

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

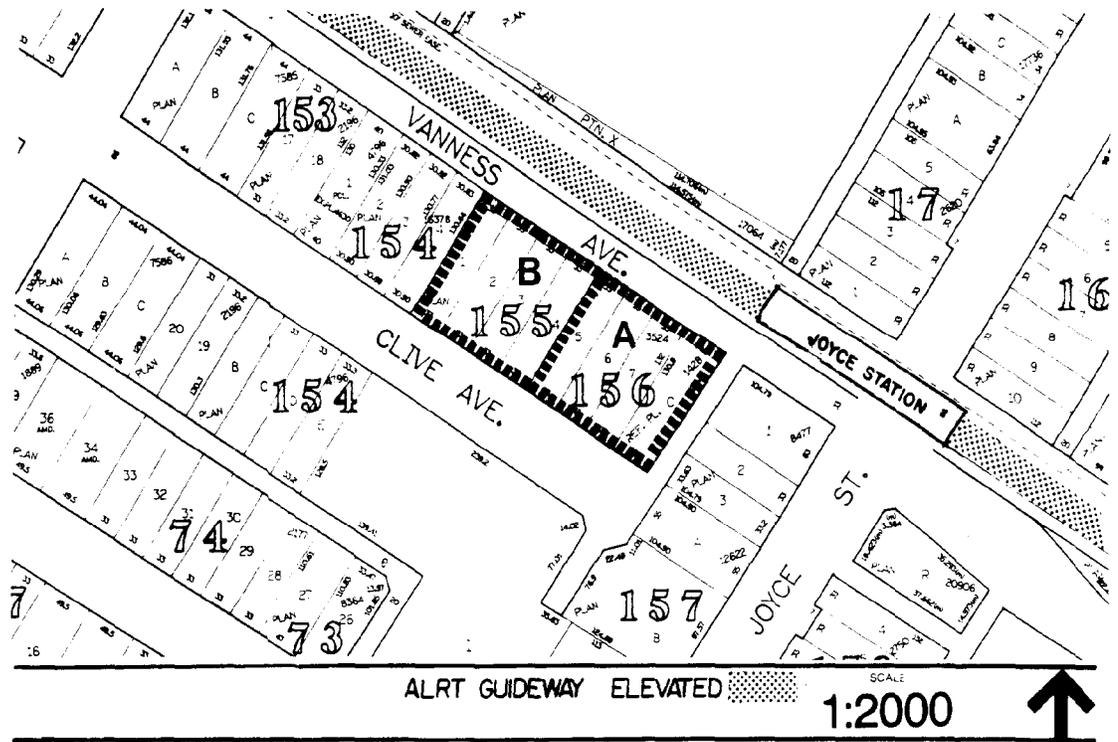
Adopted by City Council December 15, 1987

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 left-over 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.**