



## REFERRAL REPORT

Report Date: October 31, 2025  
Contact: Neil Hrushowy  
Contact No.: 604.829.9622  
RTS No.: 17655  
VanRIMS No.: 08-2000-20  
Meeting Date: November 25, 2025

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Rupert and Renfrew Station Area Plan Implementation - City-Initiated Amendments to the Zoning and Development By-law and Building By-law

### ***RECOMMENDATION TO REFER***

THAT the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward the amendments as described below and that the application be referred to Public Hearing together with the recommendations set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### ***RECOMMENDATION FOR PUBLIC HEARING***

- A. THAT Council approve, in principle, the application to amend the Zoning and Development By-law and implement the Rupert and Renfrew Station Area Plan, in accordance with Appendix A, as follows:
- i. rezone certain parcels in the Rupert and Renfrew Station Plan area, from R1-1 to R3-1 district;
  - ii. enable a building height relaxation in the I-2 district, specifically for sites located on the designated Still Creek Flood Plain and impacted by flood construction levels; and
  - iii. update requirements for Landscape Setbacks in sections 10.7.1 and Schedule C;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment amendments to the Zoning and Development By-law generally in accordance with Appendix A.

- B. THAT Council approve, in principle, amendments to the Building By-law to add the Groundwater Protection Area requirements in accordance with Appendix D;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment amendments to the Building By-law generally in accordance with Appendix D at the time of enactment of the Zoning and Development By-law amendment in recommendation A.

- C. THAT subject to approval of recommendation A, Council approve the amendments to the Subdivision By-law to delete properties from the R1-1 maps forming part of Schedule A of the Subdivision By-law generally in accordance with Appendix B;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the amendments to the Subdivision By-law generally in accordance with Appendix B at the time of enactment of the Zoning and Development By-law amendment in Recommendation A.

- D. THAT, at the time of enactment of the amendments to the Zoning and Development By-law and the Building By-law, Council approve the amendments to the Rupert and Renfrew Station Area Plan and the Interim Rezoning Policy for Social Housing, and Institutional, Cultural and Recreational Uses in Former Community Visions Areas generally in accordance with Appendix C.

## **REPORT SUMMARY**

This report recommends amendments to the Zoning and Development By-law and the Vancouver Building By-law (VBBL) to implement policies and actions identified in the recently approved Rupert and Renfrew Station Area Plan, including introducing City-initiated rezoning changes to enable low-rise developments, implementing Groundwater Protection Area requirements, providing more flexibility for building height for I-2 zoned areas within the Still Creek floodplain, and updating landscape setback requirements.

In particular, this report proposes a City-initiated rezoning of approximately 200 blocks (2,580 parcels) in the Plan area to the R3-1 residential district. These amendments align with the recently approved implementation of standardized apartment districts in both the Cambie Plan and the Broadway Plan areas, undertaken to improve the development approvals process and streamline the delivery of housing.

## **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

- [Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan \(October 2025\)](#)

This report recommends amending the Zoning and Development By-law, by adding three standardized apartment districts (R3 low-rise, R4 mid-rise and R5 high-rise

residential district schedules) and rezoning certain areas of the Broadway Plan and the Cambie Corridor Plan.

- [Rupert and Renfrew Station Area Plan \(July 2025\)](#)  
The recently approved station area plan sets out long-term directions for managing growth and change, with key directions aimed at delivering improved housing choice, increased opportunities for employment, more shops and services, childcare, and other social and cultural amenities.
- [Implementation of Transit-Oriented Areas \(Provincial Legislation: Bill 47\) \(June 2024\)](#)  
This report lays out the City's response to provincial Transit-Oriented Areas (TOA) legislation which requires municipalities to designate TOAs and allow minimum heights and densities within prescribed distances of rapid transit stations.
- [Rupert and Renfrew Station Area Plan – Updating Still Creek Floodplain and Interim Rezoning Policy \(February 2023\)](#)  
To address increased flood risk related to climate change and an anticipated increase in development, the report resulted in amendments to the VBBL requirements related to the Still Creek Floodplain.
- [Vancouver Plan \(July 2022\)](#)  
The plan sets out city-wide directions for managing growth and change, including land use, neighbourhood types, and 11 supporting policy areas.

## **CITY MANAGER'S/GENERAL MANAGER'S COMMENTS**

The City Manager recommends approval of the foregoing.

## **REPORT**

### **Background/Context**

In July 2025, City Council adopted the Rupert and Renfrew Station Area Plan (the Plan). The Plan is the result of a comprehensive process that included ongoing dialogue with the xʷməθkʷəy̓əm (Musqueam Indian Band), Sḵwx̱wú7mesh Úxwumixw (Squamish Nation), and səliilwətał (Tsleil-Waututh Nation), and extensive community and stakeholder engagement. It sets out land use changes that will deliver an improved array of housing options (including higher density housing in the vicinity of the two stations, and low-rise “missing middle” building types around core ‘village’ areas and elsewhere), new shops, services and amenities, and increased opportunities for employment.

The Plan recommends City-initiated rezonings as the implementation pathway to streamline the delivery of low-rise housing in residential areas. The Plan also recommends amending the Zoning and Development By-law to provide more flexibility for both building heights and landscape setbacks in the employment lands. Finally, the Plan recommends amending the VBBL to protect groundwater and support the long-term ecological health of Still Creek.

It is anticipated that a second report to Council, focusing on low-rise mixed-use opportunities, will be brought to Council in 2026.

### **Strategic Analysis**

#### City-Initiated Zoning Changes for the R3-1 - Low-Rise Residential District

To implement the Villages and Other Low-Rise areas from the Plan, staff are proposing the City-initiated rezoning of approximately 200 blocks to the R3-1 district and enabling the standardized district rezoning process to R3-1 in multiplex areas.

The intent of the R3-1 district is to enable a variety of low-rise residential buildings and mixed-use residential buildings up to 23.0 m in height (equivalent to six storeys). In alignment with provincial legislation, eligible corner or shallow sites within Tier 3 Transit-Oriented Areas (TOAs) may develop up to 3.0 FSR and 27.5 m in height (equivalent to eight storeys) if providing 100% social housing or secured rental with 20% below-market rental (BMR) units (i.e. where 20% of the floor area is at 10% below market rental rates). Eligible sites must meet various site requirements as set out in the R3-1 district in the R3 Districts Schedule. Other low-density residential options such as detached houses, duplexes, townhouses, and multiplexes are also available. The R3-1 district allows for the full range of tenure options including social housing, BMR, secured rental, and strata (see Figure 1: R3-1 district).

Figure 1: R3-1 District

<b>Tenure<sup>1</sup></b>	<b>Floor Space Ratio (FSR)<sup>2</sup></b>	<b>Height (Storeys)</b>	<b>Max height<sup>2</sup></b>
Social housing or Secured Rental with 20% BMR	2.7/3.0 FSR <sup>3</sup>	Up to 8 storeys <sup>3</sup>	27.5 m (90 ft)
Secure Rental	1.45/2.2/2.4/2.7 FSR	Up to 6 storeys	23.0 m (75 ft)
Strata	1.45/1.75/2.0 FSR	Up to 6 storeys	23.0 m (75 ft)

The R3-1 district will be primarily implemented in the off-arterial, low-density residential areas in Plan area (shown in orange on Figure 2 below). This area comprises approximately 65% of the parcels identified for low-rise or Village-scale residential housing in the plan area. Parcels are currently zoned R1-1 which permits single detached houses, duplexes, and multiplexes.

In the southern portion of the Plan area (see Figure 2 below) the potable water system needs to be upgraded to ensure the flows necessary to fight fires under the proposed low-rise heights and densities in the Plan. Once the City completes these upgrades, which are anticipated to take several years, this City will also initiate R3-1 and low-rise mixed-use rezonings in this area.

<sup>1</sup> The residential options, shown here, include choice-of-use options, including commercial/service and other non-dwelling uses.

<sup>2</sup> Density and height based on site location, size and tenure.

<sup>3</sup> For 100% social housing, and sites within defined Tier 3 TOAs where tenure is secured as residential rental, development will be considered up to 8 storeys and 3.0 FSR for developments including a minimum of 20% below market rental (see Schedule J of the Zoning and Development By-law No. 3575 for more information).

Figure 2: City Initiated Rezoning to R3-1

Proposed City-initiated Rezoning areas in Rupert and Renfrew Station Area Plan



As part of the planning process, and in-line with requirements set out under provincial legislation, the City retained Coriolis Consulting to conduct a financial analysis of redevelopment scenarios for low-rise housing, including the potential to incorporate below-market rental. Based on the analysis completed, below-market rental options are not being included other than in designated TOAs. Details of this analysis are summarized in Appendix E. This analysis of redevelopment scenarios serves as the financial feasibility analysis as required by legislation for inclusionary zoning.

A few other considerations should be noted about the proposed City-initiated rezoning to R3-1 changes outlined in this report:

- **Design Guidelines** – *Design and Development Guidelines (DDG)* were developed concurrently with the City-wide R3, R4, and R5 district schedules to provide guidance on building and site design. Other design guidelines such as *Solar Access Guidelines for Areas Outside of Downtown* will continue to apply.
- **Tenant Relocation Plans (TRPs)** – TRPs will continue to apply to the R3-1 district and TOAs.
- **In-stream applications** – There are currently no in-stream rezoning applications within the Plan boundary; however, if any applications are submitted between referral and enactment, owners will be notified and will have the choice of developing under the new district schedule or continuing to develop under a site-specific CD-1 zone.
- **Utilities and Infrastructure Improvements** – Pending the enactment of proposed changes, sites within City-initiated rezoning areas can proceed directly to apply for a development permit, subject to conditions related to the delivery of public amenities, facilities, utilities or land for those purposes.

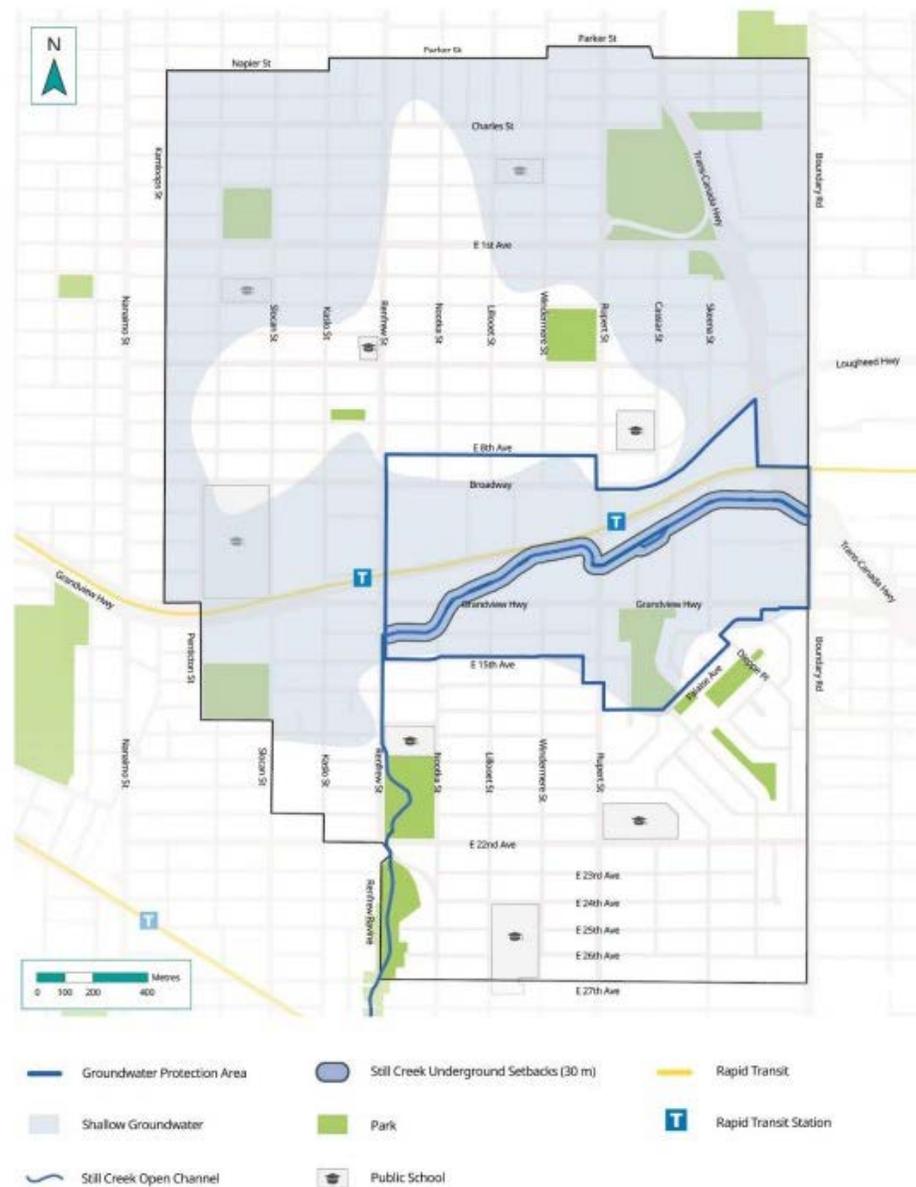
#### Implementing the Groundwater Protection Area

Under current practice, a significant amount of groundwater is intercepted on private property through foundation drains and directed into City storm sewers. Draining groundwater is particularly problematic around Still Creek, where groundwater flows to the creek are critical to ensuring the it does not dry out during summer months. Draining groundwater also reduces capacity in City sewer infrastructure, potentially increasing near-term renewal and replacement costs.

To address these issues while also enabling opportunities for development, the Plan identifies a proposed Groundwater Protection Area. The area is identified in Figure 3 below. Current requirements for new development within the Groundwater Protection Area are:

- Prohibiting below-grade structures, such as parkades and basements, within 30 metres of Still Creek;
- Beyond 30 metres from Still Creek, limiting below-grade structures (e.g. parkades and basements) to the equivalent of two parkade levels below grade on most sites; and
- Any foundation drainage should not discharge to the City's storm sewer system – generally requiring “waterproofed” or “tanked” foundations.

Figure 3: Map Showing Groundwater Protection Area



At present, the Groundwater Protection Area policy is only implementable as a rezoning condition. To ensure the consistent application of its requirements across projects, staff are recommending that Council amend the VBBL in accordance with Appendix D. In addition to protecting the health of Still Creek, this action is anticipated to reduce loads on City storm sewers, helping to ensure more of the existing infrastructure can reach its anticipated useful life, thereby reducing the frequency of upgrades.

The final proposed by-law includes some changes to the policy as approved in the Plan. The changes are:

- Updating how allowable depth for underground structures is calculated to be consistent with how the VBBL defines underground structures;
- Increasing the allowable depth for some sites to ensure two levels of underground parking can be achieved; and
- Providing a clear default solution to waterproof underground structures, with flexibility maintained under standard VBBL provisions allowing for Alternative Solutions to be proposed by applicants and approved on a case-by-case basis.

If Council approves Recommendation B, to ensure the recommended requirements are consistent with the area plan, Council is asked to approve Recommendation D and amend the Plan as outlined in Appendix C. The Plan amendments would align with the VBBL amendments. Appendix C also introduces language to clarify that limits on above-grade parking are meant to apply to residential sites, not sites within the employment lands.

#### Increasing Height Flexibility in the I-2 Industrial District

The I-2 District Schedule currently prescribes a maximum discretionary building height of 30.5 m (36.5 m if buildings avail of a 0.35 FSR bonus for Artist Studio – Class B). Most of the I-2 zoned sites (and current CD-1 sites eligible for rezoning to I-2) in the Rupert Renfrew Employment Lands are located on the designated Still Creek Flood Plain.

The VBBL requires buildings located on floodplains to be constructed to prescribed Flood Construction Levels (FCLs) which define the minimum floor elevation for habitation, business or storage of goods. The required FCL varies from site to site, with 3.5 m being the largest in the Employment Lands. FCLs can be achieved through structural elevation of the building, construction on compacted fill, or a combination of the two.

Through engagement with industry during the development of the Rupert and Renfrew Station Area Plan, staff were made aware that existing building height limits can be a barrier to achieving the maximum density permitted in the zone where buildings must be raised to meet FCL requirements. The proposed amendments to the I-2 District Schedule, set out in Recommendation B and Appendix A, respond to industry concerns by enabling the Director of Planning to relax the maximum building heights by 3.5 m on sites on the designated Still Creek Flood Plain to offset any building height that could be lost as a result of FCL requirements.

#### Streamlining Landscape Setbacks

Landscape setbacks are administered within the Zoning and Development By-law. As part of the Rupert and Renfrew Station Area Plan process, staff identified three issues with the existing landscape setbacks applicable in the Plan area:

1. Some of the current landscape setbacks are large (9-12 metres) which can reduce redevelopment viability, especially on sites that are affected by other setbacks or land dedication requirements. Others may no longer be required or can be reduced due to recently enabled authority to impose Development Permit conditions for public amenities, facilities, utilities and land.

2. As currently defined, landscape setbacks do not allow engineering infrastructure commonly required by the City, such as public sidewalks or bike lanes, to be built within the landscape setback. This creates a potential conflict between the current ZDBL wording and the need, in certain situations, to locate engineering infrastructure in the landscape setbacks.
3. The current ZDBL wording on determining where to measure landscape setbacks from is ambiguous and determined on a case-by-case basis. This creates unnecessary uncertainty for staff and applicants.

To address these issues, this report recommends: reducing the size of the landscape setbacks currently identified in ZDBL for areas falling within the boundaries of the Rupert and Renfrew Station Area Plan; enabling key engineering infrastructure to be lawfully included within the landscape setback; and, specifying the point from which these landscape setbacks should be measured. These changes are anticipated to improve development viability, streamline approvals and provide more predictability for potential applicants. Details are outlined in Appendix A.

The changes to what is permitted to be built within the landscape setback and the specification of how to measure the setback would apply to landscape setbacks across the City. Exemptions are provided for any projects with approved or in-stream rezoning or development permit applications.

### ***Implications/Related Issues/Risk***

#### ***Financial***

The City-initiated rezoning to R3-1 included in Recommendation A will help meet housing delivery targets and housing affordability objectives, and result in shorter processing times for applicants, which is expected to result in overall cost savings for applicants.

The City commissioned independent economic testing of the recommended zoning changes and associated inclusionary zoning requirement. The two key findings were: i) City-initiated zoning has a positive impact on the financial viability of redevelopment as it reduces the costs and time associated with approvals and increases certainty for applicants; and ii) the market rental options are viable at the higher end of allowable density, while other tenure options are less viable.

Should Council approve the City-initiated rezoning as recommended in this report, developments in the R3-1 district will continue to be subject to the City-wide Development Cost Levy (DCL) and Utilities DCL. Affordable housing (below-market rental and social housing) can be realized through the inclusionary zoning requirement.

Staff are undertaking a comprehensive review of the City's financing growth tools (e.g. DCLs, Amenity Cost Charges, Community Amenity Contributions, Density Bonusing, and Inclusionary Zoning) which will inform development contributions to support delivery of infrastructure and amenities city-wide, and will bring forward recommendations for Council consideration in Spring 2026.

Approval of additional height discretion for sites zoned I-2 and amendments to the landscape setbacks included in Recommendation A are expected to improve development viability for some sites.

Recommendation B, the recommendation to establish a Groundwater Protection Area, is anticipated to result in cost implications for landowners / developers of sites that choose to pursue underground parking, as the cost of ‘waterproofing’ foundations is significant. For larger buildings, the Plan already enables densities intended to account for the potential cost of waterproofing underground structures. Applicants may also be able to offset those costs by reducing the number of parking spots and putting parking at or above-grade. From the City’s perspective, the Groundwater Protection Area is anticipated to reduce loads on City storm sewers, helping to support additional growth while and reducing the need for costly capacity related upgrades.

### ***Legal***

If the Recommendations in this report are adopted by Council, significant by-law and policy changes will be approved and brought forward for enactment or adoption. If the proposed by-law amendments are enacted, applicants whose properties have been rezoned may redevelop within the applicable district schedule regulations through the development permit process. If an applicant seeks to redevelop beyond what is enabled through the proposed district schedules, a rezoning application would be required.

### ***CONCLUSION***

Implementing the recommendations outlined in the report will streamline development for apartment buildings in much of the Plan area, protect Still Creek health and rainwater infrastructure capacity, provide more flexibility for building heights in portions of the Employment Lands and streamline landscape setback requirements and implementation.

\* \* \* \* \*

### ***List of Appendices***

Appendix A: Amendments to the Zoning and Development By-law

Appendix B: Amendments to the Subdivision By-law

Appendix C: Summary of Proposed Amendments to By-laws and Policies

Appendix D: Groundwater Protection Area: Amendments to the Vancouver Building By-law

Appendix E: Coriolis Report

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**APPENDIX A**

**DRAFT By-law to amend the Zoning and Development By-law No. 3575  
regarding rezoning certain areas to R3 District Schedule and  
landscape setback requirements**

*Note: An amending by-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

1. This by-law amends the indicated provisions or schedules of the Zoning and Development Bylaw No. 3575.

2. This by-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plans attached as Schedule A to this by-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

3. The areas shown within the heavy black outline on Schedule A are rezoned and moved from the R1-1 District Schedule to the R3-1 District Schedule.

4. In the I-2 district schedule, Council:

(a) adds the following new section in the correct numerical order:

**“5 RELAXATIONS**

5.1 The Director of Planning may relax the maximum building height regulations in sections 3.1.2.1, 3.1.2.5, and 3.1.2.6 of this schedule by permitting an additional 3.5 m of building height for sites located in the Still Creek flood plain area illustrated in Map 2 at the end of this schedule, as the literal enforcement of the maximum building height regulations for sites in that area would result in unnecessary hardship.”,

(b) adds a new Map 2 to the end of the schedule, as attached to this by-law as Schedule B.

5. Council strikes section 10.7 and replaces it as follows:

**“10.7 Landscape Setbacks in an M, I or CD-1 District**

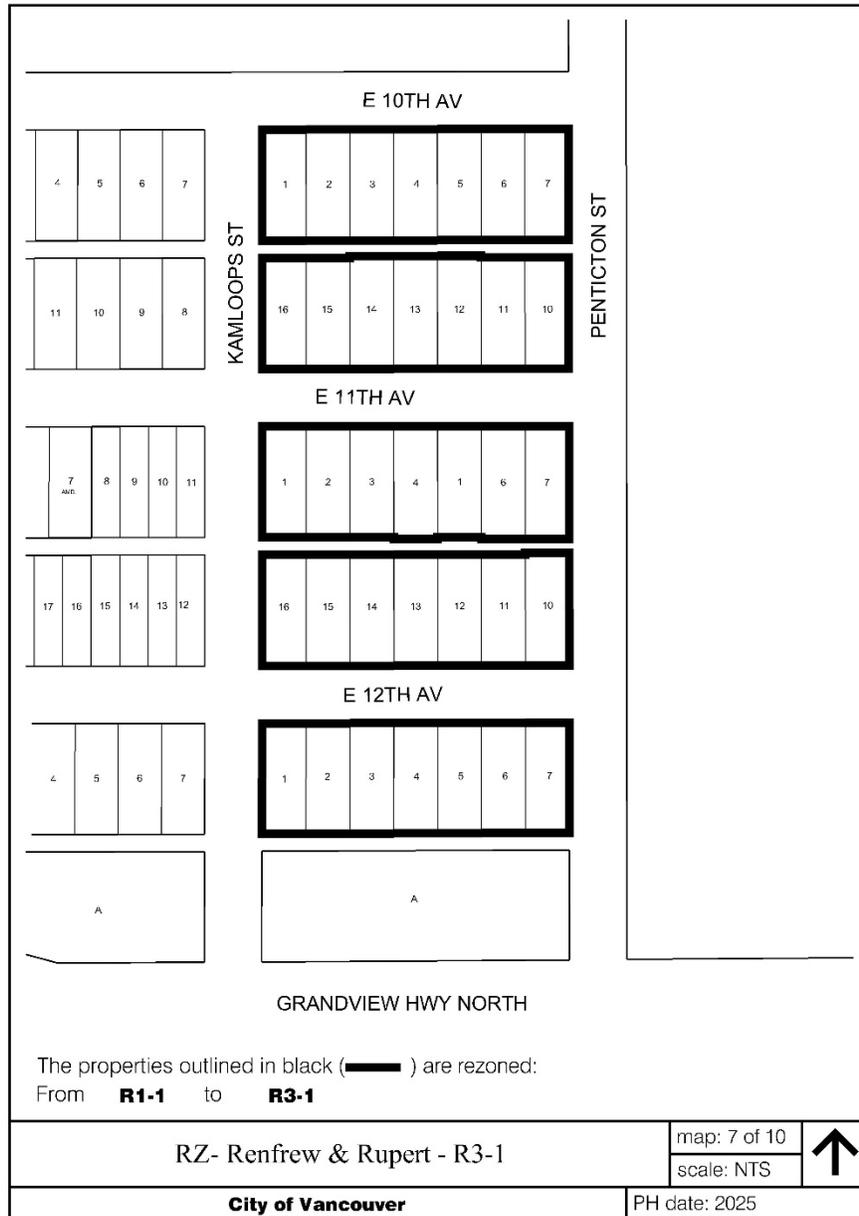
10.7.1 Development in an M, I or CD-1 district where the site abuts any portion of the streets, lanes or other areas set forth in Schedule C to this by-law, is subject to the following:

(a) a setback must be provided and maintained at a depth as set forth in Schedule C;

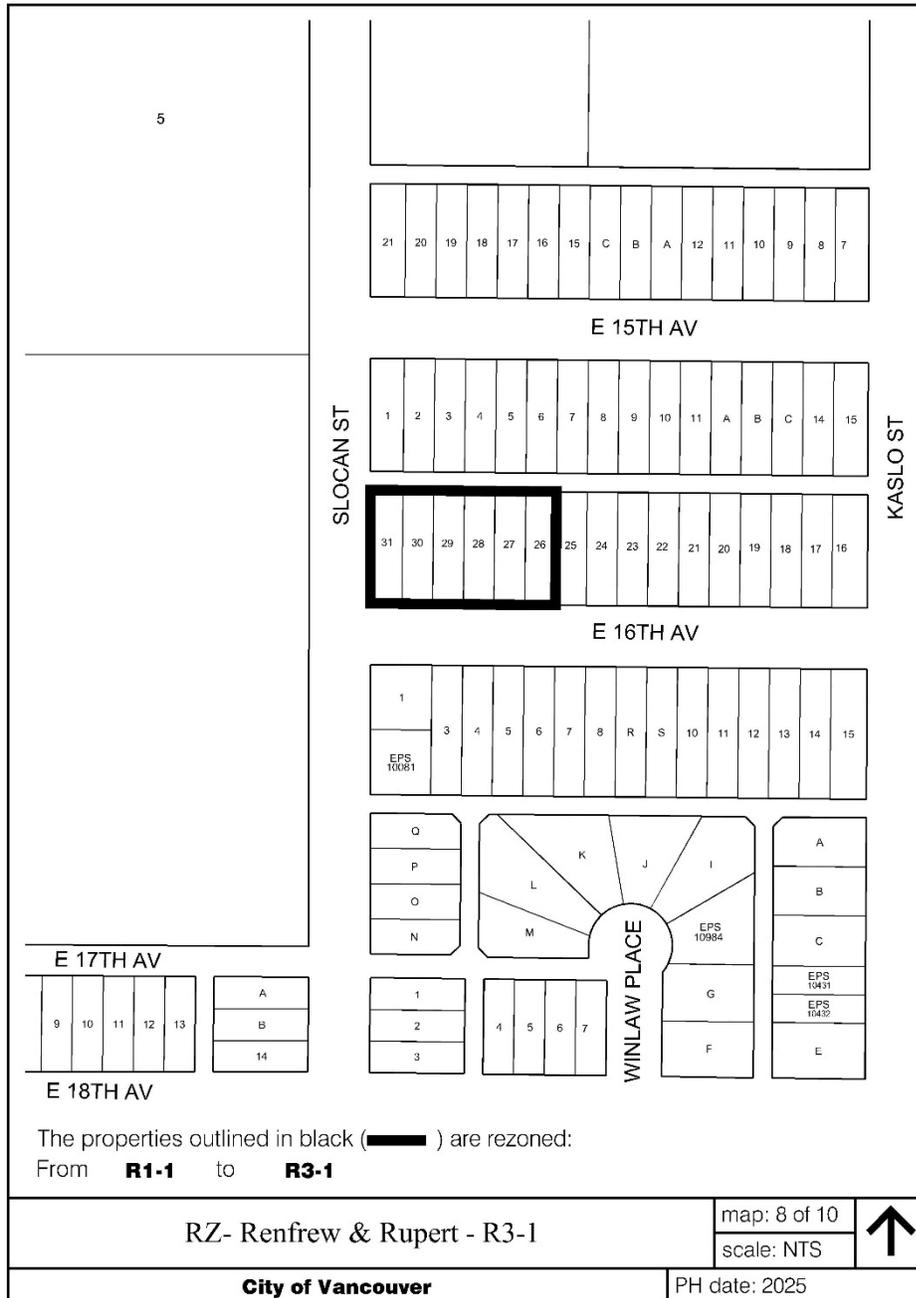
(b) no building or structure of any kind, or area for maneuvering aisles, parking, loading or any other like purpose, is permitted within the setback area;



Schedule A



**Schedule A**



Schedule A



The properties outlined in black ( — ) are rezoned:  
From **R1-1** to **R3-1**

RZ- Renfrew & Rupert - R3-1

map: 9 of 10

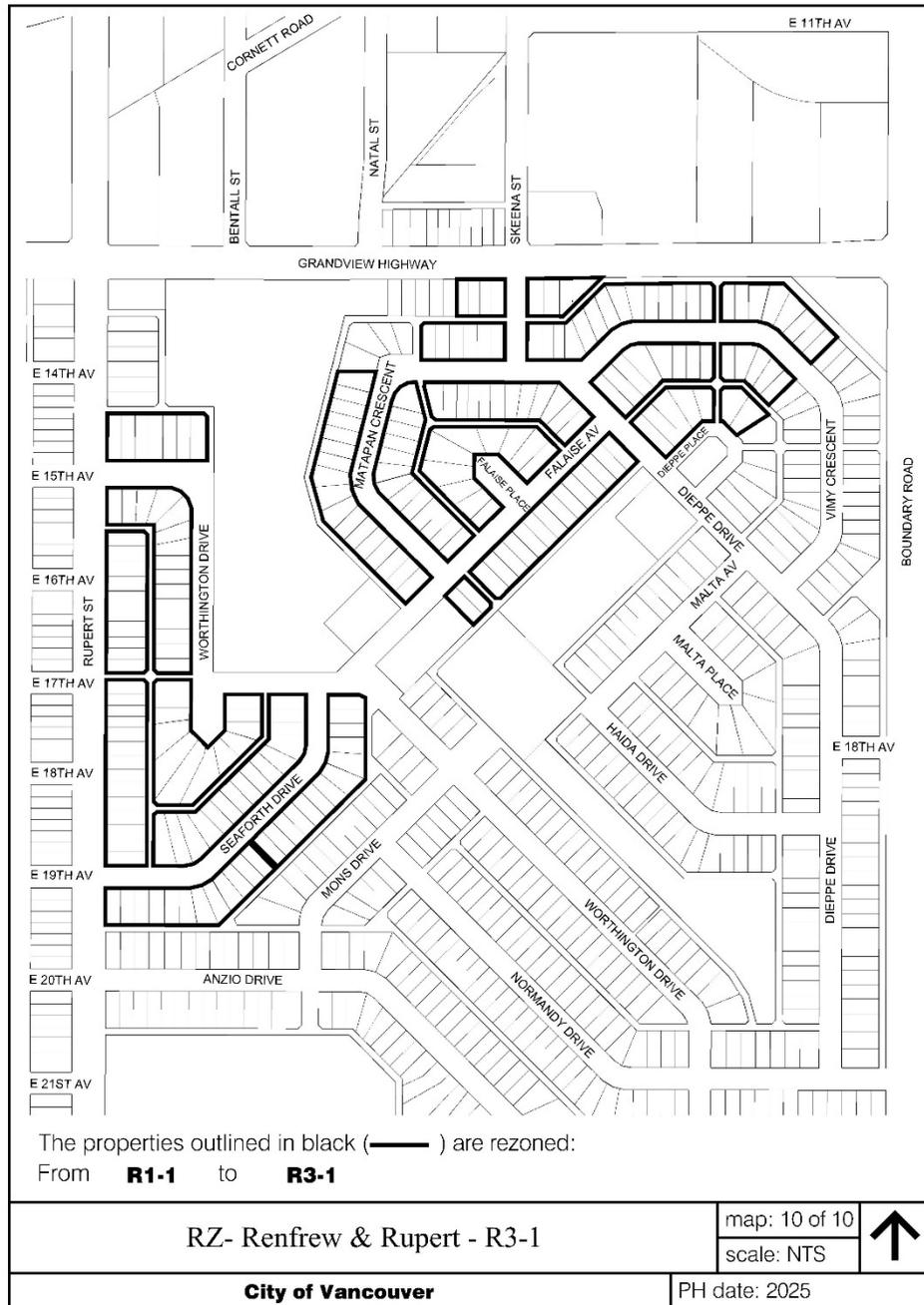
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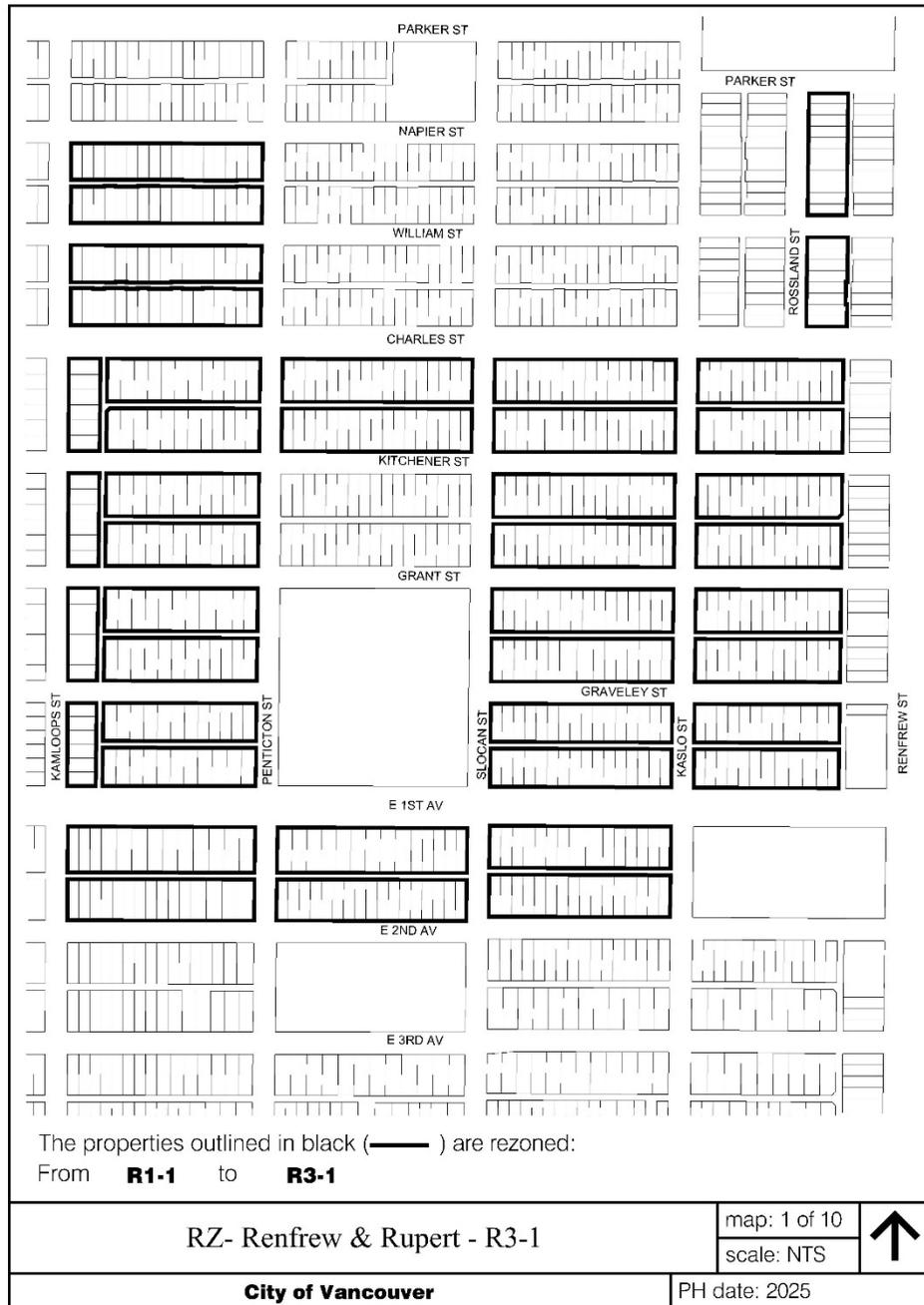
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Schedule A



**Schedule A**



**Schedule A**



Schedule A



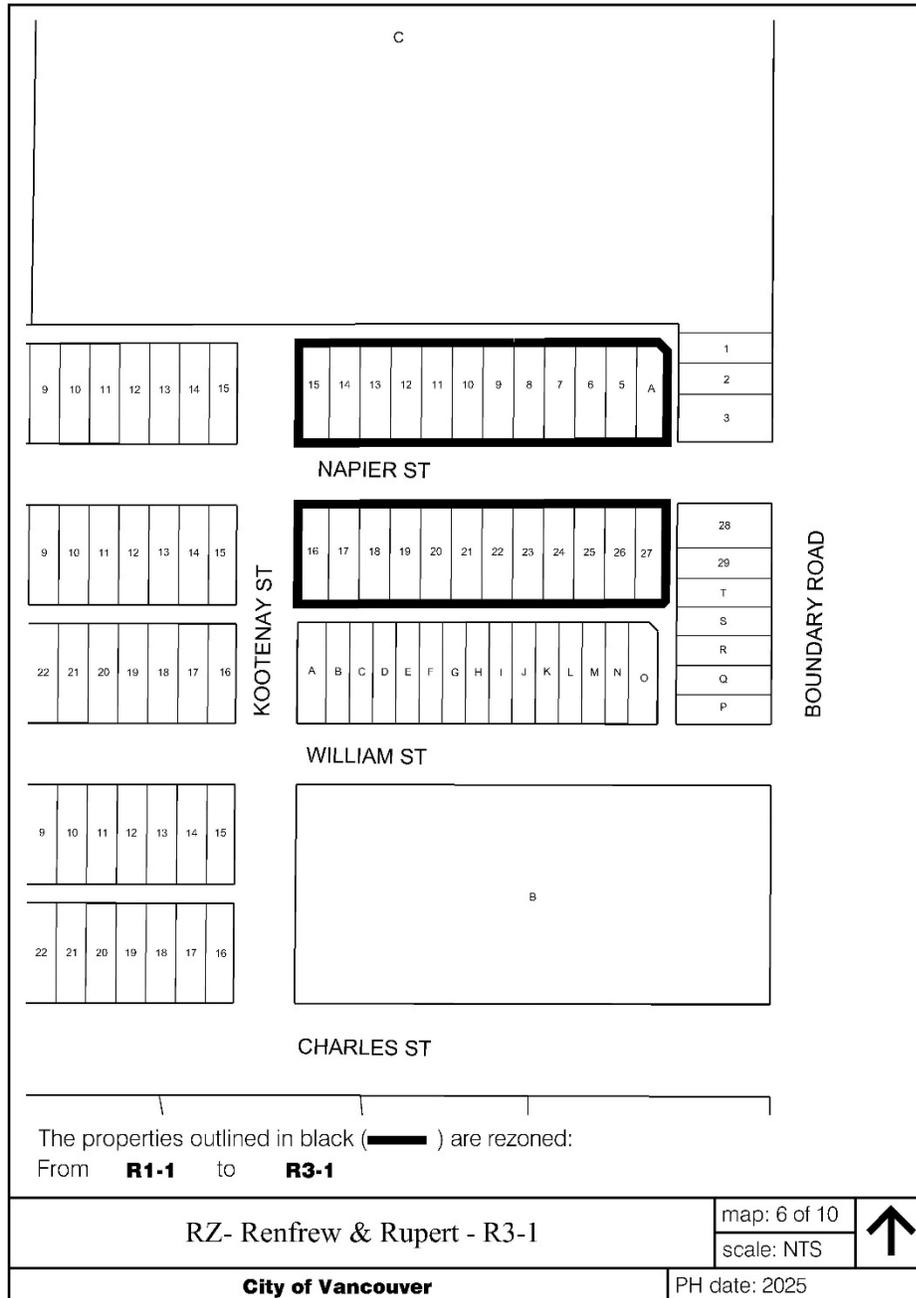
Schedule A



Schedule A



Schedule A



RZ- Renfrew & Rupert - R3-1

map: 6 of 10

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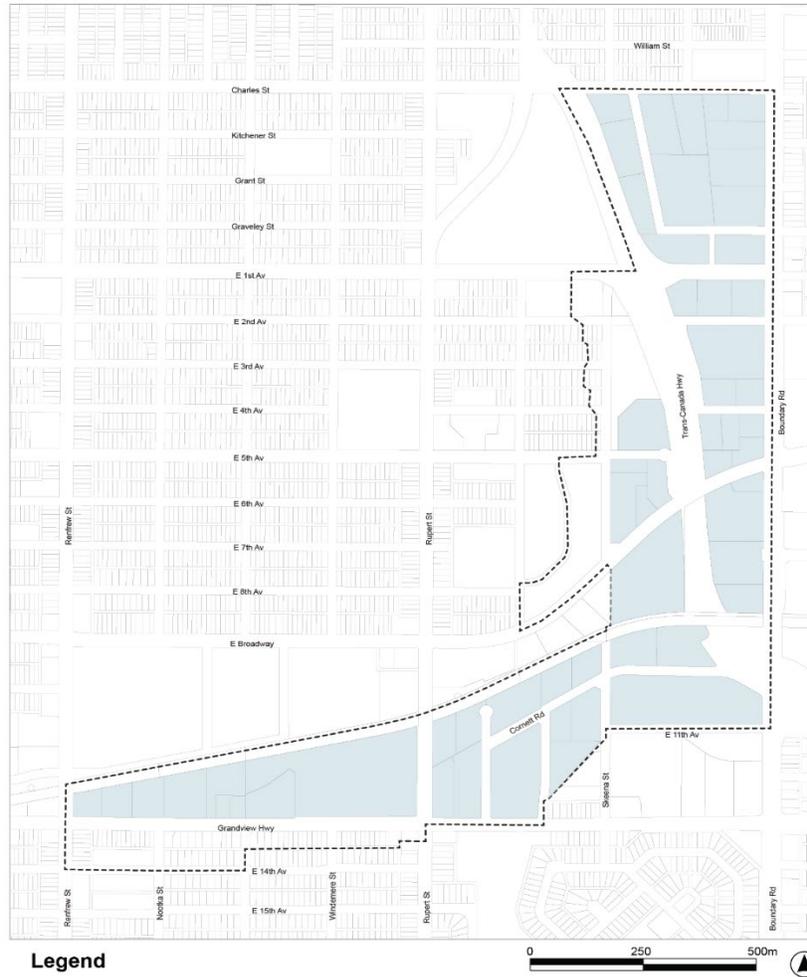


City of Vancouver

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Schedule B

Map 2: Sites where additional height to achieve Flood Construction Levels is permitted in the I-2 district



Legend

- Designated Floodplain
- Sites where additional height to achieve Flood Construction Levels is permitted in the I-2 district

## “Schedule C Streets Requiring Landscaped Setbacks

This is Schedule “C” to By-law No. 3575, being the “Zoning and Development By-law”.

The following are the streets, lanes or other areas, or portions thereof lying between the specified intersections for which landscaped setbacks are prescribed for the abutting or adjoining sites, as the case may be, by section [10.7](#) of By-law No. 3575, being the “Zoning and Development By-law”, together with the minimum depths of such setbacks, measured from the ultimate property line of each parcel.

Street, Lane or Other Area	Depth of Setback
Argyle Street, west side, from S.E. Marine Drive to Kent Avenue North	3.6 m
Ash Street, east side, from 71st Avenue to 401.8 m northerly	3.6 m
Broadway and Lougheed Highway, north side, from Skeena Street to Boundary Road	4.0 m
Broadway and Lougheed Highway, south side, from Slocan Street to a point 83 m west of Rupert Street	4.0 m
Broadway and Lougheed Highway, south side, from Rupert Street to a point 90 m east of Rupert Street	4.0 m
Broadway and Lougheed Highway, south side, from a point 437 m east of Rupert Street to Boundary Road	4.0 m
Boundary Road, west side, from Lougheed Highway to Charles Street	5.5 m
Boundary Road, west side, from Lougheed Highway to Grandview Highway	5.5 m
Grandview Highway, north side from:	
Renfrew Street to Bentall Street	6.5 m
Bentall Street to Natal Street	6.5 m
Natal Street to Boundary Road	6.5 m
Grant Street, north side, from McLean Drive to a point 160.24 feet west of the westerly limit of Odlum Drive	1.8 m
Marine Drive, south side, from:	
Cambie Street to Crompton Street	12.1 m
Laurel Street, northeasterly to the lane lying south of S.W. Marine Drive and 70th Avenue and west of Ash Street	12.1 m
Borden Street to Argyle Street	12.1 m
McLean Drive, west side, from:	
Grandview Highway to 3rd Avenue	3.6 m
Grant Street to William Street	3.6 m
Napier Street, south side, from the westerly limit of Odlum Drive to a point 107 feet westerly thereof	1.8 m
Odlum Drive, west side, from Napier Street to William Street	1.8 m

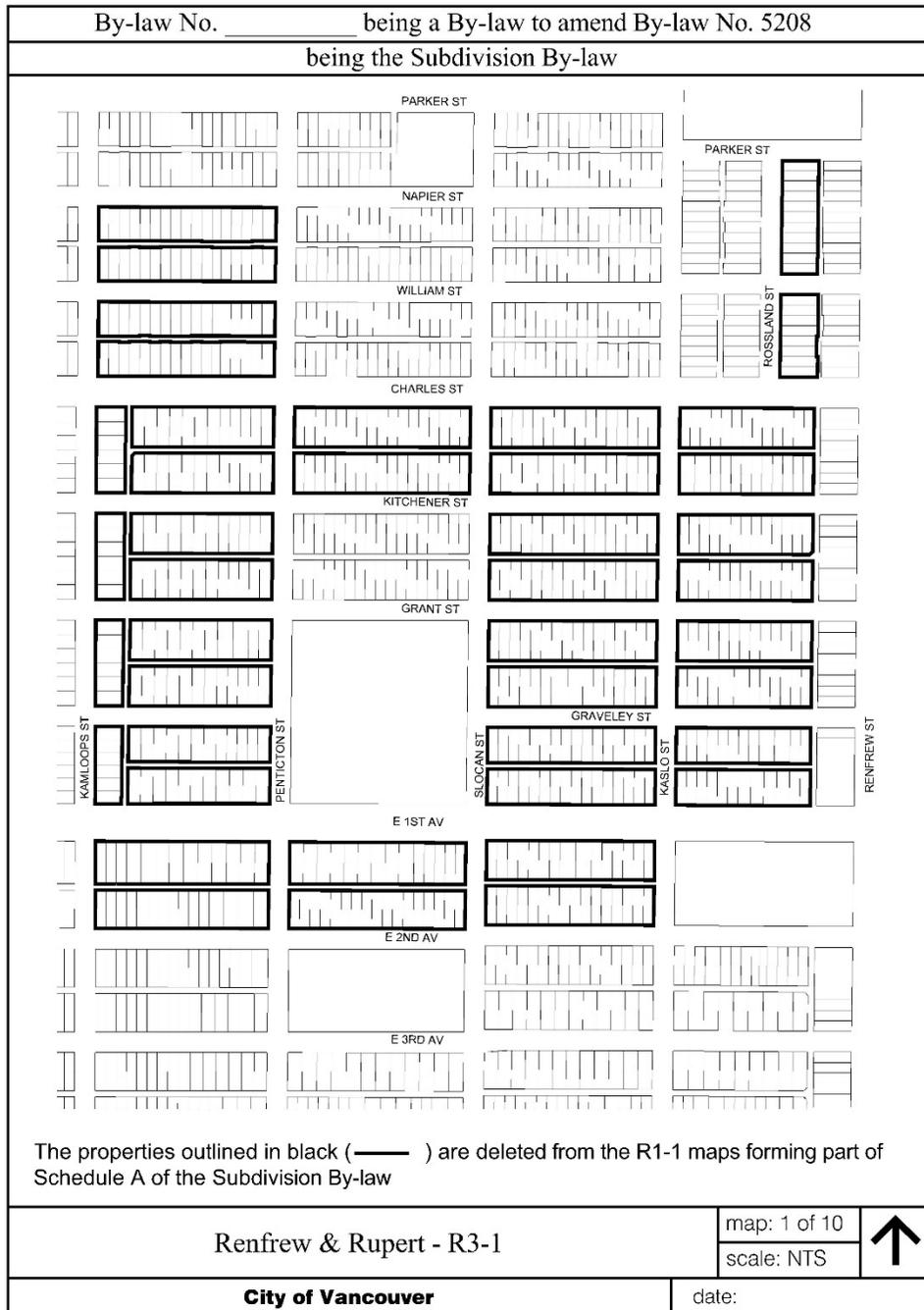
Street, Lane or Other Area	Depth of Setback
Parker Street, north side, from McLean Drive to a point 107 feet west of the westerly limit of Odlum Drive	1.8 m
Quebec Street, west side, from 1st Avenue to the boundary of the BCPED Zoning District	3.0 m
Raymur Avenue, east side, from the northerly boundary of Union Street to the southerly boundary of East Pender Street	6.0 m
Terminal Avenue, north side, from a point 17.6 m east of the easterly boundary of Thornton Park, eastward to a point in line with the northerly extension of the western boundary of Cottrell Street	3.0 m
Terminal Avenue, south side, from a point 2,060 feet east of the eastern boundary of Station Street, eastward to the western boundary of Cottrell Street	6.0 m
William Street, south side, from McLean Drive to Odlum Drive	1.8 m

”

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Appendix A



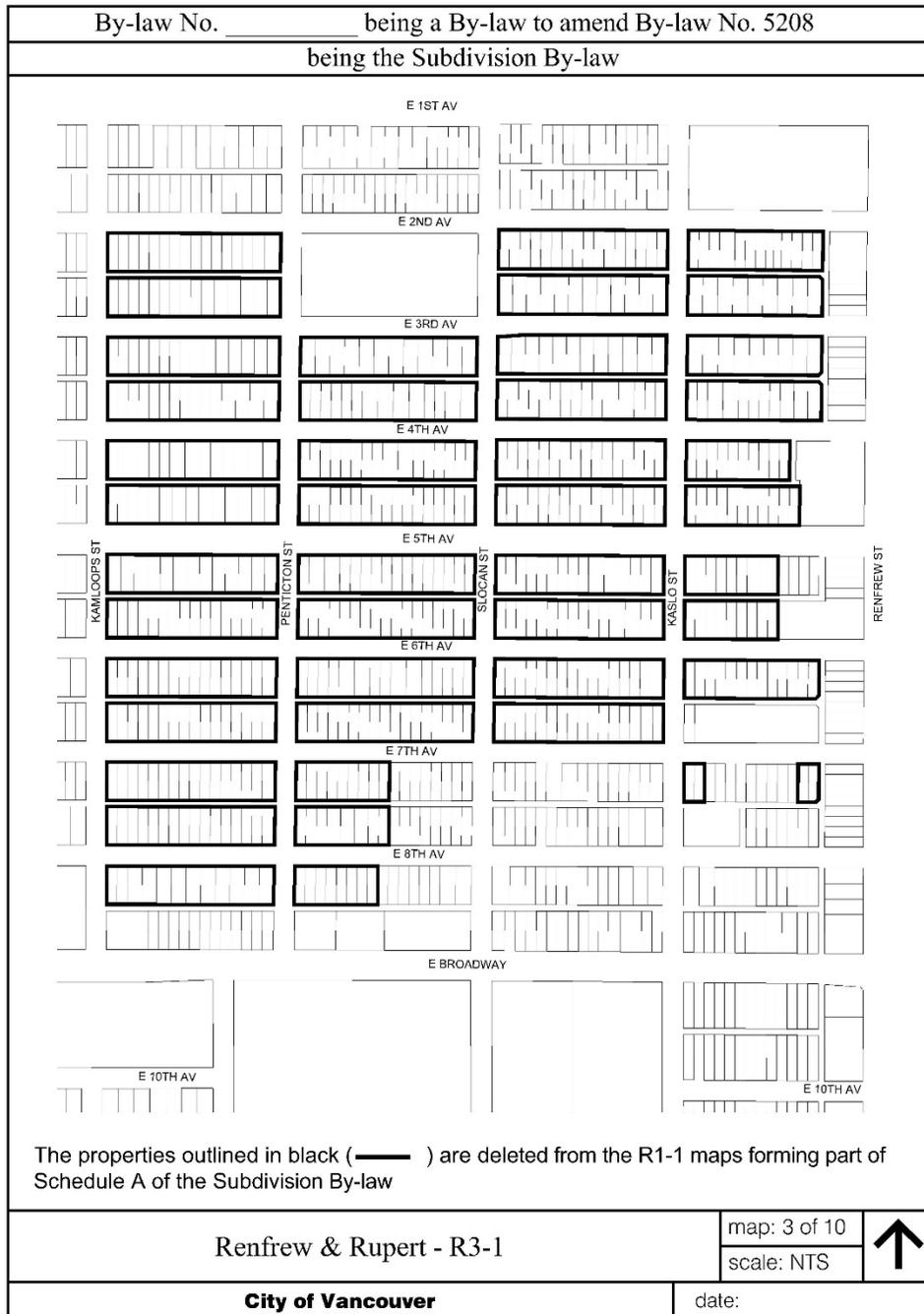
Appendix A

By-law No. \_\_\_\_\_ being a By-law to amend By-law No. 5208  
being the Subdivision By-law

The properties outlined in black ( ——— ) are deleted from the R1-1 maps forming part of Schedule A of the Subdivision By-law

Renfrew & Rupert - R3-1	map: 2 of 10	↑
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Appendix A



Appendix A



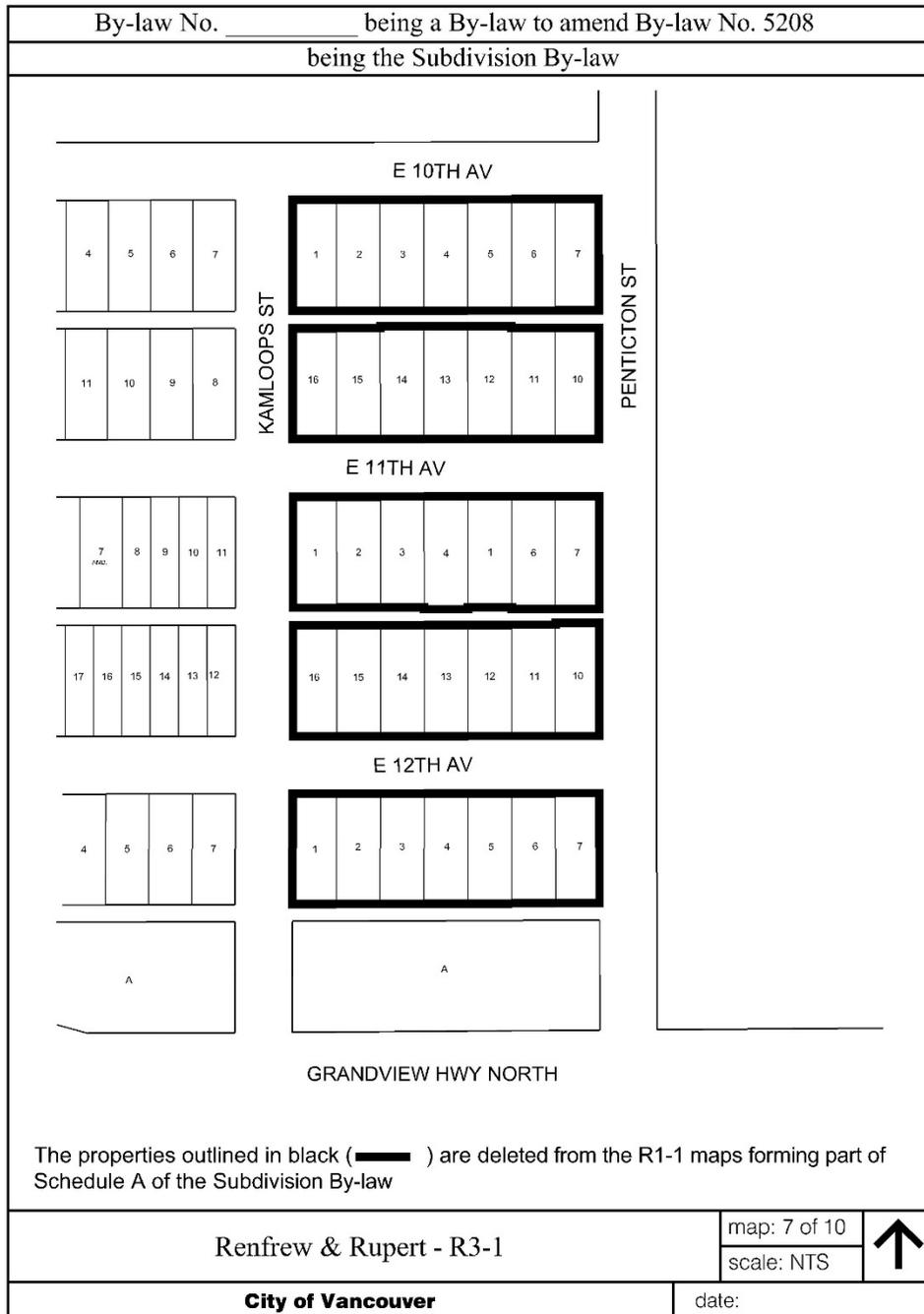
Appendix A



Appendix A

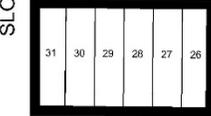
By-law No. _____ being a By-law to amend By-law No. 5208				
being the Subdivision By-law				
<p>The properties outlined in black ( <b>■</b> ) are deleted from the R1-1 maps forming part of Schedule A of the Subdivision By-law</p>				
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Appendix A



**Appendix A**

By-law No. \_\_\_\_\_ being a By-law to amend By-law No. 5208  
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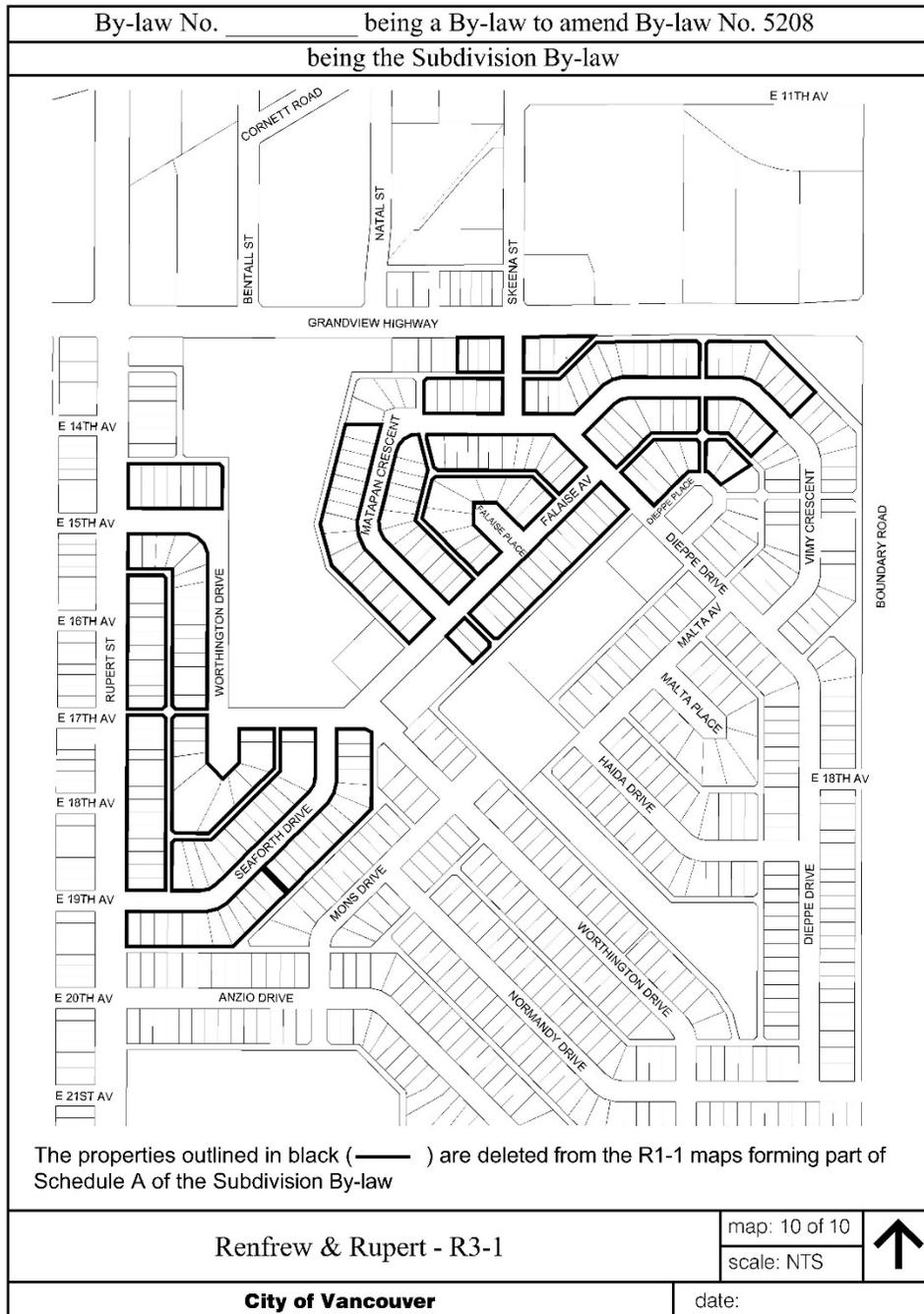
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Renfrew & Rupert - R3-1	map: 8 of 10 scale: NTS	
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Appendix A



Appendix A



## Appendix C

Below is a summary of proposed amendments to the City’s Zoning and Development By-law (the “By-law) and policies resulting from approving Recommendations A-D. Amendments to the By-law and policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting. This appendix is a summary of proposed amendments, prepared for convenience.

**Table 1: Summary of Amendments to the Zoning and Development By-law**

Section and Page	Proposed amendments are shown in red if the amendments are an addition and are shown in red with a strikethrough if the amendments are a deletion	Rationale
10.7.1(d)	(d) <del>despite section 10.7.1(b) above,</del> the following may be permitted within the landscaped setback area by the Director of Planning:	Clarifies by-law language.
10.7.1(d)(ii)	(ii) open ornamental fences if necessary for the protection and preservation of landscaping or permitted objects of art, <del>and</del>	
10.7.1(d)(iii)	(iii) walks or driveways that, in the opinion of the Director of Planning, may be required to provide direct access to any building or use on the site. <del>and</del>	
10.7.1(d)	(iv) <del>public amenities, facilities or utilities required as a condition of development under section 4.3.3 of this by-law.</del>	Ensures that in cases where the City requires public infrastructure as a condition of a development permit, there is flexibility for the Director of Planning to enable such infrastructure to be placed within a landscape setback.
Schedule C	...measured from the <del>ultimate street line or lane line, as determined by the City Engineer, or site boundary, as the case may be</del> ultimate property line of each parcel.	Clarifies standard practice for measuring a landscape setback.
Schedule C	See table 2 below	Landscape setbacks are being reduced to further enable development on the employment lands.  In addition, in some cases, setbacks on off-arterial streets are recommended for removal as their rationale is unclear and/or redundant with requirements for public realm

Section and Page	Proposed amendments are shown in red if the amendments are an addition and are shown in red with a strikethrough if the amendments are a deletion	Rationale
		improvements required under section 4.3.3.
I-2 District Schedule, new section 5	<p><b>5 RELAXATIONS</b></p> <p>5.1 The Director of Planning may relax the maximum building height regulations in sections 3.1.2.1, 3.1.2.5, and 3.1.2.6 of this schedule by permitting an additional 3.5 m of building height for sites located in the Still Creek flood plain area illustrated in Map 2 at the end of this schedule, as the literal enforcement of the maximum building height regulations for sites in that area would result in unnecessary hardship.</p>	Include relaxations in I-2 for maximum building height in sites in the Still Creek flood plain area
I-2 District Schedule	Add Map 2, see figure 1 below	Map to define sites where additional height to achieve Flood Construction Levels is permitted in I-2

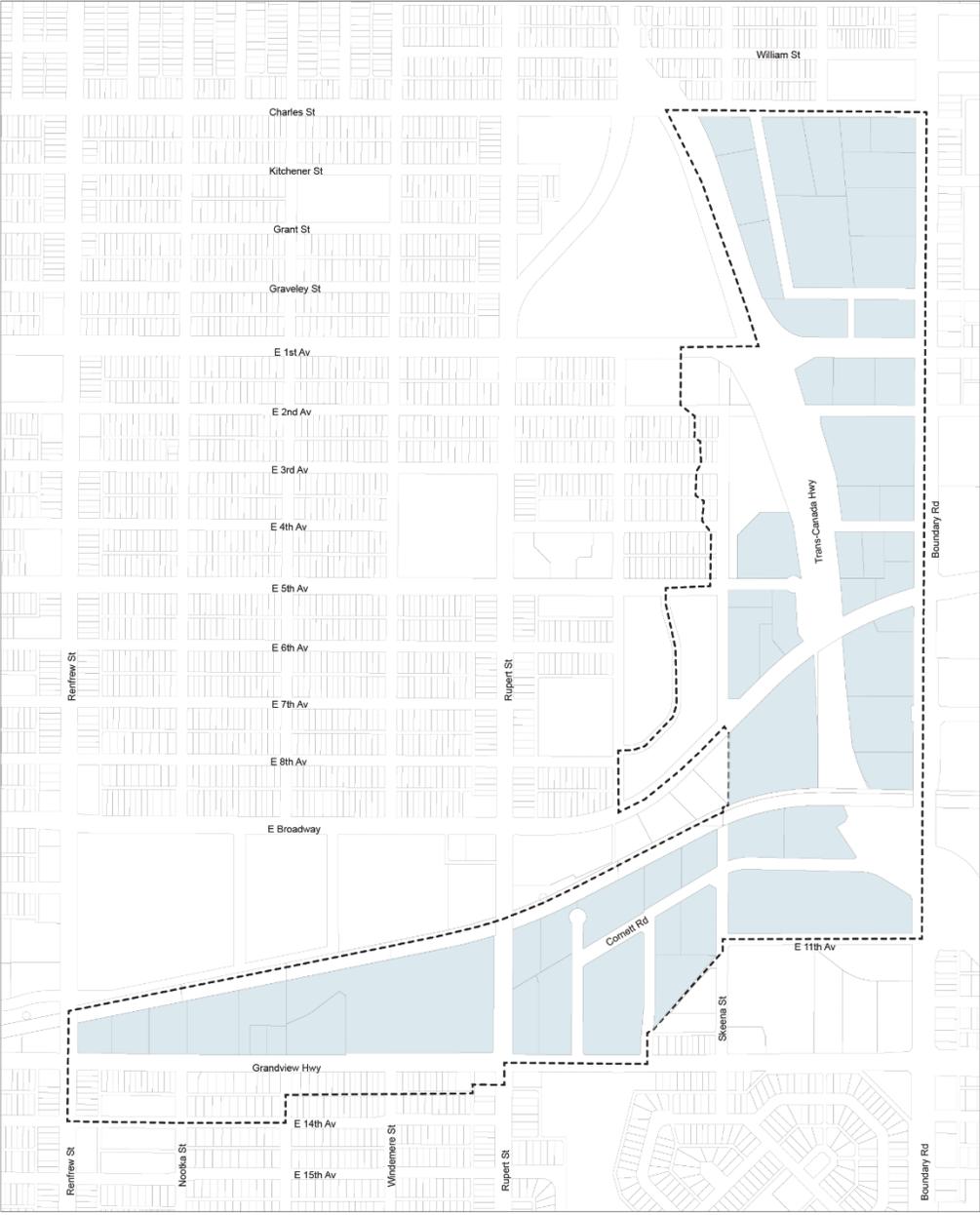
**Table 2: Amendments to Table in Schedule C of the Zoning and Development By-law**

Street, Lane or Other Area	Depth of Setback
Argyle Street, west side, from S.E. Marine Drive to Kent Avenue North	3.6 m
Ash Street, east side, from 71st Avenue to 401.8 m northerly	3.6 m
<del>Bentall Street, east side, from Grandview Highway to Cornett Road extension</del>	<del>3.6 m</del>
Broadway and Lougheed Highway, north side, from Skeena Street to Boundary Road	<del>12.1 m</del> 4.0 m
Broadway and Lougheed Highway, south side, from <del>Lillooet Slocan Street</del> to Boundary Road a point 83 m west of Rupert Street	<del>8.5 m</del> 4.0 m
Broadway and Lougheed Highway, south side, from Rupert Street to a point 90 m east of Rupert Street	<del>8.5 m</del> 4.0 m
Broadway and Lougheed Highway, south side, from <del>Slocan Street to Lillooet Street a point 437 m east of Rupert Street</del> to Boundary Road	<del>12.1 m</del> 4.0 m
Boundary Road, west side, from Lougheed Highway to Charles Street	<del>12.1 m</del> 5.5 m
Boundary Road, west side, from Lougheed Highway to Grandview Highway	<del>12.1 m</del> 5.5 m
<del>Central Valley Greenway, north side, from Lillooet Street to Boundary Road</del>	<del>3.6 m</del>
<del>East 11th Avenue, south side, from Skeena Street to a point 152.5 m east of the easterly limit of Skeena Street</del>	<del>3.6 m</del>
Grandview Highway, north side from:	
Renfrew Street to Bentall Street	<del>12.1 m</del> 6.5 m
Bentall Street to Natal Street	<del>9.0 m</del> 6.5 m
Natal Street to Boundary Road	<del>12.1 m</del> 6.5 m
Grant Street, north side, from McLean Drive to a point 160.24 feet west of the westerly limit of Odlum Drive	1.8 m
Marine Drive, south side, from:	
Cambie Street to Crompton Street	12.1 m
Laurel Street, northeasterly to the lane lying south of S.W. Marine Drive and 70th Avenue and west of Ash Street	12.1 m
Borden Street to Argyle Street	12.1 m
McLean Drive, west side, from:	
Grandview Highway to 3rd Avenue	3.6 m
Grant Street to William Street	3.6 m
Napier Street, south side, from the westerly limit of Odlum Drive to a point 107 feet westerly thereof	1.8 m
<del>Natal Street, west side, from Grandview Highway to Cornett Road extension</del>	<del>3.6 m</del>
Odlum Drive, west side, from Napier Street to William Street	1.8 m
Parker Street, north side, from McLean Drive to a point 107 feet west of the westerly limit of Odlum Drive	1.8 m
Quebec Street, west side, from 1st Avenue to the boundary of the BCPED Zoning District	3.0 m
<del>Renfrew Street, east side, from Broadway to a point 520 feet south</del>	<del>3.6 m</del>
Raymur Avenue, east side, from the northerly boundary of Union Street to the	6.0 m

Street, Lane or Other Area	Depth of Setback
southerly boundary of East Pender Street	
<del>Rupert Street, east side, from Grandview Highway to 112.99 m north of Grandview Highway</del>	<del>3.6 m</del>
<del>Skeena Street, east side, from East 11th Avenue to a point 143.3 m south of the easterly limit of Skeena Street</del>	<del>3.6 m</del>
<del>Skeena Street, east side, from Lougheed Highway to 5th Avenue</del>	<del>3.6 m</del>
Terminal Avenue, north side, from a point 17.6 m east of the easterly boundary of Thornton Park, eastward to a point in line with the northerly extension of the western boundary of Cottrell Street	3.0 m
Terminal Avenue, south side, from a point 2,060 feet east of the eastern boundary of Station Street, eastward to the western boundary of Cottrell Street	6.0 m
William Street, south side, from McLean Drive to Odlum Drive	1.8 m

Figure 1 for I-2 District Schedule

Map 2: Sites where additional height to achieve Flood Construction Levels is permitted in the I-2 district



- Legend**
- Designated Floodplain
  - Sites where additional height to achieve Flood Construction Levels is permitted in the I-2 district

**Table 3: Changes to Rupert and Renfrew Station Area Plan**

Section and Page	Description of Amendment	Rationale
<b>R3-1 District</b>		
<p>Map 2.1 on page 21</p>	<p>Strike out “Up to 6 storeys” and replace with “Up to 8 storeys<sup>4</sup>”. Add footnote 4 with “For 100% social housing, and sites within defined Tier 3 Transit-Oriented Areas (TOA) where tenure is secured as residential rental, development will be considered up to 8 storeys and 3.0 FSR for developments including a minimum of 20% BMR (i.e. where 20% of the residential floor area is at 10% below market rental rates). See Schedule J of the Zoning and Development By-law No. 3575 for more information”</p> 	<p>Update legend and footnote to align with new R3-1 new District Schedule.</p>
<p>Map 2.6 on page 49</p>	<p>Strike out “Up to 6 storeys” and replace with “Up to 8 storeys<sup>2</sup>”. Add a footnote 2 with “For 100% social housing, and sites within defined Tier 3 Transit-Oriented Areas (TOA) where tenure is secured as residential rental, development will be considered up to 8 storeys and 3.0 FSR for developments including a minimum of 20% BMR (i.e. where 20% of the residential floor area is at 10% below market rental rates). See Schedule J of the Zoning and Development By-law No. 3575 for more information”</p> 	<p>Update legend to align with new R3-1 new District Schedule.</p>

Section and Page	Description of Amendment	Rationale		
Heading on page 51	Strike out “Residential – Low-Rise – Up to 6 Storeys” and replace with “Residential – Low-Rise – Up to 8 Storeys”	Update table to align with new R-3 District Schedule and DDG.		
Table 2.7	Replace the entire table with Figure 2, below.	Update table to align with new R-3 District Schedule and DDG.		
Table 2.8	Replace the entire table with Figure 3, below.	Update table to align with new R-3 District Schedule and DDG.		
Table 2.12	Replace the entire table with Figure 4, below.	Update table to align with new R-3 District Schedule and DDG.		
Page 125 Quick-Start Action: Housing	Add to bullet: “R3-1 District Schedule implemented Q1 2026” <div style="border: 1px solid black; background-color: #e0e0e0; padding: 5px; margin-top: 10px;"> <p style="text-align: center;"><b>QUICK-START ACTIONS: HOUSING</b></p> <ul style="list-style-type: none"> <li>Implement City-initiated Rezoning, for residential and mixed-use sites, in the low-rise areas (see Map 4.2: City-initiated Rezoning Areas Map).</li> </ul> </div>	Update to quick-start action.		
Page 182	After 1., add “R3-1 District Schedule implementation in process – anticipated to be complete Q1 2026” <ol style="list-style-type: none"> <li>1. Low-rise residential district with choice of use; and,</li> <li>2. Low-rise commercial district with below-market rental (see Map 4.2: City-Initiated Rezoning Areas Map).</li> </ol>	Keep text updated about implementation progress.		
Page 183	After Low-Rise Residential District with Choice of Use add: “R3-1 District Schedule implementation in process” <div style="margin-top: 10px;"> <p><b>City-Initiated Rezoning Options</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Market Residential Use Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff4500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Below Market Rental Uses Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Residential District with Choice of Use</li> </ul> </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Fire Flow Utility Upgrade</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> Public School</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0000ff; color: white; text-align: center; font-weight: bold; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit Station</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit</li> </ul> </td> </tr> </table> </div>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Market Residential Use Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff4500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Below Market Rental Uses Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Residential District with Choice of Use</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Fire Flow Utility Upgrade</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> Public School</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0000ff; color: white; text-align: center; font-weight: bold; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit Station</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit</li> </ul>	Keep text updated about implementation progress.
<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Market Residential Use Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff4500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Commercial District with Below Market Rental Uses Above</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> Low-Rise Residential District with Choice of Use</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Fire Flow Utility Upgrade</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> Public School</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0000ff; color: white; text-align: center; font-weight: bold; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit Station</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit</li> </ul>			
<b>Groundwater Protection Area</b>				
Groundwater Protection Area, p. 24	Add “Requirements are specified in the Vancouver Building By-law, Book I, Division C, Section 2.2. The key requirements are summarized below for reference. Where the summary below differs from the requirements specified in the Vancouver Building By-law, the Building By-law shall prevail.”	Ensure consistency between VBBL by-law and the area plan policy for the Groundwater Protection Area requirements.		
2.1.1.2, p. 25	Replace 2.1.1.2 a) and b) as follows:  “a. The occupiable portions of below-grade structures are not to exceed 6.5 metres below grade. b. Any foundation drainage constructed should not discharge to the City’s sewer system.”	Updating how allowable depth for underground structures is calculated to be consistent with how the VBBL defines underground structures. This is an administrative change that		

Section and Page	Description of Amendment	Rationale
	<ul style="list-style-type: none"> <li>o Underground structures should be designed to withstand continuous hydrostatic pressure (i.e. waterproofed or “tanked”) and preserve existing groundwater level;</li> <li>o Applicants may choose to pursue an Alternative Solution per existing provisions in the Vancouver Building By-law”</li> </ul>	<p>should not affect achievable depths.</p> <p>Providing a clear default solution to waterproof underground structures, with flexibility maintained under standard VBBL provisions allowing for Alternative Solutions to be proposed by applicants and approved on a case-by-case basis.</p>
2.1.1.3, p. 25	Add “Residential and mixed-use”.	Clarify that above-grade parking limits of two levels are only meant to apply to residential and mixed-use sites. The employment lands may include more than two levels as permitted under existing zoning.
Groundwater Protection Area, P p. 25	Strike “Requirements may be implemented through the Zoning and Development By-law”.	Recommendation is to use Vancouver Building By-law.
<b>Landscape Setbacks</b>		
Setbacks Along Arterial Roads In and Near the Employment Lands, p. 27	<p>Replace paragraph with</p> <p><b>Landscape Setbacks in the Employment Lands</b></p> <p>In addition to land dedications or Statutory Right-of-Ways that may be required for public infrastructure, some sites in the employment lands are also subject to Landscape Setbacks as identified in Schedule C of the Zoning and Development By-law.</p>	Simplifying and clarifying intent of existing paragraph.
Appendix A, Appendix Map 3, Page 9	Delete Appendix Map 3 and associated description.	Map is no longer needed as engineering conditions will be identified in new DP Conditions web-page and landscape setbacks are defined in the Zoning and Development By-law.

**Table 4: Changes to Policy: Rezoning - Interim Rezoning Policy for Social Housing, and Institutional, Cultural and Recreational Uses in Former Community Visions Areas**

Section and Page	Description of Amendment	Rationale
Map 1, page 5	Delete and replace Map 1: Areas Where Rezoning for Social Housing, Institutional, Cultural and Recreational Uses May be Considered with Figure 5 below	Policy regarding these topics is covered in the <i>Rupert and Renfrew Station Area Plan</i> .

**Figure 2**

Sub-Area	Residential – Low-Rise – Up to 6 Storeys
Pathway	<ul style="list-style-type: none"> <li>For Low-Rise Residential Areas identified in Map 4.2: Development Permit under R3-1 District Schedule.</li> <li>For sites within the Fire Flow Utility Upgrade Area identified in Map 4.1: development via R1-1 (multiplex) district schedule <u>only</u>, until infrastructure upgrades are complete.</li> <li>For Residential sites in the Rapid Transit Area Map 2.5 and outside of the Groundwater Protection Area: low-rise options via privately-initiated rezoning to R3-1 District Schedule.</li> <li>For Residential sites in the Rapid Transit Area Map 2.5 and inside the Groundwater Protection Area: low-rise options via privately-initiated rezoning to CD-1.</li> </ul>
Guidelines	<i>Design and Development Guidelines</i>

**Figure 3**

Sub-Area	Residential – Low-Rise – Up to 4 Storeys				
Uses	Dwelling Uses and Mixed-Use Residential Building				
Option	Low-rise			Townhouse	
Tenure	Strata	Strata or market rental		Strata or market rental	
Height (Maximum Storeys)	Up to 4 storeys			Up to 3 storeys	
Height (Maximum Numeric)	23.0 m			11.5 m	
Density	Typical Site	Up to 1.45 FSR	Up to 1.75 FSR	Up to 1.75 FSR	
	Eligible Corner or Shallow Site <sup>1</sup>	Up to 1.45 FSR	Up to 2.0 FSR	Up to 2.0 FSR	
Up to 1.2 FSR					

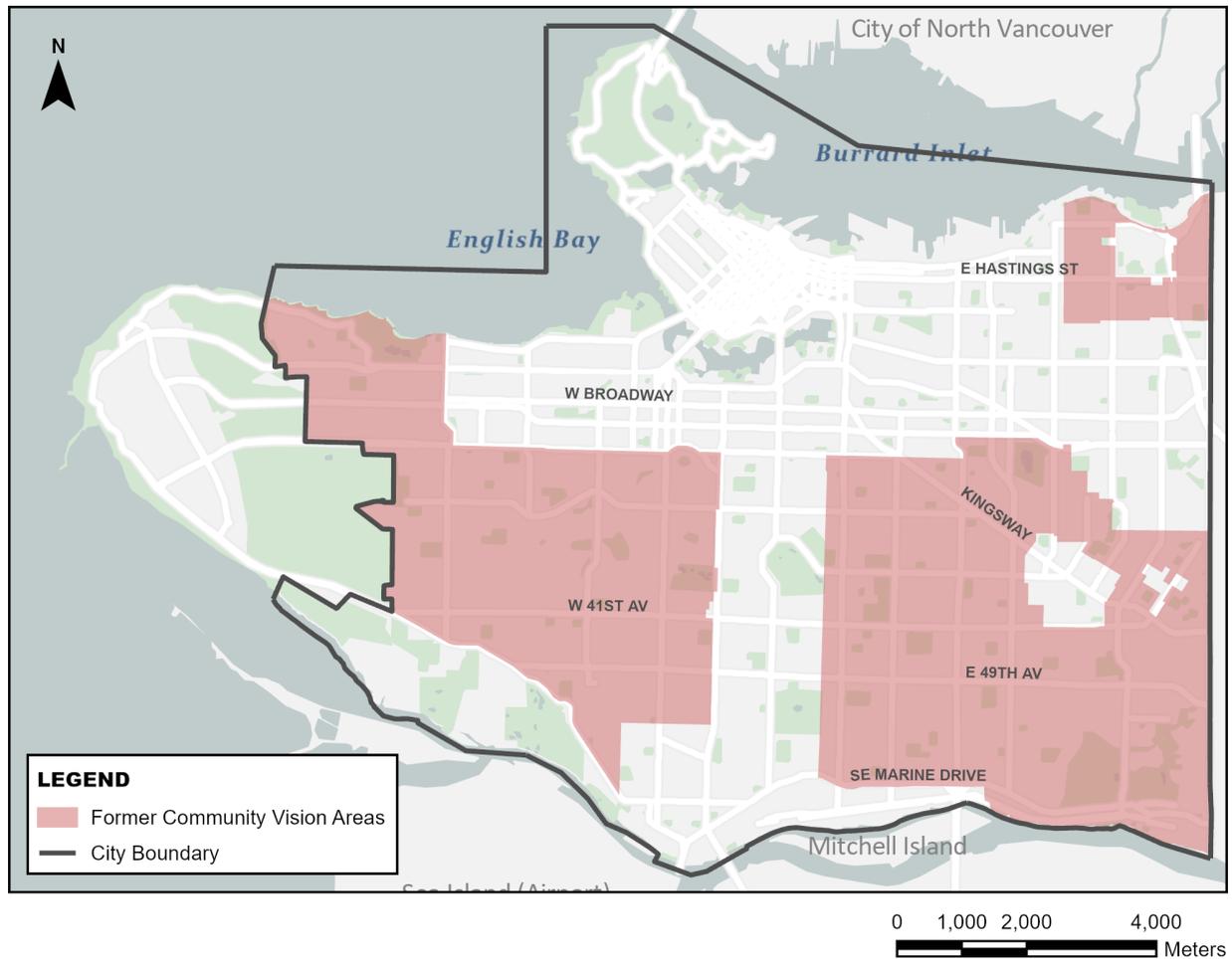
<b>Site Requirements</b>	<b>Typical Site</b>	Minimum Area: 460 sq. m	Minimum Area: 613 sq. m	Minimum Area: 613 sq. m	See RM-8A District in the RM-8 and RM-8A Districts Schedule
	<b>Shallow Site</b> (eligible for additional density)	No additional density	Minimum Area: 613 sq. m Maximum Depth: 33.5 m	Minimum Area: 613 sq. m Maximum Depth: 33.5 m	
	<b>Corner Site</b> (eligible for additional density)	No additional density	Minimum Area: 1,470 sq. m Minimum Frontage: 40.2 m	Minimum Area: 1,470 sq. m Minimum Frontage: 40.2 m	
<b>Pathway</b>		Privately-initiated rezoning to a Comprehensive Development District (CD-1)			Privately-initiated rezoning to RM-8A District Schedule
<b>Guidelines</b>		<i>Design and Development Guidelines</i>			
<b>Notes</b>		<sup>1</sup> Additional density is reserved for: <ul style="list-style-type: none"> <li>corner sites with a minimum area of 1,470 sq. m and minimum frontage of 40.2 m.</li> <li>shallow sites with site depth that does not exceed 33.5 m.</li> </ul>			

**Figure 4**

Sub-area	Multiplex Areas			
<b>Uses</b>	Dwelling uses			Dwelling uses with Corner store <sup>2</sup>
<b>Tenure</b>	Social Housing	20% (of residential floor area) Below-market rental in Tier 3 TOA	Market Rental or Strata	Market Rental or Strata
<b>Height (Maximum Storeys)</b>	See R3-1 district in the R3 Districts Schedule		Up to 3 storeys	Up to 3 storeys
<b>Height (Maximum Numeric)</b>			11.5 m	
<b>Density</b>			See R1-1 District Schedule	See C-1 District Schedule

<b>Site Requirements</b>		See R1-1 District Schedule	10 m (33 ft.) <sup>3</sup>
<b>Guidelines</b>	<i>Design and Development Guidelines</i>	Low Density Housing Options How-To Guide	C-1 Guidelines
<b>Pathway</b>	Privately initiated rezoning to R3-1 District Schedule	Development Permit under R1-1 District Schedule	Privately initiated rezoning to CD-1, using C-1 District Schedule for guidance on form of development
<b>Notes</b>			2 Allowable uses

Figure 5



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**BY-LAW NO.**

**Draft By-law to amend Building By-law No. 14343 regarding the Establishment of a Groundwater Protection Area and Requirements for Certain New Developments**

*Note: An amending by-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

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

1. This by-law amends the indicated provisions of Building By-law No. 14343.
2. In Sentence 1.1.3.1.(1) of Book I, Division A, Council strikes out Clauses (c) and (d) and substitutes:

“c) A-1.4.1.2.(1) Groundwater protection area of Division A, including Figure A-1.4.1.2.(1)-F,  
d) A-Table 9.23.3.5.-B of Division B, and  
e) A-9.23.13. of Division B, including Table A-9.23.13.”.

3. In Sentence 1.4.1.2.(1) of Book I, Division A, Council adds the following defined term in the correct alphabetical order:

“**Groundwater protection area** means those lands in the *City* which are located in the areas shown shaded on the map attached to this By-law as Diagram C. (See Figure A-1.4.1.2.(1)-F for Diagram C: Groundwater Protection Area.)”.

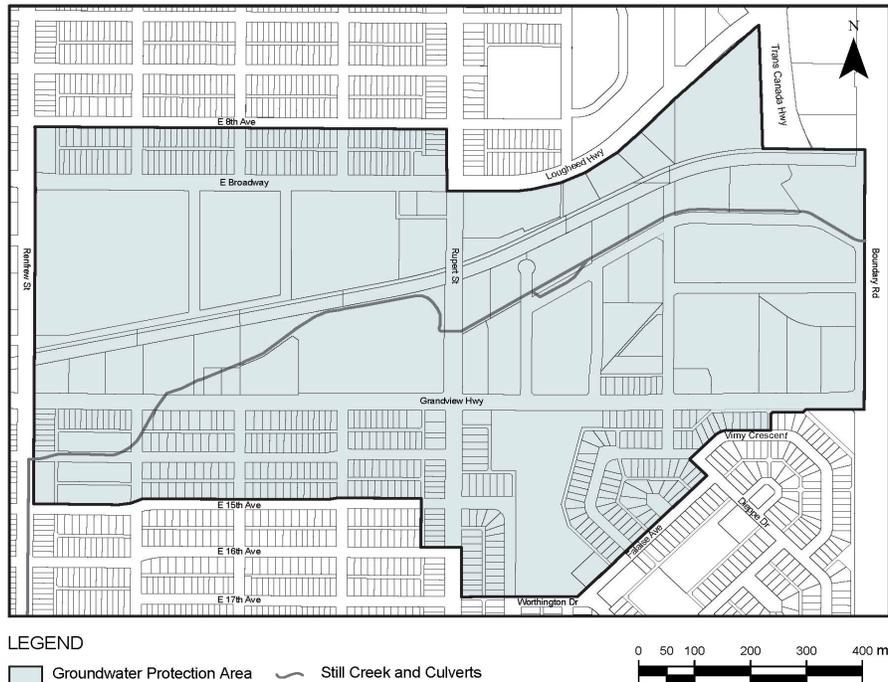
4. In the Notes to Part 1 of Book I, Division A, Council:

- (a) adds the following to Note A-1.4.1.2.(1) in the correct alphabetical order:

“**Groundwater Protection Area.** The Groundwater Protection Area is illustrated on Diagram C. See Figure A-1.4.1.2.(1)-F.”, and

- (b) adds the following after Figure A-1.4.1.2.(1)-E in Note A-1.4.1.2.(1):

“



**Figure A-1.4.1.2.(1)-F  
Diagram C: Groundwater Protection Area”.**

5. In Article 5.7.3.4. of Book I, Division B, Council:
  - (a) in Sentence (1), strikes out “Vertical” and substitutes “Except as prohibited by Sentence (3), vertical”;
  - (b) adds a new Sentence (3) as follows:

**“3) Dampproofing is not permitted as an alternative to the requirements of Article 5.7.3.2. for *buildings* located in whole or in part within the *groundwater protection area*.”.**
  
6. In Book I, Division C, Council adds a new Subsection 2.2.11 as follows:

**“2.2.11. Buildings in the Groundwater Protection Area**

**2.2.11.1. Application**

  - 1) Except as provided in Sentence (2), this Subsection applies to *buildings* located in whole or in part within the *groundwater protection area*.
  - 2) This Subsection does not apply to *alterations* of *existing buildings* if there is no further encroachment into the setbacks required by Article 2.2.11.3. and the *building area* is increased by less than 25 percent of the total *building area* existing as of January 1, 2026.

**2.2.11.2. Design Considerations**

  - 1) The *building* designer shall design the *building* assembly to withstand continuous hydrostatic pressure by means permitted in Subsection 5.7.2. of Division B.

- 2) The *building* designer shall design the drainage system to comply with Sentence 2.4.2.4.(3) of Division B of Book II (Plumbing Systems).

**2.2.11.3. Setback Requirements**

- 1) Except as required by Sentence (2), no normally occupied area, enclosed parking area, storage area or mechanical room of a *building* shall be constructed more than 6.5 m below *grade*.
- 2) Within 30 m of the *natural boundary* of Still Creek or within 30 m of the inside wall of a culvert enclosing Still Creek, no normally occupied area, enclosed parking area, storage area or mechanical room of a *building* shall be constructed below *grade*.”.

7. In Subclause 7.1.5.1.(1)(d)(ii) of Book I, Division B, Council adds the following defined term in the correct alphabetical order:

“**Groundwater protection area**\* means those lands in the *City* which are located in the areas shown shaded on the map attached to this By-law as Diagram C. (See Book I, Division A, Figure A-1.4.1.2.(1)-F for Diagram C: Groundwater Protection Area.)”.

8. In Clause 7.1.5.2.(2)(k) of Book I, Division B, Council strikes out:

**“2.4.2.4. Connections to Storm Drainage Systems**

- 1) Except as provided in Sentence (2), *building* and site drainage shall connect to a *storm drainage system*.
- 2) *Building* and site drainage need not connect to a *storm drainage system* if
  - a) on-site *rainwater* management practices are employed and overflow is connected to a *storm drainage system*, and
  - b) *rainwater* does not create a hazardous condition or discharge upon or impact other lands or sites.  
(See Note A-2.4.2.4.(2).)”,

and substitutes:

**“2.4.2.4. Connections to Storm Drainage Systems**

- 1) Except as provided in Sentence (2), *building* and site drainage shall connect to a *storm drainage system*.
- 2) *Building* and site drainage need not connect to a *storm drainage system* if
  - a) on-site *rainwater* management practices are employed and overflow is connected to a *storm drainage system*, and
  - b) *rainwater* does not create a hazardous condition or discharge upon or impact other lands or sites.  
(See Note A-2.4.2.4.(2).)
- 3) For *buildings* located in whole or in part within the *groundwater protection area*, the drainage system shall be designed to not intercept, collect or divert any subsurface water outside of the *building* assembly.  
(See Note A-2.4.2.4.(3).)”.

9. In Subclause 7.1.5.2.(2)(dd)(ii) of Book I, Division B, Council strikes out:

**“A-2.4.2.4.(2) Water Flow and Hazardous Conditions.** Refer to the *Street and Traffic By-law* and *Standards of Maintenance By-law* for restrictions on water flow to streets, sidewalks, driveways, stairways and landings, and for prohibitions on ponding or entrance of water into a *building*.”

and substitutes:

**“A-2.4.2.4.(2) Water Flow and Hazardous Conditions.** Refer to the *Street and Traffic By-law* and *Standards of Maintenance By-law* for restrictions on water flow to streets, sidewalks, driveways, stairways and landings, and for prohibitions on ponding or entrance of water into a *building*.

**A-2.4.2.4.(3) Groundwater Protection Area.** The intent is to preserve existing groundwater levels, sustain natural watercourse baseflows, and preserve sewer capacity.”.

10. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

11. This by-law comes into force and takes effect on \_\_\_\_\_, 2026.

ENACTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

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# MEMORANDUM

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**DATE:** 16 October 2025  
**TO:** Andrew Pask, City of Vancouver  
**FROM:** Blair Erb, Coriolis Consulting Corp.  
**RE:** Summary of Economic Testing for R3 District in Rupert and Renfrew Station Area Plan

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## 1.0 Introduction

The City of Vancouver is reviewing development regulations and processes to help speed up the delivery of new housing. As part of this work, the City is creating simplified district zoning schedules to:

- Provide the opportunity for applicants to rezone into an existing district schedule rather than rezone into a CD-1 (Comprehensive Development) District. This will reduce approvals costs and time.
- Enable the City to initiate rezonings of multiple properties in an area (also referred to as pre-zoning). This will eliminate the need for applicants to rezone a property, reducing costs, time, and uncertainty.

The City has drafted a new lowrise district schedule (R3) that is intended to be applied to some of the properties located in the Rupert and Renfrew Station Area Plan boundaries.

To help staff evaluate and refine the new draft zoning district, the City retained Coriolis Consulting Corp. to complete financial analysis to help determine:

- Whether new apartment development is likely to be financially viable under the new draft zoning district.
- The financial impact of different tenures.
- The likely impact of potential inclusionary below market rental unit requirements.

We completed the detailed analysis during 2024, so all market conditions, costs and financing rate assumptions are based on conditions at that time.

We analyzed dozens of scenarios and provided the detailed results to City staff. This memo provides a summary of the findings, focusing on:

- The approach to the analysis.
- The types of case study sites analyzed.
- The development scenarios tested.
- The key assumptions.
- The main findings of the analysis.

## 2.0 Approach

In order for private developers to be interested in proceeding with a new project, the project needs to be financially attractive. This means that developers planning new projects need to think the project will generate a sufficient return on the total investment to obtain project financing and address the costs and risks associated with the new development. This is different than non-profit or government funded development projects which may not require a return on project costs.

We analyzed the likely financial performance of different development scenarios that could be permitted under the R3 schedule at case study sites in the planning area. For each private sector for-profit redevelopment scenario, we compared the estimated potential revenues with the total anticipated costs to determine the likely profitability of the scenario and the land value supported by the scenario:

1. In consultation with City staff, we identified different case study sites for our analysis in the planning area. The case study sites are representative of sites that are candidates for the new zoning district.
2. We estimated the value of each site under its existing use and existing zoning. This is the minimum value that a developer would need to pay for a site in order to acquire it for redevelopment.
3. We agreed with City staff on the redevelopment scenarios to test for each of the case study sites (e.g., density, mix of uses, tenure, affordable housing assumptions).
4. We created detailed financial proformas to analyze the likely financial performance of each redevelopment scenario at each case study site.
5. For strata residential scenarios, we used the financial analysis to:
  - Estimate the maximum land value supported by the redevelopment scenario. This is the value that a developer could afford to pay for the case study site, complete the overall project and expect to generate a sufficient return on their total investment upon sale of all of new units. In order for a scenario to be financially viable, the land value supported by a redevelopment scenario needs to be approximately equal to (or higher than) the value of the property under its existing use and zoning. Otherwise, it will be more attractive (financially) to retain the property in its existing use or build new ownership housing under the current zoning.
  - Estimate the profit margin from the completed development (profit on sale of all units divided by total project costs including land cost) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, and sold all of the units.
6. New rental projects are either retained by the developer or sold by the developer to an investor upon completion so, for the rental scenarios, we used the financial analysis to evaluate different indicators of land value and profitability depending on whether the project was sold or retained by the developer, including:
  - The value that a developer could afford to pay for the case study site, complete the overall project and expect to generate a sufficient return on their total investment upon project completion.
  - The profit margin from the completed development (profit on sale of building divided by total project costs) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, rented out the units and sold the completed project to an investor.
  - The annual yield to the developer (annual net income divided by total project costs) if the applicant acquired the property at the value of the property under its existing use and zoning, built the project, rented out the units and held the completed project as an income-producing property.
7. For each redevelopment scenario, we then used the proforma analysis to determine whether the redevelopment scenario would likely be financially viable.

### 3.0 Case Study Sites

Two different lot assemblies were selected for our analysis. The sites are representative of the types of properties (in terms of location and existing zoning) that are candidates for the new zoning district.

The case study sites selected for the analysis were all improved with older houses. Sites with higher value improvements were not selected as these properties are not assumed to be redevelopment candidates in the short term.

We analyzed two assemblies of existing lots, including:

1. A 16,100 square foot four lot assembly in the 3000 Block of East 6<sup>th</sup> Avenue that is currently zoned R1-1 and is improved with four older single family homes.
2. A 16,500 square foot four lot assembly in the 2900 Block of East 1<sup>st</sup> Avenue that is currently zoned R1-1 and is improved with four older single family homes.

### 4.0 Development Scenarios Tested

The City provided us with development scenarios to test at each of the case study sites. For each site, we analyzed multiple scenarios that varied by the assumed use, tenure, density, and affordable housing requirements. The apartment scenarios that we tested included:

- 4 storey market rental apartment at 1.75 FSR.
- 5 storey market rental apartment at 2.2 FSR.
- 6 storey market rental apartment at 2.4 FSR and 2.7 FSR.
- 6 storey rental apartment with 80% market rental and 20% below market rental at 2.4 FSR.
- 6 storey rental apartment with 80% market rental and 20% below market rental at 3.0 FSR, which is permitted in a Transit Oriented Area (TOA).
- 4 storey strata apartment at 1.75 FSR to 2.0 FSR.
- 5 storey strata apartment at 2.2 FSR.
- 6 storey strata apartment at 2.4 FSR.

### 5.0 Key Assumptions

1. The market values, rents and costs used in our analysis vary depending on the location of the site and the development scenario being analyzed. These assumptions are based on market conditions in 2024.
2. The redevelopment scenarios involve the assembly of multiple existing single family homes, so the analysis includes a cost allowance to address the costs associated with assembling multiple properties simultaneously.
3. Key assumptions for the strata, market rental, below market rental scenarios include:
  - Strata and 100% market rental projects pay the full City-wide and Utilities DCLs.
  - The existing City-wide DCL waiver is available for projects that include below market rental units, but the Utilities DCL is paid.
  - Scenarios that include below market units assume that 20% of the residential floor area is allocated to below market rental units.

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- Starting rents for new below market units are set at 20% below the City-wide CMHC average rent (by bedroom type).
  - Rent increases for the below market units are regulated under the Residential Tenancy Act (RTA) during tenancies. At the start of a new tenancy, the below market rents are reset to 20% below the CMHC City-wide average rent for that year.
4. For the rental scenarios, our analysis assumes that tenants displaced by new development are provided with assistance and moving expenses to relocate to an alternate rental unit, provided the opportunity to move into a unit at the newly completed rental building at below market rent, and compensated for any increase in rent for the alternate rental unit until the new below market unit is available.
  5. No CACs, ACCs, or amenity share contributions (density bonus contributions) are included in the analysis. The only contributions that are incorporated into the analysis are the specified below market units.
  6. Private developers need to earn a sufficient profit margin on total project costs in order for the project to be financially viable. The profit margin targeted in the financial analysis is 12% of total project costs for rental projects and 15% for strata projects. If the profit margin is significantly lower, the viability of the scenario is questionable.

## 6.0 Key Findings

### 6.1 General Findings

Some of the general findings that apply to all of the scenarios that we analyzed are as follows:

1. New housing development is challenging from a financial perspective under current market conditions due to low demand for new presale strata units, flat (or declining) rents, high financing costs, increasing regional development cost charges, and continuing construction cost pressures. Therefore, projects are not currently able to support (financially) the same amount of affordable housing as projects have provided in the past (assuming the same densities).
2. Prezoning has a positive impact on the financial viability of redevelopment as it reduces the costs and time associated with approvals and increases certainty for applicants.

### 6.3 Apartment Scenario Findings

Our analysis indicates that:

1. Strata apartment development at existing R1-1 zoned lots in the area likely requires a density of at least 2.2 FSR or higher to be viable.
2. 100% rental apartment development may be financially viable at densities of about 2.7 FSR at low value existing R1-1 zoned properties. However, at lower densities, rental apartment development is unlikely to be viable.
3. 6 storey apartment projects with 80% market rental and 20% below market rental are unlikely to be viable at densities of 3.0 FSR in the planning area. Our analysis indicates that minimum densities of about 3.8 FSR are likely required to make this type of project viable, assuming 6 storey woodframe construction. If projects are taller than 6 storeys, the project construction costs increase materially (due to a requirement

for steel, concrete, or mass timber construction), so densities significantly higher than 3.8 FSR would be required for 80% market rental/20% below market rental projects that exceed 6 storeys.

4. 6 storey apartment development at 3.0 FSR with 80% market rental and 20% below market rental is less profitable than 6 storey apartment development at 2.7 FSR with 100% market rental.

## 7.0 Professional Disclaimer

This document may contain estimates and forecasts of future growth and urban development prospects, estimates of the financial performance of possible future urban development projects, opinions regarding the likelihood of approval of development projects, and recommendations regarding development strategy or municipal policy. All such estimates, forecasts, opinions, and recommendations are based in part on forecasts and assumptions regarding population change, economic growth, policy, market conditions, development costs, and other variables. The assumptions, estimates, forecasts, opinions, and recommendations are based on interpreting past trends, gauging current conditions, and making judgments about the future. As with all judgments concerning future trends and events, however, there is uncertainty and risk that conditions change or unanticipated circumstances occur such that actual events turn out differently than as anticipated in this document, which is intended to be used as a reasonable indicator of potential outcomes rather than as a precise prediction of future events.

Nothing contained in this report, express or implied, shall confer rights or remedies upon, or create any contractual relationship with, or cause of action in favor of, any third party relying upon this document.

In no event shall Coriolis Consulting Corp. be liable to the City of Vancouver or any third party for any indirect, incidental, special, or consequential damages whatsoever, including lost revenues or profits.