



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

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29<sup>TH</sup> AVENUE STATION AREA  
CD-1 GUIDELINES (KASLO STREET-END  
SITE) (BY-LAW NO. 6361)

*Adopted by City Council June 21, 1988*

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**NOTE:** The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.

# 1 Application and Intent

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

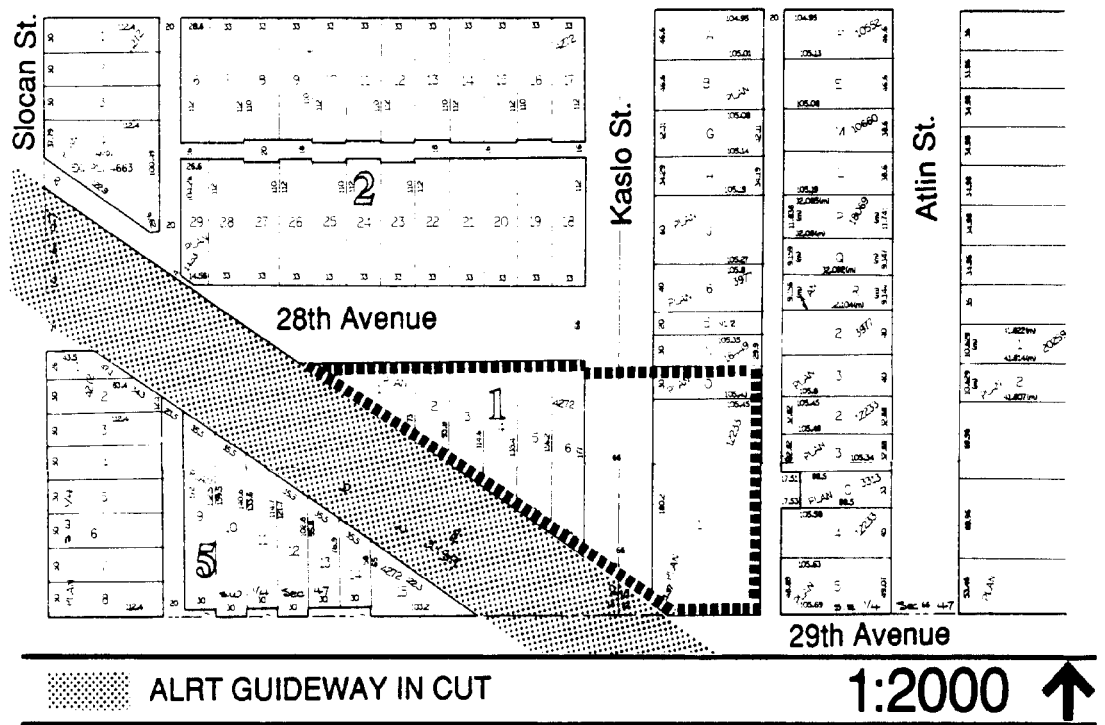
The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

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

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

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

Figure 1. 29<sup>th</sup> Avenue Station Area - Kaslo Street End Site



## 2 General Design Considerations

### 2.1 Site Context

This site is located in a stable residential area and is flanked by single-family homes to the north and east. The site fronts on 28th Avenue and on Kaslo Street. The depressed ALRT guideway borders the south side of the site. Two other CD-1 zoned multiple residential sites are located immediately to the north across 28th Avenue and to the south across the below grade ALRT guideway.

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

**Objective:**

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

This can be achieved by:

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

**2.3 Orientation**

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

**Objective:**

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

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

**2.4 Views**

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

**Objective:**

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

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

**2.6 Light and Ventilation**

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

**Objective:**

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

This can be achieved by:

- (a) Maximizing the number of exterior walls with windows for each dwelling unit.
- (b) Using alternatives to standard windows such as skylights and glass block to allow light through any walls which directly abut the guideway without an intervening noise fence.
- (c) Locating dwelling units at or above grade only.

- (d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

## 2.8 Noise

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

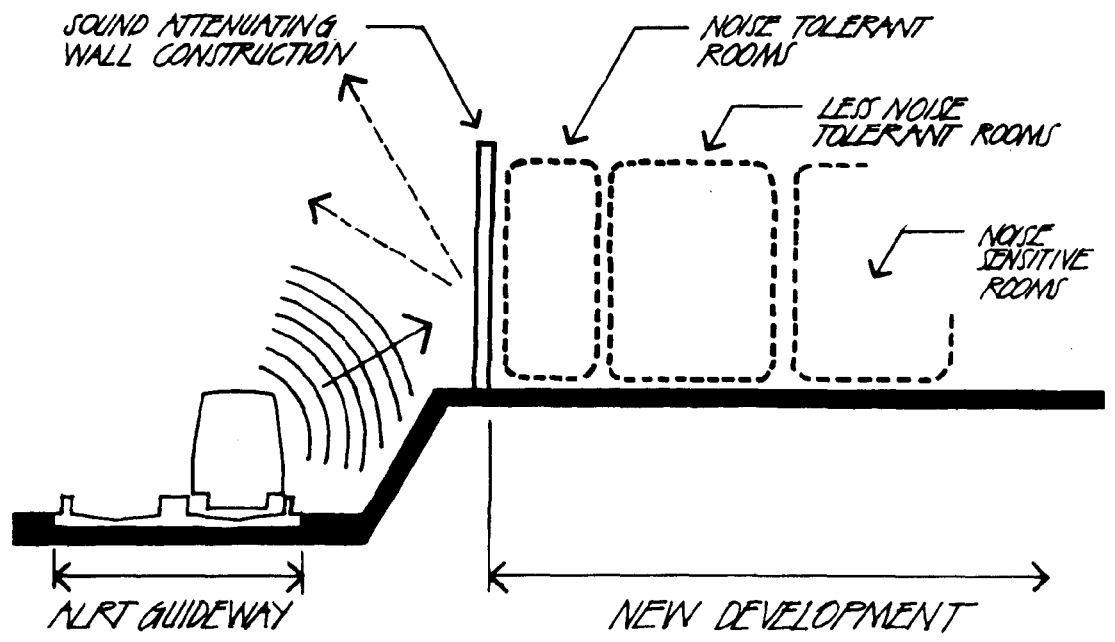
### Objective:

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

This can be achieved by:

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

Figure 2. Example of New Development Responding to Noise Impacts



## 2.9 Privacy

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

### Objective:

New development should respect existing levels of privacy.

This can be achieved by:

- (a) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
- (b) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows, balconies and patios.

- (c) Using building massing and landscaping to screen views from north of the site to the bus loop and 29th Avenue.

### 2.13 Parking

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

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

### 4.2 Frontage

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

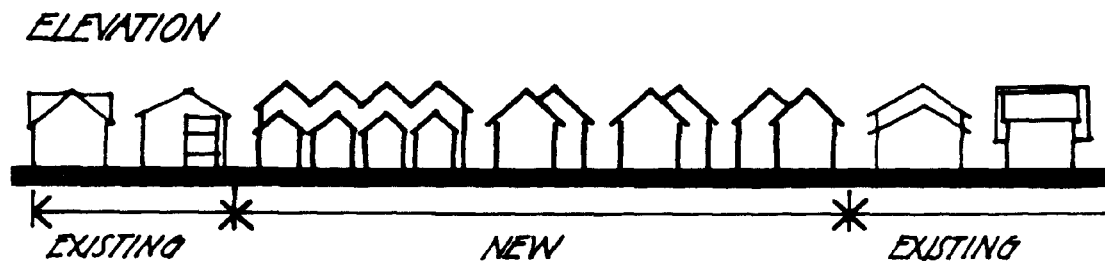
#### Objective:

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

This can be achieved by:

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

Figure 3. Example of New Development Creating Frontage Character



### 4.3 Height

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

#### Objective:

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

This can be achieved by:

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

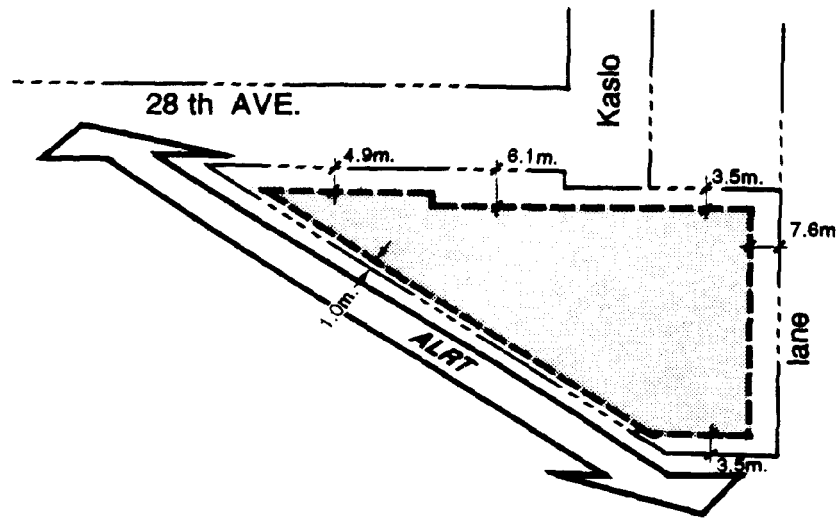
### 4.4 Yards

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

#### Objective:

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

Figure 4. Suggested Setbacks for the Kaslo Street End Site



This can be achieved by:

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

## 5 Architectural Components

### 5.1 Roofs

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

#### **Objective:**

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

This can be achieved by:

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

### 5.2 Windows

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

**Objective:**

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

This can be achieved by:

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

**5.3 Entrances**

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

**Objective:**

New development should emphasize entrances.

This can be achieved by:

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

**5.4 Balconies**

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

**Objective:**

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

This can be achieved by:

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

**5.5 Exterior Walls and Finishes**

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

**Objective:**

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

This can be achieved by:

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



## Open Space

Open space creates character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide communal open spaces or private patios and balconies.

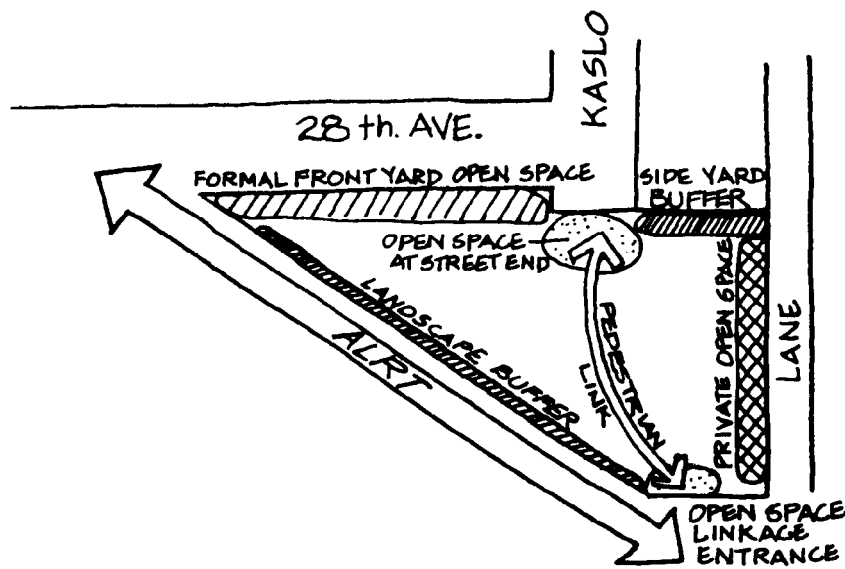
### Objective:

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

This can be achieved by:

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

Figure 5. Open Space Opportunities



## Landscaping

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

### Objective:

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

This can be achieved by:

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

Figure 6. Suggested Landscaping Adjacent to the ALRT

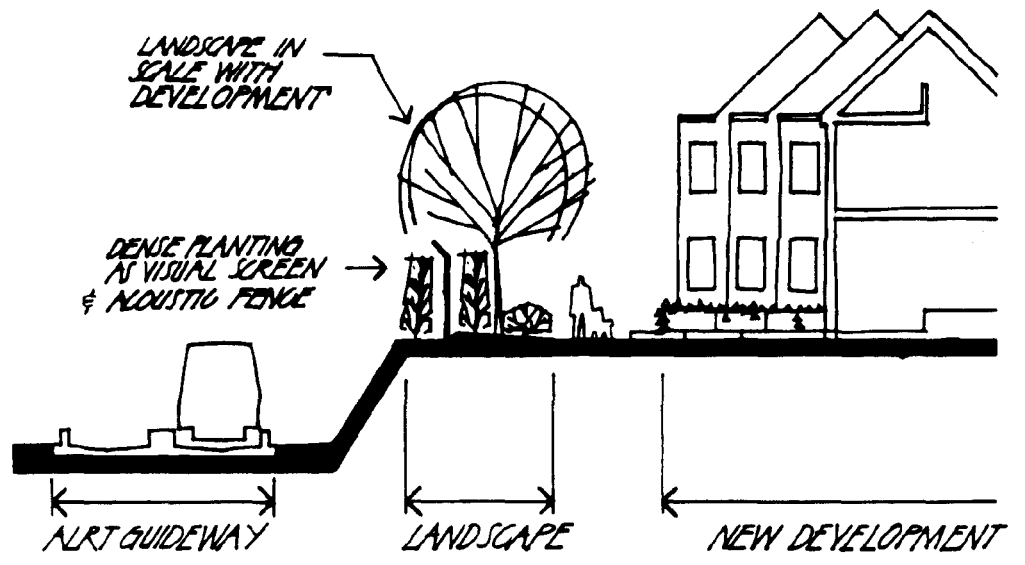
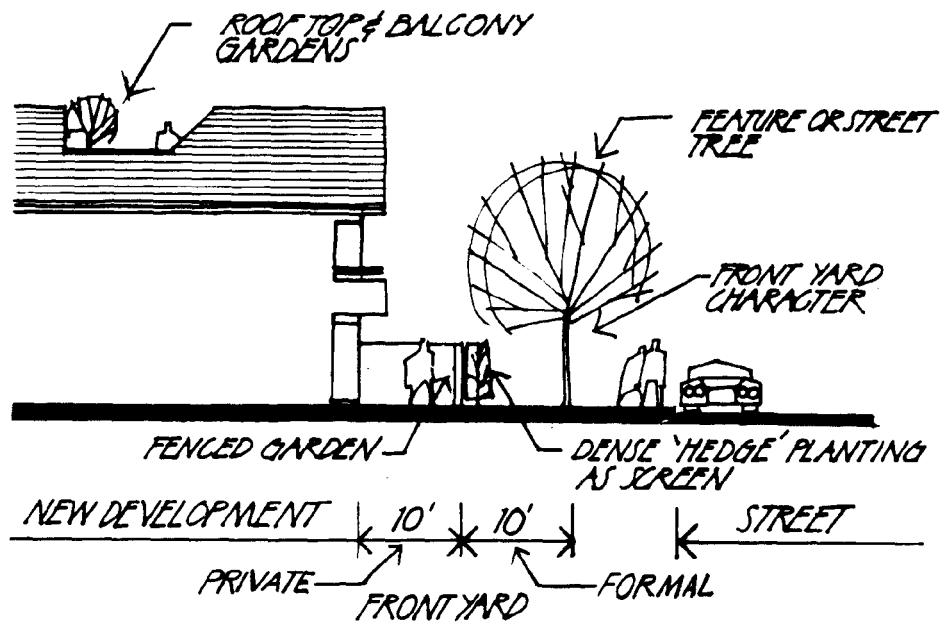


Figure 7. Suggested Street Edge Landscape Treatment



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### 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 Driveways (use % of pervious area 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

### 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**.