



COUNCIL REPORT

Report Date: June 12, 2024
Contact: Neil Hrushowy
Contact No.: 604.829.9622
RTS No.: 16268
VanRIMS No.: 08-2000-20
Meeting Date: June 26, 2024
[Submit comments to Council](#)

TO: Standing Committee on City Finance and Services
FROM: General Manager of Planning, Urban Design, and Sustainability
SUBJECT: Implementation of Transit-Oriented Areas (Provincial Legislation: Bill 47)

Recommendations

- A. THAT Council approve, in principle, the proposed Transit-Oriented Areas Designation By-law generally as presented in Appendix A;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the proposed Transit-Oriented Areas Designation By-law generally in accordance with Appendix A.
- B. THAT, after enactment of the proposed Transit-Oriented Areas Designation By-law, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for approval by Council the Transit-Oriented Areas (TOA) Rezoning Policy to establish the conditions under which new rezoning enquiries and applications will be considered under new provincial legislation, generally as presented in Appendix B, with a change to paragraph 5.2.1 (b) of the TOA Rezoning Policy to require a minimum of 20% of the net residential floor area be provided as social housing, and an amendment to 5.9.1 to require a proforma review for proposals providing 20% of net residential floor area as social housing.
- C. THAT, after enactment of the proposed Transit-Oriented Areas Designation By-law, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for approval by Council the proposed consequential amendments to community plans and City policies to incorporate references to, and facilitate implementation of, new provincial legislation, as presented in Appendix C.
- D. THAT, after enactment of the proposed Transit-Oriented Areas Designation By-law, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for approval by Council the proposed amendments to

the Grandview-Woodland Community Plan to remove the Pace of Change Policy and replace it with an enhanced Tenant Relocation and Protection policy, and enable additional height and density on select sites, generally as presented in Appendix D.

- E. THAT, after enactment of the proposed Transit-Oriented By-law, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for approval by Council the proposed amendments to the Community Amenity Contributions Policy for Rezoning, generally as set out in Appendix E, to expand the commercial linkage target city-wide and to provide a CAC exemption for inclusionary housing projects that comply with the Transit-Oriented Areas Rezoning Policy, with a change to modify the CAC exemption in 8.2(f) and to make other related changes throughout to only specify an exemption for rezonings for 100% market rental with a minimum 20% of the net residential area provided as below-market rental.
- F. THAT Council direct staff to initiate a coordinated utilities review with regional and local partners to better understand impacts of the provincial TOA legislation on shared infrastructure, and map out any associated infrastructure upgrades.

Purpose and Executive Summary

In November 2023, the Province introduced several Bills that seek to increase the supply of housing, including Bill 47, Housing Statute (Transit-Oriented Areas) Amendment Act, 2023. This report lays out the City's response to provincial Transit-Oriented Areas (TOA) legislation in the Vancouver regulatory context and recommends that Council approve, in principle, the Transit-Oriented Areas (TOA) By-law, as well as a TOA Rezoning Policy to inform future rezoning enquiries and applications within the prescribed TOAs.

Bill 47 requires municipalities to designate TOAs and allow minimum heights and densities within prescribed distances of rapid transit stations. The Bill was passed into law on November 30, 2023 and received Royal Assent in December. In December 2023, the Province designated 20 TOAs impacting Vancouver through regulation, where provincial requirements for minimum height and density took effect immediately. As a result of Bill 47, the City is required to designate the existing 20 TOAs and another 9 TOAs by by-law and update the Parking By-law before June 30, 2024. This report provides direction for all 29 TOAs located in Vancouver.

Council Authority/Previous Decisions

- Vancouver Charter
- Community and Area Plans
- Housing Needs Report (2022)
- Housing Vancouver Strategy (2017)
- Parking By-law
- Community Amenity Contribution Policy for Rezoning (2022)
- Transportation 2040 Plan (2012)
- Vancouver Plan (2022)
- VanPlay (2020)
- Making Strides: Vancouver's Childcare Strategy (2022)

- Making Space for Arts and Culture and Culture |Shift (2019)
- Spaces to Thrive: Social Infrastructure Plan (2021)

City Manager's Comments

The City Manager concurs with the foregoing recommendations. The City supports provincial initiatives to deliver more homes faster, and enabling growth in TOAs helps implement the new housing legislation. The proposed rezoning policy will help streamline rezoning application reviews and provide clarity on expectations around land uses, housing tenures and infrastructure upgrades, while reducing speculation.

Context and Background

Provincial Legislation

The Provincial government introduced three pieces of legislation in November 2023 to support delivery of more housing:

- Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023
- Bill 46: Housing Statutes (Development Financing) Amendment Act, 2023
- Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023

Bills 44, 46 and 47 include significant changes to planning authorities under the Vancouver Charter, particularly how the City plans for growth and meets its housing needs, while also establishing and expanding development financing growth powers. The amendments present opportunities for increasing housing supply while safeguarding job spaces. Together with the recent Housing Supply Act and Housing Targets Order, they represent a significant step towards achieving a regional fair share distribution of housing supply.

In March the Province introduced Bill 11 and in April released Bill 16 and Bill 18. A summary of those bills can be found in [RTS 16232 – Response to New Provincial Legislation: Bills 44, 46 and 47](#).

Vancouver Plan

The Vancouver Plan, approved by Council in 2022, is a land use strategy which will guide long-term growth of the city over the next 30 years. The Vancouver Plan includes recommendations for different neighbourhood types across the city, including higher-density housing options close to rapid transit. The provincial changes for TOAs generally align with the direction set by the Vancouver Plan. Future area planning for TOAs will be one of the initiatives to implement the city-wide plan.

Discussion

Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023

Overview

Under the new provincial legislation, local governments are required to designate areas near rapid transit stations as “transit-oriented areas” (TOAs) through adoption of a TOA By-law by June 30, 2024. In December 2023, the Province designated 20 out of the 29 identified TOAs in Vancouver (see Figure 1). The City is proposing to designate all of the 29 TOAs, and consolidate all TOAs into one by-law, through this report (see Appendix A).

Figure 1: Transit-Oriented Areas Identified by Provincial Regulation

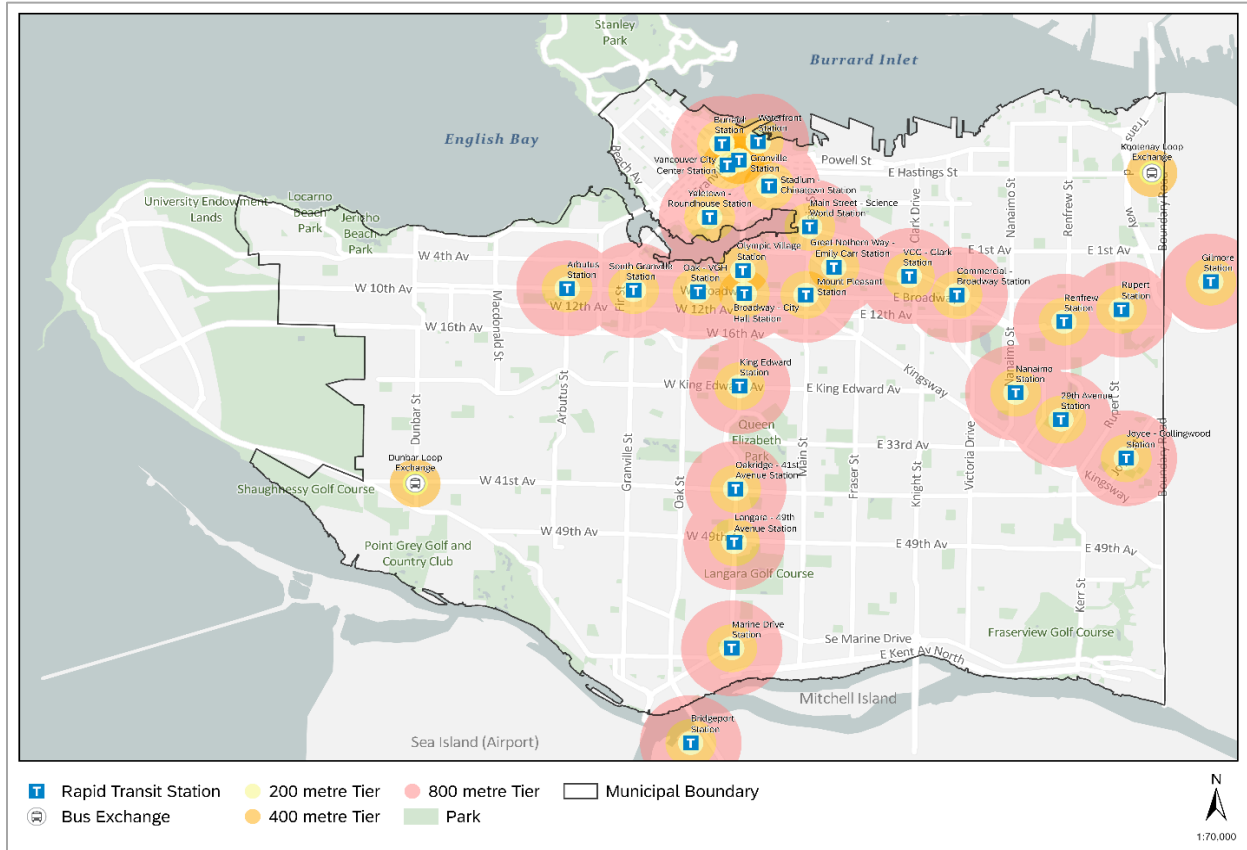
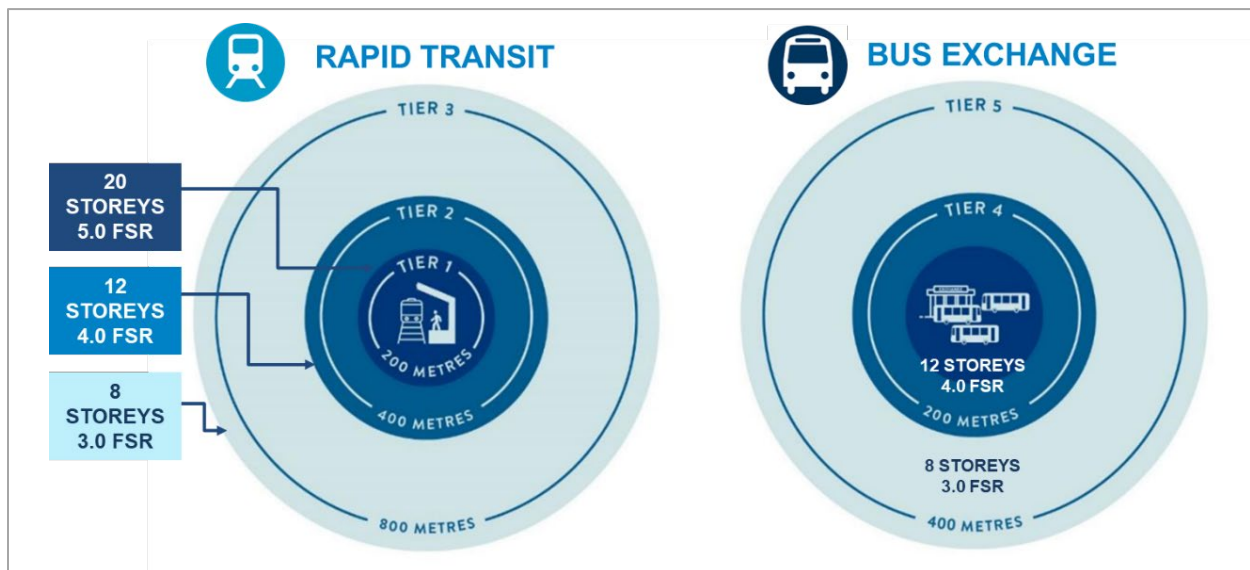


Figure 2: TOA Types and Catchments in Vancouver



In these TOAs, local governments must allow heights and densities as prescribed by regulation (see Figure 2). In the Vancouver context, there are two types of provincially designated TOAs:

1. Type 1A – within 800 metres of a rapid transit station (SkyTrain).
2. Type 1B – within 400 m of a bus exchange where passengers transfer from one route to another.

Parking

The TOA legislation prohibits local governments from establishing minimum requirements for off-street residential parking spaces in TOAs, other than for use by persons with disabilities. It does not preclude a property developer from including parking on a site, though, and local governments can still establish design standards should developers choose to include off-street parking in their proposals.

Parking By-law amendments to comply with Bill 47 are outlined in a separate report. Refer to RTS 16332 – ‘Updates to Parking By-law in Response to Bill 44 and 47, and On-Street Parking Management’.

TOA Manual

The Province released a TOA Policy Manual in December 2023 providing guidance to municipalities on how to implement the legislation, including exemptions and conditions relating to matters such as preservation of heritage and form of development. The Province made minor updates to the TOA Policy Manual in March 2024 in response to early feedback and questions from local governments relating to density bonusing, Transportation Demand Management (TDM) measures, and land use designations.

The Province requires local governments to consider the Provincial TOA Policy Manual as amended from time to time when deciding on a rezoning application within a TOA. Pursuant to the Vancouver Charter, Council must not exercise its authorities to prohibit or restrict the heights and densities set out in the regulations within TOAs. However, Council may consider rezoning applications on their own merits, and may condition or refuse a rezoning application based on other planning and city building principles included in Council-approved policies.

Rezoning Policy

Numerous existing community plans and official developments plans (ODPs) already focus on delivering housing and complete neighbourhoods close to rapid transit. In some cases, City policies already enable heights and densities beyond those prescribed for TOAs.

Provincial legislation does not require municipalities to amend existing zoning in TOAs to the prescribed heights and densities. Opportunities to pre-zone land within TOAs are being explored through Vancouver Plan Implementation efforts and may be brought forward for Council consideration in the future.

The TOA regulations and TOA Policy Manual do not currently provide sufficient guidance to inform a detailed review of rezoning applications within TOAs. Staff are, therefore, recommending Council approve a TOA Rezoning Policy to accompany the TOA By-law (see Appendix B). The intent of the rezoning policy is to guide reviews of rezoning enquiries and applications within the 29 TOAs, and to clarify City expectations within and outside of existing plan areas until future planning work can be completed to either amend existing or introduce

new policy through area plans. The TOA Rezoning Policy will apply to parcel configurations in existence at the time of TOA by-law enactment.

The proposed rezoning policy includes the following:

- **Land Use Framework:** The rezoning policy generally follows the tiers identified in the TOA Policy Manual for heights and densities, with some minor adjustments noted below (see also Appendix B and C):
 - For Tier 1 (20-storey inner ring), the density has been increased from a Floor Space Ratio (FSR) of 5.0 to 5.5 FSR to better reflect the expected form of development based on typical lot sizes and assemblies in the Vancouver context. These provisions have also been expanded to certain RM-zoned properties in the Commercial-Broadway Station Precinct of the Grandview-Woodland Community Plan that are up to 400 m from Commercial-Broadway Station (see details below).
 - For Tiers 3 and 5 (eight-storey outer rings), no changes to the provincial heights and densities are proposed. The identified 3.0 FSR is more commensurate with six-storey developments in Vancouver. Rezoning applications for eight-storey buildings will be considered; however, greater uptake of low-rise wood-frame options up to six storeys is anticipated given existing market conditions, construction costs, and current BC Building Code requirements, which require non-combustible (e.g. concrete or steel frame) construction for buildings above six storeys.
- **Relationship to Existing Plans:**
 - This rezoning policy enables additional redevelopment options for provincially-mandated heights and densities for sites in community plan areas. Some community plans already enable higher heights/densities, while others have multiple base options for different tenures. The TOA rezoning policy supplements existing plan policies and options for development.
- **Housing:**
 - **Tenure & Affordability:** The City of Vancouver was identified as one of the first ten municipalities to be issued a Housing Target Order under the BC Housing Supply Act (2023). 72% of total units under the target order are intended to be rental homes, of which 38% should be at below-market rental rates. To help implement these targets, the rezoning policy focuses new opportunities under the provincial heights and densities on market rental, below-market and non-market rental housing. Proposals seeking to maximize height and density in all Tiers (20-storey, 12-storey and 8-storey rings), will be required to:
 - Secure 100% of the residential floor area as secured rental housing, with a minimum 20% permanently secured as below-market rental; or
 - Deliver 30% of the residential floor area to the City as “turn-key” social housing.

In all tiers, the policy will also support applications for low-rise market rental developments of 4- or 5-storeys, and 6-storeys with 20% below-market rental, which could be rezoned directly into existing rental residential (RR) district schedules rather than custom zones for each site. This will facilitate further market and below-market rental housing to help meet City and provincial housing targets.

Third-party financial testing has shown that the proposed inclusionary housing requirements for the higher-density options in Tiers 1, 2 and 4 are currently feasible in some, though not all, TOAs. The proposed requirements are consistent with existing City policies and will help discourage speculative activities which can have a harmful impact on land values. Staff will be refining inclusionary housing policies further through inclusionary housing and density bonusing tools, which local governments are required to transition to by mid-2025 under provincial Bill 16. This work will take a more fine-grained approach to development economics and project viability, accounting for market conditions and infrastructure needs in different areas of the city. Future area planning processes will explore housing needs and opportunities within individual TOAs in greater detail and may result in changes to this policy over time.

- **Tenant Protection:** To ensure that renters impacted by redevelopment resulting from new opportunities in the TOAs are protected and supported, staff are recommending that the same enhanced tenant stability and protection policies approved for the Broadway Plan are included in the TOA Rezoning Policy. This will ensure that tenants who are displaced from their current homes have greater choice and expanded options to stay in their neighbourhood.
- **Additional Heights and Densities:** Non-profit owned seniors housing, 100% social housing projects, and residential or commercial proposals advancing the City's reconciliation goals can be considered above and beyond the heights and densities in the TOA policy on a case-by-case basis. Proposals can also take advantage of additional height incentives offered through the Mass Timber Policy for Rezoning to advance the City's Climate Emergency Response goal of reducing carbon emissions related to construction materials.
- **Other Land Uses:** To support walkable neighbourhoods with a mix of uses, including retail and services, it is essential that ground floor commercial/retail space is provided in some new developments. The delivery of ground-floor commercial space is expected to align with existing plans where they exist, except for the King Edward Station TOA, where staff are requiring at-grade commercial uses on remaining arterial redevelopment sites to address a known deficit. Where no area plan exists, ground-floor commercial space is expected on arterial sites within 400 m of the station or 200 m of a bus exchange (limited to East Hastings Street at Kootenay Loop). On any other sites (including on local streets), applicants will have the option to include commercial uses at grade.

Since TOAs are also ideal location for other employment-generating uses, such as office and hotels, proposals for 100% commercial space can also be considered in Tier 1 (i.e.,

within 200 m of a SkyTrain station), up to 20 storeys or 5.5 FSR. This will help address the lack of hotel capacity in Vancouver, which if left unaddressed could cost the city billions in lost economic impact and thousands of unrealized full-time jobs.

- **Form of Development:** For TOAs within existing area plans, proposals should generally comply with existing built form guidelines in these plans. For TOAs outside of existing area plans, proposals will be expected to generally comply with form of development as outlined in the Broadway Plan for midrise and tower forms, and with Residential Rental Districts Schedules Design Guidelines or other applicable city-wide urban design guidelines for low-rise forms. Should city-wide design guidelines come into effect in the future, updates will need to be reflected in the TOA Rezoning Policy. All other City policies, guidelines and bulletins still apply per standard process.
- **Heritage:** The TOA Policy Manual states that local governments can turn down rezonings for reasons other than density, such as the preservation of heritage buildings and features. Council may continue to regulate other aspects of a development (architectural expression, form of development, etc.) through zoning to ensure any new development or additions are compatible and appropriate to the unique historical or cultural context of the district. Provincial heights and densities may not be achievable in the Chinatown and Gastown Historic Areas and National Historic Districts, Yaletown Historic Area, First Shaughnessy District Heritage Conservation Area, and properties designated as heritage with a Heritage Revitalization Agreement. Additionally, rezoning proposals in TOAs can be considered for up to 10% additional density beyond the policy maximum under the TOA Rezoning Policy, similar to policy already approved for the Broadway Plan area, for proposals which retain, conserve and designate a heritage building on the Vancouver Heritage Register (VHR) in a manner consistent with Standards and Guidelines for the Conservation of Historic Places in Canada and the City's Heritage Policies.
- **Infrastructure and Amenities:** The TOA legislation enables growth in areas of the City where existing infrastructure and amenity capacity is not adequate to support high-density development. Local and/or area-wide network upgrades may be required to support future population and employment growth and will be confirmed and/or implemented through the rezoning process.
 - **Utilities and Transportation:** The City is responsible for providing potable water, wastewater, rainwater and transportation infrastructure. Based on the likely sewer, drainage and potable water conditions at time of rezoning, developments in some TOAs are anticipated to have costlier and more complex neighbourhood-serving upgrades and occupancy conditions than others. Subject to Council direction, staff will initiate a coordinated utilities review with regional and local partners to better understand impacts of meeting the provincial TOA legislation on shared infrastructure and map out any associated infrastructure upgrades.
 - **Fire Protection:** The City's fire hall network is gradually being renewed and expanded. The growth-related needs generated by TOAs will inform the sequencing of fire hall renewals, as well as the required size of each fire hall.

- **Other Public Amenities:** While affordable housing is a key priority in TOAs given the intent of the provincial legislation to increase housing supply across the region, public amenities such as parks and open spaces, childcare, and social and cultural facilities will be required to deliver complete neighbourhoods. While these are not the focus of the initial rezoning policy, public amenities will have to be addressed through the city-wide infrastructure plan and investment framework.
- **Implementation:** In cases where TOAs overlap, the higher tier (density and height) will apply. As height and density also do not necessarily correspond to one another, proposals will be limited to whichever is achieved first. In addition to the TOA Rezoning Policy, applicants and Council must consider the Provincial TOA Policy Manual, as amended from time to time, when deciding on a rezoning application within a TOA. Pursuant to the Vancouver Charter, Council must not exercise its authorities to prohibit or restrict the heights and densities set out in the regulations within TOAs. However, Council may consider rezoning applications on their own merits, and may condition or refuse a rezoning application based on other planning and city building principles included in the rezoning policy. Due to the complexity of overlapping policies and rezoning options, applicants will be strongly encouraged to submit a rezoning enquiry prior to submission of a formal rezoning application.
- **Process:** Active in-stream rezoning applications will be allowed to proceed under policies in effect at the time of application submission. Rezoning applications under existing city-wide policies (e.g. Secured Rental Policy) that are pending at the time of adoption of the TOA Rezoning Policy may be allowed to proceed under the previous policy if the application is submitted without undue delay, subject to staff confirmation on a case-by-case basis.

Where a rezoning application has already received an approval in principle following a Public Hearing under another policy, a revised proposal under the TOA Rezoning Policy would be considered a new application with a corresponding fee under the Zoning and Development Fee By-law. A decision about resubmissions and any associated fees will be determined on a case-by-case basis. A rezoning enquiry will be strongly encouraged prior to submission of a formal rezoning application.

Community Amenity Contributions (CACs)

Residential rezonings opting to pursue TOA heights and densities enabled under the TOA rezoning policy would be expected to provide the required affordable housing (social or below-market rental) to achieve the identified height and/or floor space. For these rezonings, no additional cash CAC contribution or proforma review will be required as staff are recommending a CAC exemption for these inclusionary housing projects (see Appendix B).

For non-residential rezonings, staff are further proposing an amendment to the Community Amenity Contributions Policy for Rezonings to expand the commercial linkage target city-wide, so that 100% leasehold commercial rezonings do not need to be negotiated (see Appendix E).

Staff will undertake a comprehensive review and update of the City's financing growth tools, incorporating the new Amenity Cost Charge introduced under Bill 46, as well as updates to the City's density bonus by-laws and introduction of an inclusionary zoning by-law in response to Bill 16, which will be brought forward to Council for consideration. This work will be incorporated into the broader city-wide infrastructure plan and investment framework.

Proposed amendments to Grandview-Woodland Community Plan (GWCP)

The Grandview-Woodland Community Plan includes a Pace of Change policy which restricts rezoning for new redevelopment covered by the Rental Housing Stock ODP (primarily apartment areas) to no more than five proposals in the first three years of the plan, or a maximum of 150 existing market rental units (i.e., renewed/redeveloped as a component of the five sites). As the Pace of Change limits have been reached, no further applications can be considered at this time. Some of the areas subject to the Pace of Change policy are within TOAs adjacent to the VCC-Clark and Commercial-Broadway SkyTrain stations.

Although the TOA Policy Manual encourages local governments to follow best practices regarding existing residential tenancies, no guidance has been provided on limiting demolition of, or retaining, existing, older rental housing, and local governments cannot refuse a rezoning application within TOAs based on height and density alone. Therefore, to enable additional rental development in Grandview-Woodland, including in the TOAs, staff recommend that the Pace of Change policy be rescinded. This would mean new rezoning applications could be advanced in all Grandview-Woodland apartment areas under plan policies, including in the two TOAs under the TOA Rezoning Policy. Recognizing the significant number of existing purpose-built rental apartments with relatively very low rents compared to city-wide averages, as well as the fact that median renter household incomes in Grandview-Woodland are amongst the lowest in the City, staff are recommending that the enhanced tenant relocation and protection policies as approved for the Broadway Plan be applied to all rezoning applications in apartment areas in Grandview-Woodland. This would ensure that impacted renters displaced from their homes have options to stay in their communities.

In addition, staff recommend expanding the Tier 1 TOA heights and densities (up to 20 storeys, 5.5 FSR) to sites in Tier 2 in the Commercial-Broadway Station Precinct where City plans and policies already allow 12 storeys. This would extend some additional opportunity for proposals at similar heights and densities to what the Broadway Plan enables in the apartment areas in the Station Precinct where mid-rise buildings are already supported.

Remaining proposals on the Pace of Change waitlist would have the option to submit a rezoning application subject to the updated policies, including the enhanced tenant relocation and protection requirements. The Pace of Change Bulletin (an information guide regarding implementation of the policy for applicants) would be rescinded and removed from the City's website.

Provincial regulations may permit heights that extend into Council protected views (for example, Trout Lake View Cone 27). Most sites would not be impacted; however, a small portion of RM-4 zoned properties in the south-east corner of the Commercial-Broadway Station Precinct will be limited by Trout Lake View Cone 27. Staff are currently reviewing the View Protection

Guidelines. Any potential future changes to this specific view would require Council endorsement.

Reporting back on rate of development will be undertaken more comprehensively through the City's Annual Report Progress Towards Housing Targets.

Proposed amendments to City policies

All City area plans and numerous City policies need to be amended to reflect provincial TOA legislation. A summary of consequential amendments is included in Appendix C.

Given the geographic spread of the TOAs across the city and significant impacts to all existing community plans and official development plans, alignment with provincial legislation would likely require a full re-write which would have very significant resourcing implications. Therefore, staff are proposing minor amendments to existing documents to highlight affected areas and include references to the proposed TOA Rezoning Policy. Area plans may be more comprehensively updated through future area planning work. As work is currently underway to develop the City's first city-wide ODP (by June 2026), the necessary amendments will be integrated into that process. The city-wide ODP will also need to reflect all 29 designated TOAs.

Financial Implications

The enactment of Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023 – presents an opportunity for the City to improve its mid- to long-term infrastructure planning to support growth in a financially sustainable way.

The Provincial legislation provides clear direction to prioritize residential growth near transit hubs, which will require the City to systematically upgrade its infrastructure and amenities in and near TOAs. This requires significant capital funding to renew existing assets and expand their capacity to meet demands generated by growth, as well as ongoing funding for operating and lifecycle costs. Given the Province's Housing Targets Order and the City's Housing Vancouver strategy both prioritize secured market and below-market rental housing and social housing in TOAs, development contributions to support infrastructure and amenities investment in TOAs will likely be constrained.

To address this, a key step is for the City to establish city-wide "levels of service", which involves balancing the desired service needs over 10-20 years within the City's long-term financial capacity. This aligns with Recommendation 13 of the [Mayor's Budget Task Force Report](#), which identified the need to "implement a rigorous capital asset management framework" including establishing "standardized service levels (...) within each area (to) provide a uniform baseline for decision-making" (p. 25).

As water, sewer and transportation infrastructure are integrated into broader regional systems, this highlights the critical need for a long-term regional infrastructure plan and financial strategy, including how costs are shared among the various municipalities in Metro Vancouver.

In support of the TOA and Vancouver ODP implementation, the City will need to formulate city-wide infrastructure and amenity plans that are financially viable and sustainable over the long

term. A comprehensive review and update of the City's financing growth tools that incorporates recent provincial legislative changes will be brought forward to Council for consideration in 2025 and 2026.

As an immediate action, staff recommend expanding the commercial linkage target to apply in TOAs to simplify the CAC approach for 100% leasehold commercial rezonings. Commercial linkage target helps fund affordable housing and childcare city-wide.

It is anticipated that the majority of TOA sites will need to provide significant infrastructure upgrades, which will be identified on a site-by-site basis and secured through the rezoning process.

Legal Implications

If the Recommendations in this report are adopted by Council, 29 TOAs will be designated by by-law and various policies will be amended to facilitate implementation of the TOAs.

Conclusion

This report responds to provincial legislative changes to deliver more housing close to rapid transit, creating mixed-use, complete neighbourhoods and encouraging a wider range of mobility options. Vancouver is already a leader in transit-oriented development in the region, with many existing plans and policies creating a broad range of housing choices close to stations areas. Through this report, the City of Vancouver is responding to provincial legislative requirements which must be implemented by June 30, 2024. In addition, the recommended TOA Rezoning Policy will be a helpful tool to guide and inform rezoning enquiries and applications across the 29 TOAs until more comprehensive area planning processes can be undertaken.

* * * * *

APPENDIX A

DRAFT By-Law to Designate Transit-Oriented Areas in the City

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. The name of this By-law, for citation, is the “Transit-Oriented Areas Designation By-law”.
2. Council designates certain areas of the City, as identified in the maps attached to this By-law as Schedule A, as Transit-Oriented Areas.
3. If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.
4. This by-law is to come into force and take effect on June 30, 2024.

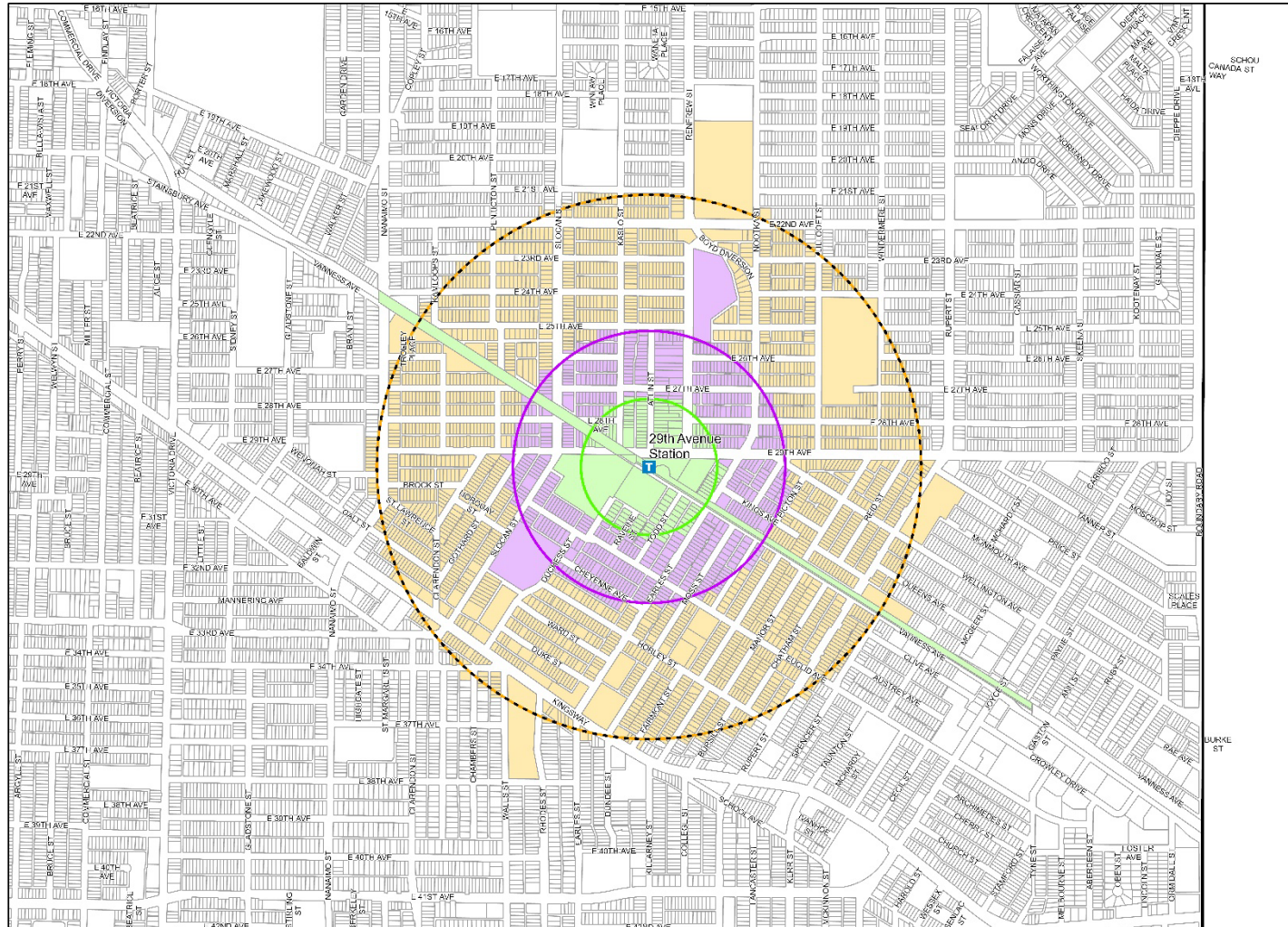
ENACTED by Council this _____ day of _____

SCHEDULE A

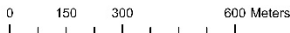
Transit-Oriented Area - 29th Avenue Station

- Passenger Rail Station
- Parcel
- Municipal Boundary
- 200 metre Tier
- 400 metre Tier
- 800 metre Tier
- 200 metre Tier Parcel
- 400 metre Tier Parcel
- 800 metre Tier Parcel
- Transit-Oriented Area

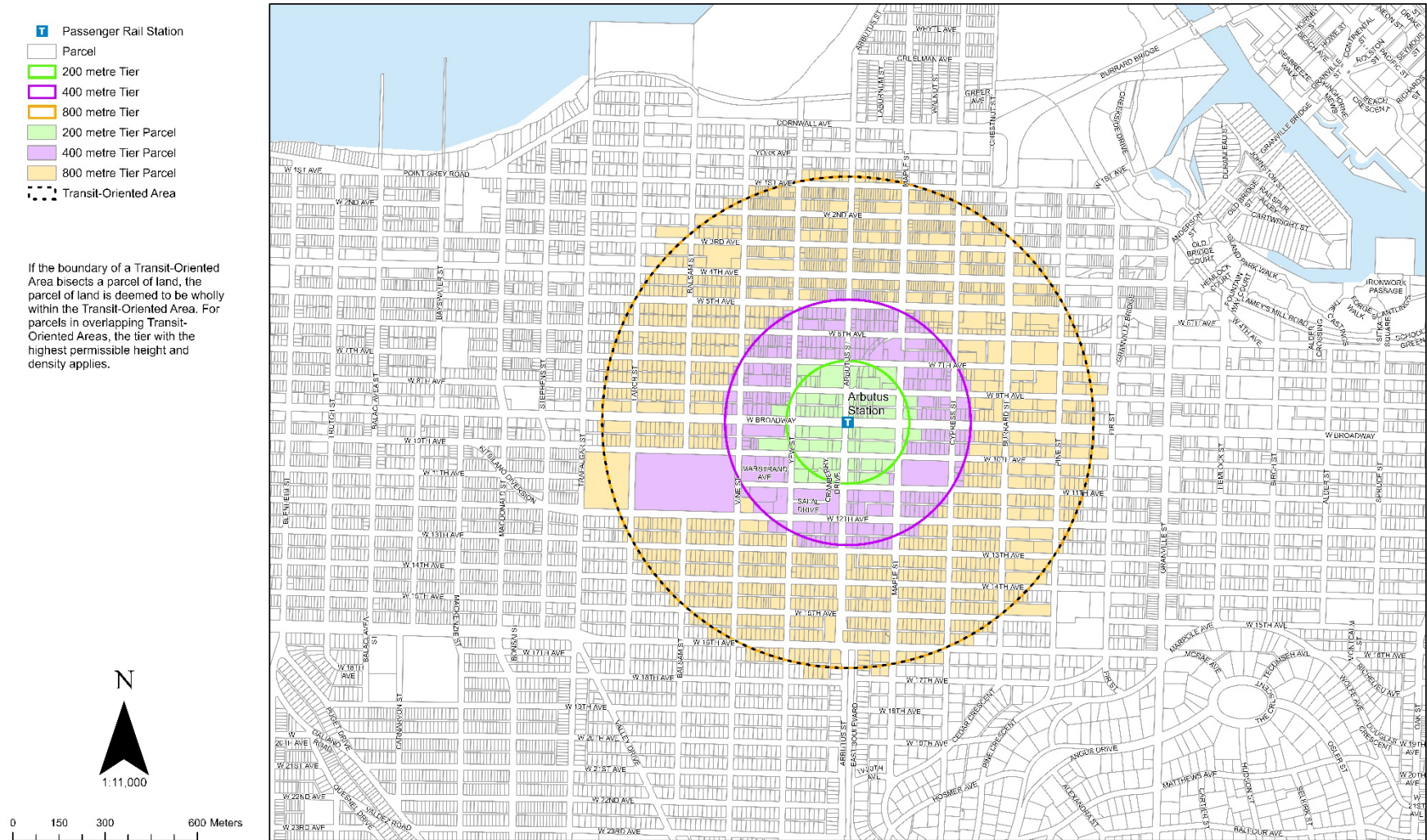
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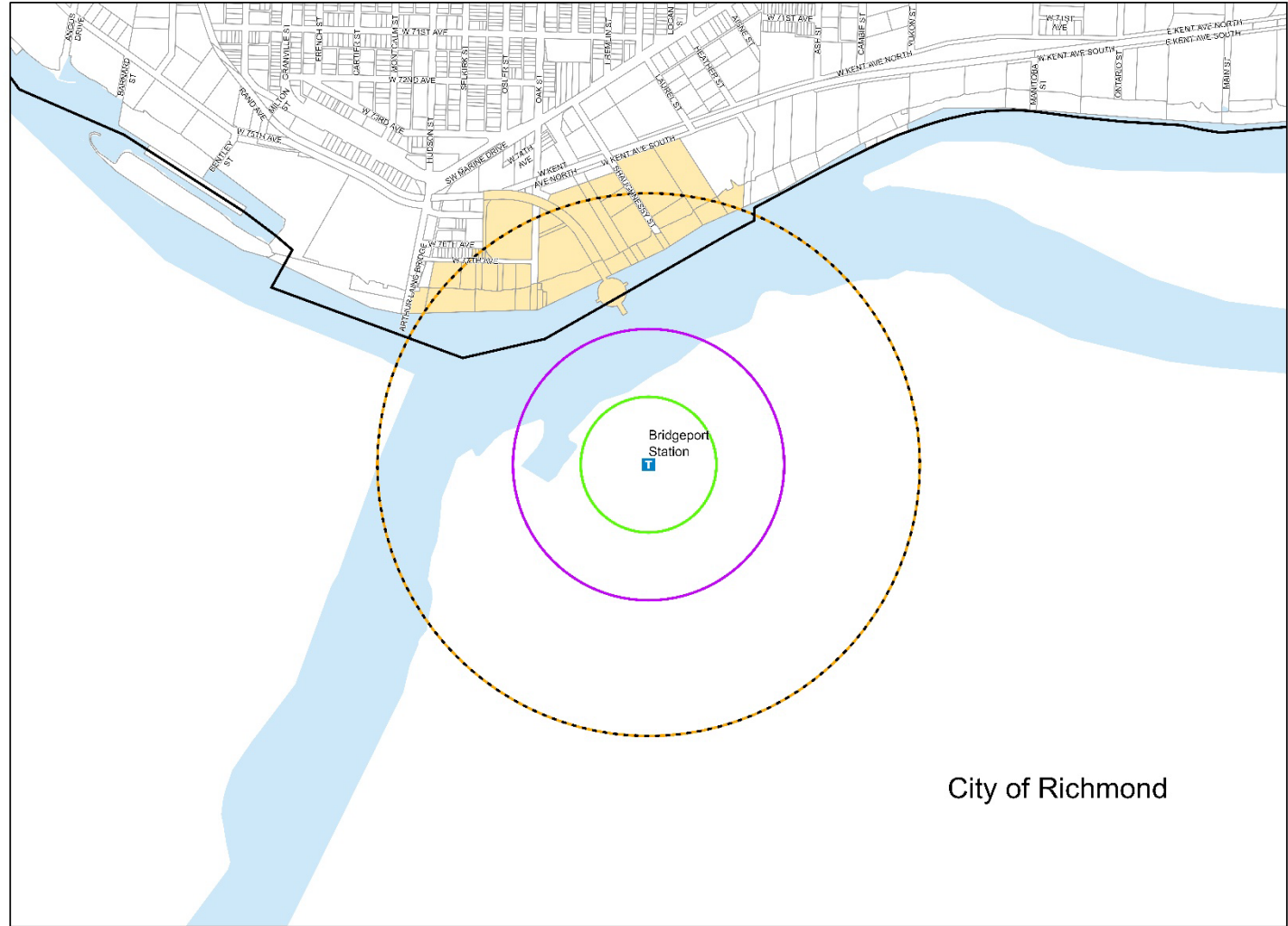
Transit-Oriented Area - Arbutus Station



Transit-Oriented Area - Bridgeport Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  800 metre Tier Parcel
-  Transit-Oriented Area

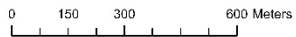
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


City of Richmond



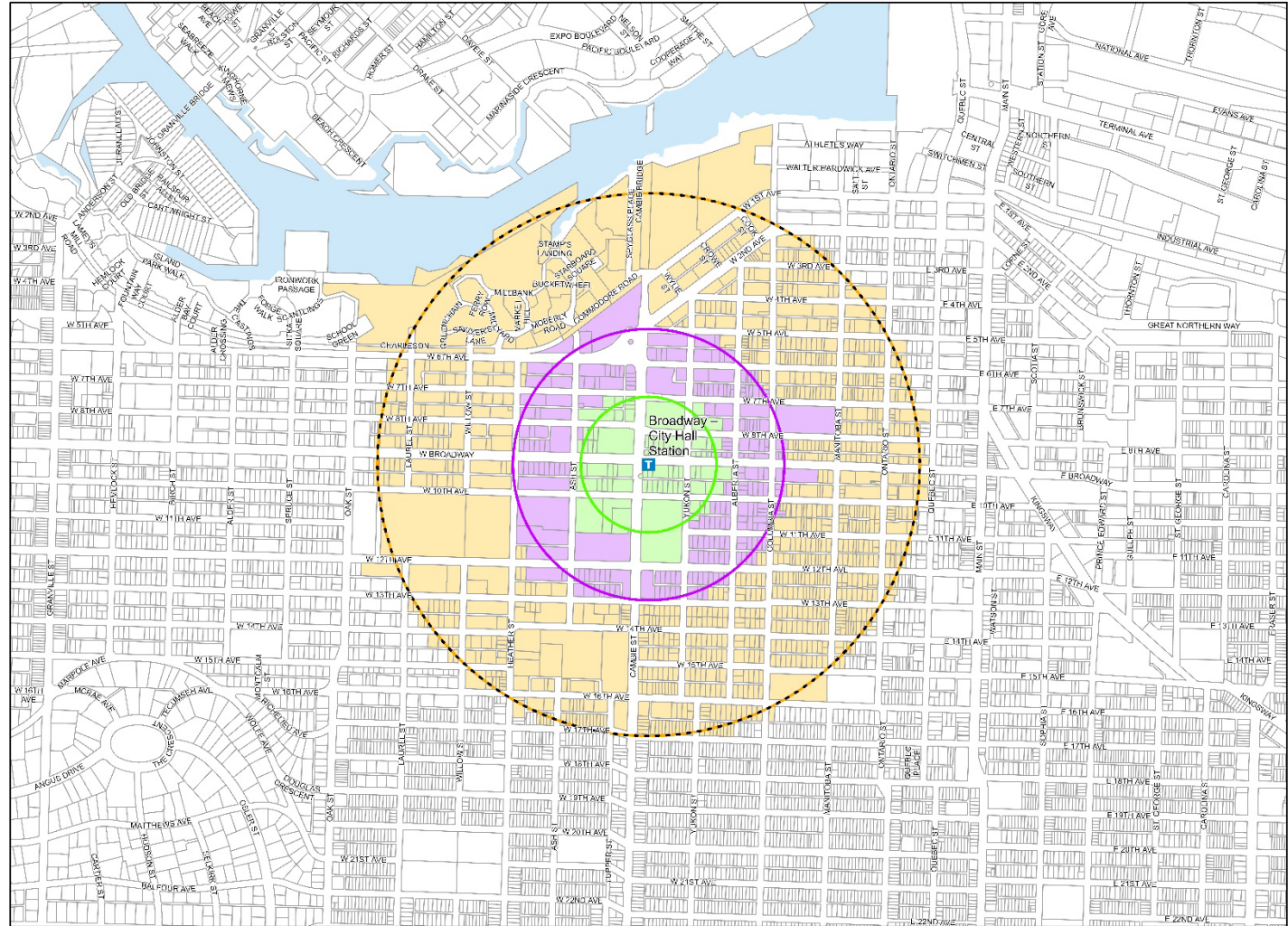
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



Transit-Oriented Area - Broadway - City Hall Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

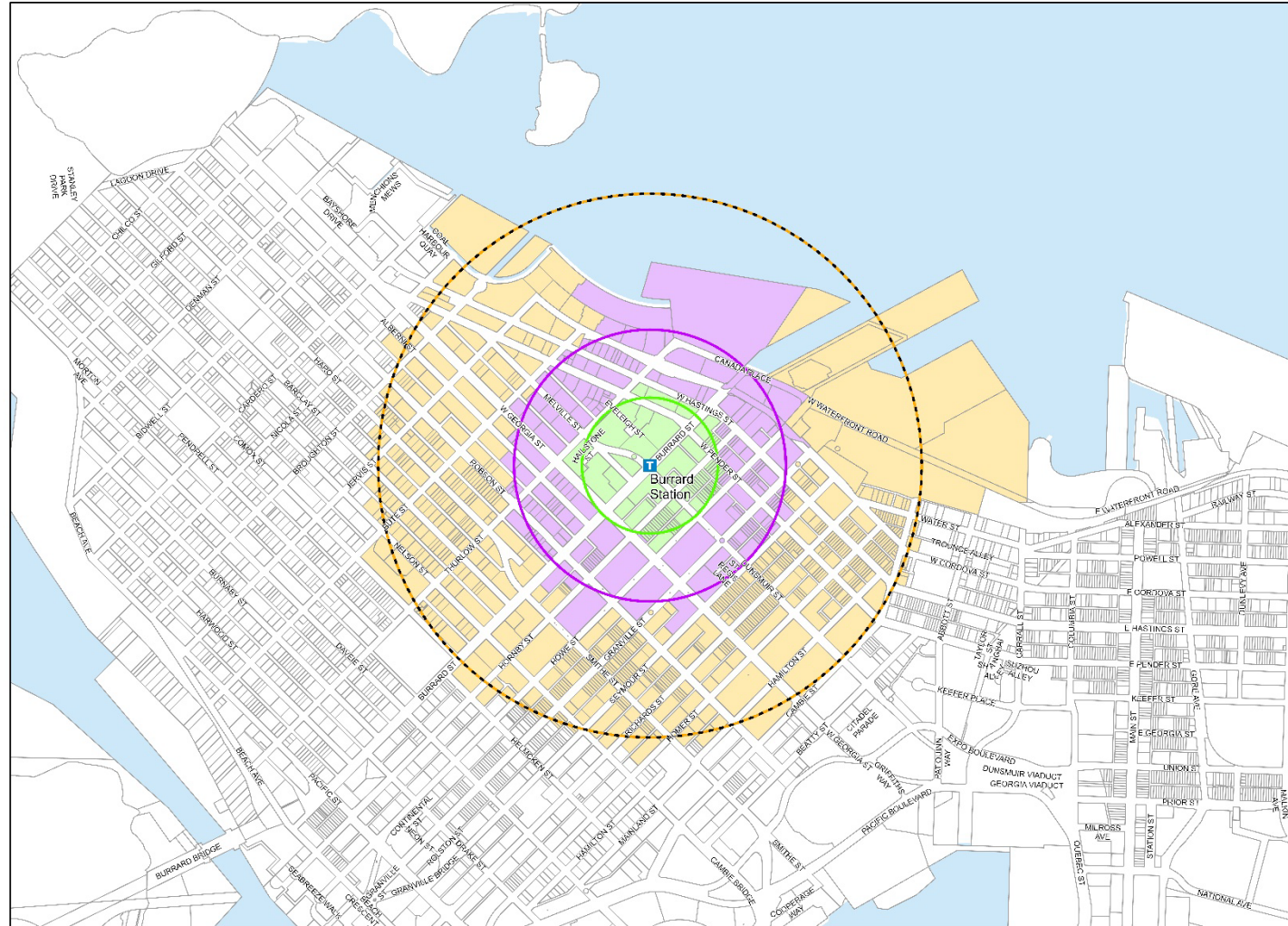
If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



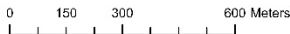
Transit-Oriented Area - Burrard Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

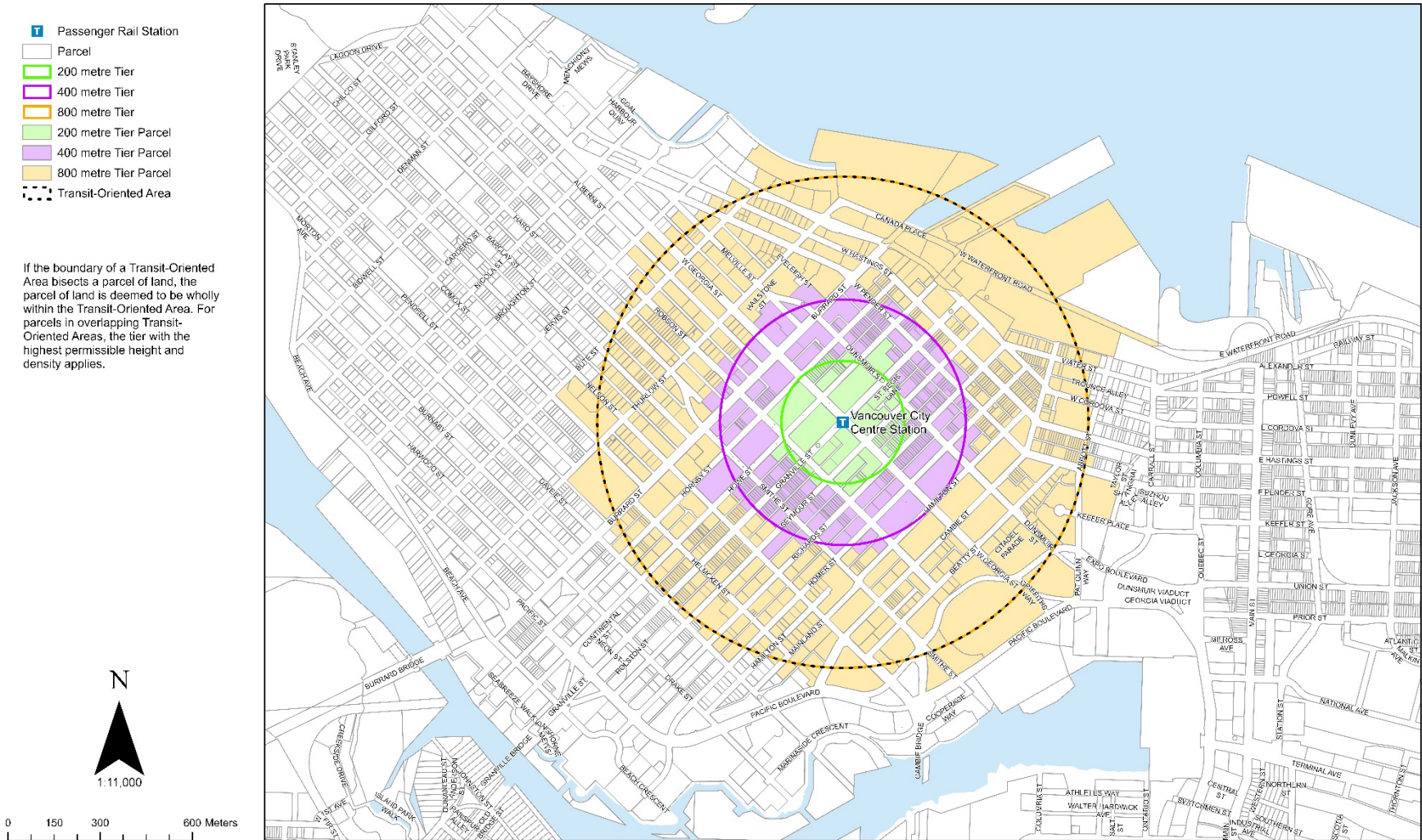
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







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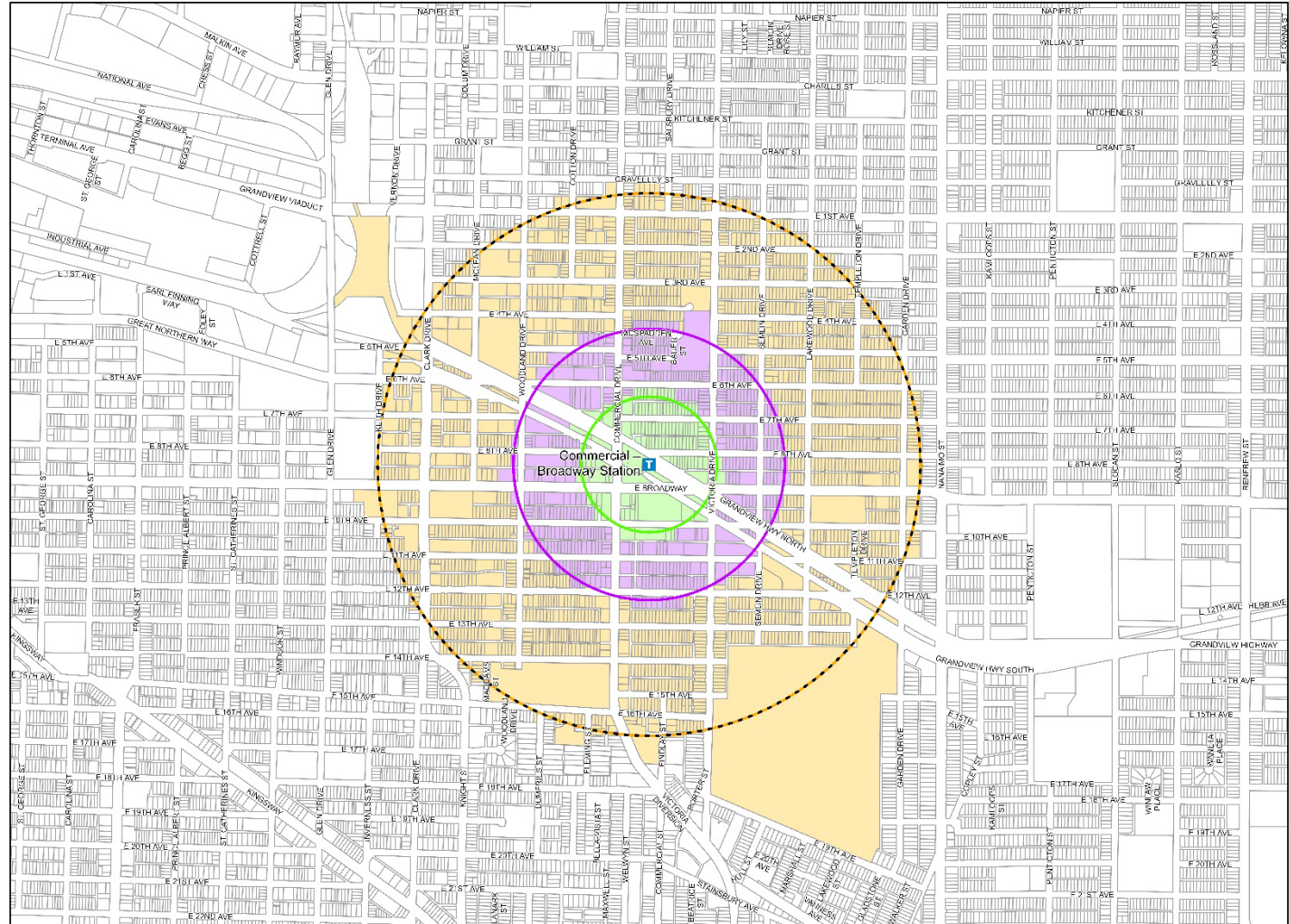
Transit-Oriented Area - Vancouver City Centre Station



Transit-Oriented Area - Commercial - Broadway Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

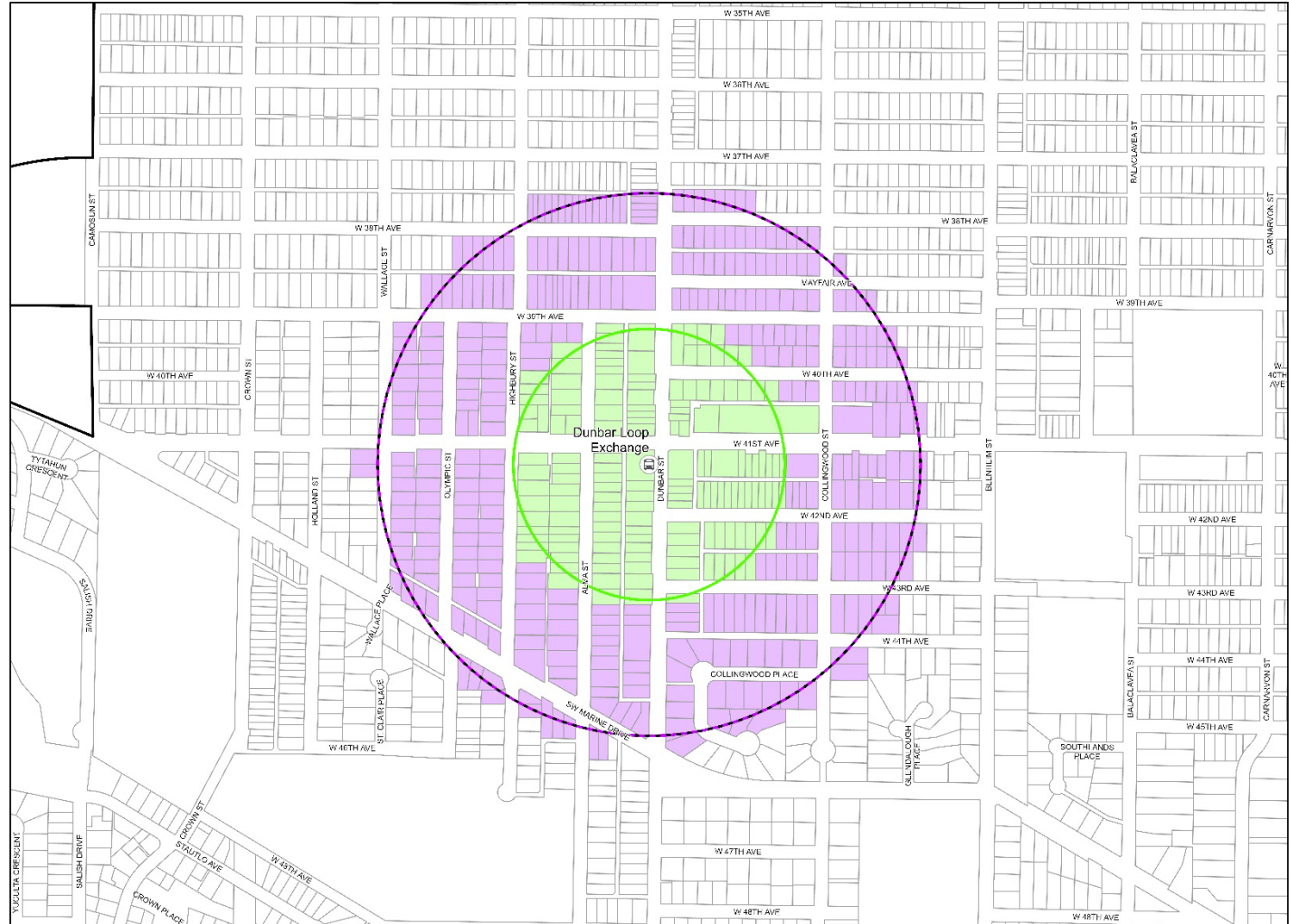
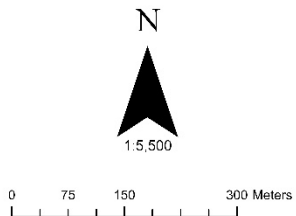
If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.











Transit-Oriented Area - Dunbar Loop Exchange

- Bus Exchange
- Parcel
- Municipal Boundary
- 200 metre Tier
- 400 metre Tier
- 200 metre Tier Parcel
- 400 metre Tier Parcel
- Transit-Oriented Area

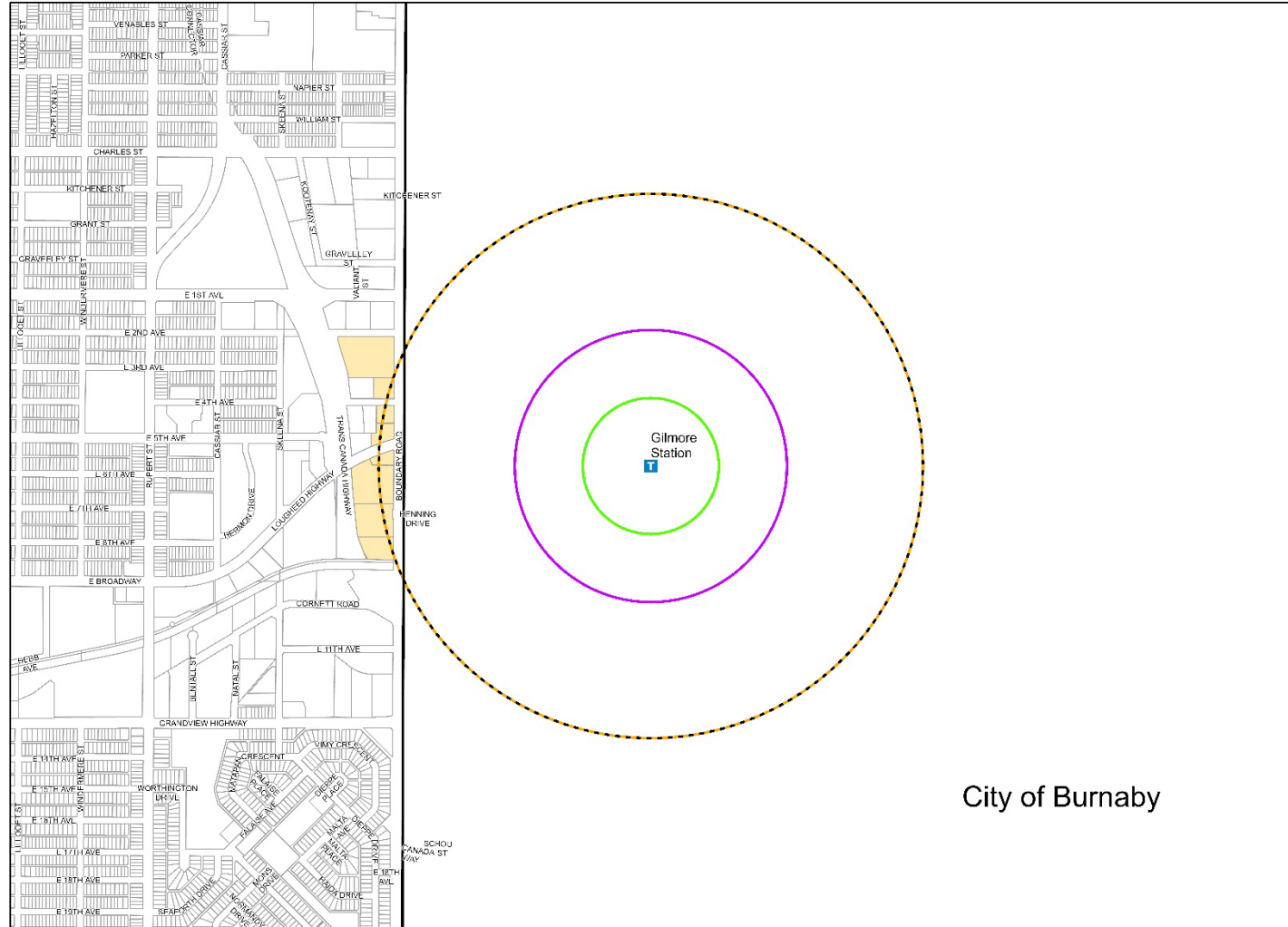
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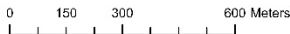
Transit-Oriented Area - Gilmore Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  800 metre Tier Parcel
-  Transit-Oriented Area

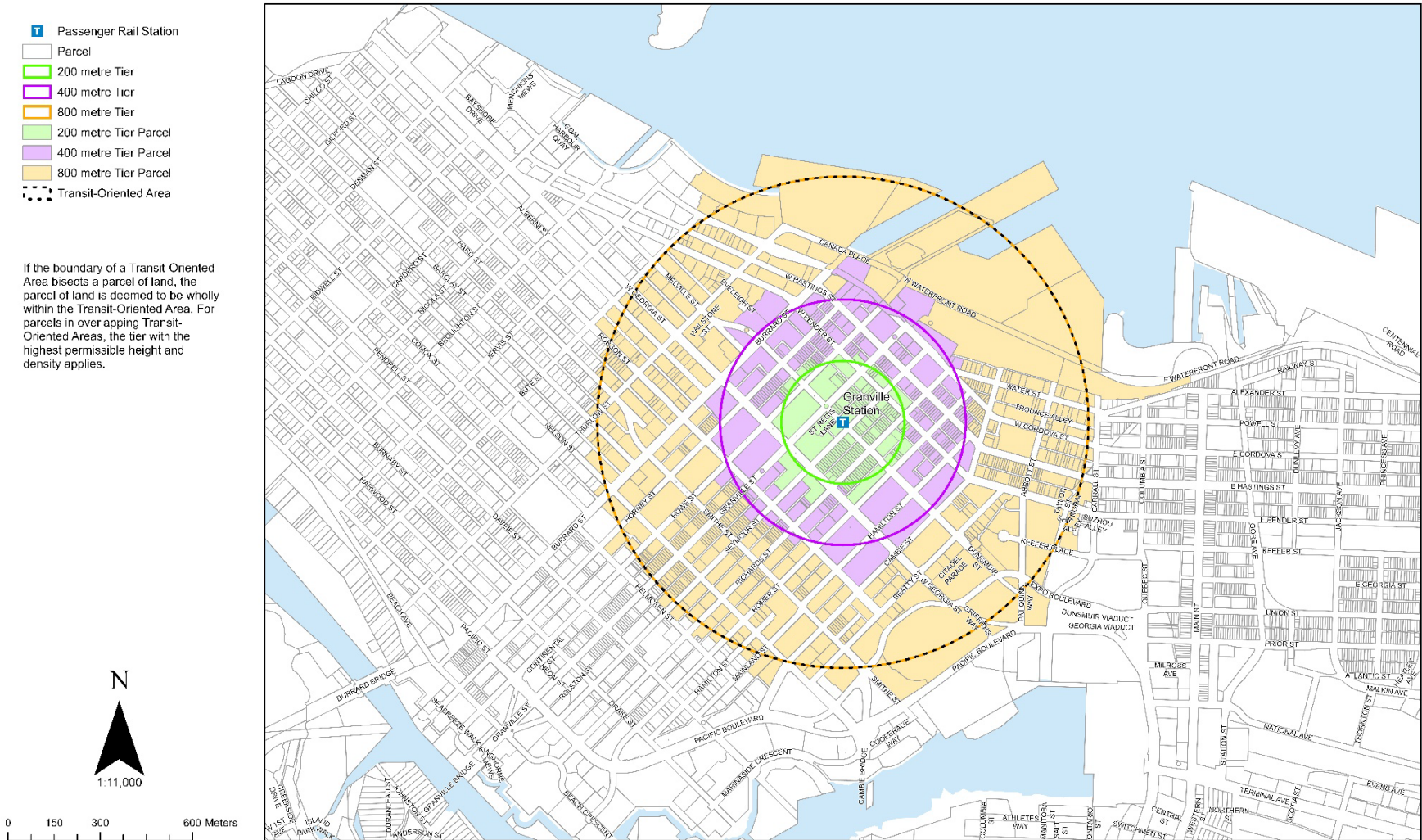
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



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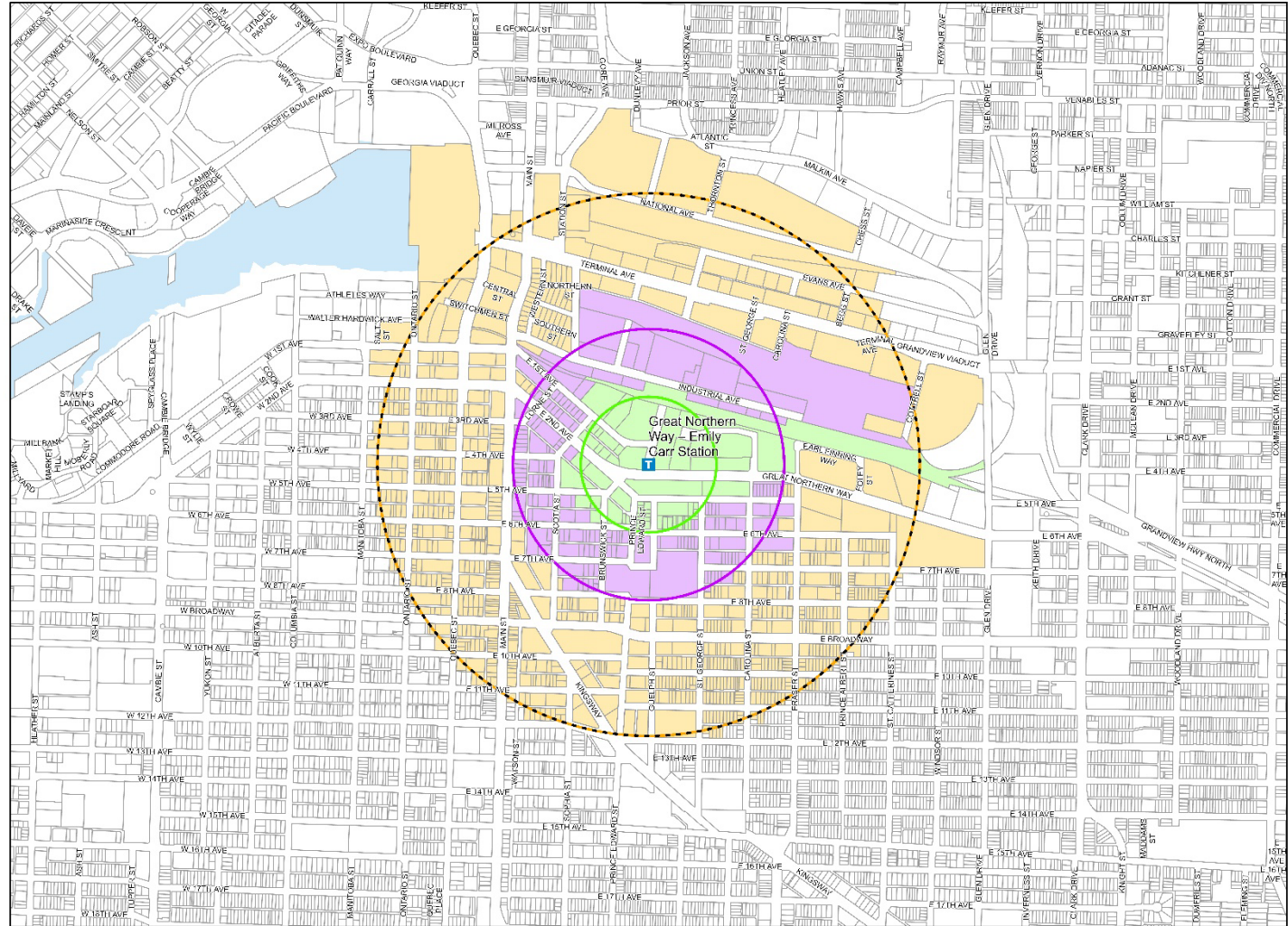
Transit-Oriented Area - Granville Station



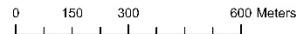
Transit-Oriented Area - Great Northern Way - Emily Carr Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

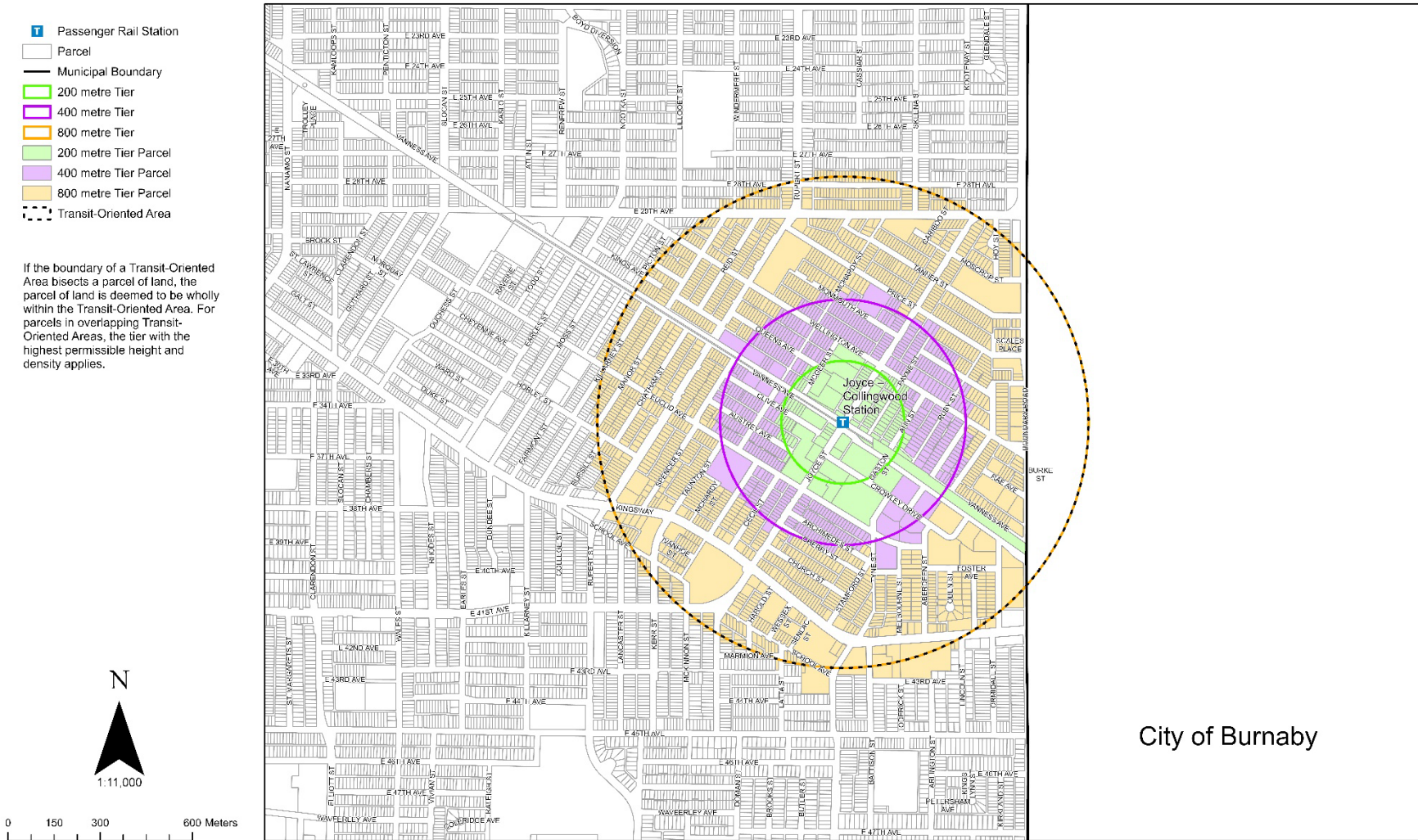
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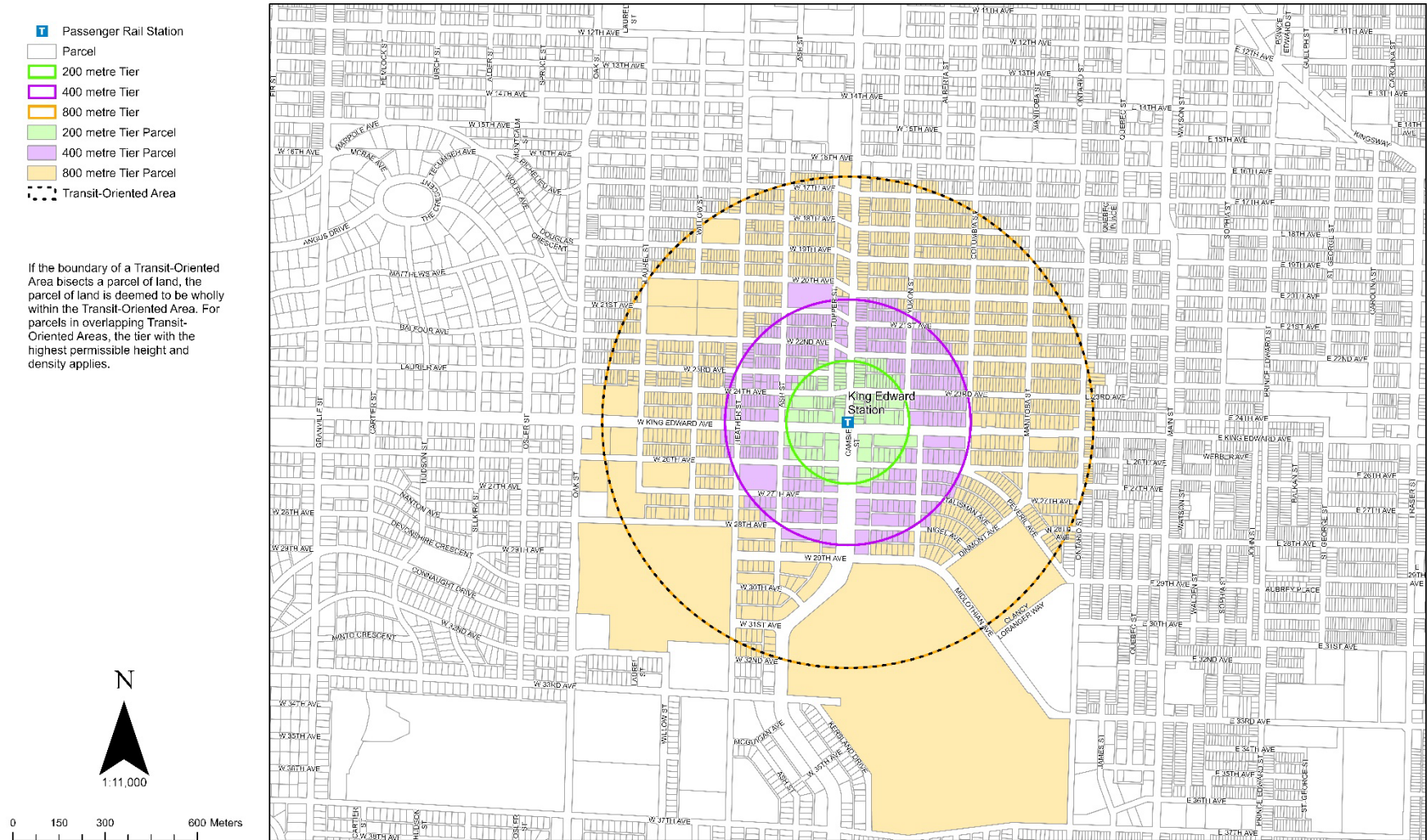
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


Transit-Oriented Area - Joyce - Collingwood Station



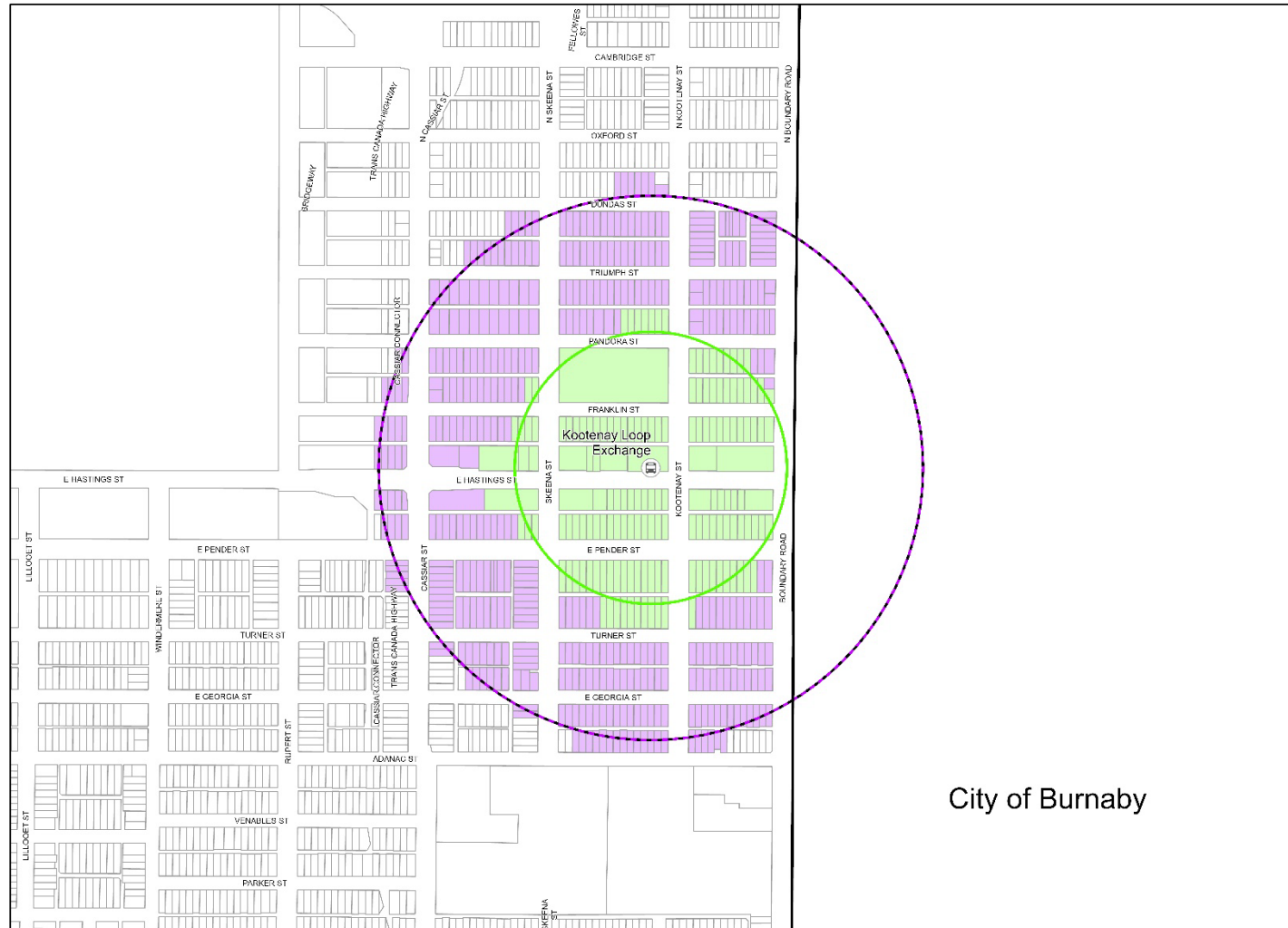
Transit-Oriented Area - King Edward Station



Transit-Oriented Area - Kootenay Loop Exchange

-  Bus Exchange
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  Transit-Oriented Area

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




City of Burnaby



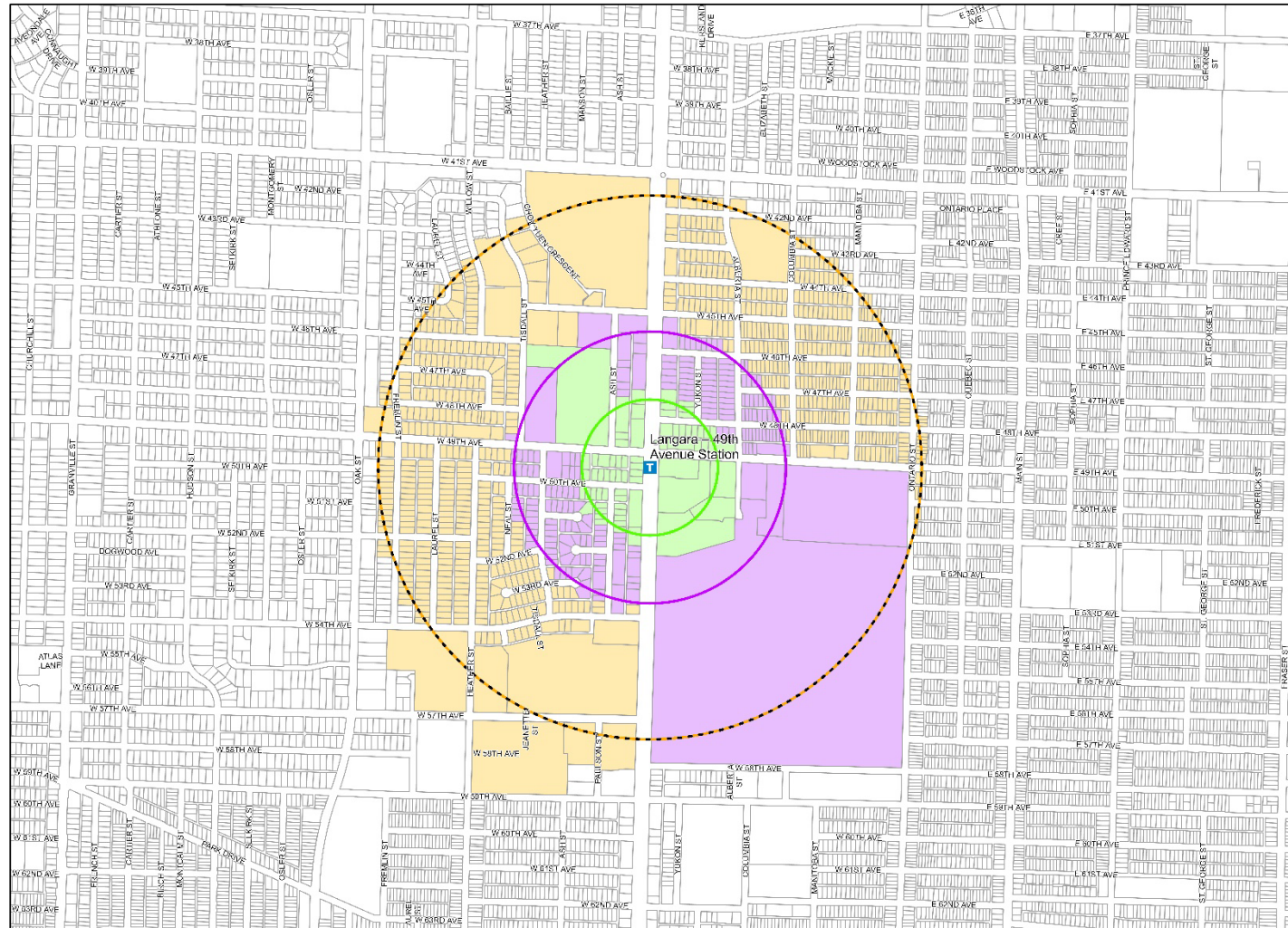
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0 75 150 300 Meters










Transit-Oriented Area - Langara - 49th Avenue Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

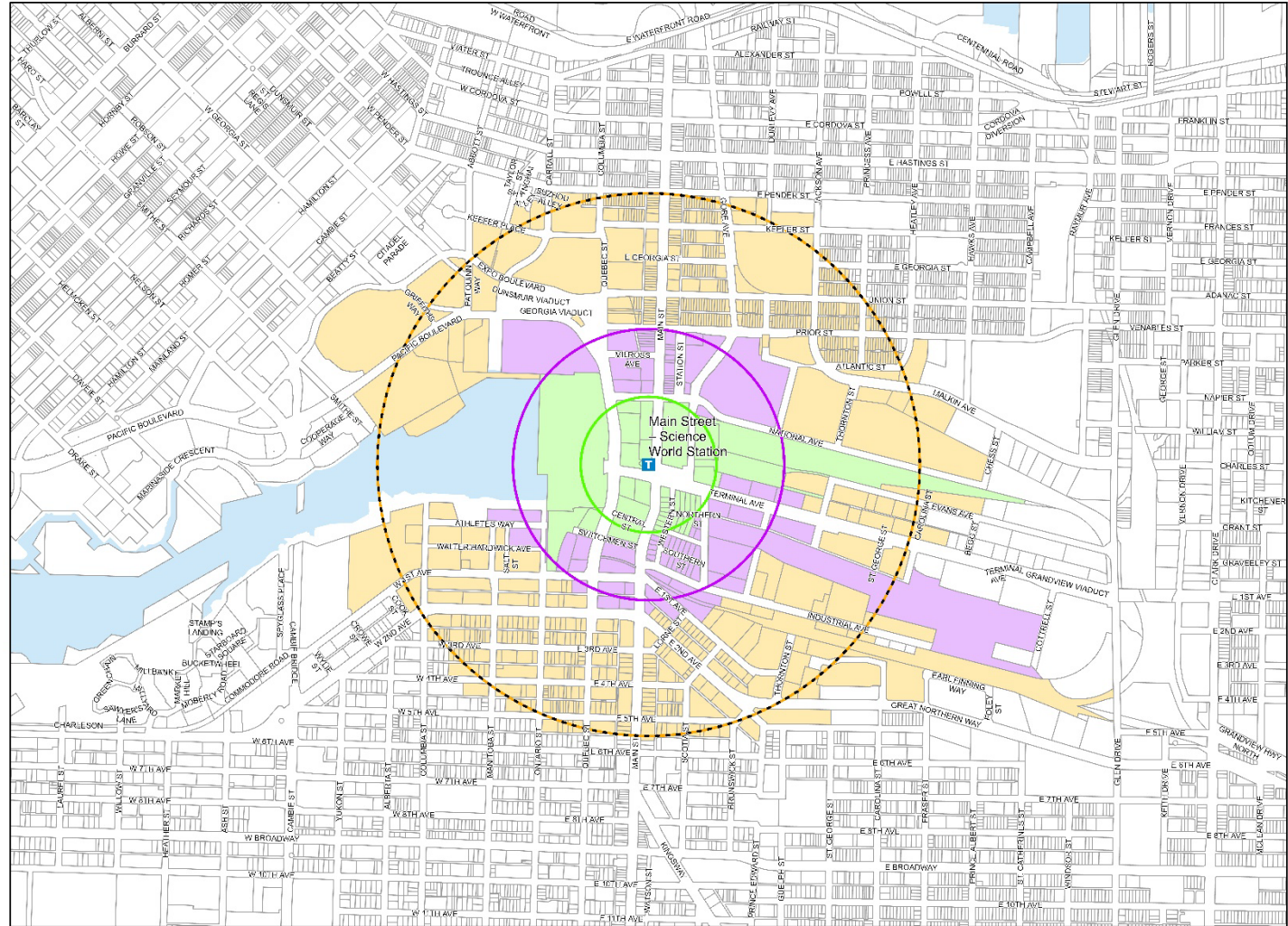
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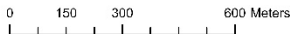
Transit-Oriented Area - Main Street - Science World Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area











If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



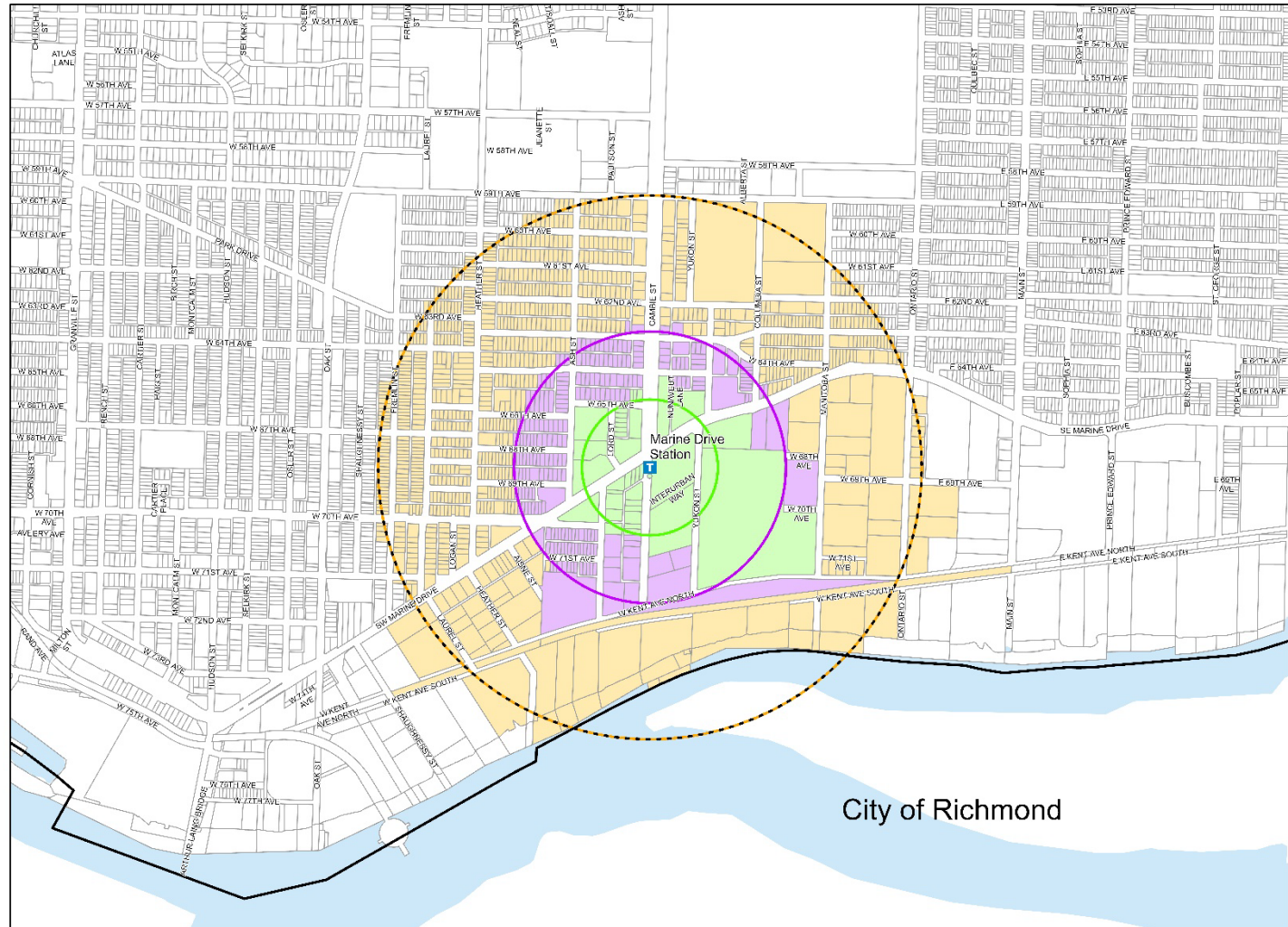
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Transit-Oriented Area - Marine Drive Station

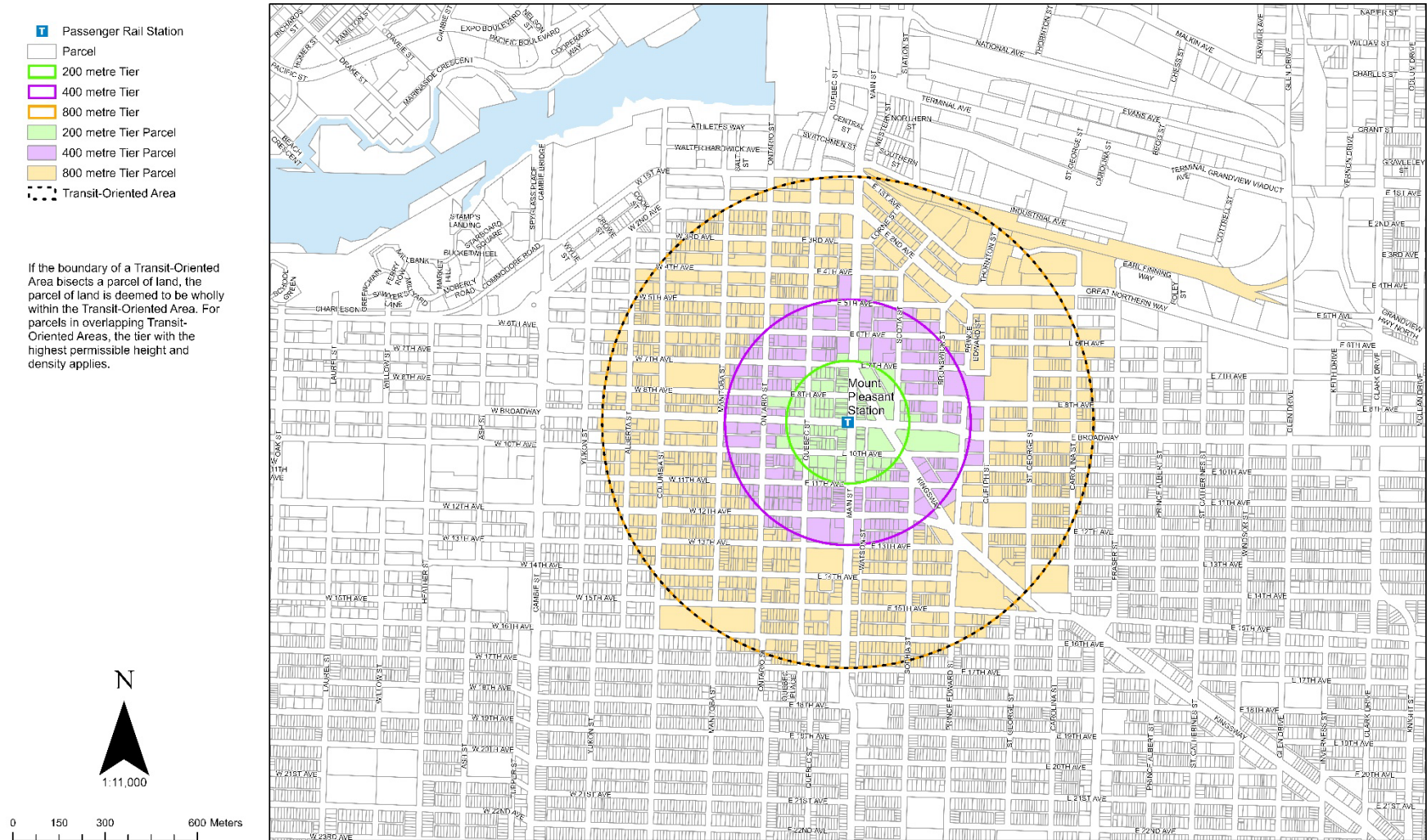
-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

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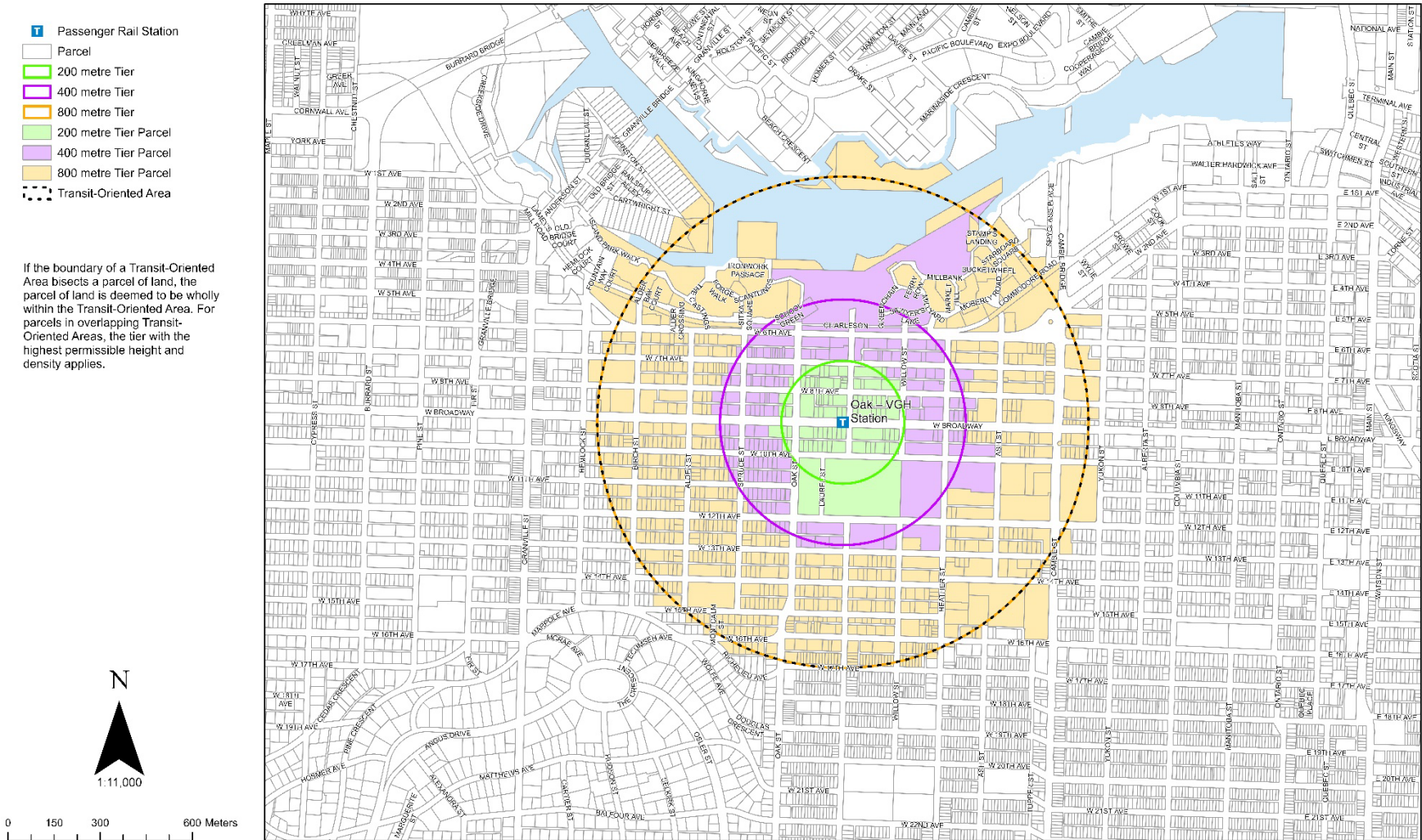


City of Richmond

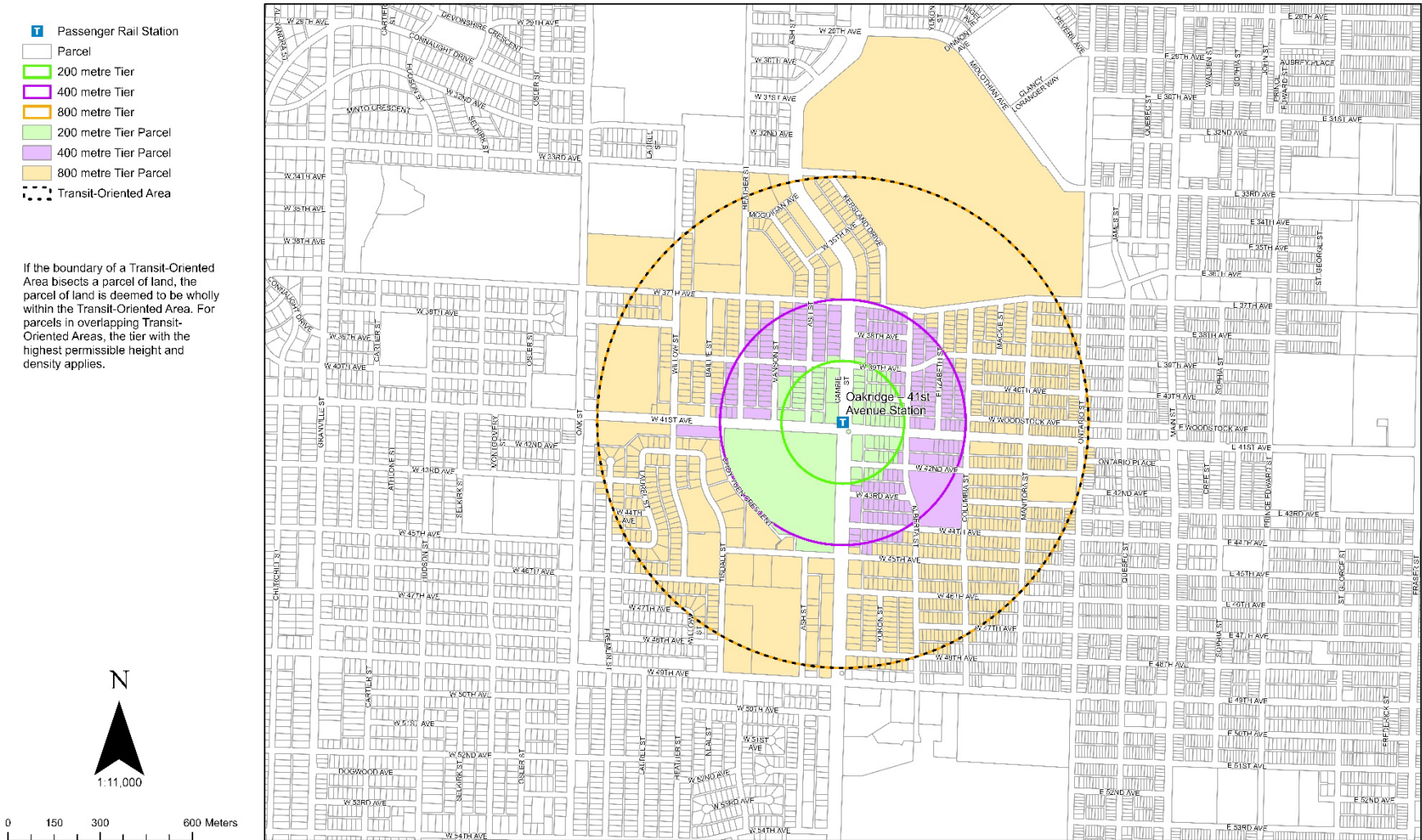
Transit-Oriented Area - Mount Pleasant Station












Transit-Oriented Area - Oak - VGH Station



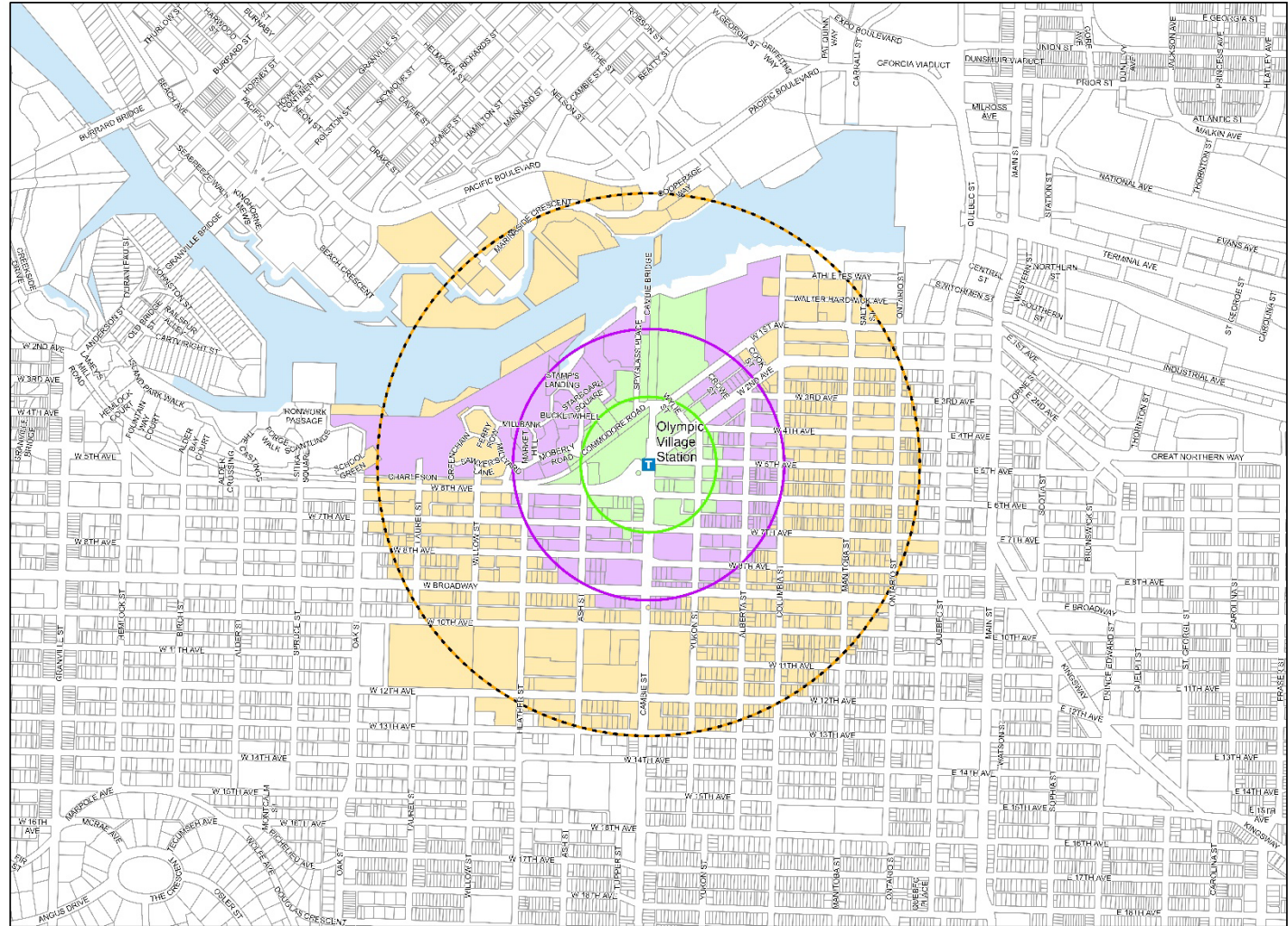
Transit-Oriented Area - Oakridge - 41st Avenue Station



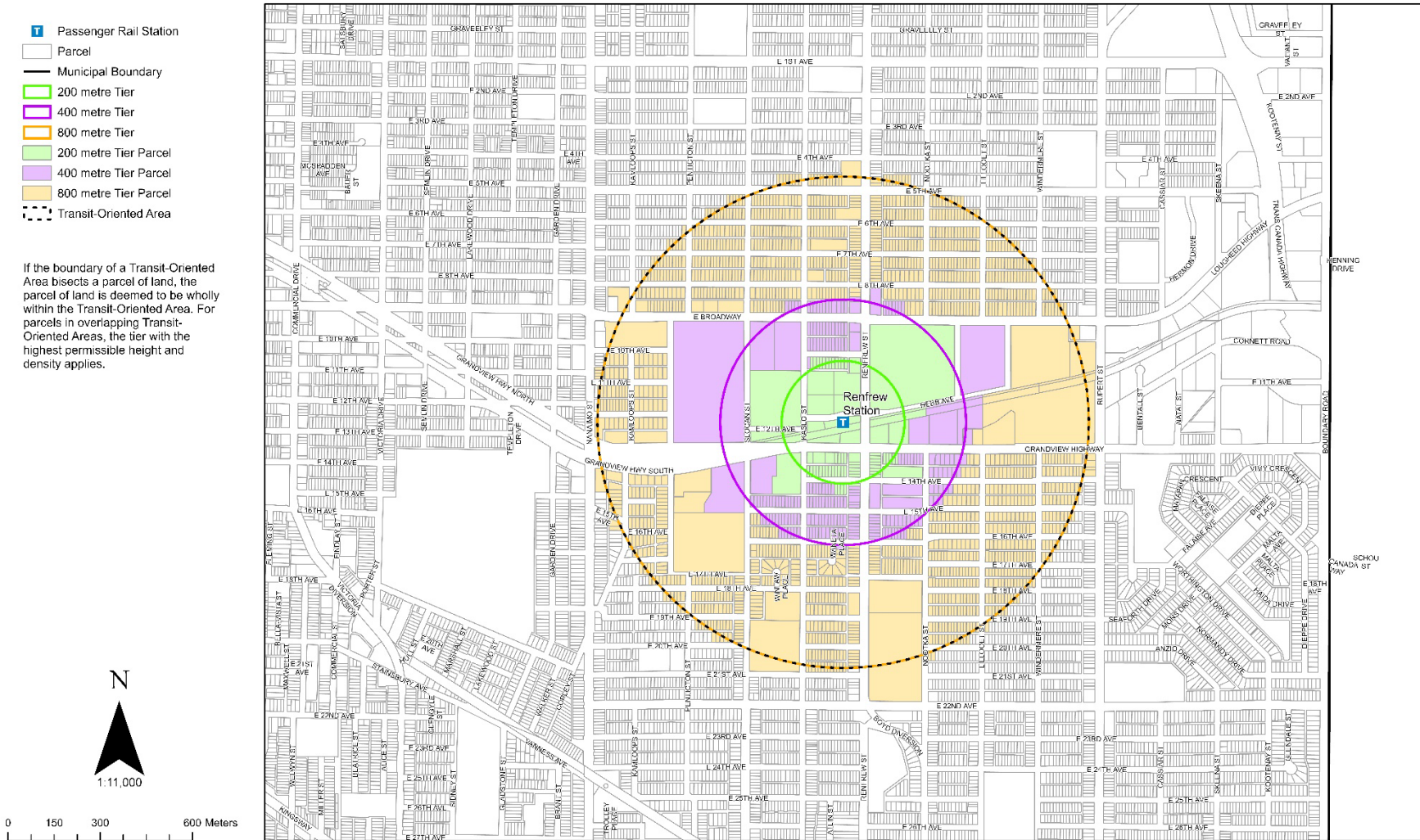
Transit-Oriented Area - Olympic Village Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

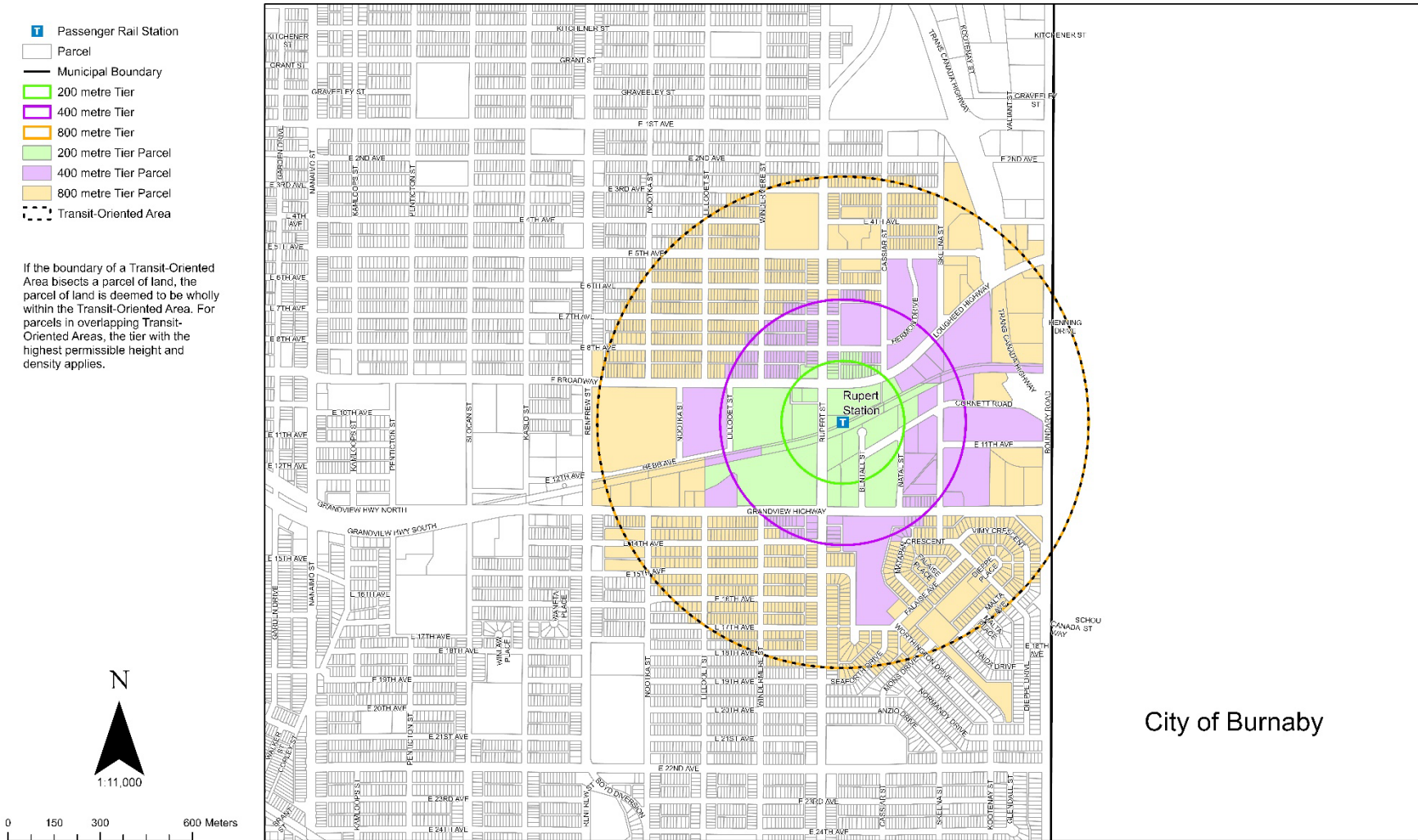
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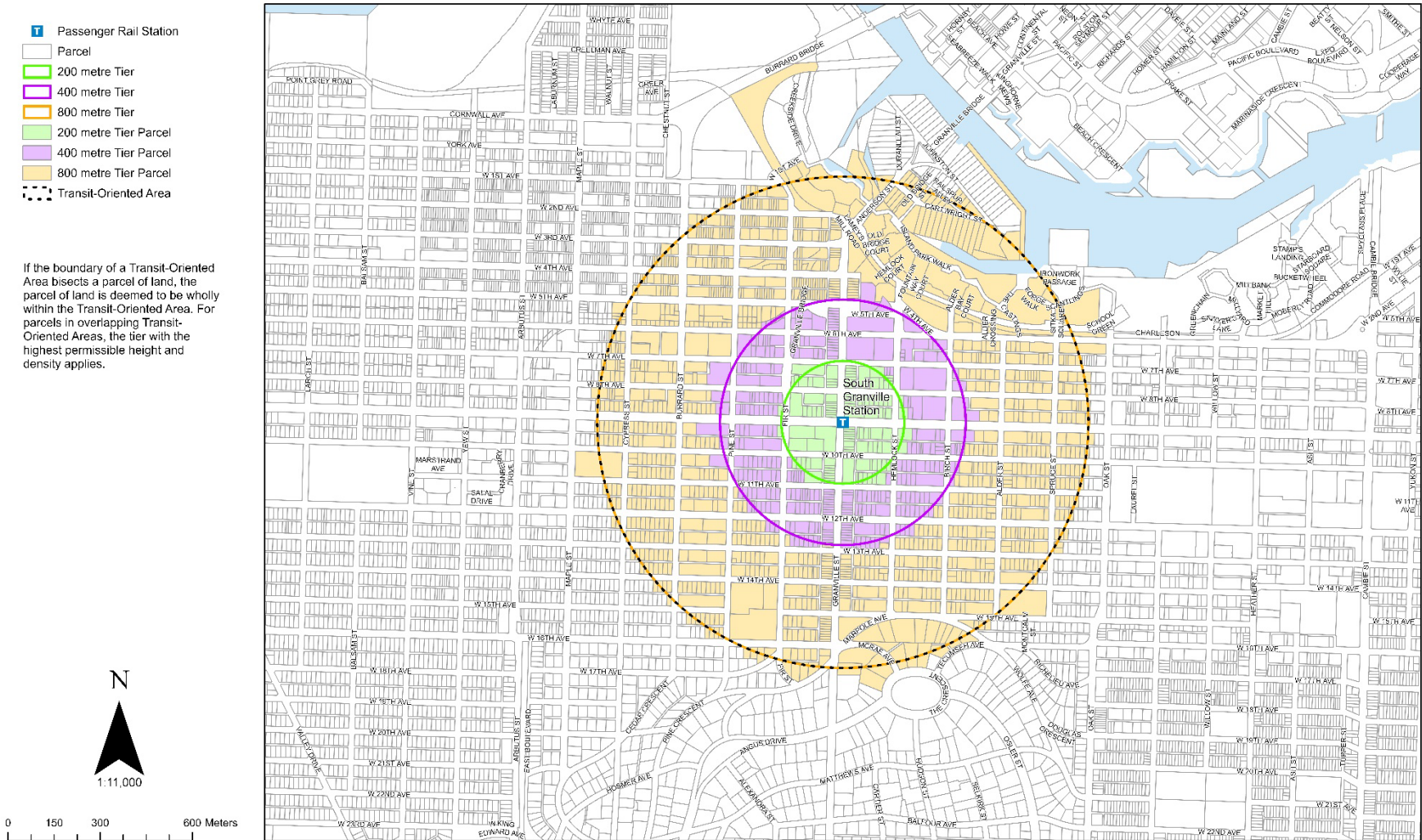
Transit-Oriented Area - Renfrew Station












Transit-Oriented Area - Rupert Station



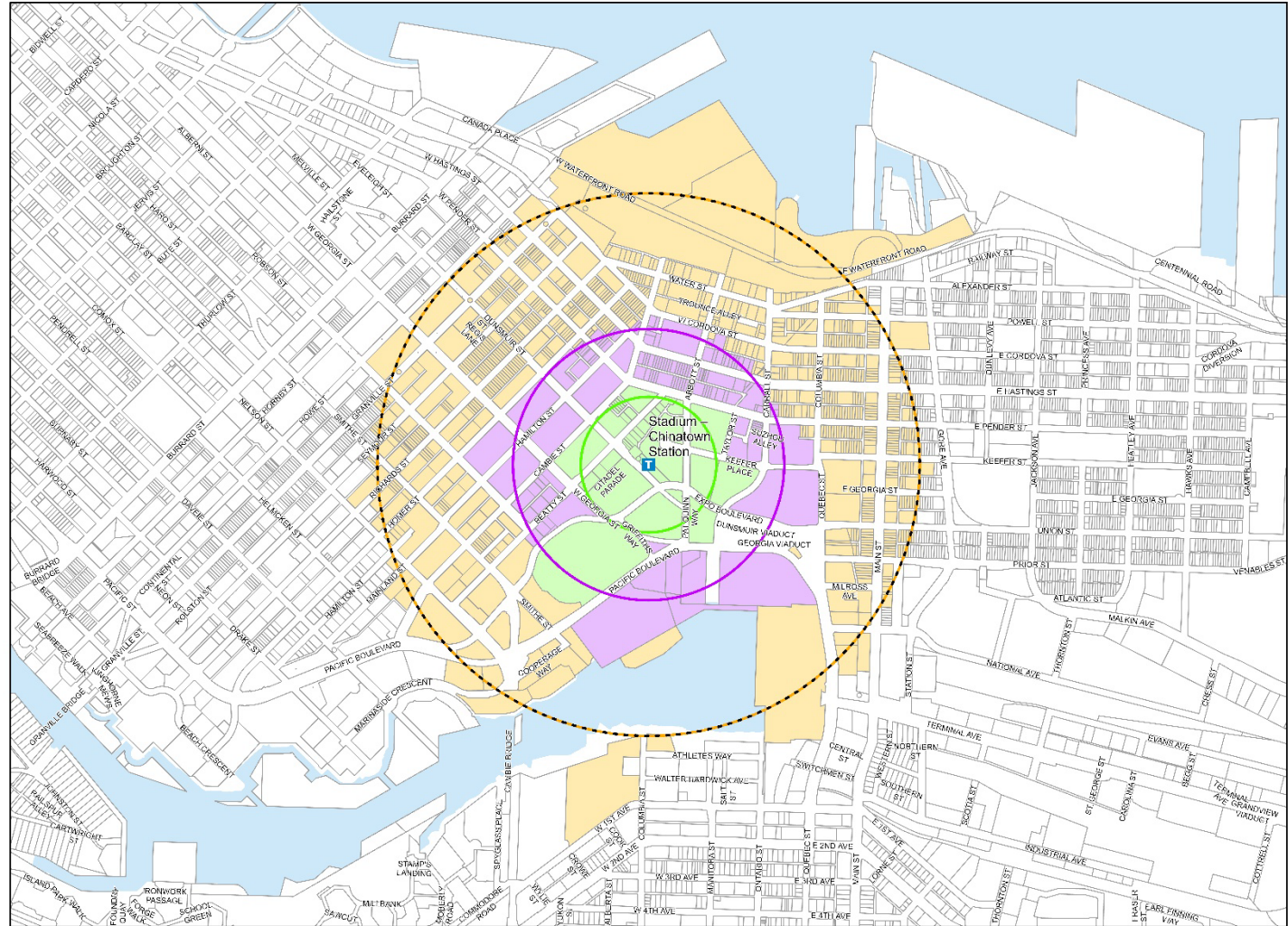
Transit-Oriented Area - South Granville Station



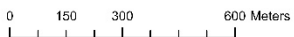
Transit-Oriented Area - Stadium - Chinatown Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

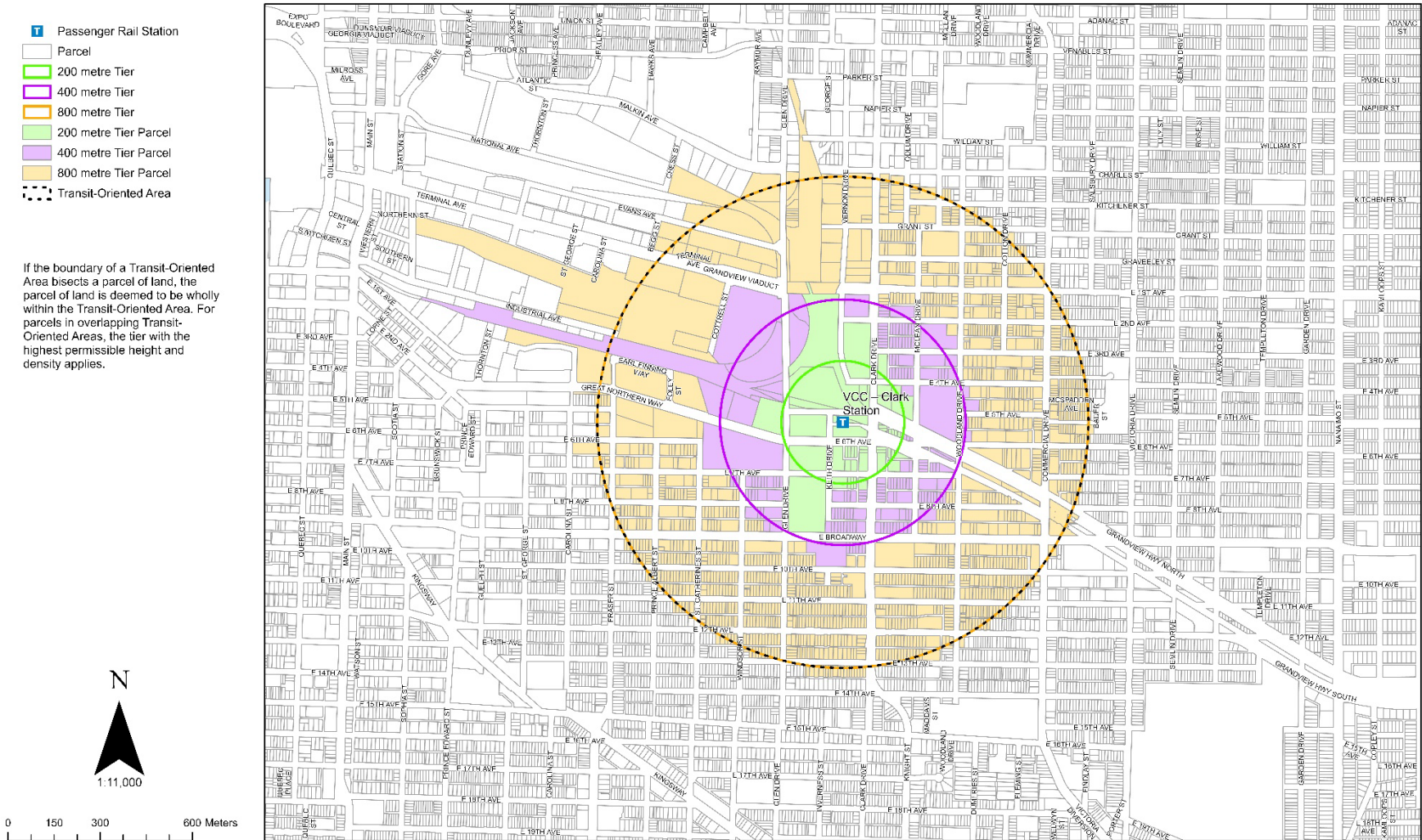
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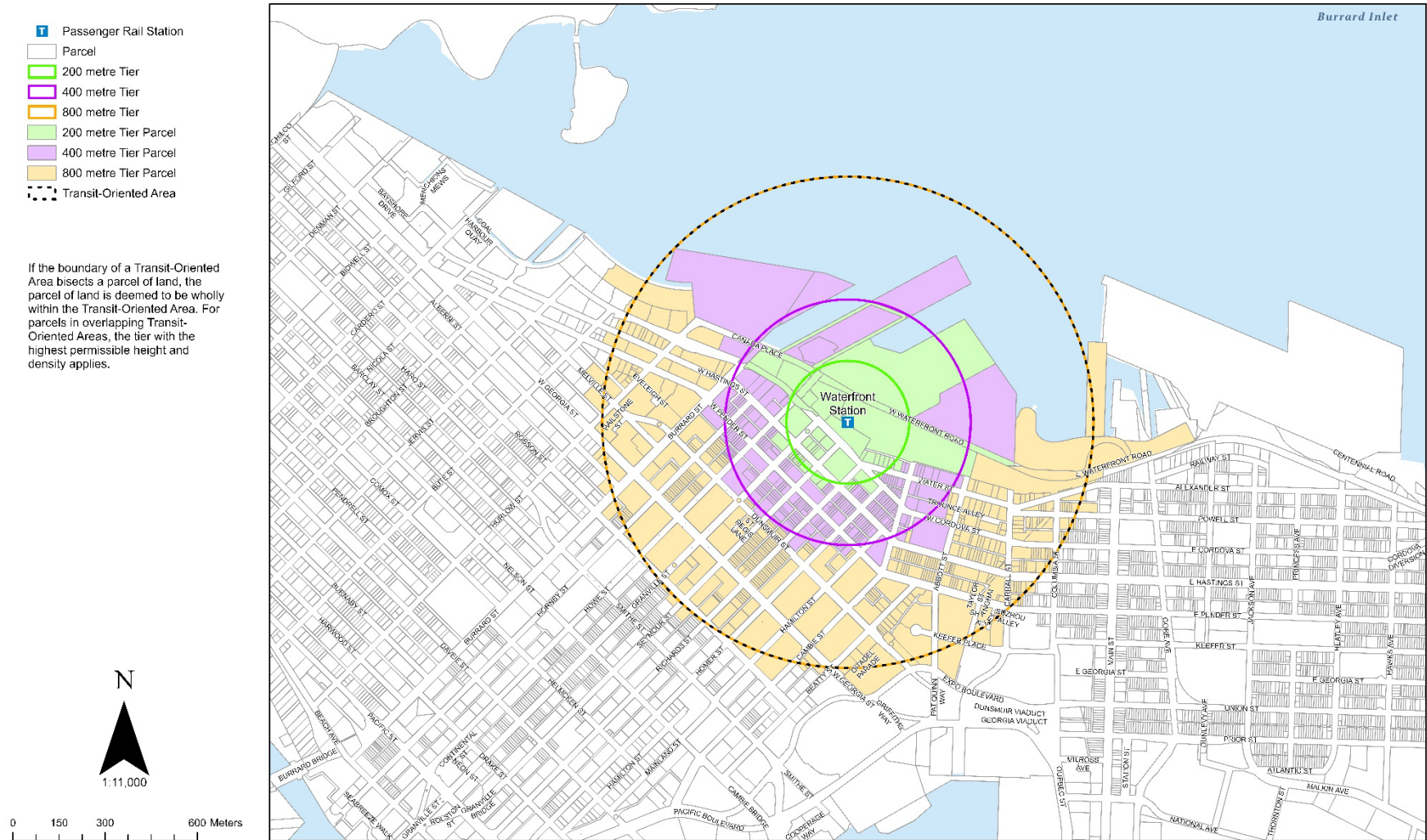


Transit-Oriented Area - VCC - Clark Station












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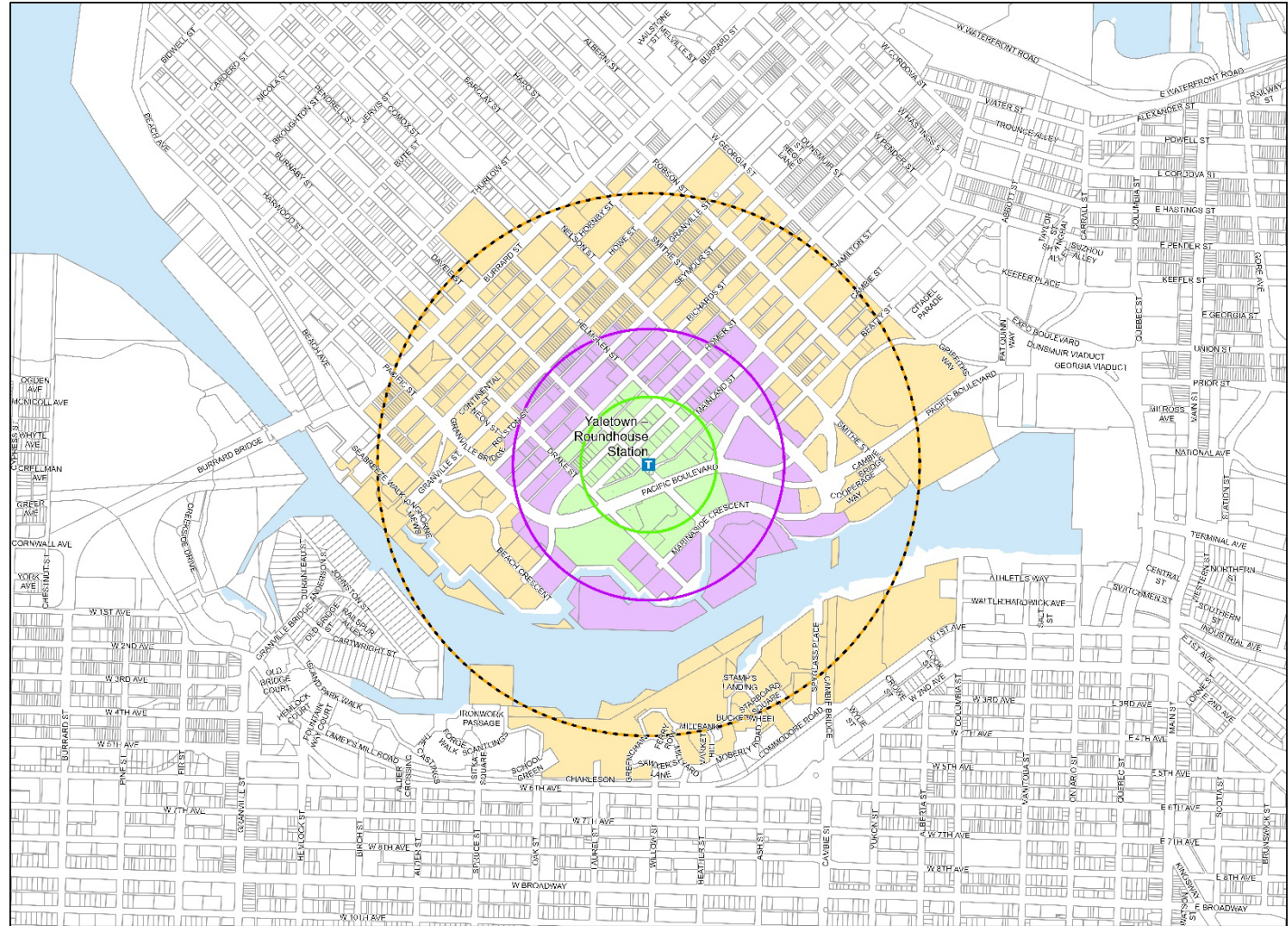
Transit-Oriented Area - Waterfront Station



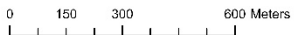
Transit-Oriented Area - Yaletown - Roundhouse Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



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**APPENDIX B
TOA REZONING POLICY**

Policy

Transit-Oriented Areas Rezoning Policy

Approved by Council [Month Day, Year]



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1 BACKGROUND AND CONTEXT

In December 2023, the Province of British Columbia (BC) made amendments to the Local Government Act (LGA) and Vancouver Charter (VC) through Bill 47: *'Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023'* to establish transit-supportive densities adjacent to transit stations. Transit-oriented areas (TOAs) have been designated within City of Vancouver boundaries through provincial regulations (Order in Council), and Council collectively designated those TOAs through the Transit-Oriented Areas Designation By-law.

2 INTENT

This policy guides rezoning applications that are being considered under the provincial regulations for Transit-Oriented Areas within lands in the City of Vancouver identified in the Transit-Oriented Areas Designation By-law. The policy applies until such time as a new area plan is complete, an existing area plan is amended to integrate TOA heights and densities, or until this policy has been repealed through a decision by Council.

The heights and densities enabled through the provincial legislation in some cases exceed what has been enabled through existing City of Vancouver land use policy, and an increase in population growth over and above what was anticipated is expected. Therefore, rezoning applications in TOAs are expected to build on already approved area plan goals and objectives where applicable, respond to existing and emerging neighbourhood conditions, and plan for infrastructure upgrades which all contribute towards building vibrant and resilient neighbourhoods.

3 RELATIONSHIP TO EXISTING AREA PLANS

This policy applies to rezoning applications that are being considered under the provincial regulations for Transit-Oriented Areas within lands in the City of Vancouver identified in the Transit-Oriented Areas Designation By-law.

- 3.1 Where a TOA is included within an existing area plan, the existing development options continue to apply. Where a rezoning application is submitted for one of those options provided in the existing area plan, the requirements of this rezoning policy do not apply and should not be referenced.
- 3.2 Where area plan policies enable less height and density than those enabled by the Provincial TOA regulations, additional height and density will be considered subject to this rezoning policy. Where this is the case, this policy provides additional guidance, which may differ from existing area plans (e.g., form of development and requirement for at-grade commercial uses).
- 3.3 For areas with active planning processes underway (but not yet approved on date of approval of this policy), additional heights and densities can be considered subject to this rezoning policy.

4 RELATIONSHIP TO EXISTING CITY-WIDE POLICIES

- 4.1 Proposals under this policy should adhere to all other relevant Council-approved policies, guidelines, and by-laws. Where conflicts exist relating to the prescribed height and density, this policy prevails.
- 4.2 Approved city-wide policies which allow modest increases in heights and densities should not be layered on top of the heights and densities in this rezoning policy, except for mass timber projects, which can be considered in accordance with the Mass Timber Policy for Rezoning and for which heights and densities may exceed those identified in this rezoning policy.

5 POLICIES

5.1 Height and Density

Rezoning applications will be considered based on the type of transit station and corresponding tier, as outlined in the two tables below. For Tier 1 sites, densities up to 5.50 FSR will be considered (an increase from the 5.00 FSR prescribed by the Province) to more accurately reflect achievable form of development. Since the specified FSRs and building heights may not directly correspond to one another, the limit is whichever is achieved first.

Table 1: SkyTrain Stations

Tier	Catchment Area (distance from station)	Height	Density
Tier 1	< 200 m	Up to 20 storeys	Up to 5.50 FSR
Tier 2	200-400 m	Up to 12 storeys	Up to 4.00 FSR
Tier 3	400-800 m	Up to 8 storeys	Up to 3.00 FSR*

Table 2: Bus Exchanges

Tier	Catchment Area (distance from station)	Height	Density
Tier 4	< 200 m	Up to 12 storeys	Up to 4.00 FSR
Tier 5	200-400 m	Up to 8 storeys	Up to 3.00 FSR*

** A maximum density of 3.40 FSR will be considered for mixed-use arterial sites providing continuous at-grade commercial use, provided all other requirements of this policy are met.*

5.2 Housing

- 5.2.1 For residential projects, applications under this policy will be required to meet one of the following tenure and affordability requirements:
- (a) 100% of the residential floor area is secured rental with a minimum 20% of the net residential area provided as below-market rental. Starting rents and rents at turnover for below-market rental units should be at a minimum 20% discount from CMHC city-wide average rents, except for 100% residential projects in Tiers 3 and 5 where a minimum 10% discount from CMHC city-wide average rent will apply; or
 - (b) A minimum of 30% of the net residential floor area is provided as social housing, delivered turnkey to the City on terms that are satisfactory to the City, noting that a greater proportion may be required on sites with existing rental housing subject to one-for-one replacement requirements under the Rental Housing Stock Official Development Plan (RHS ODP).
- 5.2.2 Notwithstanding 5.2.1 above, applications to rezone to an RR district (RR-1, RR-2A, RR-2B, RR-2C, RR-3A or RR-3B) may be considered in any tier. For sites that are irregular in shape, size, context or other attributes, a CD-1 rezoning may be considered for proposals at equivalent height and density and with the same affordability requirements as would otherwise apply under the relevant RR district.
- 5.2.3 In circumstances where an existing area plan policy requires a higher proportion of inclusionary social housing, those requirements will supersede the proportions required in (a) (e.g., Downtown Eastside Plan policy for Victory Square).
- 5.2.4 100% social housing projects and 100% non-profit, government or government agency owned seniors housing and community care facilities may be considered at heights and densities exceeding those identified in Tables 1 and 2 on a case-by-case basis.
- 5.2.5 The Rental Housing Stock Official Development Plan, which governs rental replacement requirements across the City, continues to apply.
- 5.2.6 Enhanced tenant relocation and protection requirements, as per Section 12.1 of the Broadway Plan, will apply for all applications that are being considered under this policy. Refer to the Tenant Relocation and Protection Policy – *Process and Requirements* bulletin for more information.

5.3 Reconciliation

Rezoning applications may also be considered for residential and 100% commercial projects which meet the needs of the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation, and urban Indigenous peoples to advance the City's UN Declaration on the Rights of Indigenous Peoples (UNDRIP) commitments and Reconciliation goals. These projects may exceed the heights and/or densities in Tables 1 and 2 above and will be considered on a case-by-case basis.

5.4 Commercial Uses

- 5.4.1 Proposals for 100% commercial use projects, including hotels, may be considered in Tier 1, up to the maximum heights and/or densities outlined in Table 1 above.
- 5.4.2 Where the existing zoning (e.g., C-2) or an existing area plan policy requires commercial uses (e.g., at-grade commercial, second floor office space, or a specific FSR for commercial space), this will also be required for proposals being considered under this policy.
- 5.4.3 Notwithstanding area plan policy, at-grade commercial use will be required on arterial sites within 800 m of King Edward Station for all projects applying under this rezoning policy.
- 5.4.4 Where no area plan exists, commercial uses at grade (minimum of 0.35 FSR), will be reviewed on a case-by-case basis, though generally expected on all arterial sites as follows:
- (a) SkyTrain Station: Tiers 1 and 2; and
 - (b) Bus Exchange: Tier 4 in the Dunbar Loop, and along East Hastings Street in Tier 4 of the Kootenay Loop.
- 5.4.5 Choice of use (residential or commercial) may be permitted at grade on any sites not identified in 5.4.4 above, including on local streets, to allow opportunities for small-scale, local-serving retail/commercial space.
- 5.4.6 Any existing amount of commercial space on a site should be replaced, achieving no net loss of retail/service space through redevelopment.
- 5.4.7 If a site has existing commercial tenants, applicants are encouraged to share Commercial Tenant Assistance Program (CTAP) resource guides with them to support their relocation decision-making, prior to submitting a rezoning application.

5.5 Heritage

- 5.5.1 Heights and densities identified in Table 1 and 2 above may not be achieved within the Chinatown and Gastown Historic Areas and National Historic Districts, Yaletown Historic Area, First Shaughnessy District / Heritage Conservation Area, and on properties designated as heritage with a Heritage Revitalization Agreement. Pursuant to the provincial TOA Manual, Council may impose conditions of development that seek to retain a form of development and urban design which is compatible and appropriate to the unique historical and cultural context of those districts, which may result in projects not achieving the prescribed heights and densities under this policy. Existing Council adopted policies, regulations and guidelines will continue to guide development in these locations.

- 5.5.2 Applications should preserve significant character streetscapes where they are identified in area plans or existing guidelines (e.g., Grandview-Woodland Community Plan, Strathcona/Kiwassa RT-3 Guidelines). Where site conditions allow, encourage retention through infill or additions to existing buildings as outlined in plan policy. Heights and densities enabled by the Provincial regulations may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations.
- 5.5.3 In addition to the Historic Areas and National Historic Districts noted above and pursuant to Council adopted area plans and policies, identified districts and streetscapes which have historically been major community focal areas offering vibrant commercial and cultural uses and services for residents may not achieve the heights and/or densities outlined in Tables 1 and 2, subject to a form of development review. This may include the character and scale of critically important retail areas, such as Main Street, South Granville, Cambie Village, Dunbar, 4th Avenue Village and Commercial Drive.
- 5.5.4 Consider up to 10% additional density (FSR) for rezoning proposals which retain, conserve, and designate a heritage building on the Vancouver Heritage Register (VHR), in a manner consistent with Standards and Guidelines for the Conservation of Historic Places in Canada and the City's Heritage Policies, subject to architectural and urban design excellence.

5.6 Urban Forest and Ecology

- 5.6.1 Applications should maximize tree retention, design to accommodate new trees, and large specimen replacement trees to support a healthy urban forest canopy and reduce urban heat island effects, improve biodiversity and the local micro-climate, and support targets identified in Vancouver's Urban Forest Strategy. Depending on site-specific conditions, applications may need to accommodate wider boulevard dedications to ensure adequate soil volume or planting space to achieve canopy cover goals, particularly in low equity areas. Refer to the Park Board's Urban Forest Gap map for guidance on priority areas for tree retention and planting.
- 5.6.2 Tree planting on slab should be avoided on City property or within building setbacks. When this is not possible, planting should maximize soil depth and volume to exceed the Canadian Society of Landscape Architects (CSLA) Canadian Landscape Standard and in keeping with City of Vancouver Engineering Design Manual.
- 5.6.3 Underground structures should be avoided within building setbacks. This will aim to protect existing trees where possible, and the space may also be used for green rainwater infrastructure strategies, soil retention and increased planting space.
- 5.6.4 Green roof technologies should be incorporated into designs to enhance open space, reduce stormwater volume, and mitigate heat island effect. Refer to the City's Roof-Mounted Energy Technologies and Green Roofs bulletin or similar for further details.

5.7 Childcare, Institutional Uses and Cultural Facilities

- 5.7.1 Applications should minimize the loss of institutional uses, childcare and cultural facilities in TOAs, as defined in the Zoning and Development By-law and the Vancouver Development Cost Levy By-law respectively. It is generally expected for these uses to be replaced in any redevelopment and will be assessed on a case-by-case basis.
- 5.7.2 Development proposals that are being considered under this policy will be assessed for childcare feasibility. If the site is found to be suitable, the developer may be asked to secure space for childcare within the development, with an FSR exemption for the childcare space. In addition, staff will seek to leverage senior government funding for these types of projects.

5.8 Sustainable Large Developments

- 5.8.1 For applications where the Rezoning Policy for Sustainable Large Developments applies, explore integration of childcare facilities and/or park space where opportunities allow. For park space, the preference is for a new 'terra-firma' park, free of underground and aboveground encumbrances.

5.9 Community Amenities Charges (CACs)

- 5.9.1 For sites providing the specified amount of affordable housing (social or below-market rental) at heights and densities enabled under this policy, the CAC is the affordable housing. No cash CAC contribution or proforma review will be required.
- 5.9.2 All other projects should follow the City's financing growth policies (e.g., Community Amenity Contributions, Development Cost Levies) as may be amended from time to time.

5.10 Avoid Precluding Future Opportunities

- 5.10.1 In some cases, applications may not be supported where future opportunity for development on an adjacent site would be unreasonably precluded.
- 5.10.2 Applicants of proposals within 400 m from the SkyTrain Station or 200 m from a Bus Exchange (i.e., in Tiers 1, 2 and 4) will be expected to provide a block study that demonstrates that the proposed development does not prevent adjacent sites from being reasonably developed. To ensure that adjacent sites are not 'locked in', applicants should demonstrate that remaining adjoining lots on the block can be reasonably developed with a minimum four-storey, multi-family development on a minimum frontage of 15.2 m (50 ft.). The study should also consider site-specific conditions (including tree retention, sidewalk/boulevard dedications, building setbacks) and project economics.

6 FORM OF DEVELOPMENT

- 6.1 The minimum frontage required for all tower sites (12 storeys and above) is 45.7 m (150 ft.), except for corner sites where the minimum frontage is 40.2 m (132 ft.).
- 6.2 Where existing plans include form of development guidelines for comparable building typologies, those guidelines continue to apply.
- 6.3 Where TOA Tiers 1, 2 and 4 are not located within an existing area plan, refer to the *Broadway Plan* for built form guidelines, or city-wide design guidelines if approved by Council.
- 6.4 For low-rise (i.e., six storeys and under) applications, refer to the Residential Rental Districts Schedules Design Guidelines or other applicable city-wide policies.

7 INFRASTRUCTURE

7.1 Sewer & Drainage

- 7.1.1 Upgrades to the City system may be required to support future population and employment growth and will be confirmed and/or implemented concurrently with, and/or through the rezoning process. Developments in some TOAs have been identified as potentially requiring neighbourhood-serving upgrades and/or additional on-site rainwater management requirements, with development conditions that may impact project viability. Key TOAs include (but not limited to): 29th Avenue Station, Commercial-Broadway Station, Dunbar Loop Exchange, and Nanaimo Station.
- 7.1.2 Regional upgrades may be identified at time of rezoning application and will need to be coordinated between the City and regional and local partners.
- 7.1.3 In addition to any on-site rainwater management requirements applicable under the Vancouver Building By-law, flow control requirements may be applied where sewer capacity constraints exist.

7.2 Potable Water

- 7.2.1 Available water supply from the City's water system may not be capable of handling anticipated growth in all TOAs without significant upgrades. Sites will need to provide adequate water service to meet domestic and fire flow demands of the project as a condition of building occupancy. Some areas will need major water system upgrades or modifications to enable the anticipated growth. Key TOAs include (but not limited to): 29th Avenue Station, Nanaimo Station, Renfrew Station, and Rupert Station.
- 7.2.2 The adequacy of the Metro Vancouver (GVWD) water supply is unknown and will need to be reviewed in the future.

7.3 Green Rainwater Infrastructure (GRI)

- 7.3.1 To meet targets in the Rain City Strategy and Liquid Waste Management Plan, Green Rainwater Infrastructure (GRI) will be implemented in the right-of-way frontage. Based on geotechnical recommendation, applicants may be required to provide underground parking setbacks from their property line(s) to ensure an adequate offset from right-of-way infiltration areas. It is also recommended for the parkade to be notched at the site perimeter to support tree retention and growth.

7.4 Floodplain

- 7.4.1 In the designated floodplain, as specified in the Flood Plain Standards and Requirements and the Vancouver Building By-law, flood mitigation infrastructure upgrades may be required to support future population and employment growth and will be confirmed and/or implemented through the rezoning process.
- 7.4.2 Projects should apply a risk-based approach to planning and evaluating the form of development and flood management infrastructure for a 100-year timeline, with an understanding of interdependency and cascading impacts of development on existing neighbourhoods. The criticality of the development and/or infrastructure investment, e.g., critical infrastructure rating, and cost of maintenance should also be integrated into planning and evaluation.

7.5 Groundwater Management

- 7.5.1 Projects should limit excavation into the floodplain or high groundwater areas (e.g., in proximity to Still Creek). Traditional underground parking in these areas may not be feasible without additional waterproofing or groundwater management planning to avoid draining of groundwater into the sewer system.

7.6 Transportation & Public Space

- 7.6.1 In areas with existing community plans, transportation and public space upgrades will generally align with those already identified in the plans. In addition, new upgrades may be identified on a case-by-case basis through the rezoning process to support greater than anticipated population and job growth, and specific site design needs.
- 7.6.2 In areas without community plans, provision of street and intersection improvements adjacent and in proximity to the development site may be required as a condition of rezoning.
- 7.6.3 Provision of street and intersection improvements (and appropriate transitions) adjacent and in proximity to the development site may be required as a condition of rezoning. Conditions may include, but are not limited to, elements such as:

- (a) Additional space (dedications and/or statutory rights-of-way) to support transportation infrastructure such as turn bays, protected intersections, or plazas;
 - (b) Adjacent improvements such as sidewalks, boulevards, curbs, gutters, laneway upgrades, protected bike lanes, trees or street furniture;
 - (c) New/upgraded traffic signals, street lighting, and lane lighting;
 - (d) Traffic calming measures; and
 - (e) Shared mobility stations (public bike share, e-scooter share, etc.).
- 7.6.4 Generally, sites should aim to limit off-street parking as much as practicable and promote sustainable modes of transportation, in alignment with City objectives. Transportation Demand Management (TDM) practices will evolve over time, and properties are encouraged to use innovative measures above and beyond the regulated requirements to reduce motor vehicle dependence and increase sustainable transportation choices.
- 7.6.5 Projects adjacent to TransLink infrastructure (elevated guideways, tunnels, stations, bus loops, bridges, etc.) or encumbered by a TransLink statutory right-of-way agreement must be designed to respect TransLink's infrastructure, operations and property rights and will be required to seek consent from TransLink prior to starting construction through TransLink's Adjacent and Integrated Development (AID) program.

8 LIMITATIONS

The provincial TOA regulation outlines that provincial heights and densities apply to any parcel within a TOA on which existing zoning permits residential land uses, except for land zoned to permit residential use that is ancillary or secondary to industrial or agricultural uses. In the case of a split-zoned site, the primary use will be considered as the use with the greatest permitted floor space.

Notwithstanding the above, existing Council-adopted area plans and policies encouraging or requiring uses that may differ from existing zoning will continue to be the preferred use for any rezoning applications under this policy. In this regard, lands that may be included in the TOA regulations will still be required to provide non-residential uses, as contemplated in those applicable plans and policies.

In addition, there are several scenarios where municipal by-law requirements and Federal or Provincial statutes are applicable, the provisions of which supersede or have a limiting effect on heights and densities specified by the Province. For example:

- Where municipal by-laws are superseded by federal or provincial statutes (Agricultural Land Reserve, Airport Zoning Regulations under Aeronautics Act, federal Crown land);
- Floodplains, hazard areas, riparian areas, and other environmentally sensitive areas; and

- Heritage buildings and sites that are subject to heritage designation, heritage revitalization agreements, heritage conversation areas, or restoration covenants.

Refer to the provincial TOA Manual and regulations for more information. Note that the provincial TOA Manual and/or regulations may be further amended by the Province, resulting in revised exemptions and potential updates to this policy.

APPENDIX: LIST OF AREA PLANS

Existing Area Plans

- Broadway Plan
- Cambie Corridor Plan
- Downtown Eastside Plan
- False Creek Flats Plan
- Grandview-Woodland Community Plan
- Joyce-Collingwood Station Area Precinct Plan
- Marpole Community Plan
- Norquay Village Neighbourhood Centre Plan
- Northeast False Creek Plan
- Southlands Plan
- West End Community Plan
- Southeast False Creek Official Development Plan
- Downtown Official Development Plan
- Others as may be adopted or amended by Council from time to time

APPENDIX C CONSEQUENTIAL AMENDMENTS

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.

1. Community Plans and Area-Specific Rezoning Policies

Amend the following Community Plans and Area-Specific Rezoning Policies by inserting the text below in the referenced sections, as the Transit-Oriented Areas Rezoning Policy may permit more height and density than permitted under the community plan and area-specific rezoning policies.

Text to be inserted: “Note: Some areas may be subject to the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy.”

Policy	Plan Section
Community Plans	
Cambie Corridor Plan	3.3 Concept Plan
Downtown Eastside Plan	Map 6.1: Downtown Eastside Sub-Areas and Neighbourhoods
False Creek Flats Plan	False Creek Flats Structure Plan (p.39)
Grandview-Woodland Community Plan	Figure 6.1: Grandview-Woodland Sub-Areas
Joyce-Collingwood Station Precinct Plan	Figure 5.1: Sub-Areas
Marpole Community Plan	Figure 6.2: Land Use

Policy	Plan Section
Community Plans	
Norquay Village Neighbour-hood Centre Plan	Figure 2: New Residential Zone Designations
Northeast False Creek Plan	How This Chapter Works untitled figure (p.71)
Southlands Plan	Figure 2 Southlands: Land Use
West End Community Plan	Figure 7.2: West End Sub-Areas
Area-Specific Rezoning Policies	
Downtown Eastside Rezoning Policy	Map A: Downtown Eastside Planning Areas
	2 Rezoning Policies (under heading)
West End Rezoning Policy	Map 1: West End Rezoning Policy Areas
	3 Rezoning for Residential Development (under heading)

2. City-Wide Rezoning Policy

Amend the following city-wide rezoning policies and guidelines by amending the text below in the referenced sections.

Section	Current Wording	Proposed Amendment	Rationale
Below-Market Rental Housing Policy for Rezoning			
2.1 Location	n/a	Insert: (d) Areas where the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy apply	The Transit-Oriented Areas Rezoning Policy outlines inclusionary housing requirements which differ from this policy.
Mass Timber Policy for Rezoning			
3.2 Additional Considerations Limits	n/a	Insert: 3.2.6 This policy can be combined with the allowable heights under by the Transit-Oriented Areas Rezoning Policy.	The Transit-Oriented Areas Rezoning Policy includes a policy that allows for below-market rental (BMR) development and therefore should not be combined with any other BMR policies as permitted through the Mass Timber Policy for Rezoning.
3.2 Additional Considerations Discretion	3.2.6	Renumber: 3.2.6 3.2.7	Renumber to insert the text above.
Secured Rental Policy			
Background and Context		Insert under last amendment: On June 26, 2024, Council approved amendments to the Secured Rental Policy to update rezoning policy eligibility to reflect the Transit-Oriented Areas Rezoning Policy.	Background and context section includes overview of sequential amendments since policy approval 2012.
2.2 Exclusions	These rezoning policies (section 2.3 and 0) apply city-wide, except in areas that	Amend: These rezoning policies (section 2.3 and 0 2.4) apply city-wide, except in areas that have recently approved community plans (e.g. Cambie Corridor	To reflect eligibility change.

Section	Current Wording	Proposed Amendment	Rationale
	<p>have recently approved community plans (e.g. Cambie Corridor Plan, West End Plan, Grandview-Woodland Plan, Marpole Plan, and the Downtown Eastside Plan) or that are undergoing community planning programs and have interim rezoning policies in place (e.g., Broadway, Jericho Lands).</p> <p>In community plan areas, secured rental projects may be eligible for incentives, with height and density set as per the applicable community plan policy.</p>	<p>Plan, West End Plan, Grandview-Woodland Plan, Marpole Plan, Broadway Plan, and the Downtown Eastside Plan), designated Transit-Oriented Areas, or areas that are undergoing community planning programs and have interim rezoning policies in place that limit the applicability of this policy (e.g. Broadway, Jericho Lands).</p> <p>In community plan areas, secured rental projects may be eligible for incentives, with height and density set as per the applicable community plan policy. The Transit-Oriented Areas Rezoning Policy includes opportunities for secured rental projects at a range of heights and densities.</p>	
2.4 Rezoning in Low Density Transition Areas	<p>2.4</p> <ul style="list-style-type: none"> In an eligible area as illustrated by Map A in the Appendix. 	<p>Amend:</p> <ul style="list-style-type: none"> In an eligible area as illustrated by Map A in the Appendix but that do not include parcels in a designated Transit-Oriented Area. 	To reflect eligibility change.
Implementation and Monitoring	n/a	<p>Insert after existing paragraph under Implementation:</p> <p>In response to new requirements introduced by the Province under Bill 47, Council approved the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy in June 2024. Some of the designated Transit-Oriented Areas (TOAs) overlap areas previously covered by the Secured Rental Policy. The Transit-Oriented Areas Rezoning Policy includes rezoning policies that replace and expand the opportunities for new secured rental housing in the TOAs. Applicants should refer to the Transit-Oriented Areas Designation By-law for maps illustrating designated parcels and the Transit-Oriented Areas Rezoning Policy for applicable opportunities. Applications on sites that include any</p>	

Section	Current Wording	Proposed Amendment	Rationale
Appendix: Eligibility Map	The map illustrates the areas that meet the locational criteria that apply under section 0 of this policy to sites zoned R1-1 or RT. Other policy requirements beyond the locational criteria will also apply to determine eligibility. Further description is provided in the Rental Incentive Programs Bulletin.	<p style="color: red;">parcels that are within a designated TOA will be subject to the Transit-Oriented Areas Rezoning Policy.</p> <p>Amend: The map illustrates the areas that meet the locational criteria that apply under section 0 2.4 of this policy to sites zoned R1-1 or RT. Other policy requirements beyond the locational criteria will also apply to determine eligibility. Parcels in designated Transit-Oriented Areas, including those that extend beyond the boundaries illustrated on the map, are not eligible under this policy. Applicants should refer to the Transit-Oriented Areas Designation By-law for maps illustrating designated parcels and the Transit-Oriented Areas Rezoning Policy for applicable opportunities. Further description is provided in the Rental Incentive Programs Bulletin.</p>	Updated map including designated TOAs.
Map A: Eligibility Map for Low Density Transition Areas		Delete and replace Map A, as in item 3 below.	Updated map including designated TOAs.
Residential Rental Districts Schedules Design Guidelines			
Background and Context	These guidelines are to be used in combination with the Secured Rental Policy and apply to all developments permitted by the rental Mixed-use Residential (RR-3), Apartment (RR-2) and Townhouse (RR-1) Districts Schedules of the Zoning and Development By-law.	<p>Amend: These guidelines are to be used in combination with the Secured Rental Policy and apply to all developments permitted by the rental Mixed-use Residential (RR-3), Apartment (RR-2) and Townhouse (RR-1) Districts Schedules of the Zoning and Development By-law.</p> <p style="color: red;">Other rezoning policies support use of an RR District Schedule and these Design Guidelines, but may include policies that differ from the Secured Rental Policy. The relevant rezoning policy is applicable in those cases. Under the Transit-Oriented Areas (TOA) Rezoning Policy, this includes:</p> <ul style="list-style-type: none"> • Support for options up to 6 storeys on both arterial and local streets • Support for residential and mixed-use options on both arterial and local streets • Requirements for mixed-use developments in specific locations 	<p>Use of the RR zones is supportable under other rezoning policies, including the proposed TOA Rezoning Policy.</p> <p>Some TOA Rezoning Policy opportunities and requirements differ from those of the Secured Rental Policy.</p>

Section	Current Wording	Proposed Amendment	Rationale
Application	<p>The applicable district schedule, which outlines the permitted size and type of new building, is dependent on the site location as outlined in the Secured Rental Policy under section 2.4 Rezoning in Low Density Transition Areas. Generally, 4 or 6-storey mixed-use residential buildings and 5 or 6-storey apartments are permitted on arterial streets; while 4-storey apartments and townhouses are permitted on local streets within the first block adjacent to an arterial street, as illustrated in figure 1.</p> <p>Table 1: Rental district eligibility relative to site location</p>	<p>• Different remainder lot requirements</p> <p>Amend: Under the Secured Rental Policy, the applicable district schedule, which outlines the permitted size and type of new building, is dependent on the site location as outlined in the Secured Rental Policy under section 2.4 Rezoning in Low Density Transition Areas. Generally 4- or 6-storey mixed-use residential buildings and 5- or 6-storey apartments are permitted on arterial streets; while 4-storey apartments and townhouses are permitted on local streets within the first block adjacent to an arterial street, as illustrated in figure 1.</p> <p>Amend: Table 1: Rental district eligibility relative to site location under the Secured Rental Policy.</p>	
1.1 Mixed-use Residential Building Table 2: 4-storey Mixed-use Residential Building Regulations and Table 3: 6-storey Mixed-use	<p>(5) 6-storey option is reserved for projects with below-market rents as defined in the Secured Rental Policy under section 4 <i>Affordability</i></p>	<p>Amend: (5) 6-storey option is reserved for projects with below-market rents as defined in the Secured Rental Policy under section 4 Affordability.</p>	

Section	Current Wording	Proposed Amendment	Rationale
Residential Building Regulations			
1.1(a) Application	Mixed-use residential buildings will be permitted on arterial streets under the following conditions:	Insert: Under the Secured Rental Policy , mixed-use residential buildings will be permitted on arterial streets under the following conditions:	
Figure 2	Figure 2: Eligible site locations for mixed-use residential buildings	Insert: Figure 2: Eligible site locations for mixed-use residential buildings under the Secured Rental Policy	
1.1(b) Assembly	There is no limit on assembly (i.e. no maximum site frontage) recognizing that arterial streets are suitable for the development of medium-density mixed-use residential buildings. For large assemblies, the architectural design should mitigate the appearance of a long, monotonous building.	Insert: Under the Secured Rental Policy , there is no limit on assembly (i.e., no maximum site frontage) recognizing that arterial streets are suitable for the development of medium-density mixed-use residential buildings. For large assemblies, the architectural design should mitigate the appearance of a long, monotonous building.	
1.1(c) Remainder Lots	On arterial streets, assemblies should ensure that adjacent lots within the block are able to meet the minimum site frontage of 30.1 m (99 ft.) required for redevelopment. In most neighbourhoods, this means that at least three standard 10 m (33 ft.) wide lots must remain side-by-side.	Insert: Under the Secured Rental Policy , on arterial streets, assemblies should ensure that adjacent lots within the block are able to meet the minimum site frontage of 30.1 m (99 ft.) required for redevelopment. In most neighbourhoods, this means that at least three standard 10 m (33 ft.) wide lots must remain side-by-side.	
Figure 3	Figure 3: Minimum assembly and remainder frontage	Insert: Figure 3: Minimum assembly and remainder frontage requirements for mixed-use residential buildings under the Secured Rental Policy	

Section	Current Wording	Proposed Amendment	Rationale
	requirements for mixed-use residential buildings		
1.1(d) Front and Side Yard and Setback	For mixed-use residential buildings, the following side yard requirements apply: <ul style="list-style-type: none"> (i) A minimum 3.7 m (12 ft.) side yard should be provided adjacent to residential sites in an R district. (ii) No side yard is required adjacent to commercial or mixed-use residential sites in C, RR-3 or CD-1 districts. (iii) On corner sites, a minimum 2.4 m (8 ft.) exterior side yard should be provided adjacent to a flanking street. 	Insert: For mixed-use residential buildings, the following side yard requirements apply: <ul style="list-style-type: none"> (i) A minimum 3.7 m (12 ft.) side yard should be provided adjacent to residential sites in an R district, however lesser or no side yard may be considered where policies would require adjacent sites to be mixed-use. (ii) No side yard is required adjacent to commercial or mixed-use residential sites in C, RR-3 or CD-1 districts. (iii) On corner sites, a minimum 2.4 m (8 ft.) exterior side yard should be provided adjacent to a flanking street. 	
Figure 6	Figure 6: Illustration of a corner site Mixed-use residential development with wing extension	Insert: Figure 6: Illustration of a corner site Mixed-use residential development with wing extension under the Secured Rental Policy	
1.2 Apartments Table 6: 6-storey Apartment Regulations	(5) 6-storey option is reserved for projects with below market rents as defined in the Secured Rental Policy under section 4 <i>Affordability</i> .	Amend: (5): 6-storey option is reserved for projects with below-market rents as defined in the Secured Rental Policy under section 4 Affordability.	
1.2(a) Assembly	There is a limit on assembly (a maximum site frontage of 30.5m (100 ft.) for 4-storey	Amend: Under the Secured Rental Policy, there is a limit on assembly (a maximum site frontage of 30.5 m [100 ft.]) for 4-storey apartments on	

Section	Current Wording	Proposed Amendment	Rationale
	apartments on local streets in order to encourage an incremental growth pattern and a variety of smaller developments. In most neighbourhoods, this will limit assembly to three standard 10 m (33 ft.) wide lots or two standard 15.2 m (50 ft.) wide lots.	local streets in order to encourage an incremental growth pattern and a variety of smaller developments. 5-storey apartments: a minimum site frontage of 20.1 m (66 ft.) is required, which typically means assembly of two standard 10 m (33 ft.) wide lots. On sites with frontages less than 30.1 m (99 ft.), it may not be feasible to reach the maximum FSR set out for RR-2B.	
1.2(b) Remainder Lots	<u>Arterial Streets</u> : assemblies for 5 or 6-storey residential apartments should ensure that adjacent lots are able to meet a minimum site frontage of 30.1 m (99 ft.). In most neighbourhoods, this means that at least three 10 m (33 ft.) wide lots must remain side-by-side.	Amend: Under the Secured Rental Policy, Arterial Streets : assemblies for 5- or 6-storey residential apartments on arterials should ensure that adjacent lots are able to meet a minimum site frontage of 30.1 m (99 ft.). In most neighbourhoods, this means that at least three 10 m (33 ft.) wide lots must remain side-by-side.	
	<u>Local Streets</u> : there is no requirement to maintain a minimum site frontage of 20.1 m (66 ft.) to enable apartments or townhouses. Options for single lot development in the form of multiplexes (triplexes to 8-unit townhouses) are provided in <u>section 1.4</u> of these guidelines.	Amend: Local Streets: Under the Secured Rental Policy there is no requirement to maintain a minimum site frontage of 20.1 m (66 ft.) on local streets to enable apartments or townhouses. Options for single lot development in the form of multiplexes (triplexes to 8-unit townhouses) are provided in section 1.4 of these guidelines.	
Figure 7	Figure 7: Minimum assembly and remainder frontage requirements for apartments	Insert: Figure 7. Minimum assembly and remainder frontage requirements for apartments under the Secured Rental Policy	

Section	Current Wording	Proposed Amendment	Rationale
1.2(d) Building Width	Apartment buildings on arterial streets should have a width no greater than 45.7 m (150 ft.).	Amend: Apartment buildings on arterial streets should have a width no greater than 45.7 m (150 ft.).	
Figure 11	Figure 11: Illustration of a corner site apartment with a wing extension	Insert: Figure 11: Illustration of a corner site apartment with a wing extension under the Secured Rental Policy	
1.2(i) Development Scenarios (ii) Corner Site	Flanking corner sites on a block that runs perpendicular to an arterial street, as illustrated in figure 12, may develop a 5-storey apartment building along the arterial street if a wing extension provides a transition down to 4-storeys along the local street.	Insert: Under the Secured Rental Policy , flanking corner sites on a block that runs perpendicular to an arterial street, as illustrated in figure 12, may develop a 5-storey apartment building along the arterial street if a wing extension provides a transition down to 4-storeys along the local street.	
Figure 12	Figure 12: Flanking corner site. Eligible for 5-storey apartment with a wing extension along the local street	Insert: Figure 12: Flanking corner site under the Secured Rental Policy . Eligible for 5-storey apartment with a wing extension along the local street	
Figure 13	Figure 13: Illustration of a flanking corner site apartment with a wing extension	Insert: Figure 13: Illustration of a flanking corner site apartment with a wing extension under the Secured Rental Policy	
1.2(i) Development Scenarios (iv) Large Assembly	Assemblies with a total site frontage greater than 45.7 m (150 ft.) are only permitted along arterial streets.	Insert: Under the Secured Rental Policy , assemblies with a total site frontage greater than 45.7 m (150 ft.) are only permitted along arterial streets.	
2 General Design Guidelines	Transportation Demand Management (TDM) strategies assist in administering parking demand on site.	Amend: Transportation Demand Management (TDM) strategies assist in administering parking demand on site. Implementation of a combination of these strategies will result in reduced parking requirements that may be	Proposed Parking By-law amendments will remove minimum vehicle parking requirements city-wide.

Section	Current Wording	Proposed Amendment	Rationale
2.5(a) Off-street Parking	Implementation of a combination of these strategies will result in reduced parking requirements that may be accommodated through surface parking in most cases. Refer to appendix A for guidelines on how to optimize TDM strategies.	accommodated through surface parking in most cases. Refer to appendix A for guidelines on how to optimize TDM strategies.	
3 Guidelines Pertaining to Regulations of the Zoning and Development or Parking By- laws 3.1 Site Frontage and Site Area	For local streets, an increase in the maximum site frontage for 4-storey apartments may also be considered to accommodate single lots that exceed 30.5 m (100 ft.), or for entire block assemblies if separate buildings are provided, following the regulations as applied to a series of individual 30.5 m (100 ft.) lot assemblies. This would align with the intent of these guidelines, to introduce an incremental growth pattern to the streetscape of local streets, while enabling benefits of a single development (i.e. shared parking). No bridge element or connection between the buildings is allowed in this case.	Amend: (p.38) 3.1 – Under the Secured Rental Policy , for local streets, an increase in the maximum site frontage for 4-storey apartments may also be considered to accommodate single lots that exceed 30.5 m (100 ft.), or for entire block assemblies if separate buildings are provided, following the regulations as applied to a series of individual 30.5 m (100 ft.) lot assemblies. This would align with the intent of the Secured Rental Policy these guidelines , to introduce an incremental growth pattern to the streetscape of local streets, while enabling benefits of a single development (i.e. shared parking). No bridge element or connection between the buildings is allowed in this case.	
7 Landscape Design	Excavation for required parking should be minimized.	Amend:	

Section	Current Wording	Proposed Amendment	Rationale
7.2 Parking	<p>Surface parking spaces rather than below grade parking structures should be provided where possible. Surface parking spaces should be located along the lane and be screened by planting beds, rather than fences if possible, to limit impact on outdoor open space. Surface parking spaces may be provided with open trellis structures (open walls and roofs) to support landscape and greenery at the lane, while remaining permeable to rainwater.</p> <p>If parking requirements prevent below parking structures to be held back from site edges, these structures should be designed with an angled slab edge to provide additional space for tree root development.</p>	<p>Excavation for required underground parking should be minimized. Surface parking spaces rather than below grade parking structures should be provided where possible. Surface parking spaces should be located along the lane and be screened by planting beds, rather than fences, if possible, to limit impact on outdoor open space. Surface parking spaces may be provided with open trellis structures (open walls and roofs) to support landscape and greenery at the lane, while remaining permeable to rainwater.</p> <p>If parking requirements prevent below grade parking structures cannot to be held back from site edges, these structures should be designed with an angled slab edge to provide additional space for tree root development.</p>	
Appendix A		Strike entirely	

APPENDIX D
PACE OF CHANGE (Grandview-Woodland Community Plan)

Plan Section	Current Policy	Proposed Amendment	Rationale
Grandview-Woodland Community Plan			
Figure 6.46 Commercial-Broadway Station Precinct (CBSP) Land Use Map and Character Areas		Insert: Note: Some areas may be subject to the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy.	
6.7.1 Station Mixed-Use and Employment	For sites zoned RM-4N (subject to Rental Housing ODP policy) height and density options are as follows: For 100% secured rental: up to 6 storeys; up to 3.0 FSR	For sites zoned RM-4N (subject to Rental Housing Stock ODP By-law) height and density options are as follows: <ul style="list-style-type: none"> • For 100% secured rental: up to 6 storeys; up to 3.0 FSR • Up to 20 storeys and 5.5 FSR for sites where other policies in this section support up to 10 storey apartments, subject to policies outlined in the TOA Rezoning Policy. 	Updated to reflect redevelopment option under TOA Rezoning Policy.
Figure 6.47 CBSP Station Mixed-use and Employment Land Use	Apartment (10 storeys)	In figure legend: Apartment (10 storeys) Apartment (up to 20 storeys – various policy options)	Update land use figure legend to reflect TOA land use option.
6.7.2 Station Residential	The following additional specific requirements apply: <ul style="list-style-type: none"> • Consider applications for sites currently zoned RM (subject to Rental Housing ODP policy) with height and density options as follows: <ul style="list-style-type: none"> ○ For 100% secured rental housing: up to 6 storeys; up to 2.4 FSR 	The following additional specific requirements apply: <ul style="list-style-type: none"> • Consider applications for sites currently zoned RM (subject to Rental Housing Stock ODP By-law) with height and density options as follows: 	Updated to reflect redevelopment option under TOA Rezoning Policy.

	<ul style="list-style-type: none"> Site frontage: 15.1 m (49.5 ft.) (minimum) 	<ul style="list-style-type: none"> For 100% secured rental housing: up to 6 storeys; up to 2.4 FSR Up to 20 storeys and 5.5 FSR for sites where other policies in this section support up to 10 storey apartments, subject to policies outlined in the TOA Rezoning Policy. Site frontage: 15.1 m (49.5 ft.) (minimum), or 45.7 m (150 ft.) for towers (12 storeys and above). 	
Figure 6.51 CBSP Station Residential Land Use	Apartment (10 storeys)	In figure legend: Apartment (10 storeys) Apartment (up to 20 storeys – various policy options)	Update land use figure legend to reflect TOA land use option.
7.1.5	In order to manage the initial take up (“pace of change”) of policies involving redevelopment of existing market rental housing, limit approvals of projects that involve demolition of existing market rental housing covered by the Rental Housing Stock ODP, to no more than 5 new developments in the first 3 years of the plan, or a maximum of 150 existing market rental units (i.e. renewed/redeveloped as a component of the 5 sites). Following 3 years, report back on the rate of development and the outcomes of that activity.	Remove text and re-number subsequent sections accordingly.	Pace of Change policy to be rescinded in the <i>Grandview-Woodland Community Plan</i> , triggered by provincial housing legislation (Bill 47) which does not allow local governments to limit development in TOAs. Provincial housing legislation necessitated a new approach for sites subject to Pace of Change policy. Staff propose policy is replaced with <i>Broadway Plan-style Tenant Relocation and Protection Policy</i> to ensure more robust

			tenant protection in cases of displacement.
7.1.6	7.1.6	7.1.6 7.1.5	Re-numbered due to removal of Pace of Change text.
7.1.7	7.1.7	7.1.7 7.1.6	
7.1.8	7.1.8	7.1.8 7.1.7	
7.1.7 (previously 7.1.8)	Where tenants will be displaced as a result of redevelopment, a tenant relocation plan as outlined in the City's <i>Tenant Relocation and Protection Policy</i> will be required.	Where tenants will be displaced as a result of redevelopment, a tenant relocation plan as outlined in the City's <i>Tenant Relocation and Protection Policy</i> will be required. Enhanced tenant relocation and protection requirements, as per Section 12.1 of the Broadway Plan, will apply to projects requiring rezoning applications in RM-zoned areas (subject to the Rental Housing Stock ODP By-law). Refer to the Tenant Relocation and Protection Policy – Process and Requirements bulletin for more information.	Updated to reflect enhanced protections recently adopted for tenants under the Broadway Plan to apply to rezoning applications in apartment areas.
7.1.9	7.1.9	7.1.9 7.1.8	Re-numbered due to removal of Pace of Change text.
7.1.10	7.1.10	7.1.10 7.1.9	
Grandview-Woodland Community Plan – Pace of Change Policy Bulletin 2016-001			
Entire bulletin			Staff will remove the existing bulletin to reflect Council-approved policy changes. Bulletin updates are not Council-approved, so do not require Council approval to remove/amend as their intent is to clarify for applicants and staff how the policy will be implemented.

APPENDIX E COMMUNITY AMENITY CONTRIBUTIONS POLICY FOR REZONINGS

Note: Amendments to Council-adopted guidelines 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 and insertions in italics.

DRAFT Amendments to the Community Amenity Contributions Policy for Rezoning

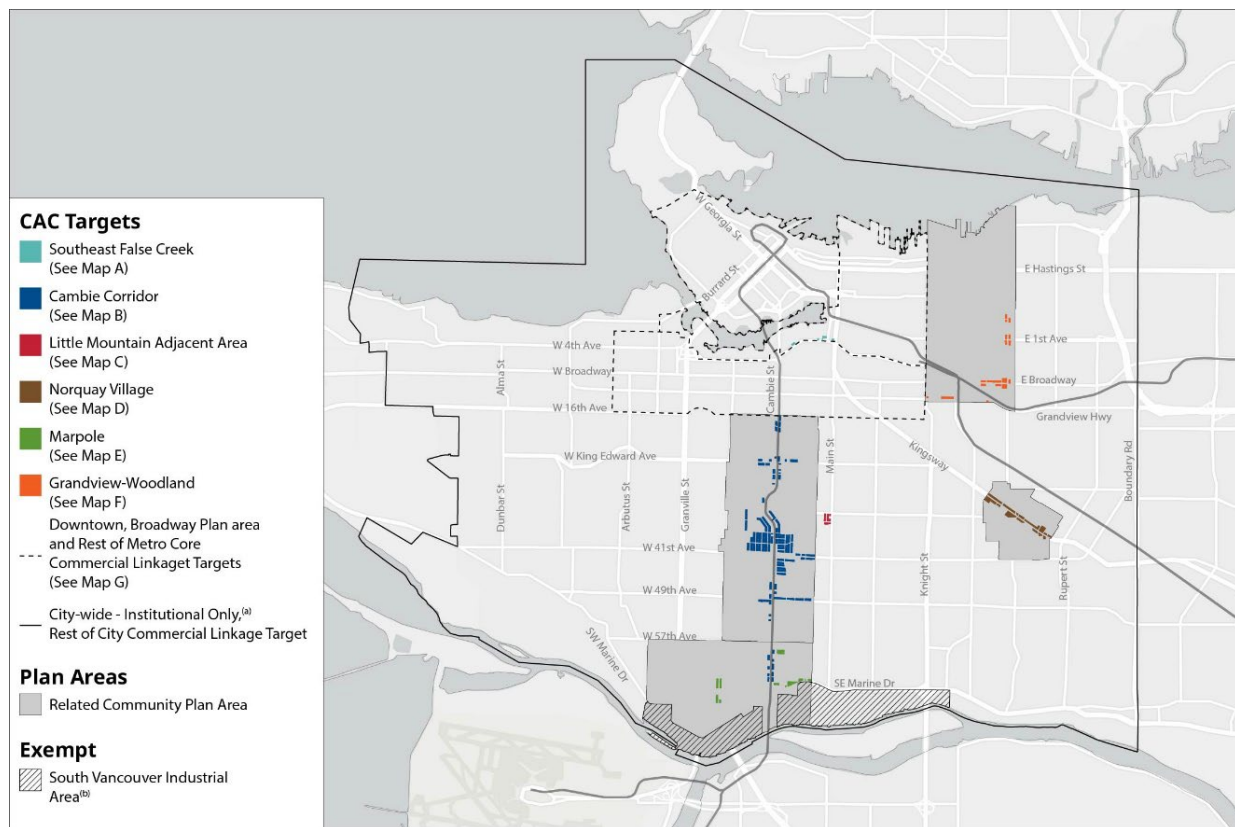
1. Add policy *8.2(f): Rezoning for affordable housing, including 100% market rental with a minimum 20% of the net residential area provided as below-market rental or a minimum of 30% of the net residential floor area provided as social housing, that comply with the City's Transit-Oriented Areas Rezoning Policy.*
2. Delete Table 1: CAC Targets and Eligibility Criteria in the Appendix and replace it with the following:

Map	CAC Target Area and Eligibility Criteria ^(a)	CAC Target ^(b) (effective Sept 30, 2023)	Allocation of CAC ^(c)
Map A (Southeast False Creek)	Rezoning applications on sites zoned M-2 up to 3.5 FSR as shown in Map A. Additional CAC will be negotiated > 3.5 FSR.	\$1,022.57/m ² (\$95.00/ft. ²)	Affordable housing in Southeast False Creek
Map B (Cambie Corridor)	Rezoning applications for 4-storey residential as shown in Map B	\$846.43/m ² (\$78.64/ft. ²)	As per the Cambie Corridor Public Benefits Strategy
	Rezoning applications for 4-storey mixed-use as shown in Map B	\$322.92/m ² (\$30.00/ft. ²)	
	Rezoning applications for 6-storey residential as shown in Map B	\$1,210.85/m ² (\$112.49/ft. ²)	
	Rezoning applications for 6-10 storey mixed-use (R1-1/RT) as shown in Map B	\$1,316.60/m ² (\$122.32/ft. ²)	
	Rezoning applications for 6-10 storey mixed-use (C-2) as shown in Map B	\$1,991.32/m ² (\$185.00/ft. ²)	
Map C (Little Mountain Adjacent Area)	Rezoning applications for 4-6 storey apartments as shown in Map C	\$557.18/m ² (\$51.76/ft. ²)	Affordable housing on the Little Mountain site or projects in or around the Riley Park/South Cambie neighbourhood
Map D (Norquay Village)	Rezoning applications on sites zoned C-2 along Kingsway that are less than 1 acre as shown in Map D	\$322.92/m ² (\$30.00/ft. ²)	As per the Norquay Village Public Benefits Strategy
Map E (Marpole)	Rezoning applications for 6-storey residential as shown in Map E	\$925.18/m ² (\$88.46/ft. ²)	As per the Marpole Public Benefits Strategy
Map F (Grandview-Woodland)	Rezoning applications in Nanaimo St./ E 12 th Ave. shopping nodes as shown in Map F	\$826.99/m ² (\$76.83/ft. ²)	As per the Grandview-Woodland Public Benefits Strategy
	Rezoning applications in the Midrise Multi-Family areas as shown in Map F	\$430.56/m ² (\$40.00/ft. ²)	
Map G (Downtown, Broadway Plan)	Rezoning applications for 100% non-strata commercial developments in the Downtown area as shown in Map G	\$185.53/m ² (\$17.24/ft. ²)	Affordable housing and childcare in the Metro Core (Downtown and Rest of Metro Core)

area, and Rest of Metro Core, and Rest of City Commercial Linkage Target)	Rezoning applications for 100% non-strata commercial developments in the Broadway Plan area as shown in Map G	\$123.65/m ² (\$11.49/ft. ²)	As per the Broadway Plan Public Benefits Strategy
	Rezoning applications for 100% non-strata commercial developments in the Rest of Metro Core area as shown in Map G	\$123.65/m ² (\$11.49/ft. ²)	Affordable housing and childcare in the Metro Core (Downtown and Rest of Metro Core)
	<i>Rezoning applications for 100% non-strata commercial developments in the Rest of Metro Core area as shown in Map G</i>	<i>\$123.65/m² (\$11.49/ft.²)</i>	<i>Affordable housing and childcare city-wide (Downtown and Rest of Metro Core)</i>
Key Map (City-wide)	Rezoning applications for 100% institutional developments (i.e. hospitals, community care facilities, and post-secondary schools)	\$35.21/m ² (\$3.27/ft. ²)	

3. Delete Key Map and replace it with the map shown below:

Key Map



Notes:

- a. Applies to 100% institutional developments (i.e. hospitals, community care facilities, and post-secondary schools).
- b. Applies to rezoning applications that are exempt under policy 8.2(d).

4. Delete Map G and replace it with the map shown below:

Map G: Downtown, Broadway, Plan area, and Rest of Metro Core, and Rest of City Commercial Linkage Targets

