



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

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29<sup>TH</sup> AVENUE STATION AREA  
CD-1 GUIDELINES (29<sup>TH</sup> AVENUE AT ALRT  
STATION SITE) BY-LAW NO. 6317

*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.

# 1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential development on the 29th Avenue Station 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.

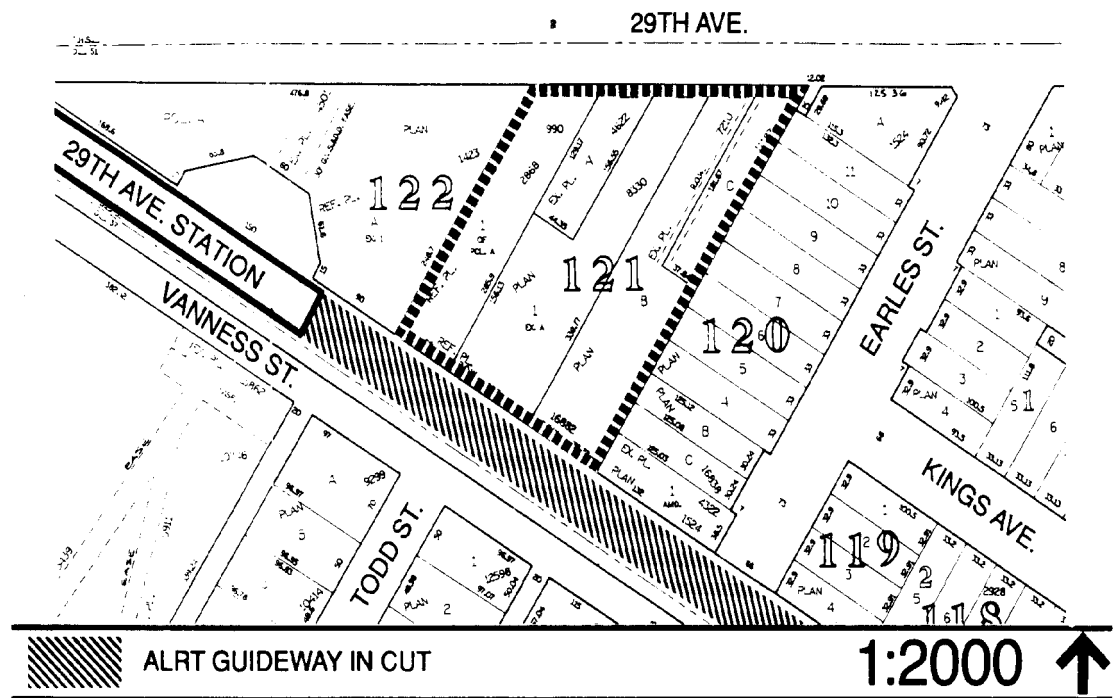
The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

- (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 29th Avenue at ALRT Station 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 29th Avenue.

Figure 2. 29<sup>th</sup> Avenue Station Area - 29<sup>th</sup> Avenue at ALRT Station Site



## 2 General Design Considerations

### 2.1 Site Context

This site is located in a stable residential area and is surrounded by single-family homes to the north, east and south. The site fronts on 29th Avenue and is bordered by the 29th Avenue Station bus loop on its west side. The 29th Avenue Station and the depressed ALRT guideway border the site's south side. Another CD-1 zoned residential site is located immediately to the east along Earles Street.

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) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and bus impacts.
- (c) Helping establish a stronger neighbourhood character and image.

**2.3 Orientation**

The 29th Avenue Station, bus loop and the ALRT guideway create privacy and noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in most existing homes on 29th Avenue being oriented north-south. Although quite deep, the site follows this pattern fronting on 29th Avenue. New development provides the opportunity to help limit ALRT impacts and compliment the predominant development pattern.

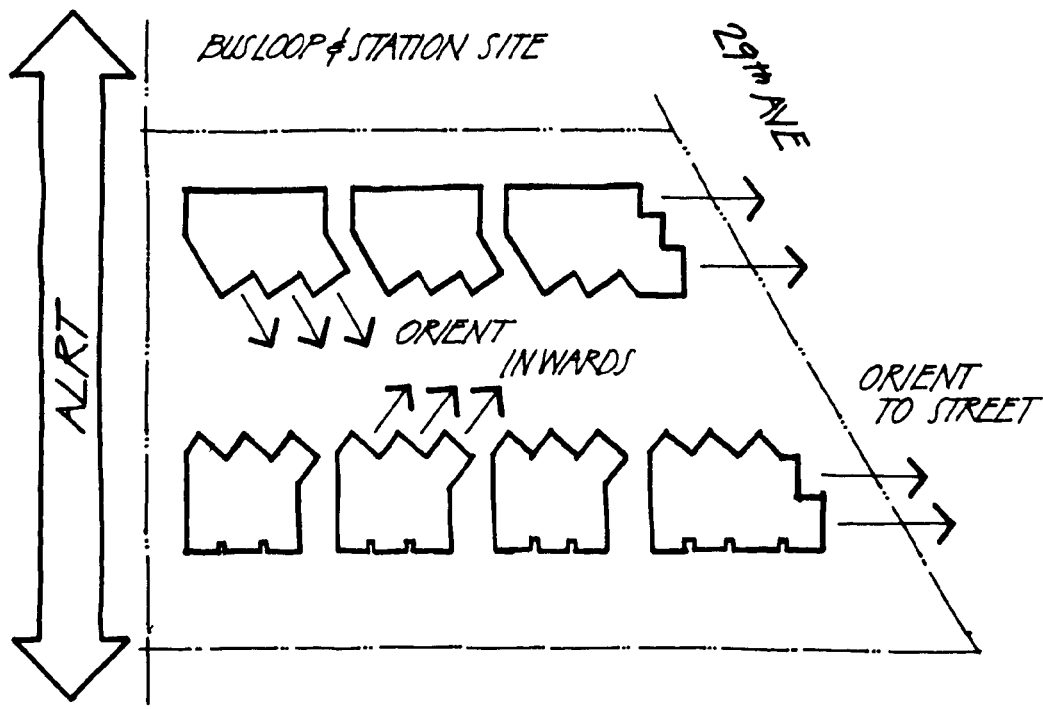
**Objective:**

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

This can be achieved by:

- (a) Orienting new development away from the ALRT and bus loop and towards existing streets and views.
- (b) Orienting entrances and frontages to establish a frontage character for 29th Avenue.

Figure 2. Suggested Orientation for New Development



## 2.4 View

Views are a major amenity in residential development. Views of the downtown and northshore mountains may be possible from the site. New development that takes advantage of this view opportunity must also respect views from homes to the south. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

### **Objective:**

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

This can be achieved by 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 and bus loop. New development must achieve solutions to this conflict to ensure residential liveability. Below grade dwelling 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 and bus loop.
- (b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the guideway and bus loop.
- (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.

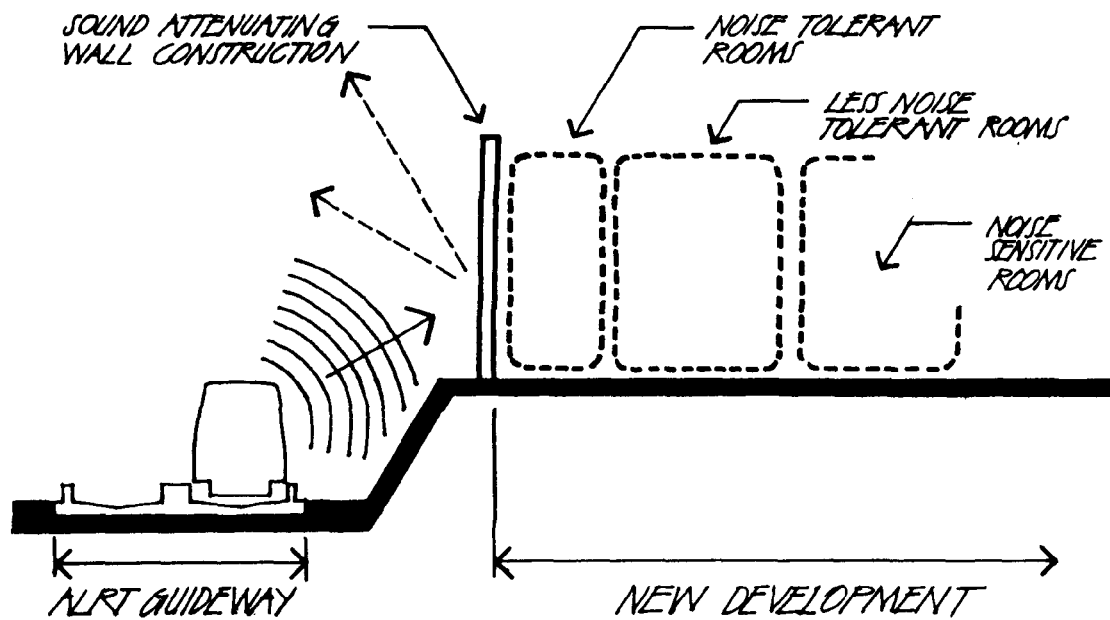
### **Objective:**

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 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.
- (f) Constructing noise fences adjacent to the ALRT guideway and bus loop using materials compatible with the main building.

Figure 3. Example of New Development Responding to Noise Impacts



## 2.9 Privacy

The 29th Avenue Station bus loop creates privacy problems due to overlooking from buses into the 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 and minimize the loss of privacy on adjacent sites.

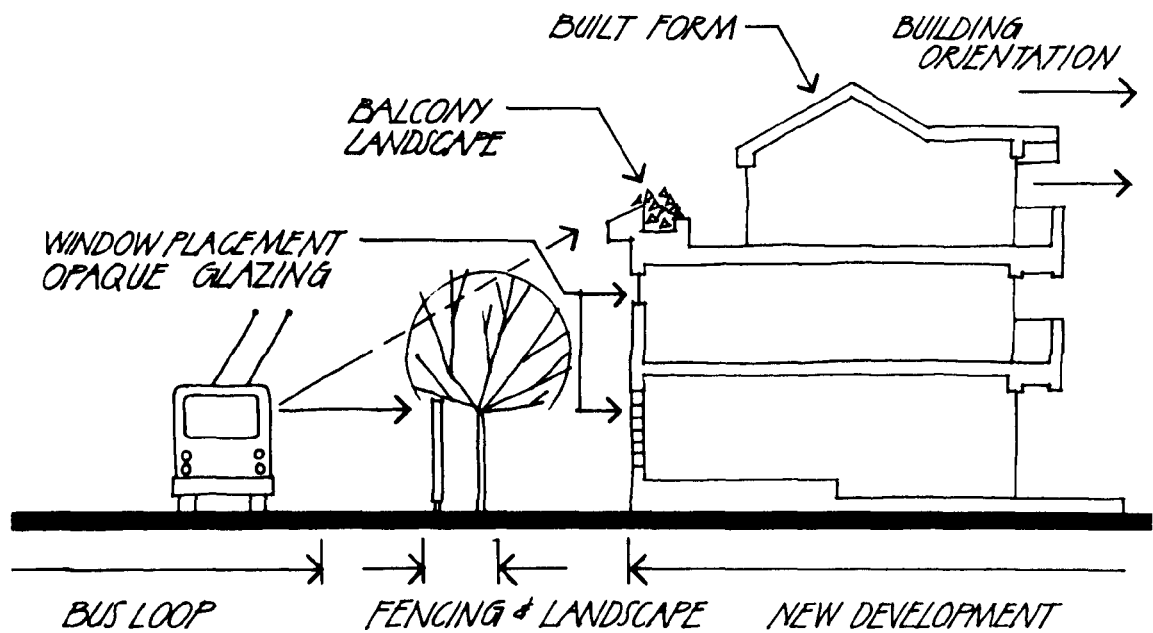
### **Objective:**

New development should respect existing levels of privacy.

This can be achieved by:

- (a) Using building massing and landscaping to block views from the bus loop into the new development.
- (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.
- (d) Locating solid fences between the bus loop and new dwelling units.

Figure 4. Example 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.

## 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.

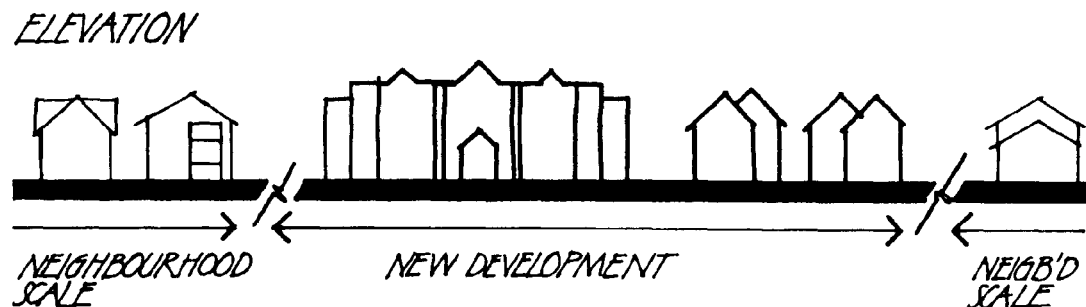
#### Objective:

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 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 impact of the ALRT and bus loop and 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 bus loop.
- (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 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 along the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the bus loop and guideway is complex and requires consideration of the benefits to site development and impact mitigation.

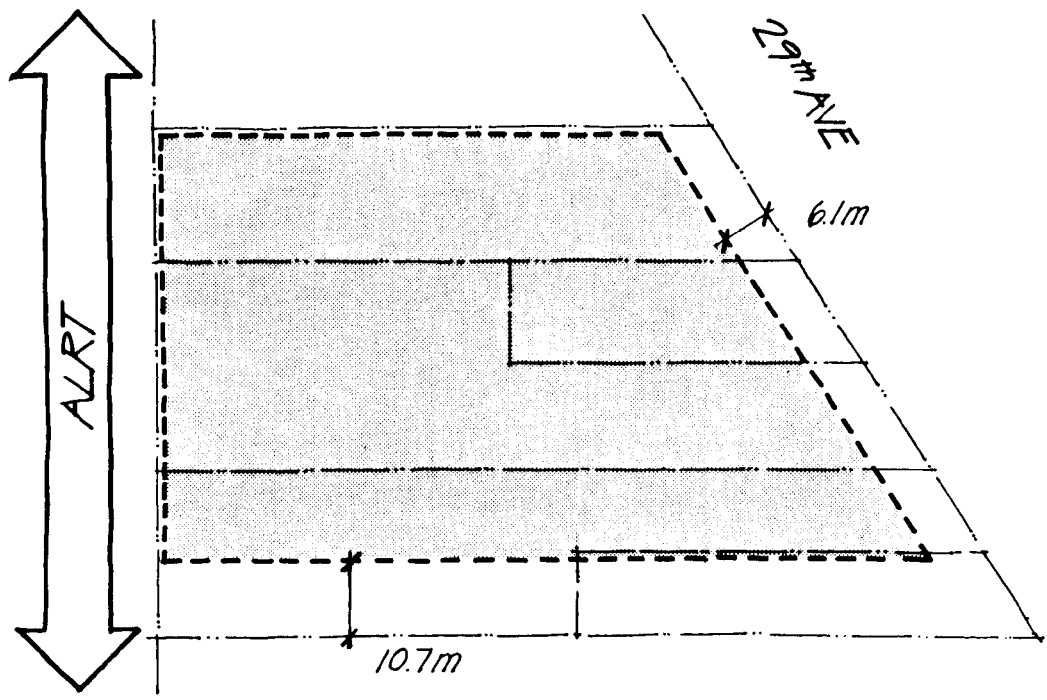
#### Objective:

New development should use building setbacks that respond to ALRT and bus impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

- (a) Providing a 6.1 metre (20 foot) setback along 29th Avenue and a 10.7 metre (35 foot) setback from the existing easterly property line (Figure 6).
- (b) Providing no setback between the building and the ALRT guideway and bus loop when the exposed walls have 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 bus loop and guideway.

Figure 6. Suggested Setbacks for the 29<sup>th</sup> Avenue at ALRT Station 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. These 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) 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 the 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 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) Suitably screening any 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 brick and stone as trim. The need to mitigate impacts may result in blank walls facing the bus loop and guideway. The detailing and finishing of these walls require 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 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 bus loop and ALRT guideway.

## 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 private patios and balconies.

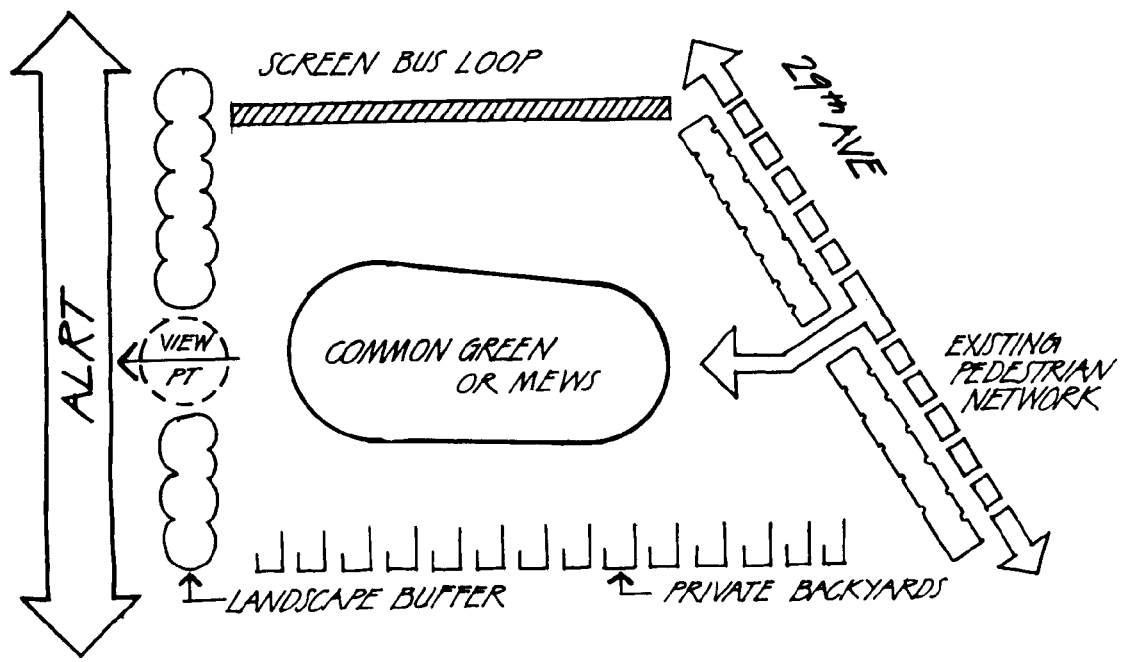
### **Objective:**

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.

This can be achieved by:

- (a) Defining open space by the careful siting and massing of buildings rather than being left over areas resulting from the building design (Figure 7).
- (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 bus impacts to reduce noise and ensure privacy.
- (e) Setting back any privacy fencing from the property line to ensure the visual continuity of 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 unit privacy.

Figure 7. Open Space Opportunities



## 8 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. Some areas have continuous street trees which help create a cohesive image and character 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, cobblestone, tile and lawn areas.

### **Objective:**

New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help mitigate 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 landscaped treatments adjacent to the ALRT guideway and bus loop to visually screen new development and soften the impact of continuous building walls (Figure 8).
- (d) Layering landscape materials to achieve an appropriate interface along the street (Figure 9).
- (e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 8. Suggested Landscaping Adjacent to the ALRT

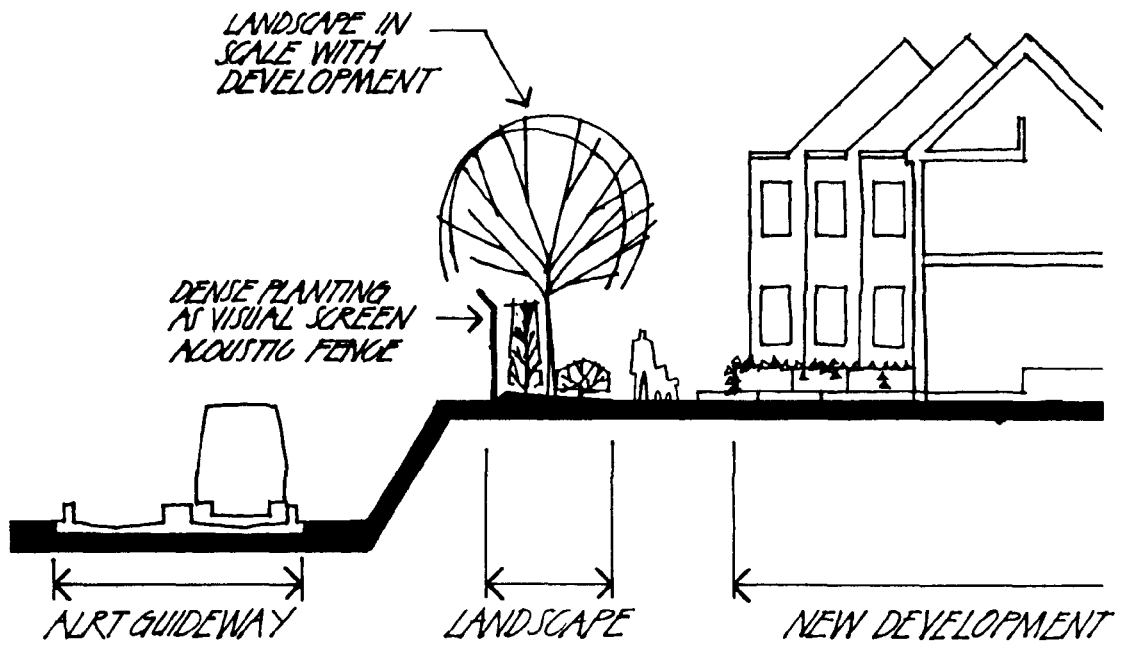
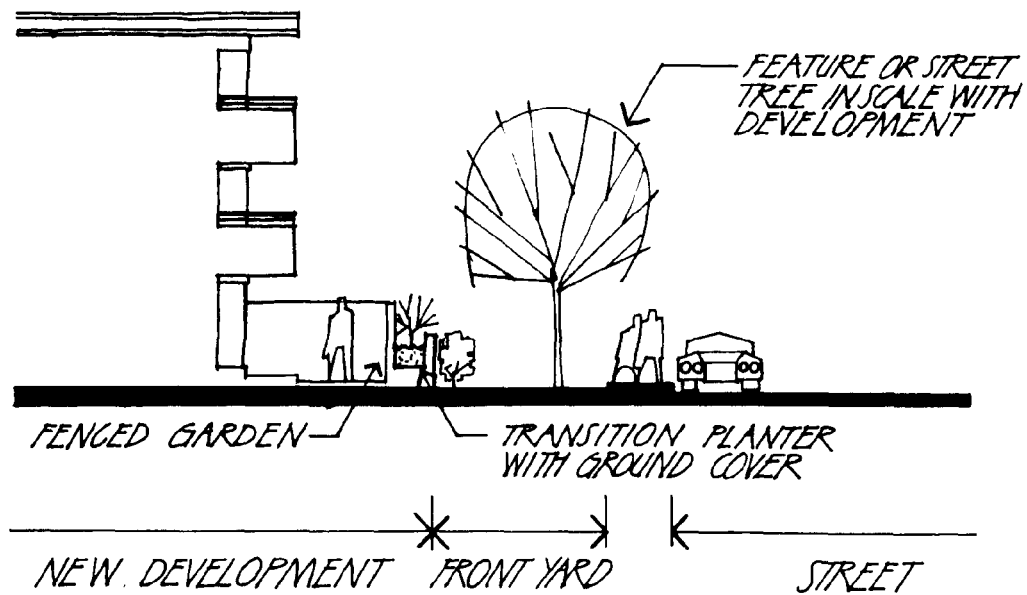


Figure 9. Suggested Street Edge Landscape Treatment



### **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.**