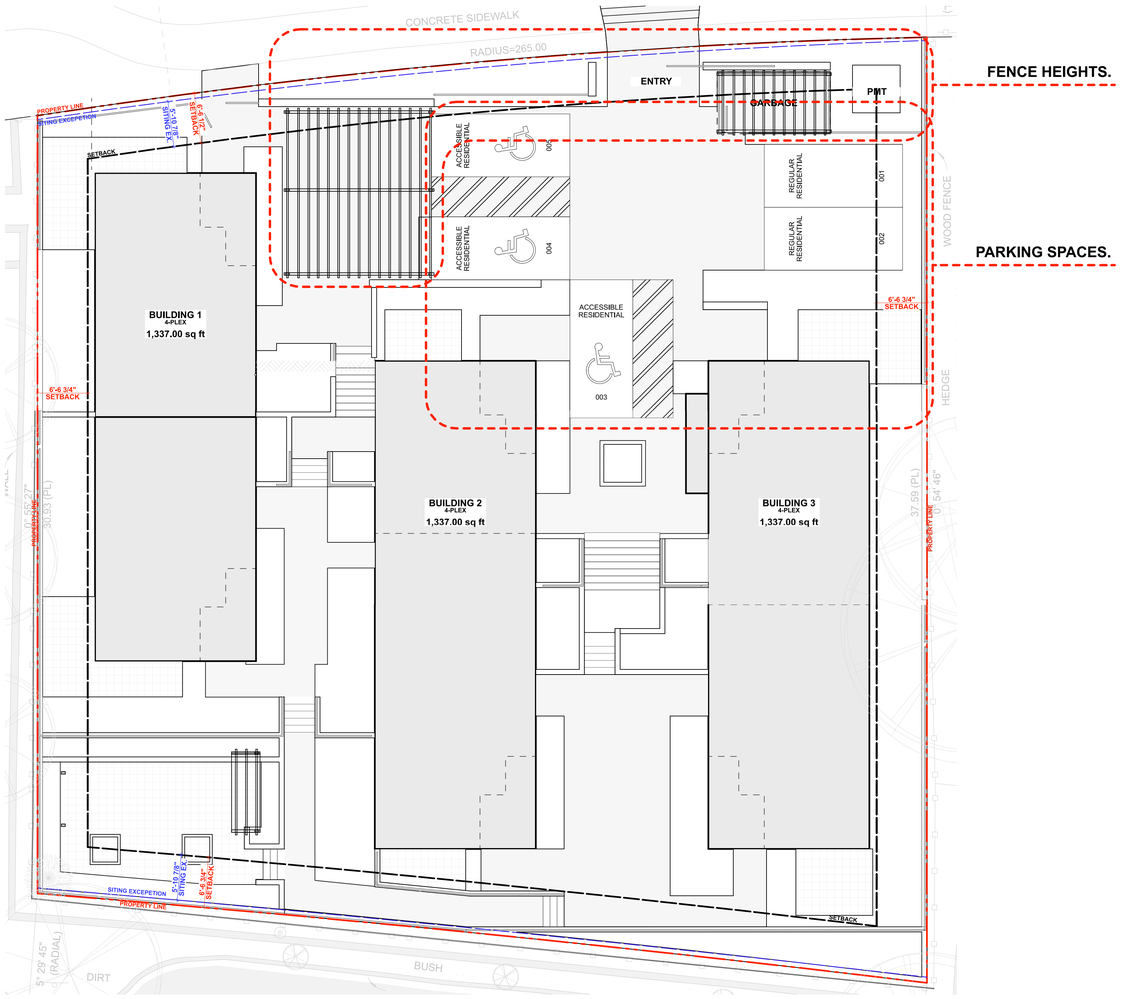
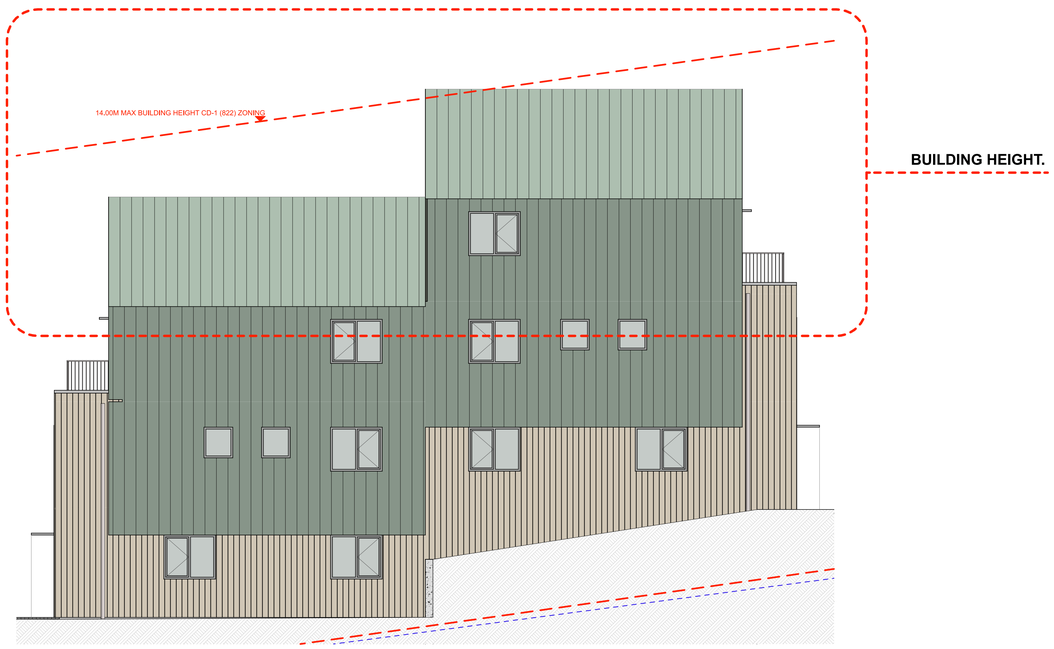




DESIGN RATIONALE

The core objective of this development is to thoughtfully integrate high-quality social housing into an evolving neighbourhood. By delivering a multiplex/townhouse typology, the project seeks to bridge the gap between single-detached homes and high-rise developments, providing missing-middle density.
The site is organized into three volumes that break the overall massing down into a rhythm of distinct, house-scaled buildings rather than a single undifferentiated block. While each building comprises of four units, they read as individual “homes,” with dedicated ground-level entries, maintaining streetscape continuity and scale with the adjacent properties.

The design is intentionally uniform, following the CMHC Housing Design Catalogue (HDC) Fourplex 01. This HDC option was selected for its appropriate response to the site, surrounding context, and gentle density yield. It offers simple, clean architectural expression that is reflective of the existing neighbourhood character of the East Fraser Lands.

While a row-house typology was also explored the HDC Fourplex was ultimately selected based on its overall performance in density, unit mix, accessibility, cross-ventilation, access to sunlight, permeability, and building cost. The HDC Fourplex also offers a pre-vetted, standardized module that compresses conceptual design effort and project timelines. Reconfiguring the HDC plan into a row-house typology, would be a departure from the standardized design.

The design also offers practical family-oriented units with optional accessible suites that support aging in place, multigenerational living, and a wider range of needs across different life stages.

Massing & Form:
The steep roof profile references the pitched-roof vernacular of the adjacent townhouse development. This repetition and consistent scale help establish a cohesive identity across the site and neighbourhood. Flipping the building footprints and adjusting setback lines then breaks that repetition just enough to give individual buildings their own expression and silhouette within a cohesively integrated landscape design. Vertical framing elements further align the architecture with the design direction of the East Fraser Lands Official Development Plan, while individual canopies create a distinct sense of arrival for each unit.

Materiality:
Through materiality the architecture pursues a version of West-Coast Modernism that speaks to the area's former industrial and riverine mill character, carried forward in a metal-and-timber palette. A restrained, warm palette of vertical wood-tone siding at the base transitions to lighter green and grey standing-seam metal panel at the upper gable volumes.

Landscape & Public Realm:
The site is bounded by Pierview Crescent to the north and the privately accessed Songbird Mews to the south, with the Songbird Mews townhouse development further wrapping the eastern and western property lines. As vehicular and pedestrian access via Songbird Mews is not permitted, all site access is consolidated at Pierview Crescent, a condition reinforced by the significant north-south grade change. Average grade across the site is approximately 16%.

The design strategy to activate the northern frontage is expressed through individual at-grade entries, small private front yards, and a shared landscaped courtyard. The north-facing trellis marks an accessible common amenity area that overlaps pedestrian access between buildings and parking. The parking area threshold is softened by layered planting and canopy trees, low retaining walls, and metal fencing that together mediate the transition from public sidewalk to private entry. North facing ground-floor units are given street presence and clear address legibility through contrasting deep-green painted doors and simple black metal gates, while low landscape walls are introduced to reinforce privacy. As the site steps down to the south, the landscape design shifts in character, offering moments of respite and organic play for children before arriving at a communal garden and outdoor dining space that anchors the southern end of the property.

RELAXATION RATIONALE

Building Height:
The maximum permitted building height is 14.0m (determined by interpolation) and requested relaxation is to provide 14.19m. Each building measures no more than 14.0 m when taken from the base surface to the top of the roof peak, with the excess height limited to a small portion of roof only.
Given the significant north-south grade change across the site, achieving a uniform building height across all three volumes without this minor relaxation would result in multiple stepping and a customization to the HDC plans. The adjacent row-house development is able to avoid a comparable height increase because each of its units can be entered independently from the low side, without added building height or retaining walls to make up the grade.

The requested variance reflects the site's topography rather than an increase in overall building bulk.

Parking Spaces:
The required parking is x14 stalls and the requested relaxation is for the provision of only x5 stalls. Early feasibility studies determined that incorporating below-grade parking would not make the project financially viable. Without underground parking, the site's slope and the vehicular circulation required to access and maneuver within the site leave very limited surface area available for parking, resulting in the proposed reduction relative to the bylaw requirement. Increased parking area would decrease landscaped areas and common amenities.

Locating parking along the street frontage enables the project's broader goals with CMHC and Accessible Standards Canada (ASC) for equitable design in providing three fully accessible suites that have access to the street, parking and site services.

Fence Heights:
The maximum permitted “fence” height is 1.2 m and the requested relaxation is for a trellis structure at 3.2 m. To maximize the area available for parking, landscape features (trellis and fence line) were pushed out toward the street frontage into front yard setback.

To adequately screen the parking and garbage area, fence heights were increased. A trellis was also added over the garbage enclosure to provide additional visual screening, and a taller trellis (3.2m height) was introduced over the outdoor amenity area to activate the street edge and provide a stronger sense of arrival.
The increased height of these elements is necessary to achieve effective screening of the parking area and a meaningful sense of enclosure for the amenity spaces, rather than creating a disconnect from the public realm.

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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]
City of Vancouver

[PROJECT]
Pierview
3122 Southeast Marine Drive
Vancouver, BC

[TITLE]
Design Rationale

[PROJECT] 26710
[SCALE] 1/8" = 1'-0"
[DATE] 2026-09-10
[ISSUE] DEVELOPMENT PERMIT
[DRAWING] **A-6.200**