



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

Planning, Urban Design and Sustainability Department

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100
website: vancouver.ca | email: planning@vancouver.ca | app: VanConnect

FRASER LANDS CD-1 GUIDELINES (BLOCKS 68 AND 69)

Adopted by City Council on April 1989

Note: *These guidelines are organized under standardized headings which are consistent with all City of Vancouver guideline reports. As a consequence, there are gaps in the numbering sequence where the guidelines are not applicable to the Fraser Lands area.*

1 Application and Intent

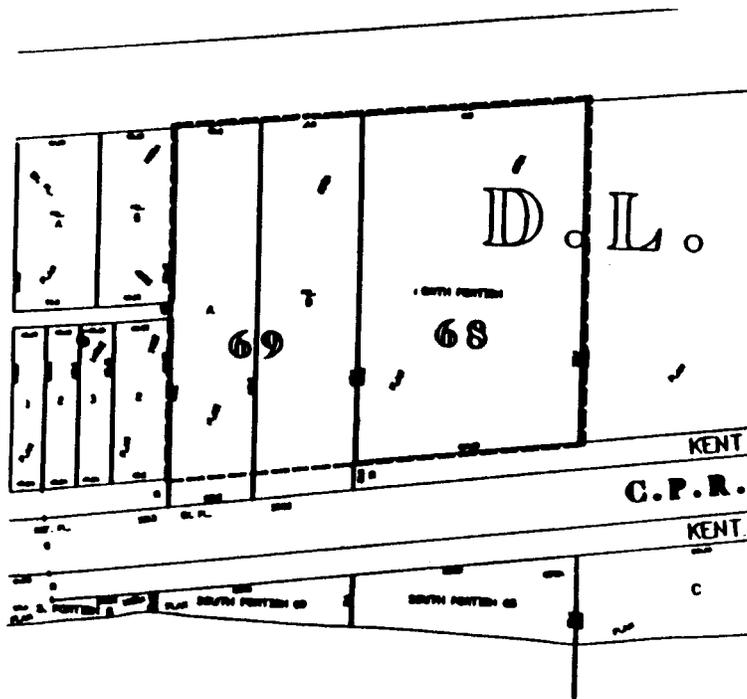
These guidelines should be used in conjunction with CD-1 By-law No. 6475 for developments on Blocks 68 and 69, zoned CD-1 (Figure 1). The objective of these guidelines is to provide a series of design criteria that will enhance the quality of the development and will ensure a reasonable compatibility 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. The intent is also to provide a transition in building form between the existing Riverside neighbourhood and the higher density area to the east. Careful design is required to deal with the impact of S.E. Marine Drive traffic and riverfront industry. As well, the new development should be compatible with the existing single family area to the west and the higher density multi-family area to the east.

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 areas.

Figure 1. Fraser Lands - Blocks 68 and 69



2 General Design Considerations

2.1 Site Context

This area is located immediately east of the existing Riverside neighbourhood which contains a mix of older and newer single family homes in addition to recently developed multi-family townhomes. The Riverside neighbourhood has developed with a marine/industrial character reflecting its proximity and view of the workboat activity operation which could have a negative impact unless care is taken to deal with noise related issues.

Development of this area should be compatible with the existing RS-1B single family area to the west, the area to the east which is zoned to allow higher density residential uses and the existing industrial area to the south. Compatibility can be accomplished through design which minimizes negative impact on the livability of the single family homes and anticipates potential negative impacts from the developments to the east, and the riverfront operations to the south.

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 adjacent neighbours. Consideration is to be given to southern exposure while being cognizant of the potential negative impacts from riverfront industrial uses.

2.4 Views

Good views of the river and distant views over Richmond are possible from this area. Dwelling units should benefit from broad and deep view axis either down a lane or through semi-private open space, while respecting views from nearby properties. In acoustically sensitive areas, when a conflict between orientation for views and acoustics exist, the acoustic consideration should prevail.

2.5 Topography

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

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

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

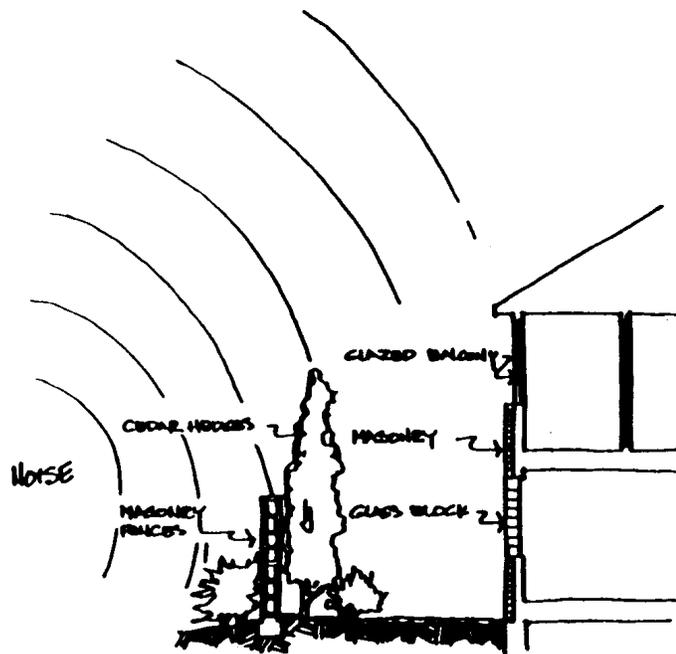
This sub-area is impacted by traffic noise from S.E. Marine Drive and by industrial noise from the riverfront industrial operations.

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 of the By-law, it may be necessary to use a combination of the above guidelines.

Figure 2. Methods of Noise Mitigation



2.9 Privacy

Habitable rooms should have a significant view cone 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 is from Kent Avenue North from the Kerr Street side. Pedestrian routes should link development sites with public open space areas, transit and adjacent neighbourhood amenities.

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 lend 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.

4.8 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, permitted fences and similar features, project more than 3 feet above the base surface.

Should a site's proposed layout of buildings and parking, loading and vehicle maneuvering 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 vehicle maneuvering 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.

4.15 Acoustics

A minimum of 20.00 m (65.6 ft.) acoustic setback shall be provided from Kent Avenue North. Treatments 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 the 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 the setback accordingly.

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

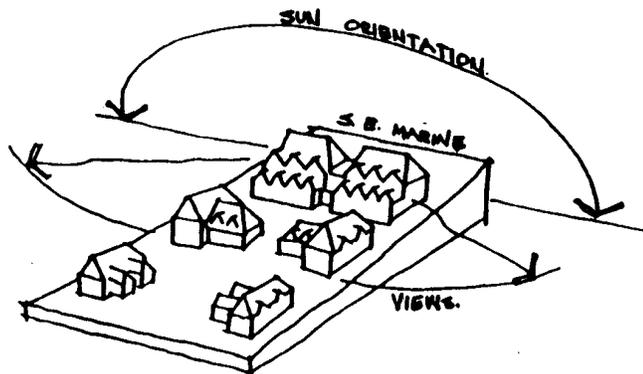
4.16 Building Massing

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.

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

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

Figure 3. Example of Building Configurations



5 Architectural Components

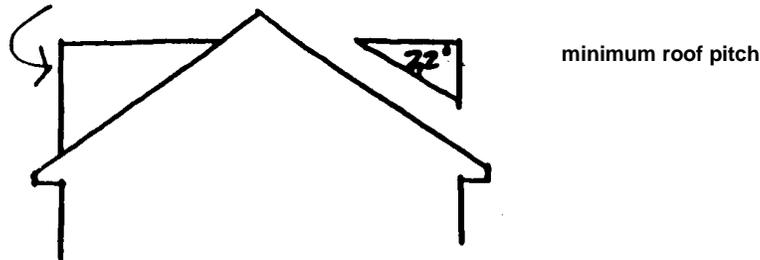
The Riverside neighbourhood has developed a particular mix of rural and marine/industrial character. The objective is to maintain this theme in the design of new residential parcels.

5.1 Roofs

Roofs should have a minimum pitch of 22 degrees from horizontal. Not more than 33 percent of a building's roof should be flat.

Figure 4. Roof Design

Dormers min 22°



5.5 Exterior Walls and Finishings

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 to prevent a monolithic appearance throughout the project;
- use colour to reinforce the marine theme;
- each 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 dwellings and provide a protective roof canopy or overhang;
- gateways, freestanding screens and entry canopies may encroach into the required setbacks to reinforce the village concept; and
- 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 within development sites.

7 Open Space

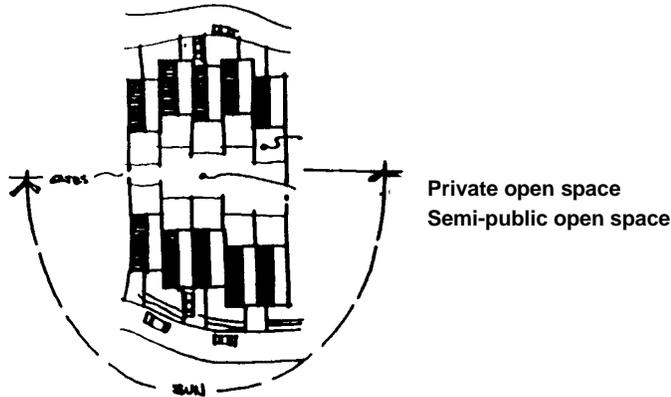
New development should provide a variety of open spaces which are usable, easily supervised and buffered from traffic noise. New developments should provide a gradual transition between public and private open space through the use of landscaping and activity areas.

7.2 Semi-public Open Space

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.

Open spaces should be linked together to provide access to the existing Gladstone Park and other potential riverfront parks in the area.

Figure 5. Open Space Opportunities



7.3 Private Open Space

For family housing, adequate private open space should be provided at garden and on sun decks or roof decks. For small units or adult oriented units, private open space should be provided adjacent to 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.

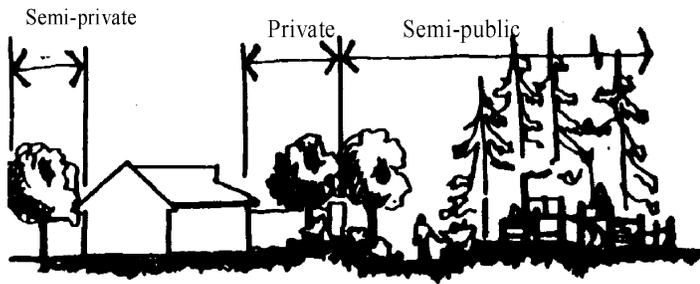
Landscaping should define open spaces by:

- (a) providing interest and definition in public areas and enhancing privacy and amenity in the private areas;
- (b) using landscaping to identify main entrances; and
- (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 landscape 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 6. Suggest 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.