

Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023

What does Bill 47 do?

- Requires municipalities to designate Transit Oriented Development Areas (TOD Areas) near transit hub to permit housing developments that meet minimum provincial standards for allowable height and density.

How will it work?

- TOD Areas are defined as land within 800 metres of a rapid transit station (eg. SkyTrain) and within 400 metres of a bus exchange (ie. passengers transferring from one route to another).
- Minimum height and density are directed as found in the chart 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

- Parking standards in TOD Areas:
 - minimums are **removed**
 - can be determined by need and demand on a project-by-project basis. Developers can choose to build as much parking desired, but will not be required to meet a minimum.
 - municipalities may still require the provision of parking for disabilities
 - commercial parking requirements are not affected
- A provincial policy manual will be provided to give direction on standards and details for consistent approaches to developing TOD Areas.
- TOD Areas that have higher density will **take precedence over SSMU zoning** should there be an overlap

What's next?

- Following the release of the **provincial policy manual in December 2023** lands that local governments have designated for transit-oriented growth in their OCPs will **immediately** be captured under the new minimum allowable density.
- Remaining TOD areas that require local government designation, municipalities will have until **June 30, 2024** to designate these areas (pending regulation).
- Where current zoning allows for less density than the new provincial minimum, **new increased minimum density must be allowed by the local government.**