

Staff Report to Council

Community Development

FILE: 6480-20-2020

REPORT DATE: January 14, 2020

MEETING DATE: January 21, 2020

TO: Mayor and Council

FROM: Alex Wallace, Manager of Community Development

SUBJECT: Pitt Meadows Official Community Plan Residential Policy Review

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S): THAT Council:

- A. Receive the 'Pitt Meadows Official Community Plan Residential Policy Review' Report (the "Report") from staff, dated January 14, 2020, for information; AND
- B. Endorse in principle the residential land use plan as proposed in the Report; AND
- C. Direct staff to move forward with a residential land use designation for the municipally owned property at Airport Way and Bonson Road, as outlined in the Report; AND
- D. Direct staff to explore with the Agricultural Land Commission the possibility of a notation on the land use plan indicating future development for the airport property at Harris Road and the Baynes Road property as outlined in the Report; OR
- E. Other.

PURPOSE

The purpose of this report is to provide the following as background information for the residential policy review:

- Summary of the results of the residential policy review thus far
- Description of how the residential policy review fits into the overall Official Community Plan (OCP) Review

- Presentation to Council of an urban residential land use plan and policy framework that is based on Council’s input, community consultation and best planning practices
- Description of the adoption and referral process for the OCP including a description of the relationship between the OCP, the Agricultural Land Commission Act and Regulations and the Metro Vancouver Regional Growth Strategy

☐ Information Report

☐ Decision Report

☒ Direction Report

DISCUSSION

Background:

City Spaces Consulting presented their report on the Residential Policy Review at the Regular Council meeting on November 19, 2019. The primary purpose of the residential housing review was to consider ways in which the City could accommodate a growing population. The different development scenarios that were presented in the report serve as a way to spur conversation, thought and debate with Council and with the community. The study enables us to evaluate the scenarios on financial outcomes, impacts on infrastructure and alignment with community values as identified through public consultation. The intent was to develop a land use map based on the conversations around the pros and cons of each of the scenarios. The land use map would reflect the balance between the discussion regarding the scenarios with other goals and objectives that the City has for the future of the community and would reflect and respect existing land uses that the City wishes to support into the future.

At the Regular Council meeting on November 19, Council motioned for staff to coordinate a workshop to better inform Council of proposed scenarios and next steps.

There was also a discussion by Council of combining scenarios 1 and 3 (described in this report) for further analysis and review.

Staff has gathered Council discussion points from the meeting on November 19th and combined them with the results of the public consultation on housing to arrive at a draft housing land use plan for the new Official Community Plan (Attachment A).

Results of Public Consultation on Housing

Staff and consultants have engaged stakeholders and the public in numerous ways throughout the OCP review process.

The first major phase of the Official Community Plan review process was gathering broad community input regarding the vision and values of the community. This consultation serves as the foundation for the new Official Community Plan, including new housing policies.

The “Vision and Values” phase of the Official Community Plan review included the following events:

- Vision and Values Workshop – June 2018: This event provided members of the community with an opportunity to share their vision of the City's future and to hear other people's ideas. A facilitator and graphic illustrator helped to identify and record the community's thoughts on our growth and future priorities.
- External Stakeholder Discussions – Fall 2018: Targeted discussions with external city stakeholders sought more detailed input on many aspects of community, such as housing, parks, transportation, and agriculture.
- Seniors Workshop – Fall 2018: Staff held two pop-up planning events and one workshop in the Pitt Meadows Seniors Centre to discuss the OCP review.
- Youth Centre Workshop – Fall 2018: The consultant and staff were present in the youth lounge to engage with participants in a discussion about the community's future.

Throughout the public engagement process, "small town atmosphere" and related ideas were mentioned the most. Specific survey comments and input from conversation activities during the engagement included attributes like familiarity with neighbours and businesses, friendly, easy to get around, close to amenities, engaged citizenry and family-friendly.

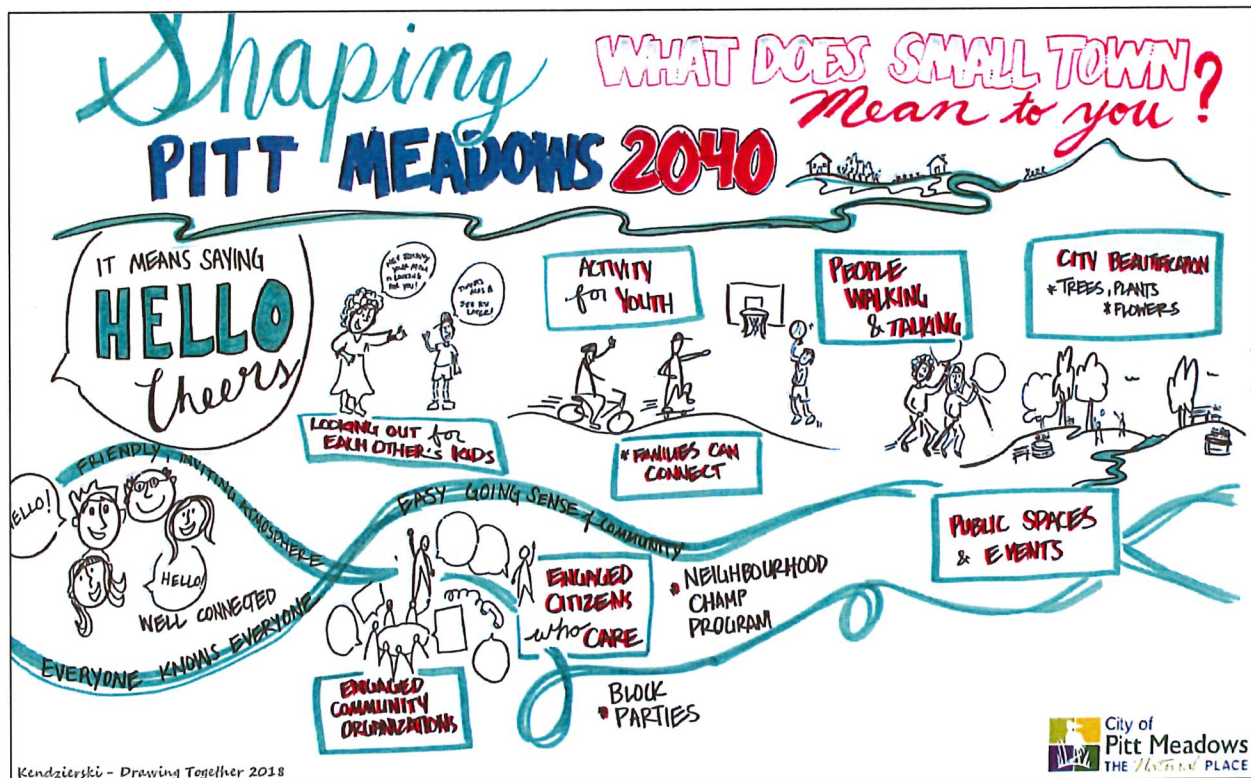


Figure 1: Illustration from the Vision and Values Workshop, June 2018

The resulting Community Visioning Engagement Summary was presented to Council in February of 2019. It now serves as a guiding document for the development of the OCP. In terms of addressing housing, growth and neighbourhoods, the Vision and Values document includes the following vision statement and recommendations for housing policy directions in the Official Community Plan:

Vision:

Our community is walkable and compact, offers easy access to nature and amenities and has a range of housing options to suit all needs and through all stages of life.

Key Action Areas:

- Housing Supply for the Future
- Housing Affordability
- Housing Diversity
- Market Rental Housing
- Transitional, Supported and Non-Market Rental Housing
- Addressing Homelessness
- Rural Residential Development
- Aging in Place
- Increasing Social Connections

For the subsequent housing policy review work, staff and City Spaces engaged with the public in 2019 as follows:

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

Housing and Community Growth Council Workshop: Held on June 25th, the workshop was arranged to gather Council's ideas about how the City should grow to accommodate its projected population growth.

Housing and Community Growth Online Engagement: An interactive map showing the two possible residential development scenarios was presented at the Housing and Growth Forum on June 15th, and to Council on June 25th. This engagement tool was available online at the HaveYourSayPittMeadows website, in addition to a "blank" map of Pitt Meadows from June to September, 2019. It included a brief survey asking participants their thoughts on different housing forms.

The results of the public consultation 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 in Attachment B.

Proposed Residential Land Use Map

According to the population projections prepared by CitySpaces Consulting, Pitt Meadows is expected to grow by 4,354 people by 2040, thereby requiring approximately 2,326 additional housing units. The main purpose of the OCP housing review is to determine how Pitt Meadows could accommodate additional housing units necessary to meet this growth within the municipality. The

goal is to do so in a manner that respects existing neighbourhoods, utilizes existing infrastructure, and takes advantage of transit and walking routes through the community.

At the November 19th Council meeting, staff was directed to draft a residential land use plan that combined Scenarios 1 and 3 from the housing study.

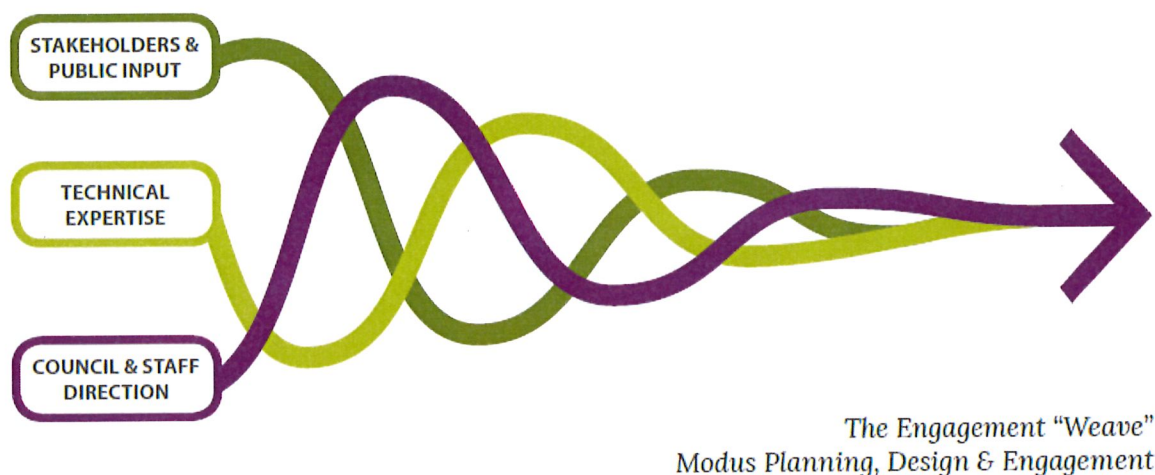
Housing Scenario 1 : Corridor and Shopping Centre Redevelopment

This housing scenario (as shown in Figure 3) was intended to concentrate high density residential development along Harris Road, from the Loughheed Highway to Hammond Road and along Hammond Road east to the Maple Ridge municipal boundary. The possible residential redevelopment of Meadowtown Shopping Centre was also included in this scenario. This development scenario yields 8,647 housing units.

Housing Scenario 3: Council's Recommendations

Scenario 3 (as shown in Figure 4) was developed by Council at a workshop in June of last year. This scenario identified the Civic Centre as a possible location for residential development, as well as several agriculturally-zoned properties on Baynes Road, the North Loughheed Study Area, properties on Hammond Road and properties on Harris Road. Most of these areas were earmarked by Council for medium density development, and with high density development identified for portions of the Harris Road Corridor, for the Civic Centre and for parts of the North Loughheed Study Area. This scenario would yield 1743 new units.

Scenarios 1 and 3 have overlapping features: both contemplate the redevelopment of Harris and Hammond to varying degrees, which are the City's main transportation corridors in the urban area and part of Translink's Frequent Transit Network. Scenario 3 places additional housing opportunities on undeveloped areas within the urban containment boundary, including the North Loughheed Study Area.



Analysis:

Combining Housing Scenarios 1 and 3 with the Existing Land Use Map

The resulting proposed housing plan modifies housing scenarios 1 and 3 and integrates these with the existing residentially designated properties (see existing OCP land use map below). Generally, the resulting land use plan seeks to concentrate development along frequent transit routes and protect existing single-family neighbourhoods. This proposed residential land use plan is the result of iterative and ongoing stakeholder input, technical expertise, Council and staff direction as illustrated in the Engagement “Weave” graphic shown above.

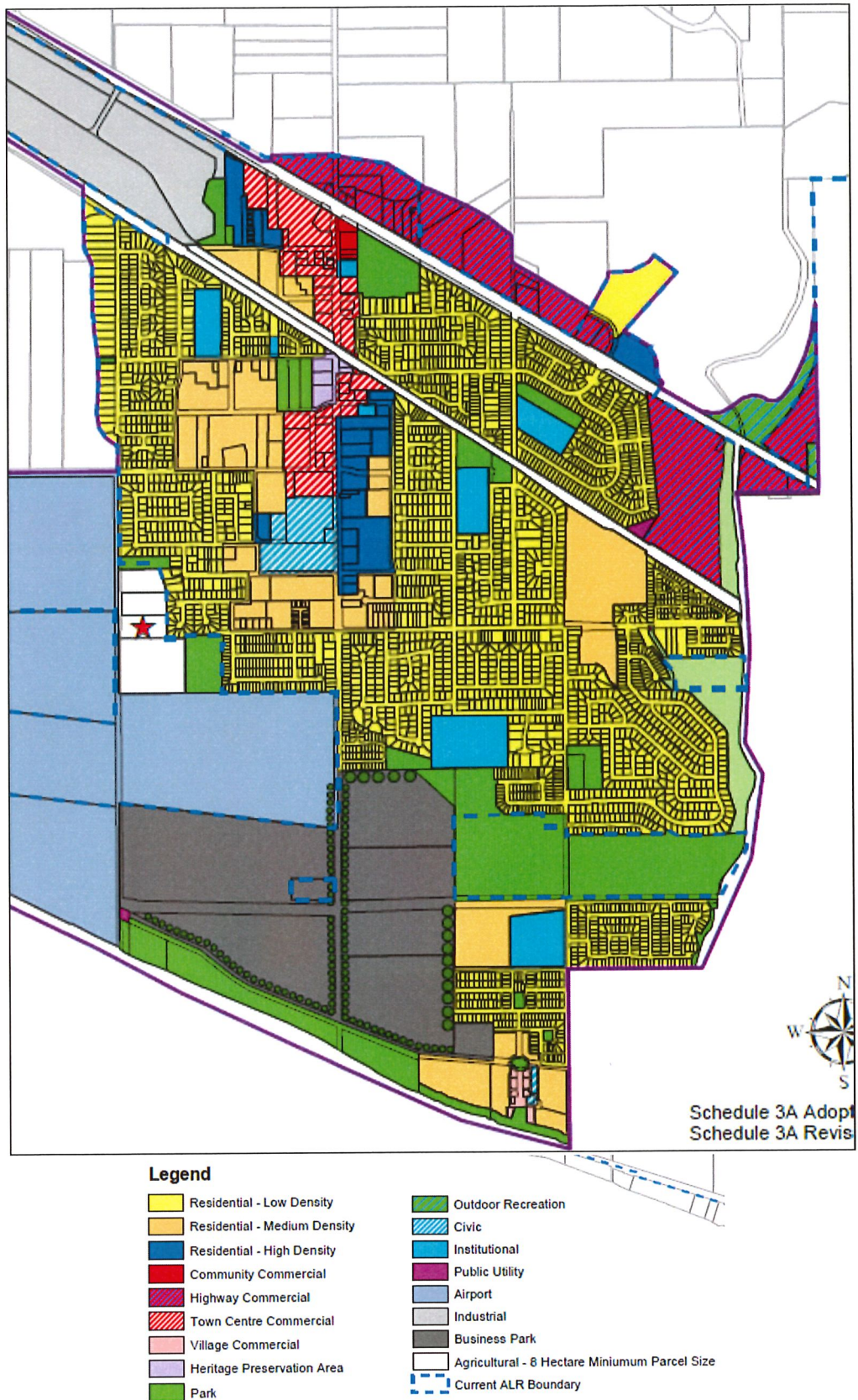


Figure 2: Existing OCP Urban Land Use Map

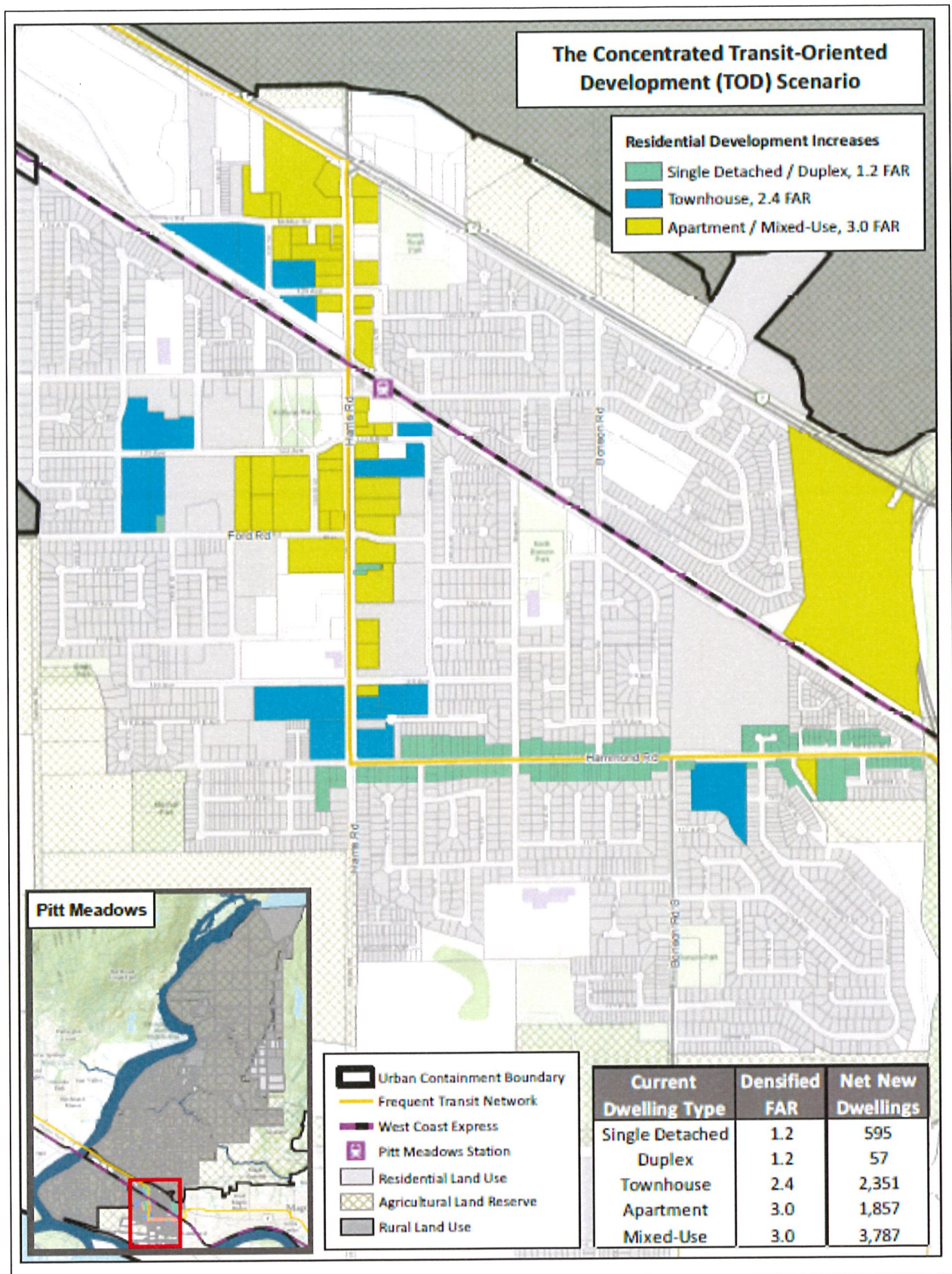


Figure 3: Residential Scenario 1

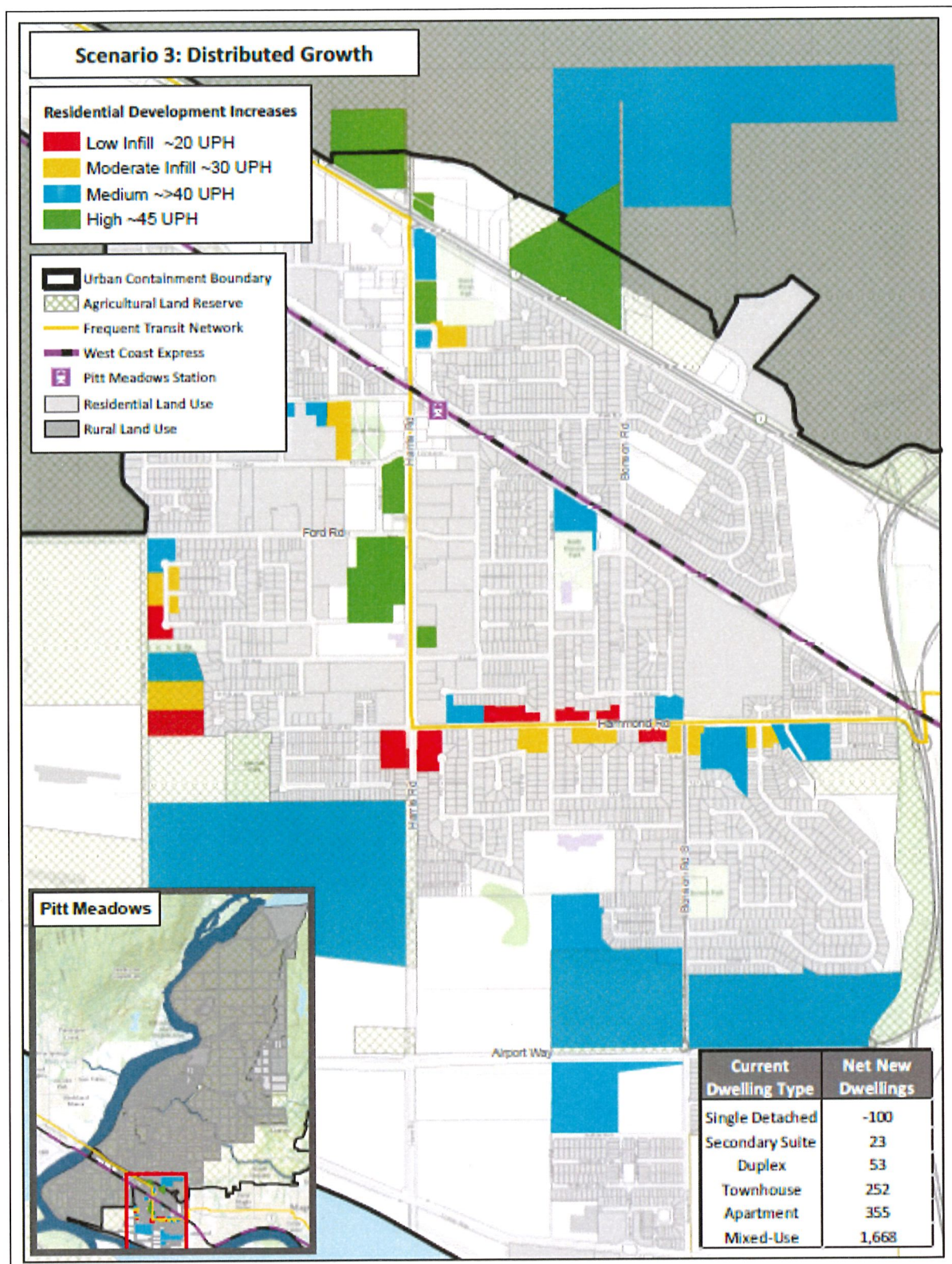


Figure 4: Residential Scenario 3

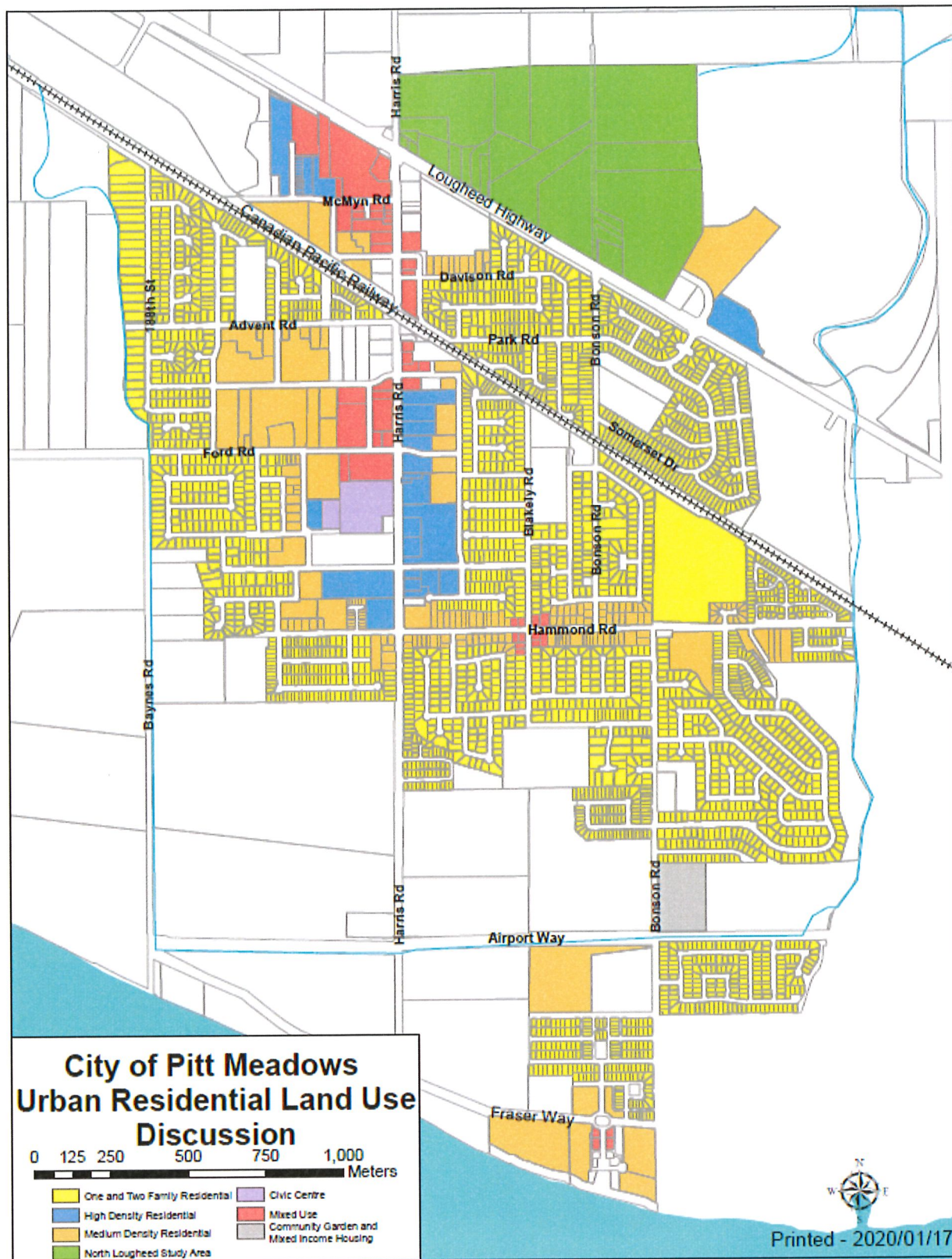


Figure 5: Proposed Residential Land Use Map (Existing Land Use Map + Scenarios 1 and 3 + Modifications)

The other proposed residential land use plan also incorporates the following ideas:

- Hammond Road is an arterial road and was identified in Scenario 1 as a possible area for permitting increased density because it is on Translink's Frequent Transit Network. As an arterial road, the City is seeking to limit the number of driveways along Hammond, which is difficult to achieve given its existing single family residential designation. Further, the eastern end of Hammond Road is within a relatively short walk to one of Maple Ridge's West Coast Express stations. Staff recommends a medium density designation which would include housing types such as townhouses, row houses, stacked townhouses and four-plexes. This designation also reflects Council's Scenario 3 which included low to medium density residential development on some areas on Hammond Road.
- Also on Hammond, staff proposes a mixed residential / commercial designation at the intersection with Blakely Road. This idea originally came through the public consultation process. Allowing limited, small scale commercial development at this intersection will provide an opportunity to provide local commercial services (i.e. coffee shop) within easy walking distance of many homes.
- The proposed residential plan designates the all of the remaining agricultural properties along Baynes Road. Council had proposed a range of residential densities, from low to medium, for this area. An overall medium density designation over the entire area would provide the flexibility to determine the optimal mix and placement of housing at the design phase of the project while achieving the intent of Council's original recommendations for the area.
- Scenario 3 indicated an increase in density on some of the larger parcels on Davison Road, at the southern edge of Harris Road Park. The proposed residential land use map extends this designation to include all the larger properties along that portion of Davison, since all properties share the same general characteristics.
- Staff proposes to designate properties on 190A Street between Ford Road and 119B Ave as medium density residential. These lots front both 190A and 190 Streets, providing redevelopment potential in an area that is well serviced with civic and commercial amenities and public transit (on Harris Road).
- Inclusion of those areas that are already developed, or those that are designated for residential development in the last OCP, but have not been re-developed. This includes properties such as the 7-11 shopping centre on Harris Road and properties along Harris and the City Centre that are designated for high density residential dwellings.

Housing Potential

It is estimated that the proposed housing plan could accommodate a total of 3,235 additional units for Pitt Meadows in a mix of housing types, not including the North Lougheed Study Area and those lands currently located in the ALR:

Housing Type	Potential Additional Housing Units
Apartment Units (within mixed use and apartment land use designations)	2,165
Ground Oriented Units (townhouses, stacked townhouses, four-plexes or courtyard housing)	1070

Potential housing numbers for lands located within the ALR boundary are as follows:

Baynes Road (4 lots totaling 8.9 hectares):	445 units
Airport Property @ Harris Road (7.2 hectares) :	360 units
City Property @ Bonson and Airport Way (1.85 hectares) :	100 units

The North Lougheed Special Study Area could potentially accommodate around 1150, depending on the final land use and density mix.

Housing potential differs from housing projections in methodology, purpose and results. Housing projections are based on population projections, and help to determine what types of housing will be needed in the community to house a growing population. Housing potential is determined through examining the current use of properties in the City, and the age and condition of buildings on the properties, as well as their development potential. The housing potential numbers indicate how many units a particular land use plan could yield, should every lot with potential be developed or redeveloped. The development of any property is predicated on a complex set of factors that are particular to the parcel, the local real estate market, financing, lot assembly for larger developments and the property owner, and are beyond municipal control. Many lots will not redevelop even if their OCP designation allows them to do so.

It is anticipated that there will be very few new additional single-family homes, apart from garden suites and duplexes.

Relevant Policy, Bylaw or Legislation:

Agricultural Land Reserve (ALR)

In Scenario 3, Council identified the potential development of land that is currently within the Agricultural Land Reserve, including the Baynes Road Special Study Area, municipally owned green space at Bonson Road and Airport Way, and land between Baynes Road and Harris Road that is owned by the Airport. Staff has reviewed these areas in more depth and determined that the following information is relevant to Council's decision moving forward.

Provincial legislation obligates local governments to seek approval from the Agricultural Land Commission for any changes to policies (such as an OCP), regulations or land uses in the ALR that is not permitted in the *Agricultural Land Commission Act* or contemplates a use of land other than agriculture would impair or impede the intent of Act. The Commission's mandate is to protect agricultural land for agricultural purposes. The OCP's land use designations must be consistent with their mandate as per provincial legislation.

For these reasons, City staff has met with ALC staff to discuss the OCP review as it relates to the ALR. ALC staff recommends that should the City wish to propose a land use designation in the OCP for a use other than farming on land that is within the ALR, that the City work closely with the Agricultural Land Commission to come to a mutual understanding of the City's goals. This could include a meeting with members of Council with the ALC. Further, the City should present to the ALC a case for land uses other than agricultural for each of the three areas mentioned above. Approaching the ALC with three possible areas at once for exclusion could dilute the argument to remove the areas from the ALR and therefore be less likely to result in a successful exclusion application for any or all of the areas.

The City is considering partnering with other levels of government to establish mixed- income housing developments on municipal land, specifically at the City owned property at Airport Way Road. It is for this reason that focusing on the property at Airport Way and Bonson Road has the greatest chance at success at exclusion at this time, although this is still not guaranteed.

Given the above, staff recommends that a residential land use designation for the City-owned property at Airport Way and Bonson Road and notations on the land use plan or within policy sections indicating possible future development for the airport land and the Baynes Road properties be pursued with the ALC. However, there are other options available to Council, including:

1. Indicate residential land uses for all three areas; OR
2. Indicate a residential land use for the property at Airport Way and Bonson Road only.

The OCP Bylaw will be formally referred to the ALC after the bylaw receives First Reading from Council.

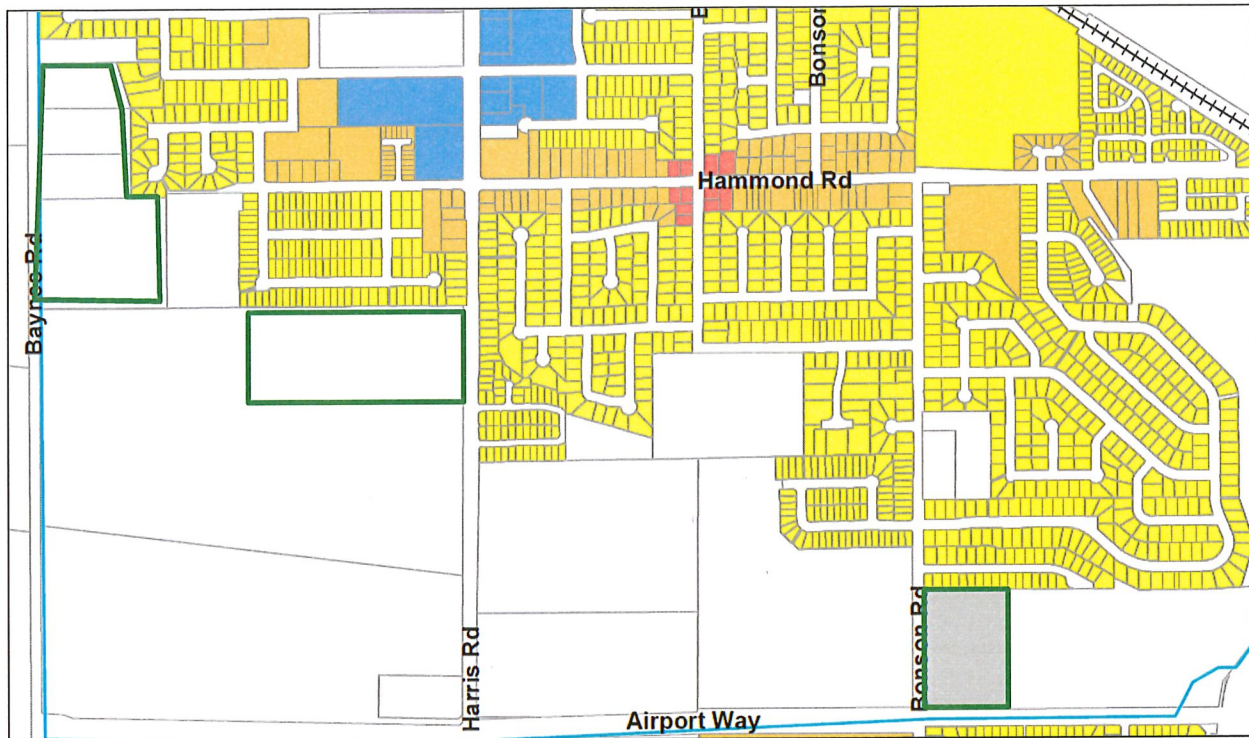


Figure 6: Proposed Residential Areas within the ALR (outlined in green)

Airport Height Restrictions and Noise Regulations

Much of Pitt Meadows falls under the Pitt Meadows Airport Zoning Regulations, which regulates the height of buildings in the municipality to a maximum height of 45 metres (150 feet) above the elevation of the airport runway. These height restrictions will particularly impact the possible height of buildings on properties close to the airport.

Additionally, Transport Canada sets out recommendations regarding land uses near airports. Transport Canada uses the Noise Exposure Forecast (NEF) system to provide a measurement of the actual and forecasted aircraft noise near airports. Transport Canada recommends against proceeding with new residential development in areas where the NEF exceeds 30. If development does proceed, a detailed noise analysis should be conducted and noise reduction practices should be implemented.

Floodplain

The map below highlights all the properties within the urban area that are proposed to have a new residential land use designation. Development located within the floodplain must be constructed so that the first floor living area is at 5.75 metres above sea level. This elevation can be achieved through fill, or building (crawl space, garage) or both.

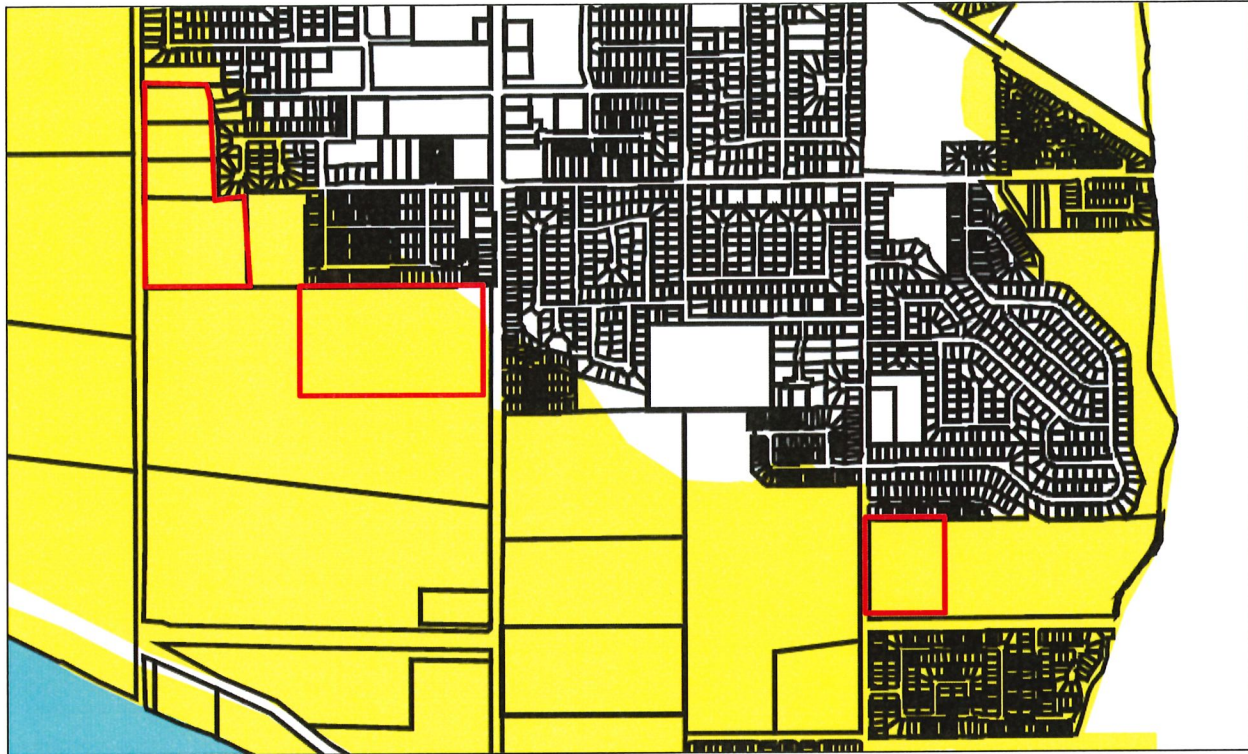


Figure 7: Proposed New Residentially Designated Land (Outlined in Red) within the Floodplain (Floodplain indicated in yellow)

The floodplain is proposed to be identified as a hazard area in the new Official Community Plan. Development projects that are within these areas can be more prone to being impacted by the hazards than other areas of the City. Placing people and businesses within hazard areas should be carefully considered by the City, and the design of any development that does occur in these areas should take the hazards into account.

Metro Vancouver

In addition to planning for and delivering regional services such as drinking water, waste water treatment and solid waste management, Metro Vancouver also is responsible for regional planning services. Metro 2040, the Regional Growth Strategy was co-created and supported by all municipalities and First Nations, Translink and the ALC.

Local governments are required, under provincial legislation, to show the relationship between their Official Community Plans and the Regional Growth Strategy through a Regional Context Statement. The Regional Context Statement (RCS) must identify the relationship between the Official Community Plan (OCP) and the goals, strategies and actions identified in the Regional Growth Strategy. If applicable, the RCS needs to identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

The Regional Growth Strategy and the City of Pitt Meadows have identified areas within Pitt Meadows as “Special Study Areas”. Special Study Area is a regional designation that overlays regional land use designations and has been applied to properties throughout Metro

Vancouver, usually at the behest of the member municipality. Pitt Meadows has two special study areas currently: one is a portion of the lands known as the North Lougheed Special Study Area, and the other is known as the Baynes Road Special Study Area. Both of these areas are identified as “Agricultural” in the Pitt Meadows Official Community Plan and in the Regional Growth Strategy. The North Lougheed Special Study Area is the subject of a current, separate and significant planning project. It was conditionally excluded from the ALR in 2013. The Baynes Road Special Study area remains in the ALR. There have been no official Council actions, policies or directions regarding this area. The Special Study Area designation affords the municipality a lower Metro Vancouver Board affirmative vote threshold than other amendment processes: an affirmative 50% +1 weighted vote and no public hearing requirement.

The City must submit a Regional Context Statement for the new Official Community Plan to the Metro Vancouver Board for their acceptance prior to the adoption of the Official Community Plan bylaw and after the local public hearing. If a change in land use is contemplated for any land within the Agricultural Land Reserve, then the Agricultural Land Commission processes must be complete before initiating this process with Metro Vancouver.

Next Steps

Staff will return to Council shortly 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:

Activity	Month
Draft Land Use Plan and Policies	February 2020
Public Consultation (Did we get it right?)	March 2020

Final Land Use Plan and Policies	April 2020
Official Community Plan Bylaw – First Reading	April 2020
Official Community Plan Bylaw – Referral to Stakeholders (i.e., Metro Vancouver, ALC, School Districts, neighbouring municipalities)	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

FINANCIAL IMPLICATIONS

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

There are no financial implications associated with this report.

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.

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.

SIGN-OFFS

Written by:

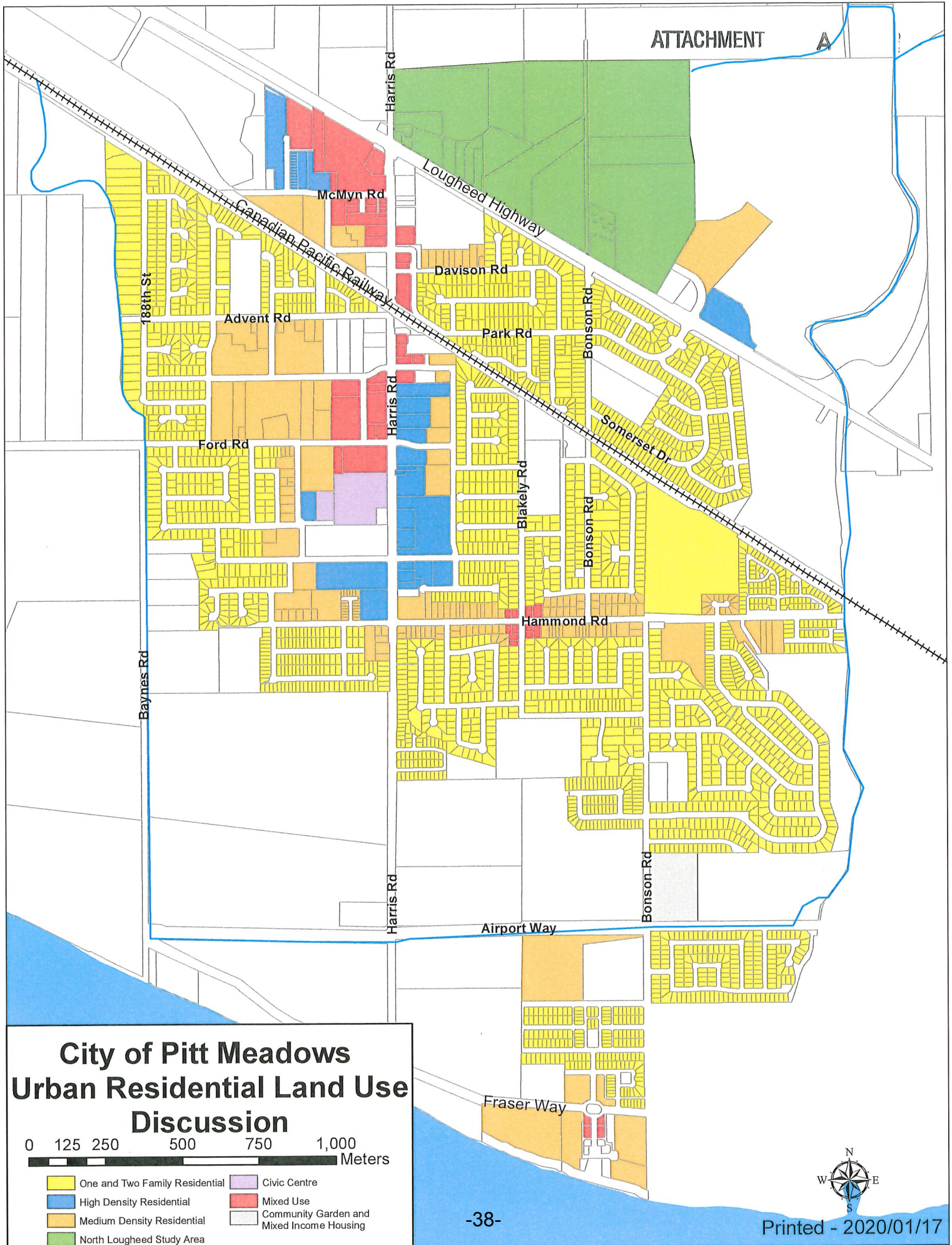
Reviewed by:

Dana K. Parr, Planner II

Alex Wallace, Director of Community
Development

ATTACHMENT(S):

- A. Draft Residential Land Use Plan
- B. Public Consultation Results from the Pitt Meadows Have Your Say website



Survey Report

31 May 2018 - 12 September 2019

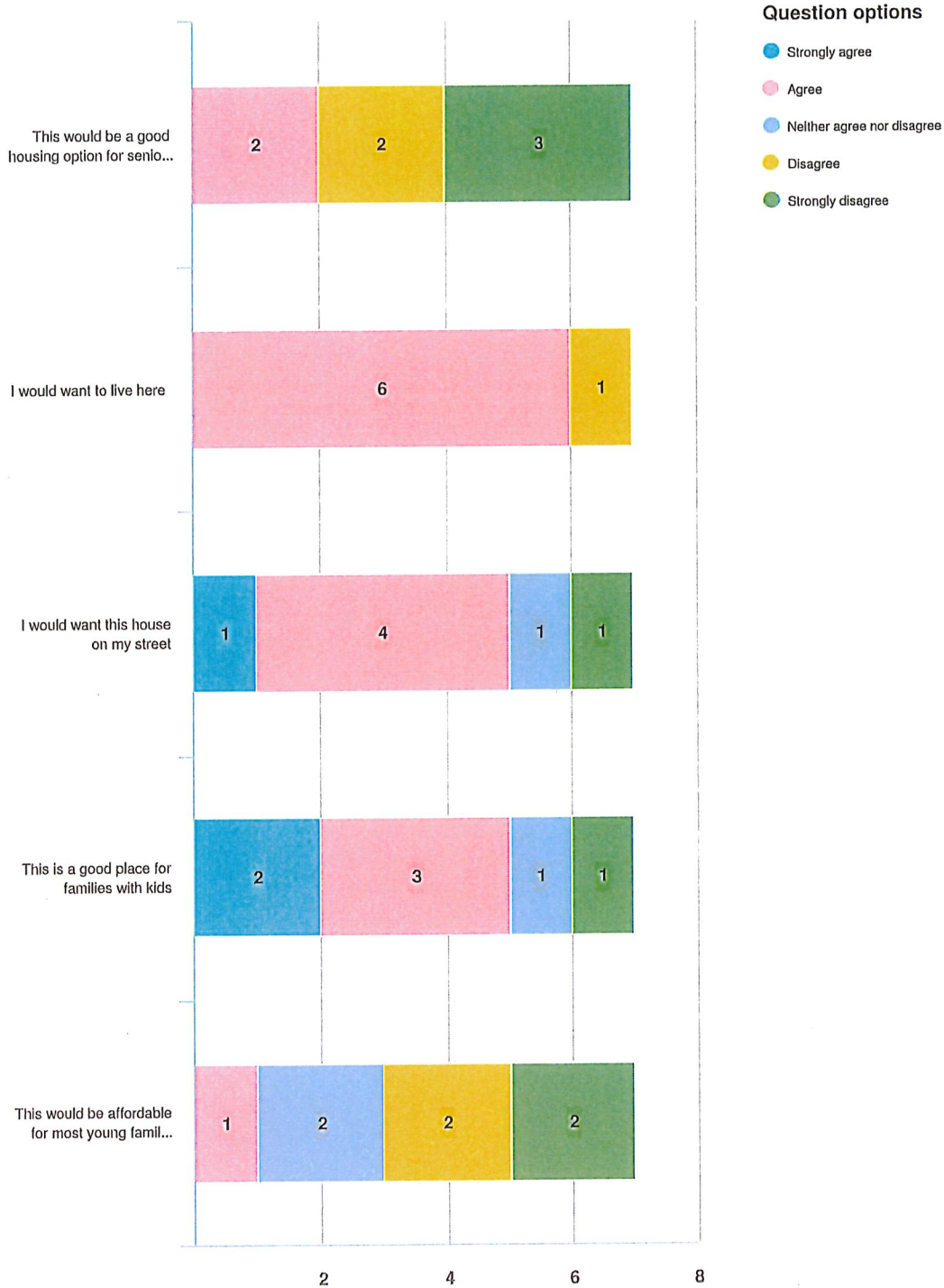
Housing Choices and Population Growth

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:



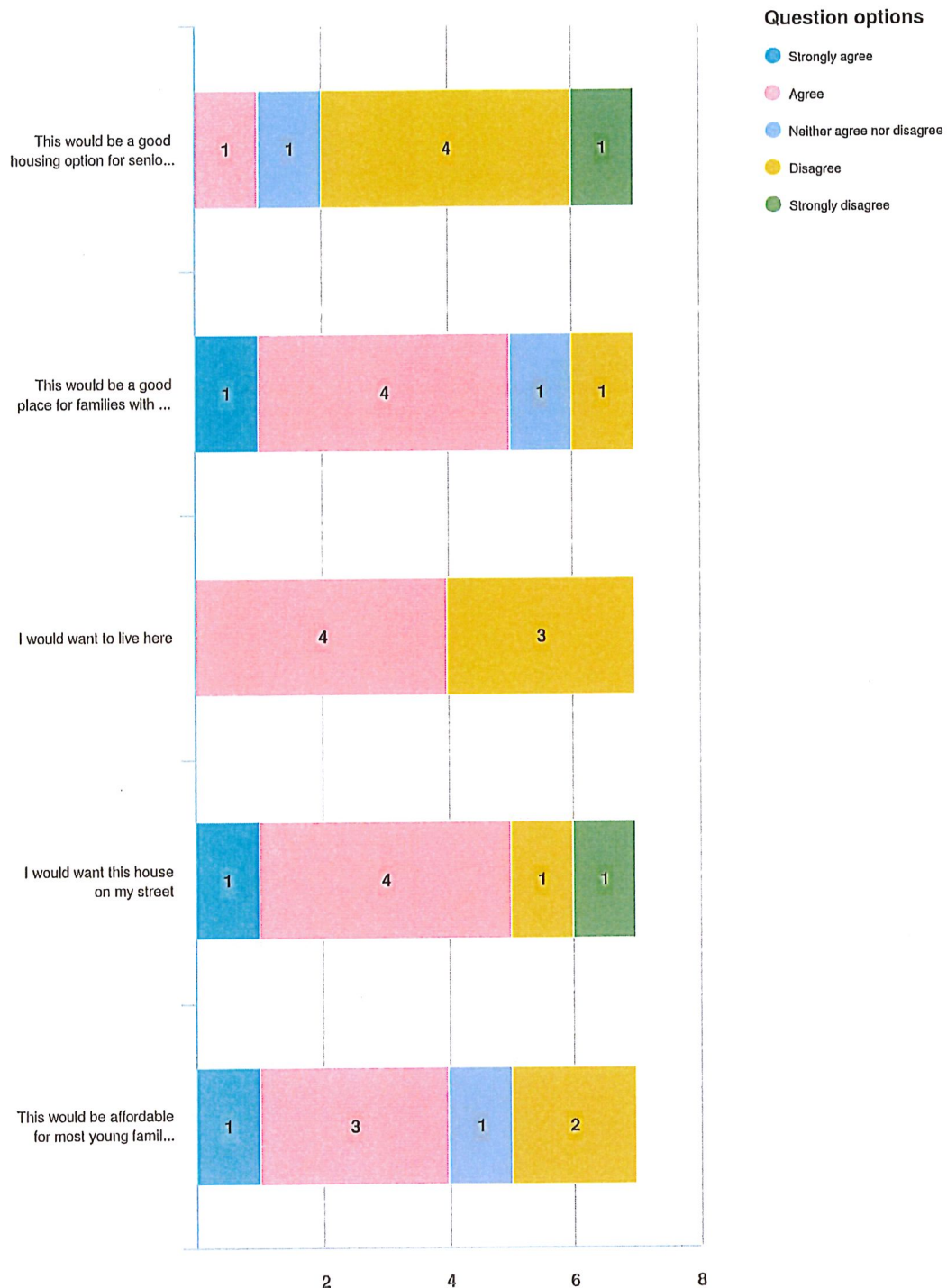
Q2 If you would like, add your comments regarding this form of housing here.

[REDACTED]
7/05/2019 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.

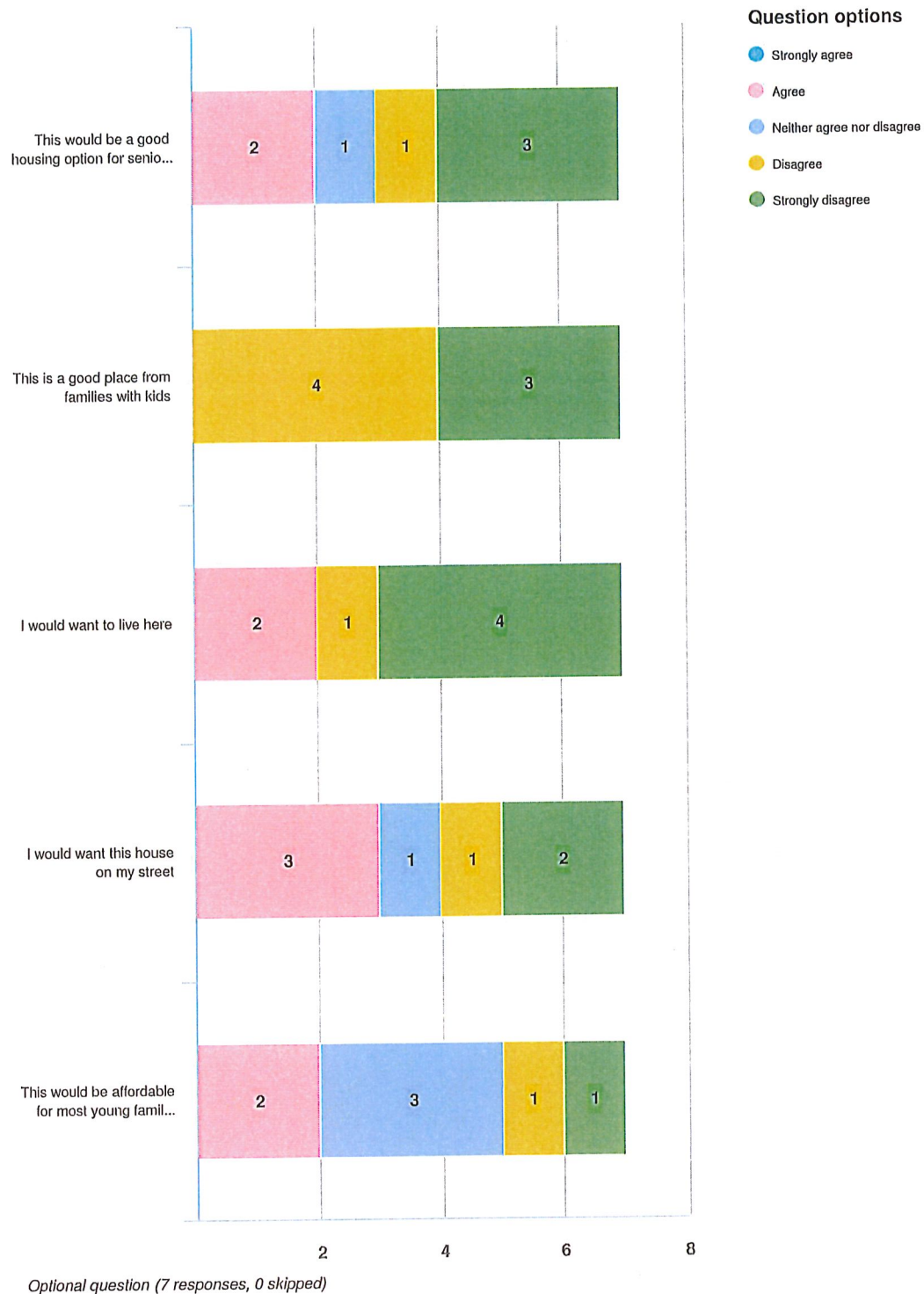


7/30/2019 10:54 PM

This form of housing has its place in a community. Its not susitable 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]

7/15/2019 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.

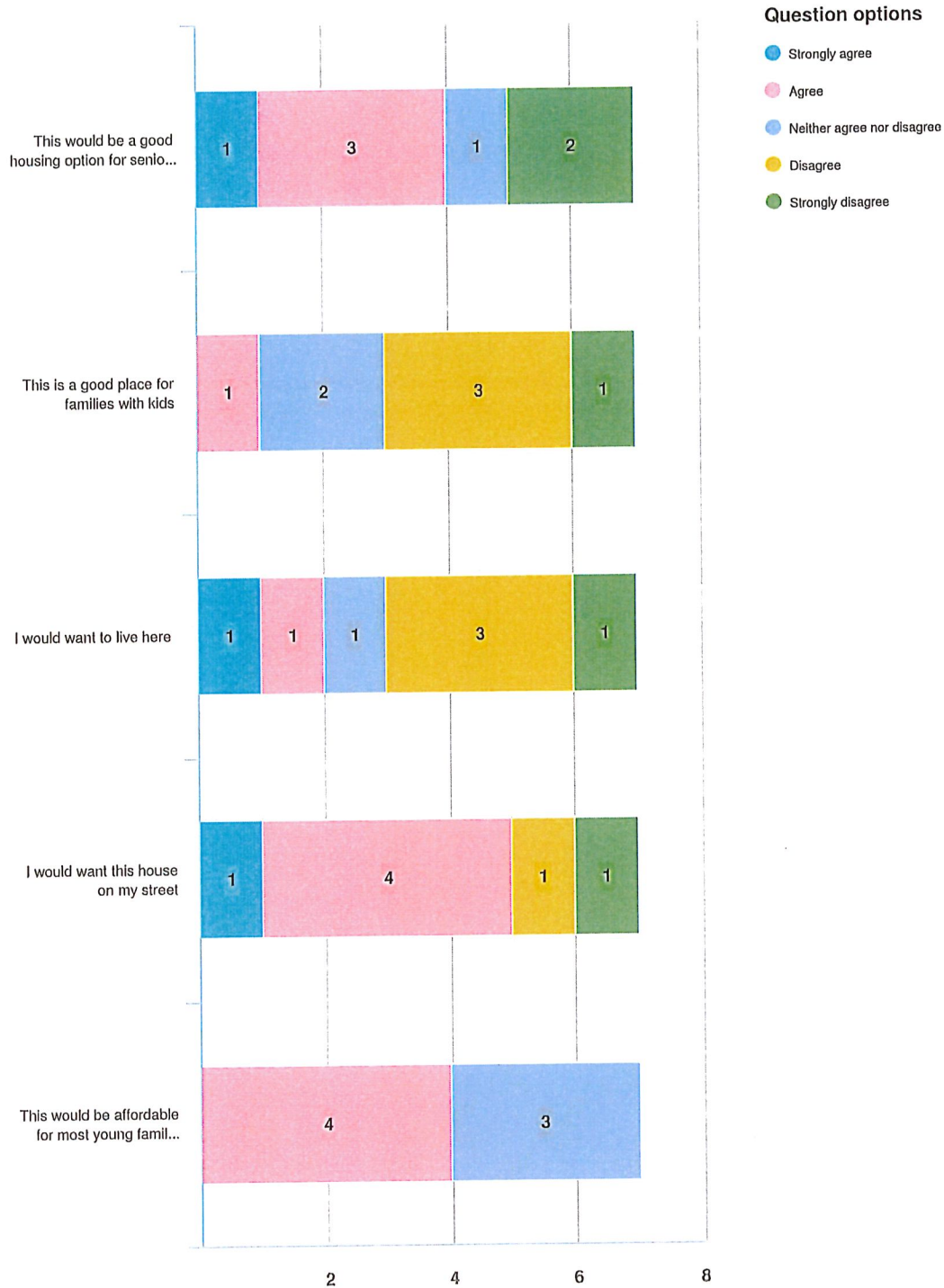
Anonymous

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.

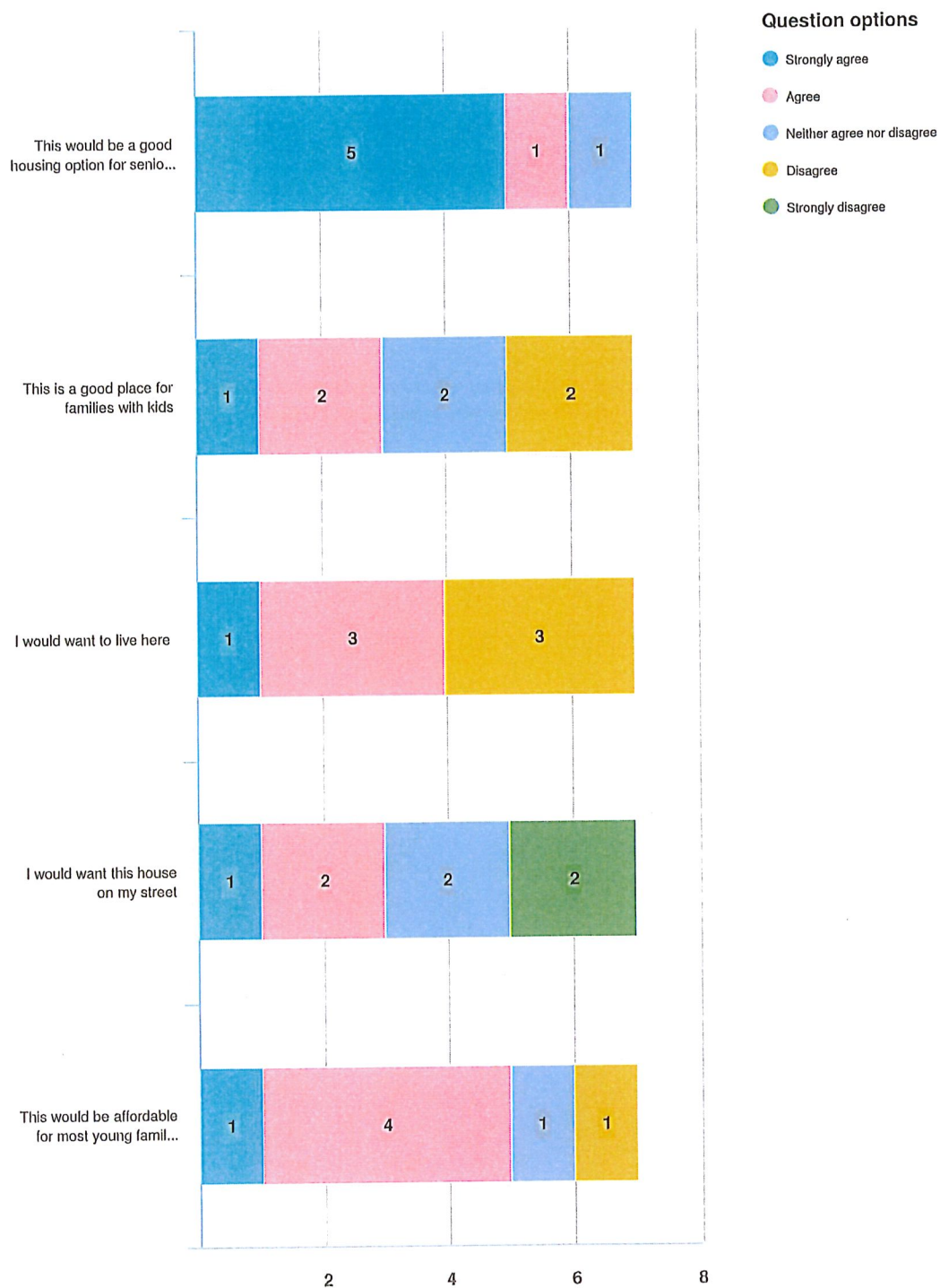


2019/09/19 10:54 PM


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.


17/05/2019 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 04:06 PM

Test pin

Dana Parr

6/27/2019 05:05 PM

Test

6/26/2019 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 05:00 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 05:10 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 07:29 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 07:34 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 05:28 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

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 05:55 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 05:56 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

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 05:59 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 06:02 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 06:10 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 06:17 PM

[REDACTED]
8/26/2019 06:18 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 06:30 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](#)

5/26/2019 05:42 PM



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

7/31/2019 03:04 PM

Optional question (24 responses, -24 skipped)

Survey Report

31 May 2018 - 12 September 2019

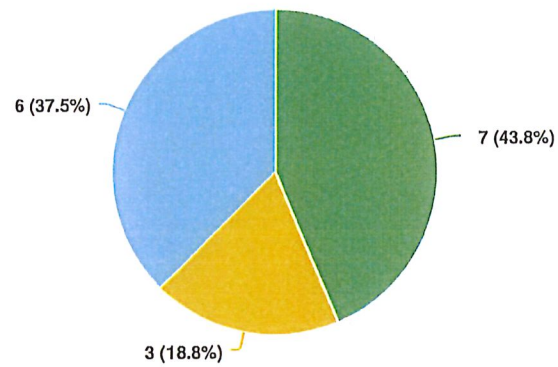
OCP Discussion Paper and Survey: Housing and Population Growth

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

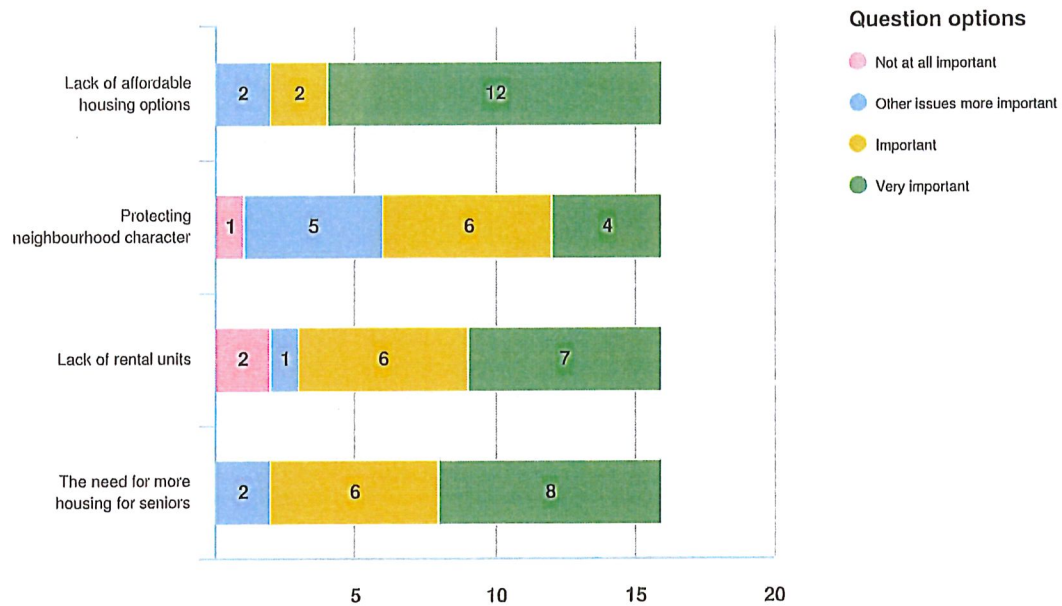
Focus on removing areas from ALR

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 9:04 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 09:47 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 09:02 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

[REDACTED]

Anonymous

8/26/2019 12:05 PM

[REDACTED]

Anonymous

8/26/2019 01:04 PM

[REDACTED]

Anonymous

8/26/2019 01:10 PM

[REDACTED]

Anonymous

8/26/2019 09:11 PM

[REDACTED]

Anonymous

8/26/2019 09:47 PM

[REDACTED]

Anonymous

8/27/2019 02:38 PM

[REDACTED]

Anonymous

8/27/2019 03:02 PM

[REDACTED]

Anonymous

8/27/2019 03:15 PM

[REDACTED]

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

7/13/2019 02:28 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.

7/13/2019 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!

7/13/2019 02:34 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



7/01/2019 12:12:00 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)