

November 20, 2023

Our File: 13-6440-01/000/2023-1

Doc #: 5065081.v1

To: Council
From: City Manager
General Manager Planning and Development

Subject: **Provincial Legislative Mandates on Housing**

For: **Council**

Recommendation:

That Council, in relation to the legislative mandates on housing recently announced:

- 1) Authorize staff to send a letter under the Mayor's signature on behalf of City Council to the Minister of Housing, the Honorable Ravi Kahlon, outlining concerns and seeking discussions on implementation options, available funding, and potential accommodations for the City; and
- 2) Direct staff to communicate Coquitlam's concerns to other local governments in Metro Vancouver, and coordinate discussions between Council and local Members of the Legislative Assembly, to explore regional alignment and shared advocacy on these issues.

Report Purpose:

This report outlines the recent legislative amendments associated with the Provincial *Homes for People Action Plan*, related considerations and potential impacts to Coquitlam, and recommended steps to support implementation.

Strategic Goal:

This report advances initiatives related to *Housing Affordability Strategy Initiatives* and *Development Application Process Review Initiatives* (DAPR), both of which are "A" priorities on the 2023 Business Plan, and supports the City's strategic goals of 'Safe and Complete Neighborhoods' and 'Excellence in City Governance'.

Background:

The Province released the *Homes for People Action Plan* on April 3, 2023. The plan aims to accelerate the delivery of new homes, increase the supply of middle-income housing, help those with the greatest housing need, and reduce speculation in the housing market. Earlier this month the Province introduced three major housing-related legislative amendments, all of which will have substantial implications on local governments. On November 1, 2023, the Province introduced Bill 44, which will bring about sweeping changes to the local planning framework through new requirements to allow increased density in areas currently zoned for single-family or duplex use. The legislation will also change housing needs reporting, eliminate public hearings for rezonings, and require more frequent updating of Official Community Plans together with mandatory pre-zoning that accommodates a 20-year housing supply.



A week after Bill 44, the Province introduced Bills 46 and 47. Bill 46 introduces major reforms to infrastructure funding through changes to outdated Development Cost Charge (DCC) regulations, and introduces a new Amenity Cost Charge (ACC) to support mandatory pre-zoning and other funding challenges of local governments. Bill 47 mandates increased densities and amendments to a suite of regulations near major transit hubs to support new housing developments. Attachment 1 summarizes the legislative mandates introduced under Bills 44, 46 and 47. These legislative mandates were confirmed via letter, dated November 9, 2023, from the Minister of Housing, the Honorable Ravi Kahlon (Attachment 2).

Discussion/Analysis:

The legislative changes introduced by the Province in the last month are the most significant interventions by the Province in local government planning in the last 40 years. Attachment 1 summarizes the legislative amendments that must be implemented by the City as follows:

1. Bill 44- Small Scale Multi Unit Housing (SMUH)

The new Small Scale Multi Unit Housing legislation eliminates most single-family exclusive zoning across urbanized areas of the Province. The legislation does not seek to prohibit single-family homes as a development form, rather to permit other forms, up to six dwelling units, as well. This is similar in intent to Coquitlam's Housing Choices program, in that the development of a single-family home is still allowed, plus other, more intensive, housing forms are also allowed. The City has been implementing its Housing Choices program since 2011 following extensive analysis and community engagement. The program facilitates new small-scale, ground-oriented housing options in low-density areas within Southwest Coquitlam. A wide range of housing options are permitted, including backyard suites, narrow-lot single family homes, duplexes, triplexes, fourplexes and multiplexes.

While there is clear alignment between the City's Housing Choices program and the legislated SMUH program, staff are raising concern of having to implement this initiative given the compressed timelines proposed. The City implemented Housing Choices over the last decade, which has seen only a very modest take up despite significant effort and expedited approvals. This program remains a valuable long-term initiative, but Housing Choices represent less than 1% of our annual housing starts. As such, staff believe that a wholesale expansion of this program will not lead to significant new housing in Coquitlam over the short-term, as most of our growth is occurring in our high-density transit-oriented areas. Additionally, our experience with Housing Choices indicates that this type of new housing product is not considered "affordable", would not meet the target definition of "missing middle", nor have the potential to support the dire need for accelerated delivery of rental housing supply. In our view, expanding the areas of the City zoned for Housing Choices in the near-term will divert valuable staff resources, potentially inhibiting higher types of development in these areas. Coquitlam will seek to raise these issues with the goal of obtaining an extension to the implementation timeline for this legislation.

2. Bill 46- Development Finance Reform

The new Development Finance legislation includes updates to the outdated Development Cost Charge (DCC) framework to include a new funding category for police facilities, fire facilities and solid waste facilities. It also proposes a new Amenity Cost Charge (ACC) to replace the current use of Community Amenity Contributions (CACs). Coquitlam has a robust citywide DCC program that is updated every two years in order to keep the program, and its rates, current and enable the City to adequately fund growth related infrastructure based on current costs of land and construction.

Under the mandates, the City will need to amend our DCC Bylaw to match the new regulations and fold in the majority of our CAC program into the new ACC, which will need to be developed and adopted by bylaw. The transition to an updated DCC and new ACC will not necessarily present a drastic shift for the City as we have experience in these funding tools. However, it will be no less time consuming and resource intensive to implement, as there will be substantial work required to reconcile and update the entire DCC program, develop a new funding framework never previously adopted, and ensure administrative coherence. As well, it is unknown how the new ACC may affect the City's successful density bonus program, which funds a significant portion of the capital program. The harmonization between DCCs, density bonus, and ACCs will need to be considered carefully to avoid funding gaps to critical amenities and infrastructure.

3. Bill 47- Transit-Oriented Development Regulations

Coquitlam adopted a Transit Oriented Development (TOD) Strategy, which designated Core and Shoulder areas within 800m of SkyTrain, in 2012. Since then, Coquitlam has amended the OCP by adopting the Burquitlam-Lougheed Neighbourhood Plan and City Centre Area Plan to provide for high-density and mixed-use land use designations near SkyTrain stations.

Bill 47 introduced requirements for municipalities to designate TOD Areas within 800m of rapid transit and to permit development with minimum allowable heights and densities and no minimum parking requirements. Although clearly, the City is aligned with the Province seeking to accelerate and expedite medium and high density housing in transit supported areas, there remains concerns about this legislation and the impact on our TOD areas, and on the current framework of policies and regulations that have successfully achieved significant development of housing in these nodes. The uncertainty of these pending changes could result in developments being delayed, and in some cases reconsidered fully in light of the lack of regulatory clarity.

The City has designated most areas around our SkyTrain stations for higher-density, but there are a few additional pockets that do not meet the minimum Provincial threshold that will need further review. However, beyond a range of steps required to achieve regulatory coherence, there is significant concern about the impact of this legislation on the City's Bonus Density framework currently in place in TOD areas, which currently funds critical infrastructure and community amenities to support growth in TOD areas and around the City. The impacts of these new rules, including the proposed range of coordinated amendments needed to support this work, on our current regulations and

existing in-stream application, is a major concern, particularly as TOD developments represent the bulk of housing growth in Coquitlam. Given these concerns, the City will seek formal clarity on key elements of this legislation, as well as an extension to the implementation timeline.

Legislated Implementation Timelines:

- November 2023 – Public Hearings will be prohibited for OCP compliant rezoning once the legislation receives royal assent (assumed by the end of the legislative session).
- December 2023 – Small Scale Multi Unit Housing and transit oriented development regulations and policy guidance manual released.
- January 2024 – New Housing Needs Report instructions provided.
- June 30, 2024 – Zoning Bylaws must be updated to incorporate Small Scale Multi Unit Housing, and transit oriented development areas must be designated.
- Summer 2024 – OCP/zoning review/update instructions for Small Scale Multi Unit Housing provided.
- January 1, 2025 (date subject to regulation) – local governments must have completed their updated Housing Needs Report.
- December 31, 2025 (date subject to regulation) – Municipalities must have completed their first review and update of their OCPs and zoning bylaws, and pre-zoned sufficient development capacity based on their Housing Needs Report.

Implementation- Impacts and Considerations

The legislation will bring about far-reaching changes to the local planning framework. Some of the mandates align with broad policy directions Coquitlam has already implemented. However, the scope of the Provincial mandates and proposed timelines are overly ambitious, and will be challenging for Coquitlam to meet, given the lack of regulatory details and clarity of the legislation, other competing priority community planning projects, current operational demands, and lack of current staffing capacity. These mandates also come at a time when there are other significant changes to the planning system, including the *Federal Housing Accelerator Fund* and the Province setting housing targets under the *Housing Supply Act*. Some of the initial high-level implications and concerns are as follows:

- **Growth Management Approach:** The more stringent requirements for the preparation of Housing Needs Reports, OCP updates, and wide-area pre-zoning will all require a shift in how we plan and manage growth.
- **Zoning Bylaw:** Small Scale Multi Unit Housing changes will necessitate changes to 11 single-family zones, along with other harmonization work. The TOD regulations may require changes to other medium and high-density zones.
- **Infrastructure and Amenities:** The impacts of increased Small Scale Multi Unit Housing development to infrastructure, servicing, transportation, parks and amenities are unknown and will need to be studied further. The expansion of this form of development may stretch the City's ability to finance infrastructure everywhere.
- **Housing Supply Act and Housing Targets-** The mandates and timelines will disrupt the City's momentum in other important housing initiatives and

potentially inhibit the City's ability to meet its targets under the *Housing Supply Act* and under the *Federal Housing Acceleration Fund* program.

- **Development Review Approach:** The move to pre-zoning and a more streamlined approvals process will require a rethinking of how to complete some of the required technical steps that occur during a rezoning (servicing, legal agreements, site planning). This is critical to how the City finances and achieves public infrastructure and services.
- **Public Consultation and Community Engagement:** The elimination of individual rezoning public hearings will shift more of the planning and public consultation work upstream to the OCP and policy development phase and place more burden on these processes.
- **Development Finance** - The DCC program will need to be reviewed to explore the new categories and the current CAC program will need to be transitioned to the new ACC, with additional review and rigor. The effect to the current density bonus program is unknown and will need to be reviewed in more detail to fully understand the implications.
- **Tax Implications-** There are concerns about the impact of upzoning and increased densities in transit areas on increased property taxation, as well as impact on existing businesses in areas now designated for higher uses and density. These impacts have been seen in other jurisdictions.
- **In-Stream Applications-** It is as yet unclear how these mandates will impact existing in-stream applications that have been made based on the current regulatory framework, and whether some will be need to be suspended pending implementation and to take advantage of new regulations.
- **Resources, Staffing and Project Prioritization:** In the short term, there will be significant resourcing, staffing, and work plan project prioritization impacts as we implement these changes.
- **Business Plan Priorities:** It is unavoidable that this body of work will necessitate the re-prioritization of a range of planned initiatives or projects currently under way.

Staff are reviewing the new legislation in detail to determine the various options to implement the changes in Coquitlam, and will be awaiting the release of additional policy guidance later this year. Staff are also continuing to wait to hear from CMHC and the Federal Government on our application to the *Federal Housing Accelerator Fund*.

Staff will report to Council early in 2024 with a more robust analysis of the implications of these changes for Coquitlam, with the goal of ensuring that the City continues to advance much needed housing. Finally, it is noted that at the same time as the Province has introduced Bills 44, 46, and 47, there are a range of other legislative amendments relating to local government regulations and functions that are also significant, and that will require substantial local government work and impact our operations. These include legislation related to emergency programs, homelessness, seismic regulations, accessibility, etc. to name a few.

Financial Implications:

Implementing these sweeping changes flowing from Bills 44, 46 and 47 will have significant resourcing and staffing impacts across the organization, although these are as yet unknown given the lack of details. The Province has

allocated \$51M to support local government implementation of the proposed changes (with application details announced in early 2024); and \$10M allocated to a second intake of the Local Government Development Approvals Program (LGDAP) grant to support process improvements. Staff will be aggressively pursuing all funding options available to support this work, but doubts remain on the amount that may be available relative to the major resource impacts anticipated, how funding will be distributed, and if the funding will actually translate to staff resourcing. Lastly, staff are also following up with BC Assessment, as the impact of the changes on property values and taxes is unknown at this time.

Conclusion:

The recent legislative amendments prescribed by the Province and mandated for implementation to local governments in order to accelerate housing supply will bring about far-reaching changes to the local planning framework. The approach being taken by the Province leaves many across the municipal sector concerned as to how these far-reaching mandates can practically be implemented within compressed timelines, potential unintended consequences, resource impacts, and whether these will actually be effective in delivering the massive increases in housing that we need.

Given the concerns, staff intend to arrange discussions with Provincial representatives and MLAs, as well as other local governments, to seek alignment and shared advocacy in pursuing accommodations to implement these mandates in a reasonable time frame, optimizing our valuable resources, and advance the goals of increased housing supply and affordability in our region.



Raul Allueva, RPP, MCIP



Andrew Merrill, RPP, MCIP

AM/ce

Attachment:

1. Summary of Legislative Changes on Housing (Doc# 5047813)
2. Letter to the City from the Minister of Housing, the Honorable Ravi Kahlon, confirming the legislative Amendments (Doc# 5065883)
3. Presentation (Doc# 5056155)

This report was prepared by Raul Allueva, City Manager and Andrew Merrill, General Manager Planning and Development; and reviewed by the City's Executive Team, as well as Genevieve Bucher, Director Community Planning; Chris Jarvie, Director Development Services; Chris McBeath, Development Planning Manager; and Zeralynne Te, Community Social Development Manager.

Provincial Legislative Changes on Housing | Summary

The Province released the Homes for People Action Plan on April 3, 2023. The plan is intended to speed up delivery of new homes, increase the supply of middle-income housing, help those with the greatest housing need and reduce speculation in the housing market.

Since that time, the Province has announced or implemented some elements of the plan including:

- New Secondary Suite incentive program for homeowners.
- New regulations to control short-term rental (Airbnb).
- Expanding the speculation and vacancy tax and introducing a “flipping” tax.
- Creating the Single Housing Application Service, a single application portal for Provincial housing approvals.
- Creating a new digital building submission and evaluation permit tool.

Bill 44 - Housing Statutes (Residential Development)

On November 1, 2023, the Province introduced Bill 44, a significant legislative change to implement a number of elements of their plan, this includes:

1. *Secondary Suites Update*

- a. 1 secondary suite and/or 1 Accessory Dwelling Unit (ADU) will be permitted in all single-family residential zones across all communities Province wide.

2. *Small-Scale, Multi-Unit Housing (SSMU) Upzoning Update*

- a. Applicable only to areas within urban containment boundaries and for communities with populations greater than 5,000.
- b. 3 units will be permitted as-of-right on single-family lots less than 280 m² (3,000 sq. ft.).
- c. 4 units will be permitted as-of-right on single-family lots greater than 280 m² (3,000 sq. ft.).
- d. 6 units will be permitted as-of-right on single-family lots greater than 280 m² (3,000 sq. ft.) within 400 m of frequent transit stops. These sites will not have parking requirements.
- e. For those lots beyond the 400 metre buffer, the Province will recommend parking maximums, dependent on lot size and proximity to transit.
- f. All above-mentioned forms of development will be still subject to other regulatory measures, such as the development permit or building permit process.

3. Housing Needs Report, Official Community Plan and Zoning Bylaw Alignment

- a. Update Housing Needs Reports (HNR) using a new standard method, for a more consistent, robust understanding of local housing needs and extend the time horizon from 5 to 20 years.
- b. Requires that OCP and zoning bylaws be updated every 5 years to reflect and pre-zone for the 20-year total number of housing units required to meet anticipated housing needs.
- c. OCPs must also include housing policies respecting each class of housing need required in the most recent HNR.

4. Public Hearing Updates

- a. Phase out site-by-site public hearings for rezonings for housing projects (or mixed-use projects that are at least 50% residential) that are consistent with OCPs.
- b. Public hearings will continue to be required for OCP amendments (whether piecemeal amendments or new plans), for commercial, institutional and industrial projects, or for the consideration of rezoning applications that are not OCP consistent.

Bill 46 – Housing Statutes (Development Finance)

On November 7, 2023, the Province introduced Bill 46 to update and streamline the development finance tools. The changes include updates to development cost charges and creating a new amenity cost charge tool:

1. Development Cost Charge Updates

- a. Expanding the categories of infrastructure that DCCs can fund to include fire protection facilities, police facilities, and solid-waste facilities.
- b. Also allows local governments to collect DCCs for provincial highway infrastructure projects under certain conditions:
 - i. There is a cost-sharing arrangement between the municipality and the Province.
 - ii. The highway facilities, in whole or in part, directly or indirectly service the housing development, like an interchange.
 - iii. The highway facilities directly or indirectly enable the integrated functioning of provincial and municipal highway systems.

2. New Amenity Cost Charge

- a. Creating a new Amenity Cost Charge (ACC) tool to assist local governments in paying for the capital costs of community amenities (e.g., community centres, recreation centres, and libraries).
- b. The ACC will replace the current system of ad-hoc and unregulated CACs.
- c. ACCs must be adopted by bylaw and will function like a DCC, with set rates, required municipal assist factor, and a specific program of amenities to be funded.

- d. To implement an amenity cost charge, local governments will need to:
 - i. Identify areas where more housing supply is planned (based on official community plans and other planning documents) and what amenities are needed to support that supply. Amenity cost charges would apply to new development in those areas.
 - ii. Determine the amenity cost charge amounts following the rules set out in legislation (for example, the capital costs must be allocated between existing users and new users).
 - iii. Consult on the development of the amenities and charge rates.
 - iv. Pass a bylaw that implements the charges.
- e. Local governments can waive or reduce charges for affordable rental housing – as with development cost charges and development cost levies. The Province can also exempt types of affordable housing from amenity cost charges.
- f. The ACC must directly relate to the capital cost of amenities that will be provided in a specific area in which the development is located. The ACC charge must account for any external grants and any capital cost allocated to the existing population.
- g. Density bonus receipts cannot benefit amenities that are funded through an ACC bylaw. The two programs (and items funded) must be kept separate.

Bill 47 – Housing Statutes (Transit-Oriented Areas)

On November 8, 2023, the Province introduced Bill 47 to foster more transit-oriented development (TOD) near major transit hubs (SkyTrain Stations and bus transit exchanges). The changes include requirements for local government to designate TOD areas with minimum heights and density within 800 m of transit hubs. These changes include:

1. Transit-Oriented Development Areas

- a. Municipalities must designate two types of TOD areas:
 - i. within 800 m of a rapid transit stations (SkyTrain).
 - ii. within 400 m of a bus transit exchange.
- b. Municipalities must permit development that meets specific minimum height and density thresholds as outlined in the table below:

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

- c. This only applies to residential or mixed residential land use, meaning that properties that are zoned for commercial, agricultural and industrial land uses will not apply. Federally regulated properties, such as the Vancouver International Airport, are exempt, as are First Nations reserve lands.
- d. Municipalities are not allowed to set minimum parking requirements for residential land uses in TOD areas. The number of parking stalls will be determined by developers and the market.
- e. Municipalities can still set parking rates for accessible parking for persons with disabilities and commercial parking requirements are unaffected.

Implementation Timelines

- **November 2023** – Public Hearings will be prohibited for OCP compliant rezoning once the legislation receives royal assent (assumed by the end of the legislative session).
- **December 2023** – Small Scale Multi Unit Housing and transit oriented development regulations and policy guidance manual released.
- **January 2024** – New Housing Needs Report instructions provided.
- June 30, 2024 – Zoning Bylaws must be updated to incorporate Small Scale Multi Unit Housing, and transit oriented development areas must be designated.
- **Summer 2024** – OCP/zoning review/update instructions for Small Scale Multi Unit Housing provided.
- **January 1, 2025** (date subject to regulation) – local governments must have completed their updated Housing Needs Report.
- **December 31, 2025** (date subject to regulation) – Municipalities must have completed their first review and update of their OCPs and zoning bylaws, and pre-zoned sufficient development capacity based on their Housing Needs Report.



VIA EMAIL

Ref: 62641

November 9, 2023

Their Worship Richard Stewart
Mayor of the City of Coquitlam
Email: rstewart@coquitlam.ca

Dear Mayor Richard Stewart:

RE: New legislation to support local government housing initiatives

Over the past week, I have introduced several pieces of legislation to support local governments to get more homes built faster while enabling updated and new tools to effectively fund the costs of infrastructure and amenities to support increased housing supply and growth. Taken together, these changes are critical to getting more of the right kind of housing built in the right places to provide homes for British Columbians.

Last week, I introduced Bill 44, to support communities to deliver the homes people need quickly by allowing small-scale multi-unit housing across BC. These homes, including townhomes, triplexes, and secondary suites, can generally be built in a reasonable timeframe and blend more seamlessly into neighbourhoods. The legislation will apply to many areas of the province, and we anticipate it will allow up to 4 units in single-detached and duplex zones (or 3 depending on the size/type of lot) and up to 6 units permitted in single-detached and duplex zones close to bus stops with frequent service. It will also allow secondary suites or an accessory dwelling unit on single-detached lots throughout BC.

Bill 44 will also speed up the approvals process by moving away from spot zoning to ensure more comprehensive upfront planning and zoning to meet current and future housing needs. The changes include using a robust, standard methodology for calculating long-term housing needs for all Housing Needs Reports to ensure consistency across the

.../2

Office of the
Minister of Housing

Website:
www.gov.bc.ca/housing

Mailing Address:
PO Box 9074 Stn Prov Govt
Victoria BC V8W 9E9
Phone: 236 478-3970

Location:
Parliament Buildings
Victoria BC V8V 1X4
Email: HOUS.Minister@gov.bc.ca

province. Municipalities will also be required to update Official Community Plans (OCPs) and zoning bylaws to ensure their communities have sufficient land designated and zoned to meet long-term housing needs and continue to make these updates on a regular basis. The new legislation will also remove the option for local governments to hold public hearings for rezonings for housing projects consistent with OCPs.

Today, I announced new legislation, Bill 47, to support new housing to get built near high-frequency transit, and yesterday Bill 46, to ensure local governments have tools to collect amenity and infrastructure contributions outside of the re-zoning process.

Bill 47 will require local governments to designate areas near high frequency transit stations as 'TOD Areas.' TOD Areas are near SkyTrain stations and busy bus exchanges and are expected to be identified in 29 municipalities in BC. This is different from the 6-unit requirements in the small-scale multi-unit housing legislation which will focus on properties within 400 metres of bus stops with frequent service. TOD areas will include minimum levels of density, size, and dimension prescribed by regulation. Similar to implementing small-scale multi-unit housing requirements, local governments will have a comprehensive provincial policy manual to assist in making bylaw amendments consistent with the TOD legislation. Off-street parking spaces in TOD areas will be determined by the market; local governments will not be able to require off-street residential parking, other than spaces for other uses like commercial, spaces for disabled persons and loading spaces. These changes will help get more of the right kind of housing built in the right places to provide homes for British Columbians. A subsequent letter will notify the identified municipalities in December.

The new legislation will expand the scope of infrastructure for which Development Cost Charges (DCCs) can be collected to include fire protection facilities, police facilities, and solid waste facilities. It also allows local governments to collect DCCs for provincial highway infrastructure projects where there is a cost-sharing arrangement between the municipality and the Province.

The new Amenity Cost Charges (ACCs) tool will allow local governments to collect monetary and in-kind contributions for amenities (e.g., community centres, recreation centres, libraries) to support liveable communities in areas where new housing is going. This tool will provide certainty and transparency for local governments and developers.

Their Worship Richard Stewart

Page 3

We are aware that local governments require tools and supports to facilitate the delivery of affordable housing in their communities. We are currently exploring policy options and additional tools, including the potential for inclusionary zoning, and I look forward to sharing more about this in the coming months.

I know that the new housing initiatives announced over the past week will take work to implement and require additional resources for your local government to meet the requirements. We have committed to \$51 million in funding for local governments to support planning and capacity to meet these new requirements. The funding will be allocated based on population and the volume of work needed because there are different requirements for municipalities and regional governments. The funding will be distributed in early 2024.

The Province has also provided another \$10 million for a second intake of the Local Government Development Approvals Program (LGDAP), managed by the Union of B.C. Municipalities (UBCM). This funding is in addition to the \$1 billion provided to local governments through the Growing Communities Fund to support the delivery of infrastructure projects needed to support increasing density.

The Ministry of Housing is committed to working together and supporting every community as we move forward with new approaches and new ways to deliver the housing supply our province needs. In the coming weeks, we will be providing policy manuals detailing the site-level specifications for small-scale multi-unit housing and TOD areas. Further guidance will be coming in the new year to support implementation of the development finance tools and pro-active zoning requirements. Ministry of Housing staff will be in touch with your administration in the coming weeks to provide more detail about the changes and about funding and educational support and opportunities.

Sincerely,

A handwritten signature in black ink, appearing to be 'Ravi Kahlon', written in a cursive style.

Ravi Kahlon
Minister of Housing

pc: Honourable Rob Fleming, Minister of Transportation and Infrastructure
Honourable Anne Kang, Minister of Municipal Affairs
Teri Collins, Deputy Minister, Ministry of Housing
Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure
Okenge Yuma Morisho, Deputy Minister, Ministry of Municipal Affairs
Tara Faganello, Assistant Deputy Minister, Ministry of Municipal Affairs
Bindi Sawchuk, Assistant Deputy Minister, Ministry of Housing
Kevin Volk, Assistant Deputy Minister, Ministry of Transportation and Infrastructure
Raul Allueva, Chief Administrative Officer, City of Coquitlam
(rallueva@coquitlam.ca)


Links:

Local Government Housing Initiatives Webpage: [Local government housing initiatives - Province of British Columbia](#)

Bill 44 Announcement: news.gov.bc.ca/releases/2023PREM0062-001706

Bill 46 Announcement: news.gov.bc.ca/releases/2023HOUS0063-001737

Bill 47 Announcement: news.gov.bc.ca/releases/2023HOUS0063-001748



City of Coquitlam
Provincial Legislative Changes on Housing
Council - November 27, 2023

📍 📺 📱 | coquitlam.ca/ Doc# 5056155 Coquitlam



Small-Scale Multi-Unit Housing

- 3 units on single-family lots less than 280 m² (3,000 sq. ft.).
- 4 units on single-family lots greater than 280 m² (3,000 sq. ft.).
- 6 units on single-family lots within 400 m of frequent transit stops. These sites will not have parking requirements.
- Policy guide released in December with sample policy packages



Housing Needs Reports, OCP, and Pre-Zoning

- New Provincial Standard for Housing Needs Reports
- Housing Needs Reports Updated every 5 years. Time horizon extended to 20 years.
- OCP and Zoning Bylaws updated every 5 years
- Must pre-zone for 20 years of growth capacity as in the Housing Needs Report
- Policy guide released in Summer 2024

Public Hearings

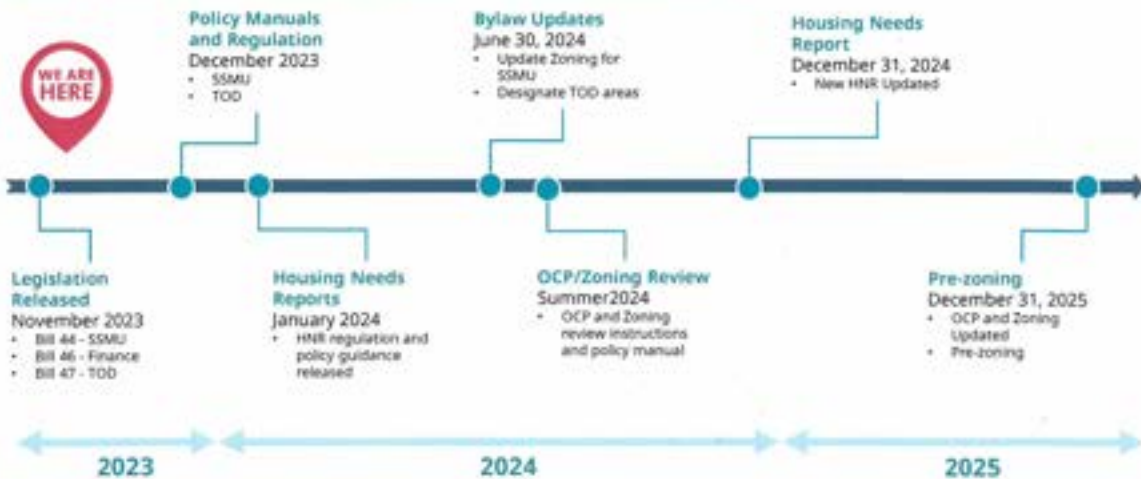
- Public Hearings prohibited for OCP compliant residential rezonings
- Public Hearings continue for OCP amendments
- Public Hearings continue for commercial, institutional and industrial rezonings, or for rezoning applications that are not OCP consistent.



Transit-Oriented Development

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 Cities)	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

Implementation Timeline



Things That Affect Housing Affordability



Things that the City can Affect



Things that the City can Affect

Policy &
Incentives

Development
Approvals

Designated/
Zoned Capacity

Things that the City can Effect

Policy &
Incentives

- HAS
- Rental Incentives
- Parking reductions
- AHRF grants

Development
Approvals

- DAPR
- Application Portal
- Amanda 7 upgrade

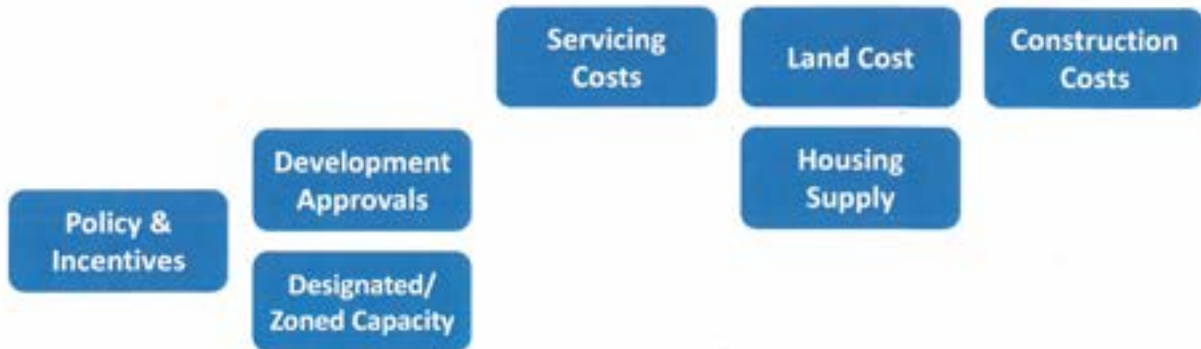
Designated/
Zoned Capacity

- OCP
- CCAP
- BLNP
- Housing Choices
- SWHR
- HCNP
- City owned housing sites

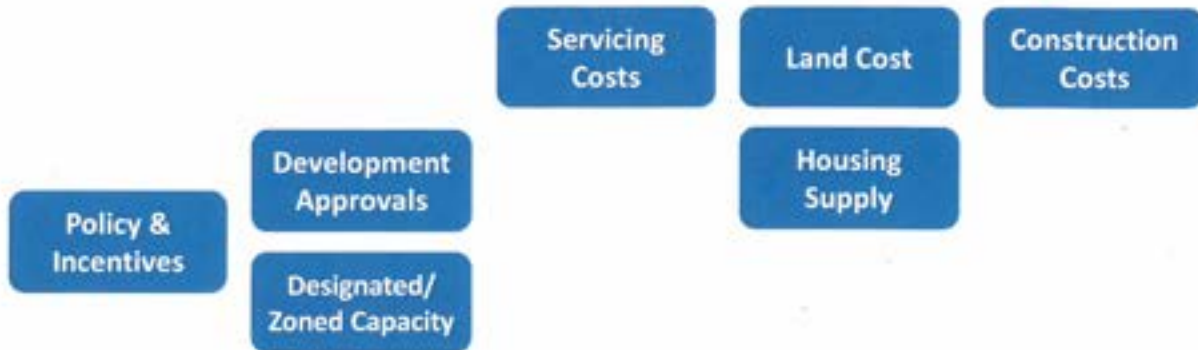
What the Provincial Legislation Targets



What the Provincial Legislation Targets



What the Provincial Legislation Targets



What the Provincial Legislation Targets



Implications



Thank you Questions

