DESIGN RATIONALE

The subject site is located at the west side of Arbutus Street, and consists of 5 legal lots (3529, 3549, 3569, 3589 Arbutus Street & 2106 W19th Avenue). The extent of the subject site covers the entire city block between West 19th and West 20th Avenue.

The site measures 264 feet on the Arbutus frontage, and 125 feet on both West 19th and West 20th Avenue frontage, then return to an existing open lane at the rear. Across West 20th Avenue, there is a new 6-storey rental residential development under construction. Across West 19th Avenue and behind the rear lane, there are existing single family dwellings. A block down to the north at West 16th Avenue, there is an approved new 4-storey rental residential development. Across Arbutus Street is the Arbutus Greenway and further to the east are existing single family dwellings.

The rezoning application to rezone the subject site from the existing Residential Inclusive District (R1-1) to Residential Rental District (RR-2B) has been approved. This proposal is to develop the rezoned site and build a new 6-storey residential rental complex under RR-2B District Schedule.

The proposed rental development consists of two 6-storey multi-family residential buildings (the north & south buildings), which seeks to add 110 residential rental units to Vancouver's local rental supply. A mix of dwelling types including studios, 1 bedroom units, 2 bedroom units, and 3 bedroom units are provided to satisfy a wide range of housing demands, with 43% of the units are family oriented units (2 & 3 bedrooms). The two residential buildings share and are connected by a one and half level underground parkade below grade.

The common indoor amenity space includes spacious lounge and dining rooms with washrooms is provided on the ground level that connects to a central courtyard which acts as the outdoor amenity area on grade for small gatherings. (See landscape drawings) This courtyard garden also performs as an outdoor extension of the residential corridors on the ground level, which links the two buildings to provide access to both indoor amenity spaces.

The site slopes down from the front property line towards the lane with a total drop of 5 feet in elevation difference. Layered landscaping is proposed against the face of the exposed parkade walls to simulate natural landscape forms, and ends with tall hedges at the parkade perimeter to help soften the building base.

The massing is broken into two equal building blocks with landscape elements around and between the blocks. Extensive landscaping is proposed reinforcing the Arbutus Corridor as a Green Street with a Greenway running along it.

The architecture address this vision with the use of wood slats as a major materials for the facade.The vertical slat wall reaches up to the soffit and runs horizontally in the roof soffit and balcony soffits.This creates a more 3D wood material effect than just a face cladding. High quality wall panels in soft colours are used to break the overall building mass. The space between the two building also uses the lighter colour panels to give a brighter feeling to the landscaped courtyard. Thin vertical decorative wood elements reminiscent of branches adorn the corner balconies continues the vertical slat idea with a different rhythm enriching the overall massing.

In-suite outdoor livings are encouraged in this development. Besides the common outdoor spaces provided at the courtyard garden and roof top amenity, family units (units with 2 & 3 bedrooms) are arranged as corner units and provided with large balconies to satisfy daily family outdoor uses. Street oriented units are proposed on the ground floor along Arbutus street frontage. The private front yards/patios are gated and provide extra “eye on the street” as a security measure.

The subject site is surrounded by streets and lane on all sides, and the impact of solar shading caused by this development to the neighbouring buildings is minimal. The major shading falls on the lane and West 19th Avenue, outside any private properties. (See Shadow Analysis on DP 0.9) The subject site is also outside the View Protection Map area.

Garbage storage is located in an enclosed garbage room at the first level of parkade next to the parkade entry. On regular pick-up days, garbage and recycle bins will be moved to the garbage pick-up area located beside the parkade entry by the lane for easy access. This garbage pickup area is screened with extensive landscaping from the residence.

The proposal follows all zoning regulations, except the following relaxations are sought due to hardship of site condition and layout arrangement. This includes a relaxation sought for a rear yard reduction at the parkade levels, and a relaxation to replace the Class B loading with two Class A loadings. Please see below for details.

The proposed residential buildings above grade comply with the setback requirements outlined in the RR-2B District Schedule. However, for below grade parking, the current permitted building setback does not allow the space required in planning an efficient parkade layout. In order to fit the minimum driveway and aisle width and provide two rows of regular parking spaces, a minor rear yard reduction is required at the below grade portion of the building. (see parking plans and project statistics) This proposal seeks relaxation to reduce the rear yard setback for below grade parkade to 12.82 feet.

A relaxation of offsite loading is also sought for consideration. There is hardship in locating the required Class B loading on site and so as to provide manoeuvring space to it. This proposal seeks relaxation to replace the required Class B loading with two of Class A loadings.

A Transportation Demand Management (TDM) plan is proposed for this development to reduce a total of 60% required vehicle parking spaces. Arbutus Street is an arterial street and is one of the Frequent Transit Network (FTN) route defined by Translink, and a 20% transit proximity parking exclusion is automatically applied to the development at this location. Considering this is a cycling friendly neighbourhood, with Arbutus Greenway cycling path across Arbutus Street, an additional 40% of on site vehicle parking reduction is achieved by applying TDM Plan B, which is to provide additional 40% of bicycle spaces on site and the extended requirements outlined in TDM Plan B. (See TDM report for details)

In order to allow extra convenience for the residents, one shared vehicle space will be provided on site as an additional provision beyond VBBL and TDM plan requirement, which would help cut down the necessity of owning a vehicle in this development.

Notes

NO.	DATE	ISSUE NOTE
4	2026-08-20	ISSUED FOR DP AMENDMENT
3	2025-08-05	DP REVISION
2	2025-04-28	DP REVISION
1	2024-04-03	ISSUED FOR DP SUBMISSION

Consultants

REGISTERED ARCHITECT ANDREW C.L. CHEUNG VANCOUVER BRITISH COLUMBIA 2026-10-01

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Project Title
3529 AND 3569 ARBUTUS ST
VANCOUVER BC

Sheet Title
DESIGN RATIONALE

Project Number	Date
22011	2026-07-27
Drawn By: PB/DL	Reviewed By: AC
Scale: AS NOTED	

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Sheet No.
DP 0.4