



# HARBOURSIDE WATERFRONT

801, 889, 925 Harbourside Drive & 18 Fell Avenue  
North Vancouver, BC

## REZONING SUBMISSION

January 23, 2013



ACKNOWLEDGEMENTS

Urban Design / Development Sites

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Landscape Architecture / Public Realm

PWL Partnership Landscape Architects

Sustainability

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Concert Properties  
HB Lanarc/Golder

Transportation

Bunt & Associates Engineering

Resiliency / Sea Level Rise

HB Lanarc/Golder

Infrastructure

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View Analysis and Animation

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## REZONING PROPOSAL

Harbourside Waterfront was once known as the "Fullerton Fill," a vacant, contaminated lumber mill and log sort site created by filling in a portion of the Burrard Inlet at the foot of Fell Avenue. In 1996, Concert acquired and subsequently rezoned the site to a mix of commercial, light industrial and auto mall uses. As part of the rezoning, major on-site community amenities were provided including the creation and dedication of Kings Mill Walk park, habitat restoration of MacKay Creek and a financial contribution to the City's first all-weather play field.

From 1998 to present, Concert serviced and sold lots based on the original vision of a commercial business park. To date, considerable development has occurred on the central and northerly portions of Harbourside providing nearly 3,900 quality jobs to the City of North Vancouver; however, challenging economics, connectivity issues, and limited on-site amenities have made it difficult for the waterfront lands to be developed as originally envisioned.

Following a successful Official Community Plan (OCP) amendment that recognized a broader range of uses, heights and densities at Harbourside Waterfront, this rezoning proposal picks up where the OCP amendment leaves off and describes the specifics of how Harbourside could become a "complete community" with waterfront condominium and rental homes that would appeal to a broad spectrum of income

levels and age groups, high-quality office space for a skilled workforce, boutique retail, restaurants and a full-service hotel.

**A DYNAMIC WATERFRONT DESTINATION**  
Harbourside Waterfront will help to create a dynamic destination aligned with the City's goals of transforming the western portion of the waterfront into a dynamic Burrard Inlet community amenity, regional tourist attraction and economic development driver. The development at Harbourside will add life and vitality to the existing business park by clustering a critical mass of complementary land uses, along with local amenities and services that will enhance the waterfront experience along the North Shore.

**A VIBRANT MIXED USE COMMUNITY**  
The addition of residential development will yield significant community and financial benefits, the least of which include on-site public realm enhancements and accessibility improvements, and a significant cash contribution to support other City initiatives. These will transform Harbourside into a mixed-use "waterfront destination" with its very own distinct sense of place that will draw those across the North Shore and beyond. In addition, the amenities will support new commercial development in reaching a critical mass of employment.

The interface with nearby industrial uses and park space has been taken into consideration to contribute to a more complete and sustainable

community on the North Shore. The development will support energy conservation, water conservation and the reduction of greenhouse gas emissions.

**NEW HOUSING AND EMPLOYMENT**  
Significant employment will be created with the planned development that will serve local residents, employees and visitors to create a dynamic and active waterfront. High-quality employment space will address the need for larger scale employment generators as well as small scale storefront office to animate the street. Housing opportunities will include both rental and strata, providing a range of options and affordability types.





- Land Use Designation**
- Urban Corridor (Mixed Use) FSR 2.3
  - Harbourside Waterfront (Mixed Use) FSR 2.05
  - Commercial
  - Town Centre (Mixed Use) FSR 2.6
  - Industrial
  - School & Institutional
  - Park, Rec. & Open Space

**Site Address and Legal Description:**

**Concert:**  
925 Harbourside Drive  
**Lot A** of the Public Harbour of Burrard Inlet,  
New Westminster District Plan LMP 51190  
PID 025-120-581

889 Harbourside Drive  
**Lot B** of the Public Harbour of Burrard Inlet,  
New Westminster District Plan LMP 51190  
PID 025-120-590

801 Harbourside Drive  
**Lot 43** of the Pubic Harbour of Burrard Inlet,  
New Westminster District Plan LMP 49271  
PID 024-984-001

801 Harbourside Drive  
**Lot 44** of the Pubic Harbour of Burrard Inlet,  
New Westminster District Plan LMP 49271  
PID 025-984-025

**Knightsbridge:**  
18 Fell Avenue  
**Lot 45** District Lot of 2654 Group 1,  
New Westminster District Plan LMP 49271  
PID 024-984-094



<b>Existing Lot Area:</b>	
Lot Area Concert	
Lot A	1.100 ha
Lot B	0.886 ha
Lot 43	0.630 ha
Lot 44	0.630 ha
3.246 ha (32,460 square metre)	
Lot Area Knightsbridge	
Lot 45	1.660 ha
(excluding Lot 46)	
1.660 ha (16,600 square metres)	
Total Lot area	
<b>4.906ha (49,060 square metre)</b>	
<b>Floor Space Ratio:</b>	
Residential	1.35 FSR
Commercial	0.70 FSR
Subtotal	2.05 FSR*
Rental Housing	0.15 FSR
Total	2.20 FSR*
* Based on existing Lot Areas	

**BASIC INFORMATION**

**Site Dimensions:** Refer to Subdivision Plan

**OCP Designation:**  
Harbourside Waterfront

Following the successful application for an official community plan amendment on the Harbourside Waterfront site, the purpose of this rezoning is to amend the zoning bylaw to a new comprehensive development zone with residential and commercial uses and densities and heights consistent with the OCP.

**Building Height**  
Per the OCP, most buildings are subject to a maximum height of 21.4 metres in height. Up to four buildings shall be up to 27.6 metres in height. Building height is calculated from a Flood Construction Level of 4.5m to the top of the main roof slab, with mechanical uses and roof top amenity spaces exempt from this height calculation up to 6.0 metres.

*An extensive public consultation process has helped to shape the development with respect to building scale and form, placement of uses, and private and public views. Concerns of views of the water and downtown Vancouver from the north, and views of the mountains from Kings Mill Walk, have had a significant effect on building heights, configurations and orientations.*





Conceptual design of Harbourside Waterfront

NEW POLICIES AND STRATEGIES

The Harbourside Waterfront Policy Statement process generated a set of new policies, strategies and objectives describing land use, density and built form for the site. These points provide the framework upon which both the OCP amendment and rezoning applications are to be evaluated.

1. Sustainability

- Connect to Lonsdale Energy Corp (LEC)
- Incorporate prevailing innovative green building design and construction
- Improve treatment and collection of storm water
- Utilize native, noninvasive and drought tolerant landscaping
- Recover and recycle water and solid waste
- Explore opportunities to enhance aquatic habitat
- Incorporate Crime Prevention through Environmental Design (CPTED) principles

2. Residential Use

- Residential density will not exceed 1.5 FSR
- Provide a range of housing densities, forms, and unit sizes
- Mix residential uses with other commercial uses, where appropriate

- Cluster residential with commercial uses to support transit
- All ground-oriented housing should contribute to a positive streetscape
- Live-work units are strongly encouraged
- Explore opportunities for housing alternatives to increase affordability

3. Commercial Use

- Provide a minimum of 0.7 FSR commercial density
- Provide a range of commercial uses: retail, office, hotel, etc.
- Cluster commercial uses with residential uses
- All ground-oriented commercial uses to contribute to a positive streetscape
- Provide outdoor seating areas
- Provide a variety of employment spaces
- Restrict larger format retail use to one food and/or drug store anchor
- Restrict all other retail uses to smaller neighbourhood-serving formats
- Provide pedestrian weather protection adjacent to all retail frontages
- Encourage landscaped roof areas

4. Community Amenities

- Enhance the planned North Shore Spirit Trail (NSST)
- Incorporate a multi-use trail network integrated into NSST
- Strategically locate retail service amenities that will encourage transit ridership
- Encourage a range of waterfront amenities to maximize the public use of the waterfront

- Consider opportunities for marine-oriented uses
- Encourage shoreline enhancements
- Retain and enhance Kings Mill Walk
- Consider the provision of landscape improvements such as way finding and interpretive educational signage
- Explore opportunities for public art and to combine with sustainability initiatives
- Consider the provision of flex-space to accommodate activities such as Farmer's Markets

5. Access and Circulation

- Consider improvements to on-site and off-site transportation related infrastructure
- Streets to be bicycle friendly
- Sidewalks should be designed to be safe and attractive
- Incorporate pedestrian-oriented design
- Provide trail connections to Lonsdale Quay and Mosquito Creek Greenways
- Incorporate traffic calming measures
- Consider facilities for cyclists
- Incorporate universal design/accessibility principles
- Integrate transit shelters with commercial uses where possible
- Develop a parking management plan
- Consider a strategy to fund TDM measures

6. Parking

- Provide off-street parking
- Encourage underground parking for residential buildings
- Consider extending the on-street parking time-limit

- Encourage parking for mixed-use development in a communal location
- Incorporate bicycle parking and storage
- Encourage preferential parking for carpools
- Consider selling parking spaces separate from residential units or commercial space
- Locate parking areas so they do not visually dominate the community
- Explore opportunities for car sharing and shared parking
- Work with existing business to better manage current parking demands

7. Built Form

- Permit increase in overall building heights with taller buildings in key locations that support the creation of public open space
- Balance building height and massing with the impact of overshadowing of adjacent buildings, open spaces and streets
- Minimize view blockage
- Maintain view corridor looking south along Fell Ave from top of the overpass
- Building height and massing should reinforce, compliment and enhance the visual character of the street, and contribute to enhancing the public realm
- Require covenants on title acknowledging adjacent industrial operations

8. Open Space and Water

- Create an identifiable neighbourhood focus at the south foot of Fell Avenue
- Maximize public access to open space where possible

- Locate buildings in a manner to provide an outlook to the open space and avoid privatizing that space
- Provide pedestrian-friendly open spaces with appropriate landscape elements including pathways and lighting
- Orient commercial services and amenities to open space areas such as the street and Kings Mill Walk
- Link Kings Mill Walk to open space and waterfront amenities
- Repurpose sections of the waterfront for the community

9. Character

- Incorporate a visually distinctive and consistent architectural design
- Reinforce sense of place through increased sidewalk activity along the waterfront
- Treat building exteriors to blend with the marine and industrial character of the waterfront
- Establish development permit area guidelines to regulate the massing, form and character of all buildings and design of open spaces





STATEMENT OF REZONING RATIONALE

With zoning currently in place that would allow for a final phase of commercial development along the waterfront, Harbourside is slated to continue building on the City of North Vancouver's original vision of for a commercial business park. But the status quo is not the optimal future for Harbourside. A more imaginative, more sustainable and more appropriate use for these lands has been envisioned and developed within this application.

Concert and their consultants have worked collaboratively with the City of North Vancouver and followed an extensive process of public consultation to develop a rezoning structure masterplan that focuses on the following:

PROMOTING A VARIETY OF USES

With the amended OCP that allows for a broader range of uses at Harbourside Waterfront, the purpose of this rezoning submission is to develop and elaborate on the concepts initiated. This proposal seeks to create a neighbourhood destined to be a model of mixed-use development, a truly sustainable community for the City of North Vancouver and the North Shore.

REINFORCING CONNECTIVITY & VIEWS

Connectivity is a fundamental aspect of this rezoning submission, focusing specifically on improving pedestrian, cyclist, transit, and automobile networks. This proposal explores

several options to improve connections to and from Harbourside Waterfront, be it by foot, bike, bus or car. While impediments to the Spirit Trail currently exist between Harbourside and Lonsdale Quay, the applicant is committed to bridging discussions to help resolve them. Transit, and the applicant's commitment to enhance the existing service, is similarly critical to improving connectivity. Traffic improvements are likewise essential, and are closely related to the sustainability objectives proposed.

DELIVERING A HIGH QUALITY PUBLIC REALM

A strong focus on the public realm, street design, internal pathways and building interfaces help to create a range of experiences for users. Dedicated public areas have been created in response to the public input with an expansion of the public realm into the private. The proposal increases the public park space from the original Harbourside rezoning, and the public open space has been increased considerably more.

CREATING A SUSTAINABLE URBAN VILLAGE

Retail and storefront office uses energize the area and provide an amenity for new and existing employees, park users, and the broader community. Office uses are provided in a variety of forms, and maintain and enhance the existing workplace nature of the area. Residential uses enhance the security of public spaces, provide vibrancy to Harbourside outside business hours, and also provide opportunities to live and work in the same community transforming Harbourside into a true, mixed-use community.





**AFFORDABILITY AND ADAPTABILITY**

**MIX OF OCCUPANCY**  
Harbourside Waterfront is envisioned to be an inclusive mixed-use community welcome to all, regardless of social, cultural and economic status. It will contain places to live, work, shop and play all in a highly connected and compact environment.

Within this rezoning submission, the residential portion of the development will comprise buildings in a combination of street oriented townhouse units, and low-rise and mid-rise building forms. Each building will be designed and positioned for the target market appropriate at the time of development **permit and subdivision**. Each phase of development will have a mix of unit types.

a range of price points. The northern buildings will be positioned as more affordable housing opportunities. Live/work studios and residential townhomes with accessory home occupation uses are also being explored to create affordable opportunities for entrepreneurs.

**ADAPTABILITY**  
Adaptable design refers to housing or housing features that are intended for use by people with disabilities or those who are limited in mobility. Adaptable design features will be integrated throughout the building and within individual homes to ensure homes are liveable for all.

In accordance with the Adaptable Design Policy, 25% of homes will be designed to adaptable Level Two and 5% to Level Three adaptable guidelines.

A continuum of housing affordability is proposed for Harbourside Waterfront, with both strata and rental tenures. Approximately 800 homes are proposed in total, 700 strata ownership homes plus approximately ten percent of the residential development area as market rental (~7,359 sm) providing approximately an additional 100 affordable rental homes. Pricing for the strata homes will be subject to the prevailing market condition; however, buildings will be designed with a variety of unit types (one beds, two beds, townhomes, etc.) and specifications to provide







**SENSE OF PLACE**

**GENIUS LOCI**  
The first step to creating a strong sense of place is to recognize the site's unique characteristics and attributes. The "Genius Loci" or "Spirit of Place" at Harbourside Waterfront is defined by the following elements:

**The Water**  
With few accessible waterfront sites left in the City of North Vancouver, water becomes a key attribute in defining the design of the site. How do we engage with the water, interact with it, use it, and enjoy it?

**The Mountains**  
The North Shore mountains stand proudly above the site symbolizing health, beauty, recreation, the seasons, and a unique location along the Pacific West Coast. How can we respond to these magnificent features and enjoy them from both the private and public realms?

**Nature**  
The site sits between MacKay and Mosquito Creeks and fronts onto Kings Mill Walk park. How do we sensitively embrace this natural setting? How do we incorporate opportunities for habitat enhancement, park improvements and on-site rainwater management? How can we utilize the buildings' courtyards and rooftops to provide areas for natural interventions?

**Industry**  
There is a long and ongoing history of industrial uses on this site and the surrounding area. The following are the most identifiable:

Logging – The site was originally a lumber mill and log sort area owned by King Lumber and more recently, Fullerton Lumber

Shipbuilding – Adjacencies to Seaspan and Burrard Yacht Club

Port Operations – Barges and freighters populate the immediate working waterfront

How do we recognize and celebrate the history of the area?





**CREATING A SENSE OF PLACE**

How does one build on these special attributes to create a recognizable and unique sense of place at Harbourside Waterfront? To start, we must create energy and focus by introducing:

**Shopping and Gathering Places**  
The retail and services at Harbourside Waterfront are concentrated along Fell Avenue and Harbourside Place. The street design focuses on fine grain details to enhance the public realm experience, and the street design has built-in flexibility to accommodate special events such as farmers' markets and car shows.

**Recreation Areas and Features**  
The existing Kings Mill Walk park provides important recreational opportunities for both people and dogs. Opportunities to enhance the existing park area and introduce additional programming will be explored as part of a future public parks process. Improved foreshore access will allow people to interface with tidal areas. And lastly, the multi-use fully accessible greenway, the Spirit Trail, connects Harbourside to adjacent North Shore communities.

**Form**  
The existing area is comprised largely of low blocky forms in response to their existing industrial and commercial uses. Unlike tower building forms in other parts of the City, Harbourside Waterfront will complement the

existing neighbourhood with low and mid-rise building form types. A diversity of form and detail will be explored through architectural expression and use of materials.

**Materiality**  
Harbourside Waterfront exists within a natural setting with industrial and marine surroundings. Materials will be selected to facilitate the harmonious relationship with this setting. Earth tones and natural materials that will acquire a patina from the weather are encouraged to link to "nature". Clean finished soft colored brick, concrete, wood and steel will recall an "industrial chic" vocabulary, and other elements such as smooth metal panels and flush glass will reference a "shiny marine" quality.

All of these considerations should come together as the project proceeds over the next decade or so to create an appropriate and enduring sense of place.





**\* CONCEPTUAL DRAWING**  
Park and open space design, building siting, and building design to be considered at **Development Permit and subdivision stage**

## COMMUNITY BENEFITS & INFRASTRUCTURE IMPROVEMENTS

Concert has always been "a developer with a difference", building strong and vibrant communities. It will be no different at Harbourside Waterfront.

Concert is committed to working cooperatively with the City of North Vancouver, local residents, regional authorities and other stakeholders to create an innovative development that is suited to the needs of the community, achieves the highest quality construction, and generates an attractive return for the City, community and for our shareholders.

The benefits of Harbourside Waterfront speak directly to the three pillar of sustainability – economic, environmental and social.

**1. Economic**  
Harbourside Waterfront is expected to generate significant economic benefits to the City of North Vancouver. With a total construction value of over \$400 million, the development will generate over 4,500 direct and in-direct jobs during construction; provide development revenues of nearly \$10 million; and provide property tax revenues at build-out of over \$2.3 million annually.

Harbourside Waterfront will continue to build on the neighbourhood's success of bring high-quality, high-paying jobs to the City. With a significant proportion of the development as commercial office, the development will

provide over 1,500 additional full-time jobs at completion. Additionally, retail spaces have also been included as part of this proposal to provide an amenity to the existing and new workforce population.

Furthermore, Concert is proposing a cash contribution to the City's Amenity Reserve Fund to support other City initiatives.

**2. Environmental**  
Concert is committed to working with the City of North Vancouver and community to improve the adjacent park spaces and the public realm. As outlined, this rezoning submission is proposing the following community amenities:

- Expanding and integrating the Spirit Trail connection along the entire waterfront frontage with separated bicycle and pedestrian paths and landscaping
- Dedicating approximately an additional 1 acre of public park space to the City
- Funding a City-led public park process for the existing and newly dedicated park lands and subsequently funding improvements
- Providing approximately an additional 2.5 acres of public open space within publicly accessible passages and courtyards
- Funding greenway improvements along Bewicke Avenue, from Copping Street to 2nd Street West
- Enhancing the shoreline to improve environmental quality, habitat and erosion resistance

- Introducing waterfront boardwalks and pier extensions to improve public access to the water
- Connecting to and providing mini-plant space for LEC
- Developing flexible site, park and street designs that mitigate the effects of sea level rise and that can be adapted over time to protect public and private interests

Additionally, as outlined, Concert is committed to implementing a high standard of green building and landscape design principles at Harbourside Waterfront. It is our intention to work collaboratively with the City of North Vancouver to approach sustainability holistically and work towards common priorities.

**3. Social**  
The creation of a mixed-use community that integrates living, employment and supportive amenities is key to creating a truly sustainable community. A number of social benefits are being proposed at Harbourside, including:

- Nearly 800 new homes with a range of housing forms to suit the needs of the community. This includes nearly 7,400 sm of rental housing.
- Outdoor plaza space for community events or festivals
- Unique public art pieces to add to the sense of place
- Retail kiosk with public washrooms at the foot of Fell

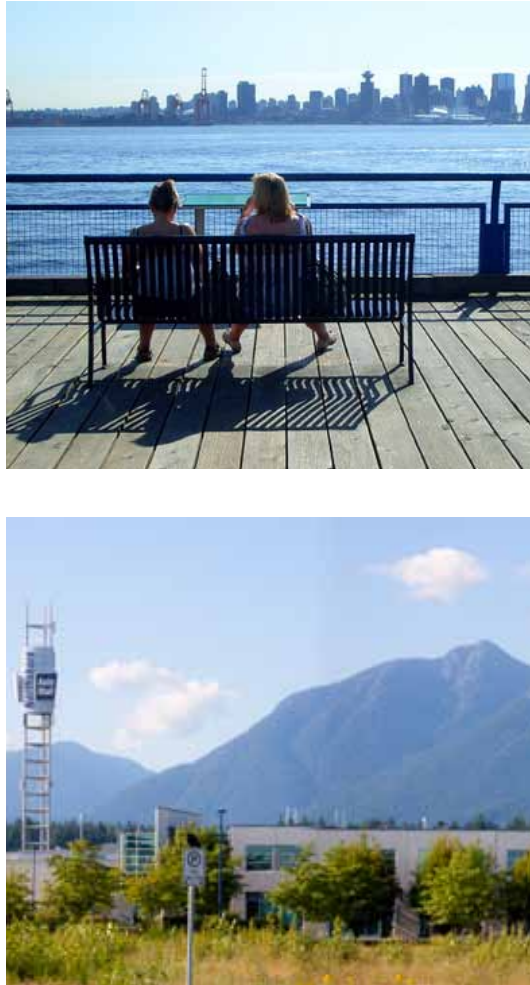
- Full-service hotel
- Improvements and expansion to Kings Mill Walk and the provision of additional public open space
- Public realm improvements to the broader Harbourside neighbourhood, which will add vitality, life, security and provide a sense of place to this community.

In addition, to mitigate current and future traffic and parking concerns, Concert is committed to the following transportation improvements to Harbourside, and to the broader community:

- Assess traffic intersections and implement changes to accommodate existing traffic demands and mitigate future traffic growth
- Widen the Fell Avenue bridge to reduce traffic congestion
- Fund rail safety improvements to the at-grade rail crossing at Bewicke Avenue
- Implement a new bus service with an increased frequency and extended operational times
- Provide 50 additional public parking spaces
- Work with TravelSmart to develop and implement a ride-share program and community transportation program
- Provide 5 publicly accessible car share vehicles
- Complete key sections of the Spirit Trail

**CONCERT**™ a developer with a difference





## SITE CONTEXT

### LOCATION

Harbourside Waterfront is located in the southwest corner of the City of North Vancouver along Burrard Inlet, between MacKay and Mosquito Creeks. The site is flanked to the west by Bodwell School, to the south by Kings Mill Walk, to the north by Harbourside Drive and to the east by Burrard Yacht Club.

### CONTEXT AND CONNECTIVITY

#### Site Connections

Harbourside Waterfront is connected to the main arterial road network, Marine Drive, via Fell and Bewicke Avenues. The rezoning area also considers improvements along Harbourside Drive, Fell Avenue, Gostick Place and Bewicke Avenue, which are important street connections that link Harbourside Waterfront to the surrounding community.

The Spirit Trail (an integral component of Kings Mill Walk) also runs along Harbourside Drive and along the entire waterfront, providing an accessible, multi-use greenway connection across the North Shore, from Horseshoe Bay to Deep Cove.

### SEA LEVEL RISE

The Harbourside Waterfront development will meet the CNV's bylaw requirements for flood management, as defined by the City's interim Flood Control Level (FCL) policy that was endorsed by Council in July 2013. Additionally, the site will employ adaptive design measures that will ensure the viability of the development and associated public realm infrastructure through to the year 2100. The proposed flood management strategy aims to balance near term capital development costs with the ability to employ incremental adaptive measures over time as sea level conditions change. For further information on Sea Level Rise refer to page 80 and to the appendix.





Site Challenges sketch



Site Opportunities sketch



CHALLENGES AND OPPORTUNITIES

Harbourside Waterfront is perfectly positioned for the development of a new, sustainable urban community. The rezoning vision revitalizes the existing business park and creates a new identity and character for Harbourside that is rooted in its surrounding context. The development of the waterfront lands will:

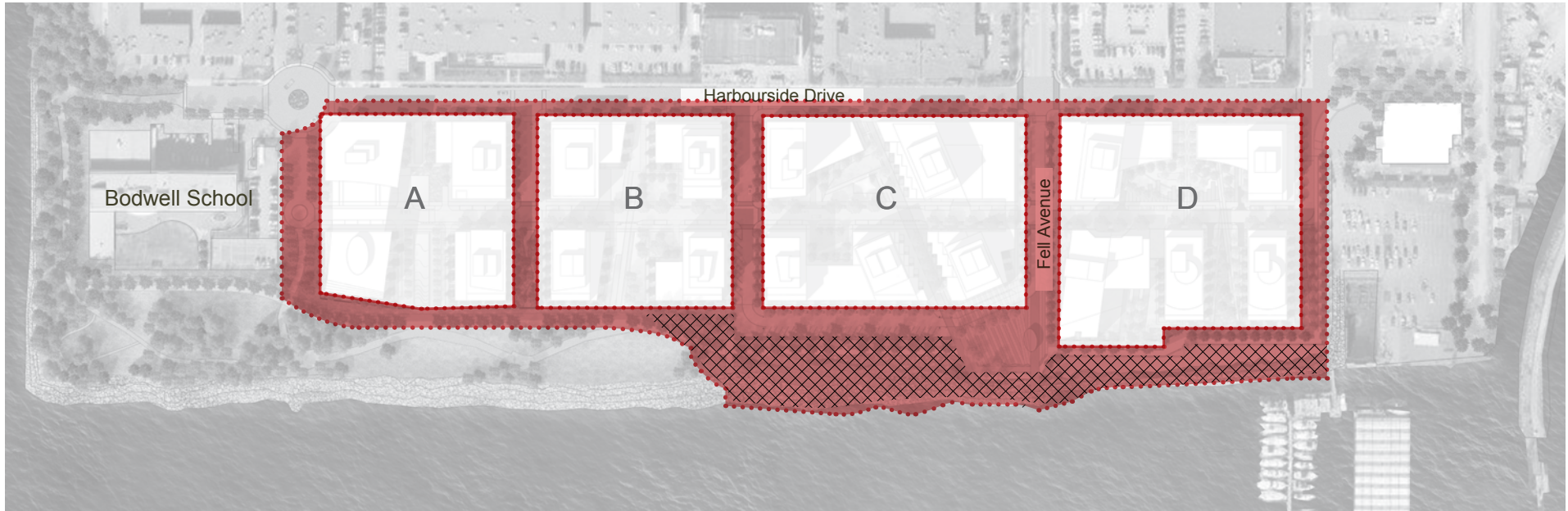
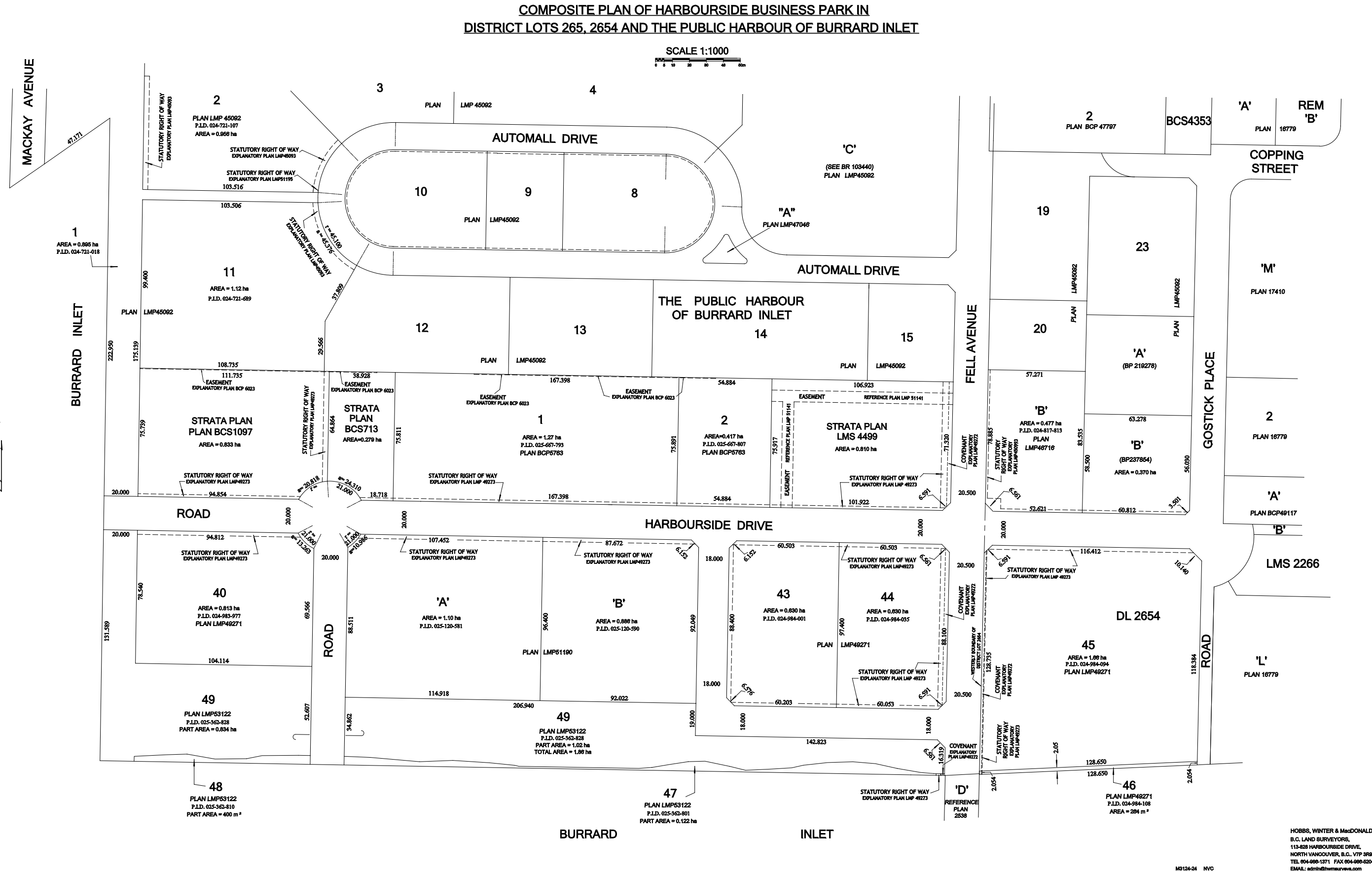
- Transform Harbourside into a mixed-use “waterfront destination”
- Connect to, expand and improve the recreational experience and amenity mix of Kings Mill Walk, the western waterfront and the Spirit Trail
- Improve public access to the water’s edge on the City’s longest stretch of accessible waterfront
- Provide high-quality employment spaces that will help to retain and attract quality employers to the City
- Provide a range of new housing options with varying degrees of affordability
- Promote connectivity to neighbours such as Seaspan shipyards, Bodwell School, Burrard Yacht Club and Mosquito Creek Marina

It is intended that the development of Harbourside Waterfront will address some of the areas key challenges by:

- Upgrading key intersections that feed into Harbourside to alleviate traffic congestion
- Enhancing and expanding the Spirit Trail connection for cyclists and pedestrians
- Facilitating frequent transit service to Harbourside and surrounding communities
- Improving the existing Kings Mill Walk park and extending it further east to provide areas for additional park programming
- Providing additional on-street public parking for visitors and park users
- Including public gathering and community spaces within the upgraded public realm
- Expanding the mix of retail shops and services that provide amenities to support employees
- Innovating a site specific flood management design to meet the City’s bylaw requirements.

The rezoning of Harbourside Waterfront aspires to transform the area into a sustainable, accessible and mixed community that will become an important “pearl” along the City’s Green Necklace.





- LEGEND
- » Affected development zone
  - » Eastern portion of Kings Mill Walk

DEVELOPMENT BOUNDARIES

The proposed Harbourside Waterfront development area is comprised of 4 sites designated as A,B,C and D, in addition to the park areas to the south.

Areas of City-owned lands have also been included as part of the application to mitigate the effects of sea level rise and to integrate the Spirit Trail.

Future parks improvements will be determined following a City-led public consultation process at the Developer's cost up to a predetermined amount as agreed upon by Concert and CNV.

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EMAIL: info@hwbm.com

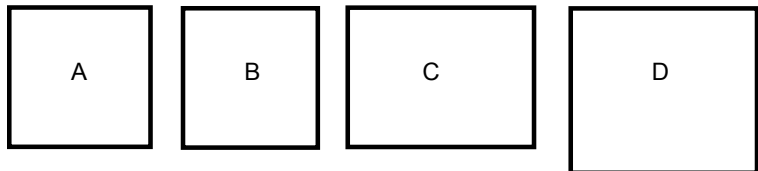
M0124-24 HVC



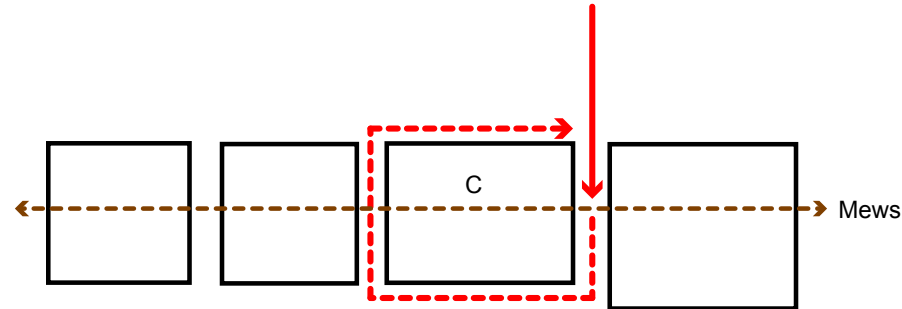


CONCEPTUAL DRAWING  
Park and open space design, building siting, and building design to be considered at [Development Permit and subdivision stage](#).

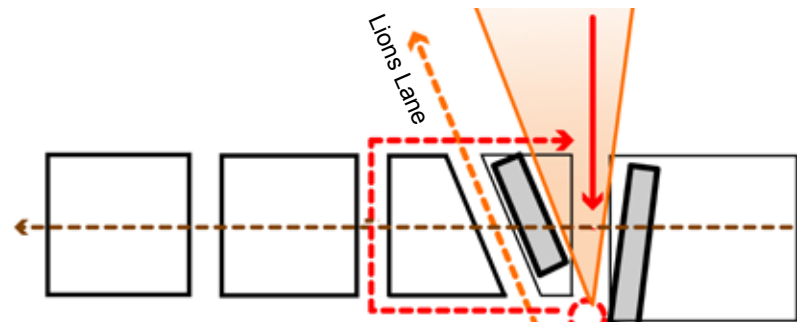
Urban Sites



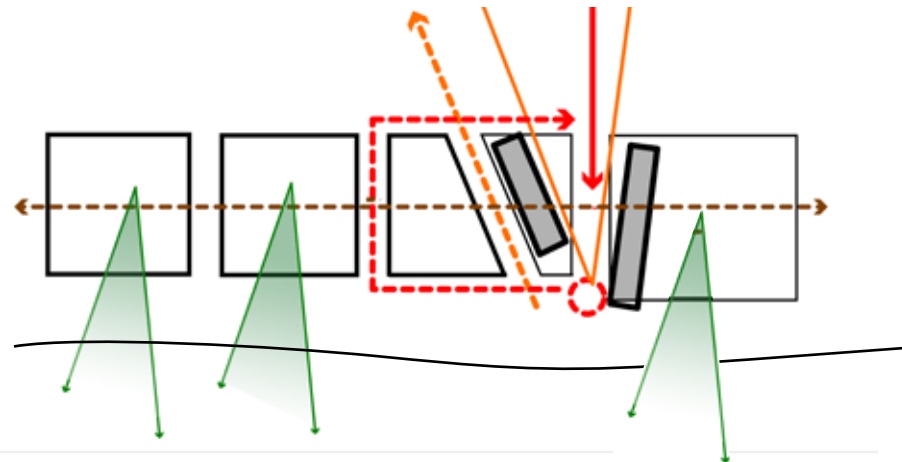
Urban Core



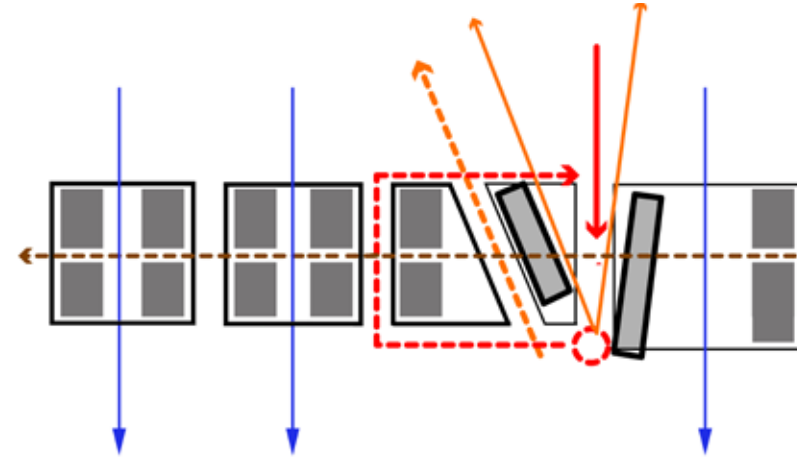
Gateway & Mountain Views



Engaged with Harbour Setting



Pedestrian Access & Views through



## URBAN DESIGN PRINCIPLES

### MASTERPLAN STRUCTURE

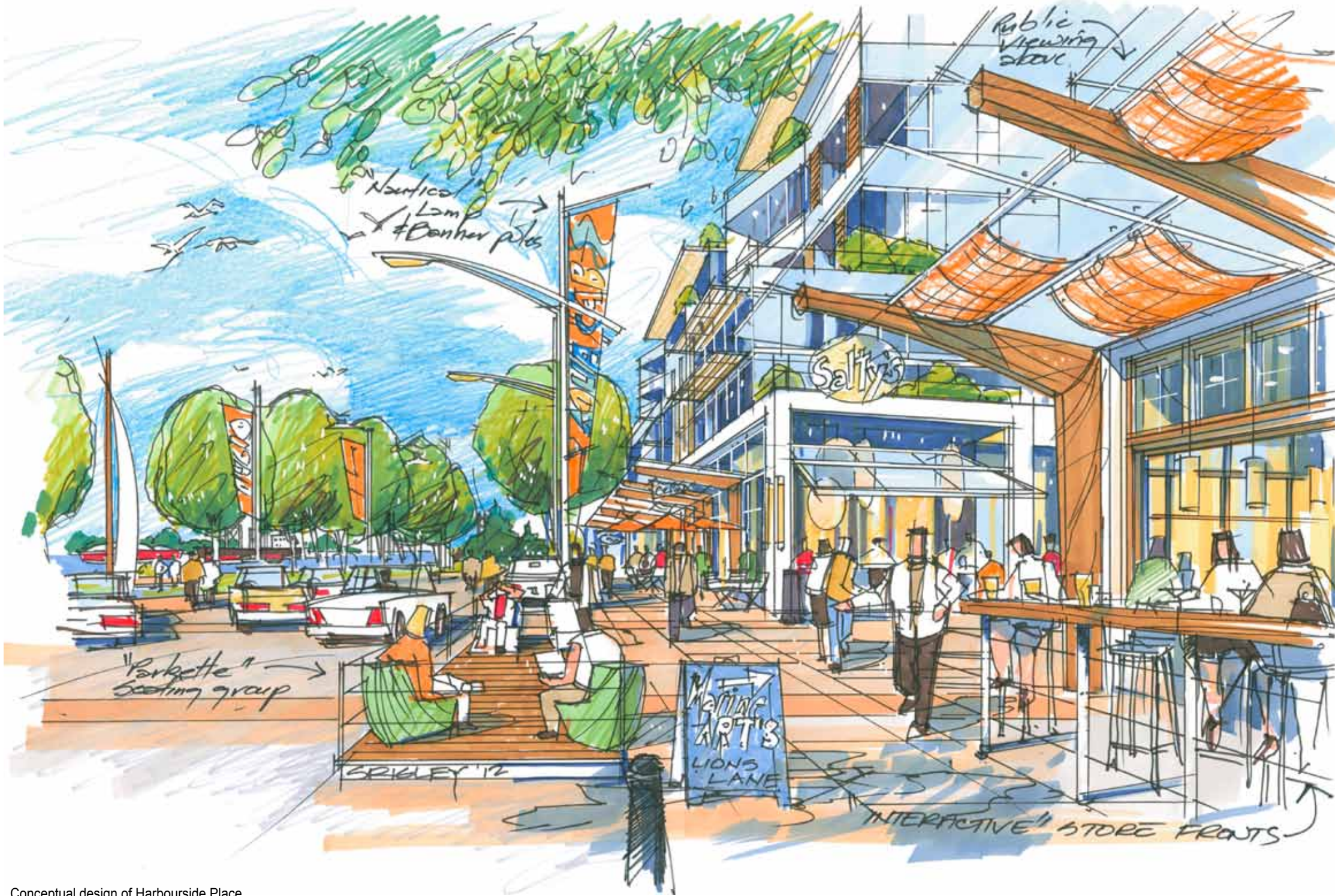
The urban core of Harbourside Waterfront is Site C. The retail area down Fell Avenue and along Harbourside Place serves as the "heart" of the neighbourhood, providing boutique shopping and dining amenities for the new development and the existing community. A central "Mews" acts as the main connecting street that links the individual sites and provides access to loading, underground parking and services.

Taller buildings on either side of Fell Avenue at Harbourside Drive provide the gateway element to Harbourside Waterfront. The buildings along Fell Avenue are splayed in order to reveal the panoramic views of the mountains from the foot of Fell, a view which spans from the Lions to Grouse Mountain.

A diagonal pedestrian pathway called "Lions Lane" bisects the urban core and frames the views of The Lions mountains. Lions Lane provides a compressed, street-like experience for pedestrians and will be animated by adjacent land uses such as artisan spaces or residential uses. A weather protected public open space provides a multi-purpose venue at the north end.

Building blocks are oriented north-south to provide pedestrian access through and preserve views through from the north to the water and from the park to the mountains.





Conceptual design of Harbourside Place



Conceptual design of Harbourside Drive and Fell Avenue

### URBAN DESIGN PRINCIPLES

Ten design principles have been identified to guide the Harbourside Waterfront development.

#### 1. A development that is legible and responds in a formal manner to its existing context

Development will create a legible overall form that reinforces the idea of "peaks and valleys". Higher buildings are oriented north-south and are interspersed with lower buildings oriented east-west. This frames views through to the North Shore mountains and to the water, as well as maximizing light penetration into the interior blocks. Recognition of adjacent patterns of natural features as well as commercial, industrial, and marine activity is important in defining the character of the community.

#### 2. Animated Waterfront

Development will engage and animate the public waterfront through the selection of land uses, appropriate interface considerations and the programming and design of the park and public realm.

#### 3. A Strong Sense of Place

A vibrant commercial focus along the Foot of Fell Avenue and Harbourside Place will act as a "heart" of the community that is anchored by a public plaza, and activated by retail frontages along Fell Avenue and Harbourside Place. Future design development at **Development Permit and subdivision phase** shall further consider how to enhance the sense of place for this community.

#### 4. Character Palette

The public realm shall be developed around three character influences: the natural character inspired by the riparian corridor of Mackay Creek and the western section of Kings Mill Walk; the urban/village character at the Foot of Fell Avenue and Harbourside Place where there will be a concentration of retail activity; and the Marine character on the eastern side that interfaces with Burrard Yacht Club.

#### 5. Connected Public Space

Parks and public open spaces will be the central features in organizing the community. These areas will be connected by greenways to create a fully accessible, pedestrian and cyclist friendly neighbourhood. Permeable east-west and north-south access through the site and beyond will be maximized.

#### 6. Variety of Form and Detail

While the general building forms are rather homogeneous as a result of the public process to date, under the constraints of the amended OCP and the proposed zoning, the building and public realm design will pursue a variety of forms, details and character expressions to provide interest to this complex community.

#### 7. Street Hierarchy

The street network will maximize pedestrian access and permeability. Vehicle access and circulation will be limited to the high activity commercial areas along Fell Avenue and Harbourside Place, and the Mews. The Mews will also provide an internal circulation network with access to the underground parking, loading and servicing.

#### 8. Integrated Transit

Development will allow for an integrated bus connection to serve Harbourside Waterfront and adjacent neighbourhoods. Road design, supportive infrastructure and adjacent land uses will complement and support the enhanced transit service planned.

#### 9. Incremental/Phased Development

Development will encourage land parceling and a coordinated parking strategy that will allow for incremental development over time at a variety of scales.

#### 10. Demonstrate Sustainability/Biodiversity

Development will demonstrate a comprehensive approach to sustainability with an emphasis on reducing energy and water demands, reflected in both open space and building design.





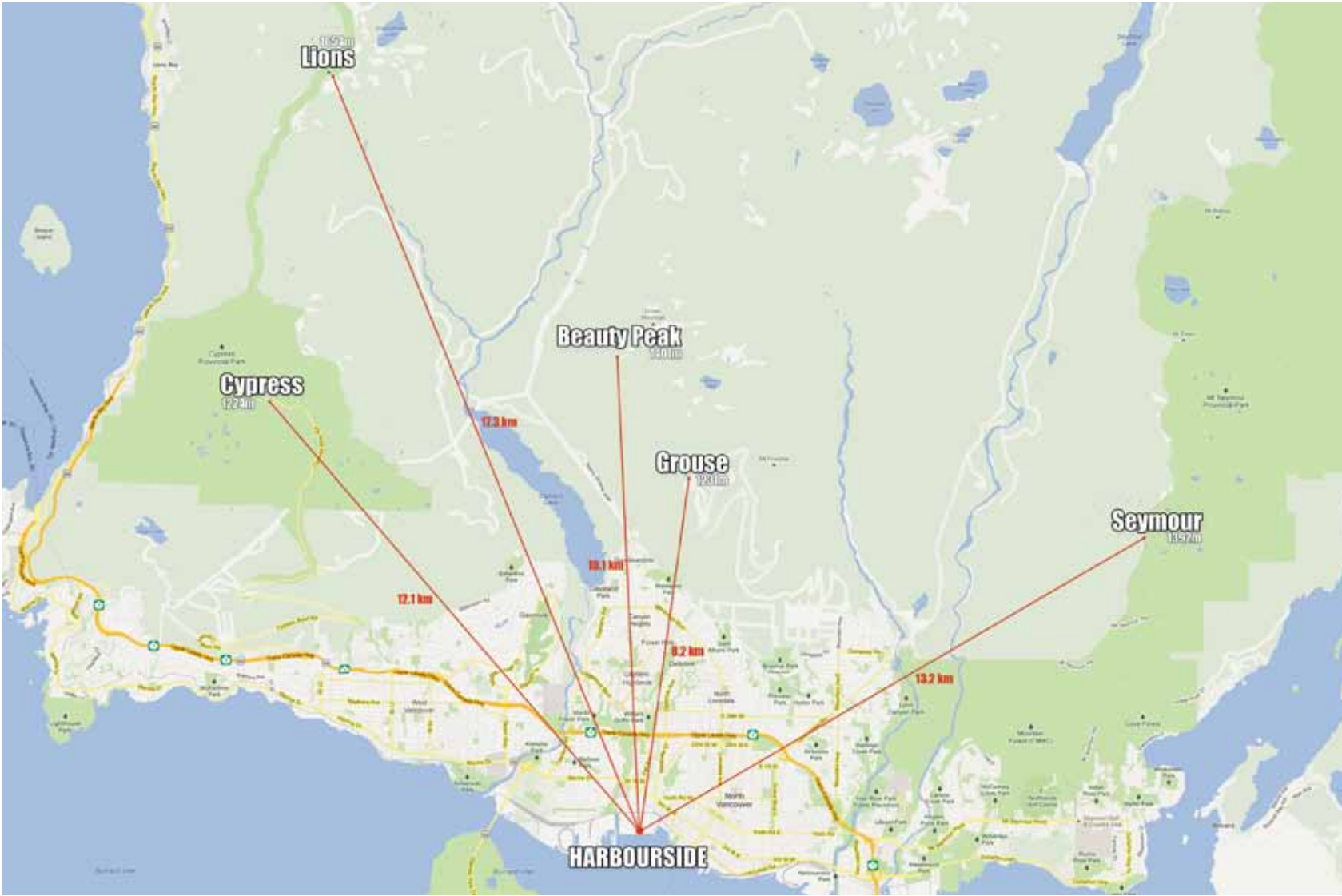
View A



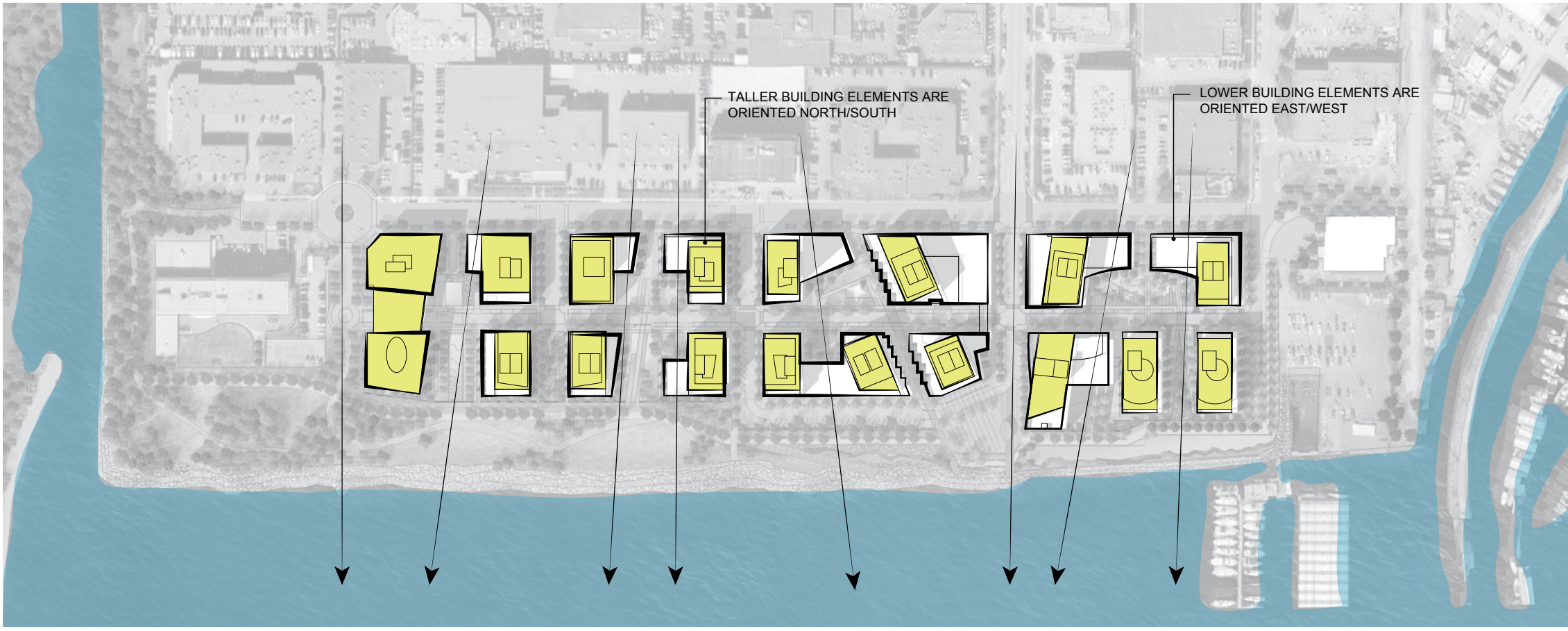
View B



View C



Views to the North Shore Mountains



Views across the Burrard Inlet toward downtown Vancouver

VIEWS / ORIENTATION

**View A**  
Fell Plaza, as a major node along the Spirit Trail and terminus to Fell Avenue, is highlighted as a position to capture panoramic views from The Lions and across to Grouse Mountain. Buildings on either side of Fell Avenue have been set back to frame this spectacular view.

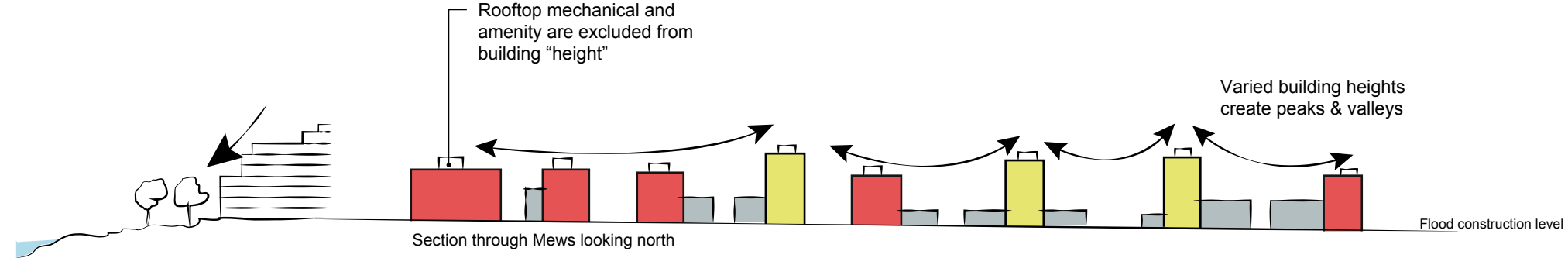
**View B**  
Lions Lane, a pedestrian only passage, is identified as a position to capture views of The Lions. Buildings have been oriented axially to capitalize on this special view.

**View C**  
Buildings have been oriented north-south to maximize views through the development areas with street extensions and courtyard passages providing additional opportunities for through views.





Conceptual Massing and Height - Axonometric



- LEGEND**
- High 7-9 storeys
  - Mid 5-7 storeys
  - Low 1-5 storeys
  - \* Foreground building

**MASSING**

In response to concerns of view obstruction from neighbours to the north and up the mountain foothills, taller building elements have been massed generally in a north-south orientation with lower buildings oriented in an east-west orientation.

**HEIGHT**

In accordance with the OCP, four buildings are proposed up to a maximum height of 27.6m (90'); with the remaining buildings up to a maximum height of 21.4m (70'). The proposed location of buildings reinforces the City's desire for a development form with "peaks and valleys".

Building elements adjacent to the park and Spirit Trail are intended to be between 6m and 12m (20' to 40') to create a friendly interface. Foreground buildings are purposely intended to contravene this principle as a means to reinforce their prominent location at Harbourside Waterfront.





Primary Land Uses - Axonometric



- LEGEND
- Residential
  - Office
  - Retail
  - Rental
  - Hotel
  - Potential Live/Work

PRIMARY USES

The project has been designed as a complete and integrated mixed-use community with opportunities to live, work, shop, and play.

A retail "high street" is proposed along Fell Avenue and Harbourside Place to animate these frontages and is intended to be the heart and energy centre for the neighbourhood. The hotel terminates Fell Avenue and forms a key element along the waterfront.

Additional commercial uses have been distributed as retail, storefront offices, and potential live/work along Harbourside Drive, as well as stand-alone office buildings in a campus-like setting at the western end of the site. The at grade uses relate to the light industrial and commercial uses to the north, and clustering the office buildings better positions the neighbourhood to attract a large-scale commercial tenant. Additionally, the placement of the stand-alone office buildings at the west provides an acoustical buffer between Harbourside Waterfront and the Seaspans shipyards.

Along Lions Lane both live/work and townhomes (residential with accessory home occupation use) are being proposed.

With the exception of rental which is only allocated to the Concert site, uses have been distributed between the two land owners as follows:

Market Residential  
1.35 FSR

Commercial (Office, Hotel and Retail)  
0.70 FSR

Rental (bonus density not counted in FSR)  
0.15 FSR





CONCEPTUAL DRAWING  
Park and open space design, building siting, and building design to be considered at Development Permit and subdivision phase

M  
SPIRIT TRAIL

L  
FEATURE  
COURTYARD

K  
COVERED PUBLIC  
SPACE

J  
HARBOURSIDE  
PLACE

I  
FELL PLAZA

H  
FOREGROUND  
BUILDING

G  
PUBLIC PASSAGES

ILLUSTRATIVE MASTERPLAN

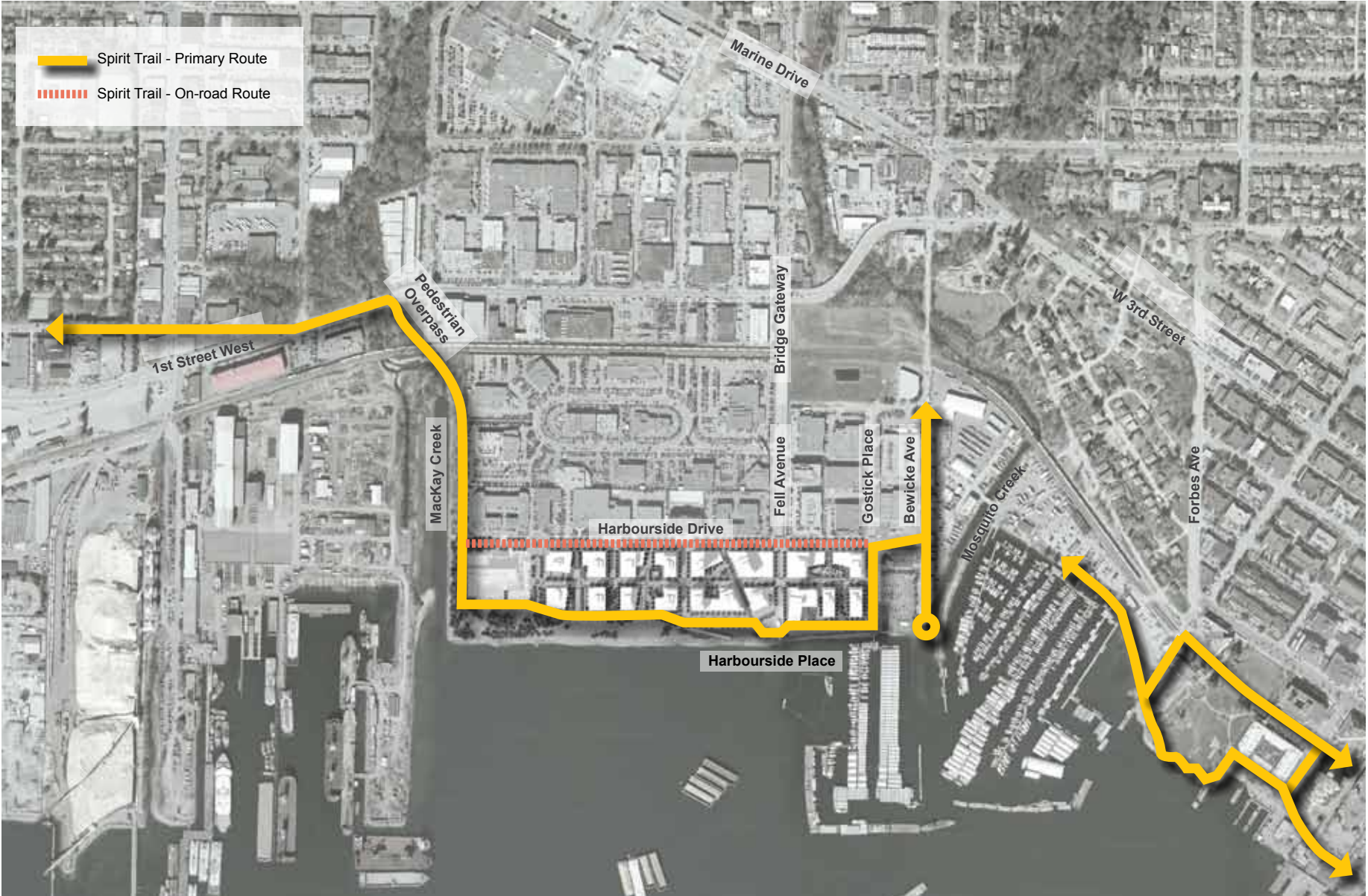
- A. Large office complex provides a buffer between the new development and the Seaspans shipyards.
- B. Storefront offices, retail and live/work spaces along Harbourside Drive relate to the office and light industrial uses to the north.
- C. Lions Lane provides an axial view to The Lions mountains with complimentary land uses to animate the pedestrian pathway.
- D. Building forms are splayed to provide a panoramic view to The Lions and Grouse Mountain.
- E. Fell Avenue forms the "High Street" with retail on both sides and the water view entry to the development.
- F. Tower components are orientated north-south to allow views through the site and from the north.
- G. Public passages run throughout the development connecting streets and courtyards to the waterfront park and Spirit Trail.
- H. A foreground building acts as the visual and functional anchor of the development and Fell Plaza.
- I. Fell Plaza form the activity intersection between the development, the park, and the Spirit Trail.
- J. Harbourside Place is an important "esplanade" with spectacular views to the south and commercial retail to the north. The street can be closed to accommodate special events.
- K. Covered space for multi-purpose uses and events.
- L. Semi-private courtyards provide open space along the central Mews, and opportunities for future programming.
- M. Spirit Trail forms an important alternative east-west greenway linking Harbourside to adjacent North Shore communities.



CONCEPTUAL DRAWING  
Park and open space design, building siting, and building design to be considered at Development Permit and subdivision phase



MASTER PLAN FRAMEWORK



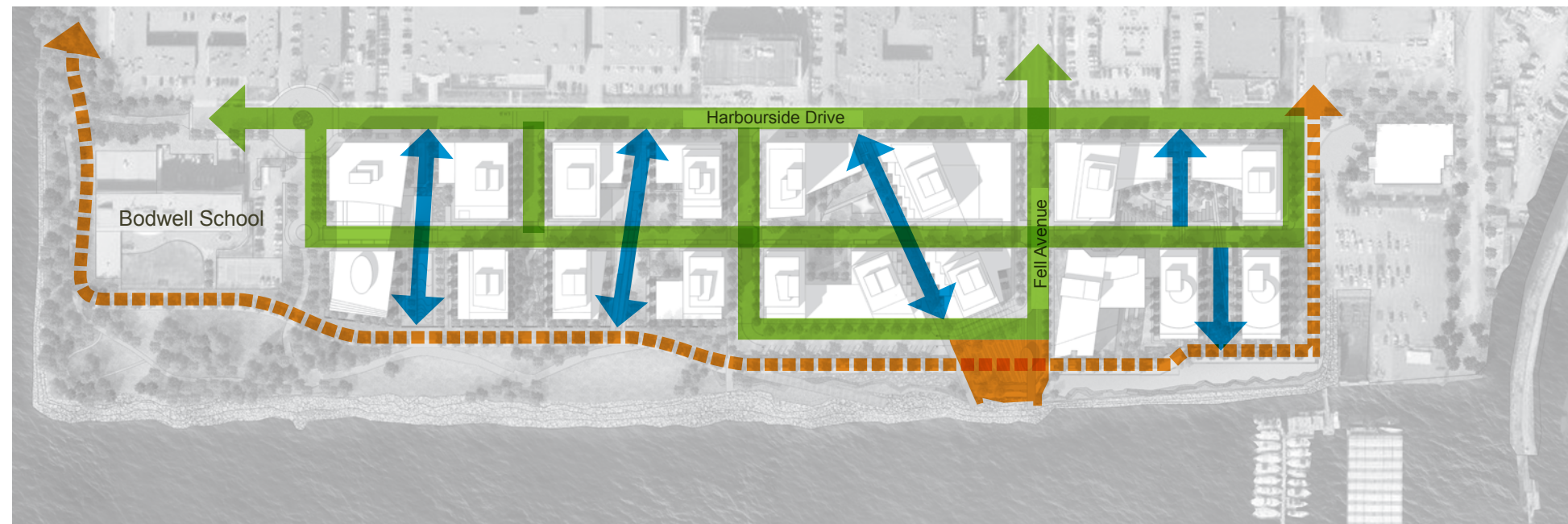
Spirit Trail connections

SPIRIT TRAIL

The City, together with the federal and provincial governments, North Shore municipalities, First Nations, and other agencies are working together to create the North Shore Spirit Trail. The Spirit Trail will be a unique, waterfront-oriented, multi-use and fully accessible greenway that will provide pedestrians, cyclists, and people with wheeled mobility aids access across the North Shore, from Horseshoe Bay to Deep Cove. Specifically, the Spirit Trail runs along the entire development frontage of Harbourside Waterfront and provides an important greenway connection to Lonsdale Quay and Park Royal.

The Spirit Trail along the waterfront is being proposed as a separated and tiered pedestrian walkway and bike lane with the potential for planting and seating in between. Along Harbourside Drive, an additional cycle route in the form of a shared lane will be integrated for commuter cyclists.

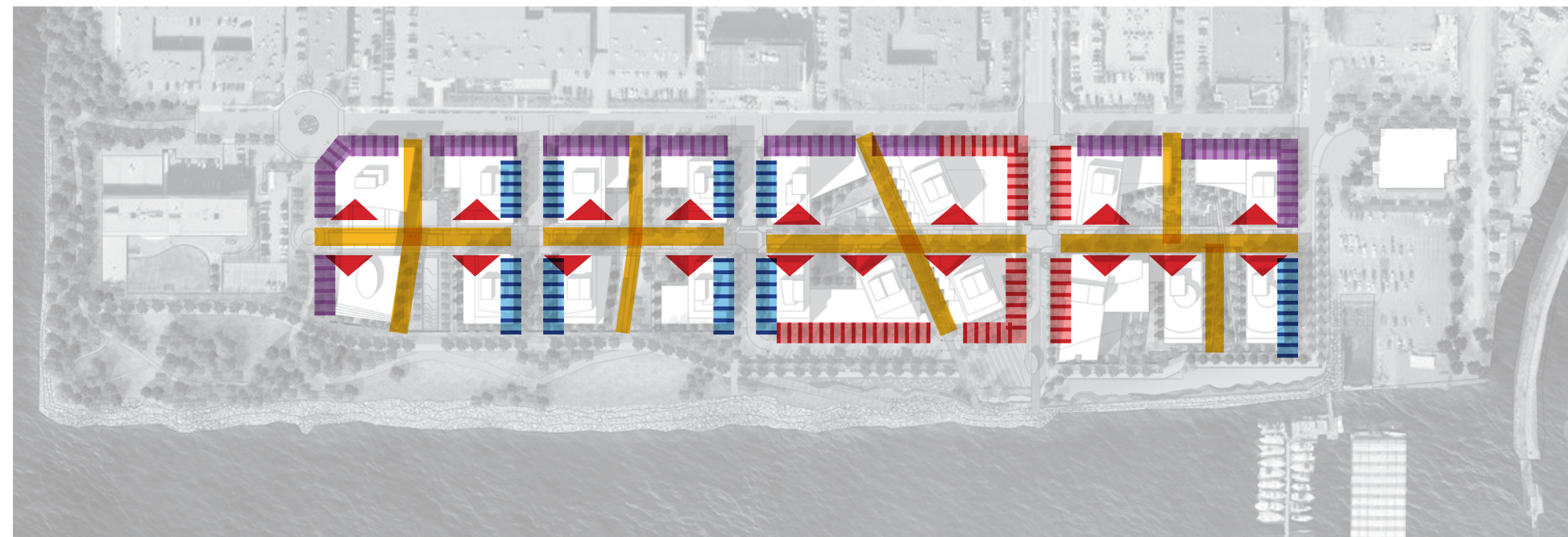




- LEGEND
- » Pedestrian, vehicular, & bike route
  - » Pedestrian only
  - » Pedestrian & bikes (Spirit Trail)

### VEHICULAR PERMEABILITY & CONNECTIVITY

A fine grain network of streets, lanes and pedestrian linkages provide for a high degree of permeability and connectivity for cyclists, pedestrians and vehicles. A normalized street grid through the site provides for improved vehicular circulation with a road design that provides the option of closing off Harbourside Place without limiting access to the waterfront. Each block will also provide north-south and east-west pedestrian access through mid-blocks, further improving connectivity between the private development lands and the park/waterfront.

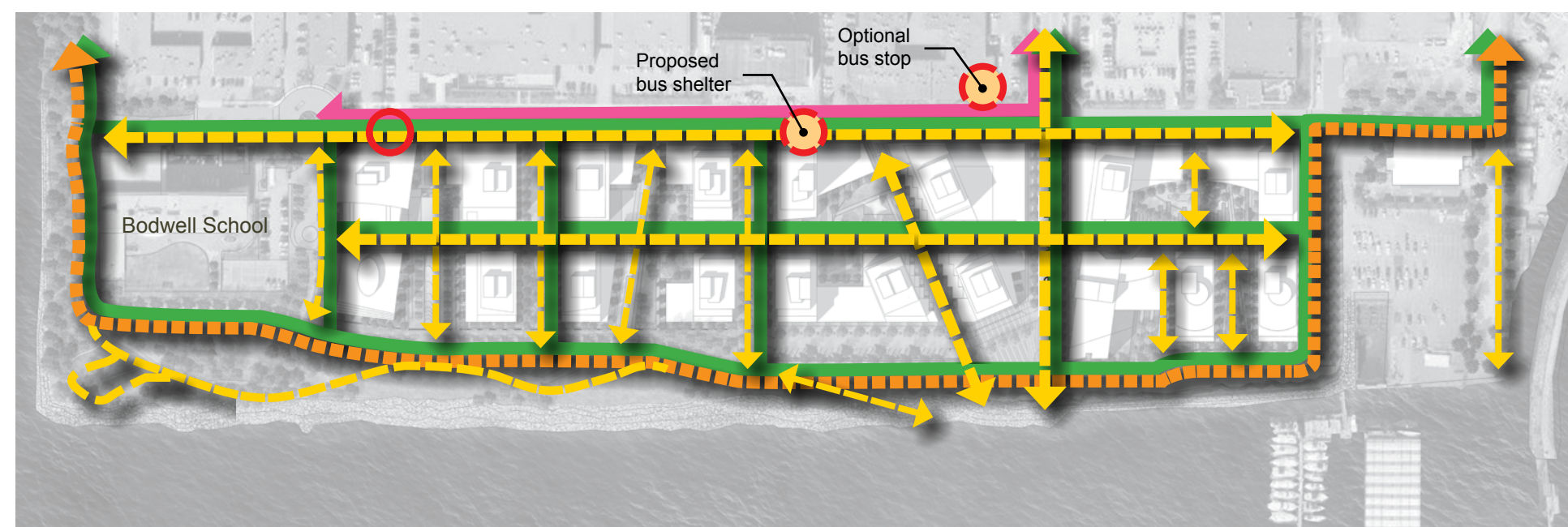


- LEGEND
- » Main entries
  - » Highly porous & transparent
  - » Medium porous & transparent
  - » Low porous & transparent
  - » Public passageways

### POROSITY & TRANSPARENCY

Various degrees of engagement between ground oriented units and open space will correspond to the range of building uses. Ground oriented commercial retail uses will be highly porous and transparent and will contribute to the vitality and animation of Fell Avenue and Harbourside Place. Ground oriented commercial uses will be relatively porous and transparent offering some degree of security and defensible space from the street.

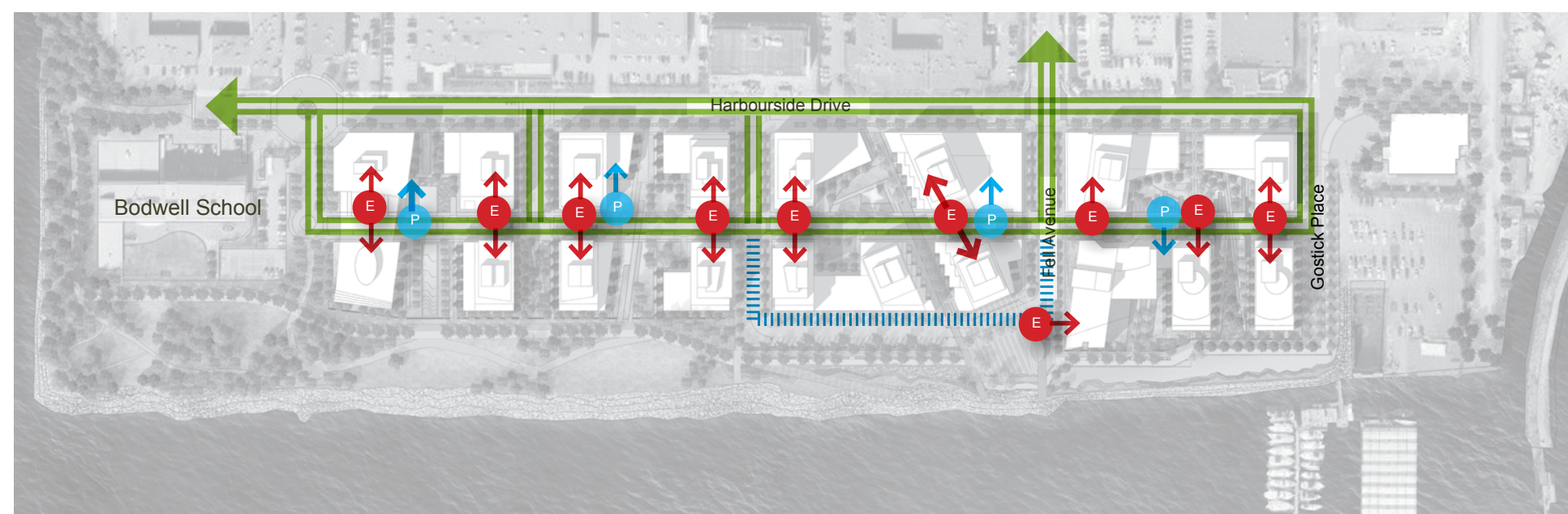
Ground oriented apartments and townhomes will be well fenestrated to allow for "eyes on the street" while the access to individual front doors would be defined by grade level changes and adjoining front patios to create defensible private space, and a comfortable transition between the private and public realms.



- LEGEND
- » Spirit Trail
  - » Primary Pedestrian Route
  - » Secondary Pedestrian Route
  - » Bike Access
  - » Bus Route
  - » Proposed Bus Stop
  - » Existing Bus Stop

### PEDESTRIAN, BIKES, & TRANSIT

A clear hierarchy of mobility modes will influence the design of streets, Mews and pathways with priority placed on pedestrians, followed by cyclists, and transit as a means to encourage alternatives to driving. The circulation system seeks to maximize pedestrian permeability through private development sites via the Mews and a series of mid-block north-south pedestrian linkages. A network of cycle routes are proposed which will include a separated bike path along the Spirit Trail catering to the recreational and family cyclists, and on-street sharrows routes along Harbourside Drive and Fell Avenue to accommodate commuter cyclists. Clear pedestrian and cyclist access routes to three bus stops along Harbourside Drive will maximize use of an enhanced bus service.



- LEGEND
- » Lobby entry
  - » Underground parking entry
  - » Two-way traffic
  - » One-way traffic

#### Proposed Vehicle Parking Ratios (In accordance with CD-646 Zone)

1.2 / Unit - Residential condo  
0.75/ Unit - Residential rental  
2.4-2.7 / 100 m2 GFA - Office  
2.6/100 m2 GFA - Retail  
1 / Unit - Hotel

#### Bicycle Parking Ratios

1.3 spaces / unit - Residential  
1 space / 36 m2 - Office  
1 space / 31 m2 - Retail

### BUILDING ACCESS & PARKING

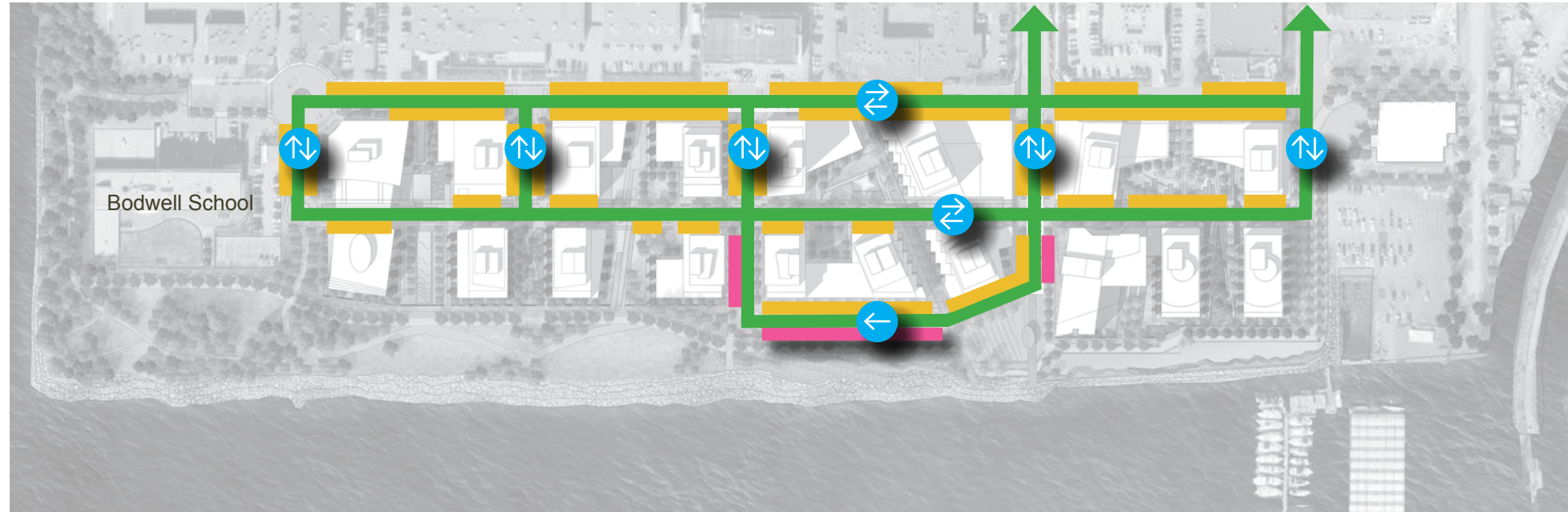
Primary vehicular access to the site is from Fell Avenue, with secondary access from Bewicke Avenue via Gostick Place. Both of these access points would connect Harbourside to Marine Drive, as well as to west 1st and 2nd Street collector roads.

Generally, 1 to 2 levels of underground parking will be provided for each of the four principle sites. To minimize curb cuts and disturbance to the street character, access will be provided off the Mews. Underground parking entries and lobbies will be constructed at 4.5m FCL. Individual access will also be provided to townhomes fronting the streets, as well as along Lions Lane.

Driveway and lobby entry points shown are illustrative. Number and location of driveways and entries is to be confirmed through the Development Permit and subdivision process.

Access and servicing may be provided in additional areas such as off of the north-south streets (in addition to the Mews). Details of access locations will be determined through the Development Permit and subdivision process.

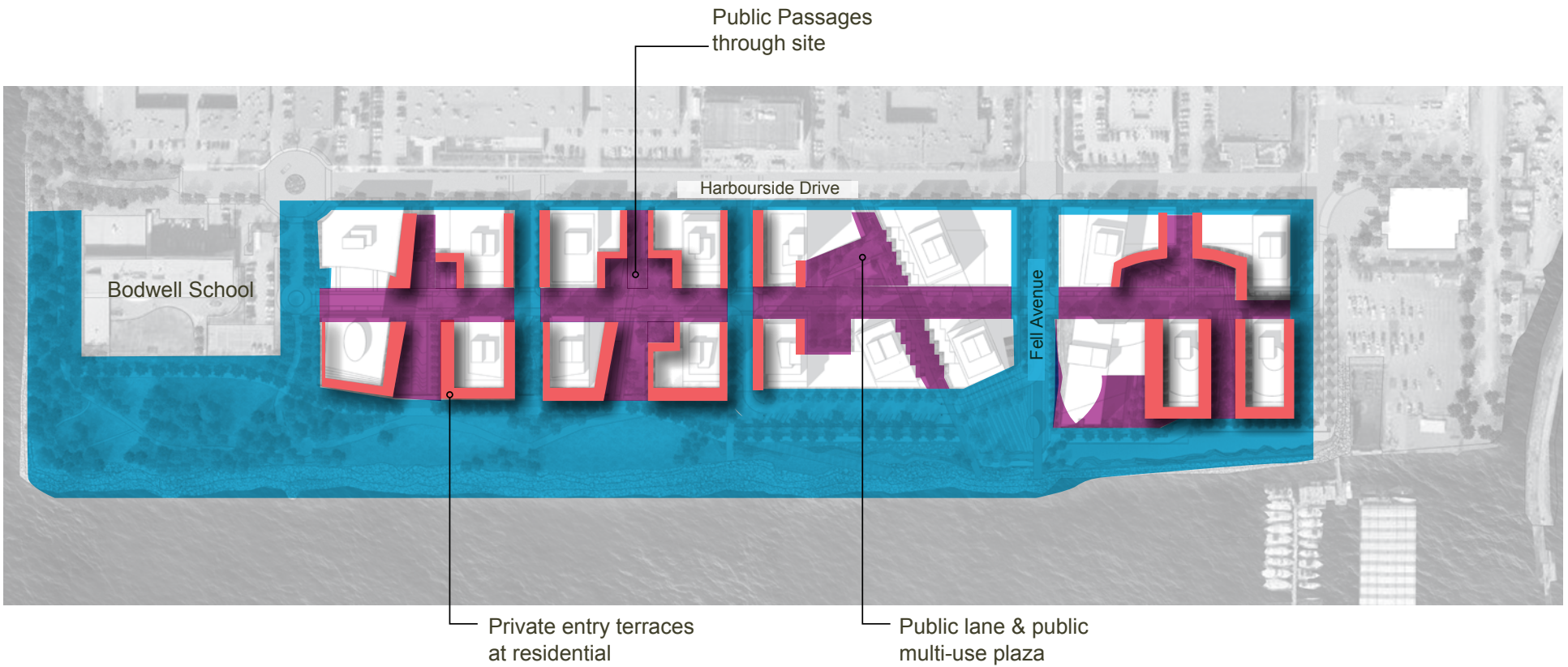




### PARK ACCESS & STREET PARKING

The Mews, along with a series of north-south streets and pedestrian corridors, will help to improve permeability and access to the park. The expanded road network will also provide approximately an additional 50 street parking spaces.

Fell Avenue and Harbourside Place are planned to be enhanced from their current "suburban street" form to one that is more in keeping with a mixed-use community, and particularly with a focus on pedestrian activities. One of the key features proposed is to make Harbourside Place one-way south of the Mews. This will allow for direct visual access to the waterfront from Fell Avenue; creates a simplified circulatory part; and allows for a more compact and intimate street structure along the waterfront.



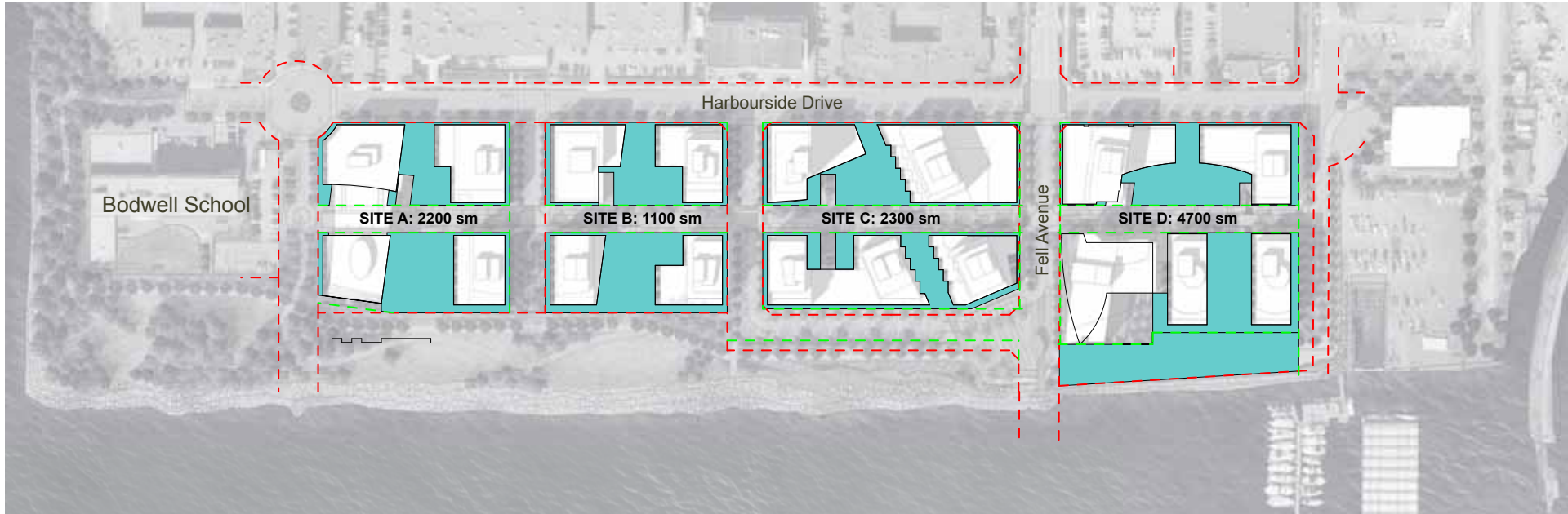
### PUBLIC & PRIVATE OPEN SPACE

A hierarchy of open spaces are proposed to create a transition between private and public spaces. Areas will be defined through the use of planters and planting; elevating private areas above public to improve safety; low fencing and gates where necessary; and windows and doors for private overview of public areas. It is not the intention to gate the passageways between buildings from public access.

Each development site is designed with a publicly accessible internal courtyard configuration that is privately owned and maintained. Each courtyard is bisected by the east-west Mews and north-west publicly accessible walkways that connect to the adjacent park and streets, and allow greater pedestrian permeability through each development block.







- LEGEND
- » Open Space Area
  - » Existing property lines
  - » Proposed property lines

MINIMUM OPEN SPACE AREA

Harbourside Waterfront will provide a minimum of 2.6 Acres of open space area.



- LEGEND
- » Rain gardens & urban detention areas
  - » Freshwater marsh
  - » Intensive & extensive green roofs
  - » Direction of flow

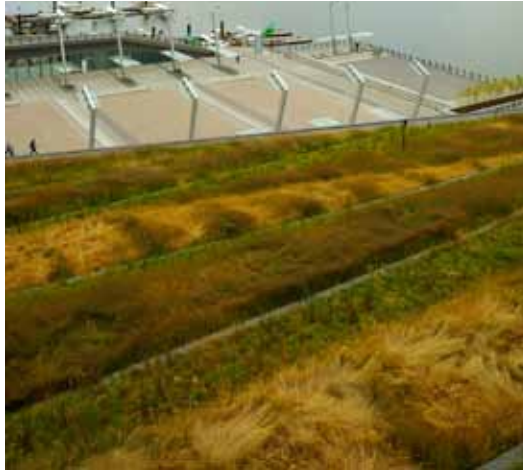
RAINWATER MANAGEMENT

Rainwater management initiatives will be applied to off-site areas including streets, the Mews and park spaces that exist outside of the development sites in order to minimize overland flow and reduce sedimentation of receiving waters (Burrard Inlet). Rainwater runoff controls will include the provision of rain gardens and permeable paving within the street environment, and could possibly include bioswales, infiltration trenches or constructed wetlands within the park and other pervious open spaces. These initiatives will work to reduce peak volumes of runoff entering into the Municipal storm sewer system, while providing non-potable water sources for irrigation and increased groundwater infiltration.

Rainwater retention and reuse will be considered a key part of landscape design strategy for each of the development sites. Initiatives include the provision of green roofs to retain rainwater volumes and minimize runoff from building roofs. Additional clean runoff from impermeable building surfaces, and from hard surfaces at the ground level will also be captured and retained in ecological water features, and possibly as part of a supplemental water source for irrigation.



Intensive green roof



Extensive green roof



Marsh environment



Rain garden



Marsh habitat





LEGEND

- 1 » Private development site
- 2 » City-owned streets
- 3 » Existing Kings Mill Walk Park
- 4 » Newly dedicated park

CONCEPTUAL DRAWING  
Park and open space design, building siting, and building design to be considered at **Development Permit and subdivision stage.**

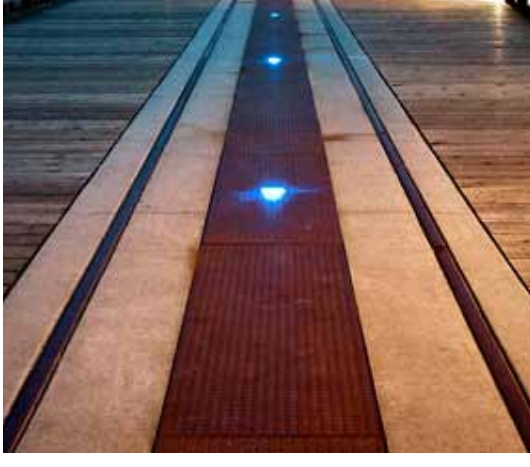


Conceptual view of Fell Plaza

PUBLIC REALM CHARACTER

The design strategy proposed encourages a public realm expression that celebrates a marine, urban and natural character for the waterfront. The public realm including the streets, Mews and public open spaces use a cohesive palette of materials and design elements throughout to create the sense of a contemporary and contextually meaningful neighbourhood precinct within which a variety of unique spaces can exist.





CHARACTER PALETTE

The character of the public realm is inspired by the context of Harbourside providing deeper meaning and a sense of place to the community. Reinforcing Harbourside's connection to its surroundings, the streets, waterfront park spaces, semi-public courtyards and private outdoor spaces are characterized using a palette of marine, urban and ecological materials and elements that celebrate the contrasting interface between nature, urbanity and industry that is uniquely North Vancouver.

Marine Character Elements

Harbourside borrows the character of the neighbouring marine industrial operations that reinforce the character and authenticity of North Vancouver's 'working waterfront'. Marine elements can include industrial artifacts, shipping cleats, decking, pile structures and other industrial marine and nautical detailing that would be used along the foreshore of Kings Mill Walk park and throughout the public realm within the development.

Urban Character Elements

In contrast to car-based suburban environments, compact walkable urban environments tend to exhibit a greater degree of character and detailing in a response to lower travel speeds. Richly textured materials and patterning, greater frequency of fenestration and a range of colours and tones will be designed to provide

variation and interest at a walking pace. This is characteristic of many urban environments that predate car-oriented development which tend to be more interesting and memorable when experienced on foot.

The public realm at Harbourside Waterfront aims to embody urban elements that reinforce the sense of a richly designed public realm. Specific responses include continuous paving surfaces, planting, lighting and furnishings that span both pedestrian and vehicular space as a means to slow traffic to reinforce a pedestrian oriented walking environment throughout all areas of the public realm.

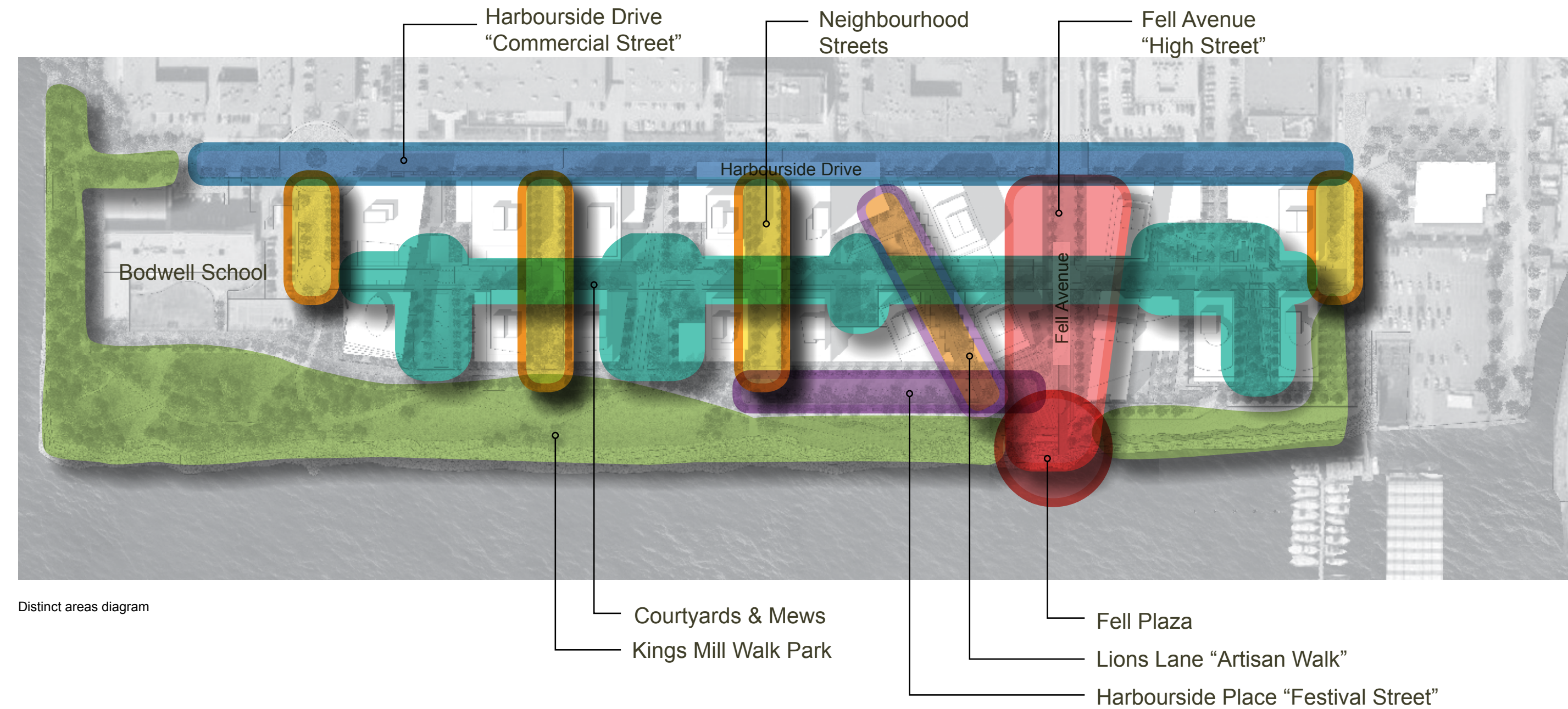
Natural Character Elements

Harbourside is defined by natural geographic features including the MacKay and Mosquito Creeks, as well as the marine shoreline fronting onto the Burrard Inlet. Strong visual connections to the natural marine environment and the mountains provide a context that is unique to the North Shore. Harbourside will integrate into its context both visually and functionally.

Planting choice will be inspired by the coastal forests with naturalized foreshore planting including a perched marsh, and new riparian areas that aim to restore the shoreline ecosystem. Like a natural watershed, rainwater runoff from streets and roofs will be collected and retained within a series of shallow ponds and waterways that will employ ecological methods

for supplemental filtration. Natural focused play environments for children will also be created to strengthen children's connection to the nature and ecology within an urban environment. Generous tree planting, along the streets and waterfront and within courtyards and roofs, creates an urban forest that provides greater ecological connectivity with adjacent riparian corridors.





Distinct areas diagram



Harbourside Drive & Place

CONCEPTUAL DRAWING  
Park and open space design, building siting, and building  
design to be considered at **Development Permit and subdivision** stage



Fell Avenue & Plaza



Lions Lane & Mews



Neighbourhood streets & Kings Mill Walk

## DISTINCT AREAS

Harbourside Waterfront will be defined by several distinct areas that reinforce a strong sense of place within the community. The heart of the neighbourhood is a commercial retail focused environment with public realm spaces that will be active and animated by programmed events and the daily activities of shopping, dining, ambling and people watching. This precinct is comprised of a number of distinct areas including the Fell Avenue "High Street", the "Foot of Fell" Plaza, Harbourside Place "Festival Street", and the Lions Lane "Artisan Walk". Defining the north edge of the community is the "Commercial Street" along Harbourside Drive that responds to the commercial office uses to the north.

A permeable network of Neighbourhood Streets and publicly accessible courtyards connected by the east-west Mews creates for a more intimate series of passive neighbourhood oriented spaces. King Mill Walk defines the foreshore of Harbourside featuring a range of active and passive activities, and experiences catering to a wide range of user groups and enabling a strong connection with the water's edge.

New street names are conceptual only and will be determined at a later date in accordance with City policy.





### HARBOURSIDE DRIVE "Commercial Street"

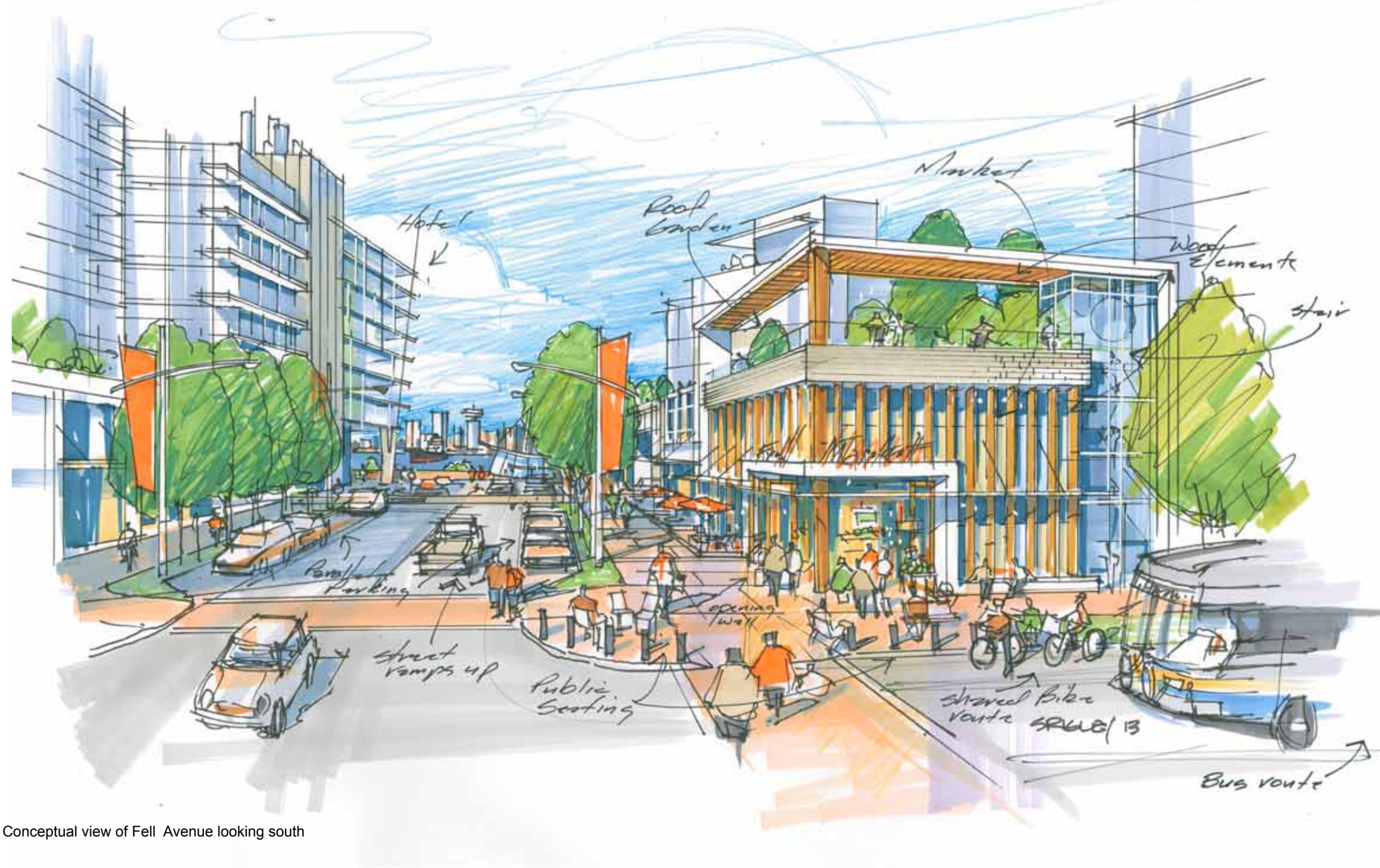
Harbourside Drive has been designed as a commercial street. Storefront office, retail and live/work spaces animate the south side of Harbourside Drive and relate to the commercial and light industrial uses to the north.

The current street elevation is approximately 3.0m. Spaces fronting Harbourside Drive will be design to meet the City's bylaw requirements for flood management.



Conceptual view of Harbourside Drive looking west





Conceptual view of Fell Avenue looking south



FELL AVENUE "High Street"

Fell Avenue forms the primary entrance to Harbourside Waterfront and is intended to be an animated and active retail street. A variety of canopy types provide weather protection and storefronts open to the sidewalks. Cafes with outdoor seating and shops displaying their products are supported along this route. The High Street becomes a memorable approach to the water's edge with views out to Burrard Inlet and Vancouver Skyline to the south and framed views of the North Shore mountains.





Conceptual view of "Foot of Fell" Plaza



"FOOT OF FELL" PLAZA

Upon arriving at Fell Plaza, the heart of the Harbourside Waterfront consolidates at the water's edge. The plaza and extension to the waterfront is intended to be one of the most active and flexible spaces in the community. It is intended to serve as a public gathering place, ceremonial space, performance space, outdoor market place, place for socializing, and a place for play.





**HARBOURSIDE PLACE  
"Festival Street"**

To the west of Fell Plaza is festival space located at the elbow of Harbourside Place and is an important node that connects the westerly section of Kings Mill Walk with the more active, urban high street and waterfront promenade to the east. A promenade by nature, Harbourside Place is the activity centre for Harbourside Waterfront. Flanked on one side by shops and restaurants, it is complemented to the south by spectacular views of the working harbour and the Vancouver skyline beyond. Outdoor seating, shops display, sculptural artworks, etc. create a vibrant character area. During special events, street closure along the south part of Harbourside Place will allow for additional festival space spanning from Fell Plaza.



Conceptual view of Harbourside Place





Conceptual view of Lions Lane



LIONS LANE "Artisan Walk"

Reinforcing Fell Plaza as the heart of the community, Lions Lane is a formalized passage whose diagonal orientation frames views of the twin mountain peaks of The Lions.

Lions Lane is proposed to be a very intimate pedestrian passage with a spectacular view of The Lions. Single storey work spaces or residential townhouses will flank each side with a semi-protected open space.





NEIGHBOURHOOD STREETS

Spanning in the north-south direction across Harbourside Waterfront, the neighbourhood streets provide street and linear green corridor connections between commercial and residential development and the water.

Street frontages reinforce a fine textured connection between ground-oriented residential units and street front commercial offices with the pedestrian street environment. Residential street frontages are furnished with slightly raised patio spaces that create a comfortable grade separation between public and private space. A two-storey material expression is intended to create an intimate street scale. Green extensions connect these streets to Kings Mill Walk park to provide both pedestrian and bicycle access to the Spirit Trail.



Conceptual view of typical neighbourhood streets





COURTYARDS AND MEWS

Courtyards function as passive gathering spaces, neighbourhood gathering space, contemplative space and natural green space. These courtyards also function as internal corridors through neighbourhood blocks providing access to semi-private open spaces, and private residences. Unique in character, with informal plantings, furnishings and a variety of paving materials, the courtyards provide intimate linkages that are pedestrian in scale. Water features and sculptural landscape elements merge with rich, indigenous, and sustainable planting to create a sequence of visual delights. Furthermore, paved surfaces within courtyards serve as outdoor plaza space that can accommodate intermittent loading access.

Connecting Harbourside Waterfront along the east-west direction, the Mews is a multi-purposed lane that is accessible to both pedestrians and vehicles. The Mews has been designed to uniquely alternate between placement of parking and tree boulevards to create an informal driving environment designed to reduce traffic speeds and enable a "shared space" vehicle and pedestrian environment.



Conceptual view of the Mews





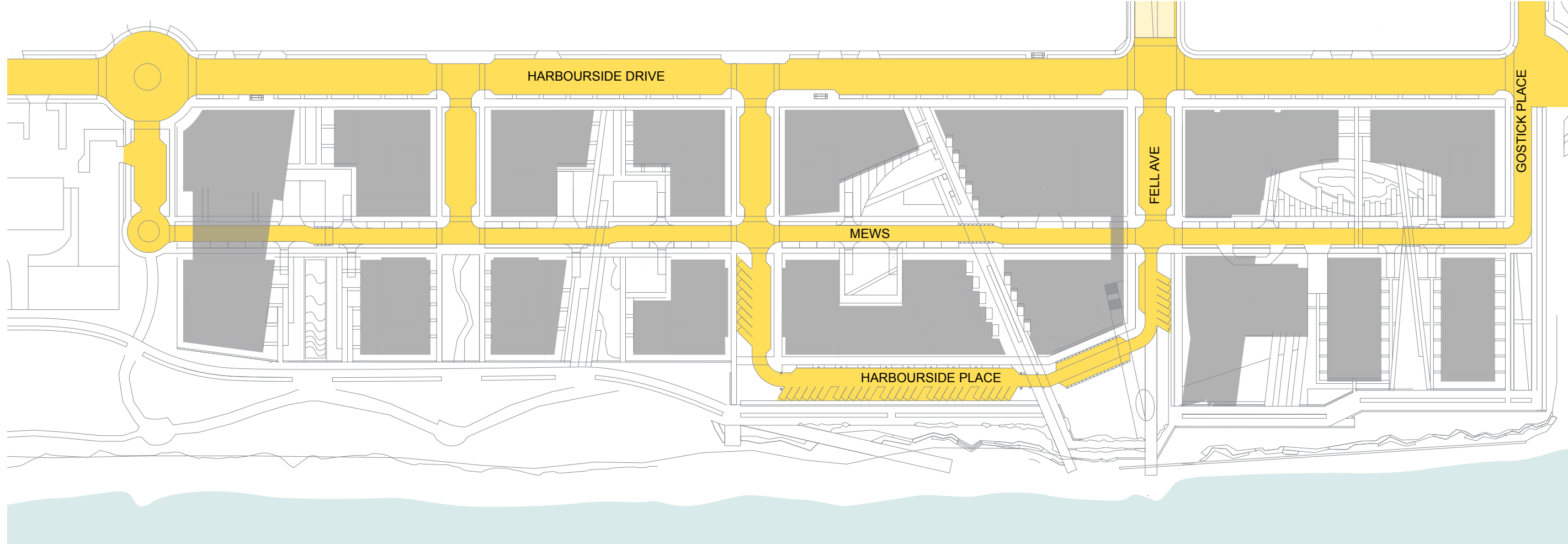
## KINGS MILL WALK

Kings Mill Walk is comprised of the existing dog park and unprogrammed area, and newly dedicated area in front of site D as part of this rezoning application. The park area will be subject to a City-led parks process post-rezoning to determine any upgrades or changes. Considerations to flood management and improved public access to the water will be included as part of future programming aspirations.

The Spirit Trail runs parallel to the development frontage along Kings Mill Walk. It is being proposed as a separated and tiered pedestrian walkway and bike lane with the potential for planting and seating in between. The elevation of the greenway will be raised to provide a grade-separated buffer with the existing park area and the new residential development to the north.







STREET SYSTEM PLAN



Conceptual design of Fell Avenue "High Street"

## STREET TYPES

The internal street network consists of local-serving residential streets with a combination of one-way and two-way directional patterns. While maintaining their respective access and circulation functions, the street environments are to provide opportunities to achieve a high quality public realm and pedestrian environment.

Employing a distinct palette of materials for the streets is critical in creating a sense of place and memory and is a means to transform what is a typical street corridor into a vibrant public realm environment. Special paving, edge treatments, a distinct planting palette as well as distinctive vertical elements such as heavy bollards and character light standards with banners reinforce the distinctive vernacular of Harbourside.

Harbourside Place and the Foot of Fell become the retail "high street" that define the heart of the Harbourside Waterfront community and embrace the adjacent retail interfaces to create an active and animated public realm. A richness in paving materials within the vehicle and pedestrian realms combine pedestrian and vehicular areas into a cohesive public space that seamlessly connect with Fell Plaza and Lions Lane.

Neighbourhood streets serve as access through residential neighbourhoods, accommodating vehicular traffic and pedestrian movement. They would include the two north-south streets to the west of Harbourside Place including two new streets proposed between Bodwell School and Site A, as well as between Sites A and B. The street edges are defined by ground oriented com-

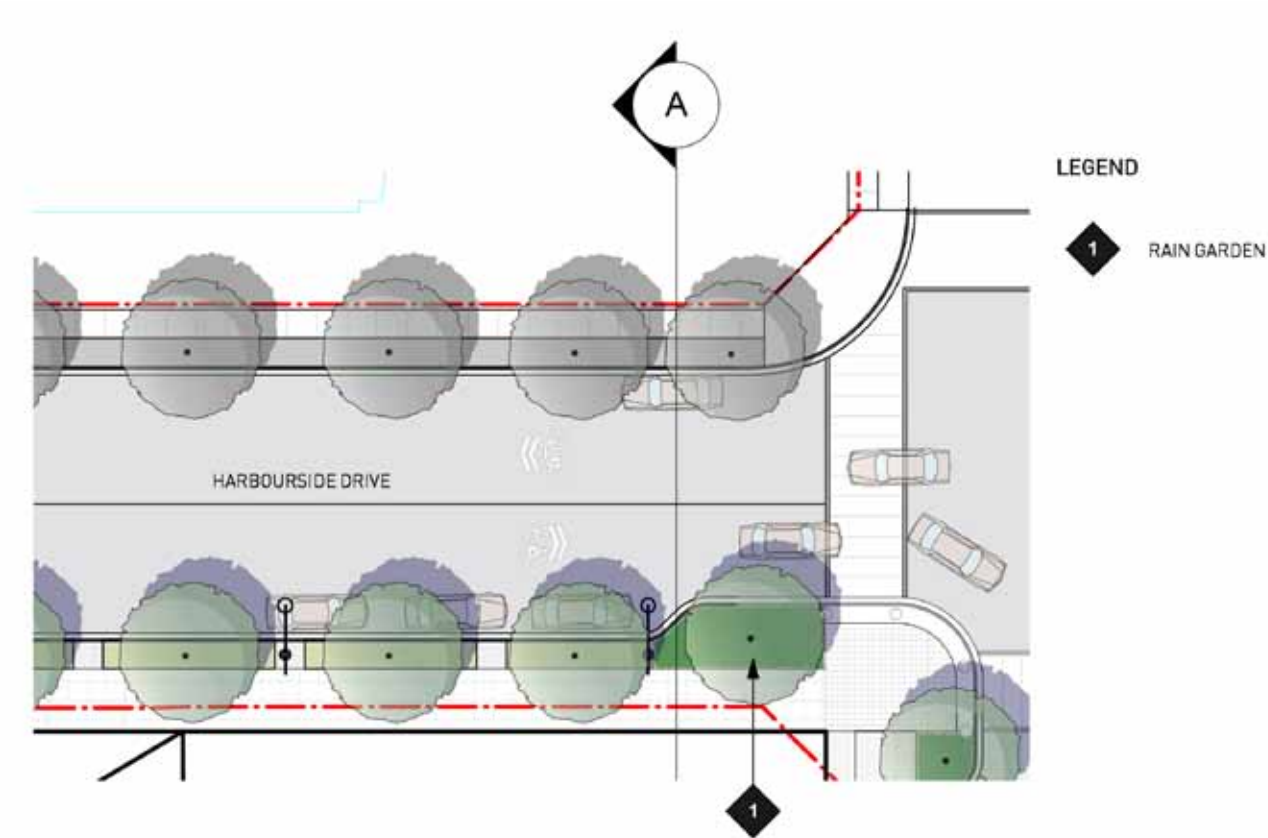
mercial/office use or ground oriented residential that provides a layering of public and private spaces with patios and stoops accessing tree-lined sidewalks. Planted boulevards and corner bulges function to enhance the neighbourhood character and create a distinctively intimate street environment.

Harbourside Drive and the Mews serve as main the east-west connectors within Harbourside. Harbourside Drive serves as the primary collector of traffic on the northern boundary and will accommodate an enhanced bus service. The Mews functions as a mixed modal corridor between the development sites. It serves as both as a route for local residential traffic as well as service vehicles within a narrow informal Mews that combines vehicles, bikes and pedestrians alike. Harbourside Place serves as an active and animated waterfront street where street activity engages with the waterfront park.

Street details and dimensions to be refined at Development Permit and subdivision stage. Street plans and sections on the following pages are conceptual only.

Public or dedicated streets will be formally named in the future in accordance with City policy.



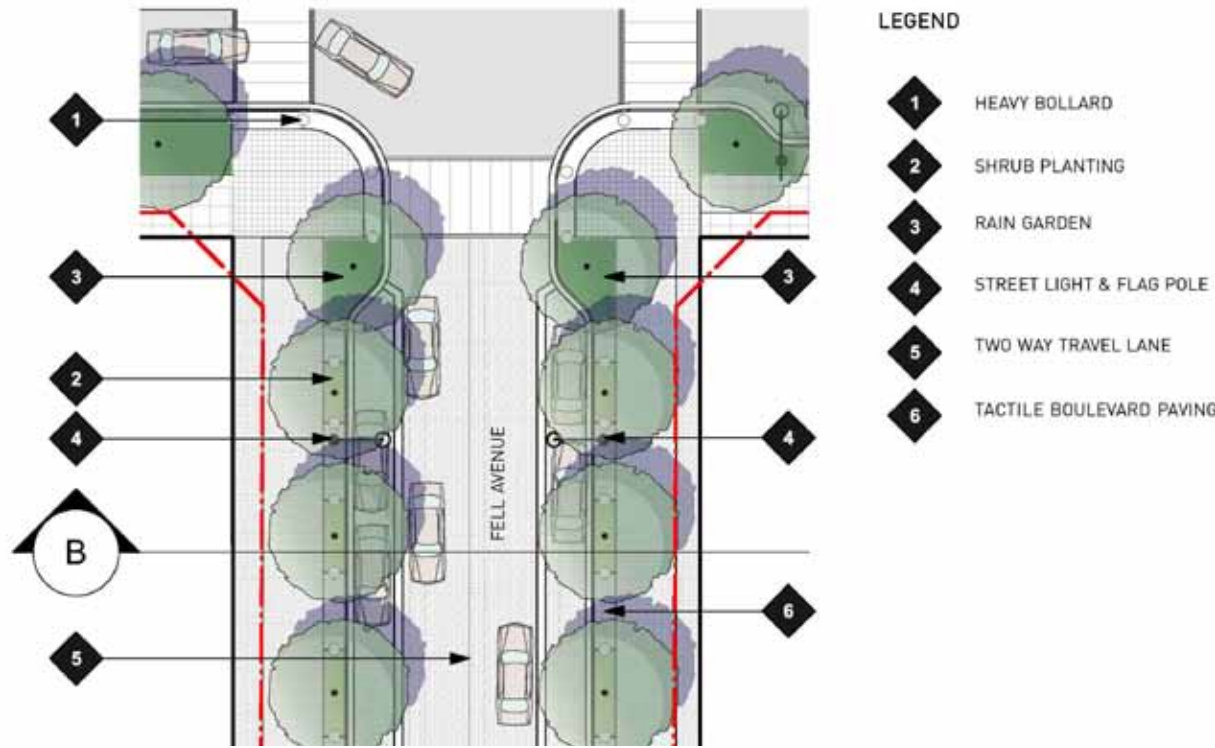


Detail Plan A

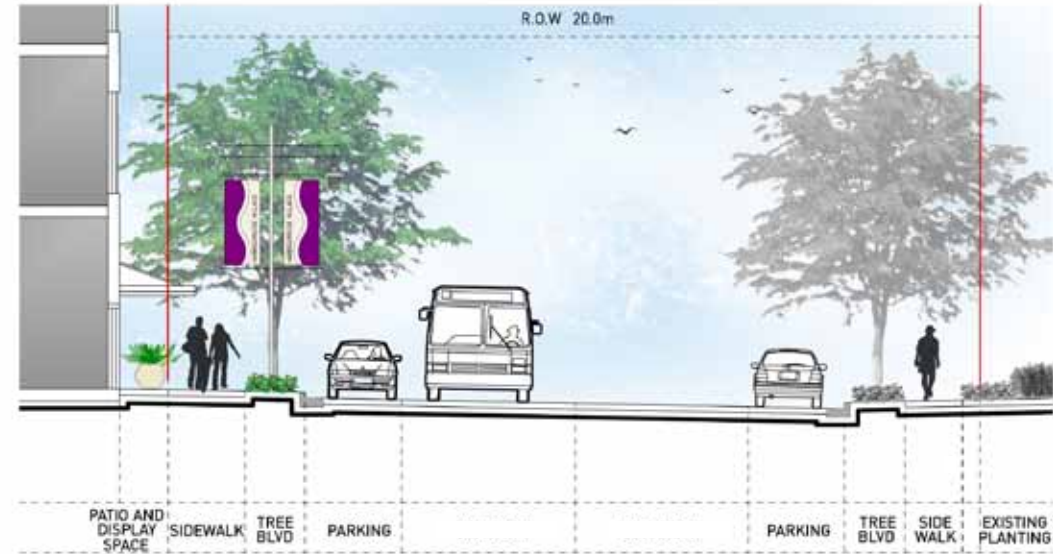
A. HARBOURSIDE DRIVE

The current Harbourside Drive elevation is approximately 3.0m. Spaces fronting Harbourside Drive will be designed to meet the City's bylaw requirements for flood management.

The street corridor is defined by a 20.0m Right of Way (ROW). Both the north and south sides of the street provide parallel parking. Lay-bys will be provided for transit along with transit infrastructure (bus stop, shelter, signage, etc.). The street also incorporates a sharrow lane. Planted boulevards accommodate street trees and shrub planting beds with paving breaks between planting to allow access between on street parking and the sidewalk.

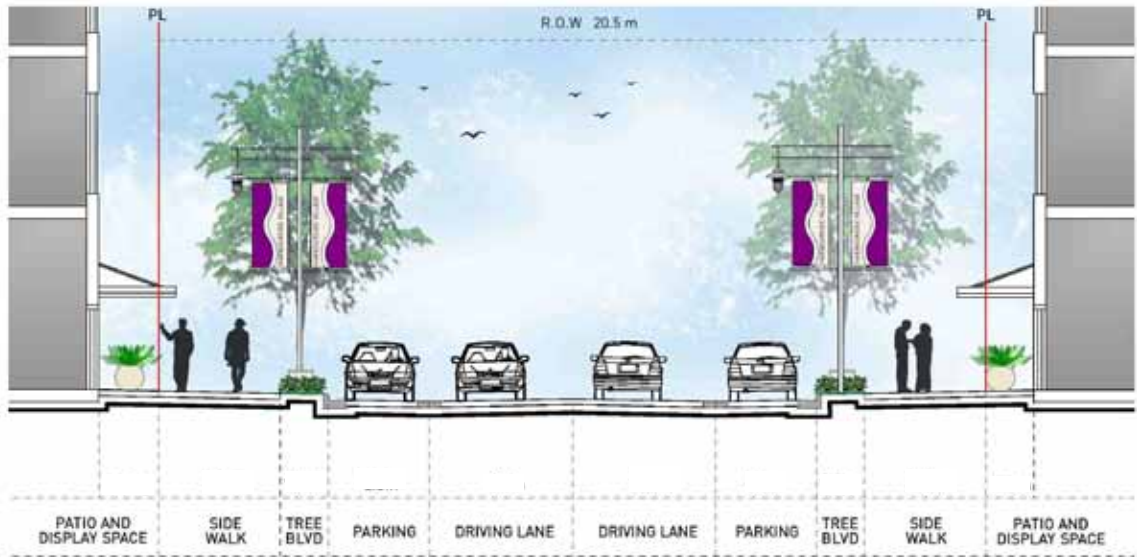


Detail Plan B



Conceptual Section A

R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.



Conceptual Section B

R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.



HARBOURSIDE WATERFRONT

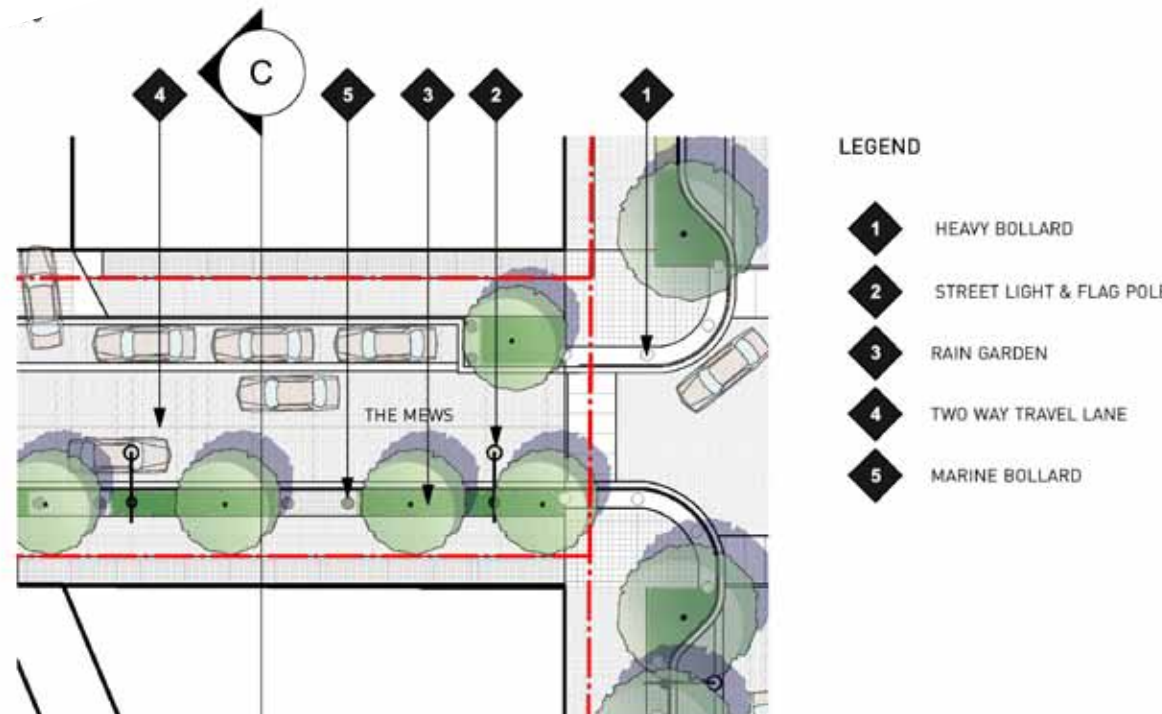
B. FELL AVENUE - NORTH

Fell Avenue north serves as the primary entrance into Harbourside and serves as part of the retail "high street" for the neighbourhood. The street will slope from the existing elevation at Harbourside Drive up to the new FCL of the Mews.

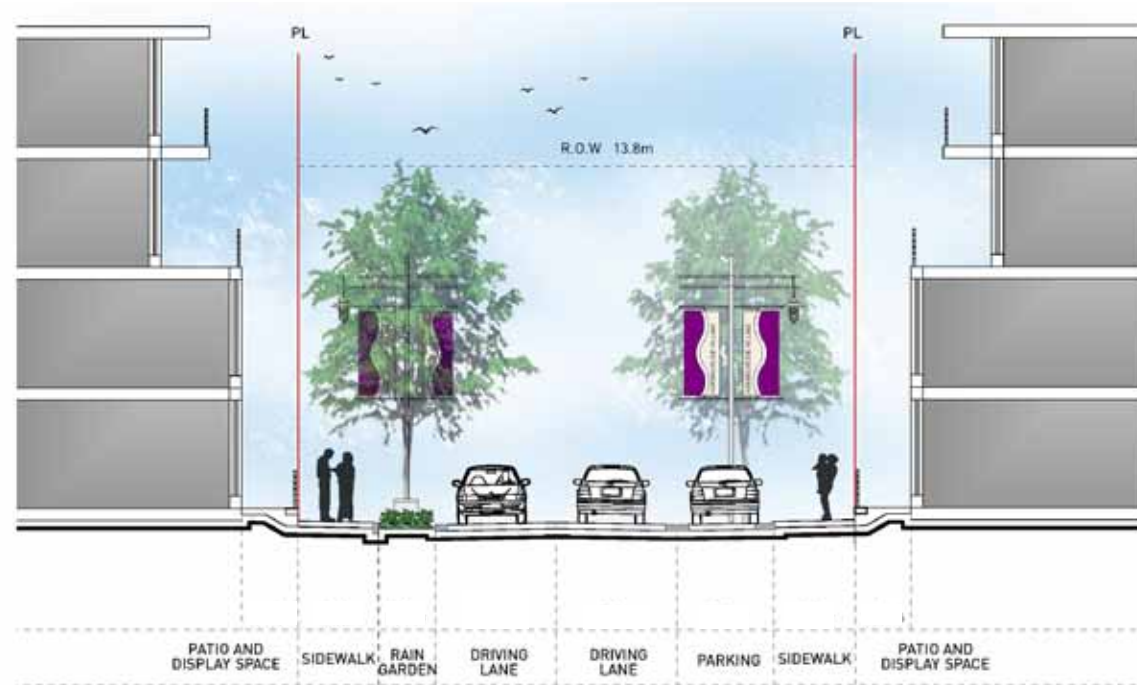
The street corridor is defined as a 20.5m wide ROW that accommodates two-way traffic including a sharrow for cyclists accessing the Spirit Trail. Each side of the street is defined with parallel parking, a pedestrian sidewalk adjoining the commercial retail adjacencies together with a boulevard separating the sidewalk from the street. A variable width commercial interactive zone creates a flexible retail spill out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.

Special paving will be applied to walking and driving surfaces to create a unique and memorable streetscape environment. Boulevard rain gardens at corner bumpouts will serve to capture surface runoff from streets. Low curbing combined with robust bollards and tactile paving banding within the boulevard define the street edges and add richness to the street character. Vertical elements that include street trees, and banners provide pedestrian scale spatial definition to the corridor.





Detail Plan C

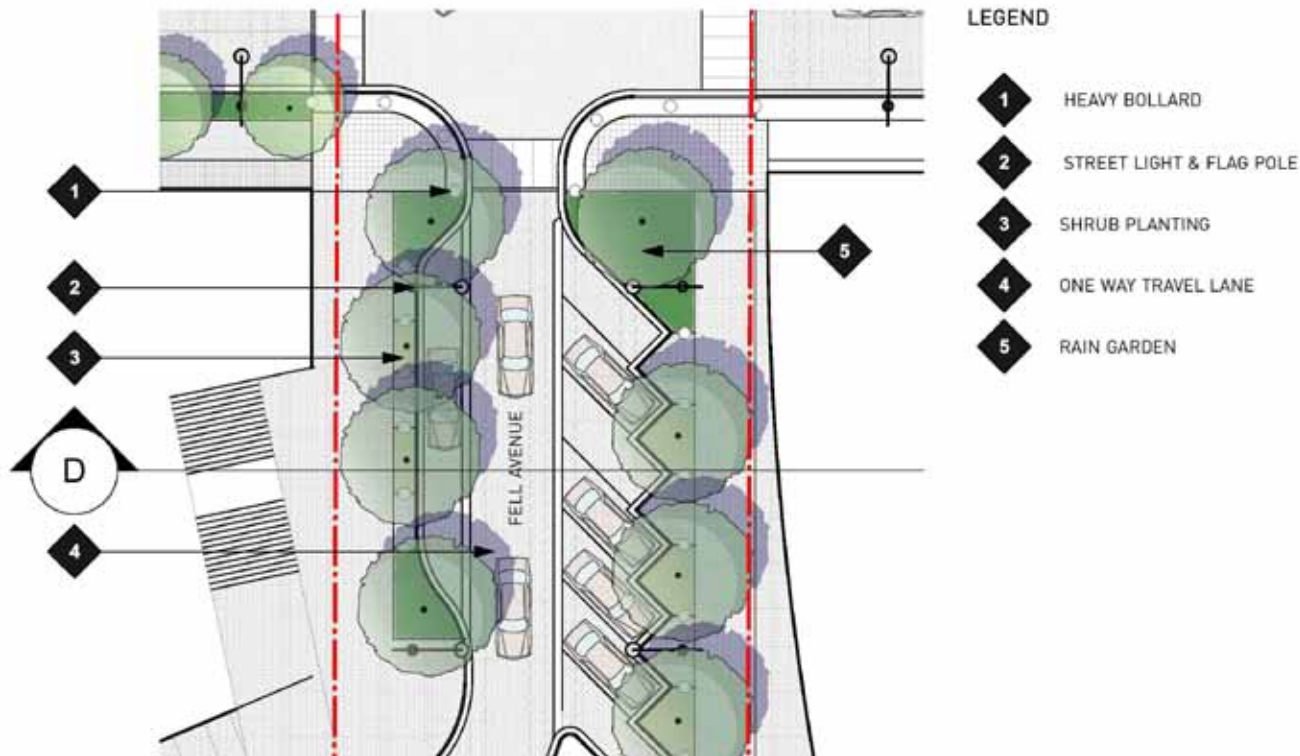


Conceptual Section C  
R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

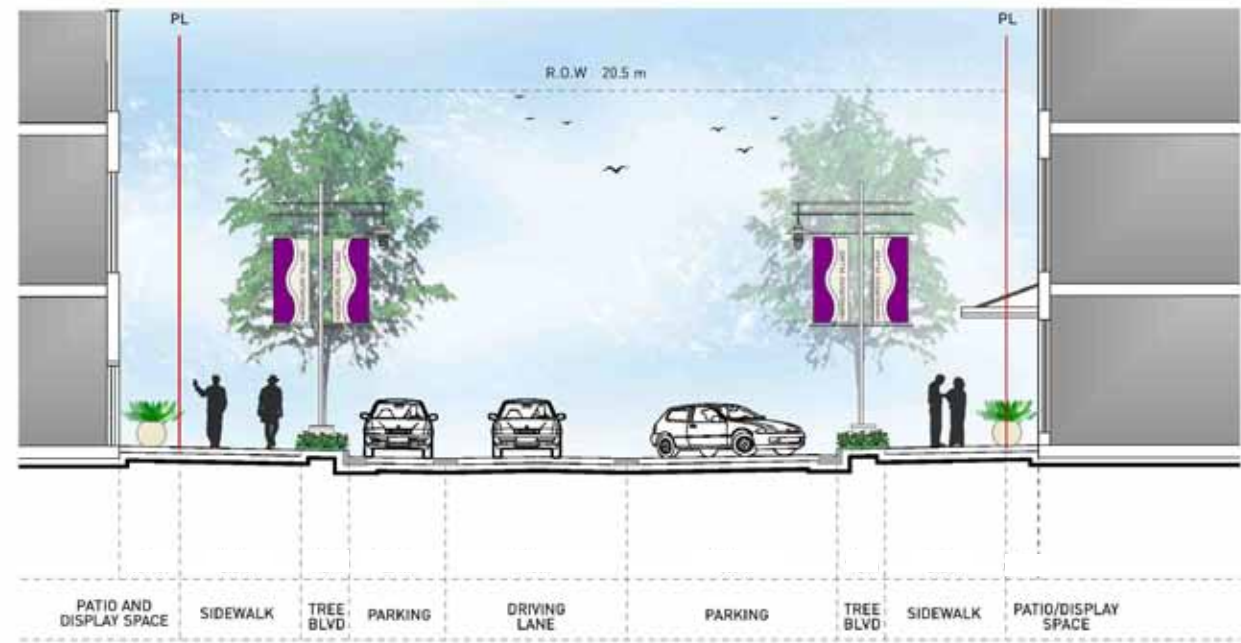
C. THE MEWS

The Mews is intended to be a continuous east-west connector between the various sub-sites. It is designed to be an intimate traffic-calmed, pedestrian oriented laneway. The ROW is proposed at 13.8m wide with variable setbacks for buildings, and with open courtyards expanding the visual width of each of the sites. It will be built to the new 4.5m FCL.

The new street is intended to be a "woonerf" style laneway with alternating bands of trees and bollards to create narrower stretches that help to slow traffic. Bollard separation over a continuous expanse of special paving creates a singular street environment while providing safe separation of pedestrians and vehicles. Alternating stretches of parallel parking are provided for public use and limited time drop-off and loading. Lighting will be selected that creates a more intimate, pedestrian scale and ambiance. The Mews will have distinguishing characteristics that reflect certain unique qualities of each development site, while certain material elements such as paving, and lighting will be consistent along its length to establish a sense of cohesiveness from one end to the other.



Detail Plan D



Conceptual Section D  
R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

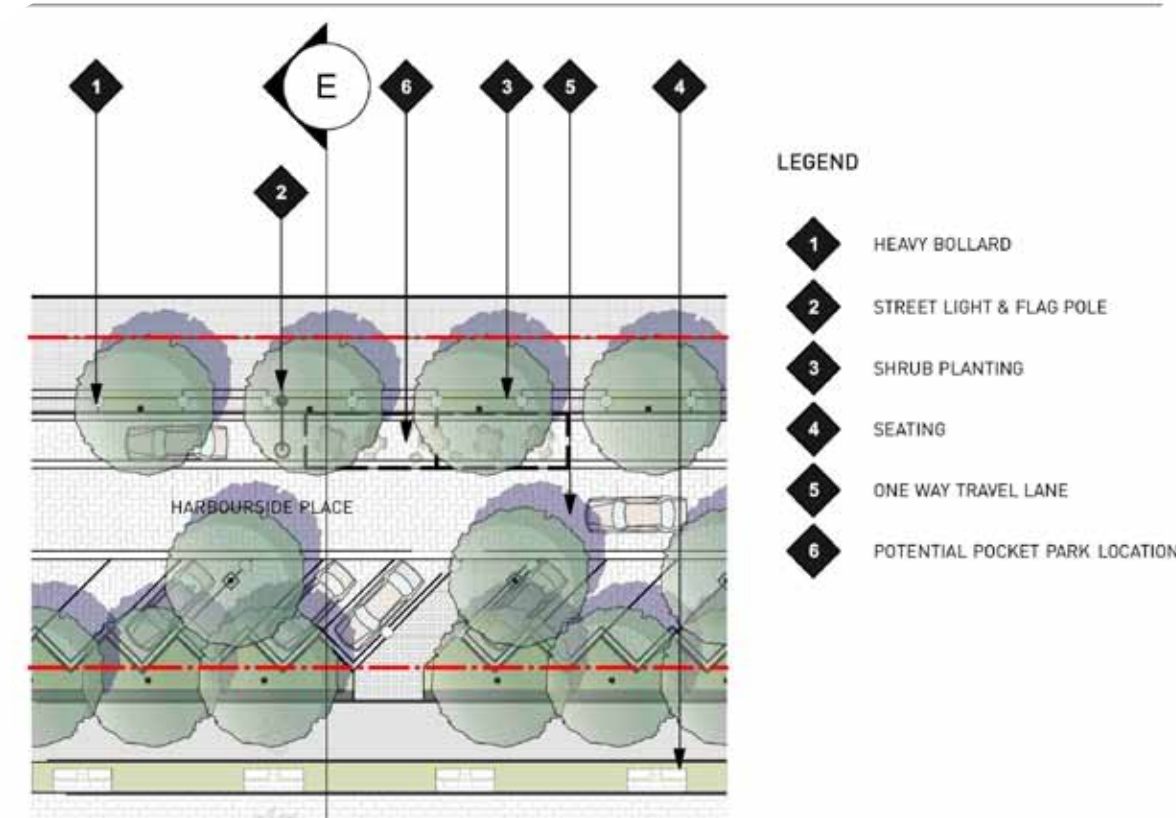


D. FELL AVENUE - SOUTH

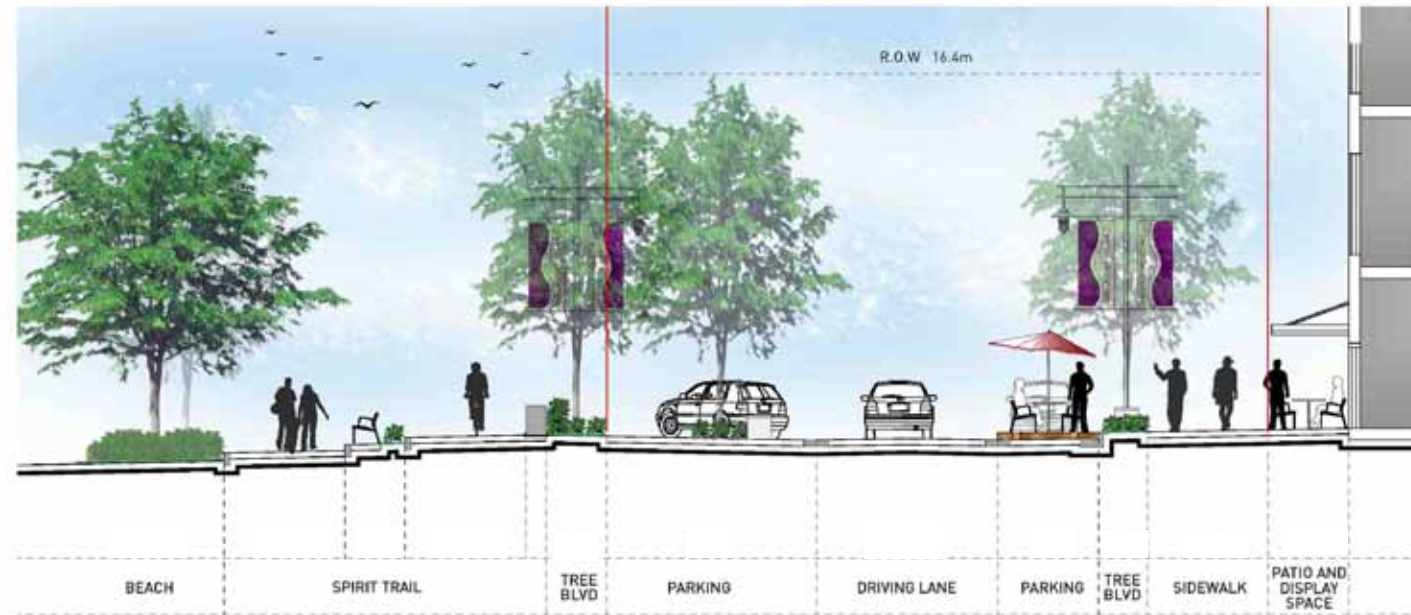
Fell Avenue south serves as part of the retail "high street" for the Harbourside neighbourhood. The street corridor is defined as a 20.5m wide ROW that accommodates one-way traffic with 45 degree angled parking on the east side of the street. Pedestrian sidewalks adjoin the commercial retail adjacencies with a boulevard separating the sidewalk from the street. A variable width commercial interactive zone creates a flexible retail spill-out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.

Special paving will be applied to walking and driving surfaces to create a unique and memorable streetscape environment. Boulevard rain gardens at corner bumpouts will serve to capture surface runoff from streets. Low curbs combined with robust bollards and tactile paving banding within the boulevard define the street edges and parallel parking stalls and add richness to the street character. Vertical elements that include street trees, and character light standards with banners provide pedestrian scale spatial definition to the corridor.





Detail Plan E



Conceptual Section E  
R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

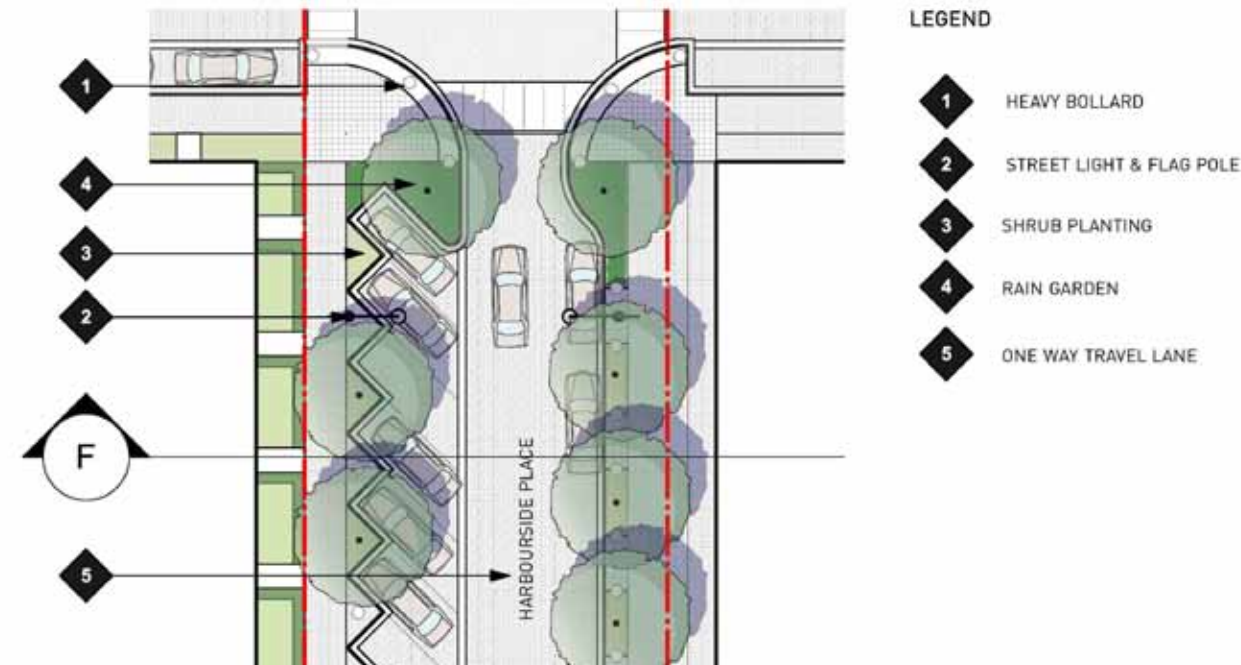
### E. HARBOURSIDE PLACE (EAST-WEST)

Harbourside Place together with Fell Avenue form the retail “high street” that defines the heart of the community. It is an active animated environment that becomes the ‘third space’ where spontaneous public life takes place within an actively programmed retail corridor and public realm. It is anticipated that at special times this section of Harbourside Place can be closed to traffic. Richly designed special paving spans the vehicle and pedestrian environments to create a rich streetscape character that extends into defined public open spaces including Fell Plaza and Lions Lane.

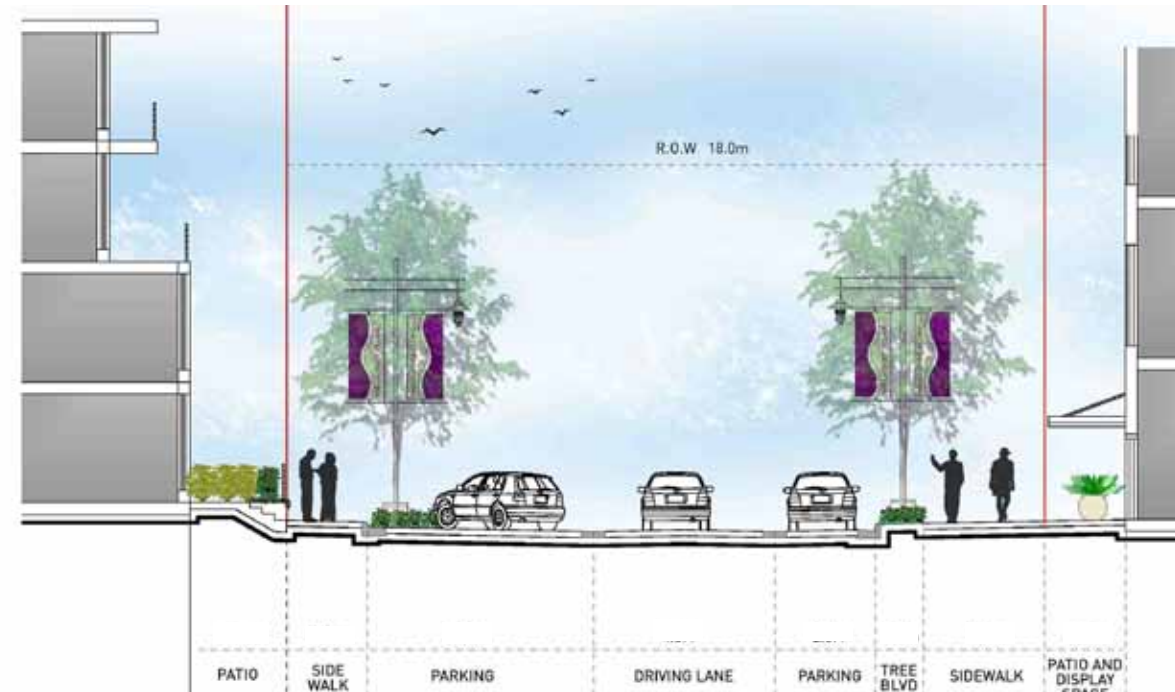
Within the 16.4 m wide ROW, the street will be a one-way configuration with a combination of parallel parking adjacent to retail and angled parking alongside the separated Spirit Trail.

The north side of the street will be designed to allow the City to later implement a series of ‘parklets’ positioned between parallel parking stalls along mid-block conditions to provide additional outdoor seating and animation within the pedestrian sidewalk realm opposite to street retail.

Low curbing combined with robust bollards and a tactile paving band within the boulevard define the street edges and add richness to the street character. Vertical elements that include street trees and character light standards with banners provide pedestrian scale spatial definition to the corridor. A variable width commercial interactive zone creates a flexible retail spill-out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.



Detail Plan F



Conceptual Section F  
R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

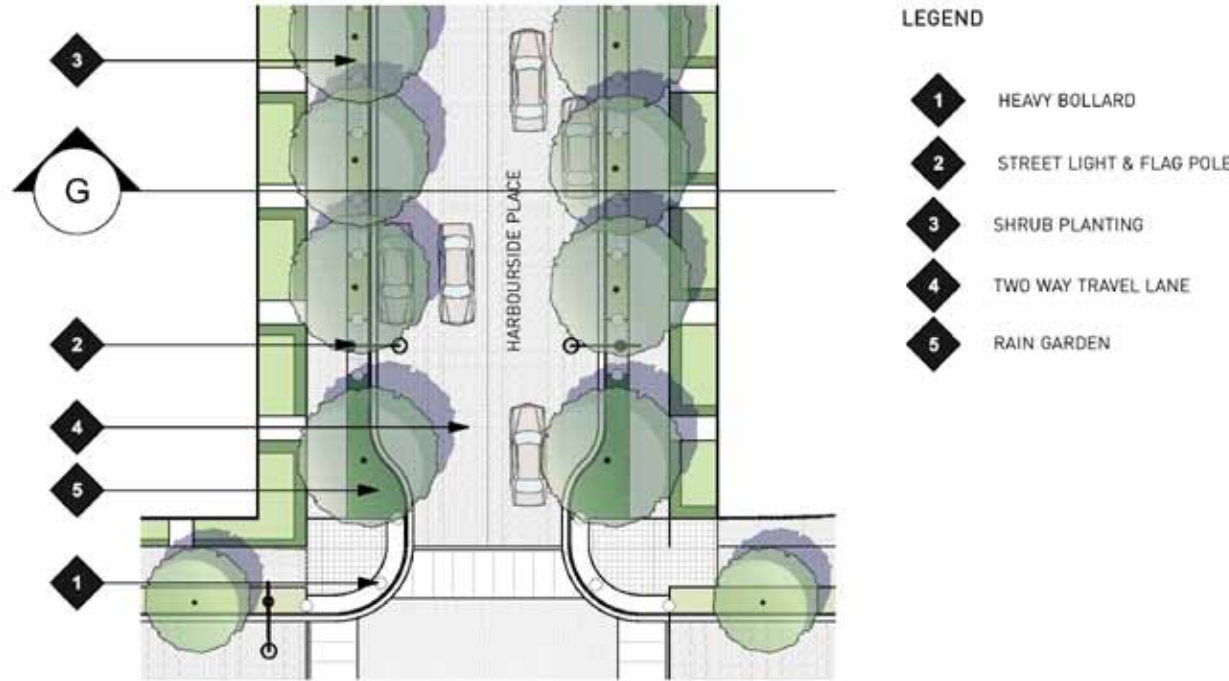


### F. HARBOURSIDE PLACE - SOUTH

Harbourside Place south is a one-way segment of the street. The street corridor consists of an 18.0m wide ROW defined on the west side by angled parking and by a sidewalk interfacing with ground oriented residential units with elevated grade separation consisting of front patios and stoops. The east side of the street consists of parallel parking, a boulevard and a sidewalk that interfaces the ground oriented retail with exterior patio and display space.

Landscaped boulevards consisting of street trees, shrub planting and character lighting with banners provide pedestrian scale spatial definition to the street. Tactile paving, heavy bollards and low curbing provides definition between the pedestrian realm and the street.

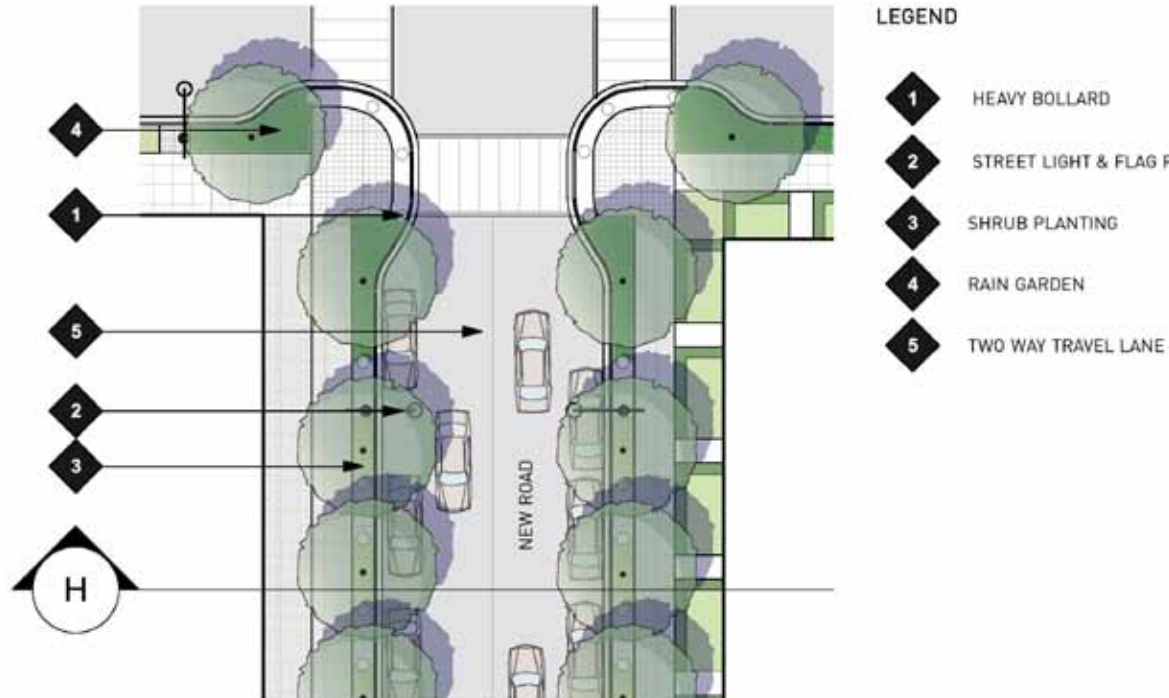




Detail Plan G

### G. HARBOURSIDE PLACE - NORTH

Harbourside Place north is situated north of the Mews. This is a two way segment of the street allowing southerly access to the Mews and northerly access to Harbourside Drive. The street corridor consists of an 18.0m wide ROW defined by a sidewalk interfacing with ground oriented residential units with elevated grade separation consisting of front patios and stoops. Landscaped boulevards consisting of street trees, shrub planting and character lighting with banners provide pedestrian scale spatial definition to the street. Parallel parking is located on both the east and west sides of the street.



Detail Plan H



Conceptual Section G

R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.



Conceptual Section H

R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

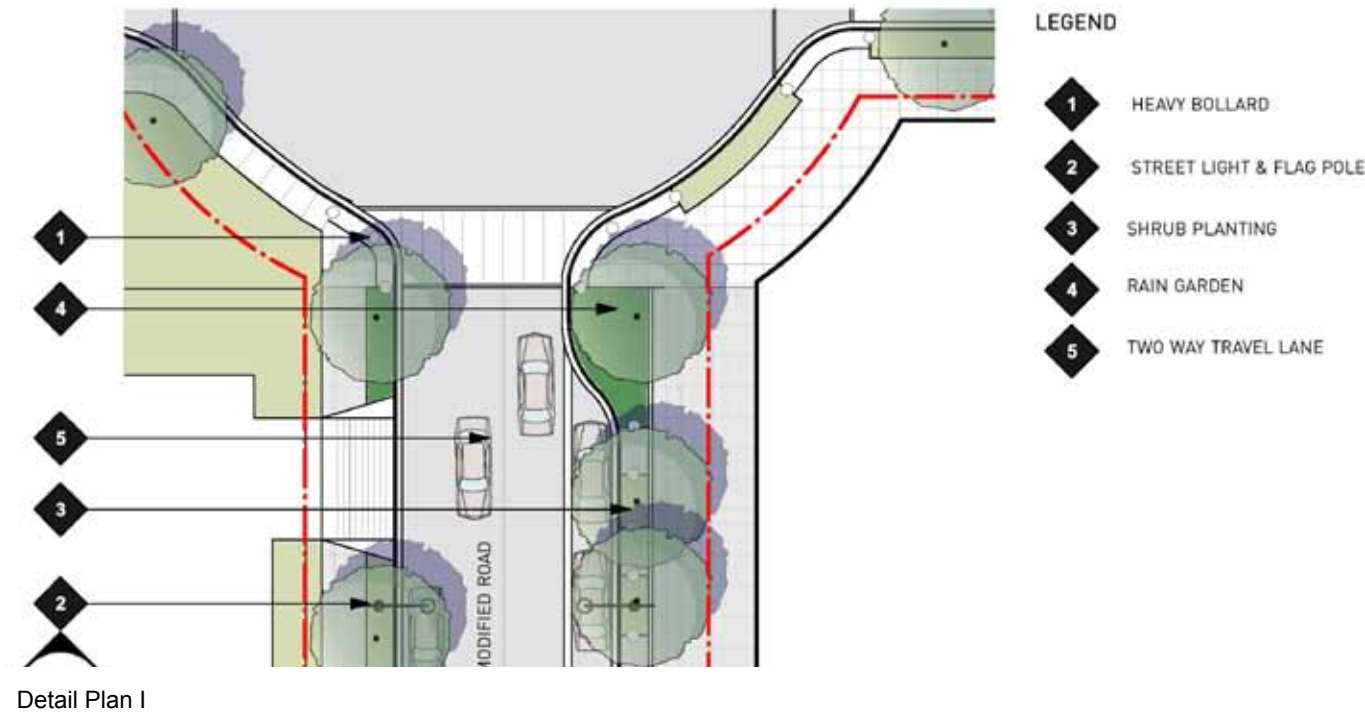


### H. NEW ROAD

A new two-way road is proposed between Sites A and B that provides both vehicular access to the Mews as well as pedestrian and cyclists access to the Spirit Trail via a greenway extension. The street corridor is defined by an 18.0m ROW that includes a sidewalks, boulevards and parallel parking on both the east and west sides of the street. The pedestrian realm is separated from the road with boulevards featuring a combination of shrub planting and street trees, interspersed with tactile paving, heavy bollards and low curbing.

The west side of the street interfaces with ground oriented commercial office space with a patio and outdoor display space. The east side of the street interfaces with ground oriented residential units with privacy separation consisting of grade separated patios and stoops.



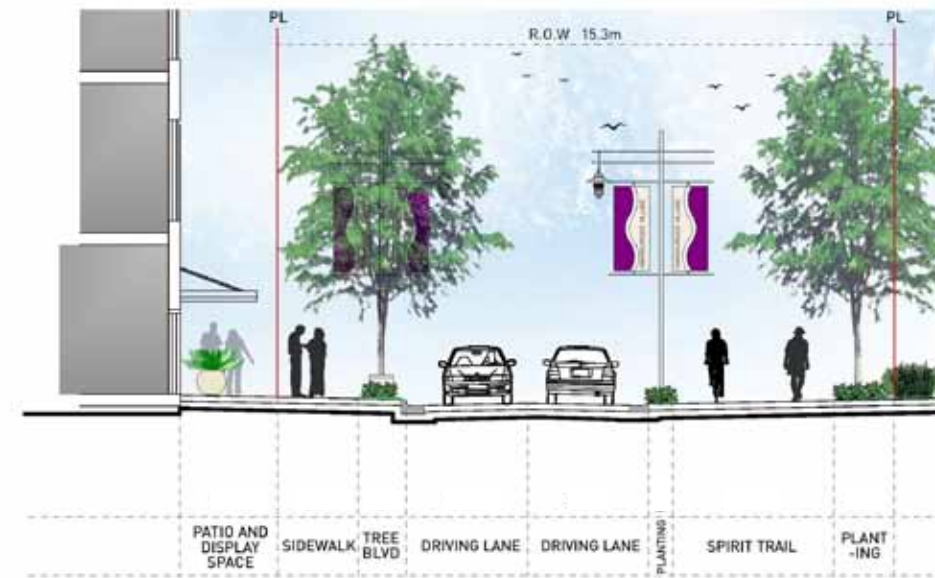
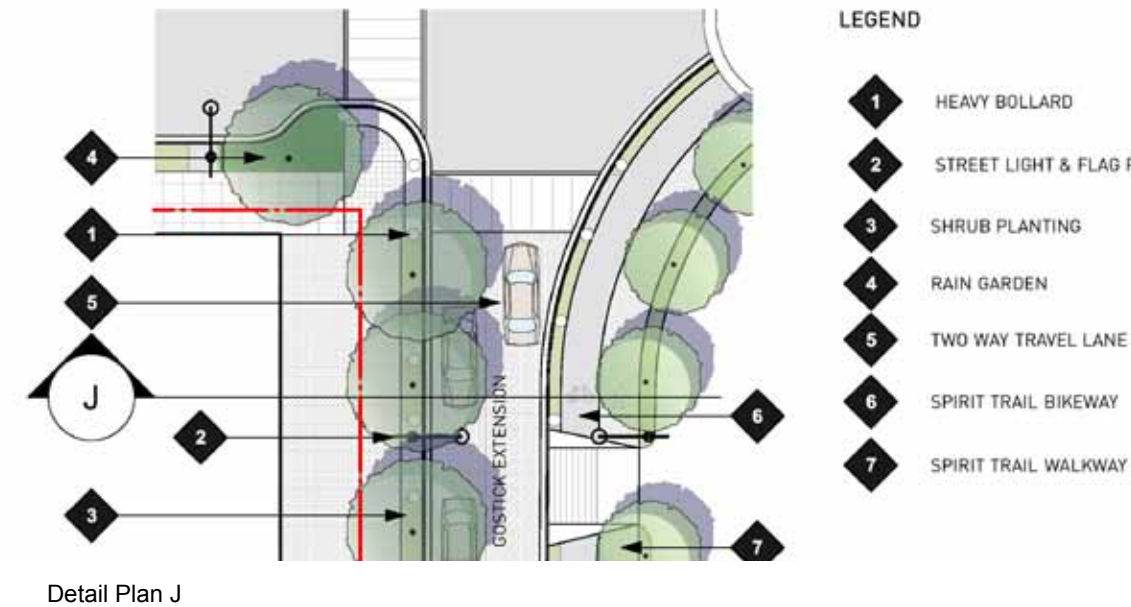


R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.

### I. MODIFIED ROAD

The existing 20m wide ROW extending from the Harbourside Drive turnaround will be enhanced as a new road that provides both vehicular access to the Mews as well as pedestrian and cyclists access to the Spirit Trail via a green extension.

The west side of the street ROW is defined by a parallel parking zone, a boulevard, a sidewalk, and a landscape buffer providing a future potential street interface for a possible expansion of Bodwell School. The east of the street consists of a parallel parking zone, a boulevard and a sidewalk interfacing with a ground oriented commercial office space with a interactive zone. The pedestrian realm is separated from the road with boulevards featuring a combination of shrub planting and street trees, interspersed with tactile paving, heavy bollards and low curbing.



R.O.W. widths are proposed only and are subject to further discussion at streetscape design phase.



### J. GOSTICK EXTENSION

An extension of Gostick Place is proposed to the south of Harbourside Drive to provide pedestrian, cyclist and vehicular access to the Mews, and to the Spirit Trail. The corridor is defined by a 15.3m wide ROW. The west side of Gostick Place includes a boulevard featuring a combination of shrub planting and street trees while separating the pedestrian realm from the street with heavy bollards, tactile paving segments and low curbing. A patio and display space of enables an outdoor extension of the adjacent space.

The character and materiality of Gostick Place would be an extension of the Mews with special paving, a narrow street width and low curbing combined with bollards to separate the road from the sidewalk and Spirit Trail.

The east side of Gostick Place is defined by the 4m wide Spirit Trail with a wide cross section featuring paving material changes to distinguish a wide cycle path and a wide walking path.

Careful attention will be paid to display an attractive exposure to the Burrard Yacht Club to the east with a planting buffer between the Spirit Trail and the Burrard Yacht Club.



SEA LEVEL RISE

The Harbourside Waterfront development will meet the CNV's bylaw requirements for flood management, as defined by the City's interim Flood Control Level (FCL) policy that was endorsed by Council in July 2013. Additionally, the site will employ adaptive design measures that will ensure the viability of the development and associated public realm infrastructure through to the year 2100. The proposed flood management strategy aims to balance near term capital development costs with the ability to employ incremental adaptive measures over time as sea level conditions change.

The site design rationale is proposing to build-up the site to an elevation of 4.5m for all development areas, inclusive of Site A through D, and associated off-site improvements extending from the Mews south to Harbourside Place and the Foot of Fell Avenue. The design responds to the current flood conditions of sea level rise and considers the cumulative values of existing sea level conditions, as well as storm surge and wave run-up effects. In response to future sea level rise, the plan also incorporates a series of adaptive strategies that include the following:

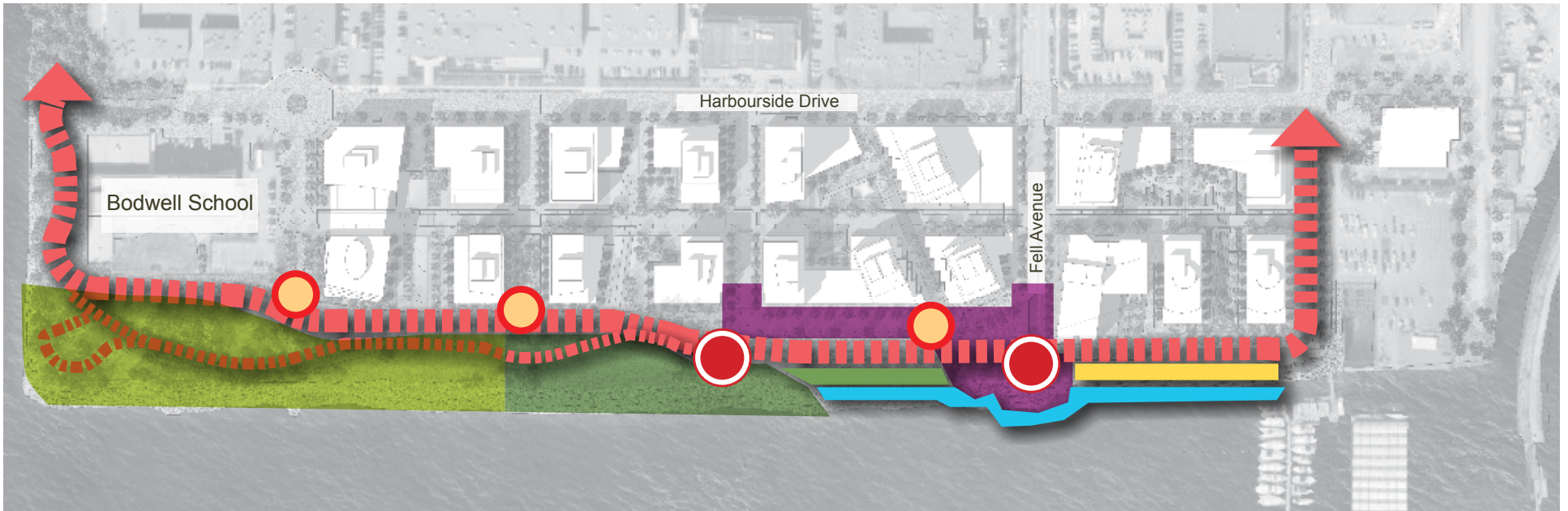
- 1. Improvements to the existing shoreline profile that would function to dissipate wave energy including the introduction of terraces and benches, shoreline structures and a protruding headland;
- 2. Design of the public waterfront to accommodate a continuous elevated concrete band to dissipate wave run-up and storm surge to the year 2100, of which components of the band would be integrated into the current development. This band could be raise at a later date by the CNV to accommodate future SLR;
- 3. Adaptive urban design of an elevated Spirit Trail and development adjacencies to King Mill Walk that would allow the park to be elevated in the future by the City;
- 4. Interim grading transitions to development adjacencies including Harbourside Drive, Bodwell School and Mosquito Creek Marina that could be raised in the future.

These adaptive measures seek to ensure that the Harbourside Waterfront can be a vibrant, viable and resilient community through the course of the 21st century, and that it can be a part of a future strategy to address sea level rise across flood prone areas within the City of North Vancouver.



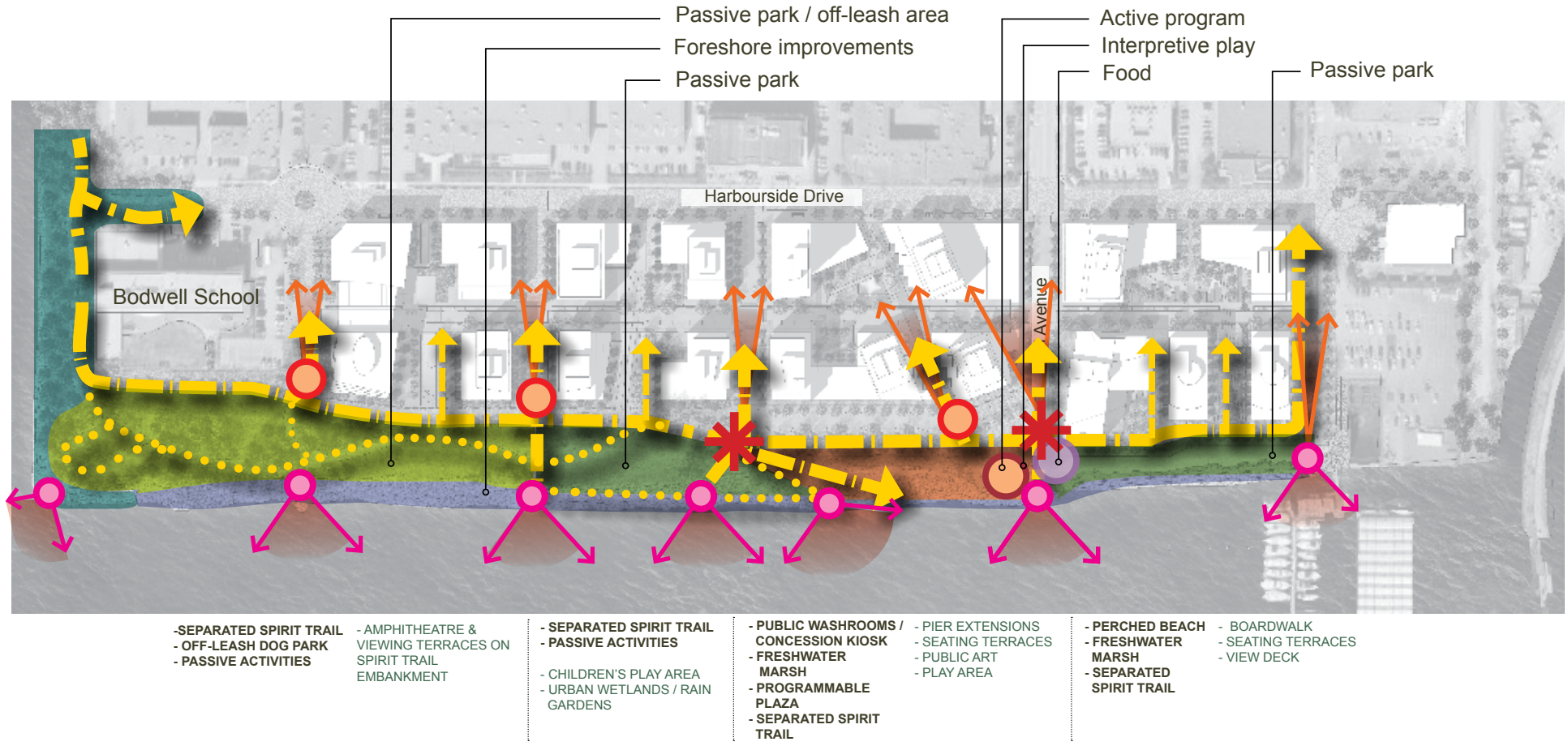
Note: The design proposed is conceptual only and is subject to further review including detailed design at Development Permit and subdivision stage, regulatory approvals and the future City-led parks planning process.

THE WATERFRONT



KEY SHORELINE ELEMENTS

The shoreline is defined through both the character of built form as well as open space. The waterfront is linked by the Spirit Trail which becomes a continuous thread lining distinctive moments or nodes along its path. Major nodes in the park space may include a naturalized children's park alongside the perched view deck, a landmark sculpture and plaza defining the eastern end of Harbourside Place and Fell Plaza that is characterized as a pedestrian 'landing' with a proposed food and beverage kiosk, wharf and pier extension.



PARK PROGRAM REQUIREMENTS & ASPIRATIONS

Enhancements are envisioned for the existing and newly dedicated public park space. The diagram as shown outlines both required park improvements as well as improvement aspirations that would be determined through a City-led parks planning process following the rezoning of Harbourside Waterfront.





#### ILLUSTRATIVE PARK PLAN

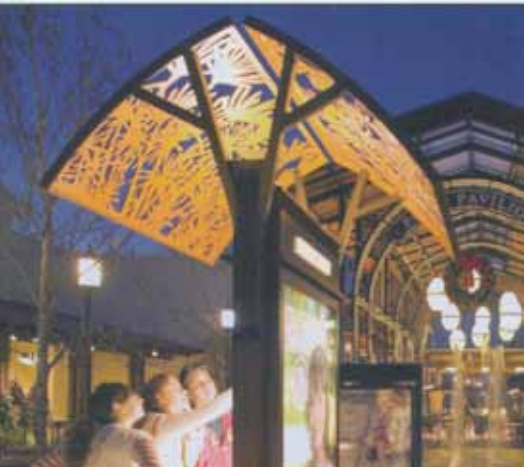
The plan illustrates potential improvements to the eastern portion of Kings Mill Walk and associated shoreline improvements that will be undertaken in response to sea level rise, shoreline remediation requirements and the implementation of the Spirit Trail master plan. The eastern portion of the park, as shown, will be undertaken in tandem with the initial development phasing of Sites C and D, respectively.

A separate City-led parks planning and design process will follow rezoning. This process will specifically address the design of the eastern portion of Kings Mill Walk. The park consultation, design and construction will be paid for by Concert, to an agreed upon upset amount.

Building siting and design will be considered at Development permit and Subdivision stage.

CONCEPTUAL DRAWING





STREET FURNITURE

In order to animate Harbourside Waterfront, maximizing places to relax, dine and people watch are contingent on the provision of street furniture that is both fixed and moveable. Where street side retail is proposed, outdoor patios with seating are encouraged within the sidewalk environment. Integrated fixed seating elements such as set walls, intertidal terraces, benches and platforms within the streets and parks are intended to attract a greater amount pedestrian activity and use within public spaces.



BUILDING	USE TYPE	GFA (m2)
A-1	Office	6,000
A-2	Office	5,800
A-3	Office	6,480
A-4	Market Housing	4,800
Site A		23,080

BUILDING	USE TYPE	GFA (m2)
B-1	Market Housing	5,000
B-2	Rental Office	7,359 300
B-3	Market Housing Office	6,000 350
B-4	Market Housing	5,700
Site B		24,709

BUILDING	USE TYPE	GFA (m2)
C-1	Market Housing Retail	4,500 500
C-2	Market Housing	4,000
C-3	Market Housing Retail	4,000 5,000
C-4	Market Housing Retail	3,600 700
C-5	Market Housing Office Retail	6,221 446 1,100
Site C		26,067

BUILDING	USE TYPE	GFA (m2)
D-1	Market Housing Office Retail	7,000 500 800
D-2	Hotel	9,566
D-3	Market Housing Office	5,210 800
D-4	Market Housing	5,100
D-5	Market Housing	5,100
Site D		34,076
Total		107,932

\* SITE FSR AREAS ARE ILLUSTRATIVE ONLY AND CAN BE REDISTRIBUTED TO ANOTHER PARCEL TO A MAXIMUM OF 5%



Level 1 Uses plan

SITE DESIGN PARAMETERS

OVERALL SUMMARY

The proposed exclusions are consistent with Zoning Bylaw standard exclusions and exclusions specifically granted in the proposed CD-646 zone, including:

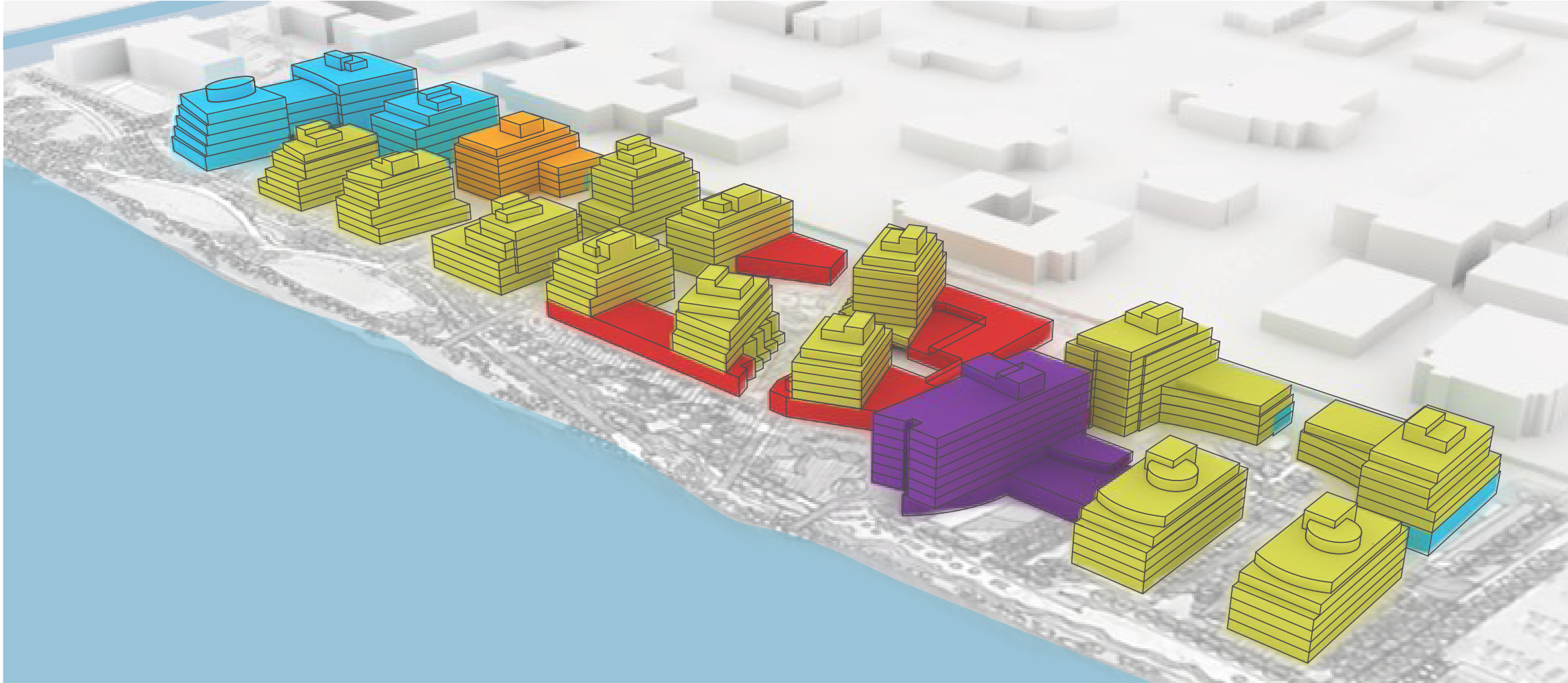
- Areas used vehicular parking, bicycle parking, non-commercial storage or gardening, and common service rooms for electrical, mechanical, or elevator machinery
- Penthouse service rooms for electrical, mechanical, elevator or ventilating machinery
- Amenity areas to a maximum of 5% of the gross floor area to a maximum of 2,000 square feet
- Lobby areas to a maximum of 0.1 FSR or 10% of the gross floor area
- Common recycle and garbage storage rooms
- Open balconies, porches and sun decks
- 20 square feet for each Level 2 Adaptable Design Dwelling Unit and 45 square feet for each Level 3 Adaptable Design Dwelling Unit

HEIGHT CALCULATION

Building height is calculated from the highest point of the structure and the new FCL, but excluding:

- Penthouse service rooms for mechanical equipment, elevator and elevator lobbies, and stairwells
- Rooftop shared amenity spaces (up to 6 metres above the highest point the structure).

Setbacks are proposed and to be reviewed through the Development permit and subdivision process.



FSR

Site area: 4.906 hectares

Residential:	1.35 FSR
Commercial:	0.70 FSR
Rental:	0.15 FSR

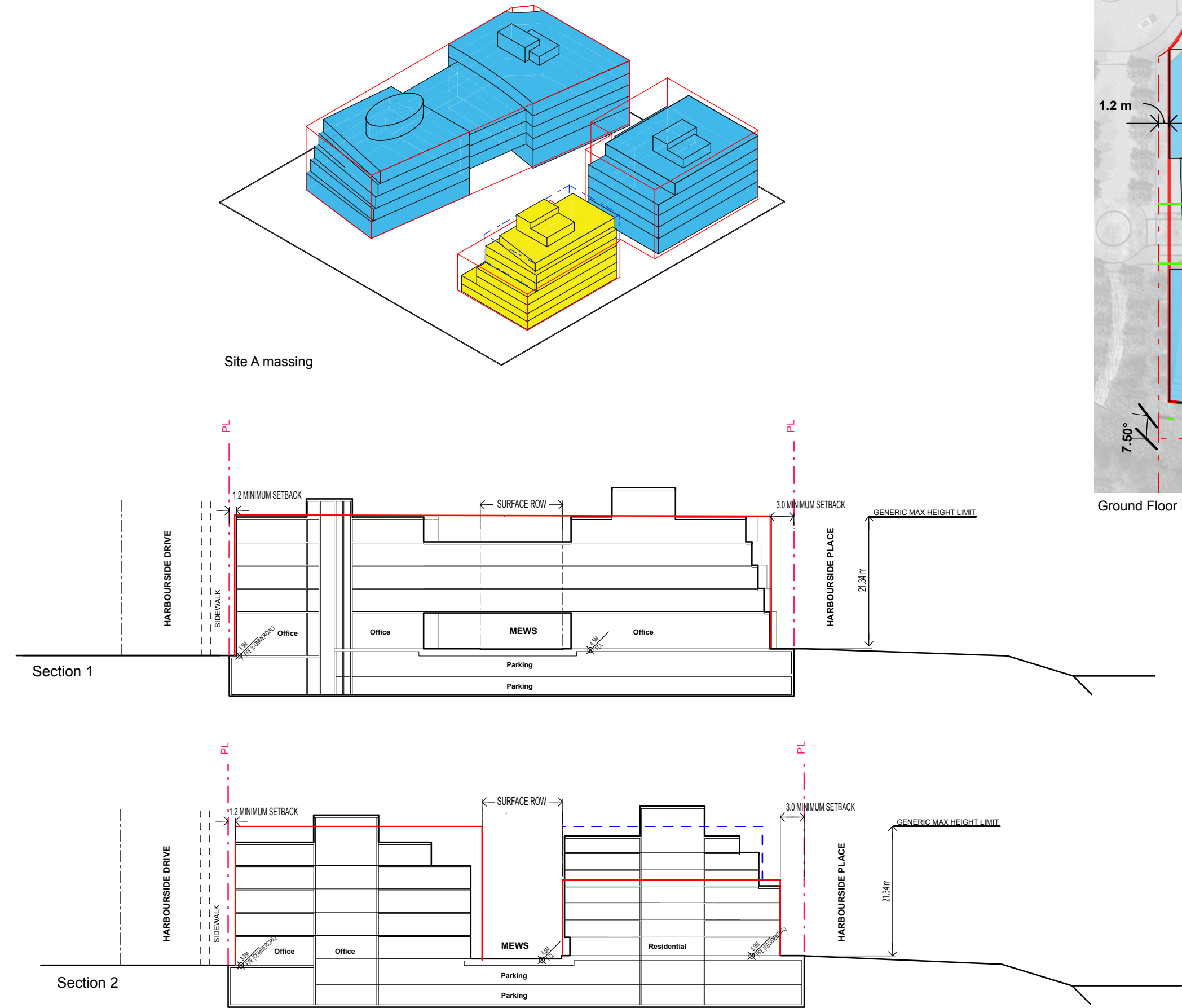
TOTAL 2.20 FSR

MAX FLOOR AREAS

Residential:	66,231 m²
Commercial:	34,342 m²
Rental:	7,359 m²

TOTAL: 107,932 m²





- Building base boundary (1-5 storeys dependent on site condition)
- Optimal upper building boundary
- Market Residential
- Office

BUILDING	USE TYPE	GFA (m2)
A-1	Office	6,000
A-2	Office	5,800
A-3	Office	6,480
A-4	Market Housing	4,800
Site A		23,080

\* SITE FSR AREAS ARE ILLUSTRATIVE  
\* ALL SETBACKS ARE PROPOSED AND WILL BE REVIEWED THROUGH THE DEVELOPMENT PERMIT AND SUBDIVISION PROCESS.



### SITE A - USE AND FORM

Use: Office and Market Residential

Form: Generally 3 to 4 buildings within 21.34m in height max.

#### SUB-SITE A-1/A-3

Use: Office. Storefront office potential along Harbourside Drive

Form: To be formed either as 2 individual buildings or as 2 buildings connected to reduce apparent mass. South portion to be formed and detailed to be a "landmark element" along the park setbacks and/or interesting form and detail required to achieve this objective. Both buildings to be maintained within the overall form envelope of 21.34m.

#### SUB-SITE A-4

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along park to south. Building to be maintained within the overall form envelope of 21.34m oriented north-south. Continuous interlocking vertical elements between levels encouraged.

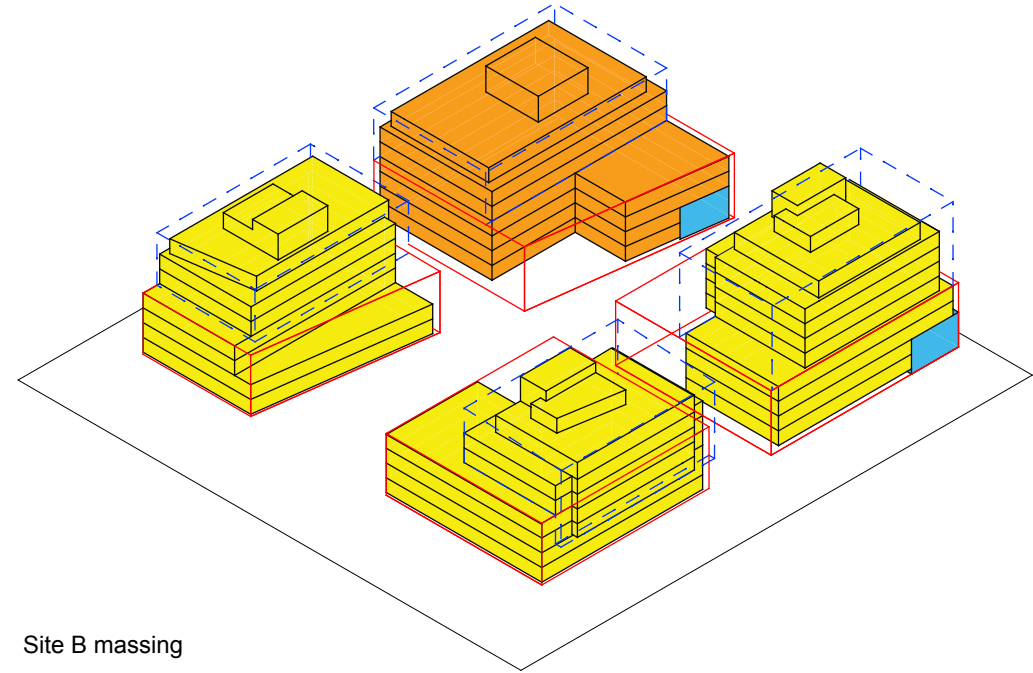
\*Typical to all Site A sub-site: Combined usable and green roofscape encouraged and rooftop amenity to and stair access/mech space are not counted in height.

#### SUB-SITE A-2

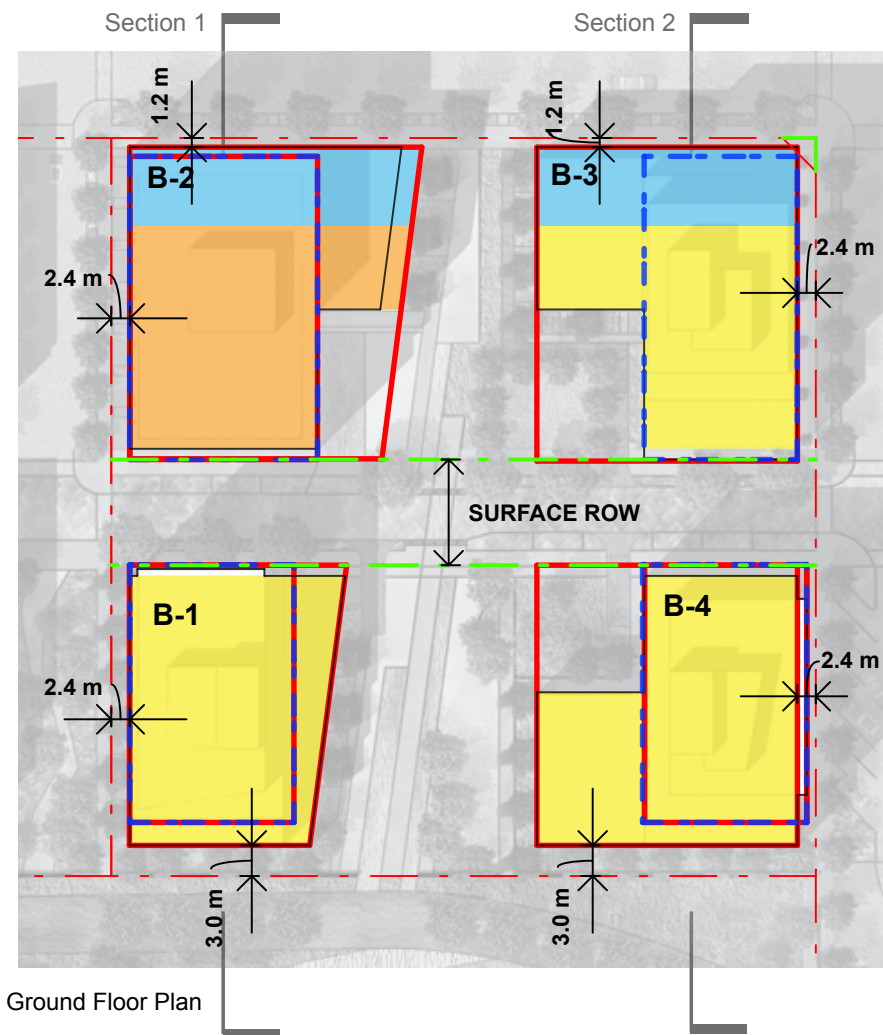
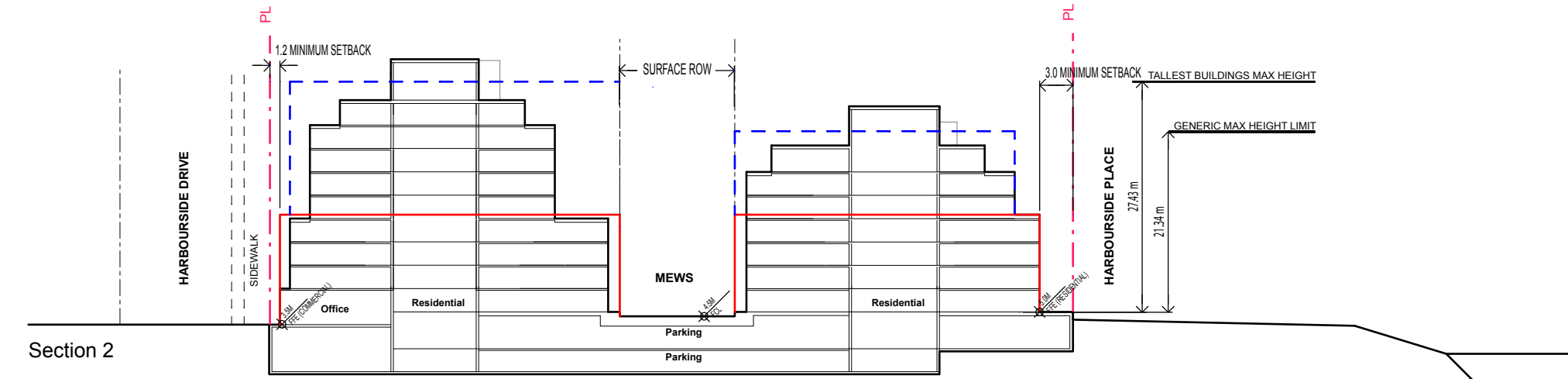
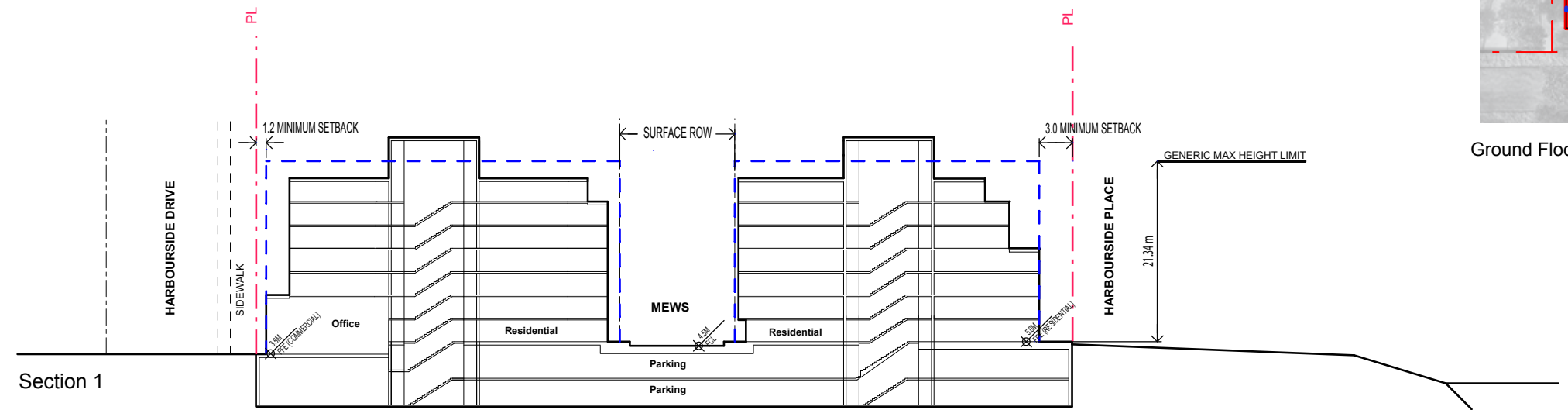
Use: Office. Storefront Office along Harbourside Drive

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Continuous interlocking vertical elements between levels encouraged. Building to be maintained within the overall form envelope of 21.34m oriented north-south.





Site B massing

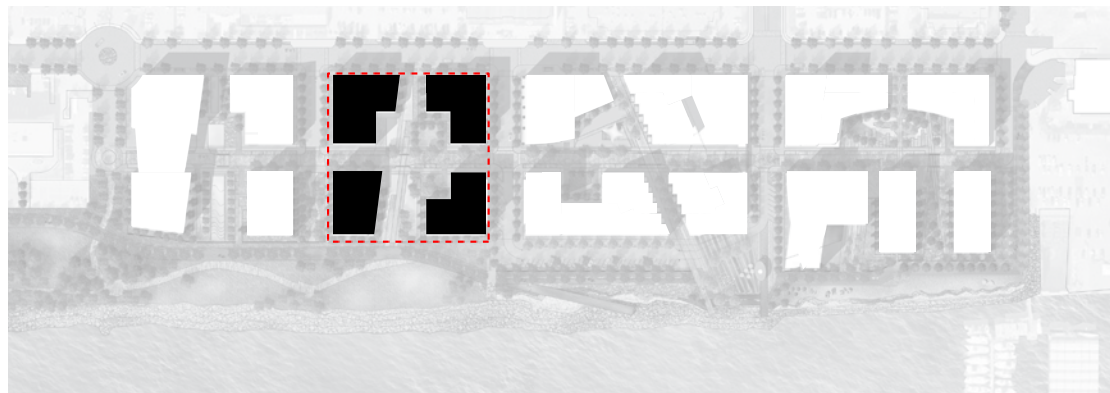


Ground Floor Plan

- Building base boundary (1-5 storeys dependent on site condition)
- Optimal upper building boundary
- Market Residential
- Office
- Rental/Seniors Housing

BUILDING	USE TYPE	GFA (m2)
B-1	Market Housing	5,000
B-2	Rental	7,359
	Office	300
B-3	Market Housing	6,000
	Office	350
		6,350
B-4	Market Housing	5,700
Site B		24,709

\* SITE FSR AREAS ARE ILLUSTRATIVE  
\* ALL SETBACKS ARE PROPOSED AND WILL BE REVIEWED THROUGH THE DEVELOPMENT PERMIT AND SUBDIVISION PROCESS.



SITE B - USE AND FORM

Use: Market Residential and Rental

Form: 3 buildings within 21.34m in height max. and 1 building within 27.43m height max.

SUB-SITE B-1

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along park to south. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE B-2

Use: Rental Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels not required, material/fenestration change is adequate. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Building to be maintained within the overall form envelope of 21.34m oriented north/south

SUB-SITE B-3

Use: Market Residential and storefront office along Harbourside Drive

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

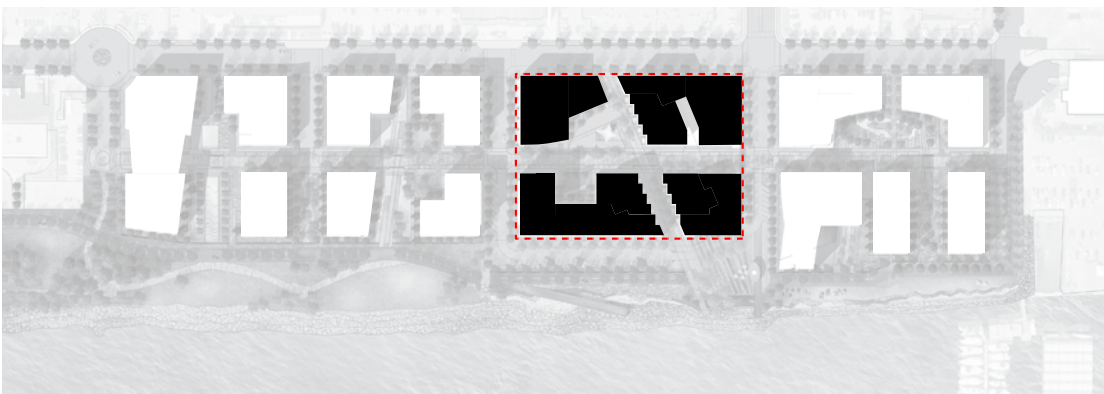
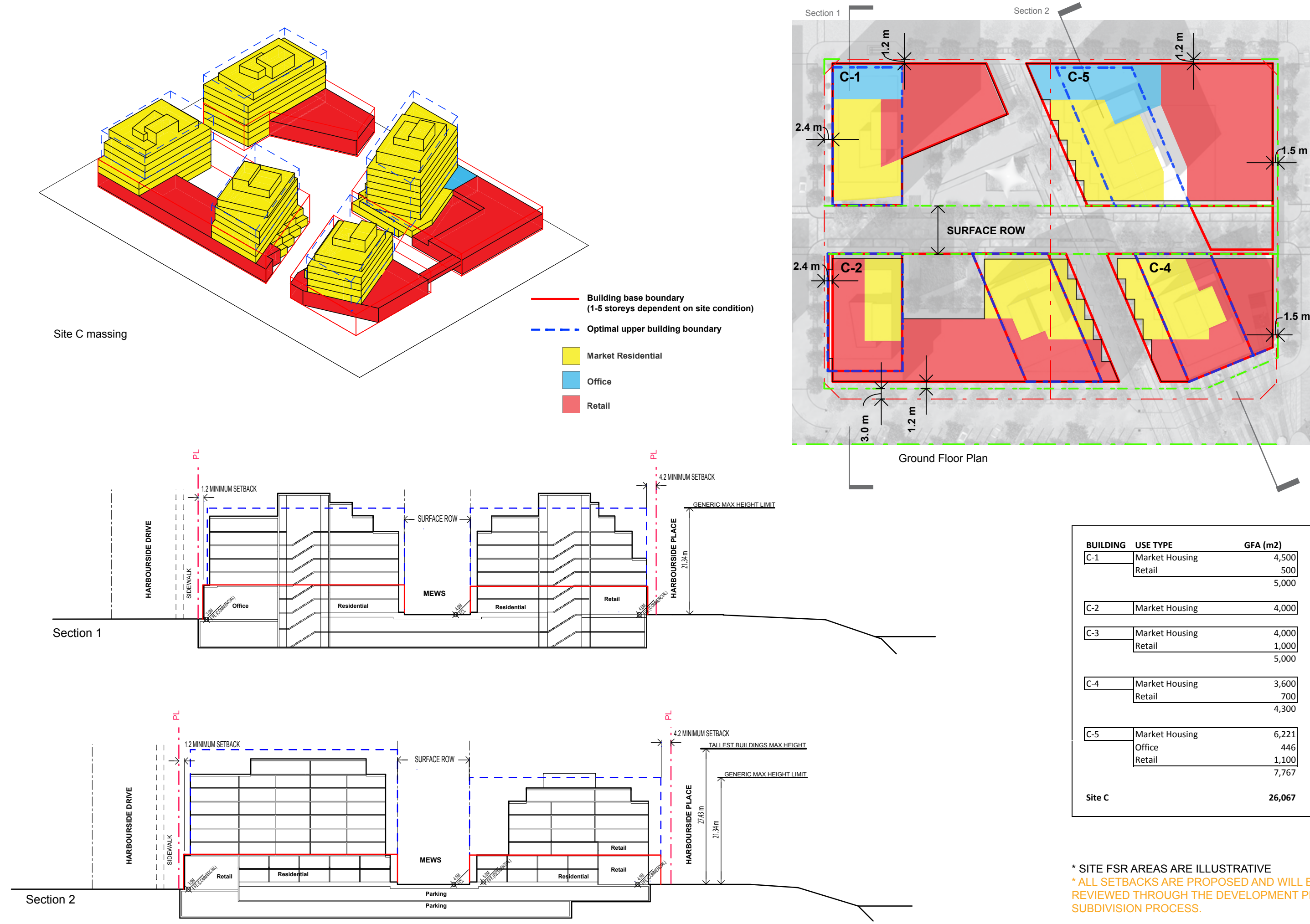
SUB-SITE B-4

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along park to south. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

\* Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged and rooftop amenity and stair access/mech space are not counted in height.





SITE C - USE AND FORM

Use: Market Residential, Office and Commercial Retail

Form: Generally 4 buildings within 21.34m in height max. and 1 within 27.43m height max.

SUB-SITE C-1

Use: Residential with storefront office and retail potential along Harbourside Drive.

Form: To be formed as 1 building. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE C-2, C-3

Use: Market Residential and Commercial Retail

Form: To be formed as 2 buildings. Eastern building to be oriented to frame view of The Lions. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Place to south. Buildings to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE C-4

Use: Market Residential and Commercial Retail

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey Retail podium element to be expressed to Fell Avenue. Buildings to be maintained within the overall form envelope of 21.34m oriented north-south.

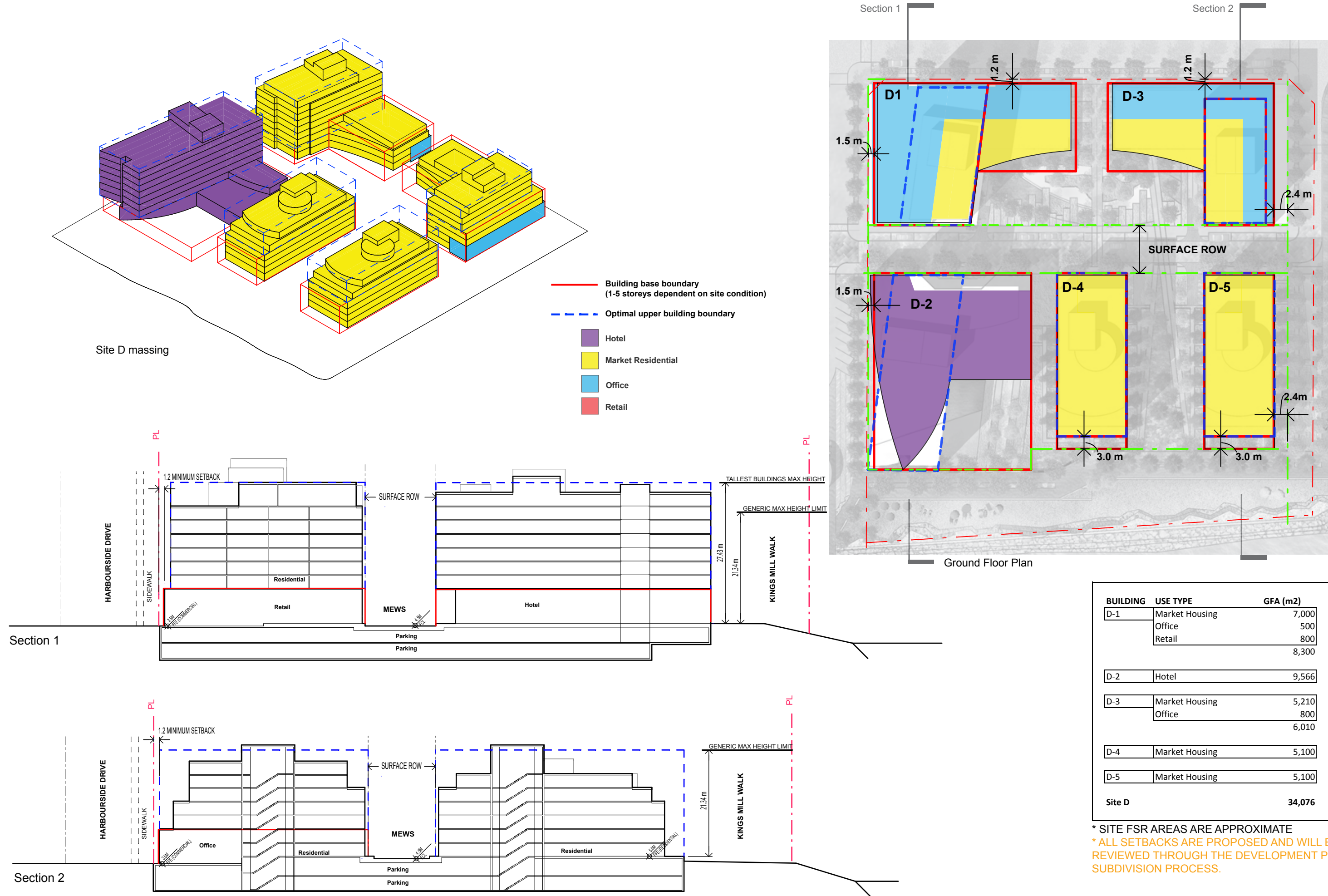
SUB-SITE C-5

Use: Market Residential and Commercial Retail. Storefront Office along Harbourside Drive.

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey retail podium element to be expressed to Fell Avenue. Buildings to be maintained within the overall form envelope of 27.43m oriented north-south.

\* Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged. Rooftop amenity to and stair access/mech space not counted in height/density.





### SITE D - USE AND FORM

Use: Market Residential, Office, Retail, and Hotel

Form: Generally 3 buildings within 21.34m in height max. and 2 within 27.43m in height

#### SUB-SITE D-1

Use: Market Residential with retail and storefront office potential along Harbourside Drive.

Form: To be formed as 1 building. Building to be oriented to frame panorama view of the Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey Retail podium element to be expressed to Fell Avenue. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

#### SUB-SITE D-2

Use: Hotel and Commercial Retail

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Up to 2 storey conference wing to be expressed to courtyard and the Mews. Setback at upper levels not required. Material change and high quality material and details required to make this a "foreground building". Up to 1 storey retail podium element to be expressed to Fell Avenue. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

#### SUB-SITE D-3

Use: Market Residential with storefront office potential along Harbourside Drive and Gostick Avenue.

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

#### SUB-SITE D-4

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

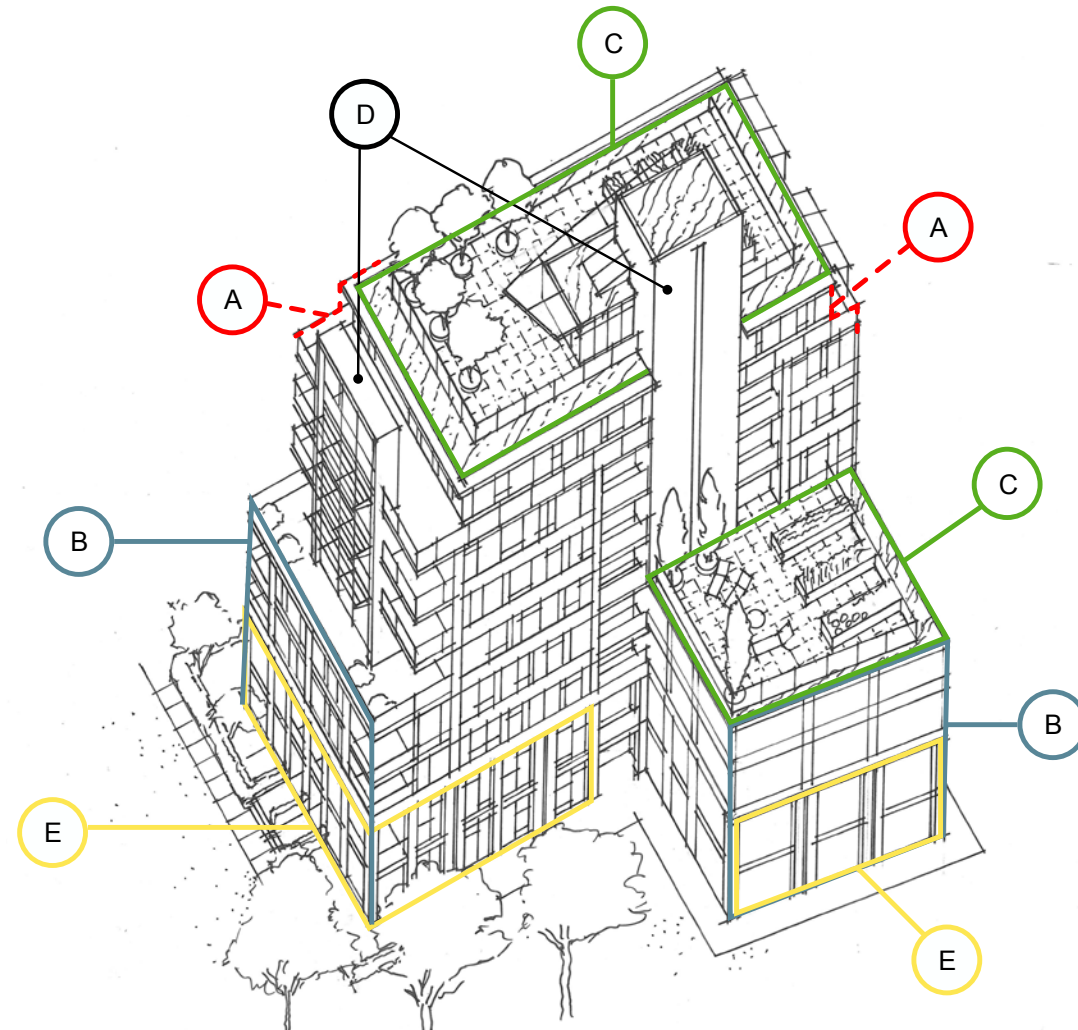
#### SUB-SITE D-5

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

\*Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged. Rooftop amenity to and stair access/mech space not counted in height/density.





## BUILDING CHARACTER

The resulting building form has been shaped through the public engagement process as part of the policy statement and OCP amendment process.

A "blocky" low-rise building form has emerged, which has directed buildings toward a square-shouldered mid-rise massing. An "industrial chic" character comprised of elegant, robust, well finished but somewhat "gritty" building details and materials seems appropriate within the development's context.

In contrast, the more "shiny" overlay of nautically derived forms and finishes, which ties in with the "marine" context adds, richness and makes obvious allusion to the waterfront setting.

It is the intention of the property owners to create a diversity of expression in the form and character of buildings by varying masonry, architectural design and material selection across the Harbourside Waterfront neighbourhood.

Building design will be governed by development permit area guidelines for building character, form, siting and orientation.

Building forms shall generally follow these recommended characteristics:

**A. STEP-BACK AT UPPER FLOORS:**  
Create a minor step back at the penthouse and/or sub-penthouse levels together with material change (except for the 2 foreground buildings).

**B. PODIUM AND WINGS:**  
Keep form to a 4 storey maximum expression immediately along the parks, with the exception of landmark buildings in key locations which are allowed to exceed this maximum. Provide some stepping along the north side of the Mews, where possible. Podium massing and base expression along Harbourside Drive should vary between a minimum 1 (over height) storey and 5 stories maximum.

**C. ROOFTOPS:**  
Allow for roof access and small amenity support areas and trellises to encourage usable roof areas. Roofs are to be developed as a combination of usable areas, green roof, and urban agriculture, where appropriate.

**D. INTERCONNECTING FORMS:**  
Allow for a variety of interconnecting form elements that link between base, middle and top components.

**E. BASE EXPRESSION:**  
Create a 2 storey street scale expression exploring different approaches to fenestration, recessed entries, balcony relationships, and materiality all relating to a human scale along street frontages and courtyard exposures.

**F. STREET DETAIL:**  
Create a finer grain of detail, together with usable entrance terraces, fencing, signage, canopies, planters and lighting etc. at street frontages, appropriate to residential or commercial usage.





JUNE 21 SUMMER SOLSTICE  
10:00 AM



12:00 PM



2:00 PM



MARCH 21 SPRING EQUINOX  
10:00 AM



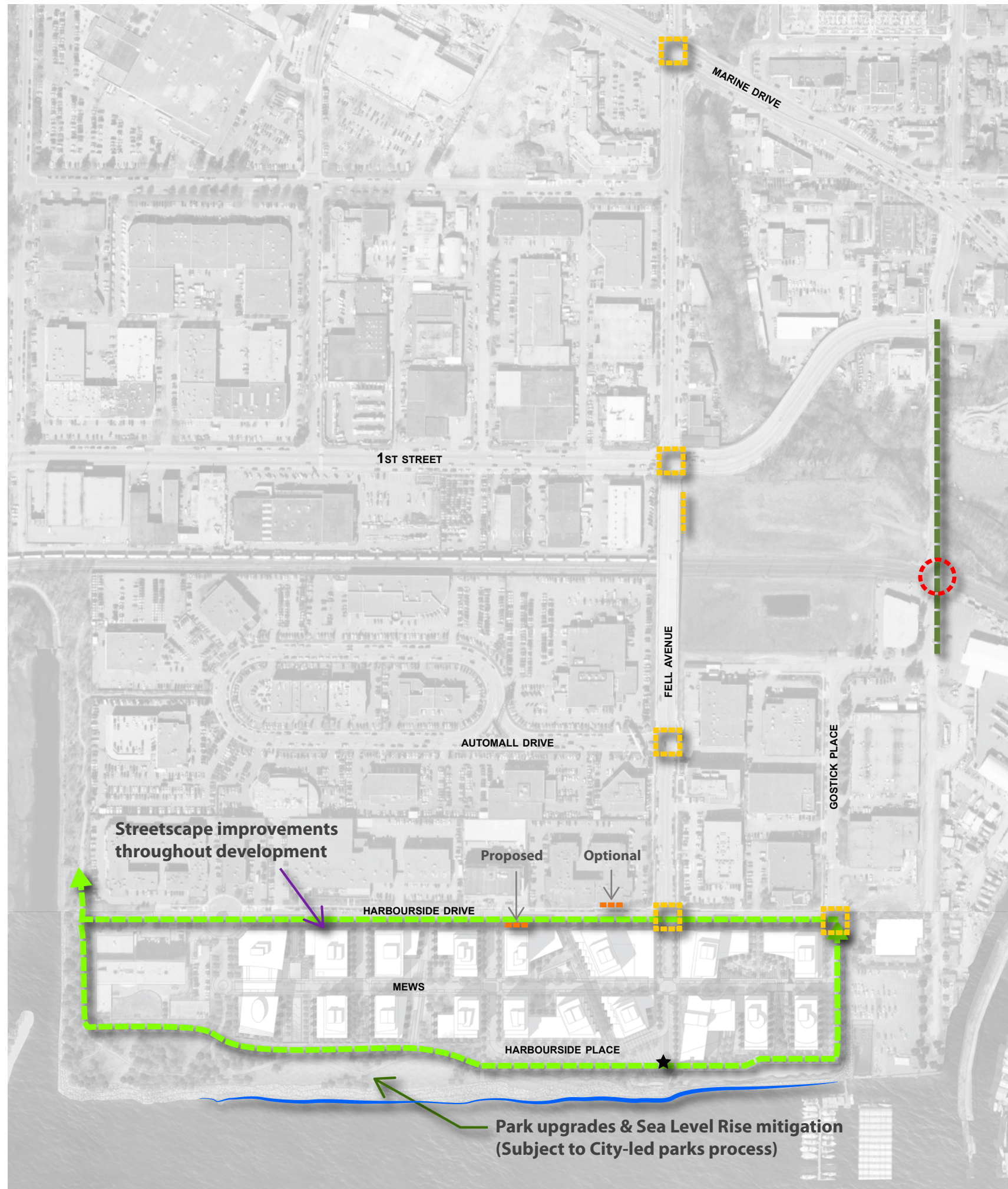
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SHADOW STUDY





## OFF-SITE WORKS

Off-side works for the Harbourside Waterfront development include enhancement of parks, intersections, bus stops, streetscape, shoreline, and the Spirit Trail.

### Legend

- Intersection improvement
- Northbound right turn lane and sidewalk improvement
- Greenway improvements or cash contribution
- Rail safety upgrade
- Bus stop With shelter, lighting, and signs.
- Concession kiosk
- Spirit Trail improvements
- Shoreline habitat enhancement
- Streetscape improvements
- Park upgrade & SLR mitigation



<b>Phase 3</b> 53% of total commercial density 7% of total market residential density	<b>Phase 4</b> 2% of total commercial density 25% of total market residential density 100% of total rental density	<b>Phase 1</b> 11% of total commercial density 34% of total market residential density	<b>Phase 2</b> 34% of total commercial density 34% of total market residential density
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### LEGEND

- Affected development zone
- Eastern portion of Kings Mill Walk

## DEVELOPMENT PHASING

Harbourside Waterfront will be developed in four phases over a period of 10-15 years.

The proposed development area is comprised of 4 site areas designated A,B,C and D in addition to the park area to the south.

Areas of City-owned land have also been included to mitigate sea level rise and incorporate the Spirit Trail.



SUSTAINABILITY

Concert is approaching Harbourside Waterfront as an opportunity to make an important contribution to the City's ongoing efforts to reduce the negative impacts of energy usage and mitigate and adapt to the impacts of climate change. This means doing things differently, working outside the current box and considering a variety of issues relating to sustainability, livable community and resiliency, all at once.

The sustainability strategy developed for Harbourside Waterfront expands on these concepts, with a detailed description of each sustainability initiative or feature provided in the appended sustainability matrix.

I. INTRODUCTION: TOWARDS A SUSTAINABLE COMMUNITY

Harbourside Waterfront will make an important contribution to advancing the City's commitments to sustainability. The strategy encompasses a comprehensive approach which equally addresses social, economic and environmental sustainability. It is the vision for a "complete community", self-reliant as much as its resources allow and in a balanced, positive relationship with the environment. What follows is a brief description of the multi-faceted approach.

- **A Socially and Economically Diverse Community** where everyone feels safe, comfortable and welcome to live, work, shop and play; offering a variety of job opportunities; a variety of housing types and tenures;

attracting people from near and far. A community culturally enmeshed with the larger social fabric of the City of North Vancouver, providing spaces for use by local artists, crafts people and cultural entities.

- **A Healthy Community** evolved through extensive urban design and infrastructure to support many lifestyles; with ample outdoor space for physical activity and social connection and interaction. Incorporating internal and external community spaces to cater to a variety of users, ranging from plazas and streets that will host farmers markets and festivals to small spaces for cafes and intimate gatherings.

Concert will develop a built environment that minimizes exposure to pollutants and chemicals; and utilize construction practices which reduce air, water, noise and light pollution.

- **Transportation Choice and High Connectivity** a community planned and designed to incorporate basic services within walking distance, promoting reduced car use; and offering multi-modal transportation systems aimed at reducing emissions through provision of transit services, pedestrian and bicycle friendly street design and the integration of the Spirit Trail.

- **A Resilient, Sustainably Built Community** informed by the City's goals. Harbourside

will include the durability and flexibility to allow people to age in place, while addressing environmental risk and the challenges of depleted resources

- **A High Performance Community** will define Harbourside Waterfront buildings by achieving high standards of sustainability and green building performance, with a priority on reducing energy demand. The development will also connect to the Lonsdale Energy Corporation's district energy system, making an important contribution to the City's climate action and energy goals.

- **A Lasting Legacy in Sustainable Development** for the residents of the City of North Vancouver and Harbourside. Building on our previous experience, Concert aims to create a model for mixed-use development in the region, and inspires others to emulate.

II. CONCERT'S GOLD STANDARD

Concert is committed to high-performance LEED Gold certified buildings, and infrastructure designed and built to the standards set out by industry leading green building practices and rating systems; the buildings and systems will be supplemented with passive design strategies and restorative landscape and green spaces.

Harbourside Waterfront will be a place where everyone can learn experience about sustainable and environmentally responsible living – from

Concert and its consultants to the City and the future residents and users.

Concert will be using many aspects of LEED ND to inform broader neighbourhood design; and in part as a method of verification that some goals have been met. We will evaluate the appropriateness of the new Canadian LEED ND standard for certifying this particular neighbourhood, and confirm, prior to completion of the re-zoning process, whether the entire standard shall be pursued.

III. METHODOLOGY

The sustainability section sets out the features and initiatives of the development at three scales: Buildings, Site and Neighbourhood. At the rezoning stage, the focus will be on the two latter categories. However, to meet the City of North Vancouver requirements specifically with regards to energy and water, the buildings category will propose performance targets and related green building commitments.

IV. PROCESS

Sustainability requires a multidisciplinary approach involving all stakeholders throughout the process of design and construction. Concert will implement an Integrated Design Process (IDP) at various stages of development.

Sustainability is intrinsically an evolving concept. The scale of Harbourside Waterfront entails a phased process of design and construction spanning several years. Therefore, Concert has adopted a multi-staged, multi-pronged approach to sustainability that recognizes the above mentioned changing nature of sustainability and time.

1. Rezoning Application – The over arching goals of the development - especially in relation to the CNV's 2107 goals – have been determined. The goal is providing flexibility for future evolution of both sustainability concepts and legislative policies.
2. Development Permit (DP) – Concert and the CNV will review the sustainability strategy at the beginning of each phase to ensure its relevance and, if necessary, make adjustments. A sustainability strategy that pertains to the scope of the proposed development will be included with the Development Permit application. Overall compliance and verification paths will be confirmed.
3. Building Permit (BP) – Specific design strategies will be identified at the building scale. The Building permit application will include a sustainability strategy with building-scale verification methods negotiated and determined.
4. Occupancy Permit (OP) – Following construction, alignment of the as-built project with sustainability strategy commitments will be verified as per the verification methods identified.

Sustainability Initiatives	Implementation				
	Rezoning	DP	BP	OP	Post-Occupancy
Land Use Mix and Urban Form	1				
Transportation Strategies					
District Energy Supply					
Infrastructure					
Climate Adaptation					
Habitat					
Green Space & Landscape					
Energy and Water Performance Targets*					
Building Form and Passive design					
Building Energy Systems & Cooling Strategy					
Social and Economic Well-Being					
Verification of Design**					
Verification of Completion and Performance**					

\* In many projects, these targets would often not be confirmed until the detailed design or building permit stage; however they are being included at the rezoning stage based on the City's request.  
\*\* Verification of features or performance would be as per the verification descriptions in this document.



V. ENERGY AND EMISSIONS STRATEGY DISCUSSION

The City of North Vancouver's 100-Year Sustainability plan envisions a net zero carbon community by the City's 200th anniversary in 2107. The Community Energy and Emissions Plan (2010) delineates the road map to achieve this goal and builds on deep emission reductions from a variety of sectors, including energy supply and use, transportation, buildings, land use and solid waste. The bulk of GHG emissions in the City result from two major sectors: buildings and transportation. At Harbourside Waterfront, future emissions will be reduced through reducing demand for energy, and where possible, district energy.

Reducing Building Emissions and Building Energy Efficiency

The implementation of low-carbon energy sources will involve a partnership with the LEC. Concert's goal is to construct buildings that are as energy efficient as possible, while being technically and economically viable.

Concert has committed to building Harbourside Waterfront to meet LEED Gold in new construction. **Concert will use best commercial efforts to achieve a minimum building energy performance of 5% better than ASHRAE 90.1 2010 for phase 1. Future phases will target an energy performance which is 5% better than the BC Building Code requirement.**



ADDITIONAL SUPPORTIVE DOCUMENTS

**Sea Level Rise**  
Golder Associates Ltd.

**Traffic Management Report**  
Bunt & Associates Engineering Ltd.

**Infrastructure Design Report**  
Creus Engineering Ltd.

**Sustainability Matrix**  
Concert Properties/HCMA

**Visual Impact Analysis**  
Gene Redvenus

**Public Art Master Plan**  
Urban Art Management/PWL

**Acoustic Report**  
Browns Strachan