



REPORT

Report Date: March 15, 2022
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Meeting Date: March 29, 2022
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TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Rupert and Renfrew Station Area Planning - Terms of Reference and Interim Rezoning Policies

RECOMMENDATION

- A. THAT Council approve the Rupert and Renfrew Station Area Planning Terms of Reference generally as attached in Appendix A.
- B. THAT Council approve the Rupert and Renfrew Interim Rezoning Policy, generally as attached in Appendix B, to establish the conditions under which new rezoning enquiries and applications will be considered while the planning process is underway;

FURTHER THAT Council approve consequential amendments to the Grandview Boundary Mixed Employment Area Plan as attached in Appendix C, the Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines as attached in Appendix D, and the Secured Rental Policy as attached in Appendix E, in order to limit the opportunity for consideration of rezoning enquiries or applications within the current Still Creek floodplain boundary while the planning process is underway and make the policies consistent with the Interim Rezoning Policy.

- C. THAT Council approve amendments to the Development Contribution Expectations Policy in Areas Undergoing Community Planning, generally as attached in Appendix F, to manage potential land value speculation in the area around Rupert and Renfrew SkyTrain Stations during the planning process.

- D. THAT Council approve amendments to the Community Amenity Contributions (CAC) Policy for Rezoning, generally as attached in Appendix G, to introduce a new negotiated CAC for rezoning applications within the Grandview-Boundary Mixed Employment Area.
- E. THAT Council direct staff to explore interim flood risk management policies and report back to Council with recommendations, including potential updates to the City's Flood Plain Standards and Requirements, to address the increasing flood hazard resulting from climate change and increased development in the Still Creek watershed.

REPORT SUMMARY

Advancing detailed area planning around the Rupert and Renfrew SkyTrain stations in alignment with the Vancouver Plan process will enable the City to further a number of key city-wide objectives, policies and initiatives while recognizing the unique opportunities and challenges of this area. Vancouver Plan will provide a long term land use strategy for the city and will include direction on land use priorities and how different types of neighbourhoods will grow and change. This station area plan will be the first area plan to be strongly shaped and guided by the land use policies that will be included in Vancouver Plan.

The Terms of Reference identify important elements to be addressed through area planning such as exploring new housing opportunities, protecting job lands and enhancing Still Creek. The Terms of Reference also include an updated project timeline. As with other recent planning programs, an Interim Rezoning Policy and a Development Contribution Expectation Policy are proposed to help limit land speculation and establish the conditions under which new rezoning applications could be considered while the area planning process is underway.

The Interim Rezoning Policy would allow some types of rezoning applications to be accepted and considered, including applications for 100% social housing and 100% job lands projects. In order to be consistent with the Interim Rezoning Policy, minor amendments would be required for three existing policies: the Grandview Boundary Mixed Employment Area Plan, the Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines and the Secured Rental Policy.

The Interim Rezoning Policy and Development Contribution Expectations Policy are supported by an amendment to the Community Amenity Contribution Policy for Rezoning that would remove a CAC exemption that currently applies to some of the employment lands in the area.

This report also identifies the need for additional policies supporting flood risk management to respond to increased flood risk in the area, and would provide staff with direction to undertake additional work assessing changing flood risk and recommending short-term policies to manage increasing flood risk. Any new policies would be subject to Council approval. The interim flood risk policy would be updated at the end of the planning process, contingent on further study.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Broadway Planning Program and Associated Interim Policies (2018)
- Community Amenity Contributions Policy for Rezoning (2021)

- Flood Plain Standards and Requirements (2014)
- Grandview-Boundary Mixed Employment Area Plan (2012)
- Grandview-Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines (2012)
- Regional Industrial Lands Strategy (2020)
- Still Creek Integrated Storm Water Management Plan (2006)
- Secured Rental Policy: Incentives for New Rental Housing (2022)
- Vancouver Plan Update and Quick Start Actions (2021)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

On November 16, 2021, Council instructed staff to initiate a planning process for the area around the Rupert and Renfrew SkyTrain stations. As part of the area planning process, staff were also directed to report back with Terms of Reference, a Development Contribution Expectations Policy and an Interim Rezoning Policy in order to manage land speculation. This report responds to previous Council motions and provides recommendations for consequential amendments to existing rezoning policies to ensure consistency with the interim policies, as well as seeking direction related to managing flood risk within the planning area.

Strategic Analysis

This section of the report highlights key features of the appendixes: the Terms of Reference, Interim Policies and CAC Policy amendments.

Terms of Reference

The Terms of Reference include a study area boundary, considerations on alignment with Vancouver Plan, key policy considerations, anticipated deliverables, phases, and initial engagement considerations. The Terms of Reference are included as Appendix A.

There are some elements of this proposed planning process that differ from how area planning processes have often been conducted in the past. These elements are outlined in the Terms of Reference and are included below:

- *The area plan goals and early directions will be informed by the Vancouver Plan and other recent plans and policies.* The final Vancouver Plan will provide goals, policies and a long-term land use strategy for the city. Many elements of the plan apply at the neighbourhood scale, or will require neighbourhood-scale planning to implement. The timing for the Rupert and Renfrew Area Plan would align with the Vancouver Plan process as the draft and final Vancouver Plan would precede each phase of the area plan. Area planning would in turn provide an opportunity to tailor city-wide policies and priorities to the opportunities and challenges of this particular area.

Past area plans have often included engagement with the community starting with a 'blank page' to identify community values and set plan principles. The Vancouver Plan engagement process included approximately 30,000 touch points over the last two years and summarized feedback from many other recent planning processes. The strength of this engagement provides staff the opportunity to build on the Vancouver Plan and other recent engagement processes to inform the area plan for Rupert and Renfrew. This aligned approach will result in both time efficiencies in preparing the plan and greater consistency between this plan and future area plans. The goals, policies and high-level land use directions for the city and for future area plans included in the Vancouver Plan will allow staff and community attention to be focused on how higher level city-wide objectives and land use policies are implemented in the Rupert and Renfrew Station Area.

- *Flood risk and creek health will feature more prominently in the planning process.* Much of the area is located within the Still Creek watershed, and a portion of Still Creek is located adjacent to the Rupert and Renfrew SkyTrain stations. Still Creek is one of Vancouver's few remaining watercourses, providing environmental and social value while also serving as a natural drainage asset. Still Creek is negatively impacted by different pressures from climate and land use changes resulting in degraded water quality, riparian area encroachment and changes in flow causing erosion and instability. The Still Creek floodplain is located within the planning boundary, which creates additional challenges to consider in the planning process for the area.

The Rupert and Renfrew Station Area Plan will incorporate an integrated One Water approach to achieve multiple watershed and land use planning objectives. This work will be informed by existing policies, including the Still Creek Integrated Stormwater Management Plan and the Rain City Strategy. Additional watershed-based technical studies are underway to support the development of the Rupert and Renfrew Station Area Plan and utility servicing strategy. As these studies will only address the Still Creek watershed, significant changes to land use (density and impervious area) are unlikely to be considered in other watersheds that overlap with the Rupert and Renfrew study area.

The final area plan is expected to include watershed-specific policies and measures to improve creek health and manage flood risk. In the interim, staff will utilize existing rainwater, drainage, and groundwater management policies and regulations to protect Still Creek. Consideration will need to be given for interim flood management requirements while the planning process is underway to manage increased flood risk resulting from climate change and development in the Still Creek floodplain.

Prioritize and rationalize investment in public benefits on a City-wide level, rather than at a neighbourhood level, that reflects the City's equity goals and fiscal capacity. In the context of neighbourhood planning, most recent area plans have included a Public Benefits Strategy that sets priorities for future capital investments in public amenities and infrastructure that are typically funded by development contributions within the plan area. As development economics vary considerably across the city, a similar development tends to generate a much higher CAC on the west side when compared to the east side. As such, it would be challenging to provide certain neighbourhoods with the necessary public amenities to support growth due to inadequate development contributions generated within the area plan. This challenge is compounded by the intentional shift from delivering strata projects to rental and social housing in line with Housing Vancouver.

To mitigate the above-mentioned challenge, the City needs to take a more City-wide approach to public benefits investment. As addressed in the CAC policy update in January 2020, CACs will continue to be prioritized on-site (in-kind) and/or within/around the neighbourhood in which the rezoning takes place. However, recognizing that public benefits serve residents at different scales: Local; District; and City-wide, it may be appropriate to allocate some cash CACs towards broader serving public benefits. For the Rupert and Renfrew Station Area Plan, instead of having a standalone Public Benefit Strategy document, work will be undertaken to assess the public amenities and infrastructure required to support growth. Where possible, some will be achieved as in-kind contributions from individual development within the plan area, and the rest will be considered and prioritized on a city-wide level taking into consideration the City's fiscal capacity and core mandate.

- *Protecting job lands in the city is imperative.* In recognition of the importance of protecting and intensifying job land, and given the livability challenges of noise, air pollution, flood risk and limited amenities near the SkyTrain stations, this planning process will generally not support residential uses immediately adjacent to the rapid transit stations. The job lands are best retained exclusively for jobs.¹ There are approximately 200 hectares of land within easy walking distance of the SkyTrain stations already designated for residential use, providing a unique opportunity to both protect and intensify existing employment lands while adding more housing options nearby.

An updated timeline is included in the Terms of Reference. Contingent on Council endorsement of the Terms of Reference, staff would begin public engagement on the Rupert and Renfrew Station Area Plan in Q2 2022, focusing on questions that would supplement the engagement on Vancouver Plan.

Interim Policies

As with other recent planning processes, a Development Contribution Expectations Policy (DCE) and an Interim Rezoning Policy are proposed. Together, these policies are intended to limit land value speculation in areas undergoing community planning and set expectations for contributions towards community amenities. Once adopted, the policies will apply until such time as a new plan for the area is complete and, in the case of the DCE Policy, until new development costs have been set and the basis for calculating the appropriate amenity contributions has been determined.

Interim Rezoning Policy

In some cases, undertaking significant rezonings while an area planning process is underway can increase the risk that new development will preclude opportunities or conflict with policy directions emerging from the planning process. To address this, past area planning programs have successfully implemented interim policies to limit the types of rezonings considered while the planning process is underway. In general, the policy does not allow new rezoning enquiries, policy enquiries, or rezoning applications, though several exceptions are identified within the policy. The policy and list of exceptions are included as Appendix B.

¹ The city is facing a gap between anticipated industrial demand and supply. On November 2, 2021 Council received a memo from staff regarding the emerging policy framework for modernizing and intensifying Vancouver's industrial areas. Area planning around the Rupert and Renfrew stations provides an opportunity to consider industrial intensification in line with emerging policy.

The Interim Rezoning Policy (Appendix B) also seeks to manage flood risk by suspending the opportunity to rezone in the Still Creek floodplain. For clarity and consistency, this means that consequential amendments should be made to the Grandview Boundary Mixed Employment Area Plan (Appendix C), the Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines (Appendix D) and the map embedded in the Secured Rental Policy (Appendix E) in order to be consistent with the Interim Rezoning Policy.

Development Contribution Expectations Policy

Area-specific CACs are calculated at the end of a planning process based on the projected growth in population and jobs that will result from the plan, the amenities needed to serve that growth, and the projected costs and funding sources available for the amenities.

By contrast, DCEs are identified at the beginning of a planning process. The DCE does two things: it identifies land use priorities in the study area and it sets early expectations for development contributions, allowing landowners to factor in the potential costs of providing required amenities and infrastructure when rezoning occurs in the future. It is not intended to convey any certainty about heights, densities, and type of uses that will be permitted when the plan is complete. After the planning process is complete, the DCE Policy will be revisited to reflect actual densities, mix of uses, and amenity and infrastructure needs and costs in the plan.

Charges have not been contemplated for housing on designated employment lands as such uses are not permitted under current policy. Staff have considered and recommend against changing those policies as part of the planning process. Protecting and intensifying employment use remains a priority for the City.

Proposed amendments to the Development Contribution Expectations Policy are included as Appendix F.

Community Amenity Contributions Policy for Rezoning

Currently, the CAC Policy provides an exemption for 100% non-strata commercial rezonings within the Grandview-Boundary Mixed Employment Area that are not deemed a large site.²

With the Rupert and Renfrew Station Area Plan, there is potential for developments to create opportunities for a CAC. As with any case where there is land lift generated through rezonings, the City looks to secure a CAC to allocate towards public benefits needed in the area. Staff recommend removing the CAC exemption for the Grandview-Boundary Mixed Employment Area at this time and applying a negotiated CAC. In the future staff will continue to explore opportunities to further expand CAC target areas, potentially including expanding the Commercial Linkage Target³ to other areas of the City, in an effort to simplify 100% leasehold commercial rezonings.

² Large developments are defined as sites measuring 8,000 m² (1.98 acres) or more, or projects containing 45,000 m² (484,375 sq. ft.) or more of new development floor area (Rezoning Policy for Sustainable Large Developments, 2018)

³ The Commercial Linkage Target is applied to the net additional floor area for 100% non-strata commercial rezoning applications. The Commercial Linkage Target can replace negotiated CACs with a pre-determined target value for childcare and affordable housing.

Policies to Manage Flood Risk in the Still Creek Floodplain

In December 2021, Metro Vancouver completed an updated flood study for the Still Creek – Brunette River basin which covers multiple jurisdictions, including the cities of Vancouver, Burnaby, Coquitlam, Port Moody, and New Westminster. This flood study is an update to previous flood mapping conducted in 1998 which informed the City of Vancouver's current Still Creek floodplain designation. The updated study identifies that the Still Creek floodplain in Vancouver is expanding as a result of climate change and other factors.

Appendix F presents a comparison of the floodplain extent from the 1998 study and the December 2021 study. Staff are currently reviewing the updated flood mapping to further interpret and clarify the results in Vancouver and will report back to Council with proposed changes to floodplain management policies. The changes may include an updated floodplain area designation, updated Flood Construction Levels, and updated creek setback requirements. Any new policies or policy amendments would be brought forward for Council's consideration.

In addition to those interim policies, further study will be completed to understand and incorporate flood risk and resilience considerations into land use, infrastructure, and creek health, and would result in additional requirements as part of the final Rupert and Renfrew Station Area Plan.

Financial Implications

The staff team assigned to the area planning process will primarily include staff funded from existing operating budgets. No new staff positions are anticipated for this project.

Budget for consultancies and expenses will include some funds in 2021 allocated to station area planning. Early studies completed in 2021 were funded through the 2021 PDS consultancy budget. The 2022 consulting, fees and disbursements will be funded through approximately \$180,000 from the PDS annual budget. Additional funding requirements may arise from additional work related to flood risk and will need to be considered in 2023 through the budget process.

Engineering Services is conducting various projects that will support the development of the Rupert and Renfrew Station Area Plan. In anticipation of the Rupert and Renfrew Station Area Plan Engineering Services One Water work was included in the 2022 Capital Plan. The following are active or upcoming projects that would directly inform the Rupert and Renfrew Station Area Plan:

- Still Creek Sewer and Watershed Baseline Assessment;
- Still Creek Rehabilitation and Enhancement Study; and
- Additional studies related to flood risk and groundwater management.

Separately, four proposed green infrastructure and watershed enhancement projects located within the Rupert and Renfrew Station Area Plan are included as part the City's application to Infrastructure Canada's Natural Infrastructure Fund. These proposed projects will be incorporated into the integrated water management planning for the Rupert Renfrew Station Area Plan. If the City's application is successful, these projects would be funded partly through Infrastructure Canada and partly through the Still Creek Greenway Enhancement Fund.

CONCLUSION

Advancing Rupert and Renfrew station area planning presents a significant opportunity to address a number of Council objectives, including affordable housing, protecting and strengthening job space, advancing climate action, reconciliation and enhancing a unique ecological feature. Interim policies are needed to manage speculation, limit redevelopment and mitigate flood risk until the planning process is complete. Confirming the Terms of Reference will clarify the scope of the project. Should Council approve the Terms of Reference, staff will initiate public engagement for the area plan. Staff will also explore interim flood management requirements to limit the risk to development posed by flooding of Still Creek and report back to Council with associated recommendations.

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Appendix A

Rupert and Renfrew Station Area Planning Terms of Reference

March 15, 2022



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Introduction and Purpose of the Terms of Reference

This document sets out the Terms of Reference (TOR) for the Rupert and Renfrew Station Area Plan. The TOR outlines the geography of the planning area, highlights some unique opportunities and challenges that will be considered, outlines the deliverables and project timeline, and provides some initial engagement considerations.

Location and Study Area Boundary

The Rupert and Renfrew SkyTrain Stations are located in East Vancouver. The study area boundary identified in Map 1 below reflects the area that will be considered in the planning process, and includes portions of both Hastings-Sunrise and Renfrew-Collingwood.

The study area boundaries are generally based on major arterial roads: Nanaimo Street to the West, 1st Avenue to the North, Boundary Road to the East and 22nd Avenue to the South. In the case of the Western boundary, the study area has been adjusted to exclude the boundaries of the Grandview-Woodlands Community Plan. Similarly, the boundary to the North was adjusted to include all of the industrial lands considered to be part of Grandview-Boundary Employment Lands so that the employment lands could be considered in their entirety.

The study area is the boundary that will be used to focus background research, public engagement, and interim policies. The area that will ultimately be considered for changes to land use policies and infrastructure investments will be determined through the planning process. Consideration of significant changes in land use policy would be constrained by many factors, including the boundaries of the Still Creek watershed and associated infrastructure capacity.

Map 1 – Study Area Boundary



Emerging Policy Considerations and Alignment with Other Projects

Vancouver Plan

The final Vancouver Plan will provide goals, policies and a long-term land use strategy for the city. Many elements of the plan apply at the neighbourhood scale, or will require neighbourhood-scale planning to implement. The timing for the Rupert and Renfrew Area Plan would align with the Vancouver Plan process as the draft and final Vancouver Plan would precede each phase of the area plan. Area planning would in turn provide an opportunity to tailor city-wide policies and priorities to the opportunities and challenges of this particular area.

As an example, Rupert and Renfrew Station Area Plan emerged as a priority because it aligned with three areas of focus identified through the Vancouver Plan process: Equitable Housing and Complete Neighbourhoods, An Economy that Works for All and Climate Protection and Restored Ecosystems, as well as reconciliation.



Vancouver Plan's land use strategy and policies will provide direction on change in different areas in the City. Areas around SkyTrain stations are anticipated to be identified for change, including additional housing, jobs space, amenities and other features of a complete neighbourhood.

The Engagement Considerations section below provides more information on the relationship between the engagement conducted through Vancouver Plan and the engagement process for the Rupert and Renfrew Station Area Plan.

Considerations for Housing and Employment

It is important to note that the city is facing a potential gap between anticipated industrial demand and supply over the long term. On November 2, 2021 Council received a memo⁴ from staff regarding the emerging policy framework for modernizing and intensifying Vancouver's industrial areas. Area planning around the Rupert and Renfrew stations provides an opportunity to consider industrial intensification in line with emerging policy.

⁴ See [Project Update - Industrial Modernization and Intensification Framework](#) (RTS 14545).

As there are approximately 200 hectares of land within walking distance of the stations already designated for residential use, the area provides a unique opportunity to both protect and intensify existing employment lands and add more housing options, especially rental housing, on existing residential land near the stations. Generally, the employment lands are not as well suited to residential use given challenges with noise, air quality, compatibility with industrial activity, their location within the Still Creek floodplain, limited proximity to amenities and other factors.

Work on housing and employment would align with and be informed by the Housing Vancouver Strategy and emerging directions from the Employment Lands and Economy Review.

Considerations for Watershed Health, Flood Risk and Sewer Capacity

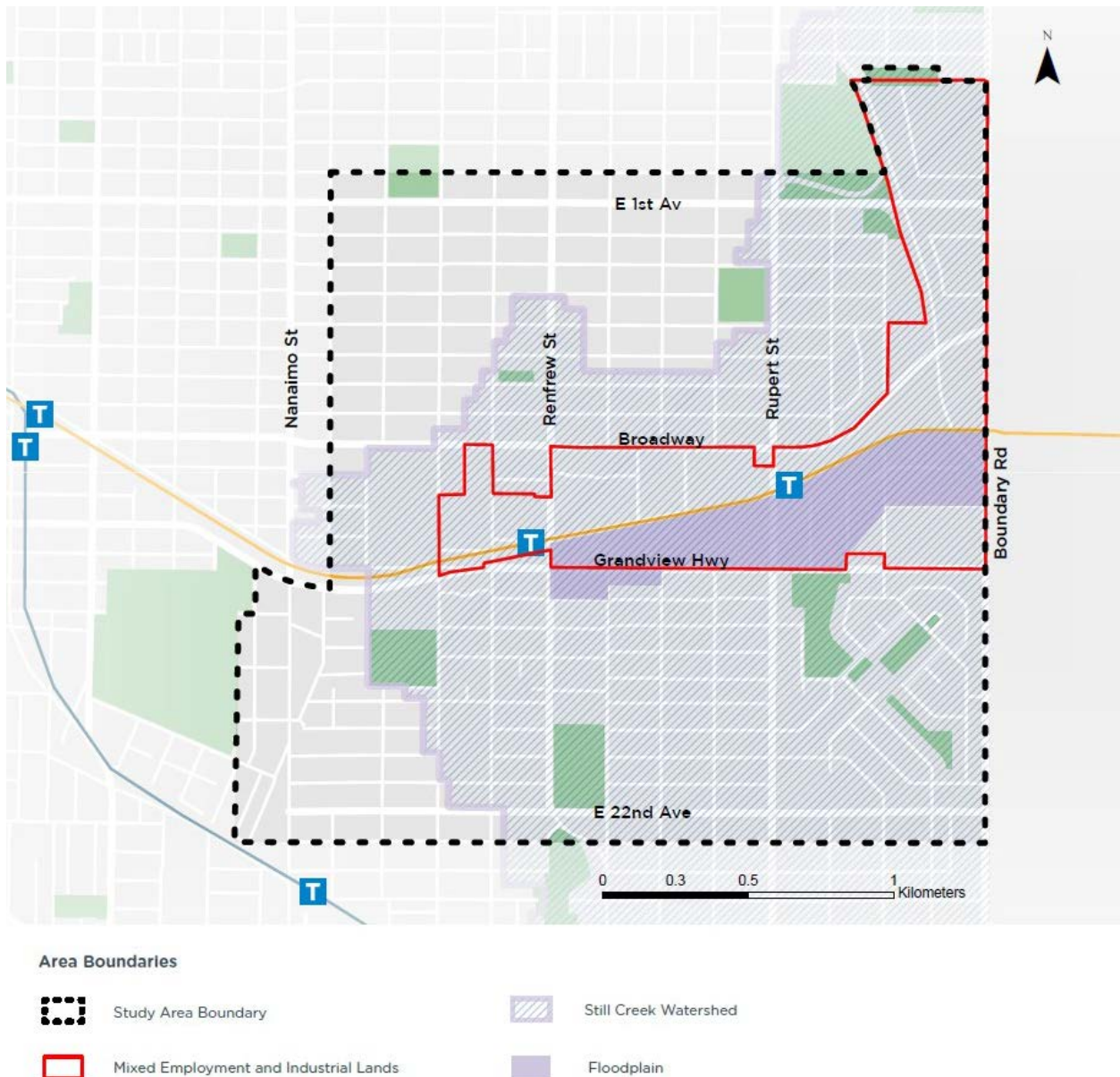
Relative to most past area planning processes, flood risk and creek health will be a focus from the outset. The area near the Rupert and Renfrew SkyTrain stations includes a significant portion of Still Creek. Still Creek is one of Vancouver's few remaining watercourses, providing environmental and social value while also serving as a natural drainage asset. Still Creek is negatively impacted by different pressures from climate and land use changes resulting in degraded water quality, riparian area encroachment and changes in flow causing erosion and instability. The Still Creek floodplain is located within the planning boundary, which creates additional challenges to consider in the planning process for the area.

The Rupert and Renfrew Station Area Plan will incorporate an integrated One Water approach to achieve multiple watershed and land use planning objectives. This work will be informed by existing policies, including the Still Creek Integrated Stormwater Management Plan and the Rain City Strategy. Additional watershed-based technical studies are underway to support the development of the Rupert and Renfrew Station Area Plan and utility servicing strategy. The final area plan is expected to include watershed-specific policies and measures to improve creek health and manage flood risk. In the interim, staff will utilize existing rainwater, drainage, and groundwater management policies and regulations to protect Still Creek. Consideration will need to be given for interim flood management requirements while the planning process is underway to manage increased flood risk resulting from climate change and from development in the Still Creek floodplain.

Area planning provides an opportunity to manage flood risk and enhance ecological and natural asset value, including sequestering carbon. However, constraints adjacent to Still Creek may be significant and redevelopment of adjacent sites will need to prioritize watershed enhancement and manage flood risk. In parallel to the area planning process, staff anticipate several studies will be needed to find opportunities for improving watershed health and managing flood risk in the area. Undertaking these studies at the same time as the area planning will allow improved coordination and efficiency.

Note: due to limited sewer capacity and other considerations, significant changes to land use are only anticipated to be considered within the boundaries of the Still Creek watershed. The approximate watershed boundary is shown in Map 2 below.

Map 2 – Still Creek Watershed Boundary and Floodplain



Considerations for Transportation Planning

The Climate Emergency Action Plan (2020) set a sustainable transportation target that at least 80% of trips be made on foot, bike, or transit by 2030 in existing and emerging planning areas around rapid transit stations.

While the study area is home to two rapid transit stations today, sustainable transportation is limited by a number of factors. In particular, the central portion of the study area is challenged by limited active transportation connectivity due to existing rail tracks, Highway 1, Grandview Highway, major arterials and truck routes—which also experience localized noise and air pollution—and large blocks with poor permeability. Walking and cycling are further discouraged by an automobile-centric public realm characterized by highway-oriented retail, large above-grade parking lots, narrow or non-existent sidewalks, blank facades, and a general lack of amenities.

There are a number of other transportation factors unique to the area. Close access to rapid transit and the regional highway network provide significant benefits from an industry and logistics perspective. With the Millennium Line Broadway extension slated for completion by 2025, the area will become even more regionally connected. The desire to preserve and intensify industrial and employment lands in the area immediately surrounding the stations will create more jobs close to transit, which has the potential to significantly increase ridership. The Still Creek watershed will limit the ability to provide parking or underground services, but also provides opportunities for increased access to nature alongside potential co-alignment of car-light or car-free greenways, pathways, and public spaces.

The Rupert and Renfrew Station Area Plan will increase sustainable transportation in a number of ways, including creating a more fine-grained all ages and abilities active transportation network, and building a more people-friendly public realm. The plan will help advance the future Eastside Crosscut, a high quality north-south greenway identified as a high priority by Council in 2019. Opportunities to coordinate greenway and public space improvements with creek rehabilitation will be explored, as will complete street designs for major arterials such as Rupert and Renfrew Streets. An upcoming study will inform potential heavy rail improvements for both goods and passenger movement, as well as new and/or improved track crossings.

Considerations for Arts and Culture

In September 2019, Council approved Culture|Shift: Blanketing the City in Arts and Culture, along with the integrated cultural infrastructure plan, Making Space for Arts and Culture. Space affordability and displacement are critical challenges facing artists and cultural workers in Vancouver, and are particularly relevant to industrial cultural production spaces. In addressing these challenges, Making Space for Arts and Culture set a 10-year city-wide target of securing 800,000 sq. ft. of cultural space, including 400 units of social housing for artists, and priorities for artist studios and shared production and rehearsal space, and self-determined xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) cultural space. The Employment Lands and Economy Review (ELER) further supported the cultural infrastructure plan through identifying new work-only artist studios in industrial zones as a priority quick start action that could be considered in this area. The community-led Renfrew-Collingwood Arts and Culture Infrastructure Plan can also be used as input to identify arts and cultural needs and challenges relevant to the Rupert and Renfrew Station Area Plan.

Considerations for Other Elements of Complete Neighbourhoods

The Healthy City Strategy aims to create a healthy city for all by supporting healthy people, communities, and environments. This cross-agency plan fosters a socially sustainable city through increasing access to community facilities and high-quality programs, and early development opportunities for children. The Rupert and Renfrew Station Area Plan will consider opportunities for childcare, including consideration of opportunities for childcare on employment lands.

More broadly, community infrastructure plays an essential role in the lives of Vancouver residents, providing access to the activities, services and supports people need to stay healthy, engaged and connected throughout life. Some community services are operated and delivered by the City, such as libraries and community centres. Other services, are delivered by non-profit and community partners, often with support from the City through leases and/or operating grants. The City creates opportunities for both City- and community-operated services by working with the development sector and senior governments to secure and maintain spaces. Community infrastructure will need to respond to a growing, diverse and changing population. The Rupert and Renfrew Station Area Plan study area boundary falls within the Midtown East Social Infrastructure Strategy network area, and the planning process will coordinate with directions and priorities identified through the Spaces to Thrive: Vancouver Social Infrastructure Strategy Policy Framework.

Alignment with the Regional Growth Strategy (Metro 2050)

Metro Vancouver's regional growth strategy is the regional federation's vision for accommodating anticipated future growth to the region with considerations for diverse and affordable housing, transit and mobility, resilient employment, ecological and agricultural lands and climate change. A draft of the updated regional growth strategy, Metro 2050, was released in June 2021. The Rupert and Renfrew Station Area Plan will generally support the goals and policies identified in the draft of Metro 2050. Once Metro 2050 is finalized, and contingent on Council support, it is anticipated that the Rupert and Renfrew Station Area Plan process will lead to an amendment to Metro 2050 and to the City of Vancouver's Regional Context Statement Official Development Plan to designate the area as a Frequent Transit Development Area.

Rezoning During the Planning Process

A separate Interim Rezoning Policy is anticipated to determine the conditions under which rezonings can be considered while the broader area planning process is underway. The relationship to two Enhanced Rezoning for large sites located within the study area are described below.

3200 East Broadway and 2625 Rupert Street

In November 2021 Council directed staff to undertake an Enhanced Rezoning application for the site at 3200 East Broadway and 2625 Rupert Street. The Enhanced Rezoning application will be made by the MST Development Corporation to develop the lands at 3200 East Broadway and 2625 Rupert Street, a site currently occupied by a BC Liquor distribution facility. The project would align with the City's priorities and commitments to reconciliation as a goal of Vancouver Plan, including criteria identified as part of the new Policy Enquiry Process. Additional policy work will be completed to evaluate and shape any rezoning proposal.

The rezoning enquiry received in 2021 includes a mix of uses, including residential, light industrial and commercial uses. In 2014, the City established a framework for reconciliation encompassing three foundational components (cultural competency, strengthening relations, and effective decision-making) to guide the City's work with the Musqueam, Skwxwú7mesh and Tsleil-Waututh Nations and Urban Indigenous communities. Strengthening relations starts with acknowledging the history of residential schools and the impact of loss of land and culture. Working with the host Nations requires a distinct approach and understanding of our shared goals. Achieving mutual respect, strong relationships and economic empowerment requires flexibility, thoughtfulness and a principled and transparent approach to decision-making.

Early policy work and engagement on the area plan can directly inform the rezoning process and enable integration of studies supporting sewer capacity and Still Creek enhancement. Including residential use at 3200 East Broadway and 2625 Rupert Street would ultimately require a change to the City's Regional Context Statement Official Development Plan and will require approval from the Metro Vancouver Regional District Board.

Skeena Terrace

There is an Enhanced Rezoning and Policy Statement process underway for Skeena Terrace, a social housing site built in the 1970s and owned by BC Housing. Redevelopment will provide an opportunity to increase the number of affordable housing units, while adding commercial uses and new community-serving spaces. The planning process for Skeena Terrace is currently underway and a subsequent rezoning application would overlap with the timing of the area planning process, providing opportunities to coordinate priorities for community-serving spaces and better consider the land use and design implications of options for the Skeena Terrace site in the context of anticipated change on surrounding lands.

Public Benefits

In the context of neighbourhood planning, most recent area plans have included a Public Benefits Strategy that sets priorities for future capital investments in public amenities and infrastructure that are typically funded by development contributions within the plan area. As development economics vary considerably across the city, a similar development tends to generate a much higher CAC on the west side when compared to the east side. As such, it would be challenging to provide certain neighbourhoods with the necessary public amenities to support growth due to inadequate development contributions generated within the area plan. This challenge is compounded by the intentional shift from delivering strata projects to rental and social housing in line with Housing Vancouver.

To mitigate the above-mentioned challenge, the City needs to take a City-wide approach to public benefits investment. For the Rupert and Renfrew Station Area Plan, instead of having a standalone Public Benefit Strategy document, work will be undertaken to assess the public amenities and infrastructure required to support growth. Where possible, some will be achieved as in-kind contributions from individual development within the plan area, and the rest will be considered and prioritized on a city-wide level taking into consideration the City's fiscal capacity and core mandate.

Deliverables, Phases and Timeline

Key Deliverables (Reports and Policies)

The planning process includes:

- *An amendment to the Development Contribution Expectation Policy and Community Amenity Contributions Policy* to set early expectations for amenity contributions.
- *An Interim Rezoning Policy* to determine the conditions under which rezoning enquiries or applications could be considered while the planning process is underway, with consequential amendments to rezoning policies applicable in the study area to ensure that they are consistent with the Interim Rezoning Policy;
- *An early report to Council* to confirm the goals, key opportunities and challenges for the area and initial guidance on building forms appropriate within proximity to the SkyTrain stations. The work would provide preliminary guidance for any rezoning application for 3200 East Broadway, 2625 Rupert and potentially additional sites, while the planning process is still underway and would be informed by draft Vancouver Plan policies and objectives. The report is also anticipated to include an associated interim policies for managing flood risk while the planning process is underway.
- *The Rupert and Renfrew Station Area Plan*. The plan would outline future land use, guidance for urban design including building types and scale and rainwater management, provide specific guidance on future development in the Still Creek floodplain, recommended rezoning policies to accommodate future development, transportation, housing, arts and culture, social infrastructure, amenities, public realm priorities, utilities, financial considerations and other elements.
- Alignment with work focused on the Still Creek watershed, including:
 - An Integrated Sewer and Watershed Baseline Assessment, a technical study to determine the capacity of existing sewer and drainage infrastructure, including the Still Creek channel as a natural drainage asset, to serve as a baseline for considering growth-related upgrades and flood mitigation needs.
 - An Integrated Water Management Plan, a plan that will apply a One Water approach to determining and prioritizing growth-related sewer and drainage infrastructure upgrades by building on the aforementioned baseline assessment study.
 - A Still Creek Rehabilitation and Enhancement Study Update, a technical study to identify rehabilitation and enhancement opportunities that the Integrated Water Management Plan can consider for integration.
- Alignment with ongoing transportation work, including:
 - Further study of opportunities to pursue rail grade separation to improve safety and support international goods movement, future regional or interregional transit, and the potential for higher speed rail.
 - Analyze and evaluate active transportation network options and street/rail connections to support neighbourhood connectivity as well as citywide vehicle needs (buses and trucks).

- *An amendment to Metro 2050* and an associated update to the City's Regional Context Statement Official Development Plan in order to designate the boundaries of a Frequent Transit Development Area.

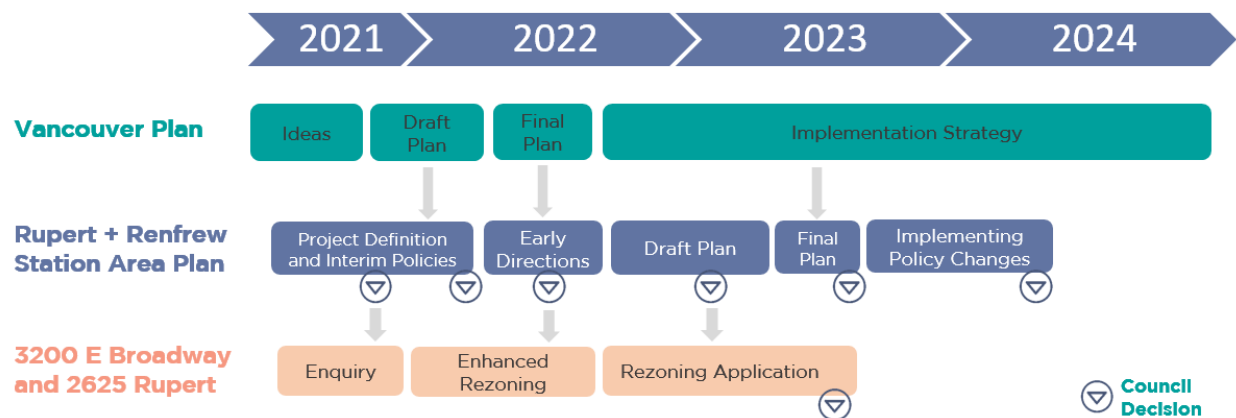
Other technical studies, such as a retail capacity study, will be needed to support these deliverables. Implementation would require changes to existing policies and regulations, such as the Zoning and Development Bylaw to implement zoning changes or the Vancouver Building Bylaw and Flood Plain Standards and Requirements to address future flood management requirements.

Phases and Timeline

The area plan will be developed in four phases, followed by several months required to implement key policy and regulatory changes. Each phase is described below.

1. **Project Definition and Interim Policies:** this phase focuses on gaining a deeper understanding of demographics, existing local businesses, potential gaps in access to amenities and other information that can support planning and public engagement. In addition, several interim policies will be brought forward for Council's consideration, including at a minimum an Interim Rezoning Policy and a Development Contribution Expectations Policy. Other interim policies may be considered in later phases of the project.
2. **Early Directions:** this phase will include tailoring draft Vancouver Plan goals and policies to the context of this area, leading to draft policies and early recommendations that could directly inform the rezoning application process for 3200 East Broadway and 2625 Rupert Street. This phase is anticipated to occur between Q2 and Q3 2022 and would include a high level assessment of alternative transportation upgrades.
3. **Draft Plan:** the third phase would build on the early directions and the final Vancouver Plan to create a draft Rupert and Renfrew Station Area Plan, and would include the most substantive phase of public engagement. Land use recommendations in the draft plan would be coordinated with studies related to the Still Creek watershed, including analysis of sewer capacity constraints in the area. The studies associated with Still Creek are not illustrated in the timeline but represent a critical dependency for the area plan. The draft plan is anticipated to be completed in spring 2023.
4. **Final Plan:** the fourth phase would involve bringing forward a recommended final plan for Council's consideration.
5. **Implementing Policy Changes:** once the Rupert and Renfrew Station Area Plan is adopted by Council, several months would be needed to implement key policy changes, such as new rezoning policy or new floodplain requirements. The last phase would focus on implementation planning, including zoning policies and other critical elements. This final phase is anticipated between Q4 2023 and Q1 2024.

The timeline graphic below shows the relationship to the anticipating timing of the Vancouver Plan, the relationship to the rezoning process for the site at 3200 E Broadway and 2625 Rupert Street, and the approximate timing of Council decisions related to the project.



Public Engagement Considerations

The Vancouver Plan will provide a vision, policies, and a high-level land use strategy for future neighbourhoods across the city. This approach will allow more attention to be more focused on the specifics for how these goals and high-level planning directions will land in each local area. Considering this, the early phases of the Rupert and Renfrew Station Area Plan (i.e. vision, values, and early directions) will be primarily informed by the Vancouver Plan and other recent engagement in city-wide plans. Staff will still engage extensively throughout the planning process, however input will be focused on drafting, refining, and finalizing the plan.

Past area plans have often included engagement with the community starting with a ‘blank page’ to identify community values and set plan principles. The Vancouver Plan engagement process included approximately 30,000 touch points over the last two years and summarized feedback from many other recent planning processes. This provides staff the opportunity to build on the Vancouver Plan and other recent engagement processes to inform the area plan for Rupert and Renfrew, which will result in both time efficiencies in preparing the plan and greater consistency between this plan and future area plans. The goals, policies and high-level land use directions for the city and for future area plans included in Vancouver Plan will allow staff and community attention to be focused on how higher level city-wide objectives and land use policies are implemented in the Rupert and Renfrew Station Area.

Staff are committed to advancing reconciliation, equity, inclusion and anti-racism and will seek input from equity-denied groups and other groups traditionally not involved in the City’s planning process. Staff anticipate engagement opportunities for local residents (renters and tenants), community groups, businesses and landowners, and stewardship groups with an interest in Still Creek. Key public-facing communication materials will be translated into Simplified Chinese, Vietnamese and Tagalog and resources will be allocated for interpretation services.

The rezoning application for 3200 East Broadway and 2625 Rupert Street will be processed concurrently while the Rupert and Renfrew Station Area Plan is underway, ensuring that details from the area plan are incorporated into the rezoning proposal as the site options are developed. The application is anticipated to include an 'enhanced' engagement process, which means there is an opportunity for policy development and deeper public engagement beyond that of a typical rezoning application. Staff and the applicant will work collaboratively to explore form of development options (i.e. massing, height and density) and this work will be publically available for review throughout the application process. The rezoning application will be considered by Council at a public hearing.

Amending the Terms of Reference

Variations to the Terms of Reference, such as extending the project timeline, adding or removing studies and analysis or identifying additional issues and priorities should be anticipated. Council would be notified of such changes through presentations, briefings or memos as appropriate.

Policy

Rupert and Renfrew Interim Rezoning Policy

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Intent

Area plans provide guidance on future land use, urban design, transportation, utilities and priorities for community amenities. In some cases, undertaking significant rezonings while an area planning process is underway can increase the risk that new development will preclude opportunities or conflict with policy directions emerging from the planning process.

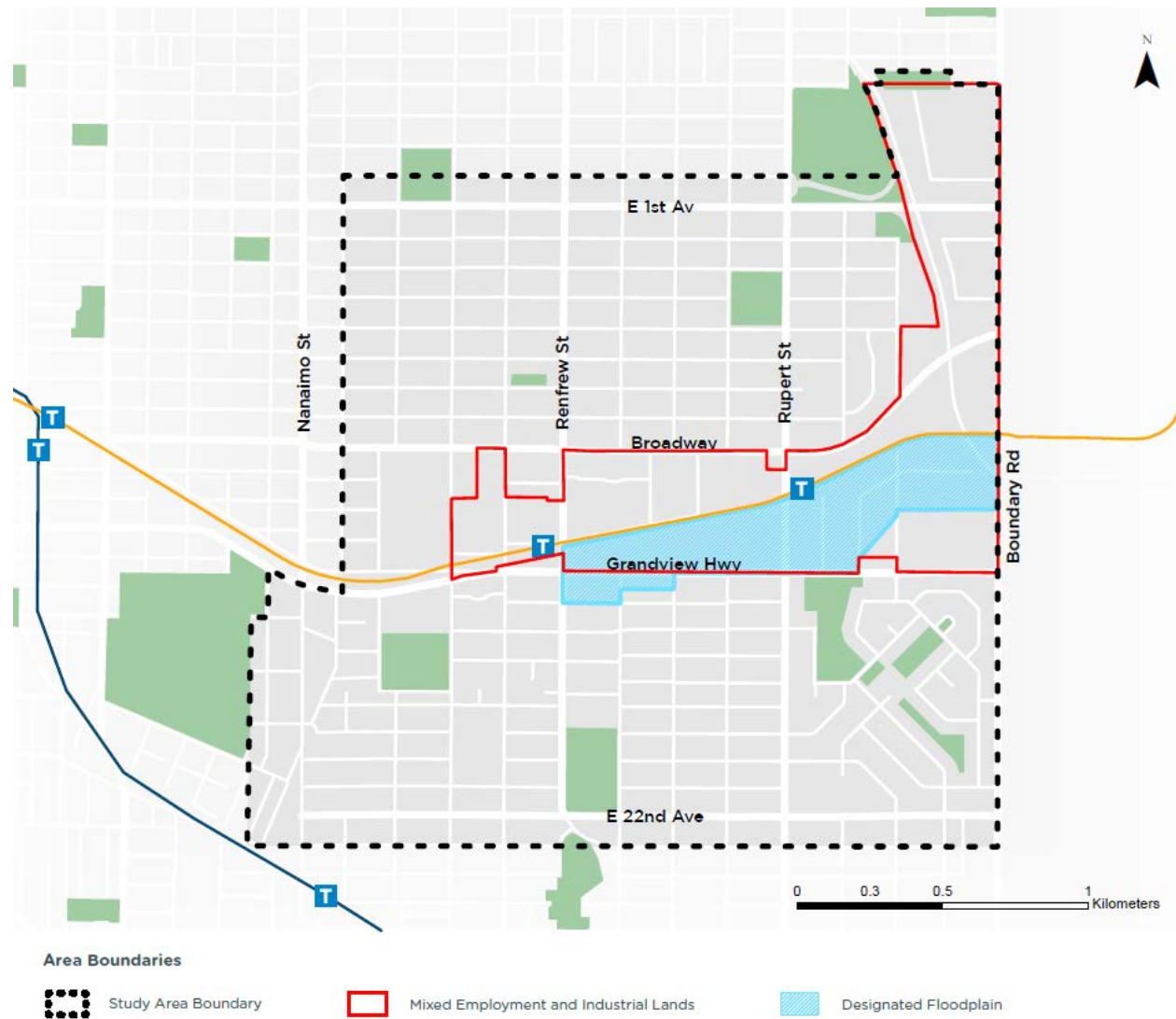
In order to avoid pre-empting or diverting the area planning process around the Rupert and Renfrew SkyTrain stations, this interim rezoning policy temporarily limits the types of rezoning applications that can be accepted for processing by City staff while the area planning process is underway. Under this policy, rezoning enquiries, policy enquiries and rezoning applications will generally not be considered. For example, this policy takes precedence over the Policy Enquiry Process: Approach and Criteria endorsed by Council in July 2021. No new enquiries within the Study Area will be processed under the Policy Enquiry Process.

The policy applies to the Rupert and Renfrew Study Area indicated in Map A below until such time as a new plan for the area is complete or until this policy has been repealed through a decision by Council. The policies below will govern any exceptions that allow consideration of applications for rezoning advice, including rezoning enquiries, rezoning applications, and development applications with Heritage Revitalization Agreements during the planning process.

Policies

1. Applications may be considered where:
 - (a) At the time of adoption of this policy, there is an active rezoning application; or
 - (b) Where a recent application for rezoning advice has been received within one year prior to the approval of this policy and the applicant has received a written response stating that a rezoning application would be considered and the applicant has submitted a subsequent rezoning application within 180 days of the date of the letter of response.
2. Notwithstanding Policy 1 above, rezoning applications will be considered for:
 - (a) The BC Liquor Distribution Site at 3200 East Broadway and 2625 Rupert Street; and
 - (b) The Skeena Terrace site at 2298 Cassiar Street.
3. Applications may be considered in the cases of housekeeping amendments and minor text amendments to existing CD-1s which are not related to height or density increases (e.g. altering the mix of commercial uses in an existing building).
4. On parcels where residential uses are currently permitted:
 - (a) Applications for projects involving 100% social and supportive housing, or community care facilities or group residences may be considered, except for those within the Still Creek floodplain; or
 - (b) Applications for rental or social housing and mixed-use projects under the Secured Rental Policy may be considered, except for those within the Still Creek floodplain.
5. Applications may be considered for the retention, expansion, downsizing, or reuse of public or non-profit institutional, cultural, recreational, utility, or public authority uses.
6. Within the Mixed Employment and Industrial Lands identified in Map A below, applications for developments where 100% of the floor area is for non-residential use may be considered under the [Grandview Boundary Mixed Employment Area Plan](#) and the [Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines](#), except for sites located within the Still Creek floodplain.
7. Applications which seek relief from any of the terms of this policy may be considered under exceptional circumstances once reported to Council for direction, at the discretion of the Director of Planning.

Appendix 1 Map A: Rupert and Renfrew Study Area Boundary

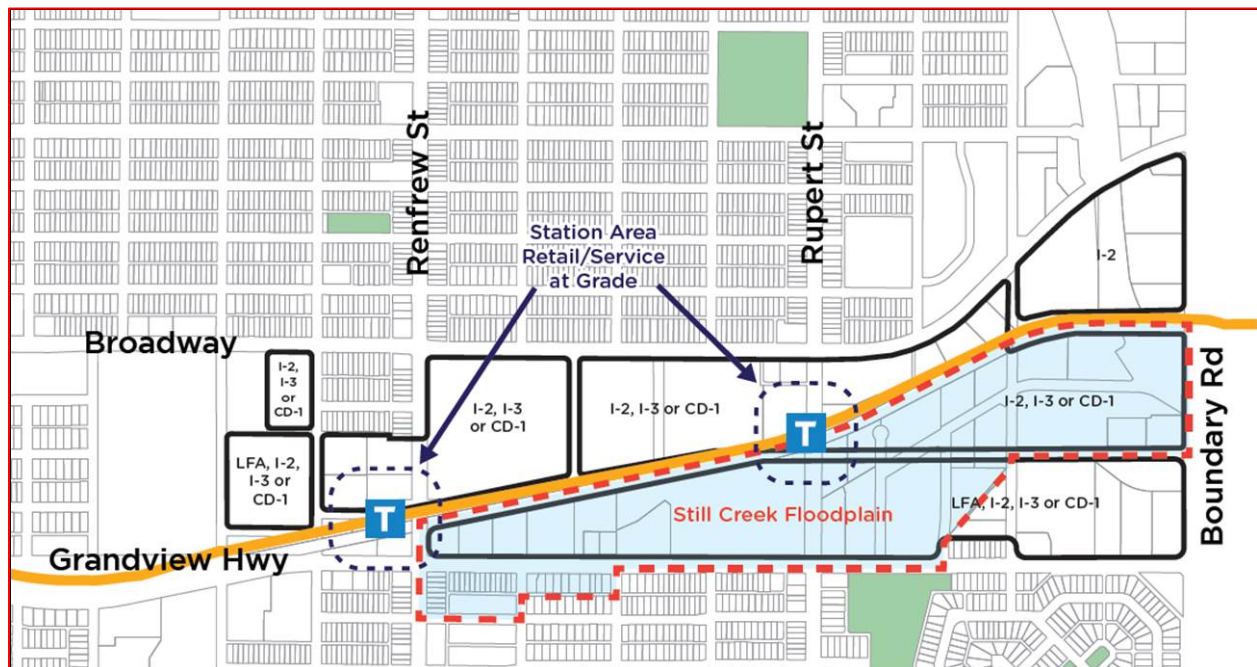


Note: Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

*Proposed amendments are shown in red.

DRAFT Amendments to the Grandview-Boundary Mixed Employment Area Plan

1. Within the [Grandview Boundary Mixed Employment Area Plan](#) (last amended October 31, 2012), delete Figure 2: Future Land Use and Large Format Area Boundary and replace with the map shown below. The new map adds the Still Creek floodplain.



2. In addition, insert a new policy under Figure 2: Future Land Use and Large Format Area Boundary as follows:

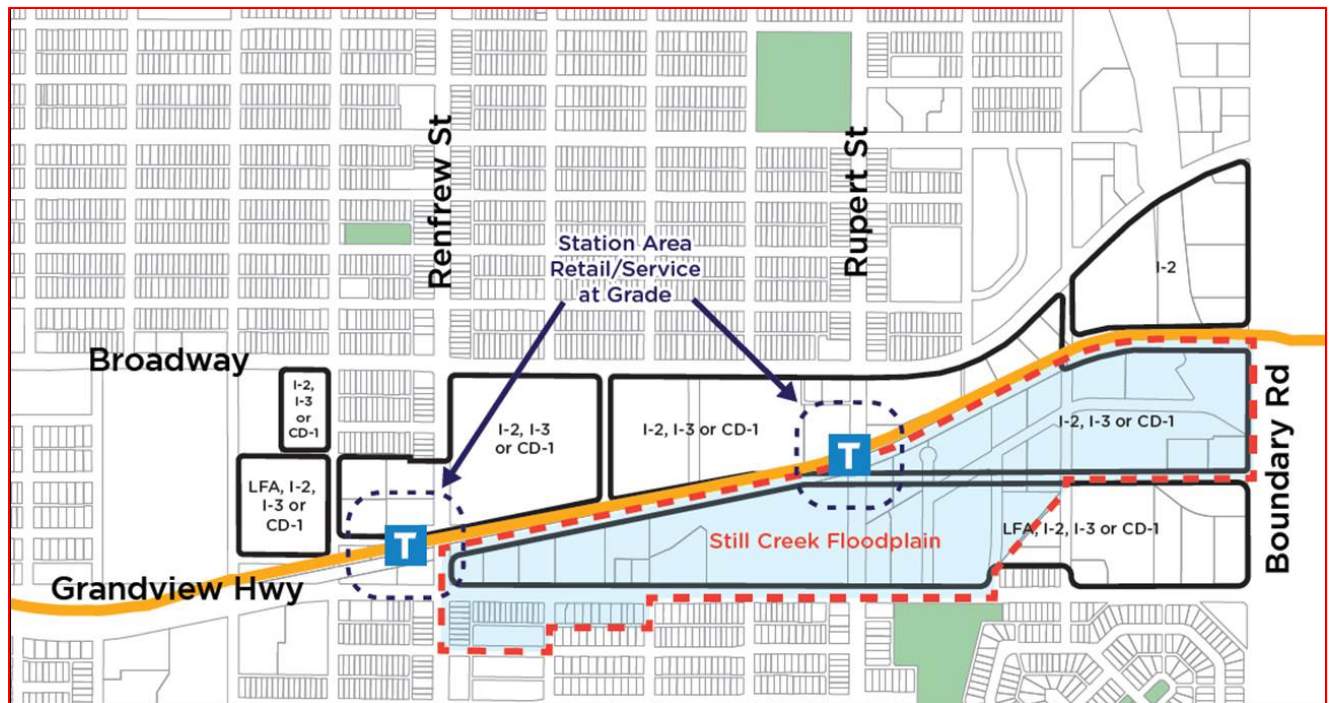
Notwithstanding the Land Use Directions described above, no rezoning enquiries or applications can be considered within the Still Creek Floodplain if such rezoning enquiries or applications are not allowed under the Rupert and Renfrew Interim Rezoning Policy (2022).

Note: Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

*Proposed amendments are shown in red.

DRAFT Amendments to the Grandview-Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines

1. Within the [Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines](#) (last updated October 31, 2012), delete Figure 7: Long Range Preferred Land Use Plan and replace with the map shown below. The new map adds the Still Creek floodplain.



2. In addition, insert a new policy as follows:

3.1.5 Limitations on Rezoning from the Still Creek Floodplain

LFA, I-2, I-3, CD-1 (General Office), Station Area Retail/Service Uses

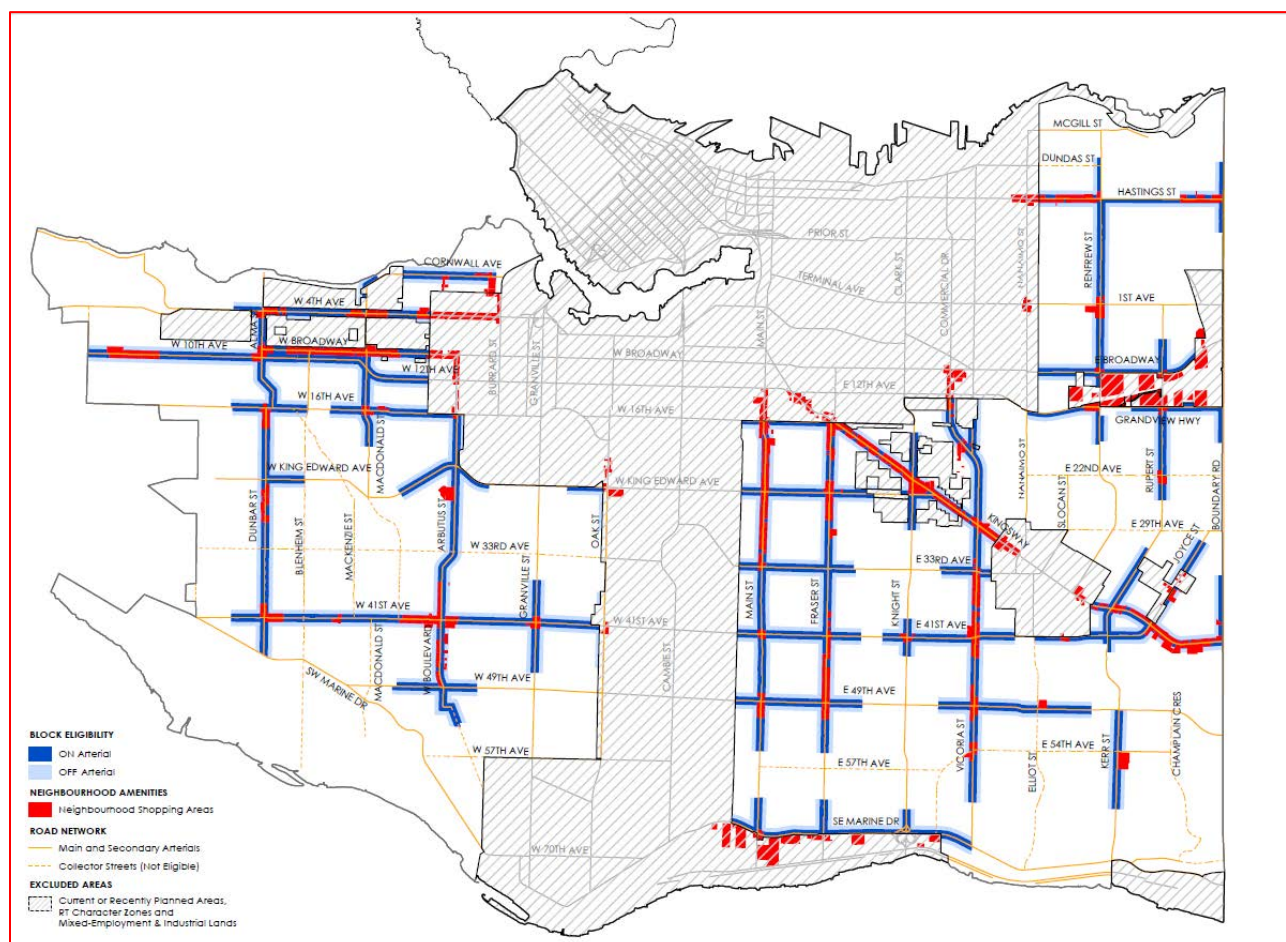
Notwithstanding 3.1.1-3.1.4, no rezoning enquiries or applications can be considered within the Still Creek Floodplain if such rezoning enquiries or applications are not allowed under the Rupert and Renfrew Interim Rezoning Policy (2022).

Note: Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

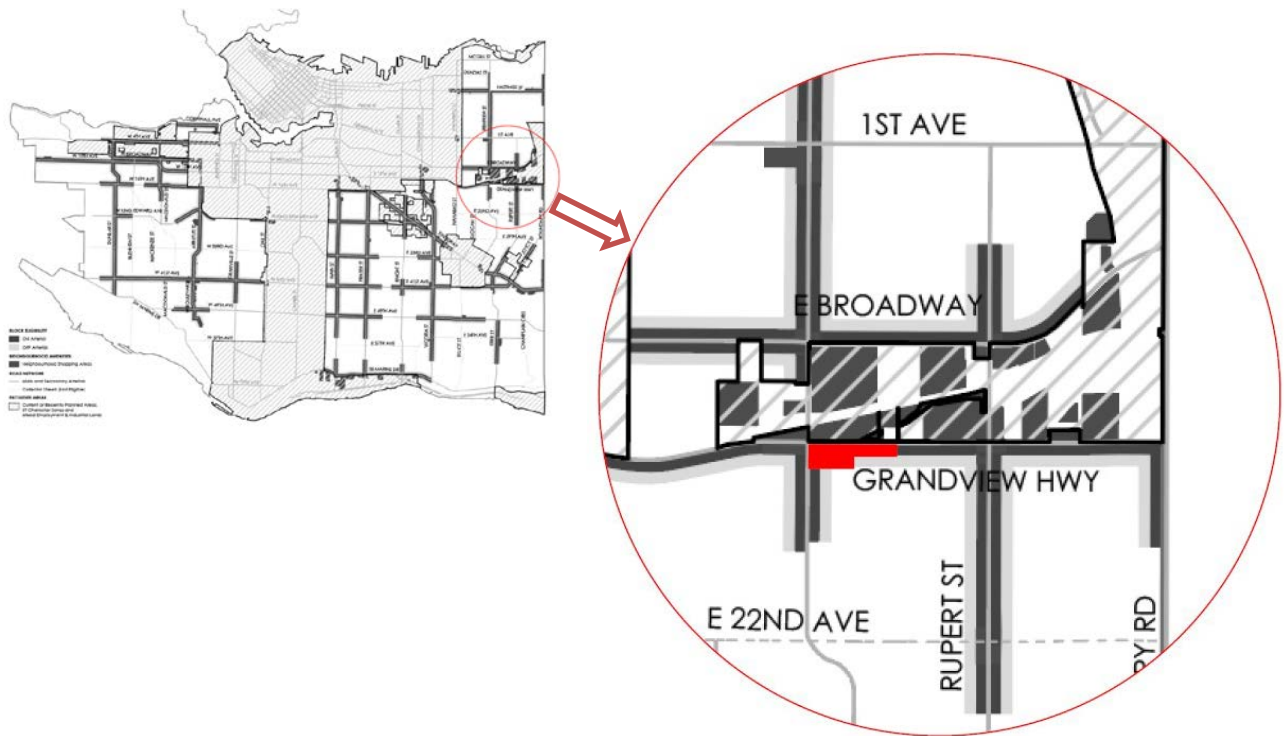
*Proposed amendments are shown in red.

DRAFT Amendment to the Secured Rental Policy

Within the [Secured Rental Policy: Incentives for New Rental Housing](#) (last updated January 26, 2022) delete Map A: Eligibility Map for Low Density Transition Areas and replace it with the map as shown below.



The change is intended to remove eligibility on blocks located within the Still Creek floodplain. A magnified version of the map below shows the removed blocks.



Note: Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

*Proposed amendments per this current Council report are shown in red.

**DRAFT amendments to the Development Contribution Expectations Policy in Areas
Undergoing Community Planning**

Policy

Development Contribution Expectations Policy in Areas Undergoing Community Planning

Approved by Council on June 20, 2018

Last amended [Month Day, Year]

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Application and Intent

Development Contribution Expectations (DCE) policies in conjunction with interim rezoning policies are intended to limit land value speculation in areas undergoing community planning. These policies provide buyers and sellers of land in community planning areas with clarity regarding the City's priorities in community planning areas and expectations for contributions towards amenities and affordable housing as a result of community planning.

Relationship to Community Amenity Contributions (CACs)

Area-specific CACs are calculated at the end of a planning process based on the projected growth in population and jobs that will result from the plan, the amenities needed to serve that growth, and the projected costs and funding sources available for the amenities.

DCEs are identified at the beginning of a community planning program based on City policy priorities for each area and the projected economic viability of alternative development scenarios.

Following the completion of a community planning program, DCEs are revisited to reflect the densities, mix of uses and amenity needs in the planning area. The DCEs are then updated and transferred into the ~~Community Amenity Contributions—Through Rezoning~~ Community Amenity Contributions Policy for Rezoning as CACs for the planning area.

For more information about the City's ~~Community Amenity Contributions—Through Rezoning~~ CAC policy visit: <http://vancouver.ca/files/cov/community-amenity-contributions-through-rezonings.pdf>. Note that the DCE policy does not reflect other required development contributions such as Development Cost Levies, Development Cost Charges, conditions of development and others.

Area-Specific DCE Policies

Area-specific DCE policies are shown in Tables 1 and 2 and include the following areas:

- The Broadway planning program (east of Vine Street) launched on June 20, 2018
- The Broadway planning program (west of Vine Street) to be considered as part of future area planning or the City-wide planning process
- **The Rupert and Renfrew Station Area planning process**

Table 1a: Area Specific Priorities and DCE Policies

Community Planning Area	Sub-Area	Priorities and DCE Policies
Broadway Area Planning (East of Vine Street) ¹	Uptown Office C-3A Focus Area	Prioritize job space. Do not consider adding residential use.
	Burrard Slopes IC Focus Area	DCE for commercial-only projects seeking additional density: per CAC Policy. http://vancouver.ca/files/cov/community-amenity-contributions-through-rezonings.pdf
	Mt. Pleasant I-1 Focus Area	
	False Creek Flats I-3 & CD-1 Focus Area	
	RM/ FM Zoning Districts	Prioritize rental housing. Do not consider additional development rights for market strata residential.
	Mt. Pleasant IC-3 Focus Area	DCE for rental projects seeking additional density: maximize below market rental housing ¹ .
	C-3A (Outside Uptown) & C-2	Prioritize job space and rental housing. Consider the potential for additional development rights for market strata residential in limited situations. DCE for commercial-only projects seeking additional density: per CAC policy. http://vancouver.ca/files/cov/community-amenity-contributions-through-rezonings.pdf DCE for rental projects seeking additional density: maximize below market rental housing ¹ . DCE for projects seeking additional density for market strata residential: per Table 2 below.
	Industrial Areas	N/A. Broadway Planning Program will not consider change in these areas.
	RT Zoning Districts	
	FSHCA Zoning District	
	FCCDD Zoning District	

	RS Zoning Districts	
	SEFC ODP	

¹ Sub-areas and priorities included in Map A below.

Table 1b: Area Specific Priorities and DCE Policies (Continued)

Community Planning Area	Sub-Area	Priorities and DCE Policies
Broadway Area West of Vine ¹	RM Zoning Districts	Prioritize rental housing. Do not consider additional development rights for market strata residential. DCE for rental projects seeking additional density: maximize below market rental housing ² .
	RS and RT Zoning Districts	TBD as part of future area planning or the City-wide Plan. Future requirements will reflect the City's priorities for: - Rental Housing - Amenities - Job Space
	C-2, C2C, and C-2C1 fronting onto Broadway, generally between Larch Street and Alma Street, as well as where fronting onto West 10th Avenue generally between Alma Street and Tolmie Street.	Prioritize job space and rental housing. Consider the potential for additional development rights for market strata residential in limited situations. DCE for rental projects seeking additional density: maximize below market rental housing ³ . DCE for projects seeking additional density for market strata residential: per Table 2 below.
	Jericho lands	Excluded from this DCE Policy.

¹ Sub-areas and priorities included in Map A below.

~~² Below market rate rental serves households earning \$30-\$80,000 / year. The City will set the minimum requirement for below market units as part of the planning process based on economic viability in each area.~~

² Below market rental housing refers to dwelling units where:

- (a) the maximum starting rents and rents at unit turnover are at least 10% less than the average rents for all private rental apartment units, city-wide as published by the Canada Mortgage and Housing Corporation in the Rental Market Report in the previous calendar year; and
- (b) the starting rent and turnover rent requirements are secured through a housing agreement.

Table 1c: Area Specific Priorities and DCE Policies (Continued)

Community Planning Area	Sub-Area	Priorities and DCE Policies
Rupert and Renfrew Station Area Plan ¹	Mixed Employment and Industrial Lands, with exception of sites identified as part of rezoning enquiry for 3200 East Broadway and 2625 Rupert Street	<p>Prioritize job space. Do not consider adding residential use.</p> <p>DCE for commercial-only projects seeking additional density as per CAC policy: http://vancouver.ca/files/cov/community-amenity-contributions-through-rezonings.pdf</p>
	C-1 and C-2	<p>Prioritize purpose-built market and below-market rental housing².</p> <p>DCE for rental projects seeking additional density: maximize below market rental housing⁴. For purpose-built rental not eligible for a CAC exemption, CACs would be negotiated on a case-by-case basis.</p> <p>In limited situations where potential for additional development rights for market strata residential are considered, the DCE targets per Table 2 below would apply.</p>
	RM	<p>Prioritize purpose-built market and below-market rental housing. Support the creation and renewal of non-market housing. Do not consider additional development rights for market strata residential.</p> <p>For purpose-built rental not eligible for a CAC exemption, CACs would be negotiated on a case-by-case basis.</p>
	CD-1 that is <u>outside</u> of the Employment Lands, with exception of Skeena Terrace site at 2298 Cassiar St	<p>Prioritize purpose-built market and below-market rental housing. Support the creation and renewal of non-market housing.</p> <p>For purpose-built rental not eligible for a CAC exemption, CACs would be negotiated on a case-by-case basis.</p> <p>In limited situations where potential for additional development rights for market strata residential are considered, CACs would be negotiated on a case-by-case basis.</p>

	RS and RT	<p>Prioritize purpose-built market and below-market rental housing. Support the creation and renewal of non-market housing.</p> <p>For purpose-built rental not eligible for a CAC exemption, CACs would be negotiated on a case-by-case basis.</p> <p>In situations where potential for additional development rights for market strata residential are considered, the DCE targets per Table 2 below would apply.</p>
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¹ Sub-areas and priorities included in Map C below.

² Below market rental housing refers to dwelling units where:

- (a) the maximum starting rents and rents at unit turnover are at least 10% less than the average rents for all private rental apartment units, city-wide as published by the Canada Mortgage and Housing Corporation in the Rental Market Report in the previous calendar year; and
- (b) the starting rent and turnover rent requirements are secured through a housing agreement.

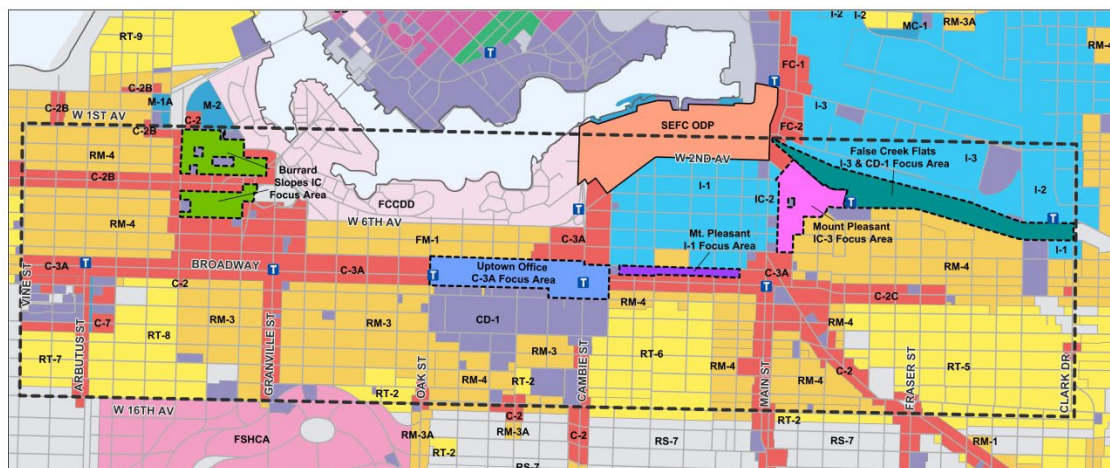
Table 2: Area Specific DCE Targets

Community Planning Area	DCE Target Area	DCE Targets ¹
Broadway Area Planning (East of Vine Street)	C-2 Zoning Districts (Market Strata Residential)	\$3,552.09/m2 (\$330/ft2)
	C-3A East of Main St. (Market Strata Residential)	\$3,552.09/m2 (\$330/ft2)
	C-3A West of Main St. (Market Strata Residential)	\$4,574.66/m2 (\$425/ft2)
Broadway area west of Vine	C-2 Zoning Districts (Market Strata Residential)	\$3,552.09/m2 (\$330/ft2)
Rupert and Renfrew Station Area Planning	C	\$1,722/m2 (\$160/ ft2)
	RT	\$1,399/m2 (\$130/ ft2)
	RS	\$1,399/m2 (\$130/ ft2)

¹ Rate information listed in Table 2 are applicable to the incremental density (above existing zoning)

Area Boundaries (see Area maps below):

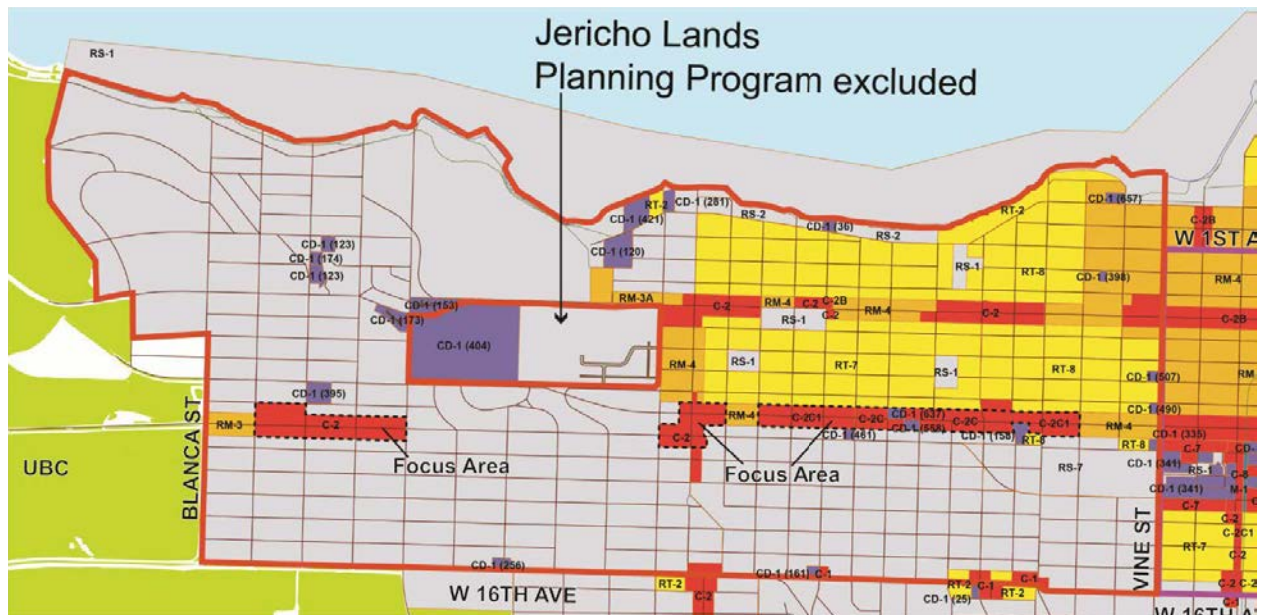
Map A ~~Area 1~~: Broadway Plan Study Area (Vine Street to Clark Drive)



Note (1) Map represents the general study area for area planning. Not all areas within will be considered for change. A detailed study area will be confirmed in 2019.

- Uptown Office C-3A Focus Area
- Burrard Slopes IC Focus Area
- Mount Pleasant I-1 Focus Area
- False Creek Flats I-3 & CD-1 Focus Area
- RM/ FM Zoning
- Mount Pleasant IC-3 Focus Area
- C-3A (Outside Uptown) & C-2
- Industrial Areas
- RT Zoning Districts
- FSHCA Zoning District
- FCCDD Zoning District
- RS Zoning Districts
- SEFC ODP

Map B Area 2: Broadway area west of Vine (Kitsilano and West Point Grey)

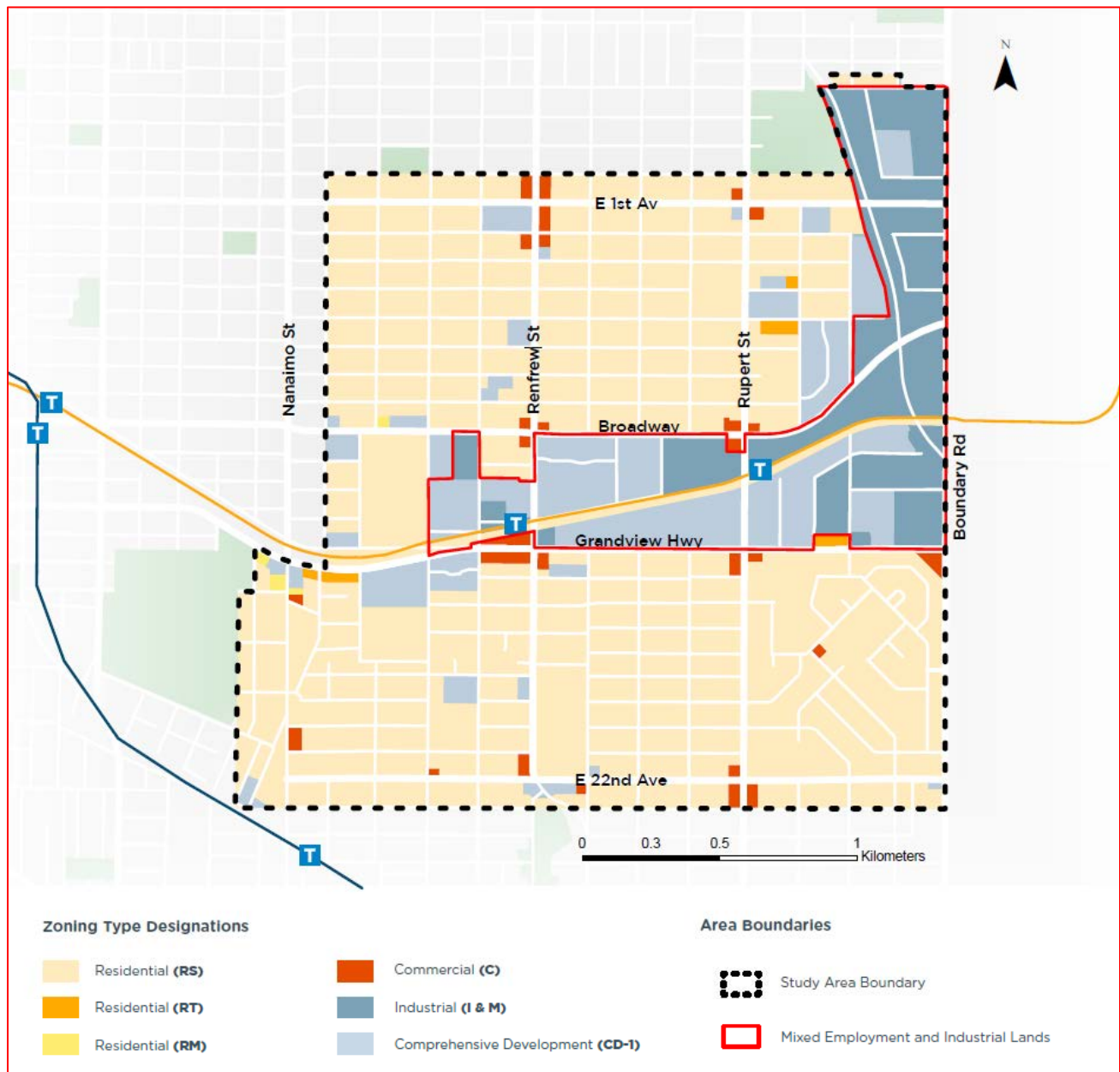


Note (1) Map represents the area where the proposed Development Contribution Expectation Policy and Interim Rezoning Policy would apply

- C-2 & C-2C1 Focus Areas
- C-3A & C-2
- RM/ FM Zoning
- RT Zoning Districts
- RS Zoning Districts
- CD-1



Map C: Rupert and Renfrew Station Area Plan Study Area



Note: Map C represents the general study area for area planning. Not all areas within will be considered for changes to land use designations or zoning.

Note: Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

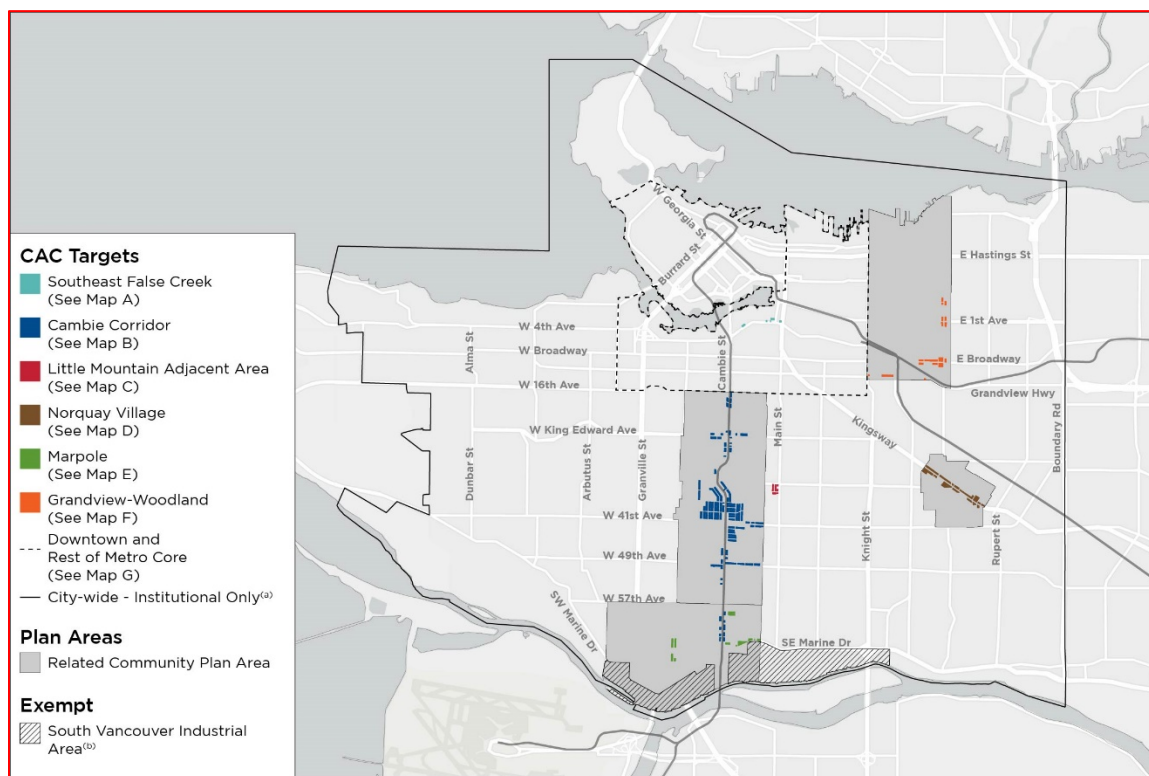
*Proposed amendments are shown in red.

DRAFT Amendments to the Community Amenity Contributions Policy for Rezoning

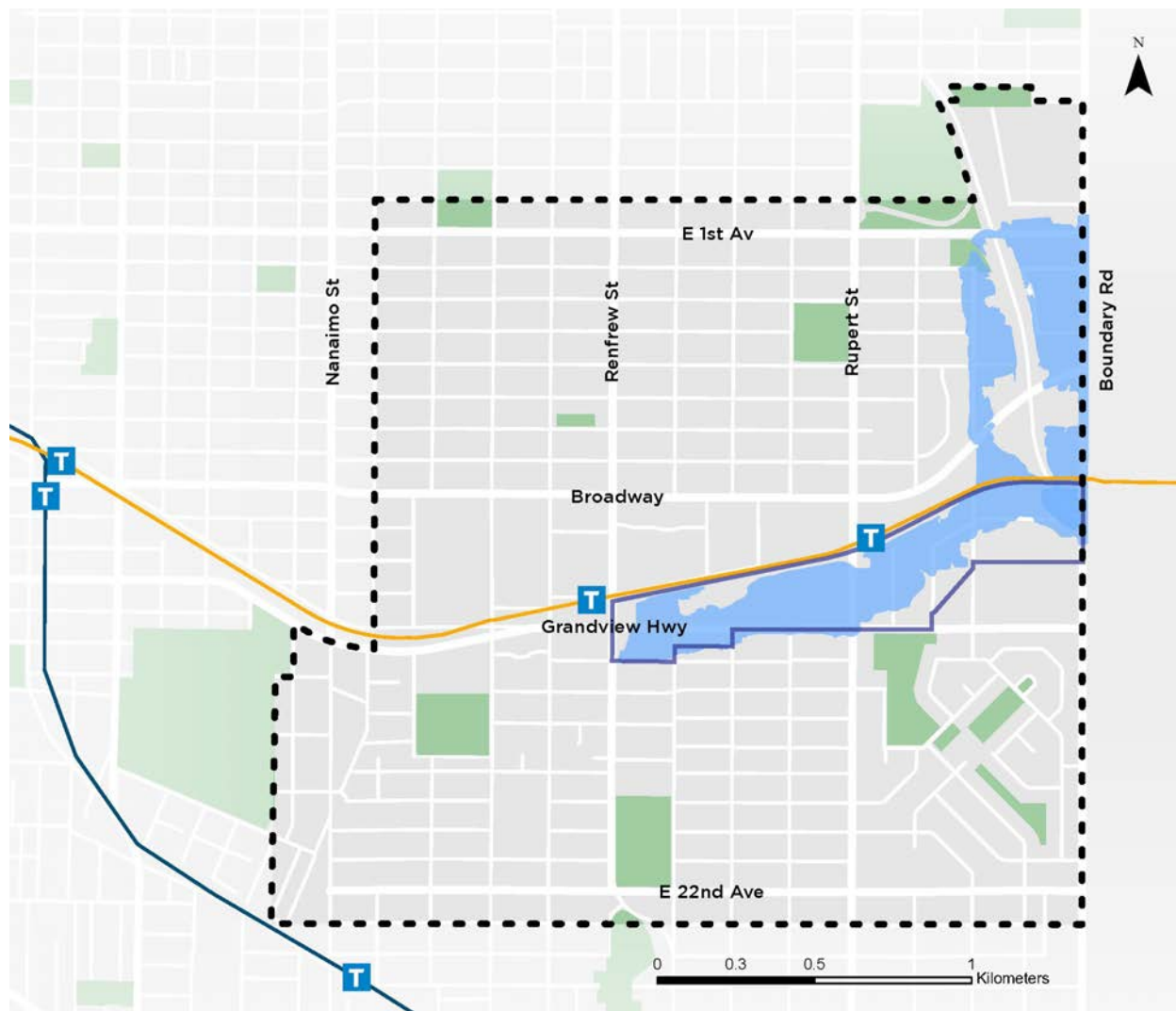
1. Within the [Community Amenity Contributions Policy for Rezoning](#), last updated December 8 2021, amend 8.2(d) as follows:

Rezoning for 100% non-strata commercial developments within the ~~Grandview-Boundary Mixed Employment Area~~ or South Vancouver Industrial Area as shown in the Appendix that are not deemed a large site as per the Rezoning Policy for Sustainable Large Developments;

2. In addition, delete the Key Map and replace with the map as shown below:



Map Showing Current and Potential Future Still Creek Floodplain



Currently Designated Still Creek Floodplain¹
 (Based on parcels within the 200-year Return Period Flood with Freeboard)
 Potential Floodplain Extent²
 (Future 200-year Return Period Flood with Freeboard)

1. City of Vancouver, 2014. Flood Plain Standards and Requirements.

2. Northwest Hydraulic Consultants, 2021. Still Creek - Brunette River Drainage Area Flood Assessment, Floodplain Map Updates, and Flood Management Recommendations. Prepared for Metro Vancouver.

Notes:

- The current designated Still Creek floodplain (200-year Return Period Flood with Freeboard) is based on information from a 1998 floodplain study prepared by the Greater Vancouver Regional District. The floodplain identifies parcels that are partially or fully located in the 1998 study floodplain extent. The dataset is included in the City's Flood Plain Standards and Requirements policy (2014).
- The potential future floodplain extent (future 200-year return period flood with freeboard) is from a recent assessment received from Metro Vancouver in December 2021. This information is currently under review by City staff and is subject to change as part of potential future work to update floodplain policies. Source: Northwest Hydraulic Consultants, 2021. Still Creek - Brunette River Drainage Area Flood Assessment, Floodplain Map Updates, and Flood Management Recommendations. Prepared for Metro Vancouver.