

# Guidelines

C-2, C-2B, C-2C, and C-2C1 Guidelines for  
Residential Rental Tenure Buildings

*Approved by Council Month Day, Year*

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# 1 Application and Intent

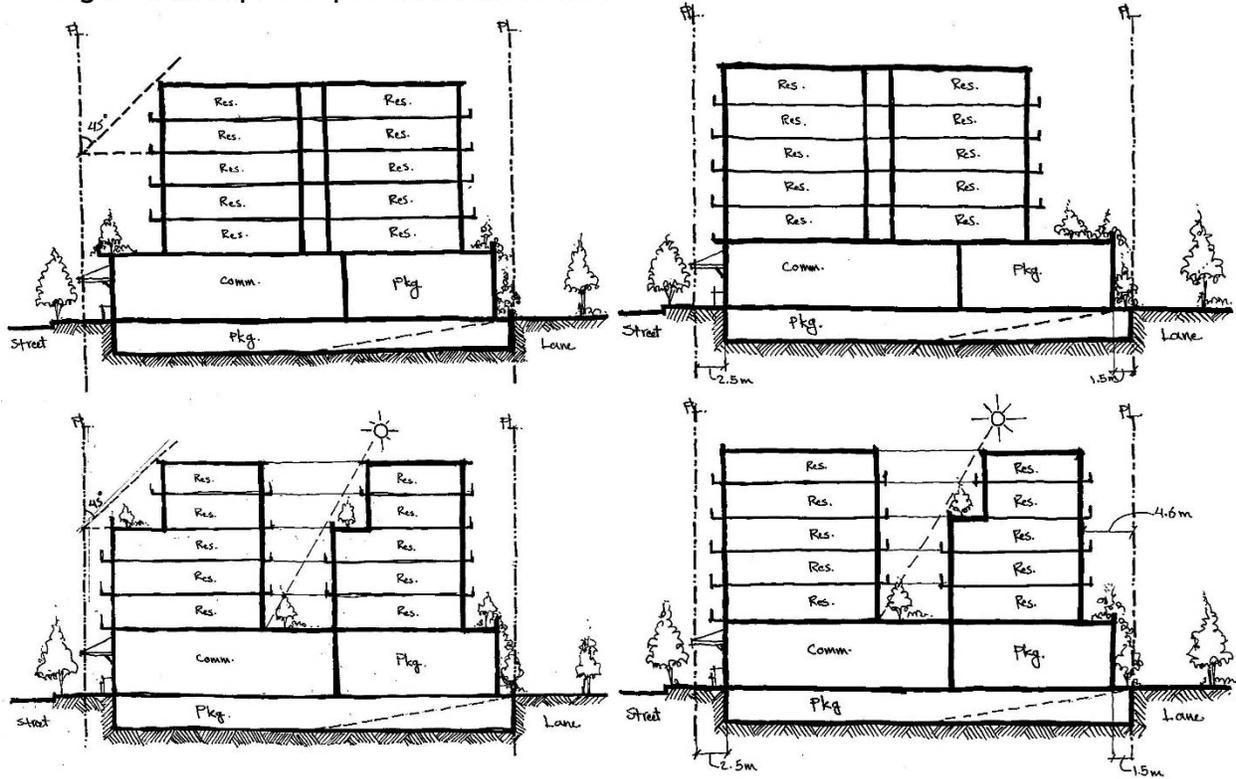
These guidelines are to be used in conjunction with the C-2, C-2B, C-2C, or C-2C1 District Schedules of the Zoning and Development By-law for development permit applications involving mixed use residential rental tenure buildings. Generally, these developments will take the form of 6 storey mixed-use apartment buildings, consisting of commercial uses at the ground level and residential rental tenure for the storeys above.

## 1.1 Intent

The intent of the District Schedule and guidelines is:

- (a) to encourage secured rental development to boost the city's rental supply through the introduction of residential rental tenure zoning in conjunction with height and density bonus provisions, and simpler building forms;
- (b) to create more sustainable buildings by reducing energy use and emissions from building operations, as well as through design by enabling simpler building forms;
- (c) to address the wide range of lot sizes, orientations, uses, and neighbouring buildings that occur in C-2 district schedule areas, and to achieve compatibility among a variety of uses, as well as between existing and new development;
- (d) to guide building massing and design with particular consideration for situations where there is no lane between a site and an R zoned site;
- (e) to ensure appropriate street scale and spatial enclosure that is sensitive to the orientation and widths of the street, anchors pedestrian interest, and strengthens the public realm interfacing with ground-floor uses for local-serving retail and services;
- (f) to ensure a high standard of livability for rental housing; and
- (g) to ensure that both internal double-loaded corridor and courtyard forms of building typologies continue to be possible in mixed-use development, in order to allow a measure of housing variety.

Figure 1: Examples of potential built-forms for corridor and courtyard forms of mixed use



Examples with chamfer requirement

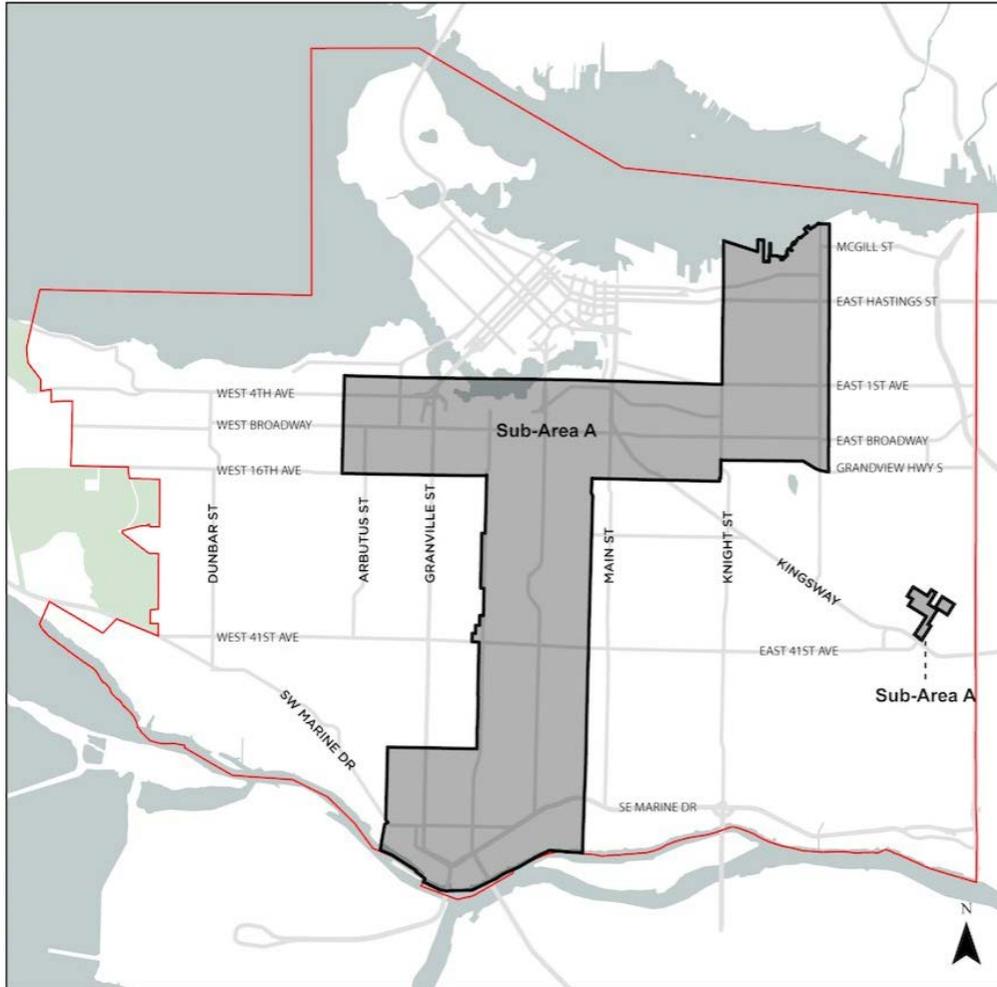
Examples without chamfer requirement

## 1.2 Application

The C-2, C-2B, C-2C, and C-2C1 Guidelines for Residential Rental Tenure Buildings are only applicable to mixed use residential rental tenure applications seeking building height, floor space ratio, or setback allowances specific to residential rental tenure buildings. For these development permit applications, the C-2 Guidelines and C-2B, C-2C, and C-2C1 Guidelines do not apply. As well as assisting the applicant, the guidelines will be used by City staff in the evaluation of projects. For the purposes of this document, “C-2 zoning districts” refers to C-2, C-2B, C-2C, and C-2C1 District Schedule areas.

The C-2 district schedules enable 6 storey mixed use residential rental tenure development to be conditionally approved; however, 6 storey mixed use residential rental tenure development is not permitted in areas which have recently approved Council plans or policies with different direction for C-2 districts. The areas where 6 storey mixed use residential rental tenure development will not be considered are illustrated as Sub-Area A in Map 1. For more details on the boundaries of Sub-Area A, see Section 6 of the C-2 district schedules.

**Map 1: Areas Where Regulations for Residential Rental Tenure Do Not Apply (Sub-Area A)**



Various clauses in the District Schedule allow the Director of Planning to vary the heights and setbacks. The intention is that these variations occur in accordance with these guidelines.

Wherever reference is made in these guidelines to residential uses, the provision also applies to Artist Studio - Class A, Artist Studio - Class B and the associated residential unit.

## 2 General Design Considerations

### 2.1 Neighbourhood and Street Character

The C-2 districts occur along arterials throughout the city, largely following the pattern of early 20th century streetcar lines that set the commercial structure of Vancouver. Developments along these arterials have historically served as local hubs for retail and services serving the residents living within walking distance. In most cases, these sites are adjacent to low density residential zones such as RS or RT. Older development in C-2 consists of one and two storey buildings, some with front parking lots. Beginning in the 1990s, a significant number of mixed use commercial/residential developments have been built. Generally, these developments have been four storey developments where the residential units are stratified condominiums, or more recently, six storey developments where the residential units are secured rental housing.

C-2 zoning districts exist in many areas of the city, and these guidelines are not area-specific.

- (a) Mixed use or all-commercial development should have strong pedestrian orientation, with buildings at the street edge. While some of the grade level tenancies may be of more inherent public attraction than others (e.g. retail, restaurant, personal service), it is important that pedestrian comfort and interest be maintained in all development.
- (b) The architectural treatment and landscaping of the rear and the sides is as important as the front elevations.

### 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; however, for sites where a 45 degree chamfer requirement applies to the site frontage facing the arterial street, as described in section 4.3 regarding height, the 45 degree chamfer requirement will not apply to the side-street elevation. (See section 4.2 regarding determination of frontage.)

### 2.4 Views

- (a) Council-approved view cones should not be compromised.

### 2.6 Light and Ventilation

Provision of sufficient daylight access is one of the most challenging aspects in the design of high density low rise housing. Given that it is an objective for both corridor and courtyard forms of housing to be feasible in C-2 zones, the expectations regarding what types of rooms may have exposure to courtyards are different from other zones. However, a courtyard form of housing may not always be feasible for all sites. Given the required front yard and rear yard setbacks and the minimum courtyard depth, the courtyard typology will likely be achievable only on sites with site depths measuring a minimum of 35 m or more. Design of courtyard housing forms should include the following design parameters to ensure high livability of dwelling units, including:

- (a) Living rooms should be oriented towards a main street or a service lane and not face into courtyards;
- (b) Secondary living spaces (bedrooms, dining rooms, dens) in double-fronting units (i.e. street/courtyard or lane/courtyard) may face into a courtyard, provided the courtyard has a

minimum clear dimension of 6.1 m with a maximum height/width ratio of 2.5 to 1.0 in section as illustrated in Figure 2 , and a minimum width/length ratio of 1:2 in plan, as illustrated in Figure 3;

- (c) Courtyard width will be measured to any obstruction including exterior corridors and guards;
- (d) Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels and providing massing breaks on the upper levels on the south side of courtyards as illustrated in Figure 2;
- (e) Developments should utilize finish materials to optimize the sun access to courtyard levels, including but not limited to light coloured building envelope finishes, transparent guards, and transparent weather protections.

Figure 2: Typical Courtyard Section

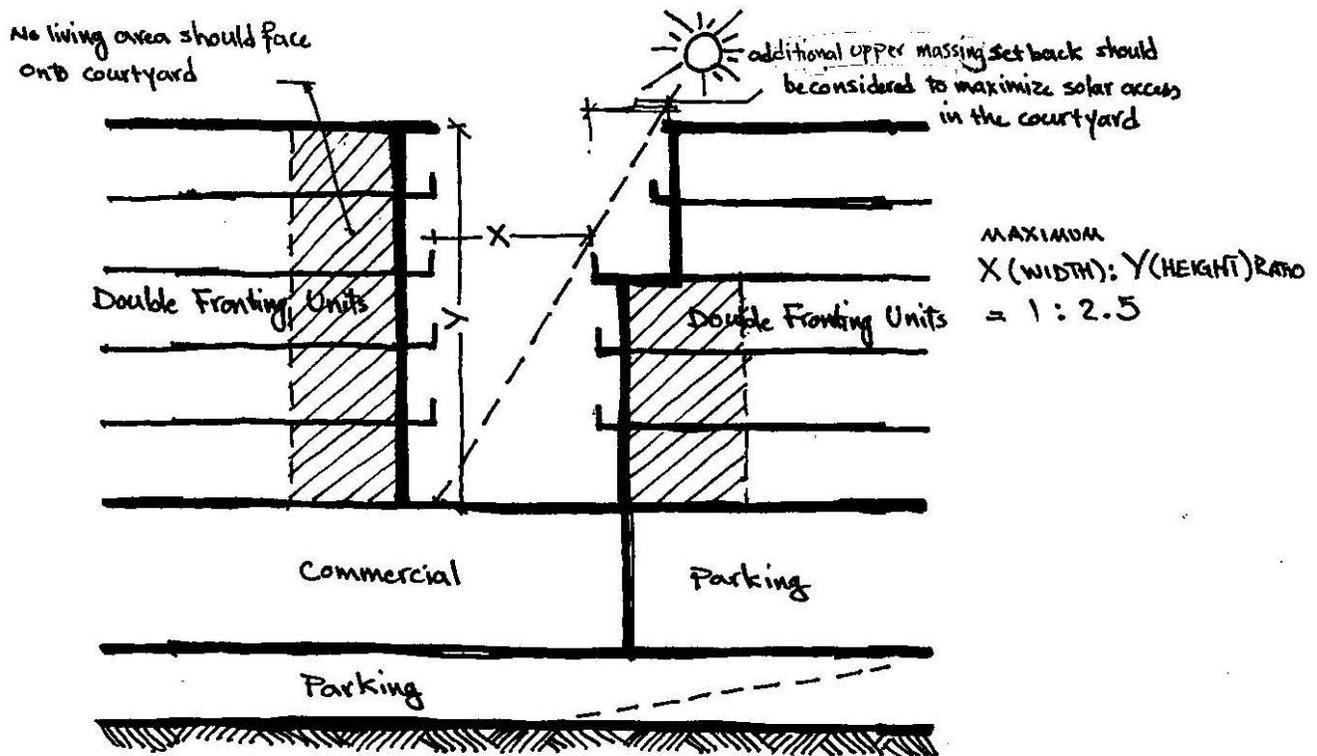
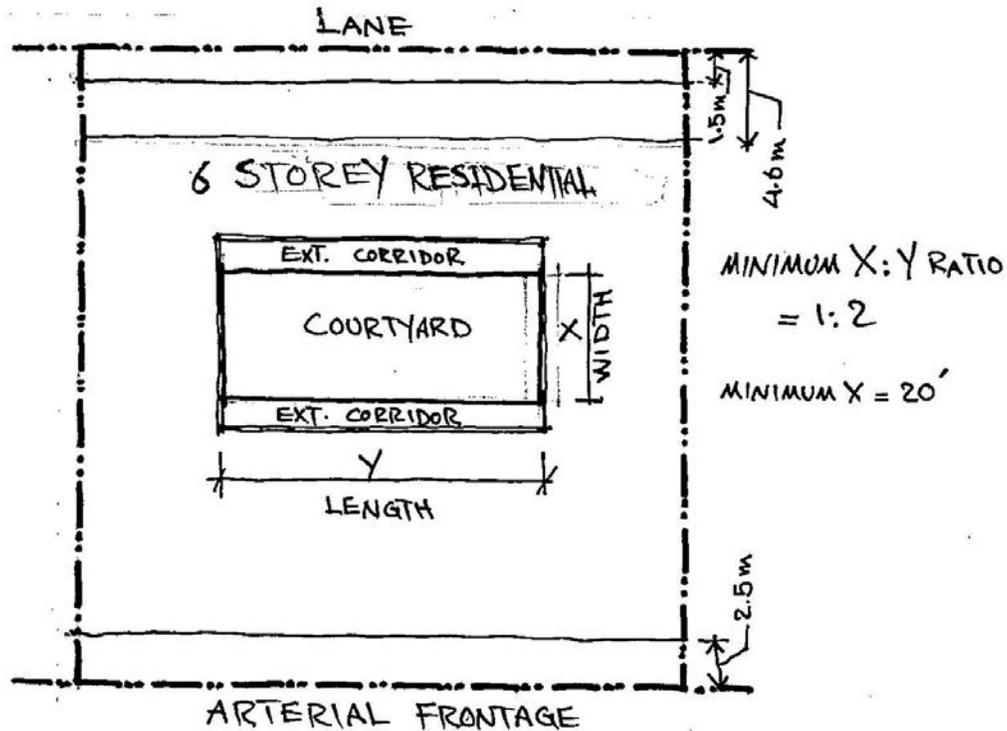


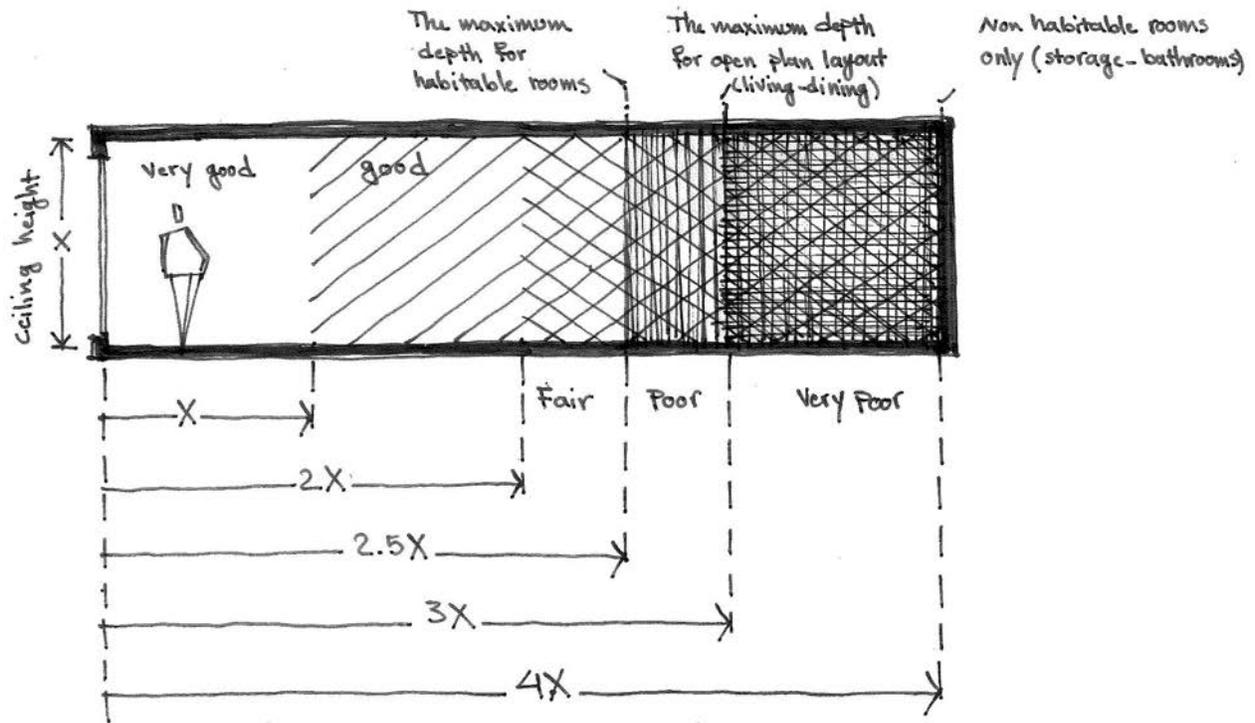
Figure 3: Typical Courtyard Plan



All developments should ensure:

- (a) Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential liveability and pedestrian public realm. Ideally, the exhaust should be vented located on the roof, above the height of any occupiable roof space.
- (b) Development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby traffic or land uses.
- (c) Overall unit depth is also a crucial aspect that impacts the overall livability of a dwelling unit. For units with a single exterior façade (i.e., single oriented solar and ventilation access), overall unit depth should be generally limited to 10.7 m. Unit depth greater than 12.2 m, without a secondary solar and ventilation access (e.g., courtyard scheme), should generally be avoided to ensure adequate light and ventilation access for the dwelling unit. See Figure 4 for reference.

Figure 4: Unit Depth and Livability



## 2.7 Weather

Continuous weather protection should be provided.

- The ground floor of arterial frontages should have 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.
- Weather protection should be provided for common entrances, and for exterior residential entrances.
- Although effectiveness of weather protection is dependent on both height of the protection as well as the depth, weather protection should be within 3.0 m of the level it serves to ensure effective protection.

Figure 5: Examples of Desired Weather Protection



## 2.8 Noise

Most C-2 zoning districts sites are located on busy arterials, with traffic noise. In addition, commercial components of mixed use developments such as parking and loading, exhaust fans, and restaurant entertainment, can create noise which disturbs residents. An acoustical report is required for all new developments with residential units.

- (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) 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 a 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 Permits and Licences or Health Departments should be contacted for details.

## 2.9 Privacy

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

Unit orientation, window placement and screening should be used to enhance privacy;

- (a) Balconies and decks should be oriented, screened or landscaped to enhance privacy;
- (b) Habitable rooms within the developments should be oriented away from pedestrian circulation routes, noting, however, that this may not be possible in courtyard developments (see Section 2.6 above); and
- (c) Residential units located at street level should ensure privacy through setbacks, level changes, and/or screening.

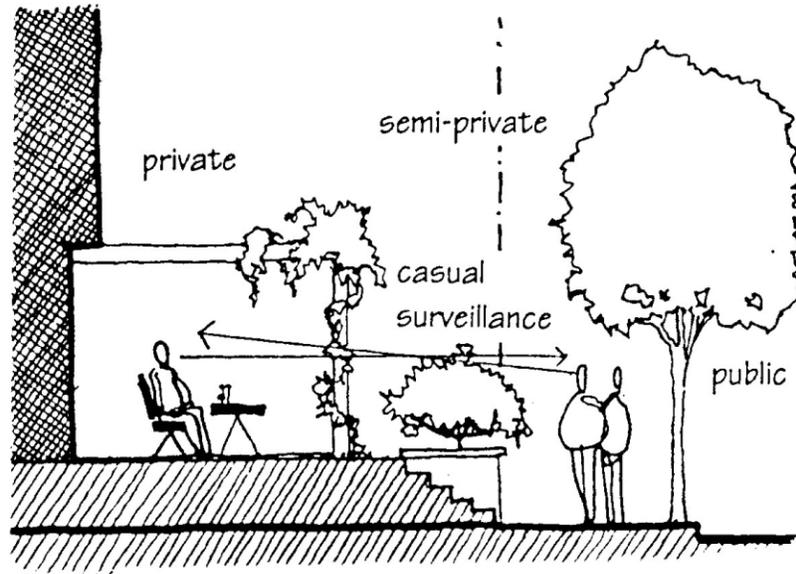
## 2.10 Safety and Security

Safety and a sense of security are key components of livability. New development, both residential and non-residential, must provide a secure environment. The principles of "crime prevention through environmental design" (CPTED) should be incorporated in all new developments.

- (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 unkempt areas, and should be avoided;
- (d) 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;
- (e) 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;
- (f) 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;
- (g) Residential lighting should ensure good visibility of access routes and landscaped areas without excessive lighting levels, glare or overspill to neighbours;
- (h) Landscaping and screening design should not provide opportunities for intruders to hide; and

- (i) Access routes from the building to residential garbage facilities should be separate and secure from those to non-residential garbage facilities.

Figure 6: Defining public, private, and semi-private territories



## 2.11 Access and Circulation

### 2.11.1 Pedestrian Access

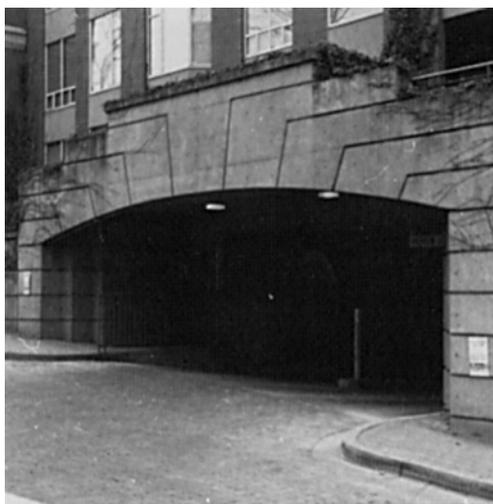
- (a) On corner sites, side street residential entries should be provided. At mid-block, residential entries should be separate and distinct from retail or office entries or lobbies;
- (b) Except for courtyard developments, open exterior corridors are discouraged due to concern over building bulk and privacy, unless it can be demonstrated that benefits to the site and neighbouring sites will result in terms of massing and building organization; and
- (c) Pedestrian access to commercial uses should be at street sidewalk elevation. This may require stepping the commercial units to match the street elevation on sites with sloping topography.

### 2.11.2 Vehicular Access Lane Access

An active pedestrian environment with a strong sense of street enclosure is envisaged along arterial shopping streets. To this end it is important that vehicular and service functions remain on the lane, so as not to 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 7: Good and poor quality treatments of parking access**



### **2.11.3 Street Access**

Not applicable

### **2.12 Heritage**

Council policy is to give special attention to encourage retention of the resources on the Vancouver Heritage Register by considering a wider choice of uses, heritage bonuses and density transfers.

- (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 Vancouver Heritage Register should not detract from their importance 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**

The C-2 zoning districts are intended to provide an active pedestrian shopping street by accommodating a wide variety of commercial uses – retail, service, and office – serving both local and citywide markets. Uses are intended to help 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. In addition, C-2 districts have been identified as areas of opportunity to locate needed housing (particularly residential rental tenure) near transit and shopping, as well increase residents in these areas to help support local shopping areas.

Retail shops, restaurants and service-oriented uses such as shoe repair shops and dry cleaners are encouraged at the street level. Local real estate offices and branch banks at street level may also be

appropriate in some locations. However, solely office functions which do not serve the local community are not appropriate at the street property line.

In the pedestrian-oriented C-2C District, it is particularly important that ground floor uses be retail.

Residential use above stores is encouraged, except on sites immediately adjacent to industrial districts or the ALRT guideway, as it provides life to the street and increases street security. Particular attention should be paid to alleviating traffic and ALRT noise through appropriate sound proofing measures.

Developments in C-2 zoning districts should explore options to maximize the at-grade commercial uses to better meet the intent of the zone. On corner sites, at-grade commercial use should wrap the corner, to continue pedestrian scale and interest, in conjunction with residential uses.

### 3.1 Residential Uses

For 6-storey developments, the residential floor space is limited to 100% residential rental tenure. Additional density and building envelope provisions are included in the District Schedules to encourage such developments.

Residential use is generally not permitted along the front of buildings at grade, but is intended to be located in mixed use development, i.e., as “in conjunction with” other uses listed in the district schedules.

- (a) Residential use above-grade level is appropriate and encouraged on any site. The District Schedules allow non-residential uses on the 2nd floor in addition to the required non-residential use at grade; however, level 3 and above must be reserved for residential use only.
- (b) Residential use at grade along the rear or a side street (i.e. non-arterial) may be considered on any site. The project should be designed to mitigate negative impacts on unit livability of vehicular accesses, parking, loading, garbage and service areas, whether in the same project or in nearby development.
- (c) Residential rental tenure zoning in C-2 requires 35% of dwelling units to be family units with 2 or more bedrooms. Overall development should meet the *High-Density Housing for Families with Children Guidelines* to ensure the key issues of site, building and unit design which relate to residential livability for families with children are addressed.

### 3.2 Other Uses

C-2 zoning districts permit a wide range of outright and conditional non-residential uses. Retail, restaurant, and service uses are encouraged at grade across the full width along all arterial street(s) – even if deemed to be the side of the site rather than the front. (See section 4.2 below). Other uses are also permitted at grade, but should be designed to ensure pedestrian scale and interest as per section 5.5 (b) below.

Figure 8: Active pedestrian interest



Large scale retail or service uses are permitted by the District Schedule. In the key local shopping areas, retailers like large grocery stores and drug stores may function as beneficial retail “anchors”, and are appropriate at grade provided they are designed to ensure pedestrian interest as per section 5.5 (b) below. Other large scale retailers like electronics, office specialty, or home improvement should be encouraged to locate above grade, behind smaller retail units, or in portions of the C-2 zoning districts outside the key local shopping areas.

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

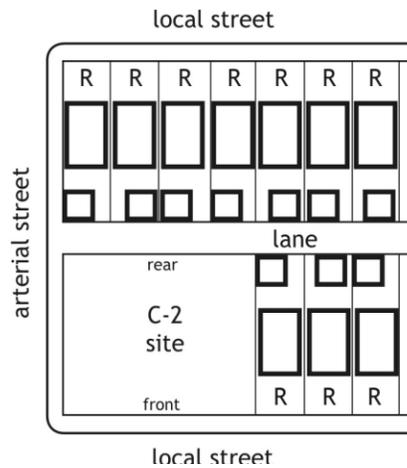
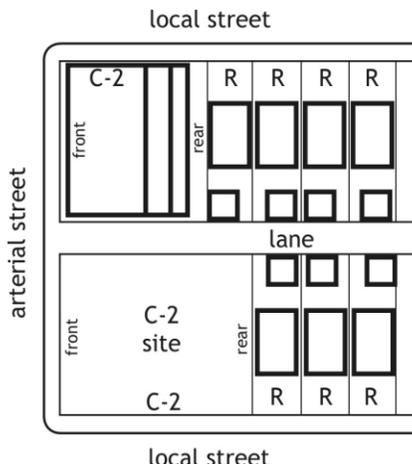
### 4.2 Frontage

#### 4.2.1 Determination of Frontage

For sites with a boundary on more than one street, Section 10.5 of the Zoning and Development Bylaw allows the Director of Planning to determine which side will be deemed the front. Because the objective of continuous setbacks and commercial uses along both front and side is assured by other provisions of the district schedule and guidelines, the key factor in determining the frontage should be where the rear height and setback would be best located.

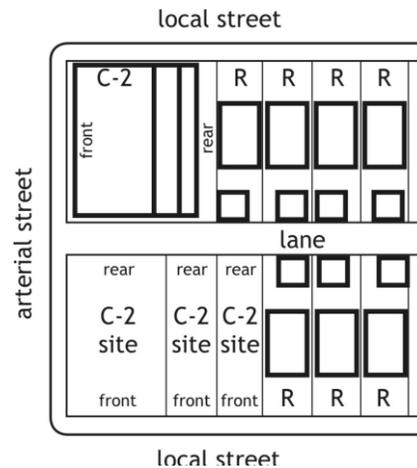
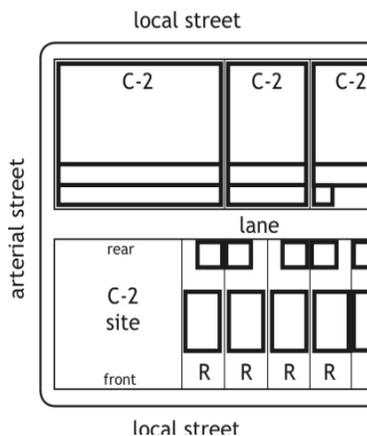
- (a) In most cases where the site directly abuts an R district site without the intervention of a lane, the determination of the front and the rear should be made so as to benefit the most existing, and likely future, residential units on neighbouring sites (Figure 9). Note that in some cases there may be fewer affected residential units on the R district sites than the adjoining C district sites, in which case the rear should benefit the C sites (Figure 10).
- (b) In some cases where there are a number of adjoining C-2 sites, the location of the rear will already have been determined, or will not be discretionary because the sites do not bound 2 streets. In these cases, the deeming should be such as to continue the pattern (Figure 11).

**Figure 9: Rear of C-2 site benefitting units on R district sites**



**Figure 10. Rear of C-2 site benefitting units in C-2 development**

**Figure 11. Rear of C-2 to fit pattern of adjacent C-2**



#### 4.2.2 Frontage Size

The C-2 zoning districts encourage residential rental tenure buildings, enabling residential rental tenure buildings with increased floor space and building height. The C-2 zoning districts also require a high level of building performance with respect to energy efficiency through insulative building envelope design.

In many cases, energy efficiency may be achieved in part through overall simplification of the building form. Whereas in the past, 4- and 6-storey buildings built in the C-2 zone typically achieved visual interest in façade design through required multiple setbacks, terracing, and required balconies, a simpler building form is now encouraged while still achieving an equivalent level of architectural interest for building facades to adequately enhance pedestrian interest and the public realm of these community shopping streets.

Building facades should therefore avoid overly flat and monotonous surfaces through the strategic use of architectural elements that are not co-planar to elicit a play of light and shadow, human-scaled texture, different cladding materials, and through the use of different colours.

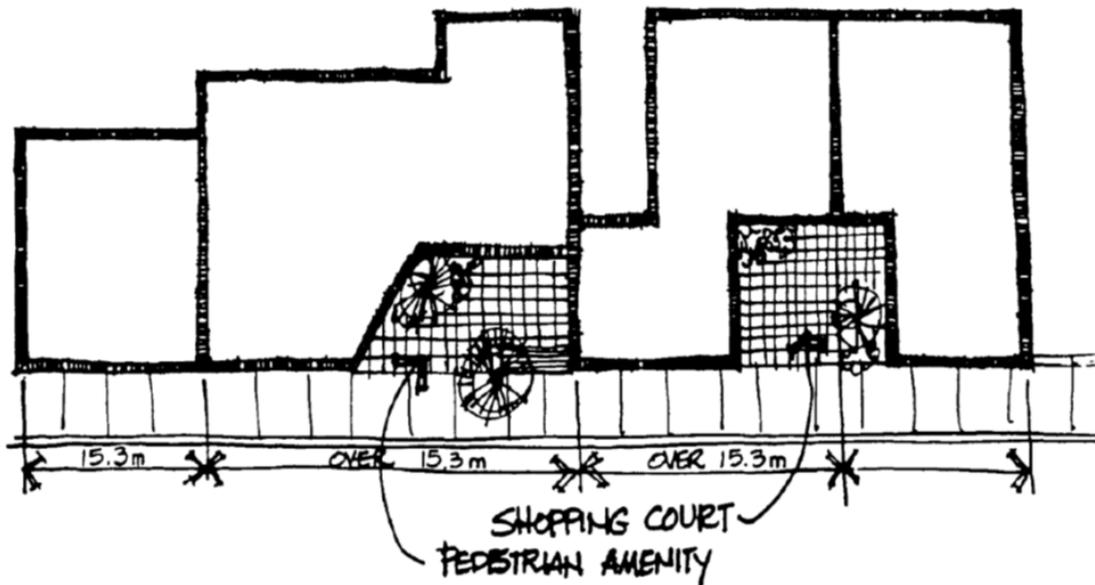
Of particular concern are larger development sites with wide façades, which may compromise pedestrian interest through repetitive façade design. On developments with frontages of 50.0 m or more, monotonous facades should be avoided by incorporating variety, secondary volumes, vertical elements, colours and material changes to add interest. While a range of exterior walls and finishes may be used—including brick, concrete, stucco, vinyl siding, and other forms of cladding, care should be taken with the selection, proportions, detailing, and finishing to ensure a quality appearance and durability. A high level of detailing of different materials can effectively provide articulated building frontage without jeopardizing sustainability goals. Creating breaks in the massing above the retail frontage may also be considered where it does not diminish the apparent continuity of street enclosure.

**Figure 12: Example of articulated broken massing recommended for large frontage**



In some C-2 zoning districts (C-2B, C-2C, and C-2C1), the district schedules require that the maximum frontage for any commercial (individual occupancy) shall be 15.3 m. A relaxation of this requirement may be permitted if a pedestrian amenity area such as a courtyard or resting area is provided or where pedestrian interest is otherwise maintained (Figure 13).

Figure 13: Example of Pedestrian Amenity Area



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

### 4.3 Height

In some cases, there will be an additional building envelope requirement for a 45 degree chamfer, described in Section 4.3 of the District Schedules for certain site conditions.

Determination of when the 45 degree chamfer requirement applies is based on site conditions, including street width and arterial street direction. The 45 degree chamfer requirement does not apply to sites where:

- (a) the site frontage faces a street measuring 24.4 m or greater in total width, and generally running north south (Figure 14); or
- (b) the site frontage faces a street measuring greater than 27.5 m in total width (Figure 15).

Figure 14: Arterial street width 24.4 m or greater on an arterial street running north south

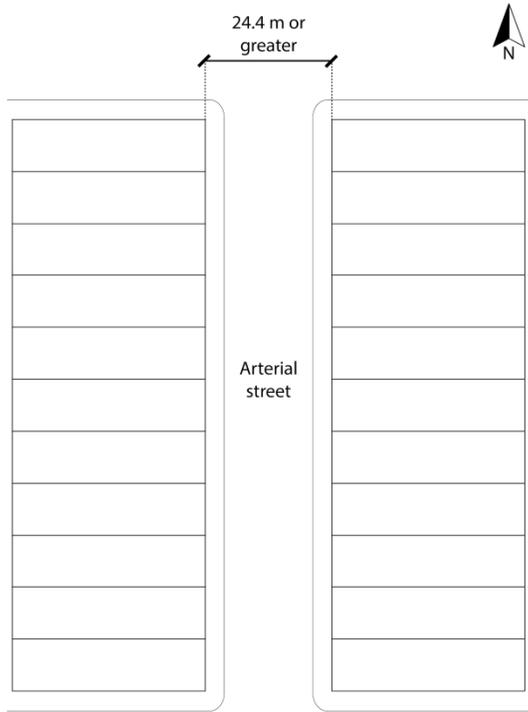
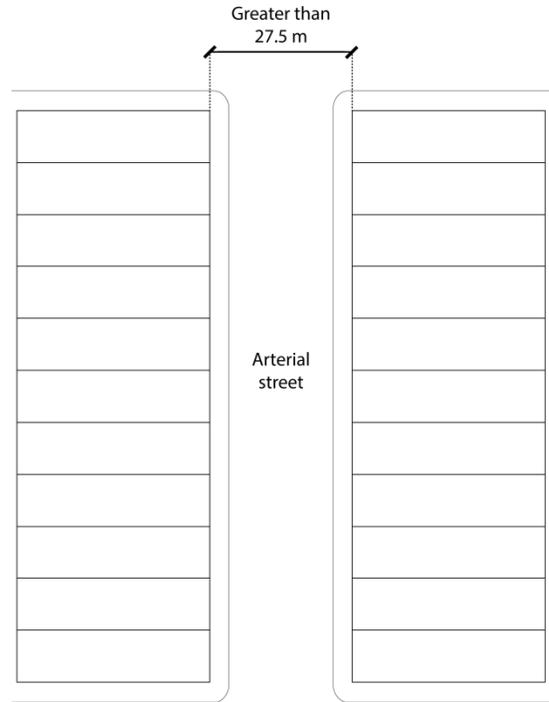


Figure 15: Arterial street width greater than 27.5 m running any direction

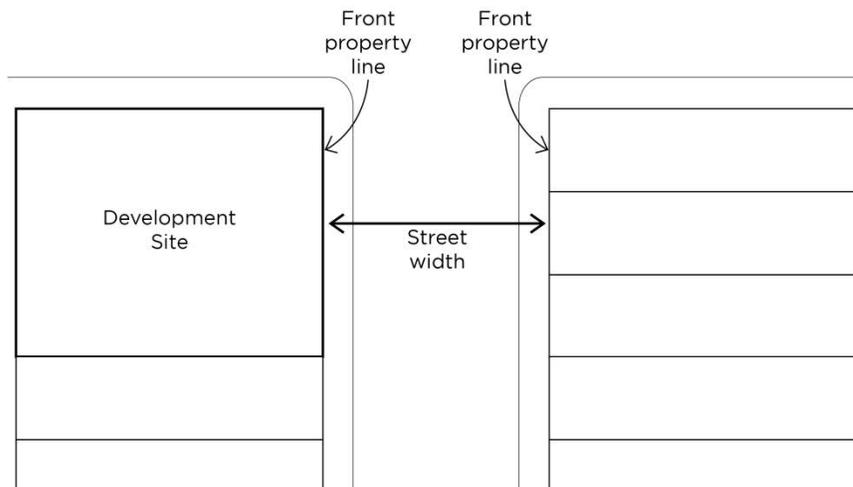


The street width requirements must be achieved across the entirety of the property frontage. Street width is to be measured perpendicular to the site's front property line.

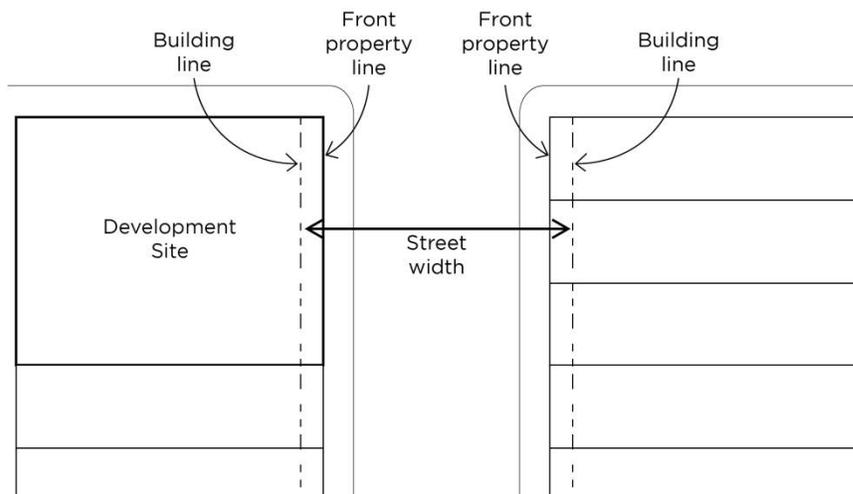
Street width is measured by the distance between the site's front property line and the front property line(s) of the property or properties directly opposite the site across the arterial street (Figure 16). As per the definition of "street" in the Street and Traffic By-law, this includes the roadway, sidewalks, and any other way that is normally open to the use of the public, but does not include a private right-of-way on private property.

In cases where one or more building lines (as per Section 14 of the Zoning and Development By-law) are present, street width will be measured from building line or building lines (Figure 17).

**Figure 16: Street width measurement where no building lines exist**

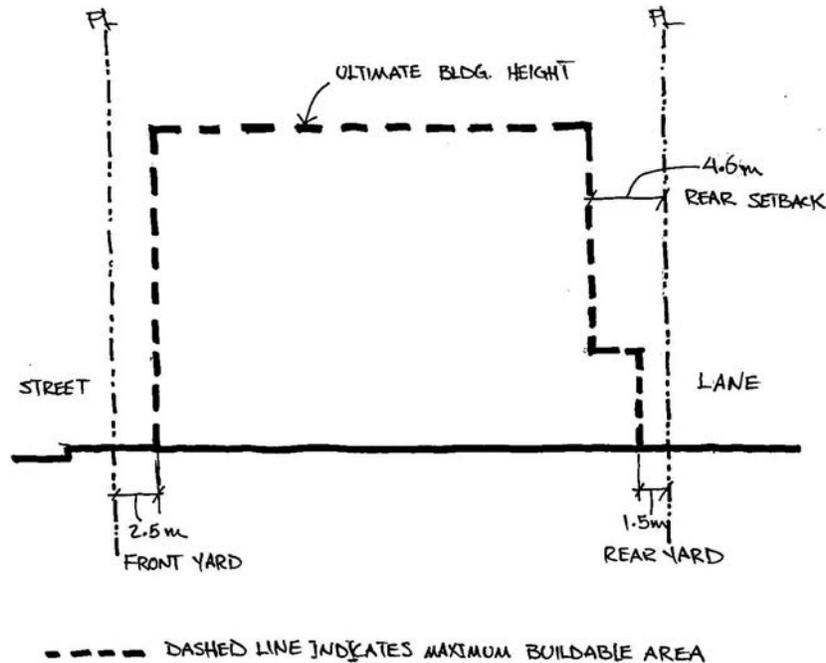


**Figure 17: Street width measurement where building lines exist**



Where the 45 degree chamfer requirement does not apply, the building envelope shall be, as illustrated in Figure 18.

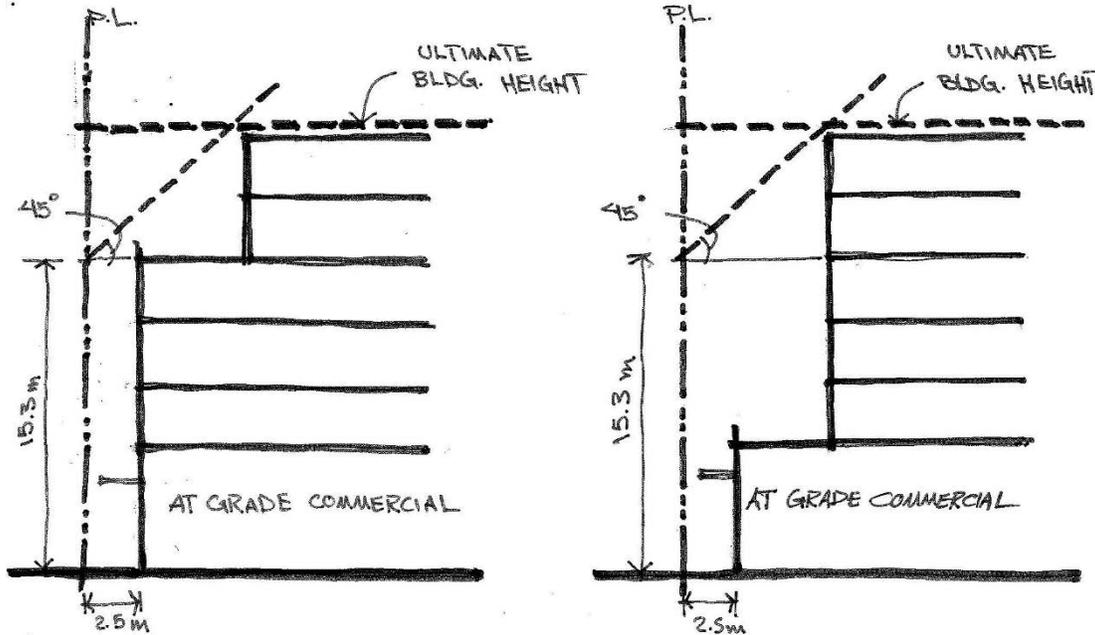
Figure 18: Allowable building envelope where 45 degree building chamfer requirement does not apply



In all other cases, the 45 degree chamfer requirement applies. The 45 degree chamfer height requirement recognizes that C-2 zoning districts are located throughout the city, facing a varying range of street widths. It is intended to minimize shadow impacts on local shopping streets, ensure the street enclosure is maintained for the shopping street, and that overall street wall height is proportional to the street width.

The 45 degree chamfer requirement can be achieved through several different design solutions. Potential solutions include a building step-in on the upper storeys, or increasing the distance between the building face and front property line for the residential levels as illustrated in Figure 19. No building massing, including any parapets, balconies, railings, and any planters may extend into the 45 degree chamfer. Any planters or guards must be setback further from the front yard as needed.

Figure 19: Examples of methods to achieve the 45 degree building chamfer requirement



In Section 4.3.3 (b) of the District Schedules, the maximum building height is 22.0 m subject to provision of a minimum floor-to-floor height of 5.2 m for non-residential uses located at the first storey facing the street. The intention is to accommodate various building features and site conditions, such as generous ceiling heights, roof structures and parapets associated with common roof decks, and site grades.

The height increase is intended to achieve the following elements within 22.0 m:

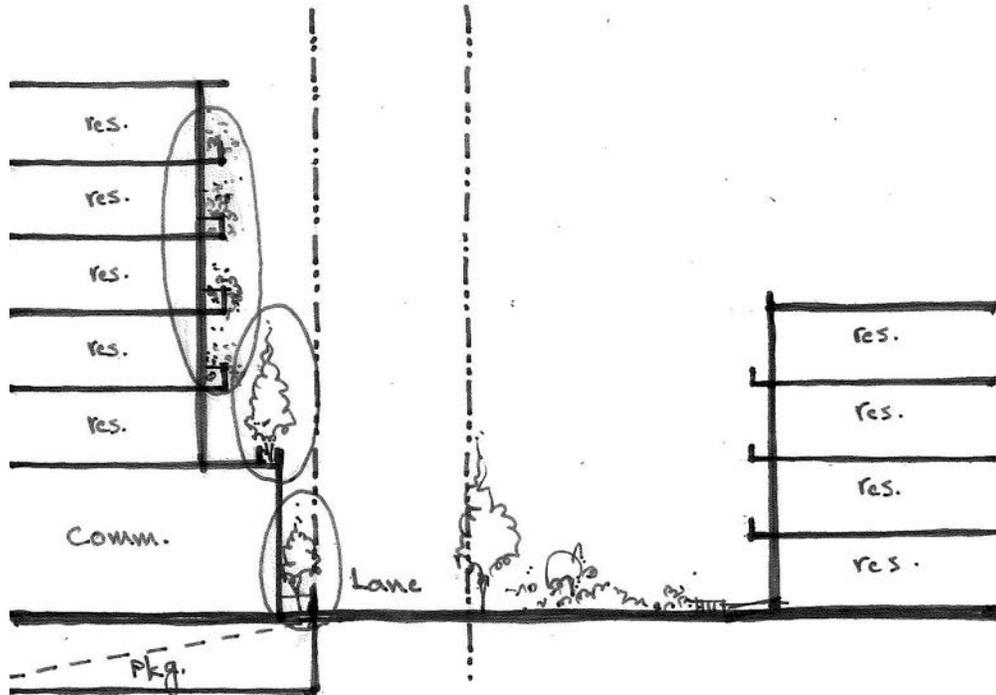
- (a) A minimum 5.2 m floor-to-floor height for the ground floor. This will enable a variety of ground-floor commercial uses which require higher ceilings, as well as provide pleasant, lofty, airy interiors that encourage gathering and socialisation. It recognises the role that shops, cafes, etc. play as “third places” in strengthening a sense of community. Third places is a term referring to places where people spend time between home (‘first’ place) and work (‘second’ place);
- (b) A clear ceiling height of 2.7 m (typically 3.1 m floor-to-floor height in conventional wood-framing) for the residential units located on the 2<sup>nd</sup> to 6<sup>th</sup> storeys, intended to improve livability; and,
- (c) A roof structure and parapet height of maximum 1.1 m, intended to enable provision of common roof decks.

Within these general provisions, the applicant may propose variations of floor-to-floor heights, while adhering to the 22.0 m maximum height limit and also satisfying the 5.2 m minimum ground floor height requirement. For instance, if the second storey is proposed to have offices with ceilings higher than 2.7 m, that may be achieved by reducing the ceiling heights of the residential storeys a commensurate amount.

Beyond the normal height relaxations permitted by the Zoning and Development Bylaw General Regulations, the following height relaxations are intended. However, where the 45 degree chamfer requirement applies, any height relaxation considered should not intrude into the 45 degree chamfer.

- (a) The height limits at the rear may be relaxed to provide for balconies, railings, and for the planters required to accommodate the desired landscape screening as described in Figure 20 below.

**Figure 20: Height envelope relaxed for balconies, railings and planters at rear**



- (b) Semi-private indoor and outdoor spaces are highly encouraged to improve livability for apartment living. As a result, the height limit may be relaxed to encourage access to and guardrails for a common roof deck, and/or a common amenity room on the roof deck. Railings and planters may occur to accommodate roof decks, provided they do not extend into the 45 degree chamfer.
- (c) For sites which slope upward from street to lane by more than 3.1 m, the height envelope may be measured from the base surface, as illustrated in Figure 21. For such sloping sites, an additional minor height relaxation may be considered to allow stepped building form, provided their effect is not to increase the overall pedestrian perceived building height above the maximum allowable building height along the shopping street. Refer to Figure 22.



#### 4.4 Front Yard and Setback

The front yard setback requirements are important to establishing a comfortable pedestrian realm and accommodating an enhanced sidewalk width. Where pedestrian comfort is established, the frequency and intensity of meaningful neighbourly interactions between citizens may be increased.

Furthermore, the front yard setback helps mitigate shadow impacts and overall sense of spatial enclosure on local shopping streets. Working in conjunction with section 4.3.3 (c) of the District Schedules, the setbacks help to widen the overall width of the street in proportion to the overall maximum building height.

The 2.5 m front yard is both a setback and “build-to” line for non-residential uses. Flexibility is intended to allow for cornices, overhangs, and bays at the upper storeys, while providing more sidewalk space. These considerations also apply to the 4.6 m front yard in Sub-Area B of the C-2 District Schedule (Norquay Village Neighbourhood Centre Plan Area). A reduction of the minimum front yard may be considered for upper storeys of the building above the ground floor; however, the building should not extend within 2.5 m of the front property line.

The front yard is intended to be secured as at-grade statutory right of way (SRW) as public realm, for sidewalk improvement and widening. The SRW should be clear of any encumbrance, including but not limited to:

- (a) Structure;
- (b) Stairs;
- (c) Walls;
- (d) Mechanical vents and vaults;
- (e) Kiosks and pad mounted transformers;
- (f) Door-swings and;
- (g) Landscape, including planters.

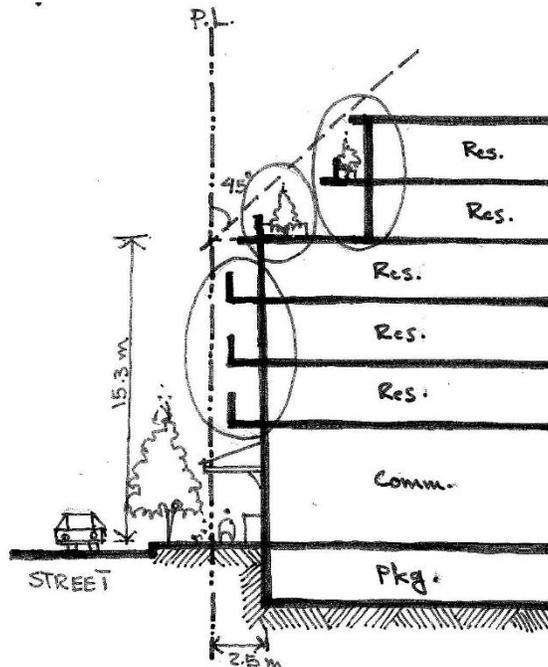
The SRW agreement will accommodate underground parking within the SRW area. Where the amount of space within the front yard required to accommodate pedestrian movement according to City engineering standards is less than 2.5 m, the SRW area will be reduced to the area required by those standards; however, any reduction of the SRW area will not impact the front yard requirement.

Beyond the normal projections permitted by the Zoning and Development Bylaw General Regulations, the following relaxations are intended:

- (a) An increased front yard may be considered at grade
  - (i) for a pedestrian courtyard or other features benefiting pedestrian character (e.g., a transit stop, pedestrian plaza, etc.);
  - (ii) to permit a transition to a larger neighbouring front yard; or
- (b) To accommodate recessed building entry to avoid door-swings into the SRW area;
- (c) An increased front setback may be considered above grade to accommodate building articulation and balconies.

- (d) A decreased front setback may be considered above grade to allow projection of balconies and bays, provided their effect is not to move the entire building face forward. Refer to Figure 23.
- (e) In Sub-Area B (Norquay Village Neighbourhood Centre Plan Area), a decreased front yard setback may be considered if
  - (i) a distance of 7.6 m from the back of the curb to the building face can be achieved at the ground level with a front setback of less than 4.6 m; or
- (f) Canopies, awnings, or other architectural treatments for weather protection along the street-facing facades are permitted to project into required front yard.

**Figure 23: Projections into front yard/setback**



#### 4.5 Side Yards and Setback

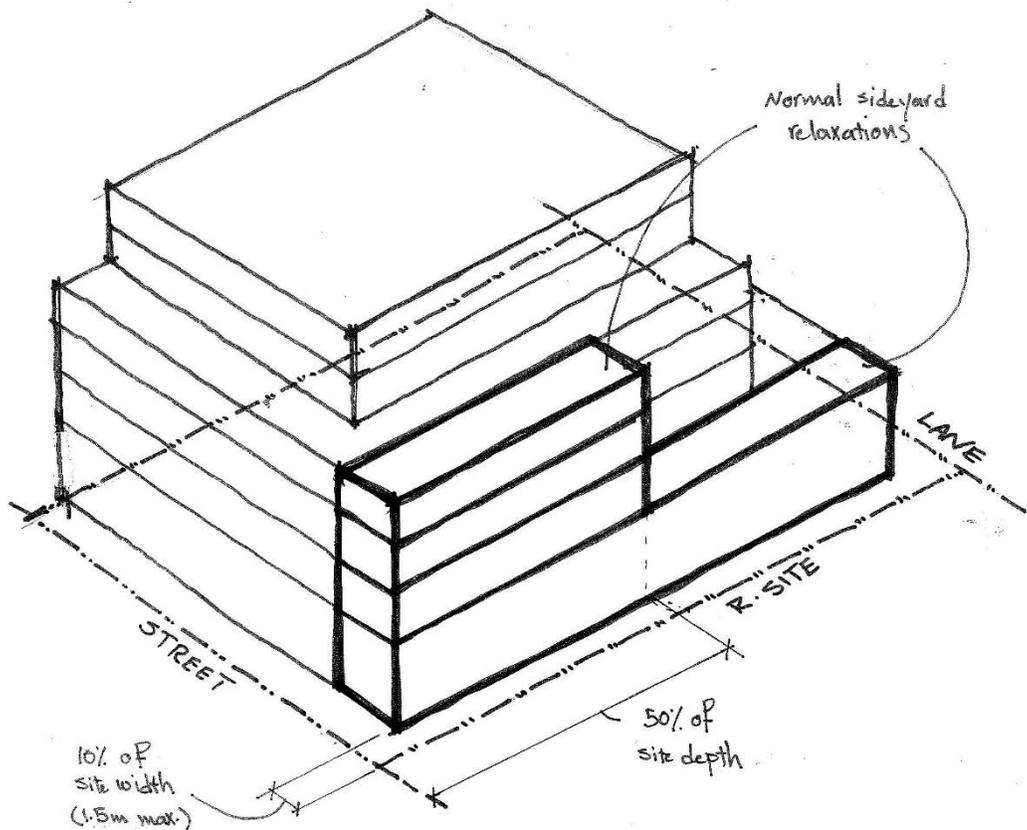
In the most typical situations for corner sites, the expected side yard setback for a flanking street is intended primarily to accommodate commercial patio space along the flanking street sidewalk, where some increased distancing from the from the vehicular traffic along the arterial is possible.

For sites adjacent to R district sites, without an intervening lane, the District Schedules sets out side yards and setbacks, and allows for reductions. The following reductions are considered the norm in these situations.

- (a) Buildings may project into the side yard and setback, up to a line set at a distance equal to 10% of the site width (up to a maximum of 1.5 m), as follows:
  - (i) for the first level of the building (which may or may not be the first storey).

- (ii) above the first level, up to the fourth storey, for a distance equal to 50% of the site depth from the front property line.
- (b) Railings and planters may occur in the setbacks to accommodate patios and roof decks

**Figure 24: Projections into front yard/setback**



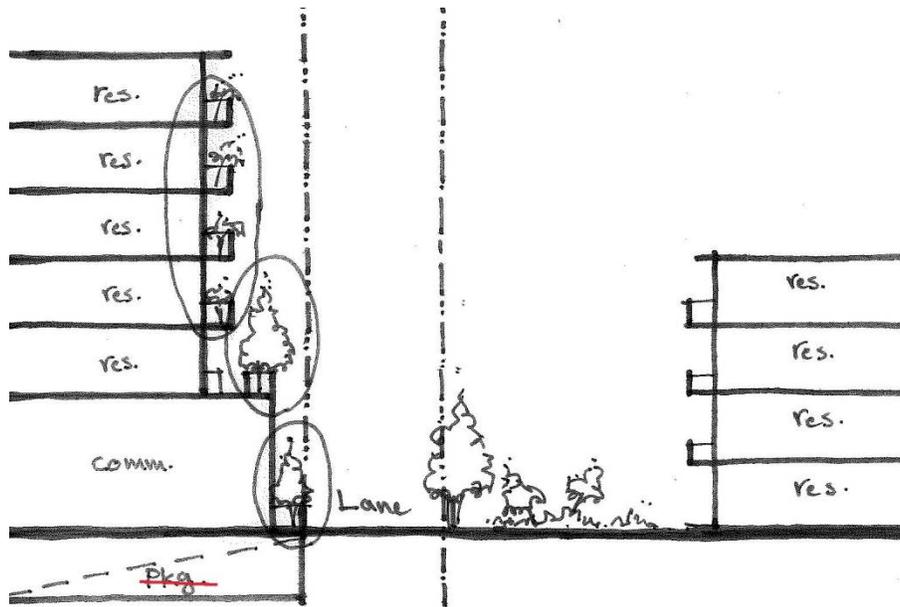
#### 4.6 Rear Yard and Setback

The rear yard regulations act in conjunction with the height envelope to position the rear of the building at a certain distance from residential neighbours. Beyond the normal projections permitted by the Zoning and Development Bylaw General Regulations, the following are intended, so as to allow use of roof levels for patios roof decks; and to provide for desired landscape screening.

- (a) Planters and/or railings may project into the rear yard and setbacks to achieve the landscape screening described in Section 6 below, and to accommodate patios and roof decks.

(Refer to Section 4.2 of these Guidelines regarding determining the front and rear of a site with more than one boundary on a street.)

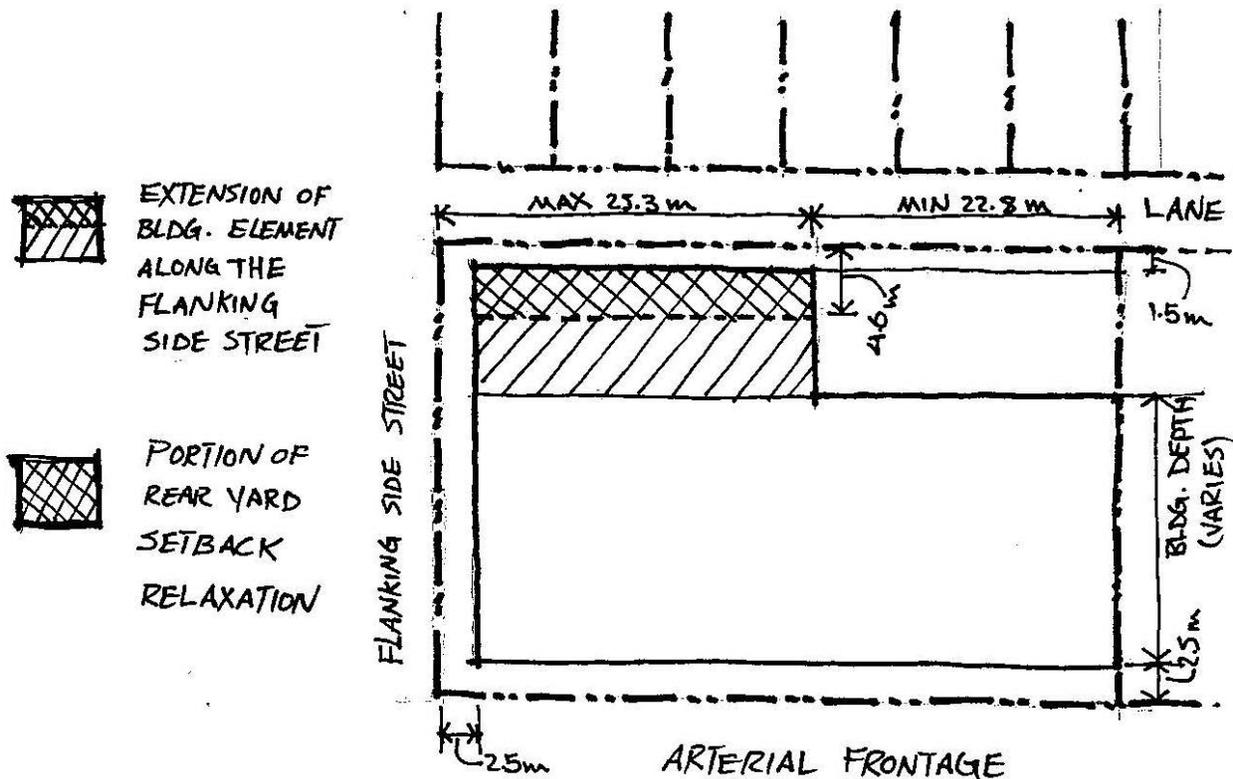
Figure 25: Projections into front yard/setback



The requirement for a minimum rear yard depth of 1.5 m from the property line is intended to provide space for the landscaping and lane improvements and beautification, and also to facilitate possible commercial patio opportunities and lane activation where the commercial units are designed to extend to the rear portion of the ground storey. Trellis, planters, pergolas and other such landscaping elements may protrude into the rear yard where these contribute to a positive, safe lane environment.

For the storeys located above the ground floor, a 4.6m setback from the rear property line. On corner sites, however, to ensure street definition and continuation of the streetscape, it is desirable for the building to extend further along the flanking street. As a result, the 4.6m setback may be relaxed down to 1.5m. Furthermore, this element could also extend down the lane for a maximum distance of 25.3 m as measured from the ultimate exterior side property line, as illustrated in Figure 26. This rear yard relaxation for corner site (as per 4.6.2 of the District Schedules) is intended to provide continuation of street frontage in conjunction with at-grade use, and to ensure continuation of pedestrian scale and interest, while also offering a possible spatial solution to accommodating the maximum allowable floor area for corner sites which meet the criteria (as outlined in Section 4.7.2. (b) of the District Schedules) for a maximum floor space ratio of 3.7.

Figure 26: Building element along the flanking street



#### 4.7 Floor Space Ratio

The maximum discretionary densities in the District Schedules for residential rental tenure have been tested with the height and set back requirements, and should be achievable in most cases. Setback requirements have also been adjusted to allow for a simplified building form in most cases.

For the purposes of determining the qualification of a corner site for additional density under 4.7.2 (b) of the District Schedules, the required minimal arterial street frontage shall be measured along the property line that is collinear with the majority of the front property lines on the same block face.

However, not all projects and sites will be able to achieve the maximum discretionary densities, or achieve the maximum discretionary densities in simplified form. Factors influencing the achievable density may include:

- (a) site size and frontage, particularly sites less than about 465 m<sup>2</sup> or 15.3 m frontage;
- (b) large corner sites, particularly sites with more than 61.0 m frontage;
- (c) unusually sloped site conditions;
- (d) irregular site shape;
- (e) location adjacent to an R zoned site, with no intervening lane;
- (f) site depth, particularly sites with less than 30.5 m of depth; or

- (g) ability to provide required parking.

In addition to the maximum densities identified for 6 storey residential rental tenure development, up to an additional 0.05 FSR may be considered, as identified in Section 4.7.2 (c) of the District Schedules, to be counted towards the exterior circulation for courtyard typology development.

#### 4.8 Off-Street Parking and Loading

Parking and loading are essential service functions. However, they can detract from residential livability unless skillful 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. Underground parkades may project into required yards;
- (b) Where it is not possible to place all parking underground, any at-grade stalls should be located at the rear of the site. However, direct access to parking stalls from the lane is discouraged, except in smaller sites, e.g., 15.3 m or less in width;

**Figure 27: Example of poor treatment of parking and service area off the lane**



- (c) For slabs over parking/loading areas, under-slab height at the point of parking access should be limited to 3.8 m, other than when a higher loading bay is required under the Parking Bylaw. When structural or mechanical elements must project below the slab, requiring an increase in the 3.8 m slab height, 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;

- (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, stair-free loading of furniture to residential units should be facilitated by the design of internal loading areas and access routes.

#### **4.9 Horizontal Angle of Daylight**

- (a) The relaxation of horizontal angle of daylight requirements provided for in the District Schedules are primarily intended to help achieve the courtyard conditions described in Section 2.6 above.
- (b) Where the horizontal angle of daylight is relaxed, the distance of unobstructed view should not normally be less than 6.1 m for bedrooms and dens, and should not be considered for living rooms; and
- (c) In situations where the horizontal angle of daylight needs to be relaxed to the minimum of 3.7 m, additional overshadowing of windows by overhead balconies or other projections should be avoided.

### **5 Architectural Components**

The architectural expression of mixed-use buildings along arterial streets differs from the single family character of residential streets. While the use of traditional “house-like” forms for new projects is not considered appropriate in C-2 zoning districts, the design should respond to particular site conditions, e.g., corner locations, adjacent heritage buildings.

#### **5.1 Roofs and Chimneys**

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

#### **5.3 Entrances, Stairs and Porches**

- (a) When residential uses are located on the ground level, as many individual units as possible should have their entries directly from the street to emphasize the residential nature of the area, create pedestrian interest and provide better street surveillance.
- (b) Shared residential entrances to buildings should be designed as attractive, visible features.

#### **5.4 Balconies**

- (a) Balconies should be designed to maximize light into the unit.
- (b) Open balconies can be excluded from FSR up to a maximum of 8% of residential floor area. Enclosed balconies are not allowed. See Section 7 Open Space, for further design considerations for balconies.

## 5.5 Exterior Walls and Finishing

- (a) While a range of exterior walls and finishes may be used—including brick, concrete, stucco, vinyl siding, and other forms of cladding—care should be taken with the selection, proportions, detailing, and finishing to ensure a quality appearance and durability.

**Figure 28: Examples of stucco, brick, and vinyl siding used well**



- (b) The lower levels of developments should be carefully designed to relate to pedestrian scale, and enhance the close-up view of the pedestrian, even when the uses are not intended to attract the general public. Measures to achieve this should include maximizing transparency (display windows, windows onto store or other activity), high quality materials, and more intensive detailing that contribute to pedestrian interest. Translucent or opaque filming of the storefront glazing is highly discouraged.
- (c) 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
- (d) Walls abutting the lane should be carefully designed to be attractive to neighbouring developments and passerby through articulation, the use of quality materials, and landscaping.

## 5.6 Awnings and Canopies

Section 2.7 describes where weather protection should be located.

- (a) Awnings and canopies should be of high quality. Consideration should be given to a continuous, architecturally integrated system that incorporates the signage.
- (b) Awnings and canopies should be deep enough and close enough to the ground to provide shelter.

**Figure 29: Examples of architecturally integrated, high quality weather protection**



## 5.7 Lights

- (a) Buildings, open spaces and parking areas should have lighting located and designed to ensure that all areas are well lit. However, exterior lighting should be sensitive to the residential uses in the project and adjacent buildings. 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.

**Figure 30: Example of pedestrian-friendly frontage**



## 7 Open Space

### 7.2 Semi-Private Open Space

An exterior common amenity space as an “active” or “social” semi-private open space is desirable.

In courtyard projects, the courtyards typically serve a combination of functions, such as circulation, buffer between units, and as a source of natural light and air to courtyard-facing rooms. Owing to these functions, they are rarely suitable locations for the kind of social use mentioned above. Although a courtyard can provide an opportunity for a common outdoor amenity space and play area, and such programming is highly encouraged, it would not be considered as an amenity space to fulfill the requirement for exterior amenity space due to the reasons outlined above.

- (a) Semi-private common open space, accessible to residents, should be provided wherever possible. It should preferably occur in the rear, either on top of the commercial/parking level or on levels above. Impacts on privacy, view, and noise for nearby units and properties should be addressed.
- (b) Roof spaces should be accessible and utilized as common outdoor amenity space, wherever possible. Accessible roof spaces may be programmed to encourage social interaction, including children’s play space, seating nodes, and a variety of active and passive spaces.
- (c) Where possible, exterior amenity space should be located contiguous with an indoor amenity space.
- (d) Adequate artificial light should also be carefully designed, so not to disturb livability of adjacent residential units.
- (e) Refer to the *High-Density Housing for Families with Children Guidelines* for guidance on common open space.

### 7.3 Private Open Space

Usable private open space should be provided for each dwelling unit, particularly for family units. Examples of usable private open space include open balconies, private terraces, and private roof decks.

- (a) Private open space should be designed to capture sun and views where possible.
- (b) Private open space in the form of balconies, decks or patios should have a minimum single horizontal dimension of 1.8 m and minimum area of 4.5 m<sup>2</sup>.
- (c) Private outdoor space shall be provided for all units with two or more bedrooms. Refer to the *High-Density Housing for Families with Children Guidelines* for guidance on private open space for family units.
- (d) All studio and one bedroom units shall provide private outdoor space, unless a commensurate amount of common exterior amenity space of no less than 4.5 m<sup>2</sup> per unit is provided, based on total dwelling units of the development. Courtyard floors would not be considered as an amenity space to fulfill this requirement for exterior amenity space due to the reasons outlined in Section 7.2 above.
- (e) If private outdoor space is not provided for a studio or one bedroom unit, unit layout and design should maximize solar and ventilation access by maximizing operable glazing units.

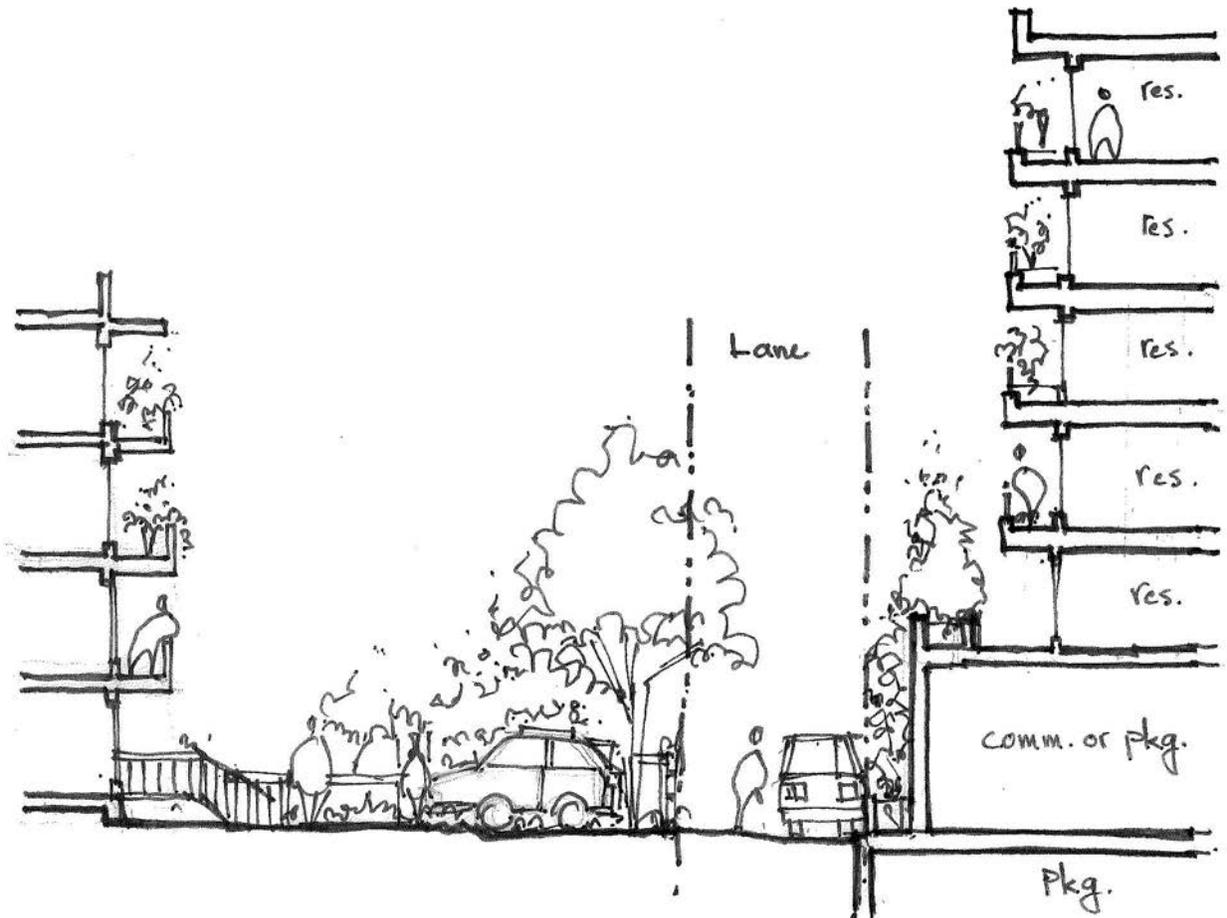
Provision of Juliet balconies should also be considered. This guideline recognizes that the usability of private balconies which directly face a vehicular roadway may be less desirable than a semi-private rooftop open amenity space. Furthermore, this allowance may also aid the applicant in achieving the higher building energy efficiency.

## 8 Landscaping

Landscaping can improve the livability of dwelling units.

- (a) Existing trees and significant landscape features should be retained where possible.
- (b) When the lower level of the development projects close to the lane:
  - (i) The narrow rear yard at the lane edge should be planted with vines, trailing, and upright plants. Provision to protect the planting from lane traffic should be made through the use of a low planter and/or substantial curb and bollards.
  - (ii) at the edge of the second level there should be a continuous planter about 1.5 m wide.
- (c) When the first level at the rear is set back substantially (usually, but not exclusively, because it contains residential) there should be a minimum 1.5 m wide strip of planting located at the lane edge. Private fencing, if present, should be located on the inside of this planting area. Provision to protect the planting from lane traffic should be made through the use of a low planter and/or substantial curbs and bollards.
- (d) Choice of plant material should take into account the need to keep branches out of the lane right-of-way and overhead wires.
- (e) Landscape design on other parts of the site should relate to anticipated activities.
- (f) Accessible roof spaces should be combined with intensive and extensive green roof systems, including planters for growing food, wherever possible.
  - (i) Intensive green roof planters with shade trees and varied plantings may be integrated with, and help spatially define, more actively programmed areas.
  - (ii) Container planters are supported; however, consideration must be given to the minimum soil volumes needed for planting types and the structural design.
  - (iii) Extensive green roofs contribute to enhancement of many City wide goals such as biodiversity, air quality and rainwater management, and may be established on non-accessible roof areas.

Figure 31: Landscaping treatment to soften lane edge and enhance livability



## 9 Utilities, Sanitation, and Public Services

### 9.1 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.

### 9.2 Garbage and Recycling

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

- (a) Garbage and recycling facilities should be fully enclosed on roof and sides, with screening to the lane.

## 10 Sustainability

### 10.1 Energy Requirements

Development must be designed to reduce energy consumption and emissions. For specific requirements, refer to the District Schedules. The Director of Planning, in consultation with the Director of Sustainability, may consider varying the energy or emissions intensity limits in the regulations. Applicants seeking a variation should provide information from a qualified consultant to demonstrate an undue impact to project feasibility, such as significant electrical upgrade requirements or supply chain challenges.

### 10.2 Simplified Form

Designers may find that a simplified building form helps to improve the performance of the building envelope. The district schedule is intended to accommodate a wide range of architectural forms for residential rental tenure buildings. Projects pursuing less articulated building envelopes should demonstrate architectural expressiveness through other design choices, such as exterior cladding and external fixtures including sun shading devices.

Applications that are designed to meet these requirements through the Passive House or ILFI Zero Energy standards should also refer to the *Zero Emissions Building Catalyst* policy and guidelines for information on design options. For information on the regulatory variances available in the Zoning and Development By-law for zero emissions buildings, see the *Guidelines for the Administration of Variances in Larger Zero Emission Buildings*.

# Guidelines

## Residential Rental Districts Schedules Design Guidelines

*Approved by Council Month Day, Year*

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## Background and Context

These guidelines are to be used in combination with the **Secured Rental Policy** and apply to all developments permitted by the rental Mixed-use Residential (RR-3), Apartment (RR-2) and Townhouse (RR-1) Districts Schedules of the Zoning and Development By-law.

## Intent

The intent of these guidelines is to improve diversity of housing choice in neighbourhoods by supporting the development of medium-density missing middle rental housing close to transit and neighbourhood amenities.

The existing neighbourhood may consist primarily of detached houses on single lots (typically 10 m - 33 ft. or 15.2 m - 50 ft. wide) with characteristics such as regular spacing, individual front entries, and generously landscaped front yards.

As new development occurs, there will be an incremental change in the character of the streets. New mixed-use residential buildings, apartments and townhouses will be larger than most existing buildings, but can continue to reflect desirable characteristics of the neighbourhood. The intent is to create missing middle buildings that foster neighbourliness and social connection, and contribute to an evolving streetscape which accommodates more architectural variety as well as diversity of housing options.

## Application

The applicable district schedule, which outlines the permitted size and type of new building, is dependent on the site location as outlined in the **Secured Rental Policy** under section 2.4 *Rezoning in Low Density Transition Areas*. Generally, 4 or 6-storey mixed-use residential buildings and 5 or 6-storey apartments are permitted on arterial streets; while 4-storey apartments and townhouses are permitted on local streets within the first block adjacent to an arterial street, as illustrated in figure 1.

**Figure 1: Illustration of rental building types for arterial and local streetscapes**



**Table 1: Rental district eligibility relative to site location**

Rental District		Storeys	Lot Assembly	Site Location	Guidelines Section
Mixed-Use Residential	RR-3A	4	30.1 m (99 ft.) min.	Arterial Street <sup>(2)</sup>	<a href="#">1.1</a>
	RR-3B	6 <sup>(1)</sup>	30.1 m (99 ft.) min.	Arterial Street <sup>(2)</sup>	
Apartment	RR-2A	4	20.1 m (66 ft.) min. 30.1 m (99 ft.) max. <sup>(4)</sup>	Local Street <sup>(3)</sup> and Arterial Street <sup>(2)</sup>	<a href="#">1.2</a>
	RR-2B	5	20.1 m (66 ft.) min.	Local Street <sup>(3)</sup> <sup>(5)</sup> Arterial Street <sup>(2)</sup>	
	RR-2C	6 <sup>(1)</sup>	30.1 m (99 ft.) min.	Arterial Street <sup>(2)</sup>	
Townhouse	RR-1	3	20.1 m (66 ft.) min. 40.2 m (132 ft.) max.	Local Street <sup>(3)</sup>	<a href="#">1.3</a>
	RR-1	4	30.1 m (99 ft.) min. 40.2 m (132 ft.) max.	Local Street <sup>(3)</sup>	
	RR-1	3	Single Lot <sup>(6)</sup>	Local Street <sup>(3)</sup>	<a href="#">1.4</a>

- (1) 6-storey buildings are reserved for projects with below-market rents as defined in the Secured Rental Policy under section 4 *Affordability*.
- (2) Arterial Streets are generally streets with a bus route or as illustrated in the Secured Rental Policy eligibility map.
- (3) Local Streets are non-arterial streets within the first block of an arterial street.
- (4) Corner sites may be permitted an increase on the assembly (to a site frontage of 45.7 m - 150 ft.) as outlined in [section 1.2 \(a\)](#) of these guidelines
- (5) 5-storey buildings are allowed on corner sites flanking an arterial street, if they comply with [section 1.2 \(i\) \(ii\)](#) of these guidelines.
- (6) Small multiplex buildings (triplex to 8-unit townhouses).

# Guidelines

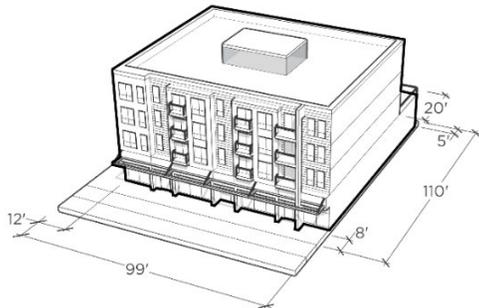
## 1 Building Typologies and Development Scenarios

### 1.1 Mixed-use Residential Building

Mixed-use residential buildings should have a simple, compact design to assist in improving the energy performance of the building envelope and to mitigate the impact of the building size (primarily depth) on adjacent sites. Residential levels will typically have a double-loaded corridor plan layout. Designs that vary from double-loaded layouts (i.e. single-loaded or courtyard designs) have benefits in terms of access to daylight and cross ventilation and may also be considered, subject to review of impact on adjacent sites. Mixed-use residential buildings should have a strong pedestrian orientation and direct adjacency to the street edge. The ground level of these buildings is intended to help create an attractive local shopping area by encouraging small scale commercial frontages, while allowing for larger scale stores (i.e. grocery stores) that fit with the neighbourhood context.

**Table 2: 4-storey Mixed-use Residential Building Regulations**

#### RR-3A

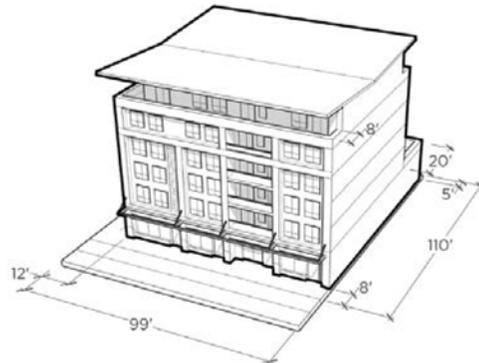


**SITE STANDARDS**

Site Area (min.)	920 m <sup>2</sup> 9,900 sf.
Site Frontage (min.)	30.1 m 99 ft.
Site Depth (min.)	30.5 m 100 ft.
- Shallow Site (max.)	33.5 m 110 ft.
FSR (min.)	
- Non-dwelling Uses	0.35

**Table 3: 6-storey Mixed-use Residential Building Regulations**

#### RR-3B



**SITE STANDARDS**

Site Area (min.)	920 m <sup>2</sup> 9,900 sf.
Site Frontage (min.)	30.1 m 99 ft.
Site Depth (min.)	30.5 m 100 ft.
- Shallow Site (max.)	33.5 m 110 ft.
FSR (min.)	
- Non-dwelling Uses	0.35

FSR (max.)	
- Standard Site	2.4
- Corner Site	2.5 <sup>(1)</sup>
- Shallow Site	2.5 <sup>(1)</sup>
<b>BUILDING STANDARDS</b>	
Front Yard (min.)	2.4 m 8 ft.
Side Yard (min.)	
- Adjacent to R district	3.7 m <sup>(2)</sup> 12 ft.
- Adjacent to C or mixed-use district	0 m <sup>(3)</sup> 0 ft.
- Adjacent to Flanking St	2.4 m 8 ft.
Rear Yard (min.)	
- Ground Level Storey	1.5 m <sup>(4)</sup> 5 ft.
- Above Storeys	6.1 m 20 ft.
Height (max.)	15.2 m 50 ft.
- Storeys (max.)	4
Building Depth (max.)	24.4 m 80 ft.
Shoulder Setback (min.)	N/A

FSR (max.)	
- Standard Site	3.4
- Corner Site	3.5 <sup>(1)</sup>
- Shallow Site	3.5 <sup>(1)</sup>
<b>BUILDING STANDARDS</b>	
Front Yard (min.)	2.4 m 8 ft.
Side Yard (min.)	
- Adjacent to R district	3.7 m <sup>(2)</sup> 12 ft.
- Adjacent to C or mixed-use district	0 m <sup>(3)</sup> 0 ft.
- Adjacent to Flanking St	2.4 m 8 ft.
Rear Yard (min.)	
- Ground Level Storey	1.5 m <sup>(4)</sup> 5 ft.
- Above Storeys	6.1 m 20 ft.
Height (max.)	22 m 72 ft.
- Storeys (max.)	6 <sup>(5)</sup>
Building Depth (max.)	24.4 m 80 ft.
Shoulder Setback (min.)	2.4m <sup>(6)</sup> 8 ft.

- (1) Discretionary FSR reserved for shallow sites (less or equal to 33.5 m - 110 ft. in depth) or corner sites.
- (2) Minimum side yard setback adjacent to residential sites in an R district.
- (3) Minimum side yard setback adjacent to commercial or mixed-use residential site in a C, RR-3 or CD-1 district.
- (4) Minimum rear yard setback for non-dwelling uses. If dwelling uses are provided at the ground level storey the minimum rear yard setback must be 6.1 m (20 ft.).
- (5) 6-storey option is reserved for projects with below market rents as defined in the Secured Rental Policy under section 4 *Affordability*.
- (6) Stepback to be provided on all sides of the building above the 5<sup>th</sup> storey; except for a side adjacent to commercial or mixed-use residential sites in a C, RR-3 or CD-1 district in which case no stepback is required.

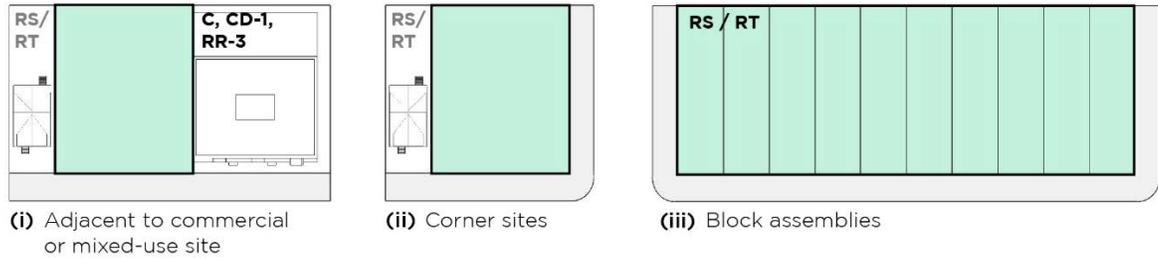
(a) Application

Mixed-use residential buildings will be permitted on arterial streets under the following conditions:

- (i) On a site located directly adjacent to an existing commercial or mixed-use residential site in a C, RR-3 or CD-1 district;
- (ii) On a corner site in an RS or RT district, particularly when the corner is at an intersection where at least two other corner sites are in a C, RR-3 and/or CD-1 district; or

(iii) On a full block assembly when all RS and/or RT district lots will be redeveloped as RR-3.

**Figure 2: Eligible site locations for mixed-use residential buildings**



(b) Assembly

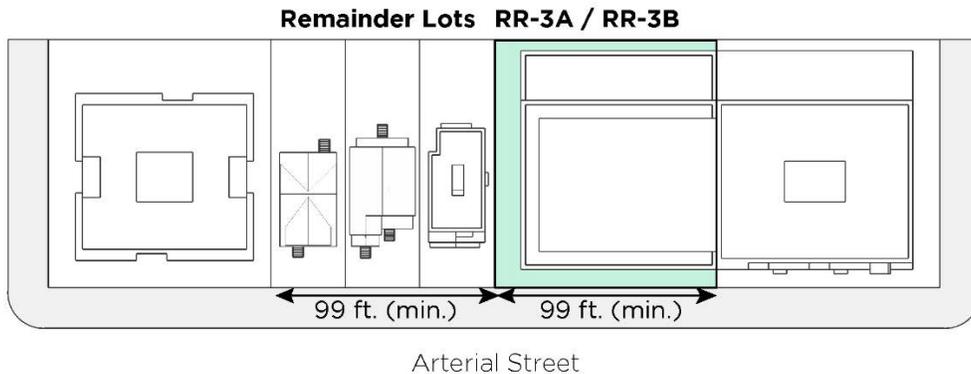
4 to 6-storey mixed-use residential buildings require a minimum site frontage of 30.1 m (99 ft.) which typically means assembly of three standard 10 m (33 ft.) wide lots or two standard 15.2 m (50 ft.) wide lots.

There is no limit on assembly (i.e. no maximum site frontage) recognizing that arterial streets are suitable for the development of medium-density mixed-use residential buildings. For large assemblies, the architectural design should mitigate the appearance of a long, monotonous building.

(c) Remainder Lots

On arterial streets, assemblies should ensure that adjacent lots within the block are able to meet the minimum site frontage of 30.1 m (99 ft.) required for redevelopment. In most neighbourhoods, this means that at least three standard 10 m (33 ft.) wide lots must remain side-by-side.

**Figure 3: Minimum assembly and remainder frontage requirements for mixed-use residential buildings**



(d) Front and Side Yard and Setback

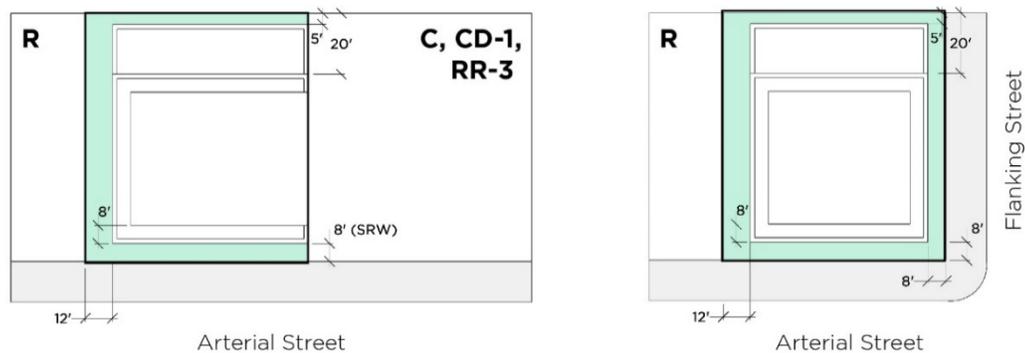
The front yard setback requirement is intended to be secured as at-grade statutory right of way (SRW), for sidewalk improvement and widening. The front yard will establish a comfortable pedestrian realm and accommodate an enhanced sidewalk width that fosters social interaction.

For mixed-use residential buildings, the following side yard requirements apply:

- (i) A minimum 3.7 m (12 ft.) side yard should be provided adjacent to residential sites in an R district.
- (ii) No side yard is required adjacent to commercial or mixed-use residential sites in C, RR-3 or CD-1 districts.
- (iii) On corner sites, a minimum 2.4 m (8 ft.) exterior side yard should be provided adjacent to a flanking street.

For 6-storey mixed-use residential buildings a minimum 2.4 m (8 ft.) setback is required above the fifth storey on all sides, except that when a side adjoins a commercial or mixed-use residential site, no setback is required along that building face.

**Figure 4: Required yard and shoulder setbacks for mixed-use residential buildings**



(e) Access

- (i) Pedestrian access to commercial uses should be level with the adjacent sidewalk. This may require stepping the commercial units to match the street elevation on sites with sloping topography.
- (ii) Residential entries should be separate, easily identifiable and architecturally distinct from retail or office entries or lobbies. On corner sites, side street residential entries should be provided.
- (iii) Vehicular access to parking, loading and service areas should be provided from the lane. Negative impacts of vehicular access and service areas should be minimized through treatments such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.

(f) Weather Protection

- (i) The ground floor elevation facing the street should include a continuous, architecturally integrated weather protection and signage system.
- (ii) Weather protection and signage systems 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.
- (iii) Weather protection should be provided for common entrances, and for exterior residential entrances.
- (iv) Weather protection should be located within 3.0 m (10 ft.) of the level it serves to ensure effective protection.

(g) Open Space

- (i) The rear yard is intended to provide space for landscaping, lane improvements and beautification, and to facilitate possible commercial patio opportunities.
- (ii) Landscaping elements such as trellis, planters and pergolas may protrude into the rear yard when these contribute to the activation of the lane.
- (iii) Useable private open space such as balconies and private terraces should generally be provided for each dwelling unit, particularly for family-size units (2 or more bedrooms).

(h) External Design

- (i) When party walls are likely to remain exposed because of adjacent low-scale development, these should be carefully designed emphasizing quality materials, textures, articulation, colour and/or landscaped with climbing or hanging plants.
- (ii) Ground floor levels should enhance the pedestrian experience by maximizing transparency (e.g. display windows), employing high quality materials and more intensive detailing. Translucent or opaque filming of storefront glazing is highly discouraged.

(i) Development Scenarios

(i) Standard Mid-block

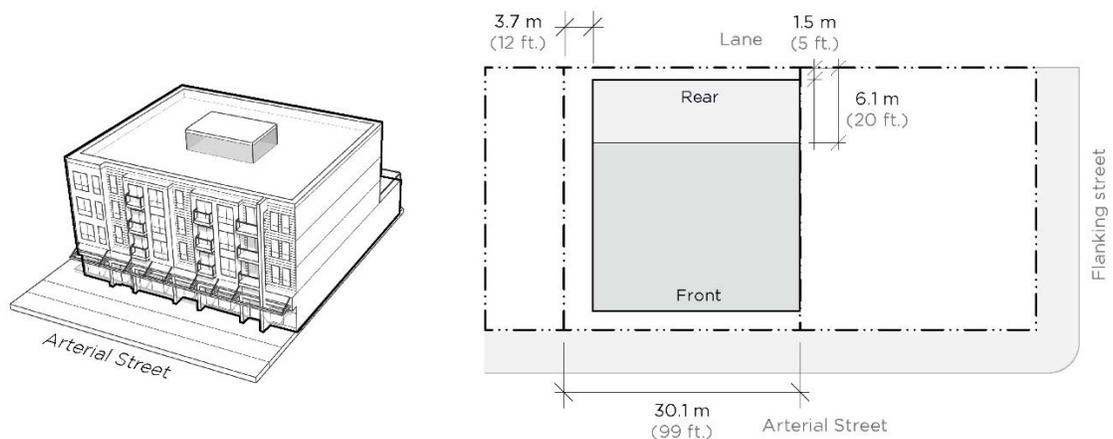
Mid-block sites will typically accommodate a single building with commercial uses at the ground level and residential uses on levels above.

A discretionary increase in floor space ratio may be considered for shallow sites (less or equal to 33.5 m - 110 ft. in depth) as outlined in the tables 2 and 3 in [section 1.1](#) of these guidelines. Sites that are required to provide statutory right of ways (exceeding 8 ft.) or land dedications may not be able to attain this higher density.

Residential use at grade along the rear may be considered. Impacts on unit livability caused by vehicular accesses, parking, loading, garbage collection and service areas should be mitigated.

Commercial uses on the second storey may also be considered.

**Figure 5: Illustration of a Mid-block Mixed-use residential development**



(ii) Corner Site

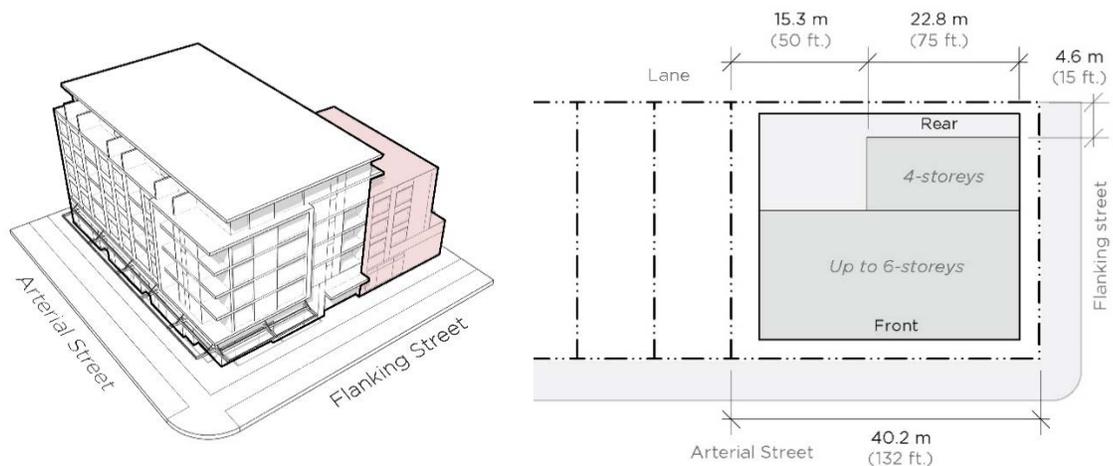
On corner sites, both street-facing façades should be fully developed as front elevations. At-grade commercial use should wrap the corner to create continuation of pedestrian scale and interest, and may be in combination with residential uses.

On corner sites, a building extension (wing) may be permitted along the flanking street up to the fourth storey. This will provide a massing transition to sites to the rear which are eligible for 4-storey apartments under the Secured Rental Policy.

The wing will create a sense of enclosure to the street wall along the flanking street, provide additional opportunities for shops, services and pedestrian interest wrapping the corner, and provide acoustic protection for open spaces oriented towards the lane.

The wing must be located at least 15.3 m (50 ft.) from an adjoining site and must not be wider than 22.8 m (75 ft.). This opportunity is generally limited to sites with a minimum frontage of 40.2 m (132 ft.) along the arterial street and a minimum site area of 1,470 m<sup>2</sup> (15,820 sq. ft.). A minimum 4.6 m (15 ft.) setback from the ultimate rear property line should be provided along the entire elevation of the wing.

**Figure 6: Illustration of a corner site Mixed-use residential development with wing extension**



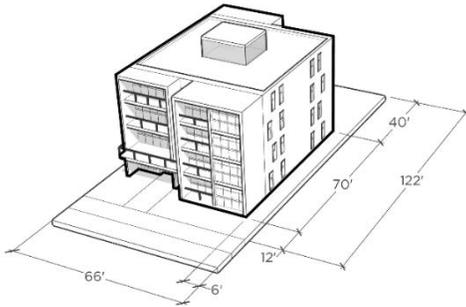
A discretionary increase in floor space ratio, as outlined in the tables 2 and 3 in [section 1.1](#) of these guidelines, may be considered for corner sites that achieve a wing extension. Sites with smaller frontages or site areas than those specified above may not be able to attain this higher density.

## 1.2 Apartments

Apartments should have a simple, compact design to assist in improving the energy performance of the building envelope and to mitigate the impact of the building size (primarily depth) on adjacent sites. Apartments will typically have a double-loaded corridor plan layout. Designs that vary from double-loaded layouts (i.e. single-loaded or courtyard designs) have benefits in terms of access to daylight and cross ventilation and may also be considered, subject to review of impact on adjacent sites. 4-storey apartment buildings will introduce incremental change to local streets and will typically be limited in frontage width to achieve a higher degree of compatibility with the existing streetscape. 5 and 6-storey apartment buildings will introduce a higher degree of change to arterial streets in response to the greater width and function of the street.

**Table 4: 4-storey Apartment Regulations**

**RR-2A**



**LOT STANDARDS**

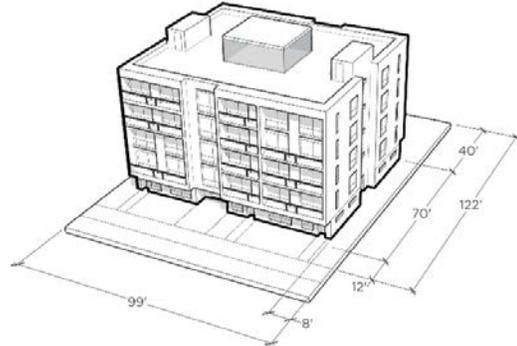
Site Area (min.)	613 m <sup>2</sup> 6,600 sf.
Site Frontage (min.)	20.1 m 66 ft.
Site Frontage (max.)	30.5 m 100 ft.
- Corner Site	45.7 m 150 ft.
Site Depth (min.)	30.5 m 100 ft.
- Shallow Site (max.)	33.5 m 110 ft.
FSR (max.)	
- Mid-block Site	1.75
- Corner Site	2.0 <sup>(1)</sup>
- Shallow Site	2.0 <sup>(1)</sup>

**BUILDING STANDARDS**

Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	1.8 m 6 ft.
Rear Yard (min.)	7.6 m 25 ft.
Height (max.)	13.7 m 45 ft.
- Storeys	4
Building Depth (max.)	22.8 m 75 ft. <sup>(2)</sup>

**Table 5: 5-storey Apartment Regulations**

**RR-2B**



**LOT STANDARDS**

Site Area (min.)	613 m <sup>2</sup> 6,600 sf.
Site Frontage (min.)	20.1 m 66 ft.
Site Frontage (max.)	N/A
Site Depth (min.)	30.5 m 100 ft.
- Shallow Site (max.)	33.5 m 110 ft.
FSR (max.)	
- Mid-block Site	2.2 <sup>(1)</sup>
- Corner Site	2.4 <sup>(1)</sup>
- Shallow Site	2.4 <sup>(1)</sup>

**BUILDING STANDARDS**

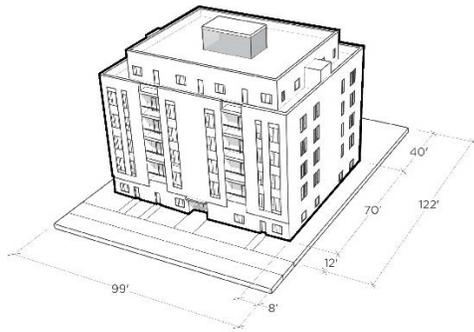
Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	2.4 m 8 ft.
Rear Yard (min.)	7.6 m 25 ft.
Height (max.)	16.8 m 55 ft.
- Storeys	5
Building Depth (max.)	22.8 m 75 ft. <sup>(2)</sup>
Building Width (max.)	45.7 m 150 ft.

(1) Discretionary FSR reserved for shallow sites (less or equal to 33.5 m - 110 ft. in depth) or corner sites.

(2) Maximum average building depth is 21.3 m (70 ft.), and the building at no point must exceed 22.8 m (75 ft.).

**Table 6: 6-storey Apartment Regulations**

**RR-2C**



- (1) Discretionary FSR reserved for social housing projects on mid-block sites.
- (2) Discretionary FSR reserved for shallow sites (less or equal to 33.5 m - 110 ft. in depth) or corner sites.
- (3) Discretionary FSR reserved for social housing projects on corner sites.
- (4) Maximum average building depth is 21.3 m (70 ft), and the building at no point must exceed 22.8 m (75 ft.).
- (5) 6-storey option is reserved for projects with below market rents as defined in the Secured Rental Policy under section 4 *Affordability*.
- (6) Stepback to be provided on all sides of the building above the 5<sup>th</sup> storey; except for social housing projects for which no stepback is required.

**LOT STANDARDS**

Site Area (min.)	920 m <sup>2</sup> 9,900 sf.
Site Frontage (min.)	30.1 m 99 ft.
(max.)	N/A
Site Depth (min.)	30.5 m 100 ft.
FSR (max.)	
- Mid-block Site	2.4
▪ Social Housing	2.7 <sup>(1)</sup>
- Corner Site	2.7 <sup>(2)</sup>
▪ Social Housing	3.0 <sup>(3)</sup>
- Shallow Site	2.7 <sup>(2)</sup>

**BUILDING STANDARDS**

Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	2.4 m 8 ft.
Rear Yard (min.)	7.6 m 25 ft.
Height (max.)	19.8 m 65 ft.
- Storeys	6
Building Depth (max.)	22.8 m 75 ft. <sup>(5)</sup>
Building Width (max.)	45.7 m 150 ft.
Shoulder Stepback (min.)	2.4 m 8 ft. <sup>(6)</sup>

(a) Assembly

4-storey apartments: a minimum site frontage of 66 ft. is required, which typically means assembly of at least two standard 10 m (33 ft.) wide lots.

There is a limit on assembly (a maximum site frontage of 30.5 m - 100 ft.) for 4-storey apartments on local streets in order to encourage an incremental growth pattern and a variety of smaller developments. In most neighbourhoods, this will limit assembly to three standard 10 m (33 ft.) wide lots or two standard 15.2 m (50 ft.) wide lots.

Corner sites may be permitted an increase on the assembly (a maximum site frontage of 45.7 m - 150 ft.) to enable a building extension along the flanking street as outlined in [section 1.2 \(i\) \(ii\)](#) of these guidelines.

5-storey apartments: a minimum site frontage of 20.1 m (66 ft.) is required, which typically means assembly of two standard 10 m (33 ft.) wide lots.

6-storey apartments: a minimum site frontage of 30.1 (99 ft.) is required, which typically means assembly of three standard 10 m (33 ft.) wide lots or two standard 15.2 m (50 ft.) wide lots.

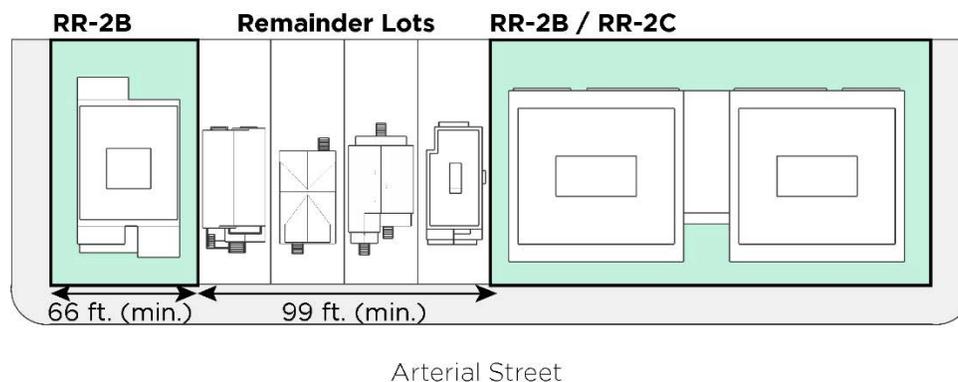
There is no limit on assembly (i.e. no maximum site frontage) for 5 or 6-storey apartments recognizing that arterial streets are suited to the development of medium-density residential apartments. For large assemblies, more than one building is encouraged, located side-by-side with generous spacing; a single building may be permitted if the architectural design mitigates the apparent width as outlined in [section 1.2 \(i\) \(iv\)](#) of these guidelines.

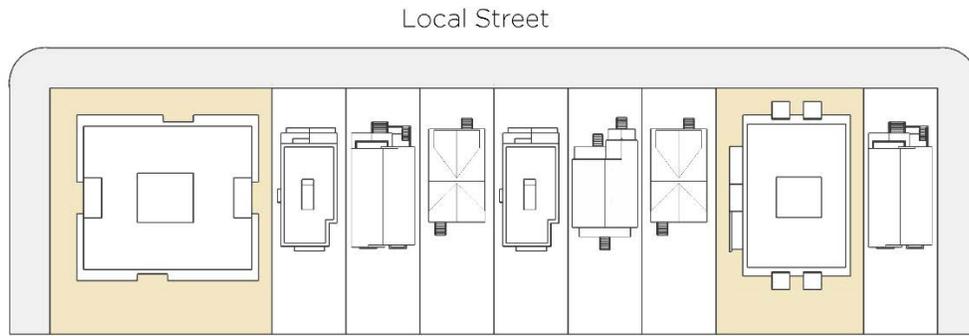
(b) Remainder Lots

Arterial Streets: assemblies for 5 or 6-storey residential apartments should ensure that adjacent lots are able to meet a minimum site frontage of 30.1 m (99 ft.). In most neighbourhoods, this means that at least three 10 m (33 ft.) wide lots must remain side-by-side.

Local Streets: there is no requirement to maintain a minimum site frontage of 20.1 m (66 ft.) to enable apartments or townhouses. Options for single lot development in the form of multiplexes (triplexes to 8-unit townhouses) are provided in [section 1.4](#) of these guidelines.

**Figure 7: Minimum assembly and remainder frontage requirements for apartments**





(c) Site Depth

A minimum site depth of 30.5 m (100 ft.) is required for apartment buildings. A second principle building may be permitted at the rear of a site, in a courtyard configuration, if the site depth is equal or greater to 41.1 m (135 ft.). The rear building may be in the form of a row of townhouses, back-to-back townhouses or a 4-storey apartment building relative to the depth of the site as per table 7 below and [section 1.2 \(i\) \(iii\)](#) of these guidelines.

**Table 7: Development scenarios relative to site depth**

Site Depth	Rear of the site adjoins a	Development Scenario: front building; and rear building	Illustration of courtyard development scenario and minimum courtyard depth
Less than 41.1 m (135 ft.)	Lane or Street	Apartment (single principle building)	N/A
Greater or equal to 41.1 m (135 ft.), and up to 47.2 m (155 ft.)	Lane or Street	Apartment; and 3-storey <sup>(1)</sup> row townhouses	
Greater or equal to 47.2 m (155 ft.)	Lane or Street	Apartment; and 3-storey <sup>(1)</sup> back to back townhouses	
Greater or equal to 53.3 m (175 ft.)	Street (double fronting)	Apartment; and 4-storey apartment	

(1) The 3<sup>rd</sup> storey must be a partial storey not exceeding 60% of the storey immediately below.

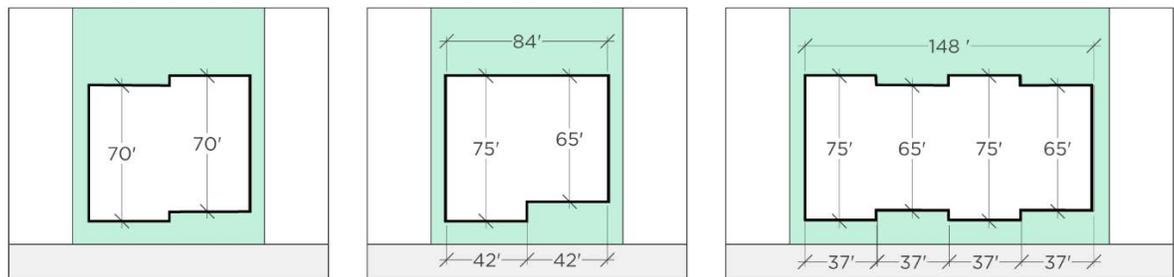
(d) Building Width

Apartment buildings on arterial streets should have a width no greater than 45.7 m (150 ft.). Limiting the building width improves compatibility with adjacent lower-scale buildings, increases permeability, and allows for better cross-ventilation and access to natural light. For larger assemblies more than one building can be permitted on a side-by-side configuration as outlined in [section 1.2 \(i\) \(iv\)](#) of these guidelines.

(e) Building Depth

For all apartments, the maximum average building depth generally should not be greater than 21.3 m (70 ft.) and the building at no point must exceed 22.8 m (75 ft.) in depth. Limiting the building depth improves livability of units by allowing greater access to natural light. The combination of a building depth average and a maximum building depth allows some flexibility for introducing variation in the architectural expression of buildings as illustrated in figure 8.

**Figure 8: Illustrations of average depth requirement for apartments**



(f) Building Orientation

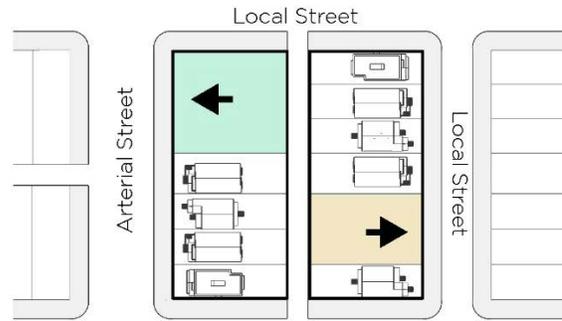
Apartment buildings should generally be oriented as to follow the existing pattern of development in a block, with main entrances facing a street. On blocks that run perpendicular to an arterial street, apartments should include a main frontage towards the local street, including corner sites as illustrated in figure 9.

**Figure 9: Apartment building orientation relative to block orientation**

**(a) Block perpendicular to arterial street**



**(b) Block parallel to arterial street**



(g) Access

- (i) Apartment buildings should provide an architecturally prominent main entrance, easily identifiable from the street and including features such as a canopy, a generous glazed lobby and seating.
- (ii) Individual dwelling units should be accessed from the main entrance through interior corridors leading to individual unit entrances.
- (iii) On corner sites, building entrances should be located facing both streets where possible.
- (iv) Fire-fighter access to units in an apartment will be from the main residential entry.
- (v) An accessible path of travel from the sidewalk to unit entries and all common spaces for persons with limited mobility should be provided; dwelling units to meet Vancouver Building By-Law's adaptable dwelling unit standards.
- (vi) Ground floor units should include entry doors facing the street (in addition to unit entries from the interior corridor) to support activation of residential street life. These should read as secondary in prominence to the main entrance.
- (i) For courtyard configurations, ground floor units should have entrances oriented to the internal courtyard. The civic address and fire fighter access for the primary unit entrance is required to be accessed from a path from the street; typically 1.2 m in width and 45 m in length for travel distance. Entry paths should not exceed a 5% slope and discrete lighting should be provided.

(h) Open Space

- (i) Visually open, landscaped front yards with semi-private patio spaces should be provided for ground floor units facing the street.
- (ii) Common outdoor space in combination with an indoor amenity room is encouraged to be located at the rooftop where practical.
- (iii) Private outdoor space should be provided through patios for ground floor units or balconies for upper units. An exception to individual private balconies can be made for studio and one-bedroom units where generous common outdoor space is provided, as outlined in [section 6.3 \(b\) \(ii\)](#) of these guidelines.

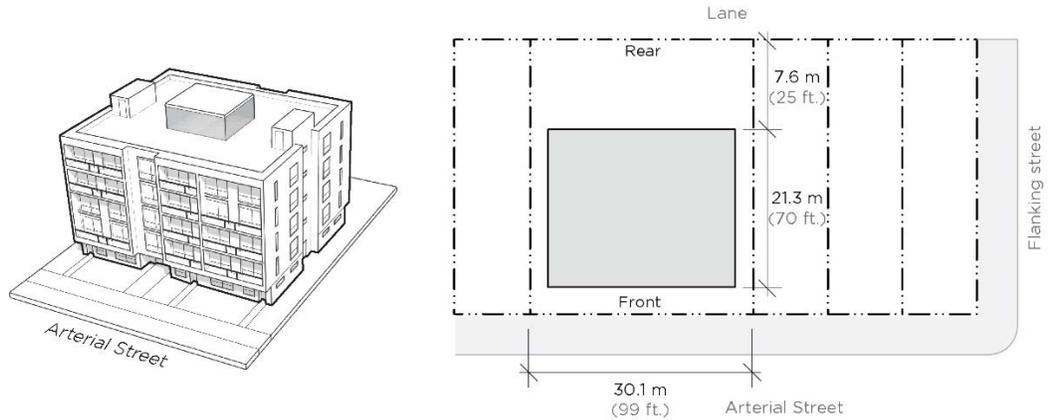
(i) Development Scenarios

(i) Standard Mid-block Site

Mid-block sites with a depth less than 41.1 m (135 ft.) will typically accommodate a single principal building with a double-loaded corridor arrangement.

A discretionary increase in floor space ratio may be considered for shallow sites (less or equal to 33.5 m - 110 ft. in depth) as outlined in the tables 4, 5 and 6 in [section 1.2](#) of these guidelines. Sites that are required to provide dedications of land or statutory right of ways may not be able to attain this higher density.

**Figure 10: Illustration of a mid-block apartment**



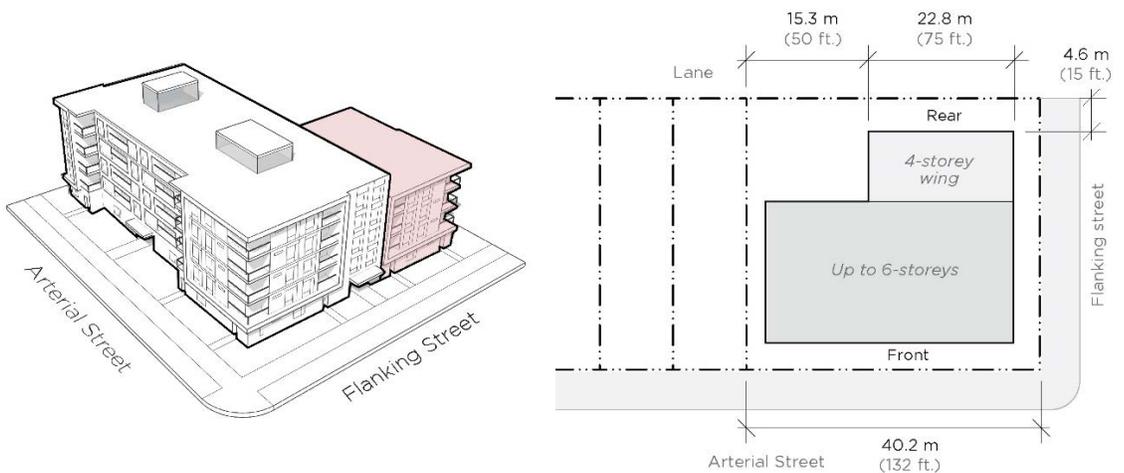
(ii) Corner Site

On corner sites, unit entries should be located facing both streets. The primary façade and building entrance should be oriented to the primary street. All elevations which face a street should be fully designed and detailed as a front.

On corner sites, a building extension (wing) may be permitted along the flanking street up to the 4<sup>th</sup> storey. On arterial fronting sites the wing will provide a massing transition to sites to the rear which are eligible for 4-storey apartments under the Secured Rental Policy. The 4-storey wing will create a sense of enclosure along the flanking street and provide acoustic protection and privacy for open spaces oriented towards the lane.

The wing must be located at least 15.3 m (50 ft.) from an adjoining site and at no point must be wider than 22.8 m (75 ft.). This opportunity is generally limited to sites with a minimum site area of 1,470 m<sup>2</sup> (15,820 sq. ft.), and a minimum site frontage of 40.2 m (132 ft.) along an arterial street (in the RR-2B and RR-2C districts) or a local street (in the RR-2A district). This allows sufficient open space to be provided at grade and preserves the livability of units in the wing. A minimum 4.6 m (15 ft.) setback from the ultimate rear property line should be provided along the entire rear elevation of the wing.

**Figure 11: Illustration of a corner site apartment with a wing extension**



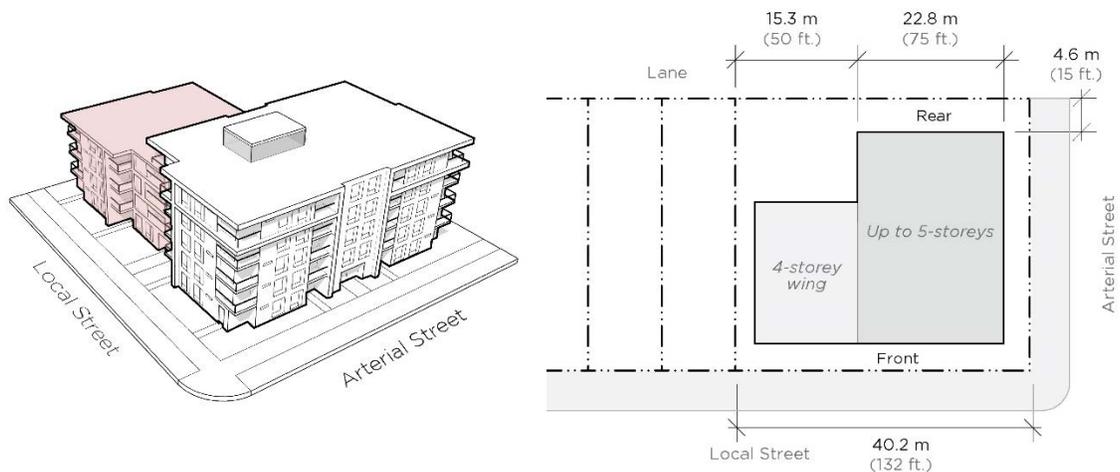
A discretionary increase in floor space ratio, as outlined in tables 4, 5 and 6, may be considered for corner sites able to achieve a wing extension. Sites with smaller frontages or shallower depths (less than 36.5m - 120 ft.) may not be able to attain this higher density.

Flanking corner sites on a block that runs perpendicular to an arterial street, as illustrated in figure 12, may develop a 5-storey apartment building along the arterial street if a wing extension provides a transition down to 4-storeys along the local street. The minimum frontage requirement for a wing, as described above, should be applied along the local street for these sites. The maximum density for these developments should not exceed 2.2 FSR, equivalent to the density of a mid-block site in the RR-2B district.

**Figure 12: Flanking corner site. Eligible for 5-storey apartment with a wing extension along the local street**



**Figure 13: Illustration of a flanking corner site apartment with a wing extension**



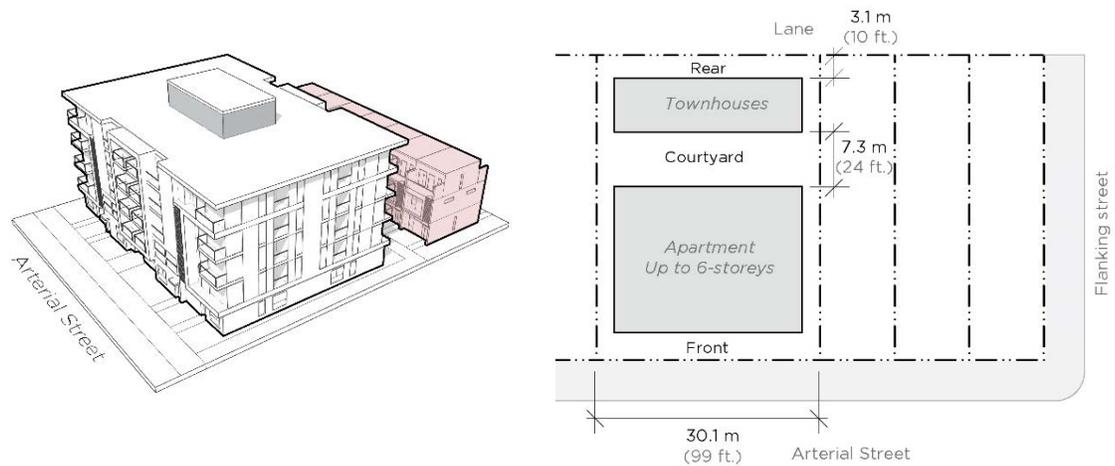
(iii) Courtyard

On sites with a depth greater or equal to 41.1 m (135 ft.), a second building may be permitted in a courtyard configuration as outlined in table 7 of these guidelines. The second building should be located at the rear of the site, parallel to a lane or street (double fronting). The rear building should generally have a depth no less than 60.1 m (20 ft.). The building at the rear of the site may be a 3-storey townhouse if adjoining a lane, or 4-storey apartment if adjoining a street on a double-fronting site with a depth greater than 53.3 m (175 ft.).

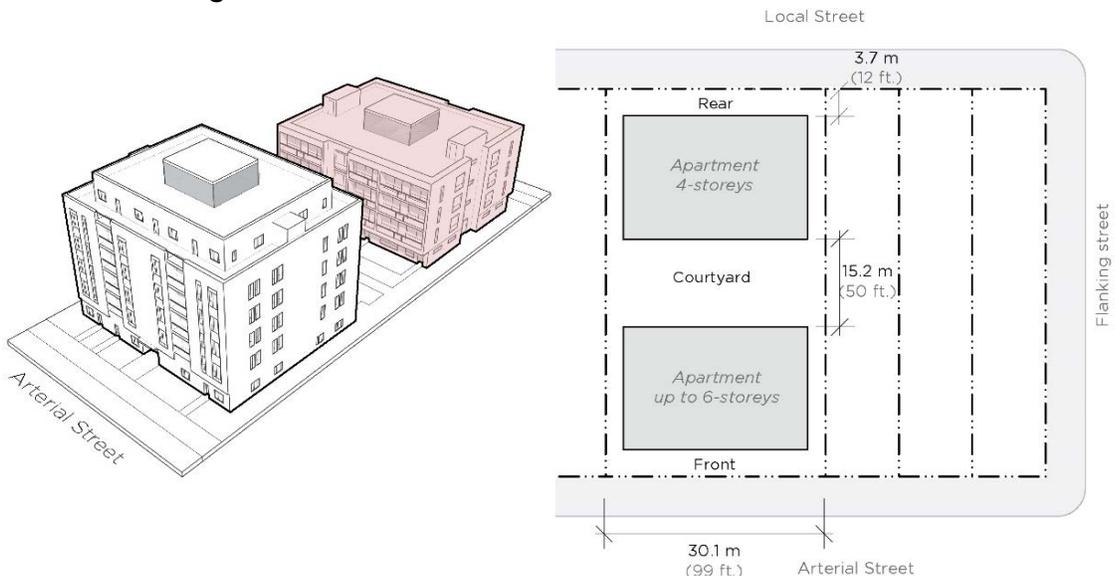
A central courtyard adequately sized to enable light and ventilation to units on either side should be provided between the buildings. For sites with a 3-storey townhouse at the rear, the courtyard should have a minimum clear width of 7.3 m (24 ft.); when building elements such as entrance porches, balconies or landing/steps project within the courtyard space, the minimum clear width should be increased to 9.1 m (30 ft.). For double fronting sites with a 4-storey apartment at the rear, the minimum clear width of the courtyard should be increased to 15.2 m (50 ft.); building elements may project within this increased courtyard space.

For courtyard configurations, a minimum rear yard of 3.1 m (10 ft.) should be provided; except that on double-fronting sites the rear yard should be treated as a front yard with an increased setback of 3.7m (12 ft.). Fire fighter access to the building at the rear of the site must be from a street, not the lane.

**Figure 14: Illustration of a courtyard apartment with townhouses at the rear**



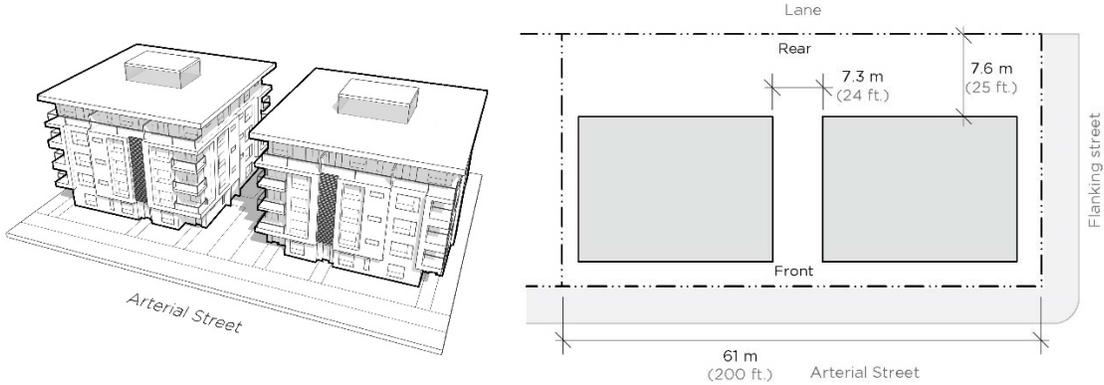
**Figure 15: Illustration of a courtyard apartment with a 4-storey apartment at the rear, on a double-fronting site**



(iv) Large Assembly

Assemblies with a total site frontage greater than 45.7 m (150 ft.) are only permitted along arterial streets. The maximum building width would require that more than one building be provided on a side-by-side arrangement for these large assemblies. A minimum 7.3 m (24 ft.) spacing between buildings is required, to create opportunities for open space and maximize solar access and cross-ventilation.

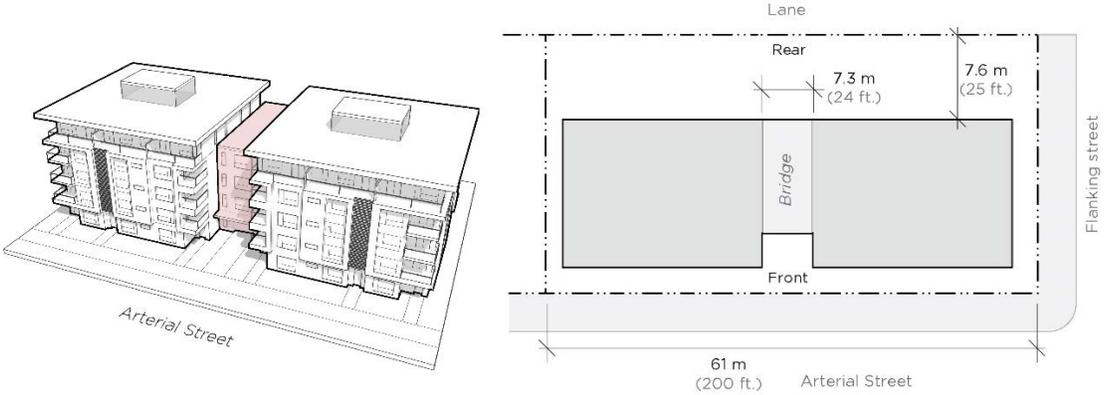
Figure 16: Illustration of a large assembly with multiple apartment buildings



A single building may be considered on assemblies with a total site frontage less than 73.1 m (240 ft.) if a bridge element with a minimum width of 7.3 m (24 ft.) is included. This would provide sufficient vertical articulation to suggest the appearance of two distinct building forms to avoid a long, monotonous front elevation.

The bridge element should be setback from the main front elevation on all storeys, creating an inset entry courtyard, and it should be at a lower height or have a material treatment which is visually lighter and secondary to the main building form. The entry courtyard should have a depth lesser than its width to prevent limited access to sunlight and amplification of street noise.

Figure 17: Illustration of a large assembly with a single apartment building with a bridge element



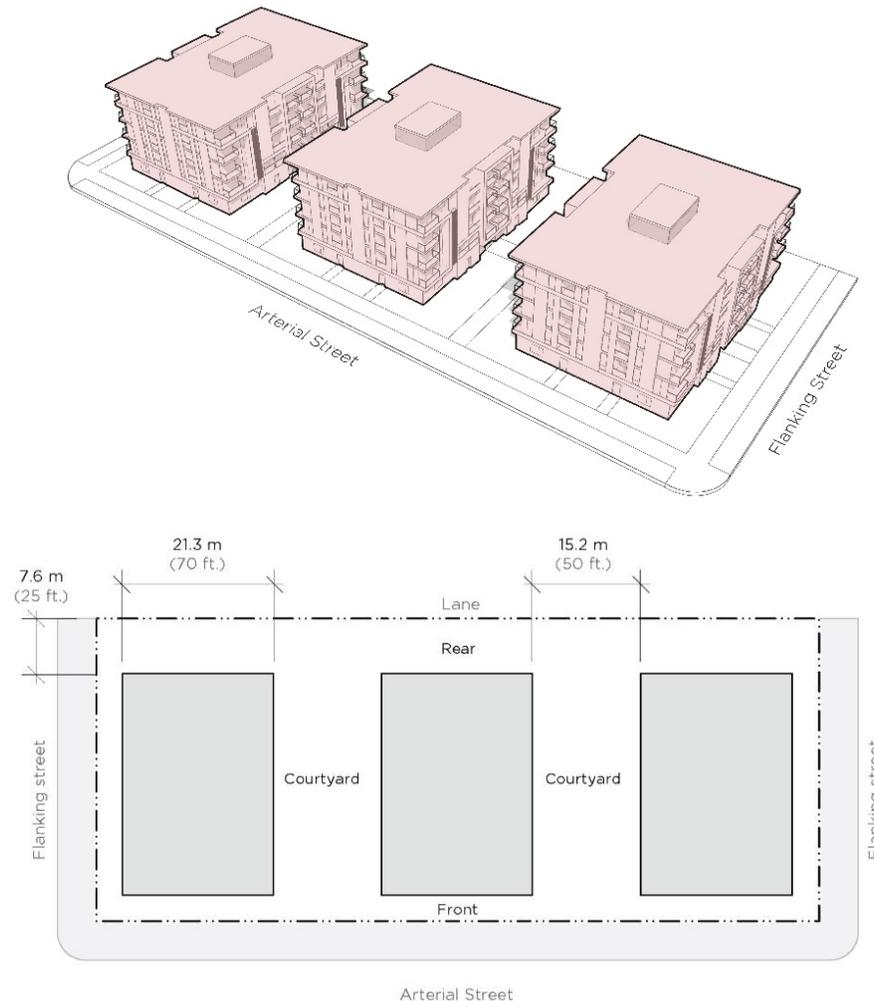
(v) Large Assembly on Deep Site

In unique circumstances, buildings may be reoriented so that the longest frontage runs parallel to the side property line, if the site depth is greater or equal to 42.7 m (140 ft.). This opportunity is generally limited to entire block assemblies since these do not have an immediate adjacency to a neighbouring property, and have a lane or street separation to other properties.

Central courtyards with a minimum clear width of 15.2 m (50 ft.) should be provided between buildings, to enable sufficient light and ventilation to units on either side. Access to main entrances would generally be from the courtyard via a clearly identifiable path connecting to the street. Ground floor units should include Individual entrances (in addition to entries from the interior corridor) in order to activate the street life.

A minimum rear yard of 7.6 m (25 ft.) should be provided to create a generous transition to the properties across the lane. Maximum building depth requirements must be applied to the building frontage running parallel to the arterial street in this arrangement.

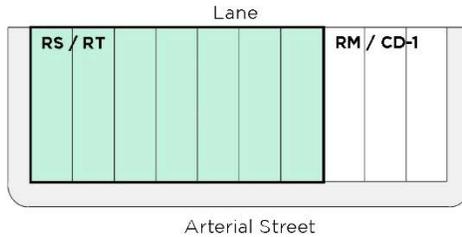
**Figure 18: Illustration of an entire block assembly with reoriented apartment buildings**



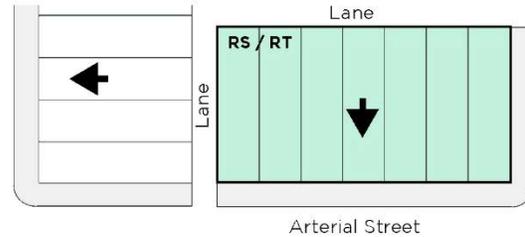
Reoriented apartment buildings may also be considered on partial assemblies if remaining lots are in a residential multiple dwelling district (RM or CD-1), and the internal side yard depth is increased to a minimum of 6.1 m (20 ft.); or if the assembly adjoins a T, L or H shaped lane where properties across the lane are oriented towards the flanking street.

**Figure 19: Other sites where re-orientation of apartment buildings may be possible**

**(a)** Adjacent to RM or CD-1 site



**(b)** Assemblies adjoining a T, L or H shaped lane

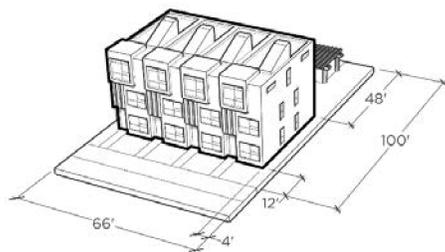


### 1.3 Townhouses

Townhouses should be located along local streets to better suit their ground oriented form. Townhouses should have individual entrances to each dwelling from the exterior of the building, and will typically have direct access to the front and the rear of the site. Townhouses should have a clear architectural identity for individual dwelling units as viewed from the street, courtyard, or rear yard, through elements such as individual entrance porches and patios. Townhouse buildings may be arranged in single rows or courtyard configurations, with units located side-by-side, back-to-back or stacked as outlined in [section 1.3 \(e\)](#) of these guidelines.

**Table 8: 3-storey Townhouse Regulations**

**RR-1 (more than 8 units)**

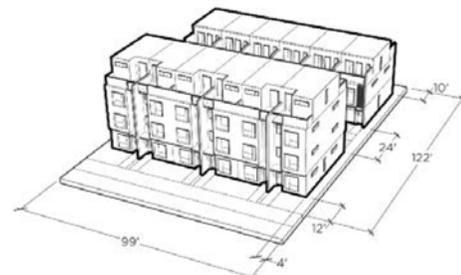


**LOT STANDARDS**

Site Area (min.)	613 m <sup>2</sup> 6,600 sf.
(max.)	1,500 m <sup>2</sup> 16,150 sf.

**Table 9: 4-storey Townhouse Regulations**

**RR-1 (more than 8 units)**



**LOT STANDARDS**

Site Area (min.)	920 m <sup>2</sup> 9,900 sf.
(max.)	1,500 m <sup>2</sup> 16,150 sf.

Frontage (min.)	20.1 m 66 ft.
(max.)	40.2 m 132 ft.
FSR (max.)	1.2
<b>BUILDING STANDARDS</b>	
Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	1.2 m 4 ft.
Rear Yard (min.)	3.1 m 10 ft.
Height (max.)	
- Front building	11.5 m 38 ft.
▪ Storeys	3
- Rear building	10.7 m 35 ft.
▪ Storeys	3 <sup>(1)</sup>

Frontage (min.)	30.1 m 99 ft.
(max.)	40.2 m 132 ft.
FSR (max.)	1.45
<b>BUILDING STANDARDS</b>	
Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	1.2 m 4 ft.
Rear Yard (min.)	3.1 m 10 ft.
Height (max.)	
- Front building	13.7 m 45 ft.
▪ Storeys	4 <sup>(2)</sup>
- Rear building	10.7 m 35 ft.
▪ Storeys	3 <sup>(1)</sup>

(1) 3<sup>rd</sup> storey must be a partial storey not exceeding 60% of the storey immediately below.

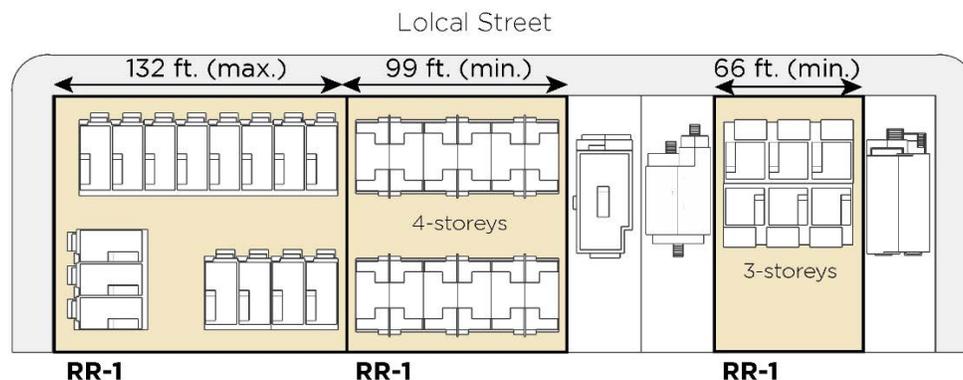
(2) 4<sup>th</sup> storey must be a partial storey not exceeding 60% of the storey immediately below.

(a) Assembly

3-storey townhouses require a minimum site frontage of 20.1 m (66 ft.) which typically means assembly of at least two standard 10 m (33 ft.) wide lots. 4-storey townhouses will require a minimum site frontage of 30.1 m (99 ft.) which typically means assembly of at least 3 standard 10 m (33 ft.) wide lots or two standard 15.2 m (50 ft.) wide lots.

There is a limit on assembly (a maximum site frontage of 40.2 m - 132 ft.) for townhouses. In most neighbourhoods, this will limit assembly to four 10 m (33 ft.) wide lots.

**Figure 20: Minimum assembly requirements for townhouses**



(b) Access

- (i) Each unit should have an exterior entrance with access to grade. This access will typically be direct, but some units may share exterior passageways to access grade.
- (ii) Shared exterior passageways and landings may also be provided to limit the extent of individual exterior landing and stair projections in courtyards; when combined with an elevator, this type of arrangement can also provide improved accessibility for persons with limited mobility to upper units.
- (iii) Unit entrances may face a street, courtyard or lane. Ground floor unit entrances should be level with the sidewalk or courtyard for improved accessibility.
- (iv) For courtyard configurations, ground floor units should have entrances oriented to the internal courtyard. The civic address and fire fighter access for the primary unit entrance is required to be accessed from a path from the street; typically 1.2 m in width and 45 m in length for travel distance. Entry paths should not exceed a 5% slope and discrete lighting should be provided.
- (v) The primary entrance for units in rear buildings will be from the courtyard. A secondary entrance oriented to the lane is encouraged to activate the lane interface
- (vi) On corner sites, building fronts and entrances should be located facing both streets and both street-facing elevations should be fully designed and detailed.

(c) Open Space

- (i) Units should provide access to private outdoor space at grade or on the roof top.
- (ii) Visually open, landscaped front yards with semi-private patio spaces should be provided for units fronting onto a street.
- (iii) Courtyard spaces will serve as the main entrance for some or all units located at the rear of the site. These spaces should be carefully designed and provide common outdoor space.

(d) Site Design

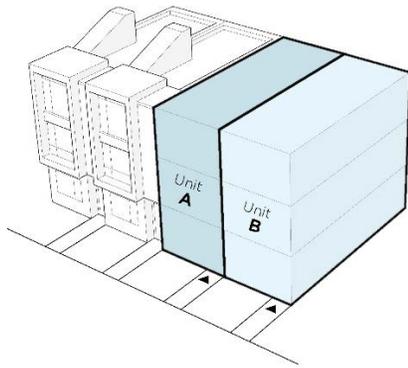
- (i) Rows of units may be broken up into more than one building with a minimum spacing of 3.0 m (10 ft.) between buildings.
- (ii) Buildings should not exceed 26 m (85 ft.) in width.
- (iii) Individual units should have a width not less than 3.7 m (12 ft.), and the width of major living spaces (i.e. living and dining room) should not be less than 4.2 m (14 ft.). Width of a unit is a clear interior dimension and does not include walls.

(e) Development Scenarios

(i) Rowhouse

Units are located side-by-side. Each unit occupies and has internal access to every storey. Each unit has an entrance at grade to the front and to the rear of the site. For sites with large frontages the row may be broken up into more than one building.

**Figure 21: Illustration of townhouse units in a side-by-side arrangement**

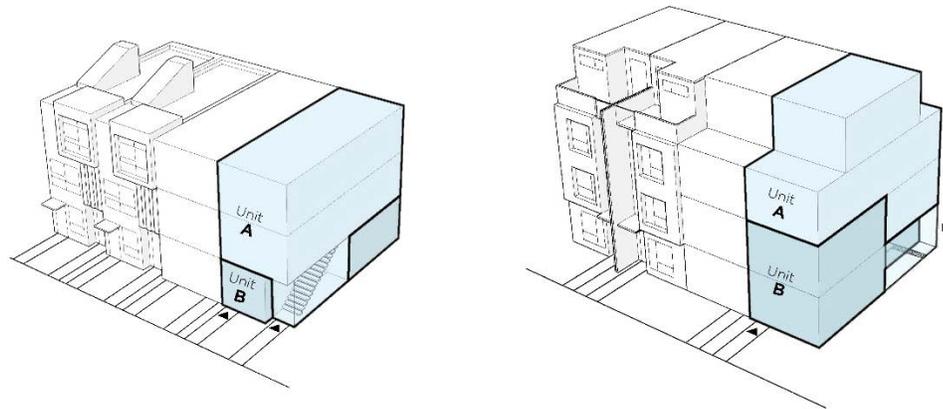


(ii) Stacked

Units are stacked on top of each other. Upper units may have some internal access to the lowest storey, typically limited to stairs or small foyer; while lower units have no access to upper storeys or rooftop. Access to upper units may be achieved through internal and external stairs. Some units may only have direct access to the front or rear of the site.

Stacked townhouse arrangements typically include: three units located on top of each other (flats), a two or three-storey unit stacked on top of a ground level unit, or a two-storey unit stacked on top of a two-storey unit (interlocked). Other configurations may be considered.

**Figure 22: Illustration of townhouse units in a stacked arrangement**



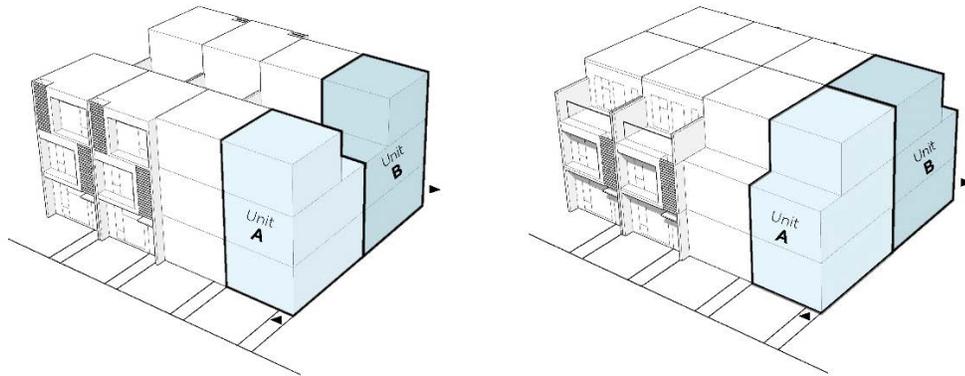
(iii) Back-to-back

Two rows of townhouses are located back-to-back, with one row of units facing the front of the site and one row facing the rear. Units share side and back walls with adjacent units. Except at corners, units have a single exposure (i.e. a single exterior wall) and should be designed to be wider and not as deep as townhouse units with a double exposure; this will generally mean not exceeding 7.6 m (25 ft.) in depth to avoid internal rooms with no windows and limited access to daylight.

Units have individual entrances facing a street or courtyard/rear yard. Except at corners, units in the front row will not have direct access to the rear of the site. These units will access the rear of the site by walking along the public sidewalk to a common path, typically in a side yard.

Private patios on the top level may be oriented inwards to create a sense of enclosure, and mitigate noise from the street.

**Figure 23: Illustration of townhouse units in a back-to-back arrangement**

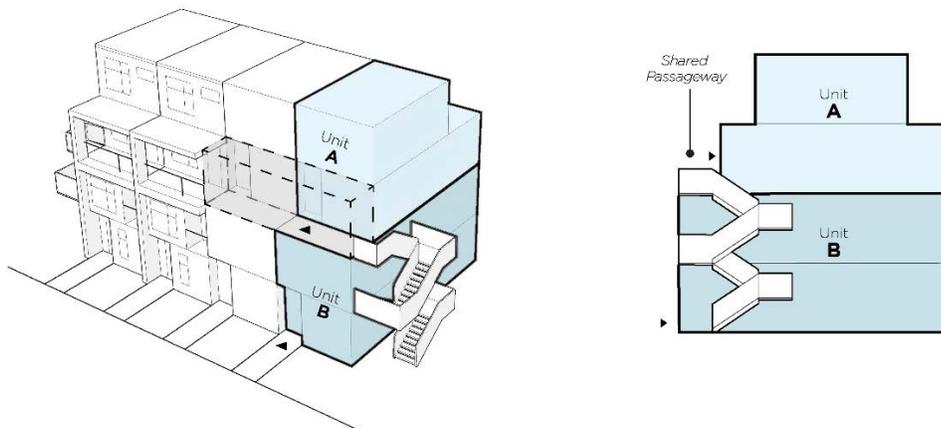


(iv) Hybrid

This is a unique form that combines characteristics of apartments and townhouses. Lower units have direct access to grade like townhouses, while upper units are accessed via a shared corridor (passageway) connected to stairs and/or elevator like an apartment building. Vertical circulation and shared passageways are located on the exterior of the building as illustrated in figure 24.

A hybrid configuration may assist in resolving exiting from the uppermost storey and maintain the lowest storey at grade (i.e. not need for recessing below grade). A hybrid configuration may also improve accessibility for persons with limited mobility as upper units may be accessed via an elevator when provided.

**Figure 24: Illustration of townhouse units in a hybrid arrangement**



(v) Courtyard

Courtyard configurations may be considered on sites with a depth greater than 33.5 m (110 ft.). Two rows of townhouses are separated by a central courtyard, with one row of units located near the street and one near the lane. Units in a courtyard configuration may be arranged side-by-side, stacked, back-to-back or in a hybrid form. There are no restrictions on what rooms can face the courtyard, but privacy and light access should be considered.

The courtyard should have a minimum clear width of 7.3 m (24 ft.). If building elements such as entrance porches, landings/steps, upper level balconies or sunken patios project into the courtyard space, the minimum clear width should be increased to 9.1 m (30 ft.).

Corner sites in a courtyard configuration should provide a row of units along each street with a separation at the corner with a minimum width of 4.6 m (15 ft.) as illustrated in figure 26.

Figure 25: Illustration of townhouses in a courtyard configuration on a mid-block site

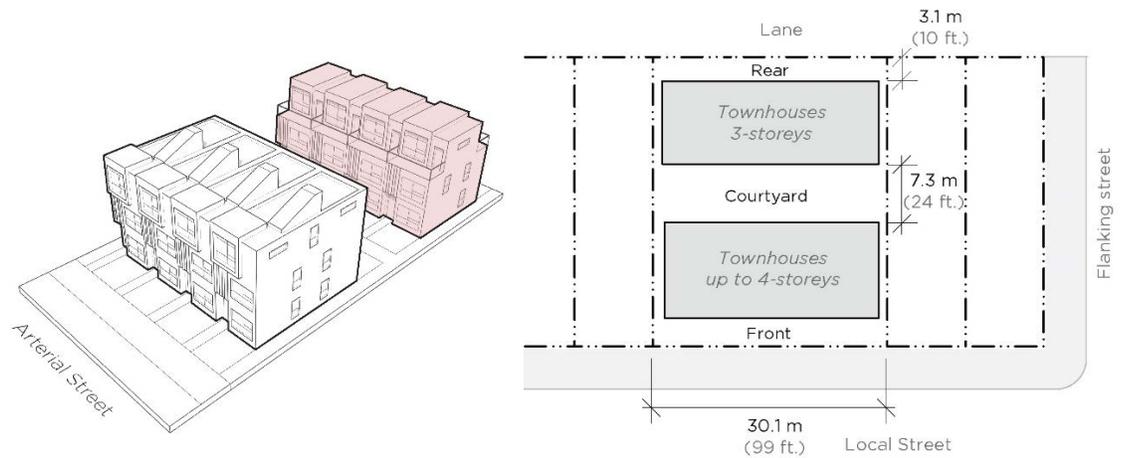
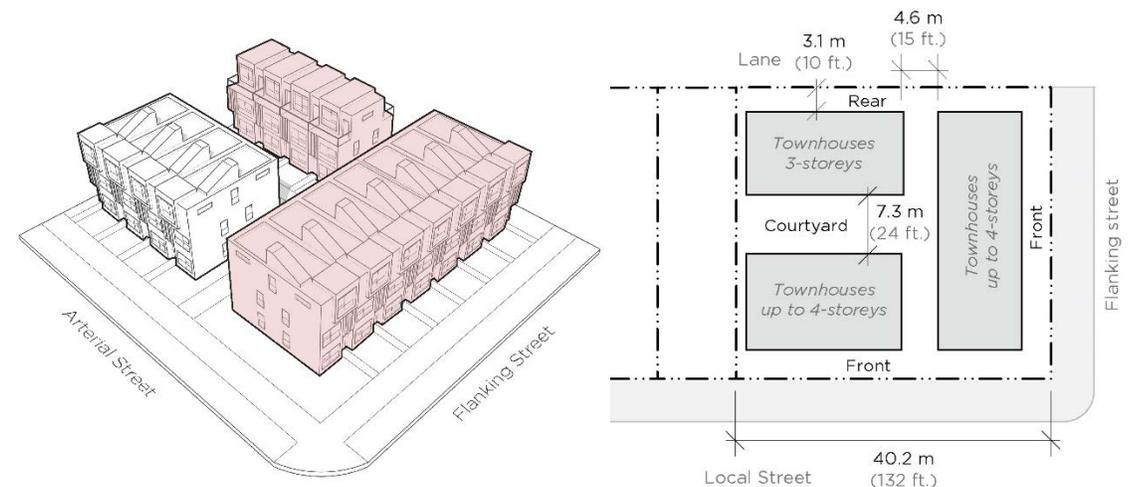


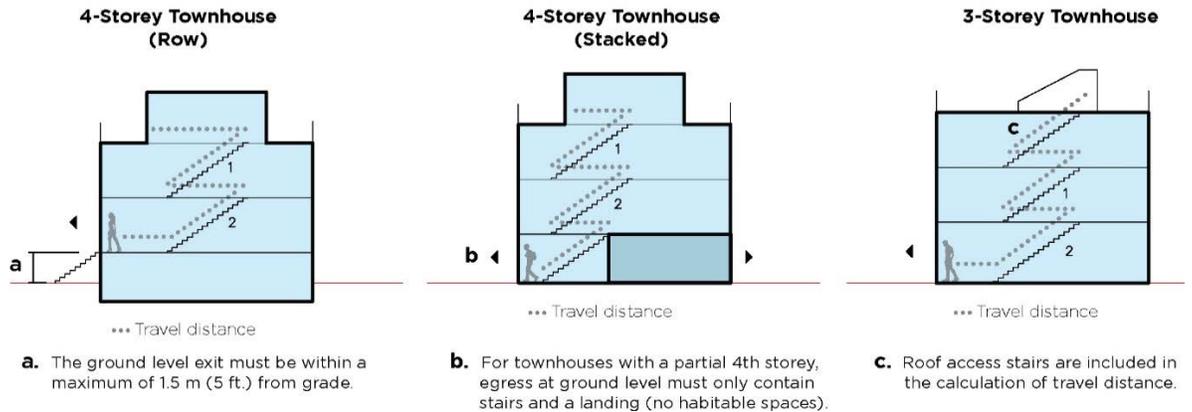
Figure 26: Illustration of townhouses in a courtyard configuration on a corner site



(f) Exiting and Travel Distance

For townhouses that exceed 3 storeys, the Vancouver Building By-Law should be reviewed carefully to ensure compliance with the maximum travel distance from the uppermost storey to an exit. The travel distance should not typically exceed 2-storeys or 25 m (82 ft.) to an exit within 1.5 m (5 ft.) of grade as illustrated in figure 27.

Figure 27: Illustrations of travel distance and exiting regulations for townhouses

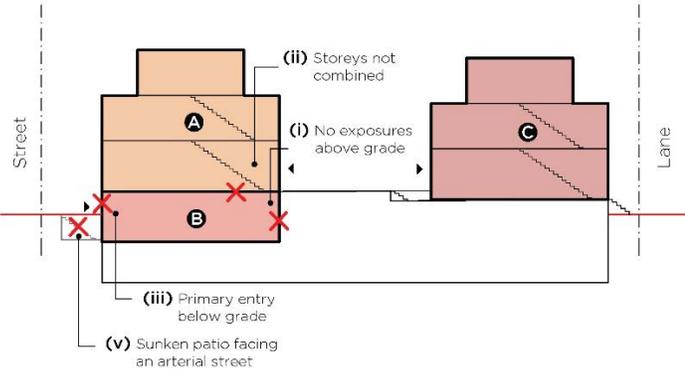


(g) Daylighting of Below Grade Storeys

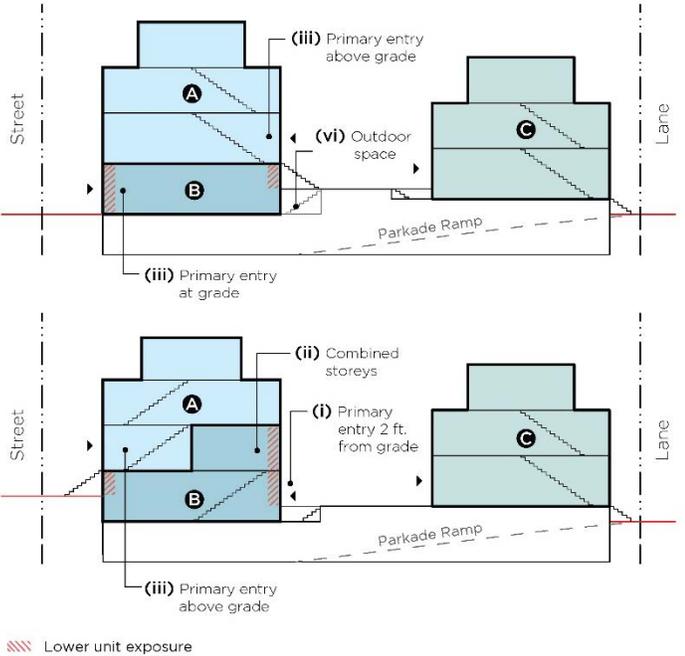
While at grade access is preferred, the lowest storey of a 4-storey stacked townhouse may be located partly below grade to comply with exiting from the uppermost storey. The establishment of the main floor elevation should be considered carefully to respond to site topography and to ensure livability and daylighting of the storey below. The lowest storey of a unit with two exposures (i.e. front and rear exterior walls) may be located 0.6m (2 ft.) below grade or more under the following considerations:

- (i) At least one exposure should be located at or above grade for its full width, and the second exposure should not be more than 1.5 m (5 ft.) below grade.
- (ii) Two storeys should be combined when both exposures of the lowest storey are located below grade. The below grade storey should be used for spaces which require less daylight (i.e. bedrooms), and the above grade storey should be used for primary living space (i.e. living and dining areas).
- (iii) Primary unit entrances should be located at or above grade. A primary unit entrance at a sunken patio may be considered if the patio is within 0.6 m (2 ft.) of grade and without guardrails.
- (iv) Sunken patios more than 0.6 m (2 ft.) below grade facing an arterial street are to be avoided due to noise and traffic impacts.
- (v) Sunken patios more than 0.6 m (2 ft.) below the courtyard/rear yard may be considered to provide outdoor space and daylighting, but should be designed to minimize impact on usable courtyard/rear yard space.
- (vi) Units may be wider in order to maximize the extent of the exterior wall that is at or above grade to provide more opportunities for windows and daylight (i.e. the lower units may extend below two of the upper units).

**Figure 29: Illustration of below-grade unit scenario not supported**



**Figure 29: Illustrations of below-grade unit scenarios supported**

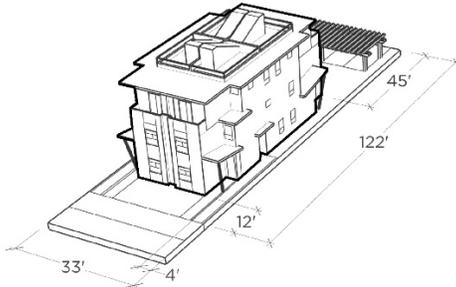


**1.4 Small Multiplexes**

Small multiplexes are development options in the rental Townhouse District Schedule (RR-1) permitting development on single lots. Small multiplexes (3 to 8 units) reflect the compact scale of residential neighbourhoods and introduce architectural diversity. These buildings continue to reflect characteristics found in detached houses, providing a clear visible identity of dwelling units from the street through elements such as individual front doors, porches, steps and landscaped front yards. Units are typically located in a single building and may be arranged side-by-side, back-to-back and stacked as outlined in [section 1.3 \(e\)](#) of these guidelines.

Table 10: Triplex/Fourplex <sup>(1)</sup> Regulations

**RR-1 (Triplex/Fourplex <sup>(1)</sup>)**



**LOT STANDARDS**

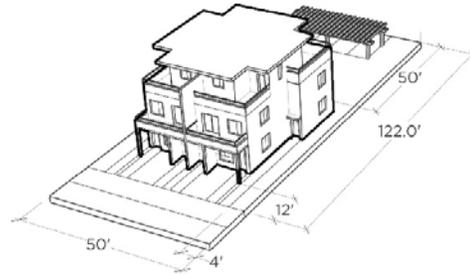
Site Area (min.)	303 m <sup>2</sup> 3,260 sq. ft.
Frontage (min.)	10 m 33 ft.
FSR (max.)	1.0

**BUILDING STANDARDS**

Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	1.2 m 4 ft.
Rear Yard (min.)	3.1 m 10 ft.
Height (max.)	
- Front building	11.5 m 38 ft.
▪ Storeys	3
- Rear building	N/A
▪ Storeys	N/A
Building Depth (max.)	19.8 m 65 ft.

Table 11: 5 to 8-uni Townhouse Regulations

**RR-1 (5 to 8 units)**



**LOT STANDARDS**

Site Area (min.)	464.5 m <sup>2</sup> 5,000 sq. ft.
Frontage (min.)	15.2 m 50 ft.
FSR (max.)	1.0

**BUILDING STANDARDS**

Front Yard (min.)	3.7 m 12 ft.
Side Yard (min.)	1.2 m 4 ft.
Rear Yard (min.)	3.1 m 10 ft.
Height (max.)	
- Front building	11.5 m 38 ft.
▪ Storeys	3
- Rear building	10.7 m 35 ft.
▪ Storeys	3 <sup>(2)</sup>
Building Depth (max.)	19.8 m 65 ft.

(1) Referred to in the Zoning and Development By-law as a townhouse with 4 units.

(2) 3<sup>rd</sup> storey must be a partial storey not exceeding 60% of the storey immediately below.

(a) Assembly

Single lots may be developed as small multiplexes (triplexes to 8-unit townhouses) with no assembly required. Combined with the limit on assembly for apartment buildings and larger townhouses on local streets, this encourages a more incremental pattern of development with a variety of smaller buildings interspersed, of a comparable scale to existing houses.

(b) Access

- (i) Each unit should have an exterior entrance with access to grade.
- (ii) Access to some units may be achieved through internal and external stairs.
- (iii) Unit entrances may face a street, a side yard or a rear yard, led to by a path clearly identified and accessible from the street.
- (iv) The civic address and fire fighter access for a unit entrance is required to be accessed from a path from the street.

(c) Unit Design

- (i) The minimum width of major living spaces (e.g. living room) of any dwelling unit should not be less than 4.2 m (14 ft.).
- (ii) All units should have at least two major exposures that face opposite directions or are at right angles to each other.

(d) Open Space

- (i) All units and entries directly accessible and visible from the front yard feature private open spaces.
- (ii) Units should provide access to private outdoor space at grade or on the roof top.

(e) Parking

- (i) Parking should be located within the rear 6.1 m (20 ft.) of the site and limited to surface spaces located at grade.
- (ii) Bicycle storage but not vehicular parking may be located in a garage.
- (iii) Parking may be incorporated into the ground level of a building located at the rear of the site in a courtyard configuration.

(f) Development Scenarios

(i) Courtyard

Courtyard configurations may be considered on sites with a minimum frontage of 15.2 m (50 ft.) and depth greater than 33.5 m (110 ft.). Buildings are separated by a central courtyard, with a principal building located near the street and the other near the lane. There are no restrictions on what rooms can face the courtyard, but privacy and light access should be considered.

The courtyard should have a minimum clear width of 7.3 m (24 ft.). If building elements such as entrance porches, landings/steps, upper level balconies or sunken patios project into the courtyard space, the minimum clear width should be increased to 9.1 m (30 ft.).

## 2 General Design Guidelines

The following guidelines should be applied generally to all rental District Schedules and building typologies.

### 2.1 Topography

Buildings and courtyards should relate directly to the existing or natural grade and blend in with the topography of the surrounding sites.

To the extent possible, new developments should establish a conventional relationship to adjacent grades. Raising development above the level of natural grade can create problematic conditions for adjacent properties, abutting streets and open spaces. These problems relate to issues of drainage, pedestrian access, and the quality of the public realm. Where it is necessary to resolve grade differences, stepped landscape terraces are the preferred solution. Ground floor units should be leveled with grade where possible to provide universal access.

On sloping sites, care must be taken when siting the buildings to ensure that units have adequate access to daylight. The main building (entry) level may need to be stepped to avoid units that are too far below grade. Units should not be located more than 0.9 m (3 ft.) below grade. The rental District Schedules offer a height relaxation for sloping sites that may be requested in exceptional situations where other design measures do not resolve the height overage.

### 2.2 Views

Projections into Council approved view cones are not permitted.

### 2.3 Internal Storage

The internal design of dwelling units should consider bulk storage needs, particularly for families. Storage may be provided within the dwelling unit but should not compromise the interior layout. Storage rooms should not be located along exterior walls in order to maximise access to daylight for habitable rooms.

Common storage rooms may also be provided to meet some or all the minimum bulk storage requirements per dwelling unit. These rooms must have an access from a common area. The common storage room floor area may be excluded from computation of floor space ratio (FSR) if the total floor area, including circulation, does not exceed the cumulative exclusions allowed per dwelling unit. For apartments, common storage rooms may be located at the rear of the ground floor of the building as a buffer to surface parking.

Refer to the administration bulletin [Bulk Storage and In-Suite Storage - Multiple Family Residential Developments](#) for specific requirements.

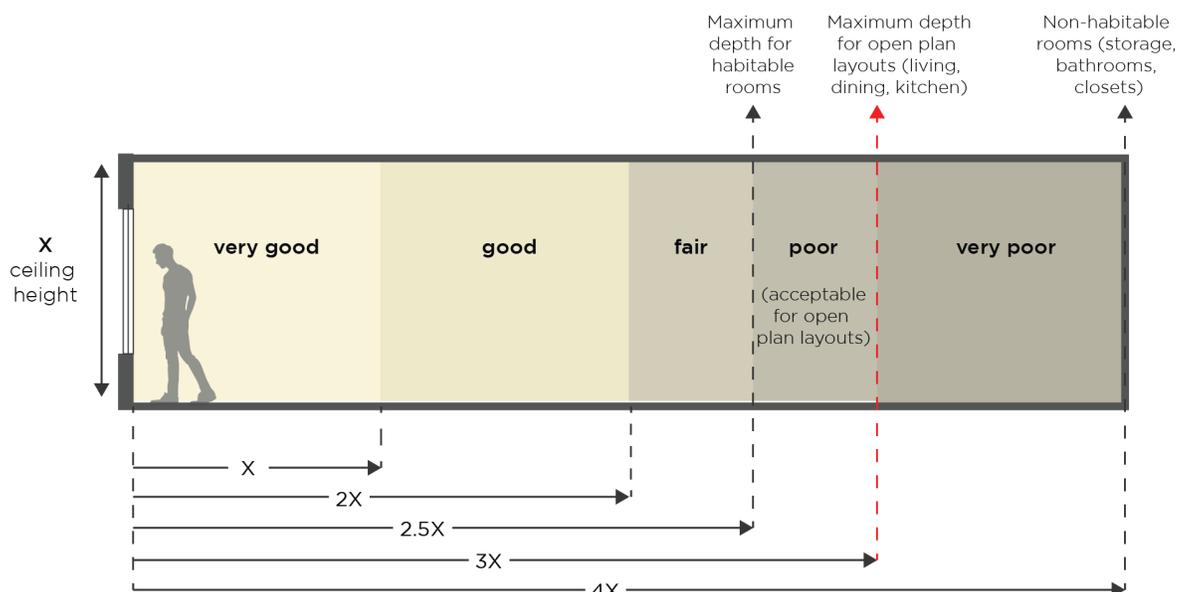
### 2.4 Access to Natural Light and Ventilation

Access to natural light and ventilation affects the livability of dwelling units. A focused design effort is required to ensure these qualities are part of each unit. The following measures should be considered:

- (a) Units may be located facing the street, courtyard or rear yard; units with a single orientation to a side yard are not supported.

- (b) For units with a single exterior façade (i.e. single oriented daylight and ventilation access), overall unit depth should generally be limited to 10.6 m (35 ft.). Unit depths greater than 12.2 m (40 ft.), without a second solar and ventilation access (e.g. courtyard scheme), should be avoided.

**Figure 30: Unit depth performance relative to ceiling height**



- (c) All dwelling units and all habitable rooms (not including bathrooms and kitchens) must have at least one window on an exterior wall as per the Horizontal Angle and Daylight regulations.
- (d) Floor to floor heights of 3.0 m (10 ft.) are supported.
- (e) Employing window types that facilitate air exchange are encouraged. Windows with openers at both a high and low level can help create air flow. Casement windows, when oriented with prevailing winds, can facilitate air flow from outside into interior spaces (scoop effect).
- (f) Juliette balconies which allow for patio doors and larger openings to improve access to daylight and ventilation for studio or one-bedroom units without balconies are encouraged.
- (g) Primary living spaces (i.e. living and dining room) of any dwelling unit with 2 or more bedrooms should have a minimum width of not less than 4.2 m (14 ft.).
- (h) Mechanical ventilation of commercial space should be exhausted at a location that minimizes impact on residential liveability and pedestrian public realm. Typically, the exhaust should be vented on the roof, above the height of any occupiable roof space.

## 2.5 Off-Street Parking and Bicycle Storage

- (a) Off-street Parking

Surface parking is encouraged wherever possible. This may limit site excavation, lower construction costs, minimize greenhouse gas emissions associated with the use of concrete, and allow tree planting and rain water infiltration opportunities.

Transportation Demand Management (TDM) strategies assist in administering parking demand on site. Implementation of a combination of these strategies will result in reduced parking requirements that may be accommodated through surface parking in most cases. Refer to [appendix A](#) for guidelines on how to optimize TDM strategies.

The following measures should be considered in the design of surface parking spaces:

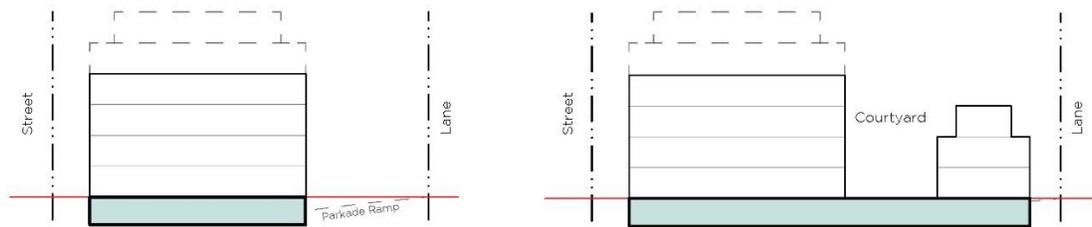
- (i) Surface parking should be located at the rear of the site and minimize impact on outdoor space.
- (ii) Detached garages for vehicular parking are not permitted.
- (iii) Surface parking spaces should be treated with permeable pavers or wheel strips in gravel to reduce storm water sewer loads.
- (iv) Surface parking spaces need to have a barrier-free path leading to a building or unit entrance.

Underground parking structures may be provided, but should be limited to a single level below grade. Underground parking structures should be absolutely minimized and not occupy the full extent of the property in order to provide unimpeded areas for tree planting and rain water infiltration.

The following measures should be considered in the design of underground parking structures:

- (v) Vehicular access to parking should be from the lane.
- (vi) Parkade should not project into required yards, with the exception of parking ramps.
- (vii) Underground parkades should generally align with the exterior walls of the building above.
- (viii) For courtyard configurations, underground parkades may align with the exterior walls of the principle and secondary building crossing the central courtyard as illustrated in figure 31.

**Figure 31: Illustration of underground parking structure extents**



**(a)** Underground parkade for a single building

**(b)** Underground parkade for a courtyard configuration

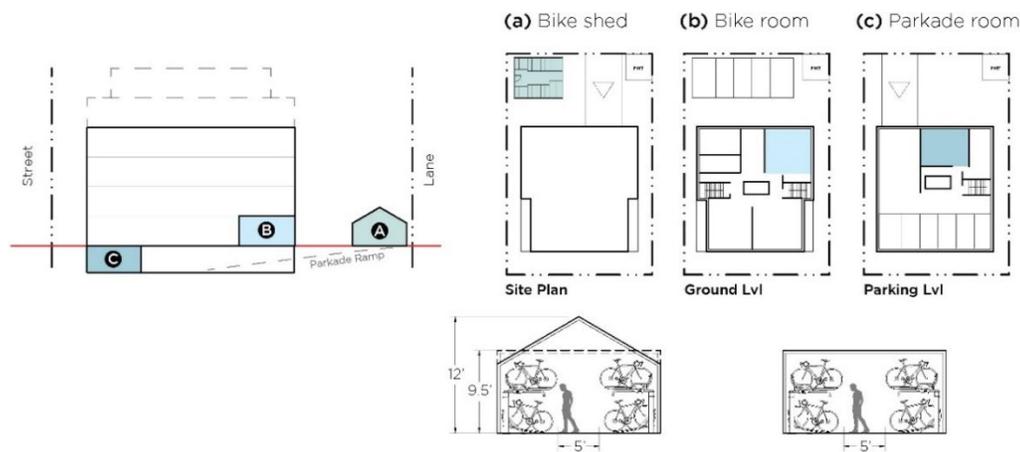
- (ix) Parkades should not project above grade in courtyard spaces and should provide continuity of grades across the property lines for adjacent courtyards.
- (x) Parkade exit stairs should generally be located in, or incorporated into the building.

- (xi) Covered exit stairs may be provided when located at the rear of the site if they do not compromise the livability of adjacent units or the functionality of the courtyard or rear yard. Exit stairs should not be located or encroach into side yards, as this would impede site circulation at grade and impact privacy.

(b) Bicycle Storage

Bicycle storage may be located at the rear of the ground level of apartment buildings, in a detached bicycle storage garage at the rear of the site, or as part of an underground parkade as illustrated in figure 32. Creative solutions to consolidate bike parking can be considered in other above grade locations. All at-grade structures for storage of bicycles, including detached garages, should be attractive and integral to the overall building and landscape design. They should not compromise the functionality of courtyard and rear yards, or compete with at-grade open space.

**Figure 32: Illustration of bicycle storage options**



## 2.6 Below-market Rental Units

The rental Apartment and Mixed-use District Schedules reserve 6-storey buildings for projects securing below-market rental units. These units must consist of a minimum of 20% of the residential floor area included in the calculation of floor space ratio.

- (a) Below-market rental units may be clustered together or distributed throughout a building. Typically, units will be distributed throughout a single building that contains market rental units. In this case, below market units must account for a minimum 20% of the total dwelling unit area provided.
- (b) Where floor area for residential bulk storage is excluded from the calculation of floor space ratio, a minimum of 20% of the excluded area should be located within below-market rental units.
- (c) Below-market rental units should provide the same standard of design and livability as market rental units; the two should be generally indistinguishable.
- (d) Distribution of unit mix for below-market rental units should generally be proportional to that of market rental units, including family-sized units (two or more bedrooms).

- (e) Following initial occupancy and in accordance with the terms of the Housing Agreement, substitution between below-market and market rental units may be possible to enable stability of tenure for residents. Any substitution may not result in a floor space ratio for below-market rental units below the 20% required, or a change in their unit mix.

## **2.7 Dedication of Land and Statutory Right of Way for Sidewalk and Boulevard Purposes**

Dedication may be required with conditional redevelopment to facilitate a surface statutory right of way (SRW) on a portion of the site to provide sidewalk and boulevard improvements, particularly on properties located along arterial streets.

The SRW should be clear of any encumbrance including but not limited to: structures, stairs, walls, mechanical vents and vaults, kiosks and pad mounted transformers, door-swings, and landscape including planters.

The SRW agreement will accommodate underground parking within the SRW area. Where the amount of space within the front yard required to accommodate pedestrian movement according to City engineering standards is less than 2.5 m (8.2 ft.), the SRW area will be reduced to the area required by those standards; however, any reduction of the SRW area will not impact front yard requirements.

## **3 Guidelines Pertaining to Regulations of the Zoning and Development or Parking By-laws**

The following guidelines contain conditions of approval for discretionary variations to the regulations as permitted by the Director of Planning.

### **3.1 Site Frontage and Site Area**

Site frontage and site area regulations are based on site dimensions for standard lots. Site widths are typically 10 m (33 ft.) or 15.2 m (50 ft.), while site depth is typically 37.2 m (122 ft.) and not less than 30.5 m (100 ft.). Recognising that there is greater variety of lot widths and depths, the site frontage and site area may be varied by a modest amount to accommodate assemblies that slightly deviate from these standards.

For local streets, an increase in the maximum site frontage for 4-storey apartments may also be considered to accommodate single lots that exceed 30.5 m (100 ft.), or for entire block assemblies if separate buildings are provided, following the regulations as applied to a series of individual 30.5 (100 ft.) lot assemblies. This would align with the intent of these guidelines, to introduce an incremental growth pattern to the streetscape of local streets, while enabling benefits of a single development (i.e. shared parking). No bridge element or connection between the buildings is allowed in this case.

### **3.2 Height**

The maximum building height excludes stairways and elevator shafts to roof decks and guardrails; and common amenity rooms on roof decks, if the total floor area does not exceed 10% of the roof area.

For sloping sites where the building cannot be reasonably accommodated in the height envelope, an increase in building height may be permitted. Any height increase should achieve good livability and accessibility for units located at the lowest level, and avoid locating the ground floor below grade.

### 3.3 Yards

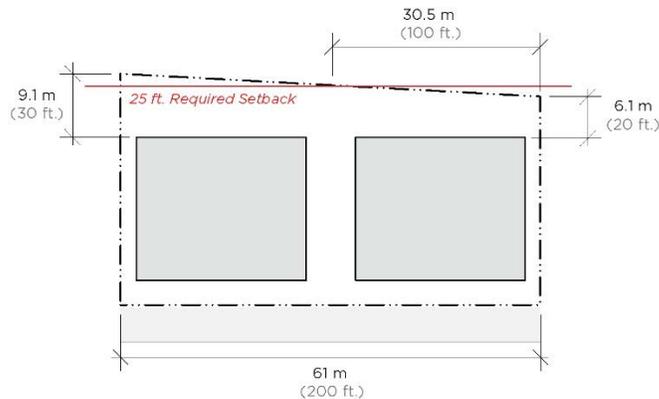
For residential buildings in the RR-1 and RR-2 districts, when a street dedication or statutory right of way is required at the front of the site, a decrease in the rear yard to a minimum of 5.2 m (17 ft.) may be considered. In cases where this decrease is insufficient to accommodate the standard building form (i.e. shallow lots), an additional decrease in the front yard to a minimum of 3.1 m (10 ft.) may be considered. All yards must be measured from the ultimate property line (i.e. after any dedication).

Decreases in required yards for the purpose of accommodating SRW dedications must not be considered for mixed-use residential buildings in the RR-3 districts. The front yard regulations in the rental Mixed-use Residential District Schedule (RR-3) include an allowance for these type of dedications.

Generally, exterior side yards on corner sites should be treated as front yards, and should have a setback equivalent to that of the front yard.

For sites with oblique property lines, modest variations from the required yard setbacks may be considered for portions of the site, if a yard setback with an overall average dimension generally equivalent to the minimum yard requirement is provided.

**Figure 33: Illustration of average yard setback on oblique property line**



### 3.4 Floor Space Ratio (FSR)

For mixed-use residential and apartment buildings on corner and shallow sites, a modest increase in FSR may be considered, as outlined in [sections 1.1](#) and [1.2](#) of these guidelines.

For social housing projects, a modest increase in FSR may be considered on residential 6-storey apartments in the RR-2C district, as outlined in table 6 of [section 1.2](#) of these guidelines.

Not all sites will achieve the maximum discretionary density. Some inhibiting factors may include but are not limited to:

- (a) site size and frontage, in particular corner sites with a frontage less than 40.2 m (132 ft.);
- (b) land dedications resulting in increased setbacks (i.e. SRW, lane);
- (c) sloping site conditions;
- (d) tree retention along the perimeter of the site; and
- (e) parking and bike storage requirements.

### 3.5 Horizontal Angle of Daylight

The Horizontal Angle of Daylight regulation helps to ensure liveability within a dwelling unit by requiring a window for each room (except bathrooms and small kitchens). Priority is placed on the major living spaces in which longer periods of time are spent, such as living rooms. The main living space for each dwelling unit should face a street, rear yard, or courtyard.

### 3.6 Building Width and Depth

Residential buildings should not exceed a maximum building depth of 21.3 m (75 ft.), to limit the impact on adjacent properties and ensure appropriate daylight access into units with only one exterior wall.

For corner sites that propose a wing along the flanking street, the maximum building depth may be increased for portions of the building along the wing. The resulting livability of units, including access to light and ventilation should be carefully considered.

For apartment buildings that propose a bridge element on sites with a frontage no greater than 73.1 m (240 ft.), the maximum building width may be increased. The building must include sufficient vertical articulation as outlined in [section 1.2 \(i\) \(iv\)](#) of these guidelines.

### 3.7 External Design

Generally, all external design regulations may be varied to allow for modest changes on the building form.

For 6-storey buildings, a decrease in the upper storey setback may be considered to provide variation in the architectural expression of the building.

For 6-storey social housing projects, no upper storey setback is required to allow a modest increase in density.

For corner units in a townhouse, a decrease in the minimum width to 3.7 m (12 ft.) may be considered, recognizing that these dwelling units have at least two exterior façades that allow greater access to natural light and ventilation.

Projections of underground parking structures into required yards may be considered on sites unable to provide minimum parking requirements due to unique site conditions or constraints (i.e. shallow sites, sloping sites).

### 3.8 Number of Buildings on Site

More than one building may be permitted on wider and deeper sites in a side-by-side or courtyard configuration. Multiple buildings may allow an optimized use of the site, improve access to natural light and ventilation, and better reflect an incremental pattern of growth.

## 4 Conditions of Use

A minimum of 35 percent two or three bedroom units is required as a condition of use for every rental development, to ensure the delivery of housing options suitable for families.

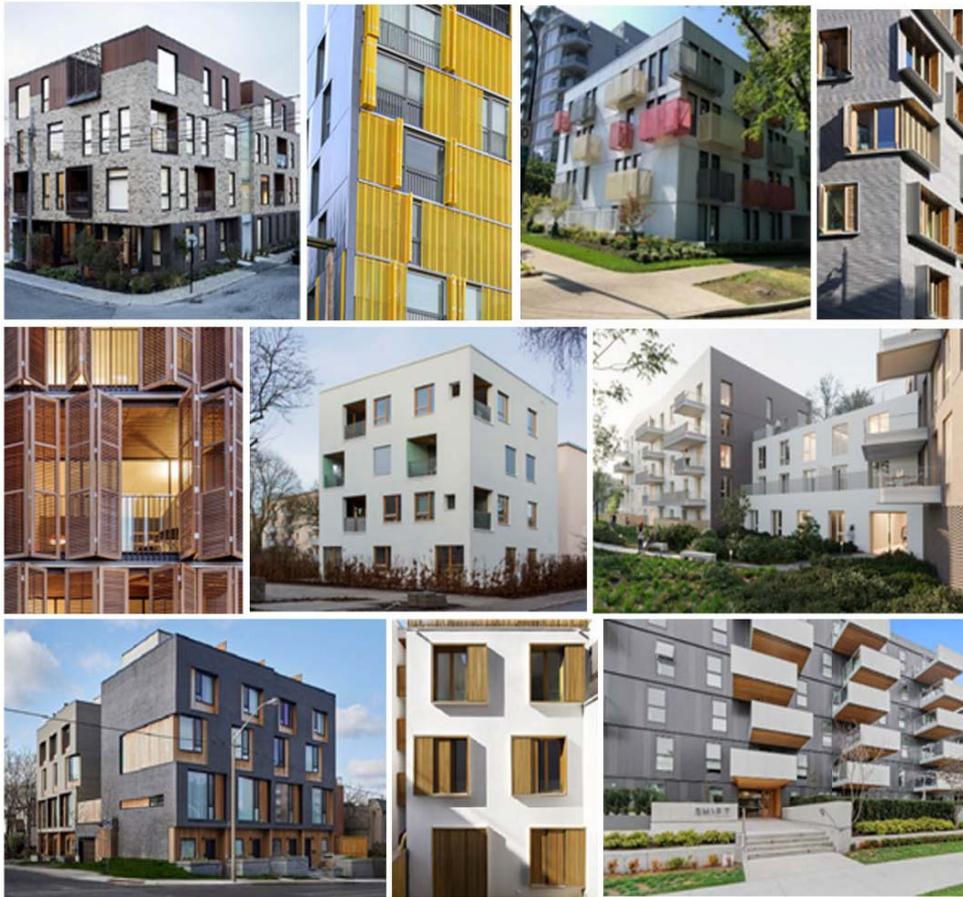
For apartment buildings, it is recommended that 10 percent be reserved for three bedroom units where possible. In addition, to support the functionality and livability of family-sized units (2 bedrooms or more), it is recommended to locate a minimum of 50 percent of two and three bedroom units within the first three storeys of apartment buildings.

## 5 Architectural Design

High-quality architectural design is expected of all developments.

The rental districts encourage simple building forms to help improve the energy performance of the building envelope while ensuring quality, durability, and variety through the façade design. Highly-articulated residential mixed-use and apartment buildings are not anticipated. Buildings may generally have boxy forms and provide visual interest through façade composition and high quality of materials and details as illustrated in the examples in figure 34.

**Figure 34: Examples of simple building forms with architectural detailed façades**



### List of Images:

[from the top left]

1. Saint-Zoquie Residences, Montreal. Nature Humaine.
2. E Georgia, Vancouver. Brimingham & Wood.
3. Jervis, Vancouver. MA+HG.
4. ZAK Boucicaut, Paris. Michel Guthmann.
5. Residential Building, Barcelona. Lola Domenech
6. Bremer Punkt, Bremen. Lin.
7. Housing Complex, St-Cyr. NZI.
8. CORE Modern Homes, Toronto. Batay C-Sorba.
9. Passage de la Brie, Paris. Explorations.
10. Shift, Vancouver. OMB.

## 5.1 Roof

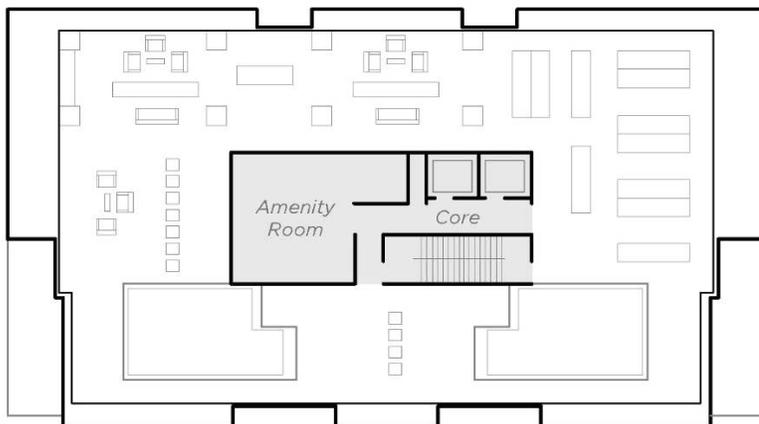
Roof forms on new development should have a clear, simple concept appropriate to the scale of the building. New buildings are not expected to provide pitched roof forms.

Access to the roof is supported and encouraged, to provide outdoor amenity space for residential mixed-use buildings, apartments and townhouses in combination with green roofs where possible. Projections above the roof line for roof deck access should be well integrated with the overall design. Roof decks should be screened or set back from the building edge to minimize the views into adjacent yards. Windscreens on roof decks should be transparent so that their visibility from the street and adjacent properties is minimized. Elevator penthouses, mechanical rooms, equipment and vents should be screened and integrated with the architectural treatment of the roof, and located to minimize their visibility.

Apartments should provide a common roof deck with a common amenity room where practical. The amenity room should be located in combination with the vertical circulation core (elevator and exit stairs), in a central location set back from the building edge as illustrated in figure 35. Selection of materials for the common amenity room should prioritize visual permeability and transparency to minimize their visibility from the street and increase connection to outdoor spaces. The floor area of a roof deck common amenity room should not exceed 10% of the roof area, and is excluded in the computation of floor space ratio. The vertical circulation core (elevator and exit stairs) will be counted as part of the floor space ratio at the roof level.

The Vancouver Building By-Law should be reviewed carefully to ensure compliance with height and exiting for roof decks and rooftop amenity room requirements. Generally, common amenity rooms on roof decks are limited to buildings up to 5-storeys in wood-frame construction.

**Figure 35: Illustration of rooftop amenity space for mixed-use residential building and apartment**



Private roof decks are encouraged for townhouses, in particular for stacked townhouses where the upper unit does not have at-grade private outdoor space. Full height stair penthouses are permitted to access roof decks in townhouses.

## 5.2 Façade Composition and Materials

Building elevations should present a cohesive and well-scaled composition of cladding materials, windows and elements, such as balconies and solar shading devices.

The following guidelines should be considered when designing façade compositions:

- (a) Windows should be placed to create a rationale pattern on the building exterior, not just as a function of the interior layout.
- (b) Window size and operation is also significant for the liveability of a unit; window designs should maximize access to natural light and ventilation throughout the dwelling.
- (c) Balconies should be designed as integral parts of the overall building design and façade composition.
- (d) Inset or projecting balcony designs may be provided. Inset balconies may be located at corners to soften the transition between properties.
- (e) Balcony projections into front and rear yards should read as discrete elements limited in width.
- (f) Continuous balconies that extend for the full façade width and read as an extension of the building mass are discouraged.

The finishing materials of new development should be durable, high-quality materials that express a sense of permanence. High-quality materials that last longer are more sustainable and create less waste. Materials that perform well and require less maintenance over a long period of time also increase the affordability of the dwelling.

In addition to durability, the following guidelines should be considered when choosing exterior materials:

- (a) Create a cohesive image by limiting the number of different finishing materials used.
- (b) Material changes and transitions should have a strong relationship to the overall design of the building.
- (c) Materials should be used in a way that is true to their nature. For example, masonry may be used at the building base but should not be used as a treatment on upper levels with no clear means of support below.
- (d) The primary building façade should be oriented to the primary street. However, the same materials should be used in consistent proportions on all façades and not just on the street face. Materials should carry around corners and terminate at logical points to avoid appearing as a thin veneer or false front.
- (e) All sides of a building that extend in front of an adjacent building are visible from the public realm and warrant appropriate design. For corner buildings, the side façade should be articulated and have sufficient windows and detailing, comparable to the front façade.
- (f) Large blank walls should be avoided wherever possible. Window openings, detailing, materials, colour, wall articulation and landscaping should be used to enliven them and reduce their scale.
- (g) Except for architectural concrete treatments, exposed concrete foundations should be limited to 30 cm (12 in.).

## 6 Open Space

The provision of open space is required as part of an overall site development and landscape plan and should take into consideration general site circulation patterns, including parking, existing landscape features, sun access, privacy and usability. Open space should be varied, including a mix of soft and hard surfaces, passive and active areas, canopied and open spaces.

### 6.1 Public Open Space

The rental districts intend to foster neighbourliness and social connection. One way this can be accomplished is to make walking safe, comfortable and convenient. This ensures that streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.

- (a) The streets adjacent to new development should provide street trees, if none exist.
- (b) The front yard setback requirement in the RR-3 districts is intended to be secured as at-grade statutory right of way (SRW), for sidewalk improvement and widening.

### 6.2 Semi-private Open Space

Semi-private open spaces, including common amenity spaces for residents, should be used as transitional spaces between public and private spaces, with visual access by both. Opportunities to use semi-private open space to encourage neighbourliness (between building residents, as well as with the broader neighbourhood) is encouraged. Semi-private open space should be designed as an organizing element, not as leftover space.

- (a) The rental District Schedules require that any development with four or more units provide a portion of open space on site programmable as children's play area. The [High Density Housing for Families with Children Guidelines](#) should be consulted to direct the design.
- (b) Provide sufficient distance, screening, landscape, and outlook considerations for the mutual comfort of dwellings overlooking or adjacent to the space.
- (c) Provide seating, tables, or other fixtures that support social interaction, and provide thoughtful use of transitional spaces.
- (d) In developments with a central courtyard, once the main open space is located, it may be possible to have private patios flanking a central walkway. The walkway should be treated as a linear social space, rather than just a corridor.
- (e) Utilities such as sumps should be integrated with a paved pathway and not interrupt open space.

### 6.3 Private Open Space

Private open space for individual units should be provided as follows:

- (a) For ground level units, a private garden and/or patio.
- (b) For upper level units:
  - (i) For family-sized units with 2 or more bedrooms, a generous balcony or roof-deck with a minimum depth of 1.8 m (6 ft.) and a minimum area of 4.5 m<sup>2</sup> (48.4 sq. ft.) should be provided.

- (ii) For 1-bedroom or studio units, Juliet balconies that maximize light and ventilation may be provided where it is not practical to include a balcony or roof deck.

Private outdoor space must be provided for 1-bedroom or studio units, unless common exterior amenity space of no less than 4.5 m<sup>2</sup> (48.4 sq. ft.) per unit is provided, based on total dwelling units of the development. If private outdoor space is not provided, unit layout should maximize solar and ventilation access by maximizing operable glazing units.

Roof decks add considerably to the amenity of units in townhouses or to the common amenity in mixed-use and apartment buildings. Care should be taken to avoid direct sightlines to neighbouring windows, balconies and yards. Roof decks should be well-integrated into the overall form.

## 7 Landscape Design

### 7.1 Tree Retention and Boulevards

Existing trees should be kept where possible and new trees introduced with a focus on the perimeter of the site. To support perimeter tree retention, the Direction of Planning may vary provisions regulating siting of a building as outlined in [section 5.2.3](#) of the Zoning and Development By-law.

For residential developments, the front and back boulevard should be landscaped as green space. At a minimum, they should be retained as grassed areas, but more intense planting or environmental design (e.g. bioswale or rain garden) is encouraged where appropriate. Refer to the City's [Boulevard Gardening Guidelines](#).

### 7.2 Parking

Excavation for required parking should be minimized. Surface parking spaces rather than below grade parking structures should be provided where possible. Surface parking spaces should be located along the lane and be screened by planting beds, rather than fences if possible, to limit impact on outdoor open space. Surface parking spaces may be provided with open trellis structures (open walls and roofs) to support landscape and greenery at the lane, while remaining permeable to rainwater.

If parking requirements prevent below parking structures to be held back from site edges, these structures should be designed with an angled slab edge to provide additional space for tree root development.

### 7.3 Yards and Courtyard

Landscapes in semi-private open spaces, in particular front yards and courtyards, should be designed to provide screening and filtering of views, relying on plant material rather than fences. Planting trees is particularly necessary in these locations. Soft landscape can provide some privacy between units, but retain visual openness to the common open space.

Patio areas should be screened with planting that provides visual porosity, and can be maintained at a height of 1.5 m (5 ft.) or less. Visually undesirable building features, such as exposed foundation or utilities, should be screened with planting beds.

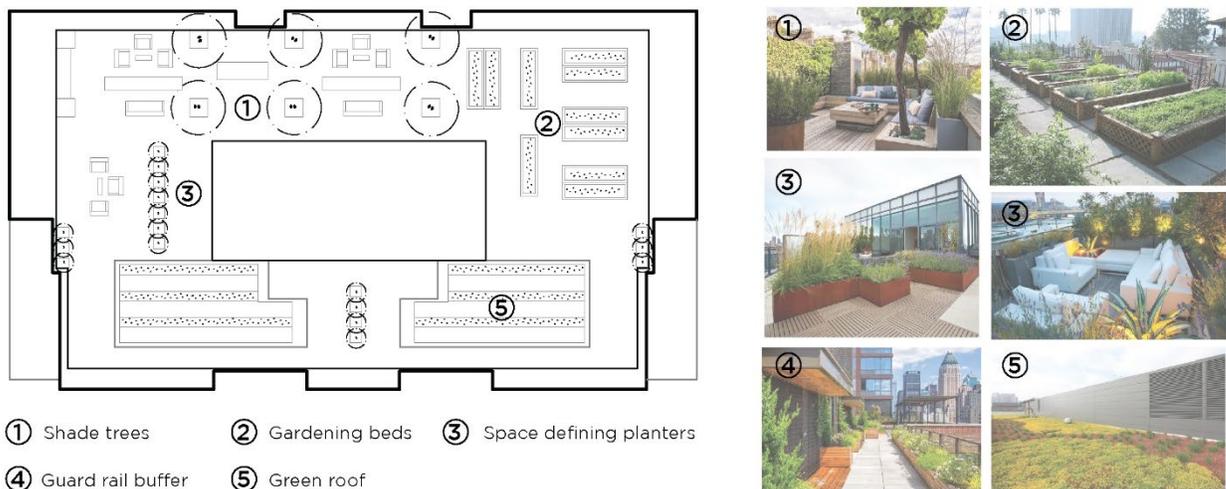
In developments with a central courtyard, planting can create some screened privacy for private patios; however, fences should be kept low. Sufficient depth of soil should be provided to allow substantial planting of courtyards located on parkade roofs.

## 7.4 Roof

Accessible roof spaces should be combined with intensive and extensive green roof systems, including planters for growing food, wherever possible.

- (a) Intensive green roof planters with shade trees and varied plantings may be integrated with, and help spatially define, more actively programmed areas.
- (b) Container planters are supported; however, consideration must be given to the minimum soil volumes needed for planting types and the structural design.
- (c) Extensive green roofs contribute to advancement of many City wide goals such as biodiversity, air quality and rainwater management, and may be established on non-accessible roof areas.

**Figure 35: Illustration of roof landscape design for mixed-use residential building and apartment, including examples**



## 7.5 Fences

In general, the by-law fencing height limit of 1.2 m (4 ft.) in front yards, and 1.8 m (6 ft.) in rear and side yards should be respected. However:

- (a) Fences at the rear of the site, adjacent to a building at a lane or street should be reduced in height to 1.2 m (4 ft.). At a lane, they may transition back up to 1.8 m (6 ft.) within 0.6 m (2 ft.) of the rear property line. Soft landscape should be used to provide privacy screening, while still allowing some visibility between the public and private property.
- (b) Exceptions may be made for entry arbours, and trellises or screening elements immediately adjacent to patio or deck areas. Over height elements in the front yard should assist with the definition of outdoor space but should not prevent all views or glimpses of the outdoor space from the street. Any over height element should be largely transparent and limited in extent.

## 8 Sustainability

Development must be designed to reduce energy consumption and emissions. For specific requirements, refer to the **Secured Rental Policy** under section 7 *Green Buildings*.

## 9 Rainwater Management

Underground parking structures should be minimized, and held back from site edges to allow for rain water infiltration. Surface parking spaces should be treated with pavers that are permeable to reduce stormwater sewer loads.

On-site opportunities for Tier 1 Rainwater Infiltration integrated with the landscape plan (such as rain gardens and other absorbent landscape) should be explored. Alternate opportunities for rain water management include enabling transpiration through intensive or extensive green roofs to be provided where possible, or rainwater harvesting.

Refer to the City's [Rainwater Management Bulletin](#) and [Green Rainwater Infrastructure Typologies](#).

## 10 Garbage and Recycling

For multiple dwelling developments, garbage and recycling will be collected by private contractors. Measures should be taken to ensure that waste bins are not left in the lane. Appropriate areas for garbage and recycling bins should be provided to ensure convenient pickup, either in the underground parkade or directly off the lane. [Refer to the Garbage and Recycling Storage Facility Design Supplement](#) for detailed information on the number of containers required and dimensions and specifications of commonly used storage containers.

# Appendix A: Parking Requirements and Transportation Demand Management (TDM) Measures for Rental Apartments

Although underground parking structures are allowed, the intent of the apartment rental district (RR-2) is to enable open surface parking wherever possible in order to minimize greenhouse gas emissions, reduce construction costs and allow for tree planting and rain water infiltration opportunities.

The following 3 steps should be followed when calculating the Parking By-law requirements to maximize reductions and Transportation Demand Management (TDM) exclusions that may improve the feasibility of surface parking on these developments.

For the purposes of calculating parking spaces, if a calculation results in a fractional number, the nearest whole number must be considered. A fraction of one-half must be rounded up to the next whole number.

## 1 Off Street Parking Space Regulations <sup>(1)</sup>

Regulation	Required Parking Spaces
Minimum required parking spaces for secured market rental housing	1 space for each 125 m <sup>2</sup> of floor area; of which  1 accessible parking space for each building containing at least 7 dwelling units, and  0.034 space for each additional dwelling unit
Minimum Required Visitor Parking for Dwelling Uses	0.05 parking spaces for every dwelling unit

(1) Refer to sections 4.1.16, 4.5B and 4.8.4 of the *Parking By-law*. <https://bylaws.vancouver.ca/parking/Sec04.pdf>

## 2 Off Street Bicycle Space Regulations <sup>(2)</sup>

Regulation	Required Parking Spaces
<b>Class A</b> minimum required spaces for multiple dwelling developments of three or more dwelling units in conjunction with another use	1.5 spaces for every dwelling unit under 65 m <sup>2</sup>  2.5 spaces for every dwelling unit over 65 m <sup>2</sup> and under 105 m <sup>2</sup>  3 spaces for every dwelling unit over 105 m <sup>2</sup>
<b>Class B</b> minimum required spaces for multiple dwelling developments of three or more dwelling units in conjunction with another use	2 spaces for a development containing at least 20 dwelling units, and  1 space for every additional 20 dwelling units

(2) Refer to section 6.2.1.2 of the *Parking By-law*. <https://bylaws.vancouver.ca/parking/sec06.pdf>

## 3 Off Street Parking Reductions by Transit Accessibility, Land Use and TDM <sup>(3)</sup>

The maximum parking reduction available to residential developments is 60% overall. This is achieved through combined reductions based on proximity to transit and the implementation of TDM measures. The TDM measures listed in this section include solutions that may be addressed through design, site

layout and minor infrastructure. Additional TDM measures are available including Financial Incentives and Alternative Commute Services, which are dependent on subsidy commitments and third party agreements with limited applicability. The calculation of parking reductions is obtained as follows:

<b>Total Allowable Parking Reduction</b>	<b>= (A) Transit Accessibility + (B) TDM Measures for Residential</b>
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**(A) Parking Reduction for Transit Access**

Regulation	Parking Reduction
<b>Level A</b>  (available to the majority of the sites eligible under the Secured Rental Policy for Low Density Transition Areas)	<b>20%</b> parking reduction for sites located: <ul style="list-style-type: none"> <li>▪ 100 m walking distance of any existing FTN <sup>(3)</sup> route, including B-Line stops; or</li> <li>▪ 200 m walking distance of any intersection of two existing FTN routes, including B-Line stops; or</li> <li>▪ 400 m walking distance of a SkyTrain station</li> </ul>
<b>Level B</b>  (available to some of the sites eligible under the Secured Rental Policy for Low Density Transition Areas)	<b>10%</b> parking reduction for sites located: <ul style="list-style-type: none"> <li>▪ 101 m to 200 m walking distance of any existing FTN route, including B-Line stops; or</li> <li>▪ 201 m to 400 m walking distance of any intersection of two existing FTN routes, including B-Line stops; or</li> <li>▪ 401 m to 800 m walking distance of a SkyTrain station</li> </ul>

- (3) Refer to table 6 of the *Transportation Demand Management for Developments in Vancouver*. <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>
- (4) Frequent Transit Network (FTN) as defined by *Translink*. <https://www.translink.ca/Plans-and-Projects/Frequent-TransitNetwork.aspx>

**(B) TDM Measures for Residential Developments <sup>(5)</sup>**

Regulation	Parking Reduction
Parking Reduction for TDM measures for residential developments  (available to all of the sites eligible under the Secured Rental Policy for Low Density Transition Areas)	<b>Up to 40%</b> parking reduction through the TDM Plan Point:  <b>TDM Plan Point Targets <sup>(6)</sup></b> <ul style="list-style-type: none"> <li>▪ For less than 12 dwelling units, up to 12 points</li> <li>▪ For 12 to 24 dwelling units, up to one per dwelling unit</li> <li>▪ For 25 to 220 dwelling units, up to 24 points</li> <li>▪ For 221 dwelling units or more, up to 24 points</li> </ul>

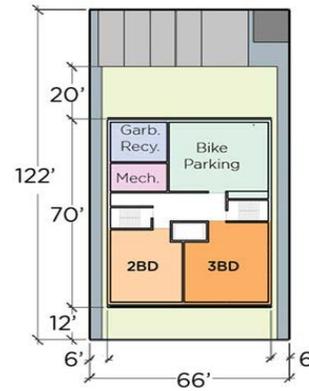
- (5) Refer to tables 4 and 5 of the *Transportation Demand Management for Developments in Vancouver*. <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>
- (6) Target points equate to the maximum 40% reduction available. If lower point ranges are achieved these need to be prorated to the equivalent lower reduction percentage.

Menu of TDM Measures applicable to all Developments <sup>(7)</sup>		
Category	Measure / Points	Requirements
Active Transportation	ACT-01: Additional Class A Bicycle Parking. <b>8 Points</b>	Provide 40% additional bicycle parking spaces above the minimum required. Lesser points are available in proportion to the additional percentage provided.
	ACT-02: Improved Access to Class A Bicycle Parking. <b>6 Points</b>	4 points for providing 100% of the Class A bicycle parking at-grade; plus Up to 2 points, for providing excellent design.
	ACT-03: Enhanced Class B Bicycle Parking. <b>2 Points</b>	Provide enhanced visitor Class B bicycle parking.
	ACT-05: Bicycle Maintenance Facilities. <b>2 Points</b>	Provide bicycle maintenance facilities and workspace.
	ACT-08: Shared Bicycle Fleet. <b>4 Points</b>	Provide a fleet of bicycles for residents, employees and/or guests to use for 20 years.  At a minimum, 6 bicycles shall be provided; or 1 bicycle for each 10 dwelling units.  Fewer points may be achieved to commensurate smaller fleet size.
Support, Promotion, Information	SUP-01: Transportation Marketing Services. <b>2 Points</b>	Provide marketing campaigns, including incentives to encourage the use of sustainable transportation modes.
	SUP-02: Real-time Information. <b>2 Points</b>	Provide real-time sustainable transportation information for 20 years on displays in prominent locations on the project site.

(7) Refer to table 7 of the *Transportation Demand Management for Developments in Vancouver*. <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>; and Worksheet D of the *Transportation Demand Management (TDM) Plan Summary Worksheets*. <https://vancouver.ca/files/cov/transportation-demand-management-schedule-a.pdf>

#### 4 Example: 4-storey Apartment with Surface Parking on a Local Street

Project Info	
Lot Size	66 ft. X 122 ft.
Lot Area	8,052 sf
No. of Storeys	4
FSR	1.75
Floor Area (max.)	14,091 sf
No. or Units	20
Unit Mix	
- Studios	8 (40%)
- 1 BDR	5 (25%)
- 2 BDR	5 (25%)
- 3 BDR	3 (10%)



#### STEP 1 Off Street Parking Space Calculations

Standard Spaces [ Max. Floor Area / 125 m <sup>2</sup> ]	Accessible Spaces [ 1 space + 0.034 X (No. Units - 7) ]	Visitor's Spaces [ 0.05 X No. Units ]
14,091 sf / 1,345 sf = 10.47 spaces	7 units = 1 space 0.034 X 13 units = 0.442 spaces = 1.442 spaces	0.05 X 20 units = 1 space
10 parking spaces (including 1 accessible space) + 1 visitor's parking space		

#### STEP 2 Off Street Bicycle Space Calculations

##### Class A

Unit Size	No. of Units	Multiplier	Bicycle Spaces
<65 m <sup>2</sup> (700 sf)	13	1.5	19.5
65 m <sup>2</sup> - 105 m <sup>2</sup> (700 sf - 1,130 sf)	7	2.5	17.5
>105 m <sup>2</sup> (1,130 sf)	0	3	0
Total Required Spaces			<b>37</b>

##### Class B

Min. 2 spaces for any development containing at least 20 units

#### STEP 3 Off Street Parking Reduction Calculations

TDM measures for residential projects: 20 points required (at 1 per unit) for a max. 40% reduction.

TDM Measures	Points	Equivalent Reduction %
ACT-02 Improved Access to Class A Bicycle Parking	6	12%
ACT-03 Enhanced Class B Bicycle Parking	2	4%
ACT-05 Bicycle Maintenance Facilities	2	4%

SUP-01 Transportation Marketing Services	2	4%
SUP-02 Real-Time Information	2	4%
<b>Transit Access</b>	<b>Level</b>	<b>Equivalent Reduction %</b>
100 m walking distance to an FTN route	A	20%
Total % Reduction		<b>48%</b>

### Off Street Parking Spaces Required After Reductions

Parking Spaces Required by the Parking-Bylaw	Parking Spaces Reduced TDM + Transit Access	Parking Spaces Required after Reductions
10 spaces (incl. 1 Accessible space) + 1 Visitor's space = 11 spaces	11 spaces X 48% = 5.28 spaces	11 spaces - 5.28 spaces = 5.72 spaces
		<b>= 6 spaces (incl. 1 accessible and 1 visitor's)</b>

## 5 Example: 4-storey Apartment with Underground Parking on a Local Street

Project Info		
Lot Size	99 ft. X 122 ft.	
Lot Area	12,078 sf	
No. of Storeys	4	
FSR	1.75	
Floor Area (max.)	21,136 sf	
No. or Units	30	
Unit Mix		
- Studios	10	(33%)
- 1 BDR	9	(30%)
- 2 BDR	8	(27%)
- 3 BDR	3	(10%)

### STEP 1 Off Street Parking Space Calculations

Standard Spaces [ Max. Floor Area / 125 m <sup>2</sup> ]	Accessible Spaces [ 1 space + 0.034 X (No. Units - 7) ]	Visitor's Spaces [ 0.05 X No. Units ]
21,136 sf / 1,345 sf = 15.7 spaces	7 units = 1 space 0.034 X 23 units = 0.78 spaces = 1.78 spaces	0.05 X 30 units = 1.5 space
<b>16 parking spaces (including 2 accessible space) + 2 visitor's parking space</b>		

### STEP 2 Off Street Bicycle Space Calculations

Class A

Unit Size	No. of Units	Multiplier	Bicycle Spaces
<65 m <sup>2</sup> (700 sf)	19	1.5	28.5
65 m <sup>2</sup> - 105 m <sup>2</sup> (700 sf - 1,130 sf)	11	2.5	27.5
>105 m <sup>2</sup> (1,130 sf)	0	3	0
Total Required Spaces			56

### Class B

Min. 2 spaces for any development containing at least 20 units, and one additional space for every additional 20 dwelling units

### STEP 3 Off Street Parking Reduction Calculations

TDM measures for residential projects: 24 points required (at 1 per unit) for a max. 40% reduction.

TDM Measures	Points	Equivalent Reduction %
ACT-02 Improved Access to Class A Bicycle Parking	6	9.8%
ACT-03 Enhanced Class B Bicycle Parking	2	3.3%
ACT-05 Bicycle Maintenance Facilities	2	3.3%
SUP-01 Transportation Marketing Services	2	3.3%
SUP-02 Real-Time Information	2	3.3%
Transit Access	Level	Equivalent Reduction %
Not within walking distance of an FTN route or SkyTrain station	C	0%
Total % Reduction		23%

### Off Street Parking Spaces Required After Reductions

Parking Spaces Required by the Parking-Bylaw	Parking Spaces Reduced TDM + Transit Access	Parking Spaces Required after Reductions
16 spaces (incl. 2 Accessible space) + 2 Visitor's space = 18 spaces	18 spaces X 48% = 4.14 spaces	18 spaces - 4.14 spaces = 13.86 spaces
		= 14 spaces (incl. 2 accessible and 2 visitor's)

## 6 Example: 6-storey Apartment with Surface Parking on an Arterial Street

Project Info	
Lot Size	99 ft. X 110 ft.
Lot Area	10,890 sf
No. of Storeys	6
FSR	2.4

Floor Area (max.)	26,136 sf
No. or Units	40
Unit Mix	
- Studios	26 (65%)
- 1 BDR	0 (0%)
- 2 BDR	9 (22.5%)
- 3 BDR	5 (12.5%)

### STEP 1 Off Street Parking Space Calculations

Standard Spaces [ Max. Floor Area / 125 m <sup>2</sup> ]	Accessible Spaces [ 1 space + 0.034 X (No. Units - 7) ]	Visitor's Spaces [ 0.05 X No. Units ]
26,136 sf / 1,345 sf = 19.4 spaces	7 units = 1 space 0.034 X 33 units = 1.12 spaces = 2.12 spaces	0.05 X 30 units = 1.5 space
<b>19 parking spaces (including 2 accessible space) + 2 visitor's parking space</b>		

### STEP 2 Off Street Bicycle Space Calculations

#### Class A

Unit Size	No. of Units	Multiplier	Bicycle Spaces
<65 m <sup>2</sup> (700 sf)	35	1.5	52.5
65 m <sup>2</sup> - 105 m <sup>2</sup> (700 sf - 1,130 sf)	5	2.5	12.5
>105 m <sup>2</sup> (1,130 sf)	0	3	0
Total Required Spaces			<b>65</b>

#### Class B

Min. 2 spaces for any development containing at least 20 units, and one additional space for every additional 20 dwelling units = **3**

### STEP 3 Off Street Parking Reduction Calculations

TDM measures for residential projects: **24** points required (at 1 per unit) for a max. **40%** reduction.

TDM Measures	Points	Equivalent Reduction %
ACT-01 Additional Class A Bicycle Parking	8	13.3%
ACT-02 Improved Access to Class A Bicycle Parking	6	10%
ACT-03 Enhanced Class B Bicycle Parking	2	3.3%
ACT-05 Bicycle Maintenance Facilities	2	3.3%
ACT-08 Shared Bicycle Fleet	3	5%
SUP-01 Transportation Marketing Services	2	3.3%
SUP-02 Real-Time Information	2	3.3%

Transit Access	Level	Equivalent Reduction %
400 m walking distance of a SkyTrain station	A	20%
Total % Reduction		<b>60%</b> (max. reductions)

**Off Street Parking Spaces Required After Reductions**

Parking Spaces Required by the Parking-Bylaw	Parking Spaces Reduced TDM + Transit Access	Parking Spaces Required after Reductions
19 spaces (incl. 2 Accessible space) + 2 Visitor's space = 21 spaces	21 spaces X 60% = 12.6 spaces	21 spaces - 12.6 spaces = 8.4 spaces
		= <b>8</b> spaces (incl. 2 accessible and 2 visitor's)

# Guidelines

## C-2 Guidelines

*Approved by Council December 2, 2003*

*Last amended xx [Month Day, Year]*



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# 1 Application and Intent

These guidelines are to be used in conjunction with the C-2 District Schedule of the Zoning and Development By-law. The guidelines should be consulted in seeking approval for conditional uses or discretionary variations in regulations. They apply to all development, whether it includes residential use or not. As well as assisting the applicant, the guidelines will be used by City staff in the evaluation of projects.

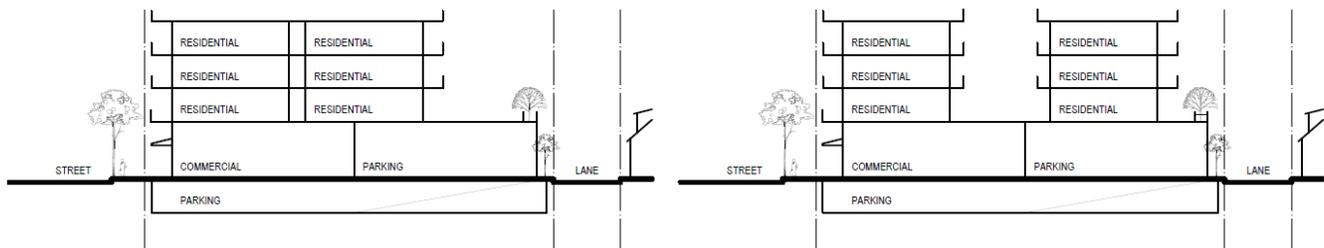
In 1989, C-2 was amended to remove a disincentive to residential, and provide more opportunity for needed housing. While this was successful in generating housing, the developments sparked complaints from community residents about impacts on adjacent residential, scale on the street, and design quality. A zoning review was undertaken to address these issues, and the zoning revised in 2003.

The height and setback regulations in the District Schedule were revised to achieve a greater distance to adjacent R zoned residential; to reduce the apparent height on the street; and to provide space for landscaping, cornices, and bays. Various clauses in the District Schedule allow the Director of Planning to vary the heights and setbacks. The intention is that these variations occur in accordance with these guidelines.

The intent of the District Schedule and guidelines is to:

- (a) to address the wide range of lot sizes, orientations, uses, and neighbouring buildings that occur in C-2, and to achieve compatibility among a variety of uses, as well as between existing and new development;
- (b) to guide building massing and design for neighbourliness, including mitigation of privacy and visual impacts on adjacent residential, with particular consideration for situations where there is no lane between a C-2 zoned site and an R zoned site;
- (c) to ensure appropriate street scale and continuous street enclosure and pedestrian interest. In the exceptional cases where residential is located at grade along the street, to ensure appropriate setbacks and treatments;
- (d) to ensure a high standard of livability for housing;
- (e) to ensure that both corridor and courtyard forms of residential continue to be possible in mixed use development, in order to allow a measure of housing variety; and
- (f) to encourage sustainable building design by enabling simpler building forms.

**Figure 1: Typical corridor and courtyard forms of mixed use development**



Wherever reference is made in these guidelines to residential uses, the provision also applies to Artist Studio - Class A, Artist Studio - Class B and the associated residential unit.

## 2 General Design Consideration

### 2.1 Neighbourhood and Street Character

C-2 zoning occurs along arterials throughout the city, largely following the pattern of early 20th century streetcar lines that set the commercial structure of Vancouver. In most cases the C-2 sites are adjacent to low density residential zones such as RS or RT. Older development in C-2 consists of one and two storey buildings, some with front parking lots. Since 1989, a significant number of four storey mixed use commercial/residential developments have been built.

C-2 zoning exists in many areas of the city, and these guidelines are not area-specific.

- (a) Mixed use or all-commercial development should have strong pedestrian orientation, with buildings at the street edge. While some of the grade level tenancies may be of more inherent public attraction than others (e.g. retail, restaurant, personal service), it is important that pedestrian comfort and interest be maintained in all development.
- (b) In cases where residential uses occur at grade along the street, site-by-site solutions will be required to ensure compatibility with neighbouring buildings and uses. Flexibility is provided in the District Schedule and guidelines to adjust form and setbacks.
- (c) The architectural treatment and landscaping of the rear and the sides is as important as the front elevations.

### 2.3 Orientation

- (a) Building faces should be oriented to respect the established street grid;
- (b) On corner sites, both street-facing facades should be fully developed as front elevations. (See section 4.2 regarding determination of frontage.)

## 2.6 Light and Ventilation

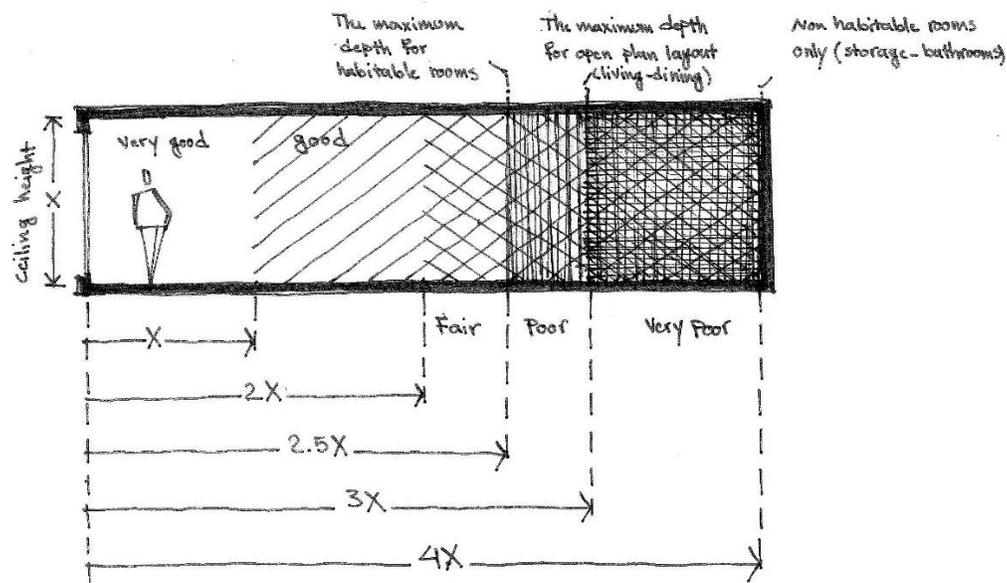
Provision of sufficient daylight access is one of the most challenging aspects in the design of high density low rise housing. Given that it is an objective for both corridor and courtyard forms of housing to be feasible in C-2, the expectations regarding what types of rooms may have exposure to courtyards are different from other zones.

- (a) Living rooms should not face into courtyards;
- (b) Secondary living spaces (bedrooms, dining rooms, dens) in double-fronting units (i.e. street/courtyard or lane/courtyard) may face into a courtyard, provided it has a minimum clear dimension of 6.1 m and a maximum height/width ratio of 1.5 to 1.0
- (c) Courtyard width will be measured to any obstruction including exterior corridors;
- (d) Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels on the south side of courtyards;

All developments should also ensure:

- (e) Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential liveability and pedestrian public realm.
- (f) Development should locate residential units and open spaces away from areas of noxious odours and fumes related to nearby traffic or land uses.
- (g) Overall unit depth is also a crucial aspect that impacts the overall livability of a dwelling unit. For units with a single exterior façade (i.e., single oriented solar and ventilation access), overall unit depth should be generally limited to 35 feet. Unit depth greater than 40 feet, without a second solar and ventilation access (e.g., courtyard scheme), should generally be avoided to ensure adequate light and ventilation access for the dwelling unit. See Figure 2 for reference.

Figure 2: Unit Depth and Livability



## 2.7 Weather

Continuous weather protection should be provided.

- (a) The ground floor of arterial frontages should have 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.
- (b) Weather protection should be provided for common entrances, and for grade level and upper level individual residential entrances.
- (c) Although effectiveness of weather protection is dependent on both height of the protection as well as the depth, weather protection should be within 10 feet of the level it serves to ensure effective protection.

**Figure 3: Examples of desired weather protection**



## 2.8 Noise

Most C-2 sites are located on busy arterials, with traffic noise. A few are located abutting rail lines or industrial areas. In addition, commercial components of mixed use developments such as parking and loading, exhaust fans, and restaurant entertainment, can create noise which disturbs residents. An acoustical report is required for all new developments with residential units.

- (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.

## 2.9 Privacy

Privacy in relation to other units, passers-by, and adjacent development is a crucial aspect of project livability and neighbourliness. In particular, the height limits, setbacks, and landscape screening discussed elsewhere in the guidelines have been designed to reduce overlooking.

- (a) Unit orientation, window placement and screening should be used to enhance privacy;
- (b) Balconies and decks should be oriented, screened or landscaped to reduce direct overlook of adjacent residential uses or other units in the project;
- (c) Habitable rooms within the developments should be oriented away from pedestrian circulation routes, noting, however, that this may not be possible in courtyard developments (see Section 2.6 above);
- (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 resulting from access corridors or stairs

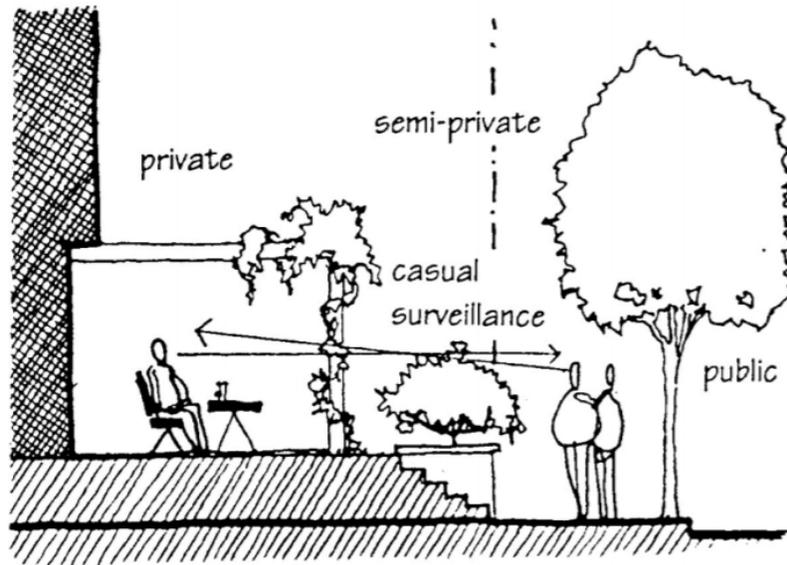
## 2.10 Safety and Security

Safety and a sense of security are key components of livability. New development, both residential and non-residential, must provide a secure environment. The principles of "crime prevention through environmental design" (CPTED) should be incorporated in all new development.

- (a) Public, private and semi-private territories should be clearly defined. Public and semi-private spaces should be configured to maximize surveillance. Spaces which are neither clearly public nor private spaces tend to be unsupervised and unkempt areas, and should be avoided;
- (b) Separate lobbies and circulation (including elevators) should be provided for non-residential and residential uses. Lobbies should be visible from the street and main entrances to buildings should front the street;

- (c) Personal safety and security should be integral to the design of parking facilities. Underground residential parking, including pedestrian access routes from parking into the building, should be secure and separate from commercial parking;
- (d) Both residential and non-residential uses should maximize opportunities for surveillance of sidewalks, entries, circulation routes, semi-private areas, children's play areas and parking entrances. Blind corners and recessed entries should be avoided. Visibility into stairwells and halls is desirable. Laundry facilities, amenity rooms, and storage rooms should be grouped together and visible for surveillance;
- (e) Residential lighting should ensure good visibility of access routes and landscaped areas without excessive lighting levels, glare or overspill to neighbours;
- (f) Landscaping and screening design should not provide opportunities for intruders to hide; and
- (g) Access routes from the building to residential garbage facilities should be separate and secure from those to non-residential garbage facilities.

**Figure 4: Territory Definition**



## 2.11 Access and Circulation

- (a) Pedestrian Access
  - (i) On corner sites, side street residential entries should be provided. At mid-block, residential entries should be separate and distinct from retail or office entries or lobbies;
  - (ii) 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. On sites with frontage exceeding 70.0 m, a second entry and elevator core should be considered;
  - (iii) Corridors should be adequately sized for moving furniture and should not be overly long or circuitous;

- (iv) Open exterior corridors are discouraged due to concern over building bulk and privacy, unless it can be demonstrated that benefits to the site and neighbouring sites will result in terms of massing and building organization; and
  - (v) Pedestrian access to commercial uses should be at street sidewalk elevation. This may require stepping the commercial units to match the street elevation on sites with sloping topography
- (b) Vehicular Access Lane Access

An active pedestrian environment with a strong sense of street enclosure is envisaged along C-2 zoned arterial streets. To this end, it is important that vehicular and service functions remain on the lane, so as not to conflict with street frontage and pedestrian activity.

- (i) Vehicular access to underground parking, loading, and service areas should be provided from the lane; and
- (ii) 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 5: Good and poor quality treatments of parking access**



(c) Street Access

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

- (i) Street access will be considered for sites without lanes, and may be considered for sites having street grade so much lower than the lane grade that providing a ramp from the lane is extremely difficult. In these cases, impacts on street continuity will also be taken into account;
- (ii) Where a hotel use is proposed as part of a mixed-use building containing residential uses, street access may be considered (for hotels over 75 rooms), due to their need for on-site passenger and (when over 100 rooms) tour bus facilities; and
- (iii) Vehicular entrance 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.

## 2.12 Heritage

Council policy is to give special attention to encourage retention of the resources on the Vancouver Heritage Register by considering a wider choice of uses, heritage bonuses and density transfers.

- (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 Vancouver Heritage Register should not detract from their importance 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

The C-2 zone is intended to accommodate a wide variety of commercial uses – retail, service, and office – serving both local and citywide markets. In addition, it has been identified as an opportunity to locate needed housing near transit and shopping.

### 3.1 Residential Uses

Residential use is conditional in C-2. Under the District Schedule, it is generally not permitted along the front of buildings at grade, but is intended to be located in mixed use development, i.e. as “Dwelling units in conjunction with...” other uses. However, “Multiple Dwelling”, i.e. all-residential development, is also listed as a conditional use.

- (a) Residential use above grade is appropriate on any site.
- (b) Residential use at grade along the arterial street(s) will only be considered in exceptional situations where in the opinion of the Director of Planning the continuity of retail or services uses at grade will not be interrupted or significantly reduced, and where the dwelling units can be designed to withstand the environmental impacts of traffic adjacent to the site.
- (c) Residential use at grade along the rear or a side street (i.e. non-arterial) may be considered on any site. The project should be designed to mitigate negative impacts on unit livability of vehicular accesses, parking, loading, garbage and service areas, whether in the same project or in nearby development.

### 3.2 Other Uses

C-2 zoning permits a wide range of outright and conditional non-residential uses. For the most part, they may be considered on any site. However, Council-adopted Community Visions identify, and describe policy directions for, key local shopping areas in some C-2 areas. Where Visions have not yet been completed, the Director of Planning may identify anticipated key local shopping areas.

- (a) Retail, restaurant, and service uses are encouraged at grade across the full width along all arterial street(s)–even if deemed to be the side of the site rather than the front. (See section 4.2 below). Other uses are also permitted at grade, but should be designed to ensure pedestrian scale and interest as per section 5.5 (b) below.

Figure 6: Active pedestrian interest



- (b) Conditional auto-oriented uses should not be considered in key local shopping areas.
- (c) Large scale retail or service uses are permitted by the District Schedule. In the key local shopping areas, retailers like large grocery stores and drug stores may function as beneficial retail “anchors”, and are appropriate at grade provided they are designed to ensure pedestrian interest as per section 5.5 (b) below. Other large scale retailers like electronics, office specialty, or home improvement should be encouraged to locate above grade, behind smaller retail units, or in portions of the C-2 zone that are outside the key local shopping areas.
- (d) When non-residential uses are to be located along a side street (i.e. non-arterial) across from R-zoned sites, commercial expression (e.g. bright or large signage, illuminated awnings) should be reduced.

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

### 4.2 Frontage

#### 4.2.1 Determination of Frontage

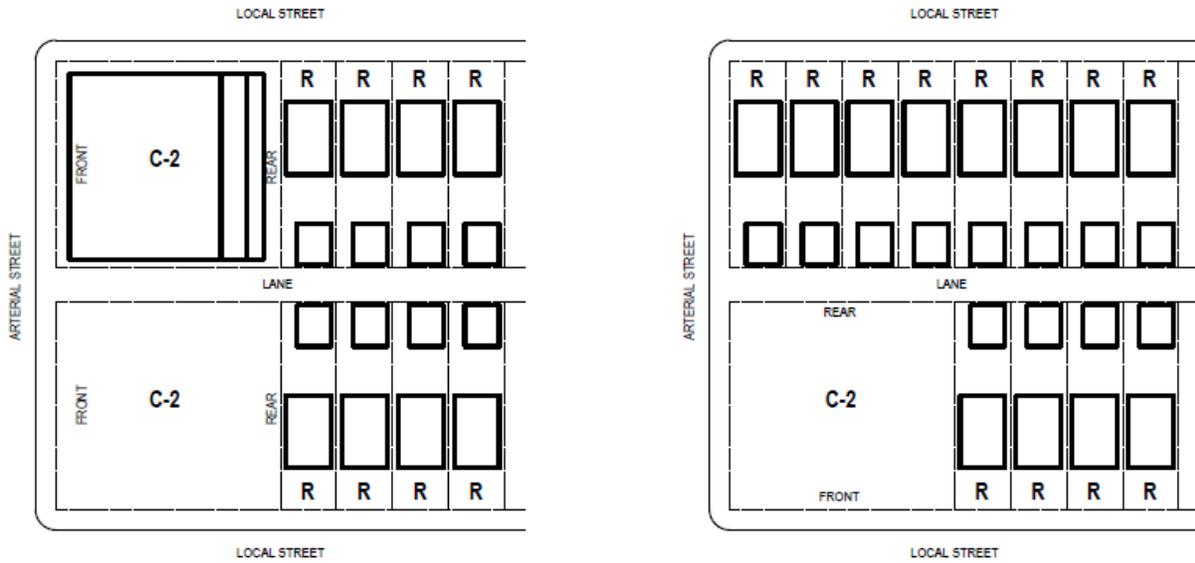
For sites with a boundary on more than one street, Section 10.5 of the Zoning and Development Bylaw allows the Director of Planning to determine which side will be deemed the front. Because the objective of continuous setbacks and commercial uses along both front and side is assured by other provisions of the district schedule and guidelines, the key factor in determining the frontage should be where the rear height and setbacks would be best located.

- (a) In most cases where the C-2 site directly abuts an R zoned site without the intervention of a lane, the determination of the front and the rear should be made so as to benefit the most existing, and likely future, residential units on neighbouring sites (Figure 7). Note that in

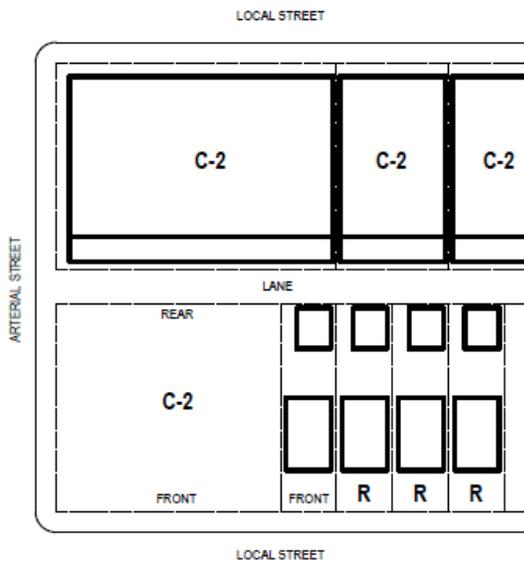
some cases there may be fewer affected residential units on the R zoned sites than the adjoining C zoned sites, in which case the rear should benefit the C sites (Figure 8).

- (b) In some cases where there are a number of adjoining C-2 sites, the location of the rear will already have been determined, or will not be discretionary because the sites do not bound 2 streets. In these cases, the deeming should be such as to continue the pattern (Figure 9).

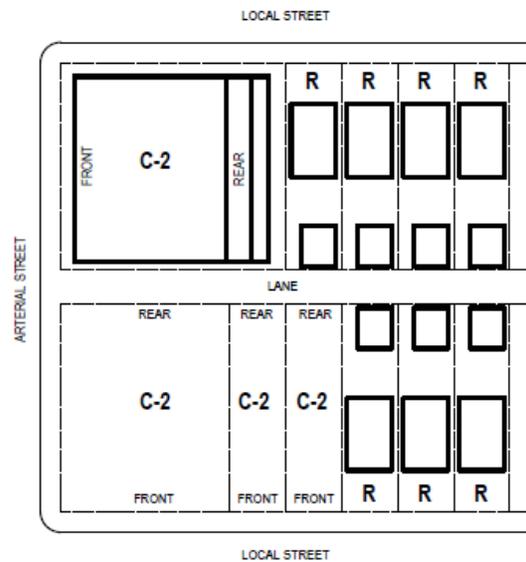
**Figure 7: Rear of C-2 site benefitting units on R zoned sites**



**Figure 8. Rear of C-2 site benefitting units in C-2 development**



**Figure 9. Rear of C-2 to fit pattern of adjacent C-2**



#### 4.2.2 Frontage Size

The maximum frontage for any commercial unit (individual occupancy) located in the area described in Figure 1 of the C-2 District Schedule shall be 15.3 m. A relaxation of this requirement may be permitted if pedestrian interest and the expression of a finer grain of development are otherwise maintained through the architectural design of the façade. For other C-2 areas there is no maximum or minimum frontage for development. However:

- (a) On developments with frontages of 50.0 m or more, monotonous facades should be avoided by incorporating variety, articulation, vertical elements, colours and material changes to add interest. Creating breaks in the massing above the retail frontage may also be considered where it does not diminish the apparent continuity of street enclosure.

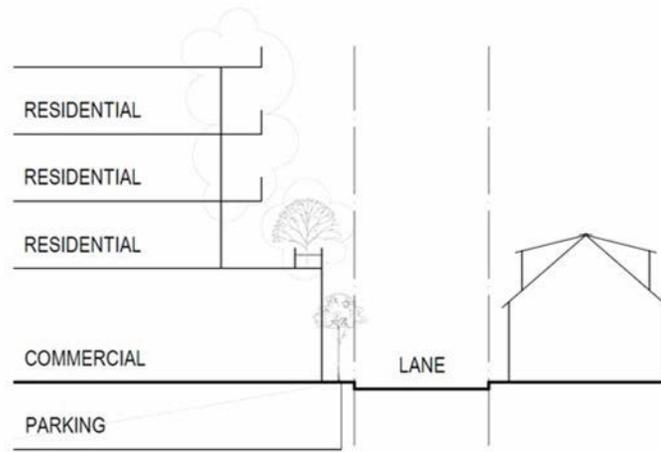
**Figure 10: Example of broken massing on large frontage**



#### 4.3 Height

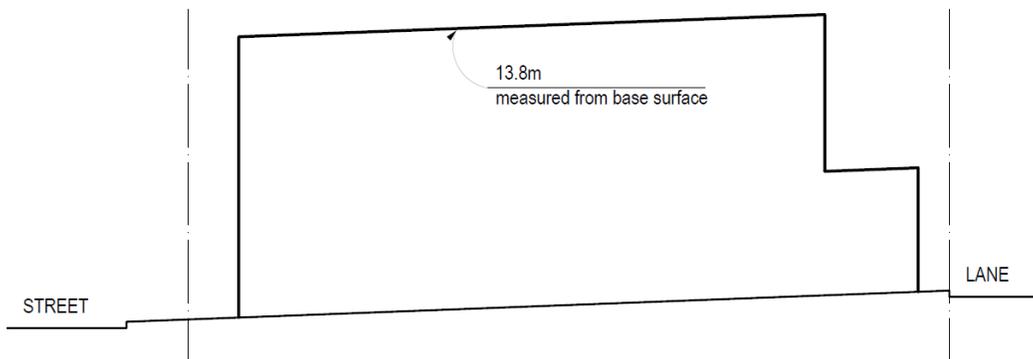
Beyond the normal height relaxations permitted by the Zoning and Development Bylaw General Regulations, the following relaxations are intended, so as to allow use of roof levels for patios; to provide for desired landscape screening; to allow for sloped roofs; and to address unusual site conditions or locations.

**Figure 11: Height envelope relaxed for balconies, railings and planters at rear**



- (a) For sites which slope upward from street to lane by more than 3.1 m, the 13.8 m portion of the height envelope may be measured from base surface.

**Figure 12: Height envelope relaxed for upward sloping sites**



- (b) The maximum height of a building can be increased from 13.8 m to 15.3 m to enable generous ceiling heights at a minimum of 5.2 m measured from floor to floor for commercial uses on ground floor.
- (c) Semi-private indoor and outdoor amenity spaces are highly encouraged at the roof level to improve livability for apartment living. As a result, the height limit may be relaxed to provide access to and guardrails for a common roof deck and/or a common amenity room on the roof.
- (d) Relaxation of the 13.8 m portion of the height envelope may be considered up to a maximum of 16.8 m:
- (i) for sites that are exceptionally large in both depth and width, to achieve benefits such as increased neighbourliness, open space and amenity;

- (ii) for sites adjacent to active rail lines or industrially zoned land, to achieve a more livable form of development; and
- (iii) for sites located beside and/or across the lane from zones permitting heights greater than 13.8 m; provided that the impacts of a height relaxation on over-shadowing, overlook, or views of neighbouring residential development are not unduly worse than with a development that conformed to the height limit.

#### 4.4 Front Yard and Setback

The front yard setback requirements are important to establishing a comfortable pedestrian realm and accommodating an enhanced sidewalk width. Where pedestrian comfort is established, the frequency and intensity of meaningful neighbourly interactions between citizens may be increased.

The 2.5 m front yard is both a setback and “build-to” line for non-residential uses. Flexibility is intended to allow for cornices, overhangs, and bays at the upper storeys, while providing more sidewalk space. These considerations also apply to the 4.6 m front yard in Sub-Area B of the District Schedule (Norquay Village Neighbourhood Centre Plan Area). A reduction of the minimum front yard may be considered for upper storeys of the building above the ground floor; however, the building should not extend within 2.5 m of the front property line.

The front yard is intended to be secured as at-grade statutory right of way (SRW) as public realm, for sidewalk improvement and widening. The SRW should be clear of any encumbrance, including but not limited to:

- (a) Structure;
- (b) Stairs;
- (c) Walls;
- (d) Mechanical vents and vaults;
- (e) Kiosks and pad mounted transformers;
- (f) Door-swings and;
- (g) Landscape, including planters.

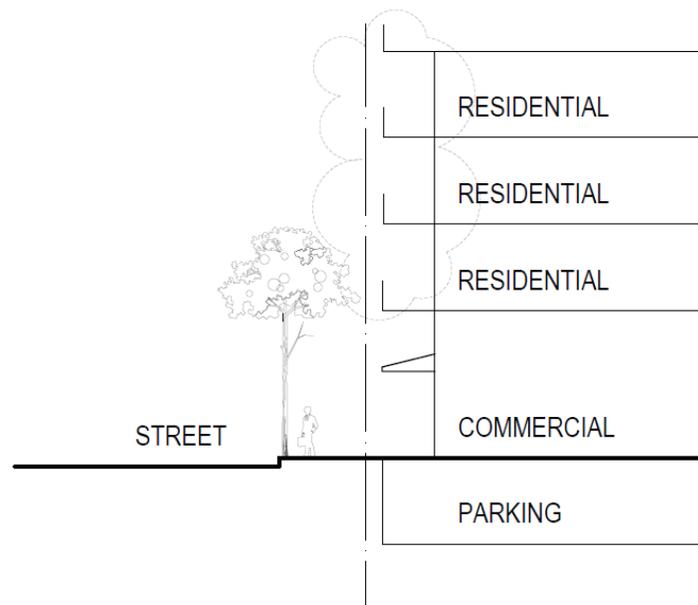
The SRW agreement will accommodate underground parking within the SRW area. Where the amount of space within the front yard required to accommodate pedestrian movement according to City engineering standards is less than 2.5 m, the SRW area will be reduced to the area required by those standards; however, any reduction of the SRW area will not impact the front yard requirement.

Beyond the normal projections permitted by the Zoning and Development Bylaw General Regulations, the following relaxations are intended.

- (a) An increased front yard may be considered at grade
  - (i) for a pedestrian courtyard or other features benefiting pedestrian character
  - (ii) to permit a transition to a larger neighbouring front yard.
- (b) An increased front setback may be considered above grade to accommodate building articulation and balconies.

- (c) A decreased front setback may be considered above grade to allow projection of balconies and bays, provided their effect is not to move the entire building face forward.
- (d) In Sub-Area B (Norquay Village Neighbourhood Centre Plan Area), a decreased front yard setback may be considered if:
  - (i) a distance of 7.6 m from the back of the curb to the building face can be achieved at the ground level with a front setback of less than 4.6 m; or
- (e) Canopies, awnings, or other architectural treatments for weather protection along the street-facing façades are permitted to project into required front yard.

**Figure 13: Projections into front yard/setback**



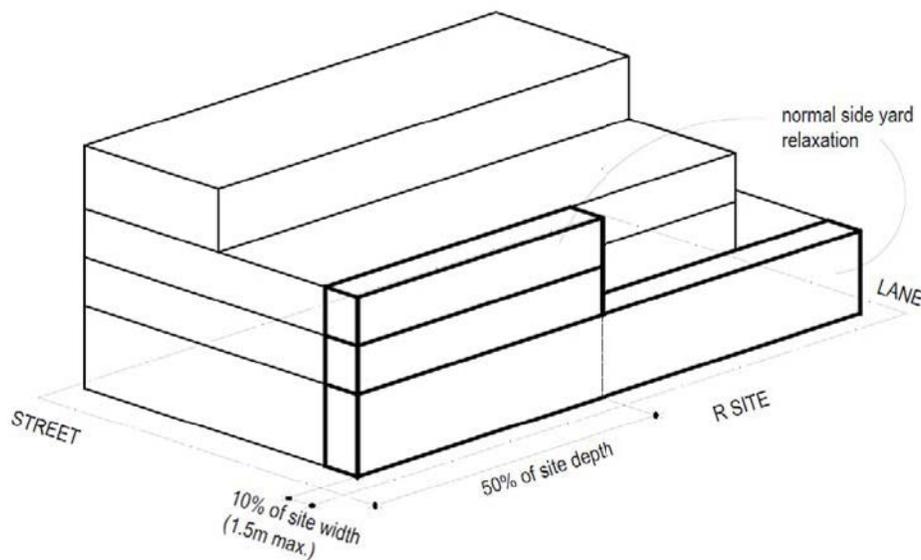
- (d) Where there is residential at grade along the front, the yard should be configured to provide open space and buffer for the units, and also to create transitions to adjacent existing buildings, where necessary.

## 4.5 Side Yards and Setbacks

For sites adjacent to R zoned sites, without an intervening lane, Section 4.5.2 of the District Schedule sets out side yards and setbacks, and allows for reductions. The following reductions are considered the norm in these situations.

- (a) Buildings may project into the side yard and setback, up to a line set at a distance equal to 10% of the site width (up to a maximum of 1.5 m), as follows:
  - (i) for the first level of the building (which may or may not be the first storey).
  - (ii) above the first level, up to the fourth storey, for a distance equal to 50% of the site depth from the front property line.
- (b) Railings and planters may occur in the setbacks to accommodate patios and roof gardens.

**Figure 14: Normal relaxations to side yard adjacent to R zoned site**



## 4.6 Rear Yard and Setback

The rear yard regulations act in conjunction with the height envelope to position the rear of the building at a distance from residential neighbours. Beyond the normal projections permitted by the Zoning and Development Bylaw General Regulations, the following are intended, so as to allow use of roof levels for patios (other than the uppermost roof level); and to provide for desired landscape screening.

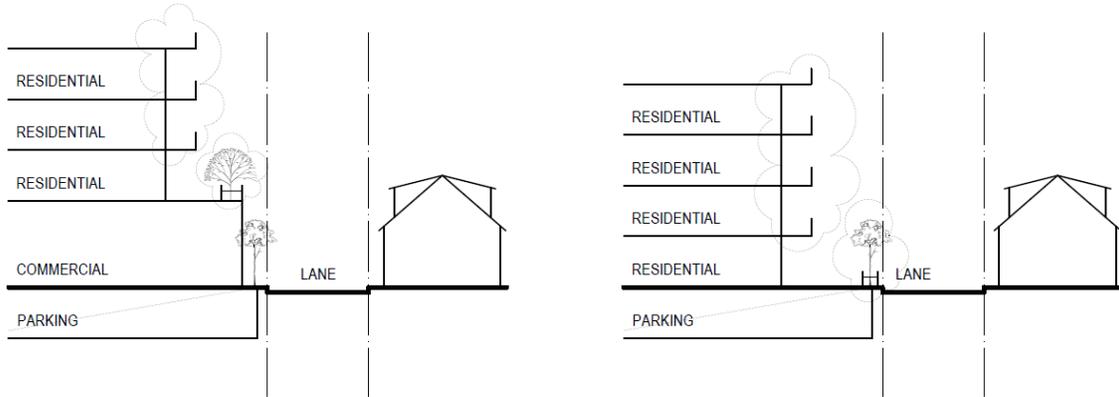
- (a) Planters and/or railings may project into the rear yard and setbacks to achieve the landscape screening described in Section 8 below, and to accommodate patios and roof gardens.

(Refer to Section 4.2 of these Guidelines regarding determining front and rear of a site with more than one boundary on a street.)

The requirement for a minimum rear yard depth of 1.5 m from the property line is intended to provide space for the landscaping and lane improvements. Trellis, planters, pergolas and other

such landscaping elements may protrude into the rear yard where these contribute to a positive, safe lane environment.

**Figure 15: Projections into rear yard/setback**



#### 4.7 Floor Space Ratio

The maximum discretionary densities in the District Schedule have been tested with the height and setback requirements, and should be achievable in most cases. However,

- (a) Not all projects and sites will be able to achieve the maximum discretionary densities. Factors influencing the achievable density include:
  - (i) site size and frontage, particularly sites less than about 465 m or 15.3 m frontage
  - (ii) corner or mid-block location
  - (iii) unusually sloped conditions
  - (iv) location adjacent to an R zoned site, with no intervening lane
  - (v) ability to provide required parking

#### 4.9 Off-Street Parking and Loading

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

- (a) Parking should generally be located underground. Exceptions may be considered for small sites, or where a limited number of at-grade stalls are provided for visitor parking. Underground parkades may project into required yards;
- (b) Where it is not possible to place all parking underground, any at-grade stalls should be located at the rear of the site. However, direct access to parking stalls from the lane is discouraged, except in smaller sites, e.g. 15.3 m or less in width;

**Figure 17: Example of poor treatment of parking and service area off the lane**



- (c) For slabs over parking/loading areas, under-slab height at the point of parking access should be limited to 3.8 m, other than when a higher loading bay is required under the Parking Bylaw. When structural or mechanical elements must project below the slab, requiring an increase in the 3.8 m slab height, 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;
- (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.

#### **4.10 Horizontal Angle of Daylight**

- (a) The relaxation of horizontal angle of daylight requirements provided for in the C-2 District Schedule should be used to achieve the courtyard conditions described in Section 2.6 above.
- (b) Where the horizontal angle of daylight is relaxed, 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
- (c) In situations where the horizontal angle of daylight needs to be relaxed to the minimum of 3.7 m, additional overshadowing of windows by overhead balconies or other projections should be avoided

## 5 Architectural Components

The architectural expression of mixed-use buildings along arterial streets differs from the single family character of residential streets. While the use of traditional “house-like” forms for new projects is not considered appropriate in C-2, the design should respond to particular site conditions, e.g. corner locations, adjacent heritage buildings.

### 5.1 Roofs and Chimneys

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

### 5.3 Entrances, Stairs and Porches

- (a) When residential uses are located on the ground level, as many individual units as possible should have their entries directly from the street to emphasize the residential nature of the area, create pedestrian interest and provide better street surveillance.
- (b) Shared residential entrances to buildings should be designed as attractive, visible features.

### 5.4 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.

### 5.5 Exterior Walls and Finishing

- (a) While a range of exterior walls and finishes may be used—including brick, concrete, stucco, vinyl siding, and other forms of cladding—care should be taken with the selection, proportions, detailing, and finishing to ensure a quality appearance and durability.

**Figure 18: Examples of stucco, brick, and vinyl siding used well**



- (b) The lower levels of developments should be carefully designed to relate to pedestrian scale, and enhance the close-up view of the pedestrian, even when the uses are not intended to attract the general public. Measures to achieve this should maximize transparency (display windows, windows onto store or other activity), high quality materials, and more intensive detailing that contribute to pedestrian interest. Translucent or opaque filming of the storefront glazing is highly discouraged.
- (c) 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
- (d) Walls abutting the lane should be carefully designed to be attractive to neighbouring developments and passerby through articulation, the use of quality materials, and landscaping.

## **5.6 Awnings and Canopies**

Section 2.7 describes where weather protection should be located.

- (a) Awnings and canopies should be of high quality. Consideration should be given to a continuous, architecturally integrated system that incorporates the signage.
- (b) Awnings and canopies should be deep enough and close enough to the ground to provide shelter.

**Figure 19: Examples of architecturally integrated, high quality awnings and canopies**



## 5.7 Lights

- (a) Buildings, open spaces and parking areas should have lighting located and designed to ensure that all areas are well lit. However, exterior lighting should be sensitive to the residential uses in the project and adjacent buildings. 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.

**Figure 20: Example of pedestrian-friendly frontage**



## 7 Open Space

### 7.2 Semi-Private Open Space

“Active” or “social” semi-private open space is desirable to provide an amenity.

In courtyard projects, the courtyards typically serve a combination of functions, such as circulation, buffer between units, and as a source of daylight and air to courtyard-facing rooms. Owing to these functions, they are rarely suitable locations for the kind of social use mentioned above. Although a courtyard can provide an opportunity for a common outdoor amenity space and play area, and such programming is highly encouraged, it would not be considered as an amenity space to fulfill the requirement for exterior amenity space due to the reasons outlined above.

- (a) Semi-private open space, accessible to residents, should be provided wherever possible.
- (b) Roof spaces should be accessible and utilized as common outdoor amenity space, wherever possible. Accessible roof spaces may be programmed to encourage social interaction, including children's play space, seating nodes, and a variety of active and passive spaces. Impacts on privacy, view, and noise for nearby units and properties should be addressed.
- (c) Where possible, exterior amenity space should be located contiguous with an indoor amenity space.

### 7.3 Private Open Space

Usable private open space should be provided for each residential unit, particularly for family units. Examples of usable private open space include balconies, decks or patios.

- (a) Private open space in the form of balconies, decks or patios should have 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 will be appropriate in many cases.
- (c) Private outdoor space shall be provided for all units with two or more bedrooms.
- (d) All studio and one bedroom units shall provide private outdoor space, unless a commensurate amount of common exterior amenity space of no less than 4.5 m<sup>2</sup> per unit is provided, based on total dwelling units of the development. Courtyard floors would not be considered as an amenity space to fulfill this requirement for exterior amenity space due to the reasons outlined in Section 7.1 above.
- (e) If private outdoor space is not provided for a studio or one bedroom unit, unit layout and design should maximize solar and ventilation access by maximizing operable glazing units. Provision of Juliet balconies should also be considered. This guideline recognizes that the usability of private balconies which directly face a vehicular roadway may be less desirable than a semi-private rooftop open amenity space. Furthermore, this allowance may also aid the applicant in achieving the higher building energy efficiency.

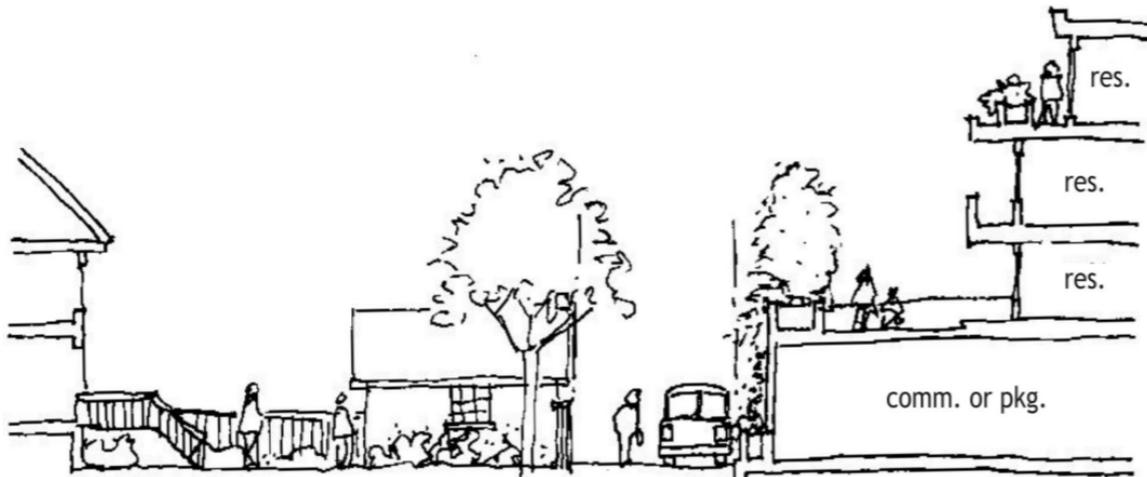
## 8 Landscaping

Landscaping can improve the livability of dwelling units and minimize impacts on adjacent residential uses.

- (a) Existing trees and significant landscape features should be retained where possible;
- (b) When the lower level of the development projects close to the lane:

- (i) the narrow rear yard at the lane edge should be planted with vines, trailing, and upright plants in order to soften the project as seen from neighbouring residential. Provision to protect the planting from lane traffic should be made through the use of a low planter and/or substantial curb and bollards.
- (ii) at the edge of the second level there should be a continuous planter about 1.5 m wide, with plant material designed to screen neighbours' yards from overlook by project residents.
- (c) When the first level at the rear is set back substantially (usually, but not exclusively, because it contains residential) there should be a minimum 1.5 m wide strip of planting located at the lane edge. Private fencing, if present, should be located on the inside of this planting area. Provision to protect the planting from lane traffic should be made through the use of a low planter and/or substantial curbs and bollards.
- (d) Choice of plant material should take into account the need to keep branches out of the lane right-of-way and overhead wires.
- (e) Landscape design on other parts of the site should relate to anticipated activities.
- (f) Accessible roof spaces should be combined with intensive and extensive green roof systems, including planters for growing food, wherever possible.
  - (i) Intensive green roof planters with shade trees and varied plantings may be integrated with, and help spatially define, more actively programmed areas.
  - (ii) Container planters are supported; however, consideration must be given to the minimum soil volumes needed for planting types and the structural design.
  - (iii) Extensive green roofs contribute to enhancement of many City wide goals such as biodiversity, air quality and rainwater management, and may be established on non-accessible roof areas.

Figure 21: Landscaping treatment to soften lane edge, reduce overlook and enhance privacy



## 9 Utilities, Sanitation, and Public Services

### 9.2 Underground Wiring

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

### 9.3 Garbage and Recycling

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

- (a) Garbage and recycling facilities should be fully enclosed on roof and sides, with screening to the lane.

# Guidelines

## C-2B, C-2C and C-2C1 Guidelines

*Adopted by City Council on June 9, 1987*

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

*Last amended XX [Month Day, Year]*

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**Note:** These guidelines are organized under standardized headings. As a consequence there are gaps in the numbering sequence where no guidelines apply.

# 1 Application and Intent

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

Wherever reference is made in these guidelines to residential uses, the provision also applies to Artist Studio – Class A, Artist Studio – Class B and the associated residential unit.

# 2 General Design Consideration

## 2.1 Street Character

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

## 2.2 Noise

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

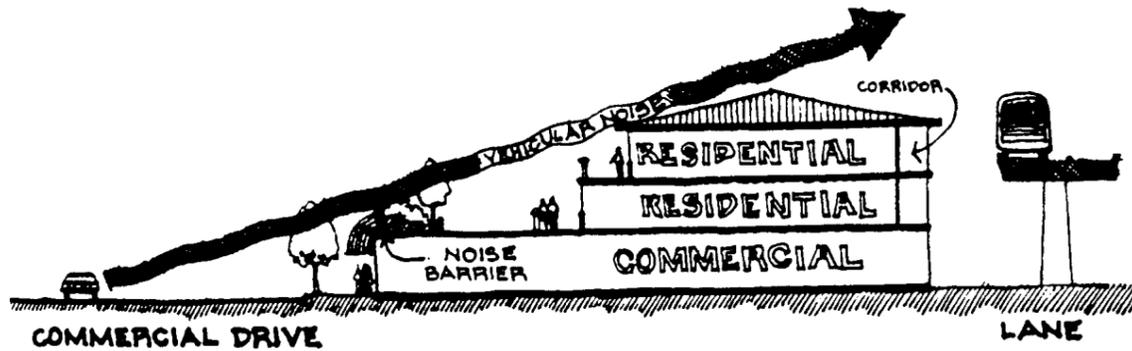
All development proposals containing residential units should provide evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement demonstrating that the noise levels in those portions of the dwelling units listed below shall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

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

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

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

Figure 1: Example of Screening Private Open Space for Noise



### 3 Uses

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

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

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

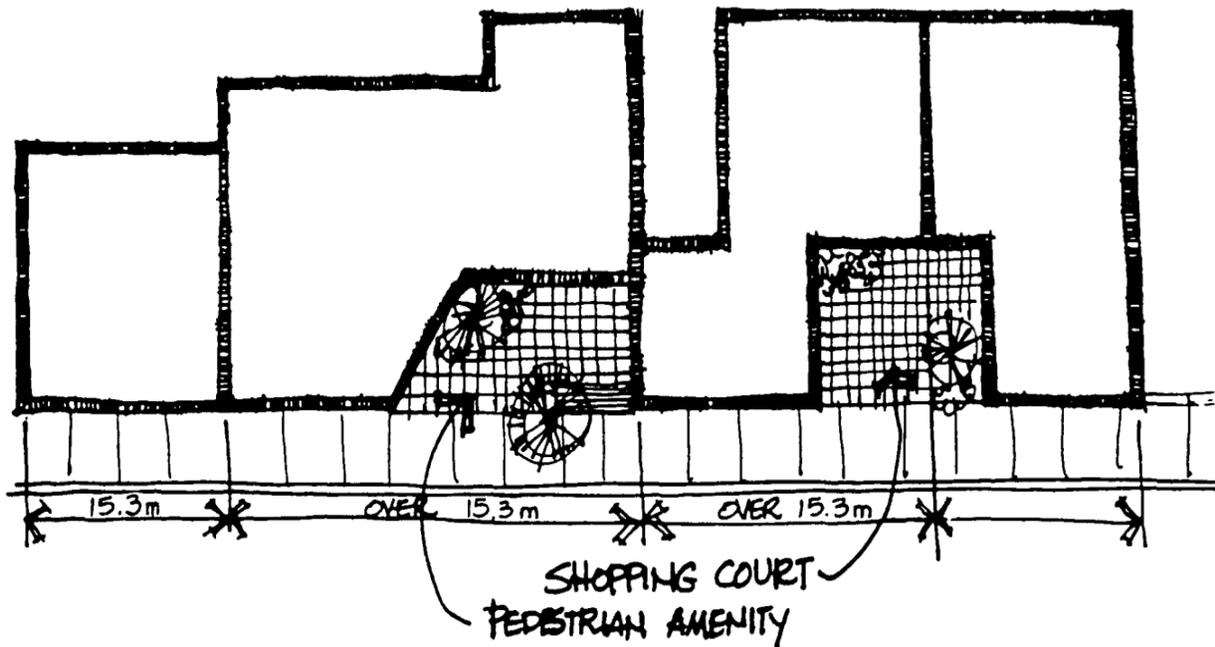
#### 4.1 Frontage

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

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

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

Figure 2: Example of Pedestrian Amenity Area



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

#### 4.2 Height

For height relaxations permitted under section 4.3.2 of the Zoning and Development By-law, the provision of generous ceiling heights for commercial uses on ground floor, at a minimum height of 5.2 m floor-to-floor, is considered a priority.

Semi-private indoor and outdoor amenity spaces are highly encouraged at the roof level to improve livability for apartment living and may be provided in conjunction with a green roof.

Accessible roof spaces may be combined with intensive and extensive green roof systems, including planters for growing food.

- (a) Intensive green roof planters with shade trees and varied plantings may be integrated with, and help spatially define, more actively programmed areas.
- (b) Container planters are supported; however, consideration must be given to the minimum soil volumes needed for planting types and the structural design.
- (c) Extensive green roofs contribute to enhancement of many City wide goals such as biodiversity, air quality and rainwater management, and may be established on non-accessible roof areas.

Accessible roof spaces provided in conjunction with a green roof should be programmed to encourage social interaction, including children's play space, seating nodes, and a variety of active and passive spaces. Impacts on privacy, view, and noise for nearby units and properties should be addressed.

### **4.3 Front Yard and Setback**

A 2.5 m front yard is both a setback and a build-to line. Flexibility is intended to allow for cornices, overhangs, and bays at the upper storeys, while providing more sidewalk space. Beyond the normal projections permitted by the Zoning and Development By-law General Regulations, the following relaxations are intended.

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

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

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

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

### **4.5 Dedication of Land for Lane Purposes (Commercial Drive only)**

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

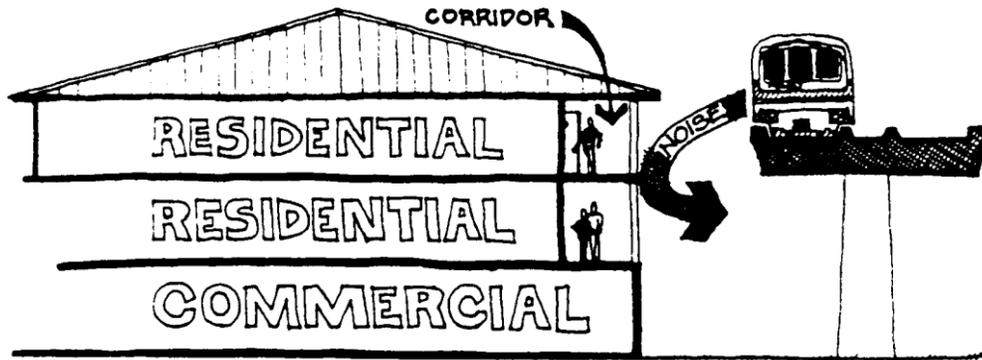
## **5 Sites Adjacent to the ALRT Guideway**

### **5.1 Orientation**

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

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

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



## 5.2 Privacy

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

## 5.3 Roofs

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

# Policy

## Secured Rental Policy

### Incentives for New Rental Housing

*Approved by Council May 15, 2012*

*Last amended December 14, 2021*

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## Background and Context

On November 26, 2019, Council approved amendments to the Secured Market Rental Housing Policy originally approved by Council in May 2012. This includes the following:

- Retitling of the policy.
- A framework to allow simplified rezonings in low-density areas previously enabled by the Affordable Housing Choices Interim Rezoning Policy, through standardized regulations in new rental zones. This was to be implemented as a pilot on a time-limited basis until June 30, 2022. Further details of the new zones to be brought back to Council for approval at a later date.
- Changes to the family housing requirements.
- Additional Green Buildings requirements.

Additionally, Council directed Staff to prepare changes to the C-2, C-2B, C-2C and C-2C1 district schedules to allow new 6 storey rental buildings through a development permit process instead of a rezoning, and that this be brought back to public hearing for Council's consideration.

On December 14, 2021, Council approved amendments to the Secured Rental Policy, including the following:

- Changes to align with amendments to the C-2, C-2B, C-2C and C-2C1 district schedules to allow secured rental building up to 6 storeys as a conditional use, and to generally remove C-2 zones from eligibility for rezoning under section 2.3 of this policy.
- Changes to align with the new RR-1, RR-2, and RR-3 district schedules introduced for use in future rezonings under section 2.4 of this policy, including further clarification of affordability requirements for below market rental and social housing projects.
- Changes to the eligibility requirements for sites in low density transition areas, including locational considerations, addition of a map illustrating eligible areas, and clarification of circumstances in which a CD-1 rezoning may be required.
- Other minor amendments to better align with rezoning opportunities previously enabled by the Affordable Housing Choices Interim Rezoning Policy in C-1 and RM-1 and RM-IN zones.

## Housing Choice Supports a Diverse Population

Vancouver is a growing and diverse city with significant housing challenges. Creating new housing for all Vancouverites through a range of housing options is critical to ensuring a vibrant and diverse city.

As of 2016, 53% of households in Vancouver were renters<sup>1</sup>. Renters in the city are a diverse group, including singles, families, and roommate households, and have a wide range of household incomes ranging from under \$30,000 to over \$80,000. The diversity of renters in Vancouver means that a broad range of housing types is required to meet the needs of these households.

Purpose-built market rental housing is a key source of secure, long-term housing for renter households earning a broad range of incomes. A robust supply of rental housing is also crucial for supporting a broad range of renter households in locations across the city, including areas accessible to transit and jobs, as well as in neighborhoods away from major arterial roads.

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<sup>1</sup> Census 2016

## Rental Housing Challenges

Vancouver has the tightest rental market and one of the lowest vacancy rates in Canada, which over the last 30 years has averaged 0.9 percent<sup>2</sup>. This is partly the result of limited new supply of rental housing in recent decades, along with the demand for rental housing from a growing population facing significant increases in the cost of home ownership. In this context, the need for suitable housing choices for renter households has grown dramatically.

## Housing Vancouver Strategy Context

On November 28, 2017 City Council adopted the 10-year Housing Vancouver Strategy. A core objective of Housing Vancouver is to shift the supply of new housing toward the “Right Supply” that meets the needs of the diversity of households in the city. The Strategy identified the need for an additional 72,000 housing units over 10 years, of which 20,000 units are new purpose-built rental housing.

The Secured Rental Policy is part of the larger Housing Vancouver Strategy that also addresses the housing needs of moderate and low income households. The regulations contained in the Rental Housing Stock Official Development Plan and Single Room Accommodation By-law are in place to protect the stock of existing market rental housing. In addition, the Housing Vancouver Strategy targets 4,000 of the total 20,000 purpose-built market rental units as below-market rental, and includes aggressive targets for social, supportive, and co-op housing (12,000 units by 2028) to meet the needs of low income residents.

## Rental Housing Policies in this Document

This document contains policies to encourage new purpose-built market rental housing. These policies are intended to increase the supply of secure market rental housing that is available to renter households. Affordability will be achieved through tenure, location, modesty in unit size, and over time as the buildings age, and through terms secured in Housing Agreements for projects including below-market rental units.

## Use of Residential Rental Tenure Zoning

In May 2018, the Government of British Columbia amended the Local Government Act and Vancouver Charter to provide local governments with a new authority to zone for residential rental tenure. This tool allows municipalities to require new housing to be developed as rental in multi-family or multi-use areas; set different rules that restrict the form of tenure of housing units for different zones and locations within a zone; and require that a certain number, portion or percentage of housing units in a building be rental. This authority is utilized in the Secured Rental Policy in several ways:

- Amendments to the C-2, C-2B, C-2C and C-2C1 zoning districts approved by Council on December 14, 2021 include unique zoning provisions (e.g. height, density, and setback regulations) for residential rental tenure development.
- New RR-1, RR-2, and RR-3 district schedules approved by Council on December 14, 2021 enable new apartment, townhouse and mixed use buildings where 100% of the residential units are rental in tenure, for use in privately-initiated rezonings in low density transition areas (see section 2.4 of this policy and Table 2)

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<sup>2</sup> CMHC Rental Market Report

# Secured Rental Policies

## 1 Residential Rental Projects Under Existing Zoning

Development permit applications for projects which can be approved under the existing zoning will be considered where 100% of the residential rental floor space is secured as non-stratified rental housing. Qualifying projects may be mixed use (i.e. include a commercial component), but all of the residential floor space must be rental.

### 1.1 Incentives

Projects which can be developed under the existing zoning are eligible for the following:

- Parking reductions as described in the Vancouver Parking By-law;
- City-wide and Area Specific DCL waiver for the residential floor space of the project; and
- Relaxation of unit size to a minimum of 29.7 sq. m (320 sq. ft.) provided that the design and location of the unit meets the livability criteria as defined in the Zoning and Development By-law.

Specific regulations for rental housing, such as increased maximum building height and density (e.g. allowances for 6 storey rental), are described in the C-2, C-2B, C-2C, and C-2C1 district schedules, the C-2, C-2B, C-2C, and C-2C1 Residential Rental Tenure Guidelines, and the Rental Incentives Program Bulletin.

For more information on available incentives, please refer to the Rental Incentive Programs Bulletin.

## 2 Residential Rental Projects Requiring a Rezoning

Rezoning applications may be considered for projects only if 100% of the residential floor space is secured as non-stratified rental housing. Qualifying projects may be mixed-use (e.g. include a commercial component), but all residential units must be rental in tenure.

### 2.1 Incentives

Projects requiring a rezoning are eligible for the following incentives:

- Additional floor area, height and new uses;
- Parking reductions as described in the Vancouver Parking By-law;
- City-wide and Area Specific DCL waiver for the residential floor space of the project; and
- Relaxation of unit size to a minimum of 29.7 sq. m (320 sq. ft.) provided that the design and location of the unit meets the livability criteria as defined in the Zoning and Development By-law.

For more information on available incentives, refer to the Rental Incentives Programs Bulletin.

## 2.2 Exclusions

These rezoning policies (section 2.3 and 2.4) apply city-wide, except in areas that have recently approved community plans (e.g. Cambie Corridor Plan, West End Plan, Grandview-Woodland Plan, Marpole Plan, and the Downtown Eastside Plan) or that are undergoing community planning programs and have interim rezoning policies in place (e.g. Broadway, Jericho Lands).

In community plan areas, secured rental projects may be eligible for incentives, with height and density set as per the applicable community plan policy.

## 2.3 Rezoning in Commercial, Multi-Family, Industrial and ODP Areas

Rezonings for 100% residential rental projects will be considered in the following locations:

- Areas close to transit, employment and services (e.g. commercial and mixed use zones);
- Multi-family areas (e.g. RM zones) for infill projects or projects on sites that do not have existing rental housing;
- Areas with existing rezoning policies or Official Development Plans that accommodate higher residential density (e.g. Downtown District and existing CD-1 zoning) and which do not conflict with existing policies for social housing; and
- Light industrial areas that currently allow residential (e.g. MC-1 and MC-2).

Table 1 outlines the additional height and density that may be considered for rezonings to CD-1 in commercial, multi-family, industrial, and ODP areas. Where appropriate, staff may support rezoning to a RR-1, RR-2 or RR-3 district rather than a CD-1.

### 2.3.1 Rezoning in C-2, C-2B, C-2C and C-2C1 Districts

As the C-2, C-2B, C-2C, and C-2C1 zoning districts include unique provisions for rental housing, rezoning for rental housing development will only be considered in exceptional circumstances, subject to staff review. Most secured rental projects in these zones will be required to develop in accordance with the applicable District Schedule.

In general, projects proceeding through a rezoning stream will not be considered for more height or density than can be achieved through the C-2, C-2B, C-2C, or C-2C1 district schedules (e.g. 6 storeys and 3.5 FSR or 3.7 FSR on large corner sites). These projects should also generally conform with the applicable C-2 district schedule and the associated design guidelines.

Circumstances where CD-1 rezoning may be considered will generally be limited to the following:

- Projects proposed on sites that are split zoned with a portion of the site zoned as C-2, C-2B, C-2C, or C-2C1; or
- Projects on sites to be created through a consolidation including parcels that are not zoned C-2, C-2B, C-2C, or C-2C1 and where all parcels are immediately adjacent to each other and more than 50% of the site area is zoned C-2, C-2B, C-2C, or C-2C1.

**Table 1: Consideration for Rezoning in Commercial, Multi-family, Industrial, and ODP Areas**

Areas	Existing Zoning District	Direction
Commercial Areas	C-1	Consider 4 storey mixed use, generally consistent with the RR-3A district  Consider 6 storey mixed use, generally consistent with the RR-3B district, for projects including a minimum 20% of the residential floor area as units secured at below-market rents ( <i>See section 4 for specific requirements</i> )
	C-2, C-2B, C-2C, C-2C1	In exceptional circumstances consider rezoning for 6 storey mixed use, generally consistent with the height and density regulations for rental housing specified in the applicable C-2, C-2B, C-2C, or C-2C1 district schedule.  See section 2.3.1 of this policy for further details and criteria.
	C-3A	Consider additional density; adhere to existing height limits and generally to guidelines
Multi-family Areas	RM-1 and RM-1N	Consider additional height and density up to 6 storeys and generally consistent with the RR-2A, RR-2B, and RR-2C Districts Schedule or the RR-3A and RR-3B Districts Schedule and the locational and site context considerations for RS and RT zones ( <i>See Table 2</i> )
	RM-3, RM-3A	Consider redevelopment of sites where existing rental units do not current exist and infill development where appropriate on sites where existing tenants are not displaced  Adhere to existing height limits and generally to guidelines
CD-1 zoned areas	CD-1	Consider redevelopment of sites where existing rental units do not currently exist and infill development on suitable sites where existing tenants are not displaced; height and density as appropriate to location and context
Industrial Areas that allow residential	MC-1	Consider modest increases in height and density
Areas with Official Development Plans that allow residential	Various ODP areas	Consider development sites which allow for residential density where there are no conflicts with existing policies for social housing (e.g. the density bonus for social housing for small sites in the Downtown South)  Consider additional density appropriate to context; adhere to existing height limits

## 2.4 Rezoning in Low Density Transition Areas

Rezoning for 100% residential rental projects will be considered for sites zoned RS or RT (except for RT-5 and RT-5N, RT-7, RT-8 and RT-10 and RT-10N) that are:

- On a block adjacent to an arterial road that is part of a TransLink bus route and that is within approximately 400 m of a larger neighbourhood shopping area; or
- On a block adjacent to an arterial road that is within 800 m of a TransLink rapid transit station (including RapidBus, 99 B-Line, Canada Line, Expo Line or Millennium Line stations) and that is within approximately 200 m of a smaller neighbourhood shopping area; and
- In an eligible area as illustrated by Map A in the Appendix.

### 2.4.1 Eligibility Requirements for Regular Sites – Rezoning to a Rental Tenure District Schedule

Table 2 provides direction for consideration of additional density for 100% rental projects seeking a rezoning in RS and RT zoned areas. To be eligible, sites should be generally regular in shape (rectangular), part of the regular street grid, and have a full lane to the rear.

Rezoning opportunities as described in Table 2 will generally only be enabled through rental tenure district schedules; rezoning to a site-specific CD-1 will only be considered as per section 2.4.2.

### 2.4.2 Eligibility Requirements for Irregular Sites – Rezoning to a Site-Specific CD-1

Sites that meet the location and site context considerations in Table 2 but are highly irregular in size, shape, context or other attributes may be eligible for rezoning subject to a customized review and response.

In general, irregular sites will not be considered for more height or density than may be achieved on a regular lot through the set rental tenure district schedule(s). In some cases, increased setbacks and reduced FSR may be required commensurate to the irregular context to allow for reasonable adjacencies.

Examples of sites where a CD-1 rezoning will generally be required include:

- Sites with limited street frontage or no lane
- Sites where a standard building shape as generally allowed in the applicable standard rental zone(s) and guidelines cannot be accommodated

### 2.4.3 Social Housing

Rezonings for projects where 100% of the residential floor area is secured as social housing will be considered on sites zoned RS or RT, including in locations that are not illustrated by Map A in the Appendix. The RR-2C district includes provisions to enable some additional density for 6 storey social housing developments on arterials. As appropriate, staff may also support consideration of rezoning to another RR district or a CD-1.

**Table 2: Considerations for Rezoning in RS and RT Zones**

Location	Building Types	Requirements and Guidelines
On arterial	<ul style="list-style-type: none"> <li>Up to 4 storey mixed use</li> <li>Up to 5 storey residential apartment</li> <li>Up to 6 storey residential apartment or mixed use for projects including a minimum 20% of the residential floor area that is counted in the calculation of FSR secured as below-market rental units (See section 4 for specific requirements) or where 100% of the residential floor area is secured as social housing</li> </ul>	<p>Refer to the RR-2 and RR-3 district schedules</p> <p>Site should not leave any remaining RS or RT lot(s) with a total continuous frontage of less than 99 feet, or obstruct access to a lane for any remaining lot(s)</p> <p><u>Mixed use requirements (RR-3)</u></p> <p>Mixed use will generally be required for sites that:</p> <ul style="list-style-type: none"> <li>are immediately adjacent to a property that has existing zoning for commercial use (C-1, C-2, C-2B, C-2C, C-2C1 or CD-1 with commercial retail at grade), or</li> <li>include a corner lot at an intersection where two or more of the other corner sites are zoned for commercial use</li> </ul> <p>Mixed use will generally be optional for sites that include a corner lot or that have existing non-residential uses</p>
Off arterial	<ul style="list-style-type: none"> <li>Up to 4 storey residential apartment</li> <li>or 4 storey townhouse</li> <li>3 storey triplex or townhouse with up to 8 units</li> </ul>	<p>Refer to the RR-1 District Schedule, and the RR-2A district</p> <p>Site must not obstruct access to a lane for any remaining lot(s)</p>
	Up to 5 storey residential apartment flanking the arterial with a 4 storey transition to the off arterial block face	<p>Refer to the RR-2B district</p> <p>Site must be located at the corner of an arterial road, with a side property line flanking the arterial</p>
	Up to 4 storey mixed use	<p>Refer to the RR-3A district</p> <p>Site must have existing non-residential use</p>

Please also refer to the Rental District Schedules Design Guidelines for further guidance.

## Other Policy Requirements

### 3 Security of Tenure and Housing Agreement

The rental units will be secured for a term of 60 years or life of the building, whichever is greater, through legal agreements, (i.e. Housing Agreement pursuant to section 565.2 of the Vancouver Charter, including non-stratification and no separate sales covenants), or any other legal mechanism deemed necessary by the Director of Legal Services and the Director of Planning.

### 4 Affordability

Projects proposing a 6 storey building under section 2.4 of this policy are required to achieve a minimum of 20% of the residential floor area that is counted in the calculation of FSR as units secured at below-market rents. In addition, all below-market units are required to meet the following requirements:

- Starting rents by unit type will not exceed a rate that is:
  - For 100% residential buildings, 10% less than the average rents as published by the Canada Mortgage and Housing Corporation (CMHC) for the city; or
  - For mixed-use buildings, 20% less than the average rents as published by CMHC for the city

Please refer to the most recent annual Rental Market Report for private apartment buildings published by CMHC for more information. Starting rents will be secured at the time of Council's approval of the rezoning, and may be increased annually until initial occupancy in accordance with the maximum annual increases authorized by the Province of British Columbia through the Residential Tenancy Act, and

- After initial occupancy, rent escalation during a tenancy will be limited to the increases authorized by the Residential Tenancy Act. Between tenancies, the rent may be re-indexed to the current CMHC average rent by unit type, applying the same discount rate (minimum 10% for 100% residential buildings and 20% for mixed-use buildings) as was secured at the time of rezoning approval.

Targeting a deeper level of affordability in a portion of the below-market rental units is encouraged where possible. For more information on starting rent information and program administration, please refer to the Rental Incentive Programs Bulletin.

### 5 Housing for Families

The Secured Rental Policy encourages the inclusion of family housing. The requirement for family housing units is set at 35% of units for all secured market rental developments under rezonings, as per the City's Family Room: Housing Mix Policy for Rezoning Projects. Family units are defined as units with 2 or more bedrooms, designed to meet the Council adopted High Density Housing for Families with Children Guidelines.

For projects that do not require rezoning, residential unit mix requirements may be specified in the applicable district schedule. The C-2, C-2B, C-2C, and C-2C1 district schedules require that residential rental tenure projects seeking density above 2.5 FSR and height above 4 storeys provide 35% family units (with 2 or more bedrooms). These units should be designed to meet the High Density Housing for Families with Children Guidelines.

## 6 Tenant Relocation and Protection

Where tenants will be displaced as a result of redevelopment, a tenant relocation plan as outlined in the City's Tenant Relocation and Protection Policy will be required. Please also refer to the Tenant Relocation and Protection Policy – Process and Requirements Bulletin.

## 7 Green Buildings

The Secured Rental Policy advances green building objectives and encourages the development of near-zero emission buildings.

### 7.1 Rezoning Applications

All rezoning applications considered under this policy will be expected to meet the Green Buildings Policy for Rezoning, and to employ zero emissions heating and hot water systems in the building, achieving a greenhouse gas intensity (GHGI) of 3 kg/m<sup>2</sup> or less.

For more information on these requirements and the documentation to be submitted, please refer to the Green Buildings Policy for Rezoning and the Green Buildings Policy for Rezoning – Process and Requirements Administration Bulletin.

### 7.2 Development Permit Applications for Projects That Do Not Require Rezoning

Some development permit applications for residential rental tenure development that do not require rezoning must also meet green building requirements. In C-2, C-2B, C-2C and C-2C1 districts residential rental tenure applications seeking additional building height and/or density, projects are required to:

- Employ zero emissions heating and hot water systems in the building, achieving a greenhouse gas intensity (GHGI) of 3 kg/m<sup>2</sup> or less; and
- Meet the energy efficiency and emissions requirements of the Green Buildings Policy for Rezoning, by meeting the requirements of either:
  - Passive House or an acceptable alternate near zero emissions standard; or,
  - Greenhouse gas, thermal energy demand, and total energy use intensity limits (GHGI, TEDI, and TEUI, respectively) as specified in the policy.

## 8 Community Amenity Contributions

Community Amenity Contribution (CAC) policies apply to private rezoning applications. Routine, lower density rezoning applications for secured market rental housing that meet the criteria set out in the Community Amenity Contributions Policy for Rezoning and other applicable Council approved policies and guidelines are not subject to a CAC.

## **Implementation and Monitoring**

### **Implementation**

The policies in this document provide clarity on the incentives offered to enable rental housing, as well as the scale of rental developments that may be considered. New development will be managed through privately initiated rezoning applications to unique CD-1s or through the use of rental zones in low density areas (e.g. RR-1, RR-2 and RR-3 district schedules). In addition, new rental development may proceed through development permit applications, including through district schedules which include provisions for residential rental tenure development (e.g. C-2, C-2B, C-2C and C-2C1).

### **Monitoring**

The Housing Vancouver Annual Progress Report will track the rental units created through this policy on an annual basis, and measure and evaluate progress towards the City's approved housing targets in relationship to supply, income, and family housing.

# Appendix: Eligibility Map

The map illustrates the areas that meet the locational criteria that apply under section 2.4 of this policy to sites zoned RS or RT. Other policy requirements beyond the locational criteria will also apply to determine eligibility. Further description is provided in the Rental Incentive Programs Bulletin.

**Map A: Eligibility Map for Low Density Transition Areas**

