



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

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## **ARBUTUS C-7 AND C-8 GUIDELINES**

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## 1 Application and Intent

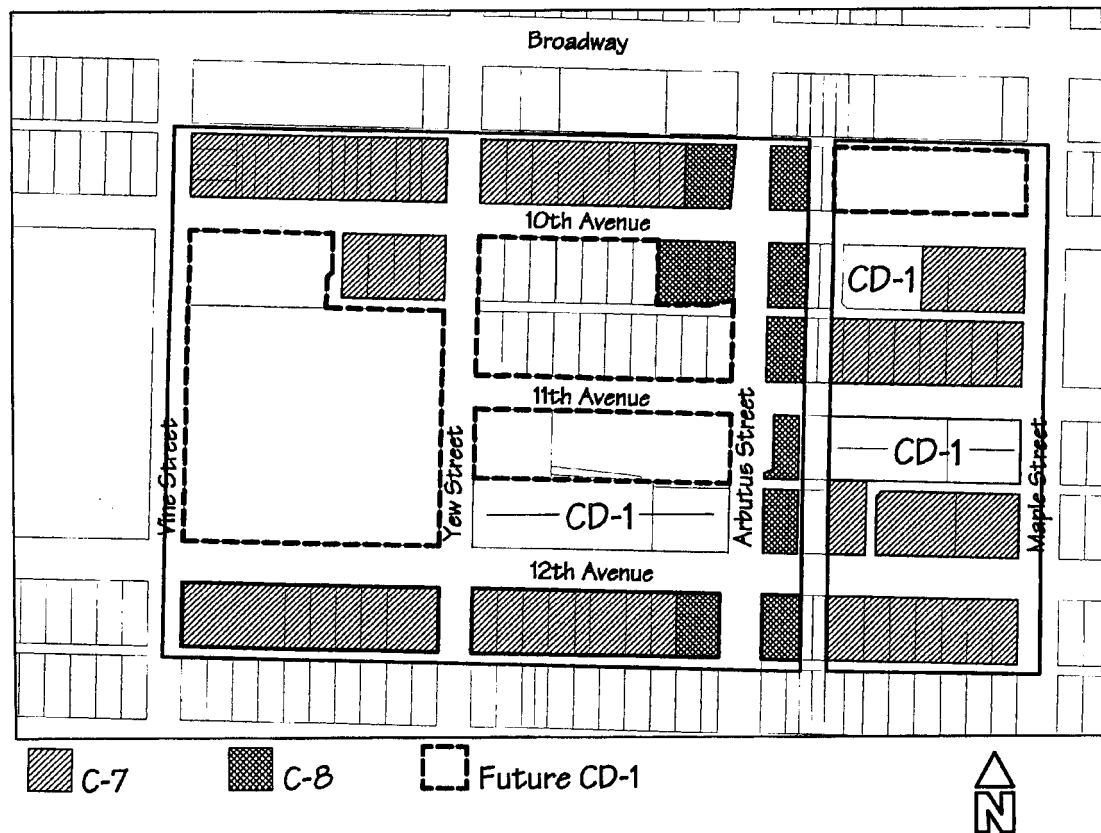
These guidelines are based on the Arbutus Neighbourhood Policy Plan and are to be used in conjunction with the C-7 and C-8 Districts Schedule of the Zoning and Development By-law in the Arbutus Neighbourhood (Figure 1). The guidelines should be consulted in seeking approval for conditional approval uses or discretionary variations in regulations in those portions of the Arbutus Neighbourhood zoned C-7 and C-8. In addition, applicants for development on sites adjacent to any of the future CD-1 sites identified in Figure 1 below, should reference the appropriate CD-1 guidelines that may be available. As well as assisting the applicant, these guidelines will be used by City staff in the evaluation of projects.

The intent of the guidelines is to:

- (a) Assist in converting the Arbutus Neighbourhood to an attractive, vibrant mixed use/residential area;
- (b) Assist new development to be compatible with existing development;
- (c) Ensure a high standard of project liveability for new residents; and
- (d) Help create an attractive local shopping district on Arbutus Street (C-8 District).

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

Figure 1. Arbutus Neighbourhood — C-7 and C-8 Districts



## 2 General Design Considerations

### 2.1 Neighbourhood and Street Character

The portion of the Arbutus Neighbourhood subject to these guidelines currently has "fine-grained" development with various types of small office, retail and service uses in one, two and three storey buildings. Exceptions include the B.C. Tel building (4-5 storeys public utility), and the Bessborough Armoury (public authority on the Vancouver Heritage Register).

Existing buildings in the area generally provide strong street definition and an urban feel. Grassed and treed city boulevards help soften this urban character and provide a green street image.

**Figure 2. Typical Treed Arbutus Neighbourhood Avenue**



Within the area, there are two districts with different orientations:

- (a) **C-7 District**  
The sites along 10th and 12th Avenues, and east of the rail right-of-way (generally zoned C-7) will have a range of existing and new buildings, and a variety of mixtures of residential and non-residential uses. Site-by-site solutions will be required to ensure compatibility of use and built form. Generally, buildings will be limited to four storeys. It is important that new development in these areas continue and enhance the green street image through setbacks and on-site landscaping.
- (b) **C-8 District (Arbutus Street)**  
The sites along Arbutus Street (generally zoned C-8) will have a strong pedestrian orientation with buildings at the street edge, and continuous ground floor retail and service uses. Buildings will also generally be limited to 4 storeys. The character of the street as a shopping area should be expressed by features such as display windows, individuality of shop frontages, awnings or canopies, signage and outdoor extensions of cafes and restaurants.

**Figure 3. Arbutus Street Active Pedestrian Shopping District**



## **2.2 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.

## **2.3 Views**

- (a) Existing views enjoyed by adjacent developments should not be unduly compromised by incompatible siting, massing or orientation;
- (b) Opportunities for near views of gardens and landscaped areas should be provided for residents; and
- (c) The streets of the Arbutus Neighbourhood provide good distant views to the North Shore mountains and Point Grey to the west, and this is addressed in section 4.2 on building heights.

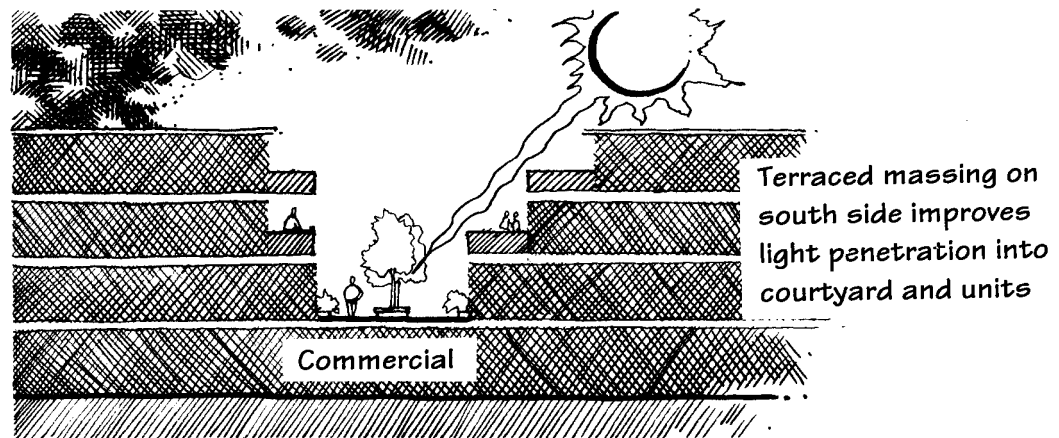
## **2.4 Light and Ventilation**

Provision of sufficient daylight access to individual units and open spaces is one of the most challenging aspects in the design of high density lowrise housing. For dwelling uses:

- (a) Living rooms should not face into courtyards;
- (b) Below grade residential units often have inadequate daylight, and are generally 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;

**Figure 4. Courtyard Configuration to Maximize Light Penetration**



- (f) Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential liveability; 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.

## **2.5 Weather**

- (a) Weather protection should be provided for common entrances, and for grade level or upper level individual residential entrances; and
- (b) Developments on Arbutus 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.

Figure 5. Examples of Desired Weather Protection



## 2.6 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 a potential transit line should be considered in building design. The restrictions on uses noted in section 3 will ensure a level of compatibility for uses within buildings.

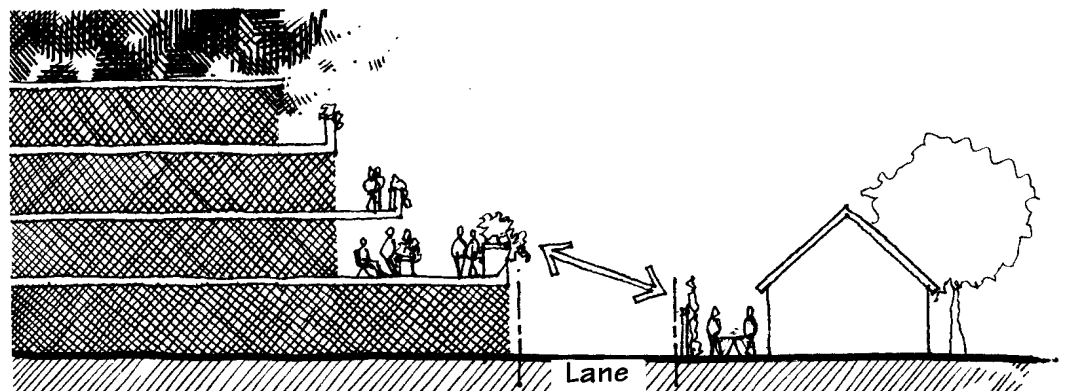
- (a) Some of the methods which may be used to buffer residential units from external noise include:
  - (i) orienting bedrooms and outdoor areas away from noise sources;
  - (ii) providing mechanical ventilation (to allow the choice of keeping windows closed);
  - (iii) enclosing balconies or using 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 rail right-of-way, 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) The City has regulations governing the noise levels that may be produced in various areas. These may affect some non-residential uses proposed. The Noise Control By-law should be consulted.

## 2.7 Privacy

Privacy in relation to other units, passersby, and adjacent development 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;

**Figure 6. Massing and Screening for Privacy**



- (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.

**Figure 7. Proper Screening to Provide Privacy for Ground Level Units**



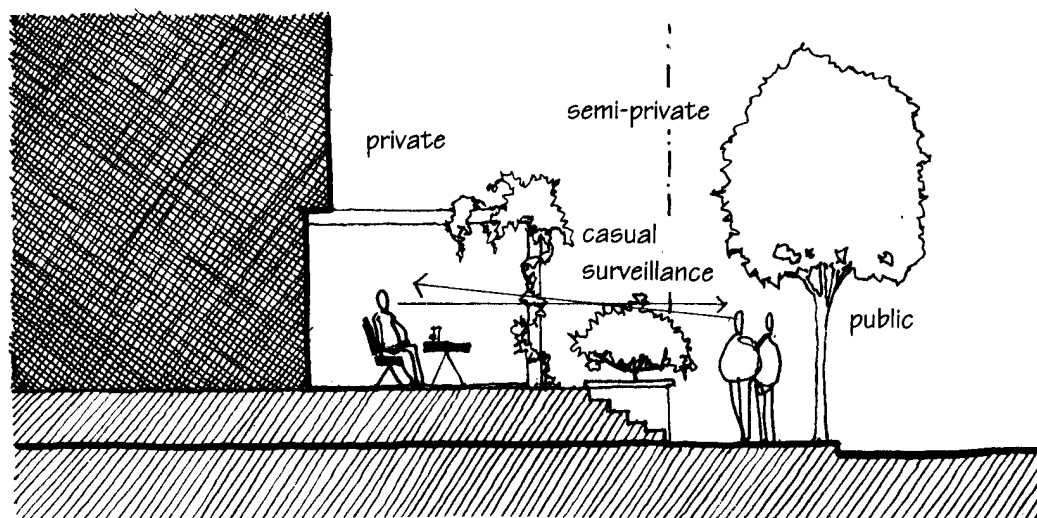


## 2.8 Safety and Security

Safety and a sense of security are key components of liveability. New development, both residential and non-residential, must provide a secure environment. The principles of "crime prevention through environmental design" (CPFED) 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;

Figure 8. Territory Definition



- (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.

## 2.9 Access and Circulation

### 2.9.1 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.

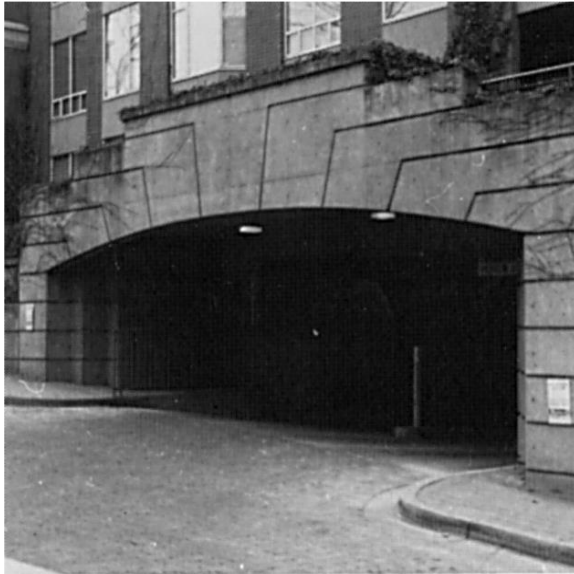
## 2.9.2 Vehicular Access

### Lane 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; and
- (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.

**Figure 9 Quality Treatment of Vehicular and Service Area**



**Figure 10. Lack of Quality Treatment of Vehicular and Service Area**



### Street Access

There are a few situations where, because of site peculiarities or special user needs, a street access may be considered.

- (a) Street access will be considered for sites without lanes. In these cases, access should be taken from the point of least impact on the pedestrian realm and designed to minimum standard crossing width; and
- (b) 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.

## 2.10 Heritage

As of December 1995, the Arbutus Neighbourhood contains two heritage structures on the Vancouver Heritage Register. The Jones Tent and Awning Building is part of a separate CD-1 By-law. The Bessborough Armouries site is subject to these guidelines. Council's Heritage policy, reiterated in the Arbutus Neighbourhood Policy Plan, is to encourage retention of resources on the Vancouver Heritage Register by considering a wider choice of uses, heritage bonuses and density transfers.

**Figure 11. Bessborough Armouries**



- (a) All options for retention of heritage listed buildings and trees should be explored through early inquiry with a Development Planner and a Heritage Planner to discuss the various development opportunities;
- (b) Developments adjacent to buildings on the Heritage Register, should not detract from their significance and character; and
- (c) Other buildings and artifacts of heritage character, although not listed on the Register, should also be considered for retention and/or integration into new developments.

### **3 Uses**

#### **3.1 Residential (Dwelling) Use**

Residential use is encouraged throughout the C-7 and C-8 Districts, except:

- (a) Residential is not permitted at grade along Arbutus in the C-8 District; and
- (b) Residential is discouraged where incompatible with other uses in the same project or uses nearby, as indicated in Residential Compatibility Matrix (Appendix A).

##### **3.1.1 Family Housing**

All projects in the C-7 District should ensure that 25% of the total dwelling units in the development could be suitable for families with children as follows:

- (a) In developments with 50 units or more, a minimum of 25% of residential units should be suitable for families with children, as defined in the Council-adopted "High-Density Housing for Families with Children Guidelines";
- (b) For developments with fewer than 50 units, a minimum of 25% of the units should:
  - (i) contain 2 or more bedrooms;
  - (ii) possess private open space which is directly accessible from the unit, is a minimum of 5.6 m<sup>2</sup> in area, and has a minimum single horizontal dimension of 1.8 m;
  - (iii) be located within 3 storeys of grade; and
  - (iv) provide an outdoor area with a minimum area of 37 m<sup>2</sup>, in an appropriate location, that could be developed as a children's play area.

### **3.2 All Other Conditional Approval Uses**

Other conditional approval 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, as indicated in the Residential Compatibility Matrix.

#### **3.2.1 Retail Uses**

Retail uses are encouraged at grade along Arbutus in the C-8 District. Guidelines in section 2.1 place emphasis on small scale, individualized shops to maximize pedestrian interest. (Retail uses are not permitted in the C-7 District.)

#### **3.2.2 Service Uses**

Service uses may be considered anywhere in the C-7 and C-8 Districts. However:

- (a) At grade on Arbutus, the use should be of the type that generates pedestrian traffic and contribute to pedestrian interest; and
- (b) Motor vehicle service uses are permitted only in the C-8 District, and may be considered on the east side of Arbutus.

#### **3.2.3 Office Uses**

Office uses may be considered anywhere in the C-7 and C-8 Districts. However, office uses at grade on Arbutus should generate pedestrian traffic (e.g., travel agency, bank, clinic, etc.), to contribute to pedestrian interest.

#### **3.2.4 Institutional, Cultural and Recreational Uses**

Institutional, cultural and recreational uses may be considered anywhere in C-7 and C-8 Districts. However, only the following uses may be considered at grade on Arbutus:

- (a) artist studio
- (b) community centre/neighbourhood house;
- (c) fitness centre;
- (d) library;
- (e) museum/archives;
- (f) theatre;
- (g) child day care facility; and
- (h) social service centre.

In order to be considered, these uses should generate pedestrian traffic and contribute to pedestrian interest.

#### **3.2.5 Manufacturing Uses**

Manufacturing uses may be considered anywhere in the C-7 and C-8 Districts. However, they will be considered only in very limited cases at grade on Arbutus, when it can be shown that the manufacturing use has a retail type component that generates pedestrian traffic, to contribute to pedestrian interest.

#### **3.2.6 Transport, Utility and Communication, and Wholesale Uses**

- (a) Except as noted below, transport, utility and communication, and wholesale uses may be considered anywhere in the C-7 and C-8 Districts except at grade on Arbutus Street. In all cases, size and design of building and site must be compatible with existing and future adjacent development.
- (b) Works yards and works shops use may be considered only when an existing works yard or works shop in the area wishes to relocate within the area.

#### **3.2.7 Parking Uses**

- (a) Surface parking areas may be considered anywhere in the C-7 and C-8 Districts; and
- (b) Accessory parking uses above grade may be considered only in the C-8 District on the east side of Arbutus.

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

### **4.1 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 Arbutus 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 12. Long Facade Visually Broken into Components**



### **4.2 Building Height**

- (a) The maximum building height of 12.2 m may be increased up to 13.8 m to allow for:
  - (i) non-combustible construction of the residential component; or
  - (ii) provision of roof design features beneficial to the character of the area; or
  - (iii) response to topography, where the slope is more than 1.5 m across the site.Sites on the north side of the 2100 and 2200 block of 10th Avenue, adjacent the higher density C-3A District, back onto blank walls of existing 4 and 5-storey commercial buildings, several with no rear setbacks. Future C-3A building heights could be up to 24.0 m or more in building height.
- (b) Building height increases up to 18.3 m may be considered in order to improve residential liveability for sites on the north side of the 2100 and 2200 blocks of West 10th Avenue. Building height increases will only be considered where it can be demonstrated that there will be no or minimal increased overshadowing or reduction of views for surrounding neighbours. Consideration should also be given to impacts on street character, overall building bulk, and open space;
- (c) On any site, increases in building heights up to 24.4 m may be considered in order to facilitate the retention of heritage structures. Building height increases will only be considered where it can be demonstrated that there will be no or minimal increased overshadowing or reduction of views for surrounding neighbours. Consideration should also be given to impacts on street character, overall building bulk, and open space;
- (d) Setback of the upper storeys may be appropriate in some cases, such as at the fourth storey for buildings on Arbutus Street to help preserve views of the north shore mountains, or in any area to match the scale of adjacent newer buildings.

### 4.3 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.

- (a) For sites fronting on Arbutus Street or on an avenue in the C-8 District, the first storey should be built up to the street so that a continuous commercial street frontage and street definition is maintained. A front yard or setback may be considered where a pedestrian courtyard or other features benefitting pedestrian character are provided. Setbacks above the first storey may also be appropriate to provide balconies for residential units. However, the visual impression of street definition should be maintained for at least three storeys by using recessed balconies, frame walls etc.; and

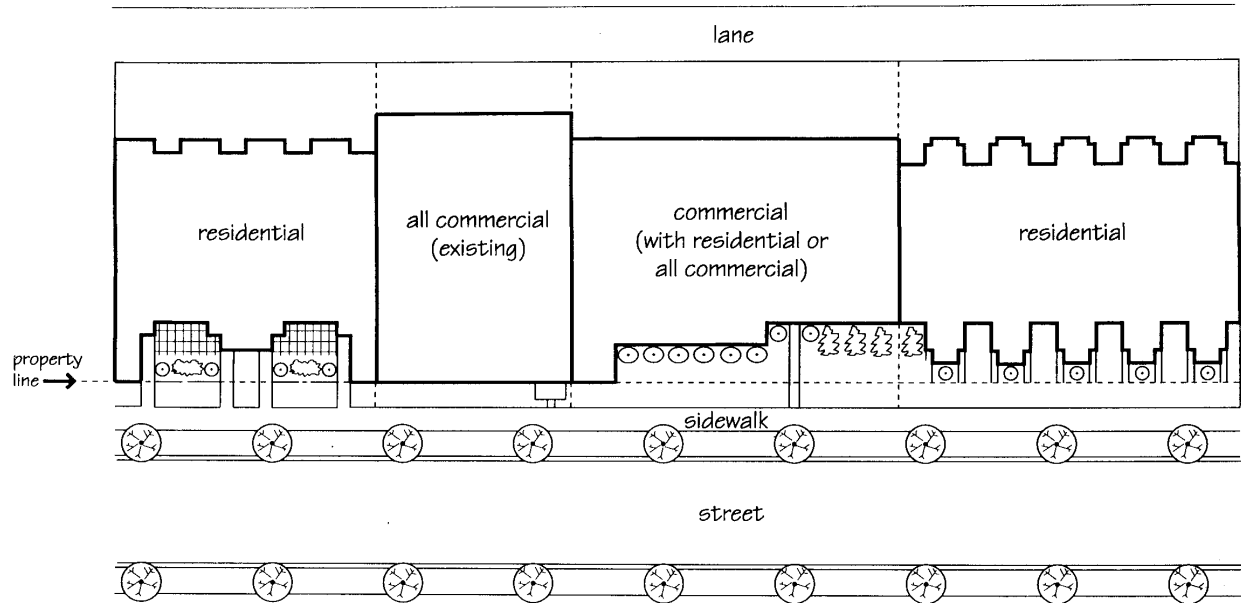
Figure 13. Appropriate Pedestrian Retail Street Character



- (b) In the remainder of the area (C-7):
  - (i) Residential portions of buildings should be set back a minimum average of 3.1 m. to provide for privacy, liveability and the need for unit open space. The setback may vary in depth at different points to respond to setbacks in adjacent buildings, privacy and noise considerations. At least half of this setback should be free of underground parking to allow for significant planting and natural run-off; and

- (ii) Buildings with non-residential uses generally need not have a front setback across the entire frontage, but should respond to three needs. First, buildings should contribute in a significant way to the greening of the street by providing some landscaped areas whose shape and size may vary. Second, front setbacks should be configured to create a transition to the setback or lack of setback of an adjacent building. Third, at least half of the on-site landscaped area should be free of underground parking to allow significant planting and natural run-off.

**Figure 14. Examples of Appropriate Front Setback Responses in C-7 District**



#### 4.4 Side Yards and Setbacks

- For sites in the C-8 District fronting on an avenue, exterior side yards and setbacks (i.e., on corner sites) should not be provided and the first storey should be built up to the street 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 benefitting pedestrian character are provided. Setbacks above the first storey may also be appropriate to provide balconies for residential units. However, the visual impression of street definition should be maintained for at least three storeys by using recessed balconies, frame walls etc.;
- For sites in the C-8 District fronting on Arbutus Street, exterior side yards and setbacks should be similar to front yard and setbacks, and the treatment should be similar except that a transition should occur to the front yard setback provided by any adjacent building in the C-7 District; and
- For sites in the C-7 District, exterior side yards and setbacks (i.e., on corner sites) should be similar to front yard and setbacks, and the treatment should be similar.

#### 4.5 Rear Yard and Setback

Sites on the north side of the 2100 and 2200 block of 10th Avenue, adjacent the higher density C-3A District, back onto blank walls of existing 4 and 5-storey commercial buildings, several with no rear setbacks. Future C-3A building heights could be up to 24.0 m or more in building height. Sites on the 2500 block of Vine have limited site depth and back onto a blank wall of the adjacent building on 10th Avenue.

- (a) For sites on the north side of the 2100 block of 10th Avenue, and sites on the east side of the 2500 block of Vine Street, the minimum rear setback may be relaxed if it can be demonstrated that relaxing the setbacks will provide more liveable residential units in the proposed project, and there will be no adverse impacts of shadowing or loss of privacy to adjacent and surrounding developments.

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

- (a) Not all projects and sites will be able to achieve the maximum discretionary 2.25 FSR. Factors influencing the achievable density include:
  - (i) proportion of non-residential and residential uses;
  - (ii) corner or mid-block site location;
  - (iii) site frontage;
  - (iv) mix of dwelling unit sizes;
  - (v) response to the guidelines on building height and front setbacks; and
  - (vi) ability to provide required parking.

#### **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 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;
- (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;

**Figure 15. Solid Roof Over Parking and Loading Helps Reduce Impact**





- (e) Parking for non-residential uses and residential visitors should be separate from residential parking, which should be secured by garage doors; and
- (f) Convenient loading of furniture to residential units should be facilitated by the design of loading areas and access routes.

## **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 gardens and 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.

### **5.2 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.

**Figure 16. Individual Unit Entries Enhance Pedestrian Environment**



### **5.3 Balconies**

- (a) Balconies should be designed to maximize light into the unit.
- (b) Open balconies can be excluded from FSR to a maximum of 8% of residential floor area. 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.

## 5.4 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.

Figure 17. Attractive Exterior Wall



## 5.5 Awnings, Canopies, Recesses, and Arcades

- (a) Arcades are not encouraged on Arbutus 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.

## 5.6 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.

# 6 Open Space

## 6.1 Public Open Space

New park spaces will be built in the area, and the 11th Avenue alignment from Connaught Park to Tennyson School is intended to become a pedestrian route through the neighbourhood.

- (a) Opportunities for individual projects to respond to and link with these spaces, should be considered.

## **6.2 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) 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
- (c) 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”).

## **6.3 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 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. Balcony enclosure to reduce noise may be appropriate in some cases; and
- (c) To help create defined and usable private space at grade, a front garden or low, raised porch should be considered.

# **7 Landscaping**

## **7.1 Streetscape**

Specific streetscape guidelines for the Arbutus Neighbourhood may be adopted in the future. In the meantime, 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; and
- (b) Other than along Arbutus Street, exterior 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 active use.

## **7.2 Site Landscape**

- (a) Existing trees and significant landscape features should be retained where possible;
- (b) In the C-7 District, 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;

**Figure 18. Quality Landscaping Helps Create Pedestrian Interest and Residential Character**



- (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.

## **8 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 skilful 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.

## Residential Compatibility Table

The Arbutus Neighbourhood will contain a broad range of commercial and small scale industrial uses that will have various degrees of compatibility with residential uses. This table should be used to assess whether a proposed use would raise any residential compatibility issues. It should be reviewed by applicants contemplating a mixed-use development containing residential units, or any development that is within 7.6 m of an existing building containing residential units. In reviewing the table, please note:

- (a) There are three levels of compatibility:  
 Compatible - Suitable in a mixed-use building with a residential component.  
 Incompatible - Unsuitable in a mixed-use building with a residential component.  
 Noxious - Unsuitable to be within 7.6 m of existing building containing residential uses are unsuitable within 7.6 m of any existing noxious uses.
- (b) Ratings of “compatible” or “incompatible” indicate the general acceptability of proposals without implying that a specific proposal would be approved. Other regulations (the Noise Control By-law, Parking By-law, etc.), and these guidelines must also be consulted to assess whether the proposal could be approved.
- (c) For uses designated with an (\*), consideration may be given to improving the residential compatibility rating one level (i.e., from noxious to incompatible or from incompatible to compatible). In order for a use to be improved one rating, the Director of Planning must be satisfied that there will be minimal negative impacts from the specific use proposed, or from any uses defined as equivalent by the Zoning and Development By-law which could relocate to the building without a development permit review in the future. The impacts of concern are: the type and amount of traffic, noise, and odours generated by the use. In order to have the compatibility level raised, the applicant must show that either the scale of development is such that these impacts will be minimal, and/or that the impacts can be mitigated through proper design.

USE	C-7 and C-8 DISTRICT	
	Outright	Conditional
<b>CULTURE AND RECREATIONAL</b>		
Artist Studio - Class A		Compatible
Artist Studio - Class B		Incompatible
Billiard Hall		Incompatible
Bowling Alley		Noxious
Club *		Incompatible
Community Centre or Neighbourhood House		Incompatible
Fitness Centre		Compatible
Hall		Incompatible
Library	Compatible	
Museum or Archives	Compatible	
Park or Playground		Compatible
Production or Rehearsal Studio		Incompatible
Rink		Incompatible
Swimming Pool		Incompatible
Theatre		Incompatible
Zoo or Botanical Gardens		Incompatible

USE	C-7 and C-8 DISTRICT	
	Outright	Conditional
<b>DWELLING</b>		
Community Care or Assisted Living Facility – Class A*		Incompatible
Community Care or Assisted Living Facility – Class B*		Incompatible
Group Residence*		Incompatible
<b>INSTITUTIONAL</b>		
Ambulance Station		Noxious
Child Day Care Facility		Compatible
Church		Incompatible
Public Authority		Incompatible
School - Elementary or Secondary	Compatible	
School - University or College	Compatible	
Social Service Centre *		Incompatible
<b>MANUFACTURING</b>		
Bakery Products Manufacturing		Incompatible
Clothing Manufacturing *		Incompatible
Dairy Products Manufacturing *		Incompatible
Electrical Products or Appliances Manufacturing		Incompatible
Food or Beverage Manufacturing - Class B *		Incompatible
Furniture or Fixtures Manufacturing		Incompatible
Ice Manufacturing		Incompatible
Jewelry Manufacturing *		Incompatible
Miscellaneous Products Manufacturing - Class B *		Incompatible
Printing or Publishing *		Incompatible
Textiles or Knit Goods Manufacturing *		Incompatible
<b>OFFICE</b>		
Financial Institution	Compatible	
General	Compatible	
Health Care	Compatible	
Health Enhancement Centre		Compatible
<b>PARKING</b>		
Parking Uses (garage/area)		Compatible
<b>RETAIL (C-8 District only)</b>		
Gasoline Station - Full Serve		Incompatible
Gasoline Station - Split Island		Incompatible
Grocery/Drug Store	Compatible	
Liquor Store		Incompatible
Retail Store	Compatible	
Vehicle Dealer		Compatible

USE	C-7 and C-8 DISTRICT	
	Outright	Conditional
<b>SERVICE</b>		
Animal Clinic		Incompatible
Auction Hall		Incompatible
Barber Shop/Beauty Parlour	Compatible	
Bed and Breakfast Accommodation		Compatible
Catering Establishment		Incompatible
Laboratory *		Noxious
Laundromat/Dry Cleaning Establishment *		Incompatible
Motor Vehicle Repair Shop (C-8 District only)		Noxious
Motor Vehicle Wash (C-8 District only)		Noxious
Neighbourhood Public House		Noxious
Photofinishing or Photography Laboratory	Compatible	
Photofinishing or Photography Studio	Compatible	
Print Shop	Compatible	
Repair Shop - Class B		Incompatible
Restaurant - Class 1 *		Incompatible
School - Arts/Self-Improvement		Compatible
School - Business	Compatible	
School - Trade/Vocational		Incompatible
<b>TRANSPORTATION</b>		
Storage Warehouse *		Incompatible
Taxicab/Limousine Station *		Noxious
Works Yard/Works Shop *		Noxious
<b>UTILITY AND COMMUNICATION</b>		
Public Utility		Incompatible
Radiocommunication Station		Incompatible
Recycling Depot *		Noxious
<b>WHOLESALE</b>		
Lumber & Building Materials Establishment		Incompatible
Wholesaling - Class A *		Incompatible
Wholesaling - Class B *		Incompatible