



COUNCIL REPORT

Report Date: May 12, 2026
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VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2026
[Submit comments to Council](#)

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 1220 Station Street and 201-213 Terminal Avenue

Recommendations

- A. THAT the application by GWL Realty Advisors Inc., on behalf of 1296 Station Street Properties Ltd., the registered owners of the land located at 1220 Station Street and 201-213 Terminal Avenue [*PID 015-081-575; Lot D Block G District Lot 2037 Group 1 New Westminster District Plan 22488 Except Plan 22525*] to rezone the land from FC-2 (Commercial) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 7.0 to 11.2 and increase the maximum building height from 22.9 m (75 ft.) to 111 m (364 ft.) to permit a mixed-use development with a 28-storey (west tower) and a 36-storey (east tower) building connected by an eight-storey podium with 470 rental units, of which 20% of the residential floor area will be secured as below-market, with commercial and office uses, be approved in principle;
- FURTHER THAT the draft CD-1 By-law, prepared in accordance with Appendix A, be approved in principle;
- FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by MCM Architects, received December 20, 2024 and supplemental plans received August 18, 2025;
- AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.
- B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

- C. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C, be approved.
- D. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1, generally set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.
- E. THAT subject to approval of the CD-1 By-law, a consequential amendment to Schedule C of the Zoning and Development By-law regarding Streets Requiring Landscaped Setbacks, generally as set out in Appendix C, be approved.
- F. THAT Recommendations A to E be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

This report evaluates an application to rezone the site at 1220 Station Street and 201-213 Terminal Avenue from FC-2 District to CD-1 (Comprehensive Development) District. The proposal consists of a mixed-use development with two residential towers (28 and 36 storeys) connected by an eight-storey podium. The application includes 470 rental units (20% residential floor area at below-market rents) with commercial, office, and residential uses within the podium.

In accordance with section 559.02(4) of the *Vancouver Charter*, Council is prohibited from holding a Public Hearing for a development that is consistent with all relevant official development plans including the *Vancouver Official Development Plan* and contains majority residential use.

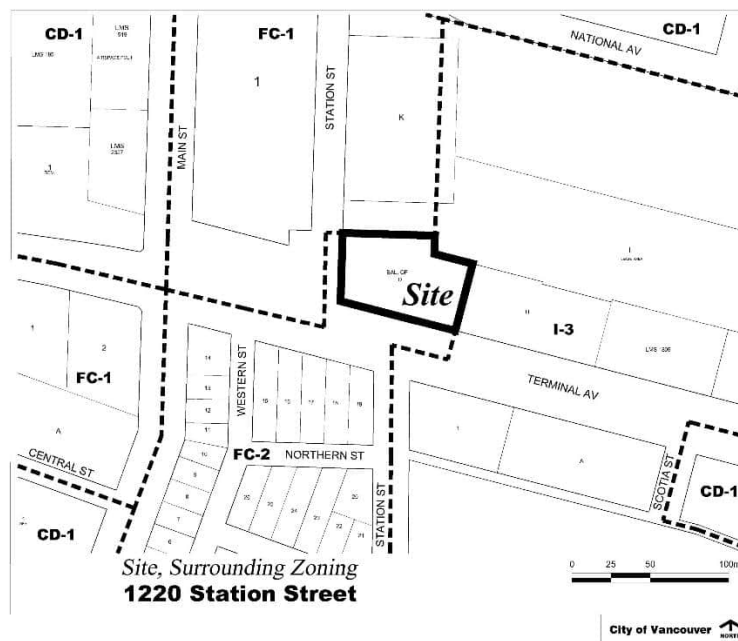
This application is generally consistent with the *Vancouver Official Development Plan*, *Metro 2050: Regional Growth Strategy*, *Transit-Oriented Areas Rezoning Policy*, and the *False Creek Flats Plan*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

Context and Background

1. Site and Context

The subject site is one parcel, located on the northeast corner of Terminal Avenue and Station Street, adjacent to Pacific Central Station and the Main Street-Science World SkyTrain Station (see Figure 1). The property is currently vacant and the surrounding area is characterized by a mix of development including industrial buildings, the Pacific Central Building, BC Place/Expo District, Olympic Village, and the new St. Paul's Hospital, which is under construction. Once completed, the new St. Paul's Hospital will be a major health hub, defining the area with critical health and employment functions. Thornton Park is also located directly to the northwest. The area is undergoing significant change, with buildings approved or under construction for up to 42 storeys along Main Street and up to 18 storeys along 2nd Avenue.

Figure 1: Site and Surrounding Zoning



2. Policy Context

- Vancouver Official Development Plan (Vancouver ODP):** The site is designated Industrial and Employment in the ODP. The General Land Use (GLU) Designations for the Industrial and Employment Designation (page 92 of the ODP) specifies that Employment-designated sites within 200 m of a rapid transit station may be considered for residential uses under the “Metro 200 m clause” (see map B6 on p. 238 of the *Vancouver ODP*). Consistent with *Metro 2050*, the *Vancouver ODP* requires that commercial and/or light industrial uses be included on lower floors, with residential uses (with an emphasis on affordable rental housing) supported above. Per the *Vancouver ODP*, sites that are eligible for the Metro 200 m clause for residential uses on Employment lands do not require an amendment to the *Vancouver ODP*.

- Metro 2050 Regional Growth Strategy (Metro 2050):** *Metro 2050* is the Regional Growth Strategy (RGS) for the Metro Vancouver region. The RGS sets land use designations at the parcel level to ensure sensitive and important lands are protected. The City is required to demonstrate consistency and compliance with the RGS through a *Regional Context Statement*, which is contained in the *Vancouver Official Development Plan*. The subject site has a split designation of General Urban and Employment.

Residential uses are prohibited for regionally designated Employment lands, with the exception of Employment lands that are within 200 m of a rapid transit station and within a designated Urban Centre or Frequent Transit Development Area (referred to as the “Metro 200 m clause”).

Staff have developed a framework for evaluating applications for housing on regionally designated Employment lands. Council received a [memo](#) on March 17, 2025 outlining the proposed framework listed in Table 1 below. This site qualifies for Type A staff recommendation, which is further detailed in the Policy Analysis in Section 3 below.

Table 1: Framework for Evaluating Housing on Regionally Designated Industrial and Employment lands

Staff Recommendation	Site Typology	Process
TYPE A: ✓ Consider co-location of housing and industrial/employment. Creates no or little expectations for future conversion	Employment land sites that qualify for the “Metro 200 m clause”	<ul style="list-style-type: none"> • Rezoning application required • No Metro approval required
	Clear, obvious and unique sites, such as those surrounded by non-industrial uses and are no longer suitable for industrial uses	<ul style="list-style-type: none"> • Rezoning application required • Metro approval to change land use designation required • ODP amendment may be required
TYPE B: ✗ Do not support housing. Creates expectations for future conversion	All other Industrial and Employment lands, including sites on the edge of an industrial area and those surrounded by industrial parcels	<ul style="list-style-type: none"> • Rezoning application required • Metro approval to change land use designation required • ODP amendment may be required

- Transit-Oriented Areas (TOA) Designation By-law and Transit-Oriented Areas (TOA) Rezoning Policy:** This site is within Tier 1 of the Main Street – Science World TOA that supports up to 20 storeys and 5.5 FSR. The *Transit-Oriented Areas Rezoning Policy* also requires 100% of the residential floor area is secured rental with a minimum 20% of the residential floor area provided as below-market rental.
- False Creek Flats Plan:** The property is located within the Health Hub precinct of the *False Creek Flats Plan*, which aims to support the expansion of health-related uses, including spaces for clinical care, research, and life sciences. Development within the Health Hub is expected to prioritize employment-generating uses.

The underlying FC-2 zoning implements this policy direction by permitting heights up to eight-storeys and a maximum density of 7 FSR, subject to urban design performance and public benefit considerations. The FC-2 zoning does not permit residential uses and pre-dates the Metro Vancouver 200 m clause.

- **Housing Needs Report:** The *Vancouver Charter* requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

Discussion

1. Proposal

The proposal is for a mixed-use development with two residential towers connected by an eight-storey podium. The proposal includes a 36-storey east tower and a 28-storey west tower. The podium contains a mix of uses with commercial-retail space on the ground floor, a 2,415.5 sq. m (26,000 sq. ft.) grocery store which occupies the second floor, office and laboratory space on levels three and four, and residential units on levels five through eight (see Figure 2).

Overall, the proposal includes 470 rental units of which a minimum of 20% of the residential floor area is for below-market units. A building height of 111 m (364 ft.) and a floor space ratio (FSR) of 11.2 is proposed. Eight levels of underground parking are to be accessed from the lane.

Figure 2: Proposed Building Looking Northwest



2. Form of Development

Urban design performance is guided by the *False Creek Flats Plan*, *Transit-Oriented Areas Rezoning Policy*, and the *Public View Guidelines*. The application has been evaluated against the *False Creek Flats Plan*'s built form expectations. Table 2 provides a comparative analysis of key urban design policy objectives, highlighting areas of non-compliance particularly with respect to height, density and solar access.

Height and Density – The proposal exceeds the *Transit-Oriented Areas Rezoning Policy*'s expectations for height and density, which supports up to 20 storeys and 7.0 FSR. The application proposes two towers (28 and 36 storeys), with an overall density of 11.2 FSR. The proposed towers are located under the view cones and comply with the *Public View Guidelines*.

The eastern portion of the site is subject to an access easement, reducing the net developable area. Given the resulting smaller site size, and the importance of delivering a mix of office, commercial, and rental housing, the floor area for these uses results in a taller and wider podium and tower, contributing to an increase in height and density.

Shadowing – The proposed height and massing results in additional shadowing onto Thornton Park, from approximately 10:00 am to 12:30 pm during the fall equinox period. Where shadowing onto public parks is anticipated, the applicant is required to prepare a shadow analysis in accordance with the *Solar Access Guidelines for the Downtown Peninsula* (the "*Guidelines*"). As per the *Guidelines*, shadowing impacts onto public parks can be considered if applications provide the following:

- Substantive public benefit (e.g., social housing, below-market rental housing, public childcare facility, heritage conservation, etc.) or advances a major city-building priority as identified by City policies for developments in the downtown peninsula;
- Shadow rationale statement outlining the proposed public benefit response and summarizing the impact of a no-shadow impact to project viability; and
- Detailed fall equinox shadow study.

As required by the *Guidelines*, the applicant submitted a detailed fall equinox shadow study that assessed the amount of shadow cast onto Thornton Park between 10:00 am and 4:00 pm (PDT) on September 22 (the fall equinox), using 15-minute intervals. The study compares existing conditions, approved developments, and the proposed project to understand how shadowing changes over the course of the day. At each interval, the area of shadow on the park is measured and expressed as a percentage of the total park area, and these results are combined to show the overall shadow impact across the study period. The existing and approved shadow conditions onto Thornton Park, including the approved rezoning at 1405 Main Street, are 9.2%, which serves as the baseline for assessing additional shadows.

Under the *Transit-Oriented Areas Rezoning Policy*, a development of up to 20 storeys could be considered on the site, which would also result in additional shadowing onto Thornton Park. Based on the applicant's analysis, this 20-storey scenario would generate approximately 5.5% incremental shadow over the study period. For this application, the applicant has undertaken further design refinement to the west tower, including adjustments to tower orientation and reductions to floorplate size to achieve a more slender form.

Despite these refinements, the proposal results in approximately 7.5% incremental shadowing on Thornton Park, for a cumulative total of approximately 16.7% shadowing over the study period. Analysis by staff and the applicant indicates that eliminating this additional shadowing would require a substantial reduction in tower height, with potentially significant implications for project viability and the delivery of below-market rental housing.

The application delivers below-market rental housing, qualifying as a substantive public benefit. This supports policy-based flexibility, and staff consider the additional shadowing supportable, subject to continued design development. As a result, staff have included conditions to seek further improvements to shadow performance, as outlined in Appendix B.

Table 2: Urban Design Analysis Summary

Issue	Policy	Proposal	Urban Design Impacts	Responses
Height	20-storey under the TOA	East tower: 36-storey West tower: 28-storey	Massing bulk, shadow impact on adjacent parks	Staff support additional height and density for the delivery of secured rental housing (20% BMR) and employment space.
Density	7.0 FSR under the <i>False Creek Flats Plan</i>	11.2 FSR	Massing bulk, shadow impact on the adjacent Parks and open spaces.	
Shadowing	Minimize shadowing onto parks and public open spaces	Shadowing on Thornton Park	Reduced solar access negatively impacts active use of parks and open spaces.	Refer to condition 1.1 in Appendix B: Minimize shadow impacts on Thornton Park.
Public Realm Interface	A well-integrated public realm that effectively connects new developments with the broader urban fabric and surrounding neighbourhood.	A public plaza and retail units are provided at grade, oriented toward Terminal Avenue.	An improved relationship between the public realm, adjacent heritage building, and Thornton Park is expected.	Condition 1.3 in Appendix B seeks enhancement of the public realm through improvement of pedestrian activity and experience along both frontages, increasing the setback from the west property line, exploring the consolidation of parkade access with loading from Terminal Avenue, and improving the ground level interface with the public realm.

Urban Design Panel (UDP) – The rezoning application and the proposed form of development received support from UDP on February 25, 2026, with the following recommendations: further enhancement of the tower and podium expression and integration, improvements to the contextual response of the building, specifically to the Pacific Central Station, and to the public realm along Terminal Avenue and Station Street. Refer to the [meeting minutes](#) for details. Panel recommendations are reflected in the conditions of approval outlined in Appendix B.

Summary – Through staff review, it has been determined that the proposal exceeds the built-form expectations outlined within the *TOA Rezoning Policy* and *False Creek Flats Plan*. Conditions of approval, as outlined in Appendix B seek to mitigate impacts of increased height and density while supporting the delivery of employment space and housing nearby to a rapid transit within the metro core.

Natural Assets: The *Urban Forest Strategy* and the Protection of Trees By-law were used to evaluate the proposal. One on-site tree and one off-site are proposed for retention. Approximately 22 new on-site trees are proposed. The final numbers of trees are confirmed at the development permit stage. See Appendix B for landscape and tree conditions.

Refer to the rezoning [application booklet](#) for drawings and the Council agenda for renderings. These drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

3. Policy Analysis

The Metro 200 m clause is the primary policy framework guiding this application. It permits consideration of residential uses on Metro-designated Employment lands where specific locational criteria are met.

As outlined in Table 1, the proposal qualifies for the Metro 200 m clause, which means that an amendment to the Regional Growth Strategy (RGS) or approval from the Metro Vancouver Board is not required. Further, no amendment to the *Vancouver ODP* is required for sites eligible for the Metro 200 m clause. As previously noted, this provision is codified within the *Vancouver ODP* on [Page 92](#).

Citywide analysis identified only eight sites in Vancouver that meet the eligibility criteria for the Metro 200 m clause. By contrast, all other RGS-designated Industrial or Employment lands seeking to develop residential uses would require a *Vancouver ODP* amendment, redesignation to General Urban, and Metro Vancouver Board approval. A *Vancouver ODP* amendment would be required to amend the *ODP's* Regional Context Statement. Given the limited number of eligible sites, this application represents a relatively uncommon condition and warrants a tailored evaluation that examines the addition of a new residential land use with additional height, density, and form of development analyses.

Additional policy direction is provided through the *Transit-Oriented Areas Rezoning Policy*, which supports increased height and density while establishing requirements for the delivery of affordable housing. For Tier 1 sites, the policy supports development up to 20 storeys and an FSR of 5.5. It also requires 100% of the residential floor area be secured as rental, with a minimum of 20% provided as below-market rental.

The proposal aligns with these requirements, delivering the mandated proportion of below-market rental housing while meeting the *Transit-Oriented Areas Rezoning Policy's* baseline height and density parameters (20-storeys and 5.5 FSR). Staff are supportive of additional height and density beyond the *Transit-Oriented Areas Rezoning Policy* as proforma analysis indicated that a reduced density would render the project non-viable. Additionally, the inclusion of rental housing with below-market units, located near rapid transit and St. Paul's Hospital, represents a strategic response to the immediate context and contributes towards the targets set out in the *Housing Vancouver Strategy*.

The application also includes a substantial amount of employment space, comprising 4,697 sq. m (50,554 sq. ft.) of office and laboratory space to support the expansion of health-related employment space, as well as 2,853 sq. m (30,712 sq. ft.) of retail space.

Within the retail component, 2,415.5 sq. m (26,000 sq. ft.) is proposed as a grocery store, providing much needed amenities for visitors and employees of St. Paul's Hospital, Pacific Central Station, and the area's existing and future residents. The inclusion of these uses contributes to a more complete and functional employment hub while supporting day-to-day service needs within the precinct. Overall, the provision of employment space aligns with the intent of the *False Creek Flats Plan*, and for these reasons, staff support the proposal from a policy perspective.

4. Housing

This application, if approved, would add 470 units to the City's inventory of rental housing, including 359 market rental units and 111 below-market rental units (20% of the residential floor area), which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 1, Appendix E).

- **Housing Mix:** The project proposes 36% two and three-bedroom units, thereby meeting the *Family Room: Housing Mix Policy for Rezoning Projects* which requires a minimum of 35% family units. A condition of approval and a provision in the CD-1 By-law has been included to ensure the project meets the minimum unit mix requirements in both the market rental and below-market rental portions.
- **Average Rents and Income Thresholds:** The proposed market rental and below-market rental units will provide housing options that are significantly more affordable than average home ownership costs, as shown in Figure 2, Appendix E. If approved, starting rents for the below-market units will be 20% less the city-wide average market rents at the time of initial tenancy, and upon unit turnover.
- **Security of Tenure:** All 470 units in the proposal would be secured through a Housing Agreement and Section 219 Covenant for the longer of 60 years or the life of the building. The Housing Agreement will secure not less than 20% of the residential floor area for below-market units.
- **Tenants:** The rezoning site does not currently have any eligible tenants as defined under the City's *Tenant Relocation and Protection Policy* (TRPP). If any eligible tenants are identified through the City's regulatory approvals process, the applicant will be required to meet the City's *TRPP*.

5. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

6. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with a digital model, an online comment form, and question and answer (Q&A) period. Refer to the application webpage at <https://www.shapeyourcity.ca/1220-station-st>.

In total, approximately 16 submissions were received. Comments supported the increase in housing supply, location, and new commercial spaces. Concerns included the scale and density of the project and lack of amenities in the neighbourhood. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

7. Public Benefits

Refer to Appendix F for full summary of public benefits.

- **Development Cost Levies (DCLs):** The applicant has requested a Class A waiver of the City-wide DCL and False Creek Flats Area DCL. It is expected that the project will pay DCLs of \$7,405,485 based on December 2025 rates. The value of the DCL waivers for the residential floor area is estimated to be \$9,929,289.
- **Community Amenity Contributions (CAC):** This application is subject to a negotiated CAC. Real Estate Services staff have determined that based on the cost of securing the market rental and below-market rental housing, no CAC is anticipated.
- **Public Art:** The public art contribution is estimated to be \$919,017 based on the current (2016) rate.

Financial Implications

This project is expected to provide 470 rental units, with a minimum of 20% of the residential floor area secured at below-market rates, DCLs as well as a public art contribution. See Appendix E for additional details.

Conclusion

The proposed land use, form of development, and public benefits are generally consistent with the *Vancouver Official Development Plan*, *Metro 2050: Regional Growth Strategy*, *Transit-Oriented Areas Rezoning Policy*, and the *False Creek Flats Plan*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 By-law in Appendix A subject to conditions contained in Appendix B.

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APPENDIX A
1220 STATION STREET AND 201-213 TERMINAL AVENUE
PROPOSED CD-1 BY-LAW PROVISIONS

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

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

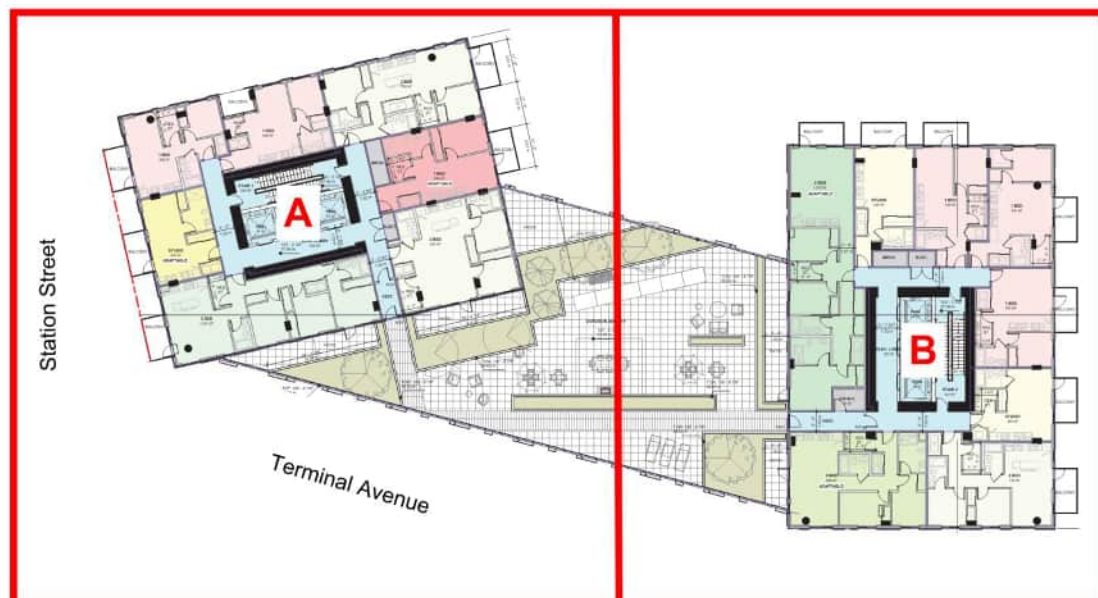
Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (___).

Sub-areas

3. The site is to consist of two sub-areas generally as illustrated in Figure 1, solely for the purposes of establishing the maximum permitted building height for each sub-area.

Figure 1: Sub-Areas



Definitions

4. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that:
 - (a) for the purposes of calculating the total dwelling unit area for section 6.1 of this by-law, "Dwelling Unit Area" is the floor area of each dwelling unit, measured to the inside of all perimeter walls, excluding any floor area as required by section 7.5 of this by-law; and
 - (b) "Below-Market Rental Dwelling Units" means dwelling units that meet the requirements of approved Council policies and guidelines for below-market rental housing, as secured by a housing agreement and registered on title to the property.

Uses

5. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Mixed-Use Residential Building;
 - (b) Office Uses;
 - (c) Retail Uses;
 - (d) Service Uses;
 - (e) Cultural and Recreational Uses;
 - (f) Institutional Uses; and
 - (g) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

- 6.1 A minimum of 20% of the total dwelling unit area must be below-market rental dwelling units.
- 6.2 The design and layout of at least 35% of the market rental dwelling units, and at least 35% of the below-market rental dwelling units must:
 - (a) be suitable for family housing; and
 - (b) have 2 or more bedrooms.
- 6.3 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

6.4 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

- (a) display of flowers, plants, fruits and vegetables in combination with a permitted use;
- (b) farmers' market;
- (c) neighbourhood public house;
- (d) public bike share; and
- (e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

Floor Area and Density

7.1 Computation of floor area must assume that the site area is 3,850 m², being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

7.2 The maximum floor space ratio for all uses combined is 11.2.

7.3 The total floor area for non-residential uses must be a minimum of 7,550 m².

7.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

7.5 Computation of floor area and dwelling unit area must exclude:

- (a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:
 - (i) the total area of these exclusions must not exceed 12% of the permitted floor area, and
 - (ii) the balconies must not be enclosed for the life of the building, except if the Director of Planning requires enclosure to mitigate noise and vibration impacts from the site's proximity to a rail line;
- (b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;
- (c) floors or portions thereof that are used for:
 - (i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,

- (ii) bicycle storage, and
 - (iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;
- (d) entries, porches and verandahs if the Director of Planning first approves the design;
- (e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and
- (f) all storage area below base surface for non-dwelling uses.
- 7.6 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.
- 7.7 Where floor area associated with residential storage area is excluded, a minimum of 20% of excluded floor area above base surface must be located within the below-market rental dwelling units as storage area.

Building Height

- 8.1 Building heights in each sub-area must not exceed the permitted height for that sub-area, as set out in Table 1. No part of the development shall protrude into an approved view corridor, as set out in the City of Vancouver's Public View Guidelines.
- 8.2 Despite section 8.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

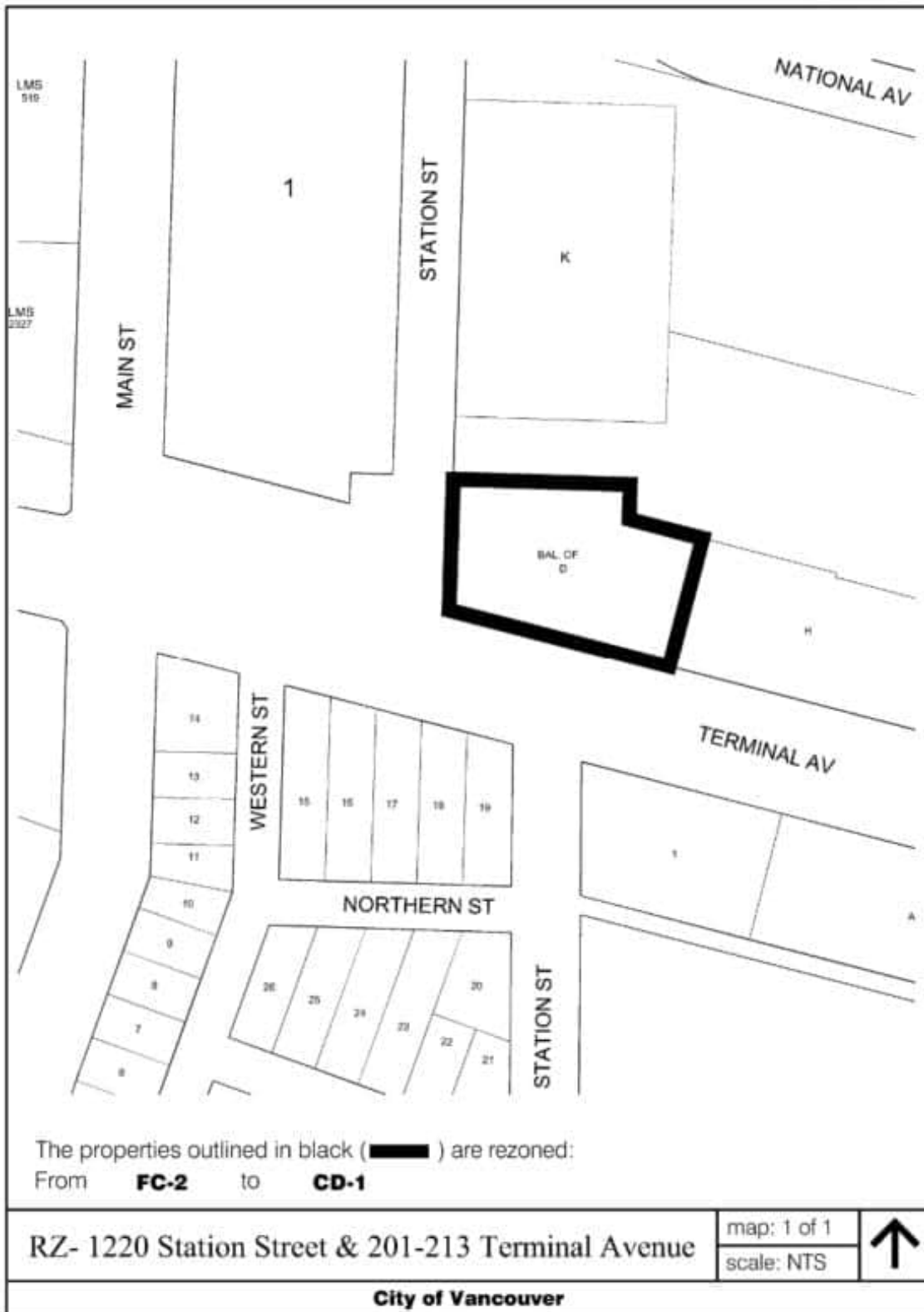
Table 1: Permitted Building Height

Sub-area	Building Height
A	87.8 m
B	111 m

Access to Natural Light

- 9.1 Each habitable room must have at least 1 window on an exterior wall of a building.
- 9.2 For the purposes of section 9.1 above, habitable room means any room except a bathroom or a kitchen.

Schedule A



* * * * *

APPENDIX B CONDITIONS OF APPROVAL

Note: Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council of the proposed form of development is in reference to plans prepared MCM Architects, received December 20, 2024 and supplemental plans received August 18, 2025.

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

- 1.1 Design development to minimize shadow impacts on Thornton Park and improve the building interface through the following strategies:
 - (a) Explore reductions in overall building height and massing and/or redistribution of density to reduce shadow duration and extent over Thornton Park during the fall equinox.
 - (b) Explore Further sculpt the tower floorplates and upper-level massing, including chamfering, stepping, or tapering forms, to reduce shadow cast and visual bulk, and/or
 - (c) Explore shifting the tower massing away from the park edge where feasible to increase solar access, enhance sky view, and create a more generous spatial buffer between development and open space.
- 1.2 Design development to enhance the expression and refine the relationship between the podium and tower massing to achieve a cohesive and well-proportioned built form, and to mitigate perceived bulk.

Note to Applicant: Refer to UDP comments, this could be achieved through the following strategies:

- (a) Simplifying and harmonizing the material palette, colour tone, and detailing of the podium with the tower to create a visually continuous comprehensive architectural composition and expression;
- (b) Explore extending and emphasizing vertical architectural elements (e.g. fins, mullions, pilasters) from the podium through the tower façade to reinforce vertical proportion;
- (c) Consider introducing setbacks at the upper levels of residential podium to reduce perceived massing: and
- (d) Consider relocating mechanical room from levels 3 and 4 to the underground to allow extension of transparent materials around the podium.

- 1.3 Design development to improve the quality, legibility, and functionality of the public realm, and to strengthen pedestrian movement to and from the site through the following design strategies:
- (a) Pedestrian Amenity
 - (i) Reorient and expand the open plaza along Station Street;
Note to Applicant: Refer to UDP comments, this could be achieved by increasing the podium setbacks from the west property line.
 - (ii) Enhance activation along Terminal Avenue through an integrated lighting strategy, seating, weather protection, landscape elements, and transparent commercial frontages to support pedestrian comfort, safety, and year-round use.
 - (iii) Provide a universally accessible public realm, minimizing trip hazards, steps, and grade changes. Encourage flush-grade transitions across open spaces and pathways;
 - (b) Consider continuous weather protection along the street façade.
Note to Applicant: Weather protection should be integrated with the building design, demountable and effectively provide pedestrian comfort with appropriate height to depth ratios all along the commercial street frontage and building entrances.
 - (c) Vehicular Traffic
 - (i) Explore consolidating the vehicular parkade access from Station Street with the proposed loading access.
Note to Applicant: This is to minimize conflicts with pedestrian movement, improve frontage continuity, and support a stronger relationship with the adjacent heritage building.
 - (d) Ground Floor Interface
 - (i) Introduce smaller-scale retail units along the podium frontage to enhance human scale and activate the streets;
 - (ii) Refine the commercial frontages and entrances with architectural features and glazing patterns that support a pedestrian-oriented, neighborhood-serving character.
 - (iii) Strengthen the expression and prominence of the residential entrance, ensuring clear differentiation, hierarchy, and wayfinding from commercial uses.
- 1.4 Design development to strengthen the project's contextual response, particularly in relation to the adjacent Pacific Central Station building.
Note to Applicant: This condition relates to condition 1.2 above. This could be achieved by refining material selection, façade rhythm, and detailing to reference the scale, texture, and architectural language of Pacific Central Station without direct imitation. The emphasis should be placed on durable, high-quality materials and finer-grain articulation at street frontages.

1.5 Design development to enhance the quality, functionality, and livability of the residential amenities through the following:

- (a) Introduce indoor amenity space at levels 5 and 9 contiguous with outdoor amenity.

Note to Applicant: This may be achieved by converting unit layouts into the amenity space. The indoor amenity areas should be accessible to residents of both towers.

- (b) Confirmation of the amount, location and provision of all indoor space co-located with the residential outdoor amenity spaces and ensure compliance with all stipulations of the 'High-Density Housing for Families with Children Guidelines' for indoor space.

1.6 Provision of the minimum separation of 24.4 m (80 ft.) between two towers;

Note to Applicant: The intent of this condition is to protect residential livability, access to daylight, views, and privacy. Minor reductions in the separation distance will be considered at the DP stage if:

- (a) An average separation distance of 24.4m (80 ft.) is maintained between two towers,
(b) All primary living spaces continue to have 24.4m (80 ft.) separations, and
(c) Other mitigating factors are provided.

1.7 Provision of the following documents, prepared by a qualified professional, in response to the development site's proximity to freight rail facilities:

- (a) Noise Study; and
(b) Vibration Study.

Note to Applicant: Refer to the [Development in Proximity to Rail Facilities Bulletin](#) and the [Guidelines for New Development in Proximity to Railway Operations](#) (FCM-RAC 2013) for further details. Refer to ODP Policies 12.2.5 and 12.2.6 for mitigating hazards associated with rail facilities. These reports are necessary to fulfill the title agreements outlined in Part 2.

This site falls within the Vibration (75 m) and Noise (300 m) Area of Influence, measured from rail property PL/ROW outlined in the Development in Proximity to Rail Facilities Bulletin. This site is within 75 m of the Via Rail Yard operated by Via and Amtrack.

This site falls within the Noise (300 m) Area of Influence, measured from rail property PL/ROW outlined in the Development in Proximity to Rail Facilities Bulletin. This site is within 300 m of two yards within the False Creek Flats; Via Rail Yard operated by Via and Amtrack; and the Main Yard and Main Yard operated by CN.

Please confirm current and future operations to use for determining mitigating measures with both owner and operators of all rail facilities within 300 m.

CN typically requests the following:

- Applicant team (qualified professional) should reach out to CN to obtain the correct base assumptions (data, parameters and methodology) from CN at the project onset. This will reduce the likelihood of having to repeat technical studies and reports and limit costly redesign due to incorrect base assumptions;
- Submission of the Acoustic Report for peer review by CN's Engineer.

Landscape

- 1.8 Design development to the Level 1 plaza to reduce hardscape areas and increase opportunities for planting.

Note to Applicant: Explore increasing the amount of proposed trees in the plaza to help mitigate heat island effect and contribute to the urban forest canopy.

- 1.9 Provision of a detailed Landscape Plan illustrating soft and hard landscaping for the complete site, including rooftops (where applicable).

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

- 1.10 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and planters;
Note to applicant: the sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

- 1.11 Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable; caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

- 1.12 Provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note: "Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board Urban Forestry".

Note to Applicant: Methods of tree protection for street trees (as approved by Park Board Urban Forestry) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection. Two separate applications must be applied for: A commercial water permit and another commercial sewer permit. Please contact Engineering services as soon as possible to begin the process for confirming the trenching locations for Sewer and for Water.

Sustainability

- 1.13 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended November 27 2024) located here <https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf>

Note to Applicant: Refer to the most recent bulletin Green Buildings Policy for Rezoning – Process and Requirements.

Housing

- 1.14 The proposed unit mix, including 142 studio units (30%), 157 one-bedroom units (33%), 139 two-bedroom units (30%), and 23 three-bedroom units (5%), and 9 four-bedroom units (2%) are to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the market rental units and 35% of the below-market rental units, designed to be suitable for families with children.

- 1.15 The development should be designed in accordance with the High-Density Housing for Families with Children Guidelines, including the provision of:
- (a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
 - (b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
 - (c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
 - (d) A balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Note to Applicant: The guidelines prescribe a set of performance criteria for common indoor and outdoor amenity spaces to sufficiently contribute towards livability. If a ratio of minimum 2.0 sq. m (21.5 sq. ft) per dwelling unit for outdoor amenity space, and at least 1.4 sq. m (15 sq. ft.) per unit for indoor amenity space, is provided, staff will consider those performance criteria to have been met. Bulk storage should be designed in accordance with the Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin.

- 1.16 The below-market units should be designed to the same standards of livability as the market rental units.

Note to Applicant: Clearly label the proposed below-market units and market rental units on the architectural drawings.

Engineering

- 1.17 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent to the MRN, as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement>) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

- 1.18 Provision of letter consent in writing from the South Coast British Columbia Transportation Authority (“TransLink”), confirming that TransLink is satisfied that the impacts to traffic and safety on TransLink’s services and infrastructure that may arise from the development have been addressed or mitigated to the reasonable satisfaction of TransLink.

Note to Applicant: Applicant is advised to contact TransLink (AIDreview@translink.ca) with regard to Limits of Approach and construction activities adjacent TransLink infrastructure at <https://www.translink.ca/about-us/doing-business-with-translink/real-estate#adjacent-and-integrated-developments>.

- 1.19 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the Building Permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

- 1.20 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project’s permissible street use after Building Permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation and construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.21 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.
- 1.22 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.23 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services as presented in the [Garbage and Recycling Storage Amenity Design Supplement](#).

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade should enable access and pick up from a location without reliance on the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent to the street. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

- 1.24 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:
- (a) Display of the following note(s):
 - (i) "This plan is "**NOT FOR CONSTRUCTION**" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued.
Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."
 - (ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".
 - (iii) "Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric design, with the final design and location to be determined once the City geometric is received."

Note to Applicant: Drawings submitted as part of the Development Permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after Development Permit issuance.
 - (b) Existing locations of:
 - (i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."
 - (ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.
 - (c) Deletion of:
 - (i) The two existing trees from the SRW area along Terminal Avenue.
 - (ii) Proposed Vista switch shown within the dedication area.

Note to Applicant: Ensure proposed relocation placement to be fully outside the dedication area.

- (iii) Any pavers, vehicular bollards, and landscape boulders proposed within the SRW area along Station Street to be fully outside the SRW area.
- (iv) Any raised planters, benches, pavers, vehicular bollards, landscape boulders, and bicycle parking proposed within the SRW area along Terminal Avenue.

Note to Applicant: Ensure proposed relocation placement to be fully outside the SRW area.

- (d) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the Development Permit application. Encroachment agreements may be required for non-standard streetscape materials on City property.

- (e) Streetscape designed in compliance with "All other city areas" Streetscape Design Guidelines.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City design guidelines and construction standards.

- 1.25 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.
- 1.26 Remove the proposed Class B Loading shown within the Shared Access Easement GC143101 – 08, or make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the potential release or modification of this charge.
- 1.27 Provision of the following general revisions to architectural plans, including:
 - (a) Dimension of columns and column encroachments into parking spaces;
 - (b) Identification of columns in the parking layouts;
 - (c) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions;
 - (d) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances;

Note to Applicant: Clearly show the property lines, after any road dedications, on all the relevant drawings.
- 1.28 Provision of a complete Hydrogeological Study, as required by the Zoning and Development By-law (Section 4.3), which addresses the requirements outlined in the Groundwater Management Bulletin, including but not limited to:
 - (a) Construction-related and permanent groundwater management, including quantitative estimates (in liters per minute) of anticipated construction and permanent (post-construction) groundwater discharge rates for City approval;

Note to Applicant: The Final Hydrogeological Study should include details on the recommended additional work, as described in Section 8.0 of the Preliminary Hydrogeological Investigation Report (dated March 7, 2024).

- (b) An updated Impact Assessment to confirm that there are no significant risks from groundwater extraction/diversion.

Note to Applicant: Every effort shall be made to prevent or limit the long-term discharge of groundwater to the sewer system. The City shall be notified immediately of any changes that may be material to the City's review of the submitted final hydrogeological study (e.g. if the proposed excavation depth increases). Email the City at groundwater@vancouver.ca.

- 1.29 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

- (a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

- 1.30 The development is located in the False Creek Neighbourhood Energy Utility (NEU) designated service area. The [Energy Utility System By-law No. 9552](#) requires all new developments within the designated service area to connect to the City-Owned NEU for the provision of low carbon thermal energy services (i.e. space heat and hot water), if connection is deemed feasible by the General Manager of Engineering Services, to be confirmed at development permit application.

Note to Applicant: The subject development will add significant development density in the Northern portion of the NEU service area. Expansion of the NEU distribution network would be required to serve such growth in this section of the network, which depending on development timing may not be feasible. Conditions of rezoning have been incorporated to require NEU compatibility, and if NEU service is deemed feasible, connection, space, and a statutory right of way for NEU distribution and heat transfer equipment. Please refer to the NEU [Connectivity Guidelines & Requirements](#) and the [Energy Utility By-law No. 9552](#) for NEU levies and charges. The applicant is encouraged to work closely with City staff in the early design stages on these requirements.

- 1.31 Design the building(s) heating and domestic hot water system to be compatible with the Neighbourhood Energy Utility (NEU) system to supply all heating and domestic hot water requirements, to the satisfaction of the General Manager of Engineering Services prior to issuance of development permit.

Note to Applicant: The applicant shall refer to the [Energy Utility System By-law No. 9552](#) and [Neighbourhood Energy Utility Connectivity Guidelines & Requirements](#) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, other hydronic heating and domestic hot water system minimum requirements, etc.

Staff are exploring the creation of a lower temperature NEU node for this part of the service area, designed to optimize heat recovery and energy sharing for heating and cooling of buildings. The applicant is encouraged to work closely with City Staff to ensure adequate provisions for NEU compatibility are provided for in the heating and domestic hot water system design.

- 1.32 Facilitate NEU access and waste heat recovery across the campus. Explore additional waste heat recovery opportunities for NEU utilization, including but not limited to, heat recovery from commercial refrigeration systems, data centres, industrial processes, sanitary drainage system.
- 1.33 The proposed plan for site heating and cooling, developed in consultation with City Staff, shall be provided prior to the issuance of development permit, to the satisfaction of the General Manager of Engineering Services.
- 1.34 Should NEU connection be deemed feasible, the applicant must demonstrate compliance to design provisions for NEU connection and compatibility prior to issuance of development permit to the satisfaction of the General Manager of Engineering Services for the following:

- (a) Provide for an adequate and appropriate dedicated Energy Transfer Station (ETS) Room(s), located on the highest below-grade level along an exterior wall adjacent to future NEU distribution piping and free of any other equipment or obstructions, for connection to the NEU. Please refer to the [NEU Connectivity Guidelines & Requirements \(Section 6.1\)](#) for complete set of ETS Room requirements that must be demonstrated. Applicant must coordinate with City Staff to ensure proposed ETS Room(s) location is acceptable.

Note to Applicant: The site will be serviced by the NEU via distribution piping along either Station Street or Terminal Avenue at the southwest corner of the parkade. The DES Room as proposed on Floor Plan Level P2 Plan (A206, December 11, 2024) is not a compatible location. If the ETS Room cannot be located at the southwest corner along an exterior wall in P1, the Owner will be responsible for the cost of piping and installation from the NEU service location at the exterior wall to the alternate ETS Room, subject to approval by the General Manager of Engineering Services.

The ETS Room size as shown on Floor Plan Level P2 Plan (A206, December 11, 2024) appears to be adequate, but final dimension and the number of ETS units required will depend upon heating and cooling load requirements and other considerations such as those of administration and practicality. The applicant must coordinate with City Staff to confirm the acceptability of the proposed ETS Room(s) location and size.

- (b) Confirm the dedicated ETS Room and its access route shall facilitate a minimum 1.83 m wide clear continuous pathway from the exterior of the development to the ETS Room, including double doorway entry (outward swing) where required, to accommodate installation of the pre-fabricated, skid-mounted ETS.
Note to Applicant: Typical ETS skids are approximately 4m x 1.8m and approximately 1,800 kg.

Please ensure ETS Room includes a double doorway entry with outward swing, and clearance for ETS skid in hallways, around corners, and through doors, where required.

- (c) The building mechanical system shall utilize the NEU system for all the space heating and domestic hot water requirements for the development must not incorporate any prohibited heat production equipment in accordance with [Energy Utility System By-law No. 9552](#) Section 5.2.

- 1.35 A detailed design review of the building HVAC and mechanical heating system must be completed to ensure compliance with NEU design and technical requirements prior to the issuance of Building Permit.
- 1.36 In accordance with [Bylaw 9552](#), the Owner must pay the Connection Levy and any costs associated with an approved alternate location for the ETS room (if applicable), prior to the issuance of Building Permit.
- 1.37 Provision of written approval from BC Transit for proposed development pursuant to Statutory Rights of Way Agreements L6602, L6603 & GB92560 (as shown on Explanatory Plans 16473, 16474, 19146 & 19147), or other arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

Note to applicant: The above agreements stipulate that no excavation is to occur or improvements constructed within the SRW areas unless plans and specifications have first been submitted to and approved in writing by BC Transit. The proposed canopy (see A209), stairs, benches, bike racks, landscape features and trees within these areas will require approval by BC Transit.

- 1.38 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

- 1.39 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:
- (a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
 - (b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advance of construction. Requests will be reviewed on a case-by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>

- 1.40 Show all City supplied building grades and entranceway design elevations on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

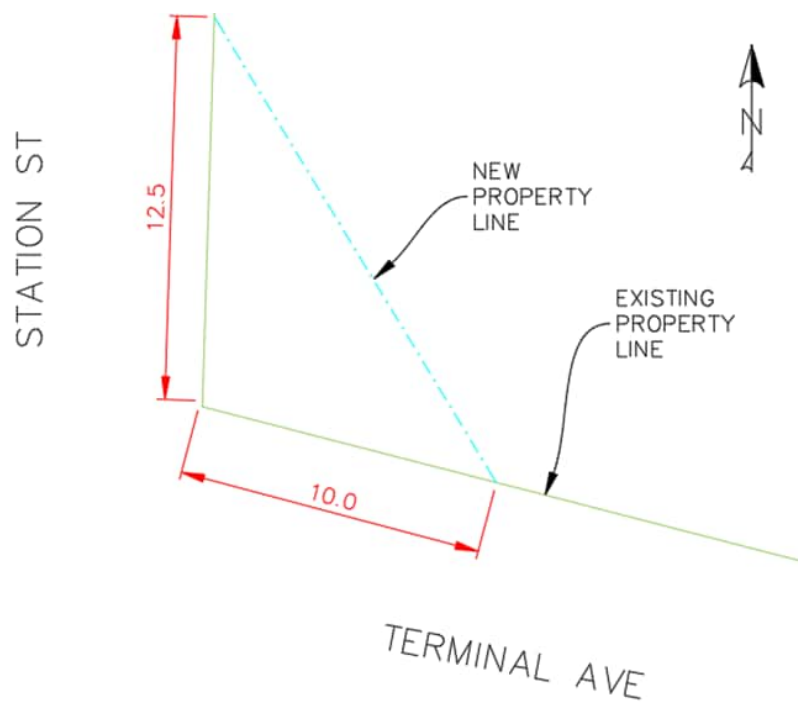
Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan. Building Grade design is in the preliminary state. Finalized building grades are required prior to DP application. For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373. <https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx>

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for the dedication of a 12.5 m x 10.0 m corner cut in the southwest corner of the site for road purposes as shown below:



Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:

<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>

- 2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services, and, the Director of Legal Services for release of Covenant GB96640 (non-conforming existing building).
- 2.3 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to and securing adequate space for the Neighbourhood Energy Utility (NEU), which may include but are not limited to agreements which:
 - (a) Grant the City Engineer, and other employees of the City, access to the building mechanical system, thermal energy system-related infrastructure, and suitable space required for the Energy Transfer Station within the development for the purpose of enabling NEU connection and operation.
- 2.4 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.5 (a), the Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

- (a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Creus Engineering Ltd. dated August 19, 2025, no water main upgrades are required to service the development.

The main servicing the proposed development is 300 mm. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 1220 Station Street does not require any sewer upgrades.

Development to be serviced to the existing 200 mm SAN and 2000 mm STM sewers on Terminal Avenue.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement is to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

Note to Applicant: Major City drainage infrastructure intersects the subject site with an existing easement. Applicant is to confirm that sufficient measures to adequately protect the City infrastructure have been considered. Applicant is also to demonstrate that the proposed development does not impact the repair or long-term maintenance of City infrastructure.

Provision of measures can include, but is not limited to:

- (i) Locate the existing twin 2.1m STM sewers within the easement; and
- (ii) Document conditions of the twin 2.1m STM sewers before and after site excavation; and
- (iii) Certified structural and/or geotechnical engineering solution stipulating City STM sewer and proposed building foundation integrity for excavations during site construction and any future maintenance repair of the City STM sewer.

No permanent structure encroachment is accepted for Easement(s) or Right(s) of Way through the site (e.g. building canopy, raised planters, structural reinforced slabs, etc).

- (c) Provision of street improvements with appropriate transitions, along Station Street adjacent to the site, including:

- (i) Minimum 1.2 m wide front boulevard;
- (ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;
- (iii) Corner curb ramp;
- (iv) Curb and gutter, including relocation of the existing catch basin and road reconstruction as required to accommodate the curb and gutter;
- (v) Minimum 2.4 m wide raised asphalt protected bike lane;
- (vi) Type E curb between the sidewalk and bike lane;
- (vii) Protected intersection corner, including relocation of the existing traffic signal/push button pole; and
- (viii) Removal of existing driveway(s) and replacement with full-height curb, boulevard, and sidewalk.

Note to Applicant: The City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design. Road reconstruction on Station Street to meet City higher zoned, bus lane standards.

- (d) Provision of street improvements with appropriate transitions, along Terminal Avenue adjacent to the site, including:
 - (i) Broom finish saw-cut concrete sidewalk within the pedestrian SRW area;
 - (ii) Corner curb ramp; and
 - (iii) Curb and gutter, including road reconstruction as required to accommodate the new curb and gutter.

Note to Applicant: Road reconstruction on Terminal Avenue to meet City higher zoned, arterial, bus lane standards.

- (e) Provision of improvements at the intersection of Station Street and Terminal Avenue including:
 - (i) Installation of left turn arrows for eastbound traffic.

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

- (f) Provision of upgraded street lighting (roadway and sidewalk) lighting to current City standards and IESNA recommendations.
- (g) Provision of Station Street and Terminal Avenue entire intersection street lighting upgrade to current City standards and IESNA recommendations.
- (h) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

- (i) Provision of new electrical service cabinet/kiosk on Station Street.

Note to Applicant: The kiosk shall be fed by BC Hydro underground grid. As such, a right-of-way (ROW) space shall be provided on-site to accommodate BC Hydro pad mounted transformer.

The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

- (j) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft long and 18 in. deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

- (k) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.
- 2.5 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for and only if the following works constitute excess and/or extended services:

- (a) Intersection upgrades as per Condition 2.4 (e).

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at:

<https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

Urban Design

- 2.6 Entry into a section 219 covenant to the satisfaction of the General Manager of Engineering Services, Legal Services and Planning Urban Design & Sustainability, that includes:
- (a) A covenant under section 219 of the Land Title Act to construct the proposed mitigation measures identified in the required reports outlined in 1.29 prior to issuance of an occupancy permit for the proposed development, and thereafter to maintain and replace those mitigation measures as deemed necessary;
 - (b) An acknowledgement that the site is located adjacent to an active rail line, which may result in an increased risk to the development;
 - (c) A release and indemnity in favour of the City in respect of any costs, damages, claims or expenses that may be incurred by the City as a result of a breach of the covenant under paragraph a., the issuance of any City permit in connection with the proposed development, or the use or development of the Lands, if such loss arises from adjacent rail operations, whether typical or atypical; and
 - (d) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in their sole discretion require.
- 2.7 Provision of a legal agreement that requires the owner of the Lands to give notice to all rental tenants that their residence is in proximity to a rail line.
- 2.8 Provision of written acknowledgment(s) from each relevant rail authority confirming receipt of the complete development permit application package and reports, which shall be provided by the applicant to all relevant rail authorities, including the owners of a rail facility and any rail operators making use of the facility.

Note to Applicant: Relevant rail authorities includes both owner and operator for all freight rail facilities within 300m of the rail property PL/ROW. This acknowledgment must be issued on company letterhead, addressed to the City of Vancouver, and include the relevant permit application number.

Housing

- 2.9 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all residential units as Class A for profit affordable rental housing, excluding Seniors Supportive or Independent Living Housing, and including at least 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law to be secured as below-market rental dwelling housing units, and the remaining units to be secured as market rental units, subject to the conditions set out below for such units, and in accordance with the requirements set out in the Transit-Oriented Areas Rezoning Policy, for a term equal to the longer of 60 years and the life of the building and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require. The agreement or agreements will include but not be limited to the following terms and conditions:
- (a) A no separate sales covenant;
 - (b) A no stratification covenant;
 - (c) A provision that none of the units will be rented for less than 90 consecutive days at a time;
 - (d) That the average initial starting monthly rents by unit type for the below-market rental housing dwelling units in the project will be at least 20% below the average market rent for private rental apartment units city-wide as published by the most recent Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables for Vancouver at the time when the Occupancy Permit is issued;
 - (e) That a rent roll indicating the agreed maximum average initial monthly rents for the below-market rental housing dwelling units will be required prior issuance of an Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;
 - (f) Following initial occupancy, on a change in tenancy for a below-market rental housing dwelling unit, the starting rent for such new tenancy will be at least 20% below the rent for private rental apartment units city-wide as published by the Canada Mortgage and Housing Corporation in the most recent Rental Market Survey Data Tables for Vancouver for that unit type at the time of the change in tenancy;
 - (g) That the applicant will verify eligibility of new tenants for the below-market rental housing dwelling units, based on the following:
 - (i) For new tenants, annual household income cannot exceed (4) four times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.
 - (h) That the applicant will verify the ongoing eligibility of existing tenants in below-market rental housing dwelling units every five (5) years after initial occupancy:
 - (i) For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.

- (i) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market rental housing dwelling units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market rental housing dwelling units, and a summary of the results of eligibility testing for these units; and
- (j) Such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City through a by-law enacted pursuant to section 565.2 of the *Vancouver Charter* prior to enactment of the rezoning by-law.

Non-Stratification Covenant

- 2.10 Enter into a Covenant pursuant to Section 219 of the Land Title Act satisfactory to the Director of Legal Services prohibiting both the separate sale and the strata subdivision of the Lands for the non-residential floor area of the building.

Public Art

- 2.11 Execute an agreement satisfactory to the Director of Legal Services and the Director, Arts & Culture for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials.

Note to Applicant: Provide development details to the satisfaction of the Director, Arts & Culture, or their designate (a checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art. Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

Environmental Contamination

- 2.12 The following conditions must be met prior to enactment of the rezoning:
- (a) Submit a site disclosure statement to Environmental Services;
 - (b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the *Vancouver Charter*; and
 - (c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Parks, have been provided to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

**APPENDIX C
PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS**

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“1220 Station Street and 201-213 Terminal Avenue [CD-1 #] [By-law #] FC-2”

DRAFT AMENDMENT TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B [Intermediate Zone] by adding the following:

“[CD-1#] [By-law #] 1220 Station Street and 201-213 Terminal Avenue”

DRAFT AMENDMENT REGARDING STREETS REQUIRING LANDSCAPED SETBACKS

A By-law to amend
Zoning and Development By-law No. 3575
Regarding Streets Requiring Landscaped Setbacks

In Schedule C, Council strikes out “Terminal Avenue, north side, from a point 17.6 m east of the easterly boundary of Thornton Park, eastward to a point in line with the northerly extension of the western boundary of Cottrell Street”, and substitutes the following:

“Terminal Avenue, north side, from a point 93.23 m east of the easterly boundary of Thornton Park, eastward to a point in line with the northerly extension of the western boundary of Cottrell Street”.

* * * * *

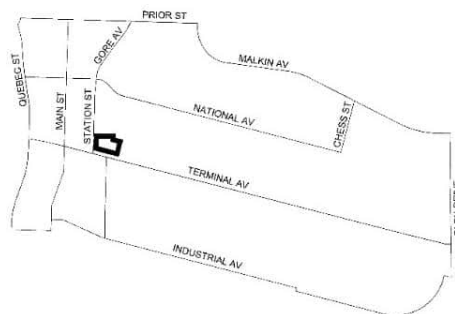
APPENDIX D ADDITIONAL INFORMATION

Public Consultation Summary

Approximately 759 page views were recorded. A total of 16 comments were received with 13 comments in support for the increase in housing, location, and use, and 1 expressing concerns about density and insufficient neighbourhood amenities.

Event	Dates	Details
Webpage published	September 24, 2025	https://www.shapeyourcity.ca/1220-station-st
Postcard mailed	November 5, 2025	3,024 notices mailed (approximate)
Site sign installed	September 24, 2025	n/a
Online comment form	September 2025 to March 2025	16 submissions <ul style="list-style-type: none"> • 13 responses support • 2 responses opposed • 1 responses mixed
Question and Answer (Q&A) period (2 weeks)	November 5, 2025 to November 18, 2025	0 submissions
Other input (phone calls, direct emails, etc.)	September 24, 2025 to March 20 2025	0 submissions
Total webpage views	September 24, 2025 to March 20 2025	759 page views
Total Submissions (Comments submitted + questions asked + other input methods)		16 submissions

Map of Notification Area



NOTIFICATION AREA

A summary of public input is provided below, organized by topic.

Areas of support:

- **Housing:** Respondents strongly supported the proposal as a timely and appropriate response to housing needs, particularly welcoming the addition of market and below-market rental units in a high demand area.
- **Location:** Many respondents felt the site is ideally located near a SkyTrain station, making it well suited for higher density development.
- **Uses:** The inclusion of a grocery store and other ground level commercial uses was widely supported to provide essential services, support workers in the area, and activate the neighbourhood.

Areas of concern:

- **Amenities:** Respondents expressed concern that the area lacks nearby family-oriented services such as elementary schools, playgrounds, and sufficient childcare.
- **Density:** Respondents opposed the overall scale and density of the proposal, expressing concern about the concentration of high-rise development and the prevalence of smaller unit sizes.

Response to Public Comments

- **Amenities:** New family-oriented amenities are anticipated in the near term, including the Olympic Village School, scheduled for completion in 2029, along with planned new and expanded park spaces in the surrounding area. [East Park](#), located along Ontario Street between Athlete's Way and Walter Hardwick Avenue is scheduled to begin construction in 2026 with completion expected in 2028.
- **Density:** The *Transit-Oriented Areas Rezoning Policy* supports additional height and density at this location. Locating new housing near rapid transit and the new St. Paul's Hospital is a strategic response to the immediate context and contributes towards the targets set out in the *Housing Vancouver Strategy*.

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APPENDIX E HOUSING

Housing Data

Figure 1: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) as of December 31, 2025

Housing Type	Category	10-year Targets ^{1, 2}	Units Approved Towards Targets ³
Purpose-Built Rental Housing Units ³	Market Rental	30,000	13,488 (45%)
	Developer-Owned Below Market Rental	5,500	2,174 (40%)
	Total	35,500	15,662 (44%)

1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.
2. Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.
3. Unit numbers exclude the units in this proposal, pending council's approval of this application.

If approved, starting rents for the below-market units will be 20% below the city-wide average market rents at the time of initial occupancy. On unit turnover, rents in the below-market units may be re-indexed to 20% below the city-wide average market rent by unit type current at the time of unit turnover.

Figure 2 – Below-Market Unit Average Rents, Market Rents in Newer Buildings, Cost of Ownership and Household Incomes Served

	Proposed Average Unit Size	Below-Market Rental Units		Newer Rental Buildings Eastside		Monthly Costs of Ownership for Median-Priced Apartment – Eastside (with 20% down payment)		
		2026 Starting Rents ¹	Average Household Income Served ⁴	Average Market Rent ²	Average Household Income Served ⁴	Monthly Costs of Ownership ³	Average Household Income Served ⁴	Down-payment at 20% ³
Studio	437 sq. ft.	\$1,364	\$54,560	\$1,965	\$78,600	\$2,824	\$112,977	\$96,750
1-bed	490 sq. ft.	\$1,488	\$59,520	\$2,224	\$88,960	\$3,373	\$134,904	\$118,300
2-bed	755 sq. ft.	\$2,118	\$84,704	\$2,979	\$119,160	\$4,809	\$192,372	\$167,680
3-bed	1,055 sq. ft.	\$2,891	\$115,648	\$3,420	\$136,800	\$6,606	\$264,236	\$239,000

1. Starting rents shown are calculated based on a 20 per cent discount to city-wide average market rents as published by CMHC in the October 2025 Rental Market Report and set in the Rental Incentive Programs Bulletin for the year 2026.
2. Data from October 2025 CMHC Rental Market Survey for buildings completed in 2016 or later on the Eastside of Vancouver.
3. Based on the assumptions: Median of all BC Assessment strata apartment sales prices in Vancouver Eastside in 2023 by unit type, 20% down-payment, 5% mortgage rate (in-line with qualifying rate), 25-year amortization, \$400-\$600 monthly strata fees and monthly property taxes at \$2.78 per \$1,000 of assessed value (2023 assessments and property tax rate).
4. Incomes are estimated based on rents or monthly ownership costs at 30% of income.

**APPENDIX F
PUBLIC BENEFITS**

City-wide DCL ^{1,2}	\$1,622,420
Utilities DCL ¹	\$5,297,977
Layered DCL – False Creek Flats ¹	\$485,088
Public Art ³	\$919,017
TOTAL	\$8,324,502

Other Benefits (non-quantifiable components): 470 rental units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building.

¹ Based on rates in effect as of December 10, 2025 and the proposed 35,571 sq. m (382,882 sq. ft.) of residential floor area and 7,550 sq. m (81,268 sq. ft.) of commercial floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City’s [DCL Bulletin](#) for more details.

² This application has requested and is expected to be eligible for a Class A (100%) waiver of the City-wide DCL applicable to the residential portion of the building. The application is therefore subject to the maximum average starting rents and unit sizes by unit type applicable to class A for-profit affordable rental housing as per the By-law. These requirements will be secured by a Housing Agreement, and compliance will be assessed through the development permit stage to occupancy permit issuance. The value of the City-wide DCL waiver on the residential floor area is estimated to be \$9,929,289.

³ The Public Art Policy and Procedures for Rezoned Developments requires rezoning proposals having a floor area of 9,290 sq. m (100,000 sq. ft.). Based on rates in effect as of 2016. Rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

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**APPENDIX G
REZONING APPLICATION SUMMARY**

Property

Address	Parcel Identifier (PID)	Legal Description
1220 Station Street and 201-213 Terminal Avenue	015-081-575	Lot D Block G District Lot 2037 Group 1 New Westminster District Plan 22488 Except Plan 22525

Applicant Team

Applicant & Developer	GWL Realty Advisors Inc.
Architect	MCM Architects
Property Owner	1296 Station Street Properties Ltd.

Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	FC-2	CD-1
Site Area	3,850.1 sq. m (41,442 sq. ft.)	No change
Land Use	Commercial	Mixed-Use
Maximum FSR	7.0	11.2
Maximum Height	22.9 m (75 ft.)	East Tower: 111 m (364 ft.) West Tower: 87.8 m (288 ft.)
Floor Area	26,950.7 sq. m (290,094 sq. ft.)	43,121 sq. m (464,150 sq. ft.)
Unit Mix	N/A	142 studio units 157 1-bedroom 139 2-bedroom 23 3-bedroom 9 4-bedroom 470 Total
Natural Assets	1 on-site tree 1 off-site tree	0 trees proposed for removal. 2 trees proposed for retention. 22 new on-site trees proposed. Final numbers to be confirmed at development permit stage.

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