

Refers Item 1.  
Public Hearing of April 21, 2009

## MEMORANDUM

April 20, 2009

TO: Mayor Robertson and Councillors

CC: P. Ballem, City Manager  
J. Ridge, Deputy City Manager  
M. Coulsen, Acting City Clerk  
C. Warren, Director of Development Services  
R. Jenkins, Assistant Director of Current Planning  
T. French, Assistant Director of Central Area Planning  
C. Gray, Managing Director, Social Development  
M. Flanigan, Director, Real Estate Services  
T. Timm, General Manager of Engineering Services  
F. Connell, Director of Legal Services

FROM: K. McNaney, Senior Central Area Planner

SUBJECT: Metro Core Jobs and Economy Land Use Plan - Downtown Policies

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### ADDITIONAL STAFF RECOMMENDATION

D. THAT the "DODP Rezoning Policy: Central Business District and CBD Shoulder", set out in Appendix C to Policy Report: "*Metro Core Jobs and Economy Land Use Plan - Part One: Proposed Downtown Policies*", dated October 16, 2008, be amended by adding the bold italicized text to the following section:

5.2(c) The site is contiguous and does not span roads or lanes. *Where Engineering Services is prepared to consider the closure and/or relocation of a lane, site assembly may occur across an existing lane.*

### DISCUSSION

Since the Policy Report of October 16, 2008, City staff have had a number of conversations with UDI members regarding the closure and/or relocation of lanes when assembling sites in the Central Business District (CBD). The primary concern is that many of the remaining redevelopment sites and some of the "large, multi-use development sites" have smaller block frontages that may not be conducive to the larger floor plates of commercial buildings. In some instances, allowing lane closures would facilitate the assembly of suitable sites. Staff have reviewed the prospect of lane closures and propose the above addition to the rezoning

policy. Any lane closures and/or relocations would be considered on a site-by-site basis in consultation with Engineering Services as part of the rezoning process. Allowing lane closures in certain site-specific circumstances is not expected to affect the long-term commercial capacity in the CBD.

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