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City of Vancouver ***Land Use and Development Policies and Guidelines***
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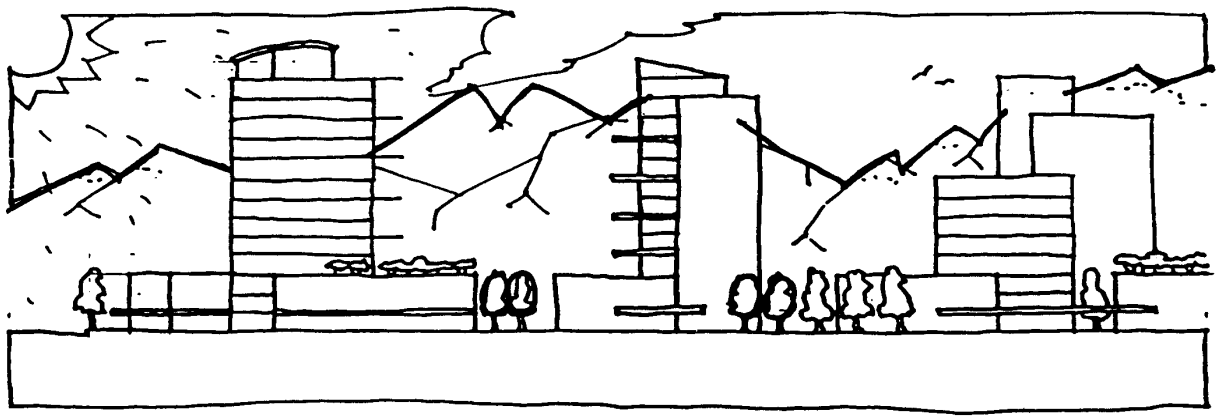
BURRARD SLOPES C-3A GUIDELINES

Adopted by City Council on June 24, 1993
Amended September 10, 1996, January 20, 1998 and July xx, 2020



Contents

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

1 Application and Intent

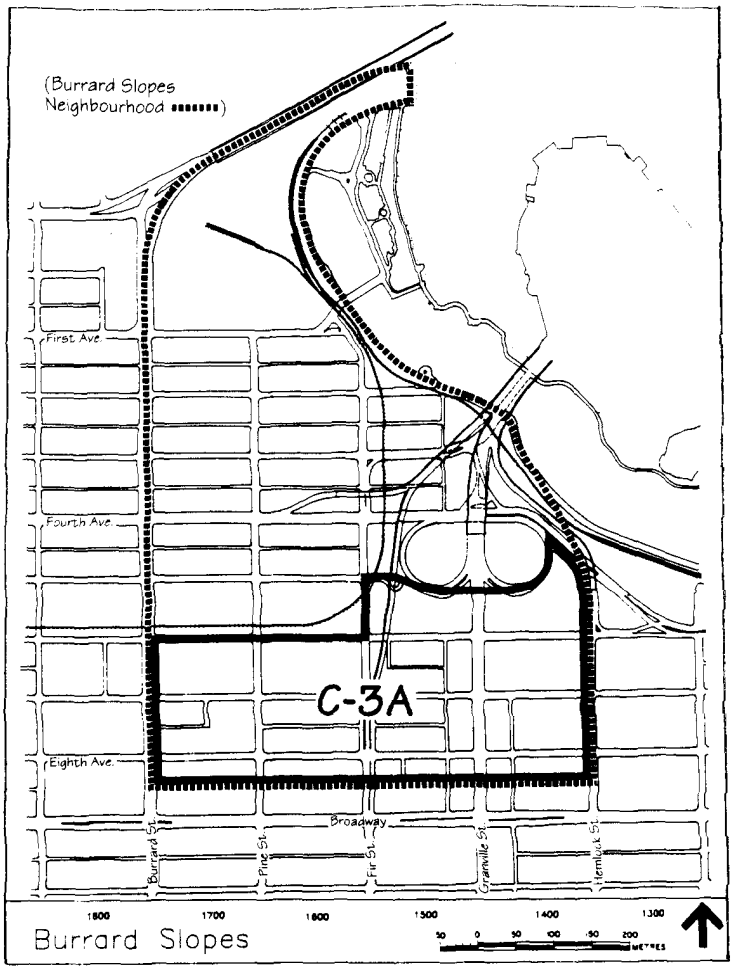
These guidelines are to be used in conjunction with the C-3A Schedule of the Zoning and Development By-law for development permit applications involving conditional approval in the Burrard Slopes C-3A District (Figure 1). As well as assisting the applicant, the guidelines will be used by City staff in the evaluation of projects.

The overall intent is to:

(a) assist in the creation of an attractive, cohesive, and primarily residential neighbourhood;
(b) integrate existing and future non-residential uses into the neighbourhood;
(c) enhance Granville and Burrard as important downtown entryway streets; and
(d) ensure a high standard of livability.

Wherever reference is made in these guidelines to residential uses (with the exception of the Compatibility Matrix), the provision also applies to Artist Studio - Class A, Artist Studio - Class B and the associated residential unit.

Figure 1. Burrard Slopes C-3A District



2 General Design Considerations

2.1 Neighbourhood and Streetscape Character

Up until recently, the Burrard Slopes C-3A District saw almost exclusively the development of low- to mid-rise commercial and light industrial uses. Recently, however, the emergence of a residential component to the neighbourhood has been witnessed by the construction of several major new residential towers both within this area and on its immediate Broadway edge.

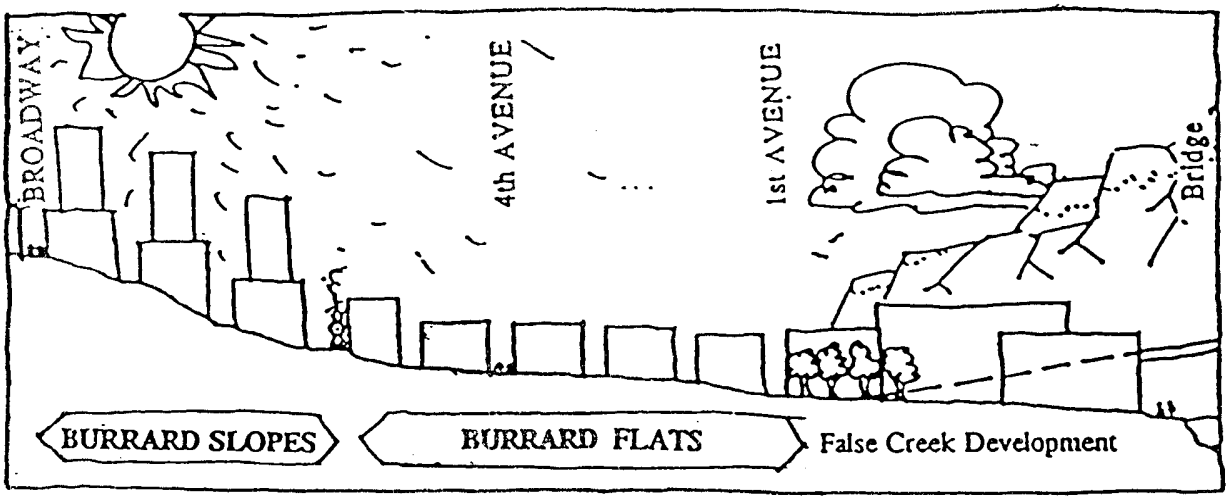
The area occupies the slope of the topographic bowl above the "flats", and thus affords potential scenic views for residential units. There are also a number of important public views from major routes and bridge ramps that affect the area. Because of the varying site sizes and lane configurations, as well as the variety of uses and forms of development, the overall existing character of the area is incoherent. There are a few heritage buildings in the area clustered in the Granville and 8th area.

Granville and Burrard Streets, important entryways to downtown, are within the area. Granville has a strong role as a specialty retail street, emphasizing art galleries, home furnishings, and antiques. Burrard is also a specialty street, but in this case it is automobile showrooms which have grouped themselves.

The streetscapes in the area are generally poor, with few significant street trees. While new developments have upgraded their streets in some cases, this has been on an individual basis without streetscape guidelines.

The area has no parks. Some major new developments have been asked to provide small public open spaces associated with the street, and in one case a mid-block pedestrian linkage. Pedestrian movement in the area is for the most part along the streets, but there are some informal diagonal linkages leading towards Granville Island.

Figure 2. Burrard "Slopes" and "Flats"



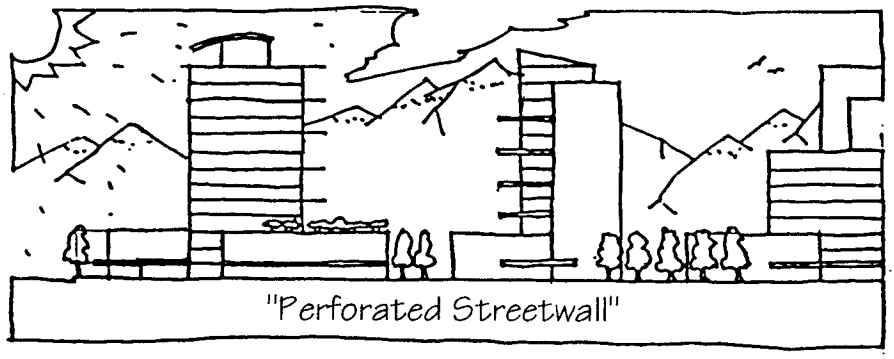
With respect to the future neighbourhood and streetscape character, the guidelines seek to:

(a) recognize the area's sloping topography and view potential by continuing to allow towers, while maintaining the visual dominance of the buildings along the Broadway ridge;
(b) create a more coherent, integrated neighbourhood character, while recognizing the diversity of sites and uses, through:
    (i) emphasizing the definition of the street edge in various ways;
    (ii) improving the streetscapes; and
    (iii) providing direction for building massing that continues flexibility with a measure of discipline.
(c) recognize the special role and character of Granville and Burrard streets;
(d) recognize the area near the intersection of 6th and Fir as a potential future node of local services and activity;
(e) preserve the scenic public views from major routes and bridges;
(f) ensure livability of the neighbourhood and individual developments, through:
    (i) land use guidelines to minimize potential conflicts with residential uses;
    (ii) massing guidelines on building spacing and heights to ensure sun access, light, and privacy; and

(iii) specific design guidelines dealing with noise, privacy, safety, and open space.

(g) note some future opportunities for parks, open spaces, and linkages in the area, to which adjacent new development should respond.

Figure 3. Future Character



2.3 Orientation

The orthogonal alignment of building faces to the street grid is an important ordering principle, particularly in this diverse area.

(a) All buildings should generally be oriented to the existing street grid.

2.4 Views

2.4.1 Public Views

A number of public view cones have been identified for protection by City Council.

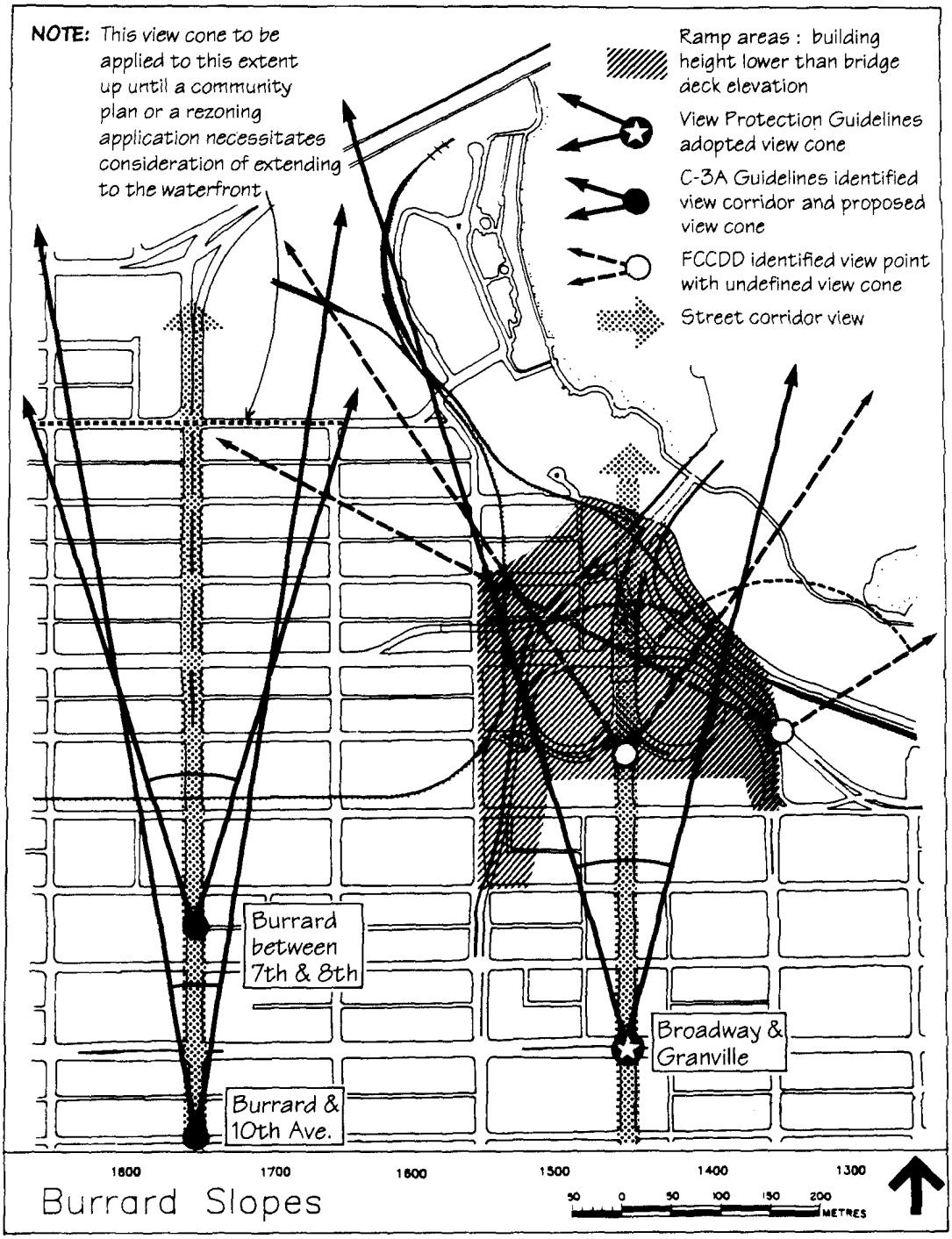
Council has also adopted a policy of restricting buildings adjacent to bridge ramps to the bridge deck height. Figure 7 maps the view cones and the relevant area at the south end of Granville bridge. Figures 4-6 illustrate the public view cones.

Figure 4. Granville and Broadway View Cone

Figure 5. Burrard between 7th and 8th View Cone

Figure 6. Burrard and 10th View Cone

Figure 7. Public Views



The consultant view study of 1989 also called for the preservation of mountain views along major street corridors.

(a) On most sites, the maximum discretionary heights noted in section 4.3 will be achievable. However, in view cones and bridge deck areas, the heights which can be achieved will be limited to preserve views. Developments proposed in these areas will be required to prepare a view analysis, to the specification of the Director of Planning; and

(b) Furthermore, along Granville and Burrard, section 4.3 recommends a lower form at the street edge, with upper levels set back. This is both to preserve the street corridor view, and to achieve appropriate scale and sunlight on the street.

2.4.2 Private Views

(a) The massing of any project should be situated so as to minimize the disruption of significant distant views from existing or future development or surrounding sites, in addition to providing views for the project; and
(b) New developments should be designed and landscaped to provide for attractive near views for existing adjacent development as well as for the new units.

2.5 Topography

(a) The built form should enhance the topographic bowl, emphasizing the contrast between Burrard "Slopes" and the Burrard "Flats" south of 6th Avenue. However, the built form along the Broadway ridge should remain more dominant; and
(b) On sites which slope down from street to lane, the stepping of any slab over parking/loading areas should be required to limit under-slab height to the minimum needed to accommodate large moving vans.

2.6 Light and Ventilation

Natural light, sunlight, and ventilation are important to livability and to the success of open spaces. The building spacing and horizontal angle of daylight guidelines in section 4 ensure a minimum separation between buildings for livability and sun on the streets. However, the following considerations will also apply.

(a) Shadowing of public and semi-private open spaces, should be minimized during the hours of likely use. This will vary, depending on the mix of uses, and family or non-family housing. Developments over 9.1 m (30 ft.) will require a shadow impact analysis taken at the equinox, at 10:00 a.m., noon, 2:00 p.m. and 4:00 p.m. PST;
(b) Below grade residential units often have inadequate daylight, and are generally discouraged;

A number of the area's streets have high traffic volumes. In addition, existing non-residential uses may generate fumes or smells.

(c) New development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby traffic or land uses; and
(d) Mechanical ventilation of commercial space should be located to have the least impact on residential livability.

2.7 Weather

(a) New developments along Granville and Burrard Street should provide for continuous weather protection in the form of awnings or canopies;
(b) Building entries should have weather protection; and
(c) Buildings should be designed to mitigate wind impact at grade.

2.8 Noise

Many developments in the area could be seriously affected by noise from traffic, a potential transit line, and adjacent uses. The restrictions on uses noted in section 3 will ensure some level of compatibility. In addition, the zoning schedule sets out acoustic standards and the requirement for an acoustic report.

(a) Appropriate design and construction techniques which should be used to buffer residential units from noise include:
    (i) orienting outdoor areas and bedrooms away from noise sources;
    (ii) providing alternative ventilation to opening windows;
    (iii) using concrete construction;
    (iv) using acoustically rated glazing or glass block walls; and
    (v) using sound absorptive materials and sound barriers on balconies, patios, and terraces.

(b) Local noise generated by the development itself should be mitigated by location and design; and
(c) The City has regulations governing the noise levels that may be produced in various areas. These may affect some non-residential uses proposed. The Permits and Licences or Health Departments should be contacted for details.

2.9 Privacy

Privacy is a crucial aspect of livability. Minimum distances between buildings as noted in section 4 will provide some privacy.

(a) Unit orientation, window placement, and screening should be used to enhance privacy; and
(b) Residential units located at street level should ensure privacy through setbacks, level changes, and/or screening.

Figure 8. Ground level units with adequate privacy

2.10 Safety

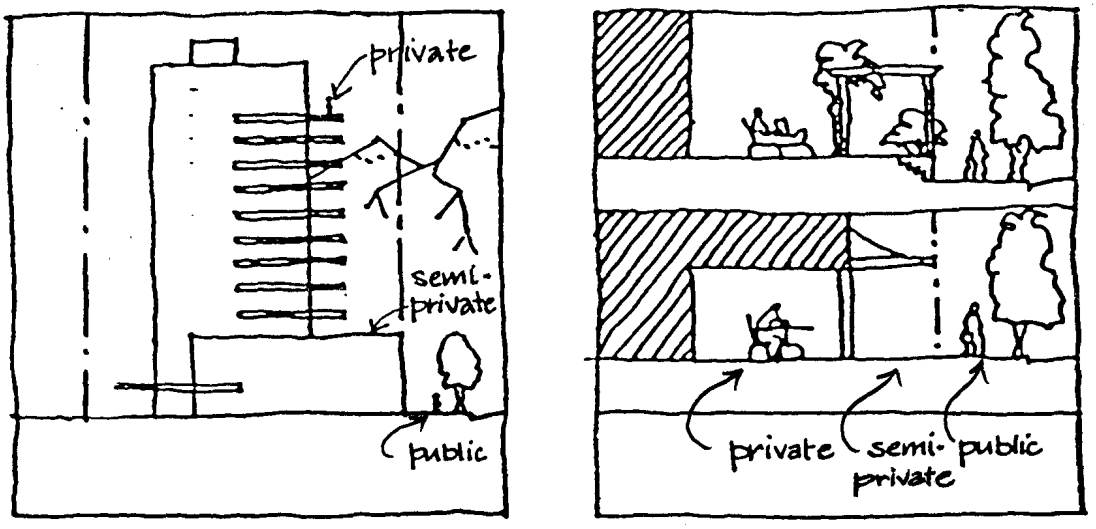
Safety and a sense of security are key components of livability. New development, both residential and commercial, must provide a secure environment. The principles of crime prevention through environmental design should be respected in any new development.

(a) Territories should be clearly defined. Residential design should clearly delineate public, private, and semi-private spaces and minimize semi-public spaces which tend to become “no man's land”;

Figure 9. Good territory definition

(b) Separate lobbies and circulation should be provided for residential and non-residential uses. Lobbies should be visible from the street and main entrances to buildings should front the street;
(c) Developments should ensure adequate design of parking facilities for personal safety and security;
(d) Both residential and commercial buildings should maximize opportunities for natural surveillance of sidewalks ("eyes on the street"), entries, circulation routes, semi-private areas, and parking entrances. Blind corners and recessed entryways 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;
(e) Appropriate residential lighting should be provided on-site to ensure good visibility of access routes and landscaped areas without overspill to neighbours; and
(f) Landscaping and screening should be designed so as to not provide hiding places for intruders.

Figure 10. Territory Definition



2.11 Access and Circulation

2.11.1 Pedestrian Access

(a) Primary pedestrian access should be from the street;
(b) Internal circulation systems such as shopping malls, are discouraged;
(c) Outdoor cross-site pedestrian connections may be needed when sites are large; and
(d) Entries should be convenient for moving furniture, and corridors should not be overly long or circuitous.

2.11.2 Vehicular Access

(a) Vehicular access should be from the lane only, where one exists;
(b) Where there is no lane, access should be from the flanking street on corner sites (except for Burrard, where access is discouraged). On interior sites with no lane, access should be taken from the point of least impact on the pedestrian realm and designed to minimum standard crossing width; and

Figure 11. Screened street-access parking with minimized pedestrian impact

(c) Negative impacts of parking ramps and entries should be minimized through proper treatment such as enclosure, screening, high-quality finishes, sensitive lighting, and landscaping.

Figure 12. Impacts minimized through quality treatment.

Figure 13. Lack of quality treatment

2.11.3 On-Site Passenger Facilities

(a) On-site passenger facilities ("porte-cocheres") take up substantial portions of the site with paving, and can have a negative impact on coherent street appearance. They are therefore strongly discouraged and will only be considered from the lane and for exceptionally large sites and projects, where drop-off volumes warrant; and

(b) The overall design (layout, points of access, etc.) and treatment (canopy design, special paving, soft landscaping, and lighting) of on-site passenger facilities should be required to be of the highest quality and take into account impact on and overview from project and neighbouring dwelling units and relationship to adjacent open spaces.

2.12 Heritage

Burrard Slopes contains a number of buildings on the Vancouver Heritage Register. In addition, many older one to three storey buildings reinforce the character of Granville Street, with detailed facades (cornices, window sills, bay windows, storefronts, brickwork, mouldings and ironwork). These are important in the contribution they make to the general character of the street or area.

(a) When developing a site with a heritage building, options for its retention should be explored. Various relaxation, bonusing, and transfer of development rights provisions exist for this purpose. Applicants should consult the Council-adopted Heritage Policies and Guidelines; and

(b) New development adjacent to historic buildings should respect their scale, facade proportions and design.

Figure 14. New development relates to heritage building design

Figure 15. Vancouver Heritage Register Buildings

1455 W 8th
C category

1445 West 8th
C category

2425 Granville
B category

2247 Granville
B category

3 Uses

The objective for this area is to create a predominantly residential neighbourhood that integrates existing and future commercial uses, into the fabric of the neighbourhood. Large scale office and retail uses are not encouraged. Other uses will only be encouraged if they are small in scale and compatible with residential. (Note that discretionary FSR increases that will be considered vary by use, and are covered in section 4.7).

(a) Conditional residential uses will be considered anywhere in the area except not:
   (i) within 7.6 m (25 ft.) of a bridge or bridge ramp deck;
   (ii) at grade along Granville or Burrard Streets;
   (iii) in a mixed-use building with any use identified as "incompatible" or "noxious" in the Residential Compatibility Matrix (Appendix A); and
   (iv) within 7.6 m of a use identified as "noxious" in the Residential Compatibility Matrix (Appendix A).

(b) The Residential Compatibility Matrix (Appendix A) will be used to judge suitability of the other conditional uses for this predominantly residential area, whether proposed independently, in combination with residential, or adjacent to existing residential. The Director of Planning must be satisfied that all negative impacts of the use can be adequately dealt with; and

(c) Retail or service uses are required at grade along Granville and Burrard Street frontages. In the case of Granville, the emphasis should be on small scale, individualized shops, restaurants, or personal service establishments. On Burrard, automobile showrooms and other larger scale retail or service uses are appropriate, providing they maintain street interest and character continuity.

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

4.3 Height and Length

4.3.1 General

The massing on sites may consist of low-rise, mid-rise, or tower forms, or combinations, depending on the use needs and the widely varying site conditions. Various massing options may be possible on a site and should be explored to determine how to best meet the guideline objectives such as preserving views and sunlight. Opportunities may exist on large sites to optimize massing and provide open spaces while still meeting the intent of the guideline objectives. Low-rise developments may not be able to achieve full potential FSR while still meeting guideline objectives.

In order to provide visual order to what is intended to be a diverse massing, strong definition of the street property line should be provided. The guidelines describe various ways of achieving this.

So as not to create or leave high blank party walls exposed, massing of developments should relate to adjacent existing buildings through proper scale, setback, and design. In some cases, this could mean building to the side property line, in other cases, stepping back could be more appropriate.

While the guidelines below use numerical standards, some flexibility is intended in the interpretation. Note that the maximum heights specified may not be achievable on certain sites in order that public views are maintained.

(a) Building massing should occupy at least 75% of the street frontages. Some portions of this building massing may be set back, as noted in setback guidelines;

Figure 16. Examples of good property line definition

(b) When the building massing is set back from the street, or where it is discontinuous, property line definition should be maintained through the use of pergola, colonnade, decorative (transparent) fencing, tree colonnades, etc. An exception would be when a public open space that is deemed desirable is provided;

(c) Tower elements (considered to be any portion of a building over 22.0 m (72 ft.) in height) should:

(i) be separated from other existing residential tower elements by at least 25.0 m (82 ft.) and commercial tower elements by 15.2 m (50 ft.). Where adjacent sites are not fully developed, the proposed tower should maintain a distance of 12.5 m (41 ft.) from the interior side and rear property lines. However, where the rear of the site abuts a lane, this required minimum should be decreased by half of the lane width.

(ii) have floorplates with a maximum floor space of 510 m² (5,500 sq. ft.) (not including balconies but including all other area such as elevators and mechanical shafts, residential storage, corridors, etc.) a maximum east/west dimension of 22.0 m (72 ft.) and a maximum north/south dimension of 27.0 m (88 ft.);

(iii) provide a strong presence at ground level. This can be achieved by having portions of the tower carried continuously through to grade;

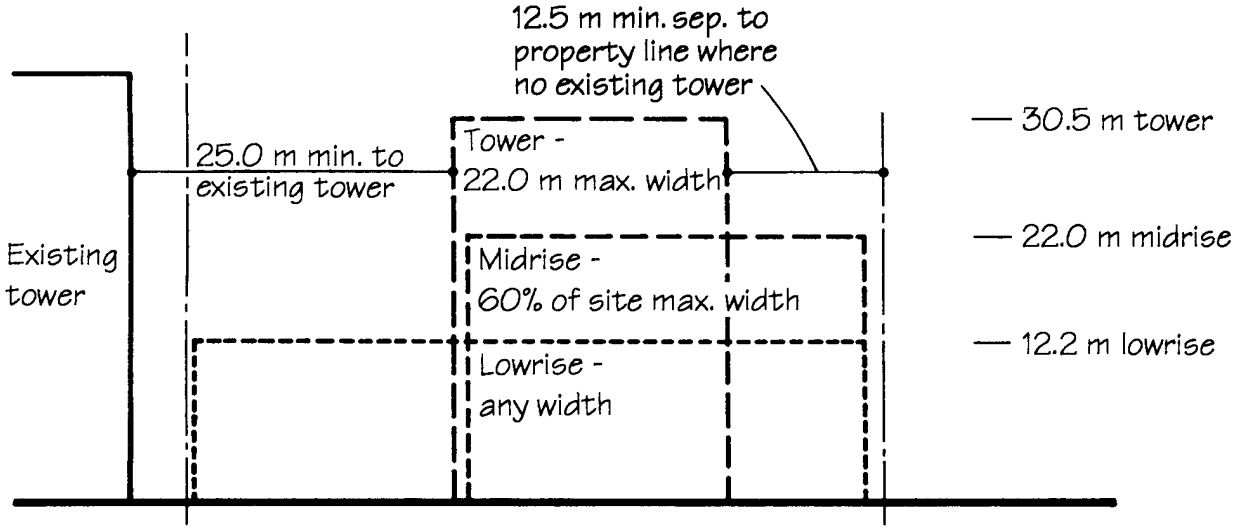
(iv) be considered on sites with 38.0 m (125 ft.) of frontage or more, except on corner sites which can be less;

(v) have a maximum height of 30.5 m (100 ft).

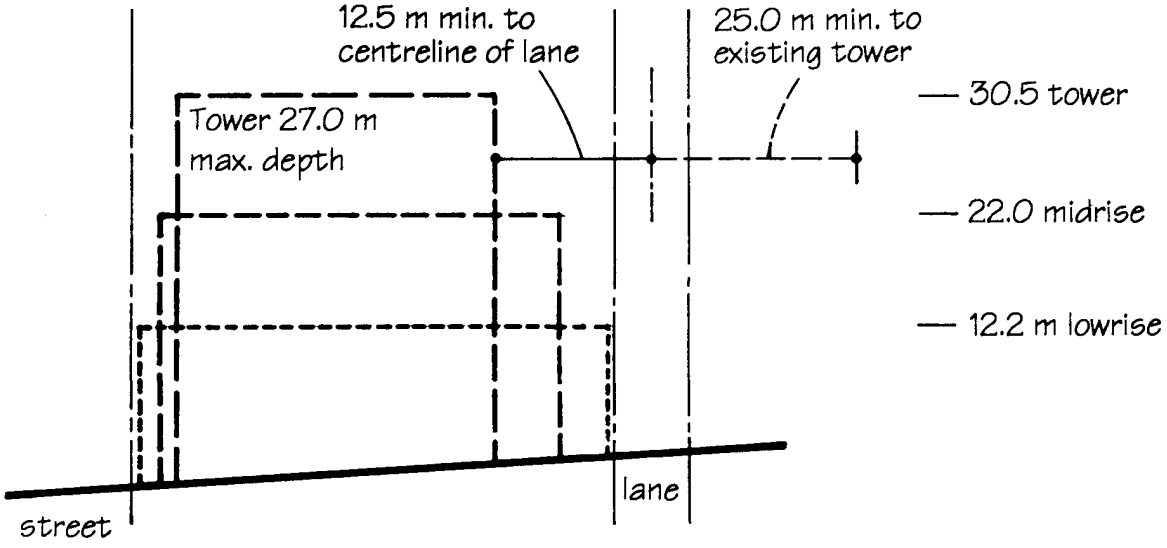
(d) Mid-rise elements (considered to be any portion of a building over 12.2 m (40 ft.) and under 22.0 m (72 ft.) should, combined with tower elements, occupy no more than 60% of the street frontages;
(e) Low-rise elements (considered to be any portion of a building up to 12.2 m (40 ft.)) may occupy as much frontage as desired; and
(f) Where new development occurs beside older buildings, the massing should be organized to respect their scale.

Figure 17. Height and Length Limits

East/West Section (Mid block site)



North/South Section



Note: Setbacks; articulation of massing; terracing for sun also required; refer to text.

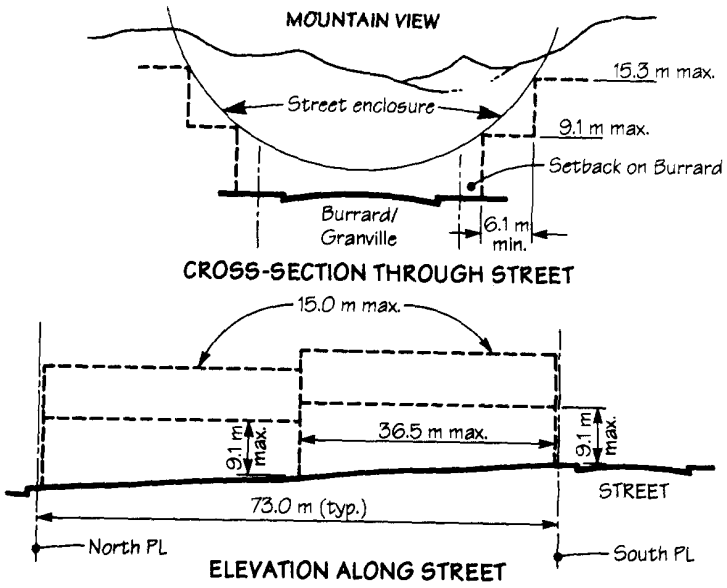
4.3.2 Granville and Burrard Streets

Granville Street should continue to be a pedestrian-friendly, retail street that reflects the historical built form and property depths fronting onto the street. Burrard Street, while less pedestrian-oriented and continuing to accommodate a number of automobile showrooms, should develop as a tree-lined boulevard, with a modest scale balancing the relatively low height on the west side of the street that relates to the adjacent Kitsilano neighbourhood (as directed in the Central Broadway C-3A Urban Design Guidelines). On both streets, maintenance of the street corridor view is important, as is allowing sun access onto the sidewalks during morning and afternoon.

(a) Granville and Burrard Street development should:
  (i) locate building massing at the street edge across the full frontage (subject to Burrard Street setbacks);
  (ii) have a maximum height of 15.3 m (50 ft.) to a depth of about 30.5 m (100 ft.) from the street right-of-way. Along the street edge, the height should be limited to 9.1 m (30 ft.) and 2 storeys to a minimum depth of 6.1 m (20 ft.) before rising to the 15.3 m (50 ft.) maximum (measurements taken at the southern boundary of the property);
  (iii) where sites have been assembled with a frontage of more than 36.5 m (120 ft.), the building envelope should step down to respect the street slope as illustrated in Figure 18.

(b) Retail uses on Granville should step their floor levels incrementally to suit the sloping topography so as to maintain shop front grade level access.

Figure 18. Granville and Burrard Street Edge

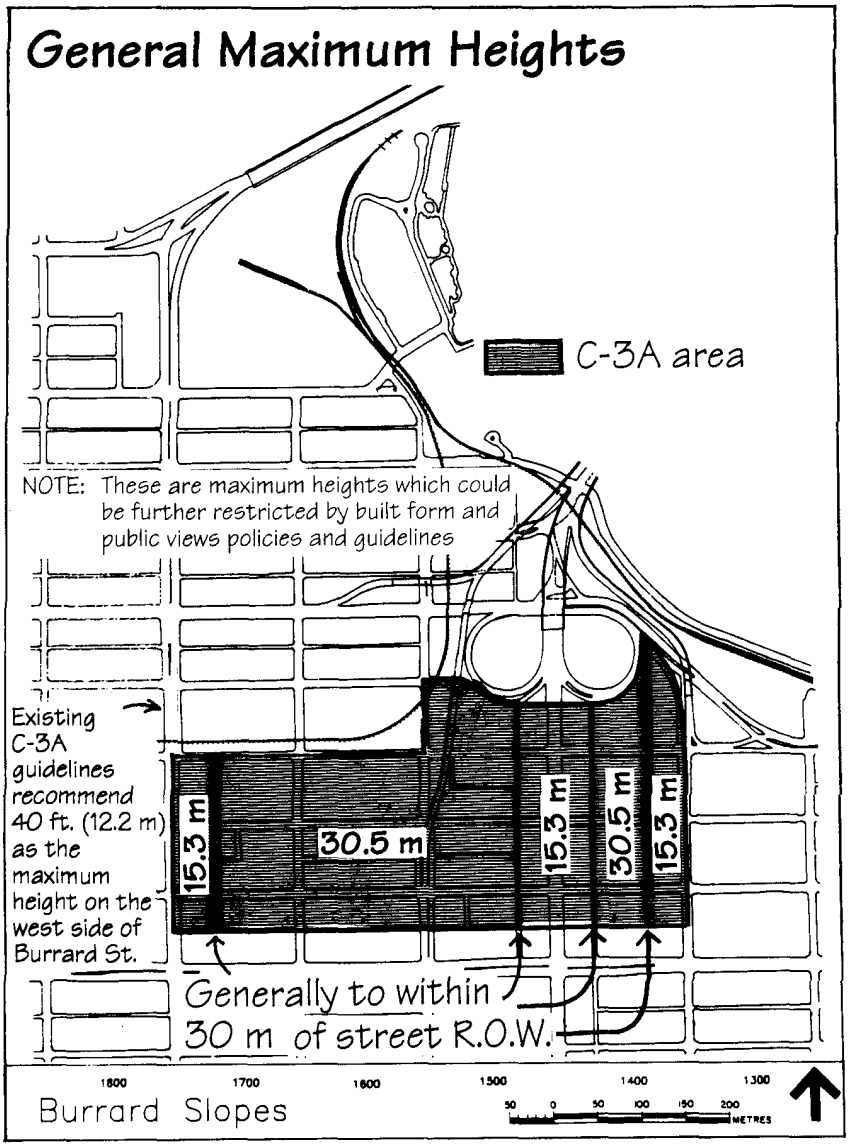


4.3.1 Hemlock Street

Hemlock Street borders Fairview Slopes, a low-rise area. In order to avoid negative impacts, the heights along Hemlock should be limited.

(a) Hemlock Street development should:
  (i) have a maximum height of approximately 15.3 m (50 ft.) to a depth of about 30.5 m (100 ft.) from the street right-of-way; and
  (ii) where sites have been assembled with a frontage of more than 36.5 m (120 ft.), the building envelope should step down to respect the street slope the same as along Granville and Burrard (Figure 18).

Figure 19. Maximum Heights



4.4 Front Yard and Setbacks

(a) Residential uses should be set back a minimum of 3.6 m (12 ft.) from the front property line to provide some privacy from the street, permit semi-private outdoor space for ground level units, and provide for landscaping. At upper levels, small window bays may project into this setback;

(b) Buildings along Granville Street should be built on the fronting property line to retain the existing order of the streetscape;

(c) In locations along Burrard Street where sidewalks are less than 3.6 m (12 ft.), additional setback should be provided to achieve this width. The additional space is to be integrated with the public sidewalk and should remain unobstructed;

Figure 20(a). Adequately-sized commercial sidewalk

Figure 20(b). Existing Burrard St. sidewalk example

(d) Along Burrard Street, additional ground level setbacks of up to 2.5 m (8 ft.) can be used to facilitate the integration of the sloping topography with the sidewalk and to accommodate desirable public activities and/or displays (including automobiles) associated with the adjacent business utilizing this space. The setback area should be designed in accordance with any adopted streetscape standards and supervised and maintained by the adjacent business; and

(e) Buildings may be set back further for the provision of public open space, where they are deemed desirable by the Director of Planning.

4.5 Side Yards and Setbacks

(a) Exterior side yards and setbacks (i.e. on corner sites) should be provided similar to front yard and setbacks, and treatment should be similar.

4.6 Rear Yard and Setback

(a) Larger than minimum rear setbacks may be required to meet the guidelines for tower elements noted above. In addition, in most cases residential uses in mid-rise and low-rise forms will be able to provide larger rear setbacks, and this should be provided to enhance the livability of potential residential units; and

(b) Where non-residential occurs at ground level, below a residential level, the roof over a loading area may project to the non-residential setback line (i.e. normally the lane edge). This roof may be usable as landscaped deck for residential units.

Figure 21. Parking and loading area covered and used for landscaped roof decks

4.7 Floor Space Ratio

(a) Discretionary increases to the outright 1.0 FSR for individual uses may be considered as follows, subject to the guidelines in this document:
   (i) residential - up to 3.0 FSR anywhere, except for not on the ground floor on Granville and Burrard Streets;
   (ii) office - over 1.0 FSR only on Burrard and Granville Streets and above the ground floor;
   (iii) service - over 1.0 FSR only on Burrard and Granville Streets;
   (iv) retail - increases not encouraged; and
   (v) other uses - increases not encouraged.

4.9 Off-Street Parking and Loading

(a) Parking should be underground. Where on-grade parking is unavoidable, it should be located at the rear and be covered and well screened;

Figure 22. Street-fronting parking detracts from street character

(b) Parking for commercial uses and visitors should be separate from residential parking, with security gates provided for the latter;
(c) Commercial loading spaces may be located at grade open to the lane, but should be solidly roofed to avoid noise and visual impacts. Because loading areas are open to view from the lane and sites to the rear, appropriate height, lighting and screening (including possibly doors) should be provided;

Figure 23. Well-designed and screened service areas improve lane quality

(d) Residential loading spaces should be provided in large residential projects at a rate of one loading bay per 200 dwelling units, should be accessed from the lane, but must be fully screened and covered; and
(e) Where there is no lane, access should be from the flanking street on corner sites. On interior sites, access should be located and designed to minimize impact on the pedestrian realm.

4.10 Horizontal Angle of Daylight

(a) All habitable rooms in buildings containing 3 or more dwelling units should have at least one window on an exterior wall which complies with the following:
  (i) the window should be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or 2 angles with a sum of 70 degrees, should be unobstructed over a distance of 24.0 m (80 ft.); and
  (ii) the plane or planes should be measured horizontally from the centre of the bottom of the window.
(b) For the purpose of calculating the horizontal angle of daylight, the following may be considered as obstructions:
  (i) the maximum size building permitted under the zoning on any adjoining sites; and
  (ii) part of the same building including permitted projections.
(c) The following should not be considered as habitable rooms:
  (i) bathrooms; and
  (ii) kitchens, unless the floor area is greater than 10 percent of the total floor area of the dwelling unit, or 9.3 m² (100 sq. ft.), whichever is the greater.

5 Architectural Components

5.1 Roofs and Chimneys

(a) Towers should contribute to the skyline, through sculpting of upper floors of the buildings and/or architecturally integrated decorative roofs;
(b) The Zoning and Development By-law describes height relaxation provisions that may apply for tower roofs. However, these may not be considered where they contravene public views;

(c) Lower roofs should be designed to be attractive as seen from above through landscaping, and or choice of material and colour. Elements such as roof decks, gazebos, trellises, pergolas, and sloping roofs can enhance visual interest; and
(d) Elevator penthouses, mechanical rooms, equipment and vents should be integrated with the architectural treatment of the roof.

5.3 Entrances

(a) Residential and commercial entries to buildings should be separately identifiable from the street;

Figure 24(a). Entries lacking a distinct identity

Figure 24(b). Easily identifiable entries

(b) When residential use is located on the ground level, individual unit entries with windows should be located on the street to emphasize the residential nature of the area and provide "eyes on the street". A low, raised porch or front garden should be provided which creates defined and usable space in the setback behind the property line; and
(c) Pedestrian-scaled entrance canopies projecting over residential lobby entryways are encouraged.

5.4 Balconies

(a) If direct access to a private open space is not available, each unit should have a balcony having a minimum area of 4.5 m² (49 sq. ft.) with a minimum depth of 2.0 m (6.5 ft.). Wherever possible, it should be oriented to capture sun and ensure privacy.

5.5 Exterior Walls and Finishing

(a) The low-rise portions of buildings should be clearly differentiated from mid-rise or tower elements with prominent step back and/or cornice;
(b) The lower levels of developments should be carefully designed to relate to the scale and enhance the "close up" view of the pedestrian. The use of high quality materials, more intensive detailing, and window arrangements, etc., that contribute to pedestrian interest is encouraged;

Figure 25. Good lower level detail adds to pedestrian environment

(c) Commercial uses at lower levels of buildings - whether retail, service, restaurant, or office – should use clear glass windows at grade, individualised shop fronts, outdoor displays, lighting, and weather protection (where required by these guidelines) to achieve pedestrian scale and interest. Mirrored surfaces, views into parking areas, blank walls, etc. should be avoided;

Figure 26(a). Good example of lower level commercial treatment

Figure 26(b). Blank walls, etc. create an undesirable pedestrian experience

(d) Stepping at upper levels of buildings should be significant enough to "read" visually. For example, when it is desired to break a tower mass down, a single large 2 storey step will work better than two small single storey ones;

Figure 27. Single-storey stepping does not break down tower mass

(e) Where development is to be located beside significant older buildings, height, cornice lines, facade proportions, etc. should be respected by the new neighbour;

(f) Blank sidewalls or exposed party walls higher than 2 storeys are to be avoided. When such walls are exposed as a result of adjacent low-scale development, they should be carefully designed emphasizing quality materials, colours, textures, articulation, and/or landscaping such as climbing or hanging plants; and

Figure 28. Good examples of materials and landscaping "softening" large sidewalls

(g) Walls abutting the lane should be carefully designed to be attractive to neighbouring developments and passersby through articulation, use of quality materials, and landscaping.

Figure 29(a). Landscaping along lane faces improves the residential environment

Figure 29(b). Sterile lane treatment

5.6 Awnings, Canopies, Recesses, and Arcades

(a) The required weather protection along Granville and Burrard should be provided by awnings or canopies. Arcades are not encouraged on these streets; and

(b) Arcades may be used for weather protection on other streets, except on the south side where no sunlight will penetrate and where transparent canopies are a better choice. Arcades should not be used where residential "front doors" and/or associated open space setbacks are present. Where used, they should be located at the property line, have a minimum 1.8 m (6 ft.) width and continuous walking path (no steps or blank walls at the end), be high enough to ensure light penetration, and be well lit at night.

5.7 Lights

(a) Lighting on sites should be sensitive to the residential use of the area. Visible glaring light sources can be avoided through using down-lights mounted on lower walls or on landscape elements, or free-standing pole lights with shaded fixtures; and

(b) Incandescent or colour-corrected light sources should be used.

6 Internal Design and Facilities

6.1 Internal Circulation

(a) Corridors and stairwells should be adequately sized for the movement of furniture.

6.2 Amenity Areas

(a) Residential developments should provide indoor on-site amenities suitable for the anticipated population. Depending on function, these amenities may benefit from access to the street or on-site open space.

7 Open Space

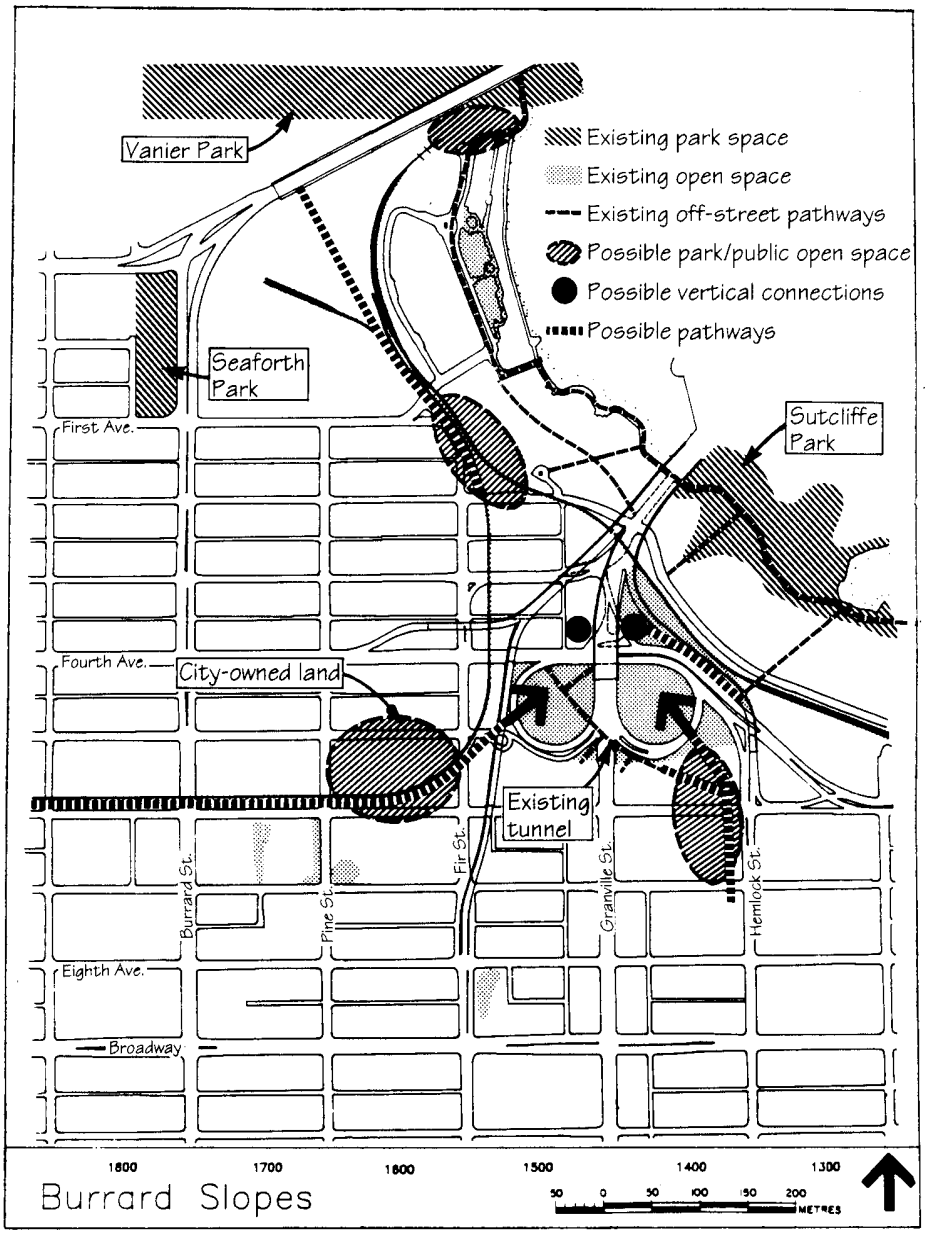
7.1 Public Open Space

The area does not currently have any dedicated parks, although the Granville Bridge loops are reserved as future park space and provide the only significant green area nearby. Several of the major new developments have provided small publicly accessible "mini-parks" at the street edge. Pedestrian links to the False Creek waterfront and Granville Island are mainly along the street network, although there are informal diagonal paths across vacant lots, under the Fir ramp, and across the Granville Loops. One new development has provided a mid-block linkage as well. A number of these linkages suffer from difficult street crossings. In addition, convenient linkages do not exist between elevated parts of Granville Bridge and areas below.

There are a number of opportunities for parks and public open space on private sites, and for better linkages. In addition, there is considerable scope for streetscape improvement. These opportunities and needs will be the subject of future planning work for this area, and the IC districts to the north. In the meantime, development proposals should demonstrate an awareness of these opportunities.

(a) There is a potential park location on the north boundary of the area on City-owned land between 5th, Pine, 6th, and Fir. This presents the opportunity for a "community courtyard", with some local-serving restaurants, retail, or services. Sites bordering this land should provide space suitable for these activities at grade;

Figure 30. Open Space and Linkage Opportunities



(b) In order to compensate for the lack of open space in the area, sites may be required to contribute to a linked web of spaces throughout the area by providing publicly accessible open space beside streets or off-street linkages. The scale of these spaces could range from very small to quite substantial, depending on site size. Building design and uses should respond to these spaces. The City has adopted separate plaza design guidelines, which may be helpful in some cases. In others, a more park-like character may be appropriate;

Figure 31. Public open space that is inviting and well designed

Figure 32. Smaller-scale street corner plaza

(c) Off-street public linkages should only be considered where they contribute to public amenity and overall safety. If they are considered, they should link into existing protected street crossing locations (e.g. signalized or marked crossings);
(d) Sites bordering the Granville Loops should provide a strong and coherent building form, to clearly reflect where the city fabric meets the bridge; and
(e) Council adopted "Plaza Design Guidelines"should be referred to in developing publicly accessible plazas.

7.2 Semi-Private Open Space

(a) Residential development should provide semi-private open space at grade, or on a roof, having an aggregate size of 4.6 m² (50 sq. ft.) per unit or more. It should be located to maximize sun exposure, and be protected from noise and overlook from neighbouring buildings. Residential projects designed for families with children should have access to a secure outdoor space. (Refer to Council-adopted "High-Density Housing for Families with Children Guidelines"); and

(b) Project open space should generally be shaped into more usable courtyard spaces that are "formed" or defined by buildings and/or landscape elements rather than "left-over" spaces that "surround" a building.

Figure 33. Focal features and defined spaces can add to project open spaces

7.3 Private Open Space

(a) Residential units should have direct access to a private outdoor space (balconies, decks, patios) with a minimum single horizontal dimension of 1.8 m (6 ft.) and a minimum area of 4.6 m² (50 sq. ft). Where possible, these should be oriented to capture sun and take advantage of views. They should be designed to ensure visual privacy and security, and should be adequately separated from the street if at grade.

8 Landscaping

8.1 Streetscape

There are no specific streetscape guidelines for this area. In future planning work, it is anticipated that guidelines will be developed by staff. In the meantime, there are a number of standard residential and commercial guidelines that should be followed. These include:

(a) Street trees should be provided on all streets, behind the curb edge. Pending further streetscape planning, Park Board and Engineering staff will continue to specify species, spacing, and location;

(b) Grass boulevards should be installed where appropriate. Grass between the sidewalk and curb contribute to the residential character of the area, and should be included in new developments. Exceptions are Granville, Burrard, Hemlock, and portions of Fir Street which may not have adequate space or may be high traffic commercial streets; and

(c) Private setback areas used as sidewalk along Burrard Street should be treated in an integrated fashion with the public sidewalk.

8.2 Site Landscape

(a) Existing trees and significant landscape features should be retained where possible;

Figure 34. Large trees are part of the Vancouver environment and view

(b) Landscaping close to the street will have an important role in softening the built form, and creating a residential character. Layering of plant material, including vines on vertical surfaces, can provide a rich appearance in minimal space; and

Figure 35. Quality landscaping along the street helps create "residential character"

(c) Landscape design on other parts of the site should relate to anticipated activities; provide privacy where necessary; enhance the appearance of the lane edge of the project; and improve the appearance of low roofs or parking areas.

Figure 36. Parking entrances and roof decks are improved through high-quality landscaping

9 Utilities, Sanitation, and Public Services

9.3 Garbage and Recycling

(a) Garbage and recycling facilities should be underground or fully within the building and located adjacent to the lane, but screened from the lane.

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 a 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 (25 ft.) of a mixed-use building with a residential component and therefore residential applications are unsuitable within 7.6 m (25 ft.) of any existing noxious uses.

1 Uses which are not allowed under the existing zoning, are identified in this category. Certain uses 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	C-3A		
USE EXISTING ZONING	**Outright**	**Conditional**	**Not Allowed**
CULTURE AND RECREATIONAL			
Arcade		Incompatible	
Artist Studio - Class A		Compatible	
Artist Studio - Class B		Incompatible *	
Billiard Hall		Incompatible	
Bowling Alley	Noxious		
Club	Incompatible*		
Community Centre or Neigh. House	Incompatible		
Fitness Centre	Compatible		
Hall	Incompatible		
Library	Compatible		
Museum or Archives	Compatible		
Rink	Incompatible		
Swimming Pool	Incompatible		
Theatre	Incompatible		
INSTITUTIONAL			
Ambulance Station		Noxious	
Child Day Care Facility		Compatible	
Church		Incompatible	
Detoxification Centre		Noxious	
Hospital		Noxious	
Public Authority		Incompatible	
School (elementary or secondary)		Incompatible	

DISTRICT	C-3A		
USE EXISTING ZONING	Outright	Conditional	Not Allowed
Social Service Centre		Incompatible*	
Special Needs Residential Facility (All)		Incompatible*	
MANUFACTURING			
Bakery Products			x
Batteries			x
Brewing or Distilling			x
Chemicals or Chem Products, Class A			x
Chemicals or Chem Products, Class B			x
Clothing		Incompatible*	
Dairy Products		Incompatible*	
Electrical Products or Appliances			x
Food or Beverages, Class A			x
Food or Beverages, Class B		Incompatible*	
Furniture or Fixtures			x
Ice		Incompatible	
Jewellery		Incompatible*	
Leather Products			x
Linoleum or Coated Fabrics			x
Machinery or Equipment			x
Metal Products Class B			x
Miscellaneous Products, Class A			x
Miscellaneous Products, Class B		Incompatible*	
Motor Vehicle Parts			x
Nonmetallic Mineral, Class A			x
Nonmetallic Mineral, Class B			x
Paper Products			x
Plastic Products			x
Printing or Publishing		Incompatible*	
Rubber Manufacturing			x
Rubber Products			x
Shoes or Boots			x
Textiles or Knit Goods		Incompatible*	
Tobacco Products			x
Transportation Equipment			x
Vegetable Oil			x
Wood Products Class B			x
OFFICE			
Financial Institution	Compatible		
General	Compatible		
Health Care	Compatible		
Health Enhancement Centre		Compatible	

DISTRICT	C-3A		
USE EXISTING ZONING	Outright	Conditional	Not Allowed
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		Incompatible	
Neighbourhood Grocery Store			x
Retail Store	Compatible		
Vehicle Dealer (Not Rentals)		Compatible	
Vehicle Rentals		Noxious*	
SERVICE			
Animal Clinic		Incompatible	
Auction Hall	Incompatible		
Barber Shop or Beauty Parlour	Compatible		
Bed and Breakfast Accommodation		Compatible	
Cabaret		Noxious	
Catering Establishment	Incompatible		
Drive-through Service		Incompatible	
Funeral Home		Incompatible	
Hotel		Incompatible	
Laboratory	Noxious*		
Laundry or Cleaning Plant			x
Laundromat or Dry Cleaning Estab.	Incompatible*		
Motor Vehicle Repair Shop		Noxious	
Motor Vehicle Wash		Noxious	
Neighbourhood Public House		Noxious	
Photofinishing or Photography Lab		Compatible	
Photofinishing or Photography Studio	Compatible		
Print Shop	Compatible		
Production Studio		Incompatible	
Repair Shop Class A		Noxious	
Repair Shop Class B	Incompatible		
Restaurant Class 1	Incompatible*		
Restaurant Class 2		Noxious	
Restaurant Drive-in		Incompatible	
School Arts or Self-improvement		Compatible	
School Business	Compatible		
School Trade or Vocational	Incompatible		
Sign Painting Shop	Incompatible		

DISTRICT	C-3A		
USE EXISTING ZONING	Outright	Conditional	Not Allowed
TRANSPORTATION			
Cold Storage Plant			x
Packaging Plant			x
Storage Warehouse		Incompatible*	
Storage Yard			x
Taxicab or Limousine Station		Noxious*	
Truck Terminal or Courier Depot			x
Weighing or inspection Station			x
Works Yard or Works Shop			x
UTILITY AND COMMUNICATION			
Public Utility		Incompatible	
Radiocommunication Station		Incompatible	
Recycling Depot		Noxious*	
Waste Disposal Facility			x
WHOLESALE			
Bulk Fuel Depot			x
Cardlock Fuel Station			x
Lumber & Building Materials Est.		Incompatible	
Wholesaling Class A		Incompatible*	
Wholesaling Class B		Incompatible*	