

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

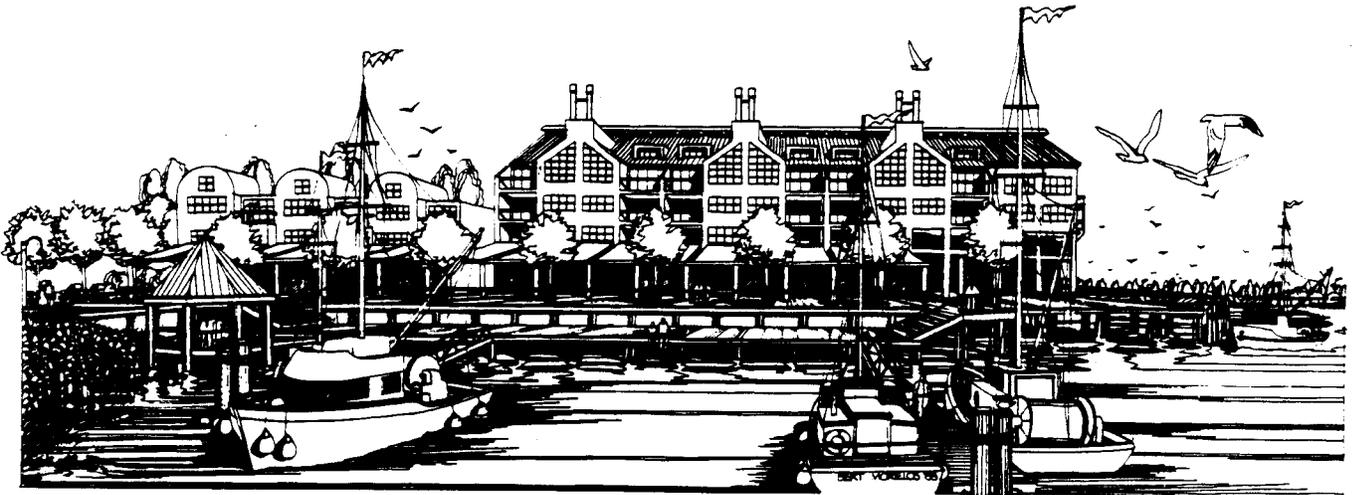
Community Services, 453 W. 12th Ave Vancouver, BC V5Y 1V4 ☎ 604.873.7344 fax 873.7060

planning@city.vancouver.bc.ca

50¢

## NORTH FRASER LANDING CD-1 GUIDELINES (1800-2100 EAST KENT AVENUE SOUTH)

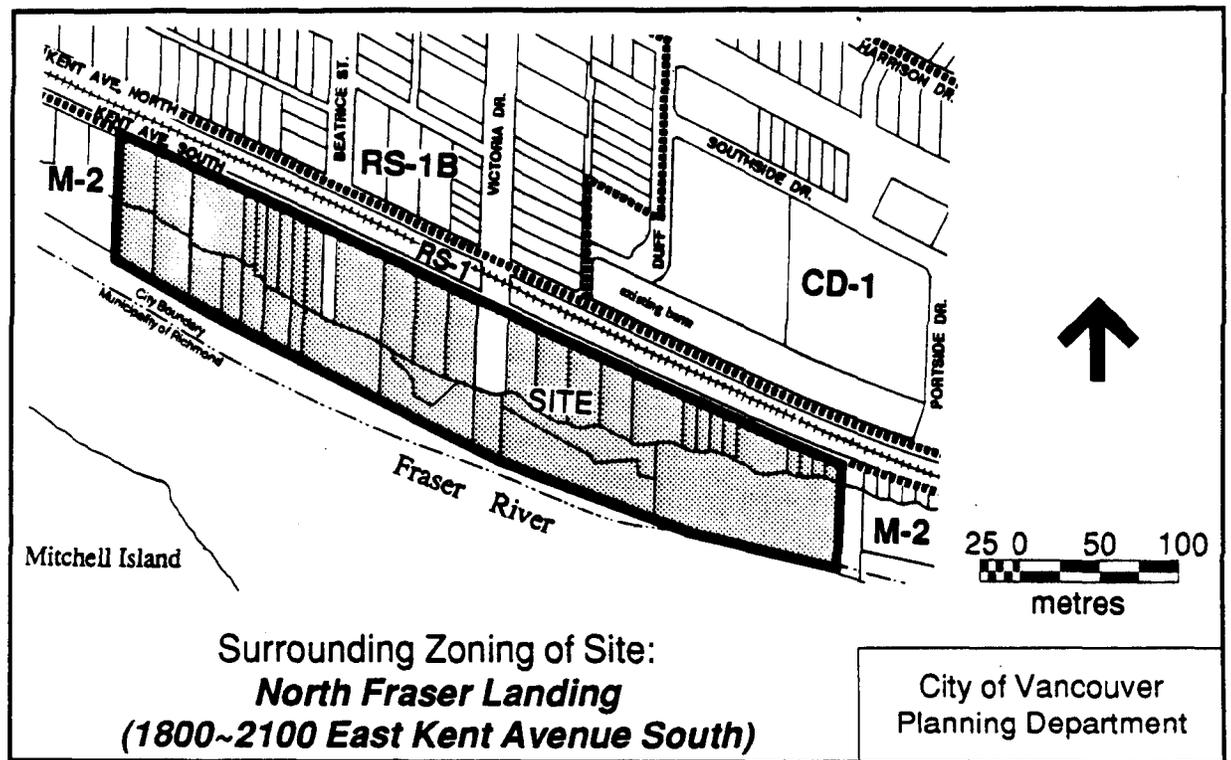
*Adopted by City Council November 27, 1990*



## 1 Application and Intent

These guidelines are to be used in conjunction with the CD-1 by-law for development in North Fraser Landing (Figure 1). The design criteria are intended to ensure that the historical association of the North Fraser Landing site in the context of the Fraser River is understood by new residents, visitors and the neighbours. The forms and materials applied to new development, open spaces and streetscapes should subtly reflect the former marine and industrial buildings and provide a successful transition in scale to the residential areas to the north and the water's edge.

Figure 1. North Fraser Landing



## 2 Background

### 2.1 History

At the turn of the century, the North Fraser River was used as a marine link between individual logging operations along the coast and the sawmills operating from Mission to the flats below the area where U.B.C. now stands. Gradually, the number of small operators shrunk as the forest industry came to be dominated by present day giants. As more and more operators were absorbed by the larger companies, their riverfront properties were acquired for other uses such as fishboat docks, tugboat operations and general industrial uses.

The North Fraser Landing site reflects a similar pattern of development. The land formerly contained a number of small sawmills, several of which closed down and were replaced by small shipwrights, shipyards, towboat operations and non-marine uses such as sash and door manufacturers.

In the 1950's, RivTow Straits Ltd. moved its tugboat operation to the foot of Victoria Drive. The head office was originally located on a floating scow. RivTow Straits then acquired Point Grey Towing Ltd., expanded to include a carpenter shop and engine shop, and leased the east end of the site to an aggregate processing operation. When the John Manly shipyard in New Westminster lost its lease, RivTow absorbed the Manly operation and relocated it to the Victoria site. West Coast Salvage was also relocated to the site from its former location on False Creek.

Other operations in the North Fraser Landing site included small shipyards, wooden boats manufacturing and non-marine uses such as freight, metal fabricating, stonemasons and portable shelter manufacturing.

## **2.2 Neighbourhood Character**

The "Riverside West" area is characterized by:

- i) the RS-1B single-family district to the north, extending along two-thirds of the proposed frontage on Kent Avenue. This zoning permits two single-family homes per lot. A small number of properties have now been developed in this fashion; otherwise, the district contains a mix of original homes, "Vancouver specials", and vacant lots;
- ii) the Riverside CD-1 multi-family district to the east of the RS-1B area. Two major multi-family townhouse projects are situated north of the eastern portion of the subject site: "Marin Vista" and "Riverside Terrace". Both projects are suburban in character, with little mature vegetation retained on the site. Much of the available open space is utilized for vehicular access, with some communal open space provided;
- iii) the western tip of Gladstone Park, at the water's edge. The Park is largely natural in character, with a wooden pier extending out into the river.

## **3 Character Guidelines**

### **3.1 Building Character**

#### **3.1.1 Roofs**

Existing roof forms vary, but the two predominant forms are flat and pitched roofs.

New development should reflect the roof forms of the existing neighbourhood buildings.

#### **3.1.2 Doors and Windows**

Openings in the former industrial buildings tended to be either relatively large (overhead or sliding doors) or small (very limited fenestration). Conversely, new residential development will require relatively small doors (standard residential size) and larger windows (living areas).

New development should provide exterior doors and window frames which reflect the simplicity of former industrial buildings.

#### **3.1.3 Balconies**

Balconies were not present on the former industrial site; however, they will constitute a large part of private outdoor amenity space in the residential redevelopment of the property.

New development should integrate balconies within the exterior building shell.

#### **3.1.4 Exterior Walls and Finishing**

Pre-finished metal siding, painted concrete masonry and, to a lesser extent, wood siding are common exterior cladding materials used on the existing site.

New development should employ a limited palette of finishing materials such as metal cladding, concrete masonry, or wood siding (Stucco is also an appropriate finishing material when applied with a smooth texture).

### **3.2 Open Space and Landscaping Character**

- 3.2.1 Signage and Lighting  
New development should provide exterior signage and lighting which reflects the marine/industrial character of the existing area.
- 3.2.2 Ground Base Elements  
New development should:
- a) provide street furnishings, planters, decks, entrances and privacy fencing which are wharf-like in character; and
  - b) feature marine and/or industrial artifacts in semi-public areas such as walkways, building entrances and courtyards.
- 3.2.3 Landscaping  
New development should:
- a) enhance privacy and visual amenity by providing high-quality landscaping to screen private outdoor terraces and decks, define common areas and screen semi-public spaces; and
  - b) reinforce the overall design for the open space and waterfront walkway system.