CITY OF VANCOUVER

COUNCIL REPORT

Report Date:	December 2, 2025
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Meeting Date:	December 10, 2025

[Submit comments to Council]

TO: Standing Committee on City Finance and Services

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Report Back on Supporting Development Viability and Unlocking New Housing Supply

Recommendations

A. THAT Council approve the parameters of the Rental Development Relief Program and associated amendments to the Below-Market Rental Housing Policy for Rezonings to enable a two-year initiative (from February 1, 2026 to December 15, 2027) designed to support the construction of below-market rental housing, as generally presented in Appendices A and B.

B. THAT, subject to the approval of Recommendation A, Council approve, in principle, amendments to the Vancouver Development Cost Levy By-law and the Area Specific Development Cost Levy By-law to adjust the maximum starting rent requirements for class A for-profit affordable rental housing to align with the provisions of the Rental Development Relief Program generally as contained in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council amendments to the Vancouver Development Cost Levy By-law and the Area Specific Development Cost Levy By-law as generally set out in Appendix C, to take effect as of January 1, 2026.

C. THAT Council direct staff to prepare a report for consideration proposing amendments to the Zoning and Development By-law to simplify and standardize requirements and incentives applicable to the design of new apartments, allow more design flexibility and improve review processes, including to:

(a) replace existing floor area exclusions for residential storage in various district schedules with a simplified, percentage-based floor area exclusion and a standardized minimum residential storage space requirement;

(b) replace existing Access to Natural Light requirements in various district schedules with a standardized requirement for all living rooms and bedrooms required by unit mix requirements to be provided with a window on an exterior wall, while allowing utilization of interior spaces;

(c) replace existing unit mix requirements in various area plans, rezoning policies and district schedules with a standardized requirement for a minimum of 35 per cent of dwelling units to have two or more bedrooms, including a minimum of five per cent three-bedroom units;

(d) remove the maximum limit for residential amenity areas that may be excluded from the computation of floor area in various district schedules; and

(e) remove the maximum limit for balconies and other similar spaces that may be excluded from the computation of floor area in various district schedules.

D. THAT Council approve the Attainable Home Ownership Pilot Rezoning Policy to enable new low-rise apartments that are attainable for middle-income and first-time homebuyers that will be administered under Provincial programs, generally as contained in Appendix D.

E. THAT Council approve, in principle, a 20 per cent discount to rates in the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law and the Area Specific Development Cost Levy By-law, as shown in Appendix E;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council amendments to the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law and the Area Specific Development Cost Levy By-law as generally set out in Appendix E.

F. THAT Council approve, in principle, amendments to the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law and the Area Specific Development Cost Levy By-law that authorize an option for applicants to pay their Development Cost Levies in two installments for development projects with DCLs valued over $500,000, aligning with the payment by installment framework in the Local Government Act and generally in accordance with Appendix F;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council amendments to the Vancouver Development Cost Levy By-law, the Vancouver Utilities Development Cost Levy By-law and the Area Specific Development Cost Levy By-law as generally set out in Appendix F, to come into force and effect on January 1, 2026.

G. THAT Council approve, in principle, amendments to the Parking By-law to eliminate Transportation Demand Management plan requirements for any development site for which development permit applications are submitted after December 10, 2025;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment by Council an amendment to the Parking By-law as generally set out in Appendix G;

AND FURTHER THAT Council direct staff to report back in 2027 with a study of Transportation Demand Management outcomes from Vancouver and elsewhere, and with recommendations to support sustainable transportation in new developments, potentially including new Transportation Demand Management tools for new developments, including amendments to the Parking By-law, as required.

H. THAT Council direct staff to amend the Public Art Policy and Procedures for Rezoned Developments, to increase the current 20 per cent discount for Option B: Cash-In-Lieu by an additional 20 per cent to be a total of 40 per cent discount where Option B is selected for eligible applications (see Appendix B). Applications eligible for this discount are limited to all current and in-stream rezoning applications that:

(i) have not been considered at a public hearing as of December 10, 2025; and

(ii) have been approved in principle by Council following a public hearing prior to July 31, 2026;

FURTHER THAT Council direct staff to report back in 2026 to review the Rezoning Policy for Sustainable Large Developments and other policies that pertain to large sites, to align with the new Financing Growth framework and the Vancouver Official Development Plan.

I. THAT Council direct that the Community Benefits Agreement (CBA) Policy be made optional for all projects that have not yet been considered at public hearing as of December 10, 2025 and those developments listed in Appendix H, which have been approved in principle at a public hearing but the rezoning by-law has not yet been enacted and are subject to a CBA rezoning condition, and that revised community benefit provisions are incorporated as part of the review of the Rezoning Policy for Sustainable Large Developments and other policies that pertain to large sites;

FURTHER THAT this direction be effective to amend the conditions of rezoning by-law enactment for those developments listed in Appendix H, which have been approved in principle at a public hearing but the rezoning by-law has not yet been enacted and are subject to a CBA rezoning condition, such that the respective CBA condition is optional, effective December 10, 2025.

Purpose

This report provides an update on continued work to improve development viability and maintain the delivery of new housing and public benefits in Vancouver. Since Council's direction in June 2025, staff have continued to observe challenging market conditions: high construction and financing costs, declining sale prices and rents, and increasing project cancellations. While lower prices and rents are a welcome sign from an affordability perspective, sustained delivery depends on corresponding reductions in input costs. Without intervention, these conditions risk stalling housing supply and construction jobs, undermining long-term affordability and economic stability.

Executive Summary

The housing market continues to face challenging financial conditions, with project costs outpacing achievable sales and rents. Industry data shows residential prices are down over the past year, reflecting a correction that, while positive for affordability, has intensified financial strain on projects currently in the pipeline. Maintaining housing delivery through this period requires sustained policy action to reduce costs, accelerate approvals, and to restore market confidence.

This report advances a coordinated set of measures to address immediate development viability challenges while continuing progress toward long-term system reform.

Key initiatives include:

- Advancement of rental, below-market, and attainable homeownership initiatives, aligning housing delivery with both the City's Housing Vancouver targets and the Provincial Housing Targets Order to improve affordability outcomes while sustaining the construction pipeline.

- A temporary 20% reduction to city-wide, utilities and area-specific Development Cost Levies (DCLs) to support housing delivery and construction until the Financing Growth Update is brought to Council for approval in Q2 2026.

- Revisions to the DCL Deferral Program, extending payment timelines to improve project cash flow while managing capital plan impacts through interim financing.

- Policy and process changes to improve project feasibility, including updates to the Public Art Policy and Procedures for Rezoned Developments, streamlined sewer capacity reviews, flexible parking and groundwater management standards, and simplified apartment design regulations.

- Updates to the Parking By-law to remove Transportation Demand Management (TDM) requirements, reducing costs by up to $4,300 per dwelling unit and shortening application reviews.

- Implementation of previously approved measures under the Permit Improvement Program (PIP), including streamlined reviews for low-complexity applications and consistent conditioning for new district schedules (R3, R4, R5).

- Ongoing systemic and process improvements, including coordinated development review reforms, enhanced data tracking, Community Benefits Agreements provisions, and integration of the forthcoming Amenity Cost Charge (ACC) framework to modernize the City's growth funding system.

Collectively, these measures strengthen development viability, protect housing construction jobs, and sustain the delivery of both market and non-market housing and public amenities during a challenging economic period. They also position the City for continued system

modernization and more predictable, transparent, and balanced growth over the next capital planning cycle.

Council Authority/Previous Decisions

- 3-3-3-1 Permit Approval Framework (June 2023)
- Regulatory Changes to Advance Process Towards 3-3-3-1 Permitting Targets (July 2024)
- Regulatory Changes Toward 3-3-3-1 Permitting Targets (February 2025)
- On June 17, 2025, Council approved a series of development viability initiatives and requested a report back on further measures.
- Council Motion on March 12, 2025, on Deferring the Collection of Development Cost Levies (DCLs) and Related Development Charges to Support New Housing and Job Supply
- Vancouver (City-wide) Development Cost Levy By-law No. 9755
- Vancouver Utilities Development Cost By-law No. 12183
- Area-specific Development Cost Levy By-law No. 9418
- Parking By-law No. 6059
- Public Art Policy and Procedures for Rezoned Developments
- Rezoning Policy for Sustainable Large Developments
- Community Benefits Agreement Policy

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

Since Council's direction in June 2025, staff have continued to monitor housing and development market trends closely. Vancouver's housing market is experiencing sustained financial pressure, with construction and financing costs remaining high while sales prices and rents have stagnated or declined. At the regional level, some sources have indicated year-over-year decreases in asking apartment rents between four to seven per cent and decreases in benchmark apartment sales prices of approximately five per cent.[1,2] These trends reflect a welcome moderation in prices, but they also challenge project viability, particularly for new rental and mid-rise housing. Without intervention, fewer projects will proceed, slowing both housing delivery and associated employment in construction and related industries.

The City's approach continues to emphasize both early and sustained action to improve development viability and maintain the delivery of public benefits. Earlier measures, such as rental policy adjustments and permitting streamlining, have begun to improve predictability and processing times. However, continued softening in the housing market and escalating input costs for materials, labour, and financing require further adjustments to sustain the housing pipeline. The initiatives outlined in this report represent the next phase of coordinated action to restore project feasibility, protect housing delivery, and maintain momentum toward city-wide housing and affordability goals.

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[1] Canada Mortgage and Housing Corporation – 2025 Mid-Year Rental Market Update; rentals.ca – November 2025 Rent Report
[2] Greater Vancouver Realtor – Monthly MLS Housing Market Report, October 2025

This report builds on that foundation by advancing a new set of targeted measures designed to improve project feasibility, accelerate approvals, and strengthen investor and builder confidence. These measures complement ongoing initiatives under the Permit Improvement Program (PIP), which continues to modernize permitting systems, align review processes to project complexity, and improve transparency across departments. Together, these coordinated efforts are intended to maintain housing delivery momentum through changing market conditions.

Discussion

Housing Delivery and Market Context

In 2024, Council approved updated 10-year housing targets under the Housing Vancouver Strategy, including 35,500 purpose-built rental units, of which 5,500 are below-market units. In 2023, the Province issued a Housing Targets Order requiring at least 28,900 net new homes be completed in Vancouver by 2028, with guidance that 72 per cent be rental and 38 per cent of those be below-market. To meet these completion-based targets, staff are advancing measures to accelerate permitting and construction of new housing and to respond to recent requests from applicants for flexibility in affordability requirements or density to help ensure projects can move forward.

In 2023, Council adopted the 3-3-3-1 Permit Approval Framework to address the housing construction backlog and accelerate the delivery of new market and non-market housing. As part of the Permit Improvement Program (PIP), staff convened a Development Policy Rationalization Panel to identify regulations and processes that impede permitting. The Panel recommended eliminating the Horizontal Angle of Daylight (HAD) requirement and replacing it with a simpler standard requiring bedrooms and living rooms to have exterior windows. It also identified opportunities to enable inboard or “borrowed light” bedrooms and to modernize balcony and storage requirements. Council approved the removal of HAD regulations in spring 2025, with further work underway on these additional improvements.

In November 2024, Council directed staff to explore and report back on options for an Attainable Home Ownership (AHO) program, ensuring that any proposed framework would not undermine existing rental housing policies or add administrative burden. While a provisional AHO option was introduced through the R1-1 Residential Inclusive zoning in fall 2023, no projects have advanced, as the option depended on a partnering agreement with BC Housing to support program delivery. At the time BC Housing was implementing an Affordable Home Ownership Program through the Housing Hub. The Province has since shifted partner opportunities to the BC Builds program but has yet to relaunch an AHO program. In fall 2024, the Province announced the Attainable Housing Initiative (AHI) to deliver ownership opportunities for middle-income first-time homebuyers as part of the Heather Lands in partnership with the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations.

To sustain housing delivery and advance Council’s housing priorities in the current market, staff are proposing several measures to reduce costs, improve project feasibility, and accelerate construction which are outlined in the following sections. Advocacy also continues to be an important part of the City’s work as action by other levels of government is critical to ensure the challenges projects are facing are addressed effectively and that the City’s efforts are not undermined by conflicting or offsetting measures.

1. Changes to Below Market Rental Requirements

Meeting the needs of Vancouver renters requires balancing the delivery of new rental supply under challenging market conditions with preserving existing affordable stock and tenant protections. To continue enabling rental housing construction, staff propose two coordinated sets of actions addressing the financial viability of **(A)** low-rise and **(B)** mid- and high-rise developments.

A. Low-Rise Developments

To support the continued delivery of low-rise rental housing, staff are preparing updates to the Secured Rental Policy and Residential Rental (RR) zones for six-storey residential and mixed-use developments.

In RR-2 zones, where six-storey residential projects are currently required to include below-market rental units, staff propose removing the below-market rental requirement to permit six-storey 100 per cent market rental projects.

In RR-3 zones, which apply to six-storey mixed-use developments, the proposed approach would vary by location to better reflect market conditions. On the east side of the city, staff propose removing the below-market rental requirement; on the west side, adjustments to the required depth of affordability are proposed. These changes are also being coordinated through the Villages Planning Program to ensure a consistent approach to low-rise rental city-wide.

Together, these updates aim to increase the supply of market rental housing in low-rise forms while ensuring that below-market units are delivered where financially feasible. Staff will report back to Council in Q2 2026 with full details of the proposed changes and associated Zoning and Development By-law amendments.

B. Mid- and High-Rise Developments: Rental Development Relief Program

To sustain the delivery of both market and below-market rental housing, staff propose establishing a two-year, time-limited, Rental Development Relief Program (RDRP) to improve the viability of mid- and high-rise projects currently at risk of not proceeding to construction. The program is designed to support projects with below-market rental requirements under existing policy on sites where there are fewer than ten existing purpose-built rental units. A key objective is to prioritize projects that deliver the greatest number of below-market units while minimizing displacement risk.

Eligible projects must meet the following deadlines:

- Obtain Council approval of new or amended housing agreement terms and/or Council approval in principle of a new or amended CD-1 by-law, as applicable, by December 15, 2027; and
- Obtain a Stage 1 Building Permit within 24 months of the applicable Council approval described above.

The following relaxations will be available to eligible projects:

- **Affordability Adjustment:** Below-market rents may be set at no higher than Canada Mortgage and Housing Corporation's (CMHC) city-wide average rents for all purpose-built rental apartments (an adjustment from the current 20 per cent discount below CMHC city-wide average rents). This still represents discounts of up to 25 per cent compared to 2024 market rents for newer buildings. Below-market rent requirements for returning tenants under the Tenant Protection and Relocation Policy will remain unchanged.

- **Development Cost Levy Waiver:** Eligibility for a full waiver of the City-wide DCL on the residential portion of the building for projects meeting program affordability criteria.
- **Form of Development:** Modest increases to height and density will be considered, consistent with the forthcoming Vancouver Official Development Plan.

Application intake will open February 1, 2026, with two application streams:

- **Stream 1:** Adjustments to affordability requirements only – requiring a new Housing Agreement, approved by Council and registered on title.
- **Stream 2:** Adjustments to affordability and form of development – requiring further review, which may include revisions or resubmission of CD-1 applications.

Projects located on large sites (>8,000 sq. m) or those including below-market rental units as part of a Community Amenity Contribution (CAC) negotiation and not as a policy requirement will not be eligible.

Figure 1 – Adjusted Below-Market Rents

		Current Requirements		Proposed Relaxations	
Unit Type	**Current Average Market Rents (Newer Buildings)[1]**	**Maximum Below-Market Rents (20% Below CMHC City-wide Average Rent[2])**	**Comparison to Average Market Rents (Newer Buildings)[1]**	**Maximum Below-Market Rents (CMHC City-wide Average Rent)[2]**	**Comparison to Average Market Rents (Newer Buildings)[1]**
Studio	$2,031	$1,294	-36%	**$1,618**	-20%
1 Bedroom	$2,449	$1,470	-40%	**$1,837**	-25%
2 Bedroom	$3,320	$2,052	-38%	**$2,565**	-23%
3+ Bedroom	$4,092	$2,819	-31%	**$3,524**	-14%

1. *Average city-wide market rents for new building constructed since 2015 for all units in the City of Vancouver as published by CMHC in the 2024 Rental Market Survey Data Tables*
2. *Average city-wide market rents for all units in the City of Vancouver as published by CMHC in the 2024 Rental Market Survey Data Tables*

Full program details are provided in Appendix A. Consequential amendments to the Below Market Rental Housing Policy For Rezonings in Community Plan Areas are also being recommended with further details provided in Appendix B. Staff will monitor and evaluate program uptake and effectiveness over the two-year period and report back to Council with findings. Outcomes of this program will also be considered as part of the work to bring forward new and updated inclusionary housing policies and by-laws for Council's consideration, in accordance with recent provincial legislation changes.

2. <u>Clarifying and Standardizing Apartment Regulations and Guidelines</u>

Staff propose updates to apartment regulations to improve clarity and processing efficiency, enable greater design flexibility and balance livability considerations. Current requirements for storage, amenities, balconies, unit mix, and access to natural light are set primarily through guidelines and bulletins, leading to extensive negotiations and review cycles during permitting. The proposed changes would consolidate key expectations into the Zoning and Development By-law, reducing uncertainty for applicants and improving consistency across housing types.

Should Council approve the recommendations in this report, staff will undertake the additional work necessary to prepare the by-law changes and bring back a report with fulsome analysis and recommendations for Council's consideration. Changes that do not require by-law updates will be coordinated through the forthcoming City-wide Design and Development Guidelines, anticipated for Council consideration in Q2 2026.

A. Enhanced FSR Exclusions for New Apartments

Simplified Storage Requirements – Current storage expectations (3.7 sq. m per unit) are administered through guidelines, sometimes resulting in compromised layouts and complex calculations. To improve design flexibility and support processing efficiency, staff are proposing a simplified exclusion, (e.g., up to five per cent of total floor area) to replace case-by-case storage-specific calculations. Recognizing the importance of storage as an element of apartment livability, a standardized 2.3 sq. m per unit storage requirement is proposed to be added to the by-law, with flexibility to locate storage either in-suite or externally (e.g., in parkade storage rooms).

Balconies and Amenity Spaces – Existing limits on floor area exclusions for balconies and common amenity spaces have limited the size of these spaces or resulted in unintended and sub-optimal design outcomes in some instances. Current city-wide guidelines for amenity areas have not been substantially updated in decades and largely rely on descriptive criteria rather than clear and measurable targets. Staff propose removing the maximum limits on these floor area exclusions city-wide and modernizing the related guidelines to promote well-designed and usable spaces. These changes will remove barriers to designing larger balconies and amenity spaces and provide applicants with greater design flexibility and certainty.

B. Unit Mix

Current unit mix policies vary across plans and tenures, and mainly only apply to projects undergoing rezoning, creating inconsistent expectations. Staff propose standardizing a by-law requirement that 35 per cent of units have two or more bedrooms, and five per cent (inclusive of that total) have three or more bedrooms, with exemptions for specific housing types such as seniors' housing and constrained sites. This would maintain an overall 35 per cent requirement as applies to most rezonings currently and expand it to all new apartment developments. It would also require five per cent of units with three or more bedrooms in both strata and rental developments, compared to the current target for 10 per cent in rental (with no minimum) and current requirement for 10 per cent in strata.

This approach recognizes the importance of existing unit mix policies in increasing housing diversity and the supply of family-size units. The proposed approach seeks to balance the need for larger units with current financial challenges and the realities of what most households can afford.

C. Inboard Rooms

Except for washrooms, kitchens, and storage, inboard rooms without exterior windows are currently not permitted. Following Council's removal of Horizontal Angle of Daylight (HAD) requirements in spring 2025, staff reviewed options to introduce limited flexibility for additional inboard rooms, including bedrooms.

The proposed changes would continue to require exterior windows for all living rooms and for bedrooms counted toward unit mix requirements (per section B above), while allowing flexibility for inboard rooms otherwise. This approach responds to industry feedback by allowing for more flexible layouts and efficient use of interior space while maintaining simplified requirements for access to natural light for primary living areas and required bedrooms.

These changes are interrelated and together represent a significant step toward a more modern, flexible, and predictable apartment regulatory framework. Simplifying regulations and clarifying design expectations will help reduce review timelines.

3. <u>Attainable Home Ownership Pilot Rezoning Policy</u>

Staff are proposing an Attainable Home Ownership (AHO) Pilot Rezoning Policy to guide consideration of proposals that would deliver below-market ownership units affordable to middle-income first-time buyers in low-rise apartments. Consistent with Council direction, this policy seeks to pilot AHO projects while maintaining alignment and consistency with rental housing priorities and limiting administrative burden on City staff.

The proposed pilot leverages Provincial administrative capacity and expertise and generally aligns with the program parameters of the Attainable Housing Initiative (AHI) Heather Lands, including buyer eligibility and future resale considerations. Unlike the AHI Heather Lands, the Province has not yet committed funding for the implementation of this pilot. Given the City is not resourced to administer an AHO program, it is critical to secure Provincial support to administer the program. City staff have discussed the pilot with Provincial staff and, should Council approve the proposal, will continue to work with the Province to confirm their partnership.

The pilot also seeks to avoid conflict with the City's priorities for market and below-market rental and non-market housing; as such, only sites located in off arterial locations within low density transition areas under the Secured Rental Policy (SRP) will be considered where secured rental projects have not been widely viable given the limitation to four storeys. AHO proposals would be expected to follow the same four storey form of development as enabled though the RR-2A district.

Proposals would be expected to target 20 per cent of the total floor area as AHO units, with the same unit mix as the market strata units. Similar to the AHI Heather Lands structure, eligible buyers would purchase homes at below market values (discount to be determined on a project-by-project basis) that are suitable for households with incomes up to the Province's Middle Income Limits (currently $136,210 for studio and one-bedroom units and $201,030 for two-bedroom or larger units). The delta between the market value and the AHO below market value will be secured in a second mortgage administered by the Province or its delegate. The City's contributions to enabling the discount would be the land use changes for strata apartment development and the forgoing of additional amenity contributions beyond the delivery of the AHO units, however that may not be sufficient to achieve the full discount needed to serve households in the target income range in all cases. The City's equity share would be determined on a project-by-project basis in consideration of the full scope of inputs from all partners.

Staff are proposing a pilot approach that would remain open to applications until December 15, 2027. Acknowledging that Provincial partnership has not been secured, the policy contemplates some flexibility to bring forward proposals for Council's consideration that vary from noted requirements as long as the general policy intent is met. Each proposal will proceed through a standard CD-1 rezoning process, including a public hearing or Council decision. Lessons learned from the pilot will inform potential future recommendations for a long-term AHO framework.

4. Temporary 20 per cent Reduction to Development Cost Levies (DCLs)

To help stimulate near-term development, staff are proposing a temporary 20 per cent rate reduction to the Vancouver Development Cost Levy, Vancouver Utilities Development Cost Levy, and Area Specific Development Cost Levy (See Appendix E). This measure would commence upon Council approval and enactment of the DCL by-laws and remain in place until the City recalibrates its development contribution framework through the upcoming Financing Growth Update in Q2 2026. While reduced levies will lower DCL revenues available for growth infrastructure and amenities, it could unlock housing and employment-related projects that might otherwise stall.

In the short term, infrastructure capacity, particularly sewer systems, can be managed through mitigation measures such as underground tanking and improved groundwater management. As part of the 2025 Federal Budget, the Build Communities Strong Fund is expected to provide $12.2 billion over 10 years to support municipalities for housing-enabling infrastructure. To access these funds, the provincial government must agree to cost-match the federal funding and cities must significantly reduce development charges. With the proposed 20 per cent reduction in DCL rates, the City will be eligible to apply for this federal funding to offset the foregone revenue to help fund housing-enabling infrastructure such as sewer, water and transportation capital projects.

5. Deferring DCL Payment

On June 17, 2025, Council approved a DCL deferral (instalment) option. For DCLs over $500,000, developers have the options to i) pay DCLs in full before a building permit is issued (i.e., before construction begins) or ii) paid in three equal one-third instalments whereby the first payment is due prior to any building permit stage and the second and third payments are due 12 and then 24 months after the issuance of the stage permit that follows first payment. This deferral option is aligned with other BC municipalities and regional Development Cost Charges (i.e., Metro Vancouver and TransLink).

On July 2, 2025, the Province made amendments to the Development Cost Charge (DCC) and Amenity Cost Charge (Instalments) Regulation under the Local Government Act which come into effect on January 1, 2026. Effective January 1, 2026, developers are allowed to defer 75 per cent of the fees until building occupancy or four years, whichever comes first, and to use surety bonds for security instead of letters of credit. These changes aim to ease cashflow pressure on developers in order to accelerate housing delivery in BC.

Even though these regulation changes do not apply to the City which operates under the Vancouver Charter, staff recommend aligning with the provincial DCC regulation changes to streamline collection of regional DCCs on behalf of Metro Vancouver and further alleviate cashflow challenges for developments (See Appendix F).

Staff applied the following principles in formulating the City's DCL deferral approach:

- Supporting development viability while ensuring the City's ability to deliver infrastructure and amenities to support growth
- Aligning with Metro Vancouver and TransLink's DCC deferral framework (LGA framework)
- Ensuring simplicity in understanding, implementation, and administration
- Ensuring applicability to Amenity Cost Charges (ACCs) when implemented

The updated DCL deferral option would be as follows (changes are indicated in **bold** text):

- Applicable to development projects with total DCL payments of $500,000 or more (encompassing all City DCLs: City-wide, Area-specific and Utilities)
- Submission of a deferral application with a $1,000 administration fee
- **Installment payments as follows:**
    - **25% prior to first Building Permit (BP) issuance**
    - **75% due 4 years after first BP issuance or occupancy, whichever occurs sooner**
- Interest-free deferral secured by "pay-on-demand" Surety Bond or Letter of Credit at the City's discretion
- DCL rates locked in at the time of BP issuance after payment (not subject to rate increases)
- Default on the installment payment will result in the full remaining unpaid levy becoming due, and the City could i) draw down on the financial security or ii) insert the amount in the real property tax roll with applicable late payment charge.

While deferral of DCLs could pose a sizeable one-time impact on funding for infrastructure and amenities to support growth in the next capital plan (2027-2030), collections are expected to stabilize thereafter. To mitigate such impact, staff recommend using interim financing, repayable over 10 years, to bridge the funding gap. Refer to the Financial Implications section for further details.

Should Council approve Recommendation F, staff will monitor the uptake and impacts of DCL deferrals to inform future program adjustments as appropriate. Information on the deferral program will also be included as part of annual reports on DCLs.

6. Public Art Rezoning Conditions Adjustment

The City's Public Art Program, funded through developer contributions on rezonings over 100,000 sq. ft. (social housing exempt), supports the delivery of on-site or City-led art installations. To help improve the financial feasibility of development projects during current market conditions, staff recommend an amendment to the Public Art Policy and Procedures for

Rezoned Developments. The change would increase the existing 20 per cent discount on Cash-in-Lieu (Option B) contributions to 40 per cent for eligible in-stream rezoning applications that have not yet been considered at a public hearing as of December 9, 2025, and have been approved in principle by Council following a public hearing prior to July 31, 2026.

This amendment provides one-time financial relief for applicable projects, reducing average public art costs by $80,000 - $200,000 per development depending on project size, while simplifying review and approval processes. Approximately 100 projects could benefit from this measure. Although the change will temporarily reduce total public art contributions, it will potentially increase administrative efficiency. The foregoing discount to Option B and the Public Art Policy and Procedures for Rezoned Developments are intended to be considered as part of the upcoming Financing Growth Update anticipated for Q2 2026. See Appendix B.

7. Transportation Demand Management (TDM) Program Adjustment

The Transportation Demand Management (TDM) program, first introduced in 2018 to support sustainable travel choices and reduce parking demand, has evolved to balance transportation goals with development viability. Following program streamlining in 2023 and further simplification in 2024, staff now recommend amending the Parking By-law (see Appendix G) to eliminate the TDM plan requirement for any development site for which development permit applications are submitted after December 10, 2025. This change will reduce project costs by up to $4,300 per dwelling unit or $31 per sq. m of non-residential space, while modestly shortening application review times. Projects impacted by this change include those in the Downtown and Broadway Plan Area or Transit-Oriented Areas that have 12 or more dwelling units or 500 sq. m of non-residential gross floor area; or large developments with sites at least 8,000 sq. m in total site size or 45,000 sq. m of new development floor area.

Since the program began in 2019, approximately 42 projects with TDM Plans have been constructed. These projects will be monitored in 2026 and 2027, and staff will report back to Council with results informing potential future recommendations to support sustainable transportation in new developments.

While the adjustment may reduce immediate opportunities to influence travel behavior, it reflects current economic realities and the City's intent to develop a more targeted and effective TDM framework in the future.

8. Permit Improvement Program and Development Viability

The initiatives outlined below form part of the City's Permit Improvement Program (PIP), which is advancing the Council-approved 3-3-3-1 permitting framework to deliver faster, simpler, and more predictable permitting processes. PIP is focused on aligning policy, process, and digital transformation to improve overall development viability while maintaining environmental performance and public benefit outcomes. These initiatives contribute directly to reducing time, cost, and uncertainty in the development process, which address key factors affecting project feasibility and housing delivery. Collectively, they reflect an enterprise-wide effort to modernize permitting and regulatory systems, streamline internal reviews, and target resources proportionate to project type and complexity.

The following sections highlight a selection of PIP-aligned initiatives that are improving development efficiency, enhancing infrastructure predictability, and reducing costs through practical policy and process reforms across departments.

In addition to the initiatives detailed below, several recent actions under the Permit Improvement Program have already improved development viability and processing timelines:

- *Elimination of Traffic Impact Studies*: Removed the requirement for most development applications, saving applicants approximately $10,000 per application and reducing staff review time.
- *Simplified Use Changes*: Removed the need for development and building permits for simple use changes, cutting processing times by up to 12 weeks.
- *Streamlined Utility Connection and Sewer Review Processes*: Raised thresholds for sewer and water upgrades, allowing 10 per cent more small projects to be processed within three days.
- *Regulatory and Digital Improvements*: Expanded use of electronic compliance checking through the eComply pilot and fully digitized business license applications, reducing processing time from 16 weeks to two days.
- *Development Permit Condition Review*: Reviewed over 1,200 standard conditions, eliminating one-third and simplifying two-thirds to improve predictability and reduce prior-to-issuance review cycles.

Together, these reforms demonstrate how PIP is not only modernizing permitting systems but also driving meaningful improvements in development timelines, cost certainty, and housing delivery outcomes across Vancouver.

Building on this progress, the following initiatives have been recently completed or are now being implemented to further advance development viability, streamline processes, and support faster housing delivery across the city.

Typical Conditions Approach for City-Initiated Zoning – The introduction of district schedules such as R3, R4, and R5 has significantly improved efficiency by replacing individual rezonings with standardized zoning frameworks that allow projects to proceed directly to development permit. This shift has eliminated the typical 12–15 month rezoning process, reduced applicant fees, and provided greater predictability and transparency for both applicants and staff.

Engineering Services has implemented a Typical Conditions approach to align with these new districts, applying consistent and reasonable infrastructure requirements to streamline approvals and reduce offsite costs. This is estimated at up to 50 per cent lower than comparable rezoning projects.

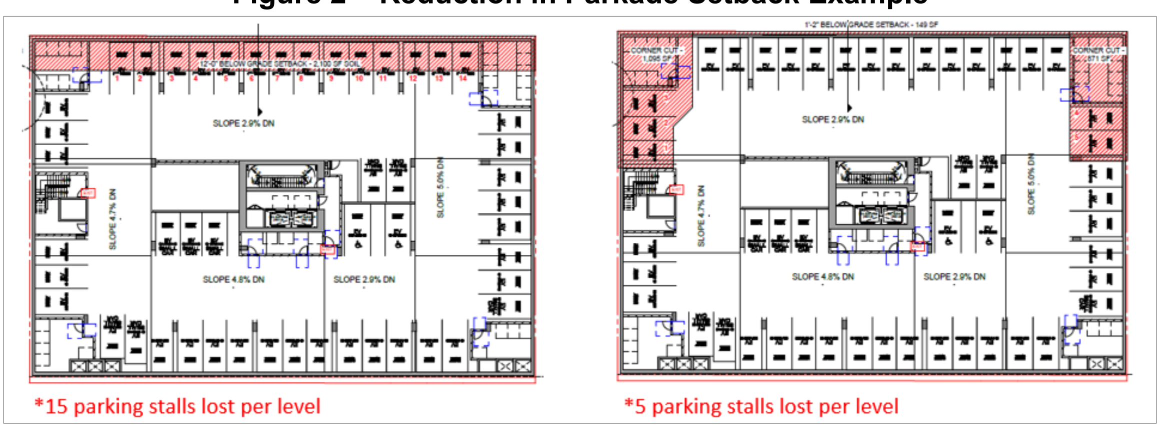
Complementing this, staff are undertaking processes to streamline reviews for six-storey and under buildings, reducing review layers and focusing staff time on greatest impact reviews. Together, these initiatives represent a coordinated shift toward proportionate and risk-based review which ensuring simpler, smaller, or lower-impact projects move faster through the system.

Sewer Capacity Review Update – Engineering Services has completed a review of sewer capacity policies following the recent updates to rainwater management requirements in the Vancouver Building By-law (VBBL). The new criteria significantly limits rainwater discharge from developments over 1,000 sq. m or 1.0 FSR, freeing up capacity in the combined sewer system to accommodate additional flows from higher-density development without requiring costly upgrades. Based on this updated approach, staff have streamlined sewer capacity reviews, exempting many sites from upgrade conditions where impacts are minimal. This change is expected to reduce sewer capacity reviews by 85 per cent, saving the development industry an average of $300,000 per project and eliminating roughly $16 million in upgrade requirements to date. The policy also generates annual City savings of approximately $0.8 million in staff time, improving both processing timelines and predictability for applicants. Ongoing monitoring and flow modeling will ensure sewer performance remains stable, with any critical upgrades prioritized through existing capital programs. This initiative balances technical and financial considerations while advancing both housing delivery and infrastructure resilience.

Concept Geometrics for Applicants – Engineering's Transportation Design Branch has completed a process change to streamline the delivery of offsite transportation designs provided to applicants. Previously, staff prepared a fully detailed (100 per cent) two-dimensional geometric design, which required internal surveys, multiple reviews, and extensive coordination across departments – often delaying applicants' ability to proceed with utility and offsite design work. The new approach provides a 25 per cent concept geometric design, enabling applicants' consultants to take on detailed design coordination while staff focus on review and compliance. This change has been piloted and is now being formalized, with time savings of up to six months per project through reduced internal review and faster design turnaround. Supporting updates to the Engineering Design Manual will ensure consistent standards and minimize design conflicts. This improvement represents a significant efficiency gain for both staff and applicants, supporting faster project delivery and clearer roles in the development process.

Parking Requirements and Environmental Performance – Recent updates to parking policy and design practice aim to improve development viability while advancing environmental and infrastructure objectives. Through the *Underground Parkade Setbacks* initiative, staff have adopted a more flexible approach to the Broadway Plan's underground parkade setback requirement, originally intended to support tree canopy growth, groundwater recharge, and stormwater management. The previous 12-foot setback reduced parking efficiency and increased excavation costs; under the new approach, applicants may propose smaller setbacks, relocated soil areas, or green roof systems to achieve the same environmental outcomes. This practice, now routinely applied through rezonings and permitting, lowers construction costs, improves parking efficiency, and will be formalized in a future update to the City-wide Design Guidelines. As work on the City-wide Design Guidelines progresses, it is already shaping a shift toward more adaptive and performance-based standards that better align environmental stewardship with housing delivery and development efficiency.

Figure 2 – Reduction in Parkade Setback Example



9. Future and Ongoing Measures to Address Viability

Staff will continue advancing targeted policy, process, and regulatory initiatives to improve project feasibility, sustain housing supply, and support affordability. Rather than future omnibus reports, individual initiatives will be brought forward to Council, each outlining its specific contribution to improving development viability and housing delivery outcomes.

Villages Planning Program – The Villages Planning Program is a major city-wide initiative currently underway to rezone approximately 550–600 blocks across 17 village locations. The program will enable residential and mixed-use buildings up to six storeys around existing and emerging commercial nodes, supporting more complete communities and expanding housing supply and diversity. By making extensive city-initiated zoning changes, this program will enable the delivery of new housing and commercial spaces that do not require applicants to seek site-specific rezonings, which will reduce average processing times by 12–15 months per project. The Villages Plan is scheduled to be brought to Council in Q2 2026, with a referral to public hearing anticipated by May 2026.

Financing Growth Update – Staff are currently working on a comprehensive update to the City's development contribution tools, including Development Cost Levies, Amenity Cost Charges, Inclusionary Zoning, Density Bonus Zoning, and Community Amenity Contribution. This work will incorporate updated growth projections and capital programs, comply with recent legislation, and recalibrate rates based on economic testing to reflect current market conditions. The development contribution rates and policies will seek to support development viability while considering growth-related infrastructure and amenity needs. The update will also simplify the development contribution framework, and transition to pre-set contributions as opposed to site-by-site negotiations to support predictability and transparency. The City will be transitioning from Community Amenity Contributions to Amenity Cost Charges and Inclusionary Zoning to deliver non-market housing and amenities such as community centres, rinks, pools, libraries and social facilities. Staff are aiming to bring a report on the updated Financing Growth framework for Council consideration in Q2 2026.

Streamlining Rental Opportunities in C-2 Zones – Staff are proposing to bring forward zoning changes and associated updates to the Secured Rental Policy to extend the six-storey rental option to C-2 zones within existing community plan areas, specifically Cambie, most of Grandview-Woodland, Joyce Precinct and Marpole, where six-storey rental is currently allowed with rezoning. Certain locations, such as portions of Transit-Oriented Areas and the central stretch of the Grandview-Woodland neighbourhood along Commercial Drive, would remain exempt and continue to follow existing zoning provisions.

By removing the need for rezoning, these updates are expected to streamline development by saving time and associated fees for projects, ultimately delivering more six-storey market rental opportunities in proximity to commercial areas. Staff will bring more details on this proposed change to Council in early 2026.

CAC Escalation Clause – As a future and ongoing measure, staff are exploring the introduction of a CAC escalation clause to help align incentives for timely project delivery. This tool would allow for a discounted CAC (up to 20 per cent) if applicants move their projects through key development stages (rezoning enactment, DP, BP) within a specified timeframe. If those milestones are delayed, the CAC would escalate monthly until it reaches the original agreed amount. For example, a $6M CAC commitment could be reduced to $5M if enactment occurs within 24 months; if delayed, the amount would rise by $100,000 per month until the full $6M is reached.

This approach is intended to encourage applicants to proceed with construction in a timely manner, reduce prolonged negotiations, and bridge gaps in CAC positions under challenging market conditions. The measurable impact is estimated at 2–6 months of time savings in cases where agreement on CAC values is difficult to reach. Monitoring would be tied to enactment dates, coordinated by rezoning planners, with CAC payments enforced through existing rezoning conditions. While this tool carries risks around perceptions of "discounted" CACs, it balances the City's need to see housing delivered with applicants' interest in moving projects forward under difficult market conditions.

Sustainable Large Developments Policies – Staff are seeking Council direction to initiate an update to the *Rezoning Policy for Sustainable Large Developments* and related large site policies to reflect evolving City priorities and align with the forthcoming Financing Growth Framework. Over time, many of the requirements originally specific to large sites, such as: energy performance, green infrastructure, and transportation demand management, have been incorporated into other city-wide policies and regulations. Updating these policies will ensure continued coordination across departments and establish a modernized framework for how large sites can deliver additional benefits in housing, sustainability, and public amenities.

The findings of this policy review will also inform alignment of policies relating to Community Benefits with the Official Development Plan (ODP) and other applicable policies, including the Rezoning Policy for Sustainable Large Developments. Staff will return to Council in 2026, alongside the Rezoning Policy for Sustainable Large Developments, with a revised approach that includes provisions for community benefit that support both financial viability and the City's broader livability and equity goals.

In the interim, until these policy changes have been made, staff recommending that the Community Benefits Agreement (CBA) Policy be optional for projects which have not yet been considered at public hearing or are the ones listed in Appendix H, which have been approved in principle at a public hearing but the rezoning by-law has not yet been enacted and are subject to a CBA rezoning condition, in which case the respective CBA condition will be optional.

Making the CBA Policy optional while the review of large site policies is underway provides needed flexibility for projects during a period of challenging development viability. This temporary approach will also allow staff to bring forward an updated policy framework that integrates the goals of the CBA Policy with broader large-site considerations and aligns with related ongoing work. The current CBA Policy recently underwent an evaluation. This evaluation has resulted in several policy and process updates that are being implemented in the coming months which will also streamline processes for active projects with CBAs in place.

Crane Swing and Shoring and Underpinning Agreements – Staff have engaged with industry professionals and specialist lawyers to investigate if solutions can be found to resolve disputes about access for construction-related purposes can cause delay in the completion of building projects and increased costs that are ultimately reflected in the cost of housing and commercial space. Specifically in the context of airspace rights for tower crane operation and of rights to land immediately adjacent to building sites for shoring and underpinning. Agreements needed between parties has been adding unpredictable costs to development by monetizing the cost of consent agreements. This negotiation process has also caused lags in permit issuance.

Conditions of Approval – Realizing Entitlements – Staff examined a potential new practice to require rezonings to be enacted within a set period, such as 36 months after Council approval in principle. The goal was to encourage timely project delivery and ensure that approved housing, childcare, and other public benefits move forward to construction. During engagement, the development industry expressed concern that fixed enactment timelines could add risk and uncertainty in a volatile market, where factors like financing, construction costs, and interest rates often drive project delays. Staff recognize the importance of maintaining predictability while improving accountability.

Further work is needed to refine how this measure could be implemented to balance these objectives. Options may include enhanced tracking and reporting of approved but unbuilt rezonings, rather than fixed time limits, to better monitor delivery progress and inform policy decisions.

Collective Impact on Housing Delivery and Viability

Staff across departments are advancing coordinated measures to strengthen development viability and sustain housing delivery in a challenging market. These actions combine immediate cost relief with long-term system reform to support both near-term project delivery and overall market stability.

The temporary reduction and deferral of Development Cost Levies are expected to improve cash flow for more than 250 active applications representing over 20,000 homes, reducing city-wide development costs by an estimated total of $75 to $100 million. Process improvements such as typical conditions, updated sewer capacity reviews, and parking flexibility are anticipated to shorten approvals by four to six months and reduce off-site costs by up to half, with savings of $1.6 to $5.8 million per project.

New housing initiatives, including, the Attainable Home Ownership framework, updates to apartment livability standards, and the Villages Planning Program to expand opportunities for housing supply across a wider range of income levels and tenures. Together, these measures will simplify approvals, diversify housing forms, and accelerate construction in areas well served by infrastructure and transit.

Additional initiatives, such as revisions to the Public Art Policy and Procedures for Rezoned Developments, Transportation Demand Management requirements, and simplified design and conditioning standards, further reduce project costs and support delivery of both rental and ownership housing. Systemic work on the Amenity Cost Charge framework and capital plan recalibration will align growth funding with economic conditions and ensure sustainable delivery of public benefits.

Collectively, these initiatives will help advance stalled projects, sustain construction employment, and preserve progress toward the City's housing targets of 35,500 new rental units and 28,900 net new homes by 2028. By combining financial relief, process efficiency, and planning certainty, the City is maintaining momentum toward long-term housing affordability and economic resilience.

Financial Implications

The macro-economic environment continues to be uncertain, with significant constraints on development contributions arising from challenging market conditions as well as changes in provincial legislation on development finance tools (e.g., DCLs, Amenity Cost Charges, inclusionary zoning, density bonusing, and engineering conditions). Staff have just developed the city-wide Public Infrastructure Investment Framework (PIIF) that aligns service levels with the City's financial capacity and are undertaking a comprehensive review and update of the City's financing growth framework which will be brought forward for Council consideration in Q2 2026.

While the provincial legislation changes present an opportunity for the City to modernize its financing growth framework, the available tools for municipalities to support growth remain limited. As part of the capital planning and budgeting processes, Council will need to make trade-off decisions regarding allocation of limited development contributions to ensure core municipal infrastructure and community amenity needs are prioritized. The City will also continue to pursue advocacy through the Federation of Canadian Municipalities on modernization of the municipal growth framework to address the funding challenges associated with renewing and expanding infrastructure and amenities to support growth and build complete communities.

Further to the first round of development viability measures introduced in June, this report puts forward additional recommendations to support housing delivery amid challenging market conditions. Below summarizes the potential impact on the City's ability to deliver growth infrastructure and amenities in the 2027-2030 Capital Plan and mitigation that will be considered as part of the capital planning process.

Temporary 20 per cent DCL Rate Reduction (Recommendation E) – The temporary reduction in DCL rates as proposed will reduce, not just defer, the DCLs available for growth infrastructure and amenities. The intended savings for development projects could easily be offset by rate increases from other agencies, and the City's ability to increase rates in the future would likely be restrained.

Based on the average DCLs collected over the past five years, the temporary rate reduction plus the 12-month in-stream rate protection could result in a ~$45 million impact.

Implementation will take ~50 hours of additional staff time within Development, Buildings and Licensing to review and update ~250 active building permit applications and reissue revised payment notifications. These one-time costs will be accommodated within existing resources.

Updates to DCL deferral program (Recommendation F) – Before considering the temporary reduction in DCL rates (Recommendation E), the updates to the DCL deferral program as proposed could pose a ~55 per cent (~$300 million) one-time reduction in DCLs available for growth infrastructure and amenities in the 2027-2030 Capital Plan, based on the historical five-year average DCL collection.

To mitigate such impact, staff recommend using interim financing, repayable over 10 years from future DCL collections, to bridge the funding gap for the next Capital Plan. As shown in the table below, spreading the one-time impact over 10 years would lower the reduction in DCLs available for the next Capital Plan from ~55 per cent (~$300 million) to ~35 per cent (~$180 million). Funding sources for ~$185 million of interim financing could include capital reserves and/or borrowing.

It should be noted that, even with interim financing, some infrastructure and amenity projects may need to be descoped, phased and/or deferred to future Capital Plans to fit within the City's financial capacity. As the deferral program is proposed to be interest-free, the cost escalation associated with deferring capital works as well as interest costs associated with the interim financing will have to be accommodated in future DCL and Financing Growth programs.

Should Council approve Recommendations E and F, the combined reduction in DCLs could reach ~60 per cent (~$320 million). The table below compares the estimated financial impact between the June 2025 Council report and the current proposals:

Figure 3 – DCL deferrals for projects >$500K

	June 2025 Council Approval	December 2025 Proposal	
# of payments	3	2	
Payment structure	Up to Final BP (33%) + 1yr (33%) + 2 yrs (33%)	First BP (25%) + 4 yrs or OP (75%)	
DCL Rate Discount	N/A	Before 20% discount	After 20% discount
Est. reduction in DCLs for 2027-2030 Capital Plan, before mitigation	↓45% (~$245M)	↓55% (~$300M)	↓60% (~$320M)
Est. interim financing required	~$175M	~$185M	~$200M
Est. reduction in DCLs for 2027-2030 Capital Plan, after mitigation	↓~26% (~$140M)	↓~35% (~$180M)	↓~38% (~$200M)

Should development activities slow down in the coming years, the actual dollar impact and required interim financing would also come down. Staff will assess the uptake of DCL deferrals and bring forward for Council consideration a comprehensive mitigation strategy as part of the 2027-2030 Capital Plan. To prioritize delivery of critical growth-supporting infrastructure (e.g., water, sewer, transportation), Council could adjust the allocation of development contributions and other funding sources as part of the capital planning and budgeting processes.

Updates to Public Art for Rezonings Policy (Recommendation H) – Increasing the discount for the cash-in-lieu option as proposed, from 20 to 40 per cent, may incentivize more applications to provide cash-in-lieu as opposed to in-kind.

Staff will monitor the efficacy of the proposed measures on housing delivery and may bring forward program adjustments as appropriate.

Attainable Home Ownership Pilot Rezoning Policy (Recommendation D) – Consistent with Council policies, all affordable housing projects are expected to be self-sustaining over the long-term and do not require further subsidies, property tax exemptions, and/or financial guarantees from the City.

In determining the most optimal approach for the AHO pilot, below is a summary of key financial considerations:

- A shared equity model that ensures mortgage-ability (by commercial lenders) and insurability (by CMHC or other interested private mortgage insurers).
- Mid- to long-term financial exposure to the equity investment from the City and/or its partners.
- Implications to the City's ability to deliver growth infrastructure and amenities as a result of forgoing development contributions in exchange for AHO units.
- The City's ability to sustain and/or grow the AHO program in future years.
- Ease of program administrative and cost-effectiveness.

In general terms, the viability of an AHO program depends on multiple factors, including affordability targets and depth of discount; size of down payment and mortgage rates; future appreciation (or depreciation) in housing prices in relation to household incomes; and other macro economic and employment conditions.

Implications to the City –

1) The equity share of the City (i.e., affordability created through forgoing development contributions) and/or its partners is secured in the form of a second mortgage and would appreciate (or depreciate) in value over time depending on market conditions.

2) The equity share of the City and/or its partners (as a percentage of fair market value) is repayable upon resale or after 25 years, whichever is sooner. The City's share of the proceeds would be reinvested in preserving and/or expanding affordable housing through the Vancouver Affordable Housing Endowment Reserve.

3) Delivering AHO units involves forgoing development contributions in exchange for affordability. Staff will monitor the uptake of the program and adjust applicable parameters as necessary to ensure that the City's ability to deliver growth infrastructure and amenities is not materially impacted.

Implications to eligible AHO buyer –

1) Regardless of the level of discount, the homeowner would be responsible for all the one-time and ongoing costs associated with the AHO unit at fair market value, including GST, closing costs, property transfer tax, and annual strata fees and property taxes.

2) Upon resale or after 25 years, the homeowner is obligated to repay the AHO mortgage (as a percentage of fair market value at the time) from the sale proceeds (if sold) or by taking out another mortgage to finance the "buy-out" of the equity share of the City and/or its partners if they wish to stay.

Legal Implications

If Recommendation A is adopted by Council, Council will facilitate the change in affordability for developments that rezonings that have a CD-1 By-law that has already been approved in principle or enacted, noting that a further amendment to approved Housing Conditions and/or approved Housing Agreements would also be required to effect the change.

If Recommendation E is adopted by Council, the City's DCL program will be amended by decreasing the DCL rates by 20 per cent.

If Recommendations B and F are adopted by Council and enacted, as of January 1, 2026 the City's DCL program will be amended by:

(1) adjusting the rents required for a development to qualify for a class A for-profit affordable rental housing waiver (Recommendation B); and
(2) aligning the City's DCL installment payment program with the installment payment requirements of Metro Vancouver and Translink, as well as the other local governments (Recommendation F).

DCLs will continue to be charged to applicable developments in accordance with the provision of the DCL by-laws.

If Recommendation G is adopted by Council, the Parking By-law will be amended to eliminate Transportation Demand Management plan requirements for any development site for which development permit applications are submitted after December 10, 2025.

If Recommendation I is adopted by Council, the rezoning conditions for the developments listed in Appendix H that have been approved in principle at a public hearing but the rezoning by-laws for which have not yet been enacted and are subject to a Community Benefits Agreement condition, will be amended such that the respective Community Benefits Agreement condition will be optional.

Conclusion

The measures outlined in this report represent continued progress toward improving development viability and sustaining the delivery of new housing and public benefits in Vancouver. By combining immediate relief measures such as the temporary reduction in development cost levies and enhanced deferral options with ongoing regulatory and process reforms, the City is supporting both the near-term recovery of the housing market and the long-term efficiency of its development systems. Together, these actions will help maintain construction activity, protect jobs, and ensure the City remains positioned to meet its housing and infrastructure objectives through changing market conditions.

* * * * *

Rental Development Relief Program

Time-limited Program effective February 2, 2026 through December 15, 2027

CITY OF VANCOUVER

Table of Contents

1 BACKGROUND AND CONTEXT

Supporting Development Viability

In 2024, Staff began developing strategies to support development viability amid increasingly challenging market conditions. These factors include rising construction costs, limited labour availability, constrained access to financing, trade and economic instability, and slower immigration growth. Through collaboration with industry partners, Staff identified practical and responsive solutions that were approved by Council on June 17, 2025. The Rental Housing Relief Program is part of these ongoing strategies to support development viability.

Need for Rental Housing

Vancouver continues to face a tight rental market, with low vacancy rates that have averaged just one percent over the past 35 years, and market rents that far exceed what an average household income can afford. These trends reflect a persistent shortage of rental housing, driven by decades of limited new construction and demand from a population increasingly priced out of home ownership. Sustaining a robust pipeline of new rental housing is essential to address this longstanding shortfall and meet the needs of households seeking suitable and affordable homes.

Progress Towards Housing Vancouver and Provincial Targets

On September 26, 2023, the Province issued a Housing Targets Order to the City of Vancouver, which includes a minimum 28,900 net new units to be completed within a five-year period (2023-2028). As part of the Order, the Province established guidance that called for 72 per cent of the targeted units to be rental (primary and secondary rental combined) of which 38 per cent are to rent at or below market rents. Given that the Provincial targets measure completions, staff have introduced approaches to accelerate the permitting and construction of new housing.

On June 25, 2024, Council approved updated 10-year housing targets under the Housing Vancouver Strategy for a total 83,000 net new approved housing units to meet population growth, existing housing needs, and new Provincial requirements. Over 40 per cent (35,500) of the total target is for new purpose-built rental housing, including 5,500 below-market rental units.

2 INTENT

To support the continued delivery of urgently needed below-market rental housing, this two-year, time-limited, relief program aims to improve the viability of eligible participating mid- and high-rise rental projects through permanently reduced affordability requirements and opportunities for modest additional height and density. This program is specifically intended to support proposed projects with below-market rental unit requirements that are currently facing financial challenges which put them at risk of not proceeding to construction.

3 ELIGIBILITY

Eligible projects must meet all of the following parameters:

(a) The development is subject to a community plan and/or city-wide policy which has a below-market rental requirement, including the Moderate Income Rental Housing Pilot Program (MIRHPP)*

(b) The development may be permitted at a mid-rise or high-rise scale (nine storeys or higher) per the applicable community plan and/or city-wide policy

(c) The development is seeking, or has an approved, rezoning to a CD-1

(d) The subject site contains fewer than 10 existing primary purpose-built rental units

(e) The development has yet to obtain an issued building permit (BP Stage 1), *except projects that obtain an issued building permit (BP Stage 1) between December 15, 2025 to March 20, 2026 will be considered*

(f) The subject site is smaller than 8,000 sq. m (1.98 acres)

**Projects that are proposing below market rental units as part of a CAC negotiation are not eligible under this Program.*

4 QUALIFICATIONS

In addition to meeting the eligibility parameters outlined in Section 3 above, applicants must meet both of the following deadlines:

- Obtain Council approval of new or amended housing agreement terms and/or Council approval in principle of a new or amended CD-1 bylaw, as applicable, by December 15 2027; and
- Obtain a Stage 1 Building Permit within 24 months of Council approval.

Please see Section 5 for more details about relaxations and Section 6 for more details about the application process.

5 RELAXATIONS AND INCENTIVES

5.1. Below Market Rental Rate Adjustments

Maximum starting rents and rents upon turnover for the below market rental units may be increased from rates at least 20 per cent below the Canada Mortgage and Housing Corporation (CMHC) city-wide average rents by unit type, to rates equal to the city-wide average rents by unit type for the previous calendar year, as published in the CMHC's annual Rental Market Report, provided the timelines set out in Section 4 above are met. Below-market rental affordability requirements will not be relaxed for units allocated to returning tenants exercising their right of first refusal under the Tenant Protection and Relocation Policy.

Failure to meet the timeline to advance to construction per Section 4 will result in the affordability adjustments made under this program being voided. Affordability requirements will revert back to the original below-market rental policy requirements.

5.2. Development Cost Levy (DCL) Waiver

Projects meeting the affordability requirements under this Program will be eligible for a Class A waiver of City-wide and Area specific DCLs for the residential floor area.

5.3. Height, Density, and Use Relaxations

Increases to maximum building height and density and adjusted use requirements may be considered as follows:

Area	Applicable sub-areas	Additional height, density, and other relaxation[1]
Broadway Plan	**"Centres" as outlined in the Broadway Plan**	• Building height should not exceed the maximum building height stated in the Plan. • Supportable density will be determined based on urban design performance and the Plan's built form policies. [2]
	"Centres" as outlined in the Broadway Plan, except for Uptown/Cambie North Areas A and C	• Where the Plan policies require a minimum of <u>three levels</u> of non-residential uses (i.e. job space) above the ground floor, relaxations to the minimum non-residential space requirements will be considered. • A minimum of <u>one level</u> of non-residential space above the ground floor should still be provided, or <u>no net loss</u> of existing commercial space on site, whichever is greater.
	"Residential Areas" as outlined in the Broadway Plan	• Building height should not exceed the maximum building height stated in the Plan. • Generally, additional density should not exceed 0.5 FSR. • Supportable density will be determined based on urban design performance and the Plan's built form policies.[2] • In some cases, additional density greater than 0.5 FSR may be considered, but this will typically be reserved for smaller (down to 30 m [99 ft.] frontage) or irregular sites where the Plan's envisioned built form outcomes can still be achieved with increased density.[3]
	TOA – Tier 1	• Building height should not exceed a maximum of 26 storeys

Community plan areas, outside Broadway Plan		• Generally, density should not exceed 7.0 FSR based on urban design performance.[2] • Density above 7.0 FSR will typically be reserved for small (down to 30 m [99 ft.] frontage) or irregular sites.[3]
	TOA – Tier 2	• Building height should not exceed a maximum of 15 storeys.[4] • Supportable density will be determined based on urban design performance.[2]

Notes:

1. *Applications proposing relaxations that exceed the parameters set out in this table will not be considered by this program and will be processed through a non-compliant rezoning application.*
2. *See the following links to urban design guidelines used to respond to site-specific conditions:*
   - *City-wide Design and Development Guidelines*
   - *Broadway Plan – Chapter 11: Built Form and Site Design (only applicable to developments in the Broadway Plan area)*
   - *Solar Access Guidelines*
   - *Residential Tower Floor Plates Bulletin*
3. *Densities above 7.0 FSR will only be considered in limited circumstances as projects above 7.0 FSR will require additional review for infrastructure and sewer capacity. This will make it challenging to meet the timeline requirements listed in Section 4.*
4. *Section 1.1 of the Below-Market Rental Housing Policy for Rezonings will apply to proposals seeking building height above 12 storeys.*

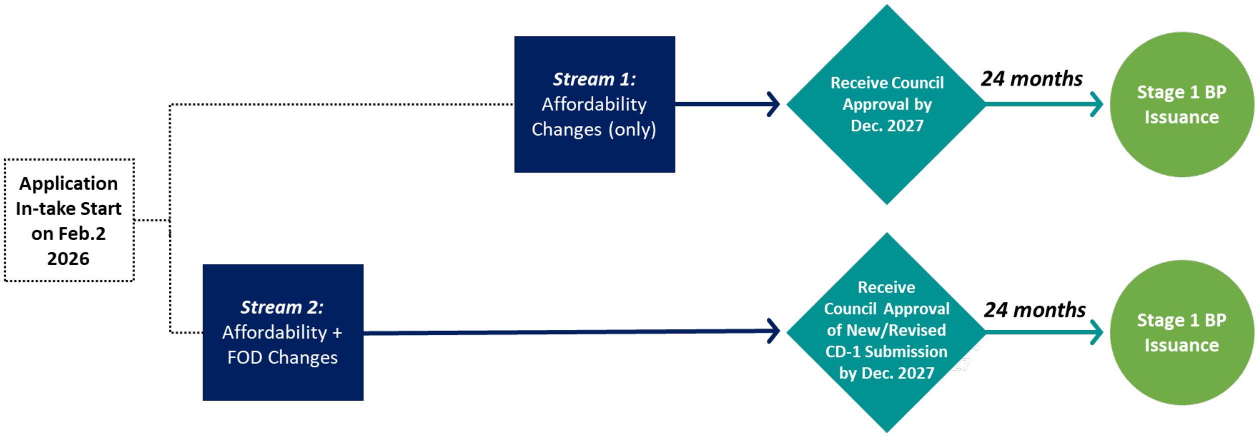
6 APPLICATION PROCESS

6.1. Application Intake - Two Streams

Application intake will begin on February 2, 2026 and consist of two processing streams:

Stream 1: Involves applications requesting adjustments to affordability requirements only. This expedited stream will require conditions approved by Council and registered in Housing Agreements. These applications do not require further form of development or pro forma review.

Stream 2: Involves applications requesting changes to the form of development (e.g., additional height and density) or uses as outlined in 5.3. Applications under this stream may also request adjustments to affordability levels. These applications will not require further pro forma review, but will undergo a more detailed review process, which may include revisions or resubmission of CD-1 rezoning applications, depending on the proposed scale of changes to the form of development.



6.2. Submission Requirements

Existing rezoning applications:

Stream 1:

- A complete Rental Development Relief Program application form/checklist signed by the applicant acknowledging program eligibility parameters and timelines.

Stream 2:

- A complete Rental Development Relief Program application form/checklist signed by the applicant acknowledging program eligibility parameters and timelines.
- Confirm application resubmission requirements with Rezoning staff and provide a complete resubmission at the time of application intake.
- Confirm Rezoning Revision fee with Rezoning staff.

New rezoning applications (Stream 1 or 2)*

- A complete Rental Development Relief Program application form/checklist signed by the applicant acknowledging program eligibility parameters and timelines.
- Submission of all requirements per CD-1 Rezoning Guide.
- Confirm New CD-1 fee with Rezoning staff.

**Applicants must confirm that program approval and construction deadlines will be met as part of the application submission process*

7 CAC EXEMPTION

Applications for rezoning under this Policy may be exempt from payments and/or provision of amenities pursuant to the City's Community Amenity Contributions Policy for Rezonings. However, this Policy does not pre-empt Council decisions on potential exemptions from future Financing Growth tools, including the upcoming Amenity Contribution Charge (ACC) By-law. There will be no proforma review if all the criteria are met in Section 4.

* * * *

DRAFT POLICY AMENDMENTS
FOR THE BELOW-MARKET RENTAL HOUSING POLICY FOR REZONINGS AND THE PUBLIC ART POLICY AND PROCEDURES FOR REZONED DEVELOPMENTS

Note:

- *When new sections, policies or figures are proposed for addition or removal, subsequent sections, policies or figures will be renumbered accordingly.*
- *The page numbers referenced correspond to the existing policy document, but they may change in the future.*
- *Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

Policy	Section/Page	Proposed Amendment	Rationale
Below-Market Rental Housing Policy for Rezonings	p.5	*Add:* 2.6 Rental Development Relief Program The *Rental Development Relief Program* (RDRP) enables a time-limited opportunity for projects that meet specified eligibility criteria to seek relaxations to below-market rental affordability requirements and additional height and density. The exclusions set out in Section 2.1 of this policy above continue to apply to applications being considered under the RDRP, except that applications on sites in community plan areas and in Tier 2 locations per the Transit-Oriented Areas Rezoning Policy and Transit-Oriented Area Designation By-law may be considered for additional height and density per section 1.1 of this policy.	Enables consideration of additional height and density in Tier 2 Transit-Oriented Areas within community plan areas to improve the financial viability of below-market rental projects that are eligible under the Rental Development Relief Program.

Public Art Policy and Procedures for Rezoned Developments	p.2 p.8 p.11 p.13	Add: 1.3 What are the options? II. Option B1: Cash-in-Lieu (time-limited) Applications eligible for this time-limited discount are limited to all current and in-stream rezoning applications that: a. have not been considered at a Public Hearing as of December 10, 2025, and b. have been approved in principle by Council following a Public Hearing prior to July 31, 2026. …… Add: 3.6 Cash-In-Lieu Process For applications meeting eligibility criteria for Option B1 (time-limited), the payment-in-lieu equals 60% of the Public Art Budget and is due prior to Building Permit Issuance. …… Add: Option B: Summary of Steps to Cash-In-Lieu 4. For applications meeting eligibility criteria for Option B1 (time-limited), 60% of the Public Art Budget payable to the Signature Projects Fund prior to Building Permit issuance. …… Add: Public Art Allocation Calculation:	Increases the 20% discount for Cash-In-Lieu payments to a 40% discount as a time-limited Option B1. Therefore 60% of the Public Art Budget is due to be paid instead of the original 80% payment

Policy	Section/Page	Proposed Amendment	Rationale
	p. 16 p.18	Option B1 60% of budget contributed to City's Signature Projects Fund …… Add: For rezonings referred to public hearing After July 31, 2026 Option B1 (time-limited): For applications meeting eligibility criteria, Cash in lieu (60% of public art budget paid to the City) …… Add: II. Option B – Payment in Lieu Discount For applications meeting eligibility criteria for Option B1 (time-limited), applicants may make a cash payment equalling 60% of the Public Art Budget in lieu of delivering public art on site. The payment in lieu is due before Building Permit issuance. (See Section 35)	

DRAFT DCL BY-LAW AMENDMENTS FOR THE RENTAL RELIEF PROGRAM

DRAFT By-law to amend the
Vancouver Development Cost Levy By-law No. 9755
regarding Rental Development Relief Program

1. This by-law amends the indicated provisions of the Vancouver Development Cost Levy By-law No. 9755.

2. In section 3.1A(d), Council strikes out “a rate that is at least 10% less than”.

3. This by-law is to come into force and take effect on January 1, 2026.

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DRAFT By-law to amend the
Area Specific Development Cost Levy By-law No. 9418
regarding Rental Development Relief Program

1. This by-law amends the indicated provisions of the Area Specific Development Cost Levy By-law No. 9418.

2. In section 3.1A(d), Council strikes out “a rate that is at least 10% less than”.

3. This by-law is to come into force and take effect on January 1, 2026.

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Policy

Attainable Home Ownership Pilot Rezoning Policy

Table of Contents

1 BACKGROUND AND CONTEXT

In November 2024, Council approved a motion directing staff to bring back recommendations related to Attainable Home Ownership (AHO) options in Vancouver. This Rezoning Policy responds to Council direction as part of that motion to explore the feasibility of piloting new AHO projects.

2 INTENT

Over multiple years, successive City Councils have directed staff to develop policies and programs that would enable Attainable Home Ownership projects to be developed. As part of the introduction of the R1-1 Residential Inclusive zoning that enabled multiplex housing in 2023, the City approved a provisional AHO option. That option was contingent on a partnering agreement dealing with program administration being finalized with the Province, and as that remains no applications for projects incorporating AHO units have been able to proceed.

Following further discussion with Provincial officials and industry representatives, the intent of this policy is to enable AHO pilot projects in apartment forms that may be more attractive to partners. Following Council direction, the policy seeks to enable projects that do not conflict with or detract from existing policies that support the development of rental housing, and do not create significant administrative burdens for City staff.

Under this policy, AHO projects will be considered on a pilot basis through rezoning applications that respond to the parameters outlined below. Following the pilot, staff will report back to City Council with lessons learned and, if appropriate, recommendations for a new, long-term policy.

3 APPLICABILITY

This policy applies to parcels of land that fall within off arterial locations within low density transition areas as identified in section 2.4 the Secured Rental Policy.

Rezoning applications under this policy will be accepted between January 1, 2026 and December 15, 2027. All applications will undergo a full rezoning process including a Public Hearing or decision of Council as applicable.

4 POLICIES

4.1 Development Requirements

Rezoning applications submitted under this Policy should generally follow the form of development outlined in the RR-2A District Schedule and associated guidelines.

Applications under this Policy should seek to secure a minimum of 20 per cent of floor area in the proposed development as AHO units.

The AHO units should include a unit mix that reflects the unit mix in the development as a whole, and that complies with the City's housing policies and regulations.

4.2 Attainable Home Ownership Criteria

This Policy is intended to generally align with Provincial Attainable Housing Initiatives, such as the Affordable Home Ownership Program (AHOP) and the Attainable Housing Initiative Heather Lands (AHI)[3], as Provincial support is anticipated to administer projects on an individual basis. As such, this Policy adopts AHO criteria generally as outlined by the Provincial Government.

The City acknowledges that, while the Provincial AHI Heather Lands involves a significant funding component, Provincial funding is not currently anticipated to be a core element of the implementation of this Policy. Rather, the City is looking to the Province to provide administrative capacity and expertise to the implementation of the AHO Policy.

The AHI criteria that are applicable to this Policy include:

4.2.1 General Structure

- An eligible buyer owns the home but pays only a portion of the market price for the unit using a traditional real estate transaction. The remaining market price is secured in a second mortgage, registered to the Province of BC or their delegate. For illustrative purposes, the Provincial AHI Heather Lands targets 60 per cent of the market price to be purchased by an eligible buyer, and 40 per cent of the market price to be secured in a second mortgage. This discount is achieved through significant Provincial investment. Through this policy, the discount from market price will be determined through the rezoning process.

- The second mortgage contribution is repaid by the buyer when the owner sells an AHI unit or when the mortgage expires after 25 years, whichever comes first. The second mortgage contribution will be repaid to the appropriate party, depending on how the discount from market value is secured (e.g., municipal versus Provincial or third-party contributions).

- The purchase arrangement only applies to the original first-time purchaser of the unit and not to secondary or subsequent purchase/sale transactions.

[3] https://www2.gov.bc.ca/gov/content/housing-tenancy/attainable-housing-initiative-heather-lands

4.2.2 For eligibility, potential buyers must:

- Have a total annual household income that does not exceed the Provincial Middle Income Limits; $136,210 (as of 2025) to be eligible for studio and one-bedroom homes, or below $201,030 (as of 2025) to be eligible for two-bedroom, or larger homes;
- Be a citizen or permanent resident of Canada;
- Have resided in B.C. for the past 24 months consecutively;
- Be at least 18 years of age;
- Not own an interest in any other property anywhere else in the world at the time of purchase closing; and
- Use the home as the owner's principal residence.

4.3 Community Amenity Contribution Exemption

Applications for rezoning under this Policy may be exempt from payments and/or provision of amenities pursuant to the City's Community Amenity Contributions Policy for Rezonings. However, this Policy does not pre-empt Council decisions on potential exemptions from future Financing Growth tools, including the upcoming Amenity Contribution Charge (ACC) By-law. Submission of a pro forma with the rezoning application is required to assist staff in reviewing the financial feasibility of AHO proposed under this Policy and to help inform potential future AHO policies.

4.4 Director of Planning Flexibility

This Policy is intended to test the ability of the private market to deliver AHO projects generally as outlined above. The City acknowledges that strict adherence to the Policy may not be possible in all cases. For example, some of the parameters of the Provincial Attainable Housing framework may not be relevant, and the absence of secured funding may mean trade offs are needed between policy objectives at the project level.

The Director of Planning may bring forward for Council consideration projects that vary from the AHO structure outlined in 4.2 above, provided that project addresses the general intent outlined in this Policy. For clarity, projects are not anticipated to propose significant variations from the Development Requirements outlined in 4.1 above, because these requirements are fundamental to achieving Council's intent (e.g., that the AHO Policy does not detract from rental housing priorities).

4.5 Implementation

This Policy will be implemented through privately-initiated rezoning applications. A Housing Agreement securing the basic conditions of the City's requirements will be registered on title.

The AHO pilot will be administered on a project basis by the Province of BC or its delegate, including securing a second mortgage, determining eligibility of prospective buyers, managing the resale process and repayment of the amount secured on the second mortgage, and all other aspects of administration deemed necessary by the Director of Planning. Applicants will be responsible for ensuring that legal agreements pertaining to the administration of attainable home ownership are in place prior to rezoning enactment.

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DRAFT DCL BY-LAW AMENDMENTS FOR TEMPORARY REDUCTION OF DCL RATES

A By-law to amend
Vancouver Development Cost Levy By-law No. 9755
Regarding Temporary Reduction of DCL rates

1. This by-law amends the indicated provisions of the Vancouver Development Cost Levy By-law.
2. Council strikes out Schedule "C" and replaces it with Schedule C attached to this by-law as Schedule A.
3. This by-law is to come into force and take effect upon enactment.

SCHEDULE A

Schedule C

Category/Use	Total Development Cost Levy	Unit/ area cost
RESIDENTIAL		
Residential at or below 1.2 FSR and Laneway House	$49.88	Per m^2
Medium Density Residential Above 1.2 to 1.5 FSR	$107.34	Per m^2
Higher Density Residential Above 1.5 FSR	$214.89	Per m^2
NON-RESIDENTIAL		
Industrial (I-2, M-1, M-1A, M-1B, M-2, MC-1, MC-2 Zoning Districts)	$85.96	Per m^2
Mixed Employment (Light Industrial) (IC-1, IC-2, IC-3, I-1, I-3, I-4, I-1A, I-1B Zoning Districts)	$161.07	Per m^2
Commercial & Other	$214.89	Per m^2

Category/Use	Total Development Cost Levy Waiver
For-Profit Affordable Rental Housing – Class A	100%
For-Profit Affordable Rental Housing – Class B	86.24%

Category/Use	Rate	Unit/ Area cost
School use	$5.49	Per m^2
Childcare Use	$10.00	Per building permit
Temporary Building	$10.00	
Community Energy Centre	$10.00	
Cultural Facility	$10.00	
Community Centre/ Neighbourhood House	$10.00	
Library	$10.00	
Public Authority Use	$10.00	
Social Service Centre	$10.00	
Works Yard	$10.00	
Works Yard for Public Bus Transportation	$10.00	

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A By-law to amend
Vancouver Utilities Development Cost Levy By-law No. 12183
regarding Temporary Reduction of DCL rates

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 of the Vancouver Utilities Development Cost Levy By-law.

2. Council strikes out Schedule "C" and replaces it with Schedule C attached to this by-law as Schedule A.

3. This by-law is to come into force and take effect upon enactment.

SCHEDULE A

Schedule C

Category/Use	Total Development Cost Levy	Unit/ area cost
RESIDENTIAL		
Residential at or below 1.2 FSR and Laneway House	$31.25	Per m^2
Medium Density Residential Above 1.2 to 1.5 FSR	$67.33	Per m^2
Higher Density Residential Above 1.5 FSR	$134.65	Per m^2
NON-RESIDENTIAL		
Industrial (I-2, M-1, M-1A, M-1B, M-2, MC-1, MC-2 Zoning Districts)	$26.91	Per m^2
Mixed Employment (Light Industrial) (IC-1, IC-2, IC-3, I-1, I-3, I-4, I-1A, I-1B Zoning Districts)	$50.47	Per m^2
Commercial & Other	$67.33	Per m^2

<table>
<tr><th>Category/Use</th><th>Rate</th><th>Unit/ Area cost</th></tr>
<tr><td>School use</td><td>$5.49</td><td>Per m^2</td></tr>
<tr><td>Childcare Use</td><td>$10.00</td><td rowspan="11">Per Building Permit</td></tr>
<tr><td>Temporary Building</td><td>$10.00</td></tr>
<tr><td>Community Energy Centre</td><td>$10.00</td></tr>
<tr><td>Cultural Facility</td><td>$10.00</td></tr>
<tr><td>Community Centre/ Neighbourhood House</td><td>$10.00</td></tr>
<tr><td>Library</td><td>$10.00</td></tr>
<tr><td>Public Authority Use</td><td>$10.00</td></tr>
<tr><td>Social Service Centre</td><td>$10.00</td></tr>
<tr><td>Works Yard</td><td>$10.00</td></tr>
<tr><td>Works Yard for Public Bus Transportation</td><td>$10.00</td></tr>
</table>

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A By-law to amend
Area Specific Development Cost Levy By-law No. 9418
Regarding Temporary Reduction of DCL rates

1. This by-law amends the indicated provisions of the Area Specific Development Cost Levy By-law.

2. In section 3.7, Council strikes out “$80.31” and substitutes “$64.25”.

3. In section 3.10, Council strikes out “$248.30” and substitutes “$198.64”.

4. In section 3.10(a), Council strikes out “$39.66” and substitutes “$31.73”.

5. This by-law is to come into force and take effect upon enactment.

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DRAFT DCL BY-LAW AMENDMENTS FOR PAYMENTS OF LEVY BY INSTALLMENTS AND DCL RATES

DRAFT By-law to amend the
Vancouver Development Cost Levy By-law No. 9755
regarding payment of levy by installments

1. This by-law amends the indicated provisions of the Vancouver Development Cost Levy By-law.

2. Council strikes out section 3.13 and replaces it with the following:

   "3.13 If the payer elects to pay in installments, the payer shall pay:

   (a) not less than 1/4 of the total levy when issued an initial building permit; and

   (b) the remainder of the total levy no later than the earlier of:

   (i) 4 years after the date of initial building permit issuance, or

   (ii) 15 business days after all required occupancy permits have been issued."

3. This by-law is to come into force and take effect on January 1, 2026.

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DRAFT By-law to amend
Vancouver Utilities Development Cost Levy By-law No. 12183
regarding payment of levy by installments

1. This by-law amends the indicated provisions of the Vancouver Utilities Development Cost Levy By-law.

2. Council strikes out section 3.14 and replaces it with the following:

"3.14 If the payer elects to pay in installments, the payer shall pay:

(a) not less than ¼ of the total levy when issued an initial building permit; and

(b) the remainder of the total levy no later than the earlier of:

(i) 4 years after the date of initial building permit issuance, or

(ii) 15 business days after all required occupancy permits have been issued."

3. This by-law is to come into force and take effect on January 1, 2026.

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DRAFT By-law to amend
Area Specific Development Cost Levy By-law No. 9418
Regarding Payment of levy by installments

1. This by-law amends the indicated provisions of the Area Specific Development Cost Levy By-law.

2. Council strikes out section 3.21 and replaces it with the following:

“3.21 If the payer elects to pay in installments, the payer shall pay:

(a) not less than 1/4 of the total levy when issued an initial building permit; and

(b) the remainder of the total levy no later than the earlier of:

(i) 4 years after the date of initial building permit issuance, or

(ii) 15 business days after all required occupancy permits have been issued.”

4. This by-law is to come into force and take effect on January 1, 2026.

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DRAFT PARKING BY-LAW AMENDMENTS

DRAFT By-law to amend Parking By-law No. 6059
Regarding Amendment of Transportation Demand Management Measures

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 of Parking By-law No. 6059.

2. Council inserts the following immediately after section 4.1.6, as section 4.1.6A:

   "Section 4.1.6A Section 4.1.6 shall only apply to any development sites for which development permit applications are submitted on or before December 10, 2025."

3. This by-law comes into force and takes effect upon enactment.

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REZONINGS APPROVED IN PRINCIPLE AT PUBLIC HEARING BUT NOT YET ENACTED CD-1 BY-LAWS WITH COMMUNITY BENEFITS AGREEMENT CONDITIONS

1. 949 W 41st Ave & 5469-5507 Willow Street
2. 396 SW Marine Drive
3. 1780 East Broadway
4. 4545 West 10th Avenue
5. 2108 Cassiar Street
6. 282 West 49th Avenue
7. 450 - 496 Prior Street, 550 Malkin Avenue & 1002 Station Street

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