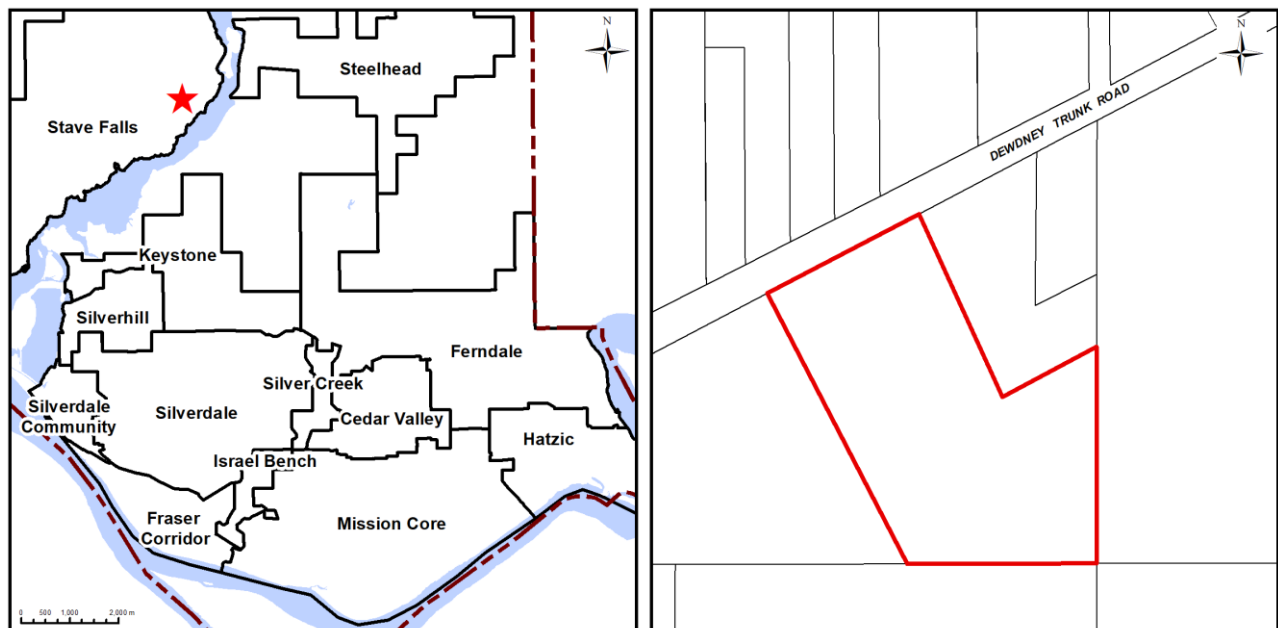


File: 08-3310-20
 P2019-029

DATE: December 16, 2019
TO: Chief Administrative Officer
FROM: Jay Hazzard, Planner
SUBJECT: **Rezoning Application (R19-013) for the Property at 30782 Dewdney Trunk Road to Allow an Eight Lot Bare Land Strata Subdivision with Secondary Dwelling Units**
ATTACHMENTS: 1 – Information for Corporate Officer
 2 – Location Map
 3 – Subdivision Plan
 4 – Street Naming Map
 5 – Engineering Department Comments

CIVIC ADDRESS: 30782 Dewdney Trunk Road
APPLICANT: Slade Dyer and Assoc. Inc.
OCP: Rural Residential
DATE APPLICATION COMPLETE: March 20, 2019
LOCATION: Stave Falls



OVERVIEW AND STAFF COMMENTS:

This report details the application to rezone the property located at 30782 Dewdney Trunk Road to the Rural Residential 7 Secondary Dwelling (RR7s) Zone to facilitate an eight lot bare land strata subdivision with secondary dwelling units, and identifies the necessary amendment to the Zoning Bylaw.

Staff support the application moving forward and, as such, have listed Zoning Amending Bylaw 5886-2019-5050(362) and associated Street Naming Bylaw 5887-2019 under the “Bylaws for Consideration” section of the Council Agenda.

Subject to Council’s approval, a Public Hearing will be scheduled for January 6, 2020.

SUMMARY:

A rezoning application was received from Slade Dyer and Associates Inc. for the property located at 30782 Dewdney Trunk Road (**Attachment 2**). The application proposes to rezone the property from Rural 36 (RU36) Zone to Rural Residential 7 Secondary Dwelling (RR7s) Zone to facilitate an eight lot bare land strata subdivision that could accommodate a single-family dwelling with a secondary dwelling unit on each lot. The applicant’s proposed subdivision is illustrated on **Attachment 3**.

SITE CHARACTERISTICS:

The subject property is 5.92 ha (14.6 ac) in size and is located in the Stave Falls neighbourhood. The subject property fronts Dewdney Trunk Road and is located between Pilgrim Street and Bell Street. The property is currently developed with a single-family dwelling and numerous accessory structures. The property is currently heavily forested and slopes downward to the south-east. The area to the south of the property is very steep. There are numerous watercourses on the eastern side of the property.

PLANNING ANALYSIS:

Official Community Plan & Zoning Bylaw Compliance

The property is currently designated Rural Residential in the OCP. This designation is characterized by larger lot residential units on the fringe of urban areas not serviced by municipal water or sewer. This development conforms to this definition.

The property is currently zoned RU36 and is proposed to be rezoned to RR7s. Within the RR7s Zone, the minimum lot area permitted for a lot within a bare land strata is 0.6 ha (1.5 ac). This is given that the average size of all the lots within the bare land strata (taking common property used for roads into account) is 0.7 ha (1.73 ac). The proposed rezoning will meet this and allow the subdivision of the land into eight strata parcels. It will also allow for a secondary dwelling unit on each property in the form of a coach house, garden cottage, or secondary suite.

The proposal for secondary dwelling units conforms to and supports the OCP policies for affordable and inclusive housing as follows:

OCP Section 5.1.8 “Facilitate the development of affordable, rental and special needs housing through supporting multi-unit housing developments, small house/small lot housing, secondary suites, duplexes in appropriate locations, mixed market/non-market housing projects, coach houses, garden cottages and other innovative housing forms.”

OCP Section 5.1.20 “Allow detached suites such as garden cottages on all single detached lots with lot sizes that are able to appropriately accommodate an additional on-site parking space.”

Neighbourhood Character

The subject property is located within a rural residential neighbourhood comprised of single-family dwellings on larger lots. The eight lot subdivision with secondary dwelling units will fit within the context of the surrounding properties and is believed to have little impact on the surrounding neighbourhood.

Access and Servicing

The proposed eight lots in this subdivision are designed to access Dewdney Trunk Road via a curving cul-de-sac that extends south from Dewdney Trunk Road, proposed to be named Harrington Terrace. The proposed road will be eight metres wide and be considered common property as part of the bare land strata.

Municipal water, sanitary sewer, and storm sewer are not available on Richards Avenue. Connection to the municipal system is not required. No upgrades are required.

Hazardous Lands Assessment

Due to the slopes on the property, a report prepared by a geotechnical engineer is required to assess the potential hazards on the development property. Based on the findings of the report, a Geotechnical Hazards Development Permit may be required.

Environmental Protection

District mapping identifies watercourses on and near the subject property. A riparian area regulation assessment is required from a qualified environmental professional in order to determine the setbacks from the watercourses and the developable areas on the property. A Natural Environment Development Permit is required and any identified Streamside Protection and Enhancement Areas will be protected with a restricted covenant.

Tree Retention

In accordance with Council Policy LAN. 32 – Tree Retention and Replanting, the applicant will be required to plant a minimum of sixteen trees, two trees for each of the eight lots created. This condition will be met as part of the subdivision approval. In addition to this requirement, the applicant is required to replace any significant trees (trees having a calliper of 0.2 m or greater) that will be removed except in the areas defined as (a) building envelope to a maximum of 2,000 m² (21,528 ft²), (b) driveways, (c) septic field and (d) wells. No tree is permitted to be removed within an identified streamside protection and enhancement area.

Parkland Contribution

The OCP has not identified parkland on the subject property. Provisions of the *Local Government Act* (Act) authorize a local government to receive up to 5% land or cash-in-lieu contribution for parkland. Under this provision of the Act, 5% parkland cash-in-lieu will be collected from the developer prior to the completion of the subdivision. The Parks, Recreation and Culture Department supports this approach.

Community Amenity Contribution (LAN.40 Financial Contribution for Community Amenities)

In accordance with Council Policy LAN.40, the applicant has volunteered to contribute \$2,815 per new lot to offset the unique financial burden that residential development incurs on the District to fund new facilities and/or amenities.

STREET NAMING:

In accordance with Section 39 of the *Community Charter* and Council Policy Street Naming STR.28, a bylaw shall be prepared to provide a name for the new cul-de-sac road extending south off of Dewdney Trunk Road. It is recommended the road be named Harrington Terrace and is shown on **Appendix 4**.

HARRINGTON TERRACE

Charles Harrington is listed as one of the District of Mission Freemen within Street Naming Policy STR.28.

COMMUNICATION:

In accordance with Land Use Application Procedures and Fees Bylaw 3612-2003, the developer has posted a development notification sign on the site summarizing the proposed development.

Provided that a public hearing date is determined by Council:

1. the development notification sign will be modified to advertise the public hearing details (i.e., date, time, and place) and a notice will be mailed to the owners and occupiers of all properties within a radius of 500 m (1,640 ft) from the development site notifying them of the public hearing details;
2. a notice of Public Hearing will be prepared in accordance with Bylaw 3612-2003 and the *Local Government Act*; and
3. a pre-public hearing information package will be prepared to include copies of all applicable documents and is available online or at Municipal Hall for public viewing (in accordance with Policy LAN. 50 Pre-Public Hearing Information Packages).

REFERRALS:

Engineering

The Engineering Department recommends that "From an engineering point of view, the application may proceed to adoption", as noted in **Appendix 5**.

REQUIREMENTS PRIOR TO FINAL READING:

The final reading of the amending bylaws will be held until the following have been satisfied:

1. Contribution of any volunteered contributions to the District's community amenities reserve;
2. Substantial completion of the requirements of subdivision S19-007; and
3. Any other requirements resulting from Council's consideration of the Bylaw, including Public Hearing.

SIGN-OFFS:



Jay Hazzard, Planner



Reviewed by:
Rob Publow, Manager of Planning

Comment from Chief Administrative Officer:
Reviewed.

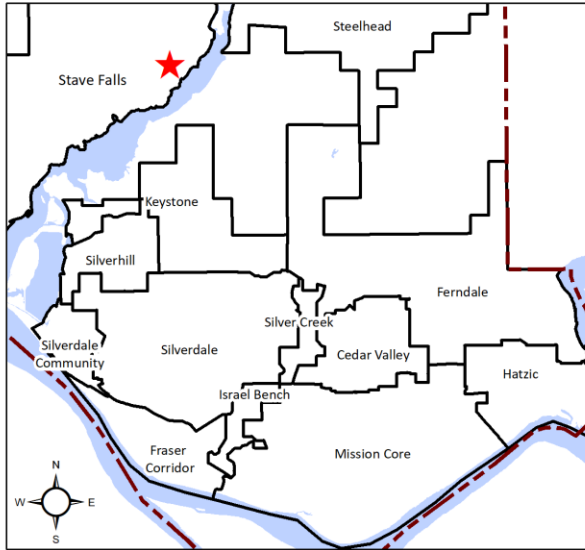
Attachment 1 - Information for Corporate Officer

Civic Address: 30782 Dewdney Trunk Road

PID: 026-991-322

Legal: Lot 1 Section 24 Township 15 New Westminster District Plan
BCP28571

Attachment 2 – Location Map



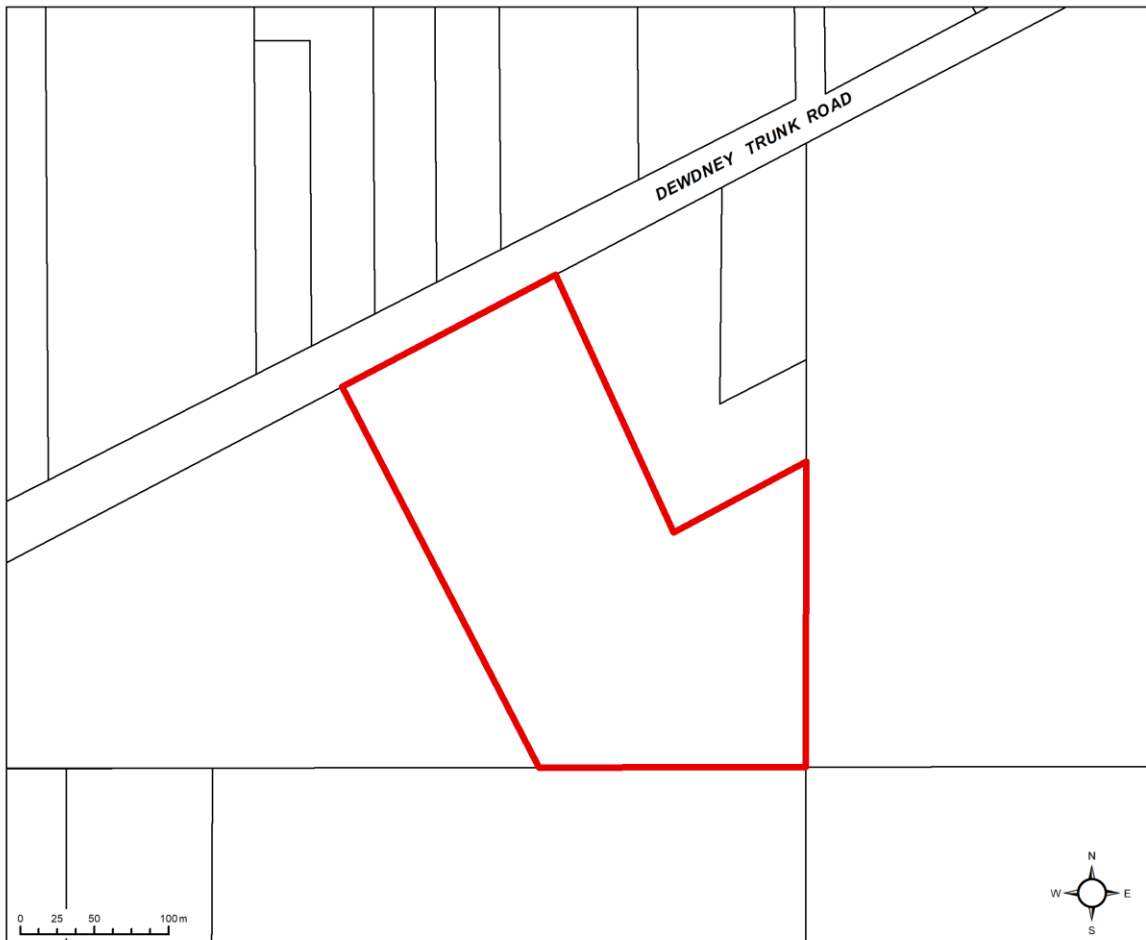
Subject Property: 30782 Dewdney Trunk Road

Owner: Bonita Simpson, Denis Herbert & Terry Pirson

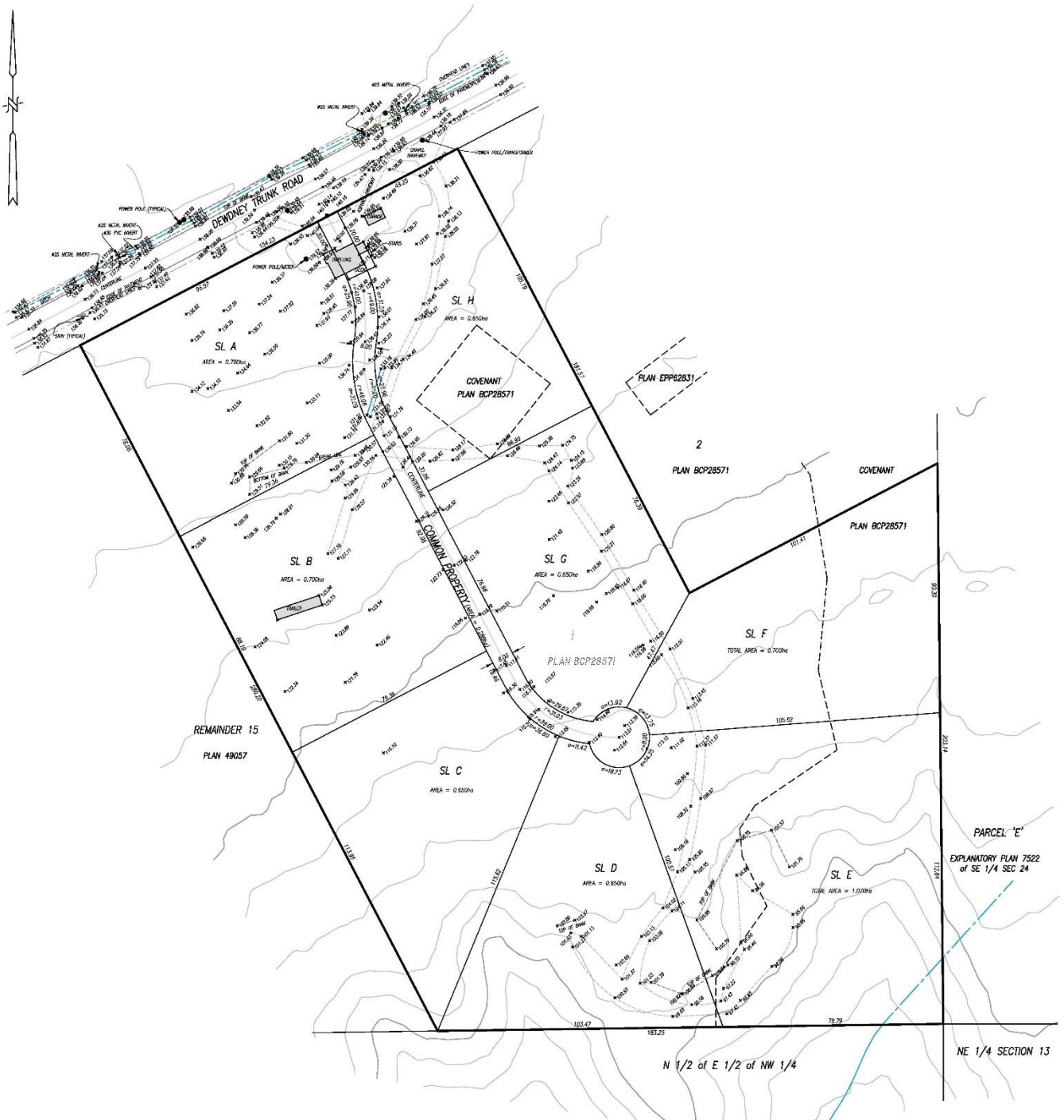
Applicant: Slade Dyer and Associate Inc.

Zoning: RU36

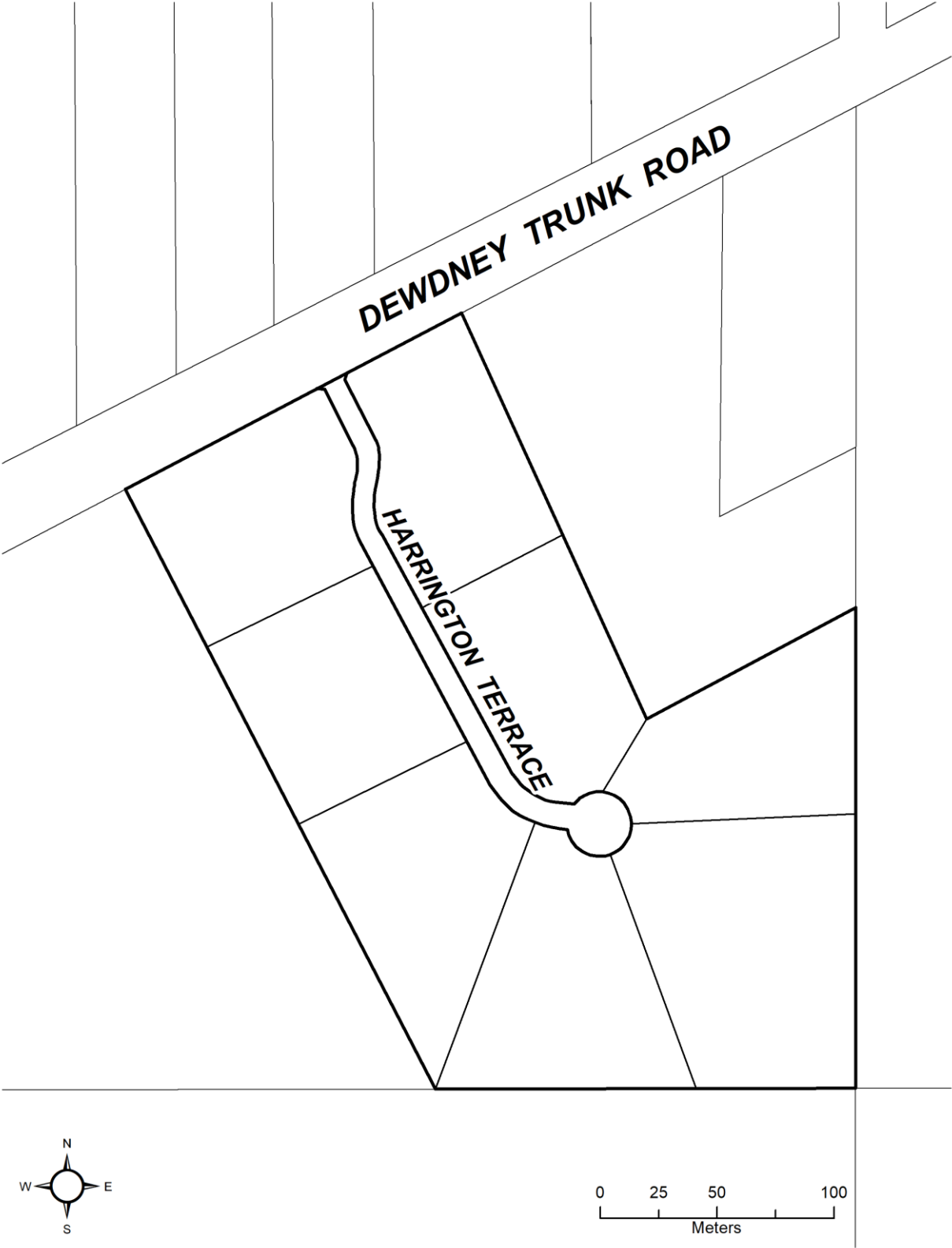
OCP Designation: Rural Residential



Attachment 3 – Subdivision Plan



Attachment 4 – Street Naming Map



Attachment 5 – Engineering Department Comments

ENGINEERING DEPARTMENT REZONING COMMENTS

October 23, 2019

CIVIC ADDRESS: 30782 Dewdney Trunk Road

CURRENT ZONE: RU36 **PROPOSED ZONE:** RR7s

NOTE: The following engineering comments are made in accordance with the District of Mission Development and Subdivision Control Bylaw No. 5650-2017.

DOMESTIC WATER REQUIREMENTS:

Municipal water is not available on Dewdney Trunk Road. Connection to the municipal system is not required.

STORM SEWER REQUIREMENTS:

Municipal storm sewer is not available on Dewdney Trunk Road. Connection to the municipal system is not required.

SANITARY SEWER REQUIREMENTS:

Municipal sanitary sewer is not available on Dewdney Trunk Road. Connection to the municipal system is not required.

ROAD WORK REQUIREMENTS:

Dewdney Trunk Road provides access to the site.

RECOMMENDATION:

From an engineering point of view, this application may proceed to adoption.



Prepared by:
Rob Racine, Engineering Technologist III –
Capital Projects



Reviewed by:
Tracy Kyle, Director of Engineering & Public
Works



Reviewed by:
Jay Jackman, Manager of Development
Engineering & Projects

FILE:08-3310-19-029
R19-013