

SUMMARY OF HOUSING LEGISLATION CHANGES

The Provincial Government introduced wide ranging changes to housing legislation to delivering on the priorities of the Homes for People Action Plan (Attachment 1). The changes, summarized below (additional detail in Attachments 3 and 4) will result in unprecedented changes to the planning framework for local governments.

A. Changes that will be easy to implement:

- *Prohibition on Public Hearings* – As of November 30, 2023 public hearings are prohibited for housing focused rezoning applications, consistent with the Official Community Plan (OCP). Council direction is no longer required regarding public hearings, for a majority of rezoning applications. Public notice is still required and will be issued prior to an application advancing to Council for consideration.

B. Changes that require significant, ongoing work by the City to implement:

- *Long Range Planning* – Local governments are now required to regularly update Housing Needs Reports, OCPs and Zoning Bylaws to include housing capacity for at least the next 20 years. The Province aims to speed up housing approvals by reducing rezonings and OCP amendments.
- *Transit Oriented Areas (TOAs)* – The new legislation requires local governments to designate TOAs around transit hubs. There are five in New Westminster, defined as land within 800 metres of a SkyTrain station. The City is not required to prezone, but must allow minimum density and storeys established by the Province. Off-street parking minimums for residential is prohibited.
- *Small Scale, Multi-Unit Housing (SSMUH)* – The City is required to update single detached and duplex zones to: 1) allow small scale, multi-unit housing as of right (between three to six units, depending on lot size and proximity to transit); and 2) remove off-street parking minimums for properties in proximity to frequent transit.
- *Development Financing* – Development Cost Charges (DCCs) may now include solid waste and recycling facilities, fire protection services, and police facilities. A new Amenity Cost Charge (ACC) is intended to help fund community amenities such as a youth or seniors' centres, recreational facilities, libraries, or daycares.
- *Inclusionary Zoning* – The Province has indicated that they are exploring policy options and additional tools, potentially including inclusionary zoning, to help City support the delivery of affordable housing (more information anticipated in spring). This, as well as current market conditions, means that the City's approach to inclusionary housing needs to be revisited.

C. Upcoming changes:

- *Short Term Rentals* – Starting in spring, short term rentals may only be permitted in the host's principal residence, plus one secondary suite or accessory dwelling unit on the property. Tools will be put in place by the Province to support monitoring and enforcement.

DISCUSSION

New provincial legislation has applied a broad brush to increase the location, type, and amount of development entitlements. Many of the City’s regulations, policies and practices, across all departments, will need to be reconsidered. Staff have been analyzing the legislation and note the following opportunities and challenges to date.

General Alignment with Core Principles

Staff consider that Council’s 2023-2026 Strategic Priority Plan aligns with the intent of the Province’s Homes for People Action Plan, and the intent of the legislation. Streamlining development, allowing for sufficient growth, identifying transit oriented developments, increasing infill units, improving growth financing, and prioritizing affordable housing have long been part of the City’s work. In this regard, the legislation supports the City’s ongoing work in alignment with Council’s strategic priorities.

Need to Focus on Affordable and Supportive Rental

The intent of the Province’s Action Plan is to deliver more homes for people, faster. The legislative changes focus on trying to shorten approval times and reduce costs for all housing development; they are largely neutral as to affordability level or tenure of housing. As identified in a June 12, 2023 report to Council, over 2021/2022 the City approved well above the number of market ownership units, but well below the number of affordable and supportive rental units needed. A key reason is the necessity of senior government funding for these units, which cannot feasibly be provided through private development, despite inclusionary requirements. As staff works through implementing the new legislation, opportunities to focus on these gaps will be identified.

Impacts to Financing Growth

Financing growth refers to funding the infrastructure, services and amenities needed by a growing community. Ideally “growth pays for growth” (i.e. development pays). For various reasons, this has not been feasible for some time. The legislation seeks to create a more consistent and transparent charge structure, that is more affordable to development. The City will need to recalibrate our expectations, balancing what we need with what a project can viably fund, and changes the tools we use, as follows:

- Previously, these needs were negotiated through rezoning; now must pre-set many charges by bylaw; limited in-kind amenity negotiation remains
- Significant work required to identify/scope/cost projects to be included in charges
- The Province indicates charges must not be so high they limit development; significant work required to determine how the City will finance funding gaps.

Impacts to Current Infrastructure, Services and Amenities Plans

The City’s current planning for infrastructure, services and amenities is based on amount, locations and type of growth identified in the OCP, which phases growth over time. The legislation increases the amount, locations and type, all at once. This impacts the City’s ability to project where growth will occur first. Some considerations are:

- Most high density applications could still require rezoning, allowing requirements to be set; infill development will be pre-zoned so requirements need to be pre-set
- Reduced control on where growth occurs strains larger infrastructure/utilities; significant work required to update related interdepartmental strategic plans and regulations, and develop policy indicating when development is premature (e.g. limited servicing, planning underway)
- Impacts projects funded both municipally (e.g. fire, police, parks, recreation, infrastructure) and by senior government (e.g. schools, transit, child care).

Impacts to Efficiency

New legislation has fundamentally changed how development application review is done; it has removed key parts of the existing framework. It will take time and resources to work through the implications and update related interdepartmental policies and bylaws. Development review will likely slow for the immediate to medium term due to:

- Evaluating applications using a temporary framework (see Next Steps), which may not yet address all situations; applicants may take “wait and see” approach
- Managing expectations related to inexperienced applicants, and speculative applications wishing to develop under new regulations
- Advancing inquiries that are ultimately unviable due to cost of infrastructure in areas not yet prepared to service increased density.

Impacts Work on Current Priorities

The Province mandated ambitious timelines for implementation (Attachment 3). Planning and interdepartmental staff, and consultant funds will be allocated on trying to meet these timelines. This means work plans previously aligning with Council’s Strategic Priorities Plan will be re-evaluated, and some projects slowed or pushed out.

NEXT STEPS

Given the tight mandated timelines, staff propose taking a “light touch” approach, whereby minimum requirements are advanced to meet deadlines. A second work phase would incorporate deeper analysis/refinement.

Immediate Actions

Work that must be undertaken immediately includes:

- *Prohibition of Public Hearings*: in effect.
- *Communications Strategy*: is being developed to inform:
 - Development applicants interested in submitting under the new legislation.
 - Community members who are interested in how these changes will impact their property or future land use in the city.
- *Interim Development Framework (Attachment 4)*: to set a clear path for projects already instream, or applying before the legislated changes are implemented by the City. Staff are seeking Council endorsement of the interim framework.
- *Staff Training*: To best support community members and development applicants during this time of uncertainty also requires staff training regarding the legislation and its implications, especially where there is a departure from current process.

Short Term Actions

Over 2024, staff will focus on meeting the deadlines mandated by the Province with a “light touch” approach, including:

- Updating 20 year population and housing projections.
- Revising the City’s development financing approach, including adopting a new Amenity Cost Charge Program and revised Density Bonus Program, including related technical analysis, master plan development and consultation.
- Substantially revising the City’s inclusionary housing approach in response to direction from the Province, and market challenges.
- Creating an Interim Housing Needs Report.
- Creating a Transit Oriented Areas Bylaw, along with related policy to provide direction to developers interested in advancing applications in these areas.
- Drafting Zoning Bylaw amendments to allow SSMUH and remove parking requirements.

Long Term Actions

Starting in 2025, staff will focus a second phase of work that would incorporate further analysis and refinement of the initial work completed, as well as meeting the longer term deadlines mandated by the Province. Work to be launched after 2024 includes:

- Create new or refine existing Development Permit Areas for small scale multi-unit housing/infill housing and for Transit Oriented Areas.
- Developing a long-term framework for financing growth to the extent possible.
- Complete an update of the Official Community Plans and Zoning Bylaw to align with the interim Housing Needs Report.

Council Direction

For this work, direction will be required from Council at the following key points:

- Workshopping and endorsement of a financing growth approach;
- Workshopping and endorsement of an affordable housing approach to meet the greatest community need;
- Consideration and endorsement of the Interim Housing Needs Report and targets;
- Consideration and adoption of a TOA Bylaw and supporting policy; and
- Consideration and adoption of Zoning Bylaw amendments to allow small scale multi-unit housing, and remove residential parking requirements as mandated.

FINANCIAL CONSIDERATIONS

The work is legislated and non-discretionary; a new Housing Division and other interdepartmental resources are required to meet the near term and ongoing legislated requirements, the mandated Housing Needs Report housing unit targets, and to align with Council’s Strategic Priority Plan – Homes and Housing Options. At \$1.53M, Nine new staff positions, four temporary to permanent position conversions, and two new temporary positions are included in the 2024 Operating Budget. As the legislation was announced after the 2024 budget was under Council review, consideration for the full range of required studies was not possible; staff is aiming to fund the required projects through reallocation within the department’s 2024 budget, as currently proposed.

The 2024-2028 Capital Plan includes \$1.05M for projects related to the legislation, including \$0.29M Infill Housing Acceleration, \$0.22M Townhouse Acceleration, and \$0.54M 22nd Street Station Bold Vision, as well as other housing projects.

The legislation is expected to have significant and on-going financial implications that staff are still working to understand, as it has significant impact on the City’s ability to finance the additional infrastructure and services needed by the growing community. More information will be shared as work advances.

The Province announced \$51.00M million support funding, of which New Westminster will receive \$0.53M in January 2024. Funds will go into the Affordable Housing Reserve, supporting transparency in financial reporting and allowing interest to accumulate into the Reserve. Staff continues to explore other funding sources as they arise.

INTERDEPARTMENTAL LIAISON

Several departments will be involved in implementing the legislation. Collaboration and advocacy is happening across the region, through planning, engineering, and other professional networks, as well through Metro Vancouver. Metro Vancouver has been coordinating member jurisdiction feedback and sending key themes to the Province.

OPTIONS

The following options are available for Council's consideration:

1. That Council provide feedback on the proposed approach to implementing the legislation.
2. That Council endorse the Next Steps outlined in this report
3. That Council endorse the Interim Development Framework outlined in Attachment 4.
4. That Council provide staff with alternative direction.

Staff recommends Options 1, 2 and 3.

ATTACHMENTS

Attachment 1: Homes for People Action Plan Summary
Attachment 2: Summary of Housing Legislation
Attachment 3: Implementation Timeline
Attachment 4: Interim Development Review Strategy

APPROVALS

This report was prepared by:
Anur Mehdic, Social Planner
Lynn Roxburgh, Manager of Housing and Land Use
Demian Rueter, Acting Senior Manager of Planning

This report was approved by:
Jackie Teed, Director of Climate Action, Planning and Development
Lisa Spitale, Chief Administrative Officer

Attachment 1
Homes for People Action Plan Summary

HOMES FOR PEOPLE ACTION PLAN SUMMARY

In the spring of 2023, the BC government introduced its [Homes for People](#) housing action plan, a comprehensive strategy for tackling housing affordability and supply issues in the province. This housing plan focuses on four key priorities:

1. *Unlocking more homes, faster* – New zoning rules, faster permitting, less red tape and more incentives to create more income housing;
2. *Delivering better, more affordable homes* – Protecting renters, while building and preserving more housing people can afford to rent or buy;
3. *Supporting those with the greatest housing need* – Providing more homes and services to support people experiencing or at risk of homelessness and resolve encampments; and,
4. *Creating a housing market for people, not speculators* – Continue to create a housing market that puts people ahead of profit with more measures to crack down on speculators and profiteers.

Attachment 2
Summary of Housing Legislation

SUMMARY OF HOUSING LEGISLATION

The Provincial Government introduced ambitious and wide-ranging suite changes to housing legislation to address BC's housing crisis by delivering on the priorities of the Homes for People Action Plan. The changes will result in unprecedented changes to the planning framework for the local governments. The most prominent changes are contained in Bills 44, 46 and 47, which received Royal Assent on November 30, 2023.

Short Term Rentals

New legislation was introduced to regulate short-term rentals and return them to the market for long term rental accommodation. Bill 35 includes the following components:

- *Principal residence requirement* – limits short-term rentals to the host's principal residence, plus one secondary suite or accessory dwelling unit on the property.
- *Increased fines* – increases maximum fines local governments may issue from \$1,000 to \$3,000 per infraction per day.
- *Platform accountability* – properties listed on short-term rental platforms will be required to have provincial and local government approvals to operate, and when not compliant with business licence requirements local governments are able to request platform service providers to remove listings.
- *Provincial registry and data sharing* – to enable the Province to share information with local governments for bylaw enforcement purposes.
- *Compliance and Enforcement Unit* – under the Ministry of Housing to track compliance, issue orders, and administer penalties for violations.

Long Range Planning

Bill 44 requires local governments to shift to a more pro-active, long-term approach to planning by requiring Housing Needs Reports, Official Community Plans (OCPs) and Zoning Bylaws to include capacity for housing needs for at least the next 20 years. By ensuring 20 year capacity exists without rezoning or OCP amendments being required, the Province anticipates faster housing development approvals.

Bill 44 requires the City to:

- Update the Housing Needs Report (HNR) using a standardized methodology to estimate housing needs over a 20 year time horizon, instead of 5 years;
- Update the OCPs (the City has three) and Zoning Bylaw every 5 years to reflect the HNR 20 year housing needs; and
- Prohibit public hearings for housing focused rezonings that are consistent with the OCP, where the residential component of a development comprises at least half of the gross floor area. Council direction is no longer required regarding public hearings, for a majority of rezoning applications. Public notice is still

required and will be issued prior to an application advancing to Council for consideration.

Preliminary analysis shows that the City's OCPs and Zoning Bylaw entitlements already accommodate 20 years of housing needs.

Enabling Small Scale, Multi-Unit Housing

Bill 44 also enables the delivery of more small scale, multi-unit housing by requiring the City to update the Zoning Bylaw for lots currently zoned for single detached dwelling or duplex use to allow:

- Three units on lots smaller than 280 square metres (3,014 sq. ft.);
- Four units on lots larger than 280 square metres (3,014 sq. ft.); and
- Six units on lots larger than 280 square metres (3,014 sq. ft.) and within a prescribed distance to transit stops with frequent service. Off-street vehicle parking minimum requirements will also be removed for these lots.

The legislation does not prevent owners from choosing to build a single detached dwelling. Instead, it provides more options to owners and developers.

While the City already allows three units per single detached dwelling lot (principle house, secondary suite, and laneway/carriage house), this legislation will result in additional units being permitted on almost all properties. The Province has included considerations for some exemptions, such as lands subject to a heritage designation that was entered into before this legislation came into force. These changes are not intended for properties in the Transit Oriented Areas (see below), which are anticipated to accommodate higher density development.

To support Bill 44, the Province has launched a Standardized Housing Design Project to make it easier for local governments to approve and faster for builders to construct small scale, multi-unit housing. The Project is selecting a designer to create as many as 10 designs based on selected design parameters. It is anticipated that final designs will be available to local governments by summer 2024.

Development Financing

Bill 46 introduces revisions to development financing tools by expanding the scope for Development Cost Charges (DCCs), and allowing for the imposition of Amenity Cost Charges (ACCs).

Development Cost Charges

Current legislation limits DCCs to sewage, water, drainage, highway facilities, and parkland. Bill 46 expands DCC categories to include solid waste and recycling facilities, fire protection services, and police facilities. Local governments are also be able to

collect DCCs for provincial highway infrastructure where a cost sharing arrangement exists between a municipality and the Province, and the highway facilities support the housing development.

Amenity Cost Charges

Under Bill 44, land will be pre-zoned, which means there will no longer be an opportunity to negotiate a voluntary amenity contribution (done at the time of rezoning). To address this, Bill 46 establishes a new development finance tool called an Amenity Cost Charge (ACC). While DCCs continue to focus on infrastructure, ACCs are intended to help fund a broader spectrum of community amenities such as a community, youth or seniors' centre, recreational facility, library, or daycare. Similar to DCCs, this new tool will have a rate set by bylaw, giving builders a clearer and more transparent understanding of costs associated with a housing project from the start.

Other Financing Growth Tools

The Province remains silent on Voluntary Amenity Contributions (VACs). This is interpreted to mean that rezoning applicant can still offer to make a voluntary amenity contribution as part of their development proposal. However, the Province anticipates that VACs will eventually be replaced by the Amenity Cost Charges.

The City can continue to permit bonus density in zoning in exchange for the provision of amenities or affordable housing (or cash in-lieu). This means that in designated zones, a developer can build to higher density if a community amenity contribution is provided to the municipality. However, in Transit Oriented Areas the new legislation limits the use of density bonus to density above the new base density permitted. It is anticipated that this change will make the provision of affordable housing in Transit Oriented Areas more challenging than under the current framework.

Transit Oriented Areas

Bill 47 requires local governments to designate Transit Oriented Areas (TOA) near transit hubs with the stated goal of encouraging more transit oriented housing. There are five TOAs in New Westminster, defined as land within 800 metres of a SkyTrain station. The City is required to ensure that minimum levels of density, size, and dimension established by the Province are allowed in TOAs. Minimum allowable level of height and density are outlined in Figure 1 below. Industrial and agriculturally zoned lands within these areas are exempt from the TOA.

Figure 1: Transit Oriented Areas Types

Distance from Rapid Transit	Minimum Allowable Residential Density (FSR)	Minimum Allowable Height (Storeys)
200m or less	Up to 5.0	Up to 20
201m to 400m	Up to 4.0	Up to 12
401m to 800m	Up to 3.0	Up to 8

The manual released by the Province confirms that the City still has rezoning tools in these areas. "There is no requirement to pro-actively zone to the prescribed heights and densities in TOAs. The [Minimum Allowable Density] Framework does not change the existing rezoning process of a local government. Application fees, submission requirements, staff reporting, bylaw introduction and readings, and final adoption are not affected by this legislation or the regulations. Only density and height requirements are imposed by the new framework." (TOD Policy Manual, 2023).

Local governments still have the authority to turn down rezoning applications for other reasons in these areas. Local governments also still have the authority to approve densities that exceed the Provincial regulations, at their discretion. The Province has clarified that municipalities continue to have the authority to impose tenure requirements within TOAs, including, for example that all residential development be rental.

Through Bill 44, the Province expects that over time the Zoning Bylaw will be amended to more closely align with the OCP, which implies and expectation for these areas to be pre-zoned.

Bill 47 also requires local governments to remove off-street parking minimums for residential in order to allow parking to be determined based on market need on a project-by-project basis. Municipalities are still able to require accessible parking spaces for people living with disabilities, parking for commercial uses, and loading.

Attachment 3
Implementation Timeline

IMPLEMENTATION TIMELINE

The new legislation sets out the timelines for immediate work to be completed, as well as work for years to come.

- *October 26, 2023* – Local Governments able to increased fines for municipal bylaw infractions related to short term rentals.
- *November 30, 2023* – Public Hearings are prohibited for housing focused rezonings. As such, staff no longer require Council direction regarding Public Hearings. The *Local Government Act* still requires that notice of Public Hearing not held be provided to surrounding residents and property owners.
- *November 30, 2023* – Transit Oriented Area for New Westminster and Columbia SkyTrain stations take effect.
- *Spring* – The Province outlines policy options and tools for facilitating affordable housing, including inclusionary zoning.
- *May 1, 2023* – Short-term rentals limited to host’s principal residence, plus one secondary suite or accessory dwelling unit on the property.
- *June 30, 2024* – The Zoning Bylaw must be amended to accommodate small scale multi-unit housing.
- *June 30, 2024* – Transit Oriented Areas must be designated by bylaw, and the Zoning Bylaw must be updated to remove parking requirements.
- *January 1, 2025* – The Interim Housing Needs Report must be complete.
- *December 31, 2025* – Complete a review and update of the OCPs and Zoning Bylaw based on the projections in the interim Housing Needs Report.
- *December 31, 2028* – The next Housing Needs Report must be complete, along with the review and update of the OCPs and Zoning Bylaw to align with the projections in the Housing Needs Report.
- *Future*: City’s are encouraged to create a Transit Oriented Area Plans. The work being done for 22nd Street station area will become the City’s first TOA Plan.

Not captured in this timeline are deadlines related to financing growth, as the legislation does not require the use of these tools. However once an ACC is implemented annual reporting will be required by June 30 each year.

Attachment 4
Interim Development Review Strategy

Interim Development Review Framework

Following provincial changes to development and land use legislation in late 2023, the framework for the City’s evaluation of development applications may not be clear to property owners, developers and the general public. It is recognized that preparing new regulations and bylaws to implement the legislation will take time, and an interim framework is needed for the evaluation of applications so new development can continue. Such an interim policy will also help to reduce speculation that may result from the legislation as such speculation could potentially further exasperate the housing crisis.

The following policies outline the key aspects of the Interim Development Review Framework, which will be applied to all development applications in New Westminster as of the date that the relevant legislation received royal ascent or as otherwise noted in this framework, and until such time as fully realized regulations and policies are put into place.

1. Public Hearings and Notification

- Public Hearings will not be held for rezoning bylaws that are consistent with the Official Community Plan.
- Notification of Public Hearing not held or prohibited will be distributed prior to Council consideration of the comprehensive report.
- Public consultation on rezoning applications will continue to apply, (e.g. use of Be Heard as appropriate).
- Public Hearings will be scheduled for rezoning bylaws where required by the Local Government Act (e.g. OCP Amendments, Heritage Designation Bylaws, etc).

2. Transit Oriented Areas (TOAs)

The City’s Development Review policy for development applications within TOAs will apply as follows:

<u>Station</u>	<u>Effective Date</u>
Columbia Station	November 30, 2023
New Westminster Station	November 30, 2023
Braid Station	June 30, 2024
Sapperton Station	June 30, 2024
22 nd Street Station	June 30, 2024

a. Density and Heights within TOAs

There are four streams of development applications within Transit Oriented Areas:

- Applications developed under existing zoning*
 - These applications proceed directly to Development Permit/Building Permit as they do currently.
- 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.
 - iii. *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:
 1. The area is not currently under active review (e.g. land use or infrastructure review); and,
 2. Project proposes to rezone to rental only zoning with a registered housing agreement; and,
 3. Other community benefits are proposed, possibly including affordable units.
 - iv. *Applications which are inconsistent with both the OCP and TOA*
 - Per current practice, the City will continue to consider amendments to the Official Community Plan on a case-by-case basis, when a compelling argument can be made and appropriate benefits aligned with Council policy and priorities can be provided.
- b. Parking within TOAs
- Residential minimum parking space requirements are not in effect within TOAs as of the effective date, but remain encouraged.
 - Parking rates in New Westminster were recently evaluated and substantially reduced. These rates were the result of an in-depth study, are reflective of current vehicle ownership levels in the city and, are considered to reflect market demand. As such, developers are strongly encouraged to consider the current parking rates which have already been lowered in areas proximate to transit.
 - Developments that wish to reduce parking below current bylaw standards will still be required to supply Transportation Demand Management measures in-line with current practice and expectations from Transportation Planning, including the possibility of cash-in-lieu.
 - All other parking regulations, standards and policies continue to apply including, but not limited to: size and configuration of stalls, loading, non-residential parking, accessible stalls, and residential parking requirements outside of TOAs. Other requirements which are based on a ratio of parking provided (i.e. accessible stalls) will continue to be determined based on the current by-law, even if less overall parking is provided.
3. Transition to fixed rates
- The City will be moving away from negotiating Voluntary Amenity Charges (VACs) on a case by case basis and be moving primarily towards fixed rates which will likely be a combination of DCCs, ACCs and Density Bonus. Projects using fixed rates will not require a pro forma review.

- Development applications must proceed under one of two categories, as determined by where they are at in the development review process as of January 29, 2024:
 1. Existing applications, for which negotiations are already underway and progressing for a VAC or in-kind amenity, must continue under the negotiated approach.
 2. Existing applications, which are not proposing an in-kind amenity or which have not yet initiated substantial VAC negotiations, as well as new applications for OCP compliant residential developments, will be subject to fixed rate charges, as yet to be determined.
- Developers of new projects may propose in-kind amenities but will need to await the fixed rates to run the appropriate financial analysis on the value of the amenity.
- OCP Amendments, as well as larger and/or unique projects, will still require an in depth evaluation which may require a pro forma review to evaluate amenities and benefits proposed.
- At this time, a fixed rate amenity charge for infill townhousing will continue to apply to such projects, to allow these family-oriented developments to continue to advance.

4. Design Guidelines

- All design guidelines and expectations remain in place, including, but not limited to, key areas such as: tower separation and floorplates, architectural expression, massing, functional consolidation, and urban design. Such guidelines are not superseded by the legislation.

5. Tenant Relocation, Rental Replacement and Other City Policy Expectations

- All other City policies, including the Tenant Relocation and Rental Replacement polices, continue to apply to all rezoning applications, including those within TOAs.

6. Infill/SSMUH

- No SSMUH applications may be submitted until the new regulations are in place to permit multiplexes under the City's Zoning Bylaw.
- Other infill applications, such as infill townhouse continue to be regulated under existing bylaws and policies.
- All single lot infill applications and laneway house DPs are encouraged to wait until new regulations for multiplex have been created.
- Those considering a future SSMUH project should note the following requirements are being considered for these applications:
 - A minimum of 50% of units be secured rental,
 - For 6-unit SSMHs – one unit to have a measure of affordability.