29TH AVENUE STATION AREA
CD-1 GUIDELINES (28TH AVENUE AND KASLO STREET SITE) (BY-LAW NO. 6315)

Adopted by City Council March 22, 1988
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1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential developments on the 28th Avenue and Kaslo Street site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy, arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing this site is to permit construction of duplexes on individual lots and townhouses on assemblies of a maximum of three parcels. This housing should be scaled to fit into the surrounding single-family area with particular regard to maintaining privacy in the rear yards of adjacent homes.

Figure 1. 29th Avenue Station Area 28th Avenue and Kaslo Street Site
2 General Design Considerations

2.1 Site Context

This site is located in a stable residential area and is surrounded by single-family homes to the north, east and south. The site fronts on 28th Avenue and is nearby the depressed ALRT guideway.

Although there are few prominent design elements in the surrounding neighbourhood there is potential for emphasizing the positive characteristics to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

**Objective:**
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by ALRT noise.
(c) Helping establish a stronger neighbourhood character and image.

2.4 View

Views are a major amenity in residential development. Good views of the downtown and northshore mountains are possible from the site. New development that takes advantage of this view opportunity must also respect the views from homes to the east. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

**Objective:**
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roofs to open up views.

2.6 Light and Ventilation

Adequate natural light and ventilation are necessary for residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

**Objective:**
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit.
(b) Locating dwelling units at or above grade only.
(c) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

2.8 Noise

Low noise levels are a major element in residential liveability. The western portion of this site is affected by noise from ALRT trains. New development must be noise tolerant.

**Objective:**
New development should minimize ALRT noise in dwelling units.
This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 2).
(b) Locating areas not affected by noise such as stairwells and single loaded corridors between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and beams between the noise source and the dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.

Figure 2. Example of New Development Responding to Noise Impacts

2.9 Privacy

New development that is higher than adjacent buildings could create privacy problems due to overlooking. However, sensitive site and dwelling unit planning can minimize loss of privacy on adjacent sites.

Objective:
New development should respect existing levels of privacy.

This can be achieved by:

(a) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(b) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.
Figure 3. Examples of Building Configuration to Ensure Privacy

- Direct views to street and frame with landscape
- Screen views to adjacent property
- Direct views outward to rear yard
- Avoid overlook of adjacent rear yards
- Direct views out with building orientation and form
- Screen views in with landscape fencing etc.

NEW DEVELOPMENT

STREET
2.13 Parking

Any surface parking area should be well landscaped and screened from nearby homes.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage

The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development built on more than one lot could possibly disrupt this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:

(a) Visually breaking facades on multi-lot development into smaller individual components.
(b) Articulating building facades to express individual units.

Figure 4. Example of New Development Creating Frontage Character

4.3 Height

The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. While new development will be higher to achieve its maximum density, it should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

(a) Providing variations in height to create visual interest.
(b) Reducing the height of new multi-lot development when next to a single-family home.

4.4 Yards

Yards are an important element that create scale and character for an area. Most single-family homes in the area have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide a continuous strip of open space along the street edge while rear yards provide private outdoor open space.

Objective:
New development should use building setbacks that respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along 28th Avenue and a 7.6 metre (25 foot) setback from the lane (Figure 5).
(b) Providing a 2.1 metre (7 foot) setback from all other site boundaries but increased so that the outer walls are contained within a 135 degree angle extended horizontally and measured inwardly from any and all points on the side of property line, provided however that the Director of Planning may relax the setback from the boundary between sites where he is satisfied that such relaxation allows for improved building design and does not adversely affect an adjacent single-family home.

Figure 5. Suggested Setbacks for the 28th Avenue and Kaslo Street Site
**Architectural Components**

### 5.1 Roofs

Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

**Objective:**
New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.

(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.

(c) Clustering and screening any mechanical equipment and venting.

### 5.2 Windows

Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT noise.

**Objective:**
New development should use windows that create visual interest and reinforce the residential-character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.

(b) Suitably treating any windows affected by ALRT impacts to reduce noise.

### 5.3 Entrances

Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

**Objective:**
New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to all dwelling units.

(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.

### 5.4 Balconies

With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT impacts.

**Objective:**
New residential development should provide balconies which are useable, private and ALRT-tolerant.
This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.  
(b) Orienting and screening balconies to ensure a high degree of privacy from other units, adjacent balconies and for private areas of nearby single-family homes.  
(c) Suitably screening any balconies affected by ALRT impacts to reduce noise.  
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes

Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone as trim.

Objective:
New development should employ finishing materials that create a strong, attractive and cohesive character.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.  
(b) Limiting uninterrupted stucco walls.

7 Open Space

Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of private patios and balconies.

Objective:
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT noise.

This can be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design.  
(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.  
(c) Providing private outdoor open space directly accessible from each unit in the form of a yard, roof garden or large balcony. 'Ground level private open space should be defined by screening or landscaping.  
(d) Suitably screening any open space affected by ALRT impacts to reduce noise.  
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.

8 Landscaping

Landscaping defines public-private space and creates neighbourhood character. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestones, tile and lawn areas.

Objective:
New landscaping should complement and enhance the predominant character of the neighbourhood. It should also help integrate the new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Layering landscape materials to achieve an appropriate interface along the street (Figure 6).
(d) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

**Figure 6. Suggested Street Edge Landscape Treatment**

![Diagram of suggested street edge landscape treatment]

**Storm Water Storage**

The following table, prepared by the City Engineer rates the pervious character of various surfaces to guide applicants in the City’s administration of the storm water storage provision of the by-law.

<table>
<thead>
<tr>
<th>Pervious</th>
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<tr>
<td>- Grass</td>
<td>- Buildings</td>
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<td>- Gardens</td>
<td>- Concrete</td>
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<tr>
<td>- Decorative Stone</td>
<td>- Black Top</td>
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<tr>
<td>- Driveways and Walkways (Gravel size or smaller)</td>
<td>- Asphalt</td>
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<tr>
<td>- Turfstone Pavers for Driveways (use % of pervious area in pavers)</td>
<td>- Wood</td>
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<td>- Overhangs such as Bay Windows with pervious ground beneath</td>
<td>- Wooden Decks with spaces between the slant to pervious ground beneath</td>
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<tr>
<td>- Concrete/Brick Pavers</td>
<td>- Swimming Pools</td>
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<td>- Gravel Driveways</td>
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**Appendix**
Submission Requirements

Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 Development Permits for Major Developments
29TH AVENUE STATION AREA
CD-1 GUIDELINES (SLOCAN STREET AND 29TH AVENUE SITE) (BY-LAW NO. 6316)

Adopted by City Council March 22, 1988
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These guidelines should be used in conjunction with the CD-1 By-law for multiple residential development on the Slocan Street and 29th Avenue site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing the Slocan Street and 29th Avenue site is to provide housing that can deal with ALRT and traffic noise impacts. This housing should be scaled to fit into the surrounding single-family area and should create a frontage character for both Slocan Street and 29th Avenue.

**Figure 1. 29th Avenue Station Area - Slocan Street and 29th Avenue Site**

![Figure 1](image-url)
2 General Design Considerations

2.1 Site Context
This site is located in a stable residential area although it is somewhat isolated from nearby single-family homes. The site fronts on both Slocan Street and 29th Avenue and is bordered by the depressed ALRT guideway on its north side. Slocan Park is located on the south side of 29th Avenue.

Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing the positive characteristics to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

Objective:
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic noise impacts.
(c) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The ALRT creates noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in existing homes on Slocan Street being oriented to the east or west and those on 29th Avenue oriented north-south. The site follows this pattern fronting on both Slocan Street and 29th Avenue. New development provides the opportunity to limit noise impacts and reinforce the predominant development pattern.

Objective:
New development should be oriented to limit ALRT noise impacts and reinforce the existing pattern of development.

This can be achieved by:

(a) Orienting new development away from the ALRT guideway and towards existing streets, major open spaces and views.
(b) Orienting entrances and frontages to establish a frontage character for both Slocan Street and 29th Avenue.
2.4 View
Views are a major amenity in residential development. Good views of the downtown and northshore mountains are possible from the site. New development that takes advantage of this view opportunity must also respect views from homes to the east. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roof lines to open up views.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate noise impacts could conflict with providing light and ventilation along building walls facing the ALRT guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

Objective:
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit not impacted by the ALRT.
(b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the guideway.
(c) Locating dwelling units at or above grade only.

2.8 Noise

Low noise levels are a major element in residential liveability. This site is impacted by noise from ALRT trains and, to a lesser extent, traffic on Slocan Street. New development must be noise tolerant.

Objective:
New development should minimize ALRT and traffic noise in dwelling units.

This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 3).
(b) Locating areas not affected by noise such as stairwells and single loaded corridors between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.
(f) Constructing noise fences adjacent to the ALRT guideway using materials compatible with the main building.

Figure 3. Example of New Development Responding to Noise Impacts
2.9 Privacy
New development that is higher than adjacent buildings could create privacy problems due to overlooking. However, sensitive site and dwelling unit planning can minimize the loss of privacy on adjacent sites.

Objective:
New development should respect existing levels of privacy.

This can be achieved by:

(a) Designing and landscaping new development to ensure that the privacy of adjacent sites to the north is not unduly compromised.
(b) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.
(c) Locating solid fences between the ALRT guideway and new dwelling units.

Figure 4. Examples of Building Configuration to Ensure Privacy
2.13 Parking
Underground parking should be located below grade limiting any exposed structure. Any exposed structure and surface parking areas should be well screened and suitably treated.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development will be built on larger sites possibly disrupting this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:

(a) Physically breaking the building into a number of smaller elements.
(b) Visually breaking facades into smaller individual components.
(c) Articulating building facades to express individual units.
4.4 **Yards**

Yards are an important element that create scale and character for an area. Most single-family homes in the neighbourhood have typical front yards of 6.1 to 7.3 metres (20 to 24 feet). These front yards provide a continuous strip of open space along the street edge. The issue of providing setbacks from the ALRT is complex and requires consideration of the benefits to site development and impact mitigation.

**Objective:**
New development should use building setbacks that respond to ALRT impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along both Slocan Street and 29th Avenue (Figure 6).
(b) Providing no setback between the building and the ALRT when the exposed wall has been designed to deal with noise impacts. This permits more flexible site planning, creates more useable open space and encourages more units oriented away from the ALRT guideway.
5 Architectural Components

5.1 Roofs
Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

Objective:
New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
(c) Clustering and screening any mechanical equipment and venting.

5.2 Windows
Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and traffic noise impacts.

Objective:
New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.
This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and traffic impacts to reduce noise.

5.3 **Entrances**

Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

**Objective:**

New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to as many dwelling units as possible.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.
(c) Locating and designing lobbies to be clearly visible and directly accessible from the street.

5.4 **Balconies**

With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and noise impacts.

**Objective:**

New residential development should provide balconies which are useable, private and noise-tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units and adjacent balconies.
(c) Suitably screening any balconies affected by ALRT and traffic impacts to reduce noise.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 **Exterior Walls and Finishes**

Most houses in the neighbourhood are finished in combinations of stucco and wood with some use brick and stone as trim. The need to mitigate ALRT noise impacts may result in blank walls facing the guideway. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from nearby homes.

**Objective:**

New development should employ finishing materials that create a strong, attractive and cohesive character and minimize the usual impact of continuous building walls.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Limiting uninterrupted stucco walls.
(c) Articulating and texturing building walls adjacent to the ALRT.
Open Space

Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of large communal spaces or private patios and balconies.

Objective:
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and traffic impacts.

This can achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design (Figure 7).

(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.

(c) Providing private open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.

(d) Suitably screening any open space affected by ALRT and traffic impacts to reduce noise.

(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.

Figure 7. Open Space Opportunities
8 Landscaping

Landscaping defines public-private space and creates neighbourhood character. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestone, tile and lawn areas.

Objective:

New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help mitigate ALRT impacts and help integrate new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with the existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Using landscape treatments adjacent to the ALRT guideway to visually screen new developments and soften the impact of continuous building walls (Figure 8).
(d) Layering landscape materials to achieve an appropriate interface along the street (Figure 9).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 8. Suggested Landscaping Adjacent to the ALRT
Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 How To... Development Permits for Major Applications.
29TH AVENUE STATION AREA
CD-1 GUIDELINES (29TH AVENUE AT ALRT STATION SITE) BY-LAW NO. 6317

Adopted by City Council March 22, 1988
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NOTE: The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.
1 Application and Intent
These guidelines should be used in conjunction with the CD-1 By-law for multiple residential
development on the 29th Avenue Station site, zoned CD-1 (Figure 1). The guidelines will be used
by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New
Development Opportunities and Chapter 7: Implementation and Development Principles in the
Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the
neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing the 29th Avenue at ALRT Station site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should be scaled to fit into the surrounding single-family area and should create a frontage character for 29th Avenue.

Figure 2. 29th Avenue Station Area - 29th Avenue at ALRT Station Site

2 General Design Considerations
2.1 Site Context
This site is located in a stable residential area and is surrounded by single-family homes to the north, east and south. The site fronts on 29th Avenue and is bordered by the 29th Avenue Station bus loop on its west side. The 29th Avenue Station and the depressed ALRT guideway border the site's south side. Another CD-1 zoned residential site is located immediately to the east along Earles Street.
Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing the positive characteristics to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

**Objective:**
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and bus impacts.
(c) Helping establish a stronger neighbourhood character and image.

### 2.3 Orientation

The 29th Avenue Station, bus loop and the ALRT guideway create privacy and noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in most existing homes on 29th Avenue being oriented north-south. Although quite deep, the site follows this pattern fronting on 29th Avenue. New development provides the opportunity to help limit ALRT impacts and compliment the predominant development pattern.

**Objective:**
New development should be oriented to limit ALRT impacts and compliment the existing pattern of development.

This can be achieved by:

(a) Orienting new development away from the ALRT and bus loop and towards existing streets and views.
(b) Orienting entrances and frontages to establish a frontage character for 29th Avenue.

**Figure 2. Suggested Orientation for New Development**
2.4 View
Views are a major amenity in residential development. Views of the downtown and northshore mountains may be possible from the site. New development that takes advantage of this view opportunity must also respect views from homes to the south. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roof lines to open up views.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate impacts could conflict with providing light and ventilation along building walls facing the ALRT and bus loop. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

Objective:
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit not impacted by the ALRT and bus loop.
(b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the guideway and bus loop.
(c) Locating dwelling units at or above grade only.
(d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

2.8 Noise
Low noise levels are a major element in residential liveability. This site is impacted by noise from ALRT trains and buses. New development must be noise tolerant.

Objective:
New development should minimize ALRT and bus noise in dwelling units.

This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 3).
(b) Locating areas not affected by noise such as stairwells and single loaded corridors between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.
(f) Constructing noise fences adjacent to the ALRT guideway and bus loop using materials compatible with the main building.
2.9 Privacy
The 29th Avenue Station bus loop creates privacy problems due to overlooking from buses into the site. New development that is higher than adjacent buildings could also create privacy problems. However, sensitive site and dwelling unit planning can reduce overlook problems and minimize the loss of privacy on adjacent sites.

Objective:
New development should respect existing levels of privacy.

This can be achieved by:

(a) Using building massing and landscaping to block views from the bus loop into the new development.
(b) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(c) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.
(d) Locating solid fences between the bus loop and new dwelling units.
2.13 Parking
Underground parking should be located below grade limiting any exposed structure. Any exposed structure and surface parking areas should be well screened and suitably treated.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development will be built on larger sites possibly disrupting this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:
(a) Physically breaking the building into a number of smaller elements.
(b) Visually breaking facades into smaller individual components.
(c) Articulating building facades to express individual units.
4.3 **Height**

The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. New development will be higher in order to deal with impact of the ALRT and bus loop and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

**Objective:**

New development should screen the 29th Avenue Station and bus loop from the remainder of the site and should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

(a) Locating the highest building elements adjacent to the bus loop.

(b) Providing variations in height to create visual interest and a transition to the lower height of nearby single-family homes.

4.4 **Yards**

Yards are an important element that create scale and character for an area. Most single-family homes in the neighbourhood have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide a continuous strip of open space along the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the bus loop and guideway is complex and requires consideration of the benefits to site development and impact mitigation.

**Objective:**

New development should use building setbacks that respond to ALRT and bus impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along 29th Avenue and a 10.7 metre (35 foot) setback from the existing easterly property line (Figure 6).

(b) Providing no setback between the building and the ALRT guideway and bus loop when the exposed walls have been designed to deal with privacy and noise impacts. This permits more flexible site planning, creates more useable open space and encourages more units oriented away from the bus loop and guideway.

**Figure 6. Suggested Setbacks for the 29th Avenue at ALRT Station Site**
5 Architectural Components

5.1 Roofs
Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

Objective:
New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
(c) Clustering and screening any mechanical equipment and venting.

5.2 Windows
Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and bus impacts.

Objective:
New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and bus impacts to reduce noise and ensure privacy.

5.3 Entrances
Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

Objective:
New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to as many dwelling units as possible.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.
(c) Locating and designing lobbies to be clearly visible and directly accessible from the street.

5.4 Balconies
With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT and bus impacts.

Objective:
New residential development should provide balconies which are useable, private and ALRT and bus-tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units and adjacent balconies.
(c) Suitably screening any balconies affected by ALRT and bus impacts to reduce noise and ensure privacy.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes
Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone as trim. The need to mitigate impacts may result in blank walls facing the bus loop and guideway. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from nearby homes, the B.C. Parkway or the ALRT station.

Objective:
New development should employ finishing materials that create a strong, attractive and cohesive character and minimize the visual impact of continuous building walls.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Limiting uninterrupted stucco walls.
(c) Articulating and texturing building walls adjacent to the bus loop and ALRT guideway.

7 Open Space
Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of large communal spaces or private patios and balconies.

Objective:
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and bus impacts.

This can be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design (Figure 7).
(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.
(c) Providing private open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.
(d) Suitably screening any open space affected by ALRT and bus impacts to reduce screening and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.
8 Landscaping

Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT and bus impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestone, tile and lawn areas.

Objective:

New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help mitigate impacts and help integrate new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with the existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Using landscaped treatments adjacent to the ALRT guideway and bus loop to visually screen new development and soften the impact of continuous building walls (Figure 8).
(d) Layering landscape materials to achieve an appropriate interface along the street (Figure 9).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.
Figure 8. Suggested Landscaping Adjacent to the ALRT

Figure 9. Suggested Street Edge Landscape Treatment
Storm Water Storage
The following table, prepared by the City Engineer, rates the pervious character of various surfaces to guide applicants in the City's administration of the storm water storage provision of the by-law.

<table>
<thead>
<tr>
<th>Pervious</th>
<th>Impervious</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Grass</td>
<td>- Buildings</td>
</tr>
<tr>
<td>- Gardens</td>
<td>- Concrete</td>
</tr>
<tr>
<td>- Decorative Stone</td>
<td>- Black Top</td>
</tr>
<tr>
<td>Driveways and Walkways</td>
<td>- Asphalt</td>
</tr>
<tr>
<td>(Gravel size or smaller)</td>
<td>- Wood</td>
</tr>
<tr>
<td>- Turfstone Pavers for Driveways</td>
<td>- Wooden Decks with spaces between</td>
</tr>
<tr>
<td>(use % of pervious area in pavers)</td>
<td>the slats to pervious ground beneath</td>
</tr>
<tr>
<td>- Overhangs such as Bay Windows</td>
<td>- Swimming Pools</td>
</tr>
<tr>
<td>with pervious ground beneath</td>
<td>- Concrete/Brick Pavers</td>
</tr>
<tr>
<td></td>
<td>- Gravel Driveways</td>
</tr>
</tbody>
</table>

Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 How To... Development Permits for Major Applications.
29TH AVENUE STATION AREA
CD-1 GUIDELINES (EARLES STREET AND 29TH AVENUE SITE) (BY-LAW NO. 6318)

Adopted by City Council March 22, 1988
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**NOTE:** The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.
1 Application and Intent
These guidelines should be used in conjunction with the CD-1 By-law for multiple residential developments on the Earles Street and 29th Avenue site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing the Earles Street and 29th Avenue site is to permit apartment or stacked townhouse developments on a minimum site assembly of two parcels and a maximum assembly of four parcels. This housing should be designed to deal with traffic and ALRT noise impacts. It should also be scaled to fit into the surrounding single-family area.

Figure 1. 29th Avenue Station Area - Earles Street and 29th Avenue Site.
2 General Design Considerations

2.1 Site Context
This site is located in a stable residential area and is surrounded by single-family homes. The site fronts on Earles Street and the depressed ALRT guideway is on its south side. Two other CD-1 zoned residential sites are located immediately to the west on 29th Avenue and to the east on Kings Avenue.

Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing the positive characteristics to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

Objective:
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by traffic and ALRT noise impacts.
(c) Helping establish a stronger neighbourhood character and image.

2.4 View
Views are a major amenity in residential development. Views of the northshore mountains may be possible from portions of the site. New development that takes advantage of this view opportunity must also respect views from homes to the south and east. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roof lines to open up views.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

Objective:
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit.
(b) Locating dwelling units at or above grade only.
(c) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

2.8 Noise
Low noise levels are a major element in residential liveability. This site is impacted by noise from traffic on Earles Street. The southern portion of the site is also affected by noise from ALRT trains. New development must be noise tolerant.

Objective:
New development should minimize traffic and ALRT noise in dwelling units.

This can be achieved by:
(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 2).
(b) Locating areas not affected by noise such as stairwells and single loaded corridors between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.
(f) Constructing noise fences adjacent to the ALRT guideway using materials compatible with the main building.

Figure 2. Example of New Development Responding to Noise Impacts

2.9 Privacy
New development that is higher than adjacent buildings could create privacy problems due to overlooking. However, sensitive site and dwelling unit planning can minimize the loss of privacy on adjacent sites.

Objective:
New development should respect and improve existing levels of privacy.

This can be achieved by:

(a) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(b) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.
(c) Locating solid fences between the ALRT guideway and new dwelling units.
Figure 3. Examples of Building Configuration to ensure Privacy

Figure 3A

Figure 3B
2.13 Parking
Underground parking should be located below grade limiting any exposed structure. Any exposed structure and surface parking areas should be well screened and suitably treated.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development built on more than one lot could possibly disrupt this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:

(a) Visually breaking facades on multi-lot development into smaller individual components.
(b) Articulating building facades to express individual units.

4.3 Height
The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. While new development will be higher to achieve its maximum density, it should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

(a) Providing variations in height to create visual interest.
4.4 Yards
Yards are an important element that create scale and character for an area. Most single-family homes in the neighbourhood have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metres (3 foot) sideyards. Typical rear yards are 7.6 metres (25 feet). These front yards provide a continuous strip of open space along the street edge while rear yards provide private outdoor open space.

Objective:
New development should use building setbacks that respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along Earles Street and 29th Avenue (Figure 5).
(b) Providing a 10.7 metre (35 foot) setback from the existing rear property line.
(c) Providing a 2.1 metre (7 foot) setback from all other site boundaries but increased so that the outer walls are contained within a 135 degree angle extended horizontally and measured inwardly from any and all points on the side property line, provided however that the Director of Planning may relax the setback from the boundary between sites where he is satisfied that such relaxation allows for improved building design and does not adversely affect an adjacent single-family home.

Figure 5. Suggested Setbacks for the Earles Street and 29th Avenue Site

5 Architectural Components
5.1 Roofs
Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

Objective:
New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
(c) Clustering and screening any mechanical equipment and venting.

5.2 Windows

Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and traffic noise impacts.

Objective:

New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and traffic impacts to reduce noise.

5.3 Entrances

Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

Objective:

New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to as many dwelling units as possible.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.
(c) Locating and designing lobbies to be clearly visible and directly accessible from the street.

5.4 Balconies

With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and noise impacts.

Objective:

New residential development should provide balconies which are useable, private and noise tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units and adjacent balconies.
(c) Suitably screening any balconies affected by ALRT and traffic impacts to reduce noise.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes

Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone as trim.
Objective:
New development should employ finishing materials that create a strong, attractive and cohesive character.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Limiting uninterrupted stucco walls.

7 Open Space
Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of large communal spaces or private patios and balconies.

Objective:
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and traffic noise.

This can be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design.
(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.
(c) Providing private open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.
(d) Suitably screening any open space affected by ALRT and traffic impacts to reduce noise.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.

8 Landscaping
Landscaping defines public-private space and creates neighbourhood character. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestone, tile and lawn areas.

Objective:
New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help integrate new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with the existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Layering landscape materials to achieve an appropriate interface along the street (Figure 6).
(d) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.
Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 How To... Development Permits for Major Applications.
29TH AVENUE STATION AREA
CD-1 GUIDELINES (KINGS AVENUE AND MANOR STREET SITE) (BY-LAW NO. 6319)

Adopted by City Council  March 22, 1988
Amended December 19, 1989
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NOTE: The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.
1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential developments on the Kings Avenue and Manor Street site, zoned CD-1 (Figure 1). This site was formerly known as the Kings Avenue and Earles Street site. The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing this site is to permit construction of 3 townhouse units on a single parcel. This housing should be designed to deal with the impact of the ALRT system. It should also be scaled to fit into the surrounding single-family area.

Figure 1. 29th Avenue Station Area - Kings Avenue and Manor Street Site
2 General Design Considerations

2.1 Site Context
This site is located in a stable residential area and is surrounded by single-family homes. Most of the site fronts on both Kings Avenue and the depressed and at grade ALRT guideway to the south. Two other CD-1 zoned residential sites are located immediately to the west on the west side of Manor Street and to the east on Kings Avenue near Rupert Street.

Although there are few prominent design elements in the surrounding neighbourhood there is potential for emphasizing the positive characteristics to create an more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

Objective:
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:
(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic impacts.
(c) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The ALRT guideway creates privacy and noise problems which limit the orientation of new development.

Objective:
New development should be oriented to mitigate ALRT impacts.

This can be achieved by orienting new development away from the guideway and towards existing streets and views.

2.4 View
Views are a major amenity in residential development. Views of the northshore mountains may be possible from the site. New development that takes advantage of this view opportunity must also respect the views from homes to the south. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roofs to open up views.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate impacts could conflict with providing light and ventilation along building walls facing the ALRT guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

Objective:
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:
(a) Maximizing the number of exterior walls with windows for each dwelling unit not impacted by the guideway.
(b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the ALRT.
(c) Locating dwelling units at or above grade only.
(d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

2.8 Noise
Low noise levels are a major element in residential liveability. This site is affected by noise from ALRT trains. The western portion of the site is also affected by traffic noise from Manor Street. New development must be noise tolerant.

Objective:
New development should minimize ALRT and traffic noise in dwelling units.

This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 2).
(b) Locating areas not affected by noise such as stairwells, single loaded corridors and off-street parking between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and the dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.
(f) Constructing noise fences adjacent to the ALRT guideway using materials compatible with the main building.

Figure 2. Example of New Development Responding to Noise Impacts

2.9 Privacy
Transit riders can see into portions of the site from the ALRT creating privacy problems. New development that is higher than adjacent buildings could also create privacy problems. However, sensitive site and dwelling unit planning can minimize overlook problems and loss of privacy on adjacent sites.
**Objective:**
New development should respect and improve existing levels of privacy.

This can be achieved by:

(a) Using landscaping to block views from the ALRT into new development.
(b) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(c) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.
(d) Locating solid fences between the guideway and new dwelling units.

**Figure 3. Examples of Building Configuration to Ensure Privacy**

![Figure 3A](image-url)
Figure 3B

Figure 3C
2.13 Parking
Any surface parking areas should be well landscaped and screened from nearby homes.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development on more than one lot could possibly disrupt this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:
(a) Visually breaking facades on multi-lot development into smaller individual components.
(b) Articulating building facades to express individual units.

4.3 Height
The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. While new development will be higher to achieve its maximum density, it should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:
(a) Providing variations in height to create visual interest.
(b) Reducing the height of new multi-lot development when next to a single-family home.

4.4 **Yards**

Yards are an important element that create scale and character for an area. Most single-family homes in the area have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide a continuous strip of open space along the street edge while rear yards provide private outdoor open space.

**Objective:**

New development should use building setbacks that respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along Kings Avenue and Manor Street (Figure 5).
(b) Providing a 13.8 metre (45 foot) setback from the existing rear yard property line.
(c) Providing a 2.1 metre (7 foot) setback from all other site boundaries but increased so that the outer walls are contained within a 135 degree angle extended horizontally and measured inwardly from any and all points on the side property line provided however that the Director of Planning may relax the setback from the boundary between sites where he is satisfied that such relaxation allows for improved building design and does not adversely affect an adjacent single-family home.

**Figure 5. Suggested Setbacks for the Kings Avenue and Manor Street Site**

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5 **Architectural Components**

5.1 **Roofs**

Roofs can assist in giving an area character and identity and often define the building’s use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

**Objective:**

New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.
This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
(c) Clustering and screening any mechanical equipment and venting.

5.2 Windows
Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and traffic impacts.

Objective:
New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and traffic impacts to reduce noise and ensure privacy.

5.3 Entrances
Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

Objective:
New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to all dwelling units.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.

5.4 Balconies
With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT and traffic impacts.

Objective:
New residential development should provide balconies which are useable, private and ALRT and traffic-tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units, adjacent balconies and for private areas of nearby single-family homes.
(c) Suitably screening any balconies affected by ALRT and traffic impacts to reduce noise and ensure privacy.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes
Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone as trim. The need to mitigate ALRT impacts may result in blank walls facing the guideway. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from nearby homes and the ALRT.

**Objective:**
New development should employ finishing materials that create a strong, attractive and cohesive character and minimize the visual impact of continuous building walls.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Limiting uninterrupted stucco walls.
(c) Articulating and texturing building walls adjacent to the ALRT.

7 **Open Space**

Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of private patios and balconies.

**Objective:**
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and traffic impacts.

This can achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design.
(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.
(c) Providing private outdoor open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.
(d) Suitably screening any open space affected by ALRT and traffic impacts to reduce noise and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.

8 **Landscaping**

Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestones, tile and lawn areas.

**Objective:**
New landscaping should compliment and enhance the predominant character of the neighbourhood. It should also help mitigate ALRT impacts and integrate the new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Using landscape treatments adjacent to the ALRT guideway to visually screen new development and soften the impact of continuous building walls (Figure 6).
(d) Layering landscape materials to achieve an appropriate interface along the street (Figure 7).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 6. Suggested Landscaping Adjacent to the ALRT

Figure 7. Suggested Street Edge Landscape Treatment

Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 *How To... Development Permits for Major Applications.*
29TH AVENUE STATION AREA
CD-1 GUIDELINES (KINGS AVENUE AND RUPERT STREET SITE) (BY-LAW NO. 6320)

Adopted by City Council March 22, 1988
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NOTE: The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.
1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential developments on the Kings Avenue and Rupert Street site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing this site is to permit construction of 3 townhouse units on a single parcel. This housing should be designed to deal with the impact of the ALRT system. It should also be scaled to fit into the surrounding single-family area.

Figure 1. 29th Avenue Station Area - Kings Avenue and Rupert Street Site
2 General Design Considerations

2.1 Site Context
This site is located in a stable residential area and is surrounded by single-family homes. The site fronts on Kings Avenue and the elevated ALRT guideway borders the site to the south. Another CD-1 zoned residential site is located immediately to the west on Kings Avenue and Earles Street.

Although there are few prominent design elements in the surrounding neighbourhood there is potential for emphasizing the positive characteristics to create an more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

Objective:
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic impacts.
(c) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The ALRT guideway creates privacy and noise problems which limit the orientation of new development.

Objective:
New development should be oriented to mitigate ALRT impacts.

This can be achieved by orienting new development away from the guideway and towards existing streets and views.

2.4 View
Views are a major amenity in residential development. Views of the northshore mountains may be possible from the site. New development that takes advantage of this view opportunity must also respect the views from homes to the south. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes.

This can be achieved by articulating and providing breaks in roofs to open up views.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate impacts could conflict with providing light and ventilation along building walls facing the ALRT guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling units and their private outdoor spaces do not receive adequate light.

Objective:
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit not impacted by the guideway.
(b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the ALRT.
(c) Locating dwelling units at or above grade only.
(d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

### 2.8 Noise

Low noise levels are a major element in residential liveability. This site is affected by noise from ALRT trains and, to a lesser extent, by traffic on Rupert Street. New development must be noise tolerant.

**Objective:**

New development should minimize ALRT and traffic noise in dwelling units.

This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 2).
(b) Locating areas not affected by noise such as stairwells, single loaded corridors and off-street parking between the noise source and dwelling units.
(c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and the dwelling units.
(e) Providing alternate ventilation systems such as baffled wall vents.

### Figure 2. Example of New Development Responding to Noise Impacts

![Diagram showing noise attenuation techniques](image)

### 2.9 Privacy

The ALRT guideway creates privacy problems due to overlooking from the trains into portions of the site. New development that is higher than adjacent buildings could also create privacy problems due to overlooking. However, sensitive site and dwelling unit planning can minimize overlook problems and loss of privacy on adjacent sites.

**Objective:**

New development should respect and improve existing levels of privacy.
This can be achieved by:
(a) Using landscaping to block views from the ALRT into new development.
(b) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(c) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.

Figure 3. Examples of Building Configuration to Ensure Privacy

2.13 Parking
Any surface parking area should be well landscaped and screened from nearby homes.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development built on more than one lot could possibly disrupt this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:
(a) Visually breaking facades on multi-lot developments into smaller individual components.
(b) Articulating building facades to express individual units.
4.3 **Height**

The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. While new development will be higher to achieve its maximum density, it should also respond to lower building heights in the surrounding neighbourhood.

**Objective:**
New development should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:
(a) Providing variations in height to create visual interest.
(b) Reducing the height of new multi-lot development when next to a single-family home.

4.4 **Yards**

Yards are an important element that create scale and character for an area. Most single-family homes in the area have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide a continuous strip of open space along the street edge while rear yards provide private outdoor open space.

**Objective:**
New development should use building setbacks that respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:
(a) Providing a 6.1 metre (20 foot) setback along Kings Avenue and a 10.7 metre (35 foot) setback from the lane (Figure 5).
(b) Providing a 2.1 metre (7 foot) setback from all other site boundaries but increased so that the outer walls are contained within a 135 degree angle extended horizontally and measured inwardly from any and all points on the side property line provided however that the Director of Planning may relax the setback from the boundary between sites where he is satisfied that such relaxation allows for improved building design and does not adversely affect an adjacent single-family home.
5 Architectural Components

5.1 Roofs
Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

Objective:
New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
(c) Creating an attractive roofscape when adjacent to and lower than the ALRT guideway.
(d) Clustering and screening any mechanical equipment and venting.

5.2 Windows
Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and traffic impacts.

Objective:
New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and traffic impacts to reduce noise and ensure privacy.

5.3 **Entrances**

Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

**Objective:**
New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to all dwelling units.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.

5.4 **Balconies**

With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT and traffic impacts.

**Objective:**
New residential development should provide balconies which are useable, private and ALRT and traffic-tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units, adjacent balconies and for private areas of nearby single-family homes.
(c) Suitably screening any balconies affected by ALRT and traffic impacts to reduce noise and ensure privacy.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 **Exterior Walls and Finishes**

Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone as trim. The need to mitigate ALRT impacts may result in blank walls facing the guideway. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from nearby homes and the ALRT.

**Objective:**
New development should employ finishing materials that create a strong, attractive and cohesive character and minimize the visual impact of continuous building walls.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Limiting uninterrupted stucco walls.
(c) Articulating and texturing building walls adjacent to the ALRT.

7 **Open Space**

Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of private patios and balconies.

**Objective:**
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and traffic impacts.

This can achieved by:
(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design.
(b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.
(c) Providing private outdoor open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.
(d) Suitably screening any open space affected by ALRT and traffic impacts to reduce noise and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing unit privacy.

8 Landscaping
Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestones, tile and lawn areas.

Objective:
New landscaping should compliment and enhance the predominant character of the neighbourhood. It should also help mitigate ALRT impacts and integrate the new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with existing neighbourhood character.
(b) Providing landscaped balconies, patios and roof decks.
(c) Using landscape treatments adjacent to the ALRT guideway to visually screen new development and soften the impact of building walls (Figure 6).
(d) Layering landscape materials to achieve an appropriate interface along the street (Figure 7).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 6. Suggested Landscaping Adjacent to the ALRT
Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 How To... Development Permits for Major Applications.
29TH AVENUE STATION AREA
CD-1 GUIDELINES (KASLO STREET-END SITE) (BY-LAW NO. 6361)

Adopted by City Council June 21, 1988
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**NOTE:** The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.
1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-Law for multiple residential development on the Kaslo Street End site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

(a) To ensure that new development is compatible with the physical character of the neighbourhood;
(b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
(c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing the Kaslo Street End site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should be scaled to fit into the surrounding single-family area and should create a frontage character for 28th Avenue.

Figure 1. 29th Avenue Station Area - Kaslo Street End Site

2 General Design Considerations

2.1 Site Context

This site is located in a stable residential area and is flanked by single-family homes to the north and east. The site fronts on 28th Avenue and on Kaslo Street. The depressed ALRT guideway borders the south side of the site. Two other CD-1 zoned multiple residential sites are located immediately to the north across 28th Avenue and to the south across the below grade ALRT guideway.
Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing positive features to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

**Objective:**
New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

(a) Being compatible with the scale and character of the surrounding neighbourhood.
(b) Ensuring that the liveability of any new dwelling unit is not compromised by ALRT and bus impacts.
(c) Helping establish a stronger neighbourhood character and image.

2.3 **Orientation**
The neighbouring subdivision pattern results in existing homes on 28th Avenue facing north-south and those on the east side of Kaslo Street facing east-west. In each case, these homes face toward the site as it extends west along 28th Avenue from Kaslo Street. The neighbourhood would benefit visually if new development fronts on 28th Avenue, facing towards these existing homes.

**Objective:**
New development should reflect the street orientation of existing homes along 28th Avenue and Kaslo Street to the north.

This can be achieved by orienting front entrances to establish a frontage character consistent with the development opposite on 28th Avenue and adjacent on Kaslo Street.

2.4 **Views**
Views are a major amenity in residential development. Views of the downtown and northshore mountains may be possible from the site and new development may benefit from this view opportunity. However, new development should not unduly detract from views of existing dwellings to the north and east of Site N. A view analysis should be provided, illustrating protection of existing views from homes to the north and east.

**Objective:**
New development should take advantage of potential views without unduly compromising existing views enjoyed by neighbouring homes.

This can be achieved through orientation and articulation of facades and careful alignment of roof lines.

2.6 **Light and Ventilation**
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate impacts could conflict with providing light and ventilation along building walls facing the ALRT and bus loop. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling units and their private outdoor spaces would not receive adequate light.

**Objective:**
New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

(a) Maximizing the number of exterior walls with windows for each dwelling unit.
(b) Using alternatives to standard windows such as skylights and glass block to allow light through any walls which directly abut the guideway without an intervening noise fence.
(c) Locating dwelling units at or above grade only.
(d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

### 2.8 Noise

Low noise levels are a major element in residential liveability. This site is impacted by noise from ALRT trains and buses. New development must be noise tolerant.

**Objective:**
New development should minimize ALRT and bus noise in dwelling units.

This can be achieved by:

(a) Locating rooms most affected by noise such as living rooms, dining rooms and bedrooms away from the noise source (Figure 2).
(b) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
(c) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and dwelling units.
(d) Providing alternate ventilation systems such as baffled wall vents.
(e) Constructing noise fences adjacent to the ALRT guideway and bus loop using materials compatible with the main building.

![Figure 2. Example of New Development Responding to Noise Impacts](image)

### 2.9 Privacy

29th Avenue traffic, particularly buses, creates some privacy problems due to overlook into this site. New development that is higher than adjacent buildings could also create privacy problems. However, sensitive site and dwelling unit planning can reduce overlook problems, minimize the loss of privacy on adjacent sites and screen sites north of the site from 29th Avenue and the bus loop.

**Objective:**
New development should respect existing levels of privacy.

This can be achieved by:

(a) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
(b) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows, balconies and patios.
Using building massing and landscaping to screen views from north of the site to the bus loop and 29th Avenue.

2.13 Parking
Underground parking should be located below grade limiting any exposed structure. Any exposed structure and surface parking areas should be well screened and suitably treated.

4 Guidelines Pertaining to Regulations of the Zoning and Development By-law

4.2 Frontage
The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development will be built on larger sites possibly disrupting this established pattern.

Objective:
New development should provide a frontage character that is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:

(a) Physically breaking the building into a number of smaller elements.
(b) Visually breaking facades into smaller individual components.
(c) Articulating building facades to express individual units.

Figure 3. Example of New Development Creating Frontage Character

4.3 Height
The existing character of the neighbourhood is in part created by the predominant one to two-storey height of single-family development. New development will be higher in order to achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should screen the 29th Avenue Station and bus loop from the remainder of the site and should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

(a) Locating the highest building elements adjacent to the ALRT guideway.
(b) Providing variations in height to create visual interest and a transition to the lower height of nearby single-family homes.

4.4 Yards
Yards are an important element that create scale and character for an area. Most single-family homes in the neighbourhood have front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide continuous open space along the street edge while rear yards provide private outdoor space.

Objective:
New development should respect and continue the existing yard rhythm and landscape character of adjoining single-family development.

**Figure 4. Suggested Setbacks for the Kaslo Street End Site**

This can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along 28th Avenue and along 28th Avenue within 30.5 metres (100 feet) of Kaslo Street and at least a 4.9 metre (16 foot) setback west of this point.
(b) Providing a 3.5 metre (11.6 foot) side yard adjoining lot N on the east side of Kaslo Street and adjoining 29th Avenue.
(c) Providing a 7.6 metre (25 foot) rear yard adjoining the lane east of Kaslo Street (Figure 4).
(d) Providing a 1.0 metre (3.3 foot) setback between the building or noise fence and the ALRT guideway, for landscaping, when the exposed walls have been designed to deal with privacy and noise impacts, if this approach creates more useable open space and encourages unit orientation away from the guideway.

5 Architectural Components

5.1 Roofs

Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

**Objective:**

New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

(a) Integrating pitched roofs into the overall design to provide residential character. These should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
(b) Emphasizing entrances and expressing dwelling identity by incorporating secondary roofs.
(c) Clustering and screening any mechanical equipment and venting.

5.2 Windows

Windows are an important element in establishing character. In this neighbourhood windows are of the standard residential type. New development provides an opportunity to enhance visual interest and the sense of quality construction by emphasizing window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and bus impacts.
Objective:
New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

(a) Emphasizing residential character by using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
(b) Suitably treating any windows affected by ALRT and bus impacts to reduce noise and ensure privacy.

5.3 Entrances
Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible single street-facing entrances, some at grade and others accessible from a substantial staircase.

Objective:
New development should emphasize entrances.

This can be achieved by:

(a) Providing individual grade access to as many dwelling units as possible.
(b) Creating visual interest by use of porches, staircases, entrance roofs and door detailing.
(c) Locating and designing lobbies to be clearly visible and directly accessible from the street.

5.4 Balconies
With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT and bus impacts.

Objective:
New residential development should provide balconies which are useable, private and ALRT and bus-tolerant.

This can be achieved by:

(a) Providing balconies with a minimum depth of 6 feet.
(b) Orienting and screening balconies to ensure a high degree of privacy from other units and adjacent balconies.
(c) Providing balcony walls without gaps and suitably screening balconies affected by ALRT and bus impacts to reduce noise and ensure privacy.
(d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes
Most houses in the neighbourhood are finished in combinations of stucco and wood with some use of brick and stone trim. The detailing and finishing of long walls requires careful attention to ensure an attractive image when viewed from nearby homes, the B.C. Parkway or the ALRT station.

Objective:
New development should employ finishing materials that create a strong, attractive and cohesive character and minimize visual impacts of continuous building walls.

This can be achieved by:

(a) Using a limited number of finishing materials common to the area.
(b) Avoiding uninterrupted stucco walls.
(c) Articulating and texturing building walls adjacent to the ALRT guideway.
7 **Open Space**
Open space creates character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide communal open spaces or private patios and balconies.

**Objective:**
New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and bus impacts. The design of on-site open space should be integrated with provision of access to the 29th Avenue Station across this site from Kaslo Street.

This can be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design (Figure 5).
(b) Incorporating into the open space plan a pedestrian route across this site from Kaslo Street to 29th Avenue.
(c) Providing alternatives to ground floor open space when site coverage is greater than 50%, such as large balconies and roof decks.
(d) Providing private open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by landscaping or screening and landscaping.
(e) Suitably screening any open space affected by ALRT and bus impacts to reduce noise and ensure privacy.
(f) Setting back any privacy fencing 3.0 metres (10 feet) from the front property line to ensure visual continuity of open space along the street. Any fencing should be designed to promote casual surveillance from the street or the pedestrian route by permitting some view of the dwelling unit without sacrificing unit privacy.

**Figure 5. Open Space Opportunities**

8 **Landscaping**
Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT and bus impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. To respond to the variety of uses of open space, both hard and soft surfaces, including pavers, cobblestones, tile and lawn areas, should be provided.

**Objective:**
New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help mitigate impacts and integrate new development into the neighbourhood.

This can be achieved by:

(a) Ensuring that new landscaping is compatible with the existing neighbourhood character.
(b) Providing landscaped patios, balconies and roof decks.
(c) Using landscaped treatments adjacent to the ALRT guideway to visually screen new development and soften the visual impact of continuous building walls and noise fencing (Figure 6).
(d) Layering landscape materials to achieve an appropriate interface along the street (Figure 7).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 6. Suggested Landscaping Adjacent to the ALRT
9 Storm Water Storage
The following table, prepared by the City Engineer, rates the pervious character of various surfaces to guide applicants in the City's administration of the storm water storage provision of the by-law.

<table>
<thead>
<tr>
<th>Pervious</th>
<th>Impervious</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grass</td>
<td>Buildings</td>
</tr>
<tr>
<td>Gardens</td>
<td>Concrete</td>
</tr>
<tr>
<td>Decorative Stone Driveways and Walkways (Gravel size or smaller)</td>
<td>Black top</td>
</tr>
<tr>
<td>Turfstone Pavers for Driveways (use % of pervious area in pavers)</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Overhangs such as Bay Windows with pervious ground beneath</td>
<td>Wood</td>
</tr>
<tr>
<td></td>
<td>Wooden Decks with spaces between the slats to pervious ground beneath</td>
</tr>
<tr>
<td></td>
<td>Swimming Pools</td>
</tr>
<tr>
<td></td>
<td>Concrete/Brick Pavers</td>
</tr>
<tr>
<td></td>
<td>Gravel Driveways</td>
</tr>
</tbody>
</table>

Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 How To... Development Permits for Major Applications.