

Table 1 – SSMUH High Level Issues

Issue	Legislation	Provincial Guidance/Legislation	CPM current requirements	Advantages/Disadvantages	Emerging Staff Recommendations
1. <b>SSMUH density entitlements in TOA designated areas</b>	SSMUH/ TOA	Transit Oriented Area (TOA) Policy Manual identifies that properties within a designated TOA area are exempt from the requirements to zone for 3 to 6 units under the SSMUH  TOA designation includes residential parcels within 400 m of a transit station. Properties that are partially within the TOA radius, are deemed to be 100% within the TOA  (see Appendix H - Map of TOA)	312 properties within the TOA are currently zoned for residential use, and are primarily a single family or duplex housing form.  Council has the option of: i. exempting the affected residential properties from the SSMUH density entitlements, or ii. zoning the current residential properties to permit SSMUH densities. Noting that only OCP designated Residential properties would be granted the SSMUH density entitlements.	Advantages of extending SSMUH densities to TOA designated properties: - Residential lots are in established residential neighbourhoods, so it would treat all lots in the area the same - TOA development will likely take years to consolidate/develop - Provides residential homeowners in TOA's an opportunity to create housing on their properties in the short term - Short-term development should support transit ridership  Disadvantages of extending SSMUH densities to TOA designated properties: - May make lot consolidation challenging	Staff recommend that the SSMUH density entitlements be extended to Residential designated and zoned properties in the TOA.
2. <b>Density Bonus of 6<sup>th</sup> unit</b>	SSMUH	- Section 482 LGA allows LG's to establish conditional density rules to achieve 1 of the 6 units permitted under SSMUH  - The 6 <sup>th</sup> unit it to be limited to affordable or special needs housing  - Bill 16-2024 appears to introduce changes to conditional density rules that may limit LG ability to impose density bonus in SSMUH	- In 2025 buildings with common entrances or elevators will be required to meet new adaptability provisions in the Building Code.  - Will not apply to garden suites, single family, duplex, and townhouse	Advantages of allowing a 6 <sup>th</sup> unit through a density bonus: - Can create affordable or special needs housing unit - Amenity Cost Charge program cannot be used for affordable or special needs housing  Disadvantages of allowing 6 <sup>th</sup> unit as a density bonus: - Potential additional costs for applicant - Non market or accessible units may require CPM monitoring & enforcement	That the 6 unit in areas within 400 m of frequent transit be allowed as a density bonus with options including: - Creation of an adaptable unit - staff are exploring possibility of taking cash-in-lieu contribution for affordable or special needs reserve fund  Staff are reviewing Bill 16-2024 to assess whether density bonus can be applied
3. <b>Prescribing Unit Typology</b>	SSMUH	SSMUH Policy Manual: - LG's should be flexible in terms of permitting the full range of combinations and configurations of SSMUH - LG's can prescribe unit typology. For example, an area that permits 4 units could only allow a 4-plex - LG zoning should not create zones that are prohibitive to achieving the SSMUH density entitlements	- CPM zoning bylaw currently allows a range of uses in multi-family zones.  - SSMUH zoning could expand on the range of uses to include secondary suites, garden suites, single family, duplex, multi-plex and townhouse	Advantages of prescribing unit typology: - None identified to date Disadvantages of prescribing unit typology: - limits flexibility to take into account site considerations (i.e. servicing, trees, environment and heritage) - restricts the creation of a variety of unit types and sizes - could result in a repetitive building form - not all properties are the same and could restrict density	That the City's new SSMUH zones allow the full range of SSMUH unit typology (i.e. single family, secondary suite, garden suite, duplex, multi-plex, townhouse and apartment) subject to the maximum density regulations in the zone

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<b>4. Subdivision and minimum lot size</b>	SSMUH	<p>LG's should consider relationship between lot/frontage size and potential number and viability of units</p> <p>Smaller lots can mean a more efficient use of infrastructure and services</p> <p>SSMUH legislation sets out specific lot sizes for the purpose of determining density but does not establish minimum lot sizes for the purposes of subdivision.</p>	<p>The most predominate zone in the 4 and 6 unit areas is the R-1 zone which currently has a minimum lot area 409 m2.</p> <p>Many properties rezone to the R-2 zone which has a minimum lot area of 350m2.</p> <p>Subdivision has the potential to double density. For example, without subdivision a lot may have up to 6 units. With subdivision the same property could have up to 12 units.</p>	<p>Advantages of increasing current lot sizes:</p> <ul style="list-style-type: none"> <li>- Given SSMUH densification, it is uncertain that additional lots are needed</li> <li>- Larger lots result in larger unit sizes and are less challenging to maximize density</li> <li>- Provides greater opportunity for landscaping, tree protection, open space, parking, and on-site servicing</li> </ul> <p>Disadvantages of increasing current lot sizes:</p> <ul style="list-style-type: none"> <li>- discontinues current lotting pattern already established on certain streets</li> </ul>	<p>Staff recommend that the lot sizes be increased to limit subdivision in UCB.</p> <p>Staff further recommend that densification and unit numbers be monitored, and that this topic be revisited pending completion of Housing Needs Report and OCP amendments.</p>
<b>5. Location of on-site parking: tandem front yard rear yard</b>	SSMUH	<p>SSMUH Policy Manual:</p> <p>Parking has the greatest impact on the viability of a project</p> <p>LG's cannot require parking in 6 unit areas</p> <p>No parking requirement is recommended for most SSMUH housing forms</p> <p>2018 Metro Vancouver study found that parking supply exceeded use by around 40% in strata developments</p>	<p>Tandem – refers to 2 parking spaces, one behind the other</p> <p>Tandem parking is permitted for single-family residential, duplex residential, apartments, secondary suite, bed and breakfast, and townhouse residential.</p> <p>Tandem parking:</p> <ol style="list-style-type: none"> <li>both parking spaces are to be held by the same owner;</li> <li>apartments &amp; townhouse, the tandem parking spaces not to exceed 50%</li> </ol> <p>Parking in front yard is limited to the driveway.</p>	<p>Advantages of tandem and front yard parking:</p> <ul style="list-style-type: none"> <li>- provides for parking on site</li> <li>- provides flexibility in location of parking</li> <li>- location requirements should not impact ability to achieve unit entitlement</li> </ul> <p>Disadvantages of tandem &amp; front yard parking:</p> <ul style="list-style-type: none"> <li>- front yard parking has potential to remove on-street parking</li> <li>- tandem spots are difficult to access</li> <li>- negative aesthetic or appearance of the streetscape</li> </ul>	<p>That tandem and parking in the front yard be permitted as an incentive for providing parking.</p>
<b>6. Unit Size</b>	SSMUH	<p>A variety of unit types and sizes is supported.</p>	<p>Housing Needs Report identifies a need for seniors and family housing</p> <p>There is an opportunity to regulate the size of units.</p>	<p>Advantages of regulating unit size:</p> <ul style="list-style-type: none"> <li>- Is in alignment with Housing Needs Report as it creates a variety of unit sizes</li> <li>- Could create units suitable for seniors and/or families</li> </ul> <p>Disadvantages:</p> <ul style="list-style-type: none"> <li>- Is very prescriptive</li> <li>- Removes flexibility for homeowner</li> </ul>	<p>Staff are not recommending that unit size be regulated.</p> <p>Staff favour the requirement that in duplex, townhouse &amp; apartments that at least 1 or 2 dwelling units must contain at least 3 bedrooms.</p>

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7. Development Permit (DP) Areas: Form & Character	SSMUH	SSMUH Policy Manual: <ul style="list-style-type: none"><li>- Local Governments are discouraged from using DP's for SSMUH</li><li>- Prefer LG's to produce set of voluntary, non-regulatory design guidelines</li><li>- Some jurisdictions have template plans that are consistent with zoning and design</li></ul>	Development Permit (DP) Areas <ul style="list-style-type: none"><li>- DP's currently required for garden suites, intensive residential, duplex, house-plex, and multi-family housing forms</li></ul> Director of Planning is delegated authority to: <ul style="list-style-type: none"><li>- amend minor development permits issued by Council and</li><li>- issue development permits for duplexes, garden suites and up to four contiguous infill single-family lots</li></ul>	Advantages of status quo: <ul style="list-style-type: none"><li>- Gives Council opportunity to review</li></ul> Disadvantages of status Quo: <ul style="list-style-type: none"><li>- Inconsistent with SSMUH Policy Manual</li><li>- DP review contributes to costs and time in process</li></ul>	<ul style="list-style-type: none"><li>- That no DP be required for garden suites</li><li>- That Director of Planning continue to issue DP's for up to 4 contiguous infill lots and duplexes</li><li>- That Council continue to review DP's for triplex and house-plex, townhouse and apartment forms, and greater than 4 single family contiguous infill lots</li><li>- That staff monitor DP activity and bring back report to consider further exemptions and/or delegation, as needed</li><li>- That when Permit Ready plans are introduced by the Province, staff will review and consider appropriateness of waiving DP requirements</li></ul>