NO. S-246230
VANCOUVER REGISTRY

IN THE SUPREME COURT OF BRITISH COLUMBIA

BETWEEN:

INTRACORP VANNESS LIMITED PARTNERSHIP

PLAINTIFF

AND:

THE OWNERS, STRATA PLAN LMS992 AND CROWE MACKAY & COMPANY LTD., AS LIQUIDATOR OF THE OWNERS, STRATA PLAN LMS992

DEFENDANTS

AND:

INTRACORP VANNESS LIMITED PARTNERSHIP

DEFENDANT BY WAY OF COUNTERCLAIM

NOTICE TO ADMIT

To: Intracorp Vanness Limited Partnership (the "**Plaintiff**")

TAKE NOTICE that the defendants, Crowe MacKay & Company Ltd., as Liquidator of the Owners, Strata Plan LMS992, (the "**Defendants**"), requests the Plaintiff to admit, for the purpose of this proceeding only, the facts set out below and the authenticity of the documents referred to below, copies of which are attached.

AND TAKE NOTICE that, unless the court otherwise orders, if the party to whom this notice is directed does not serve a written statement, as provided in Rule 7-7(2) of the *Supreme Court Civil Rules*, within 14 days after service of a copy of this notice on that party, then the truth of the facts and the authenticity of the documents will be deemed to be admitted.

Dated at the City of Vancouver, in the Province of British Columbia, this 2nd day of October, 2025.

Lawson Lundell LLP
Solicitors for the defendants, Crowe MacKay & Company Ltd., as Liquidator of the Owners, Strata Plan LMS992

This Notice to Admit is delivered by Peter J. Roberts, K.C./Jordan Hayward, of the law firm of Lawson Lundell LLP, whose place of business and address for delivery is 1600 – 925 West Georgia Street, Vancouver, British Columbia V6C 3L2.

The facts, the admission of which is requested, are:

1. Schedule G of the Purchase and Sale Agreement dated January 11, 2021 between Intracorp Vanness Limited Partnership and The Owners, Strata Plan LMS992, as assigned and amended from time to time, respecting the sale of the property described as 3380 Vanness Avenue, Vancouver, B.C. (the "**Agreement**"), listed six comparable developments for the purpose of adjusting the purchase price of the Agreement (the "**Comparable Developments**").

2. Regent Court (Strata Plan LMS 1558) is a 140-unit strata complex located at 3489 Ascot Place, Vancouver, B.C. ("**Regent Court**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 140 units of Regent Court as at July 1 in those years was as follows:

(a) 2021: $57,207,002; and

(b) 2022: $66,278,002.

3. Nexus (Strata Plan BCS 404) is a 181-unit strata complex located at 3588 Crowley Drive, Vancouver, B.C. ("**Nexus**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 181 units of Nexus as at July 1 in those years was as follows:

(a) 2021: $100,079,002; and

(b) 2022: $107,571,002.

4. Wall Central Park (Strata Plan EPS 3434) is a 728-unit strata complex located at 5515 Boundary Road, Vancouver, B.C. ("**Wall Central Park**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 728 units of Wall Central Park as at July 1 in those years was as follows:

(a) 2021: $350,356,002; and

(b) 2022: $381,706,002.

5. Skyway Tower (Strata Plan EPS 2285) is a 139-unit strata complex located at 2689 Kingsway, Vancouver, B.C. ("**Skyway Tower**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 139 units of Skyway Tower as at July 1 in those years was as follows:

(a) 2021: $67,626,000; and

(b) 2022: $77,724,000.

6. Centro (Strata Plan LMS 3463) is a 148-unit strata complex located at 3438 Vanness Avenue, Vancouver, B.C. ("**Centro**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 148 units of Centro as at July 1 in those years was as follows:

(a) 2021: $52,333,000; and

(b) 2022: $65,799,000.

7. Circa (Strata Plan BCS 2012) is a 205-unit strata complex located at 3660 Vanness Avenue, Vancouver, B.C. ("**Circa**"), and is one of the Comparable Developments. For 2021 and 2022, the aggregate amount of the B.C. Assessment values for the 205 units of Circa as at July 1 in those years was as follows:

(a) 2021: $105,871,902; and

(b) 2022: $121,483,002.

8. For 2021 and 2022, the aggregate amount of the B.C. Assessment values of all the units in the Comparable Developments as at July 1 in those years was as follows:

(a) 2021: $733,472,908; and

(b) 2022: $820,561,008.

9. The Vancouver Plan is a long-range land use strategy to manage growth across Vancouver. City Council ("**City Council**") of the City of Vancouver (the "**City**") publicized a draft of the Vancouver Plan on April 5, 2022, and began implementing the Vancouver Plan on or about July 22, 2022. A copy of the Vancouver Plan is appended to this Notice to Admit as **Schedule "A"**.

10. As part of City Council's annual fee adjustment process, the City's General Manager of Engineering Services provided a report to City Council recommending a 5% increase to development-related engineering fees and a 2.3% increase to Engineering Services Department permit and application fees for the year 2022, on November 3, 2021 (the "**2022 Increase Recommendation**"). City Council approved the 2022 Increase Recommendation on December 7, 2021. A copy of City Council's meeting minutes from December 7, 2021, wherein it approved the 2022 Increase Recommendation, is appended to this Notice to Admit as **Schedule "B"**.

11. The City's General Manager of Planning, Urban Design and Sustainability provided a report to City Council recommending an update to the City's Development Cost Levy By-Law on June 8, 2022. City Council approved that update to the Development Cost Levy By-Law on June 22, 2022. A copy of the General Manager of Planning, Urban Design and Sustainability's report is appended to this Notice to Admit as **Schedule "C"**.

12. The City's General Manager of Engineering Services provided a report to City Council recommending a 3.3% increase in the Engineering Services Department permit and application fees for 2023 on November 2, 2022 (the "**2023 Increase Recommendation**"). City Council approved the 2023 Increase Recommendation on December 6, 2022. A copy of City Council's meeting minutes from December 6, 2022, wherein it approved the 2023 Increase Recommendation, is appended to this Notice to Admit as **Schedule "D"**.

13. City By-law No. 13345 amends provisions of Vancouver Building By-law No. 12511 regarding carbon emissions, air filtration, and embodied carbon limits. City Council passed By-law No. 13345 on June 7, 2022. A copy of By-law No. 13345 is appended to this Notice to Admit as **Schedule "E"**, and a copy of By-law No. 12511 is appended as **Schedule "F"**.

14. Greater Vancouver Sewerage and Drainage District's Development Cost Charge Amending Bylaw No. 353, 2022 updates the Development Cost Charge rates per land use category by sewage area ("**Bylaw No. 353, 2022**"). Bylaw No. 353, 2022 received a first, second, and third reading on March 25, 2022, and was passed and adopted on June 24, 2022. A copy of Bylaw No. 353, 2022 is appended to this Notice to Admit as **Schedule "G"**.

15. Greater Vancouver Water District's Development Cost Charge Bylaw No. 257, 2022 outlines how the Greater Vancouver Water District imposes cost charges on developments ("**Bylaw No. 257, 2022**"). Bylaw No. 257, 2022 received a first, second and third reading on October 28, 2022, and was passed and adopted on April 28, 2023. A copy of Bylaw No. 257, 2022 is appended to this Notice to Admit as **Schedule "H"**.

16. South Coast British Columbia Transportation Authority ("**Translink**") Bylaw No. 143-2021 imposes development costs charges for 2022 and increases the Translink Development Cost Charge effective January 1, 2022. Translink Bylaw No. 143-2021 was adopted on September 23, 2021. A copy of Translink Bylaw No. 143-2021 is appended to this Notice to Admit as **Schedule "I"**.

17. Translink Bylaw No. 144-2022 authorizes the assessment and imposition of a tax on the net taxable value of land and improvements in transportation service regions for the year 2022 and was adopted on March 24, 2022. A copy of Translink Bylaw No. 144-2022 is appended to this Notice to Admit as **Schedule "J"**.

18. Translink Bylaw No. 145-2022 authorizes the assessment and imposition of additional tax for the year 2022 and was adopted on March 24, 2022. A copy of Translink Bylaw No. 145-2022 is appended to this Notice to Admit as **Schedule "K"**.

The documents, the authenticity of which admission is requested, are:

1. Schedule "A" – Vancouver Plan

2. Schedule "B" – City Council Meeting Minutes, dated December 7, 2021

3. Schedule "C" – General Manager of Planning, Urban Design and Sustainability's report, dated June 8, 2022

4. Schedule "D" – City Council Meeting Minutes, dated December 6, 2022

5. Schedule "E" – City By-law No. 13345

6. Schedule "F" – City By-law No. 12511

7. Schedule "G" – Greater Vancouver Sewerage and Drainage District Development Cost Charge Amending Bylaw No. 353, 2022

8. Schedule "H" – Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022

9. Schedule "I" – Translink Bylaw No. 143-2021

10. Schedule "J" – Translink Bylaw No. 144-2022

11. Schedule "K" – Translink Bylaw No. 145-2022

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DEFENDANT BY WAY OF COUNTERCLAIM

NOTICE TO ADMIT

Barristers and Solicitors
1600 Cathedral Place
925 West Georgia Street
Vancouver, British Columbia V6C 3L2
Phone: (604) 685-3456
Attention: Peter J. Roberts, K.C.

Schedule A

2050

VANCOUVER PLAN

CITY OF VANCOUVER | Vancouver Plan

MY VANCOUVER
WALKABILITY
Human Oriented
KEEP OUR PORT SAFE
Intellectual
100 years from now
IS
city govt is transparer
culture

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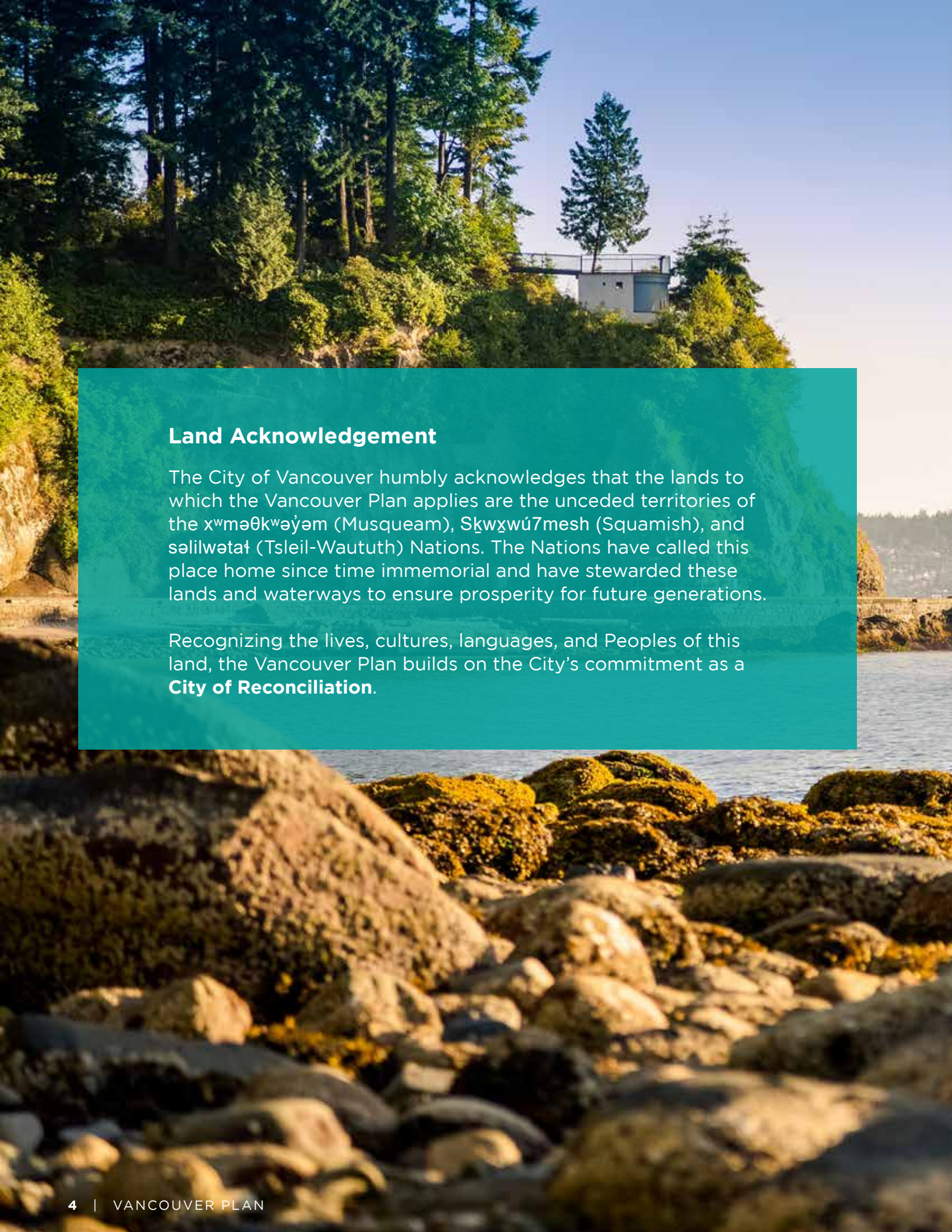
The land use strategy in the Vancouver Plan does not serve as a rezoning enabling policy and does not create any development rights. The maps included in this document are for illustrative purposes only. They will be changed and refined in future phases of work.



Land Acknowledgement

The City of Vancouver humbly acknowledges that the lands to which the Vancouver Plan applies are the unceded territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. The Nations have called this place home since time immemorial and have stewarded these lands and waterways to ensure prosperity for future generations.

Recognizing the lives, cultures, languages, and Peoples of this land, the Vancouver Plan builds on the City's commitment as a **City of Reconciliation**.

Seawall at Stanley Park (Source: Mike Benna)

PART 1:
INTRODUCTION AND OVERVIEW

Summer in a Vancouver Park (Source: City of Vancouver)

THE VANCOUVER PLAN

The Vancouver Plan is a visionary long-range land use plan to guide growth and change over the next 30 years. It establishes a unified vision for the future land use of the city, with supportive policies that will help Vancouver become a more livable, affordable, and sustainable city with a strong economy where people and nature thrive. A city that is inclusive, diverse, and works for everyone.

The Vancouver Plan sets a clear path forward to achieve shared goals in an increasingly complex future.

The City also has a number of other guiding city-wide strategies and frameworks that support the Vancouver Plan, like those for affordable housing, transportation, climate change, arts and culture, healthy communities, Reconciliation, equity, and resilience. The Vancouver Plan does not supersede these plans, nor does it duplicate them. Instead, it incorporates key components that require land use policies to advance their goals and objectives. The Plan also provides the overall context for developing new complementary land use strategies.

What is a land use plan?

A land use plan determines and directs the location, type, and intensity of different types of land uses, such as residential, office, commercial, or industrial. These land uses include different types of buildings, structures, public facilities, parks, open space, and ecological networks. A land use plan will also designate adequate space for transportation and infrastructure systems necessary to support the residents and businesses that live, work, and play in Vancouver. The goal of land use planning is to improve the well-being of people and their communities by creating convenient, equitable, healthy, efficient, safe, and attractive environments for present and future generations.

1. CONTEXT AND OPPORTUNITY

Our strengths

Located on the traditional, unceded territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples, Vancouver is known for its beautiful natural setting, strong economy, diverse communities, and vibrant neighbourhoods.

Economically Strong - Vancouver is the economic engine of BC with globally recognized strengths in many sectors including tech, film/ television, climate solutions, life sciences, tourism, arts, and culture. The city includes the Province's two largest business districts, Canada's largest port, and a strong retail sector with well-loved shopping streets. This diversified economy provides a strong and resilient foundation for Vancouver businesses and residents.

Culturally Vibrant - Vancouver is the centre of arts and culture with more than 8,800 professional artists living in the city. Vancouver is home to the highest concentration of artists per capita than any other major Canadian city.

Socially Diverse - Socially, racially, and ethnically diverse people and communities have instilled a flourishing array of cultures, traditions, customs, languages, landmarks, and tangible and intangible heritage elements from across the globe, enriching the city with unique and recognizable qualities. Fifty-two percent of Vancouverites are racialized (i.e., visible minority in Canadian Census) and 46% of people have languages other than English as their mother tongue.

Convenient Transit - Convenient transit improves sustainability, air quality, and healthy living. Eighty-two percent of residents live close to a transit route with service that comes at least once every 15 minutes and 49% of residents live close to a RapidBus stop or SkyTrain station. This convenience reduces the need for private vehicle trips and increases transit ridership. With this connectivity, Vancouver makes up about 40% of all regional transit trips.

Green Access - Ninety-nine percent of residents live within a 10-minute walk of a park or green space. Vancouver is home to 482 hectares of natural areas and has one of the most accessible park systems in North America.

Locational Advantages – Vancouver is a coastal seaport with a mild climate located close to many significant regional assets including the North Shore Mountains, large regional parks like Pacific Spirit Park, an international airport, and has Canada's largest and most diversified port.

There is a lot to love about Vancouver. While the city is often praised for its natural setting and global leadership, it is the people and their cultures, stories, and lived experiences that bring life to the city and make it a highly desirable place to live, work, and visit.

Hot+Noisy Chinatown Majong Social (Source: City of Vancouver)

Our challenges

Despite Vancouver's unparalleled advantages, our city and its residents struggle with critical, immediate issues.

Housing Affordability – Like many North American cities, housing affordability is our biggest challenge. Thirty-five percent of renter households currently pay more than 30% of their income on rent and home ownership is not within reach for most residents who do not already own property. More than 2,000 people experience homelessness in the city, and approximately 7,000 more are on the precarious edge of homelessness.

Climate Emergency - The climate is rapidly changing and by 2050 Vancouver can expect to experience longer, hotter, drier summers, sea level rise, and heavier rainstorms with increased flooding. These changes in climate will have significant impacts on residents, businesses, buildings, and infrastructure alike and require new municipal responses and investments not previously contemplated.

Economic Pressures - Vancouver continues to be the preferred location for employers in the region but more than half of the city's jobs are located on only 10% of the land, putting employment lands under tremendous pressure. This competition for space means rising commercial and industrial rents in high demand areas.

Additionally, Vancouver struggles with a spatial mismatch between jobs and housing as 40% of the city's jobs are held by workers who commute in from the suburbs. Due in part to high housing costs that limit housing options for workers employed in the city, these commuting patterns increase traffic congestion, worsen air quality, strain the road network, and reduce productivity for local businesses.

Overdose crisis – People in Vancouver continue to be severely impacted by the mix of long-standing mental health and public health crises and an increasingly potent and toxic drug supply. The number of people dying from drug poisoning declined in 2019 but has increased substantially in 2020 and 2021. Indigenous Peoples continue to be disproportionately impacted due to the impacts of ongoing systemic racism and colonization.

Underutilized Neighbourhoods – Today, more than one-half of Vancouver's land is reserved for only 15% of the homes. More than one-third of residential neighbourhoods do not have enough people living in them to support local businesses. Over half of Vancouver residents live in neighbourhoods without walkable access to daily needs such as food and services, with some neighbourhoods experiencing declining populations of families with children. Nevertheless, these neighbourhoods possess a wealth of parks, community centres, libraries, schools, and leafy green streets able to accommodate new residents.

Limited Fiscal Resources – Vancouver, like other Canadian cities, offers a broad range of services, but also has increasing pressure on its limited revenue sources to maintain, renew, and expand the infrastructure, services, and amenities that residents want and need to support livability and quality of life.

High Risk for Earthquakes - Hundreds of small earthquakes occur in the region every year, and while most go unnoticed, a major earthquake is inevitable in our future. Of the city's 90,000 buildings, over half were built prior to 1974 and have no seismic resisting structural systems. This means the city's buildings, residents, and workers are highly vulnerable to the impacts of an earthquake event.

Safety and Belonging – One in seven Metro Vancouver residents report feeling lonely and one in four report feeling isolated, impacting their well-being and sense of belonging. Additionally, nearly 6 in 10 Vancouverites report a weak sense of belonging and worsening mental health. Hate crime incidents increased 97% from 2019 to 2020, further isolating communities who are racialized and who experience a disproportionate impact of violence.

These are significant problems that require complex and varied solutions. A 'status quo' approach to planning will not solve these problems. To create a more equitable city that responds to the challenges of our time, the Vancouver Plan strikes a new approach.

Introduction to the Nations and relationship to present- day Vancouver

This place is the unceded and ancestral homelands of the **hən̓q̓əmin̓əm** and **Sḵwx̱wú7mesh** speaking Peoples, the **xʷməθkʷəy̓əm** (Musqueam), **Sḵwx̱wú7mesh** (Squamish), and **səlilwətaɬ** (Tsleil-Waututh). The territory known as Vancouver is part of their traditional lands.

Since time immemorial, through the designation of Musqueam's Indian Reserve land, and to present day, Musqueam's community members have resided on their reserve lands and off reserve within present-day Vancouver. The Vancouver Charter references the geography of Musqueam's reserve lands, and Musqueam members are eligible voters for City of Vancouver elections. This longstanding history with one another has established a unique government to government relationship, including collaboration for municipal/community services. More recently the Squamish Nation have designated reserve lands located within the City of Vancouver's boundaries. The City is embarking on a new relationship with the Squamish Nation of sharing municipal/community services.

In the Nation's own words, excerpts from the websites of each Nation are shared to affirm the visibility and voice of Musqueam, Squamish, and Tsleil-Waututh in the work of building better relationships and futures on their lands.

Musqueam Indian Band | xʷməθkʷəy̓əm

"We are traditional hən̓q̓əmin̓əm̓ speaking people. Today, we are a strong, growing community of over 1,300 members. Many of our members live on a small portion of our traditional territory, known as the Musqueam Indian Reserve, located south of Marine Drive near the mouth of the Fraser River. We have always moved throughout our territory using the resources it provides for fishing, hunting, trapping and gathering. We remain distinct and our cultural practices are strong, despite the devastating impacts of residential schools, colonial laws banning our ceremonies, and other attempts to assimilate our people. Our lands and waters continue to support our cultural and economic practices while serving as a source of knowledge and memory, encoded with our teachings and laws." **(musqueam.bc.ca)**

Red Fox Drum, ArtStarts at River Market, 2017 (Source: August Studios)

Squamish Nation | Sḵwx̱wú7mesh Úxwumixw

"Sḵwx̱wú7mesh Úxwumixw traditional territory is located in the Lower Mainland region of British Columbia. . . . The territory of the Squamish People includes the Burrard Inlet, English Bay, False Creek, and Howe Sound watersheds. . . . Our historical links to these lands and waters are numerous. Squamish place names exist throughout the territory. In many instances, a location has particular meaning to our people because of the existence of oral traditions that served to explain that place in the Squamish universe and in our relationship to the land. In addition, the land bears witness to the settlements, resource sites, and spiritual and ritual places of our ancestors, including villages, hunting camps, cedar bark gathering areas, rock quarries, clam processing camps, pictographs and cemeteries. Some of these village sites date back 3000 years." **(squamish.net)**

Tsleil-Waututh Nation | səlilwətaɬ

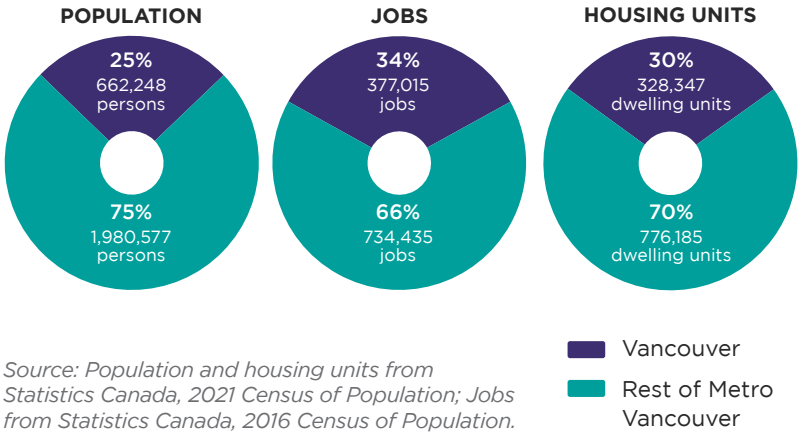
"Tsleil-Waututh First Nation: We are the Tsleil-Waututh Nation, "People of the Inlet." According to archaeological evidence and our oral history, Tsleil-Waututh people have lived in this Traditional Territory for thousands of years. Burrard Inlet sustains us with food, a place to live, spectacular natural beauty. Our ancestors travelled throughout the territory, keeping villages in different locations to live wherever seasonal resources were plentiful. Our lands and waters have shaped our culture and will be central to our way of life for generations to come. We will continue to put the face of the Tsleil-Waututh Nation back on our traditional territory, build capacity within our community, and participate on all levels—social, ecological, cultural, economic—in decision making within our lands." **(twnation.ca)**

Vancouver is the core of a growing region

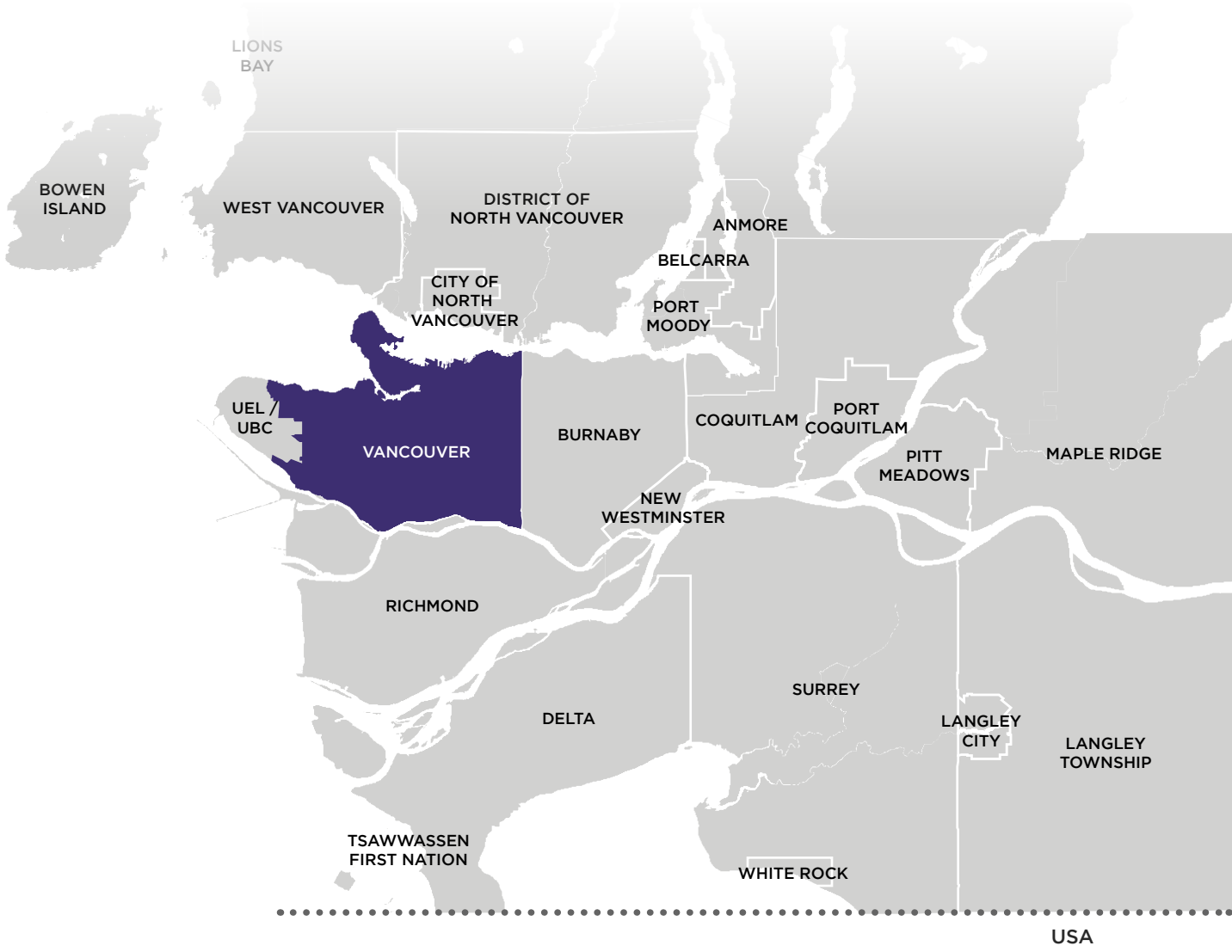
Vancouver is the economic and cultural centre of a dynamic, prosperous, and rapidly growing region. The region is anticipated to grow by about a million more people by 2050 with about half a million more jobs and homes. With a population of almost 2.8 million people, Metro Vancouver is the third largest metropolitan area in Canada, only behind Toronto and Montreal.

Opposite: Graphs showing population, jobs and housing units in Vancouver and the rest of the region. Below: Map showing Vancouver in the Metro Vancouver region.

Figure 1: Vancouver within the region



Source: Population and housing units from Statistics Canada, 2021 Census of Population; Jobs from Statistics Canada, 2016 Census of Population.



The Metro Vancouver Region

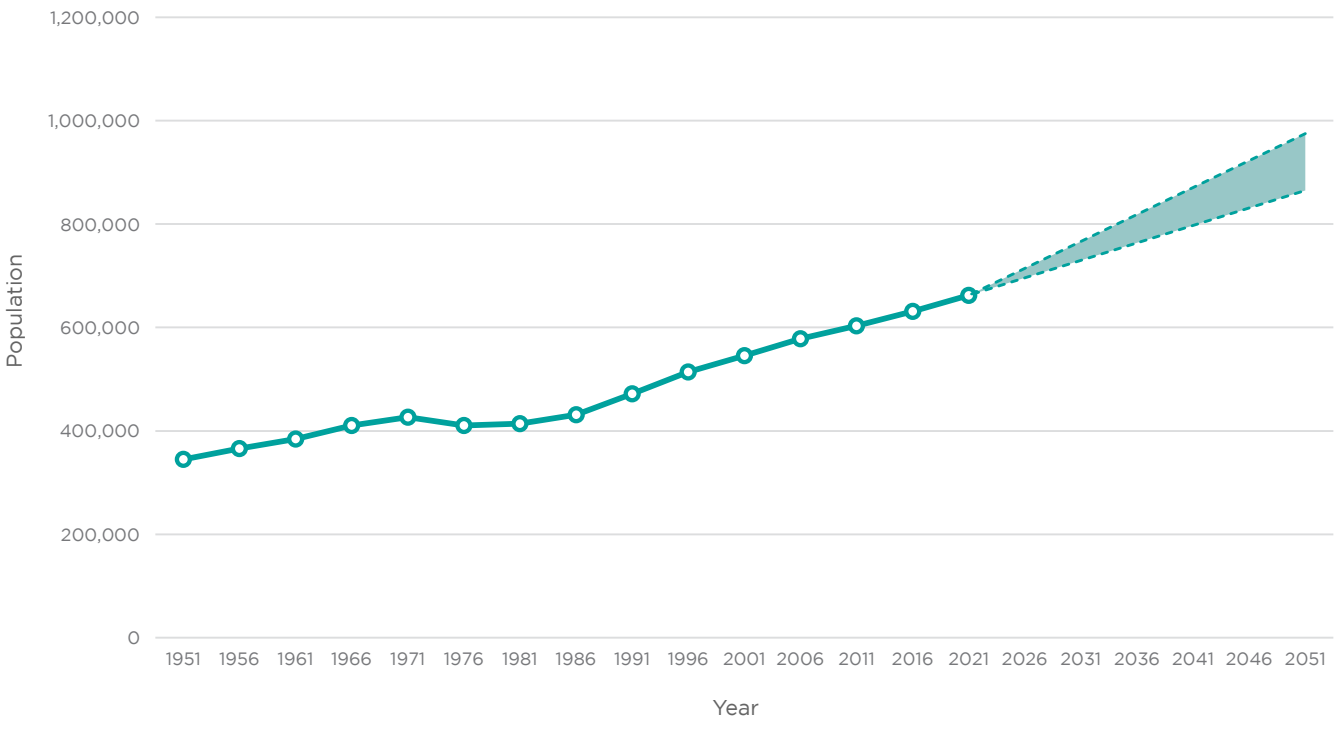
Vancouver is part of the Metro Vancouver region in BC, which is made up of a federation of 21 municipalities, one Electoral Area, and one Treaty First Nation. As a member municipality, the City of Vancouver supports the ***Metro Vancouver Regional Growth Strategy*** by aligning growth management policies with regional directions through our ***Regional Growth Strategy***, which has been approved by City Council.

Today, Vancouver is home to 25% of the region's total population, 34% of the jobs, and 30% of the total housing units. Vancouver is expected to add about 260,000 more people (for a total population of about 920,000 people) and up to 210,000 more jobs (for a total of about 638,000 jobs) by 2050. How Vancouver manages its growth has important implications for its residents and the region.

Vancouver is expected to continue its role as the largest regional job centre and a hub for new immigration. Vancouver is the preferred location for jobs, absorbing 65% of all regional office space construction today. On average, 25% of immigrants coming to the region land in Vancouver.

Through the life of this plan, there will be regular updates to population projections at the regional, sub-regional and city level. These will be based on new data, changing trends, updated housing needs assessments, and job numbers. The City will continue to anticipate and respond to these changes throughout Vancouver Plan implementation and future area planning.

Figure 2: Estimated population growth in Vancouver



Source: Statistics Canada, 1951 - 2016 Census of Population; 2011 National Household Survey (NHS) Profile; Vancouver Plan 2050 Population Projections Technical Background, 2022.

Vancouver is a regional, provincial, national and international leader

Beyond our central role in the region, Vancouver has a demonstrated strong track record of advancing innovative solutions to tackle issues and challenges faced by cities worldwide, including addressing past harms.

In 2014, Vancouver adopted the ***Reconciliation Framework*** with a long-term commitment of strengthening its relationship with Musqueam, Squamish, and Tsleil-Waututh Nations and urban Indigenous partners. In 2021, Council adopted the City's ***Equity Framework*** that further calls for an equity-oriented lens on all areas of City work. All of this work is necessary and ongoing.

A city surrounded by forests, rivers, lakes, and oceans has led to the early adoption of a strong environmental ethos. This has been reflected in the creation of world renowned local organizations like the David Suzuki Foundation and Greenpeace and leadership in sustainable city building.

The City of Vancouver has a history of being recognized as a leader in municipal environmental sustainability, including bold climate action. From 1990 when Vancouver became the first city in North America to attempt to address climate change with its

"Clouds of Change" report, to the most recent ***Climate Emergency Action Plan*** (2020), Vancouver's action on climate has been replicated and adopted by other governments locally and abroad. With the highest population density in Canada, Vancouver has long embraced compact urban forms, walkable neighbourhoods, and sustainable transportation modes as critical solutions to combat climate change and maximize livability.

Following the successes of Expo '86 and the 2010 Olympic Winter Games, Vancouver has consistently ranked one of the most livable cities in the world, rated for its stability, healthcare, culture, environment, education, and infrastructure. As this desirability, and other factors, contributed to escalating housing costs, Vancouver responded with bold and progressive measures, including the creation of Canada's first Empty Homes Tax and policies and programs that support the creation of new secured rental and social housing.

The Vancouver Plan builds on the leading work that Vancouver continues to do to move it towards a more just, equitable, and sustainable city.

Vancouver Skyline from Queen Elizabeth Park (Source: Vanexus Photos)

Context: Roles and Responsibilities

A few of the services the City provides

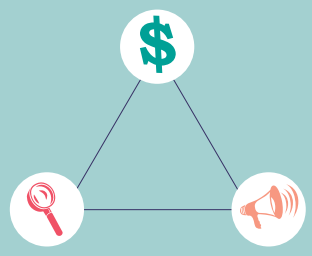
What does the city do?

The City of Vancouver provides a wide range of municipal services to residents, workers, and visitors. It must also build, maintain, and renew the infrastructure and amenities required to provide those services. The Vancouver Charter defines the powers and laws of the City.

Think about your visit to the swimming pool. The City maintains the sidewalks and roads that get you from your home to the pool. The cashiers, lifeguards, and cleaning staff help provide the service while at the facility. In the background, the City takes care of the pool building and even the pipes that supply the water, so this experience is available for decades to come.

The City also undertakes community planning and regulates development. Our "municipal toolkit" has three main tools (shown opposite).

Figure 3: Municipal toolkit



INVEST
e.g., using property taxes to deliver services; providing land to build affordable housing

REGULATE
e.g., zoning of lands, requiring public benefit contributions from development

ADVOCATE
e.g., asking and partnering with senior levels of government to fund public transit, childcare, etc.

What role do senior governments and regional authorities play?

The Federal and Provincial Governments are responsible for:

- Ports, rail and airports
- Schools
- Hospitals
- Childcare
- Affordable Housing

The City of Vancouver often partners with senior levels of government to help deliver important services such as housing and childcare projects.

The role of regional authorities

The City of Vancouver works with the regional authorities of Metro Vancouver (governed by appointed elected officials from each municipality), TransLink, and Vancouver Coastal Health who deliver services at a regional level, including:

- Regional planning and growth management
- Public transit
- Drinking water and sewage: Regional treatment facilities and major pipelines crossing city boundaries
- Air and water quality monitoring
- Regional health services

Photos from left to right: Port of Vancouver (Source: Cory Dobson); Temporary Modular Housing (Source: Michelle Pollard); SkyTrain (Source: City of Vancouver)

2. PLAN PROCESS

Path to a Vancouver Plan

The Vancouver Plan planning process took place between fall 2019 and spring 2022, and was completed in four phases.

Figure 4: Key stages of the planning process

Planning Vancouver together

A city-wide plan requires a shared vision for our future that resonates across diverse communities. To achieve this, staff intentionally designed outreach and engagement processes to reach diverse and under-represented people and communities to hear from new voices and understand new ideas.

Through the planning process, the City engaged with Musqueam, Squamish, and Tsleil-Waututh Nations (the Nations), urban Indigenous Peoples, residents, senior governments and regional authorities, community groups, businesses, non-profits, civic advisory bodies, and other stakeholders. The process involved City Council and all departments of the City.

Councillor Charlene Aleck and CAO Ernie Bones George, Tsleil-Waututh Nation (Source: TWN Communications)

Engagement

The engagement process was designed to reach as many perspectives as possible – reaching over 52,480 engagement touchpoints. While broad public and stakeholder engagement was essential to the development of the Plan, added emphasis was placed on centering the voices that have typically been left out of planning conversations, particularly equity-denied and under-represented groups. This included piloting new methods to engage equity-denied groups in conversations about the future of their city.

Phase 4 neighbourhood pop-up engagement event, Robson Square (Source: Elijah Sabadlan)

Planning in the time of a global pandemic: learnings from COVID-19

With the emergence of the COVID-19 pandemic in 2020, the conversation about the city's future took on a heightened sense of importance. As our lives were fundamentally altered, this became a time of reflection and learning. Important observations include:

- Disproportionate impacts experienced by women, lone-parents, low-income people, families identifying as racialized, seniors, and people with disabilities.
- The importance of safe, secure, and self-contained housing serving low-income and vulnerable populations.
- The significance of outdoor public spaces for connecting with family and friends, especially for people living in higher-density housing types without private yards.
- The value of having shops, services, public spaces, and community infrastructure located close to home.
- The urgent necessity of providing publicly accessible basic needs such as drinking water and washrooms, as well as warming centres during the winter months and cooling centres during the summer.
- The importance of industrial land for local production, distribution, and repair services, and activities when global supply chains were disrupted.
- The value of nimble and responsive governmental and private sector action, such as repurposing streets and sidewalks for patio cafes, parklets, and other opportunities for social connection.

Equity-denied groups

Equity-denied groups are those who have been excluded from the design of current societal, governmental, and legal systems, and whom face marginalization and discrimination as a result of that exclusion. These groups are some of the most underserved in our community because of these systemic barriers and include: people who identify as Indigenous, Black people and people of African descent; people of colour and racialized people; people with disabilities and chronic illnesses; people who live with mental health challenges; deaf and hard of hearing people; 2S/LGBTQIA+ and gender diverse people; people with low incomes; refugees, newcomers, and undocumented people; minority language communities; women and girls; or youth and seniors.

Indigenous engagement

To embed the City's commitment to **Reconciliation** into the planning process, the City further established working relationships through partnership agreements with Musqueam, Squamish, and Tsleil-Waututh Nations, and the Metro Vancouver Aboriginal Executive Council (MVAEC). This aimed to strengthen relationships of mutual respect and understanding, integrating Indigenous perspectives into the Plan. Conversations occurred with each Nation and MVAEC on Plan directions that are of fundamental interest to them. By including Indigenous principles and decolonial processes in the development of the Plan, we seek to work in right relations with the Nations and urban Indigenous Peoples.

Equity engagement

Equity engagement sessions focused on supporting the involvement of **equity-denied groups** and often involved partnerships with Neighbourhood Houses, community centres and spaces, and other non-profit organizations. Outreach took the form of focus groups, information sessions, workshops, presentations, and surveys. Sessions were held in neighbourhoods across the city, including the Downtown Eastside, Chinatown, Strathcona, Hastings-Sunrise, Kensington-Cedar Cottage, Collingwood, and Sunset.

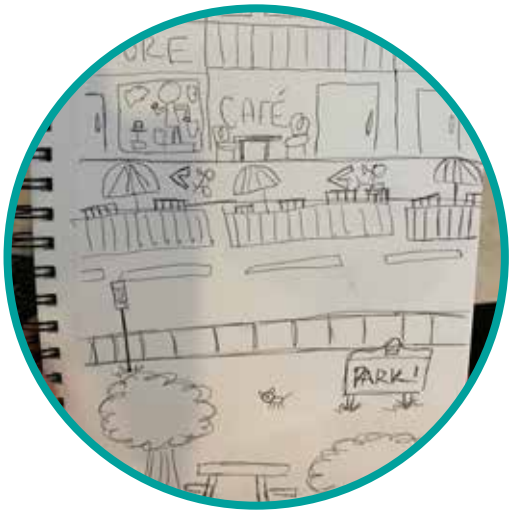
Youth engagement

The **Young Planners Program** included over 3,000 child and youth engagement contacts through a range of activities that included digital studio sessions, youth surveys, youth-led interviews, youth workshops, and in-classroom education programs. Partnerships made youth engagement possible, with key supports from community centres and community youth workers, Neighbourhood Houses, the Vancouver School Board, and a range of youth-serving and youth-led organizations

Phase 4 neighbourhood pop-up engagement event, Chinatown (Source: Tanya Fink)

Phase 4 neighbourhood pop-up engagement event, Carnegie Centre (Source: Andrew Pask)

Phase 3 neighbourhood pop-up engagement event, Collingwood Neighbourhood House (Source: City of Vancouver)



Output from a youth engagement session, Mount Pleasant, August 2021 (Source: Stina Hanson)

Figure 5: **Vancouver Plan** engagement participation

PARTICIPATION BY THE NUMBERS

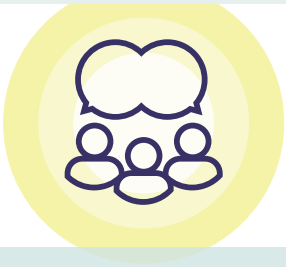
through **four phases of engagement**
from **November 2019** to **May 2022**

Postcards
318,581 mailed

Newsletters
37 newsletters to up to **2,237 subscribers**

VancouverPlan.ca
152,908 page views

52,480 engagement contacts
("touchpoints")

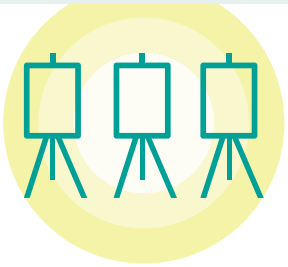


4 Council workshops

11 Councillor meetings
with community groups

100 youth workshops
presentations and sessions for young planners

29 neighbourhood charrettes, mapping events and workshops



Approximately
30 pop-up engagement events
in neighbourhoods across the city

36 workshops and meetings
with Council Advisory committees

119 meetings
with stakeholder organizations and community groups

185 meetings and events with **equity-denied community members**
and the organizations that serve them

12 online surveys
available in at least
6 languages
Including youth surveys and 2 Ipsos randomized polls

25,756 survey responses

5 "Future We Want" online events
(in partnership with Simon Fraser University)

3 self-guided walking tours

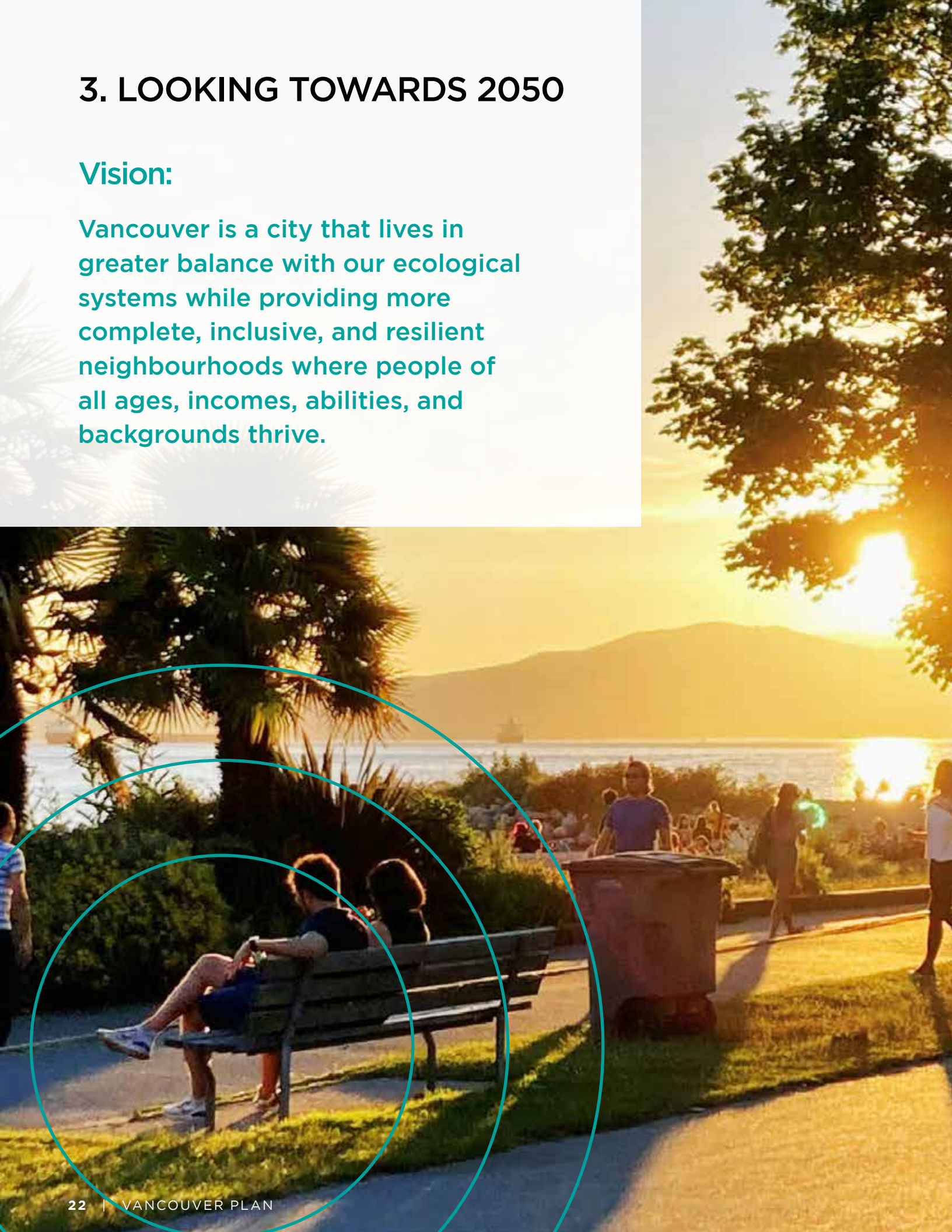
DIY conversation kits

Advertising
90M+ impressions from 746 posters, transit shelters and vehicles, restaurants, and other displays dispersed throughout the city

3. LOOKING TOWARDS 2050

Vision:

Vancouver is a city that lives in greater balance with our ecological systems while providing more complete, inclusive, and resilient neighbourhoods where people of all ages, incomes, abilities, and backgrounds thrive.



Imagine a future where everyone in Vancouver has a home they can afford in a vibrant neighbourhood of their choice - one that offers convenient access to all their daily needs such as grocery stores, medical services, a library, neighbourhood house, and park within a short walk or roll from home. Imagine all of Vancouver's neighbourhoods with accessible sidewalks and tree lined streets that provide cool shade on hot summer days. A city where people move around safely and comfortably, using the city's high-quality walking, biking, and transit networks. An economy that provides jobs close to home or within a short commute. A community where parents feel supported with easy access to quality, affordable childcare, and seniors and singles feel connected. A learning culture where youth are provided educational opportunities and encouraged to pursue their greatest ambitions.

Imagine a Vancouver in which diversity is expressed prominently, and the city embraces and reflects the original stewards of these lands – the Musqueam, Squamish, and Tsleil-Waututh Peoples. A place where nature has made its way back into the urban fabric. People feel safe with a sense of belonging.

Vancouver residents want a city that is livable, affordable, and sustainable - a place that is inclusive, diverse, and works for everyone. The future we want is grounded in **Three Foundational Principles** and will be achieved through **Three Big Ideas**.

Seawall at English Bay (Source: Aaron Lao)

Three Foundational Principles are at the centre of the Vancouver Plan.

Reconciliation

We will continue to form relationships of mutual respect and understanding with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations and urban Indigenous communities, integrating Indigenous perspectives in planning and decision-making processes.

Equity

We will advance an equitable approach to planning, where the benefits of growth and change are distributed across neighbourhoods, with particular attention to equity-denied groups, so that everyone has the chance to thrive.

Resilience

We will proactively plan for an uncertain future so we can withstand, adapt, recover, and thrive in the face of shocks like earthquakes and climate change impacts, and reduce stresses like affordability and inequities.

Three Big Ideas represent the main aspirations for the Plan, characterizing new ways of growing for the city. The Big Ideas reflect community priorities and integrate policies in all areas of the Plan, helping steer us to our desired future.

Equitable Housing and Complete Neighbourhoods

Allowing more housing options and opportunities for everyone to choose a livable neighbourhood that meets their needs. Ensuring all neighbourhoods have the things that matter most.

An Economy that Works for All

Protecting and expanding areas for business and employment, and adding more job space to neighbourhoods. Ensuring a mix of housing, jobs, shops, and services close to rapid transit.

Climate Protection and Restored Ecosystems

Creating streets for people to move around by walking, rolling, biking, and taking transit. Supporting building methods that reduce energy consumption. Protecting and making space for nature.

Photos top to bottom: Main Street; Commercial Street cafe; Vancouver beach (Source: City of Vancouver)

4. GETTING TO OUR BIG IDEAS

Collective Impact

The people of Vancouver have set an extraordinary Vision built on a foundation of aspirational principles and Big Ideas. Reaching this ambitious future will require the commitment and dedication of all the City's stakeholders, from senior governments, non-profits, and businesses, to neighbourhood groups and residents. Solutions that deliver childcare, affordable housing, schools, climate action strategies, transit, and supports for public health rely on the partnerships and investment of other government agencies and non-profit providers. Artistic, cultural, educational, and social services and benefits that enrich the lives of our residents and visitors, will come through collaboration and the dedication of the artistic community, non-profits, philanthropic organizations, and volunteers.

Setting clear, realistic expectations with fiscal responsibility

The Plan establishes clear land use direction for a more affordable, sustainable, and livable city. This will require upgrading and expanding the physical, educational, and cultural infrastructure and services.

The future envisioned by this Plan will require difficult choices to balance inherent trade-offs. With limited land and resources, priorities must be established with equity and Reconciliation top of mind, and the City must set clear and realistic expectations for facilities, levels of service, and the necessary funding required to meet the needs of a growing, maturing city.

Choosing favourite places on a map as part of Vancouver Plan engagement (Source: City of Vancouver)

5. PLAN AT A GLANCE

The Vancouver Plan is organized and structured in the following way:

Three Foundational Principles: At the centre of the Vancouver Plan are three foundational principles – Reconciliation, Equity, and Resilience. These principles are woven through the Plan and build on approved Council direction. Icons are used throughout the Plan to show where policies advance the foundational principles.

Big Ideas: Three Big Ideas are the main aspirations for the Plan. They do not have their own distinct policy section in the Plan; they are supported by many of the policies throughout the Plan.

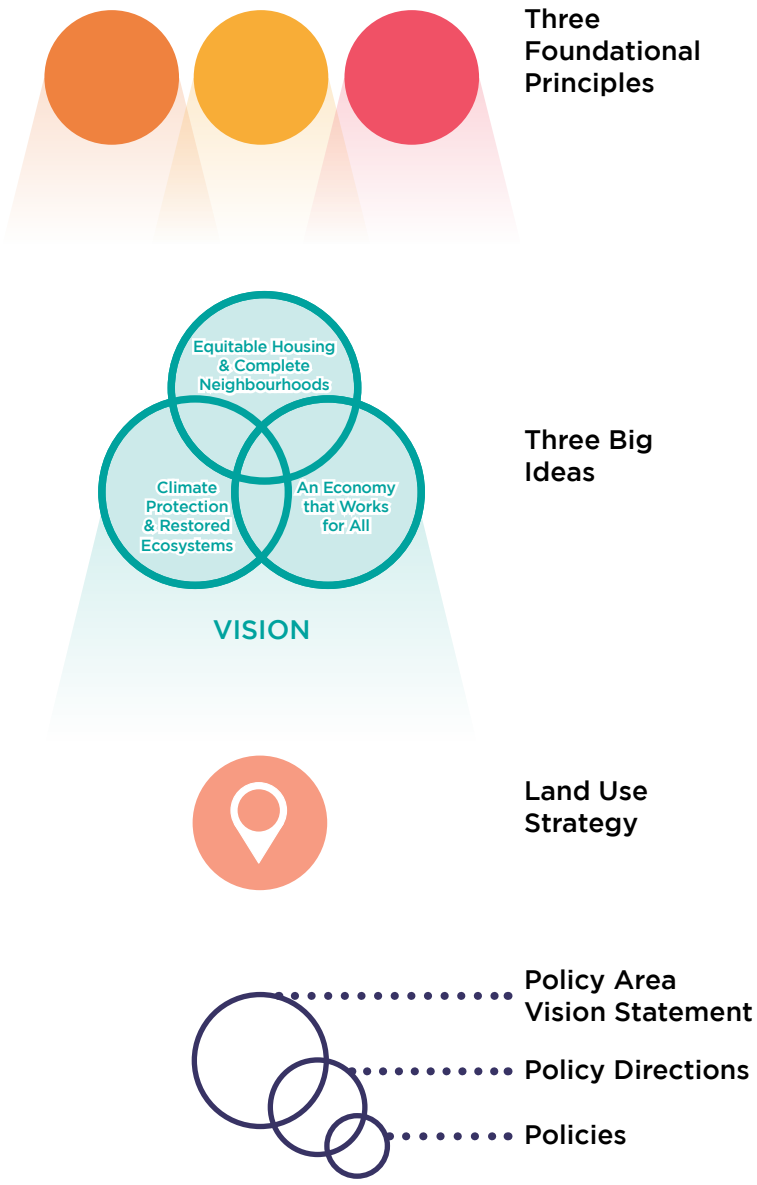
Land Use Strategy: The land use strategy shows how the Plan policies land on the ground. It sets clear city-wide guidelines that will shape area planning in the future, ensuring we achieve our goals at the neighbourhood and city level.

Policy Area Vision Statement: Each policy area includes an aspirational statement that reflects the optimal desired state for that policy area.

Policy Directions: These are overarching statements that express what needs to be done in order to achieve the Policy Area Vision Statement.

Policies: These describe a specific course of action at a city-wide or area-specific level, and are designed to help realize the Policy Directions.

Figure 6: Vancouver Plan structure



PART 2:
PLAN FOUNDATIONS

Walk for Reconciliation, Georgia Street (Source: Aaron Lao)

FOUNDATIONAL PRINCIPLES

Three principles provide a foundation for the Vancouver Plan – **Reconciliation, Equity, and Resilience.** These foundational principles are woven through the Plan and build on approved Council direction.

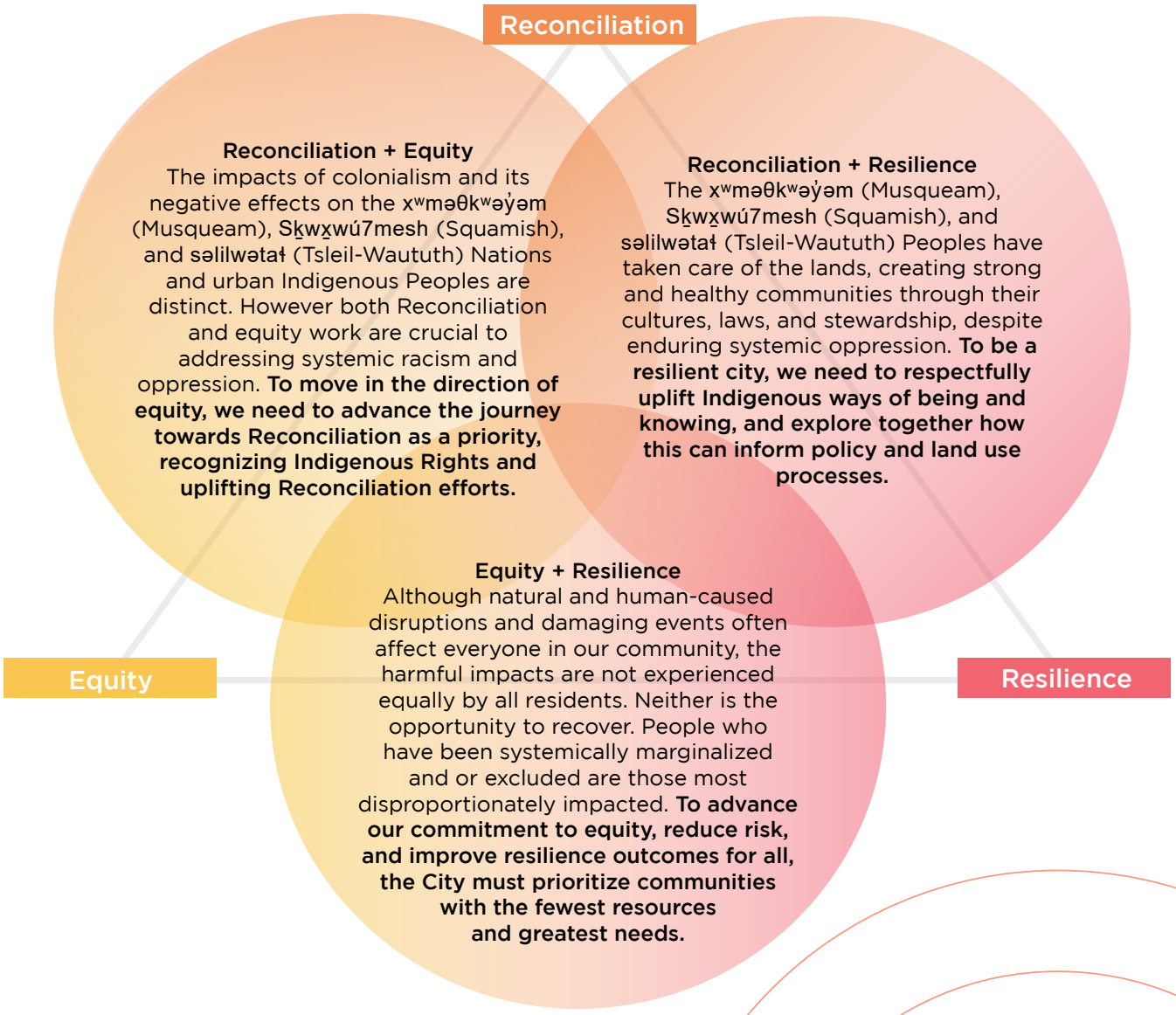
These foundational principles have enhanced the planning process, directly informed policy development, and serve as a framework for implementation. Alongside the commitments put forward in the Vancouver Plan, work is underway at the City as well as with partners and communities, to continue advancing these goals. As the work progresses and goals are achieved, Vancouver Plan will be updated and refreshed.

The following sections provide further context on each foundational principle and a description of the City's broader commitments to advance each.

Photos top to bottom: Gathering of Canoes (Source: Pablo Cesar Palma); Mural by Anne Marie Slater, Scott Chan and Coleman Webb (Source: City of Vancouver); Jericho dock during a storm (Source: City of Vancouver)

Tsleil-Waututh children learning about the Coast Salish practice of cedar bark stripping (Source: Nancy Bleck)

Figure 7: Connections between the Foundational Principles



1. RECONCILIATION

The City of Vancouver occupies the unceded territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations) who have called this place home since time immemorial. They have stewarded these lands and waterways to ensure prosperity for future generations.

*The word **'unceded'** means 'taken without consent' and refers to a process (of colonization) by which settlers from Western Europe sought to replace Indigenous laws and take Indigenous land.*

These lands continue to be occupied by settlers, and Indigenous Peoples face ongoing dispossession and colonial violence. Colonial practices have negatively affected Indigenous Peoples, the land and waterways, and non-human species that previously flourished in these territories. Discriminatory and racist policies like the *Indian Act*, the Residential School System, and segregated Reservations were all tools in the genocide against Indigenous Peoples. These colonial policies have perpetuated the invisibility of the Nations on their lands, and limited inclusion in decision-making and narratives about Vancouver. As a result, Vancouver's city building efforts do not fully reflect Musqueam, Squamish, and Tsleil-Waututh language, stories, and cultures.

Reconciliation aims to support the healing of past harms and wrongs that have occurred, and continue to this day. The City of Vancouver seeks to strengthen relationships with Musqueam, Squamish, and Tsleil-Waututh Nations and to ensure Reconciliation is at the core of city-building work.

Please refer to pages 9-10 for an introduction to the Nations and their relationship to present-day Vancouver.

Throughout the Vancouver Plan, this icon highlights which policies are **advancing Reconciliation**.

The City's commitment to Reconciliation

The City of Vancouver adopted the ***Reconciliation Framework*** in 2014, with the long-term goal of strengthening relations with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations and urban Indigenous partners. At the same time, the City unanimously voted to acknowledge that the city is on the unceded territory of the Musqueam, Squamish, and Tsleil-Waututh Peoples.

Several streams of work confirm the City's commitment to Reconciliation including its commitment to implement:

- United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP)
- Truth and Reconciliation Commission Calls to Action
- National Inquiry into Missing and Murdered Indigenous Women and Girls Calls to Justice
- Red Women Rising report recommendations

These commitments are delivered through specific projects, programs, and partnerships. One example includes working with the Musqueam, Squamish, and Tsleil-Waututh Nations partnership (MST DC) on a number of major planning projects, including the Jericho Lands and the Heather Lands, involving new policies to advance Reconciliation.

The ***United Nations Declaration on the Rights of Indigenous Peoples*** (2007) is a comprehensive international instrument on the basic human rights of Indigenous Peoples around the world. It sets out a broad range of collective and individual rights that constitute the minimum standards to protect the rights of Indigenous Peoples and to contribute to their survival, dignity, and well-being. It also affirms that Indigenous Peoples are free from discrimination of any kind and recognizes the urgent need to respect and promote the inherent rights of Indigenous Peoples.

The City of Vancouver is committed to upholding these human rights in its institutions, policies, and practices. In partnership with the Nations, Vancouver will work to implement the ***BC Provincial Declaration on the Rights of Indigenous Peoples Act*** at a municipal level.

Continue to strengthen relationships of mutual respect and understanding with Musqueam, Squamish, and Tsleil-Waututh Nations and urban Indigenous communities, integrating Indigenous perspectives in planning and decision-making processes.

Vancouver Plan Commitments

1. **Support xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations' inherent rights and self-determination.** Musqueam, Squamish, and Tsleil-Waututh Nations have constitutionally protected rights, Aboriginal title, and interests within their unceded territory. This commitment means creating more relevant, respectful ways to support the Nations in leadership roles and in land use planning processes. This includes supporting their collective rights and abilities to pursue their political, social, economic, and cultural paths into the future. It means engaging and collaborating with the Nations when developing significant land use policies, and exploring opportunities to align strategies, plans, and principles. This requires that City processes and timelines are respectful and aligned with the Nations' protocols and interests.

2. **Recognize and support urban Indigenous Peoples.** This means creating more opportunities for urban Indigenous Peoples to participate in the city, with access to opportunities in which they feel safe and have a sense of belonging. Engaging meaningfully with urban Indigenous Peoples, and supporting their needs to flourish, recognizes their place as significant contributors to a thriving and diverse Vancouver.

3. **Respect and uphold xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) culture and heritage.** This means increasing Musqueam, Squamish, and Tsleil-Waututh visibility and voice on the land by prioritizing and supporting cultural practices, stewardship, and ways of knowing, as guided by the Nations and respecting their protocols.

4. **Work collaboratively with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations to include decolonizing and Indigenous practices in land use planning processes.** This involves examining processes and procedures that perpetuate and maintain injustices and inequities, and work to dismantle them. Doing so will make it possible for the City to come into right relations with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) and urban Indigenous Peoples.

Elder Amy George drumming during a healing circle (Source: Nancy Bleck)

2. EQUITY

Many people face multiple barriers in accessing housing opportunities, facilities, and/or services due to structural and systemic inequities based on race, identities, abilities, or circumstances. Some are not able to fully participate in aspects of public life including social, economic, cultural, spiritual, and political activities. Others have limited access to housing, jobs, transportation, greenspace, and other essential amenities and daily needs because of where they can or cannot reside. The rising cost of living has many people assessing their ability to remain in Vancouver, as the gap between rich and poor continues to grow.

Current land use policies and processes reinforce many geographic, economic, and social inequities and create barriers that have disproportionate impacts on marginalized or excluded residents and communities. An equitable city will expand choice and increase agency for individuals and communities, with particular attention to equity-denied groups. Land use policies and practices will be assessed and intentionally transformed to ensure the benefits of living and working in Vancouver are more equitably distributed.

Throughout the Vancouver Plan, this icon highlights which policies are **advancing equity.**

The City's commitment to Equity

The City's ***Equity Framework*** (2021) reflects the City's commitment to equity work over the long-term. Many existing and ongoing policies support the City's equity efforts, including the ***Accessibility Strategy*** (2022), ***Resilient Vancouver Strategy*** (2019), ***Women's Equity Strategy*** (2018), ***Reconciliation Framework*** (2014), and the ***Healthy City Strategy*** (2014).

The ***Equity Framework*** defines equity as both an outcome and a process:

- Equity as an outcome is the condition that would be achieved if one's identity no longer predicted how one fares.
- Equity as a process is the replacement of policies, practices, attitudes, and cultural messages that reinforce differential outcomes based on identity or fail to eliminate them.

The City's approach to equity involves applying the following four lenses to all processes and practices:

1. **Indigenous Rights** – upholding, recognizing, and protecting inherent and constitutionally protected Indigenous Rights
2. **Racial justice** – understanding and explicitly talking about the implications of race in any given situation, and actively working to elevate racialized voices and dismantle racism
3. **Intersectionality** – recognizing how different forms of systemic discrimination—like racism, classism, ableism, and sexism—intersect and create compounding negative effects, and designing ways to specifically benefit those who are at the intersections and are being negatively impacted.
4. **Systems orientation** – recognizing embedded discrimination within systems, and redesigning their rules and incentives, in order to lead to more equitable outcomes.

The ***Equity Framework*** reflects the City's commitment and obligation to upholding human rights. All municipalities have a legal duty to ensure that land use planning practices are consistent with human rights legislation.

Advance an equity-based approach to land use planning, where the benefits of growth and change are distributed across neighbourhoods, with particular attention to mitigating disadvantages of equity-denied groups, so that everyone has the chance to thrive.

Vancouver Plan Commitments

1. **Integrate equity in all land use plans, regulations, and processes.** This means aligning policies, decisions, and processes with the *Equity Framework* to help identify and remove barriers. Eliminate existing land use policies and regulations that perpetuate disparities and discrimination, and develop accountability measures, including monitoring and evaluation.

2. **Expand housing choice in all neighbourhoods to broaden diversity and inclusivity.** This means ensuring all individuals and groups can participate in all aspects of public life, and have affordable and secure housing options in complete neighbourhoods where daily needs can be found close to home.

3. **Minimize displacement.** This means ensuring growth and change provide opportunities for existing residents, organizations, and businesses to remain and thrive in the city. This requires that monitoring, evaluation, and accountability measures be developed accordingly.

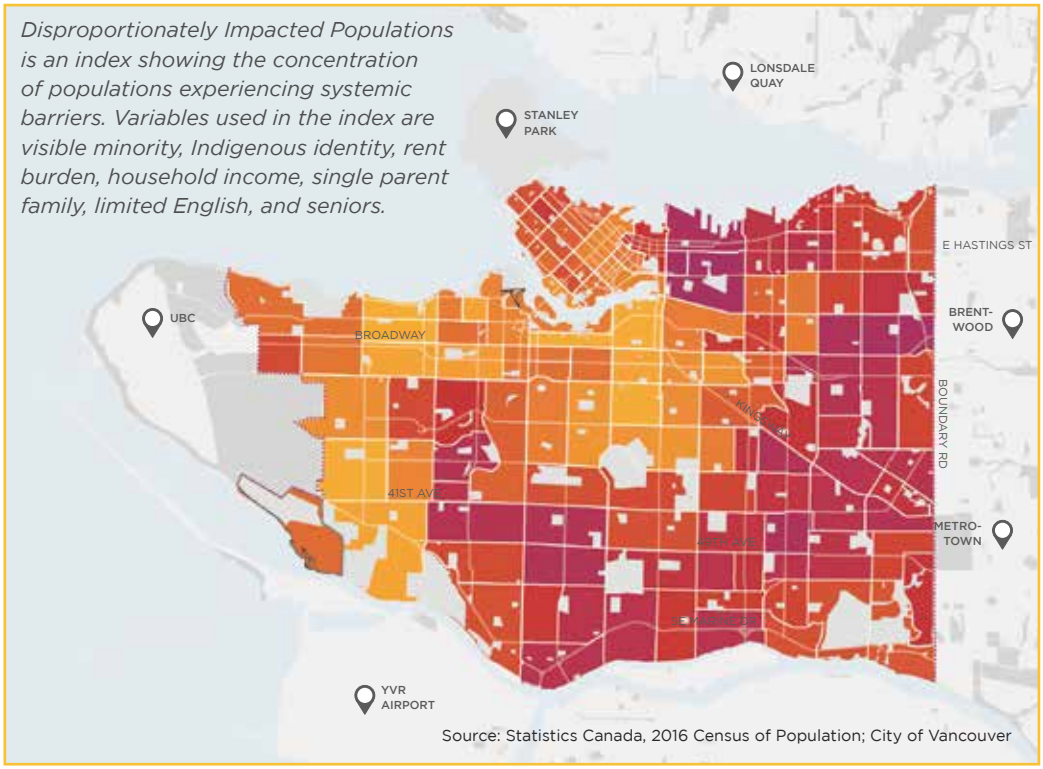
Map 1: Disproportionately impacted populations

Considerations for the data used in this map:

Measuring inequities is not a straight forward task. This map can help us understand how inequities show up in the city at a high level but there are limitations and considerations that should be kept in mind when interpreting this information:

- The data is restricted to characteristics that are captured by the Census. This means that many important aspects of identity (for example, gender identity and expression, sexual orientation, disability, or health status) are not reflected in this map.
- People who are part of systemically equity-denied groups are not homogenous. Maps cannot depict these distinct characteristics, nor can they depict people's resilience and agency.
- There are factors that shape people's experiences that cannot be quantified or mapped at all. This map depicts characteristics of certain areas, which might not reflect the characteristics of individuals within these areas. For example, some people will experience systemic barriers regardless of how many people around them share characteristics.

In spite of these limitations, mapping inequities is a valuable exercise. It can help us understand how inequities experienced by people might be addressed (or aggravated) by policies and decisions made by the City, and it can enable us to assess the effectiveness of efforts to address inequities over time.



Disproportionately Impacted Populations

High concentration

Low concentration

First Nations Reserves

Parks and open space

Greenspace in other jurisdictions

City boundary

3. RESILIENCE

Resilience is the ability of individuals, communities, organizations, businesses, and systems within a city to survive, adapt, and thrive in the face of shocks (an event or disruption like earthquakes or heat waves) or chronic stresses (an ongoing challenge like unaffordable housing, climate change, or social isolation).

Resilience is determined and influenced by many, many factors - physical geography and the natural environment, urban infrastructure and buildings, and social, political, and economic systems.

Many of the same assets that make Vancouver a desirable place to live also pose unique challenges for resilience. The mountains and shoreline that support biodiversity also expose the region to earthquakes and flooding. The Port of Vancouver and Pacific Gateway location create thousands of jobs and economic growth, also exposing the land and waters to oil spills and hazardous materials accidents that threaten our ecological systems and health. The beauty and livability of Vancouver itself make it a highly desirable place to live, exacerbating housing affordability.

Planning for resilience is central to the overall health, safety and well-being of residents, businesses and the natural environment. A resilient city requires collaborative work and creative approaches across departments and with community, industry, and government partners.

Throughout the Vancouver Plan, this icon highlights which policies are **advancing resilience**.

The City's commitment to Resilience

The City commits to building resilience in three priority areas:

1. **Thriving and Prepared Neighbourhoods** - to help communities share knowledge, contribute to decision-making, and collectively prepare for and recover from both shocks and stresses.
2. **Proactive and Collaborative City** - to achieve resilience through various collaborations, and change systems in the city that make people vulnerable.
3. **Safe and Adaptive Buildings and Infrastructure** - to improve building performance in case of an earthquake, and to upgrade facilities including water services and flood prevention.

The City has many strategies and policies that build a strong foundation for resilience. These include the ***Resilient Vancouver Strategy*** (2019) as well as ***Spaces to Thrive*** (2022), ***Rain City Strategy*** (2019), ***Climate Change Adaptation Strategy*** (2018), ***Healthy City Strategy*** (2014), and ***Earthquake Preparedness Strategy*** (2013).

Collectively these documents offer hazard and risk information that can inform land use policy and urban design, reduce Vancouver's risks, increase preparedness, and strengthen the social fabric and community wellbeing.

In order to improve resilience, the City will continue to learn from past shocks (like COVID and heat waves) and ongoing stresses (food inequity and social isolation) and develop integrated solutions that centre the needs of those most impacted to recover from these challenges, and prevent future harm.

The City will work to address root causes of risk, reduce chronic stresses, address ongoing inequities, and learn from mistakes to recover in a way that prevents future harm, and fosters a healthy, sustainable, and thriving city for all.

Proactively plan for an uncertain future so we can withstand, adapt, recover, and thrive in the face of shocks like earthquakes and climate change impacts, and reduce stresses like affordability and inequities.

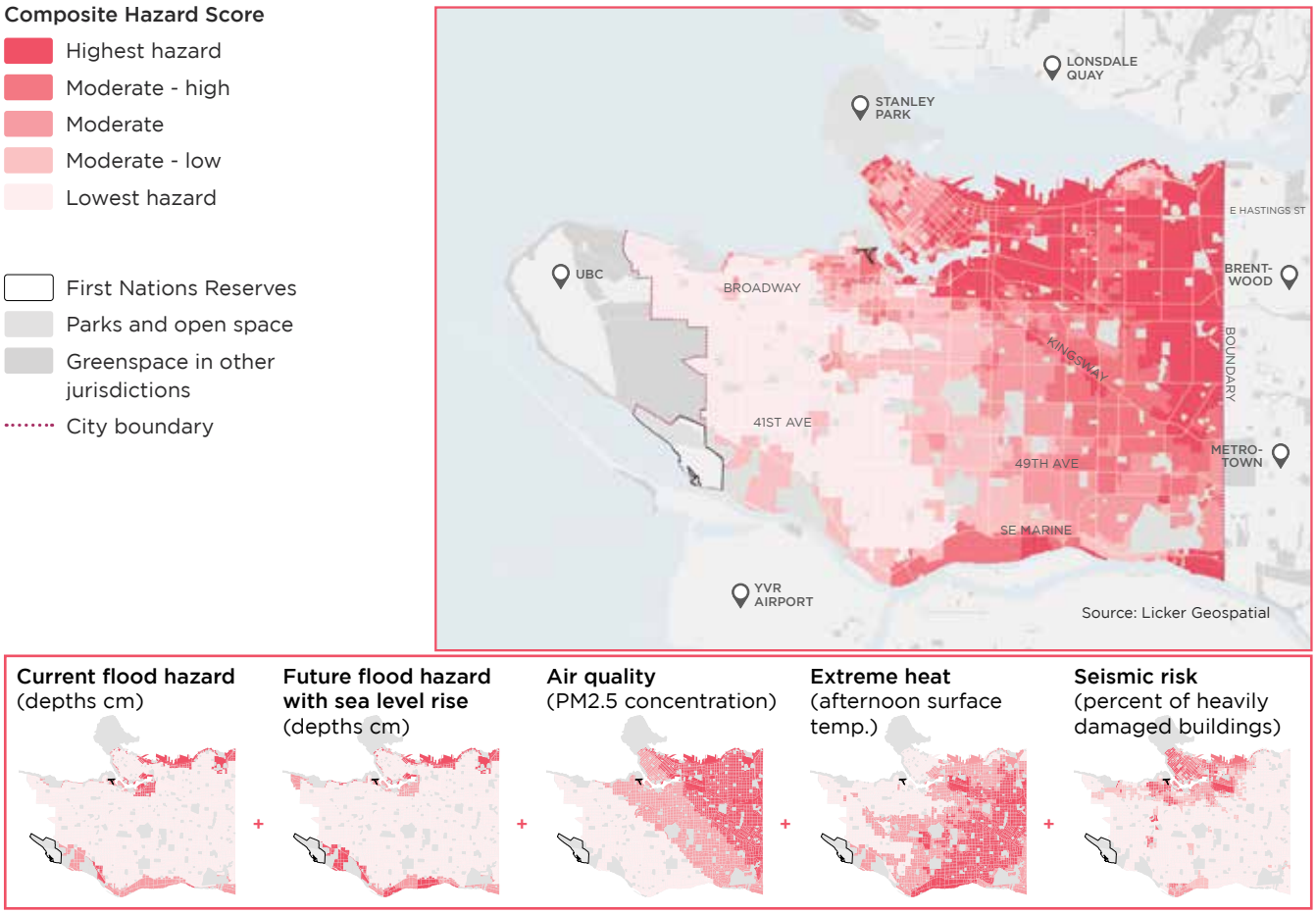
Vancouver Plan Commitments

1. **Enable communities to support each other in surviving, adapting, and thriving in the face of shocks and stresses.** This means building the strength of community connections through land use and urban design. This also includes making sure communities have the infrastructure they need to deliver basic needs through unexpected challenges.

2. **Reduce risk and better understand the city's hazards, risks, vulnerabilities, and strengths related to our physical, social, economic, and ecological systems.** This means proactively and collaboratively managing shocks and stresses, adopting new techniques and processes to improve our data, anticipating trends, and capturing emerging opportunities to build a better city for generations to come.

3. **Invest in safe and adaptive buildings and infrastructure and improve access to basic needs for all.** This means improving the safety, performance, and adaptive capacity of buildings and infrastructure that we depend on (such as buildings, civic assets, social infrastructure, green infrastructure and natural assets, roads, sewers and drainage technology), ensuring our buildings and infrastructure can provide safe, reliable services today and in the future, under changing conditions.

Map 2: Overlapping hazards and risks under current conditions



The map highlights where the city needs to concentrate its efforts when it comes to managing risk and building resilience.

Based on the following indicators, which are equally weighted: Current Flood Hazard (depths cm), Future Flood Hazard with sea level rise (Depths cm), Air Quality (PM2.5 concentration), Extreme Heat (Afternoon surface Temp), and Seismic Risk (as Percent of Heavily Damaged Buildings).

Due to the impacts on Indigenous Rights, title and interests, Musqueam, Squamish and Tsleil-Waututh Peoples' are disproportionately affected by hazards, risks, and vulnerabilities.

PART 3:
PLAN ASPIRATIONS

Main Street (Source: City of Vancouver)

THREE BIG IDEAS

Three Big Ideas are aspirational ways of growing and changing Vancouver to reflect community priorities. These Big Ideas provide guidance to the land use strategy and direction for the development of policies for each of the component parts of the Plan.

Photos top to bottom: Main Street; Commercial Street cafe; Vancouver beach (Source: City of Vancouver)

1 EQUITABLE HOUSING AND COMPLETE NEIGHBOURHOODS

- Ensure more affordable housing choices are available to ease the housing affordability crisis
- Transform low-density neighbourhoods to include housing choice for all income groups and family types
- Leverage transit investments to support growing neighbourhoods
- Protect neighbourhood assets, like affordable rental housing, local businesses, arts and culture, and places for social gatherings
- Create more complete, walkable neighbourhoods by adding services and amenities like childcare, plazas, community facilities, and access to affordable, nutritious food

For related Policy Directions see:
Land Use Strategy Directions: *L1.1 – L1.9, L2.1, L2.3*
Policy Areas: *Housing (1), Economy (2), Climate (3), Ecology (4), Transportation (5), Childcare (6), Community Infrastructure (7), Arts, Culture & Heritage (8), Public Space (9), Watersheds & Water Resources (10), Food Systems (11)*

2 AN ECONOMY THAT WORKS FOR ALL

- Reinforce Vancouver's role as the regional job centre by building on economic strengths and welcoming value-aligned investment, workers, and employers
- Protect, expand, and support industrial/ employment areas, business districts, campus institutions, and a broad and diverse base of jobs and services
- Encourage a diverse and accessible mix of local-serving and small businesses and jobs in all neighbourhoods

For related Policy Directions see:
Land Use Strategy Directions: *L1.1 – L1.9, L2.1 – L2.3*
Policy Areas: *Economy (2), Climate (3), Transportation (5), Childcare (6), Arts, Culture & Heritage (8), Public Space (9), Food Systems (11)*

For related Policy Directions see:
Land Use Strategy Directions: *L1.1 – L1.9, L2.1, L2.3*
Policy Areas: *Climate (3), Ecology (4), Transportation (5), Public Space (9), Watersheds & Water Resources (10), Food Systems (11)*

3 CLIMATE PROTECTION & RESTORED ECOSYSTEMS

- Create people-first streets that are safe, attractive, and support people walking, rolling, biking, and taking transit
- Support construction and building methods that reduce energy consumption to progress towards a zero carbon city
- Support Indigenous, land-based cultural practices, stewardship, and learning
- Protect waterfronts and waterways
- Make space for nature, protect habitat, and ensure healthy, thriving ecosystems
- Design infrastructure with nature in mind
- Plant more trees in areas with limited tree canopy to take advantage of all the natural benefits trees provide

PART 4:
LAND USE STRATEGY

Background: Seniors walking; Inset: Punjabi Market (Source: City of Vancouver)

LAND USE STRATEGY

The Land Use Strategy allocates growth and demonstrates how change within Vancouver's business districts, industrial areas, and neighbourhoods can help meet the housing and employment needs of new and existing residents. It proposes a more balanced approach to urban development that will address goals of livability, affordability, and sustainability.

The Strategy reflects community values and aspirations and will shape conversations around priority setting for our city investment in the years to come.

The Strategy provides a high level guide for growth and change while also allowing for the flexibility to adapt to changing circumstances. It will be revised and updated at established intervals to incorporate new information and Council direction.

The land use strategy will

- Direct new housing choices to low-density residential areas rich in amenities and add opportunities for new amenities and services in areas that are currently underserved.
- Reinforce Vancouver's role as the cultural and economic centre of the region, while managing growth to prioritize the health, happiness, and well-being of residents.
- Encourage more sustainable and inclusive urban living by enabling affordable housing and jobs within an easy walk or roll of transit.
- Strengthen existing and support new neighbourhood centres by incorporating Missing Middle housing into clusters of local shops, flexible work spaces, childcare, public spaces, and arts and culture venues.
- Create an integrated network of public spaces, ecological corridors, greenways, and active modes of travel (walking, rolling, and biking).
- Make space for ecology to function at the site, neighbourhood, and city-wide scale.

Southeast False Creek (Source: City of Vancouver)

City Building Blocks and Layers

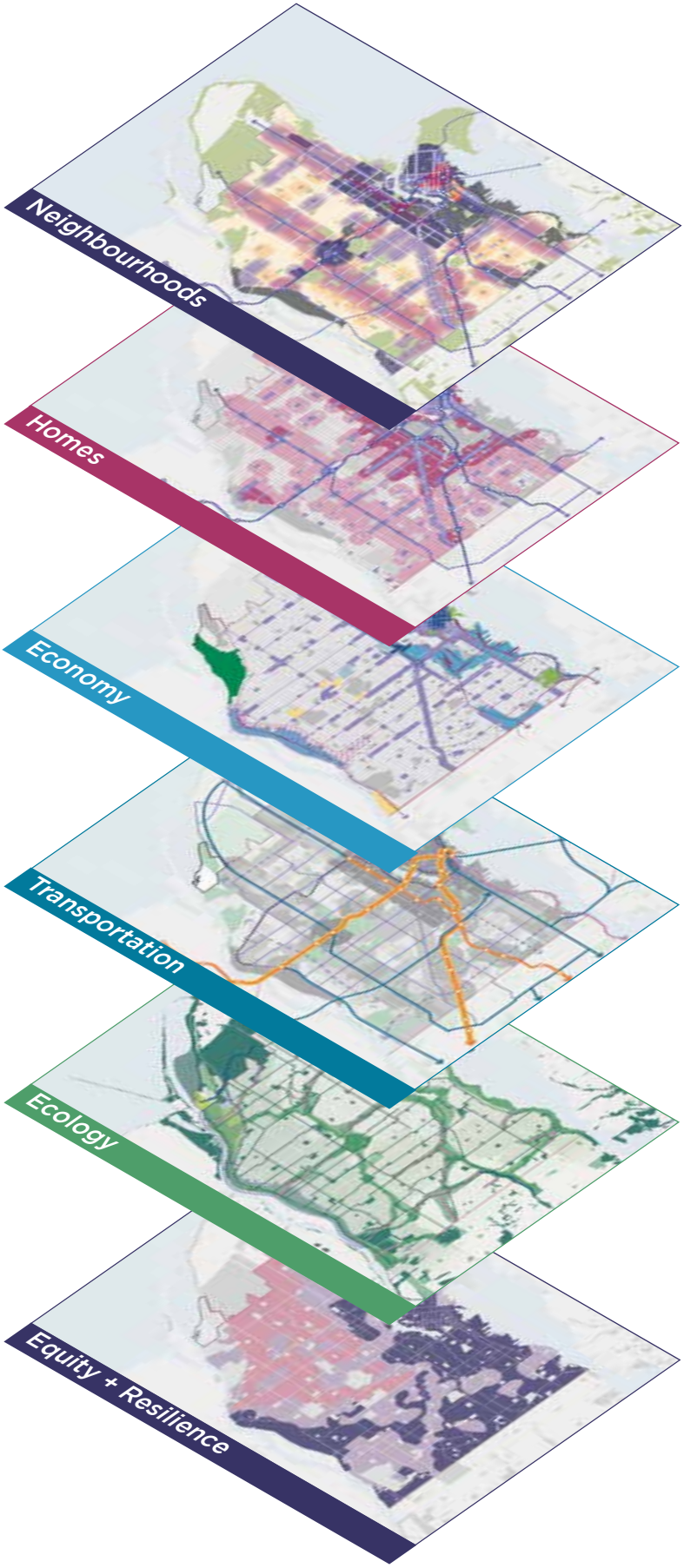
The land use strategy builds upon key elements of the existing urban fabric. The built environment is composed of buildings, streets, plazas, natural open space, parks, and infrastructure.

Often these key elements are studied separately to serve a specific purpose without a holistic perspective. This approach will often result in conflicts between competing priorities and may miss opportunities to satisfy multiple objectives.

Vancouver Plan uses a composite spatial analysis approach to land use as illustrated by the map layers found on the right. Using this methodology will ensure coordination between subject matter experts to identify co-benefit solutions, minimize conflicts, and optimize resource and financial investment.

More detailed policies and directions related to these and other layers can be found in their respective sections.

Figure 8: City building layers



Neighbourhoods
Neighbourhoods come in many different shapes and sizes and offer varied opportunities to create more complete neighbourhoods across the city. Embedding more housing choice, jobs, services, and amenities in each neighbourhood allows residents to choose a neighbourhood that best meets their needs.
*See **Neighbourhoods | Directions and Policies** for details*

Homes
Today, housing opportunities are not evenly distributed across the city. In some neighbourhoods, the focus will be on protecting and renewing existing affordable housing. In other areas, emphasis will be placed on providing new rental options, social housing opportunities, and Missing Middle housing.
*See **Part 5** 1. Housing for details*

Economy
By strategically identifying areas to prioritize intensifying, expanding, and enhancing employment uses, we can ensure that we are providing the job space to support a thriving city and more complete neighbourhoods.
*See **Part 5** 2. Economy for details.*

Transportation
High quality walking, biking, and transit networks and connections shape the urban environment and form the backbone of complete neighbourhoods. Connecting people to their jobs and daily needs supports the economy and provides low-cost, healthy, and sustainable ways to get around.
*See **Part 5** 5. Transportation for details.*

Ecology
A system of existing, enhanced and future habitat areas, corridors, and blue green networks that enhance ecosystem function, biodiversity, and allow residents to connect with nature in their daily lives.
*See **Part 5** 3. Ecology for details.*

Equity + Resilience
Understanding our diverse communities, service and amenity gaps, and environmental hazards will lead to more inclusive, equitable, and resilient neighbourhoods.
*See **Direction L1.9 Equity and Resilience** for details.*

Neighbourhoods

Metro Core/Broadway

Principal centre of urban living, employment, arts and culture, tourism, and entertainment activity for the city and region.

Municipal Town Centre

Second only in regional importance to the Metro Core/Broadway, the Municipal Town Centre is a hub for high-density housing and employment uses with supportive amenities and services.

Rapid Transit Area

Areas within a 10-minute walk of a rapid transit station that provide significant employment, housing, and amenities.

Neighbourhood Centre

Oriented around existing local shopping streets, these neighbourhoods will evolve over time to provide more housing choice and employment opportunities.

Village

Opportunities to complete neighbourhoods by adding shopping areas and Missing Middle housing into these lower density residential areas.

Multiplex Area

Multiplexes will offer a new type of ground-oriented housing as a similar, but more affordable and sustainable option to single-detached homes.

Industrial/Employment

Industrial areas are primarily intended for production, distribution, and repair. Together with the mixed employment areas, these job-centric precincts will be intensified, expanded, and enhanced to support a thriving local economy.

Major Projects

These master planned communities are designed to provide a range of housing types and tenures supported by shops and services, new infrastructure, and public amenities including parks and childcare.

Systems + Networks*

Ecology

Natural system of existing, enhanced, and expanded habitat areas, corridors, and blue/green networks that enhance ecosystem function and biodiversity.

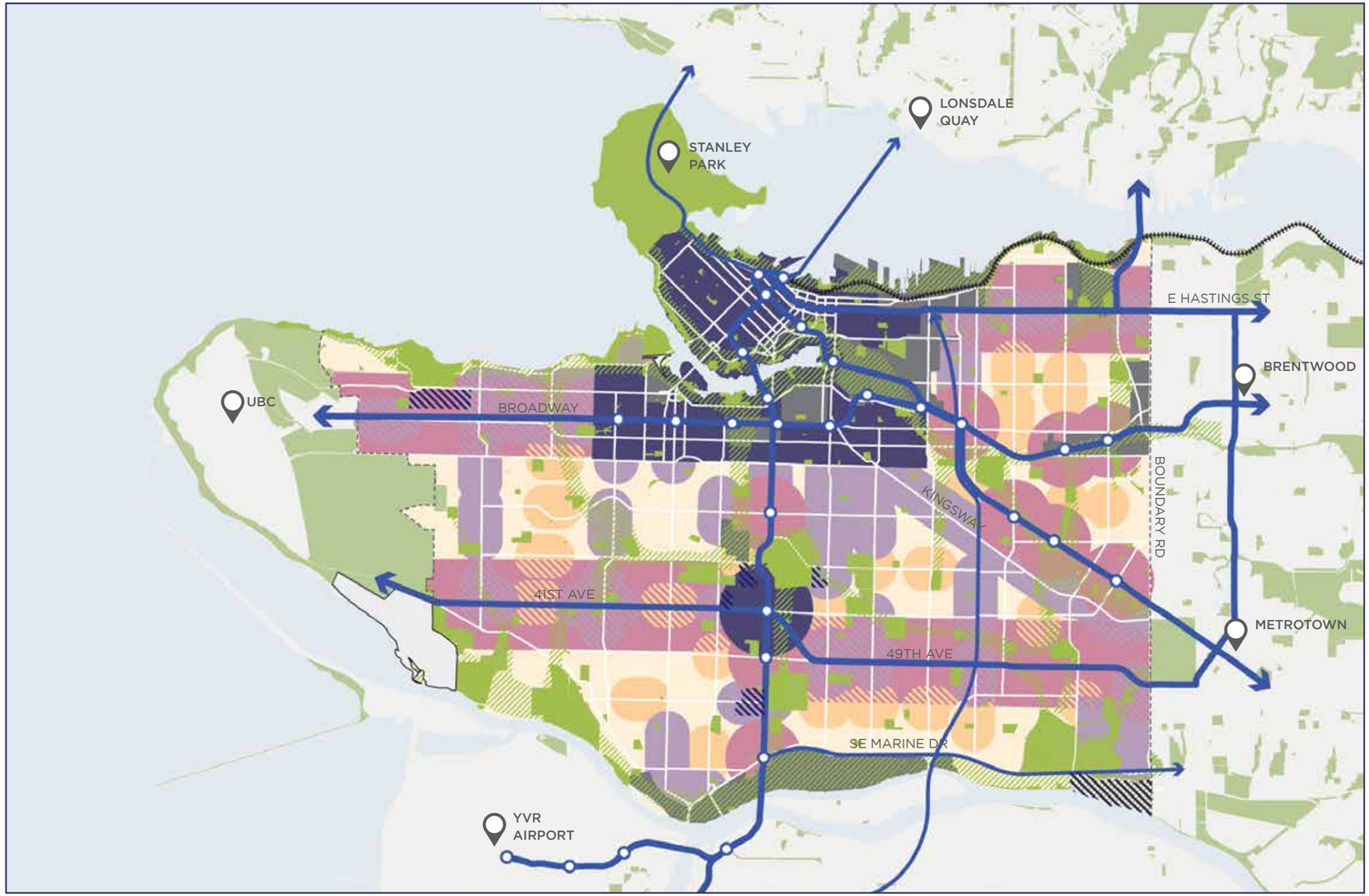
Transportation

Transportation system offers critical connections for driving, walking, biking, and transit between neighbourhoods and to city and regional destinations.

Water Infrastructure

Integrated utility services protect public health and the environment while improving resilience and sustainability.

Map 3: City building blocks



Neighbourhood Types
- Metro Core/Broadway + MTC
- Rapid Transit Area
- Neighbourhood Centre
- Village
- Multiplex Area
- Industrial/Employment
- Village/Neighbourhood Centre overlap with Rapid Transit Area

Transportation
- Existing Rapid Transit Station
- Major Transit Network
- West Coast Express

Ecology
- Parks and open space
- Greenspace in other jurisdictions
- Ecological corridor/Ecologically sensitive zones
- Waterbody

- First Nations Reserves
- Major Projects sites in progress

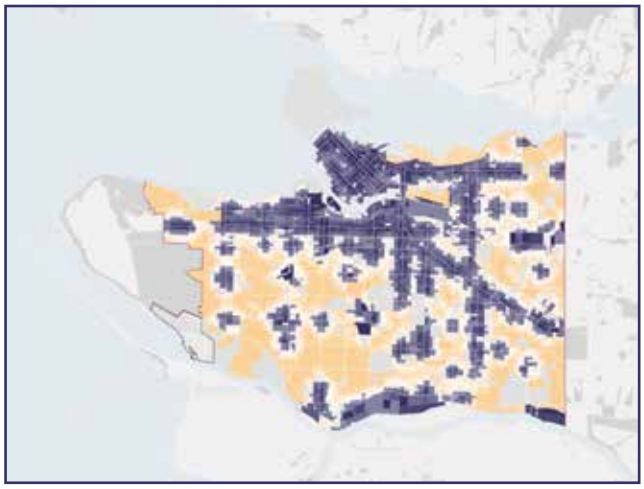
* for clarity some elements are not shown on map. *Please see **Part 5** for additional details.*

Neighbourhoods | Directions and Policies

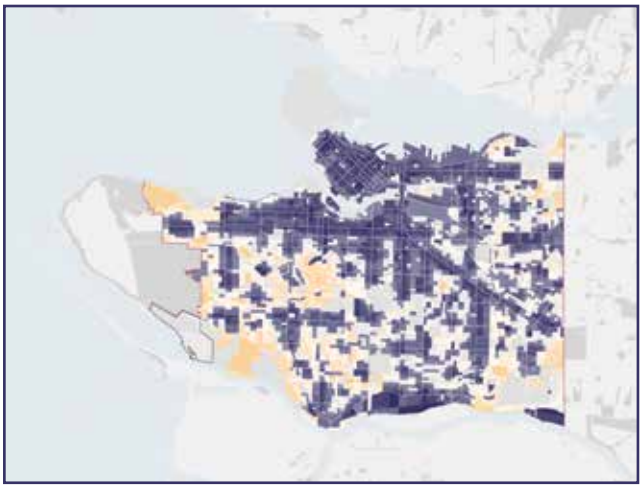
Complete neighbourhoods include all the resources required to meet most residents' daily needs within a short walk or roll – shops, restaurants, flexible work spaces, internet, community services, housing, transit, schools, parks, and other features. These highly walkable neighbourhoods support better livability through less reliance on cars, support better physical health, and provide a range of housing options for a diverse mix of people. These neighbourhoods also provide more opportunities for social interaction as people meet and connect on the street, at their favourite coffee shop, local playground, and during everyday activities like walking to get groceries. A city of complete neighbourhoods will help move us to a more sustainable and resilient future.

Figure 9: Complete neighbourhoods and climate action

Today,
58% of residents
are within a 5 minute walk of shops and services



In the future,
76% of residents
are within a 5 minute walk of shops and services



Proximity to at least 40,000 sq ft of retail:

1 minute

10+ minutes

First Nations Reserves

Parks and open space

Greenspace in other jurisdictions

City boundary

Source: Licker Geospatial

When people live close to their daily needs and there is a safe, connected, and convenient system for walking, biking, and rolling (using a wheelchair or mobility aid), they are more likely to travel without a car. Less driving means less carbon pollution and better air quality. To achieve the climate goals under the *Climate Emergency Action Plan* requires increased housing options in existing neighbourhoods that are well-served by amenities, and providing needed amenities in densely populated areas.

**Note: Figure 9 illustrates proximity to shops and services, whereas the Climate Emergency Action Plan target for Walkable, Complete Neighbourhoods includes other "daily needs" like parks, schools, and community centres.*

Direction L1.1: Daily Needs

Enable more housing choice, jobs, services, and amenities in neighbourhoods throughout the city so residents can meet most of their daily needs close to home

Viva Robson Square, Bute at Robson street (Source: City of Vancouver)

Although Vancouver already has many complete neighbourhoods, many still lack key components. Over half of Vancouver residents live in neighbourhoods without walkable and rollable access to daily needs. Many neighbourhoods while rich in amenities, offer few housing options limiting the number of people who can live there. Policies contained in this section will provide opportunities for neighbourhoods to achieve a better balance of these critical elements and will lead to a more inclusive, sustainable, and socially connected city.

Policies

L1.1.1 Improve access to jobs and amenities by ensuring alignment between transit service and new housing, shops, services, and amenities.

L1.1.2 Strengthen existing neighbourhood centres by providing opportunities for more people to live nearby. Encourage new neighbourhood centres where shops, amenities, transit, and sufficient housing can be located close together.

L1.1.3 Allow more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air quality.

L1.1.4 Mitigate the loss of ecology as neighbourhoods densify by retaining trees and native soils where possible, improving public realm ecology, and integrating ecological function into the design of new buildings.

L1.1.5 Improve coordination of growth with school planning, capacity, and optimizing public school sites as community-serving spaces by working closely with the Vancouver School Board.

Direction L1.2: Direct Growth Strategically

Direct growth to optimize the unique assets and opportunities of Vancouver's diverse neighbourhoods, such as transit investments, local shopping areas, and employment districts

Policies

L1.2.1 Refer to land use strategy and associated policies as a high level guide for future growth and change. The character and function of these neighbourhoods including built form, land use, density, amenities, and transportation characteristics are described in **Table 1.** *Neighbourhood guidelines are described in Directions L1.3 - L1.8.*

Land Use Strategy

The land use strategy conceptually illustrates the type and intensity of change envisioned across the city. In some areas, the land use strategy reflects existing policy appropriate to the urban context of an evolving metropolitan community. In other areas, the land use strategy provides guidance for needed future policy development to improve housing choice and create more complete, inclusive neighbourhoods across the city.

First Nations Reserves: The creation of First Nations Reserves represents an early effort towards spatial segregation and control of Indigenous Peoples' movements. Today, Musqueam Reserve, located south of SW Marine Drive near the mouth of the Fraser River, is a small portion of Musqueam traditional territories and is a community of over 1,300 members. Sen̓áḵw, at the head of False Creek, is a small piece of what was once Squamish Peoples' settlement. Today, it is being planned for a high-density urban community.

Existing High Streets and Commercial Hubs: Local-serving shops and services are important anchors for the different Neighbourhood Types. These existing commercial areas will be enhanced and expanded to better support complete neighbourhoods and a growing city.
*See **Part 5** 2. Economy for more details.*

Industrial/Employment: Vancouver's limited industrial/employment areas are primarily intended for production, distribution, and repair activities with opportunities for office-based employment on upper floors in areas well-served by transit. Residential uses are not permitted on these lands.
*See **Part 5** 2. Economy for more details.*

Business Districts: These areas are important locations for future business infrastructure and job growth in office-based sectors such as technology, as well as employment in life sciences, tourism, creative industries, entertainment, and retail and service businesses.
*See **Part 5** 2. Economy for more details.*

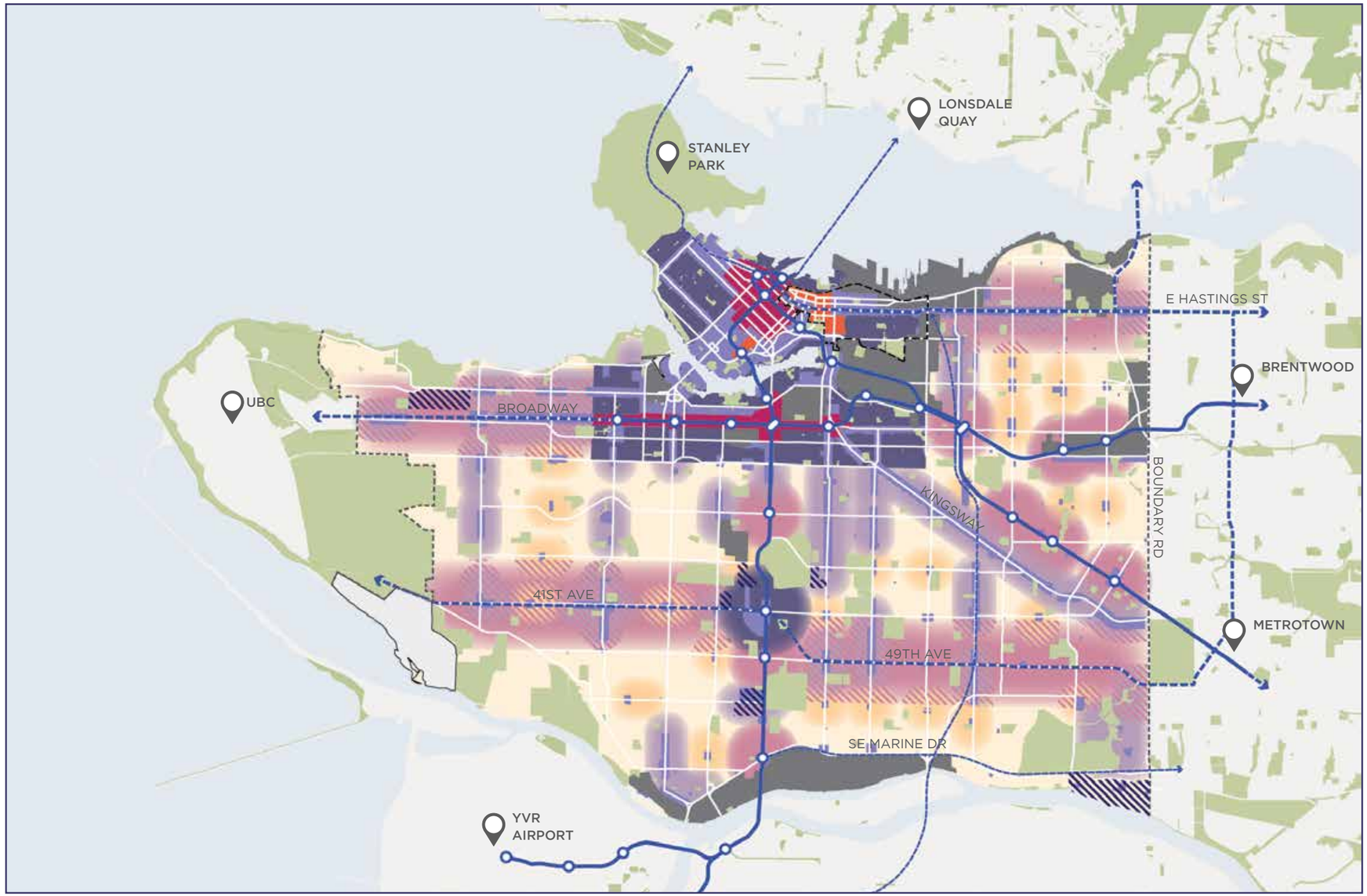
Downtown Heritage Districts: Many areas of Vancouver have heritage character and intangible cultural value (e.g., ethno-cultural community areas, Indigenous cultural heritage and sites). Specifically, Chinatown, Gastown, and Yaletown are recognized as historic urban landscapes for their heritage value and significance, with Chinatown and Gastown designated as national historic sites. These areas have existing detailed planning and urban design policy to guide change and development

Downtown Eastside (DTES): The DTES is home to some of Vancouver's earliest neighbourhoods and the historic heart of the city. It has a unique and diverse character, intangible cultural heritage, and is deeply connected to its original Indigenous communities and early racialized settlers. Although there is a wide range of incomes across the neighbourhoods, the DTES consistently has a higher proportion of low-income residents, as well as those who rent their homes, than that of the city overall. Many residents are impacted by systemic inequities including racism, discrimination, poverty, homelessness, mental health and impacts of trauma, substance use, and violence. Community networks, social enterprises, and community services seek to address these inequities and build capacity for the future. The area is designated as a Community Development Area and is guided by existing detailed neighbourhood planning policy.

Major Projects Sites in Progress: There are several major project sites within Vancouver. These master planned communities are designed to provide a range of housing types and tenures supported by shops and services, new infrastructure, and public amenities including parks and childcare. Detailed planning and urban design policy will continue to guide redevelopment of identified major project sites.

Existing Open Space: Open space includes uses such as parks, golf courses, natural systems, and cemeteries. The Vancouver Plan contains policies to enhance and expand parks and open spaces to meet ecological goals and the needs of the community.
*See **Part 5** 4. Ecology for more details.*

Map 4: Land Use Strategy



Neighbourhood Types

Metro Core/Broadway: Principal centre of business, employment, cultural, and entertainment activity for the city and region.
*See **Direction L1.3** for more details.*

Municipal Town Centre (MTC): Second only in regional importance to the Metro Core/Broadway area, Oakridge MTC has excellent access to rapid transit and will support a dense mix of housing, jobs, and amenities.
*See **Direction L1.4** for more details.*

Rapid Transit Area: Existing and future rapid transit areas will grow to accommodate more employment uses and a wide range of housing options, including rental and social housing.
*See **Direction L1.5** for more details.*

Neighbourhood Centre: Oriented around existing local shopping streets, these neighbourhoods will accommodate more housing choice in the future.
*See **Direction L1.6** for more details.*

Village: These areas will add shops and services to primarily residential neighbourhoods and add Missing Middle housing nearby.
*See **Direction L1.7** for more details.*

Multiplex Area: Multiplexes will be enabled in all neighbourhoods across the city.
*See **Direction L1.8** for more details.*

Village/Neighbourhood Centre overlap with Rapid Transit Area: Where a Village or Neighbourhood Centre overlaps with a Rapid Transit Area, neighbourhood type will be determined based on transit investment timing, station location, and more detailed area planning.

†This Land Use map conceptually illustrates Vancouver's future land use. It does not enable development applications or enquiries.

††Area boundaries are illustrative and will be refined through more detailed future planning work. The Plan reflects the same rapid transit corridors identified in TransLink's Transport 2050 plan; corridor alignments will be refined with future transit planning and, if needed, neighbourhood/corridor land use planning boundaries will be adjusted accordingly.

‡Full build out of the land use strategy is not expected by 2050

High Level Land Use
- First Nations Reserves
- High Streets and Commercial Hubs
- Industrial/Employment
- Business Districts
- Downtown Heritage Districts
- Downtown Eastside
- Major Projects Sites in Progress

Neighbourhood Types
- Metro Core/Broadway + MTC
- Rapid Transit Area
- Neighbourhood Centre
- Village
- Multiplex Area
- Village/Neighbourhood Centre overlap with Rapid Transit Area

Transit Network
- Existing Rapid Transit Station
- Existing Rapid Transit
- Major Transit Network

Ecology
- Parks and open space and greenspace in other jurisdictions
- Waterbody

Direction L1.3: Metro Core/Broadway

Reinforce Metro Core/Broadway's role as the principal centre of business, employment, cultural, and entertainment activity for the city and the region

Photo: Marine Building, Metro Core/Broadway, Vancouver (Source: Michelle Pollard)

The Metro Core/Broadway area will continue to be the urban heart of the city and region by providing a dense mix of employment lands and uses, including most of the city's office and hotel towers, large format cultural venues, and commercial uses.
The Metro Core/Broadway area includes many of Vancouver's oldest neighbourhoods with significant community, cultural, and historic importance in the region. While the Metro Core/Broadway area plays a significant role in the region, it is also made up of a collection of distinct local neighbourhoods that are home to a diverse mix of people.

Policies

L1.3.1 **Housing.** Protect and renew existing affordable housing through reinvestment and intensification, mitigating displacement, and allowing residents to stay in their neighbourhood.

L1.3.2 **Jobs.** Intensify, enhance, and expand jobs space to ensure the industrial/major employment, major office, hotel, cultural, and retail-commercial space required to support a thriving local and regional economy.

L1.3.3 **Displacement.** Prioritize supporting renter households, artists, small businesses, performance venues, and non-profits to remain in downtown neighbourhoods.

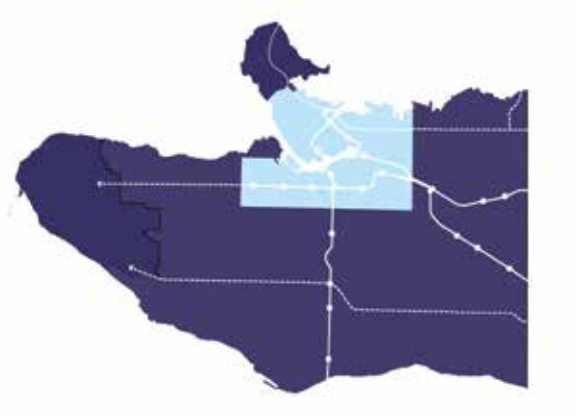
L1.3.4 **Transportation Hub.** Enhance the Metro Core/Broadway area as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

L1.3.5 **Public realm.** Enhance a high quality public realm, including Broadway as a Great Street, in the Metro Core/Broadway area to support high-density living and working, public life, social connections, and economic uses.

L1.3.6 **Waterfront.** Enhance the use, enjoyment, and resilience of Vancouver's public waterfront by ensuring that public spaces are resilient to sea level rise.

L1.3.7 **Ecology.** Improve tree canopy, especially in DTES, and integrate green space for rainwater and urban drainage.

L1.3.8 **Arts and Culture.** Expand opportunities for, and mitigate displacement of, arts and culture space to support the largest concentration of arts and culture uses in the region.



Metro Core/Broadway

Examples of building types in the Metro Core/Broadway

Multiplexes + Townhouses
1-3 storeys

Low-Rise
3-6 storeys

Mid-Rise
7 - 12 storeys

High-Rise
12 - 25 storeys

Transect of Metro Core/Broadway - building height and massing

Direction L1.4: Municipal Town Centre

An inclusive, mixed-use centre with significant housing and jobs space, services, and amenities

Rendering of Oakridge redevelopment (Source: Westbank/Henriquez Partners)

Second only in importance to the Metro Core/ Broadway area, Oakridge is a regionally designated Municipal Town Centre with excellent access to rapid transit, parks, and amenities. This area has undergone a detailed planning process that enables a dense mix of housing and employment uses supported by a high-quality public realm and amenities including new park, library, and recreation space. The Municipal Town Centre will be a vibrant hub in the city that meets community, city-wide, and regional needs.

Policies

L1.4.1 **Housing.** Continue to implement the Cambie Corridor Plan to expand opportunities for diverse housing options with an emphasis on purpose-built market and below-market rental and social housing off main streets.

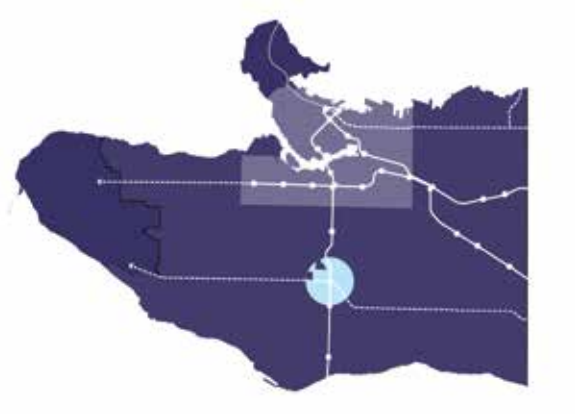
L1.4.2 **Jobs.** Significantly increase levels of regional employment that will contribute to overall vibrancy and vitality of the town centre core.

L1.4.3 **Local-serving shops.** Expand the retail area onto local streets, integrating new small scale commercial spaces into neighbourhoods to add vibrancy and convenience.

L1.4.4 **Connected parks and plazas.** Ensure park spaces are connected through enhanced walking routes that are pleasant, comfortable, and safe for all. New urban plazas and key community facilities will improve opportunities for social connectivity and combat isolation and loneliness.

L1.4.5 **Built form.** Enable a variety of forms and heights (generally up to 25 storeys, with some higher buildings in strategic locations) to contribute to varied built form, on and off arterials.

L1.4.6 **Amenities.** Explore ways to integrate amenities such as childcare, community infrastructure, and arts and cultural spaces in mixed-use developments.



Municipal Town Centre

Examples of building types in the Municipal Town Centre

Detached Housing/Duplex 1-3 storeys

Multiplexes + Townhouses 1-3 storeys

Low-Rise 3-6 storeys

Mid-Rise 7 - 12 storeys

High-Rise 12 - 25 storeys

Transect of Municipal Town Centre - building height and massing

Direction L1.5: Rapid Transit Areas

Reinforce vibrant, mixed-use neighbourhoods providing more opportunities for purpose-built rental and social housing, childcare, community infrastructure, and arts and culture uses, together with public spaces that allow people to connect

Example of a Rapid Transit Area (Source: Brisco Manufacturing Ltd.)

Rapid transit areas are generally within a 10-minute walk of existing or future rapid transit stations. Locating jobs and purpose built rental housing near transit moves the city closer to a zero carbon future, is important for accessibility, and offers an economic advantage for people who rely on transit as a lower-cost transportation option. As more people move into these neighbourhoods, high-quality public spaces and access to amenities becomes even more important.

Policies

L1.5.1 **Housing.** Protect and renew existing affordable housing and expand opportunities for diverse housing options with an emphasis on purpose-built market and below-market rental and social housing.

L1.5.2 **Housing.** Enable ground-oriented Missing Middle housing options such as multiplexes and townhouses.

L1.5.3 **Jobs.** Support significant levels of regional employment by expanding employment uses and preserving employment lands as exclusively 'jobs only'. Consider requirements for ground floor retail-commercial and office above close to the transit station and explore opportunities to introduce compatible industrial uses.

L1.5.4 **Jobs.** Enable mixed-use spaces such as business centres, co-working spaces, affordable incubator spaces, and arts and culture spaces.

L1.5.5 **Built Form.** Aim for a more distributed (versus concentrated) pattern of development that allows for mid to high-rise buildings (generally 12-18 storeys, with taller buildings in strategic locations) close to the station and also off of main streets.

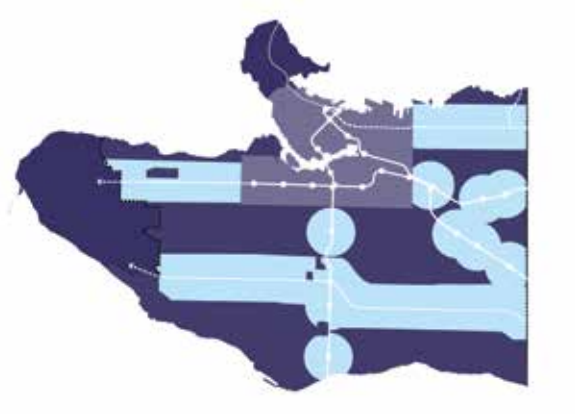
L1.5.6 **Built Form.** Allow for a mix of building types and tenures on every block with heights and densities generally decreasing further from the station.

L1.5.7 **Transit Integration.** Give consideration to greater heights and densities to offset the costs and challenges of station-integrated development. Incorporate ample, quality plaza and public space enhanced by walking and biking routes to connect people to the station area.

L1.5.8 **Public Realm.** Provide space for public plazas or open spaces adjacent to transit stations and carefully consider adjacent built form to allow adequate solar access and active frontages.

L1.5.9 **Nature.** Ensure parks, open space, streets, and private developments strongly consider ecological function and provide opportunities to enjoy nature with special consideration for durable landscapes that can thrive in high traffic areas.

L1.5.10 **Amenities.** Explore ways to integrate amenities such as childcare, community infrastructure, and arts and cultural spaces in mixed-use developments.



Rapid Transit Area

Examples of building types in Rapid Transit Areas

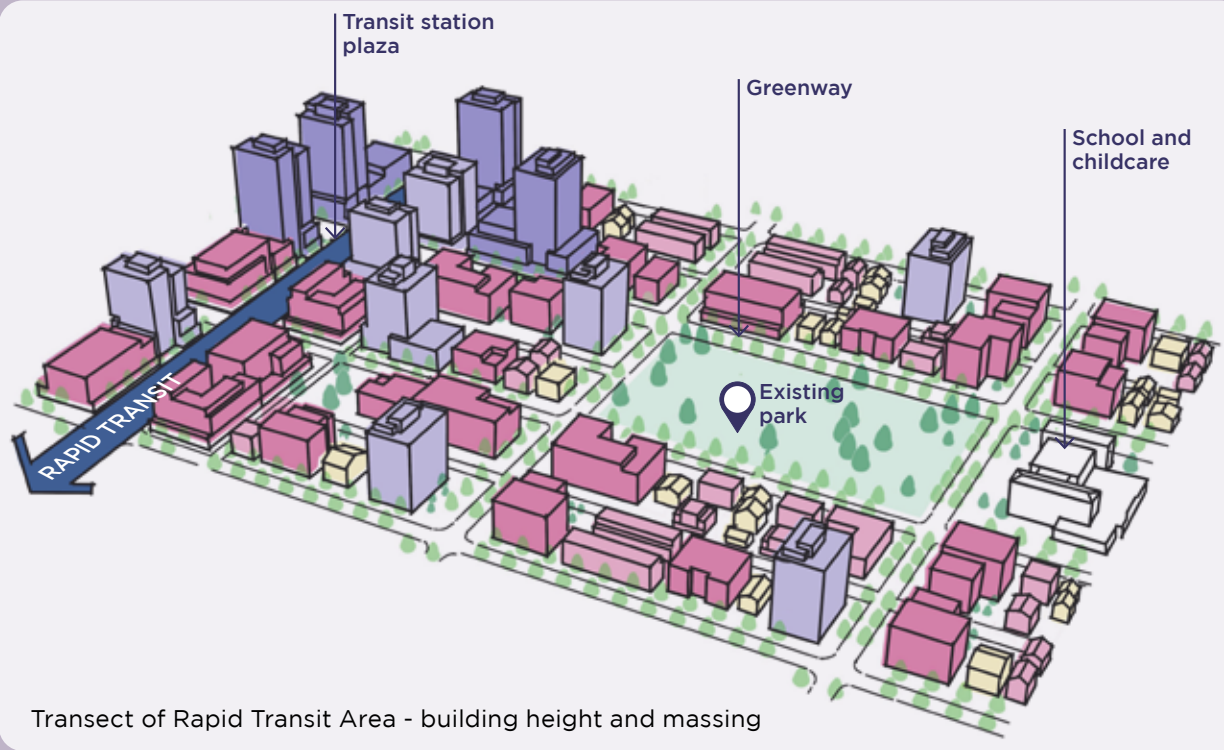
Detached Housing/Duplex 1-3 storeys

Multiplexes + Townhouses 1-3 storeys

Low-Rise 3-6 storeys

Mid-Rise 7 - 12 storeys

High-Rise 12 - 25 storeys



Transect of Rapid Transit Area - building height and massing

Direction L1.6: Neighbourhood Centres

Enhance Neighbourhood Centres as successful, mixed-use neighbourhoods with vibrant local shopping areas, green and leafy residential streets, a wide range of housing options, and supportive amenities

Local shopping area, Main Street (Source: Alison Boulier)

Neighbourhood Centres come in many different shapes and sizes and are oriented around local shopping streets where people come together to shop, work, connect with friends, and access their daily needs. These shopping streets are generally served by frequent transit routes and often have many small, independent shops that support a diverse local economy. As the city grows and changes, these neighbourhoods will include more housing choice, including secure options for renters and low to moderate-income families and individuals, on quieter residential streets. Existing conditions unique to each area, like amenity provision, variety of shops and services, existing built form, and ecological conditions, will help shape the overall future of these neighbourhoods.

Policies

L1.6.1 **Housing.** Create new housing opportunities for low and moderate-income households with an emphasis on purpose-built rental and social housing located off busy main streets yet near transit, green spaces, schools, and other amenities and services.

L1.6.2 **Housing.** Enable ground-oriented Missing Middle housing options such as multiplexes and townhouses.

L1.6.3 **Jobs.** Support city-serving employment areas by providing a mix of minor office, compatible light industrial, and retail-commercial uses.

L1.6.4 **Local Shopping Streets.** To support the success of local shopping streets:

a) Consider allowing commercial uses to extend around corners onto quieter local streets to encourage continuity;
b) Explore street closures or plazas to enhance adjacent public spaces;
c) Encourage small storefronts and flexible spaces to provide affordable space for local-serving businesses;
d) Encourage the expansion of local shopping streets to meet demand as population grows; and
e) Explore opportunities to add compatible light industrial or production uses such as artist studios or maker spaces to provide a greater diversity of uses and neighbourhood vibrancy.

L1.6.5 **Built Form.** Maintain lower building heights (up to 6 storeys) along local shopping streets to maintain solar access, with higher forms considered in the immediately surrounding blocks.

L1.6.6 **Built Form.** Allow for the building heights and densities necessary to deliver rental and social housing while also considering a distributed pattern of growth that allows for smaller towers (~12 storeys) within a block or two of the local shopping street.

L1.6.7 **Public realm.** Explore opportunities for public open spaces, co-located with community uses and/or local-serving retail, on quieter local streets.

L1.6.8 **Nature.** Explore opportunities to retain trees and preserve native soils wherever possible. Integrate ecological landscaping and function into the design of new private developments.

L1.6.9 **Amenities.** Explore ways to integrate amenities such as childcare, community infrastructure, and arts and cultural spaces in mixed-use developments.

Neighbourhood Centre

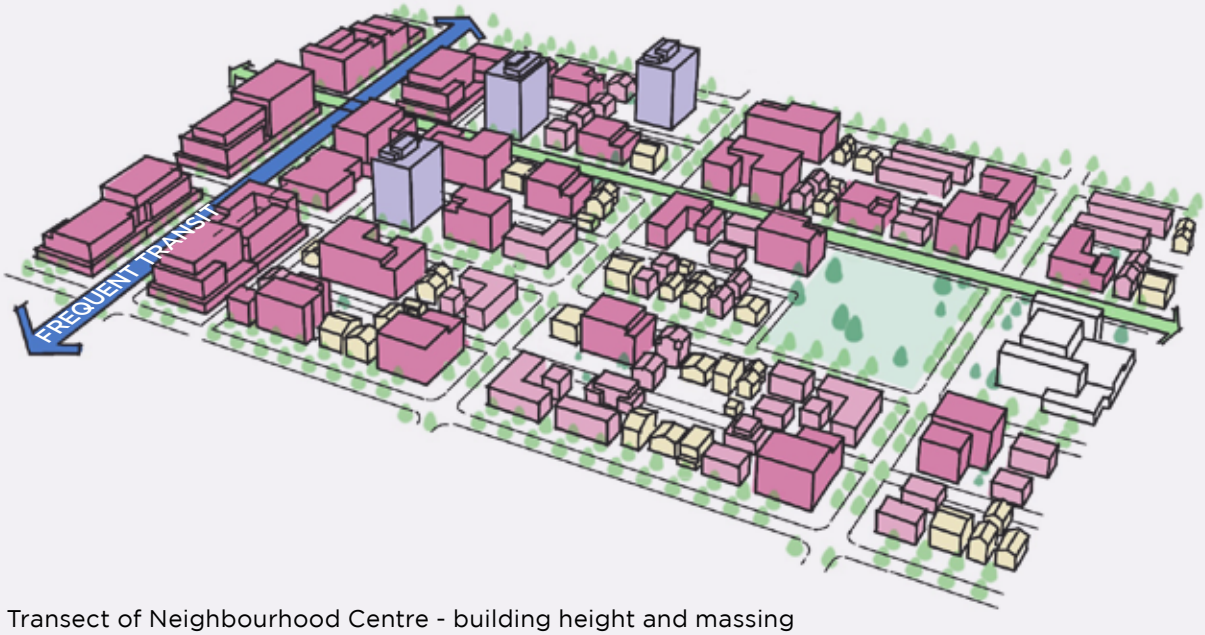
Examples of building types in Neighbourhood Centres

Detached Housing/Duplex 1-3 storeys

Multiplexes + Townhouses 1-3 storeys

Low-Rise 3-6 storeys

Mid-Rise 7 - 12 storeys



Transect of Neighbourhood Centre - building height and massing

Direction L1.7: Villages

Strengthen low-density residential neighbourhoods by adding shops, services, and housing choice to provide more complete, inclusive, and resilient neighbourhoods

Smaller commercial uses in a Village (Source: City of Vancouver)

Villages are oriented around a smaller collection of commercial and community uses that provide local jobs, daily needs, and community place-making and social connection. Adjacent residential areas are primarily low-rise and predominately ground-oriented housing. New housing choice, in the form of multiplexes, townhouses, and low-rise apartments, will bring more people of different ages, incomes, and backgrounds into the community and will help to support local shops and services. Existing conditions unique to each area, like amenity provision, variety of shops and services, existing built form, and ecological conditions, will help shape the overall character of these neighbourhoods.

Policies

L1.7.1 **Housing.** Create new housing opportunities for low and moderate-income households with an emphasis on purpose-built rental and social housing located off busy main streets yet near transit, green spaces, schools, and other amenities and services

L1.7.2 **Housing.** Enable ground-oriented Missing Middle housing options such as multiplexes and townhouses.

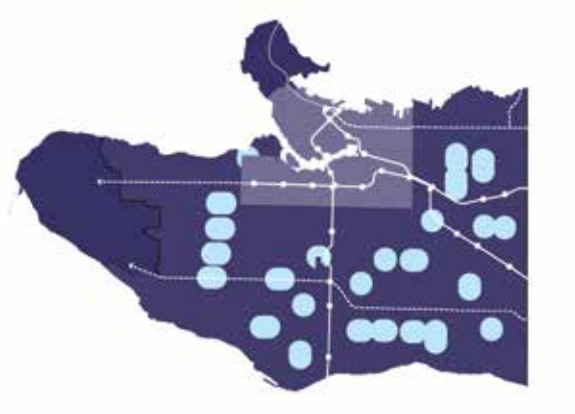
L1.7.3 **Shopping Areas.** Expand existing retail clusters along streets less impacted by traffic noise and pollution. Where existing retail clusters do not exist, explore opportunities to co-locate retail with community uses such as schools, childcare, and community infrastructure.

L1.7.4 **Shopping Areas.** Consider a minimum of two continuous blocks of retail to improve business viability.

L1.7.5 **Built Form.** Allow a variety of mixed-use low-rise buildings and detached and low-rise housing, particularly multiplexes and townhouses, between 3-6 storeys.

L1.7.6 **Public realm.** Co-locate public open spaces with shops, services and community spaces to support local businesses and provide opportunities for social connection.

L1.7.7 **Nature.** Explore opportunities to retain trees and preserve native soils wherever possible. Integrate ecological landscaping and function into the design of new private developments.



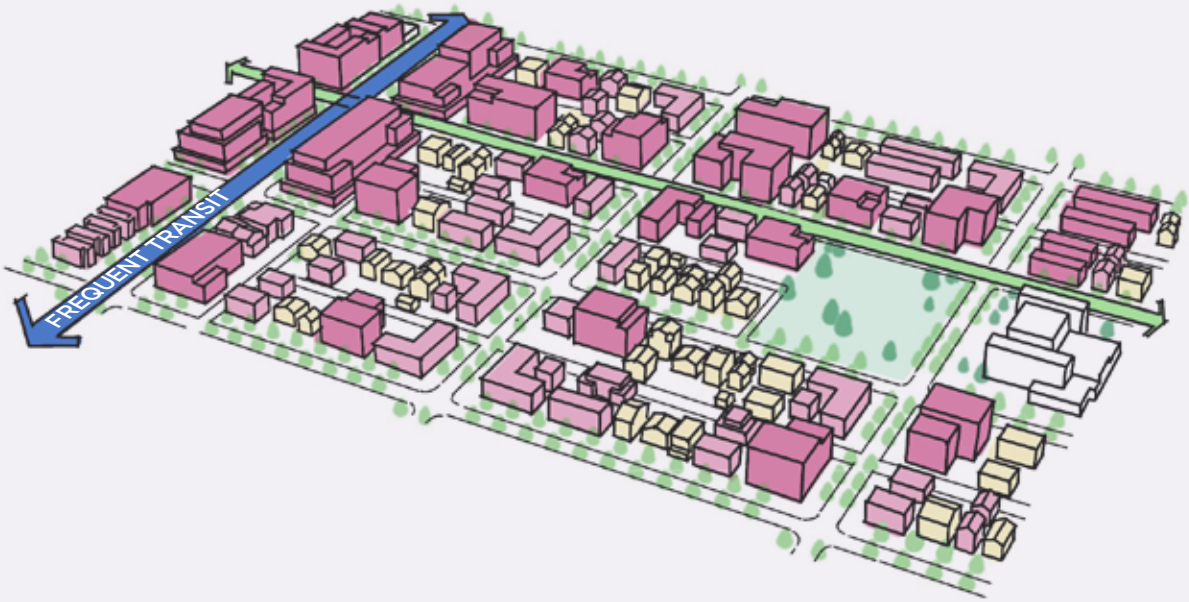
Village

Examples of building types in Villages

Detached Housing/Duplex 1-3 storeys

Multiplexes + Townhouses 1-3 storeys

Low-Rise 3-6 storeys



Transect of Village - building height and massing

Direction L1.8: Multiplex Areas

Evolve Vancouver's low-density residential areas to enable smaller scale Missing Middle housing across the city. Respect the local character of neighbourhoods while adding housing choice, local-serving shops and services, and home-based business opportunities

Multiplex building, Grandview-Woodland (Source: City of Vancouver)

Multiplexes offer a new type of ground-oriented housing as a similar but more affordable and sustainable option to single-detached homes. Multiplex areas will also include small-scale mixed-use buildings to provide more job space, and local-serving shops and services. Enabling new housing options and uses in these areas will help improve housing choice and build a more equitable and resilient city.

Policies

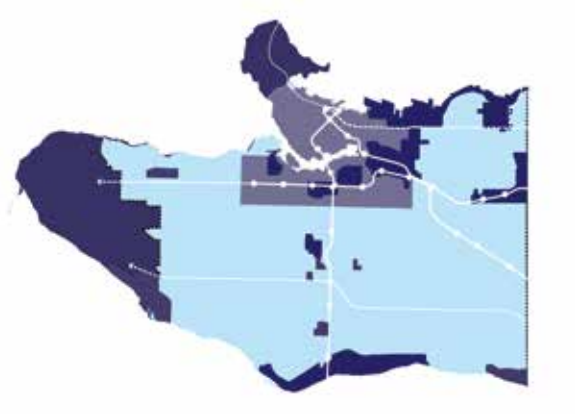
L1.8.1 **Housing.** Expand single lot multiplex housing options across the city's lower density residential areas.

L1.8.2 **Jobs.** Support opportunities to add stores, shops, work from home options, home-based businesses, and the informal economy to help meet the needs of a growing population. Explore new job space in single developments, clustered, or co-located with community uses.

L1.8.3 **Built Form and Character.** Allow primarily smaller scale, ground-oriented residential (2-3 storeys) and up to 4-6 storeys for rental or social housing where the Secured Rental Policy (SRP) applies.

L1.8.4 **Nature.** Explore opportunities to retain trees and preserve native soils wherever possible. Integrate ecological landscaping and function into the design of new private developments.

L1.8.5 **Public realm.** Deliver public realm improvements to support social connection, business activity, and enhanced ecological function.



Multiplex Area

Examples of building types in Multiplex Areas

From left to right: Multiplex buildings, Grandview-Woodland (Source: City of Vancouver); Norquay Village (Source: City of Vancouver) and Strathcona (Source: MA+HG Architects)

Direction L1.9: Equity and Resilience

Ensure future public investments are distributed more equitably among Vancouver neighbourhoods and help reduce our risk from shocks and stresses

Uneven patterns of development and investment, both public and private, have created an inequitable distribution of housing, jobs, shops and services, transit, amenities, tree canopy, and exposure to hazards across Vancouver. These disparate patterns of development and investment correlate to class, income status, race, ethnicity, immigration status, age, gender, and other systems of power. Data driven, spatial analysis of these patterns improve understanding of the long standing inequities and allow us to ask better questions, prioritize investment, direct growth and change, and address hazards and risk in a more equitable and resilient way.

Equity and resilience are deeply interrelated and cross-cutting goals. Providing housing, educational and employment opportunities to equity-denied groups in all neighbourhoods across the city will also create more resilient communities. New development patterns that offer affordable and secure housing, access to services and daily needs, and safe and healthy urban environments will begin to correct the systemic discrimination of the past.

Map 5 represents a high level geographic analysis of existing conditions used to assess equity and resilience in Vancouver. It tells a powerful story that sets the stage for important work to come. The map is a composite of the following data sets chosen to assess key land use directions for equity and resilience:

1. An equitable **housing** system that prioritizes housing for those who need it most
   - Input: Concentration of renter households
2. Equitable access to **amenities and services**
   - Input: Proximity to transit, shops, and services
   - Input: Neighbourhood service levels for parks, community centres, libraries, childcare, elementary schools, and secondary schools
3. Understanding and responding to physical areas of **risk and hazard exposure**
   - Input: Building seismic risk
   - Input: Exposure to extreme heat, air pollution, and flooding

This mapping exercise represents only one analysis and is not intended to represent a thorough analysis of equity or disparity. Rather, it is one indicator that strongly points to the need to undertake a rigorous examination of the underlying root causes responsible for the outcomes identified here. Policies contained in the Vancouver Plan should be used in tandem with other important policies, frameworks, tools and approaches, such as the City's *Reconciliation Framework*, *Equity Framework*, and *Resilience Strategy*. This document should be updated as our learning and understanding is deepened and data is improved, and with consultation with the Nations, urban Indigenous Peoples, and other equity-denied groups.

Explaining the map
The results of this analysis roughly divides the city into Areas of Opportunity and Areas in Need of Resources.

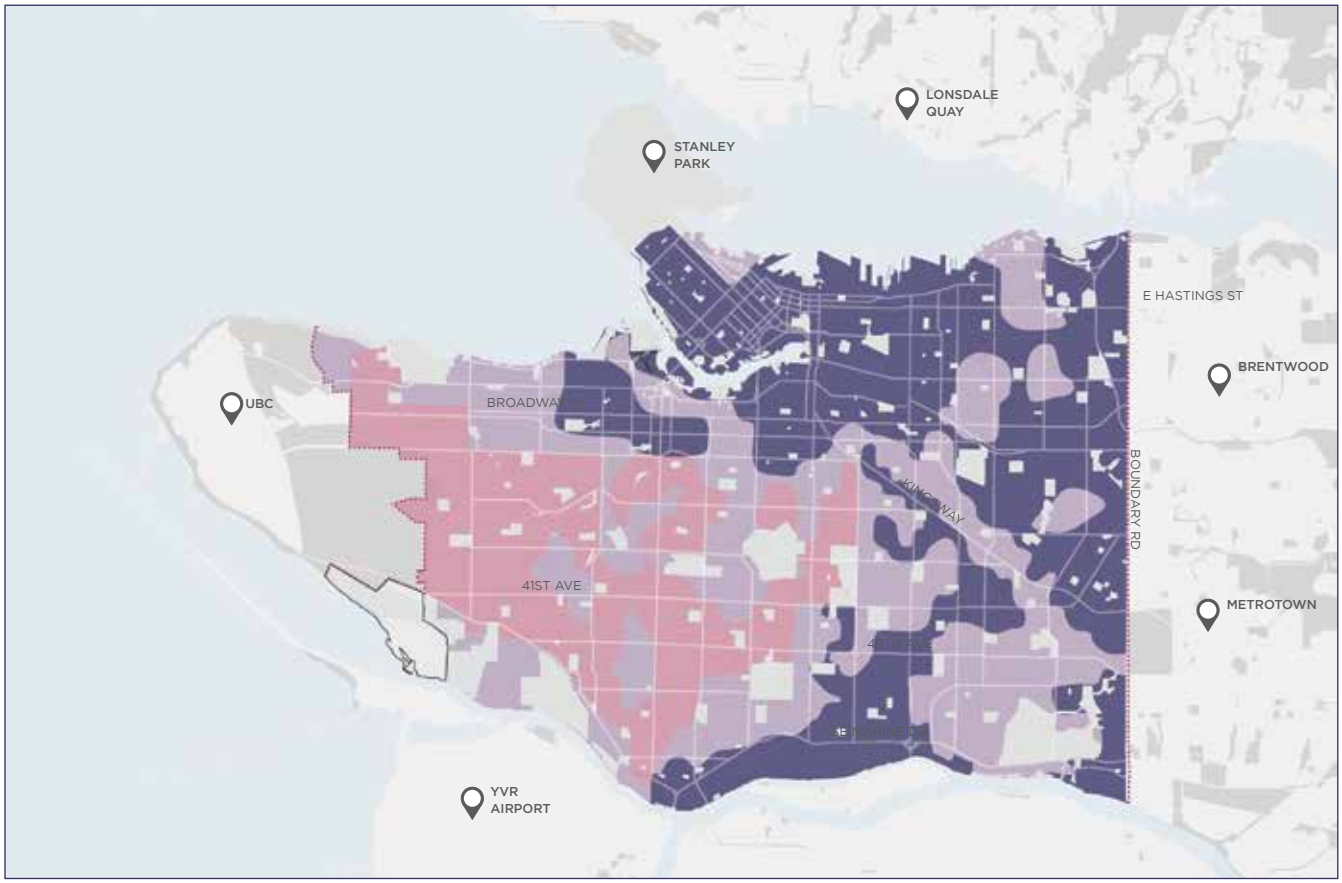
Opportunity areas: These are areas with less housing choice today and where new residents could be well supported by existing services and amenities and might experience fewer hazards. These areas generally have two or more of the following characteristics:

- Low concentrations of existing renter households
- Good access to existing services, amenities, and other daily needs
- Low hazard risk, measured by air quality, extreme heat, flooding and earthquake risk

Areas in need of resources: These are areas where existing residents, many of whom are renters, are not as well supported with amenities and services and/or might experience more hazards. These areas generally have two or more of the following characteristics:

- Moderate to high concentrations of existing renter households
- Poor access to existing services, amenities, and other daily needs
- High hazard risk, measured by air quality, extreme heat, flooding and earthquake risk

Map 5: Equity and resilience composite under current conditions



Policies

L1.9.1 Promote a diversity of new housing types in Opportunity Areas, including new purpose-built rental, social, and Missing Middle housing.

L1.9.2 Prioritize equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards (Areas in Need of Resources). A public investment strategy should prioritize public investment and encourage private investment in deficient areas through a range of new and existing financial strategies and tools, such as the portability of development fees.

L1.9.3 Ensure new development responds to and helps reduce our risks from earthquakes, air pollution, extreme heat, and flooding, particularly in those areas with higher hazard risk.

L1.9.4 Develop City policies and leverage partnerships with Provincial and Federal governments to adapt buildings to climate change and reduce seismic risk. Promote reinvestment and renewal of existing rental housing stock without displacement of low income, elderly, or other equity-denied persons.

Wicked Cafe & Bakery (Source: Melissa Tang)

PLACEMAKING AND URBAN DESIGN

Vision: **Create equitable, resilient environments that have distinct identities, encourage social connections, and create better communities.**

The growth and change contemplated by this plan will require thoughtful urban design to ensure Vancouver continues to be a livable and enjoyable place for all. Transformational design approaches should put people first, and leverage multi-objective strategies and synergies that optimize resources and investment.

The urban environment is generally comprised of streets, plazas, open spaces, buildings, infrastructure, and natural systems. The urban design of these elements contributes directly to how residents and visitors experience the city, their quality of life, and the resilience of communities.

The following high level urban design policies reflect public values of Vancouver - the spectacular natural setting, a healthy urban environment, distinct neighbourhoods, and the ability to connect with others on a daily basis.

Additional policies related to the design of streets and open spaces can be found in ***Part 5*** *5. Transportation* and ***Part 5*** *9. Public Space.*

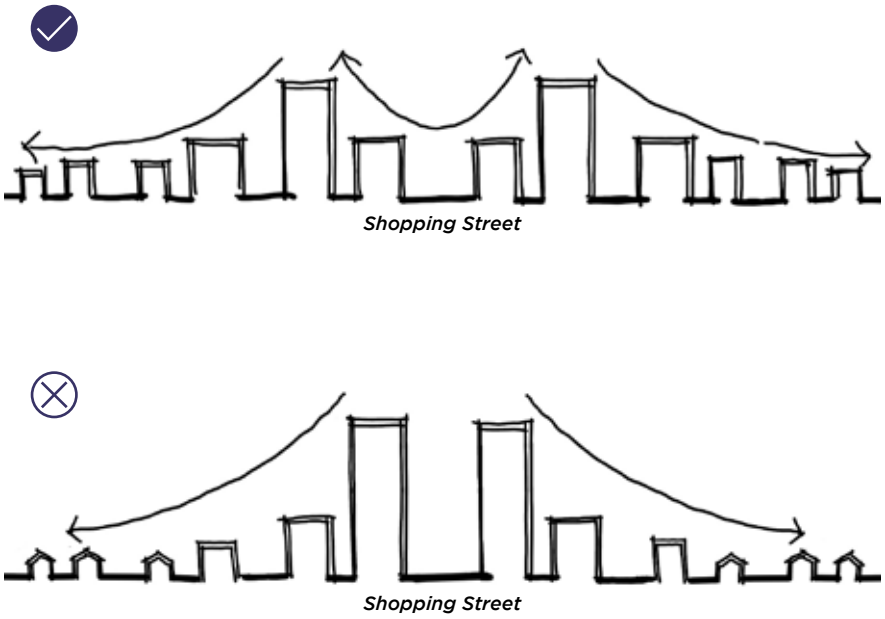
Consider this:

- Allow for sunlight on shopping streets
- Allow for low and moderate-income households to live on quiet, green leafy streets
- Provide a more distributed, versus focused, neighbourhood pattern

Rather than this:

- Tall buildings that shade shopping streets
- Low and moderate-income households restricted to busy arterial streets
- More focused, versus distributed, neighbourhood pattern

Figure 10: Options for shopping streets



Direction L2.1: City Form

Policies

L2.1.1 **Locating height and density.** Allow for higher forms of development close to rapid transit stations and local shopping areas and off busy streets. Avoid abrupt transitions at the edges of plan areas or across laneways and streets.

L2.1.2 **Distributed pattern of growth.** Aim for more distributed (versus concentrated) patterns of growth in the vicinity of transit stations. Rather than focusing high-rise buildings tightly around station areas, look to deliver similar opportunities for homes and job space by allowing more low and mid-rise buildings across a broader catchment.

L2.1.3 **Distinct and diverse neighbourhoods.** Provide for a range of distinct neighbourhoods at different scales to allow people of all walks of life to choose the type of neighbourhood that best meets their needs.

L2.1.4 **Mix of buildings.** Allow for a mix of building types and tenures on each block to provide opportunities for a diversity of people and more eclectic and interesting neighbourhoods.

L2.1.5 **Connected public realm.** Consider a connected network of parks, open spaces, and walking/biking routes as an organizing element in neighbourhoods.

Figure 11: Illustration of a mix of building types

Direction L2.2: Commercial Areas

Policies

L2.2.1 **Solar access on shopping streets.** Provide building heights and massing along shopping streets that allow for adequate sunlight for healthy trees and well-used streets and patios.

L2.2.2 **Small storefronts.** Provide small storefronts along new and existing shopping streets to promote walkability and more affordable spaces for small businesses.

L2.2.3 **Weather protection.** Provide continuous weather protection and covered places to pause and sit.

L2.2.4 **Vibrant shopping streets.** Create safe and welcoming sidewalks, plazas, and open spaces through the use of active ground floor uses, shop windows, material choice, sidewalk treatments, patios and cafes, trees and planting, appropriate lighting, street furniture, and public art.

L2.2.5 **Comfortable shopping streets.** Where commercial areas are oriented along busy arterial streets, aim to provide appropriate space, trees or planting, and physical separation to ensure a comfortable pedestrian environment.

Figure 12: Illustration of a comfortable and vibrant shopping street

Direction L2.3: Buildings and Sites

Identity + Context: building on what we love and reflecting the unique essence of place

Policies

L2.3.1 **City in nature, nature in the city.** Foster a greater connection to the land through building and site design that provides space for nature, reflects local landscapes, and celebrates views and connections to Vancouver's beautiful natural setting.

L2.3.2 **Distinct and special neighbourhoods.** Build on the unique essence of place that makes Vancouver and its neighbourhoods special by expanding (and applying) the understanding of heritage values that prioritize the living histories of the Musqueam, Squamish, Tsleil-Waututh, and urban Indigenous Peoples and equity-denied groups in design and development decisions.

L2.3.3 **Small scale.** Where feasible, facilitate small lot, incremental development that can allow neighbourhoods to evolve over time, while also supporting a more resilient local development industry.

L2.3.4 **Large scale.** For larger developments, consider frontage requirements, siting, orientation, setbacks, and landscaping to ensure complementary design that softens the transition between new and existing buildings.

Figure 13: Provide adequate soil depth for healthy, mature trees

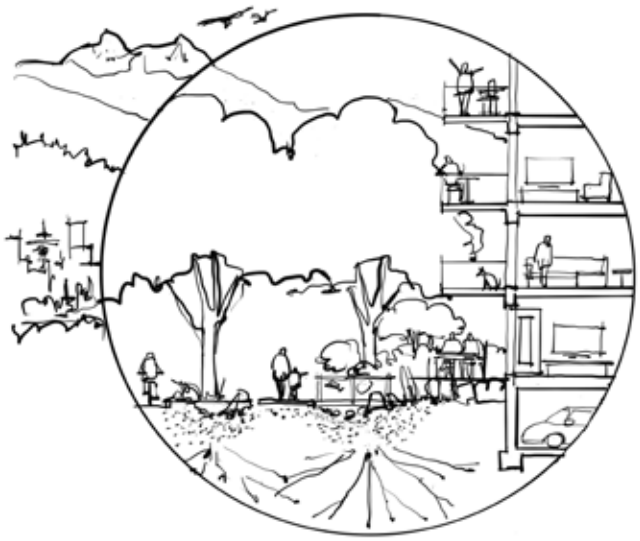
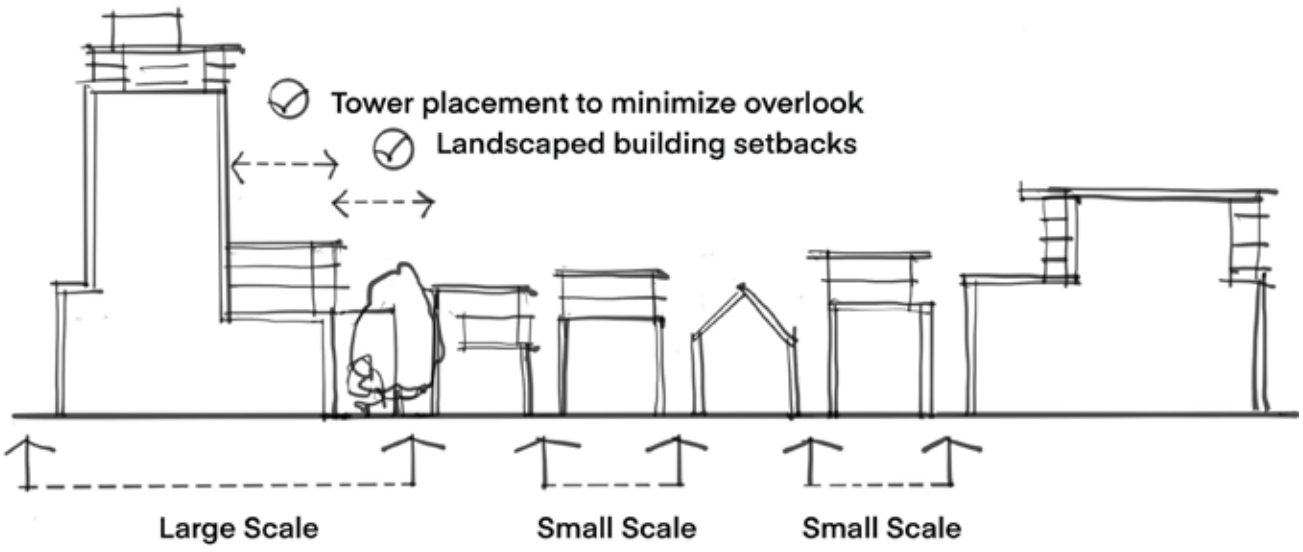


Figure 14: Strategies to successfully integrate both small and large lot developments into an existing neighbourhood



Direction L2.3: Buildings and Sites

Contributing to the Public Realm: supporting public life and the urban experience

Policies

L2.3.5 **Building Edges.** Design buildings and landscape to create safe, comfortable, active, and human-scaled sidewalks, plazas, and open spaces with the appropriate balance between public and private life.

L2.3.6 **Solar Access.** Maintain solar access during key times of the day and year for parks, school sites, shopping streets, and other key outdoor open spaces to support the use and enjoyment of these important public spaces.

Figure 15: Locate height and shape buildings to minimize shadowing on parks, open spaces, and shopping streets

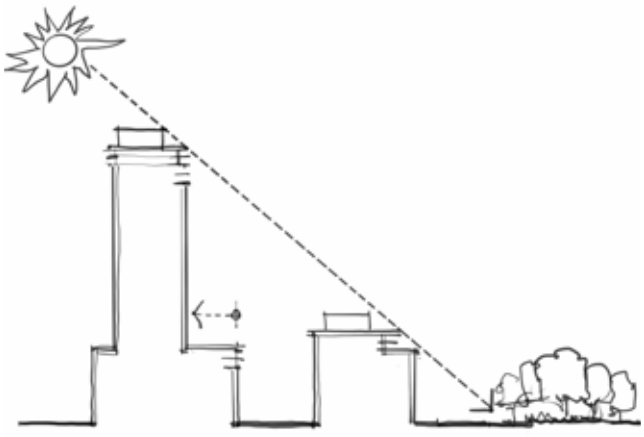


Figure 16: Residential building edges that encourage an active 'front yard' outdoor space for residents

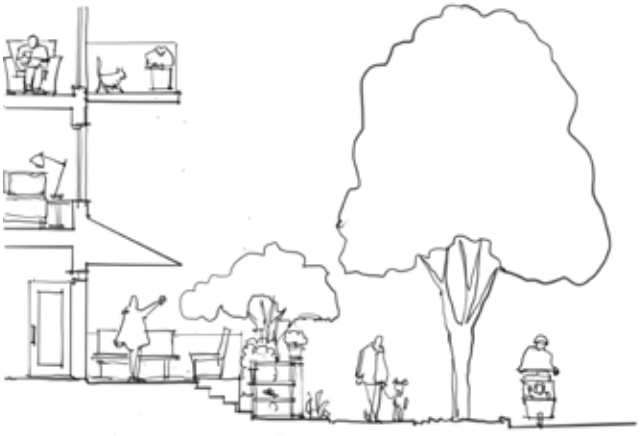


Figure 17: Commercial building edges that encourage a safe and welcoming experience

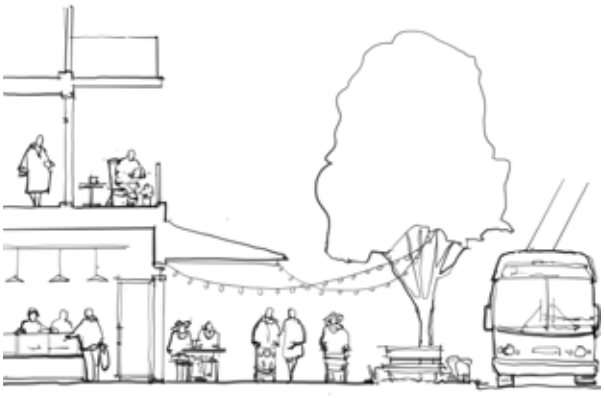
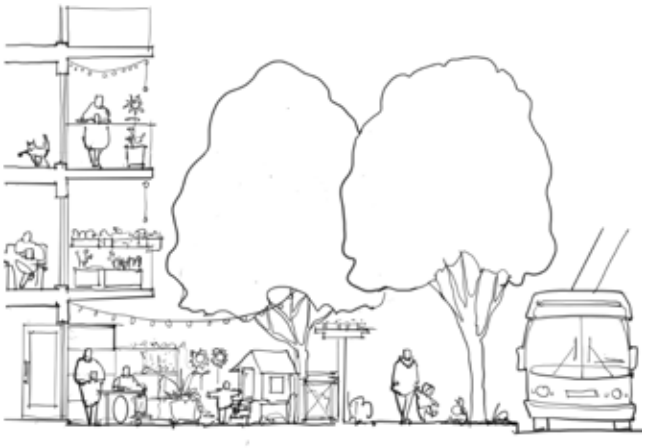


Figure 18: Residential building edges that encourage a more private 'back yard' outdoor space for residents



Direction L2.3: Buildings and Sites

Livable, Sustainable and Resilient Design: creating homes and spaces for people of all ages, incomes, backgrounds, and abilities to thrive

Policies

L2.3.7 **Health, well-being, and social connection.** Design homes for health, well-being, and social connection by providing access to outdoor spaces, communal spaces, adequate daylighting, ventilation, air filtration, accessibility, and consideration for intergenerational living.

L2.3.8 **Green building.** Ensure green building design that reduces carbon pollution and supports a healthy environment through:

a) efficient material, water, and energy use;
b) the capture, retention, and infiltration of rainwater;
c) reduced embodied and operating carbon pollution; and
d) design strategies such as parking maximums and enhanced bike storage that encourage walking, biking, and transit use.

L2.3.9 **Seismic performance.** Improve city-wide building seismic performance by promoting enhanced seismic design in new buildings and equitably planning for risk reduction, including building replacement and upgrades in existing buildings.

L2.3.10 **Durability and adaptability.** Detail, design, build, and renovate for durability and adaptability of the built environment to address resilience and future needs.

Figure 19: Provide usable outdoor space for apartments

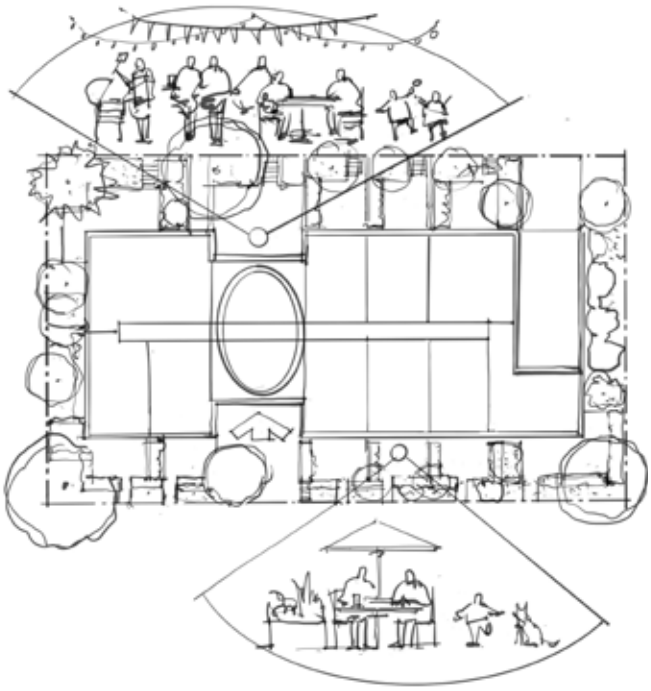


Table 1: Neighbourhood design guidelines

	Designation	Role
	Metro Core/Broadway ***RGS: Metro-Core Vancouver**	Reinforce Metro Core/Broadway's role as the principal centre of business, employment, cultural, and entertainment activity for the city and the region.
	Municipal Town Centre ***RGS: High Growth Municipal Town Centre**	Become a more inclusive, mixed-use centre with significant housing and jobs space.
	Rapid Transit Areas ***RGS: Frequent Transit Development Area**	Reinforce vibrant, mixed-use neighbourhoods providing more opportunities for purpose-built rental and social housing, childcare, community infrastructure, and arts and culture uses, together with public spaces that allow people to connect.
	Neighbourhood Centre	Become a more successful, mixed-use neighbourhood with vibrant local shopping areas, green and leafy streets, a wide range of housing options, and supportive amenities.
	Village	Strengthen low-density residential neighbourhoods by adding shops, services, and housing choice to provide more complete, inclusive, and resilient neighbourhoods.
	Multiplexes	Strengthen low-density residential areas to enable smaller scale ground-oriented housing options across the city, responding to the local character of neighbourhoods while adding housing choice, local-serving shops and services, and opportunities for home-based businesses.

*__RGS__ = *Regional Growth Strategy*

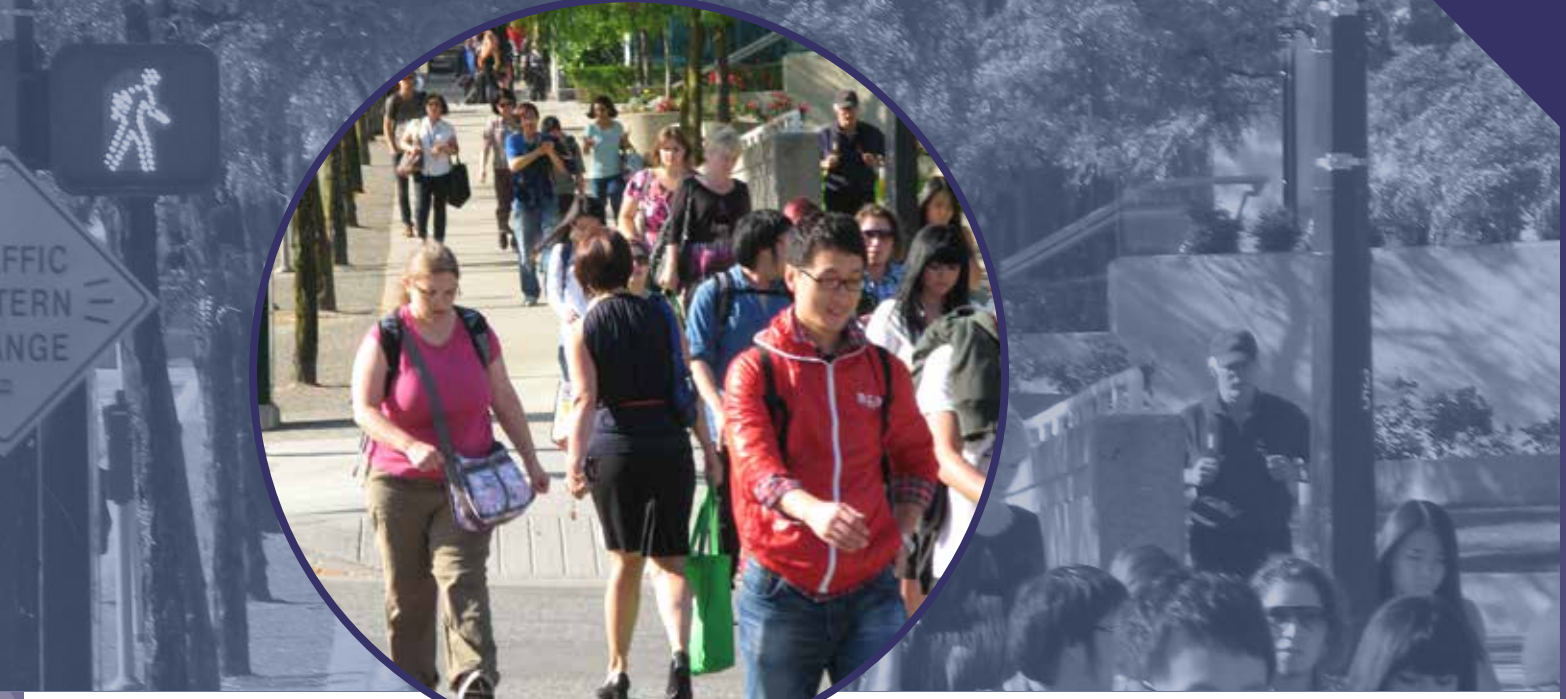
Housing	Jobs	Built Form	Amenities	Transportation
Highest density residential: intensification and renewal of purpose-built rental, and social and supportive housing to preserve affordability	Significant levels of regional employment: industrial/major employment, major office, hotel, cultural, retail-commercial, large institutional Multiple large grocery stores or equivalent food retail	Low-rise, mid-rise and high-rise multi-unit buildings Consider building heights up to 30+ storeys in key locations Consider heights between 12-20 storeys, in other parts of the Metro Core/Broadway area	Childcare Public park and playground Zero-waste community hub Regional and city-serving gathering and celebration Regional and city-serving recreation, education, or cultural venues Regional and city-serving green space including the seawall, waterfront parks, and Stanley Park Food infrastructure	Regional and city-serving transportation hub: transit, major greenways, enhanced walking and biking routes, and goods movement
Higher-density residential: encourage purpose-built market and below-market rental, and social and supportive housing close to rapid transit	Significant levels of regional employment: industrial/major employment, hotel, major office, retail-commercial Large grocery store or equivalent food retail	Low-rise, mid-rise and high-rise multi-unit buildings, generally up to 25+ storeys Minimum density: 60–200 Jobs + People/ hectare	Childcare Public park and playground Zero-waste community hub Large public plaza/gathering place City-serving recreation, education, and cultural facilities Food infrastructure	Rapid transit, frequent transit, major greenway connections, enhanced walking and biking routes, and goods movement
Medium/higher-density residential: encourage purpose-built and below-market rental, and social and supportive housing close to rapid transit	City and some regional-serving employment: opportunities to add additional employment in the form of minor office, industrial, retail-commercial Large grocery store or equivalent food retail	Low-rise, mid-rise and high-rise multi-unit buildings generally up to 12–18 storeys 25+ storeys in strategic locations Corridor: 35-80 Jobs + People/hectare Station Area: 60-350 Jobs + People/hectare	Childcare Public park and playground Zero-waste community hub Large public plaza/gathering place City-serving recreation, education, and cultural facilities Food infrastructure	Rapid transit station, frequent transit, major or city greenway connections, enhanced walking and biking routes
Medium-density residential: encourage purpose-built rental, social and supportive housing, and Missing Middle options	City-serving employment: minor office, industrial, retail-commercial Small grocery store(s) or equivalent food retail	Low-rise and mid-rise multi-unit buildings generally up to 12 storeys Minimum residential density: 40-60 People/ hectare	Childcare Public park and playground Zero-waste community hub Public plaza/gathering place Community recreation, education, and cultural facilities Food infrastructure	Frequent transit, major, city or neighbourhood greenways, enhanced walking and biking routes
Medium-density residential: encourage purpose-built rental, social and supportive housing, and Missing Middle options	Neighbourhood-serving employment: retail-commercial Cafe, convenience food and retail Small grocery	Low-rise multi-unit residential and mixed-use buildings generally up to 6 storeys Minimum residential density: 40 People / hectare	Childcare Public park and playground within 400m Zero-waste community hub Food infrastructure	Frequent transit, major, city or neighbourhood greenways, enhanced walking and biking routes
Low-density residential: encourage purpose-built rental housing and smaller scale Missing Middle options	Neighbourhood-serving employment: Small scale retail-commercial Cafe and convenience food	Primarily ground-oriented residential including single, duplex and multiplex dwellings Up to 6 storeys for rental or social housing where the Secured Rental Policy (SRP) applies	Public park and playground within 800m	Frequent transit, city or Neighbourhood greenways, enhanced walking and biking routes

†The actual types, locations of public benefits, amenities, and servicing in a given neighbourhood will be subject to detailed area planning processes and will respond to the local context, needs and available funding.

††Modest flexibility in height will be considered in detailed area planning processes where Reconciliation, equity, and resilience goals are substantially addressed.

‡Large sites that accommodate a variety of uses (e.g., residential, commercial, and/or institutional) and include community-serving uses such as social housing, childcare, etc. may have greater flexibility in built form where building scale can be managed on site. Retail provision will be required if these large sites are outside a 10-minute walk of existing retail.

PART 5:
POLICY AREAS



Bustling Vancouver sidewalk (Source: City of Vancouver)

POLICY AREAS

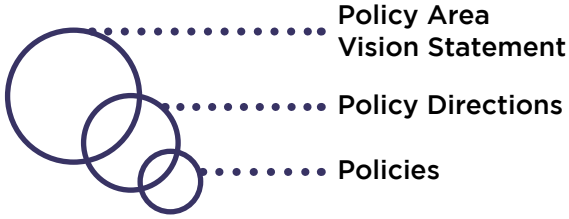
Eleven policy area sections are provided that underpin the overall Land Use Strategy and cover key city building topics. Each section includes a **Vision Statement** that reflects the optimal desired state, **Policy Directions** that identify the broader topics necessary to achieve the Vision, and the specific **Policies** that describe a specific course of action or an outcome to be achieved.

These policies advance the three Foundational Principles and three Big Ideas.

See the following sections for more information:

1 Housing	**80**
2 Economy	**92**
3 Climate	**100**
3 Ecology	**104**
5 Transportation	**110**
6 Childcare	**118**
7 Community Infrastructure	**120**
8 Arts, Culture, and Heritage	**126**
9 Public Space	**132**
10 Watersheds and Water Resources	**138**
11 Food Systems	**144**

Figure 20: Components of each Policy Area section



Family at home (Source: iStock photo)

1. HOUSING

Vision: **Vancouver has an equitable housing system that prioritizes housing for those who need it most.**

Adequate housing is a fundamental human right. Everyone from low-income residents and newcomers, to seniors, young people, and growing families, should have access to housing that is adequate, secure, and affordable. The existing housing system is not meeting the needs of Vancouver's current or growing population. It will require partnerships from all levels of government, community, and the private sector to address needs and improve our housing system.

The Vancouver Plan takes an equity-based approach to advance policies that prioritize housing for those who need it most. This includes more secure affordable housing options near transit, green spaces, schools and childcare, and off busy streets. It also includes buildings with support services, and that help foster cultural connections and community. Attention will also be given to developing family appropriate rental choices and Missing Middle options, including affordable ownership opportunities, so families can choose to stay in the city rather than move to the suburbs.

Secure housing options, affordable to low and moderate-income households, are concentrated in only a few limited areas of the city. Conversely, low-density residential areas consume more than half the residentially zoned land while only providing for a mere 15% of the population. These amenity rich neighbourhoods offer very limited affordable housing options. As a result, these neighbourhoods financially exclude Vancouver residents who are limited in their access to the goods, services, amenities, and quality of life that their more affluent neighbours readily enjoy.

To address this disparity, new rental and social housing will be enabled in all neighbourhoods. Policies contained in the section also address preserving affordability in areas with existing rental and social housing (see **Map 6**). Collectively these policies will result in more inclusive and affordable neighbourhoods across the city.

An equitable housing system incorporates values of inclusion and diversity. It ensures secure and safe housing and mitigates displacement while recognizing the need for growth, meets the needs of, and creates a sense of belonging for newcomers and existing residents.

Protect and renew existing affordable housing

Areas with high densities of existing renter households: Protect and renew existing affordable housing by promoting reinvestment and intensification of rental and social housing that needs renewal, minimizing displacement, and ensuring residents are able to remain in their neighbourhoods when planning for growth.

Create new housing opportunities for very low and moderate-income households across the city through:

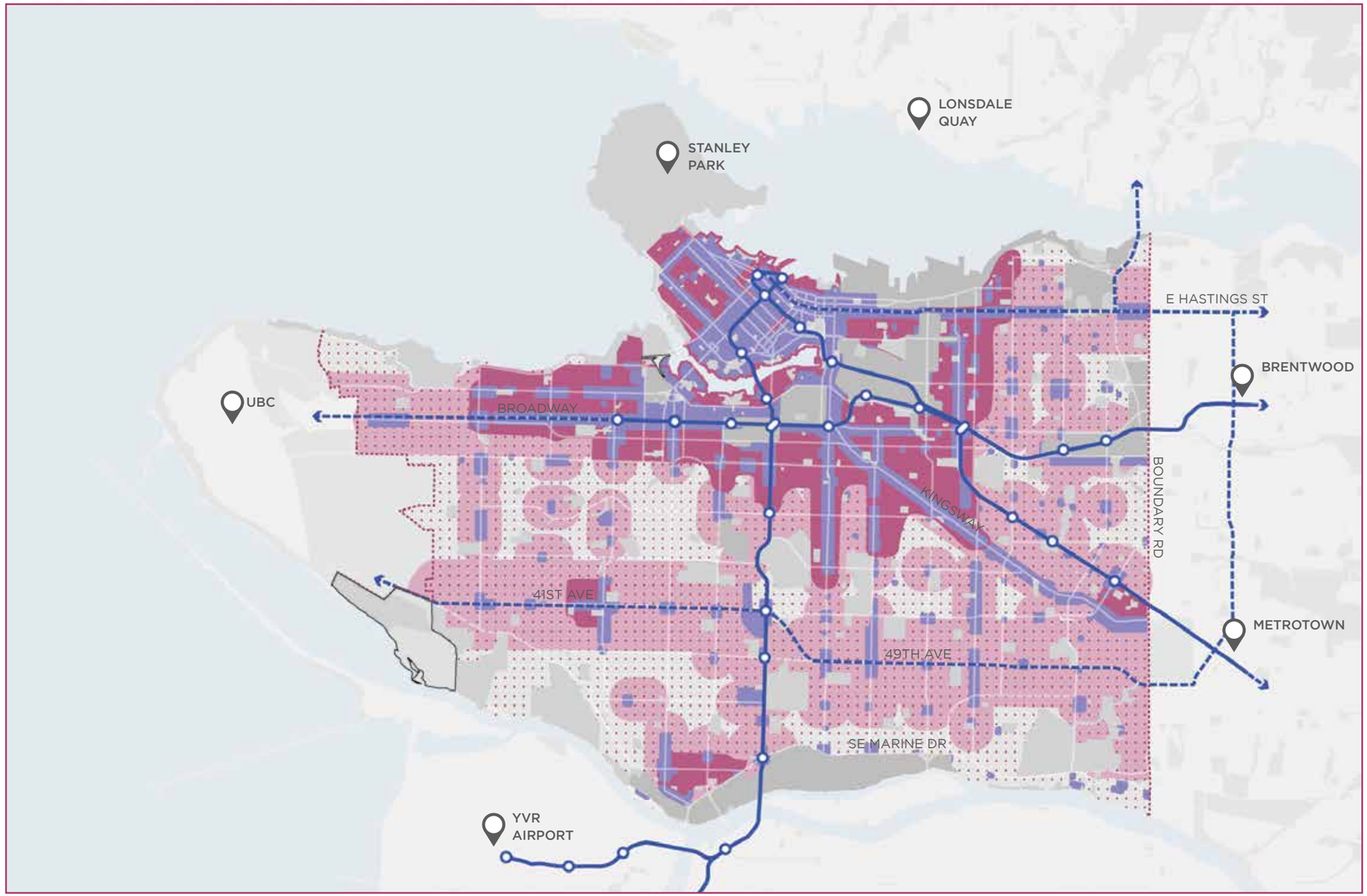
Areas to expand diverse housing options: Expand housing options with an emphasis on new purpose-built rental, social and supportive housing off main streets and near transit, amenities, and services.

Areas to enable Missing Middle housing: Intensify areas with ground-oriented Missing Middle housing and purpose-built rental housing, including townhomes, multiplexes, and other low-rise forms.

Connection to existing policies

The ***Housing Vancouver Strategy*** (2017) is a 10-year Council-approved comprehensive housing strategy that includes key policies and actions, along with 10-year housing targets. The Vancouver Plan plays an important role advancing the implementation of this strategy through city-wide land use policies and planning.

Map 6: Housing opportunities through the Vancouver Plan



*High Streets + Commercial Hubs were identified in a consultant study as areas with existing retail-commercial space. Through the Vancouver Plan, the city will seek opportunities to expand these areas over the long term.

Direction 1.1: Housing Need

Plan for and accommodate existing and future housing need

Family at home (Source: iStock photo)

The City and region have experienced a decoupling of incomes and housing costs, with low and moderate-income people most impacted by the widening gap. Vancouver has persistent homelessness, with over 2,000 people without a home in 2020, and many more living in unsafe or inadequate conditions. With a growing population, limited increases in income, and not enough housing created in recent decades, these policies are developed to plan for and accommodate housing needs.

The BC Provincial government introduced a Housing Needs Report requirement for all BC municipalities. In accordance with the legislation, Council must consider the most recent housing needs report and the housing information on which the report is based when considering a development plan, such as the city-wide plan, or when amending a development plan in relation to housing policies respecting affordable housing, rental housing, and special needs housing. The directions in this plan are well supported by the data and findings from the 2022 Housing Needs Report. Future updates of the Vancouver Plan will consider the most recent Housing Needs Report.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

1.1.1 Update the *Housing Vancouver Strategy* every five years so that it:

a) Meets the provincially-mandated Housing Needs Assessment requirements;
b) Identifies housing targets to help meet existing and future housing need;
c) Explores demographic-based housing strategies to meet diverse housing needs, including the needs of Indigenous Peoples, low-income households, women, families including lone-parents, persons with disabilities, racialized communities, seniors, 2S/LGBTQIA+, and youth;
d) Identifies equity-based geographic housing metrics to measure progress;
e) Identifies short and long-term strategic housing priorities; and
f) Identifies implementation actions to address strategic priorities, along with timelines and ongoing monitoring and evaluation.

1.1.2 Work with other municipalities in Metro Vancouver to promote affordable and diverse housing types to meet regional housing needs.

1.1.3 Strengthen partnerships provincially and nationally to support delivery of funding and programs to meet existing and future housing need.

Direction 1.2: Geographic Equity

Ensure opportunities for inclusion of very low to moderate-income households and diversify the housing stock across all residential areas

Purpose-built market rental building, 1915 Stainsbury (Source: Martin Espina)

Housing suitable for very low to moderate-income households is not equitably distributed across the city as most of the city is zoned for low-density housing that is not affordable to most households. Adding more housing diversity in these low-density areas will enable more people of all incomes, ages, and family types access to housing choice throughout the city, contributing to more inclusive, vibrant, and healthy neighbourhoods.

Policies

1.2.1 Adopt supportive land use policies and zoning to enable more diverse housing of all tenures across every residential neighbourhood.

1.2.2 Enable social, supportive, and purpose-built rental housing off major streets and near transit, green spaces, schools, and other amenities and services.

1.2.3 Enable more Missing Middle housing options in low-density neighbourhoods, including single-lot and multi-lot redevelopments.

1.2.4 Improve multi-family housing options to better meet the diverse needs of households, including for families with children, intergenerational households, persons with disabilities, and seniors, through improved building design and forms.

Figure 21: Building types that allow for different tenures of housing

Direction 1.3: Homelessness

Address homelessness by ensuring every person has access to permanent secure housing with a range of diverse supports

Person in the Downtown Eastside (Source: Lani Brunn)

The causes of homelessness are complex and can occur at any stage of life. People from equity-denied communities experience intersecting challenges and are overrepresented among residents experiencing homelessness. Youth aging out of care are also overrepresented due to gaps in support and ongoing systemic barriers. Government and community interventions are needed to ensure adequate policy and resources are in place to address homelessness.

Homeless vs. Houseless
Indigenous homelessness is not defined as lacking a structure of habitation; rather, it is more fully described and understood through a composite lens of Indigenous worldviews. Source: Thistle, J. (2017.) Indigenous Definition of Homelessness in Canada. Toronto: Canadian Observatory on Homelessness Press.

Policies

1.3.1 Work with non-profit providers, Provincial and Federal governments to provide a diverse range of housing options, emergency services, and supports to people experiencing and at risk of homelessness.

1.3.2 Work with Indigenous partners to prioritize services, supports, and affordable housing options for Indigenous Peoples experiencing homelessness and at risk of homelessness.

1.3.3 Work with Metro Vancouver municipalities and the Provincial government to develop and implement a regional approach to addressing homelessness.

1.3.4 Adopt supportive land use policies and zoning to ensure residents can access shelters, social and supportive housing in neighbourhoods across Vancouver.

Direction 1.4: Community Housing

Significantly increase the supply of social and supportive housing and support the growth of the community housing sector

MVHC Heather Place Social Housing Building (Source: City of Vancouver)

The community housing sector is made up of non-profit housing providers that own, develop, or manage social, co-op, or supportive housing. They provide affordable, stable homes for households earning low and moderate-incomes, and can serve specific needs. With rising rental prices, social housing has become increasingly important yet this housing makes up less than 10% of Vancouver's overall housing stock.

Policies

1.4.1 Increase the supply of new social and supportive housing through land use policy and zoning approaches (including prezoning), financial incentives, and streamlined approval processes.

1.4.2 Create stronger partnerships between the City and community housing sector and support the sector in capacity building.

1.4.3 Work with Provincial and Federal government partners to increase funding for social housing developments and for individuals on rental, income, and Persons with Disability assistance programs.

1.4.4 Work with the Provincial and Federal government to accelerate the pace of replacement of Single Room Occupancy (SRO) hotels with self-contained social housing.

Direction 1.5: Indigenous Housing

Work with Indigenous partners to support Indigenous housing models and wellness

Lu'ma Native Housing Society Social Housing (Source: Allison Lasocha)

Policies

1.5.1 Expedite Indigenous-led housing and wellness projects by allowing flexibility in City plans and policies, approval processes, and regulations.

1.5.2 Support Indigenous-led housing and wellness projects through city-led programs, and enable new Indigenous-owned housing.

Equitable and culturally appropriate housing is foundational to the ongoing and evolving commitment towards a City of Reconciliation. We will further support housing options that foster Indigenous healing and wellness, including adequate space for children and extended families, space to accommodate cultural and ceremonial practices, accessibility for those with mobility restrictions and Elders, on-site childcare, and social programs for tenants.

Case Study: 1766 Frances St.

In 2017, the apartment building at 1766 Frances Street owned by Vancouver Native Housing Society was damaged by fire. The Society is redeveloping the site with a vision to support environmental and social sustainability through affordable, accessible, and high-performance housing, serving Indigenous individuals and families. The building will feature energy-efficient Passive House construction, a basket weave design inspired by Coast Salish traditional practices, and offer 81 homes ranging in size from studios to 4-bedrooms.

A purpose-built space for Indigenous-focused before and after school childcare programming will be included on the ground floor. The proposal also includes a sweat lodge, outdoor play area, and raised planter beds for growing traditional plants and medicines. The building's architecture, design, and landscaping will incorporate Indigenous art, native plants, and other culturally significant elements. This building was financially supported by the City of Vancouver, and BC Housing is the primary funder of the project through the Provincial Indigenous Housing Fund (IHF).

Renderings of 1766 Francis (Source: GBL Architects and Brick Visual)

Direction 1.6: Rental Housing

Become a city for renters that provides more secure rental housing options and mitigates displacement

Family at home (Source: iStock photo)

Vancouver is, and has historically been, a city of renters. Rental housing is important to meet the needs of a diverse population, is vital to a healthy economy, and allows moderate-income households to stay in the city. There is a significant shortage of rental housing in Vancouver. With most purpose-built rental constructed in the 1950s and 60s, much of today's affordable rental housing is in high demand and in need of renewal.

Policies

1.6.1 Increase the supply of new purpose-built market and below market rental housing through supportive land use policy and zoning, financial incentives, and streamlined approval processes.

1.6.2 Minimize displacement of renters, ensuring residents are able to remain in their neighbourhoods when planning for growth.

1.6.3 Promote reinvestment and renewal of existing rental housing stock without displacement through City policies and partnerships with Provincial and Federal governments.

Direction 1.7 Speculation

Continue to address speculation and take steps to promote equitable treatment of renters and homeowners

Multi-family timber frame construction, Cambie Street (Source: Aaron Lao)

In recent years, the City and Province have taken steps to address speculation, including North America's first Empty Homes Tax and the City's Short-Term Rental regulations. Yet, rising ownership prices are increasing the divide between who can own their home and who cannot. This divide is worsened by senior government tax and financial policies that privilege ownership over renting.

***Housing and land prices continue to rise**, in part due to speculation, but also due to the growing demand for homes and historically low mortgage rates. With these upward pressures on home prices we need to continue to address speculation while enabling significant new supply to meet demand.*

Policies

1.7.1 Ensure new and existing housing serves people who currently live and work or intend to live and work in Vancouver.

1.7.2 Use City regulations and financial tools to increase certainty in land use policy and rezoning processes, discourage speculation, and reduce upward pressure on land prices.

1.7.3 Work with Federal and Provincial partners to understand and advocate for new measures to balance tax and other financial treatment of owners and renters.

Ground-oriented homes in East Vancouver (Source: Michelle Pollard)

Feature Topic: Multiplexes

Advancing a new option to allow up to six homes on a lot

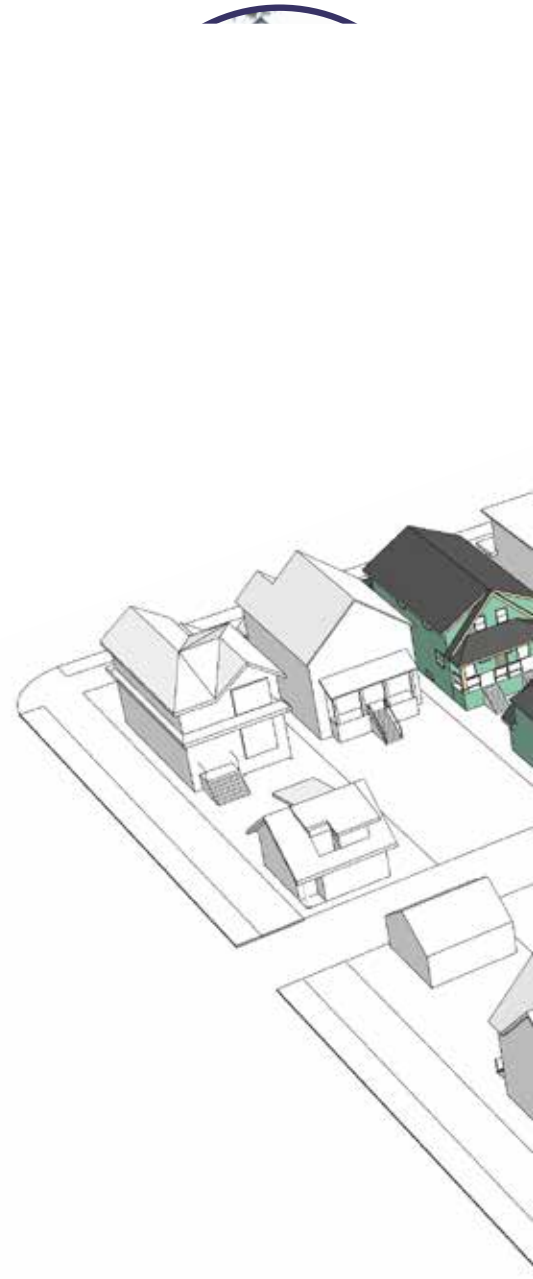
Multiplexes are small scale townhouse projects that offer a more affordable and sustainable alternative to single-detached homes.

A **Multiplex** is a small scale townhouse project on a single lot. Multiplexes allow more people to live on a single lot. Because the cost of the land is shared over more homes and the units are smaller, they cost less and are a more sustainable alternative to single-detached homes or duplexes.

How does this relate to Missing Middle Housing?
Missing Middle Housing refers to multiplex and townhouse buildings that are between 1-3 storeys, and also includes low-rise apartment buildings between 3-6 storeys. These housing types increase choice, including ownership and rental options. Advancing the multiplex housing option will create more opportunity to build smaller scale Missing Middle Housing in more neighbourhoods.

Preliminary objectives to shape the creation of a multiplex proposal: *To be further refined through technical analysis*

- **Housing choice** - Allow building designs that meet the needs of a range of household sizes and types
- **Design and permitting** - Allow for greater design flexibility, with fewer guidelines and conditional regulations so that it is simpler and faster to get a permit
- **Affordability** - Evaluate the feasibility of improved affordability through affordable home ownership, or by requiring builders of strata projects to make a payment to the City to help fund other affordable housing projects or amenities
- **Sustainability** - Encourage building designs that limit Greenhouse Gas emissions from construction and explore ways to manage more rainwater on site and reduce the need for sewer upgrades



Images:
Multiplex examples (Source: Farhan Hussain)
Pipes (Source: Paula Huber)
Family at home (Source: iStock photo)
Rain garden (Source: Bryn Davidson, Lanefab)

Modest scale reduces need for major infrastructure

Can fit on a single lot

Homes would typically be 2 and 3 bedrooms to work for families with children and those downsizing from a detached house

Opportunity to advance green building design

Reduce hard surfaces to improve water absorption

Above: Concept sketch showing a future multiplex area. Numbers alongside images (#) indicate related policy direction(s). *See **Part 4** Land Use Strategy and **Part 5** Policy Areas for more information.*

Commercial Street Cafe independent neighbourhood coffee shop (Source: City of Vancouver)

2. ECONOMY

Vision: **Vancouver has an economy that works for all, providing space for economic opportunities and support for local workers, employers, and entrepreneurs.**

Vancouver is a globally recognized hub for many sectors including tech, film/television, climate solutions, life sciences, tourism, and arts and culture. Vancouver is also home to Canada's largest port, two of the Province's largest business districts, and supports a robust retail sector with well-loved shopping streets. All of these components contribute to a diverse and resilient economy.

At the same time, many small businesses, artists, and non-profit organizations (NPOs) struggle to find affordable or suitable space, and costs continue to climb. Protecting current job spaces from residential encroachment, intensifying the use of existing industrial lands, permitting more flexible work spaces, and planning for new job spaces are all necessary policies that support a growing, central city. Opportunities for shops, services, and employment within neighbourhoods are also a focus of this plan.

Lack of affordable housing and childcare negatively impact businesses that struggle to hire and retain employees. We need to support workers and innovation industries (e.g., those related to the circular economy), while adding more living-wage jobs that are accessible, inclusive, and easy to get to by walking, biking, rolling, or transit.

Connection to existing policies

The ***Employment Lands and Economy Review*** (ELER) (2020) was a comprehensive research and engagement process designed to inform the foundations of both the Vancouver Plan process and the Broadway Plan. It involved a review of key economic issues and challenges in the city and forecasts of anticipated employment space demand to 2051.

Areas for Intensification
Intensify employment, industrial, and commercial activity in these areas:

Business Districts: These areas are important locations for future job growth in office-based sectors such as technology, as well as employment in tourism, entertainment, retail, and service.

Industrial/Employment: Vancouver's limited industrial areas are primarily intended for production, distribution, and repair activities with opportunities for office-based employment on upper floors in areas well served by transit. Residential uses are not permitted on these lands.

Campus Institutional: Campus institutions in the health care and education sectors are concentrated in large hospital and college campuses and dispersed smaller facilities. Residential uses are not permitted on these lands, except for dormitory style rooms owned and operated by the campus institution.

Areas for Expansion and Enhancement
Expand and enhance employment, light industrial, and commercial activity in these areas:

High Streets + Commercial Hubs: Mainly mixed-use with street-level shops and residential or office above. Many of these areas serve important social, cultural, and economic functions and will be expanded and enhanced in the future. Planning for these areas often requires balancing the need for goods movement with need for walking, biking, transit service, and public space.

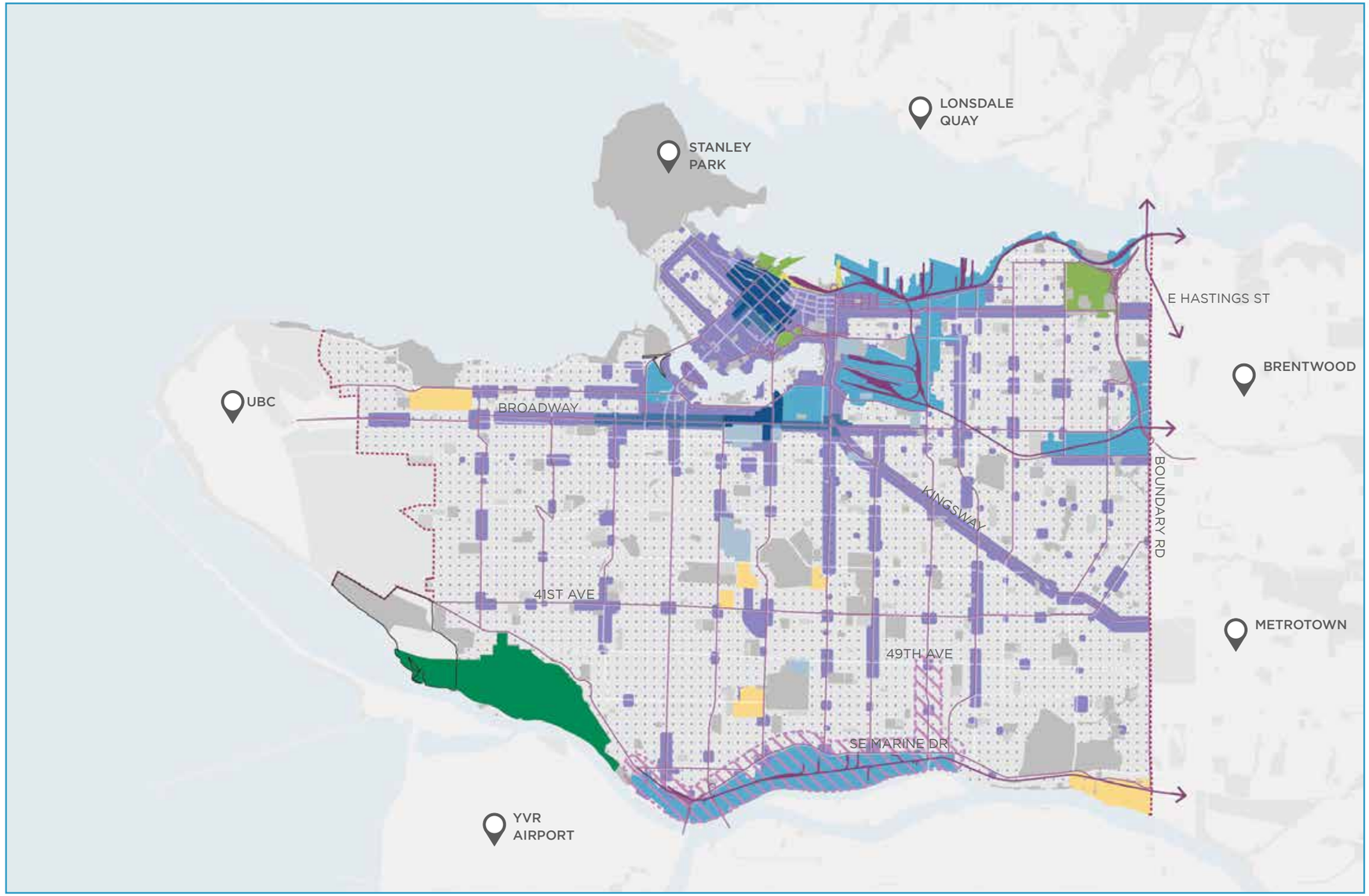
Neighbourhood Employment: Neighbourhood Employment areas are mainly home to retail, personal service, and related sectors that serve customers on-site. When businesses locate in residential neighbourhoods, they generally need ground floor space, preferably on corners. Home-based businesses are also found in these areas.

Special Study Areas

Marine Drive and Knight Street: These arterials border the South Vancouver Industrial Area and are strategically located to take advantage of road, airport, transit, water, and rail access, providing close connections to customers, suppliers, and employees. Future work will explore modernizing and expanding industrial uses (e.g., up Knight Street) in these areas, and determining an appropriate mix of uses for their surrounding areas.

Truck Routes and Rail Corridors: Manage and improve goods movement and rail traffic in cooperation with regional and gateway partners. Seek protection for rail corridors and work with the Port of Vancouver, rail operators and other partners to advance grade separation, assess long-term passenger rail and freight rail infrastructure needs, and explore railyard reconfiguration to improve the efficiency, capacity, and reliability for freight movements, while also mitigating impacts on the community.

Map 7: Future opportunities to intensify, expand and enhance employment areas in the city



Areas to prioritize intensification
- Business District - Central City
- Business District - Secondary
- Industrial/Employment
- Campus Institutional

Areas to prioritize expansion and enhancement
- High Streets + Commercial Hubs*
- Neighbourhood Employment

Special study areas
- Marine Drive and Knight Street Study Area
- Truck Routes
- Rail Corridors

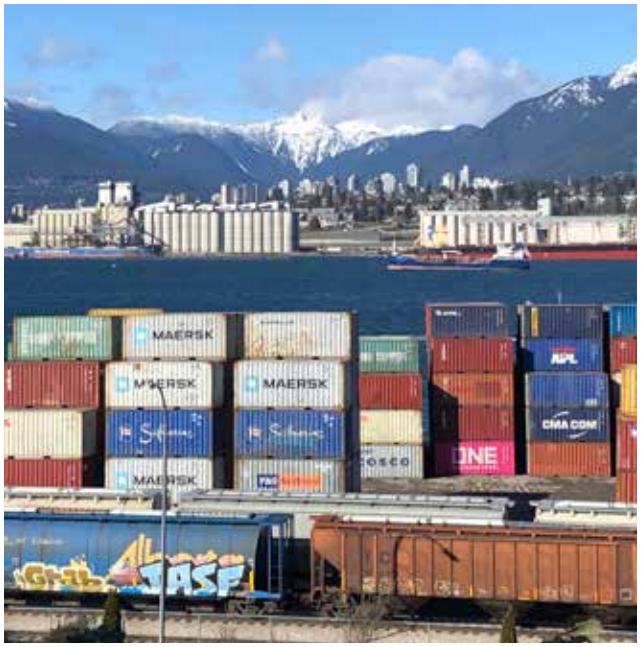
Other employment areas
- Major Projects sites in progress
- Central Waterfront District
- Major Entertainment/Stadiums/ Convention Centres
- Agricultural Land Reserve

- First Nations Reserves
- Parks and open space
- Schools
- Greenspace in other jurisdictions
- City boundary

* High Streets + Commercial Hubs were identified in a consultant study as areas with existing retail-commercial space. Through the Vancouver Plan, the city will seek opportunities to expand these areas over the long term.

Direction 2.1: Regional Core

Help Vancouver continue to thrive as the regional job centre by building on our economic strengths and welcoming value-aligned investment, workers, and employers



Port of Vancouver (Source: City of Vancouver)

One third of all jobs in the region are located in Vancouver. The city is projected to maintain this regional share of the employment base and continue to thrive in its role as the regional centre for jobs and investment by continuing to promote modernization, adoption of smart technologies, well-being, and cultural exchange. Vancouver will maintain a locally-focused, globally-connected open market that elevates the region by leveraging Vancouver's competitive advantage.

Policies

2.1.1 Encourage diversity of jobs and sectors along the livelihoods continuum to create economic resilience. Protect the local economy from sector-specific disruptions and market shocks by pursuing investments, advocacy, and partnerships that attract and retain a broad spectrum of economic sectors to match Vancouver's diverse population.

Policies

2.1.2 Support Vancouver's key industry partners and opportunities for innovation such as film, music and creative industries, tech, life sciences, tourism, climate solutions, and transportation. Facilitate opportunities for meaningful Indigenous tourism and business creation, including with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations, (the Nations), as well as supporting equity-denied business owners.

2.1.3 Work collaboratively with the Nations to identify opportunities for their frameworks and worldviews to inform economic policy and planning.

2.1.4 Advocate to senior government for legislative or policy reforms to reduce the property tax burden on tenants occupying space in underdeveloped commercial properties. This could include a new split assessment model for property taxation (i.e., the 'commercial sub-class' proposal recommended in 2019 by the Intergovernmental Working Group), or a similar solution that would allow municipalities to apply a lower tax rate on unused development potential.

2.1.5 Support the *Vancouver Fraser Port Authority Land Use Plan* to aid industrial goods movement and viability of logistical lands and infrastructure.

2.1.6 Work with partners to realize the potential of the Central Waterfront District as a transportation hub, tourism and hotel node, and employment area.

2.1.7 Develop long-term rail corridor strategies to protect and improve regional rail networks. Work with regional partners to connect the Cascadia region through High Speed Rail, with a terminus station that has convenient access to Vancouver's city centre, and explore expansion of float plane services to provide more interregional connections.

Direction 2.2: Industrial/Employment Areas and Business Districts

Protect and expand industrial/employment areas, business districts, and campus institutions, and the diversity of jobs and activities they support

Great Northern Way Employment Area (Source: City of Vancouver)

Half of the jobs in the city occur in industrial/employment areas, business districts, and campus institutions. Industrial/employment areas provide space for production, distribution, and repair activities that are critical to the health and resilience of the city's economy and cannot take place anywhere else. Business districts and campus institutions serve as key locations for diverse employment in offices, institutions, and hotels. Ensuring the diversity of employment in Vancouver requires protecting space for a variety of local-serving industrial uses that face pressures from encroachment of residential development and other incompatible uses. Opportunities to enhance and intensify the city's business districts will be a key focus.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

2.2.1 Protect and intensify industrial/employment areas to provide spaces for production, distribution, and repair activities that cannot take place elsewhere.

2.2.2 Ensure that transportation planning considers and supports the needs of industrial goods movement.

2.2.3 Modernize and increase flexibility of permitted uses in industrial areas and ensure no loss of industrial development capacity within the city. Protect areas from infringement of non-compatible uses, especially residential.

2.2.4 Ensure that any intensification or development of industrial lands proposed within or near environmentally sensitive areas responds appropriately to support the City's overall ecological vision (e.g., Fraser River Floodplain, False Creek Flats,) and coastal adaptation vision.

2.2.5 Remove regulatory barriers and ensure employment space for arts and culture as well as industrial education and training in industrial areas.

2.2.6 Ensure capacity for growth in office space and hotels in Business Districts such as Downtown and Central Broadway and support them with services and amenities such as childcare, daily needs such as groceries, dining options, and an improved public realm.

2.2.7 Identify opportunities to locate small-scale office uses to meet projected capacity needs (e.g., at rapid transit stations and major intersections).

2.2.8 Support the intensification of campus institutions in the health care and education sectors.

Direction 2.3: Affordable Spaces

Support and create affordable economic spaces to address displacement and foster entrepreneurship

Displaced business - Pronto coffee (Source: Graeme Jones)

Small independent businesses as well as non-profit organizations (NPOs) and arts and culture sectors risk displacement due to redevelopment, rising rents, insecure tenures, and competition for space. Equity-denied business owners are particularly affected. Policies listed here support the creation of affordable and diverse economic spaces to reduce barriers to employment and starting a business, especially for Musqueam, Squamish, and Tsleil-Waututh Nations, and for equity-denied and newcomer communities.

Policies

2.3.1 Increase the supply of suitable and well-located work spaces through intensification of employment lands and business districts.

2.3.2 Balance space needs of local businesses with the needs of other economic sectors and companies of different sizes, particularly IBPOC-owned businesses that provide local job opportunities and access to local goods and services.

2.3.3 Explore new strategies for co-location, flexible work space arrangements, and alternate ownership models to increase the viability of commercial areas, and to address displacement of small businesses, city-serving industrial, arts and cultural uses, community-serving spaces, and NPOs.

2.3.4 Ensure space for NPOs, social enterprises, and social service providers.

2.3.5 Enable development of affordable business centres and co-working spaces to accommodate the growing number of consultants, freelancers, start-ups, remote workers, etc. in the marketplace, and by leveraging public facilities.

2.3.6 Explore regulatory changes to lower costs when reusing older buildings and expand opportunities to support temporary use for arts and culture, NPOs, social enterprises, food system businesses, and IBPOC-owned small businesses.

2.3.7 Explore methods and expand planning tools, policies, and incentives to mitigate development impacts (e.g., relocation planning assistance) on existing commercial tenants, particularly for Indigenous and equity-denied groups.

Direction 2.4: Local-Serving and Small Businesses

Encourage a diverse and accessible mix of local-serving and small businesses and jobs in every neighbourhood that enable communities and culture to thrive

Chinatown shopping street (Source: City of Vancouver)

Vancouver's local shopping areas serve as anchors for the city's neighbourhoods, offering a variety of shops and services for residents, supporting local-serving and small businesses. The unique importance of neighbourhood shopping streets such as Main Street or Commercial Drive for their appealing village-like character and diverse shops and cultural expression cannot be overstated. Challenged by the rise and needs of e-commerce and last mile delivery, these vibrant neighbourhood destinations will be supported by policies that enable new housing close to shopping streets, amenities, and improved business supports.

Policies

2.4.1 Expand or connect existing retail-commercial districts and create new commercial areas in under-served neighbourhoods to improve the diversity and amount of small-scale neighbourhood retail-commercial space, to meet the needs of a growing population.

2.4.2 Ensure the residential density needed to support local-serving retail, particularly close to shopping streets, to increase the local customer base, support commercial area success, and reduce development pressure on existing high streets.

2.4.3 Support retention, re-activation, and re-invention of local-serving stores for providing goods, services, and valued community spaces by supporting with more housing options, welcoming and safe public space elements, and other amenities such as childcare.

2.4.4 Foster commercial district management and indicator tracking. Explore variations to the Business Improvement Areas (BIA) model, especially for Indigenous and equity-denied small business owners and cultural communities, to develop and implement business recruitment and retention plans and optimize business mix.

2.4.5 Assist local-serving businesses and organizations to fill vacancies quickly and occupy vacant storefronts, while continuing to streamline permit approval and other regulatory processes.

2.4.6 Explore opportunities to add compatible industrial uses such as artist studios or maker spaces to neighbourhoods to provide a greater diversity of uses and support the circular economy.

Direction 2.5 Removing Barriers

Create a supportive business environment by updating City regulations to remove barriers and improve access to City services for everyone

Federal Store Quebec at East 10th Avenue (Source: Farhan Hussain)

The City has a complex system of policies and regulations for land use and business operations approvals, which can be onerous, time consuming, and costly to navigate. Policies in this section address business-friendly supports for small to large businesses, NPOs, arts and culture, and businesses owned or operated by people from equity-denied groups. The City can foster entrepreneurship and innovation by reducing barriers, updating and modernizing City policies and regulations, streamlining approval processes, and providing easy, timely, and accessible City services.

Policies

2.5.1 Improve the efficiency, speed, accessibility, and transparency of development applications and business permitting processes to support local businesses. Improve communication and translate materials where appropriate to support applicants from Indigenous and equity-denied groups.

2.5.2 Provide greater opportunities for home-based businesses in residential areas by amending zoning and licensing regulations, similar to those of surrounding municipalities.

2.5.3 Review elements of City land use bylaws and policies that create impediments to the right to earn an income as a foundation for vending and survival work rights.

2.5.4 Modernize land use policy and building regulations to facilitate emerging business models. Increase flexibility to accelerate application approvals.

2.5.5 Improve the City's small business support functions through tools such as online resources, one-on-one assistance, an overall business liaison, and relocation support.

2.5.6 The Planning, Urban Design and Sustainability Department will explore creating a dedicated "one-stop shop" for NPO-led, Indigenous and equity-denied licensing and development applications, which recognizes the differing types and levels of support that NPOs, Indigenous communities, and equity-denied groups may need.

Direction 2.6: Shared Prosperity

Advance accessible and equitable economic opportunities for Vancouver's diverse residents - prioritizing people most often excluded

Creative office space (Source: iStock photo)

Many Vancouver residents and workers across the city struggle with unaffordability, poverty, and inequality. In 2016, 20% of Vancouver residents lived below the poverty line. To advance accessible and equitable economic opportunities, the City should enable access to services and spaces to meet people's needs for healthy, happy, fulfilled lives, while respecting the planet's ecological boundaries.

*The **livelihoods spectrum/continuum** refers to the diverse range of income-generating and employment opportunities residents engage in to create their livelihoods, rather than taking a view of the economy that focuses only on 'traditional' forms of employment and entrepreneurship.*

Policies

2.6.1 Ensure a wide variety of markets in the city to serve diverse types of vendors, customers, and residents across the livelihood continuum (e.g., large central, neighbourhood-based, informal vending, formal street vendors, and food markets).

2.6.2 Advance work to define and identify Special Market Areas (e.g., Punjabi Market) and their connection to ethno-cultural community areas. Develop programs to recognize and secure their economic, social, and cultural importance as they serve and attract a city-wide, regional and/or ethnic customer base, and do not rely on local residents alone.

2.6.3 Create policies, programs, and partnerships that acknowledge and enable the informal economy and jobs along the livelihoods continuum, with emphasis on low-barrier employment.

2.6.4 Continue to implement the Downtown Eastside Community Economic Development strategy and consider expanding Community Economic Development across the city.

2.6.5 Work with Musqueam, Squamish, and Tsleil-Waututh Nations to create economic development opportunities that benefit their communities.

Downtown Vancouver skyline during summer wildfires (Source: Lloyd Lee)

3. CLIMATE

Vision: **Vancouver produces zero greenhouse gas emissions, while improving our resilience to the changing climate, capturing carbon, and promoting sustainable consumption.**

Our planet is warming and its climate is changing. Vancouver is already experiencing increased air pollution from forest fires, deadlier heat waves, and destructive flooding. Burning natural gas in buildings, gasoline and diesel in vehicles, traditional building materials, manufacturing, and food production practices all produce greenhouse gases (GHGs) that contribute to this crisis.

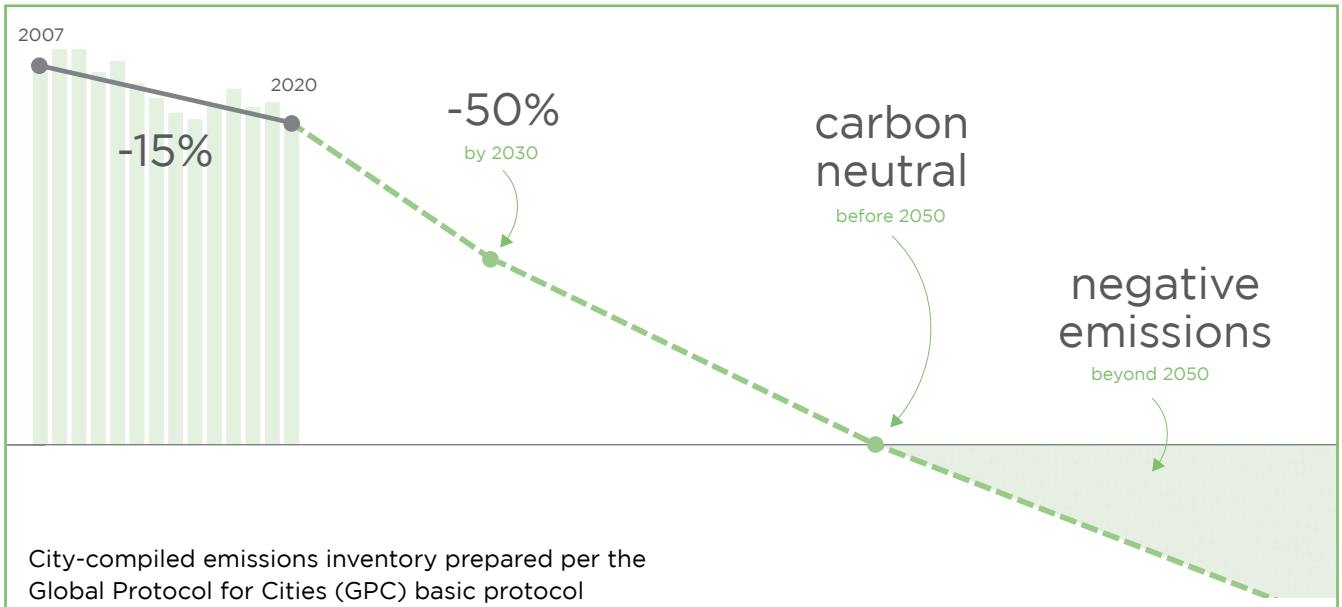
While every person is impacted by climate change, these impacts are not experienced equally. Individuals and groups with pre-existing health conditions, or those facing diverse systemic barriers face disproportionate impacts.

The neighbourhoods in Vancouver where people walk/roll to their daily needs are healthier, more affordable, decrease dependence on driving, enable the use of low carbon energy supply, and have a lower GHG footprint per person. However, the majority of communities in Vancouver currently do not have access to these benefits.

On a global scale, Vancouver's fossil fuel use is small, but like every jurisdiction in the world, Vancouver has an obligation to stop contributing to the problem. Every fraction of a degree of warming that can be avoided will minimize the future impacts on humans and the systems that support the population. The changes required will lead to healthier, safer, more resilient, and better cities.

To meet these obligations, systematic changes are underway but should be accelerated to ensure success.

Figure 22: Vancouver's carbon pollution - trends and future targets



City-compiled emissions inventory prepared per the Global Protocol for Cities (GPC) basic protocol

Fifty-seven percent of greenhouse gas emissions come from burning natural gas used for heating and hot water in buildings, and 37% of emissions come from burning fuel used in our vehicles[1]. Although emissions across the city have declined by 15% since 2007[2], more should be done to protect the climate. In alignment with the findings from the Intergovernmental Panel on Climate Change[3] (IPCC), Vancouver must reduce emissions by half by 2030, to zero before 2050, and fall below "negative" after 2050.

[1] Vancouver *Climate Emergency Action Plan* Annual Report, 2021
[2] Ibid
[3] United Nations Intergovernmental Panel on Climate Change Assessment Report

Connection to existing policies

Vancouver has developed many policies to address climate change, including the ***Climate Emergency Action Plan*** (2020), ***Climate Change Adaptation Strategy*** (updated 2018), ***Renewable Energy Strategy*** (2015), and the ***Greenest City Action Plan*** (2011). The ***Zero Waste 2040 Strategy*** (2018) supports Vancouver to become a zero waste and lower consuming community by 2040. All of these provide important detail, complementary to the Vancouver Plan Climate directions.

Direction 3.1: Eliminate Carbon Pollution

Advance and accelerate actions to eliminate carbon pollution

We only have one planet (Source: Lloyd Lee)

Vancouver's physical layout and urban design affects how individuals can take action on climate change. Complete neighbourhoods that provide safe and convenient opportunities to walk, bike, and take transit for daily needs reduce vehicle dependence and lower fossil fuel consumption. Advancing zero-emission buildings and low carbon building construction also play a key role in reducing carbon pollution.

Policies

3.1.1 Advance the goals and actions of the *Climate Emergency Action Plan* beyond 2030, specifically Big Move #1 – Complete Communities and Big Move #2 – Active Transportation (See ***Part 4*** *Land Use Strategy* and ***Part 5*** *5. Transportation* for additional details).

3.1.2 Advance area planning to enable and encourage low carbon footprints for residents through denser housing forms. Balance this with consideration for low carbon construction materials, like sustainably sourced wood framing or mass timber.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

False Creek Neighbourhood Energy Utility

The City owns and operates the False Creek Neighbourhood Energy Utility (NEU), which extracts heat from our sewage system and delivers low carbon building heating and hot water to neighbourhoods in the False Creek area. The NEU is supporting the City's work on the ***Climate Emergency Action Plan*** – Big Move #4 - Zero Emissions Space and Water Heating.

False Creek Neighbourhood Energy Utility (Source: City of Vancouver)

Direction 3.2: Encourage Zero-Waste

Advance zero-waste practices that support sustainable consumption

Demolition site (Source: Aaron Lao)

Neighbourhoods that offer opportunities to share, repair, reuse, and recycle goods and resources can connect people through zero waste initiatives, inspiring greater community involvement, partnerships, innovation, and sharing of materials. Land use decisions can support the goals of the *Zero Waste 2040 Strategy* and *Climate Emergency Action Plan*, and shift to a culture of sustainable consumption.

Policies

3.2.1 Promote flexible building use/reuse and reduce the need for demolition.

3.2.2 Identify space on both public and private property to enable a system of neighbourhood and city-scale materials management to support a circular economy, zero waste initiatives, and local job production.

Direction 3.3: Climate Change Adaptation

Accelerate actions to build climate resilience

Actions must be taken now to adapt to changes Vancouver and the region are already experiencing - including drought, flooding, sea level rise, extreme heat events, and poor air quality from wildfires. It is important to note that climate change will continue to disproportionally impact equity-denied groups, until adequate planning and investment improve the current situation.

By 2050 sea levels near Vancouver are expected to rise by 0.5 metres. In the fall of 2021, severe flooding impacted almost every city in Metro Vancouver.

*The **Sea2City Design Challenge** will create a framework and vision to guide urban development and ecological revitalization in the False Creek floodplain, a highly valued and constrained urban waterway in the heart of the city. The Nations have contributed significant time and expertise to bring an Indigenous perspective to this work.*

Policies

3.3.1 Advance natural climate solutions that buffer impacts of climate change, sequester carbon (capture, secure and store carbon from the atmosphere), and improve biodiversity.

3.3.2 Collaborate with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations to explore innovative ways to mitigate and adapt to a changing climate.

3.3.3 Focus on people and communities disproportionately impacted by climate change and environmental degradation in area-based planning to understand cascading impacts and improve conditions.

3.3.4 Consider public health impacts of a changing climate in the development and renewal of the built environment; new development should respond to, and help mitigate air pollution, extreme heat, and flooding, particularly in areas with higher hazard risk.

Downtown Vancouver against the backdrop of the North Shore Mountains (Source: Alex Somzavodou)

4. ECOLOGY

Vision: **Vancouver has reshaped its relationship to nature and restored its ecological health**

Vancouver is embraced by the shores of the Salish Sea, the delta of the Fraser River, and the expansive forests of the North Shore Mountains. Its location has enriched the health and quality of life for residents and supported the region's rich biodiversity for thousands of years. Ecological systems are continually working to filter water, purify air, sequester carbon, regulate temperatures, house and feed wildlife, and deliver other life-sustaining services. However, not all residents of Vancouver can access these places, and natural areas within the city itself are limited.

Colonization and urban development has destroyed almost all of Vancouver's original natural landscape. Many coastal wetlands and tidal marshes were infilled and only nine kilometres of Vancouver's estimated 105 km of streams remain today. Massive old growth forests were cleared, and wildlife species have disappeared as a result of the loss of habitat. Once rich with forests, streams, meadows, and wetlands, Vancouver's ecosystems have been disrupted due to minimal environmental regulation. While Vancouver hosts over 240 parks city-wide, most are designed and planted for active recreation with little room dedicated for natural ecosystems and nature.

Development and intensive human-based activities continue to erode the ability of ecosystems to sustain the city and support its communities. Land use planning that respects nature, preserves and restores adequate space for ecosystems to thrive, and protects the land and waters can reverse the trend of environmental degradation.

Connection to existing policies

A number of policy documents support Vancouver's ecological health, including: ***VanPlay: Parks and Recreation Services Masterplan*** (2020), the ***Climate Emergency Action Plan*** (2020), the ***Rain City Strategy*** (2019), the ***Urban Forest Strategy*** (updated 2018), and the ***Biodiversity Strategy*** (2016). The Vancouver Plan plays an important role advancing this work, by integrating ecology into city-wide land use policies and planning.

Restoring Vancouver's ecosystem will require multiple tools to re-establish nature throughout the city, improving the environment around us, increasing our resilience to climate change, supporting the restoration of Indigenous cultural practices, and providing more equitable access to nature for everyone.

The key elements of Vancouver's ecological vision are:

Existing Parks: Open space for active and passive recreation with some level of habitat, particularly for insects, birds, pollinators, and small mammals.

Biodiversity Hotspots: Natural areas in parks and public or private lands that support a diverse, noteworthy, and native community of animal and plant species.

Existing Streams: Natural streams and creeks formed thousands of years ago, which are still maintained today, and function as natural stormwater drainage outflows, wildlife habitat, and fish spawning grounds.

Watersheds: Distinct hydrologically defined geographic areas where all waterways (such as creeks and streams) and overland flowing rainwater drain to a common receiving water body.

Potential Ecological Corridors: : Linear, naturally managed areas that serve as passages between key natural features and follow natural drainage patterns. These networks enable movement of water, wildlife, and dispersal of plants, and aid seasonal migration, reproduction, and feeding.

Potential Ecologically Sensitive Zones: Public or private lands that act as a buffer for natural areas. Development policies will limit impacts to adjacent and surrounding natural areas.

Blue Green Network: Park-like streets that manage water and provide ecosystem services.

Map 8: Long-term ecological vision

Ecological Vision
- Potential ecological corridors
- Potential ecologically sensitive zones
- Potential restored waterways
- Potential blue green network

Existing condition
- Existing parks and open space and greenspace in other jurisdictions
- Existing biodiversity hotspots, sensitive ecological inventory and naturally managed area
- Agricultural Land Reserve
- Existing streams
- Watersheds - Overland flow receiving body

Special study area
- Fraser River Special Study Area

- First Nations Reserves
- City boundary

Direction 4.1: Embed Ecosystems in Planning

Support the health of Vancouver's ecosystems as an integral part of planning, urban design, and city building

Stanley Park Watershed (Source: City of Vancouver)

Indigenous Peoples have been stewarding and protecting natural areas for millennia through deep relationship with these unceded lands and waters, guided by their ancestral stewardship laws. The City will continue to engage with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations) to apply Indigenous approaches to land use planning.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

4.1.1 Establish a 'whole systems' approach to land use planning, including planning at the watershed scale, that incorporates the protection, restoration, and maintenance of key ecological features and areas.

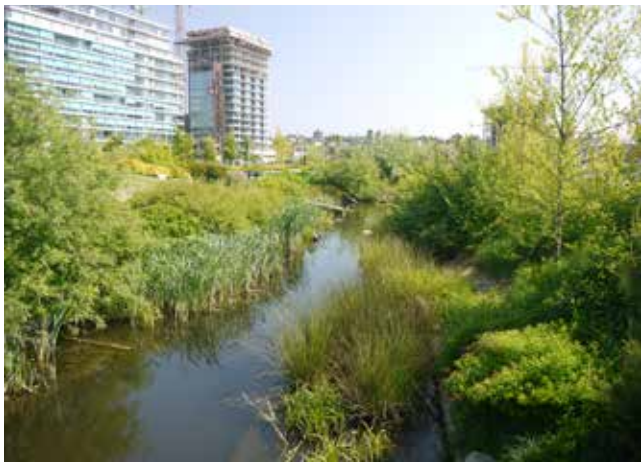
4.1.2 Collaborate with the Nations to understand and support their ecological priorities, their obligations to protect natural areas and water, and systems of applying Indigenous science to land use planning and stewardship.

4.1.3 Ensure equitable processes and outcomes when planning for the expansion or creation of new ecological areas and green spaces.

4.1.4 Innovate and collaborate with partners in advocating for environmental rehabilitation in complex, inter-jurisdictional areas (e.g., marine environments).

Direction 4.2: Make Space for Nature

Identify, rehabilitate, and connect ecological systems in Vancouver



Rainwater wetland at Hinge Park, Olympic Village - an example of a "Naturally Managed Area" (Source: City of Vancouver)

A healthy, functioning natural environment requires adequate space and connectivity for water, soils, plants, and animals to thrive. The majority of the city's existing natural areas are fragmented, isolated, and do not have sufficient separation and distance from urban noise, light, and impervious cover. The policies below identify city-building approaches to strengthen and expand Vancouver's ecosystem by providing adequate space and connections for nature to thrive.

Policies

4.2.1 Establish a healthy, city-wide ecological network through transforming road space, parkland acquisition, and naturalization of parks and other City-owned public property. Increase the urban forest canopy and expand the blue green network.

4.2.2 Ensure natural areas support the health of Vancouver's water systems and are integrated within the ecological network.

4.2.3 Identify new and enhance existing biodiversity hotspots and corridors and environmental regeneration areas.

4.2.4 Retain and grow a healthy and resilient urban forest, using City tools such as zoning, servicing and subdivision bylaws, and upgraded street designs to provide more space for permeability, quality soil, and increased tree canopy across the city.

Direction 4.3: Protect Nature

Protect ecosystems and manage growth around them

Dungeness crab in Howe Sound subtidal zone (Source: City of Vancouver)

Vancouver's ecosystems regularly compete with other important land uses. As well, human activity has negative, spillover impacts that lead to further environmental harm. Protecting nature requires strong and comprehensive tools to preserve areas for ecosystems, manage growth around sensitive habitats, protect natural assets on private property, and implement robust management plans for natural areas.

Policies

4.3.1 Establish appropriate environmental setbacks that limit development around important water bodies.

4.3.2 Explore the formation of water rights for important bodies of water in Vancouver (e.g., marine conservation zones).

4.3.3 Establish land use designations and development permit requirements for Ecologically Sensitive Zones to protect and enhance ecological functions.

4.3.4 Protect urban soil to support the urban forest and hydrological cycle.

4.3.5 Ensure all types of natural areas have management plans and conservation guidelines, developed and implemented in collaboration with the Nations.

4.3.6 Strengthen policies and regulations to protect and create natural assets on private property, with requirements and consideration for restoration, to increase biodiversity city-wide, and connectivity within natural systems.

4.3.7 Develop and incorporate economic valuation of the ecosystem services that natural assets, habitats, and ecosystems provide into the City's financial planning processes.

Direction 4.4: Provide Access to Nature

Increase and ensure equitable access to nature

Mason Bee Project with Nature Kids, Jericho Park (Source: City of Vancouver)

Nature contributes to our physical and mental well-being, and yet only 19% of Vancouver's residents are within a 5-minute walk of a restorative natural area. For people to thrive, nature must also thrive. This direction focuses on enabling access to nature in low-barrier, convenient, equitable, and accessible ways, both geographically (by distance) and socially (through learning spaces and programs).

Policies

4.4.1 Support and collaborate with the Nations to improve access to the land and water to exercise their Indigenous rights to carry out cultural practices and harvesting opportunities.

4.4.2 Support the intensification of the greenway network, towards car-free to car-light corridors that connect people to natural areas in sustainable ways.

4.4.3 Ensure the ecological network is equitably distributed, and natural areas are accessible to every resident in Vancouver, while also balancing recreational, cultural, and environmental needs.

4.4.4 Ensure the ecological network integrates with food production and harvest spaces.

4.4.5 Create and co-locate spaces for learning and stewardship within and around natural areas, with programs, partners, and educational opportunities for people to learn about nature.

4.4.6 Ensure learning spaces and hubs centre Indigenous ecological knowledge and history, and provide opportunities to learn about nature from diverse cultural perspectives.

SkyTrain near Science World (Source: City of Vancouver)

5. TRANSPORTATION

Vision: **Vancouver's transportation system connects people to jobs and daily needs in an equitable way, prioritizing low-cost, healthy ways of getting around, while supporting the economy.**

Transportation plays a vital role in supporting a thriving city and region, connecting us to people and places, influencing our quality of life, the environment, and the economy. However, many people continue to face travel barriers. More neighbourhoods need shops and services closer to home, with safe and comfortable streets and greenways, and better access to frequent transit. We also need to better serve diverse community needs and address inequities in service provision, safety, universal accessibility, greenery, and dignified travel.

The City has long prioritized affordable, healthy, and low carbon ways to get around and as a result, by 2016, over half of residents' trips were made by walking, biking, and transit. Through the Vancouver Plan, we will continue to align land use and transportation to build neighbourhoods that help people meet their daily needs without having to drive. We will transform road space from spaces for vehicles to places for people.

This Plan sets the stage for accelerating transportation planning efforts, working with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations), the community, and regional partners to align priorities. We want to ensure a resilient, equitable, accessible, low carbon transportation network that supports a growing city with diverse population needs.

Connection to existing policies

Vancouver Plan directions complement other transportation-related documents, including TransLink's Regional Transportation Strategy - ***Transport 2050*** (2022), the ***Climate Emergency Action Plan*** (2020) and the City's current transportation plan - ***Transportation 2040*** (2012). Together these documents guide transportation decisions for the city and region.

Key elements of the potential future transit network in Vancouver:

SkyTrain Capacity Relief Measures: Sections on SkyTrain where upgrades (such as building parallel lines, double tracking, or increasing service frequency and train capacity) should be considered to meet future demand.

Major Transit Network (MTN): High-capacity, high-frequency, fast, and reliable rapid transit service, which could include heavy rail, SkyTrain, light rail, or bus rapid transit.

Express/Inter-regional Transit: Fast and direct services with limited stops and high speeds connecting municipalities and regional areas.

Street Car Alignment: Public transit using medium capacity rail-based vehicles running in dedicated lanes or in mixed traffic.

Frequent Transit Network (FTN): Frequent, reliable local transit service to serve all residents of Vancouver.

This map includes future rapid transit alignments set out in TransLink's Regional Transportation Strategy, *Transport 2050*, and potential expansion of the Frequent Transit Network to support growth identified in Vancouver Plan and other documents.

Notes

[1] Sections where SkyTrain will be over ultimate capacity require high-capacity parallel transit lines

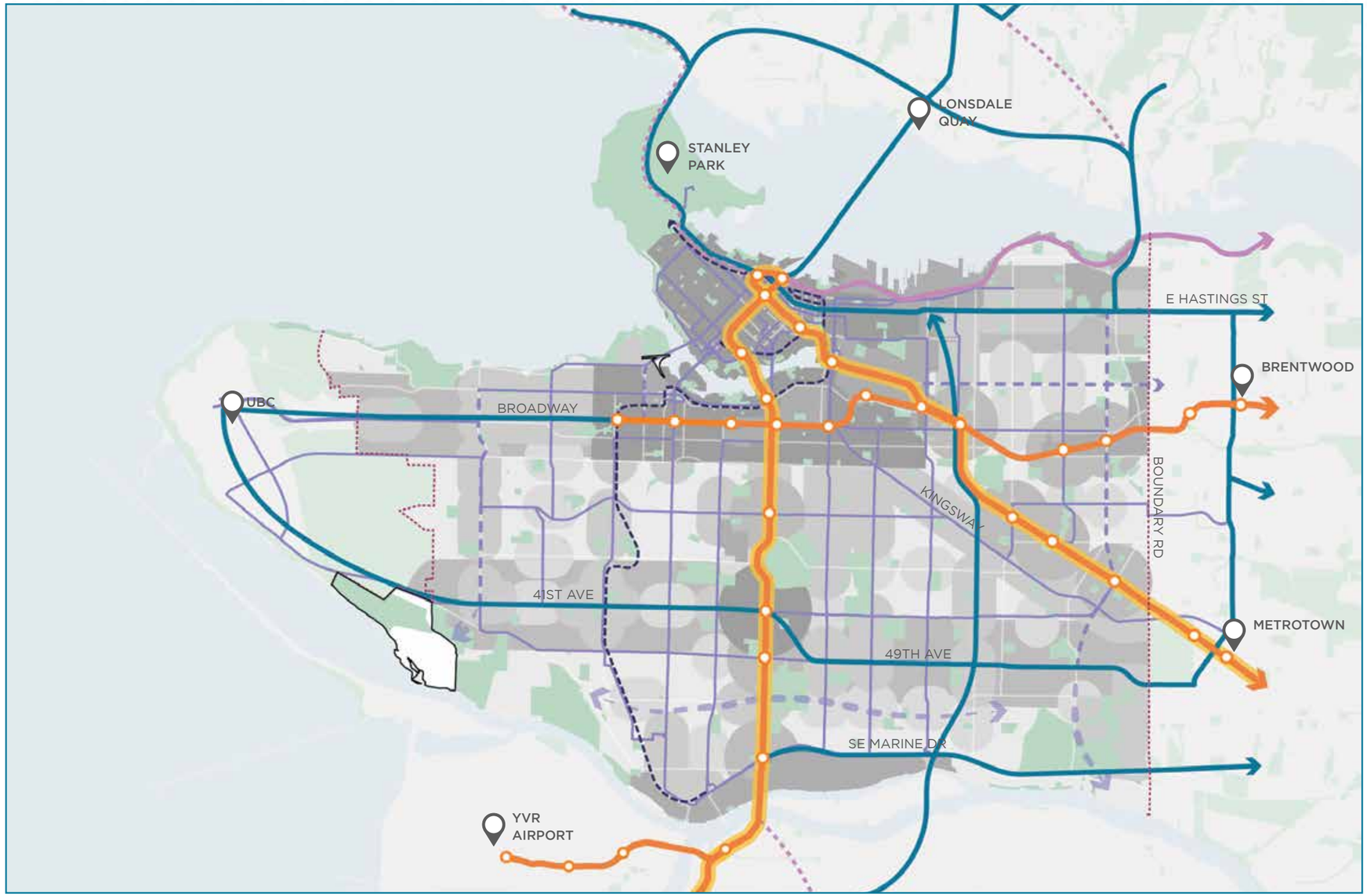
[2] The Major Transit Network (MTN) can be delivered through at-grade bus rapid transit on existing rights-of-way or grade separation where appropriate. Examples of corridors with grade separation in T2050 include Millennium Line extension to UBC (UBCx), Metrotown – Park Royal (Second Narrows) and UBC – Metrotown (41st -49th Ave) including locations in other parts of the region. While T2050 does not specify grade separation on Commercial Dr. north of Broadway, the City will explore compatible alignments and technologies through study and partnership with TransLink.

[3] Frequent Transit Network Expansions are subject to review in partnership with TransLink.

Disclaimer

[†]Future transit alignments are conceptual and may change subject to future, more detailed planning. Transit investments rely on funding from TransLink and the Provincial/Federal governments and timelines are not included in this work.

Map 9: Transit network illustrating potential long-term build out



Existing Transit
- SkyTrain Station
- SkyTrain Line
- West Coast Express
- Frequent Transit Network

Future Transit
- SkyTrain Capacity Relief Measures[1]
- Major Transit Network[2]
- Express/Interregional Transit
- Streetcar Alignment
- Frequent Transit Network[3]

Land Use Strategy
- Metro Core/Broadway + MTC
- Industrial/Employment
- Rapid Transit Area
- Neighbourhood Centre
- Village
- Multiplex Area

- First Nations Reserves
- Parks and open space
- Greenspace in other jurisdictions
- City boundary

Map 10: Greenways (existing and proposed) illustrating potential intensification over time

Greenways
- Established Major Greenways
- Planned Major Greenways
- City Greenways

Regional Network
- Regional Greenways Network

- First Nations Reserves
- Parks and open space
- Public schools
- Greenspace in other jurisdictions
- City boundary

The aim is for all residents to live within a 5-minute walk of a greenway, connecting neighbourhoods and key destinations across the city, and enhancing public life.

Key elements of Vancouver's greenways network are:

Major Greenways: Higher order, city-wide, and regional-serving greenways connecting Vancouver's major and regional destinations (such as destination parks, hospitals, higher education and cultural institutions), spanning shore to shore and beyond city boundaries.

City Greenways: Greenways connecting important city destinations (community parks and public spaces, schools, neighbourhood shops) and that create an interconnected network within the city, connecting Vancouver's many neighbourhoods together.

Neighbourhood Greenways: Smaller scale connections serving neighbourhoods (several blocks) to provide last mile connectivity from major/city greenways to neighbourhood/local destinations (not shown, identified in Community Plans).

Illustration of a future greenway (Source: City of Vancouver)

Icons indicate policies that are advancing:
- Reconciliation
- Equity
- Resilience

Direction 5.1: Land Use and Urban Design

Enable safe and comfortable walking, biking, and transit through land use and urban design

West End Pedestrian Plaza (Source: Paul Krueger, Flickr)

Locating people closer to their destinations and designing buildings oriented towards sustainable travel, makes walking and rolling the easiest and most convenient option for most trips. Allowing a greater mix of uses, including jobs and housing, close to transit increases access to the city, region, and beyond. With new growth, we need to carefully manage private vehicles to reduce impacts on streets and neighbourhoods.

Policies

5.1.1 Reduce the need to drive and decrease carbon emissions by locating shops, services, businesses, and diverse housing types in areas that can be well-served by walking, rolling, biking, and transit.

5.1.2 Design transit station areas as neighbourhood hubs that support seamless travel to and from the station with local amenities for shopping and stopping (such as grocery stores, services, and public spaces).

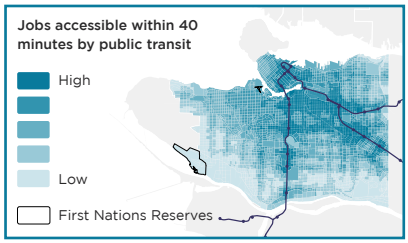
5.1.3 Explore locating shops, services, businesses, and a range of housing types along greenways, while considering vehicle access needs (off of car-free greenways).

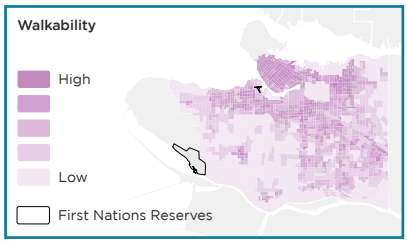
5.1.4 Enhance connectivity through new development to provide a fine-grained walking, rolling, and biking network (e.g., considering new routes and connections through large sites).

5.1.5 Implement policies that disincentivize driving, while planning for those who rely on vehicles to get around (e.g., shared district parking, eliminating minimum parking requirements, limiting parking supply).

Map 11: Areas with less walkability and lower access to jobs by transit under current conditions

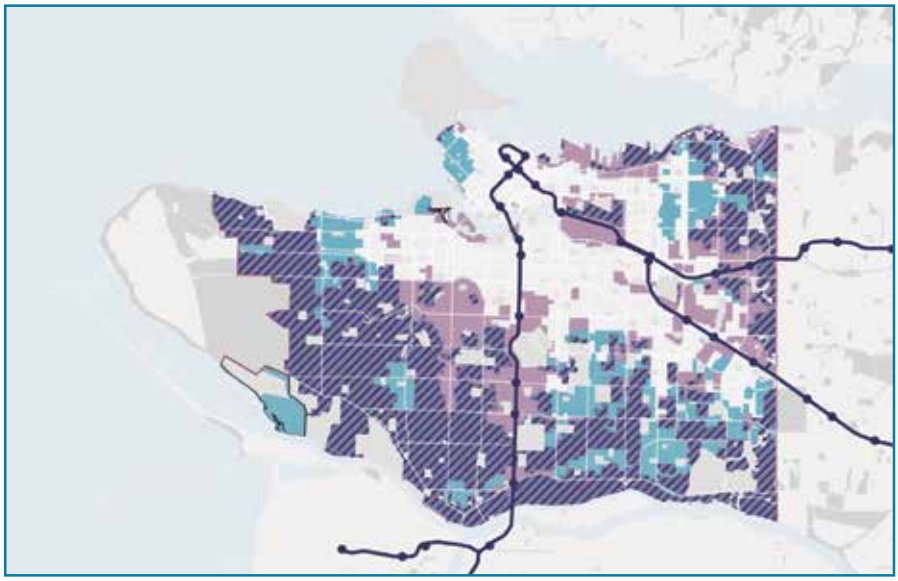
Map inputs:





Walkability index input parameters: street connectivity (density of intersections), land use mix, residential density, commercial density, presence of sidewalks, and sidewalk conditions.

Source: City of Vancouver



Low walkability
Low access to jobs by transit
Low walkability and low access to jobs by transit
First Nations Reserves
Parks and open space
Greenspace in other jurisdictions
City boundary

Direction 5.2: People-First Streets

Create people-first streets by transforming road space to support population growth and the changing needs of residents and businesses

Example of a people-first street (Source: Paul Krueger Flickr)

Over 80% of Vancouver's street space is dedicated to vehicles. As the city grows, we can transform this valuable public asset to make space for people to gather, walk, and bike; and for reliable transit, water management, and habitat corridors. This will require a flexible and adaptable approach, balancing core needs of the street and supporting those that need to travel by car.

Illustration of a future street showing space for walking, biking and transit (Source: City of Vancouver)

Policies

5.2.1 Support safety and comfort for walking, rolling, and biking on local streets to provide greater connections to and through neighbourhoods. Include measures to ensure lower motor vehicle volumes and speeds.

5.2.2 Support safe and comfortable walking, rolling, biking, and transit access to destinations on retail streets. Support public life and the local economy, planning for deliveries and micro-mobility devices.

5.2.3 Reimagine arterials to be safe and livable while efficiently moving people and goods. Reduce the impacts of polluting vehicles and optimize goods movement.

5.2.4 Amplify and intensify the greenways network as car-light to car-free corridors for active transportation and recreation, providing a high-quality, continuous experience with public spaces, ecological and green infrastructure functions.

5.2.5 Provide a network of car-free retail streets in the city centre, supporting public life and the local economy, while considering required services, deliveries, and general vehicle access.

5.2.6 Leverage street improvement projects to deliver co-benefits for transportation, public space, water, and natural systems.

5.2.7 Develop strategies that prioritize walking, biking, transit, and public space on streets over parking, while considering persons with disabilities and others with essential parking needs.

Direction 5.3: Future Planning

Accelerate planning for an equitable and sustainable transportation future for people and goods

Child biking (Source: Jin Cheong)

Building on current plans, the City will work with the community, the Nations, and regional partners to respond to urgent challenges (such as climate change and growing inequities) and new opportunities (such as emerging technologies, expanding transit network, and efficient goods movement).

Policies

5.3.1 Collaborate with the Nations to improve transportation options, including better active travel and transit connections to Musqueam, Squamish, and Tsleil-Waututh developments, and First Nations Reserve Lands.

5.3.2 Identify and address the needs of equity-denied groups in transportation planning, design, and operations; improving access to destinations and opportunities.

5.3.3 Support rapid transit expansion approved through the Regional Transportation Strategy, *Transport 2050*, including Broadway SkyTrain to UBC, and identifying relief measures for Expo Line and Canada Line, as they reach capacity.

5.3.4 Ensure that the efficient and sustainable movement of goods is considered as part of all future planning to strengthen the City's role as a port city and premier Asia-Pacific Gateway.

5.3.5 Plan for emerging mobility-related technologies, such as shared mobility, micro-mobility, and self-driving vehicles.

5.3.6 Update the City's transportation plan and develop a comprehensive Greenways Refresh Plan to advance the directions of Vancouver Plan, building on the *Transportation 2040 Plan*, the *Climate Emergency Action Plan*, and aligning with regional priorities.

Feature Topic:
Transforming Road space
Creating people-first streets by changing how we use road space

We will change our streets to improve walking, biking, and transit and create more space to manage water, create ecological corridors, and for people to gather and enjoy the outdoors.

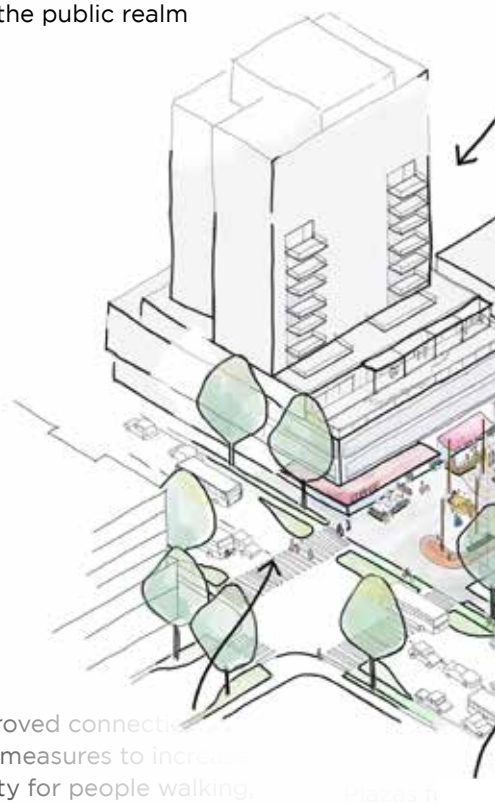
Working with communities, we will redesign streets through pilot projects and street reconstruction, creating new and expanded plazas, parks, and paths.

These streets will:

- Create people-first streets
- Connect and amplify surrounding land uses
- Meet the changing needs of residents and businesses
- Create an integrated network of public spaces, ecological corridors, greenways, and space for walking and biking
- Strengthen resilience and climate responsiveness through the integration of natural assets
- Make walking, biking, rolling, and taking transit safer and more comfortable
- Integrate universal accessibility

Note: For some uses like plazas or bikeways, trial or pilot projects may be undertaken prior to permanent installation, allowing more opportunities for public input.

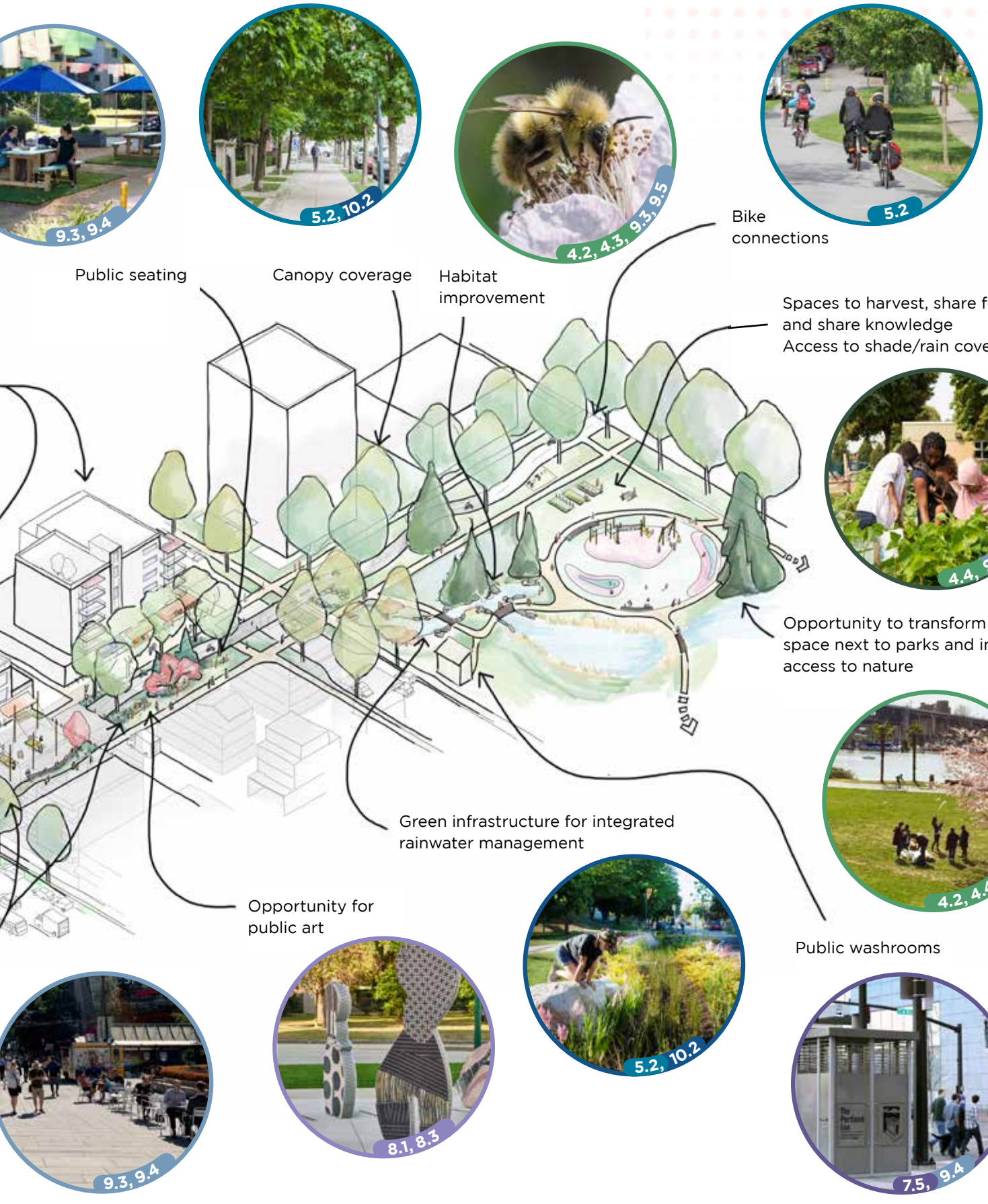
Residential and mixed-use development integrated with the public realm



Improved connections and measures to increase safety for people walking, cycling and taking transit

Plazas for gathering and to support community activities

Images clockwise, starting from the top left corner:
Main Street plaza (Source: City of Vancouver)
Bute Street pedestrian walkway, West End (Source: Paul Krueger, Flickr)
Public seating, 21st and Main Street (Source: City of Vancouver)
Tree canopy, downtown Vancouver (Source: Alison Boulier)
Bumble bee, Jericho Park (Source: Vancouver Park board)
Greenway biking (Source: Paul Krueger)
S. Vancouver Growing Eden Garden Program (Source: City of Vancouver)
Sunset Beach Park (Source: Aaron Lao)
Public washrooms, downtown Portland (Source: iStock photos)
Green infrastructure, Sunset Park (Source: Shannon Mendes)
Family: Five Figures for a Triangle by Lyse Lemieux (Source: Rachel Topham)
800 Robson Plaza (Source: Jaspal Marwah)
Pedestrian crossing (Source: Paul Krueger)



Above: Concept sketch showing a future transformed street. Numbers alongside images (#) indicate related policy direction(s). *See **Part 4** Land Use Strategy and **Part 5** Policy Areas for more information.*

Children playing at the beach (Source: City of Vancouver)

6. CHILDCARE

Vision: **Children and families in Vancouver can access licensed quality childcare in their neighbourhood as part of a universal system.**

Access to quality, licensed childcare and early learning improves health outcomes for children throughout their lives and helps to equalize outcomes among all children regardless of race, ethnicity, household income, or neighbourhood. It enables families to live in the city, and is critical to a thriving, healthy, and stable economy by allowing parents to participate fully in the workforce. As a key determinant of female labour force participation, access to affordable and quality childcare is essential to achieving gender equality.

Just as public schools provide children with quality education in their neighbourhoods, families require access to quality early learning and childcare they can afford. In 2020, childcare was deemed an essential service in Canada, yet the availability of quality, affordable childcare remains a struggle for many families in Vancouver. As of 2021, less than half of children whose parents need licensed full-time childcare (to go to work, study, or for other needs) can access it.

Provincial and Federal governments have made commitments and taken steps towards universal childcare where all parents can access affordable, quality childcare. Childcare is a responsibility of senior governments, but the City can continue to leverage land use planning tools, investments, and partnerships to support and advance this resource. Vancouver will continue to be a municipal leader in facilitating the creation, retention, and renewal of childcare spaces, working in partnership with senior governments, the development community, non-profit operators, and Community Centre Associations.

Through collective efforts, Vancouver will ensure a future where all children have an opportunity to develop to their full potential and childcare is the backbone of a thriving, equitable economy.

Direction 6.1: Universal Childcare

Expand, support, and retain not-for-profit operated childcare spaces alongside planning for housing and jobs, as part of complete neighbourhoods

Children at the Creekside Child Development Centre - a childcare centre co-located with Creekside Community Centre (Source: City of Vancouver)

Childcare is an important element of complete neighbourhoods and thriving economies. A universal childcare system requires key partnerships to enable the expansion of not-for-profit operated childcare spaces. Identifying opportunities for childcare delivery requires thoughtful consideration around location, space requirements, and design features. This will ensure safe and accessible spaces that help children thrive.

Policies

6.1.1 Align rate of childcare development with growth of housing, schools, and job spaces.

6.1.2 Integrate childcare in all suitable areas of the city, prioritizing investments and incentives that would have the greatest impact on equity (e.g., target investments in areas where there is a greater population of low-income families or underserved employment areas).

6.1.3 Plan for a diversity of childcare facility types on a variety of sites (e.g., district childcare hubs close to, or co-located with, elementary schools and other social infrastructure).

6.1.4 Apply incentives and/or requirements to deliver and secure not-for-profit operated childcare in both City-owned and non City-owned facilities, including alignment with large sites, housing, and employment developments.

6.1.5 Ensure all facilities are designed, located, and built to support healthy child development. Integrate Indigenous perspectives into planning and design for childcare services.

Connection to existing policies

Vancouver City Council has twice endorsed the $10aDayPlan for universal childcare, in 2011 and 2021. ***Making Strides: Vancouver's Childcare Strategy*** *(2022)* provides a policy framework and investment strategy to support a universal childcare system. Other City policies also highlight childcare as a priority, including the ***Employment Lands and Economy Review*** (2020), the ***Women's Equity Strategy*** (2018), the ***Community Economic Development Strategy*** (2016), and the ***Healthy City Strategy*** (2014).

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Background: Community infrastructure in its many forms; Inset: Trout Lake Rink (Source: City of Vancouver)

7. COMMUNITY INFRASTRUCTURE

Vision: **Vancouver's community infrastructure meets the needs of all residents. It is resilient, equitably distributed, and responsive to population growth and changing needs.**

Community infrastructure plays an essential role in the lives of Vancouver residents, providing access to the activities, services, and supports people need to stay healthy, engaged, and connected throughout life. Community infrastructure (e.g., libraries, community centres) are invaluable resources, especially for those who are from lower socio-economic populations or equity-denied communities.

Some community infrastructure and services are delivered by the City and its boards, such as libraries and community centres. Others are delivered by non-profit organizations (NPOs) and community partners, often with support from the City through leases and/or operating grants. The City creates opportunities for both City and community-operated services by working with the development sector and senior governments to secure and maintain spaces. There are also many other community services in Vancouver that are not operated or supported by the City, which also play a significant role in the community infrastructure 'ecosystem' to support healthy communities.

Over the next 30 years, community facilities will need to respond to a growing, diverse, and changing population. Upgrades and investments are necessary to keep pace with population growth and to ensure equitable access. At the same time, we need to ensure our network of community infrastructure is financially sustainable.

Connection to existing policies

Vancouver has a number of policy documents covering different aspects of community infrastructure, facilities and services. These include: ***Community Centre Strategy*** (2022), ***Spaces to Thrive: Vancouver Social Infrastructure Strategy*** (2021), ***VanPlay Parks and Recreation Masterplan*** (2020), the ***Public Washroom Strategy*** (2020), ***Resilient Vancouver Strategy*** (2019), and the ***Vancouver Public Library (VPL) Facilities Master Plan*** (2018). The Vancouver Plan plays an important role of advancing implementation of these existing policies through city-wide land use policies and planning.

The Vancouver Plan focuses on the following types of community infrastructure:

- **City-delivered community infrastructure:** facilities funded, operated and/or jointly operated by governing boards and partners such as the Vancouver Public Library (Vancouver Public Library Board) and community centres (Park Board and Community Centre Associations), as well as City-run social and community centres such as Carnegie Centre, Evelyne Saller Centre, and The Gathering Place

- **NPO-operated and City-supported community infrastructure**: facilities including neighbourhood houses, family places, youth, seniors' and social service centres, spaces for immigrant-serving organizations, social enterprises, Indigenous healing and wellness centres, food-related infrastructure (such as community kitchens), and other facilities that provide space for community use (such as cultural centres, community halls, and places of worship)

Other Civic Facilities and Services
Emergency services and other civic facilities and services are additional components of the city's essential community infrastructure network. They include: the Vancouver Police Department; Vancouver Fire Rescue Services; Mountain View Cemetery; Public Works Yards; City Hall campus buildings that support municipal functions; and the city's network of public washrooms. Together, these services and facilities play a critical role in supporting Vancouver residents and the City's municipal functions.

Vancouver Public Library, nə́caʔmat ct Strathcona Branch (Source: Vancouver Public Library)

Direction 7.1: Community-serving spaces

Deliver and support community-serving spaces across all neighbourhoods to meet population growth and changing needs, prioritizing underserved communities

A range of community-serving spaces offered at Hillcrest Park (Source: City of Vancouver)

Community-serving spaces enable the delivery of programs that foster health, well-being, and resilience; promote a sense of belonging; and help residents meet their basic needs. These critical programs are delivered by public, non-profit, and community operators in a variety of spaces. Community infrastructure is critical to support Vancouver's population, particularly equity-denied groups. There is strong and growing demand for these spaces and the services they provide.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

7.1.1 Ensure growth is supported with community-serving spaces, aligned with the *Spaces to Thrive: Vancouver Social Infrastructure Strategy*.

7.1.2 Identify strategic opportunities to make space for new community-serving uses (e.g., within new developments on City-owned or private sites) in areas where known service gaps exist.

7.1.3 Centre an Indigenous approach to community infrastructure that honours the relationship to xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations) through design, cultural elements, and partnerships with urban Indigenous-led service providers.

7.1.4 For City-delivered and City-supported facilities located in areas of existing cultural redress initiatives (e.g., Hogan's Alley, Chinatown, Paueru-gai, Punjabi Market) and future redress initiatives, ensure statements of cultural significance and partnership with those communities inform the development process, from pre-planning to project delivery.

7.1.5 Develop anti-displacement incentives for NPO-operated social services and programs, including the replacement of existing and the creation of new spaces in high growth and other strategic locations.

7.1.6 Locate new City-delivered facilities close to transit and other services to optimize access and convenience for users.

Direction 7.2: Libraries

Maintain and enhance access to library spaces that are welcoming and enable residents to engage with information, ideas, and each other

Vancouver Public Library, Renfrew Branch, Early literacy space (Source: VPL)

The Vancouver Public Library (VPL) plays a vital role in communities. Libraries provide books, media, accessible information, research support, free learning opportunities, free indoor public space, meeting rooms, and shared spaces through the Central Library and 20 branches across the city. The library is facing high demand within aging facilities and insufficiently sized branches in neighbourhoods where the majority of residents live.

Policies

7.2.1 Ensure growth is supported with increased library space, with the majority of additional space allocated to branches, in alignment with *VPL's Facilities Master Plan*.

Direction 7.3: Community centres and recreational facilities

Ensure community centres and recreational services continue meeting the needs of all communities

Aquafit class (Source: City of Vancouver)

Vancouver's community centres and recreational facilities are important hubs for community life, health, and play. Their programs and spaces, made possible by partnerships with the Community Centre Associations, contribute to the health of communities and our sense of connection, expression, and identities. Vancouver Plan will ensure these facilities provide for existing and future residents.

Policies

7.3.1 Ensure the equitable delivery of services by protecting, renewing, and upgrading facilities and assets (e.g., community centres, recreational facilities, and public washrooms) in alignment with growth and the goals and targets detailed in *VanPlay.*

Direction 7.4: Co-located Spaces

Enable more social and community uses through co-location, shared spaces, and the use of underused or vacant spaces

Marpole Community Hub (Source: Marpole Oakridge Family Place)

Locating multiple services in the same facility can result in many benefits: creating more affordable space; allowing organizations to collaborate and deliver innovative services; increasing opportunities to share resources and services; and enabling residents to access multiple services in the same location. The City can facilitate the use of shared community space in civic buildings, particularly where facilities such as libraries, community centres and other civic amenities are co-located.

Policies

7.4.1 Plan and design City-owned civic facilities to accommodate co-location of multiple NPO tenants.

*The **non-profit sector** plays an essential role in the delivery of social-serving programs. While governments and funders help to build and regulate spaces for NPOs (e.g., by providing grants and advocating for the importance of social infrastructure), NPOs give purpose to these spaces. They work by responding to needs in their communities, delivering critical social programs and services.*

Nearly half of social NPOs in Vancouver have reported a lack of suitable, affordable, and secure space to meet community needs. A majority of organizations face unstable tenure (i.e., short lease terms) and limited funding.

Direction 7.5: Access to Safe Public Washrooms

Expand the range of public washrooms for all residents and ensure access for people who currently experience barriers to water and washrooms as a human right

Public toilet, downtown Portland (Source: iStock photo)

Policies

7.5.1 Improve access to washrooms in plazas, City-owned civic facilities, and other public spaces.

7.5.2 Work with non-profit agencies and business owners to increase washroom services and infrastructure, to align service provision with need.

Access to washrooms is a fundamental human right, and providing washroom services as the city grows is essential. Improving the safety, accessibility, availability, and cleanliness of washrooms is a high priority for the public, particularly important for women and gender-diverse people, people experiencing homelessness, sex workers, people who use drugs, and other communities who rely on public washrooms for basic human needs.

*As of 2021, there were 106 public washrooms facilities in the city with the majority open from dusk to dawn. The Vancouver Public Library also offers washroom access across its 21 locations. The City's **Washroom Trailer Program** emerged as a human rights response during the COVID-19 and opioid public health crises. The program is supported to ensure safety and accessibility.*

*The **Public Washroom Strategy** (led by the Vancouver Park Board) begins with an understanding that washrooms are an essential public service and that everyone is entitled to safe, clean, and accessible washrooms; and lays out a plan for how to deliver facilities in a feasible and comprehensive approach.*

Tsleil-Waututh Wolf Dancer (Source: Nancy Bleck)

8. ARTS, CULTURE AND HERITAGE

Vision: **Vancouver has elevated arts, culture, and heritage in ways that reflect Vancouver's diversity, position on unceded territory, and right relations with Musqueam, Squamish, and Tsleil-Waututh Nations.**

Vancouver is home to world-renowned artists, diverse cultural traditions and industries, and a flourishing music scene. We are also at the centre of an Indigenous cultural resurgence. The xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations) and urban Indigenous Peoples, as well as people from around the world, have instilled Vancouver with qualities, stories, heritage, and character that make the city unlike any other.

Theatres, studios, public art and plazas, and cultural centres enliven Vancouver, while our architectural forms and monuments reflect our identities and histories. The city's heritage—from oral traditions and rituals to archeological sites, historic areas, and buildings—tells a rich and complex story that is Vancouver.

Arts, culture, and historic areas contribute to the city's identity, collective experiences, and the economy, driving tourism and job creation. At the same time, artistic and cultural communities experience increasing costs, limited incomes, loss of production and presentation spaces, and restrictive regulations. Further, heritage resources are vulnerable to redevelopment pressures. If left unchecked, Vancouver will lose its highly valued arts, cultural, and heritage resources.

The City and community should support, resource, celebrate, and protect arts, culture, and heritage in ways that recognize the importance of Reconciliation, decolonization, equity, and accessibility. Opportunities for arts and cultural spaces and businesses should be created throughout the city. Current definitions of heritage should be expanded to emphasize both tangible and intangible heritage assets and values.

Connection to existing policies

The ***Vancouver Heritage Program*** (2020) provides a renewed vision for heritage in Vancouver. ***Culture\|Shift*** (2019), ***Making Space for Arts and Culture*** (2019) and the ***Vancouver Music Strategy*** (2019) affirm the City's commitment to arts and culture. The Vancouver Plan advances these policy documents through land use policies and planning.

Area of high concentration of arts and cultural spaces and heritage resources: Continue to support a high concentration of arts, cultural production and performance spaces, and heritage assets. Identify arts and cultural districts and/or heritage districts and cultural landscapes, with tools for their protection.

High Streets and Commercial Hubs: Support diverse, affordable, accessible non-profit arts and cultural spaces. Support adaptive reuse of under used and heritage buildings, where possible.

Rapid Transit Areas, Neighbourhood Centres and Villages: Foster public spaces that are culturally vibrant, promote social connection, and cultural expression. Support adaptive reuse of underused and heritage buildings, where possible.

Industrial Areas: Support affordable non-profit arts, culture, and music production spaces and reduce regulatory barriers. Support adaptive reuse of underused or heritage buildings, where possible.

***Ethno-cultural Community Areas:** Explore protection of cultural heritage assets, heritage values, services, and/or businesses for or from ethnic communities.

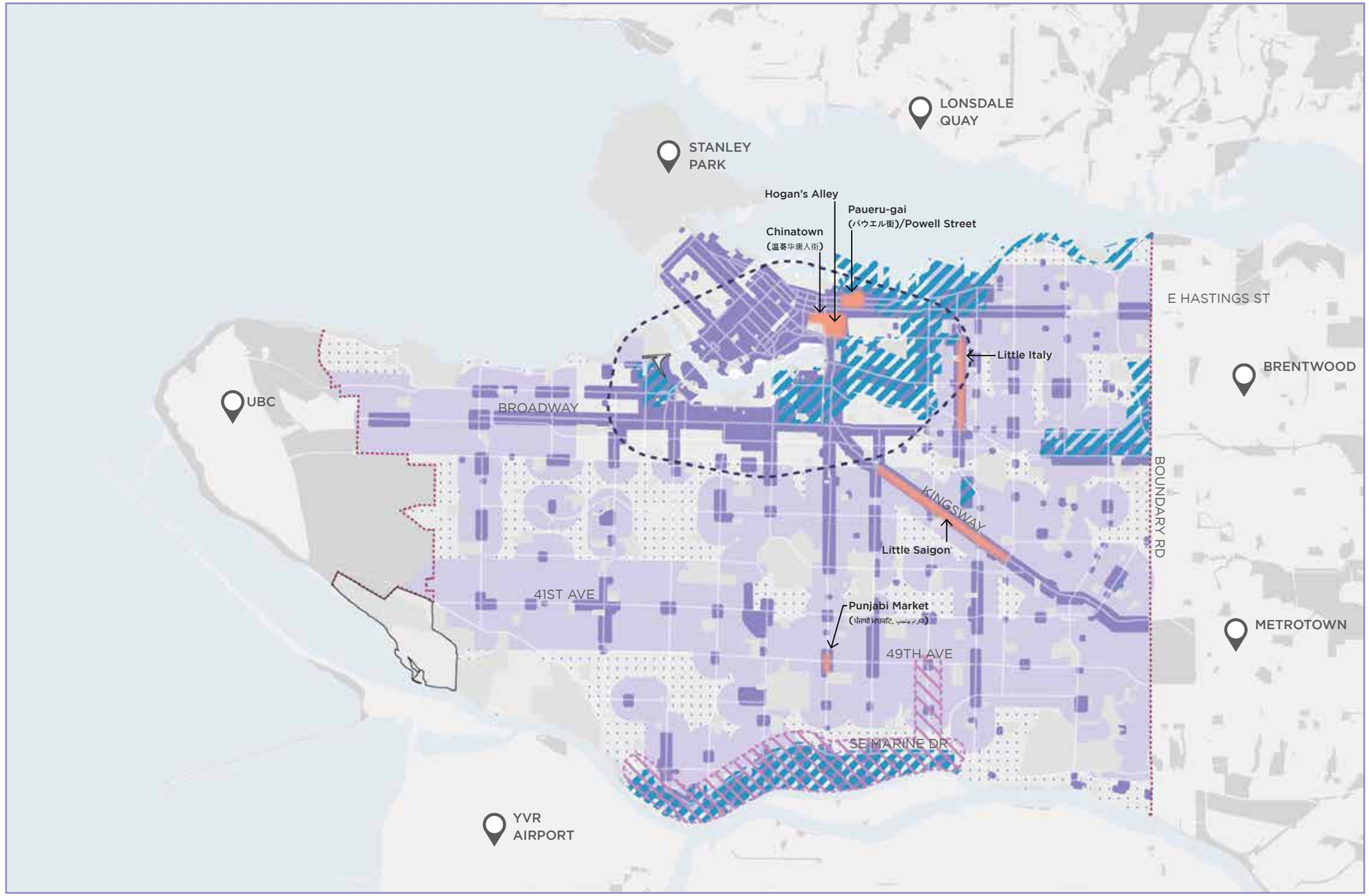
Multiplex Area: Increase opportunities for cultural production and programming in community centres, schools, libraries, and/or outdoor areas. Explore options for arts and cultural production as home-based business.

Marine Drive and Knight Street Study Area: Explore arts and cultural production as part of study.

*areas identified on this map only represent Council recognized areas to date, and do not reflect all potential areas.

Prioritize, support and make visible Musqueam, Squamish, and Tsleil-Waututh cultural spaces, places, and areas of cultural significance city-wide, as guided by the Nations.

Map 12: Areas where certain policies support arts, culture and heritage



- Area of high concentration of arts and cultural spaces and heritage assets
- High Streets and Commercial Hubs[1]
- Rapid Transit Areas, Neighbourhood Centres and Villages
- Industrial Areas
- Ethno-cultural Community Areas
- Multiplex Area
- Marine Drive and Knight Street Study Area
- First Nations Reserves
- Parks and open space
- Greenspace in surrounding jurisdictions
- City boundary

[1] High Streets and Commercial Hubs were identified in a consultant study as areas with existing retail-commercial space. Through the Vancouver Plan, the city will seek opportunities to expand these areas over the long term.

Direction 8.1: Arts and Culture Focus

Embed arts and culture in city building

Koko by Peter Gazendam, Brewers Park (Source: Rachel Topham)

Arts and culture contribute to neighbourhood vitality and help define Vancouver's identity. Vancouver Plan supports arts and culture as a core civic priority through appropriate investments and a focus on land use and infrastructure planning, processes and policies.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

8.1.1 Ensure cultural vitality is integrated into Vancouver's sustainable development, identity, livability, and economic prosperity, by including arts and culture in land use planning processes and policies.

8.1.2 Consider and support, artist and community-led priorities and practices in land use planning processes and policies, particularly elevating artists' voices of equity-denied groups.

Direction 8.2: Arts and Cultural Spaces

Expand and support spaces to produce, present, and experience arts and culture

Man Up Productions (Source: Chanel Viner)

A thriving arts scene, and the people who make it, require spaces for production, performance, and practicing. *Making Space for Arts and Culture* identifies 10-year targets of "no net loss" of Vancouver's cultural spaces and 650,000 square feet of new or repurposed space for professional and community arts and cultural activities. This includes art and rehearsal studios, outdoor performance venues, museums, and galleries. Vancouver Plan supports the creation of new, affordable, and diverse spaces, while seeking to protect existing arts and culture spaces.

Policies

8.2.1 Prioritize, support and make visible the Nations' cultural spaces, places, and areas of cultural significance, as led by the Nations.

8.2.2 Identify arts and cultural districts where there exists a high concentration of arts and cultural production or presentation spaces, and develop tools for their protection.

8.2.3 Continue to remove regulatory barriers and update policies and guidelines to reduce displacement and protect arts, cultural, and music spaces.

8.2.4 Support the growth of diverse, affordable, accessible non-profit arts and cultural spaces city-wide.

8.2.5 Include public art, and arts and cultural spaces in new community and civic facilities, such as libraries, fire halls, community centres, and City Hall.

8.2.6 Develop outdoor music and performance spaces in parks and other public space.

8.2.7 Support innovations in ownership and operations such as land trust models, funding models, shared spaces, and community-owned assets.

8.2.8 Support integration of arts and cultural spaces into new mixed-use developments, particularly in areas where existing arts or cultural spaces could be displaced.

8.2.9 Apply equity and accessibility approaches when planning for cultural spaces and programs, addressing how different equity-denied groups may experience physical, social, cultural, linguistic, spatial, or financial barriers to participation.

Direction 8.3: Heritage Stewardship

Ensure meaningful and respectful stewardship of tangible and intangible heritage resources, in particular supporting Indigenous and equity-denied communities' perspectives and approaches

Untitled (Welcome Figure) by Darren Yelton (Source: City of Vancouver)

Culture and heritage can expand and deepen our understanding of the city's remarkable diversity, past and present. It is important to recognize and celebrate the many cultural communities that comprise the city and to advance understanding of cultural heritage and cultural landscapes. The City and community must address historic and current discrimination, erasure, and loss experienced by many communities.

Policies

8.3.1 Prioritize and support the Nations' visibility, voice and cultural practices across the city through public art, revitalization of həńq̓əmiń̓əm and Sḵwx̱wú7mesh languages, cultural spaces and programming, educational initiatives, and design, as led by the Nations. Explore and expand tools and methods to protect cultural heritage sites (archaeology) and culturally important places.

8.3.2 Explore methods and expand planning tools to protect tangible and intangible heritage assets, heritage values, and historic places with a focus on ethno-cultural community areas and cultural redress areas.

8.3.3 Ensure the *Vancouver Heritage Program* furthers an understanding of the Nations' cultural heritage and historic places, and those of equity-denied groups. This will include upgrades to the *Vancouver Heritage Register (VHR)* for more equitable and diverse representation of heritage values and resources.

8.3.4 Encourage heritage conservation by supporting adaptive reuse of historic buildings, including accommodating arts, cultural, and community-serving uses whenever possible.

8.3.5 Integrate input from communities on their histories and heritage values in area planning processes, including from the Nations.

8.3.6 Identify and protect new heritage districts or cultural landscapes where there is a high concentration of tangible or intangible heritage assets, including development of historic context statements.

Historic Gastown (Source: Cory Dobson)

Sunset Serenade, Keys to the Streets at Spyglass Dock (Source: Steve Chou)

9. PUBLIC SPACE

Vision: **Vancouver's public space network is welcoming, inclusive, and resilient.**

Vancouver's plazas, parks, streets, paths, and beaches make the city a vibrant place to live. These outdoor public spaces are where people gather, explore, and connect. Vancouver's public spaces also support social, cultural, and political activities, as well as the local economy and natural environment. Access to local public space is critical for our health and well-being, and these spaces serve as living rooms and backyards for many people, including the most vulnerable members of our communities. Public space is fundamental to participation in public life. Safe and equitable access to quality spaces across the city for everyone is critical to the social well-being of the community.

Vancouver has a great legacy of public spaces, including waterfront parks and the seawall, neighbourhood plazas, and vibrant high streets. However, as Vancouver continues to grow, demands on our public space network will also increase. Public space must accommodate many different and sometimes competing uses, with limited space and resources.

Through collaboration with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations)) and community partners, the City will build a public space network that plays a key role in addressing major challenges: responding to climate change; protecting ecosystems; and building an equitable, diverse and culturally vibrant city.

Connection to existing policies

The City has several policies covering different aspects of public space, including ***Places for People: Downtown Public Space Strategy*** (2020), ***VanPlay Parks Masterplan*** (2020), ***Transportation 2040*** (2012), and the ***Plaza Stewardship Strategy*** (forthcoming), but a comprehensive, city-wide approach is lacking. The Vancouver Plan begins to address key gaps in existing policies and deliver city-wide direction.

Direction 9.1: Indigenous Stewardship

Support the Nations in shaping public spaces

Pulling Together Canada, Gathering of Canoes (Source: City of Vancouver)

Ongoing colonial practices continue to impede Indigenous Peoples' rights, visibility, and voice. Reconciliation efforts and strengthening relations with the Nations and urban Indigenous Peoples are fundamental to the City's stewardship of public spaces. The City commits to work with the Nations to identify, participate in, and lead public space projects and ongoing management.

Policies

9.1.1 Work with the Nations to identify, prioritize, lead, and deliver public space projects, where appropriate.

9.1.2 Seek opportunities to create public spaces specifically designed for the Nations' use, including land and water access, artistic and cultural expression, and traditional harvesting.

9.1.3 Explore opportunities to integrate the həńq̓əmiṅəm̓ and Sḵwx̱wú7mesh languages in public spaces, including naming spaces, as led by the Nations.

9.1.4 Work with urban Indigenous communities and organizations to support their public space priorities, and work with the Nations to ensure that local protocols and procedures are followed, where they deem appropriate.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Direction 9.2: Inclusive Public Life

Promote an inclusive public life, by prioritizing underserved areas and equity-denied groups

Hot+Noisy Chinatown Majong Social, Chinatown Memorial Plaza, Community Partners: Youth Collaborative for Chinatown 青心在唐人街 (now Chinatown Generations) (Source: Jonathan Desmond Photography)

Communities and individuals who are racialized may face barriers to participating in public life and lack representation in public spaces, as do those who are marginalized because of their sex, gender identity, sexuality, background, ability, age, and/or economic status. To build truly welcoming, inclusive, equitable, and culturally vibrant public spaces, the City must work with equity-denied groups to understand and prioritize their needs and perceptions of safety, and put underserved areas first.

Policies

9.2.1 Meaningfully engage equity-denied groups to better understand their experiences of public spaces, and prioritize their preferred uses and perceptions of safety in public space planning and design.

9.2.2 Prioritize underserved areas and communities when identifying public space projects and investments.

9.2.3 Recognizing that public space improvements and programming can displace street-involved and homeless persons and sex workers, ensure engagement with existing communities and outreach staff to better address their needs.

Direction 9.3: Grow and Enhance the Network

Grow and protect the public space network, to provide ample, high-quality public spaces and robust connections across all neighbourhoods

Pop-Up Plaza at 21-Main St. stewarded by Coco et Olive café, Little Mountain Neighbourhood House, local residents, and local artists. (Source: City of Vancouver)

Public spaces must accommodate a broad range of uses and activities. However, a limited land supply, increasing density, and limited tax dollars, constrain the City's ability to deliver and maintain public spaces. Creative and flexible approaches will be necessary to grow and protect the public space network, including innovating strategies for land acquisition, partnerships on private property, and the creative reuse of streets.

Policies

9.3.1 Identify opportunities to provide a full spectrum of public space types and uses for each neighbourhood, to support: gathering and social connection; cultural expression and celebration; civic action and democratic expression; respite and connection to nature; physical activity, health, and well-being; food security and local economic vibrancy.

9.3.2 Ensure the public space network provides easy and enjoyable connections to landmarks and attractions, to and through neighbourhoods, and to green spaces.

9.3.3 Explore how the existing street network can create more space for people-first uses and natural habitat.

9.3.4 Deliver new and renewed public spaces through development (including large site development), rezoning, and land acquisition, where there is an identified need.

9.3.5 Update land use policy to support more public space delivery through private property development, where feasible (e.g., privately owned public spaces or 'POPS').

Direction 9.4: Universal, Safe, All-season Design

Create universally accessible and safe public spaces that are dignified and comfortably accommodate all people, throughout the day and across all seasons

Rainy Days, šxʷƛ̓ənəq Xwtl'e7énk̲ Square (Source: City of Vancouver)

For many Vancouver residents, public space often serves critical functions in their daily lives, including access to services and neighbourhood connections. Public spaces need to be dignified, universally accessible, and comfortable for people all year round, in all weather, and provide core infrastructure to support basic needs.

Policies

9.4.1 Establish accessibility as the baseline for public spaces.

9.4.2 Provide critical infrastructure to support public life (e.g., seating, power, lighting; and access to public washrooms, drinking water, and misting stations).

9.4.3 Incorporate weather protection, weather-mitigating elements, and appropriate programming for rain/winter and summer/heat conditions.

9.4.4 Encourage safe and welcoming evening experiences in nightlife areas and encourage a greater diversity of activities in the adjoining public spaces.

Direction 9.5: Nature, Ecology and Resilience

Ensure the public space network supports the city's social and ecological resilience

Stormwater retention pond at Hinge Park (Source: PWL Partnerships)

The public space network that includes parks, playgrounds, plazas, streets, sidewalks, and laneways, is an extensive land base in Vancouver, and thus a significant opportunity to respond to climate change. Where possible, we will repurpose portions of these areas for habitat protection, rainwater management, heat island mitigation, disaster response planning, and active transportation.

Policies

9.5.1 Integrate natural assets and ecosystem services into the public space network to increase neighbourhood resilience and improve the city's ecological health.

9.5.2 Design public spaces to be responsive to the natural environment, and recognize the Nations as leaders of environmental and ecological protection.

9.5.3 Explore the use of public spaces as response hubs, to support Vancouverites in times of earthquakes, flooding, or other natural disasters.

9.5.4 Enable residents to connect through sharing and growing food by creating food and medicine gardens and outdoor picnicking facilities in public spaces.

9.5.5 Integrate active transportation and micro-mobility into the public space network, including public bike share, to better connect neighbourhoods and key destinations.

Direction 9.6: Community Partnership

Build and invest in community partnerships, fostering broader participation and social connection, and promoting resilient, community-led stewardship of public spaces

Pop-up Plaza at Maple St. and 4th Ave in partnership with West 4th Ave BIA, Museum of Vancouver and Kits House (Source: City of Vancouver)

Community involvement is critical to the success of public spaces, as residents, community organizations, and businesses have immediate knowledge of the public space needs in their local neighbourhoods and can help drive the delivery of local programming, events, and placemaking in public spaces. The City must continue to build partnerships, and empower community stewards to co-manage public spaces by providing them with the right tools, including outreach and education, staff support, and sufficient service levels.

Policies

9.6.1 Partner with community organizations, non-profits, event organizers, and local businesses to co-manage public spaces in their neighbourhoods; and develop outreach, education, and communication tools, as part of an inclusive public space management approach.

9.6.2 Expand the opportunities for lower-barrier work through public space programming, stewardship, and vending.

9.6.3 Design public spaces with built-in flexibility and infrastructure to accommodate a wide range of uses, and to allow communities to evolve the spaces over time.

9.6.4 Lower barriers to public participation in community-led placemaking and programming, by improving coordination between jurisdictions, and strengthening communication tools, programs, and funding.

Bioswale, Southeast False Creek (Source: Wendy de Hoog)

10. WATERSHEDS AND WATER RESOURCES

Vision: **Vancouver has resilient water, sewer, and drainage systems that restore natural watershed functions, adapt to climate change, and serve communities equitably.**

Vancouver is located in a temperate rainforest surrounded by water - from the Fraser River shoreline and coastal waters of the Salish Sea, to the rain that falls from the skies.

Local Indigenous communities have valued, celebrated, and relied upon sustainable water management practices for millennia. Since the arrival of the settlers, urban development has disrupted the water cycle, degraded natural systems, and eliminated important natural assets. Old growth forests that absorb excess water were cleared, creeks that slow and store water flow were buried, wetlands that treat water and support our ecosystems were drained, and a combined sanitary and stormwater pipe system with limited capacity was built, resulting in frequent spills of polluted water into our surrounding environment. The cumulative impacts of this harm have reduced or eliminated opportunities for the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations (the Nations) to fish, harvest shellfish, and practice culture.

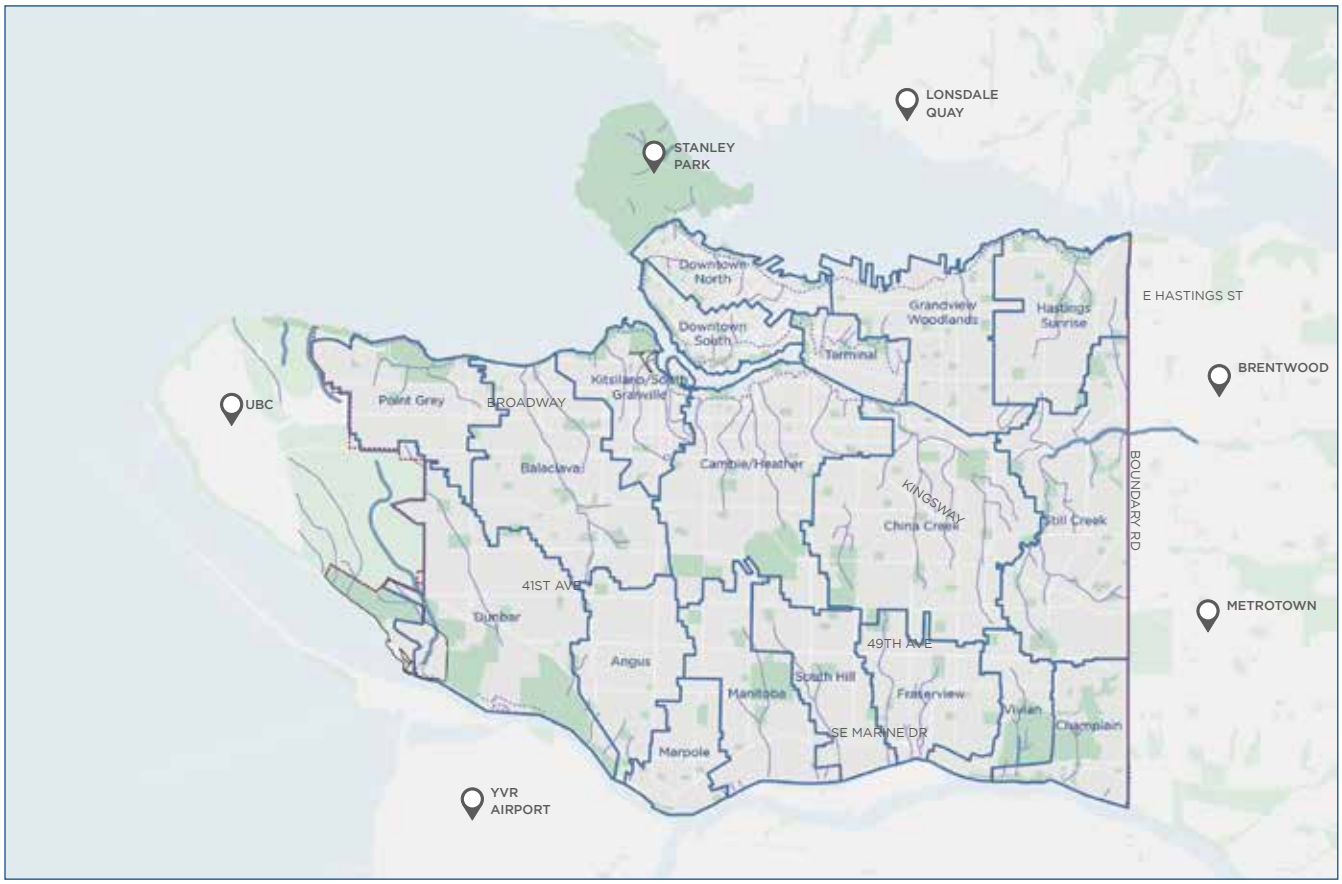
Looking to the future, Vancouver will plan water-related systems to incorporate Indigenous environmental stewardship principles; protect watersheds and natural water resources; be resilient to climate change risks such as water shortages, flooding, sea level rise and drought; and deliver equitable and adaptable services to the communities.

Moving forward, the City will rethink systems and approaches to maximize nature-based solutions and accommodate population growth, and respond to pressures of urbanization, water consumption trends, and rising construction costs.

Connection to existing policies

The City's leading water management policies include the ***Water Demand Management Strategy*** (2021) to manage our drinking water supply, the ***Drinking Water Conservation By-law*** (updated 2021), and the ***Rain City Strategy*** (2019) to capture and treat rainwater closer to where it falls. The Vancouver Plan will further this work through city-wide land use planning and policies.

Map 13: The city's urban watersheds - to inform a watershed-based planning approach



- Urban watershed
- Existing streams
- Old streams
- Old shoreline
- First Nations Reserves
- Parks and open space
- Greenspace in other jurisdictions
- City boundary

One Water planning approach

The City has adopted a One Water planning approach to managing water. This approach values all forms of water, considers the entire urban water cycle, and integrates all aspects of water management and infrastructure with nature.

Figure 23: One Water planning approach

Direction 10.1: City-Wide Water Resource Planning

Take a holistic approach to managing all water resources and improving the health of the aquatic environment

Hadden Beach, English Bay (Source: Wendy de Hoog)

Development has dramatically altered water systems in the area, and management practices have polluted local waterbodies and aquifers. In addition, climate change will continue to create challenges in the years to come. A watershed-based planning approach recognizes that healthy water systems are important for a thriving urban environment and that all forms of water are interconnected.

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

Policies

10.1.1 Use a watershed-based planning approach when considering infrastructure investments, land use changes, and growth servicing, guided by the *Healthy Waters Plan*.

10.1.2 Protect and manage groundwater by minimizing contamination, enhancing recharge, and ensuring sustainable use of the resource.

10.1.3 Build and maintain a water distribution system that is resilient, sustainable, and makes drinking water and fire protection accessible to all as the city grows.

The Healthy Waters Plan

The ***Healthy Waters Plan - Adapting and Integrating Sewage & Rainwater Management in Vancouver*** (underway), is under development in partnership with the Nations and Metro Vancouver, and will guide sewage and rainwater management policy, advocacy, and strategic long-range investments. The plan drivers include water quality, climate adaptation, aging infrastructure, combined sewer overflows and stormwater runoff pollutants, affordability, and population growth.

Hinge Park Wetland (Source: City of Vancouver)

Direction 10.2: Manage Water on Boulevards, Sidewalks, and Streets

Manage water on public property to address climate change risks and achieve associated co-benefits

Sunset Park Bioswale (Source: Shannon Mendes)

Climate change impacts, including heat island effects, droughts, flooding, and sea level rise, are worsening the inequity and affordability of the City's water management systems. This calls for a shift in planning and providing services to communities, primarily the use of public land to manage rainwater closer to where it falls, while enhancing ecosystems and public spaces.

Policies

10.2.1 Reallocate parts of the public right-of-way (e.g., streets and sidewalk areas) to expand the breadth and scale of nature-based assets such as green rainwater infrastructure.

10.2.2 Develop a city-wide blue green network of connected park-like streets that manage rainwater, support climate adaptation and biodiversity, and create public space opportunities.

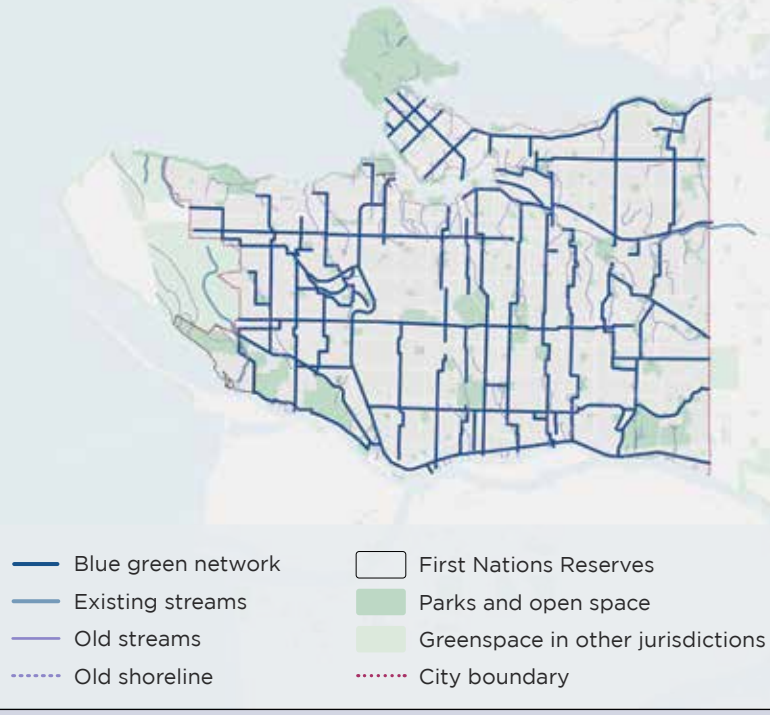
10.2.3 Restore, maintain, and maximize the use of existing natural creeks, streams, and drainage assets.

Blue green network

The blue green network will manage water along existing rainwater flow paths to capture, clean, and infiltrate water. The network will help reduce flood risk, improve receiving water quality, and replenish our aquifers.

Richards St. tree trenches (Source: Shannon Mendes)

Map 14: A first draft of the blue green network



Direction 10.3: Make Space for Water in Buildings and on Sites

Manage stormwater and optimize drinking water use on private property

Vancouver Convention Centre, green roof (Source: Robert Pennings)

Private property can play a key role in managing all forms of water in the urban water cycle. Building-scale tools, such as harvest and reuse systems, capture rainwater while offsetting drinking water use. On a larger scale, stormwater management approaches, such as wetlands, manage rainwater while enhancing the community and improving ecology.

Policies

10.3.1 Develop land acquisition plans and design guidelines to create room for natural buffers, green rainwater infrastructure, and water-adaptive public spaces.

10.3.2 Promote and accelerate the implementation of building-scale drinking water conservation and offsetting, rainwater management, and groundwater protection tools.

Bioretention at 63rd Avenue and Yukon Street (Source: Shannon Mendes)

Produce store (Source: City of Vancouver)

11. FOOD SYSTEMS

Vision: **Vancouver's resilient food system supports people, the environment, and the economy. Residents have equitable access to food and food-related spaces and infrastructure.**

Access to food is a basic human right and defining element of day-to-day life. Food systems, which include the infrastructure and processes needed for food production, processing, distribution, sales, and waste management, are a key element of city building. Food plays a powerful role in connecting people to each other, their cultures, and the land and water. Food can be leveraged to build resilience, improve equity, support human and economic health outcomes, and reduce environmental impacts.

The City is committed to a just and sustainable food system for all. About 10% of Vancouver households have inadequate access to food due to financial constraints. This rate is higher among equity-denied groups such as racialized and Indigenous residents, who also experience below average access to food assets such as grocery stores and urban agriculture spaces. Colonization and erasure of Indigenous identity has depleted important food sources and interrupted the intergenerational transfer of Indigenous cultural practices around food. Further, important food assets face risk of displacement, and many neighbourhoods lack essential services such as charitable food programs.

The food system is also a major climate change driver, contributing up to one third of global GHG emissions. Food supply chains are vulnerable to disruption from increasingly frequent global climate, health, political, or economic events. Senior governments have jurisdiction over many food system components, yet cities also have a unique responsibility to take action through land use planning strategies.

Connection to existing policies

Vancouver has long taken an active role in food policy, adopting the ***Vancouver Food Strategy*** (2013), the ***Local Food Action Plan*** (2013), and including food systems objectives in numerous community plans. The Vancouver Plan builds on this work with new policies to advance an equitable and resilient food system, in relation to land use planning.

Direction 11.1: Equitable and Resilient Food System

Support the development of an equitable and resilient food system

Collingwood dinner program (Source: City of Vancouver)

Utilize a holistic approach to sustain and grow food supply chains and community-based food initiatives in an equitable and resilient way. This involves working with partners; creating spaces to celebrate, grow, and share food; increasing access to food; and supporting a circular food economy.

> ***Food assets** are places where people can grow, prepare, share, buy, receive or learn about food.*
>
> *There are **two broad categories**:*
> - *The food supply chain (e.g., urban farms, food wholesale, retail, and manufacturing infrastructure)*
> - *Community resources (e.g., urban agriculture and harvesting spaces, community kitchens, and locations for food sharing and celebration)*

Policies

11.1.1 Improve food access across the city by supporting food-related retail and services (e.g., grocery stores, food banks, farmers markets, restaurants) and by expanding commercial-retail opportunities in more neighbourhoods. Include consideration for culturally appropriate options where possible.

11.1.2 Secure additional space, reduce barriers, and create incentives for food and medicine gardens, urban farms, and harvesting to advance Reconciliation, increase opportunities for local food production, and build connection to land and waters.

11.1.3 Support and strengthen Vancouver's food supply chains (such as food wholesale, retail, and manufacturing uses, food hubs, farmers markets, and urban farms) and address displacement of these critical food assets.

11.1.4 Leverage new development and/or community infrastructure to ensure integration of community food assets such as sites for cultural celebration, neighbourhood food storage, growing, harvesting, programming, and sheltered picnicking facilities.

11.1.5 Address climate change, biodiversity, water systems, and waste management through food system interventions (e.g., allocate corridors to urban farming to enhance biodiversity).

Icons indicate policies that are advancing:

- Reconciliation
- Equity
- Resilience

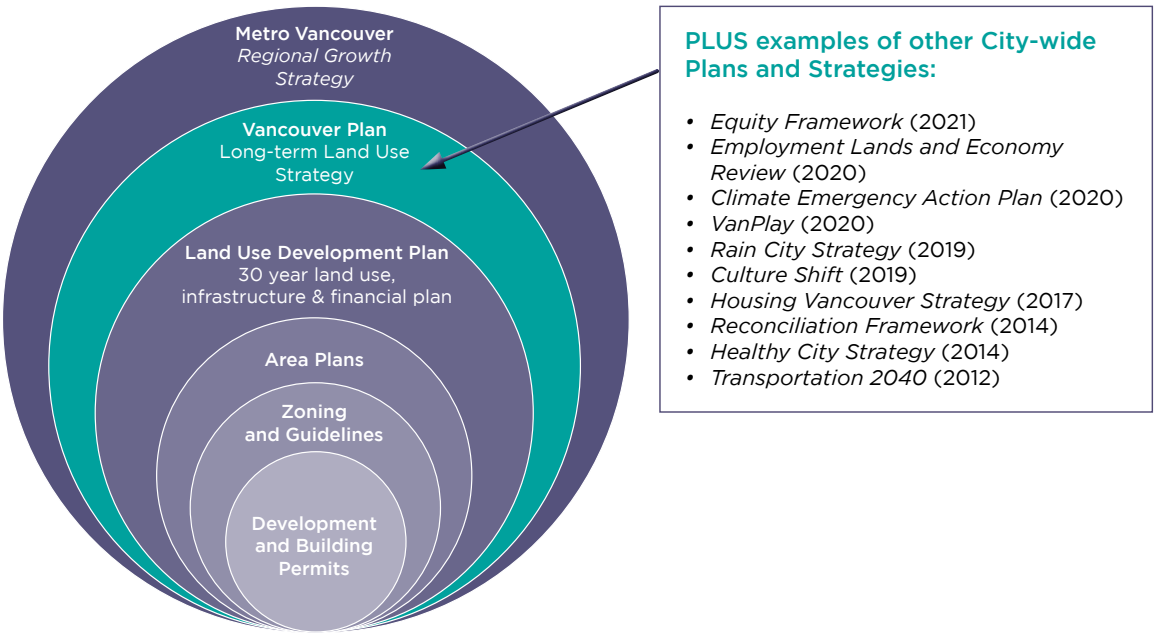
PART 6:
IMPLEMENTATION

Children jumping (Source: Chani Joseph)

INTRODUCTION

The Vancouver Plan complements other Council adopted city-wide strategies by providing a long-term land use strategy that advances the community's goals and objectives (**Figure 24**). The Plan will guide public investment decisions and prioritize resource allocation. Regular monitoring and evaluation of progress toward the goals and directions of the plan will ensure the City is addressing areas of greatest need.

Figure 24: How Vancouver Plan fits with other plans and regulations



The Vancouver Plan's relationship to city-wide policies and land use plans – showing overall scale and breadth from regional strategies to building permitting. In addition to providing direction for plans, guidelines, and updating of existing policies, a key next step in the implementation of the Vancouver Plan is the creation of a land use development plan, based on the Plan.

VANCOUVER PLAN IMPLEMENTATION

Implementation of the Vancouver Plan will entail:

1. Aligning and streamlining existing guidelines and regulations for city building
2. Developing new finer grained area plans and strategies

1 Aligning and streamlining existing rules for city building

Currently, the City has a great number policies, guidelines, bulletins, and regulations that inform land use and development decisions. These include community visions, community/area plans, specific rezoning policies, policy statements, official development plans, etc. Some of these documents have been recently developed and adopted, while others date back more than 45 years. Assessing and evaluating those plans and policies that are still relevant to the existing urban context and the challenges that confront Vancouver today will require a thorough and rigorous examination. The Vancouver Plan will be the guiding document to update and align existing plans and policies or rescind outdated plans. Simplifying this complicated lattice work of policy work will demystify the land use regulatory process, shortening processing times, and providing greater clarity and certainty for residents and the development community.

2 Development of future area plans

New plans and strategies
Vancouver Plan will be crucial in future land use planning efforts and acknowledges that city-building involves all City departments. Each department will advance the Vancouver Plan directions within their purview, aligning their work programs to the delivery of the long-term land use strategy.

Keys to the Streets program, a collaboration between CityStudio, VIVA Vancouver, community organizations, individuals, and businesses (Source: Donny Wong)

Sequencing of future area plans
The land use strategy provides a long-term vision for growth and change across the city. Specific details such as block level land uses, heights and densities, urban design requirements, infrastructure provision, services, and amenities will be determined through area planning.

The Vancouver Plan identifies many new areas for long-term growth and change. Developing a phasing plan with long-term infrastructure and financial plans will ensure plans are achievable, affordable, and aligned with our future vision and goals.

Future area planning work will entail continued engagement with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations, partners, and the public.

New land use development plan

Implementation of the Vancouver Plan includes creation of a new land use development plan based on the Vancouver Plan, with the following additional components:

1. City of Vancouver's updated Regional Context Statement
2. Guidelines for Future Area Plans
3. Phasing Plan indicating sequencing of areas of growth and change (10-year plan and 30-year outlook)
4. City-wide Plan Monitoring Approach, including housing, employment space, greenhouse gas (GHG)/ ecological, and social needs targets
5. Additional city-wide maps including:
    - Current land use designations with density guidelines, including references to current rezoning policy
    - Maps of areas with specific development requirements, such as Ecologically Sensitive Zones, Hazardous Areas, Heritage Conservation Areas, and key infrastructure upgrades
6. Process for updating the Plan

Utility capacity - availability of basic utility services

Vancouver relies on its utilities and water resources to provide daily needs, safeguard public health and safety, and support a functioning city and economy. Utilities are often unseen, largely underground networks of pipes and cables that carry drinking water, sewage, rainwater, energy (electricity, gas, hot water, steam), and communications services.

The City, together with senior government partners, is responsible for the basic fundamental services of providing water for drinking and fire suppression, managing rainwater runoff, and conveying sewage for treatment. Implementing the Plan will mean continuing to work closely with other service providers, such as BC Hydro, Fortis BC, and others, to plan and deliver these critical services.

Land use changes need to be coordinated with utility upgrades. In most areas of the city, significant upgrades will be required in order to provide greater housing choice and job opportunities (more complete neighbourhoods). Aligning land use planning with the planning of utility infrastructure will continue to maximize value from these major investments.

Financial sustainability and trade-offs

Meeting the needs of a growing, changing city means addressing the growing gap between City revenues and the needs of residents and businesses. The City maintains a broad portfolio of assets (more than $34B), and faces pressures related to the growing need to renew aging infrastructure and amenities.

The Vancouver Plan will be a key reference to guide the discussions about trade-offs and how to balance needs of current and future residents and businesses so that the City's limited resources can be directed where they are needed most. It also means clarifying and building relationships with partners for funding and service delivery, continued dedication to efficient operations, and equitable access to services for all citizens.

Financial sustainability is about finding the right balance and making the right choices to realize the city's future vision, at a cost that is affordable to our residents and businesses.

A LIVING DOCUMENT

Updating the Plan

As a long-term vision for how Vancouver grows and changes over time, the Vancouver Plan will be updated in response to a changing context and as new information becomes available. Many factors will influence implementation of the Plan, including: the City's financial resources; Council priorities; timing of investments by senior government (such as in major transportation infrastructure); changes in Federal and Provincial government policy; and shocks or stresses impacting the city, such as climate change, earthquakes, pandemics, and others.

We cannot predict the future but we can do our best to plan for it with the information available at a given point in time. To ensure the Vancouver Plan remains relevant, progress and program updates should be completed regularly to coincide with the capital planning cycle, with substantial reviews to coincide with other key updates such as regional growth strategy and Census updates. Regular monitoring of implementation progress should inform annual work plans.

To move the Vancouver Plan forward, the additional work outlined above needs to be undertaken. The implementation phase of work will provide the essential tools to make the Plan a reality and move Vancouver toward a more livable future.

Planning for the future (Source: City of Vancouver)

GLOSSARY

GLOSSARY

2S/LGBTQQIA+	Two Spirit, Lesbian, Gay, Bisexual, Transgender, Queer, Questioning, Intersex, and Asexual Plus.
Accessible transportation system	A transportation system that can be easily used by people with disabilities or people facing other barriers.
Active travel	Active travel refers to walking, rolling, or biking to get around. Any mode of travel where people are moving themselves, sometimes with the help of a small mobility device.
Affordable housing	Affordability is a measure of a household's ability to pay for housing – it relates the cost of housing to household income. Housing is considered to be affordable when it comprises 30 per cent or less of a household's total income before taxes.
Amenities	Amenities includes a range of places and facilities such as libraries, recreation centres, parks, plazas, childcare facilities, corner stores, public wifi, and bike share facilities. Amenities make living in the city easier and more enjoyable.
Aquifer	A layer of permeable material below ground where groundwater can be transmitted and stored.
Arts	A wide range of creative endeavors and disciplines, such as visual, literary, or performing arts that express culture and heritage. In Indigenous worldviews, art is not separate from everyday life and work. Stories, agreements, and laws can be carried through songs, dances, carvings, regalia, and weavings.
Assets	A thing or quality that is highly valued or useful. Includes natural assets, neighbourhood assets, cultural assets, heritage assets etc.
Below-market rental	Purpose-built rental housing with below market rents targeted to qualified households earning moderate incomes (generally single income households earning between $30,000 and $50,000 per year, and dual income households earning between $50,000 and $80,000 per year). These income ranges encompass households that typically do not access or qualify for government subsidized social housing, but also cannot afford market rents.
Biodiversity	The richness of plant and animal species, including their genetic diversity, the ecosystems they inhabit, and the ecological processes that sustain them.
Blue green network	Park-like streets that manage water and provide ecosystem services.
Business Improvement Area (BIA)	BIAs are specially funded business districts, managed by non-profit groups of property owners and business tenants whose goal is to promote and improve their business district.
Car-light or car-free	Spaces—often a series of plazas or streets—where vehicles are not permitted/ are only allowed for a limited time/only certain vehicles are allowed (e.g., delivery trucks or local residents).
Circular economy	An economic model that extends the life cycle of products. Throughout this process, waste is eliminated through the reduction, reuse, repair, and recycling of materials to limit inefficiencies and close gaps within the system. It aims to effectively design out waste.
Climate change adaptation	The process of adjusting to current or expected climate change and its effects.
Climate change mitigation	Responding to climate change by reducing greenhouse gas emissions.
Colonization	A process by which settlers from Western Europe sought to replace Indigenous laws and take Indigenous land, for the purpose of building wealth. This process used force to intimidate, manipulate, and physically remove Indigenous peoples from their land and extinguish their cultures.

Combined sewer/ Combined sewer overflow	A combined sewer is a system in which rainwater and sanitary sewage water is collected in the same system. Combined sewer overflow describes an event when the sewer is over capacity and releases a mixture of rainwater and sewage into receiving waters.
Commercial-retail use/ commercial tenant	Person or organization who leases non-residential space and does not live in that space. The term commercial refers to the space and not the activities of the tenant. The commercial tenant can be a business, a not-for-profit, a social enterprise, a community organization, or a government organization, etc. A residential tenant is someone renting a space to live in it. Commercial-retail uses include a diversity of employment activities that primarily serve the local resident population, along with some regional population serving uses (like major malls) and tourism related uses. Businesses in this category can be accommodated in a range of built forms, including standalone shops, malls, and may be mixed in with other uses, including residential buildings.
Community Centre Association (CCA)	Community-based society incorporated under the *Societies Act*. Plays an important role in contributing to the success of the community centre network, including by delivering programming and services.
Complete neighbourhoods	Complete neighbourhoods include all of the resources to meet most residents' daily needs – shops, restaurants, flexible work spaces, internet, community services, housing, transit, schools, parks, and other features. These highly walkable neighbourhoods support better livability – they have less reliance on cars, support better physical health, and provide a range of housing options for a diverse mix of people. These neighbourhoods also provide more opportunities for social interaction as people meet and connect on the street, at their favourite coffee shop, local playground, and during everyday activities like walking to get groceries.
Connectivity	Refers to how well people, places, or ecosystems are connected within a region, city or neighbourhood.
Cultural Redress Areas	These are Ethno-cultural Community Areas where the City has issued recognition or formal apology with strategic, financial, and/or policy commitments to recognize and address historic and contemporary forms of legislative and municipal discrimination, erasure, and displacement. As of 2022, these areas include Chinatown, Hogan's Alley, Punjabi Market, and Paueru-gai.
Culture	A set of shared attitudes, values, and practices that define people and places, reflecting the lands, waters, heritages, and histories of the place. Culture includes artistic and creative activity, and the goods and services produced by it.

Sunset Park bike path (Source: Shannon Mendes)

Art by Indigenous youth, 63rd Avenue at Yukon Street green rainwater infrastructure plaza (Source: Shannon Mendes)

Daily needs	Daily needs refers to resources that people typically need access to more than once a week. Examples include shops, restaurants, work spaces, internet, community services, housing, transit, schools, and parks.
Decolonization	Decolonization is the process of surfacing the colonial assumptions, narratives and beliefs that individuals hold and that are embedded in the City's ways of operating, and beginning to dismantle and reshape these structures.
Development Cost Levies (DCLs)	DCLs are paid by property developers based on square footage of most new developments. DCLs are an important source of revenue for City facilities such as parks, childcare facilities, social housing, and engineering infrastructure.
Drainage system	A system of gutters, pipes, drains or catch basins, and green rainwater infrastructure that together manage urban rainwater runoff.
Ecological network	The interconnected system of natural spaces across the city, composed of both terrestrial and marine areas. Large natural spaces, called hubs, are the critical part of the ecological network.
Ecosystem services	The benefits living things obtain from ecosystems. These include food and water; flood and disease control; spiritual and recreational benefits; and supporting services that maintain the conditions for life on Earth.
Empty Homes Tax	An annual tax on the assessed property value of empty or under-utilized properties in the City of Vancouver. The goal of the Empty Homes Tax is to incentivize the rental of residential properties in order to increase the city's housing supply.
Equity-denied groups	Equity-denied groups are those who have been excluded from the design of current societal, governmental and legal systems, and whom face marginalization and discrimination as a result of that exclusion. These groups are some of the most underserved in our community because of these systemic barriers and include: people who identify as Indigenous, Black people and people of African descent; people of colour and racialized people; people with disabilities and chronic illnesses; people who live with mental health challenges; deaf and hard of hearing people; 2S/LGBTQIA+ and gender diverse people; people with low incomes; refugees, newcomers, and undocumented people; minority language communities; women and girls; or youth and seniors. Also referred to in the Plan as equity-denied communities.
Ethno-cultural Community Areas	Areas where there is a concentration of cultural heritage assets, services, and/or businesses for or from specific racialized ethnic communities (e.g., Black and African descent communities, Punjabi, Chinese, or Vietnamese) or white ethnic communities (e.g., Greek, Italian, or Ukrainian).
Green Rainwater Infrastructure (GRI)	Green Rainwater Infrastructure uses soils, plants, trees and built structures such as blue green roofs, swales, rainwater tree trenches, and rain gardens to capture, store, and clean rainwater before being absorbed in the ground or returning it to our waterways and atmosphere. GRI can also include the harvest and reuse of rainwater.
Greenhouse gases (GHGs)	Gases such as carbon dioxide and methane that trap heat in the Earth's atmosphere.
Greenway	Greenways are high-quality active transportation, recreation, and public space corridors that support walking, biking, and rolling for people of all ages, abilities, and identities. They form a city-wide network across neighbourhoods and provide access to key destinations such as parks, schools, and community spaces.
Groundwater	Water occurring below the surface of the ground within voids in a rock or soil matrix.
Habitat	The area or type of environment in which a species of plant or animal lives such as a woodpecker in a forested habitat or tidepool fish in an intertidal marine habitat.

Heritage/Cultural heritage	Refers to tangible heritage (physical artifacts like buildings, monuments, and collections of objects; or preserving and restoring buildings and monuments) and intangible or living heritage (such as oral traditions, performing arts, rituals, celebrations, practices that express culture inherited from ancestors and passed on to descendants).
Housing co-op	A housing co-op is an organization incorporated under the *Cooperatives Association Act* that provides housing to its members. Most housing co-ops in Vancouver are non-profit co-ops. These non-profit co-ops are included under the definition of social housing.
IBPOC	IBPoC is a contemporary term that refers to Indigenous, Black and People of Colour.
Industrial areas	Areas with uses accommodated typically in low-rise industrial-type buildings generally within employment-only areas. These involve activities related to production, distribution, and repair with opportunities for office-based employment in upper floors. In many cases, these businesses support other businesses within the city and broader region, or may be more trade-enabling in nature. Residential uses are not permitted on these lands.
Infiltration	The ground's ability to allow water movement into and through the soil. For example by absorbing and holding water to support plant life.
Institutional use	Institutional uses typically serve the local and regional population and include university or colleges, schools, childcare, hospitals, and government buildings. They are distinct in their land needs in that they tend to require larger sites, buildings or campuses.
Inter-jurisdictional	Areas overseen by two or more governmental bodies. For example, Still Creek spreads between the City of Vancouver and the City of Burnaby, therefore the watershed system is inter-jurisdictional.
Intersectionality	Intersectionality is a framework that explores how different forms of systemic oppression like racism, classism, and sexism intersect and create compounding, negative effects.
Land-based cultural practices	An Indigenous worldview that recognizes the deep physical, mental, emotional, and spiritual connection that people, knowledge, and values have to the land and the environment. It recognizes that every place has its own unique environmental conditions that need to be respected and considered holistically in every land management decision.
Last mile delivery/ logistics	Last leg of a journey comprising the movement of goods to a final destination, e.g., delivering packages to residential homes or businesses.
Livability	Livability refers to how well a place is able to meet the needs of those living there and support quality of life, both in the short and long-term.
Livelihoods spectrum/ continuum	Refers to the diverse range of income-generating and employment opportunities residents engage in to create their livelihoods, rather than taking a view of the economy that focuses only on 'traditional' forms of employment and entrepreneurship.
Living-wage	Hourly rate required for two working adults to meet the basic needs of a family of four based on the regional cost of living (calculated annually by the Living Wage for Families Campaign). Includes direct wages and the value of non-mandatory benefits, such as paid sick leave and extended health benefits.
Major office	Employment use which typically occurs in large free-standing office buildings of 20,000 sq. ft. or greater. Businesses in this category often seek a central location with access to transit infrastructure and various other amenities, and are typically distributed amongst a few major concentrations in the region; e.g., the Central Business District.
Minor office	Minor office is anything smaller than major office (i.e. office space less than 20,000 sq. ft.). See definition for major office for comparison.

Market rental	Market rental housing refers to purpose-built rental housing or secondary rental housing (such as a basement suite or rented condo), rented in the private market at market rents.
Micro-mobility	Small, light devices that typically move a single person (or an adult and 1-2 children). They include bikes, e-bikes, trikes, skateboards, cargo bikes, e-scooters, hoverboards, electric skateboards, and many other devices. (Devices like wheelchairs, mobility scooters, or walkers may be included, but these are often considered mobility aids as they are usually required by their users.)
Missing Middle housing	Missing Middle refers to housing forms such as townhouses, multiplexes, and low-rise apartments up to 6-storeys. This form of housing increases housing choice, including ownership and rental options.
Mixed-use	Refers to two or more types of activities in one place, such as housing, shops, offices, childcare, or cultural venues. The term mixed-use can be applied to a single building (for example an apartment building with a shop on the ground floor) or to larger areas (such as a mixed-use block with different activities located next to each other).
Multi-family housing	A residential building containing three or more dwelling units.
Multiplex	A Multiplex is a small scale townhouse project on a single lot. Multiplexes allow more people to live on a single lot. Because the cost of the land is shared over more homes and the units are smaller, they cost less and are a more sustainable alternative to single-detached homes or duplexes.
Natural area	Large and small patches of the urban landscape which support nature such as forests, wetlands, and shorelines, but also including green roofs, constructed wetlands, and rain gardens.
Nature-based solutions	Design solutions that are inspired and supported by nature, which are cost-effective and simultaneously provide environmental, social, and economic benefits, and help build resilience.
Neighbourhood centres	Neighbourhood Centres come in many different shapes and sizes, and are oriented around local shopping streets where people come together to shop, work, connect with friends, and access their daily needs.
Non-profit organization (NPO)	The term 'non-profit organization' (NPO) is used to distinguish this business sector from the 'for-profit' business sector. NPOs may have paid staff and engage in activities that result in income or profit, but by definition, they cannot pass those profits on to directors or members of the organization.
One Water	Refers to a planning approach adopted by the City. The approach values all forms of water, considers the entire urban water cycle, and integrates all aspects of water management and infrastructure with nature.
Pollinators	Species such as bees and butterflies, which pollinate our plants, crops, fruit trees and more.
Public realm	Public realm has a broader meaning than "public space", as it also includes privately owned public spaces, and the building façades, storefronts, displays, and patios that shape the experience of public spaces. It also incorporates streetscape elements such as street furniture, lighting, public art, and distinctive sidewalk treatments. Generally everything that can be seen and experienced at pedestrian eye level. The sum of these parts contributes to the public realm, and the overall experience and attractiveness of a public space.
Public right-of-way	Roads, streets, lanes, boulevards, and sidewalks that are managed and or/owned by a government.
Public space	Public Spaces are all places publicly owned or in public use, accessible and enjoyable by all, including parks, playgrounds, plazas, mini-parks, parklets, streets, sidewalks, laneways, pathways, and the seawall. To a limited extent, government buildings which are open to the public, such as public libraries, are public spaces, although they tend to have restricted areas and greater limits upon use.

Purpose-built rental	Multi-family housing built with the intent to be rented in the private market. Includes rental housing secured by legal agreement. See secured rental housing.
Rapid transit	High capacity, fast, and frequent transit that takes priority over general traffic. Existing and proposed rapid transit routes include the Expo, Canada, and Millennium lines; Hastings, Broadway, 41st Avenue, and 49th Avenue.
Receiving waters	Larger bodies of water at the bottom of a watershed into which smaller waterbodies flow. Local receiving waters include Burrard Inlet, the Fraser River, False Creek, English Bay, and the Salish Sea.
Reconciliation	Building respectful relationships between Indigenous and non-Indigenous people. This includes recognition of Indigenous rights and titles, as well as restitution and redress for colonial harms.
Redress	Redress means to repair the harms of systemic exclusion and discrimination or historic wrong.
Resilience	Resilience is the ability of individuals, communities, organizations, businesses, and systems within a city to survive, adapt, and thrive in the face of shocks (acute disruptions like earthquakes or heat waves) and address stresses (chronic issues like affordability and social isolation).
Restorative natural area	A natural or naturalized area that is, as much as possible, removed from road noise, traffic, and other interventions. It is relatively quiet and contains natural elements like native plants and water features.
Rolling	A mode of transportation other than biking or walking, which includes mobility aids like wheelchairs, walkers or strollers, and other types of newer mobility devices such as e-scooters.
Secured rental housing	Housing units that can only be used as rental housing. This is guaranteed with a legally binding covenant or housing agreement registered on title, which restricts the use to rental housing for 60 years or the life of the building (whichever is longer), or for another term agreed upon by the City and the owner.
Self-Determination	The right and ability for Indigenous communities and Nations to freely pursue their political, social, economic, and cultural paths into the future.
Sequester	Capture and store carbon dioxide from the atmosphere through mechanical, chemical, or biological means.
Shared district parking	Parking that is provided in a single location for a block, neighbourhood, or commercial area, rather than parking provided specifically to support a particular building or land use.
Shared mobility	Transportation vehicles and services shared by members, for example bike share (e.g., Mobi) or car share (e.g., EVO or Modo) services.
Single-detached house	A free-standing residential building, which may or may not contain a suite.
Social housing	Social housing is rental housing in which: at least 30% of the dwelling units are occupied by households with incomes below housing income limits, as set out in the "Housing Income Limits" table published by BC Housing; it is owned by a non-profit corporation, a non-profit co-operative association, or by or on behalf of the City, the Province of British Columbia, or Canada; and it is secured by a housing agreement or other legal commitment. (As defined in City of Vancouver Zoning & Development Bylaw). Within this plan, social housing is used as a general term that also includes supportive housing and non-profit co-op housing; these types of housing also meet the definition of social housing underneath the Zoning & Development Bylaw.
Special Market Area	Commercial area of particular importance to an ethno-cultural community (e.g., Punjabi Market). See also 'Ethno-cultural Community Areas'.

Statement of Cultural Significance	A statement that outlines the key aspects of a place and why it is culturally significant, extending beyond the physical characteristics.
Stormwater	Rainwater which has landed in an urban area and begun to flow across hard surfaces, usually quite polluted.
Supportive housing	Supportive housing is social housing with supports that help individuals to maintain housing stability. Supports help tenants stabilize their lives, enhance their independent living skills, and reconnect with their communities. Some services are provided by on-site staff and some services are delivered through outreach programs.
Sustainable travel	Walking, biking, rolling, taking transit, and sometimes, using a low or zero-emission vehicle.
Systemic barriers	Systemic barriers are policies, practices or procedures that result in some people receiving unequal access or exclusion.
Transportation hub	A location where several modes of transportation are available for users. For example a SkyTrain station adjacent to a bus stop and a bike share station.
Unceded	The word 'unceded' means 'taken without consent' and refers to a process (of colonization) by which settlers from Western Europe sought to replace Indigenous laws and take Indigenous land.
Walkability	A measure of how walkable and pedestrian-friendly an area is.
Water cycle	The continuous movement of water above and below the earth. 'Urban water cycle' refers to the way water continuously moves through the stages of the water cycle in cities.
Water-adaptive spaces	Spaces designed to more efficiently manage water. For example by allowing water to permeate through the surface and into the soil to support surrounding plant life and groundwater recharge.
Watersheds	Distinct hydrologically-defined geographic areas where all waterways (such as creeks and streams) and overland flowing rainwater drain to a common receiving water body.
Whole systems	An approach to understanding how things are related, and how they influence and interact with one another to create a full system.

Restored Vancouver Salt Company building in Southeast False Creek (Source: City of Vancouver)

Sunset on the Stanley Park seawall (Source: Aaron Lao)

LAND USE TECHNICAL COMPOSITE

Map 15: Technical composite map

The purpose of the technical composite map is to provide a consolidated reference map that brings together key elements from the land use strategy, the equity and resilience map, the economy map, the ecological vision map, and the transportation/ existing bus rapid transit map.

This technical composite does not bring forward any new or revised information but rather compiles information contained within various Vancouver Plan maps for ease of reference.

Notes

[1]Where Neighbourhood Centres or Villages overlap with Potential Rapid Transit Areas, neighbourhood type will be determined based on transit investment timing and more detailed area planning.

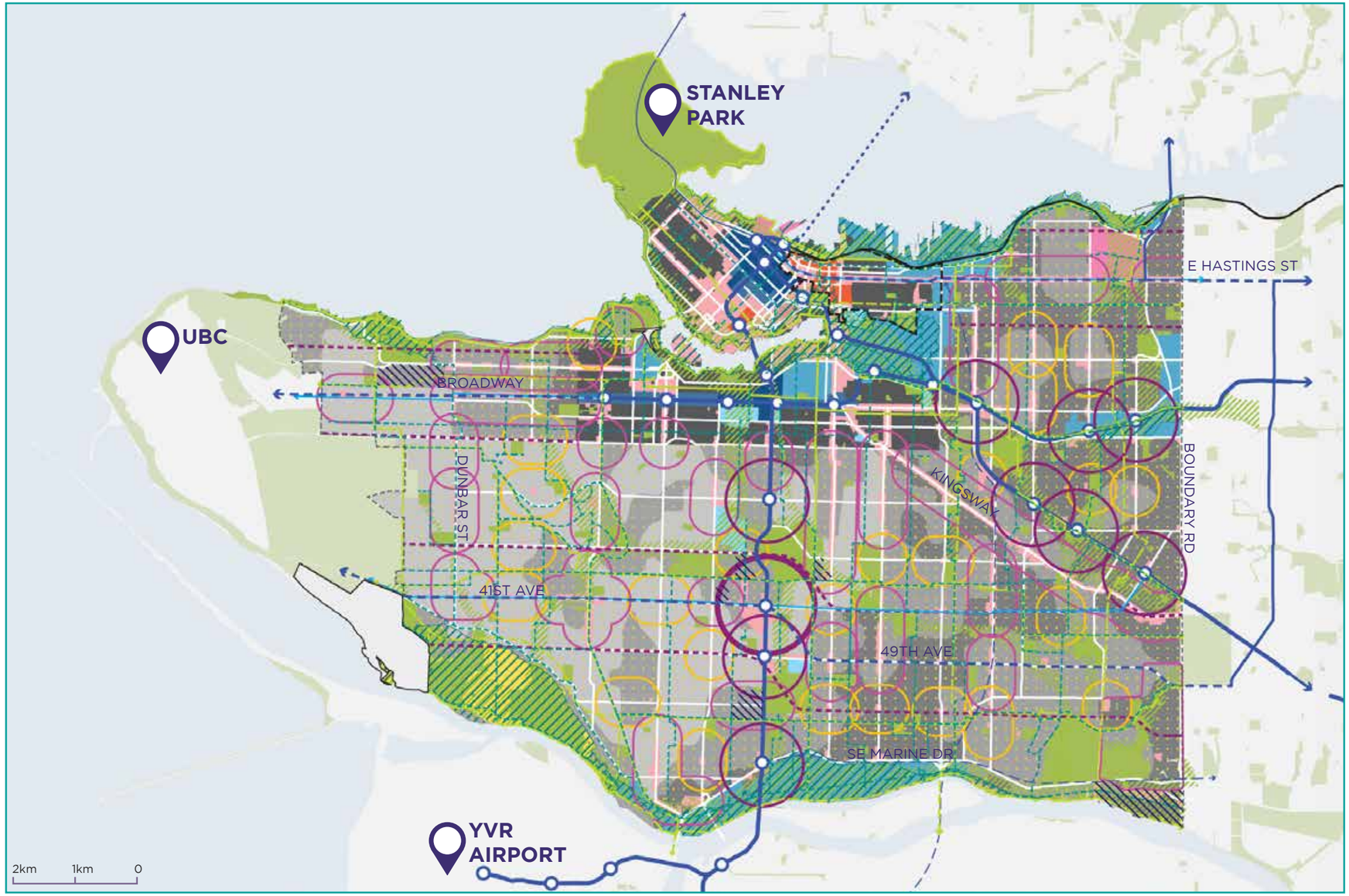
[2]Multiplex Areas - the Multiplex areas here are shown conceptually. Where existing policy supports higher density, that policy will be in effect. The opportunity to introduce multiplexes in various areas of the city is currently being evaluated against a number of factors. The intent long-term is to enable lower density, ground-oriented missing middle housing across broad areas of the city.

[3] Major New Rapid Transit - future transit alignments are draft and subject to change pending future more detailed planning and financing.

[4] Ecological Corridors/Sensitive Zones - these are high level directions based on preliminary analysis. More detailed environmental planning is required to determine specific alignments.

Disclaimer

[†]The Technical Composite Map is a vision of what Vancouver's future could look like. It does not enable development applications or enquiries.



High Level Land Use
- First Nations Reserves
- High Streets and Commercial Hubs
- Major Entertainment/Stadiums/ Convention Centres
- Downtown Heritage Districts
- Business District - Central City
- Business District - Secondary
- Industrial/ Employment
- Campus Institutional
- Central Waterfront District
- Agricultural Land Reserve

Neighbourhood Types
- Metro Core/Broadway
- Municipal Town Centre
- Existing Rapid Transit Area
- Potential Rapid Transit Area[1]
- Neighbourhood Centre
- Village
- Multiplex Area[2]
- Downtown Eastside
- Major Projects Sites in Progress

Transportation
- Existing Rapid Transit Station
- Existing Rapid Transit
- Major New Rapid Transit[3]
- Existing Bus Rapid Transit
- Established Major Greenway
- Planned Major Greenway

Ecology Layer
- Existing Parks and Open Spaces
- Greenspace in other jurisdictions
- Potential Ecological Corridors/ Sensitive Zones[4]
- Floodplain
- Potential Blue Green Network
- Waterbody

Equity + Resilience
- Opportunity Areas
- Areas in Moderate Need of Resources
- Areas in High Need of Resources

ACKNOWLEDGEMENTS

We are grateful to everyone who contributed to shaping the Vancouver Plan. Below is a list of the groups and organizations that have participated in the development of the Vancouver Plan in some form, either through meetings, attending sessions, or providing input. In addition to the groups listed below, we are grateful to the many hundreds of organizations that received regular updates on the project.

Musqueam, Squamish, and Tsleil-Waututh Nations and Metro Vancouver Aboriginal Executive Council

Thank you to **Musqueam, Squamish,** and **Tsleil-Waututh Nations** and **Metro Vancouver Aboriginal Executive Council (MVAEC)** for their valuable contributions to help further advance Reconciliation and decolonization through the Vancouver Plan process. Partnership agreements were developed with each of the three local First Nations and MVAEC, with funding supports to provide capacity for self-determined involvement.

Vancouver Residents, Workers and Visitors

Thank you to the residents, workers and visitors of Vancouver. Thousands of people made contributions throughout the planning process. While the following section attempts to list important contributors, it is by no means an exhaustive list and any inadvertent omissions do not reflect a lack of gratitude.

Ministries – Province of British Columbia

- Ministry of Tourism, Arts, Culture and Sport
- Ministry of Municipal Affairs
- Ministry of Mental Health and Addictions
- Ministry of Social Development and Poverty Reduction
- Attorney General and Ministry responsible for Housing
- Ministry of Environment and Climate Change Strategy
- Ministry of Transportation and Infrastructure

Civic Advisory Bodies, Board and Committees

- 2SLGBTQ+ Advisory Committee
- Arts and Culture Advisory Committee
- Children, Youth and Families Advisory Committee
- Chinatown Historic Area Planning Committee (CHAPC)
- Civic Asset Naming Committee
- Chinatown Legacy Stewardship Group (LSG)
- First Shaughnessy Advisory Design Panel
- Gastown Historic Area Planning Committee
- Motion Picture Leadership Group
- Persons with Disabilities Advisory Committee
- Racial and Ethno-Cultural Equity Advisory Committee
- Renters Advisory Committee
- Seniors' Advisory Committee
- Transportation Advisory Committee
- Urban Design Panel (UDP)
- Urban Indigenous Peoples' Advisory Committee
- Vancouver City Planning Commission
- Vancouver Food Policy Council
- Vancouver Heritage Commission
- Women's Advisory Board

Other Vancouver Municipal Agencies

- Vancouver Board of Parks and Recreation (VBP)
- Vancouver Police Department (VPD)
- Vancouver Public Library (VPL)
- Vancouver School Board (VSB)
- VPL Conversation Kit distribution partners: Vancouver Central Library, Kitsilano Branch, Mount Pleasant Branch, Terry Salman Branch, Renfrew Branch

Regional Authorities, Stakeholders and other Organizations

- BC Housing
- BC Hydro
- City of Abbotsford
- City of Delta
- City of Richmond
- Destination BC
- FortisBC
- Greater Vancouver Board of Trade
- Infrastructure Canada
- Metro Vancouver
- TransLink
- Vancouver Airport Authority (VAA)
- Vancouver Coastal Health (VCH)
- Vancouver Fraser Port Authority (VFPA)

Educational Institutions and Associated Groups

- British Columbia Institute of Technology (BCIT)
- CityStudio Vancouver
- District Parent Advisory Council (DPAC)
- Emily Carr University of Art and Design
- Great Northern Way Campus Trust (GNWCT)
- Langara College: Applied Planning Studio
- Simon Fraser University (SFU): SFU Public Square, Semester in Dialogue Program, SFU 350
- University of British Columbia (UBC): Campus Planning, UBC School of Architecture + Landscape Architecture (SALA), School of Community and Regional Planning (SCARP), CAPACity, Centre for Community Engaged Learning, School of Public Policy and Global Affairs
- Vancouver Community College
- Vancouver District Student Council
- Vancouver Native Education College (VNEC)

Neighbourhood Houses

- Association of Neighbourhood Houses of BC
- Cedar Cottage Neighbourhood House
- Collingwood Neighbourhood House
- Downtown Eastside Neighbourhood House
- Frog Hollow Neighbourhood House
- Gordon Neighbourhood House
- Kitsilano Neighbourhood House
- Kiwassa Neighbourhood House
- Little Mountain Neighbourhood House
- Mount Pleasant Neighbourhood House
- South Vancouver Neighbourhood House

Local Advocacy Groups

- Community Centre Associations
- Green Bloc Neighbours
- Heritage Foundation
- Heritage Vancouver
- Retired Planners and former City of Vancouver staff
- UN Association of Canada
- Urbanarium
- Vancouver Public Space Network (VPSN)

Vancouver Neighbourhood and Resident Groups

- Burrard Slopes Stakeholder Association
- Coalition of Vancouver Neighbourhoods (CVN)
- Dunbar Residents Association
- False Creek South Neighbourhood Association
- Grandview-Woodland Area Council (GWAC)
- Kits Point Residents Association
- Marpole-Oakridge Community Association
- Norquay Residents
- Oakridge Langara Area Residents (OLAR)
- Riley Park South Cambie Vision Committee
- Strathcona Residents' Association
- Upper Kitsilano Residents Association
- We Love Kits
- West Kitsilano Residents Association
- West Point Grey Residents Association
- West Southlands Residents Association

Equity-Denied Groups and Non-Profit Operators

- 411 Seniors Centre
- African Descent Society BC
- Ann Livingston at Abundant Community
- Asian Canadian Equity Alliance Association
- BC Coalition of Experiential Communities
- BC Poverty Reduction Coalition
- Bảo Vệ Collective
- Carnegie Community Action Project (CCAP)
- Career Zone Youth Employment Centre - YWCA Metro Vancouver
- CleanStart BC
- Collingwood Neighbourhood House - Seniors Coffee Program
- Collaborative Catalyst
- Connective Support Society
- Creating Accessible Neighbourhoods
- Crisis Centre BC
- Cross Cultural Strathcona Walking Tours
- Carnegie Community Centre
- DTES Coordinated Community Response Network
- Eastside Family Place
- Eastside Movement for Business & Economic Renewal Society (EMBERS)
- Elder Community Dancers
- Exchange Inner City
- First United Church
- Hives for Humanity
- Hua Foundation
- Insite Supervised Injection Site
- ISSofBC (Immigrant Services Society of BC)
- Joyce Street Action Network
- JustWork
- Kathara Pilipino Indigenous Arts Collective Society
- Kits Shower Program
- Kingsway Sex Workers
- Kiwassa Neighbourhood House - Seniors Program
- La Boussole - Francophone Community Centre
- Marpole Oakridge Family Place
- Midtown Service Providers
- Mission Possible
- MOSAIC
- National Pilipino Cultural Centre of Canada (NPC3)
- Olympic Village Service Providers Roundtable
- Open Door Group
- Out On Screen
- Pacific Community Resources Society
- PLEA Community Services
- Potluck Café Society
- Powell Street Festival Society
- Punjabi Market
- Rainbow Refugee
- Raycam's Our Place
- Recycling Alternative
- Ross Street Gurdwara
- Sher Vancouver - LGBTQ+ South Asians
- South East Asian Cultural Heritage Society
- Strathcona Community Centre - Seniors Conversation Program
- S.U.C.C.E.S.S. (United Chinese Community Enrichment Services Society)
- The Binners' Project
- The Kettle Friendship Society
- Union Gospel Mission
- Urban Core
- Urban Horse Project
- Vancouver Aboriginal Friendship Centre
- Vancouver Area Network of Drug Users (VANDU)
- Vancouver Association for Survivors of Torture
- Vancouver Community Action Team (CAT)
- Vancouver Cohousing
- Vancouver Foundation
- Vancouver Immigration Partnership (VIP)
- Vancouver Women's Health Collective
- Vantage Point
- WAVAW Rape Crisis Centre
- WePress Collective
- West End Seniors Network (WESN)
- Women Transforming Cities International Society
- YWCA Metro Vancouver Better Life Foundation

Youth Advocacy Groups, Elementary and Secondary Schools

- 33rd Kerrisdale Scouting Group
- BioCYCLE and Neighbourhood Youth Initiative – South Vancouver Neighbourhood House
- Broadway Youth Resource Centre
- Check Your Head
- CityHive
- Ethós Lab
- Global Shapers
- Science World
- The Society for Children and Youth of BC
- TRRUST Collective
- Urban Native Youth Association (UNYA)
- Youth Voices of East Vancouver
- Vancouver Public Library Teen Services
- Vancouver Board of Parks and Recreation – City-wide Youth Council
- Vancouver Board of Parks and Recreation – Youth Worker Action Team
- Youth in Action Program via Trout Lake Community Centre
- Eric Hamber Secondary School
- King George Secondary School – Leadership and Resiliency Program
- Jules Quesnel Elementary School
- Pear Tree Elementary School
- Get R.E.A.L (Windermere Secondary and Frog Hollow Neighbourhood House)
- Aries and Cedar Walk Program (Urban Native Youth Association and Vancouver School Board)
- Community Youth Workers at the following Community Centres: Britannia, Champlain Heights, Douglas Park, Dunbar, False Creek, Hastings, Hillcrest, Kensington, Killarney, Kitsilano, Marpole-Oakridge, Mount Pleasant, Renfrew, Roundhouse, Sunset, Thunderbird, Trout Lake and West End
- Official Urban Design 'Sketchbook' distributors: August Market, Danial Market, Seoul Farm Market, Stong's Market, Windermere Market

Housing Stakeholders

- Abundant Housing
- Affordable Housing Societies
- Atira Women's Resource Society
- Aunt Leah's Place
- BC Non-Profit Housing Association
- Brightside Community Homes Foundation
- Canada Mortgage and Housing Corporation (CMHC)
- Catalyst Community Developments Society
- Collingwood Neighbourhood House
- Community Land Trust
- Community Legal Assistance Society
- Co-op Housing Federation of BC
- Covenant House Vancouver
- LPA Development & Marketing Consultants
- Lu'Ma Native Housing Society
- M'akola Development Services
- New Commons Development
- Pacific Community Resources Society
- PHS Community Services Society
- Progressive Housing Society
- RainCity Housing
- Terra Social Purpose Real Estate
- The Kettle Society
- Tikva Housing Society
- Pacific Community Resources Society
- Urban Arts Architecture
- Vancouver Native Housing Society
- Vancouver Tenant's Union
- Whole Way House Society

Environmental Advocacy Groups (Engagement of Environmental Stakeholders was primarily carried out by the *Climate Emergency Action Plan* (CEAP) Team)

- BC Sustainable Energy Association
- Better Environmentally Sound Transportation (BEST)
- Climate Smart
- Embark Sustainability
- Georgia Straight Alliance
- Hives for Humanity
- HUB Cycling
- Open Tech
- Radicle Balance
- Recycling Alternative
- Rethink2gether
- 5T Sports
- Switch It Up BC
- Student Energy
- Sustainabiliteens
- Vancouver Farmers' Market Society
- Wilderness Committee

Economic Stakeholders (Engagement of Economic Stakeholders was primarily carried out by the Economic Development Planning Team)

- ACCESS - Aboriginal Community Career Employment Services
- Anthem Properties
- Aquilini Development
- Arts Factory
- Avison Young
- Bank of Montreal (BMO)
- BC Alliance for Manufacturing
- BC Artscape (BCA)
- BC Poverty Reduction
- BC Provincial Health Services Authority
- BC Restaurant and Food Services Association
- BC Tech Association
- BC Trucking Association (BCTA)
- Beedie Group
- Bentall Kennedy
- BIA Partnership and Business Improvement Associations (BIAs)
    - Cambie Village BIA
    - Chinatown BIA
    - Collingwood BIA
    - Commercial Drive BIA
    - Downtown Vancouver BIA
    - Dunbar Village BIA
    - Fraser Street BIA
    - Gastown BIA
    - Hastings Crossing BIA
    - Hastings North BIA
    - Kerrisdale BIA
    - Kitsilano Fourth Avenue BIA
    - Marpole BIA
    - Mount Pleasant BIA
    - Point Grey Village BIA
    - Robson Street BIA
    - South Granville BIA
    - Strathcona BIA
    - Victoria Drive BIA
    - West Broadway BIA
    - West End BIA
    - Yaletown BIA
- Black Business Association of BC
- Bladerunners
- Brook Pooni
- Building Owners and Managers Association BC (BOMA)
- Buy Social Canada
- Canada Lands Company
- CBRE
- Cinesite Studios
- Community Impact Real Estate Society (CIRES)
- CN Rail
- Colliers
- Commissary Connect
- Concert Properties
- Concord Pacific
- Convergence Strategies
- ConWest
- Coriolis
- CP Rail
- Creative BC
- Creative Coworkers
- DigiBC
- Dutil Denim
- Eastside Culture Crawl Society
- Exchange Inner-City
- Fasken
- FED
- Foresight
- Fraser Health Authority
- Granville Entertainment Group
- Greater Vancouver Gateway Society
- Holborn
- Hotel Association of Vancouver
- Hungerford Properties
- Imagine Engine
- International Longshore & Warehouse Union
- Life Sciences BC
- Livable City Planning
- Mainframe Studios
- Mallen Gowing Berzins Architecture (MGBA)
- MAVI Jeans
- Microsoft
- Midas Auto Services
- MST Development Corporation
- Music BC Industry Association
- NAIOP Commercial Real Estate Development Association
- PCI Developments
- Pockit Storage
- Polygon Homes
- Provincial Health Services Authority
- Real Estate Board of Greater Vancouver
- Recycling Alternative
- Rennie
- Retail Council of Canada
- SAP Software Solutions
- Small Businesses of BC
- Smith Bros. & Wilson
- Social Purpose Real Estate Collaborative
- South Asian Business Association
- Stantec Architecture
- Telus
- The Hive Co-working
- TRG Commercial Realty
- TTT Studios
- United We Can
- Unite Here Local 40
- Urban Core
- Urban Development Institute (UDI)
- Urban Land Institute (ULI)
- Urban Manufacturing Alliance
- Urban Spirit Foundation
- VanCity
- Vancouver District Labour Council
- Vancouver Farmers' Markets Society
- Vancouver Film Studios
- Vancouver Regional Construction Association (VRCA)
- VanEx
- Wesbild
- WesGroup
- WildBrain
- Woodshop Workers Coop

City Staff

Staff across all departments at the City contributed to the Vancouver Plan, including staff from the following departments:

- City Manager's Office
- Planning, Urban Design, and Sustainability
- Engineering Services
- Arts, Culture and Community Services
- Board of Parks and Recreation
- Vancouver Public Library (VPL)
- Vancouver Economic Commission (VEC)
- Vancouver Emergency Management Agency (VEMA)
- Vancouver Fire and Rescue (VFR)
- Finance, Risk and Supply Chain Management
- Real Estate and Facilities Management
- Legal Services
- Intergovernmental Relations - Civic Engagement and Communications (IGR-CEC)
- Fire and Rescue Services and Emergency Management
- Real Estate and Facilities Management

Staff on the Vancouver Plan project team included:

- Aaron Lao
- Adam Finlayson
- Allison Lasocha
- Amanda Gibbs
- Andrew Pask
- Andy Phillips
- Angela Danyluk
- Arthur Ruiz
- Beverly White
- Brian Lee
- Catherine Neill
- Chani Joseph
- Cory Dobson
- Daniel Klein
- Dan Campbell
- Dear Bhokanandh
- Donny Wong
- Doug Smith
- Emily Dunlop
- Eric Tung
- Frankie Mao
- Gil Kelley
- Ian Neville
- Jaldhi Gohil
- James O'Neill
- Jason Hsieh
- Joanna Clark
- Kari Dow
- Karis Hiebert
- Katherine Howard
- Lara Honrado
- Laura Barbir
- Lesley Fordham
- Lil Ronalds
- Lindsay Wilson
- Lon LaClaire
- Maira de Avila Wilton
- Maria Bekiaris
- Marisa Espinosa
- Megan Jensen
- Megan Kaptein
- Metha Brown
- Michelle Pollard
- Neal Wells
- Sara Pour
- Sean Tynan
- Stina Hanson
- Susan Lightfoot
- Susan Haid
- Susanne Ruhle
- Tanya Fink
- Tanya Oswald
- Theresa O'Donnell
- Wendy de Hoog

Vancouver City Council

Mayor Kennedy Stewart

Councillors:

Rebecca Bligh, Christine Boyle, Adriane Carr, Melissa De Genova, Lisa Dominato, Pete Fry, Colleen Hardwick, Sarah Kirby-Yung, Jean Swanson, Michael Wiebe

CITY OF VANCOUVER | Vancouver Plan

vancouverplan.ca

This plan was approved by
Vancouver City Council on July 22, 2022

Schedule B

CITY OF VANCOUVER

COUNCIL MEETING MINUTES

DECEMBER 7, 2021

A Meeting of the Council of the City of Vancouver was held on Tuesday, December 7, 2021, at 9:32 am, in the Council Chamber, Third Floor, City Hall. This Council meeting was convened by electronic means as authorized in Part 14 of the *Procedure By-law*.

PRESENT:	Mayor Kennedy Stewart Councillor Rebecca Bligh Councillor Christine Boyle Councillor Adriane Carr Councillor Melissa De Genova* Councillor Lisa Dominato Councillor Pete Fry Councillor Colleen Hardwick Councillor Sarah Kirby-Yung* Councillor Jean Swanson Councillor Michael Wiebe
CITY MANAGER'S OFFICE:	Paul Mochrie, City Manager
CITY CLERK'S OFFICE:	Katrina Leckovic, City Clerk Irina Dragnea, Meeting Coordinator

* Denotes absence for a portion of the meeting

WELCOME

The Mayor acknowledged we are on the unceded homelands of the Musqueam, Squamish, and Tsleil-Waututh People. We thank them for having cared for this land and look forward to working with them in partnership as we continue to build this great city together.

The Mayor also recognized the immense contributions of the City of Vancouver's staff who work hard every day to help make our city an incredible place to live, work, and play.

IN CAMERA MEETING

MOVED by Councillor De Genova
SECONDED by Councillor Carr

> THAT Council will go into meetings later this week which are closed to the public, pursuant to Section 165.2(1) of the *Vancouver Charter*, to discuss matters related to paragraphs:

(e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the city;

(j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 [disclosure harmful to business interests of a third party] of the Freedom of Information and Protection of Privacy Act; and

(k) negotiations and related discussions respecting the proposed provision of an activity, work or facility that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the city if they were held in public.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

1. Public Hearing – November 2, 4, and 9, 2021

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT the Minutes of the Public Hearing of November 2, 4, and 9, 2021, be approved.

CARRIED UNANIMOUSLY

2. Public Hearing – November 16, and 23, 2021

MOVED by Councillor Kirby-Yung
SECONDED by Councillor De Genova

THAT the Minutes of the Public Hearing of November 16, and 23, 2021, be approved.

CARRIED UNANIMOUSLY

3. Council (Policy and Strategic Priorities) – November 17, 2021

MOVED by Councillor Carr
SECONDED by Councillor De Genova

THAT the Minutes of the Council meeting following the Standing Committee on Policy and Strategic Priorities meeting of November 17, 2021, be approved.

CARRIED UNANIMOUSLY

4. Public Hearing – November 18, and 25, 2021

MOVED by Councillor Bligh
SECONDED by Councillor De Genova
THAT the Minutes of the Public Hearing of November 18, and 25, 2021, be approved.

CARRIED UNANIMOUSLY

5. Special Council (Business Licence Hearing) – November 23, 2021

MOVED by Councillor De Genova
SECONDED by Councillor Kirby-Yung

THAT the Minutes of the Special Council (Business Licence Hearing) meeting of November 23, 2021, be approved.

CARRIED UNANIMOUSLY

6. Special Council (Van Plan) – November 23, 2021

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

THAT the Minutes of the Special Council (Van Plan) meeting of November 23, 2021, be approved.

CARRIED UNANIMOUSLY

7. Auditor General Committee – November 26, 2021

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

THAT the Minutes of the Auditor General Committee meeting of November 26, 2021, be approved.

CARRIED UNANIMOUSLY

8. Special Council (2022 Budget) – December 1, and 2, 2021

MOVED by Councillor De Genova
SECONDED by Councillor Boyle

THAT the Minutes of the Special Council (2022 Budget) meeting of December 1, and 2, 2021, be approved.

CARRIED UNANIMOUSLY

MATTERS ADOPTED ON CONSENT

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT Council adopt Referral Reports 1 and 4, on consent.

CARRIED UNANIMOUSLY

MOVED by Councillor De Genova
SECONDED by Councillor Wiebe

THAT Council adopt Referral Reports 2 and 3, on consent.

CARRIED UNANIMOUSLY

REPORTS

1. 2022 Capital and Operating Budget

At the Special Council meeting on December 1 and 2, 2021, Council received a presentation, asked questions of staff, and heard from speakers regarding the 2022 Capital and Operating Budget. This item was placed on the Council agenda of December 7, 2021, as Report 1, for questions, debate and decision.

1a. 2022 Engineering Fees November 3, 2021

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Dominato

A. THAT Council approve in principle a 2.3% increase in the Engineering Services Department permit and application fees as set out in Appendix A of the Report dated November 3, 2021, entitled “2022 Engineering Fees”, with the exception of the fees referenced in B, C, D and E below, to take effect on January 1, 2022.

B. THAT Council approve in principle a 10.0% increase for certain resident parking permit fees under the Street and Traffic By-law No. 2849 with the exception of section 23.4 (b), as set out in Appendix A of the Report dated November 3, 2021, entitled “2022 Engineering Fees”, to take effect on January 1, 2022.

C. THAT Council approve in principle the increase of certain Street and Sidewalk Usage fees, Sidewalk Inspection fees, Building Site Construction Crossing fees (all in the Street and Traffic By-law No. 2849) Encroachment fees, (in the Encroachment By-law No. 4243) and Crossing fees (in the Crossing By-law No. 4644) by 5% to recover City costs as set out in Appendix A of the Report dated

November 3, 2021, entitled “2022 Engineering Fees”, to take effect on January 1, 2022.

D. THAT Council approve updates to car-sharing parking policy that help meet the objectives of the Climate Emergency Action Plan by approving, in principle, amendments to the Street and Traffic By-law to provide a 95% discount to metered parking charges that occur within the metered time limit for zero-emission one-way car-sharing vehicles, and amendments to the Parking Meter By-law to remove the cap on the number of zero-emission car-sharing vehicles that are eligible to have parking permit fees waived, all to take to take effect on January 1, 2022;

FURTHER THAT Council direct staff to report back on the impact of these changes as part of the 2024 budget process.

E. THAT Council approve, in principle, amendments to the fees for farmers market permits and special event market permits in Schedule A of the Street Vending By-law No. 10868 to reduce those permit fees to $0.00, as outlined in Appendix A of the Report dated November 3, 2021, entitled “2022 Engineering Fees”, to take effect on January 1, 2022.

F. THAT Council approve in principle an amendment to section 80(3)(b) of the Street and Traffic By-law No. 2849 to add “wrap-up liability insurance”, as outlined in Appendix B of the Report dated November 3, 2021, entitled “2022 Engineering Fees”, to take effect on January 1, 2022.

G. THAT the Director of Legal Services be instructed to prepare by-laws to amend Street and Traffic By-law No. 2849, Granville Mall By-law No. 9978, Encroachment By-law No. 4243, Crossing By-law No. 4644, Street Vending By-law 10868, Street Distribution of Publications By-law No. 9350, Parking Meter By-law No. 2952 and Street Utilities By-law No. 10361, all generally in accordance with Appendix B of the Report dated November 3, 2021, entitled “2022 Engineering Fees”.

CARRIED UNANIMOUSLY (Vote No. 07861)

1b. 2022 Annual Review of Water Rates and Water Works By-law Amendments November 9, 2021

MOVED by Councillor De Genova
SECONDED by Councillor Carr

A. THAT Council approve, in principle, the 2022 rates and fees under the Water Works By-law, with the following recommended increases: 2.0% increase in the per unit flat fee for Single Dwelling (from $793 per unit in 2021 to $810 per unit in 2022); 2.0% increase in per unit Metered Rate in off season (from $3.462 in 2021 to $3.532 in 2022) and peak season (from $4.339 in 2021 to $4.427 in 2022); 2.3% increase for Water Flat Rate Connection Fees for Single and Two Family

dwellings; 2.3% for all other Water Flat Rate Connection Fees (as listed in Appendix A, Schedule A of the Report dated November 9, 2021, entitled "2022 Annual Review of Water Rates and Water Works By-law Amendments"); and varied changes for all other Water Utility User Rates (as listed in Appendix A, Schedules B, C, E, F, G and H of the same report), as well as other miscellaneous amendments.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary amendments to the Water Works By-law, generally as set out in Appendix B of the Report dated November 9, 2021, entitled "2022 Annual Review of Water Rates and Water Works By-law Amendments".

CARRIED UNANIMOUSLY (Vote No. 07862)

1c. 2022 Annual Review of Sewer Rates under the Sewer and Watercourse By-law November 9, 2021

Patrice Impey, General Manager, Finance, Risk and Supply Chain Management, along with Lon LaClaire, General Manager, Engineering Services, responded to questions.

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

A. THAT Council approve, in principle, proposed amendments to rates and fees in the Sewer & Watercourse By-law for 2022, generally as set out in Appendix A of the Report dated November 9, 2021, entitled "2022 Annual Review of Sewer Rates under the Sewer and Watercourse By-law", including the following recommended increases: 12.5% increase in the per unit flat fee for Single Dwelling (from $581 per unit in 2021 to $653 per unit in 2022); 12.5% increase in Other Sanitary Sewer User Rates (as listed in Appendix A of the same report); 12.5% increase in per unit Metered Rate (from $3.735 in 2021 to $4.199 in 2022); 12.5% increase in the per unit Waste Discharge Permit User Rate (from $1.2301 in 2021 to $1.3834 in 2022); 4.3% increase in Flat Rate Sewer Connection Fees; 4.3% increase for inspection of a plumbing system, subsoil drainage pipes and a building sewer fees; and 4.3% increase for public sewer connections other than One-Family or Two-Family dwellings (as listed in Appendix A, PART I, of the same report).

B. THAT Council approve, in principle, proposed amendments to have applicants for sewer connections pay 10% of the expected connection fees as an application fee with the remaining amount paid upon permit issuance, and to amend a term to make it gender neutral.

C. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary Sewer and Watercourse By-law amendments, generally as set out in Appendix B of the Report dated November 9, 2021,

entitled “2022 Annual Review of Sewer Rates under the Sewer and Watercourse By-law”.

CARRIED UNANIMOUSLY (Vote No. 07863)

1d. 2022 Solid Waste Utility Fees and By-law Changes November 16, 2021

Lon LaClaire, General Manager, Engineering Services, responded to questions.

MOVED by Councillor Wiebe
SECONDED by Councillor Fry

A. THAT Council approve, in principle, the proposed amendments to the Solid Waste Utility By-law, generally as set out in this report and in Appendix A of the Report dated November 16, 2021, entitled “2022 Solid Waste Utility Fees and By-law Changes”, including the establishment of the 2022 rates and fees.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment amendments to the Solid Waste By-law to adjust rates and fees and make other miscellaneous related amendments generally in accordance with this report and Appendix B of the Report dated November 16, 2021, entitled “2022 Solid Waste Utility Fees and By-law Changes”.

CARRIED UNANIMOUSLY (Vote No. 07864)

1e. 2022 False Creek Neighbourhood Energy Utility (“NEU”) Customer Rates November 9, 2021

MOVED by Councillor Carr
SECONDED by Councillor De Genova

A. THAT Council approve, in principle, the proposed amendments to the Energy Utility System By-law (the “By-law”), generally as set out in Appendix A of the Report dated November 9, 2021, entitled “2022 False Creek Neighbourhood Energy Utility (“NEU”) Customer Rates”, including:

i. the 2022 customer rates and fees, with a 3.2% increase over 2021 customer rates. In accordance with Council Policy to improve the energy conservation price signal, this 3.2% increase is to be achieved by increasing the Fixed Capacity Levy by 2.6% and the Variable Energy Charge by 4.0%;

ii. the initial connection levy, with a 5% increase over 2021 rates to provide for cost escalation to deliver an Energy Transfer Station at the building level; and

iii. miscellaneous amendments to clarify billing practices and allow for further conditions related to energy transfer stations.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment the By-law amendments, generally as set out in Appendix A of the Report dated November 9, 2021, entitled "2022 False Creek Neighbourhood Energy Utility ("NEU") Customer Rates".

CARRIED UNANIMOUSLY (Vote No. 07865)

1f. 2022 Capital and Operating Budget
November 16, 2021

* * * * *

At the beginning of the item, Councillor De Genova declared conflict of interest under Section 145.2(6)(a) of the Vancouver Charter on agenda item 1.f. 2022 Capital and Operating Budget, on recommendations A(a) and A(c), as an immediate family member is employed by the Vancouver Police Department. Councillor De Genova left the meeting when portions of recommendations A(a) and A(c), were debated and voted on.

At the beginning of the item, Councillor Kirby-Yung declared conflict of interest under Section 145.2(6)(a) of the Vancouver Charter on agenda item 1.f. 2022 Capital and Operating Budget, on recommendations A(a) and A(c), as an immediate family member is employed by the Vancouver Police Department. Councillor Kirby-Yung left the meeting when recommendations A(a) and A(c) were debated and voted on.

* * * * *

MOVED by Councillor Dominato
SECONDED by Councillor Bligh

A. THAT Council approve the following components of the Vancouver Police Board (VPB) portion of the Draft 2022 Operating Budget, as outlined in the 2022 Operating Budget section of Appendix 1 of this report:

a) $6.9 million increase over the 2021 budget amounts to address an increase in expenses driven by fixed and contractual costs such as fleet charges, insurance, salary increments and fringe benefit rates, and third party costs related to dispatch services provided by E Comm 9 1 1.

b) $0.8 million new funding for a new provincial Digital Evidence Management System (DEMS) mandated by the Ministry of Public Safety and Solicitor General for all BC policing agencies.

c) $1.4 million (0.5%) reduction from the overall Vancouver Police Department portion of the 2022 Operating Budget, the implementation of which to be at the discretion of the Vancouver Police Board, but which could include reductions in staff levels and/or holding vacancies open.

B. THAT Council consider the options provided by City staff for allocating the Unallocated $10M and, by way of amendment to this recommendation B, direct the allocation of the Unallocated $10M.

C. THAT, if Council approves recommendation A, Council also approve the balance of the Vancouver Police Department portion of the Draft 2022 Operating Budget of $347,241,141 in expenditures and $25,418,414 in revenues as outlined in the Draft 2022 Operating Budget section of Appendix 1 of this Report.

D. THAT, subject to approval of recommendations A, and B, or as amended, Council approve the Vancouver Board of Parks & Recreation 2022 Operating Budget of $143,162,410 in expenditures and $65,497,000 in fee and program revenues as outlined in the operating budget section of Appendix 1 of this report.

E. THAT, subject to approval of recommendations A, and B, or as amended, Council approve the Vancouver Public Library Board 2022 Operating Budget of $57,573,710 in expenditures and $4,782,000 in fee and program revenues as outlined in the operating budget section of the operating budget section of Appendix 1 of this report.

F. That Council approve the 2022 Property Endowment Fund (PEF) Operating Budget of $52,310,692 in revenues and $52,310,692 in expenses (including transfers) as outlined in Appendix 1 of this report.

G. That Council approve the 2022 VAHEF Budget of $12,213,914 in revenues and $12,213,914 in expenses (including transfers) as outlined in Appendix 1 of this report.

H. THAT, subject to approval of recommendations A and C to E, and B, or as amended, Council approve the budget resolution attached as Appendix 2 of this report, thereby adopting the 2022 Operating Budget of $1,735,495,577 outlined in Appendix 1, resulting in an overall property tax increase of 5%.

I. THAT Council approve the Capital Projects Budget related to the Vancouver Police Board included in the Draft 2022 Capital Budget and outlined in the capital budget section of Appendix 1 of this report with details in Appendix A and B of Appendix 1:

a. 2022 new Multi-Year Capital Projects Budget funding requests totalling $3.0 million, with details in Appendix A and B of Appendix 1 of this report.
b. 2022 Capital Expenditure Budget of $6.3 million, with details in Appendix B of Appendix 1 of this report.

J. THAT Council approve the varying of $1.974 million of borrowing authority in the 2019-2022 Capital Plan for “1 Transportation and Technology” from “1B. Traffic Signals and Street Lighting” to “1A. Street and Bridge Infrastructure” to support the transfer from Emerging Priorities funding to support City’s Climate Emergency Response transportation initiatives as part of 2019-2022 Capital Plan Recalibration council approved use of Emerging Priorities funding.

K. THAT Council approve the varying of $26.855 million of borrowing authority in the 2019-2022 Capital Plan for “3 Replacement of existing community facilities and Civic Facilities” from “3A. Community Facilities” to “3B. Civic Facilities” to support the transfer from Emerging Priorities funding to support Grandview Fire hall project as part of 2019-2022 Capital Plan Recalibration council approved use of Emerging Priorities funding.

L. THAT, Council approve $285.3 million for new Multi-year Capital Project Budgets to begin in 2022, as outlined in the capital budget section of Appendix 1 of this report with details in Appendix A and B of Appendix 1:

($ millions)	2022 New Funding Requests	2022 Expenditures	Future Year Expenditures
Affordable Housing	$8.0	$1.3	$6.7
Childcare	$11.0	$3.6	$7.4
Parks & Open Spaces	$19.9	$14.6	$5.3
Arts & Culture	$7.9	$3.7	$4.2
Community Facilities	$6.1	$5.8	$.3
Public Safety	$38.5	$1.3	$37.3
Civic Facilities & Equipment	$7.2	$5.9	$1.4
Transportation & Street Use	$53.4	$53.0	$.4
One Water	$92.3	$75.1	$17.2
Solid Waste	$6.4	$1.1	$5.3
Renewable Energy	$12.0	$2.4	$9.6
Technology	$22.5	$22.5	$.0
Total	**$285.3**	**$190.3**	**$95.0**

NOTE: Totals may not add due to rounding.

Funding sources as follows:

- Operating revenue that funds capital projects $82.5 million
- Debenture borrowing $100.4 million
- Special purpose reserves totalling $23.9 million:
  - Gas Tax Fund Community Works Reserve $0.45 million
  - LED Reserve $0.5 million
  - Meter Reserve $1.9 million
  - Fleet Reserve $3.8 million
  - Capital Facilities Reserve $17.3 million
- Developer contributions totalling $49.3 million:

- Public Art Reserve $0.75 million
- Community Amenity Contributions (Cash) $13.5 million
- Development Cost Levies $35.0 million

- Other/External $17.8 million
- User fees and levies $6.5 million
- Capital Financing Fund $5.0 million

As a result, of this Capital Budget approval, the 2019-2022 Capital Plan will decrease by $42.8 million, primarily related to a further forecasted slowdown of developer contributions.

M. THAT Council, subject to approval of considerations I to L, or as amended, approve the 2021 Capital Expenditure Budget in the amount of $683.4 million outlined in the capital budget section of Appendix 1 of this report with details in Appendix B of Appendix 1:

($ millions)	Previously Approved Projects	New Projects	Total 2022 Expenditures
Affordable Housing	$133.4	$1.3	$134.7
Childcare	$23.2	$3.6	$26.8
Parks & Open Spaces	$39.6	$14.6	$54.3
Arts & Culture	$19.5	$3.7	$23.2
Community Facilities	$29.9	$5.8	$35.7
Public Safety	$20.0	$1.3	$21.3
Civic Facilities & Equipment	$25.8	$5.9	$31.7
Transportation & Street Use	$80.3	$53.0	$133.2
One Water	$64.9	$75.1	$140.0
Solid Waste	$26.9	$1.1	$28.0
Renewable Energy	$15.6	$2.4	$18.0
Overhead	$5.3	$.0	$5.3
Technology	$8.7	$22.5	$31.2
Total	**$493.2**	**$190.3**	**$683.4**

NOTE: Totals may not add due to rounding.

N. THAT, subject to the approval of recommendations A and C through H and approval of B as amended, and recommendations I through M, Council approve the Budget Resolution attached as Appendix 2 of this report, thereby adopting the 2022 Operating Budget of $1,735,495,577 outlined in Appendix 1, resulting in an overall property tax increase of 5%.

amended

AMENDMENT MOVED by Councillor Dominato
SECONDED by Councillor Bligh

THAT A(c) be struck and replaced with the following:

c) $2.5 million increase for items not included in Appendix 1 and that have been included in the provisional 2022 Vancouver Police Department Budget as approved by the Vancouver Police Board, including nursing services in the Vancouver Jail, mandatory training standards;

FURTHER THAT B be struck and replaced with the following:

B. THAT Council approve the allocation of $9.836 million, $8.836 million of one-time funding, and $1.0 million in ongoing funding to allocate funding as follows:

a) $4 million for the Vancouver Police Department to respond to public safety concerns and support new recruits, mandatory training, Jail services;

b) $3.3 million for Vancouver Fire and Rescue Services to support the 2021 growth plan to meet the best practice recommendations identified in the Darkhorse needs assessment and the resulting recommended plan that included 122 new firefighters and staff over a five-year period from 2019 to 2023;

c) $1.236 million for the Auditor General to support the Auditor General Office operations ($1 million ongoing);

d) $0.6 million for Engineering to fund Enhanced Street Cleaning to respond to increased demand and to maintain 2021 funding levels for the Social Enterprise Micro-Cleaning grant program to provide needed cleaning support in the Downtown Eastside, Downtown and Chinatown;

e) $0.5 million increase to Vancouver Board of Parks and Recreation for the Park Ranger program; and

f) $0.2 million increase to Arts, Culture and Community Services for the Accessibility Strategy priority actions;

FURTHER THAT C be amended by replacing “$347,241,141”, with “$351,198,431”;

AND FURTHER THAT the following be added as an additional clause to C:

FURTHER THAT the source of funds for the $4 million increase to the VPD portion of the Draft 2022 Operating Budget be from the Unallocated $10 million.

amended

* * * * *

At 10:12 am, during debate on the amendment above, it was

MOVED by Councillor Boyle
SECONDED by Councillor Fry

THAT Council recess for 15 minutes.

CARRIED
(Councillors Dominato and Hardwick opposed)

Council recessed at 10:12 am and reconvened at 10:32 am.

* * * * *

AMENDMENT TO THE AMENDMENT MOVED by Councillor Boyle
SECONDED by Councillor Wiebe

THAT the amendment be amended by deleting B and replacing it with the following:

B(a). THAT Council make the following investments in 2022 to improve core business (including public safety), address the housing crisis, protect and build a resilient economy, and increase focus on equity and critical social issues as follows:

- $0.2M to implement UNDRIP (ongoing)
- $0.27M to expand VPL's fine free service (ongoing)
- $0.05M to restore savings for Joe Fortes Sundays (one time)
- $0.18M to restore savings for 6 smaller location hours at VPL branches (one time)
- $0.10M to fund the language access policy (one time)
- $0.08M to fund Indigenous languages (one time)
- $0.3M to fund work to address Murdered and Missing Indigenous Women ($0.15M one time and $0.15M ongoing)
- $0.05M to fund Britannia Community Youth Worker (one time)
- $3.1M to Vancouver Fire and Rescue services to fund the firefighter portion of the growth plan ($2.5M, ongoing) and to restore core vacancies ($0.6M, one time)
- $0.5M to fund the Single Room Accommodation (SRA) Vacancy Control (ongoing)
- $1.2M to fund the Office of the Auditor General ($1.0M ongoing and $0.2M one time)
- $0.67M to fund Enhanced Street Cleaning (one time)
- $0.3M to fund Culture Shift-Economy work (one time)
- $0.2M to fund Washroom Strategy (one time)
- $0.15M Vancouver Economic Strategy (one time)

- $0.6M for community safety initiatives emerging out of Council-directed priorities (one time)
- $0.25M for parklets and pop up plazas (one time)

B(b). FURTHER THAT reductions be made to contingency ($2M), and the postponement of the textile recycling and dog waste programs (Engineering, $0.31M), to fund items in B(a) above;

B(c). FURTHER THAT, if additional revenues or savings are available in 2022, that staff work with the Vancouver Board of Parks and Recreation to further invest in the expansion of the Park Ranger program.

CARRIED (Vote No. 07867)
(Councillors Bligh, De Genova, Dominato, Hardwick and Kirby-Yung opposed)

* * * * *

At 10:40 am, during debate on the amendment to the amendment above, it was

MOVED by Councillor Bligh
SECONDED by Councillor De Genova

THAT Council recess for 15 minutes.

CARRIED UNANIMOUSLY

Council recessed at 10:40 am and reconvened at 10:57 am.

* * * * *

At 11 am, during discussion on Councillor Boyle's amendment to the amendment, Councillor Bligh rose on a point of order under Section 8.7(d) of the *Procedure By-law*, noting this amendment to the amendment conflicts with a previously passed decision to not increase the overall property taxes by more than 5%. After consulting with staff, Mayor Stewart ruled the amendment to the amendment in order as the previously passed decision asked staff to bring forth options for scenarios of up to 5% budget increases, and the final decision would still remain with Council to decide during the 2022 Budget discussion.

At 11:09 am, during discussion on Councillor Boyle's amendment to the amendment, Councillor Kirby-Yung rose on a point of order under Section 8.7(f) of the *Procedure By-law*, noting this amendment to the amendment is inconsistent with financial practice and conflicts with previous advice received from staff on how one time and ongoing funds can be used. After consulting with staff, Mayor Stewart ruled the amendment to the amendment in order as the $1.61M shortfall will need to be off-set with an increase in the property tax, which Council will be deciding on later in the discussion.

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At 11:49 am, it was

MOVED by Councillor Carr
SECONDED by Councillor Boyle

THAT the meeting be extended past noon in order to complete Report 1.f. 2022 Capital and Operating Budget.

LOST HAVING NOT RECEIVED THE
REQUIRED MAJORITY
(Councillors Bligh, De Genova, Dominato, Hardwick and Kirby-Yung opposed)

* * * * *

Prior to introducing the amendment to the amendment below, Mayor Stewart relinquished the Chair to Duty Mayor Fry, in order to participate in debate and resumed as Chair when completed.

AMENDMENT TO THE AMENDMENT MOVED by Mayor Stewart
SECONDED by Councillor Carr

THAT the amendment be amended by adding the following to the end of A(c):

", with additional Council direction as follows:

i) That the VPD Board be requested to prioritize funding for Community Policing Centres, Car 87, and VCH-supported mental health services that have policing partnerships; and

ii) That Council ask that the VPD Board request the Auditor General undertake a study of funding provided to the Vancouver Police Board, to inform 2023 budget deliberations.";

FURTHER THAT the following be added as A(d):

d) increases of $15.7 million to the Vancouver Police Board budget to fund the arbitrated compensation increases for the Vancouver Police Union, funded from the reallocation of budget from General Government contingency and an additional property tax levy increase of $2.9 million (0.3%);

FURTHER THAT C be amended to revert back to the original number of "$347,241,141", as staff will provide Council with the final numbers prior to the final vote;

AND FURTHER THAT the second clause in C be struck.

carried

At 11:53 am, during discussion on Mayor Stewart's amendment to the amendment, Councillor Kirby-Yung rose on a point of order under Section 8.7(b) of the *Procedure By-law*, noting this amendment to the amendment is proposing to direct the work to the Auditor General, which per the *Auditor General By-law*, Council is not allowed to do so, in order to maintain the Auditor General's independence. Duty Mayor Fry ruled the amendment to the amendment in order as under Section 3.5 of the *Auditor General By-law*, it allows for groups to make a request to the Auditor General for a review, which is what this amendment to the amendment is asking for.

At 11:58 am, during discussion on Mayor Stewart's amendment to the amendment, Councillor De Genova rose on a point of order under Sections 8.7(a) and 8.7(b) of the *Procedure By-law*, noting this amendment to the amendment conflicts with the fairness of the good rule and government of the City, and also conflicts with Section 3.4 of the *Auditor General By-law*.

* * * * *

During the ruling on the point of order above, Council recessed at 11:59 am and reconvened at 1:03 pm.

* * * * *

Following the recess, Duty Mayor Fry ruled the amendment to the amendment in order as it complies with both Sections 3.4 and 3.5 of the *Auditor General By-law*, as a board is able to make a request to the Auditor General for a review and it is the Auditor General's decision whether or not to undertake that request.

At 1:15 pm, Duty Mayor Fry reminded Councillors to not impugn the motives of other Councillors as under Section 6.1(c) under the *Procedure By-law*.

Prior to the vote, Council agreed to separate the components of the amendment to the amendment, with A(c)(i) having CARRIED UNANIMOUSLY (Vote No. 07869), A(c)(ii) having CARRIED UNANIMOUSLY (Vote No. 07870) with Councillors Bligh and Hardwick abstaining from the vote, A(d) having CARRIED (Vote No. 07871) with Councillors Boyle and Swanson opposed, and with both amendments to C having CARRIED (Vote No. 07872) with Councillors Bligh, Boyle and Swanson opposed.

AMENDMENT TO THE AMENDMENT MOVED by Councillor Wiebe
SECONDED by Councillor Carr

THAT the amended amendment be amended by adding the following to the end of B(a):

- $0.3M to Park Rangers (ongoing)

- $0.2M for Accessibility Strategy Priority Actions ($0.09M one time and $0.11M ongoing)

CARRIED (Vote No. 07873)
(Councillors Bligh, De Genova, Hardwick and Kirby-Yung opposed)
(Councillor Dominato abstained from the vote)

At 1:47 pm, during discussion on Councillor Wiebe's amendment to the amendment, Councillor Kirby-Yung rose on a point of order under Section 8.7(c) of the *Procedure By-law*, noting this amendment to the amendment conflicts with a previously approved amendment. After consulting with staff, Mayor Stewart ruled the amendment to the amendment in order as it does not conflict with a previously approved amendment.

AMENDMENT TO THE AMENDMENT MOVED by Councillor Dominato
SECONDED by Councillor De Genova

THAT the amended amendment be amended by adding the following as an additional clause to B(a):

FURTHER THAT Council direct staff to reallocate ongoing funding within the draft 2022 budget to fund the $0.3M to Park Rangers and $0.2M for the Accessibility Strategy Priority Actions by reallocating funding from the following areas:

- $.3M ongoing from Civic Engagement and Communications
- $.2 M from Corporate Support Services

Total reallocation for the two items above within the Draft 2022 Operating Budget should net to zero.

lost

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At 2 pm, it was

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

THAT Council continue the meeting past the scheduled 2 pm break in order to complete the current item and delay the scheduled In Camera meeting until December 8, 2021.

LOST
(Councillors Boyle, Carr, Fry, Swanson, Wiebe and Mayor Stewart opposed)

Council recessed at 2:02 pm and reconvened at 3:03 pm.

* * * * *

Following the recess, Councillor Dominato's amendment to the amendment was put and LOST (Vote No. 07875) with Councillors Boyle, Carr, Fry, Swanson, Wiebe and Mayor Stewart opposed.

The amendments to the amendment having either lost or carried, the amendment as amended was put and Council agreed to separate the vote as set out below:

A(c)(i)	CARRIED (Vote No. 07876) with Councillor Swanson opposed, and Councillor De Genova absent for the vote due to conflict of interest.
A(c)(ii)	CARRIED UNANIMOUSLY (Vote No. 07877) with Councillors Bligh and Hardwick abstaining from the vote, and Councillor De Genova absent for the vote due to conflict of interest.
A(c)	CARRIED (Vote No. 07878) with Councillors Boyle and Swanson opposed, and Councillor De Genova absent for the vote due to conflict of interest.
A(d)	CARRIED (Vote No. 07879) with Councillors Boyle and Swanson opposed, and Councillor De Genova absent for the vote due to conflict of interest.
B(a)(b)(c)	CARRIED (Vote No. 07880) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.
C	CARRIED (Vote No. 07881) with Councillors Boyle and Swanson opposed, and Councillor De Genova absent for the vote due to conflict of interest.

AMENDMENT MOVED by Councillor Fry
SECONDED by Councillor Boyle

THAT the following be added as O:

THAT the Mayor send a letter to the Province to request their continued engagement with BC municipalities and UBCM to help address the challenges identified in the UBCM policy paper "Ensuring Local Government Financial Resiliency: Today's Recovery and Tomorrow's New Economy", including a review of the respective mandates versus available revenue sources at the local regional and provincial government levels;

FURTHER THAT the review reinforces the need to address the cumulative impact of senior government services being downloaded to local governments

without appropriate financial support, which is a key driver of the structural deficit faced by local governments.

CARRIED UNANIMOUSLY (Vote No. 07882)

AMENDMENT MOVED by Councillor Carr
SECONDED by Councillor Boyle

THAT the following be added as P:

THAT Council approve an increase to the general levy to:

i. create a $9 million fund dedicated to new Climate Emergency Action-related items in 2022;

ii. protect $9 million in property tax funding for Climate Emergency Action-related items in future operating and capital budgets in 2023 and beyond; and

iii. report back in future budget materials, including in reports to the public, on the use of the $9 million annual dedicated Climate Emergency Action funding;

FURTHER THAT the additional 2022 Climate Emergency Action investments made possible by this general levy increase in B(a) totaling $9 million be dedicated in the 2022 operating budget to one-time expenditures as follows:

i. $2.5 million to Electric Vehicle (EV) infrastructure, including $0.5 million for on-street EV chargers, power drops for community events and chargers in rental buildings, and $2 million for EV charging infrastructure for City-owned fleet and new zero-emission fleet equipment;

ii. $2 million to support Complete Communities, including $0.5 million for transit infrastructure, $0.5 million for slow street maintenance and improvements, $1.0 million for walking and cycling improvements, including to Vancouver schools;

iii. $2 million to address Natural Climate Solutions, including $0.15 million for a new climate manager position in Park Board; $0.5 million for tree planting pits in DTES (*ENG Streets) and $0.5 million for tree planting city-wide (*Parks); and $0.85 million for quick start project arising from Big Move 6;

iv. $2 million for building retrofits for Vancouver civic facilities including community centres and libraries to reduce greenhouse gas emissions and simultaneously provide safe centres during extreme weather and air quality events to address climate resiliency; and

v. $0.5 million to be set aside in the 2022 operating budget for Council to allocate to climate emergency action initiatives;

AND FURTHER THAT the allocation of the $9 million in 2023 and beyond will be included as part of the annual budget process in each year for Council's consideration.

carried

AMENDMENT TO THE AMENDMENT MOVED by Councillor Kirby-Yung
SECONDED by Councillor De Genova

THAT the amendment be struck and replaced with the following:

THAT Council direct staff to include in the upcoming review of the DCL and/or CAC policy and allocations, options for a shift in the category allocations to include a climate infrastructure category;

FURTHER THAT such review consider the historic investment being made by senior governments in downloaded services, to enable the City of Vancouver to address the critical needs of renewed and more climate resilient infrastructure as well as new climate capital projects that support the goals of the CEAP (Climate Emergency Action Program).

LOST (Vote No. 07883)
(Councillors Boyle, Carr, Fry, Swanson, Wiebe, and Mayor Stewart opposed)

The amendment to the amendment having lost, the amendment was put and CARRIED (Vote No. 07884) with Councillors Bligh, De Genova, Dominato, Hardwick and Kirby-Yung opposed.

* * * * *

At 4:47 pm, it was

MOVED by Councillor Swanson
SECONDED by Councillor Carr

THAT the meeting extend past 5 pm in order to complete item Report 1.f. 2022 Capital and Operating Budget.

CARRIED UNANIMOUSLY

* * * * *

AMENDMENT MOVED by Councillor Swanson

> THAT the proposed increase to the police budget be reallocated to community-led safety programs such as programs for mental health, housing people who are homeless, sex worker indoor spaces and peer led access to safe drug supply.

not put

After consulting with staff, Mayor Stewart ruled Councillor Swanson's amendment out of order as per Section 8.7(c) of the *Procedure By-law* as Council has already voted on the Police budget.

* * * * *

At 4:50 pm, it was

MOVED by Councillor De Genova
SECONDED by Councillor Wiebe

> *THAT Council recess for 15 minutes.*

CARRIED UNANIMOUSLY

Council recessed at 4:50 pm and reconvened at 5:18 pm.

* * * * *

Subsequently, it was

MOVED by Councillor De Genova
SECONDED by Councillor Kirby-Yung

> *THAT Council recess for an additional 5 minutes.*

CARRIED
(Councillor Boyle opposed)

Council recessed at 5:19 pm and reconvened at 5:27 pm.

* * * * *

Prior to the vote on the amended motion, Council agreed to separate the vote on the components of the motion, as set out below:

Note: The votes below have P voted on before H at the advice of staff from Finance, Risk and Supply Chain Management.

A(c)(ii) CARRIED UNANIMOUSLY (Vote No. 07886) with Councillors Bligh and Hardwick abstaining from the vote and Councillors De Genova and Kirby-Yung

absent for the vote due to conflict of interest.

A(a) and A(c)(i) CARRIED (Vote No. 07887) with Councillor Swanson opposed and Councillors De Genova and Kirby-Yung absent for the vote due to conflict of interest. *(Vote reconsidered)*

* * * * *

RECONSIDERATION MOVED by Councillor Boyle
SECONDED by Councillor Carr

THAT Council reconsider the vote on A(a) and A(c)(i).

CARRIED UNANIMOUSLY

The reconsideration having carried unanimously, A(a) and A(c)(i) were put and CARRIED (Vote No. 07888) with Councillors Boyle and Swanson opposed and Councillors De Genova and Kirby-Yung absent for the vote due to conflict of interest.

* * * * *

A(b) and A(d) CARRIED (Vote No. 07889) with Councillors Boyle and Swanson opposed.

B CARRIED (Vote No. 07890) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

C CARRIED (Vote No. 07891) with Councillors Boyle and Swanson opposed.

D CARRIED (Vote No. 07892) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

E CARRIED (Vote No. 07893) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

F CARRIED UNANIMOUSLY (Vote No. 07894).

G CARRIED UNANIMOUSLY (Vote No. 07895).

P CARRIED (Vote No. 07896) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

H CARRIED (Vote No. 07897) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

I CARRIED (Vote No. 07898) with Councillors Boyle and Swanson opposed.

J CARRIED UNANIMOUSLY AND BY THE REQUIRED MAJORITY (Vote

No. 07899) with Councillor Dominato abstaining from the vote.

K CARRIED UNANIMOUSLY AND BY THE REQUIRED MAJORITY (Vote No. 07900).

L CARRIED (Vote No. 07901) with Councillor Hardwick opposed.

M CARRIED (Vote No. 07902) with Councillors De Genova and Hardwick opposed. *(Vote reconsidered)*

* * * * *

RECONSIDERATION MOVED by Councillor Bligh
SECONDED by Councillor Boyle

THAT Council reconsider the vote on M.

CARRIED UNANIMOUSLY

The reconsideration having carried unanimously, M was put and CARRIED (Vote No. 07903) with Councillor Hardwick opposed.

* * * * *

N CARRIED (Vote No. 07904) with Councillors Bligh, De Genova, Dominato, Hardwick, and Kirby-Yung opposed.

O CARRIED UNANIMOUSLY (Vote No. 07905)

FINAL MOTION AS APPROVED

Note: The final motion below has a change in the original lettering, as P is required to be placed before H as it relates to the Operating budget. Also, the dollar amounts in the original D, E, F, G, H and N, have been updated to reflect the approved amendments.

A. THAT Council approve the following components of the Vancouver Police Board (VPB) portion of the Draft 2022 Operating Budget, as outlined in the 2022 Operating Budget section of Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”:

a) $6.9 million increase over the 2021 budget amounts to address an increase in expenses driven by fixed and contractual costs such as fleet charges, insurance, salary increments and fringe benefit rates, and third party costs related to dispatch services provided by E Comm 9 1 1;

b) $0.8 million new funding for a new provincial Digital Evidence Management System (DEMS) mandated by the Ministry of Public Safety and Solicitor General for all BC policing agencies; and

c) $2.5 million increase for items not included in Appendix 1 of the above-noted report and that have been included in the provisional 2022 Vancouver Police Department Budget as approved by the Vancouver Police Board, including nursing services in the Vancouver Jail, mandatory training standards, with additional Council direction as follows:

i) That the Vancouver Police Board be requested to prioritize funding for Community Policing Centres, Car 87, and Vancouver Coastal Health-supported mental health services that have policing partnerships; and

ii) That Council ask that the Vancouver Police Board request the Auditor General undertake a study of funding provided to the Vancouver Police Board, to inform 2023 budget deliberations;

d) increases of $15.7 million to the Vancouver Police Board budget to fund the arbitrated compensation increases for the Vancouver Police Union, funded from the reallocation of budget from General Government contingency and an additional property tax levy increase of $2.9 million (0.3%).

B. THAT Council make the following investments in 2022 to improve core business (including public safety), address the housing crisis, protect and build a resilient economy, and increase focus on equity and critical social issues as follows:

- $0.2 million to implement The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) (ongoing)
- $0.27 million to expand Vancouver Public Library's fine free service (ongoing)
- $0.05 million to restore savings for Joe Fortes Sundays (one time)
- $0.18 million to restore savings for 6 smaller location hours at Vancouver Public Library branches (one time)
- $0.10 million to fund the language access policy (one time)
- $0.08 million to fund Indigenous languages (one time)
- $0.3 million to fund work to address Murdered and Missing Indigenous Women ($0.15 million one time and $0.15 million ongoing)
- $0.05 million to fund Britannia Community Youth Worker (one time)
- $3.1 million to Vancouver Fire and Rescue services to fund the firefighter portion of the growth plan ($2.5 million ongoing) and to restore core vacancies ($0.6 million one time)
- $0.5 million to fund the Single Room Accommodation (SRA) Vacancy Control (ongoing)
- $1.2 million to fund the Office of the Auditor General ($1.0 million ongoing and $0.2 million one time)

- $0.67 million to fund Enhanced Street Cleaning (one time)
- $0.3 million to fund Culture Shift-Economy work (one time)
- $0.2 million to fund Washroom Strategy (one time)
- $0.15 million Vancouver Economic Strategy (one time)
- $0.6 million for community safety initiatives emerging out of Council-directed priorities (one time)
- $0.25 million for parklets and pop up plazas (one time)
- $0.3 million to Park Rangers (ongoing)
- $0.2 million for Accessibility Strategy Priority Actions ($0.09 one time and $0.11 ongoing)

FURTHER THAT reductions be made to contingency ($2 million), and the postponement of the textile recycling and dog waste programs (Engineering, $0.31 million), to fund items noted above;

AND FURTHER THAT, if additional revenues or savings are available in 2022, that staff work with the Vancouver Board of Parks and Recreation to further invest in the expansion of the Park Ranger program.

C. THAT Council approve the balance of the Vancouver Police Department portion of the Draft 2022 Operating Budget of $366,898,431 in expenditures and $25,418,414 in revenues as outlined in the Draft 2022 Operating Budget section of Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”.

D. THAT Council approve the Vancouver Board of Parks & Recreation 2022 Operating Budget of $143,462,410 in expenditures and $65,497,000 in fee and program revenues as outlined in the operating budget section of Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”.

E. THAT Council approve the Vancouver Public Library Board 2022 Operating Budget of $57,805,710 in expenditures and $4,512,000 in fee and program revenues as outlined in the operating budget section of the operating budget section of Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”.

F. THAT Council approve the 2022 Property Endowment Fund (PEF) Operating Budget of $52,310,692 in revenues and $52,310,692 in expenses (including transfers) as outlined in Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”.

G. THAT Council approve the 2022 VAHEF Budget of $12,213,914 in revenues and $12,213,914 in expenses (including transfers) as outlined in Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”.

H. THAT Council approves an increase to the general levy to:

i) create a $9 million fund dedicated to new Climate Emergency Action-related items in 2022;

ii) protect $9 million in property tax funding for Climate Emergency Action-related items in future operating and capital budgets in 2023 and beyond; and

iii) report back in future budget materials, including in reports to the public, on the use of the $9 million annual dedicated Climate Emergency Action funding;

FURTHER THAT the additional 2022 Climate Emergency Action investments made possible by this general levy increase noted above, totaling $9 million, be dedicated in the 2022 Operating Budget to one time expenditures as follows:

i) $2.5 million to Electric Vehicle (EV) infrastructure, including $0.5 million for on-street EV chargers, power drops for community events and chargers in rental buildings, and $2 million for EV charging infrastructure for City-owned fleet and new zero-emission fleet equipment;

ii) $2 million to support Complete Communities, including $0.5 million for transit infrastructure, $0.5 million for slow street maintenance and improvements, $1.0 million for walking and cycling improvements, including to Vancouver schools;

iii) $2 million to address Natural Climate Solutions, including $0.15 million for a new climate manager position in Park Board; $0.5 million for tree planting pits in DTES (*ENG Streets) and $0.5 million for tree planting city-wide (*Parks); and $0.85 million for quick start project arising from Big Move 6;

iv) $2 million for building retrofits for Vancouver civic facilities including community centres and libraries to reduce greenhouse gas emissions and simultaneously provide safe centres during extreme weather and air quality events to address climate resiliency; and

v) $0.5 million to be set aside in the 2022 Operating Budget for Council to allocate to climate emergency action initiatives;

AND FURTHER THAT the allocation of the $9 million in 2023 and beyond will be included as part of the annual budget process in each year for Council's consideration.

I. THAT Council approve the budget resolution attached as Appendix 2 of the Report dated November 16, 2021, entitled "2022 Capital and Operating Budget", thereby adopting the 2022 Operating Budget of $1,747,417,577 outlined in Appendix 1 of the same report, resulting in an overall property tax increase of 6.35%.

J. THAT Council approve the Capital Projects Budget related to the Vancouver Police Board included in the Draft 2022 Capital Budget and outlined in the capital budget section of Appendix 1 of the Report dated November 16, 2021, entitled "2022 Capital and Operating Budget", with details in Appendix A and B of Appendix 1 of the same report:

a. 2022 new Multi-Year Capital Projects Budget funding requests totalling $3.0 million, with details in Appendix A and B of Appendix 1 of the above-noted report; and

b. 2022 Capital Expenditure Budget of $6.3 million, with details in Appendix B of Appendix 1 of the above-noted report.

K. THAT Council approve the varying of $1.974 million of borrowing authority in the 2019-2022 Capital Plan for "1 Transportation and Technology" from "1B. Traffic Signals and Street Lighting" to "1A. Street and Bridge Infrastructure" to support the transfer from Emerging Priorities funding to support City's Climate Emergency Response transportation initiatives as part of 2019-2022 Capital Plan Recalibration council approved use of Emerging Priorities funding.

L. THAT Council approve the varying of $26.855 million of borrowing authority in the 2019-2022 Capital Plan for "3 Replacement of existing community facilities and Civic Facilities" from "3A. Community Facilities" to "3B. Civic Facilities" to support the transfer from Emerging Priorities funding to support Grandview Fire hall project as part of 2019-2022 Capital Plan Recalibration council approved use of Emerging Priorities funding.

M. THAT, Council approve $285.3 million for new Multi-year Capital Project Budgets to begin in 2022, as outlined in the capital budget section of Appendix 1 of the Report dated November 16, 2021, entitled "2022 Capital and Operating Budget", with details in Appendix A and B of Appendix 1 of the same report:

($ millions)	2022 New Funding Requests	2022 Expenditures	Future Year Expenditures
Affordable Housing	$8.0	$1.3	$6.7
Childcare	$11.0	$3.6	$7.4
Parks & Open Spaces	$19.9	$14.6	$5.3
Arts & Culture	$7.9	$3.7	$4.2
Community Facilities	$6.1	$5.8	$.3
Public Safety	$38.5	$1.3	$37.3
Civic Facilities & Equipment	$7.2	$5.9	$1.4
Transportation & Street Use	$53.4	$53.0	$.4
One Water	$92.3	$75.1	$17.2
Solid Waste	$6.4	$1.1	$5.3
Renewable Energy	$12.0	$2.4	$9.6
Technology	$22.5	$22.5	$.0
Total	**$285.3**	**$190.3**	**$95.0**

NOTE: Totals may not add due to rounding.

Funding sources as follows:

- Operating revenue that funds capital projects $82.5 million
- Debenture borrowing $100.4 million
- Special purpose reserves totalling $23.9 million:
    - Gas Tax Fund Community Works Reserve $0.45 million
    - LED Reserve $0.5 million
    - Meter Reserve $1.9 million
    - Fleet Reserve $3.8 million
    - Capital Facilities Reserve $17.3 million
- Developer contributions totalling $49.3 million:
    - Public Art Reserve $0.75 million
    - Community Amenity Contributions (Cash) $13.5 million
    - Development Cost Levies $35.0 million
- Other/External $17.8 million
- User fees and levies $6.5 million
- Capital Financing Fund $5.0 million

As a result, of this Capital Budget approval, the 2019-2022 Capital Plan will decrease by $42.8 million, primarily related to a further forecasted slowdown of developer contributions.

N. THAT Council approve the 2021 Capital Expenditure Budget in the amount of $683.4 million outlined in the capital budget section of Appendix 1 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”, with details in Appendix B of Appendix 1 of the same report:

($ millions)	Previously Approved Projects	New Projects	Total 2022 Expenditures
Affordable Housing	$133.4	$1.3	$134.7
Childcare	$23.2	$3.6	$26.8
Parks & Open Spaces	$39.6	$14.6	$54.3
Arts & Culture	$19.5	$3.7	$23.2
Community Facilities	$29.9	$5.8	$35.7
Public Safety	$20.0	$1.3	$21.3
Civic Facilities & Equipment	$25.8	$5.9	$31.7
Transportation & Street Use	$80.3	$53.0	$133.2
One Water	$64.9	$75.1	$140.0
Solid Waste	$26.9	$1.1	$28.0
Renewable Energy	$15.6	$2.4	$18.0
Overhead	$5.3	$.0	$5.3
Technology	$8.7	$22.5	$31.2
Total	**$493.2**	**$190.3**	**$683.4**

NOTE: Totals may not add due to rounding.

O. THAT Council approve the Budget Resolution attached as Appendix 2 of the Report dated November 16, 2021, entitled “2022 Capital and Operating Budget”,

thereby adopting the 2022 Operating Budget of $1,747,417,577 outlined in Appendix 1 of the same report, resulting in an overall property tax increase of 6.35%.

P. THAT the Mayor send a letter to the Province to request their continued engagement with BC municipalities and the Union of BC Municipalities (UBCM) to help address the challenges identified in the UBCM policy paper "Ensuring Local Government Financial Resiliency: Today's Recovery and Tomorrow's New Economy", including a review of the respective mandates versus available revenue sources at the local regional and provincial government levels;

FURTHER THAT the review reinforces the need to address the cumulative impact of senior government services being downloaded to local governments without appropriate financial support, which is a key driver of the structural deficit faced by local governments.

2. Vancouver Community Sport Hosting Grants – Fall 2021 Intake
November 16, 2021

Due to time constraints, this report will be dealt with at the Standing Committee on City Finances and Services meeting on December 8, 2021.

3. 2021 Social Policy Small Capital Grants and Other Grants
November 30, 2021

Due to time constraints, this report will be dealt with at the Standing Committee on City Finances and Services meeting on December 8, 2021.

REFERRAL REPORTS

1. CD-1 Rezoning: 7929-7949 Cambie Street
November 23, 2021

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, including amendments to the Zoning and Development By-law and Subdivision By-law in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Gud Group, on behalf of 1190048 B.C. Ltd., the registered owner of the lands at 7929-7949 Cambie Street [*Lots 2 and 3 Centre Portion of District Lot 323 Plan 9707; PIDs 009-502-394 and 009-502-459, respectively*] to rezone from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 0.7 to 2.6 and the maximum building height from 10.7 m (35.1 ft.) to 22.3 m (73.2 ft.) to permit the development of a six-storey residential building with 33 strata-titled residential units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 23, 2021, entitled "CD-1 Rezoning: 7929-7949 Cambie Street", be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Gud Group, received January 7, 2021, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Referral Report dated November 23, 2021, entitled "CD-1 Rezoning: 7929-7949 Cambie Street";

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

C. THAT A and B above 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 following the Public Hearing 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.

ADOPTED ON CONSENT

2. CD-1 Rezoning: 2037-2061 East Broadway
November 23, 2021

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Bucci Development Ltd., on behalf of:

- Juan Wong, Kuan Lin Wong and Joe Wong, the registered owners of the lands at 2037 East Broadway [*PID 015-278-816; Lot 29 of Lot D Block 152 District Lot 264A Plans 442 and 1771*],
- Patricia King Kui Blunden, the registered owner of the lands at 2045 East Broadway [*PID 010-149-210; Lot 30 of Lot D Block 152 District Lot 264A Plans 442 and 1771*],
- Jason James Hagemeister and Kelly Colleen Dueber, the registered owners of the lands at 2055 East Broadway [*PID 015-205-096; Lot 31 of Lot D Block 152 District Lot 264A Plans 442 and 1771*], and
- Newnelyn Simpao Orense, Expedito Calleja Orense and Joana Chris Nabor Orense, the registered owners of the lands at 2061 East Broadway [*PID 007-714-823; Lot 32 of Lot D Block 152 District Lot 264A Plans 442 and 1771*],

to rezone a consolidation of the lands from RT-5N (Residential) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 0.75 to 2.65 and the maximum building height from 10.7 m (35 ft.) to 20.8 m (68 ft.) to permit the development of a six-storey residential building containing 54 strata-titled residential units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 23, 2021, entitled “CD-1 Rezoning: 2037-2061 East Broadway”, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by RH Architects Inc., received January 29, 2021, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT A above 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 following the Public Hearing 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.

ADOPTED ON CONSENT

3. CD-1 Amendment: 622-688 Southwest Marine Drive
November 23, 2021

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, including amendments to the Zoning and Development By-law, Sign By-law, and Noise By-law, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Chard Development Ltd. on behalf of 600-688 SW Marine Nominee Ltd., the registered owner of the lands located at 622-688 Southwest Marine Drive [*PID 005-270-553; Lot 1 Blocks 3 and 5 District Lot 311 Plan 13934*], to amend CD-1 (66) to increase the maximum floor space ratio (FSR) to 6.84 and the building height to 96.2 m (316 ft.) and to 100.5 m (330 ft.) to accommodate a rooftop amenity space, to permit the development of a mixed-use development with two buildings at 28 and 32 storeys on top of two six-storey podiums with commercial space on the ground floor, a private childcare space, and 573 secured rental units, of which 20% of the residential floor area will be secured as below-market rental units, be approved in principle;

FURTHER THAT the draft amending by-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 23, 2021,

entitled “CD-1 Amendment: 622-688 Southwest Marine Drive”, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Musson Cattell Mackey Partnership, received December 20, 2020;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B of the Referral Report dated November 23, 2021, entitled “CD-1 Amendment: 622-688 Southwest Marine Drive”, 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 A and B above 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 following the Public Hearing 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;

FURTHER THAT the Director of Legal Services be instructed to prepare the draft CD-1 By-law, generally as set out in Appendix A of the Referral Report dated November 23, 2021, entitled “CD-1 Amendment: 622-688 Southwest Marine Drive”, for consideration at Public Hearing.

ADOPTED ON CONSENT

4. CD-1 (776) Text Amendment: 118-150 Robson Street (828 Cambie Street) November 23, 2021

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the

General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by GBL Architects, on behalf of Amacon Development (Robson) Corp., the registered owner of the lands located 118-150 Robson Street (now 828 Cambie Street) [*PID: 031-375-499; Lot A Block 68 District Lot 541 Group 1 New Westminster District Plan EPP109127*] to amend the text of CD-1 (Comprehensive Development) District (776) By-law No. 12996 to increase the floor space ratio (FSR) from 10.07 to 10.33 and increase the floor area for residential use from 14,901.2 sq. m (160,393 sq. ft.) to 15,469.7 sq. m (166,515 sq. ft.) of which not less than 781.9m2 (8,408 sq. ft.) must be rental residential use, be approved in principle;

FURTHER THAT the draft amending by-law be prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 23, 2021, entitled “CD-1 (776) Text Amendment: 118-150 Robson Street (828 Cambie Street)”, be approved in principle;

FURTHER THAT the proposed form of development be approved in principle, generally as prepared by GBL Architects received March 5, 2021 provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Appendix B of the Referral Report dated November 23, 2021, entitled “CD-1 (776) Text Amendment: 118-150 Robson Street (828 Cambie Street)”, 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 A and B above 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 following the Public Hearing 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.

ADOPTED ON CONSENT

BY-LAWS

Due to time constraints, By-laws 1 to 38 will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on December 8, 2021.

MOTIONS

A. Administrative Motions

1. Update to False Creek Flats Area Plan

Due to time constraints, this motion will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on December 8, 2021.

2. Approval of Form of Development – 349 East 6th Avenue

Due to time constraints, this motion will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on December 8, 2021.

3. Approval of Form of Development – 1766 Frances Street

Due to time constraints, this motion will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on December 8, 2021.

4. Approval of Form of Development – 1636 Clark Drive

Due to time constraints, this motion will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on

December 8, 2021.

B. Council Members' Motions

1. Requests for Leaves of Absence

Due to time constraints, this motion will be dealt with at the Council meeting immediately following the Standing Committee on City Finances and Services meeting on December 8, 2021.

NOTICE OF COUNCIL MEMBER'S MOTIONS

Due to time constraints, this item will be dealt with at the Council meeting of December 14, 2021, reconvening from November 16, 2021.

NEW BUSINESS

Due to time constraints, this item will be dealt with at the Council meeting of December 14, 2021, reconvening from November 16, 2021.

ENQUIRIES AND OTHER MATTERS

Due to time constraints, this item will be dealt with at the Council meeting of December 14, 2021, reconvening from November 16, 2021.

ADJOURNMENT

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

Council adjourned at 5:52 pm.

* * * * *

Schedule C

CITY OF VANCOUVER

REPORT

Report Date: June 8, 2022
Contact: Chris Robertson
Contact No.: 604.873.7684
RTS No.: 14971
VanRIMS No.: 08-2000-20
Meeting Date: June 22, 2022
Submit comments to Council

TO: Standing Committee on Policy and Strategic Priorities

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Vancouver Development Cost Levy By-Law Update (2023-2032)

RECOMMENDATION

A. THAT Council approve, in principle, the amended Development Cost Levy (DCL) rates as shown in Appendix A and that these rates be phased-in as follows:

- 50% of the Vancouver (City-wide) Development Cost Levy (CWDCL) rate increase to be effective September 30, 2022, with the remaining 50% rate increase to be effective September 30, 2023; and
- 50% of the Utilities Development Cost Levy (UDCL) rate increase to be effective September 30, 2022, with the remaining 50% rate increase to be effective September 30, 2023.

B. THAT Council approve the allocation of the CWDCL revenues among DCL program categories, to be effective immediately, generally as follows:

- Replacement Housing 24.5%
- Childcare 8.0%
- Park 34.5%
- Transportation 33.0%

C. THAT Council approve, in principle, the modification of the DCL waiver for for-profit affordable rental housing in the City-wide DCL By-law, Area-Specific DCL By-law, and Secured Rental Policy, to be effective September 30, 2022.

D. THAT Council approve, in principle, the following amendments to reduce DCL rates for the following uses in the CWDCL, UDCL, and the Area-specific DCL, to be effective September 30, 2022:

- Apply a $10 per building permit for the uses shown in Appendix A; and
- Remove the reduced rates for Parking Garage and Surface Parking Lot.

E. THAT Council approve, in principle, the addition, deletion or amendment of definitions in the CWDCL, UDCL, and the Area-Specific DCL as shown in Appendix A, to be effective September 30, 2022.

F. THAT Council approve, in principle, the removal of the DCL payment by instalment option for all DCL By-laws, to be effective September 30, 2022.

G. THAT Council approve, in principle, the exemption of DCLs for micro-dwelling units under 320 square feet (29.73 square meters) in the CWDCL, UDCL, and Area-specific DCL, to be effective September 30, 2022.

H. THAT Council direct staff to report back on considerations and options regarding Area-Specific DCLs and Exempt DCL areas as part of any related area planning exercise or as part of Vancouver Plan Implementation.

I. THAT Council repeal all previous DCL Bulletins and interpretations.

J. THAT the Director of Legal Services be instructed to bring forward amendments to the Vancouver Development Cost Levy By-law No. 9755, Vancouver Utilities Development Cost Levy By-law No. 12183, and the Area Specific Development Cost Levy By-law No. 9418 as generally set out in Appendix A, to give effect to Recommendations A to G.

REPORT SUMMARY

Following a comprehensive review of forecasted new development and DCL eligible growth costs over the 2023-2032 period, this report seeks Council approval to adopt the following updates:

- CWDCL and UDCL rates;
- CWDCL allocations among replacement housing, childcare, park and transportation;
- CWDCL waiver for for-profit affordable rental; and,
- DCL By-laws.

Staff undertake a comprehensive review of DCLs every four years to align with the City's Capital Planning cycle so that DCL rates and program category allocations are up-to-date and reflect current priorities. The last comprehensive review of the CWDCL was undertaken in 2017, and in 2018 the UDCL was introduced.

As a result of the review, staff recommend that the CWDCL and UDCL rates be updated to recover a share of the growth costs associated with the forecasted 10-year DCL program. The recommended DCL rates in this report are anticipated to support approximately $1.86 billion (50%) of the contemplated net municipal growth costs over the next 10 years (2023-2032). The remaining 49% of net municipal costs are anticipated to be funded from other development contributions (e.g. Community Amenity Contributions (CACs), Density Bonus Zoning Contributions, conditions of development), and a 1% municipal assist funded by City contributions (e.g. property tax, utility fees). Similar to the 2017 comprehensive DCL review, all program areas exceeded the City's overall growth-related funding capacity and had to be rationalized as part of the capital planning process.

Stakeholders, including the development industry, non-profit operators, senior government agencies, and the Vancouver Park Board were consulted at key points in the DCL Update. Staff also took other measures to increase awareness of the DCL Update, including updates to the City website, notification in news outlets, and provided contextual materials for the 4-year capital plan public engagement. A summary of the engagement, including correspondence received, can be found in Appendix D. This report also includes two report backs on the Council motions.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In 1992, Council approved the City's first Downtown South Area-Specific DCL District and corresponding Public Benefit Strategy.

In 2001, Council approved the False Creek Flats Area-Specific DCL District.

In 2003, Council adopted the Financing Growth Policy that sets the framework for the collection and allocation of CWDCLs to help pay for eligible public amenities and infrastructure needed for growth: replacement housing, childcare, park, and engineering infrastructure.

In 2007, Council approved the Southeast False Creek Area-Specific DCL District and a corresponding Public Benefits Strategy and Housing Strategy.

In 2009, Council adopted the annual inflationary DCL rate adjustment system for the CWDCL and Area-Specific DCLs, with the new rates effective on September 30 of each year.

In 2009, Council approved waiver of CWDCL for "for-profit affordable rental housing" as part of the Short Term Incentives for Rental program.

In 2013, Council approved the replacement of the Oakridge-Langara Area-Specific DCL with CWDCL effective March 12, 2014. In July 2015, Council approved the replacement of five Area-Specific DCLs with the CWDCL (Arbutus, Burrard Slopes, Cedar Cottage/Welwyn, Dundas/Wall and Triangle West). As a result, the number of DCL Districts reduced from 11 to 5.

In 2017, Council approved the CWDCL Update (2017-2026). The update added new DCL rate categories and new reduced DCL rates; amended DCL revenue allocations for replacement housing, childcare, park, transportation and utilities; and removed the Downtown South Area-Specific DCL. Council also approved a framework for updating the DCL program every four years to align with the City's 4-year Capital Planning cycle.

In 2018, Council approved the establishment of the UDCL. This included a two-year phase-in of the east-side residential rate category (above 1.5 FSR) and a UDCL waiver for “for-profit affordable rental housing” on an interim basis. Council also approved the removal of the Grandview-Boundary Area-Specific DCL.

In 2019, Council approved the removal of the UDCL waiver for “for-profit affordable rental housing”, effective September 30, 2020. The eligibility for CWDCL waiver was expanded to include moderate income rental projects.

In 2021, Council approved the Latecomer Policy which guides agreements for developers to recover costs associated with infrastructure improvements that benefit properties beyond their own.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Vancouver is a growing city with most new development occurring in areas that have undergone area planning. Population and employment growth is supported through the network of public amenities and infrastructure such as affordable housing, childcare, park and engineering infrastructure. These investments contribute to the overall liveability of our city, the health of our residents, and the needs of individuals and families who live and work here.

The City funds capital programs/projects from a range of sources:

- **City contributions** – Operating revenues (e.g. property tax, water and sewer utility fees) typically fund most maintenance and renewal of existing public amenities and infrastructure.
- **Development contributions** – Consistent with the City’s Financing Growth Policy (2003), new and expanded public amenities and infrastructure to support growth are funded in part through development contributions such as DCLs, CACs, Density Bonus Zoning Contributions, conditions of development, and utility connection charges.
- **Partnership contributions** – External funding from the federal, provincial and regional governments, non-profit agencies, foundations, and philanthropists could fund both maintenance and renewal work and new and expanded public amenities and infrastructure.

The Financing Growth Policy (2003) sets the framework for the collection and allocation of development contributions based on the key principle that new development should pay its fair share of growth-related costs so as to reduce pressure on property taxes, utility fees and other City funding sources. DCLs are one of the City’s primary financing growth tools.

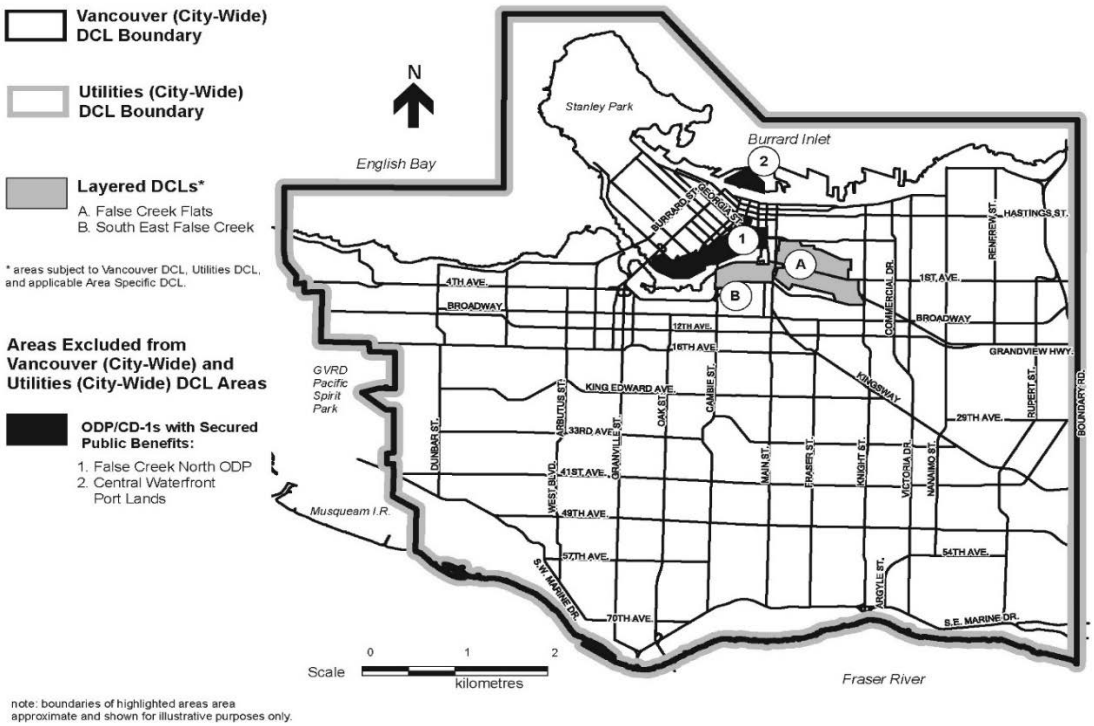
The Province of British Columbia amended the Vancouver Charter (s. 523D) in 1990, giving Council the authority to use DCLs to help fund growth-related eligible projects. The City determines specific growth-related needs and costs within the eligible program categories, as well as discretionary waivers or reductions of DCLs for specific uses.

DCLs are applied on a per square foot basis and payment is due at Building Permit issuance. DCL revenues pay for specific growth-related capital projects (as permitted by the Vancouver Charter). The City-wide DCL currently funds the following program areas:

- replacement (affordable) housing;
- childcare facilities;
- park development and improvements;
- transportation (highway infrastructure); and
- utilities (sewer, water, and drainage).

DCL By-laws establish area boundaries of each DCL district, establishing the public amenities and infrastructure needed to accommodate future growth and the rates and necessary to pay for them. Levies collected within each district must be invested within the area boundary, except for DCLs collected for replacement housing which can be invested city-wide. The city-wide DCL districts, layered DCL districts, and exempt areas can be found in Map 1. For more information on DCLs and other development contributions, see Appendix F.

Map 1: Current DCL Districts



In 2017, Council approved a framework for updating the DCL program every four years to align with the City's 4-year Capital Planning cycle. Regular updates to the DCL Program allow the City to update its DCL By-laws to reflect updated growth forecasts, DCL program needs, investment priorities of Council, Vancouver Park Board, and the community, and recalibration of funding capacity assumptions. The last CWDCL Update was in 2017 which was the first comprehensive update to rates and allocations since its inception in 2003. The UDCL was introduced in 2018 to address the need for upgraded water, sewer, and drainage infrastructure to support growth. The next DCL update is scheduled in 2026, in advance of the next 4-year capital plan (2027-2030).

The DCL Update is based on a 10-year timeframe (2023-2032) and includes the following:

- A development forecast based primarily on in-stream development applications (as of mid-2021);
- Future growth needs based on the development forecast for DCL eligible projects; (replacement housing, childcare, park, transportation, and utilities infrastructure);
- Growth costs for DCL eligible capital programs and projects (as of February 2022);
- Updated CWDCL and UDCL rates;
- Policy considerations including the CWDCL waiver for for-profit affordable rental housing and reduced rates; and
- Updating the CWDCL, UDCL, and Area Specific DCL by-laws.

Hemson Consulting Ltd. was retained by the City to assist City staff with the DCL Update (for Hemson's background report on the DCL Update, please see Appendix B). ***Coriolis Consulting*** Corp. was retained by the City to provide an independent review of the proposed DCL rates and impact of proposed changes to the CWDCL rental waiver on development viability (for the Coriolis report, please see Appendix C). Both Hemson and Coriolis assisted with the 2017 DCL update.

Development Forecast

One of the first steps in updating the DCL rates is to forecast the type and location of anticipated development. To create the 10-year (2023-2032) development forecast, staff reviewed in-stream development applications (e.g. rezoning applications, development permits, building permits), as well as active major projects (e.g. Oakridge Centre, East Fraser Lands) and development take-up rates for lower-density forms of development within existing zoning (e.g. laneway housing, duplex, townhomes). The development forecast does not include forecasts for plan areas that have not been approved by Council (e.g. Broadway Plan, Rupert & Renfrew Station Area Plan, Jericho Lands) at the time of developing the DCL development forecast, with the exception of in-stream applications in those plan areas.

The 2023-2032 development forecast is summarized in the two tables below. The forecast anticipates approximately 56.2 million square feet of net new floor area, predominantly located in the Downtown Core, within recent community plan areas, and along major transit lines. Of the residential floor area, 12% is forecasted to be non-market housing, 33% rental housing, and the remaining 55% ownership/strata. For a detailed review of the development forecast including maps, refer to the Hemson Background Study in Appendix B of this report.

Table 1: Forecasted Residential Net Floor Area (2023-2032)

Residential Categories	Forecasted Floor Area (million sq.ft.)
Low Density Residential (Laneway, Duplex, Townhouse)	4.0
Medium Density Residential (Stacked Townhouse, Low-Rise Apartment)	2.0
Higher Density Residential (Mid- and High-Rise Apartment)	35.9
Total Residential	**41.9**

Table 2: Forecasted Non-Residential Net Floor Area (2023-2032)

Residential Categories	Forecasted Floor Area (million sq.ft.)
Commercial & Other Uses (Including Office, Retail, Institutional, Hotel)	10.6
Mixed Employment (Light Industrial)	1.4
Industrial (Heavy Industrial)	2.3
Total Non-Residential	**14.3**

DCL Program

Based on the 10-year development forecast, City departments developed DCL-eligible capital programs to support the anticipated growth. In determining the net DCL-eligible costs, assumptions were made with regards to anticipated funding from senior governments and other partners, as well as other development contributions (e.g. in-kind and cash CACs) and City contributions (e.g. Empty Homes Tax). Where applicable, renewal costs are included in the capital programs, but only the growth-related components are eligible for DCLs.

The following is a high-level summary of the anticipated programs/projects included in the DCL project lists:

- **Replacement Housing:** DCLs will contribute to the development of up to 4,900 replacement housing units (affordable housing) for people displaced by growth and unable to afford comparable housing in that area. Replacement Housing DCLs will be used to fund land acquisition for future affordable housing, as well as capital grants to non-profit operators.

- **Childcare:** DCLs will contribute to the development of approximately 1,200 childcare spaces, including spaces integrated within civic facilities, through capital grants to non-profit and Indigenous led non-profit operators, as well as converting existing spaces from part-time to full-time.

- **Park:** DCLs will contribute to approximately 5.3 ha of parkland acquisition, several park developments and improvements, as well as seawall and urban forest enhancements.

- **Transportation:** DCLs will contribute to the development of active transportation and complete street infrastructure including AAA bikeways, pedestrian infrastructure, signals and street lights, safety and accessibility improvements, public plazas within the road right-of-way, transit integration improvements and planning, and bridge upgrades.

- **Utilities**: DCLs will contribute to the development of neighbourhood-serving utilities infrastructure, including over 20 km of sewer and sanitary pipes, pump stations, drainage projects, water upgrades, and capacity models to support growth.

Table 3 provides a summary of the cost allocations for each DCL program category over a 10-year period (2023-2032). The gross capital program costs amount to $9.72B. Adjustments have been made to account for:

- any benefit to existing or renewal components;
- senior government and partner funding;
- other development contributions (e.g. in-kind and cash CACs, Density Bonus Zoning Contributions, conditions of development);
- existing DCL reserves (including CWDCL, UDCL, and Layered DCL); and
- other City funding (e.g. Empty Homes Tax).

Staff have also developed a Utilities financing framework to outline the role of different utilities funding tools, including UDCLs and conditions of development (see Appendix E for more information).

The net recoverable DCL cost is $1.86B, which is the amount expected to be recovered through DCL revenues over the next 10 years. For a detailed review of capital projects by program area, please see the Hemson Background Study in Appendix B.

Table 3: Summary of Overall 10-year Capital Program (2023-2032)

Service	Gross Project Costs ($000)	Senior Gov. / Partners ($000)	Post-Period (2033+) ($000)	Benefit to Existing ($000)	Net Growth-Related Costs ($000)	Growth Costs Funded from Other Sources[1] ($000)	DCL Eligible Costs 2023-2032		
							Net DCL Eligible Costs ($000)	Less Municipal Assist[2] 1% ($000)	DCL Rate Supported 2023-2032 ($000)
1.0 Parks	$539,413	$0	$0	$39,250	$500,163	$78,994	$421,169	$4,322	$416,847
2.0 Childcare	$347,738	$63,570	$0	$18,900	$265,268	$165,944	$99,324	$1,273	$98,052
3.0 Housing	$5,220,034	$3,383,179	$0	$35,688	$1,801,167	$1,502,490	$298,677	$3,207	$295,470
4.0 Transportation	$1,515,359	$362,850	$0	$699,635	$452,874	$48,826	$404,048	$4,194	$399,855
5.0 Utility Services									
Water	*$38,711*	*$0*	*$5,932*	*$494*	*$32,285*	*$19,333*	*$12,951*	*$135*	*$12,816*
Sewer	*$2,059,850*	*$18,500*	*$605,010*	*$737,450*	*$698,890*	*$55,251*	*$643,639*	*$6,693*	*$636,946*
Sub-Total Utilties	$2,098,561	$18,500	$610,942	$737,945	$731,174	$74,584	$656,590	$6,828	$649,762
TOTAL CAPITAL PROGRAM	**$9,721,104**	**$3,828,099**	**$610,942**	**$1,531,417**	**$3,750,646**	**$1,870,837**	**$1,879,809**	**$19,823**	**$1,859,985**

Notes
1) Other Funding Sources Include: DCL Reserves, CACs, conditions of development, Empty Homes Tax, Layered DCL and other.
2) Municipal Assist: has been set as a % of overall program level 2023-2032 funding needs.

As new community planning and development occurs over time, the capital program may need to be updated, including any change to the timing and substitution of projects.

The 10-year Development Forecast and 10-year DCL Capital Project Lists are two key inputs into determining the DCL rate calculations, as outlined in the following section.

Strategic Analysis

This section provides the analysis to support the recommendations around DCL rates, DCL allocations, the CWDCL waiver, reduced rates, and other policy considerations.

Recommendation A: Amended CWDCL and UDCL rates

To deliver the required DCL programs/projects needed to support the anticipated growth within the 10-year development forecast, the recommended CWDCL and UDCL rate increases are shown in Table 4 and Table 5 respectively. To calculate the updated DCL rates, the growth-related capital costs were divided into the gross floor space forecast to arrive at the base DCL charge. For more details on the rate calculation process, see the Hemson Background Report in Appendix B.

Based on feedback received from development stakeholders (see Appendix D), staff are proposing to phase-in the increase of DCLs over two years, where 50% of the increase would be effective September 30, 2022, and the remaining 50% increase would be effective September 30, 2023. This phase-in allows more time for the development industry to adjust to and factor in the increased DCL rates in their land acquisition and development. The rate phase-in provides further protection for in-stream applications. The financial implications of the phase-in of the DCL rate increases over 2 years is anticipated to be $15-20M, or approximately 1% of the overall 2023-2032 DCL program. Notwithstanding the phase-in, the City's annual inflationary index will be applied to all DCL rates.

Table 4: Recommended Rate Adjustments for the City-wide DCL

Rate Category	Current Rate	Full DCL Update Adjustment	Recommended DCL Rate Sept 30, 2022 (50% phase-in)	Recommended DCL Rate Sept 30, 2023 (remaining 50% phase-in)
Residential in development over 1.5 FSR	$18.24/ft^2	$3.56/ft^2	**$20.02/ft^2**	**$21.80/ft^2**
Medium density residential above 1.2 FSR to 1.5 FSR	$9.11/ft^2	$1.78/ft^2	**$10.00/ft^2**	**$10.89/ft^2**
Residential at or below 1.2 FSR and laneway house	$4.23/ft^2	$0.83/ft^2	**$4.65/ft^2**	**$5.06/ft^2**
Commercial and most other uses	$15.39/ft^2	$6.41 /ft^2	**$18.60/ft^2**	**$21.80/ft^2**
Industrial	$6.14/ft^2	$2.58/ft^2	**$7.43/ft^2**	**$8.72/ft^2**

Mixed Employment (Light Industrial)	$11.55/ft^2	$4.79/ft^2	**$13.95/ft^2**	**$16.34/ft^2**

Table 5: Recommended Rate Adjustments for the Vancouver Utilities DCL

Rate Category	Current Rate	Full DCL Update Adjustment	Recommended DCL Rate Sept 30, 2022 (50% phase-in)	Recommended DCL Rate Sept 30, 2023 (Remaining 50% phase-in)
Residential development over 1.5 FSR	$10.13/ft^2	$3.53/ft^2	**$11.90/ft^2**	**$13.66/ft^2**
Medium density residential above 1.2 FSR to 1.5 FSR	$5.06/ft^2	$1.77/ft^2	**$5.95/ft^2**	**$6.83/ft^2**
Residential at or below 1.2 FSR and laneway house	$2.33/ft^2	$0.84/ft^2	**$2.75/ft^2**	**$3.17/ft^2**
Commercial and most other uses	$5.32/ft^2	$1.51/ft^2	**$6.08/ft^2**	**$6.83/ft^2**
Industrial	$2.14/ft^2	$0.59/ft^2	**$2.44/ft^2**	**$2.73/ft^2**
Mixed Employment (Light Industrial)	$4.00/ft^2	$1.12/ft^2	**$4.56/ft^2**	**$5.12/ft^2**

Coriolis Consulting tested the rates on several hypothetical development sites and determined that the proposed DCL rates would not impact development viability. For more information on the economic testing, please see Appendix C.

This year's CWDCL update shows a larger increase for the non-residential categories. This is due in part to the commercial market uncertainty in 2017 and the decision at the time to not increase the non-residential rates. Since 2017, the commercial and industrial markets have consistently shown strong fundamentals (e.g. increasing lease rates, continued development proposals) and the economic testing indicates these markets are able to accommodate the proposed rates. The 50% DCL rate phase-in will protect and support in-stream non-residential applications.

The Vancouver Charter requires a 12 month in-stream rate protection for applications in the approval process. To qualify for in-stream rate protection, an application would need to be submitted prior to September 30, 2022 (rezoning application, development permit, or building permit), and obtain building permit issuance prior to September 30, 2023.

Recommendation B: Revised CWDCL allocations

The recommended adjustment to the CWDCL allocations reflects the capital programs detailed above for replacement housing, childcare, park, and transportation.

Table 6: Recommended Allocation of CWDCL Revenue (2023-2032)

Project Category	DCL Rate Supported Cost ($millions)	Recommended Allocation	Current Allocation
Replacement Housing	$295.5	24.5%	36%
Childcare	$98.1	8.0%	13%
Park	$416.8	34.5%	18%
Transportation	$399.9	33.0%	25%
Utilities	**replaced by UDCL**		8%
Total	**$1,210.2**	**100%**	**100%**

The recommended allocations represent a shift from 2017 when allocations were last updated. After a substantial increase in allocation as part of the 2017 CWDCL update, the current proposed allocations to Replacement Housing and Childcare have decreased as the City anticipates additional funding commitments from senior levels of government. Instead, staff recommend increasing allocation to Park and Transportation as these are core city services and additional DCL funding in these areas will contribute towards achieving climate mitigation and adaptation goals.

The UDCL contribute to the development of water, sewer, and drainage infrastructure. As part of this update, utilities infrastructure will now be fully funded under the UDCL By-law, allowing the 8% utilities allocation to be removed from the CWDCL. In July 2019, Council approved altering the 8% utilities allocation within the CWDCL towards utilities upgrades triggered by affordable housing developments on an interim basis. Staff created the Affordable Housing Utilities DCL (AHUDCL) funding program to support in-stream social housing and moderate-income rental housing pilot projects. As part of the recommended CWDCL allocations, staff are phasing out the AHUDCL funding program as housing projects typically have enough time to plan for the necessary utilities costs and other funding mechanisms (e.g. capital grants, senior government funding) are now available. The AHUDCL reserve will continue to support eligible affordable housing projects until such time as the DCL funds are depleted. Staff will continue to monitor and rationalize the need for utilities upgrades for affordable housing.

Recommendation C: Modify the DCL waiver for for-profit affordable rental housing

This report recommends an adjustment to the CWDCL waiver for for-profit affordable rental housing. Council removed the UDCL waiver in 2020, however eligible rental can currently benefit from the CWDCL and Area-Specific DCL waivers. To be eligible for the rental waiver, projects either need to have average rents at or below new market rents as reported annually by the CMHC, or 20% of the floor area needs to be secured at or Below Market rents.[1]

As noted in the Financing Growth policy, all development including both strata and rental residential creates demand on public amenities and infrastructure and should contribute towards growth costs. Over the last 10 years, about 45% of rental-only projects paid full DCLs while the remaining 55% utilized the DCL waiver. This has resulted in the City waiving over $60M in DCLs, which represents 6% of the total DCL revenue collected over that period. A significant amount of DCLs were waived in 2021 ($29M), which was due to a very active year for development of secured market rental and moderate income rental housing projects, particularly

[1] Below Market rental requirements would be met by projects enabled through policies such as the Below-Market Rental Housing Policy for Rezonings, Moderate Income Rental Housing Pilot Program, and the Secured Rental Policy.

in advance of the removal of the UDCL waiver along with its in-stream rate protection which ended in 2021. Additionally, there has been an increasing number of moderate income rental projects seeking the waiver. In the future, it is anticipated that rental housing will continue to represent a significant share of residential development, and as such the 10-year development forecast accounts for 1/3 of the residential floor area being rental.

The DCL waiver is an important incentive to encourage rental housing development to achieve the City's housing goals across the housing continuum. Economic testing has indicated that rental development is marginally viable in most parts of the city. The CWDCL waiver improves the financial viability of rental housing and increases the annual yield by approximately 2-3%, which can tip some projects over from being unviable to financially viable. Over the last 10 years, the DCL waiver has contributed to the delivery of approximately 4,700 secured rental units.

To balance the need to support rental viability while also recognizing the need for rental development to contribute towards growth costs, staff are recommending the waiver program be adjusted to create two tiers:

- Under the first tier, market rental housing with rents at or below CMHC average rents for units in newer market rental buildings would be eligible for an 86.24% waiver, but would pay the remaining 13.76% (equivalent to a $3.00/ft^2 CWDCL charge). The recommended phase-in of the DCL rates would result in a $2.75/ft^2 CWDCL in year 1, and $3.00/ft^2 in year 2.

- Under the second tier, a 100% waiver would be provided for rental where at least 20% of the floor area is secured at below-market rents. Below-market rental projects are more reliant on the DCL waiver and preserving the full DCL waiver is important to incentivizing this type of rental housing that has deeper and permanently secured affordability.

Notwithstanding the phase-in of the City-wide DCL waiver amendment, the City's annual inflationary index will be applied to DCL rates.

These recommended adjustments to the DCL waiver would continue to support rental viability, as the economic testing shows a $3.00/ft^2 rate will have a minimal impact on rental development (See Appendix C on the economic testing, also note that in-stream applications are able to benefit from in-stream rate protection). The adjustment is projected to generate $15M in DCLs over 10 years to be used towards public amenities and infrastructure. Staff are considering an incremental approach to phase out the DCL waiver for for-profit affordable rental housing. This approach builds upon the UDCL waiver removal in 2020 and provides time for industry adjustment and transition, further supported by the phase-in of the DCL rates which would also apply to the amended CWDCL rental waiver. Staff will continue to monitor the impacts of removal of the waiver and the feasibility of these housing projects. Staff will also continue to monitor rental housing approvals, uptake of the DCL waiver, and changes in market conditions that impact viability of rental projects, and report back with results and recommended adjustments with the next DCL update or a related housing initiative.

This recommendation also addresses the Council directed report back on Streamlining Rental Around Local Shopping Areas from November 2021 (RTS 14500). This motion sought direction around implementing a CAC Target for rental development. At this time, staff are not recommending the implementation of a CAC Target, but instead a reduced CWDCL waiver. The

reduced waiver is equivalent to a $3.00/ft^2 City-wide DCL. Staff are recommending this approach as it applies to rental development within existing zoning and through rezoning, whereas a CAC would only apply to rezonings.

In addition to these adjustments, staff are proposing some minor housekeeping amendments to improve the administration of the DCL waiver, including better alignment with current below-market rental policies and clarification around the process for when applicants request the waiver. The proposed amendments to the DCL By-laws can be found in Appendix A.

Recommendation D: Adjusting the Reduced DCL Rates

The City provides a number of reduced DCL rates, primarily at a nominal rate, for certain uses. These are typically social and cultural uses that serve as public amenities or have limited impact on DCL-funded infrastructure. One of the changes in this update is to streamline the reduced rates provided across all DCL districts (CWDCL, UDCL, False Creek Flats, and Southeast False Creek).

There are a number of uses that benefit from reduced DCL rates. This update recommends expanding the reduced rates to Community Energy Centres in the False Creek Flats DCL, and Works Yard in the CWDCL, UDCL, and Southeast False Creek DCL. Staff are also recommending a reduced rate for Cultural Facility, which would include uses such as Artist Studios (Class A and B – currently benefits from a reduced rate), galleries, halls, museums or archives, live theatres, and production or rehearsal studio spaces for performing arts.

Staff are recommending removal of the long-standing reduced rate for Parking Garages and Surface Parking lots. These at/above-grade parking uses occur infrequently, and are better suited to the Commercial and Other rate category. Note that underground parking garages are not considered floor area and therefore not subject to DCLs.

As part of the DCL Update, staff reviewed adjusting the School (K-12) reduced rate that are applicable to both public and private schools and are not proposing changes at this time. Staff will monitor the School reduced rate and continue to engage with the Vancouver School Board and other K-12 school providers with the intention to adjust the School reduced rate as part of the 2026 DCL update.

Recommendation E, F, and G: Other DCL By-Law Amendments

Recommendations E to G represent other minor amendments.

Recommendation E includes a number of definition adjustments, primarily aligning DCL By-laws with definitions in the Zoning & Development By-law or other documents. Other definition adjustments include the following:

- Adding a definition for Cultural Facility;
- Adding a definition for Alteration to clarify that any development involving significant primary structural retention of an existing building would not be subject to DCL on the existing floor area, but DCL would be applicable on any new floor area added; and,
- Adjusting the definition of Industrial and Mixed Employment so that any industrial zoning that allows for residential development (IC-3, MC-1, MC-2) would be subject to the

industrial rate for the industrial floor area, and the applicable residential rate for the residential floor area.

Recommendation F includes removing the option to pay DCLs in phases. Typically DCLs are paid in full prior to building permit issuance. As an alternative, applicants can choose to pay $100 and provide a Letter of Credit prior to building permit issuance, and make subsequent payments with interest (Prime + 2%). Over the years, staff received a number of inquiries about this phased payment option which involves significant staff time and effort reviewing and developing project-specific phased payment and Letter of Credit requirements, only to not have the applicant proceed often due to the high interest costs and security requirements. Since this option is rarely used, staff recommend removing the phased DCL payment option.

Recommendation G includes a minor adjustment for the DCL exemption for micro-dwelling units. The Vancouver Charter currently exempts a development where each residential unit is less than 29 square meters (~300 ft^2). The City's micro-dwelling guidelines allows for unit sizes up to 320 ft^2. To align with the City's micro-dwelling guidelines, staff recommend adding a clause to the DCL By-laws to increase the size exemption by 0.73 m^2 (20 ft^2) for micro-dwelling developments.

Recommendation H: Report back on Area-Specific DCLs and DCL Exempt Areas

In the last 10 years, the City has simplified the DCL system by unwinding previously established Area-Specific DCL districts and DCL exempt areas. Moving towards a city-wide DCL system allows for a more uniform DCL charge across the city, as well as providing flexibility to invest DCLs across the city.

The City currently has two remaining Area-Specific DCLs (Southeast False Creek and False Creek Flats) and two remaining DCL exempt areas (Central Waterfront and False Creek North). Staff are recommending to report back on the Area-Specific and exempt DCL areas through a related area planning exercise, or through the Vancouver Plan's Public Investment Approach as the City moves towards a city-wide public investment strategy. As the City updates these planning programs, staff will be able to determine the role of the Area-Specific DCL and funding strategy for the required public amenities and infrastructure, and may include adjustment of the rates, allocations, and/or retirement of the Area-Specific/exempt area.

Report back on Public Amenities and Equity in DCL-Waiver and Rental Rezoning

On March 10, 2020, Council approved a motion entitled "Public Amenities and Equity in DCL-Waiver and Rental Re-Zoning Hot-Zones".

To date, staff have taken a number of steps to address this motion:

- A list and map of DCL waivers and CAC exemptions are included in the annual DCL report and CAC/Density Bonusing report respectively (please refer to the 2021 DCL Annual Report and 2021 CAC and Density Bonusing report distributed to Council on April 27, 2022).
- The City has delivered/will deliver the following city-wide needs assessments:
    - 10-year DCL Program (2023-2032) for the eligible investment categories (Replacement Housing, Childcare, Park, Transportation and Utilities) is meant to address the needs of forecasted development arising from all tenures/uses

(strata, rental, social housing, non-residential), as shown in the 10-year Development Forecast. The funding strategy for the 10-year DCL Programs includes other funding sources, such as partner contributions, cash & in-kind CACs, conditions of development, and other City funding sources. The 10-year DCL programs include a mix of specific capital projects and high-level capital programs.

- 4-year Capital Plan (2023-2026) provides a more detailed and refined list of capital projects, which incorporates needs identified within the DCL program as well as DCL funding allocation.
- Individual Council reports also include a summary of local school capacity, nearby neighbourhood amenities, and a Public Benefits Tracker if located within a recent community plan.

As recommended in this report and in past DCL reports (UDCL), staff are proposing to reduce the CWDCL waivers for for-profit affordable rental housing, recognizing growth costs triggered by strata and rental residential development are similar. The recommended reduction in the CWDCL rental waiver (resulting in a $3.00/ft^2 CWDCL rate) is in addition to the Council-approved removal of the UDCL waiver in 2020.

As part of the proposed Vancouver Plan implementation strategy and Public Investment Approach, staff will explore creating a framework for city-wide public benefits which would take into account the comprehensive needs across the city.

Public/Civic Agency Input

The DCL Update was developed with input from various stakeholders, including the Vancouver Park Board, development industry, non-profit sector stakeholders, and senior government agencies who are involved in delivering DCL-eligible public benefits.

Initial consultation was undertaken in February 2022 with a number of stakeholder meetings. After drafting DCL Update directions, including DCL rates, allocations, and policy changes, staff completed another round of engagement with stakeholders in May 2022. Consultation on the DCL Update was also incorporated in the Capital Planning process to solicit feedback from the general public on use of development contributions to fund growth. Further information on the engagement, including letters from the Urban Development Institute, NAIOP, and Landlord BC, can be found in Appendix D.

Financial Implications

Implications for the City

Development contributions such as DCLs, CACs and Density Bonus Zoning Contributions are the City's primary Financing Growth tools to fund public amenities and infrastructure to support population and employment growth, thereby reducing the impact on property taxes, utility fees and other City funding sources.

Should Council approve the proposed DCL rate adjustments, and assuming development activity level remains steady, it is anticipated that over the next 10 years (2023-2032) an

additional $350 to $400 million in DCL revenue could be generated totalling $1.75 billion. This estimate has taken into consideration the foregone DCL revenue over a 10-year period arising from the following:

- $15-20 million from the recommended phase-in approach
- $10-15 million from in-stream rate protection
- $60-65 million from the adjusted City-wide rental waiver
- $15-20 million from the amended reduced rates

The recommended DCL rates in this report are anticipated to generate approximately $1.86 billion (not including foregone revenue noted above) that will help fund approximately 50% of the contemplated growth costs over the next 10 years (2023-2032).

Staffing and other resources required to implement the contemplated growth-related public amenities and infrastructure programs funded by DCLs and other development contributions will be considered as part of the City's capital planning and budgeting processes.

Implications for Development

As part of the DCL review and update, the City retained Coriolis to undertake an assessment of the potential impact of DCL rate changes, arising from the review on the quantum, rate and location of development in the city.

Based on its evaluation of the financial ability of new development projects in Vancouver to accommodate increased DCL rates, Coriolis found minimal direct impact on project viability associated with the proposed rate increases. While the analysis demonstrated that all new residential development can absorb the DCL increases, it was noted that some new residential development on the east side of the city may have less ability to absorb the new costs without directly impacting development viability. The economic testing found that rental development viability is often marginal across the city, the adjusted CWDCL waiver had minimal impact on viability. For more information, see the Coriolis Economic Testing Reports in Appendix C.

The City's Financing Growth policies are based upon the principle development contributions should not deter development or harm housing affordability. Independent review of the market impacts of development contributions found the primary impact of these in Vancouver is to put downward pressure on the value of land for redevelopment. Affordability should not be negatively affected as long as rates are set so they do not impede the steady supply of development sites. Given current and recent development activity levels there is little evidence that this supply has been or will be affected by the proposed rates. Coriolis found that the impact of DCL increases can be absorbed into lower land acquisition costs. However for those properties that are already purchased or the land cannot be acquired at reduced value to off-set the increased DCL, the developer either proceeds with lower profit margins or does not proceed. The proposed rate phase-in and in-stream rate protection will help to mitigate impacts for projects where properties are already acquired and/or projects in the development approvals process.

Based on a review of comparable regional municipalities, Vancouver's proposed combined DCL rates continue to be in-line with development cost charges in the Metro Vancouver region for low to medium density residential and industrial uses. For the high density residential and commercial, Vancouver's DCL rates are at the higher end of regional rates.

CONCLUSION

The 2023-2032 DCL Update reflects the growth demands and required public amenities and infrastructure, and the funding required from DCLs over the next 10 years. This update includes a 10-year development forecast, revised capital programs for replacement housing, childcare, park, transportation, and utilities to reflect the anticipated growth, revised City-wide DCL Program Category allocations, and updated DCL rates to fund the revised capital programs. The update also includes an adjustment to the CWDCL waiver for for-profit affordable rental housing, along with other by-law amendments for reduced rates and administration. This update was developed through an inter-departmental team, along with consultation with the development industry, senior government agencies, and non-profit sector. The City is committed to reviewing and updating the DCL program every 4 years, and will provide another DCL update ahead of the next 4-year capital plan (2027-2030).

* * * * *

A By-law to amend the Vancouver Development Cost Levy By-law regarding administrative and levy matters

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

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

2. Council strikes the entire "Table of Contents" and replaces it as follows:

"

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1.5 Severability

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DEVELOPMENT COST LEVIES

3.1 Imposition of levies
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3.1B Administration of waiver
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3.5 Staged development
3.6 Staged building permit
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SECTION 4
REPEAL AND ENACTMENT

4.1 Repeal
4.2 Force and effect

SCHEDULES

Schedule A - Part 1
- Part 2
- Part 3 ”

3. Council inserts the following new definitions in section 1.2 in correct alphabetical order:

““Alteration” means any physical change to a building or structure that includes significant retention of primary structural elements, but does not include demolition and replacement of the structure, or façade-only retention without significant retention of other primary structural elements;”;

““Community Energy Centre” means the use of premises as an energy supply facility that provides heat energy in the form of hot water to buildings across different parcels through a distribution system;”;

““Cultural Facility” means the use of premises for delivering arts and culture programs and services, including Artist Studio (Class A and B), gallery, halls, museum or archives, theatre limited to live theatre, production or rehearsal studio limited to the rehearsal of dance, music or drama, and necessary and customarily incidental uses to support the primary use of the Cultural Facility;”;

““floor space ratio” (FSR) means the figure obtained when the area of the floors of the buildings on a site is divided by the area of the site in accordance with the Zoning and Development By-law;”;

““micro dwelling” means a micro dwelling as defined in the Zoning and Development By-law;”;

““social service centre” means the use of premises by a non-profit society:

(a) providing information, referral, counselling, advocacy or health care services; or

(b) dispensing aid in the nature of food or clothing; or

(c) providing drop in or activity space, but does not include premises used for residential purposes or detoxification centre;” and

““works yard” means the use of a partially enclosed building, or a portion thereof, for the storing, repairing, or cleaning of supplies, materials, equipment, or vehicles of any business which conducts construction, installation, cleaning, repair or other industrial trade services off-site.”.

4. Council strikes the definition of “industrial zone” in section 1.2 and replaces it as follows:

“"industrial" means:

(a) any zoning district designated as “Industrial” by section 9.1 of the Zoning and Development By-law, and includes the following zones: I-2, M-1, M-1A, M-1B, M-2 zoning districts;

(b) the land zoned by CD-1 By-law No. 6654 with respect only to those uses that the by-law permitted on the date of its enactment; and

(c) for all other zones involving industrial uses including MC-1, MC-2, and IC-3, DCLs to be applied based on land use category where industrial means any manufacturing use, transportation and storage use, and wholesale use as defined in the Zoning and Development By-law;”.

5. Council strikes the definition of “mixed employment (light industrial)” from section 1.2 and replaces it as follows:

“"mixed-employment (light industrial)" means the following zones: (IC-1, IC-2, I-1, I-3, I-4, I-1A, I-1B and I-1C zoning districts and the land zoned as CD-1 (803) By-law 13257 with respect only to those uses that the CD-1 by-law permitted on January 25, 2022 ;”.

6. Council strikes the definition of “temporary building” from section 1.2 and replaces it as follows:

“"temporary building" means a temporary building, structure, or shelter erected for a period not exceeding twelve months for which a building permit is necessary under the Building By-law; and”.

7. Council strikes the definition of “parking garage” from section 1.2.

8. Council strikes section 2.2 and replaces it as follows:

“2.2 Development cost levies are imposed under this by-law for the purpose of providing funds to assist the City in paying the capital cost of providing, constructing, altering, or expanding highway facilities, replacement housing, childcare, and providing and improving parkland.”.

9. Council strikes section 3.1A and replaces it as follows:

“Waiver or reduction for for-profit-affordable housing

3.1A Notwithstanding section 3.1, Council waives or reduces the levy otherwise required under Schedule C by the rates set out therein for construction of for-profit affordable rental housing, which shall mean housing where:

(a) all dwelling units in the building are rental units;

(b) no dwelling units are strata units;

(c) the average size of the dwelling units of each unit type is not greater than:

Bedroom Type	Apartment Unit	Townhouse Unit
Studio	42 square meters	----------
One Bedroom	56 square meters	56 square meters
Two Bedroom	77 square meters	90 square meters
Three Bedroom	97 square meters	112 square meters
Four Bedroom	----------	125 square meters

except that the average sizes for townhouse units of two or more storeys with stairways may add 4 square meters to the maximums listed in the table;

(d) At least 20% of the residential floor area that is counted in the calculation of the floor space ratio consists of units with average rents per unit type for initial occupancy that do not exceed a rate that is 10% less than the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms in the city, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, or where instead of complying with (d);

(e) agreed upon average rents per unit type for initial occupancy do not exceed the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms built in the City since 2005, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, except that such rents may be 10% higher than the rents otherwise stipulated under this section if the housing is located in the West Area as shown on the map attached to this By-law as Appendix “A”, and rents shall also be adjusted annually on January 1:

(i) for all studio units, one bedroom units, two bedroom units and units with three or more bedrooms to reflect the change in average rents for studio units, one bedroom units, two bedroom units, and units with three or more bedrooms built in the City since 2005, as those rents are set out by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables published in the previous calendar year, or the most recently published data for the newest building age category for private rental apartment units published in the Canada Mortgage and Housing Corporation’s Rental Market Survey Data Tables; or

(ii) when the average rent data for any bedroom type is not reported in the Canada Mortgage and Housing Corporation’s Rental Market Survey Data Tables, the change in average rents will reflect the average rents for the most recent building age category available in the Canada Mortgage and Housing Corporation’s Housing Market Information Portal, as those rents are set out for the previous calendar year,

(f) the owner of the property on which such housing is situate has registered against title to that property an instrument, in form and substance, and with priority of registration, satisfactory to the Director of Legal Services, ensuring the initial rents are in accordance with 3.1A (d) or 3.1A (e), and otherwise in compliance with this By-law, and restricting the tenure of such housing to rental for:

(i) the longer of the life of the building in which they are situate and 60 years, or

(ii) such other term to which the City and owner may agree; and

(g) class A for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (c), (d) and (f), and class B for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (c), (e) and (f).".

10. Council strikes section 3.1B and replaces it as follows:

"Administration of waiver

3.1B The waiver under section 3.1A shall be administered as follows:

(a) rents to be agreed upon shall not exceed the rents stipulated in section 3.1A and this By-law at the time of Council's approval in principle of any zoning by-law required to authorize the development of the site, or at the time the 'prior-to permit issuance' letter related to the development permit is issued if no new zoning by-law is required to authorize development of the site, and for clarity, the rents to be agreed upon may be lower than the rents stipulated under this By-law, but may not exceed the rents stipulated under this By-law;

(b) if a new zoning by-law was required to authorize the development of the site, the rents to be agreed upon should be stipulated in the conditions of enactment of the zoning by-law approved by Council following the public hearing;

(c) notwithstanding sections 3.1B (a) and (b), if a new zoning by-law was required to authorize the development of the site and the tenure of the residential area of the building for which a waiver is being sought was not secured as rental housing as a condition of enactment, the rents to be agreed upon shall not exceed the rents stipulated in section 3.1A and this By-law at the time the 'prior-to permit issuance' letter related to the development permit is issued and do not need to be stipulated in accordance with 3.1B (b);

(d) notwithstanding sections 3.1B (a), (b) and (c), the rents that may be charged at initial occupancy may be increased annually from the time that the rents are agreed upon at the applicable triggering event specified in section 3.1B (a) and (c) until initial occupancy in accordance with the

annual maximum increases authorized by the province of British Columbia under section 22 of the Residential Tenancy Regulation, B.C. Reg. 477/2003;

(e) any waiver of a development cost levy authorized under section 3.1A is to be calculated and determined at the time of issuance of a building permit authorizing construction of the building subject to the waiver;

(f) a building that qualifies under section 3.1A for a development cost levy waiver shall not forfeit the waiver because other housing otherwise exempt from development costs levies under City by-laws or the Vancouver Charter is also located in the building; and

(g) all units of all unit types must meet all the requirements in section 3.1A (a) and (b), all units of all unit types must be used to calculate the averages specified in 3.1A (c), all units of all unit types that comprise the 20% of residential floor area used to calculate 3.1A (d) must meet the rents specified in 3.1A (d), and all units of all units types must be used to calculate the average rents specified in 3.1A (e), except that a building that contains studio units, one bedroom units and two bedroom units that meet all requirements in 3.1A (a),(b),(c), and (e) qualifies for a waiver for all those units in each of those unit types on a pro rata basis even if the building contains units with three or more bedrooms that do not meet the requirements in section 3.1A (e), in which case none of the units with three or more bedrooms qualifies for the waiver.".

11. Council strikes and replaces section 3.6 as follows:

"Staged building permit

"3.6 If a building permit is issued in stages, a levy is payable prior to issuance of the first building permit."

12. Council re-numbers the previous section 3.6 as 3.7.

13. Council inserts a new section 3.8 as follows:

"Micro dwellings

3.8 No levy is payable for micro dwelling units that measure no more than 29.7 m^2, and are built in accordance with a building permit.".

14. Council strikes sections 3.7 to 3.9 inclusive.

15. Council re-numbers section 3.10, 3.11 and 3.12 as 3.9, 3.10 and 3.11 respectively.

16. Council strikes Schedule A – Part 1 and replaces it with the new Schedule A – Part 1 attached as Exhibit "A".

17. Council strikes Schedule "C' and replaces it with the new Schedule "C" attached as Exhibit "B".

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

19. This By-law is to come into force and take effect on September 30, 2022, except that the provisions set out in section 10 of this By-law governing the administration of the for-profit affordable rental housing waiver do not, unless agreed to, come into force or take effect with regard to any rezoning applications that are approved in principle by Council before September 30, 2022, or if no new zoning by-law was required to authorize the development, any development permit applications where a 'prior-to permit issuance' letter is issued before September 30, 2022.

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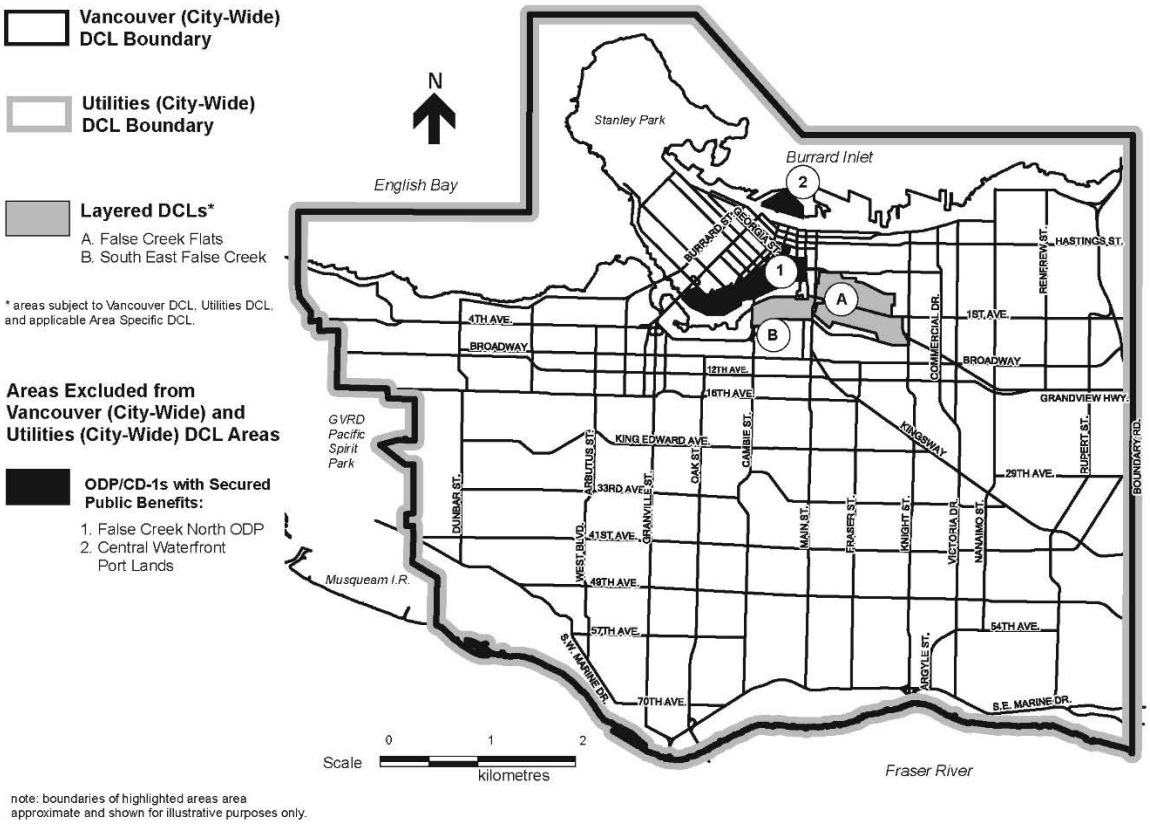
ENACTED by Council this day of , 2022

_____
Mayor

_____
City Clerk

EXHBIIT “A”

SCHEDULE A - PART 1



note: boundaries of highlighted areas area approximate and shown for illustrative purposes only.

EXHIBIT “B”

SCHEDULE “C”

Category/Use	Total Development Cost Levy (Effective September 30, 2022)	Unit/ area cost
RESIDENTIAL		
Residential at or below 1.2 FSR and Laneway House	$50.01	Per m^2
Medium Density Residential Above 1.2 to 1.5 FSR	$107.63	Per m^2
Higher Density Residential Above 1.5 FSR	$215.49	Per m^2
NON-RESIDENTIAL		
Industrial	$80.00	Per m^2
Mixed-Employment (Light Industrial)	$150.09	Per m^2
Commercial & Other	$200.18	Per m^2

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

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

BY-LAW NO. _____

A By-law to amend the Vancouver Utilities Development Cost Levy By-law regarding administrative and levy matters

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

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

2. Council strikes the entire “Table of Contents” and replaces it as follows:

“

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3.12 Rate for LOCH increases

SECTION 4
ENACTMENT

4.1 Force and effect

SCHEDULES

Schedule A - Part 1
- Part 2
- Part 3
- Part 4 “

3. Council inserts the following new definitions in section 1.2 in correct alphabetical order:

““Alteration” means any physical change to a building or structure that includes significant retention of primary structural elements, but does not include demolition and replacement of the structure, or façade-only retention without significant retention of other primary structural elements;”;

““Community Energy Centre” means the use of premises as an energy supply facility that provides heat energy in the form of hot water to buildings across different parcels through a distribution system;”;

““Cultural Facility” means the use of premises for delivering arts and culture programs and services, including Artist Studio (Class A and B), gallery, halls, museum or archives, theatre limited to live theatre, production or rehearsal studio limited to the rehearsal of dance, music or drama, and necessary and customarily incidental uses to support the primary use of the Cultural Facility;”;

“”micro dwelling” means a micro dwelling as defined in the Zoning and Development By-law;”;

““social service centre” means the use of premises by a non-profit society:

(a) providing information, referral, counselling, advocacy or health care services; or

(b) dispensing aid in the nature of food or clothing; or

(c) providing drop in or activity space, but does not include premises used for residential purposes or detoxification centre;” and

““works yard” means the use of a partially enclosed building, or a portion thereof, for the storing, repairing, or cleaning of supplies, materials, equipment, or vehicles of any business which conducts construction, installation, cleaning, repair or other industrial trade services off-site.”.

4. Council strikes the definition of “FSR” in section 1.2 and replace sit as follows:

““floor space ratio” (FSR) means the figure obtained when the area of the floors of the buildings on a site is divided by the area of the site in accordance with the Zoning and Development By-law;”;

5. Council strikes the definition of “industrial zone” in section 1.2 and replaces it as follows:

““industrial" means:

(a) any zoning district designated as “Industrial” by section 9.1 of the Zoning and Development By-law, and includes the following zones: I-2, M-1, M-1A, M-1B, M-2zoning districts;

(b) the land zoned by CD-1 By-law No. 6654 with respect only to those uses that the by-law permitted on the date of its enactment; and

(c) for all other zones involving industrial uses including MC-1, MC-2, and IC-3, DCLs to be applied based on land use category where industrial means any manufacturing use, transportation and storage use, and wholesale use as defined in the Zoning and Development By-law;”.

6. Council strikes the definition of “mixed employment (light industrial)” from section 1.2 and replaces it as follows:

““mixed-employment (light industrial)" means the following zones: (IC-1, IC-2, I-1, I-3, I-4, I-1A, I-1B and I-1C zoning districts and the land zoned as CD-1 (803) By-law 13257 with respect only to those uses that the CD-1 by-law permitted on January 25, 2022 ;”.

7. Council strikes the definition of “temporary building” from section 1.2 and replaces it as follows:

““temporary building" means a temporary building, structure, or shelter erected for a period not exceeding twelve months for which a building permit is necessary under the Building By-law; and”.

8. Council strikes the definition of “parking garage” from section 1.2.

9. Council inserts a new section 3.7 as follows:

“Staged building permit

“3.7 If a building permit is issued in stages, a levy is payable prior to issuance of the first building permit.”.

10. Council re-numbers the previous section 3.7 as 3.8.

11. Council inserts a new section 3.9 as follows:

“Micro dwellings

3.9 No levy is payable for micro dwelling units that measure no more than 29.7 m^2, and are built in accordance with a building permit.”.

12. Council strikes the existing sections 3.8 to 3.10 inclusive.

13. Council re-numbers the existing section 3.11, 3.12 and 3.13 as 3.10, 3.11 and 3.12 respectively.

14. Council strikes Schedule “C’ and replaces it with the new Schedule “C” attached as Exhibit “A”.

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

16. This By-law is to come into force and take effect on September 30, 2022.

ENACTED by Council this day of , 2022

_____
Mayor

_____
City Clerk

EXHIBIT “A”

SCHEDULE “C”

Category/Use	Total Development Cost Levy (Effective September 30, 2022)	Unit/ area cost
RESIDENTIAL		
Residential at or below 1.2 FSR and Laneway House	$29.59	Per m^2
Medium Density Residential Above 1.2 to 1.5 FSR	$64.00	Per m^2
Higher Density Residential Above 1.5 FSR	$128.05	Per m^2
NON-RESIDENTIAL		
Industrial	$26.19	Per m^2
Mixed-Employment (Light Industrial)	$49.07	Per m^2
Commercial & Other	$65.41	Per m^2

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

APPENDIX A: DCL BY-LAW AMENDMENTS

BY-LAW NO. _____

A By-law to amend the Area Specific Development Costs Levy By-law regarding administrative and levy matters

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

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

2. Council inserts the following new definitions in section 1.2 in correct alphabetical order:

""Alteration" means any physical change to a building or structure that includes significant retention of primary structural elements, but does not include demolition and replacement of the structure, or façade-only retention without significant retention of other primary structural elements;";

""Community Energy Centre" means the use of premises as an energy supply facility that provides heat energy in the form of hot water to buildings across different parcels through a distribution system;";

""Cultural Facility" means the use of premises for delivering arts and culture programs and services, including Artist Studio (Class A and B), gallery, halls, museum or archives, theatre limited to live theatre, production or rehearsal studio limited to the rehearsal of dance, music or drama, and necessary and customarily incidental uses to support the primary use of the Cultural Facility;";

""floor space ratio" (FSR) means the figure obtained when the area of the floors of the buildings on a site is divided by the area of the site in accordance with the Zoning and Development By-law;";

""industrial" means:

(a) any zoning district designated as "Industrial" by section 9.1 of the Zoning and Development By-law, and includes the following zones: I-2, M-1, M-1A, M-1B, M-2 zoning districts;

(b) the land zoned by CD-1 By-law No. 6654 with respect only to those uses that the by-law permitted on the date of its enactment; and

(c) for all other zones involving industrial uses including MC-1, MC-2, and IC-3, DCLs to be applied based on land use category where industrial means any manufacturing use, transportation and storage use, and wholesale use as defined in the Zoning and Development By-law;";

""micro dwelling" means a micro dwelling as defined in the Zoning and Development By-law;";

""social service centre" means the use of premises by a non-profit society:

(a) providing information, referral, counselling, advocacy or health care

services; or

(b) dispensing aid in the nature of food or clothing; or

(c) providing drop in or activity space, but does not include premises used for residential purposes or detoxification centre;"; and

""works yard" means the use of a partially enclosed building, or a portion thereof, for the storing, repairing, or cleaning of supplies, materials, equipment, or vehicles of any business which conducts construction, installation, cleaning, repair or other industrial trade services off-site.".

3. Council strikes the definition of "industrial use" from section 1.2.

4. Council strikes the definition of "parking garage" from section 1.2.

5. Council strikes the definition of "temporary building" from section 1.2 and replaces it as follows:

""temporary building" means a temporary building, structure, or shelter erected for a period not exceeding twelve months for which a building permit is necessary under the Building By-law; and".

6. Council strikes section 3.1A and replaces it as follows:

"Waiver or reduction for for-profit-affordable housing

3.1A Notwithstanding section 3.1, Council waives or reduces the levy otherwise required under this By-law for the construction of for-profit affordable rental housing, which shall mean housing where:

(a) all dwelling units in the building are rental units;

(b) no dwelling units are strata units;

(c) the average size of the dwelling units of each unit type is not greater than:

Bedroom Type	Apartment Unit	Townhouse Unit
Studio	42 square meters	----------
One Bedroom	56 square meters	56 square meters
Two Bedroom	77 square meters	90 square meters
Three Bedroom	97 square meters	112 square meters
Four Bedroom	----------	125 square meters

except that the average sizes for townhouse units of two or more storeys with stairways may add 4 square meters to the maximums listed in the table;

(d) At least 20% of the residential floor area that is counted in the calculation of the floor space ratio consists of units with average rents per unit type

for initial occupancy that do not exceed a rate that is 10% less than the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms in the city, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, or where instead of complying with (d);

(e) agreed upon average rents per unit type for initial occupancy do not exceed the average rents for studio units, one bedroom units, two bedroom units and units with three or more bedrooms built in the City since 2005, as published by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables in the previous calendar year, except that such rents may be 10% higher than the rents otherwise stipulated under this section if the housing is located in the West Area as shown on the map attached to this By-law as Appendix "A", and rents shall also be adjusted annually on January 1:

(i) for all studio units, one bedroom units, two bedroom units and units with three or more bedrooms to reflect the change in average rents for studio units, one bedroom units, two bedroom units, and units with three or more bedrooms built in the City since 2005, as those rents are set out by the Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables published in the previous calendar year, or the most recently published data for the newest building age category for private rental apartment units published in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables; or

(ii) when the average rent data for any bedroom type is not reported in the Canada Mortgage and Housing Corporation's Rental Market Survey Data Tables, the change in average rents will reflect the average rents for the most recent building age category available in the Canada Mortgage and Housing Corporation's Housing Market Information Portal, as those rents are set out for the previous calendar year,

(f) the owner of the property on which such housing is situate has registered against title to that property an instrument, in form and substance, and with priority of registration, satisfactory to the Director of Legal Services, ensuring the initial rents are in accordance with 3.1A (d) or 3.1A (e), and otherwise in compliance with this By-law, and restricting the tenure of such housing to rental for:

(i) the longer of the life of the building in which they are situate and 60 years, or

(ii) such other term to which the City and owner may agree; and

(g) class A for-profit affordable rental housing shall mean housing in compliance with subsections (a), (b), (c), (d) and (f), and class B for-profit

affordable rental housing shall mean housing in compliance with subsections (a), (b), (c), (e) and (f).".

7. Council strikes section 3.1B and replaces it as follows:

"Administration of waiver

3.1B The waiver under section 3.1A shall be administered as follows:

(a) rents to be agreed upon shall not exceed the rents stipulated in section 3.1A and this By-law at the time of Council's approval in principle of any zoning by-law required to authorize the development of the site, or at the time the 'prior-to permit issuance' letter related to the development permit is issued if no new zoning by-law is required to authorize development of the site, and for clarity, the rents to be agreed upon may be lower than the rents stipulated under this By-law, but may not exceed the rents stipulated under this By-law;

(b) if a new zoning by-law was required to authorize the development of the site, the rents to be agreed upon should be stipulated in the conditions of enactment of the zoning by-law approved by Council following the public hearing;

(c) notwithstanding sections 3.1B (a) and (b), if a new zoning by-law was required to authorize the development of the site and the tenure of the residential area of the building for which a waiver is being sought was not secured as rental housing as a condition of enactment, the rents to be agreed upon shall not exceed the rents stipulated in section 3.1A and this By-law at the time the 'prior-to permit issuance' letter related to the development permit is issued and do not need to be stipulated in accordance with 3.1B (b);

(d) notwithstanding sections 3.1B (a), (b) and (c), the rents that may be charged at initial occupancy may be increased annually from the time that the rents are agreed upon at the applicable triggering event specified in section 3.1B (a) and (c) until initial occupancy in accordance with the annual maximum increases authorized by the province of British Columbia under section 22 of the Residential Tenancy Regulation, B.C. Reg. 477/2003;

(e) any waiver of a development cost levy authorized under section 3.1A is to be calculated and determined at the time of issuance of a building permit authorizing construction of the building subject to the waiver;

(f) a building that qualifies under section 3.1A for a development cost levy waiver shall not forfeit the waiver because other housing otherwise exempt from development costs levies under City by-laws or the Vancouver Charter is also located in the building; and

(g) all units of all unit types must meet all the requirements in section 3.1A (a) and (b), all units of all unit types must be used to calculate the averages

specified in 3.1A (c), all units of all unit types that comprise the 20% of residential floor area used to calculate 3.1A (d) must meet the rents specified in 3.1A (d), and all units of all units types must be used to calculate the average rents specified in 3.1A (e), except that a building that contains studio units, one bedroom units and two bedroom units that meet all requirements in 3.1A (a),(b),(c), and (e) qualifies for a waiver for all those units in each of those unit types on a pro rata basis even if the building contains units with three or more bedrooms that do not meet the requirements in section 3.1A (e), in which case none of the units with three or more bedrooms qualifies for the waiver.".

8. Council inserts a new section 3.1C as follows:

"Extent of waiver

3.1C Every class A for-profit affordable rental housing project shall be entitled to a waiver of 100% of the development costs levies otherwise payable under this By-law, and every class B for-profit affordable rental housing project shall be entitled to a waiver of 86.24% of the development costs levies otherwise payable under this By-law.".

9. Council strikes "industrial use" from subsections 3.2(a), 3.3(a) and 3.4(c) and replaces it with "industrial".

10. Council strikes and replaces section 3.7 as follows:

"False Creek Flats levies

3.7 The levy for the False Creek Flats area is $70.16 for each square metre of floor area in the development authorized for construction under the building permit, except that for a:

(a) works yard, the levy is $10.00 in respect of each building permit;

(b) school use, the levy is $5.49 for each square metre of such floor area;

(c) child care, the levy is $10.00 in respect of each building permit;

(d) temporary building, the levy is $10.00 in respect of each building permit;

(e) Cultural Facility, the levy is $10.00 in respect of each building permit;

(f) Community Centre/Neighbourhood House, the levy is $10.00 in respect of each building permit;

(g) Community Energy Centre, the levy is $10.00 in respect of each building permit;

(h) library, the levy is $10.00 in respect of each building permit;

(i) public authority use, the levy is $10.00 in respect of each building permit; and

(j) social service centre, the levy is $10.00 in respect of each building permit.”.

11. Council strikes and replaces section 3.10 as follows:

“South East False Creek levies

3.10 The levy for the South East False Creek area is $216.91 for each square metre of floor area in the development authorized for construction under the building permit, except that for:

(a) Industrial, the levy is $34.64 for each square metre of such floor area;

(b) a temporary building, the levy is $10.00 in respect of each building permit;

(c) a community energy centre, the levy is to be $10.00 in respect of each building permit;

(d) a Cultural Facility, the levy is $10.00 in respect of each building permit;

(e) a child care, the levy is $10.00 in respect of each building permit

(g) a Community Centre/Neighbourhood House, is $10.00 in respect of each building permit;

(g) a library, the levy is $10.00 in respect of each building permit;

(h) a public authority use, the levy is $10.00 in respect of each building permit;

(i) a social service centre, the levy is $10.00 in respect of each building permit; and

(j) a works yard, the levy is $10.00 in respect of each building permit.”.

12. Council strikes and replaces section 3.12 as follows:

“Application of levy to less than four dwelling units

3.12 A levy is payable where a building permit authorizes the construction, alteration, or extension of a building that, after the construction, alteration, or extension, will:

(a) contain less than four self-contained dwelling units;

(b) be put to no other use other than residential use in those dwelling units; and

(c) in the case of an alteration or extension, except for the alteration or extension of a garage into a laneway house, include an addition of 46.5 m² or more of floor area.”.

13. Council inserts a new section 3.15 as follows:

"Staged building permit

3.15 If a building permit is issued in stages, a levy is payable prior to issuance of the first building permit.".

14. Council renumbers section 3.15 as section 3.16.

15. Council inserts a new section 3.17 as follows:

"Micro dwellings

3.17 No levy is payable for micro dwelling units that measure no more than 29.7 m^2, and are built in accordance with a building permit.".

16. Council strikes the existing sections 3.16, 3.17 and 3.18.

17. Council re-numbers the existing section 3.19 as 3.18.

18. Council re-numbers the existing section 3.20 as 3.19.

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

20. This By-law is to come into force and take effect on September 30, 2022, except that the provisions set out in section 7 of this By-law governing the administration of the for-profit affordable rental housing waiver do not, unless agreed to, come into force or take effect with regard to any rezoning applications that are approved in principle by Council before September 30, 2022, or if no new zoning by-law was required to authorize the development, any development permit applications where a 'prior-to permit issuance' letter is issued before September 30, 2022.

ENACTED by Council this day of , 2022

_____
Mayor

_____
City Clerk

FINAL REPORT

PREPARED BY HEMSON & ERPIE ADVISORY INC. FOR THE CITY OF VANCOUVER

CITY-WIDE AND UTILITIES DEVELOPMENT COST LEVY UPDATE

BACKGROUND STUDY

June 3, 2022

HEMSON

1000 - 30 St. Patrick Street, Toronto ON M5T 3A3

416 593 5090 | hemson@hemson.com | www.hemson.com

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EXECUTIVE SUMMARY

The City of Vancouver has been experiencing consistent growth and development over recent years, which places pressure on the City's infrastructure. Development Cost Levies (DCLs) are a primary tool used by the City to fund the growth-related capital projects that are needed to service development. The City, with Hemson and Erpie Advisory Inc., has completed a comprehensive review and update of its City-wide and Utilities DCLs. This Background Study sets out the information and analysis upon which the proposed development cost levies are based.

The resulting calculated rates are shown below. Overall, the calculated residential DCLs are approximately 25% higher than the current rates in force. The calculated non-residential DCLs are approximately 38% higher than the current rates in force.

Development Type	Curent DCL Rates[1] Charge / Sq.Ft.	Calculated DCL Rates Charge / Sq.Ft.	Difference in Charge	
Residential Development				
Low Density *Below 1.2 FSR & Laneway*	$6.56	$8.23	$1.67	25%
Medium Density *Development between 1.2 & 1.5 FSR*	$14.17	$17.72	$3.55	25%
High Density *Development Above 1.5 FSR*	$28.37	$35.46	$7.09	25%
Non-Residential Development				
Industrial	$8.28	$11.45	$3.17	38%
Mixed Employment	$15.55	$21.46	$5.91	38%
Commercial & Other	$20.71	$28.63	$7.92	38%

1) Rates effective September 30, 2021

Staff are recommending a phase-in of the DCL rate increase with 50% of the increase to take effect on September 30, 2022, and the remaining 50% of the increase to come into force on September 30, 2023. Additionally, in-stream rate protection will continue to be offered for applications submitted prior to the rate change.

1. INTRODUCTION

The City of Vancouver has been experiencing consistent growth and development over recent years, which places pressure on the City's infrastructure. Development Cost Levies (DCLs) are a primary tool used by the City to fund the growth-related capital projects that are needed to service development. The City has completed a comprehensive review and update of its City-wide and Utilities DCLs.

In the context of DCLs or similar municipal fees, the reference to growth relates to any development that occurs within a municipality that has the effect of increasing the population and/or employment base, thus increasing demand placed on municipal infrastructure and servicing. Growth, or new development, should be responsible for paying its share of capital costs required to service the infrastructure and servicing investments required to service the development as the City grows overall.

This background study presents the results of the review to determine the required servicing works and associated capital costs attributable to new development that is forecast to occur in the City of Vancouver between 2023 and 2032. These development-related capital costs are recovered against residential and non-residential development on a uniform City-wide basis.

The study sets out the information and analysis upon which the proposed development cost levies are based.

Section 2 provides context with a discussion of the purpose of the review, an overview of the current DCL rate structure in Vancouver, and some information on the legislative and regulatory climate governing the process.

Section 3 outlines the study process that was undertaken in order to calculate new DCL rates and the resulting by-law to be brought forward to Council. The overall project timeline, key milestones, and consultation schedule is discussed.

Section 4 presents a summary of the forecast of residential and non-residential development expected to occur across the City over a ten-year planning period, from 2023 to 2032. Additional detail is included in Appendix A.

Section 5 provides a discussion of financing growth concepts in Vancouver, including a summary of the calculation of applicable development cost levies and the resulting calculated charges by class and type of development based on the allocation of costs.

Sections 6 to 10 provide more detail for each eligible service category, including standards of municipal service delivery, the development-related capital projects, cost allocations and the resulting DCL rates calculated for each service. Further detail on the capital programs and cost allocations is included in the appendices.

Finally, **Section 11** discusses the recommended administration and implementation practices for the new DCL by-law, including exemptions, collection practices, and regular reporting.

2. BACKGROUND

Development and redevelopment of land drives the need for increased infrastructure and municipal servicing. The type of capital investment required is driven by many critical factors, including the amount, type and location of development. These factors influence the nature and quantum of capital investment required. In addition, there are influential factors that include: municipal standards and desired levels of service; the regulatory requirements and infrastructure of senior governments; topography; timing of development; available capacity already in place to service new development or redevelopment; demographic and socio-economic change; and the way in which municipalities plan for growth and the provision of services.

Once the capital investments required to service development have been identified, a municipality is also responsible for determining how facilities and infrastructure will be provided and/or funded. The question of who should pay for growth is a critical issue for many fast growing jurisdictions across North America.

The imposition of fees on development to pay for the increased cost of municipal servicing is intended to maintain a city's livability while accommodating growth and protecting the existing population's municipal service provision levels. DCLs are one of the City of Vancouver's primary tools for financing growth, and are fees paid by new development in Vancouver; these fees are used to help finance the initial capital costs of new, expanded and upgraded facilities needed to support growth. It is noted that the City has additional tools available to fund growth-related infrastructure including, but not limited to, partner funding (including grants from upper levels of government), development conditions, Community Amenity Charges (CACs), and density bonusing; the available of these other funding sources has been considered and accounted for in determining new DCL rates.

Development cost levies in Vancouver are intended to meet the following criteria:

- Help maintain livability of the City;
- Based directly on growth-related capital costs of new development;
- Not have a negative economic impact or deter desired types of development;
- Not harm housing affordability;
- Be consistent with City policies;
- Distribute costs fairly among types of development and between DCLs, property taxes, and other funding tools;
- Provide certainty and stability, be understandable, simple and transparent; and
- Be developed with informed input from all parties.

A. BACKGROUND AND PURPOSE OF THIS REVIEW

The *Vancouver Charter* allows the City of Vancouver to recover growth-related capital costs from new development related to a limited number of services. In compliance with this legislation, this 2022 DCL Background Study is provided as a step in a process that leads to the approval of updated City-wide DCL & Utilities DCL bylaws for the City of Vancouver.

DCLs in Vancouver are one of the City's primary fiscal tools used to fund development-related infrastructure and the expansion of municipal servicing. The calculation and administration of DCLs is intended to advance the financial and policy planning priorities of Council, consistent with the Charter limitations, focused in the following areas:

- Parks (Parkland acquisition and improvements)
- Replacement Housing
- Childcare
- Transportation
- Utilities

The last comprehensive review of the City of Vancouver's City-wide DCL rate was undertaken in 2017, the purpose of which was to re-examine the way in which the City expected to grow, and the capital works required to service that new development. A Utilities DCL study was subsequently undertaken in 2018, which led to adoption of the City's Utilities DCL by-law. The 2022 review is an update to both the 2017 City-wide and 2018 Utilities DCL work, reflecting the current four-year cycle for DCL updates aligned with the City's capital planning process to ensure reflection of infrastructure priorities.

B. DCL RATE STRUCTURE IN VANCOUVER

DCLs, as established by the City's DCL by-laws, are typically paid by developers upon building permit and the funds are used to undertake development-related projects. The City currently maintains three DCL by-laws pertaining to different types of charges as follows:

- The **City-wide DCL By-law** establishes DCLs that apply to development in most areas of the city. These DCLs recover for City-wide capital costs related to parkland, replacement housing, childcare, and highway facilities (roads and related infrastructure), as well as water, sewer, and drainage infrastructure costs.

- The **Utilities DCL By-law** was established in 2018 and imposes charges for the recovery of a comprehensive water, sewer, and drainage capital program. These DCLs are also applicable to most areas of the city.

- The **Area-specific DCL By-law** applies only to certain areas of the city, including False Creek Flats and the Southeast False Creek districts. Area-specific DCLs are "layered" on top of the City-wide and Utilities DCLs in these locations. These DCLs recover for a variety of area-specific capital costs, including parkland, replacement housing, childcare, highway facilities, and utilities. These areas were originally set up as "layers" because they were transition areas or former low density industrial lands converting to more intensive mixed use areas, and they lacked significant infrastructure (e.g. roads, utilities, parks) and thus required additional DCL funding to realize these needs. As part of any DCL update, the City reviews these layered DCL areas and determines whether it is time to fold these areas into the City-wide DCL/UDCL.

- Finally, **Exempt DCL Areas** applying to False Creek North and Central Waterfront are not subject to DCLs as there are other mechanisms to deliver required public benefits.

Prior to the 2017 City-wide DCL update, the City had not undertaken a comprehensive DCL study since 2003. The 2017 study led to several key changes to Vancouver's overall DCL framework, including the introduction of some level of water, sewer, and drainage charges. This was further expanded upon with the introduction of the 2018 Utilities DCL by-law. The City now aims to undertake comprehensive City-wide and Utilities DCL reviews every four years, in alignment with updates to the 10-year Capital Strategic Outlook.

DCL rates are determined based on a number of factors including development forecasts, growth-related amenity requirements and cost estimates. Generally, DCLs are not expected to cover all costs required by development, and the City is required to fund a share. Those shares not recovered through DCLs come from the Municipal Assist Factor (MAF), shares of development-related projects that benefit the existing community, as well as any alternative funding sources available for a particular project. These shares will be funded from other tools available to the municipality, including CACs and in-kind developer contributions, conditions of development, property tax and utility fees, or contributions from senior governments or other funding partners.

DCLs in Vancouver are levied based on the Gross Floor Area (GFA) of a development. Rates vary by type of development – residential (at or below 1.2 FSR/laneway house or

above 1.2 FSR), commercial, and industrial, and by DCL district. As outlined in s.523.D(13) of the *Vancouver Charter*, the DCL shall not exceed 10% of the value of the development, which is determined by the Building Bylaw. Payment is due at building permit issuance and the levy is calculated at the rate in effect on the date of issuance, unless in-stream rate protection applies.

Certain types of development are exempt from payment of DCLs through the provisions of the *Vancouver Charter*. The City maintains a number of additional DCL waivers or reductions. The cost to the City of these waivers or reductions must be funded through non-DCL sources (e.g. property taxes, utility rates). Further detail regarding exemptions, waivers, and reductions is provided in Section 11.

C. LEGISLATIVE AND REGULATORY BACKGROUND

The City of Vancouver is permitted to calculate and charge DCLs to new development to pay for the capital costs required to service growth. A series of governing legislation at the local and provincial level enables this practice with a guide to ensure clarity for application of rules.

i. Local Government Act

Division 19 of British Columbia's *Local Government Act* (LGA) provides the primary legal framework for the recovery of development-related costs. In particular, section 559 of the LGA provides the legislative authority to implement a development cost charge (DCC) bylaw. With the exception of the City of Vancouver and certain resort municipalities (e.g. Whistler), all municipalities in British Columbia are governed by this provincial legislation. Vancouver is governed by its own legislation, the *Vancouver Charter.*

ii. Vancouver Charter

The City of Vancouver is regulated by the provincial *Vancouver Charter*, which contains various rules that govern how the City operates. The Charter sets out Vancouver's authority with respect to property taxation, local improvements, planning and development approvals and development conditioning, as well as the use of DCLs which was introduced in 1990.

Section 523D gives Council the authority to use DCLs to help fund eligible public infrastructure and amenities needed for growth in the City. DCLs are payable on most new development, including development through the rezoning of lands. The Charter sets out eligible projects and services for Vancouver, which include:

- Sewage, water, drainage and highway facilities;
- Park land acquisitions and improvements;
- Leased or owned day care facilities and associated property acquisitions; and
- Replacement housing.

The authority to levy DCLs for affordable housing and childcare is unique to Vancouver within BC. The City is responsible for determining growth-related need and costs for each of these services and whether or not to use DCL revenues for their funding. The Charter further sets out statutory exemptions, as well as rules regarding the waivers or reductions of DCLs.

iii. DCC Best Practices Guide for British Columbia

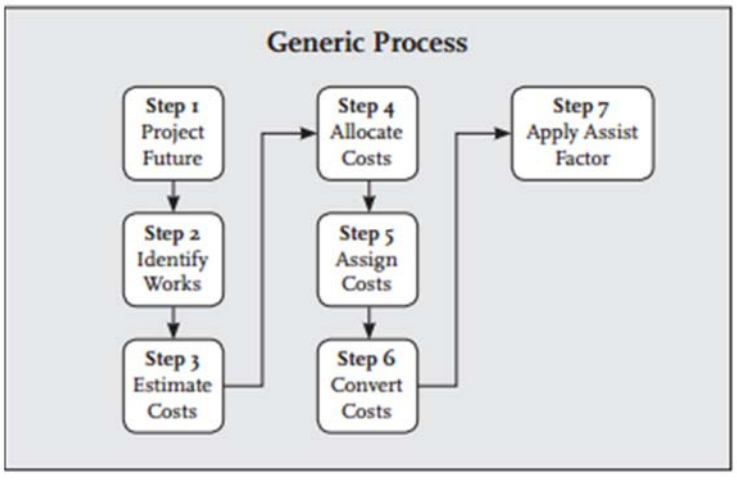
Since the introduction of development cost charges (DCCs), the British Columbia Provincial government has published several guides with suggested approaches to implementing development cost charges. For instance, the *DCC Guide for Elected Officials* and the *Development Cost Charge Best Practices Guide* are intended to provide additional insight to the use of DCCs and advise on calculation and policy planning methodology.

The *DCC Best Practices Guide* is a provincial tool and advisory report intended to standardize the formulation and administration of DCC by-laws among local municipalities in British Columbia. The guide is based on the provisions of the LGA.

While the methodology for calculating the charges may vary by municipality, generally there are seven sequential steps that are important in the DCC calculation, recommended in the *DCC Guide for Elected Officials* and as shown in Figure 1. These are summarized as follows:

1. Project future growth;
2. Identified required works;
3. Estimate infrastructure costs;
4. Allocate costs between growth and existing users;
5. Assign costs to land use types;
6. Convert costs into DCC rates; and
7. Apply assist factor.

Figure 1. Seven-Step Process in Determining DCCs



D. DCLS LEVIED IN THE CITY OF VANCOUVER

i. City of Vancouver DCL By-laws

The City of Vancouver maintains three DCL by-laws for the City-wide DCL, the Utilities DCL and the Area-specific DCLs. Figure 1 shows the current DCL rates imposed in the City of Vancouver as of September 30, 2021.

Figure 2. Current DCL Rates by Area (effective Sept. 30, 2021)

		Base[1]			Layered[2]	
		City-wide DCL (A)	City-wide Utilities DCL (B)	TOTAL City-wide DCLs (A+B)	False Creek Flats	South East False Creek
Residential	Residential at or below 1.2 FSR and Laneway House	$45.54/m² ($4.23/ft²)	$25.06/m² ($2.33/ft²)	$70.60/m² ($6.56/ft²)	$70.16/m² ($6.52/ft²)	$216.91/m² ($20.15/ft²)
Residential	Medium Density Residential above 1.2 FSR to 1.5 FSR	$98.05/m² ($9.11/ft²)	$54.47/m² ($5.06/ft²)	$152.52/m² ($14.17/ft²)		
Residential	Higher Density Residential above 1.5 FSR	$196.32/m² ($18.24/ft²)	$109.05/m² ($10.13/ft²)	$305.37/m² ($28.37/ft²)		
Non-Residential	Commercial and Most Other Uses[3]	$165.70/m² ($15.39/ft²)	$57.30/m² ($5.32/ft²)	$223.00/m² ($20.71/ft²)		
Non-Residential	Industrial[4]	$66.13/m² ($6.14/ft²)	$22.99/m² ($2.14/ft²)	$89.12/m² ($8.28/ft²)		$34.64/m² ($3.22/ft²)
Non-Residential	Mixed Employment (Light Industrial)[5]	$124.30/m² ($11.55/ft²)	$43.03/m² ($4.00/ft²)	$167.33/m² ($15.55/ft²)		
Other Rates[6]	Artist Studio (Class A&B) Childcare Community Centre/ Neighbourhood House Library Public Authority Use Social Service Centre Temporary Buildings	$10.00/BP[7]	$10.00/BP	$20.00/BP	$10.00/BP	$10.00/BP
Other Rates[6]	Community Energy Centre	$10.00/BP	$10.00/BP	$20.00/BP	N/A	$10.00/BP
Other Rates[6]	Parking garage	$1.08/m2 ($0.10/ft2)	$1.08/m2 ($0.10/ft2)	$2.16/m2 ($0.20/ft2)	$1.08/m2 ($0.10/ft2)	$1.08/m2 ($0.10/ft2)
Other Rates[6]	School (K-12, Public)	$5.49/m2 ($0.51/ft2)	$5.49/m2 ($0.51/ft2)	$10.98/m2 ($1.02/ft2)	$5.49/m2 ($0.51/ft2)	N/A
Other Rates[6]	Works Yard	N/A	N/A	N/A	$1.00/m2 ($0.09/ft2)	N/A

For a map of the DCL Districts, please see Map 1 in Appendix A.

[1] In the Base DCL areas, the City-wide Utilities DCL applies ***in addition*** to the City-wide Vancouver DCL.
[2] In the Layered DCL areas, DCLs apply ***in addition to*** the City-wide DCL and City-wide Utilities DCL.
[3] All uses, except for those specified here, are subject to the Commercial DCL rate.
[4] Industrial in the City-wide Vancouver DCL and City-wide Utilities DCL apply to development in the I-2, M-1, M-1A, M-1B, M-2, MC-1, MC-2 zoning districts. See DCL By-laws for definitions.
[5] Mixed Employment (Light Industrial) in the City-wide Vancouver DCL and City-wide Utilities DCL apply to IC-1, IC-2, IC-3, I-1, I-1A, I-1B, I-1C, I-3 and I-4 zoning districts. See DCL By-laws for definitions.
[6] Refer to DCL By-law and Zoning & Development By-law for use definitions.
[7] BP stands for Building Permit.

ii. Metro Vancouver DCCs

In addition to the City of Vancouver's DCLs, the City also collects a separate regional DCC on behalf of the Greater Vancouver Sewerage and Drainage District (GVS & DD) for expansion of sewerage facilities required by regional growth. The GVS & DD has two service areas in the City of Vancouver. There are different rates for each area and type of development, with the proposed 2022 rates shown here. These rates are currently with the Inspector of Municipalities for review after approval by the GVS & DD Board in July 2021:

	Vancouver Sewage Area	**Fraser Sewage Area**
Single Family Residential ($/unit)	$3,335	$6,254
Townhouse Residential ($/unit)	$2,983	$5,390
Apartment Residential ($/unit)	$1,988	$4,269
Non-Residential ($/square foot)	$1.63	$3.30

Metro Vancouver is in the engagement phase of establishing a new DCC for regional water infrastructure which will provide a revenue stream distinct from the current user fees which have traditionally been the sole source of funding for the Greater Vancouver Water District. The expectation is the DCC bylaw will be finalized and implemented in Fall/Winter 2022.

iii. TransLink DCCs

In 2018, TransLink introduced DCCs to recover for growth-related transit expansion costs; these DCCs are layered on top of Vancouver's DCLs and Metro Vancouver DCCs. TransLink recently passed a new by-law, bringing the following rates into effect as of January 2022:

Single Family Dwelling ($/unit)	$2,993
Duplex or Townhouse Dwelling Unit ($/unit)	$2,485
Apartment Dwelling Unit ($/unit)	$1,554
Retail/Service ($/square foot)	$1.26
Office ($/square foot)	$1.01
Institutional ($/square foot)	$0.50
Industrial ($/square foot)	$0.30

3. STUDY PROCESS

The City of Vancouver committed to a four-year cycle for updates to DCLs that aligns with the Capital Planning Process to ensure City priorities are reflected. The simplification and modernization of the City's DCL regime over the last several years has provided the ability for allocation of DCL funding across the City where it is needed based on capital planning. This update included validation of the financing framework, review of the growth forecast and capital plan and estimated costs that support the City's growth.

A. PROJECT TIMELINE

The study process was initiated in September 2021 and is to conclude with a by-law presented to Council in June 2022. The resulting DCL rates are anticipated to take effect in September 2022. The study process has included a number of phases, which are described below.

- **Development Forecast:** A forecast of new development over the 2023 to 2032 period was prepared by staff, in line with BC's DCC Best Practices Guide. A floor space forecast by type of residential (low, medium, and high density) and non-residential (industrial, mixed employment, and commercial/other) development was prepared. The forecast was primarily based on development pipeline data and was reviewed and validated by Hemson.

- **Capital program:** The Steering Committee and consultants worked extensively with department staff to assemble growth-related capital programs containing projects required to service development between 2023 and 2032. Projects were identified as well as their associated costs, growth-related shares, benefitting time period and alternative funding sources (e.g. senior government shares, development conditions, CACs and density bonusing). Capital programs and project details were closely aligned with the City's Capital Strategic Outlook.

- **Rate calculation:** This phase involved inputting all assumptions into a financial model and calculating development cost levies to be recommended to Council.

- **Policy considerations**: This phase included support staff on a review of DCL policies within the By-laws, including a review of the City-wide DCL waiver for for-profit affordable rental housing, reduced rates, and other administrative considerations.

- **Implementation:** This phase of the process will continue once the by-law is passed in June 2022. City staff will be tasked with maintaining and administering the by-law, and working with departmental staff to ensure that growth-related projects are funded by DCLs to the extent permitted by the legislation and as stipulated in the rate calculations in this background study. This process will continue until the by-law is updated, which should occur in 2026 based on the framework in place.

B. CONSULTATION WITH CITY STAFF

The study process was designed to engage City staff at key phases of the project. Three key working groups were engaged throughout the course of the assignment.

Steering Committee: This committee was composed of staff dedicated to financing growth policy. Staff from planning, finance, and engineering were available to provide input at all phases of the study process, attend all meetings and consultation sessions, and to assist in the calculation of DCL rates.

Technical Team: Composed of representatives from all eligible service departments, the team was consulted at key phases of the study and responsible for developing the capital programs and providing project costs.

Senior Staff and Elected Officials: The City's Capital Planning and Delivery Oversight Committee, Park Board, and Council were consulted at key stages of the process. These meetings were held to communicate the findings of the initial background research and recommendations, study results including the development forecast, capital programs, and rate calculations, and to ensure continued support for the recommended rates and policy directions.

C. STAKEHOLDER ENGAGEMENT PROCESS

Development industry, non-profit, and government agency stakeholders were consulted at two key points in the study process. In February 2022, stakeholders were updated on the study background and process, development forecast results, and policy considerations and were offered an opportunity for initial input. In May 2022, the draft capital programs, calculated DCL rates, economic testing, and recommended policy directions were presented and discussed. Discussions followed through May, and the capital programs and rate calculations were finalized in consideration of stakeholder comments.

D. ASSESSMENT OF IMPACT OF DCL RATE CHANGES

As part of the DCL review and update, the City retained Coriolis Consulting Corp. to undertake an assessment of the potential consequence or impact of DCL rate changes, including an evaluation of the financial ability of new development projects in the city to support increased DCL rates. The Coriolis analysis supported the recommended rates and may continue to be used to inform the implementation process moving forward. The Coriolis analysis is available under separate cover.

4. DEVELOPMENT FORECAST

The anticipated residential and non-residential development in the City of Vancouver between 2023 and 2032 will increase demand on all municipal services. The City utilizes DCLs as a key tool in funding development-related infrastructure that is necessary to allow development to proceed, in a fiscally responsible manner.

Development cost levy calculations are rooted in a number of assumptions about the way in which a municipality is anticipated to grow. The first step in calculating a charge is to forecast the type and location of anticipated development against which the charges will apply. The City's development forecast uses in-stream application statistics (development pipeline) from the City's permitting system and BC Assessment 2020 data is used for base building floor area figures. New development completion data is estimated based on historical City processing timeline trends. For the purposes of the DCL Update Study, this growth forecast is updated to reflect the 2023-2032 planning period and reflects current policy plans and in-stream development projects. Importantly, this development forecast is then used by City Departments that receive DCL funding to determine the location, nature and cost of infrastructure to meet the needs arising from the development forecast.

Early in the DCL Update process, Hemson undertook a review of the City's development forecast. Hemson concluded that the methodology and assumptions used were sound, and that the projection outputs represented a reasonable basis for the purpose of supporting the DCL modeling.

This section provides the basis for the development forecasts used in calculating the development charges, as well as a summary of the forecast results. A more detailed summary, including mapping of the forecasts by geographic area, is provided in Appendix A.

A. RESIDENTIAL DEVELOPMENT PROJECTIONS

Development cost levies are charged to residential development as a fee per square foot of building Gross Floor Area (GFA). The residential forecast includes a projection of new residential building space.

The building space forecasts in this development cost levy study include forecasts for both net and GFA growth. The City of Vancouver levies DCLs on new development based

on GFA. As such, the growth-related capital costs are applied to the GFA forecasts between 2023 and 2032 in order to calculate the DCL rate.

Table 1 provides a summary of the residential forecast for the ten-year planning period from 2023 to 2032. The net increase in residential floor area across the City over the planning period amounts to 41.9 million square feet. The GFA growth forecast totals 56.2 million square feet of residential space.

B. NON-RESIDENTIAL FORECAST

Development cost levies are also charged on non-residential development on a per-square-foot basis. Similar to the residential forecast, the non-residential forecast includes a projection of new non-residential floor space that will be built in the City.

The non-residential forecast projects an increase of 14.3 million square feet of net new non-residential building space. The gross non-residential GFA growth over the ten-year planning period totals 18.3 million square feet, of which 70% will be commercial floor space.

TABLE 1

CITY OF VANCOUVER
2022 DEVELOPMENT COST LEVY UPDATE
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL
CITY-WIDE DEVELOPMENT FORECAST

City-wide Residential Growth Forecast	**2023-2032 Growth**
Residential Floor Area Net Growth (sq.ft.)	*41,862,851*
Below 1.2 FSR (LWH, Duplex)	*3,956,316*
1.2-1.5 FSR (Townhouse)	*1,964,864*
FSR 1.5 and more (Apartment)	*35,941,670*
Residential Floor Area Gross Growth (sq.ft.) (1)	*56,210,460*
Below 1.2 FSR (LWH, Duplex)	*20,033,875*
1.2-1.5 FSR (Townhouse)	*2,481,155*
FSR 1.5 and more (Apartment)	*33,695,430*

City-wide Non-Residential Growth Forecast	**2023-2032 Growth**
Non-Residential Floor Area Net Growth (sq.ft.)	14,289,765
Commercial	*9,681,005*
Industrial	*2,348,925*
Mixed Employment	*1,412,943*
Reduced Rate	*846,892*
Non-Residential Floor Area Gross Growth (sq.ft.)	18,328,677
Commercial	*12,821,065*
Industrial	*2,898,416*
Mixed Employment	*1,762,304*
Reduced Rate	*846,892*

Notes

1) Residential GFA excludes social housing as per the Vancouver Charter exemption.

C. GROSS FLOOR SPACE WEIGHTING FOR DCL RATE CALCULATION

There is a final adjustment to the gross floor space for the purpose of the DCL rate calculations. The demand for City services funded by DCLs is generally driven by population and employment increases, while the charges are levied on added gross floor area. To reflect differences in needs arising from ground-related units and higher density built form, the residential gross floor areas have been weighted for the purpose of the DCL calculations. These weighting factors are expressed in relation to the apartment units and the same factors are used to establish the differentiated residential rates by floor space ratio (FSR) category.

A similar adjustment is made to the non-residential gross floor area to reflect differences in the typical floor space per worker (FSW) by land use type, as well as differences in demand needs arising from different employment types. The weighting factors are expressed in relation to the commercial floor space and the same factors are used to establish the differentiated non-residential rates. It is noted that distinct weighting factors are applied to the non-residential classes for Utility services, reflecting different demand placed by workers on water, sanitary, and drainage infrastructure than the residential population, as compared to the other City-wide DCL services.

Table 2 provides the equivalency factors and shows the calculations of the weighted gross floor area. The total residential weighted GFA used for the DCL calculations is 39.6 million square feet. The total non-residential weighted GFA used for the calculation of the City-wide DCLs (Parks, Childcare, Housing, and Transportation) is 15.9 million square feet. The total non-residential weighted GFA used for the calculation of Utilities DCLs is 8.0 million square feet.

TABLE 2

CITY OF VANCOUVER
2022 DEVELOPMENT COST LEVY UPDATE
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL
WEIGHTED GROSS GFA FOR DCL CALCULATIONS

City-wide Growth Forecast 2023-2032	Total Gross Floor Area (1) (sq.ft)	Gross Floor Weighted to Apartment/Commercial Equivalent (2)			
		City-Wide DCL		Utilities DCL	
		Equiv. Factor	GFA (sq.ft.) (3)	Equiv. Factor	GFA (sq.ft.) (3)
Residential Floor Area Gross Growth	**56,210,460**		**39,588,200**		**39,588,200**
Below 1.2 FSR (LWH, Duplex)	*20,033,875*	0.232	4,652,200	0.232	4,652,200
1.2-1.5 FSR (Townhouse)	*2,481,155*	0.500	1,240,600	0.500	1,240,600
FSR 1.5 and more (Apartment)	*33,695,430*	*1.000*	33,695,400	1.000	33,695,400
Non-Residential Floor Area Gross Growth	**18,328,677**		**15,937,400**		**7,968,700**
Commercial	*12,821,065*	*1.000*	12,821,100	*0.500*	6,410,500
Industrial	*2,898,416*	*0.400*	1,159,400	*0.200*	579,700
Mixed Employment	*1,762,304*	*0.750*	1,321,700	*0.375*	660,900
Reduced Rate	*846,892*	*0.750*	635,200	*0.375*	317,600
Total Gross Floor Area	***74,539,137***		**55,525,600**		**47,556,900**

Notes

(1) Source: Table 1

(2) See Appendix for discussion of the equalization of the gross floor area. The Equivalency Factors are also used to set the DCL rates by type of development.

(3) Weighted GFA rounded to the nearest hundred for the purpose of the DCL rate calculations.

5. FINANCING GROWTH IN VANCOUVER

Several key steps are required when calculating any development fee. However, specific circumstances arise in each municipality that must be reflected in the calculation. Therefore, the study has been tailored specifically for the City of Vancouver. The approach to the proposed development cost levies is focused on providing a reasonable alignment of development-related costs with the development that necessitates them. The study uses a City-wide approach for all services, which is consistent with past practice, and is deemed the best approach to align development-related costs and benefits.

A. RELATIONSHIP TO OTHER MUNICIPAL DOCUMENTS

The DCL study has been undertaken as part of a larger initiative to review financing growth policies at the City and to examine the way in which capital planning predicts and responds to the evolving needs of development. The inputs, assumptions, development forecasts and capital programs were developed in consideration of the following legislation, plans and policies:

- Vancouver Charter;
- British Columbia Development Cost Charges Best Practices Guide;
- Previous DCL studies and by-laws;
- Capital planning documents; and
- Various master plans.

B. DCL TIME FRAME

The DCL study is based on meeting the needs of development over a ten-year planning period, between 2023 and 2032, in alignment with the City's capital planning framework. This planning period was determined to be a reasonable period upon which to base the capital programs for each service category, and estimate the future needs of development.

C. CITY-WIDE AND AREA-SPECIFIC DCL CHARGES

The City of Vancouver provides a wide range of services to the community it serves and has an extensive inventory of facilities, land, infrastructure, vehicles and equipment. The

Vancouver Charter provides the City with the flexibility to designate the areas to which charges for eligible services will apply, based on the nature and location of the development necessitating the works. Development Cost Levies may apply to all lands in the City or to other designated development areas as specified in a municipal by-law.

The City of Vancouver levies both area-specific and City-wide DCLs. This background study and analysis is limited to update the City-wide charges only (City-wide DCL and Utilities DCL). No adjustments to the layered or area-specific charges are suggested or recommended as part of this study process. For all of the eligible services that the City provides City-wide, the full range of capital facilities, land, equipment and infrastructure is available throughout the City.

The following services are included in the City-wide development cost levy calculation:

- Parks;
- Childcare;
- Replacement Housing
- Transportation; and
- Utility Services, including Water and Sanitary & Drainage.

These services form a reasonable basis upon which to plan and administer the City-wide development cost levies. The resulting DCL for these services is to be imposed against all development anywhere in the City.

D. DCL RECOVERABLE COSTS

A development-related capital forecast has been prepared by the City's departments as part of the present study. The forecast for each eligible service category identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the *Vancouver Charter.* The capital forecast acts as the cornerstone upon which development cost levies are based.

For some projects in the development-related capital forecast, a portion of the project may confer benefits to existing residents and businesses in Vancouver. These portions of projects and their associated net costs are the funding responsibility of the City from non-DCL sources, such as property taxes and utility rates. The amount of City funding for such shares is also identified as part of the preparation of the capital forecast.

Table 3 provides a summary of the cost allocations for each service category. As shown, the total capital project costs for works required to service new development in

Vancouver amount to $9.72 billion. A number of deductions have been made to remove costs not eligible for inclusion in the DCL calculation.

E. ALLOCATION OF COSTS

For each DCL eligible service category, the development-related costs of necessary infrastructure projects have been identified. The capital costs are allocated between existing and future development, and alternative funding sources are identified.

As shown on Table 3, $3.83 billion in anticipated senior government or partner shares has been deducted from the gross project costs. A further $610.94 million is deemed to benefit development occurring beyond the 2023-2032 planning period; this share may be considered as part of future DCL updates. Approximately $1.53 billion in "benefit to existing" shares, related to replacement costs or other shares or projects deemed to address existing needs, has also been removed from the DCL rate funding consideration.

After these deductions, a total net growth-related amount of $3.75 billion remains. However, $1.87 billion of this amount is anticipated to be funded through other growth funding sources such as available DCL reserves, CACs, development conditions, and layered DCLs. Of the remaining $1.88 billion, a 1% municipal assist share is deducted as per the requirements of the Vancouver Charter. The remaining DCL rate supported amount for the 2023-2032 period is calculated at $1.86 billion.

TABLE 3

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
SUMMARY OF OVERALL 10-YEAR CAPITAL PROGRAM 2023-2031

Service	Gross Project Costs ($000)	Senior Gov. / Partners ($000)	Post-Period (2033+) ($000)	Benefit to Existing ($000)	Net Growth-Related Costs ($000)	Growth Costs Funded from Other City Sources[1] ($000)	DCL Eligible Costs 2023-2032		
							Net DCL Eligible Costs ($000)	Less Municipal Assist[2] 1% ($000)	DCL Rate Supported 2023-2032 ($000)
1.0 Parks	$539,413	$0	$0	$39,250	$500,163	$78,994	$421,169	$4,322	$416,847
2.0 Childcare	$347,738	$63,570	$0	$18,900	$265,268	$165,944	$99,324	$1,273	$98,052
3.0 Housing	$5,220,034	$3,383,179	$0	$35,688	$1,801,167	$1,502,490	$298,677	$3,207	$295,470
4.0 Transportation	$1,515,359	$362,850	$0	$699,635	$452,874	$48,826	$404,048	$4,194	$399,855
5.0 Utility Services									
Water	*$38,711*	*$0*	*$5,932*	*$494*	*$32,285*	*$19,333*	*$12,951*	*$135*	*$12,816*
Sewer	*$2,059,850*	*$18,500*	*$605,010*	*$737,450*	*$698,890*	*$55,251*	*$643,639*	*$6,693*	*$636,946*
Sub-Total Utilties	$2,098,561	$18,500	$610,942	$737,945	$731,174	$74,584	$656,590	$6,828	$649,762
TOTAL 10 YEAR CAPITAL PROGRAM	**$9,721,104**	**$3,828,099**	**$610,942**	**$1,531,417**	**$3,750,646**	**$1,870,837**	**$1,879,809**	**$19,823**	**$1,859,985**

Notes
1) Other Funding Sources Include: DCL Reserves, CACs, conditions of development, Empty Homes Tax, Layered DCL and other.
2) Municipal Assist: has been set as a % of overall program level 2023-2032 funding needs.

F. CALCULATION OF BASE DCL RATE

The growth-related capital program proposed to be funded by DCLs for each service is divided by the weighted gross floor space forecast to arrive at the base DCL charge. Since different weighting factors are applied to the growth forecast for the purposes of the Utility Services calculations, the charges are calculated on a service-specific basis.

For Parks, Childcare, Housing, and Transportation, the DCL rate supported capital costs are divided by the weighted gross floor area of 55.53 million square feet. For example, the Parks rate support amount of $416.85 million is divided by the weighted gross floor area to arrive at a base DCL charge of $7.51 per square foot.

For Utilities, the DCL rate supported capital costs, which total $649.76 million, are divided by the weighted gross floor area of 47.56 million square feet. This results in a base DCL charge of $13.66 per square foot.

Table 4 shows the base DCL Rate calculation for all services. The base charge is then multiplied by the weighting factors to arrive at the DCL charges by type of development. The calculations are shown below.

Further details by service are provided in the following sections of this report, as well as the appendices.

TABLE 4

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
CALCULATION OF BASE DCL RATE

10 Year Increase in Weighted Gross Floor Area (sq.ft.)	
City-Wide DCL	*55,525,600*
Utilities DCL	*47,556,900*

Service	2023-2032 Net DCL Rate Supported ($000)	Calculated Base DCL Per Square Foot
1.0 Parks	$416,846.9	$7.51
2.0 Childcare	$98,051.5	$1.77
3.0 Housing	$295,470.1	$5.32
4.0 Transportation	$399,854.5	$7.20
5.0 Utility Services		
Water	*$12,815.9*	*$0.27*
Sewer	*$636,946.5*	*$13.39*
Sub-Total Utility Services	$649,762.4	$13.66
TOTAL CAPITAL PROGRAM	**$1,859,985.4**	**$35.46**

Development Cost Levy Calculation					
	City-wide DCL		Utilities DCL		Total
Type of Development	**Weighting Factor**	**DCL Rate (/sq.ft.)**	**Weighting Factor**	**DCL Rate (/sq.ft.)**	**DCL Rate (/sq.ft.)**
Low Density Residential	0.232	$5.06	0.232	$3.17	**$8.23**
Medium Density Residential	0.500	$10.89	0.500	$6.83	**$17.72**
High Density Residential	1.000	$21.80	1.000	$13.66	**$35.46**
Industrial (Heavy)	0.400	$8.72	0.200	$2.73	**$11.45**
Mixed Employment (Light Industrial)	0.750	$16.34	0.375	$5.12	**$21.46**
Commercial & Other	1.000	$21.80	0.500	$6.83	**$28.63**

6. PARKS DEVELOPMENT COST LEVIES

A. MUNICIPAL SERVICE DELIVERY

The Parks and Recreation branch of the City of Vancouver's Parks, Recreation and Culture department is overseen by an elected Park Board. The City provides a host of outdoor parks and recreation amenity space for residents, employees and visitors to enjoy. Within the city's boundaries, there are 250 municipal parks and beaches, including the 404-hectare Stanley Park in the heart of the City as well as ten oceanside beaches, one freshwater lake beach, and 22 kilometres of Seawall.

The *Vancouver Charter* permits the inclusion of capital costs related to:

a) Acquiring park land and or reclaiming land as park land,

b) Providing fencing, landscaping, drainage and irrigation, trails, restrooms, changing rooms and playground and playing field equipment on park land. (523D, s.17.1)

B. PARKS GROWTH-RELATED CAPITAL PROGRAM

The 2023-2032 Parks DCL capital program is primarily based on VanPlay, the Park Board's Parks and Recreation Services Master Plan, which identifies future needs related to growth and development in the city, as well as the Capital Strategic Outlook.

The ten-year parks capital program includes projects that fall within the following categories:

- Parkland acquisition;
- Seawall and waterfront projects;
- Urban forest and natural areas;
- Park amenities (design and development); and
- Buildings and infrastructure.

The Park Board has established a $539.41 million gross capital budget, which provides for approximately 5.3 hectares of parkland acquisition in addition to various park development projects and amenities. After deducting benefit to existing shares, CAC / density bonusing shares, layered DCL shares, available DCL reserves, and the municipal

assist factor, $416.85 million remains to be funded through DCLs over the ten-year planning period.

An overview of the program is provided in Table 5. Further details of the capital program are listed in Appendix B.

TABLE 5

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: PARKS

Parks Capital Program	Park Area	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(ha)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Parkland Aquisition[1]	5.30	$165,280	$0	$0	$165,280	$0	$1,653	$163,627
Seawall & Waterfront		$26,000	$0	$12,000	$14,000	$5,000	$90	$8,910
Urban Forest & Natural Areas		$107,800	$0	$0	$107,800	$134	$1,077	$106,589
Park Amenities (Design & Development)		$172,500	$0	$22,100	$150,400	$60,340	$901	$89,160
Buildings & Infrastructure		$39,650	$0	$5,150	$34,500	$2,500	$320	$31,680
Emerging Priorities		$28,183	$0	$0	$28,183	$0	$282	$27,901
Available DCL Reserves		$0	$0	$0	$0	$11,020	$0	-$11,020
Total Parks		**$539,413**	**$0**	**$39,250**	**$500,163**	**$78,994**	**$4,322**	**$416,847**

1)The Park Board has additional parkland acquisition needs, beyond the 5.3 ha, to meet the increased demands arising from development over the period 2023-2032. These additional needs will be achieved through in-kind CAC contribution from major development projects, and are not valued in this table.

C. PARKS DCL RATE CALCULATION

The DCL funded share of Parks capital program, $416.85 million, translates to a cost of $7.51 per square foot of new development that is to be levied on all new development in the City of Vancouver. Using the equivalency factors, the rates to be levied on each type of development for parks are calculated as follows:

Parks City-Wide DCL	
Low Density Residential	$1.74/ sq.ft.
Medium Density Residential	$3.75 / sq.ft.
High Density Residential	$7.51 / sq.ft.
Industrial	$3.00 / sq.ft.
Mixed Employment	$5.63 / sq.ft.
Commercial & Other	$7.51 / sq.ft.

7. CHILDCARE DEVELOPMENT COST LEVIES

A. MUNICIPAL SERVICE DELIVERY

The City of Vancouver works with the Province of British Columbia and other partners to provide childcare servicing to residents of Vancouver. The City works to:

- Partner with non-profit organizations to deliver quality, affordable, and accessible childcare;
- Facilitate the development of infrastructure to support integrated childcare services, including licensed group care and other family support services;
- Use financial tools to leverage facilities and land, and offset some operating costs; and
- Encourage senior governments to uphold their responsibility for childcare.

The *Vancouver Charter* permits the inclusion of capital costs related to:

> Establishing day care facilities in premises leased or owned, and acquiring property for such facilities. (523D, s.1)

B. CHILDCARE GROWTH-RELATED CAPITAL PROGRAM

The projects included in the childcare capital program were designed to accommodate the increased demands on the service imposed by development in the City. As growth occurs, and the population and employment base grows, additional childcare spaces must be made available. The number and type of spaces included in the program are tied directly to the City's development forecast provided by planning.

The ten-year childcare capital program includes the development of childcare spaces in both independent facilities and in schools and community centres. The capital program distinguishes childcare spaces for children aged 0-4 years and 5-12 years old. Benefit to existing shares are identified, which relate to the replacement of some existing spaces through the redevelopment or relocation of certain facilities in the program.

The needs analysis identifies the provision of 1,895 new child spaces over the ten-year planning period of 2023-2032 at a gross cost of $347.74 million. After deducting anticipated senior government or partner shares, replacement shares, other funding sources (CACs and density bonusing, layered DCLs, available DCL reserves), and the municipal assist factor, the remaining DCL rate funded amount for 2023-2032 is $98.05 million.

An overview of the program is provided in Table 6. Further details of the capital program are listed in Appendix C.

TABLE 6

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: CHILDCARE

Childcare Capital Program	Net New Spaces[1]	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(#)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Spaces for Ages 0-4								
Civic Buildings (e.g. Community Centres)	716	$149,710	$25,040	$18,900	$105,770	$17,790	$880	$87,100
Developer-Led, In-Kind	450	$94,500	$0	$0	$94,500	$90,615	$39	$3,846
NPO-Led, In-Kind	188	$39,480	$13,810	$0	$25,670	$19,380	$63	$6,227
Conversion from Part-Day to Full-Day	180	$1,800	$0	$0	$1,800	$0	$18	$1,782
Indigenous-Led, Capital Grant	74	$15,540	$2,960	$0	$12,580	$0	$126	$12,454
NPO-Led, Capital Grant	147	$25,110	$17,760	$0	$7,350	$1,800	$56	$5,495
Part-Day Preschool, In-Kind	40	$8,400	$0	$0	$8,400	$8,400	$0	$0
Sub-Total Spaces for Ages 0-4	**1,795**	**$334,540**	**$59,570**	**$18,900**	**$256,070**	**$137,985**	**$1,181**	**$116,904**
Spaces for Ages 5-12								
OOSC / Indigenous-Led	100	$5,000	$4,000	$0	$1,000	$0	$10	$990
Sub-Total Spaces for Ages 5-12	**100**	**$5,000**	**$4,000**	**$0**	**$1,000**	**$0**	**$10**	**$990**
Emerging Priorities		$8,198	$0	$0	$8,198	$0	$82	$8,116
Available DCL Reserves		$0	$0	$0	$0	$27,959	$0	-$27,959
Total Childcare	**1,895**	**$347,738**	**$63,570**	**$18,900**	**$265,268**	**$165,944**	**$1,273**	**$98,052**

Notes:
1) Childcare spaces shown are fully growth-related. The City will add additional spaces to address existing needs and those spaces, and associated costs are not reflected above.

C. CHILDCARE DCL RATE CALCULATION

The $98.05 million in DCL funded costs translates to a DCL rate of $1.77 per square foot of new development. Using the equivalency factors, the rates to be levied on each type of development for childcare are calculated as follows:

Childcare City-Wide DCL	
Low Density Residential	$0.41 / sq.ft.
Medium Density Residential	$0.88 / sq.ft.
High Density Residential	$1.77 / sq.ft.
Industrial	$0.71 / sq.ft.
Mixed Employment	$1.32 / sq.ft.
Commercial & Other	$1.77 / sq.ft.

8. REPLACEMENT HOUSING DEVELOPMENT COST LEVIES

A. MUNICIPAL SERVICE DELIVERY

The City of Vancouver Housing department is tasked with ensuring that a range of housing options are available to residents that are affordable, accessible, and suitable to a range of needs. The Housing Vancouver strategy provides a foundation and action plan for the City to build more affordable housing, address over-inflation in land costs, ensure the right types of homes are built, protect and renew existing affordable rental housing, provide housing and support to Vancouver's most vulnerable residents, and streamline City processes for faster housing development.

The *Vancouver Charter* permits the inclusion of capital costs related to "Replacement Housing", as indicated below:

> (2) Council may impose a development cost levy for the purpose of assisting in providing Replacement Housing in such a manner as it deems appropriate and assisting in providing such housing shall be deemed to be a capital project.
>
> (2.2) For the purposes of this section, Replacement Housing means housing which Council reasonably anticipates will, as a result of development in the area in which a development cost levy is imposed, be necessary to house persons displaced and unable to afford comparable accommodation in that area and, in anticipating the housing required, Council may look to development anticipated during a 20 year period commencing on the date the by-law imposing the development cost levy is imposed. (523D, s.2.1)

As such, costs related to providing affordable housing options for residents that are displaced as a result of development can be recovered in part through DCLs.

B. REPLACEMENT HOUSING GROWTH-RELATED CAPITAL PROGRAM

The projects included in the replacement housing capital program are designed to increase the supply of affordable housing and to replace those affordable units that are lost through redevelopment. As neighborhoods in Vancouver gentrify and property values increase, the number of units available to medium to low-income households diminish as well. DCLs are collected to contribute towards the construction of new affordable units to replace those lost through the redevelopment of the certain Vancouver areas.

The goals and objectives of the Housing department are outlined in the Housing Vancouver Strategy, which identifies targets for additional units required. The projects in the DCL capital program (2023-2032) include the construction of 9,125 new units, which includes land acquisitions, as well as contributions toward non-profit and developer led projects. In terms of the Replacement Housing calculation of estimated units lost between 2023-2032, DCL funding will be used to fund up to 4,900 units.

The total growth-related capital program costs amount to $5.22 billion, of which $295.47 million is to be funded from DCLs after deducting significant senior government and partner funding shares, benefit to existing shares, other funding sources (CACs and density bonusing, empty homes tax amounts, and available DCL reserves), as well as the 1% municipal assist factor.

An overview of the program is provided in Table 7. Further details of the capital program are listed in Appendix D.

TABLE 7

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: REPLACEMENT HOUSING

Replacement Housing Capital Program	Net New Units[1]	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(#)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Land Acquisition (VAHEF)	1,750	$1,013,100	$711,954	$13,800	$287,346	$160,250	$1,271	$125,825
Non-Profit-Led, Capital Grant	5,125	$3,005,613	$2,671,225	$21,888	$312,500	$143,750	$1,688	$167,063
In-Kind Projects	2,250	$1,176,450	$0	$0	$1,176,450	$1,176,450	$0	$0
Emerging Priorities		$24,871	$0	$0	$24,871	$0	$249	$24,623
Available DCL Reserves		$0	$0	$0	$0	$22,040	$0	-$22,040
Total Replacement Housing	**9,125**	**$5,220,034**	**$3,383,179**	**$35,688**	**$1,801,167**	**$1,502,490**	**$3,207**	**$295,470**

Notes:
1) DCL funding will be used to fund up to 4,900 as per the Replacement Housing calculation.

C. REPLACEMENT HOUSING DCL RATE CALCULATION

The $295.47 million in DCL funded costs translates to a base DCL rate of $5.32 per square foot. Using the equivalency factors, the rates to be levied on each type of development for replacement housing are calculated as follows:

Replacement Housing City-Wide DCL	
Low Density Residential	$1.24 / sq.ft.
Medium Density Residential	$2.66 / sq.ft.
High Density Residential	$5.32 / sq.ft.
Industrial	$2.13 / sq.ft.
Mixed Employment	$3.99 / sq.ft.
Commercial & Other	$5.32 / sq.ft.

9. TRANSPORTATION DEVELOPMENT COST LEVIES

A. MUNICIPAL SERVICE DELIVERY

The City of Vancouver's Engineering Services are responsible for upgrading and maintaining the City's transportation infrastructure. The City works with other partners (such as TransLink and other Metro Vancouver municipalities) to build and maintain an integrated transportation system that moves people and goods throughout the City and region.

Development activity places increased demands on the transportation network in Vancouver, by adding additional people and employees that use various forms of transportation to get around. The department must plan and budget to accommodate the increasing use of the City's roads, sidewalks, bike lanes, parking options, and public transit. Ensuring intersections are safe and efficient, bridges are properly maintained, and pedestrian infrastructure is effective and accessible are all key components of properly servicing growth in Vancouver.

B. TRANSPORTATION GROWTH-RELATED CAPITAL PROGRAM

The ten-year capital needs identified to service growth in Vancouver from a transportation perspective are extensive. City staff has identified the growth-related transportation needs between 2023 and 2032 in line with the capital planning exercises, and in consideration of the goals and targets set out by the City's Transportation 2040 plan.

The ten-year growth-related transportation capital program primarily relates to expansion of active transportation and transit-related infrastructure. Projects are grouped into the following categories:

- Building a Resilient Network (bridges and structures, traffic signals and street lights)
- Improving Mobility (transit integrations, active transportation, safety and accessibility); and
- Supporting Public Life (streetscaping and placemaking)

The total growth-related capital program amounts to $1.52 billion. After deducting senior government and partner shares, benefit to existing or replacement components, other funding sources (development conditions, CACs and density bonusing, and available DCL reserves), and the 1% municipal assist factor, $399.86 million in DCL rate funded costs remain for the 2023-2032 planning period.

An overview of the program is provided in Table 8. Further details of the capital program are listed in Appendix E.

TABLE 8

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: TRANSPORTATION

Transportation Services	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Building a Resilient Network							
Bridges & Structures (Excl. Seawall Structures)	$351,000	$77,000	$249,000	$25,000	$0	$250	$24,750
Pavement & Sidewalks	$218,000	$50,000	$168,000	$0	$0	$0	$0
Traffic Signals & Street Lights	$314,890	$1,500	$262,200	$51,190	$3,150	$480	$47,560
Subtotal Building a Resilient Network	**$883,890**	**$128,500**	**$679,200**	**$76,190**	**$3,150**	**$730**	**$72,310**
Improving Mobility							
Transit Integration & Reliability	$84,010	$53,600	$3,800	$26,610	$0	$266	$26,344
Active Transportation & Complete Streets	$365,280	$176,500	$0	$188,780	$25,000	$1,638	$162,142
Transportation Safety & Accessibility	$92,270	$4,250	$16,635	$71,385	$370	$710	$70,305
Subtotal Improving Mobility	**$541,560**	**$234,350**	**$20,435**	**$286,775**	**$25,370**	**$2,614**	**$258,791**
Supporting Public Life							
Public Gathering & Placemaking	$39,375	$0	$0	$39,375	$0	$394	$38,981
Commercial High Street Corridors	$23,130	$0	$0	$23,130	$5,000	$181	$17,949
Subtotal Improving Mobility	**$62,505**	**$0**	**$0**	**$62,505**	**$5,000**	**$575**	**$56,930**
Emerging Priorities	$27,404	$0	$0	$27,404	$0	$274	$27,130
Available DCL Reserves	$0	$0	$0	$0	$15,306	$0	-$15,306
Total Transportation Services	**$1,515,359**	**$362,850**	**$699,635**	**$452,874**	**$48,826**	**$4,194**	**$399,855**

C. TRANSPORTATION DCL RATE CALCULATION

The $399.86 million in DCL-eligible costs associated with the transportation program translates to a base DCL rate of $7.20 per square foot of new development. Using the equivalency factors, the rates to be levied on each type of development for transportation are calculated as follows:

Transportation City-Wide DCL	
Low Density Residential	$1.67 / sq.ft.
Medium Density Residential	$3.60 / sq.ft.
High Density Residential	$7.20 / sq.ft.
Industrial	$2.88 / sq.ft.
Mixed Employment	$5.40 / sq.ft.
Commercial & Other	$7.20 / sq.ft.

10. UTILITIES DEVELOPMENT COST LEVIES

A. MUNICIPAL SERVICE DELIVERY

Utility services at the City of Vancouver include the provision of water distribution, sanitary sewers and storm water drainage needs, including green infrastructure.

The region of Metro Vancouver owns and operates the water source, treatment and regional water transmission system, while the City is responsible for local water distribution system to supply water to residents and businesses. The Water DCL addresses the water infrastructure that is the responsibility of the City of Vancouver, namely the local distribution system, including water mains and related infrastructure.

The region of Metro Vancouver owns and operates the regional trunk sewers and major wastewater treatment plants while the City is responsible for the local sewers to collect sewage from residents and businesses. The Sanitary and Drainage DCLs address the sewer infrastructure that is the responsibility of the City of Vancouver, namely the local collection system, sewer mains, and storm water systems, including green infrastructure to address growth needs related to drainage.

B. UTILITY SERVICES GROWTH-RELATED CAPITAL PROGRAMS

The following section provides an overview of Utility Services growth-related capital program, including both the Water program and the Sanitary and Drainage program. Further details of the capital program are listed in Appendix F.

i. Water Services

The City's Engineering department has identified $38.71 million in gross capital costs related to various water system upgrades, as well as hydraulic modelling, over the period 2023 to 2032. Some of these gross project costs ($5.9 million) have been identified as relating to development beyond the ten-year planning period. After deducting benefit to existing or replacement shares, growth-related shares to be funded through other sources (development conditions, available DCL reserves), as well as the municipal assist factor, $12.82 million in DCL rate funded costs remain for recovery over the 2023-2032 period.

An overview of the program is provided in Table 9.

TABLE 9

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: WATER SERVICES

Water Services	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Water System Upgrades	$37,155	$0	$5,932	$397	$30,826	$18,760	$121	$11,945
Hydraulic Model	$390	$0	$0	$98	$293	$0	$3	$290
Emerging Priorities	$1,166	$0	$0	$0	$1,166	$0	$12	$1,154
Available DCL Reserves	$0	$0	$0	$0	$0	$573	$0	-$573
Total Water Services	**$38,711**	**$0**	**$5,932**	**$494**	**$32,285**	**$19,333**	**$135**	**$12,816**

ii. Sanitary and Drainage

The City has a significant Sanitary and Drainage growth-related capital program, totaling $2.06 billion in gross costs. Projects in the Sanitary and Drainage capital program include extensive sewer and green infrastructure upgrades serving the Broadway and Cambie corridors, as well as other growing areas throughout the city. The program also includes growth-related pump stations, hydraulic modelling and monitoring initiatives, planning and other studies.

A significant share of the program, $605.01 million, has been identified as “post-period”, or related to growth that is anticipated to occur beyond the 2023-2032 planning period, and is removed from the DCL calculation. Senior government and partner-funded shares, benefit to existing or replacement shares, shares to be funded through development conditions and available DCL reserves, and the municipal assist share have also been deducted from the gross costs. The remaining amount eligible for funding through DCLs collected over the 2023-2032 period is $636.95 million.

An overview of the program is provided in Table 10.

TABLE 10

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES UPDATE STUDY
10-YEAR CAPITAL PROGRAM 2023-2032: SANITARY & DRAINAGE

Sanitary & Drainage	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Cambie Projects (Sanitary & Drainage Upgrades)	$223,511	$2,000	$80,000	$7,274	$134,237	$12,940	$1,213	$120,084
Broadway Projects (Sanitary & Drainage Upgrades)	$267,130	$2,100	$140,370	$15,790	$108,870	$0	$1,089	$107,781
City Wide Projects (Sanitary & Drainage Upgrades)	$1,296,709	$14,400	$384,640	$638,026	$259,643	$16,695	$2,429	$240,519
Pump Stations	$67,125	$0	$0	$36,000	$31,125	$0	$311	$30,814
Hydraulic Model & Monitoring	$75,450	$0	$0	$35,500	$39,950	$0	$400	$39,551
Planning & Other Studies	$79,300	$0	$0	$4,860	$74,440	$0	$744	$73,696
Emerging Priorities	$50,624	$0	$0	$0	$50,624	$0	$506	$50,118
Available DCL Reserves	$0	$0	$0	$0	$0	$25,616	$0	-$25,616
Total Sanitary & Drainage	**$2,059,850**	**$18,500**	**$605,010**	**$737,450**	**$698,890**	**$55,251**	**$6,693**	**$636,946**

C. UTILITY SERVICES DCL RATE CALCULATION

The Utility Services DCL funding of the water service, $12.82 million, combined with the $636.95 million DCL-eligible sewer and drainage costs yields a total amount of $649.76 million. This translates to a base DCL rate of $13.66 per square foot of new development. Using the equivalency factors, the rates to be levied on each type of development for Utility Services are calculated as follows:

Utility Services City-Wide DCL	
Low Density Residential	$3.17 / sq.ft.
Medium Density Residential	$6.83 / sq.ft.
High Density Residential	$13.66 / sq.ft.
Industrial	$2.73 / sq.ft.
Mixed Employment	$5.12 / sq.ft.
Commercial & Other	$6.83 / sq.ft.

11. DCL Rate Summary and Implementation

A. Summary of Calculated DCL Rates

The rate calculation as a general fee per square foot is shown on Table 4 within Section 5. The net DCL recoverable costs for each service category are divided by the increase in both residential and non-residential weighted GFA to derive a cost per square foot. As shown, the overall City-wide charge is calculated at $35.46 per square foot.

For both residential and non-residential development, the DCL to be charged is converted to a variable rate by development type based on equivalency factors, which are explained further in Section 5.

The calculated residential DCLs are shown on Table 11. The residential rate for low density built form is calculated at $8.23 per square foot. Low density refers to development with a Floor Space Ratio (FSR) of 1.2 or less, or laneway houses. These are most often in the form of single and semi-detached housing. Medium density residential refers to units with an FSR between 1.2 and 1.5, generally consistent with townhouse development. The calculated rate for medium density residential development is $17.72 per square foot. Higher density residential, largely apartment units with an FSR of above 1.5, will pay $35.46 per square foot of GFA.

The calculated non-residential City-wide DCLs are summarized on Table 12. Similar to the residential rates, the non-residential charges will vary by development type. The rate for heavy industrial is calculated at $11.45 per square foot. This category is relevant to the zoning district within which development is to occur. Mixed employment, also referred to as 'light industrial' which includes a mix of office and industrial uses, would be subject to a charge of $21.46 per square foot of GFA. Lastly, the charge for commercial development, or all other non-residential growth that does not fit within the industrial categories is calculated at $28.63 per square foot.

It is noted that the calculation of the development cost levies does not include any provision for waivers or discounts which are at the discretion of Council, such as the treatment of rental housing or reduced rates. Such waivers or discounts that Council may choose to provide will result in loss of DCL revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

TABLE 11

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES
RESIDENTIAL DEVELOPMENT COST LEVIES

Service	Calculated Charge Per Square Foot	Residential Charge By Square Foot[1]		
		Low Density Residential *Below 1.2 FSR & Laneway*	Medium Density Residential *Beteween 1.2 and 1.5 FSR*	High Density Residential *Above 1.5 FSR*
Parks	$7.51	$1.74	$3.75	$7.51
Childcare	$1.77	$0.41	$0.88	$1.77
Housing	$5.32	$1.24	$2.66	$5.32
Transportation	$7.20	$1.67	$3.60	$7.20
Utility Services				
Water	*$0.27*	*$0.06*	*$0.13*	*$0.27*
Sewer	*$13.39*	*$3.11*	*$6.70*	*$13.39*
Sub-Total Utility Services	$13.66	$3.17	$6.83	$13.66
TOTAL CHARGE PER SQ.FT.	**$35.46**	**$8.23**	**$17.72**	**$35.46**

1) Based on Equivalent Factor Of:

City-Wide DCL	*0.232*	*0.500*	*1.000*
Utilities DCL	*0.232*	*0.500*	*1.000*

TABLE 12

CITY OF VANCOUVER
DEVELOPMENT COST LEVIES
NON-RESIDENTIAL DEVELOPMENT COST LEVIES

Service	Calculated Charge Per Square Foot	Non-Residential Charge By Square Foot[1]		
		Industrial[2]	Mixed Employment[3]	Commercial & Other
Parks	$7.51	$3.00	$5.63	$7.51
Childcare	$1.77	$0.71	$1.32	$1.77
Housing	$5.32	$2.13	$3.99	$5.32
Transportation	$7.20	$2.88	$5.40	$7.20
Utility Services				
Water	*$0.27*	*$0.05*	*$0.10*	*$0.13*
Sewer	*$13.39*	*$2.68*	*$5.02*	*$6.70*
Sub-Total Utility Services	$13.66	$2.73	$5.12	$6.83
TOTAL CHARGE PER SQ.FT.	**$35.46**	**$11.45**	**$21.46**	**$28.63**

1) Based on Equivalent Factor Of:

City-Wide DCL	*0.400*	*0.750*	*1.000*
Utilities DCL	*0.200*	*0.375*	*0.500*

2) Industrial applies to I-2, M-1, M-1A, M-1B, M-2, MC-1, MC-2 zoning districts
3) Mixed Employment (Light Industrial) applies to IC-1, IC-2, IC-3, I-1, I-3 and I-4 zoning districts

B. COMPARISON WITH CURRENT RATES IN FORCE

Table 13 presents a comparison of the newly calculated residential and non-residential development cost levies with the City's current charges (as at September 30, 2021).

Overall, the calculated residential DCLs are approximately 25% higher than the current rates in force. The calculated non-residential DCLs are approximately 38% higher than the current rates in force. The higher non-residential increase is due to the City historically and currently charging non-residential DCL rates that are less than full cost recovery.

TABLE 13

CITY OF VANCOUVER
COMPARISON OF CURRENT AND CALCULATED
DCLS - CITY-WIDE

Development Type	Curent DCL Rates[1] Charge / Sq.Ft.	Calculated DCL Rates Charge / Sq.Ft.	Difference in Charge	
Residential Development				
Low Density *Below 1.2 FSR & Laneway*	$6.56	$8.23	$1.67	25%
Medium Density *Development between 1.2 & 1.5 FSR*	$14.17	$17.72	$3.55	25%
High Density *Development Above 1.5 FSR*	$28.37	$35.46	$7.09	25%
Non-Residential Development				
Industrial	$8.28	$11.45	$3.17	38%
Mixed Employment	$15.55	$21.46	$5.91	38%
Commercial & Other	$20.71	$28.63	$7.92	38%

1) Rates effective September 30, 2021

C. RECOMMENDED PHASE-IN

Staff is making recommendations, for Council's consideration, on the implementation of the new DCL By-law. These recommendations include a phase-in of the DCL rate increase, with 50% of the rate increase taking effect on September 30, 2022, and the remaining 50% coming into force on September 30, 2023.

In addition to this recommended DCL rate phase-in, the City offers 12 months of in-stream DCL rate protection (as required through the legislation): applications submitted prior to a DCL rate change can avoid paying the DCL rate increase if a building permit is issued prior to next year's rate change.

Staff are of the opinion that the rate phase-in combined with the in-stream rate protection offers an adequate amount of time for new development to adjust to the new rates.

D. BY-LAW EXEMPTIONS AND RATE REDUCTIONS

The City of Vancouver, through the *Vancouver Charter* and the City's by-laws, will continue to exempt the following development from the payment of DCLs:

- Alterations to existing buildings where the total floor area is not increased;
- Social housing;
- Churches exempt from taxation;
- Renovations;
- Additions smaller than 500 square feet to existing buildings containing fewer than 4 residential units and no other use; and
- Small residential units of 29.7 square metres (320 square feet) or less, subject to Council approval.

The City currently provides City-wide DCL waivers for market rental housing. Utilities DCL waivers are not offered for rental. The lost revenue associated with the City-wide DCL waiver must be funded from other sources, which largely comes from the property tax base or utility fees. With significant recent strengthening of the rental market in Vancouver, staff are recommending a change in the City-wide DCL waiver for for-profit market rents to an 86% DCL reduction. The 100% City-wide DCL waiver would be maintained for for-profit rental that has a 20% below-market component.

The City also offers reduced DCL rates for various uses, including various institutional uses (childcare, community centre, community energy centre, cultural facility, library, public authority use, social service centre, school) as well as temporary buildings, works yards, and parking garages. City staff are proposing to:

- Remove the above ground parking garage reduced rate; and
- Add an expanded reduced rate for cultural facilities which includes artist studios, galleries, halls, museums or archives, theatres, and performance are production or rehearsal studios.

E. COLLECTION OF CHARGES

DCLs in the City of Vancouver are payable at the issuance of building permit. This practice is recommended to continue.

The City currently offers a payment of DCLs by installments option. This option is administratively complex, with little uptake. Staff are recommending to remove the payment of levy by installments options.

F. IN-STREAM RATE PROTECTION

In order to ensure fairness to applications that have been submitted prior to the adoption of DCL By-law rate adjustments, in-stream rate protection is offered as mandated by the Vancouver Charter. Building permits issued within 12 months of a DCL By-law amendment are exempt from that DCL rate increase, provided there was a precursor application (rezoning, development permit or building permit application) that was in-stream on the date of that increase, and provided that:

- The applicant has submitted an application in a form satisfactory to the City; and
- The applicant has paid the applicable application fee to the City.

If a related building permit application is not issued within the 12-month period, the rate protection expires and new DCL rates take effect.

G. DCL MONITORING AND REPORTING

The City currently undertakes annual reporting on DCL revenues and expenditures. It is recommended that that this practice continue to ensure transparency and facilitates regular updates to the calculation.

APPENDIX A

DEVELOPMENT FORECAST

DEVELOPMENT FORECAST

This appendix provides details of the development forecast used to prepare the 2022 City-wide and Utilities Development Cost Levy Update Background Study (DCL Update Study) for the City of Vancouver. The planning period being used for the DCL is the ten-year period of 2023 to 2032.

A. BACKGROUND AND METHODOLOGY

Consistent with BC's DCC Best Practices Guide, the development forecast includes a forecast of new floor space development over the ten-year DCL planning period of 2023-2032. The development forecast was prepared by the City's planning department using:

- Development pipeline data (rezoning and development permit applications in-stream);
- Assumptions related to the percentage of major projects to be built out over the ten-year timeframe, including active major project sites city-wide (e.g. Oakridge Centre, East Fraser Lands, Little Mountain, Jericho); and
- Recent development trends related to low density residential development including laneways, duplexes, and townhouses.

B. FORECAST RESULTS

i. Residential Forecast

Over the next ten years, the forecasted net increase in residential floor area across the City is 41.9 million square feet. The residential GFA growth forecast totals 56.2 million square feet of residential space.

Map 1 illustrates the anticipated distribution of residential growth across the city over the 2023-2032 planning period. Much of the new growth is anticipated in the downtown area, central corridor, and the east side of the city.

City-wide Residential Growth Forecast	2023-2032 Growth
Residential Floor Area Net Growth (sq.ft.)	*41,862,851*
Below 1.2 FSR (LWH, Duplex)	*3,956,316*
1.2-1.5 FSR (Townhouse)	*1,964,864*
FSR 1.5 and more (Apartment)	*35,941,670*
Residential Floor Area Gross Growth (sq.ft.) (1)	*56,210,460*
Below 1.2 FSR (LWH, Duplex)	*20,033,875*
1.2-1.5 FSR (Townhouse)	*2,481,155*
FSR 1.5 and more (Apartment)	*33,695,430*

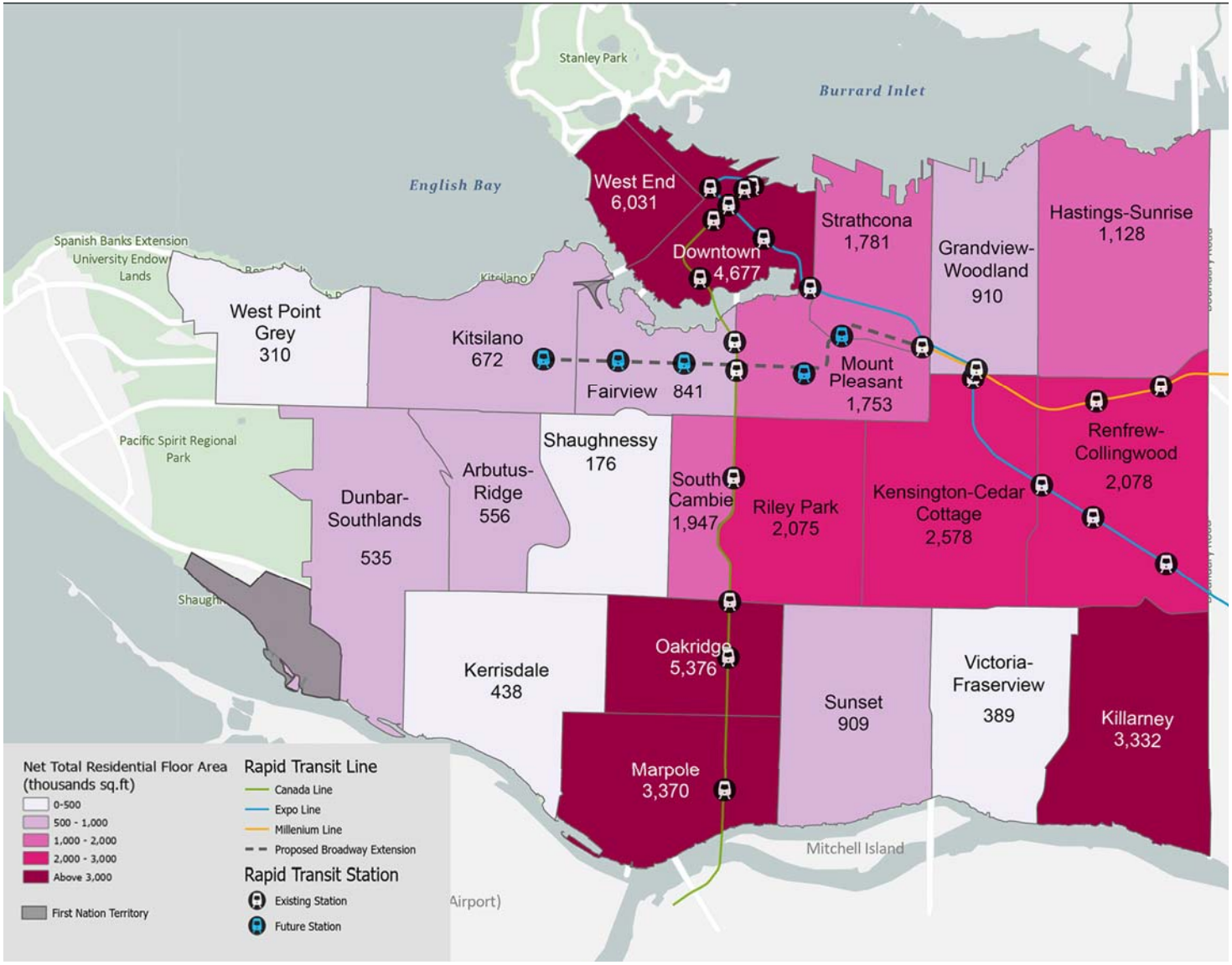
ii. Non-Residential Forecast

The non-residential forecast projects an increase of 14.3 million square feet of net new non-residential building space. The gross non-residential GFA growth over the ten-year planning period totals 18.3 million square feet, of which 70% will be commercial floor space.

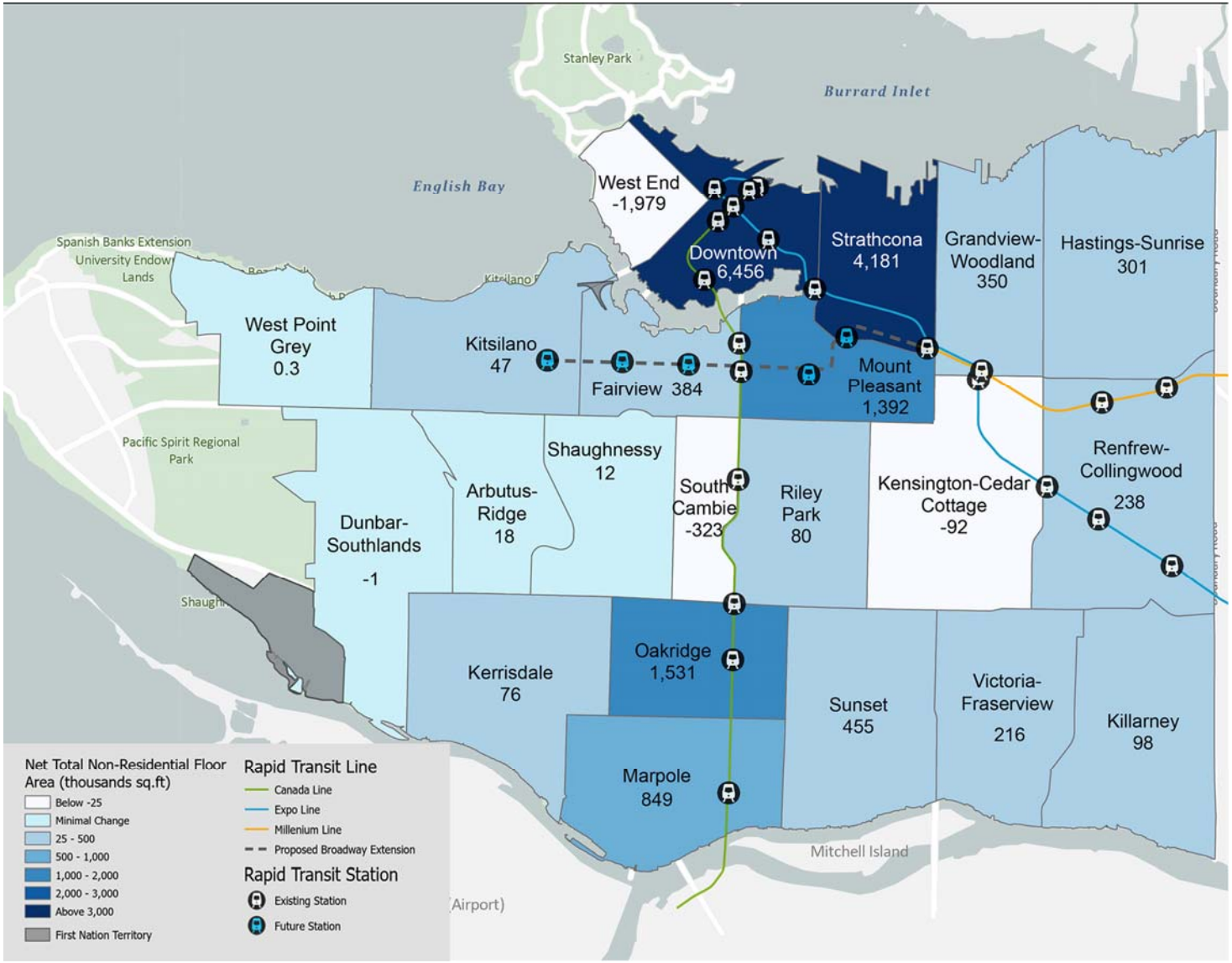
Map 2 illustrates the distribution of the anticipated non-residential floor space growth across the city. Much of this growth is anticipated in the downtown area in the form of major commercial office projects. The map also reflects the relocation of St. Paul's Hospital from the West End to Strathcona. Significant growth is also anticipated in the Oakridge and Mount Pleasant areas.

City-wide Non-Residential Growth Forecast	2023-2032 Growth
Non-Residential Floor Area Net Growth (sq.ft.)	14,289,765
Commercial	*9,681,005*
Industrial	*2,348,925*
Mixed Employment	*1,412,943*
Reduced Rate	*846,892*
Non-Residential Floor Area Gross Growth (sq.ft.)	18,328,677
Commercial	*12,821,065*
Industrial	*2,898,416*
Mixed Employment	*1,762,304*
Reduced Rate	*846,892*

Map 1. Residential Development Forecast (2023-2032): Net Increase of Residential Floor Area (thousands sq.ft.)



Map 2. Non-Residential Development Forecast (2023-2032): Net Increase of Non-Residential Floor Area (thousands sq.ft.)



APPENDIX B

PARKS DCL CAPITAL PROGRAM

PARKS DCL CAPITAL PROGRAM

A. ESTABLISHING THE DEMAND FOR SERVICE

Park Board decision-making is guided by VanPlay, the Parks and Recreation Master Plan which was completed in 2018. The City maintains a target provision of 1.1 hectares of neighbourhood parkland for every 1,000 residents, supplemented by the goal of providing a green space within a five-minute walk of all residents. Currently 73% of residents live within a five minute walk of green space, and 99% live within a ten minute walk. These goals are challenging given the limited availability and high cost of land in Vancouver.

B. CAPITAL PROGRAM

The capital program includes 5.30 hectares of parkland acquisitions at a total gross cost of $165.28 million. The parkland acquisitions include areas such as Sunset, Kensington-Cedar Cottage, Kitsilano, Marpole, Mount Pleasant, and Renfrew-Collingwood, among others.

Growth-related Seawall and waterfront projects include expansions and improvements to the Seaside Greenway, new and upgraded marine assets, and coastal resiliency projects. These projects are attributed a total gross cost of $26.00 million.

Urban forest and natural areas projects total $107.80 million in gross costs. They include natural area expansions, biodiversity planning, tree planting, local food assets, and other enhancements.

The capital program includes the design and development of parkland amenity additions and enhancements to various parks across the City. These gross costs total $172.50 million.

Buildings and infrastructure projects total $39.65 million in gross costs and include 20 new public washrooms as well as lighting installations, signage, furnishings, pathway improvements, in-park green infrastructure projects, and various infrastructure upgrades.

Finally, $28.18 million has been included to cover emerging priorities to meet location-specific needs driven by development as it occurs.

In total, the Parks capital program includes $539.41 million in gross costs. No senior government or partner-funded shares have been identified. Approximately $39.25 million

is considered to benefit existing development (e.g. replacement shares), leaving $500.16 million in net growth-related costs.

Of the net growth related amount, $43.80 is anticipated to be provided through CACs and density bonusing and has been removed from the DCL calculation. A further $35.19 million will be funded by layered DCLs, as well as available DCL reserves. The 1% municipal assist factor, equal to $4.32 million, has also been removed from the DCL calculations and must be funded by other City sources such as property taxes. After these deductions, the remaining DCL-recoverable amount of $416.85 million is brought forward to the DCL rate calculations.

Parks Capital Program	Park Area	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(ha)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Parkland Acquisition[1] Kensington-Cedar Cottage Kitsilano Marpole Mount Pleasant Renfrew-Collingwood Sunset Other parkland	**5.30**	**$165,280**	**$0**	**$0**	**$165,280**	**$0**	**$0**	**$1,653**	**$163,627**
Seawall & Waterfront		**$26,000**	**$0**	**$12,000**	**$14,000**	**$5,000**	**$0**	**$90**	**$8,910**
Expansion/Improvements Seaside Greenway		$4,000	$0	$1,000	$3,000	$0	$0	$30	$2,970
New/Upgraded Marine Assets		$6,000	$0	$3,000	$3,000	$0	$0	$30	$2,970
Coastal Resiliency Planning & Projects		$16,000	$0	$8,000	$8,000	$5,000	$0	$30	$2,970
Urban Forest & Natural Areas		**$107,800**	**$0**	**$0**	**$107,800**	**$0**	**$134**	**$1,077**	**$106,589**
Natural Area Expansion		$11,500	$0	$0	$11,500	$0	$0	$115	$11,385
Stream Daylighting, Wetlands, & Enhancements (Still Creek, Canyon Creek, Hastings Park Stream, Beaconsfield Park, Gibbys, Hasitngs Park, Charleson)		$25,500	$0	$0	$25,500	$0	$134	$255	$25,111
Biodiversity Strategy & Planning		$2,000	$0	$0	$2,000	$0	$0	$20	$1,980
Tree Planting in Parks		$47,000	$0	$0	$47,000	$0	$0	$470	$46,530
Local Food Assets		$1,800	$0	$0	$1,800	$0	$0	$18	$1,782
Convert Parkland to healthy habitat		$20,000	$0	$0	$20,000	$0	$0	$200	$19,800

Parks Capital Program	Park Area	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(ha)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Park Amenities (Design & Dev't)		**$172,500**	**$0**	**$22,100**	**$150,400**	**$36,303**	**$24,037**	**$901**	**$89,160**
East Park (SEFC)		$41,800	$0	$0	$41,800	$0	$18,990	$228	$22,582
7th & Main		$1,000	$0	$0	$1,000	$0	$0	$10	$990
Burrard Slopes		$14,000	$0	$0	$14,000	$0	$0	$140	$13,860
East Fraser Lands (various parks)		$19,100	$0	$0	$19,100	$0	$0	$191	$18,909
Nicola & Alberni		$3,000	$0	$0	$3,000	$0	$3,000	$0	$0
Little Mountain		$250	$0	$0	$250	$0	$0	$3	$248
Pearson Dogwood		$3,350	$0	$0	$3,350	$3,350	$0	$0	$0
Upgraded Park Amenities		$65,000	$0	$22,100	$42,900	$32,953	$2,047	$79	$7,821
Other new parks/expansions		$25,000	$0	$0	$25,000	$0	$0	$250	$24,750
Buildings & Infrastructure		**$39,650**	**$0**	**$5,150**	**$34,500**	**$2,500**	**$0**	**$320**	**$31,680**
New park washrooms (20)		$18,000	$0	$0	$18,000	$0	$0	$180	$17,820
Electrical Distribution Systems Upgrades		$1,000	$0	$750	$250	$0	$0	$3	$248
Lighting installations (turf fields & other)		$4,500	$0	$0	$4,500	$2,500	$0	$20	$1,980
Park signage		$800	$0	$400	$400	$0	$0	$4	$396
New park furnishings		$600	$0	$0	$600	$0	$0	$6	$594
Pathway improvements & Other		$1,600	$0	$0	$1,600	$0	$0	$16	$1,584
Infrastructure upgrades		$6,000	$0	$3,000	$3,000	$0	$0	$30	$2,970
In-park GI Projects		$2,000	$0	$0	$2,000	$0	$0	$20	$1,980
Park electrification		$3,150	$0	$0	$3,150	$0	$0	$32	$3,119
Universal access improvements		$2,000	$0	$1,000	$1,000	$0	$0	$10	$990
Emerging Priorities		$28,183	$0	$0	$28,183	$0	$0	$282	$27,901
Available DCL Reserves		$0	$0	$0	$0	$0	$11,020	$0	-$11,020
Total Parks		**$539,413**	**$0**	**$39,250**	**$500,163**	**$43,803**	**$35,191**	**$4,322**	**$416,847**

APPENDIX C

CHILDCARE DCL CAPITAL PROGRAM

CHILDCARE DCL CAPITAL PROGRAM

A. ESTABLISHING THE DEMAND FOR SERVICE

The projects included in the childcare capital program were designed to accommodate the increased demands on the service imposed by development in the City. The number and type of spaces included in the program are tied directly to the City's development forecasts: as growth occurs, and the population and employment base grows, additional childcare spaces must be made available.

The City uses three methods to calculate demand for childcare spaces: the Childcare Calculator for new developments, a simple childcare space ratio to determine relative shortfall, and the Supply/Demand model based on a study by Mab Oloman (2010). The need for childcare spaces is driven by the amount of residential development, the forecasted age-profile of those in the childcare age ranges, and growth in employment (as not all employees that work in the City also reside in the City and therefore a segment of increased childcare need is not captured by residential growth and population changes). The City aims to maintain one daycare space per 100 employees as well as one space for 50% of pre-school aged children with working mothers.

B. CAPITAL PROGRAM

The needs analysis identifies the provision of 1,895 new child spaces over the ten-year planning period of 2023-2032 at a gross cost of $347.74 million. Of these spaces, 1,795 are for ages 0 through 4, at a total gross cost of $334.54 million. These include 716 spaces to be provided through Civic Buildings such as Community Centres distributed widely across the city to align with need. The capital program also includes conversions from part-day to full-day daycare, adding capacity to the system. The remaining 899 spaces will be provided through partnerships and granting, and include developer-led, NPO-led, and indigenous-led projects as well as other in-kind contributions.

Another 100 spaces will provide out of school care for ages 5 through 12, provided through two projects at a total gross cost of $5.00 million. The capital program allows for an additional $8.20 million to fund emerging priorities as development occurs.

Of the total gross costs, $63.57 million is anticipated to be funded through senior government or partner shares. Another $18.90 million is related to the replacement of existing childcare spaces and is therefore not considered to be growth-related. After these deductions, $265.27 million in net growth-related costs remains.

Approximately $123.78 million of the growth-related capital costs will be provided through CACs and density bonusing. Another $42.17 million will be funded through layered DCLs and the available City-wide DCL reserve balance. The 1% municipal assist share, equal to $1.27, will be funded through other City sources such as property taxes. The remaining $98.05 million is brought forward to the DCL rate calculation to be recovered from development over the 2023-2032 period.

Childcare Capital Program	Net New Spaces[1]	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(#)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Spaces for Ages 0-4									
Civic Buildings (e.g. Community Centres) VAHEF Projects (2 locations) Ray-Cam Cooperative Centre Olympic Village School West End Civic Centre Cedar Cottage Neighbourhood House Britannia Community Centre Marpole Civic Centre EFL Community Centre Childcare Kensington Community Centre Additional school project	716	$149,710	$25,040	$18,900	$105,770	$8,330	$9,460	$880	$87,100
Developer-Led, In-Kind 9 in-kind projects	450	$94,500	$0	$0	$94,500	$87,665	$2,950	$39	$3,846
NPO-Led, In-Kind 3 in-kind projects	188	$39,480	$13,810	$0	$25,670	$19,380	$0	$63	$6,227
Conversion from Part-Day to Full-Day 4 conversions	180	$1,800	$0	$0	$1,800	$0	$0	$18	$1,782
Indigenous-Led, Capital Grant 2 projects	74	$15,540	$2,960	$0	$12,580	$0	$0	$126	$12,454
NPO-Led, Capital Grant 3 projects	147	$25,110	$17,760	$0	$7,350	$0	$1,800	$56	$5,495
Part-Day Preschool, In-Kind 2 projects	40	$8,400	$0	$0	$8,400	$8,400	$0	$0	$0
Sub-Total Spaces for Ages 0-4	**1,795**	**$334,540**	**$59,570**	**$18,900**	**$256,070**	**$123,775**	**$14,210**	**$1,181**	**$116,904**
Spaces for Ages 5-12									
OOSC / Indigenous-Led 2 projects	100	$5,000	$4,000	$0	$1,000	$0	$0	$10	$990
Sub-Total Spaces for Ages 5-12	**100**	**$5,000**	**$4,000**	**$0**	**$1,000**	**$0**	**$0**	**$10**	**$990**
Emerging Priorities		$8,198	$0	$0	$8,198	$0	$0	$82	$8,116
Available DCL Reserves		$0	$0	$0	$0	$0	$27,959	$0	-$27,959
Total Childcare	**1,895**	**$347,738**	**$63,570**	**$18,900**	**$265,268**	**$123,775**	**$42,169**	**$1,273**	**$98,052**

Notes:

1) Childcare spaces shown are fully growth-related. The City will add additional spaces to address existing needs and those spaces, and associated costs are not reflected above.

APPENDIX D

REPLACEMENT HOUSING

DCL CAPITAL PROGRAM

REPLACEMENT HOUSING DCL CAPITAL PROGRAM

A. ESTABLISHING THE DEMAND FOR SERVICE

The goals and objectives of the Housing department are outlined in the Housing Vancouver Strategy, which identifies targets for additional units required. As only Replacement Housing is eligible for DCL funding under the Vancouver Charter, the City estimates the number of units that will be demolished due to development over the ten-year planning period for inclusion in the DCL calculations.

B. CAPITAL PROGRAM

The capital program includes total gross costs associated with 9,125 housing units at a total gross cost of $5.22 billion; however, DCL funding will be used for the Replacement Housing portion at 4,900 units.

The gross capital program includes City land acquisitions for 1,750 units, 5,125 capital grant-supported non-profit led units, 2,250 projects provided in-kind (at no cost to the City), as well as a $24.87 million allocation to additional emerging priorities in order to respond to development as it occurs.

A significant share of the gross capital program, $3.38 billion, is anticipated to be funded by senior government and partner contributions. Approximately $35.69 million in benefit to existing or replacement shares has been identified, leaving $1.80 billion in net growth-related costs. Of this amount, CACs and density bonusing contributions will cover $1.28 billion of the costs, primarily associated with the 2,250 in-kind units. Revenues from the Empty Homes Tax, as well as the available DCL reserve balance, will fund $222.04 million. The 1% municipal assist share results in another $3.21 million deduction, leaving $295.47 million to be brought forward to the 2023-2032 DCL rate calculations.

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Replacement Housing Capital Program	Net New Units	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	(#)	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Land Acquisition (VAHEF)	1,750	$1,013,100	$711,954	$13,800	$287,346	$104,000	$56,250	$1,271	$125,825
Non-Profit-Led, Capital Grant	5,125	$3,005,613	$2,671,225	$21,888	$312,500	$0	$143,750	$1,688	$167,063
In-Kind Projects	2,250	$1,176,450	$0	$0	$1,176,450	$1,176,450	$0	$0	$0
Emerging Priorities		$24,871	$0	$0	$24,871	$0	$0	$249	$24,623
Available DCL Reserves		$0	$0	$0	$0	$0	$22,040	$0	-$22,040
Total Housing Capital Program*	**9,125**	**$5,220,034**	**$3,383,179**	**$35,688**	**$1,801,167**	**$1,280,450**	**$222,040**	**$3,207**	**$295,470**

*DCLs fund Replacement Housing Calculation which is estimated to be 4,900 units

APPENDIX E

TRANSPORTATION DCL CAPITAL PROGRAM

TRANSPORTATION DCL CAPITAL PROGRAM

A. ESTABLISHING THE DEMAND FOR SERVICE

Development activity places increased demands on the transportation network in Vancouver, by adding additional people and employees that use various forms of transportation to get around. The department must plan and budget to accommodate the increasing use of the City's roads, sidewalks, bike lanes, parking options, and public transit. Ensuring intersections are safe and efficient, bridges are properly maintained, and pedestrian infrastructure is effective and accessible are all key components of properly servicing growth in Vancouver.

Mobility in Vancouver is guided by policies in Transportation 2040, a long-term strategic plan for the City that will help guide transportation and land use decisions and public investments for the years ahead. The plan supports "a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and an enhanced natural environment that ensures a healthy future for people and the planet."

Active modes of transportation – that is, walking, cycling and rolling – are central to that vision for Vancouver. Public transit, private vehicles, and goods movement also have important roles to play, but this vision cannot be achieved without land use mix and destiny, infrastructure, and a culture that supports and encourages Vancouver residents to choose walking and cycling for more of their trips.

One of the central goals of Transportation 2040, supported by other City priorities and strategies, is making two-thirds of all trips by foot, bike, or transit. The 2040 Plan and the focus on active transportation is reflected in the growth-related capital program established for the DCL Update.

B. CAPITAL PROGRAM

The total gross 2023-2032 Transportation DCL capital program amounts to $1.52 billion. The program has a specific focus on achieving active transportation needs and goals while continuing to invest in core traditional road-related infrastructure. Table 1 provides an overview of the growth-related transportation capital program. The program includes:

- $883.89 million in costs related to road infrastructure such as bridges and structures, pavement and sidewalks, and traffic signals and street lights;
- $541.56 million in transit and active transportation capacity improvements including bus network upgrades and rapid transit-related projects, 80km of bikeways, complete streets projects, and safety and accessibility improvements;
- $62.50 million in public gathering and placemaking improvements (e.g. plazas and community hubs) and commercial high street corridor improvements; and
- $27.40 million allocated to additional emerging priorities to respond to growth and development pressures as they occur.

$362.85 million of the capital costs are anticipated to be funded through senior government or partner contributions. Another $699.64 million is deemed to benefit existing development, the majority of which is related to the roads and bridges infrastructure. As such, much of remaining net growth-related costs ($452.87 million) related to active transportation and transit-related projects.

CACs and density bonusing are anticipated to cover $30.00 million of the growth-related costs. Another $18.83 million will be funded through development conditions as well as the available DCL reserve balance. The 1% municipal assist factor, $4.19 million, will be funded through other City sources such as property taxes. After these deductions, $399.86 in growth-related costs are brought forward for DCL recovery over the 2023-2032 period.

Transportation Services	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Building a Resilient Network								
Bridges & Structures (Excl. Seawall Structures)	**$351,000**	**$77,000**	**$249,000**	**$25,000**	**$0**	**$0**	**$250**	**$24,750**
Granville Bridge rehab & seismic upgrade	$149,000	$38,000	$109,000	$2,000	$0	$0	$20	$1,980
Cambie Bridge rehab & seismic upgrade	$98,000	$35,000	$40,000	$23,000	$0	$0	$230	$22,770
Retaining walls, slopes, other structures	$104,000	$4,000	$100,000	$0	$0	$0	$0	$0
Pavement & Sidewalks	**$218,000**	**$50,000**	**$168,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Traffic Signals & Street Lights	**$314,890**	**$1,500**	**$262,200**	**$51,190**	**$0**	**$3,150**	**$480**	**$47,560**
Signals and signal communication	$106,300	$0	$75,200	$31,100	$0	$3,150	$280	$27,670
Street signs and road markings	$24,000	$0	$24,000	$0	$0	$0	$0	$0
Street lighting & infrastructure	$184,590	$1,500	$163,000	$20,090	$0	$0	$200	$19,890
Subtotal Building a Resilient Network	**$883,890**	**$128,500**	**$679,200**	**$76,190**	**$0**	**$3,150**	**$730**	**$72,310**
Improving Mobility								
Transit Integration & Reliability	**$84,010**	**$53,600**	**$3,800**	**$26,610**	**$0**	**$0**	**$266**	**$26,344**
Bus stop upgrades and improvements	$46,000	$36,000	$3,800	$6,200	$0	$0	$62	$6,138
RapidBus expansion and bus-priority upgrades	$15,010	$12,000	$0	$3,010	$0	$0	$30	$2,980
Rapid transit planning & implementation	$23,000	$5,600	$0	$17,400	$0	$0	$174	$17,226
Active Transportation & Complete Streets	**$365,280**	**$176,500**	**$0**	**$188,780**	**$25,000**	**$0**	**$1,638**	**$162,142**
Active transportation & complete streets (including up to 80km of AAA bikeways such as Arbutus Greenway, West End, Cambie Corridor)	$180,280	$37,000	$0	$143,280	$25,000	$0	$1,183	$117,097
Prior St underpass	$145,000	$139,500	$0	$5,500	$0	$0	$55	$5,445
Transportation planning & monitoring	$40,000	$0	$0	$40,000	$0	$0	$400	$39,600

Transportation Services	Total Gross Cost	Senior Gov. / Partners	Benefit to Existing	Net Growth-Related Costs	CAC / Density Bonusing	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Transportation Safety & Accessibility	**$92,270**	**$4,250**	**$16,635**	**$71,385**	**$0**	**$370**	**$710**	**$70,305**
Waterway safety infrastructure	$7,820	$0	$7,820	$0	$0	$0	$0	$0
Transportation safety/construction management	$30,100	$0	$0	$30,100	$0	$230	$299	$29,571
School programs	$21,070	$0	$0	$21,070	$0	$140	$209	$20,721
At grade rail crossings	$10,030	$0	$5,015	$5,015	$0	$0	$50	$4,965
Curb ramp program	$12,000	$3,000	$1,800	$7,200	$0	$0	$80	$7,120
Neighbourhood traffic management/spot improvements	$11,250	$1,250	$2,000	$8,000	$0	$0	$72	$7,928
Subtotal Improving Mobility	**$541,560**	**$234,350**	**$20,435**	**$286,775**	**$25,000**	**$370**	**$2,614**	**$258,791**
Supporting Public Life								
Public Gathering & Placemaking 12+ plazas & community hubs 20+ upgrades	$39,375	$0	$0	$39,375	$0	$0	$394	$38,981
Commercial High Street Corridors Including Gastown	$23,130	$0	$0	$23,130	$5,000	$0	$181	$17,949
Subtotal Supporting Public Life	**$62,505**	**$0**	**$0**	**$62,505**	**$5,000**	**$0**	**$575**	**$56,930**
Emerging Priorities	$27,404	$0	$0	$27,404	$0	$0	$274	$27,130
Available DCL Reserves	$0	$0	$0	$0	$0	$15,306	$0	-$15,306
Total Transportation Services	**$1,515,359**	**$362,850**	**$699,635**	**$452,874**	**$30,000**	**$18,826**	**$4,194**	**$399,855**

APPENDIX F

UTILITIES DCL CAPITAL PROGRAM

UTILITIES DCL CAPITAL PROGRAM

A. ESTABLISHING THE DEMAND FOR SERVICE

Development activity, including redevelopment and intensification, places increased demand on the City's utilities infrastructure. The City's water distribution system requires upgrades and expansions to meet the needs of development. The City must maintain adequate pressure in the water distribution system while addressing the increase in water demand and fire flow needs arising from growth. Sewer demand and network capacity is modelled with a particular focus on geographic areas experiencing substantial growth.

B. CAPITAL PROGRAM

i. Water Services

City staff have identified $38.71 million in gross capital costs related to growth-related Water projects. Most of this ($37.16 million) is related to water system upgrades in various growing neighbourhoods including the Cambie, Broadway, Grandview-Woodland, and False Creek Flats areas, as well as additional locations throughout the city. Growth-related hydraulic modelling costs amount to a total of $390,000. An additional $1.17 million has been earmarked for emerging priorities to associate with growth as it occurs over the next ten years.

No senior government or partner shares have been identified. Approximately $5.93 million in "post-period" shares anticipated to serve development beyond the ten-year planning period has been identified, attributed to the Broadway water upgrades, and removed from the 2023-2032 DCL calculation. Another $494,000 in non-growth related costs is also deducted, leaving $32.28 million in net growth-related costs.

Of the 2023-2032 growth-related City costs, $19.33 million will be funded through development conditions as well as available DCL reserves. The 1% municipal assist factors amounts to $135,000 and will be funded through other City sources, such as utility rates. This leaves $12.82 million in DCL rate funded costs over the 2023-2032 period.

Water Services	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Water System Upgrades	**$37,155**	**$0**	**$5,932**	**$397**	**$30,826**	**$18,760**	**$120**	**$11,946**
Cambie Water Upgrades	$9,740	$0	$0	$0	$9,740	$3,360	$64	$6,316
Broadway Water Upgrades	$7,933	$0	$5,932	$0	$2,001	$0	$20	$1,981
Grandview-Woodland Water Upgrades	$1,838	$0	$0	$0	$1,838	$0	$18	$1,820
False Creek Flats Water Upgrades	$5,332	$0	$0	$0	$5,332	$5,000	$3	$329
City-wide Water Upgrades	$12,312	$0	$0	$397	$11,915	$10,400	$15	$1,500
Hydraulic Model	**$390**	**$0**	**$0**	**$98**	**$293**	**$0**	**$3**	**$290**
Emerging Priorities	$1,166	$0	$0	$0	$1,166	$0	$12	$1,154
Available DCL Reserves	$0	$0	$0	$0	$0	$573	$0	-$573
Total Water Services	**$38,711**	**$0**	**$5,932**	**$494**	**$32,285**	**$19,333**	**$135**	**$12,817**

ii. Sanitary and Drainage

The City has a significant Sanitary and Drainage growth-related capital program, totaling $2.06 billion in gross costs. Projects in the Sanitary and Drainage capital program include extensive sewer and green infrastructure upgrades serving the Cambie ($223.51 million) and Broadway ($267.12 million) areas, as well as other growing areas throughout the city ($1.30 billion). The program also includes $67.12 million in pump stations, $75.45 million in hydraulic modelling and monitoring initiatives, $79.30 million in planning and other study costs, and $50.62 million to address other emerging priorities.

$18.5 million in senior government or partner shares has been identified and removed from the DCL calculation. A significant share of the program, $605.01 million, has been identified as “post-period”, or related to growth that is anticipated to occur beyond the 2023-2032 planning period. This amount is also removed from the 2023-2032 DCL rate calculations, but may be considered as part of future DCL updates. Another significant share of $737.45 million has been deemed as benefit to existing or replacement costs, leaving $698.89 million in net growth-related costs for the ten-year planning period.

Development conditions and available DCL reserves will fund $55.25 million of the net growth-related costs. Finally, the municipal assist share amounting to $6.69 million must be funded through other City sources, such as utility rates. The remaining amount eligible for funding through DCLs collected over the 2023-2032 period is $636.95 million.

The City has prepared a more detailed Utilities DCL Capital Project List (2023-2032) which is included as part of the 2022 DCL update under separate cover.

Sanitary & Drainage	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
	($000)	($000)	($000)	($000)	($000)	($000)	($000)	($000)
Cambie Projects (Sanitary & Drainage Upgrades)	**$223,511**	**$2,000**	**$80,000**	**$7,274**	**$134,236**	**$12,940**	**$1,213**	**$120,084**
Broadway Projects (Sanitary & Drainage Upgrades)	**$267,130**	**$2,100**	**$140,370**	**$15,790**	**$108,870**	**$0**	**$1,089**	**$107,781**
City Wide Projects (Sanitary & Drainage Upgrades)	**$1,296,709**	**$14,400**	**$384,640**	**$638,026**	**$259,644**	**$16,695**	**$2,429**	**$240,519**
Pump Stations	**$67,125**	**$0**	**$0**	**$36,000**	**$31,125**	**$0**	**$311**	**$30,814**
Hydraulic Model & Monitoring	**$75,450**	**$0**	**$0**	**$35,500**	**$39,950**	**$0**	**$400**	**$39,551**
Planning & Other Studies	**$79,300**	**$0**	**$0**	**$4,860**	**$74,440**	**$0**	**$744**	**$73,696**
Emerging Priorities	$50,624	$0	$0	$0	$50,624	$0	$506	$50,118
Available DCL Reserves	$0	$0	$0	$0	$0	$25,616	$0	-$25,616
Total Sanitary & Drainage	**$2,059,850**	**$18,500**	**$605,010**	**$737,450**	**$698,889**	**$55,251**	**$6,693**	**$636,946**

City of Vancouver DCL Rate Update:

Evaluation of Potential Impacts on Urban Development

7 June 2022

Prepared for:
City of Vancouver

By:
coriolis
CONSULTING CORP.

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1.0 Introduction

1.1 Background

The City of Vancouver charges Development Cost Levies (DCLs) on new development to generate revenue to help pay for the infrastructure costs associated with new urban growth. DCLs help pay for growth-related capital projects for the following amenities and services:

- Parks.
- Engineering infrastructure.
- Replacement housing.
- Childcare facilities.
- Transportation.
- Utilities.

DCLs in Vancouver vary depending on the location of the project (as well as the zoning, use and density), but most projects are subject to the City-wide DCL and the Utilities DCL.

The City is in the process of updating the City-wide DCL bylaw and the Utilities DCL bylaw.

The City expects a need to increase the City-wide DCL rate and the Utilities DCL rate in order to recover the costs associated with its updated DCL program.

Therefore, as one input to the overall update, Coriolis Consulting Corp. was retained to evaluate the financial ability of new development projects in the City to support the proposed increased DCL rate. An increased DCL rate could have a negative impact on the number of sites in the City that are financially attractive for redevelopment. If the supply of development sites is reduced, this could cause residential prices and/or commercial and industrial lease rates to rise, which is generally regarded as an undesirable outcome.

Therefore, for a wide range of case study sites across the City, we analyzed the financial viability of redevelopment to determine whether or not each site could support the proposed increased DCL rate and identify the types of redevelopment projects that may not be viable at the increased rates.

This report summarizes our analysis and conclusions. This report focuses on the impact of increased DCL rates on strata residential, mixed use, office, industrial and mixed employment projects. We also separately analyzed the impact of a DCL waiver for market rental and below market rental projects. The rental apartment evaluation is contained in a separate report.

Our market research was completed in late 2021 so the financial analysis contained in this report is based on market conditions and construction costs as of late 2021.

1.2 Types of Redevelopment Projects Analyzed

Strata apartment and mixed use projects which are subject to negotiated Community Amenity Contributions (CAC's) are not included in our evaluation as any negative impact created by an increased DCL rate can be off-set by a lower negotiated CAC value, so the viability of redevelopment should not be affected.

The types of projects included in our evaluation are:

- Development projects which proceed under existing zoning and do not require a density bonus contribution.
- Development projects which proceed under existing zoning, but require a density bonus contribution to achieve the maximum permitted density. This includes townhouse and apartment redevelopment projects in density bonus districts in Marpole, Norquay Village, Cambie, Grandview-Woodland and Joyce Station.
- Development projects which require rezoning, but are in a location with a target fixed rate CAC.

1.3 Professional Disclaimer

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

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

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

2.0 Vancouver's DCL System and Project Methodology

2.1 Vancouver's DCL System

The City of Vancouver charges DCLs on new development, whether or not a rezoning is involved, in order to generate revenue to help pay for some of the infrastructure costs associated with new urban growth. The City can use DCL revenues to pay for transportation infrastructure, sewer, water, drainage, parks, child care, and replacement affordable housing (to replace any low income units lost in the redevelopment process). At present, the City levies three different kinds of DCLs:

- The City-wide DCL applies to most of the City and is levied for Affordable housing, Parks, Transportation and Childcare capital projects. Certain planning areas/zones are excluded from the City-wide DCL because infrastructure and amenity contributions have been negotiated in these exclude areas as part of area-wide or large site rezonings (such as False Creek North, Central Waterfront Port Lands).
- The City-wide Utilities DCL also applies to most of the City in addition to the City-wide DCL and is levied for utilities capital projects. Again, certain planning areas are excluded from this District.
- Layered DCLs. Development in some limited locations is also subject to an area-specific DCL in addition to the City-wide DCL and the Utilities DCL.

The focus of the current update is on the City-wide DCL and Utilities DCL rates. The current rates for these DCLs are summarized in Exhibit 1.

Exhibit 1: Existing City-wide DCL and Utilities DCL Rates by Land Use (per square foot)

	City-wide DCL	Utilities DCL	Combined
Residential Less than 1.2 FSR	$4.23	$2.33	$6.56
Residential 1.2 to 1.5 FSR	$9.11	$5.06	$14.17
Residential Above 1.5 FSR	$18.24	$10.13	$28.37
Commercial	$15.39	$5.32	$20.71
Mixed Employment	$11.55	$4.00	$15.55
Industrial	$6.14	$2.14	$8.28

Source: City of Vancouver

The City's objective in establishing these levies is to recover some of the costs of new urban growth. The City strives to set the rates at levels that generate sufficient revenues to offset the costs of growth, but that do not inhibit new development. Because the DCL rates are based on the estimated costs of accommodating growth, the rates are not an arbitrary tax on new development. The DCL rates reflect the fact that significant improvements in infrastructure, parks, and community amenities are usually required in order to allow an area to absorb a significant increase in the density of urban development and the associated significant increase in population and employment. In effect, the DCL helps finance area-wide off-site costs that developers would have to fund in any case to allow redevelopment to proceed.

2.2 Draft Proposed DCL Rates

The draft proposed DCL rates provided by the City and the increase in the rates are summarized in Exhibit 2.

Exhibit 2: Proposed DCL Rates by Land Use (per square foot)

	Proposed Combined City Wide and Utilities DCL Rates	Proposed Increase
Residential Less than 1.2 FSR	$8.23	$1.67
Residential 1.2 to 1.5 FSR	$17.72	$3.55
Residential Above 1.5 FSR	$35.46	$7.09
Commercial	$28.63	$7.92
Mixed Employment	$21.46	$5.91
Industrial	$11.45	$3.17

Source: City of Vancouver

The proposed increase in the total combined DCL rates by category is as follows:

- $1.67 per square foot for low density residential less than 1.2 FSR (generally townhouse and infill units).
- $3.55 per square foot for residential development between 1.2 and 1.5 FSR (stacked townhouse).
- $7.09 per square foot for residential development above 1.5 FSR (apartment).
- $7.92 per square foot for commercial development (office, retail and service).
- $5.91 per square foot for mixed-employment development (applies to IC-1, IC-2, IC-3, I-1, I-1A, I-1B, I-1C, I-3 and I-4 zoning districts).
- $3.17 per square foot for industrial development (lower and higher density industrial).

2.3 Approach to Evaluating the Impact of Levies

There is a widespread perception that development levies can have a direct impact on the cost of new development and therefore add to the sale price or lease rate for new floorspace. Consequently, there is a concern that levies will directly cause residential or commercial prices to rise, which is generally regarded as an undesirable outcome.

The actual market dynamics are more complex, however. To address these concerns and describe the actual general market impacts of levies, the City of Vancouver commissioned a detailed report ("Urban Development Charges: An Evaluation of Market Impacts")[1]. The key findings of that earlier report can be summarized as follows:

[1] Coriolis Consulting Corp., "Urban Development Charges: An Evaluation of Market Impacts." Prepared for the City of Vancouver, July 2000.

1. In a competitive marketplace, developers cannot simply add the cost of a levy onto the asking prices for new floorspace. Adding the levy on to the asking price would imply that purchasers are willing to pay more for "levied" space than they would pay for comparable space in comparable neighbourhoods with lower (or no) levies. This, of course, does not happen. Unless someone has a monopoly on a commodity, prices are set by the interaction between supply and demand; no supplier can unilaterally determine price simply because costs are higher. In a sense, a levy in a particular area is no different than if the area had unusually poor soil conditions and therefore above average construction costs. Prices in the affected area will not be arbitrarily higher than in directly competitive areas simply because costs are higher. Something else must "give".

2. While developers pay the levy when they obtain project approval, they will seek ways to transfer the impact to others, because developers require a profit margin to make development an attractive business. Being neither willing to absorb the levy as a reduction in profit nor able to simply add a surcharge on end prices for their products, the first response of developers to a levy is to lower the bid price for development sites by an amount equal to the levy[2]. The primary impact of levies, therefore, is to put downward pressure on the value of properties for redevelopment. As noted earlier, this is no different than a developer's response to the fact that an area has worse soils conditions than comparable areas. A developer will be willing to pay less for such sites, by an amount equal to the cost of remedial work (e.g., piling, drainage, excavation, or extra construction costs) needed to make the net cost of the site equivalent to comparable land with no soils problems.

3. It is the land market's response to the downward pressure on land value that mainly determines the ultimate impact of a new (or increased) levy. If the same amount of land remains available for new development projects (i.e., available for sale at a price developers are willing to pay) after the introduction of a levy, broadly speaking the supply of new product to the market should be unchanged and there will not be an impact to the price of new floorspace.[3] Developers experience the same total project cost (albeit made up of different line items) as they would face without the levy, the same amount of new development happens, and there is no reason for demand to change, so prices to consumers and profits

[2] Urban land economists use a method called residual land value analysis to demonstrate this point, which is also reflected in appraisal methodology and in the way developers determine how much they can afford to pay for a particular site.

Total revenues from a proposed new project are estimated. These are assumed to be the same with or without a levy, as developers in a non-monopolistic market are price-takers.

Then all product creation costs (except land) are deducted. These include construction costs, professional fees, financing, and all permit fees and levies. Again, developers are price-takers. They cannot arbitrarily reduce the cost of building construction because they are required to pay a levy.

Next, the developer deducts an allowance for profit, which is budgeted as a target rather than left to chance as whatever happens to remain after project completion. Market forces tend to produce market-wide consistency in target profit levels (i.e. if profits are too low, some participants will leave the business, which over time will lead to higher prices and higher profits, as supply of new units will fall; if profits are high, some new participants will enter the business).

Deducting all costs and targeted profit from revenue leaves the residual amount that a developer can afford to pay for land. This residual amount is reduced if unit sales prices fall or if any cost goes up, including the introduction or increase of a municipal levy.

[3] There is one exception to this. If a levy is used to finance the creation of new or better amenities and services in a district, prices for space in this area could rise because the area has become more desirable. This is an impact of the amenities, not the levy per se, and it would be the same if the amenities were funded by property tax revenues or provided by private developers, rather than funded by levies.

for developers remain where they were before the introduction (or increase) of the levy. Only the land value supported by redevelopment changes.

However, if the downward pressure on land value for development sites means that less land is available for new development after the levy (because the reduced offered price for land results in less land being available on the market), the supply of new product will be reduced. This leads to rising prices for all existing and new supply, not just for new floorspace.

4. The key to understanding and anticipating the impact of levies, therefore, is to understand how the levy is likely to affect the supply of land available for new development. This depends on the characteristics of individual properties, market conditions, the objectives of individual owners, and other factors.

   At any given time, there is a pool of properties available for redevelopment for residential, commercial, or mixed-use development. Levies can cause a range of possible impacts on the size of this pool of properties available for redevelopment:

   a. The pool of redevelopment sites can be *increased* in cases where the levy is associated with a rezoning or an infrastructure upgrade that allows development that could not otherwise occur.

      In the case of rezoning, if the levy is a necessary cost of achieving the new zoning (e.g. increased density or more valuable mix of uses) and if the value of the additional development rights created due to rezoning is greater than the cost of rezoning including the levy, “new” land is available for redevelopment.

      In the case of an infrastructure upgrading (without rezoning), if the levy finances and facilitates upgrading that could not otherwise occur (or that could only otherwise occur with greater cost or greater complexity as the result of coordinated actions by individual landowners), additional land will be available for redevelopment. In this case, the levy effectively replaces an off-site cost that would have been absorbed in any case.

      In a rezoning, the developer may also be paying an amenity contribution in exchange for additional density, as well as paying a levy for infrastructure. The economic impact of the amenity contribution (or cash in lieu) and of the levy are quite different:

      - The amenity contribution is provided in exchange for additional density that was not formerly permitted at the development site. By obtaining additional density, the developer is in effect acquiring more land by providing the value of the amenity. If the value of the amenity contribution is equal to the value of the additional density, this transaction has no effect on the original land owner, the developer, or the consumer, other than the effect of marginally increasing the total capacity for new urban development. If the amenity contribution has a lower value than the value of the additional density, then it is a financial benefit to the land owner and/or the developer.
      - In contrast, a levy is applied to all development, not just new density created by rezoning. <u>As a cost on all development, it reduces the value of all development sites.</u>

   b. The levy has a *neutral effect* on the pool of redevelopment properties in cases where the value of a given property as a redevelopment site (i.e., land value) is still higher, after deducting the amount of the levy, than the value of the property under its existing use (e.g. income producing investment property or existing residence). As well, the levy has a neutral effect on the pool of available redevelopment properties in cases where (even before the levy) properties were not candidates for redevelopment because they are too valuable in their present use.

c. The levy *decreases* the pool of redevelopment properties in cases where the levy makes previously viable redevelopment less financially attractive than retaining the existing use. For example, if redevelopment as residential supports a higher land value than continuation of an existing older commercial use before the introduction of the levy, but the levy tips the balance in favour of maintaining the existing commercial use, a redevelopment candidate has been “lost” until prices rise enough to warrant redevelopment under the new levy system.

Any new or increased levy can have a combination of these various effects (on different properties), so it is the net combination that determines the impact of a levy on the likelihood of redevelopment and on the ultimate price of new floorspace.

3.0 Case Study Sites and Approach to Analysis

3.1 Approach to Analysis

Our approach to the analysis is to estimate the value of each case study site under its existing use (e.g. residential, income producing investment property) and compare this with the estimated redevelopment land value of the site to determine if the site is financially attractive for redevelopment under the existing DCL rates and the proposed DCL rates.

The methodology can be broadly summarized in the following steps:

1. The financial viability of redevelopment varies in the City depending on a site's location, existing zoning, maximum achievable density and value supported by the existing use. Therefore, we identified 27 different case study sites that are considered representative of the kinds of redevelopment opportunities that exist in locations anticipated to be the focus of development in the City (based on existing policy). For some sites, we tested more than one redevelopment scenario, so we analyzed a total of 35 different strata apartment and non-residential scenarios (we also analyzed about 39 rental scenarios as part of our DCL waiver analysis). These case studies were agreed upon with the City. Section 3.2 provides a detailed description of each case study site and the redevelopment scenarios tested for each site. Exhibit 3 provides a summary of the general location of each of the 35 redevelopment scenarios tested.

   Exhibit 2: Summary of Types of Case Study Sites Analyzed

Number Development Scenarios Tested	Strata Apartment or Mixed-Use	Townhouse	Office	Mixed Employment or Industrial	Total
Downtown Scenarios	2	0	2	0	4
West Side Scenarios	7	2	3	2	14
East Vancouver Scenarios	7	4	1	5	17
Total	16	6	6	7	35

2. For each case study, we estimated the property value supported by the existing use of the site.

   a. For income producing properties (commercial, industrial), this is the capitalized value of the net income stream generated by the existing improvements. This is the value that an investor would be willing to pay for the property to retain the existing improvements and collect rent for the long term. This is the minimum price that a developer would need to pay for the site to acquire it for redevelopment purposes.

   b. For existing single family (or duplex) properties, this is the value of the property as an existing residence. For residential properties that require assembly, we assume that the developer would also need to pay a 20% premium over existing value in order to create an incentive for the existing property owner to sell for redevelopment.

3. Using proforma analysis, we determined whether redevelopment is financially viable under current market conditions and the current applicable DCL rate. That is, we calculated whether redevelopment supports a land value that is higher than the value supported by the existing use (from step 2 above). Our estimates of supportable land values from redevelopment are based on a land residual analysis which estimates the potential revenue from a new completed project and deducts all creation costs and a developer's profit to estimate supportable land value. The revenue and cost assumptions used in the land residual analysis is based on market research completed in late 2021.
4. We then re-analyzed each scenario (in step 3) using the proposed increased DCL rates to estimate the approximate impact of the proposed DCL rates on the supportable land value and the likely impact on project viability.

3.1.1 Strata Apartment and Mixed-Use Redevelopment Scenarios

We analyzed 16 different apartment or mixed-use development scenarios in different parts of the City. Each site is in a location that is a focus of apartment growth in the City.

Site 1 – Downtown South (DD)

This site is an assembly of five lower density commercial properties in the Downtown Vancouver area zoned DD - L1 and built to an approximate existing FSR of 1.1. Under the Downtown Official Development Plan the site can be redeveloped to a highrise strata apartment development at an FSR of 5.0. This site is representative of potential apartment redevelopment sites in Downtown South under existing zoning.

Site 2 - West End Community Plan

This site is an existing lower density commercial property in the West End built to an approximate existing FSR of 1.0 and zoned C-6. Under the existing zoning, this site can be redeveloped to a highrise mixed-use project built to an FSR of 8.75. The redevelopment would include retail and residential, including 20% social housing as a density bonus contribution. This site is representative of potential redevelopment sites in the West End C-5A and C-6 zoning districts, in the Lower Robson and Lower Davie areas outlined in the West End Community Plan.

Site 3 - Cambie Corridor Plan, 6 Storey Residential Apartment

This site is an assembly of older non-stratified duplexes zoned RT-2 in the Cambie Corridor. Under the Cambie Corridor Plan, the site can be rezoned (with a fixed rate CAC) to allow 6 storey strata apartment built to an FSR of 2.25. This is representative of residential redevelopment potential along the Cambie Corridor, north of West 41st Avenue and south of West King Edward Avenue.

Site 4 - Cambie Corridor Plan, Mixed Use Apartment

This site is an assembly of older non-stratified duplexes zoned RT-2 in the Cambie Corridor. Under the Cambie Corridor Plan, the site can be rezoned (with a fixed rate CAC) to allow 8 storey mixed use strata apartment built to an FSR of 3.25. This is representative of residential redevelopment potential along the Cambie Corridor, south of West 41st Avenue and north of West 49th Avenue.

Site 5 - Cambie Corridor Plan, 4 Storey Residential Apartment

This site is an assembly of adjacent older single family homes zoned RS-1 in the Cambie Corridor. Under the Cambie Corridor Plan, the site can be rezoned (with a fixed rate CAC) to allow 4 storey strata apartment built to an FSR of 2.0. This site is representative of residential redevelopment potential along east/west avenues of West King Edward Avenue, West 41st Avenue and West 49th Avenue.

Site 6 - Cambie Corridor Plan, Oakridge Municipal Town Centre

This site is an assembly of adjacent older single family homes zoned RS-1 in the Cambie Corridor. Under the Cambie Corridor Plan, the site can be rezoned to allow a midrise strata residential apartment with 30% turnkey social housing at 4.75 FSR. This site is representative of residential redevelopment potential within the Oakridge Municipal Town Centre.

Site 7 - South East False Creek

This site is an existing lower density commercial property in South East False Creek built to an approximate existing FSR of 0.9 and zoned M-2. This site can be rezoned to a midrise mixed-use project built to an FSR of 3.5.

Site 8 – Marpole Plan

This site is an assembly of adjacent older single family homes zoned RM-9 in Marpole. The existing zoning allows 4 storey strata apartment built to an FSR of 2.0 with a density bonus contribution.

Site 9 - Dunbar Street

This site is an assembly of commercial properties on Dunbar Street zoned C-2 and built to an approximate existing FSR of 0.6. Under the current zoning, the site can be redeveloped to 4 storey mixed-use with retail at grade at a density of 2.5 FSR.

Site 10 - Grandview-Woodland Plan

This site is an assembly of adjacent older single family homes zoned RS-1. Under the Grandview-Woodland Plan, the site can be rezoned (with a fixed rate CAC) to 6 storey strata apartment at an FSR of 2.65. The site was selected to represent redevelopment of single family homes to 6 storey apartment development in the Broadway East Multi-Family Area of the Commercial-Broadway Station Precinct.

Site 11 - Grandview-Woodland Plan

This site is an existing lower density commercial property in the C-1 District built to an existing FSR of 0.3. Under the Grandview-Woodland Plan, the site can be rezoned (with a fixed rate CAC) to allow a 6 storey mixed-use building at an FSR of 3.2. The site was selected to represent redevelopment of commercial sites to 6 storey mixed-use development in the Nanaimo Sub-Area of the Grandview-Woodland Plan.

Site 12 - Main Street

This site is a low density commercial property in the Main Street corridor zoned C-2 and built to an approximate existing FSR of 0.4. Under the current zoning, the site can be redeveloped to 4 storey mixed-use with retail at grade at a density of 2.5 FSR. This is representative of potential mixed-use redevelopment sites in the Main Street corridor, south of East 16th Avenue.

Site 13 - Kingsway

This site is an assembly of commercial properties in the Kingsway corridor zoned C-2 and built to an existing density of 0.8 FSR. Under the current zoning, the site can be redeveloped to a 4 storey mixed-use building with retail at grade at a density of 2.5 FSR. This site is representative of potential mixed-use redevelopment opportunities in C-2 zoned areas along the Kingsway corridor.

Site 14 - Norquay Plan

This site is an assembly of commercial properties along Kingsway in Norquay Village zoned C-2 and developed at an existing density of 0.8 FSR. Under the Norquay Plan, the site can be rezoned (with a fixed rate CAC) and redeveloped to a 12 storey midrise mixed-use project with retail at grade at a density of 3.8 FSR. This is representative of potential development opportunities in areas designated for midrise development within the Norquay Plan area.

Site 15 - Norquay Plan

This site is an assembly of adjacent older single family homes on 33 foot lots in Norquay. Under the existing RM-9A density bonus zoning, the site can be redeveloped to a 4 storey strata apartment at a density of 2.0 FSR. This is representative of potential single family home redevelopment opportunities in apartment transition zones adjacent to the Kingsway corridor in the Norquay Plan.

Site 16 - Joyce Station Precinct Plan

This site is an assembly of adjacent older single family homes on 33 foot lots in the RM-9BN density bonus zone near Joyce Station. Under existing zoning, the site can be redeveloped to 4 storey strata apartment at a density of 2.0 FSR. This is representative of potential single family home redevelopment opportunities in the 4 storey apartment density bonus zones in the Joyce Station Precinct Plan.

3.1.2 Townhouse and Infill Scenarios

We analyzed 6 different townhouse and infill development scenarios at five different case study sites in different parts of the City. Each site is in a location that is a focus of planned townhouse growth in the City.

Site 17 – Cambie Corridor Plan

The site is an assembly of adjacent older single family homes zoned RS-1. Under the Cambie Corridor Plan, the site can be rezoned to the RM-8A density bonus district to allow townhouse development up to a maximum density of 1.2 FSR.

Site 18 - Marpole Plan

The site is an assembly of adjacent older single family homes in Marpole. Under the existing RM-8N density bonus zoning, townhouse development is allowed up to a maximum density of 1.2 FSR.

Site 19 - Grandview-Woodland Plan

The site is an assembly of adjacent older single family homes in Marpole. Under the existing RM-12N density bonus zoning, townhouse development is allowed up to a maximum density of 1.45 FSR.

Site 20 - Norquay Plan

The site is an assembly of adjacent older single family homes in Norquay. Under existing RM-7 zoning, these sites can be developed to allow townhouse development at a density of 1.2 FSR. Although not permitted under existing zoning, the sites were also tested at a density of 1.5 FSR as the City wanted to understand the impact on the supportable DCL rate for higher density townhouse development. This site is representative of redevelopment potential in the Stacked Townhouse designation of the Norquay Plan.

Site 21 - Norquay Plan

The site is a 50 foot single family lot. The existing RT-10 zoning allows 3 infill units at 0.75 FSR.

3.1.3 Office, Mixed Employment and Industrial Redevelopment Scenarios

We analyzed six different office development scenarios at three different case study sites, two mixed employment scenarios at one site, and five industrial development scenarios at two sites.

Site 22 - Downtown Office

This site is an existing above ground parkade zoned DD-B in the Downtown Official Development Plan. This site can be redeveloped to a mixed-use office and retail building at a density of 9.0 FSR under existing zoning. Recent office rezonings in downtown have achieved much higher densities. We assumed two scenarios for the site of 12.0 FSR and 20.0 FSR which are representative of recent downtown office rezonings.

Site 23 - Broadway Uptown Office Precinct

This site is an existing C-3A zoned retail property in the Central Broadway corridor built to an existing density of 1.1 FSR. This site can be redeveloped to a mixed-use office and retail building at a density of 3.0 FSR under existing zoning. Recent office rezonings along Broadway have achieved higher densities. We assumed three scenarios for the site of 7.5 FSR leasehold, 7.5 FSR strata and 9.0 FSR leasehold, which are representative of recent Broadway office rezonings and consistent with (or lower than) permitted office densities in the draft Broadway Plan.

Site 24 - Grandview Boundary Office

This site is an I-2 zoned existing industrial property built to a density of 0.5 FSR. The site can be rezoned to allow an office building at a density of 3.0 FSR. This is representative of office redevelopment sites near SkyTrain Stations in the Grandview Boundary Mixed Employment Area.

Site 25 - Mount Pleasant Mixed Employment

This site is an I-1 zoned industrial property built at an existing density of 0.9 FSR. Under existing zoning, the site can be redeveloped to mixed industrial and office at a density of 3.0 FSR. The overall permitted density of 3.0 FSR includes 1.0 FSR of industrial space and 2.0 FSR of office space. This is representative of mixed employment redevelopment sites zoned I-1 in Mount Pleasant. The site was also tested as a leasehold I-1C project at 6.0 FSR.

Site 26 – False Creek Flats Industrial

This site is an I-2 zoned industrial property built at an existing density of 0.4 FSR. Our analysis assumed the site would be redeveloped for stacked industrial use at an FSR of 3.0.

Site 27 - South Vancouver Industrial

This site is an I-2 zoned industrial property built at an existing density of 0.3 FSR. Our analysis tests the site at 1.0 FSR, which is the approximate maximum achievable density with surface parking. We also tested stacked industrial at 3.0 FSR.

4.0 Key Financial Assumptions

This section identifies the key assumptions used in our analysis. For the strata apartment and mixed use case studies, exhibit 4 summarizes the sales price, lease rate, hard construction cost, fixed CAC or density bonus rate, and the all-in project cost excluding land and amenity/bonus density contributions.

Exhibit 4: Key Assumptions for Strata Apartment Case Study Sites

Site Number	Plan Area/ Location	Assumed Development Scenario	Residential Sales Prices per Sq Ft	Commercial Lease Rates (or strata value) per sq ft	Hard Construction Costs per Sq Ft[4]	Existing Fixed Rate CAC/Density Bonus	All In Project Costs per Sq Ft[5]
1	Downtown South (DD)	Highrise Concrete Strata Residential Apartment at 5.0 FSR	$1,800	n/a	$630	n/a	$955
2	West End Community Plan	Highrise Concrete Mixed Strata and Office Project at 8.75 FSR	$1,800	$55 Retail $40 Office	$610	20% Social Housing	$900
3	Cambie Corridor Plan	6 Storey Concrete Strata Residential Apartment at 2.25 FSR	$1,550	n/a	$510	$103.38 psf CAC	$800
4	Cambie Corridor Plan	8 Storey Concrete Mixed Use Strata Residential Project at 3.25 FSR	$1,475	$45	$505	$112.41 psf CAC	$775
5	Cambie Corridor Plan	4 Storey Concrete Strata Residential Apartment at 2.0 FSR	$1,475	n/a	$515	$72.27 psf CAC	$800
6	Cambie Corridor Plan	Midrise Concrete Strata Residential Apartment at 4.75 FSR	$1,625	n/a	$520	30% Social Housing	$790
7	South East False Creek	Midrise Concrete Mixed Use Strata Residential at 3.5 FSR	$1,500	$45	$505	$67.81 psf CAC	$805
8	Marpole Plan	4 Storey Woodframe Strata Residential Apartment at 2.0 FSR	$1,325	n/a	$410	$66.79 psf Density Bonus	$670
9	Dunbar Street	4 Storey Concrete Mixed Use Strata Residential at 2.5 FSR	$1,675	$45	$505	n/a	$815
10	Grandview-Woodland Plan	6 Storey Woodframe Strata Residential Apartment at 2.65 FSR	$1,175	n/a	$410	$23.53 psf CAC	$645
11	Grandview-Woodland Plan	6 Storey Woodframe Mixed Use Strata Residential at 3.2 FSR	$1,150	$37.50	$420	$70.61 psf CAC	$650
12	Main Street	4 Storey Woodframe Mixed Use Strata Residential at 2.5 FSR	$1,200	$45	$420	n/a	$665
13	Kingsway	4 Storey Woodframe Mixed Use Strata Residential at 2.5 FSR	$1,050	$37.50	$400	n/a	$625
14	Norquay Plan	Midrise Concrete Mixed Use Strata Residential Project at 3.8 FSR	$1,150	$37.50	$490	$13.04 psf CAC	$725
15	Norquay Plan	4 Storey Woodframe Strata Residential Apartment at 2.0 FSR	$1,100	n/a	$400	$19.56 psf Density Bonus	$625
16	Joyce Station Precinct	4 Storey Woodframe Strata Residential Apartment at 2.0 FSR	$1,050	n/a	$395	$3.53 psf Density Bonus	$620

[4] Includes servicing, landscape and contingency allowance.

[5] All-in costs exclude land acquisition and any amenity or bonus density contributions.

Exhibit 5 summarizes the sales price, lease rate, hard construction cost, fixed CAC or density bonus rate, and the all-in project cost excluding land and amenity/bonus density contributions for the townhouse and infill case studies.

Exhibit 5: Key Assumptions for Townhouse and Infill Case Study Sites

Site Number	Plan Area/ Location	Assumed Development Scenario	Residential Sales Prices per Sq Ft	Commercial Lease Rates (or strata value) per sq ft	Hard Construction Costs per Sq Ft[6]	Existing Fixed Rate CAC/Density Bonus	All In Project Costs per Sq Ft[7]
17	Cambie Corridor Plan	Strata Townhouse Project at 1.2 FSR	$1,350	n/a	$440	$55.20 psf Density Bonus	$720
18	Marpole Plan	Strata Townhouse Project at 1.2 FSR	$1,250	n/a	$445	$20.07 psf Density Bonus	$720
19	Grandview-Woodland Plan	Strata Townhouse Project at 1.2 FSR	$1,125	n/a	$395	$3.37 psf Density Bonus	$660
20	Norquay Plan	Strata Townhouse Project at 1.2 FSR and 1.5 FSR	$975	n/a	$330	n/a	$560
21	Norquay Plan	Strata Duplex and Rear Yard SFH at 0.75 FSR	$1,150	n/a	$390	n/a	$630

Exhibit 6 summarizes the sales price, lease rate, hard construction cost, fixed CAC or density bonus rate, and all-in project costs excluding land and amenity/bonus density contributions for the non-residential case studies.

[6] Includes servicing, landscape and contingency allowance.

[7] All-in costs exclude land acquisition and any amenity or bonus density contributions.

Exhibit 6: Key Assumptions for Office, Mixed Employment and Industrial Case Study Sites

Site Number	Plan Area/ Location	Assumed Development Scenario	Residential Sales Prices per Sq Ft	Commercial Lease Rates (or strata value) per sq ft	Hard Construction Costs per Sq Ft[8]	Existing Fixed Rate CAC/Density Bonus	All In Project Costs per Sq Ft[9]
22	Downtown Office	Highrise Leasehold Office Project at 12 FSR and 20 FSR	n/a	$50 Retail $47.50 Office	$505	$15.84 psf Linkage Fee	$760
23a	Broadway Uptown Office Precinct	Highrise Leasehold Office Project at 7.5 FSR and 9.0 FSR	n/a	$47.50 Retail $40 Office	$460	$15.84 psf Linkage Fee	$695
23b	Broadway Uptown Office Precinct	Highrise Strata Office Project at 7.5 FSR	n/a	$1,100 Retail $1,400 Office	$460	Calculated Negotiated CAC	$695
24	Grandview Boundary Office	Midrise Leasehold Office Project at 3.0 FSR	n/a	$34 Office	$450	n/a	$605
25a	Mount Pleasant Mixed Employment	Strata Mixed Office/Industrial Project at 3.0 FSR	n/a	$1,400 Office $850-$900 Industrial	$415	n/a	$590
25b	Mount Pleasant Mixed Employment	Leasehold Mixed Office/Industrial Project at 3.0 FSR	n/a	$40 Office $25-$27.50 Industrial	$430	$15.84 psf Linkage Fee	$625
26	False Creek Flats Industrial	Strata and Leasehold Mixed Industrial/Office at 3.0 FSR	n/a	$1,000 Office $800-$850 Industrial	$370	n/a	$505
27a	South Vancouver Industrial	Strata and Leasehold Mixed Industrial/Office at 3.0 FSR	n/a	$875 Office $700-750 Industrial	$370	n/a	$490
27b	South Vancouver Industrial	Strata Mixed Industrial/Office at 1.0 FSR	n/a	$875 Office $750 Industrial	$240	n/a	$340

Other key cost assumptions and allowances included in the analysis are as follows.

1. Rezoning application fees and an allowance for rezoning costs for sites which require rezoning.
2. Fixed rate CAC, density bonus contribution or commercial linkage fees as required.
3. An allowance for on-site rainwater management as provided by City staff (for residential sites).
4. A demolition allowance is included based on gross floor area of existing buildings.
5. An allowance for utilities relocation (for residential sites) as provided by City staff, assuming 50% of cost is recovered through a latecomer agreement.
6. Soft costs and professional fees are set at 9% of hard construction costs. This covers permit application fees, design, engineering, consultants, survey, legal, insurance, warranties, deficiencies, and other professional fees.
7. A project management fee of 4% on the hard and soft costs.

[8] Includes servicing, landscape and contingency allowance.

[9] All-in costs exclude land acquisition and any amenity or bonus density contributions.

8. A contingency allowance of 5%.
9. A vacancy allowance is applied for income producing commercial space based on current market vacancy rates.
10. Marketing costs, sales costs and commissions based on typical industry standards.
11. Separate allowances for property taxes, DCLs, and GVS&DD levies based on current rates.[10]
12. Construction financing is charged at 4.5% per year on 75% of the construction costs.
13. Land financing is charged at 4.5% per year on 50% of the estimated land value.
14. To estimate the supportable land value, a developer's profit margin of 15% of project costs (including the estimated supportable land value) is included.

[10] The analysis includes the recent Board approved update to the Metro Vancouver liquid waste DCC. However, the analysis does not include the Metro Vancouver Water DCC currently under consideration.

5.0 Summary of Results of Financial Analysis

Because of the large number of sites and scenarios analyzed, we have not included the detailed proformas for each site and each scenario in this report.

This section summarizes the findings.

The exhibits in the following sections show the following information for each redevelopment scenario:

- Site number.
- Location.
- Description of scenario.
- The existing use.
- Whether the redevelopment scenario is financially viable under current DCL rates.
- The estimated impact on supportable land value of the proposed increase in DCL rates.
- Whether the redevelopment scenario is financially viable under the proposed DCL rates.
- The impact on the estimated profit margin from the redevelopment scenario of the proposed DCL rates if the land acquisition cost cannot be reduced (for example, if the site was already purchased).

5.1 Strata Apartment and Mixed-Use Redevelopment Scenarios

The proposed DCL rate increase (combined) for apartment (over 1.5 FSR) is $7.09 per square foot (and $7.92 for commercial in mixed use scenarios). Exhibit 7 summarizes the estimated impacts of the proposed increase in the DCL rates on for the strata apartment and mixed use redevelopment scenarios.

The exhibit shows the estimated impact on viability, development site values or estimated developer's profit (if the property was already purchased or the land cannot be acquired at reduced value to off-set the increased DCL) of the proposed DCL rate increase.

Exhibit 7: Summary of Analysis for Apartment and Mixed-Use Development Case Studies

Case Study Site	Plan Area/ Location	Redevelopment Scenario	Existing Use	Is Project Viable at Existing DCL?	Decrease in Land Value Supported by Development Scenario due to Increase in DCL Rates	Is Project Viable at Proposed DCL?	Decrease in Profit Due to Increase in DCL Rates if Land Cost Fixed (Percentage Points)
1	Downtown South	Highrise Strata Residential Apartment at 5.0 FSR	Older 3 Storey Commercial Building	Yes	-2%	Yes	-0.7%
2	West End Plan	Highrise Mixed Strata Residential and Office Project with 20% Social Housing at 8.75 FSR[4]	2 Storey Commercial Building	Yes	-4%	Yes	-0.7%
3	Cambie Corridor Plan	6 Storey Strata Residential Apartment at 2.25 FSR	Assembly of 4 Old SFHs	Yes	-2%	Yes	-0.8%
4	Cambie Corridor Plan	8 Storey Mixed Use Strata Residential Project at 3.25 FSR	Assembly of 2 Old SFHs	Yes	-3%	Yes	-0.8%
5	Cambie Corridor Plan	4 Storey Strata Residential Apartment at 2.0 FSR	Assembly of 3 Old SFHs	Yes	-3%	Yes	-0.8%
6	OMTC	Midrise Strata Residential Apartment with 30% Social Housing at 4.75 FSR[4]	Assembly of 3 Old SFHs	Yes	-4%	Yes	-0.7%
7	SEFC	Midrise Mixed Use Strata Residential at 3.5 FSR	Restaurant/Auto Repair	Yes	-3%	Possibly	-0.8%
8	Marpole Plan	4 Storey Strata Residential Apartment at 2.0 FSR	Assembly of 3 Old SFHs	Yes	-2%	Possibly	-0.9%
9	Dunbar	4 Storey Mixed Use Strata Residential at 2.5 FSR	1 Storey Retail	Yes	-2%	Yes	-0.8%
10	Grandview Woodland Plan	6 Storey Strata Residential Apartment at 2.65 FSR	Assembly of 5 Old SFHs	Yes	-3%	Yes	-1.0%
11	Grandview Woodland Plan	6 Storey Mixed Use Strata Residential at 3.2 FSR	Convenience Store	Yes	-5%	Yes	-1.1%
12	Main Street	4 Storey Mixed Use Strata Residential at 2.5 FSR	Strip Commercial	Yes	-3%	Yes	-1.0%
13	Kingsway	4 Storey Mixed Use Strata Residential at 2.5 FSR	Assembly of Old Commercial Buildings	No	-5%	No	-1.2%
14	Norquay Plan	Midrise Mixed Use Strata Residential Project at 3.8 FSR	Old Commercial	Possibly	-6%	Possibly	-1.1%
15	Norquay Plan	4 Storey Strata Residential Apartment at 2.0 FSR	Assembly of 4 Old SFHs	No	-4%	No	-1.1%
16	Joyce Station Precinct Plan	4 Storey Strata Residential Apartment at 2.0 FSR	Assembly of 3 Old SFHs	No	-4%	No	-1.1%

Source: Coriolis Consulting

The key points from our apartment and mixed use analysis are as follows:

1. We tested a total of 16 strata apartment and mixed-use development case studies. Out of the 16 scenarios, 13 can support (or possibly support) the proposed draft DCL rate, so there is little or no impact on the viability of these scenarios. Of the other three scenarios, all three would already have difficulty supporting the existing DCL rate, so the increased DCL would not change the viability of these scenarios.

   For these three case study scenarios, an increase in the DCL to the proposed rates will result in one of two outcomes:

- Developers will wait for prices to increase to the point where development becomes financially attractive.
- Developers will proceed with development but achieve a lower profit margin than they would have achieved under the current DCL rate.

2. The proposed DCL rates will reduce the land value supported by apartment redevelopment:
   - For Downtown and West Side sites, the estimated impact on land value is in the range of about 2% to 4%.
   - For East Side sites, the estimated impact on land value is in the range of about 3% to 6%.
3. If developers are not able to reduce land acquisition costs to off-set the impact of the increase DCL rates, the estimated impact of the proposed rate increase on the potential profit margin is in the range of 1.0 to 1.1 percentage points.
4. Overall, the draft proposed DCL rates will not have a large impact on the financial viability of apartment development in the City. Downtown and West Side projects can support the proposed DCL rate. The proposed levy may have a negative impact on the viability of apartment development in some East Vancouver locations (such as Joyce Station, Norquay and Kingsway), but we would expect any impacts to be limited.

5.2 Townhouse and Infill Redevelopment Scenarios

The proposed DCL rate increase (combined) for townhouse and infill projects is $1.67 per square foot for projects up to 1.2 FSR and $3.55 per square foot for projects up to 1.5 FSR.

Exhibit 8 summarizes the estimated impacts of the proposed increase in the DCL rates on for the duplex and townhouse redevelopment scenarios.

The exhibit shows the estimated impact on viability, development site values or estimated developer's profit (if the property was already purchased or the land cannot be acquired at reduced value to off-set the increased DCL) of the proposed DCL rate increase.

Exhibit 8: Summary of Analysis for Townhouse and Infill Case Studies

Case Study Site	Plan Area/ Location	Redevelopment Scenario	Existing Use	Is Project Viable at Existing DCL?	Decrease in Land Value Supported by Development Scenario due to Increase in DCL Rates	Is Project Viable at Proposed DCL?	Decrease in Profit Due to Increase in DCL Rates if Land Cost Fixed (Percentage Points)
17	Cambie Corridor Plan	Strata Townhouse project at 1.2 FSR	Assembly of 3 Old SFHs	Possibly	-0.4%	Possibly	-0.2%
18	Marpole Plan	Strata Townhouse project at 1.2 FSR	Assembly of 3 Old SFHs	Possibly	-0.4%	Possibly	-0.2%
19	Grandview Woodland Plan	Strata Townhouse project at 1.45 FSR	Assembly of 3 Old SFHs	Possibly	-1.1%	Possibly	-0.5%
20a	Norquay Plan	Strata Townhouse project at 1.2 FSR	Assembly of 2 Old SFHs	No	-0.6%	No	-0.3%
20b	Norquay Plan	Strata Townhouse project at 1.5 FSR	Assembly of 2 Old SFHs	No	-1.5%	No	-0.9%
21	Norquay Plan	Strata Duplex and Rear Yard SFH at 0.75 FSR	Old SFH	No	-0.4%	No	-0.3%

Source: Coriolis Consulting

The key points from townhouse and infill analysis are as follows:

1. Townhouse and infill projects require redevelopment of existing single family homes. The variation in single family home lot size has an impact on the supportable DCL rate for each project as smaller single family lots are more challenging (from a financial perspective) to redevelop than larger lots.
2. There is a variation in the maximum supportable increase in DCL rates by geography and existing lot size.
3. Our case study analysis shows townhouse and infill development is likely financially attractive at three of the six case studies we assessed. All three are on the west side. The proposed rate increase will not have a material impact on the viability of townhouse development on the West Side.
4. The remaining three case studies are on the East Side and are not financially viable under the existing DCL rate or the proposed DCL rates. The existing value of the sites is significantly higher than the redevelopment land value, so these are not viable for development to townhouse under current market conditions.
5. The proposed DCL rates will reduce the land value supported by townhouse redevelopment by about 0.4% to 1.5%.
6. If developers are not able to reduce land acquisition costs to off-set the impact of the increase DCL rates, the estimated impact of the proposed rate increase on the potential profit margin is in the range of 0.2 to 0.9 percentage points.
5. Overall, the draft proposed increase of $1.69 to $3.60 per square foot (depending on density) will not have a material impact on the pace of duplex or townhouse development. This is a small increase relative to the total cost of developing a project.

5.3 Office Redevelopment Scenarios

The proposed DCL rate increase (combined) for office development is $7.92 per square foot.

Exhibit 9 summarizes the estimated impacts of the proposed increase in the DCL rates on for the office redevelopment scenarios.

The exhibit shows the estimated impact on viability, development site values or estimated developer's profit (if the property was already purchased or the land cannot be acquired at reduced value to off-set the increased DCL) of the proposed DCL rate increase.

Exhibit 9: Summary of Analysis for Office Case Studies

Case Study Site	Plan Area/ Location	Redevelopment Scenario	Existing Use	Is Project Viable at Existing DCL?	Decrease in Land Value Supported by Development Scenario due to Increase in DCL Rates	Is Project Viable at Proposed DCL?	Decrease in Profit Due to Increase in DCL Rates if Land Cost Fixed (Percentage Points)
22a	Downtown Office	Highrise Office Project at 12.0 FSR	Parking Garage	Yes	-6%	Possibly	-1.2%
22b		Highrise Office Project at 20.0 FSR		Yes	-6%	Yes	-1.2%
23a	Broadway Uptown Office Precinct	Leasehold Office Project at 7.5 FSR	Single Storey Commercial Building	Possibly	-7%	Possibly	-1.3%
23b		Leasehold Office Project at 9.0 FSR		Yes	-7%	Possibly	-1.3%
23c		Strata Office Project at 7.5 FSR		Yes	-4%	Yes	-1.0%
24	Grandview Boundary Office	Midrise Leasehold Office Project at 3.0 FSR[3]	Old Warehouse	Possibly	-16%	Possibly	-1.6%

Source: Coriolis Consulting

The key points from our office analysis are as follows:

1. We tested a total of six office scenarios. Out of the six scenarios, all six can support (or possibly support) the proposed draft DCL rate. Therefore, we would expect little or no impact on the viability of these scenarios due to the proposed rate increase.
2. The proposed DCL rates will reduce the land value supported by office redevelopment. The estimated impact on land value is in the range of about 4% to 7% for most of the scenarios we tested. One scenario resulted in a higher impact (16%), but this is a low density case study (3.0 FSR) in a location where little office development occurs (Grandview Boundary), so it is not representative of typical office projects in the City.
3. If developers are not able to reduce land acquisition costs to off-set the impact of the increase DCL rates, the estimated impact of the proposed rate increase on the potential profit margin is typically in the range of 1.0 to 1.3 percentage points.
4. Overall, the draft proposed DCL rates will not have a large impact on the financial viability of office development in the City, assuming that rezonings for leasehold office projects are relatively high. This is consistent with (or lower than) densities for recently approved rezonings for office projects in Downtown and the draft policies proposed in the Broadway Plan.
5. Any impact of the proposed increased DCL rates for strata office rezonings should be accounted for in CAC negotiations for strata office rezonings.

5.4 Mixed Employment Redevelopment Scenarios

The proposed DCL rate increase (combined) for mixed employment development is $5.91 per square foot.

Exhibit 10 summarizes the estimated impacts of the proposed increase in the DCL rates on for the mixed employment redevelopment scenarios in the I-1 and I-1C zoning districts.

The exhibit shows the estimated impact on viability, development site values or estimated developer's profit (if the property was already purchased or the land cannot be acquired at reduced value to off-set the increased DCL) of the proposed DCL rate increase.

Exhibit 10: Summary of Analysis for Mixed Employment Case Studies

Case Study Site	Plan Area/ Location	Redevelopment Scenario	Existing Use	Is Project Viable at Existing DCL?	Decrease in Land Value Supported by Development Scenario due to Increase in DCL Rates	Is Project Viable at Proposed DCL?	Decrease in Profit Due to Increase in DCL Rates if Land Cost Fixed (Percentage Points)
25a	Mt. Pleasant Industrial/ Office	Strata Mixed Office/Industrial Project at 3.0 FSR	Old Warehouse	Yes	-2%	Yes	-0.9%
25b		Leasehold Mixed Office/Industrial Project at 6.0 FSR	Old Warehouse	No	-7%	No	-0.8%

Source: Coriolis Consulting

The key points from our mixed employment analysis are as follows:

1. Mixed employment development in the City is focused in the Mount Pleasant area of the City (at I-1 sites) and is typically built as strata employment space.
2. The financial viability of mixed employment development depends on the tenure of the project:
    - The financial viability of strata mixed employment projects will not be negatively affected by the proposed DCL rate increase.
    - Leasehold mixed employment is very challenging (financially) and an increase in costs related to DCLs (or other costs) would make it more challenging. However, the DCL increase is not the factor that makes it challenging. There are other market issues, such as the high cost associated with land acquisition (as strata mixed employment is the highest and best use of these sites).
3. The proposed DCL rates will reduce the land value supported by mixed employment redevelopment. The estimated impact on land value is in the range of about 2% (strata) to 7% (leasehold) for the scenarios we tested.
4. If developers are not able to reduce land acquisition costs to off-set the impact of the increase DCL rates, the estimated impact of the proposed rate increase on the potential profit margin is in the range of 0.8 to 0.9 percentage points.
5. Overall, the draft proposed DCL rates will not have a large impact on the financial viability of mixed employment development in the City.

5.5 Industrial Redevelopment Scenarios

The proposed DCL rate increase (combined) for industrial development is $3.17 per square foot.

Exhibit 11 summarizes the estimated impacts of the proposed increase in the DCL rates on for the industrial redevelopment scenarios.

The exhibit shows the estimated impact on viability, development site values or estimated developer's profit (if the property was already purchased or the land cannot be acquired at reduced value to off-set the increased DCL) of the proposed DCL rate increase.

Exhibit 11: Summary of Analysis for Industrial Case Studies

Case Study Site	Plan Area/ Location	Redevelopment Scenario	Existing Use	Is Project Viable at Existing DCL?	Decrease in Land Value Supported by Development Scenario due to Increase in DCL Rates	Is Project Viable at Proposed DCL?	Decrease in Profit Due to Increase in DCL Rates if Land Cost Fixed (Percentage Points)
26a	False Creek Flats	Strata Mixed Industrial/Office Project at 3.0 FSR	Old Warehouse	Yes	-2%	Yes	-0.6%
26b		Leasehold Mixed Industrial/Office Project at 3.0 FSR		Possibly	-7%	Possibly	-0.7%
27a	South Vancouver Industrial	Strata Industrial Project at 1.0 FSR	Old Warehouse	Yes	-1%	Yes	-0.6%
27b		Strata Mixed Industrial/Office Project at 3.0 FSR		Yes	-4%	Yes	-0.7%
27c		Leasehold Mixed Industrial/Office Project at 3.0 FSR		Yes	-6%	Yes	-0.7%

Source: Coriolis Consulting

The key points from our mixed employment analysis are as follows:

1. The five case studies we analyzed are viable (or possibly viable) under the existing and proposed DCL rates. However, our analysis illustrates that:
   - Leasehold industrial development is more challenging from a financial perspective than strata industrial development.
   - Stacked (higher density) industrial development is currently the main opportunity in the City due to the high cost of acquiring industrial properties. A higher density stacked industrial project can spread the land acquisition costs across a larger floor area than a low density industrial project.
   - Lower density industrial development is not financially viable in the central locations of the City (such as False Creek Flats).
2. The proposed DCL rates will reduce the land value supported by industrial redevelopment. The estimated impact on land value is in the range of about 2% to 4% for the scenarios we tested.
3. If developers are not able to reduce land acquisition costs to off-set the impact of the increase DCL rates, the estimated impact of the proposed rate increase on the potential profit margin is in the range of 0.6 to 0.7 percentage points.
4. Overall, the draft proposed increase of $3.21 per square foot will not have a material impact on the pace of industrial development. This proposed rate increase is small relative to the total cost of developing a project.

6.0 Other Factors to Consider

Since the City-wide and Utilities DCL rates were last updated, the value of residential, office and industrial space in Vancouver has increased significantly.

Exhibit 12 summarizes the change in the Real Estate Board of Greater Vancouver's benchmark apartment and townhouse prices for the West Side and East Side of Vancouver between December 2016 and December 2021.

Exhibit 12: Vancouver Benchmark Apartment and Townhouse Unit Prices

Apartment	2016	2017	2018	2019	2020	2021	Increase 2016 to 2021
Vancouver West	$671,200	$807,100	$783,700	$760,900	$757,700	$842,900	25.6%
Vancouver East	$474,900	$592,100	$578,600	$572,000	$595,300	$647,600	36.4%
Townhouse	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Avg Annual Increase**
Vancouver West	$1,043,300	$1,175,000	$1,144,200	$1,136,500	$1,141,600	$1,307,600	25.3%
Vancouver East	$768,200	$907,500	$878,900	$886,100	$897,400	$1,085,800	41.3%

This shows that Vancouver apartment values have increased by about 25% and townhouse units have increased by about 36% to 41% over the past five years.

Exhibit 13 summarizes the change office rents (Downtown and Broadway) and industrial lease rates in Vancouver between December 2016 and December 2021 according to CBRE.

Exhibit 13: Office and Industrial Lease Rate Trends (CBRE)

	2016	2017	2018	2019	2020	2021	Increase 2016 to 2021
AAA Downtown Office	$31	$31	$39	$50	$47	$52	68.0%
AAA Broadway Office	$31	$33	$28	$32	$42	$37	19.9%
City of Vancouver Industrial	$13	$17	$18	$18	$18	$20	46.4%

This shows that Downtown office lease rates increased by about 68%, Broadway office lease rates increased by about 20% and Vancouver industrial lease rates increased by about 46% over the past five years. Cap rates declined during this same period, so the value of commercial and industrial space increased at a higher percentage than shown in the exhibit.

Because of the significant increases in value over the past five years, most new projects have the ability to absorb additional costs including increased DCL rates (as indicated by our case study financial analysis).

However, it should be noted that construction costs in Vancouver have been escalating at a high rate since late 2021. It is possible that the proposed DCL rate increases coupled with continued escalation in other project costs will make it challenging for some developers to proceed with planned projects in the short term.

7.0 Summary of Evaluation of Draft Proposed DCL Rates

Exhibit 14 summarizes the combined proposed City-wide and Utilities DCL rates and the combined increase per square foot.

Exhibit 14: Proposed DCL Rates (per square foot)

	Combined Proposed City Wide and Utilities DCL Rates	Proposed Increase
Residential Less than 1.2 FSR	$8.23	$1.67
Residential 1.2 to 1.5 FSR	$17.72	$3.55
Residential Above 1.5 FSR	$35.46	$7.09
Commercial	$28.63	$7.92
Mixed Employment	$21.46	$5.91
Industrial	$11.45	$3.17

Source: City of Vancouver

Based on our case study financial analysis, we have the following comments about the likely impact of the proposed rate increases on the financial viability of new development in the City:

1. The proposed increase of $7.09 per square foot for residential projects over 1.5 FSR will not have a large impact on the financial viability of apartment development in the City. Downtown and West Side projects can support the proposed DCL rate. The proposed levy may have a negative impact on the viability of apartment development in some East Vancouver locations (such as Joyce Station, Norquay and Kingsway), but we would expect any impacts to be limited.
2. The proposed increase of $1.67 to $3.55 per square foot (depending on density) for residential projects up to 1.5 FSR will not have a material impact on the pace of townhouse or infill development. This is a small increase relative to the total cost of developing a project.
3. The proposed increase of $7.92 per square foot for commercial projects will not have a large impact on the financial viability of office development in the City, assuming that rezoned densities for new office projects are relatively high, which is consistent with recently approved rezonings for office projects in Downtown and the draft policies proposed in the Broadway Plan (the locations that are the focus on most office development in the City).
4. The proposed increase of $5.91 per square foot for mixed employment will not have an impact on the pace of strata mixed employment development in the City. Leasehold mixed employment development is typically not viable under the current DCL rates (as strata mixed employment is the most valuable use of these sites), so the proposed increase in rates will make leasehold mixed employment development more challenging.

5. The proposed increase of $3.17 per square foot for industrial development will not have a material impact on the pace of development. This is a small increase relative to the total cost of developing a project.

Our analysis focuses specifically on the impact of the proposed rate increases (not on other possible future cost increases). On their own, we do not expect the proposed rate increases to negatively affect the pace of development in the City. However, there is currently significant upward pressure on construction costs in Metro Vancouver. If construction costs continue to escalate, it is possible that the combination of the DCL rate increase and continued construction cost inflation will make some projects unviable for a period of time.

Our understanding is that the City is considering phasing-in the proposed DCL increase over two years (50% of the proposed increase each year). A phased-in approach combined with the existing 12 month in-stream DCL rate protection policy would mean that applications which receive a building permit by September 30, 2024 will either pay the existing DCL or the existing DCL plus 50% of the proposed increase. We think that this phased-in approach to the proposed DCL increase is a good strategy to help mitigate any impacts on projects currently in the approvals process.

City of Vancouver DCL Rate Update:

Evaluation of Impact of City-wide DCL Waiver on Rental Viability

7 June 2022

Prepared for:
City of Vancouver

By:
coriolis
CONSULTING CORP.

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1.0 Introduction

1.1 Background

The City of Vancouver charges Development Cost Levies (DCLs) on new development to generate revenue to help pay for the infrastructure costs associated with new urban growth. DCLs help pay for growth-related capital projects for the following amenities and services:

- Parks.
- Engineering infrastructure.
- Replacement housing.
- Childcare facilities.
- Transportation.
- Utilities.

DCLs in Vancouver vary depending on the location of the project (as well as the zoning, use and density), but most projects are subject to two different levies: the City-wide DCL and the Utilities DCL.

The City is in the process of updating the City-wide DCL bylaw and the Utilities DCL bylaw.

The City expects a need to increase the City-wide DCL rate and the Utilities DCL rate in order to recover the costs associated with its updated DCL program.

Under current City policy, projects creating new rental supply, where 100% of the residential development is rental in tenure are eligible for a DCL waiver for the rental portion of the development. No waiver is available for the Utilities DCL.

As part of the current DCL update, the City is considering changes to the City-wide DCL waiver for rental projects.

Reducing or eliminating the DCL waiver could have a negative impact on the financial viability of new rental development in the City. If the supply of new rental housing is reduced, this could cause rent rates to rise, which is generally regarded as an undesirable outcome. Therefore, as one input to the overall update, Coriolis Consulting Corp. was retained to evaluate the impact that a waiver to the City-wide DCL has on the financial performance of rental projects.

This report summarizes our approach to the analysis, findings, and conclusions.

This report focuses on the impact of the proposed DCL rate and changes to the waiver on rental projects. A separate report documents our analysis of the impact of the proposed increased DCL rates on strata residential, mixed use, office, industrial and mixed employment projects.

Our market research was completed in late 2021 so the financial analysis contained in this report is based on market conditions and construction costs as of late 2021.

1.2 Types of Rental Projects Analyzed

City policy supports different kinds of rental projects in a wide variety of locations. For example:

- The Secured Rental Policy (SRP) supports rezoning to allow market rental projects up to 5 storeys in specific RS and RT zoned areas (the heights and densities vary depending on location).
- The SRP supports rezoning to allow 6 storey rental projects with 20% below market rental in specific RS and RT zoned areas (the heights and densities vary depending on location).
- The C-2 zoning district permits 6 storey market rental (in mixed use buildings) along many of the City's main commercial corridors (strata projects in this zone are limited to 4 storeys).
- The Cambie Corridor Plan supports rezonings to allow highrise rental projects with 20% below market rental in specific RS and RT zoned areas.
- Some zoning districts in the West End allow high density market rental (in mixed use buildings) instead of strata with turnkey social housing.
- The Moderate Income Rental Housing Pilot Program (MIRHPP) supports rezonings to allow increased density for rental projects that include 20% below market rental in a variety of locations in the City.

Our analysis primarily focuses on potential rental projects supported by these policies and zoning districts.

1.3 Professional Disclaimer

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

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

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

2.0 DCL Rates and Waiver Scenarios Tested

2.1 Existing and Proposed DCL Rates

The City of Vancouver charges DCLs on new development, whether or not a rezoning is involved, in order to generate revenue to help pay for some of the infrastructure costs associated with new urban growth. The City can use DCL revenues to pay for transportation infrastructure, sewer, water, drainage, parks, child care, and replacement affordable housing (to replace any low income units lost in the redevelopment process). At present, the City levies three different kinds of DCLs:

- The City-wide DCL applies to most of the City and is levied for Affordable housing, Parks, Transportation and Childcare capital projects. Certain planning areas/zones are excluded from the City-wide DCL because infrastructure and amenity contributions have been negotiated in these exclude areas as part of area-wide or large site rezonings (such as False Creek North, Central Waterfront Port Lands).
- The City-wide Utilities DCL also applies to most of the City in addition to the City-wide DCL and is levied for utilities capital projects. Again, certain planning areas are excluded from this District.
- Layered DCLs. Development in some limited locations is also subject to an area-specific DCL in addition to the City-wide DCL and the Utilities DCL.

The City's objective in establishing these levies is to recover some of the costs of new urban growth. The City strives to set the rates at levels that generate sufficient revenues to offset the costs of growth, but that do not inhibit new development. Because the DCL rates are based on the estimated costs of accommodating growth, the rates are not an arbitrary tax on new development. The DCL rates reflect the fact that significant improvements in infrastructure, parks, and community amenities are usually required in order to allow an area to absorb a significant increase in the density of urban development and the associated significant increase in population and employment. In effect, the DCL helps finance area-wide off-site costs that developers would have to fund in any case to allow redevelopment to proceed.

The focus of the current update being completed by the City is on the City-wide DCL and Utilities DCL rates. The current rates for these DCLs for rental apartment projects (over 1.5 FSR) are summarized in Exhibit 1.

Exhibit 1:
Existing and Proposed City-wide DCL and Utilities DCL Rates for Apartment Projects (per square foot)

Residential Above 1.5 FSR	City-wide DCL	Utilities DCL	Combined
Existing Rates	$18.24	$10.13	$28.37
Proposed Rates	$21.80	$13.66	$35.46
Proposed Increase in Rates	$3.56	$3.53	$7.09

Source: City of Vancouver

The proposed increase in the rates for new apartment projects are:

- $3.53 per square foot for the Utilities DCL.
- $3.56 per square foot for the City-wide DCL.

2.2 Existing DCL Waiver

Under current City policy, projects creating new rental supply, where 100% of the residential development is rental in tenure are eligible for a DCL waiver for the rental portion of the development.

Under the City-wide DCL by-law, DCLs for rental housing can be waived for 'for-profit affordable rental housing' where the tenure is secured through a Housing Agreement. However, all rental projects are required to pay the Utilities DCL.

The DCL waiver also regulates maximum unit size and starting rents by unit type.

To qualify for the waiver, the maximum average unit sizes (excluding storage space and balcony space excluded from FSR calculations and floor area used for stairways), are as follows (for apartment projects):

- 450 square feet for studio units.
- 600 square feet for 1-bedroom units
- 830 square feet for 2-bedroom units.
- 1,044 square feet for 3-bedroom units.

In order to be eligible for the DCL waiver, starting monthly rents must not exceed the following average maximum rents (2022 rents) across all residential units in the project.

Exhibit 2: Maximum Rents for DCL Waiver

Unit Type	East Side Area	West Side Area
Studio	$1,690	$1,859
1-bedroom	$2,039	$2,243
2-bedroom	$2,724	$2,996
3-bedroom or larger	$3,759	$4,135

A partial waiver is also available to projects where the average 3-bedroom rents exceed the rents shown in exhibit 2, but the rents for the other bedroom types meet the maximum average rent rate requirement.

Rental projects that include 20% of the floorspace as below market rental units also qualify for the full DCL waiver.

2.3 DCL Waiver Scenarios Analyzed

The City does not provide a waiver on the Utilities DCL, so the Utilities DCL rate on new rental apartment projects will increase from $10.13 per square foot to $13.66 per square foot, an increase of $3.53 per square foot. This additional levy is incorporated into our analysis.

The proposed City-wide DCL rate will increase from $18.24 per square foot to $21.80 per square foot, an increase of $3.56 per square foot.

The City is considering changing the waiver to the City-wide DCL. As input to its evaluation, the City asked us to test different scenarios for the City-wide DCL:

1. A scenario that assumes no waiver on the City-wide DCL, so that rental projects would pay the proposed $21.80 per square foot City-wide DCL.

2. A scenario that assumes a waiver to the City-wide DCL as follows:
    - A full waiver, for rental projects that include 20% below market rental units so that these projects do not pay the City-wide DCL.
    - A partial waiver on 100% market rental projects, so that new rental projects would pay $3.00 per square foot of the overall City-wide DCL rate and receive a waiver equal to $18.80 per square foot. The waiver in this scenario is roughly 90% of the proposed City-wide DCL rate.
3. For selected 100% market rental scenarios, we also tested lower waiver scenarios.

3.0 Approach to Evaluating the Impact of Levies on New Rental Projects

Development Cost Levies (like any project cost) have downward influence on the amount that a developer can afford to pay for a site. So, for most types of redevelopment projects, the primary impact of an increased DCL is a reduction in the land value supported by the project. However, in the case of a rental project (in Vancouver), it is unlikely that the rental developer will be able to pass the cost of the increased levy back to the landowner through a reduced land acquisition price because:

- The sites that are the focus of rental development in Vancouver are improved with existing buildings that create a minimum market value for the site. For example, potential rental sites are typically improved with older single family homes or older low density commercial buildings. The value supported by the existing use is not reduced by an increased DCL so existing landowners will have no reason to accept lower prices for sites.
- Many potential rental sites in the City have zoning in place that permits other high value land uses, such as strata apartment or mixed use strata apartment and commercial development. A rental developer needs to outbid developers who are interested in acquiring these sites for the development of these other higher value options.

Therefore, an increased DCL will likely result in increased overall costs for a rental project that cannot be mitigated by a reduced land acquisition price.

Conversely, a DCL waiver will reduce the overall costs for a new rental project, which will improve the financial performance of rental development.

Therefore, our approach to this rental analysis was to evaluate the potential impact of a DCL waiver on the estimated profit of new rental development for a variety of different types of projects and locations in the City.

The methodology can be broadly summarized in the following steps:

1. The financial viability of rental redevelopment varies in the City depending on a site's location, existing zoning, existing use, requirement for below market units, and maximum achievable density. Therefore, we identified 17 different case study sites that are considered representative of the kinds of rental redevelopment opportunities that exist in locations anticipated to be the focus of rental development in the City (based on existing policy). For some sites, we tested more than one redevelopment scenario, so we analyzed a total of 39 different rental development scenarios. These case studies were agreed upon with the City. Section 4.0 provides a detailed description of each case study site and the redevelopment scenarios tested for each site. Exhibit 3 provides a summary of the general location of each of the 39 rental redevelopment scenarios tested.

Exhibit 3: Summary of Types of Case Study Sites Analyzed

Number Development Scenarios Tested	100% Market Rental	80% Market and 20% Below Market Rental	Total
Downtown Scenarios	1	0	1
West Side Scenarios	9	9	18
East Vancouver Scenarios	10	10	20
Total	20	19	39

2. For each case study, we estimated the current market value of the property under existing use and zoning of the site. This included two different indicators of market value:

   a. Value supported by existing use:

      - For income producing properties (commercial, industrial), this is the capitalized value of the net income stream generated by the existing improvements. This is the value that an investor would be willing to pay for the property to retain the existing improvements and collect rent for the long term. This is the minimum price that a developer would need to pay for the site to acquire it for redevelopment purposes.
      - For existing single family (or duplex) properties, this is the value of the property as an existing residence. For residential properties that require assembly, we assume that the developer would also need to pay a 20% premium over existing value in order to create an incentive for the existing property owner to sell for redevelopment.

   b. Land value supported by existing zoning. This is the value that a developer would pay for the site to redevelopment under existing zoning (typically to strata apartment or mixed strata apartment and commercial space).

   The higher of these two values is the existing minimum market value of the property and is the assumed cost to the rental developer to acquire the site for rental redevelopment.

3. Using proforma analysis, we determined whether redevelopment is financially viable under current market conditions at the proposed DCL rate, without any waiver. To determine if a rental scenario is financially viable, our analysis examines a combination of different indicators:

   - A profit margin of 10% on total project costs. This is low for a new multifamily residential project, but it is based on the estimated profit margins likely being achieved by new rental projects in Metro Vancouver. Our research indicates that rental developers are currently able to proceed at a lower margin than strata apartment developers (which typically requires a 15% profit margin).
   - An estimated annual yield on total costs of about 4.2% after the project is completed and the rental units are leased-up. This yield needs to be higher than the market capitalization (cap) rate for new(er)

rental buildings[1] to account for the time, capital and risks associated with the development process. Without a return that exceeds the market cap rate, a rental developer/investor would be better off purchasing an existing rental building rather than taking on the risk of developing a new rental building.

Other measures of the return that are often used to evaluate the profitability of a new rental project are internal rate of return (IRR) and discounted cash flow (DCF) analysis. We did not focus on these measures as each involves numerous assumptions about the future change in rental rates, vacancy rates, operating costs, property taxes and cap rates. These additional assumptions introduce significant uncertainty to results of the analysis.

Drawing on these different measures of profitability we determined whether a development scenario was viable, possibly viable (slightly below our target measures of profitable), or not viable.

The revenue and cost assumptions used in the analysis are based on market research completed in late 2021.

4. We then re-analyzed each scenario (in step 3) under the proposed DCL waiver to estimate the approximate financial impact of the assumed waiver and the likely impact on project viability.

[1] Market cap rates for new rental apartment buildings in Metro Vancouver are currently in the range of about of 3.75% to 3.85% (assuming rents are at full market) depending on location and type of rental project. Some have sold at lower cap rates but these projects have had rents that are less than current market rents at the time of sale so there was potential upside to the investor as units turn over and rents are able to be increased to market rent.

4.0 Case Study Sites and Scenarios

We analyzed 39 different apartment or mixed-use development scenarios at 17 case study sites in different parts of the City. Each site is in a location that is a focus of rental apartment growth in the City.

4.1.1 C-2 Development Sites

Site 1r - Norquay

This site is an assembly of commercial properties in the Kingsway corridor zoned C-2 and built to an existing density of 0.8 FSR. Under the current zoning, the site can be redeveloped to a 6 storey mixed-use secure rental apartment with retail at grade at a density of 3.5 FSR (the density is limited to 2.5 FSR for a strata project).

Site 2r - Mount Pleasant

This site is a low density commercial property in the Main Street corridor zoned C-2 and built to an approximate existing FSR of 0.4. Under the current zoning, the site can be redeveloped to a 6 storey mixed-use secure rental apartment with retail at grade at a density of 3.5 FSR (the density is limited to 2.5 FSR for a strata project).

Site 3r - Kitsilano

This site is a low density commercial property on West Broadway zoned C-2C and built to an approximate existing FSR of 0.5. Under the current zoning, the site can be redeveloped to a 6 storey mixed-use secure rental apartment with retail at grade at a density of 3.5 FSR (the density is limited to 3.0 FSR for a strata project).

Site 4r - Dunbar

This site is an assembly of commercial properties on Dunbar Street zoned C-2 and built to an approximate existing FSR of 0.6. Under the current zoning, the site can be redeveloped to 6 storey mixed-use secure rental apartment at a density of 3.5 FSR (the density is limited to 2.5 FSR for a strata project).

4.1.2 Moderate Income Rental Housing Pilot Project Sites

Site 5r - Norquay

This site is an assembly of commercial properties in the Kingsway corridor zoned C-2 and built to an existing density of 0.8 FSR. Under MIRHPP, rental rezonings are required to include 20% of the floorspace as below market rental units. City staff estimated that a rezoning could achieve 5.4 FSR at this site under the existing policy. The site was tested twice assuming the below market units are limited to:

- MIRHPP rents with vacancy control (the current policy).
- 20% below CMHC average rents.

Site 6r - Mount Pleasant

This site is an assembly of commercial properties in the Kingsway corridor zoned C-2 and built to an approximate existing FSR of 0.33. Under MIRHPP, rental rezonings are required to include 20% of the floorspace as below market rental units. City staff estimated that a rezoning could achieve 5.4 FSR at this site under the existing policy. The site was tested twice assuming the below market units are limited to:

- MIRHPP rents with vacancy control (the current policy).
- 20% below CMHC average rents.

Site 7r – West Point Grey

This site is a low density commercial property on West 10th Avenue zoned C-2 and built to an approximate existing FSR of 0.6. Under MIRHPP, rental rezonings are required to include 20% of the floorspace as below market rental units. City staff estimated that a rezoning could achieve 5.4 FSR at this site under the existing policy. The site was tested twice assuming the below market units are limited to:

- MIRHPP rents with vacancy control (the current policy).
- 20% below CMHC average rents.

4.1.3 SRP Arterial Development Sites

Site 8r – Arbutus Ridge

This site is a 13,300 square foot assembly that includes an old non strata duplex and an old single detached house (the average lot size is 6,650 square feet). Under the SRP, the site can be rezoned to four possible rental zoning districts (RR-2B, RR-2C, RR-3A or RR-3B). We tested rental development under each zoning district:

- 5 storey rental project at 2.4 FSR.
- 6 storey rental project with 20% below market rental at 10% below CMHC average rents at 2.7 FSR.
- 4 storey mixed use at 2.5 FSR.
- 6 storey mixed use with 20% below market rental at 20% below CMHC average rents at 3.5 FSR.

Site 9r – Riley Park

This site is an assembly of three old single detached houses with a combined lot area of 19,080 square feet and an average lot size of 6,360 square feet. Under the SRP, the site can be rezoned to four possible rental zoning districts (RR-2B, RR-2C, RR-3A or RR-3B). We tested rental development under each zoning district:

- 5 storey rental project at 2.4 FSR.
- 6 storey rental project with 20% below market rental at 10% below CMHC average rents at 2.7 FSR.
- 4 storey mixed use at 2.5 FSR.
- 6 storey mixed use with 20% below market rental at 20% below CMHC average rents at 3.5 FSR.

Site 10r – Dunbar

This site is an assembly of four old single detached houses with a combined lot area of 13,465 square feet and an average lot size of 3,366 square feet. Under the SRP, the site can be rezoned to four possible rental zoning districts (RR-2B, RR-2C, RR-3A or RR-3B). We tested rental development under each zoning district:

- 5 storey rental project at 2.4 FSR.
- 6 storey rental project with 20% below market rental at 10% below CMHC average rents at 2.7 FSR.
- 4 storey mixed use at 2.5 FSR.
- 6 storey mixed use with 20% below market rental at 20% below CMHC average rents at 3.5 FSR.

Site 11r – Mount Pleasant

This site is an assembly of four old single detached houses with a combined lot area of 13,930 square feet and an average lot size of 3,483 square feet. Under the SRP, the site can be rezoned to four possible rental zoning districts (RR-2B, RR-2C, RR-3A or RR-3B). We tested rental development under each zoning district:

- 5 storey rental project at 2.4 FSR.
- 6 storey rental project with 20% below market rental at 10% below CMHC average rents at 2.7 FSR.
- 4 storey mixed use at 2.5 FSR.
- 6 storey mixed use with 20% below market rental at 20% below CMHC average rents at 3.5 FSR.

Site 12r – Victoria-Fraserview

This site is an assembly of four old single detached houses with a combined lot area of 15,210 square feet and an average lot size of 3,803 square feet. Under the SRP, the site can be rezoned to four possible rental zoning districts (RR-2B, RR-2C, RR-3A or RR-3B). We tested rental development under each zoning district:

- 5 storey rental project at 2.4 FSR.
- 6 storey rental project with 20% below market rental at 10% below CMHC average rents at 2.7 FSR.
- 4 storey mixed use at 2.5 FSR.
- 6 storey mixed use with 20% below market rental at 20% below CMHC average rents at 3.5 FSR.

4.1.4 SRP Off Arterial Development Sites

Site 13r – Renfrew-Collingwood

This site is an assembly of five old single detached houses with a combined lot area of 19,272 square feet and an average lot size of 4,818 square feet. Under the SRP, the site can be rezoned to the RR-2A rental zoning district. We tested the site as both a corner and non corner site to test the development at 1.75 and 2.0 FSR.

Site 14r – Dunbar

This site is an assembly of three old single detached houses with a combined lot area of 19,500 square feet and an average lot size of 6,500 square feet. Under the SRP, the site can be rezoned to the RR-2A rental zoning district. We tested the site as both a corner and non corner site to test the development at 1.75 and 2.0 FSR.

4.1.5 Local Plan Area Development Sites

Site 15r - Cambie Corridor Plan, Oakridge Municipal Town Centre

This site is an assembly of three older single family homes in the Cambie Corridor with a combined lot size of 23,544 square feet and an average lot size of 7,848 square feet. Under the Cambie Corridor Plan, the site

can be rezoned to allow a midrise rental residential apartment with 20% below market rental at various densities depending on the location of the site within the town centre. We tested the rental redevelopment at the following densities:

- 4.75 FSR.
- 6.0 FSR.
- 6.7 FSR.

Site 16r – Marpole Plan

This site is currently improved with an older 3 storey rental apartment in Marpole. Under the Marpole Plan, the site can be rezoned to allow a 6 storey rental residential apartment at 2.4 FSR.

Site 17r – West End Plan

This site is an existing lower density commercial property in the West End built to an approximate existing FSR of 1.0 and zoned C-6. Under the existing zoning, this site can be redeveloped to a highrise mixed-use rental project built to 8.75 FSR. The redevelopment would include retail, office and market rental.

5.0 Key Financial Assumptions

This section identifies the key assumptions used in our case study financial analysis. Many of the specific revenue and cost assumptions vary from site to site so we have outlined the assumptions in ranges. The lower end of each range is representative of our assumptions for lower density projects in East Vancouver. The higher end of each range is representative of high density scenarios in Downtown. Assumptions for sites on the West Side are between the lower and upper end of the ranges specified.

5.1.1 Revenue Assumptions

1. The following average unit sizes and monthly rents are assumed for new market rental units.

Exhibit 4: Unit Sizes and Monthly Rents for New Market Rental Units by Unit Type

Unit Type	Average Unit Size (sf)	Estimated Monthly Rent in Lower Value Areas	Estimated Monthly Rent in Higher Value Areas
Studio	425	$1,650	$2,100
1 Bed	550	$1,975	$2,550
2 Bed	775	$2,650	$3,500
3 Bed	950	$3,200	$4,150
Average	**615**	**$2,185**	**$2,835**

2. The following average unit sizes and monthly rents are assumed for new below market rental units.

Exhibit 5: Unit Sizes and Monthly Rents for New Below Market Rental Units by Unit Type

Unit Type	Average Unit Size (sf)	MIRHPP Monthly Rents	20% Below CMHC Average	10% Below CMHC Average
Studio	400	$1,055	$1,077	$1,211
1 Bed	490	$1,332	$1,216	$1,368
2 Bed	750	$1,776	$1,683	$1,894
3 Bed	900	$2,220	$2,293	$2,579
Average	**574**	**$1,463**	**$1,406**	**$1,581**

3. Monthly parking revenue is included at $125 to $150 per month on 85% of residential stalls.
4. Storage and other miscellaneous revenue is included at $40 per month on 75% of residential units.
5. A 1% vacancy allowance is included.
6. Operating costs and property taxes are assumed to range from $6,625 to $7,150 per unit per year.
7. To estimate the completed project value, the net operating income of the market rental units is capitalized at 3.75%. The net operating income for the below market rental units where the rents are indexed to a percentage of CMHC average is capitalized at 3.75%. The net operating income of the MIRHPP below market units are capitalized at 5.25%.[2]
8. Commercial space is assumed to achieve net lease rates ranging from $37.50 to $55 psf depending on location.

[2] Due to the restrictions on increasing rents between tenancies, an investor would require a higher yield on the MIRHPP units.

5.1.2 Costs and Other Financial Assumptions

1. Wood frame hard construction costs range from $365 to $395 per square foot including servicing, landscaping and contingency.
2. Concrete hard construction costs range from $435 to $510 per square foot including servicing, landscaping and contingency.
3. Rezoning application fees and an allowance for rezoning costs are included for sites which require rezoning.
4. An allowance for on-site rainwater management is included as provided by City staff.
5. A demolition allowance is included based on gross floor area of existing buildings.
6. An allowance for utilities relocation (for residential sites) is included as provided by City staff, assuming 50% of cost is recovered through a latecomer agreement.
7. Soft costs and professional fees are set at 9% of hard construction costs. This covers permit application fees, design, engineering, consultants, survey, legal, insurance, warranties, deficiencies, and other professional fees.
8. A project management fee of 4% on the hard and soft costs.
9. A contingency allowance of 5% is included.
10. Marketing costs, sales costs and commissions are included based on typical industry standards.
11. Separate allowances for property taxes, DCLs, and GVS&DD levies are included based on current rates[3]. The analysis does not account for any potential future increase in levies from other levels of government, such as the possible regional water DCC being considered by Metro Vancouver.
12. An allowance for GST of 5% on capitalized value of market rental units and 3.2% for below market units.
13. Construction financing is charged at 4.5% per year on 75% of the construction costs.
14. Land financing is charged at 4.5% per year on 50% of the estimated land value.
15. To estimate the supportable land value, a developer's profit margin of 10% of project costs (including the estimated supportable land value) is included.

[3] The analysis includes the recent Board approved update to the Metro Vancouver liquid waste DCC. However, the analysis does not include the Metro Vancouver Water DCC currently under consideration.

6.0 Summary of Results of Financial Analysis

Because of the large number of sites and scenarios analyzed, we have not included the detailed proformas for each site and each scenario in this report.

This section summarizes the findings.

The exhibits in the following sections show the following information for each redevelopment scenario:

- Site number.
- Location.
- Description of scenario.
- The existing zoning.
- The estimated profit and yield under the proposed DCL rates with no waiver.
- Whether the redevelopment scenario is financially viable under the proposed DCL rates with no waiver.
- The estimated profit and yield under the proposed DCL rates with the assumed waiver on the City-wide DCL.
- Whether the redevelopment scenario is financially viable under the proposed DCL rates with the assumed waiver on the City-wide DCL.

6.1 Downtown and West Side Scenarios

The proposed City-wide DCL rate for apartment (over 1.5 FSR) is $21.80 per square foot. Exhibit 6 shows the estimated financial performance of the Downtown and West Side rental case scenarios assuming:

- No waiver on the proposed City-wide DCL.
- A waiver on the proposed City-wide DCL, so that projects with 20% below market rental pay no City-wide DCL and projects with 100% market rental pay a City-wide DCL of $3 per square foot (roughly a 90% waiver).

Exhibit 6: Summary of Analysis for Downtown and West Side Rental Scenarios

Case Study	Plan Area/ Location	Redevelopment Scenario	Existing Use	Existing Zoning	No Waiver: Project Pays Proposed City Wide DCL			Waiver: Project Receives City-Wide DCL Waiver		
					Estimated Profit Margin on Cost if Site Acquired at the Existing Value	Estimated Annual Yield on Costs if Site Acquired at the Existing Value	Is Project Likely Viable?	Estimated Profit Margin on Cost if Site Acquired at the Existing Value	Estimated Annual Yield on Costs if Site Acquired at the Existing Value	Is Project Likely Viable?
C-2 Sites										
3r	Kitsilano	6-storey Mixed Use Project at 3.5 FSR	Older 1 Storey Commercial Building	C-2C	-2%	3.7%	No	0%	3.8%	No
4r	Dunbar	6-storey Mixed Use Project at 3.5 FSR	Older 1 Storey Commercial Building	C-2	3%	3.9%	No	5%	4.0%	No
MIRHPP Sites										
7r -A	West Point Grey	Midrise Rental Tower including 20% Below Market Rental Units at 5.4 FSR	Older 1 Storey Commercial Building	C-2	-7%	3.6%	No	-5%	3.7%	No
7r -B					-5%	3.6%	No	-2%	3.7%	No
SRP Arterial Sites										
8r - A	Arbutus Ridge	5-storey Rental Project at 2.4 FSR	1 Old SFH and 1 Old Non Strata Duplex on Large Lots	RT-2	9%	4.1%	Possibly	12%	4.2%	Yes
8r - B		6-storey Rental Project With 20% BMR at 10% Below CMHC at 2.7 FSR			6%	4.0%	Possibly	10%	4.1%	Possibly
8r - C		4 Storey Mixed Use at 2.5 FSR			10%	4.1%	Possibly	12%	4.2%	Yes
8r - D		6 Storey Mixed Use 20% BMR at 20% Below CMHC at 3.5 FSR			13%	4.3%	Yes	16%	4.4%	Yes
10r - A	Dunbar	5-storey Rental Project at 2.4 FSR	4 Old SFHs on Small Lots	RS-5	0%	3.8%	No	2%	3.8%	No
10r - B		6-storey Rental Project With 20% BMR at 10% Below CMHC at 2.7 FSR			-2%	3.7%	No	1%	3.8%	No
10r - C		4 Storey Mixed Use at 2.5 FSR			1%	3.8%	No	2%	3.9%	No
10r - D		6 Storey Mixed Use 20% BMR at 20% Below CMHC at 3.5 FSR			5%	4.0%	No	8%	4.1%	Possibly
SRP Off Arterial Sites										
14r - A	Dunbar	4 Storey Market Rental at 1.75 FSR	3 Old SFHs on Large Lots	RS-5	-6%	3.5%	No	-4.7%	3.6%	No
14r - B		4 Storey Market Rental at 2.0 FSR (Assumes Corner Site with Wide Frontage)			-1%	3.7%	No	1.2%	3.8%	No
Local Plan Area Sites										
15r - A	Oakridge	Midrise Rental Tower including 20% Below Market Rental Units at 4.75 FSR	3 Old SFHs on Large Lots	RS-5	3%	4.0%	No	7%	4.1%	Possibly
15r - B		Midrise Rental Tower including 20% Below Market Rental Units at 6.0 FSR			8%	4.2%	Possibly	11%	4.3%	Yes
15r - C		Midrise Rental Tower including 20% Below Market Rental Units at 6.7 FSR			10%	4.3%	Possibly	13%	4.4%	Yes
16r	Marpole	6-storey Rental Project at 2.4 FSR	36 Unit Old Apartment	RM-3A	-3%	3.6%	No	-1%	3.7%	No
17r	West End	Highrise Mixed Use Rental Residential and Office Project at 8.75 FSR	2 Storey Commercial Building	C-6	19%	4.5%	Yes	19%	4.6%	Yes

Source: Coriolis Consulting

The key points from the Downtown and West Side rental case study analysis are:

1. The viability of rental development varies from site to site depending on location, existing use and zoning, existing lot sizes (smaller single family lots are more challenging to redevelop due to higher existing

values per square foot of lot area), permitted height and density, and the required amount of below market rental.

2. With the proposed City-wide DCL, very few rental case study scenarios that we analyzed in Downtown and the West Side are financially viable. Out of the 19 scenarios analyzed, two are viable if there is no waiver on the proposed City-wide DCL (with another five possibly viable).
3. The waiver that we tested on the proposed City-wide DCL[4], significantly improves the financial performance of new rental development. The waiver would increase the estimated profit margin on new rental projects by between 2 and 3 percentage points.
4. Under this waiver scenario, the number of rental cases that we tested in Downtown and the West Side increases from two case studies to six case studies (with a further three case scenarios that are possibly viable).
5. Rental development is particularly challenging on assemblies of smaller single family lots and commercial sites zoned for mixed use strata apartment development.

6.2 East Side Scenarios

The proposed City-wide DCL rate for apartment (over 1.5 FSR) is $21.80 per square foot. Exhibit 7 shows the estimated financial performance of the East Side rental case scenarios assuming:

- No waiver on the proposed City-wide DCL.
- A waiver on the proposed City-wide DCL, so that projects with 20% below market rental pay no City-wide DCL and projects with 100% market rental pay a City-wide DCL of $3 per square foot (roughly a 90% waiver).

[4] This scenario assumes a full waiver on projects with 20% below market rental and a 90% waiver on 100% market rental projects.

Exhibit 7: Summary of Analysis for East Side Rental Scenarios

Case Study	Plan Area/ Location	Redevelopment Scenario	Existing Use	Existing Zoning	No Waiver: Project Pays Proposed City Wide DCL			Waiver: Project Receives City-Wide DCL Waiver		
					Estimated Profit Margin on Cost if Site Acquired at the Existing Value	Estimated Annual Yield on Costs if Site Acquired at the Existing Value	Is Project Likely Viable?	Estimated Profit Margin on Cost if Site Acquired at the Existing Value	Estimated Annual Yield on Costs if Site Acquired at the Existing Value	Is Project Likely Viable?
C-2 Sites										
1r	Norquay	6-storey Mixed Use Project at 3.5 FSR	Old Commercial	C-2	8%	4.1%	Possibly	11%	4.2%	Yes
2r	Mount Pleasant	6-storey Mixed Use Project at 3.5 FSR	Strip Commercial	C-2	11%	4.2%	Yes	14%	4.3%	Yes
MIRHPP Sites										
5r - A	Norquay	Midrise Rental Tower including 20% Below Market Rental Units at 5.4 FSR	Old Commercial	C-2	-5%	3.7%	No	-2%	3.9%	No
5r - B					-2%	3.7%	No	1%	3.9%	No
6r - A	Mount Pleasant	Midrise Rental Tower including 20% Below Market Rental Units at 5.4 FSR	Auto Service	C-2	-1%	3.9%	No	2%	4.0%	No
6r - B					2%	3.9%	No	5%	4.0%	Possibly
SRP Arterial Sites										
9r - A	Riley Park	5-storey Rental Project at 2.4 FSR	3 Old SFHs on Large Lots	RS-1	10%	4.1%	Yes	13%	4.3%	Yes
9r - B		6-storey Rental Project With 20% BMR at 10% Below CMHC at 2.7 FSR			7%	4.0%	Possibly	11%	4.2%	Yes
9r - C		4 Storey Mixed Use at 2.5 FSR			10%	4.2%	Yes	12%	4.3%	Yes
9r - D		6 Storey Mixed Use 20% BMR at 20% Below CMHC at 3.5 FSR			12%	4.3%	Yes	16%	4.4%	Yes
11r - A	Mount Pleasant	5-storey Rental Project at 2.4 FSR	4 Old SFHs on Small Lots	RS-1	-2%	3.7%	No	0%	3.8%	No
11r - B		6-storey Rental Project With 20% BMR at 10% Below CMHC at 2.7 FSR			-3%	3.7%	No	0%	3.7%	No
11r - C		4 Storey Mixed Use at 2.5 FSR			-1%	3.7%	No	1%	3.8%	No
11r - D		6 Storey Mixed Use 20% BMR at 20% Below CMHC at 3.5 FSR			3%	3.9%	No	6%	4.0%	Possibly
12r - A	Victoria- Fraserview	5-storey Rental Project at 2.4 FSR	4 Old SFHs on Small Lots	RS-1	-6%	3.5%	No	-4%	3.6%	No
12r - B		6-storey Rental Project With 20% BMR at 10% Below CMHC at 2.7 FSR			-7%	3.5%	No	-4%	3.6%	No
12r - C		4 Storey Mixed Use at 2.5 FSR			-5%	3.6%	No	-3%	3.7%	No
12r - D		6 Storey Mixed Use 20% BMR at 20% Below CMHC at 3.5 FSR			-1%	3.8%	No	2%	3.9%	No
SRP Off Arterial Sites										
13r - A	Renfrew-Collingwood	4 Storey Market Rental at 1.75 FSR	5 Old SFHs on Large Lots	RS-1	-12%	3.3%	No	-9%	3.4%	No
13r - B		4 Storey Market Rental at 2.0 FSR (Assumes Corner Site with Wide Frontage)			-7%	3.5%	No	-4%	3.6%	No

Source: Coriolis Consulting

The key points from the East Side rental case study analysis are:

1. The viability of rental development varies from site to site depending on location, existing use and zoning, existing lot sizes (smaller single family lots are more challenging to redevelop due to higher existing values per square foot of lot area), permitted height and density, and the required amount of below market rental.

2. With the proposed City-wide DCL, very few rental case study scenarios that we analyzed on the East Side are financially viable. Out of the 20 scenarios analyzed, four are viable if there is no waiver on the proposed City-wide DCL (with another two possibly viable). Rental development is particularly challenging on assemblies of smaller single family lots.

3. The waiver that we tested on the proposed City-wide DCL[5], significantly improves the financial performance of new rental development. The waiver would increase the estimated profit margin on new rental projects by between 2 and 4 percentage points.
4. Under this waiver scenario, the number of rental cases that we tested on the East Side increases from four case studies to six case studies (with a further two case studies that are possibly viable).

6.3 Sensitivity Analysis – Alternate Waiver Scenarios

Our analysis shows that the financial viability of rental development varies significantly from site to site. Therefore, the impact of a DCL waiver on the viability of new development is different for each rental project. There are some situations where a project may not require a waiver to be viable while there are others that require a full waiver.

The City asked us to test additional DCL waiver scenarios that assume a reduced waiver (less than the 90% waiver tested in Section 6.2).

For a selection of case study scenarios, we evaluated the impact on the financial performance and viability of new rental development of a 50% City-wide DCL waiver (rather than a 90% waiver).

For the sensitivity analysis, we selected three rental case study scenarios that are viable with the 90% waiver to the City-wide DCL. In other words, we selected case study scenarios that are the strongest financial performers and may be able to absorb a higher DCL rate. We re-ran the analysis for these three sites assuming the waiver is reduced to 50%. The analysis indicated that two of three scenarios were viable with a 50% DCL waiver (all three are viable with a 90% waiver). This shows that many of the best performing rental scenarios still require a significant waiver to be remain viable.

Overall, the smaller the waiver, the fewer the number of sites that are likely to be viable for rental development. Therefore, a larger waiver will likely lead to increased new rental development. The analysis also shows that there is not a specific waiver value that makes most sites viable for rental development. The required waiver varies across different sites.

6.4 Overall Implications of Case Study Analysis

The key findings of our analysis of a City-wide DCL waiver for new rental projects can be summarized as follows:

1. The viability of rental development varies from site to site depending on location, existing use and zoning, existing lot sizes (smaller single family lots are more challenging to redevelop due to higher existing values per square foot of lot area), permitted height and density, and the required amount of below market rental. Therefore, the impact on project viability of a DCL waiver varies from site to site.
2. Under the proposed City-wide DCL rate, very few rental scenarios that we analyzed are financially viable in the absence of a waiver.

[5] This scenario assumes a full waiver on projects with 20% below market rental and a 90% waiver on 100% market rental projects.

3. If the City provides a waiver on the City-wide DCL, it will increase the number of potential projects that are financially viable. The larger the waiver, the greater the number of rental projects that will likely be viable.
4. The waiver that we tested for the proposed City-wide DCL[6], significantly improves the financial performance of new rental development. The waiver would increase the estimated profit margin on new rental projects by between 2 and 4 percentage points. Under this waiver scenario, the number of rental cases that we tested increases from six case studies to twelve case studies.
5. Even with a large waiver, many of the rental scenarios that we analyzed are not viable or are marginal (i.e., possibly viable). This is due to the high cost to acquire sites for rental development (as the sites are improved with valuable existing uses or are zoned for other uses that support a high land value) coupled with the lower value of a new rental building in comparison to a new strata residential building. Rental development will remain particularly challenging on assemblies of smaller single family lots and commercial sites zoned for mixed use strata apartment development.
6. Many of the best performing rental scenarios that we tested require a significant waiver to be remain viable. There is not a specific waiver value that makes most sites viable for rental development. The required waiver varies across different sites.
7. The City-wide DCL waiver that we tested will help support the financial viability of rental development and increase the number of rental projects that occur in the City.

[6] This scenario assumes a full waiver on projects with 20% below market rental and a 90% waiver on 100% market rental projects.

7.0 Other Factors to Consider

As indicated by our case study analysis, rental development in the City of Vancouver is challenging from a financial perspective. Therefore, increased project costs will likely have a significant impact on the viability of a new rental project.

Holding aside any changes to the existing DCL waiver, rental developers will likely be faced with increasing project costs going forward:

- Construction costs in Vancouver have been escalating at a high rate since late 2021 which is expected to continue during 2022.
- Financing costs for rental developers are currently rising due to increases in the Bank of Canada lending rate and increasing bond rates.
- The Utilities DCL (which applies to rental projects) is proposed to increase by about $3.53 per square foot.

Overall, it is likely that the viability of new rental development in Vancouver will be negatively affected by rising project costs during the foreseeable future. This will make it challenging for rental developers to absorb any increase in DCLs due to a reduction to the current City-wide DCL waiver.

8.0 Conclusions

The City is updating its DCL bylaw and is proposing to increase the City-wide DCL rate levied on apartment projects (over 1.5 FSR) from $18.24 to $21.80 per square foot, an increase of $3.56 per square foot. The Utilities DCL is also proposed to be increased.

The City currently provides an opportunity for new rental projects to request a waiver on the existing City-wide DCL. The DCL waiver reduces the overall costs for a new rental project, which can improve the financial performance of new project and help encourage new rental development.

As part of the current DCL update, the City is considering revising the waiver available to rental projects as follows:

- Maintaining the full waiver on projects with 20% below market rental.
- Requiring a reduced City-wide DCL of $3 per square foot for 100% market rental projects, which is roughly a 90% waiver on the proposed $21.80 City-wide DCL rate.

We analyzed the impact of this potential revised DCL waiver on the financial performance of a wide range of potential case study rental scenarios in different parts of the City. Our analysis indicates that:

1. The viability of rental development varies from site to site depending on location, existing use and zoning, existing lot sizes (smaller single family lots are more challenging to redevelop due to higher existing values per square foot of lot area), permitted height and density, and the required amount of below market rental. Therefore, the impact on project viability of a DCL waiver varies from site to site.
2. Under the proposed City-wide DCL rate, very few rental scenarios that we analyzed are financially viable in the absence of a waiver.
3. If the City provides a waiver on the City-wide DCL, it will increase the number of potential projects that are financially viable. The larger the waiver, the greater the number of rental projects that will likely be viable.
4. The waiver that we tested on the proposed City-wide DCL[7], significantly improves the financial performance of new rental development. The waiver would increase the estimated profit margin on new rental projects by between 2 and 4 percentage points. Under this waiver scenario, the number of rental cases that we tested increases from six case studies to twelve case studies.
5. Even with the waiver that we tested, most of the rental scenarios that we analyzed are not viable or are marginal (i.e., possibly viable). This is due to the high cost to acquire sites for rental development (as the sites are improved with valuable existing uses or are zoned for other uses that support a high land value) coupled with the lower value of a new rental building in comparison to strata residential. With a waiver, rental development will remain particularly challenging on assemblies of smaller single family lots and commercial sites zoned for mixed use strata apartment development.
6. Many of the best performing rental scenarios that we tested still require a significant waiver to be viable. There is not a specific waiver value that makes most sites viable for rental development. The required waiver varies across different sites.

[7] This scenario assumes a full waiver on projects with 20% below market rental and a 90% waiver on 100% market rental projects.

7. The waiver that we tested on the City-wide DCL rate will improve the viability of rental development and increase the number of rental projects that occur in the City.

Overview of Public and Stakeholder Engagement

The following is a summary of public and stakeholder engagement conducted for the 2022 DCL Update.

Key Dates in Public/Stakeholder Engagement

Date	Event
November 2021	• Development Industry stakeholders notified of DCL Update • Financing Growth website updated
February 11th and 24th, 2022	Meetings to present DCL Update Overview: • Vancouver Park Board • Development Stakeholders, including: o Urban Development Institute o NAIOP o HAVAN • Non-profit Organizations, including: o BCNPHA o More Than A Roof o Affordable Housing Societies o Coast Mental Health o YMCA o Association of Neighbourhood Houses o Collingwood Neighbourhood House o Vancouver Society of Children's Centres • Senior government agencies, including o BC Housing o Vancouver School Board
February 2022	DCL Update Overview slide deck uploaded to Financing Growth website
May 5th and 6th, 2022	Meetings to present Draft Directions on the DCL Update: • Vancouver Park Board • Development Stakeholders, including: o Urban Development Institute o NAIOP o HAVAN o Landlord BC • Non-profit Organizations, including: o BCNPHA o More Than A Roof o Affordable Housing Societies o Coast Mental Health o Association of Neighbourhood Houses o Collingwood Neighbourhood House o Vancouver Society of Children's Centres • Senior government agencies, including o BC Housing

Date	Event
May 2022	• Provided materials to stakeholders via email, including presentation, development forecast methodology, detailed capital project list, and economic testing assumptions. Staff also answered questions received from stakeholders. • Posted materials on the City's website and updated the DCL Bulletin with the proposed DCL rates. • Placed adverts on the DCL Update within media outlets • DCL materials included with the 4-year Capital Plan engagement on the Shape Your City webpage.
June 2nd, 2022	Met with the UDI Liaison Committee to discuss the DCL Update recommendations.
June 8, 2022	City Clerks notification to stakeholders of Council agenda & report
June 22, 2022	Council date

Staff collected feedback on the DCL Update from stakeholders through meetings, emails, phone calls, and letters throughout the engagement process. Staff also collected feedback as part of the consultation with the 4-year Capital Plan.

The development industry expressed the following concerns:

- Requested a phase-in of increased rates
- Requested a delay of the DCL rate increases and further consultation
- Noted the challenge of increasing construction costs and other development costs (e.g. Regional DCCs) and the difficulty for in-stream applications to absorb these costs
- NAIOP requested a reduction of the proposed non-residential DCL rate
- UDI/Landlord BC did not support any changes to the DCL waiver for market rental

Senior government agencies expressed the following concerns:

- VSB did not support an increase to the School reduced rate

In response to the concerns raised by the stakeholders, staff are recommending a phase-in of the DCL rate increase over 2 years. This phase-in will partially address the rising cost concerns raised by the stakeholders, as well as provide applicants that are in-stream further protection from the full rate increase. Staff are also recommending to not increase the reduced rate for Schools, but are committed to monitoring the usage of the rate and report back as part of the next DCL update.

The following pages contains the letters and emails received as part of the stakeholder engagement.

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Mr. Chris Clibbon
Planner, Citywide & Regional
Planning, Urban Design & Sustainability
City of Vancouver
453 West 12th Ave
Vancouver, BC
V5Y 1V4

May 18, 2022

Re: 2022 Development Cost Levy Update

Dear Mr. Clibbon:

Thank you for your invitation to participate in the Development Industry Stakeholder Meetings associated with the City's 2022 Development Cost Levy (DCL) Update. Further to the meetings held on February 11, 2022 and May 5, 2022, NAIOP Vancouver appreciates this opportunity to provide feedback on the proposed DCLs, particularly for non-residential development.

As you are aware, NAIOP Vancouver is focused on providing rational and common-sense advocacy that supports economic and job growth, as it relates to issues that impact the management and development of non-residential property. Our membership, which totals approximately 300 members that represent the surrounding local market and includes the Government Relations Committee, is concerned about the impact this specific DCL bylaw will have in conjunction with other headwinds facing the industry. These challenges include rising interest rates, rising construction costs, lengthy approval processing times, and increasing development fees.

With respect to the 2022 DCL review, we appreciate that Coriolis Consultant Corp. has been engaged by the City to determine the impact of the DCL rate increase on the financial viability of the redevelopment of selected case study sites. According to their analysis, we wish to highlight the following with respect to Office, Mixed Employment, and Industrial land uses.

<u>Office</u>

- The estimated impact on land value of the proposed DCL increase is in the range of 6% to 7%, for leasehold office developments;
- For strata office projects, the land value impact ranges from 2% to 4%; and
- If land acquisition costs cannot be reduced, the profit margin on leasehold office projects is reduced by 1.2 to 1.3 percentage points at most sites studied.

With respect to Office development, Coriolis concludes:

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- Leasehold office development requires rezoning to higher densities consistent with rezonings seen Downtown and as contemplated in the Broadway Corridor Plan in order to be viable;
- In other words, Office development can support the proposed DCL only if rezoned densities are sufficiently high; and
- Proposed DCL on strata office rezonings will impact CAC negotiations.

Mixed Employment

- The estimated impact on land value of the proposed DCL increase reduces supportable land values by about 2%; and
- If land acquisition costs cannot be reduced, the profit margin on mixed employment projects is reduced by 0.9 percentage points.

Industrial

- Coriolis acknowledges that viability of industrial development is mixed under current market conditions already;
- In particular, leasehold projects are more challenging than strata industrial developments (i.e., likely not feasible); and
- Lower density industrial projects are not viable at all in central areas of the city.

While stacked industrial is the main opportunity due to high land values, Coriolis concludes the proposed DCL increase has little impact on incremental viability, as some types of projects are already difficult, regardless of projects that are underway or submitted to the City for approval.

Respectfully, we point out that in their economic analysis, Coriolis did not include other regional DCC and application fee increases that are expected in 2023. Staff note that Coriolis included all existing regional DCCs in effect at the time of their assignment. In other words, the economic analysis simply shows the layered effect of the proposed DCL increase, however in reality, the expected regional DCCs and other increases will also need to be paid by developers.

We also feel it necessary to note that the summary of economic testing assumptions used by Coriolis was not provided to us until May 10, making it difficult for NAIOP to fully review the analysis in order to provide meaningful input. Still, we have determined that Coriolis' economic assessment of the effect of DCLs was based on construction costs ascertained in late 2021. Since the start of 2022, the development sector continues to see dramatic concrete, labour, and material cost increases. The effect of one single item may not be significant, but certainly together (along with DCLs, DCCs, and other fee increases) the viability of future commercial development projects is precarious. In fact, we believe the economic viability of projects in progress that cannot adjust their land-value, will be impacted greatly by the proposed DCL rate increases.

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Further, Coriolis did not consider a study case that reflects a Mixed Employment project on a leasehold basis. Staff note that Coriolis tested the most common form of development in the Mt. Pleasant area which is strata industrial/office. Yet NAIOP members report quite a number of Mixed Employment leasehold projects well underway in Mt. Pleasant, as well as other parts of the city, where current economic viability is marginal at best. In our opinion, the effect of the proposed DCL increase will essentially eliminate this type of development from moving forward.

To mitigate the impact of the proposed DCL rates on non-residential developments, NAIOP requests that the DCL's be reduced by a minimum 2%. Furthermore, we request a phase-in period over two years be considered. Our experience indicates in a municipal election year, most rezoning applications are subjected to a delay of five to seven months, if a public hearing has not been scheduled prior to the election. Given elections occurring later this year, a longer phase-in period would allow the new Council to get through the backlog due to no public hearings from June to December.

Finally, as you are aware, we engaged an independent consultant to review the City's 2022 DCL update exercise to assist NAIOP in providing more comprehensive comments on behalf of our members. Please find that feedback attached to this letter.

In closing, we trust the recommendation to phase-in the proposed DCL rates for non-residential developments be considered seriously by the City. While supportive of implementing needed infrastructure investments and the principle that new development fairly shares in those costs, the proposed DCL rates should be balanced with the impact on non-residential land development and its effect on economic growth and job creation.

Sincerely,

Blaire Chisholm
Co-Chair, Government Relations Committee

Attachment

Attachment

MEMORANDUM

DATE: May 17, 2022

TO: Carl Funk and Jon Leugner

NAIOP Government Relations Committee

FROM: Raymond Fung, M.Eng., P.Eng., Consultant

RE: **2022 Development Cost Levy (DCL) Update Review Comments**

Further to my initial review of the City's 2022 DCL Update project, I am pleased to provide preliminary comments. Note that the analysis has been limited to the materials provided during and after the Stakeholder Engagement meetings and available background reports from previous DCL update efforts. Comments also reflect correspondence with City staff.

1. It is unclear how Best Practices recommended by Hemson in 2017 have been implemented at the City since that time. Staff have responded as follows:

> *As part of the 2017 City-wide DCL Update, Hemson provided the City with 5 key recommendations (shown in bold below) for the City to consider for future DCL updates:*
>
> - ***Coordinate development forecast and capital planning***
>
> *The 2022 DCL Update was done in coordination with the capital planning program, including the upcoming 2023-2026 Capital Plan. This has allowed staff to utilize information such as the development forecast and supporting capital programs across both the 10-year DCL capital program and 4-year capital plan.*
>
> - ***Refine service level determination and DCL rate calculation methodology***
>
> *City staff utilize both plan-based, standards-based, and past levels of service to determine the capital needs arising from the 10-year development forecast. When comparing the 2017 Citywide DCL and 2018 Utilities DCL capital programs with the 2022 DCL Capital programs, the size of the programs has increased 23%. Refining service levels is a city-wide exercise that is envisioned to be part of the VanPlan implementation phase in 2023-2024, which will inform the 2026 DCL update.*
>
> - ***Specify purpose of DCLs in relation to other sources of infrastructure funding***
>
> *The 2022 DCL Update looked holistically at all funding sources for the respective capital programs, including renewal funding, senior government grants, in-kind CACs, cash CACs, density bonusing, layered DCLs, and DCL reserves. In particular, the City has also incorporated the role of conditions of development to fund transportation and utility growth-related infrastructure.*
>
> *Since the 2017 DCL Update, the City has improved its financing growth system:*
>
> - *The City introduced the Utilities DCL as a way to fund utility infrastructure and place less reliance on development conditions.*
> - *The City has established a system for front-ending UDCL projects. The City now uses Front-Ender Agreements (FEAs) to allow developers to finance and*

build growth-related utilities projects that they require to be emplaced ahead of the City's schedule.

- *Vancouver also now has Vancouver Charter authority to undertake latecomer agreements. Latecomer agreements represent a substantial improvement to Vancouver's development conditioning processes. A latecomers policy was developed and approved by Council in 2021.*

- ***Formalize the DCL study process***

The 2017 City-wide DCL update included Council approving an update to the DCL program every
4 years, in coordination with the 4-year capital plan. The 2022 DCL update is the first scheduled DCL update as part of these regular updates which is used to inform the 2023-2026 capital plan. The 2022 DCL Update has built upon the 2017 City-wide DCL update process, utilizing external consultants with experience across Canada and formalizing the process to update the DCL.

- ***Continue solid administration practices***

The City continues to provide detailed annual reports on DCL collection and allocation, continuing a municipal best practice.

The City's efforts to implement best practices, especially to formalize the DCL study process and to provide annual DCL reports should be commended.

2. In the 2017 DCL update, the City established an initial utilities component in the City-wide rates. Then in 2018, a separate Vancouver Utilities DCLs was established. Further, the City then re-allocated the initial utilities component in the City-wide DCLs towards affordable housing utilities. It is recommended that in the 2022 DCL Update, the initial utilities component be completely eliminated to avoid double charging of costs. Staff report that all utilities will now be fully funded by the Vancouver Utilities DCL, and any utility allocation will be removed from the 2022 City-wide DCL.

3. Given that the 2023-2032 growth forecast does not include policy plans currently underway, such as the Broadway Corridor Plan or the Vancouver Plan, it can be argued that the development forecast in the next 10-year period is underestimated. If the net DCL share of growth-related costs is being spread out over a smaller amount of development than is expected, higher DCL rates result. Staff have responded as follows:

The Development Forecast largely takes into account projects that have in-stream applications since the City is estimating when new development will complete construction and new residents and businesses will require services. Consistent with its methodology in 2017, the City did not forecast new development in plan areas that have not been approved, including Broadway Plan, as staff did not want to presume what would or would not be approved by Council.

Staff included any applications that were in-stream at the time of doing the development forecast within the Broadway corridor. Any new applications as a result of the future Broadway Plan would be captured in the next DCL Update in 4 years.

Looking at historical development approvals of new floor area, the 2023-2032 development forecast is aligned with historical trends. Staff will also note that the development forecast for 2023-2032 is about 10% higher than the 2017-2026 forecast used in the 2017 City-wide DCL update.

4. Even though the Broadway Corridor Plan has not been included in the growth forecast, it appears that utilities capital necessary to support Broadway redevelopment has been included in the DCL capital program. Higher Utilities DCLs result, compared to rates calculated by matching the capital program to the corresponding growth projection. Staff have responded as follows:

In-stream applications within the Broadway Plan area are included in the development forecast. Staff assess the need for utility infrastructure based on the existing capacity within the utility network which differs by area. In-stream applications are triggering the need for significant utilities upgrades on the Broadway Corridor. Note that that over 50% of the utilities costs within the Broadway Corridor have a post-period benefit that will serve future growth beyond the 2023-2032 timeframe.

5. In 2017, the consultant developing the City-wide DCLs (that included an initial utilities component) reflected demand factors that were applied equally across the DCL project categories. Subsequently in 2018, the consultant who established the Vancouver Utilities DCLs applied a downward adjustment to the demand factors for water, sewer, and drainage projects. It is recommended that the different demand factors be applied on the 2022 DCL update. Staff confirm that the different demand factors have been applied, that is, the 2017 City-wide DCL Update has a 1:1 ratio between the high-density residential and commercial uses, whereas the 2018 Utilities DCL Update has a 1:0.5 ratio between the two uses recognizing that non-residential uses do not have the same impact on utilities as residential uses.

6. With respect to the City-wide DCL calculation, the gross floor space weighting factors are normalized around apartment and commercial square footage. This results in one square foot of apartment development being equated to one square foot of commercial development from an infrastructure demand basis. Staff have responded as follows:

Yes that is correct, the equivalency factor between high-density residential and commercial uses is 1:1. The City recognizes that different uses create different demands on services, impacted by the type of use and the floor space per person.

Simply looking at the GFA 1:1 ratio does not take into consideration the difference in residential and employment utilization of space; for example the DCL development forecast is based on a high density residential floor space per person of 600sf and a commercial/office floor space per worker of 250sf resulting in different DCL rates per capita and employee. This means that the residential DCL charge per capita is over 2x higher than the non-residential charge per employee.

Both residents and employees use park space, place demands on childcare needs, create the need for replacement housing, and create demands for transportation infrastructure. Therefore, we believe the City-wide DCL equivalence is defensible.

In contrast, for the Utilities DCL the City recognizes that the demands on utility infrastructure differs between residential and non-residential, since water use and wastewater demands are greater with residential use.

I disagree with the staff response, as the City acknowledges demand for City services funded by DCLs are generally driven by population and employment increases. Since the charges are levied on a square footage basis, the population/employment projections are converted to gross floor area by a weighting factor for the purpose of DCL calculations. In other words, the square footage equivalence takes into account different floor space per person requirements. Therefore, one square foot of apartment development actually is being equated to one square foot of commercial development, and from an infrastructure demand basis is not defensible in my view.

8. The methodology of dividing the total DCL rate recovery costs by the total weighted Gross Floor Area is an extremely blunt approach to assigning infrastructure costs to various land uses. For example, the relative impact of the various land uses on transportation infrastructure varies from say, childcare, which is different from parks. The simple methodology is not necessarily equitable between land uses, but I can understand this approach is taken for administrative ease. Staff have responded as follows:

The DCL rate calculation is actually a comprehensive approach to establishing rates by taking into account a number of different factors, including the development forecast, capital programs needed to support growth, senior government funding, any benefit to existing shares, other funding sources available, municipal assist, equivalency factors, and weighting factors.

The difference between the impact on amenities and infrastructure by service category is partially reflected in the size of the respective capital programs as well as the available funding sources available to each type of service. The City also takes into account the impact of different uses through the weighting factors which reflect person/worker per square foot differences. For example, higher density development creates more people per square foot than the lower density forms of development. This higher concentration of people results in more demand on services, and therefore higher-density residential has a higher rate.

In addition, individual development projects, whether residential, non-residential, or mixed-use, will place different demands on different services based on a number of factors; DCL legislations and methodologies used across the Country use average municipal-wide, or service-area wide, assumptions as tailoring to individual project and service specific would prove problematic and likely not implementable.

I disagree with the staff response. For example, with respect to transportation services, commercial land uses create a higher demand on the road system than low density residential. On the other hand, commercial imposes little to no impact on park needs compared to residential land uses (see next point below). Many municipalities in Metro Vancouver reflect different demand factors between service categories for various land uses in their DCC rates. I would argue that specific demand

factors for parks, childcare, replacement housing, and transportation would result in more equitable DCLs. Already the Vancouver Utilities DCL acknowledges this approach.

9. Further, according to the Parks Board, their aim is to add 1.1 ha of neighbourhood parkland for every 1,000 **new residents** *(emphasis mine)* and to ensure that every person **lives** *(emphasis mine)* within a 5-minute walk of a park, greenway, or other green space. I would then argue that Parks DCLs should be exempt for non-residential land uses. Staff have responded as follows:

> *The Parks Board historically has used the standard of 1.1 ha of parkland per 1,000 residents as a guide, however the VanPlay strategy also recognized the impact that employees have on the need for additional park space. Staff believe residents and employees create demands on park space and therefore non-residential development has a role to fund new park space. Its clear that workers in the city's employment areas frequently use park space. Examples of this include: Jonathan Rogers Park serving the Mount Pleasant mixed employment areas: Stanley Park/Coal Harbour/Smith & Richards Park all serving the Downtown CBD; Emery Barnes Park and David Lam Park serving workers in Downtown CBD and in Yaletown; and, False Creek South Seawall serving Broadway Corridor.*
>
> *In addition, the active transportation network that exists within the City's park system provides linkages to the active transportation networks, sidewalks and bike lanes, within the roads right-of way which provide residents and employees with important modes of transportation to jobs, schools (all levels) and other institutional buildings, and well as cultural and leisure activities.*
>
> *In the City of Vancouver, non-residential land uses generate needs, and benefit from, an comprehensive well developed park system.*

I accept staff's response, however suggest that residential and non-residential demands on park space/use are not equal. In other words, if Parks DCLs are levied against non-residential land uses, the demand factor should not be the same.

10. In principle, I would argue that Replacement Housing DCLs should be exempt for non-residential land uses, even though legally, the *Vancouver Charter* allows Council to impose a charge for this purpose "in such a manner as it deems appropriate". Staff have responded as follows:

> *Staff estimate the number of replacement housing units needed over the next 10 years as part of the City-wide DCL update. Staff use a city-wide approach towards counting the units lost to development and don't account for the type of development that has caused the units to be demolished (i.e., commercial/industrial redevelopment vs. residential development). This is particularly challenging in Vancouver's context where intensified development increasingly features a mix of uses between residential and non-residential (mixed use development). The City believes that new employment space creates demand to create housing for new employees, as well as new development for employment spaces puts direct and indirect pressure on the existing housing stock and loss of housing units.*

While I accept that a mixed use development comprising ground-floor commercial and residential above-ground may impact replacement housing, the intention of the capital program is to replace those affordable units that are lost through redevelopment. In general, commercial, light industrial, and mixed employment developments do not cause the loss of affordable housing units. At the very least, a different demand factor should be applied for these non-residential land uses in DCL calculations, should Council wish to increase the supply of affordable housing regardless of land use.

11. Many of the water, sanitary, and drainage upgrade projects in the 2022 – 2032 Capital Program along the Cambie and Broadway corridors are assessed 100% to growth. Given that there is existing aging infrastructure, costs attributable to growth should be confirmed. Staff have responded as follows:

> *Most of the sanitary and drainage upgrades, including within Cambie and Broadway, have a benefit to existing share associated with the capital projects. In cases where there is not a replacement share, it has been deemed by staff to be 100% related to growth. When determining the benefit to existing vs growth share, staff take into account both the size and age of the pipe.*

12. With respect to transportation capital in the 2023 – 2032 Capital Plan, the Active Transportation & Complete Streets projects are considered 100% attributable to growth. This allocation does not acknowledge a level of service increase for existing users. Staff have responded as follows:

> *As the City street network is primarily built out, all new trips need to be accommodated through walking, cycling, and transit for the system to continue to function well. Our work primarily involves enhancements and new infrastructure added to the streets to allow people to better travel through active transportation and transit to increase capacity. Therefore the work can all be attributed to growth. This includes up to 80km of new AAA bikeways which are to be integrated into complete streets.*

While I acknowledge staff's approach, reducing Vehicle Kilometres Travelled is an overall goal for the City's transportation system, therefore existing users should share in the cost of walking, cycling, and transit infrastructure and not just road repaving costs.

13. School Programs and At-grade Rail Crossings projects are considered 100% attributable to growth. With respect to the latter, I would argue that increased requirements by Transport Canada for at-grade rail crossings should be considered a level of service increase. The crossing upgrades are mandated by federal government, even if no growth occurred. Staff have responded as follows:

> *Upon further review, we agree it is appropriate to allocate a benefit to existing to the At-grade Rail Crossings. We have adjusted At-Grade Rail Crossings to 50% attributable to growth as we have confirmed that these may not all be directly growth-related. As a result of this change, the DCL recoverable share for Transportation will decrease and it will be reflected in a slightly lower DCL rate. School improvements are unchanged as we have confirmed that these initiatives support increasing number of students which is directly related to development growth and additional trips (pedestrian, cyclist, and/or motorist) in the neighborhood.*

Staff should be commended for adjusting the Transportation DCL.

14. Staff's 2022 DCL Update presentation acknowledges that Mixed Employment and Commercial DCL rates are the highest in the region. Coriolis's 2022 analysis shows office development can support the proposed DCL only if rezoned densities are sufficiently high. Further, Coriolis's 2022 analysis shows viability of leasehold industrial development to be challenging and lower density industrial not to be viable in central areas. Therefore, it is recommended that a longer phase-in period for new DCLs to become effective be considered. Further, since rezoning is never guaranteed, this expectation is unfair for non-residential developers. Staff have responded as follows:

The City of Vancouver cautions against comparing its DCL rates with its regional counterparts. Vancouver has legislative authority to levy DCLs for Childcare and Replacement Housing for which no other BC municipality can, so as a result Vancouver's DCL growth program is larger since it is more expansive. Just as important, one cannot simply look at the DCL rates in comparison with other jurisdictions without comparing the much higher leasehold and sale prices that land owners/developers achieve in Vancouver versus places elsewhere. It's worth pointing out that Vancouver's industrial rates are within line of other regional municipalities.

The densities assumed in the Coriolis office rezoning scenarios are consistent with (or lower than) precedent rezonings in Downtown and the office densities proposed in the draft Broadway Plan.

City staff may consider any written request for a phase-in of its updated DCL rates.

15. While I can understand that Coriolis was only able to test a finite number of cases in their analysis, the mixed employment category only included strata development. My understanding is that margins and current economic viability of those projects are razor thin, and the effect of this DCL increase will essentially eliminate mixed employment leasehold development. Staff have responded as follows:

The City hired Coriolis to do extensive case study testing for the 2022 DCL Update study. Informing this update was a Coriolis review of 73 case study development scenarios at over 34 different sites testing different types of development and tenures of development (residential and various non-residential land use types) in different locations of the City. The City had Coriolis test a significantly greater amount of case studies compared to what was done in the 2017 City-wide DCL Update Study. In term of the mixed employment area (which is predominantly comprised of the Mount Pleasant zoning district of I-1, I-1A/B/C zoning district), Coriolis tested the most common form of development in this area which is strata industrial/office. Leasehold mixed employment development is uncommon in these districts.

16. My understanding is that Coriolis analyzed the impact of the City's DCL increase on the financial viability of redevelopment. However in reality, developers also face significant increases in regional DCCs. Therefore, layered on top of other increases, the proposed DCL increase may indeed affect viability more significantly. Staff have responded as follows:

In its development pro forma case studies, Coriolis included all existing regional DCCs in effect at the time of the economic analysis. This included the current Translink DCC and Metro Vancouver's current GVS&DD DCC. Similar to the approach used in the

development projection that only reflected existing plans/policies, staff/Coriolis only included existing regional DCC rates (Translink/Metro Vancouver) at the time of the economic testing.

17. Since the Broadway Plan is being considered by Council, deferring a DCL update until that Plan is adopted, so that the additional square footage contemplated by that Plan can be included in the growth forecast should be considered. Staff have responded as follows:

The 2022 DCL Update will be going to Council on June 22, 2022, which is intentionally ahead of the city's 4-year capital plan that will be going to Council in July 2022. At any given time, there are draft policy plans in progress that have the potential to affect the development forecast. The City uses a 'point in time' approach to updating the development forecast, which means that we capture instream applications that are in the system at the time of doing the analysis to inform the forecast. City staff do comprehensive updates to the DCL system every 4 years, so the next update in 2026 will be the next opportunity to update the development forecast.

18. Given the timeline to bring the 2022 DCL Update to Council without further provision for stakeholder engagement meetings, it is difficult to provide the City with meaningful feedback on the impact of proposed DCLs, especially as addition information requested by stakeholders was only provided on May 10. Staff have responded as follows:

City staff have been clear at the outset of this DCL update project that we were going to hold two meetings with development industry stakeholders before bringing this report to Council. Staff held two separate stakeholder engagement meetings with the development industry with the first occurring on February 11, 2022, which included details on the engagement strategy, and a second meeting detailing the draft rates and recommendations on May 5, 2022. Stakeholders have between May 5th and May 18th to submit detailed comments to staff for consideration and up to June 22nd to send in any further comments to staff/Council. At the June 22nd Council meeting, stakeholders (or any member of the public) are welcome to come speak before Council provided that they register to speak beforehand with City Clerks.

19. Review comments are provided on the basis of the stakeholder engagement presentations and available background reports from previous DCL updates. Access to the consultant's background study report for the 2022 DCL Update prior to the Council Report for the June 22 meeting would allow for fuller comments from stakeholders. Staff have responded as follows:

The full background study will be included with the Council report one week prior to the Council date of June 22, 2022 (accessible on city website). Staff will send notification to stakeholders once this report is posted to the City website for public review.

On May 5th, staff shared with stakeholders the key technical components of the background study, this included the development forecast, draft DCL eligible programs, draft rates, and draft policies. On May 10th, additional requested technical information was sent to development industry stakeholders. The information shared to date will make up the majority of the background report content when it's shared online with the Council report.

PACIFIC REGION URBAN DEVELOPMENT INSTITUTE

URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION
#1100 – 1050 West Pender Street
Vancouver, British Columbia V6E 3S7 Canada
T. 604.669.9585 F. 604.689.8691
www.udi.bc.ca

May 18, 2022

Chris Clibbon
Planner, City-Wide & Regional Planning
Planning, Urban Design & Sustainability
City of Vancouver
City Hall
453 West 12th Ave
Vancouver, BC V5Y 1V4

Dear Mr. Clibbon:

Re: Development Cost Levy (DCL) Comprehensive Review

The Urban Development Institute (UDI) would like to thank you for forwarding the reports on the Comprehensive Review of the City's Development Cost Levies (DCLs) and the update on the inflationary adjustments to the DCLs, Community Amenity Contribution Targets (CACs) and Density Bonus Contributions. We also appreciate the recommendation by staff to waive the 8.8% inflationary increase to mitigate the impact of the DCL increase from the Comprehensive Review.

However, the increases are still substantial (22.4% for high-rise projects and over 32% for non-residential), and we are concerned that because of the limits on the consultation, our members have not had time to digest all of the information that has been provided by the City. As discussed, **UDI still recommends that a larger meeting of our membership be held to review the findings in the reports.**

Equally important, the notice to our membership about what are still substantial increases in fees is only a few months. It is difficult for builders to adjust financial arrangements after land is purchased early in the development process. If new costs or risks are introduced afterward, projects can become unviable, or rents and house prices have to increase; both would undermine housing supply and affordability.

In addition, many of our members will not be able to take advantage of the legislated grandparenting because of delays with Council due to the election. The increases are also happening when there are other cost pressures and substantial fee increases occurring, including:

- The elimination of the Utilities DCL (UDCL) waiver for rental projects;
- The above mentioned 8.8% increase to all CAC and Density Bonus Contributions;
- A 60% increase in Metro Vancouver's Sewerage Development Cost Charges (DCCs) for apartments; and

- A new Regional Water DCC, which is proposed to be between $4,261 and $6,692 for residential projects as well as $3.39/ft^2 for non-residential projects.

UDI recommends that the City consider deferring the increase from the Comprehensive Review by six months, phasing it in over two years.

Staff are also recommending that the DCL waiver be reduced to 90%. **UDI does not support reducing the waiver further.** As noted above, the UDCL waiver has already been removed. Purpose Built Rental (PBR) housing builders are already facing a rapidly escalating cost environment, much higher interest rates, and increasing limits on senior government programs. As a result, rental projects are becoming unviable (unless rents increase). In addition, smaller PBR builders are unable to launch projects due to the increased equity needed to offset the above pressures. This will reduce the supply of rental units further.

The City has made rental housing a priority and has substantial targets for PBR, which UDI supports. We are very concerned that they will not be achieved if the DCL waiver continues to be compromised. One of the key assumptions in the recently released *Broadway Plan* for rental projects is "*The existing City-wide DCL waiver is available for rental units that meet the DCL waiver eligibility requirements for average starting rents and maximum unit sizes*."

UDI would be pleased to discuss our comments with staff further. If you have any questions, please do not hesitate to contact us.

Yours sincerely,

Anne McMullin
President & CEO, Urban Development Institute

From:	David Hutniak
To:	Clibbon, Chris
Subject:	[EXT] Development Cost Levy (DCL) Comprehensive Review
Date:	Wednesday, May 18, 2022 2:21:41 PM

Hello Chris,

Thank you for the in-depth discussion of May 5th and the additional information you subsequently shared May 10, 2022.

I've had an opportunity to review the additional information you provided, and to consult with my colleagues at the Urban Development Institute (UDI), who are particularly well-positioned to provide input on the proposed DCL changes. I am aware that UDI has reached out to your directly and have in my possession a copy of their submission dated May 18, 2022.

I support UDI's concern for the scope of the increases and the tight timing, and agree with their request for a broader consultation. We too are concerned that new costs/risks introduced after land is purchased early in the development process could cause these project to become unviable. This is not a desirable outcome and I am especially concerned about the impacts on new purpose-built rental construction.

Speaking of purpose-built rental, at the May 5th meeting I rather strongly expressed my dissatisfaction with the Staff recommendation that the DCL waiver be reduced to 90% for purpose-built rental. As you are aware, the Utilities DCL waiver has already been removed and PBR builders are already facing a rapidly rising cost environment due to much higher interest rates (we shutter to see where interest rates will land by the end of 2022), and certain CMHC programs have been recently altered to look less favourably upon market rental projects. As a result, rental projects are becoming unviable particularly if we hope to temper starting rents for these new homes. You are likely aware that the impacts on smaller PBR builders are more pronounced with all these increased costs. The bottom line is that many are unable to launch projects due to the increased equity needed to offset these pressures. This will reduce the supply of rental units further.

Vancouver has made rental housing a priority and has substantial targets for PBR, which LandlordBC supports. We are very concerned that they will not be achieved if DCL waiver continues to be compromised.

Sincerely,

David Hutniak
Chief Executive Officer
Landlord BC

APPENDIX E: UTILITIES DCL CAPITAL PROJECT LIST

2023-2032

UTILITIES CAPITAL PROGRAM AND DCL PROJECT LIST

Engineering Services

CITY OF VANCOUVER | GREENEST CITY

June 2022

CITY OF VANCOUVER

Overview

The Utilities Capital Program identifies and assesses the utilities projects required to service the needs of forecasted development activity in the City, as covered in Council-approved land use policies. The Utilities Capital Program is the basis on which the Utilities Development Cost Levy (UDCL) is calculated. The Utilities DCL funds upgrades to neighbourhood serving utilities infrastructure.

Utilities Capital Program and Costs

Costs were prepared in 2022 dollars, include contingencies and do not include inflation.

Tables 1 and 2 below provide a high-level summary of the anticipated programs/projects included in the UDCL capital program. For a detailed list of projects, refer to the detailed lists provided in Table 3 and 4 and the associated maps. As shown, the gross capital program cost is $2.1 billion. Removing costs that are not eligible for UDCLs; senior government or partner funding, post 2033 project costs, the benefit to existing costs, other funding sources and the municipal assist factor, the net recoverable UDCL cost is $650 million. This is to be recovered from new development until 2032 by the Utilities DCL.

Table 1: Summary of 2023-2032 Utilities Capital Program

	Cost
Total Gross Cost for Projects	$2,098,560,100
Senior Government / Partners Funding	- $18,500,000
Post-Period (2033+) Costs for Projects	-- $610,942,000
Benefit to Existing Costs	- $737,944,500
Net Growth-Related Costs	- $731,173,600
Other City Funding Sources	- $74,585,000
Municipal Assist Factor	- $6,827,100
DCL Rate Funded 2023-2032	**$649,763,100**

Table 2: Summary of 2022-2032 DCL Recoverable Costs

Service	**Total DCL Recoverable Costs**
Sanitary & Drainage	$636.9 M
Potable Water	$12.8 M
Total	**$649.7 M**

CITY OF VANCOUVER

Selection of Projects

Upgrades for utilities are determined to be UDCL eligible if they service growth at a neighbourhood scale. A sewer project is deemed neighbourhood serving if it is a significant upgrade that services a population greater than 5000, or a large size pipe (e.g. greater than 600mm in diameter combined pipes or greater than 450mm in diameter for sanitary pipes), or it's downstream of a catchment of an existing trunk, or a tie in with a regional trunk pipe. Green rainwater infrastructure drainage projects are selected within growth sewersheds that offset impacts of increase impervious area and pollutant loading from growth. A water system upgrade is considered a UDCL project if it provides increased fire flow or domestic water capacity for the area.

Projects that only serve one development usually would not be considered for a UDCL project.

Timing of Projects

The Utilities DCL projects in this document are based on the anticipated pace and expected locations of future growth in the 2023-2032 timeframe. Should development and growth occur differently, then the timing of individual projects may have to change as well; therefore, the projects, and in particular their timelines and extents of work shown, should be regarded as conceptual and are subject to and expected to change.

If a developer would like to advance a UDCL capital project due to their timing, they may work with the City to complete the project themselves. The developer could then be reimbursed through the Front Ender Agreement (FEA) process for the growth portion of the project costs.

Updates

The information found in the Utilities Capital Program is based on the best technical program/project and costing information available at the time of completing the study. This includes the City's development forecast which is based on approved policy, as well as known and anticipated development, and their location and timing. The Utilities DCL Program reflects the needs arising from the forecast location, amount and timing of development. As community planning proceeds and development occurs, it is anticipated that the capital program needs will be adjusted to reflect the actual location, amount and timing of development. The City will review and adjust the UDCL capital program to ensure it reflects the intensity and location of growth. This update will include changes to the timing and nature of projects, and may include the substitution of projects, in and out of the program, to meet the servicing needs arising from development.

The UDCL project list has been updated since the initial project list published in 2018. A prioritization of the project list was conducted with the project selection criteria in mind. Projects that are no longer meeting the UDCL criteria were removed and new projects were added.

CITY OF VANCOUVER

City of Vancouver – Engineering Services
2023-2032 Utilities Capital Program and DCL Project List

Table 3 Sewer and Drainage Related DCL Project List (2023-2032)

Project Description	Project Priority	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
Cambie Projects (Sanitary & Drainage Upgrades)									
Alberta Trunk	Short Term (1-4 years)	$22,180,000	$0	$0	$5,593,000	$16,587,000	$5,240,000	$113,000	$11,234,000
Kent-Yukon Sanitary Sewer	Medium Term (5-8 years)	$3,330,000	$0	$0	$470,000	$2,860,000	$0	$29,000	$2,831,000
Manitoba - SW Marine Sanitary Sewer	Medium Term (5-8 years)	$2,900,000	$0	$0	$392,000	$2,508,000	$0	$25,000	$2,483,000
Heather St	Medium Term (5-8 years)	$11,015,000	$0	$0	$0	$11,015,000	$7,700,000	$33,000	$3,282,000
Manitoba Trunk (in period share)	Long Term (8-10+years)	$150,000,000	$0	$80,000,000	$0	$70,000,000	$0	$700,000	$69,300,000
Alberta St - Columbia Park Blue-Green Corridor	Short Term (1-4 years)	$18,600,000	$0	$0	$0	$18,600,000	$0	$186,000	$18,414,000
Cambie Green Infrastructure	Short to Medium Term (1-10 years)	$15,486,000	$2,000,000	$0	$820,000	$12,366,000	$0	$127,000	$12,539,000
Broadway Projects (Sanitary & Drainage Upgrades)									
Willow Trunk (in-period share)	Long Term (8-10+years)	$100,000,000	$0	$66,670,000	$4,000,000	$29,330,000	$0	$293,000	$29,037,000
W 14th Ave	Medium Term (5-8 years)	$5,500,000	$0	$0	$990,000	$4,510,000	$0	$45,000	$4,465,000
W 1st Ave Tight Pipe	Medium Term (5-8 years)	$34,500,000	$0	$31,500,000	$0	$3,000,000	$0	$30,000	$2,970,000
Balaclava & 8AI Redirection	Medium Term (5-8 years)	$19,800,000	$0	$15,300,000	$0	$4,500,000	$0	$45,000	$4,455,000
Hemlock Storm Trunk Redirection	Medium Term (5-8 years)	$17,000,000	$0	$16,000,000	$0	$1,000,000	$0	$10,000	$990,000
Vine St Trunk Storm Upgrade/Separation	Medium Term (5-8 years)	$9,300,000	$0	$0	$4,000,000	$5,300,000	$0	$53,000	$5,247,000
East Park Tight Pipe	Short Term (1-4 years)	$18,000,000	$0	$0	$0	$18,000,000	$0	$180,000	$17,820,000
Pressure Diversion to East Park Outfall	Medium Term (5-8 years)	$11,900,000	$0	$0	$0	$11,900,000	$0	$119,000	$11,781,000
St George Storm Upgrade	Medium Term (5-8 years)	$1,500,000	$0	$0	$360,000	$1,140,000	$0	$11,000	$1,129,000
Innovation Hub Storm	Medium Term (5-8 years)	$2,400,000	$0	$0	$500,000	$1,900,000	$0	$19,000	$1,881,000
Terminal Ave Siphon	Medium Term (5-8 years)	$3,000,000	$0	$0	$0	$3,000,000	$0	$30,000	$2,970,000
China Creek (Cottrell ST) Storm Trunk Upgrade	Medium Term (5-8 years)	$14,900,000	$0	$10,900,000	$360,000	$3,640,000	$0	$36,000	$3,604,000
E 7th Storm Upgrade	Medium Term (5-8 years)	$3,600,000	$0	$0	$2,450,000	$1,150,000	$0	$12,000	$1,138,000

CITY OF VANCOUVER

Broadway Green Infrastructure	Short to Medium Term (1-10 years)	$25,730,000	$2,100,000	$0	$3,130,000	$20,500,000	$0	$205,000	$20,295,000
City Wide Projects (Sanitary & Drainage Upgrades)									
W29 & Marguerite St	Medium Term (5-8 years)	$2,200,000	$0	$0	$479,000	$1,721,000	$0	$17,000	$1,704,000
Cambie St	Medium Term (5-8 years)	$2,660,000	$0	$0	$1,550,000	$1,110,000	$0	$11,000	$1,099,000
Seymour and Richards	Medium Term (5-8 years)	$1,140,000	$0	$0	$137,000	$1,003,000	$0	$10,000	$993,000
Little Mountain	Short Term (1-4 years)	$26,605,000	$0	$0	$7,376,000	$19,229,000	$0	$192,000	$19,037,000
Shaugehnessy Outfall	Medium Term (5-8 years)	$8,650,000	$0	$0	$1,732,000	$6,918,000	$0	$69,000	$6,849,000
Oak St	Short Term (1-4 years)	$11,733,000	$0	$0	$0	$11,733,000	$10,615,000	$11,000	$1,107,000
EFL Projects	Medium Term (5-8 years)	$8,091,000	$0	$0	$0	$8,091,000	$0	$80,910	$8,010,090
Portion of Regional Sewer Upgrades	Long Term (8-10+years)	$480,000,000	$0	$384,640,000	$0	$95,360,000	$0	$954,000	$94,406,000
General City-wide Sewer/Sanitary Capacity Upgrades	Medium Term (5-8 years)	$29,155,000	$0	$0	$3,711,000	$25,444,000	$6,080,000	$194,090	$19,169,910
Sewer Renewal	Short to Medium Term (1-10 years)	$673,000,000	$0	$0	$605,700,000	$67,300,000	$0	$673,000	$66,627,000
City-wide Green Infrastructure	Short to Medium Term (1-10 years)	$53,475,000	$14,400,000	$0	$17,340,000	$21,735,000	$0	$217,000	$21,518,000
Pump Station									
Thornton Pump Station	Short Term (1-4 years)	$7,300,000	$0	$0	$0	$7,300,000	$0	$73,000	$7,227,000
Kent Ave Pump Station	Medium Term (5-8 years)	$3,000,000	$0	$0	$0	$3,000,000	$0	$30,000	$2,970,000
EFL Pump Station	Medium Term (5-8 years)	$12,825,000	$0	$0	$0	$12,825,000	$0	$128,250	$12,696,750
Sanitary Pump Station Upgrades / Other Stations	Medium Term (5-8 years)	$4,000,000	$0	$0	$0	$4,000,000	$0	$40,000	$3,960,000
Pump Station Renewal	Short to Medium Term (1-10 years)	$40,000,000	$0	$0	$36,000,000	$4,000,000	$0	$40,000	$3,960,000
Other									
Hydraulic Model & Monitoring	Short to Medium Term (1-10 years)	$75,450,000	$0	$0	$35,500,000	$39,950,000	$0	$400,000	$39,550,000
Planning & Other Studies	Short to Medium Term (1-10 years)	$79,300,000	$0	$0	$4,860,000	$74,440,000	$0	$744,000	$73,696,000
Emerging Priorities		$50,624,000	$0	$0	$0	$50,624,000	$0	$507,000	$50,118,000
Available DCL Reserves		$0	$0	$0	$0	$0	$25,616,000	$0	-$25,616,000
TOTAL		**$2,059,849,000**	**$18,500,000**	**$605,010,000**	**$737,450,000**	**$698,889,000**	**$55,251,000**	**$6,692,000**	**$636,947,000**

Notes:
All Costs are in 2022 Dollars
Other Funding' includes funds provided from other sources including rezoning conditions and Federal and Provincial grants.
* Non-growth costs are preliminary and are subject to change based on identified projects

City of Vancouver – Engineering Services
2023-2032 Utilities Capital Program and DCL Project List

Table 3 Water Related DCL Project List (2023-2032)

Project Description	Project Priority	Total Gross Cost	Senior Gov. / Partners	Post-Period (2033+)	Benefit to Existing	Net Growth-Related Costs	Other City Funding Sources	Municipal Assist	DCL Rate Funded 2023-2032
Cambie Projects (Water System Upgrades) 35% of eligible works noted below									
Alberta St, W 43rd to W 42nd	Short to Long Term (1-10 years)	$6,380,000	$0	$0	$0	$6,380,000	$0	$63,800	$6,316,200
Alberta St, W 44th to W 43rd									
Ash St, W 45th to South									
Baillie St, W 37th Ave to W 41st Ave									
Cambie St (East Side), W 39th to W 40th									
Cambie St (East Side), W 63rd to W 64th									
Cambie St (West Side), W 62nd to W 63rd									
Cambie St (West Side), W 64th Ave to 65th									
Cambie St, W 65th to SW Marine									
Cambie St, W 70th to W 71st									
Elizabeth St, W 39th to W 41st									
Fremlin St, W 49th to 51st									
Kersland Dr, W 33rd to W 35th									
Kersland Dr, W 35th to W 37th									
L/W Cambie St, W 24th to W King Edward									
Laurel St, W 49th to W 52nd									
Laurel St, W 57th to W 55th									
Lord St, W 65th to SW Marine									
Manson, W 39th Ave to W 41st Ave									
Oak St, W 38th, to W 41st									
Oak St, W 57th to W 55th									
Tisdall St, W 42nd to W 45th									
W 23rd Ave, Cambie to Yukon St									
W 23rd, Manitoba to Ontario									
W 26th Ave, Manitoba to Ontario									
W 27th Ave, Willow to Heather									
W 37th Ave, Heather to Ash									
W 37th Ave, Oak to Heather									
W 38th Ave, Cambie to Alberta									
W 38th Ave, Oak to Willow									

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W 39th Ave, Manson to Ash St									
W 40th Ave, Cambie to Alberta									
W 42nd Ave, Across Oak St									
W 42nd Ave, Willow to Tisdall									
W 43rd Ave, Across Oak St									
W 48th Ave, E of Cambie to Yukon									
W 48th Ave, Oak to Osler									
W 62nd Ave, Cambie to Yukon									
W 65th Ave, Lord to Cambie									
Willow St, L/N W 44th to W 46th									
Willow St, W 35th to South									
Willow St, W 37th to W 41st									
Willow St, W 42nd to L/N W 44th									
Yukon St, W 46th to W 48th									
Yukon St, W 62nd to W 61st									
Yukon St, W King Edward to W 26th									
Broadway Projects (Water System Upgrades)									
E 12th Ave, Sophia St to Kingsway	Short Term (1-4 years)	$410,000	$0	$0	$0	$410,000	$0	$4,100	$405,900
E 13th and Main - Hydrant Reconfiguration	Short Term (1-4 years)								
E 13th and Sophia Hydrant Reconfiguration	Short Term (1-4 years)								
Sophia St, E 11th to E 12th	Short Term (1-4 years)								
Cypress St, W 5th to W 4th (Transmission Main)	Medium Term (5-8 years)	$1,483,000	$0	$0	$0	$1,483,000	$0	$14,830	$1,468,170
Pine St, W 1st to W 6th	Medium Term (5-8 years)								
W 4th Ave, Maple to Burrard	Medium Term (5-8 years)								
W 6th Ave, Cypress to Granville (Transmission Main)	Medium Term (5-8 years)								
City Wide Projects (Water System Upgrades)									
Grandview Woodlands Upgrades	Short Term (1-4 years)	$690,000	$0	$0	$0	$690,000	$0	$6,900	$683,100
Grandview Woodlands Upgrades	Medium Term (5-8 years)	$1,148,000	$0	$0	$0	$1,148,000	$0	$11,480	$1,136,520
False Creek Flat Upgrades	Medium Term (5-8 years)	$332,000	$0	$0	$0	$332,000	$0	$3,320	$328,680
Jericho Upgrades	Medium Term (5-8 years)	$283,000	$0	$0	$0	$283,000	$0	$2,830	$280,170
Mount Pleasant Upgrades	Short Term (1-4 years)	$108,000	$0	$0	$0	$108,000	$0	$1,080	$106,920
Other Citywide Growth Upgrades		$1,629,000	$0	$0	$397,000	$1,232,000	$0	$12,320	$1,219,680
Emerging Priorities		$1,166,000	$0	$0	$0	$1,166,000	$0	$12,000	$1,154,000
Available DCL Reserves		$0	$0	$0	$0	$0	$573,000	$0	-$573,000
Other									
Hydraulic Model Update	Short to Long Term (1-10 years)	$390,000	$0	$0	$97,500	$292,500	$0	$2,925	$289,575
TOTAL		**$38,711,000**	**$0**	**$5,932,000**	**$495,000**	**$32,285,000**	**$19,333,000**	**$135,000**	**$12,817,000**

Notes:
All Costs are in 2022 Dollars
Other Funding' includes funds provided from other sources including rezoning conditions and Federal and Provincial grants.
* Non-growth costs are preliminary and are subject to change based on identified projects

Utilities Development Cost Levies: 10 Year Capital Program
2023-2032: Sanitary & Drainage
Stanley Park
Burrard Inlet
English Bay
Spanish Banks Extension
University Endowment Lands
Locarno Beach Park
Jericho Beach Park
Kitsilano Beach Park
Pacific Spirit Regional Park
Shaughnessy Golf Course
Point Grey Golf and Country Club
Queen Elizabeth Park
Langara Golf Course
Fraserview Golf Course
Everett Crowley Park
Riverfront Park
Mitchell Island
Sea Island (Airport)
Sw Marine Drive
Se Marine Drive
Kingsway
Powell St
E Hastings St
W Hastings St
W Georgia St
Beach Av
Davie St
Granville St
Homer St
Seymour and Richards
Main St
Clark Drive
Nanaimo St
Renfrew St
Boundary Road
Innovation Hub
Terminal Ave Siphon
Thorton PS
W 1st Ave
E 1st Av
Hemlock
W 4th Av
W 6th Av
China Creek
East Park Tight Pipe
St George
E 7th
W 10th Av
W Broadway
E Broadway
Balaclava
Vine St
Macdonald St
Fir St
W 12th Av
E 12th Av
W 14th
Willow Trunk
W 16th Av
Dunbar St
Arbutus St
W King Edward Av
E King Edward Av
W29 & Marguerite St
Little Mountain
Rupert St
Joyce St
E 33rd Av
Granville St
Oak St
Heather St
W 41st Av
Alberta trunk
Alberta St - Columbia Park Blue-Green Corridor
Fraser St
Knight St
Victoria Drive
W 49th Av
E 49th Av
Manitoba Trunk
Oak Street
Kent St
E Kent Av North
Manitoba-SW Marine
Kent Yukon
Kent AV PS
Shaughnessy Outfall
EFL
Legend
Sewer Pump Station
Sewer
Drainage Green Infrastructure Projects

Utilities Development Cost Levies: 10 Year Capital Program
2023-2032: Waterworks Eligible Projects

Overview of Development Contribution Tools

1. Development Cost Levies
2. Community Amenity Contributions
3. Density Bonus Zoning
4. Conditions of Development

1. Development Cost Levies (DCLs)

Development Cost Levies (DCLs) are a growth-related charge collected from most new development and a significant source of funding for public amenities and infrastructure needed to serve new residents and workers. DCLs help relieve what would otherwise fall onto property taxes and other City funding.

DCLs are applied on a per square foot basis and payment is due at Building Permit issuance. DCL revenues pay for specific growth-related capital projects (as permitted by the Vancouver Charter). The City-wide DCL is allocated to park development and improvements, replacement (affordable) housing, childcare facilities, transportation, and utilities (affordable housing). The Utilities DCL is fully allocated to utility infrastructure (sewer, water, and drainage).

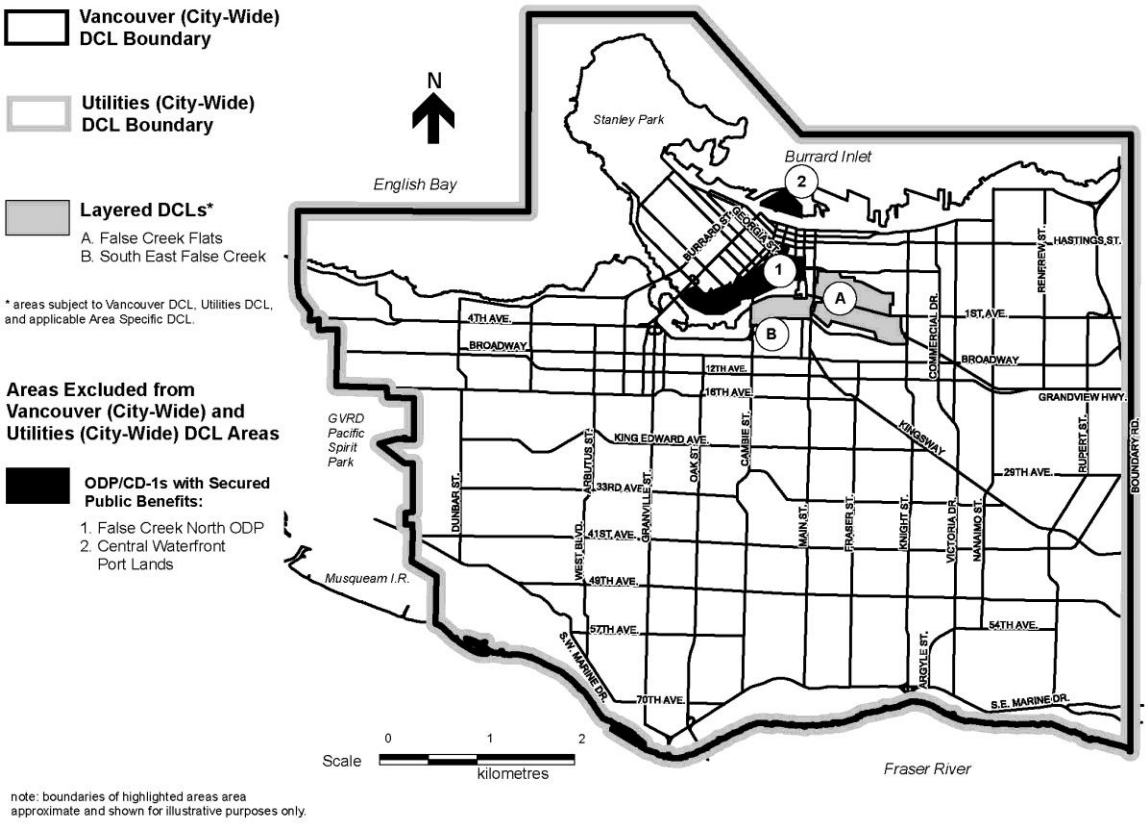
The current DCL system consists of 4 DCL Districts (each with its own rates) and 2 additional planning areas excluded from DCLs. The Vancouver (City-wide) and Utilities DCL Districts apply to most of the city and the 2 Area Specific DCL Districts apply to smaller planning areas across Vancouver.

DCL By-laws establish area boundaries of each DCL district. Levies collected within each district must be spent within the area boundary, except for DCLs collected for replacement housing which can be spent city-wide. DCL districts are divided into two general categories:

1. Base DCL Districts: This includes the City-wide DCL District and the Vancouver Utilities DCL District. These districts apply across the city and most developments are subject to both DCLs.

2. Layered DCL Districts: These are specific geographic areas in which the Area Specific DCL, the City-wide DCL, and Utilities DCL all apply. There are two such areas shown on the map as A and B (False Creek Flats and Southeast False Creek). These are or were industrial areas where new plans identified potential for significant redevelopment and a higher need for facilities than could be covered by the City-wide DCL and Utilities DCL alone.

Current DCL Districts



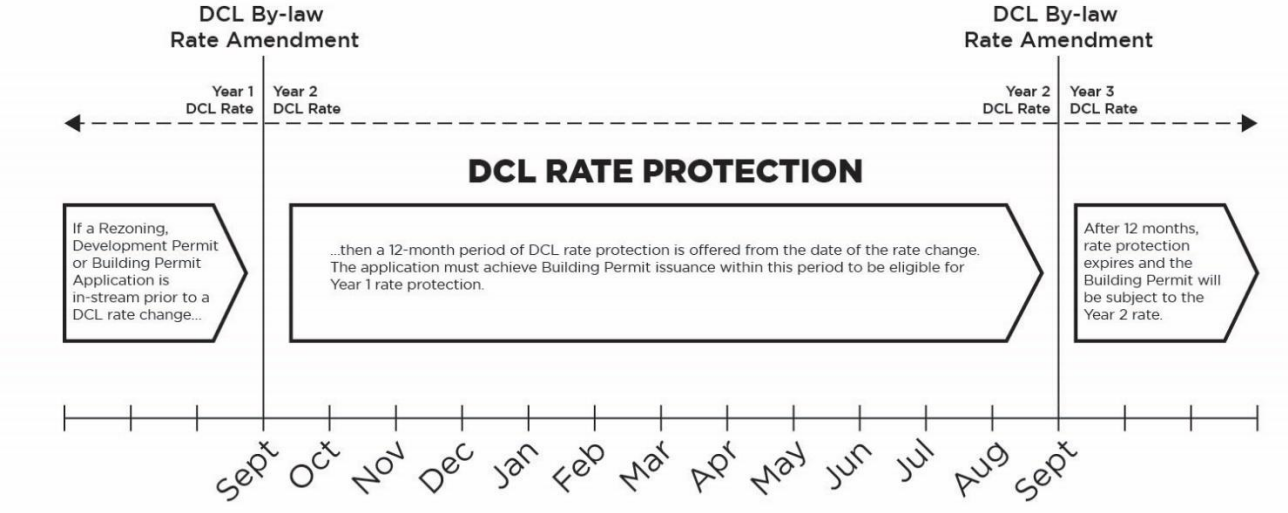
In-Stream Rate Protection

The City of Vancouver implements DCL by-law amendments on September 30th of each year. In order to ensure fairness to applications that have been submitted prior to the adoption of annual DCL Bylaw rate adjustments, in-stream rate protection is offered. Building permits issued within 12 months of a DCL By-law amendment are exempt from that DCL rate increase, provided there was a precursor application (rezoning, development permit or building permit application) that was in-stream on the date of that increase, and provided that:

- the applicant has submitted an application in a form satisfactory to the City; and
- the applicant has paid the applicable application fee to the City.

If a related building permit application is not issued within the 12-month period, the rate protection expires and new DCL rates take effect. Section 523D (8.2 & 8.3) of the Vancouver Charter outlines the criteria that must be met in order for an application to qualify for in-stream protection. See Figure 1 as an illustration of how in-stream rate protection is administered.

Figure 1: In-stream Rate Protection



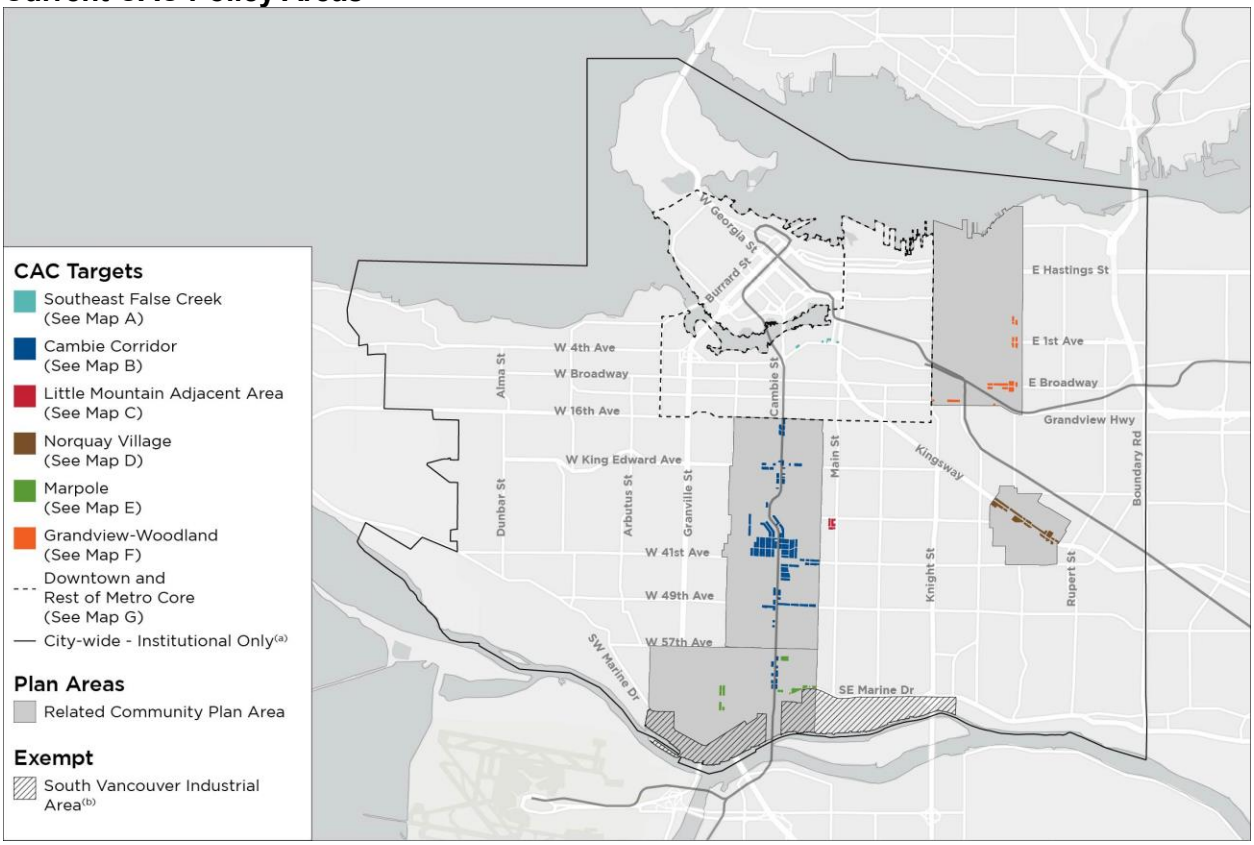
2. Community Amenity Contributions (CACs)

CACs are voluntary in-kind or cash contributions provided by development when City Council grants additional development rights through rezonings. CACs can help address the increased demands that may be placed on City facilities as a result of a rezoning (from new residents and/or employees), as well as mitigate the impacts of a rezoning on the surrounding community.

In a rezoning, CACs can be part of a public benefits package offered by the developer. In-kind (or on-site) amenity contributions can include affordable and non-market housing, childcare facilities or park space. CAC payments in-lieu may be put toward these benefits as well, but also include libraries, community centres, cultural facilities and neighbourhood houses. CAC payments in-lieu are generally applied to off-site benefits in the surrounding community. CACs are in addition to DCLs.

As new area-specific plans are approved, these areas are excluded from the City-wide CAC policy. Many of these areas have a blend of negotiated CAC and CAC target contributions from rezonings, and they are based on local public benefit needs and development economics.

Current CAC Policy Areas



3. Density Bonus Zoning Contributions

Density bonus zoning contributions are used as a zoning tool that permits developers to build additional floor space, in exchange for amenities and/or affordable housing needed by the community. Amenities can be community centres, libraries, parks, childcare centres, affordable housing and more.

Density bonus zones allow for:

- Outright density (or base density) with no density bonus contribution.
- Additional density, up to a limit set in a zone, with a contribution towards amenities and affordable housing.

Financial contributions are determined by the 'affordable housing and amenity share' contribution rate set out in Schedule F of the Zoning & Development By-law. New community plan areas are actively pursuing new Density bonus zoning contributions areas. Density bonus zoning contributions are currently approved in select zones in Norquay, Marpole, Joyce-Collingwood, Mount Pleasant Industrial Area, False Creek Flats, Grandview-Woodland, and Cambie Corridor.

In 2017, Council approved amendments to the Zoning & Development By-law and the Downtown Official Development Plan (ODP) to add Density bonus zoning contributions provisions related to heritage to select existing zones. These amended zones are functionally similar to other Density bonus zoning contributions, except that the 'amenity share' is narrowly defined as heritage conservation and that contribution rates are set out in Schedule G of the Zoning & Development By-law and Section 3.15 in the Downtown ODP.

4. Conditions of Development

Development applications are required to mitigate their impact to existing City infrastructure, and provide new infrastructure where it does not already exist. The Vancouver Charter provides the City Engineer with the ability to restrict occupancy or use of land or building unless due provision is made for public safety and infrastructure servicing. The Vancouver Charter also allows the City to create by-laws or policy to support this. Different types of applications vary in authority and impact. The discussion below outline the City's approach to reviewing and conditioning for development impacts to infrastructure.

- Rezoning Applications

The City has the authority to impose conditions on a rezoning application for core infrastructure and servicing, as well as enhancements and policy initiatives. In completing a rezoning review, the General Manager of Engineering Services may require the following types of infrastructure and services:

- Provision of net new streets, lighting, intersections, utilities and public realm enhancements
- Provision of upgrades and/or mitigating measures to existing assets
- Provision of other core infrastructure such as but not limited to flood protection, pump stations, transit infrastructure, district energy, etc.
- Revisions to application design on site

- Subdivision Applications

The City has the authority to impose conditions on a subdivision application through the Land Title Act, the Vancouver Charter and the City's Subdivision By-law. The City may require dedications or rights of way, on-site infrastructure and off-site infrastructure extensions or upgrades as they pertain to the subdivision application, including those in excess of the specific application at hand. In completing a subdivision review, the General Manager of Engineering Services will determine the application's impact on infrastructure or how infrastructure may need to be extended to facilitate the subdivision.

- Development Permit Applications

The City has the authority to impose conditions on a development permit application where the conditions are directly attributable to the application or where an existing system may be worsened or depleted by development, as outlined in several City by-laws. In completing a development permit review, the General Manager of Engineering Services may require the development to provide or improve access (signals, sidewalks, bike lanes, roads) and in some cases provide or improve sanitary, drainage or water servicing to mitigate the direct impacts from development.

- Building Permit Applications

The City has the authority to recover costs due to a building permit application through several City by-laws. The technical information to determine impacts to existing infrastructure may not be available during the review phases mentioned above (i.e. rezoning and/or development permit) and can only be determined at building permit or connection stage.

Schedule D

CITY OF VANCOUVER

COUNCIL MEETING MINUTES

DECEMBER 6, 2022

A Meeting of the Council of the City of Vancouver was held on Tuesday, December 6, 2022, at 9:30 am, in the Council Chamber, Third Floor, City Hall. This Council meeting was convened by electronic means as authorized in Part 14 of the *Procedure By-law*.

PRESENT:	Mayor Ken Sim Councillor Christine Boyle Councillor Adriane Carr Councillor Lisa Dominato Councillor Pete Fry Councillor Sarah Kirby-Yung Councillor Mike Klassen Councillor Peter Meiszner Councillor Brian Montague Councillor Lenny Zhou
ABSENT:	Councillor Rebecca Bligh (Leave of Absence – Civic Business)
CITY MANAGER'S OFFICE:	Paul Mochrie, City Manager Armin Amrolia, Deputy City Manager
CITY CLERK'S OFFICE:	Rosemary Hagiwara, Acting City Clerk Bonnie Kennett, Meeting Coordinator

WELCOME

The Mayor acknowledged we are on the unceded homelands of the Musqueam, Squamish, and Tsleil-Waututh People. We thank them for having cared for this land and look forward to working with them in partnership as we continue to build this great city together.

The Mayor also recognized the immense contributions of the City of Vancouver's staff who work hard every day to help make our city an incredible place to live, work, and play.

ACKNOWLEDGEMENT – National Day of Remembrance and Action on Violence Against Women

The Mayor acknowledged every year on December 6, National Day of Remembrance and Action on Violence Against Women, we remember the murders of 14 female engineering students at Polytechnique Montréal, and also remember and honour all others who have experienced all forms of gender-based violence. A moment of silence was observed to recognize those who have experienced gender-based violence and those who have lost to it.

IN CAMERA MEETING

MOVED by Councillor Meiszner
SECONDED by Councillor Carr

THAT Council will go into meetings later this week which are closed to the public, pursuant to Section 165.2(1) of the *Vancouver Charter*, to discuss matters related to paragraphs:

Section 165.2(1)

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the city or another position appointed by the city;

(e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the city;

(f) law enforcement, if the Council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;

(g) litigation or potential litigation affecting the city;

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

(j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 [disclosure harmful to business interests of a third party] of the Freedom of Information and Protection of Privacy Act;

(k) negotiations and related discussions respecting the proposed provision of an activity, work or facility that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the city if they were held in public;

Section 165.2(2)

(b) the consideration of information received and held in confidence relating to negotiations between the city and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

1. Inaugural Council – November 7, 2022

MOVED by Councillor Carr
SECONDED by Councillor Klassen

THAT the Minutes of the Inaugural Council meeting of November 7, 2022, be approved.

CARRIED UNANIMOUSLY

2. Special Council (In Camera) – November 8, 2022

MOVED by Councillor Zhou
SECONDED by Councillor Meiszner

THAT the Minutes of the Special Council (In Camera) meeting of November 8, 2022, be approved.

CARRIED UNANIMOUSLY

3. Council – November 15, 2022

MOVED by Councillor Boyle
SECONDED by Councillor Dominato

THAT the Minutes of the Council meeting of November 15, 2022, be approved.

CARRIED UNANIMOUSLY

4. Council (Policy and Strategic Priorities) – November 16 and 22, 2022

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Fry

THAT the Minutes of the Council meeting following the Standing Committee on Policy and Strategic Priorities meeting of November 16 and 22, 2022, be approved.

CARRIED UNANIMOUSLY

5. Special Council (Local General Election Results 2022) – November 16, 2022

MOVED by Councillor Fry
SECONDED by Councillor Zhou

THAT the Minutes of the Special Council (Local General Election Results 2022) meeting of November 16, 2022, be approved.

CARRIED UNANIMOUSLY

6. Special Council (Business Licence Hearing) – November 22, 2022

MOVED by Councillor Montague
SECONDED by Councillor Klassen

THAT the Minutes of the Special Council (Business Licence Hearing) meeting of November 22, 2022, be approved.

CARRIED UNANIMOUSLY

7. Special Council (Business Licence Hearing) – November 23, 2022

MOVED by Councillor Fry
SECONDED by Councillor Zhou

THAT the Minutes of the Special Council (Business Licence Hearing) meeting of November 23, 2022, be approved.

CARRIED UNANIMOUSLY

8. Special Council (2023 Budget) – November 29, 2022

MOVED by Councillor Klassen
SECONDED by Councillor Fry

THAT the Minutes of the Special Council (2023 Budget) meeting of November 29, 2022, be approved.

CARRIED UNANIMOUSLY

MATTERS ADOPTED ON CONSENT

MOVED by Councillor Carr
SECONDED by Councillor Kirby-Yung

THAT Council adopt Reports 2 to 4, and Referral Reports 1 to 4, on consent.

CARRIED UNANIMOUSLY

COMMUNICATIONS

1. Acting Mayor, Deputy Mayor and Roster of Councillors to Represent Council – 2023

MOVED by Councillor Boyle
SECONDED by Councillor Carr

THAT the following roster for Acting Mayors in accordance with section 209 of the *Vancouver Charter* for the terms indicated below:

2023	January	Councillor Bligh
	February	Councillor Carr
	March	Councillor Zhou
	April	Councillor Boyle
	May	Councillor Montague
	June	Councillor Fry
	July	Councillor Klassen
	August	Councillor Meiszner
	September	Councillor Kirby-Yung
	October	Councillor Dominato
	November	Councillor Bligh
	December	Councillor Carr

FURTHER THAT the following roster for Deputy Mayors in accordance with Section 207 of the *Vancouver Charter* for the terms indicated below:

2023	January	Councillor Kirby-Yung
	February	Councillor Montague
	March	Councillor Carr
	April	Councillor Zhou
	May	Councillor Boyle
	June	Councillor Klassen
	July	Councillor Meiszner
	August	Councillor Fry
	September	Councillor Dominato
	October	Councillor Bligh
	November	Councillor Kirby-Yung
	December	Councillor Zhou

AND FURTHER THAT the following roster of Duty Councillors in accordance with the Mayor and councillor Remuneration By-law No. 11483 for the terms indicated below to be reasonably available at all times during their respective terms to represent Council in a ceremonial capacity on behalf of the Mayor whenever requested by the Mayor:

2023	January	Councillor Dominato
	February	Councillor Boyle
	March	Councillor Montague
	April	Councillor Fry
	May	Councillor Klassen
	June	Councillor Meiszner
	July	Councillor Zhou
	August	Councillor Carr
	September	Councillor Bligh
	October	Councillor Kirby-Yung
	November	Councillor Dominato
	December	Councillor Boyle

amended

AMENDMENT MOVED by Councillor Boyle
SECONDED by Councillor Carr

THAT Councillor Councillor Bligh replace Councillor Boyle as Acting Mayor for the month of April 2023;

FURTHER THAT Councillor Councillor Boyle replace Councillor Bligh as Acting Mayor for the month November 2023;

FURTHER THAT Councillor Boyle replace Councillor Carr as Deputy Mayor for the month March 2023;

AND FURTHER THAT Councillor Carr replace Councillor Boyle as Deputy Mayor for the month May 2023.

CARRIED UNANIMOUSLY (Vote No. 08897)

AMENDMENT MOVED by Councillor Carr
SECONDED by Councillor Fry

THAT Councillor Fry replace Councillor Carr as Acting Mayor for the month of December 2023.

CARRIED UNANIMOUSLY (Vote No. 08900)

The amendments having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 08889).

FINAL MOTION AS APPROVED

THAT the following roster for Acting Mayors in accordance with section 209 of the *Vancouver Charter* for the terms indicated below:

2023	January	Councillor Bligh
	February	Councillor Carr
	March	Councillor Zhou
	April	Councillor Bligh
	May	Councillor Montague
	June	Councillor Fry
	July	Councillor Klassen
	August	Councillor Meiszner
	September	Councillor Kirby-Yung
	October	Councillor Dominato
	November	Councillor Boyle
	December	Councillor Fry

FURTHER THAT the following roster for Deputy Mayors in accordance with Section 207 of the *Vancouver Charter* for the terms indicated below:

2023	January	Councillor Kirby-Yung
	February	Councillor Montague
	March	Councillor Boyle
	April	Councillor Zhou
	May	Councillor Carr
	June	Councillor Klassen
	July	Councillor Meiszner
	August	Councillor Fry
	September	Councillor Dominato
	October	Councillor Bligh
	November	Councillor Kirby-Yung
	December	Councillor Zhou

AND FURTHER THAT the following roster of Duty Councillors in accordance with the Mayor and councillor Remuneration By-law No. 11483 for the terms indicated below to be reasonably available at all times during their respective terms to represent Council in a ceremonial capacity on behalf of the Mayor whenever requested by the Mayor:

2023	January	Councillor Dominato
	February	Councillor Boyle
	March	Councillor Montague
	April	Councillor Fry
	May	Councillor Klassen
	June	Councillor Meiszner
	July	Councillor Zhou
	August	Councillor Carr
	September	Councillor Bligh
	October	Councillor Kirby-Yung
	November	Councillor Dominato
	December	Councillor Boyle

REPORTS

1. 2023 Capital and Operating Budget

At the Special Council meeting on November 29, 2022, Council received a presentation, asked questions of staff, and heard from speakers regarding the 2023 Capital and Operating Budget. This item was placed on the Council agenda of December 6, 2022, as Reports 1(a) to 1(f), for questions, debate and decision.

1a. 2023 Engineering Fees
November 2, 2022

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Dominato

A. THAT Council approve in principle a 3.3% increase in the Engineering Services Department permit and application fees as set out in Appendix A of the Report dated November 2, 2022, entitled "2023 Engineering Fees", with the exception of the fees referenced in B, C and D below, to take effect on January 1, 2023.

B. THAT Council approve in principle a 10.0% increase for certain resident parking permit fees under the Street and Traffic By-law No. 2849 with the exception of section 23.4 (b), as set out in Appendix A of the Report dated November 2, 2022, entitled "2023 Engineering Fees", to take effect on January 1, 2023.

C. THAT Council approve in principle a 12.0% increase for permanent street restoration costs under Schedule A, Part 3 of the Street Utilities By-law No. 10361, as set out in Appendix A of the Report dated November 2, 2022, entitled "2023 Engineering Fees", to take effect on January 1, 2023.

D. THAT Council approve in principle a 5.0% increase for Traffic Management Plan review under Schedule I,1.(i) of the Street & Traffic By-law, Schedule I,1.(i), as set out in Appendix A of the Report dated November 2, 2022, entitled "2023 Engineering Fees", to take effect on January 1, 2023.

E. THAT Council approve in principle various housekeeping and miscellaneous amendments to the Street and Traffic By-law No. 2849, the Encroachment By-law No. 4243, and the Crossing By-law No. 4644, as outlined in the Report dated November 2, 2022, entitled "2023 Engineering Fees" and generally in accordance with Appendix B of the same report.

F. THAT the Director of Legal Services be instructed to prepare by-laws to amend Street and Traffic By-law No. 2849, Granville Mall By-law No. 9978, Encroachment By-law No. 4243, Crossing By-law No. 4644, Street Vending By-law 10868, Street Distribution of Publications By-law No. 9350 and Street Utilities By-law No. 10361, all generally in accordance with Appendix B of the Report dated November 2, 2022, entitled "2023 Engineering Fees".

CARRIED UNANIMOUSLY (Vote No. 08890)

1b. 2023 Annual Review of Water Rates and Water Works By-law Amendments
November 1, 2022

MOVED by Councillor Fry
SECONDED by Councillor Montague

A. THAT Council approve, in principle, the proposed amendments to the Water Works By-law, generally as set out in the Report dated November 1, 2022, entitled "2023 Annual Review of Water Rates and Water Works By-law

Amendments", and as listed in Appendix A of the same report, including the establishment of the 2023 rates and fees.

B. THAT Council approve, in principle, amendments to add a permit allowing the operation of once-through cooling equipment to end of product life, as set out in this report and in Appendix C of the Report dated November 1, 2022, entitled "2023 Annual Review of Water Rates and Water Works By-law Amendments".

C. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary amendments to the Water Works By-law, generally as set out in Appendix B of the Report dated November 1, 2022, entitled "2023 Annual Review of Water Rates and Water Works By-law Amendments".

CARRIED UNANIMOUSLY (Vote No. 08891)

1c. 2023 Annual Review of Sewer Rates Under the Sewer & Watercourse By-law October 31, 2022

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Fry

A. THAT Council approve, in principle, the proposed amendments to the Sewer & Watercourse By-law, generally as set out in the Report dated October 31, 2022, entitled "2023 Annual Review of Sewer Rates Under the Sewer & Watercourse By-law", and in Appendix A of the same report, including the establishment of the 2023 rates and fees.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary Sewer and Watercourse By-law amendments, generally as set out in Appendix B of the Report dated October 31, 2022, entitled "2023 Annual Review of Sewer Rates Under the Sewer & Watercourse By-law".

CARRIED UNANIMOUSLY (Vote No. 08892)

1d. 2023 Solid Waste Utility (SWU) Fees and By-law Changes November 15, 2022

MOVED by Councillor Zhou
SECONDED by Councillor Dominato

A. THAT Council approve, in principle, the proposed amendments to the Solid Waste Utility By-law, generally as set out in the Report dated November 15, 2022, entitled "2023 Solid Waste Utility (SWU) Fees and By-law Changes", and in Appendix A of the same report, including the establishment of the 2023 rates and fees.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment amendments to the Solid Waste By-law to adjust rates and fees and make other miscellaneous related amendments generally in accordance with the

Report dated November 15, 2022, entitled “2023 Solid Waste Utility (SWU) Fees and By-law Changes” and Appendix B of the same report.

CARRIED UNANIMOUSLY (Vote No. 08893)

1e. 2023 False Creek Neighbourhood Energy Utility (“NEU”) Customer Rates November 1, 2022

MOVED by Councillor Fry
SECONDED by Councillor Carr

A. THAT Council approve, in principle, the proposed amendments to the Energy Utility System By-law (the “By-law”), generally as set out in Appendix A of the Report dated November 1, 2022, entitled “2023 False Creek Neighbourhood Energy Utility (“NEU”) Customer Rates”, including:

i) updated 2023 customer levies and charges, with a 3.2% increase over 2022;

ii) updated Initial Connection Levy, with a 5% increase over 2022 rates; and

iii) miscellaneous amendments to clarify the terms and conditions related to meter testing.

B. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary amendments to the Energy Utility System By-law, generally as set out in Appendix A of the Report dated November 1, 2022, entitled “2023 False Creek Neighbourhood Energy Utility (“NEU”) Customer Rates”.

CARRIED UNANIMOUSLY (Vote No. 08894)

1f. 2023 Capital and Operating Budget November 22, 2022

The General Manger of Finance, Risk and Supply Chain Management, along with the Director, Long-term Financial Strategy & Planning, Finance, and the Director of Sustainability, responded to questions.

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Dominato

A. THAT Council receive for information the 2023 Draft Current State Operating Budget and 5 year financial plan, which outlines the City’s revenues and expenses based on the current state service levels and before adjustments to the budget by Council;

FURTHER THAT the 2023 Draft Current State Operating Budget will form the basis of a budget to be approved in Q1 2023.

B1. THAT Council approve the Capital Projects Budget related to the Vancouver Police Board included in the Draft 2023 Capital Budget and outlined in the capital budget section of Appendix 2 of the Report dated November 22, 2022, entitled "2023 Capital and Operating Budget", with details in Appendix A and B of Appendix 2 of the same report:

a. 2023 new Multi-Year Capital Projects Budget funding requests totalling $8.3 million, with details in Appendix A and B of Appendix 2 of the above-noted report. Funding source for the multi-year requests are:

i.	Plebiscite Debenture Borrowing	$2.8 million
ii.	Operating revenue that funds capital projects	$2.8 million
iii.	Fleet Reserve	$2.8 million

b. 2023 Capital Expenditure Budget of $8.7 million, with details in Appendix B of Appendix 2 of the above-noted report.

B2. THAT Council approve $580.8 million for new Multi-year Capital Project Budget to begin in 2023, as outlined in the capital budget section of Appendix 2 of the Report dated November 22, 2022, entitled "2023 Capital and Operating Budget", with details in Appendix A and B of the same report. The multi-year capital project budget includes funding for continuing projects from the prior Capital Plan(s) and new projects included in the 2023-2026 capital plan approved by Council in June 2022 and supported by the electorate in the plebiscite vote on October 19.

Funding sources for total 2023 budget requests as follows:

- Operating revenue that funds capital projects (Property Tax) $90.0 million
- Operating revenue that funds capital projects (Utility Fees) $77.7 million
- Plebiscite and Utilities Debenture borrowing $179.5 million
- Special purpose reserves totalling $68.6 million:
  - Fleet Reserve $36.5 million
  - Solid Waste Capital Reserve $15.9 million
  - Empty Homes Tax Reserve $15.0 million
  - Civic Theatre Reserve $1.2 million
- Developer contributions totalling $109.2 million:
  - Development Cost Levies $83.9 million
  - Community Amenity Contributions (Cash) $25.2 million
- Other/External $40.8 million
- User fees and levies $15.0 million

B3. THAT Council approve the 2023 Capital Expenditure Budget in the amount of $730.0 million outlined in the capital budget section of Appendix 2 of the Report dated November 22, 2022, entitled "2023 Capital and Operating Budget", with details in Appendix B of Appendix 2 of the same report.

CARRIED UNANIMOUSLY (Vote No. 08895)

2. Annual Financial Authorities - 2023
November 8, 2022

A. THAT, for the period from January 1 to December 31, 2023, Council authorize the Director of Finance to draw warrants for payment (i.e. issue an authorization to the City Treasurer to disburse funds from a City account), provided that any such warrants for payment be reported in writing to the City Clerk for the information of Council within 15 days after the end of the month in which each warrant is drawn, in accordance with Sections 215 and 216 of the *Vancouver Charter*.

B. THAT, for the period from January 1 to July 15, 2023, Council authorizes the Director of Finance to temporarily use such proceeds from the sale of debentures that have not yet been expended to meet other expenditure requirements of the City, pending collection of the 2023 general purpose tax levy, in accordance with Section 259(1)(b) of the *Vancouver Charter*.

C. THAT, for the period from January 1 to December 31, 2023, Council authorize the Director of Finance to invest City funds not immediately required and to vary the investments from time to time where appropriate, in accordance with Sections 201, 259, and 260 of the *Vancouver Charter*.

D. THAT, for the period from January 8, 2023 to January 7, 2024, pursuant to Section 263 of the *Vancouver Charter*, Council authorize the Director of Finance to establish a short-term borrowing facility to assist in managing the City's cash flow with the maximum outstanding amount not to exceed $60 million.

E. THAT Council instruct the Director of Legal Services to bring forward a by-law for enactment by Council authorizing the borrowing referred to in D above.

ADOPTED ON CONSENT (Vote No. 08896)

3. 2023 Land Assessment Averaging: Notice to BC Assessment Authority
December 2, 2022

A. THAT, pursuant to Section 374.4 (4b) of the *Vancouver Charter*, the City Clerk be instructed to notify the BC Assessment Authority ("BC Assessment"), before January 1, 2023, of Council's intent to consider the adoption of targeted land assessment averaging for the purpose of property tax calculations for 2023.

It should be noted that this notice of intent is revocable should Council, at a later date, decide not to proceed with this mechanism.

B. THAT the Director of Finance be instructed to provide the required two weeks' notice to the public in advance of Council's consideration of the use of targeted land assessment averaging and, before March 31, 2023, report on the projected taxation impacts of the program based on the assessed values provided by BC Assessment in the 2023 Completed Roll.

C. THAT the Area Assessor for Vancouver be invited to address Council on the 2023 assessment trends.

ADOPTED ON CONSENT (Vote No. 08898)

4. Miscellaneous Changes to the Building Board of Appeal By-law November 29, 2022

A. THAT Council approve, in principle, amendments to the Building Board of Appeal By-law generally in accordance with Appendix A of the Report dated November 29, 2022, entitled "Miscellaneous Changes to the Building Board of Appeal By-law", in order to address quorum and appointment issues.

B. THAT the Director of Legal Services be instructed to bring forward for enactment a By-law generally in accordance with Appendix A of the Report dated November 29, 2022, entitled "Miscellaneous Changes to the Building Board of Appeal By-law".

ADOPTED ON CONSENT (Vote No. 08899)

REFERRAL REPORTS

1. CD-1 Rezoning: 3575-3655 Kaslo Street, 3580-3644 Slocan Street and 2755 East 21st Avenue November 22, 2022

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Provincial Health Services Authority, on behalf of British Columbia's Children's Hospital Foundation (Inc. No. S0073353), the registered owner of the lands located at 3575-3655 Kaslo Street, 3580-3644 Slocan Street and 2755 East 21st Avenue *[Legal Description: PID: 006-798-128 Lot 2 Block F Section 44 Town of Hastings Suburban Lands Plan 11660]* to rezone from RS-1 (Residential) District to CD-1 (Comprehensive Development) District, to increase building height from 10.7 m (35 ft.) to 16.5 m (54 ft.) to permit the development of a three-storey B.C. Children's Hospital complex care transition facility to support children and youth, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 22, 2022,

entitled “CD-1 Rezoning: 3575-3655 Kaslo Street, 3580-3644 Slocan Street and 2755 East 21st Avenue”, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by DIALOG, received January 6, 2022, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Referral Report dated November 22, 2022, entitled “CD-1 Rezoning: 3575-3655 Kaslo Street, 3580-3644 Slocan Street and 2755 East 21st Avenue”;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

C. THAT A and B above 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 following the Public Hearing 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.

ADOPTED ON CONSENT (Vote No. 08901)

2. CD-1 Rezoning: 1063-1075 Barclay Street
November 22, 2022

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by IBI Architects, on behalf of:

- GL001 Nominee Ltd., the registered owner of the lands located at 1063-1069 Barclay Street [*Strata Lots 1-4 District Lot 185 Group 1 New Westminster District Strata Plan BCS212 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form V*; *PIDs 025-576-992, 025-577-000, 025-577-018, and 025-577-026, respectively*];

- Barclay Thurlow Property Inc., BC1068488, the registered owner of the lands located at 1075 Barclay Street [*Strata Lots 1-36 District Lot 185 Strata Plan VR 2702 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1; PIDs 016-222-806, 016-222-814, 016-222-822, 016-222-831, 016-222-849, 016-222-857, 016-222-873, 016-222-890, 016-222-903, 016-222-920, 016-222-938, 016-222-946, 016-222-954, 016-222-962, 016-222-971, 016-222-989, 016-222-997, 016-223-004, 016-223-012, 016-223-021, 016-223-047, 016-223-055, 016-223-063, 016-223-071, 016-223-080, 016-223-101, 016-223-110, 016-223-128, 016-223-136, 016-223-144, 016-223-161, 016-223-179, 016-223-187, 016-223-209, 016-223-217, and 016-223-233, respectively*];

to rezone the lands from RM-5B (Multiple Dwelling) District to CD-1 (Comprehensive Development) District and increase the permitted floor area from 4,421.7 sq. m to 30,646.4 sq. m (47,594.3 sq. ft. to 329,875 sq. ft.), the building height from 58.0 m to 139.2 m (190.3 ft. to 456.7 ft.), and the floor space ratio (FSR) from 2.75 to 19.10, to permit the development of a 47-storey residential building with 87 social housing units and 285 strata-titled residential units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated, November 22, 2022, entitled “CD-1 Rezoning: 1063-1075 Barclay Street”, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by IBI Architects, received June 15, 2020 and an addendum received August 19, 2022, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B of the Referral Report dated, November 22, 2022, entitled “CD-1 Rezoning: 1063-1075 Barclay Street”, 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 A and B above 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 following the Public Hearing 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.

ADOPTED ON CONSENT (Vote No. 08903)

3. CD-1 Rezoning: 5562-5688 Manson Street
November 22, 2022

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Oakridge Multi-family Limited Partnership, on behalf of:

- 1119195 B.C. Ltd., the registered owner of the lands located at 5562, 5628 and 5688 Manson Street [*Lots 16, 19, and 21 of Block 873 District Lot 526 Plan 8664; PIDs 009-973-575, 009-973-648, and 009-973-681 respectively]*; and

- 1265995 B.C. Ltd., the registered owner of the lands located at 5588, 5608, and 5656 Manson Street [*Lots 17, 18, and 20 of Block 873 District Lot 526 Plan 8664; PIDs 009-973-605, 009-973-621, 009-973-664 respectively*];

to rezone the lands from RS-1 (Residential) to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 0.7 to 6.0 and

the building height from 10.7 m (35.1 ft.) to 56.0 m (183.7 ft.) and to 64.3 m (211.0 ft.) for a rooftop amenity, to permit the development of two 18-storey rental residential buildings with a 37-space childcare facility, including 392 secured-rental units, of which 20% of the residential floor area will be secured as below-market rental units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 22, 2022, entitled "CD-1 Rezoning: 5562-5688 Manson Street", be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by DA Architects + Planners, received October 12, 2021, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B of the Referral Report dated November 22, 2022, entitled "CD-1 Rezoning: 5562-5688 Manson Street", 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, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Arts, Culture and Community Services.

C. THAT subject to approval of the CD-1 By-law, the Subdivision By-law be amended, generally as set out in Appendix C of the Referral Report dated November 22, 2022, entitled "CD-1 Rezoning: 5562-5688 Manson Street", subject to approval of the CD-1 By-law;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

D. THAT A to C above 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; 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 following the public hearing shall not obligate the City to enact a bylaw 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.

ADOPTED ON CONSENT (Vote No. 08904)

4. Rezoning: 7057-7075 Oak Street and 1015 West 54th Avenue
November 22, 2022

THAT the rezoning application, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Matthew Cheng Architect Inc., on behalf of Citrine Oak Homes Ltd., the registered owners of the lands located at 7057-7075 Oak Street and 1015 West 54th Avenue [*Lots 4 to 6, Block T of Blocks 12 and 17A District Lot 526 Plan 6339; PIDs: 010-903-941, 003-020-860 and 010-903-968 respectively*], to rezone the lands from RS-1 (Residential) District to RM-8AN (Residential) District, be approved in principle;

FURTHER THAT the draft zoning amendment by-law, prepared for the Public Hearing in accordance with Appendix A of the Referral Report dated November 22, 2022, entitled “Rezoning: 7057-7075 Oak Street and 1015 West 54th Avenue”, be approved in principle;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B of the above-noted report.

B. THAT, subject to approval of the zoning amendment by-law, the Subdivision By-law be amended generally as set out in Appendix C of the Referral Report dated November 22, 2022, entitled “Rezoning: 7057-7075 Oak Street and 1015 West 54th Avenue”;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the zoning amendment by-law.

C. THAT A and B above 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; 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 following the public hearing shall not obligate the City to enact a bylaw 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.

ADOPTED ON CONSENT (Vote No. 08905)

BY-LAWS

Councillors Boyle, Klassen, Meiszner, Montague and Zhou advised they had reviewed the proceedings related to by-law 14 and would therefore be voting on the enactment.

Councillors Klassen, Meiszner, Montague and Zhou advised they had reviewed the proceedings related to by-law 15 and would therefore be voting on the enactment.

MOVED by Councillor Montague
SECONDED by Councillor Meiszner

THAT Council, except for those members ineligible to vote as noted below, enact the by-laws listed on the agenda for this meeting as numbers 1 to 23 inclusive, and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

1. A By-law to amend Parking By-law No. 6059 Regarding Accessible Parking (By-law No. 13575)

2. A By-law to amend Mountain View Cemetery By-law No. 8719 Regarding 2023 Mountain View Cemetery Fees and Charges (By-law No. 13576)

3. A By-law to amend Energy Utility System By-law No. 9552 regarding 2023 Fees and Miscellaneous Amendments (By-law No. 13577)

4. A By-law to amend Solid Waste By-law No. 8417 regarding 2023 fee increases (By-law No. 13578)

5. A By-law to amend Sewer and Watercourse By-law No. 8093 regarding 2023 fee increases (By-law No. 13579)

6. A By-law to amend Water Works By-law No. 4848 regarding disconnection of once through cooling equipment and 2023 water rates and fees (By-law No. 13580)

7. A By-law to amend Street and Traffic By-law No. 2849 regarding 2023 fee increases and other miscellaneous fee amendments (By-law No. 13581)

8. A By-law to amend Granville Mall By-law No. 9978 regarding 2023 fee increases (By-law No. 13582)

9. A By-law to amend Encroachment By-law No. 4243 regarding 2023 fee increases and miscellaneous amendments (By-law No. 13583)

10. A By-law to amend Crossing By-law No. 4644 regarding 2023 fee increases and miscellaneous amendments (By-law No. 13584)

11. A By-law to amend Street Vending By-law No. 10868 regarding 2023 fee increases (By-law No. 13485)

12. A By-law to amend Street Distribution of Publications By-law No. 9350 regarding 2023 fee increases (By-law No. 13586)

13. A By-law to amend the Street Utilities By-law No. 10361 regarding 2023 fee increases (By-law No. 13587)

14. A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 (878-898 West Broadway) (By-law No. 13588)
(Mayor Sim ineligible to vote)

15. A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 (2202-2218 Main Street and 206 East 6th Avenue) (By-law No. 13589)
(Mayor Sim ineligible to vote)

16. A By-law to enact a Housing Agreement for 8703 Cartier Street (By-law No. 13590)

17. A By-law to enact a Housing Agreement for 2886 Commercial Drive (By-law No. 13591)

18. A By-law to amend Sign By-law No. 11879 (1477 West Broadway) (By-law No. 13592)
(Mayor Sim ineligible to vote)

19. A By-law to amend the Noise Control By-law No. 6555 (1477 West Broadway) (By-law No. 13593)

20. A By-law to authorize the borrowing of certain sums of money from January 8, 2023 to January 7, 2024, pending the collection of real property taxes (By-law No. 13594)

21. A By-law to amend Animal Control By-law No. 9150 regarding aggressive dogs *(By-law No. 13595)*

22. A By-law to authorize the amendment of a Housing Agreement Authorized by By-law No. 12839 (2538 Birch Street) *(By-law No. 13596)*

23. A By-law to enact a Housing Agreement for 162 Main Street *(By-law No. 13597)*

MOTIONS

A. Administrative Motions

1. Approval of Form of Development – 1680 East 12th Avenue (formerly 1650 East 12th Avenue)

MOVED by Councillor Zhou
SECONDED by Councillor Klassen

THAT the form of development for this portion of the site known as 1680 East 12th Avenue (formerly 1650 East 12th Avenue) be approved generally as illustrated in the Development Application Number DP-2021-00754, prepared by Wesgroup Properties, and submitted electronically, on September 21, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

2. Approval of Form of Development – 3449-3479 West 41st Avenue and 5664 Collingwood Street

MOVED by Councillor Montague
SECONDED by Councillor Meiszner

THAT the form of development for this portion of the site known as 3449-3479 West 41st Avenue and 5664 Collingwood Street be approved generally as illustrated in the Development Application Number DP-2021-01006, prepared by Sightline Properties Ltd and Ciccozzi Architecture Inc., and submitted electronically on July 15, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

3. Approval of Form of Development – 4930 James Street (formerly 4902 James Street)

MOVED by Councillor Dominato
SECONDED by Councillor Carr

THAT the form of development for this portion of the site known as 4930 James Street (formerly 4902 James Street) be approved generally as illustrated in the Development Application Number DP-2020-00912, prepared by IBI Group Architects (Canada) Inc., and submitted electronically on July 21, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

4. Approval of Form of Development – 2538 Birch Street

MOVED by Councillor Klassen
SECONDED by Councillor Carr

THAT the form of development for this portion of the site known as 2538 Birch Street be approved generally as illustrated in the Development Application Number DP-2021-00628, prepared by Jameson Development Corporation and IBI GROUP, and submitted electronically on September 15, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

5. Approval of Form of Development – 3104 Southeast Marine Drive (formerly 8420 Kerr Street)

MOVED by Councillor Dominato
SECONDED by Councillor Carr

THAT the form of development for this portion of the site known as 3104 Southeast Marine Drive (formerly 8420 Kerr Street) be approved generally as illustrated in the Development Application Number DP-2021-00561, prepared by dys architecture, and submitted electronically on January 14, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

6. Approval of Form of Development – 3565 Sawmill Crescent

MOVED by Councillor Dominato
SECONDED by Councillor Zhou

THAT the form of development for this portion of the site known as 3565 Sawmill Crescent be approved generally as illustrated in the Development Application Number DP-2021-00543, prepared by TKA+D Architecture + Design Inc., and submitted electronically on June 29, 2022, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY

B. Council Members' Motions

1. Requests for Leaves of Absence

MOVED by Councillor Montague
SECONDED by Councillor Carr

THAT Councillor Boyle be granted Leaves of Absence for personal reasons from meetings on April 11, 2023, May 30, 2023, and May 31, 2023;

FURTHER THAT Councillor Dominato be granted a Leave of Absence for personal reasons from meetings on December 7, 2022, from 4 pm to 10 pm.

CARRIED UNANIMOUSLY

2. Reducing Barriers and Deepening Affordability for Non-Profit, Co-op and Social Housing in Every Neighbourhood

MOVED by Councillor Boyle
SECONDED by Councillor Dominato

WHEREAS

1. An increasing number of residents in Vancouver are struggling to find stable, secure housing at a rate that is affordable for local incomes. Renters, including seniors, people with disabilities, single parent (often female-led) households, youth, and Indigenous communities are particularly squeezed by this housing crisis, and are in even greater need of being able to access secure, affordable housing;

2. In addition, the need for accessible and adaptable rental housing for seniors and people with disabilities, at prices that are affordable to middle and low-income residents, is significant and will increase even further over the next two decades;

3. Vancouver's housing market has seen significant increases in land values and housing costs, pricing a growing number of residents out of the housing market. The escalation of home prices has also led to significant displacement, particularly of renters, and low and middle-income residents, and has made it increasingly difficult for local businesses to hire and retain staff;

4. Complete, walkable communities rely on essential workers such as health care workers and grocery store clerks, who should have the opportunity to work near their jobs, rather than having to commute long distances to get to their jobs. Research suggests that mixed-income communities have better outcomes for all residents (not just low-income residents) because of a greater access to services;

5. The *Housing Vancouver Strategy* (2018-2027) includes a target of 12,000 new social, supportive and coop homes by 2027. The City is also committed to partnering with Indigenous organizations to deliver culturally appropriate housing developments. The high number of households in Vancouver paying over 30% of their income in rent indicates that more non-profit, co-op, and social housing is needed;

6. We are in a window of strong alignment between Federal and Provincial governments in terms of developing affordable and non-profit housing. The National Housing Strategy is set to expire in 2027, and currently running out of capital contributions in the Co-Investment Fund. Some of these senior government funding programs require approved zoning for eligibility. Having appropriate municipal zoning in place, and streamlining wherever we can, allows non-profit and co-op housing providers to access this senior government funding much more easily, speeding up timelines and achieving deeper levels of affordability;

7. The Community Housing sector, made up of non-profit and co-op housing providers, is an important partner in the provision of affordable non-market housing across Vancouver, and the sector's capacity in Vancouver has grown significantly over recent years;

8. Housing created in partnership with the community housing sector is "speculation free" housing because of the sector's mission driven focus on maximizing affordability, and the ability to place covenants on non-profit buildings that prevent sale for profit;

9. The City's definition of social housing in the Zoning and Development By-law requires the housing be owned and operated on a not-for-profit basis by non-profit housing societies, co-op, or government agencies. And it requires a minimum of 30% of the units to be occupied by households with incomes below Housing Income Limits (HILs) set out by the Province. This means that no profit is generated, and it allows flexibility to cross-subsidize units. Many new developments rely on mixed-income housing models, with a mix of affordability levels to cover costs, typically with affordability deepening over time or deepening through access to senior government funding. Many non-market and co-op developments exceed the 30% HILs minimum, and will be even better positioned to do through this approach;

10. City staff analysis has demonstrated that half of recent social housing developments have required rezoning through a public hearing process, compared to less than a third of market condominium development. Single detached homes do not require a public hearing, even when a new detached home is significantly larger and more expensive than the one it is replacing. The

added time and cost of requiring a public hearing impacts what type of housing gets built, and it is currently not aligned with what type of housing is most needed;

11. Rezoning for a non-profit typically takes a year or longer, and can add approximately $500,000-$1,000,000 onto the cost of a project, as well as requiring significant municipal staff time. This results in rents that are higher at occupancy and/or means that limited capital subsidies from senior levels of government get expended more quickly, meaning less housing overall. Reducing the cost, time and risk required to build non-profit and coop housing will result in savings for Vancouver residents and deeper affordability in the new housing created;

12. Major redevelopments still include opportunities for public engagement. Even when they don't require a public hearing, the Development Permit process includes public notification and opportunities for comment, and could still require a Development Permit Hearing process, providing residents an opportunity to address the Development Permit Board in a public meeting;

13. Vancouver's Tenant Relocation and Protection Policy, updated by Council in 2019, outlines specific protections for tenants in the case of a redevelopment for non-profit housing. These protections are more stringent than for for-profit market development. Additional direction was given through the Vancouver Plan to continue strengthening tenant protections for renters and co-op residents city wide;

14. At Public Hearing on April 20th, 2021, Council unanimously approved recommendations to allow development of up to six stories in the RM-3A and the RM-4 and RM-4N zoning districts where 100% of the residential floor area is developed as social housing or social housing in conjunction with a child day care facility;

15. At the above Public Hearing, numerous local experts in non-profit and co-op housing expressed a need for Council to be more ambitious in terms of both height and FSR to give non-profit housing providers the flexibility to optimize the number and affordability of new homes possible on each site. In response, City legal and planning staff outlined that significant amendments at the Public Hearing stage are not ideal, and that if Council wanted to be more ambitious in this regard, a preferable route would be through a separate Council motion;

16. In a Women Transforming Cities municipal election survey in 2022, a majority of incoming Council members answered yes to the following question:

Will you commit to reducing barriers to providing non-market housing by delegating authority to city staff to approve non-profit, co-op, and social housing initiatives of up to 12 stories in multi-family areas, and up to six stories in other residential areas, without a rezoning requirement?

THEREFORE BE IT RESOLVED

A. THAT Council direct staff to bring forward recommendations for Council to consider referring to Public Hearing that would delegate authority to City staff to approve developments of up to 12 stories (with a corresponding increase in FSR) in the RM-3A and the RM-4 and RM-4N zoning districts where 100% of the residential floor area is developed as social housing (coop, non-profit and non-market housing), or social housing in conjunction with a child day care facility.

B. THAT Council direct staff to report back on considerations and recommendations for allowing additional height and FSR in other zoning districts (including RS, RT, RM, and mixed commercial-residential zones) where 100% of the residential floor area is developed as social housing (coop, non-profit and non-market housing), or social housing in conjunction with a child day care facility. And that this work be prioritized within the Vancouver Plan implementation;

FURTHER THAT Council direct staff to report back with changes to current Tenant Relocation and Protection Policy for Non-Market Housing Development (3.1) consistent with the Tenant Protection for Market Rental Housing Development (2.1) in order to provide an option for financial compensation based on length of tenancy, where pre-existing market tenancies have been purchased by a non-market or social housing provider for the purpose of redevelopment.

C. THAT Council direct staff to engage with the community housing sector on clarifications or changes related to the city's definition of social housing in order to strengthen public understanding and trust, without creating barriers to developing community housing at break-even rents with no funding from senior levels of government.

referred

REFERRAL MOVED by Councillor Boyle
SECONDED by Councillor Dominato

THAT the motion entitled "Reducing Barriers and Deepening Affordability for Non-Profit, Co-op and Social Housing in Every Neighbourhood", be referred to the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, December 7, 2022, to hear from speakers, followed by debate and decision.

CARRIED UNANIMOUSLY

3. Establishing Fixed-Rate Community Amenity Contributions (CACs) for Low-Rise and Medium-Rise Projects City-Wide

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Dominato

WHEREAS

1. Vancouver is supported by an extensive network of public benefits (i.e. amenities and infrastructure). These public benefits play a large role in making Vancouver one of the most liveable cities in the world and help to support new residents, employees and visitors to the city;

2. The City strives to maintain its existing assets in an appropriate state of repair, but also expand its network of public benefits to address population and employment growth. Community Amenity Contributions (CACs) are one of the sources of funds to achieve these objectives;

3. The Community Amenity Contributions Policy for Rezonings sets out the City's policies around how Community Amenity Contributions (CACs) are determined, allocated and spent;

4. Currently, specific CAC policy areas apply to locations with their own CAC and/or public benefit policies. For all rezonings in the area-specific CAC policies, the CAC is determined through a CAC target and/or negotiated approach. For all rezonings not determined through a CAC target, the CAC is determined through a negotiated approach;

5. The City's current process for negotiated CACs can be lengthy and adds risk and cost uncertainties for housing providers. Fixed-rate CACs have proven to be a more streamlined approach for many projects. They not only speed up the delivery of urgently needed housing in the city, they simultaneously reduce risk and cost uncertainties for housing providers that are seeking to build new housing in the city; and

6. In the Fall of 2022, City staff began a review of CAC targets based on economic testing to ensure the rates are aligned with market conditions. Any changes to these rates will be brought to Council for consideration in early to mid-2023, and if approved would take effect September 30, 2023. [1]

THEREFORE BE IT RESOLVED THAT Council direct staff to report back by the end of Q1 2023 with a plan to implement fixed-rate Community Amenity Contributions (CACs) for low-rise and medium-rise projects city-wide, including any current information relevant to staff work on CAC targets.

* * * * *

[1] On June 7, 2022, Council approved the annual inflationary rate adjustments to the CAC Targets that came into effect on September 30, 2022. https://guidelines.vancouver.ca/policy-community-amenity-contributions-for-rezonings.pdf

* * * * *

referred

REFERRAL MOVED by Councillor Meiszner
SECONDED by Councillor Dominato

THAT the motion entitled "Establishing Fixed-Rate Community Amenity Contributions (CACs) for Low-Rise and Medium-Rise Projects City-Wide", be referred to the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, December 7, 2022, to hear from speakers, followed by debate and decision.

CARRIED UNANIMOUSLY

4. Reviewing Vancouver's Age-Friendly Action Plan and Aligning with WHO's Age-Friendly Cities Framework

MOVED by Councillor Klassen
SECONDED by Councillor Dominato

WHEREAS

1. The World Health Organization (WHO) Age-friendly Cities framework is a policy tool that helps to identify and address barriers to the well-being and participation of older adults in cities. The Age-friendly Cities framework is divided into eight interconnected domains of urban life that overlap and interact with each other in terms of the accessibility of public buildings and spaces and the range of opportunities that a city offers to older adults for social participation, entertainment, volunteering, and/or employment; [1]

2. An age-friendly city encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age. In practical terms, an age-friendly city adapts its structures and services to be accessible to and inclusive of older adults with varying needs and capacities;

3. "Population ageing and urbanization are two global trends that together comprise major forces shaping the 21st century. At the same time as cities are growing, their share of residents aged 60 years and more is increasing. Older adults are a resource for their families, communities and economies in supportive and enabling living environments." (*Global Age-friendly Cities: A Guide – © World Health Organization 2007);*

4. The City of Vancouver has an Age-friendly Action Plan, the goal of which is to make Vancouver a safe, inclusive, and engaging city for seniors; [2]

5. The City of Vancouver's Age-friendly Action Plan has a series of 60-plus actions the City designed to help make Vancouver a more safe, inclusive, and engaging city for seniors, namely by seeking to improve facilities and services for seniors across the full spectrum – from fully independent older adults and seniors, to those who are more vulnerable and need additional support;

6. The City of Vancouver has a Seniors' Advisory Committee which was established by a Council resolution under the authority of the *Vancouver Charter* section 159;

7. The mandate of the Seniors' Advisory Committee is to advise Council and staff on enhancing access and inclusion for seniors, the elderly, and their families to fully participate in City services and civic life. The Seniors' Advisory Committee identifies and suggests solutions to gaps and barriers that impede the full participation of seniors and the elderly in all aspects of city life;

8. The Seniors' Advisory Committee produces an annual work plan with specific objectives by April of each year, in consultation with Council and staff liaisons, for distribution to Council and civic departments for information. The Committee submits an annual report to Council describing its accomplishments for the year, including reference to each objective set out in the work plan and any arising issues to which the committee has responded;

9. The Seniors' Advisory Committee (SAC) Report of Activities, 2021–2022, for the period of May 18, 2021, to November 6, 2022, includes sixteen high priority recommendations for the Incoming SAC and Council and also makes note of the United Nations Decade of Healthy Ageing (2021–2030), "a global collaboration, aligned with the last ten years of the Sustainable Development Goals, that brings together governments, civil society, international agencies, professionals, academia, the media, and the private sector to improve the lives of older adults, their families, and the communities in which they live.";

10. Embedded within the sixteen high priority recommendations from Seniors' Advisory Committee, in context with a notation re: the United Nations Decade of Healthy Ageing (2021–2030), is an observation that the City of Vancouver currently "lacks strategic comprehensive planning for Ageing in Community and the Continuum of Care with government and community partners." The Committee recommends that "As planning and implementation of an age-friendly city matures further work should be advanced in supporting dementia care and participating in the compassionate city charter."

11. Societies benefit greatly from the significant contributions seniors make to our cities and communities and every effort should be made to ensure cities have safe streets and sidewalks and more inclusive and accessible facilities and services;

12. It is incumbent upon the incoming Mayor and Council to reflect upon and review the City's Age-friendly Action Plan, in concert with the advent of United Nations Decade of Healthy Ageing (2021–2030) and other age-friendly initiatives and trends, to refresh and reinvigorate the scope and objectives of the City's Age-friendly Action Plan and ensure alignment with current best practices and

emerging global standards such as the World Health Organization (WHO) Age-friendly Cities framework.

THEREFORE BE IT RESOLVED THAT Council direct staff to prepare a report and presentation on the City's Age-friendly Action Plan on or before the end of Q1 of 2023, including information on its current status, accomplishments to date, current challenges, and emerging issues, in consultation with the City's Seniors' Advisory Committee and other relevant stakeholders;

FURTHER THAT Council direct staff to include specific information in the report relating to the potential to align with and/or adopt the World Health Organization (WHO) Age-friendly Cities framework and any other relevant and/or emerging global standards and best practices.

* * * * *

[1] The 8 interconnected domains of urban life: Community and health care, Transportation, Housing, Social Participation, Outdoor Spaces and Buildings, Respect and Social Inclusion, Civic Participation and Employment, and Communication and Information.

[2] *The Age-Friendly -- Action Plan 2013 – 2015 --- A Safe, Inclusive and Engaging City for Seniors* https://vancouver.ca/files/cov/age-friendly-action-plan.pdf The Age-Friendly Action Plan is a series of more than 60 actions that the City will take to help make Vancouver a safer, more inclusive and engaging place for seniors. More than half of these actions are already underway.

* * * * *

referred

REFERRAL MOVED by Councillor Klassen
SECONDED by Councillor Dominato

THAT the motion entitled "Reviewing Vancouver's Age-Friendly Action Plan and Aligning with WHO's Age-Friendly Cities Framework", be referred to the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, December 7, 2022, to hear from speakers, followed by debate and decision.

CARRIED UNANIMOUSLY

5. Harmonizing City of Vancouver and Provincial Childcare Policies and Licensing Requirements

MOVED by Councillor Dominato
SECONDED by Councillor Kirby-Yung

WHEREAS

1. Childcare is vital to life in our city. Childcare allows parents and guardians to work, receive education and training, and to participate in and contribute to their

communities. Childcare helps to give children a good start in life, setting them up for thriving in schools and improved lifelong physical and mental health;

2. The City of Vancouver has a long term vision whereby all Vancouver families can access affordable, quality, and inclusive childcare and be able to work, learn, or meet other daily needs as part of a universal, public system;

3. During the decades of limited senior government coordination and grant funding for childcare, the City stepped forward to facilitate the development of a core supply of stable, secured licensed group childcare facilities; supporting access to quality childcare for local families, capacity-building of the non-profit sector, and advocating greater involvement of senior governments in childcare;

4. Since the late 1970s, City investments and partnerships have facilitated the creation of more than 4,500 licensed non-profit childcare spaces in Vancouver, with a focus on purpose built full-day care serving children younger than school age;

5. In 1990, in order to maintain a consistent standard across childcare facilities, Council adopted a set of Childcare Design Guidelines;

6. Childcare is an essential service and part of the City's plans to create complete neighbourhoods. City-facilitated childcare spaces are developed and supported through partnerships and a variety of funding tools, including development cost levies (DCL) and community amenity contributions (CAC);

7. The City has a 10-year Childcare Strategy – "Making Strides" – which aims to support access to a new universal system of early care and learning led by the provincial and federal governments;

8. Less than half of families seeking licensed childcare in Vancouver today can find a full time space;

9. In alignment with new provincial and federal commitments to deliver universal childcare, the City will continue to work with local partners to identify sites and opportunities to accelerate childcare space creation and to coordinate policies, while also focusing on ways to streamline planning to enable the timely delivery of childcare spaces;

10. Given the provincial and federal government commitments to a universal system of childcare and early learning, it is essential for the City to align and set strategic policy directions, goals, and action planning for the next decade to support senior governments in the delivery of a universal childcare system that meets the needs of families in the City; and

11. Currently, the City's policies and design guidelines related to the creation of new childcare spaces are not aligned with provincial regulations, constraining the City's ability to deliver much needed childcare.

THEREFORE BE IT RESOLVED THAT Council direct staff to initiate a process with their Provincial counterparts to harmonize and otherwise align the City's childcare policies

and childcare design guidelines with those of the Province to more efficiently and effectively enable a greater number of childcare spaces in the city of Vancouver and at a more rapid pace;

FURTHER THAT staff be directed to report back to Council by the end of February 2023 with an interim update on initial steps being taken to harmonize and otherwise align the City's childcare space policies and design guidelines with those of the Province.

referred

REFERRAL MOVED by Councillor Kirby-Yung
SECONDED by Councillor Klassen

THAT the motion entitled "Harmonizing City of Vancouver and Provincial Childcare Policies and Licensing Requirements", be referred to the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, December 7, 2022, to hear from speakers, followed by debate and decision.

CARRIED UNANIMOUSLY

6. Implementing Body-Worn Cameras (BWC) for the Vancouver Police Department (VPD)

MOVED by Councillor Zhou
SECONDED by Councillor Montague

WHEREAS

1. The Vancouver Police Department (VPD) is a diverse and innovative police department. The VPD is guided by its core values of integrity, compassion, accountability, respect, and excellence (ICARE);

2. The VPD has over 1,000,000 contacts with the public every year, including approximately 240,000 calls for service every year, or over 650 calls per day;

3. Police officers in B.C. have many layers of accountability, including multiple independent civilian oversight bodies. The VPD welcomes police oversight and it is appropriate and necessary given the powers granted to them as peace officers;

4. The Police Act provides statutory authority to the government to develop and implement police standards and to evaluate compliance of these standards, which include training, use of force (e.g., firearms, intermediate weapons, and restraints), and standards for equipment including body worn cameras; [1]

5. BC's Provincial Policing Standards re: Equipment and Facilities (4.2.1 – Body Worn Cameras) defines a "Body Worn Camera" (BWC) as "a wearable video and audio recording system.";

6. There is now an extensive body of academic research on BWC and its applications. It has shown to decrease the number of public complaints against police officers as well as to decrease the use of force by police officers. The benefits associated with BWC must be weighed against privacy implications; [2]

7. In 2014, a Special Committee of the Legislative Assembly of B.C. was empowered to Review the Independent Investigations Office (IIO) and to examine and make recommendations with respect to the administration and general operations of the Independent Investigations Office in accordance with section 38.13 of the Police Act [RSBC 1996] c. 367;

8. In February 2015, the Special Committee released its report which included a recommendation that "The provincial government aggressively pursue the steps necessary to implement the police use of body-worn cameras, in consultation with police and non-police stakeholders.";

9. In response to questions from the Special Committee regarding the usefulness of BWC, the IIO Chief Civilian Director stated that "such devices were becoming increasingly common in other jurisdictions, particularly in the US, and that evidence from these jurisdictions suggested that body worn cameras could assist certain IIO investigative files, including emergency response team deployments, police dog handling issues, and conducted energy weapon incidents.";

10. In statements made to B.C.'s Special Committee on Reforming the Police Act, VPD Chief Constable Adam Palmer advocated for BWC to be in-stated as part of a provincial policing standard. He supported the deployment of BWC as a tool to strengthen public trust and confidence in police;

11. The Provincial government has established policing standards for the deployment of BWC, including direction that "Prior to deploying body-worn cameras (BWC) to any of its officers, the chief constable, chief officer, or commissioner; and if required under the police force's policies or guidelines, the Police Board must – among other things – ensure that a privacy impact assessment (PIA) has been completed and approved by the appropriate head of the public body, that information about the police force's use of BWC is available to the public on the police force's website, that a written policy exists which covers at minimum that only BWCs issued by the police force are permitted to be used and the circumstances under which a BWC is permitted to be used to record an encounter, and procedures for ensuring that any potential disclosure of BWC video is consistent with applicable provincial or federal privacy legislation; [3]

12. The purpose of the BC Provincial Policing Standards for Body Worn Cameras is to ensure consistency and guide police agencies on how to implement this technology;

13. The cost associated with BWC is often cited as a barrier to implementation. These costs include not only significant costs associated with acquiring the equipment, but also ongoing cost of administration, maintenance, data storage, transcription and disclosure. It is important to

understand the full scope of implementing and maintaining a BWC program and the significant investment of public funds involved;

14. The VPD has an authorized strength of 1348 sworn officers. Of these, approximately 800 officers are assigned to front-line duties and would be the most appropriate to be equipped with BWC (NOTE: Not all front-line officers are on duty at the same time. The number of cameras required would be reflective of the number of on-duty officers);

15. Nationally, the Royal Canadian Mounted Police (RCMP) is currently rolling out BWC to their officers across the country. Between 10,000 - 15,000 body-worn cameras will be deployed to RCMP officers across Canada starting with a field test of 300 BWC in three different RCMP Divisions;

16. Public Safety Canada has estimated the annual per unit cost for the RCMP's BWC and Digital Evidence Management System (DEMS) program to be $2,000 - $3,000 annually. The annual subscription is expected to include software and data storage (as part of the DEMS system) and the yearly subscription cost for BWCs; [4]

17. The 2015-2016 IIO Annual Report noted a review of 71 IIO investigations to determine whether the availability of BWC footage could have assisted in expediting and concluding these investigations. The review concluded that BWC footage would have potentially assisted in resolving 93% of the investigations sooner and potentially led to corresponding cost savings, as well as reducing stress for complainants and respondent officers; and

18. Given that the RCMP is currently rolling out a nation-wide BWC program, along with the provincial government's endorsement of BWC for police departments in the province, the opportunity for Mayor and Council to support and otherwise take steps to enable the VPD to implement BWC for all front-line and patrol officers by 2025, is timely and warranted.

THEREFORE BE IT RESOLVED

A. THAT Council formally support and take steps to enable the VPD to implement a "Body Worn Camera" (BWC) program that will equip all front-line and patrol officers by 2025.

B. THAT Council direct the Mayor to write to the Vancouver Police Board on behalf of Council indicating support for the implementation of a "Body Worn Camera" (BWC) program in Vancouver;
FURTHER THAT the Mayor's letter be sent to the Vancouver Police Union, B.C.'s Minister of Public Safety and Solicitor General, and all other relevant partners and stakeholders.

C. THAT Council direct staff to work with the VPD and other relevant partners and stakeholders to identify the costs to implement and sustain a "Body Worn Camera" (BWC) program for all VPD front-line and patrol officers by 2025, as

well as funding options and opportunities for implementing and sustaining a BWC program;

FURTHER THAT staff be directed to report back to Council with information and recommendations in early 2024.

* * * * *

[1] Under the Police Act, the Policing and Security Branch is responsible for ensuring adequate and effective levels of policing in B.C. The Branch determines standards for things such as training and equipment; https://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/about-us

[2] The Supreme Court of Canada has noted that an individual does not automatically forfeit his or her privacy interests when in public, especially given technological developments that make it possible for personal information "to be recorded with ease, distributed to an almost infinite audience, and stored indefinitely". And as the Supreme Court added more recently, the right to informational privacy includes anonymity which "permits individuals to act in public places but to preserve freedom from identification and surveillance." https://www.priv.gc.ca/media/1984/gd_bwc_201502_e.pdf

[3] Under privacy legislation, law enforcement agencies are responsible for protecting personal information from unauthorized access or use, disclosure, copying, modification and destruction, as well as loss and theft. Reasonable steps must be taken to safeguard recordings. https://www.priv.gc.ca/media/1984/gd_bwc_201502_e.pdf

[4] As part of the RCMP's Vision150 modernization plan, the force is rolling out body-worn cameras (BWCs) and a Digital Evidence Management System (DEMS) to RCMP officers across the country. Between 10,000 -15,000 body-worn cameras will be deployed to contract and federal police officers who interact with communities, across Canada's rural, urban and remote locations, starting with a field test with up to 300 cameras in three different RCMP Divisions (https://www.rcmp-grc.gc.ca/en/body-worn-cameras). The federal government's 2020 Fall Economic Statement committed $238.5 million over six years towards BWC. Part of this financial commitment includes fully funding the RCMP initiative until 2024/25, at which point contract partners will absorb all costs. https://www.ubcm.ca/about-ubcm/latest-news/implementation-rcmp-body-worn-cameras

* * * * *

referred

REFERRAL MOVED by Councillor Klassen
SECONDED by Councillor Meiszner

THAT the motion entitled "Implementing Body-Worn Cameras (BWC) for the Vancouver Police Department (VPD)", be referred to the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, December 7, 2022, to hear from speakers, followed by debate and decision.

CARRIED UNANIMOUSLY

NOTICE OF COUNCIL MEMBER'S MOTIONS

1. Increasing the Climate-Smart Supply of Renewable Energy in Vancouver

Councillor Carr submitted a notice of Council Members' motion on the above-noted matter. The motion may be placed on the Council meeting agenda of January 17, 2023, as a Council Members' Motion.

NEW BUSINESS

1. Requests for Leaves of Absence

MOVED by Councillor Carr
SECONDED by Councillor Zhou

THAT Councillor Fry be granted a Leave of Absence for civic business from meetings on December 7, 2022, from 5 pm onward;

FURTHER THAT Councillor Carr be granted a Leave of Absence for personal reasons from meetings on December 8, 2022, from 6 pm onwards;

FURTHER THAT Councillor Kirby-Yung be granted a Leave of Absence for civic business from meetings on December 7, 2022 from 6 pm onwards.

AND FURTHER THAT Mayor Sim be granted a Leave of Absence for personal reasons from meetings on December 14, 2022, from 10 am to 2 pm.

CARRIED UNANIMOUSLY

2. Request for Leave of Absence

MOVED by Councillor Dominato
SECONDED by Councillor Boyle

THAT Councillor Dominato be granted a Leave of Absence for personal reasons from meetings on December 7, 2022 from 6 pm onwards.

CARRIED UNANIMOUSLY

ENQUIRIES AND OTHER MATTERS

1. Snow Removal Response

Councillor Kirby-Yung enquired about the City's readiness, preparations and activities to prepare for ice and snow. She also enquired about the communication plan in place to inform individual and commercial property owners with respect to the importance of accessibility and safety in keeping sidewalks clear. The City Manager provided a brief update on the City's weather response plan.

2. Data on Rooming Houses

Councillor Klassen requested information on how many rooming houses there are at this time in the city of Vancouver, how many there were in previous decades, what led to their reduction and the by-laws related to regulating rooming houses. The City Manager agreed to provide an update.

3. Motion - Cutting Red Tape: Making Homes Accessible

Councillor Dominato requested an update on the motion Council passed entitled “Cutting Red Tape: Making Homes Accessible”, with regard to expediting and prioritizing permits for individuals with disabilities who need to renovate their homes. The City Manager provided a brief response and agreed to provide an update.

4. Environmental Impacts of Salt and Alternatives

Councillor Fry enquired about the impacts of salt on wildlife and vegetation and whether the City has pursued any alternative salt measures. The City Manager agreed to provide an update.

5. Public E-Scooter Share Timeline for Implementation

Councillor Kirby-Yung requested a follow up to the November 24, 2022, memo with regard to preparing for a shared electric kick scooter pilot and working towards an implementation time line of Spring 2024. The City Manager agreed to provide an update.

ADJOURNMENT

MOVED by Councillor Klassen
SECONDED by Councillor Meiszner

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

Council adjourned at 10:59 am.

* * * * *

Schedule E

BY-LAW NO. 13345

A By-law to amend Building By-law No. 12511 regarding carbon emissions, air filtration, and embodied carbon limits

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

1. This By-law amends the indicated provisions of Building By-law No. 12511.

2. In Table 1.3.1.2. of Book I, Division B, Council adds the following new entries in the correct alphanumerical order:

(a)
"

ASHRAE	ANSI/ASHRAE 52.2-2017	Method of Testing General Ventilation Air-Cleaning Devices	6.3.2.14.(1)
ASHRAE	ANSI/ASHRAE 55-2010	Thermal Environmental Conditions for Human Occupancy	6.6.2.1.(1)

"; and

(b)
"

CoV	v1.0	City of Vancouver Embodied Carbon Guidelines	10.4.1.2.(1)

".

3. Council strikes out Sentence 6.3.2.14. of Book I, Division B, and substitutes the following:

"**6.3.2.14. Cleaning Devices**

1) Ventilation required by Sentence 6.3.1.1.(1) shall be provided by a ventilation system designed to include filtration devices with a Minimum Efficiency Reporting Value (MERV) of 13, as defined by ANSI/ASHRAE 52.2, prior to introduction of outdoor air into indoor occupied spaces.".

4. In Section 6.6. of Book I, Division B, Council adds the following new Subsection:

"6.6.2. Passively Cooled Buildings

6.6.2.1. Passively Cooled Buildings

1) For a *building* described in Sentence 1.3.3.2.(1) of Division A containing Group C, D, or E *Major Occupancies*, *conditioned space* that does not incorporate mechanical cooling systems shall be designed such that interior dry bulb temperatures do not exceed the 80% acceptability limits for naturally conditioned spaces, as defined in

ANSI/ASHRAE 55 Section 5.3, for the following number of hours annually

a) for *conditioned space* containing seniors housing, shelter or supportive housing, daycares, schools, or healthcare facilities, no more than 20 hours per year, or

b) for any other *conditioned space*, no more than 200 hours per year.".

5. In Clause 10.2.1.2.(1)(b) of Book I, Division B, Council strikes out "**[UTV Deleted],**" and substitutes "except where space heating and service water heating systems are powered only by electricity, shall be designed with a *greenhouse gas* intensity (GHGI) reduction in compliance with Table 10.2.2.5.A1, or a reduction as *acceptable* to the *Chief Building Official*,".

6. Council strikes out Table 10.2.2.5.A1 of Book 1, Division B, and the Notes associated with the Table, and substitutes the following:

"

Table 10.2.2.5.A1
Maximum Energy Use and Emissions Intensities
Forming part of Sentence 10.2.2.5.(2)

Occupancy Classification (1)	**Total Energy Use Intensity (kWh/m^2a)**	**Thermal Energy Demand Intensity (kWh/m^2a)**	**Greenhouse GasIntensity ($kgCO_2e/m^2a$)**
Group C occupancies complying with 10.2.1.5.(2)(a)(i)	See Table 10.2.2.5.A2	20	3
Group C *occupancies* in *buildings* up to 6 *Storeys*, except Hotel and Motel	110	25	3
Group C *occupancies* in *buildings* over 6 *Storeys*, except Hotel and Motel	120	30	6
Hotel and Motel *occupancies*	140	20	8
Group D and E *occupancies*, except Office	120	20	3
Office *occupancies*	100	20	3
All other *occupancies*	(1)		50% lower than GHGI of the reference building modelled using only fossil-fuel systems

Notes to Table 10.2.2.5.A1:

(1) For *buildings* containing multiple *occupancies*, refer to the procedures in Section 5 of the Cityof Vancouver Energy Modelling Guidelines.

”.

7. Council strikes out Table 10.2.2.5.C of Book I, Division B, and substitutes the following:

“

Table 10.2.2.5.C
Maximum Energy Use and Emissions Intensities
Forming part of Sentence 10.2.2.5.(5)

Occupancy Classification	**Total Energy Use Intensity (kWh/m^2a)**	**Thermal Energy Demand Intensity (kWh/m^2a)**	**Greenhouse Gas Intensity ($kgCO_{2e}/m^2a$)**
Group C *occupancies* in *buildings* up to 6 *Storeys*, except Hotel and Motel	110	25	3
Group C *occupancies* in *buildings* over 6 *Storeys,* except Hotel and Motel	130	40	6
Hotel and Motel *occupancies*	170	30	8
Business and Personal Services or Mercantile *occupancies*, except Office	170	30	3
Office *occupancies*	130	30	3

”.

8. Council renumbers Section 10.4., Subsection 10.4.1., Article 10.4.1.1., and Table 10.4.1.1. of Book I, Division B, as Section 10.5., Subsection 10.5.1., Article 10.5.1.1., and Table 10.5.1.1., respectively.

9. In Sentence 10.5.1.1.(1) of Book I, Division B, Council strikes out “Table 10.4.1.1.” and substitutes “Table 10.5.1.1.”.

10. In Table 10.5.1.1. of Book I, Division B, Council strikes out “Forming part of Sentence 10.4.1.1.(1)” and substitutes “Forming part of Sentence 10.5.1.1.(1)”.

11. In Part 10 of Book I, Division B, Council adds a new Section as follows:

“**Section 10.4. Low Carbon Materials and Construction**

10.4.1. Low Carbon Materials and Construction

10.4.1.1. Application

1) This Section applies to *buildings* described in Sentence .3.3.2.(1)

of Division A.

10.4.1.2. Low Carbon Materials and Construction

1) A *building* shall be designed and constructed to achieve whole-building embodied carbon impacts of not more than double that of a functionally equivalent baseline, as determined in compliance with the City of Vancouver Embodied Carbon Guidelines, or as *acceptable* to the *Chief Building Official*.".

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

13. This By-law is to come into force and take effect on July 1, 2023.

ENACTED by Council this 7th day of June, 2022

Signed "Kennedy Stewart"
Mayor

Signed "Katrina Leckovic"
City Clerk

Schedule F

BY-LAW NO. 12511

A By-law to regulate the construction of buildings and related matters

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts the following:

SECTION 1
BUILDING BY-LAW ESTABLISHED

SHORT TITLE

1.1 The name of this By-law, for citation, is the “Building By-law”.

PARTS OF BY-LAW

1.2 The Building By-law shall consist of two parts: Book I (General) and Book II (Plumbing Systems) which are attached as Schedule 1 and Schedule 2.

1.3 The table of contents for this By-law is for convenient reference only, and is not for use in interpreting or enforcing this By-law.

SEVERABILITY

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

SECTION 2
REPEAL AND ENACTMENT

REPEAL AND TRANSITION

2.1 Council repeals By-law No. 10908 as amended from time to time, except that the provisions of By-law No. 10908, with respect to matters other than administration, continue to apply as if unrepealed in respect of permits applied for under By-law No. 10908 before November 1, 2019 for work which complies with the provisions of Section 3.3. of Part 3, of Division C of Book I (General) and Book II (Plumbing Systems) of this By-law.

FORCE AND EFFECT

2.2 This By-law is to come into force and take effect on the 1st day of November, 2019.

ENACTED by Council this 23rd day of July, 2019

Signed "Kennedy Stewart"
Mayor

Signed "Katrina Leckovic"
City Clerk

Schedule G

Financial Services
Tel. 604 432-6249 or via Fax 604 451-6520

July 8, 2022

File: CR-12-01
Ref: SDD 2022 Jun 24

Tracey Arthur
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6
VIA EMAIL: tarthur@whiterockcity.ca

Dear Ms. Arthur:

At its June 24, 2022 regular meeting, the Board Directors of the Great Vancouver Sewerage and Drainage District adopted the following resolution:

GVS&DD Development Cost Charge Rate Amending Bylaw No. 353, 2022

That the GVS&DD Board pass and finally adopt *Greater Vancouver Sewerage and Drainage District Development Cost Charge Amending Bylaw No. 353, 2022*.

This bylaw updates the Development Cost Charge rates per land use category by sewerage area. The new rates are effective upon adoption. Please see attachment.

The in-stream provisions of the *Local Government Act S.568* apply. Projects in-stream (where a complete development or building permit application has been submitted prior to bylaw adoption) will be charged the previous development cost charge rate provided that the related building permits are approved within one year of bylaw adoption.

The GVS&DD has a separate DCC waiver bylaw, *Greater Vancouver Sewerage and Drainage District Development Cost Charge Waiver for Affordable Housing Bylaw No. 314* which continues to be in effect.

53647082

If you require further information, please contact me at Metro Vancouver via email at joe.sass@metrovancouver.org or by phone at 604-436-6713.

Sincerely,

Joe Sass
Deputy Chief Financial Officer, Metro Vancouver

JS/DR/td

cc: Candice Gartry, Director of Financial Services, City of White Rock

Encl: Greater Vancouver Sewerage and Drainage District Development Cost Charge Amending Bylaw No. 353, 2022

GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
AMENDING BYLAW NO. 353, 2022
A Bylaw to amend "Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 254, 2010"

WHEREAS:

A. The Board of Directors of the Greater Vancouver Sewerage and Drainage District has adopted "Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 254, 2010", a bylaw imposing development cost charges on every person who obtains approval of a subdivision or a building permit authorizing the construction, alteration or extension of a building or structure from a Member Municipality; and

B. The Board of Directors of the Greater Vancouver Sewerage and Drainage District wishes to amend "Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 254, 2010";

NOW THEREFORE the Board of Directors of the Greater Vancouver Sewerage and Drainage District, enacts as follows:

Citation

1. The official citation of this bylaw is "Greater Vancouver Sewerage and Drainage District Development Cost Charge Amending Bylaw No. 353, 2022".

Schedules

2. The following Schedules are attached to and form part of this bylaw:
   Schedule "A", Fraser Sewerage Area – Development Cost Charge Rates;
   Schedule "B", Lulu Island West Sewerage Area – Development Cost Charge Rates;
   Schedule "C", North Shore Sewerage Area – Development Cost Charge Rates; and
   Schedule "D", Vancouver Sewerage Area – Development Cost Charge Rates.

Amendment of Bylaw

3. The "Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 254, 2010" is hereby amended as follows:

   a) Section B of the preamble is deleted and replaced as follows:

      B. Development cost charges provide funds to assist the GVS&DD in paying capital costs, including interest costs directly related to those activities that are approved by the Inspector of Municipalities to be included as capital costs, incurred to provide, construct, alter or expand sewerage facilities to service development within the area of the GVS&DD, excluding the portion of capital costs charged by the GVS&DD to Member Municipalities under section 54 of the Act;

b) Schedules "A", "B", "C" and "D" are deleted in their entirety and replaced with the Schedules "A", "B", "C" and "D" which are attached to and form part of this bylaw.

Read a first time this 25 day of March, 2022.

Read a second time this 25 day of March, 2022.

Read a third time this 25 day of March, 2022.

Approved by the Inspector of Municipalities this 4 day of MAY, 2022.

Passed and finally adopted this 24 day of June, 2022.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule A

FRASER SEWERAGE AREA – DEVELOPMENT COST CHARGE RATES

	Description	Rate
1.	Residential Dwelling Unit	$6,254 per Dwelling Unit
2.	Townhouse Dwelling Unit	$5,390 per Dwelling Unit
3.	Apartment Dwelling Unit	$4,269 per Dwelling Unit
4.	Non-Residential Use	$3.30 multiplied by the number of square feet of Floor Area

Schedule B

LULU ISLAND WEST SEWERAGE AREA – DEVELOPMENT COST CHARGE RATES

	Description	Rate
1.	Residential Dwelling Unit	$3,313 per Dwelling Unit
2.	Townhouse Dwelling Unit	$2,756 per Dwelling Unit
3.	Apartment Dwelling Unit	$2,042 per Dwelling Unit
4.	Non-Residential Use	$1.54 multiplied by the number of square feet of Floor Area

Schedule C

NORTH SHORE SEWERAGE AREA – DEVELOPMENT COST CHARGE RATES

	Description	Rate
1.	Residential Dwelling Unit	$3,300 per Dwelling Unit
2.	Townhouse Dwelling Unit	$2,786 per Dwelling Unit
3.	Apartment Dwelling Unit	$2,030 per Dwelling Unit
4.	Non-Residential Use	$1.67 multiplied by the number of square feet of Floor Area

Schedule D

VANCOUVER SEWERAGE AREA – DEVELOPMENT COST CHARGE RATES

	Description	Rate
1.	Residential Dwelling Unit	$3,335 per Dwelling Unit
2.	Townhouse Dwelling Unit	$2,983 per Dwelling Unit
3.	Apartment Dwelling Unit	$1,988 per Dwelling Unit
4.	Non-Residential Use	$1.63 multiplied by the number of square feet of Floor Area

BRITISH COLUMBIA

Statutory Approval

Under the provisions of sections 58.5

of the Greater Vancouver Sewerage and Drainage District Act

I hereby approve Bylaw No. 353

of the Greater Vancouver Sewerage and Drainage District

a copy of which is attached hereto.

Dated this 4th ***day***

of May ***, 2022***

M. Dean

Deputy Inspector of Municipalities

Schedule H

GREATER VANCOUVER WATER DISTRICT
BYLAW NO. 257, 2022
A Bylaw to impose Development Cost Charges

WHEREAS:

A. Pursuant to the *Local Government Act* ("the Act"), the Greater Vancouver Water District ("the GVWD"), as a greater board, may, by bylaw, impose development cost charges on every person who obtains approval of a subdivision or a building permit authorizing the construction, alteration or extension of a building or structure from a Member Municipality;

B. Development cost charges provide funds to assist the GVWD in paying capital costs including interest costs directly related to those activities that are approved by the Inspector of Municipalities to be included as capital cost, incurred to provide, construct, alter or expand water facilities to service, directly or indirectly, the development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the GVWD may waive or reduce development cost charges for eligible developments;

D. Member Municipalities collect the development cost charges imposed under this Bylaw and remit them to the GVWD;

E. In setting development cost charges under this Bylaw, the GVWD has considered:

(a) future land use patterns and development;
(b) the phasing of works and services;
(c) the provision of park land described in an official community plan;
(d) how development designed to result in a low environmental impact may affect the capital costs of infrastructure referred to in sections 559(2) and (3) of the Act;
(e) whether the charges are excessive in relation to the capital cost of prevailing standards of service in the municipality or regional district;
(f) whether the charges will, in the municipality or regional district,
    (i) deter development,
    (ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land, or
    (iii) discourage development designed to result in a low environmental impact.

NOW THEREFORE the Board of the Greater Vancouver Water District enacts as follows:

1.0 Citation

1.1 The official citation of this bylaw is "Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022". This bylaw may be cited as the "GVWD Development Cost Charge Bylaw".

2.0 Schedule

2.1 The following Schedule is attached to and forms part of the bylaw:
Schedule "A", GVWD Development Cost Charge Rates;

3.0 Definitions

3.1 In this Bylaw:

"Apartment Dwelling Unit" means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

"Building Permit" means any permit required by a Member Municipality that authorizes the construction, alteration or extension of a building or structure;

"Combination Development" means any Development that comprises two or more of the following uses:

(a) Apartment Dwelling Unit;

(b) Residential Lot Development Unit;

(c) Townhouse Dwelling Unit; and

(d) Non-Residential Use;

"*Community Charter*" means the *Community Charter*, SBC 2003, c. 26;

"Development" means:

(a) a Subdivision; or

(b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

"Dwelling Unit" means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which are provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

"Floor Area" means:

(a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or

(b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

"Greater Vancouver Water District" or "GVWD" means the Greater Vancouver Water District which is incorporated pursuant to the *Greater Vancouver Water District Act, SBC 1924, c. 22;*

"Land Title Act" means the *Land Title Act*, RSBC 1996, c.250;

"Laneway House" has the definition ascribed to such term in the bylaws of the Member Municipality where the laneway house is located, or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Residential Dwelling;

"Local Government Act" means the *Local Government Act*, RSBC 1996, c. 323;

"Member Municipality" means a municipality that is a member of the GVWD;

"Minister" means the member of the Executive Council appointed under the Constitution Act charged by order of the Lieutenant Governor in Council with the administration of the Local Government Act;

"Municipal Charges" means development cost charges imposed by a Member Municipality under either the *Local Government Act, Community Charter* or the *Vancouver Charter*;

"Non-Residential Use" means any building or structure or any portion of any building or structure that is not Apartment Dwelling Unit, Residential Lot Development Unit or Townhouse Dwelling Unity but for greater certainty, does not include any portion of any Residential Use building or structure that is not part of a Dwelling Unit and is used or is intended to be used solely for the purpose of gaining access to and from Dwelling Units, solely for the maintenance of the building or structure or solely by the occupants of the Dwelling Units in the building or structure;

"Parcel" means any lot, block or other area in which land is held or into which it is legally subdivided and for greater certainty, without limiting the foregoing, including a strata lot under the *Strata Property Act*;

"Rate Schedule" means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

"Rent" means money paid or agreed to be paid, or value or a right given or agreed to be given, by or on behalf of a tenant to a landlord in return for the right to rent a Dwelling Unit, for the use of common areas and for services or facilities and includes any and all strata fees, regardless of whether such fees are paid directly to the landlord, but does not include any of the following:

(a) a security deposit;

(b) a pet damage deposit;

(c) a fee prescribed under section 97 (2) (k) of the *Residential Tenancy Act*;

"Residential Lot Development Unit" means a Dwelling Unit on a lot (not including an Apartment Dwelling Unit or a Townhouse Dwelling Unit) but, if the Dwelling Unit is a Single Family Residential Dwelling, also includes:

(a) the construction, alteration or extension of a building or structure for up to one Secondary Suite in the Single Family Residential Dwelling,

(b) the construction, alteration or extension of up to one Laneway House, or

(c) both.

"Residential Tenancy Act" means the *Residential Tenancy Act*, SBC 2002, c. 78;

"Residential Use" means Apartment Dwelling Unit, Residential Lot Development Unit and Townhouse Dwelling Unit;

"Secondary Suite" has the definition ascribed to such term in the bylaws of the Member Municipality where the secondary suite is located, or, in the absence of such a definition, means the smaller Dwelling Unit contained within a Single Family Residential Dwelling;

"Single Family Residential Dwelling" means a detached building or structure that contains one principal Dwelling Unit and may contain one smaller Dwelling Unit;

"Strata Property Act" means the *Strata Property Act*, SBC 1998, c. 43;

"Subdivision" includes a division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the *Land Title Act* or the *Strata Property Act*, the consolidation of two or more Parcels of land, and phased strata plans;

"Townhouse Dwelling Unit" means a Dwelling Unit in a building or structure that contains or may contain four or more Dwelling Units, whereby each Dwelling Unit has a direct exterior entrance;

"Vancouver Charter" means the *Vancouver Charter*, SBC 1953, c. 55;

"Water Facility" means any work, service or plant of the GVWD for acquiring, supplying, or distributing water;

4.0 Development Cost Charges

4.1 **Application of Development Cost Charges**. Subject to section 4.2, every person who obtains:

(a) approval of a Subdivision from a Member Municipality; or

(b) a Building Permit from a Member Municipality;

must pay the applicable development cost charges set out in this Bylaw to that Member Municipality on behalf of the GVWD prior to the approval of the Subdivision or the issuance of the Building Permit.

4.2 **Exemptions from Development Cost Charges**. Development cost charges are not payable under this Bylaw if:

(a) the Development is not and will not be capable of being serviced by a Water Facility of the GVWD or by a Water Facility of a Member Municipality that is connected to a Water Facility of the GVWD;

(b) the Development will not impose new capital cost burdens on the GVWD;

(c) a development cost charge has previously been paid for the same Development unless, as a result of further Development, new capital cost burdens will be imposed on the GVWD;

(d) the Building Permit authorizes the construction, alteration or extension of a building or structure or part of a building or structure that is, or will be, after the construction, alteration or extension, exempt from taxation under subsection 220(1)(h) of the *Community Charter*;

(e) the value of the work authorized by the Building Permit does not exceed $50,000 or such other amount which the Minister may prescribe by regulation; or

(f) the Building Permit authorizes the construction, alteration or extension of self-contained Dwelling Units in a building in which:

(i) each Dwelling Unit is no larger in area than 29 square metres [312.153 square feet]; and

(ii) each Dwelling Unit is to be put to no use other than Residential Use in those Dwelling Units.

4.3 **Calculation of Development Cost Charges**. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule. The rates set out in the Rate Schedule may be different in relation to one or more of the following:

(a) different zones or different defined or specified areas;

(b) different uses;

(c) different capital costs as they relate to different classes of Development; or

(d) different sizes or different numbers of lots or units in a Development.

4.4 **Combination Development.** Without restricting the generality of section 4.3, the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each of Apartment Dwelling Unit, Residential Lot Development Unit, Townhouse Dwelling Unit and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.

4.5 **Payment, Collection and Remittance of Development Cost Charges**. Development cost charges imposed under this Bylaw must be paid to the Member Municipality of the GVWD approving the Subdivision or issuing the Building Permit, as the case may be, as follows:

(a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Member Municipality are payable to the Member Municipality; or

(b) if no Municipal Charges will be levied on the Development under a bylaw of the Member Municipality, as follows:

(i) where an application is made only for Subdivision, prior to the issuance of the approval of the Subdivision by the Member Municipality; or

(ii) where an application is made only for a Building Permit or for both Subdivision and for a Building Permit, prior to the issuance of the Building Permit by the Member Municipality.

4.6 **Payment of Development Cost Charges by Instalments**. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 559(5) of the *Local Government Act* applies to the Development and authorizes the payment of development cost charges in instalments.

5.0 Collection and Remittance of Development Cost Charges

5.1 **Collection of Development Cost Charges by Member Municipalities**. Each Member Municipality must:

(a) collect the development cost charges imposed on a Development under this Bylaw; and

(b) not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid in accordance with Part 4.0.

5.2 **Separate Account.** Each Member Municipality must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold these monies in that separate account, in trust for the GVWD, until the monies are remitted to the GVWD under section 5.3

5.3 **Remittance of Development Cost Charges by Municipalities**. Each Member Municipality, within 30 days after June 30 and December 31 of each year, must remit to the GVWD the total amount of development cost charges collected by the Member Municipality under this Bylaw during the six-month period previous to such date, or an amount equal to such development cost charges if the Member Municipality did not collect development cost charges under this Bylaw, together with the statement referred to in section 5.4.

5.4 **Statements.** Each Member Municipality must provide statements to the GVWD, pursuant to section 5.3, for every six-month period comprising January 1 to June 30 and July 1 to December 31, setting out:

(a) the number and type of use of all Residential Use Parcels, Dwelling Units, and Residential Lot Development Units on which development cost charges were levied by it under this Bylaw;

(b) the aggregate floor area of all Non-Residential Use buildings or structures on which development cost charges were levied by it under this Bylaw (calculated in accordance with the Rate Schedule);

(c) the legal description and civic address of each Parcel on which development cost charges were levied by it under this Bylaw, whether such development cost charges were levied in respect of a Subdivision or a Building Permit;

(d) the date and amount of each payment of development cost charges levied by it under this Bylaw and where section 4.6 applies to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

(e) the total amount of all development cost charges levied by it under this Bylaw and the total amount of all remaining instalment payments;

(f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and

(g) the number and type of use of all Dwelling Units and Residential Lot Development Units and the aggregate floor area of all Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.

5.5 **Failure to Remit Development Cost Charges**. If a Member Municipality fails, for any reason, to collect any development cost charges payable under this Bylaw or to remit to the GVWD any development cost charges collected by it, the Member Municipality must pay to the GVWD on demand an amount equal to the development cost charges that the Member Municipality should have collected or remitted under this Bylaw.

6.0 Severability

6.1 If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.

Read a first time this 28 day of October, 2022.

Read a second time this 28 day of October, 2022.

Read a third time this 28 day of October, 2022.

Third reading rescinded this 27 day of January, 2023.

Read a third time as amended this 27 day of January, 2023.

Approved by the Inspector of Municipalities this 10 day of March, 2023.

Passed and finally adopted this 28 day of April, 2023.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule A

GVWD DEVELOPMENT COST CHARGE RATES

	Description	Rate
1.	Residential Lot Development Unit	$6,692 per Residential Lot Development Unit
2.	Townhouse Dwelling Unit	$5,696 per Dwelling Unit
3.	Apartment Dwelling Unit	$4,261 per Dwelling Unit
4.	Non-Residential Use	$3.39 multiplied by the number of square feet of Floor Area

BRITISH COLUMBIA

Statutory Approval

Under the provisions of sections 560

of the Local Government Act

I hereby approve Bylaw No. 257

of the Greater Vancouver Water District

a copy of which is attached hereto.

Dated this Tenth ***day***

of March ***, 2023***

Deputy Inspector of Municipalities

Schedule I

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 143-2021

A BYLAW TO IMPOSE DEVELOPMENT COST CHARGES

Effective January 1, 2022

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SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
BYLAW NUMBER 143-2021

WHEREAS:

A. Pursuant to Part 3.1 of the Act, the Authority may, by bylaw, impose development cost charges on every person who obtains approval of a Subdivision or a Building Permit authorizing the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

B. Development cost charges provide funds to assist the Authority to pay the Capital Costs of Eligible Projects to service, directly or indirectly, the Development for which the charge is being imposed;

C. Pursuant to the Act, development cost charges are not payable in certain circumstances and the Authority may waive or reduce development cost charges for eligible developments;

D. Pursuant to South Coast British Columbia Transportation Authority Bylaw No. 124-2018, the Authority set development cost charges effective January 15, 2019. The Authority wishes to set revised development cost charges pursuant to this Bylaw;

E. In setting development cost charges under this Bylaw, the Authority has taken the following into consideration:

(a) future land use patterns and development;

(b) the phasing of works and services;

(c) how development designed to result in a low environmental impact may affect the Capital Costs of an Eligible Project;

(d) whether the charges are excessive in relation to the Capital Costs of prevailing standards of service in the Transportation Service Region;

(e) whether the charges will, in the Transportation Service Region:

(i) deter development;

(ii) discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land; or

(iii) discourage development designed to result in a low environmental impact;

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. CITATION

1.(1) The official citation for this Bylaw is “South Coast British Columbia Transportation Authority Bylaw No. 143-2021”.

1.(2) This Bylaw may be cited as the “Development Cost Charge Bylaw No. 143-2021”.

2. INTERPRETATION

2.(1) Definitions. In this Bylaw (including the recitals hereto):

“**Act**” means the South Coast British Columbia Transportation Authority Act, SBC 1998, c. 30;

“**Adoption Date**” means the date on which the Board of Directors adopts this Bylaw;

“**Authority**” means the South Coast British Columbia Transportation Authority continued under the Act;

“**Apartment Dwelling Unit**” means a Dwelling Unit in a building or structure that consists or may consist of two or more storeys and contains or may contain four or more Dwelling Units, whereby the building or structure has a principal exterior entrance used in common for access to the Dwelling Units. Apartment Dwelling Unit does not include Dwelling Units that are Townhouse Dwelling Units;

“**Building Permit**” means any permit required by a Collection Entity that authorizes the construction, alteration or extension of a building or structure that is within the Transportation Service Region;

“**Capital Costs**” has the same meaning as in the Act;

“**Coach/Laneway House**” has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a detached building or structure containing one Dwelling Unit and constructed in the yard of a site on which is situate a Single Family Dwelling;

“**Collection Entity**” has the same meaning as in the Act;

“**Combination Development**” means any Development that comprises two or more of the following uses:

(a) Single Family Dwelling;

(b) Duplex;

(c) Townhouse Dwelling Unit;

(d) Apartment Dwelling Unit;

(e) Retail/Service Use;

(f) Office Use;

(g) Institutional Use; and

(h) Industrial Use;

"**Community Charter**" means the *Community Charter*, SBC 2003, c. 26;

"**Development**" means:

(a) a Subdivision; or

(b) the construction, alteration or extension of a building or structure for which a Building Permit is obtained;

"**Duplex**" means a building or structure that contains or may contain two Dwelling Units, each of which Dwelling Units has a direct exterior entrance and may contain one Secondary Suite, but neither of which Dwelling Units is itself a Secondary Suite;

"**Dwelling Unit**" means one or more rooms comprising a self-contained unit that is used or intended to be used for living and sleeping purposes and for which is provided cooking facilities, or the facilities for installation of cooking facilities, and one or more bathrooms having a sink or wash-basin, a water closet, and a shower or bath;

"**Effective Date**" means January 1, 2022;

"**Eligible Project**" has the same meaning as in the Act;

"**Floor Area**" means:

(a) the floor area of the building or structure (measured from the outside edge of all exterior walls of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles; or

(b) in the case of an alteration or extension of less than the entire building or structure, the portion of the building or structure to which the Building Permit applies (measured from the outside edge of any exterior walls in such portion of the building or structure), less the number of square feet of the floor area of the building or structure that is used or is intended to be used for the parking of motor vehicles and the storage of bicycles;

"**Industrial Use**" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the manufacture, processing, fabrication, assembly, storage, transportation, distribution, wholesale,

testing, service, repair, wrecking, recycling or salvaging of goods, materials or things for direct use or resale to business customers, and not for the general public but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Industrial Use;

"**Institutional Use**" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for public functions including:

(a) schools, and colleges and universities operated by duly incorporated federal or provincial societies exclusively as non-profit, charitable organization;

(b) hospital;

(c) community centre;

(d) courts, police stations and jail;

(e) libraries and museum; and

(f) buildings or structures associated with public parks, public playgrounds, cemeteries and works yards;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Institutional Use.;

"**In-stream**" has the same meaning as in the Act;

"**Issuing Entity**" has the same meaning as in the Act;

"**Land Title Act**" means the *Land Title Act*, RSBC 1996, c.250;

"**Local Government Act**" means the *Local Government Act*, RSBC 2015, c. 1;

"**Municipal Charges**" means development cost charges, infrastructure impact charges, or similar charges imposed by a Collection Entity under the Local Government Act, the Community Charter, the Vancouver Charter or the University Act, as the case may be;

"**Non-Residential Use"** means Retail/Service Use, Institutional Use, Office Use and Industrial Use;

"**Office Use**" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the provision of administrative, clerical, management, professional or technical services, but excludes

such use(s) where they are ancillary to an Industrial Use, Institutional Use or Retail/Service Use;

"**Parcel**" means any lot, block or other area in which land is held or into which land is legally subdivided and for greater certainty, without limiting the foregoing, includes a strata lot under the Strata Property Act;

"**Precursor Application**" has the same meaning as in the Act;

"**Rate Schedule**" means the schedule of development cost charge rates that is attached as Schedule A to this Bylaw;

"**Reserve Fund**" means the reserve fund established pursuant to Section 5.(1), to which development cost charges are to be deposited pursuant to this Bylaw;

"**Residential Use**" means Single Family Dwelling, Duplex, Townhouse Dwelling Unit and Apartment Dwelling Unit;

"**Retail/Service Use**" has the meaning given to such term in the applicable zoning bylaw of the Collection Entity in whose area of jurisdiction the relevant building or structure is located or, in the absence of such a definition, means a use providing for the sale or rental of goods or services, personal services, or the servicing and repair of goods and includes:

(a) entertainment and recreation facilities;

(b) commercial schools, including, without limitation, facilities which include instruction in the arts, sports, business, self-improvement, academics and trades;

(c) service stations;

(d) tourist accommodations and facilities';

(e) adult or child day-care centres;

(f) Sleeping Units;

(g) community care and congregate housing and care;

(h) any use permitted as a commercial use;

(i) uses ancillary to any commercial use located on the same Parcel that serves or enhances the commercial use;

but does not include Office Use, except to the extent administrative, clerical, management, professional or technical services are ancillary to such Retail/Service Use;

"**Secondary Suite**" has the meaning given to such term in the applicable bylaws of the Collection Entity in whose area of jurisdiction the relevant building or structure is located

or, in the absence of such a definition, means an accessory Dwelling Unit within a building of residential occupancy containing no more than two principal Dwelling Units;

"**Single Family Dwelling**" means a detached building or structure that contains one principal Dwelling Unit and may contain one Secondary Suite;

"**Sleeping Units**" means one or more rooms that do not contain cooking facilities used for the lodging of persons;

"**Strata Property Act**" means the *Strata Property Act*, SBC 1998, c. 43;

"**Subdivision**" means:

(a) the division of land into two or more Parcels, whether by plan, apt descriptive words or otherwise under the Land Title Act; and

(b) a subdivision under the Strata Property Act;

and includes the consolidation of two or more Parcels, and phased strata plans;

"**Townhouse Dwelling Unit**" means a Dwelling Unit in a building or structure that contains or may contain three or more Dwelling Units, each of which Dwelling Unit has a direct exterior entrance;

"**Transportation Service Region**" has the same meaning as in the Act;

"**University Act**" means the *University Act*, RSBC 1996, c. 468; and

"**Vancouver Charter**" means the *Vancouver Charter*, SBC 1953, c. 55.

2.(2) Statutory References. In this Bylaw, each reference to a statute is deemed to be a reference to that statute, as amended, re-enacted or replaced from time to time.

3. DEVELOPMENT COST CHARGES

3.(1) Application of Development Cost Charges. Subject to Section 3.(4) and Section 6, every person who obtains from the applicable Collection Entity:

(a) approval of a Subdivision that is in the Transportation Service Region; or

(b) a Building Permit;

must pay to that Collection Entity on behalf of the Authority, before or at the time of the approval of the Subdivision or the issuance of the Building Permit, the applicable development cost charges at the rates effective as at the date of the approval of the Subdivision or the issuance of the Building Permit, as the case may, all as set out in this Bylaw.

3.(2) No Exemption. Without limiting the generality of Section 3.1, a Building Permit in Section 3.1(b) includes a permit authorizing the construction, alteration or extension of any building or structure that will, after the construction, alteration, or extension, contain one or more Dwelling Units and be put to no other use than the Residential Use in those Dwelling Units.

3.(3) Secondary Suites. Notwithstanding anything to the contrary contained in this Bylaw, development cost charges are not payable under this Bylaw for the construction, alteration or extension of one Secondary Suite in a Single Family Dwelling or Duplex or for the construction, alteration or extension of a Coach/Laneway House.

3.(4) Exemptions from Development Cost Charges. A development cost charge is not payable:

(a) in relation to a Development authorized by a Building Permit that authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under any of the following:

(i) section 220(1)(h) of the Community Charter;

(ii) section 224(2)(f) of the Community Charter;

(iii) section 15(1)(d) of the *Taxation (Rural Area) Act*, RSBC 1996, c. 448;

(iv) section 396(1)(c)(iv) of the Vancouver Charter; or

(v) a law of a treaty first nation that provides for an exemption similar to an exemption under paragraphs (i) to (iv) of this subsection;

(b) if a development cost charge has previously been paid for the same Development unless, as a result of further development, additional Capital Cost burdens will be imposed on the Authority;

(c) if the Development does not impose additional Capital Cost burdens on the Authority;

(d) in relation to the construction, alteration or extension of self-contained Dwelling Units in a building authorized by a Building Permit if:

(i) each unit is no larger in area than 29 square metres (312.153 sq. ft.), and

(ii) each unit is to be put to no use other than the Residential Use in those Dwelling Units; or

(e) in relation to a Development authorized by a Building Permit if the value of the work authorized by the permit does not exceed $50,000.

3.(5) Calculation of Development Cost Charges. Development cost charges imposed under this Bylaw will be calculated in accordance with the rates set out in the Rate Schedule.

3.(6) Combination Development. Without restricting the generality of Section 3.(5), the development cost charges for a Combination Development will be calculated separately for the portion of the Combination Development attributable to each Residential Use and Non-Residential Use and will be the sum of the development cost charges for each such use, calculated according to the Rate Schedule.

3.(7) Timing of Payment of Development Cost Charges. Development cost charges imposed under this Bylaw must be paid to the Collection Entity approving the Subdivision or issuing the Building Permit, as the case may be, as follows:

(a) at the same time as any Municipal Charges as may be levied on the Development under a bylaw of the Collection Entity are payable to that Collection Entity; or

(b) if no Municipal Charges will be levied on the Development under a bylaw of the Collection Entity, as follows:

(i) where an application is made only for Subdivision, then prior to the issuance of the approval of the Subdivision by the Collection Entity;

(ii) where an application is made only for a Building Permit, then prior to the issuance of the Building Permit by the Collection Entity; or

(iii) where application is made for both Subdivision and for a Building Permit, then only prior to the issuance of the Building Permit by the Collection Entity.

3.(8) Payment of Development Cost Charges by Instalments. The development cost charges imposed under this Bylaw may not be paid by instalments unless a regulation under subsection 34.21(5) of the Act applies to the Development and authorizes the payment of development cost charges in instalments.

4. COLLECTION AND REMITTANCE OF DEVELOPMENT COST CHARGES.

4.(1) Collection of Development Cost Charges by Collection Entities. Subject to Section 7.(1), each Collection Entity must:

(a) collect the development cost charges imposed on a Development under this Bylaw; and

(b) must not issue approval of a Subdivision or issue a Building Permit for any Development unless the development cost charges imposed under this Bylaw have been paid;

in accordance with Section 3.

4.(2) Separate Account. Subject to Section 7.(1), each Collection Entity must establish and maintain a separate account for the development cost charge monies collected under this Bylaw and deposit and hold such monies in that separate account, in trust for the Authority, until the monies are remitted to the Authority under Section 4.(3).

4.(3) Remittance of Development Cost Charges by Collection Entities. Each Collection Entity, within 30 days after June 30 and December 31 of each year, must remit to the Authority the total amount of development cost charges collected by the Collection Entity under this Bylaw during the six month period immediately preceding such date, or an amount equal to such development cost charges if the Collection Entity did not collect development cost charges under this Bylaw, together with the statement referred to in Section 4.(4).

4.(4) Statements. Each Collection Entity must provide statements to the Authority, for every six month period comprising January 1 to June 30 and July 1 to December 31, setting out:

(a) the number and type of use of all Residential Use Parcels or Dwelling Units on which development cost charges were levied or otherwise payable by it under this Bylaw;

(b) the aggregate Floor Area of each type of Non-Residential Use buildings or structures on which development cost charges were levied or otherwise payable by it under this Bylaw (calculated in accordance with the Rate Schedule);

(c) the legal description and civic address of each Parcel on which development cost charges were levied or otherwise payable by it under this Bylaw, and whether such development cost charges were levied or otherwise payable in respect of a Subdivision or a Building Permit;

(d) the date and amount of each payment of development cost charges levied or otherwise payable by it under this Bylaw and where Section 3.(8) applies to permit development cost charges levied under this Bylaw to be paid by instalments, the amount of instalment payments remaining to be paid to it and the dates for payment of such remaining instalments;

(e) the total amount of all development cost charges levied or otherwise payable by it under this Bylaw and, where applicable, the total amount of all remaining instalment payments;

(f) the number, legal description, civic address and type of use of all Parcels in respect of which Subdivisions were approved where no development cost charges were levied by it under this Bylaw; and

(g) the number and type of use of all Dwelling Units and the aggregate Floor Area of each type of Non-Residential Use buildings or structures (calculated in accordance with the Rate Schedule) in respect of which Building Permits were required where no development cost charges were levied by it under this Bylaw.

4.(5) Records. Each Collection Entity shall retain, for a period of four years, sufficient records to support the statements and payments referred to in Sections 4.(3) and 4.(4).

4.(6) Inspection and Review of Collection Entity Records. The Authority may, at any time, subject to first giving reasonable notice to any Collection Entity, inspect any and all records of the Collection Entity relating to the information required under Section 4.(4), the calculation, collection and remittance by the Collection Entity of development cost charges levied under this Bylaw, and the calculation and remittance by the Collection Entity of any payments required under Section 4. Each Collection Entity shall permit any employee or agent of the Authority to inspect the records referred to above and to make and take away copies of those records.

5. RESERVE FUND AND USE OF DEVELOPMENT COST CHARGES

5.(1) Establishment of Reserve Fund. The Reserve Fund is hereby established.

5.(2) Amounts Received. Amounts received by the Authority under Section 3.(1) or Section 7.(1) must be deposited in, or be credited to, the Reserve Fund.

6. EFFECTIVE DATE AND TRANSITION.

6.(1) Effective Date. This Bylaw shall come into force on the Effective Date. South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall be repealed as of the Effective Date, except with respect to a Subdivision application described in Section 6.(2), in which case South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall continue to apply to such Subdivision application as and to the extent provided in Section 6.(2), and except with respect to a Building Permit application described in Section 6.(4), in which case South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall continue to apply to such Building Permit application as and to the extent provided in Section 6.(4). South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall be wholly repealed on the date that is 12 months after the Adoption Date.

6.(2) Transitional regarding Subdivision Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall

continue to apply, for a period of 12 months after the Adoption Date with respect to:

(a) a Subdivision of land located within a municipality if, before the Effective Date, the application for such Subdivision has been submitted to a designated municipal officer in accordance with the applicable procedures established by the Collection Entity and the applicable subdivision fee has been paid;

(b) subject to paragraph (c), a Subdivision of land located outside a municipality if, before the Effective Date, the application for such Subdivision has been submitted to a district highway manager in a form satisfactory to that official; or

(c) a Subdivision of land in respect of a parcel of treaty lands of a treaty first nation if, before the Effective Date, the application for such Subdivision has been submitted to the approving officer and the applicable subdivision fee has been paid.

6.(3) Agreement with Applicant for Subdivision. Section 6.(2) does not apply if the applicant for that Subdivision agrees in writing that this Bylaw should have effect.

6.(4) Transitional regarding Building Permit Applications. This Bylaw has no effect, and South Coast British Columbia Transportation Authority Bylaw No. 124-2018 shall continue to apply, with respect to the construction, alteration or extension of a building or structure if:

(a) the Building Permit authorizing that construction, alteration or extension is issued within 12 months after the Adoption Date; and

(b) a Precursor Application in relation to that Building Permit is In-stream on the Effective Date.

6.(5) Agreement with Applicant for Building Permit. Section 6.(4) does not apply if the applicant for that Building Permit agrees in writing that this Bylaw should have effect.

7. REPLACEMENT OF DEVELOPMENT COST CHARGES

7.(1) Collection Entity Agreements. Despite any other provision of this Bylaw, the Authority may, in accordance with section 34.31 of the Act, enter into an agreement or agreements with any Collection Entity under which:

(a) all, some or some portion of the development cost charges under this Bylaw that would otherwise apply are not required to be collected and remitted by the Collection Entity; and

(b) the Collection Entity agrees to pay to the Authority an amount equal to the development cost charges that the Collection Entity would have collected under this Bylaw but for such an agreement, in the manner and at the times set out in the agreement, or otherwise in the same manner and at the same times that development cost charges would otherwise have been payable.

7.(2) Failure to Remit Development Cost Charges. If a Collection Entity fails, for any reason, other than under an agreement under Section 7.(1), to collect any development cost charges payable under this Bylaw or to remit to the Authority any development cost charges collected by it, the Collection Entity must pay to the Authority on demand an amount equal to the development cost charges that the Collection Entity should have collected or remitted under this Bylaw.

8. INTERPRETATION

8.(1) Severability. If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.

8.(2) Schedule. Schedule A is attached to and forms part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME this 23rd day of September, 2021.

RECONSIDERED, PASSED AND FINALLY ADOPTED this 23rd day of September, 2021.

Original signed by Tony Gugliotta

Tony Gugliotta, Chair

Original signed by Jennifer Breeze

Jennifer Breeze, Corporate Secretary

SCHEDULE A

DEVELOPMENT COST CHARGE BYLAW
RATE SCHEDULE

Type of Development	Rates effective January 1, 2022
Single Family Dwelling	$2,993 per Dwelling Unit
Duplex	$2,485 per Dwelling Unit
Townhouse Dwelling Unit	$2,485 per Dwelling Unit
Apartment Dwelling Unit	$1,554 per Dwelling Unit
Retail/Service	$1.26 per sq. ft. of Floor Area*
Office	$1.01 per sq. ft. of Floor Area*
Institutional	$0.50 per sq. ft. of Floor Area*
Industrial	$0.30 per sq. ft. of Floor Area*

*Calculated as the rate multiplied by the number of square feet of Floor Area

Schedule J

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 144-2022

A Bylaw imposing Property Tax for the year 2022

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 144-2022

A Bylaw imposing Property Tax for the year 2022

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS in assessing the tax the Authority must adopt a variable tax rate system in which individual tax rates are determined and imposed for each property class.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority 2022 Property Tax Bylaw Number 144-2022."

2. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.

3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the variable rates set out in Schedule 1 attached thereto.

4. This Bylaw comes into force and takes effect on January 1, 2022.

   READ A FIRST, SECOND AND THIRD TIME this March 24, 2022.

   RECONSIDERED, PASSED AND FINALLY ADOPTED this March 24, 2022.

Original signed by Lorraine Cunningham, Chair
Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, Corporate Secretary
Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

2022 PROPERTY TAX BYLAW NUMBER 144-2022

PROPERTY CLASS		TAX RATES DOLLARS OF TAX PER $1,000
01	Residential	0.2239
02	Utilities	2.1619
04	Major Industry	1.3242
05	Light Industry	0.7159
06	Business/Other	0.7131
08	Recreational and Non-Profit	0.1564
09	Farm	0.3239

Schedule K

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 145-2022

A Bylaw imposing Replacement Tax for the year 2022

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

BYLAW NUMBER 145-2022

A Bylaw imposing Replacement Tax for the year 2022

WHEREAS pursuant to the *South Coast British Columbia Transportation Authority Act* the Authority must manage and operate the regional transportation system and generate and manage funds for that purpose.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region, as defined in the Act, other than land and improvements that are taxable for school purposes only by special act.

AND WHEREAS the Authority may, by bylaw, assess a tax on the net taxable value of land and improvements in the transportation service region if the additional tax generates property tax revenue that is not more than $18 million in this fiscal year and the additional tax is collected only from property classes 1, 2, 4, 5 and 6 in whatever proportions the authority may determine.

NOW THEREFORE the Board of Directors of the South Coast British Columbia Transportation Authority enacts as follows:

1. This Bylaw may be cited as the "South Coast British Columbia Transportation Authority 2022 Replacement Tax Bylaw Number 145-2022."

2. In this Bylaw, "transportation service region" means all municipalities and rural areas located in the Greater Vancouver Regional District and any area added to the Region pursuant to the South Coast British Columbia Transportation Authority Act.

3. There is assessed and levied on the net taxable value of land and improvements in the transportation service region, other than land and improvements that are taxable for school purposes only by special act, a tax at the rates set out in Schedule 1 attached thereto.

4. This Bylaw comes into force and takes effect on January 1, 2022.

   READ A FIRST, SECOND AND THIRD TIME this March 24, 2022.

   RECONSIDERED, PASSED AND FINALLY ADOPTED this March 24, 2022.

Original signed by Lorraine Cunningham, Chair
Lorraine Cunningham, Chair

Original signed by Jennifer Breeze, Corporate Secretary
Jennifer Breeze, Corporate Secretary

SCHEDULE 1 attached to and forming part of

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

2022 REPLACEMENT TAX BYLAW NUMBER 145-2022

PROPERTY CLASS		TAX RATES DOLLARS OF TAX PER $1,000
01	Residential	0.0020
02	Utilities	0.0751
04	Major Industry	0.0780
05	Light Industry	0.0663
06	Business/Other	0.0656