

Bill 44 (Residential Development)



The biggest challenges will be adequate parking, tree canopy retention and infrastructure (drainage, schools)

Cul-de-sac lots will be a real challenge to accommodate 3-4 units

Concern that staff workload in processing applications will exceed actual units created – “mom and pop” developers

Concern that in some areas, this will prevent (increase the costs) land assembly for higher density

Bill 44 (Residential Development)

- **Must update Zoning Bylaw to permit “missing middle” housing consistent with Legislation by June 2024**
- Will require a 20-year forecast of housing needs (Housing Needs Report) by the end of 2024
- OCPs must be amended by end of 2025 to incorporate 20-year housing supply
- **Zoning Bylaw must be amended to accommodate 20-year housing supply, consistent with OCP by end of 2025 (Pre-zoning)**
 - **How will the City achieve needed amenities and dedications (e.g., roads)?**
- Prohibits requiring a public hearing on residential rezonings that are consistent with an OCP

Bill 46 (Development Finance)

- Adds eligible DCC categories for Fire Halls, Police Facilities, and Solid Waste Facilities – currently funded through taxation or CACs
 - Will require a 10-year capital plan and allocation of costs for these facilities
- New Amenity Cost Charges (ACCs) to replace CACs for Rec Centres, Libraries, Daycares
 - Must be authorized through a Bylaw
 - Collected at Building Permit (not at Final Adoption of Rezoning)
 - Much less flexibility in collecting and spending ACCs
 - Uncertain whether there will still be the ability to collect CACs (e.g., Tier 2 CACs) in exchange for Density Bonus

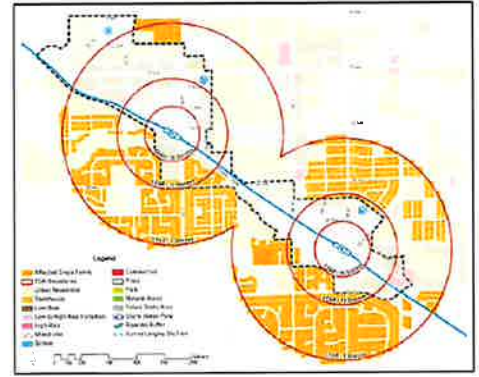
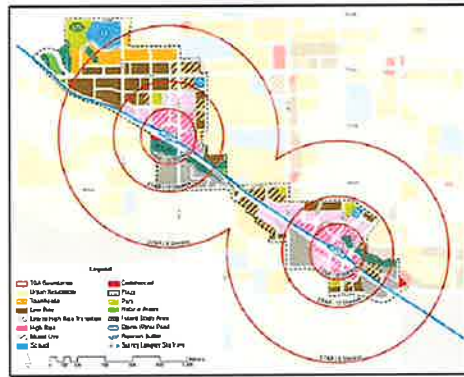
Bill 47 (Transit-Oriented Areas)

Transit Oriented Development Areas – Policy Framework

TOA Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building
TOA Type 1 (Metro Vancouver)	1A) Rapid Transit	200m or less	Up to 5.0	Up to 20	Condo Tower
		201m – 400m	Up to 4.0	Up to 12	High Rise, Mid-rise
		401m – 800m	Up to 3.0	Up to 8	Mid-rise
	1B) Bus Exchange	200m or less	Up to 4.0	Up to 12	High Rise, Mid Rise
201m – 400m		Up to 3.0	Up to 8	Low-rise, Townhouse	
TOA Type 2 (Victoria/Kelowna/Other Medium-Sized Munis)	Bus Exchange	200m or less	Up to 3.5	Up to 10	Mid-rise
		201m – 400m	Up to 2.5	Up to 6	Low-rise/Townhouse
TOA Type 3 Other qualifying areas	Bus Exchange	200m or less	Up to 2.5	Up to 6	Low-rise
		201m – 400m	Up to 1.5	Up to 4	Townhouse

- Local governments have until June 30, 2024 to define “Transit Oriented Areas” (TOAs) around “rapid transit stations” and “bus exchanges”
- No parking minimums for residential projects within a TOA
- Must ensure that permitted density and height conforms to standards set out in Policy Manual (to come, but likely to be as shown in chart)

Bill 47 (Transit-Oriented Areas)



Will require the re-working of approved plans (e.g., City Centre, Fleetwood, Clayton, Guildford, Newton), including Infrastructure Servicing plans – school projections & plans, road networks, sanitary sewer infrastructure, etc.

Likely to trigger real estate / land assembly “frenzy” in stable SF neighbourhoods 400-800m from rapid transit

Potential parking “overflow” as parking minimums are not permitted

Unclear as to what constitutes “rapid transit” and “bus exchange” and how much flexibility the City will have in defining Transit Oriented Areas

Overall Comments

- Provincial “over-reach” into areas of municipal jurisdiction
- Good intentions, but lots of unintended consequences
- Lack of meaningful consultation with local governments, considering the magnitude of changes
- No consideration of infrastructure implications (e.g., schools, sanitary sewers, roads)
- No consideration of how to secure road dedications or amenities through rezoning
- **“Planning with a sledge-hammer”** – renders years of community planning and consultation obsolete