
 A/Director	 Municipal Manager/Deputy Municipal Manager
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<u>COUNCIL AGENDA</u>	
Date: <u>March 30, 2026</u>	Item: <u>5.</u>



DISTRICT OF WEST VANCOUVER
 750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	March 11, 2026
From:	Winnie Yip, Senior Community Planner
Subject:	Small-Scale Multi-Unit Housing Legislation (Bill 25) Compliance – Direction to Proceed

RECOMMENDATION

THAT

1. The report titled “Small-Scale Multi-Unit Housing Legislation (Bill 25) Compliance – Direction to Proceed” dated March 11, 2026, from the Senior Community Planner be received for information; and
2. Staff be directed to prepare Zoning Bylaw amendments to comply with Provincial Small-Scale Multi-Unit Housing (Bill 25) requirements, as outlined in Appendix D to the report titled “Small-Scale Multi-Unit Housing Legislation (Bill 25) Compliance – Direction to Proceed” dated March 11, 2026, from the Senior Community Planner.

1.0 Purpose

To provide information on new Small-Scale Multi-Unit Housing (SSMUH) legislation, outline a working approach to compliance, and seek Council direction to prepare Zoning Bylaw amendments.

2.0 Legislation/Bylaw/Policy

The Province amended SSMUH requirements in the *Local Government Act* (LGA) through *Bill 25: Housing and Municipal Affairs Statutes Amendment Act* on November 27, 2025. As a result, the LGA now requires almost all lots currently zoned RS or RD in the District be amended, primarily to allow four to six units per lot, by June 30, 2026.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan

Council’s 2024-2025 Strategic Plan (prepared prior to Bill 25) identifies the goal to “expand a diverse housing supply”, including:

- Objective 2.2: Respond to other new legislation (Bill 44 – 2023: Housing Statutes (Residential Development) Amendment Act,

2023) designed to speed up local government development approvals.

- Deliverable 2.2.1: Update Official Community Plan, Zoning Bylaw and supplementary bylaws. Additional resources required. (2024-2025+).

Official Community Plan (OCP)

Compliance with Bill 25 would align with some specific OCP policies (adopted by Council prior to Bill 25), including:

- 2.1.2(a): allow coach house stratification and triplexes;
- 2.1.3(c): permit fourplexes where required by legislation; and
- 2.1.4(c): permit up to six units and three storeys where required by legislation.

However, Bill 25 is generally inconsistent with the OCP's overarching land use framework which directs growth through local planning to mixed-use centres, and takes a more deliberate, context-based approach to “missing middle” housing in neighbourhoods. Bill 25 shifts the District's growth model from a nodal approach focused on centres to a more dispersed pattern across all neighbourhoods.

4.0 Financial Implications

This report was – and future Zoning Bylaw amendments would be – prepared using existing staff resources, which would otherwise be allocated to other District planning initiatives.

5.0 Background

In 2023, the Province adopted Bill 44 to enable SSMUH development. Key requirements of Bill 44 included:

1. Requiring municipalities to amend zoning bylaws by June 30, 2024 to permit 3-6 units on “Restricted Zones”, defined at the time as lands limited to single-family and duplex uses, with or without secondary suites.
2. Limiting municipal powers under Parts 14 and 15 of the LGA (e.g., development permits, land use regulation, heritage conservation) from unreasonably restricting SSMUH.
3. Prohibiting public hearings for zoning bylaws proposed to comply with SSMUH requirements.
4. Granting ministerial authority to make regulations respecting zoning and site standards.

Council defeated the initial zoning amendments on May 27, 2024. Following a Ministerial Notice issued on July 25, 2024, Council adopted Amendment Bylaw No. 5351, 2024 on August 12, 2024, to achieve compliance.

In 2025, Bill 25 further amended the LGA by:

1. Expanding “Restricted Zones” to include lands limited to single-family, secondary suite, and detached secondary suites (coach house) uses.
2. Requiring zoning compliance by June 30, 2026.
3. Expanding ministerial authority to regulate housing form, density, and parking standards.

Upon adoption of Bill 25, the Province indicated that it would monitor municipal compliance and could “put its recommended minimum standards into regulations and require local governments to implement those standards” [if] “overly restrictive site standards [...] continue to serve as barriers”.

6.0 Analysis

6.1 Discussion

Applicability of Expanded SSMUH Requirements

District compliance with Bill 44 in 2024 enabled SSMUH on 381 parcels, primarily duplex-zoned, increasing zoned capacity by approximately 750 units. While unit number allowances were adjusted, other site regulations (e.g., height, setbacks, FAR) were not amended.

The expansion of the “Restricted Zone” definition through Bill 25 now affects most single-family zones. After accounting for statutory exemptions, approximately 10,400 residential parcels are now subject to SSMUH requirements. Compliance would result in a theoretical housing capacity increase of ~12,350 units. The zones, number of parcels, and required SSMUH unit allowances are detailed in **Appendix A**.

SSMUH Requirements and Provincial Guidelines

To comply with the LGA by June 30, 2026, the Zoning Bylaw must permit the following minimum unit densities on impacted parcels:

- Lots $\leq 280 \text{ m}^2 = 3$ units
- Lots $> 280 \text{ m}^2$ and more than 400 m from frequent transit = 4 units
- Lots $\geq 281 \text{ m}^2$ and within 400 m of frequent transit = 6 units, with no parking requirement

Most parcels in the District would increase from 3 to 4 permitted units, while parcels within 400 m of Marine Drive (to approximately 25th Street) would permit 6 units (see Map in **Appendix B**).

The LGA also requires consideration of Provincial guidelines and site standards for SSMUH. These have been reviewed and considered by staff and are attached as Appendix C. Staff have also reviewed SSMUH-compliant amendments since 2024 of other Metro Vancouver municipalities who adjusted zoning standards (e.g. lot coverage, setbacks, height, FAR) without adopting the Provincial site standards.

Given past Bill 44 experience, expanded ministerial authority, and the Province’s ability to intervene where regulations are overly restrictive, staff recommend commencing the process to amend zoning to permit required unit number allowances through adjusted site standards.

Proposed Working Approach to Compliance

The zoning bylaw regulates what can be built on a lot; hence any amendments to the zoning bylaw will necessarily impact the built-form of West Vancouver. Recognizing the Provincial mandate and with consideration to the Provincial site standards, staff have prepared a “working approach” guided by nine “principles”. These principles further take into account the District’s context, housing needs, previous public input, and staff’s technical analysis and experience in administering existing regulations. These principles are summarized below and provided in full in the attached Working Approach (**Appendix D**).

Working Approach in 4-Unit Zones

- Principle 1: Support neighbourliness and distinct neighbourhoods** by keeping the two-storey plus basement scale and front and side setbacks consistent across zones, while maintaining the building size and lot area differences between zones. Modest adjustments to site coverage (from 30-40% to 35-40%) and height (from 7.62m to 8m) are proposed to increase flexibility.
- Principle 2: Manage massing and simplify calculations** by requiring a smaller top storey (75% of the storey below) and shifting to clearer methodologies, including average grade calculations, to facilitate home design.
- Principle 3: Respect rights and use of property** while simplifying FAR calculations by replacing complex exclusions and bonuses with an all inclusive FAR of 0.45 for a single-family building (reflecting existing house allowance) and 0.65 for all buildings on the lot, with both ownership and rental allowed (but not required).
- Principle 4: Provide flexible housing choices** by maintaining existing options (single family, rental suite, and rental coach house), and adding new options such as ownership coach houses, triplexes, and fourplexes.
- Principle 5: Maintain a primary/secondary building scale** on a lot through height differentiation (8 m front building, 6.4 m

rear). On large lots over 930 m² (~10,000 ft²), allow up to three smaller detached buildings (but only two on smaller lots where three buildings would result in “crowding”).

Working Approach in 6-Unit Zone

Principle 6: Guide new “missing middle” housing by building on the 4-unit principles, adjusted to reflect existing zoning rights (all inclusive 0.8 FAR), and requiring six-unit developments provide at least one affordable rental unit.

Principle 7: Introduce and manage 3-storey options only if owners choose to build three or more units with a range of housing options, while keeping site coverage at 35-40% for three to four units, increasing to 40-45% for five to six units.

Principle 8: Facilitate townhouse assemblies and mitigate parking impacts by permitting 1.2 FAR, 50% site coverage, and excluding underground parking from FAR when two or more lots are assembled.

Principle 9: Respect block and street character by aligning the new six-unit zone to the nearest lane to avoid mid-block inconsistencies, ensure rear-lot upslope transitions, and prevent the creation of asymmetrical streets.

While the working approach above would guide new four- and six-unit housing, it is important to note that landowners could still choose to build fewer than the maximum number of permitted units. Those who elect to construct a single-family home, with or without a suite, would continue to follow site standards that remain largely consistent with current regulations.

Parcels with a lot area of 280 m² or less (representing 0.3% of SSMUH parcels) would follow site regulations aligned with either the four- or six-unit zones, depending on their location. Landowners of such parcels could choose to build to a range of housing forms up to a maximum three units – for example, a single-family, a home with secondary suite and coach house, a duplex with coach house, or a triplex.

Exemptions from SSMUH Requirements

Section 481.4 of the LGA exempts parcels that are protected by a Heritage Designation Bylaw, exceed 4,050 m², or are not served by municipal or regional water or sewer. Across all zones, approximately 630 parcels are exempt.

Next Steps

To meet the June 30 deadline, staff recommend commencing the preparation of a Zoning Amendment Bylaw based on the working approach. This would require extensive further technical work, and refinements – generally consistent with the working approach – may arise and need to be addressed through bylaw preparation.

Subject to Council direction, the amendment bylaw is anticipated to be presented to Council on May 11, 2026, at which time Council would consider setting a date for first reading and authorizing the required public notice. If Council then proceeds, first reading would be anticipated for June 8, 2026, and adoption anticipated for June 22, 2026 (i.e. the last regular Council meeting before the legislated deadline). Providing direction (as recommended in this report) for staff to commence preparing compliant bylaws does not predetermine future Council decisions.

6.2 Climate Change & Sustainability

While SSMUH may increase housing diversity, redevelopment could reduce open space and tree canopy. To help mitigate these impacts, staff would explore potential regulations related to vegetated permeable surfaces and tree planting for SSMUH development, similar to standards currently applied to single-family homes. Existing energy and carbon step code requirements, and environmental development permit requirements (e.g. creek, slope, wildfire, foreshore), would continue to apply.

SSMUH compliance would shift the District's planning framework from a nodal approach – concentrating housing in transit-supported centres – to a more distributed pattern. While this may broaden housing options, it would likely increase car dependency in areas with limited transit and walkable amenities, potentially raising per-capita transportation emissions unless accompanied by investment in active transportation and transit.

6.3 Public Engagement and Outreach

Planning Committee Feedback

A draft version of the working approach was presented to Council's Planning Committee on February 25, 2026. The Committee provided several suggestions on the four-unit area, including increasing FAR and height, allowing more residential buildings on large lots, and removing the requirement for one rental unit to achieve the maximum four units. The Committee expressed support for the remaining principles.

In response, staff have adjusted the four-unit working approach by increasing FAR from 0.60 to 0.65, increasing maximum height from 7.62m to 8m, permitting up to three residential buildings on lots greater than 930m², and removing the rental requirement for four-unit developments.

Strong support was expressed for the six-unit working approach, and no changes have been made to the principles discussed at the Committee meeting for this area. The meeting minutes are attached as **Appendix E**.

Public Engagement

The Provincial legislation affects approximately 83% of residential parcels in the District, but the Provincial compliance deadline of June 30, 2026 prevents the level of public consultation that would be expected for an initiative of this scale.

If Council directs staff to proceed, a webpage would be prepared providing information about the Provincial requirements, the map of affected parcels (**Appendix B**) and the proposed compliance approach (**Appendix D**). District social media channels would be used to promote awareness with enquiries and feedback directed to a dedicated email.

Should bylaws proceed, at the time of consideration, a public hearing would be prohibited under Section 464(4) of the LGA; however, public notice would be provided in accordance with Section 467(1).

6.4 Other Communication, Consultation, and Research

Pending Council decisions, the amendment bylaw would be referred to the Ministry of Transportation and Transit for approval after first reading and before Bylaw adoption, as required under the *Transportation Act*.

Compliance would modify “Restricted Zones” while leaving others (i.e., RS7, RS8, RS8-UL, RG, and CD zones) unchanged. These “legacy zones” would retain existing regulations and methodologies (e.g., FAR and highest building face calculations), increasing the overall complexity of the Zoning Bylaw. Future housekeeping amendments would be required to harmonize these differences.

Staff would also anticipate proposing a new Development Permit Area for the six-unit zone through a separate OCP amendment, following SSMUH compliance, to establish form and character expectations and replace existing design guidelines that would no longer be applicable.

Depending on market uptake, an increase in housing supply would be expected – over time – to place additional demands on infrastructure and amenities. Staff would expect to provide further information to Council and seek Council direction on the use of legislatively available growth financing tools to help fund growth-related infrastructure and amenities. This would further include updates to servicing capacity standards in the District’s Water Use Regulation and Sewer and Drainage Regulation Bylaws, to mitigate impacts on the District’s utility systems.

7.0 Options

7.1 Recommended Option

At the time of consideration of this report, Council may:

- (a) Receive this report for information, and

(b) Direct staff to commence preparation of Zoning Bylaw amendments to comply with SSMUH legislation.

7.2 Considered Options

(c) Provide alternative direction (to be specified).


Staff note that the LGA requires Zoning Bylaw amendments be adopted by June 30, 2026, and alternative direction may hinder the District's ability to meet this legislated deadline.

8.0 Conclusion

Amendments to the LGA require the District to permit small-scale multi-unit housing on approximately 10,400 parcels. Staff are seeking Council direction to commence the preparation of legislatively required Zoning Bylaw amendments, generally consistent with the Working Approach attached as Appendix D, to achieve compliance by June 30, 2026.

Author: 
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Concurrence: 
David Hawkins, Senior Manager of Community Planning and Sustainability


Michelle McGuire, Senior Manager of Current Planning and Urban Design

Appendices: (List and label)

- A. Table of SSMUH Zones and Prescribed Unit Densities
- B. Map of SSMUH impacted parcels
- C. Provincial Site Standards
- D. SSMUH Working Approach
- E. Minutes of the February 25, 2026 Planning Committee meeting

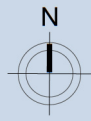
Appendix A

Small-Scale Multi-Unit Housing – Affected Zones and Prescribed Unit Densities

Zones	Address	3 units required	4 units required	6 units with no parking required
RS2	Various		350	
RS3	Various	5	5408	29
RS4	Various	7	1480	31
RS5	Various	3	1588	664
RS9	Various			33
RS10	Various		503	
RD1	Various	6	22	200
RD2	Various		20	
RD3	1844/46 Bellevue Ave & 2302/04 Bellevue Ave			4
CU3	80 18th St (Royal Canadian Legion – Pacific 60) & 1763 Bellevue Ave	3		
PA2	Various		4	6
CD4	385 Nelson Ave, 6528/38 Marine Dr		3	
CD23	6343 Bruce St		3	
CD41	Garrow Way (6217-6223 Imperial Ave)		3	
CD47	Hollyburn Mews			1
CD48	2599 Marine Dr		1	
CD49	2066-2072 Fulton Ave			1
CD77	5500 Block Parthenon Pl & 5490 Marine Dr		15	
CD80	382-398 Mathers Ave	8		
CD81	800 Taylorwood Pl		21	
CD82	6255 & 6265 Imperial Ave, 6620-6678 Marine Dr		10	
Total		32	9431	969

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west **vancouver**

SSMUH Min Unit

- Minimum 3 Units Required
- Minimum 4 Units Required
- Minimum 6 Units Required with No Parking Required

0 0.5 1 2 Kilometers

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Table 6: Recommended zoning regulations for lots requiring a minimum of 3 or 4 units that are less than 1,215m² in size

Zoning Bylaw Parameter	Recommended Benchmark Regulation	Considerations
Front Lot Line Setback	Minimum of 2 metres	A front lot line setback of 4-6 metres may be warranted if there are no sidewalks or public boulevards for trees, or to accommodate stormwater infrastructure or future road or right-of-way dedications.
Rear Lot Line Setback	Minimum of 1.5 metres for ADUs or main buildings	Actual rear lot line setbacks will approximate 5 metres if parking in rear is required due to parking requirements and lot configuration.
Side Lot Line Setbacks	Minimum of 1.2 metres	Actual side setbacks will approximate 3 metres if parking in rear is required due to parking requirements and lot configuration.
Maximum Height	Maximum building height of 11 metres to the mid-point of a pitched roof or highest point of a flat roof	A universal height limit that permits three stories regardless of the method of measurement, site gradient, or roof style is recommended to help improve the viability and diversity of SSMUH housing forms.
Maximum Number of Storeys	3	
Maximum Lot Coverage	50%	Onsite parking requirements will contribute significantly to impervious surface coverage on lots. Impervious coverages exceeding 60% may require on-site stormwater retention and/or treatment.
Off-Street Parking Requirements	Maximum 0.5 space/unit if lot is within 800 m of transit stop with a bus at a minimum frequency of every 15 minutes (measured between 7am – 7pm) Maximum 1 space/unit otherwise	Other factors that could be used to set parking requirements include proximity to services (e.g., designated village or town centres), walk scores, and the availability of on-street or other parking alternatives. Higher maximum parking requirements (e.g., 1.5 spaces/unit) may be appropriate in smaller communities with no or limited public transportation, or for example, where on-street parking is impractical due to snow removal requirements.

Table 7: Recommended zoning regulations for lots requiring a minimum of 4 units and are more than 1,215 m² in size

Zoning Bylaw Parameter	Recommended Benchmark Regulation	Considerations
Front Lot Line Setback	Minimum of 4-6 metres	
Rear Lot Line Setback	Minimum of 6 metres for main buildings Minimum of 1.5 metres for ADUs	
Side Lot Line Setbacks	Combined minimum setback for side-yards of 3 metres	Combined side-yard setback minimums (rather than individual side yard minimums) increase flexibility to respond to site conditions, and better support use of side yards for exterior living space. Minimum distances of 1.2 – 1.5 metres from property lines may be required for building code considerations (depending on combustibility). If parking is at the rear, setbacks of approximately 3 to 4 metres will be required on the side used for vehicular access.
Maximum Height	Maximum building height of 11 metres to the mid-point of a pitched roof or highest point of a flat roof	Depending on how height is measured by a local government, heights greater than 11 metres may be required on sloped sites to achieve 3 storeys.
Maximum Number of Storeys	3	
Maximum Lot Coverage	40%	Off-street parking requirements will increase impervious surface coverage significantly.
Off-Street Parking Requirements	Maximum 0.5 space/unit if lot is within 800 m of transit stop with a bus at a minimum frequency of every 15 minutes (measured between 7am – 7pm) Maximum 1 space/unit otherwise	Other factors to set parking requirements could include proximity to services (e.g. town centres), walk scores, and the availability of on-street or other parking alternatives. Higher maximum parking requirements (e.g., 1.5 spaces/unit) may be appropriate in smaller communities with no or limited public transportation, or for example, where on-street parking is impractical due to snow removal requirements.

- providing maximum flexibility on lots for various building forms and configurations, which will contribute to a greater diversity of housing types.

Table 8: Recommended zoning regulations for lots requiring a minimum of 6 units

Zoning Bylaw Parameter	Recommended Benchmark Regulation	Considerations
Front Lot Line Setback	Minimum of 2 metres	A front setback of 4-6 metres may be warranted if there are no sidewalks or public boulevards for trees, or to accommodate stormwater infrastructure or future road or right-of-way dedications.
Rear Lot Line Setback	Minimum 1.5 metres	
Side Lot Line Setbacks	Minimum of 0 -1.2 metres	<p>Zero side lot line setbacks are appropriate in urban settings to achieve row housing typologies, which will help improve urban/street vibrancy, and are viable spatially due to the absence of on-site parking.</p> <p>Side lot setbacks approximating 2.5 metres may be required for combustible buildings.</p>
Maximum Height	Maximum building height of 11 metres to the mid-point of a pitched roof or to the highest point of a flat roof	Depending on how building height is measured by a local government, heights greater than 11 metres may be required on sloped sites to achieve 3 storeys.
Maximum Number of Storeys	3	On small lots, four storeys may be required to achieve a minimum of six livable units.
Maximum Lot Coverage	60%	<p>On-site stormwater retention and/or treatment may be required.</p> <p>A higher lot coverage limit (e.g., 70%) may be required on small lots to achieve a sufficiently large buildable area; however, increasing height limits may be a preferable solution to maintain site permeability.</p>
Off-Street Parking Requirements	0	Local governments are not permitted to set off-street parking requirements in relation to residential uses.

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Bill 25 Small-Scale Multi-Unit Housing (SSMUH): Working Approach

1.0 Introduction

This document provides a “working approach” to Zoning Bylaw amendments that would enable the District to comply with the Province’s Small-Scale Multi-Unit Housing (SSMUH) legislation. It summarizes the legislation and describes “nine principles” that District staff are using to prepare Zoning Bylaw amendments. This document is intended to support public understanding of the SSMUH requirements and explain how staff are responding to the Provincial mandate through bylaw preparation. It is not the Zoning Bylaw amendment itself (which requires ongoing staff technical work) and it does not pre-commit the District to a given outcome (which will be determined by future Council decisions regarding Zoning Bylaw amendments).

2.0 Overview of Legislation

Small-Scale Multi-Unit Housing (SSMUH) refers to a range of ground-oriented housing types, such as secondary suites, coach houses, multiplexes like duplexes and triplexes, and townhomes. Provincial legislation requires these forms of housing be allowed broadly across most residential zones in BC, as described below.

2.1 Bill 44 (2023): SSMUH - [Previous Legislation](#)

Provincial *Bill 44: Housing Statutes (Residential Development) Amendment Act* came into effect on December 7, 2023. This amendment to the *Local Government Act* (LGA) mandated local governments amend their zoning bylaws by June 30, 2024, to permit SSMUH in zones that allowed only single-family and/or duplex dwellings, with or without one secondary suite per principal dwelling (referred to as “Restricted Zone”).

Within these “Restricted Zones”, the legislation prescribed minimum dwelling unit requirements based on parcel size and proximity to frequent transit bus stops (“prescribed bus stop”). Specifically:

- Parcels 280 m² or smaller must allow at least three units,
- Parcels larger than 280 m² and located more than 400 m from a prescribed bus stop must allow at least four units, and

- Parcels 281 m² or larger and within 400 m of a prescribed bus stop must allow at least six units and must not be subject to off-street parking requirements.

At the time, the definition of a “Restricted Zone” in the LGA did not include parcels that already permitted a single-family dwelling, secondary suite, and a coach house. Consequently, the majority of West Vancouver’s Single-family Dwelling (RS) Zones were not classified as “Restricted Zones” and were not subject to Bill 44 requirements.

On August 12, 2024, Council adopted Zoning Bylaw amendments to comply with Bill 44. A total of 13 zones and 381 parcels were affected, resulting in a theoretical capacity increase of approximately 750 dwelling units. No site standards, such as floor area ratio (FAR), site coverage, building height, or yard setbacks, were amended as part of Bill 44 compliance.

2.2 Bill 25 (2025): SSMUH - New Legislation

Expanded Definition of “Restricted Zone”

On November 27, 2025, the Province adopted Bill 25, the *Housing and Municipal Affairs Statutes Amendment Act, 2025*. This legislation expanded the definition of a “Restricted Zone” to include any zones permitting only a single-family dwelling, a secondary suite, and a coach house. Municipalities are required to amend zoning bylaws again – by June 30, 2025 – to meet the updated SSMUH requirements.

This expanded definition means that SSMUH legislation now applies to most single-family zones in West Vancouver, affecting approximately 10,400 parcels. Of the affected parcels,

- 90.4% (~9,400 lots) are required to permit a minimum of four units,
- 9.3% (~970 lots) are required to permit a minimum of six units, and
- 0.3% (~30 lots) are prescribed to permit at least three units (consistent with their existing three-unit entitlement, though a broader range of SSMUH housing forms must be permitted).

Compliance with Bill 25 would result in an estimated theoretical housing capacity increase of 12,350 dwelling units across West Vancouver.

Expanded Regulation-Making Authority

Bill 25 also expanded the Province’s authority to make regulations related to SSMUH developments, including:

- “form” (i.e., building type/form, such as a duplex, triplex, townhouse, rowhouse and the number of buildings),
- “density” (i.e., building area, such as FAR¹ and Gross Floor Area), and
- off-street parking requirements.

The changes give the Province the ability to set mandatory minimum site standards in the future. The Province also indicated that it will continue to monitor local government implementation and may impose additional requirements if local zoning regulations are found to limit the viability of SSMUH. Local governments are encouraged – but not required – to align their zoning and policies with the [Provincial Policy Manual and Site Standards](#).

Updating District Bylaws with Bill 25 Requirements

Staff are preparing Zoning Bylaw amendments to comply with Bill 25 so that Council can consider compliance. This work includes:

1. Updating “Restricted Zones” to increase the number of permitted dwelling units as required by the legislation,
2. Adjusting site standards to enable required SSMUH, and
3. Streamlining zoning methodologies, including FAR and average grade calculation, to simplify, clarify, and harmonize existing complex regulations².

The following sections outline the District’s working approach to enabling four-unit, six-unit, and three-unit SSMUH forms (presented in order of zoning impact).

¹ FAR, or Floor Area Ratio, is the figure obtained when the total projected floor area of all storeys and attics of the principal building and all accessory buildings on a lot is divided by the site area.

² This also responds to the [report from the Ministerial Housing Advisor dated March 21, 2025](#), which recommended the District review and simplify its Zoning Bylaw, to make it easier for homeowners and builders to navigate.

3.0 Four-Unit Working Approach

The District has developed a working approach to support the introduction of four-unit SSMUH across the impacted parcels shown in **Figure 1** based on five principles.

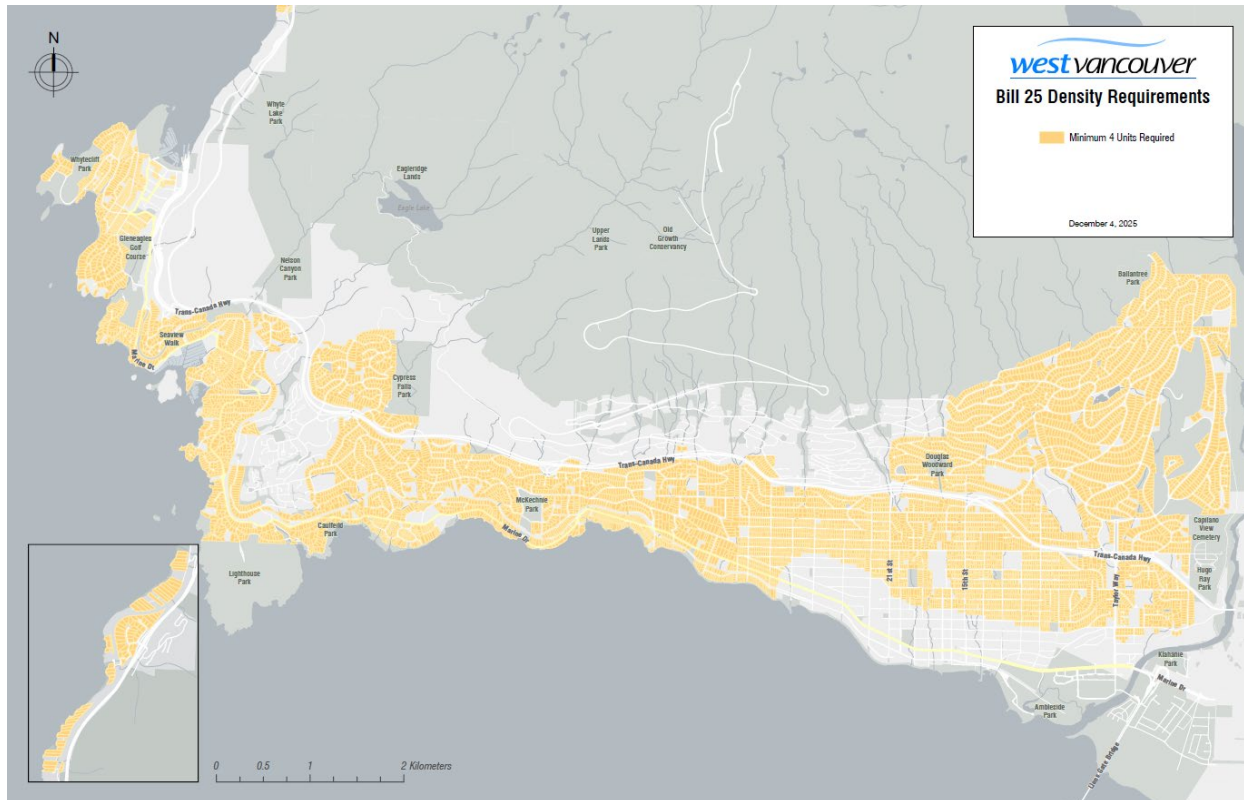


Figure 1. Parcels highlighted in yellow indicate sites where a minimum of 4 units is required under Bill 25.

3.1 Principle 1: Support Neighbourliness and Distinct Neighbourhoods

The first principle for four-unit parcels is to support neighbourliness and preserve the distinct character of West Vancouver’s neighbourhoods while accommodating required SSMUH. A neighbourhood is shaped largely by its street-level experience, including the relationship between homes and the street, the spacing between buildings, and the overall scale of buildings along a block. In West Vancouver, front yard setbacks (the distance between homes and the street), side yard setbacks (the spacing between homes), building scale (height and massing), and lot area (the size of a parcel relative to its neighbours) are key factors that establish neighbourhood block patterns and overall built form.

Within this context, four-unit SSMUH forms could be accommodated by changing what is necessary while maintaining what distinguishes West Vancouver neighbourhoods. This involves adjustments to two site regulations, including a modest increase to site coverage (from 30-40% to 35-40%) and building height (from 7.62 m to 8.0 m). Standards that are consistent across zones, such as front yard setbacks (7.6 m or 9.1 m depending on the zone), side yard setbacks (1.52 m), and the overall two-storeys plus basement scale, would remain unchanged.

In addition to these consistent regulations, some standards differ between West Vancouver neighbourhoods, including how large a home can be (maximum building size) and the size of parcels (minimum lot area). These neighbourhood-specific distinctions are proposed to remain in place so that different neighbourhoods continue to accommodate buildings and parcels at sizes appropriate to their respective settings, which would maintain the existing differentiation between neighbourhoods that reflect their character.

How Building Size and Lot Area Vary Between Distinct Neighbourhoods

	RS2	RS3	RS4	RS5	RS10
Max. Building Size	975.5 m ²	585.4 m ²	438.9 m ²	293 m ²	585.4 m ²
Min. Lot Area	1,625 m ²	975 m ²	731 m ²	488 m ²	975 m ²

3.2 Principle 2: Manage Massing and Simplify Calculations

The second principle for four-unit parcels simplifies regulations that determine building scale (height and massing) in West Vancouver. By clarifying how massing is managed and reducing regulatory complexity, the rules would become easier for landowners and designers to interpret and apply. This principle is carried out through two actions:

- 1. **Clearer Controls for Massing:** Highest Building Face (HBF), the exterior face of a building with the lowest average grade, is used in several zones. The HBF Envelope is a three-dimensional envelope derived by drawing a vertical line 6.7 m above the lower of natural or finished grade at each point along the wall, then projecting that line inward at a 45-degree angle. The entire building must fit within this envelope.

This regulation is intended to reduce perceived building bulk and avoid flat façades that present as three storeys on the downslope side of a sloped site. However, because ground elevations vary along the HBF, confirming compliance requires checking the envelope at multiple points and cross-sections, making both design and review more complex. Additional exemptions – such as excluding up to one-third of the HBF and exempting decks, roof eaves, and other exterior projections – add further complexity for designers and reviewers.

To replace the current complex methodology, a simplified approach to reduce upper-storey massing is proposed. It would limit the top-storey floor area to 75% of the storey immediately below and require a two-metre step-back along at least half of the building’s lowest-facing side.

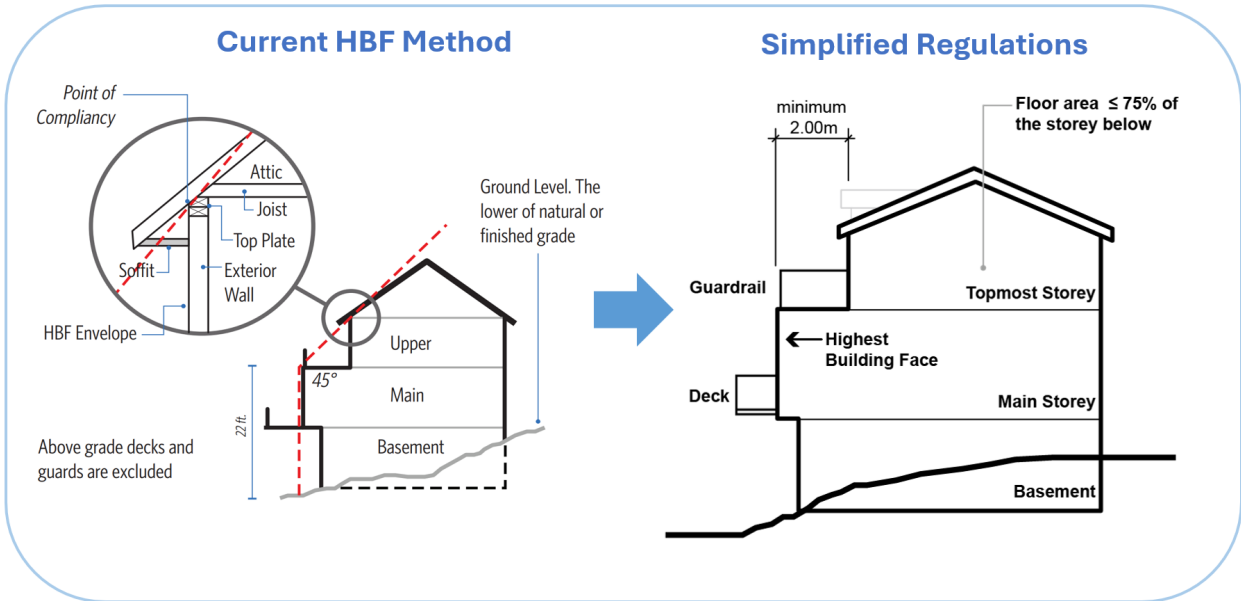


Figure 2. Existing HBF regulation and proposed simplified method (for illustrative purposes only).

2. Simplified Average Grade Calculation: Average grade is the reference ground elevation used to determine a building's height. The current calculation is complex because it requires measuring every wall section around the entire building perimeter. For each section, the elevation at both endpoints must be taken from the lower of natural or finished grade, averaged, and weighted by the segment length, and then combined with all other segments. The final average is calculated by dividing the total weighted elevation by the full perimeter length. This process is onerous for both applicants and reviewers.

To reduce this complexity, staff would prepare a simpler method, such as calculating the average elevation of (for example) the four building corners, varied as necessary to reflect West Vancouver's varied topography and typically custom homebuilder designs. An example of a simplified method is shown below.

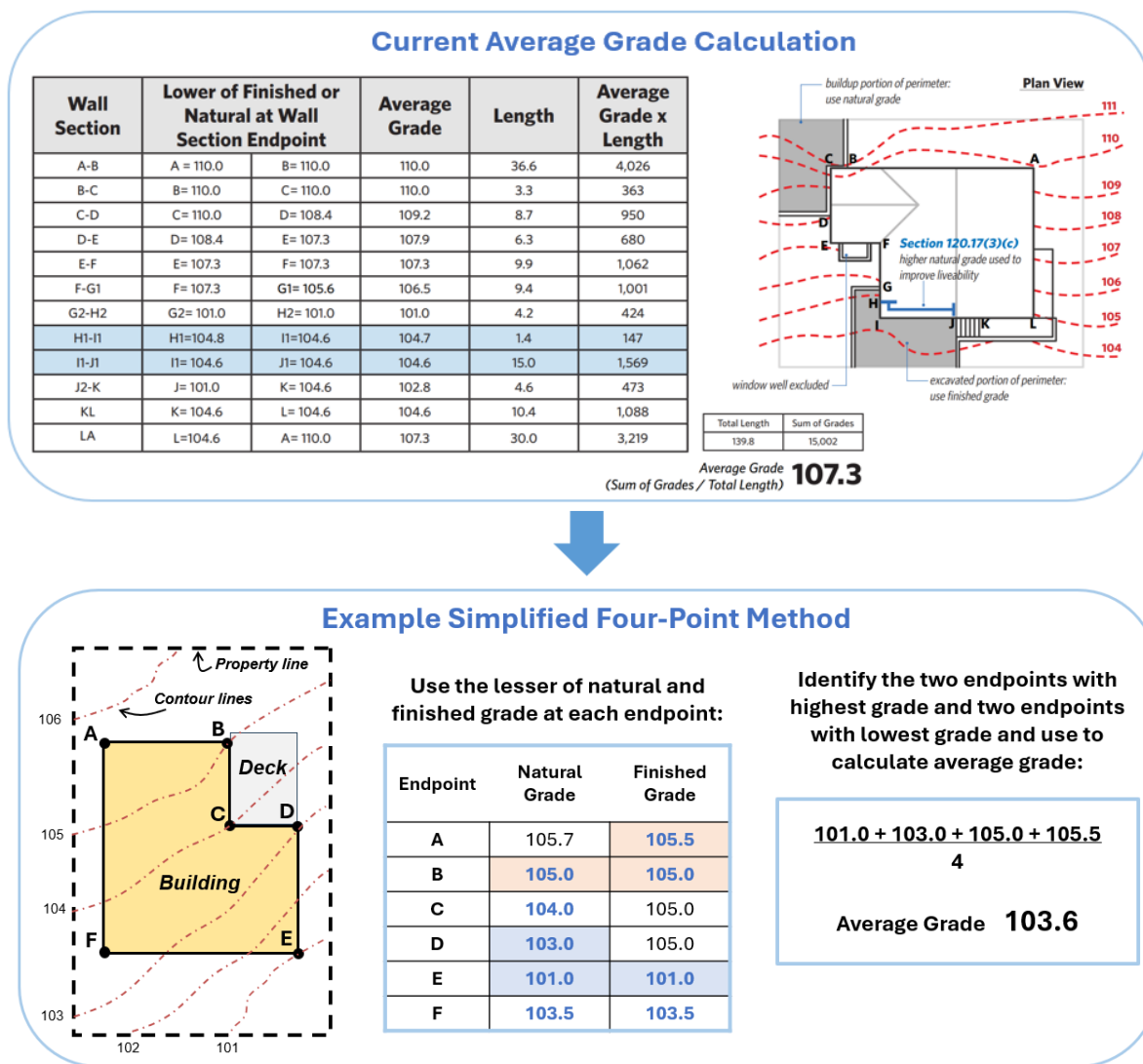


Figure 3. Existing average grade method and example simplified method (for illustrative purposes only).

3.3 Principle 3: Respect Rights and Use of Property

The third principle for four-unit parcels is to respect landowners’ existing rights and use of their property while enabling four-unit SSMUH forms through simpler and more consistent floor area ratio (FAR) controls. FAR measures the total floor area of all buildings on a lot relative to the lot area.

West Vancouver’s current FAR methodology is difficult to interpret because it relies on a combination of multiple exclusions and a density bonus system, which together reduce certainty about the maximum buildable floor area permitted on any given site. For example, crawl spaces, non-habitable attics, and portions of garages and basements may be excluded from FAR calculations. Basement exclusions also vary depending on how much of the basement is exposed above average grade – which itself requires a complex calculation mentioned. Additional complexity comes from the density bonus system, which can bonus up to 74.3 m² for a coach house (with the bonus reduced if the existing home exceeds its FAR allowance) or up to 46.5 m² for an abutting secondary suite in certain zones. These exclusions and bonuses differ by site, zone, and design, making it difficult for owners to understand their entitlement and make decisions about the use of their property.

To simplify these complex regulations, an “all inclusive” FAR – where all building floor area is counted – is proposed. To maintain existing property rights while accommodating four-unit SSMUH, a maximum of 0.45 FAR for a single-family building and 0.65 FAR for the lot is proposed. This approach would allow landowners to still build a single home of the same overall size as permitted today, while then offering flexibility to distribute remaining FAR to other buildings and structures of their choice (e.g., coach house, detached garage, etc.). The landowner would also be able to choose whether dwellings are stratified or rented³. Overall, this method would streamline regulations and provide greater clarity for landowners and designers, while working within established floor area development rights.

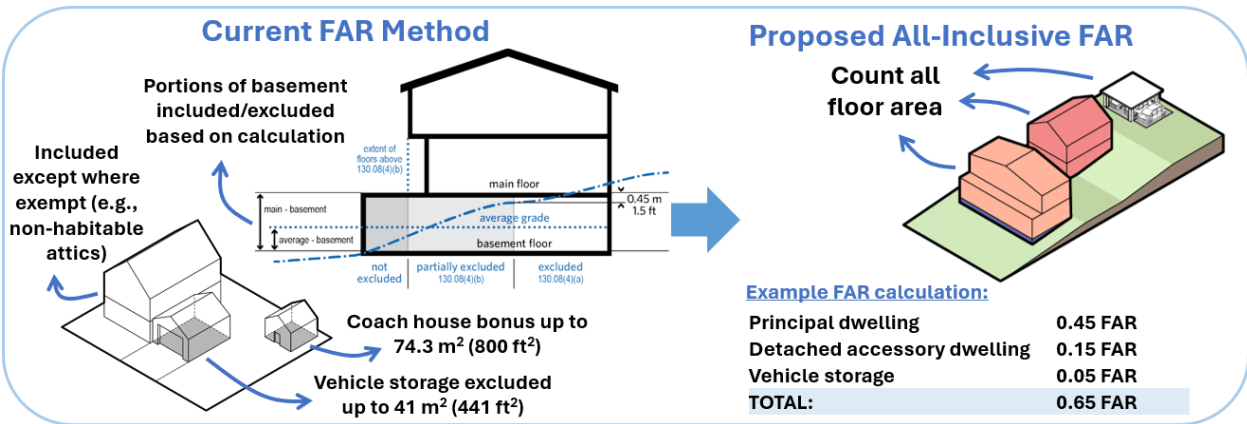


Figure 4. Existing FAR method and proposed simplified FAR method (for illustrative purposes only).

³ Note that as per Section 130.05 of the Zoning Bylaw, secondary suites cannot be stratified.

3.4 Principle 4: Provide Flexible Housing Choices

The fourth principle for four-unit parcels expands the range of housing options available to landowners, while also keeping existing options to build one, two, or three dwelling units, such as a single-family home, secondary suite, and/or detached accessory dwelling (coach house). Additional ground-oriented housing forms, including duplexes, triplexes, and fourplexes, would be introduced to accommodate a variety of four-unit SSMUH. Except for secondary suites, which cannot be stratified or rented, other dwelling units may be stratified or rented, providing landowners flexibility in both unit design and occupancy.

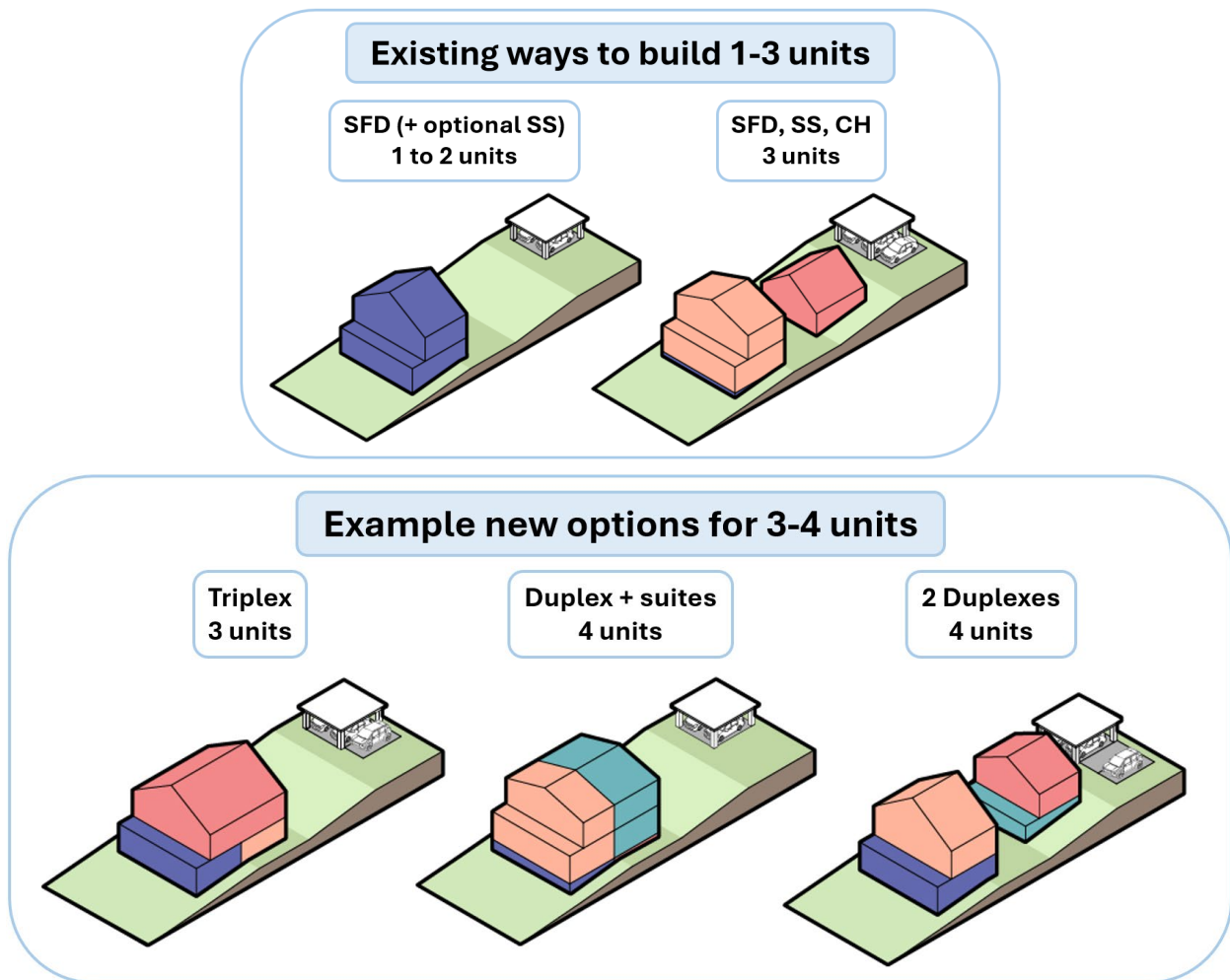


Figure 5. Example existing and new housing options, where SFD means single-family dwelling, SS means secondary suite, and CH means coach house (detached accessory dwelling) (for illustrative purposes only).

3.5 Principle 5: Preserve Primary and Secondary Building Scale on a Lot

The fifth principle for four-unit parcels maintains the established relationship between primary and secondary buildings on a lot through height differentiation and supports additional detached homes on larger parcels.

Sites with a single residential building containing up to four dwelling units would continue to follow the existing building form of two-storeys plus basement, with a modest height increase from 7.62 m to 8.0 m. On sites with more than one residential building and two to four dwelling units, the same storey limit would apply, but rear building height would be scaled to maintain traditional site patterns: the front building may be up to 8 m, with the rear building limited to 6.4 m. This approach preserves the long-standing pattern in West Vancouver where the frontmost building serves as the primary form, and the rear building (or buildings) remain secondary.

On sites 930 m² (~10,000 ft²) or larger in area, up to three detached residential buildings would be permitted to allow, for example, two coach houses with a principal detached home. This builds on the primary and secondary scale lot pattern while creating more opportunities for modest sized homes on parcels with enough space to accommodate them. On sites less than 930 m² in area, only two buildings would be permitted. This reflects the current residential building allowance for these lots (one single-family and one coach house) and helps prevent smaller parcels from becoming overcrowded.

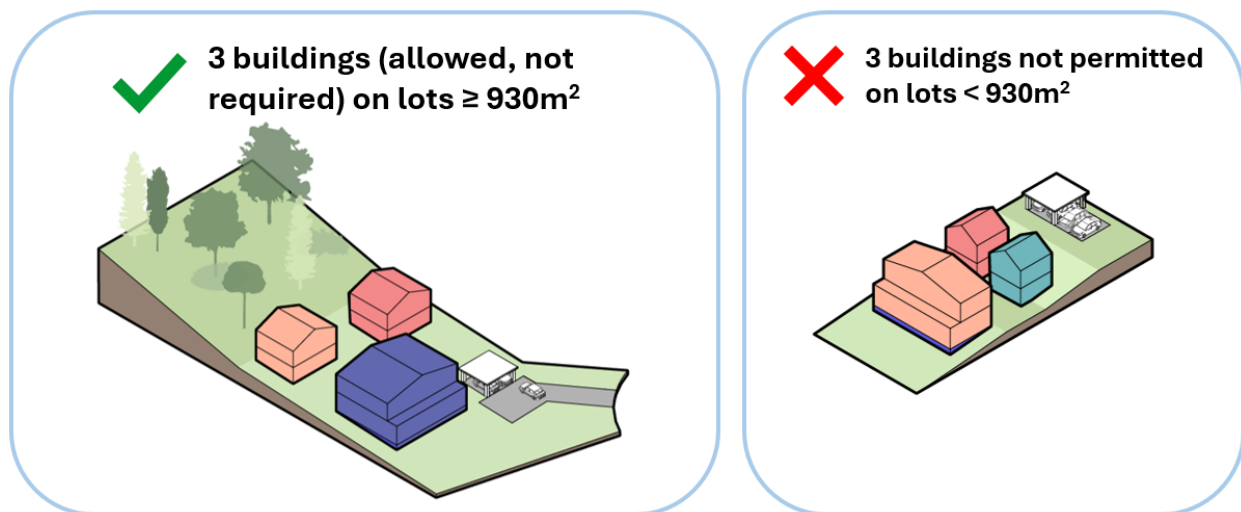


Figure 6. Comparison of scale for up to three buildings on a lot, only on large sites (for illustrative purposes only).

3.6 Summary of Four-Unit Working Approach

The District’s four-unit working approach is guided by a set of principles that clarify how the new four-unit zone would support SSMUH. A summary of the principles and accompanying regulatory implications is provided below.

- Principle 1: Support neighbourliness and distinct neighbourhoods** by keeping the existing storey limit, front yard, and side yard setbacks across zones, maintaining building and lot size differences between zones, and proposing modest adjustments to site coverage and height.
- Principle 2: Manage massing and simplify calculations** by requiring a smaller top storey (75% of the storey below) and shifting to clearer methodologies, including average grade, to facilitate home design and permit review.
- Principle 3: Respect rights and use of property** by replacing the current complex FAR methodology with an all inclusive FAR, maintaining maximum single building size, and giving landowners greater flexibility in how remaining FAR is used and whether units are stratified or rented.
- Principle 4: Provide flexible housing choices** by maintaining existing options (single-family, rental suite, and rental coach house), and adding new options such as ownership coach houses, triplexes, and fourplexes.
- Principle 5: Maintain a primary and secondary building scale on a lot** through height differentiation between front and rear buildings. On large lots over 930 m², allow up to three smaller detached buildings (but only two on smaller lots).

Summary of Proposed Four-Unit Zone Regulations

Key parameters	Provincial guidelines	Single-family with or without SS		Ground-oriented dwellings		Existing RS zones
		1 or 2 units 1 res. building	2 to 4 units 1 res. building	2 to 4 units 2 + res. buildings		
FAR	~1.5	0.45	0.65			0.30 – 0.50 + exclusions and bonuses
Height (# of storeys)	≥ 11m (3 + basement)	8.0m (2 + basement)		Front: 8.0m (2 + basement) Rear: 6.4m (2 + basement)		7.62m (2 + basement)
Site Coverage	50%	35 – 40%				30 – 40%
Front Setback	2.0m	9.1m (7.6m for RS5 and RDs)				7.6 – 9.1m
Rear Setback	1.5m	9.1m		4.57m (with lane) 7.6m (without lane)		9.1m
Building Size	N/A	Existing standards				Varied

4.0 Six-Unit Working Approach

The District has developed a working approach to guide five- and six-unit SSMUH across the impacted parcels shown in **Figure 7** based on four principles.

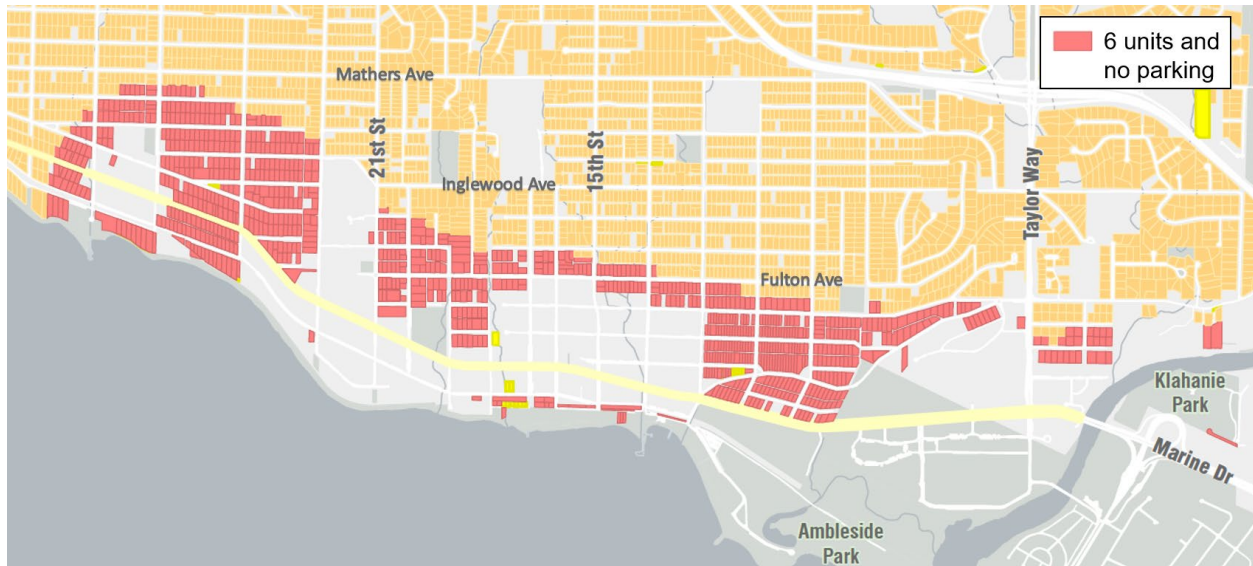


Figure 7. Parcels highlighted in red indicate sites where a minimum of six units is required under Bill 25.

4.1 Principle 6: Guide New “Missing Middle” Housing

The sixth principle is to guide new “missing middle” housing through a proposed new zone, that would be supported by a future Development Permit Area and Design Guidelines. For six-unit parcels, the approach builds on the principles already proposed for up-to-four-unit SSMUH. Key elements that would carry over include:

- Managing massing through the 75% top-storey floor area limit.
- Preserving existing property rights – such as current buildable area and choice of ownership and rental – while shifting to a simpler, all inclusive FAR.
- Providing flexibility for a range of housing choices.
- Maintaining the long-standing scale difference between buildings on a lot.

Because many parcels in the six-unit zone are smaller, and many currently duplex-zoned sites already have higher existing FAR, adjustments are needed to maintain existing entitlements while accommodating five- and six-unit SSMUH forms. This includes increasing the all-inclusive FAR to 0.8 for ground-oriented dwellings. To ensure FAR supports more units – not just larger buildings with larger units – a maximum of 0.45 FAR would apply to any principal dwelling, with or without secondary suite (consistent with the four-unit approach), and 0.6 FAR for any single building.

Rear yard setbacks would be reduced to allow townhomes or multiple principal buildings, and a modest increase in site coverage is proposed: 40-45% for five- and six-unit ground-oriented dwellings. When a sixth unit is proposed, at least one dwelling unit would be required to be secured as an affordable rental unit, consistent with Section 481.5(3) of the LGA. Principles 7 and 8 further describe the controls and conditions on how the six-unit zone would be regulated.

Site Condition	Rear Yard Setback
One building (single-family or ground-oriented dwellings)	9.1 m
One building (townhomes)	6.0 m
Two or more buildings with lane	2.44 m
Two or more buildings without lane	4.57 m

4.2 Principle 7: Introduce and Manage Three-Storey Housing Options

The seventh principle builds on the sixth principle – which addressed missing middle housing through FAR, site coverage, and rear yard setback adjustments – by introducing three-storey options only when three or more dwelling units are built within the six-unit zone. Allowing a third storey enables additional units to be accommodated through height rather than increased site coverage, and supports a wider range of building configurations, including narrower options within the overall permitted building envelope. The primary and secondary building scales proposed under the fifth principle would mean that relative massing remains consistent within existing lot patterns.

Proposed Building Heights by Number of Dwellings and Buildings

Number of dwellings	Front building	Rear building
1 to 2 units	8.0 m	Not applicable
3 to 6 units	10.67 m	8.0 m

The additional units required by the legislation would be optional, not mandatory. Landowners could, therefore, continue to build a two-storey plus basement single-family home, with or without secondary suite, if that better meets their needs. Where smaller housing forms are chosen, remaining FAR and site coverage could be used for accessory buildings such as enclosed garages or sheds. Should an owner choose the build to the full six-unit allowance, at least one unit would need to be affordable rental.

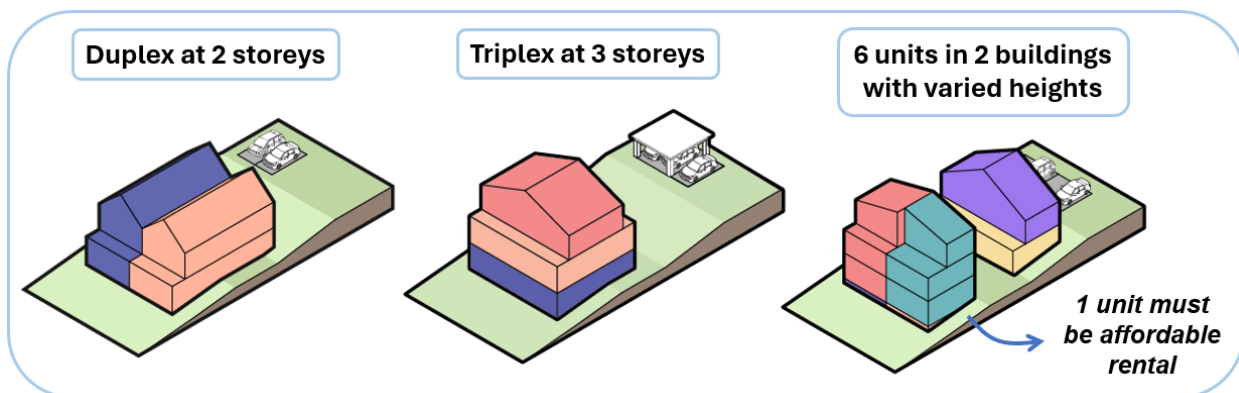


Figure 8. Example two-storey and three-storey housing options in 6-unit zone (for illustrative purposes only).

4.3 Principle 8: Facilitate Townhouse Assemblies

The eighth principle is to facilitate townhouse development while mitigating the potential impacts from any off-street parking that landowners may choose to provide, noting that Provincial legislation prevents the District from requiring off-street parking in the six-unit zone.

To enable townhouse forms, a higher FAR of 1.2 and a maximum site coverage of 50% are proposed for townhouse projects involving the assembly of at least two lots. This ensures that assembled sites are large enough to support more effective site planning and accommodate the number of dwellings prescribed by Provincial legislation. Rear yard setback requirements would vary depending on whether a site includes one or two rows of townhomes, allowing for varied townhouse configurations while maintaining appropriate building separation.

To further reduce potential impacts associated with surface parking or increased on-street parking demand, underground parking would be encouraged by not being counted toward FAR. While the District cannot require parking in six-unit zones under the LGA, these regulations are intended to incentivize underground parking and support functional multi-unit site layouts.

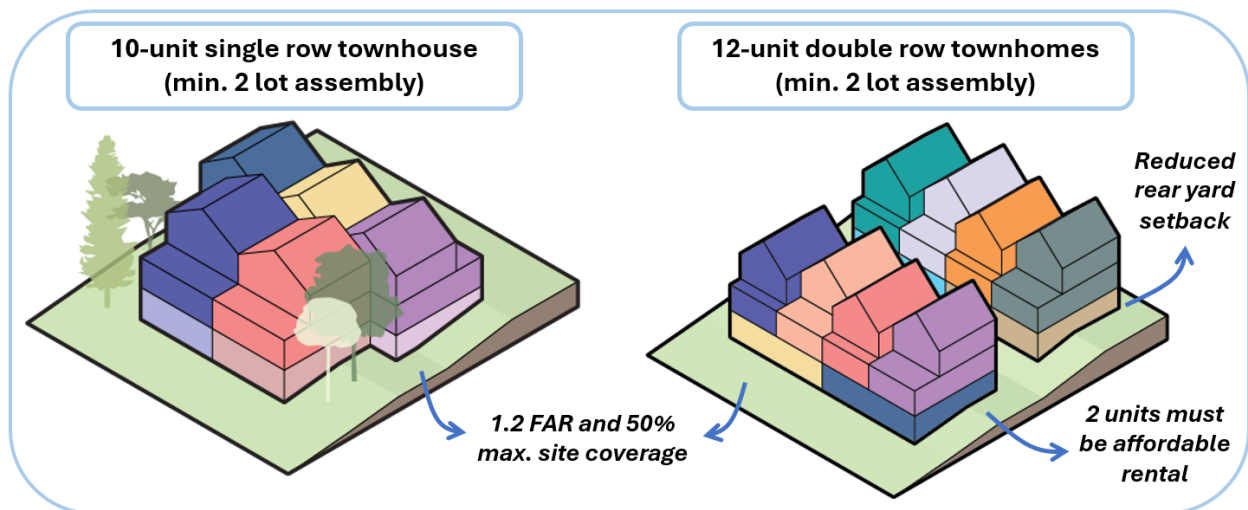


Figure 9. 10-unit single row and 12-unit double row townhouse configurations (for illustrative purposes only).

4.4 Principle 9: Respect Block Patterns and Street Character

The ninth principle is to respect the established block pattern within the six-unit zone and create an appropriate transition to adjacent four-unit areas. As shown in Figure 10, parcels are prescribed a minimum of six units by the Province because they are located within a 400 m radius of a frequent transit bus stop. Applying this requirement unadjusted to each qualifying parcel would result in abrupt mid-block and cross-street changes, which would lead to haphazard outcomes.

To avoid these inconsistencies and support more balanced streetscapes, the proposed six-unit zone boundary would be aligned to the nearest lane. This approach helps ensure that both sides of a street could evolve toward a similar building scale over time, contributing to a more consistent street experience and character.

Aligning boundaries with lanes also means that parcels at the edge of the six-unit zone would have rear lot lines adjoining the lane. This would position primary building massing on the downslope side of the lot. As a result, homes located upslope would experience reduced visual impact from height and massing, providing a better transition between the four- and six-unit SSMUH zones.

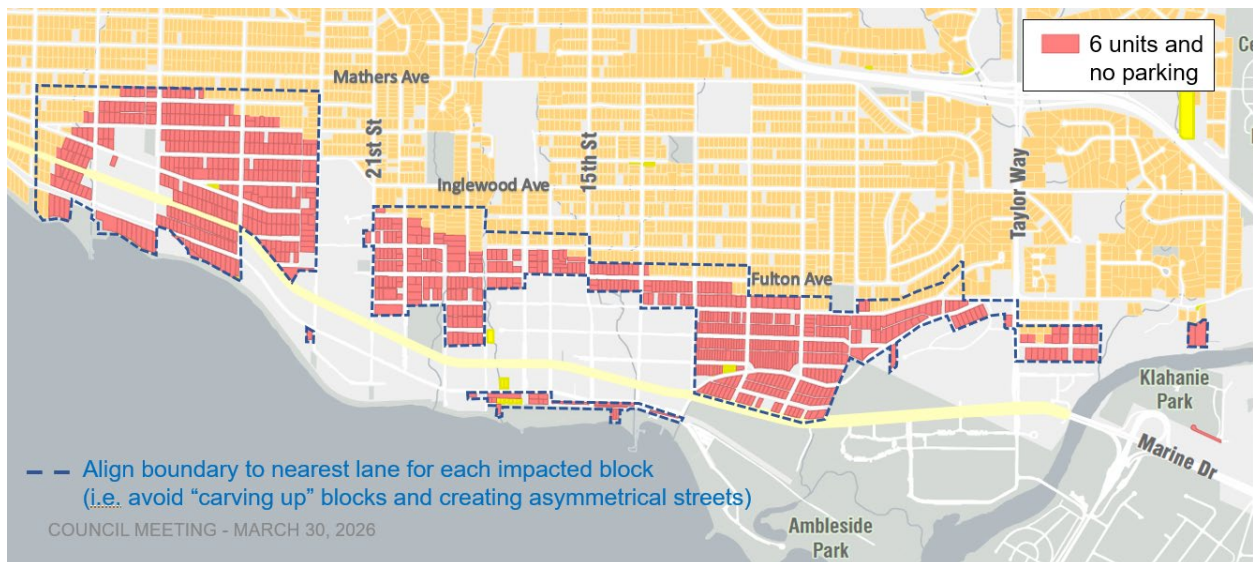


Figure 10. Proposed alignment of boundary to the nearest lane for each impacted block in the six-unit zone.

4.5 Summary of Six-Unit Working Approach

The District’s six-unit working approach is guided by a set of principles that clarify how the new six-unit zone would support SSMUH. A summary of the principles and accompanying regulatory implications is provided below.

Principle 6: Guide new “missing middle” housing by building on the four-unit principles, adjusted to reflect existing zoning rights, and requiring six-unit developments provide at least one affordable rental unit.

Principle 7: Introduce and manage three-storey options where owners choose to build three or more units with a range of housing options, while keeping site coverage at 35-40% for three to four units, increasing to 40-45% for five to six units.

Principle 8: Facilitate townhouse assemblies and mitigate parking impacts by permitting 1.2 FAR, 50% site coverage, and excluding underground parking from FAR when two or more lots are assembled.

Principle 9: Respect block and street character by aligning the new six-unit zone to the nearest lane to avoid mid-block inconsistencies and the development of asymmetrical streets.

Summary of Six-Unit Zone Regulations

Key parameters	Provincial guidelines	Single-family with or without SS	Ground-oriented dwellings			Townhomes	Existing RS zones
			2 units	3-4 units	5-6 units		
FAR	~2.4	0.45	0.8			1.2	0.30 – 0.50 + exclusions and bonuses
Height (# of storeys)	≥ 11m (3 + basement)	8.0m (2 + basement)	Front: 10.67m (3 + basement) Rear: 8.0m (2 + basement)		10.67m (3 + basement)	7.62m (2 + basement)	
Site Coverage	60%	35 – 40%	40%	40 – 45%	50%	30 – 40%	
Front Setback	2m	7.6m					7.6 – 9.1m
Rear Setback	1.5m	9.1m	One building: 9.1m		One building: 6.0m	9.1m	
			Two buildings with lane: 2.44m Two buildings without lane: 4.57m				
Building Size	None	0.45 of site	0.6 of site		None	Varied	
Rental Tenure	Not required	Optional, not required		At 6 units, 1 affordable rental unit required		Not required	

5.0 Three-Unit Working Approach

Approximately 30 parcels (0.3% of SSMUH-impacted parcels) fall within the four-unit and six-unit zones but are smaller than 280 m², which means the Province prescribes a minimum of three units for these lots. Because these parcels already permit up to three units – a single-family dwelling, a secondary suite, and a coach house – their overall unit capacity would not change. However, the District is required to enable additional housing forms to meet Provincial legislation (i.e., further ways to achieve three units).

The proposed approach is to provide landowners greater flexibility in how the three dwelling units may be arranged. A variety of ground-oriented forms would be permitted, allowing landowners to choose among options such as a single-family dwelling with a secondary suite and a coach house, a duplex with a coach house, or a triplex. Landowners would continue to be able to build one, two, or three dwelling units per lot, depending on their needs. Except for secondary suites, which cannot be stratified, owners would also have the flexibility to stratify or rent other dwelling units.

The development standards of the applicable four-unit or six-unit zone (e.g., FAR, site coverage, and setbacks) would apply, depending on whether the three-unit parcel is located within a four-unit zone or the six-unit zone.

6.0 Conclusion

This document summarizes the District’s working approach to complying with new SSMUH legislation and outlines nine principles to guide how required four-unit and six-unit housing forms could be accommodated. These principles are intended to provide a framework for managing built form, building scale, housing options, and site planning in a way that considers the Provincial site standards alongside existing neighbourhood zoning.

Technical work by staff is ongoing to enable Council to consider compliance with the legislation by the Province’s June 30, 2026, deadline. Refinements to what is described in this document – generally consistent with the approaches presented – may emerge through the bylaw preparation process. This document is intended as a reference document to support the next stage of bylaw development and does not predetermine future Council decisions or any further Provincial directions.

To meet the June 30, 2026, deadline mandated by the Province, staff are preparing an amendment bylaw, with an anticipated presentation to Council on May 11, 2026, to seek direction to set the date for first reading and to authorize the required public notices in accordance with Section 467(1) of the LGA. Subject to Council’s direction, first, second, and third readings – as well as consideration of adoption – would then be expected to be scheduled over two meetings on June 8 and June 22, 2026. Additional approval from the Ministry of Transportation and Transit would be required prior to adoption of the bylaw, while a public hearing of the amendment to comply with SSMUH legislation is prohibited under Section 464(4) of the LGA.

Additional resources are provided below, including links to Provincial materials and the District’s SSMUH information webpage and contact information.

<p>District Resources:</p> <p>Webpage: Small-Scale Multi-Unit Housing District of West Vancouver</p> <p>Email: SSMUH@westvancouver.ca</p>	<p>Provincial Resources:</p> <p>Webpage: Small-scale, multi-unit housing - Province of British Columbia</p> <p>Policy Bulletin: Bill 25 SSMUH Policy Bulletin</p> <p>Policy Manual: Provincial Policy Manual and Site Standards</p>
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**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
PLANNING COMMITTEE MEETING MINUTES
COUNCIL CHAMBER, MUNICIPAL HALL
WEDNESDAY, FEBRUARY 25, 2026**

Committee Members: R. Hollingsworth (Chair), R. Brown, D. Hawreluk, D. Milliken, S. Nicholls, M. Vaughan, H. Wood, C. Yao, and Councillor S. Thompson attended the meeting in the Council Chamber, Municipal Hall. Absent: G. Andrishak.

Staff: J. Bailey, Director, Planning, Development, and Environment Services (Staff Representative); D. Hawkins, Senior Manager, Community Planning and Sustainability; M. McGuire, Senior Manager, Current Planning and Urban Design; W. Yip, Senior Community Planner; and J. Kuzmich, Planning Technician (Committee Clerk) attended the meeting in the Council Chamber, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 4:03 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the February 25, 2026 Planning Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the January 28, 2026 Planning Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. Bill 25 Small-Scale Multi-Unit Housing: Working Approach

Staff provided a presentation on Bill 25 Small-Scale Multi-Unit Housing: Working Approach and answered Committee questions.

Members asked about the possibility of further discussions between the District and Province, and staff clarified that the item in question was Province-wide changes to the *Local Government Act* (with which all local governments must comply) and not the three specific Land Use Directives that West Vancouver has been issued.

Members commented in support of simplifying aspects of the zoning bylaw including average grade and Floor Area Ratio (FAR) calculations.

Members inquired on:

- The intention of the Provincial Bill 25 and the definition of a unit under the legislation; and
- The development and building permit processes.

Regarding the working approach to permit four units on a lot, members:

- Debated the efficacy of a 2-storey height maximum to achieve additional units on a lot and suggested an additional storey and height should be proposed to provide more flexibility and opportunity;
- Debated the proposed 0.6 FAR noting it would maintain the status quo, but that 1 FAR (or an FAR higher than 0.6) would encourage development and realisation of more units;
- Sought clarity that those building a single-family (with or without suite) should still be able to build to what they currently are allowed (0.45 FAR);
- Noted support for higher site coverage where more units are proposed;
- Noted that three residential buildings should be allowed on larger sites;
- Spoke in opposition of requiring one rental unit to achieve four units on a lot, noting it should be removed as it could impede development of a fourplex over a triplex; and
- Noted that the approach could encourage more infill including triplex and coach house development and signaled support for allowing coach houses to stratify.

Member Milliken left the meeting at 5:27 p.m. and did not return.

Members commented in overall strong support of the working approach to permit six units on a lot, including support for the proposed three storeys, higher site coverage, and increased FAR.

Members commented that the overall approach to Bill 25 compliance would largely preserve neighbourhood character in the 4-unit area, while increasing housing in areas close to shops, services, and amenities through the 6-unit approach.

It was Moved and Seconded:

THAT

1. The Planning Committee received the presentation titled Bill 25 Small Scale Multi-Unit Housing: Working Approach for information; and
2. The Planning Committee generally supports the proposed Working Approach to comply with Bill 25 subject to consideration of the comments provided by the Committee as summarized in the meeting minutes.

CARRIED

Member Milliken absent at the vote

5. PUBLIC QUESTIONS

A member of the public spoke in opposition to requiring a rental unit to achieve four units on a lot.

6. NEXT MEETING

It was Moved and Seconded:

THAT the March 11, 2026 Planning Committee meeting be held at 4 p.m. and in-person in the Council Chamber, Municipal Hall.

CARRIED

Member Milliken absent at the vote

7. ADJOURNMENT

It was Moved and Seconded:

THAT the February 25, 2026 Planning Committee meeting be adjourned.

CARRIED

Member Milliken absent at the vote

The meeting adjourned at 6:26 p.m.

Certified Correct.

Chair

Committee Clerk

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