



**City of Vancouver** *Land Use and Development Policies and Guidelines*

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# FRASER LANDS BLOCK 67 TO KERR STREET CD-1 GUIDELINES

*Adopted by City Council July 25, 1989*

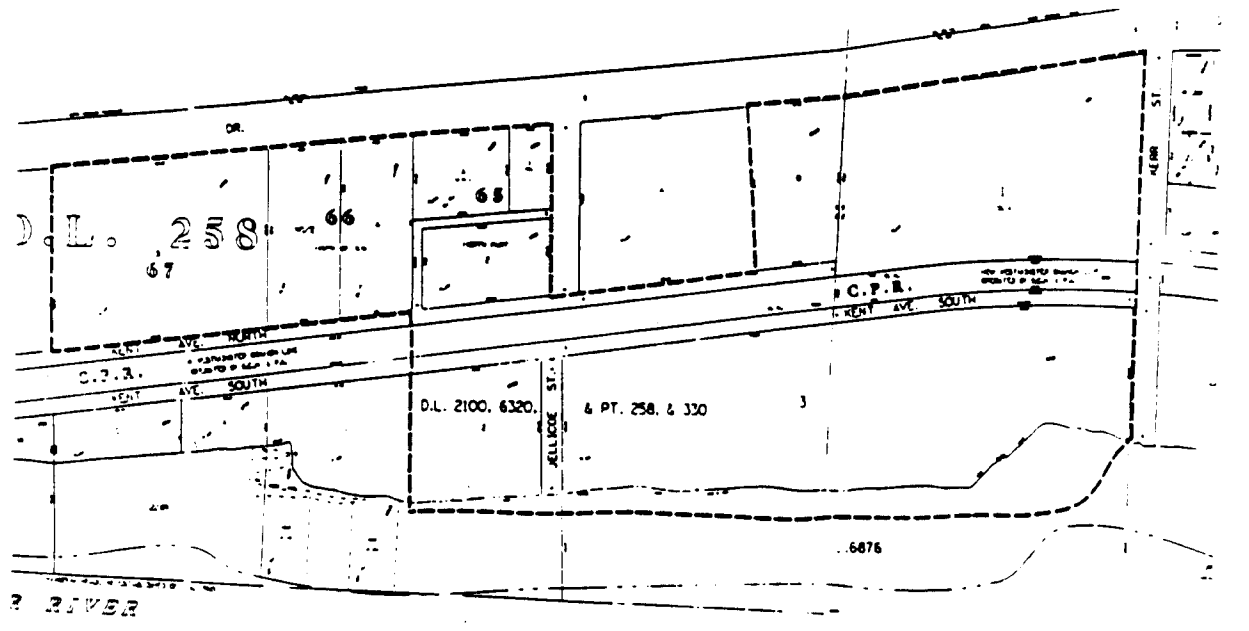
## 1 Application And Intent

These guidelines should be used in conjunction with CD- I By-law No. 6533 for developments within Block 67 to Kerr Street, zoned CD- I (figure I). The objective of these guidelines is to provide a series of design criteria that will enhance the quality of the development and will ensure a reasonable compatibility with the existing land uses.

The design guidelines should be considered from the outset of the design/planning process.

The intent in developing this area of the Fraser Lands is to create housing opportunities which take advantage of the south facing slope, the views and the potential amenity of the Fraser River. Although it is an extension to Riverside West, the intent is to create a cohesive neighbourhood with a strong identity. It is seen as a riverfront village relating strongly with the Fraser River and its distinctive topography.

Figure 1. Fraser Lands - Block 67 to Kerr Street



Developers of private land are encouraged to consider family and non-market housing in this area to help attain a goal of at least 25% family and 20% non-market housing within the Fraser Lands area.

Careful design is required to deal with the impact of S.E. Marine Drive traffic and riverfront industrial and utility operations. As well, the new development should be compatible with the multi-family area to the west and the industrial area to the east.

## 2 General Design Considerations

### 2.1 Site Context

This area is located east of the existing Riverside neighbourhood and west of the Fraserview Industrial area. The area is further bounded by the Fraserview Golf Course to the north and the Fraser River to the south.

The Riverside neighbourhood contains a mix of single and multi-family homes and has developed with a marine/industrial character reflecting its proximity and view of the workboat activity on the Fraser River. The Fraserview Industrial area is dominated by MacMillan Bloedel operations adjacent the river. An industrial park is planned for the lands between Marine Way and MacMillan Bloedel's property.

To the south of the western portion of this sub-area are industrial and utility operations which could be negatively impacted by adjacent residential uses. -Therefore new development should anticipate potential acoustic incompatibilities.

### 2.3 Orientation

Buildings should be sited to realize the natural opportunities of the site and to maintain a positive relationship to the street and neighbours. Consideration is to be given to southern exposure while being cognizant of the potential negative impacts from riverfront industrial uses. While principal access into residential buildings should be away from S.E. Marine Drive, secondary pedestrian access should be provided on the north side of apartment towers.

### 2.4 Views

Good views of the river and distant views over Richmond are possible from ground oriented buildings. Dwelling units in the upper floors of towers will benefit also from more distant views. To the south and north views of Fraserview Golf Course and Everett Crowley Park are possible.

Dwelling units should benefit from a broad and deep view axis either down a lane or through semi-private open space, while respecting views from nearby properties. This is particularly important when locating apartment towers on development sites adjacent to sites with similar development potential but not yet developed. In acoustically sensitive areas, when a conflict between orientation for views and acoustics exists, the acoustic considerations should prevail.

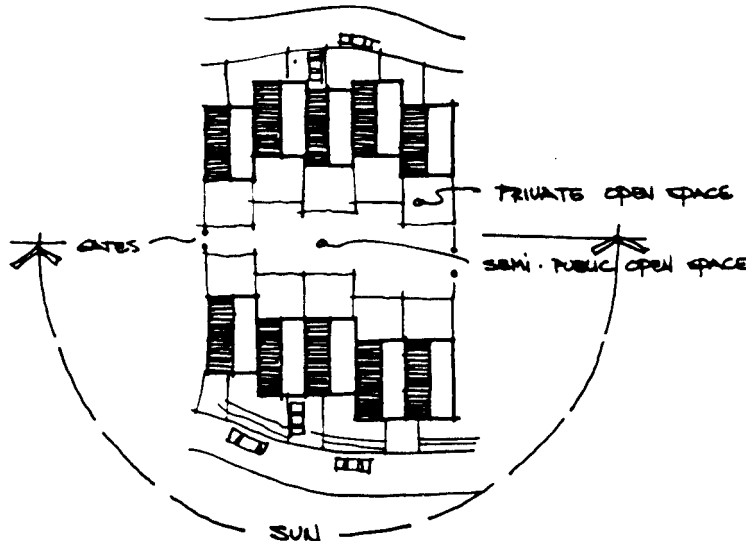
The By-law should result in development of both four floor frame and point tower built forms which will allow greater view opportunities from S.E. Marine Drive than would be afforded by four floor frame buildings only.

### 2.5 Topography

The portion of this area north of Kent Avenue is benefited by a south facing slope with a grade of approximately 15 percent. The land south of Kent Avenue is for all intents and purposes level.

This topographic characteristic requires attention to avoid future view blockages, inefficient space and other potential incompatibilities.

Figure 2. Building layout considerations due to topography



## 2.6 Light and Ventilation

Natural light and ventilation are directly related to livability. Unit layouts should take advantage of the slope and the southern exposure to maximize the number of habitable rooms with direct sunlight. Both light quality and ventilation benefit from attention to building massing and window layout.

## 2.8 Noise

This sub-area is impacted by traffic noise from S.E. Marine Drive, industrial noise from the riverfront industrial operations, and noise from a B.C. Hydro gas pressure reduction station located immediately west of the sub-area's south portion.

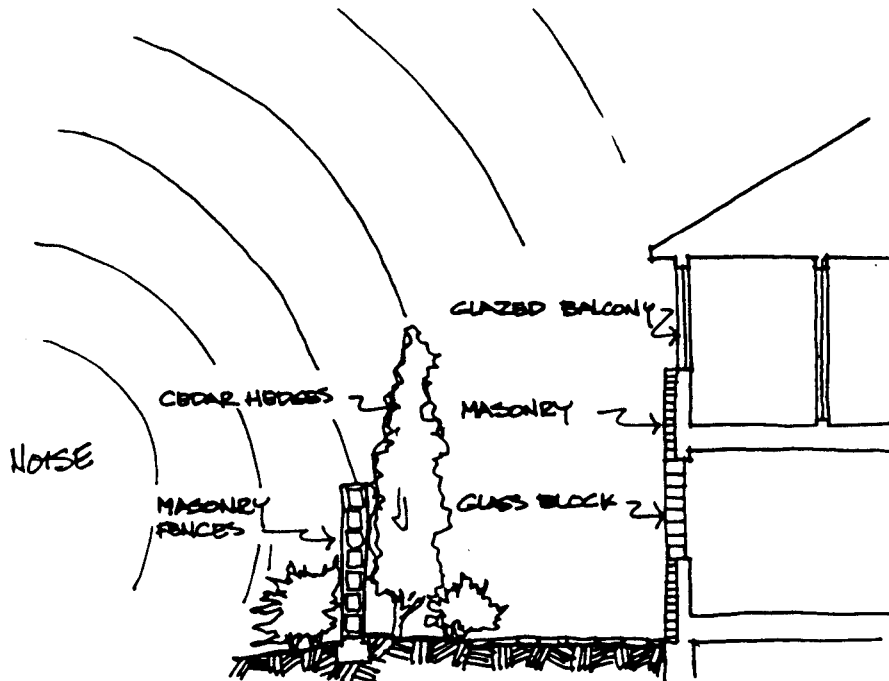
New developments can minimize noise exposure by:

- a) orienting rooms most affected by noise away from the noise source,
- b) using materials and construction methods such as masonry construction, double studded insulated walls, triple glazing and glass block,
- c) locating noise buffers such as glazed balconies, walls and fences between the noise source and the dwellings, or
- d) providing alternate ventilation systems such as baffled wall vents.

In order to satisfy the acoustic criteria in the By-law, it may be necessary to use a combination of the above guidelines.

The noise from S.E. Marine Drive will be easier to mitigate in apartment tower buildings through the use of concrete construction, locating sensitive rooms away from the north side and by locating common areas on the lower floors and north side.

Figure 3. Methods of Noise Mitigation



## **2.9 Privacy**

Habitable rooms should have a significant view core into the public domain, but intruding into the privacy of other dwellings should be avoided with the use of landscaping, orientation and window placement.

## **2.11 Access and Circulation**

Wherever vehicle or pedestrian access and/or circulation is required within or across a development site, such roadways or pathways shall be private, and thus constructed and maintained by the private owner(s).

Preferred vehicle access routes are from north-south streets or from Kent Avenue. Pedestrian routes should link development sites with public open space, commercial areas, and to provide access to transit and amenities in adjacent neighbourhoods.

## **3 Uses**

### **3.1 Multiple Dwelling: Locked in Lot A locked-in lot includes:**

- a) A lot left at the end of a block and beside a proposed multiple dwelling;  
and the buildable site area of the lot would restrict uses allowed by the By-law.

Before granting approval for a proposed multiple dwelling which would create a locked-in lot, the following process is to be followed in trying to avoid the creation of a locked in lot;

- a) The owner(s) of the lot to be locked-in is advised, via letter from the Planning Department, of the proposed development on the adjacent property and the effect it would have on future redevelopment of their lot, which would be below the minimum site area required for a multiple dwelling.
- b) The applicant of the proposed multiple dwelling is required to submit copies of offers to purchase the lot to be locked-in. These offers are then sent by the Planning Department to the owner(s) of the lot to be locked-in.
- c) If the owner(s) of the lot to be locked-in accepts an offer to purchase, written confirmation of this is to be submitted to the Planning Department.
- d) If the owner(s) of the lot to be locked-in refuses the offers to purchase, written confirmation of this being supplied by the applicant, but does not object to the proposed development creating their locked in lot, the application may proceed.
- e) If the owner(s) of the lot to be locked in refuses the offer to purchase, written confirmation of this being supplied by the applicant, and objects to the proposed development creating their locked in lot, Planning Department staff are then to meet with the owner(s) and the applicant of the proposed development to seek resolution.
- f) If resolution is not obtained, the Director of Planning is to draw the matter to the attention of Council in presenting the proposed development for approval of the form of development.

## **4 Guidelines Pertaining To The Regulations Of The Zoning And Development By-law**

### **4.1 Site Area**

In cases where a specific site's adjacent uses, relationship to adjoining streets or other physical characteristics tend themselves to a higher built form than allowed by the property's site -area, the Director of Planning is given the discretion to relax the minimum site area regulations.

### **4.4 Landscape Setbacks**

In the case of a site where the intent and effect of the landscape setback can be achieved in less distance than the required setback or through treatments restricted by the regulations the Director of Planning has the discretion to relax the required setbacks or treatments.

### **4.5 Riverfront Setbacks**

The general principle regarding park space is that riverfront land from just

east of Argyle Street to Kerr Street be redeveloped, over time, as riverfront park. It is anticipated that this will become a major amenity complementing existing linear waterfront parks elsewhere in Vancouver.

The preferred concept is a natural riverfront, similar to Gladstone Park or the Fraser River Park at the foot of Angus Street.

The principle of public access which applies to all riverfront developments within the Fraser Lands Study area is that the public open space will have a 25 ft (7.62 m) public access setback plus a further 23 ft. (7.62 m) building setback. Some relaxation may be allowed provided that the majority of the public open space is directly adjacent the river's edge providing a continuous public walkway.

#### **4.8 Site Coverage**

In the case of a sloping site where a structure is located in or beneath a yard, the structure shall be excluded from the site coverage calculation provided that it does not, except for required earth cover, permitted fences and similar features, project more than 1 feet above the base surface.

Should a site's proposed layout of buildings, parking, loading and vehicular manoeuvring aisles be consistent with the By-law's intent, but requires more than 20% of the site area for off-street parking, off-street loading and associated vehicular manoeuvring aisles, due to the site's topography, relationship to adjoining streets or other physical characteristics, the Director of Planning may relax the requirement up to a maximum of 30% of the site area

#### **4.9 Off-Street Parking and Loading**

In no case shall the floor of underground or covered parking areas be above the adjacent point of the finished grade outside that portion of the building.

#### **4.15 Acoustics**

A minimum 20.0 mm (65.6 ft.) acoustic setback shall be provided from Kent Avenue North and the west boundary of Lot 2 of D.L. 2100 and 6320 and part of 258. Treatment within the acoustic setback shall be subject to the restrictions pertaining to the landscape setback.

The objective of the report from the acoustical engineer is to ensure that the resulting noise levels experienced within the occupied dwelling will be acceptable. It is important that all possible methods of noise attenuation are considered during conceptual and detailed design phases in order to satisfy the criteria.

Should the building's design, the noise source's situation or mitigation methods be such to achieve the required sound environment as specified in the acoustic criteria regulation, with buildings located within the required acoustic setback, the Director of Planning may relax this setback accordingly.

In any event, the acoustic setback shall not be less than the required landscape setback.

#### **4.16 Building Massing**

If a mix of building form is anticipated within a single development site, there should be a transition in building scale and density from higher density buildings in the northerly portion adjacent S.E. Marine Drive, to ground oriented lower density buildings in the southerly portion.

Low-rise buildings oriented in an east-west configuration should provide a peaks-and-valley silhouette to allow views through and over.

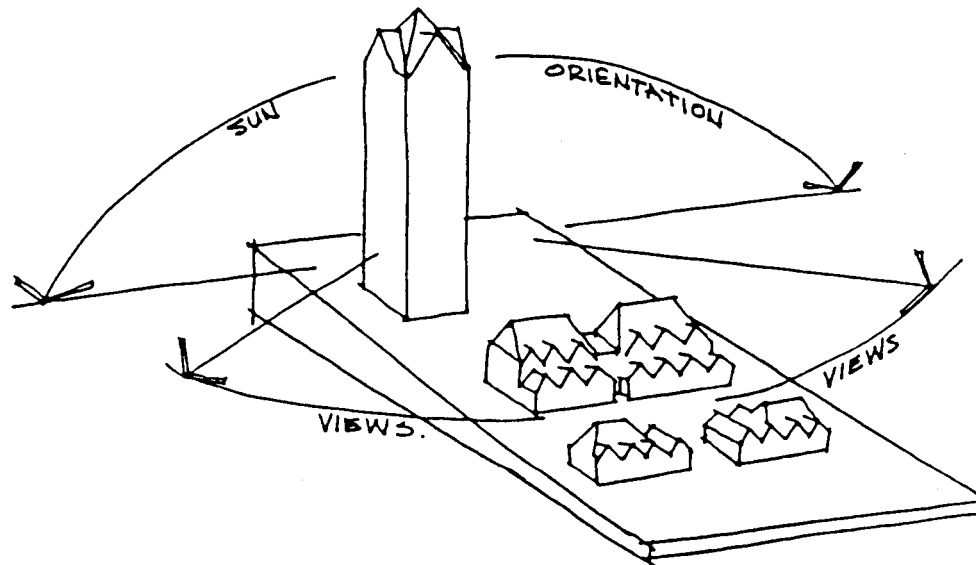
Rows of low-rise buildings, particularly those oriented north/south should be broken up to provide open spaces between blocks of buildings.

Tower location should anticipate potential view, daylight and privacy impacts on and from future development on adjacent properties.

Point towers are favoured with small floor plates and slender profiles.

Slab buildings are not encouraged. Towers should have sculptured massing for upper floors that consolidates mechanical areas, creating visual intent and identity.

Figure 4. Example of Building Configuration



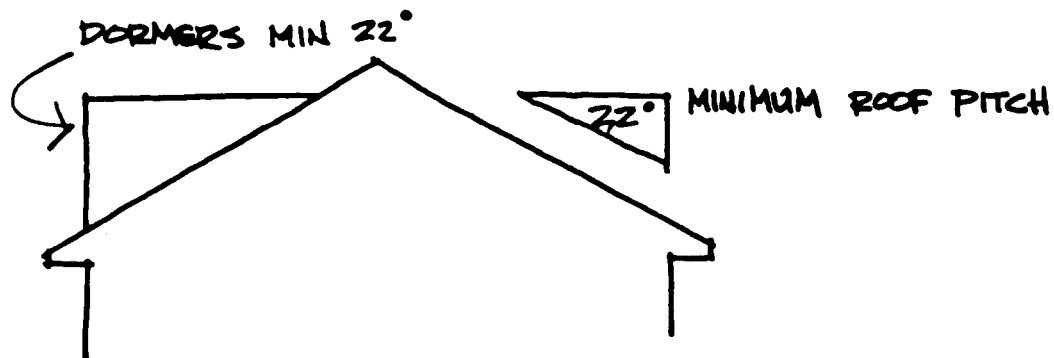
## 5 Architectural Components

The Riverside neighbourhood has developed a particular mix of rural and marine/industrial character. The objective is to maintain this theme in the design of new residential parcels.

### 5.1 Roofs

Roofs should have a minimum pitch of 22 degrees from horizontal. Not more than 33 percent of a building roof shall be flat for buildings with less than six floors.

Figure 5. Roof Design



### 5.5 Exterior Walls and Finishing

To achieve a marine/industrial character, the following exterior treatments are recommended:

- a limited palette of colours and finishes is suggested for each parcel, with colour variety used to provide areas of interest and accent and to prevent a monolithic appearance throughout the project,
- use colour to reinforce the marine theme,
- each ground oriented dwelling unit need not be distinct from its immediate neighbours but should have a clear identity at its main street entry,
- wherever possible, separate exterior entries to ground oriented dwellings and provide a protective roof canopy or overhang, and
- gateways, freestanding screens and entry canopies may encroach into the required setbacks to reinforce the village concept.
- fencing should compliment the colours, materials and detailing of the buildings.

### 5.8 Signage

Street signage and street lighting of brilliant marine colours and industrial ship-like design is encouraged.

## 7 Open Space

New development should provide a variety of open spaces which are usable, easily supervised and buffered from traffic, industrial and utility noise. New developments should provide a gradual transition between public and private open space through the use of landscaping and activity areas.

### 7.1 Public Open Space

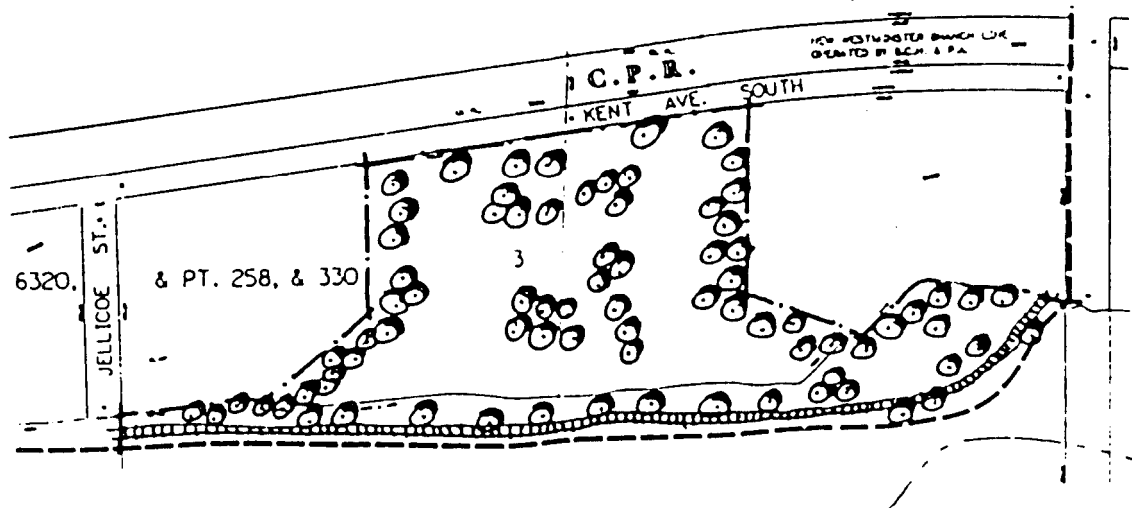
As an overall principal to increase public access along the riverfront, the filled portion of the waterlots are to be developed as public open space in order to create a continuous riverfront walkway.

This riverfront park system will be landscaped with native planting in a natural setting.

To minimize safety risks, all log booming adjacent public riverfront areas should be "stood off" from the shoreline. This requirement should be included into any letter of consent issued by upland owners.

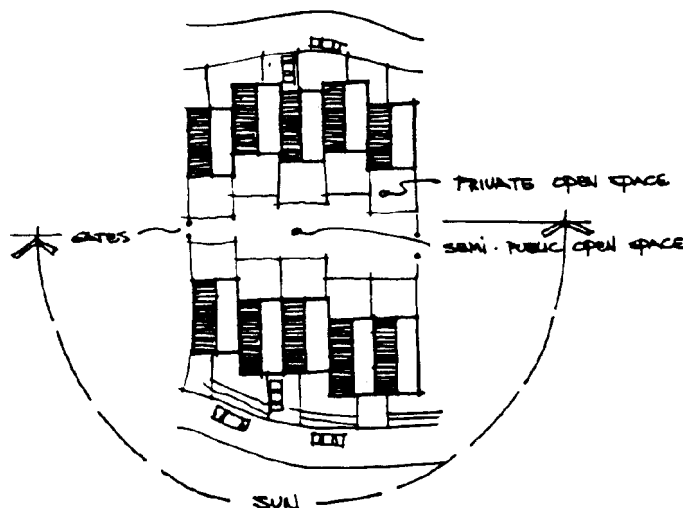
### 7.2 Semi-public Open Space

Figure 6. Riverfront Park



Consolidate open spaces on each site in special areas in order to increase their usefulness and to provide a focus for overview. These open spaces should have southern exposure and/or views. Define open space by carefully siting and massing buildings rather than a residual approach.

Figure 7. Open Space Opportunities



### 7.3 Private Open Space



For family housing, adequate private open space should be provided at grade and on sun decks or roof decks. For smaller units or adult oriented units, private open space should be provided adjacent to the major living area. Private open space should be oriented to optimize sunlight and views, and be linked to other major activity areas.

## 8 Landscaping

It is evident that much of the existing natural landscaping will have to be removed during the development due to its age and condition. New landscaping should reflect the area's rural-urban character by re-creating a sense of the pre-existing ambience with groupings of native planting in a naturalistic setting.

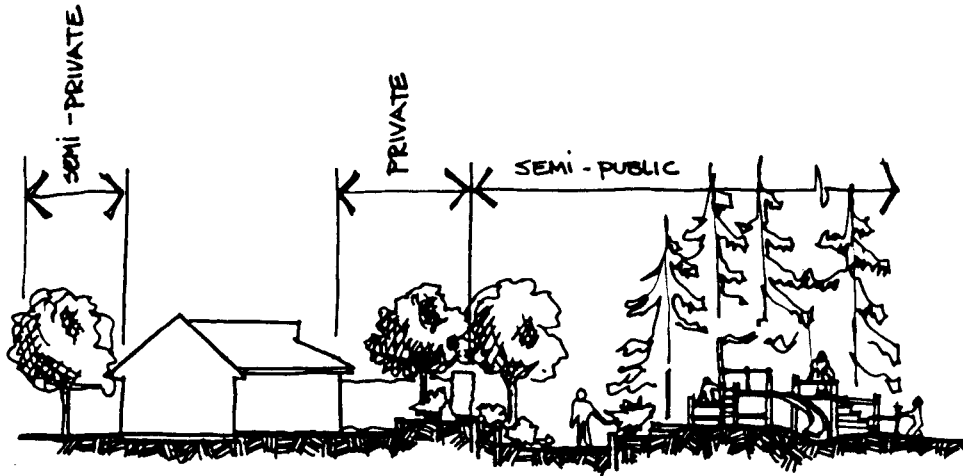
Landscaping should define open spaces by:

- a) providing interest and definition in public areas and enhancing privacy and amenity in the private areas,
- b) using landscaping to identify main entrances,
- c) using landscaping to separate private terraces, define play areas and screen parking areas.

The interface between public and private areas should be landscaped to result in privacy and security. A physical separation may be achieved with hedging, fencing and/or grade changes.

Full landscaping treatment along S.E. Marine Drive is critical with respect to both the public on the north side and the residents on the south side. The required landscaping setback should be utilized to locate any fencing back from the property line with variations in the setback to provide clusters of landscaping on the street side.

Figure 8. Suggested Landscaping Treatments



Landscape materials should support the overall Riverside theme — they can be wharf-like, with wood timbers utilized on ground base elements, street furniture, decks, entrances and fencing. Marine and industrial artifacts should be evident as part of feature and play areas.

## 9 Utilities, Sanitation And Public Services

To ensure a quality streetscape and other outdoor areas, all utility lines, including hydro, telephone and television cable, should be installed underground within development sites.