"> <li>• 17 responses support</li> <li>• 154 responses opposed</li> <li>• 15 responses mixed</li> </ul>
<b>Question and Answer (Q&amp;A) period (2 weeks)</b>	March 4, 2026 to March 17, 2026	39 submissions
<b>Other input (phone calls, direct emails, etc.)</b>	February 23, 2026 to March 30, 2026	11 submissions
<b>Total webpage views</b>	February 23, 2026 to March 30, 2026	1,133 page views
<b>Total Submissions</b> (Comments submitted + questions asked + other input methods)		236 submissions

### Map of Notification Area



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

Areas of support:

- **Practicality of Above-Grade Parking:** Respondents are supportive of the above grade parking structure.
- **Continued River District Development:** There is a strong support for keeping the River District built out.
- **Desire for Community Amenities:** Supporters emphasize that ongoing development is necessary to deliver key amenities, particularly the community centre.
- **Trust in the Developer and Planning Process:** Several respondents state confidence in the developer and expect them to deliver amenities.
- **Master Plan Adaptability:** Acknowledgement that long-term master plans must evolve due to various reasons and view the amendments as a normal part of that process.
- **Perspective that Growth Supports Transit and Local Services:** Respondents frequently highlight that adding more residents will help improve transit, support local businesses, and enhance the neighbourhood's vibrancy.

Areas of concern:

- **Building height:** There is opposition to the increase in height, believing it violates the original mid-rise vision and would be out-of-scale.
- **Loss of Views & Sunlight:** Concerns that taller buildings will block views and reduce natural light.
- **Above-Grade Parking Structures:** Respondents argue that above-grade parking would be an eye sore and degrade the pedestrian environment and waterfront experience.
- **Traffic and Safety:** Concerns that additional density will worsen traffic and increase risks for pedestrians, cyclists, and children.
- **Insufficient Infrastructure:** There is frustration that key amenities such as a school, community centre, sports fields, and adequate transit are not prepared to handle this increase in density.
- **Public Safety & Livability Concerns:** Concerns the proposed changes would create an unsafe environment with increase hazardous conditions unfit for a family-oriented area.
- **Geotechnical Issues:** Many residents posed questions whether the ground near the river can safely support tall towers and cited concerns about ground stability.
- **Distrust in Planning Process:** Comments repeatedly describe feeling misled by changes to the original plan, lack of communication, and that the new proposal prioritizes developer profit.

- **Loss of Neighbourhood Character:** People argue that high-rise forms and visible parkades would destroy the waterfront-oriented identity of River District.
- **Environmental & Climate-Related Concerns:** Concerns that taller buildings and above-grade parking will increase heat, pollution, erosion risks, and car dependency, contradicting Vancouver's sustainability goals.

### **Response to Public Comments**

The application is generally consistent with the intent to deliver a range of housing in the East Fraser Lands while addressing site specific construction challenges related to a high groundwater table in this area and increases development viability.

\* \* \* \* \*

**APPENDIX D  
 REZONING APPLICATION SUMMARY**

**Property**

<b>Address</b>	<b>Parcel Identifier (PID)</b>	<b>Legal Description</b>
3202-3270 Riverwalk Avenue	PID 029-058-058	Lot 16 Block 9 District Lot 330 Group 1 New Westminster District Plan EPP23174

**Applicant Team**

<b>Applicant &amp; Developer</b>	Wesgroup Properties Inc.
<b>Architect</b>	Boniface Oleksuik Politano Architects
<b>Property Owner</b>	Park Lane River District Development Ltd.

**Statistics**

	<b>Permitted Under Existing Zoning</b>	<b>Proposed</b>
<b>Zoning</b>	CD-1(499)	Amendment
<b>Land Use</b>	Residential	No change
<b>Maximum Height</b>	12 storeys 37.5 m (123 ft.)	15 storeys 48 m (158 ft.)
<b>Floor Area (All Area 2 Parcels)</b>	115,787 sq. m (1,246,321 sq. ft.)	No change

\* \* \* \* \*