

# Staff Report to Council

Development Services

FILE: 6480-20-2019

**DATE:** November 13, 2019 **Date of Meeting –** November 19, 2019

**TO:** Mayor and Council

**FROM:** Alex Wallace, Manager of Community Development

**SUBJECT:** Pitt Meadows Official Community Plan Review Residential Policy Review

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**RECOMMENDATION(S):** THAT Council:

- A. Receive for information the consultant report titled "Residential Policy Review: Background Contextual Report for the Official Community Plan Review" by City Spaces Consulting, dated October 2019; AND
- B. Approve proposed timeline with a Public Hearing to be held in June 2020; OR
- C. Other.

**CHIEF ADMINISTRATIVE OFFICER COMMENT/RECOMMENDATION:**



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**PURPOSE**

The purpose of this report is to present to Council the final report for the Official Community Plan residential policy review by City Spaces and to outline the next steps in the Official Community Plan review process.

☒ Information Report

☐ Direction Report

☐ Decision Report

## **DISCUSSION**

### **Background:**

The City engaged City Spaces Consulting to undertake a residential development analysis that will guide the development of policies in the Official Community Plan review.

The objectives of the analysis are as follows:

- To collect information necessary to identify current and projected housing trends.
- To update the City's population and housing projections that will be used to develop the residential scenarios and will satisfy Metro Vancouver's requirement that Regional Context Statements contain municipal population projections for 2021, 2031, and 2041, both City-wide and for the urban centre.
- To develop several residential development scenarios that describe population growth, broad demographic makeup, general fiscal consequences and land use plan for each scenario using visual models and graphs.
- To develop and implement a robust and innovative public consultation strategy for engaging the community in discussions about the growth scenarios using visual tools.
- To provide qualitative descriptions in general terms about likely impacts on land value and housing prices.
- To determine general demand for amenities and services.
- To provide recommendations regarding tools and policies that could help achieve the preferred scenario.

Two future housing development scenarios were created to help generate discussion and ideas about the future growth of Pitt Meadows. A third scenario was created using Council's input from the workshop held on June 25<sup>th</sup>.

Scenario One, Concentrated Transit-Oriented Development, focuses residential development close to the West Coast Express station, along the Frequent Transit Network (Harris Road between the Lougheed Highway and Hammond Road, and Hammond Road to the Maple Ridge boundary), in existing higher density areas and proposes mixed use development for Meadowvale and Meadown town shopping centres.

Scenario Two, Distributed Infill and Transit Oriented Development, distributes new residential development throughout the City, including multi-unit housing and mixed use housing along the Frequent Transit Network with infill development in mature neighbourhoods.

Scenario Three, Distributed Growth, locates new residential development within, and outside of, the City's Urban Containment Boundary, while also concentrating some density along Harris and Hammond Road, and on lands at the City's edges.

All three scenarios were analyzed by City Spaces, who also engaged geospatial consultants and land economists, using the following criteria:



- Accommodation of the projected population increase
- What kind of unit mix can be accommodated under the scenario
- Retention of community character and small town feel
- Promotion of transit use and walkability
- Protection of agricultural land
- Location relative to the flood plain
- Access to nature and recreational areas

Fiscal impact analyses were also completed for each of the three scenarios.

#### **Relevant Policy, Bylaw or Legislation:**

The content, development and adoption of Official Community Plans are regulated through Section 473 of the Local Government Act.

#### **Public Engagement for the Residential Policy Review**

Staff and consultants have engaged stakeholders and the public in numerous ways throughout the OCP review process, including:

- Vision and Values workshop – June 2018: This event provided members of the community with an opportunity to share their future vision of the city and to hear other people’s ideas about the future. Staff brought a facilitator and graphic illustrator to record the community vision and values regarding our growth and future.
- External Stakeholder Discussions – Fall 2018: Targeted discussions with external city stakeholders were held that sought more detailed input from participants on many aspects of community, including such topic areas as housing, parks, transportation, and agriculture.
- Online OCP Issues Papers and Surveys – Spring / Summer 2019: These are information papers that combined research, input from community engagement, and staff knowledge into an easy-to-digest format. They address challenges and opportunities, current trends and initiatives, and discuss what the current OCP has to say on each topic area. Online surveys were available for the public to fill out on each topic. This public consultation will feed directly into the drafting of the new OCP policies, which staff is currently working on.
- Pitt Meadows Day – June 2019: Staff members were present all day on the exhibitors field on Pitt Meadows Day with interactive boards on housing issues in Pitt Meadows and the North Lougheed Study Area. Many people stopped by and provided their input.

For the housing policy review work, in particular, staff and consultant engaged the public in 2019 as follows:

#### Housing and Community Growth Forum

On Saturday, June 15, the City, with planning consultants from City Spaces held its Housing and Community Growth Forum in Spirit Square between noon and four p.m. Staff estimates about 60 people actively participated in the event.

#### Housing and Community Growth Council Workshop

Held on June 25<sup>th</sup>, the workshop was intended to obtain Council's ideas about how the City should grow and accommodate its future population.

#### Housing and Community Growth Online Engagement

An interactive map showing the two possible residential development scenarios that were presented at the Housing and Growth Forum on June 15<sup>th</sup>, and to Council on June 25<sup>th</sup>, were available online at the HaveYourSayPittMeadows website, in addition to a "blank" map of Pitt Meadows. A brief survey asking participants their thoughts on different housing forms was also available on the website.

Consultation for the Housing Policy Review is complete, and the consultant's recommendations reflect public and Council's input. The results indicate that housing affordability and seniors housing are among the most important issues to respondents. Summaries of the online engagement results are appended to this report as Appendix B.

#### **Analysis:**

The study concludes that Scenarios One and Two provide the most flexibility and potential to facilitate residential development in terms of:

- Accommodating population growth
- Meeting local housing needs
- Most efficient use of transit
- Preservation of parkland
- Preservation of ALR
- Places most of the residential growth outside of the floodplain
- Concentrates residential development in close proximity to services and amenities
- Supports the public's vision of retaining community character
- Minimizes municipal costs associated with new infrastructure

Scenario 3, which places development on the edges of Pitt Meadows urban area is more likely to cost more in terms of infrastructure costs, while placing more residents further from transit, services and amenities.

### **Official Community Plan Achievements, 2019**

In addition to the Residential Policy Review, public engagement events and online consultation, the following has been completed this year as part of the OCP review:

- Pitt Meadows Official Community Plan Review Commercial and Industrial Lands Analysis
- Staff Workshops where City staff from across the organization met in a series of meetings to discuss the City's challenges and opportunities on a range of topic areas. These conversations helped to inform and frame the Online OCP Issue Papers and will also inform and frame the new OCP.
- Online OCP Issues Papers and Surveys, the results of which will inform draft policies and land use plans
- Draft of the new Official Community Plan. Drafting OCP policies includes in-depth review of the following :
  - Public consultation results
  - Provincial and Metro Vancouver policy documents and studies to ensure that proposed policies are up-to-date and align with their policies to the extent possible
  - Best practices in other British Columbia municipalities and elsewhere in regards to their Official Community Plans
  - City of Pitt Meadows studies, policies, regulations, decisions and historical documents

Draft OCP chapters and maps are currently being edited, and will undergo a legal review before being presented to Council as part of a bylaw for first reading. Before a formal bylaw is presented to Council, staff is proposing additional public engagement, as outlined below.

### **Next Steps**

With the housing and community growth project nearing completion, staff will gather Council's comments regarding the Housing Study and return to Council in December to present a final analysis and recommendations on the directions that the OCP will take in regards to residential policies.

Following that, Staff will return to Council early in the New Year with a draft land use plan and policies, and request a next-step public consultation plan that will include open houses, pop-up

events, online engagement and further stakeholder meetings. At this stage, the primary questions we will have for the community is: “Did we get it right? Does the land use plan and policies reflect the community and its vision for the future?”

After this stage is complete, and comments received have been considered and incorporated into the draft policies and plan, an Official Community Plan bylaw, complete draft of the new OCP, and including the land use map will be presented to Council. The accompanying report will request that Council grant first reading to the bylaw, and will ask to formally refer the plan to Metro Vancouver, the Agricultural Land Commission, the School Board, surrounding municipalities, and the Katzie First Nation.

Staff will incorporate comments and feedback into the draft and prepare a report for second reading approval. Once second reading is granted, a public hearing will be scheduled. The proposed timeline is summarized in the following table:

<b>Activity</b>	<b>Month/Year</b>
<b>Residential Policy Review Report</b>	November 19, 2019
<b>Residential Policy Review Analysis and Recommendations</b>	December 2019
<b>Draft Land Use Plan and Policies</b>	February 2020
<b>Public Consultation (Did we get it right?)</b>	March 2020
<b>Final Land Use Plan and Policies</b>	April 2020
<b>Official Community Plan Bylaw – First Reading</b>	April 2020
<b>Official Community Plan Bylaw – Referral to Stakeholders (i.e., Metro Vancouver, ALC, School Districts, neighbouring municipalities)</b>	May 2020

Official Community Plan Bylaw – Second Reading	Early June 2020
Public Hearing	June 2020
Third Reading and Adoption	July 2020

#### **COUNCIL STRATEGIC PLAN ALIGNMENT**

- ☒ Principled Governance    ☐ Balanced Economic Prosperity    ☐ Corporate Excellence  
☐ Community Spirit & Wellbeing    ☐ Transportation & Infrastructure Initiatives  
☐ Not Applicable

Community Voice: Engage stakeholders in meaningful discussion around the current and future success and prosperity of Pitt Meadows

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#### **FINANCIAL IMPLICATIONS**

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

There are no financial implications associated with this report.

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#### **PUBLIC PARTICIPATION**

- ☒ Inform    ☒ Consult    ☐ Involve    ☐ Collaborate    ☐ Empower

This report will be made available on the City's Official Community Plan Review webpage for the community.

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#### **KATZIE FIRST NATION CONSIDERATIONS**

Referral    ☐ Yes    ☒ No

This report will not be referred to the Katzie First Nation; however, the draft policies and land use plan will be referred, and staff will meet to discuss the draft Official Community Plan prior to First Reading of the Official Community Plan Bylaw. The First Reading Draft of the Official Community Plan bylaw will be formally referred to the Katzie First Nation.

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**SIGN-OFFS****Written by:**

D.K. Parr, Planner II

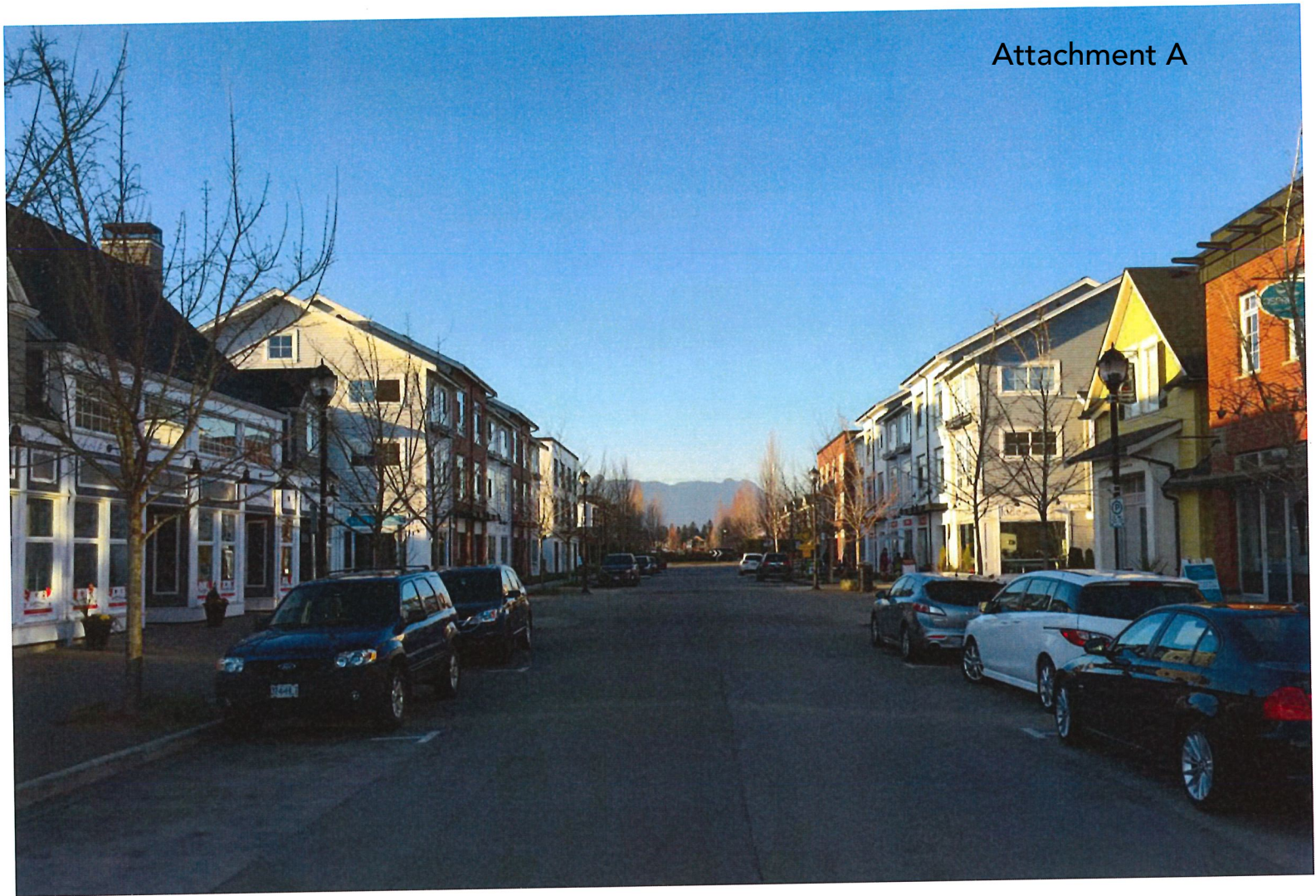
**Reviewed by:**

Alex Wallace, Manager of Community  
Development

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**ATTACHMENT(S):**

- A. Residential Policy Review: Background Contextual Report for the Official Community Plan Review, dated October 2019 by City Spaces, Vannstruth Consulting Group and Licker Geospatial Consulting Co.
- B. Online Public Engagement Results from Pitt Meadows Have Your Say Website.



# RESIDENTIAL POLICY REVIEW

## Background Contextual Report for the Official Community Plan Review

November 1<sup>st</sup>, 2019 | Prepared for the City of Pitt Meadows

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# Executive Summary

The City of Pitt Meadows is experiencing growth pressures which is constraining the housing supply and diminishing the availability and affordability of housing options for local residents. A key driver to growth is the increasing population:

- ▶ By the year 2041, the City is expected to grow from 19,447 residents to 23,800 residents - a 22% change with an estimated addition of 4,354 people.
- ▶ There is a need for another 2,326 new housing units by the year 2041 to accommodate the anticipated population.

The spatial analysis of Pitt Meadows reveals that the current land use framework can accommodate up to 422 housing units within the Urban Containment Boundary; however, this is severely insufficient to accommodate future growth. Collectively, **there is an approximate shortfall of 1,904 housing units that cannot be accommodated within lands designated as residential under the City's existing Official Community Plan.**

The limited residential land capacity in Pitt Meadows requires the City to consider alternative land use planning approaches to manage growth, such as infill development and densification. It is within this context that three scenarios were explored to demonstrate what potential futures could unfold in Pitt Meadows, summarized below and on the following pages.

## *Scenario 1: Concentrated Transit-Oriented Development*

- ▶ Scenario One concentrates new residential development in transit-oriented areas (West Coast Express, along the Frequent Transit Network and close to Hammond Road), and in existing higher density areas.
- ▶ This scenario yields an additional 8,647 units which can address the anticipated housing shortfall. This scenario also provides a diversity of housing options, particularly ground-oriented family-friendly housing such as townhouses, apartments and mixed-use residential buildings.
- ▶ This scenario protects designated ALR land, manages growth within the Urban Containment Boundary, aligns with the Regional Growth Strategy, and supports a number of visioning elements identified by the Pitt Meadows community such as improved access to transit.
- ▶ Like all scenarios, Scenario One will have more households drawing on services such as roads. However, residential development in this scenario will be concentrated into the already built-up

central part of the city and will be more easily serviced by existing road and other transportation infrastructure.

- ▶ Scenario One can be accommodated by the City's existing water, sanitary sewer, and drainage systems.

#### *Scenario 2: Distributed Infill and Transit-Oriented Development*

- ▶ Scenario Two distributes new residential development throughout the City, including multi-unit housing and mixed-use housing along the Frequent Transit Network with intensive infill in mature neighbourhoods.
- ▶ This scenario yields an additional 5,728 units, which can address the anticipated housing shortfall. This scenario also yields a high diversity in housing typologies, which would offer Pitt Meadows residents with more choice in the market.
- ▶ Similar to Scenario One, this scenario protects designated ALR land, manages growth within the Urban Containment Boundary, aligns with the Regional Growth Strategy, and supports a number of visioning elements identified by the Pitt Meadows community such as walkability.
- ▶ Scenario Two can be accommodated by the City's existing water, sanitary sewer, and drainage systems.

#### *Scenario 3: Distributed Growth*

- ▶ Scenario Three locates new residential development within, and outside of, the City's Urban Containment Boundary. This includes concentrating some density along Harris and Hammond Road (the Frequent Transit Network) and on lands at the city's edges including designated ALR land. This scenario largely retains mature, established low-density neighbourhoods "as-is".
- ▶ This scenario yields 2,251 additional housing units which falls short of the number of units needed to accommodate anticipated population growth. This scenario envisions an increase in mixed-use. Overall, however, it provides the least diversity in housing typologies and yields the fewest townhouse units.
- ▶ Scenario Three conflicts with the Regional Growth Strategy and locates some new density in areas located far from services and amenities. Given that this scenario places development primarily on the edges of the city, there will likely be additional cost in capital construction, ongoing maintenance, and amortization of assets (subject to further study). There may also be

additional costs associated with environmental mitigation or buffering between residential development and adjacent industrial uses.

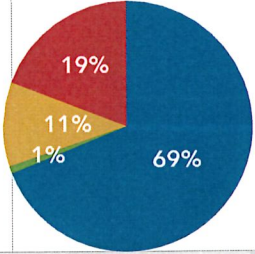
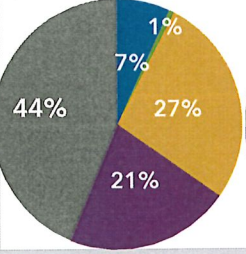
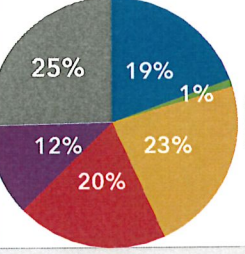
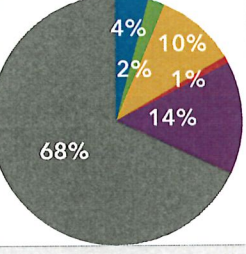
- ▶ Given that current property values identified in Scenario Three are very low, the estimated increase in residential property tax revenue is slightly higher under Scenario Three, but the proposed focus on apartment development on the edges of the city is uncertain from a market viability perspective.

All three scenarios can support the City with moving towards addressing the anticipated housing unit shortfall and help alleviate the housing affordability, suitability and availability challenges. Scenarios One and Two provide the most flexibility and potential to facilitate residential development that can accommodate growth, create a complete community, and meet local housing needs including supporting more liveable housing forms. It is the opinion of the consultant that Scenario One would have the greatest positive impact with respect to providing housing choice (townhouses and apartments) and minimize fiscal impacts while aligning with community values such as retaining community character and supporting the intersection of housing and transportation. All scenarios are worth exploring in combination with other community planning topic areas such as climate change, employment lands, recreation, facilities, infrastructure and transportation.

- \* **Recommendation:** consider further exploration of Scenarios One and Two in the upcoming OCP planning process by evaluating trade-offs of these potential residential frameworks in combination with other important community needs such as transportation, social and recreational amenities, and infrastructure. Further adjustments could be explored as part of next steps. Scenario Three is not recommended given that it would result in land use planning conflicts, significant infrastructure servicing implications including long-run capital amortization costs.



**Table 1: Scenarios At-A-Glance**

	Baseline (Trajectory based on Current Land Use Designations)	Scenario One (Concentrated Transit- Oriented Development)	Scenario Two (Distributed Infill and Transit-Oriented Development)	Scenario Three (Distributed Growth)
<b>Spatial Analysis Highlights</b>				
Potential Net New Units	422 Units	8,647	5,728	2,251
Unit Shortfall / Surplus	-1,904	+6,321	+3,402	-75
New Unit Mix	 <ul style="list-style-type: none"> <li>Single Detached</li> <li>Duplex</li> <li>Townhouse</li> <li>Secondary Suite</li> <li>Apartment</li> <li>Mixed-Use</li> </ul>			
<b>Planning Analysis Highlights</b>				
Sense of community, calm pace, safety	No change	+Improvement	+Improvement	+Improvement
Access to nature and recreation	No change	+Preserves Parkland	+Preserves Parkland	-Loss of Parkland
Ease of movement - walkability and proximity to transit	No change	+Improvement	+Improvement	+Some improvement -Some counter
Access to services and amenities	No change	+Improvement	+Improvement	+Some improvement -Some counter
Floodplain Avoidance	No change	+Located in highland area	+Located in highland area	-Some areas located within Floodplain
Preserves ALR	+Preserves	+Preserves	+Preserves	-Encroaches
Managed growth / restricted development	- Does not accommodate future need	+Manages Growth	+Manages Growth	-Some sprawl development
<b>Fiscal Impact Highlights</b>				
Servicing Implications	-	+Accommodated within exiting systems -Potential additional fire servicing costs	+Accommodated within exiting systems	-Significant expansion with capital and maintenance costs
Estimated Net Increase in Residential Assessed Value	-	\$885 million	\$845 million	\$1.16 billion

	Baseline (Trajectory based on Current Land Use Designations)	Scenario One (Concentrated Transit- Oriented Development)	Scenario Two (Distributed Infill and Transit-Oriented Development)	Scenario Three (Distributed Growth)
Estimated Net Increase in Residential Property Taxes	-	\$2.3 million (plus strong potential for commercial tax revenue growth)	\$2.2 million (plus strong potential for commercial tax revenue growth)	\$3.0 million (greater uncertainty over market viability)

# Introduction

The City of Pitt Meadows has undertaken a residential policy review to inform the Official Community Plan (OCP) process. Key steps included:

- Documenting current and projected housing trends.
- Updating the City's population and housing unit projections, to inform residential scenario analysis.
- Preparing residential development scenarios that showcase potential futures, for consideration.
- Engagement with the broader public about potential future residential development scenarios.
- Outline recommendations for preferred scenario to be considered as part of the broader OCP review process.

This study, conducted in 2019, incorporates spatial analysis, planning analysis and fiscal impact analysis to inform future residential scenarios. Combined with Council direction and what was heard from the public engagement process, the scenarios offer alternative approaches to managing growth and residential change.

## Community Consultation

The residential policy review process was informed by what was heard from the extensive community visioning engagement as part of the broader OCP review process. Additional opportunities included:

- **Open House:** An open house was held on Saturday, June 15<sup>th</sup>, 2019 from 12pm to 4pm. Held outdoors outside of the Family Recreation Centre and City Hall, the open house drew from passers-by as well as community members who learned about the event through advertisement and social media. Activities made available included: interactive display boards, visual explorer tool, and lego visualization game. The interactive activities provided alternative channels for members of the public to communicate their housing issues, concerns and ideas. Informational material on the OCP process, residential policy review process and the North Lougheed Study Area was made available.

- **Interactive Online Survey:** City staff created an interactive online survey about housing choices and population growth (7 responses) and OCP Discussion Paper Survey (16 responses). An interactive map was provided on the same webpage and allowed participants to identify specific sites or areas where they had a housing idea or issue they wanted to share.
- **Council Workshop:** A Council in Committee workshop was held on Tuesday, June 25<sup>th</sup>, 2019. This workshop involved a presentation on the process and research, and a facilitated exercise for Council to provide direction on a third scenario for residential growth. The facilitated workshop was live streamed and the gallery was open for public observation. Community members in attendance were provided the opportunity to observe the working scenario concept and provide comment.

Key takeaways from the community consultation as they relate to the scenario analysis are found in the *Development Scenarios* section of this report (pages 22 to 37).



# Context

## Provincial Context

Housing across the Province is aging, with approximately 44% of all units in 2016 built 35 years previously or earlier. Only 7% of units were built since 2011<sup>1</sup>. The Provincial average of dwelling units in need of major repair (repairs comprising the dwelling structure or the major systems of the dwelling - heating, plumbing, electrical) is 6.4%. In Pitt Meadows, 3.5% of the housing stock is in need of major repair.

Many purpose-built rental housing buildings that are aging are also reaching the end of their economic life and are facing significant capital expenditures to maintain. Typical major repairs of older buildings can include building envelope/rainscreen replacement, parking garage repair, and repairs to windows, plumbing, elevators, and perimeter drainage. Maintenance or major renovations may be more costly than demolishing and constructing a new project, especially on sites that are underutilized and could achieve higher density if redeveloped.

The aging housing stock, combined with opportunities for increased density, has created an environment in many regions across the Province where older housing stock is being replaced with new and more densified housing projects.

## Regional Context

### **METRO VANCOUVER AFFORDABLE HOUSING STRATEGY**

In response to the regional growth pressures and housing affordability issues, and to advance its' complete community goals of Metro 2040 Strategy, Metro Vancouver prepared an update to its' Regional Affordable Housing Strategy in 2016. The Housing Strategy focuses on the rental housing supply, and has five goals:

1. Expand the supply and diversity of housing to meet a variety of needs.
2. Expand the rental supply and balance preservation of existing stock with redevelopment while supporting existing tenants.
3. Meet housing demand estimates for very low and low income earners.
4. Increase the rental housing supply along the Frequent Transit Network.
5. End homelessness in the region.

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<sup>1</sup> Census, Statistics Canada (2016)



To implement this strategy, Metro Vancouver indicates, through its Regional Planning role, that it will work with housing stakeholders to promote public awareness and understanding of the need to accommodate population growth with increased density and housing diversity. They also propose that non-profit and private sector development partners should work with municipalities to establish bedroom mix objectives to ensure an adequate supply of family friendly housing. Specific considerations in the Regional Affordable Housing Strategy for municipalities to implement include:

- Using zoning and regulatory measures to expand the variety of types, tenure and built form of ground-oriented ownership and rental housing.
- Encouraging a diversity of housing forms in proximity to the Frequent Transit Network including medium density ground-oriented options in station shoulder areas.
- Promoting family friendly housing, as applicable, through policies for multi-family housing options with 3 or more bedrooms.
- Enhancing clarity about intended land use and permitted density for future development through neighbourhood or area planning or other means.

## Local Context

The current OCP was adopted by Council in 2008, and was later updated through the Housing Action Plan, which was adopted in 2013. Since the OCP was adopted in 2008, housing mix in the community has shifted from a majority of single-detached units, to 47% multi-unit dwellings<sup>2</sup>. These changes have signalled the need to reflect on residential land use and potential scenarios that can be considered as part of the OCP review process.

The Housing Action Plan (2013) outlines priority issues, including the need to create a broader mix of housing types, through infill and intensification of older single detached areas. The Plan also focuses on creating a greater supply of market rental housing, recognizing that the existing rental housing stock in Pitt Meadows is aging and the demand for rental housing is increasing. The Plan's Objective #4 - *"Maintain high standards of safety and maintenance for all rental housing"* demonstrates that the City is aware of the challenges of maintaining older rental stock and Objective #3 - *"Facilitate the development and legalization of secondary suites"* reflects the direction to encourage the development of additional rental units. The City also recognizes that the Housing Action Plan's objectives are broad and should be implemented through more targeted policies to create a broader mix of housing types.

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<sup>2</sup> This measurement includes half of the units defined as "apartment or flat in a duplex" by Statistics Canada, as those units generally correspond to single-detached dwellings, with secondary suites.

Since the endorsement of the Housing Action Plan in 2013, Pitt Meadows has experienced change, becoming more diverse, more dense, and more urban. There are additional pressures and demand for rental housing, average resale prices for single-detached homes, apartments and townhouses have increased, and population growth remains substantial. These pressures are found throughout Metro Vancouver, which affects the affordability and availability of housing in Pitt Meadows.

In January 2019, City staff were directed to undertake a residential policy review that will inform the OCP review process. This report examines current housing trends based on indicator research, and provides comparative analysis to trends evident at the regional level. This report also outlines residential development scenarios that describe population growth, broad demographic trends, general fiscal impacts, and land use implications for each scenario.

The current OCP identifies a number of policies to shape future growth. For residential development policies, the OCP encourages and supports:

- Multi-family housing within the central part of the urban area, including medium to high density multi-family housing on major roads and within the Town Centre.
- Infill housing in areas designated for low-density residential use, and in particular, adjacent to the Town Centre and within walking distance of transit, and specifies an intent to review opportunities for redevelopment of underused/low density sites.
- Secondary-suite ready homes for new single-detached construction, as well as smaller, more affordable housing design, with a focus on units for single young adults, single seniors, and young couples.
- Establishing a standards of maintenance bylaw to ensure all apartment buildings, secondary suites, houses and condominiums that are rented meet minimum standards of comfort and safety.
- The consideration of incentives to encourage the development of non-market housing, and rental housing, including fee waivers, density bonusing, property tax exemptions, and reduced parking requirements.

# Housing Indicators

This section provides baseline data of Pitt Meadows' current housing situation with regards to rental vacancy rates, average resale prices, housing typology and other key indicators as compared to trends demonstrated at the regional level. These indicators demonstrate housing trends over the last ten years, and help to inform population and housing projections, and residential development scenarios.

The housing indicators in this section were compiled from a variety of data sources, including Census Canada, Canadian Mortgage and Housing Corporation, BC Housing and the Real Estate Board of Greater Vancouver. Where it is relevant, Metro Vancouver is used as a benchmark or comparison.

## Market Housing

According to the 2016 Census, there were 7,195 occupied dwellings<sup>3</sup> in Pitt Meadows.

- **The number of occupied dwellings has increased substantially over the last two Census periods, by 15.5% between 2006 and 2011 and 7.1% since 2011.**

Single-detached homes are the predominant form of housing in Pitt Meadows, comprising about 3,402, or 47%, of the total number of occupied dwellings in the community, as seen in Figure 14. Other attached dwellings, including duplexes, townhouses, secondary suites, and other single-attached homes, total 1,833, or 25% of the total number of occupied dwellings in the community. The remainder of the City's housing stock is comprised of apartment dwellings (1,780, or 25%), and mobile/manufactured homes (175, or 2%). In mixed-use development projects, residential units attached to commercial units, or other non-residential spaces (i.e. live-work units) would be classified as "apartment in a building that has fewer than five storeys", or "other single-attached house", depending on the size of the development.

- **Housing composition in Pitt Meadows is distinct from Metro Vancouver, with a greater proportion of residents residing in single-detached homes in Pitt Meadows.**

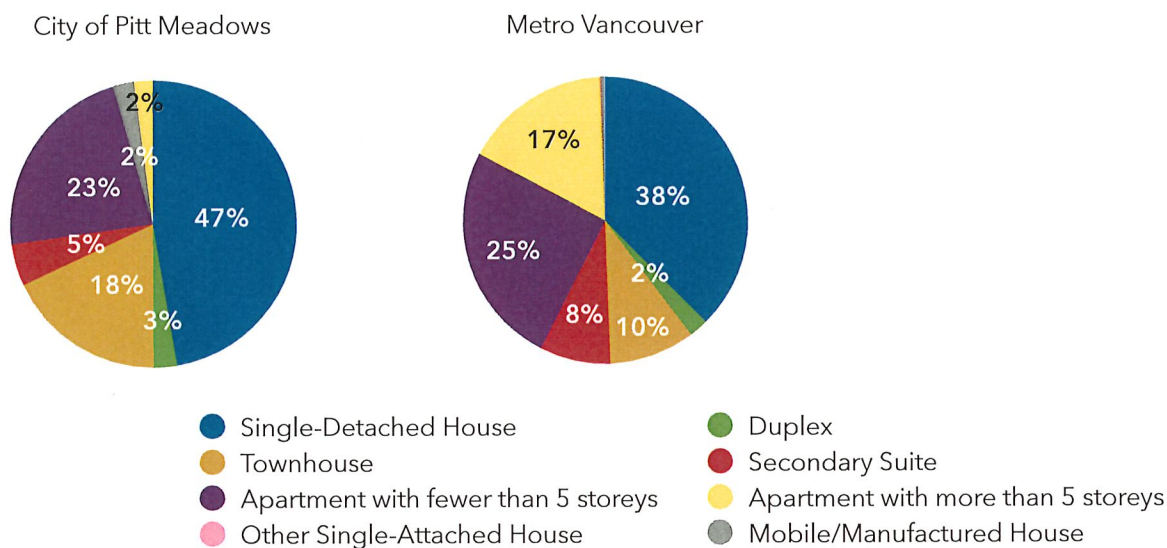
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<sup>3</sup> Statistics Canada defines "private dwelling occupied by usual residents" as a dwelling in which a person or a group of persons is permanently residing. It excludes collective dwellings, which include, for example, seniors homes and complex care facilities.

<sup>4</sup> This measurement includes half of the units defined as "apartment or flat in a duplex" by Statistics Canada, as those units generally correspond to single-detached dwellings, with secondary suites.



**Figure 1: Housing Mix by Community, 2016**



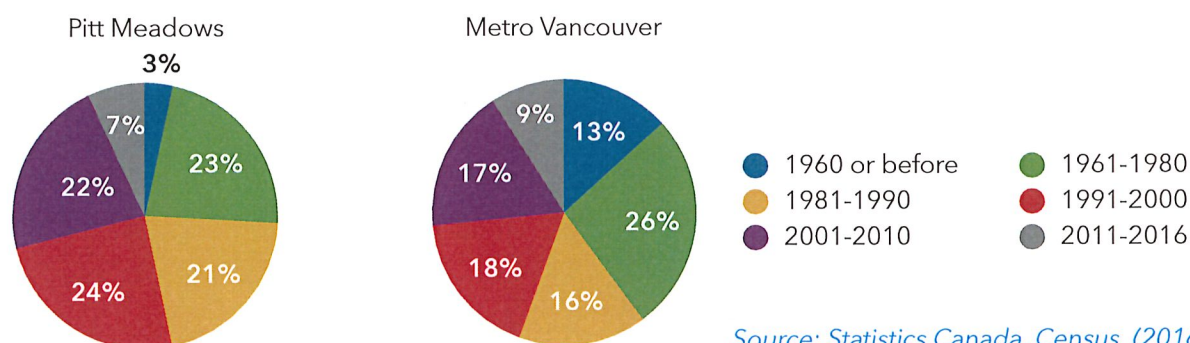
Source: Statistics Canada, Census (2016)

## AGE OF HOUSING

The age of housing stock is an important indicator which demonstrates the extent of new construction, compared to older housing development. Older units may be less suitable for families and senior residents if they have not been maintained or upgraded, as previous construction standards did not always require elevators, or other building elements that are needed for families and households with accessibility challenges.

- While Pitt Meadows appears to have a slightly newer housing stock compared to Metro Vancouver as a whole, 47% of the housing stock was constructed between 1960 and 1990. For individuals and families requiring accessible units, older units may be less suitable. However, with the extent of new construction that has occurred in the City since 2000, there are likely more suitable housing options for households with accessibility challenges.

**Figure 2: Age of Housing Stock by Community, 2016**



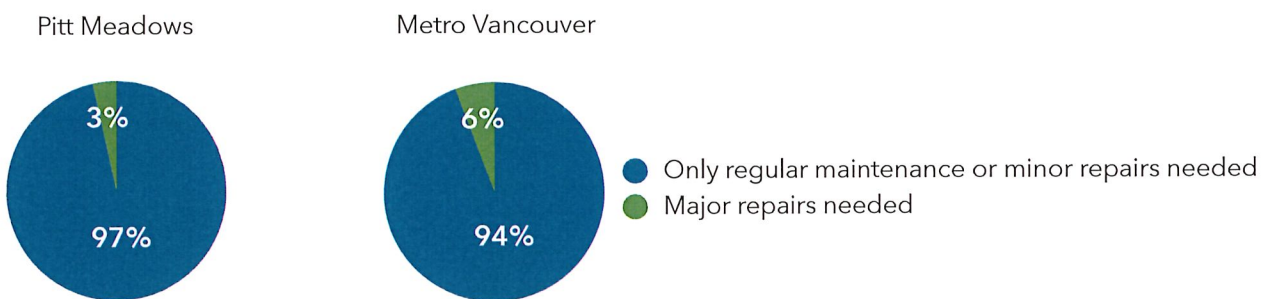
Source: Statistics Canada, Census (2016)

## CONDITION OF HOUSING

Dwellings in need of major repairs have defective plumbing or electrical wiring, or require structural repairs to walls, and floors or ceilings. The condition of dwelling units is an important indicator to the health and viability of communities, as the repair and maintenance of dwellings is one of the most important and most challenging elements for private households and non-profit or government operated social housing sites. Repair and maintenance usually accounts for a large expenditure of households and housing providers, and a high persistence of need of repair may indicate an income and affordability issue amongst households.

- The 2016 Census indicates Pitt Meadows has a slightly lower percentage of dwellings in need of major repairs compared to Metro Vancouver as a whole. Pitt Meadows' housing stock is generally in good condition, with a limited number of units requiring major repairs.

**Figure 3: Housing Condition by Community, 2016**

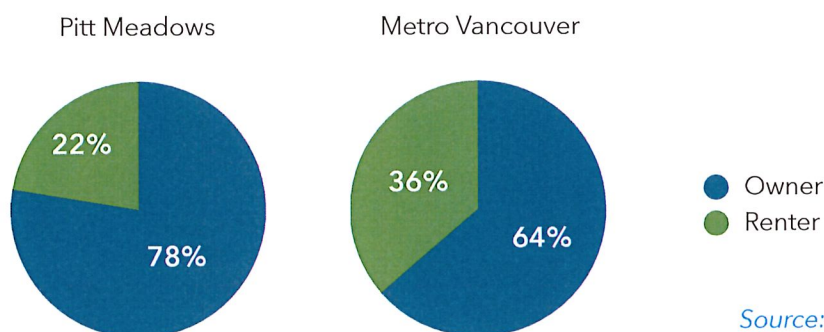


Source: Statistics Canada, Census (2016)

## HOUSING TENURE

According to 2016 Census data, the percentage of households in the City of Pitt Meadows that rent their homes (22%) is less than the percentage of households that rent their homes in Metro Vancouver (36%). From 2006 to 2011, the number of renter households increased from 19% to 22%, which then plateaued, as the number of renter households has remained consistent between 2011 and 2016.

**Figure 4: Housing Tenure by Community, 2016**



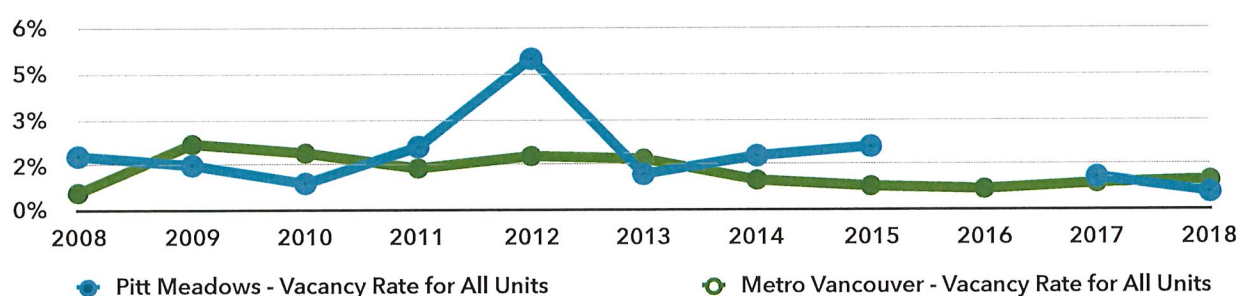
Source: Statistics Canada, Census (2016)

## RENTAL VACANCY RATE

Typically, the rental market experiences pressure when vacancy rates are less than 1%, and over-supply when vacancy rates are greater than 3%. Vacancy rates are affected by a number of factors, such as the number of available rental units, and the demand for rental housing in the community. As demonstrated in Figure 5, the rental vacancy rate in Pitt Meadows has remained relatively consistent over the last ten years, with the exception of an over-supplied market in 2012, when the rental vacancy rate was 5%<sup>5</sup>.

- The vacancy rate for apartments and townhouses is currently resting at 0.6%, which is indicative of a stressed rental market, particularly considering the rental vacancy rate in 2017 was 1.1%. This means there are fewer rental options available in the community.

**Figure 5: Vacancy Trends for All Units, Pitt Meadows & Metro Vancouver, 2008-2018**

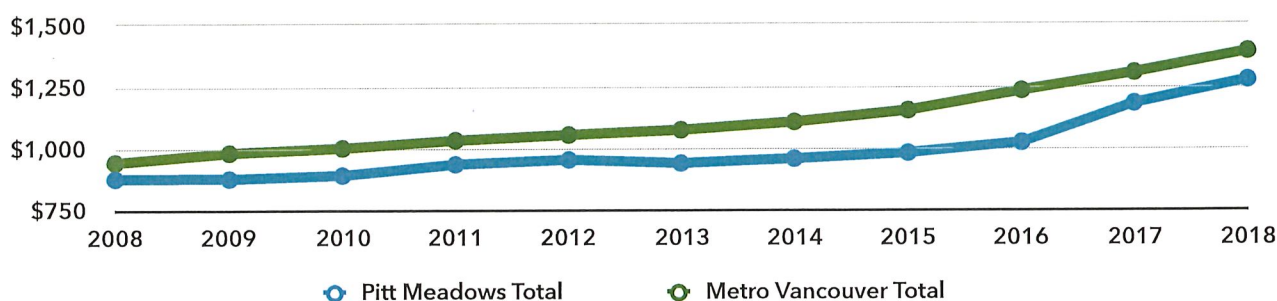


Source: CMHC, Market Rental Reports, 2007-2018

## COST OF RENT

In Pitt Meadows, the average rent for all units is \$1,279. This represents an increase of 45% since 2008, when average rental prices for all units was \$882. For comparison, average rents in Metro Vancouver increased by 47% between 2008 and 2018, from \$948 to \$1,394. Generally, average rents in Pitt Meadows reflect the regional trend; the cost of rent has risen gradually over the last ten years, and beginning in 2017, has increased significantly in Pitt Meadows.

**Figure 6: Average Rental Prices for All Units, Pitt Meadows & Metro Vancouver, 2008-2018**



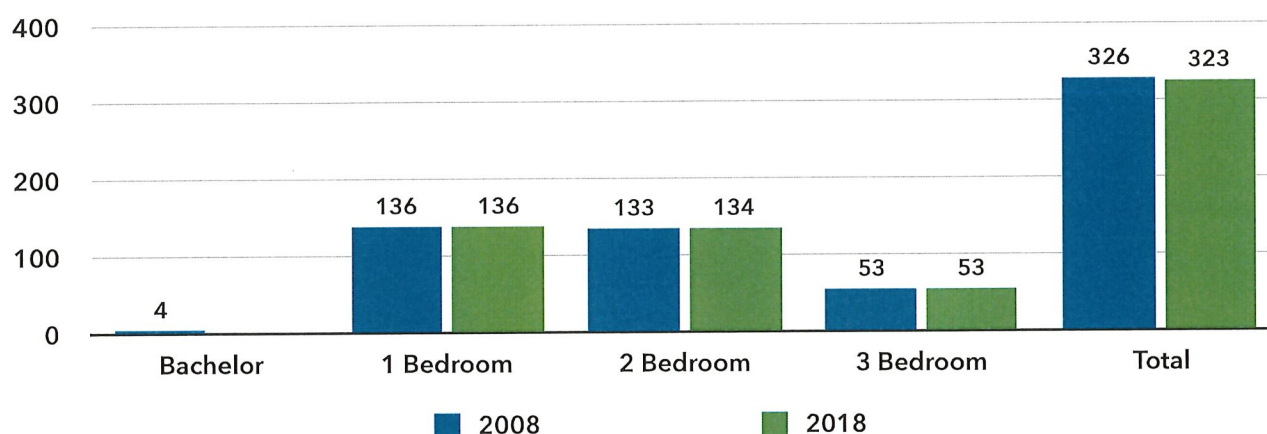
Source: CMHC, Market Rental Reports, 2008-2018

<sup>5</sup> CMHC rental vacancy data was unavailable for the City of Pitt Meadows in 2016, which corresponds to the gap in Figure 5



Data provided from CMHC illustrates there a total of 323 purpose-built rental housing units in Pitt Meadows. Note that CMHC rental housing data does not take into account the secondary rental market, which includes secondary suites, and condominium rentals. The number of purpose-built rental housing units slightly decreased between 2008 and 2018 in Pitt Meadows, while the rental housing stock increased by 5.5% in Metro Vancouver, from 106,395 units in 2008, to 112,228 units in 2018.

**Figure 7: Number of Purpose-Built Rental Units, Pitt Meadows, 2018**



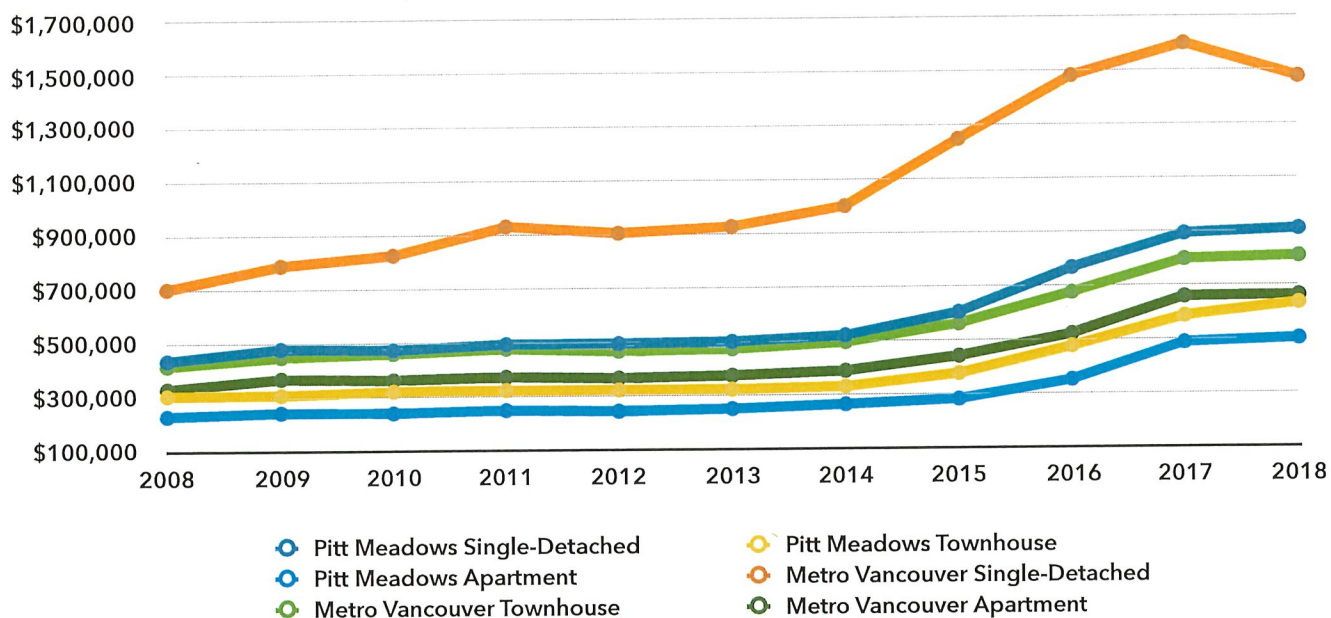
Source: Canadian Mortgage and Housing Corporation (2008-2018)

## COST OF HOMEOWNERSHIP

With regard to homeownership prices, the Real Estate Board of Greater Vancouver (REBGV) provides historical re-sale data for single-detached homes, townhouses, and apartments in Pitt Meadows and Metro Vancouver. This information demonstrates the cost of homeownership has increased since the 2008 OCP was adopted. For single-detached homes, prices increased by 108% between 2008 and 2018 from \$437,600 to \$912,000. For townhouses, prices increased by 107% between 2008 and 2018 from \$307,600 to \$636,200, and for apartments, prices increased by 118% between 2008 and 2018 from \$231,000 to \$503,000.

- Generally, average sale prices in Pitt Meadows reflect a trend evident at the regional level; the cost of homeownership has risen gradually over the last ten years, and beginning in 2015, has increased significantly, particularly for single-detached homes in Pitt Meadows.

**Figure 8: Average Resale Prices by Housing Type, Pitt Meadows & Metro Vancouver, 2008-2018**

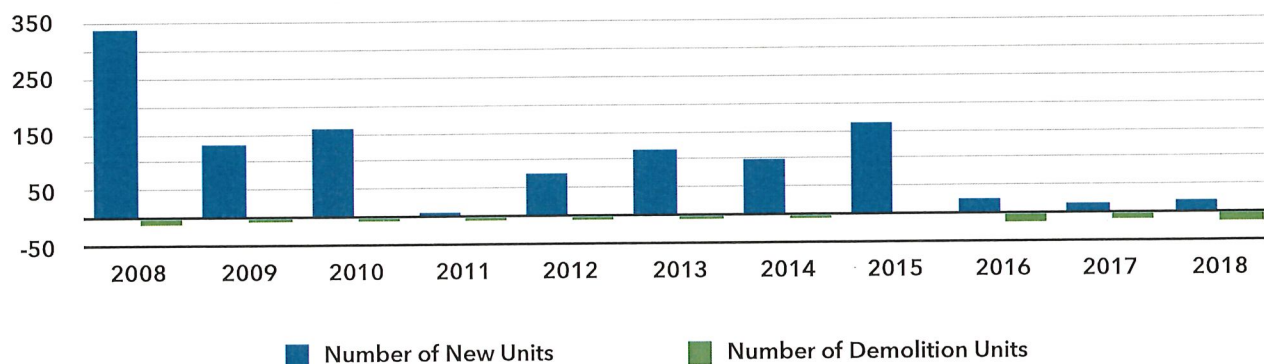


Source: Real Estate Board of Greater Vancouver, 2013-2018

## RATE OF CHANGE

The rate of change of housing provides an indication of neighbourhood stability or instability. The increasing number of redevelopment projects, including the net gain or net loss of dwelling units, can help identify if a neighbourhood is redeveloping quickly, or at a slow to moderate pace. Over the past decade, a total of 1,153 housing units (both ownership and rental) have been added to the housing market in Pitt Meadows. The rate of construction has varied from a high of 336 units in 2008, to a low of 9 units in 2011. Within the same timeframe, the City has experienced the loss of 86 units to demolition.

**Figure 9: Rate of Change, Pitt Meadows, 2008-2018**



Source: CMHC, 2008-2018; City of Pitt Meadows Building Permit Data, 2008-2018



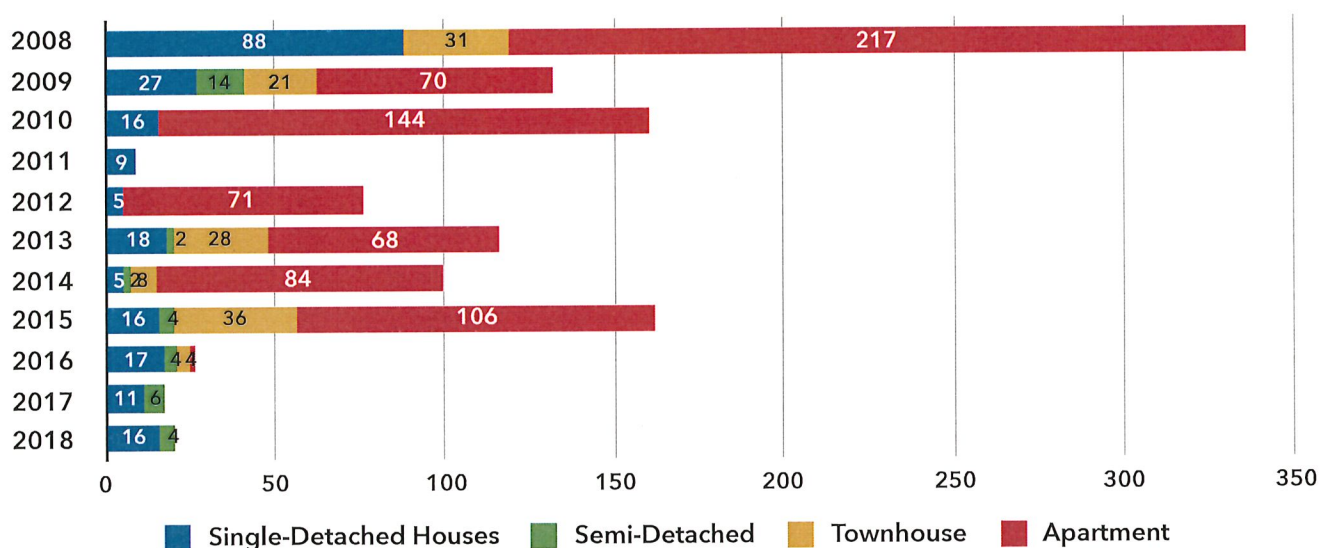
- Based on both the City of Pitt Meadows' Building Permit Data, and information regarding housing starts from CMHC, the rate of change is low, and redevelopment in the City is occurring slowly. However, anticipated growth, combined with limited greenfield sites, and an aging rental housing stock could result in future impacts to tenants.

Metro Vancouver's Affordable Housing Update (2016) noted that purpose-built market rental supply is growing, due to changing market conditions and municipal incentive programs. However development has not been able to catch up to the significant demand. Between 2011 and 2014, new rental supply fell short of rental demand in the region by 1,600 units, most significantly for those households earning less than \$50,000 per year<sup>6</sup>.

The regional demand for rental units puts pressure on aging rental stock where there is under-utilized density available. Also, the regional demand for rental units for low to moderate income households is a broader indication of future potential challenges for tenants in Pitt Meadows. Provided the low demolition rate, relative to the construction of new units, it can be inferred that those units lost have been replaced and with an overall positive unit net gain in Pitt Meadows.

Figure 10 provides an indication of the new units that have been constructed in Pitt Meadows between 2008-2018. Apartments are the most common form of new development in Pitt Meadows, representing 66% of housing completions over the past ten years. Since 2008, the number of completions has fluctuated, with very few new units completed between 2016 and 2018.

**Figure 10: New Units by Structural Type, Pitt Meadows, 2008-2018**



Source: CMHC, 2008-2018

<sup>6</sup> Metro Vancouver Regional Affordable Housing Strategy Update, 2016

## Growth Projections

Growth management is the application of planning tools, including an Official Community Plan (OCP) and the Zoning Bylaw to guide development towards the community's desired pattern of growth. Managing growth can help Pitt Meadows retain the best qualities of the community.

Communities are required to anticipate and plan for growth as per the *Local Government Act*. This legislation requires a local government to plan and meet anticipated housing needs over at least a 5 year period by designating lands and density to allow for population growth. To facilitate this process, growth projections are completed to provide an estimated measurement of how fast a community is projected to grow over a period of time. A land capacity analysis is then undertaken to understand the community's ability to accommodate future demand. These outputs provide evidence-based information to inform OCP policies and ensure sustainable growth management.

## Population Projections

The population is expected to increase by an additional 4,354 people by the year 2041, compared to 2016. The largest gain is the older adults and seniors, indicative of the aging population being observed in the region and across the Province.

**Table 2: Projected Population & Distribution by Age Group, City of Pitt Meadows, 2016-2041<sup>7</sup>**

Age Range	Projected Population			Net Change
	2016	2031	2041	
0 to 14	3,266	3,325	3,302	+ 36
15 to 24	2,192	2,420	2,514	+ 321
25 to 34	2,446	2,028	2,467	+ 22
35 to 44	2,647	2,827	2,690	+ 43
45 to 54	3,085	3,133	3,182	+ 97
55 to 64	2,800	2,994	3,267	+ 467
65 to 74	1,815	3,081	2,877	+ 1,062
75 to 84	895	1,834	2,544	+ 1,649
85 +	302	624	957	+ 655
<b>Total</b>	<b>19,447</b>	<b>22,266</b>	<b>23,800</b>	<b>+ 4,354</b>

Source: Metro Vancouver, 2019

<sup>7</sup> Projections are based on a "moderate" outlook for future growth. They rely on the continuation of past growth trends and population characteristics both locally and regionally

## Housing Projections

Pitt Meadows requires approximately 2,325 housing units to accommodate the anticipated population growth by the year 2041. The largest need are for multi-unit housing projects such as apartments and ground-oriented units such as townhouses.

**Table 3: Projected Housing Demand by Structure Type, City of Pitt Meadows, 2016-2041**

Structure Type	Projected Housing Demand			Net Change
	2016	2031	2041	
Single-Detached	3,415	3,331	2,994	- 421
Other Ground-Oriented	1,860	2,288	2,465	+ 605
Apartment < 5 storeys	1,640	2,465	3,106	+ 1,466
Apartment > 5 storeys	130	254	361	+ 231
Movable	150	404	595	+ 445
<b>Total</b>	<b>7,195</b>	<b>8,741</b>	<b>9,520</b>	<b>+ 2,325</b>

*Source: Consultants projections based on Metro Vancouver population projections and age-specific housing occupancy trends*

With respect to the number of bedrooms, the projected need ranges from one bedroom units to larger units with four or more bedrooms. The largest need are for two and three bedroom units, which aligns with housing need and demand trends observed across the region and Province as they provide the most flexibility for a range of household types and arrangements (e.g. couples, families, and room mates).

**Table 4: Projected Housing Demand, Number of Bedrooms, City of Pitt Meadows, 2016-2041**

Number of Bedrooms	Projected Housing Demand			Net Change
	2016	2031	2041	
1 bedrooms	677	866	949	+ 272
2 bedrooms	2,145	2,661	2,882	+ 738
3 bedrooms	2,479	2,896	3,086	+ 607
4 or more bedrooms	1,894	2,139	2,257	+ 363

*Source: Consultants projections based on Metro Vancouver population projections and age-specific housing occupancy trends*



# Additional Housing Considerations

## Housing & Transportation

Transportation is inherently linked to housing in many ways, and is a vital component to the overall livability of Pitt Meadows. How the City accommodates housing, and specifically where new housing development, infill, and redevelopment may occur, relates closely to the evolution of the city's economy, investment climate, and decision-making related to transportation planning.

As Pitt Meadows continues to grow, it will be important to address transportation issues as they relate to housing. In neighbourhoods where there are less public transportation options offered, households tend to rely on personal vehicle use, which burdens the local and regional transportation network. This burden is often observed the most heavily in employment centres, as many households commute in and out for work, and rely on personal vehicles due to limited public transportation options in the surrounding communities.

In 2015, the Metro Vancouver Regional District researched the inherent connection to housing and transportation through the *Metro Vancouver Housing and Transportation Cost Burden Study*. This study found that working households living in areas well served by transit or close to their job have relatively low transportation costs, whereas households in locations farther away from their jobs face higher transportation costs. This phenomenon is referred to as "location efficiency", and alludes to the intimate relationship between the location of housing, the regional transit system, and private vehicle use. Location efficiency is particularly important for Pitt Meadows, there has traditionally been a higher commuter culture. As the City determines how it would like to grow, it will be important to examine what forms of transportation infrastructure are best suited to accommodate this growth.

## Community Character

The feedback from the OCP engagement process identified the importance of Pitt Meadows' small-town atmosphere and sense of community. While character is inherently subjective, residents further specified the associated attributes: family friendly, inclusive, sense of belonging, participation, safe, and events. These attributes emphasize elements of social interaction and connectivity.

Because of the limited land capacity in Pitt Meadows, other growth management strategies (i.e. densification and infill) are explored through the residential development scenarios. While infill can be contentious, there is the possibility to create a planning and design framework to control the look and feel of new residential development, primarily through design guidelines, and an associated Development Permit Area. Feedback from residents at the Community Open House was a mix of support and concern over residential infill and densification. There was support for transit-oriented development along Harris Road, and an equal measure of concern related to the impact of

moderate density infill in mature neighbourhoods comprising single-detached housing. The consultation undertaken as part of this study highlights the multiplicity of resident perspectives, and the importance of carefully balancing different priorities and evaluating trade-offs in the OCP review.

## Agricultural Land & Housing

The City of Pitt Meadows has a long-standing relationship with agriculture and food production, given that 78% of Pitt Meadows is protected within the Agricultural Land Reserve (ALR). With a relatively small development footprint, most residents live in the urban town centre, which is partially located on a highland area. Given there is currently not enough residentially designated land to accommodate growth, other growth management strategies must be explored.

The Agricultural Land Commission (ALC) previously granted the exclusion of 33.1 hectares (81 acres) for a site located east of Harris Road and north of the Lougheed Highway. The ALC presented the City with four caveats for this exclusion related to further protection of farmland elsewhere in the city, a change in *Metro Vancouver's Regional Growth Strategy*, and beginning construction of the North Lougheed Connector within three years of the ALC's acceptance of a traffic calming-plan for Old Dewdney Trunk Road.<sup>8</sup> Since the exclusion was granted, development plans for this area have changed, and the City may be required to re-apply for an exclusion.

- Generally, Metro Vancouver's Regional Growth Strategy directs all urban development to the areas defined by the Urban Containment Boundary (UCB). Much of the North Lougheed study area is outside of the UCB. Furthermore, the majority of lands within the ALR are not serviced, which would require additional infrastructure, creating financial implications for the City. Growth in rural areas is typically discouraged because of the energy consumption and greenhouse gas emissions associated with additional single-occupancy vehicles; however, a new B-Line bus route is proposed from downtown Maple Ridge to the Skytrain at Coquitlam Central Station, with potentially two B-Line stops along the North Lougheed property. Planning principles encourage growth in urban centres, especially in areas close to frequent transit.

With these competing considerations, it will be important to understand the implications of the various residential development scenarios, and the inherent challenges and opportunities associated with the development of the North Lougheed study area.

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<sup>8</sup> Monisha Martins, "Public pans Pitt Meadows' plans for North Lougheed", <https://www.mapleridgenews.com/news/public-pans-pitt-meadows-plans-for-north-lougheed/>



# Development Scenarios

Growth projections estimate the number of housing units required to accommodate the anticipated future population for Pitt Meadows. Complimentary to this, and equally important, is evaluating the City's land supply to determine if there is available and suitable land to absorb forecasted development demand. Housing unit projections and land capacity analysis, combined, provide the foundational understanding of how many units can be built in the future. While a surplus of land can provide the City with greater land use planning options, a shortfall of land may trigger consideration of densification, and redevelopment of existing built parcels.

It is within this context that a spatial analysis of Pitt Meadows was undertaken to identify the land capacity and the potential for residential development.

## Baseline Scenario

Figure 11 (on page 23) demonstrates the available residentially designated lands in Pitt Meadows, within the Urban Containment Boundary (UCB). Under the existing OCP policy and Zoning framework, land capacity in Pitt Meadows can accommodate up to 422 additional housing units within the UCB<sup>9</sup>. Given there are likely additional development constraints that are unknown at the City-wide level, a more conservative estimate somewhat below the maximum potential of 422 units should be expected. The units listed below vary in size as per their respective zoning classification.

**Table 5: Baseline Scenario Net New Units**

Dwelling Type	Baseline: Net New Units
Apartment	0
Townhouse	46
Duplex	4
Single-detached/Garden Suite	291
Secondary Suites	81
<b>Total</b>	<b>422</b>

<sup>9</sup> There is a range of potential housing units that can be accommodated within the land inventory. The maximum potential of 422 units assumes that every lot can be easily developed, e.g. there are no irregular shaped parcels, no major contaminated site or easement, or no liens on property title, etc. In reality, not all developable sites will, or can be, developed.

## KEY FINDINGS

Based on this analysis, there is currently not enough residentially designated land in Pitt Meadows to accommodate future growth. This conclusion is supported by the following key findings:

- Growth projections indicate there is demand for an additional **2,326 units** by the year 2041.
- Spatial data and analysis demonstrates the overall land capacity in Pitt Meadows can accommodate up to **422 housing units** within the Urban Containment Boundary.
- Combined, there is an approximate shortfall of **1,904 units** that cannot be accommodated within the current land use OCP designations. This number is likely higher given that not all developable or redevelopable land will transition to higher density.

Because of the limited land capacity in Pitt Meadows, other growth management strategies (i.e. densification and infill) should be explored. The following section explores three residential development scenarios to accommodate growth and development within the City in order to meet anticipated population growth and housing need.



**Pitt Meadows**

**Potential Housing Types and Development Potential**

Development Potential

	High	Med	Low
Single Detached	Yellow	Orange	Light Yellow
Secondary Suites	Dark Green	Medium Green	Light Green
Duplex	Purple	Dark Purple	Light Purple
Townhouses	Dark Blue	Medium Blue	Light Blue

Urban Containment Boundary  
Residential Land Use  
Agricultural Land Reserve  
Rural Land Use  
Non-Residential Land Use



## Scenario One: Concentrated Transit-Oriented Development

### Description:

Scenario One concentrates residential development increases in transit-oriented areas (West Coast Express, along the Frequent Transit Network and close to Hammond Road), and in existing higher density areas. It includes redeveloping Meadowvale and Meadowtown shopping centres into mixed-use residential buildings.

### Spatial Analysis and Unit Yield:

Scenario One yields a potential net gain of 8,647 housing units which is significantly more than what is needed to address the projected unit shortfall.

**Table 6: Scenario One Net New Units**

Dwelling Type	Potential Net New Units
Townhouse	2,351
Apartment	1,857
Mixed-use	3,787
Single-detached	595
Duplex	57
Secondary suite	0
<b>Total</b>	<b>8,647</b>

### Planning Analysis:

Key planning considerations associated with this scenario include:

- **Accommodates projected population increase.** This scenario provides for the highest number of net new units - 8,647 - more than what is needed to address the projected increase in population and demand for dwelling units. Given that not all the sites that can develop/redevelop will change, Scenario One provides flexibility to manage growth.
- **Fosters a mix of housing typologies.** The scenario includes a mix of housing typologies including traditional ground-oriented units such as single-detached units, duplexes and townhouses as well as apartments and mixed-use buildings. It also aligns with the Regional Growth Strategy, and allows flexibility to the North Loughheed Study Area for potential employment related uses. The housing variety that could be delivered through Scenario One could provide options for Pitt Meadows residents.

- **Retains community character and small-town feel.** Through the course of community engagement, Pitt Meadows residents noted the importance of a 'small town' atmosphere. Scenario One concentrates new development along primary arterials, and in areas close to transit and services, which limits growth and change in the majority of the City's mature, low density neighbourhoods.
- **Promotes transit use, and walkability.** Scenario One provides for a significant increase in the number of residents living along the Harris Road corridor, which is within walking/biking distance to amenities and services. The City's Frequent Transit Network follows Harris Road and Hammond Road as well, and with additional development proposed on these streets, it is likely transit usage will increase. Concentrating residential development in this scenario is a more efficient use of transit and supports the Frequent Transit Network.
- **Protects agricultural land, and concentrates development in the urban area.** By focusing development in areas proximate to transit and services, this scenario maintains the urban containment boundary and protects the ALR.
- **Located on land not subject to major flooding.** This scenario focuses new development in the highland area, and not on land within the floodplain.
- **Allows for access to nature and recreation use.** This scenario preserves parkland. It also supports residents ability to access recreation opportunities outdoors, as the proposed residential development is located primarily in the City's "built-up" area. Parks and green spaces are protected and remain available for resident recreation.

### *Fiscal Impact Analysis:*

Highlights from the fiscal impact analysis on Scenario One are outlined below, with further details outlined in Appendix B.

Upon full build-out, Scenario One has an estimated net increase in residential property tax of \$2.3 million. This is slightly higher compared to Scenario Two, and slightly lower compared to Scenario Three.

**Table 7: Scenario One, Estimated Increase in Residential Assessed Value**

Assessed Value of Redeveloped Properties	\$1.34 billion
...less Current Land Value	\$450 million
Estimated Net Increase in Residential Assessed Value	<b>\$885 million</b>

**Table 8: Scenario One, Estimated Increase in Residential Property Taxes**

Potential Assessed Value (after build-out)	\$885 million
Municipal Tax Rate (per \$1,000 of assessed value)	\$2.6307
Estimated Net Increase in Residential Property Tax	<b>\$2.3 million</b>

Scenario One has a high proportion of mixed-use units (44%), and likely the greatest market potential to achieve high-value commercial development given proximity to high-traffic corridors such as Harris Road. The commercial property tax value potential has not been analyzed as part of this study.

In this scenario, residential development can be accommodated by the City's existing water, sanitary sewer, and drainage systems. However, Scenario One is likely to have more fire servicing implications due to allocating the same amount of development into a smaller area and being most conducive to the construction of taller apartment buildings. The National Fire Protection Association (NFPA) establishes minimum standards relating to fire department emergency services that are affected by building size, among other factors<sup>10</sup>.

The additional households and population across all three scenarios will have impacts on road wear, demand for transit service, and other features of the overall transportation system. Scenario One will be concentrated into the already built-up central part of the city and are more easily serviced by existing road and other transport infrastructure. As such, it is anticipated that the draw on servicing can be minimized.

#### *What We Heard:*

Feedback on Scenario One was collected from the public during the open houses and interactive online engagement, summarized as follows:

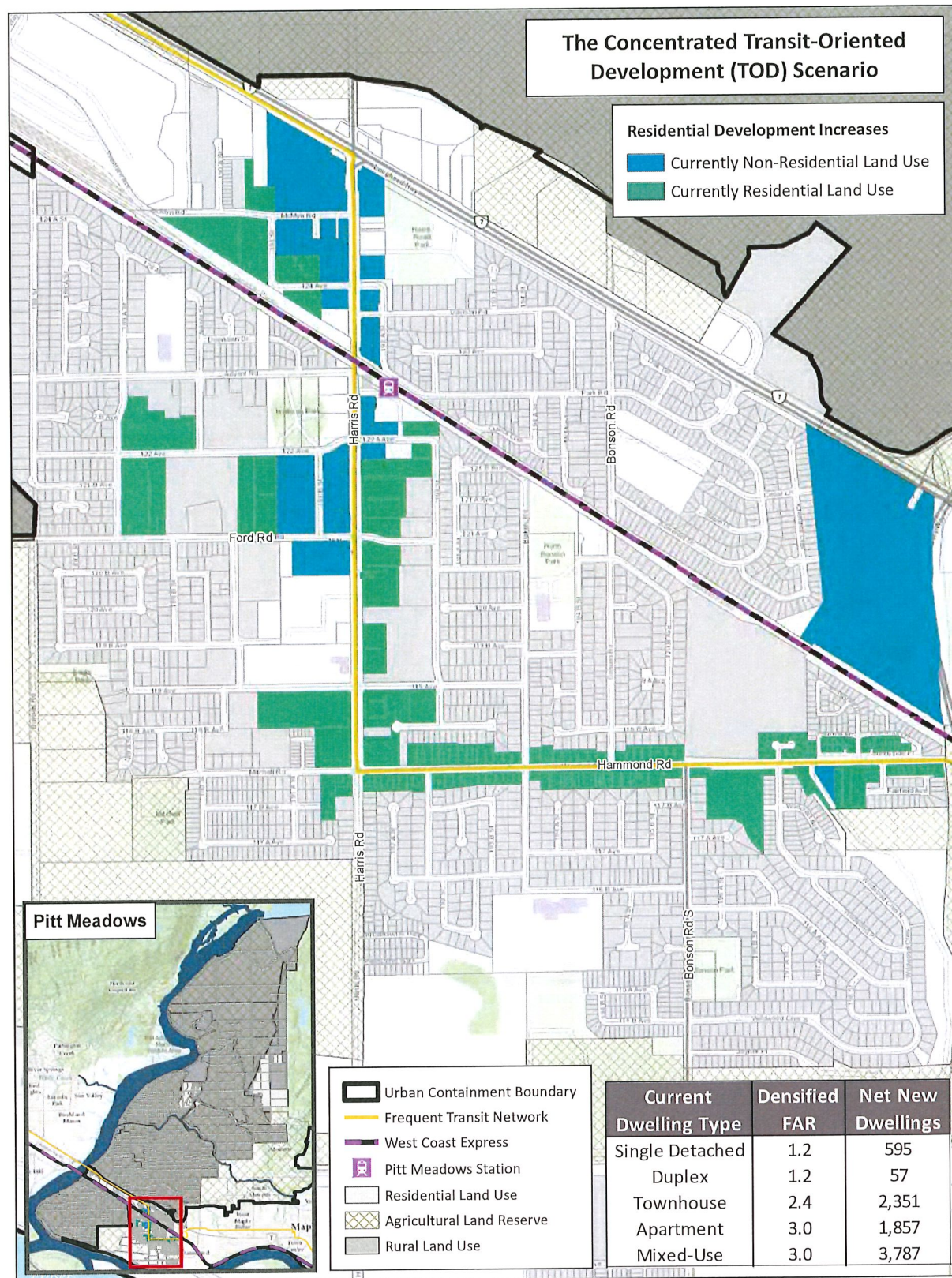
- Large support for concentrating density in close proximity to public transit, while preserving the character of existing mature neighbourhoods. Concerns were expressed about the potential size and scale of "large towers", with preference shared for low-rise and medium-rise towers (i.e. not higher than 10 to 15 storeys).
- Online feedback solicited a large volume of site-specific comments, such as retaining specific existing housing projects. In addition, respondents described the desire to have a variety of multi-unit housing forms for both choice and to create interesting streetscapes. There were also suggestions for redevelopment of under-utilized lands such as large surface parking lots.

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<sup>10</sup> Estimating these additional costs for different potential building heights, and how the costs might be different under the alternative development scenarios, requires further study.



**Figure 12: Scenario One - The Concentrated Transit-Oriented Development (TOD) Scenario**





## Scenario Two: Distributed Infill and Transit-Oriented Development

### Description:

Scenario Two distributes residential development throughout the City, including multi-unit housing and mixed-use housing along the Frequent Transit Network as well as intensive infill in mature neighbourhoods.

### Spatial Analysis and Unit Yield:

Scenario Two yields a potential net gain of 5,728 housing units which is significantly more than what is needed to address the projected unit shortfall.

**Table 9: Scenario Two Net New Units**

Dwelling Type	Potential Net New Units
Mixed-use	1,453
Townhouse	1,300
Secondary suite	1,123
Single-detached	1,116
Apartment	679
Duplex	57
<b>Total</b>	<b>5,728</b>

### Planning Analysis:

Key planning considerations associated with this scenario include:

- **Accommodates projected population increase.** This scenario provides for 5,728 net new units, which is above and beyond what is needed to address the anticipated housing shortfall identified under today's planning framework.
- **Fosters a mix of housing typologies.** This scenario includes a mix of housing typologies including traditional ground-oriented units such as single-detached units, duplexes and townhouses as well as apartments and mixed-use buildings. The housing variety that could be delivered through Scenario Two could provide more options for Pitt Meadows residents.
- **Increases housing options in mature neighbourhoods.** Scenario Two proposes medium density development throughout the City's mature, established neighbourhoods through gentle infill. This option has the potential to impact character and community feel, however this could be mitigated through planning tools such as design guidelines. Gentle infill can help animate

mature neighbourhoods and help support school enrolment numbers when affordable family-friendly housing options are introduced.

- **Encourages transit use along Harris Road.** This scenario concentrates higher-density development along Harris Road, facilitating an increase in transit usage given the proximity of the Frequent Transit Network including the West Coast Express. Concentrating residential development in this scenario is a more efficient use of transit and supports the Frequent Transit Network.
- **Protects agricultural land, and concentrates development in the urban area.** Scenario Two focuses some of the development in areas proximate to transit and services, and distributes some of the growth within the City's urban area. This approach limits the impacts to agricultural land as all proposed development is within the City's urban containment boundary.
- **Located on land not subject to major flooding.** This scenario focuses new development in the highland area, and not on land within the floodplain.
- **Maintains existing level of access to services/amenities.** With a distributed TOD approach to residential development, residents of the new housing units in the City's mature neighbourhoods will need to travel to the City's downtown to access good and services. At the same time, for residents of the proposed residential development along Harris Road will be able to easily access amenities and services.
- **Allows for access to nature and recreation use.** This scenario preserves parkland. It also ensures residents are able to access recreation opportunities outdoors, as the proposed residential development is located primarily in the City's "built-up" area. Parks and green spaces are protected and remain available for resident recreation.

### *Fiscal Impact Analysis:*

Upon full build-out, Scenario Two has an estimated net increase in residential property tax of \$2.2 million. This is lower than both Scenarios Two and Three.

**Table 10: Scenario Two, Estimated Increase in Residential Assessed Value**

Assessed Value of Redeveloped Properties	\$1.29 billion
...less Current Land Value	\$450 million
Estimated Net Increase in Residential Assessed Value	<b>\$845 million</b>

**Table 11: Scenario Two, Estimated Increase in Residential Property Taxes**

Potential Assessed Value (after build-out)	\$845 million
Municipal Tax Rate (per \$1,000 of assessed value)	\$2.6307
Estimated Net Increase in Residential Property Tax	<b>\$2.2 million</b>

Scenario Two would be concentrated into the already built-up central part of the city and as such will be more easily serviced by existing road and other transportation infrastructure. According to City staff, residential development under this scenario can be accommodated by the City's existing existing water, sanitary sewer, and drainage systems.

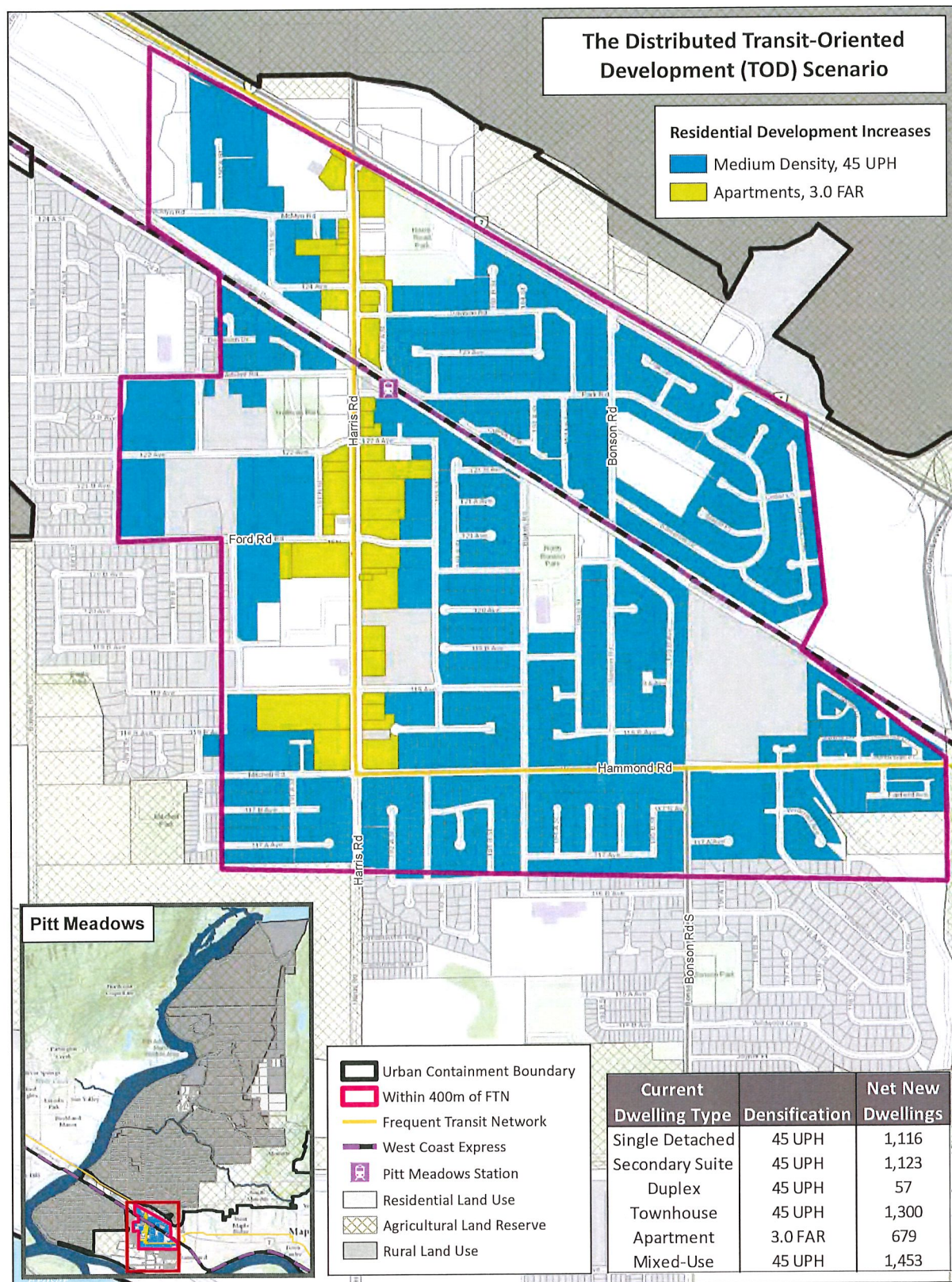
#### *What We Heard:*

Feedback on Scenario Two was collected from the public during the open houses and interactive online engagement, summarized as follows:

- Mostly large support was expressed for concentrating density in close proximity to public transit, and support for offering more housing options in existing neighbourhoods especially ground-oriented housing options such as garden suites, secondary suites, duplexes and townhouses. Some concern was expressed about widespread density in what is currently low density and single-detached streets.
- Concerns were expressed with respect to design and character of infill housing, and the desire to encourage high quality building aesthetics and neighbourhood character "fit". Other concerns included the perceived negative impact from more street parking with suggestions to include underground parking or above grade parking where possible.
- Participants at the open houses expressed a strong interest in enhancing Hammond Road with more residential density as well as small stores and live-work units.
- Online feedback solicited a large volume of site-specific comments, such as ensuring that low and medium rise townhouses and apartments are not overshadowed by new tall towers. Online feedback also conveyed the need to consider supporting infrastructure and facilities to complement the potential new housing stock, such as ensuring there is enough capacity for schools to accommodate more students.



Figure 13: Scenario Two - Distributed Infill and TOD Scenario



## Scenario Three: Distributed Growth

### Description:

Scenario Three is based on the outcomes of an interactive workshop with Pitt Meadows City Council and concentrates some development along Harris Road, and Hammond Road, and in the North Lougheed area. The Council Directed Distributed Growth Scenario locates density within, and outside of, the City's Urban Containment Boundary. Residential development is proposed along Harris and Hammond Road, and on protected ALR land.

### Spatial Analysis and Unit Yield:

Scenario Three yields a potential net gain of 2,251 housing units which falls short of meeting the projected unit shortfall.

**Table 12: Scenario Three Net New Units**

Dwelling Type	Baseline: Net New Units
Mixed-use	1,668
Apartment	355
Townhouse	252
Duplex	53
Secondary suite	23
Single-detached	-100
<b>Total</b>	<b>2,251</b>

### Planning Analysis:

Key planning considerations associated with this scenario include:

- **Does not accommodate projected population increase.** This scenario provides for 2,251 net new units, which results in an approximate shortfall of 75 housing units. This number is likely higher given that not all developable or redeveloped lands will transition to a higher density. Further modifications to this scenario will be required to accommodate future growth.
- **Results in loss of protected ALR land.** By concentrating development outside of the City's Urban Containment Boundary (UCB), and in areas designated as ALR, this scenario diminishes the City and Regional agricultural land base which is in conflict with the Regional Growth Strategy. Pursuing residential development within the ALR would require the City to pursue approvals from



the Agricultural Land Commission (ALC) for exclusion or to permit non-farm use. The process would likely take an extended period of time with no certainty of success.

- **Results in a loss of parkland:** This scenario identifies residential development in currently designated parkland, resulting in a net loss of parkland and reducing access to nature and recreation.
- **Located within the floodplain.** This scenario focuses new development in the floodplain, and would be subject to risk of loss of life and structures during extreme weather events and would need require floodplain mitigation protection.
- **Concentrates some development in areas close to frequent transit.** With the new B-Line bus route planned from Maple Ridge to the Skytrain at Coquitlam Central Station, there may be two B-Line stops along the North Lougheed property. This facilitates access to different communities and towns within Metro Vancouver, and promotes transit-oriented development.
- **Limited access to existing services & amenities.** This scenario proposes growth in many areas that are currently unserved, with no established commercial areas. As such, this scenario limits the opportunity for households to access services and amenities within walking or biking distance. Under this scenario, further integration of retail and commercial businesses may need to be considered as part of the OCP review process.

### *Fiscal Impact Analysis:*

The assessed current land value for parcels identified under Scenario Three are significantly lower compared to parcels identified in Scenarios One and Two. This gives Scenario 3 the highest net increase in residential value at \$3.0 million.

- The current value is very low in Scenario Three because it involves redeveloping several large parcels on the edge of the community that currently have low property values, including land in the ALR.

**Table 13: Scenario Three, Estimated Increase in Residential Assessed Value**

Assessed Value of Redeveloped Properties	\$1.22 billion
...less Current Land Value	\$65 million
Estimated Net Increase in Residential Assessed Value	<b>\$1.16 billion</b>



**Table 14: Scenario Three, Estimated Increase in Residential Property Taxes**

Potential Assessed Value (after build-out)	\$1.16 billion
Municipal Tax Rate (per \$1,000 of assessed value)	\$2.6307
Estimated Net Increase in Residential Property Tax	<b>\$3.0 million</b>

Scenario Three has the most mixed-use units, but is the most remote from major corridors and therefore may have the lowest non-residential property values<sup>11</sup>.

#### *What We Heard:*

Scenario Three is an outcome from a Council workshop which occurred after the public open houses. As such, there were no comments provided by the public on this option. However, the Council workshop was open to the public and members in the gallery were invited to view and comment on the working concept created by Council.

Given that all three scenarios are exploratory in nature, there will be more opportunities for the public to consider Scenario Three, in addition to the other scenarios, and the trade-offs related to other community interests such as recreation, transportation, commercial spaces, and the environment.

#### *Fiscal Impact Analysis:*

Scenario Three will have significant infrastructure servicing implications given that residential development is allocated primarily on the edges of the city. Specifically:

- Extensions to the water and sanitary sewer systems to service new development north of Lougheed Highway. Current systems in place for rural homes are inadequate for the higher density residential development proposed as part of Scenario Three. Exactly what would be required to adequately service this area has not been established, but may include new pump stations, reservoirs and connections, installation of gravity mains or lift stations, and so on.
- In addition to the potentially significant up-front capital costs (which could be at least partly covered by property developers in the new area), new infrastructure would require additional ongoing costs for regular maintenance, plus amortization of all new assets according to the City's Tangible Capital Assets Policy.
- Improvements to drainage for development to the south of the community at or near the current Pitt Meadows Athletic Park, including large parcels to the east (across Bonson Road South) and south (across Airport Way). The City's drainage capacity in this area is constrained by the Baynes

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<sup>11</sup> Commercial property tax value potential has not been analyzed as part of this study.

Road pump station and additional drainage system infrastructure is required to accommodate the proposed medium density development in this area.

- Similar to the discussion for water and sewer to the north, there has not been a detailed study of the cost implications for drainage infrastructure to service the south, but the costs would include up-front capital costs, annual operating and maintenance costs, and amortization of the new capital assets.

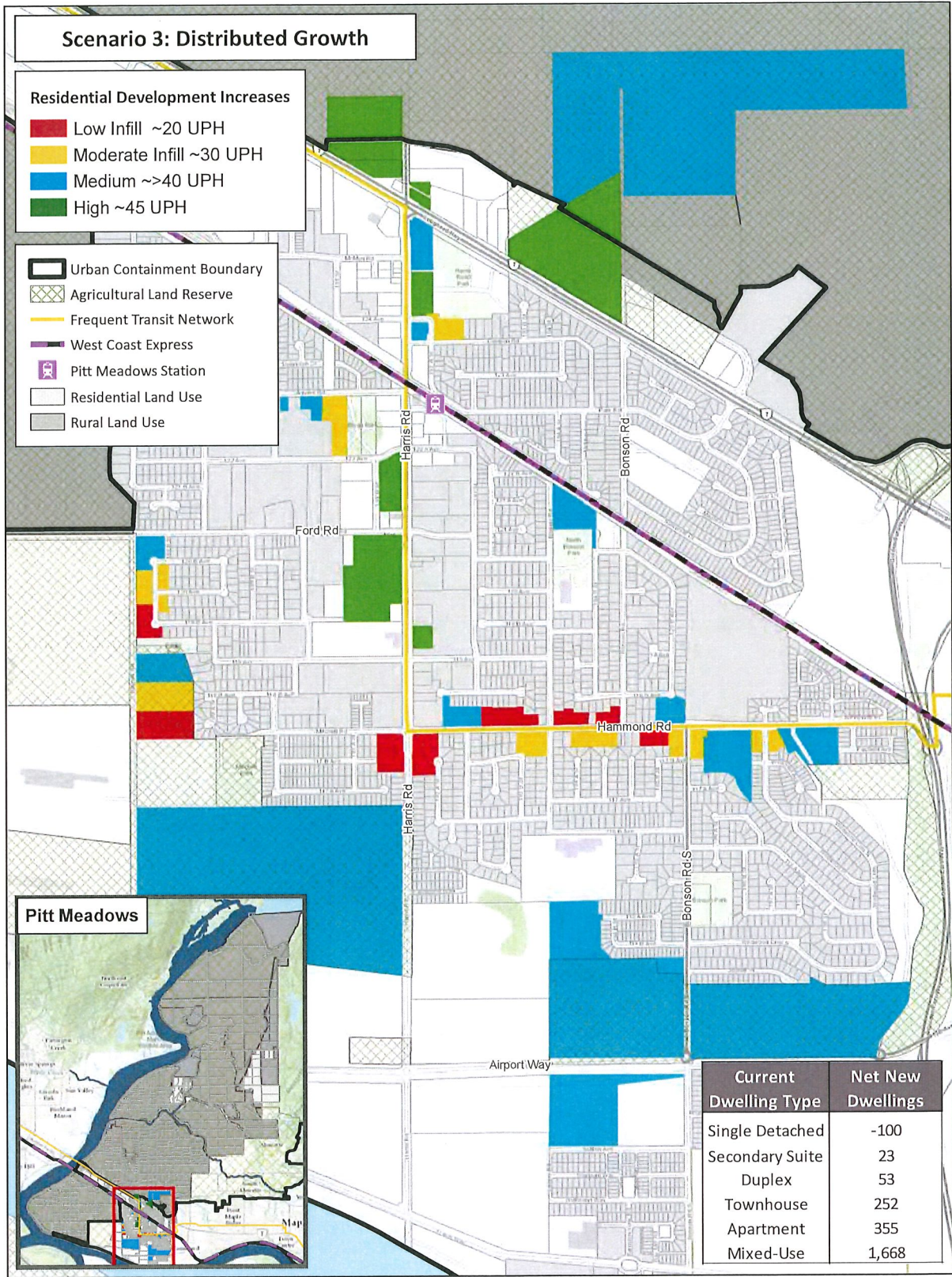
With respect to transportation, Scenario Three will likely create additional cost in capital construction, ongoing maintenance, and amortization of assets, but the relative size of these additional costs requires further study.

Several of the proposed development sites in Scenario Three, on the edges of the city, are adjacent to environmentally sensitive areas, including Katzie Slough to the north of Lougheed and low-lying lands to the south next to the Katzie First Nation. Proposed development on or near Pitt Meadows Athletic Park is also directly adjacent to a significant industrial development, while another major development site is next to the Airport.

All of these areas may require additional investment in environmental mitigation or buffering between residential development and adjacent industrial uses. These possible costs are applicable only to Scenario Three.



Figure 14: Scenario Three - Distributed Growth





## In Closing

All three scenarios can support the City with moving towards addressing the anticipated housing unit shortfall and help alleviate the housing affordability, suitability and availability challenges. All scenarios are worth exploring in combination with other community planning interests such as climate change, employment lands, recreation, facilities, infrastructure and transportation.

That said, Scenarios One and Two provide the most flexibility and potential to facilitate residential development with respect to:

- Capacity to accommodate growth;
- Meeting local housing needs including supporting more liveable housing forms;
- More efficient use of transit and supports the Frequent Transit Network;
- Preserves parkland and land designated as ALR;
- Focuses new development in the highland area, and not on land within the floodplain;
- Concentrates residential development in close proximity to existing services, amenities and businesses and would likely create a greater customer base for local businesses;
- Ability to support the public's vision of creating a complete community and meeting their values as identified in the earlier OCP consultation process such as retaining community character and supporting the relationship between housing and transportation; and,
- Minimizes municipal costs associated with infrastructure and servicing expansion (capital costs) and maintenance (operating costs). Both have a lower per capital infrastructure cost compared to Scenario Three.

Scenario Three, which places development primarily on the edges of the city, would result in land use planning conflicts and significant infrastructure servicing implications. From a fiscal impact analysis point of view, Scenario Three compares least favourably due to the significant additional costs associated with its development, including long-run capital amortization costs from new infrastructure, and the most uncertainty about its revenue estimates due to questions about the market viability of significant apartment and mixed-use development in non-central locations.

It is the opinion of the consultant that Scenario One would have the greatest positive impact with respect to providing housing choice (townhouses and apartments) and minimize fiscal impacts while aligning with community values. However, recognizing that the residential policy review is only one component among many community needs, it would be valuable to explore multiple approaches to growth alongside other companion studies as part of the OCP review process.

- \* **Recommendation:** consider further exploration of Scenarios One and Two in the upcoming OCP planning process by evaluating trade-offs of these potential residential frameworks in combination with other important community needs such as transportation, social and recreational amenities, and infrastructure. Further adjustments could be explored as part of next steps. Scenario Three is not recommended given that it would result in land use planning conflicts, significant infrastructure servicing implications including long-run capital amortization costs.

# Appendix A: Scenario Methodology



## Projections

The projected demand for housing are derived from a combination population projections and housing maintainer rates. Key assumptions about the Pitt Meadows population and future change are based on three factors:

1. The number of births, which are estimated based on fertility data for the Local Health Area and reported by the BC Stats Vital Statistics Division. This data set measures the number of births to women at various ages and can be used to estimate future births based on the age profile of the local female population.
2. The number of deaths, which are estimated based on mortality data for British Columbia<sup>12</sup>. This data set reports the probability of BC residents dying at various ages and can be used to estimate future deaths based on the local age and sex profile. Note that because the data is available only at a provincial level, it may overstate future deaths for regions that are healthier than average (i.e. the Metro Vancouver Regional District). This possibility is corrected in the next step of the analysis.

Taken together, births minus deaths is equal to the “natural increase” of the population.

3. The level of net migration, which is the difference between the number of people who move to the community from elsewhere and those who leave Pitt Meadows to move somewhere else. Net migration is the most important factor in determining the level of future growth and the most uncertain. For this analysis, the projected level of net migration is based on past trends over the 2006 to 2016 period, as well as more recent evidence from 2016 to 2018, combined with the overall outlook for Metro Vancouver.

Both the likelihood of forming and maintaining a separate household, and preferred housing form, change over the course of a person’s life. These patterns, along with population projections, can be used to project the number and type of housing units in Pitt Meadows. Population projections, combined with household maintainer rates (which are available for different structure types) allows projected population by age to be converted into demand for housing. As population is projected to change in size and age over time, the demand for different types of housing units will change in response.

## Spatial Analysis

The spatial analysis model was based on a land development potential rating system from high, medium to low potential. These ratings are defined as follows:

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<sup>12</sup> Statistics Canada Data Table:13-10-0114-01

1. **High Development Potential Parcels:** parcels are considered “low hanging fruit” for development as they are identified as vacant or functionally vacant lands based on:
  - A. Flagged as vacant by BC Assessment;
  - B. Low utilization by assessed value (improvement value/land value < 5%); and/or,
  - C. Functionally vacant (no buildings on the lot).
2. **Medium Development Potential Parcels:** parcels are considered developable to a reasonable extent. In these cases, the parcel is not vacant or functionally vacant, and the structures have very low values, based on:
  - D. Low utilization by FAR (less than 10%); and/or,
  - E. Low utilization by assessed value (improvement value/land value 5%-10%);
3. **Low Development Potential Parcels:** parcels are considered developable; however, future redevelopment is less likely given they are already sufficiently developed, and would require significantly elevated demand to trigger redevelopment, based on:

Meets 2/3 qualitative criteria from BC Assessment:

  - Poor, average, substandard or fair quality
  - Built before 1970; and/or,
  - No sale since 1980.

This analysis only considers lots within the Urban Containment Boundary (UCB) that are designated for residential land use in the Official Community Plan (OCP). It is also important to note that this analysis does not account for lots currently under redevelopment or in the rezoning process.

## SCENARIO 1 ASSUMPTIONS

The following assumptions were used to determine the number of net new units under this transit-oriented land use framework:

- Residential floor space in apartments of 85% (i.e. circulation space of 15%);
- Residential component of mixed-use areas = 66% (i.e. 2 floors on average of non-residential uses);
- Assumed unit sizes based on average size of current dwellings in Pitt Meadows:
  - Apartment = 994 sqft
  - Duplex = 1,260 sqft
  - Single Detached = 1,570 sqft

- Townhouse = 1,180 sqft
- Commercial = Average of above unit sizes

**Definition of FAR: Floor Area Ratio is a measurement of density, and is derived by dividing the total area of the building by the total area of the parcel (building area + lot area).**

- 1.2 FAR for existing single-detached dwelling and duplexes; 2.4 FAR for townhouses; 3.0 FAR for apartments;
- Assumed densification in outlined areas only (i.e. neither densification nor gentle infill were included anywhere else);
- Does not account for lots currently under redevelopment/rezoning;
- Removed existing co-ops, non-market housing, and mobile parks from analysis; and,
- Removed parks/green spaces, public utility spaces, community lots (e.g. museum and information centre), civic lots, and heritage lots from analysis.

## SCENARIO 2 ASSUMPTIONS

The following assumptions were used to determine the number of net new units under this transit-oriented land use framework:

- Assumed densification in outlined areas only (i.e. neither densification nor gentle infill were included anywhere else);
- Residential floor space in apartments of 85% (i.e. circulation space of 15%);
- UPH and FAR were calculated using gross parcel areas;
- 45 Units Per Hectare (UPH) for medium density development (duplexes, triplexes, townhouses, garden suites);
- 3.0 FAR for apartments along Harris Road;
- Same unit size assumptions as Scenario One;
- Does not account for lots currently under redevelopment/rezoning;
- Assumed current dwelling type on the lot would remain the same for the medium density areas;
- Removed existing co-ops, non-market housing, and mobile parks from analysis; and,
- Removed parks/green spaces, public utility spaces, community lots (e.g. museum and information centre), civic lots, and heritage lots from analysis.

## SCENARIO 3 ASSUMPTIONS



The following assumptions were used to determine the number of net new units under this transit-oriented land use framework:

- New densities were located based on the outcomes of the Council workshop. Per CitySpaces directive, new housing totals along with potential types were assigned to various coloured chips.
- Parcels that were located within 20m of the approximate chip location on the correct side of the street were considered as “in-play” for redevelopment.
- Occasional judgment calls were made such that new densities were located in logical areas (i.e. not on parks or more than 1 parcel back from a facing road).
- Dwellings were assigned to relevant parcel clusters based on the size of the parcel. For instance, if a 10 unit chip was proximal to 2 parcels of equal size, 5 units would be assigned to each parcel.
- Dwelling types were associated with chip colours as follows:
  - Low Infill was assumed to be single detached with secondary suites;
  - Moderate Infill was assumed to be townhouses;
  - Medium Infill was assumed to be 50% townhouses and 50% apartments; and,
  - Mid Rise was assumed to be apartments on parcels with existing residential uses and mixed use on parcels with no existing residential uses.
- Net new dwellings was calculated through the difference between potential new dwellings and existing dwellings on a parcel by parcel basis, by type.

## Planning Analysis

The evaluation of Scenarios One, Two and Three are based on alignment with the key themes identified in the OCP vision engagement summary report, general land use implications, and good planning principles. The key themes identified through community engagement are outlined below:

- Sense of community;
- Access to nature;
- Access to recreation spaces;
- Ease of movement;
- Feeling safe;
- Access to services and amenities;
- Calm pace;

- Access to agriculture; and,
- Managed growth / restricted development.

In addition to these outcomes from community engagement, the spatial analysis and growth projections demonstrate there is currently not enough residentially designated land in Pitt Meadows to accommodate future growth. The qualitative analysis will include reference to each scenario's ability to accommodate the projected increase in housing unit demand.

# Appendix B: Fiscal Impact Analysis





# **FISCAL IMPACT ANALYSIS OF PITT MEADOWS DEVELOPMENT SCENARIOS**



 **VANNSTRUTH**  
CONSULTING GROUP



# Fiscal Impact Analysis of Pitt Meadows Development Scenarios

OCTOBER 2019

Prepared by:

VANN STRUTH CONSULTING GROUP INC.

For:

City of Pitt Meadows

In support of Pitt Meadows Residential Policy Review,  
prepared by CitySpaces Consulting Ltd.

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# 1 INTRODUCTION

This report has been prepared in support of a Residential Policy Review undertaken by CitySpaces Consulting for the District of Pitt Meadows.

The focus of this fiscal impact analysis is the *differences* between three alternative residential development scenarios on the finances of the City of Pitt Meadows.

This includes calculation of the estimated net increase in residential tax revenue (based on current average assessed values by dwelling type) and a discussion of the different municipal cost impacts, based largely on feedback from City staff. As these scenarios are hypothetical at this point, the City does not have detailed estimates of infrastructure capital costs and other service impacts that might be triggered by the scenarios.

Given these limitations, the outcome of the study is an evaluation of the *relative* fiscal impact of the three development scenarios, rather than precise estimates in dollar terms.

## Residential Development Scenarios

The analysis is based on three residential development scenarios:

1. **Concentrated Transit-Oriented Development (TOD)** – Development is focused on or within close proximity to the major corridors of Harris Road and Hammond Road, as well as redevelopment of the Meadowtown and Meadowvale Shopping Centres. More than 90% of net new units are either apartments (including in mixed-used buildings with ground floor commercial) or townhouses. The two shopping centre sites can accommodate more than 2,800 apartments as part of a mixed-use development, while the total capacity of this scenario is a net increase of about 8,650 dwelling units.
2. **Distributed Transit-Oriented Development (TOD)** – Development occurs through apartment development along the Harris Road corridor (including in mixed-use buildings), as well as densification and gentle infill throughout the central part of the city from the Hammond Road corridor north to Lougheed Highway (the area is defined by being within 400 metres of the Frequent Transit Network). About 60% of net new units are apartments or townhouses, while 20% are single detached homes and 20% are secondary suites. The total development capacity of this scenario is a net increase of about 5,700 dwelling units.
3. **Distributed Growth** – A scenario created in a Council workshop that features 90% apartment development (most of which is in mixed-use buildings), concentrated largely on the edges of the city, including north of Lougheed Highway and on several undeveloped parcels along Airport Way. There is also some new development and infill along Hammond and Harris Roads. This scenario has a net decrease of 100 single detached homes (due to redevelopment into higher density uses) and a total development capacity of about 2,250 dwelling units.

Maps corresponding to each scenario are in the appendix to this report.

One key assumption underpinning the analysis is that each scenario has been standardized to the same amount of development. Dwelling unit projections for Pitt Meadows that were also completed as part of the Residential Policy Review show a net increase in dwelling units of 2,325 by 2041 (relative to 2016). This is very similar to the development capacity of Scenario 3 (Distributed Growth), but only about 25% of the total capacity of Scenario 1 (Concentrated TOD) and 40% of the capacity of Scenario 2 (Distributed TOD).

For purposes of this analysis (comparing “apples to apples”), it is assumed that Scenario 3 is fully built out with a net increase of 2,251 units and Scenarios 1 and 2 are partially built, also with a net increase of 2,251 units, in proportion to their mix of unit types at full build-out.

Other assumptions include:

- The three development scenarios are all based on 2,251 dwelling units, but each scenario has a somewhat different mix of unit types. This means the population implications may be slightly different as larger units have more people, on average. But all scenarios have a majority of apartments or townhouse units and any differences in total population are considered to be immaterial for this analysis.
- The scenarios are assumed to occur over the same timeframe, meaning that the financial analysis does not need to account for different rates of development.
- The value of development under each scenario is based on the current average value of each unit type that was built in Pitt Meadows in the last 10 years (as per the 2019 assessment roll).
- The revenue analysis is based on 2019 municipal property tax rates. While these will change over time along with many other factors, using current rates eliminates the uncertainty of forecasting future changes and allows for a simple thought experiment that imagines each of the scenarios is built today and shows how they are different.

Other specific assumptions and data sources are explained in the body of the report.

## 2 REVENUE ESTIMATES

Revenue impacts under the three development scenarios are based on the estimated net increase in assessed value.

As noted in the introduction, the estimates are generated based on current average values for each type of dwelling unit either built or renovated in Pitt Meadows in the last 10 years. The figures in the table below include both land and improvement value.

**TABLE 1. AVERAGE ASSESSED VALUE BY TYPE OF UNIT, BUILT OR RENOVATED SINCE 2009**

	AVERAGE ASSESSED VALUE (HOMES <10 YEARS OLD)
Single Detached	\$1,045,000
Single Detached with Secondary Suite	\$1,130,000
Duplex	\$860,000
Townhome	\$700,000
Apartment (including Mixed-Use)	\$500,000

Source: City of Pitt Meadows property assessment roll

The data suggests that single detached homes with a secondary suite have an assessed value about 8% higher than a home without a suite. The analysis for apartments was conducted on both stand-alone apartment units and those that are located within a commercial building. The values were very similar and given the small sample size, have been combined in this analysis.

Naturally there are variations in home values depending on location and various characteristics, such as home size and construction quality, but these averages are sufficient for the level of analysis in this report.

The projected net increase of each type of dwelling unit for each scenario is shown in Table 2. The unit counts for Scenarios 1 and 2 are about 25% and 40% of full build-out, respectively. Note that the reduction of 100 single detached homes in Scenario 3 is based on densification of existing single detached lots.

**TABLE 2. DWELLING UNIT COUNTS BY STRUCTURE TYPE AND DEVELOPMENT SCENARIO**

	SCENARIO 1 CONCENTRATED TOD	SCENARIO 2 DISTRIBUTED TOD	SCENARIO 3 DISTRIBUTED GROWTH
Single Detached	155	439	-100
Single Detached with Secondary Suite	0	441	23
Duplex	15	22	53
Townhome	612	511	252
Apartment (Residential Building)	483	267	355
Apartment (Mixed-Use Building)	986	571	1,668
<b>Total</b>	<b>2,251</b>	<b>2,251</b>	<b>2,251</b>



Applying the average value per unit type to the distribution of units in each scenario yields the total assessed values shown in the top row of Table 3. Note that the value used for secondary suites is \$85,000, which is the average additional value of a suite above a single detached home with no suite. The projected increase in suites may be due to new single detached homes that are built with suites, or suites added to existing single detached homes.

One further adjustment is necessary for land value – the unit values in Table 1 include land value, but land value for the currently under-utilized land is already part of the municipal assessment base and the current values need to be subtracted so as not to double-count the land.<sup>1</sup> Based on the geo-spatial analysis also done for the Residential Policy Review, we know the total land value of the currently under-utilized land that will be redeveloped under each scenario. This is shown in the 2<sup>nd</sup> row of Table 3, and the net increase in residential assessed value is shown in the bottom row.

**TABLE 3. ESTIMATED INCREASE IN RESIDENTIAL ASSESSED VALUE, BY DEVELOPMENT SCENARIO**

	<b>SCENARIO 1 CONCENTRATED TOD</b>	<b>SCENARIO 2 DISTRIBUTED TOD</b>	<b>SCENARIO 3 DISTRIBUTED GROWTH</b>
Assessed Value of Redeveloped Properties	\$1.34 billion	\$1.29 billion	\$1.22 billion
...less Current Land Value	\$450 million	\$450 million	\$65 million
<b>Estimated Net Increase in Residential Assessed Value</b>	<b>\$885 million</b>	<b>\$845 million</b>	<b>\$1.16 billion</b>

The assessed value impacts of the three scenarios are similar, except for the current land value for Scenario 3 being significantly lower. This gives Scenario 3 the highest net increase in residential value.

Current value is so low in Scenario 3 because it involves redeveloping several large parcels on the edge of the community that currently have low property values, including land in the Agricultural Land Reserve (ALR), and in some cases appear to be public uses that are not currently contributing any property tax at all.

Based on the current residential tax rate of \$2.6307 per \$1,000 of assessed value (combined General and Drainage rates), the increase in municipal property tax revenue is shown in Table 4.

<sup>1</sup> This approach assumes that average land value per unit after redevelopment will be the same as current land value for recently developed units, without any adjustment for different lot sizes and other possible factors. Using current land values in this way is an approximation, but it is reasonable to assume that through subdivision into smaller single-family lots or through redevelopment with higher-density housing forms that the land value for a given parcel will increase significantly under the redevelopment scenarios.

**TABLE 4. ESTIMATED INCREASE IN RESIDENTIAL PROPERTY TAXES, BY DEVELOPMENT SCENARIO**

	SCENARIO 1 CONCENTRATED TOD	SCENARIO 2 DISTRIBUTED TOD	SCENARIO 3 DISTRIBUTED GROWTH
Assessed Value of Redeveloped Properties	\$885 million	\$845 million	\$1.16 billion
Municipal Tax Rate (per \$1,000 of assessed value)	\$2.6307	\$2.6307	\$2.6307
<b>Estimated Net Increase in Residential Property Tax</b>	<b>\$2.3 million</b>	<b>\$2.2 million</b>	<b>\$3.0 million</b>

The estimated net increase in municipal property tax ranges from \$2.2 million per year under Scenario 2 (Distributed TOD) to \$3.0 million per year under Scenario 3 (Distributed Growth). Overall, these are very similar outcomes, but this is only one piece of the overall fiscal impact picture.

### Commercial Tax

All scenarios include an element of mixed-use development, which is the co-location of residential apartments with other uses (usually commercial) in the same building. This means that in addition to the residential tax, there will be some commercial property tax associated with each scenario.

In terms of total number of mixed-use apartments, Scenario 3 has the most, followed by Scenario 1. An assessment of commercial property values is beyond the scope of this study, but it is worth noting that the highest-value commercial properties are likely to be ground-floor retail units along major traffic corridors, such as Harris Road and Lougheed Highway. Mixed-use buildings that are more removed from high-traffic areas are likely to be significantly lower in value and thus generate less tax revenue. Some mixed uses in primarily residential areas may closely resemble public services, such as daycare centres or other social amenities.

It also must be noted that the mix of unit types and locations under each scenario have not been analyzed from a market viability perspective. The classic mixed-use development, with one or two floors of commercial space at the bottom and residential units above, are usually developed along major traffic corridors.

The implication of adding commercial tax to the residential revenue calculations in Table 4 is uncertain. Scenario 3 has the most mixed-use units, but is the most remote from major corridors and therefore may have the lowest non-residential property values. Scenario 1 has fewer mixed-use units than Scenario 3, but they are located along high-traffic corridors (and include the current Meadowtown and Meadowvale Shopping Centre sites on Lougheed) and are likely to be accompanied by significantly higher commercial tax on a per-unit basis. It should also be noted that under this analysis, only about 25% of Scenario 1's full capacity is being developed and if the remaining 75% were included, there would be four times as much commercial development and commercial tax generated.

### Other Revenues

Property tax is just one of the City's revenue sources. Other sources that are derived from residential properties include utility charges, sale of services, and license and permit fees, and are closely linked with the increase in households and/or population. This means there will be little or no difference in

the projected revenue implications from these other sources across the three development scenarios because they all have the same number of dwelling units (and virtually the same population).

Similar to the discussion for commercial tax above, non-residential revenues such as business licenses and commercial utility fees will be substantially higher under Scenario 1 on a per-unit basis.



### 3 COST ESTIMATES

Each of the three development scenarios will generate additional municipal costs across the full spectrum of municipal cost categories.

Some costs are driven by having more people in the community (such as parks and recreation facilities that have more people using them), some by having more households (such as utility charges and communications mailings), and some by requiring additional physical infrastructure to be built to accommodate development, such as new roads or extending water or drainage systems. In addition to the operating cost of any new infrastructure, its long-term maintenance and replacement needs to be considered as part of a sound asset management approach.

#### **Simplifying Assumption**

The three development scenarios considered in this report are all based on 2,251 dwelling units and the household impact is assumed to be functionally the same. **This means that all municipal costs that are driven by household and population growth will be the same across each scenario.**

The discussion in this section of the report is focused on the ways that the three scenarios differ in their projected municipal cost impacts.

#### **Water, Sewer and Drainage Impacts**

Based on discussions with City staff, both Scenarios 1 and 2, which concentrate development within the central part of the city, can be accommodated by the City's existing water, sanitary sewer, and drainage systems.

Scenario 3, which places development primarily on the edges of the city, will have significant infrastructure servicing implications. A detailed description of these implications and the associated costs has not been prepared, but would include:

- Extensions to the water and sanitary sewer systems to service new development north of Lougheed Highway. Current systems in place for rural homes are inadequate for the higher-density residential development proposed as part of Scenario 3. Exactly what would be required to adequately service this area has not been established, but may include new pump stations, reservoirs and connections, installation of gravity mains or lift stations, and so on.

In addition to the potentially significant up-front capital costs (which could be at least partly covered by property developers in the new area), new infrastructure would require additional ongoing costs for regular maintenance, plus amortization of all new assets according to the City's Tangible Capital Assets Policy.

- Improvements to drainage for development to the south of the community at or near the current Pitt Meadows Athletic Park, including large parcels to the east (across Bonson Road South) and south (across Airport Way). The City's drainage capacity in this area is constrained

by the Baynes Road pump station and additional drainage system infrastructure is required to accommodate the proposed medium density development in this area.

Similar to the discussion for water and sewer to the north, there has not been a detailed study of the cost implications for drainage infrastructure to service the south, but the costs would include up-front capital costs, annual operating and maintenance costs, and amortization of the new capital assets.

### **Transportation Impacts**

The additional households and population across all three scenarios will have impacts on road wear, demand for transit service, and other features of the overall transportation system. Scenarios 1 and 2 will be concentrated into the already built-up central part of the city and are more easily serviced by existing road and other transport infrastructure.

Scenario 3 will require additional local road construction on some of the larger parcels, while the impact on major routes is less certain. There has already been much discussion about the North Lougheed Connector and expanding Airport Way, among other system improvements. Significant development north of Lougheed likely makes the need for the North Lougheed Connector even greater, although the City's Transportation Master Plan refers to the possibility of leveraging adjacent development to pay for the Connector.

In total, it is very likely that Scenario 3 will create additional cost in capital construction, ongoing maintenance, and amortization of assets, but the relative size of these additional costs requires further study.

### **Other Environmental or Mitigation Costs**

Several of the proposed development sites on the edges of the city are adjacent to environmentally sensitive areas, including Katzie Slough to the north of Lougheed and low-lying lands to the south next to the Katzie First Nation. Proposed development on or near Pitt Meadows Athletic Park is also directly adjacent to a significant Onni industrial development, while another major development site is next to the Airport.

All of these areas may require additional investment in environmental mitigation or buffering between residential development and adjacent industrial uses. These possible costs are applicable only to Scenario 3.

### **Fire Service Impacts**

Fire service costs are another line item that increases with general household growth, but costs are accelerated with denser forms of development. Larger and taller apartment buildings create additional firefighting expenses, partly by generating additional fire alarm calls, but also because fires in taller buildings are more complex and require more manpower.

All three scenarios involve primarily higher-density development, but Scenario 1 is likely most affected by putting the same amount of development into a smaller area and being most conducive to the construction of taller apartment buildings. The National Fire Protection Association (NFPA) establishes minimum standards relating to fire department emergency services that are affected by building size,

among other factors. Estimating these additional costs for different potential building heights, and how the costs might be different under the alternative development scenarios, requires further study.



## 4 CONCLUSIONS

This report provided a high-level analysis of the different fiscal impacts on the City of Pitt Meadows from three alternative residential development scenarios.

Sufficient information is available to provide estimates of the municipal property tax impacts of each scenario, while cost impacts are described in general terms without specific dollar cost estimates. The three scenarios are standardized to the same number of dwelling units (and are assumed to have essentially the same population impacts), which means that all revenue and cost items that are driven by household or population growth are considered to be the same across all three scenarios.

Some of the key differences between the scenarios include:

- The estimated increase in residential property tax revenue is slightly higher under Scenario 3, but the proposed focus on apartment development on the edges of the city is uncertain from a market viability perspective.
- It also should be noted that part of the reason Scenario 3 has the highest tax impact is it has the highest projected increase in land value because current values are much lower in these outlying areas. The current low values can be interpreted as a reflection of the perceived development potential of these lands.
- Nearly all of the additional costs that differentiate the three scenarios are associated with Scenario 3. This is largely because it involves development in currently vacant or lightly utilized parcels on the edge of the city, whereas both Scenarios 1 and 2 concentrate development in the central part of the city in proximity to transit corridors.
- Additional costs associated with Scenario 3 include extensions to water and sewer infrastructure (particularly north of Lougheed Highway), expansion of the drainage system to the south, a probable increase in local road development on the larger parcels (and possibly greater impacts on major transportation routes) and possible environmental and mitigation costs due to development on or near sensitive areas, or as buffers between new residences and adjacent industrial areas.
- Additional fire service costs associated with denser forms of development, particularly taller buildings, are possible due to significant apartment development in all three scenarios, but likely with the highest cost impacts from taller buildings on Harris Road under Scenario 1.

On balance, the fiscal impact analysis shows similar property tax revenue for Scenarios 1 and 2, but commercial revenues (property tax, business license fees) will be higher under Scenario 1. Residential property tax revenue is highest under Scenario 3, but it also has significant additional costs associated with its development, including long-run capital amortization costs from new infrastructure, and the most uncertainty about its revenue estimates due to questions about the market viability of significant apartment and mixed-use development in non-central locations.

## APPENDIX: SCENARIO MAPS

Full-page maps of the three development scenarios follow on the next three pages:

- **Scenario 1 - Concentrated Transit-Oriented Development (TOD)**
- **Scenario 2 – Distributed Transit-Oriented Development (TOD)**
- **Scenario 3 – Distributed Growth**



**The Concentrated Transit-Oriented Development (TOD) Scenario**

**Residential Development Increases**



- Currently Non-Residential Land Use
- Currently Residential Land Use








**Legend:**

- Urban Containment Boundary
- Frequent Transit Network
- West Coast Express
- Pitt Meadows Station
- Residential Land Use
- Agricultural Land Reserve
- Rural Land Use

Current Dwelling Type	Densified FAR	Net New Dwellings
Single Detached	1.2	595
Duplex	1.2	57
Townhouse	2.4	2,351
Apartment	3.0	1,857
Mixed-Use	3.0	3,787

-83-

 Currently Non-Residential Land Use  
 Currently Residential Land Use

-  Urban Containment Boundary
-  Frequent Transit Network
-  West Coast Express
-  Pitt Meadows Station
-  Residential Land Use
-  Agricultural Land Reserve
-  Rural Land Use

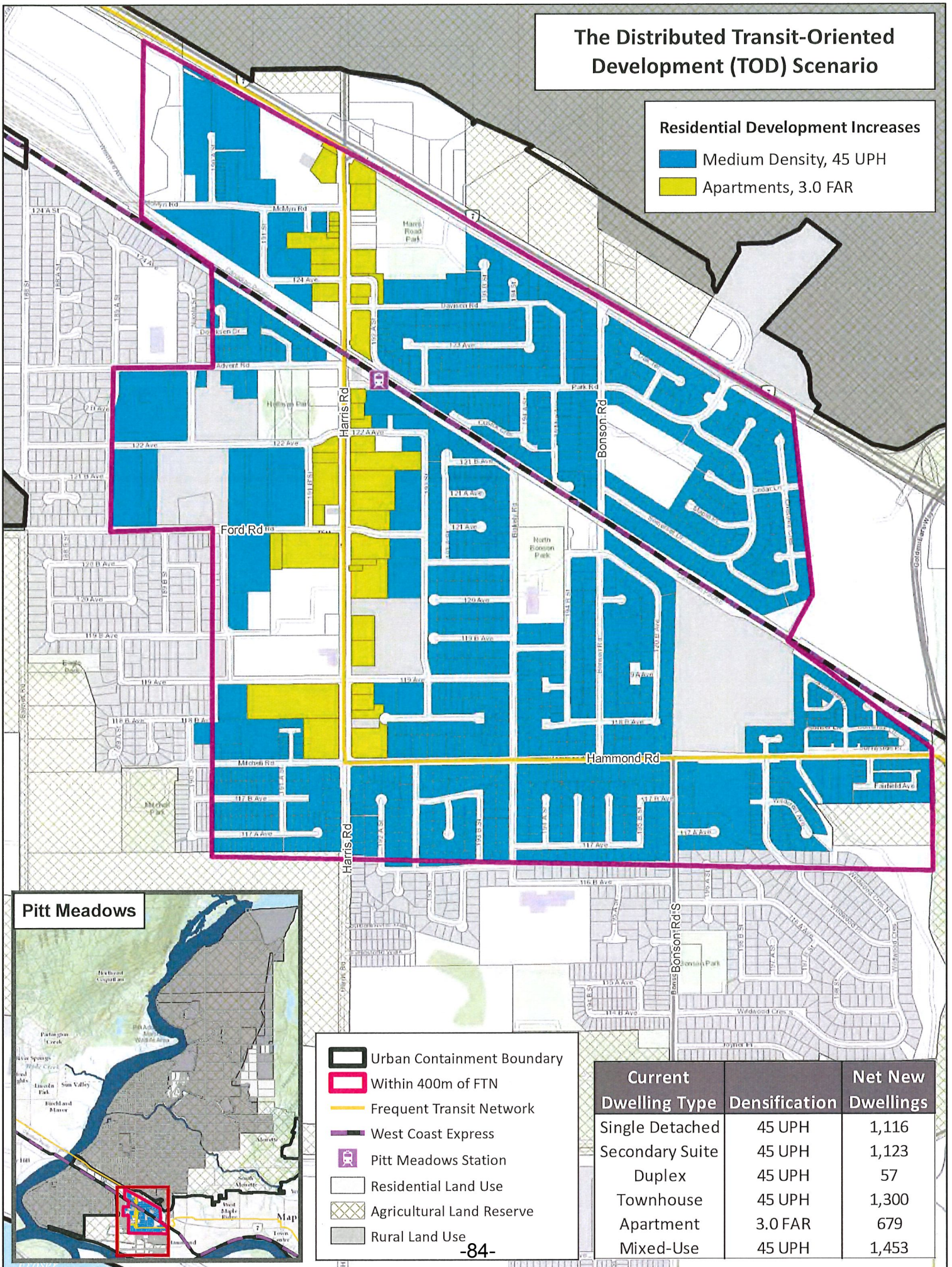
Current Dwelling Type	Densified FAR	Net New Dwellings
Single Detached	1.2	595
Duplex	1.2	57
Townhouse	2.4	2,351
Apartment	3.0	1,857
Mixed-Use	3.0	3,787



## The Distributed Transit-Oriented Development (TOD) Scenario

### Residential Development Increases

- Medium Density, 45 UPH
- Apartments, 3.0 FAR



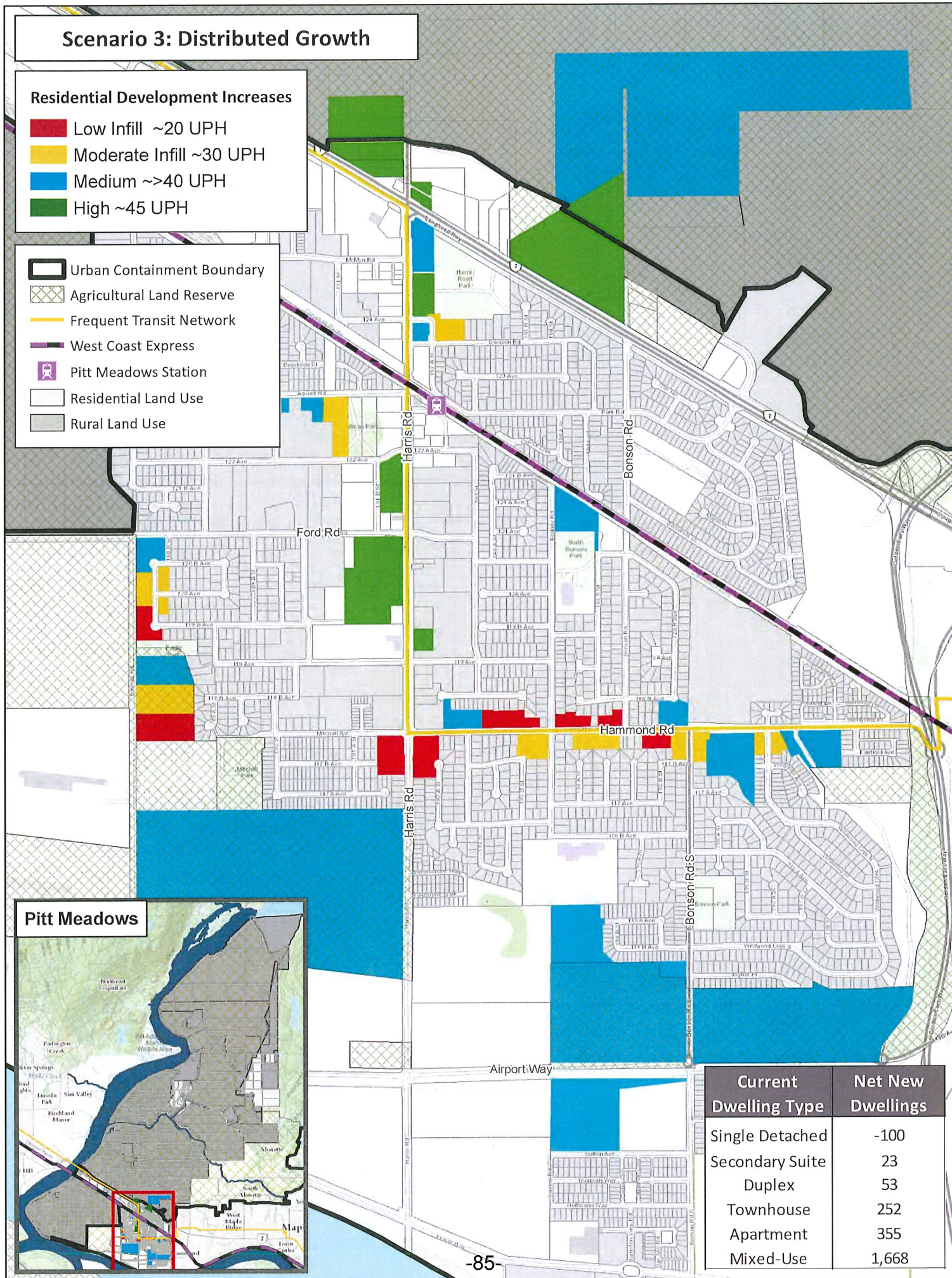


## Scenario 3: Distributed Growth

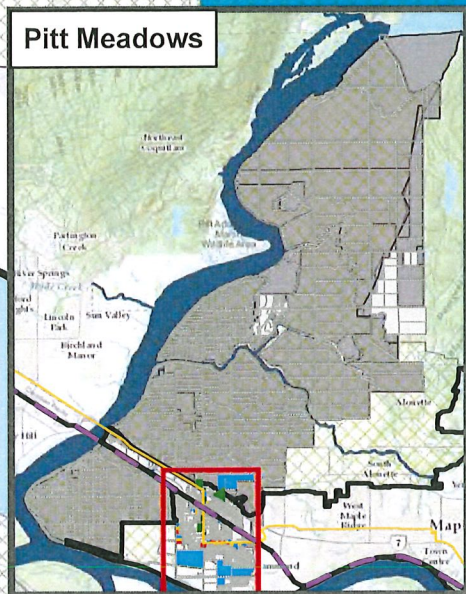
### Residential Development Increases

- Low Infill ~20 UPH
- Moderate Infill ~30 UPH
- Medium ~>40 UPH
- High ~45 UPH

- Urban Containment Boundary
- Agricultural Land Reserve
- Frequent Transit Network
- West Coast Express
- Pitt Meadows Station
- Residential Land Use
- Rural Land Use



### Pitt Meadows



Current Dwelling Type	Net New Dwellings
Single Detached	-100
Secondary Suite	23
Duplex	53
Townhouse	252
Apartment	355
Mixed-Use	1,668





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[www.cityspaces.ca](http://www.cityspaces.ca)



## Survey Report

31 May 2018 - 12 September 2019

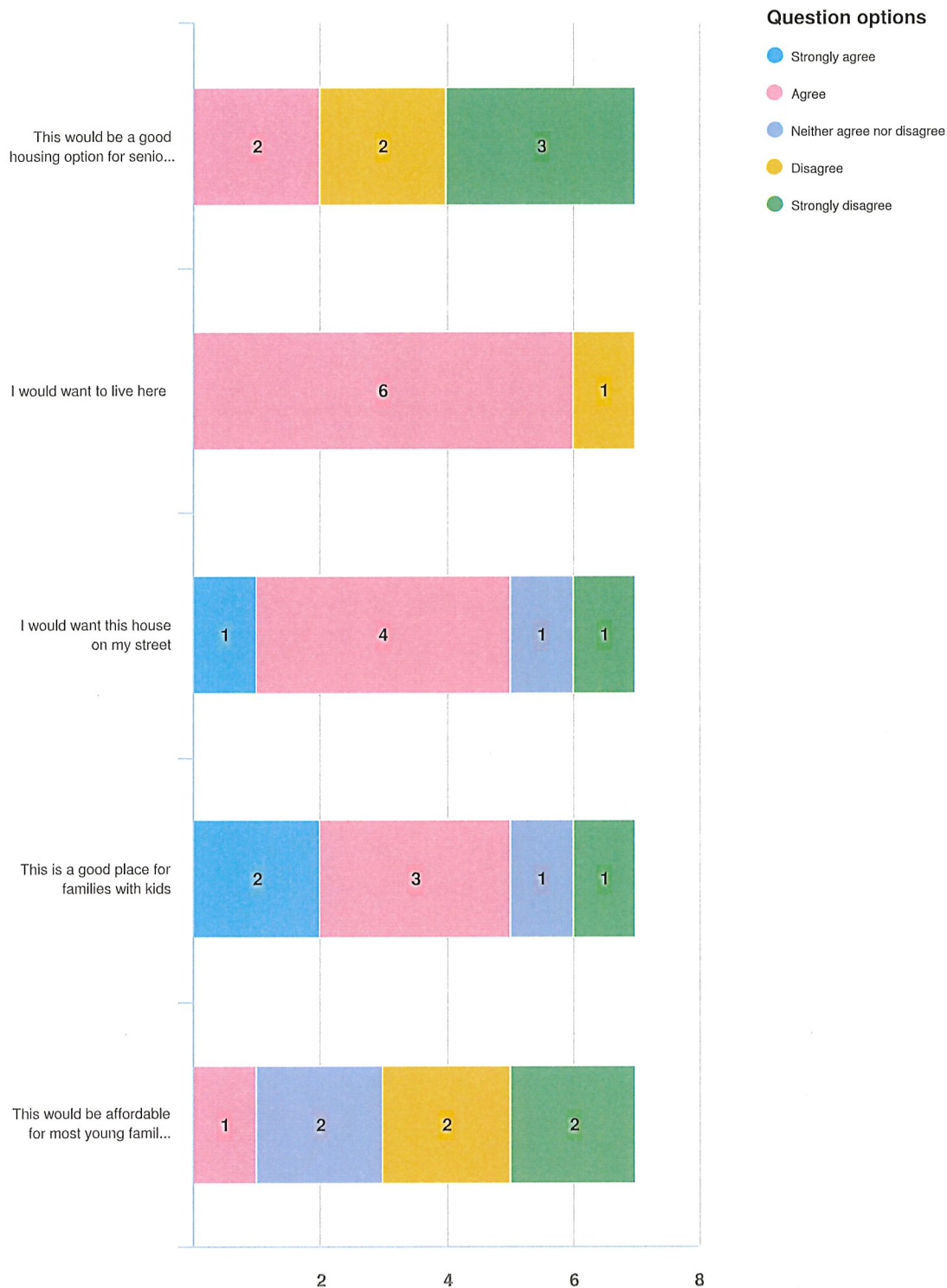
# Housing Choices and Population Growth

PROJECT: I See Pitt Meadows 2040: Official Community  
Plan Update

**Have Your Say Pitt Meadows**



**Q1** Look at the above picture and tell us whether you agree or disagree with the following statements:



**Q2 If you would like, add your comments regarding this form of housing here.**

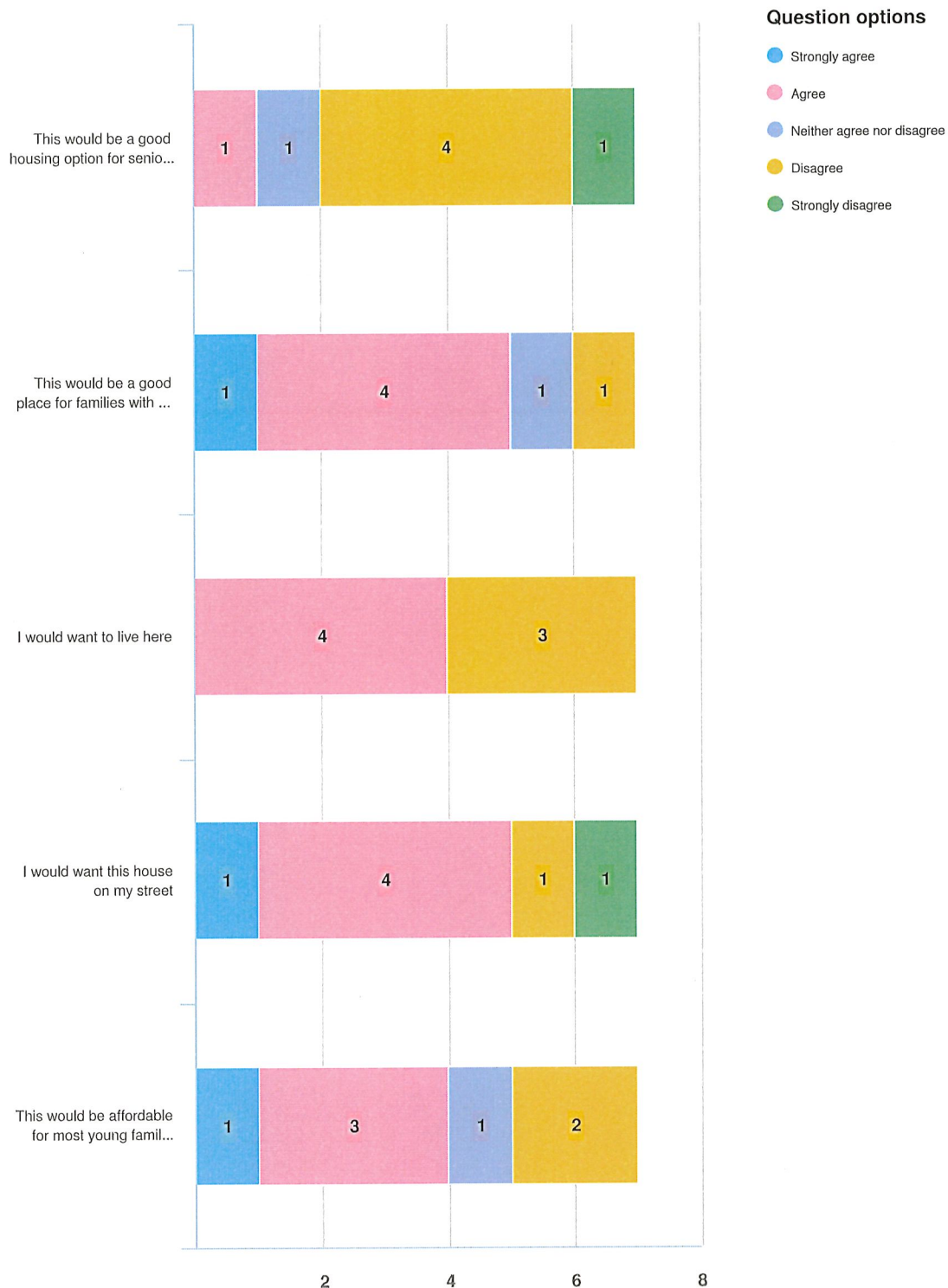
  
7/25/2019 10:54 PM

Giving one photo is not really a good example nor will you gain much from the answers. It seems leading you to an answer people intuitively might feel is wrong. Housing prices are now adjusting. There should be no right or wrong -- just preferences.

**Optional question** (1 responses, 6 skipped)



**Q3** Look at the above picture and tell us whether you agree or disagree with the following statements



**Q4 If you would like, add your comments regarding this form of housing here.**

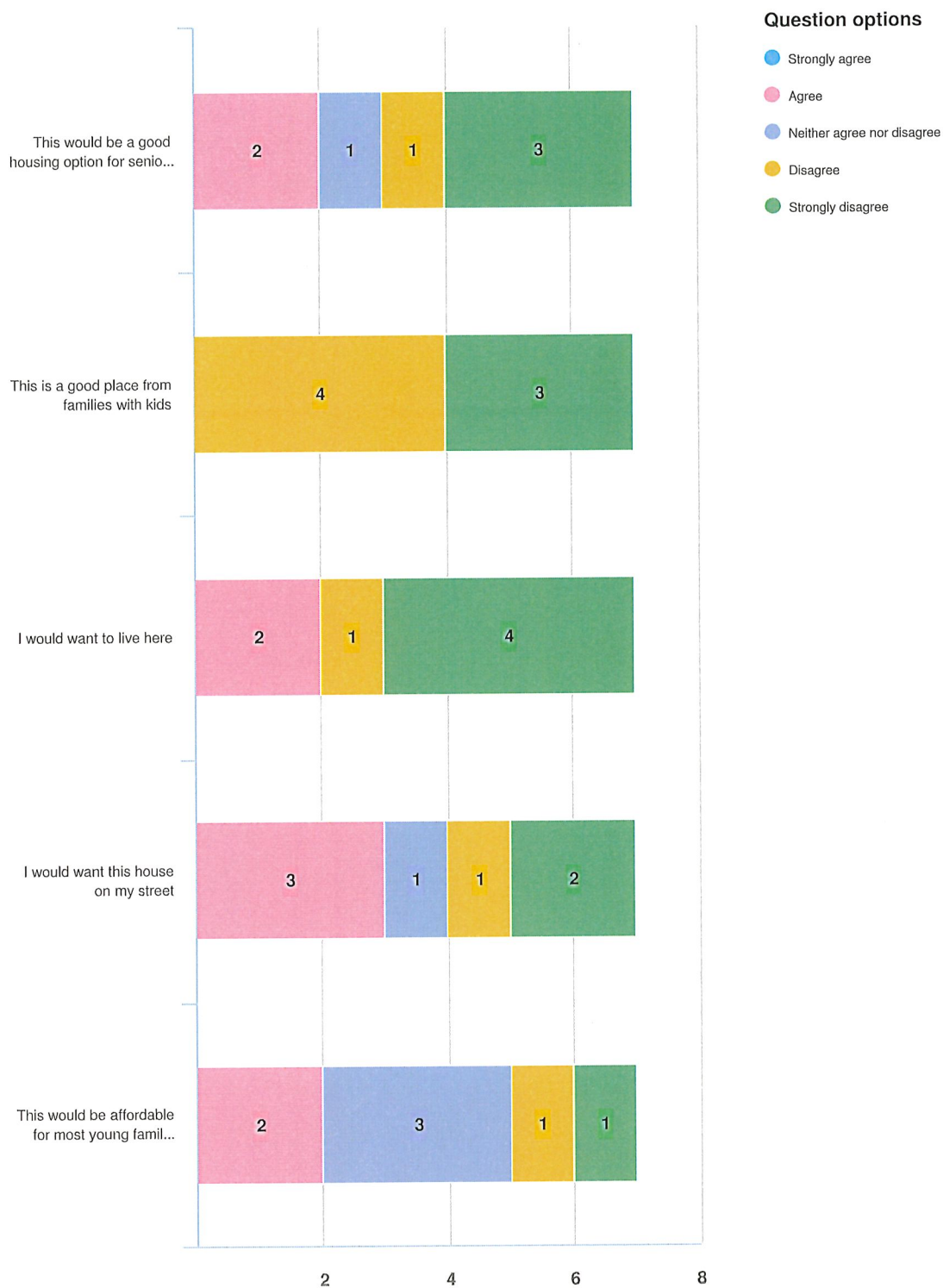


7/9/2019 10:51 PM

This form of housing has its place in a community. Its not suitable for single family neighbourhoods and should have its own area and streets and green spaces. Seniors and disabled can't do stairs.

**Optional question** (1 responses, 6 skipped)

**Q5** Look at the above picture and tell us whether you agree or disagree with the following statements:





**Q6 If you would like, add your comments regarding this form of housing here.**

[REDACTED]

7/05/2019 10:54 PM

Lane Way houses or Backyard Parent Cottages need lane way access. Our community doesn't have lanes. The CRA is looking at these as not primary residences and any sale of the property with these buildings will be taxed under capital gains.

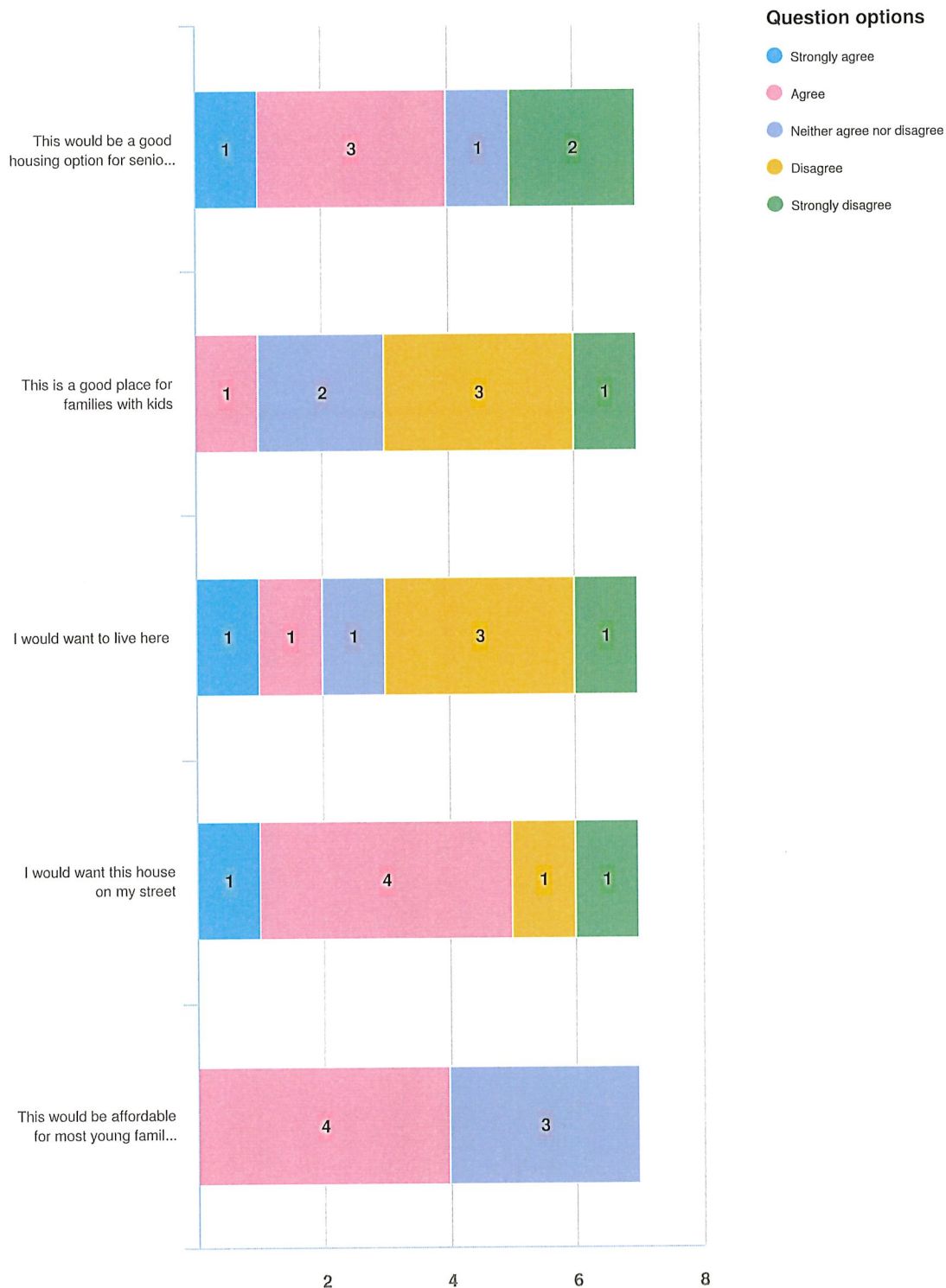
Anonymous

7/15/2019 11:58 AM

good option for one or two people only

**Optional question** (2 responses, 5 skipped)

**Q7** Look at the above picture and tell us whether you agree or disagree with the following statements:



**Q8 If you would like, add your comments regarding this form of housing here.**

[REDACTED]

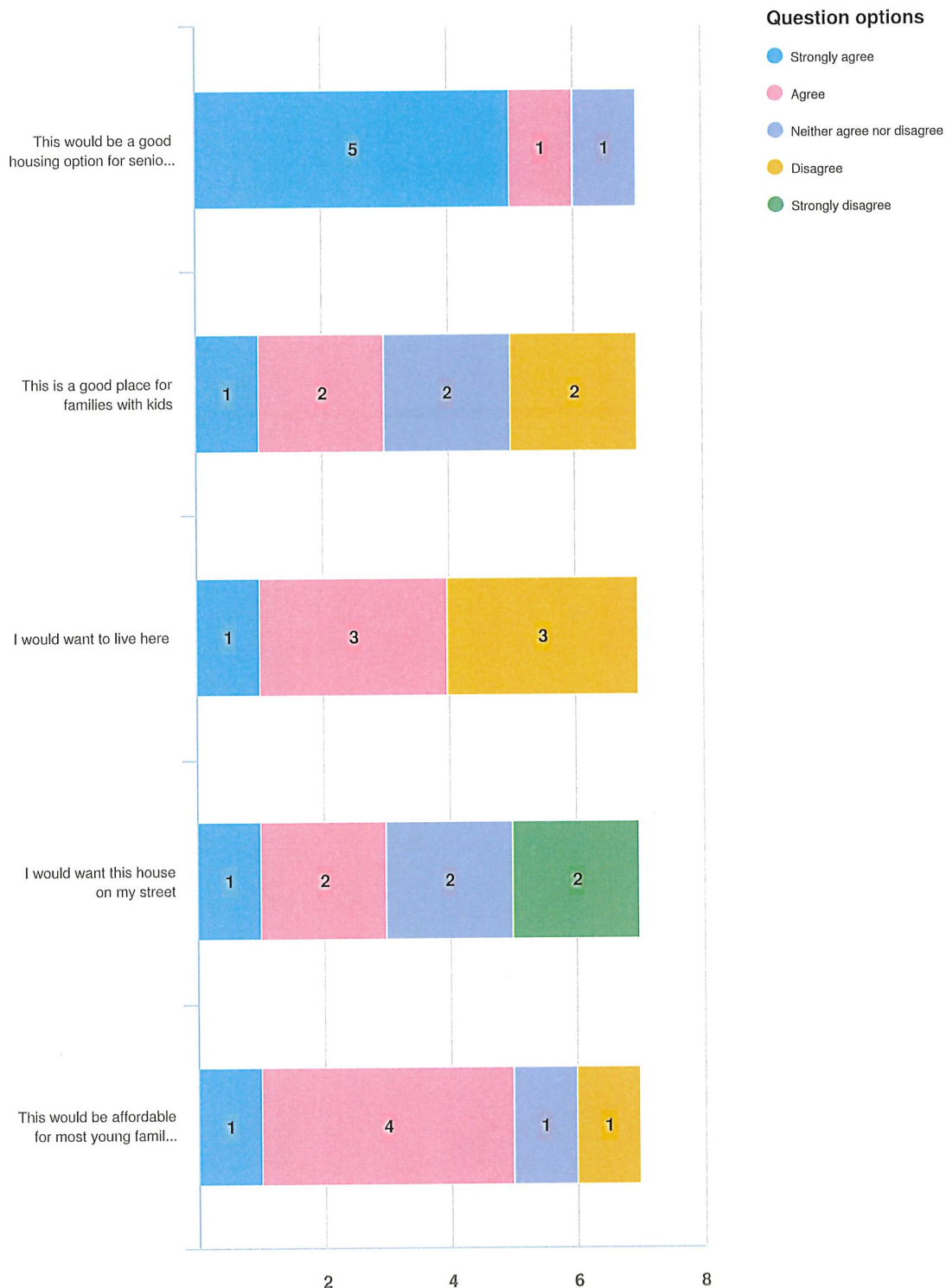
7/05/2019 10:54 PM

We do not have laneways so is the Municipality going to create laneways and how would this be achieved ? This generates more questions than answers. Depends on factors and personal preferences or experiences. \*\*\* Survey looks generic and from another city.

**Optional question** (1 responses, 6 skipped)



**Q9** Look at the above picture and tell us whether you agree or disagree with the following statements:



**Q10 If you would like, add your comments regarding this housing form here.**

[REDACTED]

7/05/2019 10:54 PM

So many of your questions are subjective and would depend on many other factors than age or size of family. Seniors and people who have accessibility issues are better off with street access and rancher style houses - even if they are in grouped clusters

**Optional question** (1 responses, 6 skipped)

# Survey Report

31 May 2018 - 12 September 2019

## Survey for Map - 893

PROJECT: I See Pitt Meadows 2040: Official  
Community Plan Update

**Have Your Say Pitt Meadows**





## Q1 Your Comment

Dana Parr

6/27/2019 01:05 PM

Test pin

Dana Parr

6/27/2019 01:06 PM

Test pin

Dana Parr

6/27/2019 05:05 PM

Test

8/26/2019 05:42 PM

Retain the 55+ seniors cluster ground level housing. This is a good transition housing type for seniors downsizing. Taller Apartment buildings will shade out the Lions Park and block mountain views of houses to the south of Hammond Rd. Add and retain diversity of housing facing Hammond Road and the houses on south side of the street.

7/31/2019 07:11 PM

Retain the 55 + senior ground entry cluster housing. A good transition housing for seniors downsizing. The heights of the buildings from 119 south to Hammond Road should be a transition in heights (2 story Max) from the taller apartments from 119 & Harris going North.

8/26/2019 05:03 PM

Retain this style and height of Condo housing for families. Keep the diversity so its not all 4 story apartments. 119th should be the Transition Area to Multi Family Housing consisting of Row Houses, Town Houses, Triplexes, Duplexes and Homes with lane or garden suites.

8/26/2019 07:10 PM

These 4 houses have been bought for a multi housing. Hammond Road should be a transition area with lower style housing 2-3 stories max. Town Houses as example or Row Houses. Similar to Opsrey Village Town Homes. Hammond should have a street tree program and landscape guidelines for development to create a nice gateway / boulevard into older neighbourhoods. New Houses that allow for basement suites should be continued here to blend in with the new houses. Upgrade the streetscape and add Street Trees as development happens.

7/31/2019 08:04 PM

Houses along the south side of Hammond Road should have some diversity but be 2 stories tall max to keep the privacy of homes to the south and blend in. Including Row homes, townhomes, that look like single houses and properties.

7/31/2019 07:23 PM

Retain this type of housing as it shows a transition from Taller apartments then down to shorter condos for families next to the park, Do not surround the Lions Park with tall apartments.

7/31/2019 07:26 PM

The old library property here and the vacant property to the North could be senior housing or rental housing. 4 story apartments like across the street.

7/31/2019 07:20 PM

7/31/2019 07:30 PM

This mall could be redeveloped with apartments above and stores underneath -- store fronts on Harris and parking to the rear or underground.

7/31/2019 07:11 PM

All these properties could be redeveloped but keep the housing to be 2 stories max and row houses or townhouses of condos. Cluster 55 + senior

[REDACTED]  
8/26/2019 05:38 PM

housing ground entry similar to across the street on Mitchell or North Side on Hammond Road.

Duplex or Triplex location that should be of the same designs as across the Street: South East Corner of Hammond and 193 St.

[REDACTED]  
8/26/2019 05:51 PM

Retain the senior 55+ complex as it is a good transition style of housing going from larger single family to smaller 1 bedroom units. The Cluster Housing is close to transit for seniors and fits in well with the size and character of existing houses on Hammond Road. Anything above 2 stories would block out views of the mountains for homes on south side of Hammond or southerly neighbourhoods. Apartments are too tall and out of character here where housing transitions in height /scale from apartments to Townhomes to single family,. New homes with basement and Garden Suites have already started a trend on Hammond Road -- the new owners will not want to be next to large apartments. Smaller Town Homes or Row Houses or subdivision with smaller lots & units along Hammond might be supported.

The Small 1 story building needs to be changed to apartments with commercial below as was done on the other side of the Railway Tracks.

[REDACTED]  
8/26/2019 05:54 PM

[REDACTED]  
8/26/2019 05:55 PM

This land is too important to be left a gas station where housing need are required. Apartment potential with commercial below.

[REDACTED]  
8/26/2019 05:56 PM

These small commercial Malls should be rezoned to accept apartments above and commercial or offices below. Wasting valuable land space needed for housing.

[REDACTED]  
8/26/2019 05:57 PM

These small commercial Malls should be rezoned to accept apartments above and commercial or offices below. Wasting valuable land space needed for housing

[REDACTED]  
8/26/2019 06:01 PM

If we wish to maximize housing it would be more logical to have a two phased approach and push for apartments with commercial or office space below in this Town house Complex next to West Coast Express and within walking distance of the B Line. Any Properties North of Ford Road towards West Coast Express and the B Line at Lougheed should be the "Highest Density" such as 3-4 story apartments but retain a common design and character for a "Village" setting. Commercial Residential.

[REDACTED]  
8/26/2019 06:07 PM

These older homes next to the new Houses with Basement Suites should be planned for future development keeping the same theme / design as the new Houses. Single Family with Basement Suites or Garden Suites.

[REDACTED]  
8/26/2019 06:10 PM

This cannot be the only park in the area when densification happens. More parkland will be required even if it is just for dog walkers or this little park will turn into a dog toilet. Greenspace must go hand in hand with densification and increasing concrete / building footprints --- trees and greenspace will cool the areas and help stop global warming. Otherwise you are adding to storm water issues and climate temperature rises.

[REDACTED]  
8/26/2019 06:17 PM

193 should become a bike way from Hammond Rd to 122 nd and the exit should come down to Hammond Road through the redevelopment of the Hammond Road properties. (Large Tree Retention here a must) A Walking and Biking only route / greenway. Since we want to encourage Active

[REDACTED]  
8/26/2019 06:19 PM

Transportation this development should be an "example" have restricted parking and be a walking / biking / transit style of Housing only. Minimal concrete and minimal asphalt.

193 should become a bike way from Hammond Rd to 122 nd and the exit should come down to Hammond Road through the redevelopment of the Hammond Road properties. (Large Tree Retention here a must) A Walking and Biking only route / greenway. Since we want to encourage Active Transportation this development should be an "example" have restricted parking and be a walking / biking / transit style of Housing only. Minimal concrete and minimal asphalt.

[REDACTED]  
8/26/2019 06:27 PM

The Small houses and lots here lend themselves only to Townhomes, Rowhomes and single family with basement suites. Too narrow for apartments unless you also redevelop the houses on 117B ave at the same time. Plus any homes south of these houses would have their privacy and views of mountains blocked out by any building above 2- 3 stories. In fact, any development along Hammond, due to the small lots and cul de sacs bordering these properties to the south or north would be majorly affected by the height of any large building over 2 + stories tall. (Ex. 192 A, 118 B, 194A, 195 A and 195 B)

[REDACTED]  
8/26/2019 06:59 PM

The Small houses and lots here lend themselves only to Townhomes, Rowhomes and single family with basement suites. Too narrow for apartments unless you also redevelop some of the houses on 192 A & Harris Rd ave at the same time. Plus any homes south of these houses would have their privacy and views of mountains blocked out by any building above 2- 3 stories. In fact, any development along Hammond, due to the small lots and cul de sacs bordering these properties to the south or north would be majorly affected by the height of any large building over 2 + stories tall. (Ex. 192 A, 118 B, 194A, 195 A and 195 B) Not meant for Apartments (which are high density --- not "medium density" explained in the planning display boards - according to the original OCP Policy and Definitions)

**Optional question** (26 responses, -26 skipped)



**Q2** Add Image



[View](#) | [Download](#)

8/26/2019 05:42 PM



[View](#) | [Download](#)

7/31/2019 08:04 PM

**Optional question** (24 responses, -24 skipped)

## Survey Report

31 May 2018 - 12 September 2019

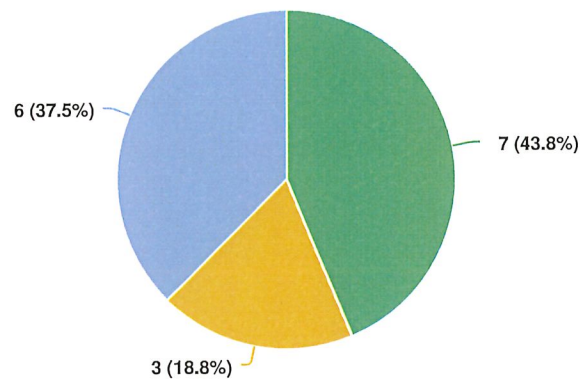
# OCP Discussion Paper and Survey: Housing and Population Growth

PROJECT: I See Pitt Meadows 2040: Official Community  
Plan Update

**Have Your Say Pitt Meadows**



**Q1 | Do you think this paper adequately summarizes housing and community growth issues in Pitt Meadows?**



**Question options**

☒ Yes ☐ No ☐ Don't know

*Optional question (16 responses, 0 skipped)*



**Q2 If no, please add what is missing below.**

Anonymous  
8/26/2019 12:00 PM

I believe we need another elementary school built to accomodate the growth forecasted for the community.

Anonymous  
8/26/2019 09:11 PM

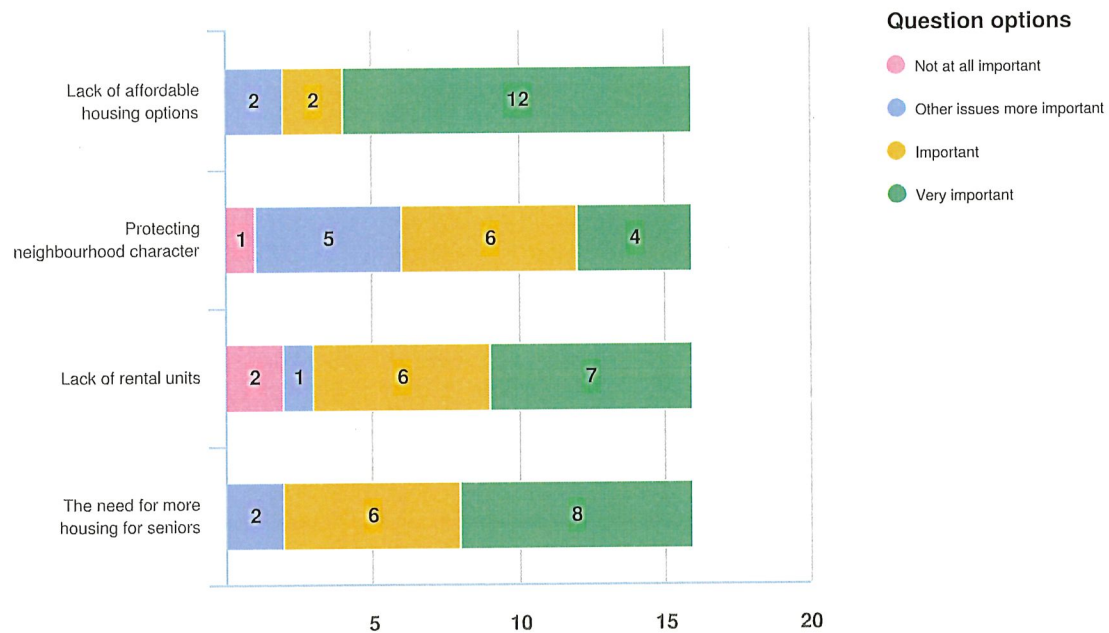
Focus on removing areas from ALR

Anonymous  
8/26/2019 09:47 PM

I don't trying the city with giving and issuing permits as they will come back down the road and take them away because someone made a clerical error.

**Optional question** (3 responses, 13 skipped)

### Q3 How important are the following housing and community growth issues to you?



**Q4 Feel free to add any additional comments here**

Anonymous

8/26/2019 12:05 PM

I love the medium the city is using for citizens opinion As long as pitt meadows stays a "smaller urban town" and not a hi rize metro the city will flourish. Pitt meadows is a great place for new family's

Anonymous

8/26/2019 03:01 PM

I like the idea of the carriage homes, but part of making Pitt meadows affordable would be removing the absorbant fees charged for secondary suites.

Anonymous

8/26/2019 04:10 PM

It would be nice to see options offered like co-housing, row housing (non-strata) with yards, mixed apartment/town house developments. Why not be innovative with sustainable communities rather than another sprawling suburb full of strata complexes and strip malls.

Anonymous

8/26/2019 05:47 PM

City should buy some of the tiny little homes along Harris and make a seniors or rental building with actual affordable rents.

Anonymous

8/27/2019 03:02 PM

More duplex, triplex, or fourplex instead of townhomes.

Anonymous

8/27/2019 03:15 PM

there needs to be more income based rentals for the disabled.

**Optional question (6 responses, 10 skipped)**



**Q5 If you would like to enter the draw for a gift certificate to a local restaurant. please enter your email below. The draw will take place after the survey closes.**

Anonymous

8/26/2019 12:00 PM

Anonymous

8/26/2019 12:05 PM

Anonymous

8/26/2019 01:04 PM

Anonymous

8/26/2019 01:10 PM

Anonymous

8/26/2019 09:11 PM

Anonymous

8/26/2019 09:47 PM

Anonymous

8/27/2019 02:38 PM

Anonymous

8/27/2019 03:02 PM

Anonymous

8/27/2019 03:15 PM

**Optional question** (9 responses, 7 skipped)

# Survey Report

31 May 2018 - 12 September 2019

## Survey for Map - 904

PROJECT: I See Pitt Meadows 2040: Official  
Community Plan Update

**Have Your Say Pitt Meadows**



## Q1 Your Comment

[REDACTED]

7/11/2019 02:26 PM

1) No Condo development south of Ford Road! Condo development should be centered around North Meadows (between Lougheed and Train tracks). Excellent walk-ability, close to amenities. Existing townhomes shouldn't be kept in dark by surrounding them with towers! 2) Hopefully more West Coast Express and a B-line bus to cope with additional commuters. Traffic on Harris is beyond capacity already. Overloading with Condos south of Ford Rd would exacerbate the issue. 3) Has the council considered additional schools/ daycare/ facilities etc in this additional population forecast? 4) Chances are majority of new population will be millennials growing up and looking to start families.

[REDACTED]

7/11/2019 02:31 PM

This is within the boundary for development (not ALR). Why not concentrate condo and townhome development in this area (Yes, granted noise from trains). Alternatively, entertainment zone designed to bring tourists and locals (such as "TopGolf" or an amusement park). That's a lot of land that PM could bring in revenues from and build our city without destroying our community feel!

[REDACTED]

7/11/2019 02:31 PM

Great opportunity for some riverfront Condos/townhomes. Hopefully not too tall to spoil the aesthetic of Pitt River Bridge. Serviced by Cafe's/restaurants





7/3/2019 12:50 PM

on the waterfront.

Only 1 High School in Pitt Meadows? Seems like another High school would be well positioned over near Airport. Room for buildings and playing fields.

**Optional question** (4 responses, -4 skipped)