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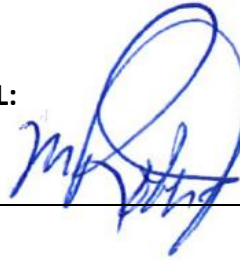
**REPORT DATE:** November 24, 2025      **MEETING DATE:** December 02, 2025

**TO:** Mayor and Council

**FROM:** Christine Carter, Manager of Strategic Initiatives

**SUBJECT:** Small-Scale, Multi-Unit Housing and Transit-Oriented Areas  
Implementation Update

**CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:**



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**RECOMMENDATION(S):**

THAT Council:

- A. Receive for information the report titled “Small-Scale, Multi-Unit Housing and Transit-Oriented Areas Implementation Update”, as presented at the December 2, 2025 Council Meeting; OR
- B. Other.

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**PURPOSE**

The purpose of this report is to provide Council with a review of the implementation of the Small-Scale, Multi-Unit Housing (SSMUH) and Transit-Oriented Area (TOA) Designation bylaws adopted in June 2024. The report summarizes application activity to date, identifies additional considerations that have arisen through early implementation, and outlines how these matters will continue to be monitored or addressed through upcoming work programs.

☒ Information Report      ☐ Decision Report      ☐ Direction Report

**DISCUSSION**

**Background:**

In response to the Province of British Columbia’s *Homes for People* Action Plan, legislation enacted in late 2023 required municipalities, including the City of Pitt Meadows, to designate Transit-Oriented Areas (TOAs) and adopt Small-Scale, Multi-Unit Housing (SSMUH) zoning by

June 30, 2024. The required bylaws were adopted by Council on June 25, 2024. As part of this work, Council also adopted a new Amenity Cost Charges (ACC) Bylaw to ensure that funds are being collected to help offset the municipal costs associated with growth and development. In addition, Development Permit Area No. 9, Ground-Oriented Residential in the City’s Official Community Plan was amended to clarify the design guidelines for SSMUH infill projects, ensuring that these new housing forms meet the City’s expectations for quality urban design and neighbourhood fit.

At the time of adoption, a commitment was made to monitor the implementation of these initiatives and evaluate how the new zoning, TOAs, and development processes are functioning in practice. The following sections of this report summarize the findings of that review, including application activity to date, feedback from applicants, and key implementation issues identified. It should be noted that the City’s Amenity Cost Charges Bylaw is currently being reviewed under a separate process and does not form part of this update.

**Relevant Policy, Bylaw or Legislation:**

- Province of BC, Policy Manual and Site Standards: Small-Scale, Multi-Unit Housing.
- Province of BC Provincial Policy Manual: Transit Oriented Areas.
- Province of BC, Inclusionary Zoning and Density Bonusing, Comprehensive Guidance.
- Bill 25, Housing and Municipal Affairs Statutes Amendment Act (2025).

**Analysis:**

**A. Transit-Oriented Area (TOA) Designation Bylaw No. 2989, 2024**

On November 30, 2023, the Province enacted Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act, requiring municipalities to designate Transit-Oriented Areas (TOAs) around major transit hubs, including West Coast Express stations. Accordingly, the City of Pitt Meadows was required to designate TOAs within 400 metres of both the Pitt Meadows and Maple Meadows stations by June 30, 2024. Under the legislation, properties within 200 metres of a station are entitled to a 4.0 Floor Area Ratio (FAR) and 12 storeys, while those between 200 and 400 metres are entitled to a 3.0 FAR and 8 storeys (see Table 1). The Federal Pitt Meadows Airport Zoning Regulation, however, is expected to limit achievable building heights within 200 metres to approximately 10 storeys.

Table 1 – Transit-Oriented Development Areas – Policy Framework

Municipality	Tier 4 (0 – 200 m)	Tier 5 (200 – 400 m)
Metro Vancouver municipalities	4.0 FAR 12 Storeys	3.0 FAR 8 Storeys
CRD municipalities and other mid-sized	3.5 FAR 10 Storeys	2.5 FAR 6 Storeys
Smaller municipalities	2.5 FAR 6 Storeys	1.5 FAR 4 Storeys

### Development Activity (July 2024 – October 15, 2025):

Since adoption of the TOA Designation Bylaw, no TOA rezoning or development applications have been submitted within either designated TOA between July 2024 and October 15, 2025. Although no formal reasons have been identified, several factors may be influencing the limited development interest. The West Coast Express (WCE) offers only peak-period, one-directional service, which provides less frequent and flexible transit access than typically associated with higher-density, transit-oriented development around SkyTrain stations. The TOA land base also consists largely of small, individually owned parcels, requiring lot consolidation to create viable redevelopment sites. In addition, the Complete Communities Assessment (2025) identified the Canadian Pacific Kansas City (CPKC) rail line as a major barrier to community connectivity, limiting integration of the TOA areas with the broader Town Centre and potentially reducing market confidence in redevelopment potential. Collectively, these factors may be contributing to the lack of uptake observed to date.

As there has been no TOA development activity within the designated Transit-Oriented Areas during this period, no specific actions are recommended at this time. Staff will continue to monitor conditions and will report back to Council with an updated assessment should circumstances change or potential adjustments become warranted.

## **II. Small-Scale, Multi-Unit Housing Zoning Bylaw Amendment No. 2986, 2024**

In November 2023, the Province enacted Bill 44 – *Housing Statutes (Residential Development) Amendment Act*, which required municipalities to permit small-scale, multi-unit housing in single family and duplex zoned areas. The legislation mandated that zoning bylaws allow a minimum of three to four units on most serviced urban residential lots, with up to six units permitted near a frequent transit bus stop. Municipalities were required to adopt SSMUH zoning bylaws by June 30, 2024 and to ensure corresponding updates to their Official Community Plans by December 31, 2025. On June 25, 2024, Council adopted SSMUH Zoning Amendment Bylaw No. 2986, 2024.

The legislation further requires Council to give consideration to Part 4 of the SSMUH Provincial Policy Manual and the associated Site Standards when updating zoning bylaws. While municipalities retain some discretion in establishing zoning requirements for SSMUH, section 457.1 of the Local Government Act clearly states that the zoning bylaw “must not be exercised in a manner that unreasonably prohibits or restricts the use or density of use” permitted under the SSMUH legislation. As a result, zoning provisions, or other regulations, could not be so onerous as to effectively sterilize a property. Site modelling was also undertaken as part of the preparation of the SSMUH zoning to test viability and to demonstrate that the zoning provisions were reasonable.

### Summary of Regulations:

Three new zones were created to implement the SSMUH legislation—Urban Residential 3 (R-3), Urban Residential 4 (R-4), and Urban Residential 6 (R-6)—collectively referred to in this report as the SSMUH zones. A summary of the regulations is provided in Table 2 below.

**Table 2, Regulations of R-3, R-4 and R-6 Zones**

<b>Maximum</b>	<b>R-3</b>	<b>R-4</b>	<b>R-6</b>
<b>Number of units</b>	3	4	6* *if 6 <sup>th</sup> unit is adaptable <sup>1</sup>
<b>Setbacks</b>	Front 5.5 m Rear 6 m Side 1.2 m Exterior Side: 1.8 m	Front 5.5 m Rear 6 m Side 1.2 m Exterior Side: 3.0 m	Front 5.5 m Rear 6 m Side 1.2 m Exterior Side: 3.0 m
<b>Height</b>	10 m 3 storeys	10 m 3 storeys	10 m 3 storeys
<b>Lot Coverage</b>	50%	40%	50%
<b>Max. Gross floor area / floor space ratio</b>	Max 232 m <sup>2</sup> GFA	0.50 for 1-2 dwellings 0.70 for 3-4 dwellings	0.55 for 1-2 dwellings 0.80 for 3-6 dwellings
<b>Minimum Lot Size for Subdivision<sup>2</sup></b>	1,125 m <sup>2</sup>	1,125 m <sup>2</sup>	1,125 m <sup>2</sup>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 0.5 vehicle parking space per dwelling unit ≤90 m<sup>2</sup></li><li>• 1.5 vehicle parking space per dwelling unit &gt;90 m<sup>2</sup></li></ul>	<ul style="list-style-type: none"><li>• 0.5 vehicle parking space per dwelling unit ≤90 m<sup>2</sup></li><li>• 1.5 vehicle parking space per dwelling unit &gt;90 m<sup>2</sup></li></ul>	0 *Local Governments are prohibited from requiring parking in 6-unit areas

### Application Activity and Early Trends:

This section of the report provides a summary of SSMUH applications submitted since the adoption of the new zoning regulations and highlights key trends observed during the first year of implementation. The findings draw on the data presented in Attachment A, Small-Scale Multi-Unit Housing Development Activity July 2024– October 15, 2025, supplemented by insights gathered through discussions with applicants and City staff. Together, this information offers a

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<sup>1</sup> An “adaptable dwelling unit” is a unit designed and constructed to allow future modifications that improve accessibility.

<sup>2</sup> Zoning Housekeeping Text Amendment Bylaw No. 2972, 2024 clarified that minimum lot area requirement of 1,215m<sup>2</sup> is for subdivision (and not development). The Bylaw was adopted April 1, 2025.

clearer understanding of how the regulations are functioning in practice and where adjustments may be warranted.

Application numbers and type (July 2024 – October 15, 2025):

- The City has received nine SSMUH related development applications.
- A total of 39 units are proposed across all applications.
- There have been no applications in the R-3 zone; one application in the R-4 zone; seven applications in the R-6 zone; and one application to rezone from Comprehensive Development CD-O to R-6.
- With the exception of one application seeking to rezone from CD-O to R-6, all applications are for a Development Permit.
- Seven applications are currently in the review stage, meaning they have been received, are generally undergoing technical and design review, and have not yet been approved. Two applications have been approved, and the associated Development Permits have been registered at Land Titles.

Setbacks:

- All SSMUH zones include consistent building setbacks and require 5.5 m front yard, 6 m rear yard, and 1.2 m interior side yard setbacks. Exterior side yards are slightly larger, at 1.8 m in the R-3 zone and 3.0 m in R-4 and R-6 zones.
- No variances to setbacks have been required.

Height:

- All SSMUH zones permit buildings up to 10 metres or three storeys, ensuring a consistent lower-rise residential scale compatible with surrounding neighbourhoods.
- No height variances have been required.

Lot Coverage:

- Maximum building coverage varies slightly by zone to balance density and open space: 50% in R-3, 40% in R-4, and 50% in R-6.
- All development applications to date have met the applicable lot coverage limits, and no variances have been required.

Gross Floor Area:

- The *Provincial Small-Scale Multi-Unit Housing Policy Manual and Site Standards Guide* specifies that floor space ratio (FAR) and gross floor area (GFA) limits must not unreasonably restrict the number of units permitted under provincial legislation.
- The SSMUH zoning bylaw established maximum FARs of 0.50 for one to two dwellings, and 0.70 for three to four dwellings in the R-4 zone; and FARs of 0.55 for one and two dwellings, and 0.80 for three to six dwellings in the R-6 zone; with a maximum gross floor area of 232 m<sup>2</sup> for single detached dwellings in the R-3 zone.

- Applications for townhouse-style developments in the R-6 zone are generally building to the maximum 0.80 FAR. Interviews indicate that the FAR in the R-6 zone is appropriate and is functioning as intended to guide both site design and achievable density.

Recent amendments to the *Local Government Act* through Bill 16 (2024) introduced the new role of the Servicing Officer, which the City will consider as part of the upcoming Subdivision and Development Servicing Bylaw update. Once appointed, the Servicing Officer may require road dedication as a condition of building permit issuance, potentially reducing lot area and lowering achievable FAR. To mitigate this, bylaw amendments could clarify that FAR is calculated based on the lot area prior to dedication, which is an approach used in other municipalities. This matter may be revisited in the future (e.g., when the Servicing Officer is appointed).

#### Density / Permitted Units:

- The Zoning Bylaw sets clear unit limits for the SSMUH zones, permitting up to three units in R-3, four units in R-4, and up to six units in R-6, provided that the sixth unit is designed as an adaptable unit.
- Only four of the nine development applications have proposed the maximum number of units permitted in their respective zones.

#### Housing Form:

- The SSMUH zones allow for a full range of housing forms including single family, accessory dwelling units, such as secondary suites or garden suites, duplex, townhouse and small-scale apartments.
- Most proposals have been for townhouse-style developments, indicating a market preference for this form. Other applications include two duplex projects and one single-family project.
- Applicants appear to value the variety of housing forms allowed within the zones, emphasizing that this flexibility has been one of the most beneficial aspects of the City's SSMUH regulations.

#### R-6 Zone – Adaptable Housing Requirement:

- The R-6 zone permits up to six units, with the sixth unit required to be designed as an adaptable unit.
- Uptake of this option has been limited to date, with only three R-6 projects proposing to include the adaptable unit.
- Applicants who commented on the adaptable unit requirement indicated no concerns, noting the unit was manageable to design. They also observed that overall building activity has slowed, and many in the industry may be waiting to see how early projects perform before pursuing the sixth unit. It was suggested that continued updates to guidance materials on adaptable unit requirements would support applicants as interest increases. It is noted that, in light of recent provincial legislation and BC Building Code updates, a review

of the City's adaptable housing requirements was identified as an action in the 2026 – 2028 Housing Action Plan, endorsed by Council on October 7, 2025.

#### Minimum Lot Size for Subdivision:

- The SSMUH zoning amendments established a minimum lot size of 1,215 m<sup>2</sup>, reflecting the view that additional density permitted through SSMUH reduced the need for further subdivision.
- Following adoption, some confusion arose regarding the original bylaw wording, with the 1,215 m<sup>2</sup> minimum lot size being interpreted by some as the minimum required to achieve SSMUH density rather than the minimum lot size for subdivision. To address this, the Zoning Bylaw was amended on April 1, 2025 to clarify that the minimum lot size applies only to subdivision, not to development on existing lots.
- No applications have been submitted to reduce the minimum lot size for subdivision. As the Zoning Bylaw currently provides more than twice the capacity needed to meet the community's 20-year housing need, there is no immediate necessity to introduce additional development potential. Accordingly, no bylaw amendments are recommended at this time, though Council retains the discretion to consider site-specific applications on a case-by-case basis.

#### Parking:

- In the R-3 and R-4 zones, parking requirements vary by unit size: units 90 m<sup>2</sup> or smaller require a minimum of 0.5 parking spaces per unit, while units larger than 90 m<sup>2</sup> require 1.5 spaces per unit. In accordance with provincial legislation, no vehicle parking spaces are required in the R-6 zone.
- All nine applications have met or exceeded the minimum parking requirements. Although the R-6 zone has no parking requirement, each project has provided on-site spaces, typically two per unit. Given this consistent over-provision, no amendments to the parking regulations are recommended at this time.

#### Schedule A, Zoning Map:

- Provincial legislation prescribed the criteria to determine whether a property must allow three, four, or six units.
- Properties at 19140 McMyn Road and 12469 191B Street were inadvertently zoned R-4 instead of R-6 when the SSMUH zoning bylaw was adopted. The zoning for 12469 191B Street is being corrected through a development application (Zoning Amendment Bylaw No. 2997, 2025). The property at 19140 McMyn Road is proposed to be rezoned from R-4 to R-6 as part of upcoming zoning bylaw housekeeping updates to ensure consistency with provincial housing legislation.

## Summary of SSMUH Zones Review and Recommended Actions:

Following adoption of the SSMUH zoning bylaw, early implementation indicates the regulations are functioning as intended and effectively supporting a range of small-scale housing forms. Nine applications have been submitted to date, with no variances required for setbacks or height, and no concerns raised regarding floor area or density. The bylaw's flexibility has been well received by applicants, and parking standards appear appropriate, with most projects exceeding minimum requirements.

Based on these findings, no zoning changes to the R-3, R-4, or R-6 zones are recommended at this time. Application activity and market response will continue to be monitored, and refinements will be brought forward through future housekeeping updates as needed. A zoning correction for 19140 McMyn Road will also be included in an upcoming housekeeping update to ensure full alignment with provincial housing requirements.

### **III. Additional Implementation Considerations**

Review of the SSMUH implementation has highlighted other considerations, which are addressed in the next section of this report.

#### i. Regulatory Updates and Improvements

- **Development Permit Area Guidelines**

In June 2024, Council adopted amendments to the Official Community Plan to accompany the SSMUH zoning bylaw, updating the Development Permit Area No. 9, Ground-Oriented Residential guidelines. The changes introduced new housing types such as townhouses, and small-scale apartments, clarified when development permits are required, and simplified the process for minor additions and garden suites.

The 2025 OCP update further refines the Development Permit Area guidelines to clarify their application to both SSMUH and Transit-Oriented Area (TOA) developments, ensuring consistent design expectations, improved clarity, and alignment with provincial housing legislation. No further changes are recommended at this time.

- **Development Application Fees**

On November 4, 2025, Council adopted Development Application Fee Amendment Bylaw No. 3033, 2025, with a view to ensure that application fees remain appropriate with regards to providing development-related services. The bylaw update included an increase to development permit fees to account for the growing complexity of applications arising from the provincially mandated zoning changes introduced in 2024. In addition, the development permit fee structure was revised to establish two separate categories: one with a lower fee for single-family and duplex applications, and another for more complex multi-unit and non-residential development types. No further changes are recommended at this time.



- Bill 25, *Housing and Municipal Affairs Statutes Amendment Act*

On October 9, 2025, the Province introduced Bill 25 to further advance implementation of SSMUH. The bill proposes further amendments to the Local Government Act (and Vancouver Charter) to ensure consistent permitting of housing forms such as triplexes, and townhouses, and expands provincial authority to regulate site standards (such as buildable area, buildings per lot, housing form, and parking). Bill 25 also expands the definition of a “restricted zone” (i.e., a zone within which the Province requires SSMUH), notably to now include zones that permit a single family dwelling, secondary suite and garden suite.

For the City of Pitt Meadows, Bill 25 is not expected to have any direct impact at this time. The City’s R-3, R-4, and R-6 SSMUH zones already cover the new definition of a restricted zone, and meet provincial intent by enabling a full range of small-scale housing forms and densities without imposing unreasonable restrictions. The findings of this report further confirm that parking requirements are generally being exceeded across current applications, and the City’s existing zoning framework is effectively supporting SSMUH implementation without the need for further adjustment. Further review and potential updates to the SSMUH zoning may be required if the Province decides to impose additional site standards for SSMUH developments through future regulations, as further enabled by Bill 25.

## ii. Servicing and Technical Implementation

- Driveway Design and Access

The current Highway Access Bylaw regulates the number and placement of driveway access, leaving the direction to the discretion of the Director of Engineering and Operations. In general, multiple driveways are not permitted as they can increase conflicts with pedestrians and cyclists, reduce on-street parking opportunities, and limit boulevard space for trees and utilities.

The Engineering Department is reviewing the applicable bylaws and considering future amendments, including updates to the Highway and Traffic Bylaw, Highway Access Bylaw and the Subdivision and Development Servicing Bylaw, to better define current direction in limiting driveway access per property. Further updates to the Development Permit Area guidelines may be required once the Engineering review is complete.

- Servicing Standards and Connections

Increased servicing complexity has been noted for SSMUH developments, particularly because in many cases, each dwelling or unit requires individual service connections, meters, and chambers. In some cases, such as fourplex developments, accommodating multiple chambers within a single boulevard has proven challenging due to limited space and conflicts with other infrastructure and street trees.

To assist applicants and improve clarity, the Engineering Department is preparing a comprehensive SSMUH Servicing Checklist and Standard Detail Package. These tools are intended to clarify requirements and reduce repetitive inquiries; however, their development has added to existing workloads, particularly given that Engineering did not have additional staff resources available during the creation and initial implementation of the SSMUH bylaws. The Department is also exploring a preliminary “Servicing Review” process to occur prior to Building Permit application. This early-stage review would help identify off-site upgrades or servicing constraints in advance, providing applicants with a clearer understanding of costs and coordination requirements while streamlining review by both Planning and Building staff.

- **Waste Collection, Recycling and Storage**

The Development Permit guidelines require that projects provide adequate space for garbage, recycling, and compost bins for each unit; ensure convenient access for residents to move bins to the curb on collection days; and design exterior centralized collection storage areas, where needed, so they are well-integrated with the building’s architectural treatment and screened from streets and sidewalks. While garage space in recent applications appears sufficient to meet these requirements, waste collection logistics for SSMUH projects can be complex. Each dwelling typically requires individual refuse, recycling, and green-waste bins that must be spaced apart to meet collection standards, which can reduce available on-street parking and create challenges for on-site storage. Each application is reviewed on a case-by-case basis and in alignment with the Solid Waste Collection and Disposal Bylaw and Policy C060 - Garbage and Recycling Storage Space in Multifamily Residential and Mixed Use Buildings to determine if individual or centralized collection can be accommodated with the City’s service provider, and RecycleBC, and what modifications should be considered by the applicant.

- **Front Yard Parking**

Although the R-6 zone does not require parking under Provincial legislation, developers continue to include on-site spaces for each unit. Development applications show that parking is typically concentrated in the front yard, sometimes with large aprons accommodating four to six stalls. This reduces area available for landscaping, creates tighter site layouts, and affects streetscape appearance. Because applicants could proceed without any parking, staff must take a balanced approach when providing design feedback. Options to improve design outcomes may include developing incentives or other bylaw changes to encourage internal parking. Staff will continue to monitor this issue as more SSMUH projects advance.

### iii. Applicant Support and Communications

Following the enactment of the Provincial Housing Legislation in 2023, the City implemented several initiatives to help property owners, residents, and builders understand the new requirements. A dedicated Provincial Housing webpage was created to explain the legislation, summarize key changes, and share City and Provincial resources, including a video message from the Mayor, links to adopted bylaws, zone-specific brochures, and FAQs. Staff have also met with the local real estate community to provide updates and answer questions.

Additional handouts and guidelines were recently prepared to assist applicants, including updates to the Development Permit Area No. 9 Residential Checklist for Developers, and guides for Garden Suites and Secondary Suites. These materials will be available on the City’s website shortly.

### **CONCLUSION AND NEXT STEPS**

Implementing the provincial housing legislation to date has shown that Pitt Meadows’ approach has positioned the City well in meeting the new regulatory requirements while maintaining, to the extent possible under the provincial requirements, high standards for neighbourhood design and livability. As no development activity occurred within the Transit-Oriented Areas during the review period, it is not yet possible to assess how the TOA framework will function in practice. Early experience with the SSMUH zones, however, indicates that the new regulations are providing clear direction for small-scale infill, enabling a broader range of housing forms, and aligning with provincial objectives for more diverse and complete communities. The City’s approach also remains consistent with Bill 25, ensuring that local zoning and development practices continue to reflect evolving provincial direction on SSMUH.

The SSMUH submissions received to date have not demonstrated a need for amendments to the zoning regulations at this time. Some additional considerations—particularly related to servicing requirements—have been identified through initial application review; however, most implementation issues noted during the initial implementation have already been addressed, are underway, or are expected to be resolved through existing work programs. These include updates to the Subdivision and Development Servicing Bylaw, and potential updates to the Highway and Traffic Bylaw and the Amenity Cost Charges Bylaw, should changes be warranted.

### **COUNCIL STRATEGIC PLAN ALIGNMENT**

- ☐ Principled Governance      ☐ Balanced Economic Prosperity      ☐ Infrastructure  
☒ Community Spirit & Wellbeing      ☐ Corporate Pride      ☐ Public Safety  
☐ Not Applicable
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### **WORKPLAN IMPLICATIONS**

- ☒ Already accounted for in department workplan / no adjustments required  
☐ Emergent issue / will require deferral of other priority(ies)  
☐ Other

At the time of adopting the Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Area (TOA) bylaws, a commitment was made to monitor implementation and provide an update on their application and effectiveness. This review was incorporated into the Planning Department’s 2025 Work Plan to evaluate how the new zoning is functioning in practice,

identify any challenges or areas for improvement, and ensure continued alignment with provincial housing objectives.

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### **FINANCIAL IMPLICATIONS**

☒ None      ☐ Budget Previously Approved      ☐ Referral to Business Planning  
☐ Other

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### **PUBLIC PARTICIPATION**

☒ Inform      ☐ Consult      ☐ Involve      ☐ Collaborate      ☐ Empower

This review focused on the technical implementation of the new regulations, ensuring clarity, consistency, and alignment with Provincial Housing Legislation. Targeted outreach was conducted with applicants who have submitted development proposals under the new SSMUH zones to gather feedback on how the zoning and application processes are functioning in practice. Public consultation was not undertaken, as the SSMUH and TOA bylaw amendments largely implement mandatory provincial requirements, and matters such as land use, density, and parking (in the R-6 zone) are beyond the City's discretion to amend.

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### **KATZIE FIRST NATION CONSIDERATIONS**

Referral      ☐ Yes      ☒ No      ☐ Other

A referral to the Katzie First Nation is not required or recommended, at this time. It is noted that the Provincial housing legislation specifically indicates that the regulations do not apply to First Nations reserve lands.

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### **SIGN-OFFS**

#### **Written by:**

Christine Carter,  
Manager of Strategic Initiatives

#### **Reviewed by:**

Patrick Ward,  
Director of Planning & Development

Samantha Maki,  
Director of Engineering & Operations

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### **ATTACHMENT(S):**

A. Small-Scale, Multi-Unit Housing Development Applications July 2024-October 15, 2025