

CITY OF PITT MEADOWS
OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW NO. 3034, 2025

A bylaw to amend applicable sections of Official Community Plan
Bylaw No. 2864, 2020

WHEREAS it is deemed expedient to amend the City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020.

NOW THEREFORE the Council of the City of Pitt Meadows enacts as follows:

1. This Bylaw may be cited as the "Official Community Plan Amendment Bylaw No. 3034, 2025".
2. The City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020 is amended as follows:

- a) For clarity and ease of reference, all amendments enacted by this bylaw are shown in bold and underlined text. Formatting is provided for convenience only and does not form part of the bylaw.
- b) Introduction & Vision, Our Community Identity (page 5), is amended by deleting the sentence beginning with "With Pitt Meadows population..." and replacing it with the following:

With Pitt Meadows population expected to increase **by several thousand** people by **2050**, this growth will bring both opportunities and challenges.

- c) Introduction & Vision, Our Community Identity, Small-Town Character (page 6), is amended by deleting the paragraph and replacing it with the following:

Small - Town Character

Our residents enjoy the small-town character of Pitt Meadows, with many local shops and amenities accessible by walking along Harris Road. Distinct neighbourhoods offer charming residential, social and economic pockets featuring boutique shops and services. Growing families seek out our safe and friendly community and local schools that provide enriching education options. Pitt Meadows values its heritage and welcomes citizens to be highly engaged in civic life. The development pattern of the city as laid out in this OCP is intended to support and enhance the small-town character by focusing higher-density development along the Harris Road corridor; **near West Coast Express Stations**; and near the Civic Centre where shops, services,

amenities and transit are located and supporting lower density development in other parts of the urban area.

d) Introduction & Vision, Achieving Our Vision (page 7), is amended as follows:

(i) The paragraph beginning with “This OCP supports the...” is deleted and replaced with the following:

This OCP supports the concentration of higher density residential and commercial development along Harris Road. As a result of the Province of British Columbia’s Homes for People Housing legislation, and new requirements for Small-Scale, Multi-Unit Housing (SSMUH), single-family neighbourhoods are anticipated to gradually transition to denser housing forms. These include single family homes with secondary suites and garden suites, plus duplexes, townhouses and smaller-scale apartment buildings with up to three, four- or six-units. This densification is expected to provide housing options for a growing and diverse population. Development along the major corridors of the City utilizes existing roads and infrastructure to the greatest extent possible. It also encourages residents and workers to consider and use public transit.

(ii) The following new call out box is added:

Small-Scale, Multi-Unit Housing refers to residential dwelling units – ranging from 2 to 6 units. Dwelling unit examples include:

- secondary suites in single family dwellings
- garden suites
- duplexes
- triplexes
- townhomes, and
- small apartment buildings

e) Introduction & Vision, OCP Purpose (Page 9), is amended as follows:

(i) The first bullet beginning with “residential development required...” is deleted and replaced with the following:

- residential development required to meet anticipated housing needs over a period of at least 20 years;

- (ii) The paragraph beginning with “The Act further specifies...” is deleted and replaced with the following:

The Act further specifies that an OCP must include affordable, rental and special needs housing **policies**, as well as targets, policies and actions to reduce GHG emissions. It also allows for the inclusion of policies relating to social needs and wellbeing, and the preservation, restoration and enhancement of the natural environment.

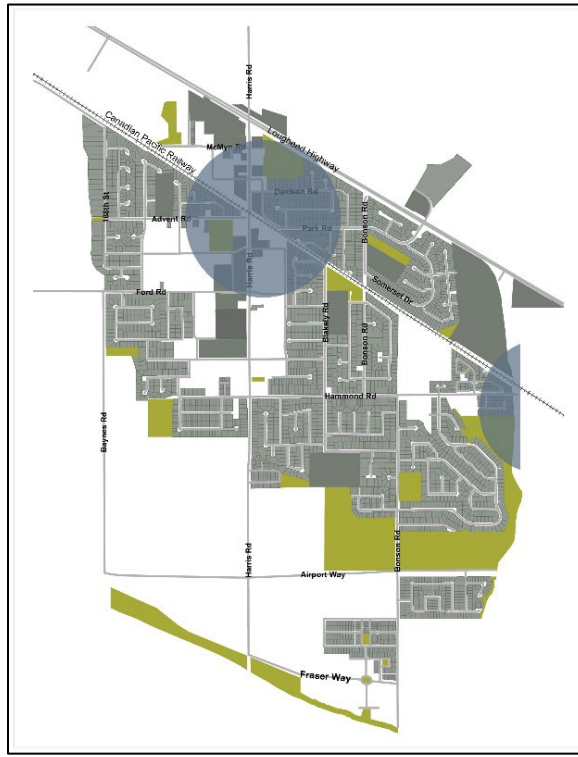
- f) The following new section is added to Introduction & Vision, between Engagement (page 12) and OCP Organization (page 13):

2025 OCP Update

As part of the Government of British Columbia’s Homes for People Action Plan, legislation came into effect in 2023, mandating that local governments prepare bylaws and an Interim Housing Needs Report to support the creation of new housing in the Province. Pursuant with the *Local Government Act*, the OCP has been updated to reflect the following legislative changes:

- Bill 44 – 2023 Housing Statutes (Residential Development) Act required that local governments pre-zone properties meeting certain criteria to allow a range of Small-Scale, Multi-Unit Housing types and prescribed densities by June 30, 2024. Council adopted the Small-Scale, Multi-Unit Housing Zoning Bylaw amendments on June 25, 2024. The OCP updates reflect these changes and achieve consistency between land use designations and zoning.
- Bill 44 – 2023 Housing Statutes (Residential Development) Act also required that local governments prepare an Interim Housing Needs Report that estimates both 5-year and 20-year housing need in the community by January 1, 2025. Local governments are required to update their Official Community Plans to accommodate the total 20-year housing need, and include policies respecting each class of housing need. Council received the Interim Housing Needs Report on November 5, 2024.
- Bill 47 – 2023 Housing Statutes (Transit-Oriented Areas) Amendment Act, required that local governments designate by bylaw, lands within certain distances around West Coast Express Stations, as Transit-Oriented Areas (TOAs) by June 30, 2024. Pursuant with the legislation, on June 25, 2024 Council

approved TOA Designation Bylaw No. 2989, 2024. The OCP does not designate the TOAs, however, it does reference TOA designation Bylaw No. 2989, 2024 and includes policies identifying where TOA minimum density and height entitlements may be permitted.



This Figure is for information only. For exact boundaries refer to Transit-Oriented Area Designation Bylaw No. 2989, 2024. Not every property within a designated TOA may be entitled to the minimum allowable height and density prescribed in the provincial regulations.

Figure 4, Transit Oriented Areas

- g) Chapter 5, Growth, Neighbourhoods & Housing (page 59), is amended by deleting the paragraph beginning with "To achieve a balance..." and replacing it with the following:

To achieve a balance between maintaining close-knit neighbourhoods with quiet streets and open spaces, and accommodating more housing units for a growing population, this OCP **originally envisioned** locating higher-density residential development along the Harris Road corridor and parts of Loughheed Highway. **However, in 2023, Provincial Housing legislation mandated that Small-Scale, Multi-Unit Housing be permitted as-of-right in urban neighbourhoods, plus required the City to designate, by bylaw, lands adjacent to the Pitt Meadows and Maple Meadows West Coast Express Stations as Transit-Oriented Areas, to support high density residential developments in those locations.**

At the same time, the Province of British Columbia, required that municipalities prepare an Interim Housing Needs report that estimates five- and 20-year housing need in the community. The Housing Needs report provides data to help identify gaps in the housing supply, understand demographic trends, and assess the affordability of housing in a community.

- h) Chapter 5, Growth, Neighbourhoods & Housing, section Growth, Neighbourhoods & Housing Issues (pages 60 and 61), is deleted in its entirety including Figures 4, 5, 6 and 7 and replaced with the following:

According to Metro Vancouver's 2025 Population Projections, Pitt Meadows is expected to experience steady population and housing growth over the next three decades. Between 2025 and 2050, the City's population is projected to rise from an estimated 21,703 residents to 26,074 residents, while dwelling units increase from an estimated 7,967 units to 10,504 units. This projected growth - representing an approximate 4,400 residents - underscores the importance of planning for a diversity of housing forms, supporting infrastructure, and community amenities. Most new homes are expected to be multi-unit dwellings, including apartments and townhouses, while the proportion of single-detached dwellings is anticipated to decline as they are gradually replaced by denser housing types.

Pitt Meadows' population is expected to continue aging over the next few decades, reflecting a broader trend across Metro Vancouver municipalities. The number of residents aged 65 and over is projected to roughly double, while those aged 85 and older are anticipated to more than triple. By contrast, other age groups are expected to grow at a much slower pace.

Pitt Meadows population trends influence how we plan for the future. For example, the preference among seniors to age in place in the community with which they are familiar suggests a need to ensure appropriate housing services are available. These include age-friendly, adaptable, single-level living, more supportive transportation options and accessible services that are conveniently located.

If we wish to encourage a more balanced demographic, Pitt Meadows will need to provide more housing options for younger adults as well as land uses that support the local economy and local employment opportunities.

Pitt Meadows' housing composition is distinct from the Metro Vancouver region, with a significantly larger share of single-detached

homes. This larger share of detached housing has heightened the community’s exposure to regional price trends, as detached homes have experienced the most substantial cost increases over the past decade. While townhouses and apartments have also risen in value, they have generally done so at a more moderate pace, offering relatively more attainable options for households seeking entry into the housing market. Together, these trends underscore both the community’s unique housing mix and the affordability challenges faced by Pitt Meadows residents within the broader regional context.




 Year	 Population	 Dwelling Units
2025	21,703	7,967
2030	22,791	8,879
2040	24,644	9,778
2050	26,074	10,504

Figure 5, Dwelling Unit and Population Projections

Source: Metro Vancouver 2025 Updates Low Growth Scenario

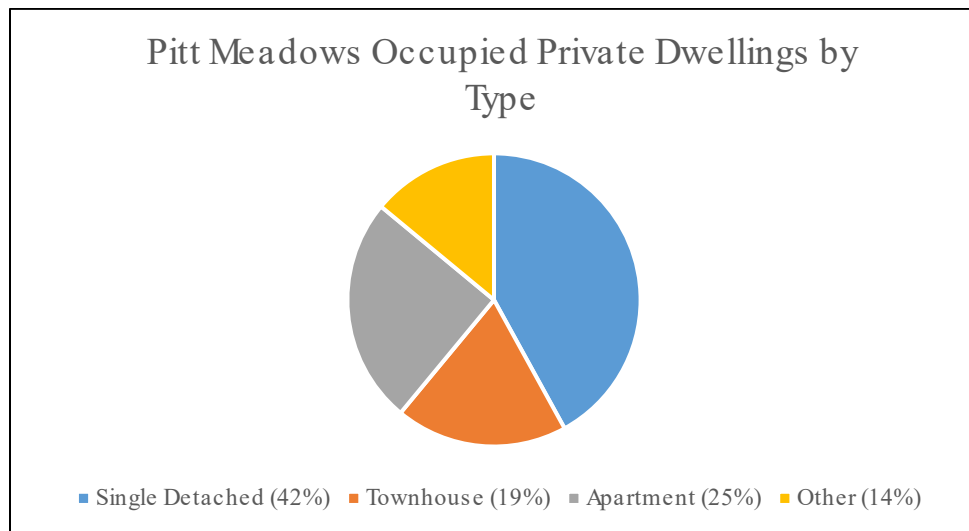


Figure 6, Pitt Meadows Occupied Private Dwellings by Type
Source: Metro Vancouver Housing Data Book 2025



Figure 7, Metro Vancouver Occupied Private Dwellings by Type
Source: Metro Vancouver Housing Data Book 2025

A graphic with a dark red background and a white circular logo at the top center. The logo depicts a person on a horse. Below the logo is a dark blue box with the text "KEY OCP ACTION AREAS" in white. Underneath this box, the text reads: "The following Key Action Areas were identified during the visioning process for the development of this OCP:". A list of action areas follows, centered on the page.

KEY OCP ACTION AREAS

The following Key Action Areas were identified during the visioning process for the development of this OCP:

- Housing Supply for the Future
- Housing Affordability
- Housing Diversity
- Market Rental Housing
- Transitional, Supported and Non-Market Rental Housing
- Homelessness
- Rural Residential Development

Statement of Housing Need:

The *Local Government Act* requires that OCPs include a statement and map designations for the approximate location, amount, type and

density of residential development needed for the next 20 years, as well as policies respecting certain classes of housing need.

According to the Interim Housing Needs Report (IHNR) received by Council on November 5, 2024, 5,195 new housing units are required over the next 20 years to meet anticipated demand, as determined through provincially prescribed methodology. The Urban and Rural Land Use designation maps in the OCP (see Maps 2A and 2B) provide capacity for an additional estimated 20,500 units - nearly four times the identified need. This ample capacity ensures that Pitt Meadows can accommodate projected growth while also maintaining flexibility to respond to changing market conditions and community priorities. OCP policies further reinforce this capacity by supporting a wide variety of housing forms and densities, ranging from low-density accessory dwellings to higher-density apartments, helping to meet housing needs across different household types and income levels.

Pitt Meadows CY (CSD, BC)		
Component	5 Year Need	20 Year Need
A. Extreme Core Housing Need	75.17	300.70
B. Persons Experiencing Homelessness	41.57	83.13
C. Suppressed Household Formation	97.65	390.59
D. Anticipated Growth	1,108.30	3,626.22
E. Rental Vacancy Rate Adjustment	6.36	25.43
F. Additional Local Demand	192.30	769.19
Total New Units – 5 years	1,521	
Total New Units – 20 years		5,195

Figure 8, Interim Housing Needs Report

Difference between Population Projections and OCP
Capacity Estimates:

Population projections - estimate future population and housing growth based on trends in demographics, migration and economic conditions, reflecting the amount of growth that is likely to occur.

Official Community Plan (OCP) capacity - refers to the theoretical maximum number of housing units that can be accommodated if all properties were built to the full density accommodated by the OCP.

- i) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.1 (page 62), Policies 5.1.1, 5.1.2, 5.1.3, and 5.1.4, are deleted and replaced with the following:
- 5.1.1: Ensure that housing units needed over the next 20 years are accommodated, by supporting the development of residential housing consistent with the locations and designations shown on Map 2A, Urban Land Use.
 - 5.1.2: Encourage ground-oriented, multi-family housing within the Urban Containment Boundary, including higher density housing located within the Town Centre.
 - 5.1.3: Give preference to the development of higher-density market and non-market housing close to public transit, that allows residents of all ages and abilities to meet most of their daily needs by walking, bicycling, public transit or other alternative forms of transportation.
 - 5.1.4: Consider allowing buildings higher than four storeys within areas designated for high-density residential and mixed residential, and mixed residential/commercial use in the Town Centre, where publicly accessible open space and other public amenities and community benefits are provided. Property zoned to permit a residential use, and within a designated Transit-Oriented Area (TOA Designation Bylaw No. 2989, 2024) may be entitled to additional height and density.

- j) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.2 (pages 63 and 64), is amended as follows:

(i) Figure 8 is deleted;

- (ii) The paragraph beginning with "A growing affordability gap..." is deleted and replaced with the following:

A growing affordability gap disproportionately affects low- to moderate-income residents and vulnerable populations, and can exacerbate poverty and food insecurity issues, particularly for children, youth and seniors. Housing costs also impact the community's ability to attract and retain employees to sustain a vibrant economy. Housing is considered affordable when **less than 30%** of a household's **before-tax** income pays for housing costs.

Greater co-ordination and partnerships between government and non-government agencies is needed to support the creation of affordable, rental and special needs housing across the housing continuum in the community, and to ensure that affordable housing creation happens hand in hand with growth.

- (iii) Policies 5.2.1, 5.2.3, 5.2.4, 5.2.9 and 5.2.10 are deleted and replaced with the following:

5.2.1: Encourage secondary suite-ready homes for new single-detached **and duplex** construction outside of the floodplain.

5.2.3: Review opportunities for redevelopment of underused/low-density sites for housing, particularly affordable, **rental, special needs housing, and family** housing projects.

5.2.4: **Encourage the provision of residential parking, in all residential and mixed-use projects. Consider** parking requirement relaxations for purpose-built, non-market units on a project-by-project basis, particularly projects in walkable centres and near transit.

5.2.9: Consider transit-oriented inclusionary housing targets for purpose-built rental and housing that would be affordable to low- to very low-income households within 800 metres of the new or existing express bus service stops and within 400 metres of **a** frequent transit **bus stop**.

5.2.10: Identify City lands that present potential opportunities for non-profit housing, housing demonstration projects, and supportive housing for seniors, families, and individuals with special needs.

k) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.3 (page 65), is amended as follows:

(i) Paragraphs 1 and 2 are deleted and replaced with the following:

Most new homes built in recent years in Pitt Meadows have been located in apartment buildings and townhouse developments. This represents a significant shift in the housing stock from the single-family homes that previously dominated. This greater diversity in the housing mix accommodates more residents. It provides greater housing choices to meet the needs of a changing population, including a larger proportion of older residents, single people, and smaller families. These choices allow residents the option of staying within the community as their needs change over time. Also, it is recognized that as housing becomes increasingly expensive, more people may turn to the rental market for their housing needs

Pitt Meadows has relatively few purpose-built rental buildings. Most rental stock takes the form of secondary suites and strata units that are rented out. Provincial housing legislation and subsequent amendments to the Zoning Bylaw to allow Small-Scale, Multi-Unit Housing is expected to increase, over time, the construction of a range of units, with a variety of unit sizes, types and tenures.

According to the IHNR, the Pitt Meadows rental vacancy rate is 1.4% which is indicative of a stressed rental market — meaning there are fewer rental options available in the community. The IHNR identifies that additional units are required to increase vacancy rates to a healthy range of 3% to 5%.

(ii) Policies 5.3.1, 5.3.4, and 5.3.5 are deleted and replaced with the following:

5.3.1: Encourage and facilitate a broad range of housing types (market and non-market) within the urban area to accommodate 20-year housing need, and meet the needs of seniors, citizens with special needs, those who require supportive housing, and the urban Indigenous population

5.3.4: Promote family-friendly housing by encouraging multi-family housing options with three or more bedrooms, in market and non-market projects.

5.3.5: Encourage the provision of residential parking, in all residential and mixed-use projects. Investigate reducing parking requirements for purpose-built rental housing (secured rental with a housing agreement) in the Town Centre and along the Frequent Transit Network. (FTN Chapter 14, Development Permit Guidelines, Permit Area 10: Multi-Family Residential is amended by adding the following new section:

(iii) The following new policies are added:

5.3.12: Encourage the construction of rental housing that includes a diverse mix of housing unit sizes and bedroom types.

5.3.13: Recognize and protect mobile home parks as an important source of attainable housing, particularly for seniors, low-income individuals, and those on fixed incomes. Discourage redevelopment that would result in the loss of these communities.

l) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.4 (page 66), Policy 5.4.2, is deleted and replaced with the following:

5.4.2: Demonstrate how the City of Pitt Meadows Housing Action Plan, Housing Needs Report, and OCP policies and initiatives are intended to achieve Metro 2050 housing-demand estimates and accommodate 20-year housing need, recognizing that senior government assistance may be required.

m) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.5 (page 66), is amended as follows:

(i) Paragraph 1 is deleted and replaced with the following:

According to the Interim Housing Needs Report (IHNR), an estimated 11,392 people in the region were unhoused — in their cars, in homeless camps, parks and forests, or in temporary shelters. The IHNR assigns a share of that estimate to the City, which equates to a 20-year need of housing for 83 persons.

Although Pitt Meadows does not have services and shelters for the unhoused, it is nevertheless impacted by this regional challenge.

ii. Policy 5.5.1 is deleted and replaced with the following:

5.5.1: Play an advocacy role in supporting the provincial and federal governments to provide support for the housing needs of the unhoused, or those at risk of becoming unhoused.

n) Chapter 5, Growth, Neighbourhoods & Housing, Objective 5.7 (page 68), is amended as follows:

(i) The following new paragraph is added after paragraph 1:

Parking can significantly impact a neighbourhood, influencing both the physical environment and the quality of life for residents. As a result of the Provincial housing legislation, the City can no longer require that residential parking be provided in certain Small-Scale, Multi-Unit Housing projects, or for eligible residential development in designated Transit-Oriented Areas. A shortage of residential parking can cause congestion, and may result in illegal parking on the street and frustration among residents and visitors.

(ii) Policies 5.7.2 and 5.7.3 are deleted and replaced with the following:

5.7.2: Request noise analysis and noise-reduction strategies for new residential developments adjacent to major highways, the CP Rail mainline and industrial areas, or in areas where Transport Canada's Noise Exposure Forecast for Pitt Meadows Regional Airport exceeds what is considered an acceptable level for such developments.

5.7.3: Encourage the provision of residential parking in all residential and mixed-use projects. For townhouse and multi-family developments, interior tandem parking spaces are not preferred, so that residents will be more likely to fully utilize all of the parking spaces allocated to their unit if needed.

o) Chapter 7, Community Wellbeing, Community Wellbeing Issues, Objective 7.1 (page 81), policy 7.1.1, is deleted and replaced with the following:

7.1.1: Support the identification, removal and prevention of barriers for persons with disabilities

- p) Chapter 9, Transportation (page 97), is amended by adding a new paragraph following the sentence "Pitt Meadows is also home to a general aviation satellite airport, Pitt Meadows Regional Airport, specializing in flight training, aircraft maintenance businesses and commercial charter operations, and is surrounded by rivers that also serve as transportation routes." as follows:

In 2023 and 2024, the Government of British Columbia, passed Bill 44 Housing Statutes (Residential Development) Amendment Act, and amended Housing Needs Report Regulation 90/2019, requiring that Local Governments prepare an Interim Housing Needs Report by January 1, 2025. Amongst other things, Interim Housing Needs Reports were required to include a statement that demonstrates the recognition and support for locating housing in close proximity to transportation. Below is the statement from the Interim Housing Needs report:

The City of Pitt Meadows supports the development of market, affordable and non-profit residential housing close to public transit, that allows residents of all ages and abilities to meet most of their daily needs by walking, bicycling, public transit or other alternative forms of transportation.

- q) Chapter 9, Transportation, Objective 9.1 (page 101), Policy 9.1.1(b), is amended by deleting bullet points 1, 2, 3 and 4 and replacing them with the following:
- impacts to agricultural land are minimized and mitigated against; and
 - third party funding can be secured for its design and construction.
- r) Chapter 9, Transportation, Objective 9.3 (page 104), is amended as follows:
- (i) The following new paragraph is added after paragraph 2:

Supporting the development of housing in proximity to transportation benefits the community. It improves accessibility by making it easier for people to get around; improves affordability by reducing the cost of housing and transportation; provides for equitable access to services, education, employment, and amenities; and helps to create complete, liveable, and sustainable communities.

(ii) The following new policies are added:

9.3.3 Encourage the development of market, affordable and non-market residential housing in close proximity to a variety of transportation modes, that allows residents of all ages and abilities to meet most of their daily needs by walking, bicycling, public transit or other alternative forms of transportation.

9.3.4 Support initiatives that reduce traffic demand and automobile trips by:

a. encouraging residential development within the Urban Containment Boundary; in the Town Centre; and near other commercial centres; and

b. encouraging housing within walking distance to employment areas, and encouraging employment opportunities in proximity to residential development.

s) Chapter 13, Land Use Designations & Map (page 135), is amended by adding a new paragraph and figure following the paragraph beginning with “This section defines the land...” and before the title “Chapter Outline” as follows:

Transit-Oriented Areas:

Lots zoned to permit a residential use and located within a designated Transit-Oriented Area (TOA designation Bylaw No. 2989, 2024) may be eligible for increased building height and density beyond what is permitted under existing land use designations, subject to compliance with the *Local Government Act, Transit-Oriented Areas Regulations,* and Council approval. Eligible TOA developments are permitted within all land use designations. Unless permitted under the existing zoning regulations, proposed developments within a TOA are subject to a rezoning process, with Council retaining discretion to consider applications on a case-by-case basis.

Figure 16, Transit-Oriented Area Minimum Allowable Density Framework

<u>Prescribed Distance (metres) from West Coast Express Station</u>	<u>Minimum Allowable Density (FAR/FSR)*</u>	<u>Minimum Allowable Height (Storeys)*</u>
<u>Less than 200</u>	<u>Up to 4.0</u>	<u>Up to 12</u>

<u>Greater than 200 to 400</u>	<u>Up to 3.0</u>	<u>Up to 8</u>
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***The Federal Pitt Meadows Airport Zoning Regulations supersede, and may restrict, the minimum allowable density and height.**

This table is provided for reference purposes only. Refer to Local Government Transit-Oriented Areas Regulation 263/2023 for additional details. If there is any inconsistency or conflict between this table and the Regulation, the Regulation will prevail.

t) Chapter 13, Land Use Designations & Map, 13.1 Land Use Designations (page 136), is amended as follows:

(i) Part 13.1.2, Residential – Low Density (page 136), is deleted in its entirety and replaced with the following:

13.1.2 RESIDENTIAL – LOW DENSITY

Purpose: to **support** the residential neighbourhood character and **provide for infill development opportunities.**

Principal forms and uses: a variety of housing forms, including single family, secondary suites, garden suites, duplex, townhouses and small-scale apartments.

Complementary Uses: home-based businesses, parks, walking/cycling paths, accessory buildings, swimming pools.

Density:

i. **The maximum number of dwelling units permitted on a lot shall be determined by the lot area and its proximity to a frequent transit bus stop, as set out below:**

- Lots 280 m² or less: up to 3 units
- Lots greater than 280 m²: up to 4 units
- Lots greater than 280 m² and within 400 m of a frequent transit bus stop: up to 6 units

(ii) Part 13.1.3, Residential – Medium Density (page 136), is amended by deleting “Density: 31 to 100 units per net hectare” and replacing it with the following:

Density: **up to** 100 units per net hectare.

(iii) Part 13.1.5, Rural Residential (page 136), is amended by deleting “Density: Maximum one unit per net hectare. Council may consider

greater density within the Rural Residential land use designation area on a case-by-case basis.” and replacing it with the following:

Density: **Maximum one unit per net hectare.**

- u) Chapter 14 – Development Permit Areas Guidelines, Permit Area 8, Town Centre Mixed Residential / Commercial (page 166), is amended by deleting 8.1 Purpose and replacing it with the following:

8.1 Purpose

The Town Centre Mixed Residential/Commercial Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of mixed residential/commercial development pursuant to the *Local Government Act*. **The Town Centre Mixed Residential / Commercial, Development Permit Area Guidelines also apply to development applications seeking seven or more units and located within a Transit-Oriented Area as identified by the Transit-Oriented Area Designation Bylaw.**

- v) Chapter 14 – Development Permit Areas Guidelines, Permit Area 9, Ground Oriented Residential (page 170), is amended by deleting 9.1 Purpose and replacing it with the following:

9.1 Purpose

The Ground-oriented Residential Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of intensive residential development pursuant to the *Local Government Act*. **The Ground-Oriented Residential Development Permit Area Guidelines also apply to Small Scale Multi-Unit Housing development applications seeking six residential units or less.**

- w) Chapter 14 – Development Permit Areas Guidelines, Permit Area 10, Multi-Family Residential, 10.3 Designated Area (page 175), is amended by adding a new policy 10.3.2 as follows:

10.3.2 Development Permits in Transit-Oriented Areas

- a) **The guidelines of DPA 8, Town Centre Mixed Residential / Commercial, will apply to development applications seeking seven or more units, and located within a Transit-Oriented Area as identified by the Transit-Oriented Area Designation Bylaw.**

- x) All figure numbers and corresponding references are hereby updated to reflect renumbering resulting from amendments contained within this bylaw.

READ a **FIRST** and **SECOND** time on October 28, 2025.

PUBLIC HEARING held on November 18, 2025.

READ a **THIRD** time and **ADOPTED** on December 2, 2025.

Nicole MacDonald
Mayor

Kate Barchard
Corporate Officer