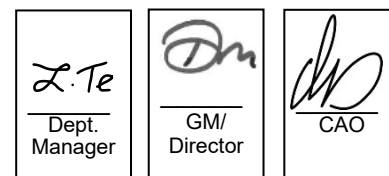


AGENDA INFORMATION	
☒ Council Workshop	Date: February 9, 2026
☐ Finance & Audit	Date: _____
☐ Advisory Oversight	Date: _____
☐ Other:	Date: _____



The District of North Vancouver

REPORT TO COMMITTEE

January 21, 2026

AUTHOR: Dan Milburn, General Manager of Planning, Properties and Permits

SUBJECT: Small-Scale Multi-Unit Housing (SSMUH) Approaches in Response to Bill 25

REASON FOR REPORT:

The purpose of this report is to provide an overview of the District's proposed approach to the implementation of small-scale multi-unit housing (SSMUH) in response to recent provincial housing legislation, discuss issues and options for Council's consideration, and describe public engagement planned for spring 2026.

SUMMARY:

In November 2025, the Province adopted Bill 25, amending the SSMUH requirements within the *Local Government Act* (LGA). The key change in this legislation impacting the District is a new definition of "restricted properties", which must be converted to SSMUH zoning. As a result, most single-family lots within the District's Urban Containment Boundary – including those currently permitted to contain a principal dwelling, a secondary suite, and a coach house – must comply with SSMUH requirements, subject to legislated exemptions. Municipalities are required to achieve compliance with the new housing legislation by June 30, 2026.

This report presents the recommended approach to implementing the mandatory requirements within Bill 25, including zoning regulations, exemptions, infrastructure and servicing considerations, and a public engagement process planned for spring 2026. It highlights key issues requiring Council direction, such as exemptions for hazardous conditions and requests for a provincial time extension in areas with ongoing infrastructure upgrades. The report also summarizes the growth, and financial implications of implementing SSMUH to support Council's decision-making.

BACKGROUND:

Since 2023, the Province has introduced a series of legislative amendments to the LGA, which the Province has stated are aimed at increasing housing supply, promoting housing diversity in single-family neighbourhoods, and supporting higher density near frequent transit corridors. Notably, among these are Bills 44, 46, 47, 16 and, most recently, Bill 25, which have collectively brought significant changes to the land use planning framework across BC.

Attachment 1 provides a summary of the District's efforts in relation to recent provincial housing directions.

IMPLEMENTATION APPROACH & ANALYSIS:

This section provides an overview of the SSMUH requirements, an implementation approach based on staff's recent analysis of the legislative requirements, and potential implications on development approval processes and municipal infrastructure.

Overview of SSMUH Requirements

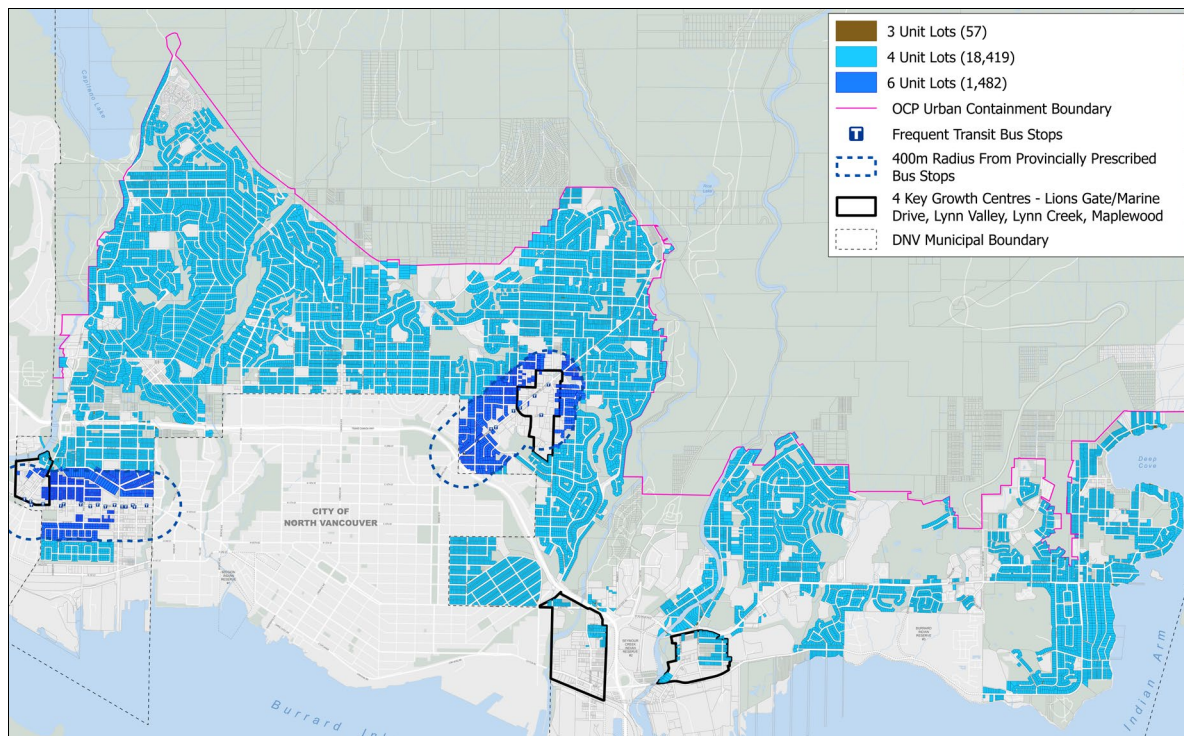
With the recent adoption of Bill 25 in November 2025, the LGA has been amended to expand the definition of a “restricted zone” to include all lots where a single-detached home with a secondary suite and a coach house (detached accessory dwelling unit) are allowed. As a result, the District is required to implement SSMUH by June 30, 2026. An overview of the new legislative changes was presented to Council at the [October 27, 2025 Council Workshop](#).

Under the provincial SSMUH requirements, restricted zones must permit between three and six dwelling units per lot, subject to the criteria and exemptions noted in the next section. Non-exempt lots must permit:

- up to three units on lots 280 m² (3,014 ft²) or smaller;
- up to four units on lots larger than 280 m² (3,014 ft²); and
- up to six units on lots larger than 280 m² (3,014 ft²) and that are wholly or partly within 400 metres (1,312 ft) of a prescribed bus stop identified by the Province. In the District, this relates to the 240 and R2 bus stops. Where six units must be permitted, local governments cannot require off-street residential parking but can set conditional density rules to require one of the six units to be for affordable or special needs housing.

Figure 1 below illustrates the application of the above SSMUH requirements to all eligible single-family lots in the District that are not subject to statutory exemptions as described in the following section of this report. A full map version is included as **Attachment 2**.

Figure 1: Provincial SSMUH requirements (draft map)



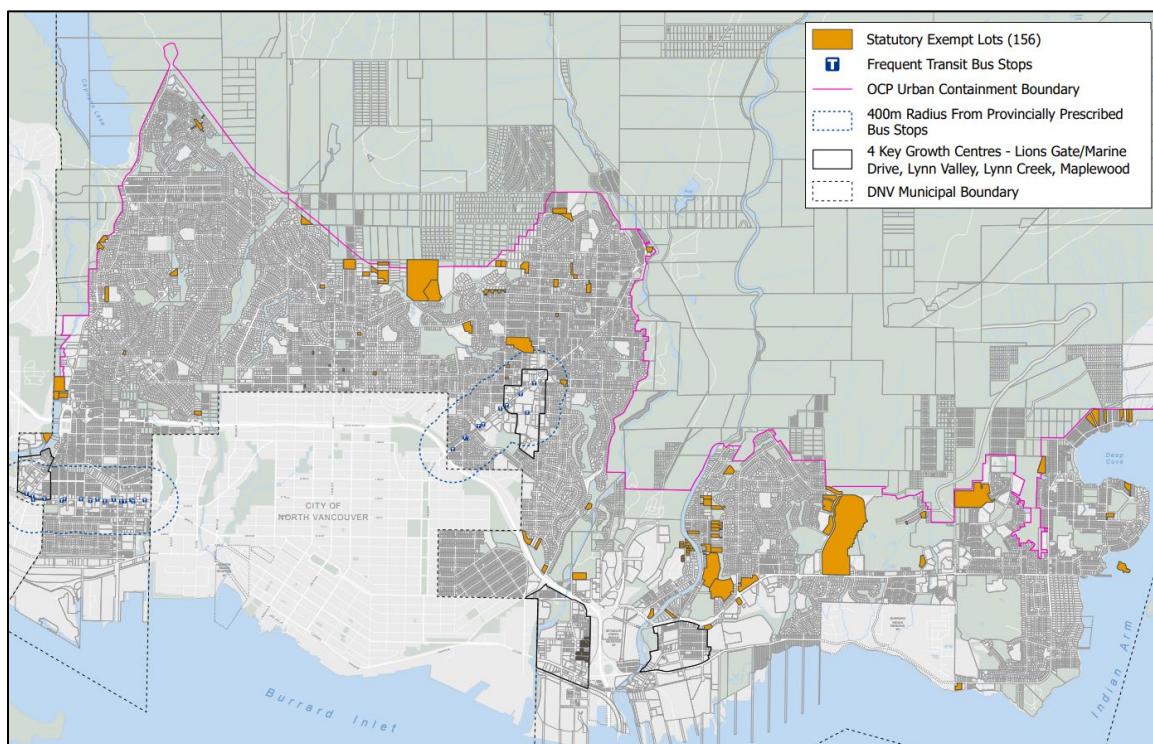
Statutory Exemptions from SSMUH Requirements

As per LGA Sections 481.3 and 481.4 and the [Local Government Zoning Bylaw Regulation](#), in the District of North Vancouver, the SSMUH requirements do not apply to the following single-family zoned lands:

- Lands that are subject to heritage designation protection, a heritage revitalization agreement, or protected under Section 12.1(2) of the *Heritage Conservation Act*;
- Lots larger than 4,050 m² (approximately one acre);
- Lands within designated Transit-Oriented Areas (TOAs);
- Lands that are not connected to municipal water or sewer systems; and
- Land outside of the Urban Containment Boundary.

Lots exempted from SSMUH requirements, in accordance with the above statutory exemptions, are shown in the map included as **Figure 2** below. A full map version is available as **Attachment 3**. These lots would retain existing zoning that permits up to three units on a lot.

Figure 2: Statutory exempt lots from SSMUH requirements (draft map)



Hazard Exemptions from SSMUH Requirements

Under the Local Government Zoning Bylaw Regulation, lands subject to a hazardous condition that cannot be practically mitigated can also be exempted from the SSMUH requirements provided that certain requirements are met. Further discussion on a recommended approach to hazard exemptions is included on page 8 of this report.

Development Permit Process

Development Permit requirements for natural hazards mitigation and environmental protection will continue to apply. Staff do not propose requiring a Development Permit for form and character for new SSMUH developments, consistent with the District's current approach for single-family areas.

Municipal Servicing & Infrastructure

Most of the District's roads and utility infrastructure was constructed prior to the 1970s, based on engineering standards of the day for the demands of primarily single-family development. While some District single-family neighbourhoods may have road and utility infrastructure that is sufficient to service SSMUH density, many neighbourhoods do not and will require infrastructure upgrades. The location, scope, timing, and cost of required municipal infrastructure upgrades have not yet been determined. The District will need to balance several competing considerations, including the anticipated pace of SSMUH uptake in specific areas and the timing and sequencing of supporting infrastructure investments. In some locations, SSMUH development may be accommodated without significant upfront infrastructure upgrades, whereas in other areas, development may not be feasible until adequate servicing capacity is in place. Maps will be developed and communicated to the public where there are known servicing limitations to better inform potential applicants. Early identification and communication of these potential limitations is seen as an important step to managing landowner's/developer's expectations.

Servicing plans and financial strategies needed to address issues associated with SSMUH development will be brought forward for Council's consideration through future Development Cost Charge (DCC) and Amenity Cost Charge (ACC) reviews and/or annual capital planning processes.

Since SSMUH was introduced into the *Local Government Act*, Council has adopted amendments to three bylaws to manage and help mitigate water, sewer, and road infrastructure challenges related to SSMUH density. This included amendments to:

- Waterworks Regulation Bylaw 2279 that clarified minimum water requirements for fire protection;
- Sewer Bylaw 6656 that clarified the need for all SSMUH development to connect directly to sanitary and drainage sewer networks, and only to those networks that have adequate capacity or that Council has approved to upgrade through the capital planning process; and
- Development Servicing Bylaw 8145 that enables, where needed, land dedication as a condition of building permit for highway use or for the purposes of constructing and installing sustainable design features and transportation infrastructure (e.g., walking, cycling, public transit uses).¹

Site-level servicing standards that will be delivered or paid for by SSMUH developments - fronting sidewalks, streetlighting, curbs and utility connections and similar - will also need to be developed. Such standards are expected to be similar for both four-unit and six-unit SSMUH developments. In a similar manner to small subdivisions (e.g., two lot splits), standards should consider the local context of a development location (i.e., a cul-de-sac vs an arterial road or growth centre).

Third Party Servicing & Infrastructure

Third party infrastructure upgrades and additions will be needed to accommodate SSMUH density. In particular, it is expected that BC Hydro distribution networks and local transformers

¹ Amendments to the Development Servicing Bylaw were in response to expanded local government authorities, duties, and functions related to site-level infrastructure and transportation demand management through recent updates to the *Local Government Act* ([Bill 16](#)). The LGA currently limits the amount of land dedication to a total width of 20 m (65.6 ft) with a further 5 m (16.4 ft) width for the purposes identified above.

will need to be upgraded, with the likely addition of pad mounted (at grade) transformers within SSMUH development sites.

Draft Small-Scale Multi-Unit Housing (SSMUH) Zones

As part of the District's current Zoning Bylaw Rewrite project, staff are proposing to simplify the number of zones that would be applicable to traditional single-family neighbourhoods, as well as respond to SSMUH requirements. As proposed, the majority of lots within the Urban Containment Boundary would be converted to one of the two zones summarized below. Both zones have similar building heights, setback, and massing regulations, with the key difference relating to the number of permitted units:

- R2 Zone:** Permits up to **three units** (specifically: a principal dwelling, a secondary suite, and a coach house) for lots located within the Urban Containment Boundary and **exempt from SSMUH** requirements; and
- R3 Zone (SSMUH):** Permits up to **three, four, or six units** (of various configurations) depending on lot size and proximity to frequent transit as **prescribed by provincial regulation**.

Figure 3 provides a rendering of potential height and massing of a three-storey development compared with existing one- and two-storey single-family homes.

Figure 3. Rendering of a potential R2 or R3 (SSMUH) development adjacent to existing one- and two-storey single-family homes



Guiding Key Principles

The District's approach to the draft R3 Zone (SSMUH) is aligned with the same principles that also guide the draft single-family zones (such as the R2 Zone) that were previously discussed with Council and the community (in June and December 2025). **Figure 4** below identifies the key principles that have guided the draft zoning regulations.

Figure 4. Key guiding principles for draft zoning regulations

Key Principles					
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Facilitate Housing Diversity	Respect Existing Character	Maintain Existing Development Potential

Comparison of Proposed Regulations to Provincial Guidelines

The Province expects local governments to align their zoning bylaws with the recommended site standards guidelines provided in the [Provincial Policy Manual & Site Standards](#). The four- and six-unit regulations under the draft R3 Zone (SSMUH) generally align with the provincial guidelines, as shown in **Table 1** below. Some of the key differences reflect the District's suburban hillside character and larger lot sizes. Explanatory notes regarding potential variations from the provincial guidelines is provided in **Attachment 4**.

Table 1: Comparison of draft R3 Zone (SSMUH) regulations with provincial site standards guidelines (four- and six-unit SSMUH)

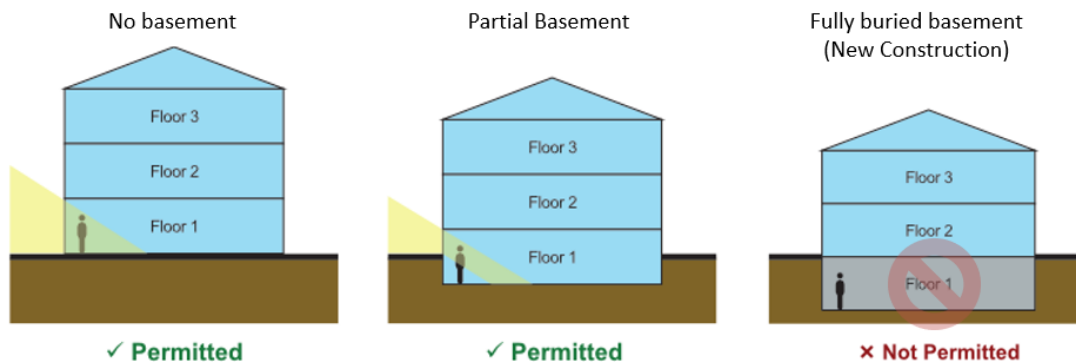
Zoning metric	4-unit SSMUH		6-unit SSMUH		Staff comment
	Prov. standard	DNV R3 Zone	Prov. standard	DNV R3 Zone	
Dwelling units	Up to 4 units	Up to 4 units	Up to 6 units	Up to 6 units	Complies
Floor space ratio (FSR)	NA	~ 0.7 - 1.0 FSR depending on lot size	NA	~ 1.0 FSR depending on lot size	See bullet A in Attach. 4
Front lot line setback	2 m (6.5 ft)	3 m (10 ft)	2 m (6.5 ft)	3 m (10 ft)	See bullet B in Attach. 4
Rear lot line setback	1.5 m (5 ft)	1.5 m (5 ft) on a lane 3.0 m (10 ft) no lane	1.5m	1.5 m (5 ft) on a lane 3.0 m (10 ft) no lane	See bullet C in Attach. 4
Side lot line setback	1.2 m (4 ft)	1.2 m (4 ft)	0 m - 1.2m (4 ft)	1.2 m (4 ft)	Complies
Number of storeys	3 storeys	3 storeys (including partial basements) 2 storeys within front or rear yards	3 storeys	3 storeys (including partial basements) 2 storeys within front or rear yards	See bullet D in Attach. 4
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	10 m (32.8 ft) flat roof 11.6 m (37.7 ft) to the peak of a pitched roof	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	10 m (32.8 ft) flat roof 11.6 m (37.7 ft) to the peak of a pitched roof	See bullet E in Attach. 4
Number of buildings	NA	2 Buildings	NA	2 Buildings	See bullet F in Attach. 4
Building coverage	50%	40 - 50% depending on lot size	60%	50 - 60% depending on lot size	See bullet G in Attach. 4
Off-street parking	0.5 spaces/unit if within 800 m of bus stop with frequent service 1 space/unit otherwise	1 unit = 2 sp. 2 units = 3 sp. 3 units = 3 sp. 4 units = 4 sp.	0 spaces (parking cannot be required but can be voluntarily provided)	0 spaces (parking cannot be required but can be voluntarily provided)	See bullet H in Attach. 4

Fully-Buried Basements

The new SSMUH zone proposes to prohibit the construction of new fully buried basements. This change is in line with proposed changes to the single-family zones and are supported by public feedback in both 2022 and 2025 public consultations. This change also addressed goals of minimizing environmental impacts (less ground water flow disturbance), reducing climate change vulnerability (fewer spaces that are susceptible to flooding), increasing liveability (spaces with more access to light and air), and reducing construction costs (less excavation and concrete required).

Partial basements are still proposed to be permitted. Should these changes be adopted by Council, existing homes with fully buried basements will be considered “existing non-conforming”, meaning no action is required on the part of the homeowner. The existing basement may continue to be used, maintained, and repaired, but not expanded or fully replaced in a manner that increases the non-conformity that exist at the time a new bylaw is adopted.

Figure 4.1. Illustration of proposed prohibition of fully buried basements in the RS3 zone



SLIA Lots and SSMUH

Small Lot Infill Areas (SLIAs) are specific areas of the District where residential lots can be subdivided into smaller lots, generally with a minimum lot width of 10 m (33 ft) and developed to accommodate smaller homes. Small lot infill is one way that the District has introduced a modest increase in housing units within established single-family neighbourhoods, while also maintaining the general character of these areas.

Since the introduction of SLIAs in the 1980s, there are currently 26 SLIA locations spread across the District. Notable concentrations are in the Upper Capilano, Lower Capilano, and Lynn Valley areas. Not all lots within SLIAs have been subdivided into smaller lots as permitted. Reasons may include property owner preferences or complex technical challenges (e.g., drainage, groundwater, vehicle access) that need to be resolved prior to subdivision but present significant cost implications. With the introduction of SSMUH, future small lots may be developed to a higher density that initially anticipated when the SLIA policy and bylaw amendments were approved. Therefore, staff believe further analysis is needed to confirm whether the level of service in these areas is sufficient for the proposed density and will return to Council with further advice.

Municipal Comparison

A comparison of four-unit SSMUH zoning regulations of some key local municipalities, including those that share aspects of the District's characteristics (i.e., City of North Vancouver, Burnaby, Port Moody, Coquitlam, and Maple Ridge), is included in **Attachment 5**. The District's proposed R3 Zone (SSMUH) is generally aligned with the corresponding zone in the City of North Vancouver.

ISSUES REQUIRING COUNCIL DIRECTION:

This section outlines four issues identified by staff that require Council direction as it relates to the implementation approach:

1. Approach to natural hazard exemptions;
2. Preserving frequent transit areas for future growth;
3. Six-unit SSMUH regulations; and
4. Tenure (strata/rental).

Options for consideration, with staff recommendations, are provided for each issue.

Issue #1: Approach to Natural Hazard Exemptions

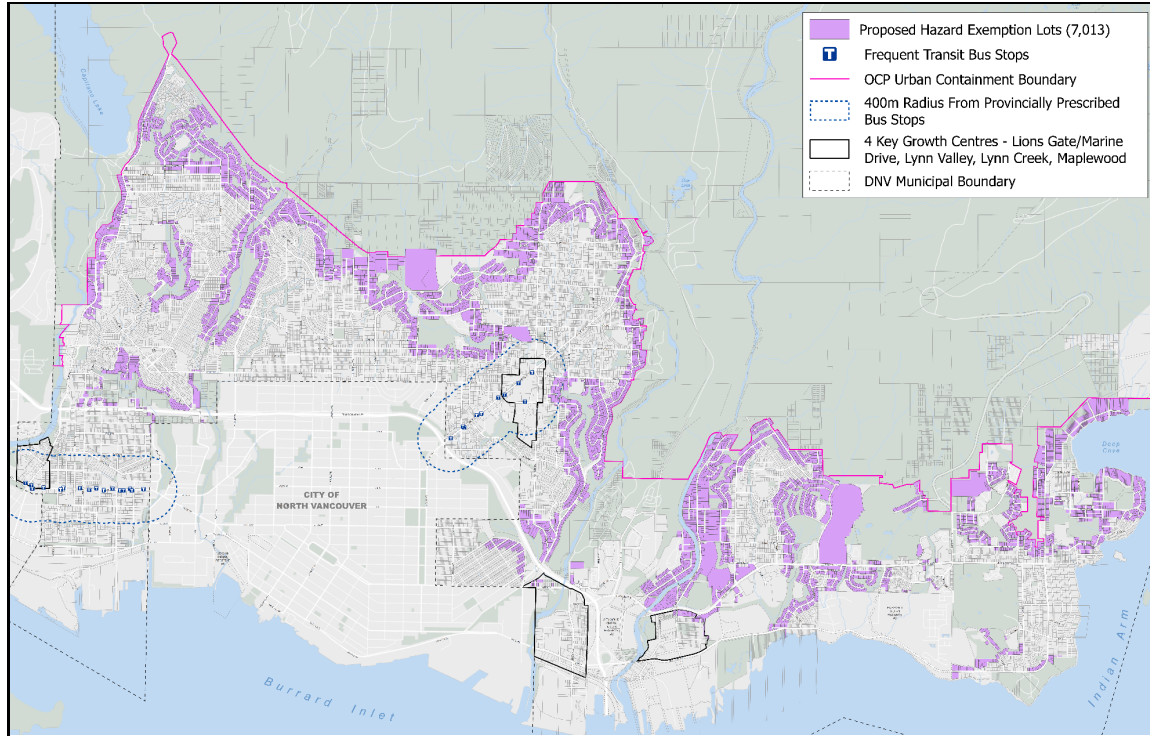
The District's current approach to managing new development in hazardous areas is through the requirement for Environmental Protection and Natural Hazard Development Permits. These Development Permits would continue to be required upon the implementation of SSMUH. However, Council may also want to consider additional tools provided by the Province to manage SSMUH development in certain hazardous areas. Under the Local Government Zoning Bylaw Regulation, lands subject to hazardous conditions may be exempted from SSMUH requirements if the District obtains a report in which a qualified professional certifies the following:

- increasing the density would significantly increase the threat or risk from the hazardous condition; and
- the threat or risk from the hazardous condition cannot be practically mitigated.

Attachment 6 contains the 2024 Natural Hazards Exemption Report, dated May 17, 2024. This report is still relevant and applicable; in particular, the report speaks to wildfire and flood risks that affect areas beyond any one lot or development. As such, it is appropriate to assume that areas already susceptible to these risks could also have an increased threat or risk of wildfire and/or flood hazardous conditions if they were subject to increased SSMUH density. In addition, the attached report identifies that the risks associated with SSMUH density in these areas cannot be fully or adequately mitigated on a parcel-by-parcel basis, and risk mitigation rests largely (though not exclusively) on government, and more particularly, the District, with the result that these risks cannot be practically mitigated at this time. Future, more detailed analysis could support expanding or contracting these areas, subject to Council's assessment of the acceptable level of risk.

Approximately 7,000 lots within the District are identified within the natural hazard areas. These lots are shown in **Figure 5** below with a full map provided as **Attachment 7**.

Figure 5: Natural hazard exemption areas (draft map)



Staff conducted a municipal scan of 17 municipalities, based on population size and comparable geographies (including Port Moody, Coquitlam, Port Coquitlam, Squamish, Maple Ridge, and Kelowna) to understand their approaches to hazard exemptions since their implementation of SSMUH in 2024. Only one municipality (Squamish) was found to apply hazard exemptions to SSMUH requirements for lands subject to elevated flood or debris flow hazards.

Two options (Options 1.1 and 1.2) are provided for Council's direction and to confirm an approach. The options are summarized in **Table 2** and further detailed below.

Table 2. Summary of options for approaches to hazard exemptions

Options for Natural Hazard Exemptions	Staff recommendation
Option 1.1: Apply hazard exemptions as per the 2024 Natural Hazard Exemptions Report.	Recommended
Option 1.2: Do not apply hazard exemptions at this time.	Not recommended

Option 1.1: Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report (Staff recommended)

This option recognises that not all wildfire and/or flood risks relating to SSMUH density can be fully or adequately mitigated on a parcel-by-parcel basis and maintains staff's previous recommendation to exempt approximately 7,000 lots from compliance with SSMUH requirements, in accordance with the Natural Hazards Exemptions Report (**Attachment 6**). In absence of a more detailed technical analysis due to constrained timelines, this approach would

mitigate increased threat or risk from the hazardous condition in the interim and allow staff to undertake a more fulsome technical analysis of hazardous areas across the District.

Staff intend to report back to Council at a future date on recommended policy and/or regulatory changes based on the analysis findings. This may include changes the hazard exemption area or introducing additional development regulations within the Zoning Bylaw.

Option 1.2: Do not apply hazard exemptions at this time
(Not recommended by staff)

This option would apply SSMUH requirements across all single-family lots within the Urban Containment Boundary, unless statutorily exempt, and rely on the District's Environmental Protection and Natural Hazard Development Permit guidelines to mitigate threats and risks from hazardous conditions for new SSMUH developments. This approach is consistent with most BC municipalities.

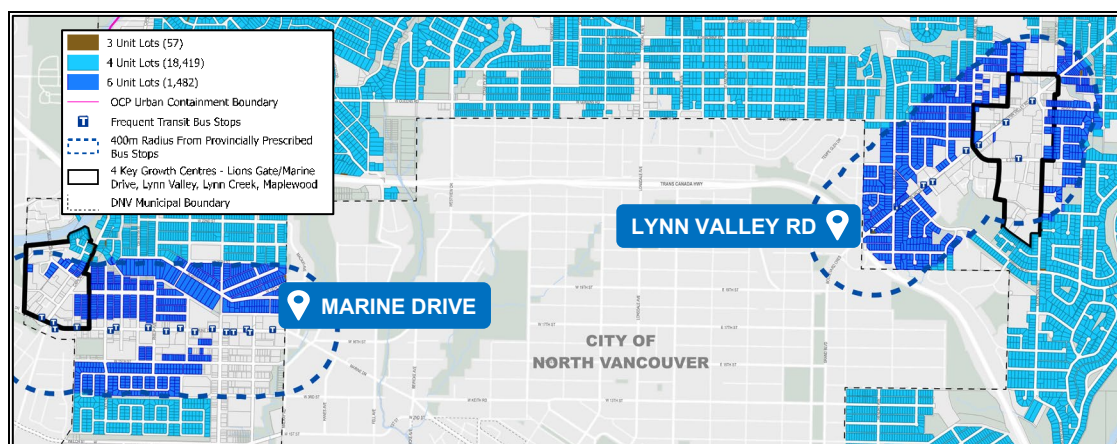
This option is not recommended by staff, as it is not consistent with the recommendations provided by the Natural Hazard Exemption Report.

Issue #2: Preserving Key Frequent Transit Areas for Future Growth

The Marine Drive and Lynn Valley Road corridors in the District have been identified by TransLink as priority networks for future Bus Rapid Transit (BRT) service in its [Access for Everyone \(10-Year Priorities\) Plan](#). There is active planning underway, led by TransLink, for the Metrotown-North Shore BRT. These two corridors and surrounding areas are not currently identified by the Province as designated Transit-Oriented Areas (TOAs), or similar, and therefore are not exempt from compliance with SSMUH requirements. As per **Figure 6**, the areas immediately surrounding these corridors must permit six-unit SSMUH development (green colour).

Future plans for BRT service on these corridors warrant consideration of approaches that preserve the surrounding residential lands for higher residential density. This may entail heights and densities (e.g. similar to those provincially prescribed for designated TOAs) that better support intended transit levels.

Figure 6: SSMUH requirements for Marine Drive and Lynn Valley Road corridors



Staff have identified the Marine Drive corridor as a potential area for higher residential density given the recent funding commitments and program planning and design advancements for the future Metrotown-North Shore BRT route. This significant infrastructure project has confirmed general locations for BRT stations with engagement on route planning completed. Further engagement on corridor design is anticipated in 2026. SSMUH development in this corridor would potentially undermine redevelopment of this area as a growth corridor because SSMUH densities may inhibit lot acquisition and consolidation when compared to existing permitted densities.

The stations on Marine Drive are planned to be located at the intersections of Capilano Road and Pemberton Avenue. If the provincial criteria for locating TOAs, was to be extended to both of these station areas they could potentially become additional designated TOAs in the District under provincial legislation and regulations, and therefore would become exempt from SSMUH requirements at that time to accommodate greater densities and heights.

The active planning work for BRT also underpinned staff's proposal to expand the boundaries of Lions Gate – Marine Drive Village Centre and propose significantly increased OCP residential densities in Option A of the OCP Update project that was presented to Council on October 20, 2025. Should lots in this area redevelop at six-unit SSMUH densities, this may jeopardize the ability for future lot consolidation necessary for desired higher density, transit-oriented residential development, if so desired and directed by Council.

For Lynn Valley Road, future land use and transportation planning will need to be prioritized in the medium-term and once further BRT route and station planning is undertaken by TransLink. At this time, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor as required by the Province, as there is no active planning for BRT in this corridor that would support an extension request.

For the Marine Drive corridor, four options (Options 2.1 to 2.4) are provided for Council's direction regarding an approach to preserving future growth opportunities. The options are summarized in **Table 3** and further detailed below.

Table 3. Summary of options for preserving key frequent transit areas

Options for preserving key frequent transit areas for future growth along the Marine Drive corridor	Staff recommendation
Option 2.1: Submit a time extension application to the Province prior to June 1, 2026.	Recommended
Option 2.2: Amend the Official Community Plan to signal higher density (still require rezonings).	Recommended
Option 2.3: Amend Zoning Bylaw to permit higher density on some lots at this time.	Not recommended
Option 2.4: Implement six-unit SSMUH requirements as per SSMUH legislation at this time.	Not recommended

Option 2.1: Submit a time extension application to the Province
(Staff recommendation)

Local governments may request time-limited extensions for compliance with SSMUH under certain circumstances, including when infrastructure upgrades are underway for an area or specific lots in question.

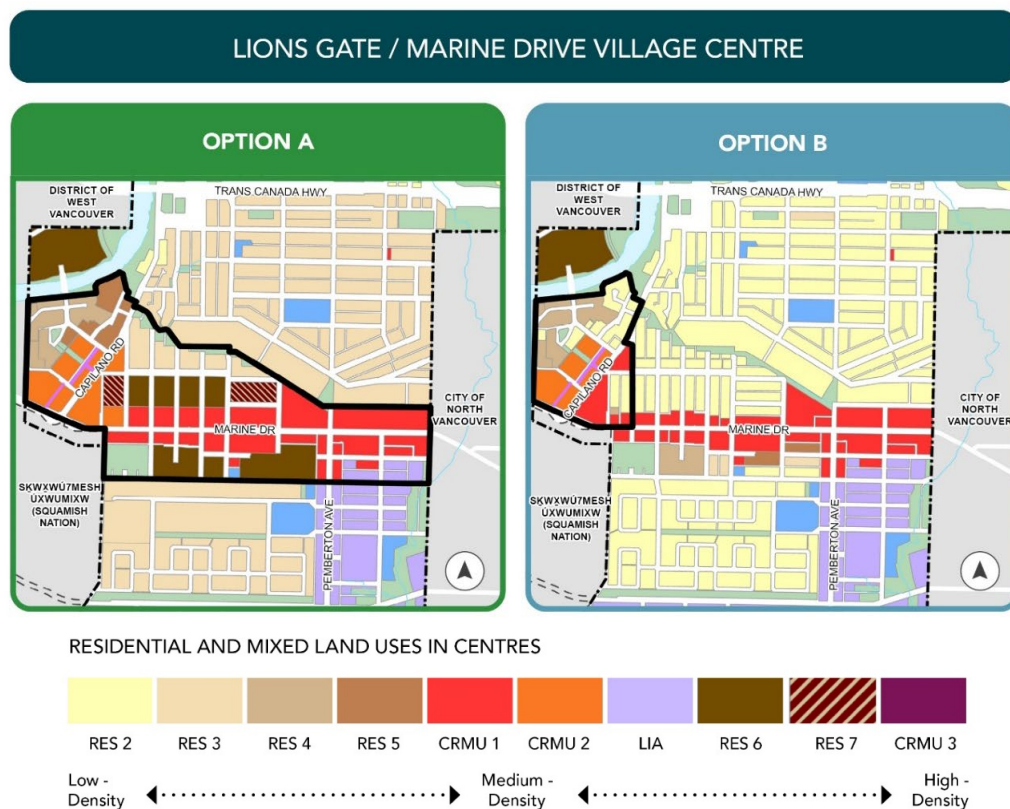
Given the District's ongoing work with TransLink to implement BRT on Marine Drive and accommodate higher densities, there is a strong rationale for requesting an extension from the Province. Such an extension would allow staff to continue working with TransLink on BRT implementation and station locations, as well as complete the necessary land use planning, public engagement, and road network planning for the area.

Should Council choose to pursue this option, staff will return with a detailed proposal outlining the extension area, workplan, and associated timeframe. A formal Council resolution must accompany the extension request to the Province. If the request is denied, the District would be required to comply with SSMUH requirements within 90 days of the rejection notification.

Option 2.2: Amend OCP to signal higher density
(Staff recommendation)

To supplement Option 2.1, staff also recommend Council consider amending the OCP to permit a higher density in the Marine Drive corridor. This option could revisit the land use designations proposed under Option A of the OCP Update project that was presented to Council on October 20, 2025. OCP Update Option A (proposed land use designations) and Option B (current land use designations that were approved on December 8, 2025) are shown in **Figure 7**.

Figure 7: OCP Update land use options (Options A and B) as presented in October 2025



Revisiting Option A at this time is prudent, given the very low density (e.g. six units) prescribed by SSMUH legislation. Implementing higher land use designations along this corridor could strategically position the District to shape redevelopment in alignment with long-term transit-oriented objectives. This approach could provide greater clarity to landowners and developers regarding the District's vision for the area, while maintain rezonings as the primary tool to manage the timing, form, and impacts of redevelopment. Through the rezoning process, the District would retain the ability to secure necessary road network improvements, infrastructure upgrades, and community amenities. In addition, this approach would demonstrate the District's commitment to support transit investment in the Lions Gate – Marine Drive Village Centre and surrounding area and would strengthen the District's application for an extension request.

Should Council choose to pursue this option, staff will return with the necessary OCP Bylaw amendments to align with the Zoning Bylaw Rewrite adoption process. This would see the bylaws coming before Council in April for initial readings

Option 2.3: Amend Zoning Bylaw to permit higher density in some lots
(Not recommended by staff)

This option could be undertaken in conjunction with OCP amendments to increase density under Option 2.2 above. This would see the introduction of Zoning Bylaw amendments to permit a higher outright density for certain suitable lots to allow more immediate redevelopment. This approach was discussed as part of Option A in the OCP Update project and would allow developments on these suitable lots to proceed without a rezoning process and remove them from having to comply with SSMUH. The densities enabled would increase the number of homes near transit.

Staff do not recommend this approach at this time due to the lack of an implementation plan for the area that provides clear direction on transportation, park location, amenities, and servicing requirements that would normally be secured through rezonings. Further exploration and discussion on the District's approach to Inclusionary Zoning is required with this approach to ensure that below-market rental units could be secured without a rezoning application.

Option 2.4: Implement six-unit SSMUH development as per legislation
(Not recommended by staff)

This option would permit six-unit SSMUH development on all eligible lots as per the provincial legislation. Staff do not recommend this approach as the redevelopment of lots to six-unit multiplexes may prevent future opportunities for higher density transit-oriented growth in the Marine Drive corridor.

(As noted above, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor, as there is no active BRT planning in that area.)

Issue #3: Six-unit SSMUH Regulations

The District has two locations with sufficient transit service that would qualify for six-unit SSMUH development. This scale of development potentially raises the possibility of incorporating some affordable housing, consistent with the intent of the SSMUH legislation. The legislation allows for the potential requirement of one unit of affordable or special needs housing unit; however, it also mandates that an economic analysis must be undertaken to confirm that such a requirement would not render the development of SSMUH uneconomical.

Two options (Options 3.1 and 3.2) are provided for Council's direction. The options are summarized in **Table 4** and further detailed below.

Table 4. Summary of options for six-unit SSMUH regulations

Options for six-unit SSMUH regulations	Staff recommendation
Option 3.1: Do not require affordable housing or special needs housing for the sixth unit at this time.	Recommended
Option 3.2: Require affordable housing or special needs housing for the sixth unit.	Not recommended <i>(for future consideration)</i>

Option 3.1: Do not require specific requirements for six-unit SSMUH developments
(Staff recommendation)

Staff recommend this approach as there is not sufficient time to undertake the economic analysis necessary to utilize the tool to require one unit of affordable or special needs housing. The provision of affordable housing in the District will be considered in future updates to the Rental and Affordable Housing Strategy and/or the OCP.

Option 3.2: Require affordable housing or special needs housing for sixth unit
(Not recommended by staff)

Staff are unable to complete an economic feasibility study within the allotted timeframe and deadlines imposed by the Province for compliance with legislation. Staff do not recommend pursuing a requirement to provide affordable housing or special needs housing for the sixth unit of a SSMUH development at this time. This is an item that Council could direct staff to consider at a future date.

Issue #4: Tenure (Strata/Rental)

Provincial legislation does not prescribe tenure requirements for Small-Scale Multi-Unit Housing (SSMUH) developments. Under the *Strata Property Act*, newly constructed SSMUH developments may be stratified without approval from the Approving Officer or Council, provided they meet all applicable BC Building Code requirements for stratified units. Stratification of secondary suites is not permitted. Applications to stratify previously occupied buildings would continue to require Council consideration.

Residential Rental Tenure Zoning (RRTZ) is a regulatory tool that may be used to establish rental tenure requirements within SSMUH developments. In principle, RRTZ could support the delivery of additional rental housing in the District, consistent with the Provincial Housing Target Order. Rental tenure zoning would align with the District's Official Community Plan and Rental and Affordable Housing Strategy by supporting: (a) expansion of the overall supply and diversity of housing, and (b) growth in the supply of new purpose-built rental housing. It could also continue the owner occupancy principle that has characterized single family neighbourhoods.

Through Bill 25, the Province has signalled its intent for SSMUH to be implemented more consistently across municipalities. While the legislation does not favour ownership versus rental

housing, it has been enacted to remove zoning barriers and inconsistencies that may limit the viability and uptake of SSMUH. In this context, there is a risk that the application of rental tenure zoning to SSMUH developments could constraint uptake, although this would need to be confirmed through an economic feasibility analysis. Provincial guidance further recommends that local governments monitor SSMUH zoning for a minimum of three years, assess market interest and development activity, and evaluate outcomes before considering the introduction of mandatory rental tenure requirements.

Staff have completed an initial scan of other Metro Vancouver municipalities as related to the use of rental tenure zoning within SSMUH regulations and are not aware of any similar local governments that have applied this tool to minimum densities prescribed by Bill 44/25 at this time. The City of Vancouver requires rental tenure only when a development contains 7 or 8 units and paired with increased total allowable floor space.

Two options (Options 4.1 and 4.2) are provided for Council’s direction and summarized in **Table 5** and further detailed below.

Table 5. Summary of options for tenure (strata/rental)

Options for tenure (strata/rental)	Staff recommendation
Option 4.1: Consider the use of RRTZ with further analysis.	Recommended
Option 4.2: Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	Not recommended

Option 4.1: Consider the use of RRTZ with further economic analysis.
(Staff recommendation)

Further exploration of the use of RRTZ would entail undertaking an economic feasibility analysis to assess whether rental tenure zoning would be viable in a SSMUH context. It could also consider if limited implementation of RRTZ in areas where it may be economically viable. Staff would report back to Council at a future date on the analysis findings and a recommended approach.

Option 4.2: Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.
(Not recommended by staff)

Staff do not recommend this option as it precludes the proactive investigation of RRTZ through economic analysis, thereby limiting the District’s ability to determine if this regulatory tool can be effectively utilized to meet the District’s rental housing goals.

PUBLIC INPUT:

Considerable effort has been undertaken to raise awareness in the community about changes to provincial housing legislation and its implications for the District. This was done through extensive broad-based community engagement in 2024 and 2025 is outlined below:

- Spring 2024: Engagement on approaches to SSMUH, including proposed exemption areas, and TOA designations as per Bills 44 and 47;
- Spring 2025: Engagement on the District’s housing needs and potential growth concepts as part of the OCP Update process as per Bill 44;

- Spring 2025: Engagement on potential changes to single-family zoning; and
- Fall 2025: Engagement on two land use options to amend the OCP as legislated.

Given this level of previous local public engagement, as well as the general province-wide awareness of the new housing legislation and how it is being implemented in some municipalities, staff recommend engagement at this time on an “Inform” level on the Public Engagement Spectrum (**Figure 8**). The focus will be to ensure widespread awareness about what the adopted provincial housing legislation means for the community.

Figure 8. Public Engagement Spectrum

PUBLIC ENGAGEMENT SPECTRUM					
Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).					
Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
“We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information.”	“We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas.”	“We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision.”	“We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision.”	“We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible.”	“We will implement what you decide.”

A one-page printed mailout – similar to the Community Bulletin issued in Spring 2024 – will be delivered to every address in the District, including residents and businesses. This mailout will be focused on the provincial housing legislation and the Province’s goal to densify housing throughout BC, information about SSMUH requirements, the District’s approach to complying with the legislation, and implications for the District’s OCP and Zoning Bylaw.

The mailout will include QR codes and links to additional information on the dedicated project webpage and to feedback forms. People can subscribe to updates on the website through MyDNV. If there is sufficient interest, staff will host online information sessions to explain the changes and answer questions. These tactics will be supported by a social media campaign, linking to the website for more information and feedback forms. Staff will also provide presentations to DNV advisory committees as appropriate. Given the provincial requirements, prior community engagements, available staff resources, and tight timelines to comply, staff do not propose in-person events at this time beyond presentations to DNV advisory committees.

PACE OF CHANGE AND GROWTH IMPLICATIONS:

Staff expect the actual rate of change in single-family neighbourhoods to redevelop to SSMUH densities to be gradual. Historic redevelopment trends in the District show that about 0.25% of single-family lots redevelop annually, and uptake of past infill programs – such as the coach house program, averaging roughly four units per year – has been low. Early data from other Metro Vancouver municipalities that have implemented SSMUH in 2024 indicates that the number of multiplex development applications is below 1% of eligible lots per year, reinforcing staff’s expectations of incremental rather than rapid change.

District regulations will also influence actual uptake. This includes parking and servicing requirements, rental tenure zoning (e.g. if RRTZ implemented), development charges, Development Permit and Building Permit requirements, and staff resources that impact approval timelines. There are also many external factors outside of municipal control that significantly impact the actual rate and location of SSMUH uptake over time. These factors include:

- market demand and economic conditions;
- cost of land acquisition and construction; and
- existing site conditions (e.g., age of buildings, lot sizes, topography, infrastructure).

Taken together, these indicators suggest that although implementation of SSMUH requirements will increase the permitted capacity of units in traditional single-family neighbourhoods, the realized rate of redevelopment, while difficult to predict, will likely follow a gradual trajectory over time.

FINANCIAL IMPACTS:

Over the long-term, SSMUH will necessitate infrastructure investments that will need to be delivered in a prioritized and sequential manner. Further work is required to better understand and quantify the costs of such investments. Based on preliminary analysis to date, the implementation approach and recommended options outlined in this report pose financial risks the extent of which are unknown at this time largely due to the uncertainty regarding timing of redevelopment of SSMUH in the District. However, based on historical evidence, the anticipated servicing cost per dwelling unit and administrative resources needed to develop SSMUH will be significantly higher when compared to the anticipated costs with other more dense forms of multi-family housing (e.g., townhouses and apartments).

In December 2024 and February 2025, the District adopted the Development Cost Charges Bylaw 8704 and Amenity Cost Charges Bylaw 8705 respectively. These bylaws implement one-time charges levied on new developments during subdivision or building permit stages to reflect changes to infrastructure and amenity programs required to support growth. Under these bylaws, SSMUH development would be classified under the “townhouse” category which would require approximately \$65,000 per dwelling unit in total District development charges.

Further adjustments to development charges will be needed upon the implementation of SSMUH, and staff will recommend further changes in the coming year. Other financial strategies such as latecomer charges for excess or extended services will also need to be explored based on the circumstances.

LIABILITY/RISK:

The implementation approach and options provided in this report must include consideration of risks associated with the Province’s authority to impose future regulations for minimum site standards.

The Province has the authority to regulate minimum required site standards, including housing forms, density, parking, siting, size, dimensions, location, and type of housing units. While the Province has not yet brought forward regulations of this nature, they expect local governments to align their zoning bylaws with the recommended guidelines provided by the [*Provincial Policy Manual & Site Standards*](#). As discussed earlier in this report, staff’s recommended zoning regulations mostly align with provincial guidelines, but they are a response to local conditions and sometimes vary from the provincial guidelines. Notwithstanding, the Province may choose to introduce regulations in the future if they consider it necessary.

TIMING/APPROVAL PROCESS:

The provincial deadline to comply with the SSMUH requirements is June 30, 2026. Public engagement is planned to take place in spring 2026.

Staff intend to include the necessary OCP and Zoning Bylaw amendments to implement SSMUH as part of the broader Zoning Bylaw Rewrite. The anticipated timeline would be to have bylaw introduction in mid-April of 2026 with adoption anticipated to take place in June 2026 to meet the legislated deadline.

If Council directs staff to proceed with submission of a time extension request to the Province to preserve the area surrounding Marine Drive for future growth, the provincial deadline to submit a request is June 1, 2026. A Council resolution at a regular meeting would be required.

CONCURRENCE:

The content of this report was prepared in collaboration with representatives from the Planning, Engineering, Legal, Communications, and Finance departments.

NEXT STEPS:

Subject to Council's direction on the implementation approach and options outlined in this staff report, staff will report back to Council regarding next steps. These may include:

- Report back on time extension application to the Province for Council's endorsement, including extension area, extension period, and other pertinent details;
- Report back on spring 2026 public engagement; and
- Report back on proposed Zoning Bylaw and OCP bylaw amendments to implement SSMUH based on the directions provided by Council.

CONCLUSION:

In response to recent provincial housing legislation, this report outlines the District's proposed implementation and public engagement approach on small-scale multi-unit housing (SSMUH), which must be completed by June 30, 2026. The proposed implementation does the following:

- Addresses the Provincial requirements and guidelines for SSMUH;
- Exempts properties for natural hazards in line with the staff recommendation from June 2024; and
- Proposes OCP amendments for higher residential densities in the Lionsgate area to support future transit investment and an extension request for that area to not have to implement SSMUH densities.

Respectfully submitted,



Dan Milburn, General Manager of Planning, Properties and Permits

ATTACHMENTS:

Attachment 1: Background Information

Attachment 2: Map of Implementation of SSMUH Requirements

Attachment 3: Map of Statutory Exempt Lots

Attachment 4: Explanatory Notes for Table 1

Attachment 5: Municipal Comparison of Four-unit SSMUH Zoning Regulations

Attachment 6: Natural Hazards Exemption Report dated May 17, 2024

Attachment 7: Map of Proposed Hazard Exemption Areas

Attachment 8: Staff Presentation

REVIEWED WITH:		
☐ Business and Economic _____	☒ Finance <u>JG</u>	External Agencies:
☐ Bylaw Services _____	☐ Fire Services _____	☐ Library Board _____
☐ Clerk's Office _____	☐ Golf _____	☐ Museum and Archives _____
☐ Climate and Biodiversity _____	☒ Housing <u>TA</u>	☐ NSEM _____
☒ Communications <u>CG</u>	☐ Human Resources _____	☐ NS Health _____
☐ Community Planning _____	☐ Integrated Planning _____	☐ NVRC _____
☐ Development Engineering _____	☐ ITS _____	☐ RCMP _____
☒ Development Services <u>YZ</u>	☐ Parks _____	☐ Other: _____
☒ Engineering Infrastructure <u>PC</u>	☐ Real Estate _____	
☐ Engineering Public Works _____	☒ Solicitor <u>RP</u>	
☐ Environment _____	☐ Transportation _____	
☐ Facilities _____		

Background Information

The District and SSMUH (2024 to 2025):

In 2024, the District had extensive discussions with Council and the community about the legislated SSMUH requirements introduced through Bill 44 and potential implementation approaches. These discussions took place at the following Council Workshops and Regular Meetings of Council (links to staff reports provided), with public engagement taking place in spring 2024:

- [February 12, 2024 Council Workshop](#);
- [April 2, 2024 Council Workshop](#); and
- [June 3, 2024 Regular Meeting](#) (includes [Engagement Summary Report](#)).

At the June 3, 2024 Regular Council Meeting, Council chose to proceed with Zoning Bylaw amendments ([Bylaw 8698](#)) to permit a principal dwelling, a secondary suite and a coach house on all single-family zoned properties within the Urban Containment Boundary. As a result, SSMUH requirements were not applicable to these properties at that time.

The District and SSMUH (2026)

With the Royal Assent of Bill 25 in November 2025, SSMUH requirements in the LGA now apply to properties that permit a principal dwelling, a secondary suite, and a coach house. Therefore, the District must comply with the SSMUH requirements by updating the zoning regulations on most single-family zoned properties by June 30, 2026.

Official Community Plan (OCP) Update:

Bill 44 also required the District to review its OCP and Zoning Bylaw to ensure they both could accommodate the District's 20-year housing need, which is 22,369 housing units between 2021 and 2041. The 20-year housing need was based on a provincially prescribed formula and can be found in the District's Housing Needs Report. At the [October 20, 2025 Regular Meeting](#), two land use planning options were presented to Council based on Council direction, staff analysis and what was heard from the community during public engagement in spring and fall 2025:

- Option A – allow additional housing diversity in key centres and corridors, including low-density multi-family housing in certain single-family neighbourhoods; and
- Option B – no change to existing land use designations and maintain the housing growth envisioned in the current OCP.

Council proceeded with Option B ([Bylaw 8743](#)) which was adopted on December 8, 2025.

Single-Family Zoning Review:

In 2025, staff explored changes to single-family zoning regulations to improve livability and climate resilience in the District's traditionally single-family neighbourhoods. This work was also intended to support implementation of the OCP Update by providing a diverse range of housing options and choice. Discussion on potential zoning changes were brought to the following Council Workshop and Regular Meeting of Council (links to staff reports provided), with public engagement taking place in spring and fall 2025:

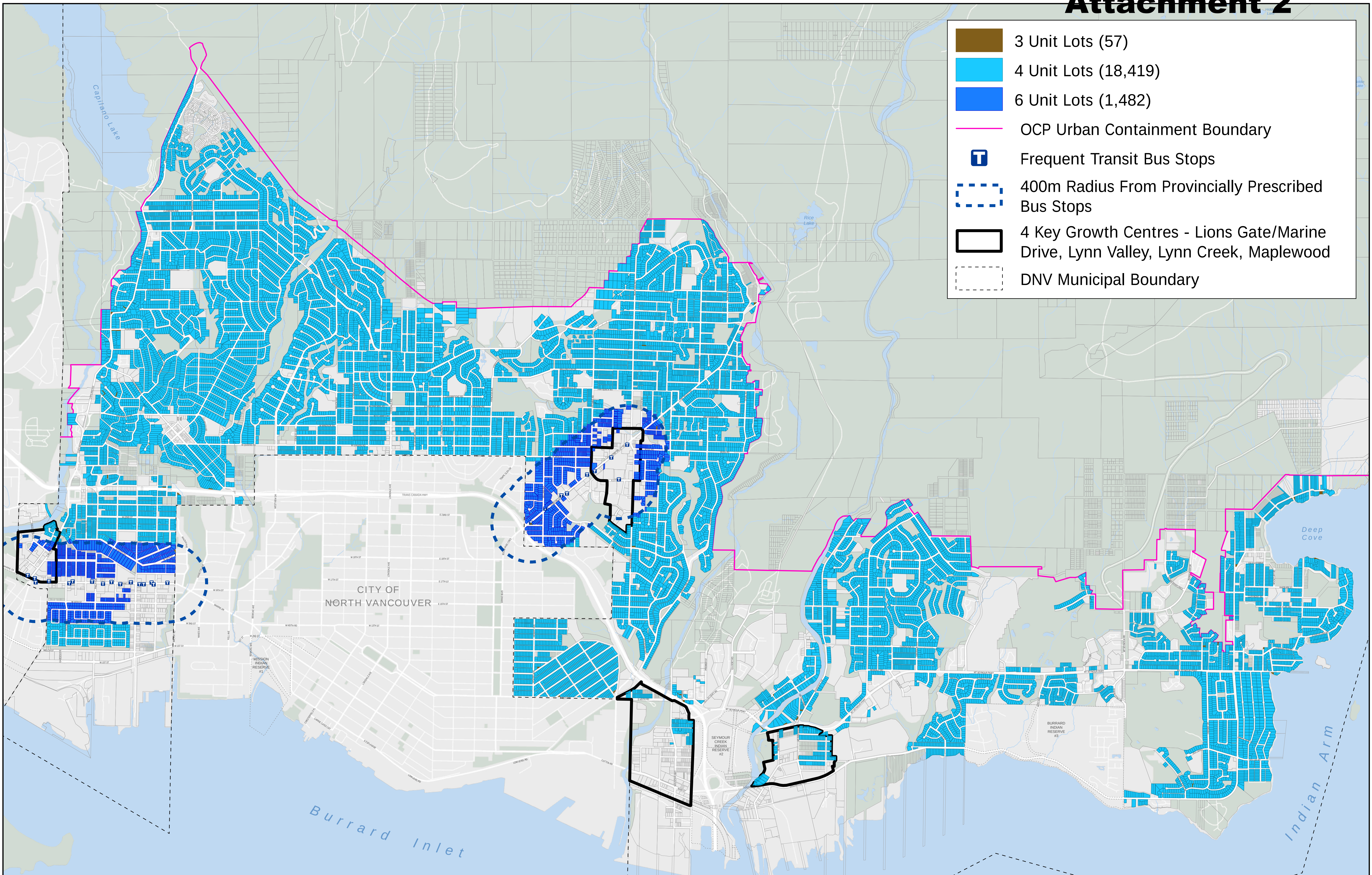
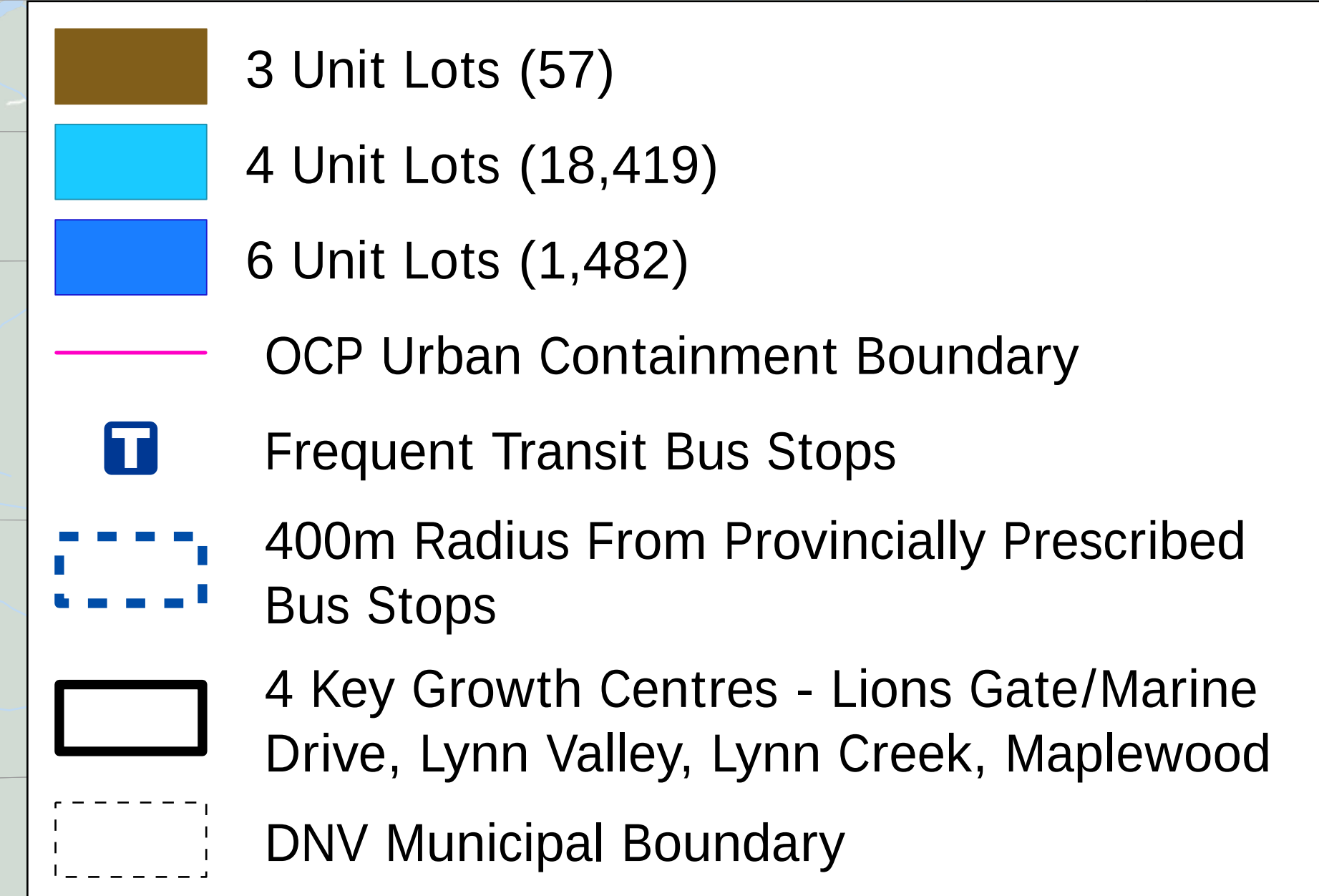
- [June 23, 2025 Regular Meeting](#) (including [Engagement Summary Report](#)); and
- [December 2, 2025 Council Workshop](#).

Other Provincial Directions:

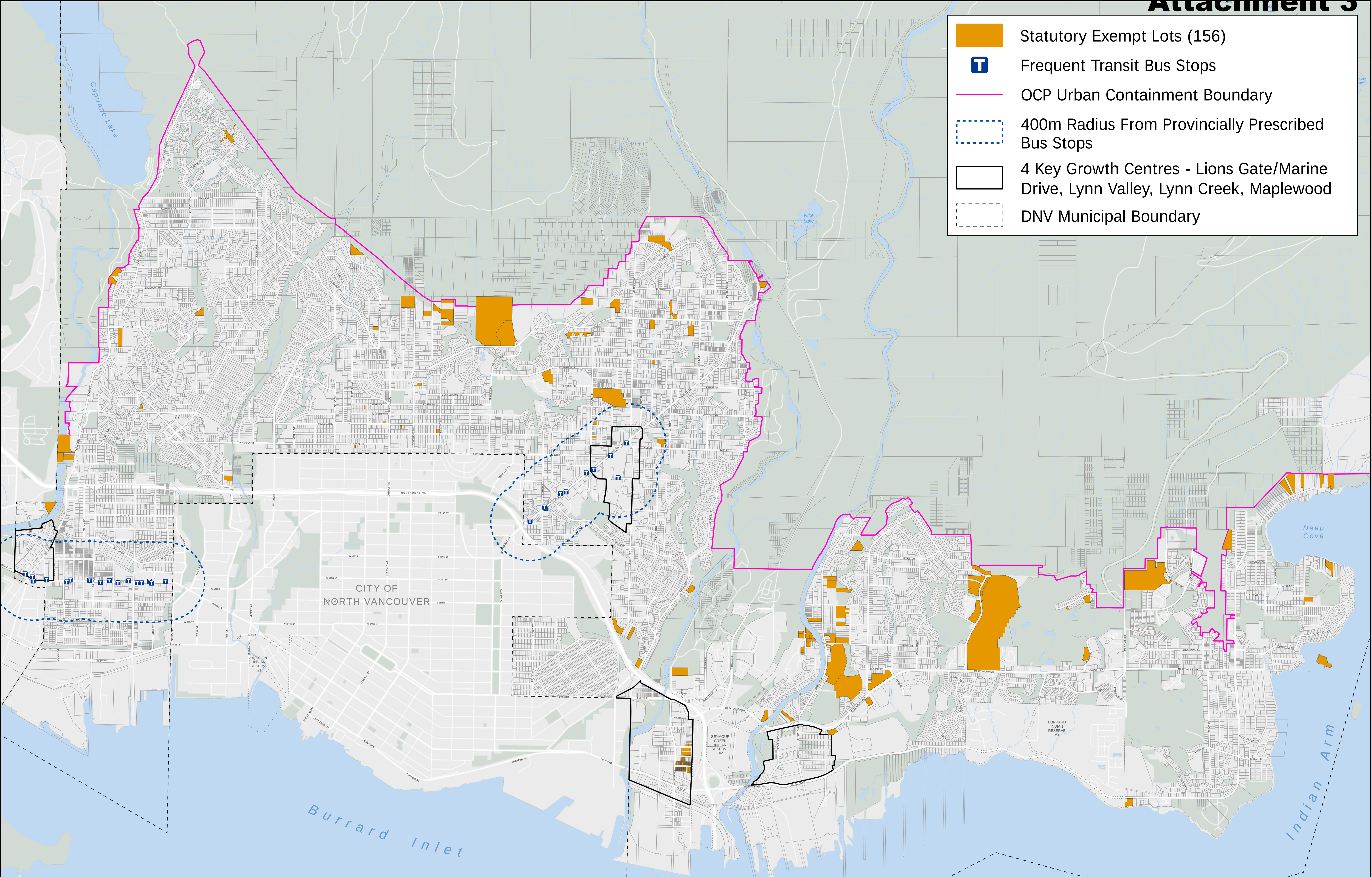
In addition, other provincial legislation has required the District to undertake the following housing related work:

- Updates to the Housing Needs Report every five years as per Bill 44, with the most recent [2024 Interim Housing Needs Report](#) approved by Council in fall 2024;
- A new Housing Needs Report will be required in 2028 based on the latest census data, a corresponding review of the OCP and Zoning Bylaws will be required to consider whether they are able to accommodate the revised 20 year housing need.
- Adoption of [Transit-Oriented Areas Designation Bylaw 8679](#) as per Bill 47 to permit provincially prescribed minimum densities and heights for certain areas around key transit hubs identified by the Province (i.e., Phibbs Bus Exchange and Capilano University Bus Exchange); and
- Annual reporting of progress towards meeting the Province's Housing Target Order for the District, which is 2,838 units built by 2028.

Attachment 2



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Statutory Exempt Lots (156)

T

Frequent Transit Bus Stops

OCP Urban Containment Boundary

400m Radius From Provincially Prescribed Bus Stops

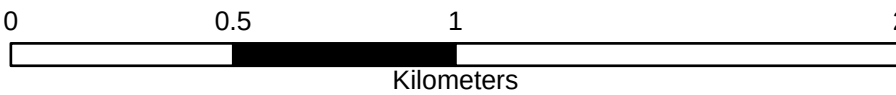
4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood

DNV Municipal Boundary



DRAFT Statutory Exempt Lots

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Published: December 22, 2025 Scale: 1:17,000

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Explanatory Notes to Table 1

(Comparison of draft R3 Zone regulations with provincial site standards guidelines)

- A. **Including an FSR (Floor Space Ratio) Limit:** Combining an FSR limit with building envelop and maximum building size regulations encourage more architectural articulation in the design of homes and discourage buildings that fill the entire permitted building envelop. Total density is proposed to be tiered (more permitted density when more units are proposed), thereby tying increased floor area to creating additional housing units.
- B. **Front Setback:** The District is proposing a 3.0 m (10 ft) front yard setback which is in keeping with the District's history of a 3.0 m (10 ft) setback for certain types of garages within the front yard. This setback was discussed with the community during 2025 as part of the update to single- family zoning regulations and was strongly supported.
- C. **Rear Setback when Not Abutting a Lane:** When a lot backs directly onto another residential lot, as opposed to abutting a lane (open or closed), a larger setback is proposed to promote liveability and privacy, especially in the case where two abutting lots both construct residential buildings in the rear yard.
- D. **Number of Permitted Storeys in the Front and Rear Yards:** To help protect the liveability and enjoyment of open spaces and limit overlook and shading concerns, residential building in the front and rear yards are proposed to be limited to two storeys. For clarity, maximum building height in the traditional building footprint area (area between the required front yard and rear yard setbacks) of the lot is proposed to be increased to three storeys.
- E. **Extra Height for Pitched Roofs:** The District is proposing a lower height maximum for flat roofs than the Province's guidelines and a taller height maximum for pitched roofs. This incentivizes variation in design and is generally consistent with both the provincial site standards and existing single-family zoning regulations.
- F. **Number of Buildings:** The District is proposing a limit of two residential buildings on a lot, in keeping with existing house, suite, coach house regulations and to minimize environmental impacts.
- G. **Building Coverage:** Due to the larger lot sizes found in the District, a lower building coverage maximum can be introduced while still achieving practical SSMUH developments. This leaves more space for landscaped areas. This is in keeping with the District's goals related to managing storm water, protecting biodiversity, and creating spaces for existing and new trees.
- H. **Vehicle Parking:** Proposed parking requirements are generally in keeping with the provincial guidelines and requirements but reflect the fact that the first unit is often a larger single-family home, which currently requires two parking spaces.

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Municipal Comparison of 4-unit SSMUH Zoning Regulations

Zoning metric	<u>4-unit SSMUH</u> DNV draft R3 Zone	<u>4-unit SSMUH</u> City of North Vancouver	<u>4-unit SSMUH</u> Port Moody	<u>4-unit SSMUH</u> Maple Ridge (requirements vary)
Dwelling units	Up to 4 units	Up to 4 units	Up to 4 Units	Up to 4 units
Floors space ratio (FSR)	Approx. 0.7 - 1.0 FSR depending on lot size	0.85 FSR	0.8 FSR (0.7 for 3 units+ 0.1 FSR / additional Unit)	Many zones have no FSR limit
Front setback	3 m (10 ft)	3 m (10 ft)	4.6 m (15ft)	3.0 m (10 ft) – 7.5 m (25 ft)
Rear setback	1.5 m (5 ft) on a lane 3.0 m (10 ft) no lane	1.5 m (5 ft)	1.5 m (5 ft) with lane 4.0 m (13 ft) no lane	6.0 m (20 ft) – 11m (36 ft)
Side setback	1.2 m (4 ft)	1.2 m (4 ft) interior 3.0 m (10 ft) or 0.2 times lot width exterior	1.5 m (5 ft) interior 3.0 m (10 ft) exterior	1.2 m (4 ft) – 4.5 m (15 ft)
Number of storeys	3 storeys (inclusive of partial basements) 2 storeys within front or rear yards	3 storeys	Not stated	Approx. 2 to 3 storeys
Building height	10 m (32.8 ft) flat roof 11.6 m (37.7 ft) pitched roof	10 m (32.8 ft) flat roof 11 m (36 ft) to midpoint of pitched roof	10.5 m (34.5 ft) to midpoint of pitched roof	9.5 m (31 ft)
Building coverage	40 - 50% depending on lot size	40%	45%	40% - 50%
Off-street parking	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces	0.5 spaces per unit	0.5 spaces per unit (maximums imposed based on location)	1.5 spaces per unit + 1 space for accessory
Maximum Number of Buildings	2 buildings	Not stated	Not stated	Not stated

Zoning metric	4-unit SSMUH DNV draft R3 Zone	4-unit SSMUH Burnaby	4-unit SSMUH Coquitlam
Dwelling units	Up to 4 units	Up to 4 units	Up to 4 Units
Floors space ratio (FSR)	Approx 0.7 - 1.0 FSR depending on lot size	No set limit	Approx 0.5 – 0.85 FSR depending on zone
Front setback	3 m (10 ft)	New 4 m (13 ft) (formerly 3 m / 10 ft)	4.0 m – 5.5m (13 – 18 ft)
Rear setback	1.5 m (5 ft) on a lane 3.0 m (10ft) no lane	New 1.5 m (5ft) (formerly 1.2 m / 4 ft)	1.2 m (4 ft) with lane 6.0 m (20 ft) no lane
Side setback	1.2 m (4 ft)	1.2 m (4 ft) interior 3 m (10ft) flanking	1.2 m (4 ft) interior 3.0 m (10 ft) exterior
Number of storeys	3 storeys (inclusive of partial basements) 2 storeys within front or rear yards	New - 3 storeys (formerly 4 storeys)	3 storeys (excluding basement)
Building height	10 m (32.8 ft) flat roof 11.6 m (37.7 ft) pitched roof	New - 10 m (32.8 ft) to midpoint (formerly 12 m 39.3 ft)	11 m (36 ft)
Building coverage	40 - 50% depending on lot size	New - 40% (formerly 45%)	45% or 50% depending on zone
Off-street parking	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces	1 space for the first unit + 0.5 for each additional unit	1-2 spaces / unit depending on unit size
Maximum Number of Buildings	2 buildings	1 or more buildings depending on zone	Not stated



Natural Hazards Exemption Report

May 17, 2024

File: 6262216

Legal File: 2440.01/505

TO: David Stuart - Chief Administrative Officer

CC: Mayor & Council
Dan Milburn - General Manager, Planning, Properties and Permits

FROM: Gavin Joyce, P. Eng., General Manager, Engineering, Parks & Facilities
Mike Danks - Fire Chief, Fire and Rescue Services
Emily Dicken - Director, North Shore Emergency Management

SUBJECT: **Small-Scale Multi-Family Hazard Exemptions**

Introduction and Context Setting

The *Local Government Act* was recently amended in December 2023 to, among other things, add new provisions (sections 481.3 to 481.8) to mandate that all local governments must after June 30, 2024 exercise their zoning powers to permit on certain lands (as briefly described below) a prescribed minimum number of small-scale multi-family housing ("**SSMUH Density**" per parcel unless otherwise exempted by the provisions of the *Local Government Act*, or by a regulation made under the provisions of the *Local Government Act* (the "**Exemptions**"). Within the geographical boundaries of the District of North Vancouver (the "**District**") the prescribed SSMUH Density is generally four dwelling units per parcel on most properties that are currently zoned for single-family use, and six dwelling units per parcel on single-family properties within 400 metres of frequent transit bus stops (the "**SSMUH Requirements**").

In this Report we have used the term "small-scale multi-family housing" because that is the term used in sections 481.3 to 481.8 of the *Local Government Act*, and we have used the term "SSMUH" to describe this small-scale multi-family housing because that is the term used for this purpose by the Provincial Government.

Generally speaking, subject to the Exemptions, these SSMUH Requirements will apply to all parcels of land within the geographic boundaries of the District that:

- (a) are less than or equal to 4,050 square metres in total lot area;
- (b) are located inside of the District's urban containment boundary; and

- (c) are within “restricted zones” as defined in section 481.3(1).

Section 3 of the *Local Government Zoning Bylaw Regulation* (BC Reg, 262/2023) (the “**Exempt Regulation**”) provides and for hazardous conditions. This exemption and the parcels in the District to which it applies, is the subject of this Report. The exemption is set out in full below:

“Section 481.3 (3), (4) and (5) of the Act does not apply in relation to land if the following requirements are met in respect of the land:

- (a) the land is subject to a hazardous condition;
- (b) development of the land to a density of use required to be permitted under the applicable provision of the Act would significantly increase the threat or risk from the hazardous condition;
- (c) the threat or risk from the hazardous condition cannot practically be mitigated;
- (d) the local government has obtained a report in which a qualified professional, as described in paragraphs (c) to (f) of section 55 (1) of the Community Charter, certifies to the local government the matters set out in paragraphs (a) and (b).”

While there are other exemptions in the *Local Government Act* (such as a limited exemption for heritage properties), this Report focuses only on the hazard exemption set out above, and in particular this Report identifies lands within the geographical boundaries of the District where the requirements for the exemption are, in our opinion, met, and where therefore the exemption applies.

As set out in section 3 of the Exemption Regulation (quoted above), before land will be exempt due to a hazardous condition, a professional engineer or other qualified professional must certify that (a) the land is subject to a hazardous condition; and (b) development of the land to SSMUH Density (e.g. generally four dwelling units or six dwelling units, as applicable), would significantly increase the threat or risk from the hazardous condition. A determination must then be made that the threat or risk from the hazardous condition cannot practically be mitigated.

The immediately following part of this Report identifies lands in the District which are subject to threats or risks associated with hazardous conditions where the identified threats or risks would be significantly increased by development of the lands to SSMUH Density. The Report then provides the required professional certification in this regard. The last part of this Report discusses whether or not the threats or risks can be practically mitigated.

Wildfire and Flooding Hazard Conditions

in our opinion:

1. all of the lands shaded orange on **Attachment 1** (the "**Small-Scale Multi-Family Hazard Exemption Area**") are subject to either a hazardous condition associated with wildfire or a hazardous condition associated with flooding; and
2. development of the lands within the Small-Scale Multi-Family Hazard Exemption Area to the density permitted by the SSMUH Requirements would significantly increase the threat or risk from these hazardous conditions. More particularly, such increased density could and likely would result in increased population within the Small-Scale Multi-Family Hazard Exemption Area, and such increased population could and likely would increase the risk of personal injury or death from wildfire or flood or both for the newcomers and for everyone within the Small-Scale Multi-Family Hazard Exemption Area.

Professional Certification

PURSUANT TO THE *LOCAL GOVERNMENT ZONING BYLAW REGULATION* (BC REG, 262/2023) I, GAVIN JOYCE, P. Eng. certify that: (a) all of the lands shaded orange on the map attached as Attachment 1 to the report accompanying this certification are subject to either a wildfire hazardous condition or a flooding hazardous condition (or both); and (b) development of said lands to the density permitted by the SSMUH Requirements, as defined in the report accompanying this certification, would significantly increase the threat or risk from these hazardous conditions.



Gavin Joyce, P.Eng.

General Manager,
Engineering, Parks and
Facilities

Wildfire and Flooding Hazard Mitigation

The balance of this Report relates to the third criteria in the Exemption Regulation (whether or not the threats and risks associated with wildfire and flooding in the Small-Scale Multi-Family Hazard Exemption Area can be practically mitigated, particularly in the context of the increased density contemplated in the SSMUH Requirements).

The wildfire and flooding hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area affect everyone in the Small-Scale Multi Family Hazard Exemption Area and they affect both private and public property. Everyone living in, visiting, or merely passing through the Small-Scale Multi Family Hazard Exemption Area is exposed to the

threats and risks associated with these hazardous conditions to one degree or another. The risks associated with these hazards cannot be fully or adequately mitigated on a parcel-by-parcel basis. Partly for the foregoing reasons, mitigation rests largely (though not exclusively) on the shoulders of government and more particularly on the District.

The SSMUH Requirements were only introduced when the above-noted amendments to the *Local Government Act* were enacted by the Province in December 2023. There was essentially no meaningful or significant advanced warning given to the District relating to the SSMUH Requirements, and the blanket density increase contemplated by SSMUH Requirements is a new and significant change in direction in land use planning in the District. It was not previously part of the District's short-term or long-term planning, either formally or informally. As a result, the District has not undertaken land use, hazard management, evacuation, or infrastructure planning for the increased wildfire and flooding risks associated with such increased density within the geographical boundaries of the District generally or, more specifically, within the Small-Scale Multi-Family Hazard Exemption Area.

The District's land use and hazard management planning is based on the District's Official Community Plan, two key components and objectives of which are: (1) concentrating 75% to 90% of new growth and additional density in the District's town centres and village centres (Lynn Creek Town Centre, Lynn Valley Town Centre, Lionsgate Village, Edgemont Village, and Maplewood Village Centre); and (2) limiting growth in single-family neighbourhoods outside of these town and village centres.

Again, as a result, the District has not undertaken planning or analysis relating to the wildfire or flood hazards and risks within Small-Scale Multi Family Hazard Exemption Area, or the mitigation thereof, associated with changing the District's Zoning Bylaw to permit, on essentially a blanket basis, the SSMUH Density across potentially all of the single-family neighbourhoods in the District.

Before the District considers amending its Zoning Bylaw to permit such density in all or any portions of the Small-Scale Multi Family Hazard Exemption Area, we believe that it will be necessary to:

- (a) undertake a detailed assessment or assessments in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;
- (b) review and possibly enhance the District's existing wildfire and flood management mitigation and response strategy in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;
- (c) identify and develop mitigation options in relation to the increased wildfire and flooding threats and risks associated with the increased density contemplated by the SSMUH Requirements, and review the practicality and feasibility of such options;

- (d) prepare and approve an operating policy and capital plan for undertaking appropriate and practical mitigation measures in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements, and
- (e) implement the said capital plan and mitigation measures.

As a result of all of the foregoing, it is our opinion, for the purpose of compliance with section 3 of the Exemption Regulation, that the increased threats and risks from the wildfire and flood hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area associated with the increased density contemplated in the SSMUH Requirements cannot be practically mitigated at this time.

The work briefly described above would be necessary in order to inform future District land use policy decisions as to whether additional density is appropriate on any of the lands within the Small-Scale Multi Family Hazard Exemption Area.

Respectfully submitted by:



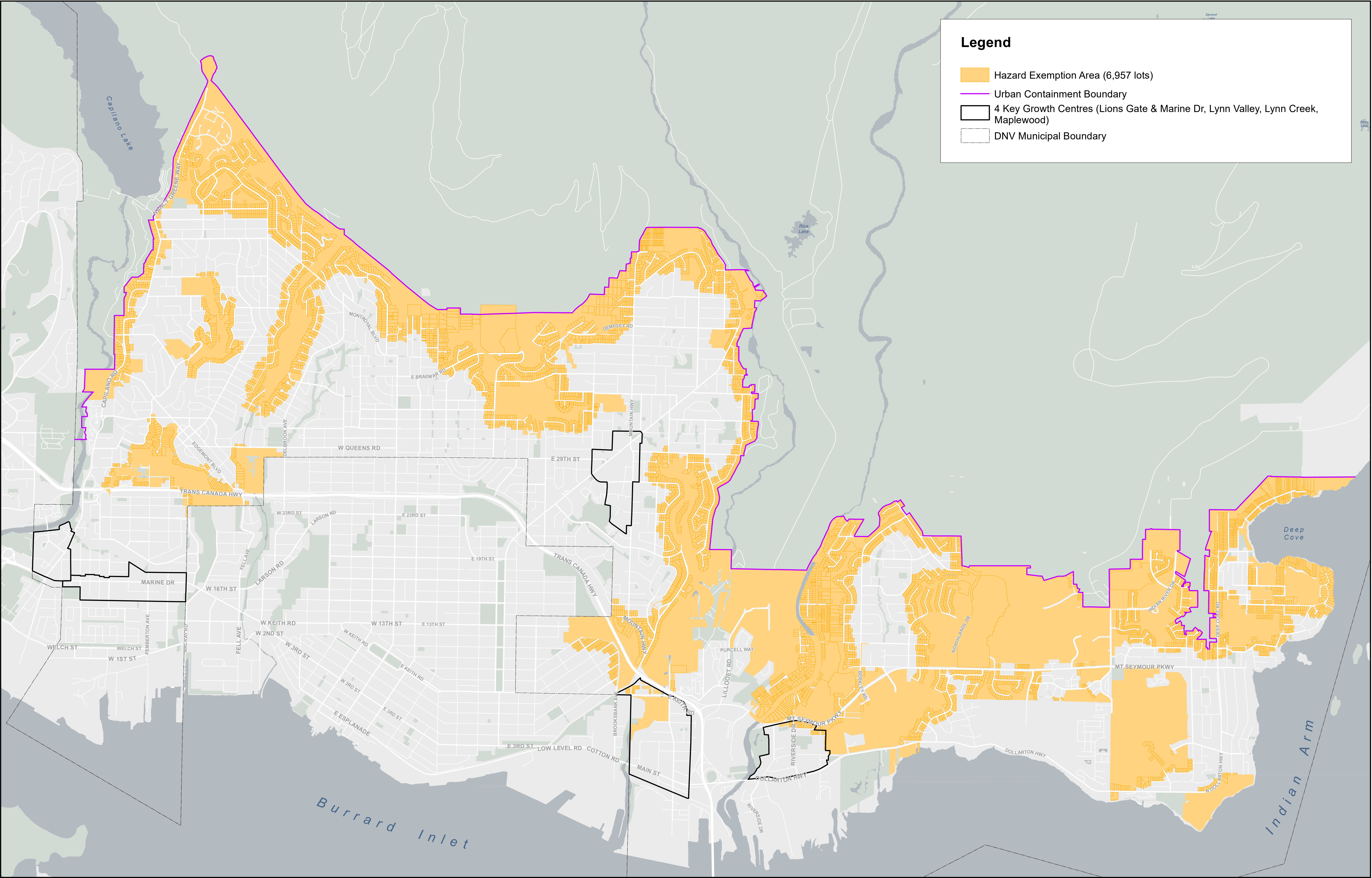
Gavin Joyce, P.Eng.
General Manager,
Engineering, Parks and
Facilities



Mike Danks
Fire Chief, Fire and
Rescue Services

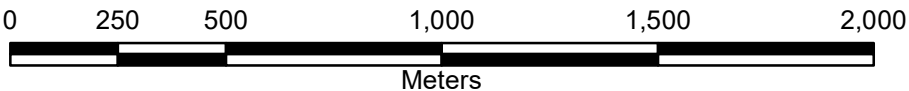


Emily Dicken
Director, North Shore
Emergency Management



Small Scale Multi-Unit Hazard Exemption Area

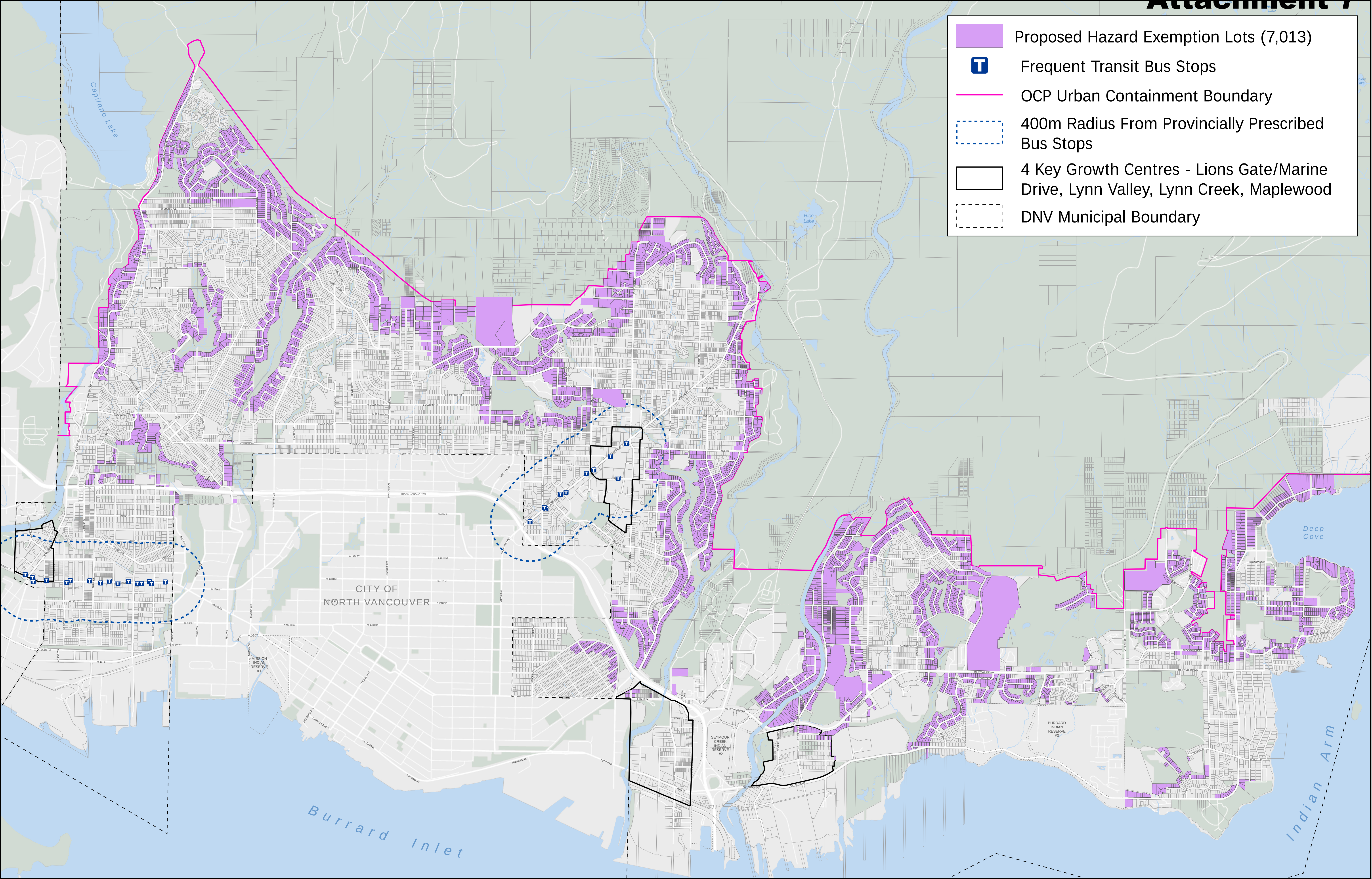
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Published: May 22, 2024

Scale: 1:17,500





Proposed Hazard Exemption Lots (7,013)

T

Frequent Transit Bus Stops

OCP Urban Containment Boundary

400m Radius From Provincially Prescribed Bus Stops

4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood

DNV Municipal Boundary



DRAFT Proposed Hazard Exemption Areas

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Published: December 22, 2025

Scale: 1:17,000

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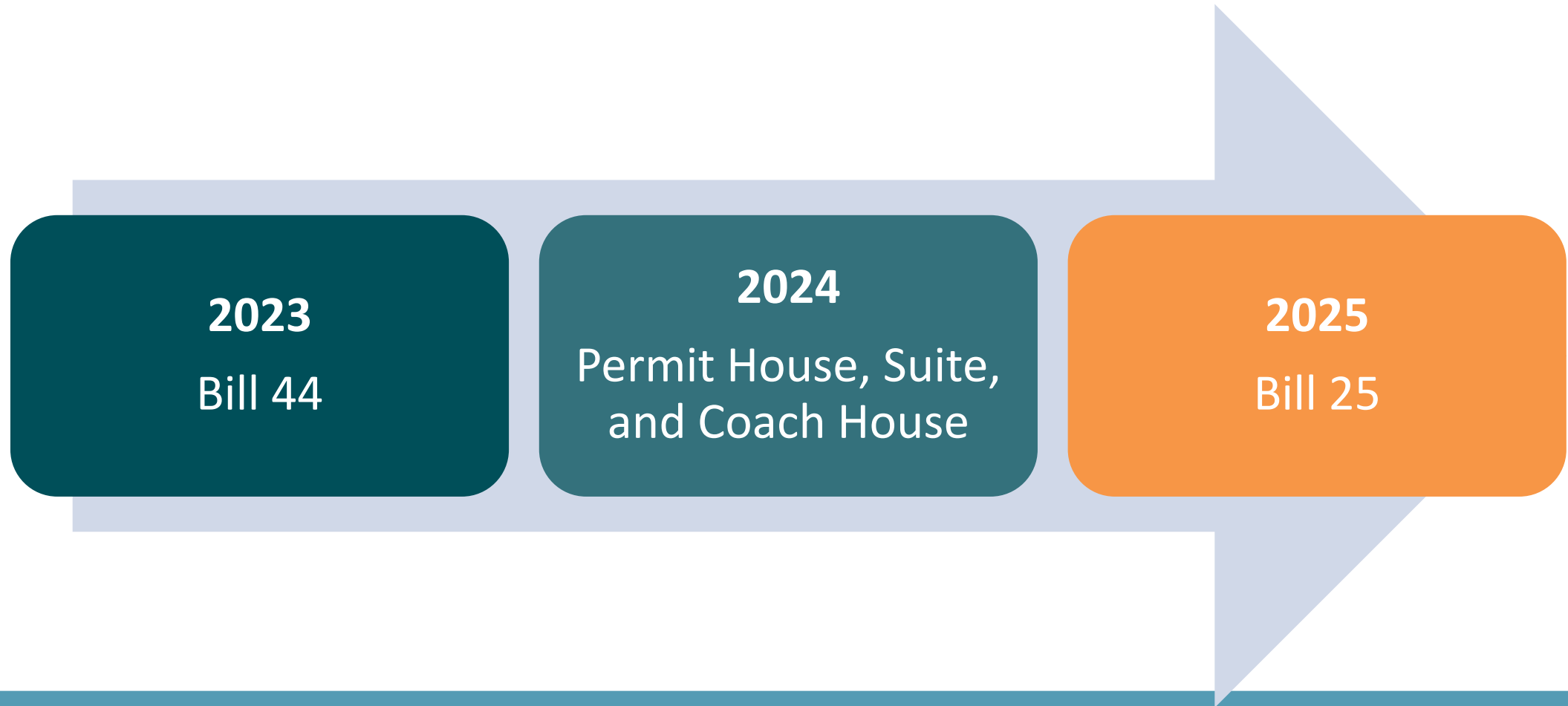
District Response to Bill 25: Small-Scale Multi-Unit Housing Implementation

February 9, 2026 Council Workshop

Agenda

- Part A – Macro Scale Issues
 - Exemptions
 - Frequent Transit Areas and Future Growth
 - Tenure
- Part B – Technical and Site Level Issues
 - Draft SSMUH Zone
 - Renderings
 - Key Questions for Council

Small-Scale Multi-Unit Housing (SSMUH)

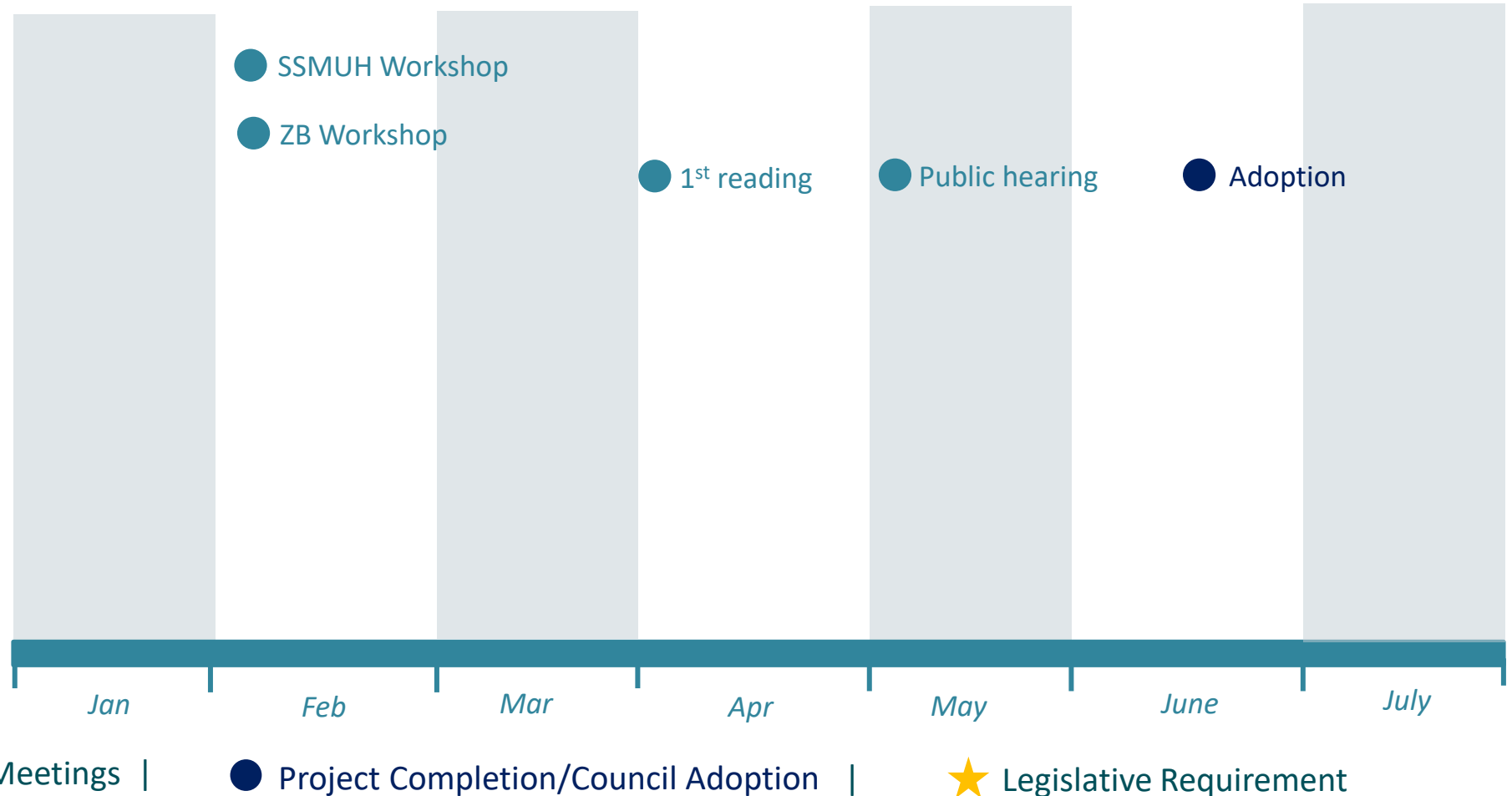


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



SSMUH Requirements

Accommodate **up to 3, 4, or 6 units** on non-exempt single-family lots



On lots 280 m²
(3,014 ft²) or less

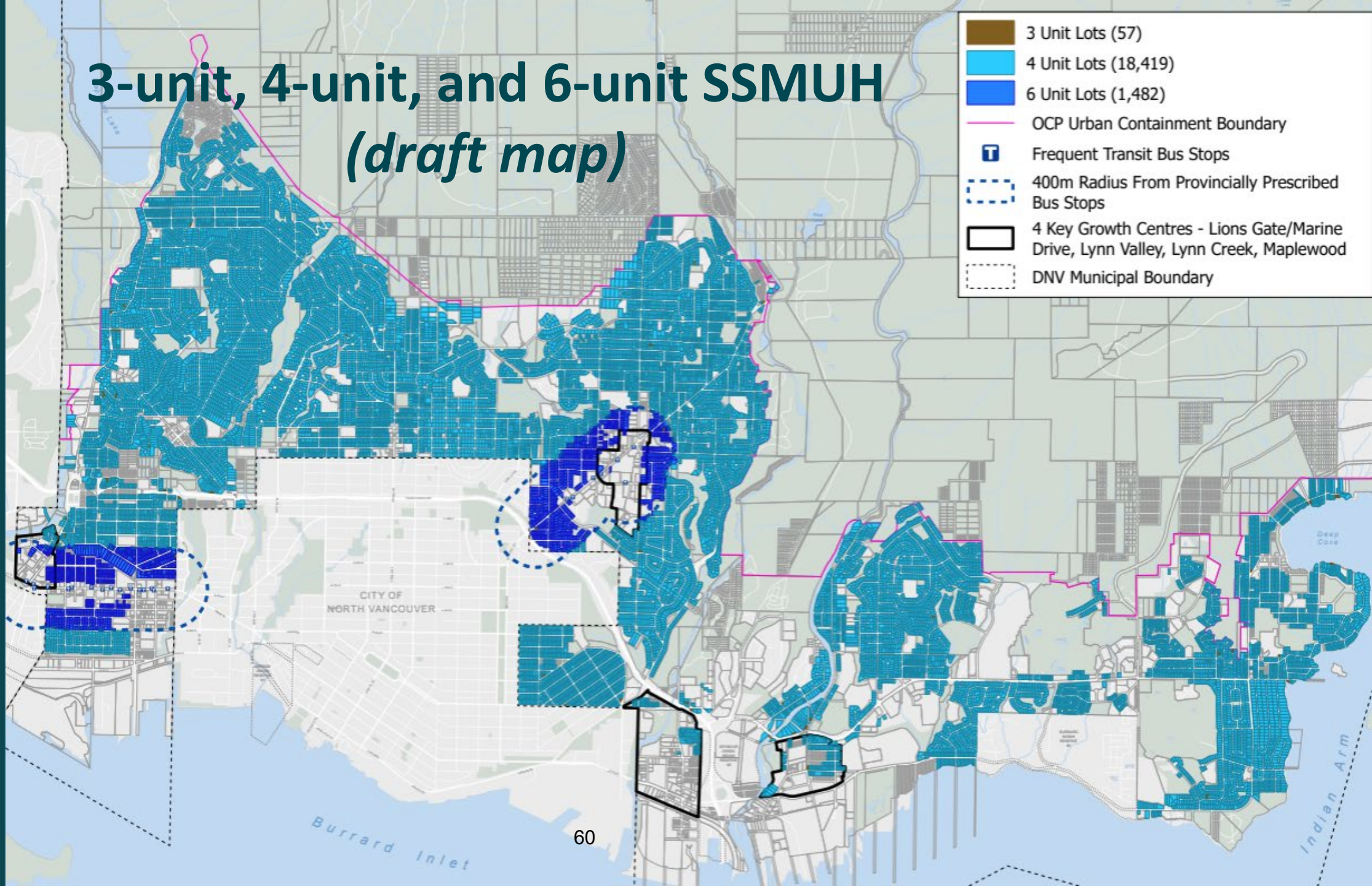


On lots greater than
280 m² (3,014 ft²)



On lots larger than
280 m² (3,014 ft²)
and
Within 400m of frequent
transit bus stops

3-unit, 4-unit, and 6-unit SSMUH (draft map)



Statutory Exemptions to SSMUH

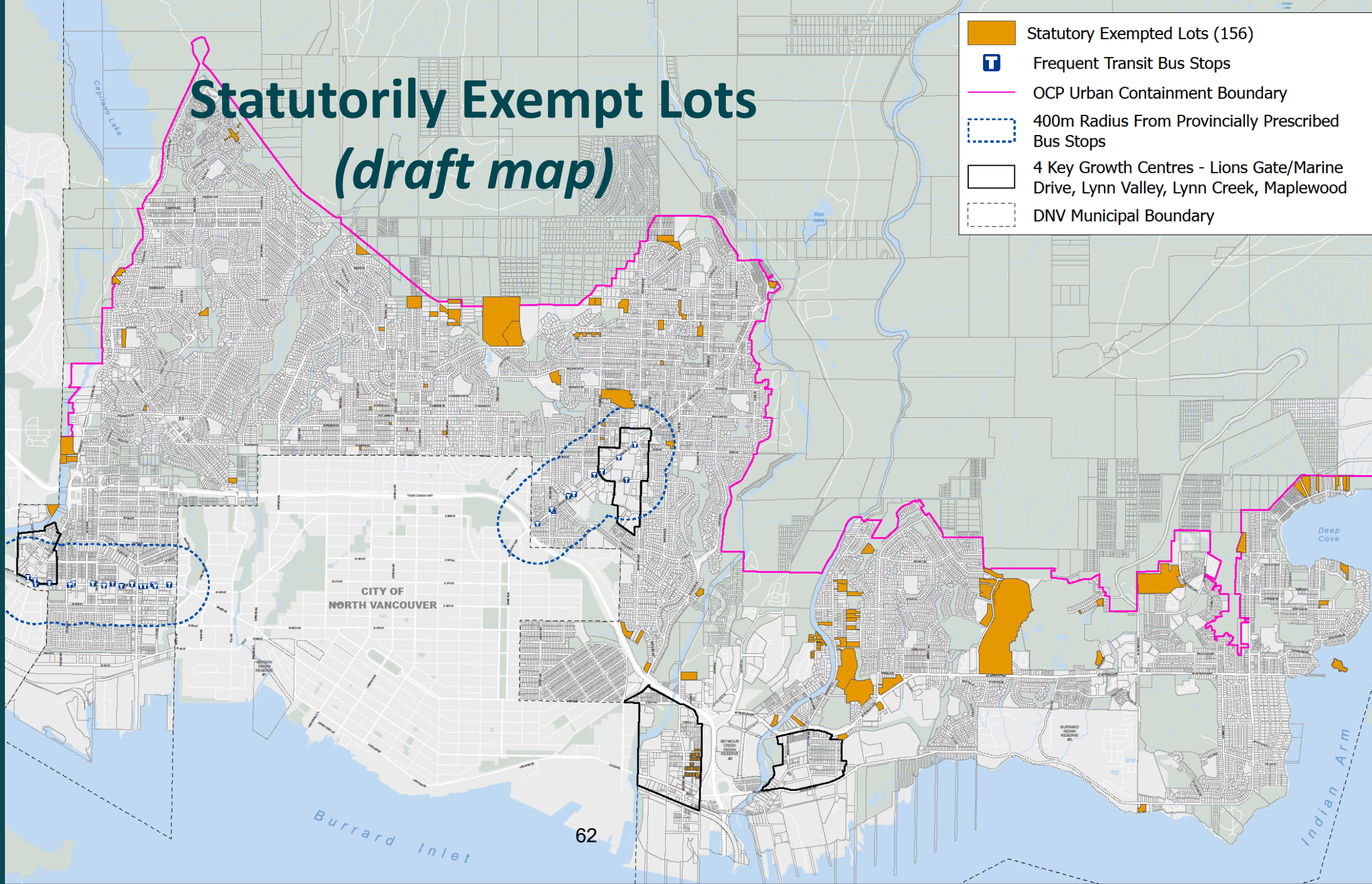
- Outside the urban containment boundary
- Certain heritage protections
- No connection to water or sanitary systems
- Lots greater than 4,050 m² (~1 acre)
- Within designated Transit-Oriented Areas
- Subject to certain hazards



Lynn Creek (designated TOA)

Statutorily Exempt Lots (draft map)

- Statutorily Exempted Lots (156)
- Frequent Transit Bus Stops
- OCF Urban Containment Boundary
- 400m Radius From Provincially Prescribed Bus Stops
- 4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
- DNV Municipal Boundary

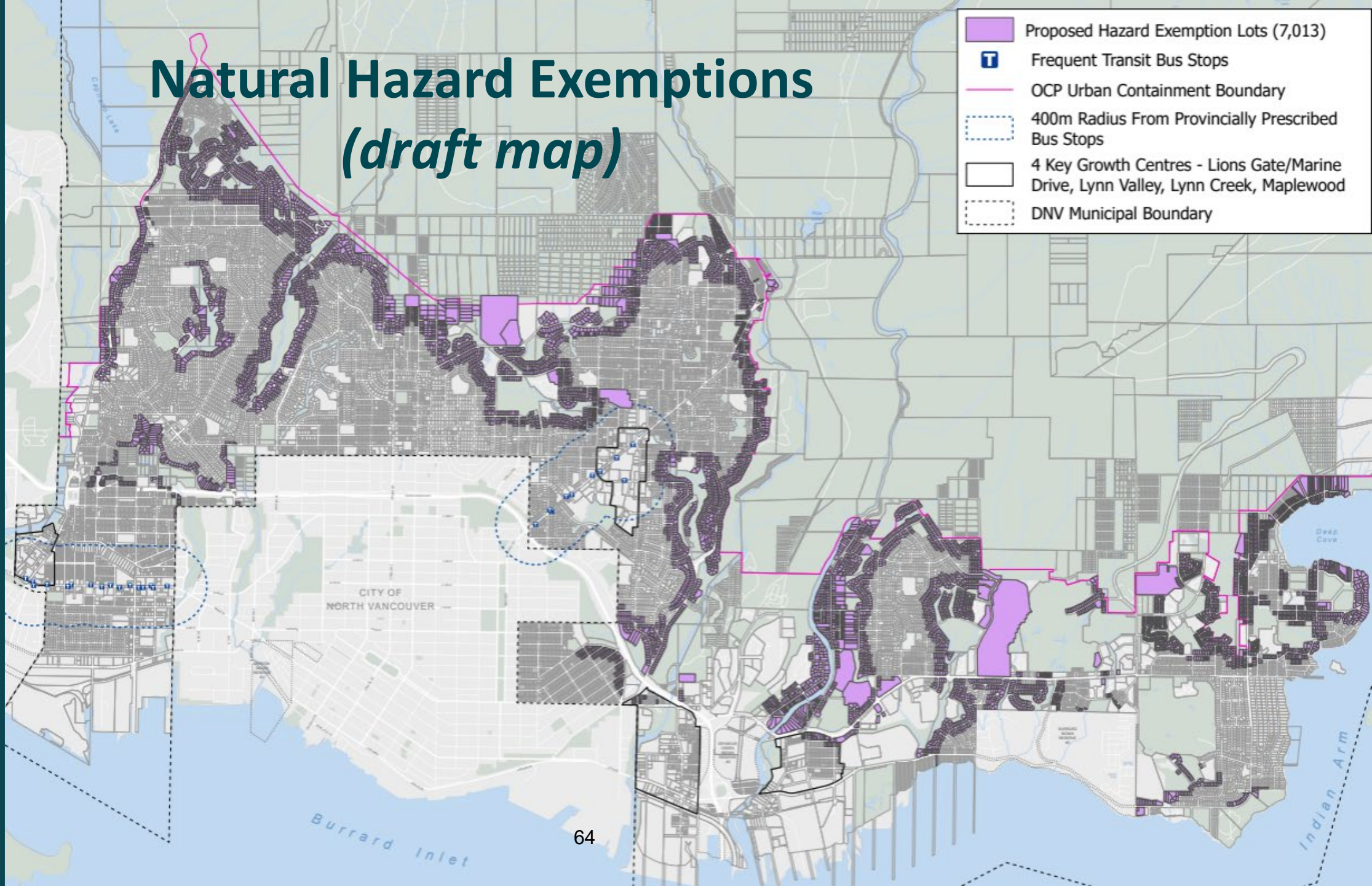


Issue # 1: Approach to Natural Hazard Exemptions

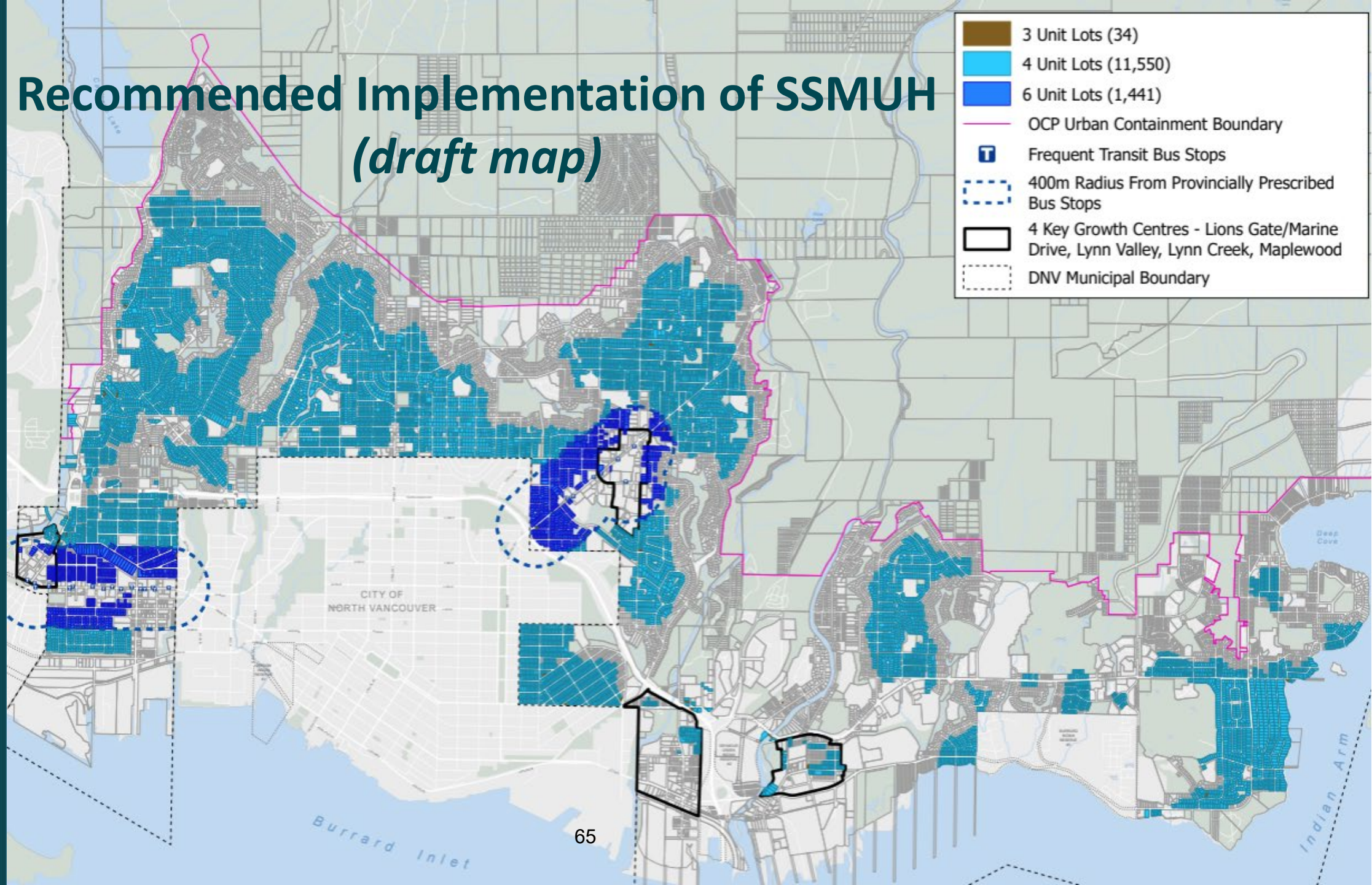
Options	Staff recommendation
1. Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report	
2. Implement SSMUH without hazards exemption	

Natural Hazard Exemptions (draft map)

- Proposed Hazard Exemption Lots (7,013)
- Frequent Transit Bus Stops
- OCP Urban Containment Boundary
- 400m Radius From Provincially Prescribed Bus Stops
- 4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
- DNV Municipal Boundary



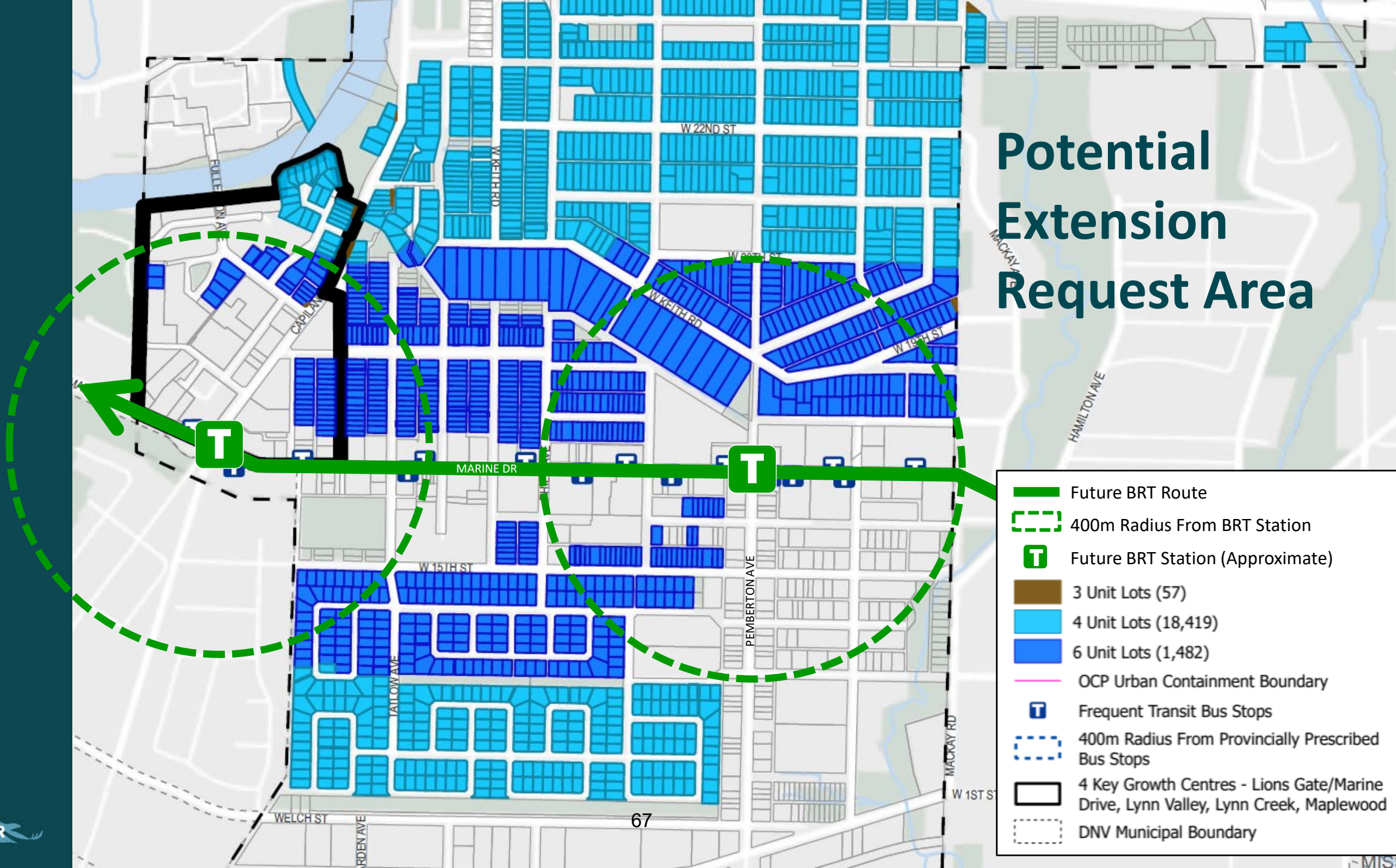
Recommended Implementation of SSMUH (draft map)



Issue # 2: Preserving Frequent Transit Areas for Future Growth (Lions Gate – Marine Drive)

Options	Staff recommendation
1. Submit time extension to the Province	
2. Amend OCP to designate higher density	
3. Amend Zoning Bylaw to permit higher density	
4. Implement 6-unit SSMUH zoning regulations	

Potential Extension Request Area



- Future BRT Route
- - - 400m Radius From BRT Station
- T Future BRT Station (Approximate)
- 3 Unit Lots (57)
- 4 Unit Lots (18,419)
- 6 Unit Lots (1,482)
- OCP Urban Containment Boundary
- T Frequent Transit Bus Stops
- - - 400m Radius From Provincially Prescribed Bus Stops
- 4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
- DNV Municipal Boundary

Issue # 3: Additional Approaches to 6-unit SSMUH Areas

Options	Staff recommendation
1. Do not require affordable housing or special needs housing for 6 th unit	
2. Require affordable housing or special needs housing for 6 th unit	



Issue # 4: Approaches to Tenure in SSMUH Zones

Options	Staff recommendation
1. Consider the use of RRTZ with further analysis.	
2. Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	

Infrastructure/Servicing

- Recent amendments to servicing bylaws
- Standard level of servicing anticipated for SSMUH
- More work is needed to determine servicing needs for SSMUH



Growth Implications

Overall rate of change in existing neighbourhoods will likely remain similar.



Part A - Key Issues for Council Direction

1. Approach to Natural Hazard Exemptions
2. Preserving Frequent Transit Areas for Future Growth
3. Additional Approaches to 6-unit SSMUH Areas
4. Tenure and use of Residential Rental Tenure Zoning

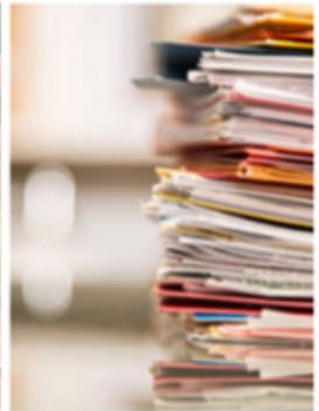


Draft

Small-Scale Multi-Unit Housing Zone (R3 / SSMUH / Houseplex Zone)



Key Principles

Key Principles						
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Support Economic Development	Facilitate Housing Diversity	Respecting Existing Character	Maintain Existing Development Potential
						



Provincial Site Standard vs Proposed SSMUH Zone

4-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 4 units	Up to 4 units
FSR	N/A	~0.7 - 1.0 FSR (including partial basements)
Front setback	2 m (6 ft)	3 m (10 ft) part of building
Rear setback	1.5 m (5 ft)	1.5 m (5 ft) on a lane 3.0 m (10ft) no lane
Side setback	1.2 m (4 ft)	1.2 m (4 ft)
# Storeys	3 storeys	3 storeys (inclusive of partial basement) (2 storey) within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	10 m (32.8 ft) flat roof 11.6 m (38 ft) pitched roof
Number of Buildings	N/A	2 Buildings
Building coverage	50%	40 - 50%
Off-street parking	0.5 space/unit within 800m of frequent bus stop 1 space/unit otherwise	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces

Provincial Site Standard vs Proposed SSMUH Zone

6-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 6 units	Up to 6 units
FSR	NA	~1.0 FSR (including partial basements)
Front setback	2 m (6 ft)	3 m (10 ft) part of buliding
Rear setback	1.5 m (5 ft)	1.5 m (5 ft) on a lane 3.0 m (10ft) no lane
Side setback	0 m - 1.2 m (0-4 ft)	1.2 m (4 ft)
# Storeys	3 storeys	3 storeys (inclusive of partial basement) (2 storeys within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	10 m (32.8 ft) flat roof 11.6 m (38 ft) pitched roof
Number of Buildings	N/A	2 Buildings
Building coverage	60%	50 - 60%
Off-street parking	0 (parking cannot be required but can be voluntarily provided)	0 (parking cannot be required but can be voluntarily provided)

Visualizing Context

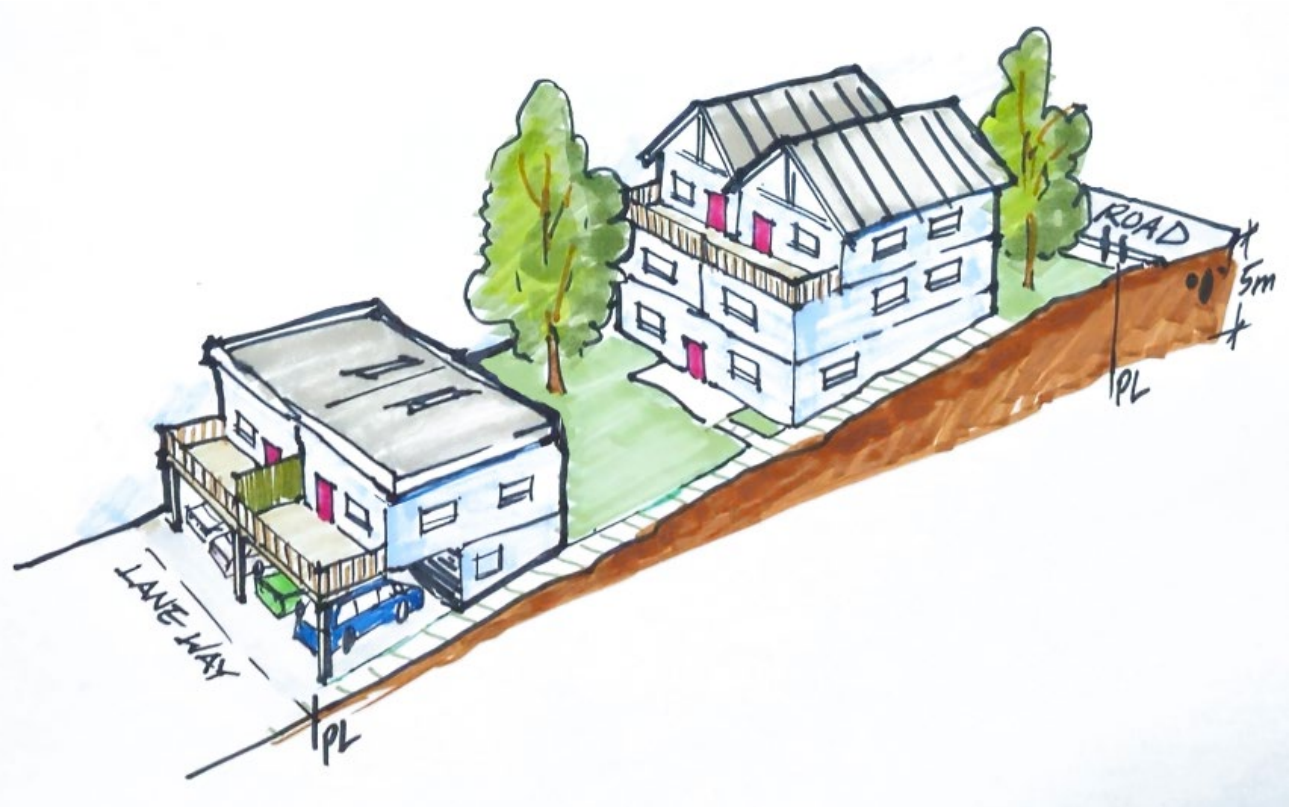
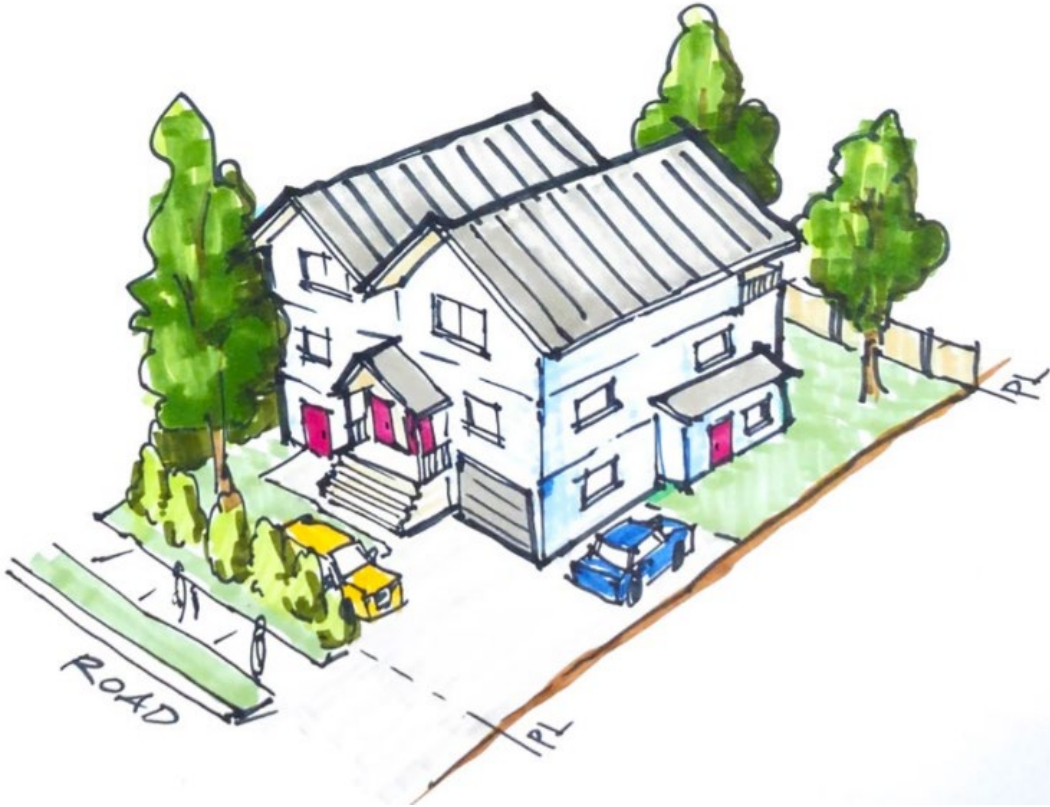


**Existing 1-storey house
with basement**

**Existing 2-storey house
with basement**

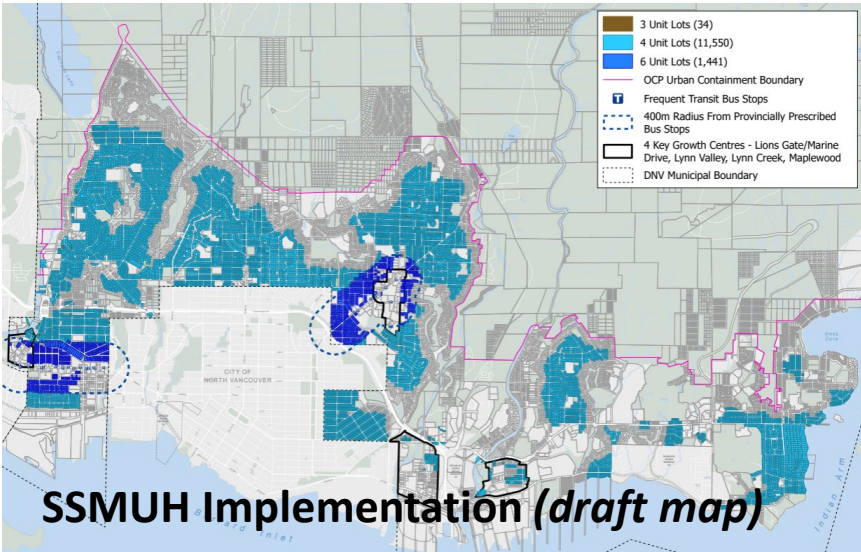
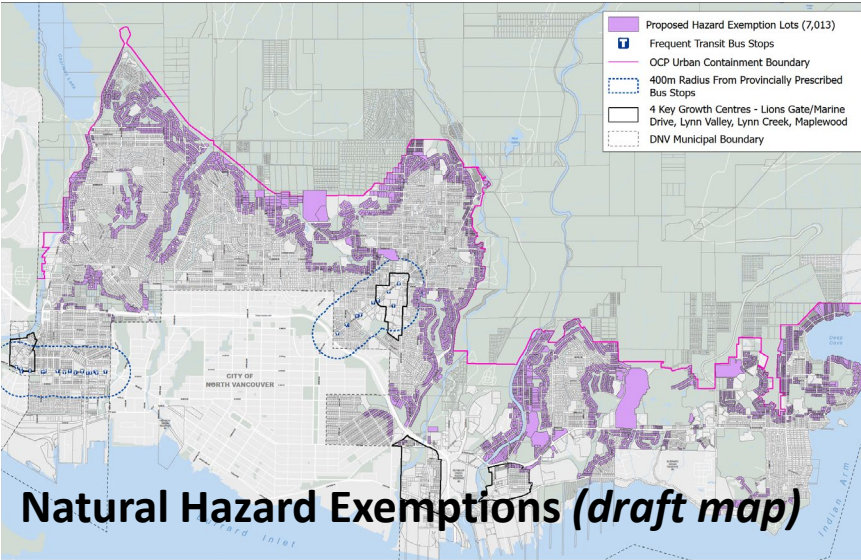
**New 3-storey SSMUH multiplex or
new house with suite, no basement**

Various SSMUH Unit Configurations



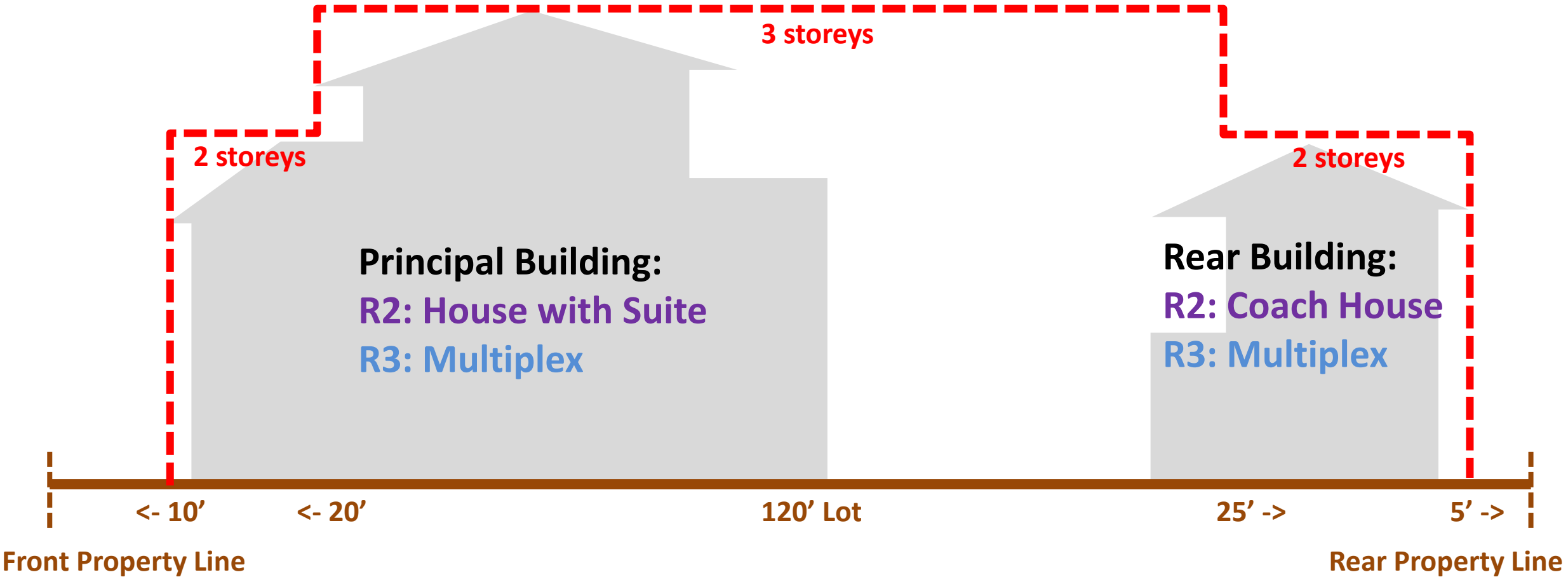
Proposed limit of 2 residential buildings per lot

Neighbourhood Consistency

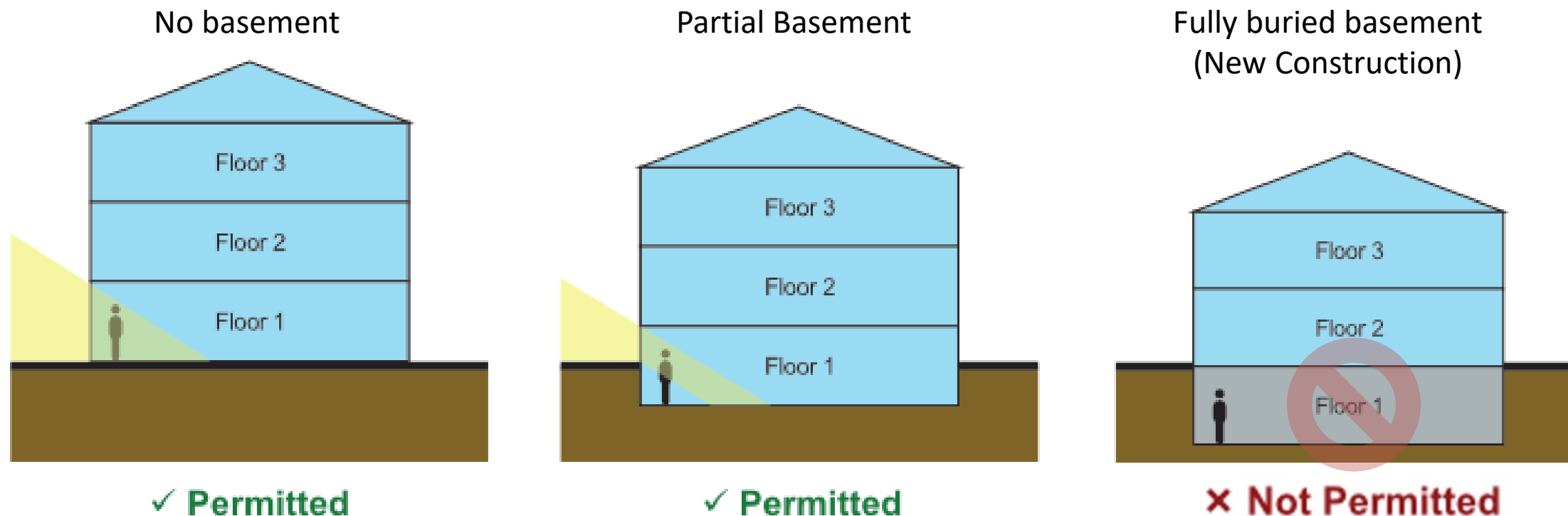


	Proposed “Single Family” Zone (R2)	Proposed “SSMUH” Zone (R3)
# Units	Up to 3 units	Up to 3, 4, or 6 units
FSR	Approx 0.7 – 1.0 FSR (true density)	Approx 0.7 - 1.0 FSR (true density)
Off-Street Parking	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces 5 or 6 units = no minimum
Building Typology	House, Suite, Coach House	Multi-plex, House, Suite, Coach House
Building Height	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard

Approx Building Envelope of: **Proposed R2 (New SF zone)** & **Proposed R3 (SSMUH)**



Basements in the R3 (SSMUH) Zone



Staff propose that fully-buried basements are **not permitted** in the SSMUH Zone.

Part B – Key Issues for Council Direction

1. General approach to the SSMUH zone

- Guiding principles
- Proposed density, setback, height, building, coverage, and parking regulations

2. Neighbourhood Consistency

- Maximizing consistency between the SSMUH zone (R3) and SF zone (R2)

3. Proposed Approach to Basements

- Prohibiting new fully buried basements



Next steps

- Public engagement
- Extension application
- Official Community Plan amendments
- Zoning Bylaw amendments
- Implementation Guides

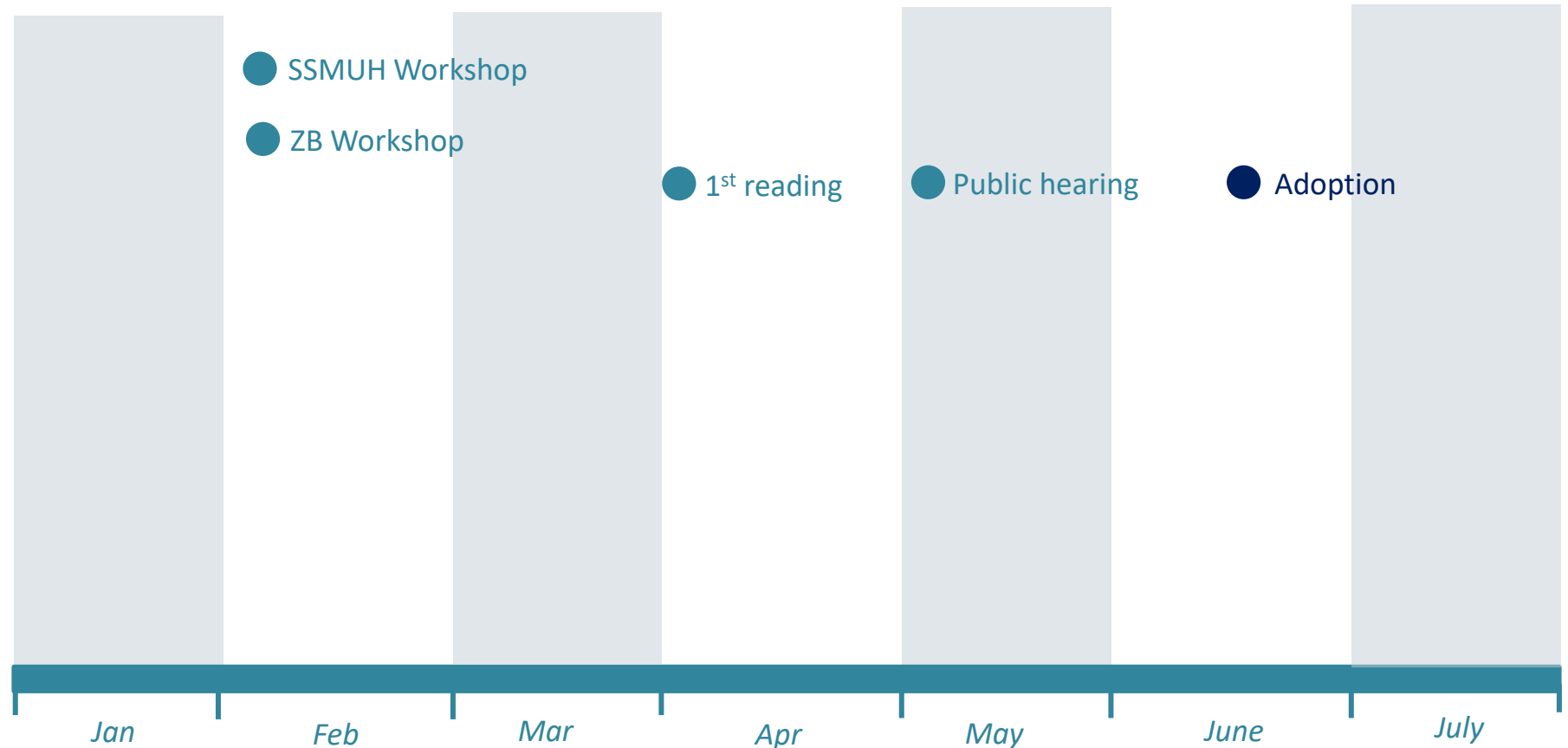


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislative Requirement

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V7N 4N5**

604-990-2311



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