



Staff Report to Council

Planning and Development

FILE: 01-0125-01/24

REPORT DATE: January 29, 2024 **MEETING DATE:** February 06, 2024
TO: Mayor and Council
FROM: Christine Carter, Manager of Strategic Initiatives
SUBJECT: Update on Provincial Housing Legislation

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:

RECOMMENDATION(S):

THAT Council:

- A. Receive for information the report titled “Update on Provincial Housing Legislation”, as presented at the February 6, 2024 Regular Council Meeting; OR
- B. Other.

PURPOSE

To provide information to Council on Bill 44 - Housing Statutes (Residential Development) and Bill 47 - Housing Statutes (Transit Oriented Areas) which received Royal Assent on November 30, 2023.

- Information Report Decision Report Direction Report

DISCUSSION

Background:

On December 5, 2023, Council received a report providing an update on the Province of British Columbia, Homes for People Plan with a goal of increasing the supply of homes for middle income earners, and speeding up the delivery of such housing. At the time of drafting that report, the Province had given Royal Assent to the *Housing Supply Act* and *Short-Term Rental Accommodations Act*, and had introduced three additional pieces of legislation that contribute to the sweeping changes to the local planning framework in BC: *Bill 44 Housing Statutes*

(Residential Development) Amendment Act (also referred to as the Small Scale, Multi-Unit Housing Legislation); *Bill 46 Housing Statutes (Development Financing) Amendment Act*; and *Bill 47 Housing Statutes (Transit Oriented Areas) Amendment Act*. On November 30, 2023 all three Bills received Royal Assent, and became law.

The previous report noted that the Provincial housing legislation represents a fundamental shift in the planning and regulation of land use in the Province of BC. Residential land use matters and decisions, which have historically been primarily within the mandate of local government, are now subject to substantially more Provincial oversight and influence. The report noted that staff were hopeful that many of the outstanding questions would be clarified with the release of regulations, policy manuals and guidelines that were expected to be released in December 2023.

On December 7, 2023, the Province of British Columbia released the Regulations and policy manuals for Bills 44 and 47, and identified the location of Transit Oriented Areas. The purpose of this report is to provide an update on the Small Scale, Multi-Unit Housing (SSMUH) and Transit Oriented Areas legislation, timelines, and anticipated implications.

A. Bill 44 Housing Statutes (Residential Development) Amendment Act

On November 30, 2023, *Bill 44 - 2023 Housing Statutes (Residential Development) Amendment* received Royal Assent. In December 2023, the Regulations for Bill 44 were deposited, and the Provincial Policy Manual and Site Standards for Small Scale, Multi-Unit Housing (SSMUH) were released. Some key highlights include:

Changes to Public Hearing:

Effective November 30, 2023 a local government must NOT hold a Public Hearing on a zoning bylaw if the:

- bylaw is compliant with the Official Community Plan (OCP);
- bylaw is to permit a development that is, in whole or part, residential; and
- residential component is at least 50% of the gross floor area of all buildings/structures of development.

The legislation does exempt any in-stream zoning application that has received first reading to proceed to Public Hearing. The legislation also prohibits the local government from holding a public hearing in connection with the Zoning Bylaw amendments necessary to accommodate the SSMUH requirements.

It is noted that public hearings will still be permitted for OCP amendments and rezoning applications that are not OCP compliant, and non-residential rezoning applications. A summary of the Public Hearing rules is summarized in Table 1 below.

Public Hearing Requirements – Table 1

OCP Amendment Zoning bylaw amendment not compliant with OCP	No Change to process Refer to Public Hearing
Zoning Bylaw amendment – non residential	No Change to process Refer to Public Hearing
Zoning Bylaw amendment – residential & OCP compliant	Change to process Public Hearing Prohibited

When a public hearing is prohibited, the local government is required to provide public notice before first reading. The notice is intended to provide residents an opportunity to share their feedback with staff, and it appears that staff will be able to include this information in conjunction with the first reading report. The notice is to include information regarding the purpose of the bylaw and lands subject to the bylaw, plus provide details on the date of first reading, and places, times and dates that are available for someone to inspect the bylaw. Similar to current processes, the notice is to be published in the newspaper, once each week, for 2 consecutive weeks, plus written notice is mailed to owners and occupiers within a prescribed distance.

Status:

In early January 2024, an internal Public Hearing Working Group, comprised of staff from Planning, Legislative Services, and Communications was formed. The Working Group is reviewing the legislative changes, and will prepare an amending package and communications materials to implement these new public hearing requirements.

A number of bylaws and policies require review, including the Development Procedures Bylaw and Council Procedures Bylaw. In addition, updates are needed to Council reports, letters to applicants, workflows, brochures, and the website.

The prohibition of residential, OCP compliant rezoning applications from going to public hearing is a significant change, and one that citizens may find confusing. However, it is important to note that this change is being imposed by the Province, and residents should still be able to provide feedback to Council through staff.

The City is fortunate that there are only a few in-stream rezoning applications impacted by this change, and there is time to make these amendments and communicate changes with applicants and residents. It is anticipated that the public hearing amending package will be presented to Council in the spring of 2024.

Small-Scale, Multi-Unit Housing Zoning Bylaw amendments

In addition to the changes to how and when local governments refer items to Public Hearing, Bill 44 is also implementing some of the most significant changes to the local government planning and land use regime in decades. Namely, local governments have until June 30, 2024 to adopt zoning bylaw amendments that will increase density and change the land use in single family and duplex zoned properties. Said another way, local governments can no longer zone for exclusively single family or duplex dwellings (except for areas that are exempt from the legislation).

This section of the report provides an overview of the SSMUH legislation and identifies how the legislation is applied in the City of Pitt Meadows. To assist with this, a series of maps have been prepared to illustrate the application across the City. It is important to note that these maps are in draft form, and are expected to change pending further refinement, as provincial exemptions, overlays, and property boundaries are confirmed.

i) Secondary suites or accessory dwelling units:

Zoning bylaws are to be amended to permit a minimum of one secondary suite and/or accessory dwelling unit in all single-family zones, both within and outside the Urban Containment Boundary.

In addition, the Province is launching a pilot secondary suite incentive program that will provide forgivable loans up to \$40,000 to people who create a secondary suite in their homes and rent out the unit at below market rates, for a minimum of 5 years.

Preliminary review of the Pitt Meadows Zoning Bylaw identifies that the majority of single family zones allow either a secondary suite or garden suite. However, based on the preliminary analysis, it appears that the R-2 Small Lot Residential zone, and a number of CD zones will require amendments to allow a secondary suite, and/or garden suites as a permitted use.

ii) Up to three units will be permitted as-of-right on lots less than, or equal to 280 m²

Map 1 attached identifies single family or duplex zoned properties that are 280 m² (3013 ft²) or smaller, and will require a zone amendment to permit three units as of right, without requiring an individual rezoning application. These properties are currently zoned R-2 Small Lot Residential, RD Duplex, and include a number of Comprehensive Development Zones that will require amendment to allow a secondary suite, garden suite, duplex or triplex housing form. There are 59 lots within the Urban Containment Boundary that fall within this category.

iii) Up to four units will be permitted as-of-right on larger than 280 m²

The legislation now requires that all single family or duplex zoned properties larger than 280 m² (3,013 ft²), within the Urban Containment Boundary, are permitted four units, as-of-right. The unit mix is to include secondary suites, garden suites, duplex, house-plexes, and townhomes.

Map 2 shows the 1,558 lots that are larger than 280 m², and more than 400 metres from a frequent transit stop area (see below), and eligible for four units as of right. These properties are predominately zoned RS Large Lot Residential, R-1 Medium Lot Residential and R-2 Small Lot Residential, with CD Comprehensive Development Zones making up the balance.

iv) Up to six units will be permitted as-of-right on lots larger than 280 m², that are within 400 metres of a frequent transit stop

The legislation requires that the City update its Zoning Bylaw to permit up to six units, on single family or duplex zoned lots, larger than 280 m², and within 400 metres of a frequent transit stop. The unit mix is to include secondary suites, garden suites, duplex, house-plexes, and townhomes. Within this category, local governments are not permitted to require on-site parking. In Pitt Meadows, there is frequent transit along Harris Rd, between Lougheed Hwy and Hammond Rd, and along Hammond Rd, between Harris Rd and Golden Ears Way (see orange line on the map below).



Figure 1: Excerpt from the TransLink Frequent Transit Network Map

Map 3 attached illustrates the 1,351 properties that are 281m² or larger, and within 400 m of a frequent transit stop. These properties are predominately zoned R-1 Medium Lot Residential and R-2 Small Lot Residential, with a variety of other zones including RS Large Lot Residential, RD Duplex Residential and CD Comprehensive Development zones.

Provincial Policy Manual & Site Standards

On December 7, 2023, the Province of BC released the Policy Manual and Site Standards for Small-Scale, Multi-Unit Housing. The Policy manual is intended to be a resource to local governments, and states that “a local government must consider any applicable guidelines for SSMUH, including this Policy Manual”.

The Policy Manual provides information on the relationship of the SSMUH legislation to other legislation, and provides details on the recommended site standards to be included in local zoning bylaws. The site standards have been organized by prescribed unit mix and lot size, and identify recommendations for setbacks, height, number of storeys and maximum lot coverage. The Policy Manual also provides details regarding parking, and states that parking requirements often have the greatest influence on the viability of SSMUH form, and for that reason local governments should minimize or eliminate parking requirements when updating their zoning bylaws. The policy manual recommends that the following parking requirements be included in the zoning bylaw:

Table 2 – SSMUH Policy Manual Parking Requirements

Number of Units	Pitt Meadows Zoning Bylaw (current requirement)	Recommended Requirement
2 unit areas	Single family/Duplex: 2 space/unit Secondary Suite/Garden Suites: 1 sp/unit	1 sp/unit
3 or 4 unit areas	Same as above Townhouse: <ul style="list-style-type: none"> • 1.75 sp/unit, plus 0.2 sp/unit visitor Apartment in TC/MC: <ul style="list-style-type: none"> • Bachelor & 1 bed: 1.2 sp/unit, plus 0.2 visitor • 2 bedroom+: 1.5 sp/unit, plus 0.2 visitor Apartment outside TC/MC: <ul style="list-style-type: none"> • Bachelor & 1 bed: 1.3 sp/unit , plus 0.2 visitor • 2 bedroom+: 1.5 sp/unit, plus 0.2 visitor 	Within 800m frequent transit stop: 0.5 sp/unit Outside 800 m: 1 sp/unit
6 units	Same as above	Parking prohibited in the Legislation

The reduction and/or elimination of parking requirements is expected to have the greatest impact on the community, and staff are exploring options to minimize these impacts.

For properties within 400 m of the frequent transit stop (i.e. those properties that permit up to six units), the Legislation prohibits the City from requiring parking. However, in the areas where two, three or four units are permitted, the policy manual suggests that a parking

requirement of 1.5 space/unit may be appropriate in smaller communities or where on-street parking is impractical due to snow removal requirements. While local government is required to give consideration to the Policy Manual, Council has discretion to adopt a parking standard that is appropriate to the needs of this community, recognizing that the parking standards should not frustrate the construction of the two, three or four units permitted under the SSMUH legislation.

The Policy Manual provides instruction on GIS analysis to calculate maximum build out density under the SSMUH zoning. These numbers are intended to assist with analyzing impacts on local infrastructure. It is noted that there is a process to apply for an extension to the June 30, 2024 deadline for the SSMUH zoning bylaw updates if the local government is in the process of upgrading infrastructure, or if the densification is likely to increase health, public safety, or the environment. A detailed bulletin regarding extension requests is expected to be issued by the Province in February 2024.

As part of the current development process, the City generally requires assessment of the existing and proposed services with development and this process would remain the same. For example, for drainage and storm water run-off, any new development is not to increase the burden on the City's drainage system. The uptake of new SSMUH development may take years, and the City is including projects in the upcoming Development Cost Charges (DCC) program to update the drainage, water and sanitary modelling for the City. Future projections of the impacts of the maximum build out due to the SSMUH updates could be added to this scope, and upgrades may be needed in some areas. Information would also need to be shared with Metro Vancouver for future planning.

Housing Needs Reports and OCP amendments:

Housing Needs Reports are to be updated using a standardized methodology and are to include 20 year projections, and be updated every five years. The interim Housing Needs Report is due January 1, 2025. Following the completion of the Housing Needs Report, the Official Community Plan and Zoning Bylaw are to be amended to address any housing gaps identified in the Housing Needs Report (due December 31, 2025).

The Province is to provide details on updating the Housing Needs Report in January or February 2024. Further information on the updating of the Housing Needs Report will be provided to Council in a subsequent report, following further details from the Province.

B. Bill 47 Housing Statutes (Transit Oriented Areas) Amendment Act

On November 30, 2023 the Provincial Government gave Royal Assent to *Bill 47-2023 Housing Statutes (Transit Oriented Areas) Amendment*. On December 7, 2023, the Transit Oriented Area (TOA) regulations were released, and prescribed 104 TOAs in 31 municipalities throughout BC. The legislation and regulations prescribe minimum allowable densities in TOAs, and restrict local governments' ability to mandate residential parking, if the land is zoned to permit residential use. The Province also released the Provincial Policy Guidance Manual: Transit-Oriented Areas as a resource to assist local governments with the implementation of the TOA requirements.

The legislation defines Transit Oriented Areas as areas within 800 metres of a rapid transit station (i.e. SkyTrain station) and within 400 metres of a bus exchange where passengers transfer from one route to another. With the release of the Regulations, it is now clear that the West Coast Express station is classified as a Bus Exchange, and for that reason, the City must designate TOA's within 400 metres of the Pitt Meadows West Coast Express Station, as well as those lands situated in Pitt Meadows that are within 400 metres of the Maple Meadows West Coast Express Station, in Maple Ridge (see Map 4).

In TOAs, local governments may not require off-street parking spaces for the residential use of the building, other than parking for disabled persons. However, commercial parking requirements will remain. Table 3 below identifies the prescribed density, height and type of building that are dependent on Transit Oriented Area Type. Pitt Meadows is subject to the TOA Type 1B) Bus Exchange regulations, however it has been clarified that the Federal Pitt Meadows Airport Zoning Regulation supersedes the TOA legislation, which is anticipated to limit heights within the 200 metre area to 10 storeys.

Table 3 – 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

Source – Province of BC, Backgrounder 3, Nov 8, 2023

It is important to understand that although local governments are required to designate these areas, local governments are not required to pre-zone these properties, and may require that TOA properties to be rezoned, and approved by Council. While height, density, or a lack of residential parking are no longer grounds for denial of an application in a TOA, staff believe that applications can be denied based on concerns related to access, site conditions, or other development constraints.

Municipalities will have until June 30, 2024 to designate these TOAs by bylaw. It is noted that where a TOA and SSMUH area overlap, the TOA has precedence, therefore local governments may choose to apply the SSMUH zoning to TOAs, or not. Potential SSMUH areas that overlap with TOAs are shown on Map 5.

C. Analysis of SSMUH and TOA Legislation:

The December release of the Small Scale, Multi-Unit Housing and TOA regulations and guidelines has provided some clarity regarding the status of lands within the City of Pitt Meadows and the expectations regarding the designations of the TOA's and updating of the Zoning Bylaw. Map 5 attached, provides the boundaries of the TOA and Small Scale Multi-Unit Housing legislation when combined, and illustrates how this legislation impacts properties within the urban containment boundary.

In the December 5, 2023 staff report, staff identified a number of items where clarification was required. The December release of Regulations and Policy Manuals, and further Provincial information have provided clarification to some of the issues raised, while some remain. Clarification received to date includes:

- Restrictive Covenants and Building Schemes: existing section 219 covenants and building schemes that may restrict residential uses and densities are not impacted. New covenants that prevent prescribed densities are not in compliance with the legislation, however covenants for health, safety and protection of natural environment can still be requested.
- Floodplain protections remain, and the Province has clarified that floodplain related development permits are permitted. However, development permits can not be used to restrict use or density, unless a qualified professional certifies that the development would significantly increases threat or risk, and cannot be safely used for the additional residential use.
- Development Permit Guidelines to protect the natural environment, hazardous conditions and farming remain.
- Per the Policy Manual, the use of form and character Development Permits is discouraged for SSMUH, and if utilized should be delegated to City staff. The Policy Manual states that "the authority to issue development permits should be delegated to staff under the provisions of LGA section 490(5) to improve consistency in the adjudication of applications and the timeliness of approvals".

- Densification beyond the current OCP designation will likely impact enrollment levels and projections for School District 42. Ministry staff have advised they are aware of this, and are in discussion with the Ministry of Education and Child Care.
- When integrating the SSMUH requirements into zoning bylaws, local governments must give consideration to the Policy Manual, although it is noted that the Manual is not a substitute for the legislation.
- Airport zoning height regulations, under the Aeronautics Act, supersede the TOA and SSMUH regulations. Staff are reviewing the various Acts to determine the extent to which the Federal legislation will impact heights in the TOA and SSMUH areas.
- The Provincial Government has announced that “off-the-shelf designs” for SSMUH will be available starting in the summer of 2024. Approximately 10 plans are expected ranging from garden suites to multi-plex housing forms. Furthermore, in December, 2023, the Federal Government announced its intention to revamp the wartime housing program and is also preparing shelf-ready designs for a range of housing types.
- Pre-zoning for SSMUH removes the City’s ability to take road dedication. Provincial staff have advised they are looking into this matter with a goal of identifying how to fill this gap.
- The Agricultural Land Commission Act and Heritage Protections supersede SSMUH legislation.

In-Stream Applications

The SSMUH Policy Manual provides some guidance regarding options for in-stream development applications, although they do not prescribe a specific process or approach. For applications that are in process to allow uses that will become permitted as-of-right, local governments in smaller jurisdictions may wish to consult with applicants to determine how they would like to proceed. For larger jurisdictions, it is recommended that a Council policy be created, however a detailed policy is likely not needed in Pitt Meadows given the relatively small number of in-stream applications. Staff are reviewing these files to determine how they may be impacted by the Legislation, and a recommended approach for managing the rezoning applications will be provided in a future report to Council.

Next Steps

Staff continue to review all provincial legislation very closely and are staying apprised of any changes. The Province has organized a number of webinars to assist local governments with implementation and to provide clarification on the requirements. Metro Vancouver has also provided a forum for member municipalities to share information and continue to place the Housing legislation on both elected officials and staff committee agendas.

Internal Working groups at the City have been formed to review the legislation and assist with the preparation of the Small-Scale, Multi-Unit Housing zone amending bylaw and designation of Transit Oriented Areas, with a goal of meeting the June 30, 2024 Provincial deadline.

Staff have been identifying a list of actions required to bring Pitt Meadows bylaws, policies and practices into alignment with Provincial Housing legislation. Provincial policy manuals and webinars have been helpful in resolving many of the questions/issues raised earlier, however some remain. At the same time, staff are exploring the feasibility of utilizing a number of tools to mitigate impacts that may result from the implementation of the new provincial legislation. Some of the items being considered include:

- Understanding the impacts and costs to municipal utility services. Staff will be preparing a build-out analysis based on the required zoning bylaw updates, which will be used in future years as part of the modelling updates in the DCC program to better understand impacts to infrastructure.
- Assessing infrastructure and service delivery demands, along with associated financial implications.
- Parking restrictions and eliminations could have significant impacts to city streets. The policy manual does provide guidance on the recommended standards and staff are reviewing these to determine their appropriateness in this community. Staff are also reviewing minimum lot size and siting requirements with a goal of providing greater opportunities for provision of on-site parking, landscaping, and open space.
- The preparation of communication materials to explain that SSMUH zoning and TOA designations are provincially mandated.
- Exploring the use of incentives to encourage the provision of on-site parking in areas where parking can not be required, or where parking rates have been reduced.
- Considering the introduction of density bonus provisions to achieve community amenities.
- Exploring ways to increase the availability of on-street parking.
- Reviewing “form and character” development permit area guidelines with a view promoting high-quality design outcomes, while at the same time complying with the intent of the legislation.

This list is a work in progress and is being used to develop a comprehensive project work plan, the highlights of which will be shared with Council in a future staff report.

It is important to note that other jurisdictions that have already enacted similar regulations to permit additional density on single detached lots have not experienced an immediate transformation, suggesting that the City has time to conduct analysis understand the potential uptake of these new regulations in the City of Pitt Meadows. The City of Kelowna launched its infill housing program approximately 7 years ago and their staff advise that they have not seen huge impacts to on-street parking. Likewise, staff from the City of Kirkland, Washington have shared that their infill program was not problematic for local infrastructure because the units were distributed across the entire city, and not focused on only one street or neighbourhood.

This report identifies a number of actions and deadlines that are required to satisfy the Provincial Legislation. By June 30, 2024, the Zoning Bylaw is to be amended to comply with the SSMUH legislation, and TOA areas are to be designated by bylaw. Other required amendments

may include updates to the Zoning Bylaw to reflect short-term rental requirements; the establishment of an Amenity Contribution Charges bylaw; and updates to Development Cost Charges. Given the complex and inter-connected nature of the legislation, staff anticipate that further amendments to the Zoning Bylaw and TOA areas may also be required after June 30, 2024, as more details are learned, and refinements are identified.

Key Dates and Timelines:

Recently adopted legislation requires a very ambitious implementation schedule for local governments. Some key dates are as follows:

Jan/Feb 2024	Housing Need Report instructions to be provided by the Province to Local Governments. Commence update of Housing Needs Report
Jan-Mar 2024	Initiate process to calculate maximum build out density under SSMUH zoning to assess infrastructure
June 30, 2024	Zoning Bylaw amendments related to Small-Scale, Multi-unit housing to be adopted and Transit Oriented Areas to be designated
June/July 2024	Province to provide zoning bylaw and OCP update instructions to local governments; pre-approved housing plans to be available
Jan 1, 2025	Interim Housing Needs Report is to be adopted
Dec 31, 2025	Municipalities to have completed their first review and update of Official Community Plan and Zoning Bylaw to align with interim Housing Needs Report

COUNCIL STRATEGIC PLAN ALIGNMENT

- Principled Governance Balanced Economic Prosperity Infrastructure
 Community Spirit & Wellbeing Corporate Pride Public Safety
 Not Applicable

Housing Diversity: Encourage diversity in housing types to foster an inclusive, affordable and multigenerational community.

Investments: Proactively plan for infrastructure and invest tax dollars to ensure the long-term viability and resiliency.

WORKPLAN IMPLICATIONS

- Already accounted for in department workplan / no adjustments required
- Emergent issue / will require deferral of other priority(ies)
- Other

This work is accounted for in the 2024 Work program. The Department has allocated additional resources and is well positioned to deliver and meet Provincial mandated requirements.

FINANCIAL IMPLICATIONS

- None
- Budget Previously Approved
- Referral to Business Planning
- Other

Recent legislation requires a number of local government bylaw and policy changes, to be done in a very tight timeframe. The City has received \$241,303 funding from the Province of BC to assist with the implementation of the housing legislation. The funding is intended to be spent on updating zoning, Official Community Plans, Development Cost Charges, and housing needs reports, and can include hiring staff or consultants to support the work. It is anticipated the Provincial funding allotment is insufficient to manage the substantive legislative changes and its implications to City processes. The City has also applied to the Canada Mortgage and Housing Corporation Housing (CMHC) Housing Accelerator Fund which can be used to support the implementation of housing initiatives, should the City be awarded the grant.

PUBLIC PARTICIPATION

- Inform
- Consult
- Involve
- Collaborate
- Empower

Comment(s):

The subject report provides an update on Provincial housing initiatives and is provided as information only. The prescriptive nature of the Provincial housing initiatives and, as noted earlier in this report, the removal of public hearings for implementing the initiatives limits the ability for residents to provide input into the land use changes. Moving forward, staff will be updating the City webpage and considering other ways to communicate the provincial housing initiatives with the community.

KATZIE FIRST NATION CONSIDERATIONS

Referral Yes No Other

A referral to the Katzie First Nation is not required or recommended, at this time. It is noted that the Provincial housing legislation specifically indicates that the regulations do not apply to First Nations reserve lands. However, as additional information is received from the Province, and the City's work program is developed, there will be opportunities for information sharing.

SIGN-OFFS

Written by:

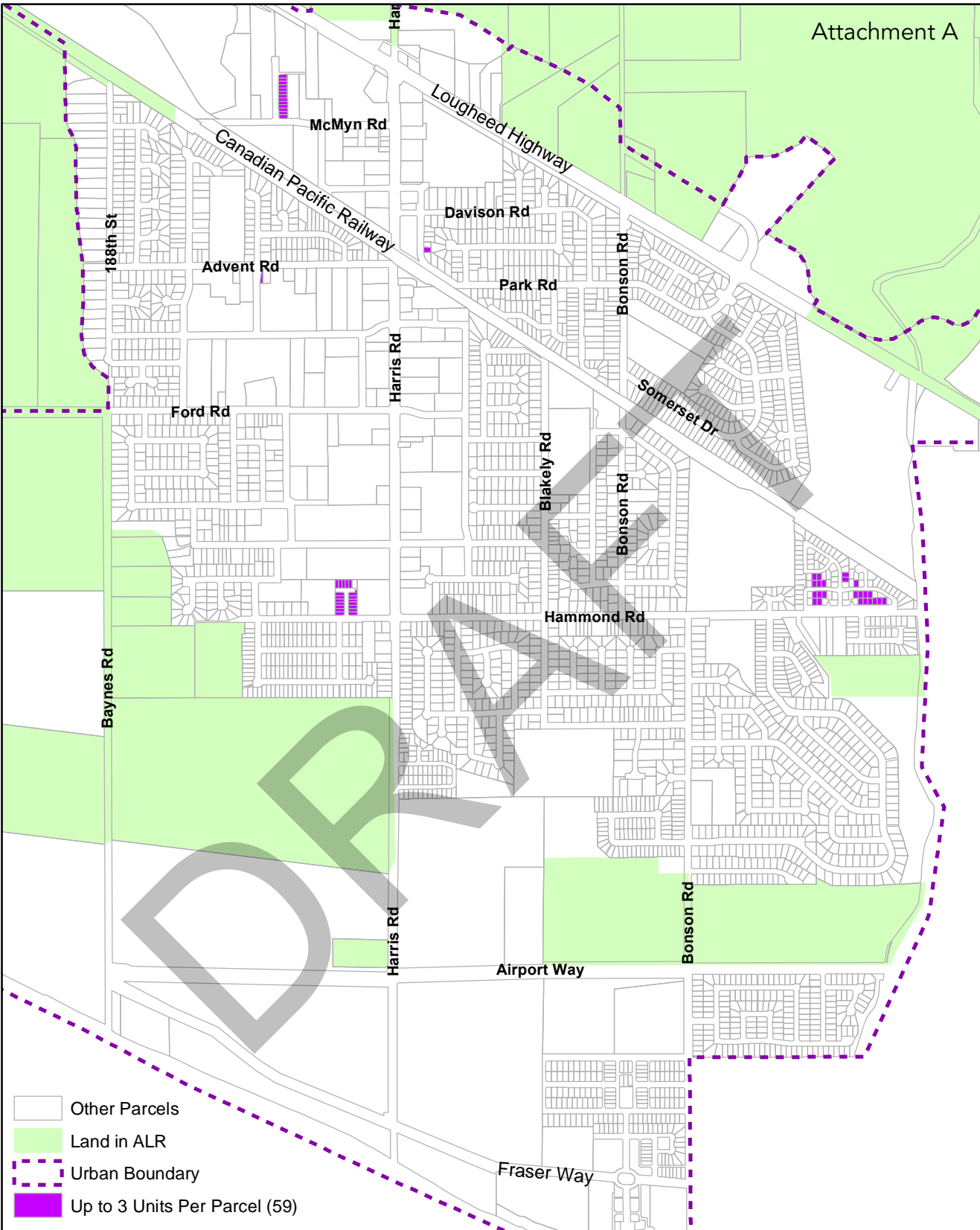
Christine Carter,
Manager of Strategic Initiatives





Reviewed by:

Patrick Ward,
Director of Planning and Development

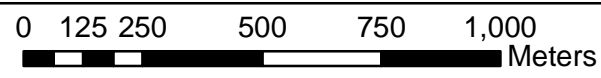
ATTACHMENT(S):

- A. Map 1 – Parcels 280 m² or less
- B. Map 2 – Parcels Larger than 280 m², and more than 400 m from Frequent Transit Corridor Stop
- C. Map 3 – Parcels Larger than 280 m², and less than 400 m from Frequent Transit Corridor Stop
- D. Map 4 – Parcels within 200 m and 400 m of West Coast Express Station (TOA)
- E. Map 5 – SSMUH and TOA combined



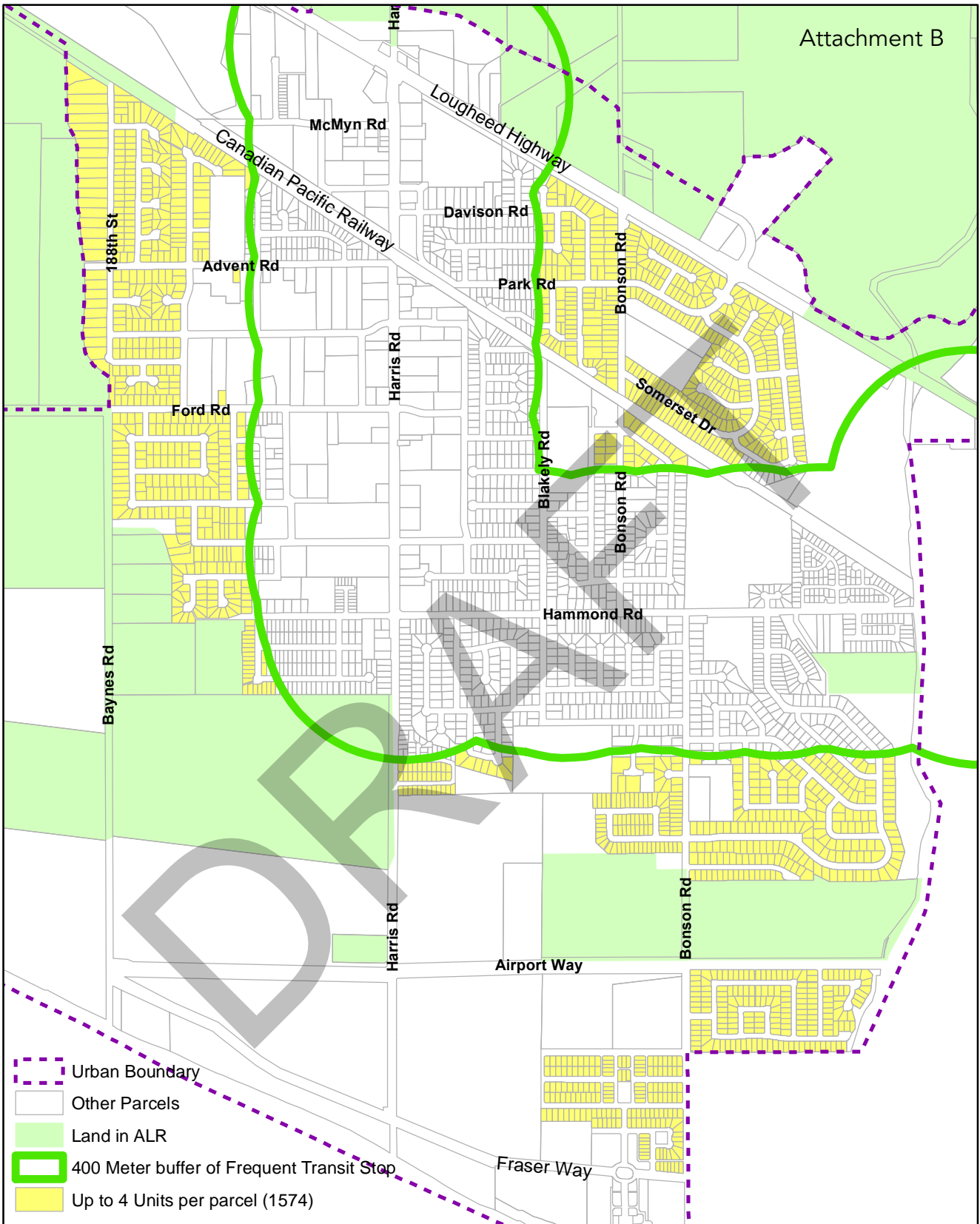
-  Other Parcels
-  Land in ALR
-  Urban Boundary
-  Up to 3 Units Per Parcel (59)

Map 1 – Parcels 280 m² or less



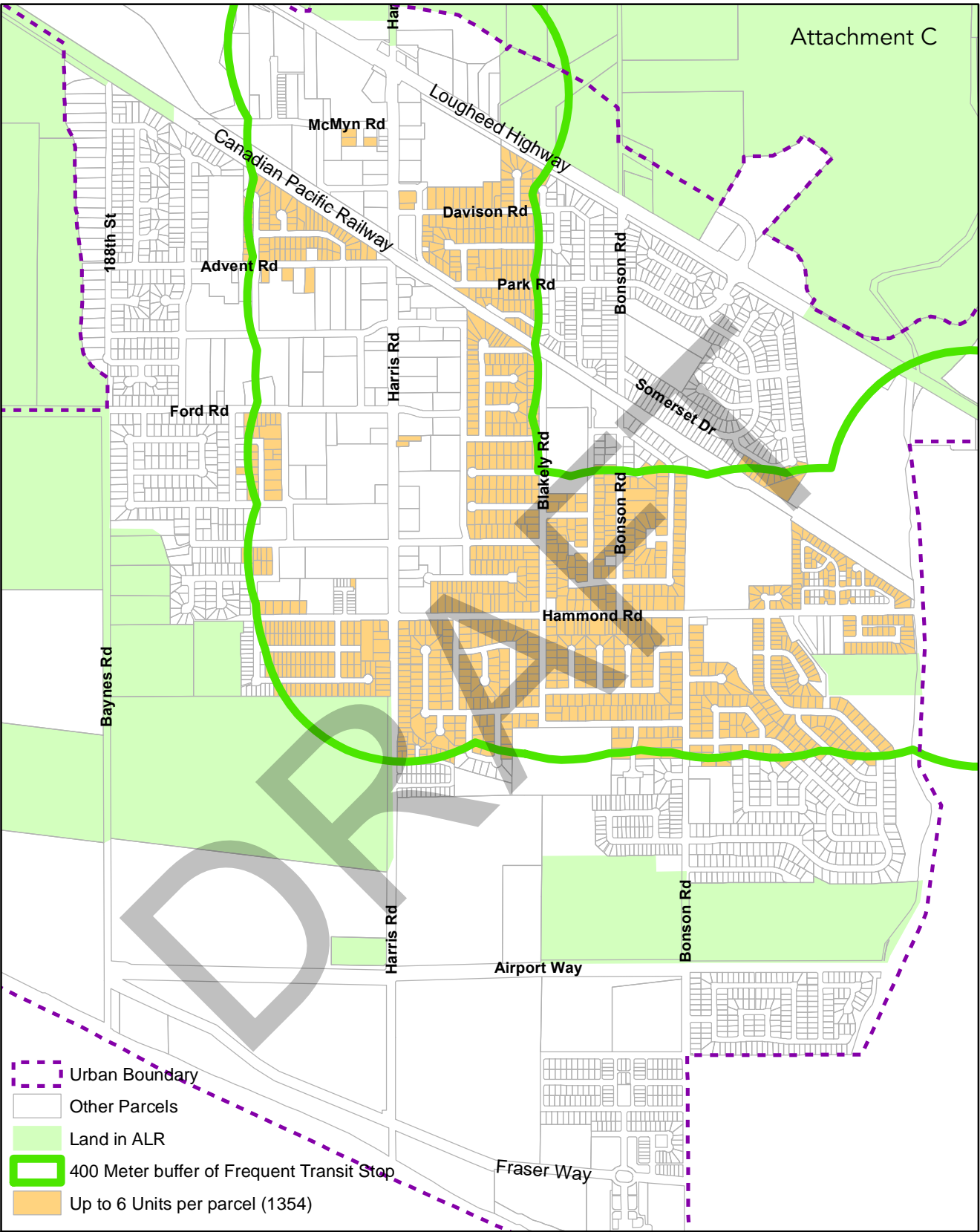
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Map 2 – Parcels Larger than 280 m² and more than 400 m from Frequent Transit Corridor Stop





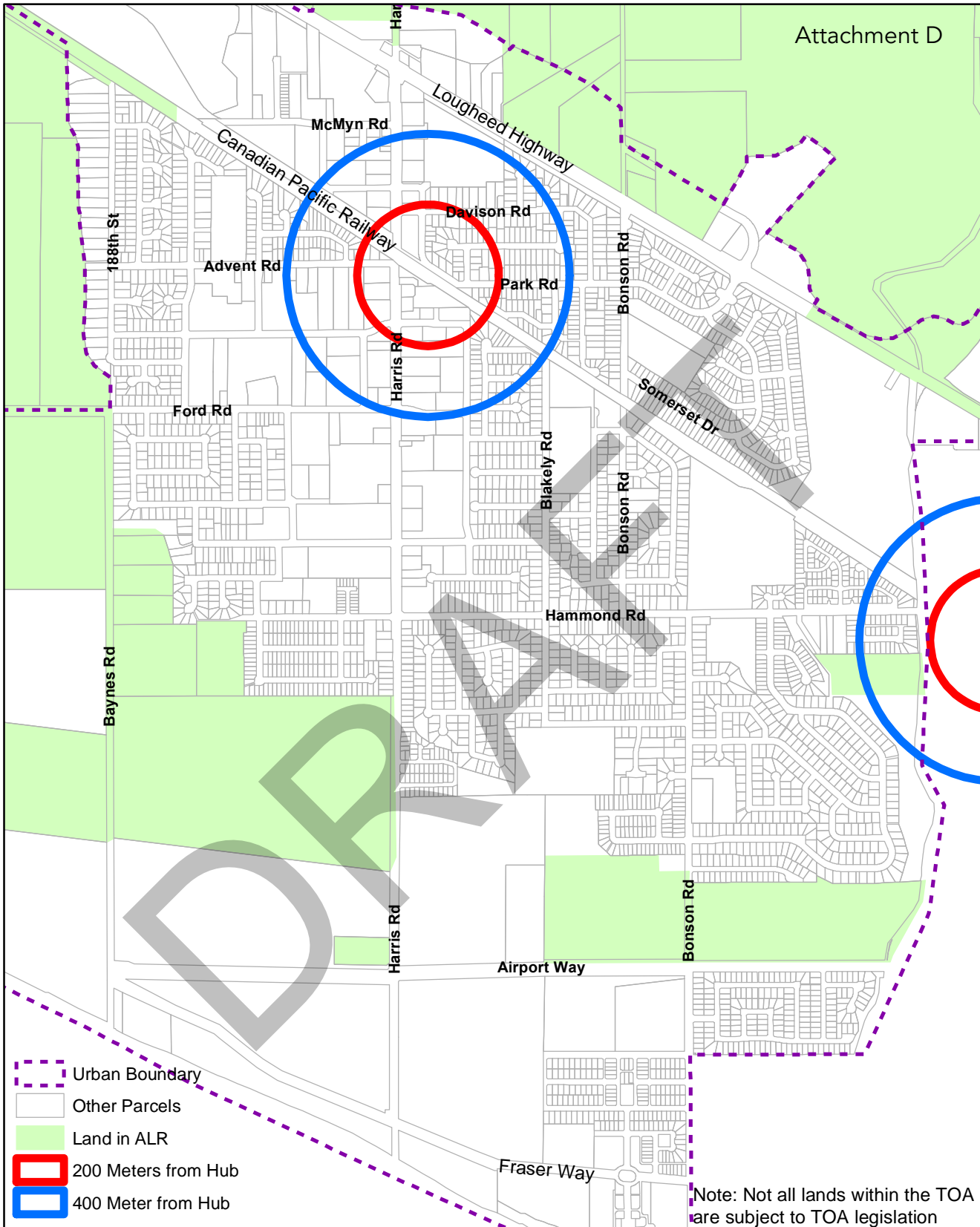
-  Urban Boundary
-  Other Parcels
-  Land in ALR
-  400 Meter buffer of Frequent Transit Stop
-  Up to 6 Units per parcel (1354)






Map 3 – Parcels Larger than 280 m² and less than 400 m from Frequent Transit Corridor Stop

0 125 250 500 750 1,000
Meters

Map Created: 2024/01/29

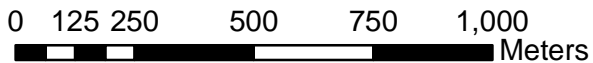




-  Urban Boundary
-  Other Parcels
-  Land in ALR
-  200 Meters from Hub
-  400 Meter from Hub

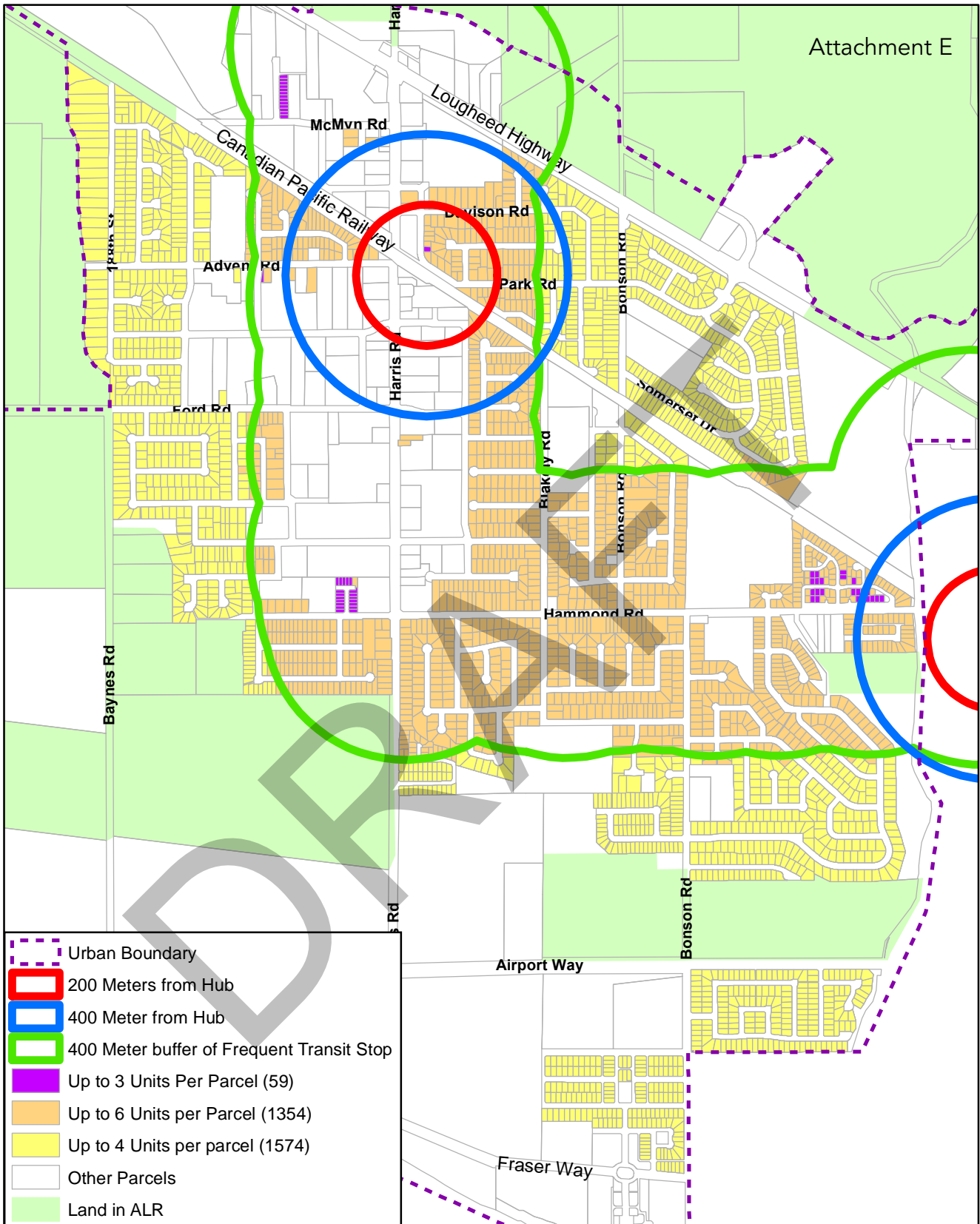
Note: Not all lands within the TOA are subject to TOA legislation

Map 4 – Parcels within 200 m and 400 m of West Coast Express Station (TOA)



Map Created: 2024/01/29

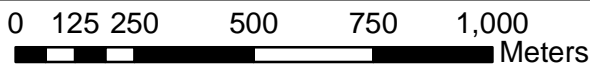




- Urban Boundary
- 200 Meters from Hub
- 400 Meter from Hub
- 400 Meter buffer of Frequent Transit Stop
- Up to 3 Units Per Parcel (59)
- Up to 6 Units per Parcel (1354)
- Up to 4 Units per parcel (1574)
- Other Parcels
- Land in ALR



Map 5 – SSMUH and TOA combined



Map Created: 2024/01/29

