



# Staff Report to Council

Planning and Development

FILE: 3360-20-2021-01

REPORT DATE: July 13, 2021                      MEETING DATE: July 20, 2021  
TO: Mayor and Council  
FROM: Anne Berry, Director of Planning and Development  
SUBJECT: Rezoning Application for 19560 Hammond Rd.

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:

RECOMMENDATION(S): THAT Council:

- A. Grant first reading to Zoning Amendment Bylaw No. 2897, 2021; AND
- B. Direct the applicant to prepare an arborist report before consideration of second reading; OR
- C. Other.

## PURPOSE

To present to Council a rezoning application submitted to rezone the property at 19560 Hammond Rd. from RS (Large Lot Residential) to R-2 (Small Lot Residential) to subdivide the property into four lots.

Information Report                       Decision Report                       Direction Report

## DISCUSSION

### Background:

Applicant/Agent: True Light Building and Development  
Owner: Jason Craig  
Legal Description: Lot 2 District Lot 282 Group 1 New Westminster District Plan 19441  
Civic Address: 19560 Hammond Road  
Area: 2,023.5 m<sup>2</sup> (21,781 ft<sup>2</sup>)

OCP: Residential – Low Density (up to 30 units per ha)  
Development Permit Area No. 11 Infill Housing  
Zoning: Large Lot Residential (RS)

**Relevant Policy, Bylaw or Legislation:**

The Official Community Plan Bylaw No. 2352, 2007 designates this property as Residential – Low Density, which permits low-density residential use in various forms, ranging from single, two, and three family housing to townhouses at a density of up to 30 units per net hectare.

The property's current RS zoning in the City's Zoning Bylaw No. 2505, 2011, permits a single-family dwelling with either a secondary or garden suite.

**Analysis:**

This application is to rezone the property from RS (Large Lot Residential) to R-2 (Small Lot Residential) to subdivide the property into four lots. It is subject to the approval of a variance for lot width and interior side setbacks for all four lots. A similar rezoning application, for the property at 19476 Hammond Rd, has been submitted to the City and is being reviewed by Staff concurrently. The property at 19476 Hammond Rd. is located nine lots west of the subject property, and the proposed subdivision layout is almost identical to this application.

*Neighbourhood Context*

The subject property is located on the south side of Hammond Road. It abuts single-family residential to the east, west, and south as the area surrounding the subject property is primarily comprised of R-1 lots (Medium Lot Residential). Two similar rezoning applications (from RS to R-2) have occurred on the south side of Hammond Rd, which created eight small single-family lots. The subject property is consistent with the low-density designation in the Official Community Plan and is a form of densification consistent with the policies of the OCP and infill that has occurred elsewhere on Hammond Road.

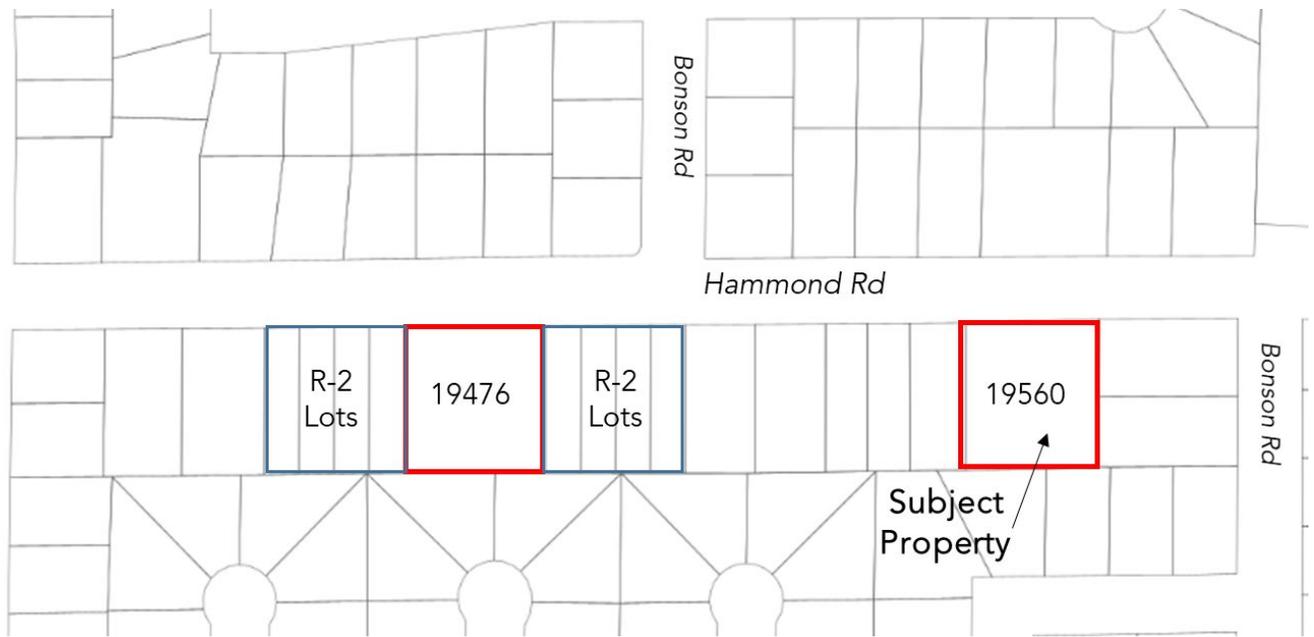


Figure 1: Proposed rezoning application locations and existing R-2 lots on Hammond Rd

It is within walking distance to Pitt Meadows Secondary School, the Pitt Meadows Athletic Park and other local parks. In addition, it is approximately 20 m from the closest bus stops on Hammond Rd, which are a part of Translink’s frequent transit network. The proximity to the Hammond Rd bus stops, with service operating in both directions, provides easy connection to shops and services and the West Coast Express and Maple Ridge bus routes.

#### *Proposed Subdivision Plan*

The proposed subdivision plan features all four lots that require lot width variances and several lots requiring variances for interior side setbacks. Many mature trees on the property may need to be removed, and an existing home on the property will be demolished before construction.

Potential build-out under the proposed R-2 zoning is four single-family lots as follows:

|                           | Proposed Lot 1  | Proposed Lot 2   | Proposed Lot 3  | Proposed Lot 4   | R-2 Zone Regulations                                   |
|---------------------------|---|--|---|--|--|
| <b>Area</b>               | 505.9 m <sup>2</sup><br>5445 ft <sup>2</sup>            | 505.9 m <sup>2</sup><br>5445 ft <sup>2</sup>             | 505.9 m <sup>2</sup><br>5445 ft <sup>2</sup>            | 505.9 m <sup>2</sup><br>5445 ft <sup>2</sup>             | 350 m <sup>2</sup><br>3767 ft <sup>2</sup>             |
| <b>Lot Width</b>          | 10.945 m<br>35.9 ft                                     | 10.945 m<br>35.9 ft                                      | 10.945 m<br>35.9 ft                                     | 10.945 m<br>35.9 ft                                      | 11 m<br>36.1 ft  |
| <b>Permitted Use</b>      | Single Family Dwelling                                  | Single Family Dwelling                                   | Single Family Dwelling                                  | Single Family Dwelling                                   | Single Family Dwelling                                 |
| <b>Max. Floor Area</b>    | 242 m <sup>2</sup><br>2605 ft <sup>2</sup>              | 242 m <sup>2</sup><br>2605 ft <sup>2</sup>               | 242 m <sup>2</sup><br>2605 ft <sup>2</sup>              | 242 m <sup>2</sup><br>2605 ft <sup>2</sup>               | 0.48 floor area ratio                                  |
| <b>Max. Height</b>        | 2 storeys   | 2 storeys  | 2 storeys   | 2 storeys  | 2 storeys  |
| <b>Min. Front Setback</b> | 5.5 m<br>18 ft  | 5.5 m<br>18 ft   | 5.5 m<br>18 ft  | 5.5 m<br>18 ft   | 5.5 m<br>18 ft   |
| <b>Lot Coverage</b>       | 21.9%<br>110.8 m <sup>2</sup><br>1193.7 ft <sup>2</sup> | 21.9 %<br>110.8 m <sup>2</sup><br>1193.7 ft <sup>2</sup> | 21.9%<br>110.8 m <sup>2</sup><br>1193.7 ft <sup>2</sup> | 21.9 %<br>110.8 m <sup>2</sup><br>1193.7 ft <sup>2</sup> | 50%<br>252.95 m <sup>2</sup><br>2722.7 ft <sup>2</sup> |

Table 1: Summary of Proposed Lots

### Requested Variances

To permit a subdivision of the property into four single-family lots is subject to the approval of variances for lot width and interior side setbacks for all four lots.

### Setbacks

To minimize the impact of the development on the existing homes, the exterior lots will meet the minimum 1.5 m for interior side setbacks. However, for the internal lots, the applicant is requesting a variance to the Zoning Bylaw to allow for a 1.2 m setback. The previously rezoned and subdivided RS properties on Hammond Rd were built out with a 1.2 m interior side setback because that was the minimum required in the R-2 zoning until it was increased to 1.5 m in 2017 as part of the infill policy review. Therefore, out of the eight interior side lot setbacks that will be created through subdivision, four will meet the 1.5 m requirement with four requests to vary to 1.2 m (see Figure 2 and Table 2).

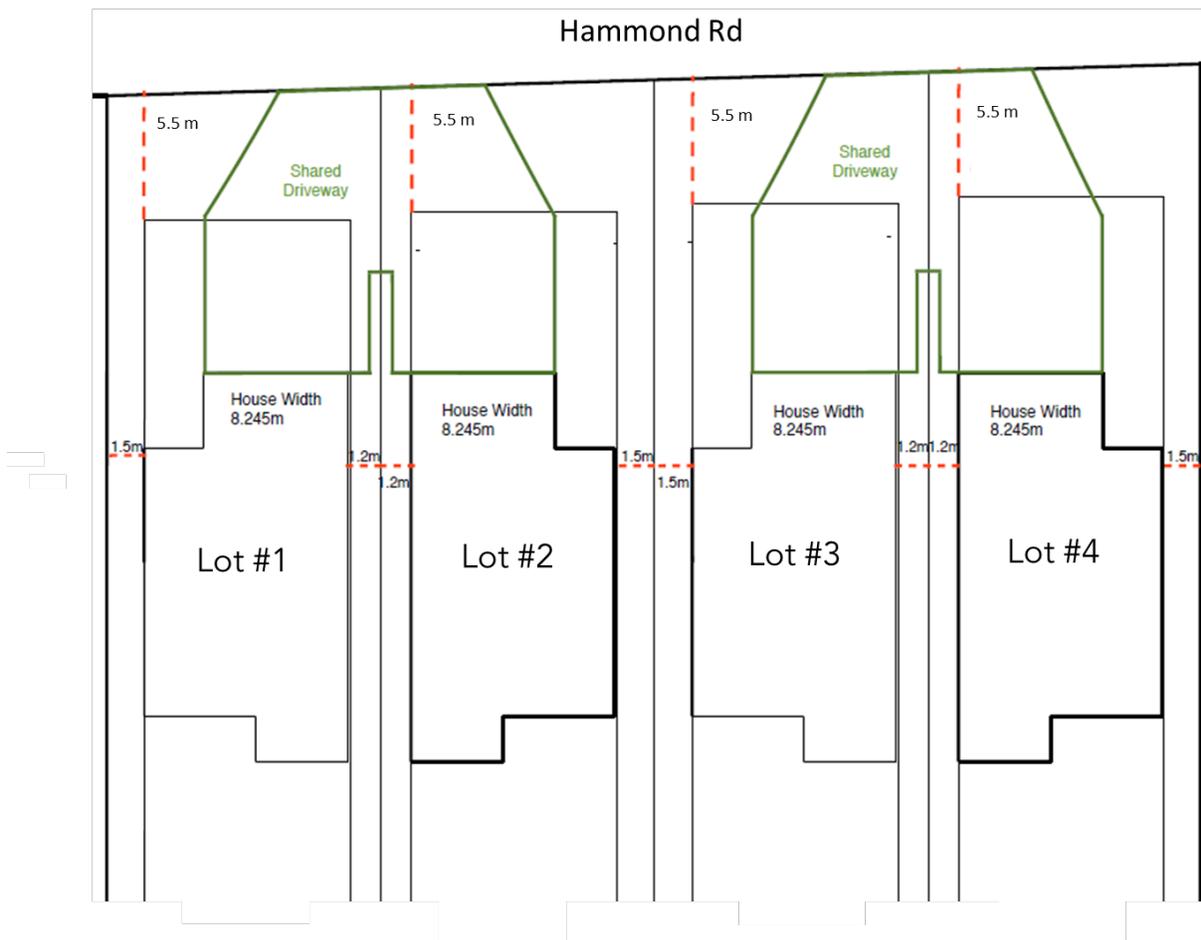


Figure 2: Proposed interior side setbacks

|                                | West Interior Side Setback | Requested Variance | East Interior Side Setback | Requested Variance |
|--------------------------------|----------------------------|--------------------|----------------------------|--------------------|
| Lot #1<br>(Outermost West Lot) | 1.5 m                      | None.              | 1.2 m                      | 0.3 m              |
| Lot #2<br>(Internal West Lot)  | 1.2 m                      | 0.3 m              | 1.5 m                      | None.              |
| Lot #3<br>(Internal East Lot)  | 1.5 m                      | None.              | 1.2 m                      | 0.3 m              |
| Lot #4<br>(Outermost East Lot) | 1.2 m                      | 0.3 m              | 1.5 m                      | None.              |

Table 2: Summary of requested interior side setback variances

*Lot Width*

The request for a reduction in lot width from 11.00 m (36 ft) to 10.945 m (35.9 ft) results in a variance of 0.055 m (5.5 cm) or 0.18 ft (2.16 inches) per lot. The proposed lot widths are greater than the lot widths of the eight single-family lots previously approved at 19496 Hammond Rd and 19454 Hammond Rd. The proposal also requests approval of a variance to allow 1.2 m side setbacks for some of the new internal lots. This variance request is for 0.3 m (30 cm) or 0.98 ft (11.8 in) and would be comparable to the 1.2 m interior side setbacks found on the R-2 lots elsewhere on Hammond Rd.

*Site Access and Parking*

The driveway orientation will feature one driveway access (let down) per two lots, with each lot having an individual driveway (see Figures 3 and 4). Combined driveway access is a common practice for infill development on arterials, such as Hammond Rd. As per the City’s Engineering Department, shared driveway access reduces potential conflict between road users, maintains on-street parking, and retains pervious surface area. The

City's Zoning Bylaw regulations pertaining to parking require a minimum of two off-street parking spaces for single-family dwellings. On-site parking for the proposed development will feature two parking spots within the garage and sufficient space on the driveway to accommodate multiple vehicles.



*Figure 3: Example of individual parking pads with shared driveway letdowns on Hammond Rd*

*Figure 4: Example of individual parking pads with shared driveway letdowns on Hammond Rd*



## Official Community Plan (OCP)

The current OCP contains policies to support infill development within the urban area. Specifically:

### Section 4.6.2 Housing Choices

- b) Infill housing is supported in the areas designated for low-density residential use in the urban area, and in particular, adjacent to the Town Centre and within walking distance of transit;
- c) Forms of infill housing that the City supports include: duplexes, panhandle lots, garden suites, small-lot subdivisions, and similar innovative secondary residential units on single-family home lots and townhouse units (especially where existing single-family lots can be consolidated) in the areas designated for low-density residential use in the urban area. All proposed infill development shall require a Development Permit.

Before final subdivision approval, a development permit for infill development will be required. This development permit will address the form and character outlined in the Development Permit Area (DPA) No. 11 – Infill Housing. This DPA intends that infill housing is compatible with existing residential areas in building massing, style, character, open space, and streetscape. In addition, this DPA recognizes that the siting and design of infill developments should consider the privacy of neighbouring properties and their sunlight exposure. Approval for this type of development permit is delegated to staff.

## Community Amenity Contribution

Under Council Policy C091 Residential Community Amenity Contributions, the developer has offered \$13,500 for this project.

## Conditions of Approval

At this time, the following conditions of approval are presented for Council's consideration prior to the Final Reading of Bylaw No. 2897, 2021:

- Approval of the requested variances for lot width and interior side setbacks outlined in this report.

Subject to the outcome of an arborist report, Staff recommends the following future condition of approval:

- The registration of a protective tree covenant on title.

## Staff Comments

### *Mature Tree Retention*

Staff identified several mature trees on the property. Of the thirty-nine trees on the property, the applicant estimates that thirty-four will need to be removed to accommodate the new development. Staff recommends the applicant proceed with an Arborist assessment to establish a mature tree inventory. This will help inform a protective tree covenant on title to retain the property's healthy trees and identify how many trees are proposed to be removed for construction. Because an Arborist report provides a record of how many trees are on the property, Staff will be able to accurately identify how many trees need replacing in the creation of a tree covenant at the rezoning stage. Retaining mature trees on the property and replacing those that will have been removed will help provide privacy for the surrounding neighbours.

### Conclusion

The proposed development meets the zoning bylaw regulations for the minimum front and rear yard setbacks. The lot coverage is below the maximum, which helps mitigate the impact on adjacent properties by limiting building mass. The variances requested are comparable to the existing R-2 lots on Hammond Rd. Staff is seeking an arborist report as a condition of second reading to confirm the exact number of mature trees to be retained to determine how the surrounding properties and neighbourhood's character will be affected.

This application is consistent with the current OCP designation and policies for increased density in the urban area. The City's OCP supports infill housing and development in the areas designated as low-density residential in the urban area. The detailed form and character of the dwellings and landscaping will be established through a Development Permit as a subdivision requirement, per the Development Permit Area No. 11: infill Housing guidelines.

### **COUNCIL STRATEGIC PLAN ALIGNMENT**

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

Housing Diversity – Encourage diversity in housing types to foster an inclusive, affordable, multi-generational community.

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## FINANCIAL IMPLICATIONS

- None     Budget Previously Approved     Referral to Business Planning  
 Other

There are no cost implications associated with this report however, if the application is successful the City would receive a \$13,500 community amenity contribution.

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## PUBLIC PARTICIPATION

- Inform     Consult     Involve     Collaborate     Empower

Comment(s):

If this application proceeds, a public hearing and mailout notification will be required for all parcels located within 122 metres of the applicant's property.

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## KATZIE FIRST NATION CONSIDERATIONS

Referral     Yes     No

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## SIGN-OFFS

Written by:

Reviewed by:

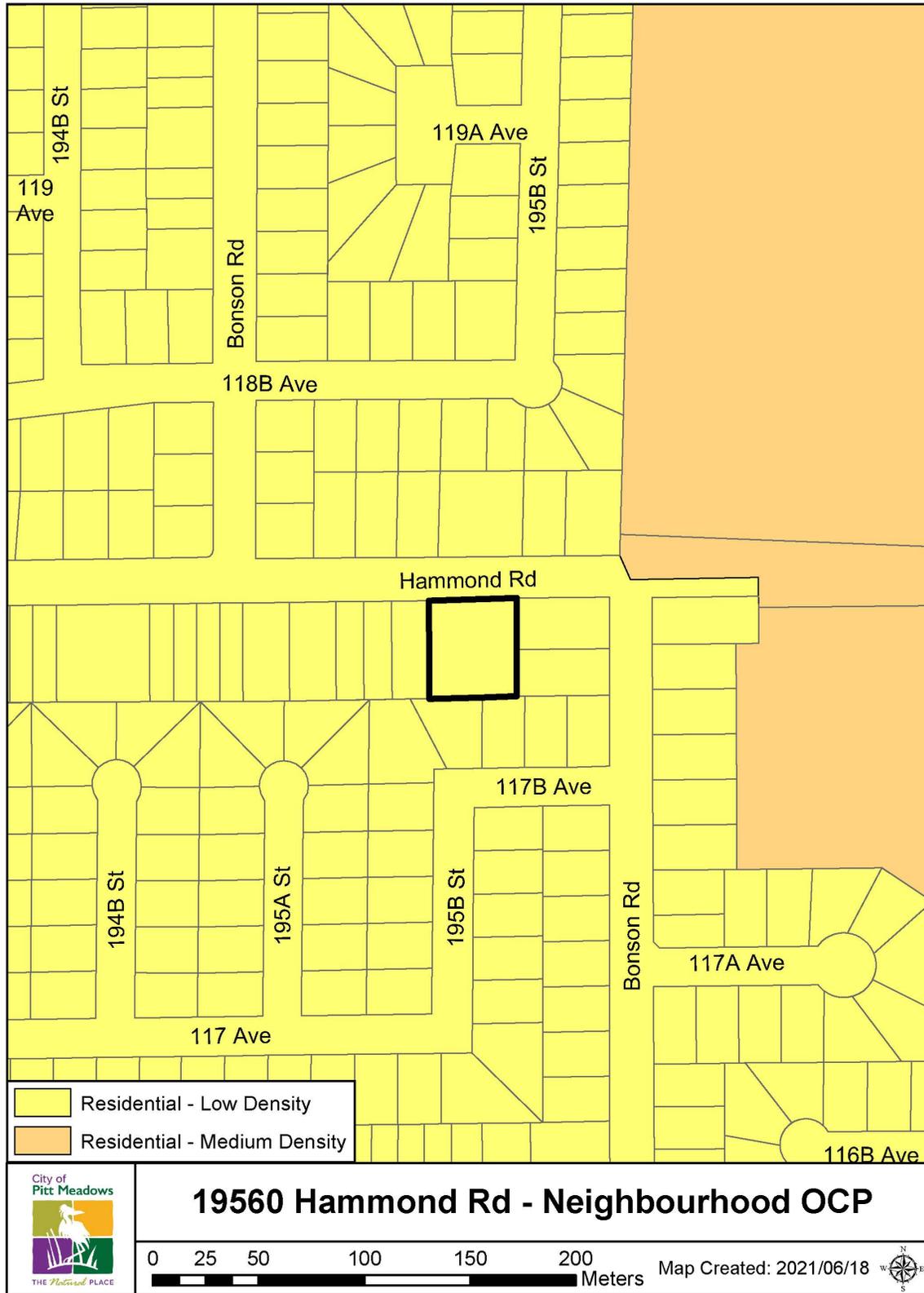
Sarah Nickerson,  
Development Services Technician

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## ATTACHMENT(S):

- A. Neighbourhood OCP Map
- B. Neighbourhood Zoning Map
- C. Aerial Photo Map
- D. Letter of Intent
- E. Proposed Subdivision Plan
- F. Zoning Amendment Bylaw No. 2897, 2021

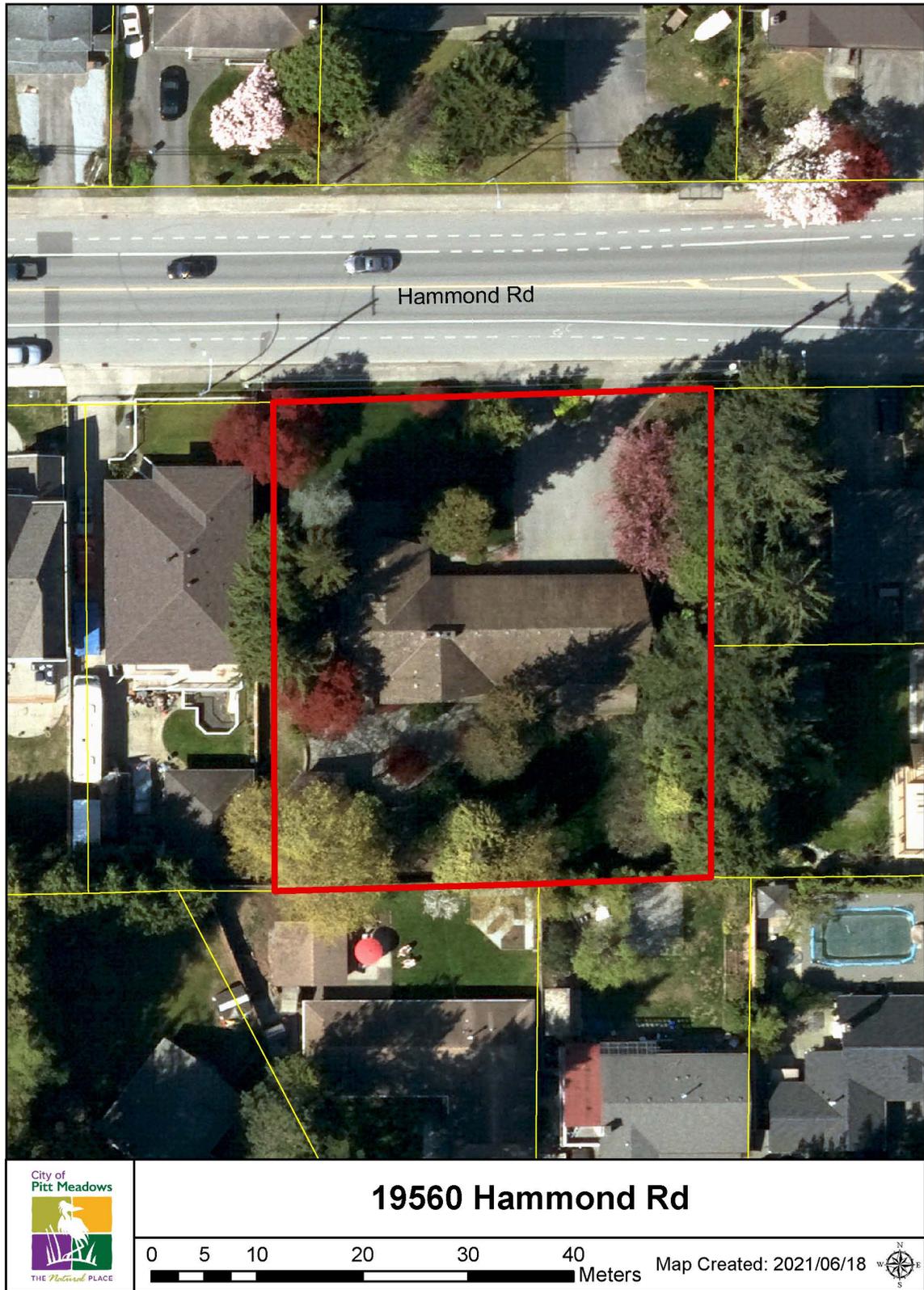
Attachment A: Neighbourhood OCP Map



Attachment B: Neighbourhood Zoning Map



Attachment C: Aerial Photo Map



Attachment D: Letter of Intent



February 26, 2021

To whom it may concern,

As Pitt Meadows continues to grow, we believe that the most sustainable way to do that is by densifying by rezoning and subdividing infill lots. We hope to rezone 19560 Hammond Rd. from RS to R-2 zoning. Our intention is to develop this lot into four lots accommodating four single family homes with two let downs and two shared driveways as a precedent has already been set by a few other projects on this road. The current OCP designation is "Residential Infill." This proposed project complies with the current direction that the OCP is heading, which is higher densification along the Hammond corridor, while also keeping to the counsels wishes to densify incrementally.

Jason Craig  
Project Manager – True Light Building & Development Ltd.



CITY OF PITT MEADOWS  
ZONING AMENDMENT BYLAW  
No. 2897, 2021

Attachment F

A bylaw to amend applicable sections of Zoning Bylaw No. 2505, 2011

WHEREAS it is deemed expedient to amend the City of Pitt Meadows Zoning Bylaw No. 2505, 2011;

NOW THEREFORE the Council of the City of Pitt Meadows enacts as follows:

1. This Bylaw may be cited as the "Zoning Amendment Bylaw 2897, 2021".
2. The Zoning Bylaw No. 2505, 2011, including Schedule A (Zoning Map), is amended as follows:

a) The parcel of land legally described as:

PID: 010-486-941

Lot 2 District Lot 282 Group 1 New Westminster District Plan 19441

as shown boldly outlined and shaded in Attachment 1, which forms part of this bylaw, is hereby rezoned to Small Lot Residential (R2) Zone.

READ a FIRST and SECOND time on [DATE].

PUBLIC HEARING held on [DATE].

READ a THIRD time on [DATE].

ADOPTED on [DATE].

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Bill Dingwall  
Mayor

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Kate Barchard  
Corporate Officer

Attachment 1

