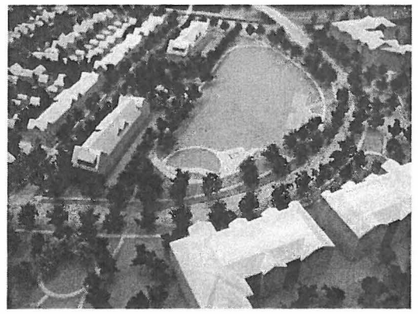
PORT ROYAL

PHASE II DEVELOPMENT GUIDELINES

REVISED DECEMBER 2000





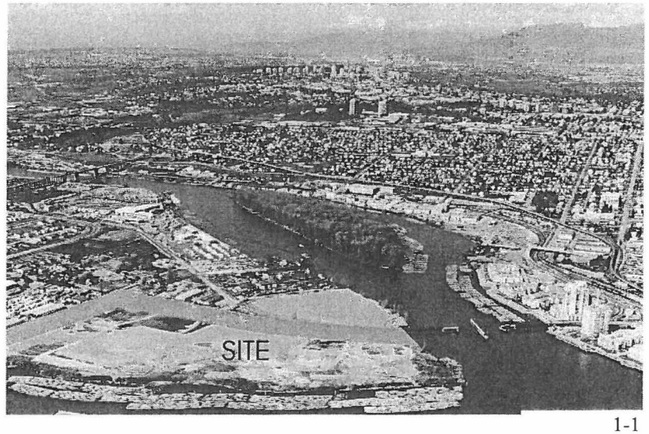
PORT ROYAL

Chapter I: Introduction

The community known as Port Royal is located on 65 acres of land along the shores of the Fraser River, at the eastern part of Queensborough in New Westminster. In the past the site has been used for a variety of industrial functions including salmon canneries, a shipyard, a saw mill and wood preserving plant. By 1988 however, industrial activities had ceased.

In 1996, then owner of the property MacMillan Bloedel rezoned the lands to accommodate 1,171 residential units, featuring a mix of apartments, townhouses, and single family homes. In 1997, Phase One of the lands was developed into a community of 47 single family homes, 14 townhouses, and 70 apartments. Subsequently, MacMillan Bloedel abandoned further development of Port Royal and sold the remaining 42 acres of land.

In 1998, The Aragon Group purchased the remaining 42 acre parcel of land with the intention of re-vitalizing the Port Royal community. The project is seen as the major catalyst for the continued redevelopment of Queensborough.



1-1

It is Aragon's mandate to ensure a viable development, through product innovation and ability to address varying market sentiments. Many months of work and on-going discussions with Planning, Engineering, and Parks & Recreation, as well as public participation and input through informal public information sessions, resulted in the new vision for Port Royal.



Site Plan illustrating the new vision for Port Royal

The revised site plan achieves a reduction in overall density from dwelling 1,040 units under the previous zoning to approximately. 930 dwelling units. Virtually the same amount of park/open space is provided, however the new plan has designated a greater proportion of park/ open space along the waterfront.

Aragon's vision for Port Royal is simple: the creation of a dynamic and innovative community that captures the essence of its riverfront setting, a community that will set the standards for the future development and growth of greater Queensborough.



Chapter II: Development Approach & Site Planning Highlights

This section highlights the principal features of the new site (community) plan and provides insight into both the quality of the community being established and the public amenities being provided within the development.

A. Overview

The new community will offer a diverse mix of housing types, parks and open space, and amenities that complement and enhance the existing community of Queensborough. It will create a distinctive community that takes advantage of its unique riverfront setting. It will integrate with the surrounding community by extending and connecting to the existing street patterns, providing pedestrian and bicycle connections to and through the site, and by creating a network of public open spaces to link the existing Queensborough neighbourhood.

The land use pattern is varied and efficient. The layout of the streets establish direct connections from all the homes to the waterfront while creating view corridors which capture and enhance the presence of the waterfront Along the shore will be a continuous riverfront walkway and linear park, an ever-present backdrop to the community. A series of small pocket parks punctuate the riverfront park and provide links to other public open spaces and streets. In response to the impact of the existing railway, the plan layout minimizes the number of dwellings either facing or in close proximity to the tracks. Other amenities include the provision of a small community store, centrally located and within easy walking distance for the neighbourhood. In keeping with a safe and vibrant community, a residential unit is to be on top of the store.

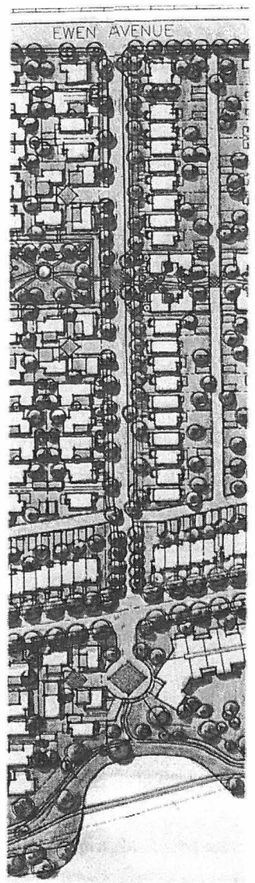
The streets and public ways are pedestrian oriented and designed to promote pedestrian circulation, traffic calming, and to provide a safe environment for people. Many streets will be as narrow as municipal engineering standards will allow to slow vehicular movement in residential districts. To encourage bicycle use and reduce conflicts between pedestrians, cyclists, and motorists, a separate bicycle pathway will be built along the waterfront connecting to designated bicycle routes within the community.



The zoning establishes a variety of housing types to create a diverse and vibrant neighbourhood. The housing mix includes single family homes, duplexes, cluster homes, rowhouses, townhouses and low-rise apartments. Each housing area is carefully situated so that there is a comfortable and orderly transition of scale and density from area to area. An intent of the housing forms is to create an attractive pedestrian oriented streetscape, in the spirit of traditional west-coast style building forms.

Included in the housing mix is the innovative use of cluster homes. Enabling a greater number of units to be in close proximity to the waterfront, this housing form maintains a traditional single family streetscape with the appearance of lower densities. These small lots are often grouped around a private courtyard / driveway which minimizes the negative impact of garages while creating opportunities for play spaces and community gatherings. The proximity of the dwelling units has the potential to create a more intimate neighbourly setting, away from traffic. Similarly, traditional fee simple rowhouses provide alternative housing in community oriented surroundings.

To assist in creating an identifiable project wide image, the palette of materials and family of details are to be drawn from comprehensive descriptions outlined in the following sections. In addition these guidelines encourage the use of systems that have the least cost to the environment. Features such as plants that require minimal watering; little or no use of herbicides and pesticides; provisions for recycling; careful control of run-off (from private and public lands) to the river; preservation of existing vegetation where possible, and extensive use of habitat enhancing plant communities.



It is not intended that the development guidelines be prescriptive but rather provide a framework for the creation of a dynamic community with rich visual interest in very liveable surroundings.

B. Objectives of the Public Realm

The Public Realm for Port Royal is defined as those areas outside individual development parcels. The Master Developer, Aragon Group, will construct all the elements of the public realm prior to or in conjunction with the development of individual development parcels. In reading this section one can gain insight into both the quality of the community being established and the public amenities being provided within the development

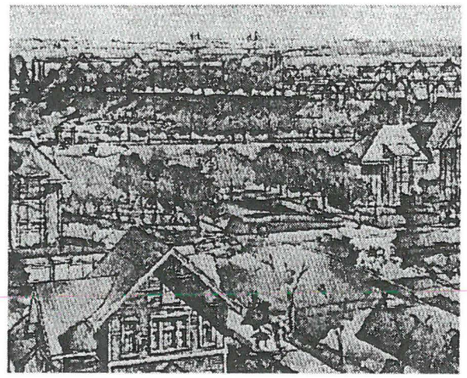
The public realm can be broken down into three categories; i) parks, ii) open space, iii) pedestrian and bicycle circulation- the riverfront walkway/bikeway and the streetscape infrastructure. Each one of these has components particular to it as outlined below.

Parks, Open Space, Pedestrian & Bicycle Circulation

The parcels dedicated to park and open space range in scale and include a variety of open space program elements. At the larger end of the scale is a central park space, a riverfront walk following the shore of the Fraser River and the Annacis Channel, and a bicycle route, partially along the riverfront and winding through the site. On a smaller scale there are a series of park spaces connecting the neighbouring streets to the riverfront and park fronting the Annacis Channel and a `Village Green' pocket park in the western portion of the development. The park and open space components within the site have provision for both passive and active recreational activities. Each park has a particular program described below.

The Central Park

The central park is planned as a destination neighbourhood park within the Port Royal neighbourhood. The Central Park would provide the Queensborough recreation network with a significant unprogramed open greenspace for informal play such as flying a kite, playing Frisbee, or a pick-up game of



View of Central Park Green

soccer. The park is to provide for social picnicking activities and children's play. Elements of the park include; a large lawn area for informal play activities, a picnic shelter with tables and water supply, washrooms with a drinking fountain, a children's playground and social seating area. The character of the park is designed to provide useable outdoor space. Benches, drinking fountains, litter receptacles, bike racks, paving and planting will be incorporated into the detailed design. The trail network will connect to and through the park. The central park is situated within easy walking distance for the neighbourhood and is well connected to the Riverfront Trail and across the tracks to the existing park in Phase I.

The Pocket Parks

A series of pocket parks will be provided to ensure greenspace connections from the neighbourhood to the riverfront park. These pocket parks are passive greenspace which allow for shared access to the pedestrian and bike paths. A seating bench and directional signage will be provided at each pocket park. The pocket parks are predominantly open landscape areas, grass with ornamental plantings and trees.

A larger pocket park is provided at the connection from the Central Park to the Riverfront Trail. It is shown as a passive green space with pedestrian and bicycle trail connections. A grassy knoll with a unique structure will act as a seating area with overlook on the Riverfront Trail and the Annacis Channel beyond.

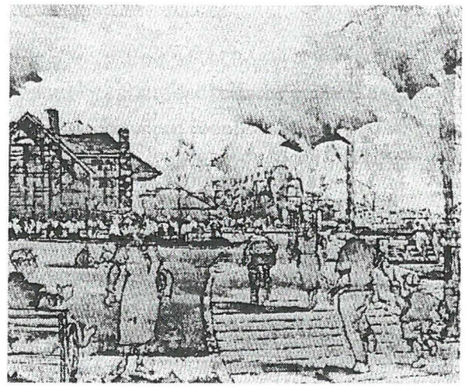
The `Village Green' is a pocket park within the `Inland Trail. The Village Green is a formal urban green space with seating opportunities and a play area for small children.

Pedestrian and Bicycle Circulation

A pedestrian and bicycle circulation system is incorporated into Port Royal design to increase the opportunities for active people in and around their neighbourhood. This recreation system will connect open spaces, provide public access through the neighbourhood and connect the community with the riverfront trail. The pedestrian and bicycle system will function in conjunction with, and augment, the hierarchical street pattern. Sidewalks will be provided on all streets for site-wide pedestrian access as well as connecting to the pedestrian oriented riverfront walkway. The main bicycle circulation occurs along the entire stretch of the riverfront trail and connects into the street patterns and to the Central Park. The bikeway connects to the community system at Furness Street. Salter Street /South Dyke Road will maintain a designated bicycle path to connect the riverfront bikeway to the community bikeway system.

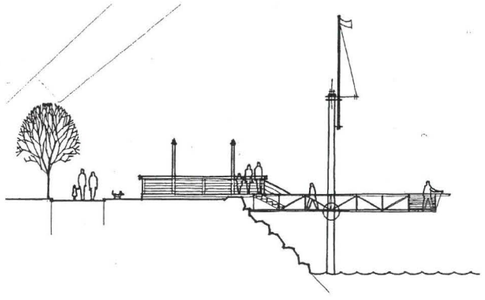
Riverfront Walkway/Trail

The riverfront trail is proposed to become a vital component of the neighbourhood park system. The trail is a 1.7 km long continuous walkway which extends along the riverfront of both the North Arm of the Fraser River and the Annacis Channel. The



Waterfront Walkway

character of the riverfront walkway is intended to be as natural as possible to capitalise and compliment the scenic interest of the river, to conserve ecologically sensitive flora and fauna, and to enhance the natural character of the shoreline. Interpretative signage will be provided along the length of the walkway as a guide to the marsh area, historical riverfront uses, the river system and its activities. Accessibility to the river will be improved by providing nodes along the length of the walkway which bring the public close to the edge. A location for a Pedestrian Ferry Dock will be provided along the southern riverbank. At the eastern point of land or "prow", a boardwalk viewing platform will provide a destination point directly adjacent to the river, providing views across the river, to Westminster Quay and to the bridges beyond.



The Stanley Street Greenway

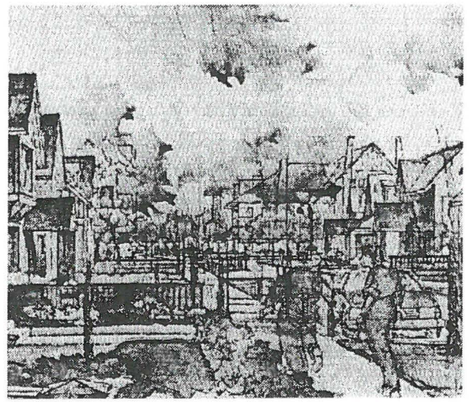
At the western terminus of the Riverfront trail the pedestrian and bike paths run north through a portion of the Stanley Street Greenway which is planned as a continuous trail across Queensborough. The Greenway will have separate bike and pedestrian trails, plantings, directional signage and seating areas.

The Inland Trail

The Inland trail is a pedestrian walkway that provides a midblock connection from the neighbourhood to the Central Park and beyond to the Riverfront Park. With future development of other sites the intent is that this trail will connect to the Stanley Street Greenway as well. The Village Green is a pocket park located along it's route. The terminus of the Inland Trail is at a special feature area at the mouth of the Central Park. This is shown as an seating area in the midst of ornamental plantings.

Public Easement

An pedestrian walkway will provide additional public access from the Central Park to the Riverfront Trail by way of public easement adjacent to the Residential Highrise. This route further enhances the connections to the waterfront areas.



Single Family Residential Street

Streetscape Infrastructure

The street patterns within the development are hierarchical in size and character ranging in scale from neighbourhood collector streets to smaller roads intended for local residential access. The intention is that as one travels from the collector to the local streets, the number of cars diminishes, allowing for narrower streets with more restricted movement at the local level. A cohesive street tree scheme will support and enhance the character of the streets. The streetscape is intended to have a traditional character with plant materials, trees, lighting, and paving of a pedestrian scale.

Salter Street / South Dyke Road is the main street of the project. Its character and treatment will be traditional with a gracious right-of-way and large growing street trees. At the terminus of Ewen Boulevard is the overpass over the rail tracks connecting to the existing Phase of development. For collector and local streets, a prototype based on Dutch "Woonerfs" or cozy streets will be implemented as part of the design. This type of street modifies and slows traffic by narrowing the streets in defined locations. It also allows trees and planting to intrude into areas typically used for parking. The eight foot wide parking area midblock with trees and planting signal the crosswalk and connection to the east-west `inland trail'. All streets will have a strong pedestrian orientation. Landscape improvements will be appropriate in size and scale to the surrounding housing types. The rights-of-ways for the streets vary in relation to the housing type and street adjacent to it. Larger rights-of-way occur adjacent to the multi-family development and townhouse developments while smaller ones are adjacent to the single-family residences.

PORT ROYAL

The intent of these Guidelines is to serve as a guide only in the creation of an attractive pedestrian oriented neighbourhood. They are not meant as prescriptive rules, but should allow and encourage flexibility and variety in building forms.

Section I: Overall Development Guideline applies to all areas within Port Royal and outlines the characteristics that give the Port Royal community its unique quality.

Sections II through IX provide specifics for each Development Zone:

Section II: Single Family Development
Section III: Townhouse Development
Section IV: Low-rise Apartment Development
Section V: *Deleted
Section VI: Cluster Home Development
Section VII: Rowhouse Development
Section VIII: Corner Store Development
Section IX: High Rise Development

CHAPTER IV: DEVELOPMENT GUIDELINES

SECTION I: OVERALL DEVELOPMENT GUIDELINES

Section I.A. through I.G. applicable to Single Family, Townhouse, Clusterhome, and Rowhouse Zones.
Section I.H. through I.J., Section II, and Section III applicable to all zones.

I. Building Form & Character

A. Architectural Character

Establish the character of the buildings to reflect the appearance of traditional West Coast communities, designed and built in a residential scale to create a strong and coherent streetscape. The model for this architectural character is that of the large traditional West Coast urban house, with a heavy stone or masonry base and successive upper stories clad in wood siding or cedar shingles. Characteristic of this building form are the prominent steeply sloped roofs with large overhangs and gable fascias. The detailing of these buildings will feature substantial door and window trim, heavy wooden



Residential character

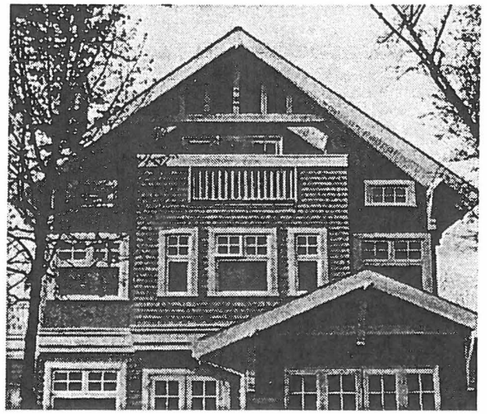
balcony railings, gable brackets, and wide barge boards at the floor lines. Two identical houses, townhouse complexes, or low-rise apartment complexes cannot be built on development parcels adjacent to each other to ensure diversity in building character throughout the site.

B. Architectural Features

- The architectural features and detailing shall be consistent with the style and scale of the proposed building type and should add to the rhythmic variation of the facade.
- Fascia trim shall be a minimum two by eight (2" x 8") inch dimensional lumber.
- Gable fascias shall be supported with knee braces, beams or decorative lookouts at the ridge.
- Clad chimneys in materials similar to wall materials and paint walls to match.
- Use brick and stone where possible.
- Exposed metal chimney flues are not permitted. Conceal metal chimney caps with materials consistent with the building's architectural palette, or with decorative screens.
- Utilize columns, trellises, railings, and similar elements to enrich and articulate the facades of buildings in ways that reflect a traditional use of materials.



Traditional architectural character and detailing



Roof and gable forms and rhythms

C. Roof Forms

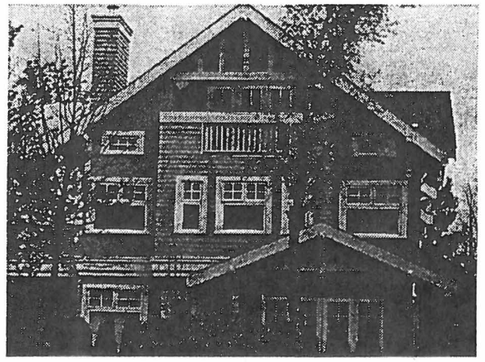
- Use roof forms to help reinforce the rhythm of buildings along the streets.
- A portion of/or the entire gable shall front the street.
- Principal roof forms should have a minimum roof pitch of 8/12. Flat roofs are not permitted except where they form secondary building elements such as balconies, decks, canopies,or other similar minor building features.
- Provide substantial roof overhangs (min. 18") on both gable and eave faces.
- Use the roof volume to enclose the top floor living spaces so as to reduce the apparent bulk of the building. These uppermost floors are to be articulated with roof dormers, venting gables and balconies to add visual interest to the roofscape.
- Open soffits that expose the roof framing members are encouraged.
- Provide a dark surface finish for the roof.
- Emphasize traditional roof forms to reinforce the rhythm on the street.
- Avoid having hipped roof forms consistently fronting the street.

D. Windows

- Window size, shape, and detailing are key factors in establishing residential character, scale and architectural style of a building.
- Vary window sizes to reflect the nature of the room being served; ie. larger windows for living rooms and master bedrooms; smaller windows for secondary bedrooms or bathrooms.
- Clearly articulate bay windows from the surrounding wall surface by the use of trim materials and colours.
- All windows to be of either wood, clad wood or vinyl construction.
- Windows and doors (in wood or stucco clad walls) will have a minimum of six (6") inches wood trim on all sides.
- The majority of windows in any given development are to be operable with built-in sills, trim, or headers for relief and texture. The sole circulation system for any primary structure cannot be internal only.
- Inset windows a minimum of two (2") inches from surrounding walls.

E. Building Entrances

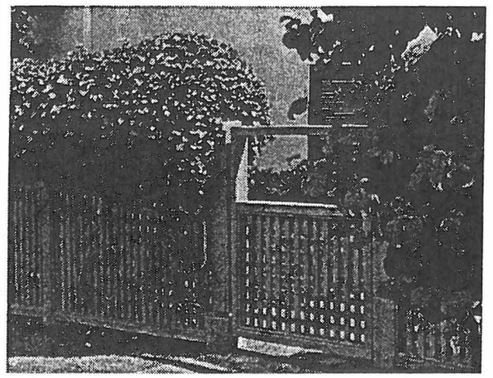
- The definition of the entrance to a building is a critical element in the character of the streetscape and is the key to establishing a clear separation between the public and private realm.
- Direct building access shall be provided from all public streets to the main building entrance, i.e., pedestrian access to buildings shall not only be via parking lots or garages.
- Provide a clear and safe linkage between the street and the entry by the use of pathways, planting, lighting, and gateways.
- Entrances are to be clearly visible from the street as a safety precaution and shall emphasize the form of the building through architectural elements, such as, canopies and porches.
- Recess entries on the facade of the building or provide canopies sufficient to provide weather protection but not to obscure visibility.
- Use trellises or canopies to help articulate building and entrance identity.



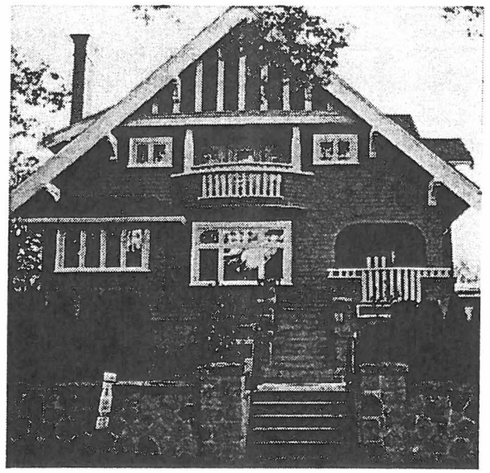
Traditional window proportions and detailing



Clearly identified entrances



Clear separation between public and private



Material palette

F. Materials

- Use wood as the predominant material for all residential housing types. All exterior wood shall be painted, stained or weather treated on all sides and on every cut.
- Material selection is to reflect a traditional and authentic use of cladding materials.
- Apply cladding materials to express the levels of the building: one material for the base; another, for the walls and a third, for the roof and gable surfaces. Express the differentiation in levels with a horizontal trim piece.
- Clad all sides of the building with consistent materials. Clad side and rear wall surfaces in the same material as the front.
- Finish wall surfaces in brick or stone masonry, horizontal bevelled wood siding, wood shingles, vertical board and batten. Stucco is to be used only as an infill material between wood timbering. Stucco shall have a course surface texture and shall cover no more than 25% of the surface of the building. Vinyl or metal siding or soffits is not permitted.
- Finish roof surfaces in either duroid shingles, wood shingles or composite wood and cement shingles (known as Cemwood or Permatek) in dark colours. Roof flashing shall match the colour of the roof.
- Tile or sheet metal roofs are not permitted.
- Gutters and rainwater leaders shall match the colour of the trim and wall behind.
- Fascias, barge boards, window and door trim as well as soffits are to be wood.

G. Accessory Buildings

- Accessory buildings shall form a natural complement to the building with which they are associated and shall contribute to the rhythm and scale of the street or lane adjacent to them.
- Construct accessory buildings using a style and materials similar to those of the primary building with which they are associated.
- Match the roof pitch to that of the primary building, where possible.

H. Energy Efficiency

- All exterior walls to be minimum two by six (2" x 6") inch construction with R-20 insulation.
- All roof or ceiling insulation to be minimum R-40 except cathedral ceilings to be minimum R-35.
- Floors over unheated spaces to be insulated to a minimum value of R-28.

- All windows to be double glazed.
- Exterior doors to be either wood or insulated metal-clad doors.
- Fireplaces to have glazed combustion chambers with an energy efficient heat circulation system.
- All doors and windows to be installed with integral weather stripping.
- The use of energy efficient appliances, lights, etc. is encouraged.

I. Noise

- All buildings must comply with the decibel noise levels stated in the Canada Mortgage & Housing Corporation guidelines for *Road and Rail Noise: Effects on Housing* (1981) per City of New Westminster's requirements.

J. Flood Plain Covenant

- All areas to be used for habitation shall be located within a building or structure at an elevation such that the underside of the wooden floor system or top of concrete slab is no lower than 4.2 meters Geodetic Survey of Canada datum.

II. Landscape Form & Character

Provide semi-private open space and private outdoor space as part of the development of each parcel.

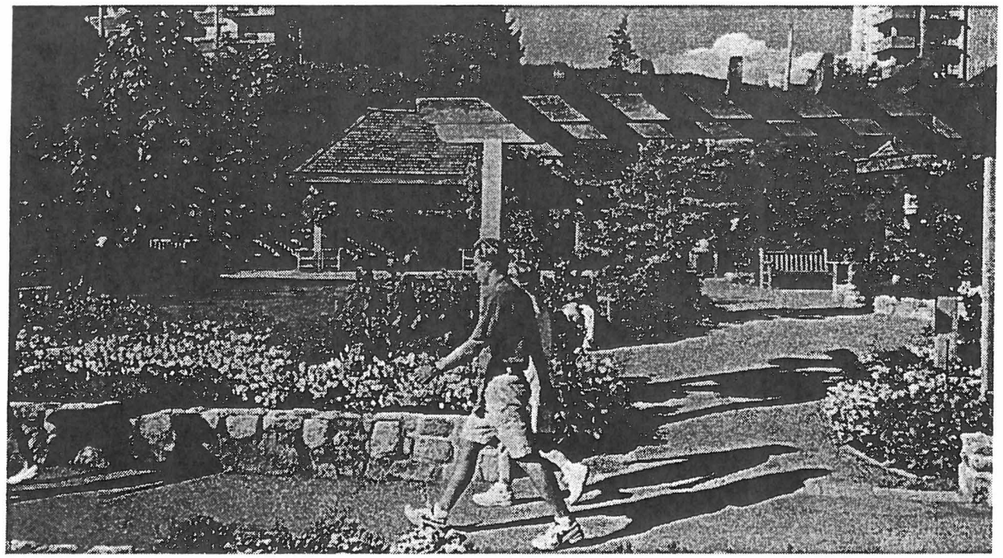
A. General Guidelines

The following are criteria for the development of semi-private spaces for all development parcels.

- Define open spaces by using buildings or landscape elements on a minimum of two sides to create "landscaped" rooms and spaces.
- Open spaces shall be accessible during daylight hours and linked to adjacent streets, sidewalks and pathways.
- Use gateways, trellises, special lighting, and planting to create an experiential sequence for pedestrians. For example, an ornamental gate at the sidewalk, a passage lined with trees and then arrival at a courtyard.
- All outdoor areas, including entries, patios and play areas shall be visually accessible to residents to encourage parental observation of small children and general safety resulting from "eyes on the street".

B. Plant Materials

- Select plant materials and place them to reflect both ornamental and functional characteristics.
- Use species native to southwestern British Columbia, as the basis of the plant palette (see Appendix C: Native Plant Materials for a suggested choice of plant materials).
- Use plant materials with low watering requirements, where possible.
- Use deciduous trees predominantly over evergreen trees. Locate trees in relation to buildings and within the parking areas to provide shade from the sun in summer and promote use of the sun's warmth in winter. Select species to provide variations in texture, scale, seasonal colour and to minimize litter and other maintenance problems.
- Plants with perennial or seasonal colour are recommended to highlight special locations, such as courtyards, building entrances or access driveways.



Spatial definitions created by landscape elements

C. Screening and Landscaping

- Use evergreen shrubs and trees as screening devices, for example, along rear property lines, around mechanical appurtenances, hydro kiosks, etc. and to obscure grillwork and fencing associated with subsurface parking garages.
- Use flowering shrubs and trees where they can be most appreciated: adjacent to walks, recreational areas or as a framing device for building entries, stairs, and walks.
- Provide attractive screen fences or walls to screen service areas and parking areas of townhouse and multi-unit buildings. Establish a five (5') foot planting area adjacent to the fence or wall and plant with groundcovers, shrubs, and trees.
- Provide a convenient location for recycling deposit and pick-up.
- Locate trash and service equipment, including satellite receiving dishes (to be approved by Port Royal Design Panel) and hydro kiosks, in rear yard areas, where possible, and enclosed or screened by landscaping, fencing or other architectural means.
- Sufficiently screen and landscape all electrical and other meters and vents with use of fencing, walls and planting.
- Screen fences and walls shall be from three (3') feet to six (6') feet in height. (A maximum of three (3') feet would be the typical front yard condition. Six (6') feet would be the maximum height for rear yards.) If a solid screen fence or walls is necessary, construct the solid portion to a maximum of four (4') feet. Utilize open or lattice structure above the four (4') feet level to a maximum height of six (6') feet.
- In all instances, construct screen fences and walls high enough to differentiate between the public and private realms, but low enough for visual comfort and security.

D. Furnishings†

- Install permanent outdoor seating in all publicly accessible pathways & spaces. Seating should be one of the following:
  - Incorporated as part of the design of the building, or;
  - Custom designed in a style related to the architecture of the building (permanent benches of wood, stone, brick or precast concrete) or;

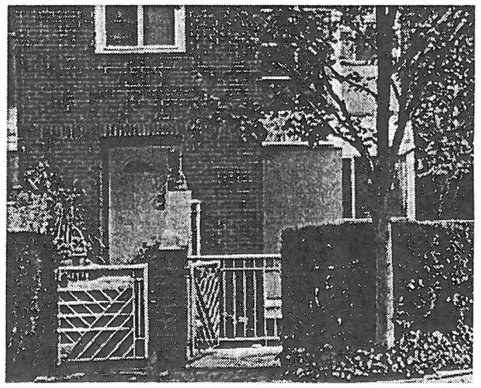
- Catalogue items of substantial materials and durability appropriate to the design of the development.

- Provide area lighting and sources for illuminating all sidewalks, passageways, footpaths, parking, and in rear and side yard areas.
- Lighting shall be shielded from casting light higher than a line 15 degrees below the horizontal plane, as measured from the light source and shall not cast light directly into adjacent residential windows. A translucent or optical lens diffuser globe or shield with a shatter proof lense is recommended.
- Maximum mounting height of light sources for ground level illumination shall be fifteen (15') feet, measured from the finished grade of the area to be lit.

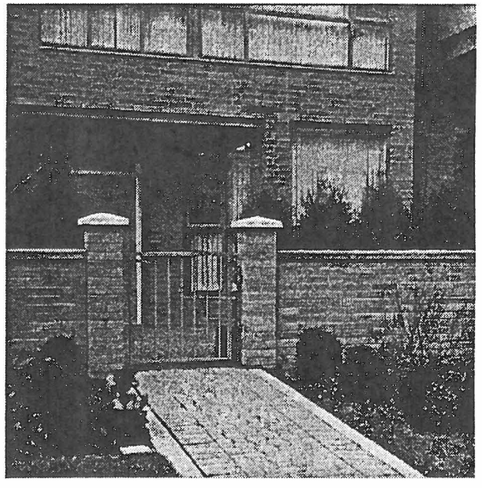
† Please note, private developers are encouraged to use the same or compatible site furnishings to those used in the public realm. See Appendix A: Public Realm Landscape Design Guidelines for examples of site furnishings.

E. Walls and Fences

- Design walls and fences to be compatible with the character of adjacent buildings.
- Walls and fences shall be open, to promote safety and visibility, and low (maximum three (3') feet) along streets to maintain an open character, sight distance and clearance.
- Fence and wall posts shall be divided into regular modules that reflect the module of the principal building, especially for publicly visible areas.
- Use both thick and thin vertical elements for supports and panel divisions in the design of fences and walls. Fence posts and support pillars may be emphasized and built up for this purpose.
- Walls shall have a base and a coping.
- Wall or fence materials shall be compatible with the principal building. Post or pier materials may differ from fence materials, for example, metal fences with masonry posts.
- Fence materials recommended are: wood, wrought iron, cast iron, welded steel or a combination of two of the above.
- Wall materials recommended are: brick, stone, concrete, precast concrete, and stucco-faced concrete.
- Unacceptable fence and wall materials are; standard chain link fence; unfinished or un-surfaced concrete block; and barbed wire/razor wire.



Walls and fences should be open to promote safety and visibility



Walls compatible in character to adjacent buildings

F. Signage

- Architectural style and overall building proportions shall guide the design of directional, regulatory, or informational signage. Signage shall not dominate the streetscape.
- Provide signage at building entrances which consists of either individual letters proud of the facade or incised letters on the building facade.
- Freestanding signs such as monument columns or walls are permitted.
- Preferred materials are letters of cast metal on wood or metal structures.
- Permanent signage must be approved by the Port Royal Design Panel and New Westminster's CDC.
- Neon signage is permitted for the commercial development only.
- No exposed fluorescent lighting is permitted.

G. Paving Materials

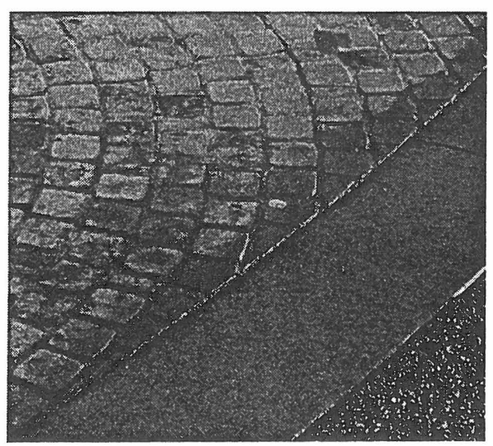
- Paving materials recommended for pedestrian surfaces are listed below. In general, the use of permeable materials is encouraged, and a maximum of three (3) of the following materials shall be combined in a particular application:

Stone: such as granite, slate or sandstone; brick pavers; concrete unit pavers; poured-in-place concrete with any of the following treatments: integral colour; scored patterns; ornamental insets such as tile or stamped patterns; crushed limestone or crushed granite.

- Large areas of asphalt are not permitted.

H. Surface Grading

- Sheet drainage away from buildings to parking areas or to landscaped areas.
- Design and size hard surface areas to prevent dramatic grade differentials. No cross slopes less than 1.5% or more than 5% for paved areas.
- Major grade changes adjacent to buildings and elsewhere shall be made with steps and/or low retaining walls, as appropriate.



Mix of paving materials

J. Appearance During Construction

The following are general guidelines established by the Master Developer. Developers must check with New Westminster's Building By-Laws on Construction Practices and also follow additional requirements established by the Department of Fisheries and Oceans and the Ministry of Environment, Land and Parks in their *Land Development Guidelines for the Protection of Aquatic Habitats* (May 1992).

- Minimize the environmental impact of construction activities by utilizing environmentally sound practices.
- Divert runoff during construction away from the Fraser River and Annacis Channel to city storm water collection basins.
- Contain silt within the site.
- Keep all construction equipment, materials, debris within the property boundaries. At no time during construction shall activities impact adjacent sidewalks, street trees, landscaping, properties or riverfront landscape leave strips. (See Appendix B: Natural Areas Protection Guidelines)
- Adjacent streets and sidewalks shall be kept clean and free of debris.
- Maintain a neat and tidy lot throughout the construction period.
- Provide collection containers for removal of on site debris and deposit waste products and debris daily into the collection container.
- Remove all construction debris in a timely manner.
- No burning is permitted, except with written approval of the Fire Chief of the City of New Westminster.
- Dispose of gyproc, paints, chemical sealers and other hazardous materials properly.

III. Vehicular Access

A. Vehicular Access/Curb Cuts

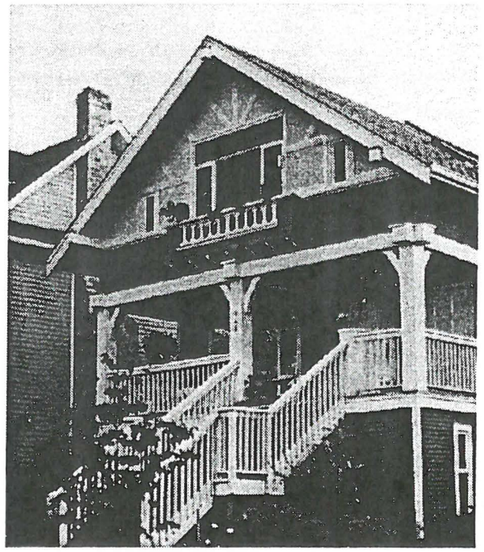
- Vehicular access/curb cuts shall be shared between buildings, wherever possible.
- Use decorative paving for the surfaces of driveways off the front street.
- Drain driveways to the centre of the paved surface or to the surrounding landscape.
- Maximum width of curb cuts shall be twelve (12') feet for a one-way driveway and twenty (20)' feet for a two-way driveway.

B. Parking

- Screen the perimeter of parking areas and driveways on private property adjacent to streets and sidewalks with an attractive fence or landscaping.
- Plant surface parking areas with shade trees. Screen exposed underground garages with plant material, e.g. vines or shrubs.

Section II: SINGLE FAMILY DEVELOPMENT GUIDELINES

To be read in conjunction Chapter IV, Section I: Overall Development Guidelines.

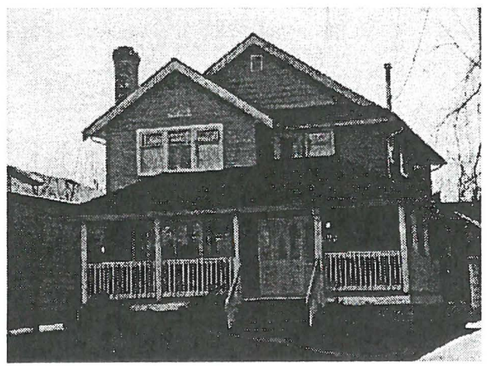


Architectural features and details

I. Building Form & Character

A. Architectural Character

- The character of the housing is to be similar to two-storey, traditional West Coast house forms with a clearly expressed entry porch or canopy and clearly articulated roof forms.
- Vary the character of the individual building facades using a complementary palette of architectural details and by varying building elements such as colour, porch design and gable form.
- Express the rhythm of roof forms with gables facing the street.
- Clad all buildings in traditional materials such as brick, stone, wood siding, cedar shingles or board and batten, treated with natural or muted colour finishes.



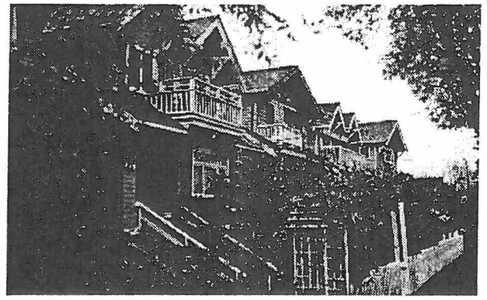
Single family residential character

B. Architectural Features

- Orient gables of the primary roof forms or of dormers to front the primary street face. In the case of corner lots, dormers and gables should also face the secondary side street.
- Use porches as an expression of the front entry to the street.
- Use a traditional vocabulary of clearly expressed building details, such as gable vents or braces, chimney flues, and porch columns.

C. Massing and Building Shape

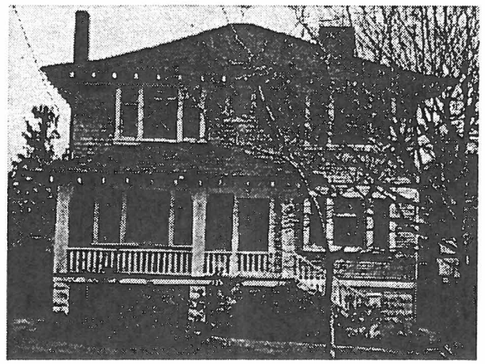
- Vary the massing of the buildings through plan shapes, roof forms, bay windows and porch additions to avoid monolithic, box-like building forms.
- Create a pleasing rhythm along the street for single family residential building facades.
- Present a strong, rhythmic, and coherent street wall building form.
- Express the levels of the building through the use of building elements such as porches, canopies, bay windows, and roof gables.
- Define and emphasize the main floor of the building with the use of roof overhangs and porches.



Building massing and form

D. Windows

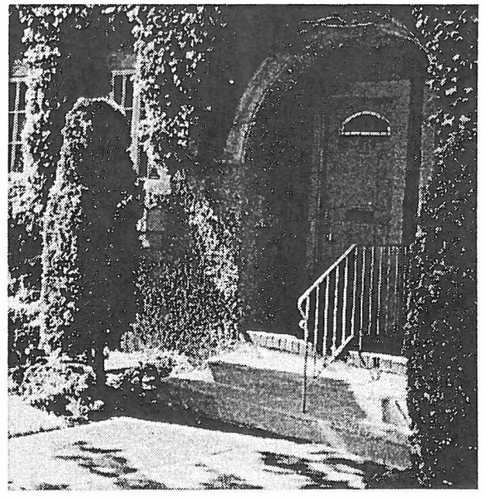
- Vary the scale, shape, size and detailing of windows. Windows are key in establishing the architectural character and rhythm for the facade of the building and the street.
- Use special windows or window treatments to add interest and domestic scale to the facades of buildings. Window treatments should include bay or dormer windows, window boxes and canopy roof elements.



Window character

E. Entrances

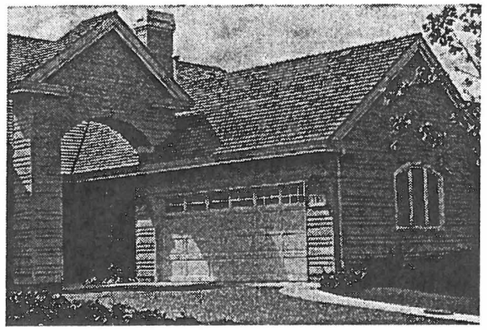
- The front entry shall recall the traditional uses of entrance, for example, build porches and canopies as part of the front entry.
- Front entry doors shall be clearly visible from the street.
- Elevate entries a minimum of twenty-four (24") inches above street level.
- Corner lots are to have their principal entrance facing the primary street, not the side yard flanking street.



Entrance Identity

F. Accessory Buildings

- Construct garages a maximum of twenty-three (23') feet wide, and integrate glass or grilled panels into the garage walls and doors to lessen the impact of solid walls and doors.
- Open carports are acceptable in single family residential areas. Construct open carports with timber only and incorporate wood screening, wall trellises and/or landscaping as screening devices.



Garage details

- Off street parking areas shall be accessed from the lane where lanes are provided.

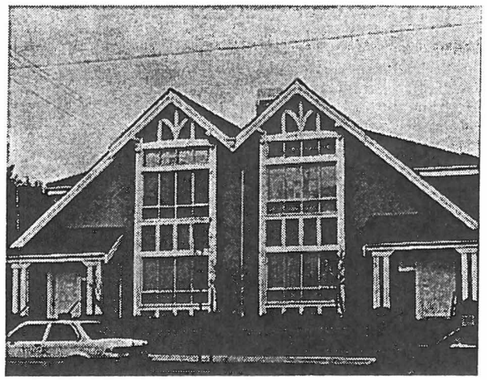
II. Landscape Form & Character

A. Outdoor Space

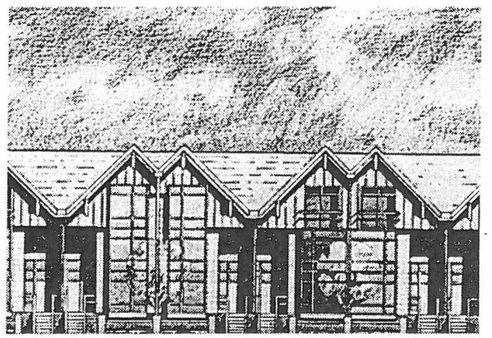
- Provide a landscaped outdoor space at the side or the rear of residence of five hundred (500') square feet minimum, based on a rectangular configuration, with no side less than eighteen (18') feet.
- Incorporate a minimum of one (1) tree, 3" caliper minimum, per landscaped outdoor space.

B. Surface Grading

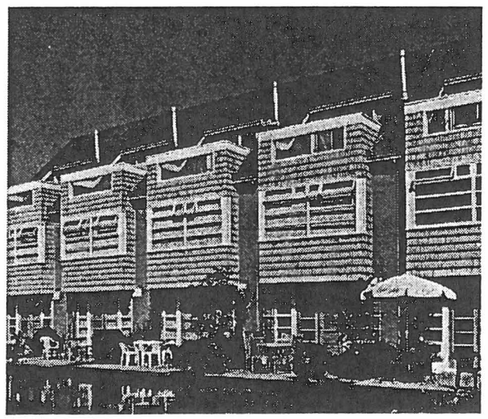
- Drain driveways in single family residential areas to the centre of the driveway or into adjacent landscape areas.



Townhouse character



Architectural features and detailing



Townhouse massing rhythm

Section III: TOWNHOUSE DEVELOPMENT GUIDELINES

To be read in conjunction Chapter IV, Section I: Overall Development Guidelines.

I. Built Form & Character

A. Architectural Character

- Present a harmonious yet varied facade to the street so that individual units and entries are easily identified.
- Utilize elements of the building facade such as entries, fenestration or roof detailing, to differentiate units.
- Organize the facades of the townhouses so that key elements such as bay windows, entries, gables or dormers provide a strong consistent rhythm to the streetscape.
- Prominently define entries with a porch, landing, or canopy, elevated a minimum of three (3') feet above the street level.

B. Architectural Features

- Differentiate repetitive elements of the facade such as windows, canopies or gable treatments to identify the dwelling units.
- Clearly express traditional building elements such as gable braces, downspouts, gable vents and chimney flues.

C. Massing & Building Shape

- Present a strong, rhythmic, and coherent streetwall building form.
- Raise the main floor above grade, by a minimum of three (3') feet, either over parking or over a crawlspace.
- Express the levels of the building through the use of building elements such as porches, canopies, bay windows and roof gables.

- Emphasize the vertical dimensions in the proportioning of entry openings or bay windows.
- Design all buildings to have a domestic scale using characteristics adapted or enlarged from those of a single family home.
- All units shall have pedestrian access from a public or private street.

D. Roof Forms

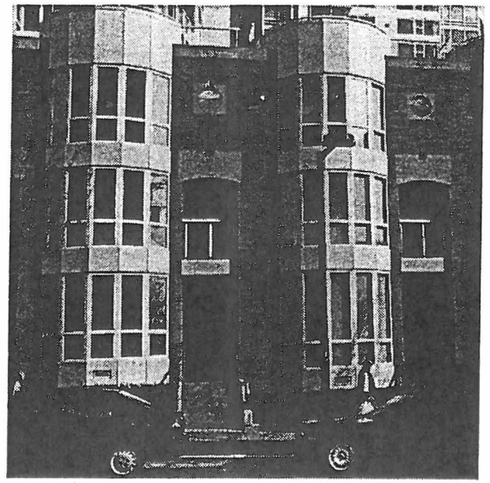
- Reinforce the rhythm of buildings on the street with the use of roof forms.
- Gable faces shall be located above window bays or incorporated as dormers.

E. Windows

- Special windows such as bays or dormers shall be used to add interest and domestic scale.
- Group prominent window elements such as bay windows into two and three storey features that identify the unit and articulate the street facade.

F. Unit Entrances

- Clearly define entries, especially when they are closely spaced and tight to the street.
- Mark the property line with a low fence and gate.
- Raise the entry landing a minimum of three (3') feet above street level, to help define public versus private space.
- Clearly mark the entrance with a canopy and/or recess the entry enough to provide weather protection.
- Incorporate wood trim elements, e.g. railings, brackets, trellises and columns at building entrances.



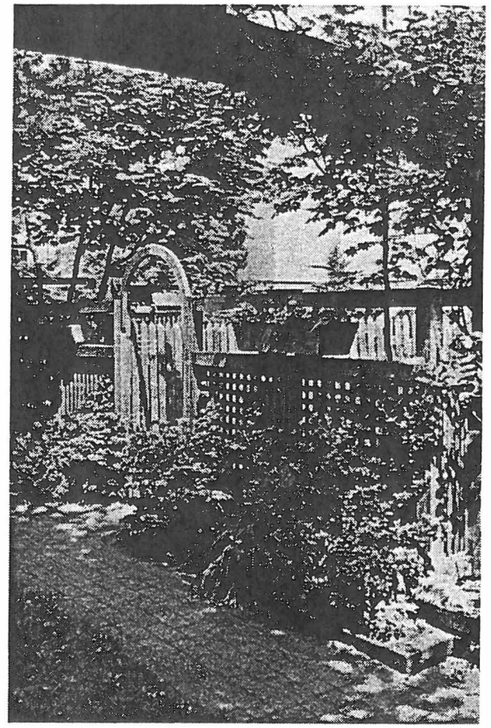
Window and entrance character



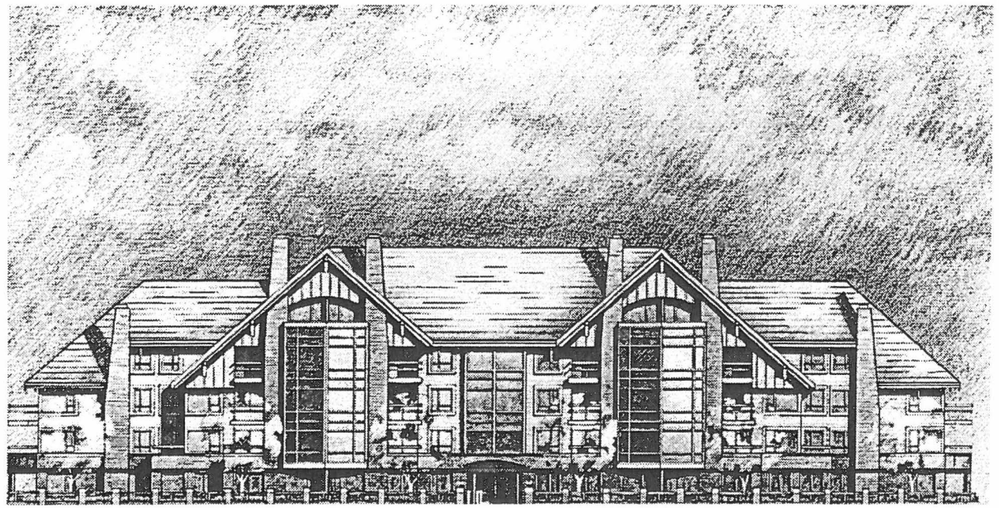
Clearly marked entrances with low fence, raised entry and connection to public walkway

II. Landscape Form & Character

- Provide common usable outdoor space for all townhouse developments containing two (2) or more units if usable private outdoor space is not provided to each unit.
- Locate the common landscaped/garden space in a courtyard, side yard, rear yard or as a common green area for larger developments.
- Create the common space with large and small spaces with no side less than twenty five (25') feet.
- Enclose 50% of the common space using buildings, low walls, low fences, or linear landscaping.
- Allow for visual accessibility into the common space.
- Children's play apparatus is to be provided where the market warrants.
- Provide one (1) private outdoor patio or balcony space for each unit.
- Ground oriented units shall have a minimum depth of twelve (12') feet of private screened outdoor space at the front or back of the unit, accessed off the main living area.
- Provide a private outdoor space for the upstairs units where units are stacked one on top of the other. Outdoor space for upstairs units shall be accessed off the main living area and shall have a minimum depth of six (6') feet.



Private outdoor space for townhouse development



Architectural features

Section IV: LOW-RISE APARTMENT DEVELOPMENT GUIDELINES

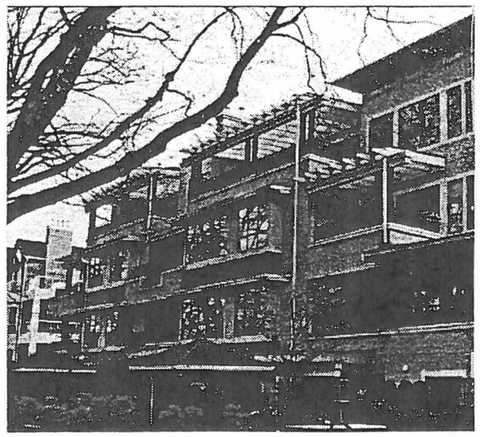
To be read in conjunction with Chapter IV, Section I: Overall Development Guidelines.

1. *Built Form & Character*

In keeping with the goal of creating a diverse and vibrant community, consideration should be given to integrating a variety of dwelling types into the Low-rise apartment zones, including, for instance, congregate care facilities.

A. Architectural Character

- Present a harmoniously modulated streetwall façade that is clearly understood as a coherent multifamily building form
- Develop a massing and architectural vocabulary that clearly expresses a unified larger identity for the building or group of buildings.
- Buildings should be ground oriented with a pedestrian scale along streets and walkways. Articulate the building façade with projections, recesses, solids, and voids.
- Consideration should be given, especially where the building fronts or faces a street, to introducing individual unit entrances and gateways along the street.
- Sculpt and terrace the upper floor(s) to reduce mass, create a transition and variety in height, and to maximise surrounding views.



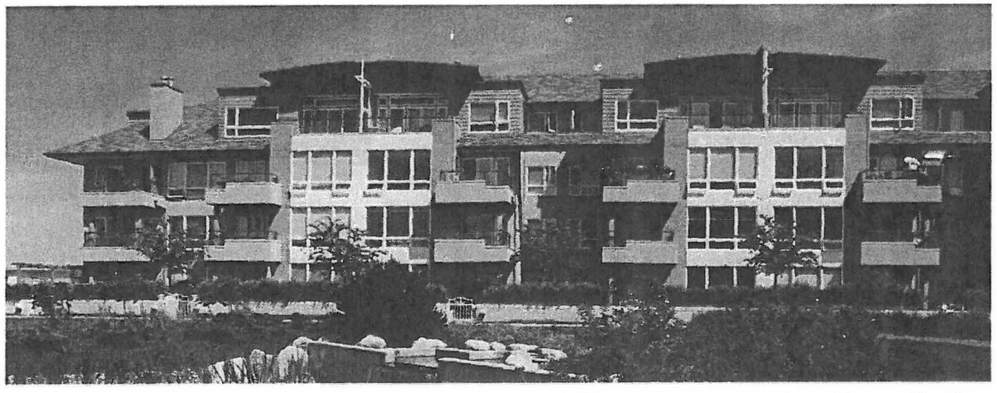
Low-rise apartment character

PORT ROYAL









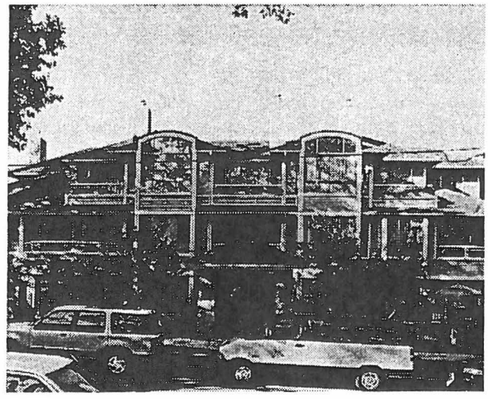
Low-Rise Apartment examples with ground-oriented suites, articulated facades, sculpted roofs, and terraced top floors

B. Architectural Features

- Recess balconies at least partially into the face of the building to modulate the facade.
- Use architectural detail elements such as trellises and railings, to soften and break down monolithic building forms.

C. Massing and Building Shape

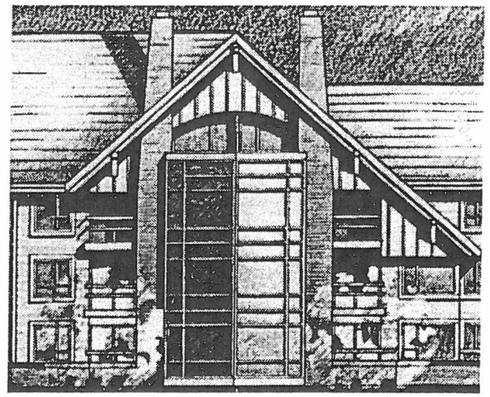
- Express the primary building volume as a single building or a grouping of buildings, but always with a clearly understood relationship to the street. Subdivide longer buildings into shorter and smaller sections to break up the monotony of a long building facade.
- Articulate the building walls and roof forms to break down very large buildings into smaller scaled components.
- Use building elements such as balconies, bay windows, porches and roof gables to articulate and provide scale to the building.



Massing and stepped form character

D. Roof Forms

- Avoid excessively long, continuous roof ridge lines.
- Use the roof form to unify the building volume and vary the apparent mass of the building.



Larger building scale and roof forms to suit building massing

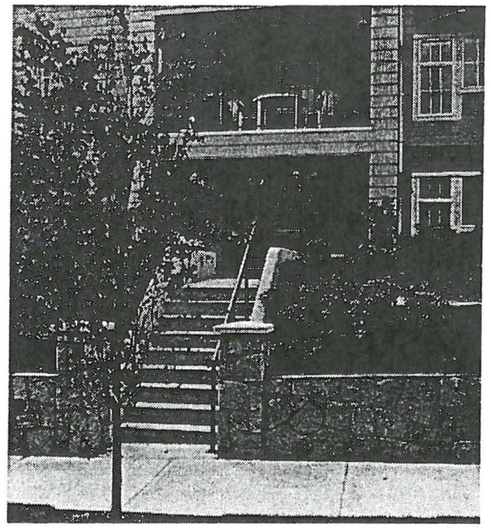
- Use larger roof planes in keeping with the building mass.
- Provide generous roof overhangs on both gable and eave faces in keeping with the larger scale of the roof. Larger overhangs of thirty-six (36") inches or more may be suitable for multifamily buildings.

E. Windows

- Windows are a key element in composing and modulating the building facade.
- Compose groups of windows to reinforce architectural features of the building and to express features, such as, roof dormers or lofted ceiling spaces.

F. Building Entrances

- Announce the entrance of a multifamily building by giving it a scale that is in keeping with the buildings stature on the street. The scale must, however, remain pedestrian oriented.
- Locate the entry where the massing and articulation of the facade can emphasize and support it.
- Extend the entry axis into the foreground landscape with gates, walkways, and planting material.
- Provide ground floor units with individual smaller entries and patios that access the street and read as their front doors.
- All entries to be visible from the street.



Ground floor entrances to individual suites

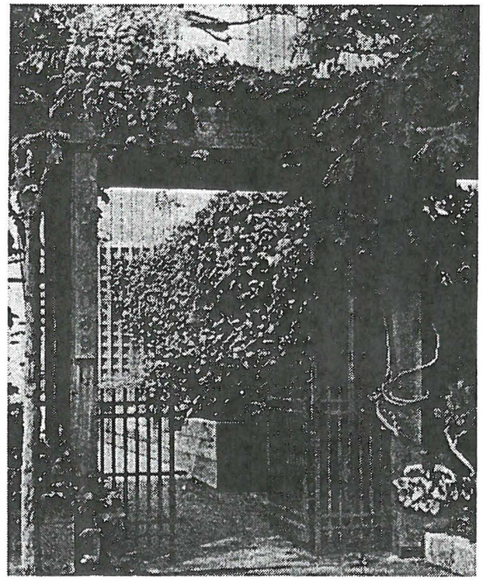
G. Vehicular Access

- Subsurface garages are recommended but shall not extend more than three (3') feet above finished grade.
- Maximum grade of ramps to underground parking shall be 10% for the first eighteen (18') feet and then 15% for the remainder.
- Driveways or ramps shall be finished in decorative paving.
- The maximum number of curb cuts for low-rise apartment developments shall be one (1) two-way curb cut or two (2) one-way curb cuts per one hundred and twenty (120') feet.
- The edges of entry ramps to underground parking shall be screened with planters of sufficient depth and width to permit proper growth of plant material.

II. Landscape Form & Character

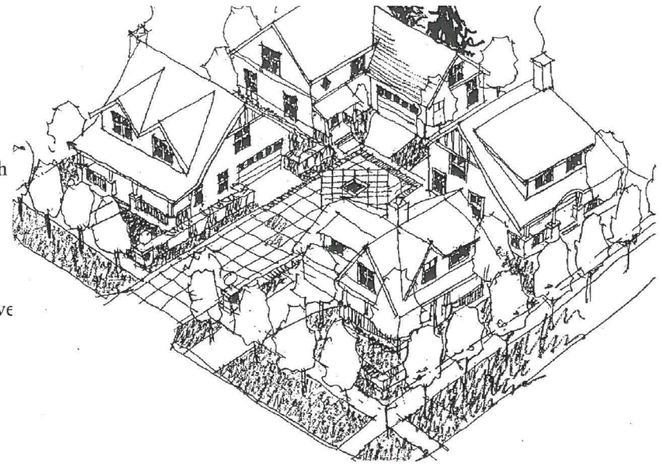
A. Outdoor Space

- Provide common useable outdoor space for all low-rise apartment developments containing two (2) or more units.
- Locate the common landscaped/garden space in a courtyard, side yard, rear yard or common green area for larger developments.
- Create the space with large and small spaces with no side less than twenty (20') feet
- Enclose 50% of the space using buildings, low walls, low fences, or linear landscaping.
- Allow for visual accessibility into the space.
- Provide children's play apparatus in the common space where the market warrants.
- Provide one (1) private outdoor patio space for each ground floor unit or a deck space for each upper unit. These spaces shall be in the form of a patio or deck off the main living space and attached to each unit. Deck space should be no less than six (6') feet clear in any dimension. Ground oriented patios shall have a minimum depth of twelve (12') of private screened outdoor space at front or back of unit.



Gateways provide experiential transition from public to private areas.

Section VI: Cluster Homes Development Guidelines



Typically a cluster home is a single family residence on a small lot, often grouped with a few other homes around a private courtyard / driveway. This 'clustering' has the potential to create an intimate neighbourly setting, minimizing the negative impact of garages while providing a community outdoor activity/play space. Larger lots will allow for Duplexes on the same lot.

A. Architectural Character

The character of the housing is to be in the spirit of traditional two-storey west coast house forms with a clearly expressed entry porch or canopy, clearly articulated roof forms, and substantial roof overhangs.

Vary the character of the individual building facades using a complementary palette of architectural details and by varying building elements such as colour, porch design and gable form.

Express the rhythm of roof forms with gables facing the street.

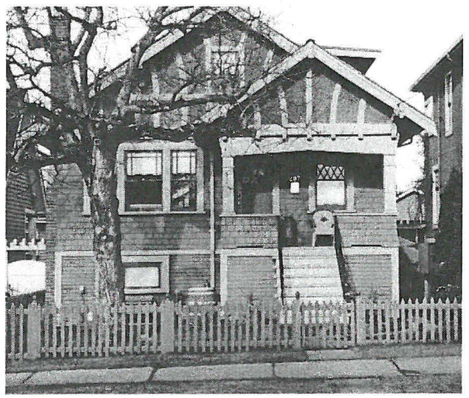
Clad all buildings in traditional materials such as brick, stone, wood siding, cedar shingles or board and batten, treated with natural or muted colour finishes.

B. Architectural Features

Orient gables of the primary roof forms or of dormers to front the primary street face. In the case of corner lots, dormers and gables should also face the secondary side street.

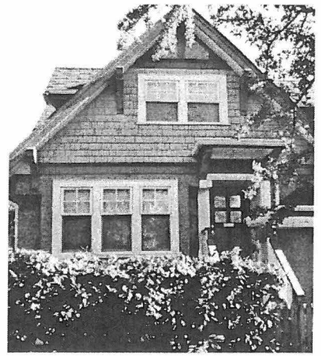
Use porches as an expression of the front entry to the street. Porches may be extended or recessed into the massing of the home. Entry stairs should be of wood construction and may extend into the front yard setback.

Use a traditional vocabulary of clearly expressed building details, such as gable vents or braces, chimney flues, porch columns and railings, shaped rafter tails, and expressed beams.



Traditional craftsman style home in New Westminster





C. Massing and Building Shape

Vary the massing of individual homes through plan shapes, roof forms, bay windows and porches. The massing should express a clear and strong hierarchy of forms.

Create a pleasing rhythm along the street for single family residential building facades.
Present a strong, rhythmic, and coherent street wall building form.

Express the levels of the building through the use of building elements such as porches. canopies, bay windows, and roof gables.

The incorporation of living spaces within the roof form is encouraged to reduce the scale and mass of the building.

Building massing should assist in the articulation of useful and pleasant private outdoor spaces, in consideration of the surrounding and the neighbouring properties.

D. Windows

Vary the scale, shape, size and detailing of windows. Windows are key in establishing the architectural character and rhythm for the facade of the building and the street.

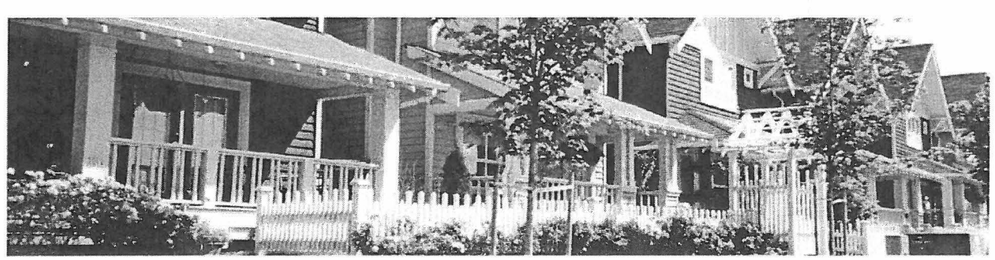
Use special windows or window treatments to add interest and domestic scale to the facades of buildings. Window treatments may include bay or dormer windows, window boxes and canopy roof elements.

E. Front Entrances

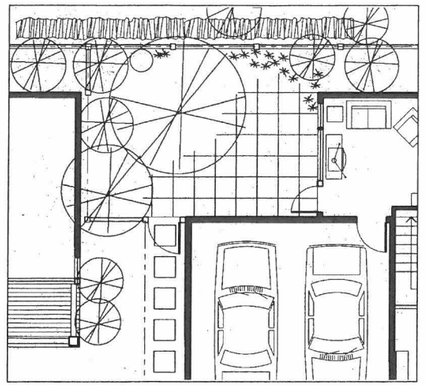
The front entry shall recall the traditional forms of entrance such as the use of covered porches and canopies as part of the front entrance.

Front entrances shall be identifiable from the street.

Elevate entrances and entrance porches a minimum of twenty-four (24') inches above street level.



Porches provide valuable outdoor space and encourage neighbourhood interaction



The building walls help to shape a small useful private outdoor space.

F. Accessory Buildings

Vehicular access to garages is to be from the designated courtyard/driveway easement or from the rear lane whenever possible.

Alleviate the impact of garages with the use of windows, glass or grilled panels doors, consistent with the architectural style of the home.

The massing of garages should be secondary to or integrated within the primary house form. Incorporate living space in the roof space over garages where practical.

Open carports are acceptable. Construct open carports with timber only and incorporate wood screening, wall trellises and/or landscaping as screening devices.

G. Two Family Dwellings / Duplexes

Each dwelling unit should have a separate and distinct front entrance. Private outdoor space should be provided to each unit.

Units should respond to adjacent parks and greenways, while providing views and access to these amenities.

H. Homes along the Waterfront

Waterfront homes shall be oriented to the water, with the use of dormers, gable roofs, and similar forms to animate and create a pleasing rhythm along the waterfront façade.

Driveways and garages shall be located to the back or opposite side from the waterfront.

I. Landscaping

Provide a private landscaped outdoor space at the side or the rear of the residence of three hundred (300') square feet minimum, based on a rectangular configuration, with no side less than twelve (12') feet.

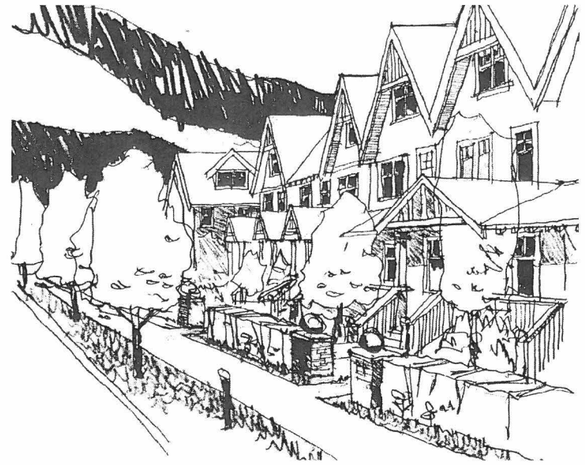
Front yard fencing and hedging shall be low (maximum of 36" high). Sideyard fencing shall be a maximum of six (6') feet tall and shall not extend beyond the front yard setback line. Corner lots shall be landscaped with two front yards.



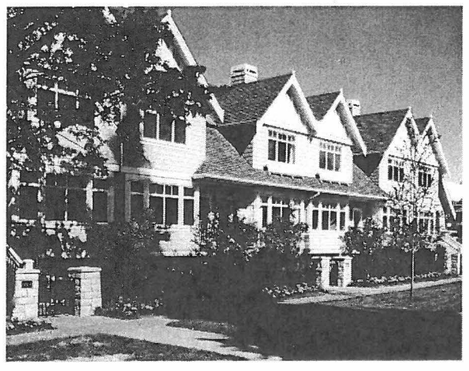
Separate and distinct entrances facing the street

Section VII: Rowhousing Development Guidelines

The form of Rowhousing outlined here is for the provision of individual single family homes aligned in 'rows' along the street and sharing partywalls on the side lot lines.







Architectural Character

Present a harmonious yet varied facade to the street so that individual units and entries are easily identified.

Utilize elements such as front entry doors, porches, bay windows, roof gables, or front gardens to differentiate individual houses.

Organize street facades so that key elements such as bay windows, entries, gables or dormers present a strong consistent rhythm to the streetscape.

Massing and Building Shape

Present a strong, rhythmic, and coherent two storey street wall building form along the street.

Avoid excessively long, continuous roof ridge lines.

Third storey lofts are permitted if they are incorporated within the roof form.

Units on corner lots shall orient to both streets with the use of building elements such as porches, window bays, or gable roofs facing the side street.

Windows

Special windows such as bays or dormers shall be used to add interest and domestic scale.

Group prominent window elements such as bay windows into two storey features that identify the unit and articulate the street facade.



Street elevation with two storey bay windows and small recessed porch entries.

Entrances

All units shall have a prominently defined front entrance with a single storey porch facing the primary street and elevated a minimum of two (2') feet above the street level.

Porches may be extended or recessed into the massing of the building. Entry stairs may extend into the front yard setback.

Clearly define individual unit entrances, especially when they are closely spaced and tight to the street.

Garages & Parking

Provide a minimum of one (1) on-site parking space accessed from the rear lane.

Where two-car garages are provided on a single lot and where the garage is built to the side lot lines, no more than three adjoining two-car garages may be constructed, without a minimum 8' gap between the next parking structure.

Open carports are acceptable. Construct open carports with timber only and incorporate wood screening, wall trellises and/or landscaping as screening devices.

Landscaping

Indivdual front gardens are encouraged as an expression of the individual homes. Front yard fencing and hedging shall be low (maximum of 36" high).

Sideyard fencing shall be a maximum of 6' tall and shall not extend beyond the front face of the building.

Provide a private landscaped outdoor space at the rear of residence of three hundred (300') square feet minimum.

Section VIII: Corner Store Development Guidelines

The intent of this zone is to provide a small commercial retail /service space(s) amenity for the surrounding community. A residential unit is to be provided in the same building on top of the commercial space.





Architectural Character

The character of the building is to be similar to the traditional neighbourhood corner store found in many older residential districts.

Clad the building in traditional materials compatible with the surrounding residential homes.

Use a porch, canopy, or arcade to define and express the commercial entrance(s) and to provide a pedestrian scale to the building. Provide an area along the sidewalk to encourage outdoor displays such as fruit and vegetable stands.

Promote the building as a community place with, for example, the provision of an area for an activities / message board.

Massing and Building Shape

Orient the building to face public streets and sidewalks. Locate the building at or near the front property line and provide a strong public presence to the street.

The massing of the building is to be compatible in scale and character to the surrounding single family residential homes. The form is to be articulated to avoid a monolithic box-like building form.

Provide a 1 or 2 storey building wall along public streets and articulate with a rhythmic and coherent street wall building form.

Express the levels of the building through the use of building elements such as porches. canopies, bay windows, and roof gables.

Define and emphasize the main floor / commercial component of the building.



Outdoor stands have an inviting and pedestrian oriented quality.

Windows

Window treatment should differentiate between the retail and residential areas yet ground floor openings should relate to upper floor openings. Upper floor walls should be more solid than lower floors.

Windows should be of a simple regular configuration and composed to support the massing of the building.

Entrances & Signage

Prioritize convenient and comfortable access for pedestrians and bicycles.

Orient retail and residential entries to face public streets and sidewalks.

Signage should be pedestrian oriented.

Separate residential entries and lobbies from public / commercial areas

Parking & Landscaping

Street orientation will promote the use of designated street parking for customers..

Locate all on-site private parking to the rear of the building away from public view.
All parking should be provided at grade.

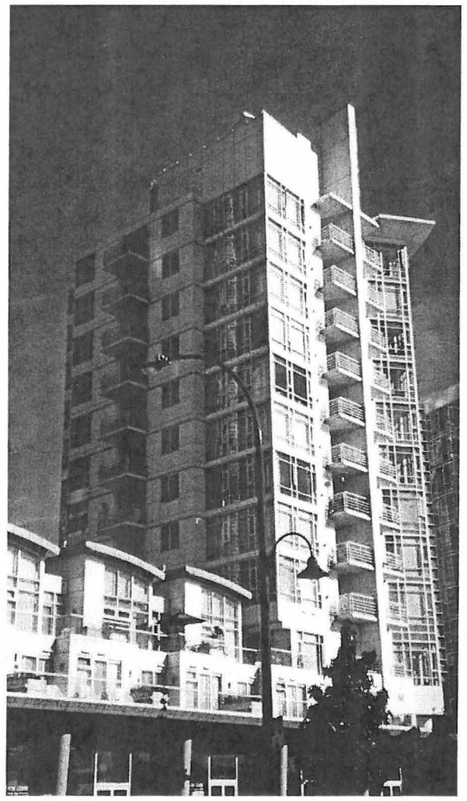
Provide trees and landscaping around parking areas. Parking areas shall be screened from neighbouring residential lots.

Screen all mechanical equipment, garbage enclosures, and exterior storage areas from public view with fencing and/ or landscaping.

Bicycle parking should be provided along the sidewalk.

Section IX: Multiple Dwelling District Waterfront (Highrise) Development Guidelines

This site is situated at the point of land on the eastern most tip of Queensborough Island, demarcating the division of the North and South Arms of the Fraser River. Therefore a strong vertical element or building is considered an opportunity to create a visual landmark for the river as well as an identifiable signature building for the community.



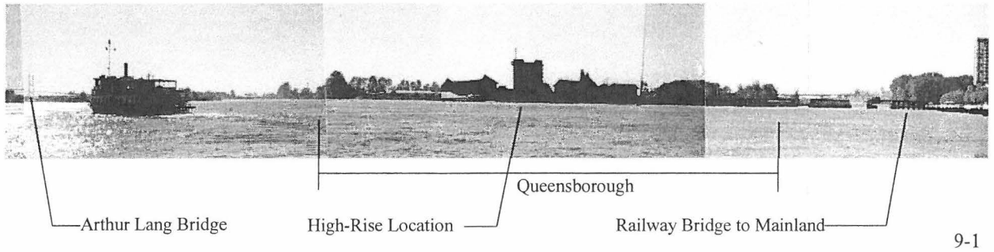
Massing and Building Form

The Building Massing should be appropriately proportioned to create vertical massing with a height of no more than 15 storeys.

The building should respond to the marine environment and heritage of the site as a waterfront port and an industrial site in its form and articulation.

Given the prominent marine location, consideration should be given to the building silhouette as seen from all vantage points but particularly from the river and the south shore.

A Low-rise component of the building, if provided, should relate to the tower as well as fit in with the neighbouring buildings.









Character and Detailing

The exterior expression and detailing should incorporate the following features:

- proportions which emphasize slenderness.
- a distinction between the base, the middle, and the top of the building.
- an articulated and expressive roof or top.
- the integration of exterior balconies to provide scale and detail.
- varying window treatments to provide variety, articulation, and orientation to the building.
- combination of horizontal and vertical elements.
- the main entrance should be clearly identifiable from the street.
- finish wall materials using brick, concrete, metal panels and curtain wall glazing systems. Exterior cladding is to have a proven track record in terms of durability and environmental performance.

The exterior expression and detailing of the Low Rise building, if provided, is to be compatible with the high rise component.

Landscaping and Parking

On-site parking to be provided underground. The area over the parking garage, not occupied by buildings, should be landscaped to appear as a continuous ground plane.

Provide semi-private landscaped outdoor space for the building residents on the ground floor units..

PORT ROYAL

Appendix A:
Port Royal Site Plan

PORT ROYAL SITE PLAN

REF.: SITEPLAN Z

REVISED NOVEMBER 30, 2001

0 10 50 100 m

LEGEND
- 30m SETBACK LINE
- 7.5m SETBACK LINE
- YESI PROPERTY LINE- proposed
- EXISTING PROPERTY LINE
- EDGE OF CLEARING 1997
- TOP OF BANK - OCT 1997
- HWL 3.2m
- NATURAL BOUNDARY
- PROPOSED TOP OF RIPRAP Elevation approx 3.5000

MERCER ST
DUNCAN STREET
FURNESS STREET
STAR CRESENT
RIVERSIDE
FOUNDRY ROW
EXISTING PARK
NORTH ARM FRASER RIVER
Railway Bridge
Elevated Walkway
Fire truck access
EWEN AVENUE
NEIGHBOURHOOD STORE
STANLEY STREET
SOUTH DIKE ROAD
PARK AREA 'G'
PARK AREA 'F'
PARK AREA 'B'
PARK AREA 'A'
PARK AREA 'C'
PARK AREA 'D'
PARK AREA 'E'
STREET D
STREET C
STREET B
STREET A
LANE
PROPOSED FERRY DOCK
LOOKOUT/ PROW
ELEVATED WALKWAY
PROPERTY LINE
ANNACIS CHANNEL

PORT ROYAL

Appendix C:
Zoning Plan



ZONING PLAN

Port Royal Phase Two

REVISED November 2001

MERCER ST

DUNCAN STREET

FURNESS STREET

RIVERSIDE

STAR CRESENT

FOUNDRY ROV

EXISTING PARK

NORTH ARM FRASER RIVER

Railway Bridge

Dyke road railway

Fire truck access

EWEN AVENUE

NEIGHBOURHOOD STORE

STANLEY STREET

PARK AREA 'G'

ALTERNATE LAYOUT FOR THIS BLOCK ASSUMES THE EXTENSION OF MERCER ST. TO SOUTH DYKE RD.

PARK AREA 'A'

PARK AREA 'B'

PARK AREA 'C'

PARK AREA 'D'

PARK AREA 'E'

PARK AREA 'F'

STREET A

STREET B

LANE

LOOKOUT PROM

PROPOSED FERRY DOCK

SOUTH DIKE ROAD

ELEVATED WALKWAY

PROPERTY LINE

NATURAL BOUNDARY

ANNACIS CHANNEL

LEGEND

- 30m SETBACK LINE
- 7.5m SETBACK LINE
- 16.5m PROPERTY LINE- proposed
- EXISTING PROPERTY LINE
- EDGE OF CLEARING 1997
- TOP OF BANK - OCT 1997
- N.W.L. 2.2m
- NATURAL BOUNDARY
- PROPOSED TOP OF REPAIR (dashed where varies)

0 10 50 100 m

PORT ROYAL SITE PLAN 2 - ALTERNATE

REF.: SITEPLAN 2-alt

REVISED NOVEMBER 30, 2001

PORT ROYAL

Appendix B:
Alternate Site Plan
with extension of Mercer Street to the waterfront