



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

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**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.

1 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.

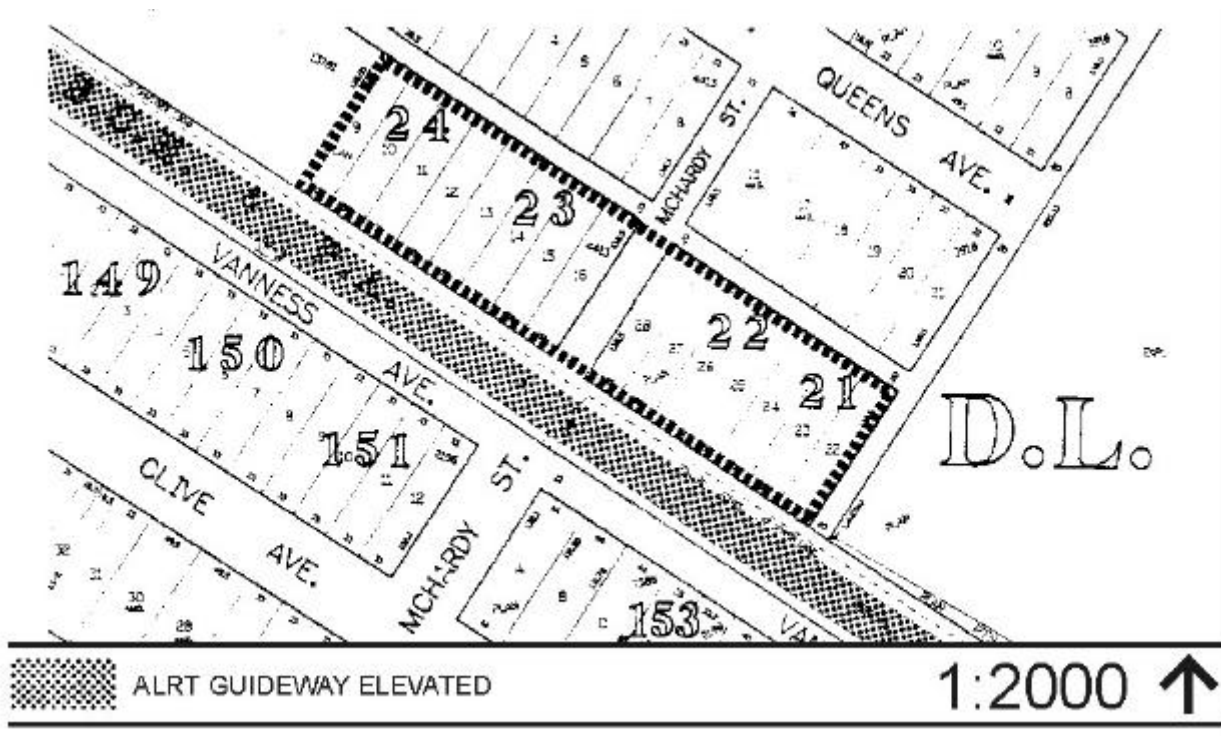
It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

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 McHardy 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.

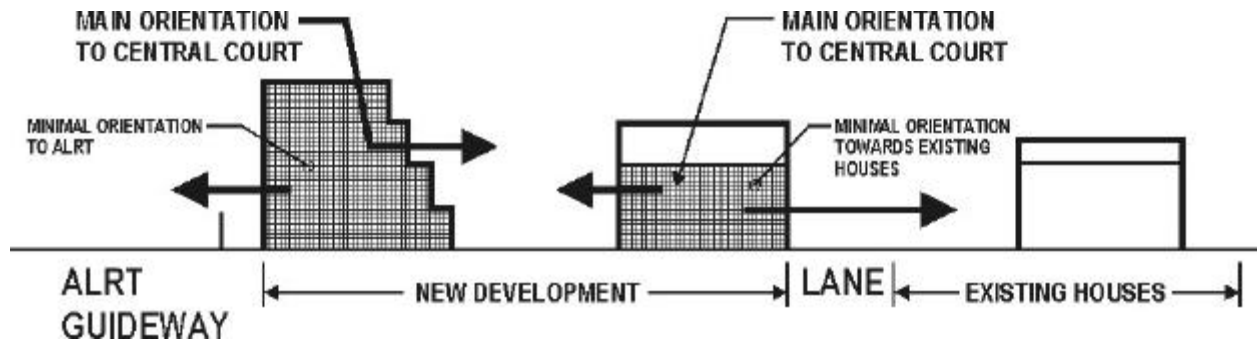
Objective:

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.

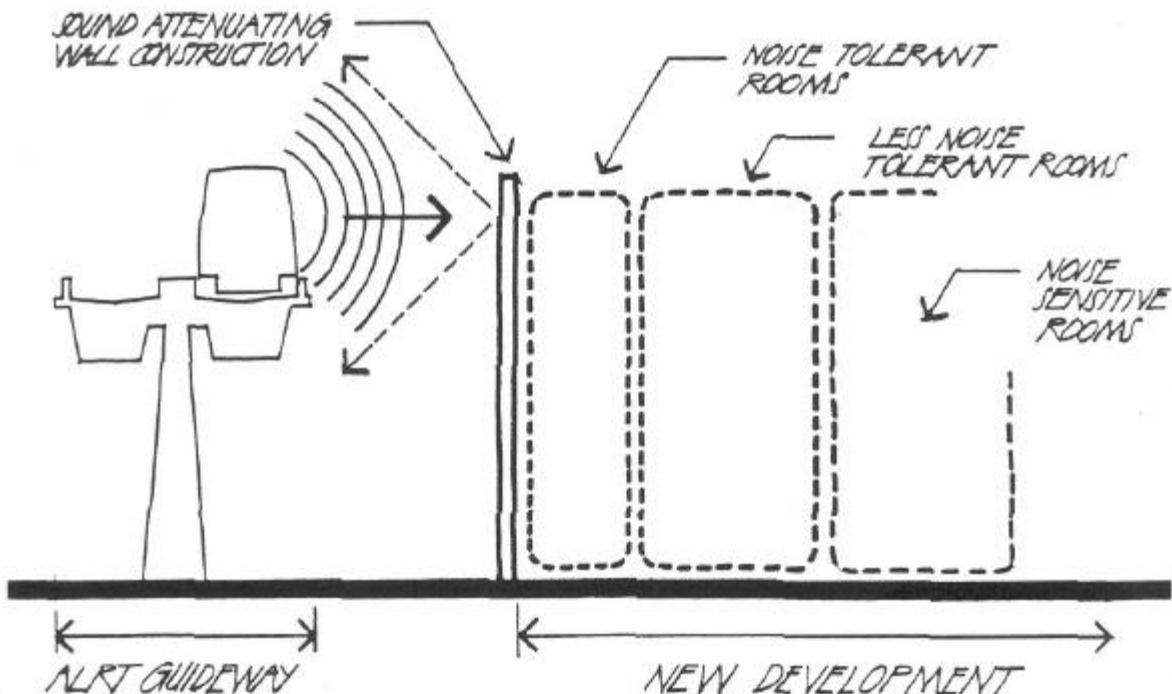
Objective:

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.

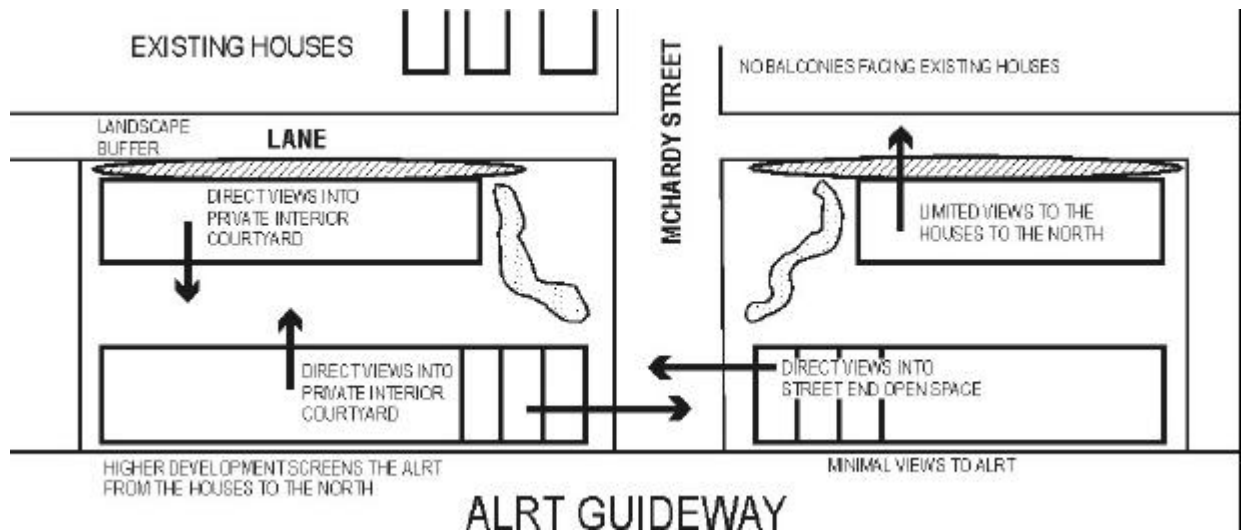
Objective:

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.

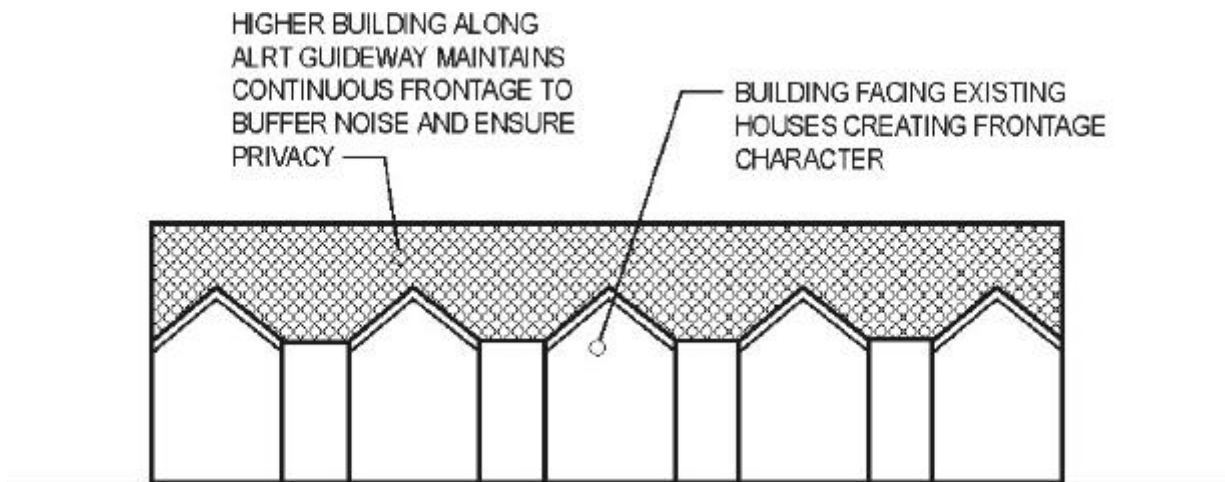
Objective:

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.

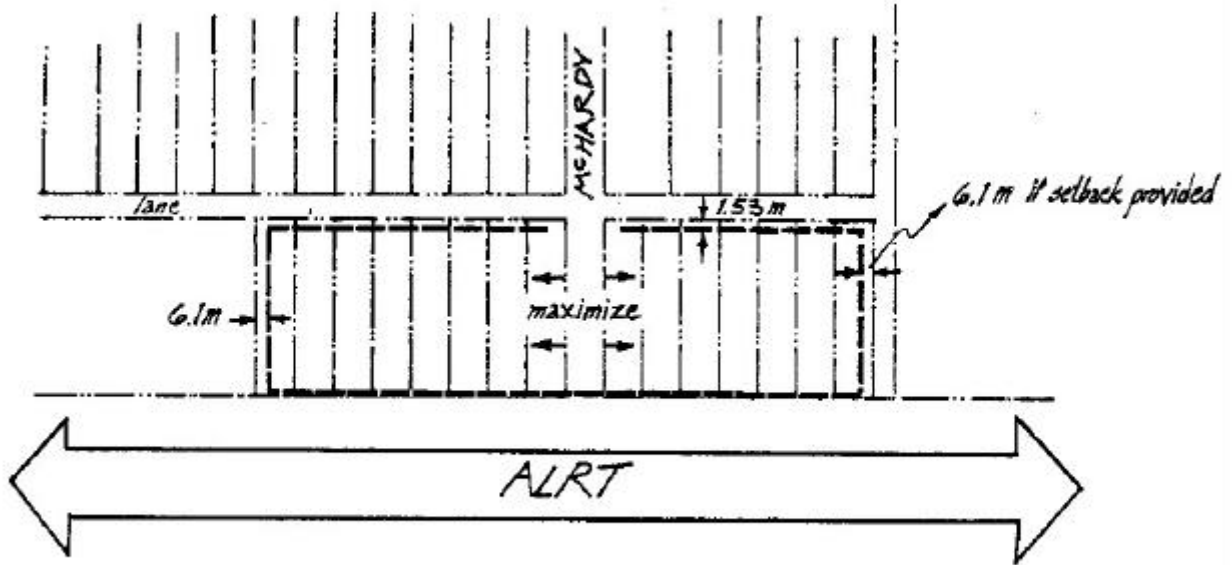
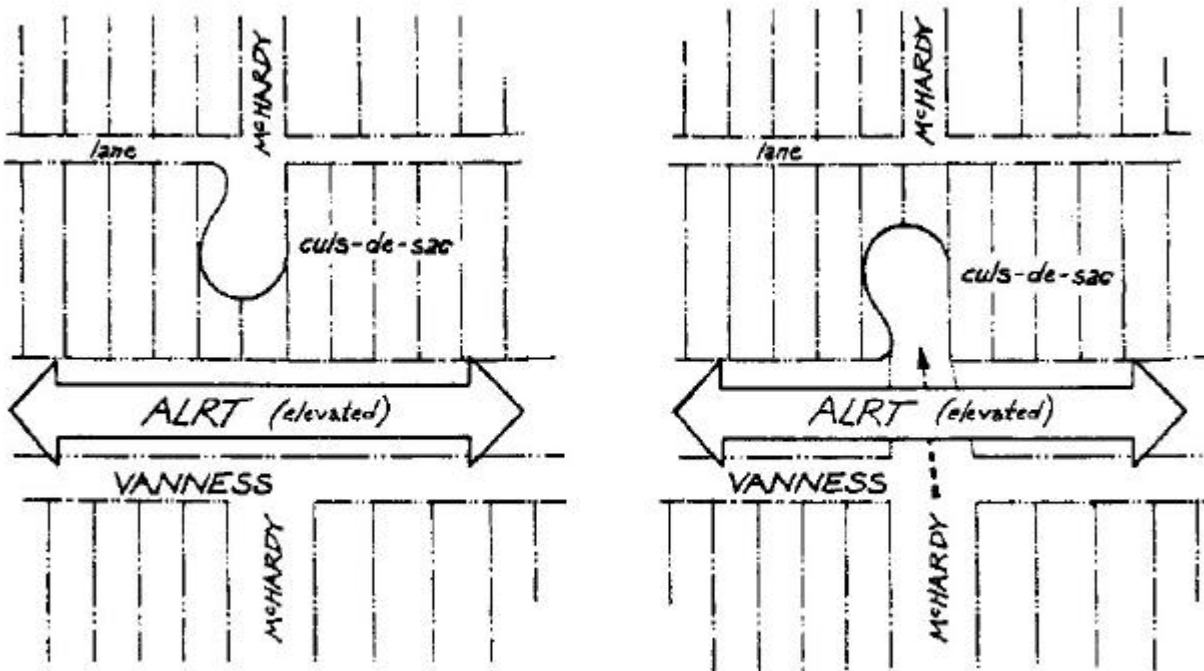


Figure 7. McHardy Street End Configurations



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.

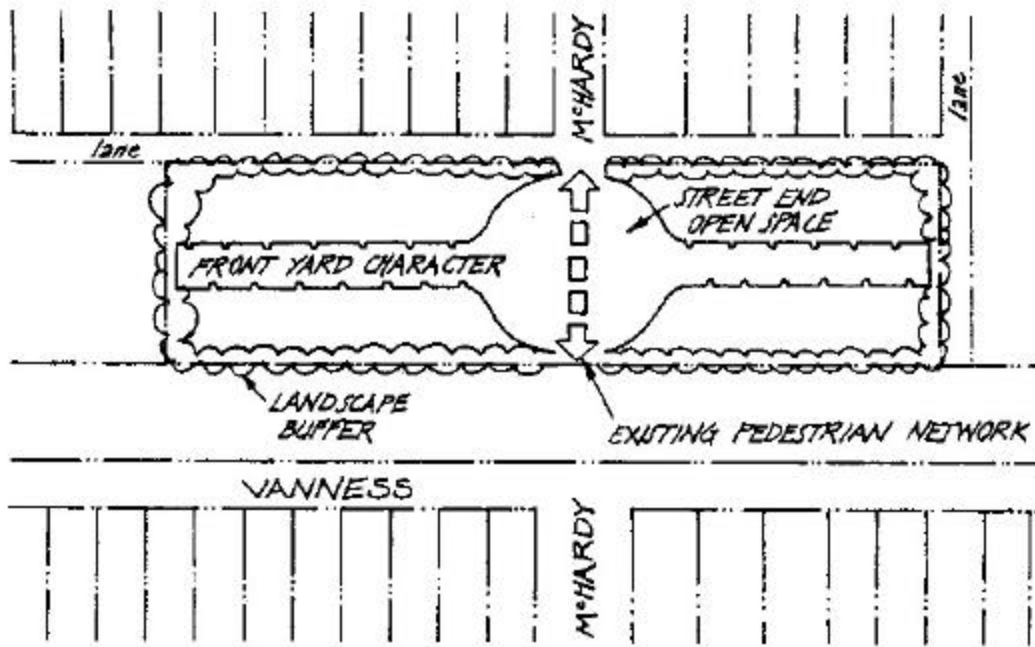
Objective:

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.

Figure 8. Open Space Opportunities.



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.

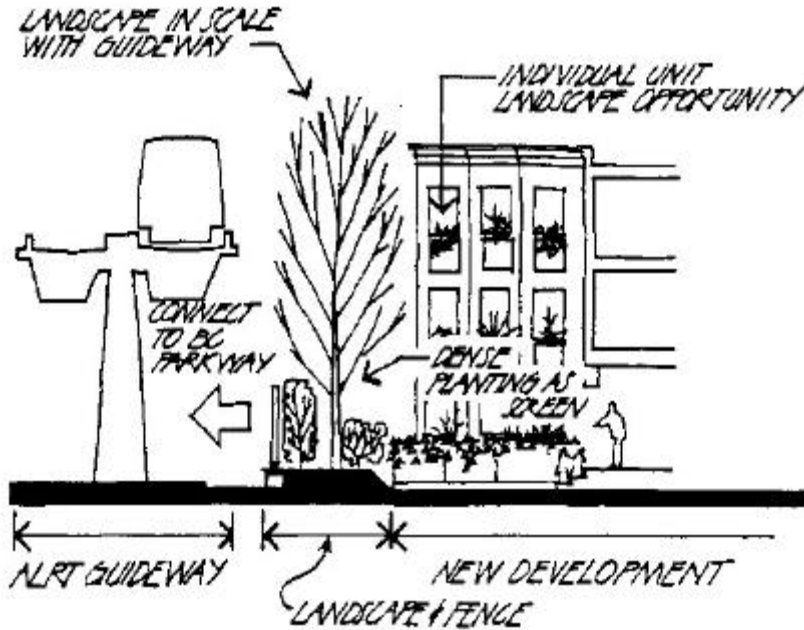
Objective:

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).

Figure 9. Suggested Landscaping Adjacent to the ALRT.



9 Storm Water Storage

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

Pervious

- Grass
- Gardens
- Decorative Stone Driveways and Walkways (Gravel size or smaller)
- Turfstone Pavers for Driveway (use % of pervious areas in pavers)
- Overhangs such as Bay Windows with pervious ground beneath

Impervious

- Buildings
- Concrete
- Black Top
- Asphalt
- Wood
- Wooden Decks with spaces between the slats to pervious ground beneath
- Swimming Pools
- Concrete/Brick Pavers
- Gravel Driveways

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**.