

# District Testing and Visuals

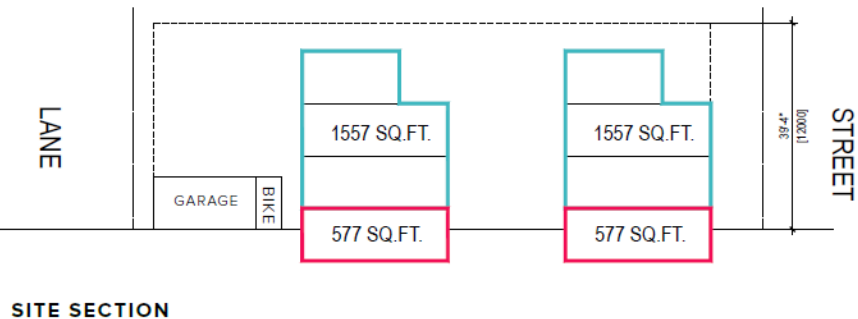
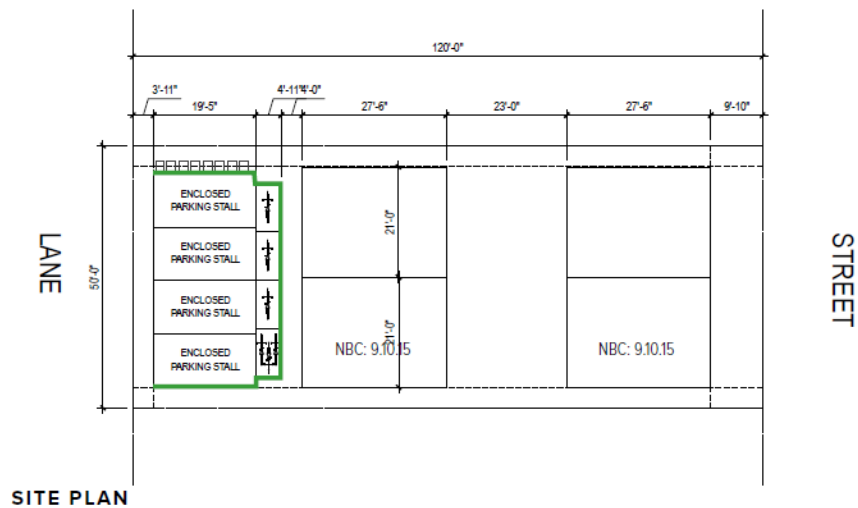
## Why Testing?

The intended outcome of conducting architectural testing is to ensure that the regulations enable the intended built forms, and to identify any issues prior to the district being finalized. Several industry volunteers participated in the testing to provide feedback and inform refinements to the proposed rules.

## Housing – Grade Oriented (H-GO) District Testing Results

### Example 1: 50 x 120 Foot, Mid-Block Parcel

The following is an example of what could potentially be built on a mid-block, 50 x 120-foot parcel. The example illustrates 2 semi-detached buildings (4 units), each with a secondary suite (4 units), a rear detached garage (4 parking stalls) and bike/mobility storage (4 units). Applying the front and rear setback rules of the new district enables courtyard development. Additionally, removing the requirement for all units, including suites, to face the street allows the development of the rear building. This creates development opportunities at densities and scales similar to existing low density residential developments.

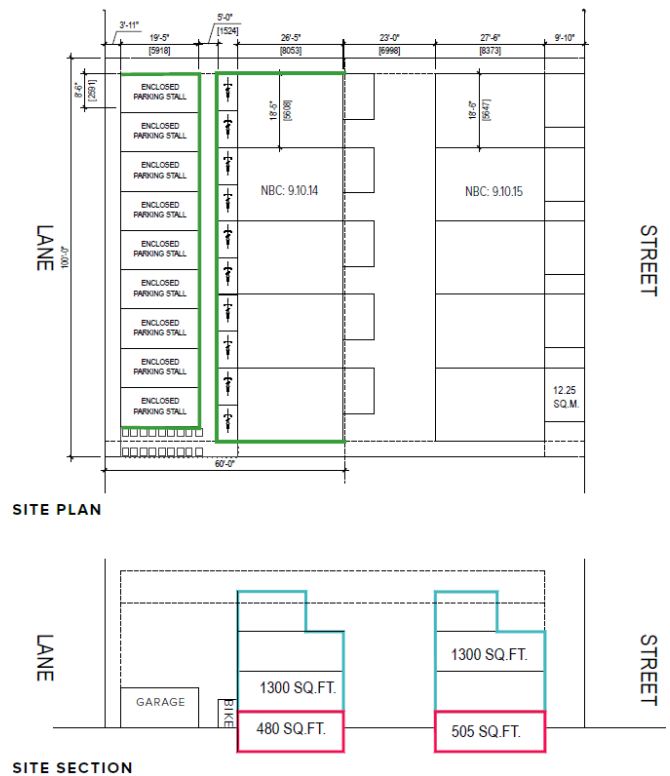
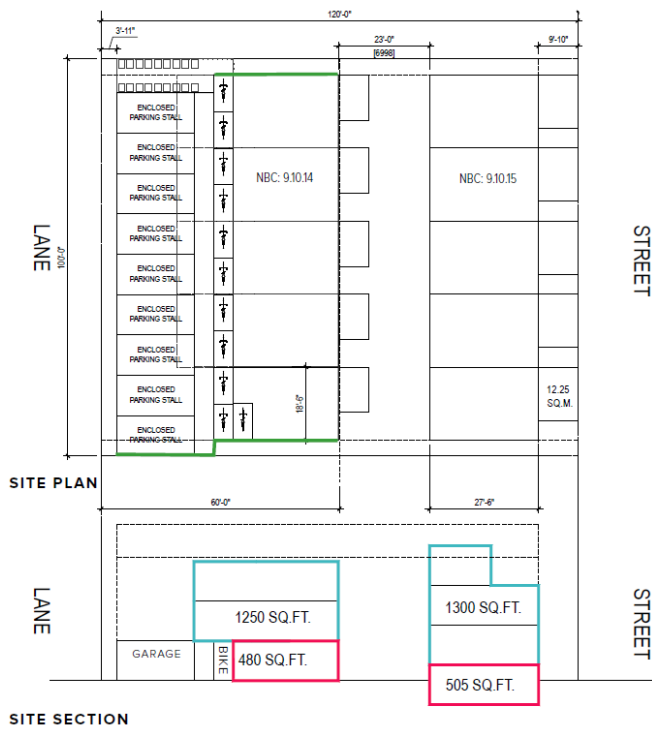


### Example 2: 100 x 120 Foot, Mid-Block Parcel

The following are two examples of what could potentially be built on a 100 x 120-foot parcel and how different unit configurations can be used on a mid-block parcel.

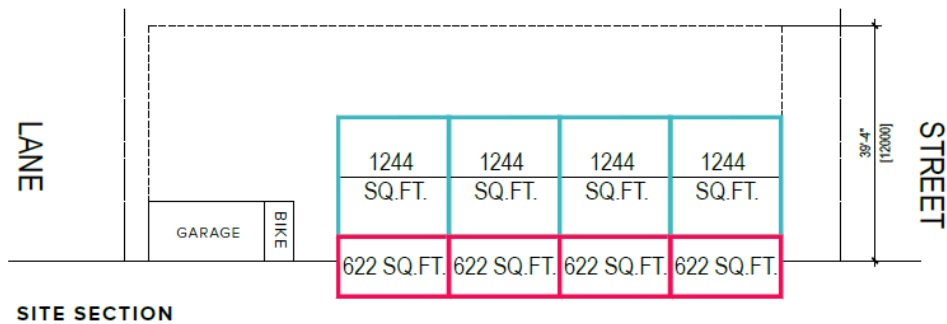
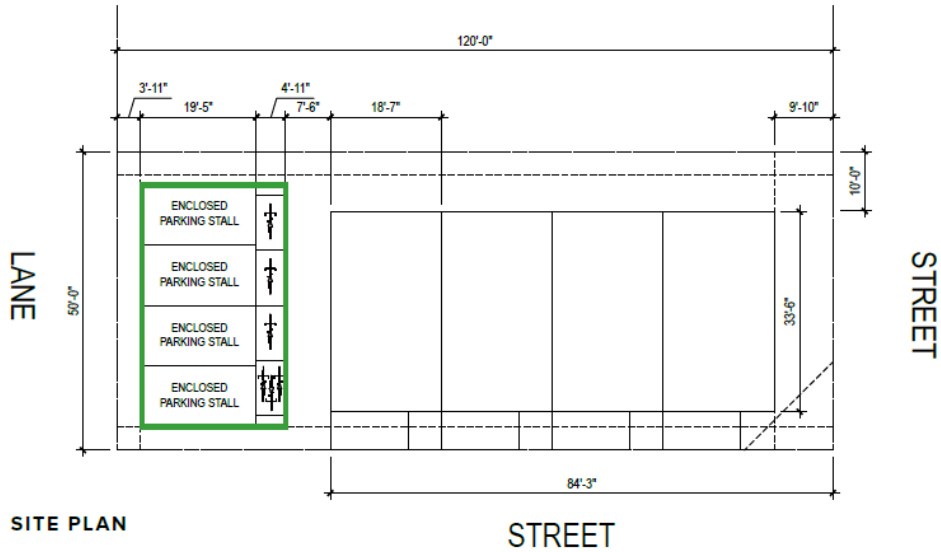
The first image (left) illustrates what the unit and site configuration could look like if the upper level of the rear building were cantilevered towards the detached garage. This effectively reduces the height of the rear building but increases the current allowable parcel coverage of 60% proposed in the district to 64%. Administration elected to retain the 60% parcel coverage to ensure that the current low density residential parcel coverage is maintained and to reduce the impact on site design for neighboring parcels. This configuration, while lowering the height of the rear building creates lower quality bicycle/mobility storage access and creates a narrow tunnel between the rear building and the rear garage.

The second image (right) illustrates what the unit and site configuration could look like if the rear building were the same height as the front. The site coverage of 60% is maintained and the separation between the rear building and garage is open, affording access to natural light. This design indicates a progressive increase in rear building height from proposed mid-block R-CG amendments as is illustrated below.



### Example 3: 50 x 120 Foot, Corner Parcel

The following is an example of what could potentially be built on corner, 50 x 120-foot parcel. The example illustrates a townhouse development (4 units), each with a secondary suite (4 units), a rear detached garage (4 parking stalls) and bike/mobility storage (4 units). This is very similar to what is being built with the current R-CG district on corner parcels and illustrates that, with minor changes to the R-CG district rules, corner parcels would not have to require a land use redesignation to H-GO to continue to be developed at existing densities. However, if there is potential for an alternative site design or built form (stacking of units to accommodate accessibility), this new district could be utilized.



## Residential – Grade Oriented (R-CG) District Testing Results

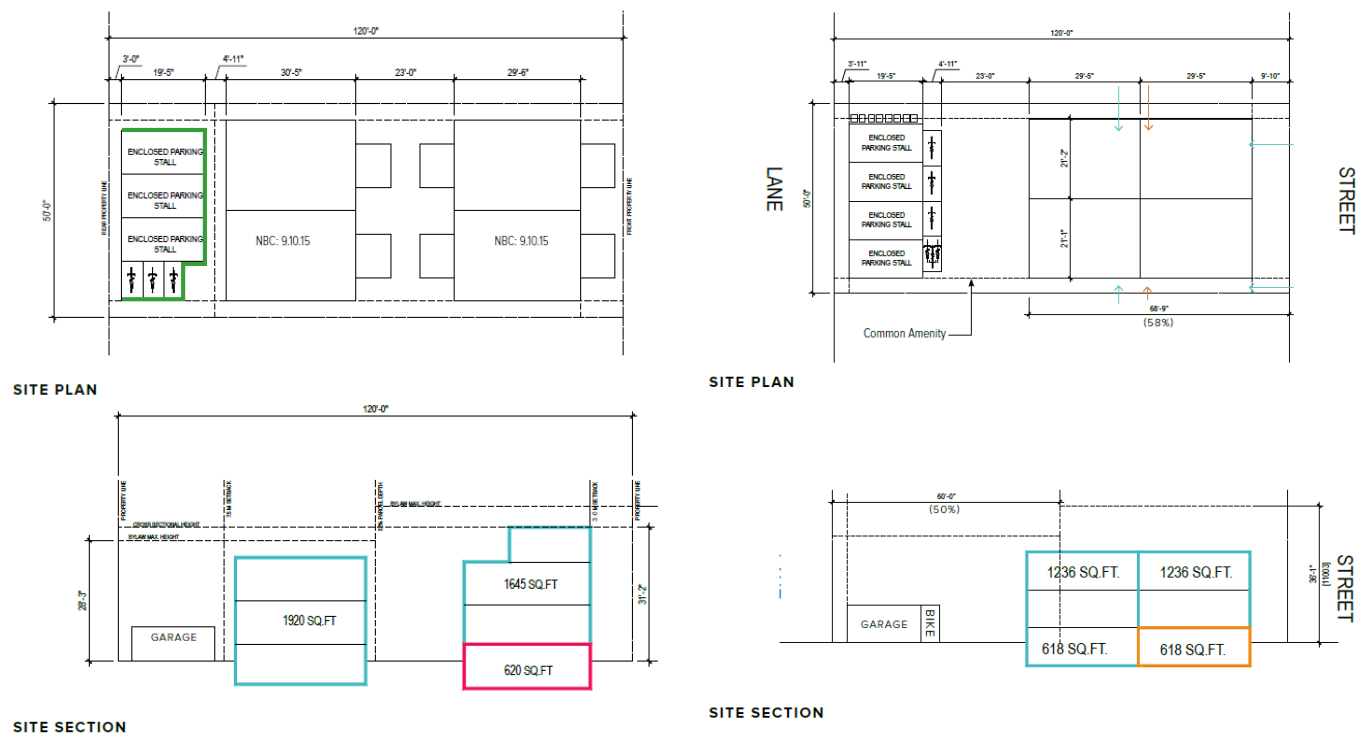
### Example 1: 50 x 120 Foot, Mid-Block Parcel

The following are two examples of what could potentially be built on a mid-block, 50 x 120-foot parcel.

The first image (left) illustrates 2 semi-detached buildings with 2 secondary suites in the front building, a rear detached garage (3 parking stalls) and bike/mobility storage (3 units). The proposed rules limit the height of the rear building reducing the massing for multiple proposed buildings on mid-block R-CG parcels. Not allowing secondary suites in the rear building reduces the viability of a mid-block

development since the suite provides a mortgage-helper for the primary unit. As a result, Administration elected to amend the rules to allow for the inclusion of secondary suites in both the front and the rear buildings.

The second image (right) illustrates a different configuration. Proposed amendments to the R-CG district allow the re-introduction of the 4-pack, with secondary suites in the front units. This form enables a different site configuration opening the courtyard and reducing the number of buildings on the parcel. The example provided allows for 4 units up with suites in the front building and no suites in the rear limiting the number of units to 6. As mentioned above, not allowing secondary suites in the rear building reduces the viability of a mid-block development providing another example of why the rules should be amended to allow secondary suites in the rear dwellings.



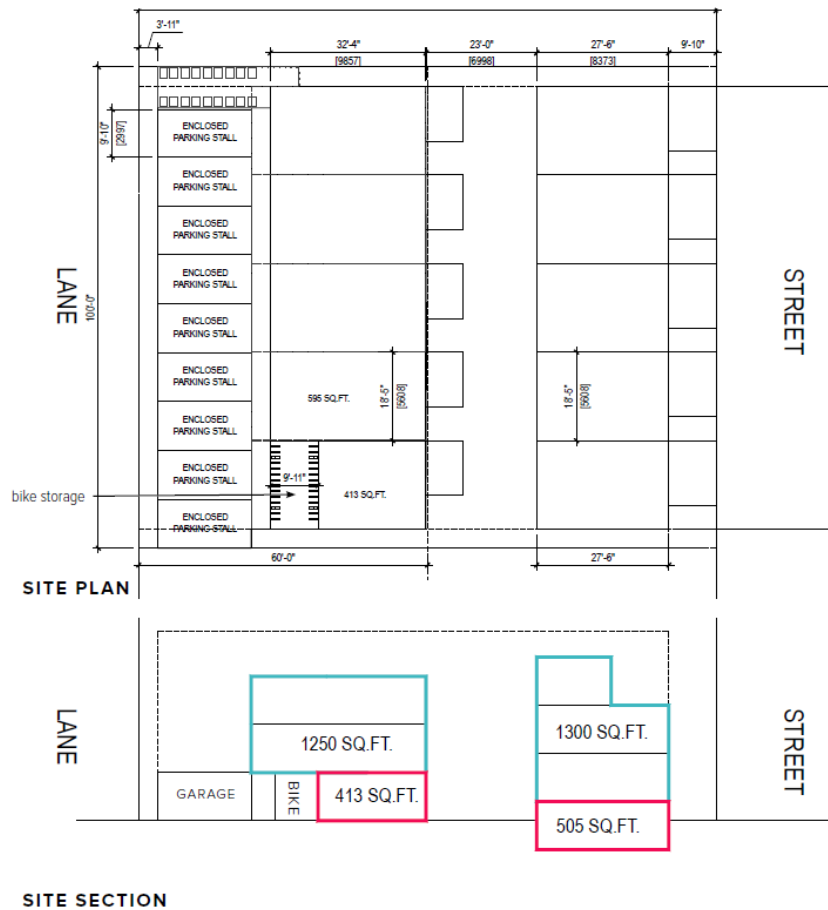
## Multi-Residential – Contextual Grade-Oriented (M-CG) District Testing Results

### Example 1: 50 x 120 Foot, Mid-Block Parcel

The following is an example of what could potentially be built on a 100 x 120-foot parcel in M-CG.

The image illustrates what the unit and site configuration could look like if the upper level of the rear building were cantilevered towards the detached garage, similar to the image shown above for R-CG mid-block. This configuration, while lowering the height of the rear building still creates a narrow tunnel between the rear building and the rear garage but the use of shared Class 1 bike storage enables better access than that illustrated above. The ability to remove a parking stall, to meet the new parking standards could allow a different site configuration that addresses waste and recycling and/or

bicycle/mobility storage. Additionally, changing the definition of multi-residential will allow courtyard, mid-block development on M-CG parcels.



Feasibility testing was also completed by staff from the City's Real Estate and Development Services Department, as these proposed amendments have the potential to impact City-owned land. The comments received as part of this internal review echoed the many of the same issues identified by industry partners. Finally, the proposed amendments were also reviewed by staff in the Land Use Bylaw Applications Review team to determine if the proposed amendments to the Land Use Bylaw are implementable.

## Summary

The results of industry testing and internal review resulted in revisions to the first draft of the proposed H-GO and R-CG districts. These revisions included:

- The allowance for suites to be located in the rear building,
- Clarification of the calculating methods for parking requirements,
- Refinement of the bicycle parking requirements,
- Modification of the minimum building separation distance (courtyard width), and,
- Allowance for larger rooftop amenity space.