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**LONDON  
PACIFIC**

Commercial Real Estate Redefined —



**Q3 - 2024**

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**QUARTERLY INSIGHT AND  
TRANSIT ORIENTED AREA UPDATE**

## EXECUTIVE SUMMARY CONTRIBUTED BY ISAAC FOORD

*As an Associate Vice President at London Pacific, Isaac Foord brings extensive expertise in development land and investment properties, providing strategic guidance and market insights to developers and investors. With a solid background in finance and sales, coupled with a deep understanding of market trends, macroeconomic events, and data analytics, Isaac ensures his clients make informed decisions that maximize financial outcomes. Since joining London Pacific in 2017, Isaac has played a pivotal role in expanding the firm's land brokerage presence in the Fraser Valley. His transparent, client-focused approach to land assembly and acquisitions has earned him a strong reputation for delivering successful results, with numerous clients attesting to his loyalty, professionalism, and consistent track record of success.*

The Canadian economy has seen a significant shift in sentiment in the latter half of 2024, with the Bank of Canada initiating its long-anticipated monetary policy easing cycle after a period of aggressive interest rate hikes. The central bank cut interest rates to 4.25% by September 2024, after ten increases between March 2022 and July 2024. While inflation has slowed to 1.6%, the cost of shelter remains a key driver, largely due to increased mortgage interest costs and rising rents. Investors now anticipate further rate cuts in the coming months, which could provide additional support to the housing market.

In British Columbia, the real estate market has experienced a stable but cautious market, with modest declines in sales volume year-over-year. The introduction of more favourable interest rates could encourage greater activity, but the market remains balanced by significant supply of new listings and land development opportunities. Prices have seen little movement, reinforcing the trend towards a more buyer-friendly environment. Despite these conditions, developers and investors are poised to see opportunities as demand for housing, particularly around transit-oriented areas, remains steady with many developers on the sidelines waiting for the right time to strike.

Local governments across several cities, including Vancouver and New Westminster, have shown positive momentum towards adopting the provincially mandated Transit-Oriented Areas (TOA) policies. These cities, traditionally pro-development, are aligning their housing and transit strategies under the new framework without significant disruption to their ongoing projects. Vancouver and New West stand out as early adopters, moving quickly to integrate TOA policies while continuing to emphasize affordability and density. Surrey and Port Moody have also embraced the changes, although some concerns around infrastructure remain amongst Mayor and Council alike.

The combination of a more accommodative interest rate environment and the smooth integration of TOA policies suggests a stable outlook for development in the Greater Vancouver Area. Cities are leveraging these changes to continue fostering growth, especially around transit hubs, without deviating drastically from their long-standing development approaches. This balance between policy implementation and market stability provides an optimistic foundation for continued activity in the region's real estate sector.



A handwritten signature in black ink, appearing to read 'Isaac Foord', positioned above a horizontal orange line.

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### ISAAC FOORD

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# MACRO SNAPSHOT

CURATED EXPERT ECONOMIC COMMENTARY TO REVIEW THE MOST SIGNIFICANT MACROECONOMIC STATISTICS AND TRENDS IMPACTING THE REAL ESTATE MARKET FOR END OF Q3 2024

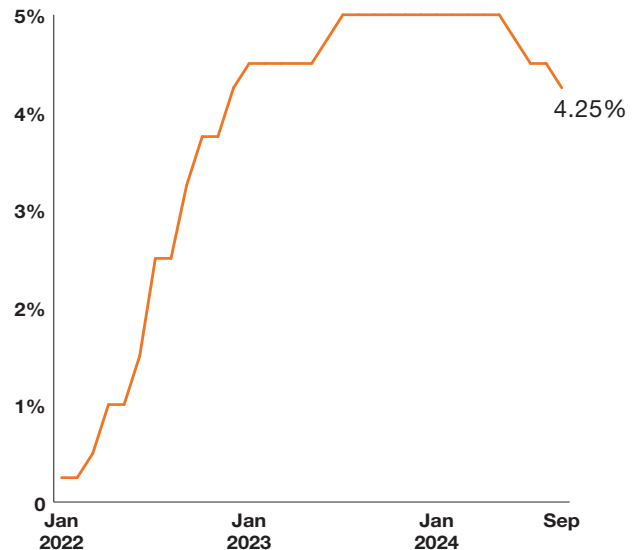
## 01. INTEREST RATES

The central bank raised interest rates 10 times between March, 2022 and July, 2023, bringing its benchmark rate to 5 per cent from 0.25 per cent in one of the most aggressive monetary policy tightening campaigns on record. It held the policy rate steady at 5 per cent over the six rate decisions.

Finally in June of 2024, The bank kicked off its long-awaited monetary policy easing cycle cutting its benchmark interest rate for the first time in four years – followed by two more quarter-percentage-point rate cuts for Q3 in July and September landing currently at 4.25 per cent. The next interest rate announcement is October 23, 2024 and investors are now expecting the central bank to continue pushing rates lower and at a fast clip.

<https://www.theglobeandmail.com/topics/bank-of-canada/>

### Bank of Canada Posted Interest Rates



## 02. INFLATION

Canada’s inflation rate fell to 1.6 per cent in September, Statistics Canada reported on Tuesday October 15, after hitting the Bank of Canada’s 2 per cent goal in August. While prices remain elevated, especially for rent and groceries, lower gasoline prices (which fell by 10.7% on a yearly basis) helped drive down inflation. Some analysts think that the reading makes a 50 basis point rate cut more likely at the Bank of Canada’s Oct. 23 meeting.

“Canadian headline inflation decelerated by more than expected last month, lowering the hurdle to an outsized rate cut at next week’s Bank of Canada meeting,” said Karl Schamotta, chief market strategist at Corpay.

<https://www.cbc.ca/news/business/canada-inflation-september-1.7352260>

### Canadian Inflation Rate



# TOA OPPORTUNITIES



**10498 - 10526 131A, SURREY**  
Gross Site Area: 79,023 SQFT  
Parcel Assembled: 3  
TOA: Tier 3 up to 3.0 FSR



**721 - 739 SMITH AVE & 704 ROBINSON ST, COQUITLAM**  
Gross Site Area: 44,478 SQFT  
Parcel Assembled: 5  
TOA: Type 1 401-800m up to 3.0 FSR



**701 - 705 SMITH AVE & 710 - 726 DUCKLOW ST, COQUITLAM**  
Gross Site Area: 177,498 SQFT  
Parcel Assembled: 8  
TOA: Type 1 401-800m up to 3.0 FSR

### 03. BOND MARKET

The Federal Reserve’s long-awaited reduction in interest rates played a key role in the solid returns on stocks and bonds; This additional clarity helped push bond markets further into positive territory during the quarter.

<https://www.morningstar.com/markets/13-charts-stocks-bonds-q3-roller-coaster-rallies>

### 04. GDP

“The 0.2% increase in GDP in July was stronger than the “essentially unchanged” advance estimate a month ago, but still leaves growth in Q3 tracking below the BoC’s 2.8% forecast in July, and down on a per-capita basis for a sixth consecutive quarter.”

RBC stated, “For Q3 GDP growth as a whole, the monthly GDP numbers are still tracking broadly in line with our own 1.0% (annualized) assumption” – still below the pace of population growth and implying yet another decline on a per-capita basis.

<https://thoughtleadership.rbc.com/canadian-gdp/>

### 05. THE REAL ESTATE MARKET

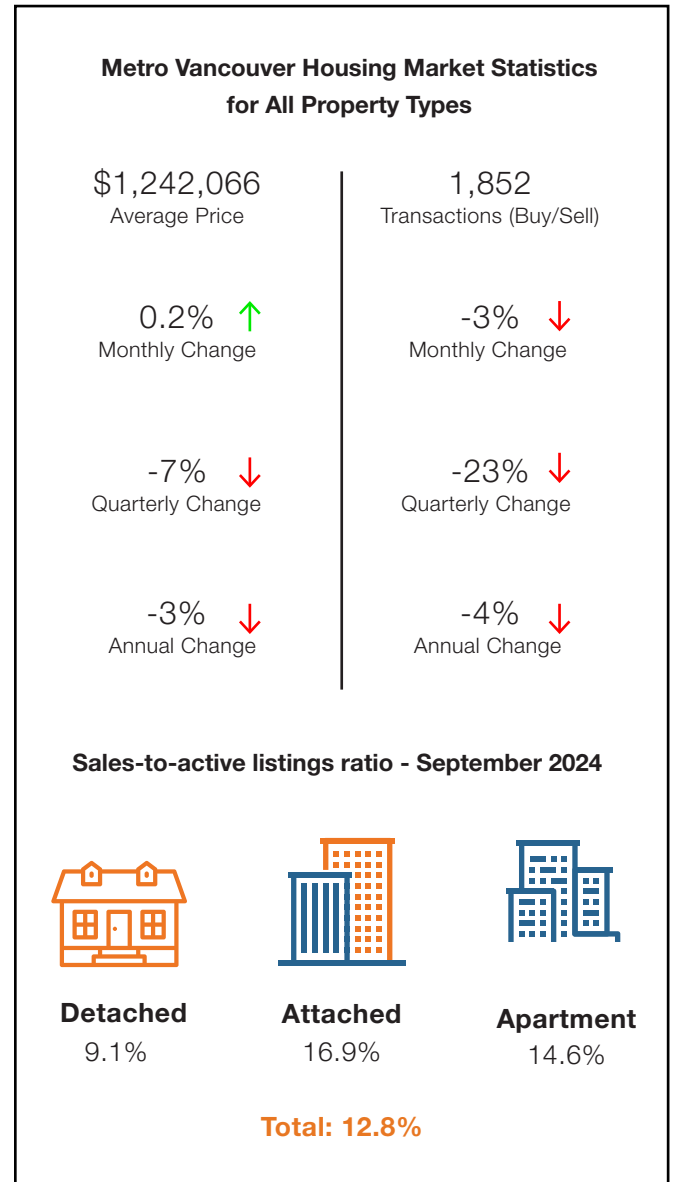
Year-to-date, BC residential sales dollar volume is down 3.3 per cent to \$50.8 billion, compared with the same period in 2023. Residential unit sales are down by 4.6 per cent year-over-year at 51,505 units, while the average MLS® residential price is up 1.4 per cent to \$985,609. The September figures, show modest declines across all segments on a month over month basis.

CMHC reports that higher interest rates decreased housing starts by about 30,000 units (roughly 10 to 15 per cent) in Canada in 2023. The state of housing supply is summarized in their recent Housing Supply Report. It found that higher interest rates affected new construction of condo buildings across most of the country (apart from Alberta).

Now, with ever more friendly interest rates all but guaranteed later this year and into 2025 ... could this mean that prospective buyers move off the sideline or continue to hold off for improved affordability. With all this choice available, prices have trended sideways for the past few months. This downward pressure on prices is a result of sales not keeping pace with the number of newly listed properties coming to market, which has now put the overall market on the cusp of a buyers’ market.

<https://www.bcrea.bc.ca/economics/housing-market-update/>  
<https://creastats.crea.ca/en-CA/>  
<https://www.bcrea.bc.ca/economics/housing-forecast-update/>  
<https://www.cmhc-schl.gc.ca/blog/2024/2023-higher-interest-rates-resulted-fewer-housing-starts>  
<https://www.cmhc-schl.gc.ca/professionals/housing-markets-data-and-research/market-reports/housing-market/housing-supply-report>

**“Investors were treated to a white-knuckle ride in the third quarter, but as the final three months of 2024 get underway, stocks are at record highs and bonds are solidly in the green”.**



**“Despite some fledgling signs of life to kick off the long-awaited monetary policy easing cycle, Canadian housing market activity still looks to be stuck in the same holding pattern it’s been in all year.”**

**Shaun Cathcart, CREA’s Senior Economist.**

## POLICY DEBRIEF

Implementation of Transit Oriented Area (TOA) Policy and regulations is happening now. Local governments were required to designate all TOAs in their jurisdiction by bylaw on or before June 30, 2024. As Official Community Plans and Neighbourhood Plans are created and amended over time, local governments must ensure that they align land use designations with the MD (minimum density) Framework.

Local governments pro-actively zoning in TOAs must align zoning changes to the MD Framework by December 31, 2025.

### New Inclusionary Zoning Tool

Bill 16 provided a new tool to allow local governments to secure affordable housing through adoption of an Inclusionary Zoning bylaw; to require that a portion of units in a new residential development be allocated for affordable housing. To implement inclusionary zoning:

- Local governments will need to undertake consultation, a financial feasibility analysis and consider the most recent housing needs report
- Local governments may collect cash-in-lieu of the affordable units and may allow for the affordable units to be provided on another site

### Updates to Density Bonus Tool

Density bonus is an existing tool that local governments use to provide a developer with the option to build to a higher density in exchange for providing affordable housing or amenities. This tool has been updated to enhance clarity in its use and consistency with inclusionary zoning.

#### Updates Include:

- Local governments will need to undertake consultation and a financial feasibility analysis when developing or amending a density bonus bylaw
- Local governments may allow developers to meet density bonus requirements by providing cash-in-lieu of amenities or affordable housing or by building affordable housing on another site

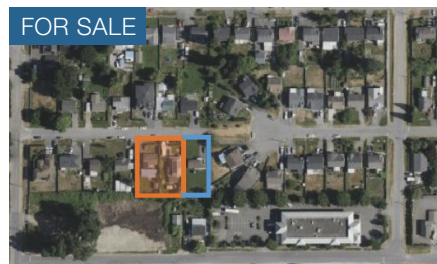


## TOA OPPORTUNITIES



### 112 MORAY ST, PORT MOODY

Gross Site Area: 43,560 SQFT  
Parcel Assembled: 1  
TOA: Type 1 401-800m up to 3.0 FSR



### 12452 - 12470 113 AVE, SURREY

Gross Site Area: 44,478 SQFT  
Parcel Assembled: 3  
TOA: Type 1 201-800m up to 3.0-4.0 FSR



### 2620-2698 MOORCROFT COURT, 6858-6898 BEECHCLIFFE DRIVE, 6871-6899 BROMLEY COURT, BAINBRIDGE, BURNABY

Gross Site Area: 156,312 SQFT  
Parcel Assembled: Strata Wind-up  
TOA: Type 1 0-400m up to 4.0-5.0 FSR

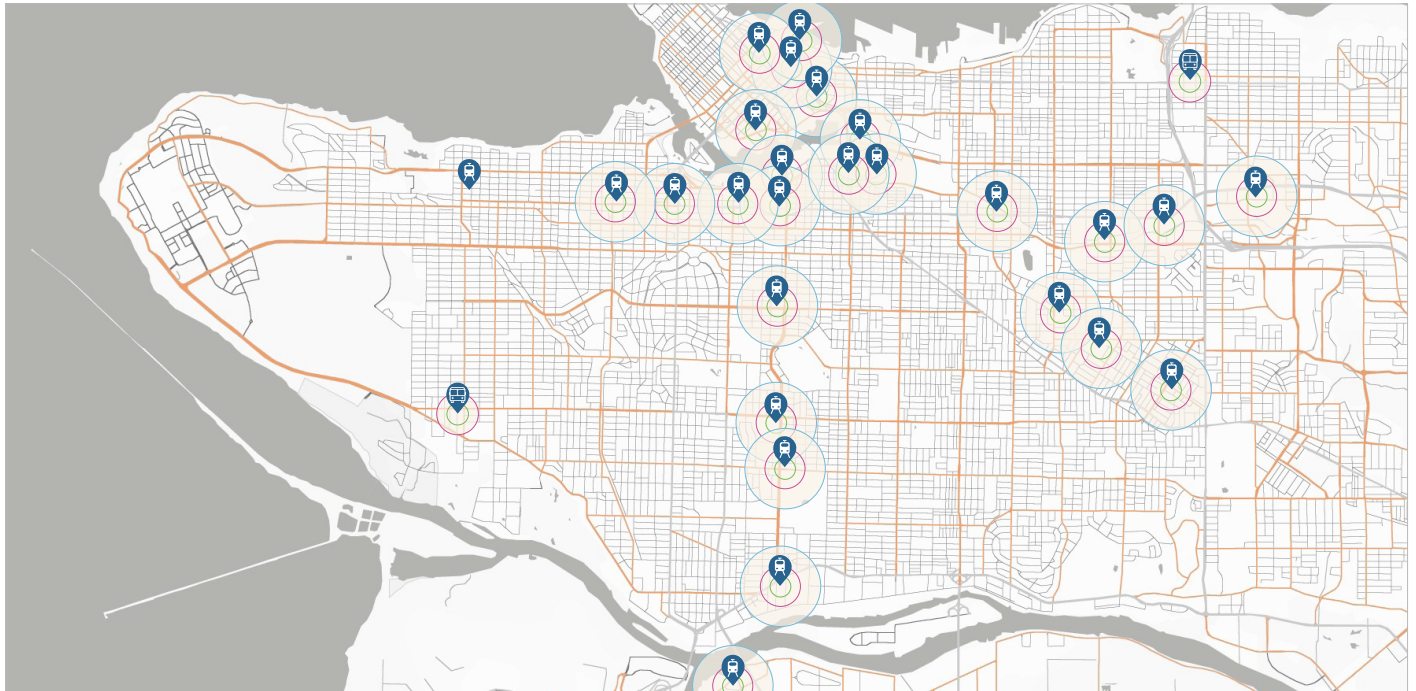
# TRANSIT ORIENTED CITY UPDATE

The provincially mandated framework and timeline is clear, but how are local governments adjusting, where are they at in their process and what is the litmus for council's appetite for development? Is there any clarity on DCC/ACC or inclusionary requirements to suggest where the development community might be feeling bullish?



<b>VANCOUVER</b>	<b>29 AREAS</b>
<b>SURREY</b>	<b>15 AREAS</b>
<b>BURNABY</b>	<b>14 AREAS</b>
<b>COQUITLAM</b>	<b>8 AREAS</b>
<b>PORT MOODY</b>	<b>2 AREAS</b>
<b>NEW WESTMINSTER</b>	<b>5 AREAS</b>
<b>MAPLE RIDGE</b>	<b>3 AREAS</b>
<b>ABBOTSFORD</b>	<b>1 AREAS</b>
<b>CHILLIWACK</b>	<b>1 AREAS</b>
<b>MISSION</b>	<b>1 AREAS</b>
<b>NORTH VANCOUVER</b>	<b>2 AREAS</b>

# VANCOUVER TOA ADOPTION BYLAW JUNE 26, 2024 - 29 AREAS DESIGNATED



Tier	Catchment Area (Distance From Skytrain Station)	Height	Density
Tier 1	<200M	Up to 20 storeys	Up to 5.5 FSR
Tier 2	200-400M	Up to 12 storeys	Up to 4.0 FSR
Tier 3	400-800M	Up to 8 storeys	Up to 3.0 FSR
Tier	Catchment Area (Distance From Bus Station)	Height	Density
Tier 4	<200M	Up to 12 storeys	Up to 4.0 FSR
Tier 5	200-400M	Up to 8 storeys	Up to 3.0 FSR

## ODP Status:

Approved by City Council in 2022, the Vancouver Plan is a city-wide land use framework. It aims to make Vancouver more livable, affordable, and sustainable. The plan guides the city's growth over the next 30 years and beyond. Under new provincial legislation from April 2024, Vancouver must implement a city-wide ODP by-law by June 2026. A draft ODP available for public review in late 2025.

## Council Litmus:

"By integrating housing diversity with transit accessibility, we are paving the way for a more sustainable, inclusive, and vibrant city. These measures will help us meet the housing needs of our residents while fostering complete, connected communities.

**"This is a major milestone in our commitment to expanding housing choices for all Vancouver residents."**

**Mayor Sim**

## Housing Options:

**Status:** Vancouver has adopted these inclusionary requirements to date. Proposals seeking to maximize height and density in all Tiers (20-storey, 12-storey and 8-storey rings), will be required to:

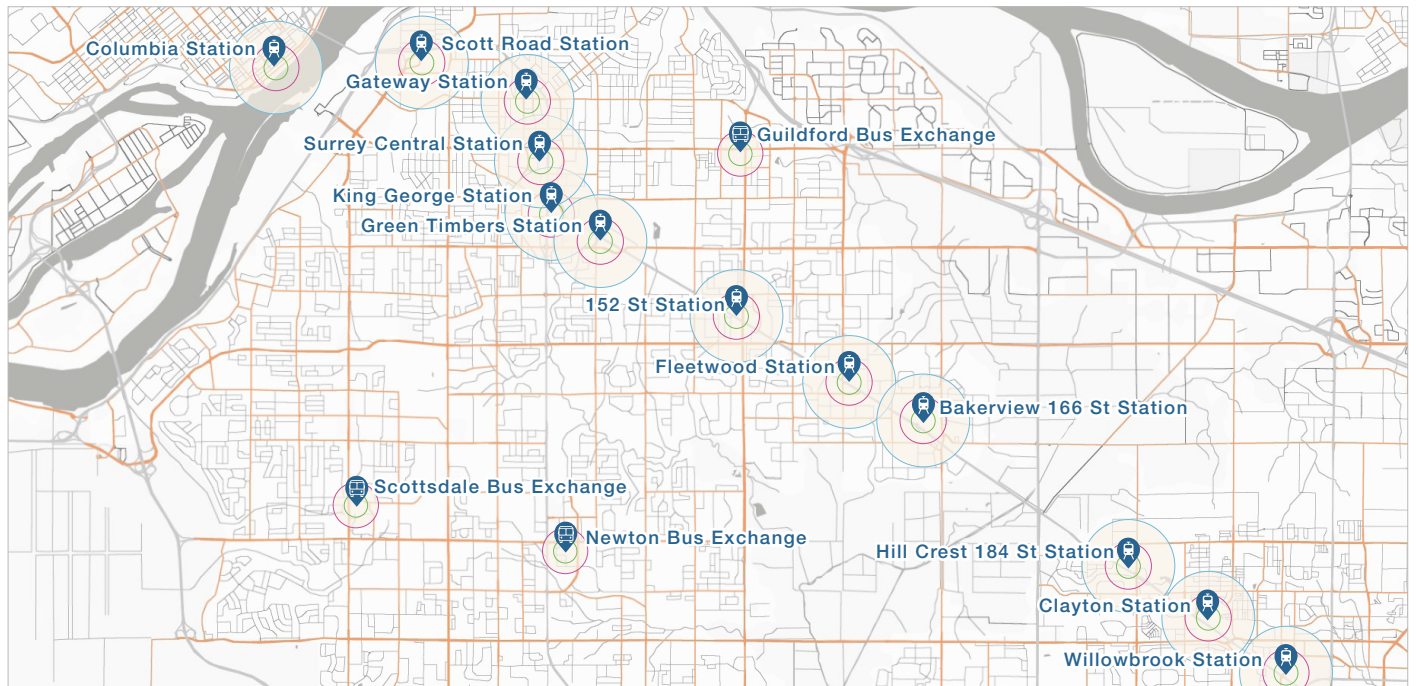
- Secure 100% of the residential floor area as secured rental housing, with a minimum 20% permanently secured as below-market rental; or
- Deliver 20% of the residential floor area to the City as "turn-key" social housing

Proposals of up to 6 storeys with a 2.4 FSR threshold in all Tiers will default to 100% purpose built market rental.

## Community Amenity Contributions:

For sites providing the specified amount of affordable housing (social or below market rental) at the heights and densities enabled under this policy, the CAC is the affordable housing. No cash CAC contribution or proforma review will be required.

# SURREY TOA BYLAW ADOPTED JUNE 10, 2024 - 15 AREAS DESIGNATED



Tier	Distance	Minimum Allowable Density	Minimum Allowable Height
Tier 1	Up to 200 metres from a Skytrain Station	5.0 FAR	20 Storeys
Tier 2	From to 200 to 400 metres from a Skytrain Station	4.0 FAR	12 Storeys
Tier 3	From to 400 to 800 metres from a Skytrain Station	3.0 FAR	8 Storeys
Tier 4	Up to 200 metres from a Bus Exchange	4.0 FAR	12 Storey
Tier 5	From 200 to 400 metres from a Bus Exchange	3.0 FAR	8 Storey

## OCP Status:

Surrey’s OCP update is a multi-phase process. They are targeting completing the project in Fall 2025. The Phase 2 Visioning is now closed and the city is commencing Phase 3 “Developing” (Fall 2024). This stage identifies big issues and refines the vision and objectives.

## DCC/CAC:

DCC’s were hiked in February of 2024 followed by an increase of CAC’s by 4.3% in April of 2024.

## Council Litmus:

Council is generally positive but has concerns regarding parking Provincial legislation now restricts a city’s ability to require residential off-street parking in these areas with the aim of making housing less expensive by reducing the cost of construction. Mayor Brenda Locke said the issue of no parking limits in the legislation “is concerning.” Locke said she’s concerned about the time it will take to get the Surrey-Langley SkyTrain expansion going. “We’re going to be building probably before that’s going,” she noted.

**“I think the parking issue is going to be something we’re going to have to keep our eye on. The legislation doesn’t allow us to do anything about it, but it’s going to be potentially problematic I think.”**

**Mayor Brenda Locke**

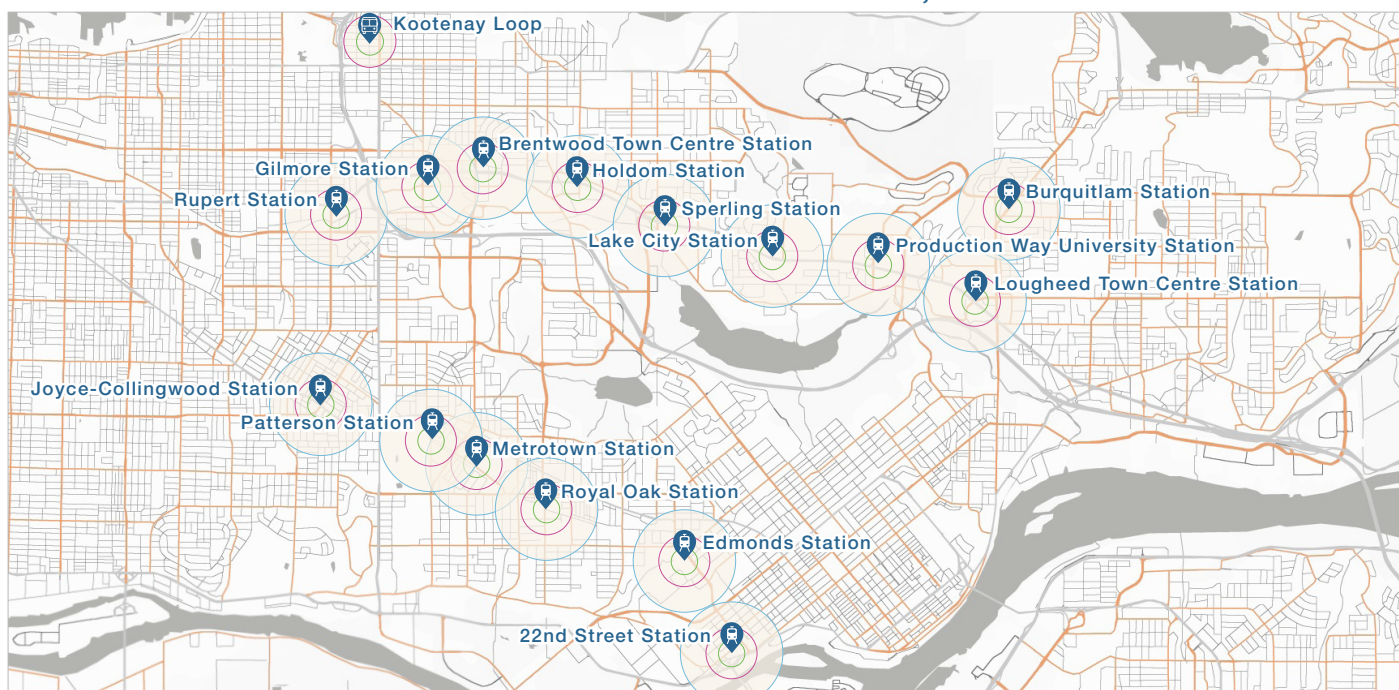
## Housing Options:

**Status:** : Staff will report back findings to Council later this year (2024). July 22, 2024 Report to Council on securing affordable housing units within new developments was issued. It advised Council that staff are studying the potential of requiring rental and affordable housing units within Transit-Oriented Areas along the Surrey-Langley SkyTrain corridor. Staff will consider how to incorporate the final results of the feasibility analysis into land use policy to support Surrey’s desired housing outcomes. This will be informed by consultation with the development industry as Surrey wants to ensure that rental and affordable housing requirements do not deter development.

[https://www.surrey.ca/sites/default/files/corporate-reports/CR\\_2024-R146.pdf](https://www.surrey.ca/sites/default/files/corporate-reports/CR_2024-R146.pdf)  
<https://www.surreynowleader.com/local-news/surrey-council-tackles-transit-oriented-areas-parking-7365867>  
<https://www.surreynowleader.com/local-news/surrey-council-votes-to-hike-community-amendment-contribution-rates-by-43-7328489>  
<https://engage.surrey.ca/ocp>



# BURNABY TOA BYLAW TO GO BACK TO COUNCIL OCT 21, 2024 - 14 AREAS DESIGNATED



Transit Hub Type	Distance	Min Height (storeys)	Min Density (FSR)	Type of Building
Rapid Transit Station	Less than 200m	20	5.0	Tower
	201m to 400m	12	4.0	Mid-High Rise
	401m to 800m	8	3.0	Mid-Rise
Bus Exchange	Less than 200m	12	4.0	Mid-High Rise
	201m to 400m	8	3.0	Low-Rise/Townhouse

## OCP Status:

Burnaby 2050 OCP Update is in process. The community was recently engaged with on the draft Land Use Framework as part of **Phase 3 DRAFTING**. Height based zoning bylaws to coincide with OCP adoption eliminating maximum FSR restrictions.

DCC and ACC Rates (effective July 1,2024)									
	Transportation	Water	Drainage	Sanitary Sewer	Parks	Fire Facilities	Proposed DCC	Proposed ACC	Proposed DCC + ACC
Medium Density Residential (per unit/lot)	\$10,438.00	\$1,918.00	\$4,391.00	\$2,443.00	\$14,442.00	\$3,791.00	\$37,423.00	\$18,874.00	\$56,297.00
High Density Residential (per unit/lot)	\$6,994.00	\$1,370.00	\$2,227.00	\$1,745.00	\$10,316.00	\$2,708.00	\$25,360.00	\$13,481.00	\$38,841.00
Commercial (per/m2 gross floor area)	\$159.71	\$6.17	\$26.73	\$7.85	\$46.42	\$12.18	\$259.06	\$60.67	\$319.73

## Housing Options

**Status:** On October 7, 2024 Council voted to reduce the “rental use zoning policy” from 20% required non-market rentals to 15%, and changed the below-market rates: 10% of the units to be rented at 20% below the median and 5% at the median. Development applications will Fall under the new or old policy requirement depending on when they applied to the city: **1.** Southeast Burnaby, will be excluded from the non-market rental requirement. **2.** Developers will only be required to build non-market rentals on strata developments, not market rental or co-ops. **3.** Non-market rentals will only be required for developments in certain areas zoned for more than six storeys. **4.** In the “R5” zone of up to 12 storeys, only 10% of the development will be rented at CMHC median rents. **5.** Developers will be permitted to transfer non-market rentals within the same CMHC zone. **6.** Staff will consider the idea of allowing developers to pay cash instead of building the non-market rentals.

## Council Litmus:

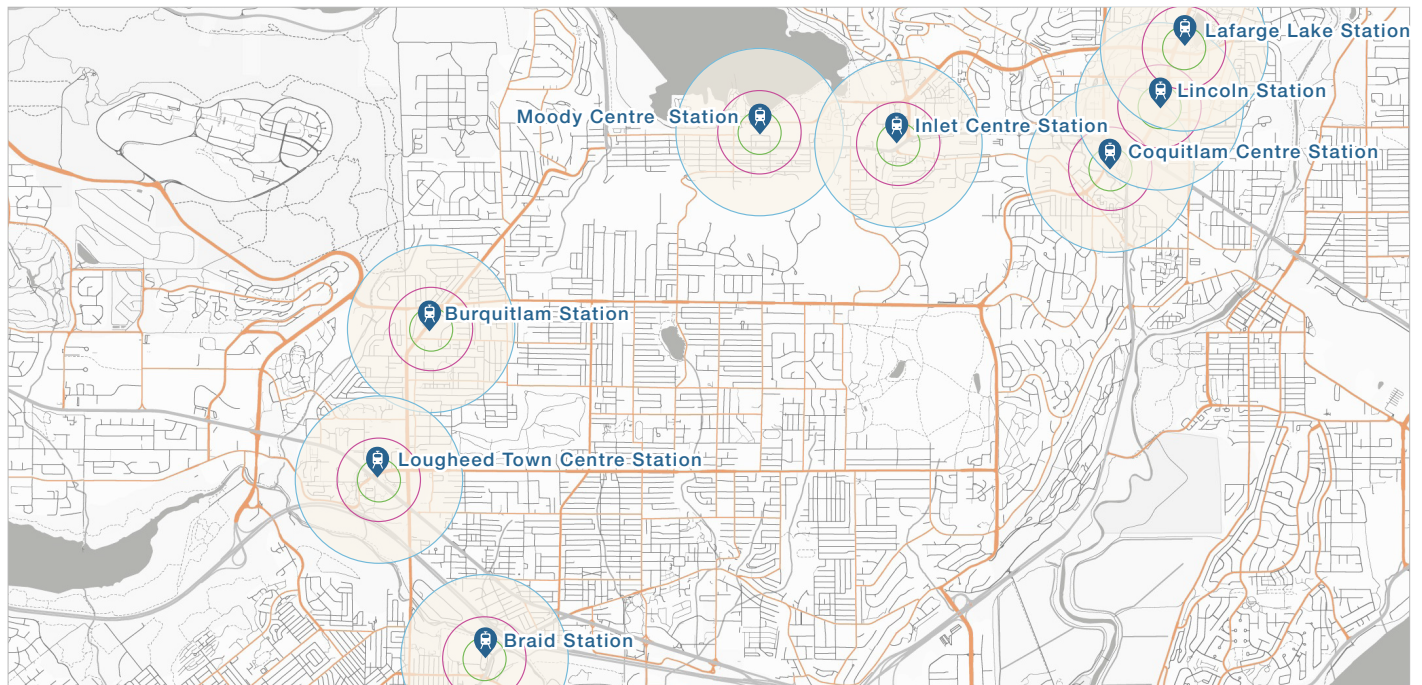
Council supports citizen petitions over Brentwood TC SkyTrain TOA designation stating the “residents have done more than enough” in supporting new development. Behind the scenes Burnaby continues to make bold progress enacting new ACC rates & reducing rental use zoning policy requirements. Burnaby’s tardy TOA bylaw adoption is a commentary on what Mayor Hurley calls the province’s “overstep”.

<https://yourvoice.burnaby.ca/burnaby-2050-planning-our-city-together>

<https://www.burnaby.ca/our-city/programs-and-policies/housing>

<https://www.burnabynow.com/local-news/burnaby-slashes-sacrosanct-affordable-rental-requirements-in-new-developments-9644533>

# COQUITLAM TOA BYLAW ADOPTED JUNE 17, 2024 - 8 AREAS DESIGNATED



Tier	Prescribed Distance from Station (metres)	Min. Allowable Density (FAR)*	Min. Allowable Height (storeys)
1	200 or less	5.0	Up to 20
2	Greater than 200 to 400	4.0	Up to 12
3	Greater than 400 to 800	3.0	Up to 8

## OCP Status:

The OCP Review project is scheduled for completion in Fall 2025, well ahead of the December 31, 2025 deadline for the provincial housing legislation OCP updates. The three high-level phases of the project are: Prepare, Update, Adopt. **Current Phase UPDATE** Summer 2024 to Spring 2025 drafting and preparing the new DRAFT OCP document.

## DCC/ACC:

Staff are targeting Spring 2025 for Development Cost Charge Update and new Amenity Cost Charge program and state a “user end” date for June 2025 for current density bonus programs.

[https://coquitlam.ca.granicus.com/MetaViewer.php?view\\_id=2&event\\_id=1788&meta\\_id=75600](https://coquitlam.ca.granicus.com/MetaViewer.php?view_id=2&event_id=1788&meta_id=75600)  
[https://coquitlam.ca.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=2698&meta\\_id=76400](https://coquitlam.ca.granicus.com/MetaViewer.php?view_id=2&clip_id=2698&meta_id=76400)  
<https://tricitiedispatch.com/coquitlam-toa-disapprovingly-approve/>  
<https://www.coquitlam.ca/301/Housing-Affordability>  
<https://letstalkcoquitlam.ca/TransitOrientedAreas>

## Housing Options:

**Status:** In “Stage 2” of planned Transit-Oriented Areas set to finish Spring of 2025. Changes within planned Transit-Oriented Areas, their shoulders, and key Southwest corridors are being worked on in coordination with the Official Community Plan Review project. Planning will explore options to integrate rental and affordable housing into all housing forms.

## Council Litmus:

Despite deeply-held misgivings about provincial housing legislation that establishes density in concentric circles around transit stations, city council approved the new Transit Oriented Areas”

**“Let the province take the heat for it. I don’t want to take the heat for making a decision that I don’t believe in.”**

**Coun. Craig Hodge**

# PORT MOODY TOA BYLAW ADOPTED JUNE 25, 2024 - 2 AREAS DESIGNATED



Tier	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (storeys)	Example of building Type
1	200m or less	5.0	Up to 20	Apartment Tower
2	201m to 400m	4.0	Up to 12	High-rise or mid-rise
3	401m to 800m	3.0	Up to 8	Mid-rise

## OCP Status:

The City is currently working on a TOA Design Guidelines and Development Framework expected to be completed by December 2024. The City's Official Community Plan will be updated to reflect the Transit-Oriented Area framework by December 31, 2025. Engage Port Moody 2050 commenced in 2020 and is currently at **Phase 12 DRAFT OCP Updates**.

## DCC, Bonus Density and ACC:

Current DCCs still apply while the city is working to update DCCs in 2025. The City's Density Bonus Policy will be updated by June 2025, and the process to create new Amenity Cost Charges will also be initiated in 2025.

## Housing Options:

**Status:** No update found on whether or not Port Moody will update their inclusionary policy adopted in 2022. Current Policy: for any projects proposing a residential density greater than 2.0 FAR, the City requires either:

- a minimum 15% of residential FAR as Below-Market Rental Units; or
- a minimum 6% of residential FAR as Non-Market Rental Units

## Council Litmus:

Port Moody council has passed provincially mandated housing bylaws for Bills 44 and 47, but not without voicing serious reservations. The legislation has consequently shelved Port Moody's long-awaited revision of its official community plan last March.

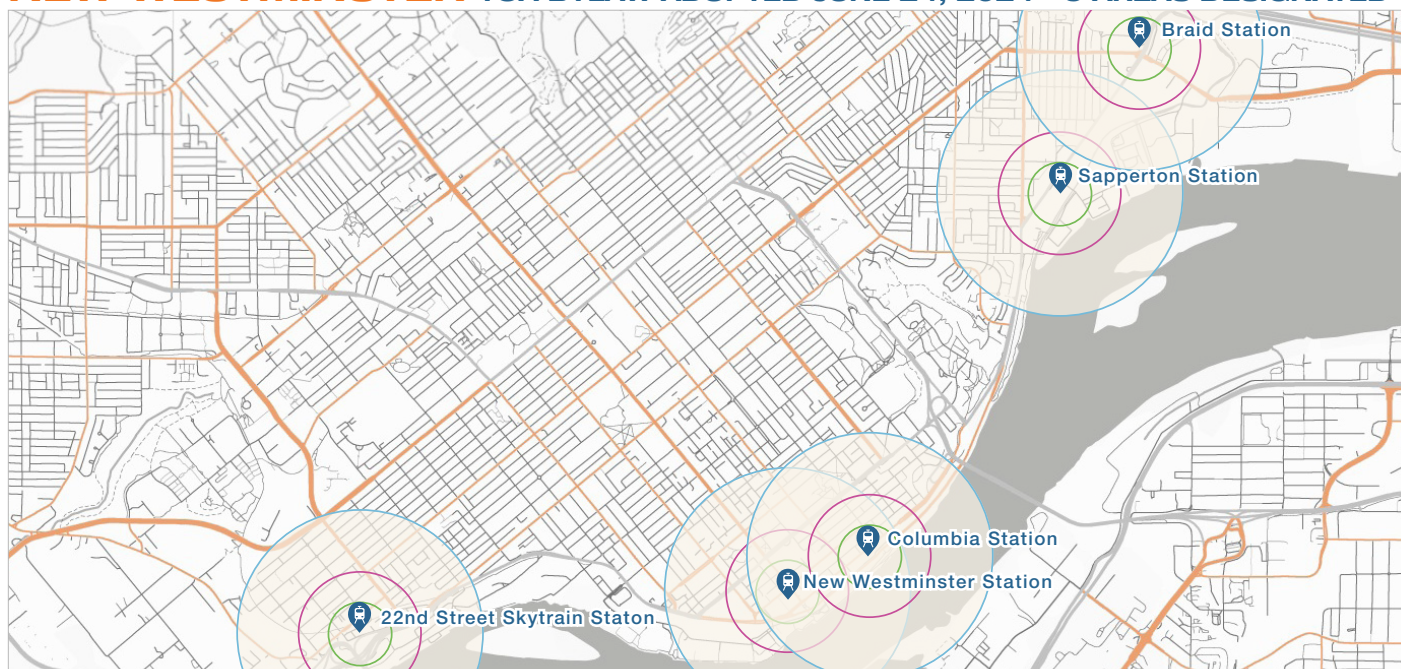
"Will provincial government funding be made available to help cover the capital infrastructure project costs necessary to support this growth?" Mayor Meghan Lahti questioned whether the money the province spent developing this legislation would have been better spent directly on housing.

**"I struggle to see how the proposed changes will result in any relief related to the housing, affordability or climate crises."**

**Mayor Lahti**

<https://engage.portmoody.ca/portmoody-2050>  
<https://tricitydispatch.com/ocp-delayed-port-moody/>  
<https://tricitydispatch.com/port-moody-passes-housing-legislation/>

## NEW WESTMINSTER TOA BYLAW ADOPTED JUNE 24, 2024 - 5 AREAS DESIGNATED



TOD Area Tier	Distance from Station (M)	Allowable Building Height (Storeys)	Allowable Density (FSR)
1	200 or less	Up to 20	Up to 5.0
2	200 - 400	Up to 12	Up to 4.0
3	400 - 800	Up to 8	Up to 3.0

### OCP Update:

New Westminster's "our city 2041" OCP was recently updated and adopted (April of 2023). Staff is taking a "light touch" approach to TOA, whereby baseline requirements are being advanced to meet the tight timelines mandated by the Province. Staff will then undertake a second phase of work incorporating further analysis and refinement. This will also include work required to meet the longer-term deadlines mandated by the Province to further increase housing supply including an update of the Official Community Plans and Zoning Bylaw to align with the interim Housing Needs Report, TOD Areas, and Infill Housing Program.

### DCC, Bonus Density and Amenity Cost Charges (ACCs):

The Province has introduced a new Amenity Cost Charge (ACC) which is intended to help fund community amenities such as youth or seniors' centres, recreational facilities, libraries, or daycares. "As it is new, the method and rate for charging this to developers is still being explored and more will be shared as it becomes available. In the meantime, see New West's Interim Development Review Framework for development financing guidance."

### Housing Options:

**Status:** Interim Development Strategy in place:

For applications which require rezoning and are consistent with the property's Official Community Plan designation, these applications proceed under the current policy context with two possible sub-streams:

- Stratified developments which trigger amenity charges and inclusionary housing requirements; or
- 100% rental projects for which amenity charges and inclusionary housing requirements do not apply;

For applications which require rezoning and are not consistent with the property's Official Community Plan designation, but are permitted by the TOA legislation, these applications proceed under the following conditions:

- The area is not currently under active review (e.g. land use or infrastructure review); and
- The project proposes to rezone to rental only zoning with a registered housing agreement; and
- Other community benefits are proposed, possibly including affordable units;

### Council Litmus:

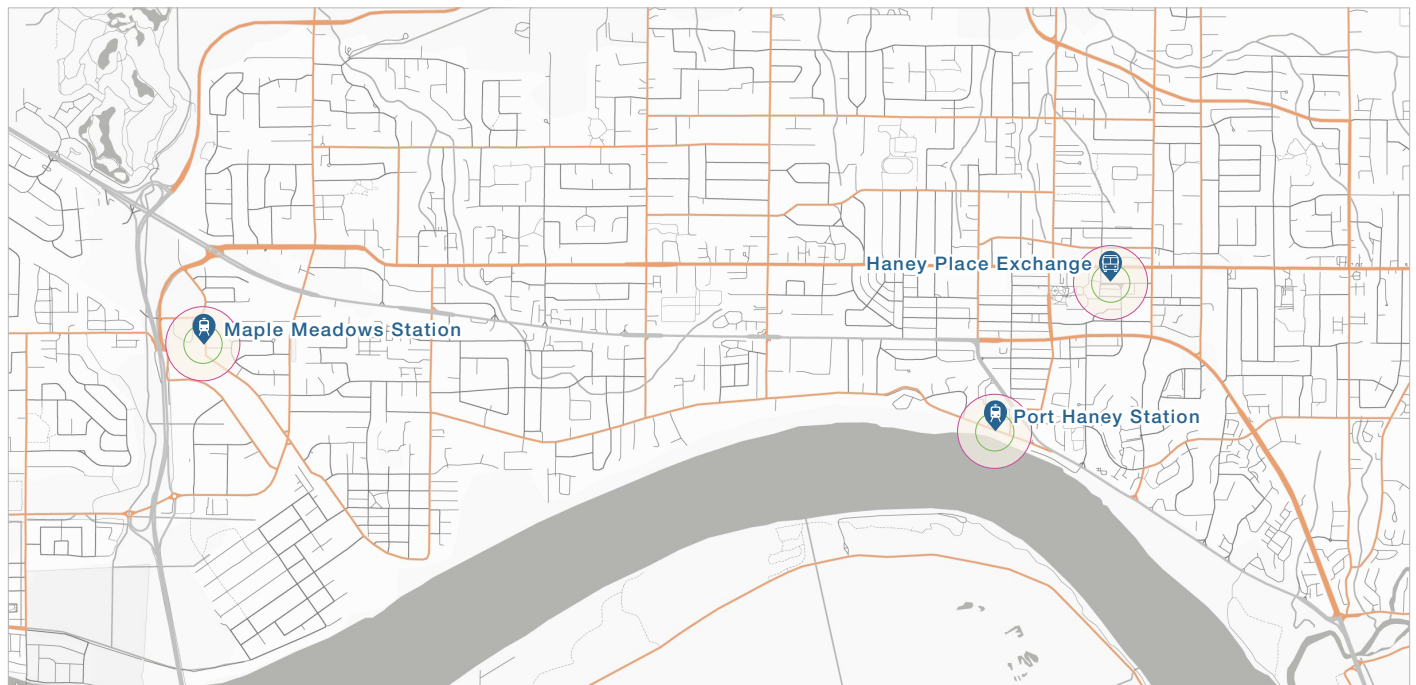
"TOAs are only one of the complex new regulations staff had to address, and I'm glad they were able to get a bylaw completed and in front of council before the deadline, along with a framework to help guide the growth in a way that fits the local context," Mayor Patrick Johnstone said in a statement to the Record. **Mayor Johnstone said: "Our housing needs report shows that rental is most needed form of housing right now, and the TOA regulations give us an opportunity to incentivize the building of new purpose-built rental near SkyTrain."**

<https://pub-newwestcity.escribemeetings.com/filestream.ashx?DocumentId=18714>

[https://www.newwestcity.ca/database/files/library/Interim\\_Development\\_Review\\_Framework\\_Information\\_Only\\_2461452.pdf](https://www.newwestcity.ca/database/files/library/Interim_Development_Review_Framework_Information_Only_2461452.pdf)

<https://www.newwestrecord.ca/local-news/real-estate-firm-gives-new-west-a-c-on-transit-oriented-housing-9375274>

# MAPLE RIDGE TOA BYLAW ADOPTED JUNE 25, 2024 - 3 AREAS DESIGNATED



Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (storeys)
Rapid Transit Stop	200m or less	5.0	Up to 20
	201m to 400m	4.0	Up to 12

## Housing Options:

**Status:** No report of work to date on how or when inclusionary policies might be drafted for TOA development applications. Proposed DCCs are issued (above) and an Interim Update “Housing Needs Report” September 2024 has been published to assess the need for rental, subsidized rental and non-market housing.

## Council Litmus:

Maple Ridge Mayor Dan Ruimy said every mayor in the Lower Mainland is grappling with how to implement these housing measures in their community. “We’re all on the same page, how do we advocate for more infrastructure dollars? How do we advocate for the things in our community? We’re all struggling in the same way,” Ruimy said, adding that staff and council are exploring how to best advocate to the premier, MLAs, or prospective representatives as a provincial election is slated for the Fall.

**“Every mayor in the Lower Mainland is grappling with how to implement these housing measures in their community.”**

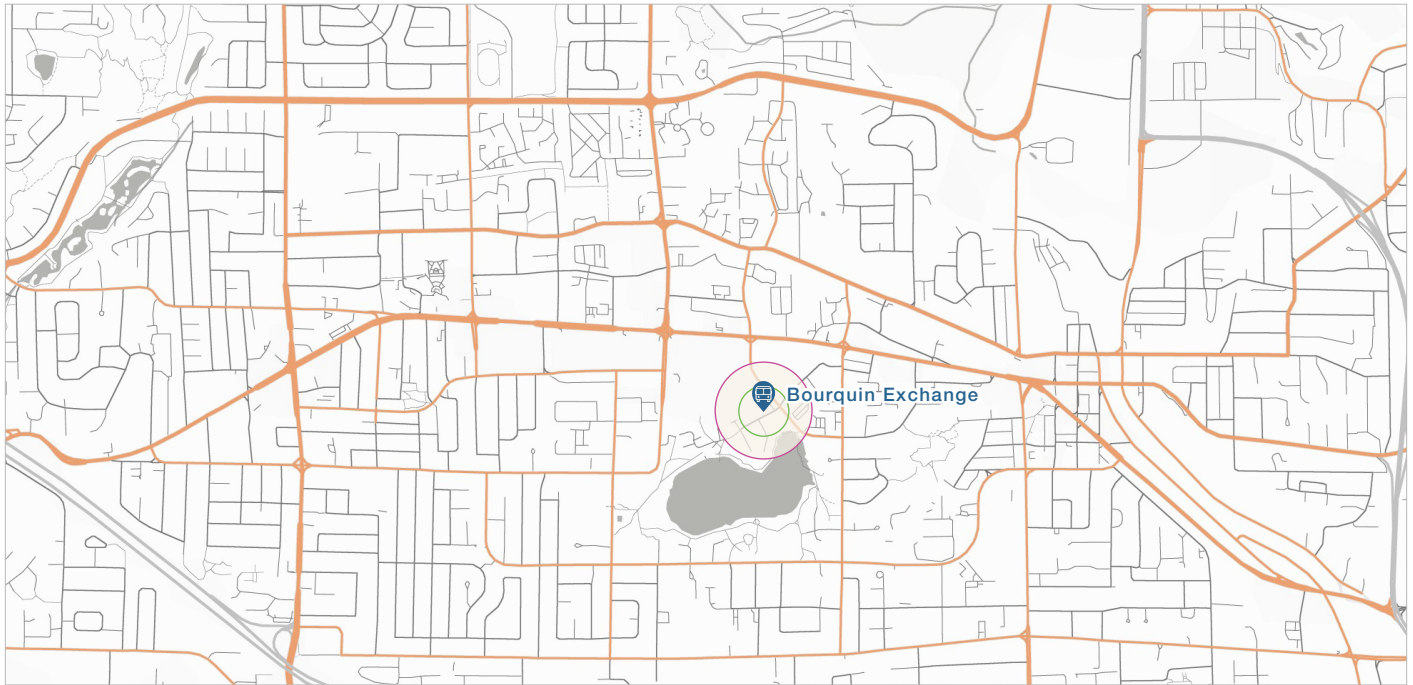
**Mayor Dan Ruimy**

## Development Cost Charges:

Proposed DCC Bylaw June 4, 2024. Current status pending the Ministry of Municipal Affairs approval after which it will be coming back to council for adoption. Here are the proposed rates:

Dwelling Type	DCC Rate (per m2)
Apartment	\$235.96
Apartment High Density (6 storey & above)	\$191.81
Apartment (affordable rental below market)	\$212.98
Commercial	First floor \$90.00 Additional floors - \$38.47
Apartment (Social Housing, Non-for-Profit Rental Below Market or Affordable Rental-Seniors)	\$90.38
Townhouse	\$241.37
Street Townhouse	\$217.10
Industrial	\$48.66

# ABBOTSFORD TOA BYLAW ADOPTED JUNE 25, 2024 - 1 AREA DESIGNATED



Density		Building Height
Within 200m of the transit station	Developable floor area equal to 3.5 times the size of the lot	10 storeys
Within 400m of the transit station	Developable floor area equal to 2.5 times the size of the lot	6 storeys

## OCP Status:

Abbotsford's OCP Plan Update is under works "Abbotsforward 2050". Currently in **Stage 2** "New Directions" with focus on public input over the summer reports feedback should be published this Fall. Next Stage, **Stage 3** DRAFTING the OCP will commence early 2025.

## Housing Options:

**Status:** Abbotsford has not made comment on what they will mandate as affordable or social housing in pending applications under the new legislation. Their current policy requires that 35% of Bonus Density and CAC is allocated to Affordable Housing through the Abbotsford Affordable Housing Opportunities Reserve Fund which acquires land or distributes Grants to partners for affordable housing.

## DCC / ACC / Bonus Density:

As of September 2024 Abbotsford has released the following proposed rates:

Land Use	Unit of Charge	Current DCC	Draft DCC	Draft ACC Rates
Townhouse/Multiplex	per dwelling unit	\$18,643	\$28,508.00	\$3,840
Apartment	per dwelling unit	\$12,005	\$18,297.00	\$2,511
Commercial	per m2 GFA	\$106.60	\$190.20	\$13.29

Dwelling Type	Current CAC Rate	Proposed CAC Rate	Additional Density	Current Rate	Proposed Rate
Townhouse/Rowhouse	\$3000.00 / unit	\$1,050.00 / unit	Bonus Density	\$44 per m2	\$15.40 per m2
Apartment	\$22 per m2	\$7.70 per m2			

## Council Litmus:

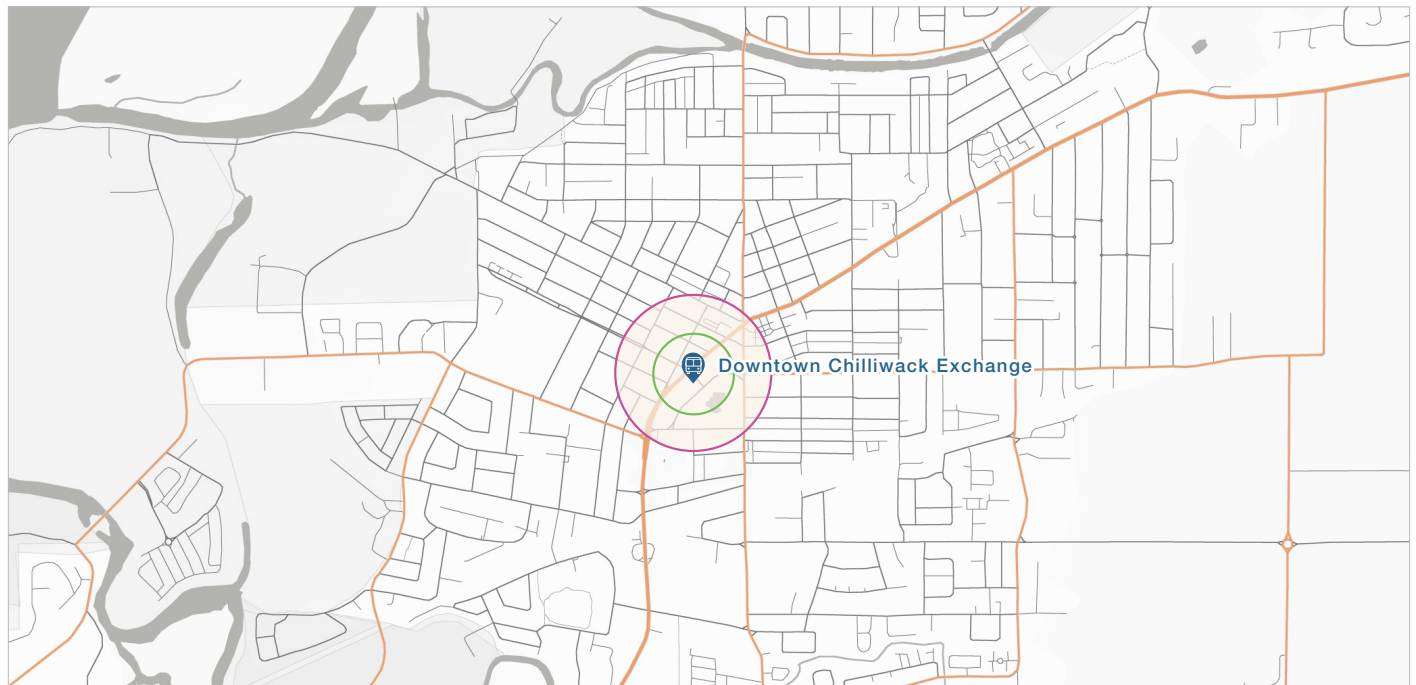
A staff report to Abbotsford council says the changes were made "to streamline the development approvals process in light of the existing housing crisis." New provincial legislation means public hearings will no longer be held for residential or mixed-use development with at least 50 per cent housing, but Abbotsford Mayor Ross Siemens said there are still opportunities for people to have their say. "It's when we do the official community plan updates that there's a ... robust public engagement component to that. **"Mayor Ross Siemens said: "That's why we would recommend people pay specific attention to because changes in their neighbourhoods will be part of that process."**

<https://letstalkabbotsford.ca/ocp>

<https://laws.abbotsford.ca/civix/document/id/coa/coaothor/c00711>

<https://www.abbynews.com/news/feedback-wanted-in-abbotsford-on-approach-to-new-provincial-housing-rules-7348313>

# CHILLIWACK TOA BYLAW ADOPTED JUNE 18, 2024 - 1 AREA DESIGNATED



Downtown Chilliwack Exchange	Density	Building Height
Area A: 200m from exchange	Up to: 3.5 floor area ratio	10 storeys
Area B: 400m from exchange	Up to: 2.5 floor area ratio	6 storeys

## OCP Status:

The provincially mandated review of Chilliwack’s official community plan (OCP) is now underway after city council received the details in a staff presentation at City Hall on Tuesday (Sept. 3, 2024). “Chilliwack 2050” is broken into 3 Stages, commencing now with **Stage 1** BACKGROUND RESEARCH. Anticipated completion is December of 2025.

## Council Litmus:

Chilliwack council is “deeply frustrated” by the direction the new provincial housing legislation is forcing it to take, and it wants the community to know it. “The City of Chilliwack has long supported responsible housing growth and affordable housing projects in a way that reflects the needs and wants of our community,” according to a statement from council on June 5.

**“As a council, we want the community to know how displeased we are about the many changes the province is forcing all municipalities to make, and that we will continue to advocate for a more sensible, comprehensive approach to increase the housing supply.”**

## Housing Option:

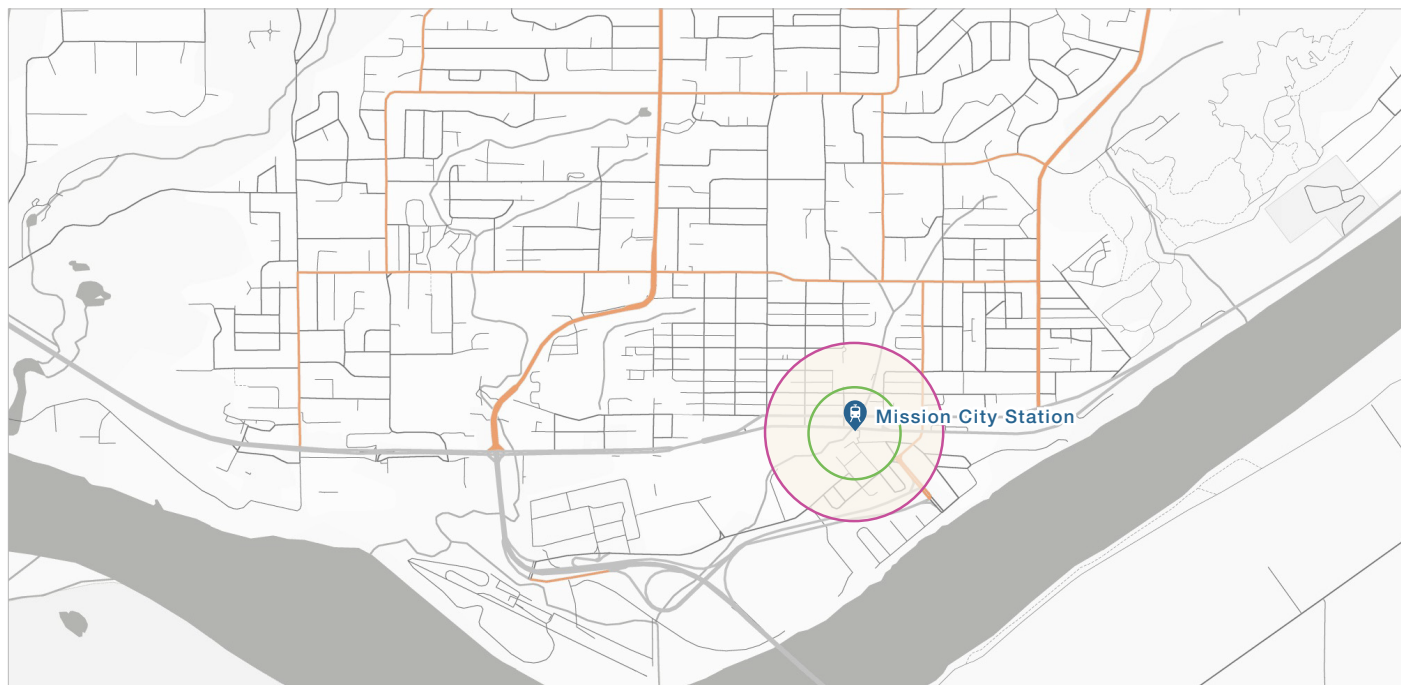
**Status:** No comment has been issued regarding the status of Housing Options. Development applications like those for rezonings remain in effect. For now, development proposals within the TOA will be reviewed on a case-by-case basis using the City’s standard development application processes. “While housing is primarily a Provincial responsibility, the City of Chilliwack has supported a number of affordable housing and housing first developments in our community.”

## DCC / ACC:

DCC Bylaw adopted in July of 2023 is still in effect. Update including ACC information are not available at this time.

Multi-family Residential Development	DCC current
Townhouse dwelling unit	\$1,911.17
Apartment dwelling unit	\$1,528.94
Small apartment dwelling unit	\$1,299.59
Micro apartment dwelling unit	\$1,299.59
congregate living sleeping unit	\$1,106.04

## MISSION TOA BYLAW ADOPTED SEPTEMBER 9, 2024 - 1 AREA DESIGNATED



	Density	Building Height*
Tier 4 - Within 200 Metres	3.5 floor space ratio	10 storeys
Tier 5 - Within 200 - 400 Metres	2.5 floor space ratio	6 storeys

\*Property developer may choose to develop at lower densities and heights.

### OCP Mandate:

Mission's OCP update is underway and currently undertaking **Phase 3** "Engagement – Big Moves" through this Fall 2024. Open Houses were hosted in early October.

Provincial Mandates will be accommodated by this OCP update process to meet deadlines for December 2025.  
<https://www.mission.ca/business-building/current-city-projects/official-community-plan-update>

### Housing Options:

**Status:** No comment has been issued regarding the status of Housing Options.

### Development and Amenity Cost Charges:

An Open House was provided on October 10, 2024 for Staff to present an updated draft DCC background report (to update the 2023 DCC Bylaw) as well as a draft ACC background report that details the ACC as a financing tool.

Areas	Land Use	Unit of Measure	Total Proposed DCC Rates	Total Current DCC Bylaw Rates	Total Proposed ACC Rates
Area "A" All of Mission	Townhouse	per dwelling unit	41,832.21	27,962.40	5,216.62
	Apartment	per dwelling unit	26,031.77	21,469.47	3,284.54

### Council Litmus:

Several Mission councillors were unhappy that a new provincial housing policy was being forced upon the city. Council voted to defer a decision that was due by June 30, 2024. Councillor Gill said he struggled with the decision and he knows the bylaw is mandated by the province but voted against it out of principle. "I think [the province is] making steps and giving us information to say 'we're doing the work' but it's just not concrete enough," Gill said.

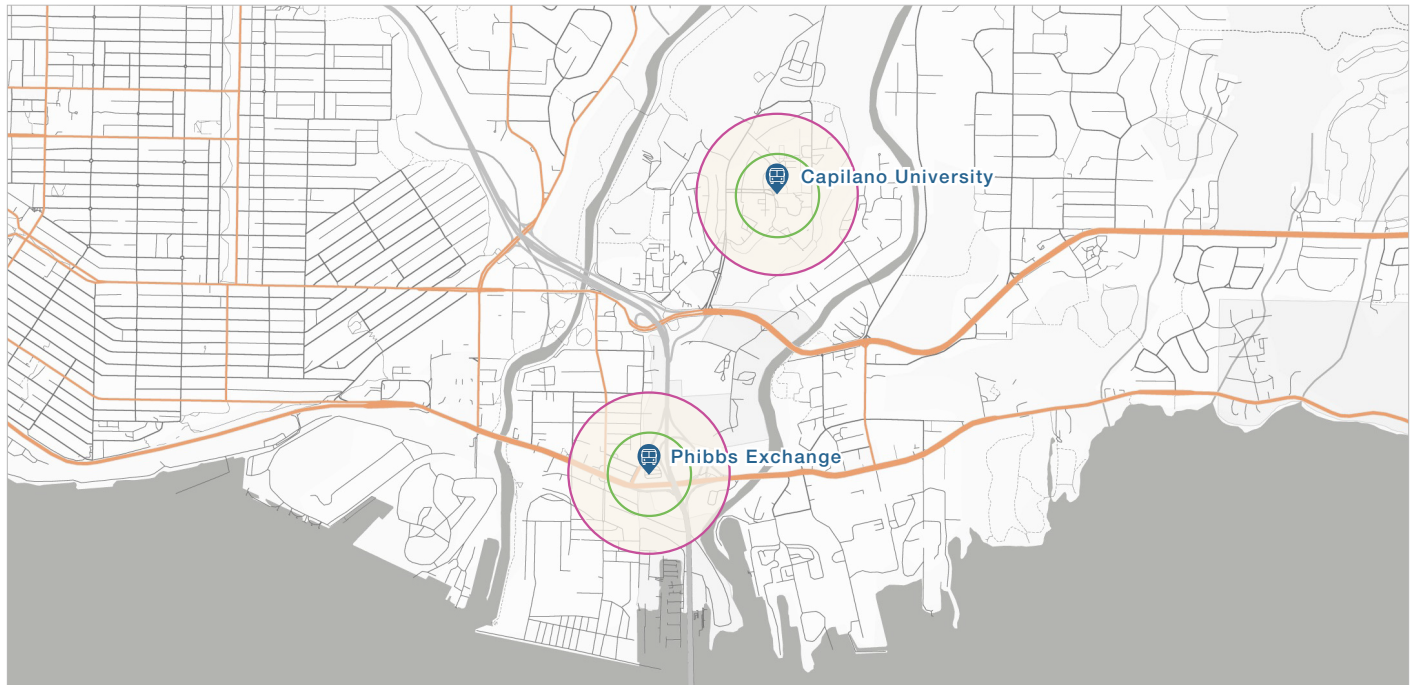
**"I think what they've done is they've taken all the meat off the bone for us in terms of our ability to negotiate some of those community amenity spaces."**

**Mayor Horn**



# DISTRICT OF NORTH VANCOUVER TOA BYLAW ADOPTED JUNE 18, 2024

## 2 AREAS DESIGNATED



Bus Exchange	Prescribed Distance from Bus Exchange	Minimum Allowable Density (FSR)	Minimum Allowable Height (storeys)
Tier 4	Less than 200m	4.0	12
Tier 5	Between 200m and 400m	3.0	8

### DCC / Amenity Cost Contributions (ACC)

coming into effect Fall 2024 (instream protection for 12 months)

Land use	DCC rates	ACC rates	Total Proposed DCC & ACC
Single-family (1)	\$43,533.00	\$41,358.00	per dwelling unit/lot
Townhouse (2)	\$27,644.00	\$37,221.00	per dwelling unit
Apartment (3)	\$26,193.00	\$45,818.00	per dwelling unit

### OCP Status:

The District is currently preparing to update its OCP, Zoning Bylaw, and Housing Needs Report to meet provincial requirements. Findings from the OCP Action Plan will continue to inform changes to public policies under the new legislation. Work has begun on these updates.

### Housing Options:

**Status:** Along with proposed DCC and ACC rates the District has stated “For social and supportive housing projects where units are reserved at below-market rates through long-term agreements, we may choose to waive the required DCC and ACC contributions. This waiver is intended to reduce project costs, thereby enhancing affordability. The Affordable Housing Reserve Fund (AHRF) supports these waivers. Changes to the AHRF are being considered to ensure the fund is sustainable. This work will be completed in the Fall, following the next update from the Province on the new housing legislation.”

### Council Litmus:

June 3 council voted to accept a staff report on minimum height and density that must be accepted for residential developments near designated TOA at Phibbs Exchange and the Capilano University bus loop. Couns. Lisa Muri and Betty Forbes were opposed. Coun. Catherine Pope said the district has done a “lousy job” of meeting housing demand. **Councilor Pope said: “I’ve heard some on this council say we can’t do this, that the infrastructure won’t support it.... No one expects there’s going to be a stampede of homeowners rushing to build fourplexes.”**

<https://www.dnv.org/business-development/how-development-funds-services-and-amenities#69011670>

<https://www.nsnews.com/in-the-community/north-vancouver-district-opts-for-restrictive-reading-of-provincial-housing-rules-9065182>

<https://bylaws.vancouver.ca/consolidated/14090.PDF>

# LONDON PACIFIC

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The information in this report is based on data available as of July 31, 2023, obtained from sources deemed reliable. While efforts were made to ensure accuracy and completeness, we cannot guarantee its current accuracy or reliability. Circumstances may have changed since the data was last updated. This information is for reference and general purposes only. The term "newly built" refers to units that are no older than 5 years. This is not intended to be a forecast of future events, and this is not a guaranty regarding a future event. This is not intended to provide specific investment advice and should not be considered as investment advice.

Sources: Altus Data Solutions; Bank of Canada; Paragon; Zonda Urban; RBC; CPA Canada, Real Estate Magazine, Impact Commercial

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