EAST FRASER LANDS - AREA 2

REZONING TEXT AMENDMENT

FEBRUARY 2026

wesgroup bp P+A

PROJECT TEAM

OWNER
Wesgroup Properties
Suite 2000 – 595 Burrard Street
Vancouver BC V6C 0E4

ARCHITECT + URBAN DESIGNER
Boniface Oleksiuk Politano Architects
180-510 Nicola Street
Vancouver BC V6G 3J7

LANDSCAPE
Perry + Associates
112 E Broadway
Vancouver BC V5T 1V9

CIVIL
InterCAD Services Ltd
1111 West 8th Avenue
Vancouver BC V6H 1C5

TRANSPORTATION
Bunt & Associates Engineering Ltd.
Suite 1550 - 1050 West Pender Street
Vancouver BC V6E 3S7

WESGROUP SUSTAINABILITY TEAM
Wesgroup Properties
Suite 2000 – 595 Burrard Street
Vancouver BC V6C 0E4

GEOTECHNICAL ENGINEER
GeoPacific Consultants Ltd.
1779 W 75th Ave
Vancouver BC V6P 3T1

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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 East Fraser Lands 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 responsibility to fund and deliver the River District Community Centre.

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 Text Amendment Application does not seek additional density. Instead, it adjusts the previously approved density to better facilitate above-grade parking while considering the goals as set out in the Official Development Plan for East Fraser Lands.***

In Area 2, this approach has enabled strategic reallocation: Consolidation of Parcel 24, 25 and 28 into two parcels rather than three, to enable more efficient building form, allowing all remaining parcels in Area 2 (P11, 24, 25, and 28) to deliver above-grade parking in a viable building form.

The Challenge
East Fraser Lands 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. Over time, as density has increased to provide funds for community amenities in East Fraser Lands, and with the added challenge of building closer to the to the Fraser River, 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.

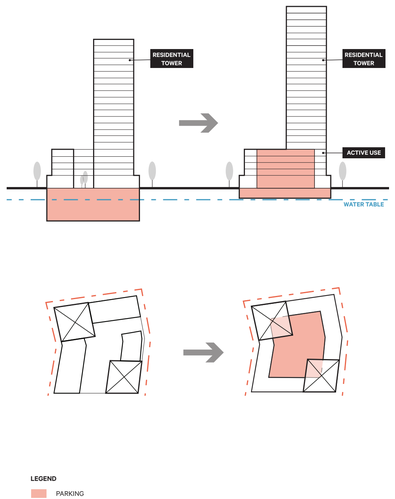
At the same time, East Fraser Lands remains relatively underserved by rapid transit. While future improvements may ease reliance on vehicles, current market expectations still require the delivery of a significant amount of parking to support residential and commercial uses, therefore making parking reductions is not a feasible option.

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 declining, further widening the gap between financial feasibility and delivery capacity.

The Proposal: A Volumetric Shift
Wesgroup is seeking a Text Amendment for the remaining development parcels in Area 2, including Parcel 11, 24, 25, and 28 (CD 499). The proposed Text Amendment to the existing zoning bylaw would seek to enable a volumetric shift of required parking from deep below-grade locations (below P1) into upper levels of podiums, utilizing interior courtyard spaces. This adjustment aims to maintain compliance where possible within the guiding principles of the ODP, while enabling continued development at East Fraser Lands.

The remaining parcels in River District's Area 2 have site-specific conditions that present challenges distinct from those in Area 1. Most notably, Parcels 24, 25, and 28 are smaller in size, not rectangular in shape, and have property lines are defined by the Fraser River to the south and North Arm Avenue to the north. Their size and configuration create significant constraints for above-grade parking, particularly for parking efficiency, as their geometry does not support the circulation patterns or building forms typically required to accommodate it.



Efficient and viable above-grade parking is best achieved on rectangular sites with larger block dimensions, allowing for fully internalized, double-loaded, self-circulating layouts while maintaining active frontages wrapped by residential or commercial uses. Parcels 24, 25, and 28 lack these characteristics and therefore require a different approach from other areas within East Fraser Lands. It is anticipated that the above-mentioned site constraints may limit the ability to provide active-use wrapping on all frontages of these parcels. Careful consideration of these factors during detailed review will be important in trying to seek a balance between a viable building form and desirable urban planning objectives within the ODP.

Preliminary design analysis has been completed for Parcels 24, 25, and 28 to determine the most viable and efficient development form that can accommodate above-grade parking while still meeting the goals of the ODP. This is illustrated in the attached package.

As part of this package we have created Above-Grade Parking Design Guidelines to help guide the prioritization of streets in the consideration of wrapping with active uses, or alternate screening treatments. This can be found on page 18, as well as defined on the Parcel Specific Diagrams in Section 4.2-4.4.

We acknowledge that this shift has urban design implications; however, we believe that adapting the form while upholding the fundamental principles of the ODP is essential to ensuring project viability and supporting the continued development of East Fraser Lands, including the delivery of committed community amenities. Without adapting to these realities, we do not see a feasible path forward for future housing and community infrastructure.

Key Benefits of Above-Grade Parking include:

- ***Sustainability:*** Reduced excavation and trucking; no drawdown of the water table; avoidance of long-term groundwater management.
- ***Cost & Risk Reduction:*** Reduces 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 reduces the total construction duration, minimizing disruption to adjacent residents and accelerating delivery timelines.
- ***Continued Community Delivery:*** Restores feasibility for housing and continual delivery of community amenities.

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 balancing the trade-offs faced by the built-conditions surrounding these specific parcels, and while building on the goals of the original ODP and the subsequent rezonings to date.

In Area 2, this approach has enabled strategic reallocation: Consolidation of Parcel 24, 25 and 28 into two parcels rather than three, to enable more efficient building form, allowing all remaining parcels in Area 2 (P11, 24, 25, and 28) to deliver above-grade parking in a viable building form. .

Conclusion & Path Forward
This Rezoning Text Amendment for the remaining parcels in Area 2, Parcels 11, 24, 25, and 28, is a practical and necessary response to shifting conditions. The application adapts to changing market realities while preserving the intent of the ODP, enhancing project sustainability, and restoring economic viability to support continued housing delivery and the fulfillment of major community commitments.

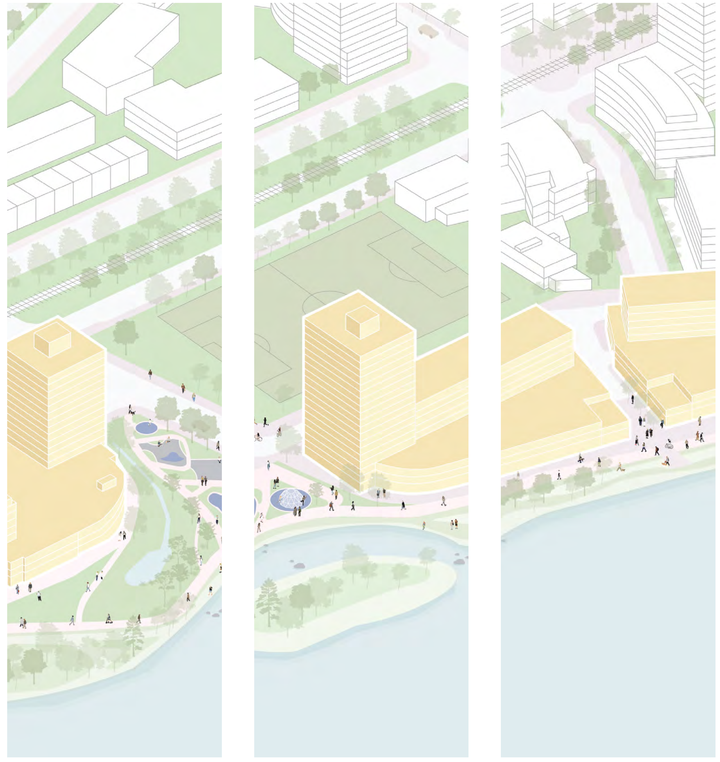
We are confident this approach strikes the right balance of technical feasibility, policy alignment, and design integrity. We look forward to collaborating with City Staff and Council to progress this necessary amendment and keep River District growing as a resilient, complete community for Vancouver's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



Scope of this Rezoning Proposal and Design Guidelines

1.0 INTRODUCTION

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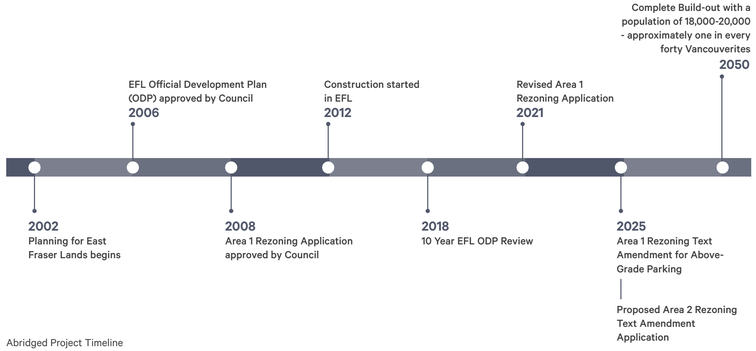
1.1 PROJECT OVERVIEW

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 Text Amendment Application does not seek additional density. Instead, it reallocates the previously approved density for remaining parcels within Area 2 (Parcel 11, 24, 25, and 28) to better facilitate above-grade parking while considering the goals as set out in the Official Development Plan for East Fraser Lands. As a result, shifting parking above grade increases the heights of the buildings compared to the original approval.***



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. Over time, as density has increased at EFL, and with the added challenge of building closer to the to the Fraser River, 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 underserved 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.

Overall, the River District is reliant on 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

Reduced Embodied Carbon

Eliminating secant walls alone will result in reducing over 10,000m^3 of concrete and 200m^3 of reinforcing steel. This equates to roughly 4,000 tonnes CO_2e of upfront emissions, which is approximately equal to:

- approximately 50 years of building operational emissions
- 115 kgCO_2e/m^2 (based on 2021 RZ combined total FSR of 33,907 m^2 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 60,000m^3 of earth to be excavated and hauled to Abbotsford, which requires;

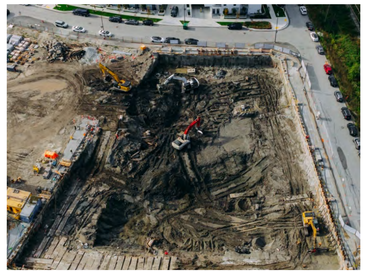
- 60 days of hauling
- 3,500 truck and transfer loads
- Over 400,000km of trucking

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 MASSING CHANGES



PROPOSED PARCEL LAYOUT

This Rezoning Text Amendment does not propose to increase density in Area 2. The amendment is being sought to adjust building heights, parcel configuration, and forms to facilitate above-grade parking. This has been illustrated below.

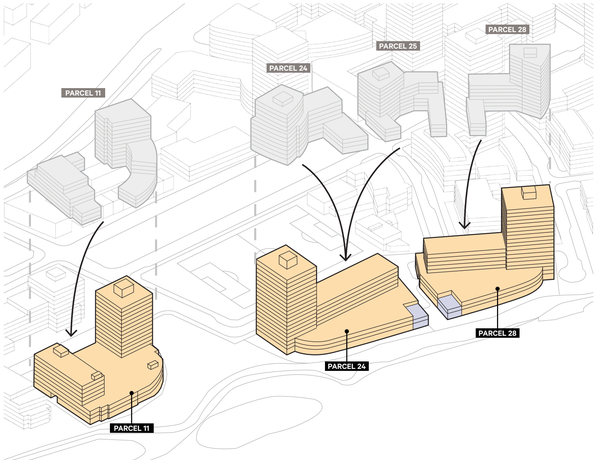
- Parcel 11, 24, 28 have increased in building height
- Parcel 24 and Parcel 25 have been combined into one development block called Parcel 24 to facilitate above-grade parking and improve efficiencies
- Parcel 28 area is now larger

LEGEND

NEW PARCEL LOCATIONS

PREVIOUS PARCEL LOCATIONS

1.4 SUMMARY OF CHANGES



2010 ODP MASSING VS PROPOSED MASSING

What has stayed the same?

- Overall Density
- Podium Heights
- Street Network

What has changed?

- Building Heights
- Parking is Above Grade (with P1)
- Overall Massing
- Combined Parcels 24 and 25
- Vehicle Access Entry Points

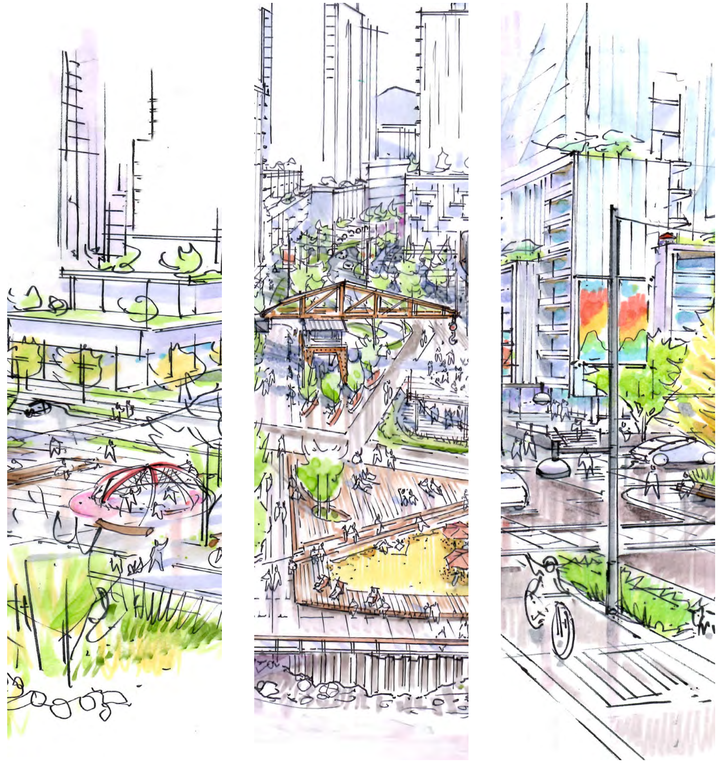
LEGEND

RESIDENTIAL (STRATA)

AMENITY

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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.

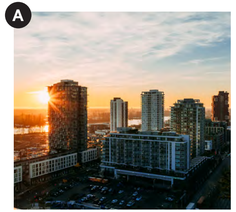






2.2 SITE PHOTOS & EXISTING CONDITIONS

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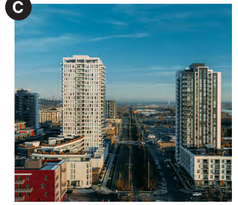
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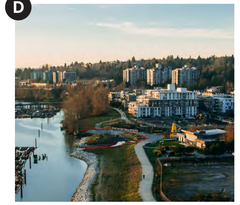
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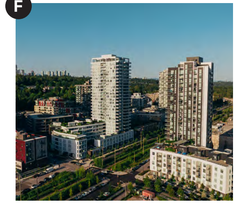
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MAY 2025

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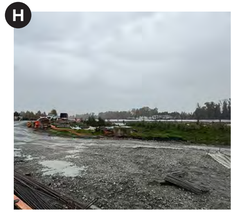


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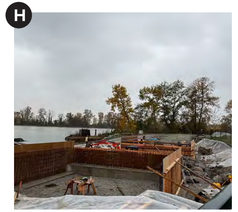
KEY PLAN

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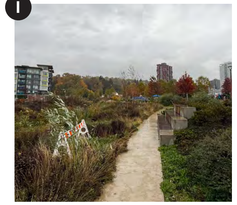
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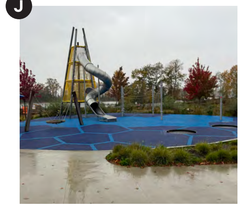
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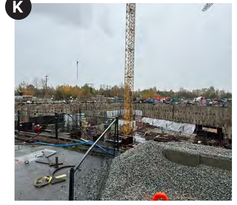
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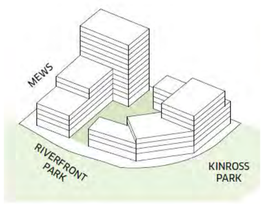


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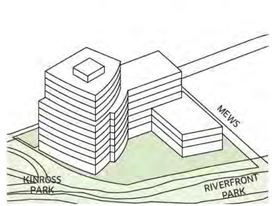


KEY PLAN

2.3 AREA 2 DESIGN GUIDELINES TODAY



PARCEL 11



PARCEL 24



PARCEL 25



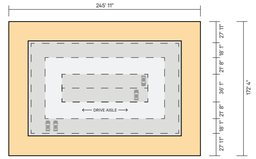
PARCEL 28

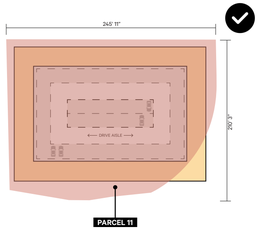


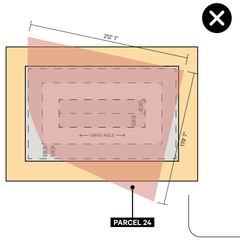
2.4 SITE SPECIFIC CHALLENGES

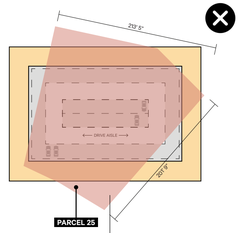
There are key criteria to make AGP work well - this includes large rectangular sites. Parcel 11 is less challenged because it is a larger site while Parcels 24, 25, 28 are more challenging due to their smaller, non-rectangular shape. These site sizes, dimensions, and surrounding street network are already established. So the main challenge of Area 2 is balancing tradeoffs between height, connectivity, constructability, and viability.

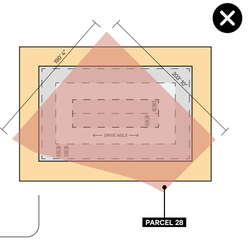
IDEAL AGP PARKING FLOOR
80 STALLS
EFFICIENCY = 49.5%

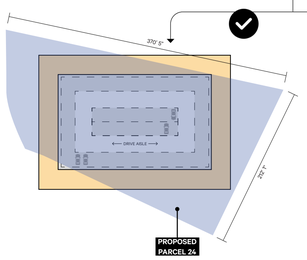


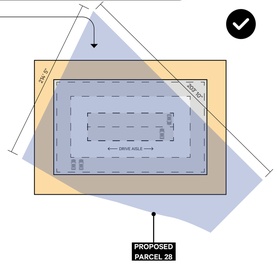




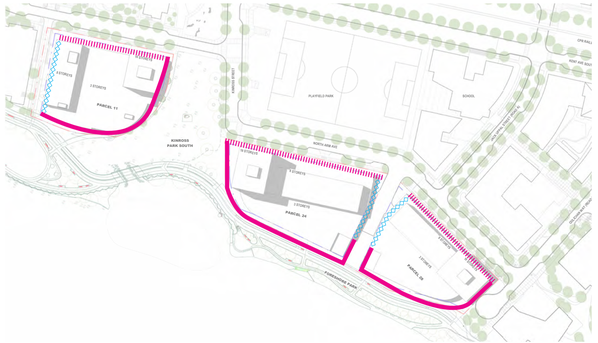








2.5 AREA 2: STREET PRIORITIZATION & ACTIVE WRAPPING DESIGN GUIDELINES



Park Fronting / Primary Facades

These facades are park-fronting, along primary streets, and the paseo. They have the highest visibility and are the highest priority to wrap with habitable uses including commercial, community, daycare, residential, or amenity. Facades should include glazing and maximize above grade parking coverage as much as possible.

The majority of the facade includes inhabited uses including commercial, community, daycare, residential, or amenity. In limited instances, district energy or shared bicycling parking facilities may be included provided that they are glazed and provide visual interest to the street. Blank walls are to be avoided.



Secondary Facades

Secondary facades balance the intention to create positive connections between the building and the street with the functionality of above grade parking and efficient construction. On these facades, a mix of 'wrapped' and 'skinned' or 'screened' treatments are suitable though ground level areas should emphasize 'wrapped' edges.



Tertiary Facades

These facades do not play a significant role in framing important public spaces and, as such, do not require 'wrapped' uses. Notwithstanding, unique treatments that provide visual interest are encouraged. While 'wrapped' facades are not required, they are encouraged by using screening techniques.



The following section outlines the prioritization of wrapping above-grade parking with active uses.

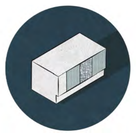
Where parcel dimensions allow and parking can be efficiently accommodated, the intent is to wrap the facade with active uses. Where parcels are unable to meet required project efficiencies, the design team will consider reducing active wrapping to improve overall efficiency and ensure project viability. For clarity, references to "active wrapping" pertain to conditions on levels of above-grade parking above Level 1 (ground). The intent is that the ground plane will always provide active engaging uses. The section below establishes a hierarchy for street priority and the application of active-use wrapping relative to those streets. In some cases, active-use wrapping may not be achievable; therefore, this section also outlines alternative treatment options to be considered. As noted in previous sections, challenges exist on the remaining Area 2 parcels due to the constrained sizes of the sites, and established surrounding road network.

Visual Interest
When screening above grade parking, uncommon materials or materials applied in an uncommon way are encouraged to create visual interest and unique character within each project. This could include perforated metal panels, louvers, timber panels, anodized aluminum, or natural stone. Textured application using overlap, offset, or undulations is encouraged to create additional visual interest.

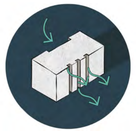
Demarcate Entrances
Building articulation resulting from unwrapped portions of the above grade parking could be used to demarcate entrances or other ground level functions. On long facades where a portion of the parking is wrapped, utilize the unwrapped portion as a wayfinding device and demarcation above bicycle parking, building entrances, amenity spaces, or other uses with common access points.

WRAPPED = Active interior spaces on building face wrapping around above grade parking (i.e. residential unit or amenity)

SCREENED = Architectural screening or opaque building expression around above-grade parking (i.e. architectural screen, art, or opaque cladding)

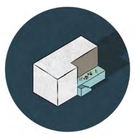










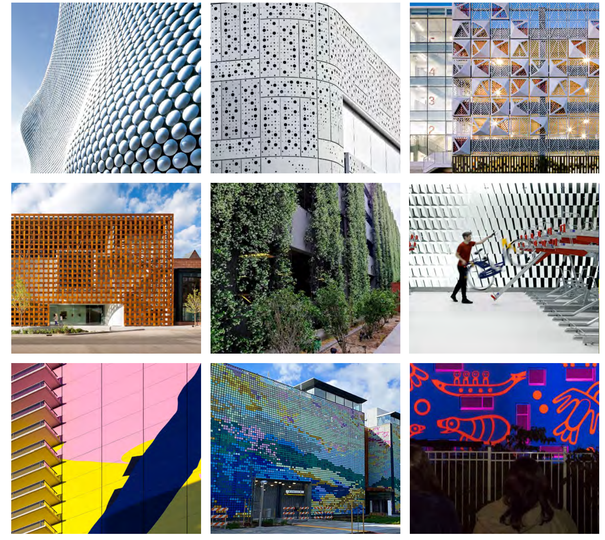


Design for Passive Ventilation
One advantage of including unwrapped exteriors to above grade parking is the opportunity to incorporate passive ventilation for parking areas. To facilitate this, small elements of park and primary facades may need to include natural ventilation to compliment larger exposed areas on the opposite side of the building. Minimize these areas to no more than 2m in width. Incorporating multiple ventilation points - in harmony with the overall design rhythm of the facade - is preferred over long expenses of unwrapped building.

Integration of Public Art
The exposed walls and alcoves resulting from unwrapped above grade parking could become an opportunity for the integration of public art in unique and novel ways. Consider art installations that are dimensional, digital, or kinetic. Murals may be supported after other options have been explored.

Integration of Landscape
Green walls and trellised landscape elements can provide screening, visual interest, and increased biomass. To ensure adequate growing conditions and longevity, the design of the building should allow for 0.75m - 1.00m of soil depth, automated irrigation, and easy maintenance access from the building to the planting area. Careful selection of species for the microclimatic conditions of the particular facade is required.

Usable Space at Street Level and Above
Even when portions of above ground parking are unwrapped, active edges at street level remain a priority. The result is one-storey spaces with rooftops. By making these second-level rooftops accessible, space may be used for recreational uses such as bbqs, bocce courts, or doggie play areas. Consider solar access and microclimatic conditions when designing the outdoor space.

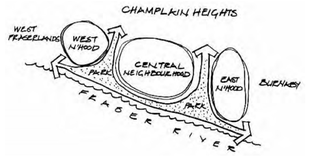


Aluminum panels - including perforated panels - create unique designs and visual interest (top row). Sustainability can feature by the use of wood, living walls, or creating safe, well-lit, and glazed bicycle parking (middle row). Art may be used to create interest such as at the Charleson in Vancouver, a kinetic art wall in California, or a digital media screen in Surrey.

2.6 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 three parcels in Area 2 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 2 Plan continues to meet 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.

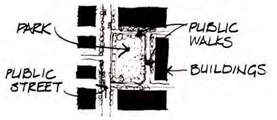
Area 2 Plan: **The proposed plan does not alter previously proposed park corridors and road networks that would connect existing communities to each other and to the river.**



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.

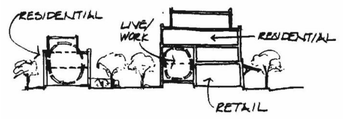
Area 2 Plan: **The proposed plan makes no changes to allowable density.**



PUBLIC EDGES

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

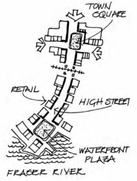
Area 2 Plan: **The Area 2 Plan demonstrates this alignment which may be further enhanced through design guidelines.**



MIXED USES

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

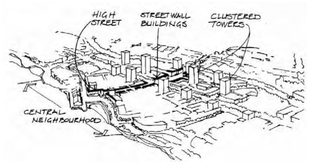
Area 2 Plan: **The proposed plan makes no changes to allowable density of building uses or housing types. This shall remain consistent with the ODP.**



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.

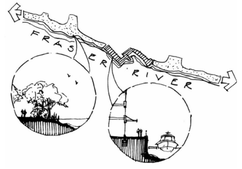
Area 2 Plan: **The proposed plan indicates no changes to the high streets outlined in the above diagram.**



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 2 Plan: **The proposed plan is in alignment with this principle.**



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.

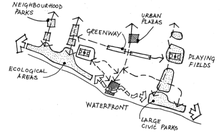
Area 2 Plan: **The proposed plan indicates no changes to Foreshore Park.**



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 2 Plan: **Much like the diagram included in the ODP, proposed development for Area 2 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.

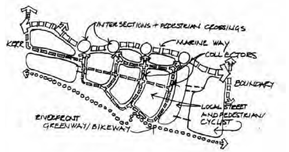
Area 2 Plan: **The proposed plan indicates no changes to the open space network indicated in this diagram.**



HIGH STREET CONNECTIVITY

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

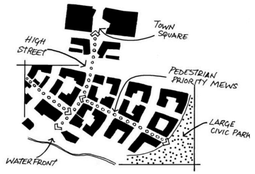
Area 2 Plan: **The proposed plan indicates no changes to high street connectivity outlined in the above diagram.**



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.

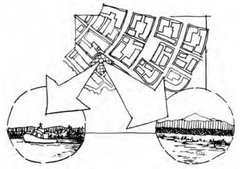
Area 2 Plan: **The proposed plan indicates no changes to street design or hierarchy.**



CONNECTING PUBLIC SPACES

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

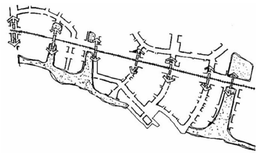
Area 2 Plan: **The proposed plan indicates no changes to connecting public spaces indicated in this diagram.**



VIEWS

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

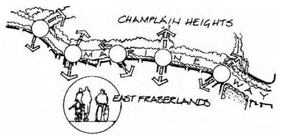
Area 2 Plan: **Revised view toward the river created between Area 2: Parcel 24 and Parcel 28.**



RAIL CORRIDOR

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

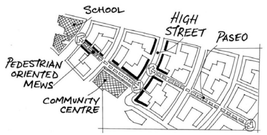
Area 2 Plan: **The proposed plan indicates no changes to rail corridor crossings.**



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 2 Plan: **No parcels of Area 2 interfaces with Marine Drive Frontage; therefore, the proposed plan indicates no changes to rail corridor crossings.**



VISUAL CONNECTIONS

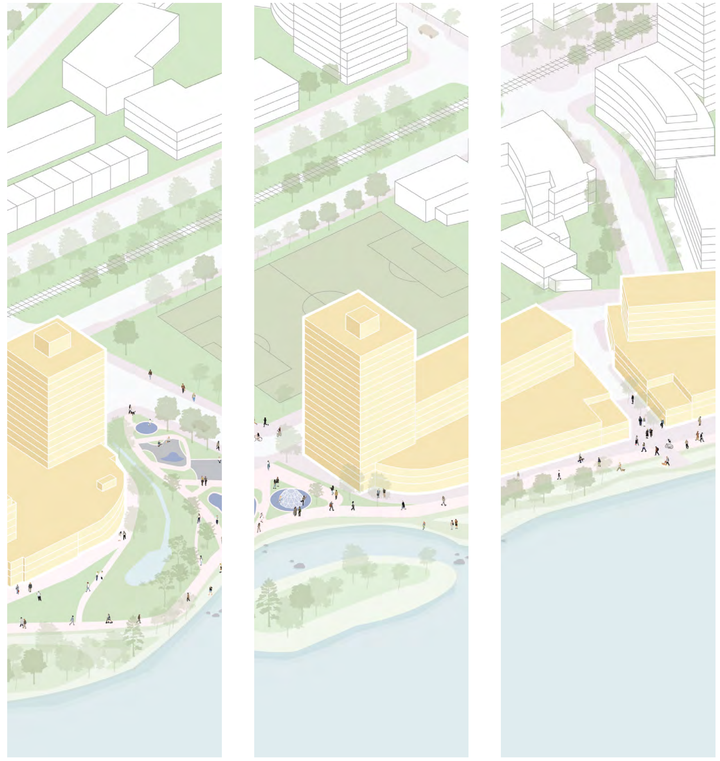
EFL ODP: A pedestrian oriented linkage to visually connect the community centre and elementary school to one another and to the high street.

Area 2 Plan: **Reconfiguration of visual connection in Area 2: Parcel 28 along Jack Uppal Street.**

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3.0 FORM OF DEVELOPMENT

3.1 Overall EFL Plan 25
3.1.1 Neighbourhood Plan 25
3.1.2 Area 2 Precincts 26
3.1.3 Development Progress 27
3.1.4 Public Realm Plan 28
3.1.5 Maximum Building Heights 29
3.1.6 Optimum Building Heights 30
3.2 Street Network Plan 31
3.2.1 Cycling Routes Plan 32
3.2.2 Pedestrian Circulation 33
3.2.3 Transit Route Diagram 34



3.1 OVERALL EFL PLAN

3.1.1 NEIGHBOURHOOD PLAN

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

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

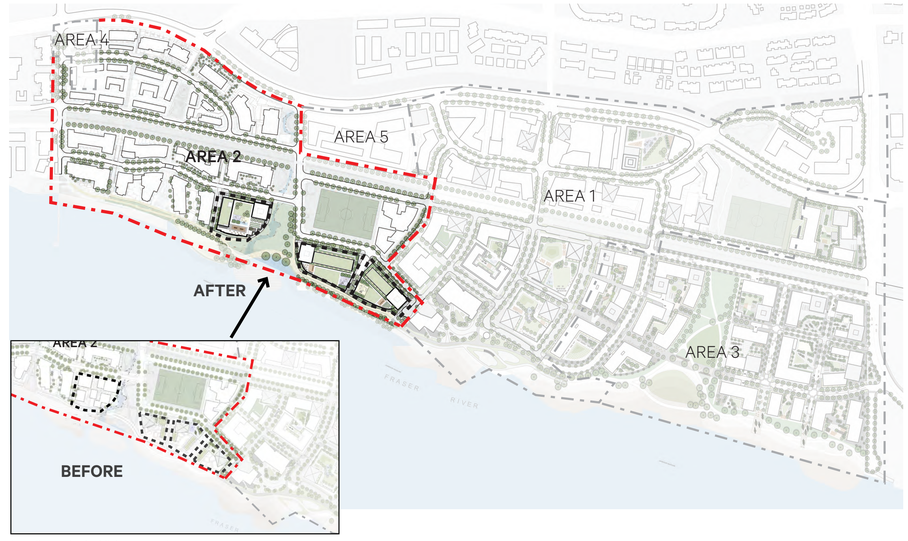
Area 2
Majority of the development in Area 2 has been completed. Above-grade parking is being explored for the remaining undeveloped parcels. It comprises of green amenities like the completed Kinross Park and the west end of Foreshore Park. It is primarily residential in nature with some mixed use parcels of neighbourhood serving retail and amenities.

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.

LEGEND
- Scope of this Rezoning
- Area 2
- River District



Overall EFL Plan highlighting Area 2

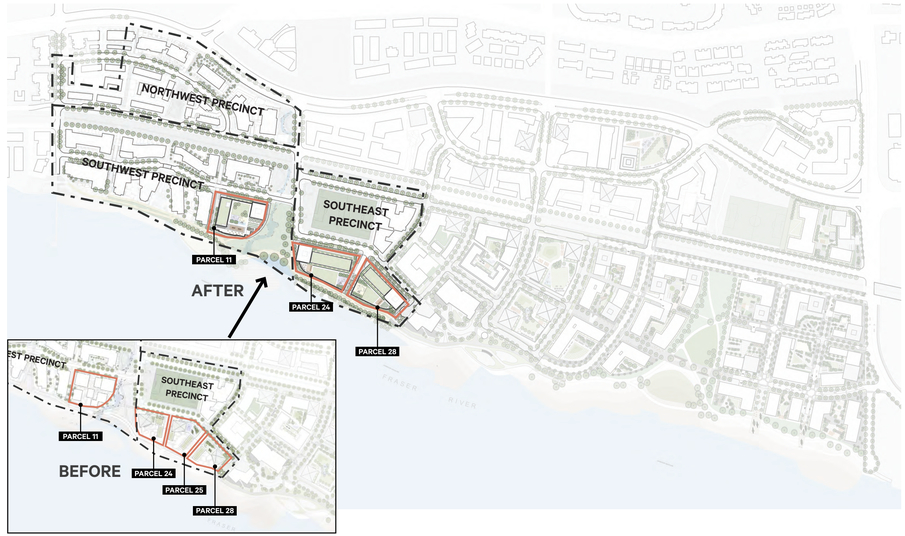
3.1.2 AREA 2 PRECINCTS

Area 2 has three character precincts

Northwest Precinct
A hillside community with a central townhouse neighbourhood framed by mid-rise forms along its east, west, and north perimeters; buildings and landscape are terraced to emphasize the sloping topography and provide a broad range of river view opportunities from both residential units and parks; the highly permeable plan includes multiple north-south pedestrian routes; many with uninterrupted views to the river.

Southwest Precinct
A relaxed riverfront neighbourhood centered at the foot of Kerr Street where a small local-serving commercial building and new public open space connect to existing pier eight blocks. A gently curving east-west street is envisioned as a landscaped pedestrian-friendly environment. Terraced mid-rise blocks define generous garden spaces that open toward Foreshore Park, while openings along the Road H frontage preserve views to the river from the north-side buildings. This precinct is fully built out, with the exception of Parcel 11.

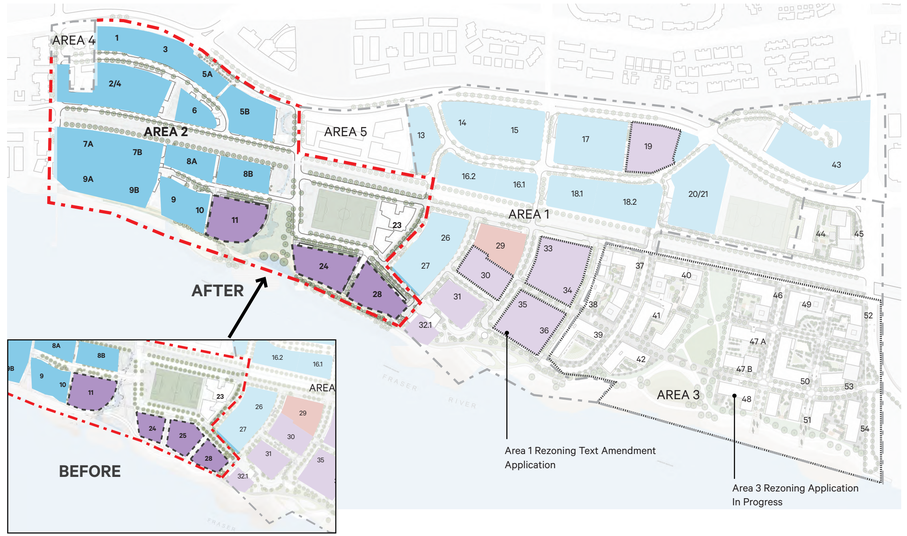
Southeast Precinct
Bounded almost entirely by open space, Parcels 23, 24, 25, and 28 give this southwest edge of the central neighbourhoods a strong presence; the highly visible school block serves as a prominent civic focus both for the precinct and for the greater EFL development, and will be home to the future school and its field.



Three Character Precincts in Area 2

3.1.3 DEVELOPMENT AND APPLICATION PROGRESS

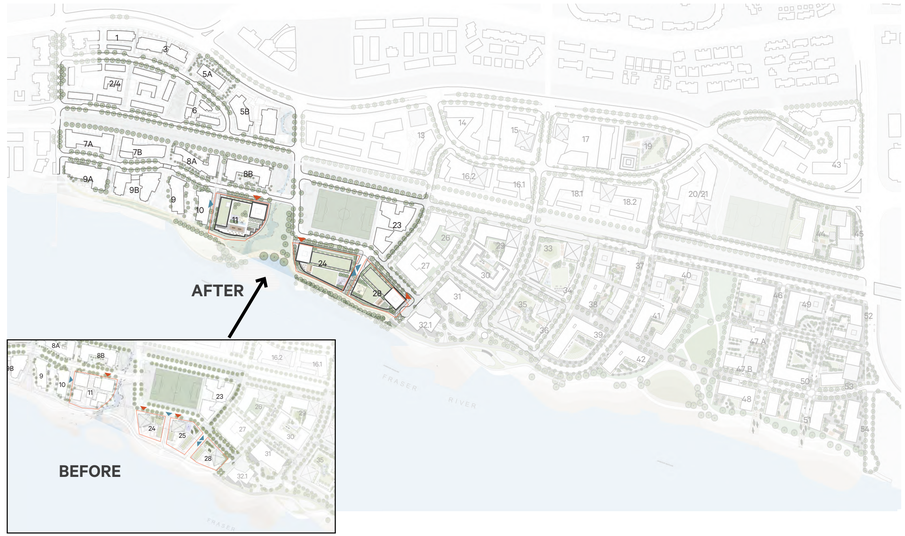
Until December 2024, roughly 4,000 residents, of the total anticipated population of approximately 18,000 - 20,000, have moved into EFL. The project is generally on schedule to achieve 50% build-out by 2025. It is anticipated that full build out of the plan, including Area 3, will take another 20-25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



Development Progress of various parcels in East Fraser Lands

3.1.4 PUBLIC REALM PLAN

The River District's public realm plan highlights key access points like parking entries and residential lobbies, organizing how people move through and experience the area.



LEGEND

- Parking Entrance
- Residential Lobby

Public Realm Plan for East Fraser Lands

3.1.5 MAXIMUM BUILDING HEIGHTS



LEGEND

- 3-25 STOREYS
- 3-23 STOREYS
- 3-15 STOREYS
- 3-8 STOREYS
- 2-4 STOREYS

Maximum Building Heights of various parcels in East Fraser Lands

3.1.6 OPTIMUM BUILDING HEIGHTS



Optimum Building Heights of various parcels in East Fraser Lands

3.2 STREET NETWORK PLAN

Summary of Changes:

- Jack Uppal Street terminates at North Arm Avenue and pedestrians can travel East or West
- New lane introduced between Parcel 24 and 28 with vehicular and pedestrian access from North Arm Avenue
- No changes to street network

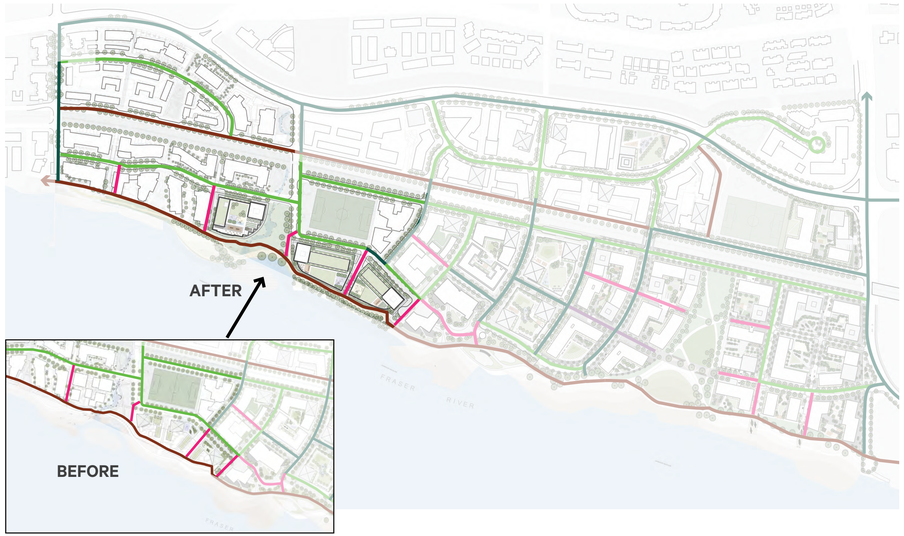


Street Networks in East Fraser Lands

3.2.1 CYCLING ROUTES PLAN

Summary of Changes:

- Jack Uppal Street terminates at North Arm Avenue
- Cyclists will be able to move East or West toward Oolichan or Kinross Park via North Arm Avenue
- Off-street connections are available along the west side of Parcel 24, via the new lane, or the east edge of Parcel 28
- Cyclists from Jack Uppal Street will cross at North Arm Avenue and follow a westbound on-street connection to the new lane



Cycling Routes in East Fraser Lands

3.2.2 PEDESTRIAN CIRCULATION

Summary of Changes:

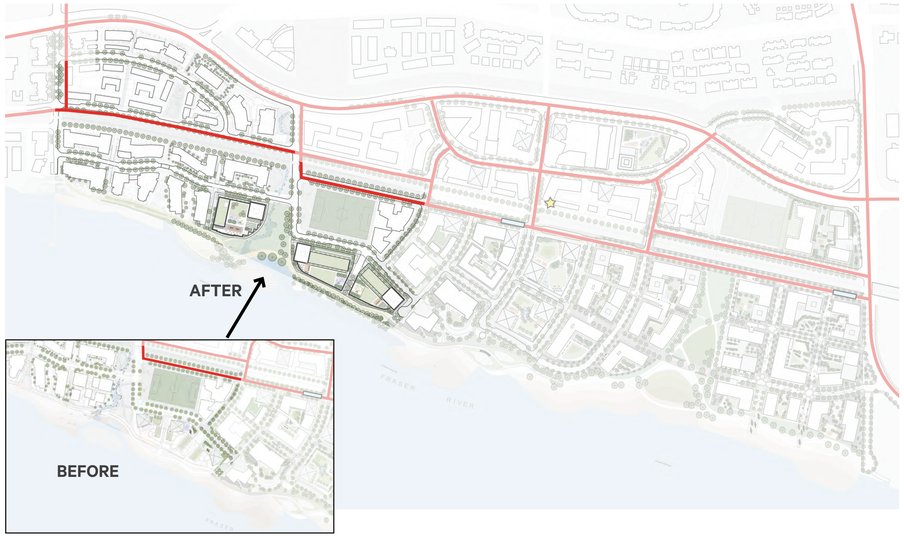
- SROW between Parcel 24 and 25 has been removed
- Lane introduced to facilitate vehicle access and garbage staging
- Off-street pedestrian routes available on the west side of Parcel 24, through the new lane, or along the east side of Parcel 28



Pedestrian Circulation in East Fraser Lands

3.2.3 TRANSIT ROUTE DIAGRAM

No Changes.



LEGEND

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

Transit Routes in East Fraser Lands

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4.0 REZONING DEVELOPMENT PARCELS

4.1 Overall Summary and Statistics 37
4.2 Parcel 11 38
4.3 Parcel 24 42
4.4 Parcel 28 46
4.5 Shadow Studies 50
4.6 Bike Lane Study 53



4.1 OVERALL SUMMARY AND STATISTICS

This Rezoning Text Amendment does not propose to increase density in Area 2. The amendment is being sought to adjust building heights, parcel configuration, and forms to facilitate above-grade parking. This has been illustrated below.

- Parcel 11, 24, 28 have increased in building height
- Parcel 24 and Parcel 25 have been combined into one development block called Parcel 24 to facilitate above-grade parking and improve efficiencies
- Parcel 28 area is now larger

Parcel No.	Parcel Area				Net Area *(92% of gross area)*		Approx. Unit Count *(at 80% efficiency and 650sf average size)*	Approx. Parking Provided *(at 1.35 stalls per unit)*
	Gross Area		Circulation					
	sq.ft.	sq.m.	sq.ft.	sq.m.	sq.ft.	sq.m.		
Parcel 11	195,270	18,141	36,394	3,381	**179,648**	**16,690**	221	360
Parcel 24	234,099	21,749	56,878	5,284	**215,371**	**20,009**	265	380
Parcel 28	202,638	18,826	47,246	4,389	**186,468**	**17,323**	229	340
Total	631,532	58,671	140,518	13,054	**581,488**	**54,022**	716	1,080



KEY PLAN

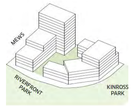
4.2 PARCEL 11

- Higher form at west side of Parcel 11 frames south end of Kinross Park South
- Tower configuration should consider solar access Playfield Park and the school yard
- Overall form creates a discernible transition, diminishing in scale from street to waterfront
- Building frontages offer opportunities for a unique response to the riverfront location
- Parcel configuration better supports and facilitates above-grade parking by enabling a more efficient parking plan, therefore reducing the overall height of the above-grade parking podiums. This in turn reduces shadows and impacts on the adjacent field while ensuring a viable development form
- Maximum building heights shown below are based on the assumption that above-grade parking levels above Level 1 will not include active wrapping
- As described in the AGP Guidelines (page 18), Level 1 (ground) is intended to be wrapped with active or otherwise engaging uses, except for streets noted as tertiary (such as a lane) in which case AGP may be screened with alternate treatment, rather than wrapped with an active use
- The proposed parcel diagrams illustrate design intent and anticipated form; the final extent of wrapping will be confirmed through detailed design development
- There may be circumstances where active wrapping is not achievable; therefore, flexibility will be required through the detailed design process

PROPOSED MAX STOREYS	PREVIOUS MAX STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
18	12	179,648	16,690



KEY PLAN



PREVIOUS ODP MASSING

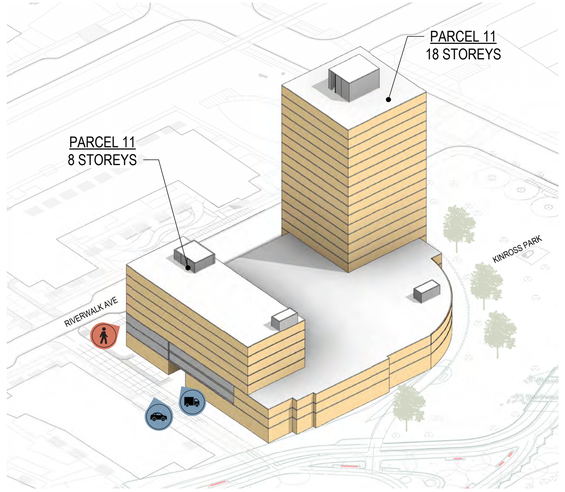


PROPOSED SITE PLAN

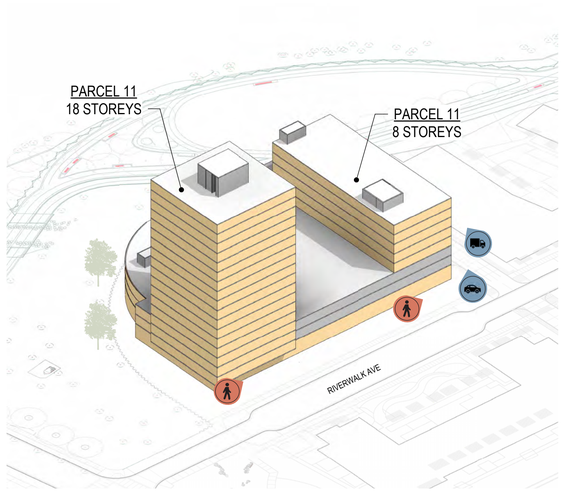
**Prioritization of building wrapping will follow the hierarchy outlined on page 18. In certain cases, however, incorporating active uses may not be feasible. In these instances, refer to the Above-Grade Parking Guidelines for alternative screening strategies.*

WRAPPING PRIORITY*
- PRIMARY FACADES
- SECONDARY FACADES
- TERTIARY FACADES

4.2 PARCEL 11

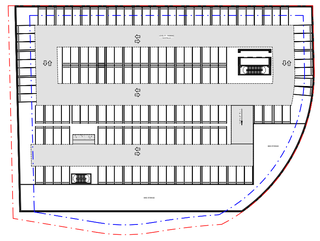


AERIAL VIEW - SOUTHWEST

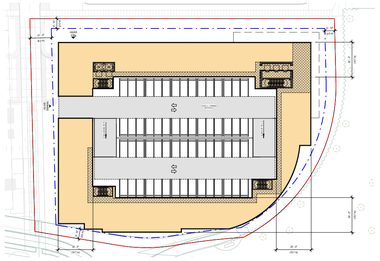


AERIAL VIEW - NORTHEAST

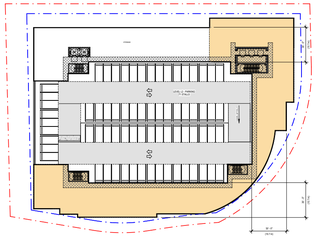
4.2 PARCEL 11



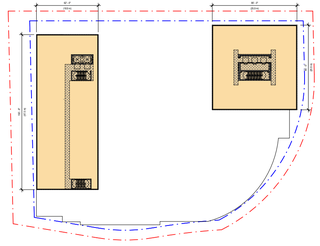
FLOOR PLAN - LEVEL P1



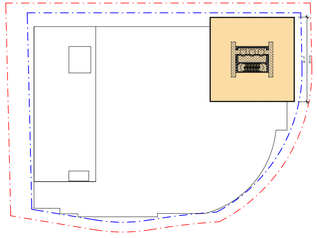
FLOOR PLAN - LEVEL 1



FLOOR PLAN - LEVEL 2-3 TYPICAL



FLOOR PLAN - LEVEL 4-8 TYPICAL



FLOOR PLAN - LEVEL 9-18 TYPICAL



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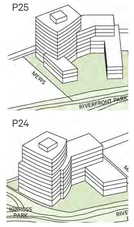
4.3 PARCEL 24

- Parcel 24 represents the combined site of the former Parcel 24 and 25
- Tower configuration should consider solar access to Playfield park, school and childcare site
- A lane between Parcel 24 and Parcel 28 provides vehicle access providing efficiencies for loading and garbage staging for these already constrained parcel sizes
- Parcel configuration better supports and facilitates above-grade parking by enabling a more efficient parking plan, therefore reducing the overall height of the above-grade parking podiums. This in turn reduces shadows and impacts on the adjacent field while ensuring a viable development form
- Maximum building heights shown below are based on the assumption that above-grade parking levels above Level 1 will not include active wrapping
- As described in the AGP Guidelines (page 18), Level 1 (ground) is intended to be wrapped with active or otherwise engaging uses, except for streets noted as tertiary (such as a lane) in which case AGP may be screened with alternate treatment, rather than wrapped with an active use
- The proposed parcel diagrams illustrate design intent and anticipated form; the final extent of wrapping will be confirmed through detailed design development
- There may be circumstances where active wrapping is not achievable; therefore, flexibility will be required through the detailed design process

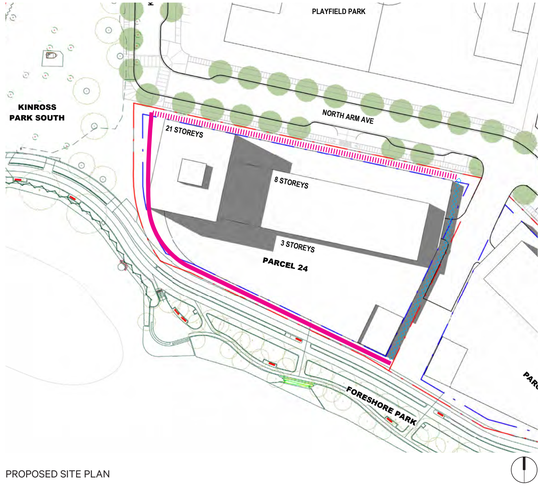
PROPOSED MAX STOREYS	PREVIOUS MAX STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
21	12	215,371	20,009



KEY PLAN



PREVIOUS ODP MASSING

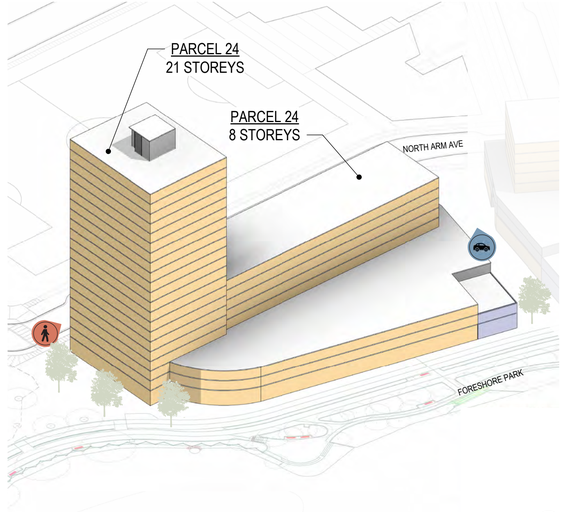


PROPOSED SITE PLAN

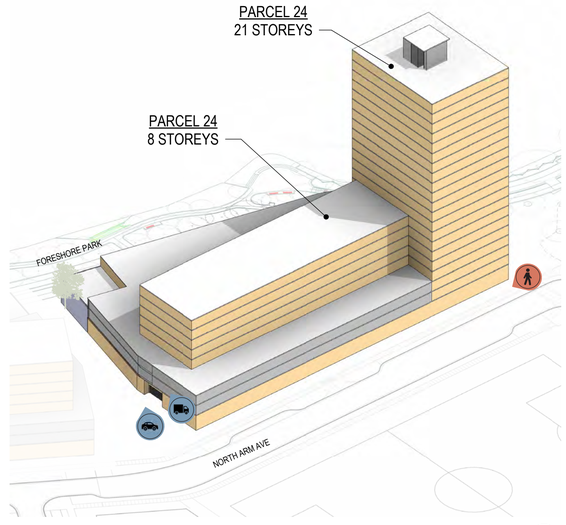
**Prioritization of building wrapping will follow the hierarchy outlined on page 18. In certain cases, however, incorporating active uses may not be feasible. In these instances, refer to the Above-Grade Parking Guidelines for alternative screening strategies.*

WRAPPING PRIORITY*
- PRIMARY FACADES
- SECONDARY FACADES
- TERTIARY FACADES

4.3 PARCEL 24

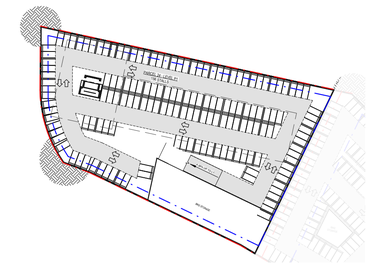


AERIAL VIEW - SOUTHWEST

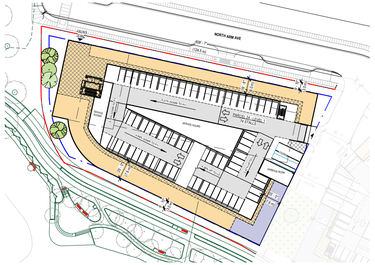


AERIAL VIEW - NORTHEAST

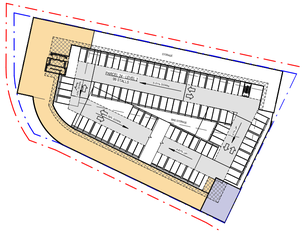
4.3 PARCEL 24



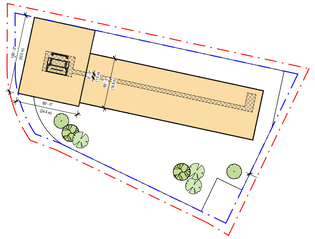
FLOOR PLAN - LEVEL P1



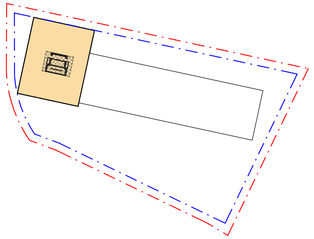
FLOOR PLAN - LEVEL 1



FLOOR PLAN - LEVEL 2-3 TYPICAL



FLOOR PLAN - LEVEL 4-8 TYPICAL



FLOOR PLAN - LEVEL 9+ TYPICAL



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- Tower configuration should consider solar access to Playfield park, school and childcare site
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PROPOSED MAX STOREYS	PREVIOUS MAX STOREYS	NET AREA (SQ.FT.)	NET AREA (SQ.M.)
21	12	186,468	17,323



KEY PLAN



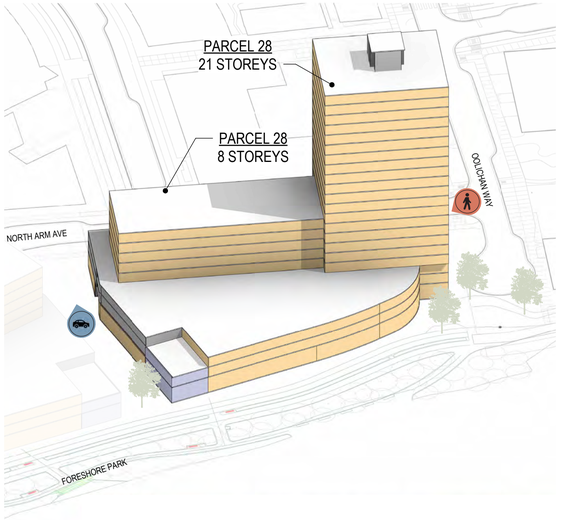
PREVIOUS ODP MASSING



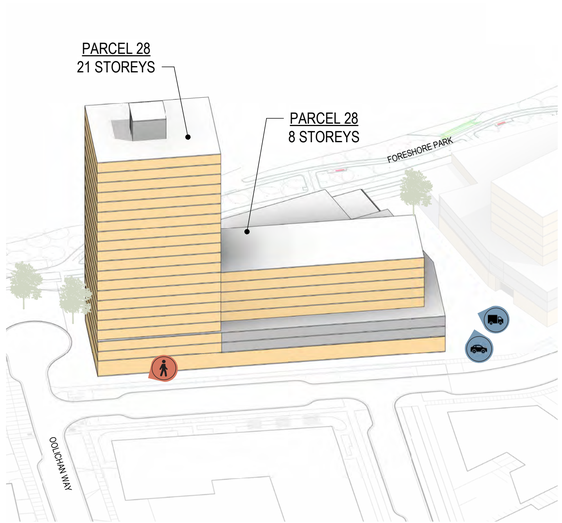
PROPOSED SITE PLAN

**Prioritization of building wrapping will follow the hierarchy outlined on page 18. In certain cases, however, incorporating active uses may not be feasible. In these instances, refer to the Above-Grade Parking Guidelines for alternative screening strategies.*

WRAPPING PRIORITY*
- PRIMARY FACADES
- SECONDARY FACADES
- TERTIARY FACADES

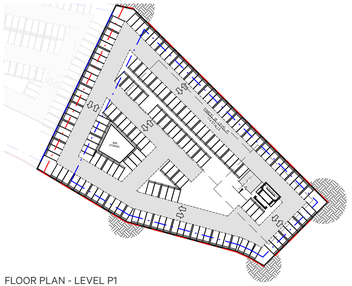


AERIAL VIEW - SOUTHWEST

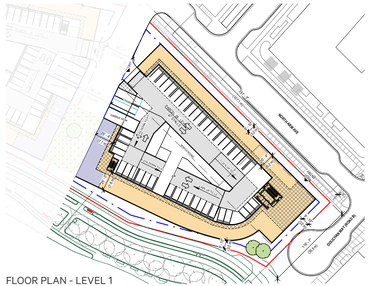


AERIAL VIEW - NORTHEAST

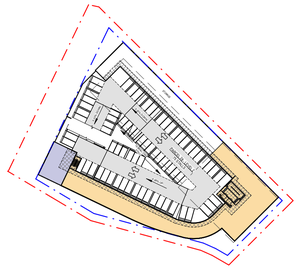
4.4 PARCEL 28



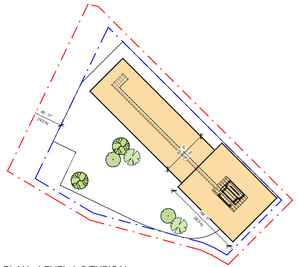
FLOOR PLAN - LEVEL P1



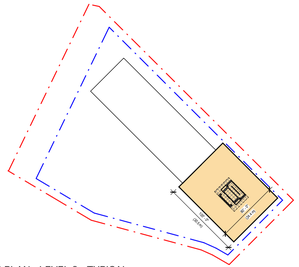
FLOOR PLAN - LEVEL 1



FLOOR PLAN - LEVEL 2-3 TYPICAL



FLOOR PLAN - LEVEL 4-8 TYPICAL



FLOOR PLAN - LEVEL 9+ TYPICAL

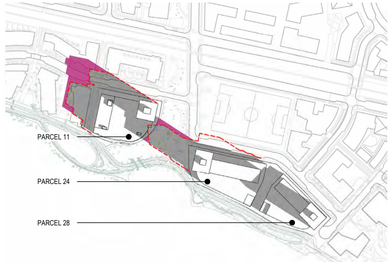


LEGEND

- RESIDENTIAL (STRATA)
- AMENITY
- PARKING

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4.5 SHADOW STUDIES



MARCH 21 - 10 AM Shadow impact on Kinross Park increased by approx. 10%



MARCH 21 - 12 PM Shadow impact on Kinross Park increased by approx. 220%



MARCH 21 - 2 PM



MARCH 12 - 4 PM Shadow impact on Kinross Park increased by approx. 20%

LEGEND

EXTENT OF ODP SHADOWS

EXTENT OF PROPOSED SHADOWS

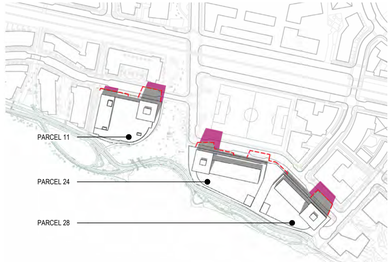
4.5 SHADOW STUDIES



JUNE 21 - 10 AM Shadow impact on Kinross Park increased by approx. 110%



JUNE 21 - 12 PM Shadow impact on Kinross Park increased by approx. 220%



JUNE 21 - 2PM



JUNE 21 - 4PM Shadow impact on Kinross Park increased by approx. 110%

LEGEND

EXTENT OF ODP SHADOWS

EXTENT OF PROPOSED SHADOWS

4.5 SHADOW STUDIES



SEPTEMBER 21 - 10 AM Shadow impact on Kinross Park increased by approx. 20%



SEPTEMBER 21 - 12 PM Shadow impact on Kinross Park increased by approx. 250%



SEPTEMBER 21 - 2 PM



SEPTEMBER 21 - 4 PM Shadow impact on Kinross Park increased by approx. 10%

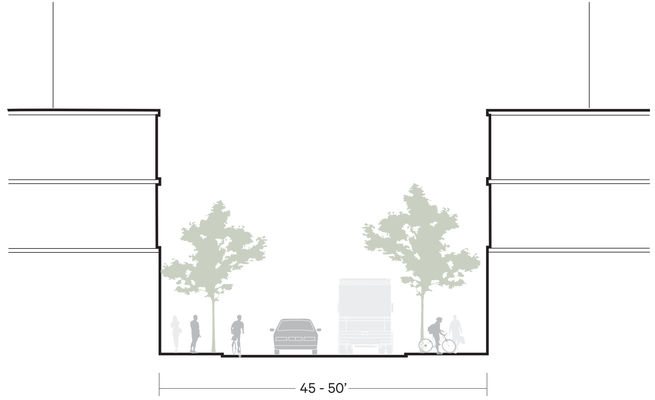
LEGEND

EXTENT OF ODP SHADOWS

EXTENT OF PROPOSED SHADOWS

4.6 BIKE LANE STUDY

The new lane between Parcel 24 and 28 creates access to Foreshore Park for pedestrians and cyclists coming from North Arm Avenue. It is also an important lane for vehicle access to the parking entries and garbage staging on both parcels. This section diagram is a study of the off-street connection shown on the Cycling Routes Plan on page 31.



LANE SECTION







Bike lane precedents that show intention of the lane between Parcel 24 and 28 (Aquarius Mews, 10th Avenue Cycling Path, Homer Mews)