JOYCE STATION AREA GUIDELINES FOR SITES A AND B (CD-1 BY-LAW NO. 6272)

Adopted by City Council December 15, 1987

1 Application and Intent
These guidelines are to be used in conjunction with CD-1 By-law No. 6272 for multiple residential and ancillary commercial developments on Sites A and B, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to the Joyce Urban Design principles in the Joyce Station Area Plan.

The intent of the guidelines is to achieve high quality development and residential livability, to ensure compatibility of new development with the existing physical character of the neighbourhood and create a focal point at the Joyce Street/Vanness Avenue intersection and ALRT Station.

Figure 1. Joyce Station Area - Sites A and B
2 General Design Considerations

2.1 Site Context
Sites A and B are influenced by a number of factors including a mix of land uses, physical impacts from the ALRT system and traffic noise from Joyce Street and Vanness Avenue. The elevated ALRT guideway, Joyce Station and bus loop are located opposite the Sites on the north side of Vanness Avenue.

The Sites are double fronting and to the south lies the St. Mary's Church complex including an elementary school and parking lot. Smaller single family dwellings are located west of the St. Mary's site on the south side of Clive Avenue. The Joyce Street Commercial Area is located east of the Sites and contains a range of local retail uses and upper floor residential units in two-storey buildings. The 12-storey Columbus seniors' tower is also located southeast of the Sites on Joyce Street which carries heavy truck traffic. Single-family dwellings are located west of the site on the south side of Vanness Avenue.

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

New development on Sites A and B should respond to the neighbourhood context and contribute in creating a stronger visual image for the Joyce Station Area.

2.3 Orientation
The ALRT system causes privacy and noise impacts which constrain the orientation of new development on Sites A and B. The Sites front on both Vanness and Clive Avenues.

New residential development should:

(a) orient units below the guideway away from the north to alleviate noise and privacy problems.
(b) assist in establishing a consistent and compatible orientation along both Vanness and Clive Avenues.
(c) ensure that elevations are designed to reflect a similar character to that of any facing or adjacent front yards.

New commercial development on Site A should be oriented towards the ALRT Station and should serve the needs of both residents and transit riders.

2.4 View
Views from Sites A and B are constrained by the elevated guideway and ALRT Station. The Sites are located in a depression between ridges to the north and south. However, high-rise development above the guideway would capture excellent panoramic views of the North Shore mountains and the B.C. Tel building and Central Park.

New development should take advantage of any potential views and ensure that existing views enjoyed by adjacent buildings are not unduly compromised by incompatible siting, massing and orientation of new buildings.

2.6 Light and Ventilation
Each dwelling unit should have two exterior walls to maximize light access and ventilation through windows.

2.8 Noise
Sites A and B are impacted by noise from the ALRT trains, Joyce Station and bus loop, and traffic on Joyce Street.

New residential development should minimize the noise impacts to habitable areas through measures which may include:

(a) sensitive site planning (e.g. setback, stairwell location, single loaded corridor, locate living rooms and bedrooms away from noise sources).
(b) building construction (e.g. masonry construction, triple glazing).
(c) noise buffers (e.g. glazed balconies, masonry walls and fences and landscaping).

2.9 Privacy
The elevated guideway and Joyce Station create privacy problems for Sites A and B due to overlooking. New development that is higher than adjacent buildings could also create privacy problems.

New residential development should:

(a) be designed to ensure that privacy problems created by the overlooking from the ALRT are limited.
(b) minimize its impact on the level of privacy within its own site.
(c) ensure that privacy on adjacent sites is not unduly compromised.

2.10 Safety
To promote casual neighbourhood surveillance, fences and walls adjacent to the sidewalk should be designed to ensure some view of the building from the sidewalk, without sacrificing unit privacy.

Placing indoor common areas adjacent to outside common spaces or overlooking the street will help to improve the degree of mutual security.

2.11 Circulation
Corridor lengths should not exceed 22.86 metres (75.0 feet) in any one direction, with any intersecting corridor limited to a maximum of 15.24 metres (50 feet). If Sites A and B are developed comprehensively, more entries and vertical circulation will help limit long corridors, as will a variety of building widths. Corridors should have natural light and ventilation.

2.13 Parking
Any surface parking areas on Site A and B should be well landscaped and screened from nearby houses.

Commercial parking spaces should be provided off the lane west of Joyce Street.

4 Guidelines Pertaining to the 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 house on a 10.10 metre (33.0 foot) lot. This sets up a recognizable rhythm of spacing from house to house. The frontages for commercial buildings is not as evident as most buildings do not have any side yards. This creates a cohesiveness to most blocks at the street level.

New low-rise development or a high-rise tower base with a frontage greater than one lot should provide a facade visually broken into smaller individual components to be compatible with existing development, create visual interest and avoid an anonymous box-like image.

4.3 Height
New development should provide variations in height to create visual interest and a transition to adjacent lower scale development to the west and south. The highest point of development should be nearest the ALRT Station.

4.4 Front Yard Setback
New development should ensure that the existing front yards and the character they create for Clive Avenue is respected. New development should provide a transition to existing building setbacks and create a unified and consistent front yard character for the street.

5 Architectural Components

5.1 Roofs
Roofs can assist in giving an area character and identity and often define a building's use. There are a variety of roof types in the neighbourhood. Most of the older houses have steeply pitched roofs, the more recent roofs are less steeply pitched.

New low-rise development should:

(a) incorporate pitched roof forms to create a residential character, strengthen neighbourhood identity, and establish compatibility with adjacent housing.
(b) pay special attention to roof details if they will be visible to ALRT passengers.

New high-rise development should provide a roof treatment that creates visual interest and identity.

5.2 Windows
New residential development should use windows that create visual interest and residential character.

New commercial development should provide windows at grade level that are of a pedestrian scale which, by their use of mullions and frames will create character and visual interest.

5.3 Entrances
Entrances are an important element in a building's design and traditionally are the major focus. Most houses in the area have a highly visible, single street-facing entrance, some at grade, others accessible from a substantial staircase.

New development should:

(a) have a prominent, street-oriented main entrance and lobby for any high-rise development.
(b) provide individual outside access to as many individual units as possible if developed as a low-rise apartment.
(c) provide entrances that create visual interest and assist in establishing a strong neighbourhood identity.

New commercial development should provide entrances that are of a pedestrian scale, create facade articulation and visual interest, and provide weather protection.

5.4 Balconies
Balconies should be provided consisting of a useable area that affords some privacy from other units. A minimum depth of 6 feet is recommended. Balconies facing the ALRT system should be suitably screened to reduce noise and ensure privacy.

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. Most apartment buildings have a predominantly stucco finish with wood as a detailing material.

New low-rise development should employ a limited number of finishing materials common to the area to create a cohesive and characteristic image.

6 Internal Design
A secure storage area should be provided for each unit, preferably ensuite.

Laundry facilities should be provided. Communal laundry rooms should have natural light and ventilation and some room for waiting adjacent to a recreation room to allow for socializing or child supervision in family accommodation.

7 Open Space
A variety of types of open space should be provided. Each dwelling unit should have some private open space.

Open space should be defined by the careful siting and massing of buildings, rather than being leftover areas, in order to maximize their functional and visual benefit.
When site coverage of new development is greater than 50 percent, alternatives to ground floor open space should be provided, such as large balconies or roof decks. However, consideration must be given to privacy of adjoining sites and impacts from the ALRT guideway.

Private open space should be 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.

8 Landscaping

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 streets.

Surface treatment 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, lawn areas and sand child play areas.

Significant existing trees should be retained in any redevelopment and new landscaping should complement and enhance landscaping on adjacent properties.

To tie the neighbourhood together visually, consistent boulevard trees should be provided in agreement with the City Engineer and compatible street treatment employed (trees, hedges, ground cover, fences and screening).

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.
JOYCE STATION AREA CD-1 GUIDELINES
(VANNESS AVENUE AND MCHARDY STREET SITE) (BY-LAW NO. 6321)

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.
Application and Intent
These guidelines should be used in conjunction with the CD-1 By-law for multiple residential developments on the Vanness Avenue and McHardy 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 4: New Residential Development Opportunities and Chapter 9: Implementation and Joyce Urban Design Principles in the Joyce Station Area 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 Vanness Avenue and McHardy Street site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway and nearby single-family homes. It should be scaled to fit into the area and should create a frontage character for both Vanness and Clive Avenues.

Figure 1. Joyce Station Area Vanness Avenue and McHardy Street Site
2 General Design Considerations

2.1 Site Context
The site is located in a stable residential area with single-family homes located to the south. The site fronts on both Vanness and Clive Avenues and is bordered by the elevated ALRT guideway and B.C. Parkway on the north side of Vanness Avenue. Two other CD-1 zoned residential sites are located to the east and west along Vanness 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) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
(c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT impacts.
(d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The elevated ALRT guideway creates privacy and noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in existing homes being oriented north or south. The site follows this pattern fronting on both Vanness and Clive Avenues. New development provides the opportunity to help limit ALRT impacts on the neighbourhood and reinforce the existing development pattern.

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

This can be achieved by:

(a) Orienting new development away from the ALRT guideway and towards Clive Avenue.
(b) Limiting building orientation towards Vanness Avenue but ensuring that a frontage character is provided.
2.4 View
Views are a major amenity in residential development. Views of the northshore mountains may be possible from the site. However, taking advantage of this view can conflict with mitigating ALRT impacts. New development which takes advantage of this view opportunity must also respect views from homes to the south.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes or compromising the liveability of new dwelling units.

This can be achieved by:
(a) ensuring that any opening oriented towards the view is ALRT-tolerant.
(b) 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 guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade 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.
(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 ALRT noise. New development must be noise tolerant itself and should contribute in reducing noise impacts on the surrounding neighbourhood.

Objective:
New development should minimize ALRT noise in dwelling units and assist in reducing ALRT noise impacts on nearby single-family homes.

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.

Figure 3. Example of New Development Responding to Noise Impacts
2.9 Privacy
The ALRT guideway creates privacy problems due to overlooking from trains into the site and the surrounding neighbourhood. 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 loss of privacy on adjacent sites.

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

This can be achieved by:

(a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.
(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 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.

3 **Uses**

3.1 **Multiple Dwelling: Locked In Lot**

A locked in lot includes:

(a) A lot left at the end of a block and beside a proposed multiple dwelling; or
(b) A lot left between an existing and proposed multiple dwelling;

and the site area of the lot would be less than that required by the By-law for development of a multiple dwelling.

Before granting approval for a proposed multiple dwelling which would create a locked in lot, the following process is to be followed in trying to avoid the creation of a locked in lot:

(a) The owner(s) of the lot to be locked in is advised, via letter from the Planning Department, of the proposed development on the adjacent property and the effect it would have on future redevelopment of their lot, which would be below the minimum site area required for a multiple dwelling.

(b) The applicant of the proposed multiple dwelling is requested to submit written confirmation of offers to purchase the lot to be locked in. These offers are then sent by the Planning Department to the owner(s) of the lot to be locked in.

(c) If the owner(s) of the lot to be locked in accepts an offer to purchase, written confirmation of this is to be submitted to the Planning Department.

(d) If the owner(s) of the lot to be locked in refuses the offers to purchase, written confirmation of this being supplied by the applicant, but does not object to the proposed development creating their locked in lot, the application may proceed.

(e) If the owner(s) of the lot to be locked in refuses the offer to purchase, written confirmation of this being supplied by the applicant, and objects to the proposed development creating their locked in lot, Planning Department staff are then to meet with the owner(s) and the applicant of the proposed development to seek resolution.

(f) If resolution is not obtained, the Director of Planning is to draw the matter to the attention of Council in presenting the proposed development for approval of the form of development.
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 which 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 5. 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. New development will be higher in order to deal with the impact of the ALRT guideway and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should screen the ALRT from the surrounding neighbourhood 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.
(c) Scaling development down to the existing neighbourhood height as the distance from the ALRT guideway increases.
(d) 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 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 on the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the ALRT 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 impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

In the case of a multiple dwelling containing four or more units, this can be achieved by:
(a) Providing a 6.1 metre (20 foot) setback along Clive Avenue (Figure 6).
(b) Providing a minimum 1.53 metre (5 foot) or maximum 4.6 metre (15 foot) setback along Vaness Avenue. This can be done when the walls facing the ALRT guideway have been designed to reduce noise and ensure privacy. This permits more flexible site planning, provides more useable open space and orients more units away from the ALRT.
(c) Providing a minimum 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 point on the side property line provided however that the Director of Planning may, after consultation with the adjacent property owner, relax this setback or require no 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.

In the case of a multiplex dwelling on a locked-in lot, the preceeding guidelines shall apply except that sideyards need only be a minimum 10% of site width to a maximum of 1.53 metres (5 feet).
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. They should strengthen neighborhood 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 a sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT 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 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 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 the 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, usability, 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 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 a combination 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 the nearby homes, Vanness Avenue or 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 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 large communal spaces or 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 impacts.

This can be achieved by:
(a) Defining open space by the careful siting and massing of buildings rather than it 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 impacts to reduce noise and ensure privacy.

(e) Setting back any privacy fencing from the property line to ensure the visual continuity of the 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 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 trees which help create a cohesive image 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 landscaping 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 development and soften the impact of continuous building walls.
(d) Layering landscaping 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.
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 rage provision of the by-law.

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<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</td>
<td>- Asphalt</td>
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<td>(Gravel size or smaller)</td>
<td>- Wood</td>
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<tr>
<td>- Turfstone Pavers for</td>
<td>- Wooden Decks</td>
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<td>- Overhangs such as Bay Windows</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 How To... Development Permits for Major Applications.
JOYCE STATION AREA CD-1 GUIDELINES
(VANNESS AVENUE AND SPENCER STREET SITE) (BY-LAW NO. 6322)

Adopted by City Council on March 22, 1988
Amended October 4, 2016
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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 Vanness Avenue and Spencer 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 4: New Residential Development Opportunities and Chapter 9: Implementation and Joyce Urban Design Principles in the Joyce Station Area 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 Vanness Avenue and Spencer Street site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway and nearby single-family homes. It should be scaled to fit into the area and should create a frontage character for both Vanness and Clive Avenues.

Figure 1. Joyce Station Area - Vanness Avenue and Spencer Street Site
2 General Design Considerations

2.1 Site Context

The site is located in a stable residential area with single-family homes located to the south. The site fronts on both Vanness and Clive Avenues and is bordered by the elevated ALRT guideway and B.C. Parkway on the north side of Vanness Avenue. Another CD-1 zoned residential site is located to the east along Vanness 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) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
(c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic noise.
(d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation

The elevated ALRT guideway creates privacy and noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in most existing homes, being oriented north or south. The site is oriented north-south fronting on both Vanness and Clive Avenues. New development provides the opportunity to help limit ALRT impacts on the neighbourhood, provide a neighbourly orientation to nearby single-family homes and reinforce the existing development pattern.

Objective:

New development should be oriented to limit ALRT impacts and reinforce the existing development pattern.

This can be achieved by:

(a) Orienting new development east of Spencer Street away from the ALRT guideway and towards Clive Avenue.
(b) Limiting orientation towards Vanness Avenue but ensuring that a frontage character is provided.
2.4 View

Views are a major amenity in residential development. Views of the north shore mountains may be possible from the site. However, taking advantage of this view can conflict with mitigating ALRT impacts. New development which takes advantage of this view opportunity must also respect views from homes to the south.
**Objective:**
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby homes or compromising the livability of new dwelling units.

This can be achieved by:

(a) Ensuring that any opening oriented towards the view is ALRT-tolerant.
(b) 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 guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade 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.
(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 ALRT noise. New development must be noise tolerant itself and should contribute in reducing noise impacts on the surrounding neighbourhood.

**Objective:**
New development should minimize ALRT and traffic noise in new dwelling units and assist in reducing ALRT noise impacts on nearby single-family homes.

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.
2.9 Privacy

The ALRT guideway creates privacy problems due to overlooking from trains into the site and the surrounding neighbourhood. 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 loss of privacy on adjacent sites.

Objective:

New development should respect and improve existing levels of privacy.

This can be achieved by:

(a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.
(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.
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.

3 Uses

3.1 Multiple Dwelling: Locked In Lot
A locked in lot includes:

(a) A lot left at the end of a block and beside a proposed multiple dwelling; or
(b) A lot left between an existing and proposed multiple dwelling;
and the site area of the lot would be less than that required by the by-law for development of a multiple dwelling.

Before granting approval for a proposed multiple dwelling which would create a locked in lot, the following process is to be followed in trying to avoid the creation of a locked in lot:

(a) The owner(s) of the lot to be locked in is advised, via letter from the Planning Department, of the proposed development on the adjacent property and the effect it would have on future redevelopment of their lot, which would be below the minimum site area required for a multiple dwelling.
(b) The applicant of the proposed multiple dwelling is requested to submit written confirmation of offers to purchase the lot to be locked in. These offers are then sent by the Planning Department to the owner(s) of the lot to be locked in.
(c) If the owner(s) of the lot to be locked in accepts an offer to purchase, written confirmation of this is to be submitted to the Planning Department.
(d) If the owner(s) of the lot to be locked in refuses the offers to purchase, written confirmation of this being supplied by the applicant, but does not object to the proposed development creating their locked in lot, the application may proceed.
(e) If the owner(s) of the lot to be locked in refuses the offer to purchase, written confirmation of this being supplied by the applicant, and objects to the proposed development creating their locked in lot, Planning Department staff are then to meet with the owner(s) and the applicant of the proposed development to seek resolution.
(f) If resolution is not obtained, the Director of Planning is to draw the matter to the attention of Council in presenting the proposed development for approval of the form of development.

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 which 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. New development will be higher in order to deal with the impact of the ALRT guideway and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

Objective:

New development should screen the ALRT from the surrounding neighbourhood 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.
(c) Scaling development down to the existing neighbourhood height as the distance from the ALRT increases.
(d) Reducing the height of new multi-lot development when next to a single-family house.

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 on the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the ALRT 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 impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

In the case of a multiple dwelling containing four or more units, this can be achieved by:

(a) Providing a 6.1 metre (20 foot) setback along Clive Avenue (Figure 6).
(b) Providing a minimum 1.53 metre (5 foot) or maximum 4.6 metre (15 foot) setback along Vanness Avenue. This can be done when the walls facing the ALRT guideway have been designed to reduce noise and ensure privacy. This permits more flexible site planning, provides more usable open space and orients more units away from the ALRT.

(c) Providing a minimum 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 point on the side property line provided however that the Director of Planning may, after consultation with the adjacent property owner, relax this setback or require no 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.

In the case of a multiple dwelling on a locked-in lot, the preceding guidelines shall apply except that side yards need only be a minimum 10% of site width to a maximum of 1.53 metres (5 feet).

Figure 6. Suggested Setbacks for the Vanness Avenue and Rupert Street 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. They 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 a 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 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 as many dwelling units as possible.
(b) Creating visual interest by the 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 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 a combination 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 the nearby homes, Vanness Avenue or 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 large communal spaces or 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 be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than it 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 and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of the 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 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 trees which help create a cohesive image 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 landscaping 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 development and soften the impact of continuous building walls.
(d) Layering landscaping 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 7. Suggested Street Edge Landscape Treatment**

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**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.

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<thead>
<tr>
<th>Pervious</th>
<th>Impervious</th>
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<tr>
<td>- Grass</td>
<td>- Buildings</td>
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<tr>
<td>- Gardens</td>
<td>- Concrete</td>
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<tr>
<td>- Decorative Stone Driveways and Walkways (Gravel size or smaller)</td>
<td>- Black Top</td>
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<tr>
<td>- Turfstone Pavers for Driveways (use % of pervious area in pavers)</td>
<td>- Asphalt</td>
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<tr>
<td>- Overhangs such as Bay Windows with pervious ground beneath</td>
<td>- Wood</td>
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<td></td>
<td>- Wooden Decks with spaces between the slats to pervious ground beneath</td>
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<td></td>
<td>- Swimming Pools</td>
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<td></td>
<td>- Concrete/Brick Pavers</td>
</tr>
<tr>
<td></td>
<td>- Gravel Driveways</td>
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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.
JOYCE STATION AREA CD-1 GUIDELINES
(3450 WELLINGTON AVENUE SITE)
BY-LAW NO. 6325

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 Wellington 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 6: The Future of the Vanness Industrial District and Chapter 9: Implementation and Joyce Urban Design Principles in the Joyce Station Area 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 Wellington Avenue site is to provide a range of multiple housing types that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway, Joyce Station and bus loop and nearby single-family homes.
2 General Design Considerations

2.1 Site Context
This large site is located in a stable residential area with single-family homes located to the north and west. The Joyce Street commercial area borders the site on the east. The site fronts on Wellington Avenue and is bordered by the elevated ALRT guideway, Joyce Station and bus loop on its south side.

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) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
(c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT impacts.
(d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The elevated ALRT guideway, Joyce Station and bus loop create privacy and noise problems which limit the orientation of new development on the south portion of the site. The neighbourhood subdivision pattern results in existing homes being oriented north or south. New development provides the opportunity to help limit ALRT impacts on the neighbourhood, provide a neighbourly orientation to nearby single-family homes and reinforce the existing development pattern.

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

This can be achieved by:

(a) Orienting new low rise development away from the ALRT and towards existing streets, views, and any new major internal open spaces.
(b) Orienting building frontages to establish a frontage character for Wellington Avenue.
2.4 View
Views are a major amenity in residential development. Good views of the north shore mountains are possible from the site. New development which takes advantage of this view opportunity must also respect views from nearby homes.

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

This can be achieved by:
(a) Limiting building height when it will block views from nearby homes.
(b) 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. New development must achieve solutions to this conflict to ensure residential liveability. Below grade 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 ALRT.
2.8 Noise

Low noise levels are a major element in residential liveability. The southern portion of this site is impacted by ALRT and bus noise. New development must be noise tolerant itself and should contribute in reducing noise impacts on the surrounding neighbourhood.

Objective:

New development should minimize ALRT and bus noise in dwelling units and assist in reducing ALRT and bus noise impacts on nearby single-family homes.

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.

Figure 3. Example of New Development Responding to Noise Impacts
2.9 **Privacy**

The ALRT creates privacy problems due to overlooking from trains, buses and the station platform into the site and the surrounding neighbourhood. 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 loss of privacy on adjacent sites.

**Objective:**

New development should respect and improve existing levels of privacy.

This can be achieved by:

(a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.

(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.

2.13 **Parking**

Underground parking should be located below grade limiting any exposed structure. Any exposed

![Diagram of ALRT and New Development](image)
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 disrupting this established pattern.

Objective:
New development should provide a frontage character which 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 new development into a number of smaller buildings except when adjacent to the ALRT.
(b) Visually breaking facades into smaller individual components.
(c) Articulating building facades to express individual units.

**Figure 5. 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. New development will be higher in order to deal with ALRT and bus impacts and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

**Objective:**

New development should screen the ALRT from the surrounding neighbourhood and should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

(a) Locating the highest low-rise buildings adjacent to the ALRT guideway.
(b) Locating any high-rise towers near the ALRT station and away from existing single-family homes.
(c) Providing variations in height to create visual interest.
(d) Scaling development down to the existing neighbourhood height as the distance from the ALRT increases.

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 on the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the ALRT 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 impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

(a) Providing a 7.3 metre (24 foot) setback along Wellington Avenue.
(b) Providing a 7.6 metre (25 foot) setback from the east and west lanes.
(c) Providing no setback between the building and ALRT when the exposed wall has been designed to deal with noise and privacy impacts. This permits more flexible site planning, provides more useable open spaces and encourages more units oriented away from the ALRT.
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. They 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 including clustering and screening any mechanical equipment and venting.
(d) Stepping the upper storeys of any high-rise tower to avoid an extruded look and integrating the mechanical room and elevator tower into the roof treatment to create a cohesive image.

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 a 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 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 the 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, usability, integration with the overall design, and ALRT and bus impacts.

Objective:
New residential development should provide balconies which are usable, 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, adjacent balconies and for private areas of nearby single-family homes.
(c) Suitably screening any balconies affected by ALRT or 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 a combination 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 the nearby homes or 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 on this large site will likely provide open space in the form of large communal spaces as well as 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 it 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 ALRT and bus impacts to reduce noise and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of the 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 privacy.
(f) Organizing open space to provide public pedestrian access through the site to link the neighbourhood to the Joyce Station and commercial area.

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 trees which help create a cohesive image 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 landscaping 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 to visually screen new development and soften the impact of continuous building walls (Figure 7).
(d) Layering landscaping materials to achieve an appropriate interface along the street (Figure 8).
(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

**Figure 7. Suggested Landscaping Adjacent to the ALRT**

![Diagram of suggested landscaping adjacent to the ALRT]

**Figure 8. Suggested Street Edge Landscape Treatment**

![Diagram of 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.
JOYCE STATION AREA CD-1 GUIDELINES
(MCHARDY AND VANNESS AVENUE NORTH SITE) (BY-LAW NO. 6363)

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.
Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential development on the McHardy Street and Vanness Avenue North 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 4: New Residential Development Opportunities and Chapter 9: Implementation and Joyce Urban Design Principles in the Joyce Station Area 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 McHardy/Vanness Avenue North site is to provide housing that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway and nearby single-family homes. It should be scaled to fit into the area and designed to minimize its overlook into the rear yards of adjacent homes.

Ideally this site should be developed in conjunction with the adjacent Vancouver Distribution site. This option, incorporating the closure of the McHardy Street end and the lane separating the site from the Vancouver Distribution Centre site, would allow development of a continuous sound attenuation wall next to the guideway between McHardy Street and Vanness Avenue North. The development of the McHardy/Vanness Avenue North site should allow for the potential development of this continuous building wall.
The site may also be developed independently, with access from the north via McHardy Street which would be terminated in a suitable culs-de-sac, or from the south via an extension of McHady Street under the ALRT guideway and terminated in a suitable culs-de-sac.

**Figure 1. Joyce Station Area - McHardy Street and Vanness Avenue North Site.**

---

2 General Design Considerations

2.1 Site Context

The site is located in a stable residential area and is surrounded by single-family homes to the north, multiple family development to the west, and an industrial distribution centre to the east. It is bordered by the elevated ALRT guideway and B.C. Parkway on its south side. The Joyce Station and bus loop are located to the southeast, without the intervention of a street. Other CD-1 zoned residential sites are located to the south across the rail/ALRT right-of-way and Vanness Street, and to the east on the industrial, Vancouver Distribution Centre site.

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) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
(c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic impacts.
(d) Helping establish a stronger neighbourhood character and image.
2.3 Orientation
The elevated ALRT guideway creates privacy and noise problems which limit the orientation of new development. To a lesser extent, noise and activity from the ALRT station, bus loop, railway and Vancouver Distribution Centre also constrain orientation. The neighbourhood subdivision pattern results in existing homes being oriented north or south. New development provides the opportunity to help limit ALRT impacts on the neighbourhood, provide a neighbourly orientation to nearby single-family homes and complement the existing development pattern.

Objective:
New development should be oriented to limit ALRT impacts, be neighbourly to nearby single-family homes and complement the existing development pattern.

This can be achieved by:
(a) Orienting new development closest to the ALRT away from the guideway and other new development away from the existing single-family homes as much as possible.
(b) Orienting entrances and building frontages to establish a courtyard character having principal entry from a suitably designed culs-de-sac developed largely within the McHardy Street right-of-way.

Figure 2. Suggested Orientation for New Development

2.4 View
Views are a major amenity in residential development. Good views of the northshore mountains are possible from the site.

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

This can be achieved by:
(a) Limiting building height above the guideway if it will block views from nearby homes.
(b) 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. New development must achieve solutions to this conflict to ensure residential liveability. Below grade 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 ALRT.
(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 the ALRT, bus loop, railway, and nearby industrial users. New development must be noise tolerant itself and should contribute in reducing noise impacts on the surrounding neighbourhood.

Objective:
New development should minimize ALRT and traffic noise in dwelling units and assist in reducing ALRT noise impacts on nearby single-family homes.

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.

Figure 3. Example of New Development Responding to Noise Impacts
2.9 Privacy
The ALRT creates privacy problems due to overlooking from trains into the site and the surrounding
neighbourhood. 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 loss of privacy on adjacent sites.

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

This can be achieved by:

(a) Using building massing and landscaping to block views from the ALRT into new development
and the surrounding neighbourhood.
(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 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. Access to underground parking should be from a suitably designed culs-de-sac to be developed utilizing part of the McHardy Street right-of-way and additional property as required from the adjacent City-owned lot to the west of this street. Culs-de-sac design should allow for access either from the north or from a future extension of McHardy Street from the south.

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, have limited access and may disrupt this established pattern.

Objective:
New development should provide a frontage character which is compatible with existing single-family development and recognizes the McHardy Street end as its principle entry point. 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 facade to express individual units.
(d) Clustering building masses and articulating building design to emphasize public entry from the street end.

Figure 5. 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. New development will be higher in order to deal with the impact of the ALRT and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

Objective:
New development should screen the ALRT from the surrounding neighbourhood 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.
(c) Scaling development down to the existing neighbourhood height as the distance from the ALRT guideway increases.

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), 1.0 metre (3 foot) side yards and 13.4 to 16.2 metres (44 to 54 feet) rear yards. Front yards provide a continuous strip of semi-public open space on the street edge, while rear yards provide semi-private open space and/or accessory buildings and service area. The issue of providing setbacks from the ALRT guideway and from the existing single-family neighbourhood 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 no setback between the building and the ALRT guideway when the exposed wall has 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 ALRT (Figure 6).
(b) Providing no setback from the future common property line between this site and the adjacent site to the east (Vancouver Distribution Centre). The lane flanking Lot 22 is to be closed and consolidated with Site B. This is to allow the flexibility of achieving a continuous building wall next to the ALRT guideway. However, should a setback be provided on this side of Site B, it must be a minimum of 3.05 metres (10 feet) to provide a minimum 6.1 metres (20 foot) separation between the buildings on each side (Figure 6).
(c) Providing a minimum of 3.05 metres (10 feet) from the Site A boundary with the BCHMC site 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. The Director of Planning, however, may, after consultation with the adjacent property owner, relax this setback or require no setback from the boundary between sites where he is satisfied that such relaxation allows for improved building design and does not adversely affect adjacent development (Figure 6).
(d) Providing a minimum 1.53 metre (5 foot) setback along the lane for both Sites A and B (Figure 6).
(e) Maximizing the setbacks of Sites A and B at the McHardy Street end. This would allow creation of a prominent landscaped open space between the two buildings at the end of McHardy Street. It is important that this space is protected from ALRT impacts, buffers the surrounding community and provides public pedestrian access to the B.C. Parkway and Vanness Avenue (Figure 7).
Figure 6. Yard Configurations.

Figure 7. McHardy Street End Configurations
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. They should strengthen neighborhood identity, be compatible with adjacent housing and avoid a "tacked-in" 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.
(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 a sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT or other noise sources.

**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 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, rail, traffic or industrial 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 the use of porches, staircases, entrance roofs and door detailing.
(c) Locating and designing lobbies to be clearly visible and directly accessible from the street end.

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 other 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, adjacent balconies and for private areas of nearby single-family homes.

(c) Suitably screening any balconies affected by ALRT and other noise 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 a combination 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 ALRT. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from the nearby homes, the B.C. Parkway or 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 large communal spaces or patios and balconies. The adjacent B.C. Parkway is a major recreational amenity. There is an opportunity for new development to provide a link to this amenity.

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 other noise impacts.

This can be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than it being left over areas resulting from the building design (Figure 8).
(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 other noise impacts to reduce noise and ensure privacy.
(e) Linking open space to the B.C. Parkway (Figure 7).
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of the 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 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 trees which help create a cohesive image 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 landscaping 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 development and soften the impact of continuous building walls (Figure 9).
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</td>
<td>- Black Top</td>
</tr>
<tr>
<td>Driveways and Walkways (Gravel size or smaller)</td>
<td>- Asphalt</td>
</tr>
<tr>
<td>- Turfstone Pavers for Driveway (use % of pervious areas in pavers)</td>
<td>- Wood</td>
</tr>
<tr>
<td>- Overhangs such as Bay Windows with pervious ground beneath</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>

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 Applications.
JOYCE STATION AREA CD-1 GUIDELINES
(VANNESS AVENUE NORTH, RAE AVENUE & 5000-5300 BLOCKS BOUNDARY ROAD)
(BY-LAW NO. 6528)

Adopted by City Council July 25, 1989
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NOTE: The guidelines are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply.
Application and Intent
These guidelines should be used in conjunction with CD-1 By-law No. 6528 for multiple residential developments on the Vanness Avenue North and Boundary Road site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects.

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 livability 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 Vanness Avenue North and Boundary Road site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway and nearby single-family and two-family homes. It should be scaled to fit into the area and should create a frontage character for Vanness North and Rae Avenues and Boundary Road.

The Vanness Avenue North and Boundary Road site is one of the larger ALRT Station Area sites. This site's unique location, size and character provide distinct and creative opportunities for achieving the above objective.

Figure 1. Vanness Avenue North and Boundary Road Site
2 General Design Considerations

2.1 Neighbourhood Character
The site is located in a stable residential area with single-family homes presently located to the west. The site is bounded by Boundary Road, Monmouth Ave., the lane to the east of Hoy Street and Vanness Avenue North. It is also bordered on the south by the elevated ALRT guideway. Other CD-1 zoned residential sites are located to the west along Vanness Avenue North and to the south along Boundary Road.

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) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
(c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic noise.
(d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation
The elevated ALRT and the traffic along Boundary Road create privacy and noise problems which limit the orientation of new developments. The neighbourhood subdivision pattern results in most existing homes, except those fronting onto Boundary Road, being oriented to the northwest or the southeast. The site is oriented east-west along Boundary Road. New development provides the opportunity to help limit ALRT and Boundary Road impacts on the neighbourhood, provide a neighbourly orientation to nearby single family and two-family homes, and reinforce the existing development pattern.

Objective:
New development should be oriented to limit ALRT and Boundary Road impacts, and reinforce the existing development pattern.

This can be achieved by:
(a) Encouraging new development fronting on Boundary Road to have its main orientation toward internal open spaces and courtyards, and away from impact sources, while ensuring that the Boundary Road frontage maintain a neighbourly character.
(b) Limiting orientation toward Vanness Avenue North and the ALRT guideway while ensuring that a frontage character is provided.
(c) Encouraging new development on Boundary Road corner sites to orient units toward the less impacted flanking streets.
2.4 Views
Views are a major amenity in residential development. Good views of the North Shore mountains are possible from some sites. New development which takes advantage of this view opportunity should be designed to mitigate ALRT and traffic impacts. The new development must also respect views from nearby properties.

Objective:
New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby properties, or compromising the liveability of new dwelling units. Where distant views are not possible, new development should create attractive near views for its units.

2.6 Light and Ventilation
Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate traffic impacts could conflict with providing light and ventilation along building walls facing Boundary Road and the ALRT guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade 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 above grade. Units that, due to topography, face but are lower than the street grade should have a sufficient flat area outside their unit to maintain liveability. The surrounding sloped area should be terraced to increase the view depth and to allow more light. A flat apron area should be provided around any entrance or patio areas.
(c) Minimizing the impact of building massing on present light levels enjoyed by adjacent multiple dwelling developments.

2.8 Noise
Low noise levels are a major element in residential livability. This site is impacted by noise from the ALRT guideway and Boundary Road. New development must be noise tolerant.

Objective:
New development should minimize ALRT and traffic noise in new dwelling units and assist in reducing ALRT noise impacts on nearby single-family homes.

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.

**Figure 3. Example of New Development Responding to Noise Impacts**

2.9 Privacy
The ALRT guideway creates privacy problems due to overlooking from trains into the site and the surrounding neighbourhood. As well, the traffic on Boundary Road impacts on privacy. 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 loss of privacy on adjacent sites.

Objective:
New development should respect and improve existing levels of privacy along Vanness Avenue North. Within site 'A' along Vanness Avenue North (as referred to in Map 1 of the CD-1 By-law), the objective of protecting privacy for existing development should not compromise the development of a continuous building format and consistent height.

This can be achieved by:

(a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.
(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.
3 Uses

3.1 Multiple Dwelling: Locked In Lots
A locked-in lot includes:

(a) A lot(s) left at the end of the block and beside a proposed multiple dwelling; or
(b) A lot(s) between an existing and proposed multiple dwelling; and where the site area of the lot would be less than the minimum site area required for multiple dwelling development.

In order to reduce the problem of locked in lots, no development permit would be granted to any development which would leave a lot(s) at the end of the block or between two multiple dwelling developments less than the specified minimum building site area, except as provided for in Section 3.2.

3.2 Evidence of Reasonable Offer
A development permit might also be issued if evidence could be shown that a reasonable offer to purchase had been made to, and refused by, any property owner(s), who might later be left with a locked-in parcel. Before granting approval for a proposed multiple dwelling which would create a locked in lot, the following process is to be followed in trying to avoid the creation of a locked in lot:

(a) The owner(s) of the lot to be locked in is advised, via letter from the Planning Department, of the proposed development on the adjacent property and the effect it would have on future development of their lot, which would be below the minimum site area required for a multiple dwelling.
(b) The applicant of the proposed multiple dwelling is requested to submit written confirmation of offers to purchase the lot to be locked in. These offers are then sent by the Planning Department to the owner(s) of the lot to be locked in.
(c) If the owner(s) of the lot to be locked in accepts an offer to purchase, written confirmation of this is to be submitted to the Planning Department.
(d) If the owner(s) of the lot to be locked in refuses the offer to purchase, written confirmation of this being supplied by the applicant, but does not object to the proposed development creating their locked in lot, the application may proceed.
(e) If the owner(s) of the lot to be locked in refuses the offer to purchase, written confirmation of this being supplied by the applicant, and objects to the proposed development creating their locked in lot, Planning Department staff are then to meet with the owner(s) and the applicant of the proposed development to seek resolution.
(f) If the owner(s) of any secondary lots also to be locked in by the actions of the first locked in owner(s), object to the proposed development, Planning Department staff are to meet with all of the owners involved and the applicant of the proposed development to seek resolution.
(g) If resolution is not obtained, the Director of Planning is to draw the matter to the attention of Council in presenting the proposed development for approval of the form of development.
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 which 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 5. Example of Building Frontage Along Vanness Avenue North

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 along Vanness Avenue North will need to be higher in order to deal with the impact of the ALRT guideway and to achieve the site's maximum density.

Objective:
New development should screen the ALRT from the surrounding neighbourhood. Without unduly compromising the foregoing, it should also 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.
(c) Scaling development down to the existing neighbourhood height as the distance from the ALRT increases.
(d) Reducing the height of new multi-lot development when next to a single-family house.
(e) Providing a 2 1/2 storey neighbourhood street scale for development fronting Rae Avenue.
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 to open space on the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the ALRT 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 impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

In the case of a multiple dwelling containing four or more units, this can be achieved by:

(a) Providing a 8.0 metre (26 foot) setback along Boundary Road.
(b) Providing a minimum 1.5 metre (5 foot) or maximum 4.6 metre (15 foot) setback along Vanness Avenue. This can be done when the walls facing the ALRT guideway have been designed to reduce noise and ensure privacy. This permits more flexible site planning, provides more useable open space and orients more units away from the ALRT.
(c) Providing a 6.1 metre (20 foot) front yard setback along Rae and Wellington Avenues.
(d) Providing a 7.7 metre (25 foot) setback from the lane, provided however that the Director of Planning may relax this setback or require no setback where he is satisfied that such relaxation allows for improved building design and does not adversely affect an adjacent single-family home.
(e) Providing a minimum 2.1 metre (7 foot) setback from all other site boundaries but increased so that the outer walls are containing within a 135 degree angle extended horizontally and measured inwardly from any and all point on the side property line provided, however, that a lesser or no setback may be permitted where it allows for improved building design and does not adversely affect an adjacent single-family home.

4.9 Parking
Underground parking should be located far enough below grade to limit any exposed structure, except along Vanness Avenue North. Any exposed structure and surface parking areas should be well screened and suitable treated.

Parking along Vanness Avenue North will be provided by individual at-grade garages. These will be very prominent and should be detailed to create an attractive streetscape that is more than a procession of doors.
4.12 Dedication of Land for Street and Lane Development

(a) Those lands shown on Map 1 may be closed at the time of redevelopment and may be available to adjoining owners for purchase from the city.

(b) Those lands shown on Map 2 should be dedicated to the city for street purposes as a condition of redevelopment.
5 Architectural Components

5.1 Roofs
Roofs can assist in giving an area character and identify 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. They 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) Fully integrating or 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 a 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.

(c) Those parcels shown on Map 3 should be available to the owner of the adjacent parcel illustrated by an * (asterisk).
This can be achieved by:
(a) Emphasizing residential character 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 as many dwelling units a possible.
(b) Creating visual interest by the 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 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 from 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 a combination 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 the nearby homes, Van Ness Avenue North or 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.
(d) Finishing any fences or walls in materials compatible with the main building to ensure a cohesive image.

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 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 be achieved by:

(a) Defining open space by the careful siting and massing of buildings rather than it 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 and ensure privacy.
(e) Setting back any privacy fencing from the property line to ensure the visual continuity of the 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 privacy.
(f) Providing courtyards with southern orientation between multiple dwelling developments.

Figure 6. Suggested Open Space

8 Landscaping
Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating traffic and ALRT impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous trees which help create a cohesive image for the street. Different open spaces are intended to be used
differently, and surface treatment should respond accordingly. Both hard and soft surfaces, including pavers, cobblestones, tile and lawn areas should be provided as needed.

**Objective:**
New landscaping should complement and enhance the predominate landscaping character of the neighbourhood.

This can be achieved by:

(a) Layering landscaping materials to achieve an appropriate interface along Boundary Road. (Figure 7).
(b) Providing a pedestrian parkway along Boundary Road with wide sidewalks (1.8 m), and a grassed and treed buffer. As well, "resting alcoves" - an area with wider walkways supported by low concave walls and sloping landscaped mounds - should be encouraged on private lands as a part of the landscaping requirements. (Figure 7).

(c) Ensuring that new landscaping is compatible with the existing neighbourhood character.
(d) Providing landscaped balconies, patios and roof decks.
(e) Using landscape treatments adjacent to the ALRT guideway to visually screen new development and soften the impact of continuous building walls.
(f) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

---

*Figure 7. Landscaping Along Boundary Road*
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.

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<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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<td></td>
<td>Black Top</td>
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<td>Asphalt</td>
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<td>Wood</td>
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<td>Decorative stone driveways and</td>
<td>Additional Items Generally</td>
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<td>walkways (Gravel size or smaller)</td>
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<td>Turfstone pavers for driveways</td>
<td>Swimming pools</td>
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<td>(use % of pervious brick pavers</td>
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<td>with sand between area in the</td>
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<td>pavers)</td>
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<tr>
<td>Overhangs such as bay windows</td>
<td>Gravel driveways</td>
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<td>with pervious ground beneath</td>
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Submission Requirements
Applicants should refer to the information required for significant development permit applications contained in the Check list in Brochure #3 How To... Development Permits for Major Applications.
JOYCE/VANNESS CD-1 GUIDELINES
(BY-LAW NO. 7204) (CD-1 NO. 314)

Adopted by City Council November 2, 1993
Amended June 5, 2001
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1 Application and Intent
These guidelines should be used in conjunction with the Joyce/Vanness CD-1 By-law to guide development of the site (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed developments.

The guidelines will ensure that the design of individual developments is compatible with the overall design concept for the Joyce/Vanness site and development in adjacent lands.

The site consists of 11.0 hectares of land area. It is bounded to the north by Vanness Avenue, to the south by Euclid and Foster Avenues, to the west by Joyce Street and to the east by Ormidale Street.

Figure 1. Joyce/Vanness Area Boundary

2 Urban Design
2.1 Urban Design Principles
The urban design principles guiding the pattern of development are:

(a) reducing the potential shadow and overlook impacts associated with the development through careful configuration, sizing and placement of the high-rise towers;
(b) locating and configuring the community amenities and facilities where they are accessible to

Figure 2. High-Rise Tower Placement
both the new and the existing development;

Figure 3. Accessible Community Amenities and Facilities

(c) providing a network of streets including a major character street, vehicle circulation streets and
neighbourhood residential streets;

Figure 4. Street Network

(d) extending the existing skewed street grids onto the site as both streets and pedestrian walkways,
and using the grids as major site organizational elements;
(e) providing a hierarchy of open spaces and evenly distributing them throughout the site. Directly relating the open spaces to the major community facilities and the new residential units, maximizing sun access and minimizing impacts on the adjacent existing development;

(f) providing a range of building types including a mix of grade related townhouses and garden apartments (4 storeys), mid-rise buildings (6 storeys) and high-rise towers (17 to 26 storeys). Maximizing the number of units located at and near grade and the number of units with at grade access. Minimizing shadow and overlook impacts through the development of well proportioned high-rise towers;
(g) mitigating the negative impacts of the ALRT guideway on the site through limiting both the number of units oriented to the guideway, and the proximity of the units to the guideway. In addition, allowing views into the site from the guideway and locating active recreation facilities adjacent to the guideway; and

(h) developing a phasing plan that:
(i) ensures the image and character of the development is established in Phase 1 and reinforced with each subsequent phase;
(ii) ensures each phase in the development provides the facilities and amenities required to support the residential use in that phase;
(iii) mitigates negative impacts of the existing industrial uses on the developing residential neighbourhood; and
(iv) utilizes the phasing requirements to create distinctive sub-areas within the development.
2.2 Urban Design Concept
The urban design concept includes:

(a) High-Rise Towers

(i) The high-rise towers should be located to create a strong pattern of development which responds to the characteristics of the site, as described below:
   • the high-rise towers should be located adjacent or to the north of the central character street to reduce their impact on the existing residential neighbourhood to the south; and
   • the three high-rise towers in the mid portion of the site should be arranged around the north park to visually unite the park and the high-rise towers.

(ii) The high-rise towers should reflect their unique context, as described below:
   • the design of each high-rise tower should respond to the near and far views;
   • acoustic treatments should be incorporated into the design of the high-rise towers impacted by noise from the ALRT guideway and the streets; and
   • the design of the high-rise towers should respond to the proximity of the parks.

(iii) The two signature towers in Sub-areas 8 and 10 should be articulated to emphasize their slenderness and reduce the apparent size of the floor plates. The top seven storeys should have reduced area no greater than 625 m². The architectural design of the two signature towers should strongly relate to each other, while allowing for individual identity through detailing difference.

(b) Low and Mid-Rise Buildings
(i) The location of the mid-rise buildings should reinforce the street and open space pattern, as described below:

- the mid-rise buildings should line the central character street to define the urban scale and pedestrian qualities of the street; and
- the locational pattern of 6 storey buildings should define the edges of the north park, and the entrance from Joyce Street.

(ii) The detailed design of the low and mid-rise buildings should reflect their unique context, as described below:

- the height of the mid-rise buildings adjacent to the existing residential area, to the south of the development, should be limited to 4 storeys to ensure compatibility of scale between the new and the existing buildings. In addition, in these areas the form and architectural details should reflect the characteristics of the adjacent residential development; and
- the design of the mid-rise buildings should reflect their proximity to parks, open spaces, the central character street, and other adjacent streets.

(iii) The detailed design of the low and mid-rise buildings should provide variety in form by articulating long masses and by marking important locations on the site (the north entrance to Crowley, the east end of the central axis) with higher building elements such as towers, decorative roof treatments, roof terraces or similar devices.
Landscape and Streetscape

The landscape and streetscape elements should be located and configured to reflect the diverse and distinctive aspects of the site, as described below:

- the design of the streetscape adjacent to the central character street should contribute to the pedestrian quality of the street;
- the design of the streetscape adjacent to Vanness Avenue should help mitigate the impacts from the ALRT guideway and the street;
- the design of the streetscape adjacent to single-family areas, to the south of the development, should reflect the character of those areas;
- the design of the walkways should provide public access, safety and security; and
- the design of the landscape of the private open spaces should ensure privacy and security.

3 Overall Guidelines

3.1 Siting

The location of streets, open spaces, development parcels and buildings should generally be as described in the illustrative site plan included in Appendix A.

Building setbacks should respond to the unique characteristics of the site and include:

(a) Joyce Street - no setback;
(b) Vanness Avenue - 3.5 m setback (from the new property line);
(c) Euclid, Foster and Ormidale Avenues - 7.0 m setback;
(d) Central Character Street - 3.5 m setback;
(e) all other internal streets - 5.0 m setback; and
(f) the on-site lane - 2.0 m setback

3.2 Building Orientation

All buildings should be oriented to the adjacent street grid. Variations may be considered if they result in an improved relationship of building to street and open space, and improved urban design.

3.3 Views

Buildings should be located to preserve public street-end views and private views. The site plan included in Appendix A represents an acceptable response to the views. Variations from this site plan may be considered if they result in improved urban design and do not impact existing views.
3.4 Massing

3.4.1 Height
Residential buildings range in height from 4 to 26 storeys. The primary criteria used to establish the heights include: response to the adjacent built form; impact of shadows on adjacent property; and the provision of sunlight to ground level. Variations may be considered if they result in improvements in terms of the above criteria.

3.4.2 Low-Rise and Mid-Rise Buildings
Low-rise buildings do not exceed 4 storeys in height. Mid-rise buildings range in height from 4 to 6 storeys. These buildings should:

(a) provide periodic openings through and articulation of the building to break down the scale, define the street and provide public views into private open spaces;
(b) respond to their location through appropriate variations in height, form, setback and architectural expression;
(c) create pedestrian scale and character through changes in materials, fenestration and cornice lines; and
(d) create residential character through provision of grade level entrances to both buildings and units, bay windows, and special paving and landscaping.

3.4.3 High-Rise Towers
High-rise towers range in height from 17 to 26 storeys. These buildings should:

(a) integrate the architectural design of the high-rise towers with the adjoining low or mid-rise buildings;
(b) except for the tower in Sub-Area 8 and the west tower in Sub-Area 10, provide floorplates no larger than 625 m² average above the sixth floor, with a maximum floorplate of 650 m² above the sixth floor. Floorplate areas include all interior circulation space, storage space and mechanical space, and exclude balconies; and
(c) for the tower in Sub-Area 8 and the west tower in Sub-Area 10, provide floorplates no larger than 675 m² average with 700 m² maximum above the fourth floor and 625 m² maximum for the top seven floors.

3.5 Architectural Expression, Materials and Colour

3.5.1 Materials and Colours
An integrated, consistent palette of materials and colours should be used for each development. High-rise tower and mid-rise building materials may vary, however compatibility and transition between materials should be achieved. The range of appropriate materials includes brick, concrete, stucco, glass and metal framework. In addition, the use of some areas of wood or vinyl siding may be considered on the low and mid-rise buildings. The use of high-quality, durable materials, such as masonry, on portions of the street facades of the low and mid-rise buildings is strongly encouraged.

3.5.2 Roofs
Roofs of mid-rise buildings should incorporate gardens and decks to provide open space. The roofing material and colour should provide visual interest.

Roofs of the high-rise towers should be designed as integral parts of the building and incorporate any mechanical equipment.

3.5.3 Building Sidewalls
Building sidewalks should be designed to be attractive and interesting, when viewed from adjacent buildings, streets and sidewalks, through the use of materials, colours, textures, articulation and plant material. Large expanses of blank sidewalk should be avoided.

3.5.4 Balconies
Balconies should be designed as integral parts of the buildings. Balconies may be enclosed for acoustic purposes, subject to conformance with the City’s “Balcony Enclosure Guidelines”.

3.5.5 Awnings, Canopies and Entries
Entries to residential, commercial uses and community facilities should be weather protected. This protection should be utilized to create building identity and address.

Commercial uses and community facilities located adjacent to a street should incorporate continuous weather protection in the form of awnings and canopies.

3.5.6 Lighting
A variety of lighting types should be utilized including high-level street lighting, mid-level pedestrian lighting and low-level lighting in localized areas such as plazas, parks, stairways, paths and seating areas.

Glare from lighting near residential units should be minimized.

3.6 Residential Livability

3.6.1 Family Housing
Dwelling units designed for families with children should comply with the City’s “High-Density Housing for Families with Children Guidelines”.

3.6.2 Private Open Space
The design of each development should:

(a) provide direct access to a private outdoor space or an enclosed balcony from each unit. Balconies should have a minimum depth of 2.0 m and a minimum area of 4.0 m²;
(b) provide direct sunlight on all outdoor spaces;
(c) incorporate large calliper trees and extensive planted areas onto the roofs of concrete mid-rise buildings and parking structures; and
(d) incorporate extensive planted areas onto the roofs of wood frame buildings.

3.6.3 Access and Address
The main entrance of all residential buildings should front the street, and the number of primary entrances to units from street and grade level should be maximized.

The length of corridor in any building should not exceed 23.0 m in any one direction, with any intersecting corridor limited to a maximum of 16.0 m. More entries and vertical circulation will help limit long corridors. Corridors should have natural light and ventilation.

Individual unit entries from the street should be designed and detailed as true main entries, to contribute to a stronger sense of neighbourhood and pedestrian interest.

3.6.4 Amenities
On-site amenities, suitable for the anticipated population, should be provided within each development.

3.6.5 Safety and Security
The residential buildings should be designed to overlook the streets, parks, walkways and private open spaces; landscaping and lighting should be designed to enhance security.

3.6.6 Daylight
Habitable rooms should have access to daylight and where possible, direct sunlight.
3.7 **Landscape, Parks and Open Spaces**

3.7.1 **Landscape**
The landscape should contribute to the creation of a livable, healthy and environmentally responsive community, through:

(a) the extensive use of plant material including large caliper trees, and seasonal, coniferous, and successional planting; and
(b) the use of permeable paving materials and natural drainage.

3.7.2 **Parks and Open Spaces**
The parks and open spaces should:

(a) provide for the active and passive recreation needs of residents and visitors;
(b) ensure safety and security through the provision of visual supervision from surrounding areas and the use of appropriate materials and equipment;
(c) incorporate diversity through the use of distinctive landscape materials and design;
(d) incorporate the parks and open spaces into the surrounding walkway and cycling systems; and
(e) distinguish between public and private open spaces through the use of defined access points, circulation systems, grade changes and plant materials.

3.7.3 **Streets, Sidewalks and Walkways**
Streets, sidewalks and walkways should be designed to the satisfaction of the City Engineer. The landscape should be used as a unifying element, linking areas of the neighbourhood with the adjacent streetscape. Development on private parcels should coordinate both functionally and aesthetically with the approved street designs.

3.7.4 **Crowley Street**
Crowley Street is the main character street in the neighbourhood, and its easterly termination should be marked in a suitable manner. While the Telus Building provides a visual anchor to the end of the street, the point at which Crowley turns north should be handled in a unique way that contributes to a strong sense of place. Special landscaping treatments or public amenities such as fountains, public art or a small performance space could be considered. The impact on adjacent residential uses must also be considered.

3.8 **Disabled Access**
Ensure disabled access to all portions of the development through the provision of accessible public parks and open spaces, public and private walkways, private open spaces (at grade and rooftop), entrances to buildings, and residential units, balconies and patios.

3.9 **Parking and Loading Areas**
Vehicle and service access should be minimized, and should be combined for adjacent developments where feasible. Parking entrances should be integrated into the buildings or landscape, and exposed walls and soffits should be architecturally treated. Good visibility should be provided at access points. Parking garages should be designed in accordance with the City’s “Parking Garage Security Guidelines”.

3.10 **Garbage and Recycling**
Underground recycling and garbage containers should be provided for each development.

3.11 **Mitigation Measures**

3.11.1 **ALRT and Street Noise**
The impact of the ALRT and street noise should be mitigated through the use of noise buffers such as glazed balconies, walls, fences and berms.

3.11.2 **Phasing**
The development will occur in phases. The boundaries and sequence of each phase are indicated in Figure 13. Changes to either the boundaries or the sequences of the phases will require review of planning and urban design issues.

Figure 13. Phasing

Mitigation measures to minimize the impact of the existing industrial uses on the new development should be utilized. These measures should include continuous security fencing, screens and landscaping.

4 Safety And Security
Notwithstanding the previous sections, the principles of Crime Prevention Through Environmental Design (CPTED) should be followed for all aspects of design and planning.

5 Precinct Guidelines
The guidelines and design concept for each precinct are illustrated in the following annotated plans. The precinct boundaries coincide with the phasing boundaries.
5.1 Precinct 1
5.2 Precinct 2

- Pedestrian walkway
- 3.5 m setback
- Defined entry to semi-private courtyard
- Child play area
- 5.0 m setback
- Buildings around the park should have similar character and scale
- Continuous mid-rise buildings along central character street
- 3.5 m setback

Number of storeys

Visual and acoustic buffer along Vanness
Defined entry to semi-private courtyard
Child play area
5.0 m setback
Sloping grade - create variety of entry conditions
Temporary landscape/mitigation measures
Security fencing
Buildings around the park should have similar character and scale
Appendix B

Joyce/Vanness Redevelopment

Background
In December 1991, VLC Properties Ltd. applied to rezone the 27-acre Joyce/Vanness industrial area for construction of a large housing development.

City staff, VLC and many members of the community spent several months developing policy directions for the site.

In July 1992, Council set directions for the amount and type of development, park space, and community facilities and services to be included in the project.

On December 21, 1992, VLC Properties Ltd. submitted a revised rezoning application to respond to Council direction.

After further community consultation, in May 1993, Council referred the rezoning application to Public Hearing where citizens had an opportunity to express their opinions on the proposal. At this Public Hearing on June 24, 1993, Council approved the rezoning. The enactment of the new zoning took place on November 2, 1993.

Proposed Development
The proposed development, which will be phased over 10 to 12 years, includes a maximum of 2,800 housing units which will accommodate approximately 4,500 people. Of the residential units, 20% will be rental and 20% will be suitable for families with children. In addition to housing, approximately 13,000 sq. ft. of commercial space is proposed. The buildings will range in height from 4 to 26 floors.

The proposal also includes:
• a building for the Collingwood Neighbourhood House (10,000 sq. ft.);
• a gymnasium (8,000 sq. ft.);
• a site for an elementary school (25,000 sq. ft.);
• one childcare facility (7,000 sq. ft.); and
• 7.4 acres of park space.

The community facilities are to be located at the comer of Joyce and Euclid. The design of the facilities should allow for the possibility of including up to 15,000 sq. ft. of additional community services on this site in the future.

The park space will be divided into three parks. The first park will be near the proposed community facilities at the southwest comer of the site; the second park will be the centre of the site facing Vanness; the third park will be at the east end of the site (see map - Appendix A).

Further Information
For information on the planning process, please contact the Planning Department at 873-7344.

For information on the construction or housing units, please contact Concert Properties Ltd., at 688-9460.