



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

Community Services, 453 W. 12th Ave Vancouver, BC V5Y 1V4 ☎ 604.873.7344 fax 604.873.7060
planning@vancouver.ca

NORTH BURRARD C-3A GUIDELINES

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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

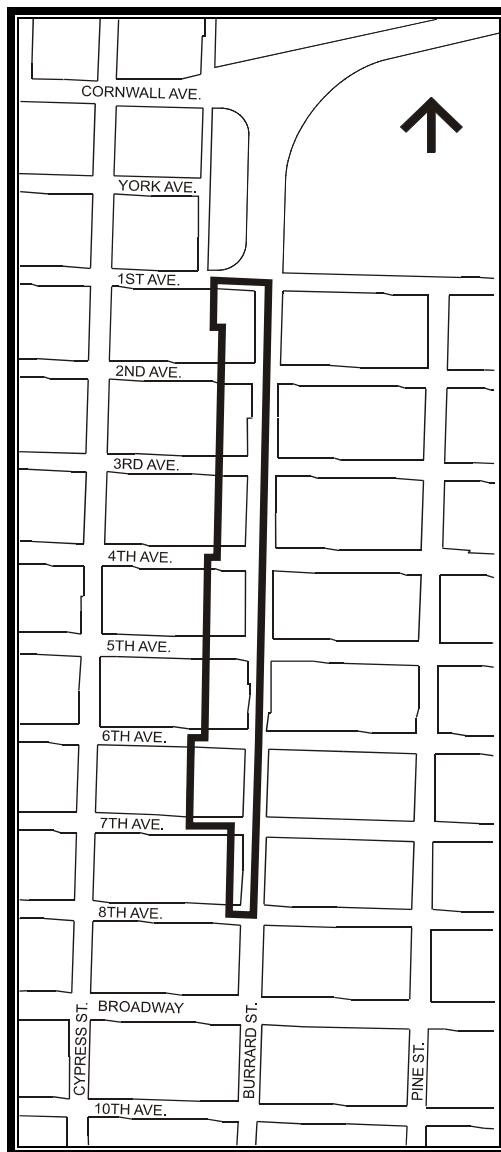
These guidelines are to be used in conjunction with the C-3A District Schedule of the Zoning and Development By-law for the North Burrard C-3A area. The guidelines should be consulted in seeking approval for conditional uses or discretionary variations in regulations in those portions of the North Burrard C-3A District (Figure 1).

The intent of the guidelines is to:

- (a) Assist in converting the North Burrard C-3A district to an attractive mixed use area that both recognizes adopted view cones and creates a strong street definition in this approach to the Burrard Bridge and downtown Vancouver;
- (b) Assist new development to be compatible with adjacent multi-family residential development; and
- (c) Ensure a high standard of project livability for residents.

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.

Figure 1. North Burrard C-3A District



2 General Design Considerations

2.1/2.2 Neighbourhood and Street Character

The North Burrard C-3A district occupies the west side of Burrard Street from 1st Avenue to half a block north of West Broadway. It is a location of fairly steep slopes, particularly from 4th Avenue to the southern boundary, that affords scenic public views to the north as well as potential private views from new developments. The area currently has various types of small retail, office, and service uses in one to three storey buildings, some at the property line and others set back with parking in front. Between 6th and 7th Avenues there is a large residential development with a four storey and seven storey building.

Because of varying site sizes, and lane configurations, as well as the variety of uses and forms of development, this area lacks a consistent character. There are no heritage buildings in the district.

The area is adjacent to an RM-4 area to the west and faces an IC-2 area on the east side of Burrard Street from 1st to 6th Avenues and Burrard Slopes C-3A area from 6th Avenue to Broadway. Along 4th Avenue and to the north, along 1st Avenue, are C-2B Districts.

The C.P.R. rail line crosses Burrard Street just north of 6th Avenue. The Arbutus Corridor Official Development Plan, adopted in July 2000, calls for the rail right-of-way to be preserved for rapid transit and greenways. A future transit system and the location of its stations could significantly influence the development of this area.

Burrard Street is a major arterial and entryway to downtown. Road dividers from 1st to 5th Avenues and a left turn bay at 4th Avenue facilitate through traffic on Burrard.

2.3 Orientation

The area has an established orthogonal alignment of building face to the street grid which is an ordering principle.

- (a) Building faces should be oriented to respect the established 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 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 2 maps the view cones and the relevant area. Figures 3 and 4 illustrate the public view cones.

Most sites are located in view cone areas and the height 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 specifications of the Director of Planning.

Figure 2. Public Views

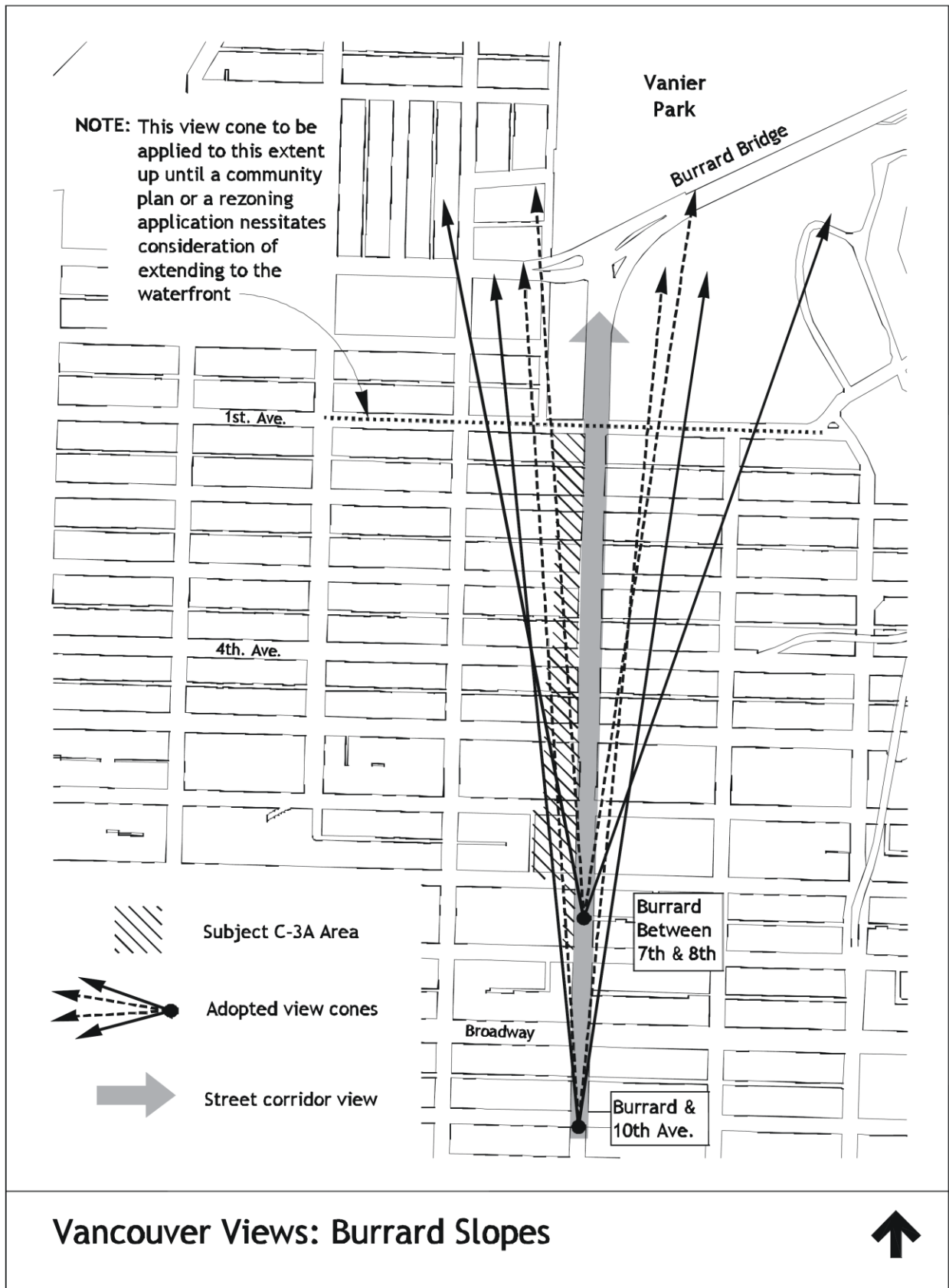


Figure 3. Burrard and 10th View Cone



Figure 4. Burrard and 8th View Cone



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 gardens and landscaped areas should be provided for residents.

2.5 Topography

On sites which slope down from street to lane, the stepping of any slab over parking/loading areas should be provided to limit under-slab height to the minimum needed to accommodate large moving vans.

2.6 Light and Ventilation

Provision of sufficient daylight access to individual units and open spaces is one of the most challenging aspects in the design of high density low-rise housing. The horizontal angle of daylight guidelines in section 4.10 should be supplemented with the following considerations:

- (a) Living rooms should not face into courtyards;
- (b) Below grade residential units often have inadequate daylight, and are discouraged;
- (c) In double-fronting units (i.e., street/courtyard or lane/courtyard), a minimum clear courtyard dimension of 6.0 m (measured to any obstruction including exterior corridors) and a courtyard height/width ratio of 1.5 to 1.0 may be acceptable provided no primary (living rooms) or secondary living spaces (bedrooms, dining rooms) face onto the courtyard. Secondary living spaces, however, may face the courtyard on the highest floor only;
- (d) Secondary living spaces (bedrooms, dining rooms) may face into the courtyard on lower floors provided that the minimum courtyard width is 9.2 m;
- (e) Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels on the south side of courtyards;
- (f) Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential livability; and
- (g) Development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby traffic or land uses.

2.7 Weather

- (a) Weather protection should be provided for common entrances, and for grade level or upper level individual residential entrances; and
- (b) Developments on Burrard Street should include a continuous, architecturally integrated weather protection and signage system. This may be composed of glass and steel, canvas or vinyl, but should be designed as part of the building and function principally as weather protection rather than signage.

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. In addition, noise from traffic and the potential for a transit line along the Arbutus Corridor should be considered in building design. The restrictions on uses noted in section 3 will ensure a level of compatibility for uses within buildings. In addition, section 4.15 of the District Schedule sets out acoustic standards and the requirement for an acoustic report to be provided for all developments containing dwelling uses.

- (a) Some of the methods which may be used to buffer residential units from external noise include:
 - (i) orienting bedrooms and outdoor areas away from noise sources;
 - (ii) providing mechanical ventilation (to allow the choice of keeping windows closed);
 - (iii) enclosing balconies or using sound absorptive materials and sound barriers;
 - (iv) using sound-deadening construction materials (e.g., concrete, acoustically rated glazing or glass block walls) and other techniques; and

- (v) for sites directly adjacent 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. Licences and Inspections or the Environmental Health Branch should be contacted for details.

2.9 Privacy

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

- (a) Unit orientation, window placement and screening should be used to enhance privacy;
- (b) Balconies and patios should be oriented, screened or landscaped to reduce direct overlook of adjacent residential uses or other units in the project;
- (c) Habitable rooms within the developments should be oriented away from pedestrian circulation routes;
- (d) Residential units located at street level should ensure privacy through setbacks, level changes, and/or screening; and
- (e) In developments with courtyards, stacked units are encouraged to reduce privacy conflicts due to access corridors.

2.10 Safety and Security

Safety and a sense of 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;
- (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 commercial 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;
- (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 from the street at street level;
- (b) Residential entries should be separate and distinct from non-residential entries and lobbies;
- (c) Internal public circulation systems such as shopping malls, are discouraged;

- (d) Elevators should be provided on sites with frontage exceeding 15.0 m, where the vertical travel distance from parking to the highest unit entry exceeds three storeys; and
- (e) 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.

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) Vehicular access to underground parking, loading, and service areas should be provided from the lane only, where one exists, noting that a 0.6 m lane dedication will be required to complete the 6.0 m wide lane system where this width has not already been achieved;
- (b) 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;
- (c) Where there is no lane, access should be taken from the point of least impact on the pedestrian realm and designed to minimum standard crossing width, preferably on a flanking street for corner sites; and
- (d) Vehicular entrances 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.

3 Uses

Given the intent of the guidelines to create a mixed use area, applicants have a choice of the following uses for either single use or mixed use developments. Mixed use developments which contain residential use or developments within 7.6 m of a residential use should ensure compatibility with the residential use, paying particular attention to the type and amount of traffic, noise and odours generated by non-residential uses.

3.1 Residential Use

Residential use is a conditional use but is permitted throughout the area except:

- (a) Residential use is not permitted at grade along Burrard Street or 4th Avenue, below grade or within 7.6 m of a potential rapid transit corridor; and
- (b) Residential use is discouraged where incompatible with other uses in the same project or uses nearby.

3.2 All Other Conditional Uses

Other conditional uses may be considered subject to the guidelines below, but are discouraged when the proposed use is incompatible with residential uses, either in the same building or on an adjacent site. No use is permitted below grade, other than parking (Figure 5). Non-residential uses are discouraged above the second floor on sites adjacent to an RM district.

3.2.1 Retail, Office and Service Uses

These uses may be considered anywhere in the North Burrard C-3A area. Retail uses are encouraged at grade along 1st and 4th Avenues and Burrard Street.

3.2.2 Institutional, Cultural and Recreational Uses

Several institutional, cultural and recreational uses may be considered anywhere in the North Burrard C-3A area. However, only the following uses may be considered at grade on Burrard Street:

- (a) artist studio;
- (b) community centre/neighbourhood house;
- (c) fitness centre;
- (d) library;
- (e) museum/archives;

- (f) theatre; and
- (g) social service centre.

3.2.3 Manufacturing Uses

Manufacturing uses will be considered only in very limited cases adjacent to RM -zoned sites or in mixed use/residential developments within the North Burrard C-3A area, and only when it can be shown that the manufacturing use has a retail type component that is compatible with residential livability.

3.2.4 Transport, Utility and Communication, and Wholesale Uses

In all cases, size and design of building and site must be compatible with existing and future adjacent development.

3.2.5 Parking Uses

Parking uses may be considered in the North Burrard C-3A area, however surface parking areas fronting onto Burrard Street or 4th Avenue are not acceptable.

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

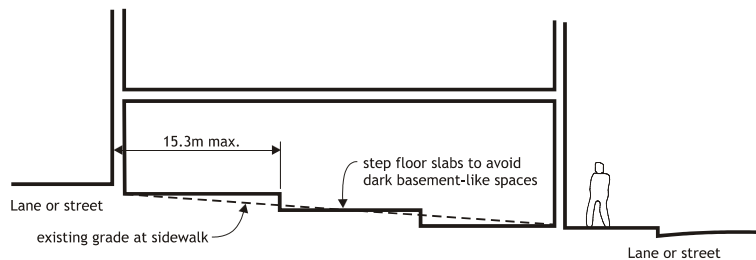
4.2 Frontage

- (a) On sites with frontages of 30.0 m or more, monotonous facades and monolithic images should be avoided by incorporating variety, articulation, vertical elements, colour and material changes to add interest; and
- (b) On Burrard Street, frontages for each individual occupancy located on a floor having an elevation within 2.0 m of street grade should be kept to a maximum of 15.3 m. The Director of Planning may consider larger frontages where pedestrian interest is otherwise maintained (Figure 6).

Figure 5. Example of undesirable response to topography - basement spaces



Figure 6. Desired frontage character and response to topography - small storefronts and no basement spaces

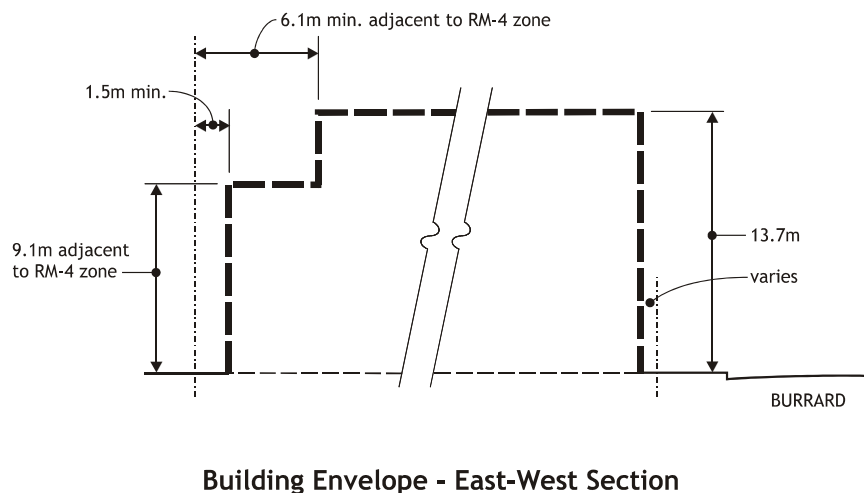


Desired Response to Topography on Burrard

4.3 Height

- (a) In order to preserve established public views, the maximum height should be 13.7 (measured at the south property line) or 5 stories, whichever is less (Figure 7). However, the achievable height may be less for many sites depending upon location within the adopted view cones, particularly for sites between 3rd and 8th Avenues;
- (b) Where the proposed development is adjacent to an RM district, the portion of the building immediately adjacent to the residential zone should have a maximum height of 9.1 m, with any massing above that setback at least 4.6 m to mitigate over-shadowing and overlook (Figure 7); and
- (c) Alternatively, developments adjacent to an RM district may achieve a height of 10.7 m if they follow the side yard setback requirements for the RM district which call for a minimum setback of 2.1 m and for the outer walls of the building to be contained within a 135 degree angle extended horizontally and measured inwardly from any and all points on the side property lines.

Figure 7. Maximum Heights - East-West Section



4.4 Front Yard and Setback

The current pattern in the area is for buildings to be built to the property line, or with minimal setbacks. New developments should respect and respond to setbacks of adjacent significant buildings and provide front setbacks where appropriate. In the North Burrard area most lots front onto the east-west streets as opposed to Burrard Street. This orientation should be maintained for the purposes of yards and setbacks. However, some variations will occur for lots along Burrard Street as indicated below.

- (a) No front yard or setback is required for non-residential uses except for those adjacent to an RM district which should have a front yard setback of 3.6 m within 6.1 m of adjacent RM zoned properties (Figures 8 and 9). Residential uses should have a front yard setback of 3.6 m to provide for privacy, livability and the need for unit open space. At least half of this setback should be free of underground parking to allow for significant planting and natural run-off;
- (b) For sites along Burrard Street, the first storey should be built up to the sidewalk so that a continuous commercial street frontage and street definition is maintained. A setback may be considered where a pedestrian courtyard or other features benefiting pedestrian character are provided. Setbacks above the second storey may also be appropriate to provide balconies for residential units and to respond to identified public views;
- (c) In locations along Burrard Street where sidewalks are less than 3.6m 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 (Figures 11 and 12);

- (d) Along Burrard Street, additional ground level setbacks of up to 2.5m can be used to integrate the sloping topography with the sidewalk and to accommodate desirable public activities and/or displays associated with any 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 open space, where they are deemed desirable by the Director of Planning.

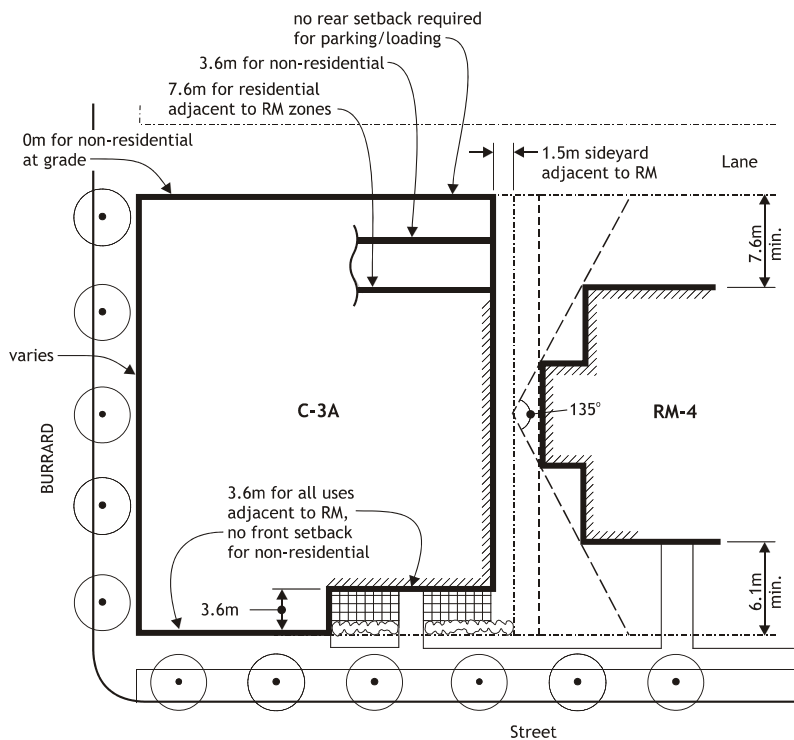
4.5 Side Yards and Setbacks

- (a) For corner sites, exterior side yards and setbacks should not be provided and the first storey should be built up to the sidewalk so that a continuous commercial street frontage and street definition is maintained. A side yard or setback may be considered where a pedestrian courtyard or other features benefiting pedestrian character are provided (section 4.4); and
- (b) An interior side yard of 1.5 m is required for sites adjacent to an RM-4 area (Figure 8). Additional setbacks will also be appropriate as described in section 4.3 (b). Figure 10 shows how setbacks and height relate to adjacent RM-zoned properties at the interior side yard in order to minimize overlook and to provide light and air penetration. It should be noted that the specific mix of uses in a development will affect built form.

4.6 Rear Yard and Setback

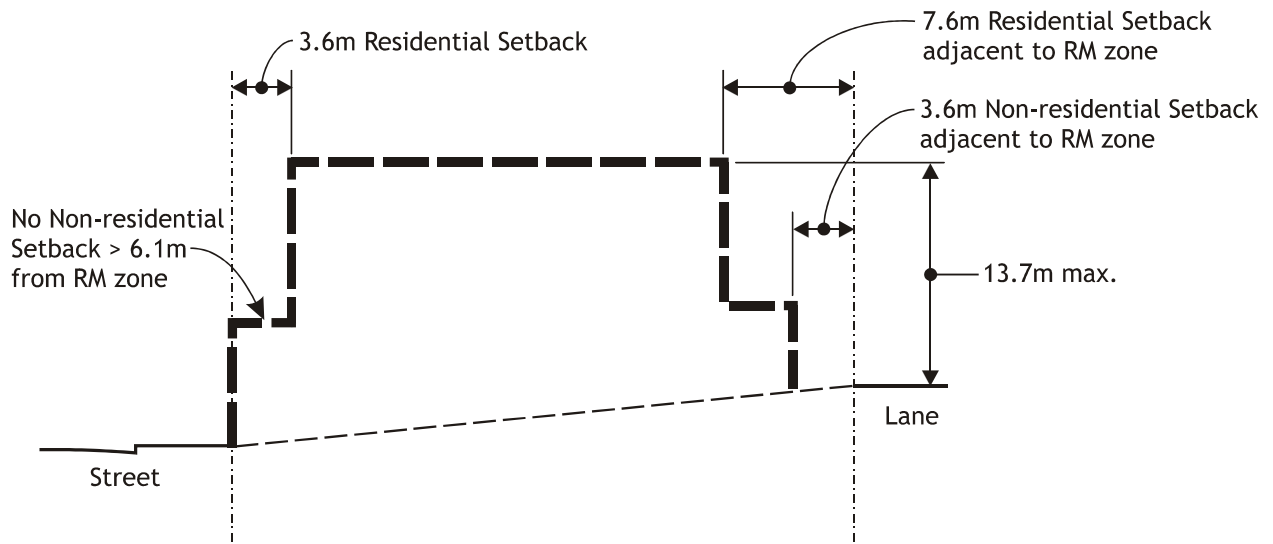
- (a) A minimum rear setback of 3.6m from the property line (7.0m if no lane exists) should be provided for all non-residential uses within 6.1 m of adjacent RM zoned properties (Figures 8 and 9). A minimum of 7.6 m should be provided for residential use within 6.1 m of adjacent RM zoned properties. Notwithstanding this, if a lane exists, the ground floor can be built to the (eventual) rear property line for parking, loading, and service uses, if these uses are screened from the lane; and
- (b) Where a non-residential use occurs at ground level, below a residential level, the roof over a loading area may project into the non-residential setback line. This roof may be usable as a landscaped deck for residential units.

Figure 8. Setbacks



Desired Setbacks

Figure 9. Building Envelope North-South Section



Building Envelope - North-South Section

Figure 10. Volumetric Building Envelope - how setbacks and height relate to adjacent RM district

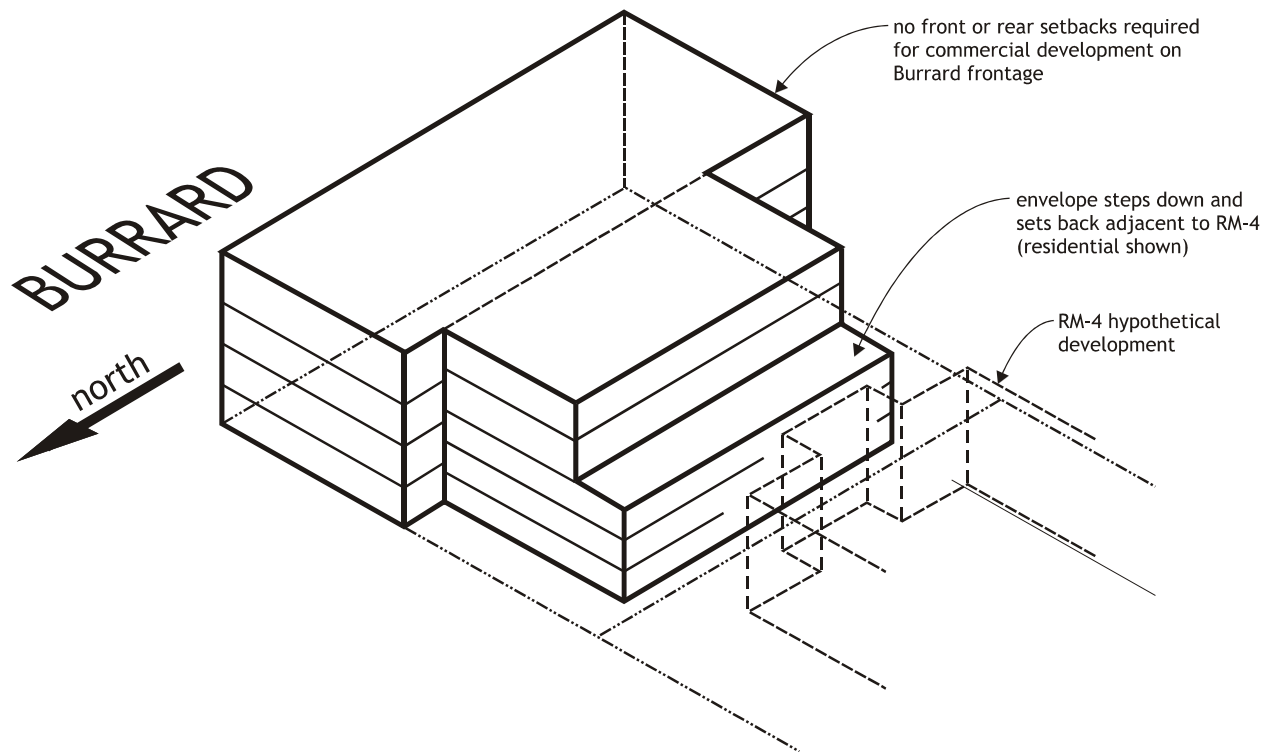
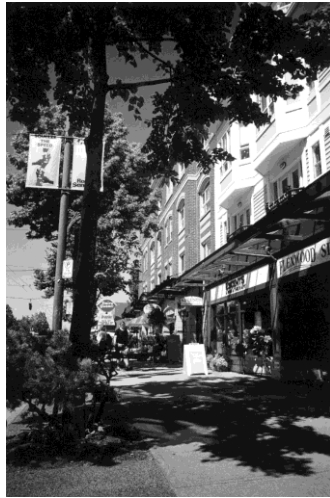


Figure 11. Burrard Street sidewalk conditions vary widely



Figure 12. An adequately-sized commercial sidewalk



4.7 Floor Space Ratio

Not all projects and sites will be able to achieve the maximum discretionary 3.0 FSR. Factors influencing the achievable density include, among other things, the following:

- (a) proportion of non-residential and residential uses;
- (b) corner or mid-block site location;
- (c) site frontage and/or size;
- (d) mix of dwelling unit sizes;
- (e) response to the guidelines on identified views and setbacks; and
- (f) ability to provide required parking.

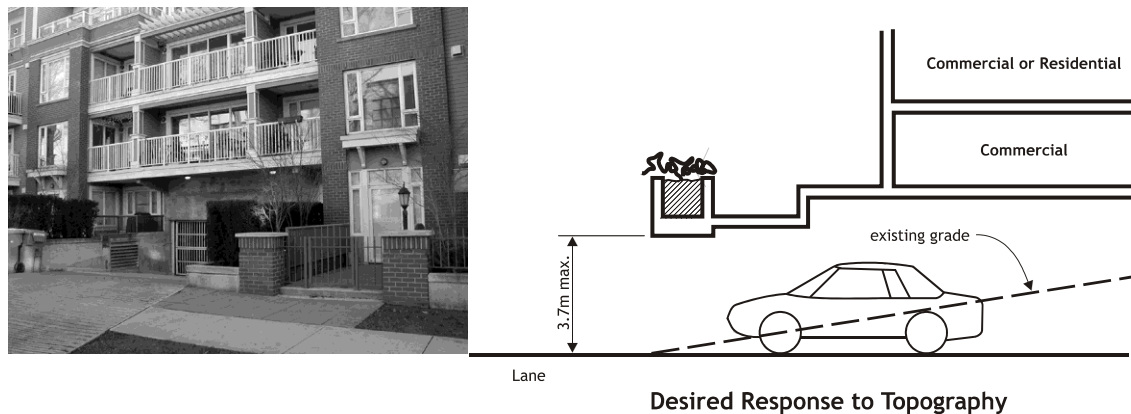
4.9 Off-Street Parking and Loading

Parking and loading are essential service functions. However, they can seriously detract from residential livability unless skilful design is used to screen them from residential uses in and near the development.

- (a) 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;
- (b) Where it is not possible to place all parking underground, any at-grade stalls should be located at the rear of the site;
- (c) For slabs over parking/loading areas, under-slab height at the point of parking access should be limited to 3.7 m maximum. Where structural or mechanical elements project below a slab over parking/loading area, requiring an increase in the 3.7 m maximum height at the lane, these elements should be screened from view (Figure 12);

- (d) Parking at or above grade should be screened effectively from 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 to reduce impacts on adjacent dwelling units;
- (e) Parking for non-residential uses and residential visitors should be separate from residential parking, which should be secured by garage doors;
- (f) Convenient loading of furniture to residential units should be facilitated by the design of loading areas and access routes;
- (g) 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; and
- (h) 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.

Figure 13. Examples of access to parking



4.10 Horizontal Angle of Daylight

- (a) Where the horizontal angle of daylight is proposed to be decreased as permitted in section 5.2 of the C-3A District Schedule, the distance of unobstructed view should not normally be less than 12.0 m for living rooms and 6.0 m for bedrooms and dens; and
- (b) In situations where the horizontal angle of daylight is decreased to the minimum of 3.7 m, additional overshadowing of windows by overhead balconies or other projections should be avoided.

5 Architectural Components

5.1 Roofs and Chimneys

- (a) Roofs should be designed to be attractive as seen from above through landscaping, elements such as gazebos and trellises, and choice of materials and colour. Elements such as roof decks should be provided to increase usability of roofs whenever issues of overview and privacy can be adequately addressed; and
- (b) Elevator penthouses, mechanical rooms, equipment and vents should be integrated with the architectural treatment of the roof.

5.3 Entrances, Stairs and Porches

- (a) When residential uses are located on the ground level, as many individual units as possible should have their entries directly from the street to emphasize the residential nature of the area, create pedestrian interest and provide better street surveillance. A 0.5 m to 1.0 m step up to residential entries should be built to provide overlook opportunities as well as visual privacy for outdoor space (Figure 14); and
- (b) Residential and commercial entries to buildings should be separately identifiable from the street.

Figure 14. Examples of commercial and residential entries - at- and above-grade



5.4 Balconies

- (a) Balconies should be designed to maximize light into the unit; and
- (b) Balconies can be excluded from FSR to a maximum of 8% of the floor area being provided. Enclosed balconies may be excluded subject to compliance with the Balcony Enclosure Guidelines and further, that no more than 50% of the excluded balcony floor area may be enclosed.

5.5 Exterior Walls and Finishing

- (a) The lower levels of developments should be carefully designed to relate to pedestrian scale, and enhance the close-up view of the pedestrian. The use of high quality materials and more intensive detailing that contribute to pedestrian interest is encouraged;
- (b) 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; and

- (c) 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.

5.6 Awnings, Canopies, Recesses, and Arcades (refer to 2.7)

- (a) Arcades are not encouraged on Burrard Street or on the south side of other streets, because they will result in limited sun penetration. Where required, weather protection should be provided by awnings and canopies;
- (b) Arcades should not be used where residential “front doors” and/or other open space setbacks are present; and
- (c) Where they are used, arcades should have a minimum 1.8 m width, 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 landscaped elements, or free-standing pole lights with shaded fixtures; and
- (b) Incandescent or colour-corrected light sources should be used.

7 Open Space

7.1 Public Open Space

Seaforth Park north of 1st Avenue is the only dedicated park in the area. Pedestrian links to beaches, False Creek waterfront and Granville Island are mainly along the street network See section 8.1 also.

7.2 Semi-Private Open Space

- (a) “Active” or “social” semi-private open space is desirable to provide for residents and should be provided wherever possible. It could be located above the commercial level or on the rooftop but should maximize sun exposure, and 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;
- (b) Semi-private open space at or near grade is encouraged at the front and rear yards of developments, but is discouraged on Burrard and 4th Avenue and at the interior side yards of developments;
- (c) In courtyard projects, courtyards typically serve a combination of functions, such as circulation, as a buffer between units, and as a source of daylight and air to courtyard-facing rooms. Owing to their often forced linearity and requirements of protecting privacy while providing access, this type of courtyard is rarely suitable as social semi-private open space; and
- (d) 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”).

Figure 15. Examples of private open space



7.3 Private Open Space

- (a) Private open space should be provided for each unit in the form of balconies, decks or patios with a minimum single horizontal dimension of 1.8 m and minimum area of 4.5 m²;
- (b) Private open space should be designed to capture sun and views where possible, as well as to avoid noise and to take account of visual privacy and security. Private open space generally should not face onto Burrard Street. Balcony enclosure to reduce noise may be appropriate in some cases, particularly for units facing Burrard Street; and
- (c) To help create defined and usable private space at grade a front garden or low, raised porch should be considered (Figure 15).

8 Landscaping

8.1 Streetscape

The Burrard Slopes Greenway and Open Space Plan (Figure 16), adopted in 1994 applies to the area between Burrard and Hemlock, Broadway and 1st Avenue/False Creek rail line. However, some of its objectives are also applicable to the west side of Burrard. It calls for enhancing streets and boulevards through extending the boulevard system west along 6th Avenue between Burrard and Arbutus to connect with the redeveloped Arbutus lands and providing street trees, pedestrian lighting and street furniture to improve pedestrian amenities. The Arbutus Corridor Official Development Plan designating the corridor for transit, bike and pedestrian routes also applies to a portion of this area.

In addition, a number of standard guidelines should be followed to enhance the existing legacy of street trees and green boulevards.

- (a) Street trees should be provided on all streets not currently having them or where their spacing is inconsistent. Park Board and Engineering staff will specify species, spacings, and location;
- (b) Other than along Burrard Street, boulevards between the sidewalk and the curb should be grassed. Interior boulevards should also be mainly landscaped. Paving should be limited to areas with foot traffic or vehicle use (Figure 17); and
- (c) Private setback areas used as a sidewalk along Burrard Street should be treated in an integrated fashion with the public sidewalk.

Figure 16. Burrard Slopes Greenway and Open Space Concept

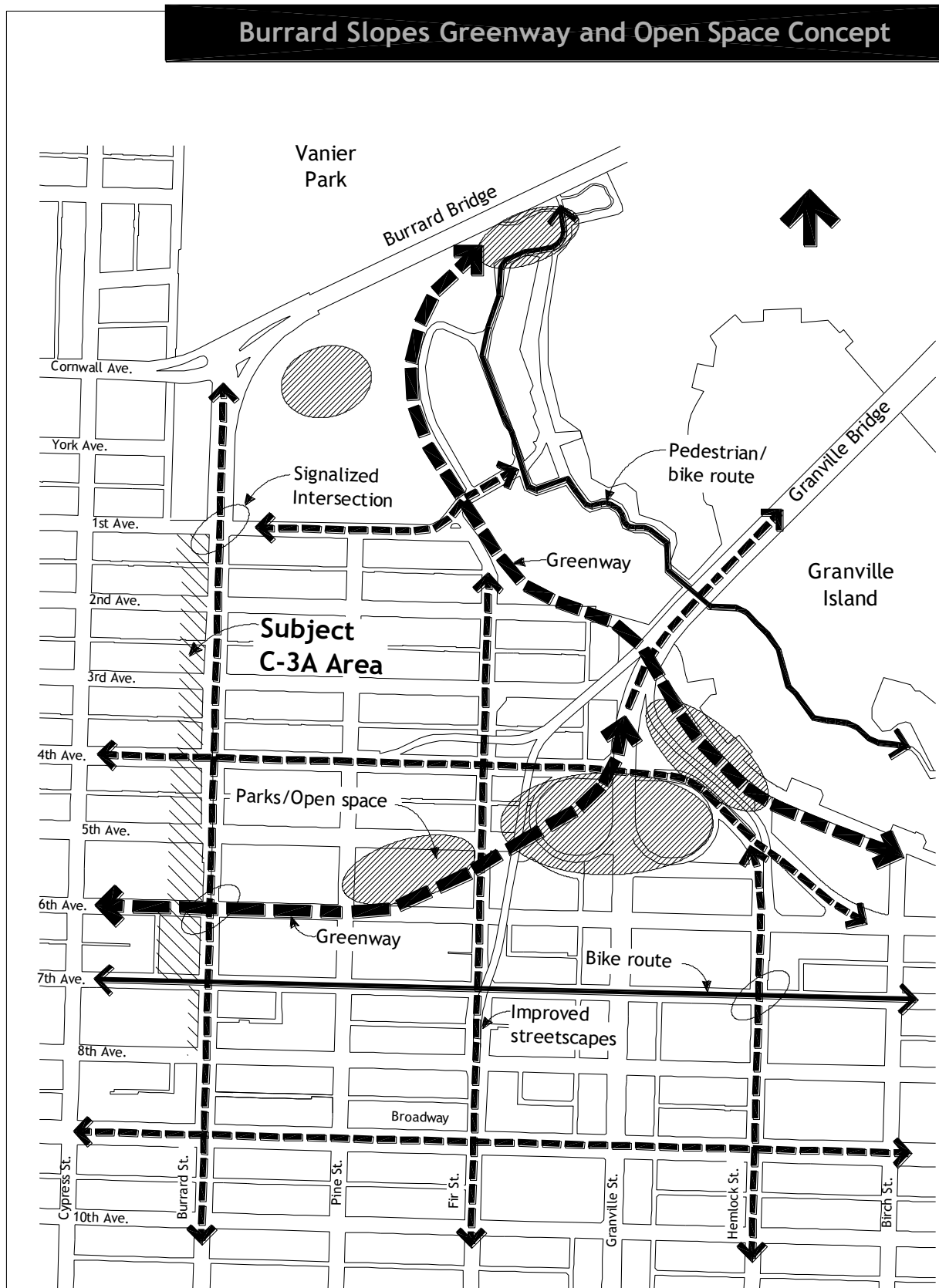


Figure 17. Example of landscaped flanking boulevard



8.2 Site Landscaping

- (a) Existing trees and significant landscape features should be retained where possible;
- (b) Landscaping close to the street should be used to soften built form, and create a residential character. Layering of plant material, including vines on vertical surfaces, can have a rich appearance in minimal space;
- (c) Landscaping should be provided on amenity roof decks and for screening to provide privacy where required;
- (d) Landscaping should also be considered adjacent to rear lanes, provided that branches are kept clear of the lane right-of-way, and provided that security is not unduly compromised; and
- (e) Landscape design on other parts of the site should relate to anticipated activities.

9 Utilities, Sanitation, and Public Services

9.2 Underground Wiring

- (a) In order to improve the visual environment for residents, developments on larger sites (45.0 m frontage or wider) should investigate with the City Engineer the feasibility of using underground wiring for electric, telephone and cable services, including the removal or partial removal of existing overhead plant.

9.3 Garbage and Recycling

Garbage and recycling are essential services. They can seriously detract from residential livability unless skillful design is used to screen them from residential uses in and near the development.

- (a) Garbage and recycling facilities should be located adjacent to the lane, but should be fully enclosed by a roof and sides, and screened from the lane.