

TRANSIT-ORIENTED

New Developments in Metro Vancouver

The Provincial Housing Mandates

Project Objectives



Bill 16
Local Government Tools



Bill 44
SSMUH & Proactive Planning

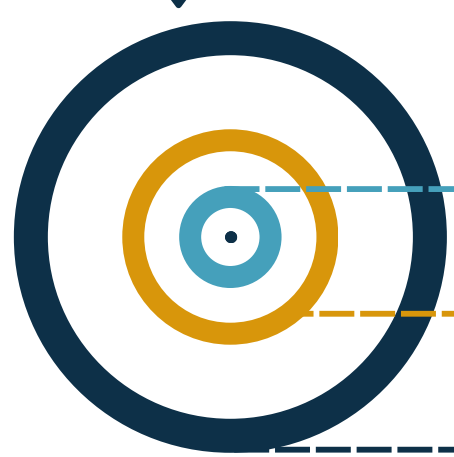


Bill 46
Development Finance Tools



Bill 47
Transit-Oriented Development

- Creates 64 Transit-Oriented Areas (TOA) around SkyTrain Stations
- Allows minimum allowable density and height thresholds in three tiered radii:



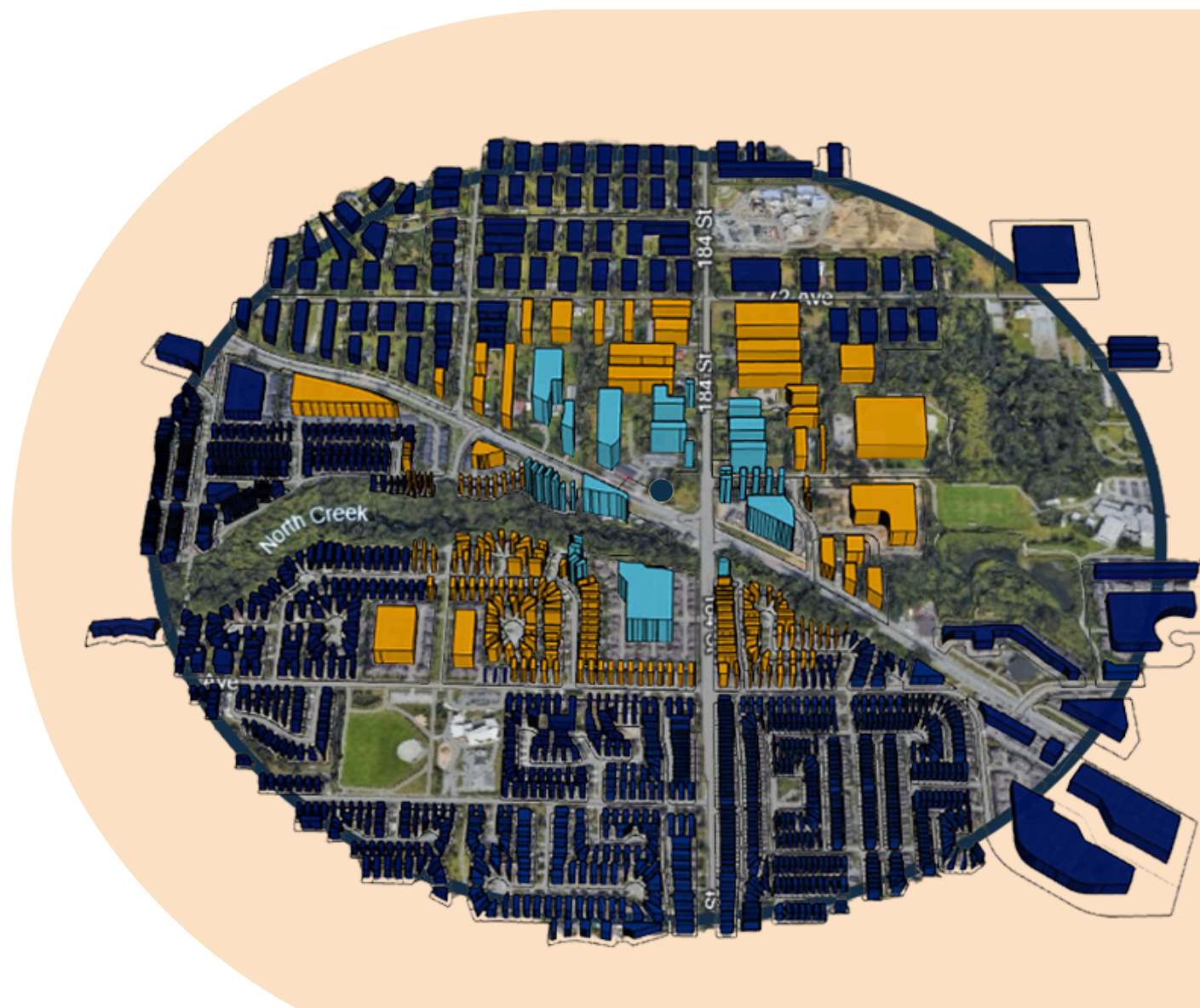
200 m: 5.0 FAR
20 Storeys

400 m: 4.0 FAR
12 Storeys

800 m: 3.0 FAR
8 Storeys

In response to the deepening housing crisis in Metro Vancouver, the Province of BC introduced a suite of housing mandates—Bills 16, 44, 46, and 47. **The mandates aim to increase housing supply and affordability by promoting higher densities, introducing new development financing tools, streamlining development processes across Metro Vancouver and mandating transit-oriented development (TOD).** These mandates aim to address urgent housing needs, but their rapid and broad implementation has introduced complex challenges for local governments.

- 1 Assess the challenges and opportunities presented by the mandates
- 2 Examine the realities of integrating the mandates into local planning
- 3 Generate recommendations for the Province and local governments



Development Potential

Around Hillcrest-184 Street Station, density thresholds allow for approximately 69,230 new homes

This represents 41% of the 20-year housing need for the entire City of Surrey (169,220 homes)

Many residents are owners of newer, single-family homes on small lots, which may inhibit development

Over 90% of the land area is zoned for residential uses —making for high potential for densification

Hillcrest-184 Street Station, Surrey

Issues and Challenges

Parcels adjacent to the station are currently zoned for commercial or industrial, limiting TOD potential

Additional services and infrastructure are needed to accommodate expected increase in development

Existing barriers to walkability inhibit the potential livability of transit-oriented communities

The uniform circle includes areas which are not suitable for transit-oriented development.



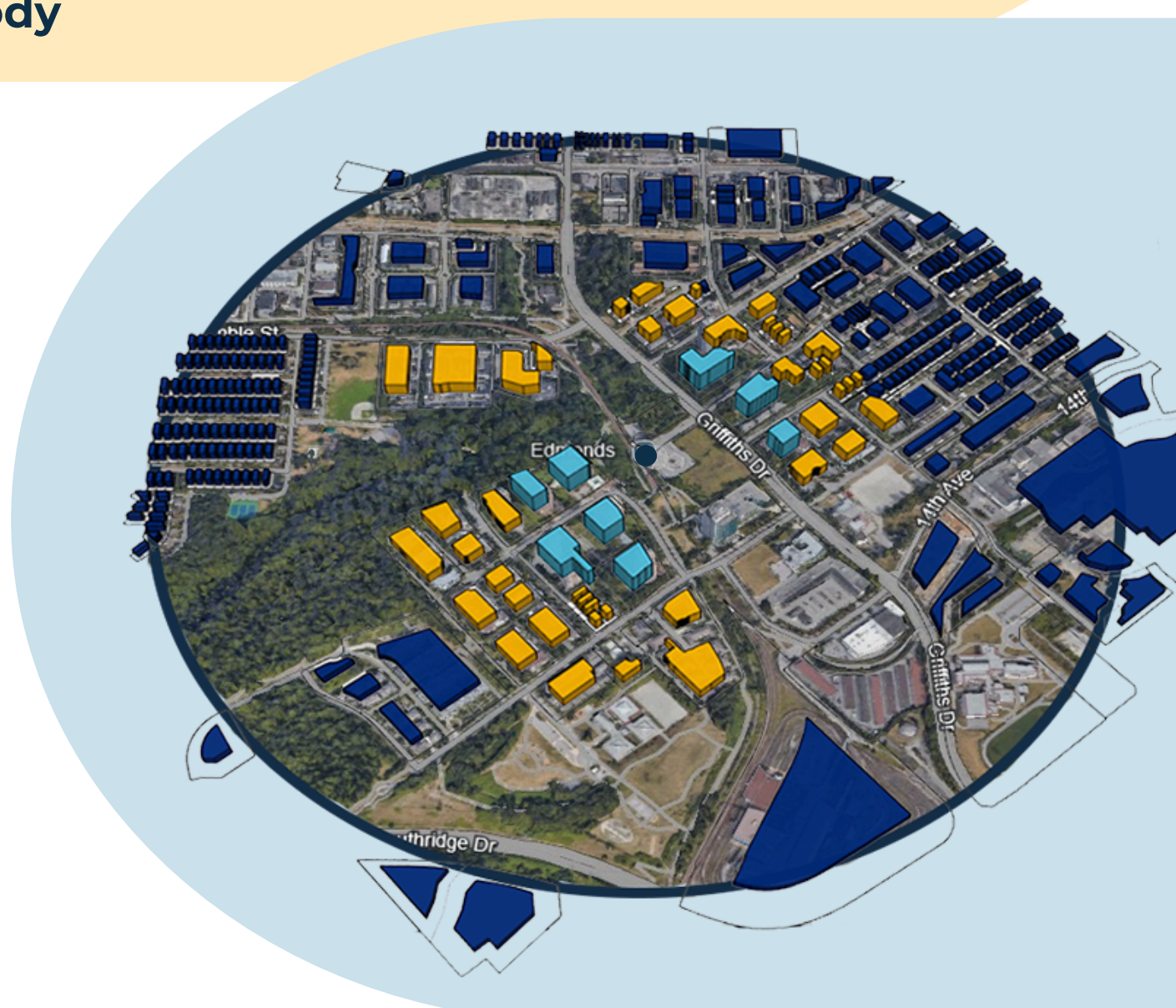
“The blanket TOA designation rubs people the wrong way because it doesn’t consider unique local contexts and community needs.”

—A Municipal Planner in Metro Vancouver

Moody Centre Station, Port Moody

“We’ve got 21 local governments responding to the same mandates differently. There’s an opportunity for them to collaborate and create coordinated plans.”

—A Municipal Planner in Metro Vancouver



Recommendations

Mixed-use zoning will allow for densification and compact growth while supporting transit-oriented communities

Proactive assessments of infrastructure needs will help accommodate new housing and residents

Inter-municipal dialogue and knowledge sharing will enable collaborative navigation of the mandates

Improve pedestrian infrastructure and facilities to create walkable communities within TOAs.

Edmonds Station, Burnaby

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