Provincial Housing Legislation

In late 2023, the Government of B.C. introduced new legislation to amend the Local Government Act (LGA) with the goal of increasing housing supply.

The legislation includes:

Bill 44 Housing Statutes (Residential Development) Amendment Act for Small-Scale Multi-Unit Housing;

Bill 46 Housing Statutes (Development Financing) Amendment Act; and

Bill 47 Housing Statutes (Transit-Oriented Areas) Amendment Act.

The City is required to complete a number of tasks related to the new legislation by June 30, 2024. This session shares information on Bills 44 and 47, along with related implications. The first set of Provincial requirements need to be completed between June 30, 2024 and December 31, 2025.

Phase 1

Deadline: June 30, 2024

Update Zoning Bylaws to:

- Designate Transit-Oriented Areas (TOAs)
- Remove off-street residential parking requirements in TOAs and certain SSMUH areas
- Permit Small-Scale Multi-Unit Housing (SSMUH) forms

Phase 2

Deadline: December 31, 2024

Complete Housing Needs Report

Phase 3

Deadline: December 31, 2025

Update Official Community Plan (OCP) to align with:

- Zoning Bylaws
- Housing Needs Report

Bill 44: Housing Statutes (Residential Development) Amendment Act

- The purpose of Bill 44 is to enable **Small-Scale, Multi-Unit Housing (SSMUH)** by establishing unit minimums for single-family and duplex zoned lots.

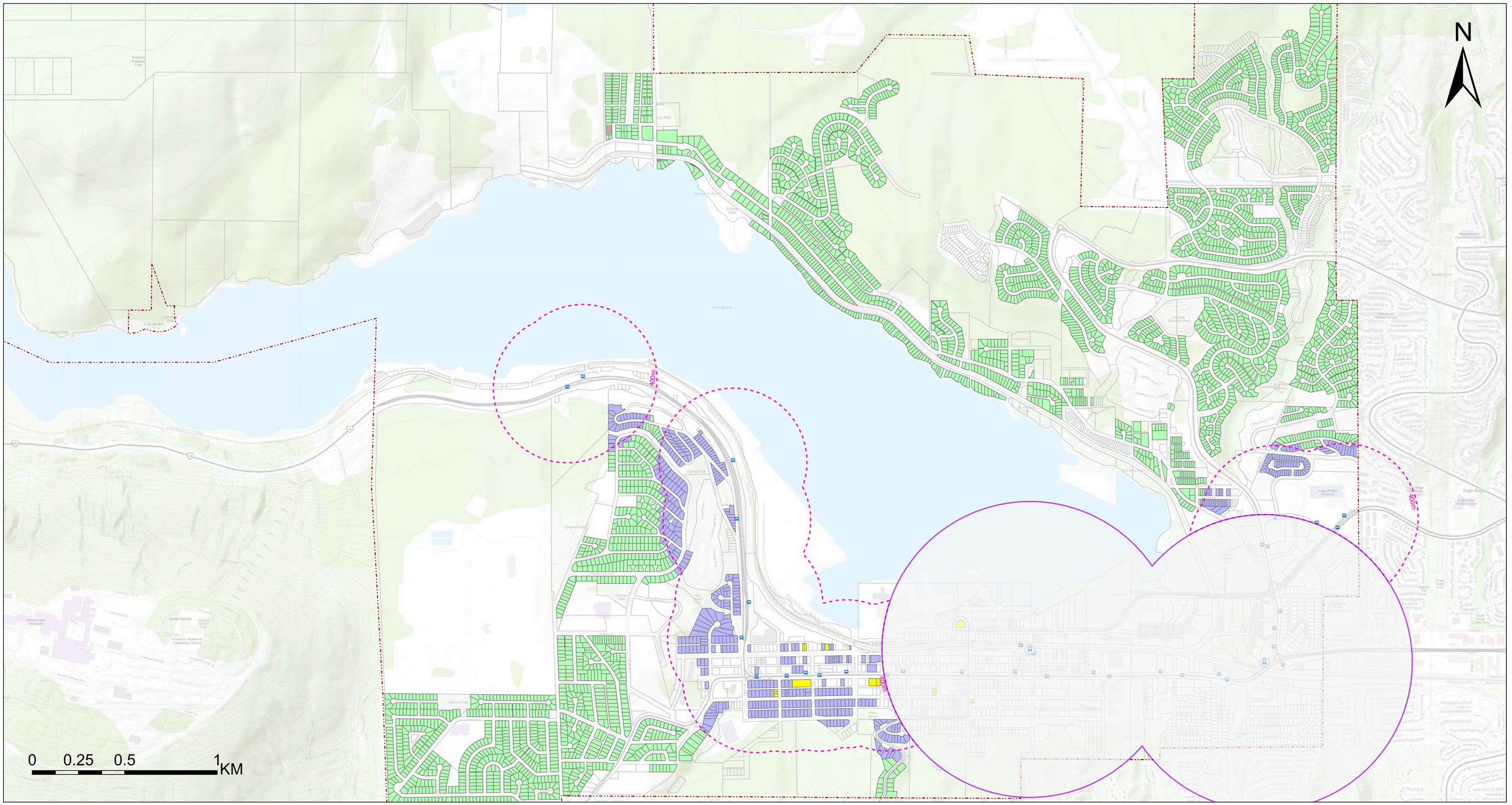
- SSMUH housing forms typically offer more family-oriented units than larger-scale multi-family housing projects and are typically a more affordable option than single-unit per lot dwellings.

- The SSMUH housing unit minimums are to be set in the City's Zoning Bylaw and vary depending on lot size and proximity to frequent transit bus stops, as follows:
  - a minimum of three units must be permitted on each parcel of land less than 280m^2 (3,014ft^2);
  - a minimum of four units must be permitted on each parcel of land greater than 280m^2; or
  - a minimum of six units must be permitted on each parcel of land greater than 280m^2 and within 400m of a prescribed bus stop (160 Bus Route).

- Exemptions from the SSMUH designation in Port Moody are available for properties with heritage designation bylaw status or a heritage revitalization agreement.

- SSMUH housing does not apply in Transit-Oriented Areas (TOAs) or on lots greater than 4,050m^2

Small-Scale, Multi-Unit Housing (SSMUH) Areas



SSMUH - Housing Units Per Lot:
- 3 Units
- 4 Units
- 6 Units

- Prescribed Bus Stops
- Prescribed Bus Stop 400m Radius
- Transit Oriented Areas (TOA)

- Exempted Heritage Properties *
- Municipal Boundary

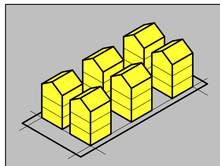
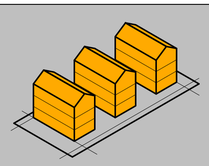
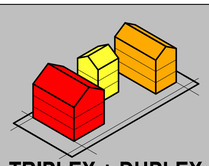
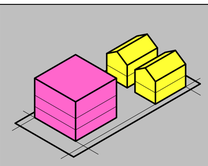
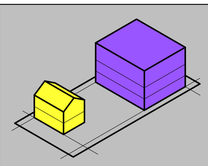
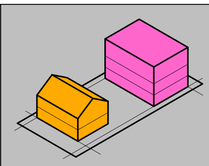
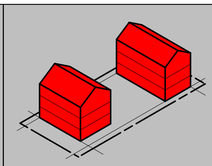
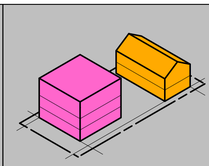
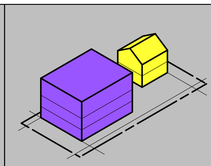
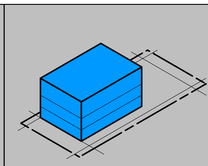
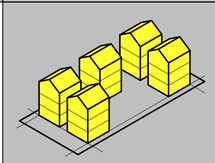
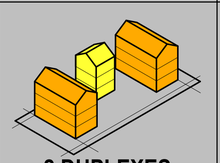
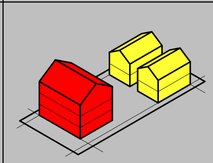
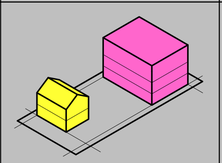
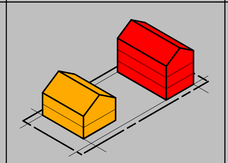
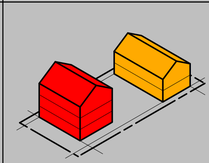
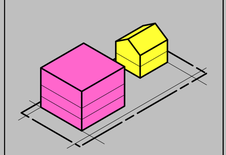
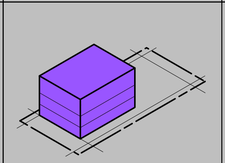
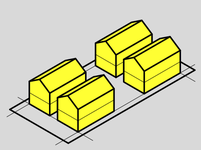
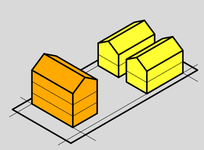
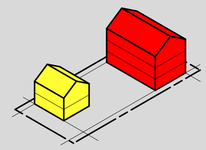
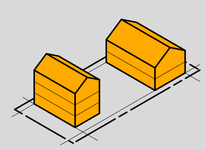
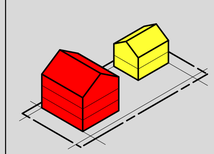
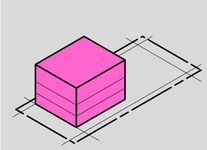
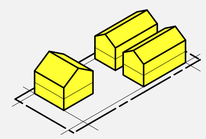
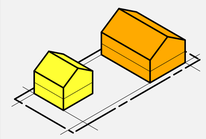
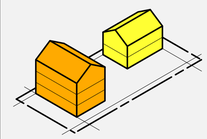
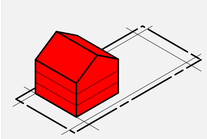
* Properties under a completed Heritage Revitalization Agreement prior to December 7, 2023, and Municipally Designated Heritage Properties.

Notes: Refer to Chapter 11: Heritage Conservation in Official Community Plan Bylaw No. 2955 for further information regarding the Moody Centre and Ioco Townsite Heritage Conservation Areas designated in the plan.

All City policies still apply to new developments in SSMUH area.

Date Printed: 5/16/2024

SSMUH – Development Scenarios

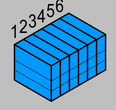
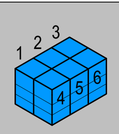
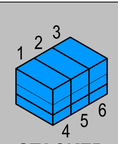
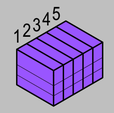
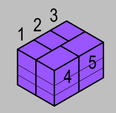
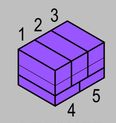
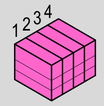
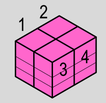
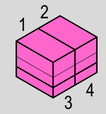
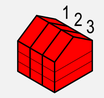
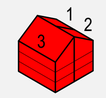
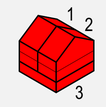
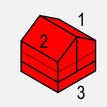
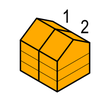
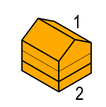
 6 HOUSES	 3 DUPLEXES	 TRIPLEX + DUPLEX + HOUSE	 4-PLEX + 2 HOUSES	 HOUSE + 5-PLEX	 DUPLEX + 4-PLEX	 TRIPLEX + TRIPLEX	 4-PLEX + DUPLEX	 5- PLEX + HOUSE	 6-PLEX	6 UNITS
		 5 HOUSES	 2 DUPLEXES + HOUSE	 TRIPLEX + 2 HOUSES	 HOUSE + 4-PLEX	 DUPLEX + TRIPLEX	 TRIPLEX + DUPLEX	 4-PLEX + HOUSE	 5-PLEX	5 UNITS
				 4 HOUSES	 DUPLEX + 2 HOUSES	 HOUSE + TRIPLEX	 DUPLEX + DUPLEX	 TRIPLEX + HOUSE	 4-PLEX	4 UNITS
						 3 HOUSES	 HOUSE + DUPLEX	 DUPLEX + HOUSE	 TRIPLEX	3 UNITS

- 6-PLEX
- 5-PLEX
- 4-PLEX
- TRIPLEX
- DUPLEX
- HOUSE

The diagram above illustrates a variety of conceptual development scenarios possible under the SSMUH zoning regulations, given the variables: number of units, number of buildings and building types. This diagram does not necessarily represent every possible scenario, and not every scenario shown will necessarily be desirable or even possible on every site. The specific characteristics and context of each site will ultimately determine which scenarios may be possible and appropriate for each property.

This diagram shows the maximum allowable floor area and assumes all units are equal size, but there is no requirement that units be equal size or that floor area be maximized.

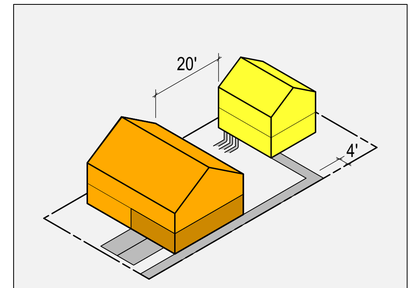
SSMUH – Building Types

6-PLEX	 **TOWNHOUSE**	 **FRONT-BACK TOWNHOUSE**	 **STACKED TOWNHOUSE**	
5-PLEX	 **TOWNHOUSE**	 **FRONT-BACK TOWNHOUSE**	 **STACKED TOWNHOUSE**	
4-PLEX	 **TOWNHOUSE**	 **QUADRANTS**	 **STACKED TOWNHOUSE**	
TRIPLEX	 **TOWNHOUSE**	 **FRONT OR BACK + SIDE-BY-SIDE**	 **SIDE-BY-SIDE + BOTTOM**	 **FRONT-BACK + BOTTOM**
DUPLEX	 **SIDE-BY-SIDE**	 **FRONT-BACK**	 **TOP-BOTTOM**	

The diagram above illustrates some conceptual unit configurations possible in the various building types of SSMUH development scenarios. Each scenario, its specific characteristics and requirements, and the minimum required unit width of 15'-6" (measured center-of-wall to center-of-wall) will determine which configurations may be possible and appropriate for each property.

Any unit in these building types may be a secondary suite if it is within a principal unit and meets all applicable requirements. Secondary suites have lesser building code requirements, but they must be counted toward the number of units on site.

- NEW REAR HOUSE MAY REQUIRE FIRE SPRINKLERS DEPENDING ON LOT SIZE, PRESENCE OF LANE, LOCATION, ETC
- NEW REAR HOUSE WILL REQUIRE NEW ELECTRICAL , WATER AND SEWER UTILITY CONNECTIONS SEPARATE FROM EXISTING HOUSE
- MINIMUM 20' SEPARATION BETWEEN EXISTING HOUSE AND NEW REAR HOUSE IS REQUIRED
- EXISTING HOUSE MAY REQUIRE UPGRADE TO PROTECT NEW REAR HOUSE AND/OR FIREFIGHTER ACCESS PATH
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW ADDITIONAL UNIT IS ADDED WITHIN IT - EXTENT OF UPGRADE DICTATED BY WHETHER ADDITIONAL UNIT IS STRATA, NON-STRATA OR SECONDARY SUITE
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW REAR HOUSE IS STRATA
- PARKING REQUIREMENTS NEED TO BE MET FOR EXISTING HOUSE, NEW ADDITIONAL UNIT AND NEW REAR HOUSE
- A MINIMUM 4' WIDE FIREFIGHTER ACCESS PATH FROM THE STREET TO NEW REAR HOUSE IS REQUIRED

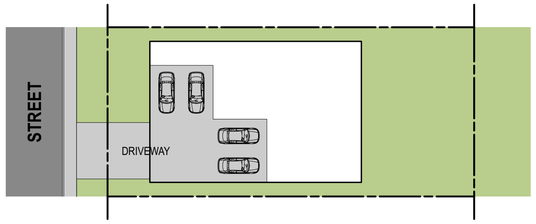


EXISTING HOUSE WITH NEW ADDITIONAL UNIT + **NEW REAR HOUSE**

The diagram above shows some of the considerations for a SSMUH development where an existing house will be retained. It is possible to either add new units within an existing house or add new unit(s) within an existing house and add a new rear house. New units and the existing house may be strata or non-strata. One new additional unit within the existing house may be a secondary suite.

The diagram shows a development scenario where an existing house is retained, a new additional unit is added within the existing house (making it a duplex), and a new rear house is added in the backyard. The number of units possible and appropriate will vary.

SSMUH – Parking Configurations

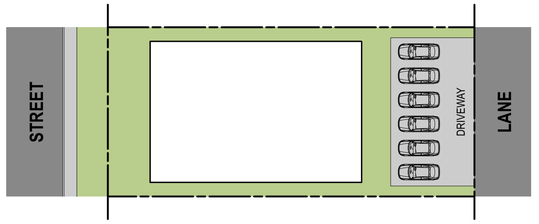


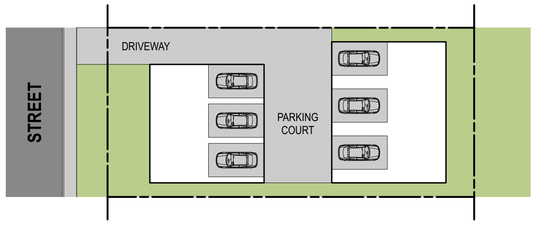
PARKING ACCESS DIRECTLY FROM THE STREET

PARKING IS LOCATED WITHIN THE FRONT BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET.

PARKING ACCESS DIRECTLY FROM THE LANE

PARKING IS LOCATED WITHIN THE REAR BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE.



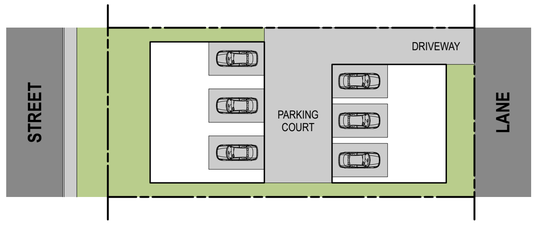


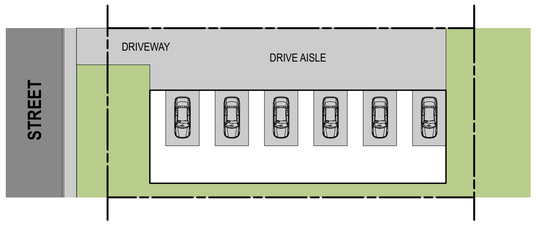
PARKING ACCESS FROM THE STREET VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A PARKING COURT.

PARKING ACCESS FROM THE LANE VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A PARKING COURT.



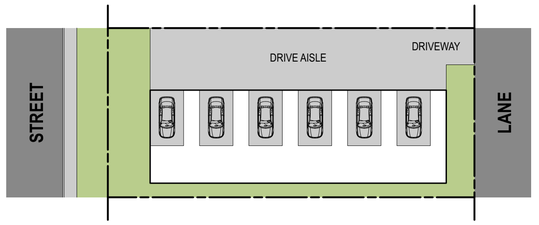


PARKING ACCESS FROM THE STREET VIA DRIVE AISLE

PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A FLANKING DRIVE AISLE.

PARKING ACCESS FROM THE LANE VIA DRIVE AISLE

PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A FLANKING DRIVE AISLE.



The diagrams above illustrate some conceptual parking configurations possible for SSMUH development scenarios. The specific characteristics and context of each site, and whether a lane is present or not will determine which configurations may be possible and appropriate for each property. Driveways must be from a lane where present, and only one driveway is permitted from a street. There may be scenarios that require a combination of various parking configurations.

Parking scenarios will inform, and result from, the number of buildings and building types specific to each development scenario.

The number of stalls possible in a SSMUH development will depend on parking regulations in the zoning bylaw, lot size, lot dimension, lot slope, the immediate context of each stall (interior, exterior, adjacent to walls) and the specific building type and configuration of each scenario. The dimensions and slope of all parking spaces, driveways and aisles must conform to all applicable zoning and engineering regulations.

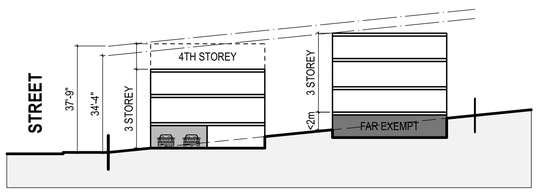
This diagram shows typical 60' X 130' lots, driveways from the street are minimum 13' wide or maximum 20' wide, and driveways from the lane are minimum 13' wide or maximum wide enough to accommodate parking stalls that are accessed from the lane.

schema
OFFICE OF ARCHITECTURE

Graphics prepared by Schema Office of Architecture Inc. on behalf of the City of Port Moody. A signed and sealed copy of this presentation has been provided to City of Port Moody staff to keep on file and available for review.

PORT MOODY
CITY OF THE ARTS

SSMUH – Slope, Height, Parking, and FAR Considerations

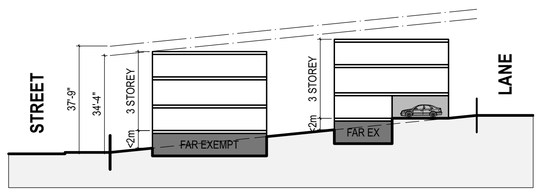


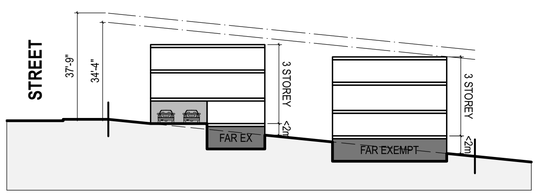
UPSLOPING SITE - PARKING ACCESS FROM THE STREET

FRONT BUILDING HAS SMALLER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. REAR BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

UPSLOPING SITE - PARKING ACCESS FROM THE LANE

FRONT BUILDING HAS LARGER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING AND REAR BUILDING BOTH HAVE OPPORTUNITIES FOR FAR EXEMPT BASEMENTS.



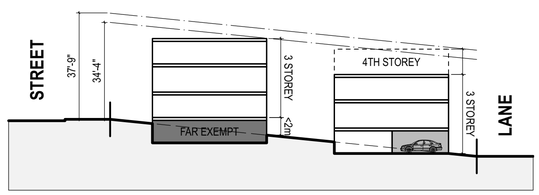


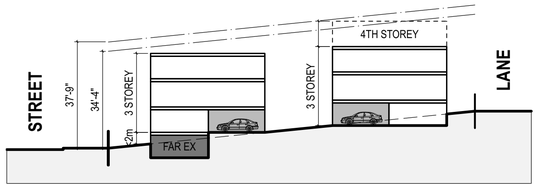
DOWNSLOPING SITE - PARKING ACCESS FROM THE STREET

FRONT BUILDING HAS SMALLER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING AND REAR BUILDING BOTH HAVE OPPORTUNITIES FOR FAR EXEMPT BASEMENTS.

DOWNSLOPING SITE - PARKING ACCESS FROM THE LANE

FRONT BUILDING HAS LARGER POSSIBLE SECTION THAN REAR BUILDING. REAR BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. FRONT BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.



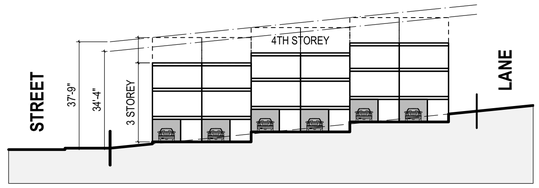


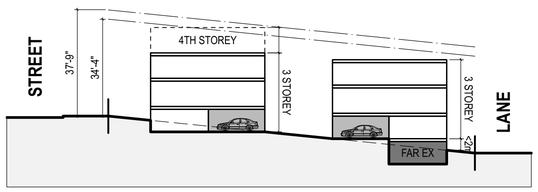
UPSLOPING SITE - PARKING ACCESS VIA PARKING COURT FROM THE STREET OR LANE

FRONT BUILDING AND REAR BUILDING HAVE EQUAL POSSIBLE SECTIONS. REAR BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. FRONT BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

UPSLOPING SITE - PARKING ACCESS VIA DRIVE AISLE FROM THE STREET OR LANE

SINGLE LARGE BUILDING CAN STEP WITH SLOPE. BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT.





DOWNSLOPING SITE - PARKING ACCESS VIA PARKING COURT FROM THE STREET OR LANE

FRONT BUILDING AND REAR BUILDING HAVE EQUAL POSSIBLE SECTIONS. FRONT BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. REAR BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

DOWNSLOPING SITE - PARKING ACCESS VIA DRIVE AISLE FROM THE STREET OR LANE

SINGLE LARGE BUILDING CAN STEP WITH SLOPE. BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT.

The diagrams above illustrate the relationship between site slope, building height, parking configuration and FAR exemptions for various parking configurations on up-sloping and down-sloping lot conditions. These section view drawings show the impact that the slope of a site and the parking configuration have on building massing, number of storeys and FAR exempt basements.

Given the number of variables in these diagrams, these are depictions are representative of just a small number of possible scenarios and are only meant to show the principle of the relationship between the variables.

The SSMUH zoning regulations set the maximum building height at 34'-4" for buildings with 4 units or less, and at a greater height of 37'-9" for buildings with 5 or 6 units - this greater height can allow 4 storeys. However, for a building to remain within the simpler 'Part 9' building code requirements, it must not exceed 3 storeys when measured on the side of the building with the lowest average grade (not counting a basement below a first floor with a floor level < 2m above the lowest average grade).

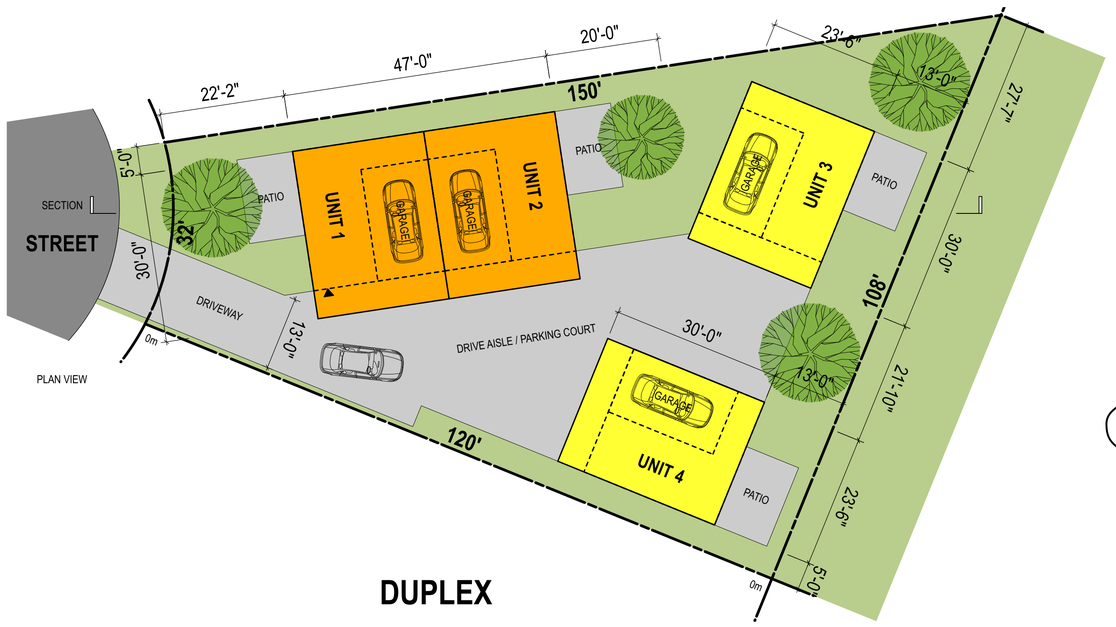
These diagrams show typical 130' deep lots with a change in grade of 13'. Building depths shown are 39' and ceiling heights are 8' except for one floor per building at 9'.

schema
OFFICE OF ARCHITECTURE

Graphics prepared by Schema Office of Architecture Inc. on behalf of the City of Port Moody. A signed and sealed copy of this presentation has been provided to City of Port Moody staff to keep on file and available for review.

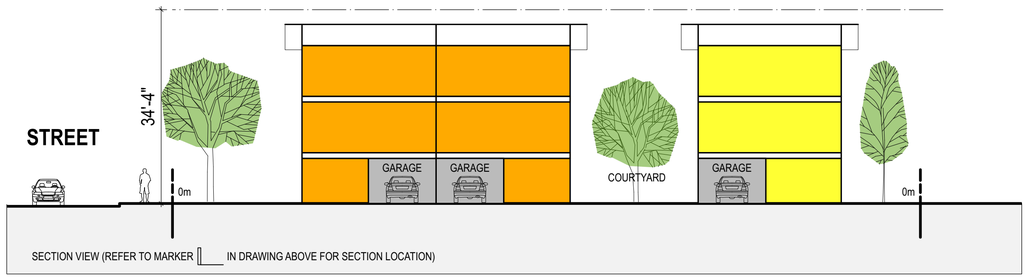
PORT MOODY
CITY OF THE ARTS

SSMUH – Scenario 1 (Duplex + 2 Houses)



DUPLEX

HOUSE

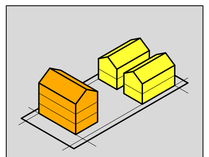


LOT DIMENSIONS	**32'/150'/108'/120'**
SITE AREA	**8,750 sq.ft.**
NUMBER OF UNITS	**4**
FAR	**0.8 = 7,000 sq.ft.**
SITE COVERAGE	**32%**
IMPERMEABLE AREA	**61%**

UNIT 1	**1,750 sq.ft.**
UNIT 2	**1,750 sq.ft.**
UNIT 3	**1,750 sq.ft.**
UNIT 4	**1,750 sq.ft.**

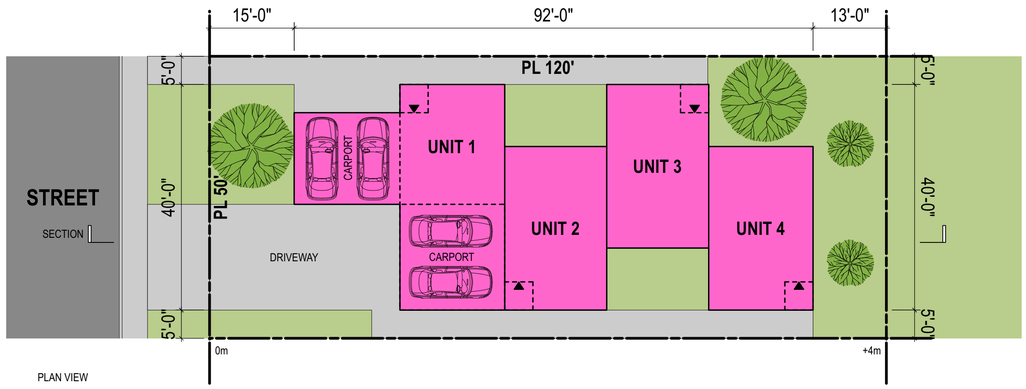
Scenario 1 illustrates a 4 unit SSMUH development on a Cul-de-Sac lot. It includes one duplex at the front of the site and two houses at the rear of the site. All units include one garage with parking access from a central parking court. The development creates 4 large-sized three storey family units in simple building forms that bear a resemblance to traditional single-family homes, with private outdoor space for each unit provided at-grade in small yards.

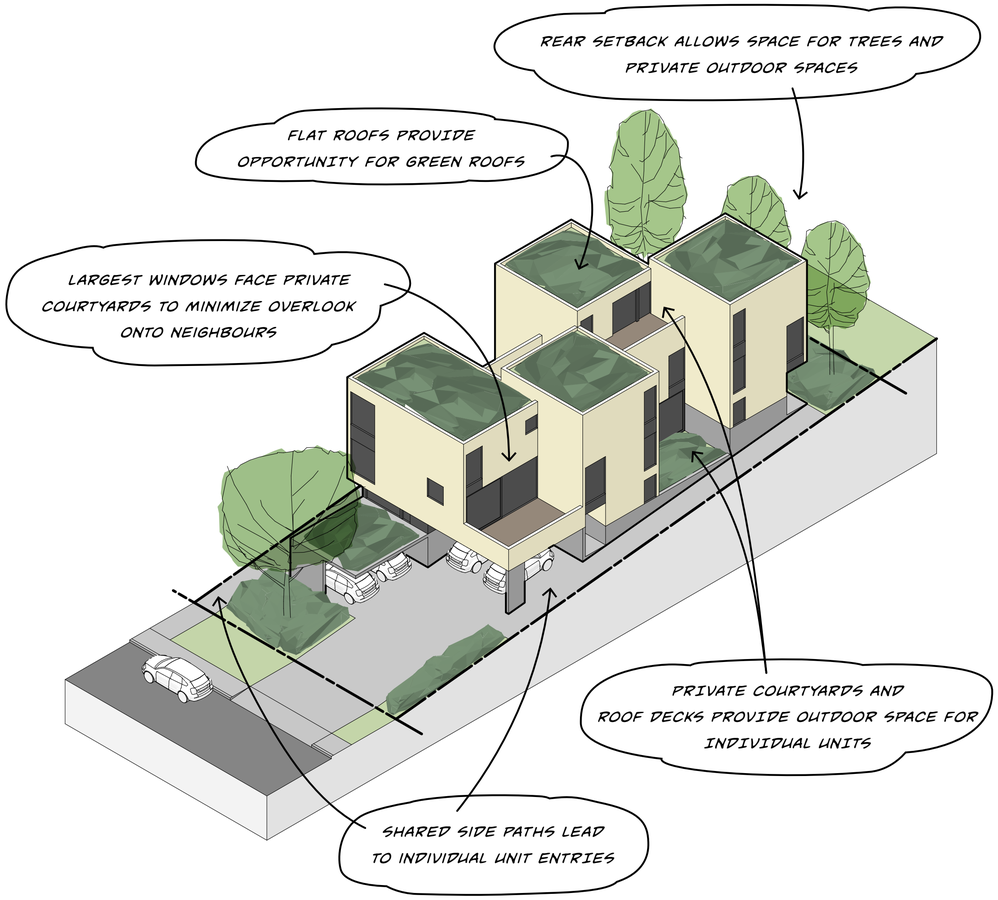
This scenario is shown on a flat site but would also work on up, down and side-sloping sites if slopes are within what is allowable for driveways. Similar scenarios with a different mix of building types - two duplexes or even four houses - would also be possible on certain Cul-de-Sac lot shapes.



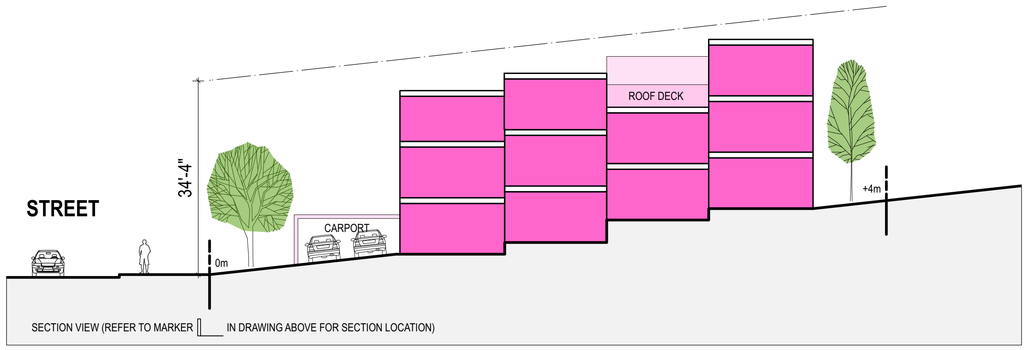
DUPLEX + 2 HOUSES

SSMUH – Scenario 2 (4-Plex)





4-PLEX

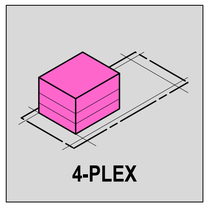


LOT DIMENSIONS	**50' X 120'**
SITE AREA	**6,000 sq.ft.**
NUMBER OF UNITS	**4**
FAR	**0.8 = 4,800 sq.ft.**
SITE COVERAGE	**44%**
IMPERMEABLE AREA	**70%**

UNIT 1	**1,200 sq.ft.**
UNIT 2	**1,200 sq.ft.**
UNIT 3	**1,200 sq.ft.**
UNIT 4	**1,200 sq.ft.**

Scenario 2 illustrates a 4 unit SSMUH development on a smaller-sized rectangular lot. It is comprised of a single 4-plex building, and all units have access to one carport parking space at the front of the site with access from the street. The development creates 4 small-sized three storey family units in a unique building form that has the ability to adapt to variously sloped sites and provides small but meaningful private outdoor spaces for each unit in courtyards and on roof decks.

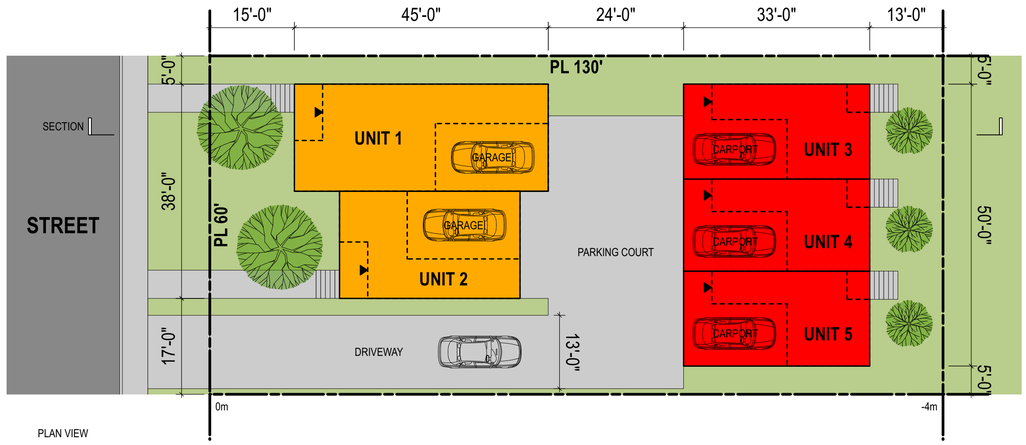
This scenario is shown on a small up-sloping site but would also work on flat, down and side-sloping sites of the same, or larger size with necessary modifications. The principles of this scenario could potentially be used as a template for developments on more steeply sloped sites as well.



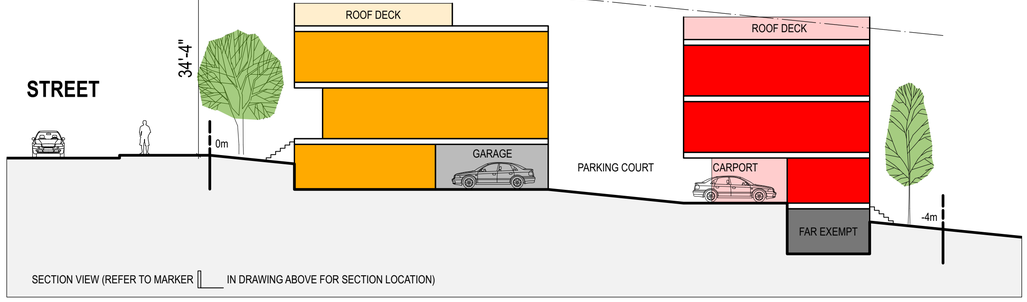
schema
OFFICE OF ARCHITECTURE

Graphics prepared by Schema Office of Architecture Inc. on behalf of the City of Port Moody. A signed and sealed copy of this presentation has been provided to City of Port Moody staff to keep on file and available for review.

SSMUH – Scenario 3 (Duplex + Triplex)



DUPLEX **TRIPLEX**

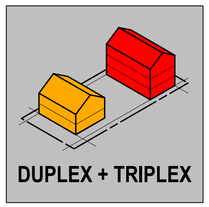


LOT DIMENSIONS	**60' X 130'**
SITE AREA	**7,800 sq.ft.**
NUMBER OF UNITS	**5**
FAR	**0.9 = 7,020 sq.ft.**
SITE COVERAGE	**40%**
IMPERMEABLE AREA	**69%**

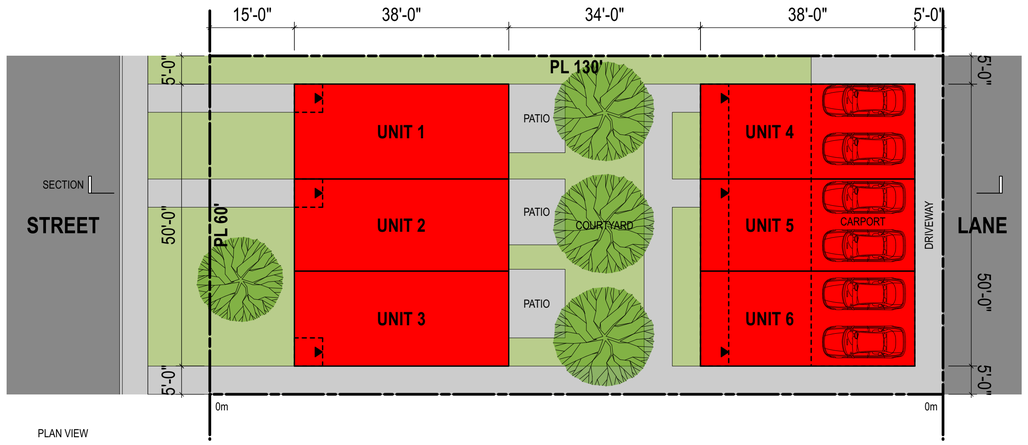
UNIT 1	**1,800 sq.ft.**
UNIT 2	**1,300 sq.ft.**
UNIT 3	**1,300 sq.ft.**
UNIT 4	**1,300 sq.ft.**
UNIT 5	**1,300 sq.ft.**

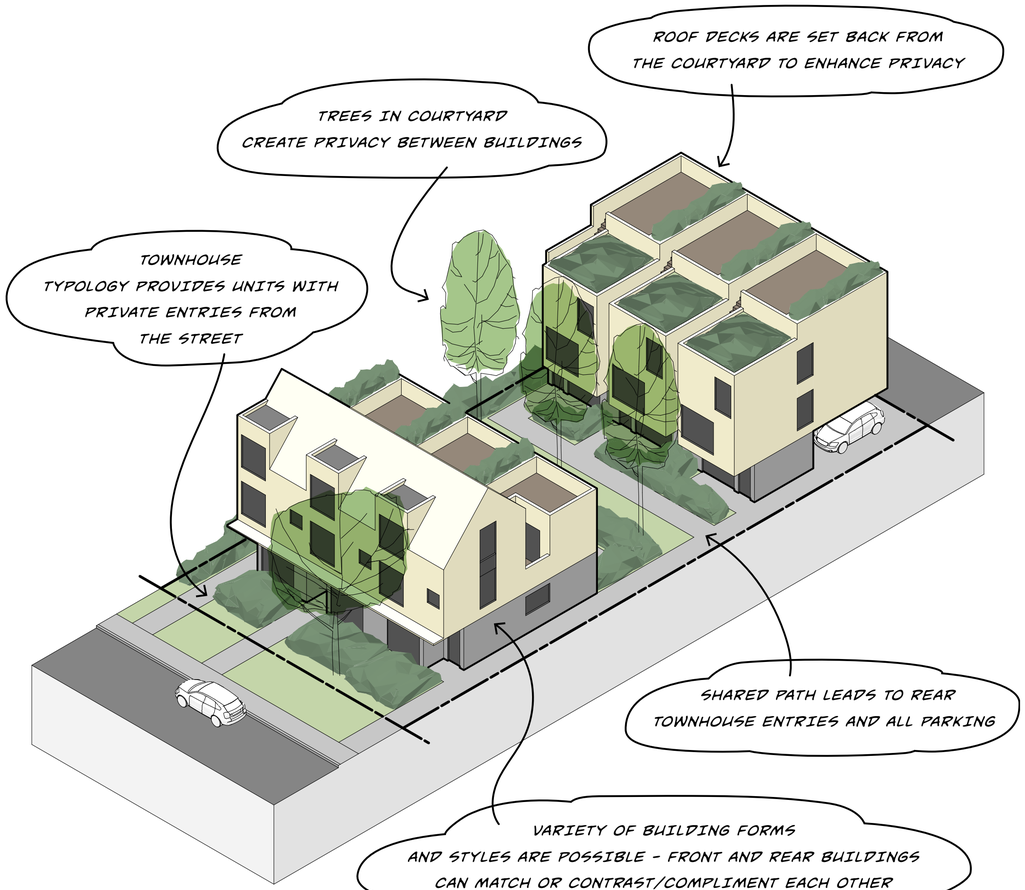
Scenario 3 illustrates a 5 unit SSMUH development on a standard-sized rectangular lot. It includes one duplex at the front of the site and one triplex at the rear of the site. All units include either one garage or carport with parking access from a central parking court. The development creates 1 larger three storey family unit and 4 good-sized three storey family units in two contemporary flat-roofed buildings, where roof decks provide private outdoor space for each unit.

This scenario is shown on a down-sloping site but would also work on flat, up and side-sloping sites if slopes are within what is allowable for driveways. Currently the front building is a duplex, as there is not the width to build a townhouse-style triplex beside the driveway, but it could be replaced by a side-by-side + back triplex.

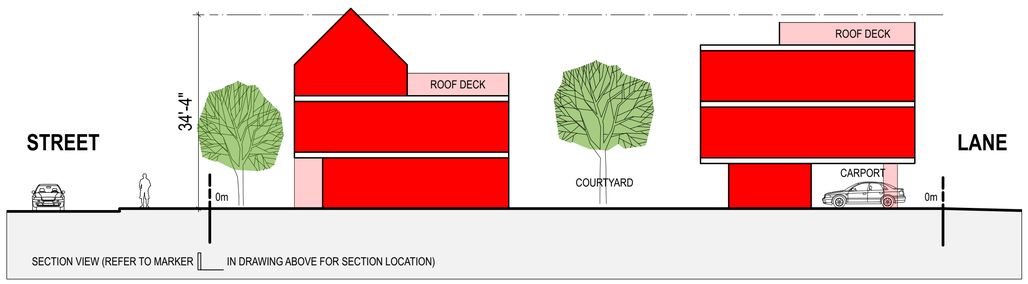


SSMUH – Scenario 4 (Triplex + Triplex)





TRIPLEX **TRIPLEX**

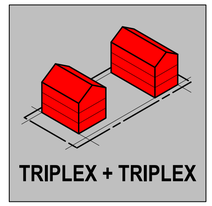


LOT DIMENSIONS	**60' X 130'**
SITE AREA	**7,800 sq.ft.**
NUMBER OF UNITS	**6**
FAR	**1.0 = 7,800 sq.ft.**
SITE COVERAGE	**49%**
IMPERMEABLE AREA	**72%**

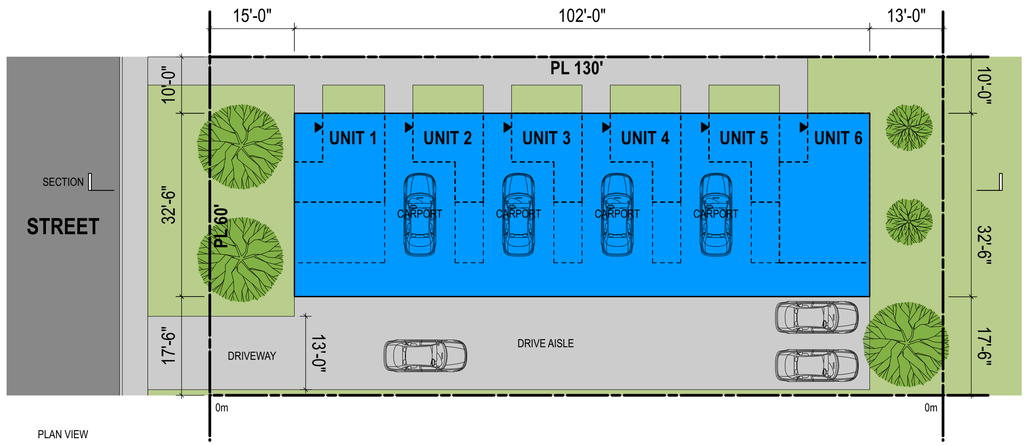
UNIT 1	**1,300 sq.ft.**
UNIT 2	**1,300 sq.ft.**
UNIT 3	**1,300 sq.ft.**
UNIT 4	**1,300 sq.ft.**
UNIT 5	**1,300 sq.ft.**
UNIT 6	**1,300 sq.ft.**

Scenario 4 illustrates a 6 unit SSMUH development on a standard-sized rectangular lot with lane access. It includes one triplex at the front of the site and one triplex at the rear of the site. All units have access to one carport parking space off the lane which provides parking access. The development creates 6 good-sized three storey family units in two contemporary buildings - one pitched roof and one flat roof. Private outdoor space for each unit is provided on roof decks and on at-grade patios in the courtyard between the buildings.

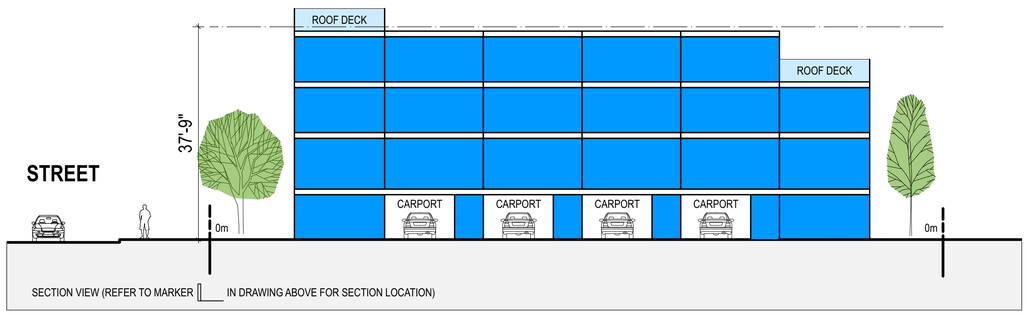
This scenario is shown on a flat site but would also work on up, down and side-sloping sites with necessary modifications. The principles of this scenario could also potentially be used as a template for 4 unit SSMUH developments with two duplexes instead of two triplexes.

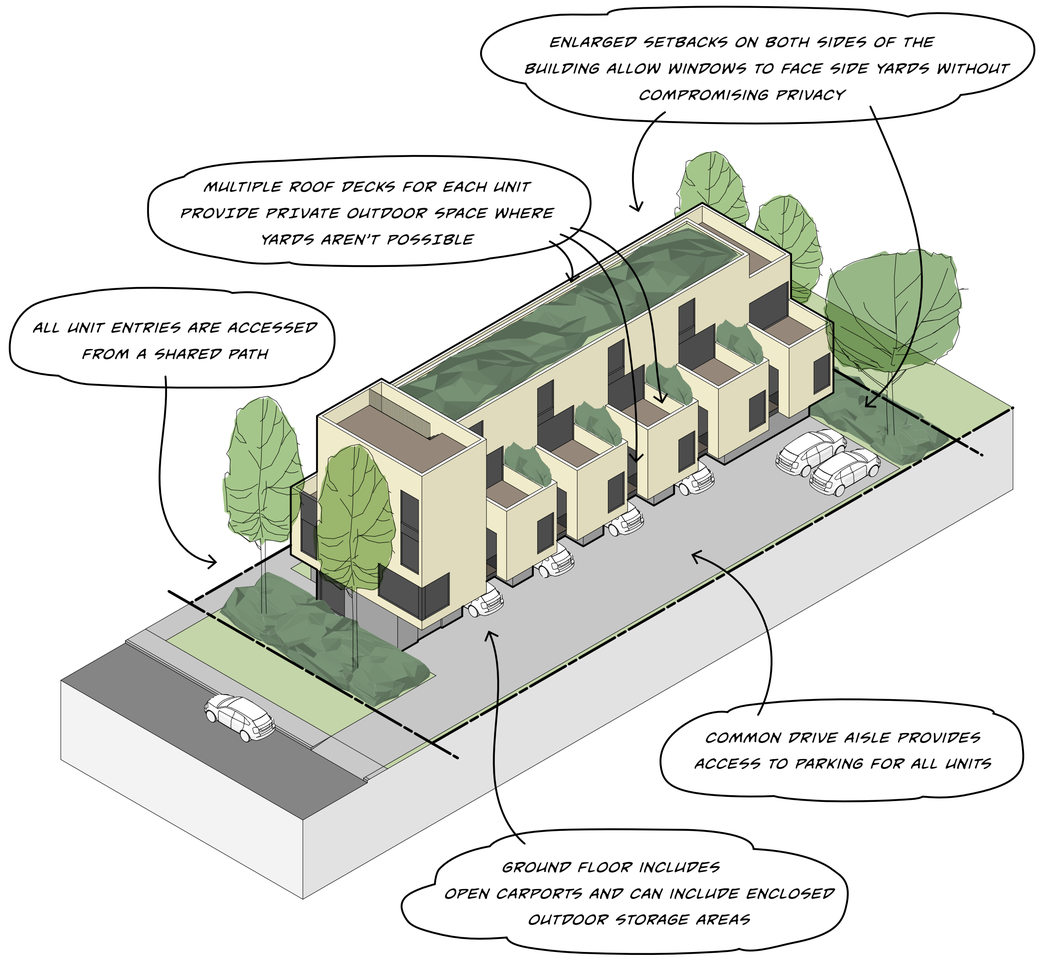


SSMUH – Scenario 5 (6-Plex)



6-PLEX



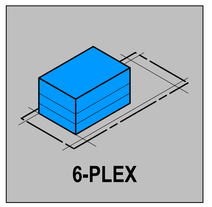


LOT DIMENSIONS	**60' X 130'**
SITE AREA	**7,800 sq.ft.**
NUMBER OF UNITS	**6**
FAR	**1.0 = 7,800 sq.ft.**
SITE COVERAGE	**43%**
IMPERMEABLE AREA	**75%**

UNIT 1	**1,300 sq.ft.**
UNIT 2	**1,300 sq.ft.**
UNIT 3	**1,300 sq.ft.**
UNIT 4	**1,300 sq.ft.**
UNIT 5	**1,300 sq.ft.**
UNIT 6	**1,300 sq.ft.**

Scenario 5 illustrates a 6 unit SSMUH development on a standard-sized rectangular lot. It is comprised of a single 6-plex building, and all units include one carport with parking access from a flanking drive aisle. The development creates 6 good-sized four storey family units in a large contemporary form, articulated with recesses to bring light deep into the floor plates of the building. Private outdoor space for each unit is provided on three separate roof decks with different orientations and views.

The scenario is shown on a flat site but would also work on up, down and side-sloping sites if slopes are within what is allowable for driveways and parking stalls. For up and down-sloping sites, the way in which the building steps in order to navigate the slope would need to be considered.



Bill 47: Housing Statutes Transit-Oriented Areas (TOAs) Amendment Act

- Bill 47 designates TOAs around SkyTrain stations to increase density near rapid transit. For Port Moody, the two TOAs are located at **Inlet Centre SkyTrain Station**, and **Moody Centre SkyTrain Station**.

- The goal is to create more housing and mixed-use, complete communities in these areas.

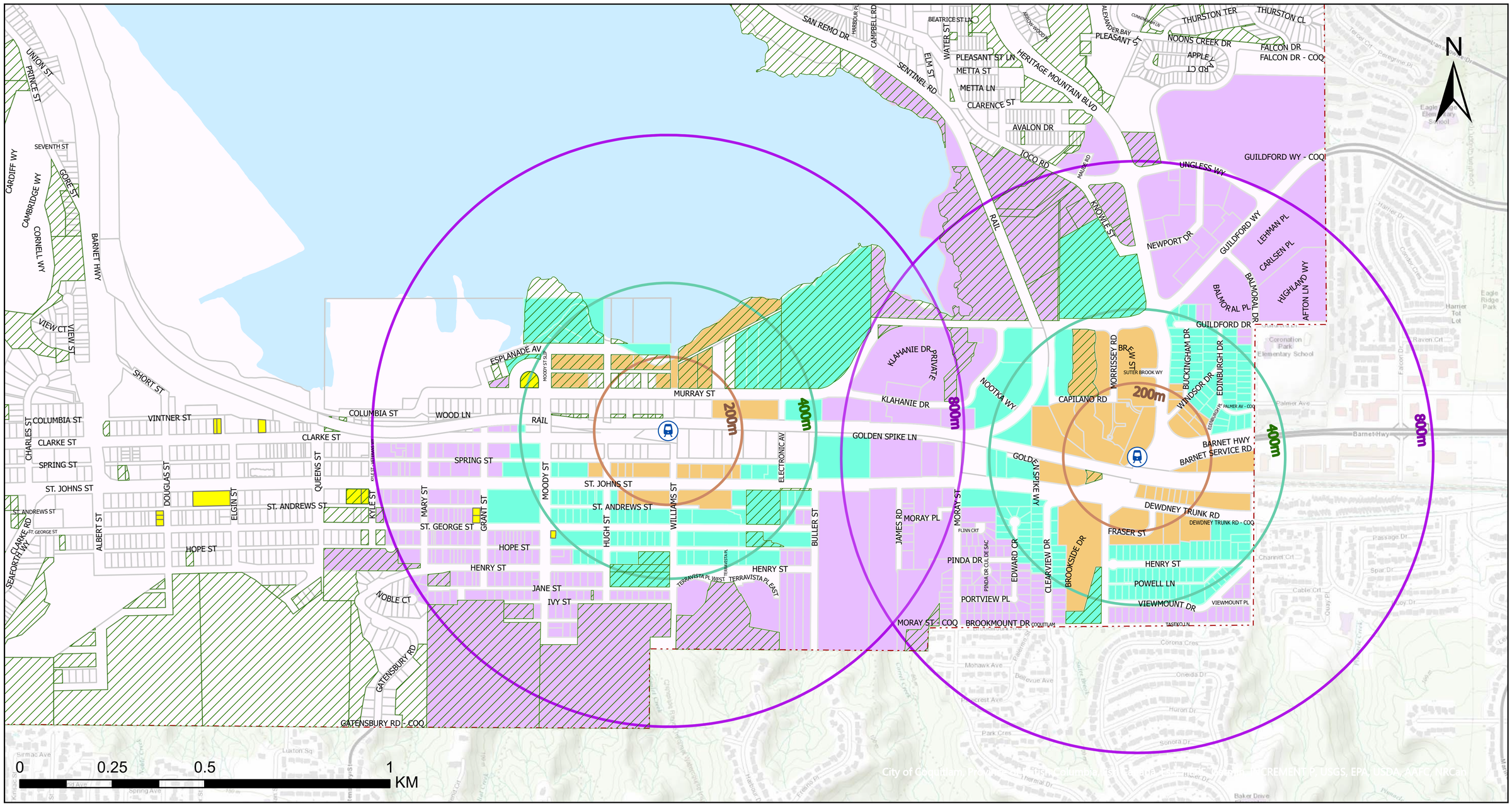
- Height and density allowances are determined based on the distance from the transit centre in a series of rings set at 200m, 400m, and 800m away.

- Parcels that cross multiple rings receive the largest height-density allocation across the full parcel.

- Removes minimum off-street parking requirements for residential uses.

- Allows exemptions from the TOA designations on industrial zoned properties and certain heritage properties.

Transit-Oriented Areas



Skytrain Stations
City Lands
Municipal Boundary

Skytrain Station 200m Buffers
Skytrain Station 400m Buffers
Skytrain Station 800m Buffers

Parcels within 200m (up to 20 storeys or 5.0FAR)
Parcels within 400m (up to 12 storeys or 4.0FAR)

Parcels within 800m (up to 8 storeys or 3.0FAR)
Exempted Heritage Properties *

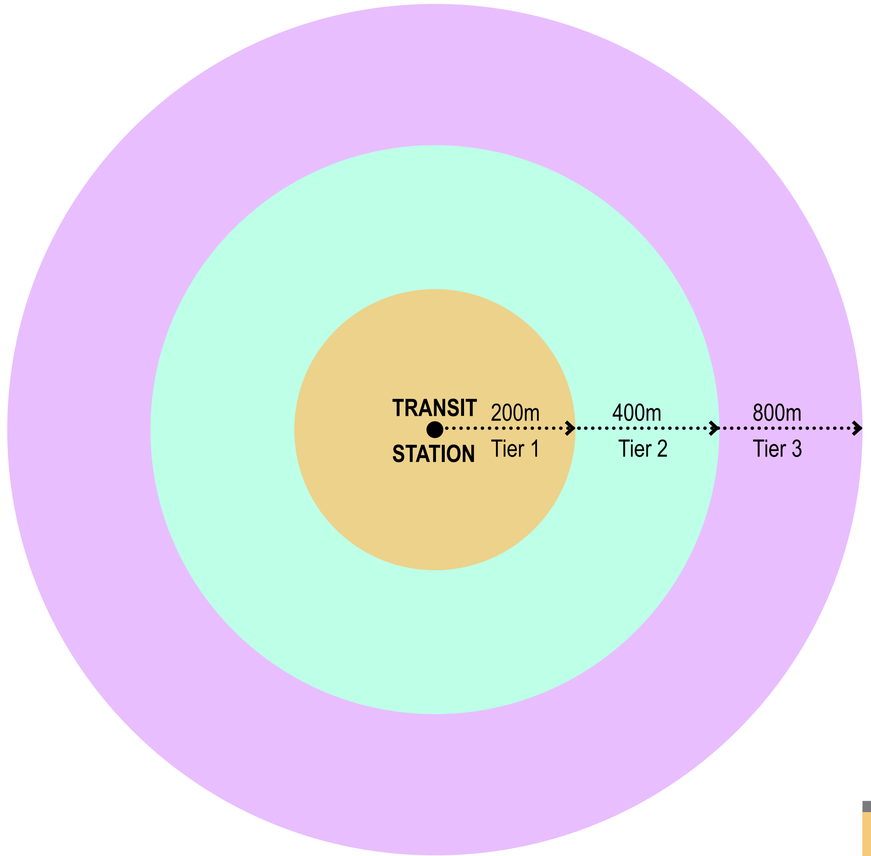
* Properties under a completed Heritage Revitalization Agreement prior to December 7, 2023, and Municipally Designated Heritage Properties.

Note: Refer to Chapter 11: Heritage Conservation in Official Community Plan Bylaw No. 2955 for further information regarding the Moody Centre and Ioco Townsite Heritage Conservation Areas designated in the plan.

All City policies apply to new developments in TOAs.

Date Printed: 5/1/2024

TOAs – Building Heights



Up to 20 storeys

Up to 12 storeys

Up to 8 storeys

	Tier Level 1	Tier Level 2	Tier Level 3
Prescribed Distance	200m or less	201m to 400m	401m to 800m
Minimum Allowable Density (FAR)	Up to 5.0	Up to 4.0	Up to 3.0
Minimum Allowable Height (Storeys)	Up to 20	Up to 12	Up to 8
Examples of Building Types	Apartment Tower	High-rise, mid-rise	Mid-rise

Bills 44 and 47: Parking and Traffic Management

Parking Requirements

Bills 44 and 47 introduce changes to residential parking requirements. These changes need to be reflected in the parking section of Port Moody's Zoning Bylaw. Beginning on June 30, 2024, residential parking rates will be as follows:

Zone	
Small-scale multi-unit housing (outside prescribed bus stop radius)	• Minimum 0.5 stalls per dwelling unit. • Maximum of four stalls when accessed from a collector, local, or lane road classification. • Maximum of two stalls when accessed from an arterial or Major Road Network road classification.
Small-scale multi-unit housing (inside prescribed bus stop radius)	• No specified minimum or maximum.
Residential within the Transit-Oriented Area	• No specified minimum or maximum.
All zones	• Maximum allowable parking and driveway coverage of the front yard is 50% • Minimum driveway length of 5.6 metres from garage to property line. • Minimum 6 metres of continuous curb along the road frontage to be retained.

Traffic Management

In certain designated zoning districts, the applicant for a rezoning application must submit a document that sets out the commitments regarding the implementation of Transportation Demand Management Measures.

A Transportation Demand Management Plan is required in the following zoning districts:

- transit-oriented development areas;
- multi-residential districts;
- commercial districts;
- residential mixed-use districts;
- industrial districts;
- institutional districts; and
- comprehensive development districts.

For maps outlining the districts, please review the Zoning Bylaw at portmoody.ca/bylaws.

Infrastructure Considerations

Increasing housing units in areas not previously considered for additional height and density has infrastructure implications for Port Moody.

Emergency Capacity: Water Flow from Hydrants

A development applicant is responsible for evaluating emergency water flow capacity on a case-by-case basis and addressing any necessary infrastructure changes including:

- requirements for higher water flow from hydrants during emergencies;
- requirements for further analysis on some streets to determine how to improve the available water flow;
- responsibility to improve the water flow from the hydrant or design the site to comply with the available flow.

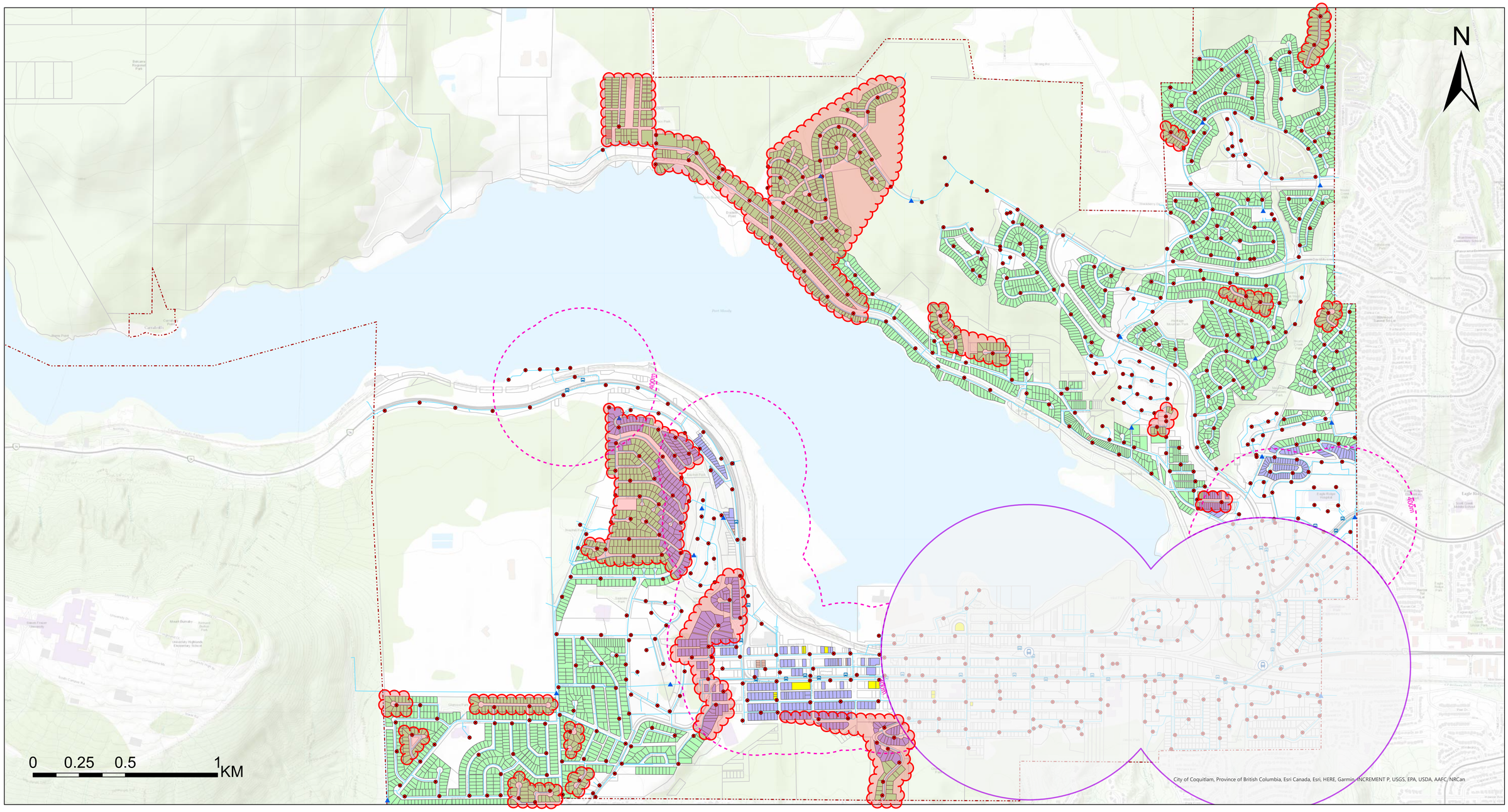
Water, Sanitary and Storm Sewer Systems

Population increases will create additional demand on water, sanitary, and storm sewer systems. The City will be conducting an infrastructure analysis to guide changes to the Development Cost Charges (DCC) Bylaw in 2025. This analysis will review the current system capacity and assess where improvements should be anticipated to meet the increased demand from more housing units.

Frontage Upgrades

There is no change to the current process as building permit applications with more than two dwelling units are required to upgrade the property frontage to the level of service identified in the Subdivision and Development Servicing Bylaw 2831.

Fire Hydrant Capacity Review in SSMUH Areas



SSMUH - Housing Units Per Lot:
- 3 Units (22)
- 4 Units (3910)
- 6 Units (523)

- Prescribed Bus Stops
- Prescribed Bus Stop 400m Radius
- Transit Oriented Areas (TOA)

- Municipal Boundary
- Exempted Heritage Properties *

- Hydrant
- Pressure Reducing Valve
- Watermain
- Hydrant Review Area

Properties located within the Hydrant Review Areas may require the provision of alternate measures to address the fire flow requirements calculated in the Fire Underwriter Survey for individual projects.