



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

**Planning, Urban Design and Sustainability Department**

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100  
website: [vancouver.ca](http://vancouver.ca) | email: [planning@vancouver.ca](mailto:planning@vancouver.ca) | app: VanConnect

## **JOYCE STATION AREA CD-1 GUIDELINES (3450 WELLINGTON AVENUE SITE) BY-LAW NO. 6325**

*Adopted by City Council on March 22, 1988*

# Contents

	Page
<b>1</b>	<b>Application and Intent ..... 1</b>
<b>2</b>	<b>General Design Considerations ..... 3</b>
2.1	Site Context ..... 3
2.3	Orientation ..... 3
2.4	View ..... 4
2.6	Light and Ventilation ..... 4
2.8	Noise ..... 5
2.9	Privacy ..... 6
2.13	Parking ..... 6
<b>4</b>	<b>Guidelines Pertaining to Regulations of the Zoning and Development By-law ..... 7</b>
4.2	Frontage ..... 7
4.3	Height ..... 8
4.4	Yards ..... 8
<b>5</b>	<b>Architectural Components ..... 9</b>
5.1	Roofs ..... 9
5.2	Windows ..... 9
5.3	Entrances ..... 10
5.4	Balconies ..... 10
5.5	Exterior Walls and Finishes ..... 10
<b>7</b>	<b>Open Space ..... 11</b>
<b>8</b>	<b>Landscaping ..... 11</b>
	<b>Submission Requirements ..... 13</b>

**Note:** These guidelines are organized under standard headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply.

## **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.

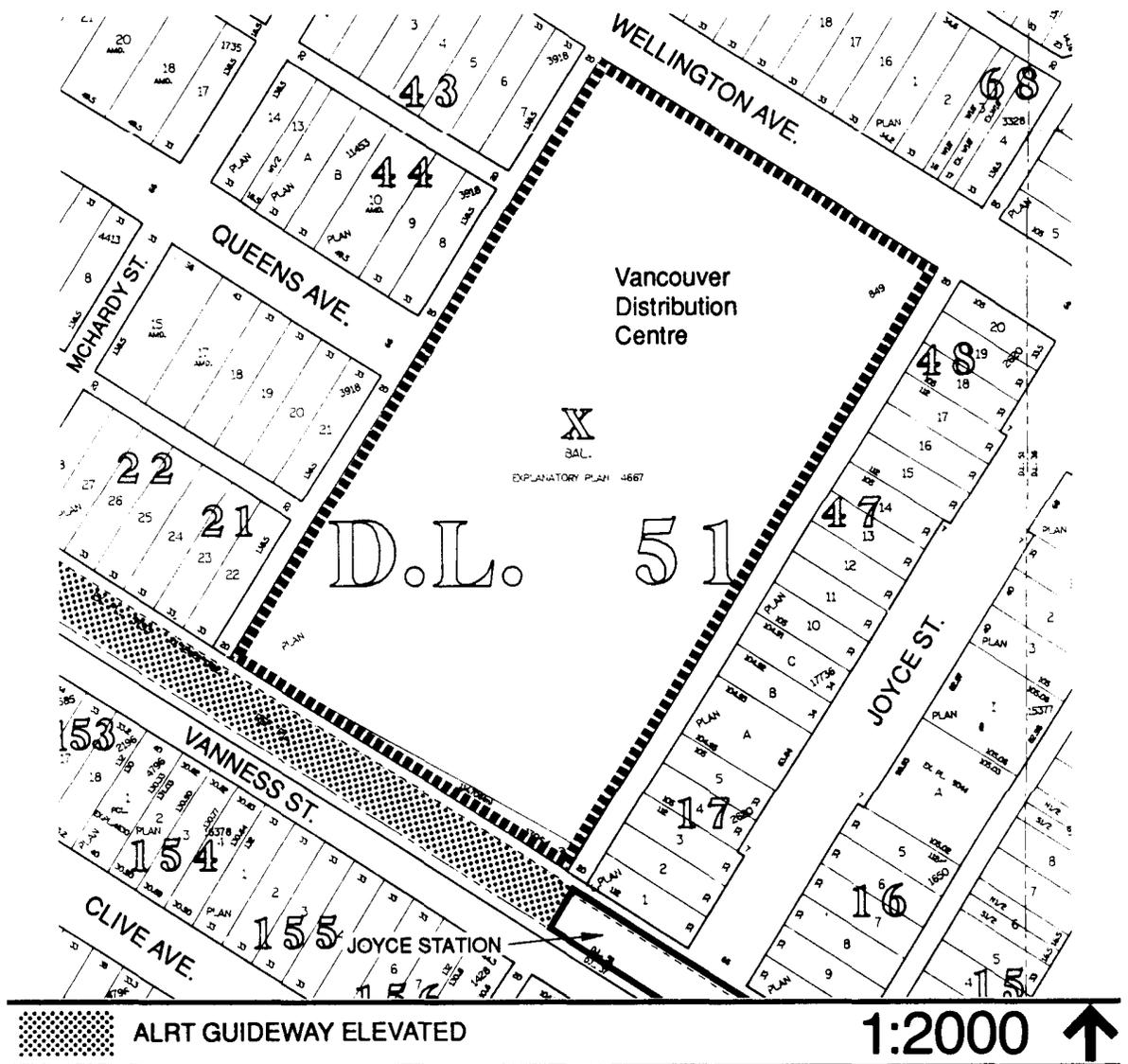
The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

- (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.

Figure 1. Joyce Station Area - Wellington Avenue Site



## **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.

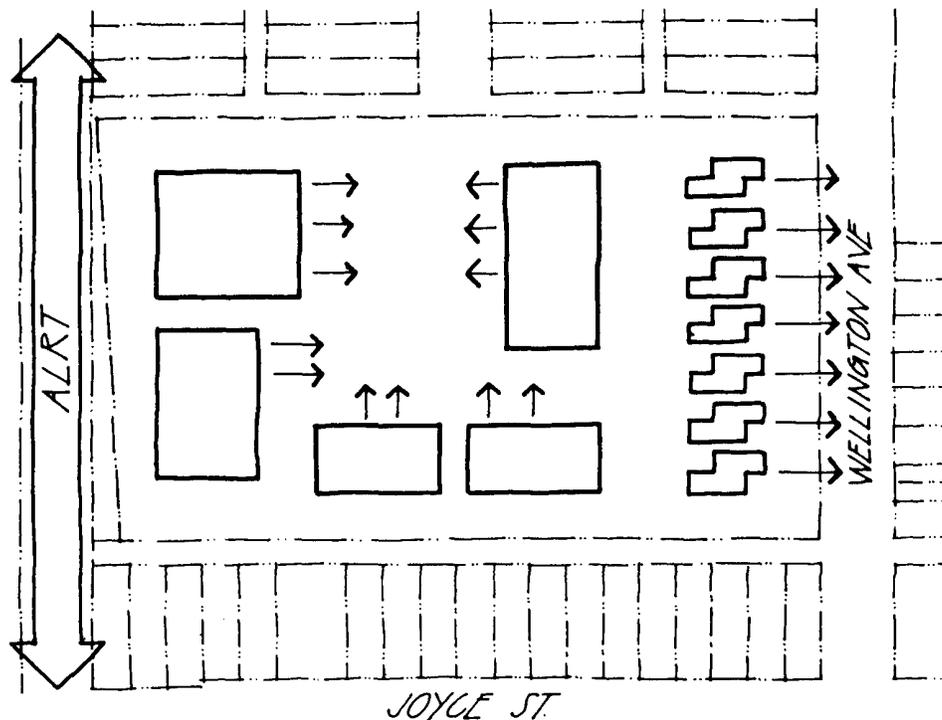
#### **Objective:**

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.

Figure 2. Suggested Orientation for New Development



**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.
- (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. 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.

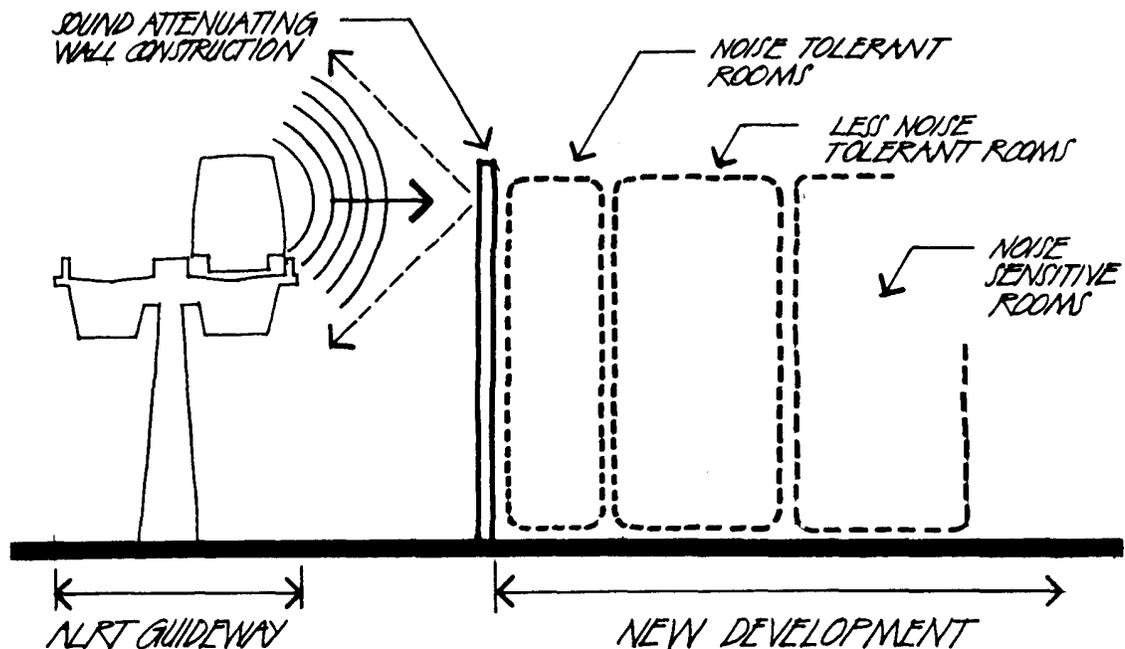
### Objective:

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:

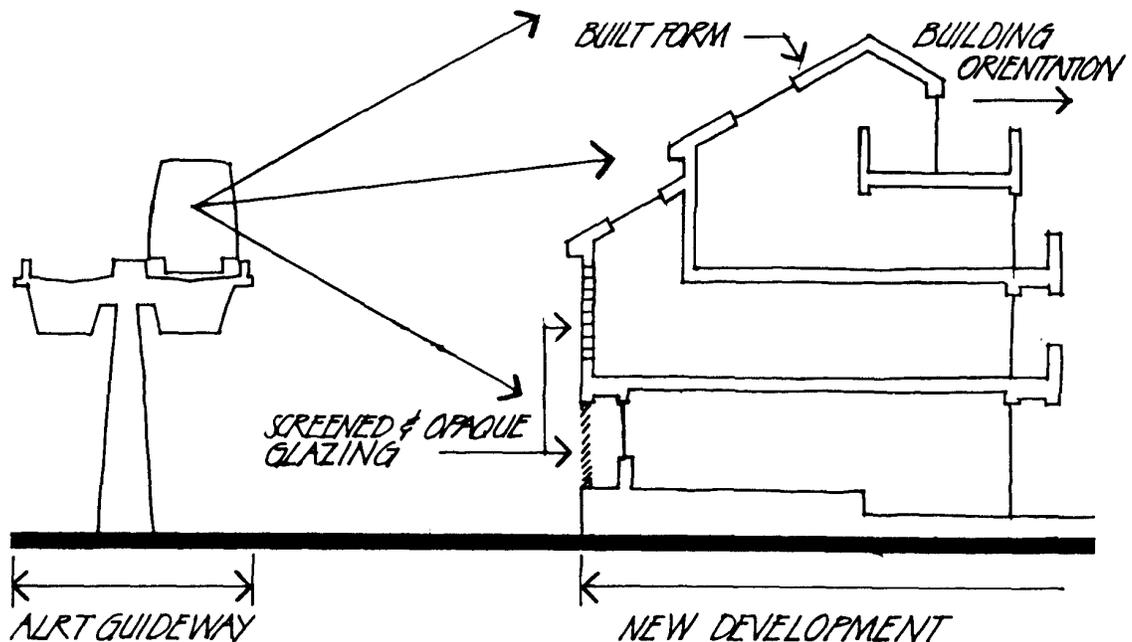
- (a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.
- (b) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
- (c) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.

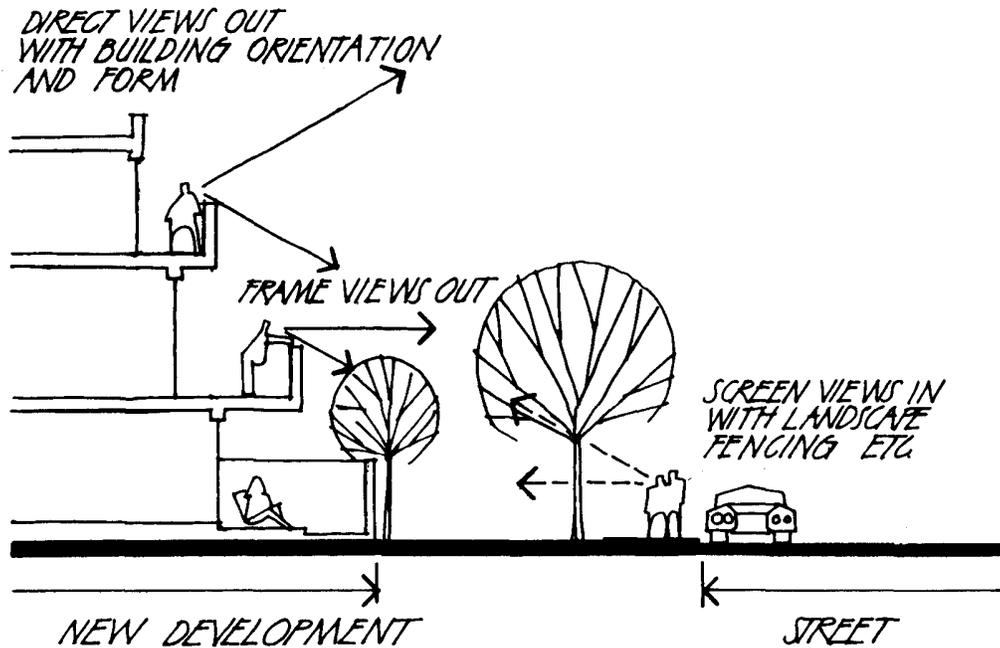
## 2.13 Parking

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

Figure 4. Examples of Building Configuration to Ensure Privacy.

Figure 4A





**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.

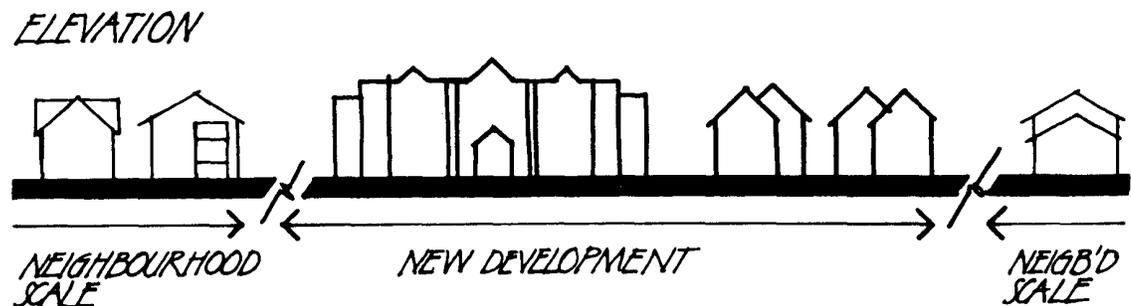
**Objective:**

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.

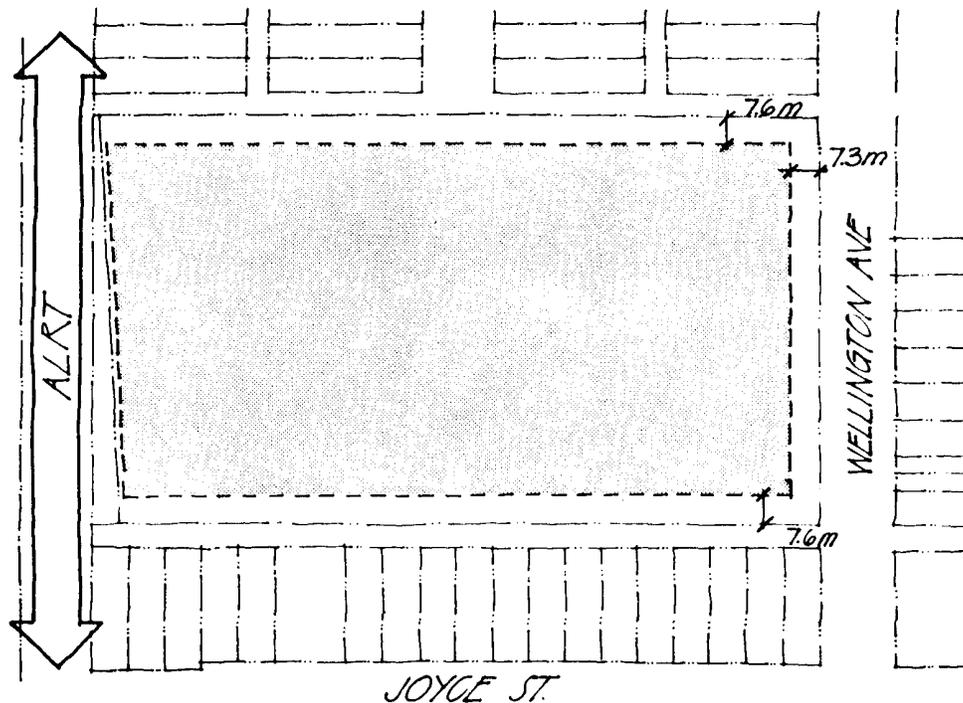
#### **Objective:**

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.

Figure 6. Suggested Setbacks for the Wellington Avenue Site



## 5 Architectural Components

### 5.1 Roofs

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

#### Objective:

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

This can be achieved by:

- 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.
- Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
- Creating an attractive roofscape when adjacent to and lower than the ALRT including clustering and screening any mechanical equipment and venting.
- 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, 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, 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

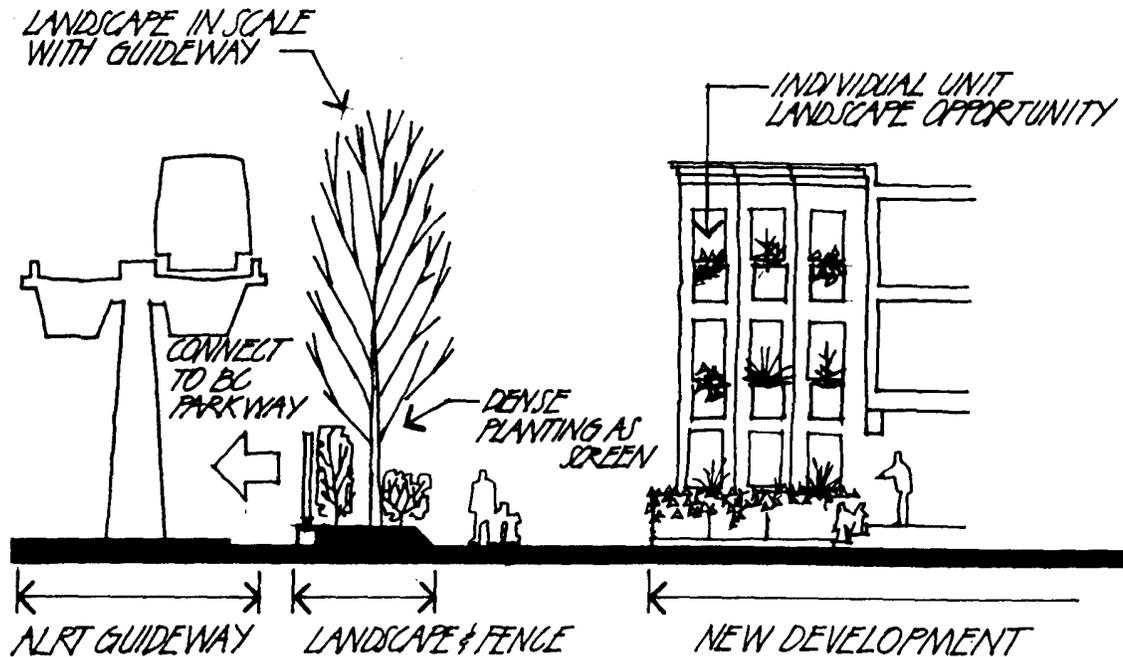
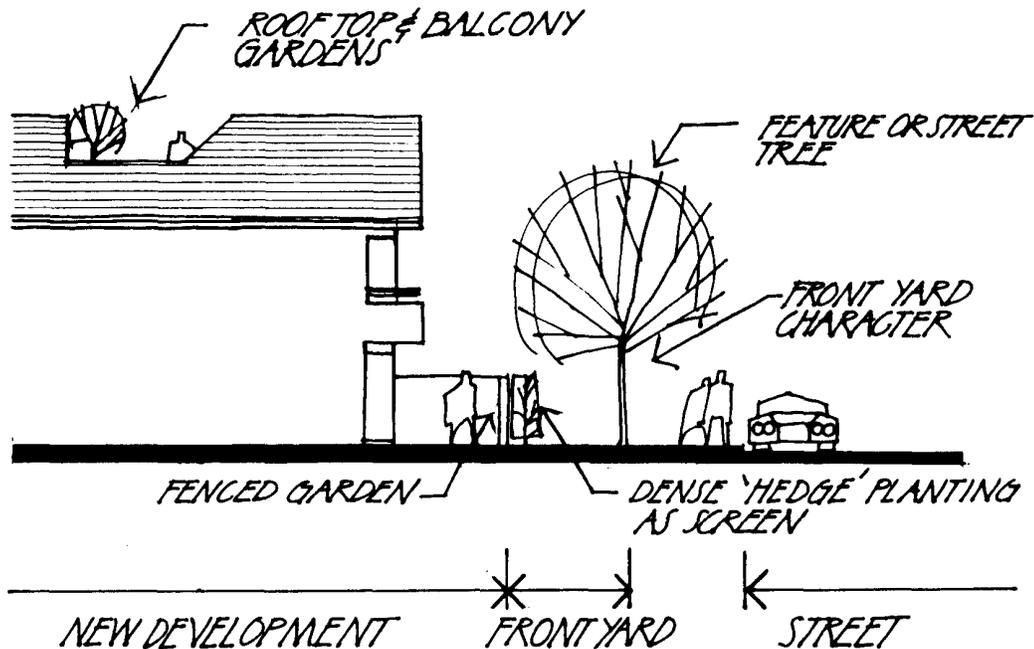


Figure 8. Suggested Street Edge Landscape Treatment



## **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**.