ARBUTUS/VINE INDUSTRIAL AREA
CD-1 GUIDELINES

Adopted by City Council June 21, 1994
Amended July 25, 1995 and November 5, 1996

[Note: Council has directed that these guidelines be used by applicants and staff for development applications at the following CD-1 zoned sites:

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<td>2725 Arbutus Street</td>
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* The address of individual development applications and permits may differ.]
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1 Application and Intent
These guidelines should be used in conjunction with the CD-1 By-laws within the Arbutus/Vine Industrial Area to guide development of the area (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed developments.

The guidelines will ensure that the design of individual developments is compatible with the overall urban design concept for the Arbutus/Vine Industrial Lands, adjacent established and future residential neighbourhoods.

The site consists of 6.3 hectares of land area. It is bounded to the south by West 12th Avenue, to the north by West 10th Avenue, to the west by Vine Street, and to the east by Arbutus Street.

Figure 1. Arbutus/Vine Industrial Area Boundary

Plan delineating site area Vine to Arbutus, 10th to 12th less B.C. Tel and Gordon’s Auto Body and; surrounding context - Connaught Park to Maple, Broadway to Thirteenth.

These guidelines are intended to reinforce the urban design concept for the Arbutus/Vine Industrial Area that recalls, where appropriate, the working nature of the site and its historical evolution over time as an industrial area, including a major Brewery (est. 1912) — an area which has grown in parallel with its surrounding neighbours, both industrial and residential.
2 Urban Design Principles

The urban design concept for the Arbutus/Vine Industrial Area combines a building character based on the existing character of the site with a public open space concept that emphasizes the working history of the area. Overall urban design principles which determine the pattern of development are:

(a) the pedestrian and vehicular patterns that reinforce the typical orthogonal grid of the surrounding area;
(b) the integration or replication of significant architectural elements of existing buildings into new construction and other site attributes of historical interest into the development;
(c) a residential design concept that blends the working heritage of the site with the surrounding residential areas;
(d) a building rhythm for buildings and groups of buildings that reflects the finer grain of ownership in areas other than the CD-1 sites;
(e) a publicly accessible open space system, designed and programmed for use by the broader community, which is integrated with private open spaces;
(f) an emphasis on building design that incorporates "doors on the streets" and reinforces the quality of the pedestrian experience; and
(g) a general level of architectural quality throughout which complements the surrounding community while reflecting the historical character.

2.1 Orientation and Street Pattern

Figure 3. Overall Urban Structure Envisioned for the Site

A unique aspect of this development area is the creation of pedestrian priority streets internal to the site which run parallel to West 10th and West 12th Avenues. These streets are intended to serve the new buildings with vehicular and pedestrian access, and are to be designed to emphasize pedestrian use. Guidelines for the development of these streets are contained in Section 4.7.

A portion of Yew Street will be closed to facilitate a linear greenway along the West 11th Avenue alignment. A portion of Vine Street will be reconstructed to provide a narrowing of the street to two traffic lanes with additional parking laybys and changes in paving materials; and to create an improved pedestrian connection between Connaught Park and the West 11th Avenue greenway. A majority of the West 11th Avenue alignment will be dedicated as public open space and converted to a pedestrian park/greenway.
Figure 4. Orientation and Street Pattern

Diagram of streets annotated to highlight notes above.

Buildings should align with the existing streets and the newly treated pedestrian priority streets. Variations may be considered for buildings located internal to the area if they result in improved urban design.

2.2 Built Form
The two overriding principles that affect built form are:

(a) the buildings should generally be no higher than 4 storeys at the edges of the site and up to 7 storeys in the central area of the site; and
(b) the exceptions to the above massing principle will be made as follows:
   (i) where existing buildings exceed these heights and are to be reconstructed in a style reminiscent of the original buildings; and
   (ii) to accommodate non-market housing.

The resultant built form will create a transition from the central area of the site to the lower scale residential development to the east and south yet encourage the reconstruction of built form that has existed historically on the site.
2.3 Viewing Axes and Focal Points

Development will accommodate viewing axes which reinforce the street grid and allow mid-block views into the area from the neighbourhood. Focal points will be established integral with the viewing axes. Key features of the existing structures will be recreated as focal points of the development viewed from within, and outside of, the site.
2.4 Parks and Open Space
A public open space system should be provided that integrates the new development with the existing neighbourhood and enhances access to Connaught Park.

The open space system envisioned for the Arbutus/Vine Industrial Area is a series of specifically programmed outdoor "rooms" or open spaces linked by a greenway on the West 11th Avenue alignment; and mid-block pedestrian priority streets. The edges of the outdoor "rooms" are defined by the buildings necessitating a careful integration of the design of the built form, landscaping and open space.
3 Overall Guidelines

3.1 Siting
The location of streets, open spaces, development parcels and buildings should generally be as illustrated in the form of development drawings included in Appendix A.

Building yard setbacks should respond to the unique characteristics of the site and include:

(a) for all 4-storey buildings:
   • a minimum setback of 2.5 m at grade level;
   • an average setback of 3.0 m for first 3 storeys;
   • a minimum setback of 5.0 m for the fourth storey;
   • a minimum setback of 9.0 m for roof-top decks.
(b) the exception to (a) above, is Arbutus Street, where no setback is required for the first, second or third floors;
(c) interior side yards for 4-storey buildings:
   • 2.5 m for first 3 storeys;
   • 6.0 m for fourth storey.
(d) for all 4 to 7-storey buildings facing either a pedestrian priority street or park (greenway):
• a minimum setback of 2.5 m at grade level;
• an average setback of 3.0 m for the first 6 storeys;
• an average setback of 4.5 m for the seventh storey.

(e) interior side yards for 6 to 7-storey buildings:
• a minimum setback of 2.5 m at grade level;
• an average setback of 3.0 m for the first 7 storeys.

Setbacks may be relaxed provided the following are considered:
(a) the intent of the guidelines;
(b) the effects on public and private views, sunshine, privacy, private and public open space;
(c) the enhancement of the overall design concept of the area; and
(d) the areas where existing building massing and details are incorporated or reconstructed into new structures.

Note: For the purposes of determining setbacks from the pedestrian priority streets which will be developed as private roads, the setback shall be measured from the edge of the hard surfaced pedestrian path/walkway.

3.2 Site Coverage
The maximum site coverage for buildings should be 70 percent, except for buildings located on Arbutus Street where the maximum site coverage should be 85 percent.

3.3 Building Orientation
All buildings should be oriented to the adjacent street grid. Variations may be considered if they result in an improved relationship of building to street and open space, and improved urban design of the development parcel and the overall development.

3.4 Views
Buildings should be located to preserve public street-end views and private views. Opportunities for framing architectural features are encouraged. The site plan included in Appendix A represents an acceptable response to the views.

3.5 Massing and Height

3.5.1 Height
Buildings range in height from 4 to 8 storeys in accordance with the CD-1 By-law for each site. The primary criteria used to establish the heights include: response to the adjacent built form; impact of shadows on adjacent property; provision of sunlight to ground level; and heights of the existing structures.

3.5.2 Low-Rise Buildings
The following guidelines apply to low-rise buildings with a maximum height of 4 storeys. These buildings should:
(a) provide a 3-storey base with the fourth floor setback;
(b) provide framed periodic openings through and articulation of the building to break down the scale, define the street, provide public views into private open space features and allow sounds of related activities to be heard, e.g. water, children playing;
(c) respond to their location through appropriate variations in height, form, setback and architectural expression;
(d) create pedestrian scale and character through changes in materials, fenestration, and detail;
(e) create residential character through provision of grade level entrances to both buildings and units, bay windows, porches and special paving and landscaping; and
(f) integrate the common open space provided on the roof into the roof form and design of the building.

3.5.3 Mid-Rise Buildings
The following guidelines apply to mid-rise buildings with heights between 5 and 8 storeys. These buildings should:
(a) reflect their proximity to the open space system;
(b) respond to the scale of the adjacent 4-storey development;
(c) create pedestrian scale and character through changes in materials, fenestration, and detail;
(d) create residential character through provision of grade level entrances to both buildings and units, integrated porches, bay windows, and special paving and landscaping; and
(e) reduce shadow impacts for buildings above 5 floors by setting back the upper floors.

Figure 9. Build Form Profiles

Illustrated sections of typical 4-storey and typical mid-rise profile with upper floor setbacks.

3.6 Frontage
Building frontages should be limited to 60.0 m except as follows:

- along West 12th and Yew Street in cases where existing buildings are being incorporated into new structures; or where new structures are replacing the footprint of an existing building.

Buildings should be designed to incorporate major setbacks in the facades to limit the visual building mass to lengths no greater than 30.0 m, and more minor articulations for dwelling unit and street rhythm.

3.7 Architectural Expression, Materials and Colour Etc.

3.7.1 Existing Buildings
Important building elements should be retained or reconstructed in a manner that reflects their historic origins. Residential elements, such as fenestration and balconies, should be designed in a compatible character.

Existing building massing should be enhanced through additions in selective areas which are consistent with the overall design character and are less than the maximum height of the existing buildings. See Precinct Guidelines Section 4 for details.

Elevations of new and reconstructed facades should in selective areas be enhanced with dense vertical landscaping.

3.7.2 Materials and Colours
An integrated, consistent range of materials and colours should be used for each building.

Variety between buildings and building frontages should be provided consistent with the overall urban design concept.

Substantial materials such as masonry, stone, wood, etc., are encouraged with limited areas of stucco. Detailing should be substantial to avoid a thin veneer look.

3.7.3 Roofs
Roofs of low-rise buildings should incorporate articulation, sky lights, gardens, decks, dormers, greenhouses and other architectural elements that will enhance visual interest when viewed from surrounding development. The roofing materials and colours should provide visual interest.
Roofs of the mid-rise buildings should be designed as integral parts of the buildings, and incorporate any mechanical equipment and elevator requirements.

3.7.4 Building Sidewalls
Building sidewalls should be designed to be attractive and interesting, when viewed from adjacent buildings, streets and sidewalks, through the use of materials, colours, textures, articulation and fast-growing and/or mature plant material. Large expanses of blank sidewall should be avoided.

3.7.5 Balconies, Fencing and Railings
Balconies should be designed as integral parts of the buildings. Enclosed balconies should be avoided, as these limit views and sunlight access, and are not characteristic of Kitsilano.

Fencing and railing materials should be substantial in nature (i.e. masonry, iron/metal, etc.)

3.7.6 Signage
Building identification signage and other private project signage should be integrated with the building and/or landscape design. A discreet approach to signage is required. The City’s Sign By-law must be consulted in respect to the extent, location and size of any signage.

3.7.7 Grade Level Entries
Entries to residential, commercial uses and community facilities should be weather-protected. This protection should be utilized to create building identity and address. Front porches with direct grade access are encouraged throughout the area with the exception of development on Arbutus Street.

3.7.8 Lighting
A variety of lighting types should be utilized, including high-level general street lighting, mid-level pedestrian lighting, and low-level lighting in localized areas such as parks, stairways, paths, and seating areas.

Lighting on buildings should be designed in a manner that contributes to the light levels of the public open space.

Glare from lighting near residential units should be minimized.
The use of custom light fixtures consistent with the overall design concept should be encouraged.

3.8 Residential Livability

3.8.1 Family Housing
Dwelling units designed for families with small children should comply with the City's "High-Density Housing for Families with Children Guidelines".

3.8.2 Private Open Space
The design of each development should include:

(a) each unit should have direct access to a private outdoor space or a balcony. The balcony should have a minimum depth of 1.0 m and a minimum area of 4.0 m²;
(b) balconies are not required for units rebuilt in historic buildings to be reconstructed/renovated in selected areas consistent with the architectural style of the building, provided an alternate to this open space is provided in an architecturally compatible manner, such as "French balconies";
(c) for developments that include family units, a common children’s play space of 40 m² should be provided. Construction will be given to developments sharing these areas;
(d) outdoor space should be located and designed to maximize the amount of direct sunlight received; and
(e) open spaces located on roofs, including the roofs of parking structures, should be designed to accommodate large caliper trees and extensive planted areas. Roof-top open spaces including play areas, are desirable on buildings where the site coverage is over 50 percent.

3.8.3 Access and Circulation
The main entrance of all residential building should front the street, and the number of primary entrances to units from street and grade level should be maximized.

Corridor lengths should not exceed 23.0 m in any one direction, from the main vertical circulation. Corridors should have natural light and ventilation where possible.

3.8.4 Amenities
On-site amenities such as meeting rooms and workshops, suitable for the anticipated population, should be provided within each development.

3.8.5 Safety and Security
The design of each development should include:

(a) residential buildings should be designed to overlook the streets, parks, walkways and private open spaces;
(b) lobbies and entries should be visible as they are approached;
(c) indoor common areas should be placed adjacent to outside common areas or overlooking the street to improve overall surveillance;
(d) fences and walls adjacent to the sidewalk should be designed to ensure some view of the building from the sidewalk, without sacrificing unit privacy, to promote casual neighbourhood surveillance; and
(e) landscaping should be designed and located to enhance security.

3.9 Historic Artifacts
Throughout the area there are objects and artifacts that should be retained where possible to enhance the public experience. These include keeping rail tracks inset into vehicular and pedestrian circulation routes, placement of rail car bumpers, brewery artifacts as sculptural elements within the open space system, creative re-use of building components within new buildings or as abstract free-standing elements.
Photographs of interesting historic elements found on the site.

3.10 **Landscape, Parks and Open Spaces**

The open space design should be generally as illustrated in the conceptual landscape plan included in Appendix A.

3.10.1 Landscape

The landscape should contribute to the creation of a livable, healthy and environmentally responsive community, through:

(a) the retention of significant existing trees, and where possible, the existing rhythm and space of trees should be restored;
(b) the extensive use of plant material, including large calliper trees, seasonal, coniferous, and successional planting;
(c) the use of a variety of plant material reflecting seasonal change; and
(d) the use of permeable paving materials and natural drainage processes.

The design of the landscape should reinforce the design theme of working heritage and incorporate an approach to planting consistent with that theme, i.e. rough - natural drainage ponds, use of plant material that presently exist on the site such as climbing roses, etc.

3.10.2 Parks and Open Spaces

The parks and open spaces should:

(a) provide for the active and passive recreation needs of residents and visitors and link this area to the surrounding neighbourhood;
(b) ensure safety and security through the provision of visual supervision from surrounding areas and the use of appropriate materials and equipment;
(c) incorporate diversity through the use of distinctive hard and soft landscape materials, design and detailing;
(d) incorporate the parks and open spaces into the surrounding walkway, vehicular and cycling systems;
(e) distinguish between public and private spaces through the use of defined access points, circulation systems, grade changes and plant materials; and
(f) incorporate aspects into the design which add interest and variety to the pedestrian experience.

3.11 **Disabled Access**

Disabled access to all portions of the development should be ensured wherever possible through the provision of accessible public parks and open spaces, public and private walkways, private open spaces, entrances to buildings, residential units, balconies and patios. Access routes should be easily identifiable and integrated into the building/landscape design.

3.12 **Private Precinct Streets**

The character of the streets, sidewalks and walkways should reflect their location and function within the development. Distinctive designs should be developed for each precinct provided that the continuity of character within the overall area is maintained.
These streets are intended to accommodate the two through-lanes of traffic, emergency and service access, on-street parking in selected areas, and design measures to reinforce the priority of pedestrians without detracting from the functional requirements.

Additional measures such as street planting, paving materials, detailing, configuration, and street furnishings should be provided, and should be designed in a manner that facilitates pedestrian movement and safety, and integrated with the architectural design of the individual buildings and groups of buildings.

3.13 Parking and Loading Areas
Vehicle and service access should be provided from the internal roads and West 10th Avenue, and not provided from Vine Street and West 12th Avenue. Parking entrance widths should be minimized and should be integrated into the buildings or landscape, and exposed walls and soffits should be architecturally integrated into the design in a manner that makes them as unobtrusive as possible. Good visibility should be provided at access points. Parking garages should be designed in accordance with the City's "Parking Garage Security Guidelines". Parking and loading standards will be in accordance with the respective CD-1 By-laws and the City's Parking By-law.

3.14 Garbage and Recycling
Underground recycling and garbage containers should be provided for each development.

3.15 Mitigation Measures
3.15.1 Street Noise
The impact of street noise should be mitigated through the use of noise buffers such as glazed balconies, walls, fences and landscaping.

3.15.2 Phasing
The development will occur in a number of phases. Mitigation measures to minimize the impact of the existing industrial uses on the new development should be utilized. These measures should include continuous security fencing, screens and landscaping.

3.16 Safety and Security
Notwithstanding all sections of the Guidelines, the principles of Crime Prevention Through Environmental Design (CPTED) should be followed for all aspects of design and planning.

4 Precinct Guidelines
Within the Arbutus/Vine Industrial Area there are seven distinct precincts, each with their own distinct character. These precincts are generally defined by the pattern of land use, the surrounding streets, and the internal open space/public realm. The precincts are:

1. West 10th Avenue
2. Vine Street
3. West 12th Avenue
4. Yew Street
5. Arbutus Street
6. West 11th Avenue Greenway
7. Pedestrian Priority Street
4.1 West 10th Avenue Precinct

4.1.1 General Character and Image

West 10th Avenue is characterized by the predominance of industrial and commercial uses. Some of these uses, such as B.C. Tel and Fraser Academy will remain, while other uses, particularly on the north side of West 10th Avenue, will not redevelop for some time. Therefore, existing industrial and commercial uses will exist side by side with new residential development. The new buildings should fit into a pattern of existing buildings. The existing buildings have little or no front yard setback, no side yards and are articulated in widths of 7.5 - 15.0 m.
4.1.2 Development Guidelines

(a) Built Form
Building heights to range from 4 to 6 storeys with a strong 2 to 4-storey base.

Buildings located at the intersecting north/south streets (Vine and Arbutus Streets) shall be 4 storeys with adjacent buildings massed to create a transition built form to higher structures.

(b) Setbacks
Building setbacks should be 2.5 m from the street.

(c) Building Character
Buildings should have articulated frontages (West 10th Avenue elevation) reinforcing a 7.5 - 15.0 m building rhythm and architectural variety.

Building massings should be simple in form and detail consistent with the existing context.

Commercial/retail uses including live/work spaces are encouraged at grade.
4.2 Vine Street Precinct

4.2.1 General Character and Image

Vine Street is envisioned as a residential street characterized by doors on the street and buildings with a strong 3-storey rhythm. Buildings on Vine Street frame the east side of Connaught Park while the open space on the east side of Vine Street creates a transition from the large open area of Connaught Park to the linear form of the West 11th Avenue Greenway. The open space on Vine Street acts as a porch or forecourt with more passive uses than the active regional nature of Connaught Park. The mid-block portion of Vine Street will be narrowed to two through-traffic lanes only to facilitate movement across the street from the Greenway to the Park.
4.2.2 Development Guidelines

(a) Built Form

Building heights should be limited to 4 storeys with the fourth storey having a significant setback within an articulated roof form that reinforces the individual townhouse character roof form. Principle building orientation should be toward the street.

Buildings should be designed to turn around the corners at Vine Street and the greenway, incorporating architectural elements such as verandas. All building edges facing the greenway should be designed to incorporate street frontage elements used elsewhere in the plan, e.g. porches, street/grade entries.

Sketch section.

(b) Setbacks

Buildings should be set back 2.5 m from the street, although perpendicular entry steps and ramps can come up to the front property line. Front yards should be defined by low walls and fences with integrated landscaping at the property line.
Sketch plan.

(c) Character

Around the periphery of the area where it interfaces with the neighbourhood, the architectural character should reflect the Kitsilano residential character with respect to roof forms, window and balcony forms, porch and entry forms and building materials. Variety between individual developments should be achieved.

(d) Existing Buildings

The existing 2-storey office building at the corner of Vine Street and West 12th Avenue could be renovated and/or reconstructed as a residential apartment building with the third floor and fourth floor architecturally distinct from the existing building.
4.3  West 12th Avenue Precinct

4.3.1 General Character and Image

The south side of West 12th Avenue has experienced recent redevelopment of 4-storey apartments under the existing C-2 zoning. This scale of development is appropriate for the north side of West 12th Avenue, the exception being the Brewery Lands where retention or reconstruction of the historical massing and character is encouraged, particularly the 1940s structure at West 12th Avenue and Yew Street. New 4-storey development should consist of a variety of architecture interpretations of buildings with a strong 3-storey base and an articulated fourth floor roof form.
Illustrative sketch corner of 12th and Yew.
Comparative images:

The top two photos illustrate examples of the form of development envisaged for the area. The lower three photos are examples of forms of development considered inappropriate for the area.
4.3.2 Development Guidelines

(a) Built Form
Building heights should be limited to 4 storeys with an articulated roof form that reinforces the individual townhouse character roof form. Principle building orientation should be toward the streets.

(b) Front Yard Setbacks
Buildings should be set back 2.5 m from the property line, although perpendicular entry steps and ramps can come up to the front property line. Front yards should be defined by low walls and fences with integrated landscaping area of sufficient height to provide visual privacy from the street.

(c) Character
Around the periphery of the area where it interfaces with the neighbourhood, the architectural character should reflect the Kitsilano residential architectural character with respect to roof forms, window and balcony forms, porch and entry forms and building materials. Variety between individual developments should be achieved.

(d) Existing Buildings
The retention or reconstruction of the existing building’s form and character is encouraged. For the building at the corner of West 12th and Yew (the 1940s Carling Brewery building), the key stair and tower element should be retained or reconstructed. Additional fenestration and roof decks should be added in a manner that reinforces the 1940s character of the structure. The mid-block building (between Vine and Yew Streets) should have a concrete frame expression with the strong horizontal spandrels that are heavily planted.
Examples of some of the key elements of buildings of historic interest being retained.

4.4 Yew Street Precinct

4.4.1 General Character and Image

Yew Street acts as a gateway to the central portion of this area. The middle section of the street will be closed and converted to park/open space. While auto traffic will be discontinuous in a north/south direction, pedestrian travel will be continuous and is expected to increase.

A building setback of 4.5 m has been established on the east side of Yew Street enabling the planting of a double row of street trees. Building heights and styles will vary significantly along Yew Street, including the possible reconstruction of the historic 1912/1940 original Vancouver Brewery building facade. Other new taller buildings will have significant setbacks from the Yew Street alignment due to the open space dedication to the east and west of the street.
4.4.2 Development Guidelines

(a) Built Form
Building heights should be limited to 4 storeys at the east side of Yew Street and should contain a 3-storey base with a fourth floor setback similar to the other 4-storey buildings in the area. Flanking elevations should turn the corner from West 10th and 12th Avenues.
The 7-storey building at the north-west corner of the West 11th Avenue Greenway and Yew Street should accentuate both the greenway and the Yew Street Park.

(b) Setbacks
Buildings, including the Twinpak site, should be set back 4.5 m on the east side of Yew Street, although porches and entry steps can protrude beyond the building up to a distance of 2.5 m. Building setbacks of the existing 1940 and 1912 buildings should remain. The new 7-storey building should have a 3.0 m setback on the park, with an additional setback on the seventh floor to reduce shadow impacts on the park.

(c) Character
The architectural character should refer to the original historic structures. The low-rise and mid-rise structures should incorporate the Kitsilano residential character of West 12th Avenue and Vine Street, and the working/industrial character of the area. Creative interpretations of an industrial vernacular are encouraged on the central portion of the precinct provided that the designs incorporate traditional residential elements common throughout the area, such as direct grade entries to ground floor units, and porches.
(d) Existing Buildings
Significant portions of the facades of the 1912/1940 brewery should be incorporated or reconstructed with the new development such that the resultant built form and character are consistent with their original construction. Significant components of the buildings such as the main central arch and tower should be reconstructed. Smaller building elements such as fenestration and doorways, should be added in a manner consistent with the original building. A light single-storey roof-top addition may be added to the portion of the 1912 building north of the reconstructed tower, with a significant setback, provided that the existing cornice line continues to dominate the elevation. Examples of appropriate detailing and built form are provided in the following illustrations.
4.5 **Arbutus Street Precinct**

4.5.1 General Character and Image

Arbutus Street from West 12th Avenue north to West Broadway is envisioned as a mixed-use high street, combining retail uses at grade with 3 floors of residential use above. All floors of the buildings should be located on the property line or the building line, with the exception of the third floor which could be set back, and the fourth floor which should be set back.
4.5.2 Development Guidelines

(a) Built Form
   Building heights are limited to 4 storeys. While the 4-storey buildings elsewhere in the area should emphasize the 3-storey base with fourth-storey setback expression, the first 2 storeys can be developed to their full height at the Arbutus Street building line. A built form response should be made to the street corners at West 12th Avenue and at West 11th Avenue.

(b) Use
   Grade level retail and service commercial uses should be provided along Arbutus Street to provide pedestrian interest.

(c) Frontage
   All businesses should be located out to the street property line to encourage continuous small-scale retail frontage. Slight articulation of the building facade may be permitted, including

Illustrative character sketches and photos.
ground level setbacks, if street continuity is preserved and pedestrian amenity provided. Outdoor extensions of cafes and restaurants are encouraged.

Consideration may be given to elimination of the interior side yards between sites fronting Arbutus Street (2135 West 12th Avenue and 2725 Arbutus Street) in order to accommodate continuous building and retail continuity, subject to the following:

- the change is considered to be to the benefit of the overall environment along Arbutus Street and of benefit to pedestrians;
- proper attention is given to pedestrian scale and character along Arbutus Street; and
- the overall effect is aimed at creating a properly articulated building frontage, rather than a singular, monolithic facade.

This consideration will be subject to review by Planning and Engineering Services.

(d) Character
The Arbutus Street buildings should be urban in character within a comprehensive character for the whole precinct. Consistent with the image of a "high street", opportunities for a range of pedestrian activity should be provided such as seating.

(e) Signage
Signage should be integrated into the building design. The City's Sign By-law must be consulted in respect to size and location of any signage.

4.6 West 11th Avenue Greenway Precinct

4.6.1 General Character and Image
The linear greenway will be developed along the West 11th Avenue alignment from Arbutus to Vine Streets.

The buildings should be designed to enhance and complement the design of the open space. Building character should be a combination of residential and industrial themes reflecting the diverse heritage of the area.
4.6.2 Development Guidelines

(a) Built Form
   Buildings should range in height from 4 to 8 storeys.

(b) Setbacks
   The minimum setbacks along the greenway should be 2.5 m and accommodate both private
   open space and individual unit access.

   The 4-storey buildings should be massed to incorporate a setback of the fourth floor.

   The 7-storey buildings should incorporate a strong 2 to 4-storey base with setbacks at the
   upper floors to minimize shadowing on the public open space system.

(c) Character
   While reflecting the character of the adjacent Kitsilano developments, the buildings should be
   more urban in design and incorporate a simplicity of built form and detailing which typifies
   many of the existing structures along the West 11th Avenue alignment.
Illustrative sketches and photographs.
Illustrative sketch of 7-storey building.

Illustrative sketch of 4-storey building.
4.7 **Pedestrian Priority Streets**
The mid-block streets within the plan area are intended to be pedestrian priority streets.

4.7.1 **General Character and Image**
In the Arbutus/Vine Industrial Area, a different model of street is proposed, one which gives priority to the pedestrian while meeting functional vehicular requirements. These pedestrian priority streets are modelled after a Dutch prototype developed in the 1970s for the residential street called the "woonerf" — which translates literally as "living yard". The name was coined to describe a street in which the primary function would not be driving and parking, but walking and playing. In the area, a new street bisects each of the precincts. The street is made up of a roadway, a pedestrian way and flanking buildings. How each of these components is articulated and how they interact is paramount to the success of the area.

Pedestrian use of the streets is encouraged through design elements such as a clearly marked threshold distinguishing the pedestrian priority street from the network of thoroughfares, intentional ambiguity of paving materials to disrupt the perception of the roadway as a linear traffic channel, speed bumps to slow cars, and the insertion of planting, staggered parking and street furniture.
4.7.2 Street Design - Performance Criteria
While the emphasis is on the pedestrian, the design of the street should accommodate provision for the following:

- two through-lanes of traffic;
- on-street parking in selected areas;
- pedestrian movement on the sides and within the street;
- bicycle movement;
- access to parking structures;
- access for service vehicles and emergency vehicles including fire trucks;
- extensive tree planting and other landscaping;
- services; and
- street furniture;

The detailed design and layout of each of these elements will change according to the precinct in which they are located.
Sketch of typical pedestrian priority street surface treatment.