

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

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C-2B, C-2C AND C-2C1 GUIDELINES

Adopted by City Council on June 9, 1987

Amended December 15, 1987, February 4, 1992, September 10, 1996, September 8, 2009 and October 20, 2015

Note: These guidelines are organized under standardized 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-2B, C-2C, or C-2C1 District Schedules of the **Zoning and Development By-law** for development permit applications involving conditional approval in these districts. Additional guidelines which apply only to sites zoned C-2C1 directly adjacent to the ALRT guideway between 12th and 16th Avenues are located at the back of this document.

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.

2 General Design Considerations

2.2 Street Character

Physical changes should enhance the appearance and character of the street as a shopping area. Such features are storefront awnings and canopies, display windows, fascia-type signage, individuality of shop frontages and general high quality of architectural design are encouraged.

2.8 Noise

Proper acoustical design of any residential units is essential in new construction near noisy traffic arteries or adjacent to the ALRT guideway.

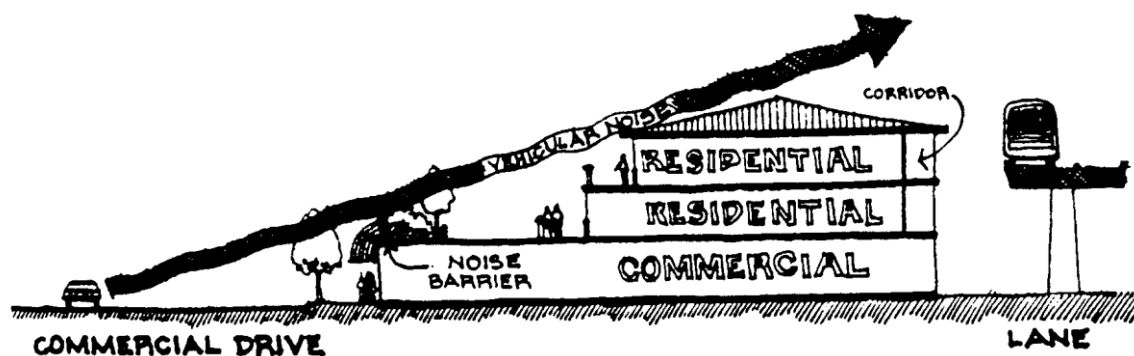
All development proposals containing residential units should provide evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. The noise level is defined as the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

Portion of Dwelling Unit	Noise Level (Decibels)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45
terraces, patios, balconies	60

New development should minimize the noise impact to their habitable areas through measures which may include:

- Sensitive site planning (e.g. setback, stairwell location, single loaded corridor, locate living rooms and bedrooms away from noise sources).
- Building construction (e.g. masonry construction, triple glazing).
- Noise buffers (e.g. glazed balconies, masonry walls and fences and landscaping).
- Alternate ventilation system (e.g. baffled wall vents).
- For sites zoned C-2C1 directly adjacent to the ALRT guideway between 12th and 16th Avenues any private open space areas should be oriented to the west and protected from noise intrusion by the use of barriers (Figure 1).

Figure 1. Example of Screening Private Open Space for Noise



3 Uses

Retail shops, restaurants and service-oriented uses such as shoe repair shops and dry cleaners are encouraged at the street level. Local real estate offices and branch banks may also be appropriate in some locations. However, solely office functions which do not serve the local community are not appropriate at the street property line. In the pedestrian-oriented C-2C District, it is particularly important that ground floor uses be retail.

Residential use above stores is encouraged, except on sites immediately adjacent to industrial districts or the ALRT guideway, as it provides life to the street and increases street security. Particular attention should be paid to alleviating traffic and ALRT noise through appropriate sound proofing measures. For sites adjacent to the IC-1 and IC-2 industrial districts, residential uses will only be permitted where such use does not conflict with adjacent industrial uses.

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

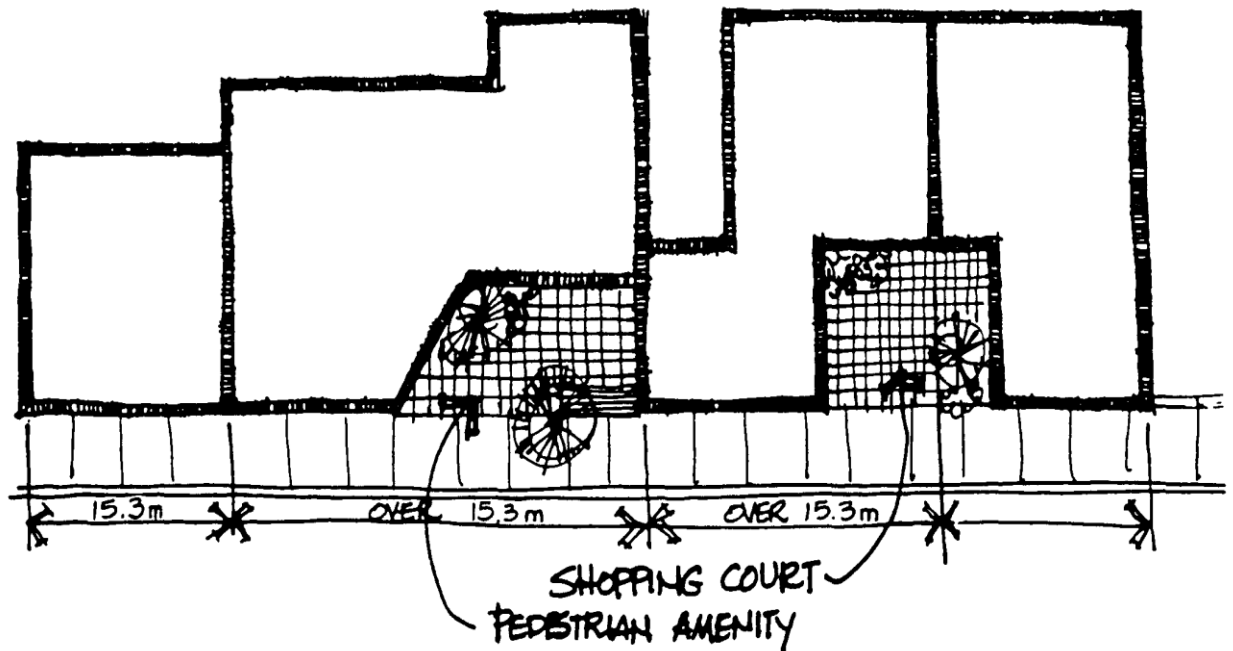
4.2 Frontage

All businesses should be located out to the street property line to encourage continuous retail frontage which is a benefit to both the pedestrian and merchant. Slight articulation of the building facade may be permitted, including ground level setbacks, if street continuity is preserved and pedestrian amenity provided. Outdoor extensions of cafes and restaurants are encouraged.

In the C-2C1 District, general business and automobile-oriented uses which break up the storefront continuity may be permitted provided that functioning continuous store-front facades are not broken.

The district schedules require that the maximum frontage for any commercial (individual occupancy) shall be 15.3 m. A relaxation of this requirement may be permitted if a pedestrian amenity area such as a courtyard or resting area is provided or where pedestrian interest is otherwise maintained (Figure 2).

Figure 2. Example of Pedestrian Amenity Area



Amenities such as special paving, weather protection, landscaping, and benches should be provided to make the court area a positive addition to the street. Where possible, court areas should be oriented to the south to create a sunny attractive environment.

4.3 Height

For height relaxations permitted under section 4.3.2 of the Zoning and Development By-law:

- (a) the provision of generous ground floor commercial floor to ceiling heights *within an overall 4 storey building form* is considered a priority;
- (b) increased setbacks from both the front and rear property lines at upper storey levels may be appropriate.

4.4 Front Yard and Setback

For mixed use development with commercial at grade the 0.6 m front yard is both a setback and a build-to line. Flexibility is intended to allow for cornices, overhangs, and bays at the upper storeys, while providing more sidewalk space. Beyond the normal projections permitted by the Zoning and Development By-law General Regulations, the following relaxations are intended.

- (a) An increased front yard or front setback may be considered at grade for a pedestrian courtyard or other features benefiting pedestrian character.
- (b) a decreased front yard or front setback may be considered at grade to permit a transition to a smaller neighbouring front yard.

4.9 Off-Street Parking and Loading

All off-street parking areas should be provided on-site or in collective parking, not on residentially-zoned land. On-site parking and loading should be provided at the rear of buildings with access from the lane. The impact of parking congestion on any adjacent residential streets should be minimized.

No general relaxation of parking requirements will be granted although minor relaxations may be allowed in some areas. New commercial uses in the area adjacent to Granville Island must meet parking requirements.

4.12 Dedication of Land for Lane Purposes (Commercial Drive only)

Lanes intersecting Commercial Drive should be closed when alternate north-south standard lane outlets are developed, and the closed lanes investigated for use as mini-park or sold for commercial redevelopment with proceeds going towards implementing the policies of the Commercial Drive plan (such as lane completion, collective parking, beautification).

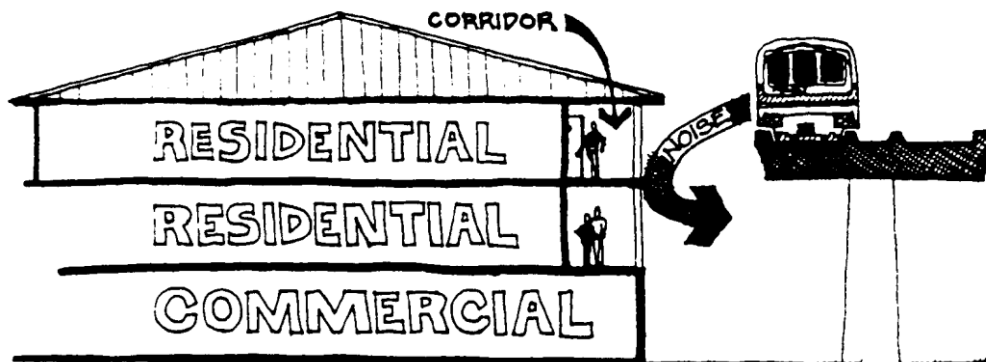
10 Sites Adjacent to the ALRT Guideway

10.1 Orientation

Any residential development on sites zoned C-2C1 directly adjacent to the ALRT guideway between 12th and 16th Avenues should have its main orientation towards the west and away from the ALRT guideway and the rear yards of adjacent houses to minimize noise and ensure privacy. However, some provision should be made for allowing some light and ventilation to occur along the eastern end of the units, recognizing the impact of the ALRT guideway.

To deal with the impact of the ALRT guideway, access to any residential units should be from a single loaded corridor. This corridor would act as a buffer between the units and the ALRT guideway (Figure 3).

Figure 3. Example of a Single Loaded Corridor Acting as a Buffer



10.2 Privacy

New development on sites adjacent to the ALRT guideway should be designed to ensure that privacy problems created by overlooking from ALRT trains are minimized.

10.3 Roofs

On sites adjacent to the ALRT guideway, any roof lower than the guideway will become visible to the ALRT riders. Roofs should be designed so that they are visually attractive and interesting, as a standard flat tar and gravel roof could easily become unsightly with wear and age. Sloped roof types are considered most appropriate. Mechanical equipment should be suitably screened.