


### Markup and Rationale of Proposed District Policy Amendments

These proposed amendments will focus support for higher density development in Nodes and Corridors and encourage more context-specific analysis of rezoning applications.

Mark-up Categories		
<p><b>Changes to Specific Policies</b> - These will be identified using the following formatting standards:</p> <p>Black Font - Existing text in District Policy  <del>Strikethrough</del> - Proposed deletion from District Policy  <u>Underline</u> - Proposed addition to District Policy</p>		
2.5.2 Urban Mix		
#	Proposed Markup	Rationale
1	<del>2.5.2.3 Support development at the edges of Nodes and Corridors that provides transition to the scale of the surrounding development.</del>	Transition between scales is addressed by proposed policies 2.5.2.4 and 2.5.2.5
2	2.5.2. <u>43</u> Support Small Scale housing in Urban Mix areas outside of Nodes and Corridors.	This policy remains the relevant direction and current scale in most Urban Mix areas.
3	<del>2.5.2.5 Notwithstanding 2.5.2.4, within the Redeveloping Area support more intense Small Scale residential development with greater massing on corner sites in locations outside of a Node or Corridor Area that meet at least one of the following criteria: a. Within 100 metres of a Node or Corridor Area, b. Within 400 metres of a Mass Transit Station, or c. Along an Arterial Roadway or a Collector Roadway.</del>	Support for additional development opportunity outside of nodes and corridors is addressed in proposed policy 2.5.2.4.

<p>4</p>	<p>2.5.2.64 Support Low Rise development in locations outside of a Node and Corridor Area at sites that are along Arterial Roadways where at least one of the following criteria is met: <del>(residential, commercial or mixed-use) in locations outside of Nodes and Corridors that meet at least one of the following criteria:</del></p> <p>a. The site is within 400 metres of a Mass Transit Station, or <del>On corner sites at the edge of the neighbourhood where the block face fronts onto an Arterial Roadway or Collector Roadway;</del></p> <p>b. <del>The site is a corner site. On or adjacent to sites zoned for greater than Small Scale development or for commercial or mixed-use development and along an Arterial Roadway or Collector Roadway, or</del></p> <p>c. <del>Within 400 metres of Mass Transit Stations and along an Arterial Roadway or Collector Roadway.</del></p>	<p>Support for additional development opportunity outside of nodes and corridors is provided for a smaller number of sites than in current policy. It requires being on an arterial roadway and close to a mass transit station, or along an arterial roadway on a corner site.</p> <p>Zones allowing development up to 16 metres (such as RSM and RMh16) would be appropriate under this policy</p> <p>“Support” gives confidence to applicants and communities that rezonings will be supported by Administration at these sites.</p>
<p>5</p>	<p><del>Image illustrates examples of locations where Low Rise development is supported, as described in Urban Mix policy 2.5.2.6:</del></p>  <p>Image illustrates examples of locations where Low Rise development is supported, as described in Urban Mix policy 2.5.2.6.</p>	<p>The image is no longer necessary with the proposed policy simplifications.</p>
<p>6</p>	<p>2.5.2.75 Consider additional scale <del>of Low Rise or greater</del> in locations <del>where the site size and context allow for appropriate transition to</del></p>	<p>Replacing “criteria” with “supportive contextual factors” allows for a more nuanced review of all local context affecting a site. The policy</p>

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	<p><del>surrounding development and that meet at least two of the following criteria:</del></p> <p><del>a. In a Node or Corridor Area or within 100 metres of a Node or Corridor Area;</del></p> <p><del>b. Within 400 metres of a Mass Transit Station;</del></p> <p><del>c. Along an Arterial Roadway or a Collector Roadway;</del></p> <p><del>d. At a corner site or adjacent to a park or open space;</del></p> <p><del>e. Adjacent to a site zoned for greater than Small Scale development.</del></p> <p><u>with supportive contextual factors. Factors for consideration include:</u></p> <p><u>a. Appropriate site size to support the additional scale</u></p> <p><u>b. Location and orientation of the site on the block</u></p> <p><u>c. Location in or proximity to a Node or Corridor Area</u></p> <p><u>d. Proximity to and frequency of transit service</u></p> <p><u>e. Design and function of adjacent roadways</u></p> <p><u>f. Proximity to park or open space</u></p> <p><u>g. Proximity to active transportation networks</u></p> <p><u>h. Scale and uses permitted on adjacent sites</u></p>	<p>provides a comprehensive list of factors used in planning analysis when considering the appropriateness of additional scale. Proposed changes to the RSM zone (see Attachment 2) would prevent the use of this zone under this policy in most infill contexts.</p> <p>This will support better public engagement on Land Development Applications and avoid suggesting to applicants that meeting a set number of criteria will result in support for their application.</p> <p>This policy will continue to apply to all Urban Mix areas, including in Node and Corridor Areas.</p>
<h3>Glossary</h3>		
<p><b>7</b></p>	<p>Low Rise Buildings four storeys in height <u>and development under the RSM - Small-Medium Scale Residential Zone.</u></p>	<p>This change clarifies that the RSM zone is appropriate to use where Low Rise is supported, such as by proposed policy 2.5.2.4.</p>
<p><b>8</b></p>	<p>Small Scale Buildings three storeys or less in height, <u>excluding development under the RSM - Small-Medium Scale Residential Zone.</u></p>	<p>This change prevents the use of the RSM zone where Small Scale development is supported, such as by proposed policy 2.5.2.3.</p>
<p><b>9</b></p>	<p>Mass Transit Station A transit facility for accessing Mass Transit routes. This is where Mass Transit and Local Transit routes connect and allow transit customers</p>	<p>This change clarifies how distance from Mass Transit Stations should be measured. This was previously depicted in the image associated with policy 2.5.2.6. However, with the image</p>

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<p>to transfer between routes. <a href="#">Distance from Mass Transit Stations is calculated as the straight-line distance from the nearest point of the station platform.</a></p> <p>Current ● Generally includes Light Rail Transit stations/stops and/or transit centres.</p> <p>Planned ○ See District Policy: Section 3.2 See District Plan: Map 6 or Map 7</p>	<p>being proposed to be deleted, this clarification is being added to the glossary.</p>
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