

The Province's Housing Legislation

Three new pieces of legislation became law late 2023, with a goal to increase housing supply and improve housing affordability across the province.

Bill 44 Housing Statutes (Residential Development) Amendment Act

- Single-family and duplex housing zones must be replaced by Small-Scale Multi-Unit Housing zones by June 30, 2024.
- These new requirements will typically allow larger and taller buildings with up to four units, and up to six units if located close to frequent transit.

Read more about Bill 44 on the provincial government website:



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

- New rules govern development in areas adjacent to major transit hubs, called Transit-Oriented Areas (TOAs), requiring local governments to allow new minimum heights and densities, up to 12 storeys of minimum allowable height.
- In the DNV, the two TOAs are located at Phibbs Bus Exchange and Capilano University Bus Exchange.

Read more about Bill 47 on the provincial government website:



Bill 46 Housing Statutes (Development Financing) Amendment Act

- New development finance tools are now available for local governments to help fund the costs of infrastructure, amenities and services, such as water, sewers, transportation network improvements, community centres and daycares.

Read more about Bill 46 on the provincial government website:



Growth and infrastructure

Our Local Context

In the District of North Vancouver, municipal road and utility services were constructed based on engineering standards of the day, and while some areas of the District are well-positioned to service the densities of small-scale multi-unit housing, not all areas are.

Development and growth have been planned and considered within the larger context of geographic constraints such as creeks and ravines, transportation limitations, and the surrounding natural environment.

Increased demand for housing has been a driving force behind Council initiatives that sought community input, such as to approve infill housing where appropriate with units like secondary suites and coach houses. This enabled us to add density to our single-family neighbourhoods without dramatically changing the neighbourhood's character, which residents told us was important.

The multi-layered challenge before us is how to increase the number of homes to address the housing demands in our region, and as now mandated by law in BC, given the geographic and transportation constraints.



Timelines

Phase 1

Provincially Legislated Actions

- Adopt bylaw designating TOAs within the District
- Adopt Zoning Bylaw amendments to permit SSMUH

Deadline: Jun. 30, 2024

Phase 2

Provincially Legislated Actions

- Complete Interim Housing Needs Report

Deadline: Dec. 31, 2024

Phase 3

Provincially Legislated Actions

- Update OCP to align with the Interim Housing Needs Report
- Update Zoning Bylaw to align with the Interim Housing Needs Report

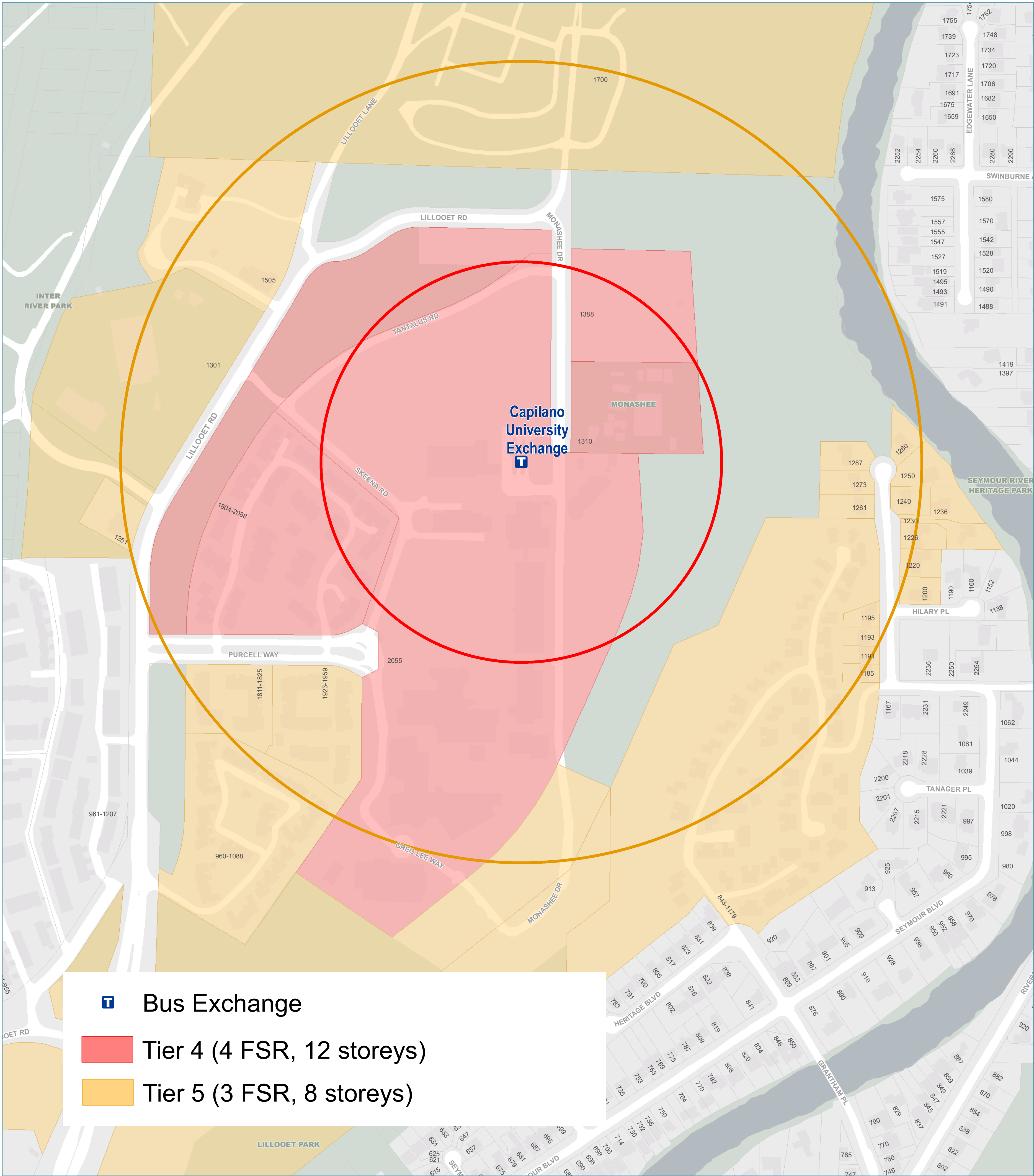
Deadline: Dec 31, 2025



Phibbs Transit-Oriented Area (TOA)



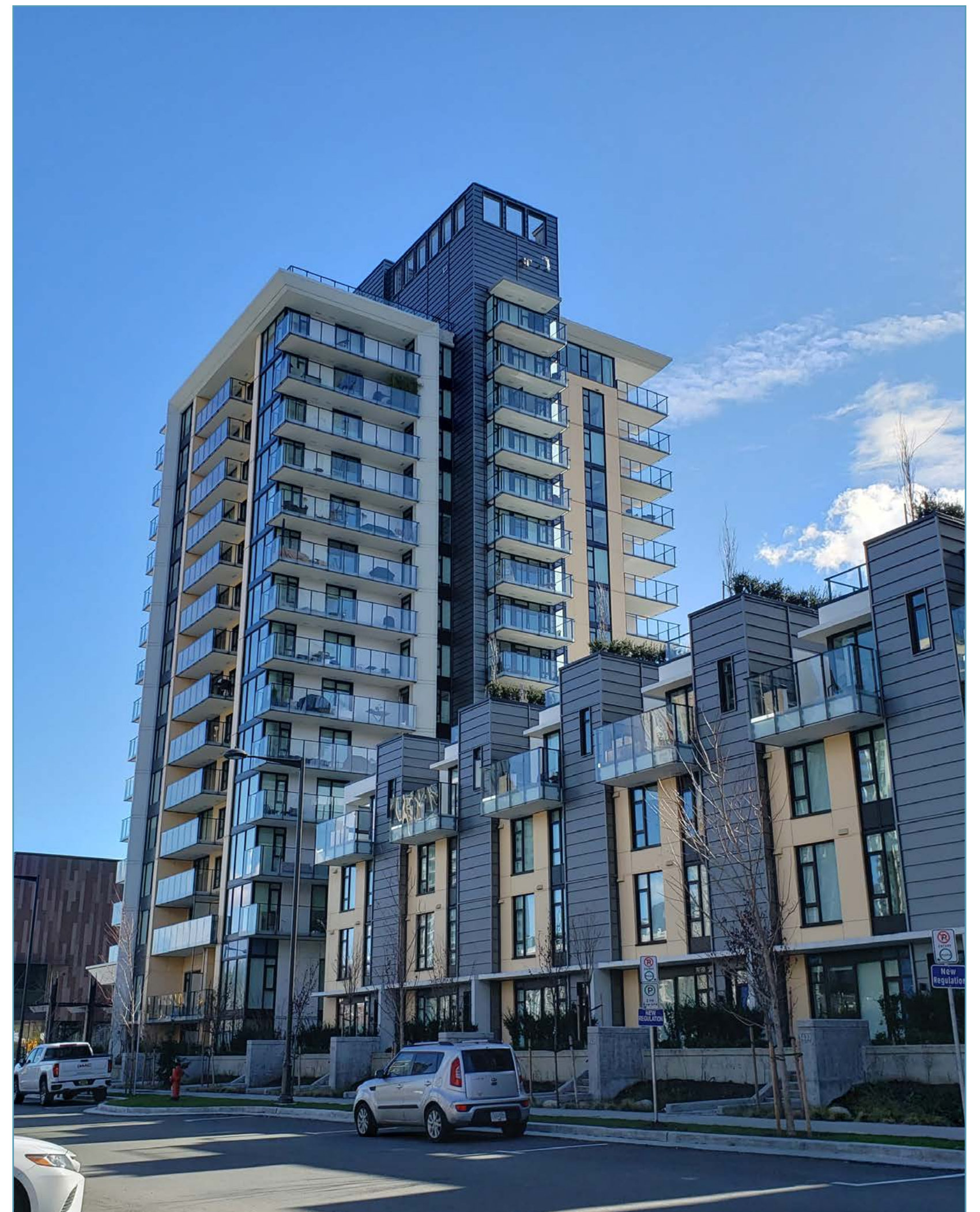
Capilano University Transit-Oriented Area (TOA)



Sample forms of Small-Scale Multi-Unit Housing (SSMUH)



Sample forms of Developments in Transit-Oriented Area (TOA)



Provincially Recommended Zoning Changes

Increase Building Height & Permit 3 Storeys

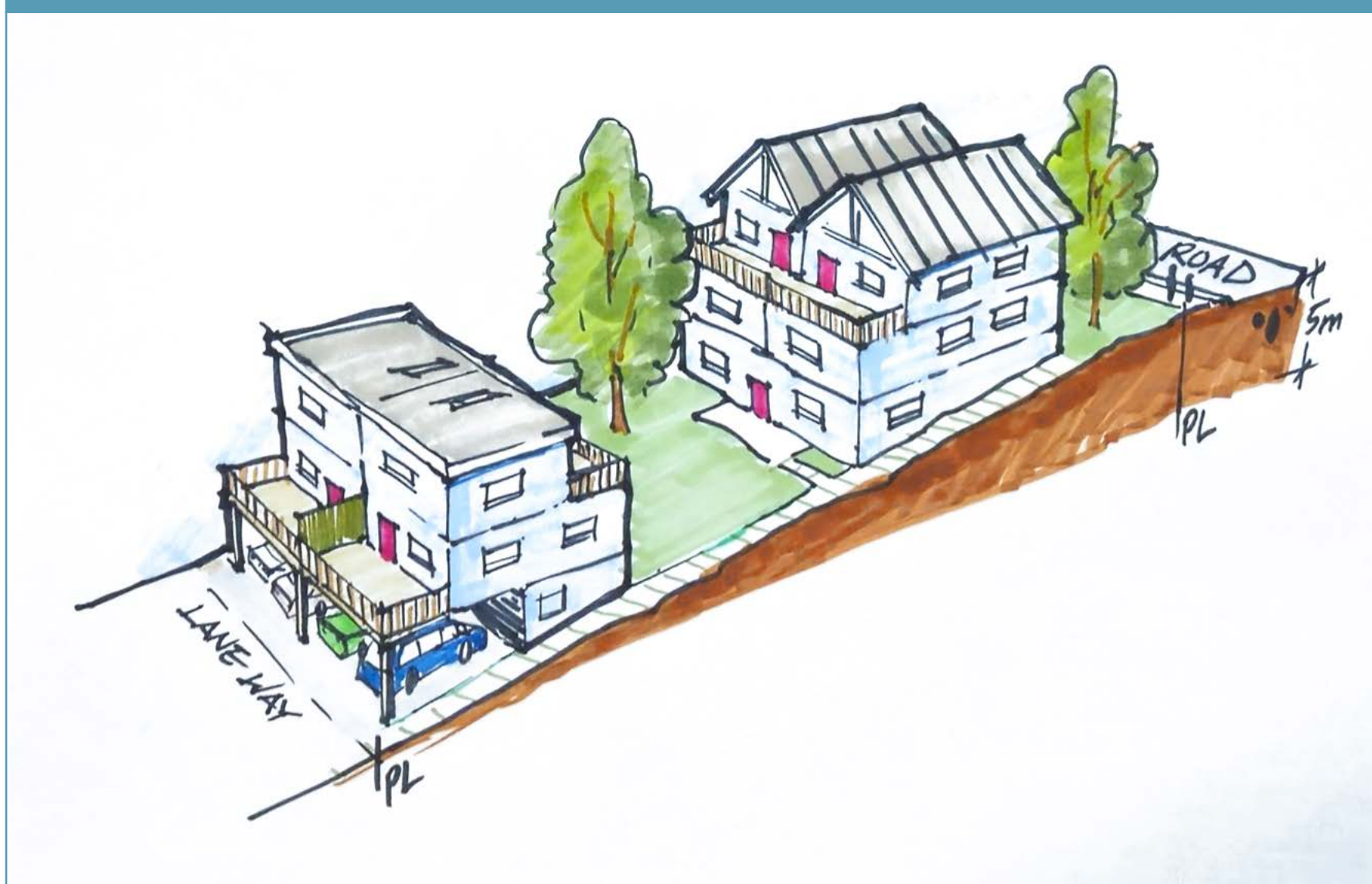
Opportunities

- Allows for smaller building footprints
- No/shallower basements reduces construction disturbance and excavation costs
- Improves basement liveability & accessibility
- Preserves trees & green space
- Allows for more outdoor living space
- Reduces groundwater impacts

Potential Concerns

- Reduces privacy
- Increases shadows

Five dwelling units in two buildings



Reduce Building Setbacks

Opportunities

- Larger middle or rear yard
- More efficient use of land
- More flexible building siting to allow for infill buildings and or tree retention

Potential Concerns

- Less separation between buildings
- Reduces privacy

Increase Lot Coverage

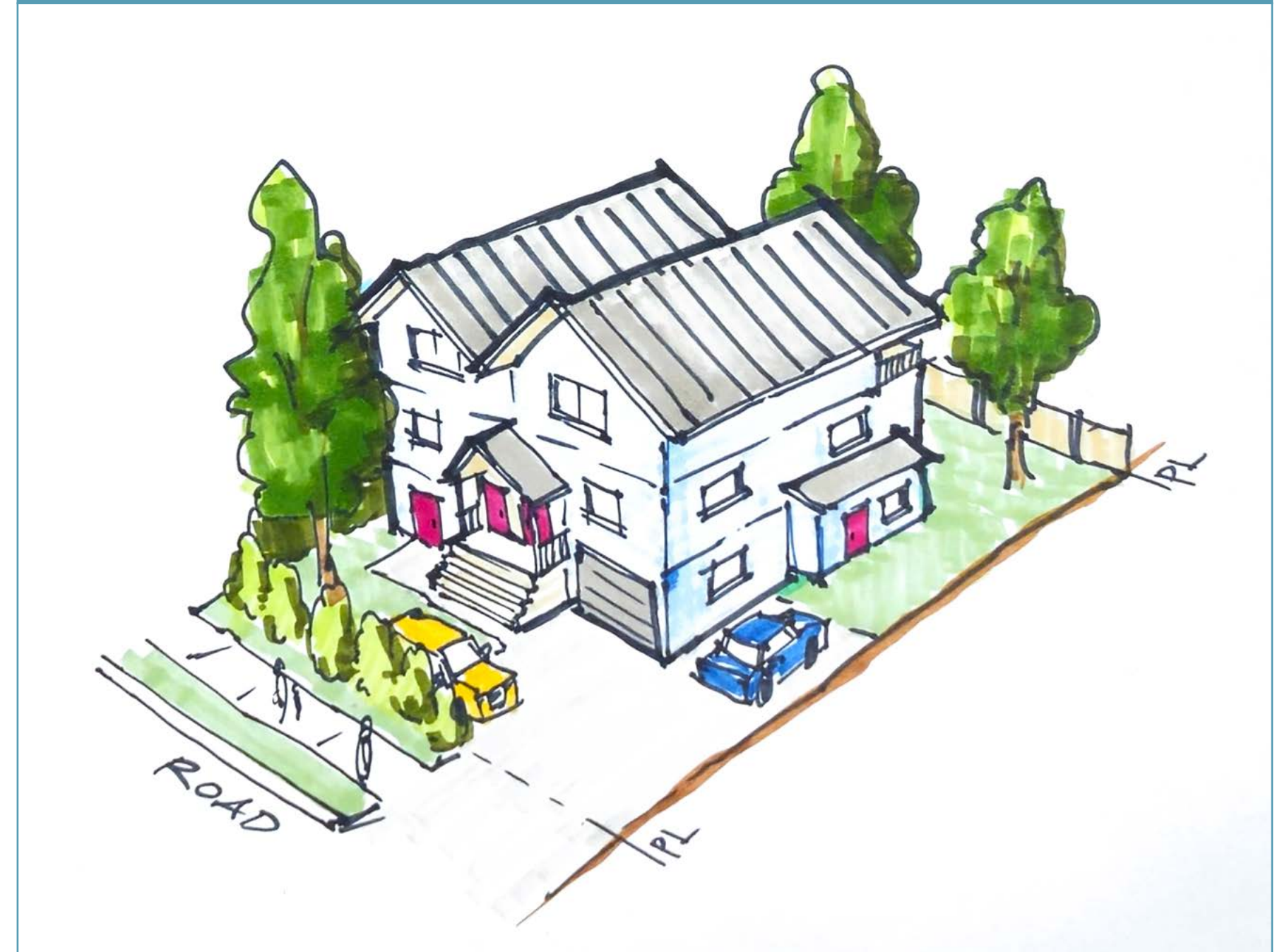
Opportunities

- Allows for dwelling units to be located in multiple buildings (e.g., coach houses or infill residential buildings)

Potential Concerns

- Impacts on trees & green space
- Reduces outdoor living space
- Increase hard surfaces and water runoff

Four dwelling units in one building



Reduce Parking Requirements

Opportunities

- Encourages suites and other rental units.
- Reduces buildings and lands dedicated to vehicle storage
- Supports reduced vehicle ownership and sustainable transportation objectives

Potential Concerns

- Increases competition for on-street parking
- Reduces garage storage space

