



## CITY OF VANCOUVER

### POLICY REPORT URBAN STRUCTURE

Report Date: January 30, 2007  
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**TO:** Standing Committee on Planning and Environment  
**FROM:** Director of Planning  
**SUBJECT:** Burrard Slopes IC Districts Rezoning Policies

#### RECOMMENDATION

- A. THAT Council repeal the Burrard Slopes IC Districts Interim Rezoning Policies and adopt the Burrard Slopes IC Districts Rezoning Policies and Guidelines as described in this report and contained in Appendix A, to guide CD-1 rezoning applications in the Burrard Slopes IC-1 and IC-2 industrial zones; and
- B. THAT staff monitor rezoning activity in the Burrard Slopes IC Districts and report back to Council if the support service role for the area may be undermined due to a high rate of rezonings for residential redevelopment or increased residential compatibility issues.

#### GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

#### COUNCIL POLICY

In December 1991, Council adopted the Central Area Plan which includes policy that Burrard Slopes provide for downtown support services and permit, but not require, housing with specifics to be determined as part of an area plan.

In June 1993, Council retained the IC-1 and IC-2 zoning for Burrard Slopes and adopted the Burrard Slopes IC Districts Interim Policies, which were used to assess site specific CD-1 rezoning applications for mixed-use developments, including those containing residential uses, with the goal of retaining the support service uses and character of the area.

In July 1994, Council adopted an area-specific DCL By-law for Burrard Slopes and the Burrard Slopes Greenway and Open Space Plan.

## **PURPOSE AND SUMMARY**

The IC-1 and IC-2 Districts Schedule has guided development in this area of Burrard Slopes, since 1985, by permitting a range of industrial and commercial/service uses. In 1993, following a land use review, Council adopted the Burrard Slopes IC Districts Interim (Rezoning) Policies to allow site-specific rezoning to CD-1 for limited residential and commercial development.

This report assesses the effectiveness of the Burrard Slopes IC Districts Interim Policies in achieving the objectives of preserving the area's downtown support service role and retaining the area's character. Staff have reviewed key indicators including vacancy rates, change in number and types of businesses, and other development activity in the area. The analysis shows that the Burrard Slopes IC area continues to function as a vital service centre providing approximately 2,300 jobs serving a range of business and residential clients while a limited number of residential units (60 units, with an additional 48 units currently proposed) have been introduced into the area.

Staff conclude that the Burrard Slopes IC Districts Interim (Rezoning) Policies have been effective in sustaining the area's support service role and should remain in place. However, adjustments are recommended to the rezoning policies to update the policies and guidelines (i.e. include CPTED guidelines) and bring them into standard format as well as to provide more flexibility for office/service uses by increasing the maximum floor space ratio (FSR) for these uses from 1.0 to 2.0 FSR.

## **BACKGROUND**

In 1990, the Burrard Slopes IC-zoned areas were identified as possible 'let go' industrial areas that could be considered for some non-industrial uses. The Central Area Plan (1991) confirmed that the primary area role should be for downtown support service uses, but called for some housing to be considered.

In October 1991, Council instructed the Director of Planning to report back on an interim rezoning policy with criteria for possible release of some industrial sites for residential development in advance of area planning work. In 1993, a land use review and extensive consultation with local business and property owners concluded that the IC portion of Burrard Slopes served a key 'support service' role that needed to be preserved. Furthermore, it was concluded that limited residential use and additional office and service uses would be appropriate if the area's key role was not impacted. To allow more flexible uses, Council adopted the Burrard Slopes IC Districts Interim Policies (1993) to guide site specific CD-1 rezonings. The Policies overlay the requirements of the IC-1 and IC-2 Districts Schedule which was retained for the area.

The policies were considered "interim" because further planning, including amendments to the IC-1 and IC-2 Districts Schedule, was anticipated. The Burrard Slopes Greenway and Open Space Plan and the Burrard Slopes DCL bylaw which were adopted in 1994 to help facilitate the provision of required amenities for the entire Burrard Slopes area were part of the further

planning work. The IC-1 and IC-2 Districts Schedule has not been amended as both the zoning and the interim policies guiding CD-1 rezonings appear to be working well.

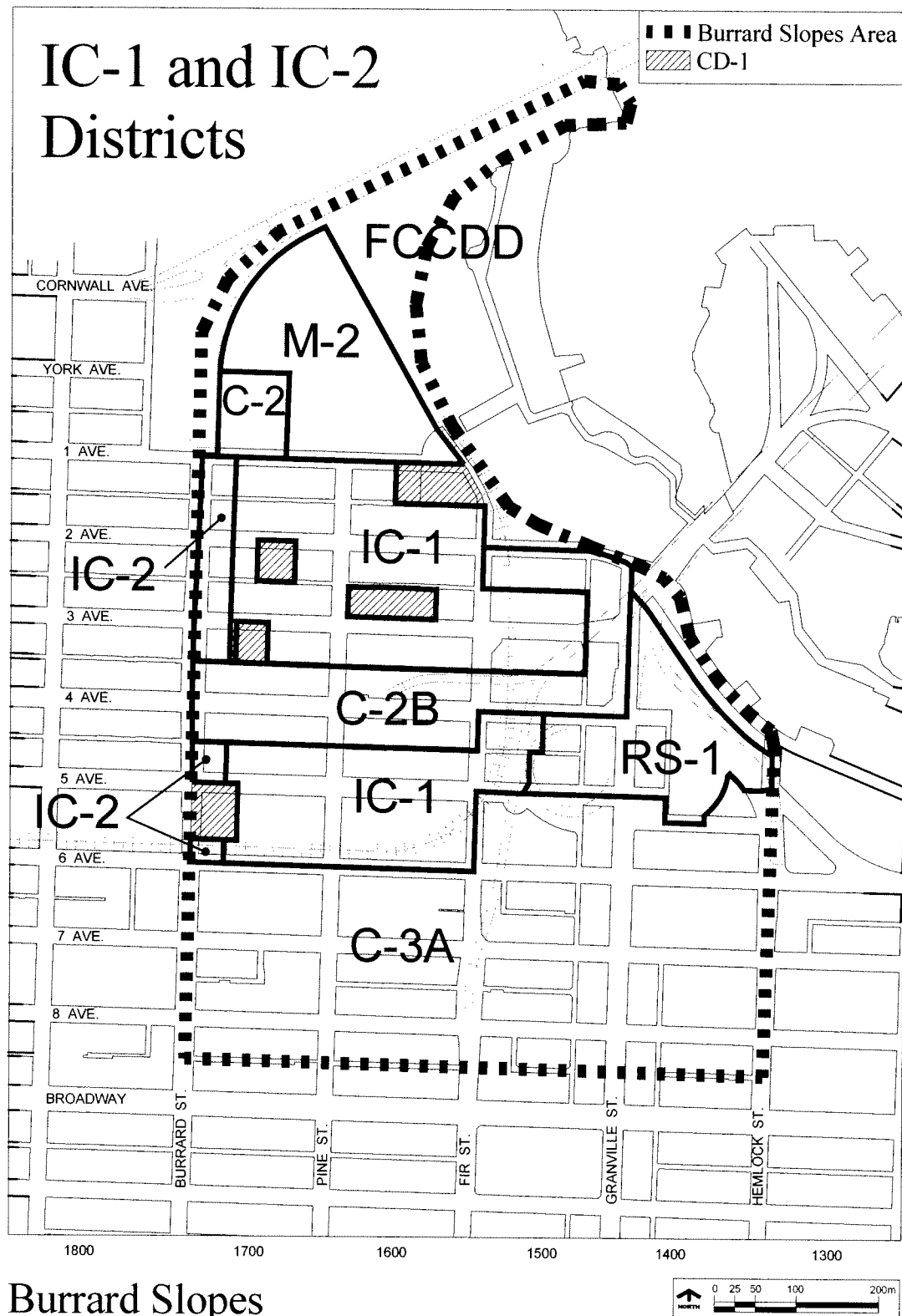
Some concerns have been expressed by landowners and developers that the densities listed in the IC Interim Policies for residential and commercial uses are too restrictive. Considering these concerns, and the time that has passed since the policies were adopted, it is appropriate to review the effectiveness of the policies in achieving their original objectives. Staff note that reporting to Council was delayed due to legal issues related to the CPR line (which runs through the study area) and the Arbutus Corridor Official Development Plan. These issues were resolved in 2006.

## **DISCUSSION**

### **1. Area Description, Current Zoning and Interim Policies**

The Burrard Slopes industrial area shown in Figure 1 comprises 11.7 h (29 ac). About 90 percent of the area is zoned IC-1 and IC-2; six sites have been rezoned to CD-1 since the Interim Policies took affect. The Burrard Street frontage is zoned IC-2 which includes a more restrictive height limit than IC-1 and external design regulations to achieve compatibility with abutting major streets.

Figure 1. Burrard Slopes and the IC Districts



The IC-1 and IC-2 zoning permits industrial (manufacturing, transportation and storage, wholesale) uses and commercial (office, retail, service) uses that are compatible with

each other and adjoining residential and commercial districts. Additionally, high technology industry and research and development uses are allowed. The zoning is designed to maintain a mix of these uses, while ensuring that the non-industrial uses do not dominate and bid up land prices to the point that industrial uses are no longer viable. As Table 1 shows, the IC zoning limits the density to 1.0 FSR for non-industrial uses and allows up to 3.0 FSR for industrial uses, with a combined maximum of 3.0 FSR. Residential use (except as a caretaker unit) is not permitted.

The objectives of the Burrard Slopes IC Districts Interim Rezoning Policies are to preserve the area's downtown "support service" role, but to allow some residential use to be introduced in a compatible way. Secondly, the existing small scale and architecturally varied character is to be maintained. The policies are intended to support a moderate pace of development.

The policies support site-specific CD-1 rezoning proposals including limited residential use as part of a mixed use development. Non-industrial uses - residential, service, retail and office are limited to 1.0 FSR. Retail is further limited to 1000 m<sup>2</sup> total. A maximum of 2.0 FSR is permitted for all non-industrial uses combined. While the IC zoning limits industrial uses and total site density to 3.0 FSR, the Interim Policies do not set a maximum density for industrial uses or overall density (See Table 1). The maximum density is based on what can be achieved within the policies for heights and setbacks. To date, four of the five built or almost built CD-1 mixed use projects have achieved densities between 2.0 and 2.5 FSR. The fifth project opted for a density of 1.3 to accommodate residential and retail uses only.

**Table 1: Densities Under IC Zoning and Interim CD-1 Rezoning Policies**

Use	IC Zoning: Maximum FSR	Interim CD-1 Rezoning Policies: Maximum FSR
<i>Non-Industrial</i> Office Service Retail Residential	1.0 FSR 1.0 FSR 1.0 FSR (1000 m <sup>2</sup> max.) not permitted	1.0 FSR 1.0 FSR 1.0 FSR (1000 m <sup>2</sup> max.) 1.0 FSR
<b>Max for these uses (combined)</b>	<b>1.0 FSR</b>	<b>2.0 FSR</b>
<i>Industrial</i> Manufacturing Trans & Storage Wholesale Ancillary Office	3.0 FSR 3.0 FSR 3.0 FSR 50% of manufacturing	no set limit  50% of manufacturing
<b>TOTAL FOR ALL USES (combined)</b>	<b>3.0 FSR</b>	<b>no set limit</b>

## 2. Effectiveness of the Burrard Slopes IC Districts Interim Policies

Staff reviewed the following indicators to assess the effectiveness of the interim policies in achieving their goals:

- Vacancy rate
- Change in number and type of uses
- Development activity
- Improvement values

### (a) Vacancy Rate

Vacancy rate is a general indicator of the health and attractiveness of an area and its building stock. The current industrial vacancy rate in Vancouver is 0.8 percent compared to rates between 1.5 and 2.4 percent in some suburban industrial locations. The generally low vacancy rate indicates a high demand for this space throughout the city. The vacancy rate in the Burrard Slopes area is the same with virtually no available light industrial space. The office vacancy rate for the Broadway Corridor area, of which Burrard Slopes is a part, is approximately 3.8 percent, compared to 5.7 percent for downtown and 8.1 percent for the region. Even less office space is available in the IC-1/IC-2 area of Burrard Slopes, with a rate closer to 3 percent. As businesses in Southeast False Creek are displaced for redevelopment there is potential for additional pressure on the Burrard Slopes area to accommodate these uses.

### (b) Change in Number and Type of Uses

There are currently 217 businesses in the area, an increase of 24 percent from 1993. Since 1996, non-residential floorspace has increased by 30 percent and residential floorspace by 54 percent. Based on space occupied, the predominant business uses are office (27 percent), services (21 percent), automotive (16 percent), light manufacturing (10 percent), retail (9 percent) and warehousing (7 percent). Residential use occupies approximately 5 percent of floor area in Burrard Slopes.

An analysis of the companies that have moved into the area indicates that the industrial/service nature of the businesses in the area has not changed significantly. Well-established businesses, such as MCL Motor Cars, have been augmented by a growing presence of music recording and production studios, architects and graphic design/communications companies as well as food catering and software consulting and computer repair firms. Industry contacts note that these types of firms are attracted to the area because of its unique mixed-use character, central location near the Downtown and Granville Island, and proximity to similar or complimentary businesses. The 2001 Census data indicated about 2,300 jobs in the area, an increase of 13 percent from 1993.

These business trends confirm the area's continued desirability as a location for a variety of businesses, many employing people with specialized technical trades and expertise. Further, the area continues to be a focus for jobs, especially for downtown



support services some of which have relocated to Burrard Slopes due to new residential development in the Downtown South.

### **(c) Development Activity**

Of the 84 development permits and develop/build permits issued since 1993, 44 were for change of use, 32 for additions and alterations and 8 for new construction. This activity indicates a high level of reuse of the current building stock, consistent with the goals for the area.

#### **Policy-Related New Development**

Since 1993, the following new mixed-use developments have been approved through the rezoning policy:

- 1742-1752 West 2<sup>nd</sup> Avenue - Four storey building at 2.0 FSR - Retail at grade, office and service uses on the second floor and residential on the 3<sup>rd</sup> and 4<sup>th</sup> floors.
- 2124-30 Burrard Street and 1798 West 5<sup>th</sup> Avenue (5<sup>th</sup> Avenue Theatre) - Four Storey building at 2.4 FSR - includes a theater, restaurant, office and retail uses at grade and on the second floor, and manufacturing and office uses on the third and fourth floors.
- 1650 West 1<sup>st</sup> Avenue - Four storey building with partial 5<sup>th</sup> floor at 2.5 FSR - office/service, manufacturing and retail use at grade and on the second floor and residential above.
- 1600-1636 West 1<sup>st</sup> Avenue - Four storey building at 2.5 FSR - commercial and manufacturing space at grade and on the second floor and residential on the third and fourth floors.
- 1750 West 3<sup>rd</sup> Avenue - Currently under construction, a three storey building at 1.3 FSR with retail at grade and 10 townhouse style dwelling units on the second and third floors.
- 1675 West 3<sup>rd</sup> Avenue - Rezoned to CD-1 in July 2006 for a 2.5 FSR mixed use office/retail/residential/light industrial development consisting of a new retail and residential building with 48 dwelling units (1655 W. 3<sup>rd</sup>), an existing office building (1669 W. 3<sup>rd</sup>) and a new retail/office/manufacturing building at 1675 -79 W. 3<sup>rd</sup> Avenue - has not yet begun the permitting process.

In general these examples of projects mixing service and industrial uses with limited residential have worked well and have added vitality and interest to the area. Design has been generally good and has complimented the area's varied architectural character. In addition, property owners noted that having residential neighbours in the area has increased the night-time surveillance, improved safety and reduced criminal activities.



#### **(d) Improvement Values**

The B.C. Assessment Authority reviews building improvement values periodically, adjusting them for building depreciation or increasing them when significant renovation or new construction occurs to ensure property assessments are reasonably accurate. Consequently, average improvement values provide a general measure of the reinvestment that has occurred, and indicate the health and attractiveness of the area.

From 1996 to 2006, average improvement values for all properties in the Burrard Slopes study area increased by approximately 28 percent. A similar increase was noted in the Mount Pleasant Industrial area over the same period. This indicates that reinvestment in the area is strong and in keeping with other similar inner-city industrial and service areas.

The general low vacancy rates, conversion of buildings to a variety of specialized service uses, increasing number of businesses and jobs, and increasing improvement values indicate that the Burrard Slopes area is a healthy and attractive industrial area that continues to serve an important role in supporting Downtown. Furthermore, the rezonings for six mixed use developments demonstrates that the area can function well with a broad range of uses. Staff conclude that the Burrard Slopes IC Districts Interim Policies have been successful in achieving the objectives laid out in 1993.

### **3. Development Industry Issues**

Some property owners and developers have identified the following issues related to the mix of uses and density:

- Under the Interim Policies, achieving the maximum 2.0 FSR for non-industrial uses requires combining office, service, retail or residential uses (e.g. 1.0 FSR of office and 1.0 service). This increases construction costs (e.g. parking, fire separation and access). To reduce costs, developers would like the option of one non-industrial use (e.g. office or service) at 2.0 FSR;
- Owners of some existing CD-1 zoned buildings wish to convert their industrial space to non-industrial uses because it has been difficult to find appropriate uses to lease the space; and
- There is interest in increasing residential density from 1.0 to 2.0 FSR because market return is highest for residential use. Developers cite the area's attractiveness for residential development: proximity to commercial areas, the waterfront, and Granville Island.

Staff have considered these issues and provide the following comments and recommendations:

**(a) Allowing Higher Density Limits for Single Non-Industrial Uses**

Staff have examined the option of allowing increased density (up to 2.0 FSR) for a single non-industrial use. Staff agree that the policies regarding density could be more flexible for office and service uses. Therefore, staff recommend that the maximum densities for office and service uses be increased from 1.0 to 2.0 FSR noting that the overall maximum density for non-industrial uses will remain at 2.0 FSR. This change would allow developers the option of one or more non-industrial uses. Analysis by the City's Real Estate Division shows that allowing 2.0 FSR for office or service uses is not likely to increase land values in the short term. However, an increase in retail or residential density is not recommended because such a change could increase land values and the pace of redevelopment.

**(b) Converting Existing Industrial Space in CD-1 Developments**

Under the IC rezoning policies, applicants for CD-1 rezoning have the option to limit their total density to 2.0 FSR and not include industrial space. Some developers have included a small amount of industrial space and found it difficult to find acceptable uses to lease or sell. Consequently, there have been requests from owners of CD-1 zoned buildings built to 2.5 FSR, to convert their industrial portion (0.5 FSR) to non-industrial floor area. Staff have not supported these proposals because allowing this type of conversion could signal owners that increased densities for non-industrial uses are possible, potentially increasing land values and ultimately undermining the goals for the area. The low vacancy rate indicates there is a demand for industrial space if it is suitably designed.

**(c) Increasing Residential Density**

Staff reviewed the implications of increasing residential density from 1.0 to 2.0 FSR when the policies were originally developed. At that time, the review concluded that allowing more than 1.0 FSR residential would result in conversion to a primarily residential area, and the displacement of the majority of service and industrial uses. To respond to requests from some landowners and developers, this question was re-examined. Market rents and selling prices for residential space are much higher than competing uses, and hence, increasing residential density is highly attractive from a market perspective. The preference for residential use over almost every other competing use in this location could quickly shift redevelopment dynamics in favour of residential and many industrial uses could be displaced. The remaining industrial uses could find it increasingly difficult to stay in the area because of higher land assessments, higher taxes and compatibility conflicts with residential uses. In the end, residential speculation could undermine the area's current support service function and reduce industrial and service jobs which would be contrary to City policy. Analysis undertaken by the City's Real Estate Division confirms that doubling residential densities would invite significantly increased residential redevelopment and raise property values.

Recently staff received rezoning proposals for large sites which include residential-only buildings. The residential FSR was calculated for the site as a whole and then allocated to one building (with the other uses in the development located in a separate building). This approach results in a larger residential building that appears to have a residential FSR of more than 1.0 FSR. Planning staff expect that this type of development in Burrard Slopes could increase expectations about the form of development considered appropriate for the area. Staff in the City's Real Estate Division concluded that allowing residential-only buildings would also increase land values and fuel residential speculation in the area.

Consequently, staff recommend that the policy regarding how residential space is allocated in large-site developments be clarified to stipulate that residential floor space be located in mixed-use buildings and density be calculated on a building-by-building basis, so the residential FSR of 1.0 is spread more uniformly across the site.

#### (d) Overall Allowable Density

The Interim Policies do not set an overall maximum density for all uses. Staff recommend continuing with this approach but advising that the CD-1 rezonings to date have demonstrated that a maximum density of 2.5 FSR is typically achievable for mixed use development.

**Table 2: Densities Under Interim & Proposed CD-1 Rezoning Policies**

Use	Interim CD-1 Rezoning Policies Maximum FSR	Proposed CD-1 Rezoning Policies Maximum FSR
<b><i>Non-Industrial Uses</i></b>		
Office	1.0 FSR	2.0 FSR
Service	1.0 FSR	2.0 FSR
Retail	1.0 FSR (1000 m <sup>2</sup> max.)	1.0 FSR (1000 m <sup>2</sup> max.)
Residential	1.0 FSR	1.0 FSR
<b>Max for these uses (combined)</b>	<b>2.0 FSR</b>	<b>2.0 FSR</b>
<b><i>Industrial Uses</i></b>		
Manufacturing	no set limit	no set limit
Trans & Storage		
Wholesale		
Ancillary Office	50% of manufacturing	50% of manufacturing
<b>TOTAL FOR ALL USES (combined)</b>	<b>no set limit</b>	<b>no set limit*</b>

\* Based on what is achievable within the recommended building envelope. Built projects indicate a maximum achievable density of 2.5 FSR.

#### **4. Other Issues**

##### **(a) Building Envelope for Sites on Burrard Street**

To protect public views along the Burrard Street corridor, the interim policies established a 6.1 m (20 ft.) setback from the street wall face for building massing above 9.1 m (30 ft.) in height (see figure 5 in Appendix A). The maximum height is 13.7 m (45 ft.) but can be relaxed up to 15.3 m (50 ft.) if no public views are affected. Because of the sloping topography, the sites north of 4<sup>th</sup> Avenue are less likely to have an impact on views: therefore, staff recommend the possible exemption for sites on Burrard Street, north of 4<sup>th</sup> Avenue, from the setback requirement if it can be shown through a view analysis that public views will not be affected. A setback of 3.6 m (12 ft.) from the front property line on Burrard Street is proposed for residential use to ensure livability and privacy.

These changes are in keeping with the policies for the west side of Burrard Street, which is zoned C-3A. The only front setback requirement for sites on the west side of Burrard Street is the 3.6 m (12 ft.) for residential use. The height limit is 13.7 m (45 ft.), although developments north of 4<sup>th</sup> Avenue were recently approved with increased heights based on the results of view analyses.

##### **(b) Maximum Floor Space Ratio for Cultural/Recreational and Institutional Uses**

The interim policies appear to distinguish between private and public/non-profit facilities in terms of density, although this is not the intent. Staff recommend a clarification that all cultural and recreational facilities are subject to the same maximum density.

##### **(c) Metropolitan Core Jobs and Economy Land Use Plan**

City staff are currently undertaking a study of the Vancouver Metropolitan Core economy. The purpose of the study is to ensure that land supply and transportation infrastructure can accommodate future job growth and economic activity in the Metro Core area. The geographic area includes the downtown peninsula and areas to the south and east, bounded by Burrard Street, 16th Avenue, and Clark Drive. The Burrard Slopes area is located within the Metro Core boundary.

Economic projections for the Metro Core indicate that future demand for job space could exceed potential supply under current zoning. Staff conclude that the proposed Burrard Slopes rezoning policies will maintain or increase the supply of job space, and therefore support the overall objectives of the Metro Core study. New developments in the area, under IC zoning or CD-1 rezoning, generally exceed the existing density for job space. The proposal to increase the permitted density for office and service uses to 2.0 FSR, while maintaining the current 1.0 FSR limit on residential use, could result in even more non-residential development.



## **5. Pace of Redevelopment**

When the interim IC policies were adopted, staff were aware that the pace of rezonings could be significant and that this would have a negative impact on preserving the area's support-service function and mixed-use character. In fact, the pace of redevelopment (6 rezonings for CD-1) has been at a reasonable level over the past 13 years which is consistent with the goal to preserve the area. If the rate of rezonings and redevelopment increases significantly, industrial/service uses could disappear. Staff believe it is important to continue monitoring the rate of rezonings and particularly residential development in the area and recommend a report back to Council, if the area's support service role becomes threatened.

## **6. Burrard Slopes IC Districts Rezoning Policies and Guidelines**

To implement the changes outlined above, staff recommend that the Burrard Slopes IC Districts Interim Policies be repealed and replaced with the Burrard Slopes IC Districts Rezoning Policies and Guidelines which would include the material covered in the former interim policy document and would be prepared in standard guideline format. The new document also introduces the following changes:

- Increases the maximum FSR for office and service uses from 1.0 to 2.0;
- Clarifies that all cultural/recreational and institutional facilities are subject to a maximum density of 1.0 FSR;
- Includes a note to indicate that although the policies do not set a maximum density for a mixed use development, these developments typically achieve a maximum density of 2.5 FSR;
- Clarifies that no individual building should contain more than 1 FSR of residential use;
- Allows for sites on Burrard Street, north of 4th Avenue, to be exempt from an additional setback requirement above 9.1 m if views are not affected;
- Adds a 3.6 m setback for residential uses on Burrard Street; and
- Adds standard CPTED (safety) guidelines.

The draft guidelines are attached as Appendix A.

## **7. Public Consultation**

Staff held two public open houses - one in June 2003 and the second on December 11, 2006 to hear comments and concerns about the proposed changes to the policies and guidelines. Approximately 18 people attended the open house in December 2006 and provided both written and verbal comments to staff on key issues. Their comments supported increasing the maximum density for office and service uses to 2.0 FSR, although two people proposed raising the maximum density even more.

The primary interest for higher residential densities came from a group of owners/developers on 5<sup>th</sup> Avenue between Pine and Fir Streets. They see this block as unique because of the planned park between 5<sup>th</sup> and 6<sup>th</sup> Avenues, the residential buildings in the C-3A area south of 6<sup>th</sup> Avenue and the small size of the IC area located south of 4<sup>th</sup> Avenue. As previously discussed, staff do not support an increase in residential density which would signal to owners of other IC property that increased residential density was possible and could trigger property speculation in the area.

At the previous open house held on June 3, 2003, staff asked for feedback on setting an overall maximum density for mixed use development. Although responses were mixed, most respondents thought it was unnecessary. Staff did not revisit this issue at the most recent open house given that the envelope effectively limits new development to between 2.0 and 2.5 FSR.

## CONCLUSION

A staff review has found that the Burrard Slopes IC Districts Interim Policies have been effective and have achieved their goal to allow some residential use without compromising the area's Downtown support service role and maintaining its character. The review also identified adjustments to the policy which would respond to issues related to non-industrial uses and still achieve the goal for the area.

Staff recommend that Council repeal the Burrard Slopes IC Districts Interim Policies and replace them with the Burrard Slopes IC Districts Rezoning Policies and Guidelines which retains most of the current policies and guidelines that apply to the area and introduces minor policy changes to increase the density limits for office and service uses and to limit residential density in individual buildings. Staff also recommend continued monitoring of rezoning activity in the area with a report back to Council if the rate of rezoning activity for residential use increases significantly.

\* \* \* \* \*



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

## **BURRARD SLOPES IC DISTRICTS REZONING POLICIES AND GUIDELINES**

Adopted by Council \_\_\_\_\_ 2007



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NOTE: The guidelines in this report are organized under standard headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply.

## **1.0 Application and Intent**

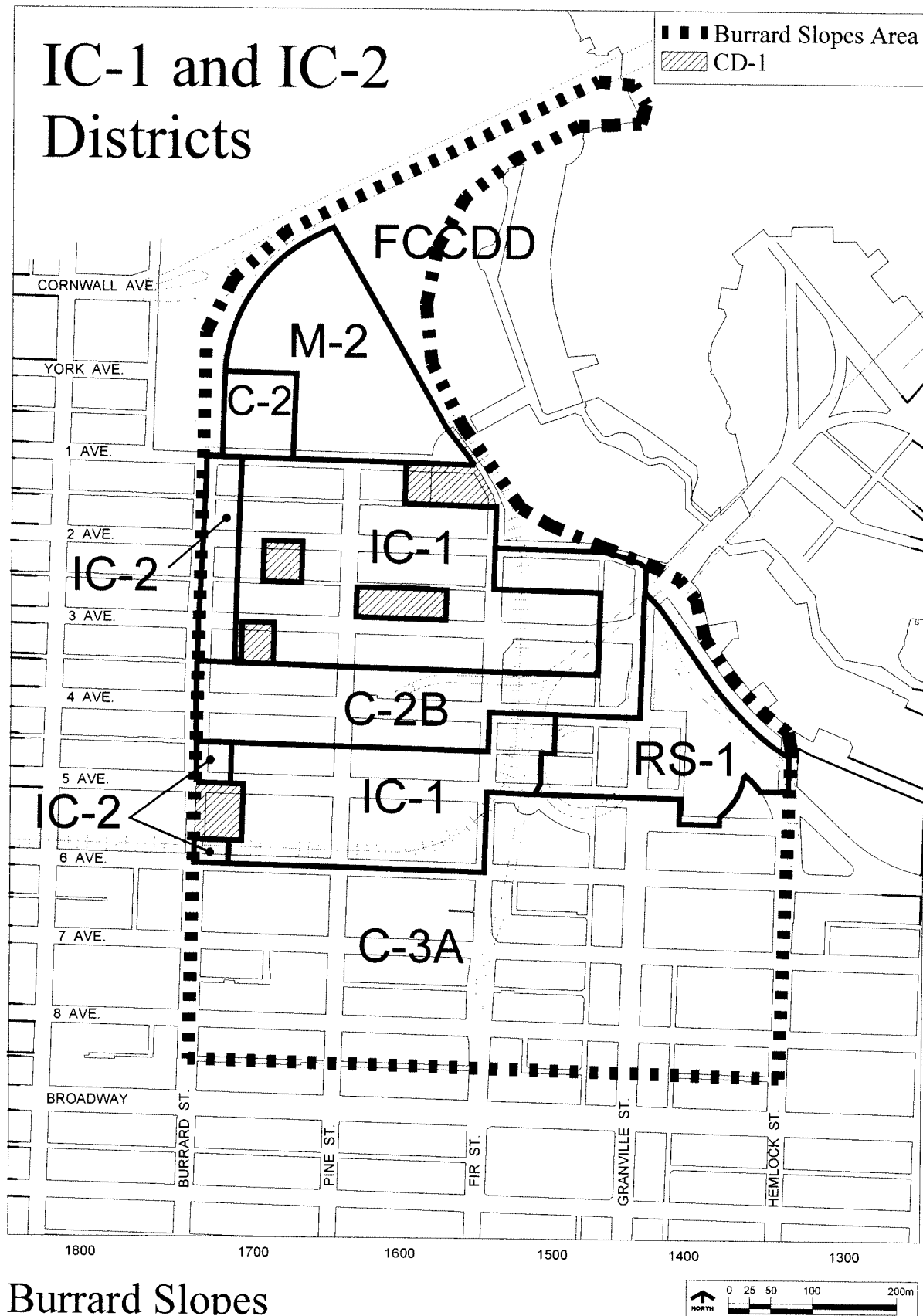
The following policies and guidelines apply to rezoning applications for sites in the Burrard Slopes IC Districts shown on the map on the following page and assist applicants in preparing, and staff and Council in assessing site specific rezoning applications to CD-1.

The goal of the Burrard Slopes rezoning policies and guidelines is to preserve the area's downtown "support service" role and its existing small scale and architecturally varied character, while allowing some residential use to be introduced into the area. The major directions to achieve this goal are:

- to allow limited residential use where compatible;
- to reinforce the office use policies of the Central Area plan;  
to allow laboratory and high tech development (industrial uses);
- to help prevent service (including light industrial) uses from being forced out of the area by residential, office, and retail use;
- to maintain and enhance existing area character and ensure livability; and
- to ensure adequate access and parking.

Wherever reference is made in these guidelines to residential uses, the provision also applies to Artist Studio - Class A, Artist Studio - Class B and the associated residential unit, except in the Compatibility Matrix, Appendix A.

Figure 1. Burrard Slopes Area



Burrard Slopes

## **2.0 General Design Considerations**

### **2.1/2.2 Neighbourhood and Street Character**

The area is generally comprised of two and three storey buildings with varied architectural character accommodating office, service and light industrial uses. The area to the south is zoned C-3A and is to become mainly residential in character while the area to the north is mainly industrial (M-2) with one commercial (C-2) site currently occupied by the Seaforth Armoury. The west side of Burrard is a mixed commercial/residential area (C-3A) and the area to the east includes both commercial (C-2B) and residential uses (FCCDD). In order to emphasize the industrial/service architectural character of the area, the character and form of the residential portion of a building should be balanced with the non-residential character.

A CPR right-of-way runs through the area along 6<sup>th</sup> Avenue and then curves and runs adjacent to Fir Street, passing through the IC area again at 3<sup>rd</sup> Avenue. The Arbutus Corridor Official Development Plan, adopted in July 2000, calls for the rail right-of-way to be preserved for transportation and greenways. A proposed Downtown Streetcar network along the rail right-of-way extending from Granville Island to Waterfront Station could significantly influence the development of this area, particularly if a possible westward extension with stations in the Burrard Slopes IC area is implemented.

### **2.3 Orientation**

- (a) All buildings should be oriented to the existing street grid; and
- (b) On corner sites, both street facing facades should be fully developed as front elevations.

### **2.4 Views**

#### **2.4.1 Public Views**

- (a) A number of public view cones have been identified for protection by City Council (see Figures 2 and 3). These should not be compromised; and
- (b) The maximum height of 13.7 m is intended to preserve the public views. The maximum height could be increased to 15.3m if no identified public views are negatively affected. Applicants requesting this height increase will be required to prepare a public view impact analysis to the satisfaction of the Director of Planning taking into consideration input from affected neighbours.

#### **2.4.2 Private Views**

- (a) Existing views enjoyed by adjacent developments should not be unduly compromised by incompatible siting, massing or orientation; and
- (b) Opportunities for near views of roof gardens and landscaped areas should be provided for residents.

Figure 2. Public Views

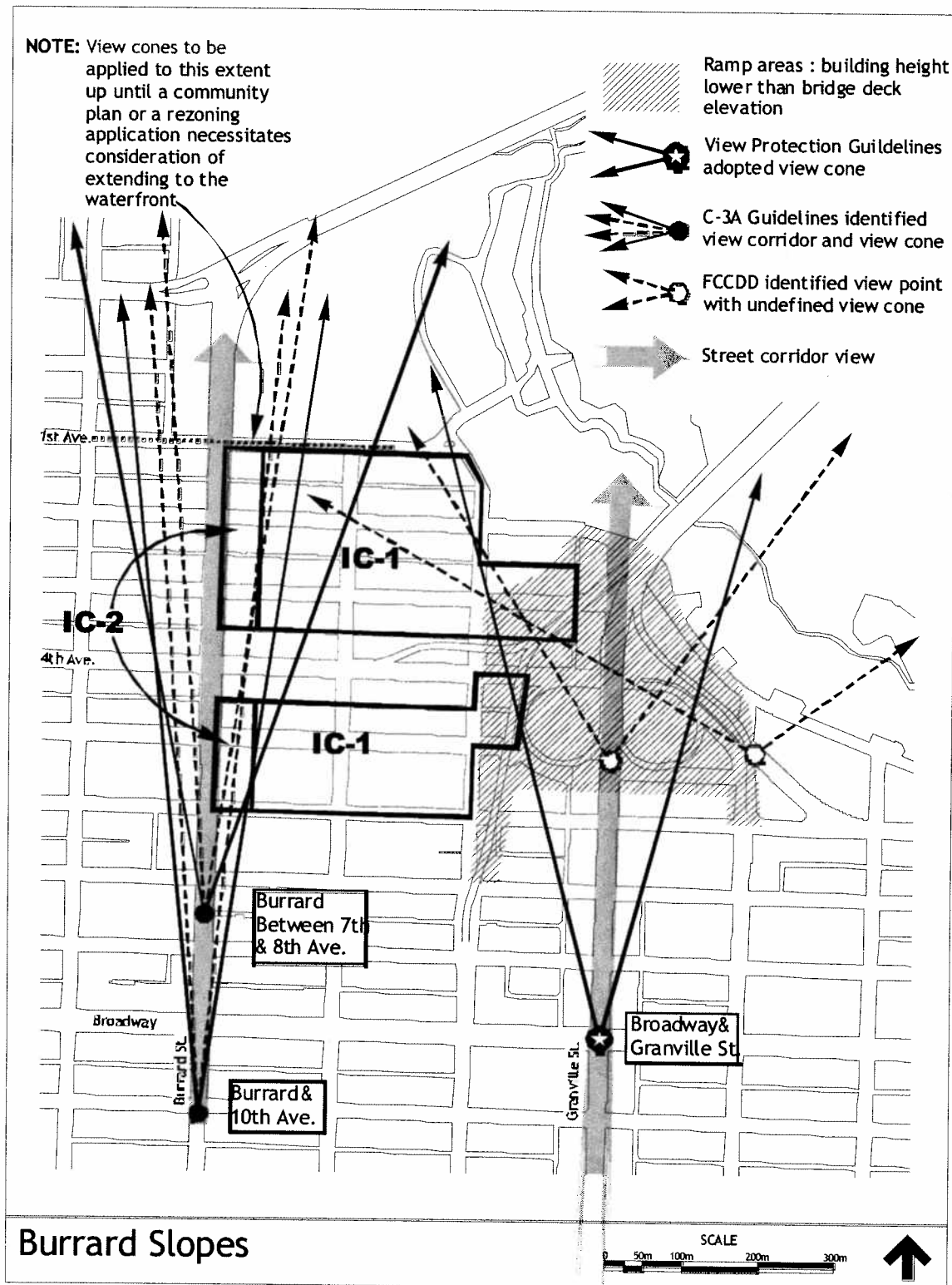


Figure 3. Burrard and 8<sup>th</sup> View Cone



## 2.6 Light and Ventilation

Provision of sufficient daylight access is one of the most challenging aspects in the design of high density low rise housing. In order to ensure sunlight on the streets, as well as in residential units, buildings should be articulated above the 2<sup>nd</sup> storey to allow sunlight through and also to achieve vertical elements while maintaining a strong sense of street enclosure (see figure 4). Residential units should orient to the street and/or lane, and away from adjacent properties. The following should also be taken into consideration:

- (a) Living rooms should not face into courtyards;
- (b) Secondary living spaces (bedrooms, dining rooms, dens) in double-fronting units (i.e. street/courtyard or lane/courtyard) may face into a courtyard, provided it has a minimum clear dimension of 9.2 m and a maximum height/width ratio of 1.5 to 1.0;
- (c) Courtyard width will be measured to any obstruction including exterior corridors;
- (d) Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels on the south side of courtyards;
- (e) Unwanted odours from uses such as restaurants located in the development should be controlled by providing adequate venting and odour control equipment;
- (f) Mechanical ventilation of commercial space should be exhausted at a location having least impact on residential livability;
- (g) Development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby traffic or land uses; and
- (h) Where odours and fumes from nearby industries/activities are present, residential uses should have alternative mechanical ventilation.

## **2.7 Weather**

Weather protection should be provided as follows:

- (a) Weather protection should be provided for the ground floor of street frontages, common entrances, and for grade level and upper level individual residential entrances;
- (b) Weather protection should include continuous, high quality, architecturally integrated weather protection, signage system and lighting;
- (c) Awnings and canopies should, generally, be composed of glass and steel or textured vinyl with metal frame. They should be designed as part of the building and function principally as weather protection; and
- (d) Awnings and canopies should be deep enough and close enough to the ground to provide adequate shelter (minimum height of 2.8 m above the sidewalk and depth of 1.8 m).

## **2.8 Noise**

Non-residential components of mixed use developments, such as parking and loading, exhaust fans, and restaurant entertainment, can create noise which disturbs residents. The restrictions on the mix of uses noted in Appendix A will ensure a level of compatibility for uses within buildings and with adjacent buildings.

An acoustical report is required for all new developments with residential units prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purpose of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as noise levels in decibels.

Portion of Dwelling Unit	Noise Level (Decibels)
Bedrooms	35
Living, Dining, Recreation Rooms	40
Kitchen, Bathrooms, Hallways	45

- (a) Appropriate design and construction techniques should be used to buffer residential units from noise including:
  - (i) orienting outdoor areas and bedrooms away from noise sources;
  - (ii) providing mechanical ventilation (to allow the choice of keeping windows closed);
  - (iii) using sound-deadening construction materials (e.g., concrete, acoustically rated glazing or glass block walls) and other techniques;
  - (iv) enclosing balconies or using sound absorptive materials and sound barriers; and
  - (v) sites directly adjacent to the Arbutus Corridor, additional noise mitigation measures should be considered:
    - locating areas not affected by noise such as stairwells and single-loaded corridors between the noise source and the dwelling units; and
    - constructing noise fences adjacent to the right-of-way using materials compatible with the main building.
- (b) Local noise generated by the development itself, such as parking and loading activities, exhaust fans, and restaurant entertainment, should be mitigated by location and design; and
- (c) City regulations governing the noise levels that may be produced in various areas may affect some non-residential uses proposed. The Licences and Inspection Department and Vancouver Coastal Health Authority should be contacted for details.

## **2.9 Privacy**

Privacy in relation to other units, passersby, and adjacent development is a crucial aspect of livability and neighbourliness.

- (a) Minimum distances of approximately 18 m between residential portions of buildings (back to back) through required setbacks will provide visual privacy;
- (b) Unit orientation, window placement, and screening should be used to enhance privacy;
- (c) Balconies and patios should be oriented, screened or landscaped to reduce direct overlook of adjacent residential uses or other units in the project;
- (d) Habitable rooms within the developments should be oriented away from pedestrian corridors; and
- (e) In developments with courtyards, stacked units are encouraged to reduce privacy conflicts due to access corridors.

## **2.10 Safety**

Safety and security are key components of livability. New development, both residential and non-residential, must provide a secure environment. The principles of “crime prevention through environmental design” (CPTED) should be incorporated in all new development.

- (a) Public, private and semi-private territories should be clearly defined. Public and semi-private spaces should be configured to maximize surveillance. Spaces which are neither clearly public nor private spaces tend to be unsupervised and unkept areas, and should be avoided. Design that may invite the public to cut through a site is not encouraged;
- (b) Separate lobbies and circulation (including elevators) should be provided for non-residential and residential uses. Lobbies should be visible from the street and main entrances to buildings should front the street;
- (c) Personal safety and security should be integral to the design of parking facilities. Underground residential parking, including pedestrian access routes from parking into the building, should be secure and separate from non-residential parking;
- (d) Both residential and non-residential uses should maximize opportunities for surveillance of sidewalks, entries, circulation routes, semi-private areas, children’s play areas and parking entrances. Blind corners and recessed entries should be avoided. Visibility into stairwells and halls is desirable. Laundry facilities, amenity rooms, and storage rooms should be grouped together and visible for surveillance. Mail boxes should be located to be visible from the elevators with no areas of concealment from that view;
- (e) Residential lighting should ensure good visibility of access routes and landscaped areas without excessive lighting levels, glare or overspill to neighbours;
- (f) Landscaping and screening design should not provide opportunities for intruders to hide; and
- (g) Access routes from the building to residential garbage facilities should be separate and secure from those to non-residential garbage facilities.

## **2.11 Access and Circulation**

### **2.11.1 Pedestrian Access**

- (a) Primary pedestrian access to all uses should be highly visible and accessed from the street at street level;
- (b) The on-site shared open spaces, private walkways, and principal entrances of all buildings, should be accessible to the physically disabled;
- (c) Open exit stairs from the underground parking typically located on the lane provide increased opportunity for theft. Exit stairs from the underground parking should be located within the building with an exterior door at the building face;



- (d) Corridors should be adequately sized for moving furniture and should not be overly long (no more than 23.0 m in any one direction) or circuitous;
- (e) Residential entries should be separate and distinct from non-residential entries and lobbies;
- (f) Elevators should be provided on sites with frontage exceeding 15.0m, where the vertical travel distance from parking to the highest unit entry exceeds three storeys; and
- (g) Open exterior corridors are discouraged due to concern over privacy, weather protection and security.

#### 2.11.2 Vehicular Access

To ensure an active pedestrian environment, vehicular and service functions should not conflict with street frontage and pedestrian activity.

- (a) Negative impacts of vehicular entrance parking ramps and service areas should be minimized through proper treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping;
- (b) In order to preserve a welcoming pedestrian environment, vehicular access to underground parking, loading, and service areas should be provided from the lane only, where one exists;
- (c) On corner sites where there is no lane, access should be from the flanking street (except on Burrard). On interior sites with no lane, vehicular access should be located and designed to minimize impact on the pedestrian realm and designed to minimum standard crossing width;
- (d) Vehicular entries should be designed integrally with the building. Any vehicular entrance from the street should minimize interruption to pedestrian movement and building frontage on the street. In particular, large or long access ramps located directly off the street should be avoided; and
- (e) Where curb crossings are necessary, access from the side street or lane should be utilized so that no more than one crossing occurs on the Burrard Street sidewalk, provided that local circulation and tanker truck access is not adversely impacted.

### 3.0 Uses

#### 3.1 Residential Use

- (a) Residential use could be considered up to 1.0 FSR except not: on the ground floor; within 7.6 m of bridge ramps; within 7.6 m of the potential rail transit corridor and the CPR right-of-way; within 7.6 m of, or across a lane from noxious uses (as identified in Appendix A);
- (b) Residential floor space must be located in a mixed-use building and residential density for a development must be calculated on a building-by-building basis so that no building in a development has more than 1.0 FSR of residential floor space. Buildings containing only residential use will not be permitted;
- (c) Buildings containing residential uses and located adjacent to the CPR right-of-way should mitigate against potential noise impacts through the use of setbacks, soundproof construction, and/or advantageous unit orientation;
- (d) In the block bounded by Burrard, 5th, Pine, and the CPR right-of-way, a number of properties have no lane access and are unusually deep. Residential uses may be considered on the ground floor if more than 13.7 m from 5th Avenue. To facilitate this, floor space can be exchanged (i.e. residential for commercial) with adjacent sites if they form part of a single CD-1 rezoning application. Overall density limits would still apply to the rezoning and built form, and livability criteria may limit the floor space achievable due to restraints caused by irregular parcel configuration;
- (e) Non-market housing is not a requirement under these policies. However, if social housing or guaranteed rental housing is proposed, some flexibility in the land use and density policies may be considered; and

- (f) Residential uses, with the exception of ground floor lobbies and vertical circulation, should be located on the second storey and above except as noted above in 3.1 (d).

### **3.2 Non-Residential Uses**

- (a) Non-residential uses (not including parking) are required on the ground floor to a site depth of at least 10.7 m from the front property line;
- (b) Retail use will be allowed up to the lesser of 1.0 FSR or 1 000 m<sup>2</sup> preferably at the street front;
- (c) Residentially-compatible uses can be combined with residential in a mixed-use building (Refer to Appendix A.);
- (d) Non-residential uses will be considered up to the densities indicated in Table 1 in section 4.7; and
- (e) Cultural/Recreational and Institutional uses may be considered as part of individual rezonings and will be evaluated as non-industrial uses, subject to a 1.0 FSR maximum within the 2.0 FSR non-industrial maximum, according to the policies in this document.

## **4.0 Guidelines Pertaining to the Regulations of the Zoning and Development By-law and the Parking By-law**

### **4.2 Frontage**

- (a) Continuation of the existing built form and clear definition of the street should be provided by requiring continuous buildings, extending at least two storeys in height at the property line of fronting and flanking streets. Above the 2nd storey, buildings should provide vertical elements and setback elements to allow sunlight through to the street and to avoid monotonous, unarticulated facades (see figure 4). Variety and colour and material changes should also be incorporated to add interest;
- (b) Development should reflect the existing small-scale building pattern that results from a subdivision pattern of 7.6 m in width and assemblies of predominantly 15.2 to 30.5 m in width;
- (c) Building mass along Burrard Street between 1st and 6th Avenues should extend no more than approximately 36.0 m north/south without incorporating step transitions. These policies will reinforce the existing pattern of buildings stepping down the slope, and will preserve views over buildings (see figure 5); and
- (d) Corner sites should be characterized by prominent and transparent main entries and elevator lobbies that are properly illuminated.

Figure 4. Appropriate Use of Vertical Elements



### 4.3 Height

- (a) The maximum height for CD-1 rezonings should be 13.7 m. Providing no identified public views are negatively affected, the maximum height could be increased to 15.3 m; and
- (b) Street corridor views along Burrard Street should be preserved by conforming to:
  - (i) a maximum height of 9.1 m at the south property line, with any massing above that to be setback at least 6.1 m from the Burrard Street wall face (see figure 6). If, through a view analysis, it can be shown that public views will not be affected, the additional 6.1 m setback may not be necessary for sites on Burrard Street north of 4<sup>th</sup> Avenue; and
  - (ii) sites within the bridge deck area identified in Figure 2 will be required to be below the nearest bridge deck level.

Figure 5. Burrard Street Building Form

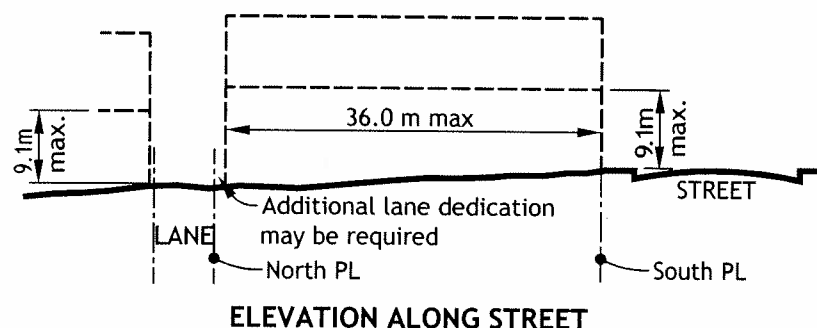
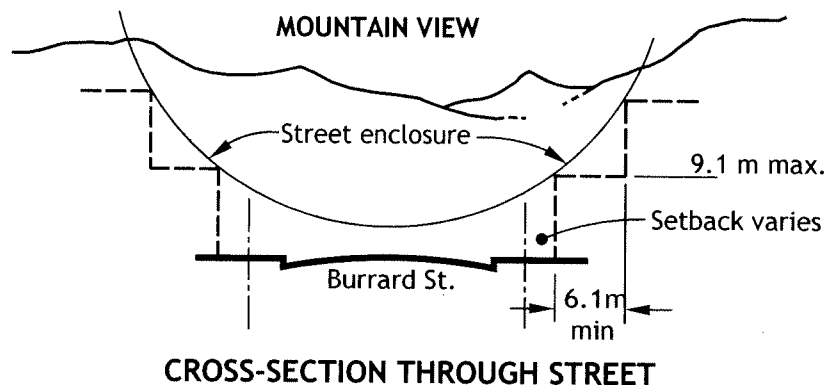


Figure 6. Burrard Street Height and Setbacks



#### 4.4 Front Yard and Setbacks

- (a) The current pattern in the area is for buildings to be built to the property line so that a continuous frontage and street definition is maintained. However, a 0.6 m setback on the street may be necessary to allow building articulation, balconies and cornices and setbacks and to respond to views as required in 4.3 (b)(i);
- (b) Along Burrard Street residential uses should have a front setback of 3.6 m from the front property line to provide for privacy and livability; and
- (c) In locations along Burrard Street where sidewalks are less than 3.6 m from the street property line, a setback should be provided to achieve this width. The additional space is to be integrated with the public sidewalk and remain unobstructed.

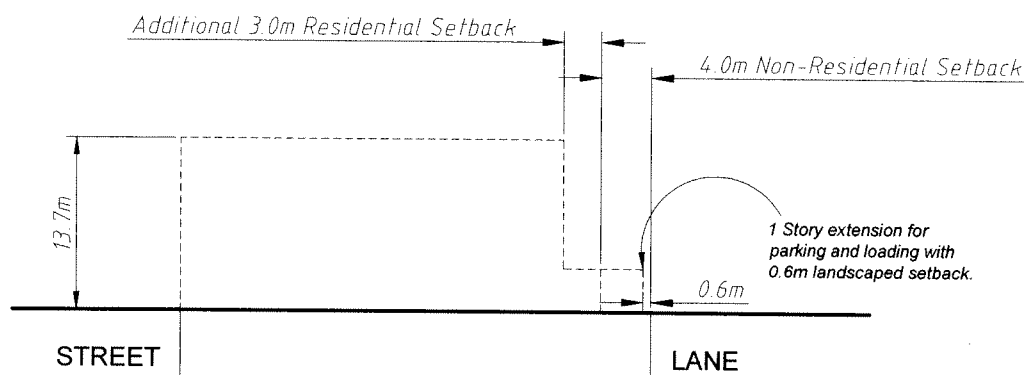
#### 4.5 Side Yard and Setbacks

A side yard setback of 1.5 m should be provided for sites adjacent to Pine Street or Fir Street in order to improve the pedestrian environment and public realm.

#### 4.6 Rear Yard and Setbacks

- (a) A minimum rear setback of 4.0 m from the property line, (7.0 m if no lane exists), should be provided for all non-residential uses. An additional rear setback of 3.0 m from the property line should be provided for residential use. Setbacks should be landscaped including trees, specialty paving and lighting; and
- (b) Notwithstanding 4.6 (a), if a lane exists, the ground floor can extend up to 0.6 m from the rear property line for parking, loading, and service uses (see Figure 7). Where the 0.6 m setback occurs, a continuous landscape strip should be provided. Gas meters, transformers and parking vents should be located so as not to interrupt the landscaping.

Figure 7. Building Envelope North/South Section



#### 4.7 Floor Space Ratio

The maximum total FSR achievable will be based on a review of conformity with built form and other policies in this document.

Table 1: Uses and Densities: Existing Zoning and Rezoning Policies

Use	Existing IC Zoning Maximum FSR	IC Rezoning Policies Maximum FSR
<b>Non-Industrial</b>		
Office	1.0 FSR	2.0 FSR
Service	1.0 FSR	2.0 FSR
Retail	1.0 FSR ( max of 1000 m <sup>2</sup> )	1.0 FSR( max of 1000 m <sup>2</sup> )
Residential	not permitted	1.0 FSR
Max. for these uses	1.0 FSR	2.0 FSR
<b>Industrial</b>		
Manufacturing	3.0 FSR	no set limit*
Manufacturing	3.0 FSR	
Trans. & Storage	3.0 FSR	
Wholesale	3.0 FSR	
Ancillary Office	50% of Manufacturing	50% of Manufacturing
<b>OVERALL TOTAL OF ALL USES</b>	<b>3.0 FSR</b>	<b>no set limit**</b>

\* Combining some of these uses with residential will require special provisions to meet Building By-law requirements. Early discussions with the Development Services Department is advised.

\*\* To be determined depending on site size, location, use mix, built form, compatibility etc. Experience with built projects indicates a maximum achievable density of 2.5 FSR within the permitted building envelope.

#### 4.9 Off-Street Parking and Loading

- Off-street parking should be provided and maintained in accordance with the provisions of the Parking By-law in order to take pressure off on-street parking. Parking should generally be located underground; exceptions may be considered for small sites, or where a limited number of at-grade stalls are provided for visitor parking;
- Where it is not possible to place all parking underground, any at-grade stalls should be located at the rear of the site and treated with high quality surface materials, such as interlocking concrete pavers;

- (c) For slabs over parking/loading areas, under slab height should be limited to 3.7 m other than when a higher loading bay is required under the Parking By-law. When structural or mechanical elements must project below the slab, requiring an increase in the 3.7 m slab height, these elements should be screened from lane view through a dropped bulkhead or similar detail;
- (d) Parking for non-residential uses and residential visitors should be separate from residential parking, which should be secured by overhead garage doors;
- (e) Curbside parking should be retained where safety and traffic conditions permit, in order to serve street level businesses and enhance the residential "feel" for the area;
- (f) On-site bicycle parking should be provided and maintained in accordance with Council-adopted standards;
- (g) Parking at or above grade and vehicle and loading entrances should be screened effectively from the view of pedestrians and neighbours. Depending on the specific site, this should include solid roofs to avoid noise and visual impacts to dwelling units above, appropriate lighting, architecturally treated surfaces, screen walls, doors and landscaping along the lane; and
- (h) Loading, garbage and recycling areas should be screened and/or designed to minimize negative visual and acoustic impacts. Loading bays and service areas should be gated for optional closure during non-business hours. Convenient loading of furniture to residential units should be facilitated by the design of loading areas and access routes.

## **5.0 Architectural Components**

### **5.1 Roofs**

- (a) Usable roof decks and terraces are encouraged. Roofs should be designed to be attractive as seen from above through landscaping, elements such as trellises, and choice of materials and colour. Elements such as roof gardens and roof decks should be provided to increase usability of roofs whenever issues of overview and privacy can be adequately addressed. Sloping or terracing roof forms are not encouraged other than as small appurtenances designed to add architectural interest to the roofscape as viewed from above (particularly from bridges);
- (b) Elevator penthouses, mechanical rooms, equipment and vents should be integrated with the building's urban form and architectural treatment of the roof; and
- (c) Universal elevator access to shared roof areas should be provided.

### **5.5 Exterior Walls and Finishing**

- (a) All buildings (including residential portions) should reflect the industrial/service architectural expression predominant in the area through the use of high quality glazing systems and materials such as masonry, glass and metal panel (no stucco or cement-plank siding);
- (b) The lower levels of developments should be carefully designed to relate to pedestrian scale, and enhance close-up view of the pedestrian. The use of high quality materials and more intensive detailing that contribute to pedestrian interest is encouraged;
- (c) When party walls are likely to remain exposed for the foreseeable future, as a result of adjacent low scale development, they should be carefully designed emphasizing quality materials, textures, articulation, colour and/or landscaped with climbing or hanging plants;
- (d) Blank walls at ground level should be minimized to reduce opportunities for graffiti through a slight setback and landscaping such as vines or hedges;
- (e) Walls abutting the lane should be carefully designed to be attractive to neighbouring developments and passersby through articulation, the use of quality materials, and landscaping; and
- (f) Wall treatment and composition should reflect solar orientation.

## **5.7 Lighting**

Buildings, open spaces and parking areas should have lighting located and designed to ensure that all areas are well lit. However, exterior lighting should be sensitive to the residential uses in the project and adjacent buildings. Visible glaring light sources can be avoided through using down-lights mounted on lower walls, or on landscaped elements, or free-standing pole lights with shaded fixtures.

## **7.0 Open Space**

### **7.1 Public Open Space**

- (a) Providing parks and public open space is the most critical public need in Burrard Slopes. The goal of the Burrard Slopes Greenway and Open Space Plan is to develop a variety of parks and open spaces that are well connected with the greenway system. The only existing park/open space in the area is located in the Granville Loops. Future park space locations are proposed on City-owned land between 5th, Pine, 6th, and Fir (the City owns all but 2 sites on this block) and on larger industrial sites north of the IC districts (Seaforth Armouries, Molson Brewery, should they redevelop (see Figure 8);
- (b) The potential for a "community court yard" around the City-owned land on West 5th Avenue between Pine and Fir, should be recognized through providing active uses at grade adjacent to this site. Building massing should also respond to the need to maintain sun access. Pedestrian access through any development on the site's edges should be considered;
- (c) A number of potential off-street linkages exist in the area. These include the rail right-of-ways and the areas under the Fir and Hemlock ramps. In design of adjacent development, consideration should be given to reinforcing the interest and amenity of these routes. Where possible, surrounding uses are encouraged to watch over these public spaces. Landscaping and lighting should allow open views through and around these spaces;
- (d) A linked web of small public open spaces should be located along the existing pedestrian routes to the waterfront. Nearby private developments should be designed to reinforce the presence and amenity of this public open space network, whether with pedestrian oriented uses, access ways, or complementary massing and landscaping; and
- (e) Open spaces should be designed to reduce opportunities for skateboarding unless a specific skateboard facility is programmed in coordination with Parks Board and Engineering Services.

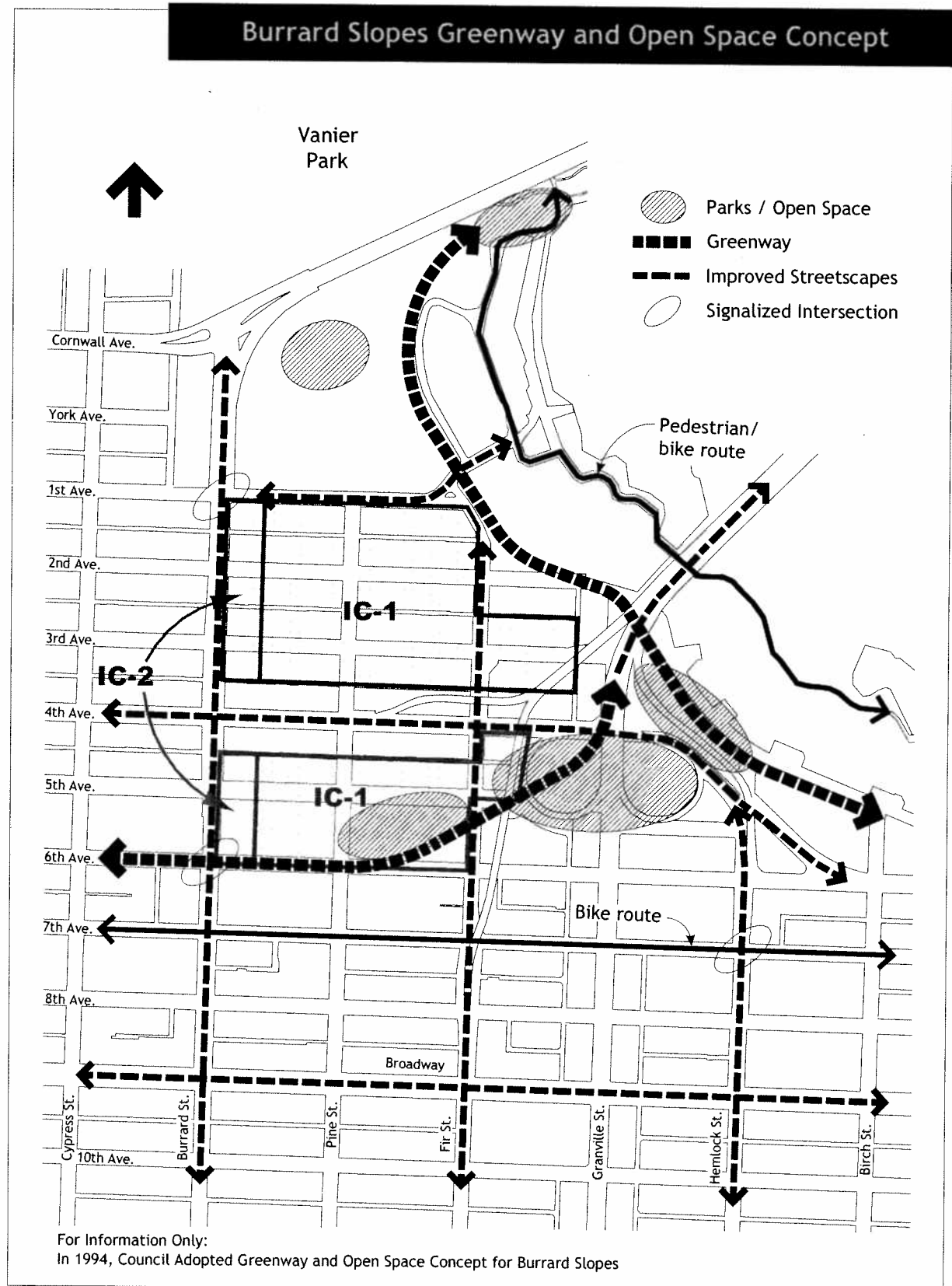
### **7.2 Semi-Private Open Space**

Semi-private outdoor space is desirable to provide for residents. It could be located above the commercial level or on the roof top, have an aggregate size of 4.6 m<sup>2</sup> per unit or more, and be located so as to receive direct sunlight during most days of the year. It should be protected from noise and overlook from neighbouring buildings. Privacy of adjacent units and properties, view blockage and noise impact on units and properties below should be addressed.

### **7.3 Private Open Space**

- (a) Each unit should have direct access to a private outdoor space in the form of a balcony, deck or patio with a minimum area of 4.6 m<sup>2</sup> and a minimum depth of 2.0 m;
- (b) Wherever possible it should be oriented to capture sun and views, as well as to avoid noise and to take account of visual privacy and security.

Figure 8. Burrard Slopes Greenway and Open Space Plan





## **8.0 Landscaping**

### **8.1 Streetscape**

In keeping with the Burrard Slopes Greenways and Open Space Plan (figure 8), the following standard treatments should be followed for new development:

The legacy of green boulevards and street trees in Burrard Slopes should be built upon and added to by new developments.

- (a) Street trees should be provided on all streets, as well as pedestrian lighting and street furniture to improve pedestrian amenities. Park Board and Engineering staff will approve species, spacing, and location; and
- (b) Except on Burrard Street, the boulevard between curb and sidewalk should be grassed. The inner boulevard may also be predominantly green with low, layered planting. Paving should be limited to areas where foot traffic necessitates a more durable surface.

### **8.2 Site Landscaping**

- (a) Existing on-site trees and significant landscape features should be retained where possible, in accordance with the Private Property Tree By-Law;
- (b) Landscaping should be provided on amenity roof decks and for screening to provide privacy where required; and
- (c) Parking and exhaust vents should be located away from streets and landscaped setback areas.

## **9.0 Utilities, Sanitation and Public Services**

### **9.2 Underground Wiring**

New development should be responsible for upgrading adjacent streetscape, and providing underground utility connections in order to improve the residential environment.

### **9.3 Garbage, Recycling and Utilities**

Garbage and recycling are essential services that can seriously detract from residential livability unless skilful design is used to screen them.

- (a) Utility requirements and garbage and recycling facilities should be located adjacent to the lane and fully integrated by enclosure on the roof and sides, with screening from the lane; and
- (b) Separate and secure access should be provided for residential users.

## **10.0 Environmental Considerations**

### **10.3 Soils: Retention, Cleansing and Replacement**

A soils report identifying historical land use and potential soil contamination may be required for a rezoning application and will be determined at the time of application. Soils are to be remediated if determined to be contaminated.

## **11.0 Public Benefits and Infrastructure**

The area-specific Development Cost Levy By-law for the Burrard Slopes Neighbourhood specifies that money collected from new development is to be spent on providing and improving park land, day care facilities and replacement housing. For rezonings that comply with these policies and guidelines, Development Cost Levies would be charged. In rare cases where development rights are granted which go beyond what would normally be permitted by these policies and guidelines, an additional Community Amenity Contribution may be charged to help to pay for public benefits.

## Appendix A

### Residential Compatibility Matrix

This chart indicates the compatibility of uses with residential development. It does not indicate the acceptability of potential proposals, as other factors such as land use objectives, Noise By-law, Parking By-law, and servicing requirements may take precedence.

#### Compatibility Rating Definitions:

- Compatible - Suitable for mixed-use building with a residential component
- Incompatible - Unsuitable for a mixed-use building with a residential component
- Noxious - Unsuitable to be within 7.6 m of a mixed-use building with a residential component and therefore residential applications are unsuitable within 7.6 m of any existing noxious uses

- <sup>1</sup> Uses which are not allowed under the existing zoning, but which could be considered as part of a mixed-use residential rezoning have been rated in this category. Certain uses which would not be considered as part of a mixed-use residential rezoning are indicated with an "x", or are not listed if not applicable to this district.
- \* Residential compatibility can be improved one rating (i.e. from noxious to incompatible or from incompatible to compatible) depending on specific use, scale, and design of either the proposed use or the existing adjacent uses.

District		IC		
Use	Existing Zoning	Outright	Conditional	Not Allowed <sup>1</sup>
<b>CULTURE AND RECREATIONAL</b>				
Arcade				x
Artist Studio - Class A			Compatible	
Artist Studio - Class B			Incompatible*	
Billiard Hall				x
Bowling Alley				x
Club			Incompatible*	
Community Centre or Neigh. House				x
Fitness Centre				Compatible
Hall				x
Library				Compatible
Museum or Archives				Compatible
Rink				x
Swimming Pool				x
Theatre				x

District		IC		
Use	Existing Zoning	Outright	Conditional	Not Allowed <sup>1</sup>
<b>INSTITUTIONAL</b>				
Ambulance Station			Noxious	
Child Day Care Facility				Compatible
Church				x
Detoxification Centre				x
Hospital				x
Public Authority			Incompatible	
School (elementary or secondary)				x
Social Service Centre			Incompatible*	
Special Needs Residential Facility (All)				Incompatible*
<b>MANUFACTURING</b>				
Bakery Products		Incompatible*		
Batteries		Incompatible*		
Brewing or Distilling			Noxious	
Chemicals or Chem Products, Class A			Noxious	
Chemicals or Chem Products, Class B		Noxious*		
Clothing		Incompatible*		
Dairy Products		Incompatible*		
Electrical Products or Appliances		Incompatible*		
Food or Beverages, Class A			Noxious	
Food or Beverages, Class B		Incompatible*		
Furniture or Fixtures		Incompatible*		
Ice Manu		Incompatible*		
Jewelry		Incompatible*		
Leather Products		Incompatible*		
Linoleum or Coated Fabrics			Noxious	
Machinery or Equipment			Noxious	
Metal Products, Class B			Noxious	
Miscellaneous Products, Class A			Noxious	

District		IC		
Use	Existing Zoning	Outright	Conditional	Not Allowed <sup>1</sup>
Miscellaneous Products, Class B		Incompatible*		
Motor Vehicle Parts			Noxious	
Nonmetallic Mineral, Class A			Noxious	
Nonmetallic Mineral, Class B		Incompatible*		
Paper Products		Noxious*		
Plastic Products		Incompatible*		
Printing or Publishing		Incompatible*		
Rubber Manufacturing			Noxious	
Rubber Products		Incompatible*		
Shoes or Boots		Compatible		
Software		Incompatible*		
Textiles or Knit Goods			Incompatible*	
Tobacco Products		Incompatible*		
Transportation Equipment			Noxious	
Vegetable Oil			Noxious	
Wood Products, Class B		Incompatible*		
OFFICE				
Financial Institution				Compatible
General		Compatible		
Health Care				Compatible
Health Enhancement Centre				Compatible
PARKING				
Parking Uses (Garage or area)			Compatible	
RETAIL				
Furniture or Appliance Store		Compatible		
Gasoline Station Full Serve		Incompatible		
Gasoline Station Split Serve			Incompatible	
Grocery or Drug Store				Compatible
Liquor Store				X
Neighbourhood Grocery Store				Compatible

District		IC		
Use	Existing Zoning	Outright	Conditional	Not Allowed <sup>1</sup>
Retail Store		Compatible		
Vehicle Dealer Including Rentals		Incompatible*		
SERVICE				
Animal Clinic		Incompatible		
Auction Hall			Incompatible	
Barber Shop or Beauty Parlour				Compatible
Bed and Breakfast Accommodation				Compatible
Cabaret				X
Catering Establishment		Incompatible		
Drive-Through Service				X
Funeral Home				X
Hotel				X
Laboratory		Noxious*		
Laundry or Cleaning Plant		Noxious		
Laundromat or Dry Cleaning Estab.				Incompatible*
Motor Vehicle Repair Shop		Noxious		
Motor Vehicle Wash		Noxious		
Neighbourhood Public House				X
Photofinishing or Photography Laboratory		Compatible		
Photofinishing or Photography Studio		Compatible		
Print Shop		Compatible		
Production or Rehearsal Studio		Incompatible		
Repair Shop, Class A		Noxious		
Repair Shop, Class B		Incompatible		
Restaurant, Class 1		Incompatible*		
Restaurant, Class 2				X
Restaurant Drive-In				X
School, Arts or Self-Improvement		Compatible		

District		IC		
Use	Existing Zoning	Outright	Conditional	Not Allowed <sup>1</sup>
School, Business		Compatible		
Sign Painting Shop		Noxious		
School, Trade or Vocational		Incompatible		
Workshop		Incompatible		
TRANSPORTATION				
Cold Storage Plant		Incompatible		
Mini-Storage Warehouse			Incompatible*	
Packaging Plant		Incompatible		
Storage Warehouse		Incompatible*		
Storage Yard			Noxious*	
Taxicab or Limousine Station			Noxious*	
Truck Terminal or Courier Depot			Noxious*	
Weighing or Inspection Station			Noxious*	
Works Yard			Noxious*	
UTILITY AND COMMUNICATION				
Public Utility			Incompatible	
Radiocommunication Station		Incompatible		
Recycling Depot			Noxious*	
Waste Disposal Facility				X
WHOLESALE				
Bulk Fuel Depot				X
Cardlock Fuel Station			Noxious	
Lumber & Building Materials Est.		Incompatible		
Wholesaling, Class A		Incompatible*		
Wholesaling, Class B		Incompatible*		