Provincial Housing Initiatives Zoning Information Session

Bill 44 and Bill 47

June 5, 2024

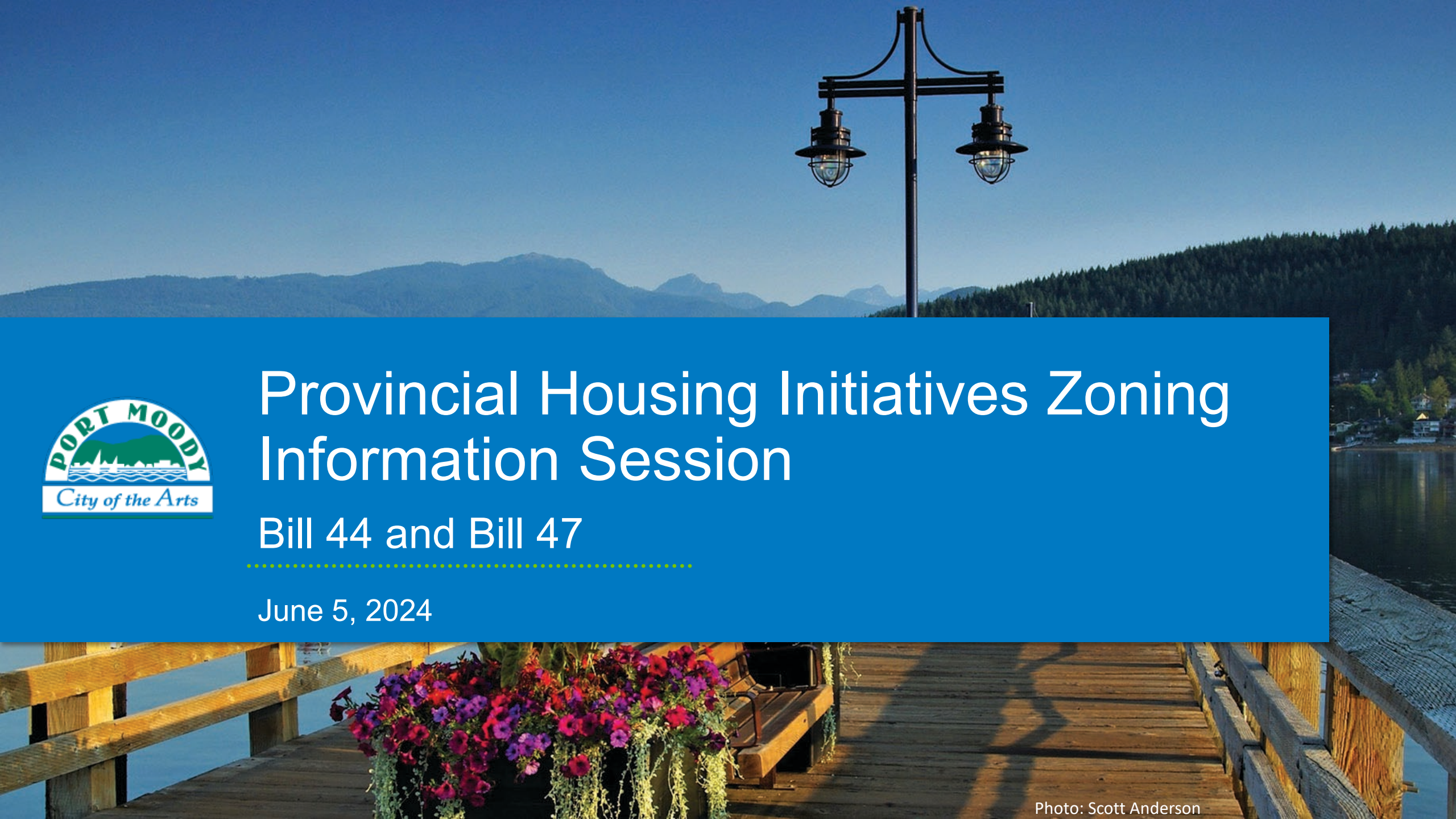


Photo: Scott Anderson

Agenda

1. Provincial Housing Legislation: Bill 44 and Bill 47 Overview

- What are these and how will they impact Port Moody?

2. City's approach

- Bill 44: Small-Scale Multi-Unit Housing (SSMUH)
- Bill 47: Transit-Oriented Areas (TOAs)
- Transportation and Infrastructure Requirements

3. Next Steps

Provincial Housing Legislation

In Fall 2023, the Province passed legislation aimed at enabling increased residential density in BC communities. As part of the Homes for People Action Plan, the Province enacted the following legislative changes:

- 2023 Housing Statutes (Residential Development) Amendment Act, **Bill 44**
- 2023 Housing Statutes (Development Financing) Amendment Act, **Bill 46**
- 2023 Housing Statutes (Transit-Oriented Areas) Amendment Act, **Bill 47**
- 2023 Short-Term Rental Accommodations Act, **Bill 35**

Bill 44: Small-Scale, Multi-Unit Housing (SSMUH) Overview

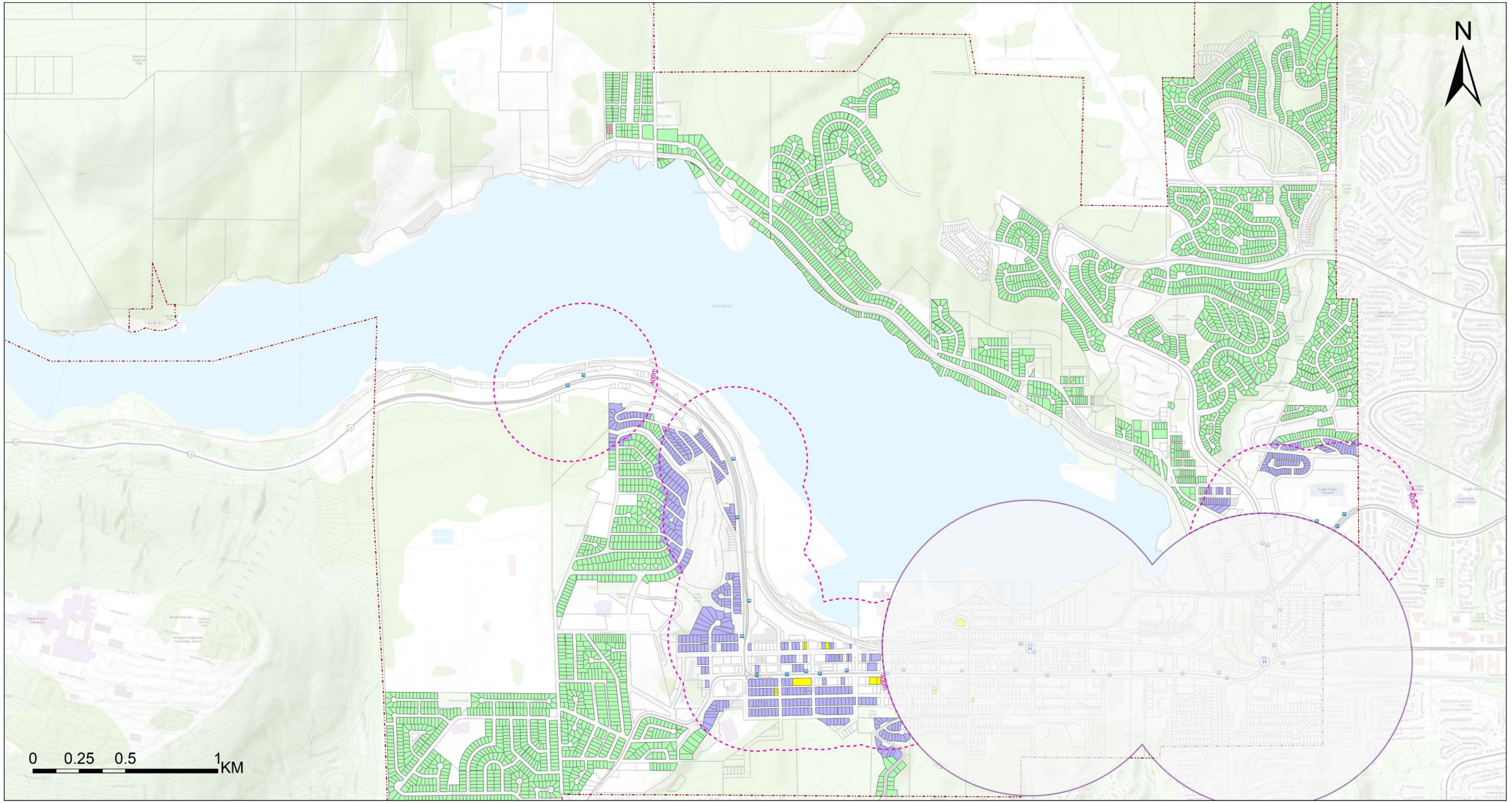
Establishes housing unit minimums for single-family and duplex lots:

- minimum of 3 units on lots equal to or less than 280m^2;
- minimum of 4 units on lots larger than 280m^2;
- minimum of 6 units on lots larger than 280m^2, and within 400m of frequent bus service.

Exemptions:

- Heritage (heritage designated properties, Heritage Revitalization Agreements);
- Hazardous Conditions (where it can't be mitigated);
- Riparian Areas;
- Parcels greater than 4050m^2;
- Designated Transit Oriented Development Areas.

Map 3 Small-Scale Multi-Unit Housing (SSMUH) Areas



PORT MOODY
CITY OF THE ARTS

SSMUH - Housing Units Per Lot:
- 3 Units
- 4 Units
- 6 Units

- Prescribed Bus Stops
- Prescribed Bus Stop 400m Radius
- Transit Oriented Areas (TOA)

- Exempted Heritage Properties *
- Municipal Boundary

* Properties under a completed Heritage Revitalization Agreement prior to December 7, 2023, and Municipally Designated Heritage Properties.

Notes: Refer to Chapter 11: Heritage Conservation in Official Community Plan Bylaw No. 2955 for further information regarding the Moody Centre and Ioco Townsite Heritage Conservation Areas designated in the plan.

All City policies still apply to new developments in SSMUH area.

Date Printed: 5/16/2024

City's approach - SSMUH 'Draft' Zoning Bylaw Amending Bylaw

Attachment 2 – Draft Zoning Bylaw Amending Bylaw Content

4. Definitions

"ACCESSORY BUILDING" means a Building or Structure, the use of which is secondary to the principal permitted use of the lands, Buildings or Structures located on the same Lot in accordance with the requirements of section 5.2.2 of this bylaw and excludes Small-Scale Multi-Unit Housing (SSMUH).

"ADDITIONAL DWELLING UNIT "(ADU)" means a Building or part of a Building that: is a self-contained Dwelling Unit of only residential occupancy and may be stratified.

"SMALL-SCALE MULTI-UNIT HOUSING "(SSMUH)" means a range of ground-oriented Buildings as provided for in the *Housing Statutes (Residential Development) Amendment Act* (RSBC 2023) and includes the following Dwelling Unit types: Single Detached Residential, Semi-Detached Residential, Townhouse, Secondary Suite, and Additional Dwelling Unit, and Apartment and Multi-Residential Dwelling Units

"GRADE" means the average elevation of the point at which the foundation of a building or structure intersects with ground, measured by averaging the existing Grades at the corners of the Building or Structure.

"HEIGHT" means the vertical distance from the Grade adjoining a Building or Structure to the highest point of the roof deck of a flat roof or the highest point of any affixed structures or features not exempted under section 5.3.3 Height Exceptions, to the deck line of a mansard roof, and the mean level between the eaves and the ridge of a gable, hip, gambrel, or other sloped roof, and to the highest point of a Structure other than a Building.

"SEMI-DETACHED RESIDENTIAL" means a Residential use in which a Building on a Lot is used for two independent Dwelling Units in a variety of configurations but does not include a Secondary Suite.

"TRANSPORTATION DEMAND MANAGEMENT MEASURES" means measures intended to reduce reliance on personal motor vehicles by residents, patrons and visitors of a development.

TRANSPORTATION DEMAND MANAGEMENT PLAN" means a document forming part of a development permit application that sets out the commitments made by the owner of a development regarding the implementation of Transportation Demand Management Measures.

5. General Regulations

5.5 Small-Scale Multi-Unit Housing (SSMUH)

5.5.1 SSMUH is permitted in the RS1, RS1-S, RS2, RS3, RS5, RS6, RS7, RS8, RS9 and RT zones within the areas shown on Schedule A - Zoning Boundaries Map No. 3, SSMUH Areas.

5.5.2 On Lots zoned RS1, RS1-S, RS2, RS3, RS5, RS6, RS7, RS8, RS9, and RT that are 280m² or less in size within the SSMUH Areas as shown in Schedule A - Zoning Boundaries Map No. 3, SSMUH Areas, the following Dwelling Units are permitted up to an overall maximum of three Dwelling Units per Lot:

a) a Single Detached Residential unit;
b) Semi-Detached Residential;
c) Additional Dwelling Unit(s);
d) Townhouse; or
e) Secondary Suite(s);

5.5.3 On Lots zoned RS1, RS1-S, RS2, RS3, RS5, RS6, RS7, RS8, RS9, and RT that are greater than 280m² but do not exceed 4050m² in size that are outside the Prescribed Bus Stop 400m Radius as shown on Schedule A - Zoning Boundaries Map No. 3, SSMUH Areas, the following Dwelling Units are permitted up to an overall maximum of four Dwelling Units per Lot:

a) a Single Detached Residential unit; or
b) Semi-Detached Residential; or
c) Additional Dwelling Unit(s);
d) Townhouse; or
e) Apartment; or
f) Multi-Residential; or
g) Secondary Suite(s);

5.5.4 On Lots zoned RS1, RS1-S, RS2, RS3, RS5, RS6, RS7, RS8, RS9, and RT that are greater than 280m² but do not exceed 4050m², that are within the Prescribed Bus Stop 400m Radius as shown on Schedule A - Zoning Boundaries Map No. 3, SSMUH Areas, the following Dwelling Units are permitted up to an overall maximum total of six Dwelling Units per Lot:

a) a Single Detached Residential unit; or
b) Semi-Detached Residential; or
c) Additional Dwelling Unit(s);
d) Townhouse; or
e) Apartment; or
f) Multi-Residential; or
g) Secondary Suite(s);

City's approach - SSMUH 'Draft' Zoning Bylaw Amending Bylaw

'Draft' RS1 Zone Template

8.4.2 Permitted Use

RS1 Zone	
a. Principal Use	i. Single Detached Residential ii. Small-Scale Multi-Unit Housing
b. Secondary Use to Single Detached Residential	i. One of the following: • Bed and Breakfast • Boarding • Child Care • Community Care • Home Occupation – Type B ii. Additional Dwelling Unit iii. Home Occupation – Type A iv. Supportive Recovery (see section 5.2.9) v. Secondary Suite
c. Secondary Use to Small-Scale Multi-Unit Housing	i. Boarding ii. Home Occupation – Type A iii. Secondary Suite

8.4.3 Development Regulations for Single Detached Residential

RS1 Zone	
a. Density (maximum)	i. All Buildings – FAR of 0.5
b. Height (maximum)	i. Principal Building – the lesser of 3 Storeys and the vertical distance from Grade to the highest point of the Building, which shall be 10.5m for roofs with a pitch of 3:12 or greater, and 9.0m for roofs with a pitch less than 3:12 and with parapets less than 0.6m in height. ii. Accessory Building – 3.7m for a flat roof and 4.5m for a roof with a slope angle more than 3:12 measured to the highest point. iii. Additional Dwelling Unit - 6.71m measured from Grade to the highest point of the roof structure, parapet, or guard.
c. Lot Coverage (maximum)	i. All Buildings and Structures – 40% total ii. Accessory Building or Structure (including Additional Dwelling Units) – 65m²
d. Front Lot Line Setbacks (minimum)	i. Principal Building – 6.0m ii. Accessory Building or Structure – rear of the principal Building
e. Side Lot Line Setbacks (minimum)	i. All Buildings or Structures (interior) – 1.5m ii. All Buildings or Structures (exterior) – 3.0m
f. Rear Lot Line Setbacks (minimum)	i. Principal Building – 7.5m ii. Accessory Building or Structure – 1.5m iii. Additional Dwelling Unit – 1.5m
g. Minimum Setbacks Between Buildings (minimum)	i. Between Principal Building and Detached Additional Dwelling Unit – 6.0m ii. Accessory Building or Structure – 2.0m.

8.4.4 Development Regulations for Small-Scale Multi-Unit Housing

Refer to Section 5.5 and Map 3 - Small-Scale Multi-Unit Housing (SSMUH) Areas to determine whether a Lot in this zone permits a maximum of three, four or six Dwelling Units.

RS1 Zone - SSMUH	
a. Density (maximum)	i. All Buildings - FAR of 0.7 for three Dwelling Units, increasing by an FAR of 0.1 for each additional Dwelling Unit to a maximum FAR of 1.0 for six Dwelling Units
b. Height (maximum)	i. All Buildings with up to four Dwelling Units - 10.5m ii. All Buildings providing five to six Dwelling Units - 11.5m iii. Accessory Building – 4.0m
c. Lot Coverage (maximum)	i. All Buildings and Structures – 45% total for Lots providing up to four Dwelling Units and 50% total for Lots providing five to six Dwelling Units
d. Front Lot Line Setbacks (minimum)	i. All Buildings or Structures – 4.6m
e. Side Lot Line Setbacks (minimum)	i. All Buildings or Structures (interior) – 1.5m ii. All Buildings or Structures (exterior) – 3.0m
f. Rear Lot Line Setbacks (minimum)	i. All Buildings where there is a lane – 1.5m ii. All Buildings where there is no lane – 4.0m
g. Setbacks Between Buildings (minimum)	i. Between Buildings front to back - 6.1m ii. Between Buildings side to side – 2.4m iii. Accessory Building or Structure – 2.0m

8.4.5 Landscaping

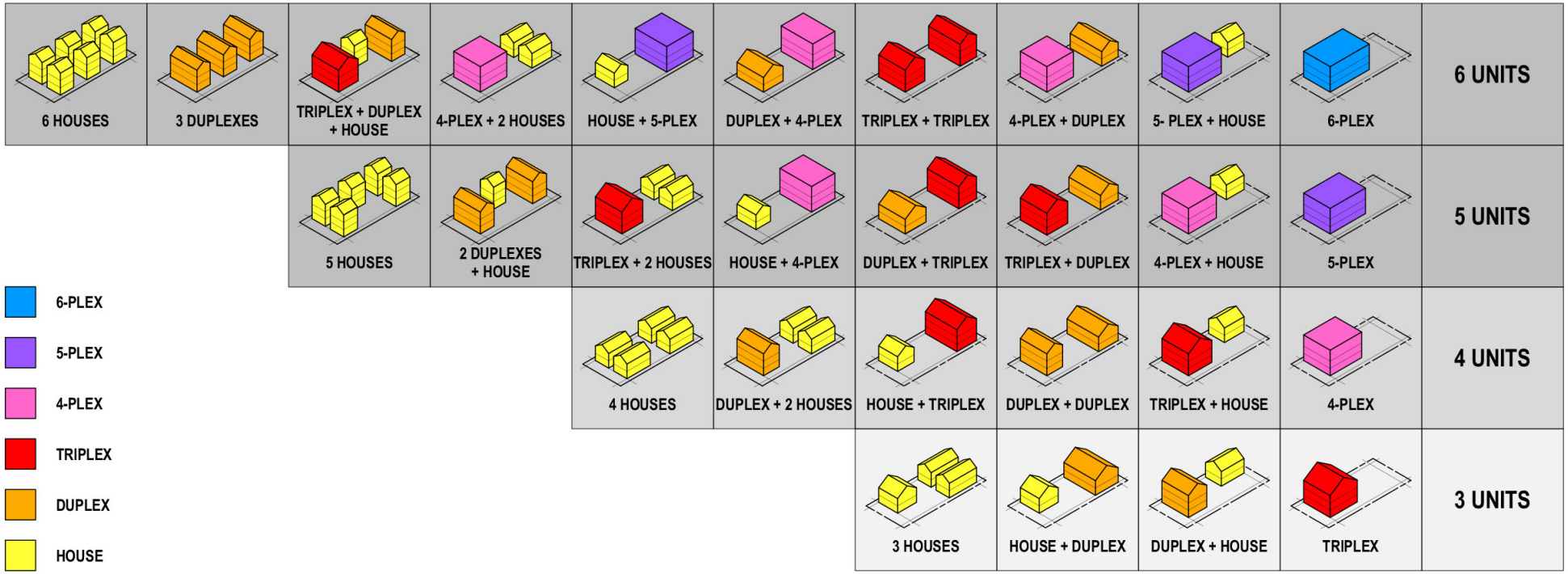
Refer to section 5.2.10 of this Bylaw for landscaping requirements.

8.4.6 Parking

(a) Refer to section 6.0 of this Bylaw for Off-Street Parking requirements.
(b) The maximum area surfaced for driveway and Off-Street Parking in a Front Yard shall not exceed 50% of the area of the Front Yard.
(c) Where a lane or secondary road is present, all buildings and structures used for accessory off-street parking shall be located in the rear yard and access to accessory off-street parking spaces shal be from the lane or secondary road.

8.4.7 Conditions of Use

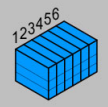
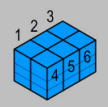
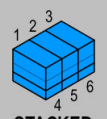
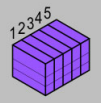
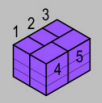
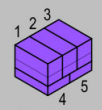
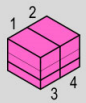
City’s approach - SSMUH Housing Types



The diagram above illustrates a variety of conceptual development scenarios possible under the SSMUH zoning regulations, given the variables: number of units, number of buildings and building types. This diagram does not necessarily represent every possible scenario, and not every scenario shown will necessarily be desirable or even possible on every site. The specific characteristics and context of each site will ultimately determine which scenarios may be possible and appropriate for each property.

This diagram shows the maximum allowable floor area and assumes all units are equal size, but there is no requirement that units be equal size or that floor area be maximized.

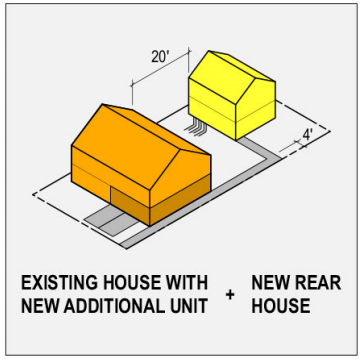
City’s approach - SSMUH Housing Types

6-PLEX	 TOWNHOUSE	 FRONT-BACK TOWNHOUSE	 STACKED TOWNHOUSE	
5-PLEX	 TOWNHOUSE	 FRONT-BACK TOWNHOUSE	 STACKED TOWNHOUSE	
4-PLEX	 TOWNHOUSE	 QUADRANTS	 STACKED TOWNHOUSE	
TRIPLEX	 TOWNHOUSE	 FRONT OR BACK + SIDE-BY-SIDE	 SIDE-BY-SIDE + BOTTOM	 FRONT-BACK + BOTTOM
DUPLEX	 SIDE-BY-SIDE	 FRONT-BACK	 TOP-BOTTOM	

The diagram above illustrates some conceptual unit configurations possible in the various building types of SSMUH development scenarios. Each scenario, its specific characteristics and requirements, and the minimum required unit width of 15’-6” (measured center-of-wall to center-of-wall) will determine which configurations may be possible and appropriate for each property.

Any unit in these building types may be a secondary suite if it is within a principal unit and meets all applicable requirements. Secondary suites have lesser building code requirements, but they must be counted toward the number of units on site.

- NEW REAR HOUSE MAY REQUIRE FIRE SPRINKLERS DEPENDING ON LOT SIZE, PRESENCE OF LANE, LOCATION, ETC
- NEW REAR HOUSE WILL REQUIRE NEW ELECTRICAL , WATER AND SEWER UTILITY CONNECTIONS SEPARATE FROM EXISTING HOUSE
- MINIMUM 20’ SEPARATION BETWEEN EXISTING HOUSE AND NEW REAR HOUSE IS REQUIRED
- EXISTING HOUSE MAY REQUIRE UPGRADE TO PROTECT NEW REAR HOUSE AND/OR FIREFIGHTER ACCESS PATH
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW ADDITIONAL UNIT IS ADDED WITHIN IT - EXTENT OF UPGRADE DICTATED BY WHETHER ADDITIONAL UNIT IS STRATA, NON-STRATA OR SECONDARY SUITE
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW REAR HOUSE IS STRATA
- PARKING REQUIREMENTS NEED TO BE MET FOR EXISTING HOUSE, NEW ADDITIONAL UNIT AND NEW REAR HOUSE
- A MINIMUM 4’ WIDE FIREFIGHTER ACCESS PATH FROM THE STREET TO NEW REAR HOUSE IS REQUIRED



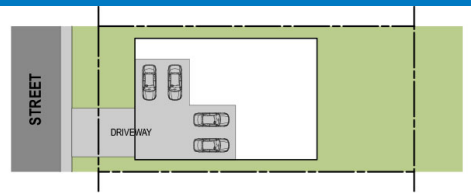
The diagram above shows some of the considerations for a SSMUH development where an existing house will be retained. It is possible to either add new units within an existing house or add a new unit(s) within an existing house and add a new rear house or duplex. New units and the existing house may be strata or non-strata. One new additional unit within the existing house may be a secondary suite.

The diagram shows a development scenario where an existing house is retained, a new additional unit is added within the existing house (making it a duplex), and a new rear house is added in the backyard.

schema
OFFICE OF ARCHITECTURE

BUILDING TYPES
PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING

City’s approach - SSMUH Vehicle Access & Parking Options

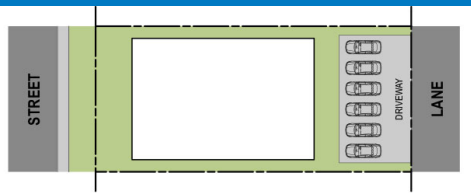


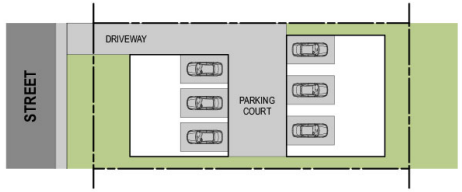
PARKING ACCESS DIRECTLY FROM THE STREET

PARKING IS LOCATED WITHIN THE FRONT BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET.

PARKING ACCESS DIRECTLY FROM THE LANE

PARKING IS LOCATED WITHIN THE REAR BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE.



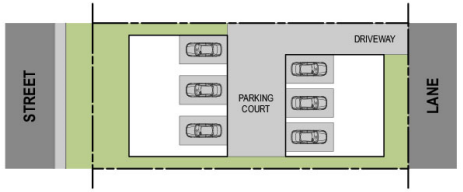


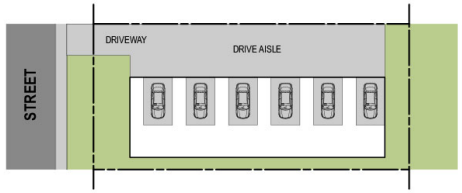
PARKING ACCESS FROM THE STREET VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A PARKING COURT.

PARKING ACCESS FROM THE LANE VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A PARKING COURT.



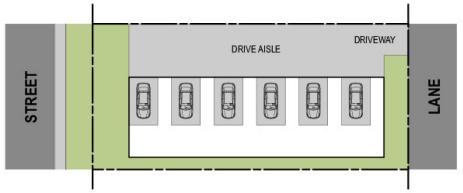


PARKING ACCESS FROM THE STREET VIA DRIVE AISLE

PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A FLANKING DRIVE AISLE.

PARKING ACCESS FROM THE LANE VIA DRIVE AISLE

PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A FLANKING DRIVE AISLE.



The diagrams above illustrate some conceptual parking configurations possible for SSMUH development scenarios. The specific characteristics and context of each site, and whether a lane is present or not will determine which configurations may be possible and appropriate for each property. Driveways must be from a lane where present, and only one driveway is permitted from a street. There may be scenarios that require a combination of various parking configurations.

Parking scenarios will inform, and result from, the number of buildings and building types specific to each development scenario.

The number of stalls possible in a SSMUH development will depend on parking regulations in the zoning bylaw, lot size, lot dimension, lot slope, the immediate context of each stall (interior, exterior, adjacent to walls) and the specific building type and configuration of the scenario. The dimensions and slope of all parking spaces, driveways and aisles must conform to all applicable zoning and engineering regulations.

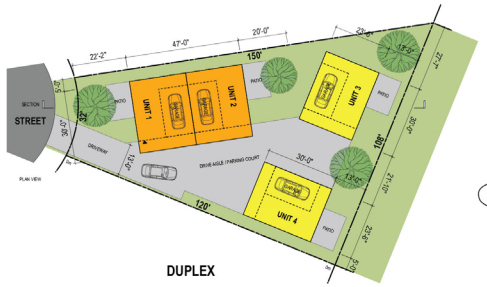
This diagram shows typical 60’ X 130’ lots, driveways from the street are minimum 13’ wide or maximum 20’ wide, and driveways from the lane are minimum 13’ wide or maximum wide enough to accommodate parking stalls that are accessed from the lane.

schema
OFFICE OF ARCHITECTURE

PARKING CONFIGURATIONS

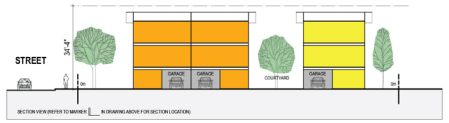
PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING

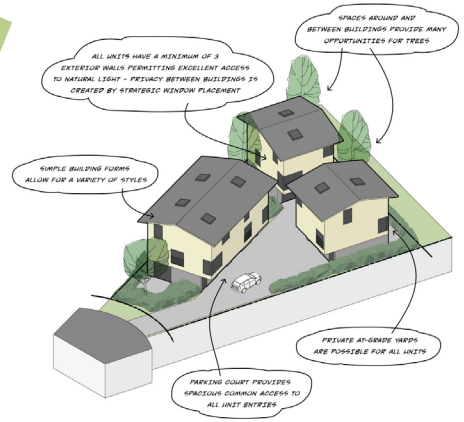
City’s approach - SSMUH Housing Types Scenarios



DUPLEX

HOUSE





LOT DIMENSIONS	32’/150’/108’/120’
SITE AREA	8,750 sq.ft.
NUMBER OF UNITS	4
FAR	0.8 = 7,000 sq.ft.
SITE COVERAGE	32%
IMPERMEABLE AREA	61%

UNIT 1	1,750 sq.ft.
UNIT 2	1,750 sq.ft.
UNIT 3	1,750 sq.ft.
UNIT 4	1,750 sq.ft.

Scenario 1 illustrates a 4 unit SSMUH development on a Cul-de-Sac lot. It includes one duplex at the front of the site and two houses at the rear of the site. All units include one garage with parking access from a central parking court. The development creates 4 large-sized three storey family units in simple building forms that bear a resemblance to traditional single-family homes, with private outdoor space for each unit provided at-grade in small yards.

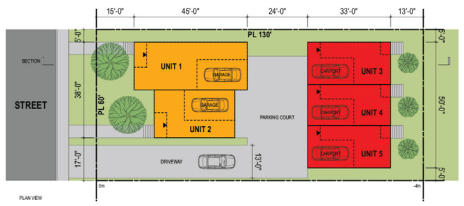
This scenario is shown on a flat site but would also work on up, down and side-sloping sites if slopes are within what is allowable for driveways. Similar scenarios with a different mix of building types - two duplexes or even four houses - would also be possible on certain Cul-de-Sac lot shapes.

DUPLEX + 2 HOUSES

schema
OFFICE OF ARCHITECTURE

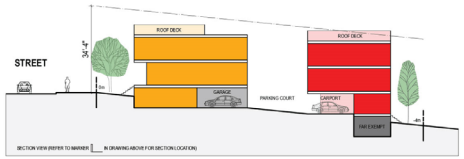
SCENARIO 1

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING



DUPLEX

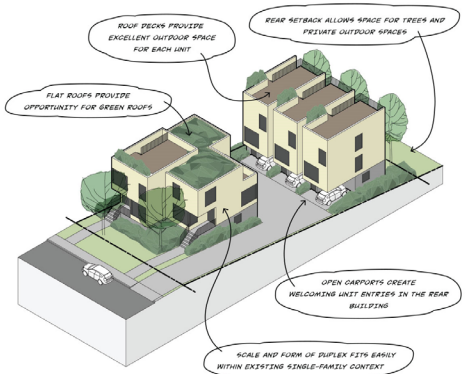
TRIPLEX



LOT DIMENSIONS	60’ X 130’
SITE AREA	7,800 sq.ft.
NUMBER OF UNITS	5
FAR	0.9 = 7,020 sq.ft.
SITE COVERAGE	40%
IMPERMEABLE AREA	69%

UNIT 1	1,800 sq.ft.
UNIT 2	1,300 sq.ft.
UNIT 3	1,300 sq.ft.
UNIT 4	1,300 sq.ft.
UNIT 5	1,300 sq.ft.

schema
OFFICE OF ARCHITECTURE



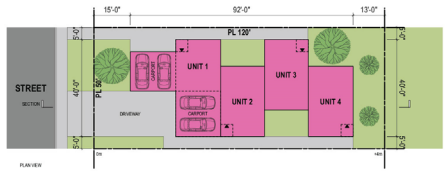
Scenario 3 illustrates a 5 unit SSMUH development on a standard-sized rectangular lot. It includes one duplex at the front of the site and one triplex at the rear of the site. All units include either one garage or carport with parking access from a central parking court. The development creates 1 larger three storey family unit and 4 good-sized three storey family units in two contemporary flat-roofed buildings, where roof decks provide private outdoor space for each unit.

This scenario is shown on a down-sloping site but would also work on flat, up and side-sloping sites if slopes are within what is allowable for driveways. Currently the front building is a duplex, as there is not the width to build a townhouse-style triplex beside the driveway, but it could be replaced by a side-by-side + back triplex.

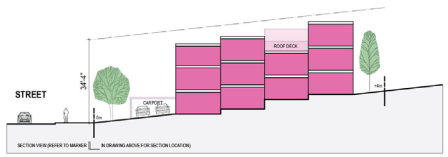
DUPLEX + TRIPLEX

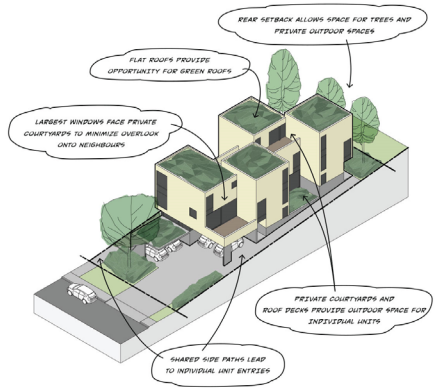
SCENARIO 3

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING



4-PLEX





LOT DIMENSIONS	50’ X 120’
SITE AREA	6,000 sq.ft.
NUMBER OF UNITS	4
FAR	0.8 = 4,800 sq.ft.
SITE COVERAGE	44%
IMPERMEABLE AREA	70%

UNIT 1	1,200 sq.ft.
UNIT 2	1,200 sq.ft.
UNIT 3	1,200 sq.ft.
UNIT 4	1,200 sq.ft.

Scenario 2 illustrates a 4 unit SSMUH development on a smaller-sized rectangular lot. It is comprised of a single 4-plex building, and all units have access to one carport parking space at the front of the site with access from the street. The development creates 4 small-sized three storey family units in a unique building form that has the ability to adapt to variously sloped sites and provides small but meaningful private outdoor spaces for each unit in courtyards and on roof decks.

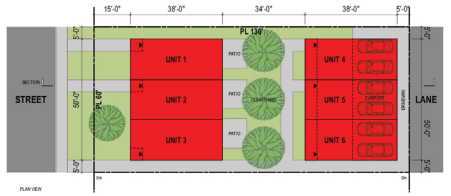
This scenario is shown on a small up-sloping site but would also work on flat, down and side-sloping sites of the same, or larger size with necessary modifications. The principles of this scenario could potentially be used as a template for developments on more steeply sloped sites as well.

4-PLEX

schema
OFFICE OF ARCHITECTURE

SCENARIO 2

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING



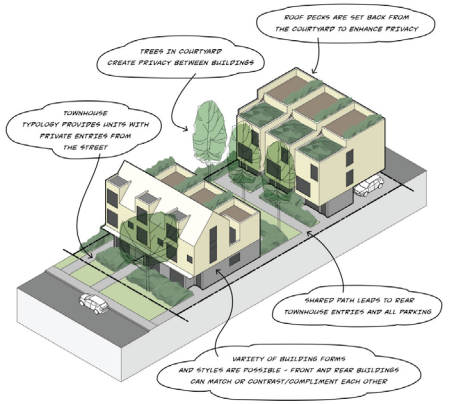
TRIPLEX

TRIPLEX

LOT DIMENSIONS	60’ X 130’
SITE AREA	7,800 sq.ft.
NUMBER OF UNITS	6
FAR	1.0 = 7,800 sq.ft.
SITE COVERAGE	49%
IMPERMEABLE AREA	72%

UNIT 1	1,300 sq.ft.
UNIT 2	1,300 sq.ft.
UNIT 3	1,300 sq.ft.
UNIT 4	1,300 sq.ft.
UNIT 5	1,300 sq.ft.
UNIT 6	1,300 sq.ft.

schema
OFFICE OF ARCHITECTURE



Scenario 4 illustrates a 6 unit SSMUH development on a standard-sized rectangular lot with lane access. It includes one triplex at the front of the site and one triplex at the rear of the site. All units have access to one carport parking space off the lane which provides parking access. The development creates 6 good-sized three storey family units in two contemporary buildings - one pitched roof and one flat roof. Private outdoor space for each unit is provided on roof decks and on at-grade patios in the courtyard between the buildings.

This scenario is shown on a flat site but would also work on up, down and side-sloping sites with necessary modifications. The principles of this scenario could also potentially be used as a template for 4 unit SSMUH developments with two duplexes instead of two triplexes.

TRIPLEX + TRIPLEX

SCENARIO 4

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING

Bill 47: Transit-Oriented Areas Amendment Act

Designates TOAs around SkyTrain stations to increase density near rapid transit:

- Inlet Centre Skytrain Station
- Moody Centre Skytrain Station

Creates a land use system (based on the distance from the transit centre) that defines standards such as minimum allowable density and heights.

Parcels that cross multiple rings receive the largest height-density allocation.

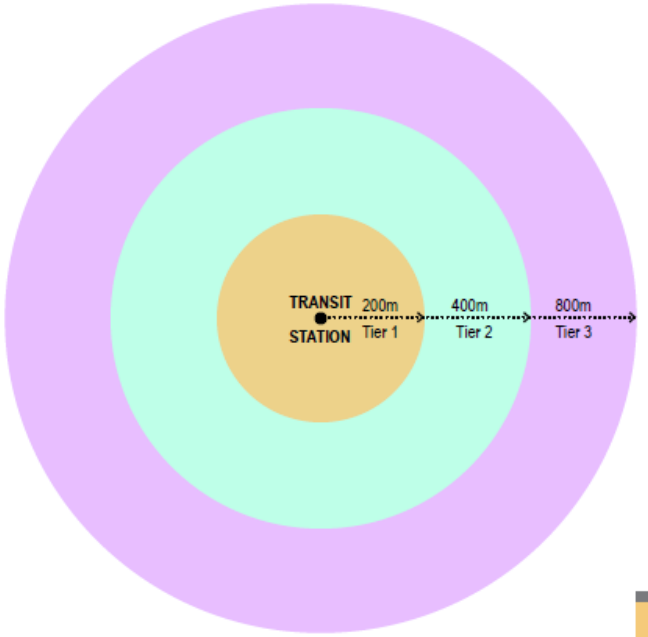
Removes minimum parking requirements for off-street residential

- All other parking (accessible, commercial, loading, etc.) will still be required

Exemptions from the TOA designations are:

- Industrial Zoned Lands
- Heritage Properties (heritage designated or subject to Heritage Revitalization Agreement)

City's approach – Transit-Oriented Areas (TOAs)



Up to 20 storeys

Up to 12 storeys

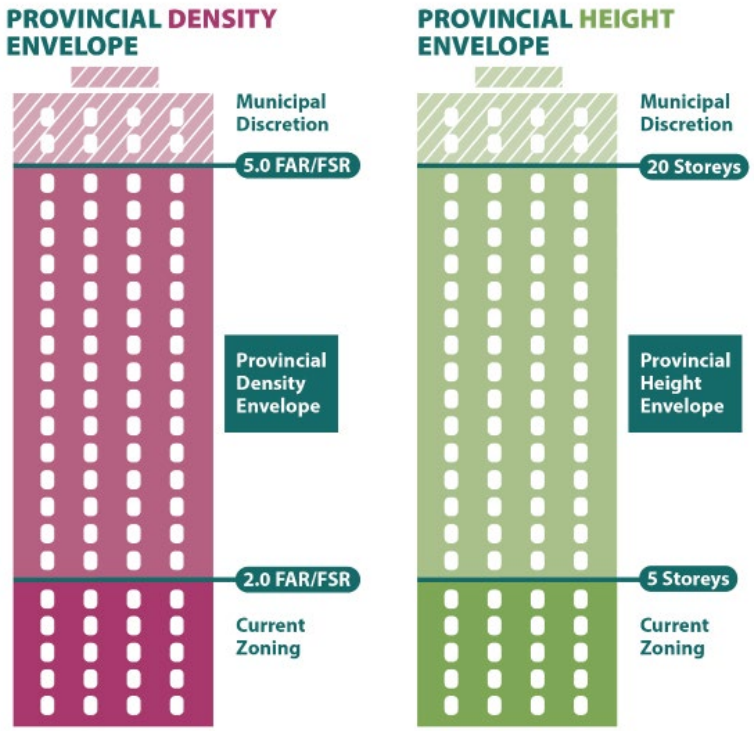
Up to 8 storeys

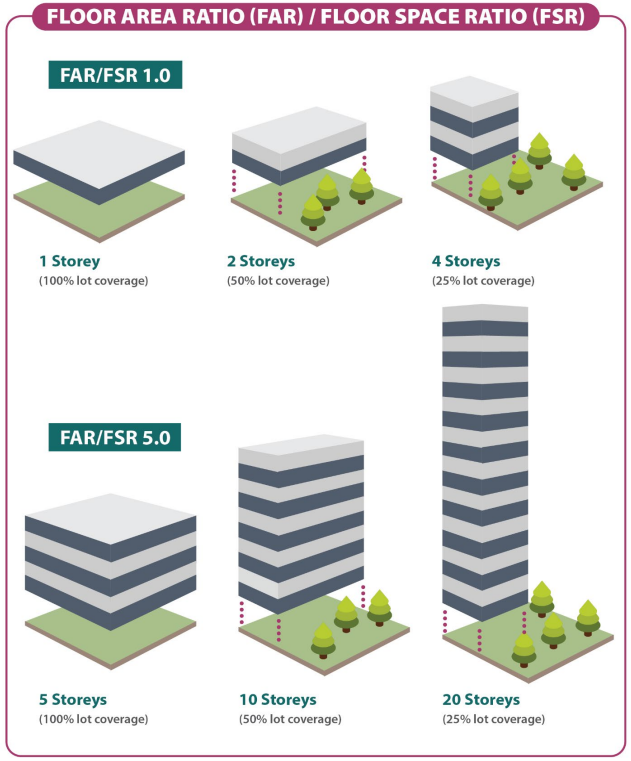
	Tier Level 1	Tier Level 2	Tier Level 3
Prescribed Distance	200m or less	201m to 400m	401m to 800m
Minimum Allowable Density (FAR)	Up to 5.0	Up to 4.0	Up to 3.0
Minimum Allowable Height (Storeys)	Up to 20	Up to 12	Up to 8
Examples of Building Types	Apartment Tower	High-rise, mid-rise	Mid-rise

Bill 47: Transit-Oriented Areas (TOAs) Overview

- Local governments can approve building height and densities that exceed the provincial regulations at their discretion.
- Local governments retain zoning authority.
- Local governments can dictate unit mix within the height and density framework.
- All City policies will still apply to new developments.

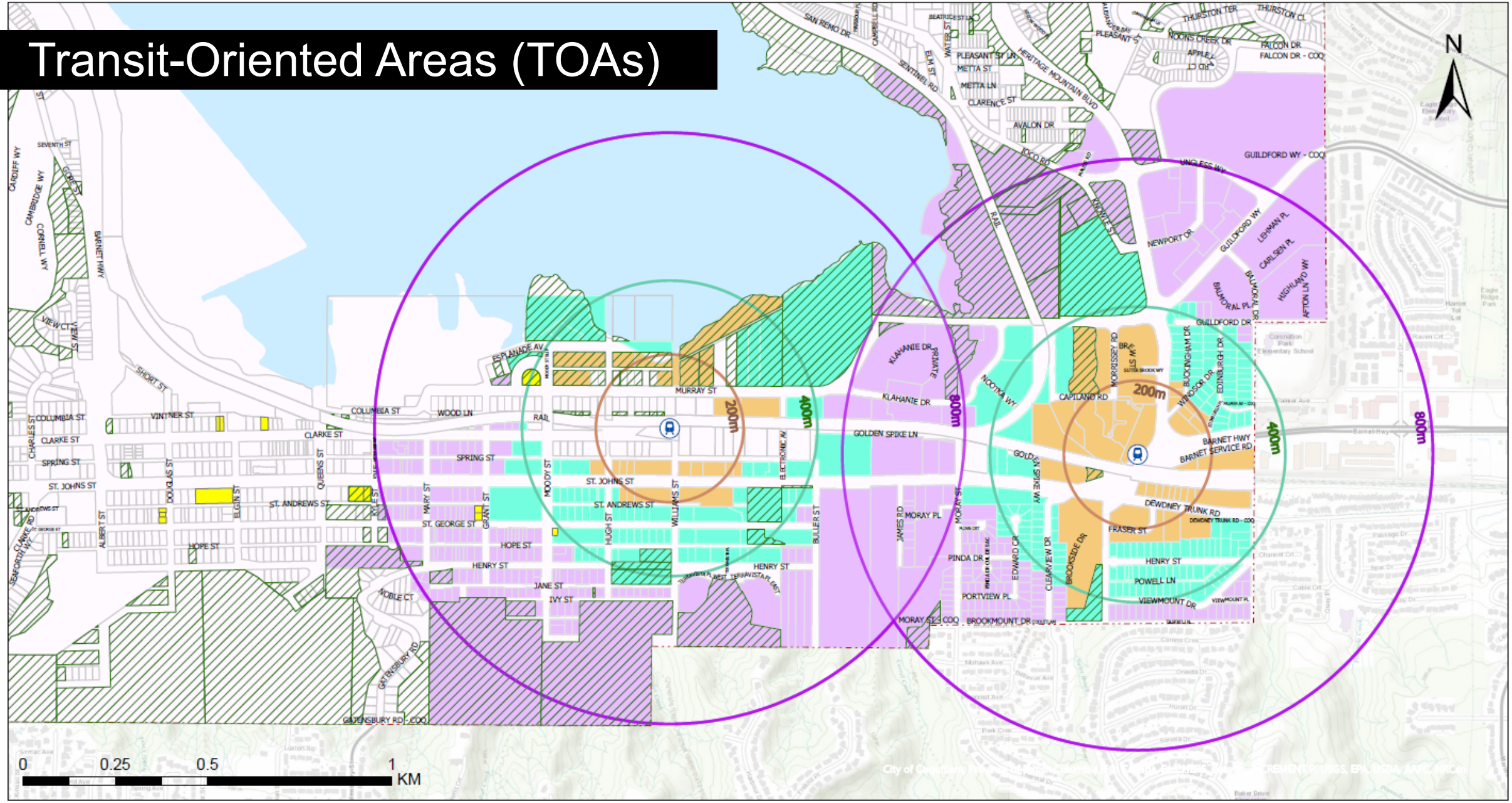
Bill 47: Building Height and Density Envelope





- After mid-2025, density bonuses only collected on projects exceeding 3, 4 and 5 FAR in TOAs, and 2.5 FAR threshold in other parts of the City

Transit-Oriented Areas (TOAs)



PORT MOODY
CITY OF THE ARTS

- Skytrain Stations
- City Lands
- Municipal Boundary
- Skytrain Station 200m Buffers
- Skytrain Station 400m Buffers
- Skytrain Station 800m Buffers
- Parcels within 200m (up to 20 storeys or 5.0FAR)
- Parcels within 400m (up to 12 storeys or 4.0FAR)
- Parcels within 800m (up to 8 storeys or 3.0FAR)
- Exempted Heritage Properties *

* Properties under a completed Heritage Revitalization Agreement prior to December 7, 2023, and Municipally Designated Heritage Properties.

Note: Refer to Chapter 11: Heritage Conservation in Official Community Plan Bylaw No. 2955 for further information regarding the Moody Centre and Ioco Townsite Heritage Conservation Areas designated in the plan.

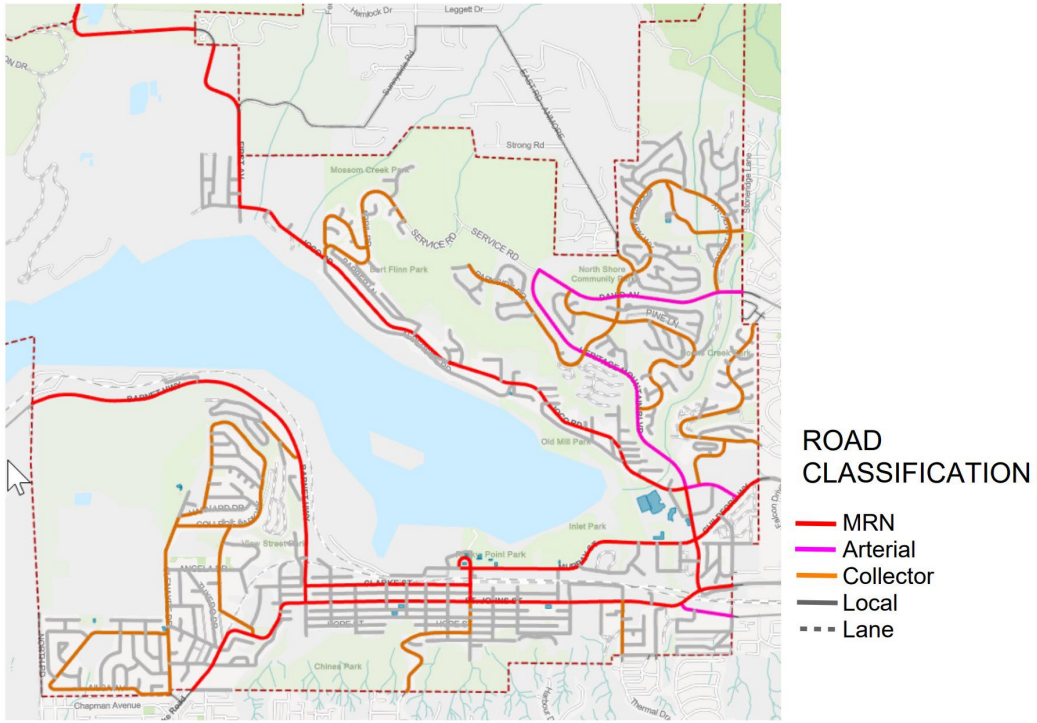
All City policies still apply to new developments in TOAs.

Date Printed: 5/1/2024

City's approach – Transportation, Parking Rates and Driveways

Proposed SSMUH and TOA Parking Rates

Zone	Parking Rate
SSMUH (Outside Prescribed Bus Stop Radius)	• Minimum 0.5 spaces per dwelling unit • Maximum of 4 stalls when accessed from a collector, local or lane road classification. • Maximum of 2 stalls when accessed from an arterial or MRN road classification.
SSMUH (Inside Prescribed Bus Stop Radius)	• No Specified Maximum or Minimum
Residential within TOAs	• No Specified Maximum or Minimum



SSMUH Driveway Requirements

- Maximum allowable coverage of the front yard is 50%
- Minimum driveway length of 5.6m from garage to property line
- Minimum 6m of continuous curb along the road frontage to be retained

City's approach –Transportation Demand Management Plans

Transportation Demand Management (TDM) Plan is a document forming part of a development permit application that sets out the commitments made by the owner of a development regarding the implementation of Transportation Demand Management Measures.

City's approach –Transportation Demand Management Plans

TDM Plans:

- support the City's sustainable transportation goals
- establish the baseline TDM measures for all projects and allows for site specific supporting TDM measures to be selected based on the scale of development, location and proposed land use
- are required for all new developments in Transit-Oriented Areas (TOAs)

City's approach – Infrastructure Planning and Site Servicing

Infrastructure Planning

- Water, Sanitary and Drainage Master Plans identify the capital projects required to support the City's OCP.
- Capital projects are included into the DCC Bylaw to coordinate the increased system capacities with growth.
- Developments construct DCC projects to support the increased demand over time.

City's approach – Infrastructure Planning and Site Servicing

Master Plan and DCC Bylaw Updates

- The new population projections for the TOA and SSMUH require the existing Master Plans to be updated.
- Additional capital projects will be identified and included into the DCC Bylaw.
- Master Plan and DCC Bylaw update are scheduled for 2025.

Frontage Upgrades

- No change to the current process, building permits with more than two dwelling units are required to upgrade the property frontages to the level of service identified in the Subdivision and Development Servicing Bylaw.

City's approach – Infrastructure, Emergency Response

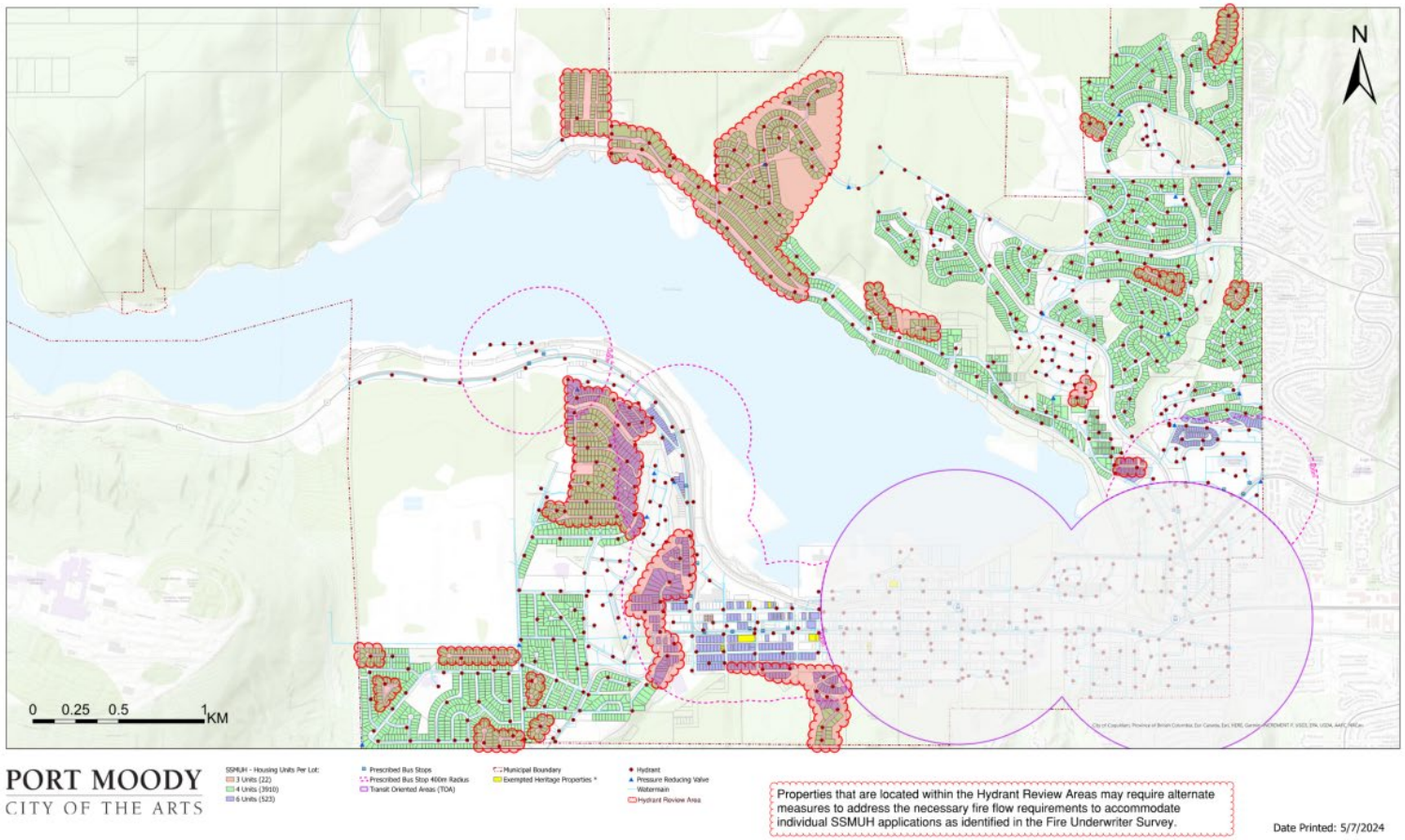
Landuse and Site Design determines Fire Flow

Landuse	Fire Flow
Single Family	60 L/s
SSMUH 4 Units	100 L/s
SSMUH 6 Units	150-220 L/s
TOA	>200 L/s

Hydrant Review Areas

- Developer is responsible to meet the Hydrant Requirement
- Options to reduce requirements (sprinklers, building materials, setbacks)
- Increase Hydrant flow (upsize or loop water mains, increase system pressure)

Fire Hydrant Capacity Review (SSMUH) Areas



Next Steps

SSMUH Zoning Bylaw Update (June 30, 2024)

- TOA and Bylaw Update (June 30, 2024)
- SSMUH Design Guidelines (December 2024)
- SSMUH CD zones and A1 zone lot update (December 2024)

Housing Needs Report (HNR) (January 1, 2025)

- Update HNR pending guidance and standard methodology from the Province
- Must be completed by January 1, 2025; then Dec 31, 2028, and on or before Dec 31 in every 5th year after 2028
- Update to 20-year time horizon

Next Steps

OCP Update (December 31, 2025)

- OCP will need to be updated to incorporate SSMUH zoning changes and HNR by Dec 31, 2025
- Engagement for Port Moody 2050 OCP paused until housing statute work completed
- TOA Guidance Framework (December 2024)

Other Bylaw Updates

- Development Approval Procedures Bylaw
- Fees Bylaw
- Building Bylaw
- Subdivision and Development Servicing Bylaw
- Solid Waste Bylaw

Bill 46 Development Financing Amendment Act Work (2024 / 2025)

- Leading to DCC Bylaw update and new ACC Bylaw

Thank you!