



Response to New Provincial Housing Legislation Bill 47: Transit-Oriented Areas (TOA)

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Purpose

This bulletin provides background on the Province's Bill 47 (*Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023*) and summarizes Richmond's response.

Background

Bill 47 required that, by June 30, 2024, local governments designate Transit-Oriented Areas (TOA) as prescribed by Provincial regulations and exempt residential uses within designated TOAs from minimum off-street parking requirements, other than accessible parking.

TOA Definition

The Province defines TOAs as geographic areas within prescribed distances of specified transit stations, including lands within:

- 800 m (10-minute walk) of a provincially-specified SkyTrain station; or
- 400 m (5-minute walk) of a provincially-specified off-street bus exchange.

Minimum Allowable Density Framework (MD Framework)

Within TOAs, the MD Framework specifies the minimum densities and heights that local governments must allow (e.g., subject to rezoning) for residential and mixed-use development that includes residential (except where this conflicts with Federal or Provincial statutes).

Limitations

Non-residential development (e.g., commercial, industrial, agricultural), including the rezoning of lands designated exclusively for non-residential uses under a local government's Official Community Plan (OCP), is not subject to the MD Framework.

In addition, various Federal and Provincial statutes supersede or have a limiting effect on the TOA regulations and MD Framework, including:

- Agricultural Land Reserve (ALR);
- Airport Zoning Regulations (AZR);
- Federal crown land;
- flood plains, hazard areas, riparian areas and other environmentally sensitive areas; and
- heritage features subject to heritage designation or revitalization agreements.

Small-Scale Multi-Unit Housing (Bill 44)

Bill 44 does not apply to lands located within a designated TOA. Within Richmond's TOA, the zoning of existing single detached houses and two-unit (duplex) housing does not permit small-scale multi-unit housing.

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Richmond's Response

On June 24, 2024, Richmond Council adopted the following bylaws in compliance with Bill 47:

- **Transit-Oriented Areas (TOA) Designation Bylaw 10560**, which designates the City's TOAs, together with associated densities and heights; and
- **Zoning Bylaw 8500 Amendment Bylaw 10561**, which exempts residential uses in TOAs from minimum off-street parking requirements (other than accessible parking) and makes related regulatory changes (e.g., transportation demand management measures).

Transit-Oriented Areas (TOA) Designation Bylaw 10560

In Richmond, Bill 47 affects lands within 800 m (10-minute walk) of the City Centre's five Canada Line Stations (i.e., Bridgeport, Capstan, Aberdeen, Lansdowne and Richmond-Brighouse). Within this area, residential and mixed-use development that includes residential are subject to the MD Framework's heights and densities (except where height exceeds AZR limits).

Minimum Allowable Density Framework (MD Framework)

Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)	Minimum Allowable Building Height (storeys)
SkyTrain	1	Less than 200	Up to 5.0	Up to 20
	2	200–400	Up to 4.0	Up to 12
	3	400–800	Up to 3.0	Up to 8

Within Richmond's designated TOA:

- Bill 47 does not require that lands are pre-zoned (i.e., development is subject to a rezoning application);
- the MD Framework only applies to lands that the OCP designates for residential uses or mixed-use development that includes residential uses (i.e., generally outside Bridgeport Village and Aberdeen Village);
- the MD Framework does not apply to properties that are currently zoned for residential use, but are designated for non-residential uses in the OCP (as is the case with single detached-zoned lots in Bridgeport Village and Aberdeen Village);
- the MD Framework does not apply where the OCP permits residential uses or mixed-use development that includes residential uses, but the proposed development is entirely non-residential (e.g., hotel, retail, office); and
- the MD Framework does not apply to lands located outside the designated TOA boundary (even if such lands are part of a property assembly that is located in part within the TOA boundary).

TOA development is subject to Richmond's standard rezoning application and development permit application processes, and is required to demonstrate compliance with applicable OCP policies and Development Permit guidelines.

Refer to the TOA Flow Chart attached to this bulletin for more information on how to determine if the MD Framework applies to your property.

Zoning Bylaw 8500 Amendment Bylaw 10561

Bylaw 10561 amends parking and related regulations for development within TOAs, including:

- Exempting residential uses from minimum off-street parking requirements, other than accessible parking spaces;
- Requiring a minimum of 0.02 accessible parking spaces per dwelling unit; and
- Requiring that residential development provide transportation demand management (TDM) measures including, but not limited to, transit pass programs, car share facilities, enhanced bike parking and maintenance features, and small-size loading spaces.

Zoning Bylaw Amendment Bylaw 10561 does not apply to parking for non-residential uses.

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Future Studies

- The City will be undertaking a review of building massing, parking and related urban development implications arising from Bill 47. The outcome of this study may include, but may not be limited to, changes in City Centre Area Plan (CCAP) policies and how Richmond calculates density within TOA (e.g., including above-grade parking in density calculations).
- The City will also be undertaking a review of the CCAP, other affected Area Plans, and the OCP to ensure alignment with the TOA regulations and related Provincial legislation (e.g., inclusionary zoning requirements). The Province requires the City to update the OCP and associated policies by the end of 2025.

Questions

Should you have any questions concerning this bulletin, please reference the Bulletin number and email CommunityPlanning@richmond.ca.

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Transit-Oriented Areas (TOA) Flow Chart

