# 6.5 INTERTIDAL

**INTRODUCTION**

The Intertidal area, identified as Development Permit Area 6.5 [see Map 6.0] is designated in order to allow waterfront development associated with the working river and to provide an opportunity for continued commercial and industrial development. It is also expected that, wherever possible, opportunities to increase the shoreline habitat value and to develop the riverfront trail, should be integrated into new development.

This area is designated as a Development Permit Area with the following purposes:

- establishment of objectives for the form and character of commercial and industrial development.




Intertidal

## 6.5 INTERTIDAL
## DEVELOPMENT PERMIT GUIDELINES

### 6.5.1 SITING

Intent: Building siting must respond to the existing context and create a comfortable pedestrian scale and sensitive neighbourhood interface.

- Consider existing buildings and outdoor spaces when siting new buildings, including the location of windows and entrances, overlook of outdoor space, impacts to air circulation and light penetration, etc.
- Site buildings to retain and enhance heritage assets by incorporating them into the development of the site, wherever possible, including buildings, engineering works and/or cultural landscapes, as well as significant landscape features (e.g. mature vegetation and trees, distinctive landforms).

### 6.5.2 CHARACTER

Intent: New buildings and developments must be designed in a cohesive manner that enhances the qualities and character of the neighbourhood in which they are situated.

- All buildings should be designed to have a high quality, cohesive appearance that enhances the overall quality of the area.
- All principal and accessory buildings within a development and/or all elements of an individual building should be designed to the same architectural style. Provide enough variety (e.g. through massing, details) to avoid a monotonous appearance and reinforce individual building identity
- Public realm elements (lighting, landscaping, etc) should add to the neighbourhood's public realm and provide comfortable spaces for pedestrians.

### 6.5.3 ENTRANCES

Intent: Building entrances should be located and designed to be clearly visible and well defined.

- Massing should be articulated using voids, canopies and/or recesses to identify building entrances and create weather protection at main entrances.
- All main entrances for buildings should be located along public right of ways, or immediately adjacent to parking areas but visible from the street and public sidewalk.
- Pedestrian entrances should be prominent and easily identifiable on approach to the building.
- Architectural and landscape features should be incorporated to create gateways and further enhance a sense of arrival to the building.

### 6.5.4 MATERIALS + COLOURS

Intent: All buildings within a development must use a cohesive material and colour palette that complements the character of the surrounding area.

- High quality materials should be used to enhance the quality and character of the area. Metal panel, standing seam metal cladding, brick and concreted (painted or finished) are preferred cladding materials while composite or cementitious panels are also permitted.
- Use a marine palette of high quality building materials such as wood and metal, and marina colour tones (e.g. red, blue).
- Colours should be muted but bolder accent colours may be used if they fit with the main colour and material palette of the building. Accent colours can be used to highlight architectural details or massing elements (soffits, recesses, window and door trims, railings, hardware, etc.)
- Matte finishes or finishes with a low level of reflectivity should be used. The use of reflective materials (e.g. mirrored glass, polished stone) should be avoided.

## 6.5 INTERTIDAL
## DEVELOPMENT PERMIT GUIDELINES

### 6.5.5 LIGHTING

Intent: New developments and the spaces around them must be well lit with energy efficient lighting elements that are well integrated into the design.

- All public and semi-private sidewalks, gangways and open spaces should be equipped with pedestrian scale lighting.
- Lighting fixtures should be unobtrusive and integrated into the design in a way that is consistent with the architecture of the building and its surrounding context. Shielded wall sconces and angled uplighting can help establish a façade pattern and create visual interest.
- Minimize energy used in exterior lighting by considering energy efficient lighting (e.g. LED, solar-powered) and timers, motion or photo-activated lighting for all exterior areas, including walkways and driveways and for security lighting.
- Required lighting for works yards and loading areas should be carefully designed and oriented to minimize impact on adjacent uses, especially residential.

**URBAN FOREST MANAGEMENT PLAN**

In recognition of the urban forest as a valued public resource at risk of decline, the City developed a city-wide Urban Forest Strategy that aims to shift the focus from individual trees in the city, to the protection and enhancement of the city's entire urban forest system.

The Strategy identifies a comprehensive set of 40 actions to reverse the current trend and increase the tree canopy cover from 18% to a target of 27% over the next 20 years. In order to achieve this, new development proposals must consider the Urban Forest Management Strategy and comply with the Tree Protection and Regulation Bylaw.

### 6.5.6 TREES + LANDSCAPING

Intent: New developments must integrate landscaping elements including trees, shrubs and ground cover to enhance public realm, improve air quality, absorb storm water and add to the city's tree canopy.

- Selection and placement of trees and other plant materials should be carefully considered within the city and neighbourhood context, as well as within microclimate conditions created by surrounding existing and planned buildings.
- Each development should use the BC Society of Landscape Architects' and BC Landscape and Nursery Association's "BC Landscape Standard Guidelines (Latest Edition)" in specifying, selection, site preparation, installation and maintenance of all trees and other plant materials.
- Wherever possible, retain and protect trees, vegetation, natural slopes and native soils and integrate these features into the overall landscape design.
- All new developments should integrate trees into their landscape plan.
- New developments should manage rainwater on site in a way that improves quality, diverts volume from conventional catch basins and meets the targets set by the City's Integrated Stormwater Management Plan. Rainwater on-site should be managed with designs that encourage infiltration, evapotranspiration and water re-use, including the creation of bio-retention areas, such as swales, rain-gardens, vegetated islands and overflow ponds.

### 6.5.7 OPEN SPACE + TRAILS

Intent: Developments must integrate semi-private and private open space to improve quality of life for building occupants, as well as enhance biodiversity and the overall quality of the neighbourhood.

- Each development should provide the riverfront trail. Buildings should be designed to interface with the trail and provide appropriate setbacks and transitions to ensure a comfortable public realm.

## 6.5 INTERTIDAL
## DEVELOPMENT PERMIT GUIDELINES

- Provide public features at key points, such as waterfront lookout points, rest spots and entry gateway elements.
- Environmentally responsible materials should be used and the trail should be designed to a high standard, with durable and robust materials that enhance the riverfront experience.

### 6.5.8 FURNITURE + AMENITIES

Intent: New developments must aim to provide a range of amenities to enhance semi-public and semi-private spaces in and around the building.

- Waste and recycling receptacles should be provided and building entrance areas and near seating areas.
- Other public realm amenities which should be considered include bicycle racks, drinking fountains and waste receptacles (including recycling and compost bins).

### 6.5.9 PEDESTRIAN ACCESS

Intent: New developments must provide appropriate connections for pedestrians to ensure comfort, safety and visibility.

- Pedestrian walkways should be physically and visually separated from parking areas (e.g. grade separation, bollards, trees in tree guards, distinct paving).
- Ensure safe circulation by distinguishing areas for walking and cycling from parking and vehicle traffic.
- The number of driveways and times driveways and/or internal streets cross sidewalks should be minimized.

### 6.5.10 VEHICULAR ACCESS + PARKING

Intent: Vehicle parking associated with a development must be located and designed to reinforce a pedestrian oriented neighbourhood character and scale.

- For surface parking lots, the visual scale of large expanses of pavement should be reduced by creating smaller parking areas divided by landscaped sections which provide semi-transparent screening.
- Trees and shrubs should be planted throughout any surface parking areas to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred.
- Parking and other paved areas should be designed to minimize negative impacts on surface runoff volume and quality. This can be done by installing oil/water separators in high traffic areas, and/or ensuring runoff is directed to landscaped filtration areas such as bio-swales, landscaped filter strips or bio-filtration strips.
- Entrances should be designed to ensure access to the dyke for maintenance.

### 6.5.11 SAFETY

Intent: New developments must enhance personal safety and security through building siting, orientation and design.

- Each development should provide a Crime Prevention Through Environmental Design (CPTED) analysis outlining the use of CPTED strategies in the design of developments and buildings, including open space.
- Clear sightlines should be provided from within buildings to the entryways so occupants can clearly see outside before leaving the building. Design front entries so they don't create entrapment areas that are not visible from indoors.

### 6.5.12 ENVIRONMENT

- Wherever possible, increase the shoreline habitat value and connectivity (i.e. improve from green to yellow FREMP coded classification, and improve from yellow to red FREMP coded classification).

### 6.5.13 HERITAGE

Intent: Heritage elements must be recognized, preserved and enhanced to strengthen neighbourhood history and character

- Each development should follow the Standards and Guidelines for the Conservation of Historic Places in Canada for all physical work to heritage assets.

## 6.5 INTERTIDAL
## DEVELOPMENT PERMIT GUIDELINES

- When possible, reuse historic artifacts on redevelopment site.
- New materials should be harmonious with the historic context, and original materials should be maintained where possible.
- New construction should be compatible with adjacent heritage materials and complement any existing heritage pattern and scale of the streetscape by providing an appropriate transition between differing scales and heights of neighbouring buildings.

### 6.5.14 SIGNAGE

Intent: Provide signage that is clear and visible without being visually obtrusive.

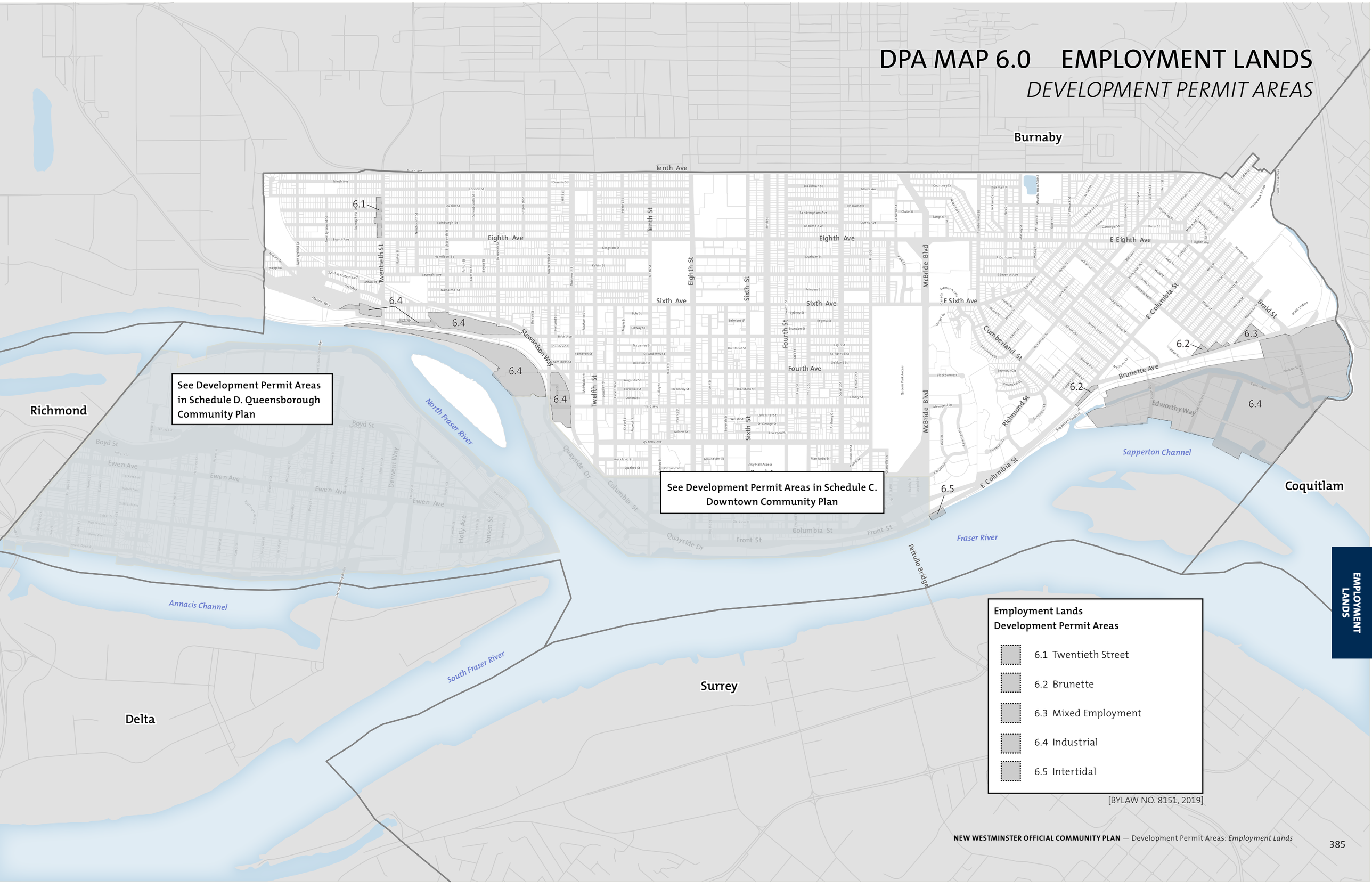
- Signs should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location and information is oriented to pedestrians.
- Signs should be adequately lit and visible at all times. To achieve this, use of indirect lighting from fixtures integrated into the design of the building is encouraged.
- Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.

### 6.5.15 APPROVALS

- Obtain the necessary approvals and comply with the requirements of relevant environmental approval agencies such as Transport Canada, Environment Canada, Fisheries and Oceans Canada, BC Ministry of Environment or Port Metro Vancouver.

# DPA MAP 6.0 EMPLOYMENT LANDS

## *DEVELOPMENT PERMIT AREAS*




**Employment Lands**
**Development Permit Areas**

- 6.1 Twentieth Street
- 6.2 Brunette
- 6.3 Mixed Employment
- 6.4 Industrial
- 6.5 Intertidal

[BYLAW NO. 8151, 2019]

EMPLOYMENT LANDS