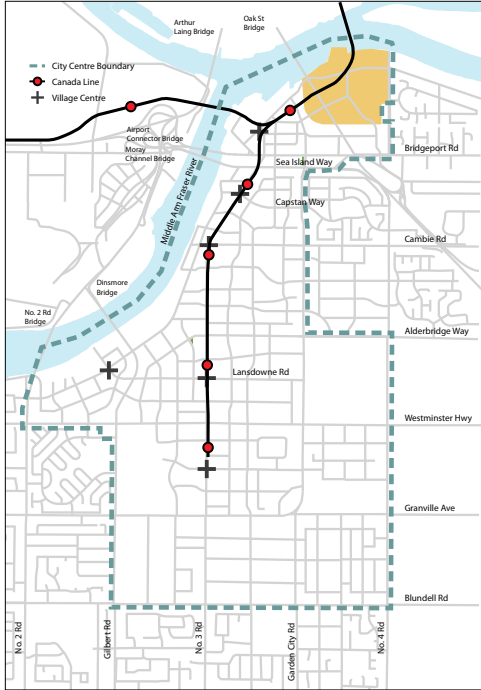


## 3.2 Sub-Area Guidelines

### 3.2.1 Sub-Area A.1

#### Industrial Reserve - Industry-Only Bylaw 8841 2013/02/12



This sub-area is intended for the retention, enhancement, and attraction of **port, rail, and other industrial uses** that are important to the viability of the City Centre and Richmond, but are typically difficult to accommodate in a higher-density urban setting due to their need for access by large-vehicles, outdoor storage, and larger-scale processing, distribution, and/or storage activities.

#### **Predominant Land Use:**

- *Industry, including port and rail uses*

#### **Key Land Use Restrictions:**

- *No non-industrial uses, except where accessory to industry*
- *No aircraft noise sensitive uses, as per City policy*

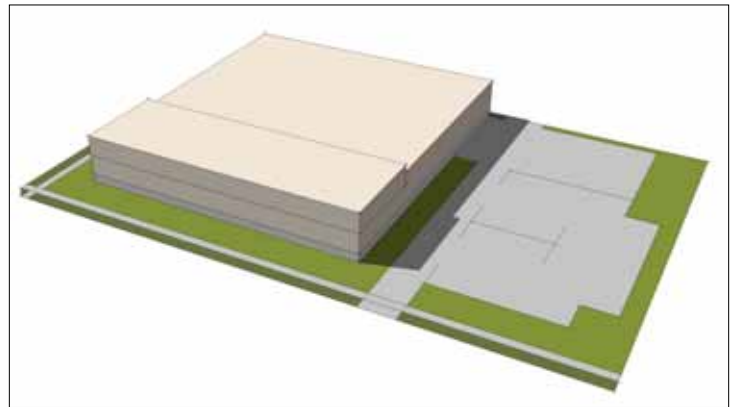
#### **Maximum Net Density:**

- *1.2 FAR*

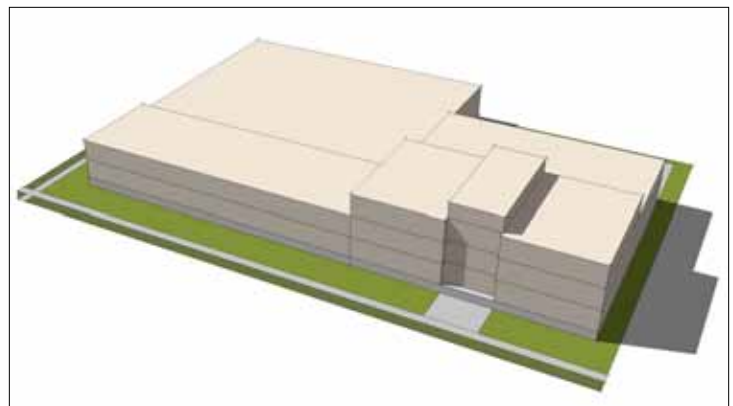
#### **Maximum Typical Height:**

- *15 m (49 ft.)*

## Sub-Area A.1



*Possible massing at 0.6 FAR.*



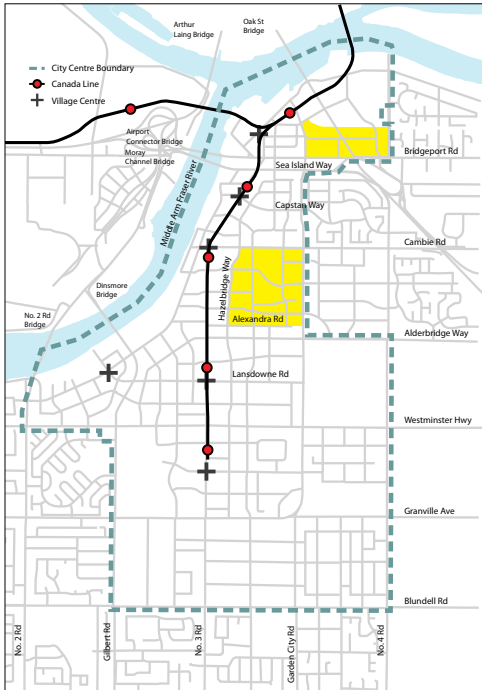
*Possible massing at 1.2 FAR.*

<b>Sub-Area A.1: Industrial Reserve - Industry-Only</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: industry and accessory use.</li> <li>• Upper Floors: industry and accessory uses.</li> <li>• Parking &amp; Outdoor Storage: concealed from public view within or to the rear of the building or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition of lanes and mews where this can attractively and safely provide public access between destinations (e.g., riverfront) or break up large blocks to make activities more easily accessible and identifiable.</li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 80% maximum.</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• 15 m (49 ft.), typical.</li> <li>• Additional building height may be permitted, but should not exceed 25 m (82 ft.).</li> <li>• Notwithstanding the above, within 30 m (98 ft.) of the Oak Street Bridge, building height should not exceed that of the bridge deck.</li> </ul>
F. Towers	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: 2.9 m (9.5 ft.) geodetic.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings, parking, and outdoor storage (may vary with the preferred frontage treatment):               <ol style="list-style-type: none"> <li>a) public street: 6 m (20 ft.) to the property line;</li> <li>b) publicly-accessible open space: 3 m (10 ft.) to the right-of-way boundary;</li> <li>c) interior side and rear yards:                   <ul style="list-style-type: none"> <li>- adjacent to existing residential uses: 3 m (10 ft.) to the common property line;</li> <li>- elsewhere: nil.</li> </ul> </li> </ol> </li> <li>• For buildings taller than the Oak Street Bridge deck: 30 m (98 ft.) to the drip line of the bridge.</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> <li>• Notwithstanding the above, the "Canada Line Interface" setback should apply.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• "Lawn &amp; Garden" and "Stoops &amp; Porches", typical.</li> <li>• Setback Encroachments: frontage treatment depth may be reduced, together with the minimum setback from a public street, provided that the combination of building and landscape treatments (e.g., street trees, screening) along the frontage are designed to ensure an attractive, pedestrian- and cyclist- oriented environment appropriate to a high-quality industrial park in an urban setting.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Along site frontages, provide some combination of large-growing street trees, additional trees (especially evergreens), hedges, planting, and landscape features designed to provide both necessary security and an attractive, pedestrian and cyclist-friendly image (e.g., where solid or chain link fences are required, they should be screened with hedges or some other means).</li> <li>• Avoid locating driveways, parking, or service yards between the building and the street.</li> <li>• Ensure that large areas of paving are screened from public view from streets, open spaces, and bridges, and that stormwater run-off and other issues common to such areas are mitigated.</li> <li>• Where possible, provide publicly-accessible trails, greenways, seating, and naturalized areas that enhance public amenity and help to encourage walking and cycling (especially along routes linking the Bridgeport Canada Line Station, the Canada Line's North Fraser River crossing, and the Bridgeport Area's Tait neighbourhood).</li> <li>• Adjacent to residential uses (including street frontages), provide a solid fence, together with some combination of evergreen hedge, trees, and landscape features designed to screen industrial activities and features (e.g., noise, overlook, lights, security fencing) and present an attractive image.</li> <li>• Fence off or landscape any underutilized land and ensure adequate lighting and maintenance to avoid an unkempt appearance and discourage vandalism, etc.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Views from the Oak Street Bridge and Canada Line should be considered in the treatment of rooftops, including:               <ol style="list-style-type: none"> <li>a) green roofs treated with plant material, together with interesting roof features and forms, are encouraged;</li> <li>b) tar and gravel roofs and similar roof treatments are discouraged;</li> <li>c) rooftop mechanical equipment should be concealed from view.</li> </ol> </li> <li>• Public building/unit entrances should be oriented to and easily visible and identifiable from the fronting public street.</li> <li>• If a project does not maximize the permitted density on a development site, buildings should be:               <ol style="list-style-type: none"> <li>a) sited to facilitate future phases with minimal impact on earlier construction;</li> <li>b) designed to present an attractive, "finished" appearance at each phase of development.</li> </ol> </li> </ul>

### 3.2.2 Sub-Area A.2

#### Industrial Reserve - Limited Commercial

Bylaw 8841  
2013/02/12



This sub-area is intended for **urban business park** purposes, including light industrial uses contained within a building (e.g., high technology, processing, distribution, repair), together with office and, along designated frontages, retail, hotel, and related uses, provided that the floor area of non-industrial uses on a development site does not exceed that of industrial uses.

**Predominant Land Use:**

- Industry
- Mixed Industry/ Commercial

**Key Land Use Restrictions:**

- No non-industrial uses, except commercial (including retail and hotel along designated frontages) where its floor area does not exceed that of industry
- No aircraft noise sensitive uses, as per City policy

**Maximum Net Density:**

- 1.2 FAR (additional density permitted where this benefits industry)

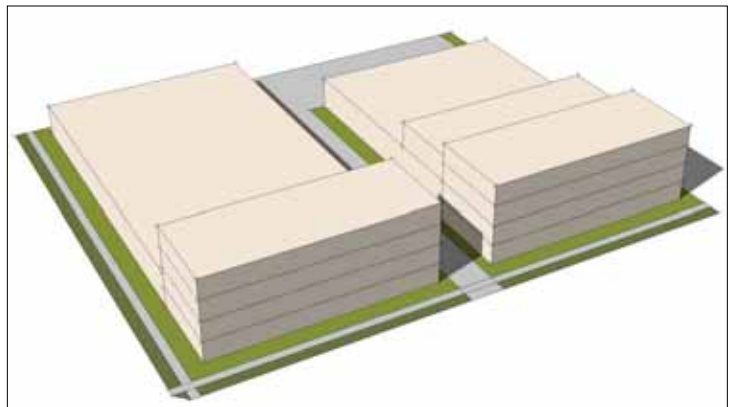
**Maximum Typical Height:**

- 25 -35 m (82 – 115 ft.)

### Sub-Area A.2



Two possible mixed industrial/commercial massing options at 1.2 FAR:



2 buildings, each of which is 50% industry and 50% commercial.



2 buildings, one of which is entirely industrial (right) and one of which is entirely commercial (left).

<b>Sub-Area A.2: Industrial Reserve - Limited Commercial</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permits retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.</li> <li>• Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated street frontages, restaurant and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permit retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.</li> <li>• Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscape buffer at least 3 m (10 ft.) deep.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition of lanes and mews where this can attractively and safely provide public access between destinations or break up large blocks to make activities more easily accessible and identifiable.</li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• West of Brown Road: 8,000 m<sup>2</sup> (2.0 ac.).</li> <li>• Elsewhere: 2,400 m<sup>2</sup> (0.6 ac.) except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• Within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.). (Additional building height is discouraged.)</li> <li>• Elsewhere: 25 m (82 ft.). (Additional building height may be permitted to enhance industrial uses.)</li> </ul>
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• Maximum floorplate size: 650 m<sup>2</sup> (6,997 ft<sup>2</sup>).</li> <li>• Minimum tower spacing: 35 m (115 ft.).</li> <li>• The affected development site should satisfy the Plan's Minimum Tower Development Site Size.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum:                             <ol style="list-style-type: none"> <li>a) for industrial uses: 0.3 m (1.0 ft.) above the crown of the fronting street;</li> <li>b) for non-industrial uses: 2.9 m (9.5 ft.) geodetic.</li> </ol> </li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings and parking (may vary with the preferred frontage treatment):                             <ol style="list-style-type: none"> <li>a) public street: 3 m (10 ft) to the property line;</li> <li>b) publicly-accessible open space: 1.5 m (5 ft.) to the right-of-way boundary;</li> <li>c) interior side and rear yards:                                     <ul style="list-style-type: none"> <li>- adjacent to existing residential uses: 3 m (10 ft.) to the common property line;</li> <li>- elsewhere: nil to the property line or lane right-of-way.</li> </ul> </li> </ol> </li> <li>• For buildings taller than the Oak Street Bridge deck: 30 m (98 ft.) to the drip line of the bridge.</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to:                             <ol style="list-style-type: none"> <li>a) set building facades at the minimum setback line;</li> <li>b) orient/mass buildings so that they present a continuous building facade along all public street frontages or, where this not possible due to driveways, low development density, etc., effectively extend the facade across any interruptions via decorative fencing, landscaping, public art, or other landscape/building features (e.g., pergolas, arcades).</li> </ol> </li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• "Shopfront &amp; Awning", "Stoops &amp; Porches", and "Terraced Units".</li> <li>• Setback Encroachments: frontage treatment depth may be reduced, together with the minimum setback from a public street, provided that the combination of building and landscape treatments (e.g., street trees, screening) along the frontage are designed to ensure an attractive, pedestrian- and cyclist- oriented environment appropriate to a high-quality - urban - business park.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Along site frontages, provide some combination of large-growing street trees, additional trees (especially evergreens) and landscaping designed to provide both necessary security and an attractive, pedestrian and cyclist-friendly image (e.g., screen security fencing with hedges).</li> <li>• Avoid locating driveways, parking, or service yards between the building and the street.</li> <li>• Ensure that large areas of paving are screened from public view from streets, open spaces, and bridges, and that stormwater run-off and other environmental issues commonly associated with such areas are mitigated.</li> <li>• Where possible, provide publicly-accessible trails, greenways, seating, and naturalized areas that enhance public amenity and help to encourage walking and cycling.</li> <li>• Adjacent to residential uses, provide a solid fence a minimum of 1.8 m (6 ft.) high, together with evergreen and deciduous trees, shrubs, and other landscape features designed to screen industrial activities and buffer their impact (e.g., noise, overlook, lights) on residential neighbours.</li> <li>• Fence off or landscape any underutilized land and ensure adequate lighting and maintenance to avoid an unkempt appearance and discourage vandalism, etc.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Public building/unit entrances should open directly onto the public sidewalk or, in the case of especially deep lots (e.g., north side of Beckwith Road), be visible and identifiable from the fronting public street, and be oriented to courtyards accessible from the public sidewalk.</li> <li>• Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport &amp; Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes).</li> <li>• If a project does not maximize the permitted density on a development site, buildings should be:                             <ol style="list-style-type: none"> <li>a) sited to facilitate future phases with minimal impact on earlier construction.</li> <li>b) designed to present an attractive, "finished" appearance at each phase of development.</li> </ol> </li> </ul>

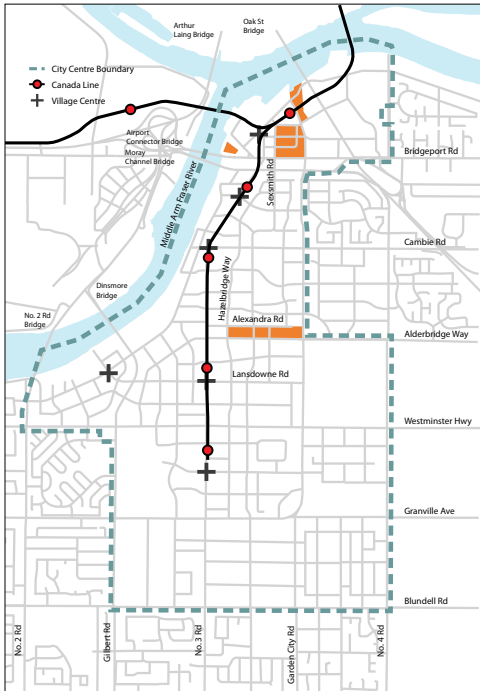
Bylaw 8767  
2017/09/11



### 3.2.3 Sub-Area A.3

#### Commercial Reserve - Mid-Rise

Bylaw 8841  
2013/02/12



This sub-area is intended for **medium-density, mid-rise commercial** purposes, including street-oriented retail and restaurants, entertainment, office, education, and related uses. In addition, the area situated in Bridgeport Village is:

- intended to be strongly airport related (e.g., hotel, international trade);
- part of the Richmond Arts District (RAD) (e.g., artists' studios, creative industries, galleries).

#### **Predominant Land Use:**

- *Commercial*

#### **Key Land Use Restrictions:**

- *No aircraft noise sensitive uses, as per City policy*

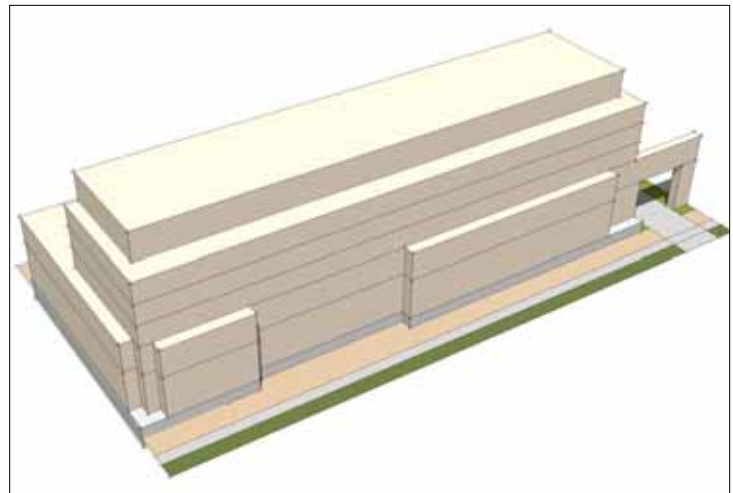
#### **Maximum Net Density:**

- *2.0 FAR*

#### **Maximum Typical Height:**

- *25 m (82 ft.)*

### Sub-Area A.3



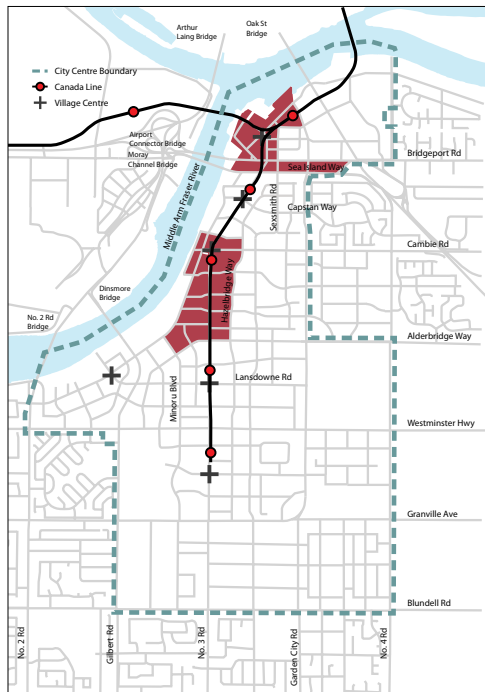
Possible massing at 2.0 FAR.

<b>Sub-Area A.3: Commercial Reserve - Mid-Rise</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: street-oriented retail, restaurant, and studio.</li> <li>• Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs).</li> <li>• Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition and enhancement of lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid (except in the area abutting the transit operations and maintenance facility).</li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• 2,400 m<sup>2</sup> (0.6 ac.), except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., greenways).</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• East of Sexsmith Road and within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.).</li> <li>• Elsewhere: 25 m (82 ft.).</li> <li>• Additional building height is discouraged.</li> </ul>
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• Maximum floorplate size: 650 m<sup>2</sup> (6,997 ft<sup>2</sup>).</li> <li>• Minimum tower spacing: 35 m (115 ft.).</li> <li>• The affected development site should satisfy the Plan's Minimum Tower Development Site Size.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: 2.9 m (9.5 ft.) geodetic.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings and parking (may vary with the preferred frontage treatment):               <ol style="list-style-type: none"> <li>a) public street: 3 m (10 ft.) to the property line;</li> <li>b) publicly-accessible open space: 1.5 m (5 ft) to the right-of-way boundary;</li> <li>c) interior side and rear yards: nil to the property line or lane right-of-way.</li> </ol> </li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> <li>• Notwithstanding the above, the "Canada Line Interface" setbacks should apply.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to:               <ol style="list-style-type: none"> <li>a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages;</li> <li>b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys;</li> <li>c) at public open spaces (e.g., plazas, mid-block linkages), either wrap the streetwall around the space or extend it as an open-work structure across its entry (e.g., pergola);</li> <li>d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.</li> </ol> </li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• "Shopfront &amp; Awning", applicable only where the building entry is not more than 0.3 m (1.0 ft.) above the crown of the fronting public street or open space.</li> <li>• "Stoops &amp; Porches", provided that adequate disabled access can be provided.</li> <li>• "Terraced Units" (particularly encouraged in Bridgeport Village).</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art).</li> <li>• Terraces along street frontages should be simple forms that:               <ol style="list-style-type: none"> <li>a) incorporate a high-quality of design and materials;</li> <li>b) help to create an engaging, inviting, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities;</li> </ol> </li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Buildings should typically be mid-rise, streetwall buildings characterized by:               <ol style="list-style-type: none"> <li>a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors;</li> <li>b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades);</li> <li>c) attractive roofscapes and skyline features (e.g., distinctive horizontal rooflines and features, sculpted towers with large terraces, landscaped rooftops).</li> </ol> </li> <li>• Architectural character (supported by materials, landscape elements, etc.) should vary:               <ol style="list-style-type: none"> <li>a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.;</li> <li>b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting;</li> </ol> </li> <li>• Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport &amp; Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes).</li> </ul>

### 3.2.4 Sub-Area A.4

#### Commercial Reserve - Mid- to High-Rise

Bylaw 8841  
2013/02/12



This sub-area is intended for **medium- to high-density, mid- and high-rise commercial** purposes, including street-oriented retail, restaurants, entertainment, office, education, and related uses. In addition:

- Bridgeport Village is intended to be strongly airport related (e.g., hotel, international trade) and is part of the Richmond Arts District (e.g., artists' studios, creative industries, galleries);
- Aberdeen Village, near the river and the Canada Line station, is intended to be a cultural focus for the Richmond Arts District.

**Predominant Land Use:**

- Commercial

**Key Land Use Restrictions:**

- No aircraft noise sensitive uses, as per City policy

**Maximum Net Density:**

- 2.0 - 3.0 FAR

**Maximum Typical Height:**

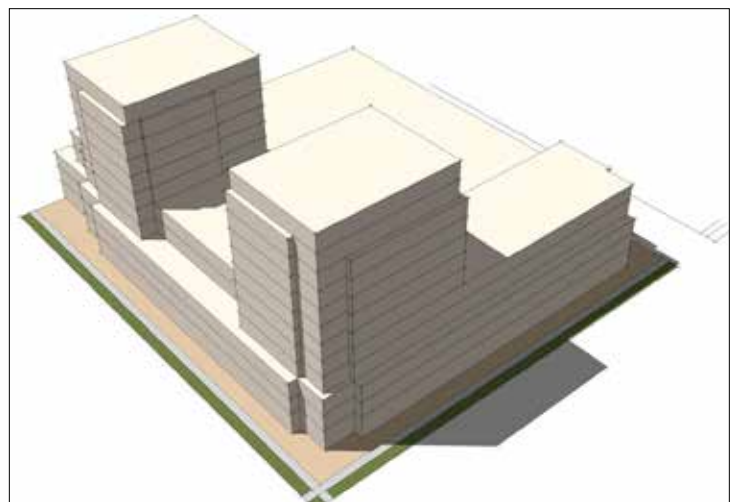
- 25 - 45 m (82 - 148 ft.), or less if subject to established Airport Zoning Regulations

Bylaw 10020  
2019/05/21

### Sub-Area A.4



Two possible massing options at 3.0 FAR:



650 m<sup>2</sup> (6,997 ft<sup>2</sup>) hotel or office tower floorplate.



1,800 m<sup>2</sup> (19,375 ft<sup>2</sup>) office tower floorplates.



<b>Sub-Area A.4: Commercial Reserve - Mid- to High-Rise</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: street-oriented retail, restaurant, and studio, except between Bridgeport Road and Sea Island where uses will typically be office and hotel.</li> <li>• Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs).</li> <li>• Parking: within the building and concealed from public view by non-parking uses.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, including:                             <ol style="list-style-type: none"> <li>a) "green links" with a minimum width of 20 - 30 m (66 - 98 ft.), as per the Plan;</li> <li>b) additional lanes and mews to achieve a roughly 100 m (330 ft.) circulation grid.</li> </ol> </li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For 2 FAR or less: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• For greater than 2 FAR: varies as per the Plan, 25 - 45 m (82 - 148 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.</li> </ul>
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• Maximum floorplate size: 650 m<sup>2</sup> (6,997 ft<sup>2</sup>), but office floorplates may be larger as per the Plan.</li> <li>• Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings and parking (may vary with the preferred frontage treatment):                             <ol style="list-style-type: none"> <li>a) public street: 3 m (10 ft.) to the property line;</li> <li>b) publicly-accessible open space: 1.5 m (5 ft) to the boundary;</li> <li>c) interior side and rear yards: nil to the property line or lane right-of-way.</li> </ol> </li> <li>• Notwithstanding the above, the "Canada Line Interface" setbacks should apply.</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to:                             <ol style="list-style-type: none"> <li>a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road and "major green links";</li> <li>b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys;</li> <li>c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry;</li> <li>d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.</li> </ol> </li> <li>• Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront &amp; Awning" (where grades allow), "Dual Walkway &amp; Stramp", and "Terraced Units" (typically limited to Bridgeport Village).</li> <li>• Elsewhere: Varies, provided that adequate disabled access can be provided.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art).</li> <li>• Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities.</li> <li>• "Major green links" designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with vehicular access as required, public art, etc.</li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Buildings should typically be mid-rise, streetwall buildings and towers characterized by:                             <ol style="list-style-type: none"> <li>a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors;</li> <li>b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades);</li> <li>c) towers of varying heights and forms including:                                     <ul style="list-style-type: none"> <li>- point towers (typically hotels and/or near Cambie Road) with small floorplates;</li> <li>- slab-shaped office towers with large floorplates, typically oriented perpendicular to the fronting major street or thoroughfare (e.g., No. 3 Road);</li> <li>- terraced or stepped tower forms;</li> </ul> </li> <li>d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces).</li> </ol> </li> <li>• Architectural character (supported by materials, landscape elements, etc.) should vary:                             <ol style="list-style-type: none"> <li>a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.;</li> <li>b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting.</li> </ol> </li> </ul>

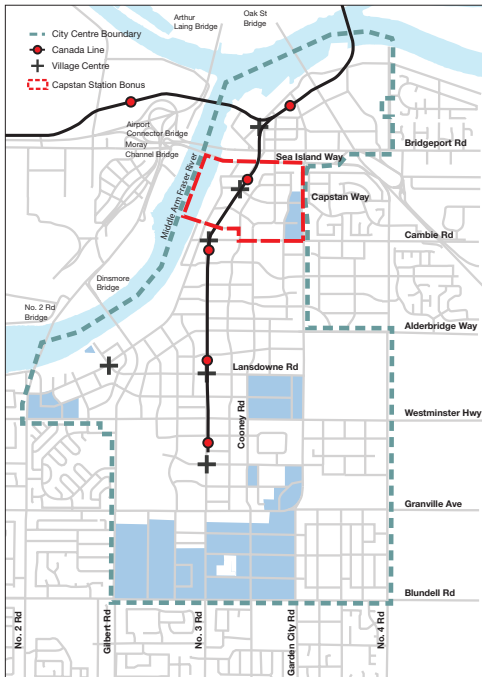
Bylaw 10020  
2019/05/21



### 3.2.5 Sub-Area B.1

#### Mixed Use - Low-Rise Residential & Limited Commercial

Bylaw 10190  
2022/07/18



This sub-area is intended primarily for **grade-oriented housing or equivalent** in the form of High-Density Townhouses (i.e., with common parking structures) plus, in the Southeast, lower-density conventional and stacked townhouses (i.e., typically with individual garages).

In addition, the Plan permits commercial, community, and studio uses. Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are permitted throughout.

#### Capstan Station Bonus

Development sites for which net density is permitted to exceed 2.0 FAR in the Capstan Station Bonus area may be considered under 3.2.6 Sub-Area B.2.

#### Predominant Land Use:

- Residential
- Mixed Residential/Commercial

#### Key Land Use Restrictions:

- St. Albans Sub-Area Plan

#### Maximum Net Density:

- 1.2 FAR

#### Maximum Typical Height:

- 15 m (49 ft.)

Bylaw 8841  
2013/02/12

## Sub-Area B.1



South of Granville Avenue-type townhouses.



North of Granville Avenue-type townhouses.



Possible massing at 1.2 FAR.

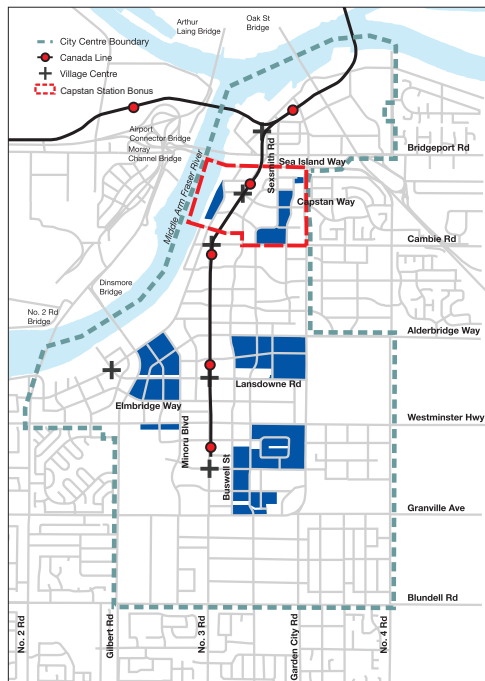
Sub-Area B.1: Mixed Use - Low-Rise Residential & Limited Commercial																				
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground &amp; Upper Floors: townhouses (commercial and community uses permitted):                             <ul style="list-style-type: none"> <li>a) north of Granville Avenue: high-density townhouses;</li> <li>b) south of Granville Avenue: conventional and high-density townhouses.</li> </ul> </li> <li>• Parking:                             <ul style="list-style-type: none"> <li>a) conventional townhouses: in individual garages and common areas screened from view from public streets by buildings and/or a landscaped buffer at least 3 m (10 ft.) deep;</li> <li>b) elsewhere: within the building and concealed from public view by non-parking uses.</li> </ul> </li> </ul>																			
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition and enhancement of lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</li> </ul>																			
C. Minimum Net Development Site Size	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 33%;">Density</th> <th style="width: 17%;">Width</th> <th style="width: 17%;">Depth</th> <th style="width: 33%;">Area</th> </tr> </thead> <tbody> <tr> <td>0.75 FAR and less</td> <td>20 m (66 ft.)</td> <td>30 m (98 ft.)</td> <td>600 m<sup>2</sup> (0.15 ac.)</td> </tr> <tr> <td>Greater than 0.75 FAR to 0.9 FAR</td> <td>40 m (131 ft.)</td> <td>30 m (98 ft.)</td> <td>1,800 m<sup>2</sup> (0.44 ac.)</td> </tr> <tr> <td>Greater than 0.9 FAR</td> <td>40 m (131 ft.)</td> <td>30 m (98 ft.)</td> <td>2,400 m<sup>2</sup> (0.59 ac.)</td> </tr> </tbody> </table>				Density	Width	Depth	Area	0.75 FAR and less	20 m (66 ft.)	30 m (98 ft.)	600 m <sup>2</sup> (0.15 ac.)	Greater than 0.75 FAR to 0.9 FAR	40 m (131 ft.)	30 m (98 ft.)	1,800 m <sup>2</sup> (0.44 ac.)	Greater than 0.9 FAR	40 m (131 ft.)	30 m (98 ft.)	2,400 m <sup>2</sup> (0.59 ac.)
Density	Width	Depth	Area																	
0.75 FAR and less	20 m (66 ft.)	30 m (98 ft.)	600 m <sup>2</sup> (0.15 ac.)																	
Greater than 0.75 FAR to 0.9 FAR	40 m (131 ft.)	30 m (98 ft.)	1,800 m <sup>2</sup> (0.44 ac.)																	
Greater than 0.9 FAR	40 m (131 ft.)	30 m (98 ft.)	2,400 m <sup>2</sup> (0.59 ac.)																	
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• For 0.75 FAR and less: 40%.</li> <li>• For greater than 0.75 FAR: 50%.</li> </ul>																			
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For less than 0.75 FAR: 9 m (30 ft.) and 2 ½ storeys.</li> <li>• For 0.75 FAR to 0.9 FAR: 12 m (39 ft.).</li> <li>• For greater than 0.9 FAR: 15 m (49 ft.).</li> <li>• Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook).</li> </ul>																			
F. Towers	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>																			
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: 2.9 m (9.5 ft.) geodetic.</li> </ul>																			
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For non-residential uses and residential uses for which the ground floor units have additional or alternative private outdoor space to that provided at grade within this setback: 3 m (10 ft.).</li> <li>• For interior side and rear yards: 1.5 m (5 ft.) provided that uses are not oriented towards these yards and they are not required for private or shared open space purposes.</li> <li>• For a parking structure abutting a lane: 4.5 m (15 ft.) to the centre of the lane.</li> <li>• Elsewhere (including shared, multi-tenant building entrances): 6 m (20 ft.).</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>																			
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>																			
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For individual residential and non-residential units: "Stoops &amp; Porches" and "Lawn &amp; Garden".</li> <li>• For shared, multi-tenant building entries: "Landscaped Ramp &amp; Terrace" and "Lawn &amp; Garden".</li> </ul>																			
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Focus developments around shared, landscaped courtyards, either opening to the street or internal to the site, designed to provide for shared outdoor amenities, casual surveillance by fronting units, and direct access from grade level units and their private open spaces.</li> <li>• Establish an appealing and intimate residential character that encourages socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting units, while still affording those units necessary privacy, through features including:                             <ul style="list-style-type: none"> <li>a) large-growing street trees and pedestrian amenities in and near public spaces (e.g., seating and public art, especially near multi-tenant building entries and street corners);</li> <li>b) private open spaces raised above the fronting public sidewalk/walkway grade, such that:                                     <ul style="list-style-type: none"> <li>- the grade difference between public and private spaces is 0.6 - 1.5 m (2 - 5 ft.);</li> <li>- the transition between the public and private spaces is a maximum of 1:1;</li> <li>- private spaces are accessed individually from the public space (e.g., garden steps);</li> </ul> </li> <li>c) some combination of deciduous and evergreen trees, shrubs, and hedges, low decorative fences and walls, ground cover, display planting, and shared garden spaces (e.g., for flowers or food production).</li> </ul> </li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>																			
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Architectural character (supported by materials, landscape elements, etc.) should vary:                             <ul style="list-style-type: none"> <li>a) south of Granville Avenue: lower-density, low-rise, residential forms characterized by house-like features such as pitched roofs, building height and setback variations, entry porches, wood siding and trim, and buildings that are integrated into a green landscape that incorporates a significant amount of large-growing trees;</li> <li>b) north of Granville Avenue: a more urban setting characterized by low-rise, streetwall buildings with more consistent heights and setbacks, flat roofs, roof decks and balconies, concrete and masonry cladding in combination with wood and metal accents (e.g., siding on upper floors, railings), and more formal landscaping set into planters, terraces, etc.</li> </ul> </li> </ul>																			



### 3.2.6 Sub-Area B.2

#### Mixed Use - Mid-Rise Residential & Limited Commercial

Bylaw 10190  
2022/07/18



This sub-area is intended primarily for **medium-density, mid-rise (4-8 storeys) housing** incorporating a significant amount of shared, useable open space in the form of rooftop courtyards (on top of parking, etc.).

In addition, the Plan permits a variety of commercial and community uses. Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are permitted throughout.

#### Capstan Station Bonus and Spires Road Area

Development sites in these areas for which net density is permitted to exceed 2.0 FAR may be considered under 3.2.7 Sub-Area B.3.

#### Predominant Land Use:

- Residential
- Mixed Residential/Commercial

#### Key Land Use Restrictions:

- Nil

#### Maximum Net Density:

- 2.0 FAR

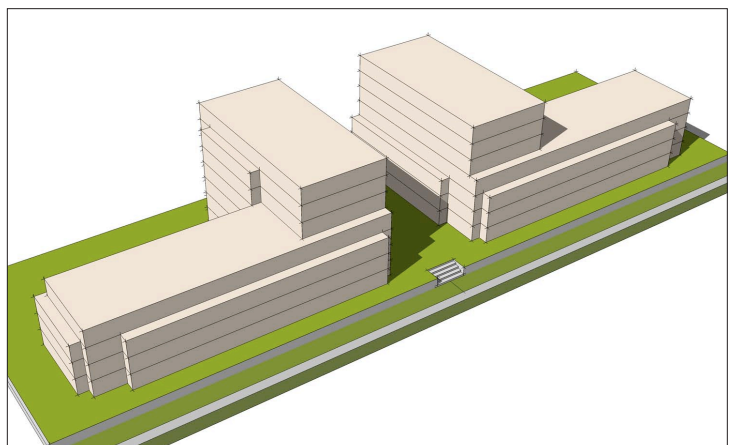
#### Maximum Typical Height:

- 25 m (82 ft.), or less if subject to established Airport Zoning Regulations

Bylaw 10190  
2022/07/18

Bylaw 10020  
2019/05/21

## Sub-Area B.2



Possible massing at 2.0 FAR.

Sub-Area B.2: Mixed Use - Mid-Rise Residential & Limited Commercial																
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: street-oriented townhouse units (commercial and community uses permitted).</li> <li>• Upper Floors: multiple-family residential (commercial and community uses permitted).</li> <li>• Parking: within the building and concealed from public view by non-parking uses.</li> <li>• In buildings containing residential units, 20% of dwellings should be grade-oriented or equivalent.</li> </ul>															
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</li> </ul>															
C. Minimum Net Development Site Size	<table border="1"> <thead> <tr> <th>Density</th> <th>Width</th> <th>Depth</th> <th>Area</th> </tr> </thead> <tbody> <tr> <td>1.2 FAR and less</td> <td>40 m (131 ft.)</td> <td>30 m (98 ft.)</td> <td>2,400 m<sup>2</sup> (0.6 ac.)</td> </tr> <tr> <td>Greater than 1.2 FAR, except where the Village Centre Bonus is applied, the minimum area should be increased accordingly.</td> <td>40 m (131 ft.)</td> <td>40 m (131 ft.)</td> <td>2,400 m<sup>2</sup> (0.6 ac.)</td> </tr> </tbody> </table>				Density	Width	Depth	Area	1.2 FAR and less	40 m (131 ft.)	30 m (98 ft.)	2,400 m <sup>2</sup> (0.6 ac.)	Greater than 1.2 FAR, except where the Village Centre Bonus is applied, the minimum area should be increased accordingly.	40 m (131 ft.)	40 m (131 ft.)	2,400 m <sup>2</sup> (0.6 ac.)
	Density	Width	Depth	Area												
	1.2 FAR and less	40 m (131 ft.)	30 m (98 ft.)	2,400 m <sup>2</sup> (0.6 ac.)												
Greater than 1.2 FAR, except where the Village Centre Bonus is applied, the minimum area should be increased accordingly.	40 m (131 ft.)	40 m (131 ft.)	2,400 m <sup>2</sup> (0.6 ac.)													
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• For residential: 60%.</li> <li>• For mixed residential/commercial or commercial: 90%.</li> <li>• Coverage is exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").</li> </ul>															
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For 1.2 FAR or less: 15 m (49 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• For greater than 1.2 FAR: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook).</li> </ul>															
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• To be determined on a site specific basis where additional height is permitted in excess of the maximum building height indicated above.</li> </ul>															
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: typically 2.9 m (9.5 ft.) geodetic, except higher near the riverfront.</li> </ul>															
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For non-residential uses and residential uses for which the ground floor units have additional or alternative private outdoor space to that provided at grade within this setback: 3 m (10 ft.).</li> <li>• For interior side and rear yards:                             <ol style="list-style-type: none"> <li>a) for a parking structure: nil, provided that either it:                                     <ul style="list-style-type: none"> <li>- abuts a lane right-of-way or a zero lot line structure on an adjacent property;</li> <li>- its roof elevation is no more than 3 m (10 ft.) above grade and it is concealed by special roof and wall treatments (e.g., landscaping, stone cladding);</li> </ul> </li> <li>b) for other uses: 1.5 m (5 ft.) provided that uses are not oriented towards these yards and they are not required for private or shared open space purposes.</li> </ol> </li> <li>• Elsewhere (including shared, multi-tenant building entrances): 6 m (20 ft.).</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>															
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distictive Streetscape Views.</li> </ul>															
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For individual residential units: "Stoops &amp; Porches".</li> <li>• For shared, multi-tenant building entries and non-residential uses: "Landscaped Ramp &amp; Terrace".</li> </ul>															
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Focus developments around shared, landscaped courtyards, either opening to the street or internal to the site, designed to provide for shared outdoor amenities, casual surveillance by fronting units, and direct access from grade level units and their private open spaces.</li> <li>• Establish an appealing, intimate residential character that encourages socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting units, while still affording those units necessary privacy, through features including:                             <ol style="list-style-type: none"> <li>a) large-growing street trees and pedestrian amenities in and near public spaces (e.g., seating and public art, especially near multi-tenant building entries and street corners);</li> <li>b) private open spaces raised above the fronting public sidewalk/walkway grade, such that:                                     <ul style="list-style-type: none"> <li>- the grade difference between public and private spaces is 0.6 - 1.5 m (2 - 5 ft.);</li> <li>- the transition between the public and private spaces is a maximum of 1:1;</li> <li>- private spaces are accessed individually from the public space (e.g., garden steps);</li> </ul> </li> <li>c) some combination of deciduous and evergreen trees, shrubs, and hedges, low decorative fences and walls, ground cover, display planting, and shared garden spaces.</li> </ol> </li> <li>• "Major green links" and greenways designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with seating, public art, etc.</li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>															
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Architectural character (supported by materials, landscape elements, etc.) should be typified by:                             <ol style="list-style-type: none"> <li>a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back;</li> <li>b) irregular setbacks providing for the planting of large trees and a variety of plazas, seating areas, planted terraces, and private and semi-private gardens (at street level and above) that together contribute to a lush, green urban landscape;</li> <li>c) green landscaped flat roofs, roof decks, and balconies.</li> </ol> </li> </ul>															

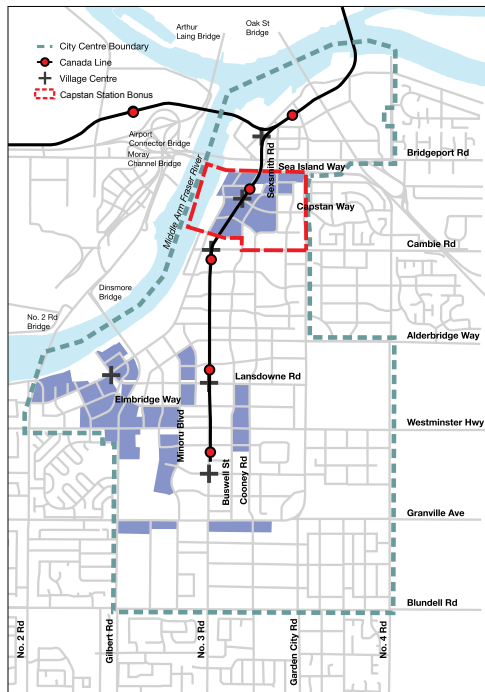
Bylaw 10020  
2019/05/21



### 3.2.7 Sub-Area B.3

#### Mixed Use - High-Rise Residential, Commercial & Mixed Use

Bylaw 9593  
2017/05/08



### Sub-Area B.3



This sub-area is intended primarily for **high-density, high-rise residential and mixed-use development** in the form of towers with podium streetwall bases and, in designated areas and elsewhere (e.g., Pedestrian-Oriented Retail Precincts) street-oriented retail uses on the ground floor.

Home-Based Business Dwellings and Live/Work Dwellings are encouraged throughout, except on the ground floor along Pedestrian-Oriented Retail Precincts where commercial uses are preferred.

#### Capstan Station Bonus

Development sites for which net density is permitted to exceed 3.0 FAR in the Capstan Station Bonus area may be considered under 3.2.8 Sub-Area B.4.

#### Predominant Land Use:

- Residential
- Mixed Residential/Commercial
- Commercial

#### Key Land Use Restrictions:

- Pedestrian-Oriented Retail Precinct designation requires small commercial units along designated frontages

#### Maximum Net Density:

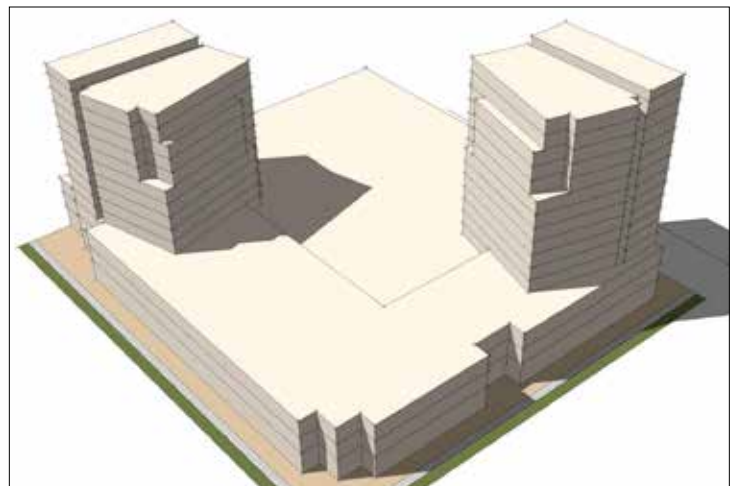
- 2.0 - 3.0 FAR

#### Maximum Typical Height:

- 25 - 45 m (82 - 148 ft.), or less if subject to established Airport Zoning Regulations

Bylaw 8837  
2012/03/12

Bylaw 10020  
2019/05/21



Possible massing at 3.0 FAR.

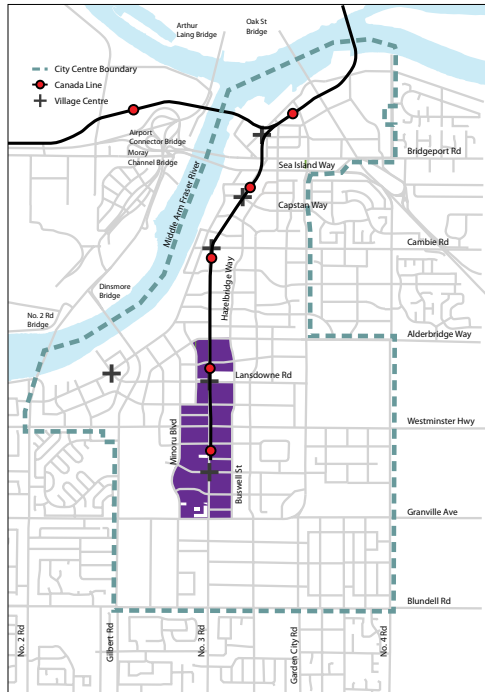
<b>Sub-Area B.3: Mixed Use - High-Rise Residential, Commercial &amp; Mixed Use</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: street-oriented retail and restaurant in Pedestrian-Oriented Retail Precincts, together with office, hotel, studio, and street-oriented townhouses elsewhere.</li> <li>• Upper Floors: office, hotel, and multiple-family residential.</li> <li>• Parking: within the building and concealed from public view by non-parking uses.</li> <li>• In buildings containing residential units, grade-oriented or equivalent units are encouraged.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For less than 3 FAR: 35 m (115 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village).</li> <li>• For 3 FAR: 45 m (148 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village).</li> <li>• Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.</li> </ul>
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• Maximum floorplate size: 650 m<sup>2</sup> (6,997 ft<sup>2</sup>), but hospital floorplates may be larger as per the Plan.</li> <li>• Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan.</li> <li>• The affected development site should satisfy the Plan's Minimum Tower Development Site Size.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings and parking (may vary with the preferred frontage treatment):               <ol style="list-style-type: none"> <li>a) public street: 3 m (10 ft.) to the property line;</li> <li>b) publicly-accessible open space: 1.5 m (5 ft.) to the boundary;</li> <li>c) interior side and rear yards: nil to the property line or lane right-of-way.</li> </ol> </li> <li>• Notwithstanding the above, the "Canada Line Interface" setbacks should apply.</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to:               <ol style="list-style-type: none"> <li>a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road;</li> <li>b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys;</li> <li>c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry;</li> <li>d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.</li> </ol> </li> <li>• Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront &amp; Awning" (where grades allow), "Dual Walkway &amp; Stramp", and "Terraced Units".</li> <li>• For individual residential units: "Stoops &amp; Porches".</li> <li>• Elsewhere: varies, provided that adequate disabled access can be provided.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Establish an appealing, intimate urban character that encourages lingering and socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting uses (while providing necessary residential privacy) through some combination of large-growing street trees and pedestrian-oriented landscape features (e.g., seating, public art).</li> <li>• Ground floor residential units should be raised above grade and exhibit features as described for Sub-Area B2.</li> <li>• Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities.</li> <li>• "Pedestrian linkages" should have a park-like character and incorporate recreational amenities.</li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Architectural character (supported by materials, landscape elements, etc.) should be typified by:               <ol style="list-style-type: none"> <li>a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back;</li> <li>b) point and slab-shaped towers with small floorplates, low-rise podium bases forming "human-scaled streetscapes" (e.g., concealed parking, articulated building facades, weather protection), and intervening mid-rise terraced or stepped forms;</li> <li>c) small, landscaped plazas and mews passing through and between buildings (with or without a roof) to create a more human-scaled, urban environment, enhance the diversity of public spaces, and provide pleasant areas removed from vehicle traffic;</li> <li>d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces);</li> <li>e) usable/accessible green landscaping and passive and active recreation space on all low- and mid-rise flat roof areas (e.g., display planting, urban agriculture, sport courts).</li> </ol> </li> </ul>

Bylaw 10020  
2019/05/21

### 3.2.8 Sub-Area B.4

#### Mixed Use - High-Rise Commercial & Mixed Use

Bylaw 8841  
2013/02/12



This sub-area is intended primarily for **high-density, high-rise commercial and mixed-use development** in the form of towers with substantial streetwall bases and street-oriented retail uses on the ground floor fronting onto most City streets (as most are designated as Pedestrian-Oriented Retail Precincts).

Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are encouraged throughout except on the ground floor along Pedestrian-Oriented Retail Precincts where commercial uses are preferred.

**Predominant Land Use:**

- *Mixed Residential/Commercial*
- *Commercial*

**Key Land Use Restrictions:**

- *Pedestrian-Oriented Retail Precinct designation requires small commercial units along designated frontages*

**Maximum Net Density:**

- *4.0 FAR*

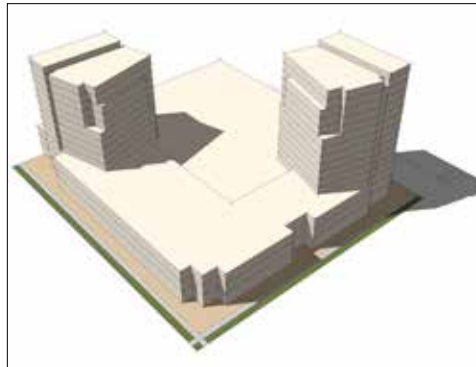
**Maximum Typical Height:**

- *45 m (148 ft.), or less if subject to established Airport Zoning Regulations*

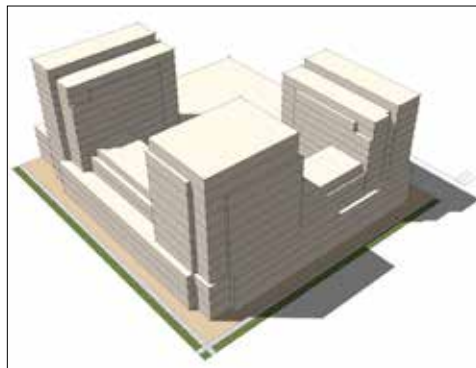
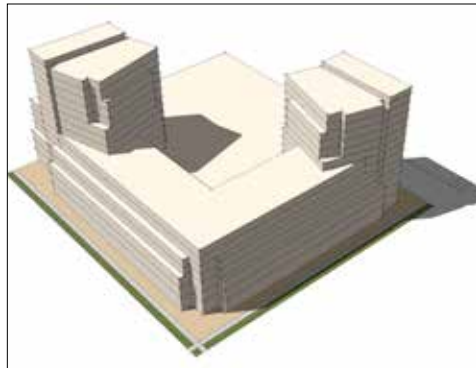
Bylaw 10020  
2019/05/21

### Sub-Area B.4

*Possible massing at 3.0 FAR:*



*Three possible massing options at 4.0 FAR:*





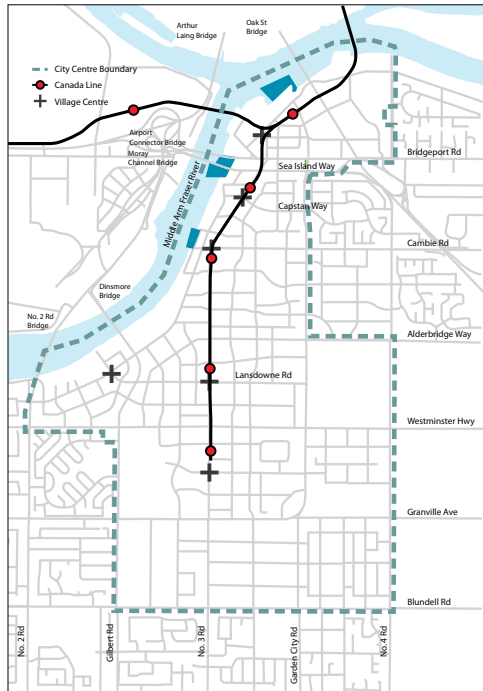
<b>Sub-Area B.4: Mixed Use - High-Rise Commercial &amp; Mixed Use</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Ground Floor: street-oriented retail and restaurant in Pedestrian-Oriented Retail Precincts, together with office, hotel, studio, and street-oriented townhouses elsewhere.</li> <li>• Upper Floors: office, hotel, and multiple-family residential.</li> <li>• Parking: within the building and concealed from public view by non-parking uses.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").</li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• 45 m (148 ft.), or less if subject to established Airport Zoning Regulations.</li> </ul>
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> <li>• Maximum floorplate size: 650 m<sup>2</sup> (6,997 ft<sup>2</sup>).</li> <li>• Minimum tower spacing: 24 m (79 ft.).</li> <li>• The affected development site should satisfy the Plan's Minimum Tower Development Site Size.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum: typically 2.9 m (9.5 ft.) geodetic but, lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For buildings and parking (may vary with the preferred frontage treatment):               <ol style="list-style-type: none"> <li>a) public street: 3 m (10 ft.) to the property line;</li> <li>b) publicly-accessible open space: 1.5 m (5 ft.) to the boundary;</li> <li>c) interior side and rear yards: nil to the property line or lane right-of-way.</li> </ol> </li> <li>• Notwithstanding the above, the "Canada Line Interface" setbacks should apply.</li> <li>• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to:               <ol style="list-style-type: none"> <li>a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road;</li> <li>b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys;</li> <li>c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry;</li> <li>d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.</li> </ol> </li> <li>• Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(C) Distinctive Streetscape Views.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront &amp; Awning" (where grades allow) and "Dual Walkway &amp; Stramp".</li> <li>• For individual residential units: "Stoops &amp; Porches".</li> <li>• Elsewhere: varies, provided that adequate disabled access can be provided.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Establish an attractive, urban character that can accommodate large pedestrian volumes, a wide variety of permanent and temporary/seasonal activities (e.g., lingering, socialization, special events, strolling, eating), and casual surveillance by fronting uses through features such as:               <ol style="list-style-type: none"> <li>a) broad sidewalks with high-quality pedestrian lighting, seating, and amenities;</li> <li>b) fronting terraces designed to create an engaging, multi-level streetscape supportive of a variety of uses (e.g., amphitheatre-like seating steps, dining, retail/cafe kiosks);</li> <li>c) large-growing street trees, display planting, public art, water features, etc.</li> </ol> </li> <li>• "Pedestrian linkages" should have a park-like character and incorporate recreational amenities;</li> <li>• No driveways, parking, or passenger pick up areas permitted between the building and the street.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Architectural character (supported by materials, landscape elements, etc.) should be typified by:               <ol style="list-style-type: none"> <li>a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back;</li> <li>b) point and slab-shaped towers with small floorplates, low- and mid-rise podium bases forming "human-scaled streetscapes" (e.g., concealed parking, articulated building facades, weather protection), and intervening mid-rise terraced or stepped forms;</li> <li>c) small, landscaped plazas and mews passing through and between buildings (with or without a roof) to create a more human-scaled, urban environment, enhance the diversity of public spaces, and provide pleasant areas removed from vehicle traffic;</li> <li>d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces);</li> <li>e) usable/accessible green landscaping and passive and active recreation space on all low- and mid-rise flat roof areas (e.g., display planting, urban agriculture, sport courts).</li> </ol> </li> </ul>

Bylaw 10020  
2019/05/21



### 3.2.9 Sub-Area C.1

**Marina - Commercial** Bylaw 8841  
2013/02/12



This sub-area is intended for **marina and complementary commercial** and related purposes, including retail, restaurants, office, education, and community uses, both on the water and the associated riparian area.

In addition, this area is part of the Richmond Arts District and arts-related uses and activities are encouraged (e.g., artists' studios, creative industries, galleries).

**Predominant Land Use:**

- Marina
- Commercial

**Key Land Use Restrictions:**

- No residential
- No aircraft noise sensitive uses, as per City policy

**Maximum Net Density:**

- Riparian parcel coverage: 40%
- Water lot coverage: 20%

**Maximum Typical Height:**

- 9 m (30 ft.)

### Sub-Area C.1



<b>Sub-Area C.1: Marina - Commercial</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Water Area: boat moorage, water transportation, waterborne commercial (e.g., restaurant).</li> <li>• Riparian Area: non-residential uses (e.g., marina support uses, retail, restaurant).</li> <li>• Parking: concealed within a building, beneath the finished grade of the dyke, or situated off-site, except for:               <ol style="list-style-type: none"> <li>a) short-term drop-off and pick-up and loading;</li> <li>b) "Commercial Reserve" properties situated within 70 m (230 ft.) of Sea Island Way or Bridgeport Road, which may have long-term surface parking on site.</li> </ol> </li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• At the end of each east-west street, break development sites such that:               <ol style="list-style-type: none"> <li>a) for riparian area: provide a combined pedestrian, bike, and vehicle access to waterborne and riparian uses, together with a public plaza or park at least 20 m (66 ft.) wide linked to the designated riverfront "greenway";</li> <li>b) for water area: provide a public pier, at least 6 m (20 ft.) wide.</li> </ol> </li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• May vary, provided that adequate vehicular access can be accommodated.</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• For floating and fixed buildings:               <ol style="list-style-type: none"> <li>a) water lot coverage: 20% maximum;</li> <li>b) riparian parcel coverage: 40% maximum.</li> </ol> </li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For floating and fixed buildings: 9 m (30 ft.) and 2 ½ storeys, typical.</li> <li>• Additional building height may be permitted, provided that site coverage is reduced, view impacts on adjacent existing development are negligible, and building height does not exceed 12 m (39 ft.).</li> </ul>
F. Towers	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum for fixed buildings: dyke crest or 4.0 m (13 ft.) geodetic, whichever is greater.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For parking:               <ol style="list-style-type: none"> <li>a) short-term surface parking and loading: varies, but must not compromise "greenway";</li> <li>b) long-term surface parking: 30 m (98 ft.) to high-water mark.</li> </ol> </li> <li>• For fixed and floating buildings:               <ol style="list-style-type: none"> <li>a) at street-ends : maintain a minimum 20 m (66 ft.) wide clear corridor;</li> <li>b) at a property line abutting a public street: 6 m (20 ft.).</li> </ol> </li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Not applicable. Varied building distribution is encouraged.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For fixed buildings: "Shopfront &amp; Awning".</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Incorporate hard and soft landscape features that complement the area's maritime location (e.g., timber boardwalk, indigenous plant material).</li> <li>• Feature individual trees or rows of trees where this does not conflict with the dyke and enhances the variety and amenity of the public realm.</li> <li>• Ensure that outdoor boat servicing yards (e.g., boat lifts, maintenance areas) are multi-purpose areas designed to maximize public access and enjoyment (e.g., not fenced off).</li> <li>• High and solid fencing and gates are discouraged. Where public access needs to be controlled, such as at entries to floating docks, gates should be limited to the tops of access ramps and should be sited and designed to minimize the need for fencing, allow views through to the water, and complement the riverfront's character.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• A varied, visually interesting riverfront experience should be created with buildings that:               <ol style="list-style-type: none"> <li>a) minimize view blockage for properties east of the area and the riverfront "greenway";</li> <li>b) incorporate a bold use of colour and "West Coast lifestyle expression";</li> <li>c) have distinctive roof profiles, concealed rooftop mechanical equipment, roof decks, and other features that enhance views of the buildings from above;</li> <li>d) do not "turn their backs" on public areas (e.g., conceal service areas).</li> </ol> </li> <li>• Typical building characteristics include:               <ol style="list-style-type: none"> <li>a) for fixed buildings:                   <ul style="list-style-type: none"> <li>- no wider than 20 m (66 ft.) (including exterior balconies and projections), set perpendicular to the river, and spaced a minimum of 20 m (66 ft.) apart;</li> <li>- may be on land, over water, or a combination of the two, provided that adequate public "greenway" access is provided;</li> <li>- independent upper storey uses accessed via exterior walkways;</li> </ul> </li> <li>b) for small waterborne buildings:                   <ul style="list-style-type: none"> <li>- no wider than 10 m (33 ft.), spaced very far apart or arranged in double rows that are set perpendicular to the river and spaced at least 20 m (66 ft.) apart;</li> <li>- all flat roofs designed as accessible roof decks;</li> </ul> </li> <li>c) for large floating buildings (e.g., restaurant, pub):                   <ul style="list-style-type: none"> <li>- no wider than 20 m (66 ft.), set perpendicular to the river, and typically limited to a maximum of one such building near (but not blocking) each street-end.</li> </ul> </li> </ol> </li> </ul>

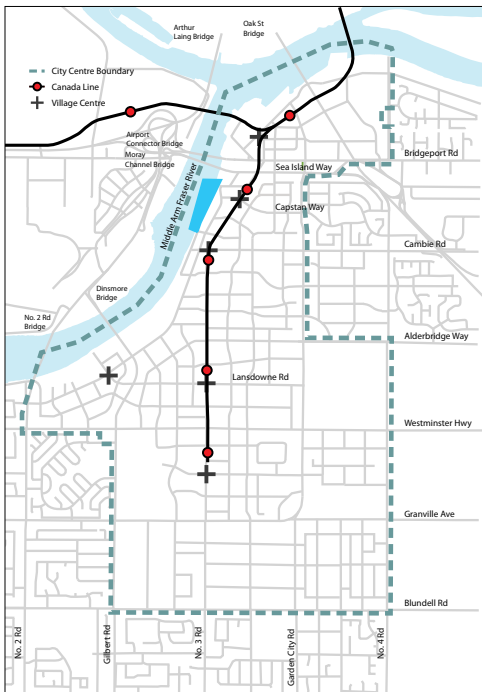


### 3.2.9 Sub-Area C.2

#### Marina - Commercial & Waterborne Residential

Bylaw 8841  
2013/02/12

### Sub-Area C.2



This sub-area is intended for **marina, waterborne residential, and complementary commercial** and related purposes, including retail, restaurants, office, education, and community uses, both on the water and the associated riparian area.

In addition, this area is part of the Richmond Arts District and arts-related uses and activities are encouraged (e.g., waterborne live/work dwellings, artists' studios, creative industries, galleries).

#### **Predominant Land Use:**

- Marina
- Waterborne & Land-based Commercial
- Waterborne Residential

#### **Key Land Use Restrictions:**

- No boat shelters

#### **Maximum Net Density:**

- Riparian parcel coverage: 40%
- Water lot coverage: 20%

#### **Maximum Typical Height:**

- 9 m (30 ft.)



<b>Sub-Area C.2: Marina - Commercial &amp; Waterborne Residential</b>	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>• Water Area: waterborne residential, boat moorage, water transportation, waterborne commercial (e.g., restaurant).</li> <li>• Riparian Area: non-residential uses (e.g., marina support uses, retail, restaurant).</li> <li>• Parking: limited to short-term drop-off and pick-up and loading, except where concealed beneath the grade of the dyke crest. Otherwise, parking is to be situated off-site either below the finished grade of designated street-end parks or within development east of the dyke.</li> </ul>
B. Maximum City Block Size	<ul style="list-style-type: none"> <li>• At the end of each east-west street, break development sites such that:                             <ol style="list-style-type: none"> <li>a) For riparian area: provide a combined pedestrian, bike, and vehicle access to waterborne and riparian uses, together with a public plaza or park at least 20 m (66 ft.) wide linked to the designated riverfront “greenway”;</li> <li>b) For water area: provide a public pier, at least 6 m (20 ft.) wide.</li> </ol> </li> </ul>
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> <li>• May vary, however, each development site must front and be accessible from the end of one or more east-west streets (for which City rights-of-ways should extend to the river).</li> </ul>
D. Net Development Site Coverage	<ul style="list-style-type: none"> <li>• For floating and fixed buildings:                             <ol style="list-style-type: none"> <li>a) water lot coverage: 20% maximum;</li> <li>b) riparian parcel coverage: 40% maximum.</li> </ol> </li> </ul>
E. Maximum Building Height	<ul style="list-style-type: none"> <li>• For floating and fixed buildings: 9 m (30 ft.) and 2 ½ storeys, typical.</li> <li>• Additional building height may be permitted for non-residential fixed and floating buildings to enhance roof form and character, provided that site coverage is reduced, view impacts on adjacent existing development are negligible, and building height does not exceed 12 m (39 ft.).</li> </ul>
F. Towers	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Minimum for fixed buildings: dyke crest or 4.0 m (13 ft.) geodetic, whichever is greater.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• For short-term surface parking and loading: varies, but must not compromise “greenway” design.</li> <li>• For fixed and floating buildings:                             <ol style="list-style-type: none"> <li>a) at street-ends: maintain a minimum 20 m (66 ft.) wide clear corridor;</li> <li>b) at east property line: 6 m (20 ft.).</li> </ol> </li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Not applicable. Varied building distribution is encouraged.</li> </ul>
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• For fixed buildings: “Shopfront &amp; Awning”.</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• Incorporate hard and soft landscape features that complement the area’s maritime location (e.g., timber boardwalk, indigenous plant material).</li> <li>• Feature individual trees or rows of trees where this does not conflict with the dyke and enhances the variety and amenity of the public realm.</li> <li>• Ensure that outdoor boat servicing yards (e.g., boat lifts, maintenance areas) are multi-purpose areas designed to maximize public access and enjoyment (e.g., not fenced off).</li> <li>• High and solid fencing and gates are discouraged. Where public access needs to be controlled, such as at entries to floating residential docks, gates should be limited to the tops of access ramps and should be sited and designed to minimize the need for fencing, allow views through to the water, and complement the riverfront’s character.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• A varied, visually interesting riverfront experience should be created with buildings that:                             <ol style="list-style-type: none"> <li>a) minimize view blockage for properties east of the area and the riverfront “greenway”;</li> <li>b) incorporate a bold use of colour and “West Coast lifestyle expression”;</li> <li>c) have distinctive roof profiles, concealed rooftop mechanical equipment, roof decks, and other features that enhance views of the buildings from above;</li> <li>d) do not “turn their backs” on public areas (e.g., conceal service areas).</li> </ol> </li> <li>• Typical building characteristics include:                             <ol style="list-style-type: none"> <li>a) for fixed buildings:                                     <ul style="list-style-type: none"> <li>- no wider than 20 m (66 ft.) (including exterior balconies and projections), set perpendicular to the river, and spaced a minimum of 20 m (66 ft.) apart;</li> <li>- may be on land, over water, or a combination of the two, provided that adequate public “greenway” access is provided;</li> <li>- independent second storey uses accessed via exterior walkways;</li> </ul> </li> <li>b) for float homes and other small waterborne buildings:                                     <ul style="list-style-type: none"> <li>- no wider than 10 m (33 ft.), spaced very far apart or arranged in double rows that are set perpendicular to the river and spaced at least 20 m (66 ft.) apart;</li> <li>- all flat roofs designed as accessible roof decks;</li> </ul> </li> <li>c) for large floating buildings (e.g., restaurant, pub):                                     <ul style="list-style-type: none"> <li>- no wider than 20 m (66 ft.), set perpendicular to the river, and limited to a maximum of one such building near (but not blocking) each street-end.</li> </ul> </li> </ol> </li> </ul>