

Staff Report to Council

Planning & Development

FILE: 13-6480-20/20

REPORT DATE: July 08, 2020

MEETING DATE:

July 21, 2020

TO: Mayor and Council

FROM: Anne Berry, Director of Planning & Development

SUBJECT: City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020
- First Reading Report

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:



RECOMMENDATION(S): THAT Council:

- A. Grant first reading to the Official Community Plan Bylaw No. 2864, 2020 as presented at the July 21, 2020 Council Meeting; OR
- B. Other.

PURPOSE

The purpose of this report is to present to Council a draft of the Official Community Plan (OCP) and a report summarizing the plan, the public consultation process and public input, to solicit Council's substantive feedback, and to describe next steps for consideration of the bylaw. When adopted, the 2020 Official Community Plan will replace the 2008 Official Community Plan.

☐ Information Report

☒ Decision Report

☐ Direction Report

DISCUSSION

Background:

Since spring 2018, the City of Pitt Meadows has been conducting a comprehensive review of the Official Community Plan, a process titled "I See Pitt Meadows 2040". This report presents the concluding steps, including a bylaw with the draft Official Community Plan for Council's consideration. The 2020 OCP includes many important components

that would provide a renewed vision for Pitt Meadows to the year 2040 and a regulatory framework to guide the future growth of the city. The OCP is organized around a framework that presents a vision of the community that is based on the extensive public engagement that took place over the two years of the review, along with specific objectives, policies, development permit guidelines and land use designations needed to achieve that vision.

The 2020 OCP is the result of the input of many Pitt Meadows community members who completed online surveys, dropped into open houses, visited planning pop-up booths at community events, spent time at a workshop or took the time to contact staff directly. Their ideas and responses, along with the input from stakeholders, City committees and Council has helped to create the draft OCP.

Official Community Plan 101

What is an OCP?

The **Official Community Plan (OCP)** is a long range (20 year) guide for the municipality that helps Council in making decisions on matters such as land use and growth, transportation, agricultural preservation, economic development, and housing. The OCP works together with the Metro Vancouver's Regional Growth Strategy, administered by Metro Vancouver, the regional government body, and must be consistent with the RGS.

Who is it for?

The Official Community Plan helps Council in making decisions regarding land use and community growth, transportation, infrastructure, agricultural preservation, community facilities.

It provides a road map to developers and builders about where and what the City will consider in terms of future developments when it comes to considering development applications.

It also provides residents and business owners a picture of what they can expect in their communities in terms of future land uses and the municipalities priorities and decisions.

This isn't to say that changes cannot be made to an OCP. It is a living document that is updated to reflect changes made to legislation at the provincial level, to address a municipal issue or trend, or it can be changed in response to an application from a private land owner, so long as the process requirements as laid out in the Local Government Act are followed by the municipality. Anyone can apply to change an OCP and Council is obliged to consider the application.

Council is not obligated to undertake any projects or studies that are recommended in the plan, but the OCP should nevertheless broadly indicate where the community's interests and values lie.

What is the difference between an Official Community Plan and a Zoning Bylaw?

The Official Community Plan is a policy document that guides future development in the community. The land use designations as shown on the land use maps which form an important part of the OCP may or may not reflect the current uses. Private property owners are under no obligation to develop their lands to achieve consistency with an OCP. However, if they do decide to redevelop their property through a rezoning application, should Council approve the application, their decision must be largely consistent with the intent of the OCP. The Zoning Bylaw, on the other hand, is a regulatory tool that is very specific about land use, density, building siting and other issues such as parking, landscaping and lot coverage requirements. For the most part, current land uses reflect the land's zoning.

Property owners with land that has a zoning designation that differs from its OCP designation must still apply to rezone the property. The rezoning process typically involves a public hearing in order to develop in accordance with the OCP (Council has the option of waiving public hearing when an application is consistent with the OCP).

Consultation

In a report to Council dated April 3, 2018, staff outlined the requirements of the Local Government Act for early and ongoing consultation with the community and other stakeholders. There has been extensive consultation throughout the OCP review that has included community members, stakeholders and City committees. The feedback received has been presented to Council regularly during the OCP process.

The City conducted a survey on the Have Your Say Pitt Meadows public engagement website. These surveys sought input on the proposed draft OCP policies and land use plans one final time prior to presentation of the OCP for first reading. This report includes a discussion of these comments, in the analysis section, below.

Relevant Policy, Bylaw or Legislation:

Section 473 of the Local Government Act lays out content, adoption process and consultation requirements for an Official Community Plan. An Official Community Plan must include policies and land use designations for the municipality in respect to the following:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;

- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- the approximate location and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- housing policies of the local government respecting affordable housing, rental housing and special needs housing.
- targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

The Local Government Act also includes specific steps regarding the bylaw adoption process. Accordingly, following first reading of an OCP bylaw, the municipality must:

First, consider the proposed OCP in conjunction with its financial plan and any waste management plan that is applicable in the municipality or regional district. If the proposed OCP applies to agricultural land in the Agricultural Land Reserve, the draft plan must be referred to the Provincial Agricultural Land Commission for comment. Then, the municipality is ready from a legislative stand point to hold a public hearing on the proposed OCP.

Analysis:

The 2020 Official Community Plan

The 2020 OCP, included as Attachment A, provides a renewed vision to the year 2041 and the regulatory framework to guide the future growth toward achieving the vision. It gives comprehensive guidance in all areas related to the economic, environmental, social and cultural development of the community. The descriptions below each chapter highlights and describes departures from the 2008 OCP.

Section 1: Introduction

Provides background information regarding the history, economy, and people of Pitt Meadows, describes the community's place within the greater region, outlines the OCP process and also identifies the emerging issues that have shaped the drafting of this plan.

These emerging issues are:

Climate Change. A changing climate presents one of the greatest challenges of our time. While the scientific understanding continues to evolve, there is broad agreement that greenhouse gas (GHG) emissions resulting from human activities intensify climate change and its associated impacts. While an effective response requires action at the provincial, national and international levels, municipalities have a role to play in

mitigating GHG emissions. This includes creating compact, complete and energy-efficient communities that support reduced fossil fuel consumption and associated emissions.

Increasing Housing Costs. Before 2000, the sale price of a two-storey detached home in Pitt Meadows was around 3.2 times the median household income; by 2015, the cost of an average home was more than 19 times higher than income. Generally, average sale prices in Pitt Meadows reflect a trend evident at the regional level. Rent rates have also increased significantly in Pitt Meadows.

Changing Demographics. By 2041, the population of people 65 years and older in Pitt Meadows is expected to triple, in keeping with a worldwide trend. Globally, the 65+ population is growing faster than all other age groups. According to data from the 2019 Revision of World Population Prospects, produced by the United Nations, by 2050, one in six people worldwide will be over age 65 (16%), up from one in 11 in 2019 (9%). By 2050, one in four persons living in Europe and Northern America could be aged 65 or over. In 2018, for the first time in history, persons aged 65 or above outnumbered children under five years of age globally. The number of persons aged 80 years or over is projected to triple by 2050.

Growing Region / Growing Local Population. Metro Vancouver is anticipated to grow by about 980,000 people by 2040, with Pitt Meadows expected to grow by 4,354 residents in the same period. This OCP seeks to accommodate nearly all of this population growth within our urban containment boundary, especially along transit corridors.

Small-town Character. One of the most important goals for the community, revealed through public consultation, is protecting Pitt Meadows' small-town character. People who have grown up here or moved here from another community cherish the residential neighbourhoods, local businesses, peaceful parks and beautiful vistas. The challenge is preserving this small-town character while acknowledging that Pitt Meadows is located within a growing region, with rapidly growing municipal neighbours, particularly to the east.

Section 2: Community Directions

This is the main policy section and includes high-level, City-wide policies divided into 11 OCP topics.

Arts, Culture and Heritage

This chapter addresses the following issues: Place making, heritage, arts, education, Katzie First Nation and the reconciliation process and regional relationships. The 2008 OCP does contain a chapter on heritage, but the draft OCP contains more expansive policies, especially in regards to the City's relationship with the Katzie Nation.

Community Well-being

This is an entirely new chapter in the OCP and represents some of the social issues that impact the municipality, including community safety, civic engagement and physical accessibility.

Parks and Recreation

This chapter contains policies regarding parks and open spaces, ecosystem management, and access to services and facilities.

Transportation

Transportation address the road network, public transportation, trails, cycling, and pedestrian networks, goods movement as well as the airport and the railway.

Local Systems

The Local Systems chapter contains policies regarding the City's infrastructure, such as water and sewer service. As compared to the 2008 OCP, it contains stronger policies on integrated rainwater management and green infrastructure.

Climate and Energy

This is a new chapter for this OCP. It contains policies on climate change, sustainable energy principles, and building performance.

Environment and Natural Areas

This chapter addresses shorelines, riparian areas, the urban forest, pollution, ecosystem management and environmental stewardship.

Agriculture

Pertaining to the predominate land use in Pitt Meadows, this chapter on agriculture contains particularly important policies regarding the preservation of agricultural land, housing in the Agricultural Land Reserve (ALR), support for the agricultural economy and a new section on food systems and food security.

Employment and the Economy

This chapter contains policies that seek to enhance Pitt Meadows' economic assets and opportunities, to support local businesses and agricultural businesses while enhancing local natural assets.

Growth, Neighbourhoods and Housing

The Growth, Neighbourhoods and Housing chapter contains policies on housing supply, housing affordability and diversity, rental housing, non-market housing, homelessness and rural residential development.

Section 3: Implementation

This section contains both the Development Permit Area guidelines and a section that defines the land use designations that are included on the rural and urban land use maps.

This draft OCP contains guidelines for new development permit areas. These are:

Development Permit No. 2: Riparian Areas

The *Riparian Areas Protection Act* requires that the City of Pitt Meadows protect riparian areas from adverse effects of residential, commercial and industrial development. The Riparian Development Permit Area is designated to protect riparian areas from development where the areas provide natural features, functions and conditions that support fish life processes. This development area applies to properties that contain or border watercourses. A commercial, industrial or residential development within 30 metres of a riparian area will first require a development permit prior to development.

This development permit area does not apply to agricultural development.

Development Permit Area No. 4: Slope Hazard

Steep slopes are susceptible to erosion, landslide, water run-off and unstable soils. These areas require greater consideration and care when changes are made to the land to ensure that development does not create hazardous conditions. The Slope Hazard Development Permit Area is designated to minimize risk to people and property from slope hazards. This DPA applies to development of all land shown on the Development Permit Area Map Schedule.

Development Permit Area No. 5: Farmland Protection

Agricultural land by area is the most prominent land use within Pitt Meadows and farming is an integral and highly valued component of the City's economy, heritage and cultural well-being. Uncontrolled non-agricultural development next to properties within the Agricultural Land Reserve can increase the likelihood of land-use conflicts and nuisance complaints towards farm operations. The Farmland Protection Development Permit Area is designated to minimize these conflicts and support the vitality of local agriculture.

This DPA applies to development of all land as shown on Development Permit Area Map Schedule, generally adjacent to or within 30 m of land within the Agricultural Land Reserve (ALR).

Proposed OCP Map Schedules

Most of the new map schedules remain the same, with updates, as the 2008 OCP. Schedule 3, the Urban Land Use Designation Map represents a shift in the way that the City will accommodate new residential growth within the Urban Containment Boundary. In the current 2008 OCP, infill residential development is contemplated to be distributed through existing single-family residential neighbourhoods in the form of small lot subdivisions, duplexes, garden suites and secondary suites. Instead of supporting this type of development throughout the urban area of Pitt Meadows, the proposed land use plan concentrates medium density development (townhouses, small apartment buildings, fourplexes) along Hammond Road. The plan also contemplates mixed use commercial / residential development at the corners of Hammond and Blakely Roads, while not supporting small lot subdivisions and duplexes (duplexes are supported as long as they are on a corner or double sided lot and meet all other requirements). Medium density residential development is also proposed for the area between 190 and 190A Street, acknowledging its prime location next to the amenities of the Civic Centre and Harris Road.

The Development Permit Area Designation map schedules have been revised to include the new development permit areas as explained above, to include Hammond Road and the block between 190 and 190 A Street within a development permit area for ground-oriented residential development and to designate / commercial developments on Barnston View Road, close to the corner of Fraser Way.

Public Consultation

The most recent round of public consultation consisted of online surveys on the Have Your Say Pitt Meadows website. The purpose of these surveys was to collect feedback on the draft policies and land use maps.

These surveys were available through June and they were promoted on social media and in a newspaper advertisement that ran on June 17th. Additionally, the online surveys were promoted on a postcard that went to every household in March that had advertised the upcoming OCP engagement events. One open house took place before the arrival of the pandemic. All other in-person events have been cancelled.

A total of 41 responses were received. The public consultation report has been appended as Attachment B to this report.

Many of the written responses that indicated concerns and issues with the plan could be placed into three main categories:

- The designation of land in the South Harris neighbourhood as “Business Park”

People expressed a desire to see another type of land use in this area or the retention of the farm use. The designation of these lands, commonly known as Golden Ears

Business Park, is meant to reflect the current zoning designation (Business Park), and the 2008 OCP land use designations.

- The designation of land north of the Lougheed Highway as “Highway Commercial”

Again, people were concerned with the development and loss of agricultural land. The Highway Commercial designation of a strip of land on the north side of the Lougheed Highway primarily east of Harris Road was approved soon after these lands were removed from the Agricultural Land Reserve in the 1990's. This land use designation made the construction of what is now the Best Western Hotel and the Nissan dealership possible. The proposed OCP acknowledges this existing land use designation.

It should be noted that the North Lougheed Study Area project seeks to expand the development area of this part of Pitt Meadows beyond what is contemplated in this proposed OCP. The North Lougheed Study Area remains a separate project that will require its own adoption process and public hearing when the time comes.

- The designation of land along Hammond Road as “Medium-density Residential” and the corners of Blakely and Harris as “Village Mixed Use”

Discussion: Some of the respondents indicated opposition to densifying the Hammond Road corridor. The previous OCP, adopted in 2008, sought to accommodate growth, in part, by increasing the density of single-family neighbourhoods through single-family, small-lot subdivisions, permitting duplexes, secondary suites and garden suites. This OCP envisions phasing out small-lot subdivisions and permitting duplexes only on corner lots and double-fronting lots. Instead, in order to accommodate growth, areas along Frequent Transit Corridors will be designated to potentially permit multi-family housing. The corners of Blakely and Hammond Road are proposed to be designated for mixed commercial / residential development to provide small opportunities for local businesses such as coffee shops to locate close to where people live.

The City also received a submission (see Attachment C) regarding the Rural Residential land use designation. The submission points out that the proposed rural residential land use designation does not support further subdivision. While the 2008 OCP supports the development of lands within the Rural Residential land use designation with a minimum lot size of one hectare, the proposed OCP does not support the further subdivision of land within the rural residential land use designation for the following reasons:

- These lands are located far from transit, schools, shops and services, compelling residents to use private cars to access almost anything, thereby contributing to traffic congestions and GHG emissions;

- The rural residential lands are located within wildfire hazard areas. These lands are becoming increasingly susceptible to wildfires given our increasingly drier summers.
- Rural residential lands are often located on steep slopes. Development of these lands must be considered with care due to the potential rockfall hazards.
- Generally, the OCP supports the development of lands within the urban containment boundary, in accordance with the regional growth strategy.

The submission suggests that the OCP provide for the development of detached housing on large lots in the following circumstances:

- There is a historic pattern of subdivision found in the immediate neighbourhood;
- The protection of a significant component of natural environmental features will be incorporated into any development plan;
- The lands are currently served by the municipal water system;
- There will be provision for tertiary sanitary treatment;
- Development density shall not exceed 2.25 units per acre calculated on a gross density basis

Next Steps

The following table summarizes the adoption process for the OCP bylaw:

Actions	Potential Outcomes	Anticipated Timing
First Reading	Council recommendations for changes to the draft plan	July 21 st
Staff Action – Staff will revise the plan to reflect changes from Council.		
OCP referral to external agencies ** / continued public engagement	Comments and recommendations from external agencies and the public	Through August and early September*
Staff action - All comments from the agencies and the general public will be summarized in the second reading report with staff recommendations for how to incorporate them into the plan.		
Second Reading	Additional changes from Council	Mid-to-late September*
Staff action – Staff will incorporate changes into the draft plan. This is the version of the plan that will go forward to public hearing.		
Public Hearing	Comments from the public	Early October
Staff Action – Staff will return to Council with a report summarizing comments from the public as well additional recommended changes to the plan to address the comments. Significant changes at this stage could trigger the need for another public hearing. If the changes are not significant, then the staff report will recommend third reading of the bylaw.		

Third Reading	Final changes made to the plan	October
Referral of the Regional Context Statement to Metro Vancouver	Substantive changes are unlikely at this point since Metro Vancouver will have seen the draft OCP as part of the referral after first reading of bylaw and made recommendations at that time.	Late Fall*
Fourth Reading / Adoption		December*

Notes:

* The timing of these phases depends on external agencies, particularly Katzie, Metro Vancouver and the Agricultural Land Commission. Cover letters accompanying the draft plan to all agencies will request a response within thirty days, but especially given the pandemic, many agencies may not be able to review and turn around a response in this time frame.

**The draft plan will be referred out to the following agencies:

- Katzie
- Neighbouring municipalities
- Translink
- Metro Vancouver
- School District No. 42
- Fraser Health

Staff has been consulting with Katzie regarding policies that support the relationship between the City and the Katzie and historical and cultural background information to add to the OCP. This information will be included in the second reading version of the new OCP.

Finally, staff will incorporate graphics and additional photographs into a more polished version of the Official Community Plan as the second reading version of the document and the one that will go to Public Hearing in the fall. The final OCP published document will be available shortly after the OCP bylaw is adopted by Council. Staff have been working with an editor who will ensure that the final document, with all of the changes to the text that are made along the way, is polished and professional.

COUNCIL STRATEGIC PLAN ALIGNMENT

☒ Principled Governance ☐ Balanced Economic Prosperity ☐ Corporate Excellence

- ☐ Community Spirit & Wellbeing
☐ Not Applicable

- ☐ Transportation & Infrastructure Initiatives

FINANCIAL IMPLICATIONS

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

Under the Local Government Act, Council is obligated to consider the OCP bylaw in conjunction with its financial plan following first reading. Planning staff will coordinate with the City's Finance department to facilitate a review of the OCP in light of the City's financial plan. Staff will return to Council with a report prior to second reading of the bylaw.

PUBLIC PARTICIPATION

- ☐ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

Comment(s): The Official Community Plan Review is entering the final stage of the OCP Review process. The City will post the First Reading version of the proposed OCP on the City's website and continue to solicit feedback.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☒ Yes ☐ No

Staff have been consulting with Katzie during the OCP process. The draft OCP will be formally referred to them for comment after First Reading of the OCP bylaw.

SIGN-OFFS

Written by:	Reviewed by:
Dana K. Parr Planner II	Alex Wallace Manager of Community Development
Approved by: Anne Berry Director of Planning & Development	

ATTACHMENT(S):

- A. City of Pitt Meadows Official Community Plan Bylaw No. 2864, 2020
- B. Summary Report of Have Your Say Online Engagement Survey
- C. Discussion Paper Submission OCP Review dated June 15, 2020

**CITY OF PITT MEADOWS
OFFICIAL COMMUNITY PLAN
BYLAW NO. 2864, 2020**

A Bylaw to establish a new Official Community Plan for the City of Pitt Meadows

WHEREAS the Council of the City of Pitt Meadows wishes to adopt an Official Community Plan, pursuant to section 472 of the Local Government Act, to guide decisions on planning and land use management;

THEREFORE The Council of the City of Pitt Meadows, in opening meeting assembled, enacts as follows:

Citation/Title

1. This Bylaw may be cited as the "City of Pitt Meadows Official Community Plan Bylaw 2864, 2020".

City of Pitt Meadows Official Community Plan

2. The schedule attached to and forming part of this bylaw (Schedule "A"), including its respective schedules and maps, is adopted as the City of Pitt Meadows Official Community Plan and applies to all areas of the City.

Repeal

3. The City of Pitt Meadows Official Community Plan Bylaw 2352, 2007, and all its amendments, are repealed.

READ a FIRST time on _____.

READ a SECOND time on _____.

PUBLIC HEARING held on _____.

READ a THIRD time on _____.

Regional Context statement accepted by Metro Vancouver on _____.

ADOPTED on _____.

Bill Dingwall
Mayor

Kate Barchard
Corporate Officer

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Chapter 1: Introduction

What is an Official Community Plan?

An Official Community Plan (OCP) is a local government bylaw that provides objectives and policies to guide decisions on planning and land use management within the area covered by the plan. OCPs are significant because, after their adoption, all bylaws and works undertaken by a municipal council are required to be generally consistent with the plan.

B.C.'s Local Government Act authorizes the development of Official Community Plans and specifies what must or may be included in a plan. An OCP must include land use policies and designations for the density and location of residential, commercial, industrial, institutional, agricultural, parks and recreation and public utility uses as well as policies for the provision of affordable, rental and special-needs housing. An OCP is also an important tool in helping a municipality achieve its climate action commitments and carbon neutrality goals.

This OCP reflects the community's values and priorities through its vision, and presents community-wide goals, objectives, policies and guidelines to help achieve that vision. The OCP offers residents, landowners, governments, agencies, community groups and investors greater certainty about how the community will manage growth and change in the coming years.

The purpose and effects of an OCP are defined by the Local Government Act, the provincial legislation articulating the powers of British Columbia municipalities and districts. Section 473 of the Act requires that plans include statements and map designations for a range of elements within the area covered. These include:

- residential development required to meet anticipated housing needs;
- commercial, industrial, institutional, recreational and public utility land use;
- any proposed new major roads or infrastructure;
- land restricted due to hazardous conditions or environmental sensitivity; and
- public facilities, including schools and parks.

The Act further specifies that an OCP must include policies respecting affordable, rental and special-needs housing and targets as well as policies and actions to reduce greenhouse gas emissions. It also allows for the inclusion of policies relating to social needs and well-being in addition to the preservation, restoration and enhancement of the natural environment.

Purpose

The purpose of an Official Community Plan is to help guide the development of the community. It describes the kind of community the municipality aims to become and acknowledges the importance of shaping growth in a way that is responsive to the city's distinct circumstances.

This OCP provides a vision, goals and policies for Pitt Meadows to the year 2041. Together, these elements connect the community's "big-picture" aspiration with the tools needed to achieve it, including specific actions, development permit guidelines and land use designations. This OCP is implemented by the City in various ways, including through policy initiatives, public programs, civic projects and bylaws. Implementation also occurs privately through avenues such as development and citizen groups.

Application and Scope of the OCP

The OCP applies to the entire municipal area within the City of Pitt Meadows boundaries. All OCP references to external and/or third-party documents, such as municipal bylaws, plans, Council policies and guidelines, are recognized as being amended from time to time.

Relationship to Other City Policies

This OCP guides the overall future of Pitt Meadows and provides a broad framework for managing growth and change. It is intended to work with other municipal policies and plans. In many cases, further detail on policy implementation will be found in other plans, strategies, policies and bylaws; the City's Affordable Housing Strategy, the Transportation Master Plan and the Community Energy and Emissions Plan are some examples. These documents are compatible and work with this OCP to help implement the City's vision.

Relationship to Other Agencies

School District 42 — Maple Ridge and Pitt Meadows

The City and School District 42 work together to offer community programs outside of school hours. School District 42 is also notified of proposed development projects because such projects affect school capacity. As well, the City and the School District connect annually to review population projections for the community so both agencies are on the same page when it comes to the growth of the community.

Fraser Health Authority

Fraser Health is one of five regional health authorities in B.C., providing comprehensive health services to 1.8 million people from Burnaby to Hope. The City and Fraser Health Authority collaborate on public health initiatives such as the Age-Friendly Communities Initiative.

Metro Vancouver

The City of Pitt Meadows is a member of the Metro Vancouver regional government. This partnership of 21 municipalities, one Treaty First Nation and one electoral area collaboratively plans for and manages many aspects of the region. One of Metro Vancouver's tools is the Regional Growth Strategy, titled "Metro Vancouver 2040: Shaping our Future" (Metro 2040).

Metro 2040 is a shared commitment to growing in a way that is better for the region as a whole, undertaken through goals, strategies and actions that ensure economically, socially and environmentally sustainable growth. As a policy document, the OCP is one way in which the City implements the intent of Metro 2040. The City's Regional Context Statement outlines the connection between the two plans and demonstrates how this Plan is in line with Metro 2040.

Agricultural Land Commission (ALC)

The ALC supports coordinated and collaborative planning with local governments to ensure agricultural lands are protected. The City has a responsibility to ensure its bylaws and policies are consistent with those of the ALC. The City also works closely with the ALC regarding the enforcement of land use regulations in the Agricultural Land Reserve.

Neighbouring Municipalities

The City maintains relationships with all surrounding municipalities: Maple Ridge, Port Coquitlam, the Township of Langley and Surrey. Its closest relationship is with Maple Ridge. Relationships between neighbouring municipalities are important because they can share information about large-scale regional projects, such as the RapidBus service between Maple Ridge and Coquitlam. A good working relationship also gives municipalities the opportunity to collaborate on joint endeavours that are mutually beneficial, such as emergency operations.

TransLink

TransLink manages transit services across Metro Vancouver. It regularly monitors the transit network to see how people use transit services and adjusts its service based on its findings to improve the efficiency and usefulness of the network. TransLink, in partnership with municipalities, also plans the region's Major Road Network (MRN). TransLink provides funding for the operation, maintenance and rehabilitation of the MRN but ownership and operational responsibility for the MRN remains with the respective municipalities.

Province of British Columbia and Government of Canada

The City works collaboratively with many provincial and federal ministries where the municipal jurisdiction interfaces with those of other levels of government. These relationships extend to major infrastructure, such as the Golden Ears Bridge, and to environmental issues, such as the protection of riparian areas. The Pitt Meadows Regional Airport aviation functions fall under federal jurisdiction, as does the Canadian Pacific Railway line.

Katzie First Nation

The Katzie people are the original inhabitants and stewards of the lands and waters in what is now Pitt Meadows. Their original territory extended from the headwaters of the Pitt River to the Pacific Ocean, inclusive of the areas drained by the Nicomekl and Serpentine rivers.

The Katzie First Nation is now comprised of five reserves and a membership of approximately 600 people within an area that includes the municipalities of Pitt Meadows, Maple Ridge and Langley. The Katzie are known for having a long history of successful ecological management, including gathering and sustainable management of wapato, white sturgeon and oolichan.

The City of Pitt Meadows has worked toward a collaborative relationship with the Katzie First Nation and the two share services such as fire protection.

Creating the Official Community Plan

This is the fifth major OCP review for Pitt Meadows. The previous OCP review and amendments were adopted in 2008. Since then, the municipality has undergone a number of direct changes, including the opening of the Golden Ears Bridge and the replacement of the Pitt River Bridge. These large provincial projects were the driving force behind the last OCP review, which attempted to anticipate their impact on the community. Larger, regional issues such as housing affordability, climate change mitigation and adaptation, reconciliation with First Nations and the impact of transportation corridors are some of the issues driving the development of this Official Community Plan.

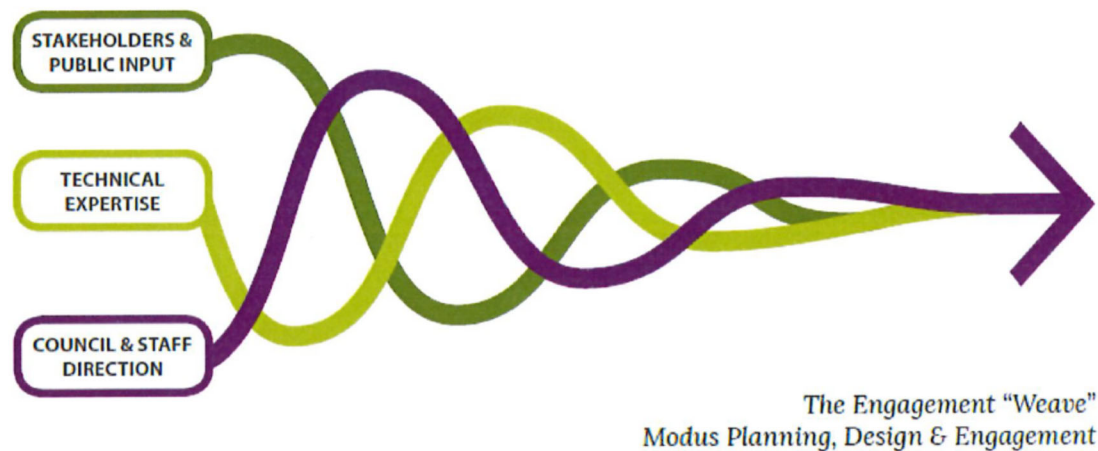
From the outset, the OCP review was based on the principle of innovative, broad and inclusive engagement that was early and ongoing. Staff developed a consultation strategy and implemented an engagement plan to collaborate with the community, culminating in the creation of this OCP.

The launch event for this OCP review was held May 12, 2018. Following that, the OCP hit the road for roving engagement, with numerous stops at local events throughout summer 2018 along with extensive online engagement outreach. In conjunction with a visions and values workshop held in June 2018, this initial engagement informed and identified the OCP's vision.

A number of technical advisory committee and stakeholder and other agency meetings were held in late 2018 and early 2019 to gain general input and more detailed involvement regarding specialized topics. Combining research, input from community engagement and staff knowledge, issues papers were developed for each of the overarching OCP topics and posted online to gain feedback through corresponding surveys.

A housing and community growth forum was held June 15, 2019 and online engagement continued during summer 2019. Council endorsed the land use plan in early 2020 and staff

proceeded with further public engagement that was intended to gather input regarding the completed draft policies and land use plan. Most of the engagement took place online as the COVID-19 pandemic of 2020 precluded in-person meetings.



How many people participated, how many people responded?

- held three major community events (launch event, community visioning workshop, Community Growth and Housing workshop);
- held numerous smaller public consultation events, including workshops with seniors and youth, pop-up events at Pitt Meadows Day and community stakeholder meetings;
- commissioned a commercial and industrial analysis as well as a community growth and housing study;
- developed the "Have Your Say Pitt Meadows – I See 2040" website as well as accompanying surveys and discussion papers.

150 attended OCP events

23 surveys

456 contributors

623 submissions

How the OCP Works (Organization)

This OCP is organized into three main sections and includes design guidelines, a regional context statement and 18 map schedules:

Section 1 Introduction: provides community background and context for the OCP.

Section 2 Community Directions: includes high-level, City-wide policies divided among 11 OCP topics:

People

- Arts, Culture and Heritage
- Community Well-being
- Parks and Recreation

Systems

- Transportation
- Local Systems
- Climate and Energy

Places

- Environment and Natural Areas
- Agriculture
- Employment and the Economy
- Growth, Neighbourhoods and Housing

Section 3 Implementation: outlines the OCP implementation, including the Development Permit Area Guidelines and land use designations.

Schedules:

Schedule I: Regional Context Statement

Schedule II: Area Plans and Policies

Maps

Implementation

The Official Community Plan contains many recommendations for municipal action, including capital works and policy documents. In order for these recommendations to be carried out in a systematic and transparent manner, recommendations from this OCP will be prioritized by City Council through the annual business planning process.

This OCP designates land for specific uses and establishes related goals and policies. It also provides a regulatory framework that guides how the City evaluates and approves development, and outlines how the community can expect the city to grow. The vision of Pitt Meadows outlined in this OCP will be achieved through the implementation of its policies, guidelines and the Land Use Designation Maps. Specifically:

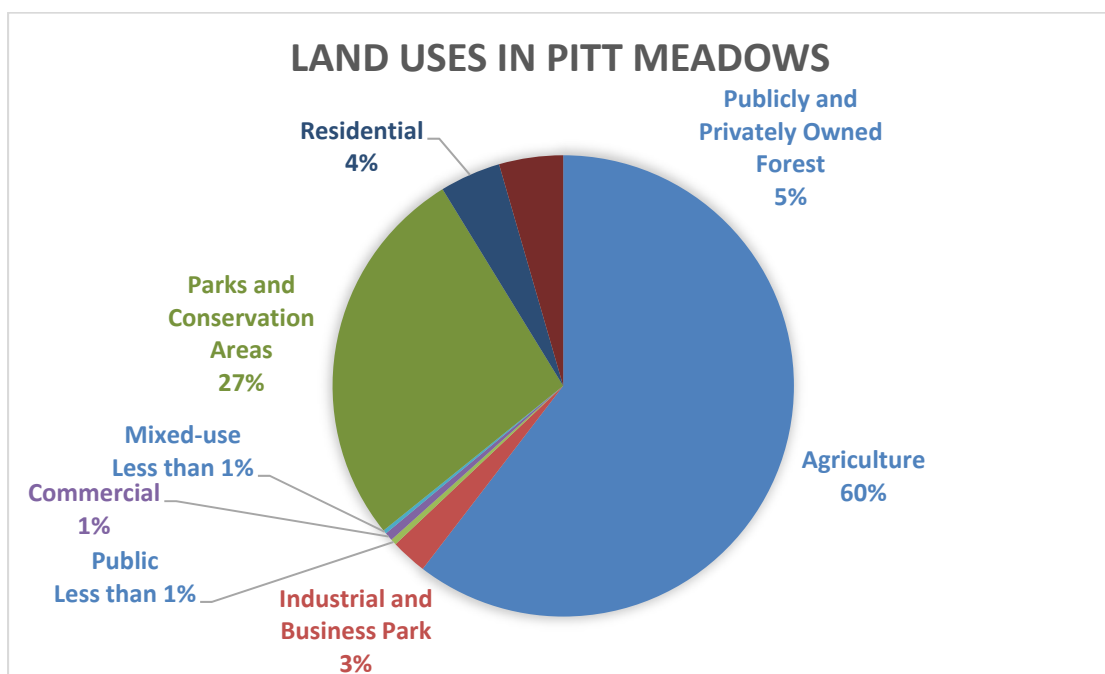
- Development permit guidelines ensure that new development incorporates specific features that help to achieve OCP policies.

- The Land Use Designation Maps illustrate the location of future land uses and is informed by OCP policies. The map and land use designations guide the development or redevelopment of property in Pitt Meadows.
- Other tools outside of this OCP, including Heritage Revitalization Agreements, further assist with implementation.

Pitt Meadows Context

Land use

Agriculture dominates in Pitt Meadows, comprising 60% of the land area of the municipality. Parks and conservation areas are the second largest land use. These areas, particularly in the northern reaches of the municipality, protect regionally significant ecological lands and provide recreation to residents and visitors alike. The predominant land use in the urban area is residential.

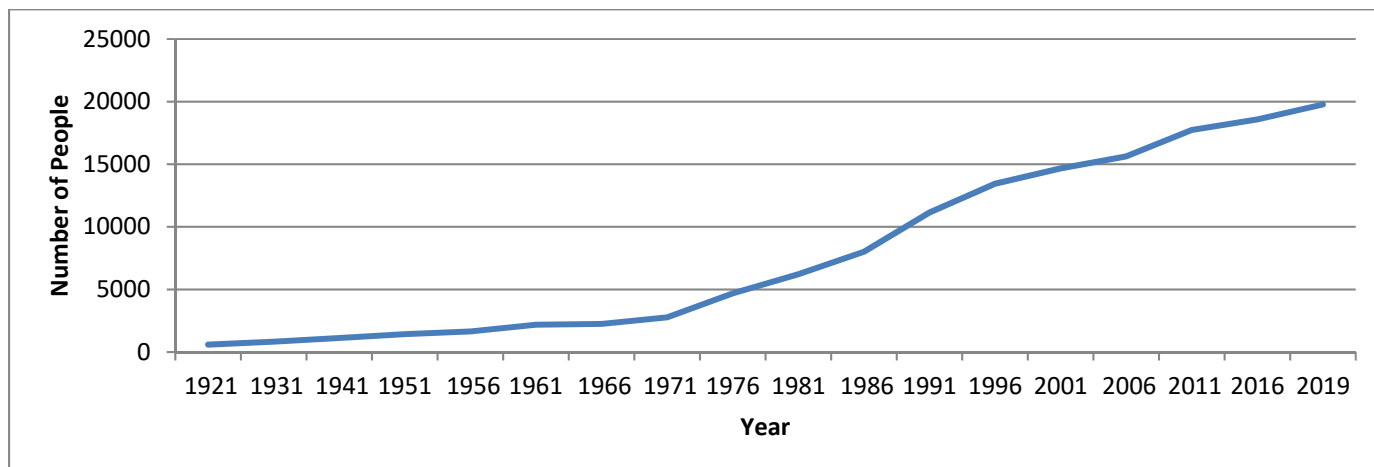


Demographics

Population Growth

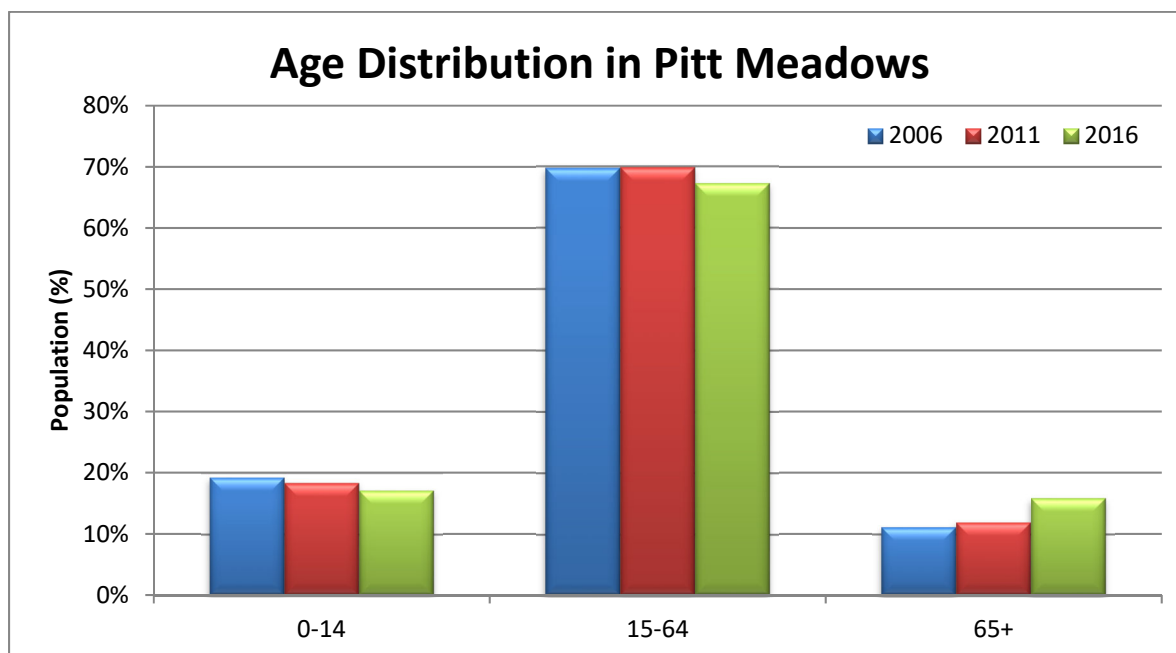
Pitt Meadows experienced its greatest period of population growth between 1971 and 1991. During those years, the population grew more than 300%, from 2,771 people to 11,147. In that time, Pitt Meadows transformed from a rural community into a suburban community within a rural area.

In the years since, Pitt Meadows has continued to grow at a more modest rate. Between 2001 and 2019, the community welcomed 5,100 people, growing from 14,670 people to nearly 20,000 — a growth rate of 34.7% in 20 years.



Age

The largest age group in Pitt Meadows continues to be working age, although there is a noticeable shift towards an older population in recent years. The age distribution in Pitt Meadows is similar to the overall age distribution in Metro Vancouver.

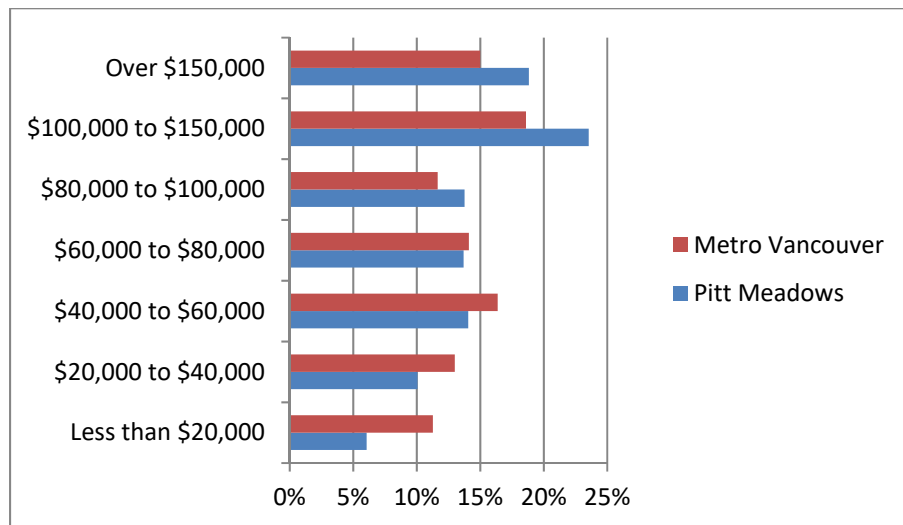


Income

In 2015, the median total income of households in Pitt Meadows was \$86,912, an increase of 13.5% from \$76,603 in 2005. Regionally, in 2015, the median total income of households was \$72,662, an increase of 11.2% from \$65,342 in 2005.

The proportion of the population living on low income in Pitt Meadows remained steady at 9.7%, up very slightly from 9.6% in 2005. An increasingly higher percentage of low-income

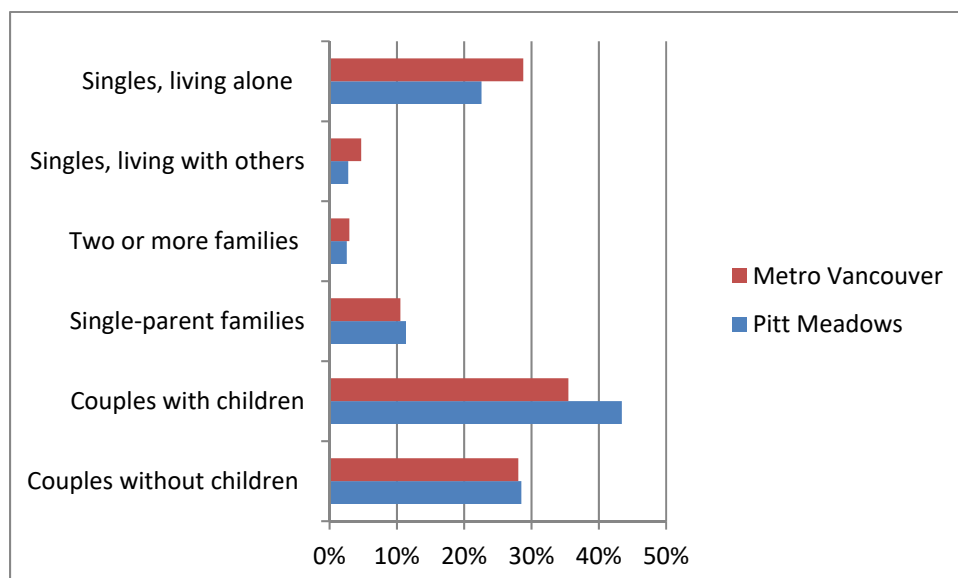
individuals are children and seniors, although the percentages are not as high compared with Metro Vancouver as a whole.



Household characteristics

The average household size in Pitt Meadows is 2.6 people, in line with the Metro Vancouver region average of 2.5. When compared with regional data, Pitt Meadows has a larger share of single-family households (67.2%) than the regional average (56.8%) and smaller share of one-person households (22.7%) than the regional average (28.7%).

Interestingly, the proportion of young adults aged 20 to 34 living with at least one parent has increased to 42.7% from 38.2% in 2011. The proportion of multigenerational households is also on the rise, from 2.7% in 2006 to 3.3% in 2016. Both of these statistics may be reflective of increasing housing unaffordability.

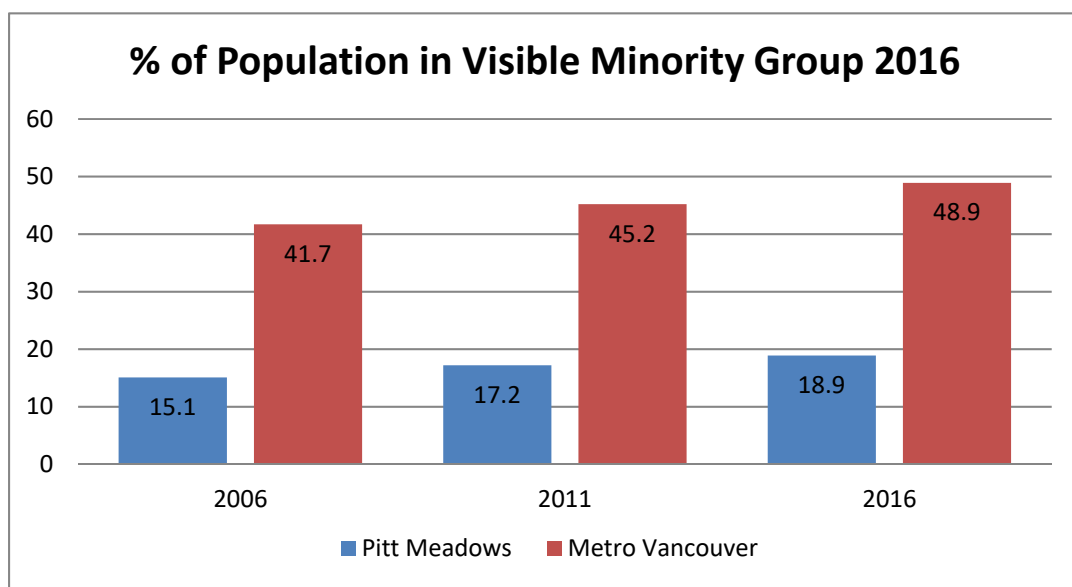


Cultural Diversity

The percentage of the population in Pitt Meadows that are immigrants is 21.5%, down slightly from 2011, when it was 22.5%. Of that 21.5%, the largest group of immigrants is from the United Kingdom but, of recent immigrants (2011-2016), by far the largest country of origin is the Philippines, followed by Iran and United Arab Emirates.

Immigrant Population	3,955	100
United Kingdom	610	15.4
Philippines	525	13.3
India	295	7.5
China	210	5.3
South Korea	200	5.1
Recent Immigrants (2011-2016)	385	100
Philippines	110	28.6
Iran	50	13.0
United Arab Emirates	30	7.8
Mexico	25	6.5
China	25	6.5
South Korea	25	6.5

The proportion of the population belonging to a visible minority group has increased slightly, although it is well below the Metro Vancouver average.



History & Heritage

The Pitt Meadows area takes its name from the nearby Pitt River, which was named by the Hudson Bay Company's James McMillan, possibly after former British Prime Minister William Pitt. At that time, the area was populated solely by the Katzie members of the Coast Salish people, who have lived and prospered in this area for thousands of years.

By the mid-1800s, as an encouragement to the settlers, the government sold land in the area for as little as \$1 per acre. While speculators made up a large percentage of initial land purchasers, some farmers also settled in the area and, by the 1800s, a small community had formed. Industry in the late 1800s consisted primarily of logging and farming, particularly dairy farming.

Up until 1885, settlers in the area arrived by boat, using the waterways that surround Pitt Meadows. In 1885, when the Canadian Pacific Railway line was completed through the area, Pitt Meadows had its first land transportation link to New Westminster. Water-based transportation became obsolete in 1914, when the first Pitt River traffic bridge was put in place.

Pitt Meadows was unincorporated territory until 1874, when it became part of Maple Ridge. It reverted back to unincorporated territory in 1896 after its land owners petitioned for removal from Maple Ridge due to disputes over diking. Pitt Meadows became incorporated as a municipality in its own right on April 24, 1914. The community received its first post office in 1908, its first school in 1909, electrical service in 1928 and a water line in 1948.

In the early part of the 1900s, Japanese-Canadian settlers arrived in the area and formed a significant community in Pitt Meadows, so much so that they built a community hall. This community had little time to enjoy its hall, however, as Japanese-Canadians were stripped of homes and businesses, and sent to farms and internment camps in B.C.'s Interior during the Second World War. The Japanese-Canadian community of Pitt Meadows never fully recovered.

They were followed by Dutch settlers who arrived shortly after World War II and farmed in the Pitt Polder area. Here, under the direction of Dr. Jan Blom and his company, Pitt Polder Ltd., the first truly successful attempts at diking the lowland areas were made, thus turning the once swampy land into prime, fertile farmland.

Local Milestones

1885: Canadian Pacific Railway is constructed through Pitt Meadows to Port Moody

1893: The first diking district is organized

1894: In the spring of 1894, the major Fraser River flood event occurs and floods many acres of land

1914: Pitt Meadows is incorporated as a District Municipality

1948: Pitt Meadows joins the Greater Vancouver Water District

1957: A highway bridge is built over the Pitt River

1963: Pitt Meadows Regional Airport opens

2007: The District of Pitt Meadows is incorporated as the City of Pitt Meadows

2009: Golden Ears Bridge connecting Pitt Meadows and Maple Ridge to Surrey and Langley opens and the new Pitt River bridge replaces the 1957 structure

2014: Pitt Meadows marks 100 years since incorporation in community centennial celebrations

Economy and Employment

From 2001 to 2016, employment in Pitt Meadows more than doubled from 3,205 to 6,900 jobs. The industry and commercial service sectors in Pitt Meadows grew during this period while jobs growth in the primary sector shrank by 3.1% per year. In general, Pitt Meadows has been transitioning from a predominantly agricultural community to a more varied economy with a greater focus on service, retail and industrial businesses.

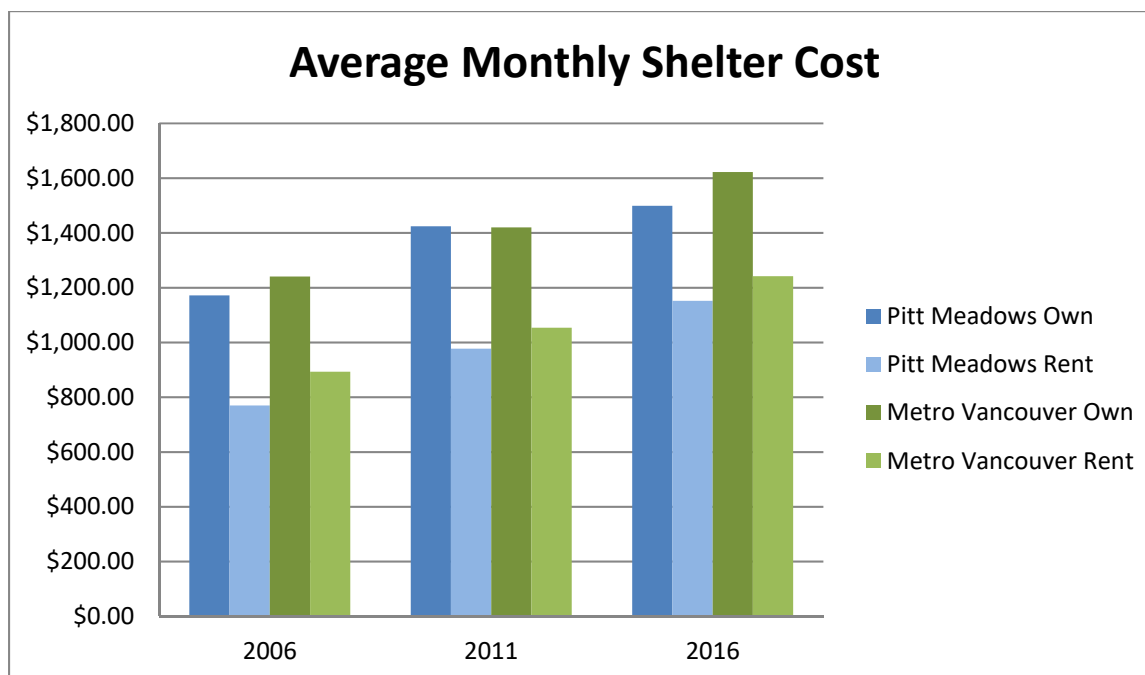
Commercial services are the largest sector of Pitt Meadows economy, followed by industry, then social institutional and, finally, the primary sector. Compared to Metro Vancouver as a whole, Pitt Meadows has:

- a much greater share of employment in the primary sector (6% versus 1% in Metro Vancouver); this could be due to the prevalence of the agricultural sector;
- a lower share of social institutional employment (12% versus 22%), presumably because the City contains no hospitals or post-secondary institutions;
- a higher share of industrial employment (33% versus 24%), in part because of industrial operations that have relocated from the Vancouver area to places further east in the Fraser Valley, including Pitt Meadows;
- a slightly lower share of commercial services (46% versus 52%) because Pitt Meadows lacks a central office district.

Housing

According to the 2016 Census, 77.6% of households owned their dwelling while 22.4% rented. The Metro Vancouver rates are 63.7% owned and 36.3% rented.

The average monthly shelter cost for both owned and rented dwellings in Pitt Meadows is rising at about the same pace as in the rest of Metro Vancouver.



Emerging Issues

Pitt Meadows is shaped by the mountains, forests, rivers and farms that define our sense of place. Our cultural and social assets, recreational opportunities, local businesses, transportation infrastructure and neighbourhoods define our community within this natural setting. Considered together, these all create the quality of life that is cherished and that we look to protect.

However, no community is static, and many changes are occurring in Pitt Meadows, with challenges that extend to the region and beyond. Some key trends are highlighted below. Long-term planning is an essential tool to ensure that we protect what is valued while continuing to thrive into the future.

Climate Change

A changing climate presents one of the greatest challenges of our time. While the scientific understanding continues to evolve, there is broad agreement that greenhouse gas (GHG) emissions resulting from human activities intensify climate change and its associated impacts. While an effective response requires action at the provincial, national and international levels, municipalities have a role to play in mitigating GHG emissions. This includes creating compact, complete and energy-efficient communities that support reduced fossil fuel consumption and associated emissions.

Our community contributes GHG emissions each year from three primary sectors: the burning of natural gas for space heating and cooling, and hot water in buildings; the burning of fuel to power our cars and other transportation; and the decomposition of our solid waste. The City adopted GHG-reduction targets and climate strategies to mitigate Pitt Meadows' contribution to climate change. The land use, transportation and infrastructure policies of this OCP are aligned with this path. By addressing GHG emissions, the community can also support improvements to air quality and associated health effects. This OCP also recognizes that climate change impacts, such as sea level rise and more frequent extreme weather events, are being observed around the world. Flooding, summer droughts and increased wildfire risk are all hazards understood to be impacted by our changing climate. In response, the OCP identifies new policy directions to enable our infrastructure, and our community, to remain resilient.

Increasing Housing Costs

Before 2000, the sale price of a two-storey detached home in Pitt Meadows was around 3.2 times the median household income; by 2015, the cost of an average home was more than 19 times higher than income. 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 10 years and, beginning in 2015, has increased significantly, particularly for single-detached homes here.

Rent rates have also increased significantly in Pitt Meadows. The average rent as of 2019 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.

While housing costs in Pitt Meadows are somewhat more affordable than in other areas of the region, especially those communities to the west, Pitt Meadows residents must rely to a greater degree on private vehicles to get them to work, school, shops and services. Purchasing and maintaining a vehicle is expensive and adds to the overall cost of living in Pitt Meadows.

Changing Demographics

By 2041, the population of people 65 years and older in Pitt Meadows is expected to triple, in keeping with a worldwide trend. Globally, the 65+ population is growing faster than all other age groups. According to data from the 2019 Revision of World Population Prospects, produced by the United Nations, by 2050, one in six people worldwide will be over age 65 (16%), up from one in 11 in 2019 (9%). By 2050, one in four persons living in Europe and Northern America could be aged 65 or over. In 2018, for the first time in history, persons aged 65 or above outnumbered children under five years of age globally. The number of persons aged 80 years or over is projected to triple by 2050.

This OCP addresses our changing demographics by including policies that support a more diverse housing stock that would attract younger people and young families, and would give older people more options within the community that they have lived in for downsizing and assisted living. There are also policies regarding accessibility and mobility, services for all age groups, and opportunities to design community spaces that are multi-generational and welcoming to everyone.

Growing Region/Growing Local Population

Metro Vancouver is anticipated to grow by about 980,000 people by 2040, with Pitt Meadows expected to grow by 4,354 residents in the same period. This OCP seeks to accommodate nearly all of this population growth within our urban containment boundary, especially along transit corridors.

Small-town Character

One of the most important goals for the community, revealed through public consultation, is protecting Pitt Meadows' small-town character. People who have grown up here or moved here from another community cherish the residential neighbourhoods, local businesses, peaceful parks and beautiful vistas. The challenge is preserving this small-town character while acknowledging that Pitt Meadows is located within a growing region, with rapidly growing neighbours, particularly to the east.

The previous OCP, adopted in 2008, sought to accommodate growth, in part, by increasing the density of single-family neighbourhoods through single-family, small-lot subdivisions, permitting duplexes, secondary suites and garden suites. This OCP envisions phasing out small-lot subdivisions and permitting duplexes only on corner lots and double-fronting lots. Instead, in order to accommodate growth, areas along Frequent Transit Corridors will be designated to potentially permit multi-family housing.

PEOPLE

Chapter 2: Arts, Culture and Heritage

Arts, Culture and Heritage Vision:

Arts, culture and heritage help to define the city's unique identity, and lifelong education helps to make the city a great place for families.

We can see examples of Pitt Meadows' heritage and history all around us. Our heritage includes the traditions and sacred places of indigenous people along the banks of the mighty Fraser River and other waterways; the farming areas that were reclaimed by a diking system from the Pitt Polder; roads and settlements in the highlands forming the heart of our community; the stunning natural environment; and the ways that people express culture and traditions on the landscape. All of this — and much more — paint a unique image all can identify as Pitt Meadows.

Heritage, history and a sense of belonging arise from Pitt Meadows citizens but there is much a city can do to foster this, including providing buildings so people have a place to gather, and offering funding and enacting policies that support public art, the design of our streets and public spaces.

The City of Pitt Meadows has offered spaces and programming for cultural events for many years. Chief among these is its support for the Pitt Meadows Heritage and Museum Society as well as the heritage buildings the City owns, including the Heritage Hall and the General Store/museum.

In 2015, the joint parks and recreation agreement between the cities of Maple Ridge and Pitt Meadows ended and Pitt Meadows took control of the arts and culture portfolio. Since then, the City has opened its own gallery, which frequently hosts exhibits and is staffed largely by dedicated volunteers. The City recognizes that arts and culture are intrinsic to neighbourhood and community identity, livability and diversity. The value of the arts to the community goes beyond the social and esthetic, contributing to civic pride and economic prosperity.

PITT MEADOWS ARTS, CULTURE AND HERITAGE ISSUES

- One of the key heritage issues in Pitt Meadows is aging heritage resources — both public and private — that present long-term preservation and maintenance issues. In coming years, the City may face the potential loss of buildings on the heritage register. The policies contained in this chapter of the Official Community Plan seek to preserve these buildings with the methods that are available to the municipality.
- The construction of the underpass at Harris Road and the CP Rail mainline presents both challenges and opportunities to the Heritage Preservation Area and the buildings in the area, most notably Hoffman Garage and the General Store. Oriented towards Harris Road, these buildings have served as highly visible symbols of the community's history and identity for generations. The planned rail underpass can serve to strengthen the relationship people in Pitt Meadows have with these buildings but their design and

orientation should be carefully considered to preserve that relationship to Harris Road and to provide enhanced physical connections along Harris and to neighbourhoods lying to the east and west.

- Generally, there is a lack of facility space for all community groups, individuals, clubs and events in Pitt Meadows.
- Organizations throughout Pitt Meadows find it challenging to recruit volunteers. As ours is a bedroom community (82% of the population commutes outside of the community for work), residents have limited time to contribute as volunteers. The City is mindful, therefore, when planning events that a limited volunteer base may be available.
- Pitt Meadows is located within a growing region. Traditionally a farming community with a small-town centre at its heart, the challenge moving forward is retaining its identity as it undergoes changes.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

PLACE-MAKING

HERITAGE

ARTS

EDUCATION

KATZIE FIRST NATION AND THE RECONCILIATION PROCESS

REGIONAL RELATIONSHIPS

Objective 2.1: Foster a unique identity for Pitt Meadows

People who have lived in Pitt Meadows all their lives and people who have moved to Pitt Meadows more recently value the city for the small-town ambience and its proximity to rural and natural areas. These facets of life in Pitt Meadows could help shape the character of its streets, public spaces and art, not only in terms of how they look but, also, in how they function as places where neighbours can gather and interact.

POLICIES

2.1.1: Cultivate the city's public spaces as important gathering spaces for everyone in the community

- a) Support improvements to the Civic Centre that increase its attractiveness and enhance its accessibility, usefulness and security as a venue for public uses and events.
- b) Reinforce the Civic Centre by promoting higher-density residential uses in the Town Centre.

- c) Continue efforts to improve the overall environment of the Civic Centre through the use of signage, public art, planting of trees, provision of street furniture, and other esthetic and functional items that make the area more attractive to pedestrians.

2.1.2: Ensure that new development complements and augments community character and public spaces

- a) Update the City's development permit area guidelines so they reflect and reinforce the small-town character of Pitt Meadows while accommodating growth.
- b) Continue to seek and support public-private partnerships to provide community services and amenities.
- c) Require a high standard of urban design to facilitate attractive and well-integrated development throughout the city.

2.1.3: Design new streets and improve existing streets so they promote livability, animate the public realm and encourage people of all ages to mingle and socialize.

- a) Develop streetscape and road standards for Hammond Road, Harris Road and Airport Way.

Objective 2.2: Celebrate our heritage

Our heritage is a large part of what makes Pitt Meadows unique. The history, ideas and memories of residents are reflected, embraced and celebrated through arts and heritage programs, activities and exhibitions. Through sharing and celebration, the City encourages community dialogue and intercultural respect. There are a multitude of stories to share, events to record and new perspectives to help community members gain insight into a shared culture.

There is value in keeping memories alive. Doing so allows us to teach our children and grandchildren, in exciting and hands-on ways, about the ways of life of indigenous people and Pitt Meadows pioneers.

POLICIES

2.2.1: Retain and protect physical heritage assets city-wide

- a) Lead by example through the proper stewardship of City-owned heritage resources.
- b) Develop appropriate conservation plans for City-owned heritage buildings and sites.
- c) Maintain and update the Community Heritage Register by adding sites identified as having heritage value, especially any sites that are listed on the B.C. Register of Historic Places.
- d) Develop a program to monitor the status of sites identified as having historic value.
- e) Continue to inform the provincial Archaeology Branch of development proposals that affect areas identified by the Province as being of archaeological significance.
- f) Support the Province in its management of archaeological resources in accordance with B.C.'s Heritage Conservation Act and the Provincial permit system.

- g) Update the Heritage Register to include buildings that are listed on the B.C. Register of Historic Places.

2.2.2: Integrate heritage conservation into community planning

- a) Consider offering incentives to encourage conservation, including zoning relaxations and Heritage Revitalization Agreements.
- b) Conservation will be encouraged using the legislative tools available to the City.
- c) Adopt the Standards and Guidelines for the Conservation of Historic Places in Canada as the basis of any heritage application review and the treatment of identified heritage sites.
- d) Heritage conservation will be promoted as an economic-development and community-revitalization tool.



2.2.3: Enrich and support the growth of heritage conservation

- a) Continue to support the Pitt Meadows Heritage and Museum Society, and will support community heritage and cultural tourism initiatives.
- b) Explore partnerships and linkages between heritage and arts, culture and tourism to further the community's social and cultural goals.
- c) In co-operation with the community and the Heritage and Museum Society, update its Heritage Strategic Plan.
- d) Promote public awareness, education and support for Pitt Meadows' heritage and the protection of archaeological resources.
- e) Promote the exchange of information and co-operative planning with the Katzie First Nation.
- f) Continue to explore incentive programs to foster heritage conservation and other ways to encourage the preservation of heritage buildings.
- g) The City will explore the potential for the establishment of heritage incentive programs in conjunction with senior levels of government.

Objective 2.3: Support art in the community

Art has the capacity, in a variety of forms, to express who we are and to bring citizens together to celebrate significant people, places or events that distinguish our neighbourhoods, our communities and our lives.

City monuments such as such as cenotaphs, statues, fountains and commemorative plaques provide lasting memories in public places and can enable community gathering in remembrance of a shared history.

POLICIES

2.3.1: Recognize public art as an integral part of community life

- a) Identify a range of neighbourhood art projects that can be undertaken by volunteers.
- b) Revisit the City's public art policy to clearly articulate the vision, values and criteria of the community; establish the protocol for evaluation, recommendation and public input; and determine priority locations for public art displays.
- c) Make a concerted effort to reflect the full breadth of income and cultural diversity by encouraging participation in arts and culture from the community in its entirety; and provide opportunities for all Pitt Meadows residents and visitors to express creativity and enjoy leisure time through a wide range of programs, courses, activities and special events.

2.3.2: Integrate public art into community planning

- a) Consider public art features (with public access) as amenity contributions to the City when volunteered during the development application process.
- b) Where possible, integrate public art into city infrastructure, public spaces, plazas and private development.
- c) Encourage property owners to include live/work spaces.
- d) Use public art as a catalyst for placemaking, a means of wayfinding and a way to explore the history of the area and its peoples.

Objective 2.4: Enable lifelong learning opportunities

Pitt Meadows is home to four public elementary schools and one high school. In addition to providing education to the children of the community, schools serve both as community hubs and anchors of community life.

POLICIES

2.4.1: Maintain a close, collaborative relationship with School District 42 to maximize the use of school facilities and services for the benefit of the community

2.4.2: Recognize and support the role of schools as neighbourhood focal points and social centres

2.4.3: Explore opportunities to establish continuing education or higher education facilities in Pitt Meadows

Objective 5: Honour and respect expressions of Katzie First Nations culture and heritage in Pitt Meadows

POLICIES

Objective 2.6: Ensure the city is a good neighbour within the region

The City values its longstanding relationships with its neighbours, especially Maple Ridge and the Katzie Nation, and has been an active and supportive partner municipality in the Metro Vancouver regional government.

POLICIES

2.6.1: Consult with neighbouring municipalities regarding plans, development applications and projects that may be of common interest

2.6.2: Continue to participate in regional Emergency Operations Centre activities and exercises

Objective 2.7: Support, promote and create festivals and events celebrating arts and culture, as well as local food and drink

The City has a long history of supporting and holding community events. Pitt Meadows Day is the most important community event in the city and is possible due to collaborations between volunteers and the City. Other popular events include the annual visit of the CP Holiday Train and yearly Easter Egg Hunt and Canada Day festivities.

POLICIES

2.7.1: Continue to work with and promote community groups that bring art into public spaces (e.g. Bard on the Bandstand, Love My City Week and the Pitt Meadows Youth Council)

2.7.2 Plan and implement a wide range of arts, cultural and recreational activities, celebrations, events and festivals that engage and are enjoyed by residents and visitors

2.7.3: Continue to encourage festivals throughout the year to maintain cultural and civic vibrancy beyond the summer months

2.7.4: Promote and support local volunteer networks that contribute to exhibitions, festivals, sporting events and community cultural projects

Chapter 3: Community Well-being

Community Well-being Vision:

There is a strong sense of place and belonging, residents are healthy and engaged, and they feel safe and secure.

Community well-being encompasses the ability of a community to provide opportunities for residents to fully participate in a safe and supportive environment; to care for vulnerable community members; and to recognize and celebrate diversity. Community well-being fosters a sense of belonging and empowerment, and facilitates social connections that bridge differences in ability, age, income and lifestyle. Social and physical accessibility to civic amenities, infrastructure and services is key to achieving community well-being. This includes taking full advantage of public transportation and locating community resources near housing, jobs, parks, recreational facilities, schools and other amenities. In planning for the future of Pitt Meadows, the challenge will be building on the city's many strengths, which include a strong sense of community and neighbourliness, while addressing its residents' needs and continuing to create opportunities for citizens to contribute as the city grows and evolves.

A community that is planned and designed to accommodate all of its citizens celebrates potential, quality of life and diversity of ability. Such a community also reaps social and financial benefits when citizens can enter businesses, cross streets, attend community events or participate in outdoor recreation.

PITT MEADOWS COMMUNITY WELL-BEING ISSUES

- Pitt Meadow is highly dependent on private cars, with 82% of commuters driving to work or school. This increases the likelihood of residents having to arrive home in the evening at a later hour, giving them less time with their families and less of an opportunity to engage with their community.
- In 2016, 25% of property owners and 40% of renters spent more than 30% of their gross annual income on shelter costs. As a rule of thumb, a household spending 30% or more of its income can be considered under housing stress — and under "extreme" housing stress if spending exceeds 50% — leaving less income to provide for other essentials such as food, savings, clothing and education.
- The use of recreational facilities and program enrollment in Pitt Meadows has been increasing significantly in recent years. This indicates a need to plan for new facilities and/or upgrade existing facilities.

- Compared to other municipalities in the Fraser Health region, a significantly lower proportion of Pitt Meadows survey respondents reported excellent or very good mental health than respondents from other communities.
- The proportion of the population in Pitt Meadows under the age of 14 is 17%, exceeding the proportion in Metro Vancouver as a whole by 2%. This points to the popularity of Pitt Meadows as a place to raise a family.
- The median age for Pitt Meadows resident is 42.3 years, older than the Metro Vancouver median age by 1.4 years. The City should be mindful of accommodating and planning for an older population.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

PHYSICAL ACCESSIBILITY
 CIVIC ENGAGEMENT
 COMMUNITY SAFETY
 MULTIGENERATIONAL NEIGHBOURHOODS
 SCHOOLS
 SOCIAL EQUITY
 FISCAL SUSTAINABILITY

POLICIES

Objective 3.1: Ensure that Pitt Meadows' parks, trails, civic facilities and sidewalks are accessible to people of every age and ability, to the maximum extent possible

The City strives to remove the social, physical and psychological barriers that prevent people from fully participating in all aspects of community life.

3.1.1: Support Pitt Meadows' and Maple Ridge's Municipal Advisory Committee on Accessibility and Inclusiveness

3.1.2: Adopt universal design guidelines for pedestrian circulation, vehicle circulation, recreational facilities, outdoor spaces and park services

3.1.3: Continue to require accessibility features in new multi-family developments where feasible and appropriate

Objective 3.2: Encourage citizen engagement in the community

Engagement by citizens in their community can take many forms, including volunteering, attending events, joining community groups or sports teams, and enjoying local arts and culture. The City is committed to supporting such involvement and to providing open, transparent and responsive government, including meaningful opportunities for citizens to actively participate in local decision making. In recent years, the City has created a more robust communications department, which is an enormous help in conveying engagement opportunities to its citizens.

POLICIES

3.2.1: Support the continued cultural and recreational uses in the Civic Centre, the Town Centre and at Osprey Village

3.2.2: Continue to hold a variety of events, such as Pitt Meadows Day, that play an important role in bringing the community together

3.2.3: Support the work of community-based service groups and organizations in bringing people together through arts and culture, festivals and events that enhance social connectedness and cross-cultural understanding

3.2.4: Acknowledge, honour and support the active participation of local elders

- a) Develop age-friendly communication and information.
- b) Ensure the implementation of design features in new developments and in overall community planning that will facilitate the ability of older Pitt Meadows residents to age in place.
- c) Recognize and celebrate the wide range of abilities and resources among seniors.
- d) Recognize and address the transportation and mobility issues that are unique to older citizens.
- e) Support programs and initiatives that work towards addressing social isolation, mental illness and addictions, which can have a disproportionate impact on seniors.

3.2.6: Continue to foster citizen involvement in civic affairs

- a) Support the recommendations of the Pitt Meadows Civic Engagement Policy and Framework.

3.2.7: Continue to improve access to and availability of information regarding community services and volunteer opportunities

3.2.8: Encourage neighbourliness among residents

- a) Consider programs that promote bonds among people who live close to one another, such as neighbourhood block parties.

3.2.9: Emphasize opportunities for strengthening social connectedness and interactivity in neighbourhood and public space design for new developments

Objective 3.3: Improve safety in the community

The City is committed to helping improve community safety by supporting police services, provided by the Ridge Meadows RCMP detachment, and also by improving the design of public spaces and private developments.

POLICIES

3.3.1: Consider improving street design features and lighting to enhance safety and encourage physical activity such as walking and biking

- a) Consider implementing design measures for streets and public spaces that support safe physical activity specifically for seniors.
- b) Continue to support and implement the City's Traffic Calming Policy to help improve safety and quality of life in our neighbourhoods.

3.3.2: Design flexible public spaces that can accommodate a number of different potential activities, helping to create a greater chance that any space will be naturally observed by people at all times of the day.

3.3.3: Ensure whenever possible that private developments are designed to provide safe outdoor and common-area spaces

- a) Pitt Meadows supports Crime Prevention through Environmental Design (CPTED) principles and will encourage existing and new developments to incorporate CPTED principles and promote safety audits.
- b) Encourage outdoor gathering spaces to be designed and located so that they are visible from indoor areas.
- c) In mixed-use and apartment developments, support the design and use of spaces that are attractive to people, therefore increasing the number of people naturally observing the space (i.e., outdoor café patios).

3.3.4: Support community policing and crime-prevention programs as a proactive step in reducing crime and improving communication and coordination between the police and the community

Objective 3.4: Foster multi-generational neighbourhoods across the city

Neighbourhoods with people who are different ages and come from different walks of life can be rewarding for the people who live there, with residents able to offer one another examples of empathy and generosity, and to learn about the world through other people's eyes.

POLICIES

3.4.1: Support the integration of home-based facilities and services for people with special needs — such as assisted living, community care facilities and senior care services — as an integral part of the community

3.4.2: Continue to require accessibility features in new multi-family developments where feasible and appropriate

3.4.3: Lobby senior governments and work with community partners to leverage greater funding for early learning and childhood development, and development of a high-quality, affordable and accessible child-care system

3.4.4: Continue to support the Ridge Meadows Seniors Society to deliver services and programs to Pitt Meadows residents and to promote the independence of elders in the community

3.4.5: Address the shortage of assisted-living, independent-living and long-term care spaces available in Pitt Meadows

3.4.6: Encourage event and activities programming as well as urban and park design that attract people of 3.different age ranges and from different backgrounds

3.4.7: Encourage and support local business development to create jobs closer to where people live, thereby enabling people to spend more time with their families and in their communities

3.4.8: Consider incorporating child-care facilities in civic projects and encourage private development projects to include child care

3.4.9: Support Metro Vancouver’s Regional Homelessness Plan and its guiding principles, and participate in regional committees that co-ordinate the response to homelessness, drug abuse and other issues while noting that senior governments are the primary providers of social services

Objective 3.5: Support schools, libraries, service organizations and places of worship as anchors of community life

Pitt Meadows is home to four public elementary schools, one high school, a library, numerous places of worship and several cherished service organizations. These are the City’s partners in helping to create a sense of community.

POLICIES

3.5.1: Maintain a close collaborative relationship with School District 42 to maximize the use of school facilities and services for the benefit of the community

3.5.2: Recognize that libraries play a fundamental role in the community by creating opportunities for learning and supporting literacy and education as well as helping shape the new ideas and perspectives that are central to a creative and innovative society

3.5.3: Support strategies for housing and services to attract young adults and young families with children who will, in turn, support Pitt Meadows schools

3.5.4: Work in cooperation with School District 42 and other education providers to anticipate and strategically plan for new educational facilities to support population growth that arises from new development

Objective 3.6: Continue to work towards social and economic equity

The City of Pitt Meadows is committed to creating an accessible, caring, inclusive, safe, supportive and welcoming community for all its citizens in everything it does.

POLICIES

3.6.1: Support the Maple Ridge, Pitt Meadows and Katzie Community Network in strengthening the availability and quality of services and resources for all community members

3.6.2: Continue to support the City's Living Wage Policy

3.6.3: Support reciprocal communication between the City and community social planning groups

3.6.4: Create opportunities for individuals and organizations to come together to identify the issues that are important to them in Pitt Meadows

Objective 3.7: Fulfil municipal commitments to citizens in a fiscally responsible manner

The City of Pitt Meadows has one of the lowest tax rates of the municipalities that make up Metro Vancouver. The City has always delivered quality services with good value to its residents and businesses.

POLICIES

3.7.1: Recommendations to Council from staff will continue to consider the anticipated financial impacts of potential decisions

3.7.2: Implement recommendations, especially capital projects contained in this Official Community Plan, methodically and transparently through the City's business-planning process

Chapter 4: Parks and Recreation

Parks and Recreation Vision:

Parks, recreation and public spaces contribute significantly to community character and quality of life.

Parks, recreation and open spaces contribute significantly to a community's character and the quality of life of its citizens. As "The Natural Place," Pitt Meadows offers exceptional outdoor recreational opportunities, including a system of dikes that is available for walking, cycling and equestrian use; and boating on the Alouette, Fraser and Pitt rivers as well as Pitt Lake. The city also boasts athletic fields, a skating arena with three ice sheets and several community buildings available for sports, recreational and fitness activities, plus meeting rooms for community groups.

These areas fall under different jurisdictions: The City, Metro Vancouver and the province own and manage parks and open spaces in Pitt Meadows, providing opportunities for partnerships, coordination and collaboration to improve and enhance these community amenities.

Since 2016, the City of Pitt Meadows has operated its own parks and recreation services after many years under a joint-service model with Maple Ridge. Now firmly settled into the community, the recreation branch is ready to go out to residents to have in-depth conversations about the future of parks, recreation and culture in Pitt Meadows.

The policies below are intended to address public lands whose primary uses are active or passive recreation and that are identified as "Park" or "Open Space" on maps 2A and 2B, Urban and Rural Land Use, and recreational spaces and programs offered by the City.

PITT MEADOWS PARKS AND RECREATION ISSUES

- Many of the existing recreation facilities, such as the Pitt Meadows Family Recreation Centre and the Pitt Meadows Arena Complex, were designed and built in the 1990s both to serve the existing community and accommodate projected population growth. Since their construction, Pitt Meadows' population has grown and become more diverse. These aging facilities continue to meet the demands and multiple needs of an expanding and changing population even beyond what was anticipated when they were built.
- It is important that the city's aging recreational facilities are as accessible to as many residents as possible, particularly with the increase in the number of older residents in Pitt Meadows.
- The City of Pitt Meadows relies on dedicated volunteers to help with popular special events but recruiting is challenging because many residents are too busy working, commuting and raising families to be able to volunteer.
- With a changing population and evolving lifestyles, there is demand for more informal and diverse recreation activities, with a focus on lifestyle and wellness programs.

- Trail use, including walking, biking and horseback riding, is one of the most popular recreational outlets in Pitt Meadows and one that attracts visitors from outside of the community.
- As the population of Pitt Meadows continues to grow and densify, the demand for parks and recreational space close to where people live will also continue to grow.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified through the visioning process during the development of this Official Community Plan:

PARKS AND OPEN SPACES
ECOSYSTEM MANAGEMENT IN PARKS
ACCESS TO SERVICES AND FACILITIES
PARKS AND RECREATION FOR EVERYONE
FACILITIES PLANNING

POLICIES

Objective 4.1: Design parks and open spaces to connect people to nature and provide peaceful respite

Parks make communities healthier and happier. Studies show that simply having access to green space is associated with higher levels of physical activity. Better yet, parks with varied amenities such as playgrounds, adult exercise equipment and walking trails, plus mixed programming — from organized sports to tai chi — invite everyone, from toddlers to seniors, to lead a more active lifestyle. Regular physical activity decreases risks of heart disease, diabetes and obesity. On top of the physical benefits, studies have shown that exposure to green space contributes to improved moods, reduced stress and anxiety, and overall better mental health.

POLICIES

What do we mean by...

Park: A traditional outdoor space used by the public for recreation and leisure

Open space: Publicly owned land that is undeveloped, can be used for passive recreation and may be accessible to the public

Greenway: A linear regional park containing a multi-use trail for walking, running or cycling (i.e. Pitt River Regional Greenway)

Trail: Local path for walking, running or cycling that may be located on- or off-road

4.1.1: Find innovative opportunities to create parks and open spaces

- Encourage public access to be provided along key waterfront lands in order to achieve a linked, multi-use trail system between major parks, greenbelts, dikes and other recreational features as part of land development applications.
- Require that a parkland dedication, or a 5% cash-in-lieu of parkland dedication payment, for all subdivision within the requirements of the Local Government Act.

- c) Explore opportunities through development projects to engage in public-private partnerships to develop new parks, recreational facilities and trails, or to improve existing ones.
- d) Support the City's Land Acquisition Strategy to help guide planning and decision-making related to increasing the inventory of parks and open spaces, particularly in areas lacking park space.

4.1.2: Use open space to create connections

- a) Continue to maintain and enhance Pitt Meadows' multi-use trail network to provide connections and access to waterfront areas, parks and open spaces, regional greenways and residential neighbourhoods.
- b) Create physical or visual connections to the waterfront wherever possible while maintaining the environmental integrity of the shorelines.
- c) Explore opportunities to connect greenways and trails throughout the community to provide as seamless an experience as possible.
- d) Improve safety and access to parks, trails and open spaces for residents of all ages and abilities.
- e) Support the acquisition and development of river-access park areas to provide viewpoints, conservations areas, picnic sites, parking and water access.
- f) Support Metro Vancouver's Pitt River Regional Greenway as an integral part of the local parks and trails system.
- g) Prioritize greenway and trail connections to regional networks and to major park sites, community facilities and public transit across the community.
- h) Work with farmers to ensure local trails and greenways do not negatively impact agricultural operations.
- i) Develop a comprehensive wayfinding program to strengthen existing trails and greenways.

Objective 4.2: Ensure that parks and recreation facilities are welcoming to everyone

Parks, open spaces and recreation facilities are places where residents can get to know their neighbours and build a sense of belonging. They function as community hubs where people from different areas of the city, and with varying backgrounds and abilities, can come together. The social benefits of these places are especially valuable to those who might not otherwise be able to access amenities because of their income or abilities, and who might experience higher levels of social isolation. Thoughtful recreational programming can attract a greater diversity of groups and help create meaningful connections across age groups and socio-economic divides.

The City of Pitt Meadows strives to ensure that everyone feels welcome in our parks and recreation facilities through diverse programming and provision of a variety of outdoor facilities.

POLICIES

4.2.1: Provide a variety of facilities and a range of programs to support a diverse population

- a) Support the development of an aquatic centre if sufficient capital and operating funding can be secured.
- b) Consider a specialized aquatic facility — for example, one that is designed and programmed to serve an older population and may, therefore, become a regional attraction.
- c) Establish and/or strengthen cultural, recreation and other community facilities and public uses in the Civic Centre, the Town Centre and at the Osprey Village waterfront.
- d) Program for more informal and diverse recreation activities to appeal to more patrons.
- e) Adopt age-friendly standards when planning new or renovating existing parks and recreational facilities.
- f) Plan facilities and program indoor and outdoor spaces so that residents from a variety of age groups and with different abilities are able to use them at the same time, thereby attracting families to use facilities together.
- g) Cultivate a pool of volunteers to help with events.
- h) Establish a robust public consultation process to help determine the future use of the new open space next to Pitt Meadows Athletic Park.

4.2.2: Seek innovative opportunities to provide recreational and social opportunities across the community

- a) Work with School District 42 to provide joint school and neighbourhood park sites.
- b) Establish partnerships with the schools, Katzie First Nation and other government agencies.
- c) Work with developers to provide privately owned but publicly accessible spaces in new development projects.

Objective 4.3: Design parks and recreational facilities to respond to the needs and demands of a diverse and growing **community**

As a small municipality with limited space, facilities and resources, the City of Pitt Meadows needs to ensure that its parks and its recreation facilities are designed and programmed so that all are well utilized by many segments of the population. When this doesn't happen, some parks are largely empty most of the time while others are over capacity; as well, some parks are excessively specialized so that they are used intensely by one part of the population for a short period of time but otherwise sit empty.

This OCP is a framework for considering parks, facilities and open spaces as multi-functional spaces that can welcome all kinds of people at the same time to enjoy not only the natural environment and physical activity but, also, to enjoy the company of their neighbours.

POLICIES

4.3.1: Update of the Parks, Recreation and Culture Master Plan

4.3.2: Ensure versatile recreation facilities and programming that are responsive to the changing needs of the community

- a) All new or upgraded facilities shall be designed to encourage active participation and accessible recreation programming for a diverse population.
- b) The recreational needs of the community will be met through a combination of approaches, including providing parks for both active and passive uses, public sports facilities, open spaces, trails and bike paths, and protected natural areas as well as recreational programs.
- c) Programs and services directed at age-specific groups, including youths and seniors, are encouraged to develop social, physical and intellectual health and well-being.
- d) The City will plan to meet the multiple and varied needs of a diverse population at each of the community's facilities, wherever possible.
- e) The City will support indoor and outdoor recreational opportunities within walking distance of most people's homes and workplaces.

4.3.3: Comprehensively review existing parks and open spaces to find ways to improve activities in and access to underutilized spaces

- a) Consider designing park features to reflect and celebrate Pitt Meadows' culture and history, especially those parts of the community that have been historically neglected.

4.3.4: Carefully plan the Civic Centre as the dynamic heart of the community, with recreational, educational and civic uses complemented by business and residential uses

Objective 4.4: Maintain and enhance the ecology of parks and open spaces

Pitt Meadows' parks and open spaces possess a wide variety of ecosystems, from bogs and wetlands to fields and mountains. The Pitt-Addington Marsh Wildlife Management Area, in particular, supports more than 200 bird and 29 mammal species. On the Pacific Flyway — a major north-south migratory route through the Americas — Pitt Meadows provides important wintering, migration and breeding habitat for waterfowl, shorebirds and raptors.

Parks and open spaces are also places where the City may be able to generally improve the overall ecological health of the municipality through tree planting, invasive species management, environmental enhancement and community education.

POLICIES

4.4.1: Support compatible activities in parks and open spaces to advance environmental stewardship goals (e.g. volunteer stewardship activities, invasive plant management, environmental art)

4.4.2: Collaborate with Metro Vancouver, Katzie, community groups and government agencies to minimize the further introduction and spread of invasive species in the area, and to develop an invasive species management plan to eradicate, contain and control the spread of invasive species within the municipality

4.4.3: Prioritize the retention of healthy, mature vegetation in city parks and open spaces wherever possible. Where significant trees cannot be reasonably accommodated in site planning (e.g., conflict with utilities and services or tree hazard), integrate and replace significant vegetation on site

4.4.4: Progressively eliminate the use of cosmetic/non-essential pesticides as well as neonicotinoids (a class of chemical insecticides) on all lands except to treat high-risk invasive plants; and educate the public regarding environmentally friendly alternatives to conventional pesticides

SYSTEMS

Chapter 5: Transportation

Transportation Vision:

Our community is walkable, it is easy to get around by all modes of transportation, and commercial transport moves freely in and out of the community.

Transportation routes are the lifelines of any community, bringing economic opportunity, commerce, amenities, visitors and goods into the city, and allowing residents to move around in their community as well as travel for work, recreation and shopping. However, transportation routes, especially regional transportation routes, can also bring challenges.

Pitt Meadows is bisected by two significant regional transportation corridors: Lougheed Highway, which channels traffic from communities on the north side of the Fraser River to destinations to the west of Pitt Meadows; and the Canadian Pacific Railway line, which runs parallel to and south of Lougheed Highway. The CPR line is an important national asset, moving goods through the Port of Vancouver to and from other places in Canada and beyond, and in Pitt Meadows includes CP's Intermodal Terminal and accommodates the West Coast Express (WCE), a commuter rail service that runs between Mission and downtown Vancouver.

Two regionally significant bridges connect Pitt Meadows to the rest of the region: the Pitt River Bridge, which was built in 1957 and replaced in 2007; and the Golden Ears Bridge, which opened in 2007. The replacement of the Pitt River Bridge and the construction of the Golden Ears Bridge were significant regional infrastructure investments and important driving factors in the last Official Community Plan, adopted in 2008. The City continues to manage the effects of these projects and this OCP builds on the work of the 2008 OCP with regards to transportation and its effects on land use.

Pitt Meadows is also home to a general aviation satellite airport, Pitt Meadows Regional Airport, which specializes in flight training, aircraft maintenance businesses and commercial charter operations, and is surrounded by rivers that also serve as transportation routes.

The City of Pitt Meadows is responsible for:

- 62 km of sidewalks;
- 114.3 km of roads;
- 86 km of trails (including those on the dike network);
- and 21 km of bike routes (marked bike lanes or wide paved shoulders).

PITT MEADOWS TRANSPORTATION ISSUES

- The presence of regional and national transportation routes through the municipality provide residents and businesses with excellent highway connections to the region as well as the West Coast Express commuter rail service to downtown Vancouver. These transportation routes have drawbacks, including creating impediments within the city that make travel and connections difficult between neighbourhoods, create congestion on local streets as well as noise and pollution.
- Continued development and population growth in the region — and especially in municipalities east of Pitt Meadows — mean increased regional traffic through Pitt Meadows, particularly along Lougheed Highway and Dewdney Trunk Road.
- Construction of the Harris Road underpass at the CP Rail line and a rail overpass at Kennedy Road was planned and funded at the time this OCP was written. Generally, the lengths of trains moving through Pitt Meadows have increased over the past few years, creating longer waiting times for drivers, cyclists and pedestrians at the Harris and Kennedy railway crossings. The proposed Harris Road underpass particularly will improve vehicle circulation in the community but may impact the community in other ways, including limiting visual and physical access to City-owned heritage properties on Harris Road and encouraging commuter through-traffic along Harris.
- The Pitt Meadows urban area developed over many years in stages as some farmland was converted for urban uses such as housing and businesses. In many cases, road and pedestrian linkages between the different subdivisions were not well designed, resulting in a road network with relatively few connections. This lack of connections increases travel distances and times within the urban area.

- Increased transit service with the new RapidBus between Maple Ridge and Coquitlam will reduce travel times to the nearest SkyTrain station, increase the number and frequency of buses serving the area, and increase the ridership capacity of each bus. The challenge will be to connect as seamlessly as possible to this regional transportation network, especially from residential and business areas in the southern portion of Pitt Meadows' urban area.
- Combating climate change by reducing greenhouse gas (GHG) emissions produced by vehicle traffic is becoming increasingly urgent as 48% of overall emissions in Pitt Meadows come from on-road transportation.
- The city's population of people aged 65 and older is projected to grow by almost 150% by 2042, far exceeding the growth of younger population groups. This aging population will require safe and comfortable alternatives to driving personal vehicles to get around.
- The growth of Pitt Meadows continues to increase the need to deal with congestion at key intersections, including Harris Road and Lougheed Highway.
- According to the 2016 Census, 82% of the Pitt Meadows labour force commutes to work outside of the municipality, compared with 54% of all other Metro Vancouver residents who must travel to a workplace outside of their municipality of residence. This indicates that Pitt Meadows residents place a disproportionate burden on the region's roads (see *graphs*).

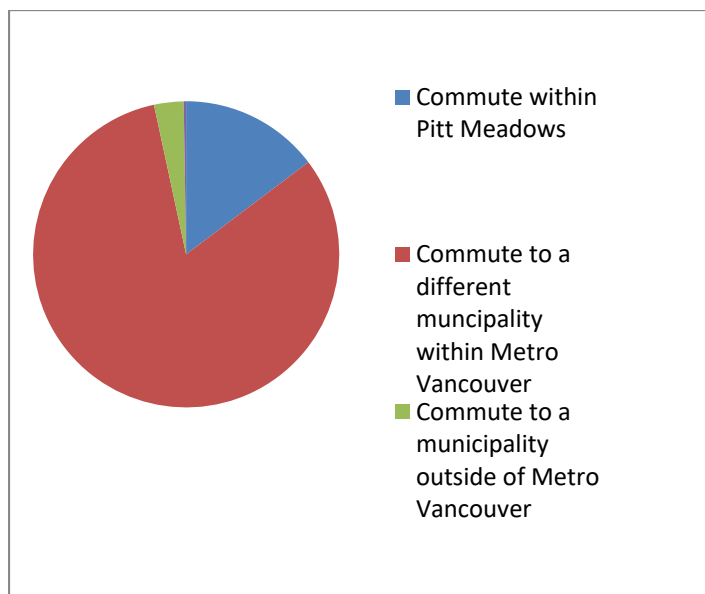
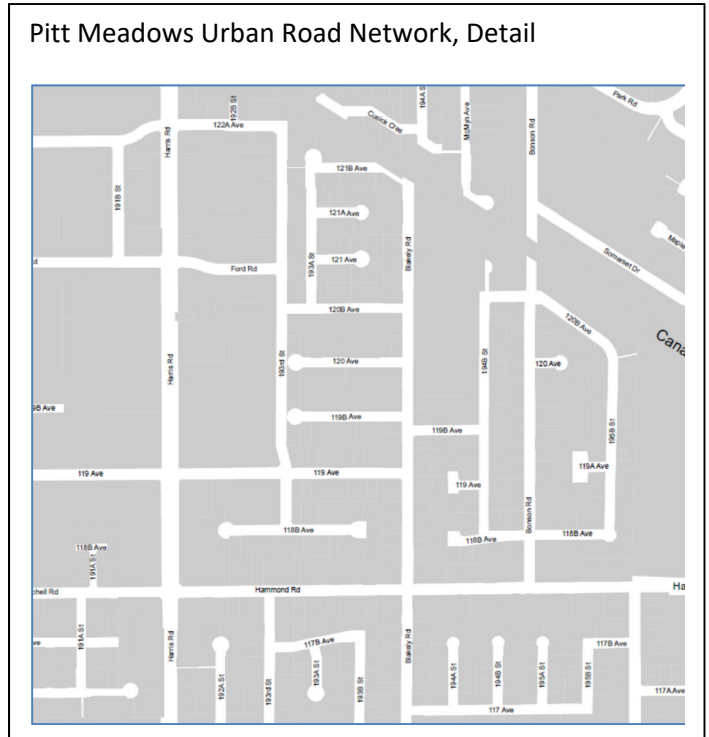


Figure 1: Pitt Meadows Residents' Daily Commute Destination

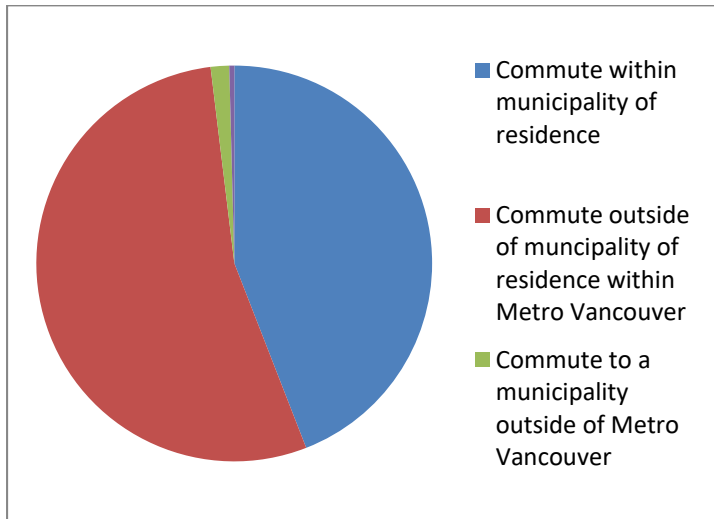


Figure 2: Metro Vancouver Residents' Daily Commute Destination

- Pitt Meadows residents are significantly more likely to get to work by driving a car or other personal vehicle than are residents in other Metro Vancouver municipalities: 78% of residents use their car in Pitt Meadows while 64% of Metro Vancouver workers drive their own vehicles (see *graphs*).

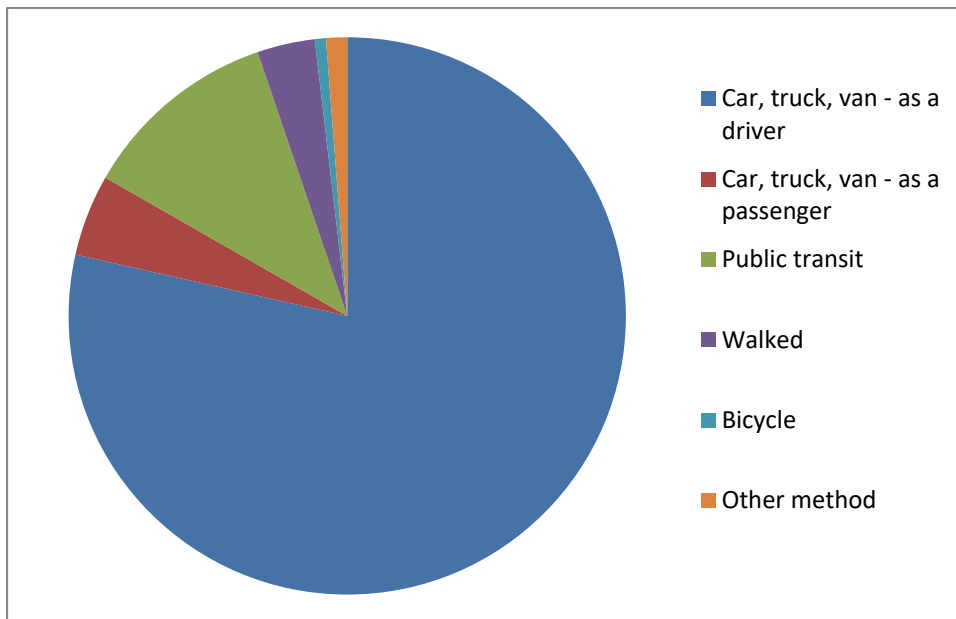


Figure 3: Pitt Meadows Main Mode of Transportation to Work

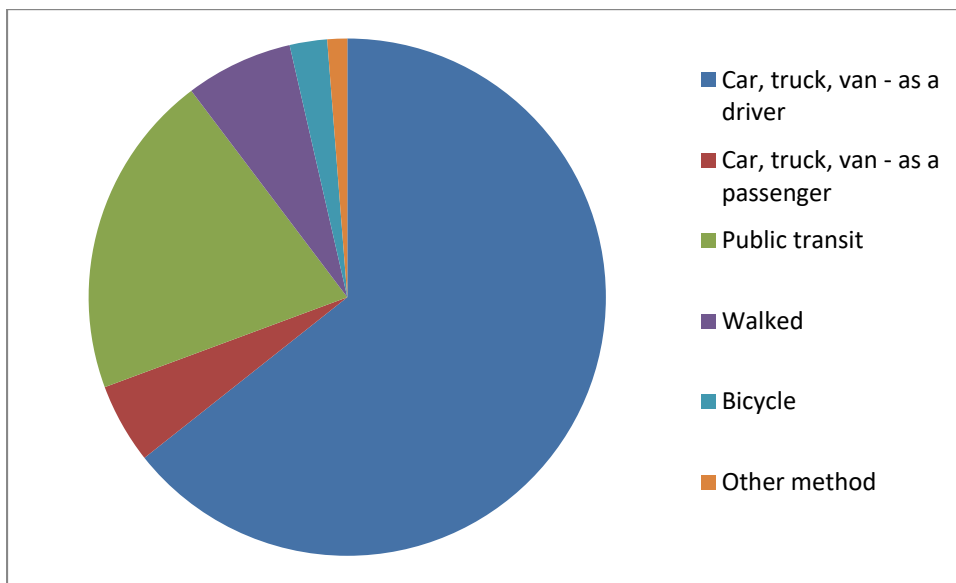


Figure 4: Metro Vancouver Main Mode of Transportation to Work

- The Transportation Master Plan, adopted in 2014, identifies the transportation hierarchy, as shown below, for Pitt Meadows. Generally, policies are framed to consider the needs of pedestrians, cyclists, public transit and the movement of goods, in that order, before considering the needs of private automobile users. This means that, in planning for Pitt Meadows' transportation system, sustainable transportation options will be prioritized over general-purpose transportation. However, in certain parts of the community, this transportation hierarchy may not be suitable, such as in rural/agricultural areas and on truck routes where goods movement is a priority to support the local economy.

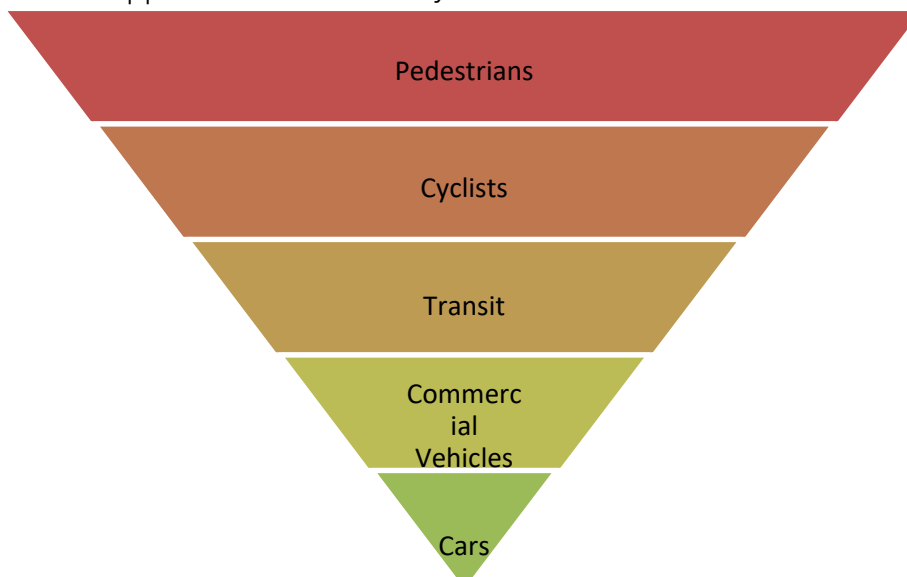
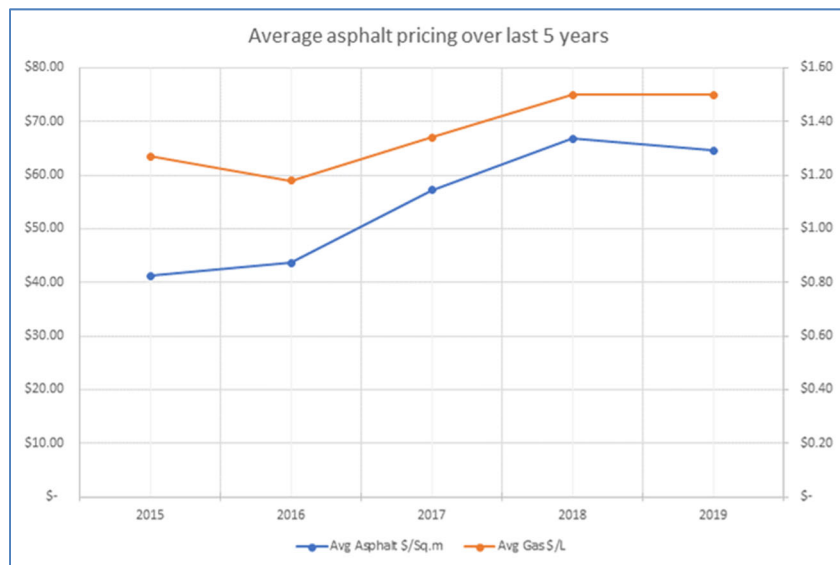


Figure 5: Transportation Hierarchy from the City of Pitt Meadows' Transportation Master Plan

- The cost of paving roads has increased over time. For example, the average asphalt pricing over the last five years has risen 36% from the previous four years. Given the rising cost of infrastructure, the City's goal is to utilize existing infrastructure to the

maximum extent possible and as much as possible limit the construction of new roads, particularly roads that are outside of the urban containment boundary.



KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

- ROAD NETWORK
- PUBLIC TRANSPORTATION
- TRAILS
- CYCLING
- PEDESTRIAN CONNECTIONS
- GOODS MOVEMENT
- AIRPORT
- RAIL

Objective 5.1: Mitigate the impact of regional/national transportation routes on our residential, commercial and agricultural areas

Pitt Meadows is divided by Lougheed Highway and the Canadian Pacific Railway line, which are major regional and national transportation routes. These routes are essential for moving goods and people beyond the boundaries of Pitt Meadows, and they benefit the community by providing people and businesses with excellent connections as well as, in the case of the rail

line, the West Coast Express service. These routes also impact the community with their accompanying traffic congestion and noise, affecting the quality of life for residents.

POLICIES

5.1.1: Reduce commuter traffic in agricultural areas

- a) Support the construction of the North Lougheed Connector Road, which would connect Lougheed Highway west of Harris Road to the Abernathy Connector, thereby reducing the volume of traffic that would otherwise use Old Dewdney Trunk Road.
- b) Continue to work with stakeholder groups, including the farming community, residents, businesses and other government agencies, to reduce the impacts of commuter volumes on Old Dewdney Trunk Road.
- c) Support the construction of a new east-west road north of Lougheed Highway that links Lougheed, Harris Road and the Abernathy Connector, provided impacts to agricultural land are minimized and mitigated against, and that third-party funding can be secured for its design and construction.
- d) Work with the Province and TransLink to implement integrated transportation systems while advocating for improvements for Pitt Meadows, in particular addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the intersection of Lougheed and Harris.
- e) Reduce conflicts between farm and non-farm traffic in agricultural areas by directing non-farm traffic away from rural roads that serve farm vehicles when designing new arterial or collector roads.

5.1.2: Ensure upgrades to regional transportation routes address the transportation needs of the entire community

- a) Balance the transportation needs of the city with those of the region and the province.
- b) Work with all levels of government and relevant agencies to ensure the Lougheed Highway corridor is developed or upgraded in accordance with the community's needs, including:
 - upgrading the Harris/Lougheed intersection through grade separation;
 - securing access to the North Lougheed Study Area;
 - and preserving and enhancing the connectivity between the north and south portions of Pitt Meadows.
- c) Liaise with CP Rail regarding operations and planning for the improvement of railway crossings and rail yard facilities in Pitt Meadows.
- d) Work with CP to help mitigate the impact of rail on the city's road network and on the livability of its neighbourhoods; mitigation considerations include:
 - noise;
 - air quality;
 - vibration;
 - esthetics;
 - heritage buildings and landscapes.

- e) Seek opportunities to create and strengthen connections between the parts of the city that are separated by provincial highways and the railway corridor.

5.1.3: Mitigate the impacts of through traffic in the residential neighbourhoods

- a) Continue to develop traffic-management plans, including traffic-calming measures when warranted, as a means of mitigating the impacts of through traffic on residential neighbourhoods.

Objective 5.2: Increase transit ridership

The West Coast Express commuter train service moves about 11,000 people to downtown Vancouver and back again every weekday — a potential reduction of thousands of cars and an estimated reduction of 209,550 kg of carbon dioxide emissions every day.

Transit benefits communities in many ways. In addition to helping reduce traffic congestion and greenhouse gas emissions, transit is a more affordable option for many families than vehicle ownership. Although the cost of housing is less expensive in Pitt Meadows than it is in Vancouver or in the municipalities that are closer to Vancouver, transportation costs are higher here because people generally rely on private automobiles to get them to work, recreation or shopping.

POLICIES

5.2.1: Work with Translink to enhance transit service coverage

- a) Increase transit coverage to south Pitt Meadows.
- b) Provide transit service along the North Lougheed Connector.
- c) Encourage paratransit options (see box) to expand service coverage to rural areas of Pitt Meadows.
- d) Explore the feasibility of paratransit options as a means to increase service coverage within Pitt Meadows' urban area.
- e) Encourage paratransit options to expand service coverage to rural areas of Pitt Meadows.
- f) Work with TransLink and its subsidiary companies (Coast Mountain Bus Company and West Coast Express) to help provide transportation choice and improve regional air quality by:
 - improving conventional and shuttle bus service, in particular to South Bonson and to regional destinations;
 - obtaining more frequent (off-peak and reverse-peak) WCE train service to and from Pitt Meadows;
 - and supporting the expansion of light rapid transit service to Pitt Meadows and communities farther east.

Paratransit is a transportation service that supplements larger public transit systems by providing individualized rides without fixed routes or timetables. Translink's HandiDart service is an example of paratransit.

- g) Ensure the connection of TransLink’s local public bus network, especially from the southern residential neighbourhoods and employment lands, to the B-Line stops along Lougheed Highway.

5.2.2: Enhance bus service frequency

- a) Maintain the Frequent Transit Network (FTN) routing in Pitt Meadows.
- b) Support changes that enhance service and connections in Pitt Meadows.
- c) Seek to improve periods of operation.

Frequent Transit Network (FTN) is a network of corridors in Metro Vancouver where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, seven days a week.

5.2.3: Improve regional connections

- a) Encourage TransLink to expand West Coast Express service to off-peak periods.
- b) Examine usage of the park-and-ride at the Pitt Meadows WCE station and consider expanding capacity to encourage additional use of the lot.
- c) Work with the provincial Ministry of Transportation and Infrastructure to establish and/or enhance transit priority measures along Lougheed Highway.

5.2.4: Improve transit riders’ experience

- a) Ensure all FTN bus stops have amenities.
- b) Improve accessibility for people of differing physical abilities to transit.
- c) Improve bus stop accessibility for people of differing physical abilities on FTN and other corridors.
- d) Provide better customer support.
- e) Develop transit wayfinding measures.

Objective 5.3: Design an environment where people are less dependent on automobiles

Pitt Meadows has developed as a bedroom community, its residents relying heavily on private automobiles to get to and from work, to do their shopping, to access recreation and to take their children to school. Wide streets, no or narrow public sidewalks, few if any benches — are all design choices that support the primacy of cars in the community over pedestrians, cyclists and transit users.

The City has, over the last several years, sought to rebalance the use of the roads and create a travel-way for different modes of transportation, thereby building a city for people, not just cars. The benefits of such an approach include less pollution, noise and stress, and a more walkable city.

POLICIES

5.3.1: Encourage people to walk or bike to local destinations

- a) Provide residents and workers with the opportunity to live, work and shop within Pitt Meadows, thereby reducing their reliance on private automobiles and reducing greenhouse gas emissions.

5.3.2: Ensure that alternative transportation modes are convenient, comfortable and attractive transportation choices for people of all ages and abilities

- a) Develop an accessible transportation system to remove barriers for children, seniors and people with physical or cognitive disabilities.
- b) Promote affordable transportation choices.
- c) Support transportation demand-management initiatives that reduce the need to travel and reduce single-occupancy-vehicle trips.
- d) Provide information and support systems to enhance opportunities for walking, cycling and transit use in the community.

Transit demand management is the application of strategies and policies to reduce travel demand or to redistribute this demand to different times and locations.

Objective 5.4: Create a safe, beautiful and accessible walking and cycling environment

Streets make up a significant proportion of public space in any community and, in addition to serving as transportation routes, also serve as places where people meet, explore their community, celebrate their city and support their local coffee shops, books stores, brew pubs and restaurants. Streets are important for contributing to a community's need to recognize and celebrate its own distinct historical, social and cultural heritage and to reflect and complement the natural environment.

POLICIES

5.4.1: Design streets to be used by everyone

- a) The City will facilitate opportunities for cycling by considering the needs of cyclists in road design and upgrading.
- b) The City will ensure that all road infrastructure accommodates the needs of pedestrians and cyclists, and improves the safety and appearance of streets through the use of lighting, land marking, street trees, curbs and sidewalk design that takes into consideration the needs of people with different physical abilities, including the vision-impaired.
- c) The City will develop streetscape design standards for key gateways and main streets, including Harris Road, Hammond Road, Airport Way, Barnston Road and Fraser Way.

- d) Design complete streets that comfortably accommodate the needs of all users.
- e) Build more sidewalks.
- f) Promote attractive streetscapes to encourage sustainable travel and foster great places to live, shop and walk.
- g) Create comfortable bicycle facilities and target infrastructure improvements where there is the greatest opportunity to increase the number of cycling trips.
- h) Ensure that the urban bicycle network is complete and connected.
- i) Provide paved shoulders for cyclists and pedestrians where possible.
- j) Design a safe transportation system for all street users.
- k) Provide high-quality amenities and urban design features along Harris Road and other Frequent Transit Corridors, and adjacent to West Coast Express stations.
- l) Ensure residential neighbourhoods are walkable and bicycle-friendly.
- m) Improve the experience for walking, cycling and transit trips through improved signage, wayfinding and information availability.
- n) Support education and awareness initiatives that promote road safety for all road users, not just drivers.
- o) Facilitate emergency vehicle access across the road network.
- p) Seek to eliminate all traffic-related fatalities on Pitt Meadows streets through design, driver and pedestrian education, and enforcement.

Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

5.4.2: Maintain and add to Pitt Meadows' trail network

- a) Facilitate opportunities for walking by creating and implementing a trail network plan that connects residential and commercial areas with parks, community facilities and regional greenways.
- b) Connect the existing trail network to amenity lands located next to the Pitt Meadows Athletic Park on Airport Way.

5.4.3: Ensure private development adds to and enhances the walking and cycling environment

- a) Safe, linked and convenient pedestrian travel shall be a key consideration of approval of all new developments in the Town Centre.
- b) Require bicycle parking and end-of-trip facilities for new developments.
- c) Require showers, change rooms and lockers for non-residential project rezoning applications where extensive employee bicycle parking stalls are required to meet projected demand.
- d) Focus higher densities and mixtures of land uses along Harris Road to support frequent transit service.
- e) Seek opportunities to establish more road or pedestrian connections within the existing road network when considering development applications.

- f) Support building forms and design features that enhance walking, cycling and transit use.

Objective 5.5: Ensure the movement of goods through the municipality and to local residents and businesses is safe, reliable and efficient

Pitt Meadows has a hierarchical road system with different categories of roads for different purposes (see maps 5A and 5B, Urban and Rural Road Network). Arterial roads are urban roads that deliver traffic from collector roads to highways and between communities at the highest level of service possible. Collector roads are low-to-moderate-capacity streets that move traffic from local to arterial roads. In Pitt Meadows, Harris Road, Ford Road, Airport Way and Hammond Road serve as our two arterial routes while Park Road, Wildwood Crescent and Fraser Way are a few of the collector roads.

POLICIES

5.5.1: Enhance the road network to facilitate the movement of goods through and to the community

- a) There is a proposal for a road connecting Ford and Kennedy roads, creating an alternative route in the city's southeast quadrant.
- b) Build alternate arterial routes to Lougheed Highway with any grade separation at the CP Rail line using development cost charge financing to service existing and emerging commercial, industrial and residential areas. Access to major arterial routes without their direct impact on settled urban areas, and reducing truck traffic on Harris Road, shall be key priorities in the transportation program given the connection to the Golden Ears Bridge and the need to service commercial and industrial lands.
- c) Ensure vehicle and goods movement access to both rural and urban areas of the transportation system.
- d) Support and protect designated goods movement corridors within Pitt Meadows to ensure access to local and regional businesses and services.

Objective 5.6: The growth of Pitt Meadows Regional Airport is balanced with the livability of the community

Considered an important economic asset in Pitt Meadows, the airport continues to expand the range and types of services it offers. Aviation uses at the airport can impact nearby properties in a variety of ways, so it is important the City work with the airport to mitigate, where possible, these impacts as well as plan development so uses that are sensitive to airport noise are located away from the runways.

POLICIES

5.6.1: Encourage land uses at the airport that balance aviation with economic development and protection of farmlands in the Agricultural Land Reserve

5.6.2: Work towards future airport growth strategies with community members and all stakeholders as plans indicate potential for growth in the coming years

5.6.3: Ensure that development in Pitt Meadows does not hinder airport operation

5.6.4: Support the development of the airport while working to mitigate impacts on the community

- a) Any plans by Pitt Meadows Regional Airport for a runway extension must include a detailed evaluation of the impacts on nearby neighbourhoods. This includes preparation of an up-to-date noise-exposure forecast that shows how areas surrounding the airport would be affected by a runway extension.

Objective 5.7: Maximize the utility of the existing road network

Maximizing the use of existing roads in Pitt Meadows means considering concentrating development within the existing Urban Containment Boundary, promoting all modes of transportation within the road corridors. The benefits of this approach include not having to use City resources for the construction of new resources and the maintenance of those resources over time.

POLICIES

5.7.1: Ensure existing road connections and mobility are maintained in rural areas to support the city's agricultural economy and residents

5.7.2: Integrate land use and transportation planning

5.7.3: Support strategic parking-management initiatives

5.7.4: Maximize the efficiency of the existing street network, including promoting walking, cycling and transit use, before expanding the road network

- a) Leverage partnership opportunities for funding assistance with City transportation projects.
- b) Seek opportunities to establish more road or pedestrian connections within the existing road network.

Objective 5.8: Maintain the navigation and transportation functions of the rivers within and around the municipality

People who lived in the area that is now Pitt Meadows long ago relied on travel along the Fraser, Pitt and Alouette rivers long before the bridges and highways were built. To this day, these rivers still function as important transportation routes for industry and for recreation.

POLICIES

5.8.1: Discourage uses, structures or activities that could interrupt or limit the navigation or transportation functions of the rivers

Chapter 6: Local Systems

Local Systems Vision:

The community has an adequate and secure supply of clean, potable water, and handles sewage, waste and stormwater in an efficient manner that protects public health.

Infrastructure services such as sewers, storm drainage, water lines, solid waste and utilities are essential elements of a community's physical fabric, ensuring individual, community, economic and environmental health, and supporting growth and development. Services in many areas of Pitt Meadows reflect its rural history and its more urban neighbourhood character. Open ditches and septic systems in the rural and agricultural areas contrast with full urban standards in other areas. There is a distinct difference between services inside and outside the Urban Containment Boundary, in keeping with the community's desire to protect rural lands from inappropriate development and minimize impacts on the natural environment.

Infrastructure in Pitt Meadows is provided by a number of different agencies and levels of government. The City provides and maintains the sanitary sewage, stormwater, solid waste collection and water distribution systems. Metro Vancouver provides trunk sewer services, solid and liquid waste disposal and management. Public and private companies provide utilities such as energy, communication, fibre optic and cable networks.

Maintaining existing infrastructure services, replacing older infrastructure, resolving service deficiencies and improving efficiency on a co-operative basis is an ongoing community priority. In addition, as Pitt Meadows and the region continue to grow, and climate change continues to take effect, infrastructure capacity limits will become more of a concern. However, if the use of these important resources and infrastructure is carefully managed, financial and environmental costs can be mitigated. Adopting alternative development standards can lower development and maintenance costs for both private and public interests, create less waste, use less material, and enhance sensitive ecological systems and neighbourhoods.

Objective 6.1: Ensure a safe and reliable water supply for all users

Metro Vancouver supplies drinking water to Pitt Meadows from its Coquitlam water reservoir. It is delivered to the municipality through high-pressure watermain lines that run along the Lougheed Highway. Metro Vancouver is responsible for the delivery and quality of the water to Pitt Meadows' water distribution system; Pitt Meadows is responsible for the water within its system.

This water service extends to Pitt Meadows' rural and urban areas, and is used in some agricultural operations. As a result, Pitt Meadows has had some of the highest water-use rates per capita in the region.

POLICIES

6.1.1: Ensure a safe and reliable water supply for all users

- a) Expansion of the community water service is not supported beyond the Urban Containment Boundary.
- b) Trunk service for waterworks will be designed to reserve capacity to accommodate future growth and is extended in accordance with the approximate location and phasing shown on Map 5A and 5B, Urban and Rural Water Network.
- c) The City will consider a residential water-metering program.
- d) The City will work with the agricultural community to develop a plan, including an appropriate funding model, to provide adequate irrigation water from the Pitt and Alouette rivers.
- e) The City will promote the use of rainwater-retention systems for irrigation purposes.

6.1.2: Encourage conservation of drinking water

- a) Encourage water use-reduction strategies such as drip irrigation, xeriscaping, installation of low-flow toilets as well as education and outreach.
- b) The City will consider a residential water-metering program.
- c) The use of potable water for irrigation and agri-industrial uses is discouraged where other sources of water are available.

Objective 6.2: Ensure that all properties have a safe and environmentally responsible method of liquid waste disposal for the uses intended

The City of Pitt Meadows performs maintenance for 48.5 km of sanitary sewer mains with more than 3,000 sanitary connections. The sanitary system also has eight sewer lift stations to facilitate the transfer of sewage water to the Metro Vancouver sewer main to the Annacis Island liquid waste facility for treatment.

Rural areas in Pitt Meadows must rely on onsite septic systems for liquid waste disposal. Fraser Health Authority regulates these private systems.

POLICIES

6.2.1: Provide a reliable sewer system that serves the urban area

- a) Expansion of the municipal sanitary sewer system is not supported beyond the Urban Containment Boundary.
- b) Manage the sanitary system to meet the long-term objectives of the Metro Vancouver Integrated Liquid Waste and Resource Management Plan.
- c) All new developments pay the portion of infrastructure costs related to servicing the development.

- d) Trunk services for sanitary sewer will be designed with reserve capacity to accommodate future growth and are extended in accordance with the approximate location and phasing shown on Map 6, Sanitary Sewer.
- e) Efficiency of the sanitary system will be improved by working with Metro Vancouver to reduce waste volume through water conservation.

6.2.2: Support the conscientious use of on-site sewerage systems on properties in the rural area

- a) Subdivision of land that requires the use of holding tanks is not permitted.
- b) Use of innovative sewage-disposal systems may be considered where ground disposal is not possible.
- c) All rural land uses shall provide septic disposal systems in accordance with the municipal sewage regulation.

Objective 6.3: Provide solid waste management services in an efficient and sustainable manner

The City of Pitt Meadows, in partnership with Metro Vancouver, is responsible for sustainable, affordable and environmentally sound solid waste disposal. Planning for less waste, improving reuse and recycling systems, and managing the remaining waste are important parts of environmental stewardship for the City.

POLICIES

6.3.1: Move toward zero waste in a cost-effective, efficient and environmentally sound manner

- a) Continue to support evolving recycling best practices to divert any recyclable material from landfills.
- b) Continue to participate in regional and provincial initiatives in efforts to achieve targets for waste reduction and material reuse, recycling and recovery.
- c) Work with Metro Vancouver to increase the number of material types that can be recycled and reused.
- d) The City supports solid waste recycling and other initiatives to reduce and reuse solid waste, and is supportive of a regional approach to solid waste management.

Objective 6.4: Design the City's drainage and irrigation system to meet the public's needs and regional requirements

The City of Pitt Meadows has extensive drainage and irrigation public works that consist of:

- 176.7 km of ditches;
- 736 culverts to facilitate flow of water;
- 11 flood gates;
- six pump stations (using 15 water pumps).

Being able to control drainage is particularly important in the agricultural area where too little or too much water can impact agricultural operations. Increasingly, proper drainage is becoming more important in the urban area as development has the potential to increase the amount of impervious surface in the City and change existing drainage patterns.

POLICIES

6.4.1: The City's drainage and irrigation system is designed and maintained to support agricultural activities.

- a) Maintain and refurbish pump stations and watercourses that are critical to field drainage and agricultural water use.
- b) Work with farmers to understand and address the effects that climate change may have on the Fraser, Pitt and Alouette rivers as sources of irrigation water.
- c) Minimize the impact of new roads, drainage works and utilities on agricultural lands, farm holdings and operating activities.
- d) Facilitate the improvement of agricultural infrastructure (e.g., irrigation, drainage and diking works) and other services that support the agricultural sector.

6.4.2: Rural Drainage

- a) The City will prepare a policy and standard regarding the placement of driveway culverts and culverts installed on key drainage courses so as to not impede the flow characteristics of rural drainage systems.
- b) Drainage utility corridors (rights-of-way) for drainage maintenance will be protected where required and building, landscaping and cropping setbacks established in rural areas to ensure that access to drainage corridors is protected.

6.4.3: Urban Drainage

- a) The City will limit the extent of urban run-off by requiring each development application to adhere to the requirements outlined in the Subdivision and Development Servicing Bylaw. In addition, the City will consider using similar limits on stormwater run-off for large, intensive, impervious agricultural projects.
- b) Integrated stormwater management practices will be explored along with alternative development standards for managing stormwater by reducing impervious surfaces and improving on-site water management.
- c) The existing stormwater systems will be maintained and improved through an annual program of preventative maintenance and ongoing appraisal.
- d) The stormwater systems will be managed to meet the long-term objectives of the Metro Vancouver Liquid Waste Management Plan. The City intends to work with Metro Vancouver to develop a Municipal Integrated Stormwater Management Plan. Efficiency of stormwater systems will be improved by working with Metro Vancouver to reduce waste volume through water conservation.

Objective 6.5: Maintain and improve flood-protection measures throughout Pitt Meadows

The City is almost entirely protected by 60 km of dikes, which are critical to protecting Pitt Meadows' low-lying areas and key infrastructure from river flooding.

The Pitt Meadows/Maple Ridge Diking District — defined by the Fraser, Pitt and Alouette rivers on the south, west and northern boundaries respectively, and the rising land along the shared municipal boundary with Maple Ridge — consists of 4,062 hectares and is divided into four drainage areas that are defined by dikes and serviced by flood boxes and pump stations. The drainage areas are:

- Area 1 (Dike Area 1/Alouette Pump Station Catchment), discharges to the Alouette River;
- Area 2 (Fenton Drainage Area), discharges to the Alouette and Pitt rivers;
- Area 3 (Kennedy Drainage Area, including McKechnie), discharges to the Alouette, Pitt and Fraser rivers;
- Area 4 (Pitt Polder Catchment Area), discharges to the Pitt River.

A fifth catchment area, the Pitt-Addington Catchment Area, is mainly undeveloped. The majority of the areas are drained through rural (ditch and culvert) systems, with the exception of the urban development Area 3, which is serviced by a combination of ditches, culverts and storm sewers.

Pitt Meadows has experienced two major floods of record: one in 1894 and one in 1948. Although the flood in 1948 was smaller than the one in 1894, it was more damaging because there was more development in the area. Preventative planning and flood protection are critical since a major flood today would have severe social, economic and environmental consequences.

POLICIES

6.5.1 Request senior government funding to maintain and upgrade the City's dike systems

6.5.2 In partnership with the federal and provincial governments, the City will develop a comprehensive approach to flood protection that addresses the maintenance and upgrade of the dike system and dredging of the Fraser River

Objective 6.6: Meet municipal infrastructure needs efficiently and sustainably while protecting public health, safety and the environment

Planning for the construction and rehabilitation of infrastructure together with land use and financial plans is vital in managing municipal needs for the long term.

Roads, water and sanitary systems, drainage and dikes are all significant financial investments that are intended to last a long time. Climate change, however, will change how the City plans for and considers its infrastructure. For example, higher temperatures will decrease the lifespan of asphalt on roads; increased localized flooding of drainage systems will damage roads, trails and buildings; increased presence of invasive plant species could choke the water flow in open ditches. The sooner Pitt Meadows begins planning for climate change, the more opportunities

it will have to make decisions that will improve the resilience of its infrastructure to the challenges of climate change.

POLICIES

6.6.1: Provide the community with cost-effective infrastructure services

- a) Advocate interests of the community with individual provincial and federal agencies whose mandates affect utility infrastructure planning and investment.
- b) Improve the efficiency of the sanitary system by working with Metro Vancouver to reduce waste volume through water conservation.
- c) Develop and implement an asset-management system in order to maximize the benefit of public investment in utility infrastructure and services.
- d) Existing stormwater systems will be maintained and improved through an annual program of preventative maintenance and ongoing appraisal.

6.6.2: Future infrastructure is planned and constructed with the effects of climate change in mind

Objective 6.7: Protect and enhance ground and surface water quality through best practices for integrated rainwater management and green infrastructure

An Integrated Stormwater Management Plan (ISMP) is a watershed-specific policy document that provides long-term strategies to protect and enhance watershed health. ISMPs value properly managed stormwater as a resource for aquatic and terrestrial species, vegetation and wildlife, groundwater recharge, potable water, agriculture and livestock, and esthetic and recreational uses. Concepts from planning, engineering and environmental disciplines are applied to provide alternatives to manage the quantity and quality of stormwater runoff while accommodating future land development and population growth. ISMPs are designed to be part of the planning process for municipalities and to work in conjunction with other planning documents, OCPs and development policies.

The City adopted an ISMP in November 2016. In doing so, it fulfilled its obligation to Metro Vancouver as laid out in the regional Liquid Waste Management Plan. The plan endorsed the view that stormwater is a resource that, when properly managed, can protect and enhance watershed health.

The ISMP outlines an approach to integrated stormwater management planning that incorporates drainage, environment and land use-planning functions within a watershed in order to address potential stormwater impacts on a community.

Green infrastructure refers to:

- trees, plants, meadows, forests, wetlands and floodplains;
- systems engineered and built by people, such as green roofs and rain gardens, that collectively provide us with products and services for healthy, sustainable living.

More particularly, green infrastructure is an approach to water management that protects, restores and mimics the natural water system. Green infrastructure enables water to infiltrate into the soil, to evaporate, to be absorbed by trees and vegetation, or to flow into natural bodies of water such as streams, rivers and lakes. It can manage urban rainwater and stormwater more effectively, and can mitigate water quality problems and flooding risks.

POLICIES

6.7.1: Maintain or improve the water quality discharged to the natural environment

- a) For new developments, recommend stormwater best management practices such as softscaping, bioswales, rain gardens, absorbent topsoil, etc.
- b) Seek to ensure stormwater and drainage management plans respect environmentally-sensitive areas.
- c) Encourage the use of low-impact stormwater-management strategies in new developments.
- d) Prohibit discharge of unmanaged stormwater into watercourses.
- e) Incorporate innovative rainwater management techniques into major civic projects.

Integrated Stormwater Management:

Integrated rainwater management moves beyond municipal pipe, drainage and conveyance planning, and reacting to issues as they arise, to a more proactive approach that considers the entire ecosystem, anticipates future volumes and identifies more holistic and natural solutions that protect property and habitat.

6.7.2: Increase the amount of natural infiltration of rainwater

- a) Integrate stormwater management into the planning and design of buildings, infrastructure and open spaces.
- b) Implement stormwater best management practices such as absorbent landscapes, infiltration swales, filtering and oil separation, rain gardens and pervious paving to minimize runoff and increase on-site retention and infiltration.

6.7.3: Support farming and agricultural production through the provision of safe and reliable infrastructure services

- a) Continue to implement and manage the drainage systems in the floodplain to support agriculture production.
- b) Expansion of the storm drain service is not supported beyond the Urban Containment Boundary.
- c) Help facilitate the improvement of agricultural infrastructure (e.g., irrigation, drainage and diking works) and other services that support the agricultural sector.
- d) Support policies and standards requiring the placement of driveway culverts and culverts installed on key drainage courses so as to not impede the flow characteristics of the rural drainage systems.

6.7.4: The City incorporates green infrastructure into its building projects whenever possible

- a) Utilize the ecological services provided by natural systems (such as rainwater interception and water quality treatment) wherever practical.
- b) Mitigate impacts of runoff by diverting stormwater to infiltration galleries or other appropriate green infrastructure.
- c) Encourage the installation of electric vehicle charging infrastructure at City facilities.

6.7.5: Incorporate green infrastructure requirements into new and re-developments

- a) Incorporate green infrastructure requirements into regulatory zoning, building, subdivision and servicing bylaws.
- b) Encourage the installation of electric vehicle charging infrastructure in all new developments.
- c) Incorporate green infrastructure and best management practices at the beginning of any neighbourhood land use planning processes.

Green Infrastructure:

An approach to water management that protects, restores or mimics the natural water cycle.

Chapter 7: Climate and Energy

Climate and Energy Vision:

Energy is conserved and used efficiently, and greenhouse gas emissions are minimized.

According to the United Nations, climate change is the defining issue of our time, and we are at a crucial moment in humanity's history. Greenhouse gases (GHG) from human activities are affecting the Earth's climate, leading to higher average temperatures and greater frequency of extreme weather events, such as floods and droughts, rising sea levels and habitat loss.

Climate change presents huge challenges for local governments on two main fronts: reducing emissions that contribute to climate change and preparing for the impacts of climate change, some of which we are already experiencing.

Although the Metro Vancouver region has so far been spared some of the worst effects of climate change compared to other parts of the world, extreme events — like the Fraser River freshet in 2007 and the record-breaking forest fires and poor air quality of the summers of 2017 and 2018 — will become increasingly common in the coming decades. Our health, infrastructure, environment and quality of life will all be severely impacted if we are not prepared.

PITT MEADOWS CLIMATE AND ENERGY ISSUES

Effectively responding to climate change is a challenging undertaking that requires a strategic approach and sustained effort. A key challenge for the City of Pitt Meadows will be to integrate new ideas and emerging best practices in a cost-effective way that results in meaningful benefits for the community. An effective response depends on everyone, including senior governments, businesses and citizens.

KEY OCP ACTION AREAS

CLIMATE CHANGE, COMMUNITY RESILIENCY AND ADAPTATION
SUSTAINABLE ENERGY PRINCIPLES
ENERGY CONSERVATION AND EFFICIENCY
RENEWABLE ENERGY
BUILDING PERFORMANCE

Objective 7.1: Prepare to address, mitigate and adapt to the effects of climate change

Climate change is a global, national, regional and local challenge. The local impacts of climate change have so far been modest. However, significant large-scale impacts are expected for Pitt Meadows in the form of increased precipitation, higher average temperatures, rising sea levels, increased extreme weather events (including flooding) and more weather volatility and variability. All local governments need to be prepared for and adapt to these expected changes, and to work to mitigate and eliminate local and regional emissions that contribute to climate change. By improving the City's capacity to respond to the effects of climate change, we will not only help to avoid the most severe impacts but, also, reduce costs and make Pitt Meadows a better, safer place to live.

Pitt Meadows is a key partner of the province in helping reduce GHG emissions through the Climate Action Revenue Incentive Program (CARIP). CARIP is a conditional grant program that provides financial support to local governments in their efforts to reduce greenhouse gas emissions and their actions to achieve their climate action goals. To fulfill the public reporting requirements of the CARIP program, Pitt Meadows submits an application to the Province annually that describes the actions the City and the community have undertaken and will be contributing to the overall goal of reducing emissions.

POLICIES

7.1.1: Develop a climate-adaptation plan

- a) A climate change-adaptation plan should:
- set goals for the reduction of GHG emissions that are achievable and financially viable for the City;
 - identify the ways that climate change could impact the municipality;
 - include strategies for adapting to climate change in the community;
 - establish targets and appropriate indicators;
 - integrate key policies, plans, programs and services, including the City's land-use and development policies; transportation and infrastructure plans; regulations and policies regarding construction in the flood plain; and integrated storm water management plan;
 - incorporate robust public consultation.

7.1.2: Consider potential climate change impacts when replacing or building new municipal infrastructure

- a) Update flood construction levels as new climate change data becomes available.

7.1.3: Build capacity in the municipality to address and respond to climate change

7.1.4: Advocate to senior levels of government for assistance in addressing climate change impacts at the local level

- a) Support the climate action and sustainability initiatives of Metro Vancouver, such as the Metro Vancouver Sustainability Framework, the Regional Growth Strategy and the Air Quality Management Plan.

7.1.5: Support development that demonstrates resiliency to climate change-related hazards

- a) Employ land use regulations, non-structural enhancements (for example, landscaping) and structural flood protection measures to reduce potential impacts on public safety and property.

Objective 7.2: Reduce GHG emissions from City operations and buildings, and support broad-based community GHG emission reduction.

Pitt Meadows' energy use and emissions are rising as its population increases. For Pitt Meadows to meet any future GHG-reduction targets, the City must reduce its overall energy use and GHG emission output.

Put another way, the goal of this section is to reduce the City's and the community's energy use and the carbon content of the community's energy sources.

POLICIES

7.2.1: The City will use energy- and resource-efficient systems as well as building techniques and materials in municipal building and infrastructure whenever possible

- b) Implement the strategies and actions of the Official Community Plan to reduce greenhouse gas emissions by 45% below 2010 levels by 2030 and to achieve a carbon-neutral region by 2050.
- c) Consider electrical, mechanical and plumbing system upgrades for existing community buildings.
- d) Promote changes to the management and operations practices for existing civic buildings.
- e) Update and implement the Corporate Greenhouse Gas Emissions Reduction Plan, which focuses on reducing city emissions by implementing building, fleet and other operational efficiencies.

7.2.2: New development minimizes GHG emissions

- a) Support energy-efficient site design and building practices by private builders through education and outreach efforts.
- b) Encourage environmentally responsible development through Leadership in Energy and Environmental Design (LEED) or other sustainable building standards.
- c) Give priority for higher density residential developments to areas close to public transit routes or stations.
- d) Develop a complete community, where people have the option of living, working, shopping and recreating within the Pitt Meadows Urban Containment Boundary, thereby reducing the number and length of vehicle trips individuals take.

- e) Work co-operatively with public transportation agencies to ensure Pitt Meadows is well served by public transit.
- f) Adopt development permit guidelines that specify scope of development conditions that contribute to reductions in energy use and GHG emissions, and apply them to the appropriate development permit areas.
- g) Incorporate climate change, its potential impacts and mitigation measures when reviewing development applications and undertaking long-term planning projects and initiatives.
- h) Seek to incorporate renewable energy and/or district energy systems in public and private projects as opportunities arise.
- i) Support the adoption of the BC Energy Step Code (see box for definition).
- j) Support the construction of new energy-efficient buildings by:
 - informing developers of potential funding resources to use alternative energy sources in developments;
 - encouraging the orientation of new buildings to capitalize on passive solar gain as well as encouraging owners of existing buildings to preserve their sunlight exposure;
 - requiring developers to incorporate showers, lockers and secured bike storage in new buildings;
 - discouraging the installation of electric baseboard heaters in new residential developments; because of their inefficiency at providing heat;
 - promoting the community energy systems and identifying suitable areas for such systems;
 - encouraging developers to review options for community energy systems;
 - continuing policy mechanisms that encourage mixed-use developments;
 - establishing maximum allowable distances to commercial areas for all proposed residential developments.

BC Energy Step Code: An optional compliance path in the BC Building Code that local governments may use to incentivize or require a level of energy efficiency in new construction that goes above and beyond the requirements of the BC Building Code.

7.2.3: Promote energy efficiency in existing buildings and through transportation initiatives to help reduce GHG emissions in the community

- a) Raise awareness respecting climate change and GHG emission-reduction initiatives through leadership and community sustainability programs.
- b) Encourage residents to:
 - upgrade insulation materials used in existing residential buildings;
 - seal leaks and drafts in their homes;
 - upgrade their household appliances to those with an Energy Star or comparable energy savings rating;
 - replace old windows in existing residences with those that have an Energy Star rating.
- c) Support school programs that encourage children to walk to school.

- d) Support and provide incentives for car-free days and other initiatives such as corporate bike- and walk-to-work programs that encourage the use of alternative and sustainable transport.
- e) Promote the construction of facilities for pedestrians and transit users.
- f) Limit parking availability and promote shared parking in mixed-use areas.
- g) Encourage enhancement of pedestrian and transit facilities through rezoning and applications.
- h) Encourage citizens to undertake regular vehicle maintenance, avoid idling, maintain proper tire pressure, observe posted speed limits, employ trip planning and take advantage of ride sharing when necessary.
- i) Explore options for encouraging and developing infrastructure for electric vehicle charging stations.

Carbon sequestration is the long-term storage of carbon in plants, soils, geologic formations and the ocean. Carbon sequestration occurs both naturally and as a result of anthropogenic activities, and typically refers to the storage of carbon that would otherwise have the potential to become carbon dioxide gas.

Objective 7.3: Enhance carbon sequestration within the City's boundaries

Carbon sequestration (see box for definition) is the other side of the coin in the struggle to prevent or slow down climate change. Carbon is sequestered in trees and peatlands, as well as in rock that is under the Earth's surface. Preserving forests and wetlands, and enhancing our tree cover are integral to the overall goal of reducing greenhouse gases in the atmosphere.

POLICIES

3.1: Protect and enhance Pitt Meadows' natural environments to support carbon retention as well as other important ecosystem services

- a) Protect and assess the carbon sequestration and ecosystem values of natural systems, including forested lands, agricultural lands and wetlands in Pitt Meadows.
- b) Work with the province and Metro Vancouver to maintain and improve the ecological integrity of the Pitt Polder and the Codd Island Wetlands.
- c) Protect and restore habitats that support native species of plants and animals, and address threats to biodiversity such as invasive species.
- d) Work with private landowners to encourage stewardship that protects, preserves and enhances natural systems, and, where appropriate, enter into conservation covenants or provide incentives to protect riparian or environmentally significant areas.
- e) Best Management Practices (e.g., waste management, reduction of the use of fertilizers and pesticides, sensitive habitat protection, planting of cover crops, stormwater management) are encouraged for urban and rural development as per guidelines established by the provincial Ministry of Environment and Climate Change Strategy and contained within Metro Vancouver's *Stormwater Source Control Design Guidelines*.

Peatlands are the superheroes of ecosystems, purifying water, sometimes mitigating flooding and providing a home for rare species. Known peatlands only cover about 3% of the world's land surface but store at least twice as much carbon as all of Earth's standing forests.

- f) Support the implementation of a tree-preservation bylaw.

7.3.2: Integrate carbon-retention objectives into key policies, plans and programs, including, but not limited to, parks and open space policies; environmentally sensitive areas management strategies; and land use and development policies

- a) Support expansion of the use of green infrastructure through public and private development to enhance long-term ecosystem services that support multiple benefits (e.g., stormwater management, air and water quality, carbon sequestration and biodiversity).
- b) Continue to support and strengthen development permit area guidelines that encourage the retention of existing trees or the replacement of existing trees for new development or redevelopments.

PLACES

Chapter 8: Environment and Natural Areas

Environment and Natural Areas Vision:

The environment and natural areas in and around Pitt Meadows are conserved and enhanced, and enrich the quality of life for all residents.

As “The Natural Place,” Pitt Meadows attracts people from all over Metro Vancouver who travel here to experience the sloughs and rivers, mountain views and wetlands. Although much of the land in Pitt Meadows has been altered over the course of the municipality’s history to support farming, development and transportation routes, the remaining natural areas are a source of pride for the community and offer a welcome natural respite so close to Vancouver. Views from within the city open up to majestic expanses of lakes, rivers and mountainsides that give the feeling Pitt Meadows is surrounded by and accessible to the natural world.

Protecting the natural environment is important for the continued health of essential life-supporting systems of nature, including air, water and soil, by protecting the resilience, diversity and purity of natural communities (ecosystems) within the environment. Conservation of life-supporting ecosystems is critical to the well-being and survival of this and future generations. Without a healthy environment, social well-being, economic health and sustainability of our community are impossible.

Human impact on these ecosystems from climate change, resource consumption, fresh water depletion and contamination, declining air quality, loss of biological diversity and population growth must be addressed in a timely, comprehensive and co-ordinated manner. Looking after the natural environment — and mitigating the impact of the built environment — is an essential and shared responsibility among all levels of government, private interests and the community. It requires awareness, co-operation, innovation and action.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

- SHORELINES
- RIPARIAN AREAS
- THE URBAN FOREST
- AIR, NOISE AND LIGHT POLLUTION
- ENVIRONMENTAL STEWARDSHIP AND SUSTAINABILITY EDUCATION
- ECOSYSTEM MANAGEMENT

Objective 8.1: Protect and restore shorelines, wetlands and riparian areas

Pitt Meadows is defined by its relationship to the water. Its borders defined by two rivers and a lake, the municipality is traversed by many sloughs and ditches, and is home to several wetlands, some of which are regionally significant.

Shorelines, wetlands and riparian areas perform many important ecological functions, including:

- purifying runoff by trapping sediment and retaining excess nutrients and other pollutants;
- recharging ground water;
- providing flood protection;
- providing fish and wildlife habitat;
- and reducing erosion.

POLICIES

8.1.1: Implement streamside protection measures and require that development conform to regulations and best management practices for protecting fish and aquatic life

- a) Assure compliance for all capital works, operations, development applications and other projects within riparian areas.
- b) Undertake condition assessments of streams, riparian and wetland areas in co-operation with regional and provincial governments.
- c) Encourage the retention or planting of native vegetation in riparian management areas.

Riparian area: The area that surrounds a water body is often composed of moist to saturated soils, water-loving plant species and their associated ecosystems.

8.1.2: Improve the quality and decrease the intensity of stormwater discharge from developed areas

- a) Partner with senior governments as well as businesses to promote initiatives aimed at best practices for stormwater management.
- b) Increase the ratio of productive, permeable greenspace to hard, impermeable surface areas as redevelopment occurs, whenever possible.
- c) Work with local and senior governments, businesses and stakeholders to improve the quality of water discharge at the source and reduce contamination entering our watercourses and marine environment.

8.1.3: Improve the shoreline habitat

- a) The city does not support creation of extended lot areas through fill. The intertidal zone shall be left undisturbed by development; if developed, this zone shall be bridged by ramps or piers, with no grounding by structures.

- b) Maintenance of shoreline habitats should be consistent with the provincial Ministry of Environment's *Dike Maintenance Act* and should preserve the integrity of the dikes.
- c) Work with senior levels of government and stakeholders to protect and enhance the shoreline.
- d) Collaborate with Metro Vancouver, community groups and government agencies to minimize the further introduction and spread of invasive species in the area, and to develop an invasive species management plan to prevent, eradicate, contain and control the spread of such species in Pitt Meadows.

Objective 8.2: Minimize disturbances to residents and wildlife resulting from light pollution, light trespass and noise

Light pollution is defined as misused or misdirected light. Good lighting shines on the ground while bad lighting shines outwards — into homes and upwards into the sky — creating a light haze at night. Bad lighting, including glare, uplighting and light trespass, has several detrimental effects, including disrupting sleep patterns, wasting energy and obscuring the night sky.

POLICIES

8.2.1: Incorporate light pollution-reduction and light trespass-abatement features into municipal facilities, infrastructure and street/park lighting where public safety would not be compromised

8.2.2: Work with residential, agricultural, industrial and commercial sectors to minimize light pollution and resulting sky glow from homes, buildings and facilities

- a) Consider incorporating lighting guidelines in development permit area guidelines to help limit the amount of light pollution that is generated by development.

8.2.3: Consider reviewing City policies and regulations with regards to improving noise abatement and mitigating ambient noise (from homes, traffic and construction as well as aircraft and marine traffic)

Objective 8.3: Support initiatives to address air quality

Metro Vancouver is responsible for monitoring, permitting and enforcement regarding air quality in Pitt Meadows and throughout the region. Although air quality is not directly regulated by municipalities, local governments play an important role in addressing this issue through land use decisions, advocacy and their own operations.

POLICIES

8.3.1: Initiate and support actions that improve air quality, such as encouraging low- and no-emission transportation options, increasing urban forest cover and undertaking co-ordinated planning of land-use and public transportation

Objective 8.4: Show leadership in implementing sustainable environmental practices

Local governments are on the front lines of climate change and environmental initiatives. As a small municipality, the City of Pitt Meadows focuses on sustainability initiatives that fit its scale and issues. Consideration of the context and capacity in planning for sustainability will help the municipality better identify and address opportunities for beneficial environmental practices.

POLICIES

8.4.1: Consider embarking on a study of how the City's natural assets can be used to protect the environment and enhance the community

8.4.2: Demonstrate corporate stewardship through the preparation and implementation of an environmental management strategy for municipal operations

Objective 8.5: Carefully consider policies, guidelines and regulations regarding environmental protection and enhancement in harmony with other City goals and objectives

The agricultural areas of Pitt Meadows comprise 78% of the municipality's total land area. Already managing many layers of environmental regulations from different levels of government, the farming community and its economic interests often bear the burden of environmental initiatives.

POLICIES

8.5.1: Consult with the farming community before embarking on policies, standards, guidelines and regulations that may affect agricultural operations

Objective 8.6: Encourage the community to take a stewardship role regarding the natural environment

In communities around the world, people work to take care of their local environments. This activity can take many forms, from individual action to initiatives undertaken by community groups to larger civil society organizations acting in the public realm. What unites such diverse groups and actions is that people are choosing to promote and protect the environments that have meaning for them.

Pitt Meadows, with its inspirational natural surroundings, has a rich history of grassroots environmental organizations, including the Alouette Field Naturalists, the Pitt Meadows Environmental Network and the now-defunct Pitt Polder Preservation Society.

POLICIES

8.6.1: Promote community involvement and increase awareness of environmental issues among residents and business owners

- a) Continue to collaborate with local environmental organizations.
- b) Work with the community to build awareness of the impact of invasive species.

8.6.2: Work with private landowners to encourage stewardship that protects, preserves and enhances natural systems, and, where appropriate, enter into conservation covenants or provide incentives to protect riparian or environmentally significant areas

8.6.3: Collaborate with First Nations, regional and senior governments, plus other agencies and community organizations, in the protection, management and stewardship of natural areas, parks, ecological reserves and wildlife management areas

Objective 8.7: Identify and protect a system of environmentally sensitive areas and environmental assets to the maximum extent possible

Environmentally sensitive areas are landscape elements that are vital to the long-term maintenance of biological diversity, soil, water or other natural resources; they include wildlife habitat areas, steep slopes, wetlands and prime agricultural lands. These features and assets provide a range of ecosystem services that enable wildlife, farmers, businesses and residents to thrive.

POLICIES

8.7.1: Enhance the City's knowledge of environmental assets through physical and biological resource inventories

8.7.2: Minimize habitat loss, fragmentation and disturbances to wildlife through effective land use planning

- a) Map 8 identifies the Environmentally Sensitive Areas of Pitt Meadows. The City will work with regional, provincial and federal environmental agencies, and within the Agricultural Land Commission Act and its regulations, to ensure effective management of these environmentally sensitive areas, including but not limited to the Pitt River Regional Greenway and the Codd Wetland Ecological Conservancy Area.
- b) Require development permits for proposed development in environmentally sensitive areas.
- c) Require environmental impact assessments for proposed developments in environmentally sensitive areas.
- d) Provide land use controls for the protection of the environment and provide a higher level of protection for environmentally sensitive areas.

Objective 8.8: Maintain and improve the long-term ecological health of the city

A healthy ecosystem is vital to the well-being of the region, the planet and its people, and to a vibrant economy. Native vegetation cleans the air, builds soils and regulates temperatures. Wetlands clean and hold water essential for life. And healthy soils support biodiversity while healthy oceans, lakes and streams support fish and other aquatic life. In addition, quiet, natural places — and opportunities for viewing and experiencing such spaces — contribute to the quality of life in Pitt Meadows.

POLICIES

8.8.1: Reduce the density and distribution of invasive species to protect biodiversity and ensure public safety

- a) Work with Metro Vancouver to implement its integrated pest-management plan.
- b) Explore innovative best practices for landscape maintenance.

8.8.2: Increase the amount of land protected for its ecological values

- a) Continue to support Metro Vancouver with regards to regional parkland and conservation area acquisitions.
- b) Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and ensure key ecological connections for environmental protection purposes.

8.8.3: Address development growth in balance with environmental protection objectives and encourage development that minimizes environmental impacts

- a) Control site-alteration activities through regulations and best practices for soil removal and deposition, and vegetation and invasive species management.
- b) Minimize site disturbance and vegetation and soil stripping, particularly on steep slopes.
- c) Require the use of appropriate native and non-invasive plant species wherever possible.
- d) Encourage the use of creative design solutions for development that supports and enhances ecosystem health.

Objective 8.9: Protect and enhance the urban forest

Urban trees benefit the community in a variety of ways. They are excellent filters for pollutants and fine particles. Spending time near trees improves people's physical and mental health by decreasing blood pressure and stress. Trees properly placed around buildings can reduce air conditioning needs by as much as 30% and save energy used for heating by 20 to 50%. As well, trees provide habitat, food and protection to birds, bats and other animals, increasing biodiversity in urban areas.

POLICIES

8.9.1: Consider adopting an urban forestry strategy to protect, plant and manage trees in Pitt Meadows to create a diverse, resilient and beautiful urban forest on public and private lands

8.9.2: Support the creation and implementation of a tree preservation bylaw

8.9.3: Sustain and expand the urban forest through sound management strategies that enhance their potential as carbon sinks

- a) Retain and plant trees along boulevards and municipal properties, in parks and open spaces, to expand the urban forest and to mitigate climate change.

8.9.3: Promote and encourage the protection and designation of indigenous vegetation, significant trees and wildlife trees

- a) Prioritize retention of healthy, mature vegetation during redevelopment wherever possible. Where significant trees cannot be reasonably accommodated in site planning (e.g., conflicts with utilities and services or tree hazards), demonstrate integration and replacement of significant vegetation on site.

Objective 8.10: Protect soil quality

Soil is a complex ecosystem that includes minerals, organic matter, water, air, plants, living macro-organisms (such as roots and earthworms), bacteria, fungi and other micro-organisms. These organisms break down organic matter and pollutants, produce nutrients for plants and perform a host of other essential functions.

Soil health has a major bearing on agricultural production. Living, fertile, productive soil that is stable and well-structured directly increases the resilience of agriculture to the consequences of climate change.

In recent years, the placement of fill in Pitt Meadows' agricultural areas has become a matter of some concern. There is a perception that significant financial incentives are driving fill applications and even that illegal fill activity is taking place on farmland. The issue has generated discussions between the City, the Agricultural Land Commission and Metro Vancouver on how to better manage fill placement.

POLICIES

8.10.1 Discourage illegal dumping and the movement of contaminated materials through fines and enforcement measures

8.10.2 Ensure that development complies with the province's *Contaminated Sites Regulation*

Chapter 9: Agriculture

Agriculture Vision:

Agriculture is the dominant land use in Pitt Meadows and farmland is protected for food production.

Agriculture plays a primary role in the economy, history and identity of Pitt Meadows. It also plays a role in the quality of life for the city's rural and urban residents. Because of its agricultural history, large expanses of open space remain within walking distance of many neighbourhoods, providing respite from the more developed urban areas and busier roads. Pitt Meadows' farmland — or, more specifically, the Agricultural Land Reserve (ALR) land — has limited urban development in the city, enabling the creation of a concentrated town centre while retaining a strong community identity rooted in farming.

Agriculture remains the dominant land use in Pitt Meadows — ALR lands comprise 78% of all land in the municipality (see *graph*) — with substantial areas used for the production for berries, horticultural products, greenhouse crops, grazing, dairy farming and other farm activities. These uses are threatened by development trends, such as construction of estate homes in rural farming areas. The City, together with the provincial Agricultural Land Commission (ALC), recognizes that agriculture is a priority use in its rural areas over residential and other uses.

Agricultural Land Reserve (ALR) is a **provincial zone in which agriculture is recognized as the priority use. Farming is encouraged in the ALR and non-agricultural uses are**

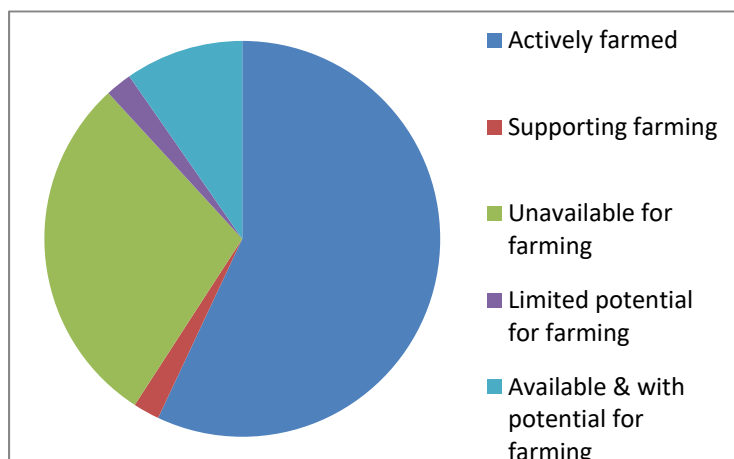


Figure 1: Status of land uses in Pitt Meadows ALR, Ministry of Agriculture Land Use Inventory Report

Pitt Meadows has much to offer the region: locally grown food, excellent access to transportation routes and potential land for processing and storage facilities that can all contribute to a resilient food system. In agricultural production, the city ranks sixth among BC municipalities and fourth within Metro Vancouver, and contributes 20% of BC's total annual blueberry production. Farm cash receipts exceed \$81 million, with more than 1,500 people employed by farming activities in Pitt Meadows.

In addition to producing a variety of foods, Pitt Meadows' agricultural lands provide important ecological services, including wildlife habitat, climate regulation, nutrient and organic matter recycling, water infiltration and flood management.

The policies of this OCP are intended to confirm the City's commitment to agriculture.

PITT MEADOWS AGRICULTURE ISSUES

- Land speculation on ALR lands creates uncertainty for the agricultural community and can create unrealistic land values for farm use.
 - Properties within Pitt Meadows' ALR that are used for farming have an average assessed value of \$23,555 per hectare while properties in the ALR but unavailable for farming have an average assessed value of \$559,406 per hectare. (*source: Metro Vancouver study, based on BC Assessment data*)
- Pitt Meadows residents value and respect the agricultural area for many reasons, including food production, open spaces and heritage character, but normal farm practices can create odours, noise, light or other impacts that may offend non-farm residents, which, in turn, could limit agricultural uses.
- The farming community is aging (see graph) and the high cost of agricultural land in the region coupled with low profit margins associated with small-scale farming have meant that fewer young people have been able to choose farming as a career.

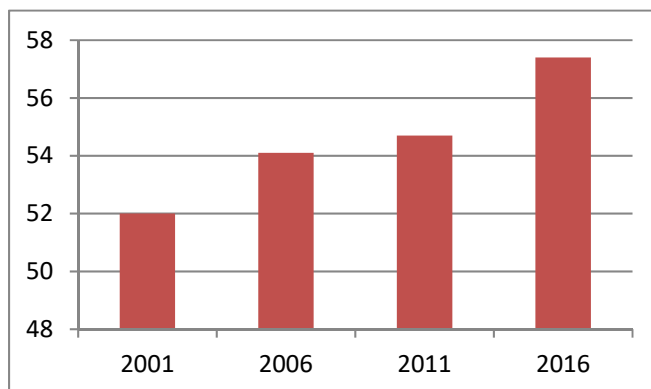


Figure 2: Median Age of Farm Operators in Pitt Meadows, 2001 to 2016

- Many levels of regulation (municipal, provincial and federal) can create confusion and increase the cost of farming.
- Our Metro Vancouver's capacity to feed itself over the long term has, over the past few years, become a serious issue, particularly as residents have become more dependent upon imported food and as the entire region is starting to encounter the effects that climate change will have on the global food supply.
- While farmers are accustomed to adjusting their practices to work through difficult weather conditions, the impacts of climate change may exceed anything previously experienced.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

ALR LAND FOR PRODUCTIVE PURPOSES
 PRESERVATION OF LARGE AGRICULTURAL PARCELS
 HOUSING IN THE ALR
 URBAN-RURAL RELATIONSHIP

Objective 9.1: Preserve ALR land for productive uses

By the early 1970's, British Columbia was losing nearly 6,000 hectares of prime agricultural land each year to residential, commercial and industrial uses. In 1973, the provincial government established the Agricultural Land Reserve in response to these losses to protect farmland in perpetuity. Seventy-eight per cent of Pitt Meadows land today is located within the ALR.

The establishment of the Agricultural Land Commission (ALC) has slowed the loss of farmland in the province significantly. Nevertheless, owners of farmland in Pitt Meadows continue to experience pressure to convert land to other uses, such as rural estates, or commercial uses, such as truck parking. Preserving the agricultural land base is only the first step in safeguarding the food supply; much more needs to be done to actively encourage farming and to support farmers.

As an example, many of the parcels in the ALR are small lots, which makes them vulnerable to residential and other non-farm uses, and may lead to more farmland being pulled out of production. The Metro Vancouver Agricultural Land Use Inventory also shows that 75% of smaller lots in the ALR (2 hectares/5 acres) are not farmed. Increasing instances of subdivision of farmland, which creates smaller lots, further threatens agriculture viability. As a result, policies contained in this OCP do not support the subdivision of agricultural parcels but, rather, encourage the consolidation of smaller lots.

Protecting farmland is more important than ever. We need to ensure that land is available to grow and raise food to meet some of the needs of Metro Vancouver's millions of residents. While much of the food supply will continue to be transported into the Lower Mainland from other places, being able to grow or raise food locally will help ensure food supply through events such as pandemics and while dealing with the effects of climate change.

POLICIES

9.1.1: Lands designated as Agricultural on maps 2A and 2B, Urban and Rural Land Use, are intended to be used for agricultural production purposes

9.1.2: A "no net loss" policy shall apply to lands in the Agricultural Land Reserve, although the City may consider exceptions in cases where removal of land from the Reserve is supported by the Agricultural Land Commission and the proposed alternative use provides significant community benefits

9.1.3: Preserve large agricultural parcels

- a) The City supports the retention of large land holdings, the consolidation of small parcels of land and the creation of long-term land leases to enable investment to occur within

agricultural areas as part of its goal of helping to maintain and establish economically viable farm units.

- b) The City does not support fracturing or subdivision of agricultural parcels. However, it may consider severance of a home-site parcel where the applicant has continuously owned and lived on the property prior to and since December 21, 1972; no previous subdivision of the property has occurred; and the minimum lot requirements of the City's Zoning Bylaws are met.
- c) The City discourages roads in the ALR except as identified on OCP map 3A and 3B, Urban and Rural Road Network.

9.1.4: Limit housing in the ALR

- a) The City will consider zoning regulations for homes on agricultural land that establish a building-placement envelope at set distances from front and side lot lines, and create building height restrictions.
- b) All seasonal farm labour housing must first be approved by the Agricultural Land Commission, must conform to health and fire code regulations, and must not create housing opportunities for non-farm workers
- c) The following policies are to be regarded as guidelines that may be applied by Council, on a case-by-case basis, when considering either rezoning applications or applications to the Agricultural Land Commission, to increase the size of a house or permit an additional house in the City's agricultural area:
- d) the need to accommodate a variety of cultural and intergenerational family needs and farm situations;
 - verification that the site has been or can be used for agricultural production;
 - verification that the applicant has been farming in Pitt Meadows or elsewhere for a significant period of time; or if they are a new farmer, they can demonstrate that they are, or will be, capable of farming;
 - demonstration that there is a need for a larger farmhouse to accommodate existing or anticipated workers on site through the submission of a detailed report from a professional agrologist indicating such, or through other information;
 - submission of a farm plan that is acceptable to Council that may include justifying any proposed on-site infrastructure or farm improvements, including providing financial security to ensure that the approved farm plan is implemented.

9.1.5: Ensure that regulations and policies support and encourage farming in Pitt Meadows

- a) All uses and subdivision of ALR land, except those exempted under the Agricultural Land Commission Act, shall be in accordance with the provisions of the Act, regulations thereto and orders of the Commission.
- b) The Agricultural Land Commission Use, Subdivision and Procedure Regulation shall prevail where any part of this plan pertaining to the ALR is inconsistent with or contrary to the Agricultural Land Commission Act
- c) The City is committed to updated agricultural regulations and policies that support and encourage farming in Pitt Meadows.

- d) OCP, the City does not support any development of new golf course facilities, driving ranges or other commercial recreation uses.

Objective 9.2: Minimize conflicts between rural and urban land uses

Conflicts between urban and rural land uses in Pitt Meadows can result in a reduction in the productivity of agricultural land. Non-farm residential uses such as estate homes or nearby subdivision development can result in complaints about farm operations (such as smells, dust and noise) and the use of farming equipment. This can result in restrictions on how and when farmers can operate and impede the profitability of farms.

Some farm operations have increased in intensity, which, in some cases, is necessary to have a viable operation but which can be distressing to people who have chosen to live in these areas that they perceive as natural and quietly bucolic. The intensification of farm operations, however, is sometimes necessary to ensure the financial viability of the farm.

POLICIES

9.2.1: The interface between urban and rural land uses is designed to minimize conflicts between land uses and to provide a definite boundary to the urban area, thereby preventing any further loss of agricultural land to development

- a) In support of the provincial Right to Farm legislation and agricultural activities, facilitate the buffering of urban areas from farm activities. The City recommends use of appropriate building setbacks and landscape buffering using the current standards of the Agricultural Land Commission. The City should also consider placing restrictive covenants on the title of urban residential or commercial lands that outline the potential disruptions encountered while living or working close to agricultural areas (e.g. noise, odours, crop spraying, slow-moving traffic).
- b) Require an agricultural impact assessment prepared by a professional agrologist that measures the potential effects of any proposed development on agricultural activity, such as a non-farm use on farmland, or rezoning or subdivision on lands adjacent to farmlands.
- c) Support development permit area guidelines for protection of farming that reduce land use conflicts and mitigate impact of urban development on farming practices (appropriate setbacks and buffers) in accordance with the Ministry of Agriculture Guide to Edge Planning: Promoting Compatibility Along Agricultural-Urban Edges.

Objective 9.3: Support the agricultural economy in Pitt Meadows

Pitt Meadows ranks sixth amongst BC's municipalities in terms of agricultural production and fourth within the Metro Vancouver area, and contributes 20% of the province's total blueberry production. Farm cash receipts are in the excess of \$81 million, with more than 1,500 people here employed by farming activities.

The farming economy is under pressure in the form of real estate speculation, rising costs and wages, and increasing regulatory burdens. The City will need to be flexible with its policies

and regulations within the provincial framework in order to support the farming economy in the coming years.

POLICIES

9.3.1: Encourage value-added agricultural business initiatives in appropriate locations, including on-farm sites

- a) Encourage agritourism that is developed in conjunction with agricultural operations.
- b) Support opportunities for innovation.

Objective 9.4: Provide safe and reliable infrastructure services for farming

In 1893, the first diking district was organized when Pitt Meadows was part of Maple Ridge. The dikes and ditches enabled farmers to drain the polder, allowing farming to become the driving force for the economic development of this area. Today, the dikes, drainage channels, road and water lines remain essential to farming in Pitt Meadows.

POLICIES

9.4.1: Minimize the impact of new roads, drainage works and utilities on agricultural lands, farm holdings and operating activities

9.4.2: Implement and manage drainage systems in the floodplain to support agriculture production

- a) Maintain flood protection through pump stations, flood boxes and dikes.
- b) Ensure drainage improvements are considered in a comprehensive manner in consultation with the agricultural community.
- c) Support policies and standards requiring the placement of driveway culverts and culverts installed on key drainage courses so as to not impede the flow of the rural drainage systems.
- d) Maintain and refurbish pump stations and watercourses that are critical to field drainage and agricultural water use.
- e) Drainage utility corridors (ROWs) for drainage maintenance will be protected where required and building, landscaping and cropping setbacks established in rural areas to ensure that access to drainage corridors is protected.
- f) The City does not support expansion of the storm drainage service beyond the Urban Containment Boundary.

9.4.3: Help ensure an adequate water supply is available for agricultural operations

- a) Work with the agricultural community to develop a plan, including an appropriate funding model, to provide adequate irrigation water from the Pitt and Alouette rivers.

- b) Discourage the use of potable water for irrigation and agri-industrial uses where other sources of water are available.
- c) Promote the use of rainwater-retention systems for irrigation purposes.

9.4.4: Seek opportunities to dispose of agricultural waste products within the municipality

- a) Options could include a biofuel or waste-to-energy facility that would also provide heat and power to local residents and businesses.

Objective 9.5: Support the farmers

For many years, the City has had a direct connection to the farming community in the form of the Pitt Meadows Agricultural Advisory Committee. The role of the committee is to advise the City on everything from ditch water levels to community-wide policies that may affect them

POLICIES

9.5.1: Work with farmers and landowners

- a) Provide resources and technical support to the Pitt Meadows Agricultural Advisory Committee so that issues that affect agriculture and farmers can be addressed.

Objective 9.6: Address the impacts of climate change in the agricultural area of Pitt Meadows and on farming operations

For Pitt Meadows, climate change will result in drier summers, wetter winters, increased risk of wildfires and local flooding, more frequent flooding events caused by the annual freshet, and sea level rise. These are all daunting challenges, requiring the municipality to reach out to regional, provincial and national agencies for assistance to help the farming community mitigate and adapt.

POLICIES

9.6.1: Coordinate with other agencies and senior levels of government to identify climate change-related risks to agriculture in Pitt Meadows and to build resilience to deal with those risks

9.6.2: Work with farmers to understand and address the effects that climate change may have on the agricultural area of Pitt Meadows

- a) Support the refurbishment of old pump stations, the addition of new pump stations and improvements to electrical systems to increase the drainage system's capacity to help address the impacts of climate change in the agricultural area.

Objective 9.7: Ensure Pitt Meadows has a healthy and resilient food system

For Pitt Meadows, ensuring that Pitt Meadows has a healthy and resilient food system involves looking beyond our capacity to grow and raise food to how food is processed and distributed; how our residents obtain healthful food in the community; and how they receive nourishment, connection and community through shopping for, preparing and eating food.

POLICIES

9.7.1: Support locally grown food

- a) Support incubator farms in order to help new farmers develop the necessary skills and their businesses.
- b) Review regulations and policies to ensure there are no impediments to growing food within the urban area of Pitt Meadows.

A **food system** includes all processes and infrastructure involved in feeding a population: growing, harvesting, processing, packaging, transporting, marketing, consuming and disposing of *food* and *food*-related items

9.7.2: Encourage facilities and infrastructure for food processing, distribution and storage within Pitt Meadows' business parks and mixed-employment areas

9.7.3: Enhance access to healthy, affordable and culturally diverse food for all residents

- a) Support healthy food retail options such as markets, healthy corners of grocery stores, mobile vendors and restaurants within reasonable walking, transit or cycling distances of all neighbourhoods in Pitt Meadows.
- b) Work with the Katzie First Nation to identify mutual opportunities and joint efforts that would increase food security.
- c) Collaborate whenever possible with Metro Vancouver, the provincial government, Vancouver Coastal Health, other municipalities and stakeholders — including farmers — to advance the goals in the Metro Vancouver Regional Food System Strategy.
- d) Find ways to reduce and find uses for food waste.

9.7.4: Strengthen the community's connection to food and to local farms to maximize health and social benefits

- a) Support programs that build food skills and knowledge needed to produce, prepare and access healthy, safe and traditional foods, especially for those who experience barriers to accessing healthy food, such as low-income families and seniors.
- b) Create social eating spaces in public places (e.g., recreation centres, public plazas, parks and streets) to provide an opportunity for social connections and encourage friends, families and colleagues to eat with one another.
- c) Encourage urban area residents' and businesses' awareness of Pitt Meadows' agricultural areas to promote understanding and appreciation of agricultural activities.
- d) Consider placing signage on farmland that identifies the crops being produced.

- e) Promote Pitt Meadows agriculture on the municipal website with information on local food events.
- f) Encourage and support events that showcase local foods.

Other OCP policies that address agriculture:

- Chapter 6 Local Systems:
 - Implement and manage the drainage systems in the floodplain to support agriculture production.
- Chapter 8 Environment and Natural Areas
 - Minimize the introduction and spread of invasive plant species.
 - Consult with agricultural community before implementing measures that may affect agricultural operations.
 - Protect soil quality / prohibit illegal dumping
- Chapter 5 Transportation
 - Ensure existing road connections and mobility are maintained in rural areas.

Chapter 10: Employment and Economy

Employment and Economy Vision:

The economy is vibrant and diverse, and local businesses are successful.

Pitt Meadows is nestled in between multiple regional transportation networks, allowing for quick and easy access to the Metro Vancouver region, the Fraser Valley and beyond, making it an ideal location to establish businesses. With more than 85% of Pitt Meadows' land base in the Agricultural Land Reserve, agriculture remains an integral component of the city's economy; however, changing market forces and the establishment of new business parks in recent years indicate that Pitt Meadows' economy is becoming increasingly diversified.

Currently, most residents commute outside of the community for work. Economic diversification in Pitt Meadows — such as construction of industrial parks that are home to a wide variety of industries — means that more residents will have a greater opportunity to be employed within their community. Diversifying the economy is paramount in attracting new businesses to Pitt Meadows, which, in turn, helps create local jobs. In addition, diversifying the economy is necessary to expand and strengthen the City's tax base, which is essential for funding needed services and infrastructure.

Agriculture remains a longstanding economic driver in Pitt Meadows and Metro Vancouver. The agricultural industry is quite diverse, with substantial areas in production for berries, horticultural products, greenhouse crops, grazing, dairy farming and other farm activities. Agriculture encompasses 6% of Pitt Meadows' employment base, much greater than Metro Vancouver's 1% employment share. Chapter 9 outlines goals and policies to enhance and protect agricultural businesses.

Pitt Meadows also has well-serviced commercial sectors. Commercial activities create business and employment opportunities, and allow residents to satisfy their needs locally, thereby reducing the time and cost associated with travelling to other communities. The community has four distinct commercial areas that serve different part of the city and will remain the focal points for retail and service commercial in the years to come.

The City will continue to support and promote economic development opportunities that help to diversify the local economy. The City recognizes that industrial lands are the foundation of a significant amount of the region's total economic activity, with a disproportionately large amount of employment and wages that are above the regional average.

The City also remains committed to protecting and working with agricultural business owners to ensure the agricultural economy remains a key economic driver.

PITT MEADOWS EMPLOYMENT AND ECONOMIC ISSUES

- Eighty-five per cent of working residents in Pitt Meadows commute outside of the community for work compared with 56% of Metro Vancouver residents; our closest neighbour, Maple Ridge, sees 66% of its working residents commuting outside of their own city. This suggests there is room for improving opportunities for employment within Pitt Meadows.
- Land available for commercial or industrial uses in Pitt Meadows is limited by the Agricultural Land Reserve while accessibility to the south end of Harris Road is constrained by the CP Rail crossing.
- The impact of additional space available at Golden Ears Business Park for retail and fitness clubs may reduce demand for space elsewhere in the city, depending on the project mix.
- Pitt Meadows is located along multiple rail, road and water transportation routes, making its position in the region advantageous and attractive for businesses and industry.
- Pitt Meadows' land costs and commercial lease rates are competitive with those in many other Metro Vancouver municipalities.
- Higher customer traffic along Lougheed Highway due to the removal of the Golden Ears Bridge toll is attracting regional industrial and business attention.
- Employees at new business parks will contribute to substantial retail spending in the city.
- At present, Pitt Meadows' supply of market retail and service businesses is balanced, with the appropriate amount of space available overall.
- The commercial rental market's extremely low vacancy rate of 2% indicates that retail and service commercial space is not currently over-supplied. This plan, therefore, seeks modest growth of commercial areas in the city into the future.
- According to the 2016 census, Pitt Meadows' employment rate was recorded as 65.9% while unemployment rate was 5%.
- From 2001 to 2016, employment within Pitt Meadows grew from 3,205 jobs to 6,900.
- Pitt Meadows is projected to add 2,500 new jobs by 2051
- Average annual employment growth is projected to fluctuate between -0.5% and 1.2% between 2019 and 2051.

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified through the visioning process during the development of this Official Community Plan:

ECONOMIC ASSETS AND OPPORTUNITIES
COMMUNITY GOODS AND SERVICES
EMPLOYMENT OPPORTUNITIES
SUPPORTING LOCAL BUSINESSES

ENHANCING LOCAL NATURAL ASSETS AGRICULTURE

Objective 10.1: Recognize that Pitt Meadows' central geographical location in the region makes the city a desirable place for businesses

In 2009, the Golden Ears Bridge opened, replacing the ferry service between Maple Ridge and Langley and providing a permanent link between the north and south shores of the Fraser River east of the Port Mann Bridge. In that same year, the six-lane Pitt River Bridge replaced the existing two-span swing bridge that had become a problematic bottleneck for traffic flow along Lougheed Highway.

The two new bridges vastly improved the transportation connections between Pitt Meadows and the region to the south and east. In a way, these new bridges reoriented Pitt Meadows in the region: Instead of being situated on the periphery, it is, effectively, more centrally located, with easy access to major highways, the Canadian Pacific Railway, airports and the Canada-U.S. border. This reorientation has made Pitt Meadows more desirable as a location for many types of businesses.

POLICIES

10.1.1: Encourage the development of lands along or near major transportation networks and outside of the Agricultural Land Reserve

- a) Require that applications for the development of land adjacent to Lougheed Highway provide a comprehensive parking and traffic-flow plan prior to rezoning.
- b) Limit vehicular access points along Lougheed between Harris Road and Meadow Gardens Way. Support the consolidation of ownership and comprehensive development of the lands to achieve this objective.
- c) Encourage the development of the North Lougheed Study Area in a comprehensively planned manner that will provide a consistently high quality of building and landscape design, and that recognizes the current and anticipated future needs of lands to generate employment.
- d) Explore the potential to zone land north of Lougheed Highway as "mixed employment" to allow more flexibility in use — such as light industrial, commercial and other related uses — to meet the needs of the growing population, to encourage a variety of employment opportunities and to diversify the City's tax base.
- e) Coordinate long-term community planning initiatives with neighbouring municipalities, especially Maple Ridge.
- f) Establish Development Permit Area guidelines for commercial and industrial development that reflect community values and promote sustainable and high-quality urban design.

Objective 10.2: Support commercial and industrial areas as places for local employment opportunities

In the 1960s and '70s, Pitt Meadows developed as a quiet bedroom community toward the edges of the Metro Vancouver region. It had little in the way of commercial development or employment opportunities beyond farming. This type of development, however, has its limitations: increasingly long commutes for residents; traffic congestion; greenhouse gas emissions from cars; the costs of maintaining two or more private vehicles for each household; and increasing tax burdens on homeowners.

More recently, the City has made efforts toward creating a complete community where residents may find work close to home. These efforts include the establishment of the industrial area at the south end of Harris Road and the continued support for the Pitt Meadows Regional Airport.

POLICIES

10.2.1: Encourage transit-accessible and walkable employment opportunities

- a) Consider reducing parking requirements for developments along major transportation corridors and near transit hubs that may generate jobs.
- b) Explore the potential for shared parking between sites of different uses where parking demand changes at different times of the day.
- c) Support site design that minimizes surface parking areas and provides safe and attractive pedestrian connections to buildings.

Objective 3: Designate and protect industrial and business park uses

Industrial vacancies in Metro Vancouver have been very low for more than a decade, with the region losing land from its industrial base to pressures from the housing market and other uses. The loss of industrial land costs the region more than jobs, it also degrades the manufacturing systems in place that support other businesses and residents. The lack of affordable industrial space makes it more challenging for new businesses to start up in the region, including the clean-technology sector. Lack of affordable space for new businesses may mean that they cannot grow into the economic anchors of the future.

POLICIES

10.3.1: Diversify Pitt Meadows' employment pool and tax base

- a) Continue to encourage a range of general and light industrial uses on existing industrial lands.
- b) Support the protection of the industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Pitt Meadows.

- c) Support the expansion of the city's industrial land base as long as this can be accomplished with no net loss to the city's current inventory of agricultural lands or productivity.
- d) Explore the opportunity to designate some of the lands north of Lougheed Highway for potential business parks to accommodate forecasted market demand.
- e) Investigate potential for industrial strata units in new business park proposals to allow for more flexibility and to match demand for this kind of industrial space.
- f) Encourage industrial and business park uses that will achieve higher employment and land use densities.
- g) Encourage development of lands surplus to the CP Rail Intermodal Terminal adjacent to Lougheed Highway for environmentally clean, high-quality business park uses that support significant employment opportunities.
- h) It is recognized that the Pitt River Quarry at the northern end of Sheridan Hill is expected to continue to operate for many years. The most appropriate future use of the site will be determined once the quarry is closer to the end of operation.

10.3.2: Retain existing parcels that are zoned for heavy industrial use

- a) Preserve areas that are currently zoned for heavy industrial use.
- b) Distinguish heavy industrial uses from light industrial uses and zone accordingly.
- c) Carefully consider proposals to subdivide or stratify heavy industrial properties to ensure that uses that can be located on the resulting subdivision can continued to be considered heavy industrial.
- d) Consider revising the zoning bylaw to protect heavy industrial areas by restricting light industrial and other commercial uses.
- e) Encourage heavy industrial uses away from residential areas and close to major rail and road infrastructure.

"Heavy industrial" means uses such as manufacturing, processing, storage, wholesale, warehouse and transportation-supportive concerns. These activities may take place within buildings or outdoors. A typical heavy industrial use in Pitt Meadows includes sawmills, the CP Rail Intermodal Terminal, truck storage and composting facilities.

10.3.3: Encourage high-quality industrial development

- a) Require that new industrial development abutting residential or mixed-use areas is effectively buffered and that the land use transitions are sensitively planned.
- b) Require development permits for all industrial development to ensure they are well designed and have high landscaping standards.
- c) Encourage the provision of amenities such as parks, trails, fitness amenities and appropriately scaled commercial opportunities to serve employees and the general public in industrial areas.
- d) Provide public access to the waterfront via a park or trail system where possible and maintain connections with Metro Vancouver's Pitt River Regional Greenway in waterfront industrial areas.

Objective 4: Ensure economic viability of commercial and industrial areas and compatibility with surrounding uses

A resilient community contains within its boundaries a wide variety of uses that serve the local population, generate employment opportunities, provide recreational and natural spaces, and have housing for appropriate for all ages, income levels and abilities. Locating commercial and industrial uses in appropriate areas will help sustain businesses and minimize conflicts between land uses.

The policies below categorize/arrange commercial uses in Pitt Meadows into a hierarchy according to location, potential market and possible impacts on surrounding uses. Thus, uses like big-box retail stores and car dealerships are located on Lougheed Highway, where they are highly visible to passing traffic and can attract customers from across the region. Local uses such as cafes, dry cleaners, restaurants, photography studios and florists are mainly located on Harris Road and Barnston View Road in Osprey Village, and serve residents who are a short stroll or drive away.

Historically, industrial uses in Pitt Meadows have been located on the waterfront and near the CP Rail tracks, which provided these businesses with the most reliable ways of obtaining raw materials and shipping products. There are still some vestiges of these industries; for example, the Halo Sawmill on the Fraser River. This Official Community Plan recognizes the role these industries have played in the development of Pitt Meadows and protects these uses through the industrial land use designation.

More recently, lands in the southern part of the city that were designated “Business Park” in the 2008 Official Community Plan are, at the time of writing this OCP, under development. With direct access to the Golden Ears Bridge and next to Pitt Meadows Regional Airport, this area is proving to be a valuable asset in Metro Vancouver’s industrial lands inventory.

POLICIES

Lougheed Highway Corridor

10.4.1: Target and retain Highway Commercial development on lands adjacent to Lougheed Highway (between Harris Road and Golden Ears Way)

- a) Encourage commercial uses that serve the regional population and require greater parking considerations to locate in Highway Commercial areas adjacent to Lougheed Highway and major arterial roads.
- b) Preserve existing commercial areas rather than permit their conversion to other uses, except where mixed commercial/residential developments are proposed. In the case of commercial lands being converted to mixed use, the proposed commercial floor area should be equal to the existing commercial floor area.
- c) Encourage densification of existing land parcels for uses that will create jobs.

10.4.2: Focus growth around frequent transit stops (RapidBus)

- a) Support walkable new developments that can be easily integrated with the existing transit system and future B-line stops.
- b) Increase density (greater floor area ratio, increased lot coverage, increased building heights) in existing and proposed commercial areas to support potential job creation.
- c) Require a mix of land uses, with retail at ground level and higher density closest to transit stops.
- d) Encourage development around frequent transit stops to be grouped closely together to provide a more focused urban form that allows for easy pedestrian access as well as circulation and connectivity within and between developments.

Harris Road Corridor

10.4.3: Encourage mixed-use development along Harris Road between Hammond Road and Loughheed Highway

- a) Encourage office development in new and existing buildings within or near the Harris Road corridor to help create a “central office district” where businesses can establish themselves in the community.
- b) Pursue mixed-use land use designations and encourage zoning to provide local shopping, health care, professional offices, administrative, financial, cultural and community services on Harris Road, concentrating on the area between Loughheed Highway and the railroad tracks.
- c) Encourage mixed-use development in existing commercial areas on Harris Road, south of the CP Rail tracks.
- d) Support more versatile workspaces, such as live-work developments.
- e) Require that development projects in mixed-use areas that front onto Harris commit to having commercial uses located on the ground floor and with access points oriented toward the road.
- f) Encourage future commercial uses to develop at the front of lot lines, with parking located at the rear or, in some cases, below grade to improve pedestrian movement and visual aspects of the Town Centre streetscape for residents and visitors. Other desirable design aspects include canopies and awnings over sidewalks.
- g) Encourage on-street parking in the Town Centre commercial area where appropriate.
- h) Encourage a wide range of commercial businesses.
- i) Distinguish between types of retail and services that are permitted in established commercial areas:
- j) Small retail, office, medical, professional and personal service uses are encouraged in Town Centre Commercial areas, with increased residential densities and closer to public transit.
- k) Commercial uses that serve a local population are encouraged to locate in Community Commercial areas.
- l) Monitor the impacts (e.g., traffic) of changes to infrastructure (improvements to the intersection of Harris Road and Loughheed, and the planned CP Rail underpass on Harris in

particular) and align land uses, parking requirements, development permit guidelines as required.

10.4.4: Density underutilized parcels

- a) Encourage development proponents to build mixed-use developments on underutilized parcels.
- b) Promote pedestrian-oriented development that includes adequate space for walkers, people using mobility scooters and those pushing strollers, and that has public/private spaces that encourage social interaction and lingering.

Osprey Waterfront Village

10.4.5: Maintain Osprey Village's existing character and public realm

- a) Continue to monitor parking issues and requirements in the area.
- b) Consider new proposals for commercial uses for the two vacant parcels adjacent to the waterfront park, taking the following into consideration:
 - the proposed uses are consistent with Osprey Village's existing character;
 - the proposed uses will not exacerbate the limited parking situation in the village.

Objective 10.5: Help existing businesses thrive in Pitt Meadows

According to the Pitt Meadows Commercial Lands Analysis, in 2019, the city's retail and services commercial market was well balanced, with just the right of amount of space in the community overall.

Meadowtown Centre and the surrounding commercial areas account for the majority of the city's retail spaces. These large sub-regional centres serve Pitt Meadows as well as Maple Ridge and even the more distant population centres of Langley, Port Coquitlam and Coquitlam. A population of more than one million people lives within a 20-minute drive of this location, and demand for more retail in this area will depend on population growth throughout the region.

The remaining 46% of the city's retail space is located mostly near Harris Road and in Osprey Village, neighbourhood-serving commercial areas with customers drawn mostly from Pitt Meadows. As of 2019 and early 2020, because there are no significant gaps in the retail market, demand for retail growth will depend mostly on population growth in Pitt Meadows itself. Businesses report that in recent years, business has steadily improved with population growth, rents have increased and vacancy has decreased.

Golden Ears Business Park is expected to have a significant impact on the availability of retail and commercial services in Pitt Meadows. The employees and customers who use the business park will bring additional retail spending to the city, particularly in Osprey Village and Harris Road South.

POLICIES

10.5.1: Create conditions for local business to stay and grow

- a) Support live-work units and ensure zoning regulations continue to support opportunities for appropriate home-based businesses.
- b) Establish attractive streetscapes that encourage walking within designated commercial areas.

Objective 10.6: Recognize the airport as an important economic asset for Pitt Meadows and Maple Ridge

Pitt Meadows Regional Airport is a significant economic driver, directly contributing 340 jobs, generating tax revenue for the City, attracting businesses and boosting tourism. In addition to its transportation functions, it is home to many aviation businesses. The airport is owned and operated by the Pitt Meadows Airport Society, a not-for-profit organization. Recently, the airport has entered a period of renewal and is building a terminal and control tower.

POLICIES

10.6.1: Work with Pitt Meadows Regional Airport

- a) Support the expansion of industry and commerce that is complementary to the development of Pitt Meadows Regional Airport and its role in Metro Vancouver transportation.
- b) Encourage any plans for Pitt Meadows Regional Airport to take into account the City's plans and policies for agricultural, transportation, recreational, residential, industrial and commercial uses adjacent to and within the airport.
- c) Support water-dependent industries along the airport foreshore.
- d) Support a small waterfront commercial node at the airport, subject to any environmental approvals required from other agencies and approval of a development permit.

Objective 10.7: Support local tourism

Pitt Meadows is well known and loved for its scenic golf courses, which offer stunning views of the local mountains and rivers. The city is also one of the region's fastest growing eco-tourism recreational areas. Attractions include the Pitt-Addington Marsh Wildlife Area, Grant Narrows Regional Park, which is popular with boaters, and the extensive dike network, which is well used by walkers, cyclists and equestrians.

POLICIES

10.7.1: The Pitt Meadows Marina property is designated for tourist commercial use; off-site improvements for access and services are required

10.7.2: Enhance Pitt Meadows' extensive dike and trail system and promote it to the rest of the region

10.7.3: Continue to support temporary/seasonal agri-tourism activities in the agricultural area

Chapter 11: Growth, Neighbourhoods and Housing

Growth, Neighbourhoods and Housing 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.

Originally a farming community centred on the railway and Harris Road, Pitt Meadows experienced the greatest growth in its urban area at a time when many residents commuted by car to employment centres outside of the city, such as downtown Vancouver. As a bedroom community, Pitt Meadows evolved into a town where people could raise their children in close-knit neighbourhoods while enjoying quiet streets, open spaces and natural areas.

There are, however, costs associated with living in places that function for the most part as bedroom communities to larger urban centres. Increasing commute times for those who work outside the city mean less time spent with their families and in their community. They also result in increasing greenhouse gas emissions from single-occupancy vehicles. And they mean more social isolation for people — including children and the elderly — who cannot drive and don't have shops, amenities and company within walking distance of their homes.

In recent years, housing in Pitt Meadows has become more diverse, denser and more urban in character. Demand for rental housing has increased, as have average resale prices for single-detached homes, condos and townhouses, all while the population continues to grow.

The city's growth is restricted generally to the highland area of the municipality. Much of the rest of Pitt Meadows is located within the provincial Agricultural Land Reserve and within the floodplain. This means that in order to accommodate additional housing, the City needs to consider redeveloping and densifying existing areas and neighbourhoods.

In order to achieve a balance between maintaining close-knit neighbourhoods with quiet streets and open spaces, and accommodating more housing units for a growing population, this Official Community Plan envisions locating higher density residential development along transit corridors, including Harris and Hammond roads, and parts of Lougheed Highway. Higher density development in these areas will help support public transit that serves Pitt Meadows residents. In turn, residents in these higher density areas will have easy access to public transportation as well as to services and amenities that tend to concentrate there.

PITT MEADOWS GROWTH, NEIGHBOURHOODS AND HOUSING ISSUES:

- The Pitt Meadows population is expected to increase by an additional 4,354 people (over 2016 census figures) by 2041.
- Pitt Meadows requires approximately 2,325 housing units to accommodate the anticipated population growth by 2041. The largest need will be for multi-unit housing projects such as apartments and ground-oriented units such as townhouses.

Figure 6: Projected Demand by Housing Type, Pitt Meadows 2016 to 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
Total	7,195	8,741	9,520	+ 2,325

- It is expected that Pitt Meadows' population will continue to age, which is part of a larger trend common to Metro Vancouver municipalities.
 - The 65-and-over age category is projected to double by 2041 and the 85+ category will more than triple by 2041. Other age categories are projected to grow at a much slower rate.

Figure 7: Population Distribution by Age Group, Pitt Meadows 2016 to 2041

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
Total	19,447	22,266	23,800	+ 4,354

Source: Metro Vancouver, 2019

⁷ 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

- Pitt Meadows' population trends influence how we plan for the future. For example, the preference among seniors to age in place in the community with which they are familiar suggests a need to ensure that there are appropriate housing services available; these include age-friendly, adaptable, single-level living, more supportive transportation options and accessible services that are conveniently located.
- If we wish to encourage a more balanced demographic, Pitt Meadows will need to provide more housing options for younger adults to lay down roots here and provide land uses that support the local economy and local employment opportunities.
- Generally, average home sales prices in Pitt Meadows reflect a trend evident at the regional level: The cost of homeownership has risen gradually over the last 10 years and, beginning in 2015, has increased significantly, particularly for single-detached homes.
- Housing composition in Pitt Meadows is distinct from Metro Vancouver, with a greater proportion of residents residing in single-detached homes here than in the rest of the region.

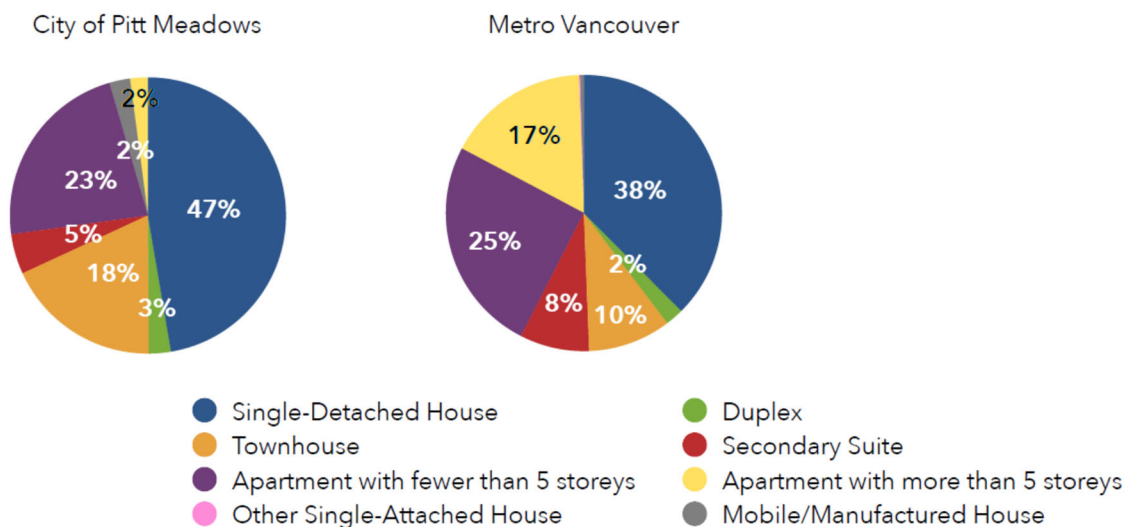


Figure 8: Housing Mix by Community. Source: Census Canada, 2016

KEY OCP ACTION AREAS

The following Key OCP Action Areas were identified during the visioning process for the development of this Official Community Plan:

HOUSING SUPPLY FOR THE FUTURE
 HOUSING AFFORDABILITY
 HOUSING DIVERSITY
 MARKET RENTAL HOUSING
 TRANSITIONAL, SUPPORTED AND NON-MARKET RENTAL
 HOUSING
 HOMELESSNESS
 RURAL RESIDENTIAL DEVELOPMENT

Objective 11.1: Support residential development that contributes to complete, compact and livable neighbourhoods that maximize efficient use of municipal transportation systems and infrastructure

Communities that concentrate development along transit routes and main streets, and in existing developed areas cost taxpayers less than communities that continue to develop outwards because they are able to utilize the existing public infrastructure and utilities. Other benefits of developing in a concentrated manner include:

- improving community health by discouraging motor vehicle dependence and congestion, and encouraging walking and cycling;
- potentially reducing the amount of annual greenhouse gas emissions from motor vehicles;
- and strengthening the local economy by cutting commuting times, enabling people to shop locally.

POLICIES

11.1.1: Support the development of residential housing consistent with the locations and designations shown on Schedule 2A, Urban Land Use Map.

11.1.2: Encourage construction of multi-family housing within the central part of the urban area, including medium- to high-density housing located on major roads and within the Town Centre.

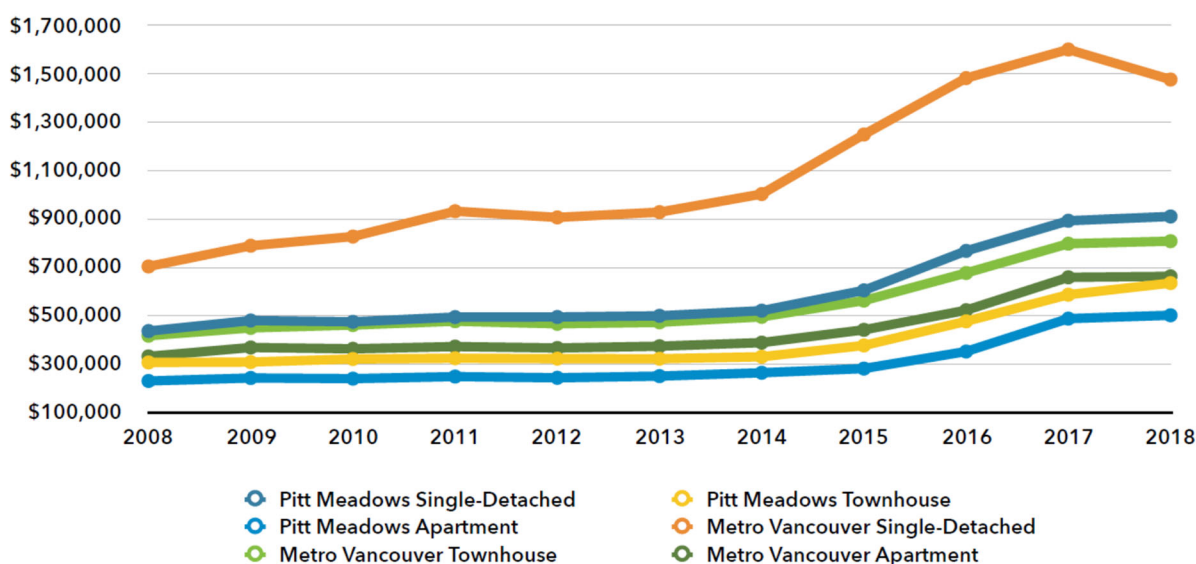
11.1.3: Give preference to areas close to public transit routes or stations for higher density residential developments.

11.1.4: Consider allowing buildings higher than four storeys within areas designated for high-density residential and mixed residential, and mixed residential/commercial use in the Town Centre, where publicly accessible open space and other public amenities and community benefits are provided.

Objective 11.2: Increase the supply, availability and access to affordable housing units across the housing spectrum

With a local housing market connected to Metro Vancouver's, housing costs in Pitt Meadows have continued to rise.

Figure 2: Average Resale Price by Housing Type, City of Pitt Meadows and Metro Vancouver, 2008-2018



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

A growing affordability gap disproportionately affects low- to moderate-income residents and vulnerable populations, and can exacerbate issues such as poverty and food insecurity, with particular concern for children, youth and seniors. Housing costs also impact the community's ability to attract and retain employees to sustain a vibrant economy. Housing is considered affordable when 30% or less of a household's gross income goes towards paying for housing costs. While progress has been made in expanding secondary suite options, no secured affordable or purpose-built rental units have been constructed over the last decade in Pitt Meadows — and there are very low to no rental vacancies. Greater co-ordinated action is needed to substantively address affordability across the entire housing continuum and to ensure affordable housing creation goes hand in hand with growth.



POLICIES

11.2.1: Encourage secondary suite-ready homes for new single-detached construction outside of the floodplain.

11.2.2: Support smaller, more affordable housing design with a focus on units for single young adults, single seniors and young couples.

11.2.3: Review opportunities for redevelopment of underused/low-density sites for housing, particularly affordable housing projects.

11.2.4: Investigate parking requirement relaxation for purpose-built, non-market units on a project-by-project basis, particularly projects in walkable centres and near transit.

11.2.5: Consider applying incentives (including, but not limited to, fee waivers, density bonuses and property tax exemptions) as appropriate to encourage the development of non-market housing.

11.2.6: Explore the establishment of an affordable housing reserve fund that would receive annual or one-time contributions from the municipal budget and additional funds from community amenity contributions.

11.2.7: Encourage private market/non-profit partnerships that result in non-market units being built.

11.2.8: Consider allocating community amenity contribution funds toward affordable housing projects.

11.2.9: Establish transit-oriented inclusionary housing targets for purpose-built rental and housing that would be affordable to very low to low-income households within 800 metres of the new or existing RapidBus stops and within 400 metres of frequent bus corridors.

11.2.10: Identify City lands that present potential opportunities for non-profit housing, housing demonstration projects and supportive housing for seniors and individuals with special needs.

11.2.11: Explore redevelopment opportunities with co-operative housing providers in order to maintain and increase the number of mixed-income housing units in Pitt Meadows.

Objective 11.3: Achieve a diverse and inclusive mix of housing forms, unit types and sizes, tenures and price options

In recent years, most new homes in Pitt Meadows have been located in apartment buildings and townhouse developments. This represents a significant shift in the housing stock from the single-family homes that previously dominated. This greater diversity in housing mix not only accommodates more residents but, also, provides greater housing choices to meet the needs of a changing population, including a larger portion of older residents, single people and smaller families. These choices allow residents the option of staying within the community as their needs change over time.

Pitt Meadows has relatively few purpose-built rental buildings. Most rental stock takes the form of secondary suites and strata units that are rented out. The rental vacancy rate has remained relatively consistent over the last decade until fairly recently, when the vacancy rate dropped to 0.6%, which is indicative of a stressed rental market. This means that there are fewer rental options available in the community. As housing becomes increasingly expensive, more people will turn to the rental market for their housing needs.

POLICIES

11.3. 1: Encourage a range of housing types within the urban area to meet the needs of seniors and citizens with special needs.

11.3. 2: Encourage and facilitate a broad range of market, non-market and supportive housing.

11.3.3: Continue to encourage accessibility features in new multi-family developments.

11.3.4: Consider incentives (e.g., density bonuses, fee waivers, parking reductions) to encourage the provision of rental, seniors' and special needs housing in the urban area.

11.3.5: Promote family-friendly housing by encouraging multi-family housing options with three or more bedrooms.

11.3.6: Consider applying incentives (including, but not limited to, fee waivers, density bonuses and property tax exemptions) to encourage the development of rental housing.

11.3.7: Investigate reducing parking requirements for purpose-built rental housing (secured rental with a housing agreement) in the urban centre and along the Frequent Transit Network.

11.3.8: Encourage inclusion of rental apartments above new commercial development.

11.3.9: Support efforts to reduce rental operating costs by improving energy performance of rental buildings through the use of energy efficiency incentives offered by FortisBC, BC Hydro and other agencies.

11.3.10: Review applications for strata conversions with consideration given to preserving an adequate supply of rental housing.

11.3.11: Consider utilizing rental tenure zoning (see box) to secure and protect rental housing developments.

11.3.12: Support the development of market, affordable and non-profit residential facilities close to public transit, shops and amenities for seniors with multi-level care needs.

Rental tenure zoning: In July 2018, the Province enacted a new authority that empowers local governments to apply residential rental tenure zoning to protect rental units, in existing and future apartment buildings, to increase the overall supply of rental housing in their communities.

Objective 11.4: Support partnerships with other levels of government and with developers for transitional, supported and non-market rental housing

As a small municipality with limited resources, Pitt Meadows looks for partnership and funding opportunities to help attract affordable housing for underserved members of our communities.

POLICIES

11.4.1: Investigate opportunities to use City land for affordable housing projects in co-operation with other governmental or not-for-profit agencies.

11.4.2: Demonstrate how Housing Action Plan and OCP policies and initiatives are intended to work towards achieving *Metro 2040* housing-demand estimates, recognizing that senior government assistance may be required.

Objective 11.5: Work with neighbouring municipalities, outside agencies and senior levels of government to address regional homelessness

As of 2019, an estimated 4,000 people in the region are currently living on the streets, in their cars, in homeless camps, parks and forests, or in temporary shelters. Approximately five people become homeless within Metro Vancouver each week. The rate of homelessness has increased annually for the last 15 years and has reached a point of crisis¹. Although Pitt Meadows does not have services and shelters for the homeless, it is nevertheless impacted by this regional challenge.

POLICIES

11.5.1: Lobby the provincial and federal governments for support to meet the housing needs of the homeless.

11.5.2: Support agencies that serve the needs of the homeless.

Objective 11.6: Ensure that new rural residential development responds appropriately to the terrain, the local environment, hazards and nearby agricultural areas

Pitt Meadows is home to largely undeveloped land located in the northern reaches of the municipality.

Heavily treed with stunning surroundings, steep terrain and glorious views, these lands are challenging to build on because of the hazardous conditions the natural topography presents, limited infrastructure, potential impacts on the environment and remote locations.

POLICIES

11.6.1: Rural Residential lands, as indicated on Schedule 3B, are lands that are outside of the urban area, yet not within the Agricultural Land Reserve.

11.6.2: Extension of the public sanitary sewage collection system to service rural residential housing is not supported by the City.

11.6.3: Areas designated for Rural Residential on Map 2B, Rural Land Use are intended for detached housing on large lots situated outside the urban boundary. This OCP does not

envision further intensification of use through subdivision in this designation except in circumstances where a clear benefit to the larger community can be demonstrated.

Objective 11.7: Encourage new residential development design that is mindful of the surrounding neighbourhood and buildings

With the redevelopment of land within the Urban Containment Boundary, the City seeks to utilize existing infrastructure, roads and transit routes to help serve a growing population. Well-designed residential projects can integrate into the existing local landscape, improving and enriching a neighbourhood.

POLICIES

11.7.1: Request development permits for all proposed multi-family and infill housing to foster a high standard of site design, landscaping and appearance.

11.7.2: Request detailed noise analyses and noise-reduction strategies for new residential developments adjacent to major highways, the CP Rail mainline and industrial areas, or in areas where Transport Canada Noise Exposure Forecast for Pitt Meadows Regional Airport exceeds what is considered an acceptable level for such developments.

IMPLEMENTATION

Chapter 12: Land Use Designations and Map

Introduction

The Pitt Meadows Official Community Plan provides broad directions for many aspects of the municipal government and for the community at large. Some of the tools available to local governments that aid in implementing an Official Community Plan's policies and recommendations include:

- the City's annual business planning process;
- financial plan;
- zoning bylaw;
- recreational and cultural programming;
- municipal communications;
- municipal infrastructure construction and maintenance;
- relationships with outside agencies and senior levels of government.

Implementation of the land use plan is intended to take place over time, primarily through applications for development. Zoning regulations specify permitted land uses, densities, building lot coverage and, for individual properties within zones and these regulations, as well as any approved development applications, must be consistent with an Official Community Plan as set out under provincial legislation. Development Permit Area guidelines help to shape the form and character of new development and include measures to protect the natural environment, to protect development from hazardous conditions, and to promote water and energy conservation as well as the reduction of greenhouse gas emissions.

This section defines the land use designations as presented on Map Schedule 11A, Urban Land Use Designation Map and Map Schedule 11B Rural Land Use Designations Map. These maps illustrate the proposed land use concept for the City, which communicates the types of land uses that the City may encourage over time. The map and designations are intended to reflect the goals and policies of the Official Community Plan and should be read together with the policies.

Chapter Outline

Each land use designation may include the following elements:

Purpose: an explanation of the vision and objectives of this designation.

Principal forms and uses: the primary uses or category of uses and/or the building forms expected in areas with the designation. While these uses and forms are expected on a majority of the properties within this designation, complementary uses may occasionally occur.

Complementary uses: other uses that may happen in areas with the designation. These uses may happen on the same site as primary uses or other complementary uses, or they may occur as the primary use on the site. Unlike primary uses, complementary uses are only expected occasionally and are not expected on many sites.

Density: a general density category to set expectations. Additional detail about height and massing may be included as guidelines in the Development Permit Area section of this OCP. Specific height and density entitlements are specified in the Zoning Bylaw.

Precedent image: an example of what the permitted form or primary use could look like.

Land Use Designations

Agricultural

Purpose: to preserve and support land reserved for agriculture. More than 80% of the land in the municipality is in the Agricultural Land Reserve (ALR) and is governed by provincial Agricultural Land Commission Act and Regulations. The intention of the designation is to provide a stable, long-term land base for agriculture limited only by the Farm Practices Protection Act and the Agricultural Land Commission Act.

Principal forms and uses: farming uses as permitted under the *Agricultural Land Reserve Use Regulation*.

Appropriate built forms: agricultural buildings, farm houses and limited accessory residential buildings.

Complementary uses: limited residential uses.

Density: the Agricultural Land Commission ultimately governs the subdivision of properties in the ALR. With the exception of subdivision of a homesite severance, subdivision of existing parcels is generally not supported.

Residential

Residential – Low Density

Purpose: to preserve the single-family neighbourhood character of the municipality in designated areas.

Principal forms and uses: single-family homes with accessory buildings such as garages, swimming pools and sheds as well as secondary suites. Duplexes and garden suites are also contemplated for this designation, subject to other zoning requirements such as minimum lot size and location requirements.

Appropriate built forms: single-family houses, duplexes and garden suites subject to minimum lot size and location requirements.

Density: up to 30 units per net hectare.

Residential – Medium Density

Purpose: to provide areas for medium-density residential buildings generally in the form of townhouses, stacked townhouses, four-plexes, courtyard housing and low-rise apartment buildings at a density of 31 to 100 units per net hectare. Ground-oriented units are encouraged where possible.

Principal forms and uses: townhouses, stacked townhouses, duplexes four-plexes, courtyard housing and low-rise apartments.

Complementary uses: home-based businesses, utilities, small parklets, walking paths, accessory buildings.

Density: 31 to 100 units per net hectare

Residential – High Density

Purpose: to provide areas for high-density residential buildings in the form of low-rise and mid-rise buildings.

Principal forms and uses: apartment buildings between four and 10 storeys in height.

Complementary uses: home-based businesses, utilities, small parklets, walking paths, accessory buildings.

Density: 100 units plus per net hectare.

Rural Residential

Purpose: to provide for residential development in the rural areas of Pitt Meadows that are not within the floodplain and are outside of the Agricultural Land Reserve.

Principal forms and uses: single-family homes potentially with secondary suites or garden suites.

Complementary uses: home-based businesses, utilities, small parks, open space, conservation areas, walking paths and accessory buildings.

Density: further subdivision of these lands is not supported.

Mixed-use

Town Centre

Purpose: to provide commercial and residential mixed-use buildings that activate and enliven the principal streets.

Principal forms and uses: four storey-plus buildings that include commercial uses and residential units; active commercial uses are required on principal street frontages only.

Complementary uses: home-based businesses, community uses (e.g., child care), utilities, parks, open spaces and community facilities.

Density: 100 units plus per net hectare.

Village

Purpose: to provide mixed commercial and residential uses appropriate to the scale and character of the surrounding neighbourhoods.

Principal forms and uses: medium-density residential uses and small-scale commercial uses generally in the form of townhouses, tri-plexes, courtyard housing and low-rise apartments. Commercial uses should be located on the ground floor and oriented towards the main fronting street.

Complementary uses: home-based businesses, utilities, parks, open space and community facilities (e.g., child care).

Density: 31 to 100 units per net hectare.

Commercial

Highway Commercial

Purpose: to provide areas for regionally-directed retail and service, accommodation, food service and hospitality, building supply and recreation facility uses. The supply of commercial-designated properties in the municipality is generally considered adequate for meeting local demands. Development proposals shall ensure that adequate on-site parking facilities and safe access and egress are provided

Principal forms and uses: retail, service, recreation and office commercial.

Complementary uses: utilities, transportation corridors, parks, open space and community facilities; also, residential uses that are ancillary to a business on these properties (e.g., caretaker units).

Community Commercial

Purpose: to permit retail and service uses intended to serve the local community and businesses (does not include highway commercial uses). The supply of commercial-designated properties in the municipality is generally considered adequate for meeting local demands. Development proposals shall ensure that adequate on-site parking facilities and safe access and egress are provided

Principal forms and uses: retail, service and office commercial.

Complementary uses: utilities, transportation corridors, parks, open space and community facilities; also, residential uses that are ancillary to a business on these properties (e.g., caretaker units).

Outdoor Recreation

Purpose: to permit golf courses, marinas and other outdoor commercial recreation uses, and may include commercial uses to serve the users of the facilities, subject to zoning and the Agricultural Land Commission Act, if applicable.

Principal forms and uses: outdoor recreational facilities such as tennis courts, playing fields and golf courses.

Complementary uses: this area may accommodate retail and restaurant uses, and other similar activities and uses, subject to zoning and the Agricultural Land Commission Act, if applicable.

Industrial

Business Park

Purpose: lands designated as Business Park are intended to accommodate clean, high-quality industrial/business park uses that support employment.

Principal forms and uses: light industrial commercial uses.

Complementary uses: residential uses ancillary to the business on these properties (i.e., caretaker units), utilities, transportation corridors, parks, open space and community facilities.

Industrial

Purpose: provides area that allows manufacturing, processing, storage, wholesale, warehouse and transportation uses.

Principal forms and uses: industrial.

Complementary uses: residential uses ancillary to the business on these properties (i.e., caretaker units), utilities, transportation corridors, parks, open space and community facilities.

Resource Management

Purpose: to permit forestry, aggregate extraction or other resource use.

Principal forms and uses: resource management.

Complementary uses: passive recreational facilities such as trails, utilities, transportation corridors, parks and open space.

Utilities and Transportation

Airport

Purpose: to permit aviation and associated uses on land belonging to Pitt Meadows Regional Airport. The majority of lands are in the Agricultural Land Reserve.

Principal forms and uses: control tower and terminal building, hangers and associated aviation uses.

Complementary uses: restaurants, airside services, residential uses ancillary to the business on these properties (i.e., caretaker units), utilities, transportation corridors, parks, open space and community facilities.

Public/Institutional

Institutional

Purpose: permits public and private institutional use such as public and private schools, churches and daycare facilities.

Principal forms and uses: institutional.

Complementary uses: some ancillary commercial and residential uses may be permitted.

Civic Centre

Purpose: to permit civic and public recreational and cultural uses; may also include residential and office uses.

Principal forms and uses: city hall, recreation facilities, library and art galleries.

Complementary uses: restaurants and cafes.

Parks and Open Space

Conservation Area

Purpose: provincial, regional and municipal lands intended to remain in their natural state or function as nature preserves. Facilities for passive recreation such as paths or benches are discouraged.

Principal forms and uses: conservation areas.

Wildlife Management Area

Purpose: provincial, regional and municipal lands intended to remain in their natural state or function as nature preserves. Limited facilities for passive recreation such as paths and benches are permitted.

Principal forms and uses: wildlife management areas.

Complementary uses: uses such as lookouts, trails, docks, parking areas and some commercial uses, such as boat rentals, are permitted as long as the surrounding natural habitat is enhanced.

Open Space

Purpose: provincial, regional and municipal lands intended to remain in their natural state or function as nature preserves. Community gardens and facilities supporting passive recreation such as parking lots, washrooms, paths and benches are permitted.

Principal forms and uses: open space.

Complementary uses: this area may accommodate retail and restaurant uses, and other similar activities and uses, if these enhance the unique character of a site or increase social activity and interest.

Park

Purpose: regional and municipal lands for public park and recreational uses; may include commercial uses to serve the users of facilities.

Principal forms and uses: active and passive recreational facilities, including playing fields, playgrounds, community gardens and heritage buildings, and other community buildings and structures.

Complementary uses: this area may accommodate retail and restaurant uses, and other similar activities and uses, if these enhance the unique character of a site or increase social activity and interest.

Heritage Preservation Area

Purpose: lands that include significant heritage structures owned by the City or a not-for-profit society

Principal forms and uses: buildings that are listed on the City's Heritage Register and may include commercial uses that support the preservation of the buildings.

Complementary uses: commercial uses that support the preservation of the building, parking, gardens, parks and open space.

Temporary Use Permits

A Temporary Use Permit may be issued to accommodate business and/or property owners for a specific, approved use for a defined period of time. All activities and uses, other than those permitted in the zoning bylaw, shall require a temporary use permit issued under the OCP, and this requirement applies to the municipality as a whole.

Purpose of Temporary Use Permit

- a) Provide short-term economic opportunities.
- b) Ensure the long-term planning objectives for the subject area are not affected.
- c) Balance public and private interests.
- d) Maintain compatibility with the surrounding neighbourhood.

Permit Guidelines/Conditions

- a) Permits may allow a temporary use approved by the City to operate up to three years and could be considered for renewal once for any further period up to three years.
- b) The subject temporary use shall not precipitate public health and safety hazards or cause environmental degradation.
- c) Where potential risks to public health and safety or environmental quality exist or are anticipated, the applicant shall resolve them to the satisfaction of the City and other concerned authorities before the proposed temporary use or development is approved.
- d) Where warranted, environmental protection, post-development site restoration and nuisance-abatement measures — including noise abatement, operation hours and season, duration of permitted use, traffic management, parking, property security, performance security, and establishing buffers and screens — may be required.
- e) Upon the expiration of the Temporary Use Permit, the subject temporary use shall cease to operate and the subject land may need to be restored to the conditions prior to the temporary use or in accordance with the terms specified in the original permit.

Non-farm Use and Non-adhering Residential Use Applications

The Agricultural Land Reserve (ALR) is a provincial designation on land in which agriculture is recognized as the priority use. Farming in the ALR is encouraged while non-farming uses, including residential uses, are controlled due to the high agricultural potential of the land. The ALR takes precedence over any other zoning on the land. Those wishing to use properties for non-farm use or non-adhering residential use are required to apply to the Agricultural Land Commission (ALC) for approval. Upon receipt of an application by the ALC, it is referred to the municipality of origin for consideration of the application.

The City of Pitt Meadows may consider the following in its decision-making for the support of a non-farm use or non-adhering residential use application:

- consistency with City policies, guidelines and regulations;
- current use of property — the City favours applications on land that is currently being farmed and those land owners that show a commitment to farming in Pitt Meadows;
- agricultural capability of the land — the City may request the inclusion of an agrologist report in the application package;
- how the proposal encourages or enhances agriculture or agri-business in the short or long terms;
- how the proposal encourages farm use in the ALR while preserving its land base;
- the ability to possibly accommodate the proposed use on lands outside of the ALR or on an alternative site within the ALR that is less capable or suitable for agriculture;
- the proposal's impact on the size, continuity or integrity of the farmland;
- the ability of the proposal to ensure that land is available to be farmed if changed circumstances in the future require it;
- the non-adhering residential use is necessary for and supportive of the farm use on the property;
- the size and siting of the residential use minimize impacts to agricultural land.

Chapter 13: Development Permit Areas

Pursuant to the *Local Government Act*, the City of Pitt Meadows has designated the following Development Permit Areas:

Protection of the Natural Environment, its Ecosystems and Biological Diversity

- 1) Natural Environment
- 2) Riparian Areas

Protection of Development from Hazardous Conditions

- 3) Wildfire Hazard
- 4) Slope Hazard

Protection of Farming

- 5) Farmland Protection

Form and Character of Commercial, Industrial and Intensive Residential Development

- 6) Employment Lands/Business Park
- 7) Industrial
- 8) Harris Road Corridor/Mixed-use
- 9) Ground-oriented Residential
- 10) Multi-family Residential
- 11) Lougheed Highway Commercial
- 12) Village Mixed-use

Under B.C.'s *Local Government Act*, Council may, by resolution, issue development permits that vary the City of Pitt Meadows Zoning Bylaw or any other bylaw established under the Act (Division 7, Development Permits; or Division 11, Subdivision and Development Requirements).

Council will consider issuing development permits for variances that:

- a) facilitate conformity with the applicable guidelines; and
- b) better achieve an objective or policy stated in the Official Community Plan.

A development permit may also vary the regulations of a bylaw where it can be shown that the public interest will benefit from the resulting modifications. Development permits may not, however, vary the allowable use or density of the land, or any floodproofing requirement.

General exemptions where a development permit is not required for:

- construction, alteration, addition, repair, demolition and maintenance of farm buildings;
- clearing of land for agriculture;

- farming activities as permitted under the *Farm Practices Protection (Right to Farm) Act*;
- proposals where the intended use is wholly limited to institutional, utility and/or civic uses;
- interior alterations and/or renovations with no changes to the exterior appearance or design or footprint expansion;
- building envelope remediation, if there are no changes to exterior appearances or design;
- in-kind replacements of missing, worn or damaged exterior materials as long as there are no changes to the exterior design or appearance;
- alterations to a facade that result in only minor changes to the form and character of the building;
- applications for individual signs only;
- local and regional park facilities;
- repair, maintenance and improvement of flood-protection infrastructure and all related ancillary or accessory works, regulated and approved by Federal or Provincial agencies;
- Federally- and provincially-regulated utilities;
- removal of trees determined by a certified arborist to represent an imminent risk to safety of life and buildings;
- emergency actions necessary to prevent, control or reduce immediate and substantial threats to life or property during flood, debris flood/flow, erosion, landslide, avalanche, stream avulsion and other geohazard events;
- works undertaken by or on behalf of the City.

Where land is subject to more than one development permit designation, a single development permit will be required and the application will be subject to the requirements of all the applicable development permit guidelines.

If there are unique circumstances in which a parcel should be considered for an exemption but does not meet the specific exemption criteria identified in the Development Permit Area (DPA), the property owner may apply for a development permit exemption from the City for a fee, as set out by the Development Application Fee Bylaw No. 2629, 2013, as amended.

Development Approval Information

Pursuant to the *Local Government Act*, development approval information may be required by an applicant as part of a development permit application. The City's Development Procedures Bylaw specifies the procedures and policies for requiring such studies and information. The purpose of requiring development approval information is to ensure that applicable studies and relevant information are provided to evaluate the impact of a development proposal.

Failure to:

- (a) obtain a development permit where one is duly required; or

(b) develop land strictly in accordance with a development permit issued;

are offences under the *Local Government Act* and are contrary to the bylaws, regulations or policies of the City. Upon summary conviction, penalties for offences may be up to the maximum set out in the *Local Government Act*.

Employees, officers and agents of the City may, at all reasonable times, enter a property to inspect and determine whether the requirements of this DPA and the terms and conditions of a development are being met.

Development Permit Area 1: Natural Environment

Purpose

The Natural Environment Development Permit Area (DPA) establishes objectives for the protection of the natural environment, its ecosystems and biological diversity pursuant to the *Local Government Act*.

Objectives

Natural features of Pitt Meadows include agricultural lowland areas, wildlife corridors, wetlands, rivers and forested areas. Protection of these ecosystems provides many benefits, including: improved water quality; soil stability; better air quality; provision of habitat for wildlife; rainwater interception; and other functions necessary for the health and well-being of the city and its residents. The Natural Environment DPA is designated to minimize the impact of development on the city's natural areas and systems.

Designated Area

This DPA applies to development of all land shown on Schedule 11 A and 11B.

Exemptions

A development permit is not required for:

- landscaping where the existing grade and natural surface drainage pattern are not altered;
- site improvements such as addition of new paths and trails less than 1 m in width and surfaced with permeable materials;
- installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
- a restrictive covenant that effectively protects the entire natural environment area and is already registered on the subject property; all the conditions in the covenant are met; and the proposed activity will not affect any portion of the natural environment area;
- a situation in which the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines; the determination may need to be made by a qualified environmental professional that concludes that the portion of land being developed is not environmentally sensitive;
- a subdivision that only includes a lot-line adjustment or lot consolidation and does not create any additional lots.

Application Requirements

A Development Permit is required prior to any alteration of land, disturbance of vegetation, movement of soils or other disturbance of land, water or subdivision of land within the DPA.

Applicants may be required to submit a detailed environmental impact study prepared by a qualified environmental professional to identify any potential issues and impacts relating to the proposed development and relating to the protection, conservation and enhancement of natural environment protected areas. The environmental impact study may be required to include:

- a) delineation of the natural environment protected area and any sensitive ecosystems, including details on the features and extent of the said area; this may need to be done in conjunction with a certified B.C. land surveyor;
- b) description and relevant details of the proposed development, and an assessment of the impacts of said development, including impacts associated with the construction, operation and/or maintenance of the development on vegetation, wildlife, habitat, hydrology and soils;
- c) erosion and sediment control plan;
- d) grading plan;
- e) stormwater management plan;
- f) tree and vegetation-retention plan; and
- g) where necessary and appropriate, description of any habitat-compensation projects.

Development Permit Conditions

Development permits issued may require that:

- a) the natural environment protected area be protected or enhanced in accordance with the permit;
- b) the timing and sequence of development occur within specific dates or construction window to minimize environmental impact;
- c) specific development works or construction techniques (e.g., erosion and sediment-control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the natural environment protected area; and/or
- d) mitigation measures (e.g., removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore habitat within the natural environment protected area.

Guidelines

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

- a) Efforts should be made to locate development away from: a) habitat for species at risk; b) mature stands of trees; c) raptors' nesting sites; d) wetlands; and e) wildlife corridors.
- b) Efforts should be made to retain and enhance existing healthy native trees, vegetation, rock outcrops and soil wherever possible.
- c) Preservation of natural topography is favoured over blasting or building of retaining walls.
- d) Avoid disturbing, compacting and removing areas of natural soil as this can lead to invasion by unwanted plant species, poor water absorption and poor establishment of new plantings. Use of local, natural soil in disturbed and restored areas will support re-establishment of ecosystem functions.
- e) Use porous surfaces to enhance stormwater infiltration; permeable paving is preferable for all open-air parking areas. Ensure installation methods contribute to sustained permeability and retention of stormwater on the site. Incorporation of rain gardens, bio-swales, rain barrels and even small depressions (puddles) into landscaping will help reduce surges of stormwater entering local waterways.
- f) New landscaping should consist predominantly of drought-tolerant, native plant and tree species.
- g) Choose absorbent landscaping materials — leaf mulches, wood chips and good quality topsoil — over gravel, pavers and concrete.
- h) Areas that are designated free of development should remain undisturbed and, where necessary, be vegetated with plant materials that complement environmentally sensitive areas. A restrictive covenant may be required to be registered under the *Land Title Act* acknowledging portions of the land are to remain undisturbed and free from development.
- i) Clustering of development may be considered without altering the permitted density provided the number of units does not increase.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as

security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or

(b) the City.

Development Permit Area 2: Riparian Areas

Purpose

The Riparian Development Permit Area (DPA) establishes objectives for the protection of the natural environment, its ecosystems and biological diversity pursuant to the *Local Government Act*.

Objectives

The *Riparian Areas Protection Act* requires that the City of Pitt Meadows protect riparian areas from adverse effects of residential, commercial and industrial development. The Riparian Development Permit Area is designated to protect riparian areas from development where the areas provide natural features, functions and conditions that support fish life processes.

Designated Area

This DPA applies to development of all land (whether mapped or unmapped):

- (a) for a stream, the 30 m strip on both sides of the stream, measured from the high-water mark;
- (b) for a ravine less than 60 m wide, a strip on both sides of the stream measured from the high-water mark to a point that is 30 m beyond the top of the ravine bank; and
- (c) for a ravine 60 m wide or greater, a strip on both sides of the stream measured from the high-water mark to a point that is 10 m beyond the top of the ravine bank.

Where there is uncertainty regarding the location of development in relation to a Riparian Assessment Area or the nature of stream, the City may require:

- (a) a plan prepared by a registered B.C. land surveyor or qualified environmental professional to confirm whether the planned disturbance is within the Riparian Assessment Area; or
- (b) a report prepared by a qualified environmental professional to determine if the stream satisfies the definition criteria.

This DPA does not apply to drainage ditches or watercourses that do not support fish, or drain into a watercourse that does not support fish (e.g., an isolated wetland that is not connected to a stream system; or a roadside ditch that is not directly connected to a stream), where a qualified environmental professional has provided a written report confirming this.

Definitions

In this DPA, the following terms have the meanings described below:

"Active floodplain" means an area of land that supports floodplain plant species and is:

(a) adjacent to a stream that may be subject to temporary, frequent or seasonal inundation; or

(b) within a boundary that is indicated by the visible high-water mark.

“Assessment methods” means the assessment methods set out in the Schedule to the *Riparian Areas Regulation*.

“Assessment report” means a report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area, and which is certified for the purposes of this regulation by a qualified environmental professional.

“Development” means any of the following associated with or resulting from residential, commercial or industrial activities:

- (a) removal, alteration, disruption or destruction of vegetation;
- (b) disturbance of soils;
- (c) construction or erection of buildings and structures;
- (d) creation of non-structural impervious or semi-impervious surfaces;
- (e) flood-protection works;
- (f) construction of roads, trails, docks, wharves and bridges;
- (g) provision and maintenance of sewer and water services;
- (h) development of drainage systems;
- (i) development of utility corridors;
- (j) subdivision as defined the *Local Government Act*.

“High-water mark” means the visible high-water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation as well as in the nature of the soil itself, and includes the active floodplain.

“Permanent structure” means any building or structure that was lawfully constructed, placed or erected on a secure and long-lasting foundation on land in accordance with any local government bylaw or approval condition in effect at the time of construction, placement or erection.

“Qualified environmental professional” and “QEP” mean a qualified environmental professional as defined in the *Riparian Areas Regulation*.

“Ravine” means a narrow, steep-sided valley that is commonly eroded by running water and has a slope grade greater than 3:1;

“Riparian Assessment Area” means

- (a) for a stream, the 30 m strip on both sides of the stream, measured from the high-water mark;

- (b) for a ravine less than 60 m wide, a strip on both sides of the stream measured from the high-water mark to a point that is 30 m beyond the top of the ravine bank; and
- (c) for a ravine 60 m wide or greater, a strip on both sides of the stream measured from the high-water mark to a point that is 10 m beyond the top of the ravine bank.

“Riparian Areas Regulation” means B.C. Reg. 376/2004 and amendments thereto.

“Streamside Protection and Enhancement Area” and “SPEA” mean an area:

- (a) adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation, and existing and potential adjacent upland vegetation that exerts an influence on the stream; and
- (b) the size of which is determined in accordance with the *Riparian Areas Regulation* on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

“Stream” includes any of the following that provide fish habitat:

- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek or brook; or
- (c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph (a) or (b).

Exemptions

A development permit is not required for:

- the removal of trees determined by a certified arborist to represent an imminent risk to safety of life and buildings;
- the planting of native trees, shrubs or groundcover for the purpose of enhancing the habitat values and/or soil stability within the DPA;
- the installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
- the development of an approved community water or sanitary sewer system that is not ancillary to a residential, commercial or industrial development;

Application Requirements

Each development permit application shall be accompanied by:

- (a) an assessment report prepared by a QEP in accordance with the Assessment Methods and Development Permit Area guidelines for the purpose of determining the applicable Streamside Protection and Enhancement Area (SPEA) and other measures necessary for the protection of riparian areas;
- (b) a scaled siting proposal clearly and accurately identifying all streams and water features, high-water mark, top of bank, top of ravine bank, edge of wetland, riparian assessment area and the SPEA boundary in relation to existing and proposed property

lines, and existing and proposed development, as well as the locations of works and activities recommended in the assessment report; and
(c) written certification that the proposed development is consistent with the guidelines of this DPA and the *Riparian Areas Regulation*, and identifying any mitigation or compensation measures that are consistent with the guidelines, including measures that may be specified as development permit conditions.

Pursuant to the *Riparian Areas Regulation* and the *Local Government Act*, the assessment report prepared by a QEP should specifically consider and make recommendations respecting:

- (a) the siting of buildings, structures or uses of land;
- (b) areas to remain free of development;
- (c) the preservation, protection, restoration or enhancement of any specified natural feature or area;
- (d) works to preserve, protect or enhance a natural watercourse or other specified environmental feature;
- (e) protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage or control erosion, or protect the banks of watercourses; and,
- (f) timing of construction to avoid or mitigate impacts.

Where a development permit relates to the subdivision of land, an assessment report prepared by a QEP should:

- (a) identify adequate building sites — including but not limited to: building locations; front-, rear- and side-yard areas; site services; access; and, parking — on each proposed lot;
- (b) identify streams that may be impacted by the proposed development; and
- (c) consider whether any natural watercourses should be dedicated pursuant to the *Local Government Act*.

Development Permits Conditions

The City is authorized to issue a development permit after receiving:

- (a) notification by the Ministry of Environment that Fisheries and Oceans Canada and the Ministry have been:
 - i. notified of the development proposal; and
 - ii. provided with a copy of an assessment report that meets the requirements of the *Riparian Areas Regulation*; or,
- (b) documentation demonstrating that Fisheries and Oceans Canada has, with respect to the proposed development, authorized the “harmful alteration, disruption or destruction” of fish habitat pursuant to the *Fisheries Act* or amendments thereto.

A development permit may include as a term or condition any recommendation made by QEP in an assessment report respecting:

- (a) the siting of buildings, structures or uses of land;
- (b) areas to remain free of development;
- (c) the preservation, protection, restoration or enhancement of any specified natural feature or area;
- (d) dedication of natural watercourses to the Crown;
- (e) works to preserve, protect or enhance a natural watercourse or other specified environmental feature; and,
- (f) protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, control erosion or protect the banks of watercourses.

A development permit may impose terms and conditions respecting the:

- (a) sequence and timing of construction, including, but not limited to, timelines for completion of the works identified in the permit;
- (b) co-ordination of geotechnical recommendations by a QEP or professional engineer licensed in British Columbia;
- (c) minor modification of a SPEA as generally described in the Riparian Area Regulation Implementation Guidebook where no impacts to fish habitat occur and as recommended in an assessment report by a QEP.

A development permit may vary or supplement a bylaw in accordance with the *Local Government Act* provided that the variance or supplement is in accordance with the objectives and guidelines of this Development Permit Area.

New landscaping covering 100 m² or more in total site area shall require landscape plans prepared by a registered landscape architect.

Guidelines

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of Development Permits:

Measures to Protect the Streamside Protection and Enhancement Area

Land shall be developed strictly in accordance with the development permit issued.

No building or structure of any kind shall be located, no vegetation shall be disturbed and no soils shall be removed or deposited within a SPEA except in accordance with the development permit and assessment report.

The SPEA boundary should be clearly flagged, staked or otherwise marked during all development phases to avoid encroachment into the SPEA, in accordance with and along with any other measures required by the QEP to protect the SPEA. As required by the QEP, monitoring by the QEP shall occur throughout the development.

Geotechnical Hazards

Where a proposed development requires geotechnical evaluation pursuant to a geotechnical hazard development permit area or the *Community Charter*, the riparian assessment shall be co-ordinated with the geotechnical evaluation in order to provide a comprehensive development permit application.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed work prepared by a qualified professional. The City will require 125% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

At the discretion of, and if acceptable to, the City, a Letter of Undertaking signed and sealed by a QEP may be accepted in lieu of security where:

- (a) the nature of required works, such as landscaping, is minor and the risk of damage to the natural environment is low; and
- (b) the QEP will undertake the works and provide to the City a post-construction certification and inspection report as outlined below.

As a condition for the return of permit security, upon completion of the works authorized by a development permit — and for certainty upon expiry of any timeline for completion of works established as a term or condition of a development permit — the holder of the permit must submit to the City and the Ministry of Environment post-construction certification from a QEP that:

- (a) certifies that the development has been carried out in accordance with the assessment report and that terms and conditions set out in the assessment report and the development permit have been properly implemented; or,
- (b) identifies and documents all instances of non-compliance with the assessment report and the development permit, and any measures necessary to correct deficiencies, including any works that should be undertaken by the City.

Where the QEP or the City has identified that permit conditions were not met and/or that corrective action is required, the City shall use the permit security to complete any works required.

The requirement for post-construction certification and inspection may be waived by a condition in a development permit.

Development Permit Area 3: Wildfire Hazard

Purpose

The Wildfire Hazard Development Permit Area (DPA) establishes objectives for the protection of development from hazardous conditions pursuant to the *Local Government Act*.

Objectives

Parts of rural Pitt Meadows contain land that is forested, steep and has no access to municipal water supply. Other parts of the City are adjacent to forested areas. These lands have been identified as being at risk for wildfire and potential interface wildfire, and, therefore, are designated as being within the Wildfire Hazard DPA. The Wildfire Hazard DPA is established to minimize the risk of wildfire to people, property and structures.

Designated Area

This DPA applies to development of all land shown on Schedule 11A and 11B.

Exemptions

A development permit is not required for:

- internal renovations of, or minor additions (less than 46 m²) to, existing buildings;
- the removal of trees or vegetation, if no other Development Permit Areas apply;
- vegetation or tree removal;
- planting of fire-resistive vegetation native to the surrounding ecosystem;
- any development consisting entirely of non-flammable materials such as metal, stone or concrete;
- subdivisions that are lot-line adjustments, subdivisions for park purposes or for lot consolidation;
- if a restrictive covenant relating to fire hazard requirements and mitigation measures is already registered on title, to the satisfaction of the City;
- where building permit plans submitted show compliance with the following guidelines.

Application Requirements

A development permit is required prior to construction of any building or structure for which a building permit is required under the City's Building Bylaw, and prior to any subdivision other than exempted above.

The City may require one or more report(s) prepared by a professional that is qualified to assess and verify fire hazard. The report(s) shall provide recommendations for minimizing interface fire hazard risk to the development as well as, where possible, recommendations to preserve sensitive ecosystems that may be situated in close proximity to development.

Every application for a development permit shall be accompanied by plans indicating the following:

- (a) locations of all existing and proposed buildings and structures;
- (b) siting of parking areas and driveways;
- (c) extent and nature of existing and proposed landscaping and vegetation, including details of trees and ground cover; and
- (d) the exterior materials of existing and proposed buildings (siding and roofs).

Development Permit Conditions

The City may require registration of a restrictive covenant for areas designated as hazardous and to implement FireSmart building guidelines.

Guidelines

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

- Development should be planned and designed in accordance with FireSmart principles.

Site Guidelines

- New buildings or structures should be located as far away from any wildfire risk areas where possible.
- Buildings should be sited and road accesses designed in order to accommodate firefighting vehicles and equipment.
- Properties should be clearly marked with the address.
- Large properties should have a driveway with a turnaround.
- Where the City requires fire hydrants within a development, these must be fully functional prior to construction above the foundation level.

Building Construction

- Steep roofs and closed or screened gutters are preferred in order to prevent the collection of leaves or needles, and to reduce the risk of ember shower accumulation.
- Roof materials shall have a Class A or B fire-resistance rating as defined in the current British Columbia Building Code, as amended; examples of typical Class A or B roofing products include: asphalt shingles, metal, concrete tile, clay tile, synthetic, slate and hybrid composite materials.
- Exterior cladding on elevations adjacent to the wildfire interface should be constructed of ignition-resistant or non-combustible materials such as: stucco, metal siding, brick, concrete and fibre cement, rock and logs or heavy timber.
- Tempered, thermal (double-paned) windows should be used for all single-family dwelling construction, including additions and buildings larger than 100 m².

- Overhanging projections attached to buildings and their support (i.e., decks, balconies, porches, structural columns, and beams) should be constructed of heavy timber construction, ignition-resistant or non-combustible materials, similar to those allowed in the “Exterior Cladding” section above.
- The underside of all exposed floors (i.e., underside of balconies, decks and porches) should be sheathed or skirted with fire-resistant materials, similar to those allowed in the “Exterior Cladding” section above.
- The underside of all cantilevered floors (i.e., bay windows, hatches and window seats) should be protected with fire-resistant materials and have the floor system fire-blocked at the exterior wall plane.
- Areas under overhanging projections should be kept clear of debris.
- Exterior doors and garage doors should be fire-rated with a good seal.
- All eaves and ventilation openings in exterior walls, roofs and soffits should be covered with 3 mm wire mesh or be designed to prevent flame or ember penetration into the structure.
- Eaves and soffits should be constructed of ignition-resistant or non-combustible materials and properly fitted.
- Chimneys should have spark arrestors.
- For developments that have insufficient water service, as determined by the Fire Chief and Chief Building Inspector, exterior fire sprinklers may be required.

Landscaping Guidelines

- Landscaping on the property within 10 m of a building should consist of low-density, fire-resistant plants. Plants to avoid include coniferous evergreen trees and shrubs, juniper, pine, cedar, fir, spruce and tall grass. Instead, deciduous and broadleaved evergreen trees and shrubs (such as maple, Oregon grape, cherry, rhododendrons, etc.), as well as perennials, annuals and trimmed grass, are preferred.
- No firewood or similar piles of wood should be located within 10 m of a building used for habitation.
- Combustible mulches, such as bark mulch or pine needles, are discouraged.
- No additional or new coniferous evergreen trees should be planted, and it is not advisable to retain previously existing mature coniferous evergreen trees, within 10 m of a building used for habitation.
- Any coniferous evergreen trees that are to be retained on the property that lie within 10 m of the building must: have limbs pruned such that they are at least 2 m above the ground; be spaced so that they have 3 m between crowns; and no limbs should be within 3 m of the building or attachments such as balconies.
- Any wooden fence should be separated from a house with a metal gate.
- Removal of all debris (wood and vegetation) after land clearing for development should be completed prior to the approval of any new subdivision plan.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

Development Permit Area 4: Slope Hazard

Purpose

The Slope Hazard Development Permit Area (DPA) establishes objectives for the protection of development from hazardous conditions pursuant to the *Local Government Act*.

Justification/Objectives

Steep slopes are susceptible to erosion, landslide, water run-off and unstable soils. These areas require greater consideration and care when changes are made to the land to ensure that development does not create hazardous conditions. The Slope Hazard Development Permit Area is designated to minimize risk to people and property from slope hazards.

Designated Area

This DPA applies to development of all land shown on Schedule 11A and 11B.

Exemptions

A development permit is not required for:

- routine maintenance of existing landscaping and lawn areas;
- a situation where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be made by a qualified professional conclude that the portion of land being developed is not naturally hazardous and will not create a hazardous condition;
- lot consolidation.

Development Permit Application Requirements

A development permit is required prior to any alteration of land, disturbance of vegetation, movement of soils or other disturbance of land, water or subdivision of land within the DPA.

Applicants may be required to submit a report prepared by a qualified professional that includes, but is not limited to, the following information:

- plan of site features, including tree cover, rock outcroppings, watercourses and assessment of soil types, depths and conditions;
- plans showing the location of all existing and proposed buildings and structures, building envelopes, utility services, driveways and other impervious surfaces;
- a slope analysis, geotechnical assessment and slope-stability plan providing assessment of the potential for landslide, landslip or erosion and detailing how the proposed development is to be designed and constructed to prevent any destabilization or erosion of the slope. This will include plans showing lands with 0-10%, 10-20%, 20-30% and 30% and over grades at a 1 m contour interval;

- location and amount of anticipated removal or fill;
- a site-grading plan, including sections through each lot, that clearly shows building envelopes, including the top of cut and toe of slope, and the slopes of adjacent uphill and downhill lots;
- recommendations on appropriate building envelopes or setbacks in relation to potential slope hazard, with specific recommendations and criteria for design, construction and maintenance;
- detailed measures to safeguard neighbouring properties and structures arising from the proposed construction or site preparation; and
- identification of the anticipated effects of septic and drainage systems on slope stability.

Development Permit Conditions

A restrictive covenant acknowledging that the land may be subject to mud flows, erosion, landslip and subsidence may be required. It may also identify a “no disturbance/no build” area.

Guidelines

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of Development Permits, although not all of the guidelines will apply to all developments.

Site Guidelines

- Land with slopes greater than 30% is generally not suitable for residential development and should be avoided.
- Development should minimize any alterations to steep slopes, and the project should be designed to fit the site rather than altering the site to fit the project.
- Clustering of development may be considered without altering the permitted density provided the number of units does not increase and provided that each lot is suitable for its intended use.
- Potential slope hazard areas should remain free of development or, if that is not possible, then:
 - mitigation should be undertaken to reduce risk to an acceptable level (risk for both the subject property and any adjacent or nearby lands should be addressed); and
 - conditions (e.g., conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels, both as determined by a qualified professional in an assessment report.
- Building sites should fit with natural site contours and slope conditions such that structural retaining walls or extensive cut and fill are not required, and so that no blasting or significant soil/rock removal or fill are required to build on the site.

- Terracing of land is not supported and landscaping should follow the natural contours of the land.
- Every residential lot created by subdivision should have a safe building envelope located on stable slopes at less than 20% grade.
- A minimum 10 m buffer area from the top or base of any steep slope should be maintained free of development except as otherwise recommended by a qualified professional; on very steep slopes, this buffer area should be increased.
- Designs should avoid the need for retaining walls, particularly to minimize cutting of the uphill slope. Large single-plane retaining walls should be avoided. Where necessary, retaining walls should reflect the natural characteristics of the site and smaller sections of retaining wall are preferred. In general, retaining walls should not exceed heights of 3 m on roads or 1.2 m on private properties.

Building Construction

- Buildings should be stepped down to reflect natural contours and reduce visual impacts from other areas.
- Roof pitches should be aligned to reflect natural slope conditions.
- Smaller, stepped decks are preferred over long, continuous or cantilevered decks.

Building materials should reflect the natural setting and avoid shiny or reflective surfaces.

Landscaping

- Disturbed slopes should be reinforced and revegetated in accordance with the recommendations of a landscape architect or registered professional forester, and a permit issued by the City .
- Native species, including trees, shrubs and other plants, should be used for any new planting.
- Water should be diverted away from slopes, yards and structures in a controlled manner and ponding should be avoided near slopes.
- Flow should be contained by capturing roof and pavement drainage.
- The extent of impervious surfaces should be limited, and absorbent or permeable surfaces should be used instead to encourage infiltration and reduce run-off and erosion.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as

security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
(b) the City.

Development Permit Area 5: Farmland Protection

Purpose

The Farmland Protection Development Permit Area (DPA) establishes objectives for the protection of farming pursuant to the *Local Government Act*.

Objectives

Agricultural land by area is the most prominent land use within Pitt Meadows and farming is an integral and highly valued component of the City's economy, heritage and cultural well-being. Uncontrolled non-agricultural development next to properties within the Agricultural Land Reserve can increase the likelihood of land-use conflicts and nuisance complaints towards farm operations. The Farmland Protection Development Permit Area is designated to minimize these conflicts and support the vitality of local agriculture.

Designated Area

This DPA applies to development of all land as shown on Map Schedule 11A and 11B, generally adjacent to or within 30 m of land within the Agricultural Land Reserve (ALR).

Exemptions

All development in this Development Permit Area is exempted from the requirement to obtain a Development Permit, except:

1. subdivision of land;
2. construction of new buildings and structures within the DPA or additions to existing buildings and structures located partially or wholly within 30 m of the ALR boundary.

For clarity, the following activities are also exempt from obtaining a Development Permit:

- replacement or addition to a building where changes do not adversely impact (to the satisfaction of the director responsible for Development Services) agricultural uses or normal farm practices (existing or future) of ALR areas;
 - Adverse impacts can include, but are not limited to, the following:
 - drainage – when development creates flooding, erosion or siltation damage and reduced groundwater levels that prohibit agricultural irrigation;
 - irrigation – when development contaminates water supplies used for agricultural irrigation;
 - transportation and traffic – when development restricts access to farmland or prevents vehicle movement on local roads;

- land uses – when development adds sensitive uses adjacent to agricultural land without proper attention to screening or buffering.
- construction, additions or alterations not exceeding 30 m² where no variances of the Zoning Bylaw are required;
- landscaping and normal yard maintenance that do not affect a landscape buffer planted in accordance with these development permit guidelines;
- subdivision for lot-line consolidation only;
- if a restrictive covenant relating to landscape buffering requirements and notice of normal farm practices nearby is already registered on title, to the satisfaction of the City;
- where information is provided, to the satisfaction of the director responsible for Development Services, that illustrates that the proposed development will not adversely impact farming or farming buffers used to protect farming.

Development Permit Application Requirements

A development permit is required prior to subdivision, construction of or additions to buildings within the DPA. In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

The City may require an Agricultural Impact Assessment or a report prepared by a professional agrologist quantifying the impacts of any proposed development that may affect agricultural activity and to recommend mitigation strategies to ensure impacts on ALR lands are minimized during and after development.

Development Permit Conditions

A restrictive covenant may be required specifying that the lot is located near a farming area and that normal farm practices produce noise, dust, light and odour as identified and in accordance with the Provincial *Right to Farm Act*. The covenant may also include vegetation buffering requirements and prohibit the removal of vegetation and the construction of, or addition to, any buildings or structures within the buffer area other than fencing in accordance with local government standards or the *BC Ministry of Agriculture Guide to Edge Planning*.

Guidelines

Site Guidelines

- Subdivision design must minimize potential negative impacts that may occur between farm and non-farmland users, including being designed to allow for clustering of lots, buildings and structures away from agricultural land.
- Subdivision design and construction must minimize erosion.
- New single-family residential lots larger than 0.10 hectares must not be located along the boundary of the ALR.

- Parks and nature reserves adjacent to the ALR should be designed to locate active recreation facilities, such as playing fields, as far as possible from the boundary of the ALR.
- Passive recreation and parking facilities with permeable surfaces could be located near the boundary of the ALR provided there is a vegetated buffer that will inhibit trespass along the boundary.
- Groundwater quality and levels should be maintained through an integrated stormwater management plan prepared by a professional engineer or qualified professional. This plan should outline any expected changes to the drainage regime that will result from the proposed development and identify any conditions that should be incorporated into the development permit to protect property from flooding, erosion or other undesirable impacts as a result of changes to stormwater run-off.
- Road layout should not encourage the possibility of future subdivision of agricultural lands. Road endings or stubs that point directly into the ALR are not permitted except where required for access by farm vehicles. Half roads and half cul-de-sacs along the boundary of the ALR shall not be permitted.
- Roads and pedestrian-access routes that end at the boundary of the ALR are strongly discouraged except where necessary to provide access for farm equipment.
- The road pattern should be designed in such a way to direct urban traffic away from routes used by farmers to move equipment.
- The extension of utilities such as water and sewer lines into the ALR is not supported.
- Public and strata open spaces should be located next to the boundary of the ALR, with the required landscape buffer forming part of the open space. Open spaces should be designed for water-retention capacity and stormwater attenuation.

Building Construction

- Non-farm development within 30 m of any property line of a parcel of land designated within the ALR is discouraged.
- Non-farm buildings or structures, except for fencing, should not be permitted within 30 m of any property line of a parcel of land within the ALR.
- No residential building should be located within 30 m of the boundary of the ALR.
- No commercial or industrial building should be located within 15 m of the boundary of the ALR.

Landscaping

- Landscaping within 15 m of a parcel of land within the ALR should be native, non-invasive, drought-tolerant and of suitable height and type to screen non-farm uses.
- Landscaping should be designed by a registered landscape architect or registered professional agrologist to reduce potential land-use conflicts that may arise and should include a maintenance plan to promote long-term protection of farmlands

from nuisance complaints. The City may require professional inspection(s) and confirmation that the works have been completed according to the landscaping plans.

- For parcels located immediately adjacent to the ALR, a vegetated buffer should be provided and maintained parallel to and along the urban side of the ALR boundary in accordance with the following criteria:
 - All vegetated buffers intended to screen residential development from ALR lands should be continuous and be a minimum 15 m in width as measured as a perpendicular distance from the ALR boundary.
 - All vegetated buffers intended to screen commercial or industrial uses from ALR lands should be continuous and be a minimum 8 m in width as measured as a perpendicular distance from the ALR boundary.
 - All vegetated buffers should be designed, established and maintained in accordance with the B.C. Ministry of Agriculture Guide to Edge Planning.
 - Irrigation should be provided during the first two years after planting and permanent irrigation should be installed where the landscape architect indicates it is necessary to ensure long-term plant survival.
 - Vegetated buffers should be installed prior to final subdivision registration or the issuance of any building permit.
 - Paths and/or passive recreational uses should typically not be part of the vegetated buffer. Paths and/or passive recreational uses that are necessary to complete a trail network or that form part of a parks or trail plan may be included as part of a vegetated buffer; however, they should not take up more than one third of the width of the buffer and must be located away from the ALR boundary. The remaining two thirds of the buffer must be designed with special attention to inhibiting trespass onto ALR land and a registered landscape architect should certify that the overall effectiveness of the buffer will be the same as if the entire width were vegetated, and that it will meet the objectives of the development permit area.
 - Provide landscaping with trees, including coniferous trees, as a major landscaping component, as well as dense vegetation, within the required landscaped buffer. Wherever possible, double rows of trees should be planted. Any existing mature trees within the buffer area should be preserved. A majority of the plant material selected should include low-maintenance, indigenous vegetation and should be able to survive with little or no fertilizers.
 - For added effectiveness of the buffer, consider provision of a low landscaped berm as part of the buffer.
 - Where possible, existing landscaping or native vegetation that meets the intent of these guidelines should be retained.
- Fencing that is designed to minimize conflicts between the adjacent non-farm uses and uses occurring on ALR lands should be installed on the property line of the non-farm parcel. The City may require that the applicant provide a report prepared

by a registered professional agrologist that contains recommendations for appropriate fencing materials, location and height.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

Development Permit Area 6: Business Park

Purpose

This part creates Development Permit Area No. 6 for the purpose of Section 488 of the *Local Government Act* and designates the lots shown on Attachment "A" of this bylaw.

The area shown on Schedule 11 A is designated as Development Permit Area No. 6 Business Park pursuant to Section 488 of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of Industrial Development.

Objectives

The objectives of this Development Permit Area (DPA) are:

- to encourage high-standard industrial development that is cohesive and integrated into the surrounding environment; and,
- to create sustainable and environmentally-friendly development by applying green-building technology and sustainable building practices.

Designated Area

This DPA applies to development of all land shown on Schedule 11A.

Development Permit Exemptions

A development permit will not be required for:

- a) construction undertaken within the exterior walls of a principal building;
- b) minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations.

This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000 (major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them);

- c) construction or addition of a building or a structure with a floor area less than 45 m² that is not visible from any road, residential area or public recreation area or path;
- d) construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- e) placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;

- f) replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;

Development Permit Application Requirements

All development applications must include a comprehensive development design package and a statement of intent that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard Development Application drawings required by the City, a landscape plan and a concept plan for signage.

Guidelines

Development Permits issued for this area shall be in accordance with:

- **South Harris Business Park Design Guidelines, dated May 2017 and provided hereto as Schedule 2** of the OCP; and
- The guidelines that follow:

Form and Character

All buildings, structures and expansions or additions should be architecturally coordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas, efficiency of the circulation system, visual impact and design compatibility with the surrounding development.

- Front facades are encouraged to be designed to be visually attractive by:
 - modulating the facade – stepping back or extending forward a portion of the facade;
 - changing materials, colours, patterns and textures within the building plane;
 - changing the rooflines to reinforce the facade modulation; and
 - designing buildings with visually distinct bases, middle and upper storeys.
- The front facade theme should be extended around the building walls that are visible from all streets, public park spaces and residential areas.
- Main entrances to the buildings should be easily identified from streets or entry driveways.
- Offices' reception and other public areas should be located at the front of buildings, prominent and/or secondary frontages, and open spaces/parks.
- Shared service areas among buildings are encouraged (e.g., shipping and receiving, parking and outdoor lunch areas).
- Rooftop equipment (satellite dishes, air conditioning units, etc.) should be screened from public view or integrated within the building architecture.
- If a request is granted by Council for the building height to exceed 12 m (39 feet), the portion of the roof area exceeding 12 m shall incorporate green-roof technology or energy-saving technology.

Parking and Access

- Where possible, parking should be provided at the rear of the buildings.
- Loading areas should be located at the side or rear of the buildings and should be screened from view. Where a loading area is facing the side yard, the overhead doors should to be integrated into the overall design of the building,
- Loading areas should not be located adjacent to residential and park areas.
- Parking areas and vehicle circulation should be designed to avoid conflicts between trucks, heavy vehicles and passenger vehicles.
- Pedestrian and cycling routes within industrial development should be connected with routes in the surrounding areas.
- Pedestrian connections should be provided that connect the north and south residential areas adjacent to industrial lands, as shown in the concept land use plan provided hereto in OCP Schedule 2.
- Pedestrian connections should be located in a buffer area that separates and screens industrial uses from adjacent uses. Buffers may range in size depending on the adjacent use.
- In no case shall the buffer be less than 15 m where the buffer is immediately adjacent to a residential property.

Landscaping and Screening

- Landscaped islands should be used in parking areas to break up large paved surfaces.
- Trees and shrubs should be planted throughout the parking area to intercept precipitation, reduce surface heating and enhance esthetics of the area.
- Trees should be planted within parking areas at the following frequency:
 - one tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium to all maturity;
 - two adjoining rows of parking stalls (front to front) should be planted with a minimum of one tree per bank of 12 parking stalls spaced no more than 18 m between trees; and
 - the end of each single row of parking stalls should be planted with a tree and a landscaped island between the end of the parking stall and the adjacent drive aisle.
- Parking spaces should be designed in a way that a portion of the vehicle hangs over into a landscaped strip where possible.
- Landscaping should be used to identify entrances to the site and building.
- Outside storage and staging areas should be screened with landscaping or screening finished in a manner consistent with the principal building.
- Ancillary or secondary buildings should be screened on a site from public streets with dense plantings.

Green Technology Principles

- Buildings should be oriented to maximize opportunities for passive solar heating and natural lighting.
- Dual-flush toilets, electronic sensors on all lavatory faucets and low-flow shower heads should be considered in order to reduce the use of potable water.
- Water conservation and energy efficient design should be incorporated into building and site design.
- The use of permeable materials for parking areas, roads and sidewalks is recommended.
- Opportunities to re-circulate water, including collected stormwater and high-quality wastewater, should be investigated and incorporated into a development project where possible.
- Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to bio-swales and bio-filtration strips.
- A sustainability checklist shall be submitted with applications that demonstrates sustainability measures being incorporated to reduce environmental impacts; these should include measures such as green-roof technology, energy and water conservation, and greenhouse gas emission reductions.

LEED Certification

- New developments are encouraged to apply for LEED (Leadership in Energy and Environmental Design green building rating system) certification to assess the environmental sustainability building design.

Environmental Controls

- Industrial developments should be planned so that the uses and activities do not create nuisance such as the emission of odours, dust, fumes, noise or light pollution.
- Garbage and waste materials should be stored in waterproof and animal-resistant containers that are visibly screened from the public and employees.

Crime Prevention through Environmental Design (CPTED)

- CPTED principles should be applied to the building design, lighting, landscaping and other elements.

Standalone Commercial Uses

- Development Permit Area No. 11 Lougheed Highway Commercial guidelines shall apply to standalone commercial uses in an industrial park.

Site Safety Design

- A safety audit checklist shall be submitted with applications that demonstrates safety elements incorporated into the design of the trail networks and the industrial business park.
- The following factors should be taken into account when designing the exterior environments in an industrial business park:
 - visibility by others (design for seeing and being seen);
 - no entrapment spots (avoid small areas shielded on three sides); and
 - lighting (others' faces should be visible and blinding glare avoided).
- Site access and internal circulation should be designed to emphasize public safety at the intersections of public and private domains, internal security and efficient flows. Safe movement of pedestrians should be a priority above other modes of transportation.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

Development Permit Area 7: Industrial

Purpose

The Industrial Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of industrial development pursuant to the *Local Government Act*.

Objectives

Industrial lands in Pitt Meadows are longstanding and important for supporting the economy of the City and the region. The Industrial DPA is designated to facilitate the orderly development of industrial lands that meets the needs of industry and is cohesive and integrated into the surrounding area. These guidelines aim to control the interface between industrial and other uses by minimizing the visual impact of industrial development.

Designated Area

This DPA applies to development of all land as shown on Map 11A and 11B

Exemptions

A Development Permit Area is not required for:

- construction or addition of a building or a structure with a floor area less than 600 m² that is not visible from Lougheed Highway, a residential area or public recreation area or path;
- construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing development permit;
- construction, building improvements or site improvements associated with approved temporary use permits;
- a proposed development that is limited to subdivision;
- site improvements such as addition of landscaping, walkways, bikeways and permeable paving.

Application Requirements

A development permit is required prior to construction of or additions to buildings within the DPA. In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

All development applications must include a comprehensive development design package and a statement of intent that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage.

Guidelines

Building Form and Character

- All buildings, structures and expansions or additions should be architecturally coordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas; efficiency of the circulation system; visual impact; and design compatibility with the surrounding developments.
- The facades of all building walls that face Lougheed Highway or public streets, residential areas, pedestrian pathways, parks or open spaces must provide visual interest. Use architectural elements (e.g., windows, vertical and/or horizontal design elements, secondary roof elements) and/or material or colour change.
- Main entrances to the buildings should be easily identified from entry driveways.
- Service doors should not be located on a building facade that faces Lougheed Highway or a residential area.
- Industrial buildings should provide indoor and outdoor amenities for employees, such as lunchrooms and outdoor sitting areas.
- Fences abutting residential sites should be built with materials in keeping with the fences generally used in residential areas.
- Ancillary or secondary buildings and roof mechanical equipment should be screened from public view with dense planting or integrated within the architecture.

Parking and Access

- Parking and loading spaces facing Lougheed Highway are discouraged.
- Vehicle circulation should be designed to avoid conflicts between heavy vehicles, trucks and passenger vehicles.
- Development with more than one building on a site should provide sidewalks and pathways connecting buildings on the site.
- Wherever practical, off-street parking areas should be located to the rear and side of buildings, and should be screened from non-parking uses.

Landscaping

- Front or rear yards adjacent to Lougheed Highway should be screened by substantial landscaping. Solid fences in place of landscaping are discouraged.

- Trees and shrubs should be planted throughout the parking area to intercept precipitation, reduce surface heating and enhance esthetics. The use of native, drought-tolerant plants is preferred.
- Service areas, unenclosed storage areas and garbage containers should be screened from views by intensive landscaping and should not be located beside or across from residential sites or facing Loughheed Highway.
- Landscaping should be used to identify entrances to the site and buildings.
- The outdoor storage of equipment or materials should generally be placed at the rear of the site to reduce visibility from surrounding roads and any residential areas.
- A continuous, landscaped buffer should be provided between industrial development and residential sites.

Green Technology Principles

- Buildings should be oriented to maximize opportunities for passive solar heating and natural lighting.
- The use of permeable materials for parking areas, roads and sidewalks is encouraged.
- Opportunities to re-circulate water, including collected stormwater and high-quality wastewater, should be investigated and incorporated into a development project where possible.
- Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to bio-swales and bio-filtration strips.
- Lighting should be kept to the minimum necessary for safety and visibility, and designed to avoid light spill on adjacent residential properties and Loughheed Highway.

Crime Prevention Through Environmental Design (CPTED)

- The application of CPTED principles for the building design, lighting, landscaping and other elements is encouraged.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and

damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
(b) the City.

Development Permit Area 8: Town Centre Mixed Residential / Commercial

Purpose

The area shown on Schedule 11A is designated as a Development Permit Area No. 8 under Section 919.1 of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of mixed residential/commercial development in the Town Centre Commercial Area.

Objectives

- to reinforce the role of Harris Road south of Lougheed Highway as the Town Centre of the community through the creation of a distinctive, pedestrian-friendly area that combines service, commercial and residential uses with public gathering and outdoor spaces;
- to ensure consistency in form, massing and siting of new development;
- to control the interface between residential and commercial use by requiring consideration of the potential impacts of mixing land uses, implementing adequate buffering between land uses and regulating the proportion of structures.

Designated Area

This DPA applies to development of all land as shown on Map 11A

Exemptions

A development permit shall not be required for:

- construction undertaken within the exterior walls of a principal building or structure;
- minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings.

Minor renovations shall not exceed a value of \$75,000 for all uses except for gas stations, for which the renovations shall not exceed a value of \$10,000 (Bylaw No. 2432, 2009). (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them.);

- construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- exterior building envelope repairs covered under the Homeowner Protection Act, SBC1998;
- construction, building improvements or site improvements associated with approved temporary use permits;

- replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- a proposed development that is limited to subdivision;
- site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- construction or addition of not more than one building or structure with a floor area less than 20 m² that is not visible from any road, public recreation area or path.

Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation shall be addressed are as follows:

Building Form and Siting

- All buildings, structures and expansions or additions thereto shall be architecturally coordinated and shall be planned in a comprehensive manner, giving consideration to the relation between buildings, open areas and other features; building height; site coverage; yard setback; efficiency of circulation systems; visual impact; and design compatibility with the surrounding developments, including heritage buildings.
- New buildings adjacent to existing small-scale buildings should be designed to ensure privacy and livability for all properties.
- The design and siting of buildings should take into account noise sources from railway, highway or adjacent areas; non-residential uses should be located closer to sources of noise.
- All buildings should be located near the front property line. Only if the building features include a continuous boardwalk, public seating area and/or other public amenity along its frontage will a larger building setback be accepted.
- Buildings on corner sites shall front both street edges and should be massed towards the intersection. Building elevations visible from streets should be finished as the front elevation. Ground-floor residential units located at or near grade on streets and public pathways should be raised a minimum of 0.6 m to aid in the provision of privacy of the dwelling units.
- In order to ensure that a maximum number of units has been provided with good sun exposure, all proposals of two or more storeys are required to provide an analysis of the effects of solar orientation.
- All residential dwelling units should be provided with outdoor space in the form of balconies, decks and/or patios, which should not protrude beyond the frontal plane of the commercial ground floor.

Exterior Design and Finish

- Street-facing facades of buildings on Harris Road should be designed for a pedestrian scale, with the first storey architecturally differentiated from upper floors.
- The main entrances of the buildings should be clearly identified by canopies, gateways, landscaping, lighting, special paving or entry walkways.

- Building faces should provide visual interest by means of articulation, using variable setbacks, windows, vertical elements, changes in materials/colours and creative design of balconies.
- Exterior finishes of buildings should be of high quality to ensure integrity of the building envelope and to present an attractive appearance. Stucco siding should be restricted to no more than 25% of any given elevation.
- Colours of buildings should reflect the common colour palette of the surrounding area. A range of colours within a traditional palette is acceptable. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other building details.
- Accessory buildings, fencing, signage and railings should be compatible with the colour scheme of the site's principal building.
- Low-rise buildings should have a pitched roofline with a minimum slope of 5 in 12. The pitched roof should extend for full length of the building and may include false mansards or parapets.
- Mechanical equipment should be screened or integrated within roof forms in a manner consistent with the overall architecture of the building.
- Garbage/recycling containers, utility boxes, fans, vents and open storage areas should be screened from public views.

Pedestrian Environment and Building Frontages

- Building and frontage design in the Town Centre should create an attractive pedestrian environment. The pedestrian experience should be enhanced through easily identifiable building entrances, narrow commercial storefronts, shop fronts with clear, untinted glazing, concentration of signage at pedestrian eye level, attractive landscaping, street furniture and well-defined pedestrian corridors and crossings.
- Where stores have bigger frontages, visual monotony along the building faces will be avoided by means of variations in the design, colour and texture of the facade as well as the provision of numerous entrances in large frontage buildings.
- Buildings should provide weather protection over building entrances and frontages.

Commercial Development

The following guidelines will be considered together with other guidelines for this Development Permit Area:

- Freestanding commercial buildings within an outdoor mall setting should attempt to present an individuated roofline wherever possible. If this is not possible, the continuous roofline along the length of the mall should include some roofline features that break up the image of one flat, continuous roofline.
- Freestanding commercial buildings should have rooflines that have a pitched-roof silhouette. Gable, mansard and hipped roofs facing either the front or flanking street are encouraged. Pitched roofs shall have a minimum slope of 5 in 12.
- New commercial buildings should have windows of a variety of sizes and shapes on all building faces. Front facade windows should be decorated more elaborately than the windows on other elevations. Contrast trim shall be used to outline windows, doors, parapets and other building details.

- Commercial buildings located outside an outdoor mall setting should be located at or near the front property line. Only if the building features include a continuous boardwalk, public seating area and/or other public amenity along its frontage will a larger building setback be accepted.
- Store frontages of commercial buildings should remain relatively small wherever possible. Visual diversity along the building face could be achieved by means of variations in the design, colours and/or texture of the facade as well as the provision of several entrances in larger frontage buildings.

Parking and Vehicular Access

- Parking for buildings built at residential densities of 60 or more units per net hectare will be encouraged to locate in underground structures.
- Where lane access is available, access to a residential parking area from a street should not be permitted.
- Where surface visitor parking spaces for residential buildings are provided at the rear of the property, there should be direct access from the parking area to an entrance to the building.
- Parking provided at street level should not be located within any front yard or side yard facing a street.
- Individual residential unit driveway access should not be permitted on Harris Road.

Landscaping

- Landscape planting should:
 - provide definition for pedestrian corridors;
 - delineate private and semi-private space from public space;
 - present a pleasing street image;
 - soften the transition between adjacent land uses; and
 - create interesting views and focal points into and out of the site for pedestrians, drivers, tenants and adjacent sites.
- Parking areas visible from streets and adjacent residential buildings should be screened by landscaping in such a way that a reasonable level of public surveillance is allowed. Solid fencing in place of landscaping is not permitted.
- Parking areas should be inter-planted with trees.
- Retention of mature trees is encouraged.
- Native trees and plants should be used where possible.
- All vegetation used for landscaping shall be mature and of a quality acceptable to the City. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (BCSLA) and the B.C. Nursery Trades Association (BCNTA), and which are specified in the British Columbia Landscape Standard (1984) or as it may be amended.
- All landscaping materials, other than vegetation, shall be "non-skid" type and of durable quality.

Green Building Design Principles

- Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- Implement natural ventilation and cooling systems.
- Consider the use of green-roof technology to reduce stormwater run-off, reduce energy costs and enhance the livability of outdoor spaces.
- Limit the use of potable water for landscaping irrigation; consider using captured rainwater, recycled water and other non-potable water.
- Consider using dual-flush toilets, electronic sensors on all lavatory faucets and low-flow shower heads to reduce the use of potable water.
- Use permeable materials for parking areas, roads and sidewalks wherever possible.
- Use re-circulated water, including collected stormwater and high-quality wastewater, where possible.
- Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to infiltration chambers or bio-filtration strips.

Signage and Lighting

- Signage should be integrated with the design of the building and should be at ground level only, and its size and design should complement the scale and architectural detail of the building.
- The location and design of signage should be incorporated into the development permit application. • Applications for individual tenant signage submitted later should demonstrate how the proposal is compatible with the building architecture and the surrounding area.
- Freestanding signs in the Town Centre area should be limited to a height of 1.8 m from grade. The base of the sign should be surrounded by landscaping. Artificial turf and chain-link fencing are not acceptable.
- Exterior illumination shall be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination shall be designed to avoid light spill on adjacent properties.

Safety and Security

All developments should be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED), particularly with respect to:

- access control;
- surveillance;
- territoriality; and
- maintenance.

New developments are encouraged to apply for LEED Certification (Leadership in Energy and Environmental Design, a green building rating system) to assess the environmental sustainability of building design.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

Development Permit Area 9: Ground-oriented Residential

Purpose

The Ground-oriented Residential Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of intensive residential development pursuant to the *Local Government Act*.

Objectives

Sensitive residential infill development can provide a diversity of housing types and increase the efficiency of land use, enabling a compact and complete community. The Ground-oriented Residential DPA is designated to ensure each housing form is compatible with the “small-town” character of existing neighbourhoods through high-quality design and respect for the existing scale of development.

Designated Area

This DPA applies to low-rise, ground-oriented development of all land as shown on Map 11A and 11B, including infill lots, duplexes, triplexes, courtyard houses, rowhouses and garden suites that increase the density of that land. It applies to residential development for densities less than 30 units per gross hectare (may change based on land use designations).

Exemptions

A development permit is not required for:

- site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- construction of a secondary suite completely contained within an existing principal dwelling;
- construction or addition of not more than one building or structure with a floor area less than 30 m² that is not visible from any road, public recreation area or path, and where no variance(s) of the Zoning Bylaw is required.

Application Requirements

For the purpose of this DPA, an Intensive Residential Development Permit is required prior to issuing of a building permit for any of the following:

- garden suite;
- duplex;
- subdivision of lots in existing single-family neighbourhoods;
- triplex;
- fourplex;
- courtyard housing
- townhouse or rowhouse buildings.

All development applications must include a comprehensive development design package and a statement of intent or rationale that demonstrates how the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan, a rendering of how the proposed development will look in relation to adjacent buildings, colour elevation drawings and a tree survey.

Guidelines

In order to achieve the objectives of this Development Permit Area, the following guidelines shall apply to the issuance of development permits, although not all of the guidelines will apply to all developments.

General Neighbourhood Character

- Orient residential units to front all streets. On a corner or through site, orient and design buildings to address all frontages.
- Consider existing buildings and outdoor spaces when siting new buildings, including the location of windows and entrances, to minimize overlook and visual intrusion to neighbouring properties.
- The front setback for a new development should be the average of the front-yard setbacks of the two adjoining properties.
- Massing and building proportion of established housing should be reflected in the new development.
- Create a cohesive streetscape. Use a similar alignment of windowsills, building and roof lines, cornices and floor-to-floor spacing along the street block.
- Design all principal and accessory buildings with the same architectural style.
- Changes in colour and materials are recommended to create variety in repeated designs. Repetitive and monotonous building designs are discouraged.
- The lot should be graded to meet elevations of adjacent existing lots. A smooth transition from lot to lot is important.
- The use of retaining walls between lots is discouraged.
- The application of Crime Prevention through Environmental Design (CPTED) principles for the building design, lighting, landscaping and other elements is encouraged.

Driveways and Parking

- Minimize the width of driveways, especially where they meet the street.
- Driveways are encouraged to be shared (maximum 7 m width) where possible or narrowed where accessed at the curb (maximum 3.5 m width).
- A variety of material for driveways, walkways and patio areas should be used to maximize pervious surface area and rainwater infiltration. Parking and driveways should not occupy more than 50% of the front or rear yard.
- Driveways on corner lots should be located as far as possible from the intersection.

- Long concrete driveways and garages should not dominate the view from the public street and driveways should provide enough space to allow vehicles to park without overhanging the sidewalk or the road allowance. Detached garages in the back and side-entry garages are encouraged.
- When a garage is incorporated into a principal building, it should be designed to minimize its impact on the street-facing elevation. Front garages may occupy no more than 50% of the ground floor of the front building facade and should be recessed at least 2 m from the front facade.
- An energized electrical outlet capable of providing Level 2 charging for an electric vehicle for each residential unit is strongly encouraged.
- Tandem parking spaces are discouraged.

Building Construction

- Design the roof to minimize the overall building mass and include articulation such as gables and dormers.
- Buildings should be constructed out of high-quality, durable materials. Use of horizontal wood siding, stucco, brick and stone is encouraged.
- Encourage garage doors with glazing and materials complementary to the overall design.
- Front porches or verandas are encouraged and the area under the front porches should be concealed with wood, lattice, stone or other complementary material.
- The palette of materials should be simple and complementary of existing dwellings in the neighbourhood. Vibrant colour should be used with discretion and in small amounts.
- For flush-mounted windows, trim pieces or sashes should be used.
- Entry features and front doors should be the dominant elements facing the street. Avoid a large number of steps leading to the front entry.
- Exterior walls should be articulated through a combination of material and colour composition and architectural details, including projections, recesses, reveals, trim, porches, verandas, balconies, terraces and bay windows that incorporate three-dimensional depth and composition.
- The selection of exterior materials and texture for new construction should be compatible with the surrounding buildings and the existing adjoining buildings. In areas where strong continuity of materials and textures is a factor, the continued use of those materials should be strongly considered. Materials that are uncommon in the area, such as stonework or brick, could be considered for accent purposes only.
- Consideration should be given to the need for storage of bicycles, garden tools, lawnmowers, etc. Storage sheds should be an integral part of the design.

Landscaping

- Mature trees should be preserved and incorporated into the overall landscape design. Any mature tree that is removed should be replaced. An arborist's report

and tree-replacement plan, complete with security for replanting, may be required prior to approval of a development permit. If there are no existing mature trees on the site that can be preserved, a minimum of one tree in the front yard and one in the back yard shall be planted.

- Within the front yards, natural hedge landscaping between houses is encouraged instead of standard fencing.

Garden Suites

In addition to the above guidelines, the following also pertain specifically to garden suites:

- The garden suite should be subordinate in size and height to the principal or future residence on the property.
- If above a garage, accessory stairs should be in the interior of the building.
- Respect the scale and built form of neighbouring properties.
- Elevations should be articulated to create depth and architectural interest.
- Design and location of windows, balconies and decks should respect the privacy of adjacent properties by means of careful orientation, offset placement and privacy screening.
- Rooftop decks and suites attached to accessory buildings are not permitted.
- A garden suite should be located at the back of the property and no wider than 70% of the linear distance constituting the rear lot line.
- The siting should respect prominent existing trees and landscape features.
- Respect the privacy of adjacent neighbours by trying to minimize overlook and shadowing impacts. Encourage roof sloping towards side yards to reduce shadowing.
- Garden suites at the rear of corner lots should front the flanking street.
- Complement but do not replicate the principal residence.
- The placement of garden suites should maximize usable and private outdoor space associated with both the garden suite and the principal building.
- Exterior side yards on corner lots should be designed and treated as the front yard to the garden suites by using high-quality soft- and hard-surface treatments. Screening and landscaping between the street and the outdoor space should be incorporated to define the transition between public and private spaces.
- A separate driveway for the garden suite is only permitted on a lot with two street frontages, otherwise the garden suite should share the driveway access at the curb of the principal dwelling.
- New driveways should be made of permeable materials or wheel strips. Large concrete areas are discouraged.
- Garden suites should have an individual address or a unit identity number clearly visible from the street and illuminated at night.
- At least one unobstructed pathway, a minimum of 1.5 m wide between the front street and the detached garden suite, is required. This pathway should be levelled, graded and finished with a suitable permeable surface and be clear of any cornices,

sills, pilasters, hutches, eaves, nooks, bay windows and/or architectural features cantilevering beyond the building face. This should be illuminated at night.

- Waste and recycling storage area integrated into the garden suite with no interior access may be excluded from Gross Floor Area calculations to a maximum of 4.6 m² (50 sq. ft.).

Duplexes

In addition to the above guidelines, the following also pertain specifically to duplexes:

- Configuration of building massing that reflects a single-family residential character is encouraged to blend into a streetscape of typical larger single-family residences and is a more compatible scale to neighbouring buildings.
- A duplex should take the form of separate units rather than a single large structure.
- Offsetting side-by-side duplex units, particularly on mid-block lots, is encouraged to break up the massing, articulate the front elevations and create visual interest.
- Each unit should be provided with adequate private outdoor space.
- Two-storey duplex units should be constructed so the main living area is ground-oriented.
- Roof structures that span both units in a singular, monolithic roof form are discouraged. The roof design should vary between the units to emphasize unit individuality and to moderate the scale of the roof.
- On lots with frontages on two parallel streets, a front-to-back duplex configuration is required, with entrances to the units from each street.
- Garages should be located to the rear of the property or flanking streets, or be placed to the side of the units.
- No more than two single-car garage entrances should be located next to each other.

Triplexes and Fourplexes

In addition to the above guidelines, the following also pertain specifically to triplexes and fourplexes:

- Development may be in attached, detached or semi-detached forms up to a maximum of four units per lot.
- Developments should include a variety of unit types, sizes and unit treatments to encourage architectural diversity.
- Differentiation between units should be accomplished through use of different colours, location of windows, and appropriate uses and combinations of materials for exterior treatments.
- Street-oriented frontages should create a perception of separateness for each dwelling. On corner sites, building fronts and entrances should be located facing both streets.
- Recesses to front and garage entrances, combined with screening and landscaping, are encouraged and can provide each dwelling with uniqueness.
- The landscape design should enhance the overall streetscape and reduce the apparent mass of buildings.
- Each unit should be provided with adequate private outdoor space.

- Parking is encouraged at the rear or side of the property.
- There should be private open spaces for each unit and entries that are directly accessible and visible from the front yard.

Rowhouses

In addition to the above guidelines, the following pertain specifically to ground-oriented rowhouses:

- Rowhouse development is comprised of side-by-side units and is not considered to be units that are stacked.
- Each rowhouse should have access to the front and rear yards, including a rear entrance to allow for light and cross-ventilation.
- Narrower units may be considered if improved livability is provided (e.g., end units with three exposures).
- Roof forms identifying individual units are encouraged and individual front entry gates combined with low hedges or screens, an address and lighting are recommended to provide each unit with an identity and to contribute to a walkable street.
- Introducing variety along the townhouse facade by incorporating different unit types, entrance designs and landscape treatments creates a human scale, allowing developments to fit into established neighbourhoods and support walkable streets.
- Driveways and parking areas are encouraged to integrate planted areas to “soften” areas of paving, provide shade and create a more inviting “courtyard” space.

Courtyard Housing

In addition to the above guidelines, the following pertain specifically to ground-oriented courtyard housing:

- Courtyard housing is defined as a small grouping of dwelling units that are compatible in scale and massing to single-family dwellings, centred on a shared open space or courtyard, and accessed from the street.
- Units may be smaller, a mix of unit sizes and more compact than a typical single-family home, and are clustered together to create a village-style residential pattern.
- Units may be attached or detached and configured in a number of ways depending on site constraints.
- Units in the rear buildings of courtyard houses should have front entrances oriented to the internal courtyard – a flexible and interactive outdoor space.
- Each unit should have access to private open space and entries that are accessible from the street (for the front row of units) or the courtyard (for the rear row of units). A generous and clearly marked passage from the street to the courtyard should be provided.
- Daylight for interior and exterior spaces for all housing types should be maximized. All habitable rooms (not including bathrooms and kitchens) should have at least one window on an exterior wall.
- Natural ventilation is encouraged through the size, type and placement of windows.

- Privacy should be carefully considered. Landscaping, windows, decks and balcony placement should respect the privacy of adjacent properties and units by means of careful orientation, offset of placement between units and the use of privacy screening to prevent unnecessary visual intrusion.
- Raising the ground floor above a sidewalk should be considered to enhance residents' privacy.
- Noise should be carefully considered when planning unit layouts. Placement of noise-sensitive rooms, such as bedrooms, and the use of building elements such as stairs and closets to act as noise buffers against shared walls should be considered as a way to reduce the impact of noise between units.
- On a corner or double-fronting site, all sides facing a street should be fully designed and detailed.

Permit Security

The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

The amount of security shall be determined by:

- (a) submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit; or
- (b) the City.

Development Permit Area 10: Multi-family Residential

Purpose

This part creates Development Permit Area No. 9 for the purpose of Section 919.1 (e) and (f) of the *Local Government Act* as it applies to all intensive and multi-family residential development for densities greater than 30 units per gross hectare with fee simple or strata lots. The area shown on Map 11 A is designated as a Development Permit Area No. 10 under Section 919.1 of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of intensive residential and multi-family residential development.

Objectives

- To facilitate the orderly development of the area and encourage co-ordination of siting, form and volume of intensive residential and multi-family residential buildings and their areas for parking, storage and landscaping;
- to provide for the construction of intensive and multi-family residential development that is of a form and character that are compatible and complementary to those of adjacent development including multi-family and other residential and mixed-use development; and
- to encourage attractive residential streetscapes and landscapes, including through appropriate road design and landscape treatments of boulevards so as to minimize the impact of roadways, to the extent possible on the neighbourhood.

Designated Area

This DPA applies to multi-family development of all land as shown on Map 11A. It applies to residential development for densities more than 30 units per gross hectare.

Application Requirements

- All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines.
- The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage design.

Development Permit Area Exemptions

Development permits shall not be required in the following instances:

- construction undertaken within the exterior walls of a principal building;
- minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of

\$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them.);

- construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- construction, building improvements or site improvements associated with approved temporary use permits;
- replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- a proposed development is limited to subdivision;
- site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998.

Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

Character of Buildings

- All buildings, structures and additions should be architecturally co-ordinated and should be planned in a comprehensive manner, giving consideration to efficiency of circulation, relationship between buildings, visual impact and design compatibility with surrounding development.
- Planning of all buildings subject to this DPA should be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character in relation to surrounding properties, streets and other features.
- Buildings should be designed with wall, roof and ground-plane materials that are durable, authentic and of high quality.
- Buildings of two or more storeys in height should express the individuality of units through vertical expression of facades.
- Main entrances to multi-family residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, landscaping, lighting or special paving, or entry walkways.
- Where the development faces the street, regardless of form or density, ground-floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided.

- Ground-floor units located at or near grade on streets and public pathways should be raised a minimum of 0.6 m to aid in the provision of privacy of the dwelling units.
- The presence of garage doors along roadways should be minimized. Where the siting of garage doors along a roadway cannot be avoided, the garage door should be recessed a minimum of 0.6 m behind the main building facade. Garage entries should be considered as part of the overall design program and should include some glazing.

Siting and Access

- Buildings should not back onto public roads. Any fencing along public roads should provide for direct pedestrian access to the residential units.
- Articulation of the building facades through the use of variable setbacks is encouraged for all front elevations regardless of the form, and all rear and side elevations for attached multi-family development.
- Roadways should provide efficient circulation and encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design.
- Parking is to be accommodated with garages/carports and driveways or discrete parking areas. Where visitor parking or common parking areas are required pursuant to Zoning Bylaw No. 2505, 2011, several small sites rather than a few large sites should be used wherever possible.
- Buildings may require articulation to reduce opportunities for households to overlook each other's private areas.
- Variation in unit size, design and siting within groupings of units should be provided.
- Public spaces should be designed to receive sunlight all year.
- In order to ensure that a maximum number of units have been provided with good sun exposure, all three- and four-storey proposals will be required to provide an analysis of the effects of solar orientation at the following times:

Summer solstice: 8 a.m., noon and 4 p.m.

Equinoxes: 8 a.m., noon and 4 p.m.

Winter solstice: 8 a.m., noon and 4 p.m.

Two-storey proposals may be requested to provide this analysis if overshadowing on adjacent land uses is anticipated.

Landscaping and Recreation Spaces

- Parking areas visible from the streets and adjacent to residential buildings should be screened by substantial landscaping. Inter-planting of parking areas with trees is required at a minimum spacing of one tree per five parking stalls.
- Landscaping beds located next to parking stalls should be designed to avoid impacts on plant material from the door swing or foot traffic associated with exiting or entering a vehicle,

providing a hard surfaced “staging area” of not less than 0.8 m within the landscape bed and adjacent to the parking stall.

- Retention of mature trees for integration into the overall landscaping theme is encouraged.
- Native trees and plants should be used for landscaping, wherever possible.
- Exterior illumination should be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination should be designed to avoid light spill on adjacent properties.
- Neighbourhood parks should be available within a 10-minute walking distance, or approximately 0.6 km, of a development. Development proposals outside of this 10-minute walking distance should provide recreation space for pre-school aged children.
- The recreation space should be located:
 - ◇ in areas that can be overlooked by dwelling units or communal adult activity areas;
 - ◇ next to pedestrian routes to facilitate casual supervision;
 - ◇ at or near the same level as the home unit;
 - ◇ include seating for adults;
 - ◇ be protected from vehicle access; and
 - ◇ include at least one play structure.
- For attached multi-family development, the minimum distance between any area of blacktop or other hard surface meant for vehicle parking or circulation and any project property line where shared parking is not planned should be 1.5 m in order to provide for plant screening on property lines. Only road or driveway crossings will be permitted to interrupt this setback.
- Front property line fencing along Harris Road is discouraged.
- Individual residential unit driveway access will not be permitted off Harris Road. Only common driveway access to projects comprised of at least 12 units will be permitted.
- Direct vehicle access should be encouraged to one side of the residential unit only. Where additional vehicle access is provided to the rear side of any townhouse unit, such access should be no closer than 6 m to any building face or no closer than 3 m to any privacy area or patio.
- All applications should include an inventory of existing trees on the site that includes type, location, approximate caliper (or diameter) and heights.
- A tree/landscape screen is strongly encouraged along the railway.
- Construction or addition of not more than one building or structure with a floor area less than 20 m² that is not visible from any road, public recreation area or path

Development Permit Area 11: Lougheed Commercial

Pursuant to Section 919.1 of the *Local Government Act*, the land is hereby designated as an area for establishment of objectives and the provision of guidelines for the form and character for Service Commercial development. This part creates Development Permit No. 11 as delineated on Map 11 A.

Objectives

- To facilitate the orderly development of the area for Service Commercial uses, including large and medium-size retail establishment format, and highway and tourist-oriented commercial uses;
- to provide for the construction of Service Commercial uses that is of a form and character that facilitate good traffic flow, accommodate pedestrian activity, and promote good urban design and attractive streetscapes;
- to provide an appropriate buffer to agricultural uses adjacent to the development area;
- to promote a co-ordinated and coherent visual appearance between all developments within the Development Permit Area (DPA).

Designated Area

This DPA applies commercial development of all land as shown on Map 11A.

Development Permit Area Exemptions

Development permits shall not be required in the following instances:

- construction undertaken within the exterior walls of a principal building;
- minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000 for all uses except for gas stations, for which the renovations shall not exceed a value of \$10,000 (Bylaw No. 2432, 2009). (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole facade and development permit guidelines fully apply to them.);
- construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- construction, building improvements or site improvements associated with approved temporary use permits;

- replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing development permit;
- a proposed development that is limited to subdivision;
- site improvements such as addition of landscaping, walkways, bikeways and permeable paving;
- exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998.

Application Requirements

All development applications must include a comprehensive design package and a letter of intent that demonstrate how the proposed development meets the requirements outlined in the Design Guidelines. The design package should include, in addition to the standard development application drawings required by the City, a landscape plan and a concept plan for signage design.

Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

Access and Circulation – North Side of Lougheed Highway

- Vehicular access to all development should be from a public road or a paved easement access located either:
 - a) parallel to the Lougheed Highway along the north property line between the commercial area and the agricultural lands to the north; or
 - b) parallel to the Lougheed Highway, with a centre line at minimum distance of 40 m from the Lougheed Highway right of way.
- The public road and/or paved easement access should be a minimum two-lane access route constructed to engineering standards established by the City of Pitt Meadows.
- The public access way should provide vehicular and pedestrian connections to all development parcels between Meadow Gardens Way and Harris Road.
- An additional connection and access point between Lougheed Highway and the new public access road should be provided midway between Meadow Gardens Way and Harris Road, through a full-access movement intersection located at, or west of, Bonson Road at Lougheed Highway.
- The new intersection should include left-turn movements to and from the site for eastbound traffic on Lougheed Highway in addition to the standard right-in, right-out movements. Signalization for the intersection may be required, subject to approval from B.C.'s Ministry of Transportation and Infrastructure, and should be synchronized with the Harris Road and Meadow Gardens Way lights to minimize impacts on Lougheed Highway traffic flow.

- At each corner of all street intersections, ensure an unobstructed view for motorists within a triangular area abutting the intersection, in accordance with the City of Pitt Meadows Engineering Standards. No structures, signs, finished lot grade or vegetation should obstruct a line of vision within the triangular area.
- Provide for future transit stops on Lougheed Highway or interior roads that accommodate access to all storefronts within 250 m of the new public access way.
- Provide continuous and unified pedestrian circulation along the entire length of the site, with links between buildings and in front of buildings.
 - Pedestrian walkways should be clearly identifiable and designed to facilitate pedestrian circulation. Incorporate landscaped areas and wide concrete curbs adjacent to walkways to avoid intrusion into pedestrian circulation areas by parked vehicles.
- Provide sufficient access for emergency response vehicles to all buildings on a site.
- Consider joint or shared access between adjoining developments to minimize disruption of pedestrian sidewalks, to maximize landscaping and permeable surfaces, and to promote efficient traffic flow. Integration of driving aisles and pedestrian walkways between adjacent sites is also strongly encouraged.

Parking

- Provide off-street parking in accordance with the City of Pitt Meadows bylaws.
- Locate parking away from Lougheed Highway and to the rear of the site. No parking shall be permitted at the front of the site within or adjacent to the front-yard setback abutting the Lougheed Highway right-of-way. Provide a low-level landscaped buffer between the Lougheed Highway right-of-way and any parking areas visible from the public realm along Lougheed Highway.
- Divide parking areas into small sections to avoid large areas of paved asphalt. Incorporate landscaping strips, trees, building edges, pedestrian pathways and pavement treatment to enhance the visual appearance of parking areas.
- Landscaping should be provided in parking lots between and at the end of parking rows, within and at the perimeters of parking areas, and adjacent to pedestrian pathways.
- Provide curbed landscaped strips a minimum of 1.5 m in width and 3.6 m in length: a) at end of each parking row; b) between every six spaces in a single row or between a group of six paired spaces (i.e., 12 spaces configured in front-to-front adjoining rows); c) planted with shrubs, ground-cover planting and at least one 7.6 cm caliper "shade" tree.
- To prevent damage to landscaped areas, provide a concrete staging area approximately 0.6 m in width adjacent to planted areas parallel to parking stalls and concrete wheelstops set back approximately 0.6 m from planted areas at the heads of parking stalls.
- Trees should be of a type and height so that the crown extends above the height of a standard passenger or sport utility vehicle (approximately 2 m).

- Where pedestrian pathways intersect service or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals.
- Where a major pedestrian pathway intersects a driving aisle within a lot, consider ramping up the driving aisle surface to meet the grade of the pedestrian pathway to clearly demarcate the pedestrian realm and to promote pedestrian safety.
- All pedestrian routes shall be fully accessible to people with disabilities. Pedestrian pathways should be wide enough for wheelchairs/scooters and should include a tactile strip for the visually impaired.
- Curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, convenient and direct access from parking spaces to buildings for people with disabilities. Locate curb cuts and letdowns to the sides of intersections to steer pedestrians to the sides of roads.
- Locate parking spaces allocated for people with disabilities as close as possible to the main entrance of a building;

Site Design

- Site design should ensure that pedestrian use is given priority over vehicular use.
- Design and site all development(s) to mitigate the impact of traffic, noise, lighting and other environmental conditions on the adjacent residential area to the northeast.
- Provide at least one major pedestrian circulation route that links all developments and all sites from Harris Road to Meadow Gardens Way. Pedestrian routes should include a minimum 2 m wide hard surface pathway throughout, with a wider area on each development parcel for pedestrian respite and visual node opportunities. Incorporate landscaping and seating as well as opportunities for formal and informal gathering spaces where possible.
- Well-defined pedestrian access should be provided from public sidewalks. Pedestrian paths and/or sidewalks should be provided along all building facades with public entrances.
- A landscaped buffer, between 2 and 5 m in width (6.5 to 16 ft.) should be provided within the front-yard setback between the Loughheed Highway right-of-way and the front facades of buildings. The buffer should be intensively landscaped, with integrated pedestrian connections to provide links between the public sidewalk and building entrances.
- Provide on-site retention/detention of drainage in the form of storm sewers that flow into open ditches located at the rear of the site. Integrate the ditches with the agricultural ditch system that connects to the closest pump station in the area.
- Install oil-water separators and sediment controls for each development to promote effluent and groundwater quality-control objectives. Installation and maintenance will be the responsibility of individual lot purchasers.
- Provide a buffer between all development and adjacent agricultural lands: a) in the form of a public access road abutting agricultural lands; OR b) in the form of a continuous landscaped buffer a minimum of 15 m wide adjacent to the edge of the agricultural land.

- Surface parking or roads abutting agricultural lands require a minimum 7.5 m wide landscaped buffer between the paved surface and the agricultural area.

Building Form and Character

- Locate major buildings a minimum of 30 m from the boundary of any agricultural land.
- All buildings facing Lougheed Highway should be sited with the street elevation on the front-yard setback line. All other buildings on the site should front secondary streets or pedestrian pathways.
- Corner sites should be designed to bring visual prominence to the corner and to provide an edge to the intersection. Consider orienting building components such as main lobbies, principal entrances, entrance plazas, active interior spaces and windows towards the corner. Also consider including architectural elements that create a landmark or reference point for motorists and pedestrians.
- Buildings within a development should be designed around an architectural “theme” to ensure a high-quality and co-ordinated development.
- To achieve design consistency and visual coherence throughout the area, new developments should complement the design of developments on adjacent sites. Consider designs that incorporate major architectural elements, reflect similar building massing, match building heights and/or cornice lines, and employ high-quality exterior finishes.
- Buildings located along the front-yard setback should orient building entrances and windows to Lougheed Highway.
 - Throughout the development, provide entrances and windows facing streets and pedestrian pathways wherever possible.
 - Main entrances should open directly onto sidewalks and/or public open space areas. Entries set back from the sidewalk should be highly visible, clear glazed, and easily recognizable and accessible from the street.
- Provide weather protection over building entrances as part of the overall design of a development. Consider providing continuous pedestrian weather protection along all major pedestrian pathways and public places (i.e., transit stops, display windows and outdoor seating/dining areas).
- Large facades should be articulated or broken down by including architectural elements that create the appearance of smaller buildings. Buildings with more than 15 m of street frontage should break the horizontal mass of the building with vertical elements in a rhythmic pattern.
- Avoid blank walls and substantial areas of concrete, particularly on the facades fronting Lougheed Highway. Where solid walls are unavoidable, use building mass, variation of the facade, textured surfaces, architectural detailing or graphics and colours to reduce the impact of any solid wall. Consider incorporating “green screens” (i.e., hedges, vines, climbing plants on wire mesh or trellis structures) on large wall surfaces.
- Use materials that enhance visual connections between the interior of the building and the street.

- Sidewalls that are created for construction/development phasing should be designed to complement the overall appearance of the development and should not appear temporary or unfinished.
- Orient mechanical equipment, drive-through uses, service or car wash bays, shipping and loading areas, utility areas, refuse/recycling areas, restrooms, vending machines, unenclosed storage and public telephones to face away from adjacent public streets and residential zones. Whenever possible, these uses should not be visible from an adjacent residential property.
- Garbage and recycling bins should be easily accessible, contained within roofed/walled enclosures and screened from public view. Where possible, service areas should be internalized.
- Enclose or screen all exterior mechanical units or equipment — including rooftop units, mechanical equipment, outdoor vents, transformers and satellite dishes — within upper floors, roof forms or structures that form part of the overall design of a development.
- Building ventilation systems shall be located to minimize noise and to avoid exhaust to pedestrian areas and outdoor spaces. Air intakes should not be located on the sides of buildings that face agricultural land.
 - Developments are encouraged to incorporate energy efficiency and environmental sustainability principles in the design of buildings, such as the LEED (Leadership in Energy and Environmental Design) rating system.

Landscaping

- Landscaping should be designed around a theme or concept to promote a unified/co-ordinated appearance for each development. Landscape designs on new developments should complement the landscaping on existing adjacent developments to ensure a consistent design vocabulary and visual coherency for the entire area.
- Street trees are a required component of all development. Incorporate street trees into street-front landscaping to define site boundaries and to enhance public space. Select robust and “shade”-style tree species and avoid columnar species.
- Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances.
- Include continuous and substantial landscaped areas in all side- and rear-yard setbacks along property lines, particularly adjacent to residential development. Landscape treatment should include natural drainage swales, with rock, gravel and plantings where possible. Select robust plant species for planted areas.
- Landscaped buffers between development and agricultural lands must include trees; dense, trespass-inhibiting vegetation; and transparent fencing combined with evergreen fence. Trees should be the major component of the landscaping, with double rows of trees planted wherever possible. Any existing mature trees within the buffer area must be preserved.

- The majority of plant material selected for buffers between developments and agricultural lands should include low-maintenance, indigenous vegetation, and should be able to survive with little or no fertilizing and require minimal watering while not providing habitat for pests or disease. Consider the guidelines contained in the B.C. Agricultural Land Commission report "Landscaped Buffer Specifications."

Where possible, include a linear, textured band of roughened surface on pedestrian pathways for the visually impaired. Use textured surfaces to inform the visually impaired of important locations and natural connections. The band should be appropriately located towards the centre of the path and should be designed to avoid potential conflicts with seating areas or landscaping at the walkway edges.

- Minimize the amount of asphalt surfaces in parking areas by integrating a variety of paving materials, such as concrete, decorative pavers, etc., or by using alternate surface treatments.
- Consider the use of permeable parking paving techniques or shallow concrete swales with rolled edges as an alternative treatment for surface drainage.
- Developments are encouraged to incorporate Low Impact Development (LID) elements into the design of sites to manage rainfall at the source. Design site elements to achieve a target of retaining the first inch of rainfall on site where feasible.

Signage and Lighting

- All signs shall conform to the Pitt Meadows Sign Bylaw.
- Major signage, such as pylon signs, should be located in close proximity to the new intersection connecting to Lougheed Highway.
- Pedestrian-level lighting should be provided along all pedestrian routes and pedestrian plazas.
- Provide lighting for parking areas that is located and designed to ensure that all areas are well lit.
- High-intensity lighting and signage should be avoided where possible, particularly adjacent to residential areas to the northeast.
- Lighting and signage should be designed to have no direct source of light visible from the public right-of-way or adjacent residential land.
- Direct high-intensity illumination away from adjoining properties.
- Where appropriate, incorporate decorative lighting and floodlighting features on buildings to accent recessed or articulated surfaces, to enhance architectural and site design elements, and to illuminate building entrances and/or dramatic interior spaces.
- Select vandal-proof lens styles for exterior lighting fixtures to deter vandalism and for maintenance purposes.

Development Permit Area 12: Village Mixed-use

Purpose

The area shown on Map 11A is designated as Development Permit Area No. 12 under Section 919.1 of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of commercial and residential mixed-use development.

Objectives

- To reinforce the role of Barnston View Road as a community commercial centre in the south of Pitt Meadows through the creation of a distinctive, pedestrian-friendly area that combines stores and services with public gathering and outdoor spaces;
- to ensure consistency in form, massing and siting of new development;
- to control the interface between residential and commercial use by requiring consideration of the potential impacts of mixing land uses and regulating the proportion of structures.

Designated Area

This Development Permit Area (DPA) applies the commercial and multi-family residential development of all land as shown on Map 11A.

Development Permit Area Exemptions

A development permit shall not be required for:

- construction undertaken within the exterior walls of a principal building or structure;
- minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations, and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. Major renovations to the exterior of the building involve the restoration or reconfiguration of a building's whole facade and development permit area guidelines apply fully to them;
- construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- construction, building improvements or site improvements associated with approved temporary use permits;
- replacement or alteration of existing signs and the erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing development permit;

- a proposed development that is limited to subdivision;
- site improvements such as the addition of landscaping, walkways, bikeways and permeable paving.

Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation shall be addressed are as follows:

Building Form and Siting

- All buildings, structures and expansions or additions thereto shall be architecturally coordinated and shall be planned in a comprehensive manner, giving consideration to the relation between buildings, open areas and other features, building height, site coverage, yard setback, efficiency of circulation systems, visual impact and design compatibility with the surrounding development.
- All buildings shall be located near the front property line. Only if the building features a public seating area and/or other amenity along its frontage will a larger building setback be accepted.
- Buildings on corner sites shall front both street edges and shall be massed towards the intersection. Building elevations visible from streets shall be finished in materials and style consistent with the front elevation.

Exterior Design and Finish

- The main entrances of the buildings shall be clearly identified by canopies, gateways, landscaping, lighting or special paving or entry walkways.
- Building faces shall provide visual interest by means of articulation using variable setbacks, fenestration, vertical elements and changes in materials/colours.
- Exterior finish of buildings shall be of high quality to ensure integrity of the building envelope and to present an attractive appearance.
- Mechanical equipment shall be screened or integrated within roof forms in a manner consistent with the overall architecture of the building.
- Garbage/recycling containers, utility boxes, fans, vents and open storage areas shall be screened from public views.

Pedestrian Environment and Building Frontages

- Building and frontage design shall create an attractive pedestrian environment. The pedestrian experience will be enhanced through easily identifiable building entrances, narrow commercial storefronts, shop fronts with clear, untinted glazing, concentration of signage at pedestrian eye level, attractive landscaping and street furniture, and well-defined pedestrian corridors and crossings.

- Where stores have bigger frontages, visual monotony along the building faces will be avoided by means of variations in the design, colour and texture of the facade as well as the provision of numerous entrances in large-frontage buildings.
- Window boxes, bay windows and robust window trims are encouraged to give depth to the facade. Enhanced window detailing may be appropriate.
- Flashings and gutters, etc. should be integrated into the design by colour or other methods.

Landscaping

Landscape planting shall:

- provide definition for pedestrian corridors;
- delineate private and semi-private space from public space;
- present a pleasing street image;
- soften the transition of adjacent land uses; and
- create interesting views and focal points into and out of the site for pedestrians, drivers, tenants and adjacent sites.
- Landscaping shall be planned so that driving sightlines are maintained from adjacent roads, manoeuvring aisles and parking lots.
- Native trees and plants should be used where possible.
- All vegetation used for landscaping shall be mature and of a quality acceptable to the City. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Nursery Trades Association and which are specified in the British Columbia Landscape Standard (1984) or as it may be amended.
- All landscaping materials, other than vegetation, shall be "non-skid" type and of durable quality.

Green Building Design Principles

- Use permeable materials for parking areas, roads and sidewalks wherever possible.
- Limit the use of potable water for landscaping irrigation. Consider using captured rainwater, recycled water and other non-potable water.
- Parking and other paved areas should be designed to minimize the negative impacts on surface run-off volume and quality by installing oil/water separators for high-traffic areas and directing run-off to infiltration chambers or bio-filtration strips.
- New developments are encouraged to apply for LEED Certification (Leadership in Energy and Environmental Design, a green building rating system) to assess the environmental sustainability of building design.

Signage and Lighting

- Signage shall be integrated with the design of the building and shall be at ground level only, and its size and design shall complement the scale and architectural detail of the building.
- The location and design of the signage shall be incorporated into the development permit application.
- Applications for individual tenant signage submitted later shall demonstrate how the proposal is compatible with the building architecture and the surrounding area.
- Exterior illumination shall be provided as a means to provide esthetic accent and to enhance personal safety through natural surveillance in low-light conditions. Illumination shall be designed to avoid light spill on adjacent properties.

Safety and Security

All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED), particularly with respect to:

- access control;
- surveillance;
- territoriality; and
- maintenance.

Schedule I: City of Pitt Meadows

Regional Context Statement

The City of Pitt Meadows is located within the Lower Fraser Valley at the confluence of the Pitt River and the Fraser River. Its landscape has been shaped and nourished by the force of the rivers, giving rise to one of Metro Vancouver's most important agricultural areas. Although centrally located within the Lower Mainland, Pitt Meadows had, in the past, limited access to other parts of the area. Recent infrastructure improvements such as the construction of the brand new Golden Ears Bridge and the reconstruction of the Pitt River Bridge have vastly improved transportation routes to Pitt Meadows, and have repositioned the municipality within the area in terms of economic development. The municipality that once served as a bedroom community in the region has shifted course over the last few years to include more commercial and industrial development, and therefore has become more of a complete community for its residents.

Under Section 866 of the Local Government Act, every Metro Vancouver member municipality is required to identify the relationship between its OCP and the Regional Growth Strategy by incorporating a Regional Context Statement into their OCPs. If necessary, the Regional Context Statement must identify the inconsistencies between the OCP and the RGS and how the OCP will be made consistent over time. This regional context statement maintains the City's authority to make local planning decisions, while ensuring that Council and the Regional Board agree upon matters of legitimate regional interest.

Goal 1: Create a Compact Urban Area

STRATEGY 1.1 Contain urban development within the Urban Containment Boundary	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
1.1.3 Adopt Regional Context Statements which:	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	The Urban Containment Boundary is depicted on the OCP Map 1, Urban Land Use and Regional Features Maps 1 and 2. It is generally consistent with the Regional Land Use Designations Map. Virtually all growth would be accommodated within the Urban Containment Boundary.
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards	The 2041 RGS projections for the City of Pitt Meadows are: ◇ Population = 24,000 ◇ Dwelling units = 9,400 ◇ Employment = 11,200

accommodating the projected growth within the Urban Containment Boundary.	<p>The City's 2041 projections are as follows:</p> <ul style="list-style-type: none"> ◇ Population = 23,800 ◇ Dwelling Units = 9,520 ◇ Employment = 11,300
STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
1.2.6 Adopt Regional Context Statements which:	
a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);	<p>City of Pitt Meadows OCP:</p> <p>The City's 2042 projections for the Urban Centre are:</p> <ul style="list-style-type: none"> ◇ Dwelling Units = 3046 (32% of total dwelling units) ◇ Employment = 3,749 (33% of total employment)
b) include policies for Urban Centres which: <ul style="list-style-type: none"> i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2); ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions; iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate; 	<p>The location and boundary of the Municipal Town Centre is depicted on Regional Features Maps 1 and 2 and encompasses the areas which are designated for high and medium density multi-family residential, mixed use commercial / residential development and the Civic Centre serving the local population. This area embraces Harris Road, and builds upon an existing land use pattern that emerged in the 1970's and 1980's with the development of several farms in a linear pattern. It is intended that this urban centre will become the heart of the local community. Existing policies support focused residential and mixed-use growth within the Urban Centre, such as permitting higher densities and mixed uses in a pedestrian friendly environment, designating a Civic Centre within the Urban Centre Area that will be the focus of public facilities in the Municipality, all within walking distance of the West Coast Express station and frequent transit (. Office development is encouraged within the urban centre by protecting existing office / commercial uses; by encouraging office and professional uses to locate in the Town Centre, close to public transit; by requiring first floor commercial uses in the Town Centre. Pitt Meadows will work towards incorporating additional</p>

	<p>policies and/or incentives for office uses in the Town Centre. The OCP contains policies regarding the consideration of reduced parking requirements in commercial and residential areas.</p>
<p>c) include policies for Frequent Transit Development Areas which:</p> <ul style="list-style-type: none"> i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • other applicable guidelines and policies of TransLink for the Frequent Transit Network; ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate; 	
<p>d) include policies for General Urban areas which: i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2); ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p> <ul style="list-style-type: none"> iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11); iv) exclude non-residential major trip-generating uses, as defined in the Regional 	<p>The location and boundary of the General Urban Area is depicted on Regional Features Maps 1 and 2. OCP policies and land use designations generally ensure that development densities outside of the Urban Centre are lower. The land use designations for high density residential development and for mixed use development, for example are limited to the Urban Centre. Since areas outside of the Urban Containment Boundary are designated as "agricultural" or "rural", development densities will be much lower still. No local centres have been identified. The OCP does support limited commercial development along the north side of Lougheed Highway and east of Harris Road, outside of the Town Centre. This is a historical designation, and it acknowledges the economic potential of the Lougheed Highway through the community. While no decision has been made at this point, the City may, in the future, choose to propose</p>

Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas; v) encourage infill development by directing growth to established areas, where possible;	amending the regional land use designations and urban containment boundary encompassed by the Special Study Area shown on Map 12 of the RGS. Otherwise, the OCP does not anticipate any additional regionally significant nonresidential major trip generating uses within Pitt Meadows. The OCP contains several policies encouraging infill development in the urban area. These include supporting smaller, infill residential lots, secondary suites, and garden suites.
e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	The Urban Centre does not overlay Industrial, Mixed Employment or Conservation and Recreation areas. No Mixed employment areas have been identified for Pitt Meadows.
f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which: i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities; ii) encourage safe and efficient transit, cycling and walking; iii) implement transit priority measures, where appropriate; iv) support district energy systems and renewable energy generation, where appropriate.	The OCP contains guidelines that require buffers between industrial uses and residential uses ; The OCP supports safe, linked and convenient pedestrian circulation, and considers the needs of cyclists in road design and upgrading; The City is undertaking a Master Transportation Plan (to be completed in 2013) that may include recommendations for transit priority measures. Any such policies will be included in the OCP. The OCP contains policy encouraging the development of community energy systems.
STRATEGY 1.3 Protect Rural areas from urban development	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
1.3.3 Adopt Regional Context Statements which:	
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location and boundary of the Rural areas is depicted on Regional Features Maps 1 and 2.
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	The OCP designates rural areas as “Rural Residential”. Development in those areas designated “Rural Residential” is limited to one unit per net hectare.

<p>c) include policies which:</p> <p>i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</p> <p>ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</p>	<p>The density permitted under the “Rural Residential” designation is compatible with on-site sewer servicing. Regional sewer service is not being sought for these areas. The OCP supports agricultural uses within the Agricultural Land Reserve through the following ways: ◇ Supporting the retention of large land holdings and the consolidation of small parcels; ◇ Application of a “no net loss” policy; ◇ Consideration of restricting residential development within the Agricultural area ; ◇ Buffering agricultural land from urban uses; ◇ Permitting agricultural uses in those areas outside of the Agricultural Land Reserve designated as “Rural Residential”.</p>
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Goal 2: Support a Sustainable Economy

STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
2.1.4 Adopt Regional Context Statements which:	
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	The OCP supports a wide range of economic development, while maintaining a distinction between the types of businesses that are permitted in certain areas of the City. For example, those commercial uses which serve a regional population are encouraged to locate adjacent to Lougheed Highway and major arterial roads, retail and office uses are encouraged to locate in Town Centre Commercial areas.
b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	The OCP supports the development of office space in Urban Centres through land use designations, such as Town Centre Commercial, which permits high-density mixed commercial and residential uses. The OCP also supports the preservation of existing commercial areas, rather than allowing them to be converted to other uses. Using incentives to increase office development in the Town Centre are not addressed in the OCP. The Town Centre is envisioned as containing dense mixed residential / commercial development and civic spaces, primarily serving the local

	community. Given the scale or form of development contemplated for the Town Centre major trip generating uses, such large office buildings and shopping centres, do not fit the scale or form of development that is envisioned for the Town Centre.
c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	The OCP generally supports focusing local development within the Urban Centre through its land use designations, which include Town Centre Commercial. The Town Centre Commercial designation permits high density mixed commercial and residential uses appropriate to the community's central area. Generally, the FAR for commercial uses outside of the urban centre is of a lower density than the FAR within the centre. The OCP encourages the redevelopment of lands within the Municipal Town Centre for local commercial uses. Lands have been historically designated within the OCP for Highway Commercial Uses outside of the Municipal Town Centre, along the north side of the Lougheed Highway and east of Harris Road. This designation acknowledges the economic potential of the Lougheed Highway through the community . While no decision has been made at this point, the City may, in the future, choose to amend the land use designations and urban containment boundary encompassed by the Special Study Area as shown on Map 12 of the RGS. Any further commercial and institutional growth is limited by the Urban Containment Boundary and the Agricultural Land Reserve. The OCP does not anticipate any additional regionally significant non-residential major trip -generating uses within Pitt Meadows at this time.
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	Not applicable. No Special Employment Areas have been identified for Pitt Meadows, and there are no post secondary institutions or hospitals.
STRATEGY 2.2 Protect the supply of industrial land	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
2.2.4 Adopt Regional Context Statements which:	

a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Industrial areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
b) include policies for Industrial areas which: i) support and protect industrial uses; ii) support appropriate accessory uses, including commercial space and caretaker units; iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities; iv) encourage better utilization and intensification of industrial areas for industrial activities;	The Official Community Plan supports and protects industrial areas as follows: ◇ Designating areas as “Business Park” and “Industrial”, consistent with the Regional Growth Strategy; ◇ Defining “Business Park” as clean business industrial uses in office-like structures;; ◇ Land-use designation definitions that support manufacturing, processing, storage, wholesale, and warehouse uses; ◇ By including policies that encourage higher employment and land use densities; ◇ Office uses are permitted, but only as an accessory use.
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	No Mixed Employment Areas have been identified for Pitt Meadows.
d) include policies for Mixed Employment areas which: i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate; ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy; iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas; iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas; v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed	No Mixed Employment Areas have been identified for Pitt Meadows.

Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities; vi) exclude residential uses, except for an accessory caretaker unit;	
e) include policies which help reduce environmental impacts and promote energy efficiency.	The OCP contains several policies that help to reduce the environmental impacts and promote energy efficiency, such as encouraging higher employment and land use densities, and permitting clean, high quality industrial / business park uses).
STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Agricultural areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
b) include policies to support agricultural viability including those which: i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture; ii) discourage subdivision of agricultural land leading to farm fragmentation; iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities; iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning); v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture); vi) encourage the use of agricultural land, with an emphasis on food production; vii) support educational programs that provide information on agriculture and its	The Official Community Plan designates areas as "Agricultural", consistent with the Regional Growth Strategy; The retention of large land holdings and the consolidation of small parcels and the application of a "no net loss" policy is supported in the OCP ; The OCP includes policies on infrastructure and transportation that supports agricultural activities, including supporting changes to the road network that would address traffic volumes on Old Dewdney Trunk Road; Policies regarding buffering agricultural land from urban uses are included; Agri- tourism and value added agricultural business initiatives are specifically supported in the OCP; Consideration of restricting residential development within the Agricultural area is included; Currently, the OCP does not contain policies regarding educational programs on agriculture, but the City will work towards including such policies in consultation with the farming community and the Economic Development Corporation.

importance for the regional economy and local food systems.	
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Goal 3: Protect the Environmental and Respond to Climate Change Impacts

STRATEGY 3.1 Protect Conservation and Recreation lands	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
The role of municipalities is to: 3.1.4 Adopt Regional Context Statements which:	Conservation and Recreation areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Areas are designated as “Conservation Area”, “Wildlife Management Area” and “Open Space” on Schedules 2A and 2B, consistent with the Regional Growth Strategy. The OCP includes definitions of “Conservation Area”, “Wildlife Management Area” and “Open Space” that limit the uses of those lands to passive recreation, and in the case of conservation area, as nature preserves where facilities for passive recreation are discouraged.
b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: i) public service infrastructure, including the supply of high quality drinking water; ii) environmental conservation; iii) recreation, primarily outdoor; iv) education, research and training facilities and uses that serve conservation and/or recreation users; v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi) limited agricultural use, primarily soil-based;	Several areas in Pitt Meadows are designated as Development Permit Areas for the purposes of mitigating the impact of development on the natural environment.
c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.	City of Pitt Meadows OCP: The OCP does not contain policies regarding buffering Conservation and Recreation areas from adjacent areas (which are primarily agricultural) since these areas are located with agricultural areas.

STRATEGY 3.2 Protect and enhance natural features and their connectivity	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
3.2.4 Adopt Regional Context Statements which:	
include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).	Environmentally sensitive areas are identified on Map 5 of the Official Community Plan. Most of the land identified as environmentally sensitive within the OCP is within the authority of a variety of agencies, including, but not limited to, the Regional, Provincial, and Federal Governments. The OCP supports working cooperatively with such agencies to ensure effective management of environmentally sensitive areas.
3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	The municipality's trail network is identified in the OCP. The trails shown on these schedules overlap with the Regional Greenway Network as shown on Map 9: Regional Recreation Greenway Network of the Regional Growth Strategy. The Official Community Plan supports the connection of the community trail network with the Regional Greenway Network.
3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).	The Official Community Plan supports the protection and enhancement of ecologically important features such as the shorelines and wetlands. As an example, the OCP requires environmental impact assessments for development application outside of the Urban Containment Boundary. These types of development could include large-lot residential subdivisions or residential cluster subdivisions. The OCP also encourages Best Management Practices for all development within the Municipality.
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	As part of the Regional District's mandate, the City has adopted an Integrated Storm Water Management Plan for the City in 2014. The OCP contain additional supportive policies regarding integrated stormwater management as well as policies encouraging green infrastructure.
STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP

3.3.4 Adopt Regional Context Statements which:	
a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;	The OCP supports the implementation of the City of Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan which commits to a reduction of 13% of 2007 emissions by 2017. For its part, the Official Community Plan contributes to the reduction of GHG emissions by: ◇ crafting a land use plan that will accommodate the Metro Vancouver population projections for Pitt Meadows; ◇ delineating an Urban Containment Boundary that would contain most of the future population within it; ◇ locating commercial and industrial land uses within the Urban Containment Boundary; ◇ continuing to enhance and extend the trail / cycling network; ◇ supporting regional and provincial transportation agencies to help provide transportation choice Achievement of the emissions targets depends on other levels of government undertaking necessary GHG reduction improvements and providing the City with funds to achieve the targets.
b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as: <ul style="list-style-type: none"> • existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and electric vehicle charging infrastructure; • community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system); 	The OCP supports the Region's goals in regards to the reduction of GHG emissions and commits to carbon neutrality by 2050. According to the Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan (adopted in 2011), the majority of achievable reduction initiatives that are the responsibility of the municipality are found in the community buildings sector. These initiatives include encouraging energy retrofits for existing building stock, ensuring that new buildings are built to high standards of energy efficiency and encouraging the development of community energy systems. Emissions from transportation can also be reduced through maintaining the Urban Containment Boundary and transportation planning and investment. The OCP also supports the implementation of the Pedestrian & Cycling Master Plan, which in turn supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.

c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	Infrastructure and amenity investments are concentrated in the urban centre where most of the population is intended to reside and denser commercial development is intended to take place.
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	As part of the Regional District's mandate the City will be undertaking an Integrated Stormwater Management Plan for the City, which will be completed in 2013. The plan is do a review of the urban area which drains into the lowlands. As part of the update to our Subdivision and Development Servicing Bylaw, the section on Storm water Management has stronger language in dealing with onsite water runoff to allow most hard surface runoff to percolate back into the ground along with other methods of groundwater recharge.
STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
3.4.4 Adopt Regional Context Statements that	
include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).	Most of Pitt Meadows is covered by floodplain and protected by dikes. However, most urban development, and particularly high-density urban residential development, is located in the highland area, out of the floodplain. The OCP supports continued development and densification in the highland area, which is located within the urban containment boundary. Moreover, the Urban Centre as delineated in Regional Features Maps 1 and 2 is located entirely within the highland area.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	The City supports such actions, for example, through the implementation of the Floodplain Designation and Construction Control Bylaw (first adopted in 2008 and amended in 2012), supporting improvements to the diking system, and encouraging developers and others to utilize flood management best

Goal 4: Develop Complete Communities

STRATEGY 4.1 Provide diverse and affordable housing choices	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
4.1.7 Adopt Regional Context Statements which:	
<p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <ul style="list-style-type: none"> i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans; ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density; iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit; iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures. 	<p>The OCP supports such actions, for example, by: Supporting a range of housing choices, including, apartment buildings, townhouses, infill housing such as duplexes, panhandle lots, garden suites, particularly within walking distance of transit, and through the legalization of secondary suites; ◇ Infill development is supported as outlined above, as well as higher density residential dwelling types, which are permitted primarily in the Town Centre; ◇ The OCP supports collaboration with the federal government and the province in assisting in increasing the supply of affordable rental units; ◇ The OCP supports collaboration with the federal government and the province in assisting in increasing the supply of affordable rental units; ; The OCP supports investigating using reduced parking requirements, density bonus provisions, and a community amenity fund to encourage and facilitate affordable housing development.</p>
<p>4.1.8 Prepare and implement Housing Action Plans which:</p> <p>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</p>	<p>The HAP includes an assessment of local housing conditions, by tenure, including housing supply, demand and affordability. The HAP concludes that Pitt Meadows has:</p> <ul style="list-style-type: none"> ◇ A continued demand for single-detached homes, but that given the short supply of land, a broader, more diverse mix of housing forms will be needed; ◇ That there is a shortage of suitable rental housing for single people; ◇ There is a shortage of affordable ownership options for some moderate-income households; ◇ There is limited affordable seniors-oriented housing.
<p>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing</p>	<p>Housing priorities have been determined and identified in the OCP and the HAP and are as follows: ◇ Create a broader mix of</p>

household demographics, characteristics and needs;	housing types; ◇ Increase the supply of rental housing; ◇ Continue to facilitate the development and legalization of secondary suites; ◇ Maintain high standards of safety and maintenance for all rental housing; ◇ Support the development of new non-market housing; ◇ Support regional efforts to eliminate homelessness; ◇ Build housing capacity through information and outreach.
c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	The following implementation measures within the jurisdiction and financial capabilities of the municipality have been identified in the OCP and the HAP: ◇ Investigate using reduced parking requirements, density bonus provisions, waiving or reducing development permit fees, and a community amenity fund to encourage and facilitate affordable housing development; ◇ Supporting a range of housing sizes and types; ◇ Continuing support for secondary suite legalization and development; ◇ Prepare and provide information re: non - market / affordable housing, higher density developments, secondary suites, livable smaller homes, etc.
d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	The OCP and the HAP contain policies to increase the supply of rental housing and to help mitigate or limit the loss of existing rental stock : ◇ Consideration of waiving or reducing development and permit fees for purpose-built rental housing; ◇ Consideration of reducing parking requirements for purpose-built rental housing; ◇ Consideration of property tax exemptions for a period of time; ◇ Consideration of a "Standards of Maintenance" Bylaw for rental properties; ◇ Negotiation of additional density on a project by project basis for the development of new rental housing.
e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	The OCP and the HAP identify opportunities to participate with other levels of government to secure additional housing units (Policy 4.6.7), such as: ◇ Participate in the Maple-Ridge – Pitt Meadows Housing Table and other such partnerships; ◇ Participate in Regional initiatives and committees; ◇ Support Metro Vancouver's Regional Homelessness Plan and other

	efforts of the Regional Steering Committee on Homelessness.
f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	Policies within the OCP and the HAP are supportive of the activities of the Metro Vancouver Housing Corporation.
STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:	
a) support compact, mixed use, transit, cycling and walking oriented communities;	Many OCP policies support compact, mixed use, transit, cycling and walking-oriented community. For example: ◇ Locating medium to high-density multi-family housing within the Urban Centre and within walking distance of the transit; ◇ Supporting alternative transportation initiatives and the use of public transit; ◇ Preserving agricultural land and maintaining the urban containment boundary; ◇ Maintaining and enhancing the City's multiuse trail network to provide connections ; ◇ Considering the needs of cyclists in road design and upgrading and requiring bicycle parking and end of trip facilities for new developments.
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	The OCP encourages the Urban Centre to be the central focus of activity by permitting higher densities and mixed uses; by designating a Civic Centre within the Urban Centre that will be a focus of public facilities in the Municipality.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP supports the establishment of a variety of different public spaces and other amenities, such as the designation of a Civic Centre, the construction of a community centre and public space in Osprey Village and having parks and open spaces for both passive and active recreation.
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	The OCP meets the recreational needs of the community through a combination of approached including providing parks for active and passive uses, public sports facilities, open spaces, trails and bike paths and protected natural areas.
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and	The OCP expresses a commitment to the preservation of farmland and encourages active farming through a variety of ways,

community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	including limiting urban uses to the urban containment boundary
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	No "new communities" are planned.
g) support universally accessible community design;	The City has adopted and is implementing "Plan and Design for Choice", universal design guidelines for outdoor spaces (completed in 2010). The City also adopted an adaptable housing policy in 2011 requiring that 100% of all units in new apartment buildings be built to adaptable construction standards as outlined in the policy.
h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	No Local Centres have been identified at this time.
i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and PostSecondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	Not applicable. Pitt Meadows does not have Special Employment Areas .

GOAL 5: Support Sustainable Transportation Choices

STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
5.1.6 Adopt Regional Context Statements which:	
a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater	The OCP encourages the location of higher density housing and commercial uses within walking distance of public transit. The OCP

share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	also supports the implementation of the Pedestrian & Cycling Master Plan (adopted in 2012), which in turn supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.
b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	The OCP contains policies supporting the collaboration with the Province and Translink to implement integrated transportation systems and the development of traffic management plans, including traffic calming measures;
c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	The OCP promotes working with TransLink to provide transportation choice (policy 4.9.2). The OCP also supports the implementation of the Pedestrian & Cycling Master Plan (adopted in 2012), which in turn supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.
STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	
Metro 2040 Strategies – Recommended Municipal Role	City of Pitt Meadows OCP
5.2.3 Adopt Regional Context Statements which:	
a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	Routes for the safe and efficient movements of goods and services to and from the Urban Area, Industrial Areas, Agricultural Area and the airport are depicted on Regional Features Maps 1 and 2.
b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	The OCP supports working with the Province and TransLink to implement integrated transportation, in particular addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the Harris and Lougheed Intersection.
c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions,	The OCP encourages working with provincial and regional transportation authorities to ensure the movement of traffic through the community while taking the community's needs into consideration

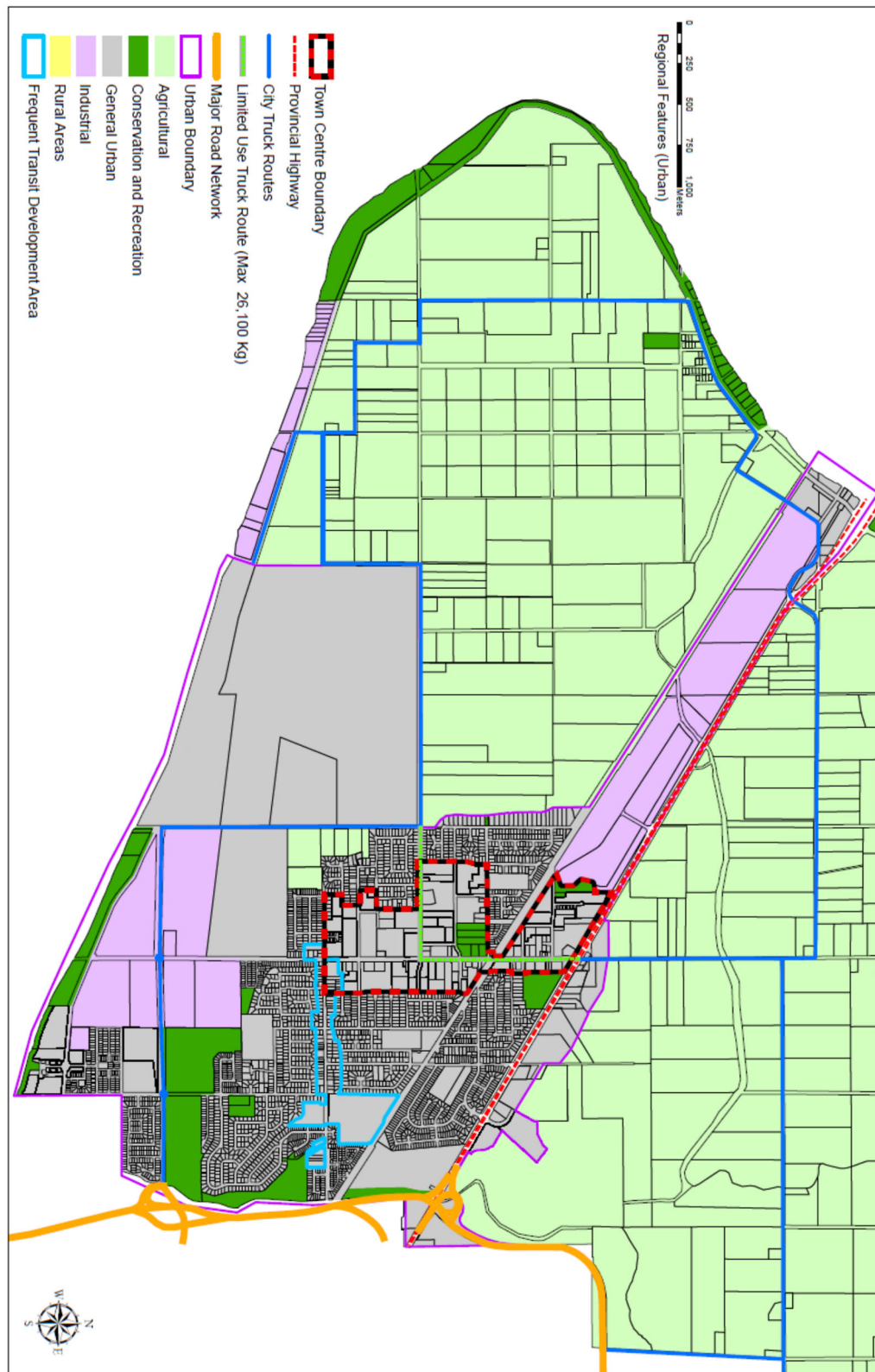
management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	
d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The OCP encourages liaising with CP Rail regarding operations and planning for the Vancouver Intermodal Yard to ensure the movement of goods through the community while taking the community's needs into account. The OCP limits uses and activities that would interrupt or limit the navigation and transportation functions of rivers within the municipality.

6.1 Regional Growth Strategy Implementation Framework

Providing for Appropriate Municipal Flexibility	
Metro 2040 Policies	City of Pitt Meadows Response
6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary.	The Official Community Plan hereby permits such amendments
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The Official Community Plan hereby permits such amendments
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.	The City will implement RGS policy 6.29.
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the	The Official Community Plan hereby permits such amendments

<p>boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.</p>	
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Regional Features Map 1 – Urban Area of Pitt Meadows

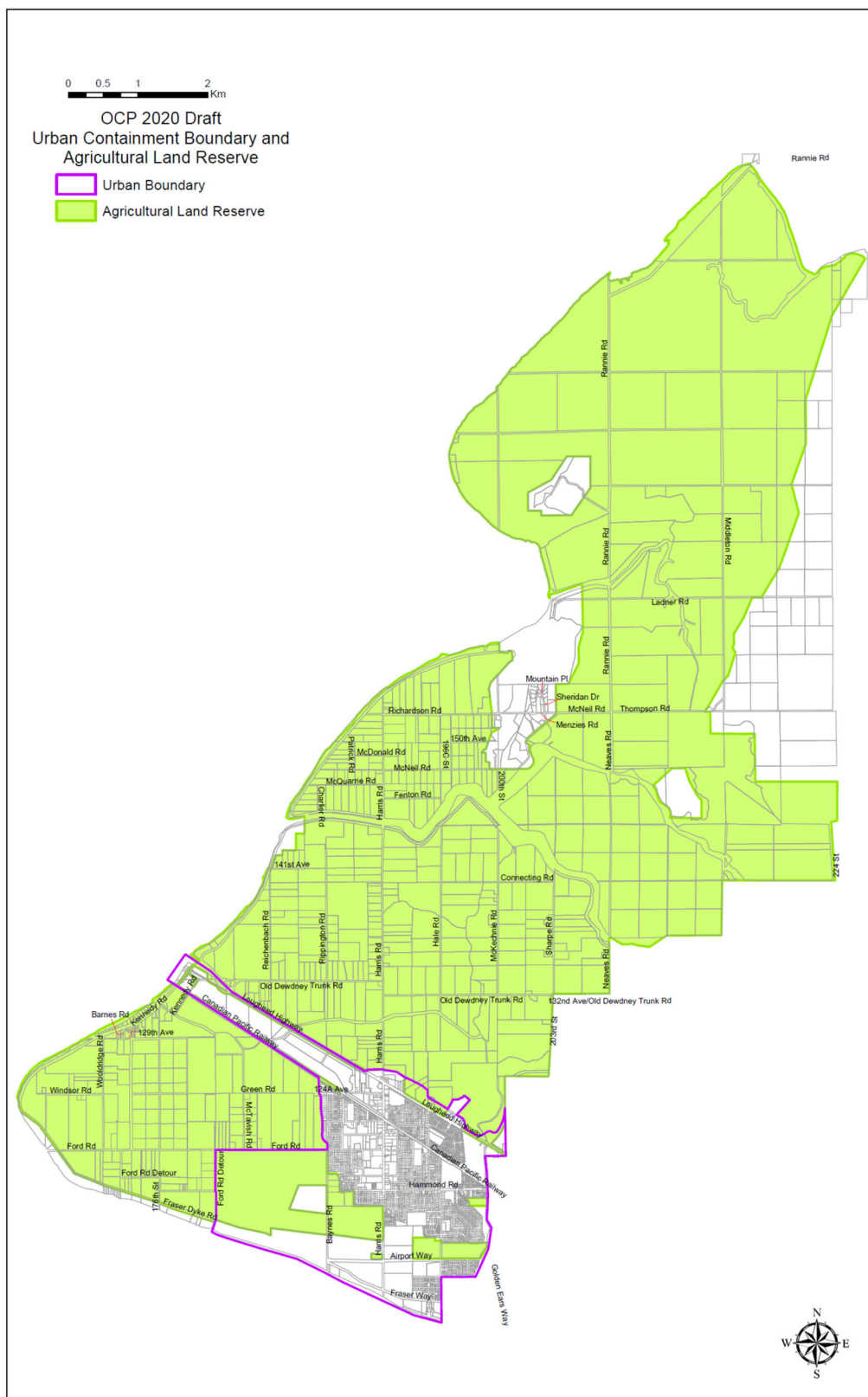


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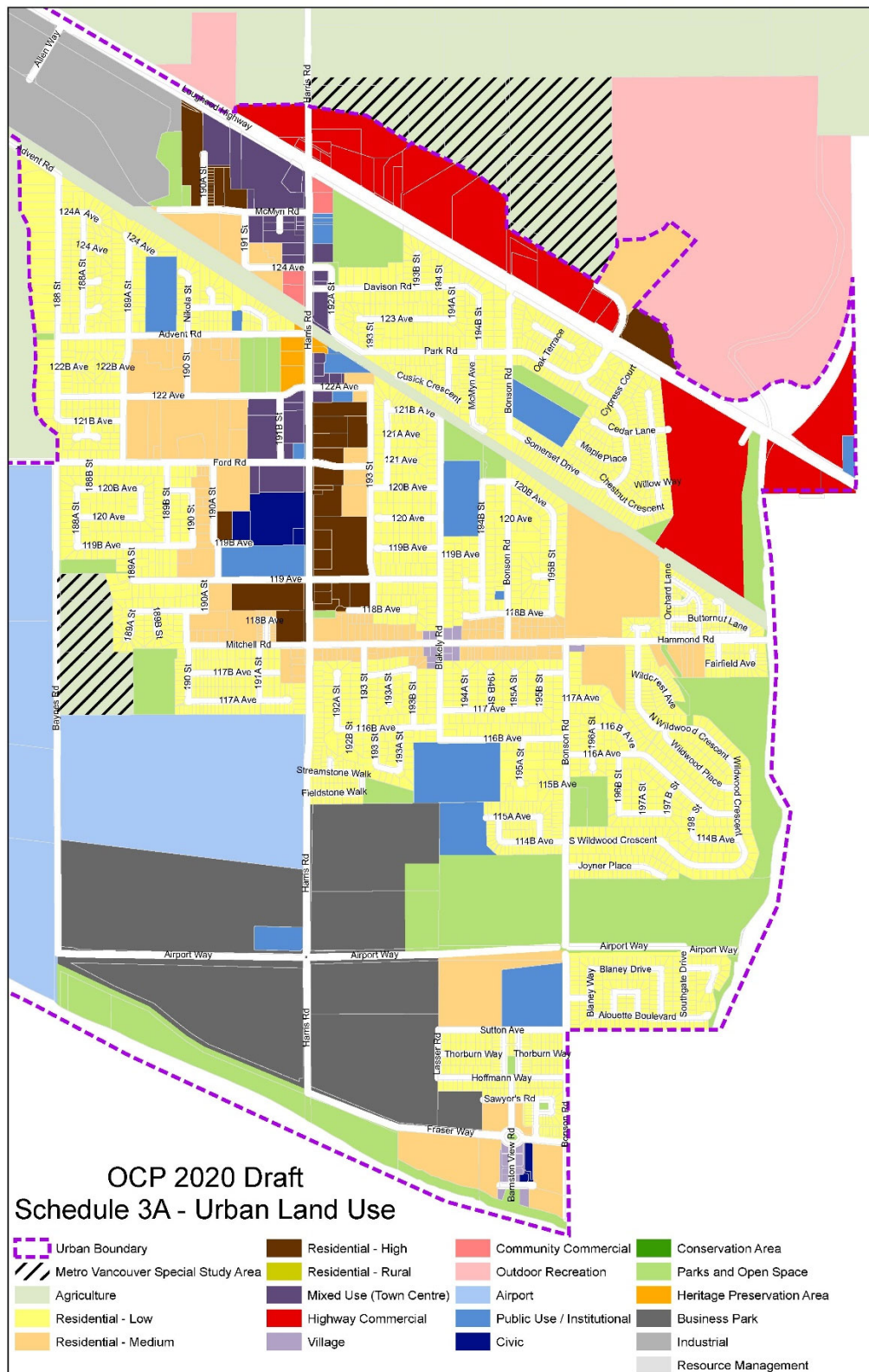


Schedule 2: Area Specific Plans and Policies

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Map 2A: Urban Land Use Map



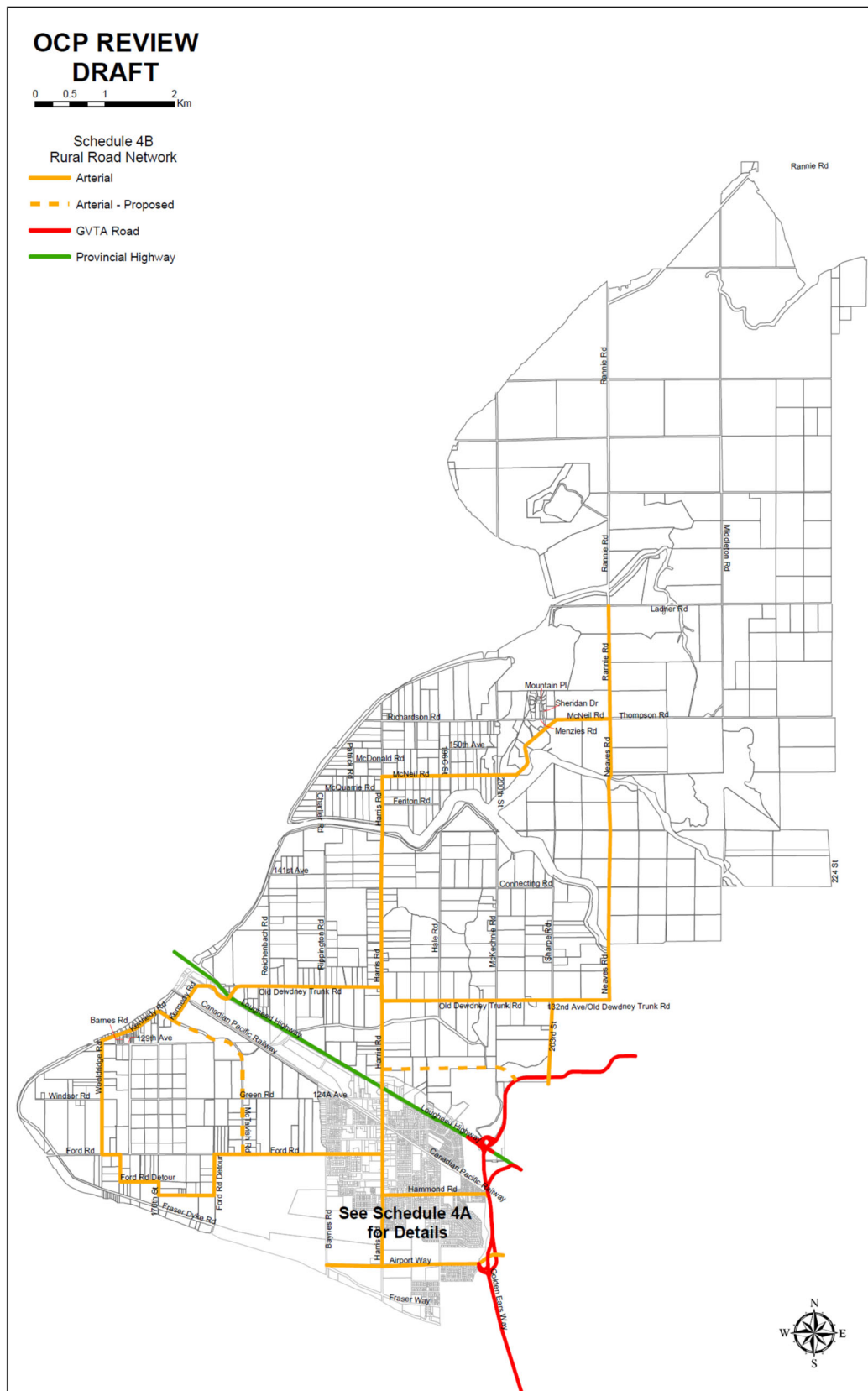
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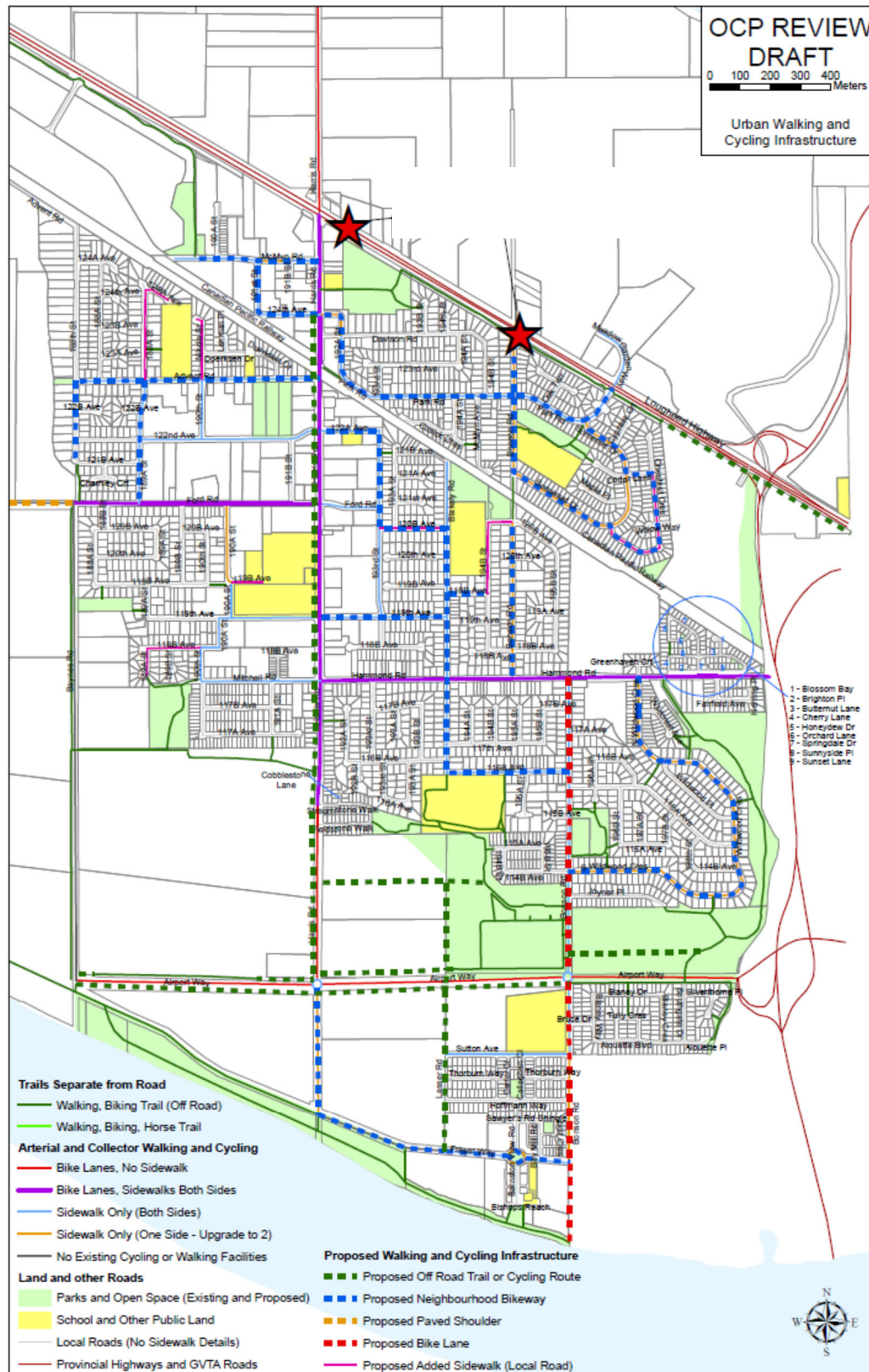
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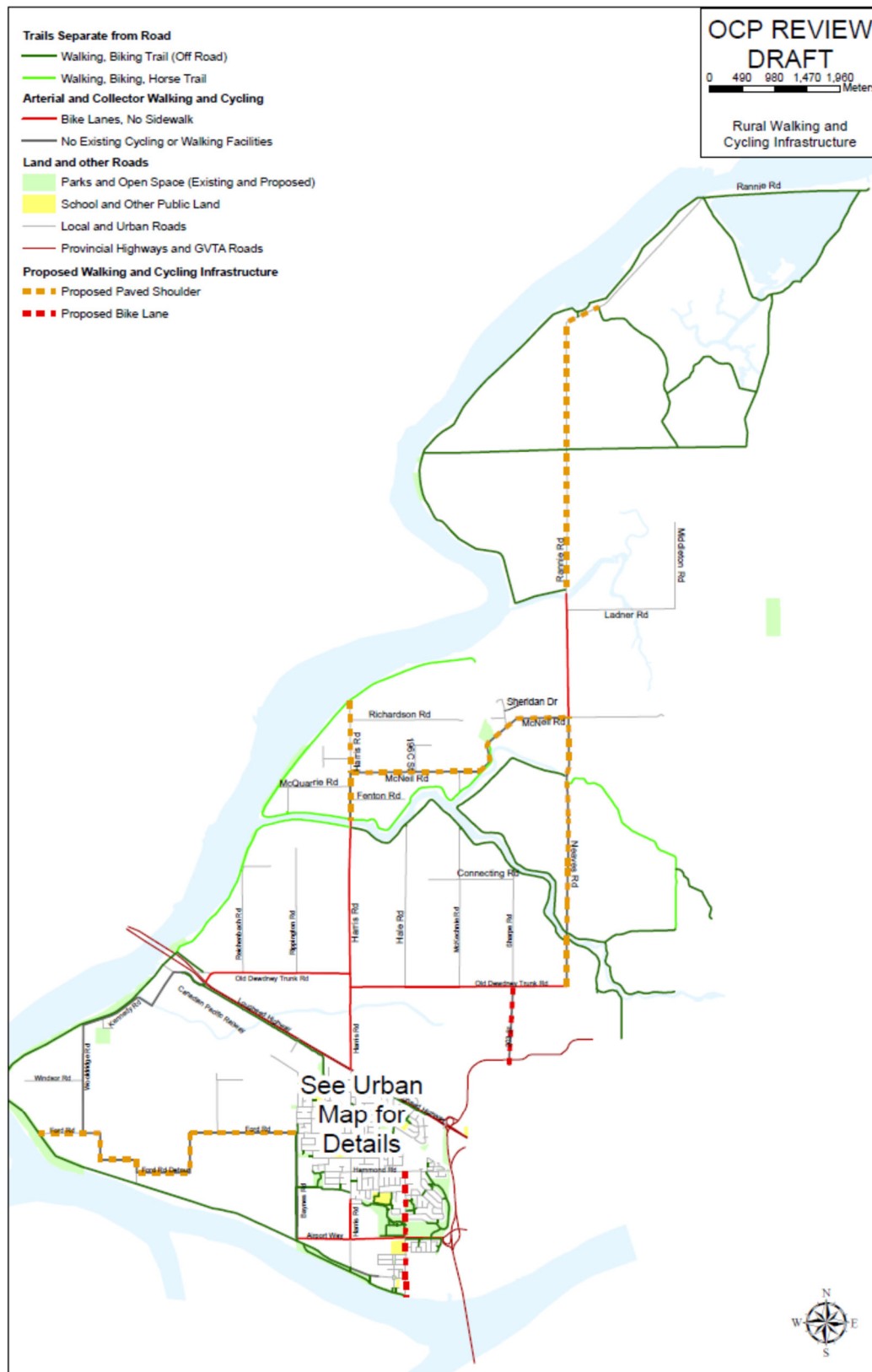
Map 3 B : Rural Transportation Network



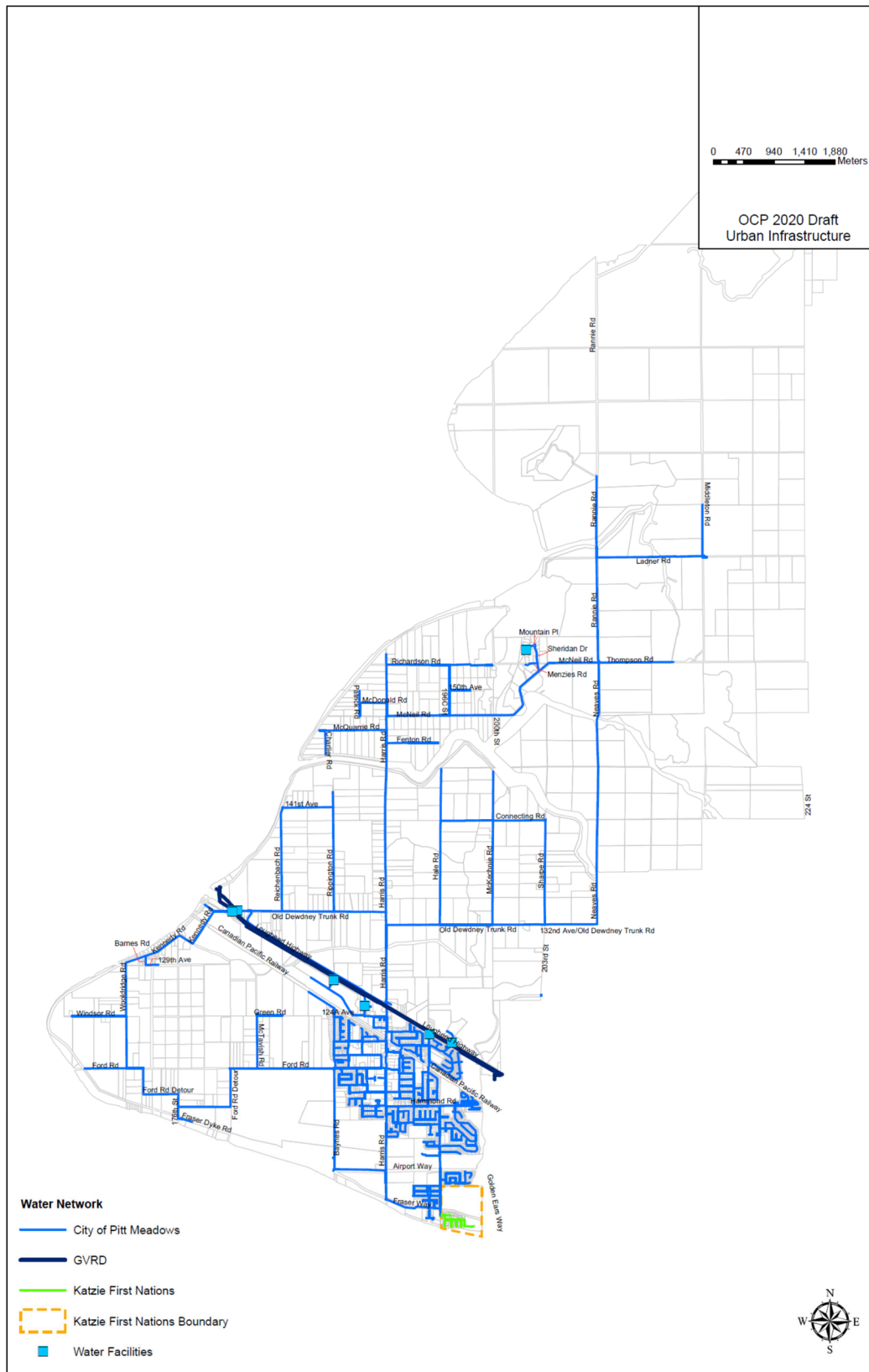
Map 4 A: Urban Cycling and Trail Network



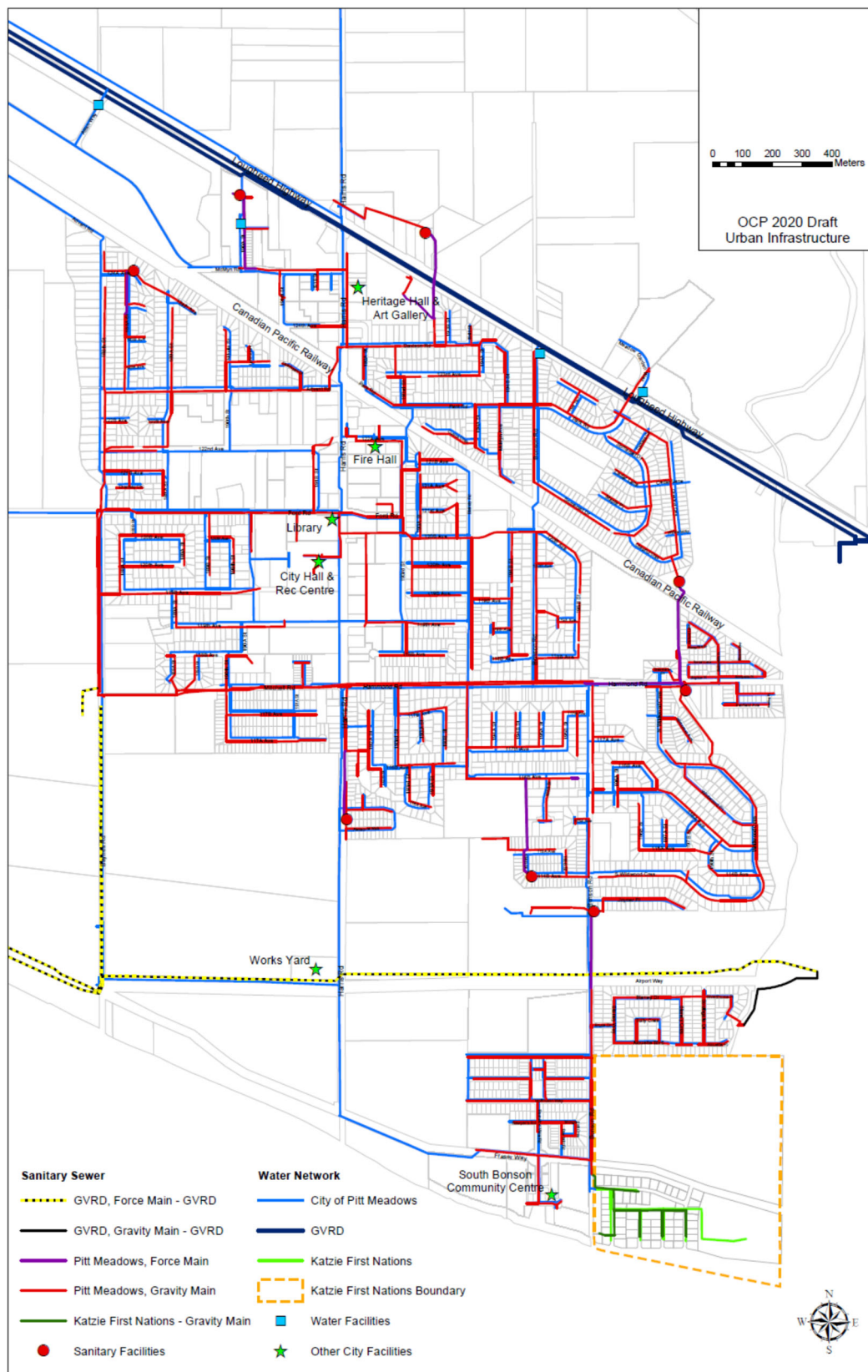
Map 4 B: Rural Cycling and Trail Network



Map 5: Water Network



Map 6: Sanitary Network



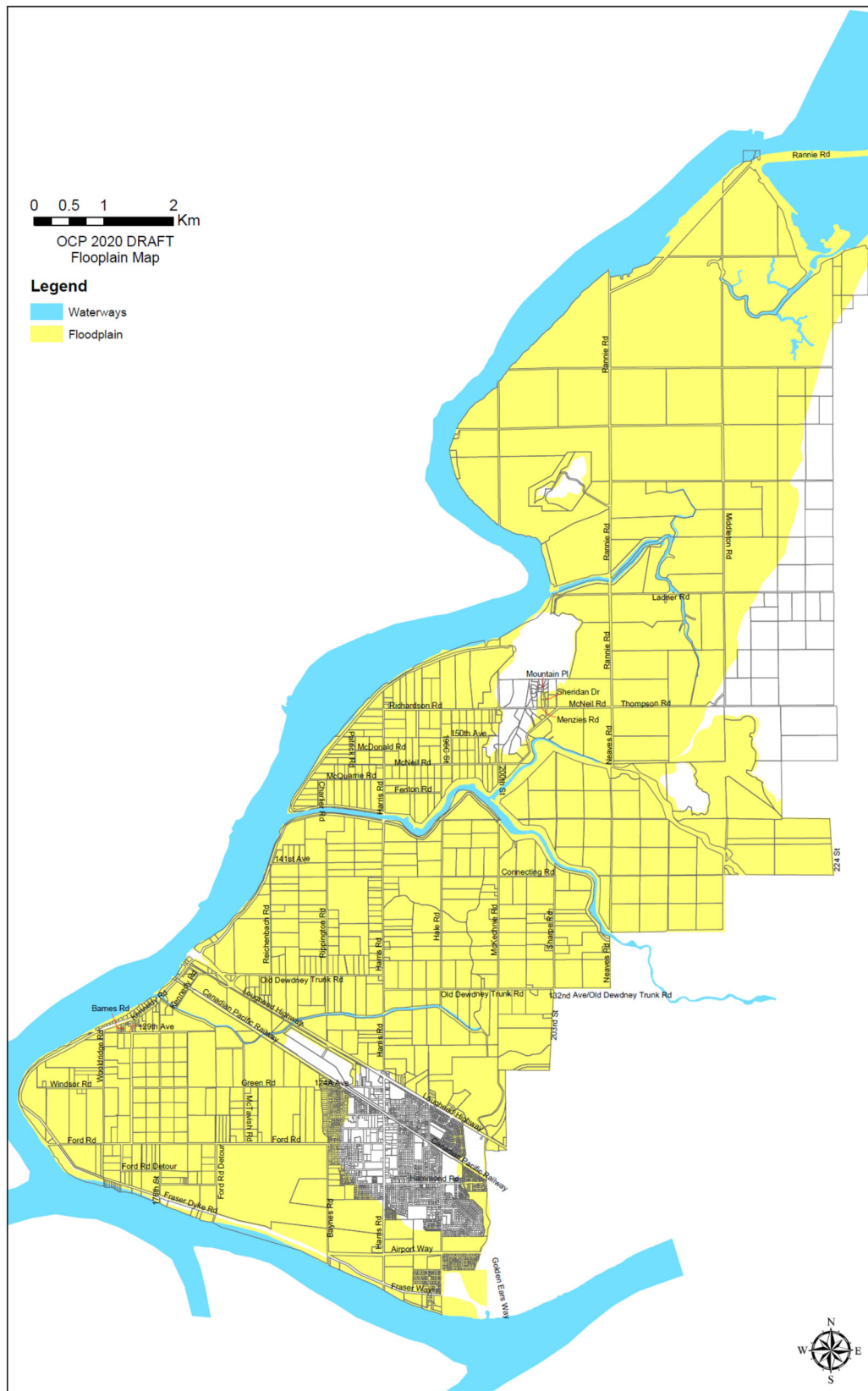
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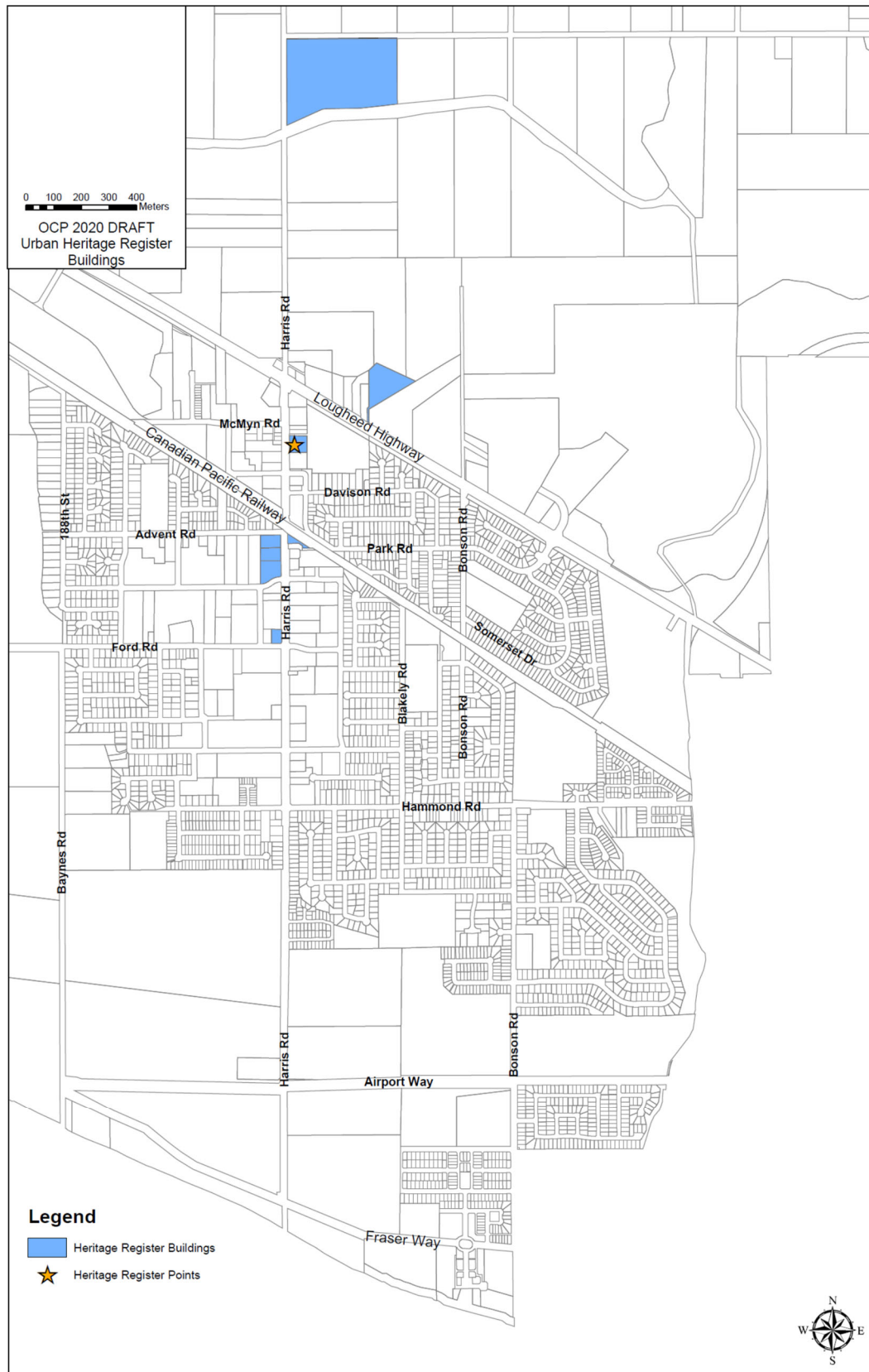
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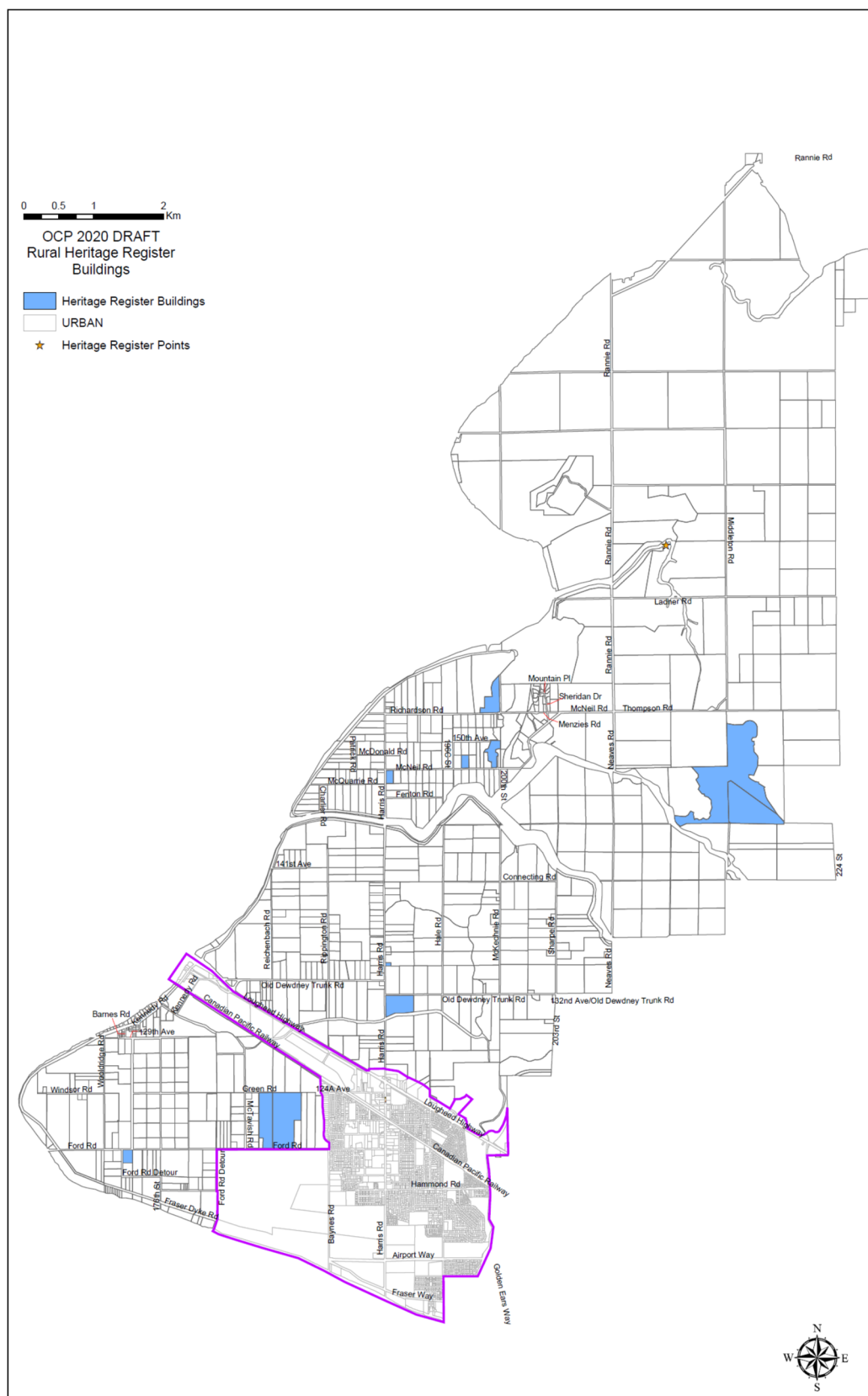
Map 9: Floodplain



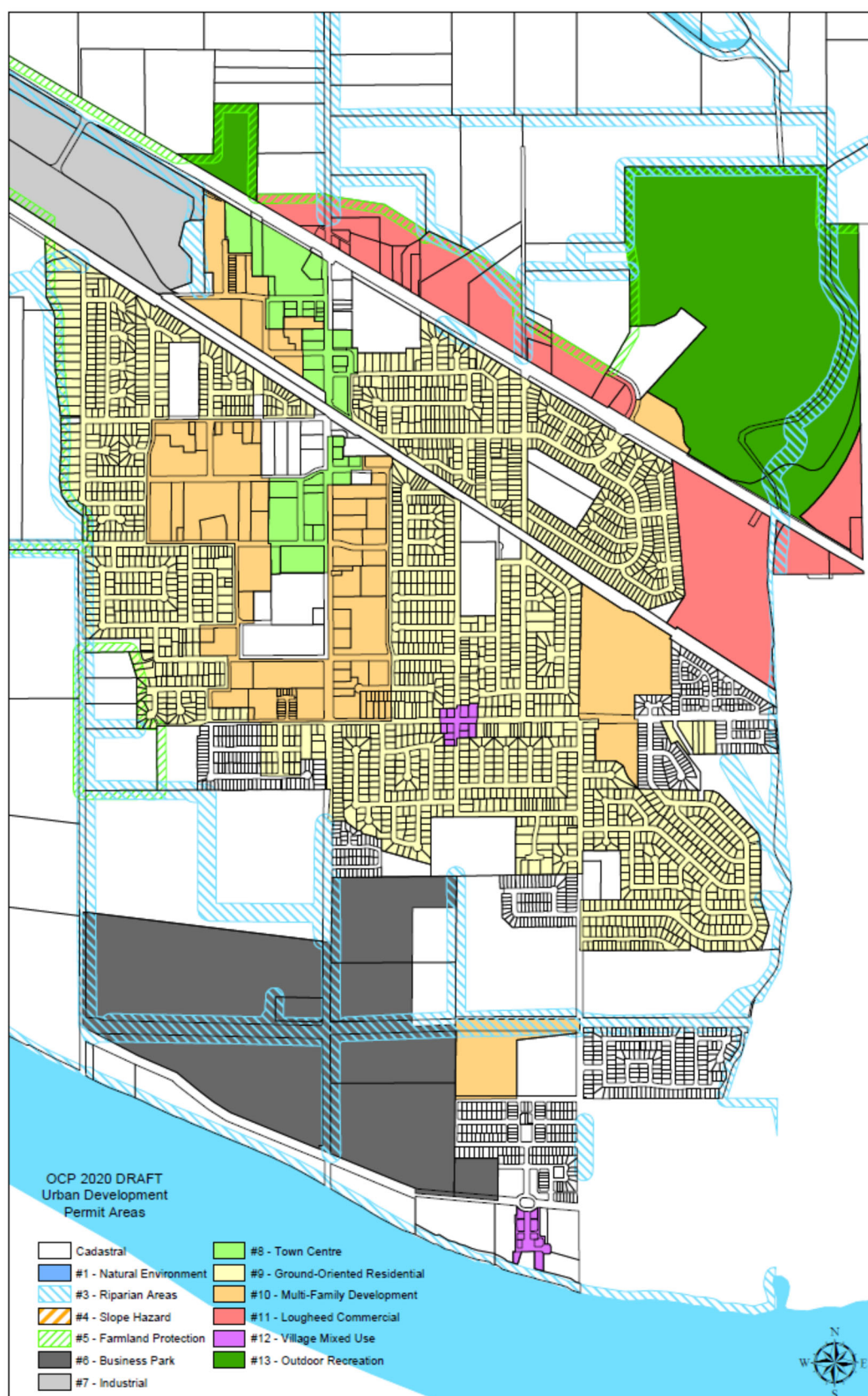
Map 10 A: Urban Heritage



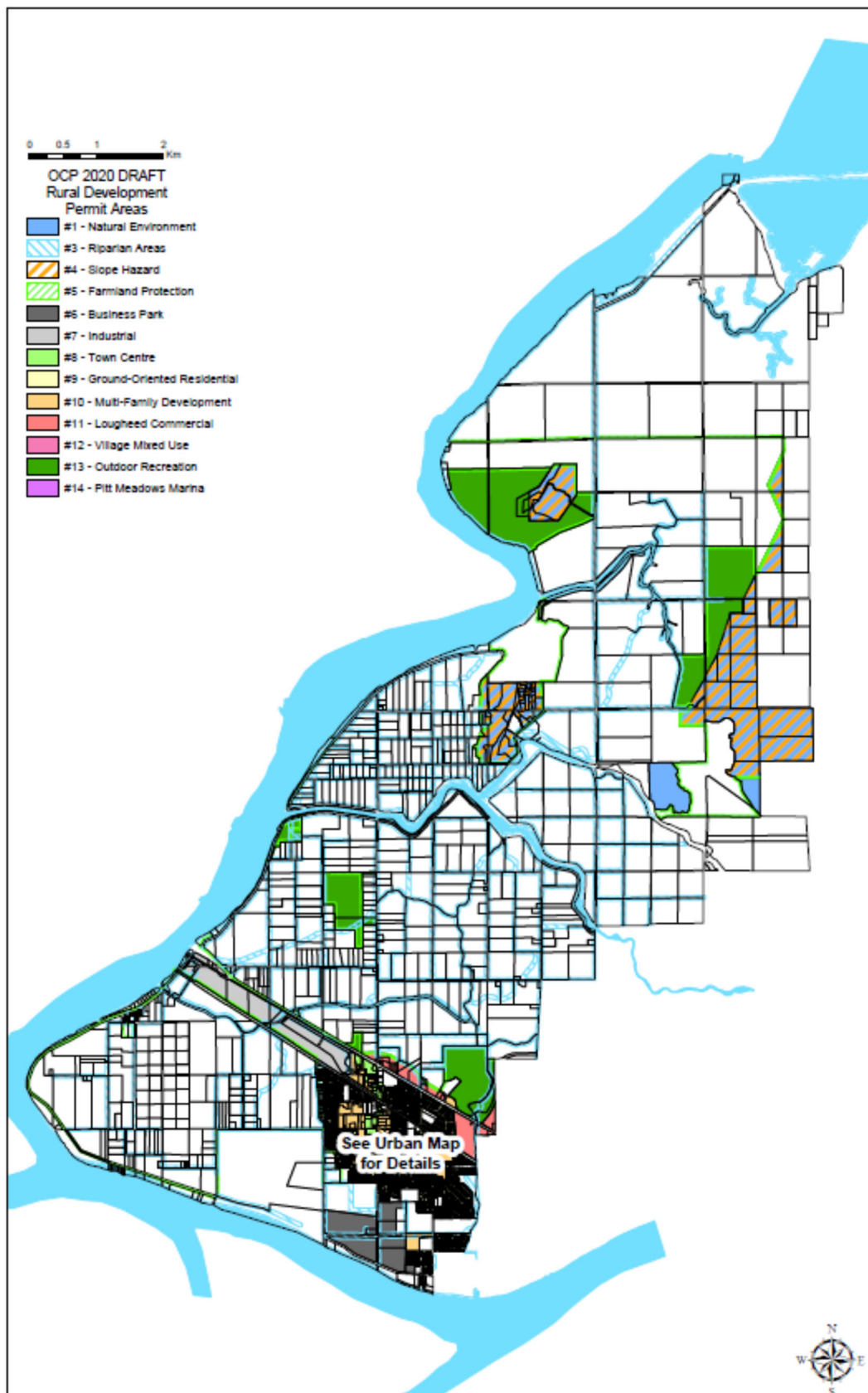
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Map 11 A: Urban Development Permit Areas



Map 11B: Rural Development Permit Areas



Proposed Future Official Community Plan Policies

SURVEY RESPONSE REPORT

31 May 2018 - 09 July 2020

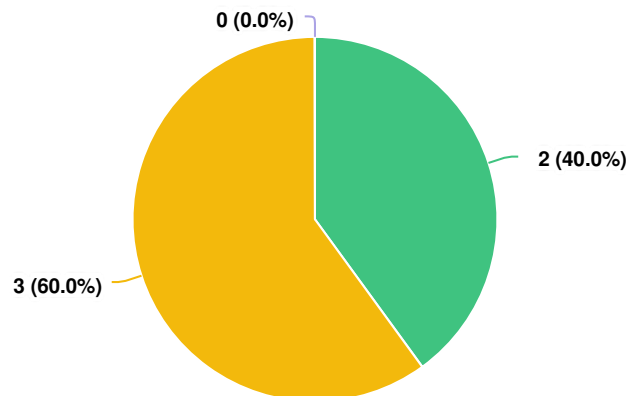
PROJECT NAME:

I See Pitt Meadows 2040: Official Community Plan Update



SURVEY QUESTIONS

Q1 Do you support the draft goals, objective and policies?



Question options

- Yes, just a final polish is needed.
 ● No, I would like to see major changes
 ● Almost, I would like to see a few small changes

Optional question (5 response(s), 0 skipped)

Question type: Radio Button Question

Q2 Please explain

Anonymous

6/19/2020 08:56 AM

We are in a Global Pandemic. This is not the time to be pushing ahead with OCP changes. The majority of people are just trying to cope with loss of employment - they are not paying attention to City business. NO, I disagree with the development of the North Lougheed Study area. We could use another park for North side residents. NO to changing our OCP at this time. There is a business park at Bonson. Northside does not need light industrial development.

Anonymous

6/24/2020 01:47 PM

It is difficult to read the DRAFT OCP when the Regional Growth Strategy goals are not paired with the Regional Context Statements, like the previous OCP had, in each section

Anonymous

6/26/2020 12:59 PM

This OCP is much too extensive to give a "yes" or "no" answer of support. I don't believe the outcome of this survey should be used as a reflection of the OCP validity.

Optional question (3 response(s), 2 skipped)

Question type: Essay Question

Draft Future Rural Land Use Map

SURVEY RESPONSE REPORT

31 May 2018 - 09 July 2020

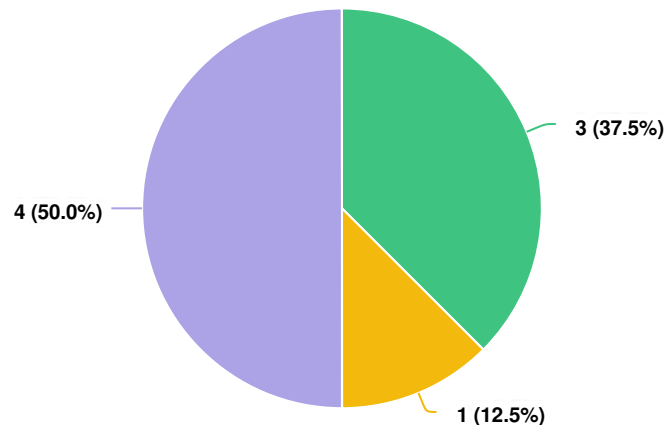
PROJECT NAME:

I See Pitt Meadows 2040: Official Community Plan Update



SURVEY QUESTIONS

Q1 Do you support the Draft Rural Land Use Map?



Question options

- Yes, just a final polish is needed. ● Almost, I would like to see a few small changes. ● No, I would like to see major changes.

Optional question (8 response(s), 0 skipped)

Question type: Radio Button Question

Q2 Please explain

Anonymous

6/18/2020 09:47 PM

I would like to see residential rural be changed to residential medium

Anonymous

6/19/2020 08:58 AM

The map above is too blurred, you can't see it. We disagree with development in the North Loughheed Study area. More parks for seniors.

Mytown

6/19/2020 10:13 AM

Would like to see more Dyke space as parks.

Anonymous

6/23/2020 02:24 PM

The height of the dykes hasn't been increased in decades. Good farming land that isn't being farmed should be taxed differently. The land that could be used for farming in the North Loughheed Study Area should be farmed.

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Draft Future Urban Land Use Map

SURVEY RESPONSE REPORT

31 May 2018 - 09 July 2020

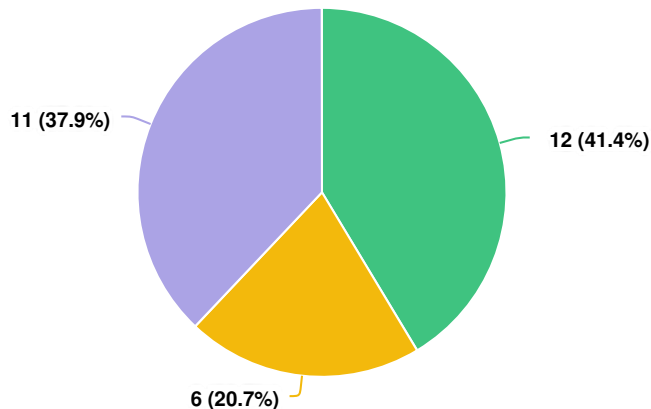
PROJECT NAME:

I See Pitt Meadows 2040: Official Community Plan Update



SURVEY QUESTIONS

Q1 | Do you support the Draft Urban Land Use Map?



Question options

● Yes, just a final polish is needed ● Almost, I would like to see a few small changes ● No, I would like to see major changes

Optional question (29 response(s), 1 skipped)
Question type: Radio Button Question

Q2 | Please explain

Anonymous

6/12/2020 04:58 PM

I would like a thoughtful walkable retail town centre developed to increase tourism to our city and increase tourism. This should support local business and increase quality of life.

Anonymous

6/12/2020 11:45 PM

ALR should not be reasoned! Let's use all the space on Harris Road first.

Anonymous

6/12/2020 11:51 PM

The industrial space is too close to residential with not enough of a buffer between

Anonymous

6/13/2020 12:35 AM

More housing,school,commercial,we need it

Anonymous

6/13/2020 12:36 AM

more housing,school,stores...I will love to see Pitt Meadows growing

Anonymous

6/13/2020 08:37 AM

Leave the agricultural land as farming land. Do not develop commercial land north of Lougheed hwy

fmarianog

6/13/2020 11:38 PM

I like the idea of having new area for a college, commercial and recreation on the red area of the map

Anonymous

6/14/2020 10:26 AM

Will the public use land north Sutton actually become a school at some point? It's been designated for over a decade (or so I've been told) with no signs of

Anonymous

6/15/2020 02:08 PM

it ever happening, and schools over crowded. Also I'm against the continued business park expansion, but it seems to be a lost cause at this point. Instead of having such a large area for business parks, some of that space could instead be used for civic/commercial/residential (low/medium) areas.

Anonymous

6/15/2020 10:11 PM

business park is far too large with respect to all other developments and existing commercial it's a [REDACTED] eyesore and will continue to be as unlikely will be completed your condo developments are a disaster and inspection staff are unqualified and incompetent no confidence our city could manage a business park to code and will be on hook as covid changes demand for business park space existing business park has massive vacancy already ignored all public consultation there was no support for the business park another property tax increase despite all parks in area already Overall it's a good mix of uses for the community.

Anonymous

6/17/2020 02:10 PM

Anonymous

6/17/2020 04:50 PM

I live on 191 and McMyn streets. My condo is at the back of the building. My concern is that a six story building is proposed right behind me. The entire area is 3 and 4 story buildings. A building of this height would block any natural light from my back patio. Facing east I rely on the morning sun. 4 stories, although not ideal, would be understandable. I really like the vibe of Pitt Meadows, but a six story building in the middle of other lower height ones, would leave the feeling of a concrete jungle. Thanks for reading. Remove village graded areas at Hammond and Blakely instead move to advent and Harris

Anonymous

6/18/2020 10:04 PM

Mytown

6/19/2020 10:11 AM

Concerns in packing in townhouses in small areas.

Chrisdlee

6/22/2020 06:48 PM

Pitt Meadows is loosing its quiet community feel. We moved here for that very reason. It is building up much too much. There are too many houses and townhouses being built and it is getting more difficult to get around. I am also concerned about the land behind my house. It is zoned for Metro Vancouver Special Study Area. It is already going to get busier with the bypass road going through and much louder. I really hope this land stays as is and does not get developed. I really love it here and do not want to leave.

Anonymous

6/23/2020 02:21 PM

The North Lougheed Study Area concepts do not include agriculture benefits. The Hammond Harris Road residents need to be included with early and ongoing communication about the planned changes to the density in the area. The Onni warehouses will bring workers through the City but these extra vehicles and routes weren't included in the traffic study from a few years ago.

Anonymous

6/23/2020 02:37 PM

The Hammond Road Multi-Family Zone is too extreme and sets expectations that all existing residents here must move / relocate out of Pitt Meadows so new larger Townhomes or Apartment buildings can be built all along Hammond. Where are the Planners / Politicians expecting the existing residents to move to or do they really care ? Who are you building this City for ? TheOCP Land Use Urban Draft needed way better Public awareness

Anonymous

6/24/2020 05:54 PM

and engagement. A Design Charette on the "Character & Design" guidelines so we get the properly sized buildings, compliments neighbourhood character and not overpowering density creating more traffic / cars on Hammond. Smaller footprint for the industrial park and lower density around Osprey. The road systems are already too busy

Anonymous

6/25/2020 01:44 AM

I think it's perfect

Anonymous

6/26/2020 12:40 PM

I don't agree with "village" concept for Hammond and Blakey. I don't agree with medium density housing on Hammond. I don't agree with residential development on civic land. Civic land should be saved for expansion of rec centre/daycare and or new policing station. Best use of this land would be the development of outdoor Pickleball courts with future plans for a rooftop cover. If all the communities around us can provide outdoor courts then Pitt Meadows should be more proactive in providing courts and stop worrying about field space when our fields are sitting empty 65% of the time. Thank you.

Optional question (20 response(s), 10 skipped)

Question type: Essay Question

Discussion Paper Submission - OCP Review

June 15 2020

The Discussion

Over the past number of months the City of Pitt Meadows has embarked on a review of the current OCP Bylaw #2352, 2007 which is intended to be culminated with Pitt Meadows 2040, a comprehensive update of the OCP which will guide development and decision-making over the next 20 years. This memo is intended to focus on the draft Objective 7 Policy 7.2 section which deals with lands designated as "Rural Residential". For reasons outlined in this memo we are concerned that the current wording of Policy 7.2 may fetter future decisions of the Pitt Meadows Council and staff to implement responses to community needs. This is especially crucial given that planning responses to community growth needs specifically outside of the urban core are inordinately influenced by the significant proportion of ALR lands within the Pitt Meadows boundaries. It is on this basis we would request consideration be given to an expansion of Policy 7.2 to proactively provide a means whereby Council, independent of the Metro Vancouver process, can use its discretion through good planning to respond to local community needs.

Background

Scattered within the City boundaries there are approximately a half dozen groupings of Rural Resource (RR) designated lands ranging in size from approximately 100 acres to hundreds of acres. See attached OCP 2020 Schedule 3B. Their location within the City is somewhat indiscriminate though there is a considerable representation along the easterly boundary of the City. Also of significance these lands are primarily bounded by land uses designated for ALR, Conservation, Outdoor recreation or Resource management uses. It would appear that due to the impact of historic agricultural, recreational and resource activities these lands have simply evolved into the RR designation rather than having been created or designated based upon a defined long term vision. In addition it is clear that the physical characteristics, including geotechnical and environmental, of some of these independent groupings are significantly dissimilar to others with a similar OCP designation. It is on this basis that we submit that the proposed OCP designation should have the ability to differentiate between the rather diverse locational and physical characteristics of these various independent groupings of lands.

Further as mentioned in the above Discussion introduction the ALR creates serious constraints on opportunities for detached housing on large lots situated outside the urban boundary. Again we submit that the proposed OCP designation should have some additional built in flexibility.

Our suggested additional considerations

While it is acknowledged that a significant portion of the RR designated lands logically do fit within the parameters of the proposed Policy 7.2 we believe that there exists some community planning exceptions that should be incorporated into the policy. To permit the City staff and Council the future opportunity to consider such exceptions we would suggest that the policy could be expanded to include clearly defined precedents which would permit exceptions to the primary intention of the bylaw.

Suggest Policy modification

The Pitt Meadows 2040 suggested wording for Objective 7 Policy 7.2 reads as follows:

Policy 7.2 – Rural Residential lands as indicated are lands which are outside of the urban area, yet not within the Agricultural Land Reserve.

- Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services.

We are proposing that consideration be given to the two following modification to Policy 7.2 which will provide more flexibility by recognizing additional considerations such as site characteristics and historic subdivision and development patterns within a specific rural area. The first proposed text modifications of a single word is underlined and reads as follows:

- Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not generally envision further intensification of use through subdivision in this designation and/or through extension of services.

The second modification underlined below is necessitated from the inclusion of the word “generally” in the previous text. This additional text when finalized provides a set of parameters on which to base any exception to the general policy.

Exceptions to this general policy must be predicated upon:

- a historic pattern of subdivision found in the immediate neighbourhood;
- The protection of a significant component of natural environmental features will be incorporated into any development plan;
- The lands are currently served by the municipal water system;
- There will be provision for tertiary sanitary treatment;
- Development density shall not exceed 2.25 units per acre calculated on a gross density basis

Conclusion

It is our belief that the simple insertion of the word “generally” within the main body of Policy 7.2 will provide flexibility to the City and its staff to respond to special circumstances. The further inclusion of a framework of conditions precedent can then ensure that there is a definitive set of guidelines making certain any “exceptions” follow predetermined good community planning precepts.