

## MOTION

### 1. **Transit-Oriented Areas – Rezoning Policy and Consequential Amendments – Various Land Use Documents**

WHEREAS on June 26, 2024, Council enacted the Transit-Oriented Areas Designation By-law, generally as presented in Appendix A of the Council report dated June 12, 2024, entitled “Implementation of Transit-Oriented Areas (Provincial Legislation: Bill 47)” (the “Council Report”);

WHEREAS on June 26, 2024, Council also directed staff to bring forward for approval by Council the Transit-Oriented Areas (TOA) Rezoning Policy, generally as presented in Appendix B of the Council Report, 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, and as attached as Appendix A to this resolution;

AND WHEREAS on June 26, 2024, Council also directed staff to bring forward for approval by Council amendments to the Cambie Corridor Plan; Downtown Eastside Plan; False Creek Flats Plan; Grandview-Woodland Community Plan; Joyce-Collingwood Station Precinct Plan; Marpole Community Plan; Norquay Village Neighbourhood Centre Plan; Northeast False Creek Plan; Southlands Plan; West End Community Plan; Downtown Eastside Rezoning Policy; West End Rezoning Policy; Below-Market Rental Housing Policy for Rezonings; Mass Timber Policy for Rezonings; Secured Rental Policy; Residential Rental Districts Schedules Design Guidelines, and Community Amenity Contributions Policy for Rezonings, generally as presented in Appendix C, D and E of the Council Report and as attached as Appendix B to this resolution.

THEREFORE BE IT RESOLVED THAT the Transit Oriented Areas (TOA) Rezoning Policy as attached to this resolution as Appendix A and the amendments to the various land use documents as attached as Appendix B are hereby adopted, and are to come into effect on June 30, 2024.

\* \* \* \* \*

**APPENDIX A  
TOA REZONING POLICY**

# **Policy**

## **Transit-Oriented Areas Rezoning Policy**

Approved by Council June 30, 2024



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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**

<b>Tier</b>	<b>Catchment Area (distance from station)</b>	<b>Height</b>	<b>Density</b>
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**

<b>Tier</b>	<b>Catchment Area (distance from station)</b>	<b>Height</b>	<b>Density</b>
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 20% 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 below-market rental housing 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 (GWWD) 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 B  
CONSEQUENTIAL AMENDMENTS TO VARIOUS LAND USE DOCUMENTS**

**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.”

<b>Policy</b>	<b>Plan Section</b>
<b>Community Plans</b>	
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
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



<b>Policy</b>	<b>Plan Section</b>
<b>Community Plans</b>	
West End Community Plan	Figure 7.2: West End Sub-Areas
<b>Area-Specific Rezoning Policies</b>	
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
<b>Below-Market Rental Housing Policy for Rezonings</b>			
2.1 Location	n/a	Insert: <b>(d) Areas where the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy apply</b>	The Transit-Oriented Areas Rezoning Policy outlines inclusionary housing requirements which differ from this policy.
<b>Mass Timber Policy for Rezonings</b>			
3.2 Additional Considerations  Limits	n/a	Insert: <b>3.2.6 This policy can be combined with the allowable heights under by the Transit-Oriented Areas Rezoning Policy.</b>	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 Rezonings.
3.2 Additional Considerations  Discretion	3.2.6	Renumber: <del>3.2.6</del> <b>3.2.7</b>	Renumber to insert the text above.
<b>Secured Rental Policy</b>			
Background and Context		Insert under last amendment: <b>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.</b>	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 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	Amend: These rezoning policies (section 2.3 and <del>0 2.4</del> ) apply city-wide, except in areas that have recently approved community plans (e.g. Cambie Corridor Plan, West End Plan, Grandview-Woodland Plan, Marpole Plan, <b>Broadway Plan</b> , and the Downtown Eastside Plan), <b>designated Transit-Oriented Areas</b> , or <b>areas</b> that are undergoing community planning programs and have interim rezoning policies in place <b>that limit the applicability of this policy (e.g. <del>Broadway, Jericho Lands</del>).</b>	To reflect eligibility change.

Section	Current Wording	Proposed Amendment	Rationale
	<p>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>In community plan areas, secured rental projects may be eligible for incentives, with height and density set as per the applicable community plan policy. <b>The Transit-Oriented Areas Rezoning Policy includes opportunities for secured rental projects at a range of heights and densities.</b></p>	
2.4 Rezoning in Low Density Transition Areas	<p>2.4</p> <ul style="list-style-type: none"> <li>In an eligible area as illustrated by Map A in the Appendix.</li> </ul>	<p>Amend:</p> <ul style="list-style-type: none"> <li>In an eligible area as illustrated by Map A in the Appendix <b>but that do not include parcels in a designated Transit-Oriented Area.</b></li> </ul>	To reflect eligibility change.
Implementation and Monitoring	n/a	<p>Insert after existing paragraph under Implementation:</p> <p><b>In response to new requirements introduced by the Province under Bill 47, Council approved the Transit-Oriented Areas Designation By-law and 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 parcels that are within a designated TOA will be subject to the Transit-Oriented Areas Rezoning Policy.</b></p>	
Appendix: Eligibility Map	<p>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>	<p>Amend:</p> <p>The map illustrates the areas that meet the locational criteria that apply under section <del>0</del> <b>2.4</b> of this policy to sites zoned R1-1 or RT. Other policy requirements beyond the locational criteria will also apply to determine eligibility. <b>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.</b> Further description is provided in the Rental Incentive Programs Bulletin.</p>	Updated map including designated TOAs.

Section	Current Wording	Proposed Amendment	Rationale
Map A: Eligibility Map for Low Density Transition Areas		Delete and replace Map A, as in item 3 below.	Updated map including designated TOAs.
<b>Residential Rental Districts Schedules Design Guidelines</b>			
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><b>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:</b></p> <ul style="list-style-type: none"> <li>• Support for options up to 6 storeys on both arterial and local streets</li> <li>• Support for residential and mixed-use options on both arterial and local streets</li> <li>• Requirements for mixed-use developments in specific locations</li> <li>• Different remainder lot requirements</li> </ul>	<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>
Application	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>Amend: <b>Under the Secured Rental Policy,</b> the applicable district schedule, which outlines the permitted size and type of new building, is dependent on the site location as outlined in <del>the Secured Rental Policy under</del> 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>	

Section	Current Wording	Proposed Amendment	Rationale
	Table 1: Rental district eligibility relative to site location	Amend: Table 1: Rental district eligibility relative to site location <b>under the Secured Rental Policy.</b>	
1.1 Mixed-use Residential Building  Table 2: 4-storey Mixed-use Residential Building Regulations and Table 3: 6-storey Mixed-use Residential Building 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 <b>as defined in the Secured Rental Policy under section 4 Affordability.</b>	
1.1(a) Application	Mixed-use residential buildings will be permitted on arterial streets under the following conditions:	Insert: <b>Under the Secured Rental Policy, mixed-use residential buildings will be permitted on arterial streets under the following conditions:</b>	
Figure 2	Figure 2: Eligible site locations for mixed-use residential buildings	Insert: Figure 2: Eligible site locations for mixed-use residential buildings <b>under the Secured Rental Policy</b>	
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: <b>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.</b>	
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	Insert: <b>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</b>	

Section	Current Wording	Proposed Amendment	Rationale
	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.	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 requirements for mixed-use residential buildings	Insert: Figure 3: Minimum assembly and remainder frontage requirements for mixed-use residential buildings <b>under the Secured Rental Policy</b>	
1.1(d) Front and Side Yard and Setback	For mixed-use residential buildings, the following side yard requirements apply: (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: (i) A minimum 3.7 m (12 ft.) side yard should be provided adjacent to residential sites in an R district, <b>however lesser or no side yard may be considered where policies would require adjacent sites to be mixed-use.</b> (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 <b>under the Secured Rental Policy</b>	
1.2 Apartments	(5) 6-storey option is reserved for projects with below market rents as defined in the Secured	Amend: (5): 6-storey option is reserved for projects with below-market rents <b>as defined in the Secured Rental Policy under section 4 Affordability.</b>	

Section	Current Wording	Proposed Amendment	Rationale
Table 6: 6-storey Apartment Regulations	Rental Policy under section 4 <i>Affordability</i> .		
1.2(a) Assembly	There is a limit on assembly (a maximum site frontage of 30.5m (100 ft.) for 4-storey 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.	Amend: <b>Under the Secured Rental Policy</b> , there is a limit on assembly (a maximum site frontage of 30.5 m [100 ft.]) for 4-storey apartments on 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. <b>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.</b>	
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: <b>Under the Secured Rental Policy</b> , <del>Arterial Streets</del> : assemblies for 5- or 6-storey residential apartments <b>on arterials</b> 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: <del>Local Streets</del> : <b>Under the Secured Rental Policy</b> there is no requirement to maintain a minimum site frontage of 20.1 m (66 ft.) <b>on local streets</b> 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 <b>under the Secured Rental Policy</b>	
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 <del>on arterial streets</del> should have a width no greater than 45.7 m (150 ft.).	

Section	Current Wording	Proposed Amendment	Rationale
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 <b>under the Secured Rental Policy</b>	
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: <b>Under the Secured Rental Policy</b> , 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 <b>under the Secured Rental Policy</b> . 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 <b>under the Secured Rental Policy</b>	
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: <b>Under the Secured Rental Policy</b> , assemblies with a total site frontage greater than 45.7 m (150 ft.) are only permitted along arterial streets.	
2 General Design Guidelines 2.5(a) Off-street Parking	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 accommodated through surface parking in most cases. Refer to appendix A for guidelines on how to optimize TDM strategies.	Amend: <del>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 accommodated through surface parking in most cases. Refer to appendix A for guidelines on how to optimize TDM strategies.</del>	Proposed Parking By-law amendments will remove minimum vehicle parking requirements city-wide.
3 Guidelines Pertaining to Regulations of	For local streets, an increase in the maximum site frontage for 4-storey apartments may also be	Amend: (p.38) 3.1 – <b>Under the Secured Rental Policy</b> , for local streets, an increase in the maximum site frontage for 4-storey apartments may also be considered to	



Section	Current Wording	Proposed Amendment	Rationale
<p>the Zoning and Development or Parking By-laws</p> <p>3.1 Site Frontage and Site Area</p>	<p>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.</p>	<p>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 <del>these guidelines</del>, 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.</p>	
<p>7 Landscape Design</p> <p>7.2 Parking</p>	<p>Excavation for required 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 parking structures to be held back from site edges, these structures should be designed</p>	<p>Amend:</p> <p>Excavation for <del>required underground</del> 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 <del>parking requirements prevent</del> below grade parking structures <del>cannot to</del> 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>	

<b>Section</b>	<b>Current Wording</b>	<b>Proposed Amendment</b>	<b>Rationale</b>
	with an angled slab edge to provide additional space for tree root development.		
Appendix A		Strike entirely	



## 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 storey; 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"> <li>• For 100% secured rental: up to 6 storeys; up to 3.0 FSR</li> <li>• <b>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.</b></li> </ul>	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: <del>Apartment (10 storeys)</del> <b>Apartment (up to 20 storeys – various policy options)</b>	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"> <li>• 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"> <li>○ For 100% secured rental housing: up to 6 storeys; up to 2.4 FSR</li> </ul> </li> </ul>	The following additional specific requirements apply: <ul style="list-style-type: none"> <li>• Consider applications for sites currently zoned RM (subject to Rental Housing Stock ODP By-law) with height and density options as follows:</li> </ul>	Updated to reflect redevelopment option under TOA Rezoning Policy.

	<ul style="list-style-type: none"> <li>Site frontage: 15.1 m (49.5 ft.) (minimum)</li> </ul>	<ul style="list-style-type: none"> <li>For 100% secured rental housing: up to 6 storeys; up to 2.4 FSR</li> <li>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.</li> <li>Site frontage: 15.1 m (49.5 ft.) (minimum), or 45.7 m (150 ft.) for towers (12 storeys and above).</li> </ul>	
Figure 6.51 CBSP Station Residential Land Use	Apartment (10 storeys)	In figure legend: <del>Apartment (10 storeys)</del> 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 Broadway Plan-style <i>Tenant Relocation and Protection Policy</i> to ensure more robust tenant protection in

			cases of displacement.
7.1.6	7.1.6	<del>7.1.6</del> 7.1.5	Re-numbered due to removal of Pace of Change text.
7.1.7	7.1.7	<del>7.1.7</del> 7.1.6	
7.1.8	7.1.8	<del>7.1.8</del> 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. <b>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.</b>	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	<del>7.1.9</del> 7.1.8	Re-numbered due to removal of Pace of Change text.
7.1.10	7.1.10	<del>7.1.10</del> 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.

## COMMUNITY AMENITY CONTRIBUTIONS POLICY FOR REZONINGS

### Amendments to the Community Amenity Contributions Policy for Rezonings

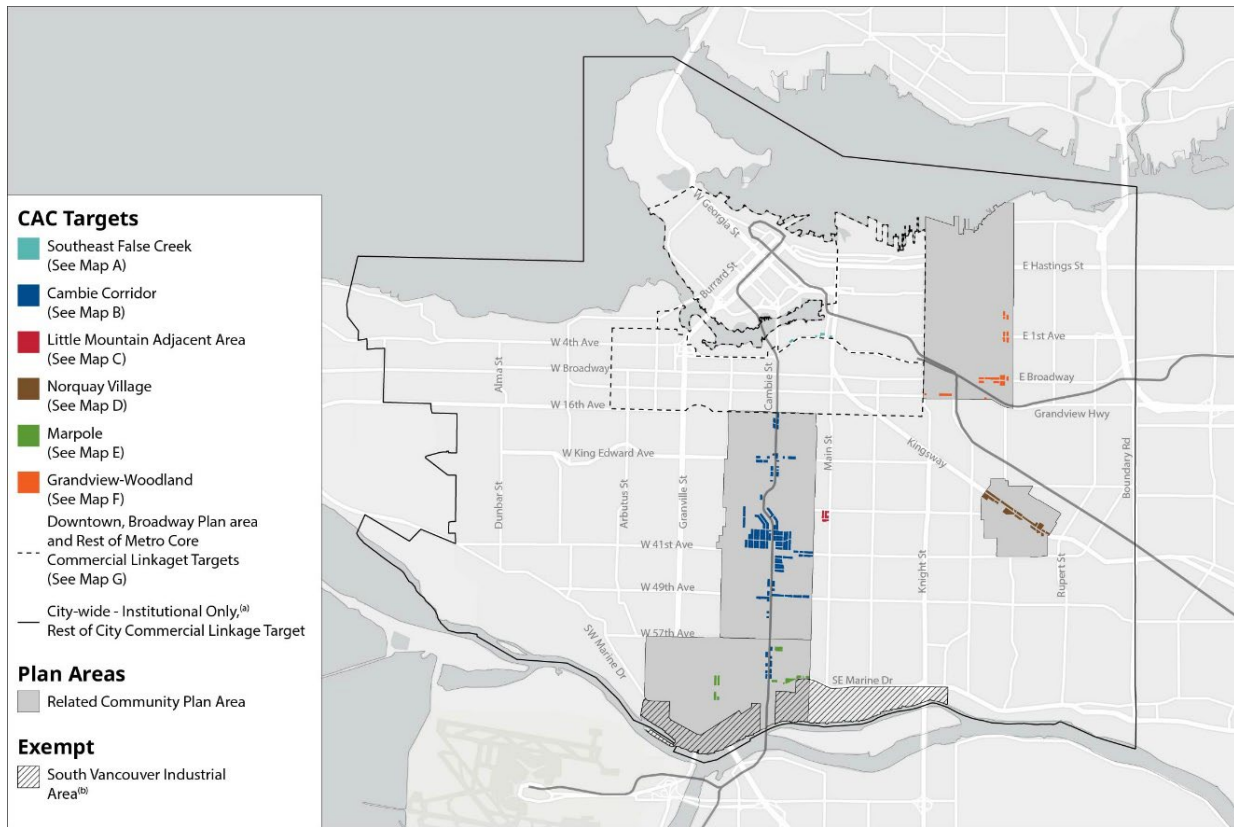
1. Add policy *8.2(f): Rezoning for affordable housing, limited to 100% market rental with a minimum 20% of the net residential floor area provided as below-market rental that complies with the City's Transit-Oriented Areas Rezoning Policy.*
2. Delete Table 1: CAC Targets and Eligibility Criteria in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

Map	CAC Target Area and Eligibility Criteria <sup>(a)</sup>	CAC Target <sup>(b)</sup> (effective Sept 30, 2023)	Allocation of CAC <sup>(c)</sup>
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 <sup>2</sup> (\$95.00/ft. <sup>2</sup> )	Affordable housing in Southeast False Creek
Map B (Cambie Corridor)	Rezoning applications for 4-storey residential as shown in Map B	\$846.43/m <sup>2</sup> (\$78.64/ft. <sup>2</sup> )	As per the Cambie Corridor Public Benefits Strategy
	Rezoning applications for 4-storey mixed-use as shown in Map B	\$322.92/m <sup>2</sup> (\$30.00/ft. <sup>2</sup> )	
	Rezoning applications for 6-storey residential as shown in Map B	\$1,210.85/m <sup>2</sup> (\$112.49/ft. <sup>2</sup> )	
	Rezoning applications for 6-10 storey mixed-use (R1-1/RT) as shown in Map B	\$1,316.60/m <sup>2</sup> (\$122.32/ft. <sup>2</sup> )	
	Rezoning applications for 6-10 storey mixed-use (C-2) as shown in Map B	\$1,991.32/m <sup>2</sup> (\$185.00/ft. <sup>2</sup> )	
Map C (Little Mountain Adjacent Area)	Rezoning applications for 4-6 storey apartments as shown in Map C	\$557.18/m <sup>2</sup> (\$51.76/ft. <sup>2</sup> )	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 <sup>2</sup> (\$30.00/ft. <sup>2</sup> )	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 <sup>2</sup> (\$88.46/ft. <sup>2</sup> )	As per the Marpole Public Benefits Strategy
Map F (Grandview-Woodland)	Rezoning applications in Nanaimo St./ E 12 <sup>th</sup> Ave. shopping nodes as shown in Map F	\$826.99/m <sup>2</sup> (\$76.83/ft. <sup>2</sup> )	As per the Grandview-Woodland Public Benefits Strategy
	Rezoning applications in the Midrise Multi-Family areas as shown in Map F	\$430.56/m <sup>2</sup> (\$40.00/ft. <sup>2</sup> )	
Map G (Downtown, Broadway Plan area, <del>and Rest of Metro Core, and Rest of City Commercial Linkage Target</del> )	Rezoning applications for 100% non-strata commercial developments in the Downtown area as shown in Map G	\$185.53/m <sup>2</sup> (\$17.24/ft. <sup>2</sup> )	Affordable housing and childcare in the Metro Core (Downtown and Rest of Metro Core)
	Rezoning applications for 100% non-strata commercial developments in the Broadway Plan area as shown in Map G	\$123.65/m <sup>2</sup> (\$11.49/ft. <sup>2</sup> )	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 <sup>2</sup> (\$11.49/ft. <sup>2</sup> )	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/m<sup>2</sup> (\$11.49/ft.<sup>2</sup>)</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 <sup>2</sup> (\$3.27/ft. <sup>2</sup> )	

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

### Key Map



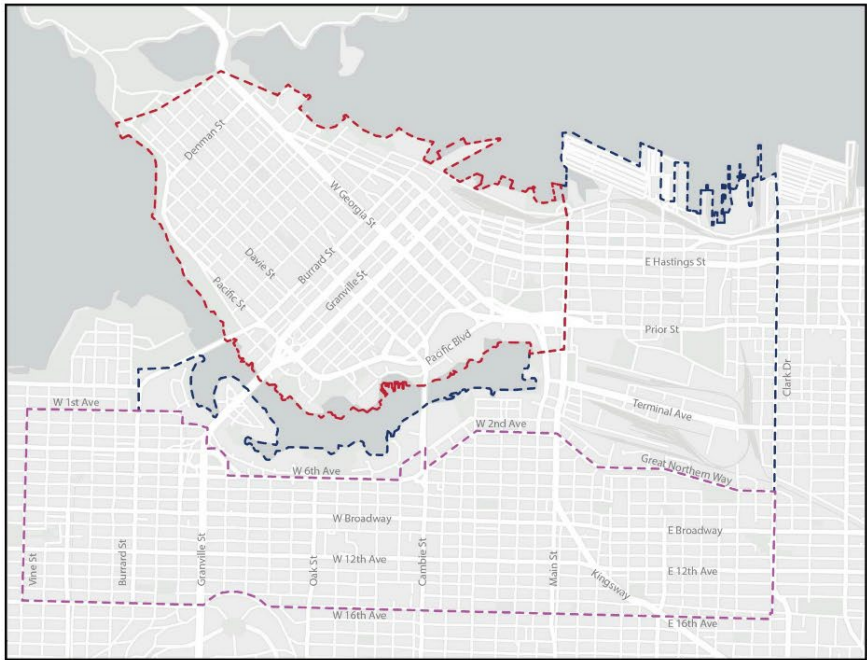
Notes:

- 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**





**CAC Targets**

- - - Downtown Commercial Linkage Target
- - - Broadway Plan Commercial Linkage Target
- - - Rest of Metro Core Commercial Linkage Target
- - - Rest of City Commercial Linkage Target

