



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

## **Planning, Urban Design and Sustainability Department**

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# **BROADWAY-ARBUTUS C-3A AND 2000 BLOCK WEST 10TH AVENUE (NORTH SIDE) GUIDELINES**

*Adopted by City Council on July 7, 2004  
Amended September 15, 2020 and July 20, 2022*

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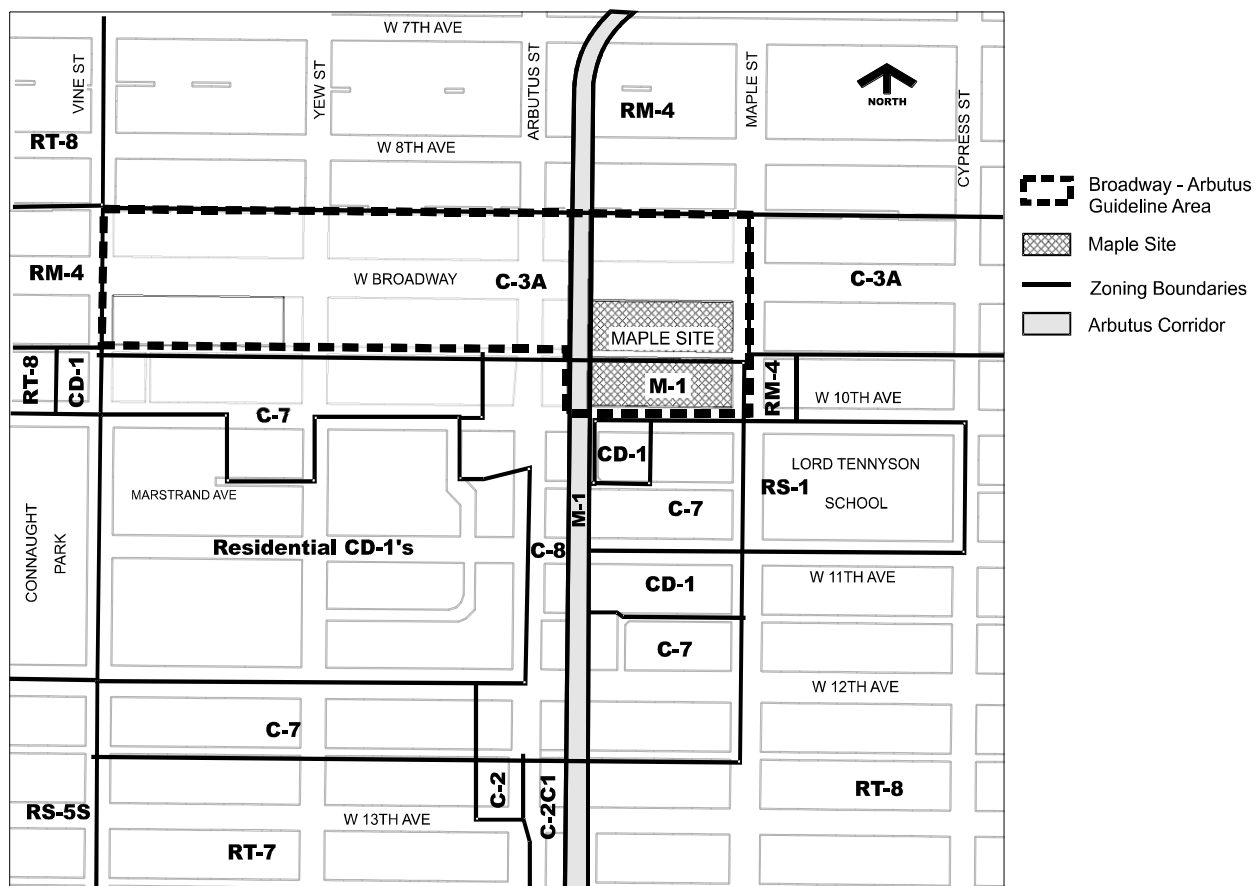
## 1.0 Application and Intent

These guidelines are to be used in conjunction with the C-3A District Schedule of the Zoning and Development By-law in seeking approval for conditional approval uses or discretionary variations in regulations in the Arbutus portion (north and south side of Broadway from Maple Street to Vine Street) of the C-3A district. They also provide policy and guideline direction for the potential rezoning of the M-1 site in the 2000 Block West 10th Avenue, north side (see Figure 1).

The intent of the guidelines is to:

- Assist in the transition of the Broadway-Arbutus C-3A district to an attractive, vibrant area which connects and unifies the Broadway and Arbutus Street portions of this local shopping area within the Arbutus Neighbourhood Centre;
- Ensure that the size and scale of future city-serving retail, office and service uses on Broadway are compatible with the surrounding neighbourhood and do not detract from the primarily local-serving nature of the Arbutus shopping area;
- Further support the Arbutus Neighbourhood Centre by encouraging a strong residential component above the Broadway and Arbutus street level and on the north side of the 2000 Block of West 10th Avenue with a high degree of liveability;
- Ensure that the physical form and design of new developments enhances both the public and private realms through high-quality architectural building expression and building form which respects adjacent buildings and takes into consideration sun light access and private views;
- Contribute to an enhanced pedestrian-friendly streetscape and give priority to walking, biking and transit by helping to make these modes attractive, safe and convenient; and
- Ensure that vehicular traffic is well managed so that the area remains accessible, and surrounding residential areas are not negatively impacted.

Figure 1. Broadway-Arbutus C-3A and 2000 Block West 10th Avenue (North Side) Area



## **2.0 General Design Considerations**

### **2.1 Neighbourhood Character**

The Broadway-Arbutus area borders a residential multiple dwelling (RM-4) area on the north and the Arbutus Neighbourhood (C-7/C-8) area on the south. Together with area schools, parks, the Kitsilano Community Centre and an attractive local shopping area focused on Arbutus Street, a neighbourhood centre has emerged in this portion of Kitsilano. The Arbutus Corridor Official Development Plan, adopted in July 2000, calls for the Arbutus Corridor to be preserved for rapid transit and Greenways purposes. Future extension of the Millennium ALRT line along Broadway with a possible station at the intersection of Broadway and Arbutus could significantly influence the development of this area. These potential transportation improvements would further enhance the attractiveness of this Centre.

Broadway-Arbutus also has a role, as the westerly terminus of Central Broadway C-3A district which is a key commercial area of the city and an important east-west vehicle and transit arterial. The Central Broadway zoning and guidelines support an “Uptown” office district in the area between Oak Street and Yukon Street on Broadway. Outside this area (e.g. Broadway-Arbutus) predominately residential uses are encouraged to support adjacent neighbourhoods. Given its context, the street character of Broadway-Arbutus is to step down from the more prominently scaled developments of Central Broadway occurring at the geographic high point (Fairview Slopes sub-area).

Broadway-Arbutus shares the intent of the remainder of Central Broadway C-3A with regard to:

- (a) creating building massing which allows sun access to the north sidewalk of Broadway in the winter and considers private views;
- (b) Stepping down building massing on the north property line or lane to respect residential uses to the north (8th Avenue);
- (c) Encouraging a high degree of residential liveability;
- (d) Providing for high quality building design with pedestrian amenity on the streets; and
- (e) Providing useable open space and neighbourhood linkages where appropriate.

### **2.2 Streetscape Character**

The area currently has a mix of one to eight storey buildings of various ages, including major office buildings and mixed-use buildings with commercial uses at grade. Because of varying site sizes, uses and forms of development, the area lacks a consistent architectural character.

#### **2.2.1 Broadway-Arbutus streetscapes should link with the existing Arbutus shopping area with a more consistent character through:**

- (a) Emphasizing the street edge with a strong commercial presence at the sidewalk edge where street arcades and recesses are not encouraged;
- (b) Providing street fronting commercial floor levels at the sidewalk level (maximum of .6 m above or below). This will require stepping the floor slab on sloping sites;
- (c) Emphasizing small scale commercial frontages of 7.6 m and a maximum 15.3 m width;
- (d) Providing high ceiling heights for commercial uses (4.3 – 5.2 m from the commercial floor to the floor level above) with a viable commercial depth of at least 15.3 m minimum;
- (e) Providing fine grain, high quality shop front detailing with extensive clear glass storefront windows to enhance pedestrian interest;

**Figure 2. Storefront Detail to Provide Pedestrian Interest**



- (f) Providing pedestrian amenity such as weather protection, street trees, specialty street lighting, new sidewalks with specialty boulevard treatments and street furnishings;

**Figure 3. Pedestrian Amenities**



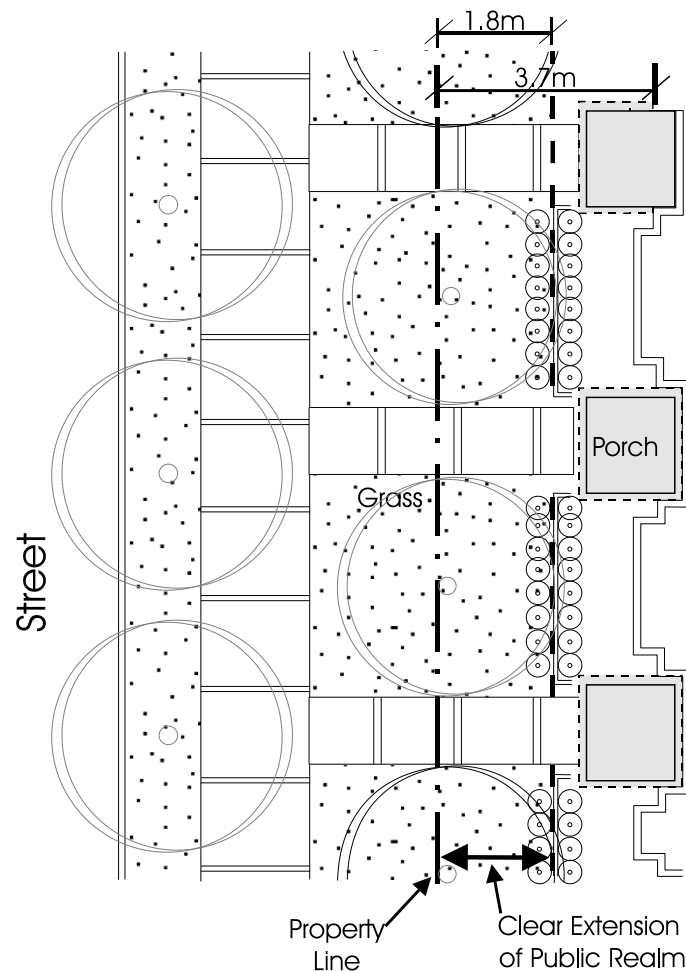
- (g) Providing commercial or residential entrance lobbies which are well defined and at grade without stairs or ramps in the public realm;
- (h) Providing continuous setbacks from the Broadway property line, where appropriate, such as at transit stops to allow for higher pedestrian traffic and continuation of street trees;
- (i) Providing a safe, continuous pedestrian experience by not allowing vehicular access off streets; and
- (j) Provision of useable, meaningful open spaces to support the street activities.

### 2.2.2 2000 Block West 10th Avenue (North Side) Streetscape

West 10th Avenue is a designated City Bikeway and should have a strong residential character with:

- (a) A 3.7 m setback to the principle building façade to provide for a townhouse building form within the higher streetwall form with stairs, porches and front doors on the street as illustrated in Figure 4;
- (b) A 1.8 m extension of the public realm within the setback to include a second row of trees set close to the property line with layered planting at the base of the building, raised patio or stepped planters (Figure 4);
- (c) Grass boulevards with street trees and new sidewalks;
- (d) Provision of bikeway standard furnishings and features such as lighting, benches, drinking fountain and drought resistant curb bulge landscaping; and
- (e) Lobbies as noted in section 2.2.1(g).

**Figure 4. Townhouse Building Form and Landscaped Setback**





**Figure 5. Desirable Townhouse Streetscape**



### 2.2.3 Side Streetscapes

- (a) Commercial uses should wrap around the side streets and may extend the full length of the side street to the lane with streetscape treatments similar to Broadway and Arbutus;

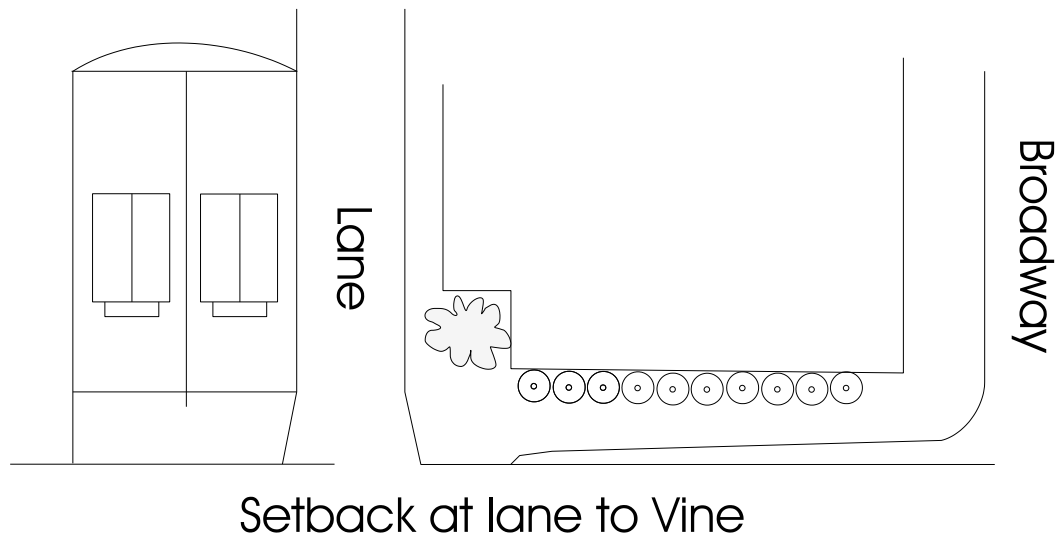
**Figure 6. Commercial Uses on Side Street**





- (b) If residential uses are proposed at grade, a landscaped setback and townhouse form as described in section 2.2.2 should be provided;
- (c) A transition setback may be necessary at the rear of the development to respect adjacent residential front yards (Figure 7);

**Figure 7. Transition Setback at Rear of Development**



- (d) Layered planting can also be considered on the inside boulevard of commercial frontages. In this case, weather protection may not be necessary.

## **2.3 Orientation**

- (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**

Vancouver's spectacular views are an asset that should be shared between a proposed development and existing and future developments on surrounding sites.

### **2.4.1 Private Views**

- (a) Where the discretionary building heights are sought, the massing of any development should be situated so as to minimize the intrusion of distant views from existing or future development on surrounding sites;
- (b) A view analysis should be provided for consideration of building heights proposed above the outright 9.2 m;
- (c) Roof mechanical rooms and elevator penthouses should be located and shaped so as to minimize view intrusion. Roof mechanical equipment should provide attractive screening; and
- (d) New development should be designed to provide attractive near views for existing adjacent development through the use of landscaping and higher quality building materials. Roof materials should be enhanced with landscape treatments, decorative patterns and colours where adjacent residential overlooks.

## **2.5 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 housing. The horizontal angle of daylight guidelines in section 4.8 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) Secondary living spaces (bedrooms, dining rooms) may face into the courtyard provided that the clear minimum courtyard width is 9.2 m;
- (d) Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels on the south side of courtyards;
- (e) Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential liveability. In some cases, such as a restaurant use, a mechanical report may be required to ensure exhaust will not affect residential liveability; and
- (f) Development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby land uses.

## **2.6 Weather Protection**

- (a) Weather protection canopies or awnings with a minimum projection of 2 m should be provided on commercial streets fronts, common entrances, and for grade level or upper level individual residential entrances;
- (b) Weather protection should include continuous, high quality, architecturally integrated weather protection, signage system and lighting;
- (c) Generally, weather protection canopies or awnings should be made of permanent, clear or translucent materials such as glass and metal frame. However, vinyl fabric awnings may be considered provided they are high quality (e.g. custom frames and textured fabric).

## **2.7 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 Broadway and 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 10.2 of the Zoning and Development By-law 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 units facing Broadway or directly adjacent the Arbutus Corridor, additional noise mitigation measures such as locating areas not affected by noise (e.g. stairwells and single-loaded corridors) between the noise source and the dwelling units should be considered.
- (b) Local noise generated by the development itself, such as parking and loading activities, exhaust fans, and restaurant entertainment and outdoor seating, should be mitigated by location and design; and
- (c) City regulations governing the noise levels that may be produced in various areas may affect some non-residential uses proposed. The Noise Control By-law should be consulted.

## 2.8 Privacy

Privacy between units, adjacent development and passersby is a crucial aspect of project liveability 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) Residential units placed on the street should be in a townhouse form raised above the street level; and
- (d) Habitable rooms should not be located directly on pedestrian access corridors.

## 2.9 Safety and Security

Safety and security are key components of liveability, particularly for buildings with mixed uses where residents are likely to share underground parking, exit stairs etc. New and renovated buildings should take into consideration the principles of crime prevention through environmental design (CPTED). The most common crime issue has shown to be theft in the parking areas. The secondary issue is break and enter into the units and finally issues related to mischief in places such as exit alcoves, open exit stairs and open service areas. Blank walls on lanes tend to attract graffiti. Skateboarding on plazas has shown to have negative impacts on property and creates noise for residents. Mail theft has also become a more common crime.

- (a) For parking security, the residential should be separate and secure from other uses with perimeter access points into the underground parking secured. Perimeter exit stairs from the underground should be located such that they are visible to residents rather than the street or lane and an alcove or open stairwell to the lane should not be created. Walls and ceilings of enclosed parking should be painted white and the structure should be designed to be visibly open.

**Figure 8. CPTED Exit Stairs**



- (b) For break and enter, elevator lobbies should be separated from exit stairs in the underground. Each unit should have internally secure access to mail boxes, garbage and parking without having to use public property and residential units at or accessible from grade should not have “areas of concealment” created by solid hedging or guardrails outside of the windows and doors. Bollards in front of shops will not be supported, ideally security grilles on shop windows should be avoided but may be considered provided they are decorative, and use a custom design that reflects the use of the unit.
- (c) For mischief, exit alcoves and open exit stairs on the street and lane should not be created. Street level elevator lobbies should be visible from the street. Blank walls should be minimized and landscaped with vines and where unavoidable, they should be treated with materials or finishes to reduce opportunities for graffiti.
- (d) For mail theft, mail boxes should be located to be visible to the residential elevators with no areas of concealment from that view.

## **2.10 Access**

### **2.10.1 Pedestrian Access and Circulation**

Reference section 2.2 Streetscape Character for pedestrian features on streets;

- (a) Internal public circulation systems such as shopping malls, are discouraged; and
- (b) 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.

### **2.10.2 Vehicular Access**

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

- (a) All vehicular access to underground parking, loading, and service areas should be provided from the lane only, where one exists, noting that a lane dedication will be required to complete the 6.1 m lane system where this width has not already been achieved;
- (b) Vehicular entrances should be designed integrally with the building. 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 landscape setbacks;
- (c) All non-local vehicular access and circulation should be contained at the lane to minimize traffic impacts and reduce filtering into adjacent neighbourhood streets including the 2000 Block West 10th Avenue;
- (d) For the 2000 Block West 10th Avenue site, closure or exchange of the City-owned lane should occur only if access, circulation, parking and utility needs are met and overall design and functioning of the development is improved;
- (e) Where a full lane dedication can not be achieved as part of a development, additional setbacks equivalent to a lane width may be necessary to achieve proper vehicle circulation; and
- (f) Where a lane access cannot reasonably be achieved, 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.

**Figure 9. Lane Setback**



### **3.0 Uses**

The intent for Broadway-Arbutus C-3A is to create an attractive local shopping area by encouraging small scale commercial, while allowing for larger scale stores (e.g. grocery stores) that fit with the neighbourhood context, supported by predominately residential uses above grade. Wherever reference is made to residential uses, the provision also applies to Artist Studio - Class A, Artist Studio - Class B with the associated residential unit.

#### **3.1 Residential Use**

- (a) Residential use is not permitted at grade along Broadway or Arbutus Street but may be considered at grade along Vine, Yew or Maple side streets;
- (b) On the 2000 Block West 10th Avenue, residential use is preferred but small-scale service, office, institutional, cultural or recreational uses that are compatible with residential uses and the neighbourhood context would be considered. A child day care use is anticipated on this site.
- (c) Buildings with residential uses 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; and
- (d) Residential use at grade along the rear may be considered if the project can be designed to mitigate negative impacts on unit liveability of vehicular accesses, parking loading, garbage and service areas, whether in the same project or in a nearby project.

#### **3.2 Other Uses**

Other 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. These uses should be designed to have a positive impact on the vitality of the street and generate pedestrian traffic and interest. The size of individual retail stores and other non-residential operations is limited in order to reflect the small and medium scale of operations appropriate in the Broadway-Arbutus Neighbourhood Centre and specifically to address impact, incompatible scale, and the loss of residential use factors.



- (a) For the uses listed in 3.2.1, 3.2.2 and 3.2.3, the single unit or strata lot size should be limited to a maximum of 930 m<sup>2</sup>; except for grocery and drug stores where the maximum size should be 2790 m<sup>2</sup>.

#### 3.2.1 Retail Uses

- (a) Retail uses are encouraged at grade along Broadway and Arbutus; and
- (b) For the 2000 Block West 10th Avenue, retail is not supported on the 10th Avenue frontage and residential uses are preferred. However, if this site develops comprehensively as a single land parcel with the C-3A portion to the north, including the lane, then flexibility to transfer a portion of the C-3A commercial density on to the 10th Ave. site may be considered, if a better overall development is achieved.

#### 3.2.2 Office and Service Uses

Small-scale primarily local-serving office uses are supported within the total allowable 1.0 FSR non-residential density and may be considered at grade or on the second floor in C-3A. When located at grade, office or service uses should be of the type that generates pedestrian traffic (e.g. travel agency, restaurant or beauty salon).

#### 3.2.3 Institutional, Cultural and Recreational Uses

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

- (a) Artist studio (not with an integral residential unit);
- (b) Community centre/neighbourhood house;
- (c) Fitness centre;
- (d) Library;
- (e) Museum/archives;
- (f) Theatre; and
- (g) Social service centre.

#### 3.2.4 Parking Uses

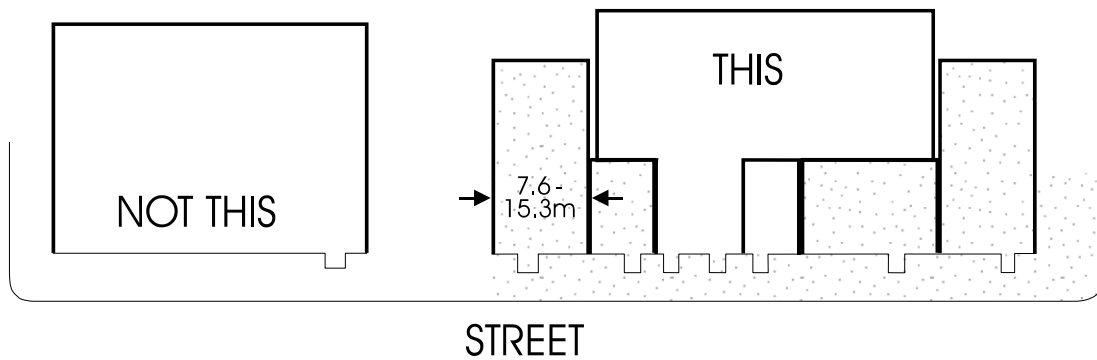
Surface parking areas fronting onto streets are not acceptable. Underground parking structures should not project above grade.

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

#### **4.1 Frontage**

- (a) Small scale commercial frontage expression (7.6 m width) is preferred and should not exceed a maximum of 15.3 m;
- (b) Where larger commercial units are proposed, they should be placed behind smaller scale commercial units on the street (see Figure 10).

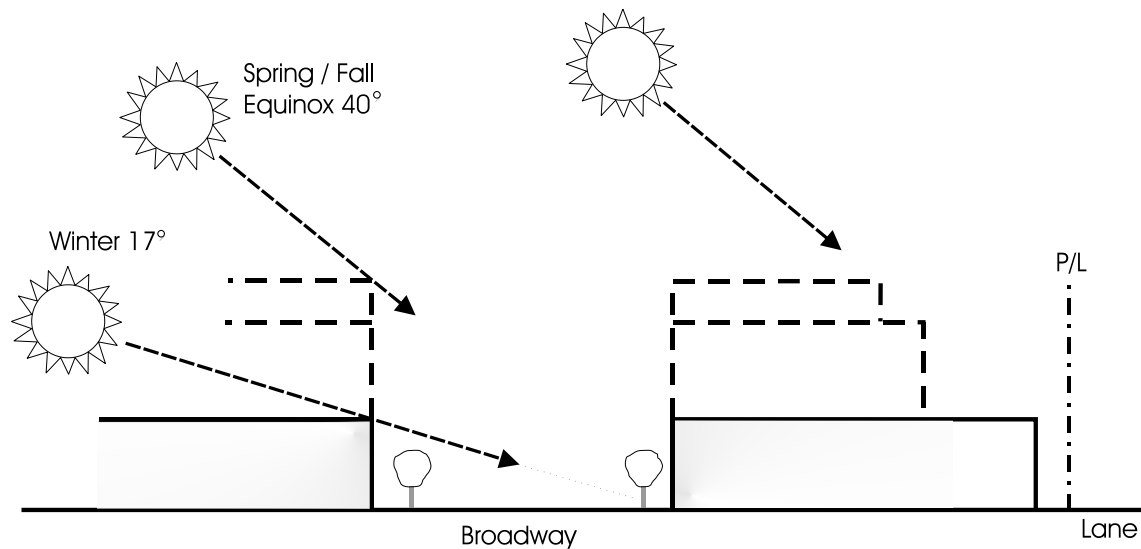
**Figure 10. Diagram showing Small Scale Commercial in Front of Larger Scale Units**



#### 4.2 Building Height and Massing

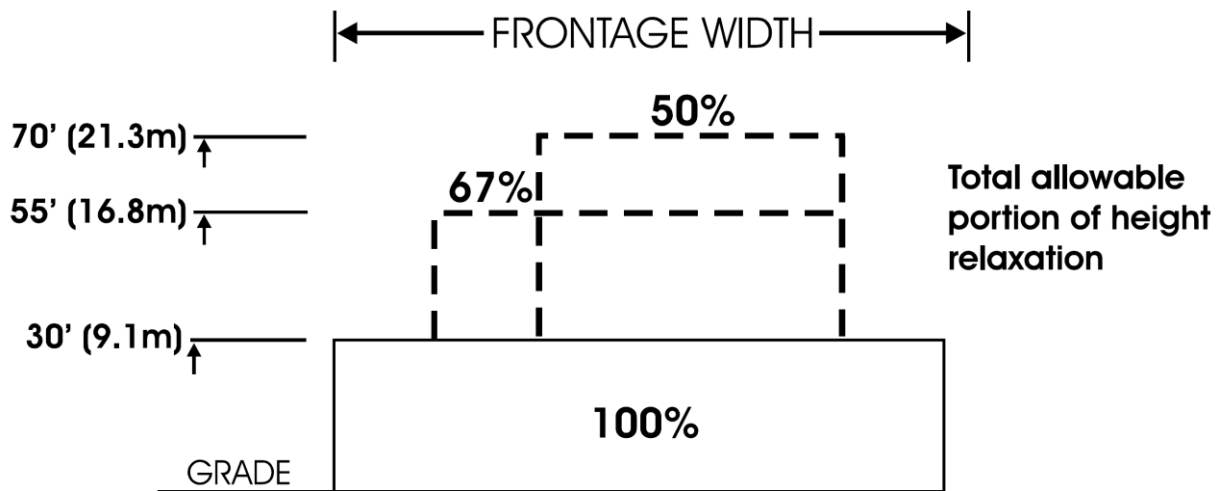
- (a) A minimum 9.1 m building height should occur on Broadway as continuous development and matching existing buildings where appropriate;
- (b) On sites with less than 38 m frontage, the criteria for building height are based primarily on maximizing sun penetration onto the street and adjacent residential properties. Building heights above 9.1 m, up to a maximum of 16.8 m will only be achieved where a minimum of 33% of the site allows a 17 degree sun angle penetration;

**Figure 11: Sun Angle and Building Form**



- (c) For sites on Broadway with more than 38 m of frontage, building height increases up to 21.3 m for up to 50% of site frontage and building heights up to 16.8 m up to 67% of the frontage could be achievable where it can be shown that:
  - (i) overshadowing or overlook impacts to adjacent residential areas is minimized through locating massing closer to Broadway and away from the adjacent existing or future residential;
  - (ii) a better scale relationship to adjacent buildings is created;
  - (iii) intrusion on private views from upper storeys of adjacent buildings is minimized through locating and shaping upper massing;
  - (iv) on-site street level public open space is achieved where appropriate;
  - (v) slimmer building form results; and
  - (vi) overall liveability of the residential units is improved.

Figure 12. Building Height and Massing



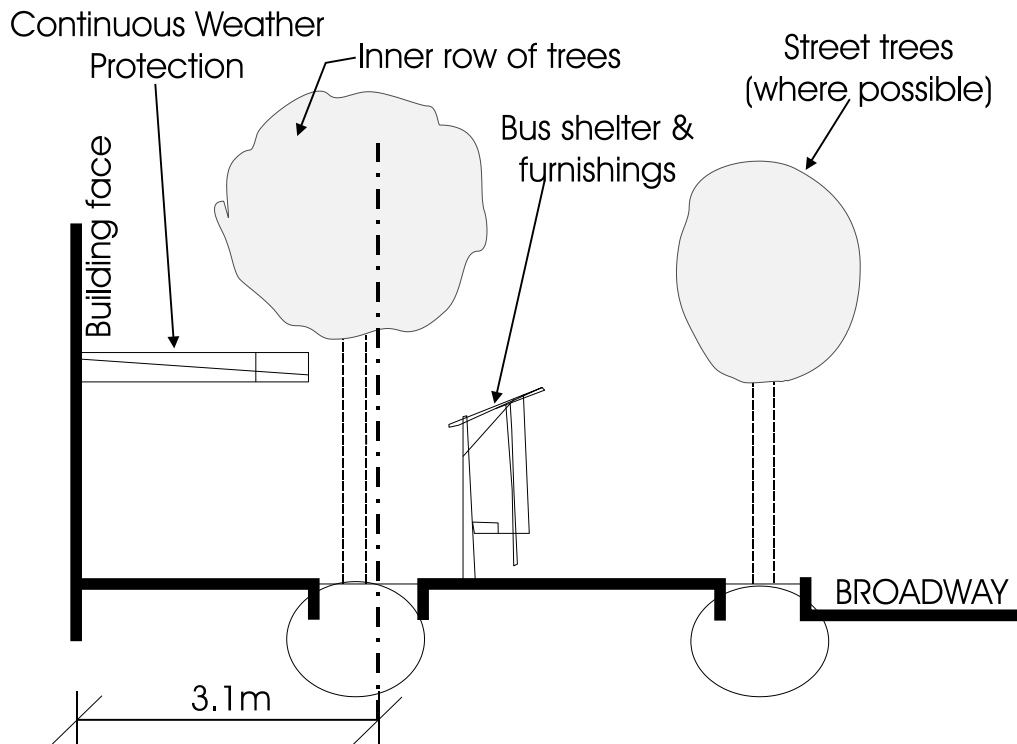
- (d) On the north side of Broadway, higher massing should be located at the Broadway frontage and building heights should step down to the north building edge to reduce shadowing and overlook impacts to adjacent RM-4 residential buildings. Massing at the lane should be reduced and landscaped setbacks should be provided to achieve a sensitive interface;
- (e) At Arbutus on both sides of Broadway, where setbacks are provided for transit, the higher massing should provide a better sense of street enclosure on Broadway to compensate for the extra street width;
- (f) Massing above 9.1 m should be articulated such that a monotonous and monolithic façade is not created, and on sites with frontages of 30.0 m or more, a significant articulation or breaking up of the massing should be provided;
- (g) Upper massing should also be slimmer at the Broadway frontage;
- (h) Blank sidewalls on developments should be avoided through setbacks and articulation.
- (i) On the 2000 Block West 10th Avenue site generally limit building heights to 13.7 m but relaxations up to 18.3 m should be considered to accommodate a day care, including required on-site play space, or to improve liveability adjacent existing and future C-3A development, if it can be shown that there will be minimal increases in overshadowing and overlook impacts to adjacent residential areas or reduction of views for surrounding neighbours, and a better scale relationship to adjacent buildings is created.

#### 4.3 Front yard and Setback

The current pattern in the area is for buildings to be built to the front property line, or with minimal setbacks and continuation of this pattern is encouraged particularly given the width of the Broadway right-of-way:

- (a) New developments should respect and respond to setbacks of adjacent significant buildings and provide front setbacks where appropriate;
- (b) At Arbutus, on both sides of Broadway up to 65 m from a potential rapid transit station or major bus interchange, a continuous 3.1 m setback should be provided at grade to provide for increased pedestrian traffic and permit an enhanced pedestrian environment including larger trees and outdoor seating (see Figure 13);

**Figure 13. Public Realm Treatment**



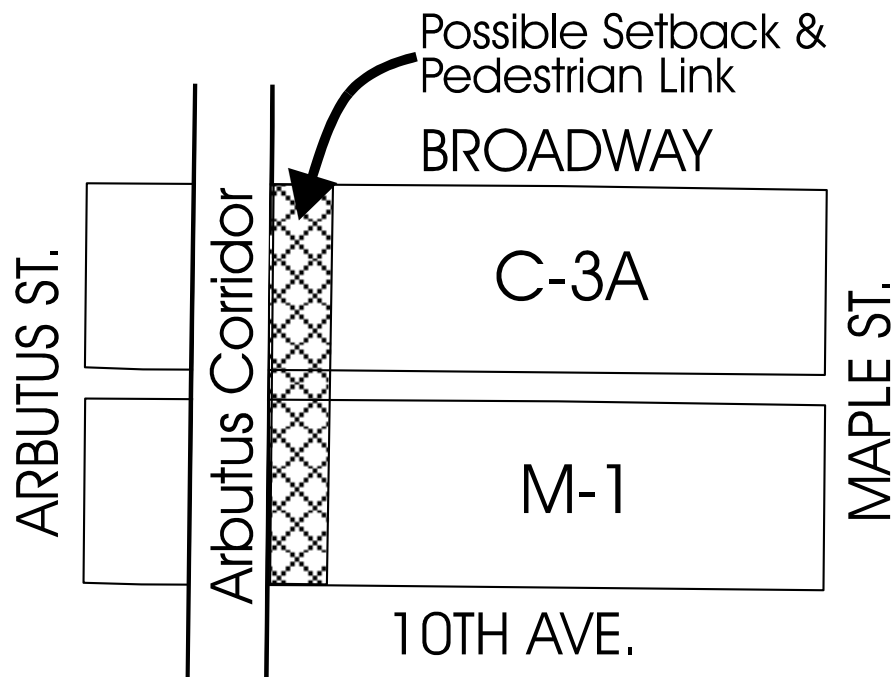
- (c) Some setbacks may be necessary to accommodate sunscreens and cornices on the building which should not project over the property line; and
- (d) Outdoor display of goods and outdoor seating is encouraged in the public realm subject to Engineering approvals.

#### **4.4 Side Yard and Setbacks**

Side yards and setback treatments are generally discussed under section 2.2.3 Side Streetscapes.

- (a) On the eastside of the Arbutus corridor, for both the C-3A site and the 2000 Block West 10th Avenue site, if residential use is proposed, a 3.7 m setback and townhouse form should be provided similar to that discussed under section 2.2.2. In addition, there may be an opportunity for a direct pedestrian link between Broadway and West 10th Avenue to be provided in this location; and
- (b) Where commercial uses occur adjacent to the Arbutus corridor, extensive blank walls should be avoided through setbacks, architectural wall treatments, landscaping and locating residential lobbies where the side street meets the Arbutus Corridor.

Figure 14. Possible Pedestrian Link at Maple Site



#### 4.5 Rear Yard and Setbacks

- (a) For rear yard and setbacks, massing and setbacks are discussed under Section 4.2 Building Height and Massing;
- (b) Improved lane treatment should be provided through a 1 m rear yard landscaped setback particularly where the lanes meet streets and wherever possible while considering parking, loading and service access requirements; and
- (c) Mechanical vents from parking are encouraged to be located at the lane walls with custom trim and finishing.



**Figure 15. Lane or Rear Yard Setback Treatments**



#### **4.6 Floor Space Ratio**

Not all projects and sites will be able to achieve the maximum discretionary 3.0 FSR for the C-3A portion and non-residential uses will be considered to a maximum of 1.0 FSR. Factors influencing the achievable density include the following:

- (a) Proportion of non-residential and residential uses;
- (b) Corner or mid-block site location;
- (c) Site frontage and/or size where small frontage sites will achieve only lower massing;
- (d) Mix of dwelling unit sizes;
- (e) Response to the guidelines on identified views, sunlight access and setbacks; and
- (f) Ability to provide required on-site parking and loading.

For the 2000 Block West 10th Avenue site, a maximum of 2.25 FSR will be considered with a FSR exclusion for child daycare space.

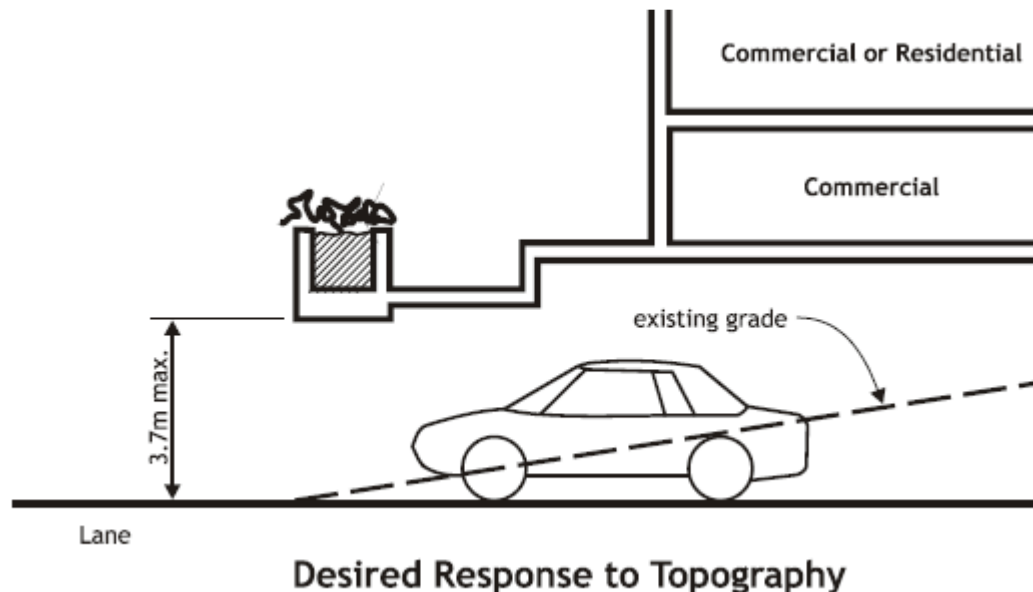
#### **4.7 Off-Street Parking and Loading**

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

- (a) Parking should be located underground. Where it is not possible to place all parking underground, any at-grade stalls should be located at the rear of the site and enclosed within the building. Exceptions may be considered for small sites, or where a limited number of at-grade stalls are provided for visitor parking;
- (b) 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 16);

- (c) Parking/loading at grade should be screened effectively from view of pedestrians and neighbours. Depending on the specific site, this would include; solid roofs to avoid noise and visual impacts to residential; appropriate lighting; architecturally treated surfaces; screen walls; overhead doors; and landscaping on the lane edge;
- (d) Convenient loading of furniture to residential units should be facilitated by the design of loading areas and access routes;
- (e) All loading manoeuvring should occur on the site or on the lane, not on the street;
- (f) Traffic associated with larger proposed commercial uses may require special on and off-site traffic management features to ensure that increased traffic does not affect adjacent neighbourhood streets.

**Figure 16. Response to Topography**



#### **4.8 Horizontal Angle of Daylight**

- (a) Where the horizontal angle of daylight is proposed to be decreased as permitted in section 4.3.6 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.

### **5.0 Architectural Elements**

#### **5.1 Roofs**

Roof treatments are also discussed under Section 2.4.1 Private Views.

- (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 view intrusion and privacy can be adequately addressed;
- (b) Consideration should be given to providing sustainable roof features such as landscaping or light coloured, reflective materials to reduce heat generation and encourage rainwater retention.

#### **5.2 Balconies**

Balconies are also discussed under Section 6.3 Private Outdoor Space

- (a) Open balconies should be designed to maximize light into the unit; and

- (b) Enclosed balconies should be clearly expressed on the building facade.

### 5.3 Exterior Walls and Finishing

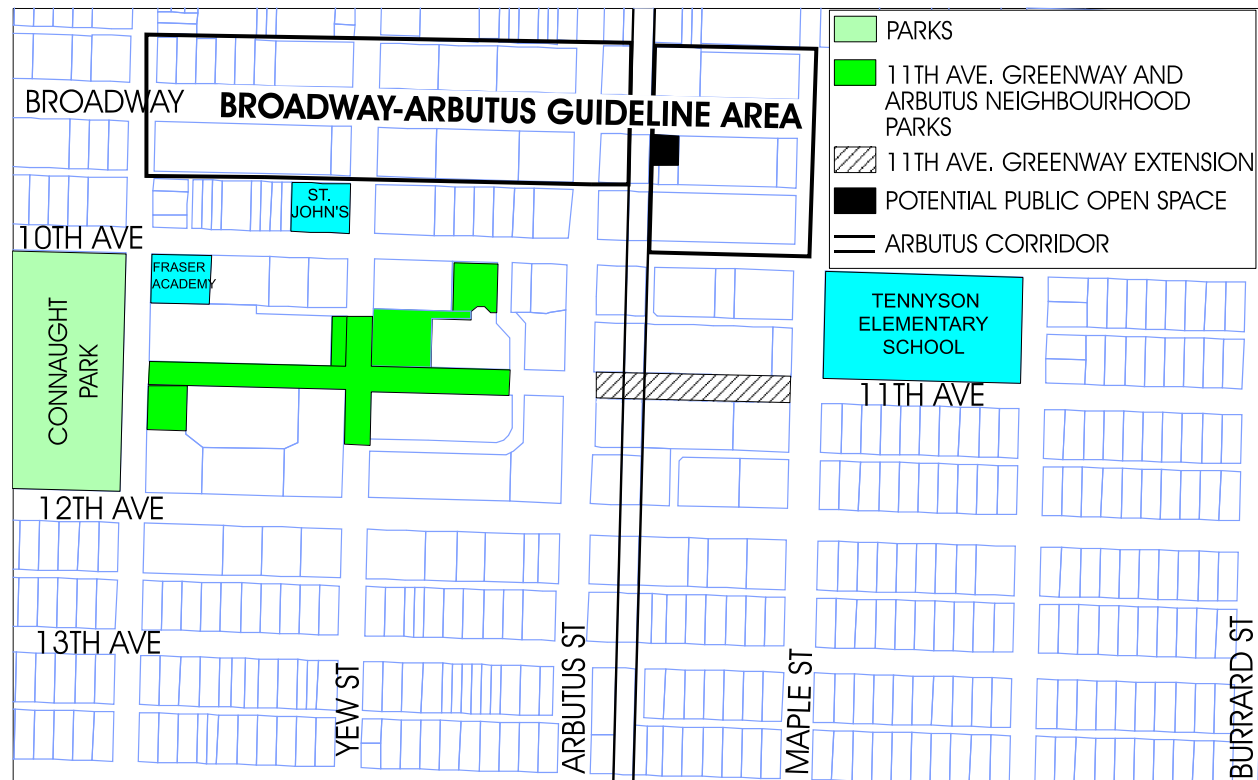
- (a) High quality, more durable building materials such as masonry, concrete, glass and finished metal are encouraged for the buildings on all visible facades.

## 6.0 Open Space

### 6.1 Public Open Space

The Arbutus Neighbourhood parks, the 11th Avenue Greenway and Connaught Park are the closest significant open spaces to this section of Broadway.

Figure 17. Arbutus Neighbourhood Parks



- (a) New developments should enhance the side streets which serve as pedestrian links to area parks and greenways. Building setbacks to provide a widened public realm or corner plaza should be considered where appropriate;
- (b) Large sites should provide usable public open space such as small courtyards at street level that could function as seating areas for adjacent uses
- (c) On the east side of the Arbutus corridor at Broadway, a dedicated public open space should be provided near the northwest corner of the site measuring approximately 15 m x 15 m. The space should be designed to function as a possible future access to a rapid transit station and should be free of underground parking;
- (d) In ground mechanical vents should not be located in the public open space;
- (e) Public open spaces should have a “seamless connection to the street” to allow open visibility, without a change of grade; and
- (f) Public open spaces should be designed to reduce opportunities for skateboarding through treatment of planter wall and seating edges.



**Figure 18. Example of Useable Open Space on the Street**



## **6.2 Semi-Private Open Space**

- (a) "Active" or "social" semi-private open space of approximately 4.5 m<sup>2</sup> per residential unit and should be consolidated into a larger useable area. It could be located above the commercial level or on the rooftop but should maximize sun exposure, provide attractive overlook for adjacent neighbours, and be protected from noise and overlook from neighbouring buildings. Privacy of adjacent units and properties, view blockage and noise impact should also be addressed;
- (b) 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;
- (c) Residential developments with 2 bedroom units should provide a secure outdoor play space for children; and
- (d) Consideration should be given to using the landscaped open space to reduce peak rainwater run off loads.

## **6.3 Private Outdoor 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 m<sup>2</sup>;
- (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; and
- (c) Balcony enclosure to reduce noise may be appropriate for units facing Broadway and the Arbutus corridor in the event that a future streetcar system is built.

## **7.0 Landscaping**

### **7.1 Street Trees**

Street trees should be provided on all streets not currently having them or where the spacing is inconsistent. Park Board and Engineering staff will specify species, spacing, and location.

### **7.2 Site Landscaping**

- (a) Existing trees and significant landscape features should be retained where possible;
- (b) Landscaping should be provided on amenity roof decks and for screening to provide privacy where required;
- (c) 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
- (d) Landscape design on other parts of the site should relate to anticipate activities.

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

### **8.1 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.

### **8.2 Garbage and Recycling**

Garbage and recycling are essential services. They can seriously detract from residential liveability 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.
- (b) Garbage for commercial uses should be separated from residential.